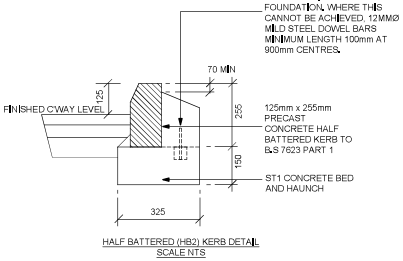


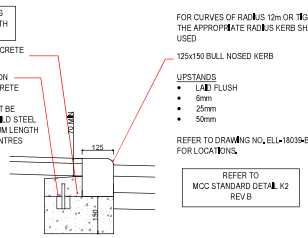
TRENCH BACK FILL DETAIL

SCALE NTS



HALF BATTERED (HB2) KERB DETAIL

SCALE NTS



BULL NOSED (BN) DETAIL

SCALE 1:10

NO KERBS SHOULD BE CUT LESS THAN 25% OF THE ORIGINAL LENGTH.

FOR CURVES OF RADIUS 12m OR TIGHTER THE APPROPRIATE RADIUS KERB SHALL BE USED

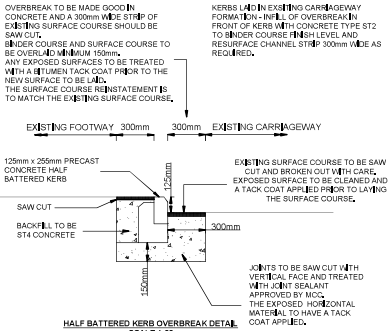
125x150 BULL NOSED KERB

UPSTANDS

- LAID FLUSH
- 6mm
- 25mm
- 50mm

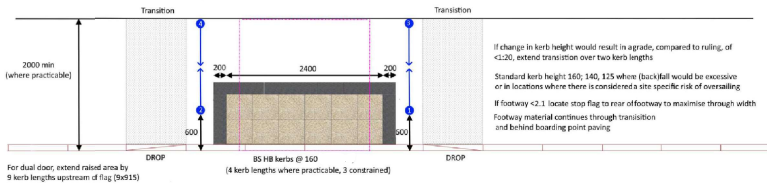
REFER TO DRAWING NO. ELL-18039-S-CS-160 FOR LOCATIONS.

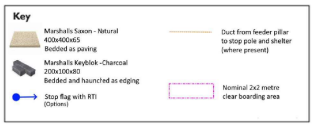
REFER TO MCC STANDARD DETAIL K2 REV B



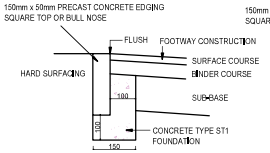
HALF BATTERED KERB OVERBREAK DETAIL

SCALE 1:20





THIS KERB IS TO BE USED FLUSH AT THE REAR OF THE FOOTWAY WHIGH FEATURES A VEHICULAR GROSSOVER IN CONJUNCTION WITH A 25mm UPSTAND. CS1 OR BN KERB.

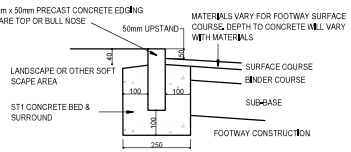


EDGING KERB DETAIL FLUSH (EF-C)

SCALE NTS

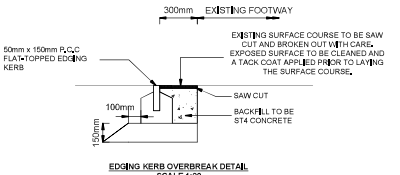
REFER TO MCC STANDARD DETAIL K5 REV B

THIS KERB IS TO BE USED AT THE REAR OF THE FOOTWAY WHIGH FEATURES HARD OR SOFT LANDSCAPING IN CONJUNCTION WITH A HB2 125mm UPSTAND KERB.



