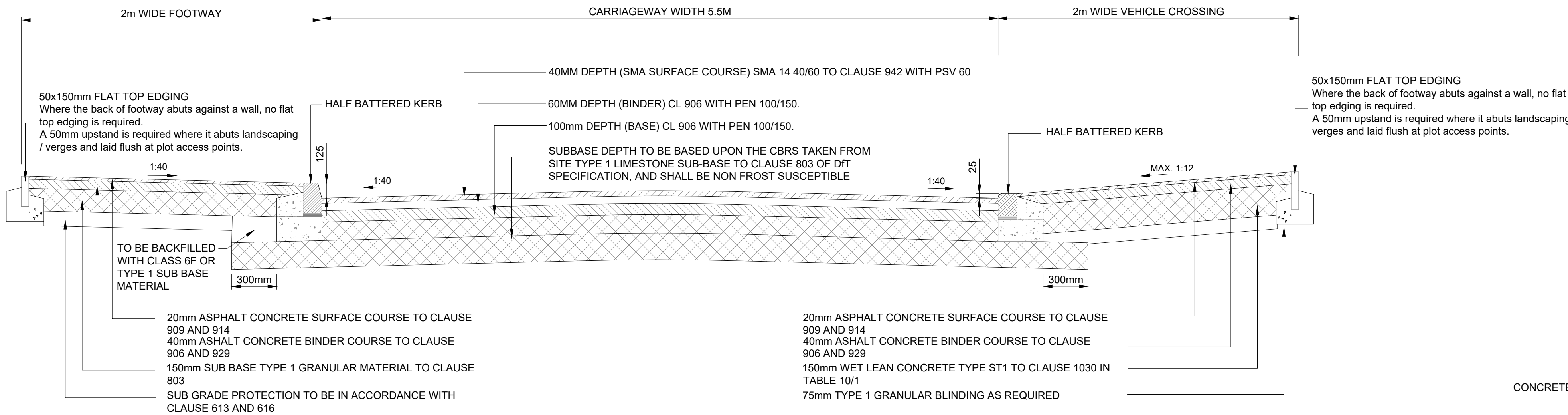
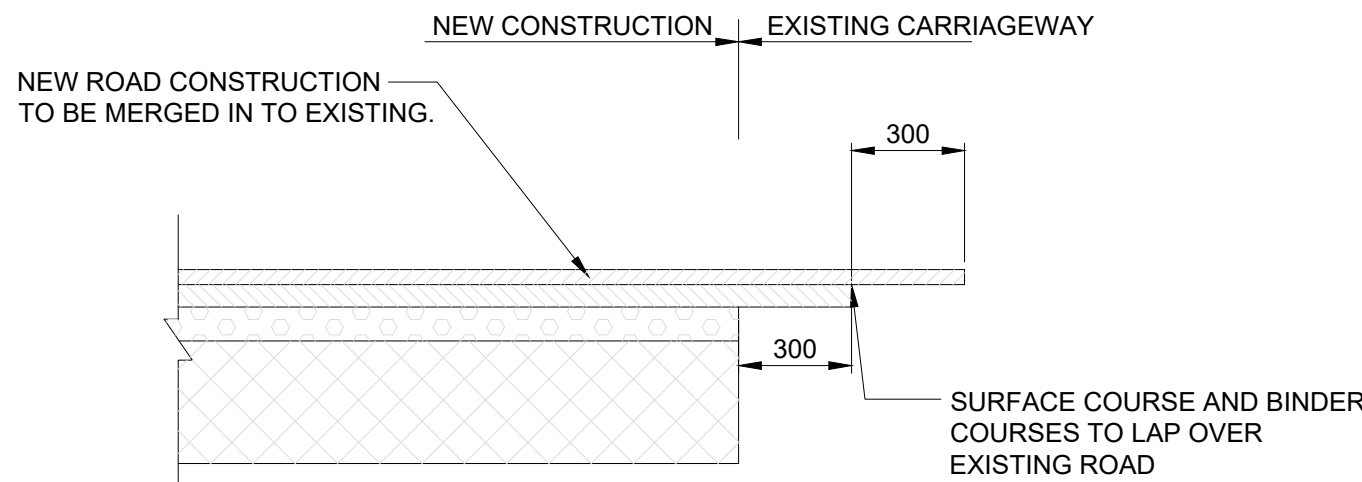


