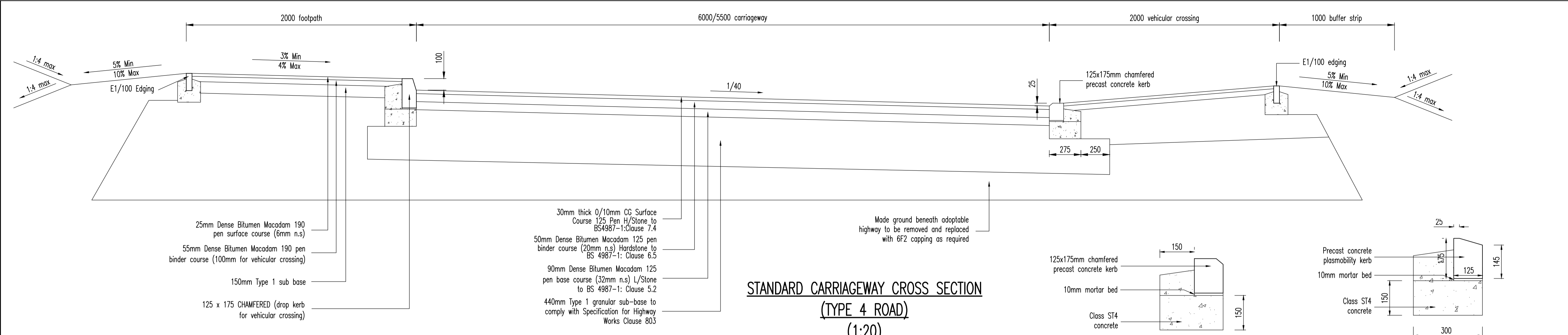
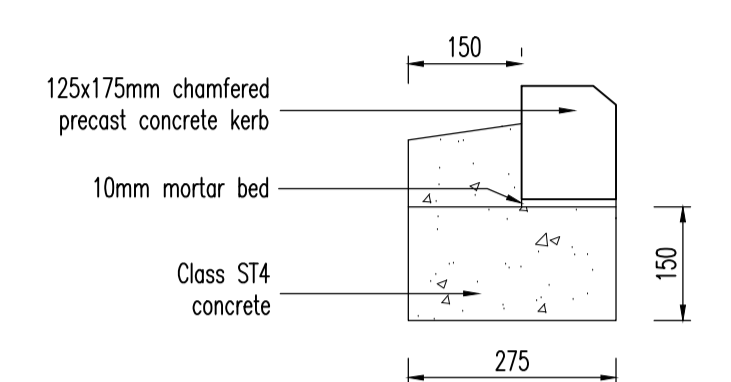


- All highway works shall be constructed in accordance with the Barnsley Metropolitan Borough Council Specifications and recommendations.
- For guidance, all clause numbers below relate to the Department of Transport's Specification for Highway Works 1991.
- Preparation and surface treatment of formation shall be in accordance with Cl 616.
- General requirements for road pavements shall be in accordance with clauses 701 to 707 inclusive.
- All bitumen macadam shall be in accordance with BS 4987.
- All bituminous bound materials shall be transported, laid and compacted in accordance with Cl. 901.
- Granular type 1 sub base shall be in accordance with Cl. 803.
- Laying and compaction of sub base shall be in accordance with Cl. 802.
- Road base shall be dense bitumen macadam in accordance with Cl. 903.
- Base course shall be dense bitumen macadam in accordance with Cl. 906.
- Wearing course shall be dense bitumen macadam in accordance with Cl. 912, or stone mastic asphalt in accordance with Cl. 942, as shown on this drawing. Limestone aggregate is not permitted.
- Block paver colours shall be either in accordance with the Architect's or Highway Authority's requirements.
- Block pavers shall be laid in 45° herringbone pattern in the carriageway (with two stringer courses in the channel), and in stringer courses in hard verges.
- Carriageway block pavers shall be bedded on 30mm compacted thickness of naturally occurring silica sand, and shall have fine, kiln dried sand brushed and vibrated into the joints, unless shown otherwise on this drawing.
- Block pavers shall be laid in accordance with BS6717 Part 3.
- Gully grates and frames shall comply with the relevant provisions of BS EN124 and be of a non-rocking design with captive hinge access and be kitemarked. Load Class D400 for roads regularly carrying fast moving heavy vehicles. Class C250 to be used in lesser trafficked areas eg. estate roads, cul-de-sacs, residential car parking areas etc.
- Any buried walls identified on site shall be taken down to a level 600mm below formation. Solid cellar floors shall be broken up. Unsuitable or uncompacted material shall be removed and replaced with suitable material 6F2, laid and compacted in layers.
- Pavement construction is based upon an assumed minimum CBR value of 2% and will need to be confirmed by contractor prior to works commencing.

