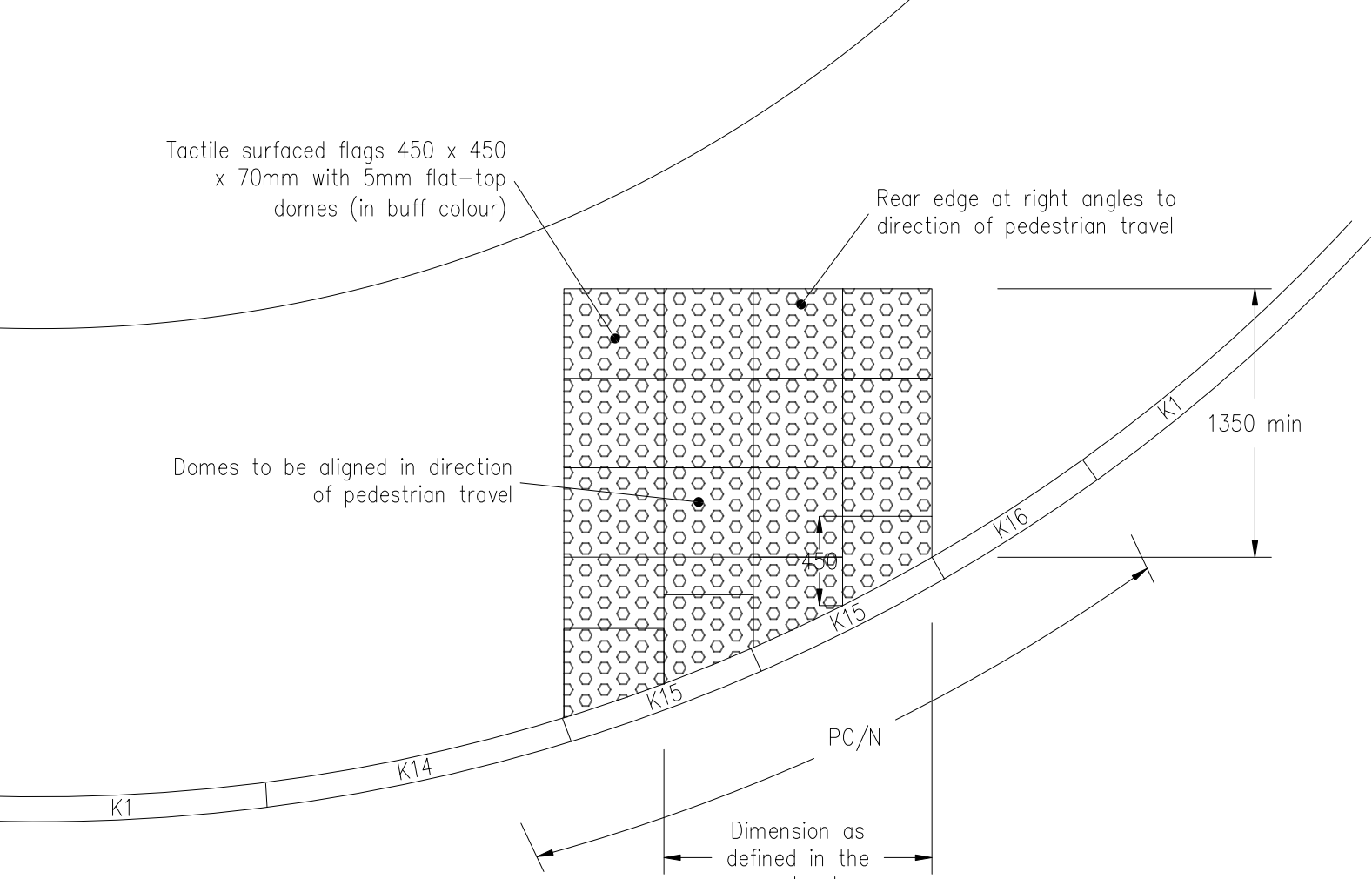


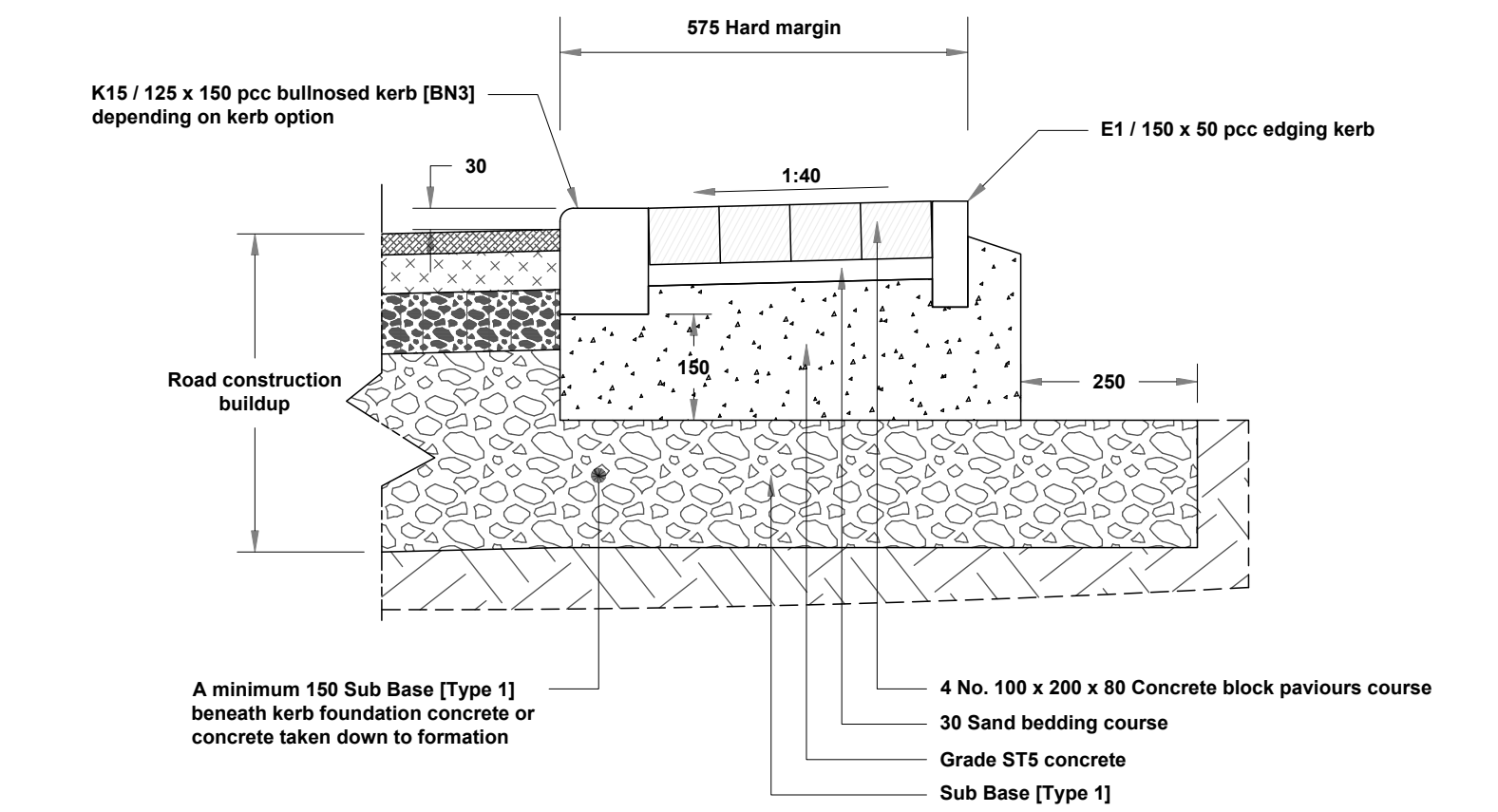
