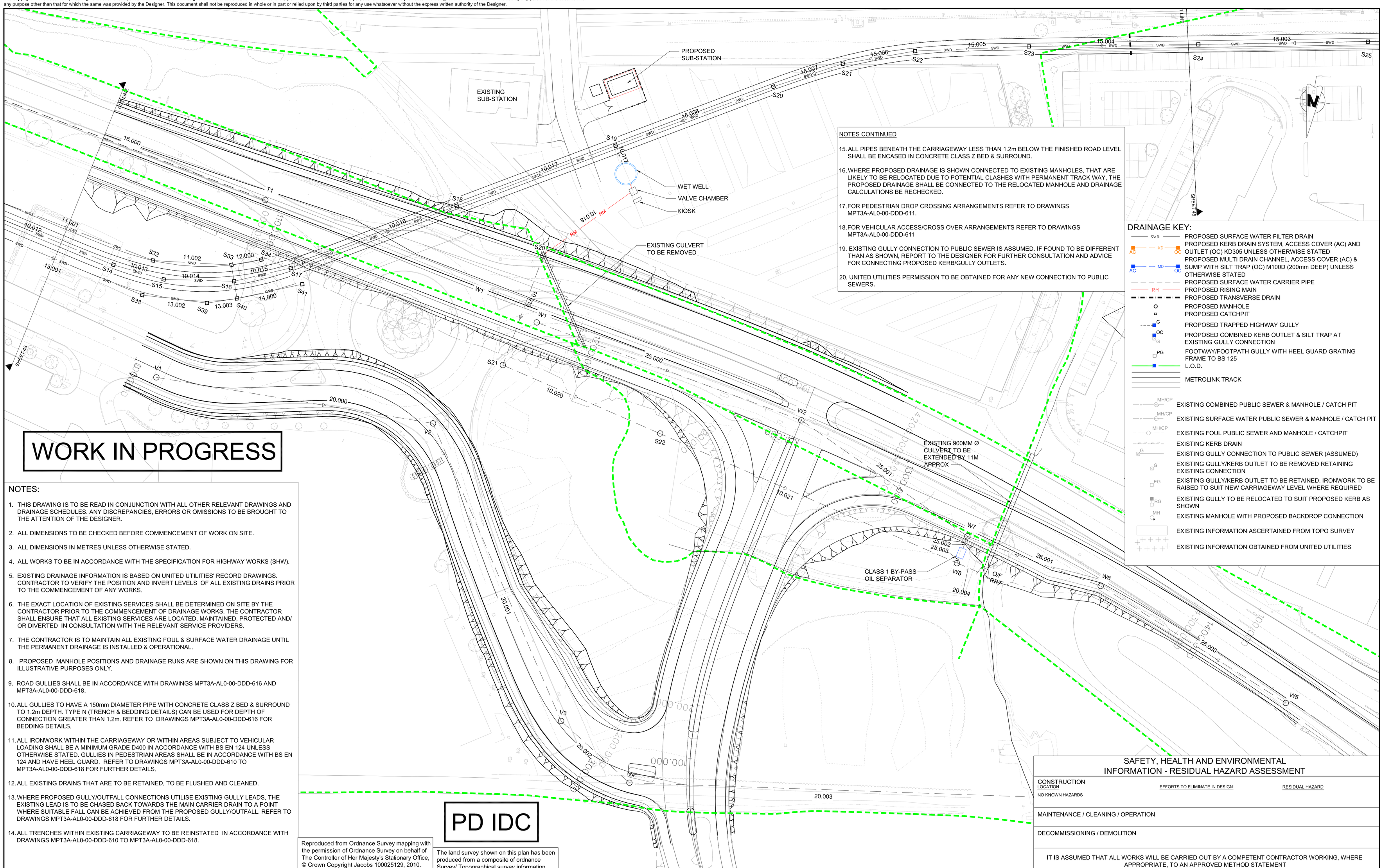
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WORK IN PROGRESS

NOTES CONTINUED

15. ALL PIPES BENEATH THE CARRIAGEWAY LESS THAN 1.2m BELOW THE FINISHED ROAD LEVEL SHALL BE ENCASED IN CONCRETE CLASS Z BED & SURROUND.

