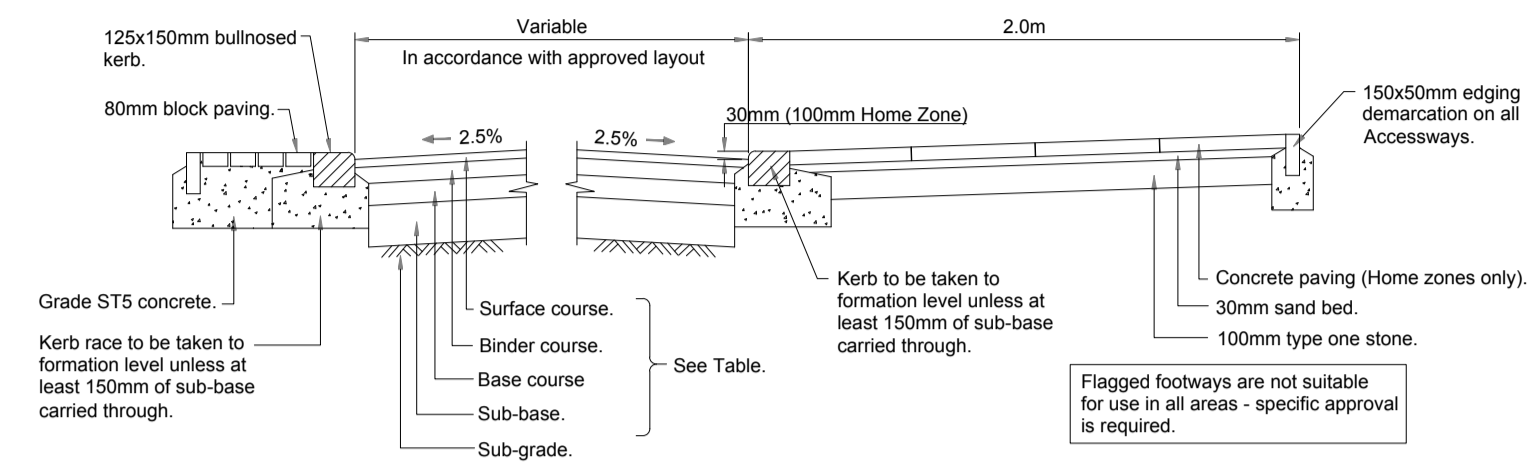


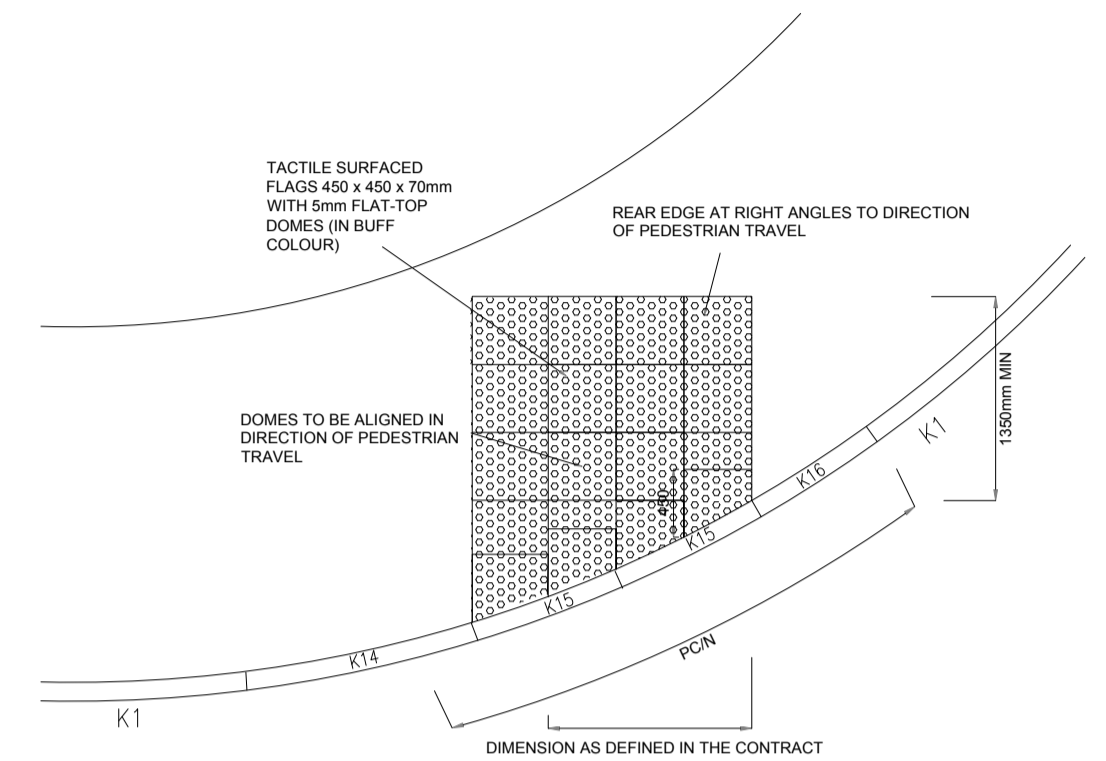
LOCAL RESIDENTIAL STREET, CONNECTOR STREETS AND INDUSTRIAL ROADS. TYPICAL CROSS SECTION.



