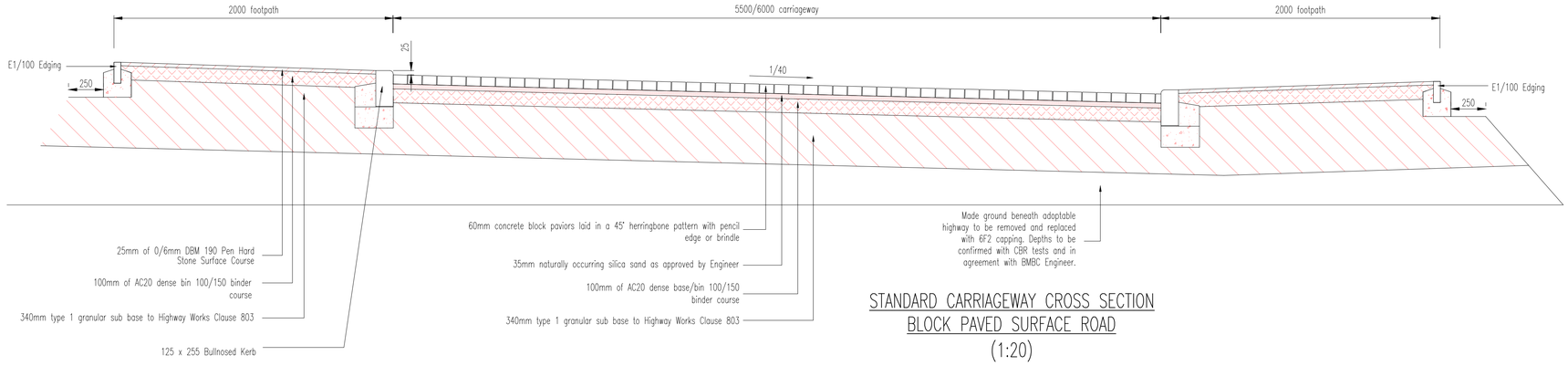
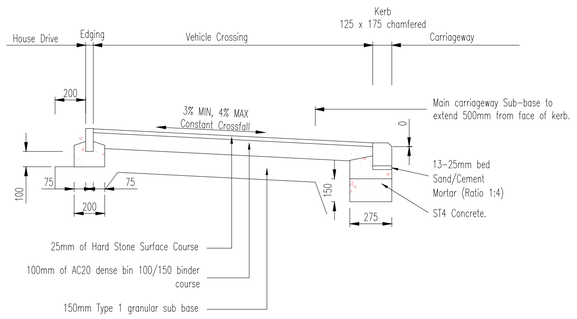
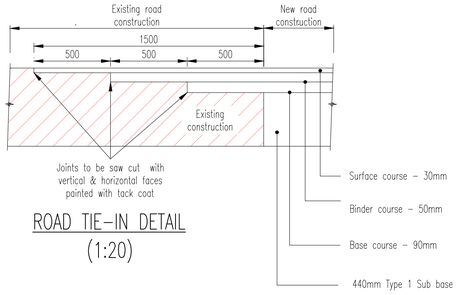
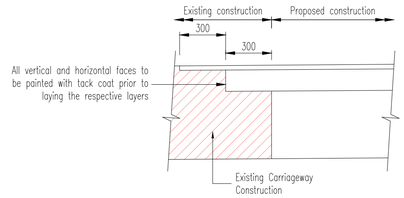


STANDARD CARRIAGEWAY CROSS SECTION BLOCK PAVED SURFACE ROAD
(1:20)

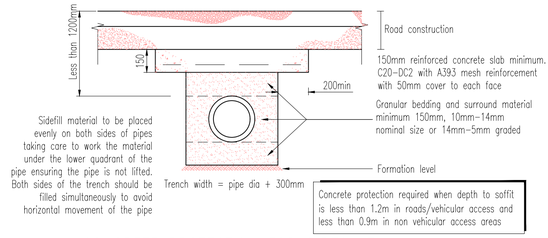




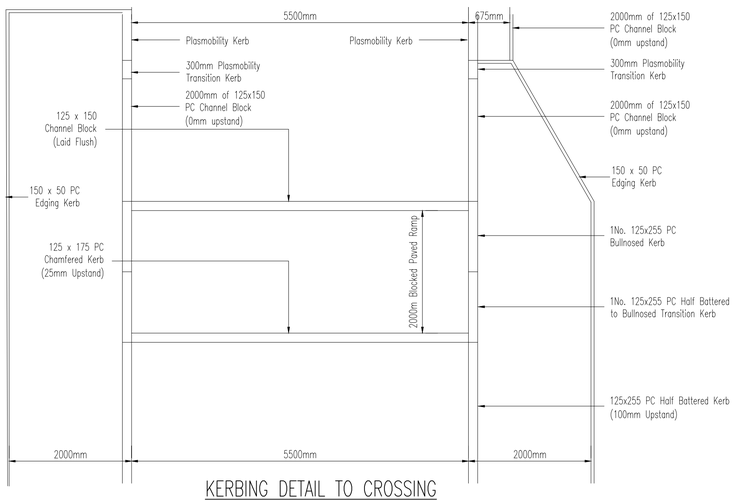
ROAD TIE–IN DETAIL
(1:20)