16. WHERE PROPOSED DRAINAGE IS SHOWN CONNECTED TO EXISTING MANHOLES, THAT ARE LIKELY TO BE RELOCATED DUE TO POTENTIAL CLASHES WITH PERMANENT TRACK WAY, THE PROPOSED DRAINAGE SHALL BE CONNECTED TO THE RELOCATED MANHOLE AND DRAINAGE CALCULATIONS BE RECHECKED.

17. FOR PEDESTRIAN DROP CROSSING ARRANGEMENTS REFER TO DRAWINGS MPT3A-AL0-00-DDD-611.

18. FOR VEHICULAR ACCESS/CROSS OVER ARRANGEMENTS REFER TO DRAWINGS MPT3A-AL0-00-DDD-611

19. EXISTING GULLY CONNECTION TO PUBLIC SEWER IS ASSUMED. IF FOUND TO BE DIFFERENT THAN AS SHOWN, REPORT TO THE DESIGNER FOR FURTHER CONSULTATION AND ADVICE FOR CONNECTING PROPOSED KERB/GULLY OUTLETS.

20. UNITED UTILITIES PERMISSION TO BE OBTAINED FOR ANY NEW CONNECTION TO PUBLIC SEWERS.

DRAINAGE KEY:

- PROPOSED SURFACE WATER FILTER DRAIN
- PROPOSED KERB DRAIN SYSTEM, ACCESS COVER (AC) AND OUTLET (OC) KD305 UNLESS OTHERWISE STATED
- PROPOSED MULTI DRAIN CHANNEL, ACCESS COVER (AC) & SUMP WITH SILT TRAP (OC) M100D (200mm DEEP) UNLESS OTHERWISE STATED
- PROPOSED SURFACE WATER CARRIER PIPE
- PROPOSED RISING MAIN
- PROPOSED TRANSVERSE DRAIN
- PROPOSED MANHOLE
- PROPOSED CATCHPIT
- PROPOSED TRAPPED HIGHWAY GULLY
- PROPOSED COMBINED KERB OUTLET & SILT TRAP AT EXISTING GULLY CONNECTION
- FOOTWAY/FOOTPATH GULLY WITH HEEL GUARD GRATING FRAME TO BS 125
- L.O.D.
- METROLINK TRACK
- EXISTING COMBINED PUBLIC SEWER & MANHOLE / CATCH PIT
- EXISTING SURFACE WATER PUBLIC SEWER & MANHOLE / CATCH PIT
- EXISTING FOUL PUBLIC SEWER AND MANHOLE / CATCHPIT
- EXISTING KERB DRAIN
- EXISTING GULLY CONNECTION TO PUBLIC SEWER (ASSUMED)
- EXISTING GULLY/KERB OUTLET TO BE REMOVED RETAINING EXISTING CONNECTION
- EXISTING GULLY/KERB OUTLET TO BE RETAINED. IRONWORK TO BE RAISED TO SUIT NEW CARRIAGEWAY LEVEL WHERE REQUIRED
- EXISTING GULLY TO BE RELOCATED TO SUIT PROPOSED KERB AS SHOWN
- EXISTING MANHOLE WITH PROPOSED BACKDROP CONNECTION
- EXISTING INFORMATION ASCERTAINED FROM TOPO SURVEY
- EXISTING INFORMATION OBTAINED FROM UNITED UTILITIES

