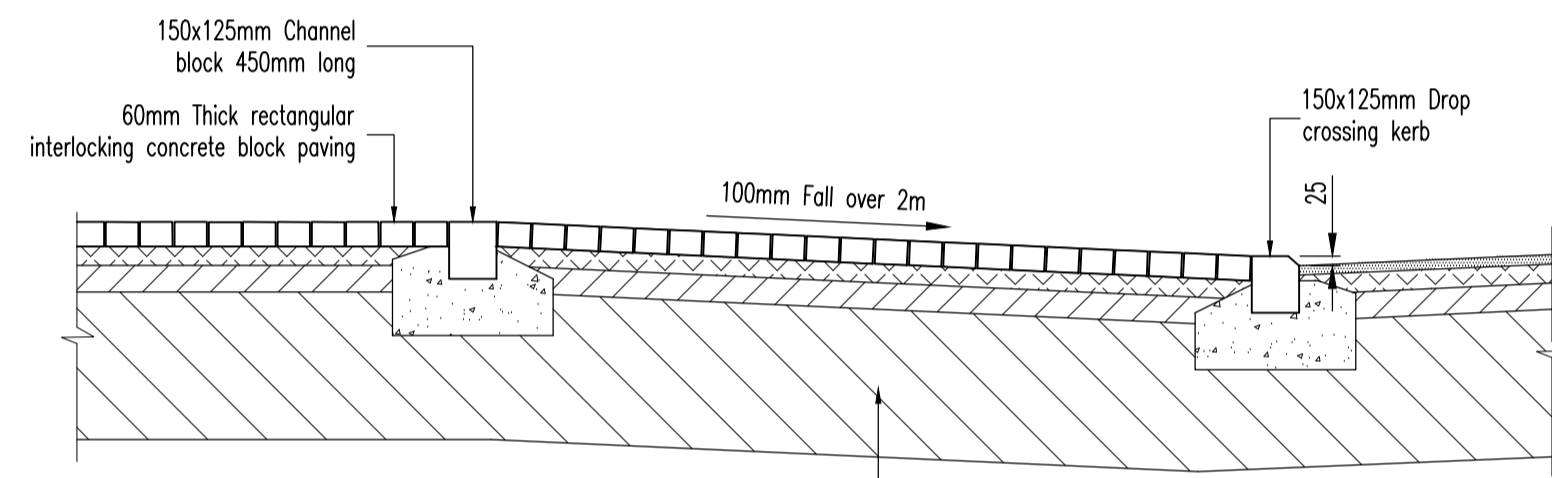
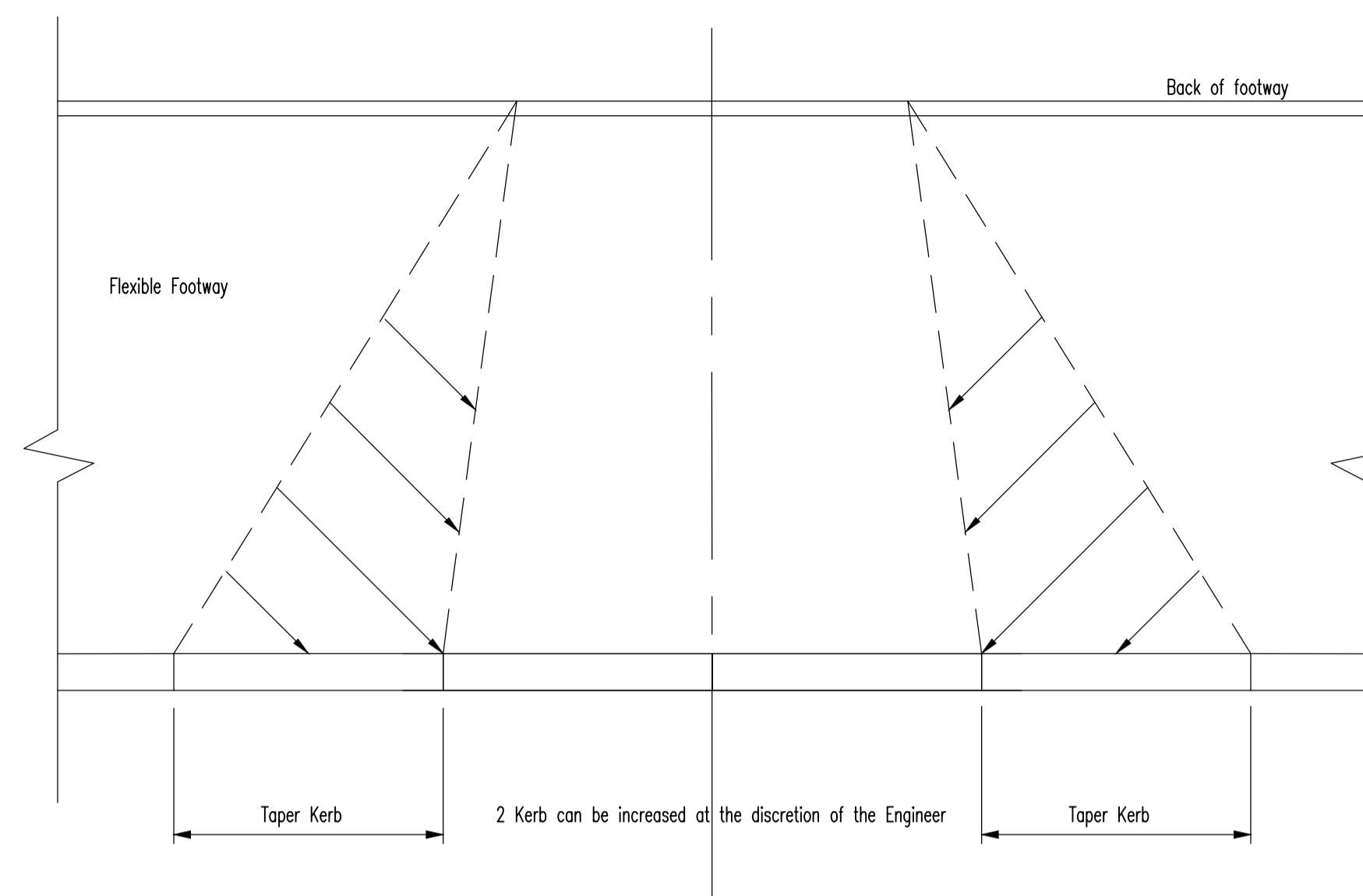