TYPICAL DETAIL OF TACTILE PAVING WHERE CROSSING IS SITED ON A RADIUS



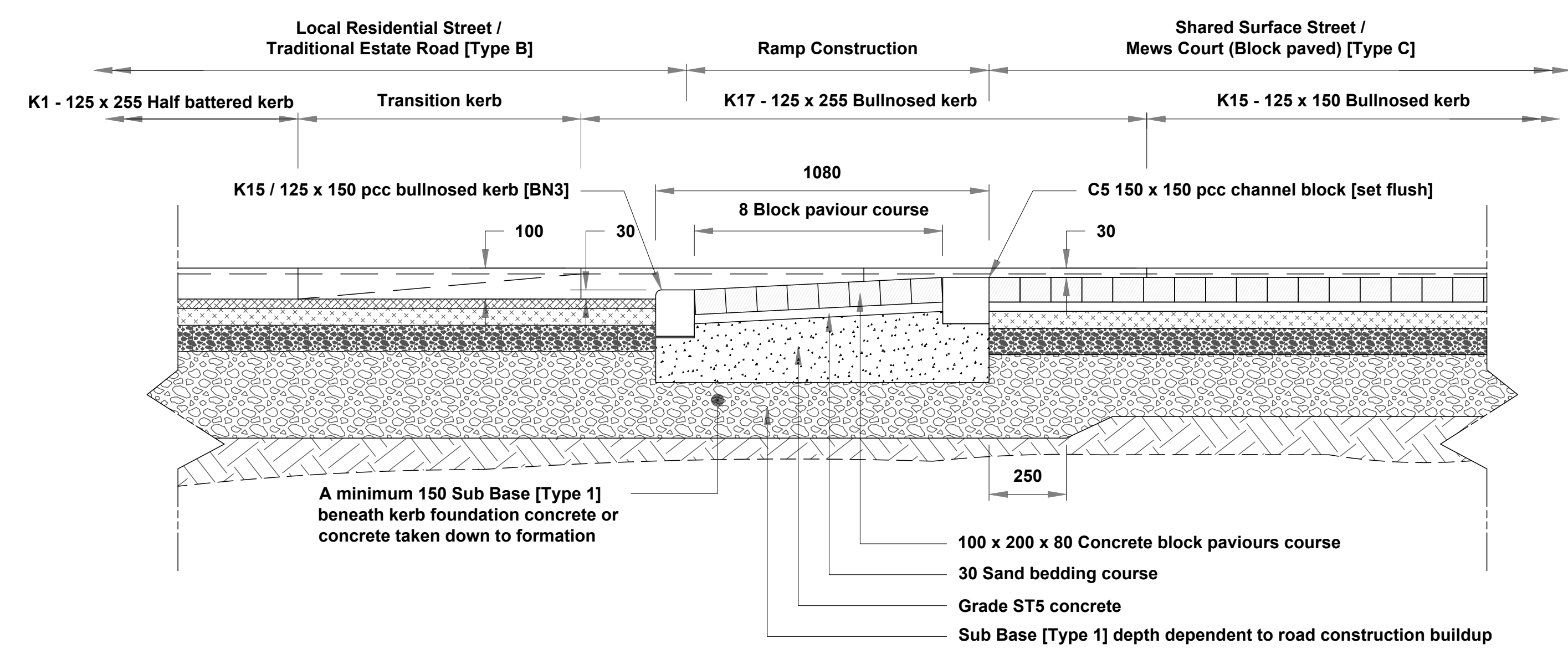
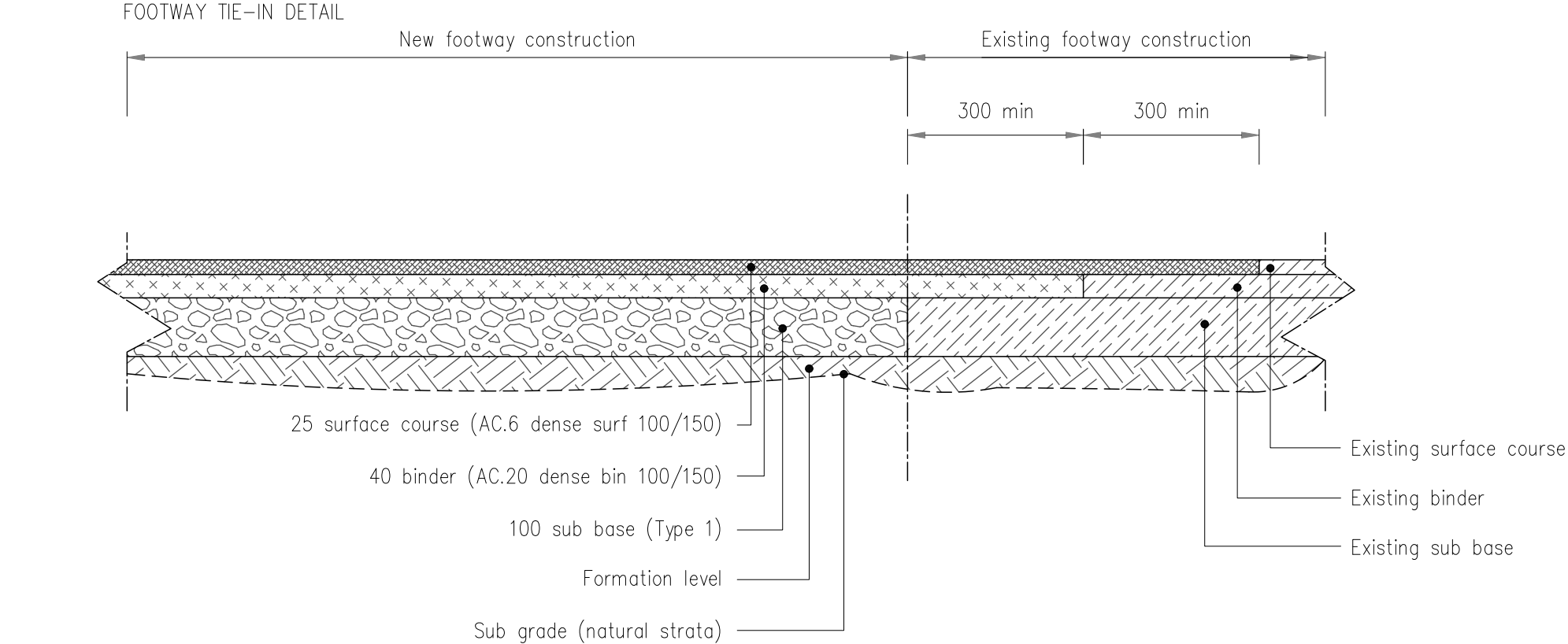
NOTES

