

Existing cover to be adjusted to the proposed levels

Existing drop kerbs to remain

Proposed BIRCO 150 or similar approved. See drawing 12345-DR-C for drainage details

General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the detailed design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.
- This drawing is to be read in conjunction with all other relevant drawings.
- Any conflict between the details shown on this drawing and those of any other related drawings should be noted to the engineer prior to construction on site.
- All dimensions are in millimetres unless otherwise stated.

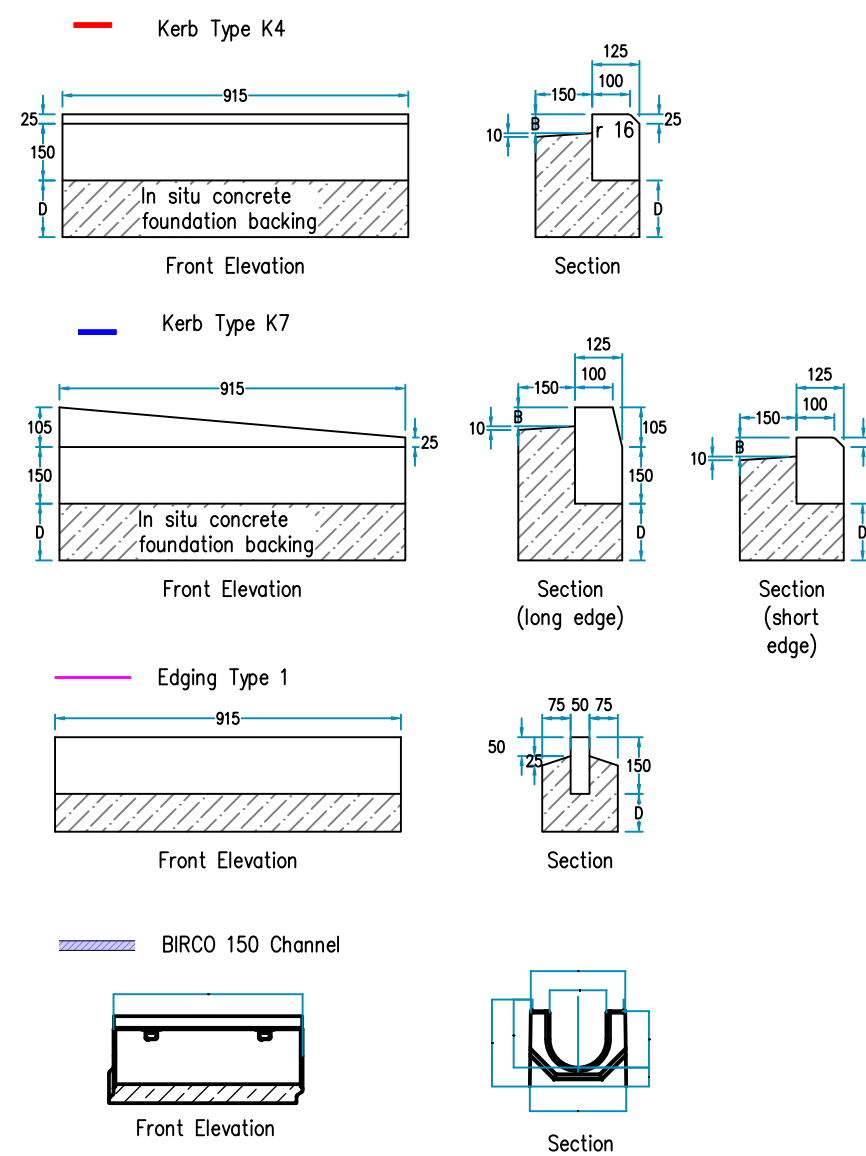
Construction Notes

- All levels to be confirmed on site prior to commencement of any works.
- Any existing utility covers retained are to be adjusted to suit proposed levels – cover class to be upgraded if required.
- Any existing utility covers that are damaged will require renewing and resetting.
- Gullies located in shared use surfaces must have suitable pedestrian and cyclist friendly covers. The openings in gully gratings must not align with cyclists anticipated wheel tracks.
- Any soft areas will require excavating until firm ground is found and backfilling with a 6F2 material and to be compacted in 150mm layers.
- Proposals assume a CBR of 2% – CBR tests to be undertaken by others for actual values and construction altered to suit.

Kerbing Notes

- Suitable transition kerbs shall be used at all changes in kerb face.
- For radii of 12m or less – kerbs of the appropriate radius shall be used. For radii 12m and above – straight kerbs 600mm long shall be used.
- The length of any kerb shall not be less than 450mm.

KERBING KEY



Kerbing Notes

1. All dimensions are in millimeters.
2. The depth 'D' of foundations, beds, channels, etc shall unless otherwise shown be measured at the edge of the carriageway or hardshoulder defined on the drawings and shall include the mortar bed where appropriate.
3. Although the underside of foundations are shown horizontal on the standard detail drawings, allowance must be made for cross-falls of formations, pavement courses, and verges.
4. Where a concrete kerb or channel abuts rolled asphalt surfacing course, it shall be painted with tack coat of 70 / 100 pen bitumen.
5. For kerbing and channeling including the suffix 'V' grade C25 / 30 concrete is to be used in the foundation and backing.
6. For kerb adjacent to flagged or block paved areas, dimension 'B' shall be 15mm greater than depth of precast element or unit but not less than 50mm. In all other situations 'B' = 50.
7. Insitu concrete to be class C8 / 10 or ST2.
8. Drop kerbs to be set flush to channel except where backfall to ramp is unavoidable – If so set drop kerb 6mm above channel for drainage purposes. Channel blocks to be provided if carriageway surfacing is included in the works.



PROJECT TITLE
WOODSTOCK ROAD, BARNSELEY

DRAWING TITLE
DETAILED DESIGN – KERBING DRAWING

DRAWING NUMBER
ORIGINATOR PROJECT VOL. TYPE ROLE NUMBER
PRGN – 203J – HGN – DR – CH – 0004A

CLIENT
SCOTT CLAYBURN

SCALE SIZE DRAWN CHECKED AUTHORISED DATE
1:150 A1 LAH JUH LJO AUG 26

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