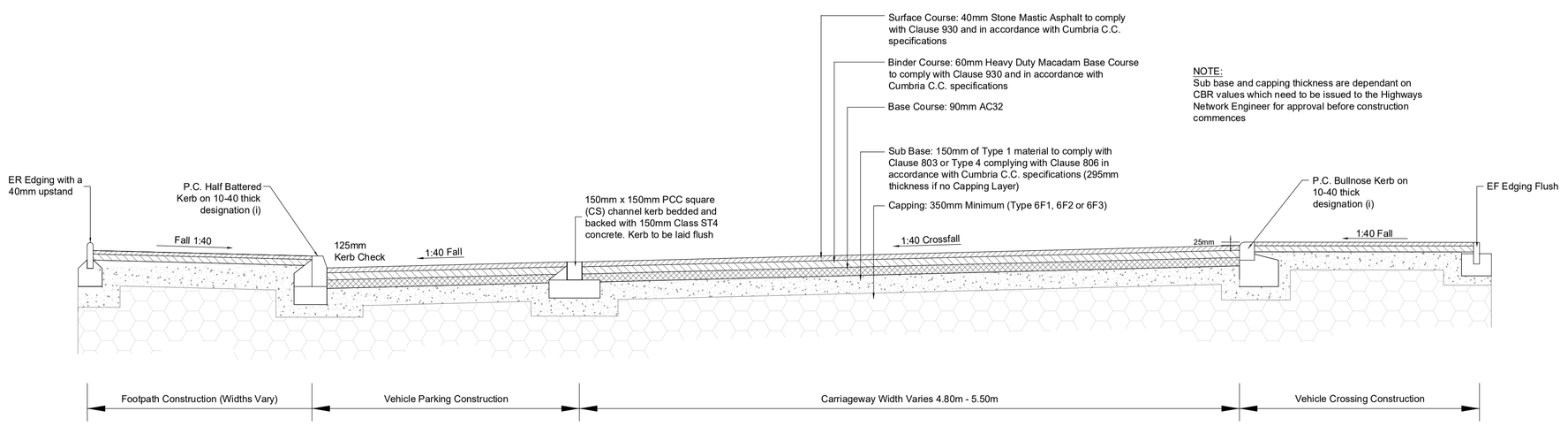
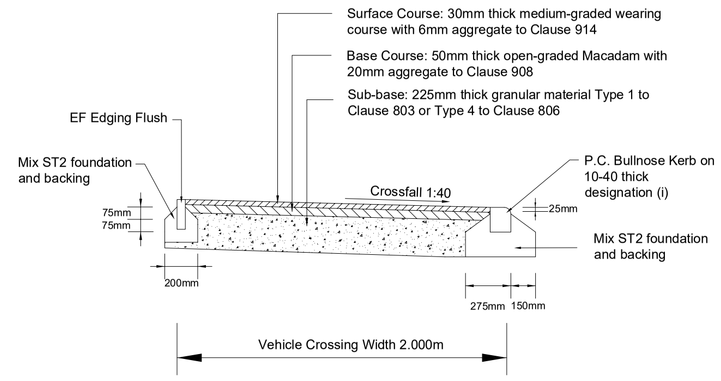
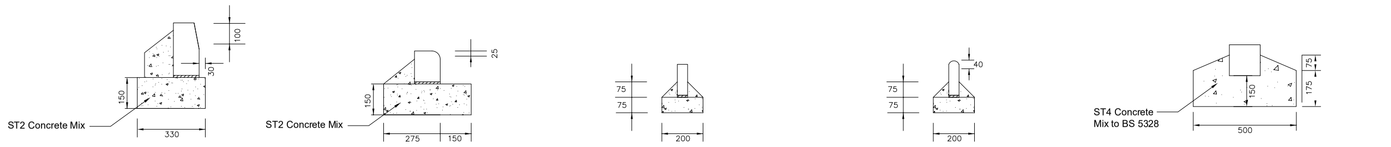


