KEY

25mm thick 0/6mm nominal size DBM 125 pen surface course H/stone to BS4987–1:cl 7.4

50mm thick 0/20mm nominal size DBM 125 pen binder course H/stone to BS4987–1:cl 6.5

70mm thick 0/32mm nominal size DBM 125 pen base. L/stone to BS4987–1:cl 5.2

Existing sub base and formation to be exposed and inspected. Any additional sub base to be agreed with highway inspector.

25mm thick 0/6mm nominal size DBM 190 pen surface course L/stone to BS4987–1:cl 7.5

55mm thick 0/20mm nominal size DBM 190 pen binder course L/stone to BS4987–1:cl 6.5

150mm thick type 1 granular sub base to specification for highway works Cl803

New gully to connect to adjacent highway gully connection.

STAGE ONE WORKS

Section 278 first stage works to include Kerbs, kerb race, back edging, Carriageway and footway macadam layers to binder level

Shared private drive first stage works to include kerb race with temporary brick restraint. Macadam brought up to binder course

NORTH

GRID– Related to Local Coordinate Grid

LEVEL– Related to TBM
Survey station S2
Value 100.000m.

Hydrobrake Optimum
SHE–0077–2700–1110–2700
Design flow 2.70 lts/sec
Design head 1.11m
Flow control fitted with emergency drain down

PRIVATE DRAINAGE

All drainage to comply with BS8301
100mm drains to be laid at minimum gradient 1 : 80. 150mm drains to be laid at minimum gradient 1 : 150.
All drainage to be 100mm diameter, unless otherwise stated. All final connections to main sewer to be 150mm diameter. All connections joints to remain flexible.
Drains passing under buildings to be retained flexible with a bed and surround of pea gravel. All drains to be bridged over with concrete lintels when passing through walls.
All foundations to be taken below invert level of localized drains where within 1.00m of foundations.
All sink wastes not connected to an inspection chamber or manhole to be connected via a roddable gully.
225mm dia inspection chambers to be laid at a maximum depth of 600mm below finished ground level.
450mm dia inspection chambers to be laid at a maximum depth of 1200mm below finished ground level.
1200 x 1000mm pc concrete sections to BS 5911 to be laid at a maximum depth of 3.00m below finished ground level.

Rodding eye

Aco channel or similar

PRIVATE DRAINAGE

We understand from the clients Geotechnical Engineers (Rogers Geotechnical Services Ltd) that due to the nature of the filled ground soakaways were not recommended due to settlement. In view of this and my clients access to the combined sewer to the east we intend to construct a separate system on site, combining before a single connection to the existing sewer.
In view of planning conditions and Yorkshire Water policy we intend to attenuate the surface water using a 75mm flow control (minimum manufacturers recommended size.
The surface water will be stored in sealed cellular boxes with a 100year discharge of 2.7 l/s for the 100year storm
A 40% allowance has been incorporated within the design for climate change and urban creep.
A section 106 connection application will be submitted to Yorkshire Water once the existing manhole has been exposed and surveyed.

