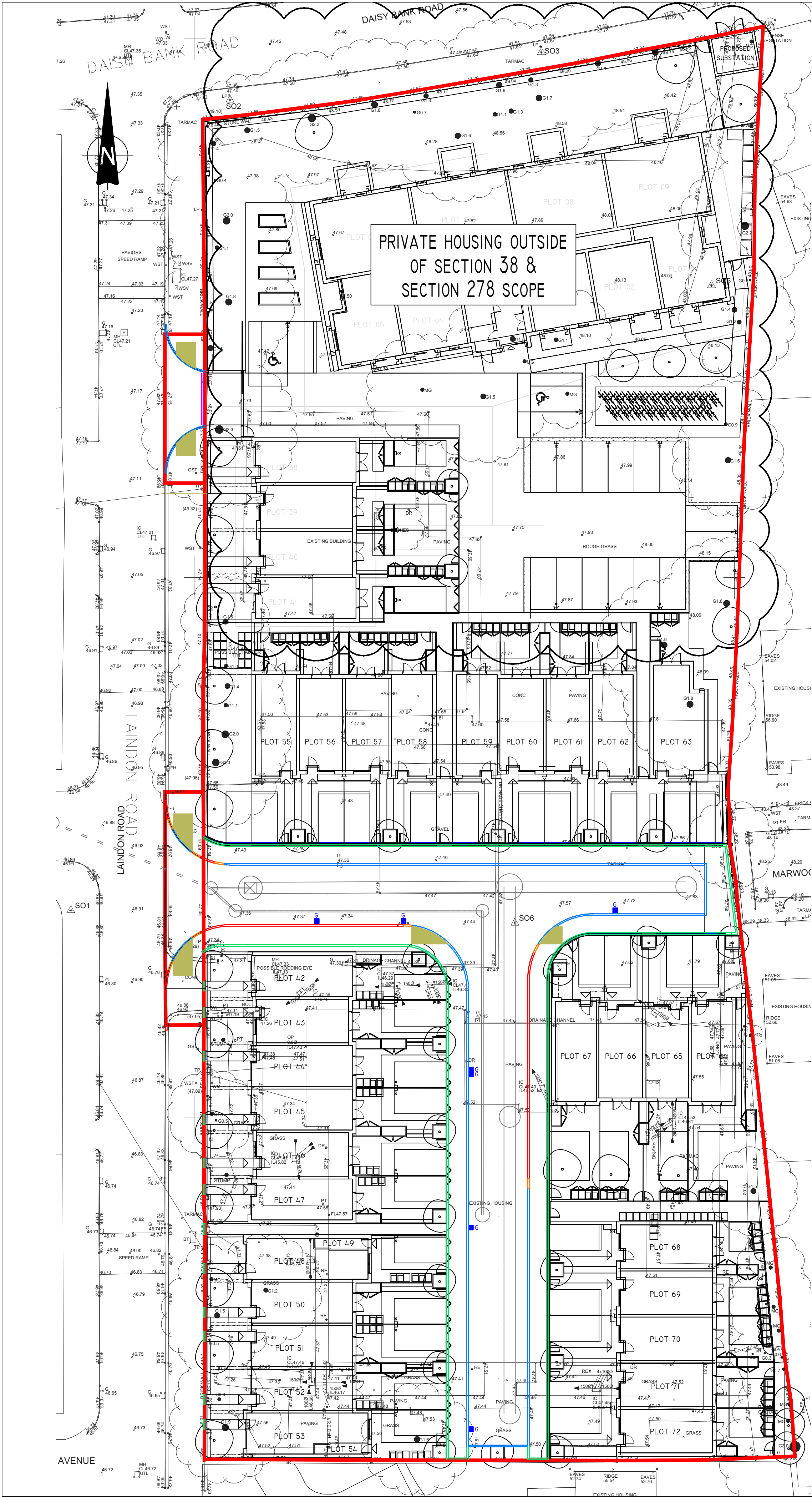
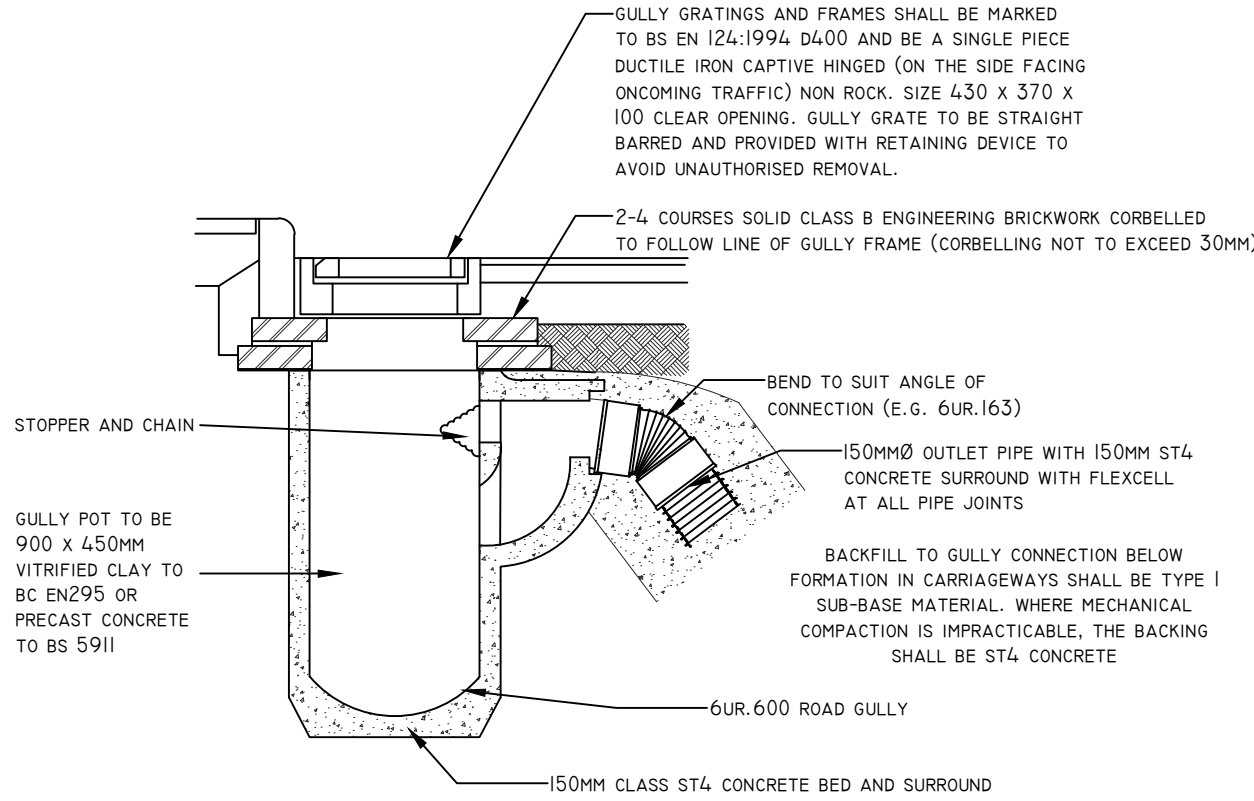
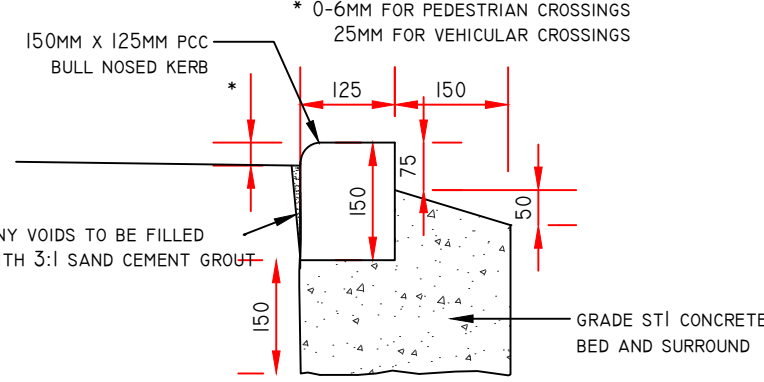
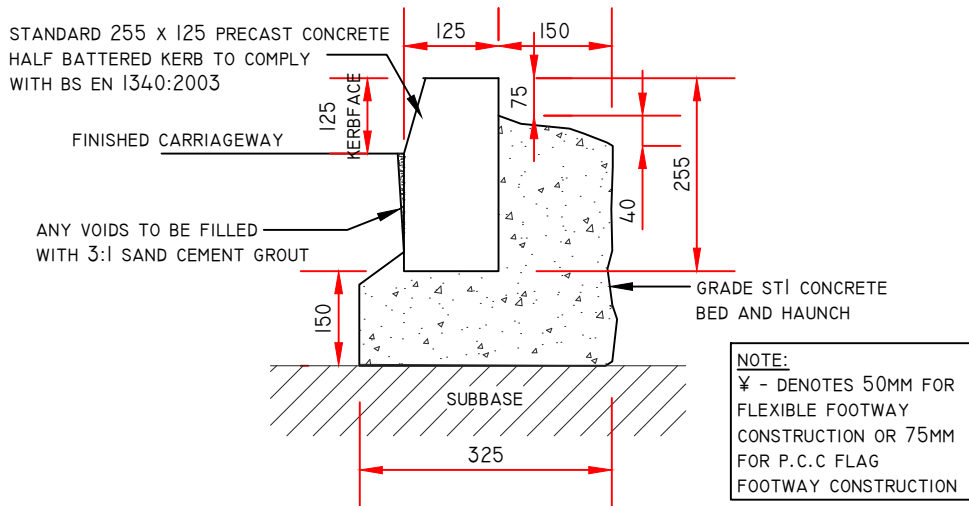