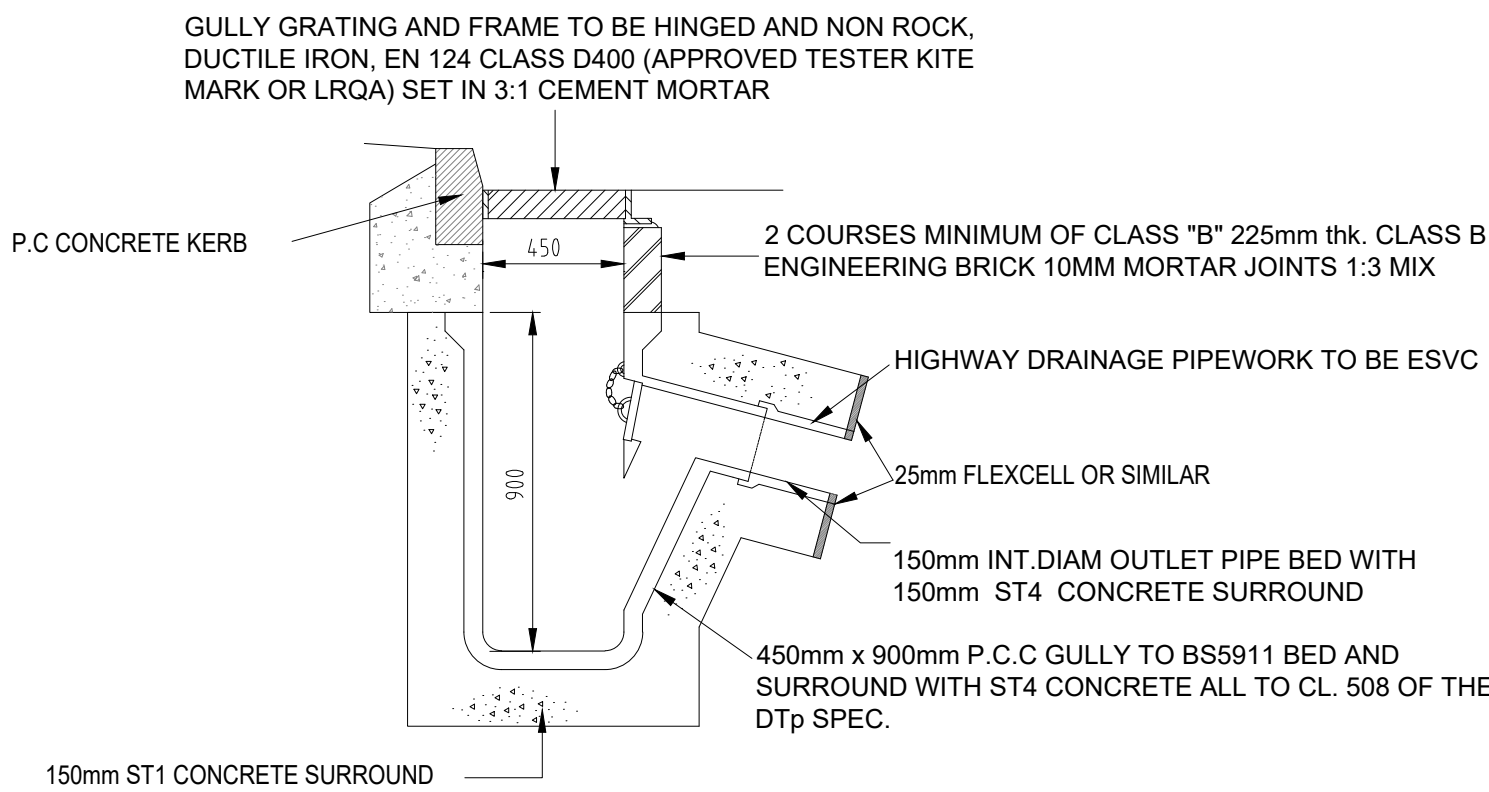


NOTE: HIGHWAY CONSTRUCTION BASED ON A CBR OF 3% FOR COSTING PURPOSES ONLY. PLATE BEARING TESTS TO BE CARRIED OUT AT FORMATION LEVEL PRIOR TO CONSTRUCTION TO DETERMINE SUB-BASE THICKNESS REQUIRED. TESTS TO BE CARRIED OUT TO THE REQUIREMENTS OF THE LA ENGINEER

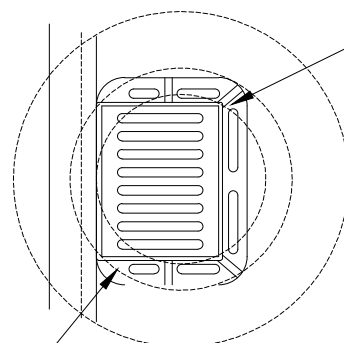
CARRIAGEWAY CONSTRUCTION THICKNESS MUST BE A MINIMUM OF 450MM FOR FROST PROTECTION.



