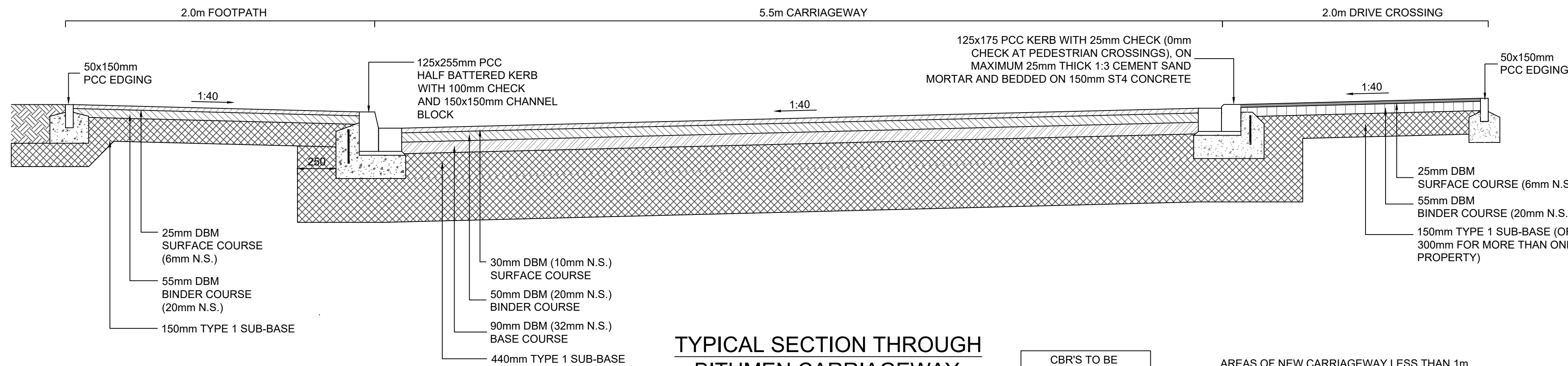
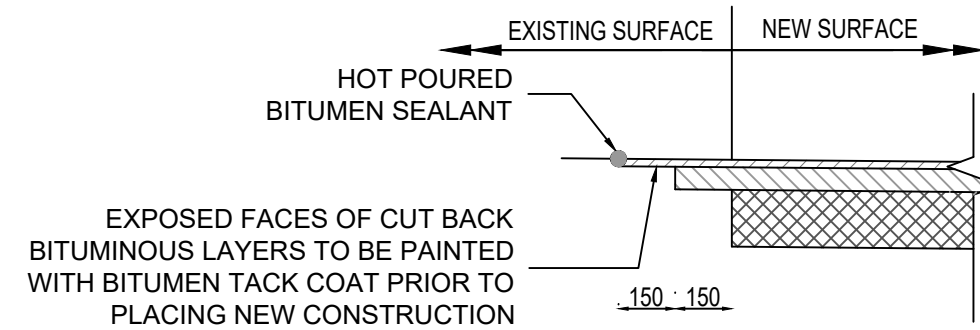




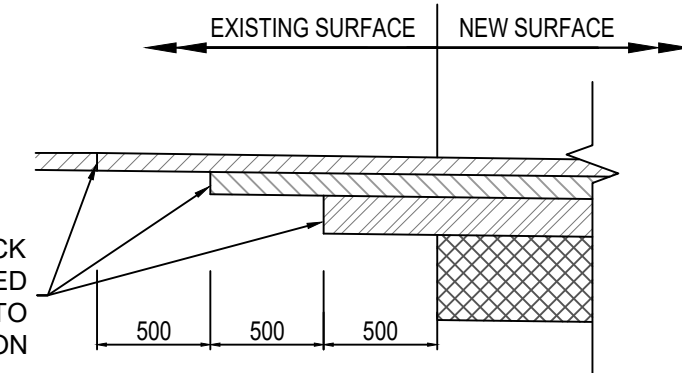
TYPICAL SECTION THROUGH BITUMEN CARRIAGEWAY

CBR'S TO BE CONFIRMED ON SITE. SI REPORT SUGGESTS USING A CBR VALUE OF 1%

AREAS OF NEW CARRIAGEWAY LESS THAN 1m WIDE SHOULD BE MASS FILLED WITH CONCRETE TO TOP OF BINDER LEVEL AS IT NOT FEASIBLE TO COMPACT THE LOWER LAYERS