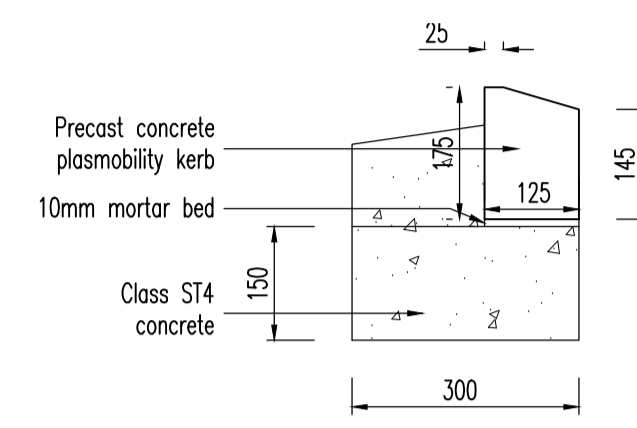
ALL PROSPECTIVELY ADOPTABLE HIGHWAY DRAINAGE MUST BE CARRIED OUT IN FULL ACCORDANCE WITH THE LATEST REQUIREMENTS OF SERIES 500 OF THE SPECIFICATION FOR HIGHWAY WORKS



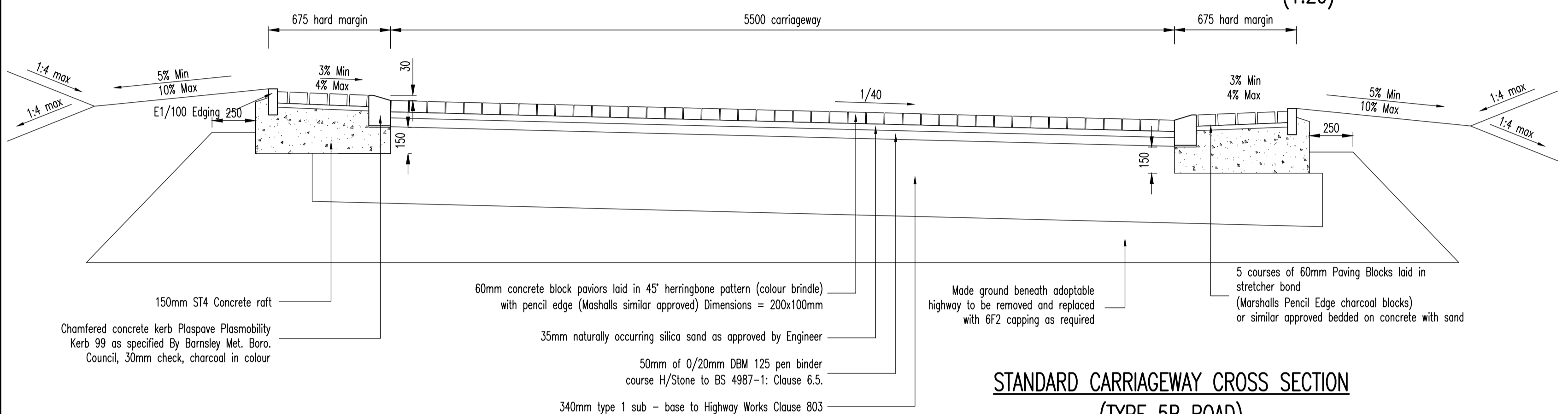
STANDARD CARRIAGEWAY CROSS SECTION (TYPE 4 ROAD)
(1:20)