CARRIAGEWAY MERGING DETAIL
SCALE 1:20



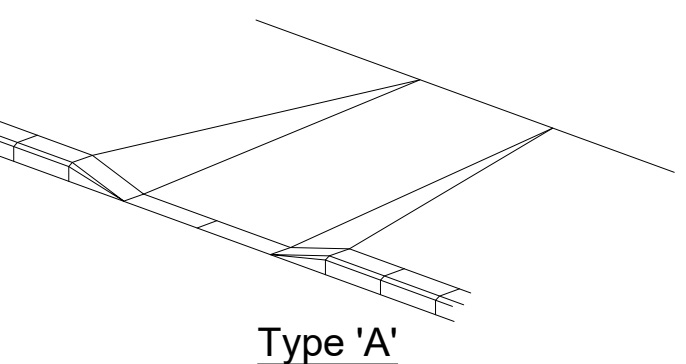
GULLY DETAILS



Fillets to be filled and Pointed with Class 1 mortar

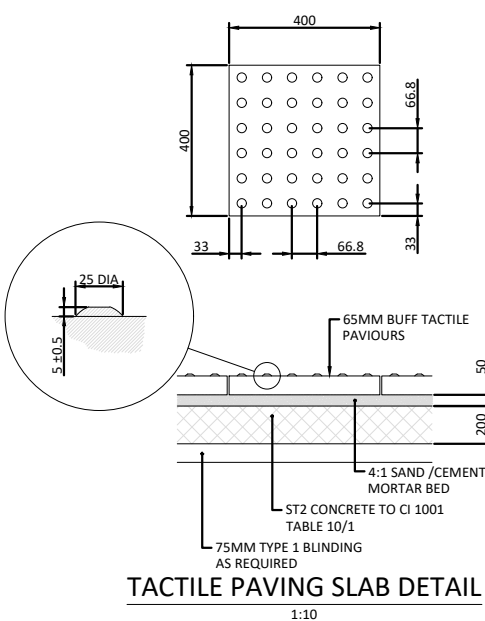
Heavy duty ductile iron gully grating and frame to be BS 479 1976 ref. Ga2 450 (EN 124 ref. D400) Single piece grating, anti-theft captive hinge, black bitumen coated. Minimum weight 31Kg bedded in accordance with specification in Part 5 HA 104/02

Hinged & lockable gully grate and frame type GA1, grade D400 to BSEN124, bed and haunched with a 1:3 cement to sharp sand mortar mix to a level of 6mm below fri. the thickness of the bed shall be 10-25mm, any adjustment shall be made by modifying the brickwork