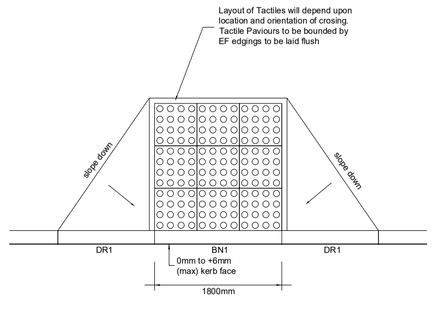
ADOPTABLE HIGHWAY / FOOTPATH / VEHICLE CONSTRUCTION
Scale: NTS



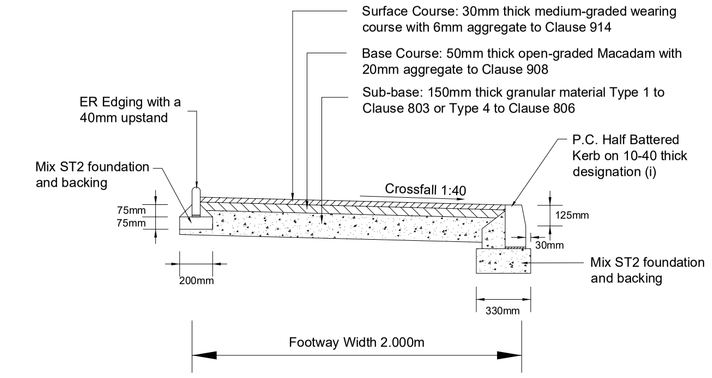
CROSS-SECTION THROUGH DRIVEWAY CROSSING CONSTRUCTION
Scale 1:25



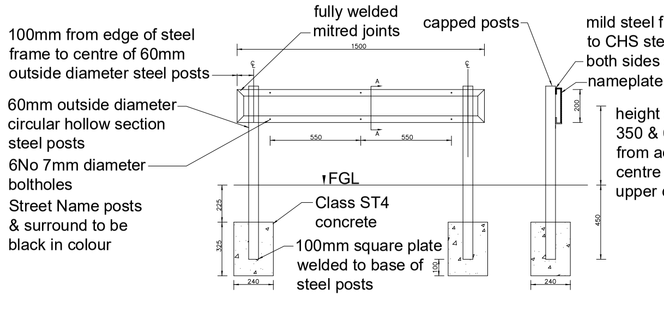
TYPICAL KERB TYPES
Scale 1:20



Plan - Typical Tactile Paved Crossing (Un-controlled)
(Pedestrian Pram)
Scale: NTS



CROSS-SECTION THROUGH BITUMEN FOOTWAY CONSTRUCTION
(pedestrian only)
Scale 1:25



NOTE:

1. A no through road symbol should be added to the nameplate if the road is a cul-de-sac. (Dia 816-1 Traffic Signs Regulations and General Directions 1994)
2. All dimensions in millimetres unless noted otherwise

STREET NAME CHARACTERISTICS

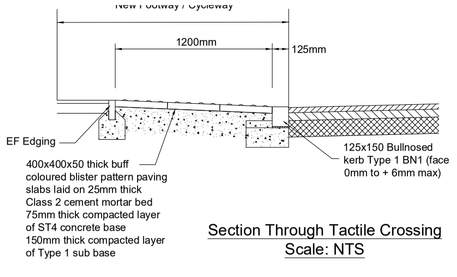
Material - Aluminium
Height 200 x 450
Length (various) up to a maximum 1500 x 200 high
Height of letter 100mm
Distance between words 50mm
Start of first letter from edge 25mm
Thickness of nameplate not less than 3mm
Thickness of letter:-
Scotchal lettering using vacuum applicator and 'Scotchlite' heat lamp

