



GENERAL NOTES
 This drawing shows the detailed design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.
 This drawing is based on a topographical/ordnance survey provided by others.

KERBING NOTES
 Concrete kerbs abutting tarmac surfacing are required to be painted with a tack coat of 200pen bitumen.
 Any kerbs that are to remain in-situ and are either damaged or are out of horizontal / vertical alignment will need replacing within the S38 / S278 limits area.

CONSTRUCTION NOTES
 Any soft areas will require excavating until firm ground is found and backfilling with a 6F2 material and to be compacted in 150mm layers.
 Pavement construction to be used would be selected on the basis of CBR values obtained on site once construction of road is underway.
 Granular sub base layers to be compacted in depth layers of no greater than 150mm.
 When the width of the base or sub base is less than 1.0m, concrete mix ST5 25 N/mm² shall be used in lieu. The width of the concrete will vary from 0.0m to 1.0m; although in lieu of sub base under the kerbs, the width will not be less than total thickness of the full carriageway construction. 100mm of surfacing is required on top of the ST5 concrete.
 Planned carriageway areas or any newly laid tarmac more than 24 hour old requires a hot tanker applied bitumen tack coat in accordance with the Specification for Highways Works, as follows:

DRAINAGE/UTILITIES NOTES
 Any polished / damaged inspection chambers will require replacing with a class D400 600x600x150 cover and frame and placed on a solid class B engineering brick with a class 1 (1.3) mortar bed to the finished surface course material.
 Any statutory utility covers / frames that are damaged will require renewing and resetting to the new finished surface levels. Any damaged during works will need to be replaced.
 All newly installed statutory undertakers apparatus will require the appropriate warning tape / armoured tape to be laid on top of the ducts, and all ducts should be laid to the depths in accordance with the latest NJUG guidance publication.
 Gullies located in shared used surfaces must have suitable pedestrian and cyclist friendly covers. The openings in gully gratings must not align with cyclists anticipated wheel tracks.
 Any double gullies to have individual gully leads.

a. Binder classification and application details to CL 920
 b. The binder shall be bitumen emulsion to BS 434:Part 1
 c. The binder shall be class A1-40 or K1-40
 d. Rate of spread shall be 0.3 to 0.5/m²
 e. Permitted additives to binder: none
 f. Binding material: none

COLOURED S38 KEY

	Outlined extent of area to be adopted (excluding any existing publicly maintainable highway)		Adoptable highway structures
	Adoptable carriageways, including road humps and ramps		Adoptable street lighting
	Adoptable footways, footpaths and cycle tracks, including steps and vehicle crossings		Adoptable highway drainage and highway culverts (culverts are labeled to show status and type)
	Adoptable paved verges or margins, including vehicle crossings		Off-highway easements for highway drainage or similar (dimensioned and labeled)
	Adoptable soft verges		Outlined works to existing publicly maintainable highways
	Areas of adoptable highway landscaping		Existing and prospective sewers and lateral drains (labelled to show status and type)
	Proposed 2m wide service margin		Background detail

PROJECT		
YEW TREE ROAD, BIRCHENCLIFFE		
TITLE		
SECTION 38 COLOURED DRAWING		
SCALE		
1:200 @ A1		
DRAWING		
2079 S38 109		
DATE		
23.12.2022		
DRAWN	CHECKED	ALTERED
JJH	LO	