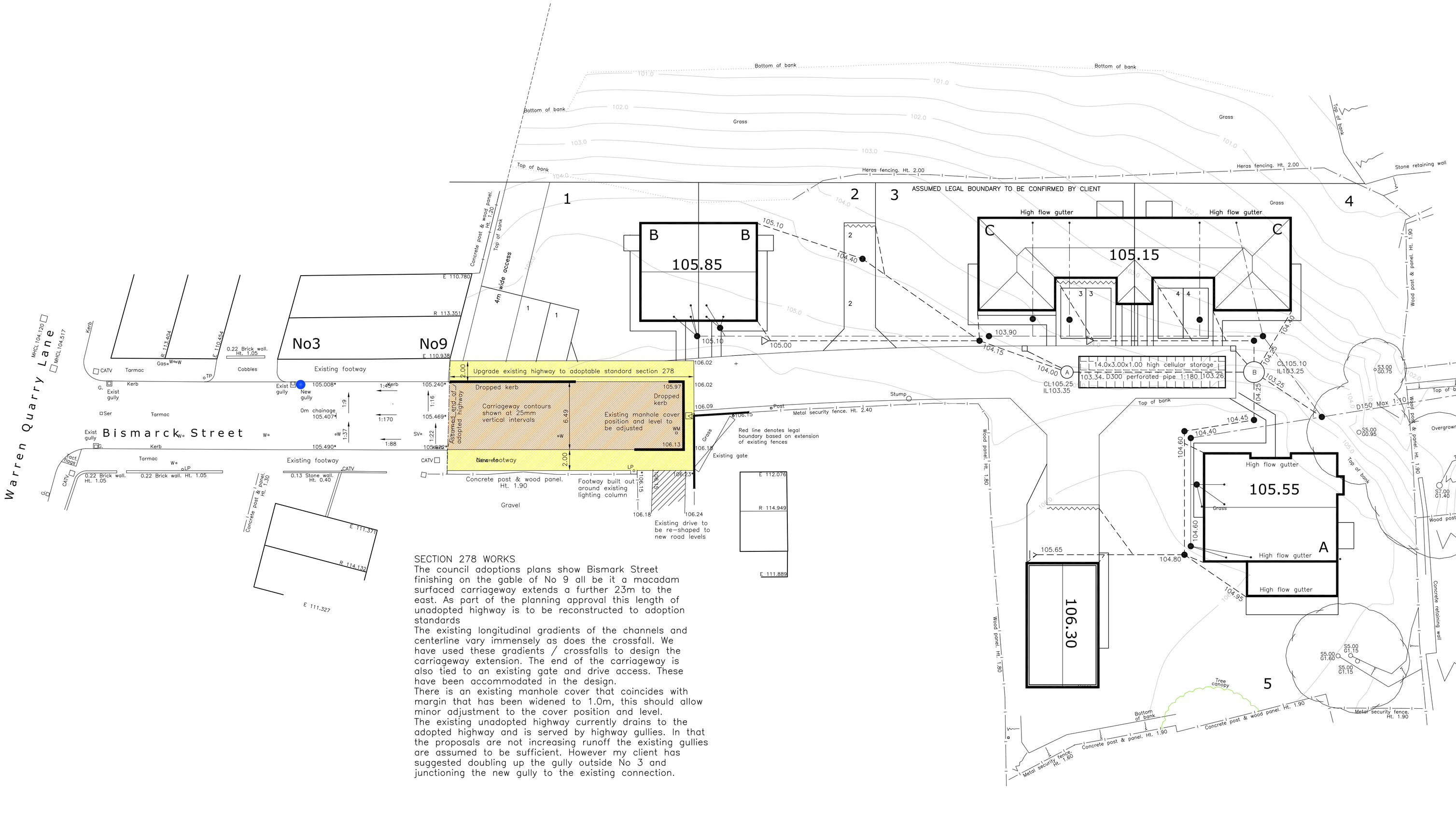
PRELIMINARY ONLY

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SHEFFIELD S35 1AB
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Mr M Miller (GGG)

Bismark Street, Wosborough
Engineering layout
Section 278

DRAWN BY rab
SCALE 1:200 (A1) DATE Oct 19
DRAWING No 1124-1-278 REV.



SECTION 278 WORKS

The council adoptions plans show Bismark Street finishing on the gable of No 9 all be it a macadam surfaced carriageway extends a further 23m to the east. As part of the planning approval this length of unadopted highway is to be reconstructed to adoption standards
The existing longitudinal gradients of the channels and centerline vary immensely as does the crossfall. We have used these gradients / crossfalls to design the carriageway extension. The end of the carriageway is also tied to an existing gate and drive access. These have been accommodated in the design.
There is an existing manhole cover that coincides with margin that has been widened to 1.0m, this should allow minor adjustment to the cover position and level.
The existing unadopted highway currently drains to the adopted highway and is served by highway gullies. In that the proposals are not increasing runoff the existing gullies are assumed to be sufficient. However my client has suggested doubling up the gully outside No 3 and junctioning the new gully to the existing connection.