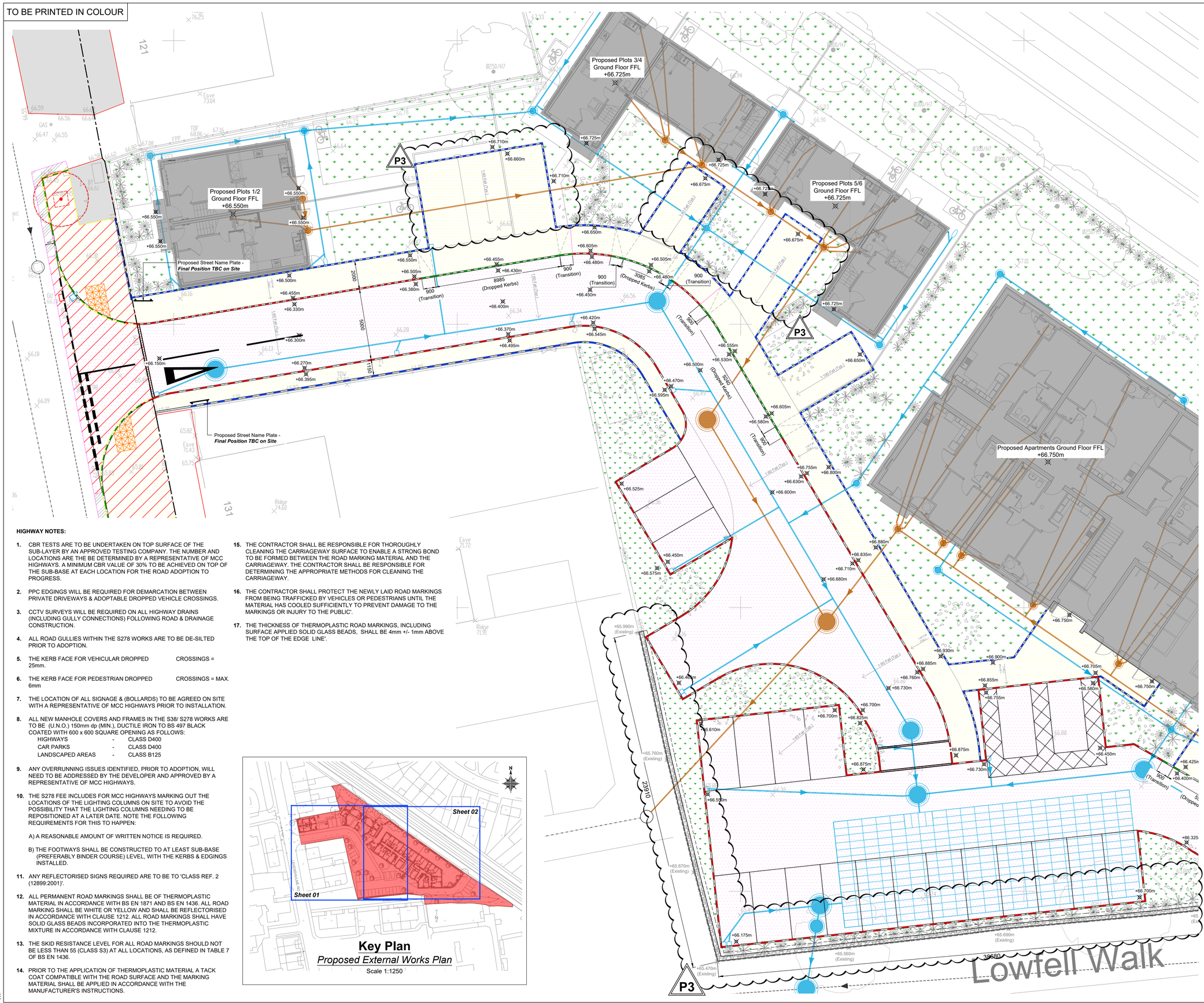
TO BE PRINTED IN COLOUR



notes :

1. IF THIS DRAWING HAS BEEN RECEIVED ELECTRONICALLY IT IS THE RECIPIENTS RESPONSIBILTY TO PRINT THE DOCUMENT TO THE CORRECT SCALE
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE. IT IS RECOMMENDED THAT INFORMATION IS NOT SCALED OFF THIS DRAWING
3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS
4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

Legend

- Denotes Proposed Footway Construction. Refer to 'Typical Adoptable Footway Build Up' for Construction Details.
- Denotes Proposed Footway Construction. Refer to 'Typical Adoptable Highway Build Up' for Construction Details.
- Denotes Existing Adopted Highway Boundary - ***Shown Indicatively. Exact Boundary to be Confirmed by MCC.***
- Denotes Proposed Half Battered Kerb Location
- Denotes Proposed Bull Nosed Dropped Kerb/ Transition Kerb Location
- Denotes Proposed Pin Kerb Edging Location -
  - *Edgings to be Flush at Driveway/ Hard Surfacing*
  - *50mm Upstand at Landscaped/ Soft Scape Area*
- Ex.G Denotes Existing Road Gully
- G Denotes Proposed Adoptable Surface Water Gully
- Denotes Proposed Adoptable Tactile Paving Location - *For Further Information Refer to Drawing No. 23-2405/A1/101.* ***Note:*** The Tactile Block Pavers are Currently the Only Ones that are Acceptable.
- Denotes Proposed Marshalls CS2 125x150 Channel Kerb (or Similar Approved) Laid Flush
- Denotes Boundary Retaining Wall - *Acheson Glover Segmental Retaining Wall as per Contractors Specification (or Similar Approved).*

HIGHWAY NOTES:

