

NOTES:

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2. THIS DRAWING MUST NOT BE SCALED BY EITHER CONTRACTORS OR OTHER CONSULTANTS. ANY DIMENSIONS SHOWN ON THIS DRAWING MUST BE USED. ANY DISCREPANCIES ARE TO BE REPORTED TO BELL MUNRO CONSULTING PRIOR TO CONSTRUCTION / FABRICATION COMMENCING.
3. THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE RELEVANT BMC SPECIFICATIONS TOGETHER WITH THE APPROPRIATE ARCHITECTS AND SERVICES CONSULTANTS' DRAWINGS AND SPECIFICATIONS.
4. ALL PRECAST CONCRETE KERBS AND DRAINAGE SHALL BE TO DOT SPEC. CLAUSE 100 & BS7263, IN PRESSED CONCRETE WITH HARDSTONE AGGREGATE.
5. TYPE A DROPPED KERBS ON RADII OF LESS THAN 12000 SHALL BE 125 X 150 BULLNOSE OF THE APPROPRIATE RADII, LAID TO 25 OR 6 FACE, AND TRANSITIONS 125 X 225 X 12.5 DEG. SPREAD OF THE APPROPRIATE RADII CUT TO FIT. TRANSITION KERBS TO BE PROVIDED EITHER SIDE OF DROPPED KERBS.
6. MINIMUM LENGTH OF KERB TO BE 4.50M
7. HANDLING AND LAYING OF KERBS AND CHANNELS SHALL BE IN ACCORDANCE WITH THE MANUAL HANDLING OF PRECAST CONCRETE MECHANICAL LIFTING EQUIPMENT FOR THEIR HANDLING, LIFTING AND LAYING
8. ALL TRAFFIC SIGNS TO COMPLY WITH BS873 AND TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 1994.
9. ALL CARRIAGEWAY MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 1994.

FURTHER NOTES

SUB GRADE TO BE INSPECTED AND APPROVED BY HIGHWAY AUTHORITY INSPECTOR PRIOR TO LAYING OF GSB.

CONTRACTOR SHALL ALLOW TO BLAST CLEAN OFF ANY ROAD MARKINGS (USING HIGH PRESSURE WATER SYSTEM OR SIMILAR APPROVED) THAT ARE NOT REQUIRED FOLLOWING THE COMPLETION OF THE WORKS.

THE DEVELOPER OR HIS AGENT SHALL LIASE WITH MANCHESTER COUNCIL AND AGREE A METHOD OF TRAFFIC MANAGEMENT PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.

NOTES ON KERBING & EDGING:

- ALL PRECAST CONCRETE KERBS SHALL BE TO DOT SPEC. CLAUSE 1001 & BS7263, IN PRESSED CONCRETE WITH HARD STONE AGGREGATE.
- KERBS TO PROVIDE A NOMINAL 125MM KERB FACE SHALL BE 255 X 125 PRECAST CONCRETE BULLNOSED KERB
- BULLNOSE KERBS TO PROVIDE A 25MM BUMPER COURSE AT DOMESTIC VEHICLE CROSSINGS SHALL BE 225 X 125MM TYPE BM AND CHANNEL SQUARE TYPE CS2 LAID 0-6MM ABOVE AT PEDESTRIAN CROSSINGS.
- SPECIAL TAPER KERBS SHALL BE USED FOR RADII OF 12.0M OR LESS.
- EDGING KERBS SHALL BE 50 X 150MM TYPE EF FLAT TOPPED TO BS7263.
- THE KERB FACE SHALL NOT BE LESS THAN 300MM WIDE X 150MM DEEP CAST IN SITU USING ST1 MIX CONCRETE, COMPACTED WITH A VIBRATING POKER OR TAMPED LEVEL WITH A ROUGH FACE
- KERBS SHALL NOT BE LAID ON LESS THAN 10MM AND NOT GREATER THAN 40MM OF BEDDING MORTAR TO DOT SPEC. CLAUSE 2601.
- IMMEDIATELY AFTER LAYING, KERBS SHALL BE BACKED AND/OR HAUNCHED WITH MIX ST1 CONCRETE.
- ALL JOINTS BETWEEN KERBS SHALL BE UNPOINTED AND NOT GREATER THAN 2MM WIDE

ALL WORKS TO ADOPTED HIGHWAY/FOOTPATH TO BE IN ACCORDANCE WITH MANCHESTER COUNCIL'S STANDARD DETAILS, AND AS AGREED WITH MANCHESTER COUNCIL'S APPOINTED REPRESENTATIVE

NOTE: ALL HIGHWAY DETAILS ON THIS DRAWING ARE BASED ON THE DESIGN ASSUMPTION THAT THE SUB-GRADE HAS A CBR OF 15%. CONTRACTOR IS TO MAKE AN ALLOWANCE FOR PERFORMING LOCAL CBR TESTS TO THE SATISFACTION OF MANCHESTER COUNCIL. TO CONFIRM THIS, SHOULD THE CBR VALUE DIFFER FROM THAT ASSUMED, BELL MUNRO CONSULTING IS TO BE INFORMED AND DETAILS UPDATED ACCORDINGLY.