- Edge flags (cut) shall be not less than 1/2 flags 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 kerbs because a raised 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 (ie the crossing itself is not at right angles to the kerb) the tactile surface not be less than 800mm in depth at any point.

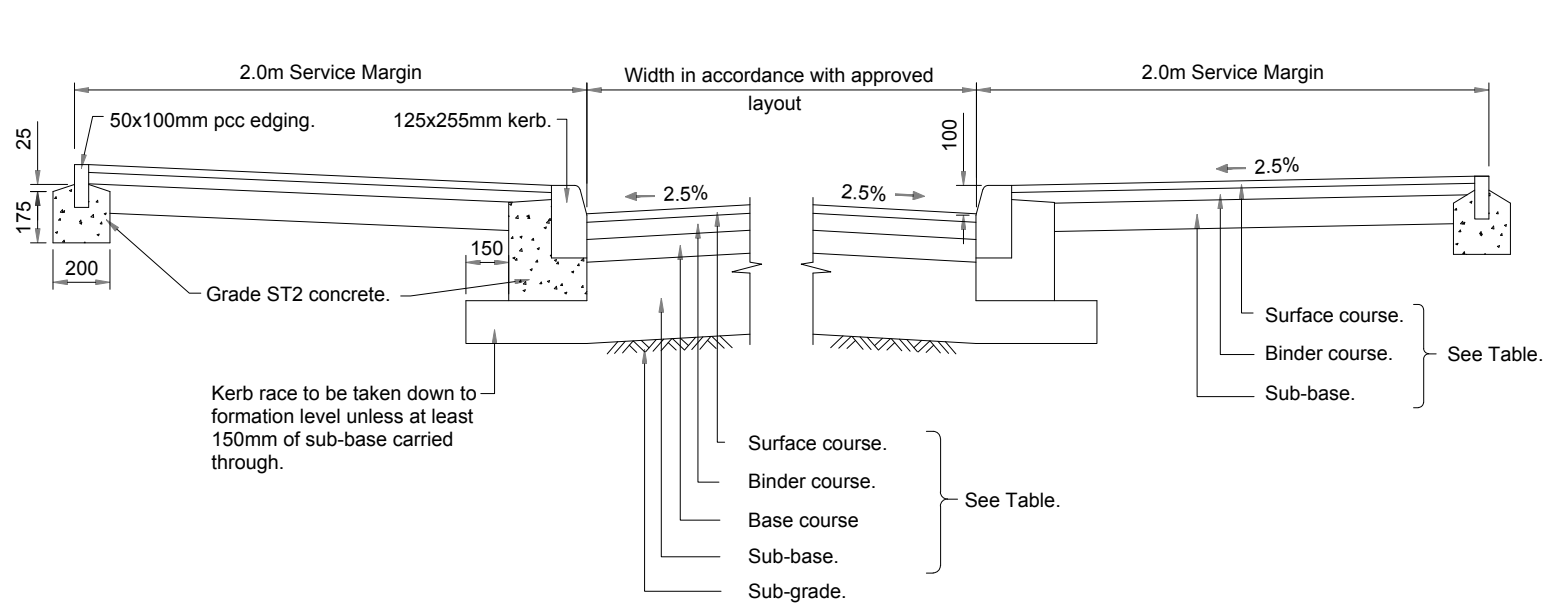
HARD MARGIN DETAIL



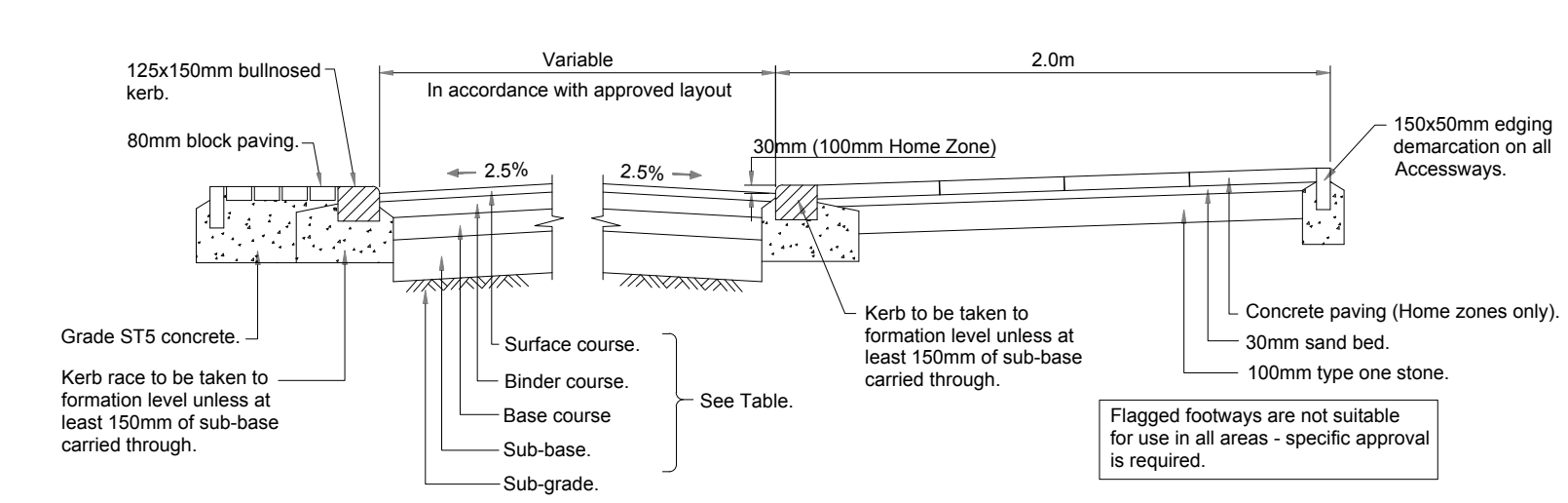
RAMP DETAIL



PAVEMENT AND FOOTWAY CONSTRUCTION



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



SHARED SURFACE AND HOME ZONE STANDARD TYPICAL DETAIL

Alternative footway construction – Home Zones and Conservation Areas.

Standard 80mm concrete block paviors.

Flags or small unit paving – (Not suitable for footway vehicular crossings or other area vulnerable to vehicular traffic).

PAVEMENT DESIGN

ROAD LAYER	MATERIAL	MATERIAL CHOICES	LOCAL RESIDENTIAL STREET (msa-3) in mm	CONNECTOR STREET (msa-4.5) in mm	INDUSTRIAL ROAD (msa-15) in mm
SURFACE COURSE	10mm stone mastic asphalt surface course SMA 10 surf 40 /60	SMA, Thin Surface Course Systems, AC, HRA	50	50	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 Cl 903.21.
 - 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 extended to a maximum of 300mm, refer MCHW Cl 920.10.