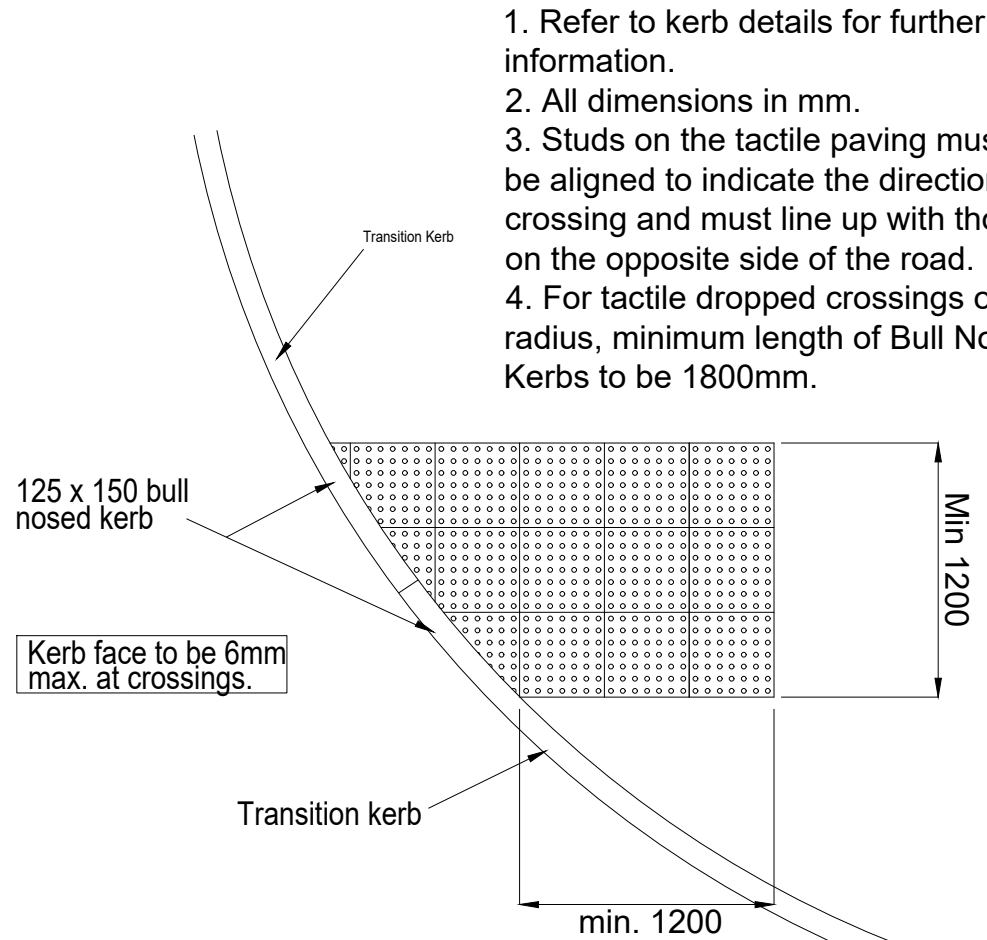


(BACK OF FOOTWAY EDGING MAINTAIN A CONSTANT GRADE) THIS IS TO BE USED IN ALL SITUATIONS. MAXIMUM GRADIENT IN ANY FOOTWAY IS 1:12.

