

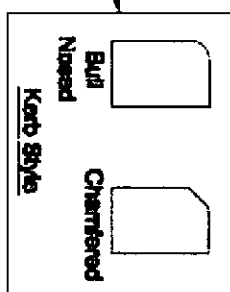


**BARNSELEY**  
Metropolitan Borough Council  
Highways & Engineering

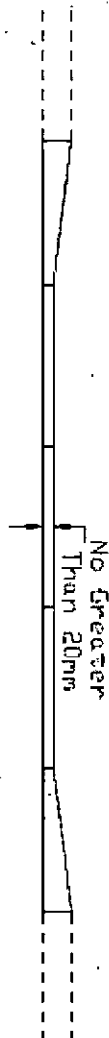
## VEHICLE CROSSING OVER TARMAC FOOTWAY

|                                                                                                                                                |       |         |     |             |     |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------|-----|-------------|-----|
| NTS                                                                                                                                            |       | Scale   |     | Drawing No. |     |
| Author                                                                                                                                         | Drawn | Checked | Rev | Rev         | Rev |
| NTS                                                                                                                                            | NTS   | NTS     | NTS | NTS         | NTS |
| D.A. Richardson BSc, MSc, MCIT, MInst.<br>Assistant Director, Highways & Engineering,<br>Barnsley MBC.<br>The Project Team (see drawing notes) |       |         |     |             |     |
| Drawing No. <b>H/M/100</b>                                                                                                                     |       |         |     |             |     |

- NOTES.**
- 1.) Remove the existing kerbs as required to provide a vehicle access. Replace with a taper kerb on each side and a minimum of three dropped kerbs in between. (Centre kerb size: 125mm wide x 175mm high)
  - 2.) Excavate the area of footway to be replaced, as shown above, and replace with:  
20mm thick Dense Wearing Course, with 6mm size aggregate.  
80mm thick Open Graded Base Course, with 20mm size aggregate.  
150mm thick Type 2 Granular Sub-base.
  - 3.) The cut lines across the footway should be as straight as possible.
  - 4.) Ensure all kerbs used are of the same style as existing (e.g. Bullnosed / Channeled).
  - 5.) The footway should be resurfaced so that no trips are left at the back of the kerbs and along the joints.



**Front View**



**Plan View**