MEWS COURT ENTRANCE DETAIL
(1:50)

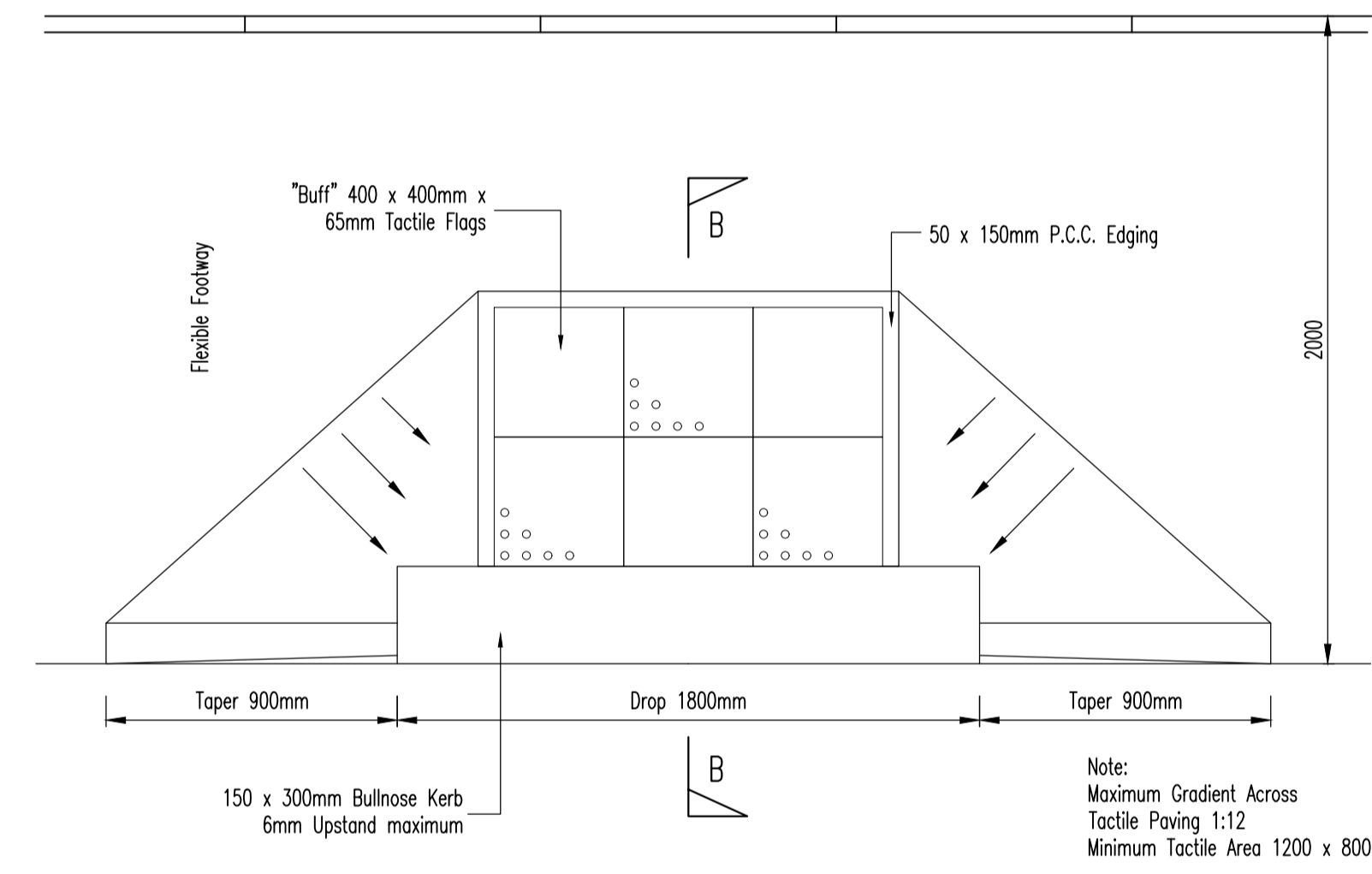


Typical section through ramped crossing from traditional type 5A road to type 5B accessway / access court / mews courts

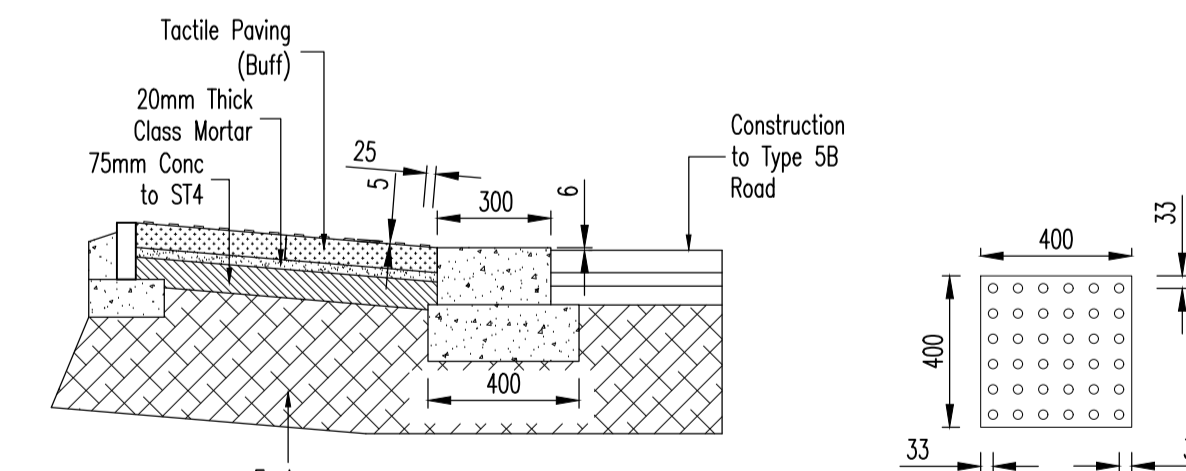
TYPICAL SECTION THROUGH RAMPED CROSSING
(SECTION A-A) (1:20)