VEHICULAR / FOOTWAY CROSSINGS

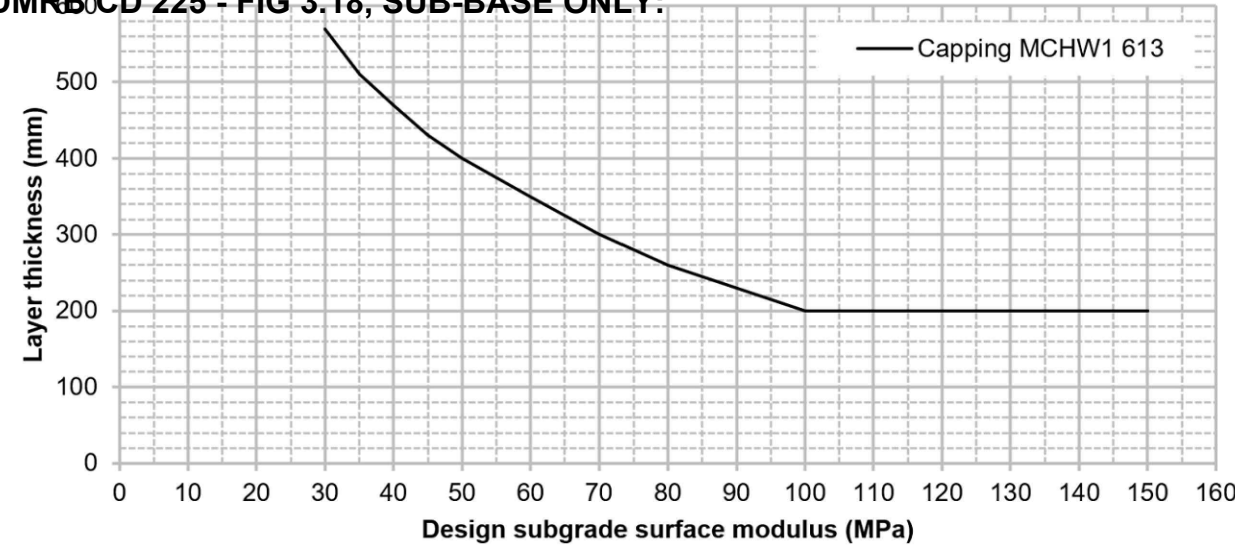


TACTILE PAVING SLAB DETAIL
1:10

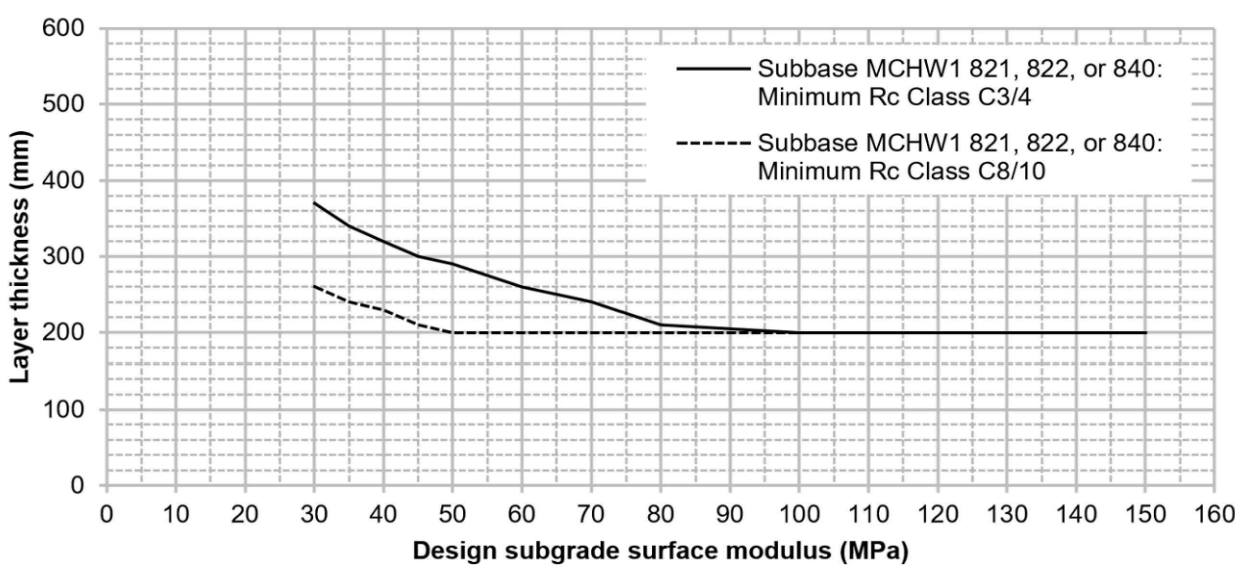


TACTILE PAVING
DETAIL AT RADIUS
KERBING

DMRB CD 225 - FIG 3.18, SUB-BASE ONLY:



DMRB CD 225 - FIG 3.20, SUB-BASE ON CAPPING LAYER:

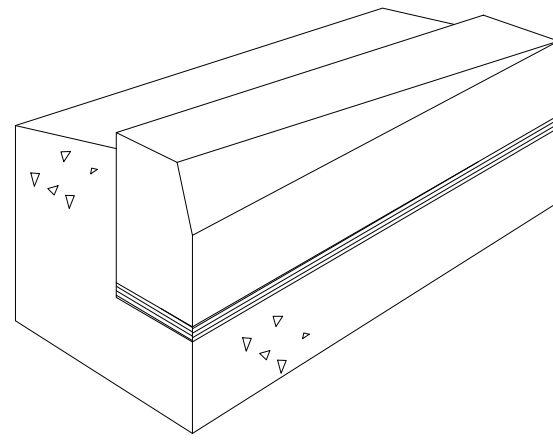


NOTES:
SUBBASE AND CAPPING THICKNESS TO BE IN LINE WITH DMRB CD 225, FIGURE 3.18 FOR SUBBASE ONLY OPTION AND FIGURE 3.20 FOR SUBBASE ON CAPPING OPTION.

THE MINIMUM ACCEPTABLE CBR AT FORMATION SHALL BE 2.5% OR 30MPA. IF FORMATION CBR IS LESS THAN 2.5% THEN GROUND REMEDIATION WILL BE REQUIRED AND SHOULD BE DISCUSSED WITH MCC ENGINEER'.

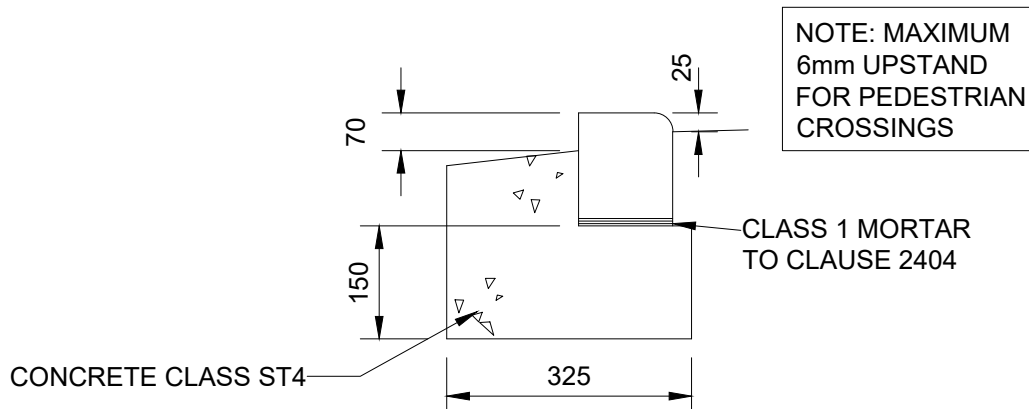
CBR TESTING MUST BE DONE ON CAPPING LAYER (WHERE USED) AND THE CBR RESULT SHOULD BE A MINIMUM OF 15%. THE SUBBASE LAYER SHOULD BE LAID IN NO MORE THAN 150MM THICK LAYERS WITH CBR NO LESS THAN 30%.