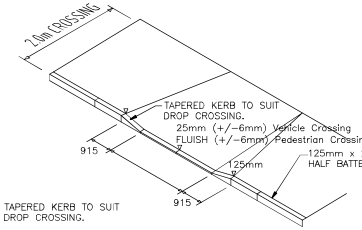
EDGING KERB DETAIL WITH 50mm UPSTAND (EF)

SCALE NTS



EDGING KERB OVERBREAK DETAIL

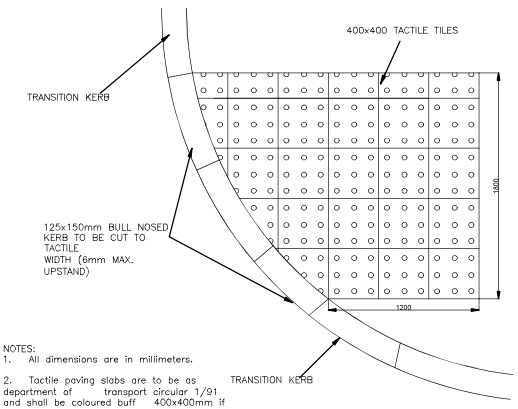
SCALE 1:20



TAPERED KERB TO SUIT DROP CROSSING.



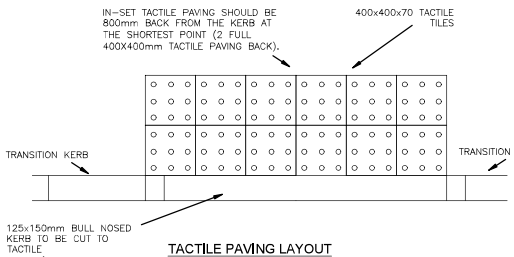
TACTILE PAVING CONSTRUCTION



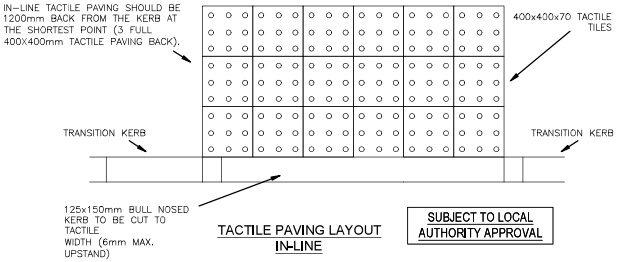
NOTES:

1. All dimensions are in millimeters.
2. Tactile paving slabs are to be as department of transport circular 1/91 and shall be coloured buff 400x400mm if crossing to be uncontrolled.
3. Textured flags shall be laid in line with the direction of the crossing the two rows of flags next to the carriageway will therefore require cutting where the crossing is skew. Only controlled crossings shall have a tail 1.2m for a maximum distance of 5m or to back of footpath, whichever comes first.
4. Crossfall over width of footway at crossing shall be maximum gradient 1:12.
5. Distance from kerb to nearest edge of signal header pole 450mm.
6. Kerb upstand should be zero with 6mm tolerance.
7. layout of crossing depends on highway layout.

TACTILE PAVING LAYOUT ON A RADIUS



TACTILE PAVING LAYOUT INSET



TACTILE PAVING LAYOUT IN-LINE

SUBJECT TO LOCAL AUTHORITY APPROVAL

ROAD GULLY TYPE 1 DETAIL

NTS

REFER TO MCC STANDARD DETAIL D12 REV B

NOTES:

NOTES AND PICKING SPECIFICATION

1. CBR TESTS ARE TO BE UNDERTAKEN ON TOP OF THE SUB-BASE LAYER BY AN APPROVED TESTING COMPANY. THE NUMBER AND TEST LOCATIONS ARE TO BE DETERMINED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY. A MINIMUM CBR VALUE OF 30% MUST BE ACHIEVED ON TOP OF THE SUBGRADE AT EARLY LOCATIONS BEFORE THE ROAD ADDITION IS PROPOSED.
2. ALL ADOPTABLE HIGHWAY DRAINAGE INCLUDING MANHOLES, GULLIES AND GULLY CONNECTIONS TO BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST SEWERS FOR ADOPTION 6TH EDITION, SPECIFICATION AND THE LATEST SELECT LIST STANDARD AND TYPICAL DETAILS.
3. ALL BACKFILLING WITHIN THE TRENCHWORKS ARE TO BE REPLACED WITHIN KERBS, CONCRETE BEDDING AND HAUNCHING SHALL BE TYPE ST1 TO CLAUSE 1702 TABLE 2/1.1 KERBS SHALL COMPLY WITH BS EN 1340. CONCRETE FOR CONCRETE BACKED KERBS SHALL BE TYPE ST2 TO BS EN 1916. JOINTS TO KERBS SHALL BE POINTED WITH CLASS (M) MORTAR TO CLAUSE 2404. CUT LENGTHS OF KERB ARE TO BE CUTTING A CLEAN CUTTER MILL/DISCH 450MM BEHIND THE BACK OF KERB FOUNDATION. WHERE THE EXCAVATION IS EXTENDED BEHIND THE BACK OF KERB FOUNDATION THE CONSTRUCTION SHALL ALSO FILL WITH CLASS (M) MORTAR TO THE BACK OF KERB FOUNDATION. THE FINAL CARRIAGEWAY CHANNEL HEIGHTS DEPENDENT ON THE KERB AND BUILDING CARRIAGEWAY FORMATION - INFILL OF OVERBREAK IN FRONT OF KERB WITH CONCRETE TYPE ST2 TO BINDER COURSE FINISH LEVEL AND RESURFACE CHANNEL STRIP 300mm WIDE AS REQUIRED. FOR FURTHER DETAILS REFER TO THE LOCAL AUTHORITY'S STANDARD DETAIL (S).
4. ALL KERB FACES ARE TO BE 150MM APART FROM:
   a. VEHICLE CROSSOVER DROPPED KERBS WHERE KERBS TO BE 295MM
   b. PEDESTRIAN DROPPED CROSSINGS - THE KERB FACES TO BE LAID FLUSH.
   c. WHERE KERBS ARE LAID TO A RADIUS OF 12M OR LESS THE KERBS ARE TO BE A MAX OF 8MM, THEN REQUIRED TO ENSURE NO DRAINAGE AND PREVENT FUTURE RISK OF DRAINAGE PONDING, THE KERBS MUST NOT BE LAID FLUSH.
5. THE DEVELOPER IS TO LIAISE WITH THE LOCAL AUTHORITY HIGHWAYS DEPT LOCATIONS OF THE COLUMNS OR ITS, NOTE THE FOLLOWING REQUIREMENTS FOR THIS CHAPTER:
   a. A MINIMUM CLEARANCE OF 600MM IS REQUIRED.
   b. WHERE POSSIBLE, COLUMNS SHALL BE LOCATED IN THE FOOTWAY (PREFERABLY IN GRASS VERGE) AWAY FROM THE KERB & GUTTER INSTALLED.
   c. IT IS ADVISABLE THAT THE DEVELOPER LIAISES THE LOCAL AUTHORITY'S HIGHWAYS DEPT. EQUIPMENT TO SET OUT THE COLUMN LOCATIONS IN THE TO AVOID THE POSSIBILITY THAT THE COLUMN IS MISLOCATED DURING OR AFTER CONSTRUCTION.
6. THE CURRENT REQUIREMENT FOR TACTILE PAVING IS THE USE OF BUFF TACTILE BLOCKS AT ALL CROSSING POINTS AND AT THE TOP AND BOTTOM OF ALL FLIGHTS OF STEPS. THE AUTHORITY'S STANDARDS DETAIL FOR BUFF TACTILE BLOCKS AT ALL ROAD STANDARD DETAIL, THE BUFF TACTILE BLOCKS AND TO THE EXACT LOCATIONS AS MAY BE DETERMINED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY. NOTE THAT THE TACTILE BLOCKS SHOULD BE LAID IN THE DIRECTION OF TRAVEL AND NOT ACROSS THE PATH. THE TACTILE BLOCKS SHOULD BE LAID IN THE CORRECT DIRECTION WHEN THE ASSOCIATED DROPPED APPROACHES ARE LAID TO GRADE.
7. BY AGREEMENT WITH THE HIGHWAYS (HIGHWAYS REGULATIONS) REGULATIONS 1996, THE MINIMUM WIDTH OF FOOTWAY TO BE ADOPTED IS 2.0M. WHERE A FOOTWAY IS LESS THAN 2.0M IT WILL ONLY BE ADOPTED WHERE THERE IS NO OBSTRUCTION WHICH WOULD PREVENT THE FUTURE CLOSED CONVEY COULD BE CLEARED AS OBSTRUCTION AND INVOLVED NOT TO BE REPLACED SO THAT IT IS AT THE CORRECT HEIGHT.
8. ALL DESIGNS WILL BE REQUIRED FOR DEMARCATION BETWEEN PRIVATE DRIVEWAYS & ADOPTABLE DROPPED VEHICLE CROSSINGS.
