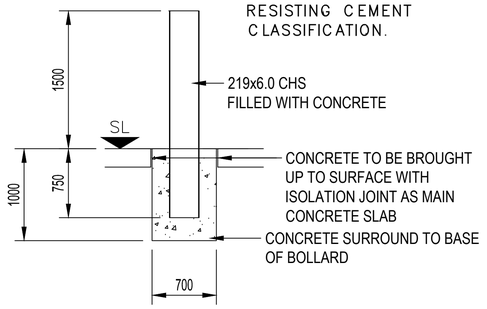
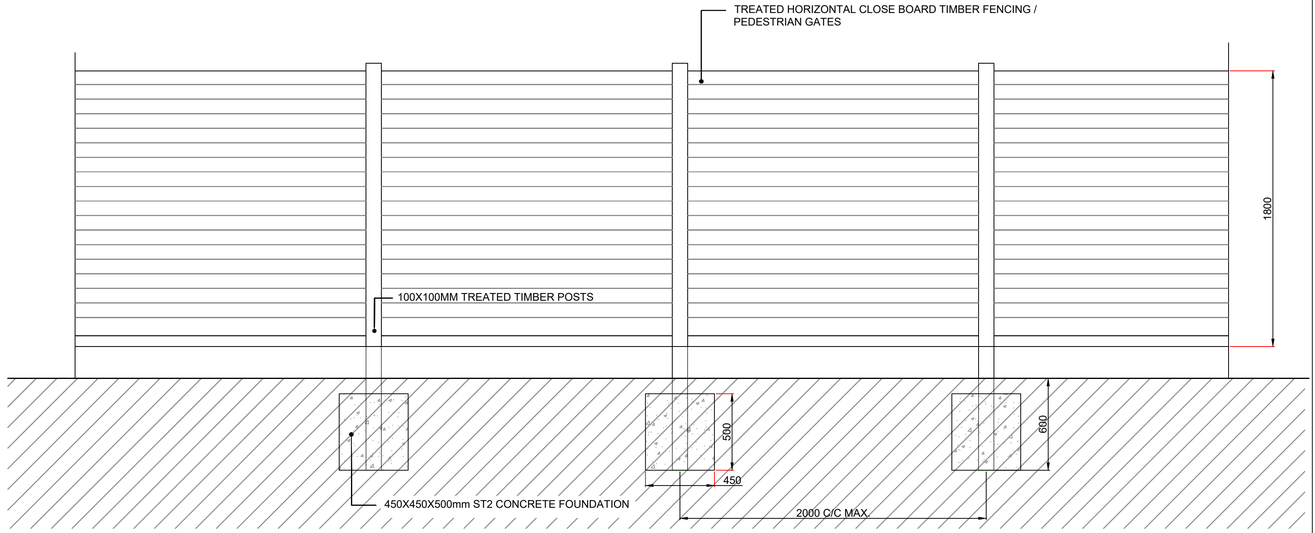
ISO A1 594mm x 841mm



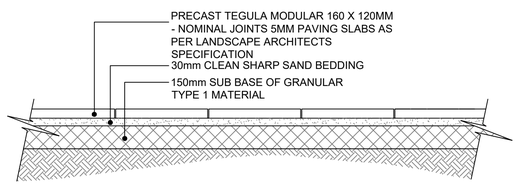
DETAIL OF VEHICLE IMPACT BOLLARD

(NTS)



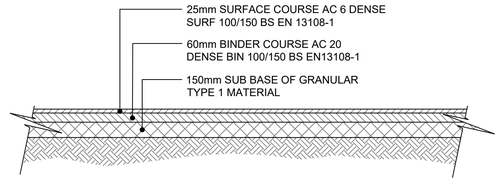
BOUNDARY FENCE TYPICAL FOUNDATIONS

(SCALE 1:20)



PRE CAST CONCRETE PAVING (NO MEWP ACCESS)

(SCALE 1:20)



ASPHALT PRIVATE PARKING BAY CONSTRUCTION

(SCALE 1:20)

Notes:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE RELEVANT DRAWINGS AND SPECIFICATIONS.
2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE MANCHESTER CITY COUNCIL HIGHWAYS DETAILS - C-, D-, F-, K- & L- SERIES AND ALL OTHER RELEVANT STANDARD DETAILS.
3. DRAWING TO BE USED FOR INFORMATION PURPOSES.
4. IF RECEIVED ELECTRONICALLY, IT IS THE RECIPIENT'S RESPONSIBILITY TO PRINT TO THE CORRECT SCALE. ONLY WRITTEN DIMENSIONS SHALL BE USED.
5. ALL MATERIALS AND WORKMANSHIP TO BE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS UNLESS STATED OTHERWISE.
6. CONCRETE SHALL HAVE SULPHATE RESISTANCE CLASS OF AC1 DS-1 UNLESS STATED OTHERWISE.
7. 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.
8. DOWEL BARS SHALL BE REQUIRED WITH STANDARD KERBS IN CIRCUMSTANCES WHERE THE KERBS ARE VULNERABLE
9. CONTRACTOR TO SCAN/CHECK THE PROPOSED LOCATIONS FOR ANY UNDERGROUND SERVICES PRIOR TO START OF ANY CONSTRUCTION WORK.
10. 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.
11. COLD-MILLING (PLANING) AND REINSTATEMENT OF BITUMINOUS BOUND FLEXIBLE PAVEMENT TO BE IN ACCORDANCE WITH MCHW 700.
12. 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.
13. THE PAVEMENT CONSTRUCTION INDICATED IS AN OUTLINE DESIGN FOR BUDGETARY PURPOSES ONLY. THE DESIGN MAY CHANGE AS THE DESIGN DEVELOPS.
14. HIGHWAY PAVEMENTS HAVE BEEN DESIGNED FOR 2 MILLION STANDARD AXLES.
15. PAVEMENTS ARE BASED ON AN ASSUMED MINIMUM CBR VALUE OF 5%. THIS SHALL BE VERIFIED DURING CONSTRUCTION.
16. EQUIVALENT NEW ROAD PAVEMENT CONSTRUCTION IS PERMITTED IN ACCORDANCE WITH DMRB HD 26/06 AND IAN 73/06.
17. ALL KERBS ARE TO BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS AND GUIDELINES.
18. 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.
19. 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.
20. BITUMINOUS MATERIALS SHALL BE LAID IN ACCORDANCE WITH BS 594987.
21. TACK COATS IN ACCORDANCE WITH CLAUSE 920 OF THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS ARE TO BE APPLIED BETWEEN ALL BITUMINOUS LAYERS.
22. 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 10/1 AS DIRECTED BY THE ENGINEER.
23. 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.
24. 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.
25. 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.

Rev:	Date:	Description:
R1	04.07.23	Issued for Information.

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Project:

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

Client:

KMM Homes Ltd

Drawing Title:

Pavement & Kerbing Details - Sheet 2

Scale (@ A1):	Drawn by:	Chkd by:	Aprvd by:
As shown.	CLS	BP	AJF

Drawing Number:	Date:	Rev:
23065-AJF-ZZ-ZZ-DR-C-014	July 2023	R1

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