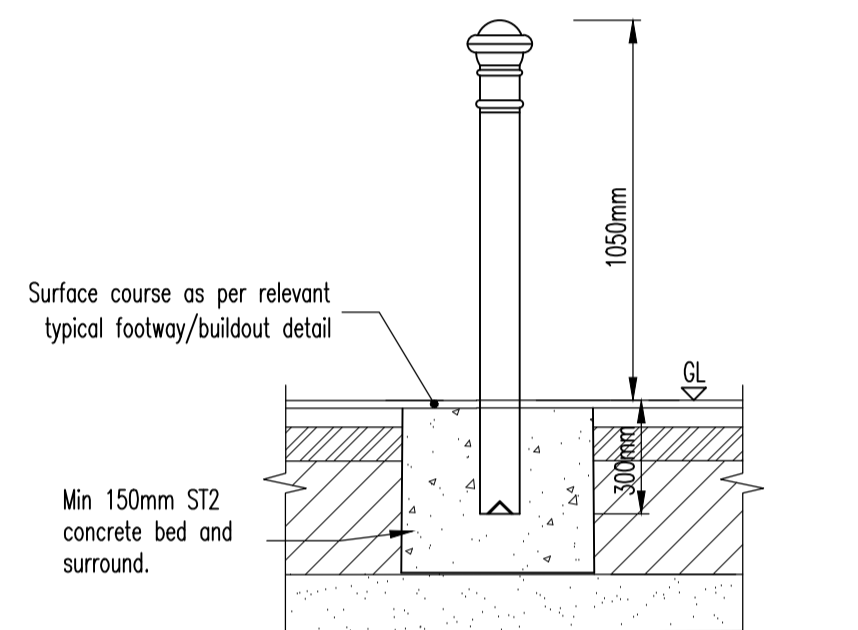
VEHICLE CROSSING KERB DETAIL
(1:10)



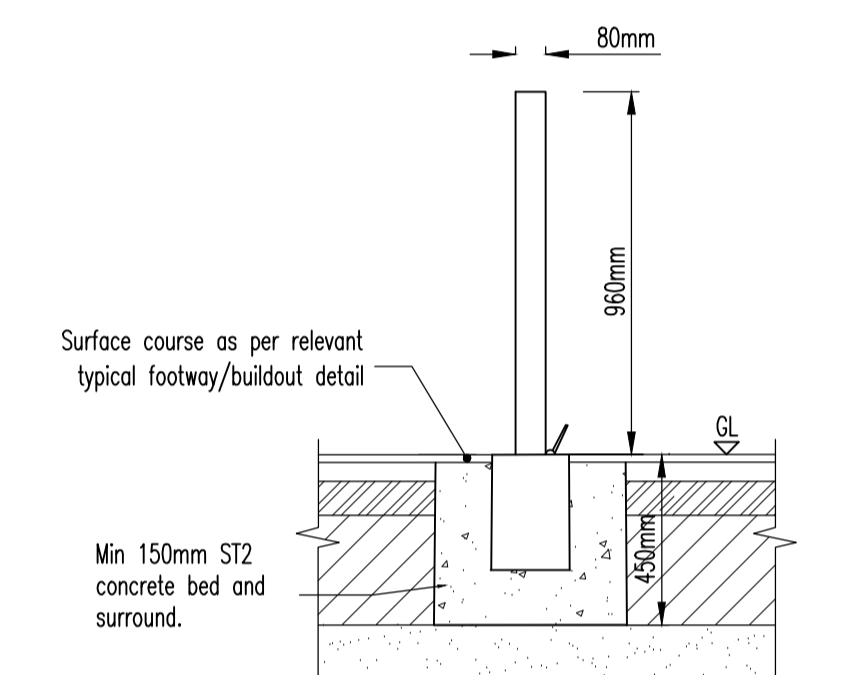
PLASMOBILITY KERB DETAIL
(1:10)