1. CBR TESTS ARE TO BE UNDERTAKEN ON TOP SURFACE OF THE SUB-LAYER BY AN APPROVED TESTING COMPANY. THE NUMBER AND LOCATIONS ARE THE BE DETERMINED BY A REPRESENTATIVE OF MCC HIGHWAYS. A MINIMUM CBR VALUE OF 30% TO BE ACHIEVED ON TOP OF THE SUB-BASE AT EACH LOCATION FOR THE ROAD ADOPTION TO PROGRESS.
2. PPC EDGINGS WILL BE REQUIRED FOR DEMARCATION BETWEEN PRIVATE DRIVEWAYS & ADOPTABLE DROPPED VEHICLE CROSSINGS.
3. CCTV SURVEYS WILL BE REQUIRED ON ALL HIGHWAY DRAINS (INCLUDING GULLY CONNECTIONS) FOLLOWING ROAD & DRAINAGE CONSTRUCTION.
4. ALL ROAD GULLIES WITHIN THE S278 WORKS ARE TO BE DE-SILTED PRIOR TO ADOPTION.
5. THE KERB FACE FOR VEHICULAR DROPPED CROSSINGS = 25mm.
6. THE KERB FACE FOR PEDESTRIAN DROPPED CROSSINGS = MAX. 6mm
7. THE LOCATION OF ALL SIGNAGE & (BOLLARDS) TO BE AGREED ON SITE WITH A REPRESENTATIVE OF MCC HIGHWAYS PRIOR TO INSTALLATION.
8. ALL NEW MANHOLE COVERS AND FRAMES IN THE S38/ S278 WORKS ARE TO BE (U.N.O.) 150mm dp (MIN.), DUCTILE IRON TO BS 497 BLACK COATED WITH 600 x 600 SQUARE OPENING AS FOLLOWS:
   - HIGHWAYS - CLASS D400
   - CAR PARKS - CLASS D400
   - LANDSCAPED AREAS - CLASS B125
9. ANY OVERRUNNING ISSUES IDENTIFIED, PRIOR TO ADOPTION, WILL NEED TO BE ADDRESSED BY THE DEVELOPER AND APPROVED BY A REPRESENTATIVE OF MCC HIGHWAYS.
10. THE S278 FEE INCLUDES FOR MCC HIGHWAYS MARKING OUT THE LOCATIONS OF THE LIGHTING COLUMNS ON SITE TO AVOID THE POSSIBILITY THAT THE LIGHTING COLUMNS NEEDING TO BE REPOSITIONED AT A LATER DATE. NOTE THE FOLLOWING REQUIREMENTS FOR THIS TO HAPPEN:

    A) A REASONABLE AMOUNT OF WRITTEN NOTICE IS REQUIRED.

    B) THE FOOTWAYS SHALL BE CONSTRUCTED TO AT LEAST SUB-BASE (PREFERABLY BINDER COURSE) LEVEL, WITH THE KERBS & EDGINGS INSTALLED.
11. ANY REFLECTORISED SIGNS REQUIRED ARE TO BE TO 'CLASS REF. 2 (12899:2001)'.
12. ALL PERMANENT ROAD MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL IN ACCORDANCE WITH BS EN 1871 AND BS EN 1436. ALL ROAD MARKING SHALL BE WHITE OR YELLOW AND SHALL BE REFLECTORISED IN ACCORDANCE WITH CLAUSE 1212. ALL ROAD MARKINGS SHALL HAVE SOLID GLASS BEADS INCORPORATED INTO THE THERMOPLASTIC MIXTURE IN ACCORDANCE WITH CLAUSE 1212.
13. THE SKID RESISTANCE LEVEL FOR ALL ROAD MARKINGS SHOULD NOT BE LESS THAN 55 (CLASS S3) AT ALL LOCATIONS, AS DEFINED IN TABLE 7 OF BS EN 1436.
14. PRIOR TO THE APPLICATION OF THERMOPLASTIC MATERIAL A TACK COAT COMPATIBLE WITH THE ROAD SURFACE AND THE MARKING MATERIAL SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THOROUGHLY CLEANING THE CARRIAGEWAY SURFACE TO ENABLE A STRONG BOND TO BE FORMED BETWEEN THE ROAD MARKING MATERIAL AND THE CARRIAGEWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE APPROPRIATE METHODS FOR CLEANING THE CARRIAGEWAY.
16. THE CONTRACTOR SHALL PROTECT THE NEWLY LAID ROAD MARKINGS FROM BEING TRAFFICKED BY VEHICLES OR PEDESTRIANS UNTIL THE MATERIAL HAS COOLED SUFFICIENTLY TO PREVENT DAMAGE TO THE MARKINGS OR INJURY TO THE PUBLIC'.
17. THE THICKNESS OF THERMOPLASTIC ROAD MARKINGS, INCLUDING SURFACE APPLIED SOLID GLASS BEADS, SHALL BE 4mm +/- 1mm ABOVE THE TOP OF THE EDGE LINE'.

Key Plan

Proposed External Works Plan

Scale 1:1250

rev	amendments	by	date
P3	Boundary Treatment Details Updated Following Further Design Coordination. Kerb Details Updated Following Architectural Comments.	JF	05.07.23
P2	Updated to Suit Latest Architectural Site Plan & Received Contractors Comments.	JF	26.05.23
P1	Preliminary Issue	JF	17.05.23

Preliminary Issue - For Discussion Purposes Only

ccs consulting MANCHESTER•LONDON•LEEDS

Client: **Watson Construction Ltd**

Project: **Levenshume Road, Gorton**

Title: **Proposed External Works Plan Sheet 1 of 2**

Drawing Status:	Date Created:	Drawing Scale:
Preliminary	**May '23**	**1:125 @ A1**

23-2405/ A1 / 110 **P3**

Project Leader:	Drawn By:	Initial Review:
LS	**JF**	**KLE**

A1