9. ALL FOOTWAYS ARE TO HAVE A MINIMUM CROSSFALL AS AGREED OTHERWISE WITH A REPRESENTATIVE OF THE LOCAL AUTHORITY. THEY ARE TO BE LAID TO FALL IN FRONT OF PROPERTIES.
10. CCTV SURVEYS WILL BE REQUIRED ON ALL HIGHWAY DRAINS INCLUDING GULLY CONNECTIONS, ANY DEFECTS IDENTIFIED NEED TO BE RECTIFIED ACCORDINGLY.
11. ALL ROAD GULLEYS WITHIN THE SITE/SITE WORKS ARE TO BE COMPLETED PRIOR TO ADOPTION.
12. ALL NEW MANHOLE COVERS AND FRAMES IN THE FOOTWAYS WORKS ARE TO BE 160MM DEEP.
13. ANY CHAMBERS AND ASSOCIATED MATERIALS PRIOR TO ADOPTION WILL NEED TO BE ADDRESSED BY THE DEVELOPER AND APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY.
14. IT IS ENCOURAGED TO THE HIGHWAYS THAT BETWEEN THE NEW CARRIAGEWAY SURFACE AND EXISTING FOOTWAY TO BE LEVEL.
15. ALL ROAD MARKINGS ARE TO BE APPROVED ACCORDINGLY.
16. THE DESIGNER, CONTRACTOR, THE APPROVED INSPECTOR AND THE HIGHWAY AUTHORITY SHOULD LIAISE TO DETERMINE WHETHER ANY OR ALL OF THE ROADS PROPOSED AS ADOPTABLE HIGHWAYS WILL BE ADOPTED BY THE LOCAL AUTHORITY AND AGREEMENT PRIOR TO COMMENCEMENT.
17. ALL PROPOSED FOOTPATHS & CYCLEWAYS ADOPTED HIGHWAYS ARE TO COMPLY WITH THE PROPOSED ADOPTABLE FOOTPATH AND CYCLEWAY (NO EXCEPTIONS).
18. ANY PROPOSED ISSUES IN THE PROPOSED ADOPTABLE HIGHWAYS DRAWN & PLANS NEED TO BE AGREED BY THE DEVELOPER TO THE SATISFACTION OF THE LOCAL AUTHORITY, PRIOR TO THE ISSUE OF THE DESIGN FINAL APPROVALS.
19. ADOPTABLE CHANNELS FOR FOOTWAYS TO BE LAID IN TARMACADAM BEHIND THE PROPOSED ADOPTABLE FOOTWAY (EG. BEHIND THE KERBS).
20. THE MANHOLE DIMENSIONS IN THE GOVERNING LAWS ARE TO BE LOCATED AS NEAR TO THE KERBS AS POSSIBLE ACCORDING TO APPROVED DRAWINGS.
21. THE DRAINAGE IS TO BE DESIGN & CHAMBERS WITH AN ACCEPTED ADOPTED AGREEMENT DRAWINGS AND THE LOCAL AUTHORITY'S REQUIRMENTS MANCHESTER'S.
22. THE DEVELOPER WILL BE RESPONSIBLE FOR PAYING MANCHESTER'S REASONABLE COSTS FOR AGREEING THE TRO'S.
23. THE EXACT LOCATIONS OF NEW TACTILE PAVING, THE ROAD NAME, ROAD MARKINGS, SIGNS AND LIGHTING ARE TO BE DETERMINED AT THE REPRESENTATIVE OF THE LOCAL AUTHORITY PRIOR TO INSTALLATION.
24. ALL ROADS AND FOOTWAYS SHALL BE LAID TO FALL TO PROVIDE SATISFACTORY DRAINAGE FROM THE DEVELOPMENT, (B) SUMPS WITH TO CONNECTION TO BE LAID TO FALL TO FACILITATE LEAKING THE DEVELOPMENT.
25. THE DISTANCE FROM THE BOTTOM OF THE LOWEST RISER TO THE FOOTWAY (GROUND LEVEL) IS TO BE A MINIMUM OF 2.4M.
26. ALL SIGNS SHALL BE LOCATED AT THE BACK OF THE FOOTWAY, IN FRONT OF THE BOUNDARIES FROM THE EDGE POST IS TO BE LOCATED SO THAT THE SIGNS DO NOT OBSTRUCT THE FOOTWAY INTO THIRD PARTY LAND.
27. ALL SIGNS SHALL BE LOCATED ADJACENT THE KERBS THEN THE DISTANCE FROM THE OUTSIDE EDGE OF THE SIGNS TO THE KERB FACE(S) TO BE A MINIMUM OF 450MM.
28. (F) THE SECONDARY SIGNS ARE TO BE REFLECTORISED TO CLASS RA1, (1) (BS 3001).
29. (G) THE FOUNDATIONS TO BE CONSTRUCTED IN CONCRETE.
30. ALL SIGNS POSTS AND TO BE PAINTED TO HAND OR MECHANICALLY IN ACCORDANCE WITH BSI 4800, COLOUR GREY 07E53 UNLESS BRACKETS OR SIMILAR SHOWN OTHERWISE ON DETAIL 7C.
31. POST SHALL BE CIRCULAR TO DIMENSIONS GIVEN IN APPENDIX C1H AND COMPLY WITH THE REQUIREMENTS OF BS 4848 PART 2.
   - POST SHALL EITHER BE GALVANIZED IN ACCORDANCE WITH BS 729 OR BE PLASTIC COATED IN ACCORDANCE WITH BS 4662 OR BS 4678 PART 2.
   - ALL POST SHALL HAVE HAMMERHEAD TOP POST CAPS.
   - FOUNDATIONS MAY BE CONSTRUCTED IN TWO PARTS.
   - THE UPPER PART SHALL BE PLASTIC AND SHALL BE FILLED WITH CONCRETE SLUMP OF THE REQUIRED THICKNESS OR BE CAST IN SITU.