TIE IN DETAIL OF PROPOSED FOOTWAY TO EXISTING

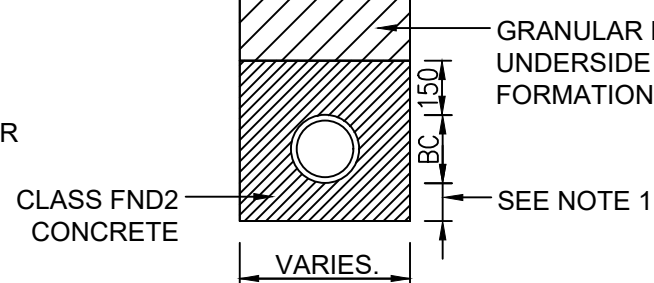
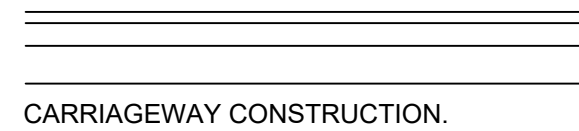


TIE IN DETAIL OF PROPOSED CARRIAGEWAY TO EXISTING

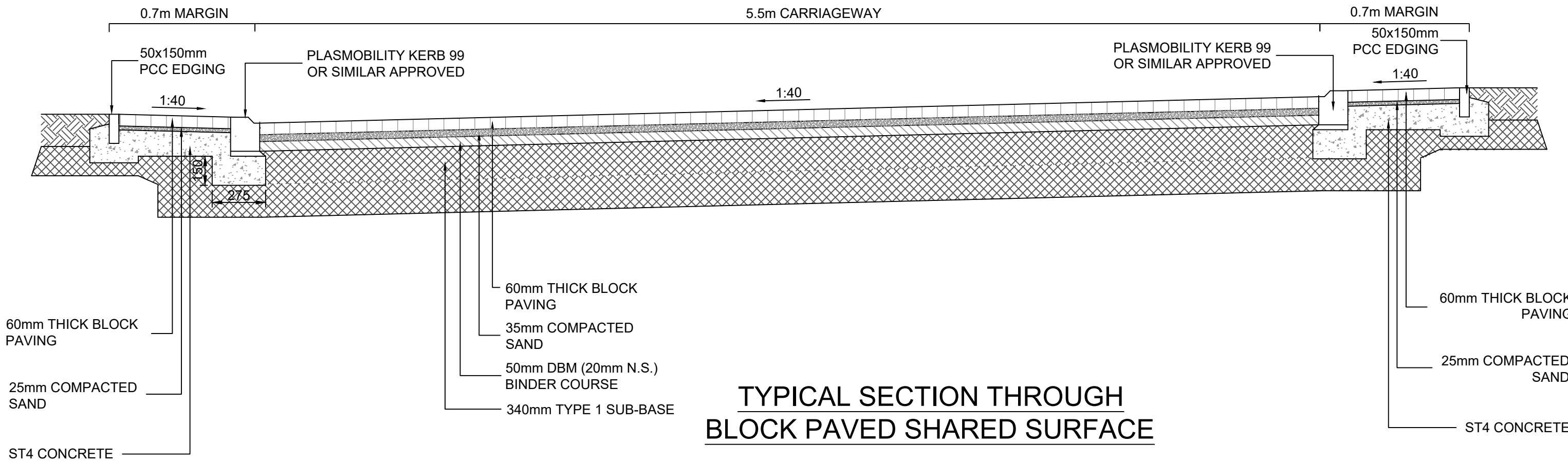
CLASS X BEDDING (FND2 CONCRETE SURROUND)

TO BE USED EVERYWHERE WHEN THE DEPTH OF COVER TO THE PIPE IS LESS THAN 1200mm AND ALL GULLY LEADS.