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND DRAINAGE SCHEDULES. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. ALL DIMENSIONS TO BE CHECKED BEFORE COMMENCEMENT OF WORK ON SITE.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
4. ALL WORKS TO BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS (SHW).
5. EXISTING DRAINAGE INFORMATION IS BASED ON UNITED UTILITIES' RECORD DRAWINGS. CONTRACTOR TO VERIFY THE POSITION AND INVERT LEVELS OF ALL EXISTING DRAINS PRIOR TO THE COMMENCEMENT OF ANY WORKS.
6. THE EXACT LOCATION OF EXISTING SERVICES SHALL BE DETERMINED ON SITE BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF DRAINAGE WORKS. THE CONTRACTOR SHALL ENSURE THAT ALL EXISTING SERVICES ARE LOCATED, MAINTAINED, PROTECTED AND/ OR DIVERTED IN CONSULTATION WITH THE RELEVANT SERVICE PROVIDERS.
7. THE CONTRACTOR IS TO MAINTAIN ALL EXISTING FOUL & SURFACE WATER DRAINAGE UNTIL THE PERMANENT DRAINAGE IS INSTALLED & OPERATIONAL.
8. PROPOSED MANHOLE POSITIONS AND DRAINAGE RUNS ARE SHOWN ON THIS DRAWING FOR ILLUSTRATIVE PURPOSES ONLY.
9. ROAD GULLIES SHALL BE IN ACCORDANCE WITH DRAWINGS MPT3A-AL0-00-DDD-616 AND MPT3A-AL0-00-DDD-618.
10. ALL GULLIES TO HAVE A 150mm DIAMETER PIPE WITH CONCRETE CLASS Z BED & SURROUND TO 1.2m DEPTH. TYPE N (TRENCH & BEDDING DETAILS) CAN BE USED FOR DEPTH OF CONNECTION GREATER THAN 1.2m. REFER TO DRAWINGS MPT3A-AL0-00-DDD-616 FOR BEDDING DETAILS.
11. ALL IRONWORK WITHIN THE CARRIAGEWAY OR WITHIN AREAS SUBJECT TO VEHICULAR LOADING SHALL BE A MINIMUM GRADE D400 IN ACCORDANCE WITH BS EN 124 UNLESS OTHERWISE STATED. GULLIES IN PEDESTRIAN AREAS SHALL BE IN ACCORDANCE WITH BS EN 124 AND HAVE HEEL GUARD. REFER TO DRAWINGS MPT3A-AL0-00-DDD-610 TO MPT3A-AL0-00-DDD-618 FOR FURTHER DETAILS.
12. ALL EXISTING DRAINS THAT ARE TO BE RETAINED, TO BE FLUSHED AND CLEANED.
13. WHERE PROPOSED GULLY/OUTFALL CONNECTIONS UTILISE EXISTING GULLY LEADS, THE EXISTING LEAD IS TO BE CHASED BACK TOWARDS THE MAIN CARRIER DRAIN TO A POINT WHERE SUITABLE FALL CAN BE ACHIEVED FROM THE PROPOSED GULLY/OUTFALL. REFER TO DRAWINGS MPT3A-AL0-00-DDD-618 FOR FURTHER DETAILS.
14. ALL TRENCHES WITHIN EXISTING CARRIAGEWAY TO BE REINSTATED IN ACCORDANCE WITH DRAWINGS MPT3A-AL0-00-DDD-610 TO MPT3A-AL0-00-DDD-618.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION - RESIDUAL HAZARD ASSESSMENT

CONSTRUCTION LOCATION	EFFORTS TO ELIMINATE IN DESIGN	RESIDUAL HAZARD
NO KNOWN HAZARDS		
MAINTENANCE / CLEANING / OPERATION		
DECOMMISSIONING / DEMOLITION		

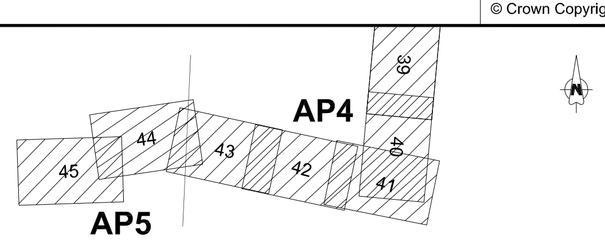
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

PD IDC

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The land survey shown on this plan has been produced from a composite of ordnance Survey/ Topographical survey information

Location Plan



Note:

Rev	Date	Detail	Made	Chk'd	App'd
P01	26/07/11	FOR PD-IDC	JC	FAY	MH

Client: GMPTE

Design:	JC
CAD:	JC
Chk'd:	FAY
App'd:	MH
Scale:	1/500 @ A1
Date:	26 JULY 2011

MANCHESTER METROLINK PHASE 3B
AIRPORT LINE

Title:
DRAINAGE GENERAL ARRANGEMENT
ROUTE SECTION AP4
AP SHEET 44

Drg No': MPT3B-AP4-44-DDP-700

Rev: P01

cm | A1

DRG Path: C:\TEMP\06\0B1530000\APDRPLN\05\1\P01\MPT3B-AP4-44-DDP-700.dwg User: conff] Plot time: 27-07-11 @ 2:19pm