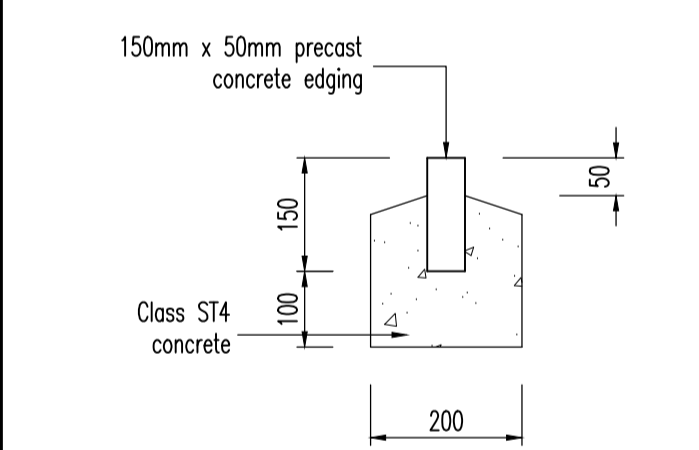
STANDARD CARRIAGEWAY CROSS SECTION (TYPE 5B ROAD)
(1:20)
(ROADS 4 & 6)



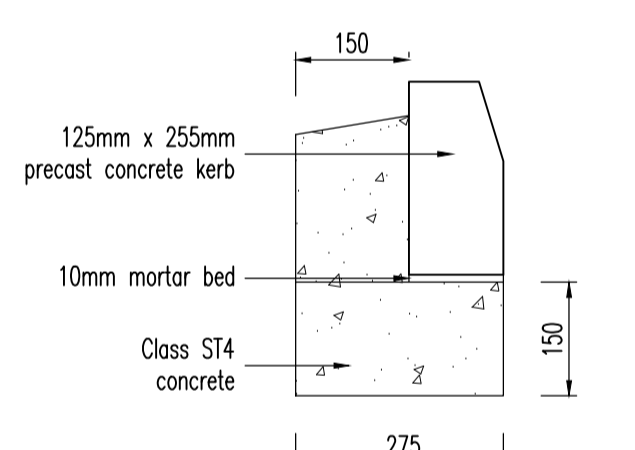
STEEL BOLLARD FOUNDATION DETAIL (GLASDON MANCHESTER TYPE)
SCALE 1:20



RHINO RTL 80 GALVANISED STEEL LIFT OUT LOCKABLE BOLLARD
SCALE 1:20

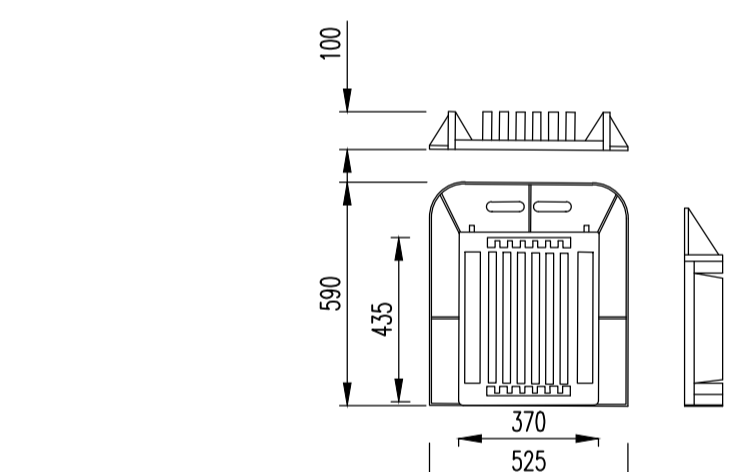


E1/100 EDGING DETAIL
(1:10)



K1/150 KERB DETAIL
(1:10)

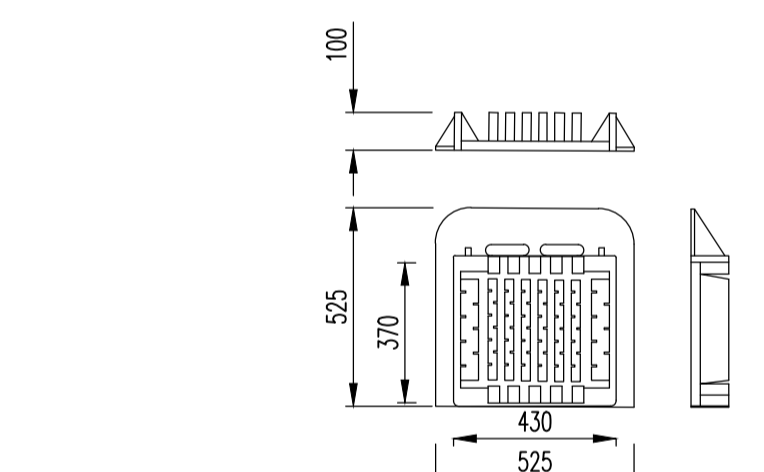
(Please Refer to pg 61 of South Yorkshire Highways Spec.)