FRAMEWORK TO CARRY NAMEPLATE

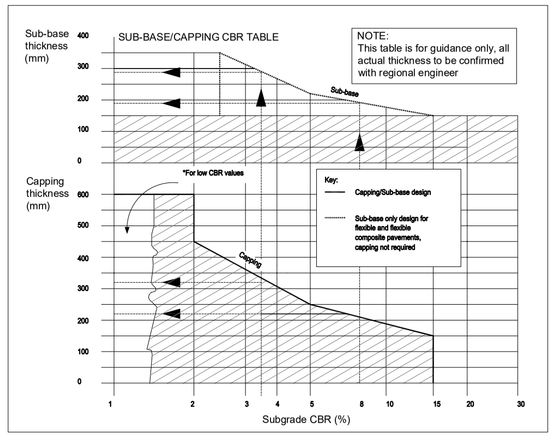
The welded steel framework made from 38 x 38 x 6mm thick steel angles and supplied by the Contractor shall be painted with 2 coats of primer, 2 coats of undercoat and 2 coats of gloss. Colours to the discretion of the Engineer

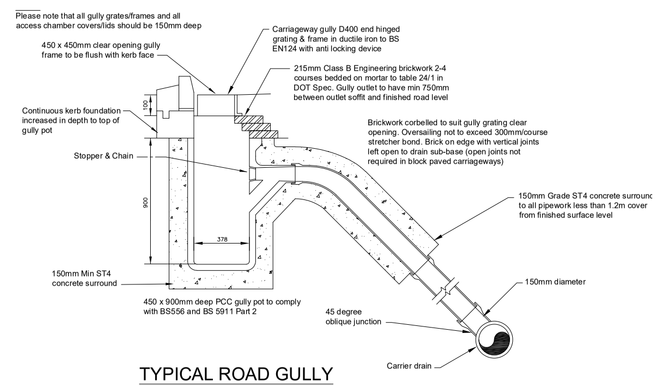
Overall maximum size of nameplate 1500 x 200mm. Height to top of steel framework from finished footpath levels (varies from 450 x 1000 as directed by the Engineer).
Planting depth of leg supports of steel framework 300 below finished footpath level. Concrete surround to leg supports to finish 75mm below finished footpath levels

STANDARD NAMEPLATE DETAIL
Scale: 1:25



Section Through Tactile Crossing
Scale: NTS





TYPICAL ROAD GULLY
SCALE: NTS

NOTES

ADOPTABLE HIGHWAY NOTES:

1. Do not scale from this drawing.
2. All dimensions are in Millimetres unless otherwise shown.
3. This drawing is to be read in conjunction with all other relevant drawings.
4. Any anomalies on this drawing identified by the CONTRACTOR shall be brought to the attention of the ENGINEER prior to construction.
5. The specification in all respects shall be in accordance with the current 'Cumbria County Council Design Guide' or other publications in force in the county at the time of construction.
6. This and all drawings are to be read in conjunction with the Highways Agency Manual of Contract Documents for Highway Works published by HMSO. If in doubt refer to the Project Manage for clarification.
7. Ensure that the first section of any road falls away from the road t which it is connecting. If general topography requires it to rise, thi change in direction should take place after the first set of gullies. This is to ensure a 'false channel' with associated drainage problems is not created in the bellmouth of junctions.
8. Reconstruction of existing carriageway and footways that are affected by these development works are to be specified and agreed by the Area Highways Manager prior to construction.
9. All signs and line markings are to be agreed with the Area Highways Manager prior to construction.
10. Accuracies are commensurate with that of the survey.
11. Statutory Undertakers apparatus to be moved, removed, protecte or adjusted after consultation with the Client.
12. Tactile paviours to be bound by a flush EF edging kerb.

Rev	Amendments	Date	Draw
D	AMENDED TO LA COMMENTS	22.09.22	CM
C	AMENDED TO LA COMMENTS	23.08.22	CM
B	HIGHWAY DETAILS UPDATED TO NEW LAYOUT	13.05.22	CM
A	HIGHWAY DETAILS UPDATED	11.02.22	CM
-	INITIAL ISSUE	06.01.22	CM

PROVISIONAL Subject to UU Approval

Client

gleeson
Building Homes. Changing Lives.

Project Title

Ivy Mills
CUMBRIA

Drawing Title

PHASE 1 HIGHWAY CONSTRUCTION DETAILS

Scales: AS SHOWN @ A1

Drawn: CML | Date: 13.05.202

Ref: GHC-IM-C-SD-01 | Rev: D

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