ISO_A0_841mm x 1189mm



NOTES CONTINUED

23. THE PAVEMENT CONSTRUCTION INDICATED IS AN OUTLINE DESIGN FOR BUDGETARY PURPOSES ONLY. THE DESIGN MAY CHANGE AS THE DESIGN DEVELOPS.
24. HIGHWAY PAVEMENTS HAVE BEEN DESIGNED FOR 2 MILLION STANDARD AXLES.
25. PAVEMENTS ARE BASED ON AN ASSUMED MINIMUM CBR VALUE OF 5%. THIS SHALL BE VERIFIED DURING CONSTRUCTION.
26. EQUIVALENT NEW ROAD PAVEMENT CONSTRUCTION IS PERMITTED IN ACCORDANCE WITH DMRB HD 26/06 AND IAN 73/06.
27. ALL KERBS ARE TO BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS AND GUIDELINES.
28. SUB FORMATION FOR NEW PAVEMENT CONSTRUCTION TO BE TESTED TO DETERMINE CBR VALUES AT 50m CENTRES (MIN). SOFT SPOTS TO BE REMOVED AND REPLACED WITH SUFFICIENT CAPPING OR SUBBASE TO ACHIEVE REQUIRED CBR VALUE.
29. PROPOSED FOOTWAYS TO BE CONSTRUCTED OVER EXISTING HARD-STANDING AREAS SHALL BE OVERLAID AND REGULATED WITH BINDER (IN LINE WITH FOOTWAY SURFACING SPECIFICATION) TO A DEPTH 20mm BELOW FINISHED SURFACE LEVEL. NO GRANULAR SUB BASE SHALL BE INSTALLED.
30. BITUMINOUS MATERIALS SHALL BE LAID IN ACCORDANCE WITH BS 594987.
31. TACK COATS IN ACCORDANCE WITH CLAUSE 920 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS ARE TO BE APPLIED BETWEEN ALL BITUMINOUS LAYERS.
32. WHERE SITE CONDITIONS DO NOT PERMIT ADEQUATE ROLLING OF THE CAPPING, SUB-BASE AND BASE LAYERS THEN THESE SHALL BE REPLACED WITH CONCRETE TO CLAUSE 1001 TABLE 101 AS DIRECTED BY THE ENGINEER.
33. IN THE CASE OF FOOTWAYS ADJACENT TO BUILDING FRONTAGES, ATTENTION SHOULD BE PAID TO THE BUILDING DAMP PROOF COURSE (DPC) LEVEL. NEW FOOTWAYS SHOULD BE SET AT LEAST 150mm BELOW THE DPC, WHERE FOOTWAYS ARE BEING RECONSTRUCTED THE LEVEL OF THE BACK OF THE FOOTWAY SHOULD IDEALLY BE NO HIGHER THE ORIGINAL. IF AN INCREASE IN THE LEVEL IS PROPOSED CONSIDERATION SHALL BE GIVEN TO THE POSSIBLE IMPACT ON THE BUILDING'S DPC, ALTERNATIVE OR ADDITIONAL DPC TREATMENTS MAY NEED TO BE AGREED WITH THE BUILDING OWNER.
34. KERB BACKING NORMALLY BROUGHT UP TO 50mm BELOW TOP OF KERB, BUT WHERE FINAL SURFACE OF FOOTWAYS IS SLAB PAVING, KERB BACKING SHALL FINISH 75mm BELOW TOP OF KERB. FOR BLOCK PAVED FOOTWAYS THE DETAIL RELEVANT FOR A KERB TYPE TO BE AS SPECIFIED.
35. MORTAR JOINTS BETWEEN KERBS NOT TO BE PROVIDED UNLESS SPECIFIED. GAPS BETWEEN KERBS TO BE 1-2mm. WHERE MORTAR JOINTING IS SPECIFIED, EXPANSION JOINTS TO BE PROVIDED THROUGH KERBS, BED AND BACKING AT 15m CENTRES WHEN LAID ADJACENT TO OR ON CONCRETE PAVEMENT.
36. ALL WORKS ARE SUBJECT TO LOCAL HIGHWAY AUTHORITY APPROVAL; ANY WORKS UNDERTAKEN PRIOR TO LOCAL HIGHWAY APPROVAL WILL BE AT RISK AND ANY ABORTIVE WORKS WILL BE THE CONTRACTOR'S RESPONSIBILITY.

