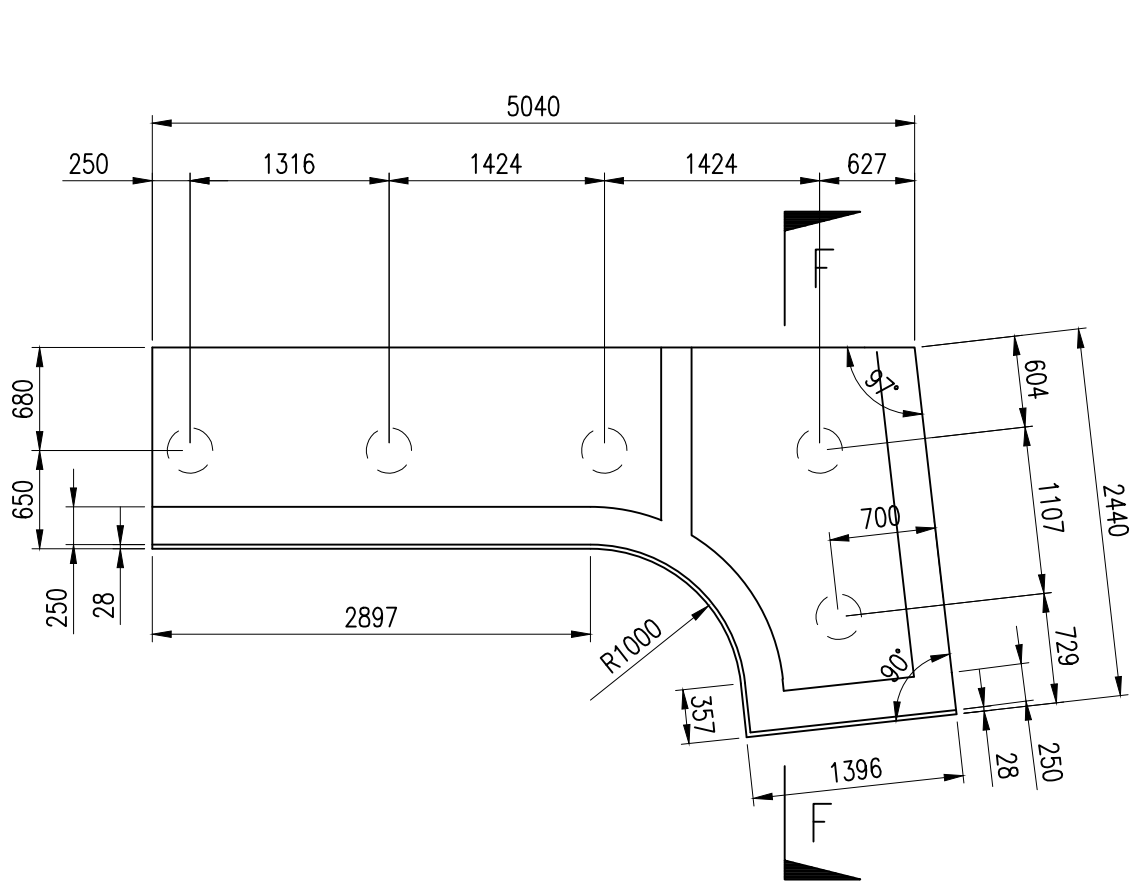
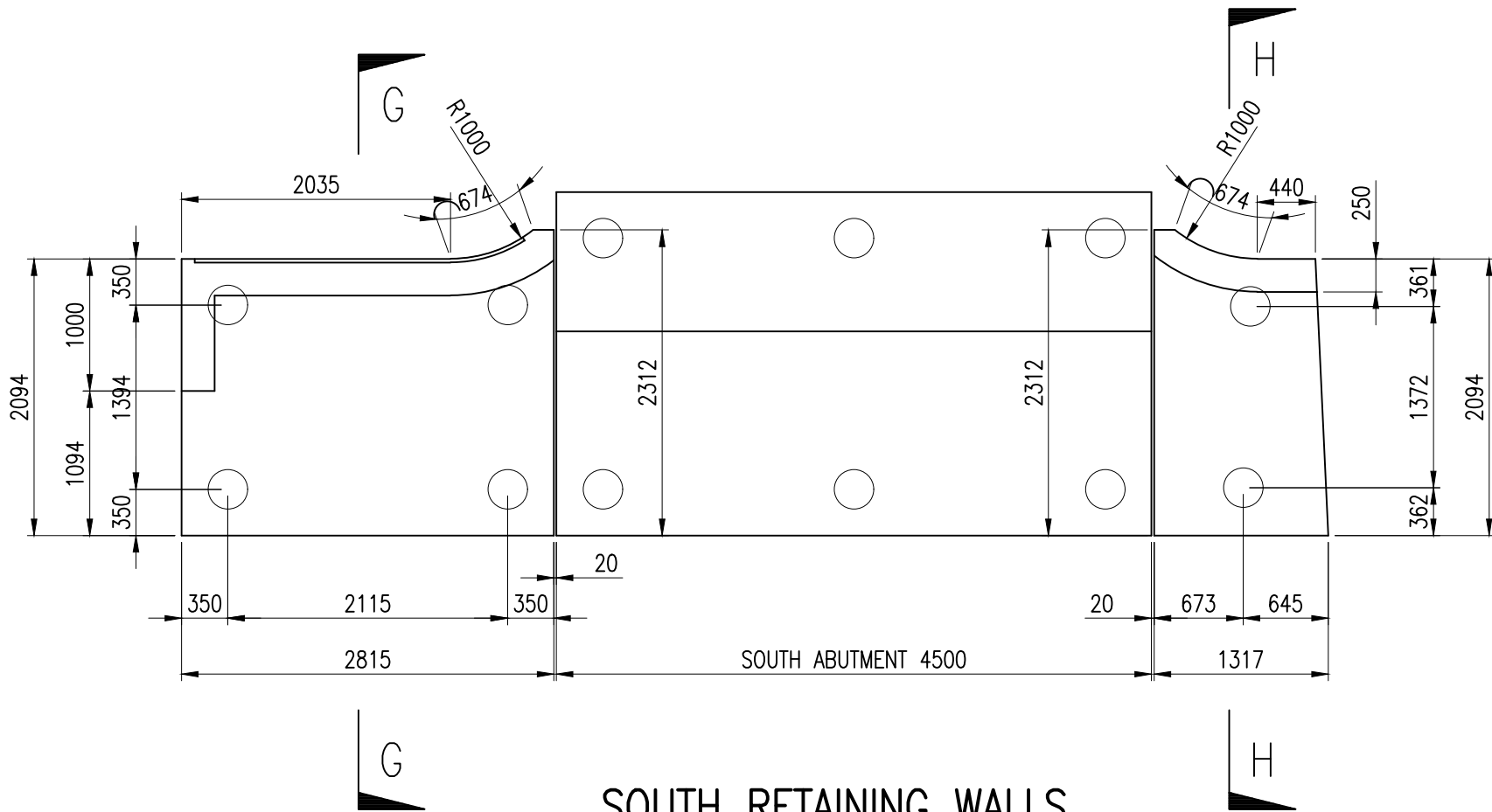
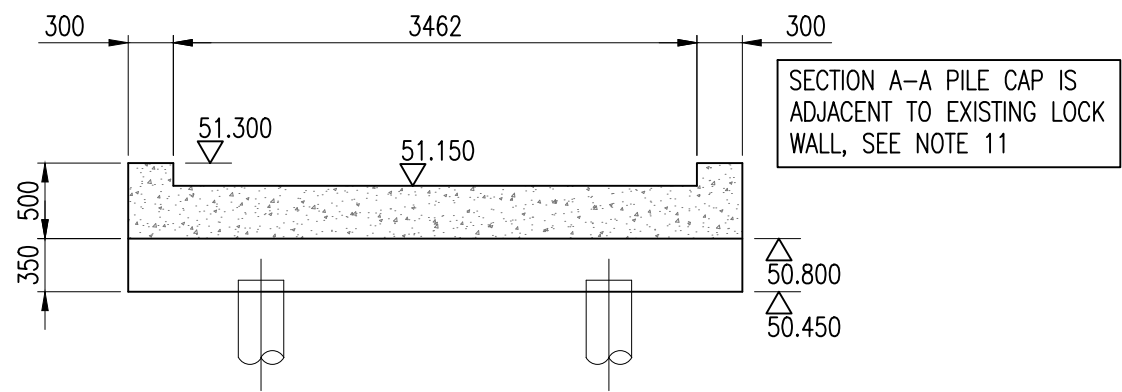




