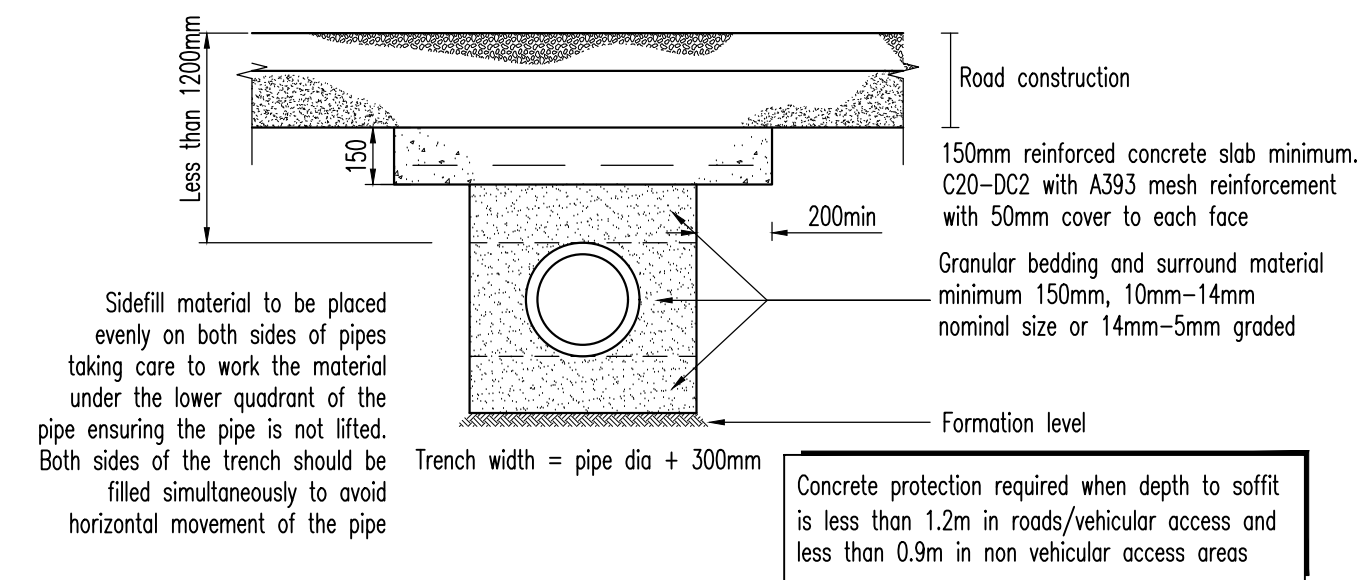




Existing road construction

1500

500 500 500

New road construction

Existing construction