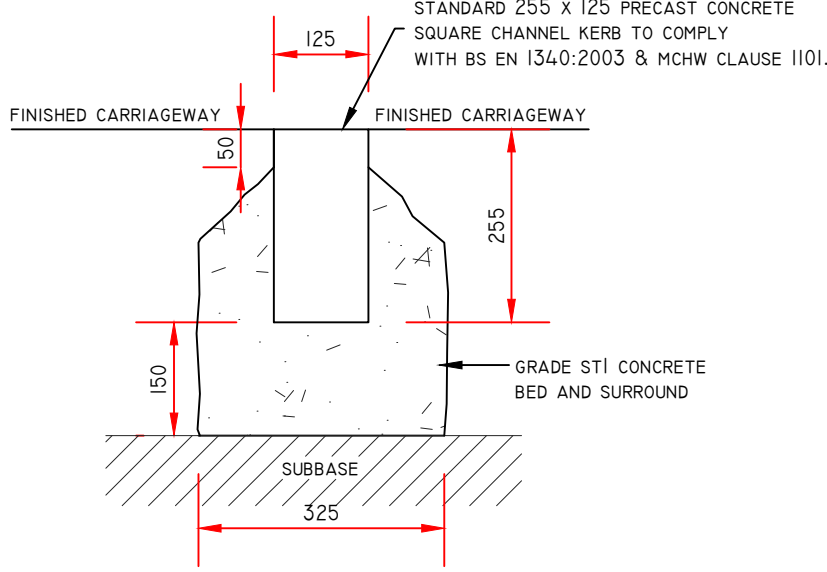
TYPICAL ROAD GULLY DETAIL
(N.T.S.)



