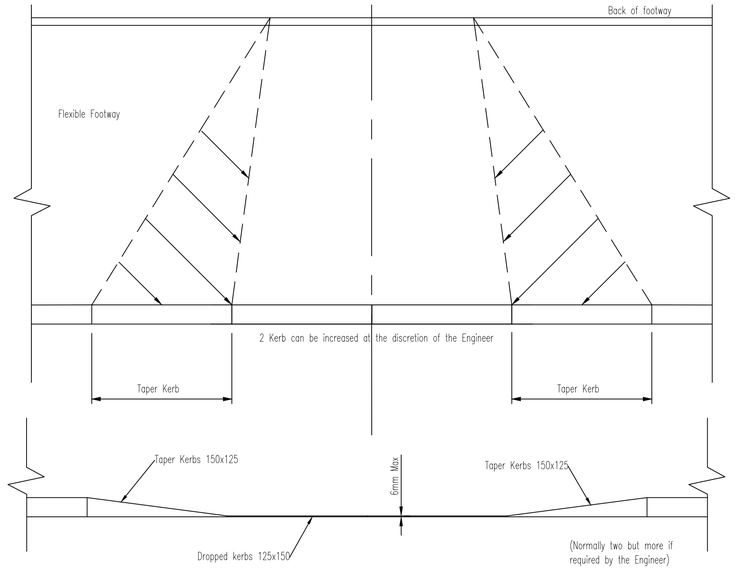
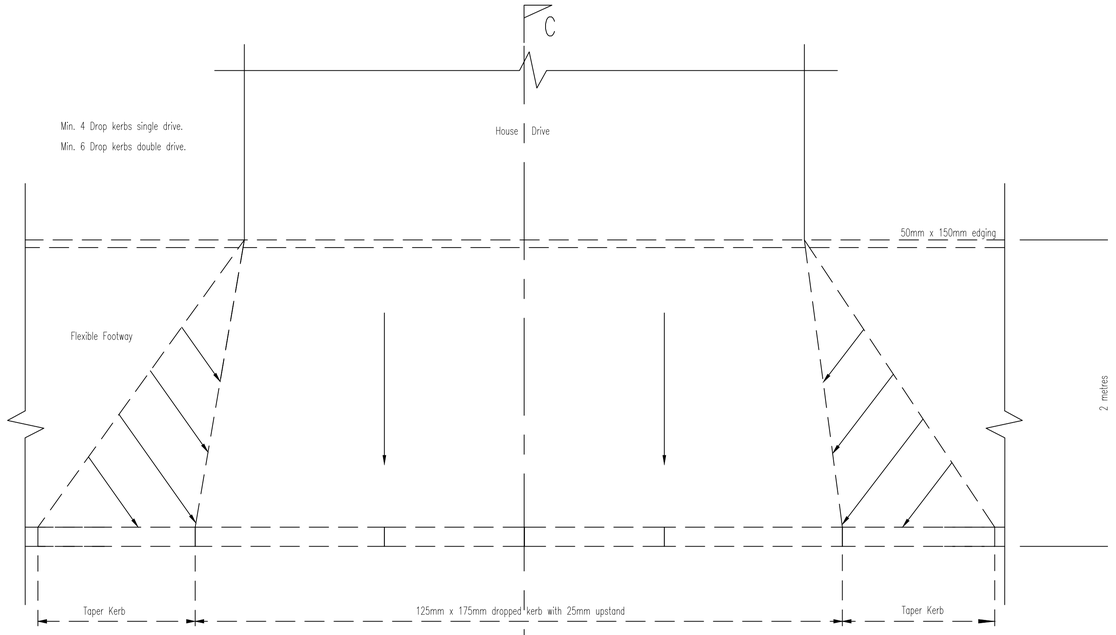
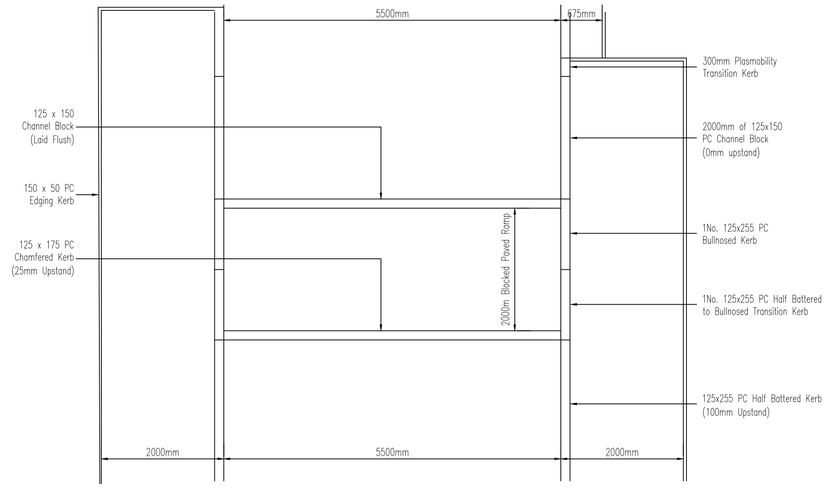