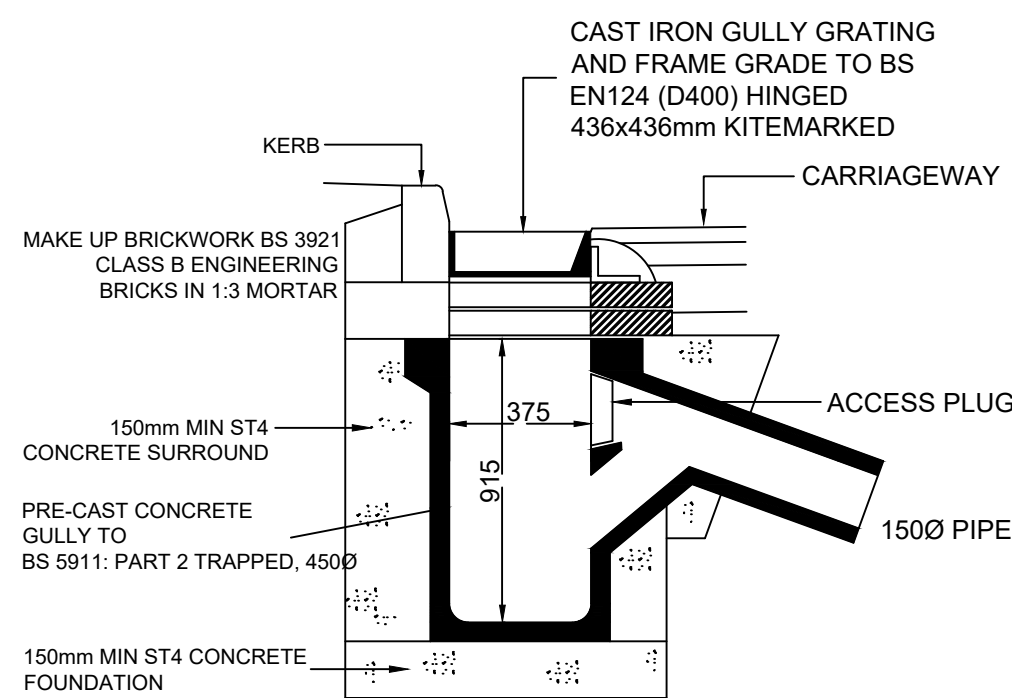
- THIS DIMENSION TO BE 1/6 Bc OR 100mm WHICHEVER IS THE GREATER, OR IN THE CASE OF ROCK, OR WHERE IRREGULAR HARD SPOTS MAY OCCUR, THE DIMENSION IS TO BE 1/4 Bc OR 200mm WHICHEVER IS THE GREATER, BUT IN ANY CASE NOT LESS THAN 50mm UNDER THE SOCKETS.
- PIPELINE FLEXIBILITY IS TO BE RETAINED BY INTERRUPTING THE CONCRETE SURROUND OVER ITS FULL CROSS-SECTION AT INTERVALS NOT EXCEEDING 8m BY A COMPRESSIBLE FILLER WHICH IS TO COINCIDE WITH PIPE JOINTS.
- WHERE PIPELINES RUN UNDER PAVED/TRAFFICKED AREAS, BACKFILL TO THE TRENCH TO BE D.O.T. TYPE 1 SUB-BASE, CONSOLIDATED IN 150mm LAYERS UP TO THE UNDERSIDE OF THE PAVEMENT CONSTRUCTION.



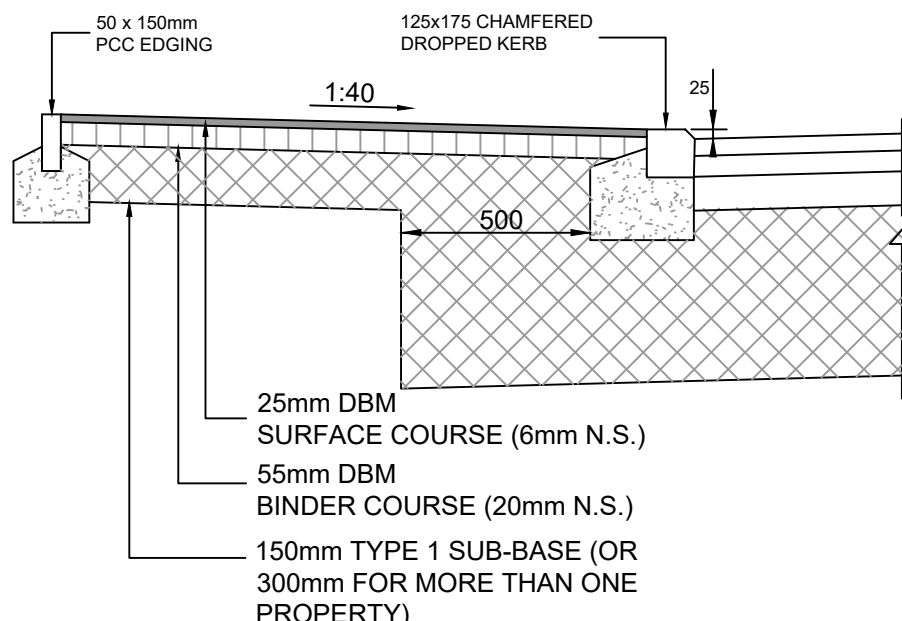
BEDDING CLASS Z.



