



GENERAL NOTES

1. ALL DIMENSIONS ARE IN METRES AND LEVELS IN METRES A.O.D. UNLESS OTHERWISE STATED. DO NOT SCALE.
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.

KEY

- PROPOSED CARRIAGEWAY
- PROPOSED OVERRUN AREA
- PROPOSED CYCLEWAY
- PROPOSED FOOTWAY
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING KERB LINE

DRAWING SPECIFIC NOTES

- 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.
- D3. WHERE ROOM DOES NOT ALLOW FULL SET BACK, 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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REV	DESCRIPTION	BY	JS	LB	03.02.23
P01	PRELIMINARY ISSUE	DRN	CHK	APP	DATE

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Client

Rotherham
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Project

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

Drawing Title

**HELLABY BUS LANE
GENERAL ARRANGEMENT
SHEET 4 OF 5**

Drawing Status

FOR REVIEW

Drawn	Name	Date	Status Code
Designed	B.YOUNAS	03.02.23	S3
Eng Chk	VARIOUS	03.02.23	Scale
Approved	J.SIMPSON	03.02.23	1:250
	L.BRADLEY	03.02.23	Revision
			P01

Drawing No.

106650 - PEF - GEN - 05 - DR - CH - 0004