Joints to be saw cut with vertical & horizontal faces painted with tack coat

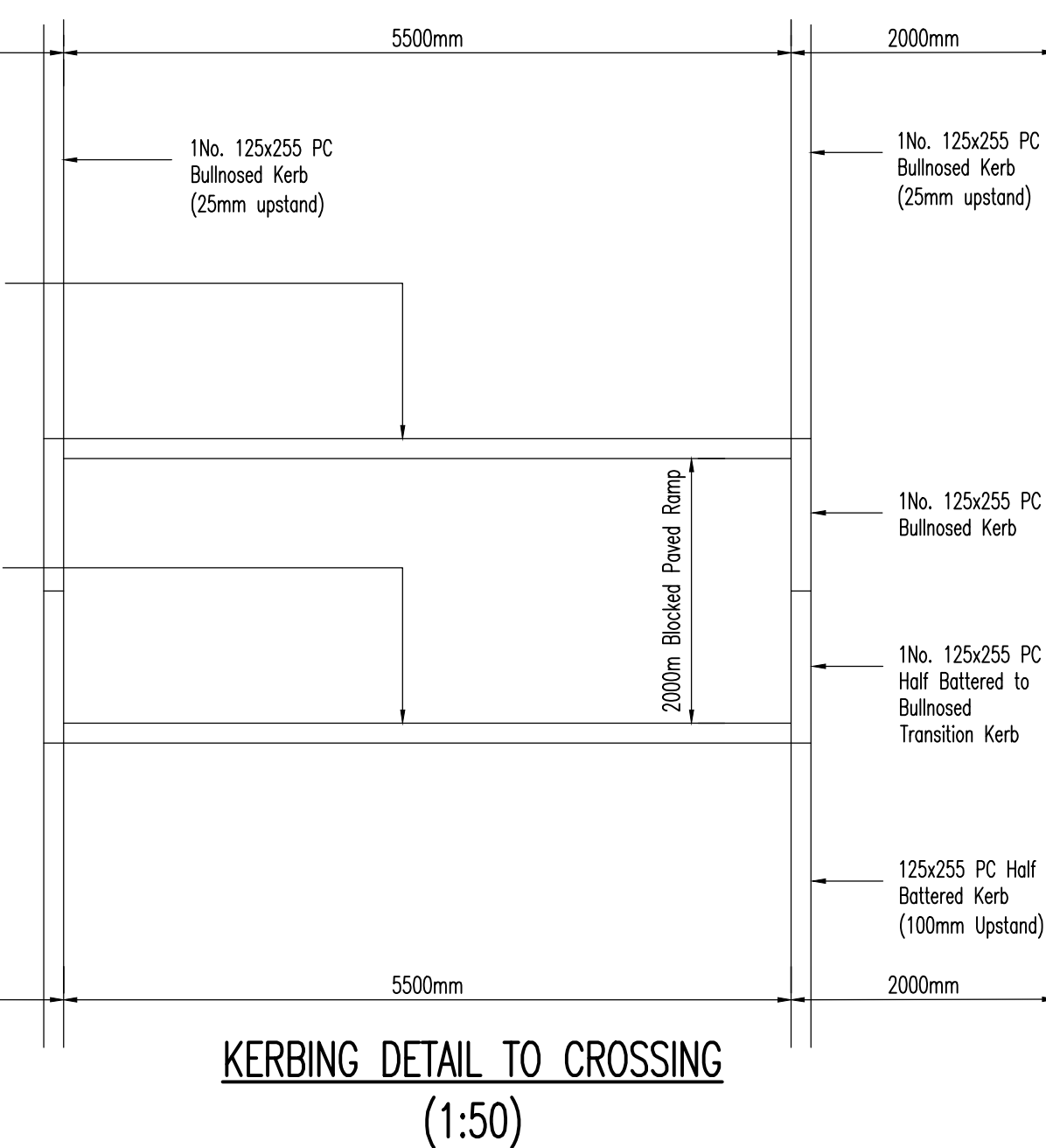
ROAD TIE-IN DETAIL
(1:20)

