



GENERAL NOTES

- ALL DIMENSIONS ARE IN METRES AND LEVELS IN METRES A.O.D. UNLESS OTHERWISE STATED. DO NOT SCALE.
- 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).
- 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.
- 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 / PAVED AREAS
- PROPOSED LANDSCAPED / GRASSED AREA
- EXISTING KERB LINE

DRAWING SPECIFIC NOTES

- 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.
- 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.
- 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.
- 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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Project
 SHEFFIELD ROAD AND MALTBY BUS CORRIDOR IMPROVEMENT SCHEME

Drawing Title
 SHEFFIELD ROAD - PHASE 2
 GENERAL ARRANGEMENT
 SHEET 3 OF 4

Drawing Status FOR CONSTRUCTION

Name	Date	Status Code
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