4. GENERAL NOTES

- All Iron work in carriageways must be D400 and compliant with HA10409 guidance.
- No granular stone is to be laid within 2m of public highway.
- Non frost susceptible material to be placed within 450mm of the finished carriageways Surface Course.
- All existing iron work and utility to be laid to new finished highway levels
- All completed gully connections are to be inspected by DMBC engineer prior to backfilling, please give 2 days prior notice.
- All highways works shall be constructed in accordance with DMBC specifications and recommendations.
- Gullies are not to be installed in front of any vehicles drives or at any pedestrian crossing points.
- No new statutory undertakers IC's are to be installed within any pedestrian crossing points or where tapered kerbs are to be installed.
- The exact location of the uncontrolled pedestrian tactile crossing point to be agreed on site with the overseeing DMBC representative.
- Where the concrete kerbs abuts the tarmac surfacing and around all IC's and gullies 200 pen bitumen sealant is required.
- Any soft areas will require excavating until firm ground is found and backfilled in 150mm layers with a granular 6F2 or equivalent.
- All brickwork to be Class B engineering bricks complying with the relevant provisions of BS 3921. Concrete bricks may be used if their specification is the same as Class B engineering bricks.
- The formation need to be free of roots and any vegetation.
- The correct type of Bomag Rollers, Whacker Plates and Vibrating Foot Plates are to be used in accordance with the manufacturers specifications.
- The formation whether cut or fill shall be prepared, profiled and thoroughly compacted as required by Clauses 612 and 616 of the DOT specification for Highway Works.
- Where area of back fill and/or sub-base is less than 1.0m in width, concrete mix St5 25N/mm2 shall be used up to 100mm of the finished carriageway surface.
- Granular layers should be compacted in depths not greater than 300mm.
- Between the layers on the tarmacadam roads an hot tanker applied bitumen tack coat is required in accordance with the Specification for Highway Works, as follows:
    - Binder classification and application details to CL920
    - The binder shall be bitumen emulsion to BS 434:Part 1
    - The binder shall be to Class K1-40
    - Rate of spread shall be 0.3 to 05/m2
    - Permitted additives to Binder: NONE
    - Binding material: NONE

This also applies to the planed areas and any new tarmac more than 24 hours old. Hand lance application to be used on footways and small carriageway areas, fill coverage is required. Protect the kerbs/channels from tack coat splashes.

- All vertical and horizontal planed joints to be coated with a K140 tack coat or Colas Bitumen sealant (or similar).
- Joints will require over-banding with a hot bitumen sealant. Maximum width 40mm.
- Where the new concrete kerb bed race is jointed up to then into the existing race, in the concrete foundation drill and epoxy in two R10 or R12 dia. dowel bars x 220mm long with 110mm projection.
- 914x150x150mm PCC Channel blocks are to be used when gradients are:
    - Between 1.25% (1 in 80) and 067% (1 in 150)
    - Or greater than 10% (1 in 10) this to prevent scouring.
- All YW Meter boxes in the footway are to be offset no more than 500mm from the rear path edging to the centre of the box cover. All these boxes are perpendicular to the path edging.
- Within hard margins and the bitmac footways, the frames are to be set on a 150mm ST4 concrete ring and laid flush to the surrounding surface course level.
- Preformed internal and external 90 degree HB units to be used on all right angled HB sections.
- The parking bays within the tarmac surfacing need line markings in accordance with the TSRGD 2016 manual. Within the block paved carriageway, the VP bays will need delineating with a charcoal block laid in a stretcher course and the surrounding blocks cut to suit.
- No 90 degree bends are to be used on the surface water drainage.
- As per the Highways Act 1980, it is an offence to bring mud on to the public highway, preventative measures will have to be used to stop this from happening, such as a wheel wash facility.
- Junction connections should be the oblique (y piece) variety and should be secured into the sewer with band-seal couplings, with the incoming branch aligned in the direction of the flow and positioned at 10 o'clock or 2 o'clock on the sewer section clock face
- Where the connection pipe has less than 1.2m cover in a highway (or less than 0.9m in areas of highway that may be subject to traffic loading or interference) it should be protected with a reinforced concrete strip spanning the pipe's granular bed and surround. The concrete strip should be separated at intervals (each pipe joint) with compressible filler board to maintain flexibility.
- All utility services to be laid in accordance with latest publications for the NJUG Guidance and the South Yorkshire Residential Design Guide
- No surface water from private curtilages (i.e. drives) is to discharge onto the highway, linear drainage units are required within the drives at the rear of the path edging.

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HOMES BY HONEY

BARNBURGH LANE, GOLDTHORPE

HIGHWAY CONSTRUCTION DETAILS - NOTES

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ECE PROJECT No	SCALE AT A3	STATUS	SUITABLE FOR
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