

- 1. ALL DIMENSIONS ARE IN METRES AND LEVELS IN METRES A.O.D. UNLESS OTHERWISE STATED. DO NOT
- 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS AND SPECIFICATION APPENDICES, IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) AND MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS (MCHW).
- 3. THE CONTRACTOR SHALL CONFIRM THE POSITION OF ANY STATUTORY UNDERTAKER'S PLANT AND APPARATUS PRIOR TO COMMENCING ANY EXCAVATION WORKS WITH HAND DUG TRIAL HOLES. APPARATUS SHOULD BE CLEARLY IDENTIFIED AND MARKED. SEE APPENDIX 1/16.
- 4. SETTING OUT SHALL BE CARRIED OUT IN ACCORDANCE WITH APPENDIX 1/12. THE EXACT FORMAT OF THE SETTING OUT INFORMATION IS TO BE AGREED WITH THE CONTRACTOR.

PROPOSED CARRIAGEWAY PROPOSED OVERRUN AREA

PROPOSED CYCLEWAY

PROPOSED FOOTWAY

PROPOSED LANDSCAPED / GRASSED AREA

— EXISTING KERB LINE

- D1. PRIORITY CROSSINGS OF PEDESTRIAN AND CYCLE ROUTES HAVE BEEN DESIGNED IN ACCORDANCE WITH LTN 1-20 (SEE FIGURE 10.13), AS DESCRIBED BELOW DEPENDANT ON THE SPACE AVAILABLE.
- D2. THE PREFERENCE IS TO PROVIDE FULL SET BACK WITH EITHER MARKED PRIORITY OR DESIGN PRIORITY DEPENDING ON THE SIZE OF THE ACCESS, WITH THE CROSSING RAISED WITH EITHER A TABLE AND RAMPS OR UTILISING THE DUTCH RAMP TYPE KERBS.
- PARTIAL IS PREFERRED UTILISING THE DESIGN PRIORITY OPTION. IN THIS INSTANCE THE CROSSING WILL BE RAISED WITH THE DUTCH RAMP TYPE KERBS.
- D4. WHERE ROOM DOES NOT ALLOW PARTIAL SET BACK, NO SET BACK IS PERMITTED UTILISING THE DESIGN PRIORITY OPTION. IN THIS INSTANCE THE CROSSING WILL BE ONLY RAISED 25mm WITH DROPPED KERBS.

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Rotherham Metropolitan Borough Council

SHEFFIELD ROAD AND MALTBY BUS CORRIDOR **IMPROVEMENT SCHEME**

LISTERDALE BUS STOP **GENERAL ARRANGEMENT**

ving Status FOR REVIEW			
	Name	Date	Status Code
wn	B.YOUNAS	03.02.23	S3
signed	VARIOUS	03.02.23	Scale 1:250
Chk	J.SIMPSON	03.02.23	Revision
roved	L.BRADLEY	03.02.23	P01
wing No.			

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