1. Refer to kerb details for further information.
2. All dimensions in mm.
3. Studs on the tactile paving must be aligned to indicate the direction of crossing and must line up with those on the opposite side of the road.
4. For tactile dropped crossings on a radius, minimum length of Bull Nose Kerbs to be 1800mm.

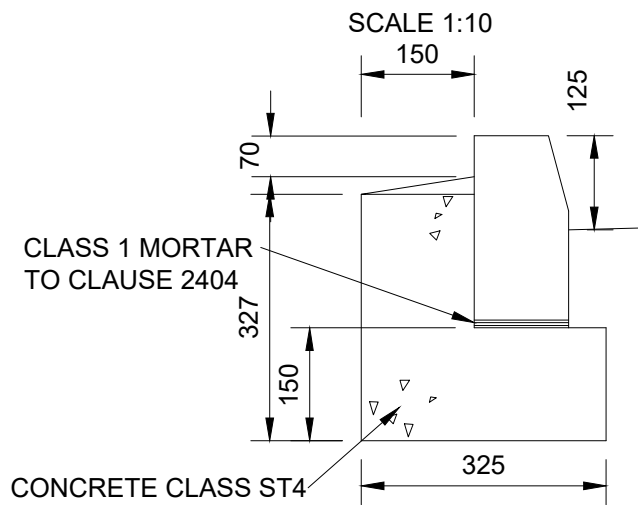


125X255/150mm HALF
BATTERED DROP KERB

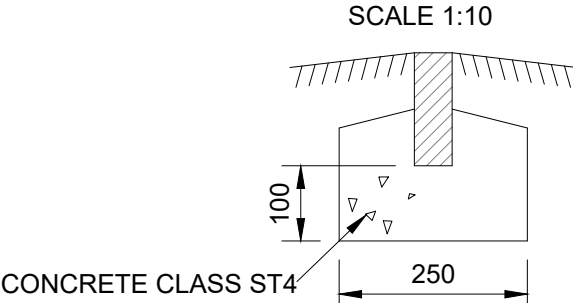
NOTE ALL MATERIALS ARE TO BE AS SPECIFIED BY THE DOT SPECIFICATION FOR HIGHWAY WORKS, 1986. ALL KERBS ARE TO COMPLY WITH BS 7263. ALL DROPPED KERBS ARE TO COMPLY WITH LA STANDARD DROPPED KERB DETAIL.



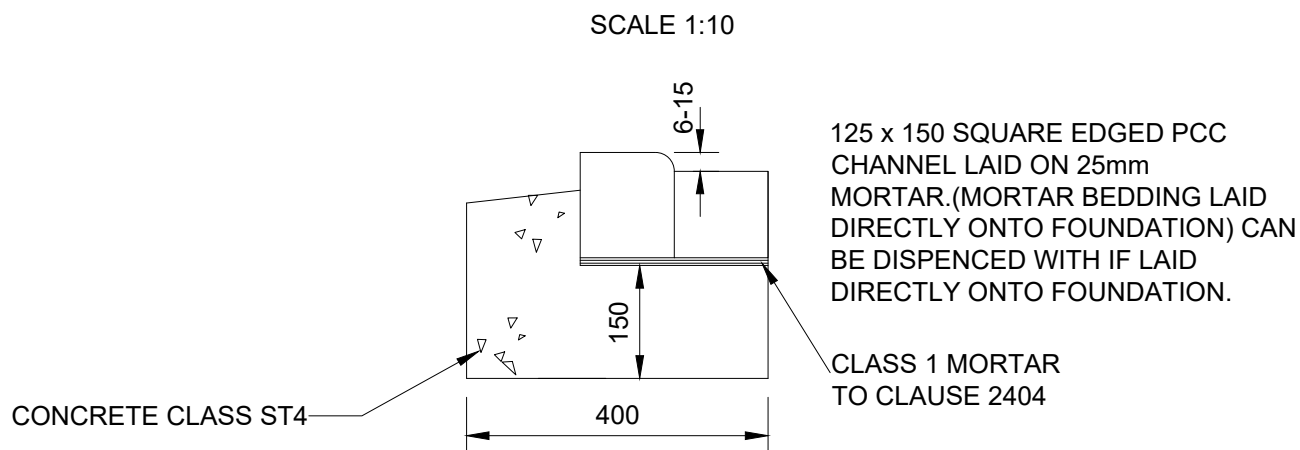
BN3 BULLNOSED DROPPED KERB 125MM X 150MM