(Stanton watershed HR 865 gully grate medium duty ductile iron) To BS EN124 D400 and Kitemarked.

ROAD GULLY COVER DETAIL FOR TYPE 3 & INDUSTRIAL ROADS
(1:20)

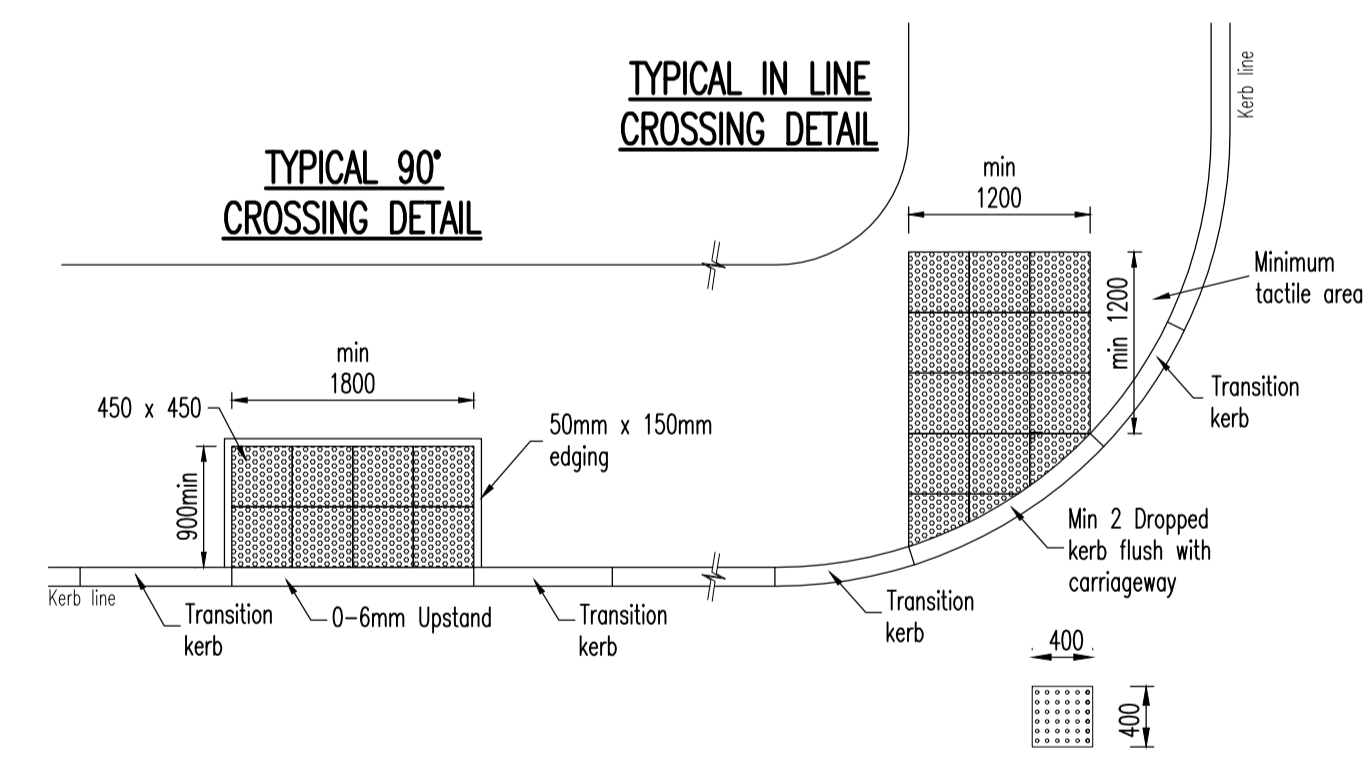
(Please Refer to pg 70 of South Yorkshire Highways Spec.)



(Stanton HY 813 pedestrian gully grate) To BS EN124 D400 and Kitemarked.

