

GENERAL NOTES

This drawing shows the detailed design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

KERBING NOTES

Concrete kerbs abutting tarmac surfacing are required to be painted with a tack coat of 200pen bitumen.

Any kerbs that are to remain in-situ and are either damaged or are out of horizontal / vertical alignment will need replacing within the S38 / S278 limits area.

CONSTRUCTION NOTES

Any soft areas will require excavating until firm ground is found and backfilling with a 6F2 material and to be compacted in 150mm layers.

Pavement construction to be used would be selected on the basis of CBR values obtained on site once construction of road is underway.

Granular sub base layers to be compacted in depth layers of no greater than 150mm.

When the width of the base or sub base is less than 1.0m, concrete mix ST5 25 N/mm² shall be used in lieu. The width of the concrete will vary from 0.0m to 1.0m; although in lieu of sub base under the kerbs, the width will not be less than total thickness of the full carriageway construction. 100mm of surfacing is required on top of the ST5 concrete.

Planed carriageway areas or any newly laid tarmac more than 24 hour old requires a hot tanker applied bitumen tack coat in accordance with the Specification for Highways Works, as follows:

a. Binder classification and application details to CL 920
b. The binder shall be bitumen emulsion to BS 434:Part 1
c. The binder shall be class A1-40 or K1-40
d. Rate of spread shall be 0.3 to 0.5/m2
e. Permitted additives to binder: none
f. Binding material: none

Carriageway overbreak areas require:

a. Planed horizontal faces to be sprayed with bitumen emulsion class K1-40 BS 434 at rate of spread 0.5±0.1 L/m2
b. Vertical planed faces to be coated with ah 50 to 70 pen grade hot or emulsion bitumen by brushing or puring to achieve approximately 2mm thickness.

DRAINAGE/UTILITIES NOTES

Any polished / damaged inspection chambers will require replacing with a class D400 600x600x150 cover and frame and placed on a solid class B engineering brick with a class 1 (1:3) mortar bed to the finished surface course material.

Any statutory utility covers / frames that are damaged will require renewing and resetting to the new finished surface levels. Any damaged during works will need to be replaced.

All newly installed statutory undertakers apparatus will require the appropriate warning tape / armoured tape to be laid on top of their ducts, and all ducts should be laid to the depths in accordance with the latest NJUG guidance publication.

Gullies located in shared used surfaces must have suitable pedestrian and cyclist friendly covers. The openings in gully gratings must not align with cyclists anticipated wheel tracks.

Any double gullies to have individual gully leads.

REVISIONS

PROJECT

THE WALK, BIRDWELL, BARNSLEY

TITLE

SWEPT PATH ANALYSIS

SCALE

1:200 @ A1

DRAWING

1603-107

DATE

29.11.2019

DRAWN	CHECKED	ALTERED
JJH	AH	-

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