TIE–IN DETAIL
(1:20)



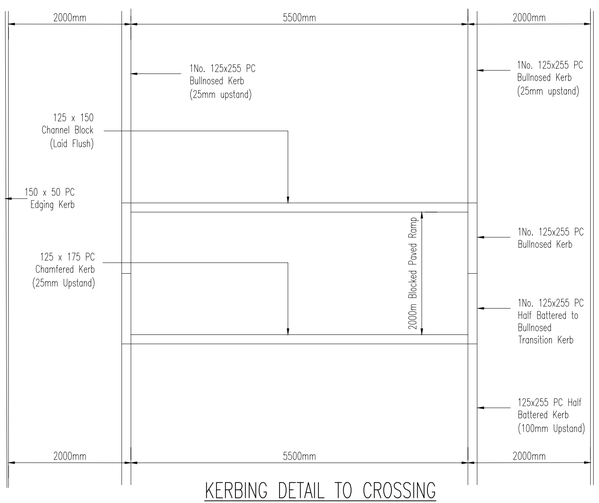
CONCRETE PROTECTION FOR PIPES AT DEPTHS OF COVER LESS THAN 1.2m
(1:20)



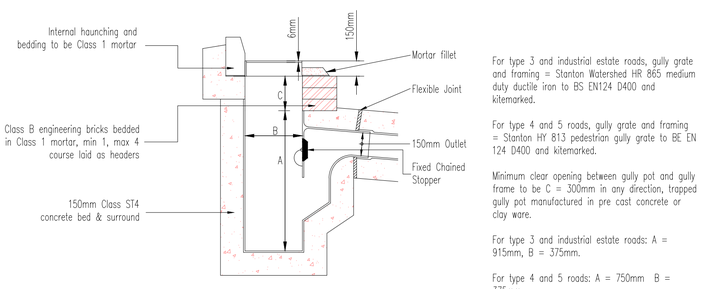
KERBING DETAIL TO CROSSING ROAD 6
(1:50)



PICTORAL VIEW OF CROSSING (N/A)



KERBING DETAIL TO CROSSING ROADS 1 (part), 3 (part) and 5 (part)
(1:50)



ROAD GULLY DETAIL
(1:20)

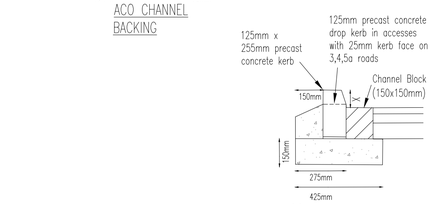
For type 3 and industrial estate roads, gully grate and framing = Stanton Watershed HR 865 medium duty ductile iron to BS EN124 D400 and kitemarked.

For type 4 and 5 roads, gully grate and framing = Stanton HY 813 pedestrian gully grate to BE EN 124 D400 and 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.

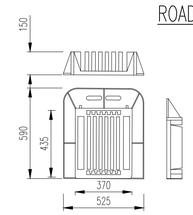
For type 4 and 5 roads: A = 750mm B = 375mm.



ACO CHANNEL BACKING

Kerb face 'x'
- 125mm on Type 3 & Industrial roads
- 100mm on Type 4 & 5a roads
- 30mm on Type 5B roads

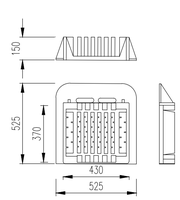
CHANNEL BLOCK



(All dimensions in millimetres – do not scale)

(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.)



(All dimensions in millimetres – do not scale)

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

ROAD GULLY COVER DETAIL
(1:20)

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 Highway Authority's requirements.
13. Block pavers shall be laid in 45° herringbone pattern in the carriageway (with two stringer courses in the channel), with two stringer courses around iron works.
14. Carriageway block pavers shall be bedded on 35mm 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 D400 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.
19. CBRs tests are performed on formation using 600mm diameter plate at 20m intervals off the line of any drainage trenches. CBR test results are to be provided to Barnsley MBC Highways engineer together with a location plan identifying the position of the tests.

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
/	JMG	16.08.22	Issued for approval	RJ	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
BLEACHCROFT WAY

CLIENT
HARRON HOMES

DRAWING STATUS
PRELIMINARY

Scale	Date	Drawn
1:500 @ A1	AUG 22	JMG
		Chk. MI

Drg. No. 0873/82/04.02 Rev /