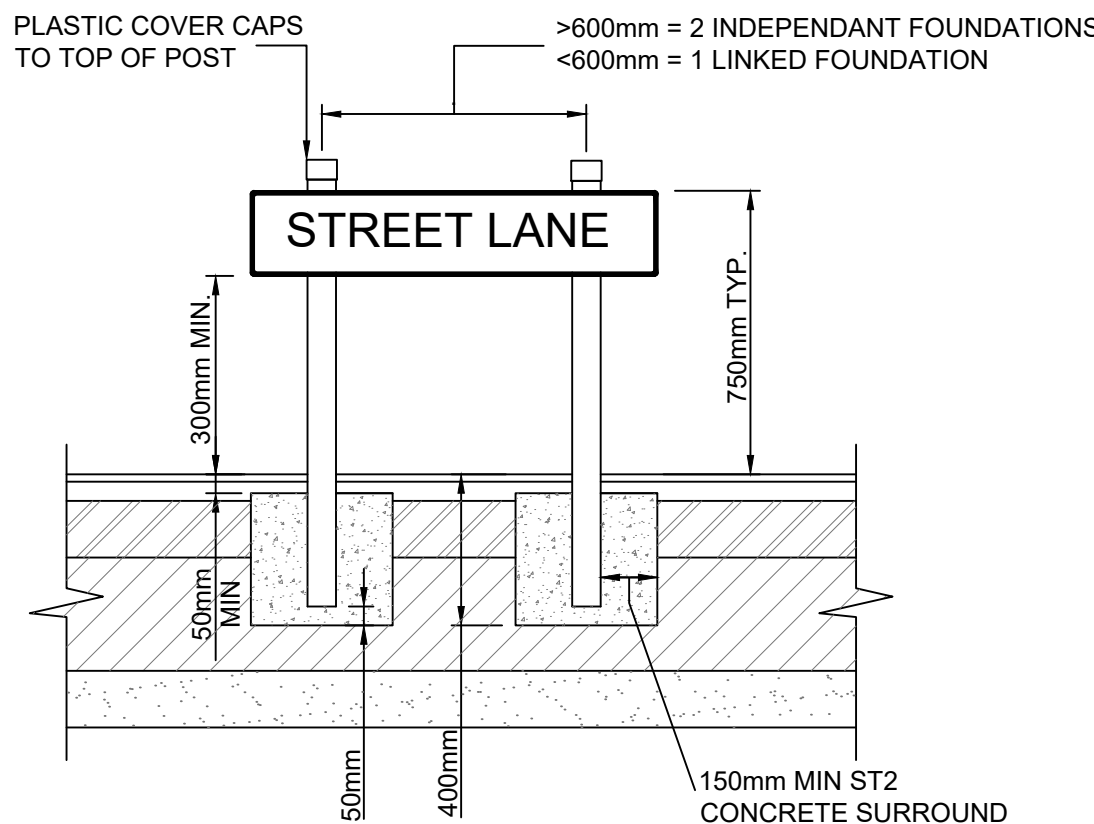
TYPICAL SECTION THROUGH BLOCK PAVED SHARED SURFACE



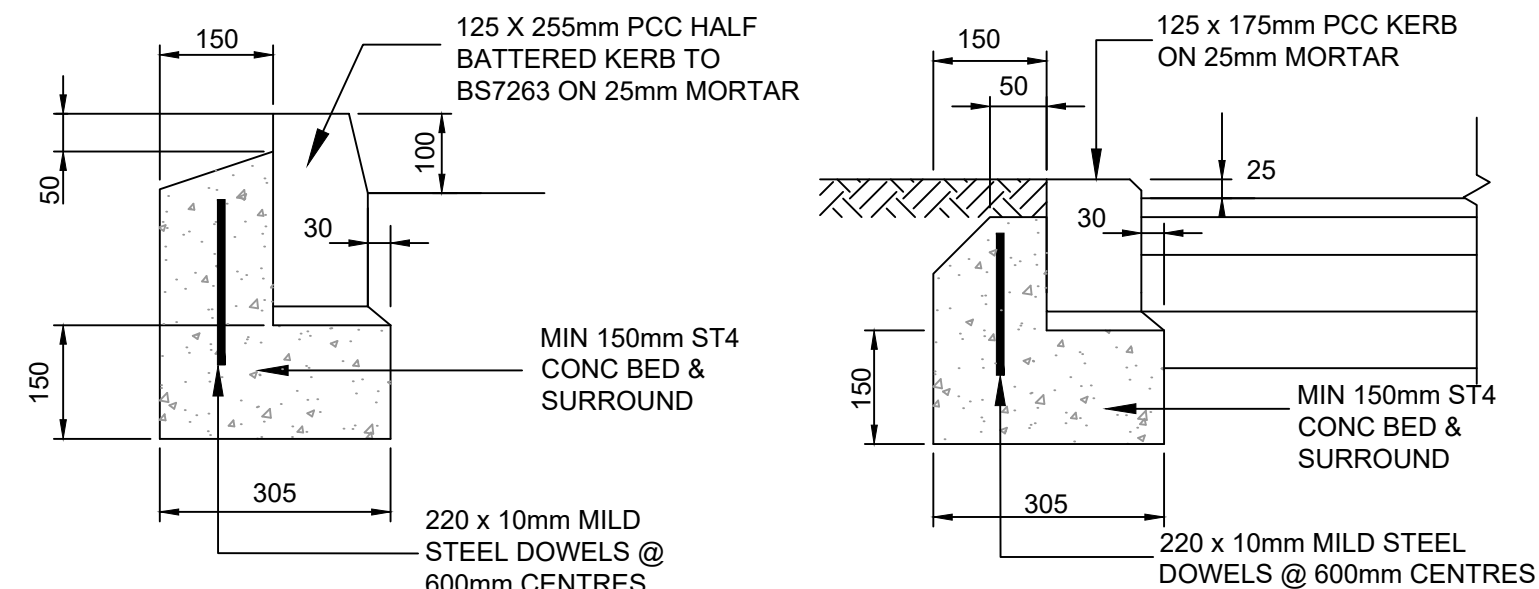
TYPICAL PRECAST CONCRETE ROAD GULLY DETAIL



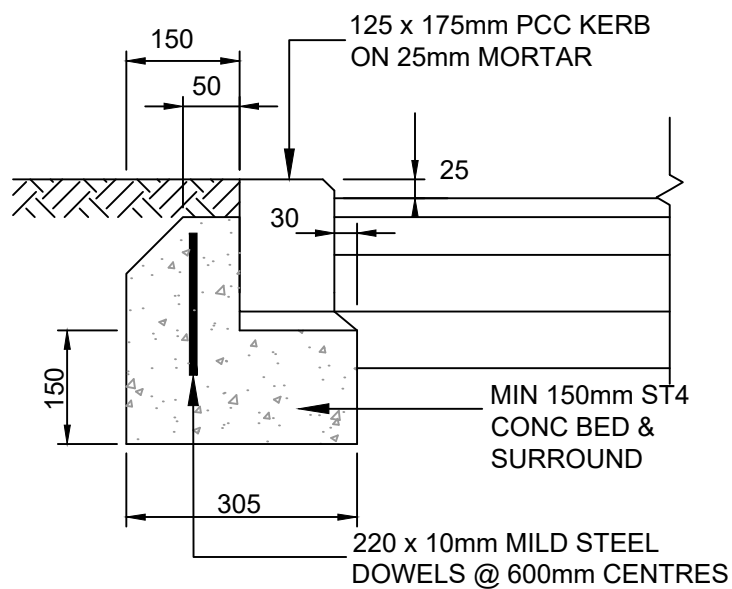
BITUMEN VEHICULAR CROSSOVER CONSTRUCTION ADJACENT TO EXISTING CARRIAGEWAY



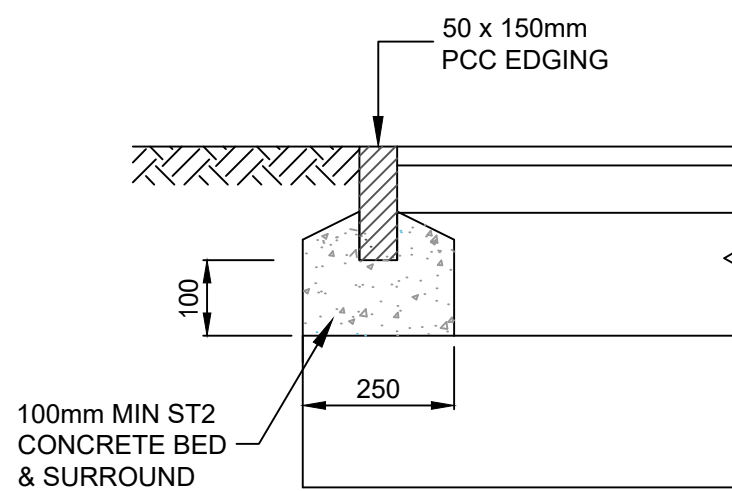
STREET NAME SIGNAGE FOUNDATION



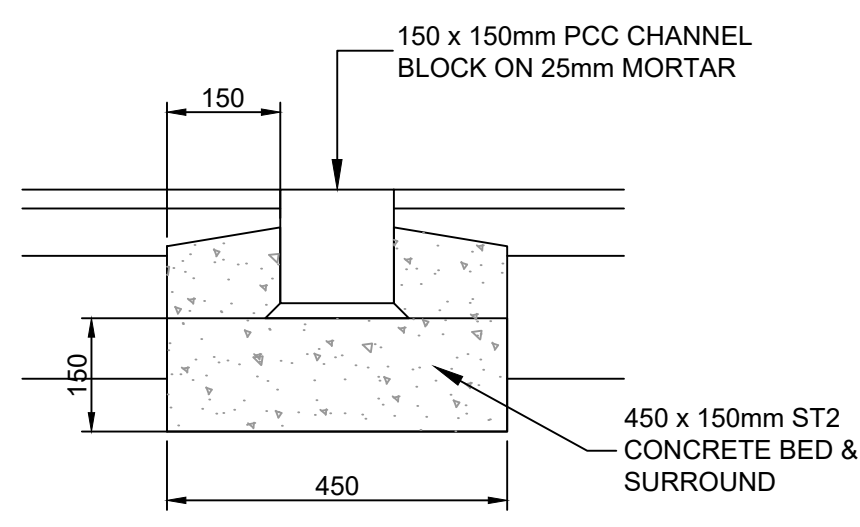
HALF BATTERED KERB DETAIL



PCC DROP KERB DETAIL



PCC PIN KERB DETAIL



PCC CHANNEL BLOCK DETAIL

- GENERAL NOTES
- THIS DRAWING IS COPYRIGHT AND SHOULD NOT BE REPRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF PATRICK PARSONS LTD. DO NOT SCALE FROM THIS DRAWING.
 - LOCATIONS OF ALL EXISTING SERVICES ON-SITE TO BE CONFIRMED AND PROVIDED TO THE ENGINEER PRIOR TO COMMENCEMENT OF WORKS.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT PATRICK PARSONS LTD DRAWINGS & SPECIFICATIONS.