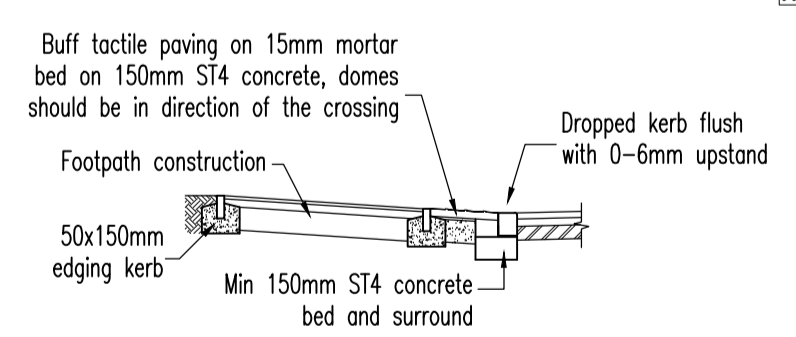
ROAD GULLY COVER DETAIL FOR TYPE 4 & 5 ROADS
(1:20)

(Please Refer to pg 70 of South Yorkshire Highways Spec.)

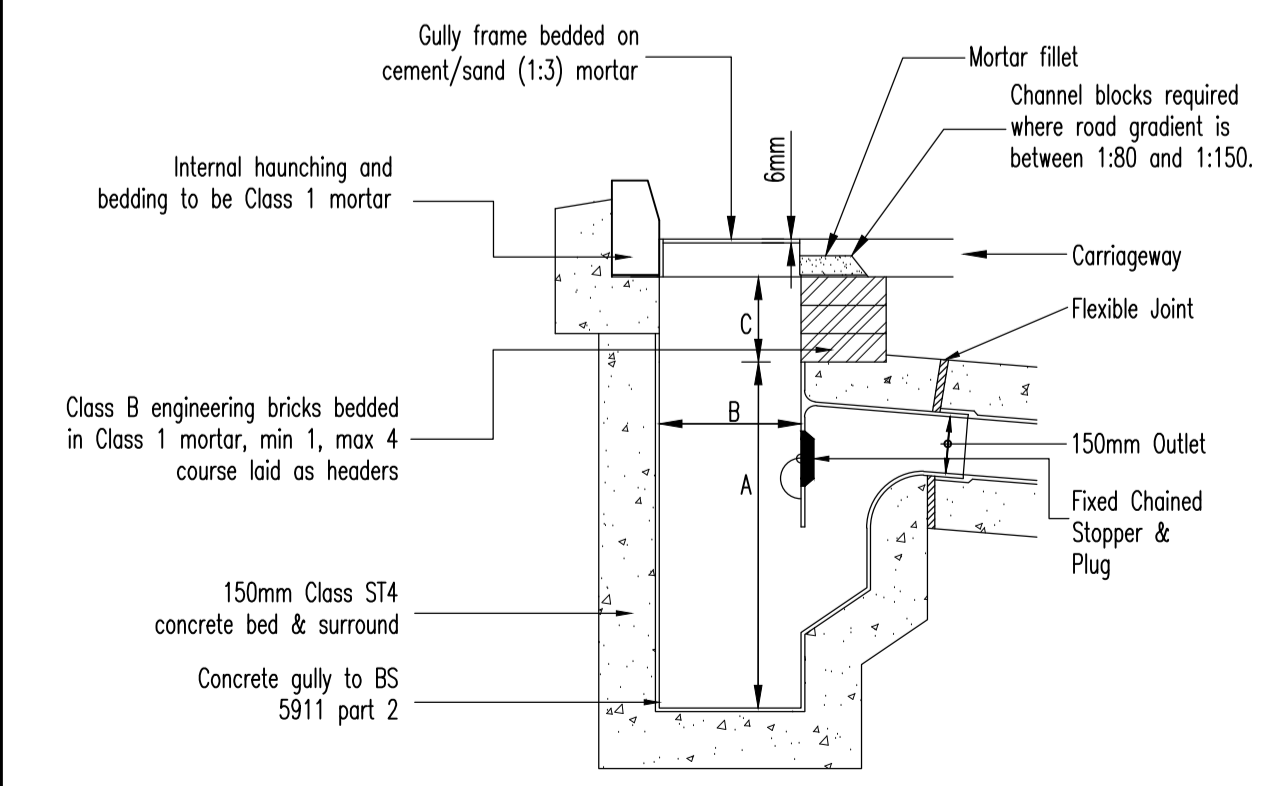


TYPICAL 90° CROSSING DETAIL

TYPICAL IN LINE CROSSING DETAIL



TYPICAL SECTION THROUGH TACTILE PAVING
(1:50)