NOTES

1. BASED ON LATEST PROPOSED SITE LAYOUT.
2. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.
2. IF RECEIVED ELECTRONICALLY, IT IS THE RECIPIENTS RESPONSIBILITY TO PRINT TO THE CORRECT SCALE. ONLY WRITTEN DIMENSIONS SHALL BE USED.
3. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
4. BITUMINOUS MATERIALS SHALL BE LAID IN ACCORDANCE WITH BS 594987.
5. TACK COATS IN ACCORDANCE WITH CLAUSE 920 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS ARE TO BE APPLIED BETWEEN ALL BITUMINOUS LAYERS.
6. WHERE SITE CONDITIONS DO NOT PERMIT ADEQUATE ROLLING OF THE CAPPING, SUB-BASE AND BASE LAYERS THEN THESE SHALL BE REPLACED WITH CONCRETE TO CLAUSE 1001 TABLE 101 AS DIRECTED BY THE ENGINEER.
7. IN THE CASE OF FOOTWAYS ADJACENT TO BUILDING FRONTAGES, ATTENTION SHOULD BE PAID TO THE BUILDING DAMP PROOF COURSE (DPC) LEVEL. NEW FOOTWAYS SHOULD BE SET AT LEAST 150mm BELOW THE DPC, WHERE FOOTWAYS ARE BEING RECONSTRUCTED THE LEVEL OF THE BACK OF THE FOOTWAY SHOULD IDEALLY BE NO HIGHER THAN THE ORIGINAL. IF AN INCREASE IN THE LEVEL IS PROPOSED CONSIDERATION SHALL BE GIVEN TO THE POSSIBLE IMPACT ON THE BUILDING'S DPC, ALTERNATIVE OR ADDITIONAL DPC TREATMENTS MAY NEED TO BE AGREED WITH THE ARCHITECT OR CLIENT.
8. ALL WORKMANSHIP AND MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS.
9. GROUND INVESTIGATION REPORT RESULTS IN ABEYANCE AND THEREFORE A CBR VALUE OF 5% HAS BEEN USED FOR THE PROPOSED PAVEMENT DESIGN.
10. SUB FORMATION FOR NEW PAVEMENT CONSTRUCTION TO BE TESTED TO DETERMINE CBR VALUES AT 50m CENTRES (MIN). SOFT SPOTS TO BE REMOVED AND REPLACED WITH SUFFICIENT CAPPING OR SUBBASE TO ACHIEVE REQUIRED CBR VALUE.
11. MINIMUM 30% CBR IS TO BE ACHIEVED ON FORMATION WITH A VERTICAL TOLERANCE OF +/- 3MM FOR PAVEMENT LAYING.
12. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE RELEVANT DRAWINGS AND SPECIFICATIONS.
13. DRAWING TO BE USED FOR INFORMATION PURPOSES.
14. IF RECEIVED ELECTRONICALLY, IT IS THE RECIPIENT'S RESPONSIBILITY TO PRINT TO THE CORRECT SCALE. ONLY WRITTEN DIMENSIONS SHALL BE USED.
15. ALL MATERIALS AND WORKMANSHIP TO BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS UNLESS STATED OTHERWISE.
16. CONCRETE SHALL HAVE SULPHATE RESISTANCE CLASS OF AC1 DS-1 UNLESS STATED OTHERWISE.
17. SUB-BASE AND GRANULAR FILL MATERIAL SHALL NOT BE LAID DIRECTLY ONTO EXISTING BITUMINOUS MATERIALS. AFFECTED BITUMINOUS LAYERS SHALL BE EXCAVATED AND THE RESULTANT VOID FILLED WITH THE APPROPRIATE FREE DRAINING GRANULAR MATERIAL.
18. DOWEL BARS SHALL BE REQUIRED WITH STANDARD KERBS IN CIRCUMSTANCES WHERE THE KERBS ARE VULNERABLE
19. CONTRACTOR TO SCAN/CHECK THE PROPOSED LOCATIONS FOR ANY UNDERGROUND SERVICES PRIOR TO START OF ANY CONSTRUCTION WORK.
20. THE EXISTING SURFACE TO BE TRIMMED BY THE MINIMUM AMOUNT OF COLD-MILLING (PLANING) TO A DEPTH WHICH WILL ALLOW THE SPECIFIED THICKNESS OF NEW PAVEMENT CONSTRUCTION.
21. COLD-MILLING (PLANING) AND REINSTATEMENT OF BITUMINOUS BOUND FLEXIBLE PAVEMENT TO BE IN ACCORDANCE WITH MCHW 700.
22. CONSTRUCTION JOINT BETWEEN NEW AND EXISTING PAVEMENT CONSTRUCTION SHOULD BE SEALED IN ACCORDANCE WITH CLAUSE 903 OF SHW AND RESISTANT TO WATER INGRESS TO PREVENT FORMATION OF CRACKING.