Surface course - 30mm

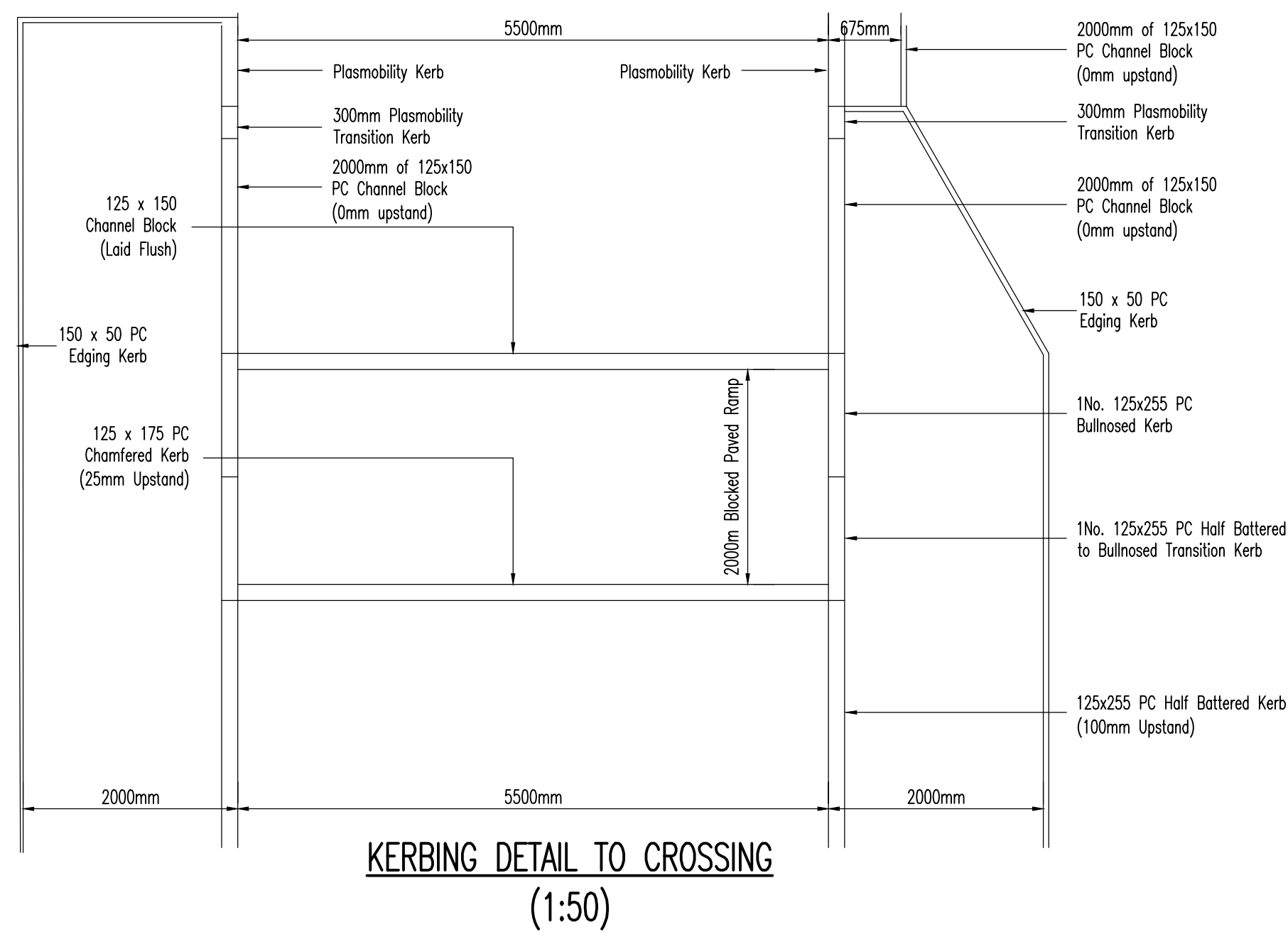
Binder course - 50mm

Base course - 90mm

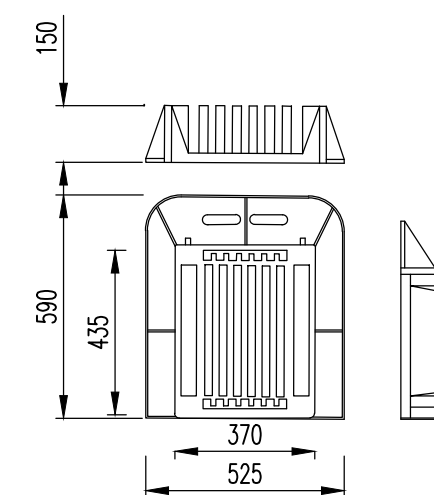
440mm Type 1 Sub base



KERBING DETAIL TO CROSSING
(1:50)



KERBING DETAIL TO CROSSING
(1:50)

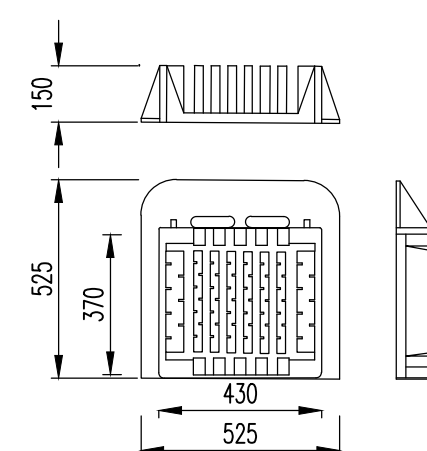


(All dimensions in millimetres – do not scale)

(Stanton watershed HR 865 gully grate medium duty ductile iron,
To BS EN124 D400 and Kitemarked.