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 - HIGHWAY DESIGN TO BE IN ACCORDANCE WITH LOCAL AUTHORITY STANDARDS. DETAILS ARE SUBJECT TO TECHNICAL APPROVAL.
 - ALL ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS MANUAL 2003
 - GULLY POSITIONS SHOWN ARE SUBJECT TO ADJUSTMENT ON SITE TO ENSURE FULL DRAINAGE AND THE ABSENCE OF PONDING.
 - THE EXACT LOCATION SIZE AND DEPTH OF ANY EXISTING SERVICES/DRAINAGE SHALL BE ESTABLISHED ON SITE PRIOR TO COMMENCEMENT OF THE WORKS.
 - THE CONTRACTOR SHALL ALLOW FOR THE PROTECTION, TEMPORARY AND PERMANENT SUPPORT AND DIVERSION WORKS AS NECESSARY TO ALL EXISTING SERVICES.
 - THE CONTRACTOR SHALL ALLOW FOR OBTAINING ALL NECESSARY APPROVALS FROM THE RELEVANT AUTHORITY WHILE WORKING IN THE PUBLIC HIGHWAY. SUITABLE TRAFFIC/PEDESTRIAN MANAGEMENT INCLUDING SIGNING AS NECESSARY SHALL BE PROVIDED THROUGHOUT THE WORKS.
 - THE CONTRACTOR SHALL CONTACT THE HIGHWAYS SUPERVISOR AT THE FOLLOWING STAGES OF THE HIGHWAYS WORKS:
 - AT LEAST TEN WORKING DAYS PRIOR TO THE START DATE;
 - AT LEAST TWO CLEAR DAYS IN ADVANCE OF EXPOSURE OF FORMATION;
 - ON DISCOVERY OF UNFORESEEN CIRCUMSTANCES OR STATUTORY UNDERTAKERS EQUIPMENT;
 - ON COMPLETION.
 - ANY COATED BASE MATERIAL, IN CARRIAGEWAY LEFT EXPOSED FOR MORE THAN SEVEN DAYS TO BE SEALED USING BITUMINOUS SEALING GRIT.
 - ALL VERTICAL FACES OF JOINTS INVOLVING FLEXIBLE MATERIALS SHALL BE TREATED WITH "OXY-BIT" OR OTHER APPROVED JOINT SEALANT. THIS INCLUDES IRONWORK, AND PRECAST PRODUCTS.
 - UNSEALED AND LOOSE MATERIAL SUCH AS CRUSHED STONE, GRAVEL OR PEBBLES ARE NOT ACCEPTABLE ADJACENT TO THE ADOPTABLE HIGHWAY.
 - GULLY GRATINGS AND FRAMES MUST BE SUITABLE FOR USE IN PEDESTRIANISED AREAS AND SHALL COMPLY WITH THE REQUIREMENTS OF BS EN124.
 - ALL BRICKWORK WITHIN ADOPTABLE HIGHWAY TO BE CLASS B SOLID ENGINEERING BRICK.
 - TACK COAT APPLICATION TO HIGHWAY TO BE TANKER APPLIED, HAND LANCE APPLICATION ON FOOTPATHS AND SMALL AREAS.