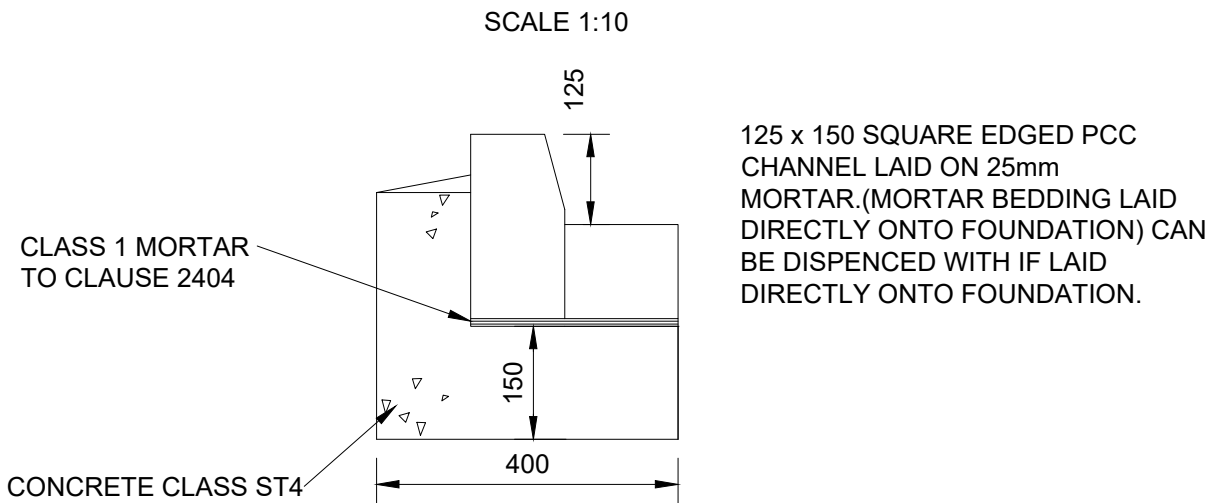
HB2 HALF BATTER 125 X 255MM



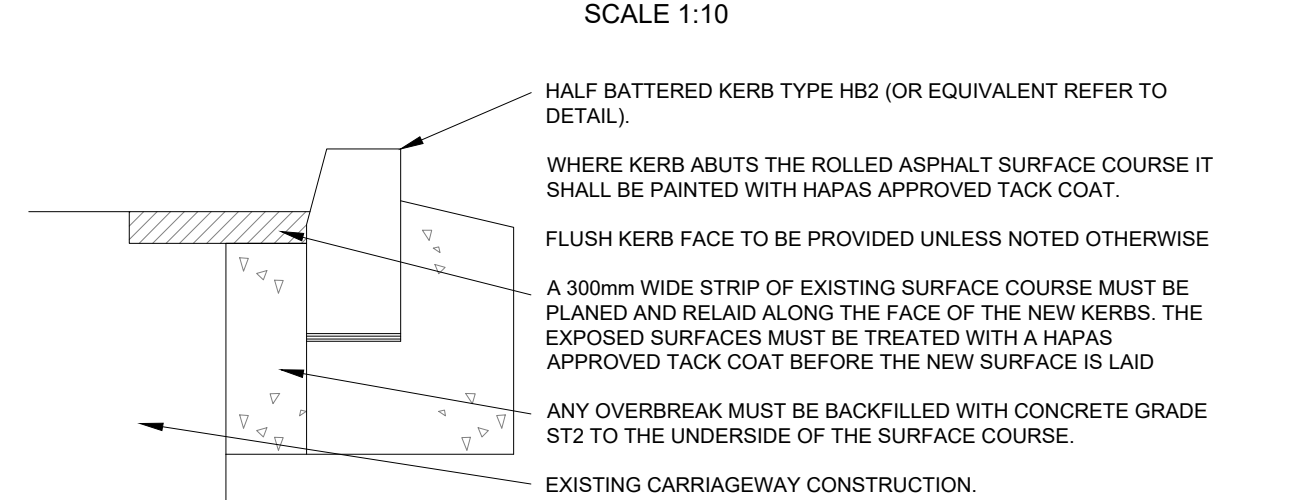
EF FLAT TOP EDGING 50MM X 150MM



K7 BULLNOSED CHANNEL KERB 125MM X 150MM



K7 HALF BATTER CHANNEL 125 X 255MM



KERB OVERBREAK
DETAIL

SCALE 1:10

DO NOT SCALE OFF THIS DRAWING
IF IN DOUBT - ASK

NOTES

1. ALL ADAPTABLE DRAINAGE WORKS HAVE BEEN DESIGNED AND ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE DESIGN AND CONSTRUCTION GUIDANCE.
2. ALL CLAY PIPE WORK SHALL BE EXTRA STRENGTH CLAYWARE TO B.S EN 2951/191 PART 1.
3. ALL PRECAST CONCRETE PIPEWORK SHALL BE TO THE CLASS STATED ON THE DRAWINGS IN ACCORDANCE WITH B.S EN 1916/2002. ALSO, ALL MANHOLES AND CHAMBERS SHALL BE TO B.S EN 1917/2002. THE CONTRACTOR MAY ELECT TO USE REINFORCED PVC PIPES AS COVERED BY B.S 4460/2000 & B.S EN 1401-1. STRUCTURED WALL LUPVC PIPES TO COMPLY WITH W84-35-01. (BY PRIOR AGREEMENT WITH ADAPTING AUTHORITY) MAX. PIPE LENGTH TO BE 3.0M.
4. ALL LEVELS RELATE TO TOPOGRAHICAL SURVEY DATUM. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.
5. PLOT DRAINAGE CONNECTIONS TO SEWERS MUST BE 150mm DIAMETER AND UNLESS OTHERWISE STATED LAD TO THE INVERT SHOWN.
6. ALL INSPECTION CHAMBERS TO BE 450mm DIAMETER POLYPROPYLENE WITH A MAXIMUM DEPTH OF 100mm FOR THE STANDARD UNIT & A MAXIMUM DEPTH OF 300mm WHEN A 350mm REDUCING RING IS USED.
7. ALL PLOT DRAINAGE RUNS TO BE 100mm DIAMETER AT A NOMINAL FALL OF 1/70 UNLESS NOTED OTHERWISE.
8. RISING EYES AT START OF EACH DRAINAGE RUN.
9. ALLOW FOR 5.0M OF 'ACC' DRAINAGE CHANNEL PER PROPERTY AT HIGHWAY BOUNDARY.