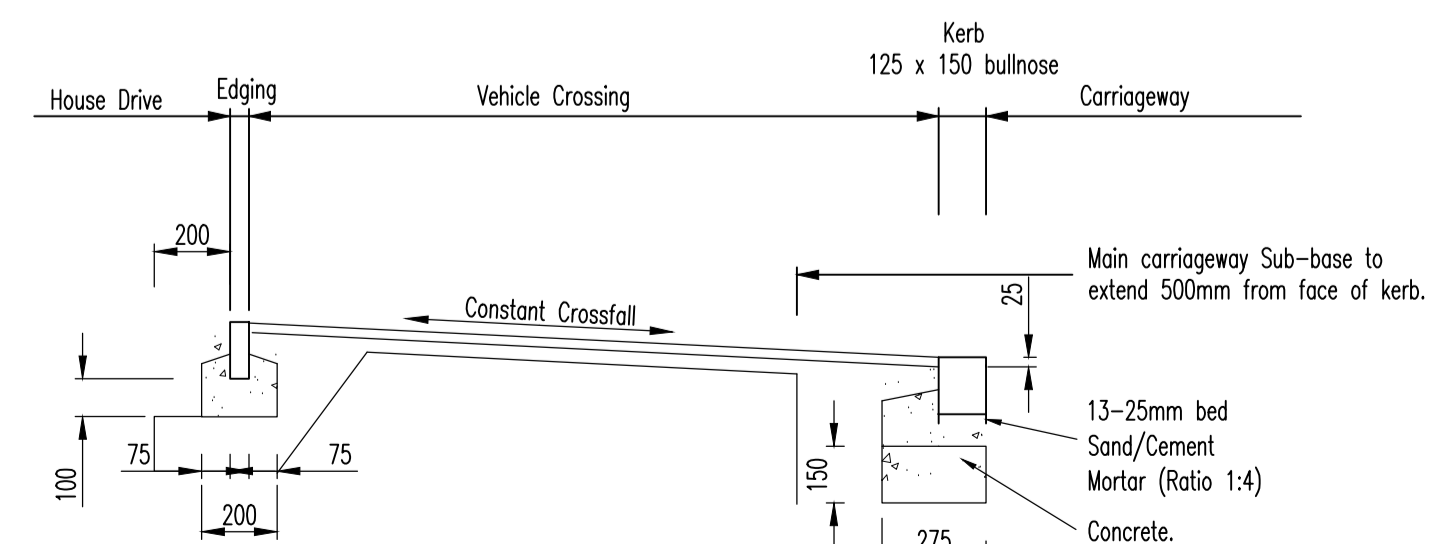
TYPICAL PEDESTRIAN CROSSING
(NON TACTILE)
(1:20)