SHADED SURFACE AND HOME ZONE STANDARD TYPICAL DETAIL

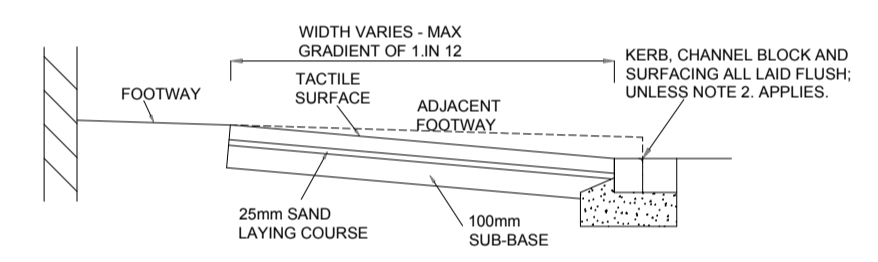
Alternative footway construction - Home Zones and Conservation Areas.  
Standard 80mm concrete block pavours.  
Flags or small unit paving - (Not suitable for footway vehicular crossings or other area vulnerable to vehicular traffic).

TACTILE PAVING WHERE CROSSING IS SITED ON A RADIUS

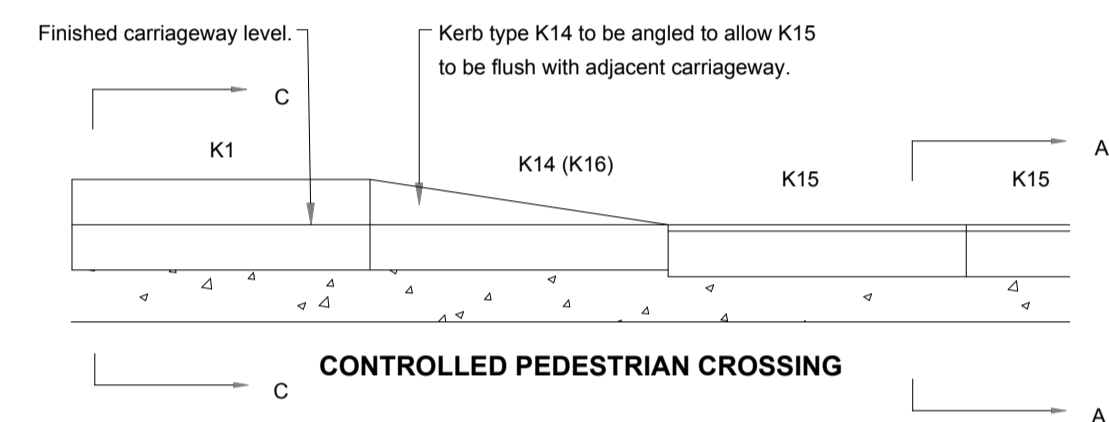


NOTES

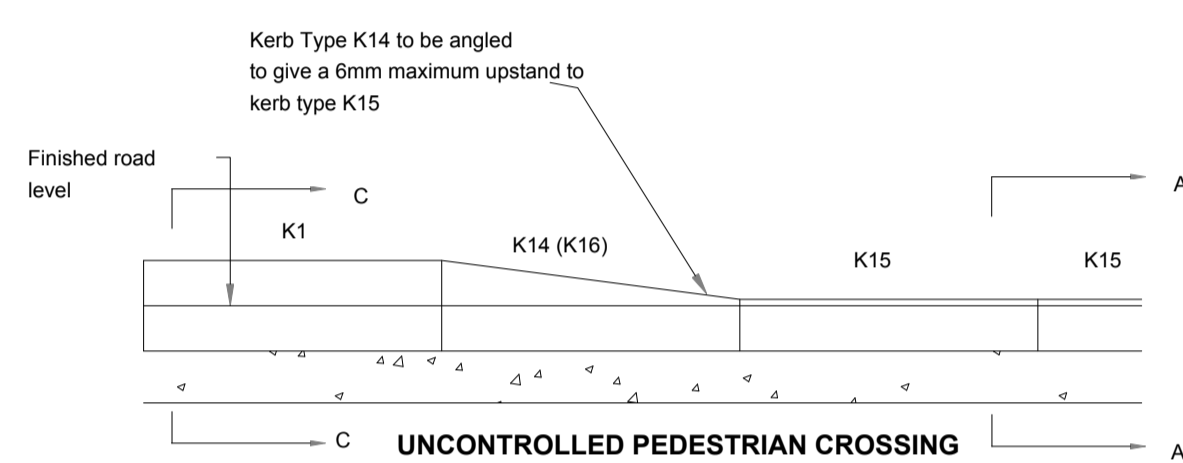
- EDGE FLAGS (CUT) SHALL BE NOT LESS THAN 1/2 FLAG IN WIDTH. K15 KERBS TO BE SET FLUSH TO CHANNEL BLOCKS EXCEPT WHERE BACKFALL TO RAMP IS UNAVOIDABLE - IF SO SET K15 KERBS 6mm ABOVE CHANNEL BLOCKS FOR DRAINAGE PURPOSES. CHANNEL BLOCKS SHALL NOT BE PROVIDED IF CARRIAGEWAY SURFACING IS NOT INCLUDED IN THE WORKS. HOWEVER, IT IS IMPORTANT TO AVOID HAVING FLUSH CROSSING POINTS ON THE RADIUS KERB BECAUSE A RADIUS KERB GIVES POSITIVE GUIDANCE FOR DRIVERS TURNING THROUGH THE JUNCTION, MINIMISING THE RISK OF VEHICLES OVER-RUNNING THE FOOTWAY.
- WHERE PC/N REFERENCE USED 'N' REFERS TO NUMBER OF KERBS TYPE K15 (MIN TO BE N+1.5)
- TACTILE AREA SHALL BE PAVED IN BUFF TACTILE BLOCKS TO SAME LAYOUT AND AREA IF SO SPECIFIED IN THE CONTRACT
- WHERE ADJACENT FLAGS ARE BUFF, TACTILE FLAGS TO BE IN CONTRASTING COLOUR OTHER THAN RED.
- IN CERTAIN SITUATIONS A SINGLE ROW OF TACTILE FLAGS MAY BE REQUIRED. REFER TO SCHEME GENERAL ARRANGEMENT DRAWING.
- WHERE THE BACK EDGE IS NOT PARALLEL TO THE KERB (OR THE CROSSING ITSELF IS NOT AT RIGHT ANGLES TO THE KERB) THE TACTILE SURFACE NOT BE LESS THAN 800mm IN DEPTH AT ANY POINT.



PEDESTRIAN DROPPED CROSSING ( 1 DROPPER + N CENTRES = PC/N )