ROAD GULLY DETAIL
(1:20)

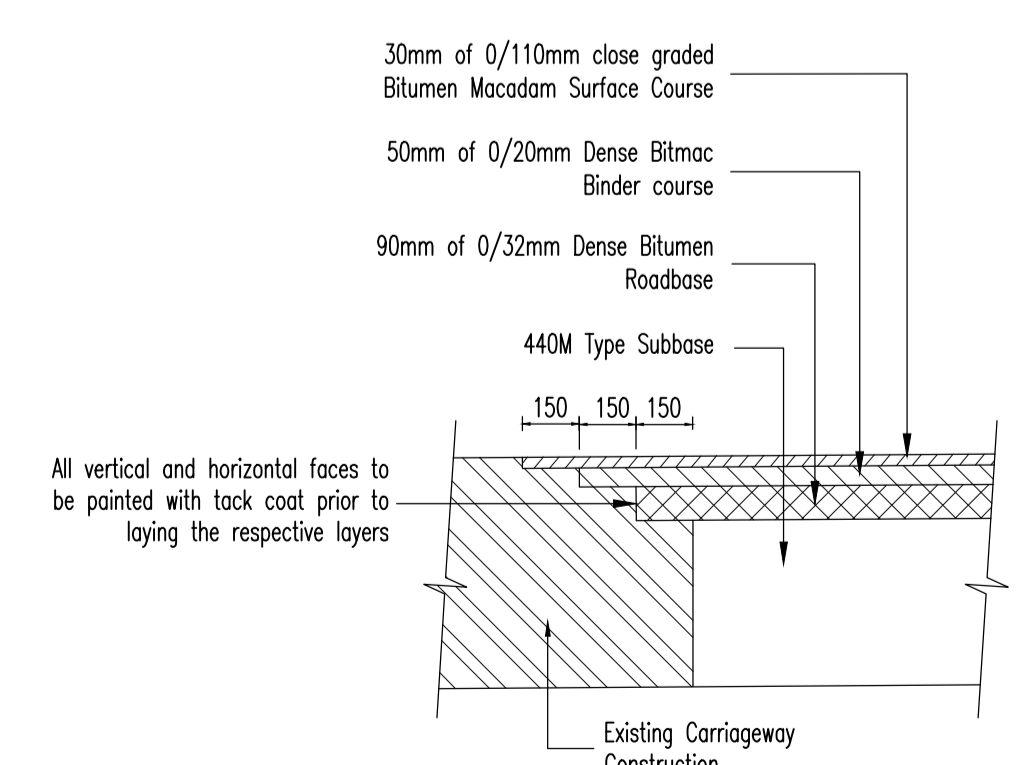
For type 3 and industrial estate roads, gully grate and framing = Stanton Watershed HR 865 medium duty ductile iron to BS EN124 D400 and kitemarked.

Gully grate frame to BS 497 ref. GB 325 and to be kitemarked.