PAVEMENT FOUNDATION DESIGN

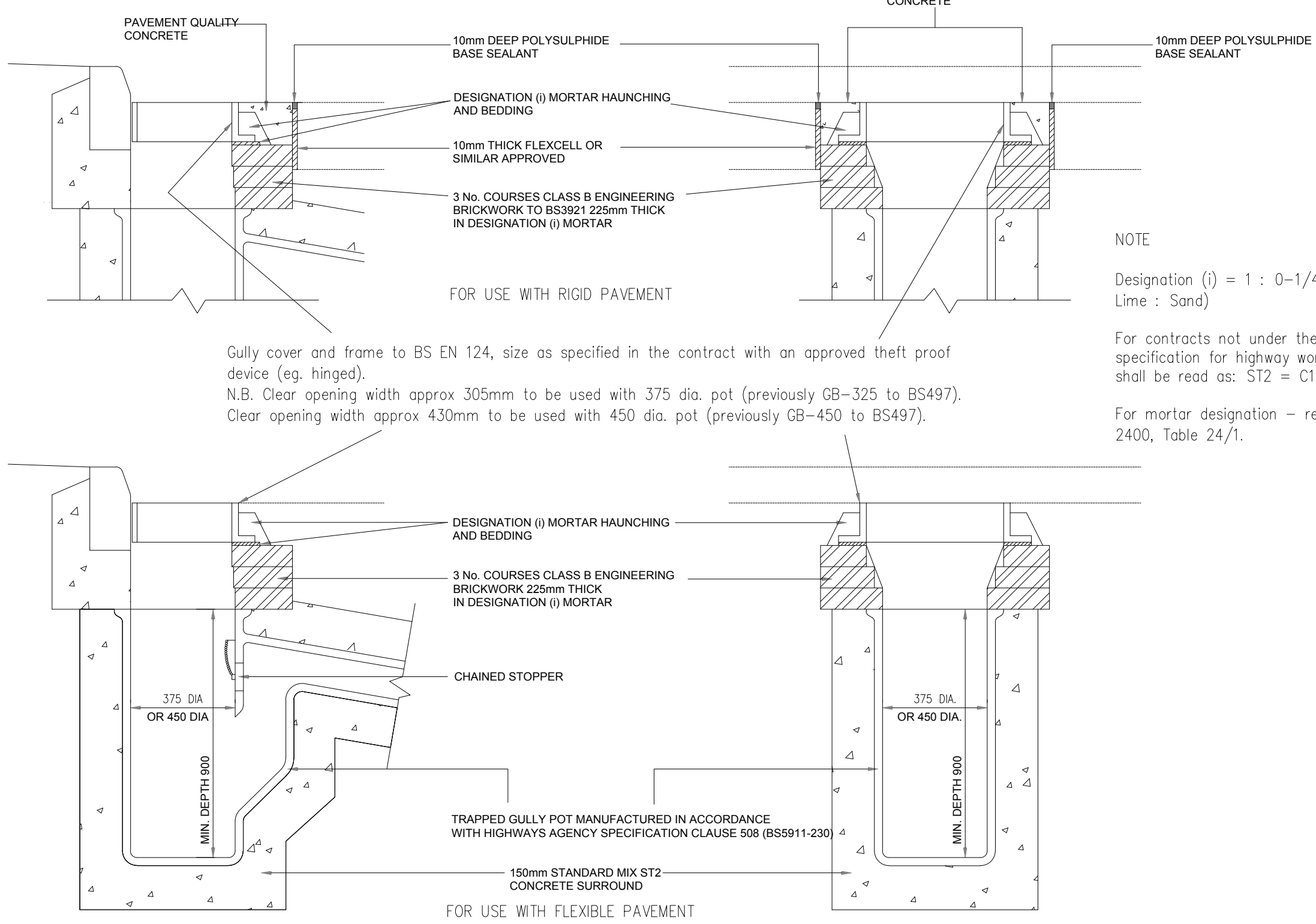
	SUBBASE ON CAPPING		SUBBASE ONLY
CBR%	CAPPING (mm) + SUB-BASE (mm)		SUB-BASE (mm)
<2.5	Ground improvement will need to be considered to improve the subgrade CBR		
2.5	430	250	420
3	380	230	370
4	320	220	320
5-15	260 - 160	200	280 - 210
>15	150	200*	200*

* 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) AC 32 dense base 100 / 150	BINDER COURSE (mm) AC 20 dense bin 100 /150	SURFACE COURSE (mm) AC 6 dense surf 100 /150 or 15/10F HRA Surf 100/150
Pedestrian only Footway / Cyclway or Footpath	≥ 2.5%	100	0	50	20
Vehicular Footway Crossing or Light-Vehicle footways / cyclways	≥ 2.5%	225	0	50	20
Heavy-vehicle footways / cyclways	≥ 2.5%	320	90	0	25
	≥ 2.5% & ≤ 4%	210	90	0	25

GULLIES PERMITTED DESIGN GROUP 1



NOTE

Designation (i) = 1 : 0-1/4 : 3 (Cement : Lime : Sand)

For contracts not under the highways specification for highway works, references shall be read as: ST2 = C10

For mortar designation – refer series SHW 2400, Table 24/1.



PROJECT TITLE
PARKHAM FOODS, LIVERSEDGE

DRAWING TITLE
STANDARD DETAILS

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN	859	HGN	DR	CH	0003

CLIENT
LAKELAND PROPERTIES

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:200	A1	AAH	LO	AAH	FEB 25

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