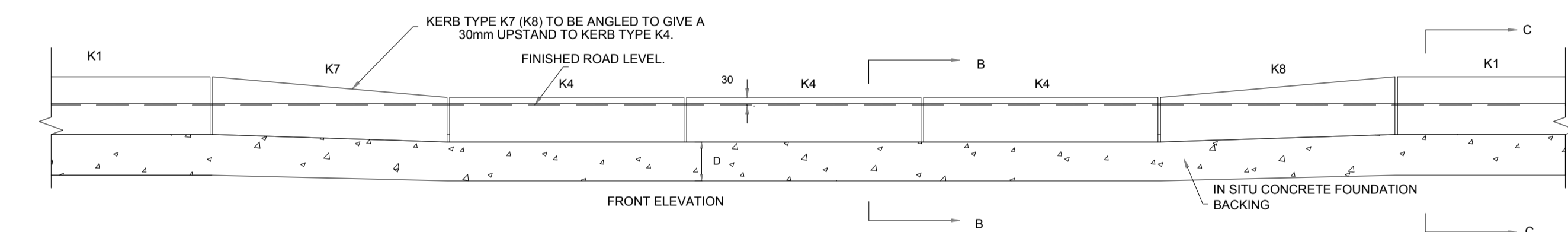


CONTROLLED PEDESTRIAN CROSSING

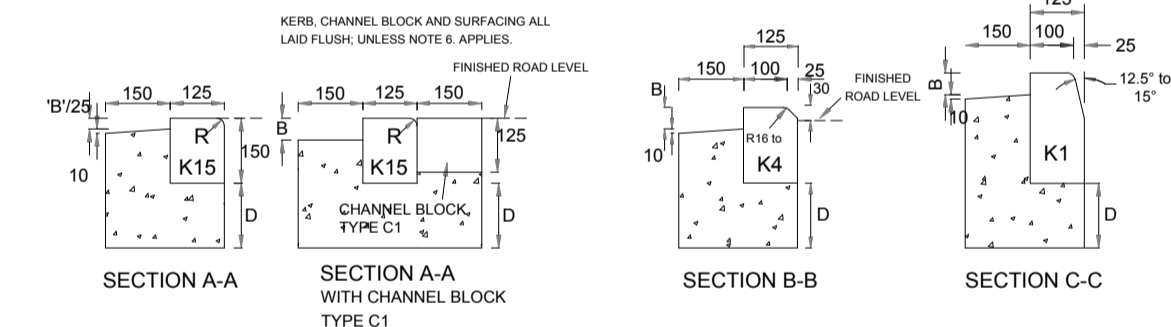


UNCONTROLLED PEDESTRIAN CROSSING

VEHICULAR DROPPED CROSSING ( 1 DROPPER + N CENTRES = VC/N )



