



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE FROM THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.

S278 BELLMOUTH JUNCTION DESIGN TO 40mph MAIN ROAD SHOWN IS SUBJECT TO FULL AGREEMENT WITH SCC FOR RADII, SWEEP PATHS & KERBING/ CROSSING FACILITIES FOR PEDESTRIANS. BASED UPON APPROVED PLANNING DRAWING 15/215/TR/003 IN CONDITIONS 5 & 13.

NOTIONAL S38/278 DEMARCATION TO BE AGREED WITH SHEFFIELD CITY COUNCIL

2m WIDE SERVICE ZONE STRIP

POSSIBLE V.R.S BARRIER (IF REQUIRED) EXTENT TO BE AGREED. SEE NOTE 9.

NOTE:- BATTERS SHOWN ARE FOR 'DRESSING' EXISTING BATTERS TO 1 IN 3. CORE BATTERS FOR ROAD SUPPORT TO BE MIN 1 IN 2. SUBJECT TO SLOPE STABILITY CHECK.

Rev.	Description	Date	By	Chkd
P15	NOTES AMENDED FOLLOWING CEG COMMENTS.	14/12/17	AMB	SAB
P14	NOTES AMENDED FOLLOWING CEG/LICHELDS COMMENTS.	12/12/17	AMB	MK
P13	NOTES AMENDED	21/11/17	VW	MK
P12	MINOR REVISIONS, NOTES ADDED FOR S278 & PLANNING.	07/11/17	AMB	MK
P11	OMITTED NOTE REGARDING PINK HATCH.	30/10/17	AMB	MK
P10	NOTED PARAPETS, VEHICLE RESTRAINT SYSTEMS, AND APPROX. S38/278 BOUNDARY.	25/10/17	AMB	MK
P09	DRAFT STAGE 3 LAYOUT. 40mph PRIORITY JUNCTION WITH BRIDGE POSITION AS AGREED AT STAGE 2.	24/10/17	AMB	MK
P08	ADDED 4TH ARM TO ROUNDABOUT	31/08/17	AMB	MK
P07	REORIENTATION OF BRIDGE TO ALLOW YORKSHIRE WATER ACCESS GATE TO REMAIN IN PLACE.	17/08/17	AMB	MK
P06	ADDED PROPOSED LEVELS TO CL & TOP OF KERBS	14/08/17	AMB	SAB



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STATUS: **STAGE 3 (PLANNING)**

Project: **COMMERCIAL ESTATES GROUP OUGHTIBRIDGE DEVELOPMENT**

Dwg Title: **GENERAL ARRANGEMENT ACCESS ROAD AND BRIDGE**

Size	Date	Drawn By	Designed By	Checked By
A1	27/06/2017	AMB	AMB	MK

Scale: 1:250

Project No: 065157 - CUR - 00 - ZZ - DR - C - 95002 -P15

S38 ROAD WORKS DESIGN NOTES - ALL TO BE FINALIZED WITH SHEFFIELD CITY COUNCIL HIGHWAYS

1. Section 38 road standard for 20 mph design speed main access road to be generally 6m wide carriageway (with widening on bends as indicated) plus 2m wide footway (or 600mm margin/1400mm wide service zone where shown by exception). Minimum centreline radius to be 30m, with other curve widening and entry radii as shown.
2. 3m wide combined pedestrian/cycleway facility to be on southern side of vehicular bridge crossing as shown.
3. Road to be constructed to SCC Highways S38 adoptable standards and finished in an asphalt surface course to their standards. Provisional construction thicknesses (assuming min formation CBR value of 2% and use of capping layer) to be:
 - 40mm OF 0/14mm SMA 50 PEN SURFACE COURSE HISTONE PSV 60 TO SOUTH YORKSHIRE LABORATORY SPECIFICATION No 41.
 - 70mm OF 0/20 DBM 125 PEN BINDER COURSE HISTONE TO BS 4987-1:CLAUSE 6.5
 - 120mm OF 0/32mm DBM 125 PEN BASE L/STONE TO BS 4987-1:CLAUSE 5.2
 - 470mm TYPE 1 SUB-BASE TO COMPLY WITH SPECIFICATION FOR HIGHWAY WORKS CLAUSE 803
 - On min 2% CBR subgrade
4. Bituminous footways to be generally AC type construction, all to SCC Highways specification, on MoT Type 1 sub-base. Road to have surface water drainage using trapped gullies and 150/225mm dia pipework, all as SCC Highways specification. SW drainage to outfall to the River Don.
5. Maximum footway gradients shall be 1 in 20, general centreline gradients on sloping section vary 1 in 20 to 1 in 50. Longfall on bridge and abutments is 1 in 100 min.
6. S38 road links into the S278 bellmouth junction as shown on Langsett Road North. Street lighting scheme to SCC/Arney requirements to be provided for each of these schemes, mutually compatible. Street lighting scheme to contain links to any illuminated signage agreed with SCC as part of the S38/278 agreements.
7. Embankment being formed to extend existing higher ground for the main sweep bend into the development to comply in all respects with SCC Highways spec for geotechnical fill materials and finishes, and to be generally formed to also comply with DMRB 600 and 700 series clauses. Banks to be finished in topsoil and planting so as not to impact upon a minimum critical embankment slope of 1 in 2 or 1 in 3, yet to be agreed with SCC Highways.
8. Requirement for VRS to be discussed with SCC, to be placed as precautionary impact mitigation, possibly in conjunction with 'Trief' type outer radius kerbs, to the outer radius of the entry swept bend where there will be no pedestrian movements.