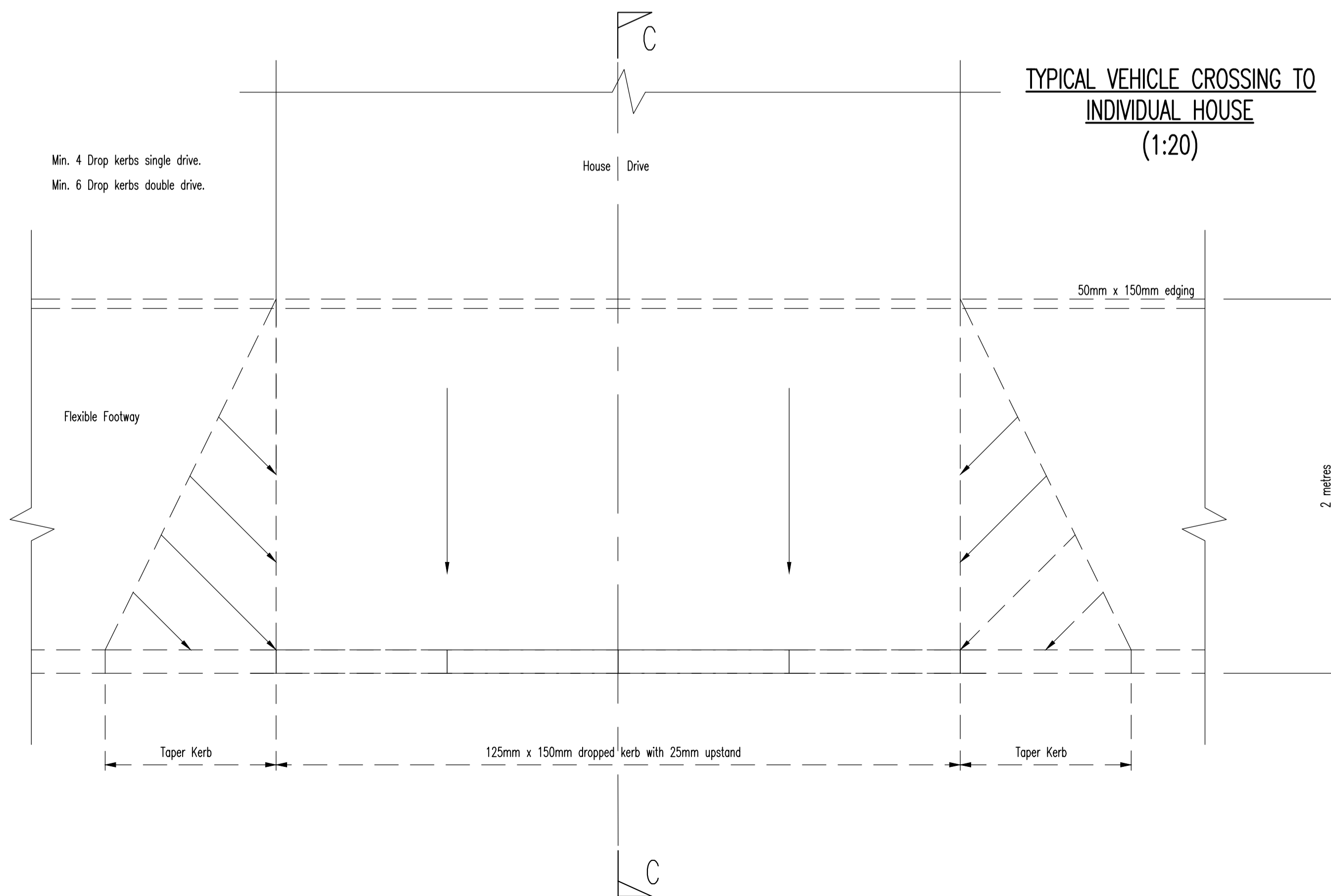
PEDESTRIAN TACTILE CROSSING-1.8m
(1:20)