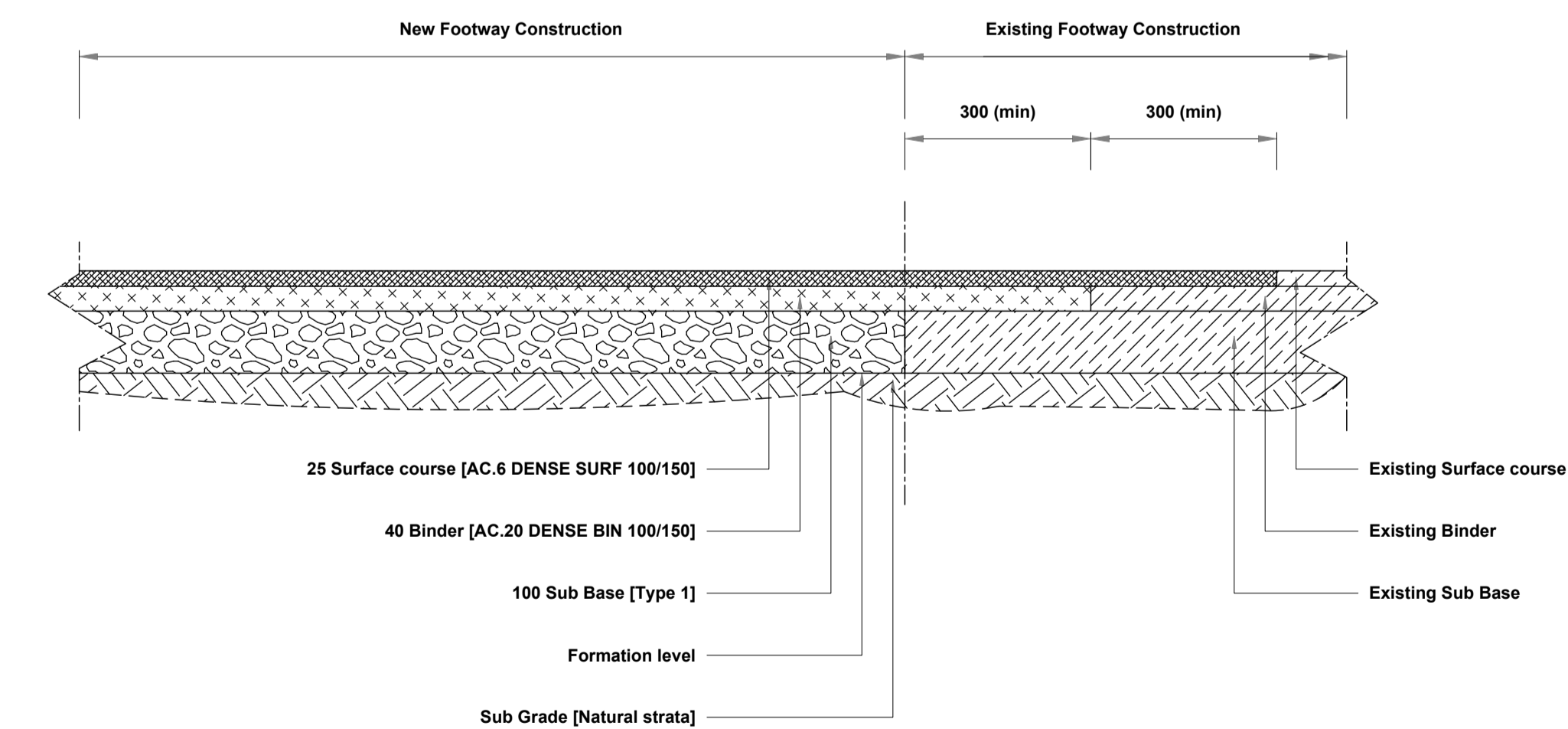
FRONT ELEVATION



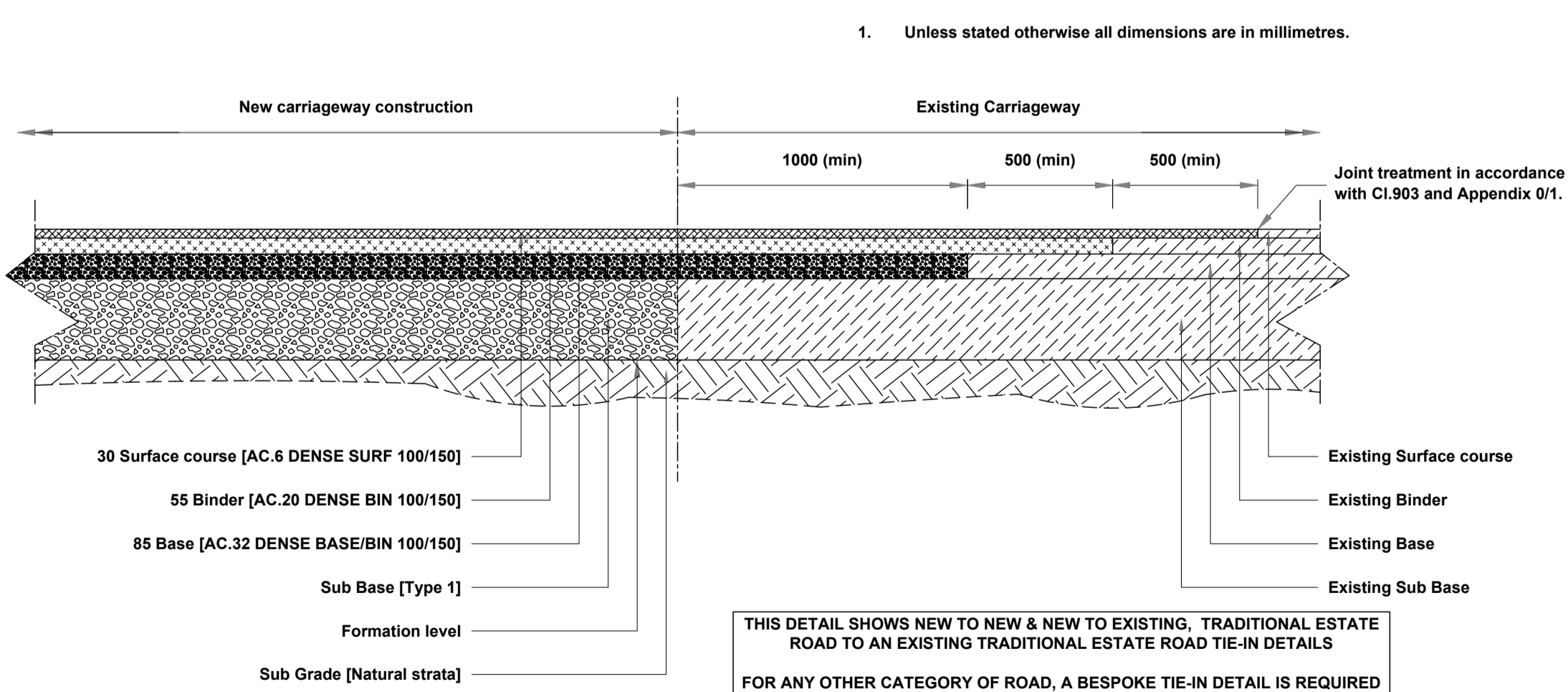
NOTE

- ALL DIMENSIONS ARE IN MILLIMETRES.
- WHERE THE SUFFIX 'V' IS INCLUDED GRADE C25/30 CONCRETE SHALL BE USED IN FOUNDATIONS AND BACKING. ALL OTHER INSITU CONCRETE SHALL BE CLASS C8/10 OR ST2
- CENTRE KERBS TO BE HALF KERB LENGTH WHEN LAID TO RADII LESS THAN 15 METRES.
- NUMBER OF CENTRE KERBS WILL VARY.
- K15 KERBS TO BE SET FLUSH TO CHANNEL BLOCKS EXCEPT WHERE BACKFALL TO FOOTWAY IS UNAVOIDABLE IF SO SET K15 KERBS 6mm ABOVE CHANNEL BLOCKS FOR DRAINAGE PURPOSES
- CHANNEL BLOCKS SHALL NOT BE PROVIDED IF CARRIAGEWAY SURFACING IS NOT INCLUDED IN THE WORKS.

FOOTWAY TIE-IN DETAIL



CARRIAGEWAY TIE-IN DETAIL



1. Unless stated otherwise all dimensions are in millimetres.

THIS DETAIL SHOWS NEW TO NEW & NEW TO EXISTING, TRADITIONAL ESTATE ROAD TO AN EXISTING TRADITIONAL ESTATE ROAD TIE-IN DETAILS. FOR ANY OTHER CATEGORY OF ROAD, A BESPOKE TIE-IN DETAIL IS REQUIRED.

PAVEMENT DESIGN

ROAD LAYER	MATERIAL	MATERIAL CHOICES	LOCAL RESIDENTIAL STREET (msa-3) in mm	CONNECTOR STREET (msa-4.5) in mm	INDUSTRIAL ROAD (msa-11) in mm