DRAWING FOUNDATIONS

FOUNDATIONS MAY BE CIRCULAR IN PLAN, PROVIDING THAT

- THE DIAMETER IS NOT LESS THAN THE VALUE OF Y FOR THE EQUIVALENT RECTANGULAR FOUNDATION.

THE TOTAL VOLUME OF THE CYLINDRICAL FOUNDATIONS NOT LESS THAN THE VOLUME OF THE EQUIVALENT RECTANGULAR FOUNDATION.

- THE RADIUS BETWEEN OF THE OUTER POST FROM THE HIGH EDGE 12, SHALL BE 50 MIN WITH MAX RADIUS W + OVERALL HEIGHT WITH AREA + DIAMETER OF POSTS UNLESS OTHERWISE SHOWN ON THE DRAWINGS. THE DIAMETER OF THE POST SHALL BE 50MM AT THE TOP AND 100MM AT THE END OF THE AT THE CHAMFERING THE POST SHALL BE POSITIONED FROM THE TOP OF THE ENFORCER BY A DISTANCE Y MINIMUM VALUE OF W/3 (WHERE W = OVERALL SIGN HEIGHT), UNLESS NOTED.
- SIGN FACE CONSTRUCTION DETAILS AND FIXINGS MUST COMPLY TO THE RELEVANT PARTS OF BS 873 AMENDED & AMENDMENTS.
- ELECTRICAL CONNECTION DETAILS IN STANDARD DETAIL EL1

32. THE LOCAL AUTHORITY'S STANDARDS SHALL BE ADOPTED IN ALL CASES UNLESS OTHERWISE AGREED WITH THE LOCAL AUTHORITY'S REPRESENTATIVE. NOTE THAT THERE ARE OCCASIONS WHERE THE LOCAL AUTHORITY'S STANDARD DETAILS WILL TAKE PRECEDENCE.

Rev.	Description:	Date:	By:	Chkd:
F	UPDATED ACCORDING TO LATEST COMMENTS	25/02/2025	ET	DW
E	UPDATED ACCORDING TO LATEST COMMENTS	22/01/2025	ET	DW
D	TFGM BUS STOP LAYOUT ADDED	11/12/2025	ET	DW
C	TACTILE PAVING DETAIL UPDATED	18/12/2024	ET	DW
B	KERBS, TACTILE PAVING DETAIL AND DRAWING NOTES REVISED IN ACCORDANCE WITH MCC S278 COMMENTS	05/06/2022	EK	ARA
A	TACTILE CROSSING DETAIL MOVED TO SHEET 1, TACTILE PAVING DETAILS UPDATED, KERB, FOOTWAY & CHANNEL TO OVERBREAK KERB DETAILS ADDED, DRAWING NOTES REVISED AND GULLY DETAIL ADDED AND TREE PIT DETAIL MOVED TO RFMD SHEET 1 TO SHEET 2 IN ACCORDANCE WITH MCC S278 COMMENTS	20/04/2022	EK	ARA

Status: APPROVAL

Client: COUNTRYSIDE PROPERTIES

Project: BELLE VUE GREYHOUND TRACK GORTON

Drg Title: SECTION 278 HIGHWAY CONSTRUCTION DETAILS SHEET 1 of 2

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