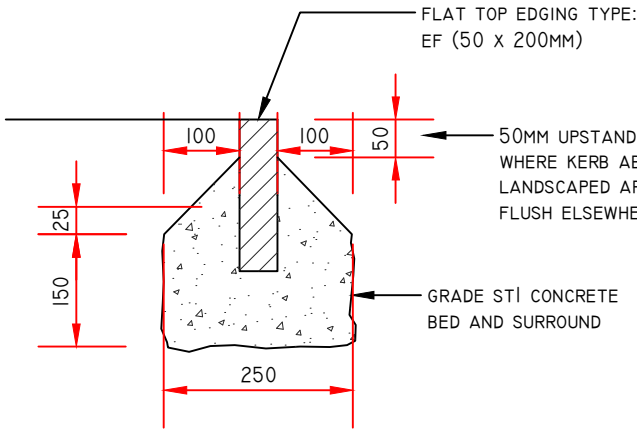
DK DETAIL
1:10 @ A1, 1:20 @ A3



HB DETAIL
1:10 @ A1, 1:20 @ A3



CS DETAIL
1:10 @ A1, 1:20 @ A3



EF DETAIL
1:10 @ A1, 1:20 @ A3

AN ALLOWANCE SHOULD BE MADE FOR THE GOVERNING HIGHWAY AUTHORITY TO UNDERTAKE A ROAD SAFETY AUDIT ON THE PROPOSED JUNCTION'S IMPACT AND A FURTHER ALLOWANCE MADE FOR ALTERATIONS IF REQUIRED FOLLOWING THE AUDIT

CARRIAGEWAY AND FOOTWAY FORMATIONS TO BE TREATED WITH ASTERIOD PRO HERBICIDE BY HEADLAND AGROCHEMICALS LTD, TEL:01244537370. SPECIFICATION PROVIDED BY MANCHESTER CITY COUNCIL HIGHWAYS DEPARTMENT. ALL ADOPTED ROUTES, INCLUDING KERBS, GULLIES AND FOOTWAYS ARE TO BE TREATED TWICE A YEAR DURING THE SPRING AND SUMMER MONTHS WITH ADDITIONAL TARGETED SPRAYS DURING THE BACK END OF THE SUMMER PERIOD FOR ANY PROLIFIC WEED GROWTH.