SURFACE COURSE	10mm stone mastic asphalt surface course SMA 10 surf 40/60	SMA, Thin Surface Course Systems, AC, HRA	50	60	50
BINDER COURSE	0/20, AC 20 HDM bin 40/60	AC (DBM 50, HDM 50), HRA	60	60	60
BASE COURSE	0/32, AC 32 HDM base 40/60	AC	130	150	170

- msa - Traffic in Million Standard Axles for 40 year period.
- Total Asphalt thickness depends on the traffic (msa)
  - The total Asphalt thickness for Key routes and New roads shall be designed using actual / forecast traffic (msa) using DMRB Standards
  - All longitudinal joints in all layers shall be situated outside wheel track zones, refer MCHW CI 903 2.1.
  - The joints in different pavement layers should not coincide. Transverse joints shall have an overlap not wider than 300mm. The longitudinal joint overlap width may be reduced to a maximum of 100mm. Refer MCHW CI 903 2.1.

PAVEMENT FOUNDATION DESIGN

CBR%	SUBBASE ON CAPPING		SUBBASE ONLY	
	CAPPING (mm) + SUB-BASE (mm)		SUB-BASE (mm)	
<2.5	Ground improvement will need to be considered to improve the subgrade CBR			
2.5	430	250	420	
3	380	230	370	
4	320	220	320	
5-15	260 - 160	200	260 - 210	