KEY

- RED LINE BOUNDARY
- K1 — HB2 KERB (255x125x914mm) LAID STRAIGHT OR CURVED - 125mm UPSTAND
- K2 — HB2 KERB (255x125x914mm) LAID CURVED TO A SPECIFIED RADIUS - 125mm UPSTAND
- K3 — DROPPED BULLNOSED KERB (125x150x914mm) - BETWEEN 0-6mm UPSTAND
- K4 — DROPPED BULLNOSED KERB (125x150x914mm) LAID CURVED TO A SPECIFIED RADIUS - BETWEEN 0-6mm UPSTAND
- E1 — FLAT TOP EDGING (150x50x914mm)
- TR — HB2 - BULLNOSED TRANSITION DROPPER (RIGHT HAND SIDE) - 125mm UPSTAND TO 0-6mm UPSTAND
- TL — HB2 - BULLNOSED TRANSITION DROPPER (LEFT HAND SIDE) - 125mm UPSTAND TO 0-6mm UPSTAND
- Q1 — QHB - BULLNOSED QUADRANT- 125mm UPSTAND
- MCC ADOPTED HIGHWAY BOUNDARY
- PROPOSED PLANING AND RESURFACING OF EXISTING CARRIAGEWAY WITH SLOPES TO MATCH EXISTING
- PROPOSED TEGULA MODULAR PAVING
  -PRECAST TEGULA MODULAR 160 X 120MM - NOMINAL JOINTS 5MM PAVING SLABS AS PER LANDSCAPE ARCHITECTS SPECIFICATION
  -30mm CLEAN SHARP SAND BEDDING
  -150mm TYPE 1 SUBBASE
- PROPOSED PRIVATE PARKING BAYS
  -25mm SURFACE COURSE AC 6 DENSE SURF 100/150 BS EN 13108-1
  -60mm BINDER COURSE AC 20 DENSE BIN 100/150 BS EN13108-1
  -150mm SUB BASE OF GRANULAR TYPE 1 MATERIAL
- PROPOSED SOFT LANDSCAPING
  -Rolled turf laid onto minimum depth of 200mm topsoil
- PROPOSED LAWN WITH PLANTING
  -Rolled turf laid onto minimum depth of 200mm topsoil. Planted into minimum depth of 450mm topsoil.
- PROPOSED RENEWAL OF ADOPTED FOOTWAY
  -Existing tarmacadam to be planed off
  -New HRA Surface Course to be laid as per MCC Standard Details - Flexible Footway Construction F1 (Falls to match existing)
- PROPOSED RENEWAL OF ADOPTED CARRIAGEWAY
  -Existing tarmacadam to be planed off
  -New HRA Surface Course to be laid as per MCC Standard Details - Typical Section Through Carriageway Construction C1 (Falls to match existing)

RESIDUAL RISKS

1. EXISTING SERVICES WITHIN THE SITE AND INTERFACES WITH ADJACENT STREETS INCLUDING GAS, ELECTRIC, COMMS & WATER MAINS, PHYSICAL IDENTIFICATION REQUIRED ON SITE BEFORE EXCAVATION WORKS IN THESE AREAS.
2. OPEN EXCAVATIONS FOR TRENCHES,MANHOLES AND TANKS. CONTRACTOR TO ENSURE STABILITY OF ALL EXCAVATIONS AND TO PREVENT FALLS INTO THEM DURING THE WORKS.
3. WORKS ADJACENT TO THE PUBLIC HIGHWAY. CONTRACTOR TO ENSURE TRAFFIC MANAGEMENT IS DESIGNED, ERECTED AND MAINTAINED TO PROTECT THE WORKFORCE AND THE PUBLIC. CONTRACTOR TO UNDERTAKE NECESSARY PRECAUTIONS AND ENSURE SUITABLE TRAFFIC MANAGEMENT IS IN PLACE PRIOR TO COMMENCEMENT.
4. PROPOSED EXCAVATIONS FOR PURPOSE OF FOUL AND SURFACE WATER DRAINAGE RUNS. CONTRACTOR TO PREPARE METHOD STATEMENT FOR WORKS.

Rev:	Date:	Description:
R1	04/07/23	For Review

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Project:
Proposed Development, New Dwellings, 1515 Ashton Old Road, Manchester

Client:
KMM Homes Ltd

Drawing Title:
Proposed Pavement & Kerbing Layout (Overview Plan)

Scale (@ A0):	Drawn by:	Chkd by:	Aprvd by:
1:50	BP	CLS	AJF

Drawing Number: 23065-AJF-ZZ-ZZ-DR-C-010 | Date: July 23 | Rev: R1

FOR APPROVAL

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