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.



ALL MAIN HIGHWAYS TO THE SOUTH SITE TO BE OFFERED FOR ADOPTION - ALL DETAILS AND BUILD-UPS TO BE IN ACCORDANCE WITH MCC REQUIREMENTS

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

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 LIAISE WITH MANCHESTER CITY 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 MCHW SPEC. CLAUSE 1101 & BSEN1340, IN PRESSED CONCRETE WITH HARDSTONE AGGREGATE.

- KERBS TO PROVIDE A NOMINAL 125MM KERB FACE SHALL BE 125 X 255MM TYPE HB2 HALF BATTERED.

- SPECIAL TAPER KERBS SHALL BE USED FOR RADII OF 12.0M OR LESS.

- EDGING KERBS SHALL BE 50 X 200MM TYPE EF FLAT TOPPED TO BS7263.

- THE KERB RACE SHALL NOT BE LESS THAN 325MM 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 6MM WIDE

- NOTES:
- THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF BELL MUNRO CONSULTING LTD. THE DRAWING MUST NOT BE REPRODUCED IN PART OR IN WHOLE WITHOUT PRIOR WRITTEN AUTHORITY.
 - THIS DRAWING MUST NOT BE SCALED BY EITHER CONTRACTORS OR OTHER CONSULTANTS. ANY DIMENSIONAL OR SETTING - OUT DISCREPANCIES ARE TO BE REPORTED TO BELL MUNRO CONSULTING PRIOR TO CONSTRUCTION / FABRICATION COMMENCING.
 - THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE RELEVANT BMC SPECIFICATIONS TOGETHER WITH THE APPROPRIATE ARCHITECTS AND SERVICES CONSULTANTS DRAWINGS AND SPECIFICATIONS.
 - READ IN CONJUNCTION WITH ALL DRAWINGS STARTING J7986/
 - ALL PRECAST CONCRETE KERBS AND QUADRANTS SHALL BE IN ACCORDANCE WITH BS EN 1340 & MCHW CLAUSE 1101.
 - DROPPED KERBS ON RADII OF LESS THAN 12000 SHALL BE 125 X 150 BULLNOSE OF THE APPROPRIATE RADIUS LAID TO 25 OR 6 FACE, AND TRANSITIONS 125 X 225 X 12.5 SPLAY OF THE APPROPRIATE RADIUS CUT TO FIT. TRANSITION KERBS TO BE PROVIDED EITHER SIDE OF DROPPED KERBS.
 - MINIMUM LENGTH OF KERB TO BE 450MM.
 - HANDLING AND LAYING OF KERBS AND CHANNELS - THE CONTRACTOR SHALL AVOID THE MANUAL HANDLING OF PRECAST CONCRETE KERBS AND CHANNELS BY USING PURPOSE-MADE MECHANICAL LIFTING EQUIPMENT FOR THEIR HANDLING, LIFTING AND LAYING.
 - ALL TRAFFIC SIGNS TO COMPLY WITH EN 12899-1:2007 AND TSRGD 2016 OR SUBSEQUENT UPDATES.
 - ALL CARRIAGEWAY MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 1994.
 - ALL SAW CUTTING TO BE WET CUT.
 - ALL EXISTING UTILITIES IDENTIFIED IN SURVEY TO BE VERIFIED PRIOR TO CONSTRUCTION.

PRELIMINARY
SUBJECT TO APPROVAL FROM UU
AND LLFA

REVISED IN LINE WITH COMMENTS FROM HIGHWAYS
CORRECTIONS
DATE
13.02.24
MR
BT

BMC

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CLIENT:
BRITANNIA GROUP

PROJECT:
VICTORIA PARK PROBATION CENTRE

TITLE:
S38/278
KERBING & ADOPTABLE HIGHWAY
DRAINAGE

DRAWN BY:
DB

CHECKED BY:
CM

SCALE:
1:100

DATE:
12/23

REVISION:
A