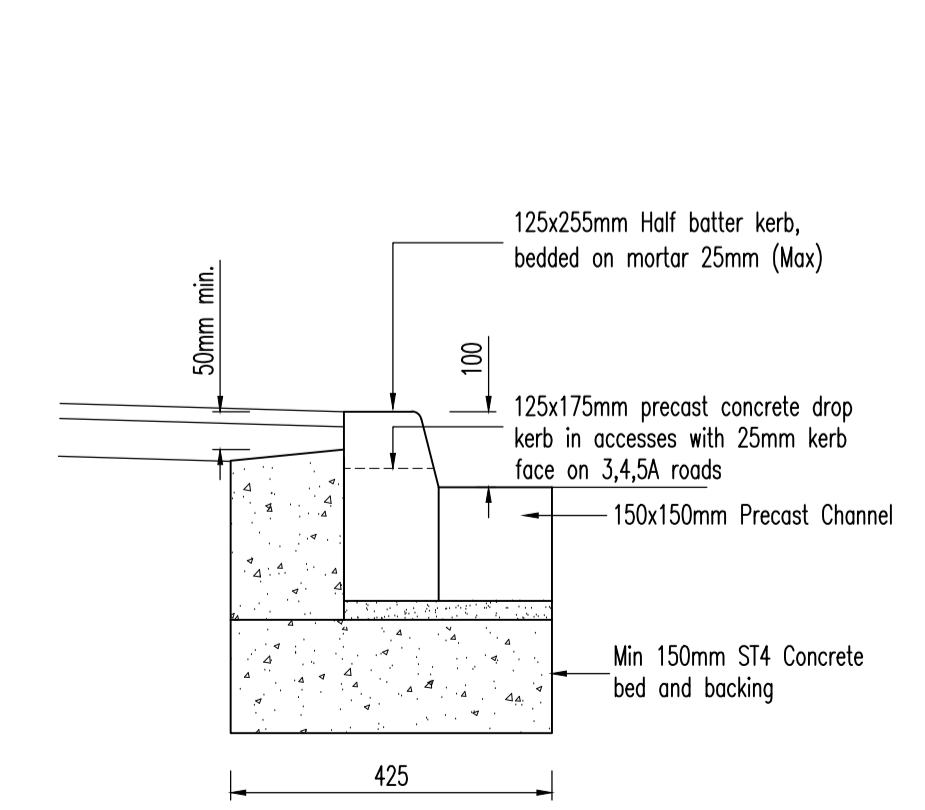
Minimum clear opening between gully pot and gully frame to be C = 300mm in any direction, trapped gully pot manufactured in pre cast concrete or clay ware.

For type 3 and industrial estate roads: A = 915mm, B = 375mm.

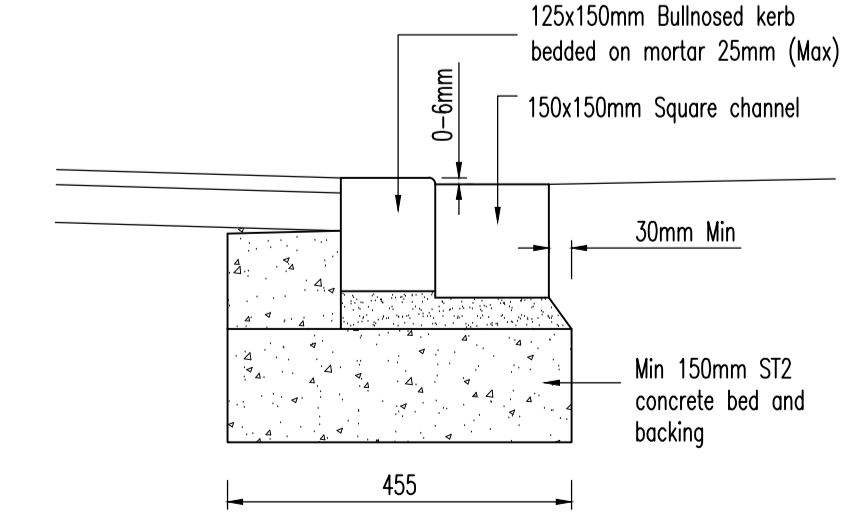
For type 4 and 5 roads: A = 750mm B = 375mm.



TIE-IN DETAIL (TYPE 4 ROAD)
(1:20)



STANDARD KERB AND CHANNEL
(1:10)



PEDESTRIAN CROSSING KERB AND CHANNEL
(1:10)

Rev	By	Date	Revision	Chk
D	JMG	12.12.18	Revised to suit S38 comments 23.11.18	TC
C	JMG	21.11.18	Revised to suit S38 comments	TC
B	JMG	27.09.18	Revised to suit S38 comments	TC
A	ANB	05.04.18	Additional Details Added	
/	JMG	16.03.17	Issued for approval	MI

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ARP Associates is a trading division of ARP Geotechnical Ltd, a company registered in England and Wales with company number 3771811, whose registered office is at 5/6 Northwest Business Park, Servis Hill, Leeds LS6 2QH

TITLE
TYPICAL ROAD DETAILS SHEET 1 OF 2

PROJECT
LEE LANE, ROYSTON

CLIENT
BDW YORKSHIRE WEST

Scale
As shown @ A1

Date
MAR 17

Drawn
JMG

Chk.
MI

Drng. No.
1048/88/04.01

Rev
D