SECTION B-B



SECTION C-C



TYPICAL VEHICLE CROSSING TO INDIVIDUAL HOUSE
(1:20)

N O T E S

- All highway works shall be constructed in accordance with the Barnsley Metropolitan Borough Council Specifications and recommendations.
- For guidance, all clause numbers below relate to the Department of Transport's Specification for Highway Works 1991.
- Preparation and surface treatment of formation shall be in accordance with CL 616.
- General requirements for road pavements shall be in accordance with clauses 701 to 707 inclusive.
- All bitumen macadam shall be in accordance with BS 4987.
- All bituminous bound materials shall be transported, laid and compacted in accordance with CL 901.
- Granular Type 1 sub base shall be in accordance with CL 803.
- Laying and compaction of sub base shall be in accordance with CL 802.
- Road base shall be dense bitumen macadam in accordance with CL 903.
- Base course shall be dense bitumen macadam in accordance with CL 906.
- 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.
- Block paver colours shall be either in accordance with the Architect's or Highway Authority's requirements.
- 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.
- 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.
- Block pavers shall be laid in accordance with BS6717 Part 3.
- For estate road pedestrian and vehicular crossings on radii, use 125 x 178 PCC chamfered nose kerbs of the appropriate radius as centre stones. For drop kerbs, use half battered drop kerbs of 4.5m or 7.5m radius or straight droppers, laid on a sloping bed and with chamfer cut to suit.
- Estate road kerbs shall be PCC 125 x 255 half battered units. Mews Court kerbs shall be 125 x 178 PCC chamfered units.
- 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.
- Any buried walls identified on site shall be taken down to a level 600mm below formation. Solid cellar floors shall be broken up. Unsuited or uncompacted material shall be removed and replaced with suitable material 6F2, laid and compacted in layers.
- Pavement construction is based upon an assumed minimum CBR value of 2% and will need to be confirmed by contractor prior to works commencing.

Rev	By	Date	Revision	Chk
/	JMG	16.03.17	Issued for approval	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, Service Hill, Leeds LS6 2QH

TITLE
TYPICAL ROAD DETAILS
SHEET 2 OF 2

PROJECT
LEE LANE, ROYSTON

CLIENT
BDW YORKSHIRE WEST

Scale
As shown @ A1

Date
MAR 17

Drawn
JMG

Chk.
MI

Drng. No.
1048/88/04.02

Rev
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