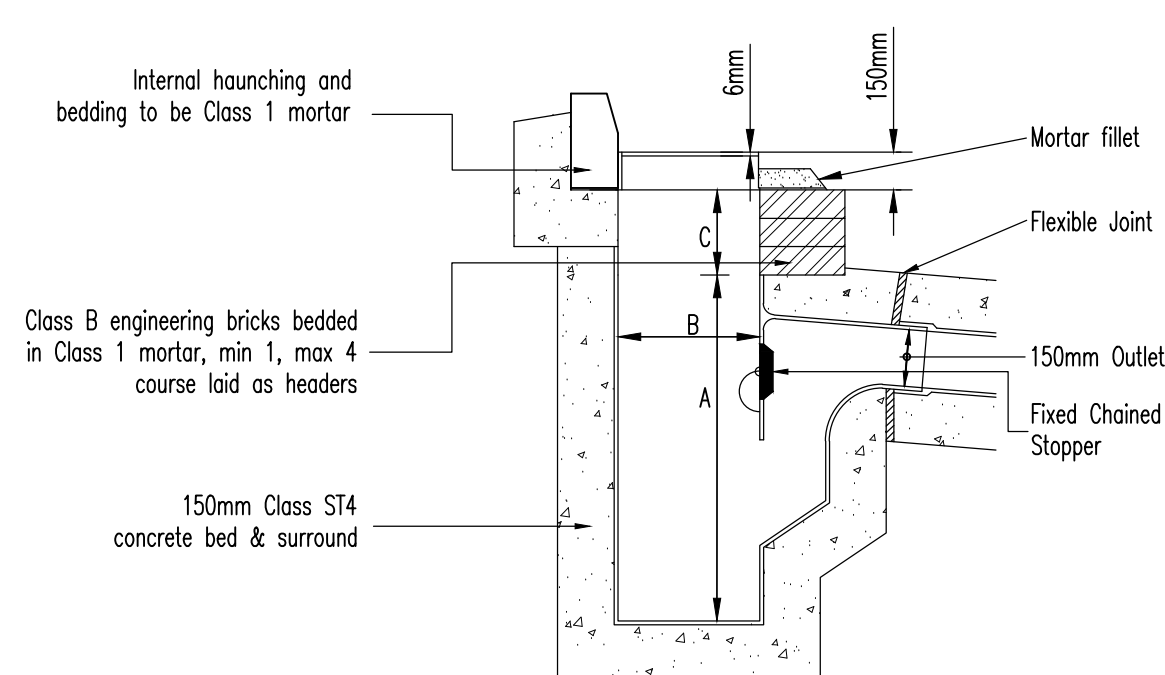
ROAD GULLY COVER DETAIL
FOR TYPE 3 & INDUSTRIAL ROADS
(1:20)

(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)



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.

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-racking 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 GF2, 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

A	DJG	28.06.22	Revised to suit client comments		
/	DJG	27.05.22	Issued For Approval	MI	MI
Rev	By	Date	Revision	Chk	Apvd



TITLE
TYPICAL ROAD DETAILS
SHEET 2 OF 3

PROJECT
GYPSY LANE,
WOMBWELL

CLIENT
MILLER HOMES
(YORKSHIRE) LTD

DRAWING STATUS
PRELIMINARY

Scale	Date	Drawn	DJG
AS SHOWN	MAY 22	Chk.	MI
Drg. No. 0425/87/04.02			Rev A