PUBLIC OR PRIVATE UTILITY NOTES

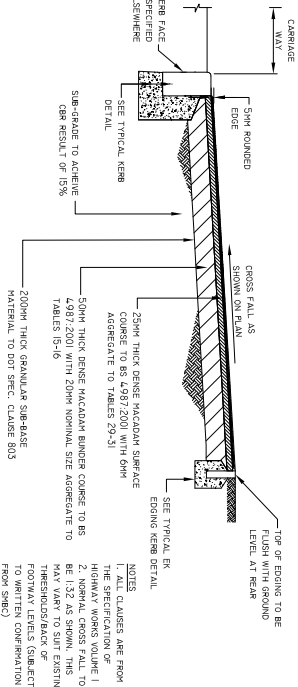
THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES TO VERIFY LOCATION AND EXTENT OF THEIR APPARATUS AND HAVE IT MARKED OUT ON SITE.

TRIAL HOLES SHALL BE UNDERTAKEN BY HAND TO LOCATE ANY BURIED APPARATUS IF EXCAVATION WORKS OR LEVEL REDUCTIONS ARE TO BE UNDERTAKEN IN THE GENERAL AREA.

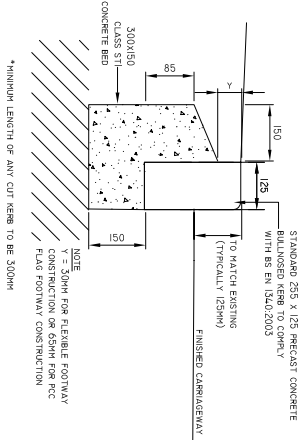
CONTRACTORS OWN RISK ASSESSMENTS AND SAFE METHODS OF WORKING ADJACENT TO UTILITIES SHALL BE EMPLOYED AT EVERY STAGE OF THE WORK.

NO RESPONSIBILITY AS TO THE ACCURACY OF THIS PLAN IS GIVEN BY BELL MUNRO CONSULTING LIMITED AND NO LIABILITY WHAT SO EVER IS ACCEPTED BY THE COMPANY FOR THE USE OF THE INFORMATION ON THIS PLAN. IT IS INTENDED FOR GENERAL REFERENCE ONLY.

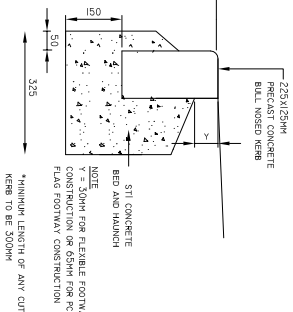
CONTRACTOR SHALL UPDATE THIS PLAN UP WITH SITE INFORMATION WHEN APPARATUS CAN BE ACCURATELY LOCATED ON SITE AND RETURNED TO BELL MUNRO CONSULTING LIMITED FOR THE DRAWING TO BE UPDATED AND RE-ISSUED.



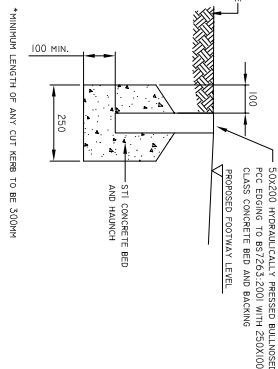
SECTION THROUGH FOOTWAY
1:20 @ A1
1:40 @ A3



TYPICAL BULL NOSED
KERB DETAIL
1:10 @ A1
1:20 @ A3

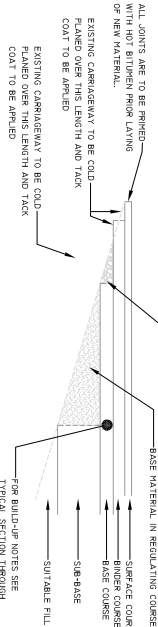


TYPICAL DROP KERB DETAIL
- VEHICULAR CROSSING
1:10 @ A1
1:20 @ A3



TYPICAL EDGING KERB DETAIL
(E1)
1:10 @ A1
1:20 @ A3

JOINTS ARE TO BE STIPPED VERTICALLY FOR THE DEPTH OF THE KERB. EXISTING SURFACES AND SURFACE IS TO BE SCAMPED AND APPLIED WITH A BULLNOSED SPRAY PRIOR TO LAYING OF NEW MATERIAL.



TYPICAL TIE IN DETAIL-
PROPOSED HIGHWAY INTO
EXISTING HIGHWAY
1:20 @ A1
1:40 @ A3

DRAWING TO BE READ IN CONJUNCTION WITH J7036/HW01			
PRELIMINARY			
BMC BELL MUNRO CONSULTING LTD			
CONSULTING CIVIL & STRUCTURAL ENGINEERS TIPPING HOUSE 3, LANCASHIRE MANCHESTER M14 6JH TEL: 0161 275 1000 FAX: 0161 275 1001 EMAIL: WWW.BELLMUNRO.CO.UK			
CLIENT D. MAISURIA			
ADDRESS 72 ERRWOOD ROAD, BURNGATE			
TITLE PROPOSED HIGHWAY WORKS - SECTIONS & DETAILS			
DESIGN BY RH	CHECKED BY SB	DATE 03/21	REVISION -
DRAWING NUMBER J7036 HW02			