 - ALL UTILITY SERVICES TO BE LAID IN ACCORDANCE WITH THE LATEST NLAG GUIDANCE PUBLICATION.
 - NO WATER TO SHED ON TO THE HIGHWAY FROM PRIVATE CURTLAGES.
 - FOR PIPE BEDDING DETAILS, PLEASE REFER TO DRAWING N15305-236.
 - WHEN THE WIDTH OF BACKFILL, BASE OR SUB-BASE IS LESS THAN 1.0m, CONCRETE MIX ST5 25mm SHALL BE USED IN LIEU. THE WIDTH OF THE CONCRETE WILL VARY FROM 0.0-1.0m; ALTHOUGH IN LIEU OF SUB-BASE UNDER THE KERBS, THE WIDTH WILL NOT BE LESS THAN THE TOTAL THICKNESS OF THE FULL CARRIAGEWAY CONSTRUCTION. 100mm OF SURFACING IS REQUIRED ON TOP OF THE ST5 CONCRETE MIX.

P2	DETAILS AMENDED TO SUIT SOUTH YORKSHIRE STANDARDS	30.05.18	TB
P1	INITIAL ISSUE	05.04.17	GW
Rev.	Amendments	Date	By

Revisions



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Project
SAUNDERSON ROAD
PENISTONE
SOUTH YORKSHIRE

Drawing

TYPICAL HIGHWAY DETAILS

Scales N.T.S. At original size A1

Drawn GW	Checked PB
Date APR 2017	

Status PRELIMINARY

Drawing No. N16417-252 Rev. P2