>15	150	200*	200*	

\* Minimum required type 1 subbase thickness to achieve 450mm (from the designed final surface) of non-frost susceptible material

FOOTWAY AND CYCLEWAY PAVEMENT DESIGN

TYPE	CBR	SUB-BASE (mm)	BASE (mm)		BINDER COURSE (mm)		SURFACE COURSE (mm)	
			AC 32 dense base 100 / 150	AC 20 dense base 100 / 150	AC 20 dense bin 100 / 150	AC 6 dense surf 100 / 150 or 150/60 HRA Surf 100/150	AC 6 dense surf 100 / 150 or 150/60 HRA Surf 100/150	
Pedestrian only Footway / Cycleway or Footpath	≥ 2.5%	100	0	0	50	0	20	
Vehicular Footway Crossing or Light/Vehicular footways / cycleways	≥ 2.5%	225	0	0	50	0	20	
Heavy-vehicle footways / cycleways	≥ 2.5%	320	90	0	0	0	25	
	≥ 2.5% & ≤ 4%	210	90	0	0	0	25	



PROJECT TITLE  
FORMER ROSE & CROWN INN, KNOWL ROAD, GOLCAR

DRAWING TITLE  
TYPICAL SECTIONS

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN	2376	HGN	DR	CH	0005 B

CLIENT  
SYCAMORE 1 LTD

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A1	AH	LO	AH	MAY 26

PARAGON HIGHWAYS  
PEACH HOUSE WEST, THE WALLED GARDEN  
NOSTELL ESTATE YARD  
WAKEFIELD WF4 1AB

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