10. PLOT DRAINAGE RUNS TO BE KEPT WITHIN THE CURTLAGE OF THE PLOT THEY SERVE WHEREVER POSSIBLE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ANY EXISTING INVERT LEVELS INDICATED ON DRAWINGS ARE CORRECT BEFORE THE WORKS ARE COMMENCED.
12. ALL CONNECTIONS TO ADAPTABLE SEWERS SHALL BE MANUFACTURED JUNCTION PIPES. SADDLE CONNECTIONS WILL NOT BE PERMITTED, UNLESS SPECIFIED.
13. ALL SEWERS FOR ADOPTION WITH GREATER THAN 1.20M COVER IN ROADS OR 0.9M COVER IN FIELDS SHALL HAVE CLASS 8 GRANULAR BED AND SURROUND.
14. ANY SEWER FOR ADOPTION WITH LESS THAN 1.2M COVER IN ROADS OR 0.9M COVER IN FIELDS SHALL HAVE A MINIMUM OF 150MM ST4 CONCRETE SURROUND. FLEXIBILITY SHALL BE MAINTAINED BY THE PROVISION OF FLEXCELL OR SIMILAR APPROVED JOINT FILLER BREAKS IN THE CONCRETE SURROUND AT EACH PIPE JOINT.
15. IT IS THE RESPONSIBILITY FOR THE CONTRACTOR TO CHECK ALL ONSITE EXISTING GROUND LEVELS PRIOR TO COMMENCING AND IF THERE ARE ANY DISCREPANCIES THE CONTRACTOR MUST REPORT TO THE ENGINEER IMMEDIATELY.
16. CONTRACTOR TO CONFIRM THE COVER LEVEL, INVERT LEVEL & MANHOLE SIZE FOR THE EXISTING MANHOLE 500 PRIOR TO CONTRACT START DATE.
17. THERE ARE A NUMBER OF EXISTING SEWERS & MANHOLES ON THE SITE, WHICH MUST BE ABANDONED BEFORE THE FINAL DRAINAGE DESIGN. CONTRACTOR TO PROVIDE ALL NECESSARY INFORMATION IF ANY CHANGES ARE REQUIRED TO THE DRAINAGE LAYOUT.

REV.	DATE	DESCRIPTION
B	17.01.24	AMENDED TO LA COMMENTS
A	21.10.23	AMENDED TO LA COMMENTS
-	07.08.23	INITIAL ISSUE

CLIENT

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TITLE

BRIGHAM STREET
OPENSHAW

STANDARD ROAD
CONSTRUCTION DETAILS

Drawn CLYNCH Checked AMULLIGAN

Date AUG 2023 Date AUG 2023

Scale VARIES @ A1

Drawing No. 21.B.13127-SD01

B