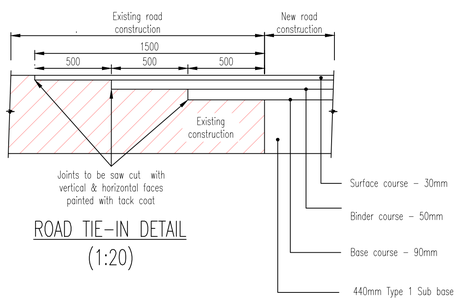
TYPICAL PEDESTRIAN CROSSING
(NON TACTILE)
(1:20)



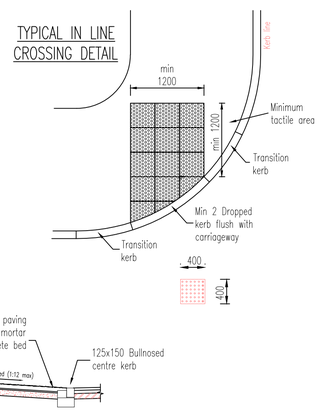
TYPICAL VEHICLE CROSSING TO
INDIVIDUAL HOUSE
(1:20)



KERBING DETAIL TO CROSSING
(1:50)



ROAD TIE–IN DETAIL
(1:20)



TYPICAL SECTION THROUGH TACTILE PAVING
(1:50)



PICTORAL VIEW OF CROSSING (N/A)

N O T E S

1. All highway works shall be constructed in accordance with the Barnsley Metropolitan Borough Council Specifications and recommendations.
2. For guidance, all clause numbers below relate to the Department of Transport's Specification for Highway Works 1991.
3. Preparation and surface treatment of formation shall be in accordance with Cl 616.
4. General requirements for road pavements shall be in accordance with clauses 701 to 707 inclusive.
5. All bitumen macadam shall be in accordance with BS 4987.
6. All bituminous bound materials shall be transported, laid and compacted in accordance with CL. 901.
7. Granular Type 1 sub base shall be in accordance with CL 803.
8. Laying and compaction of sub base shall be in accordance with CL. 802.
9. Road base shall be dense bitumen macadam in accordance with CL. 903
10. Base course shall be dense bitumen macadam in accordance with CL. 906.
11. 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.
12. Block paver colours shall be either in accordance with the Architect's or Highway Authority's requirements.
13. 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.
14. 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.
15. Block pavers shall be laid in accordance with BS6717 Part 3.
16. 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.
17. 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.
18. 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

Rev	By	Date	Revision	Chk	Apvd
/	MB	20.08.21	For Comment	AT	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, Servia Hill, Leeds LS6 2QH

TITLE
TYPICAL ROAD DETAILS
SHEET 2 OF 3

PROJECT
PITT STREET
DARFIELD

CLIENT
BDW YORKSHIRE WEST

DRAWING STATUS
FOR APPROVAL

Scale	Date	Drawn	Chk.
AS INDICATED	AUG 21	MB	AT

Drg. No.	Rev
1048/141/04.02	/