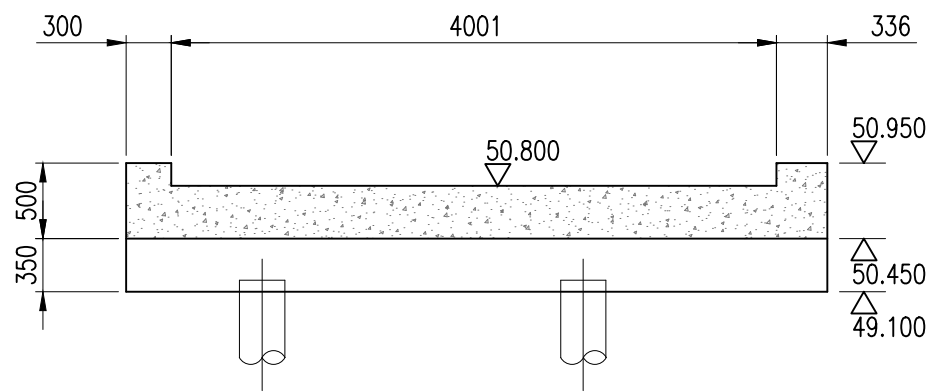
BASE TYPE 6 (STEPS)
(SCALE 1:50)



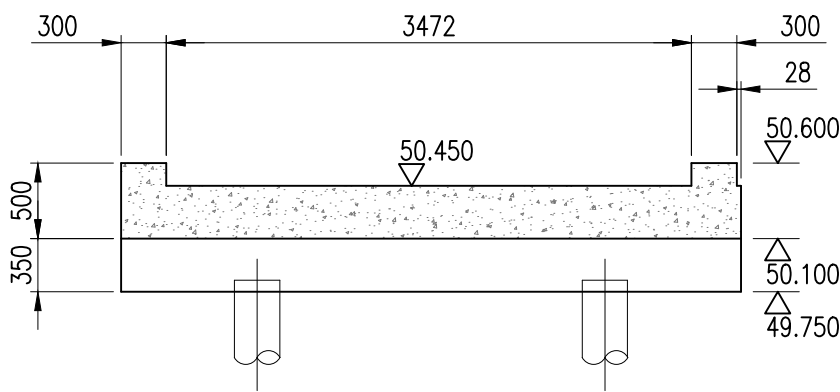
SOUTH RETAINING WALLS
(SCALE 1:50)



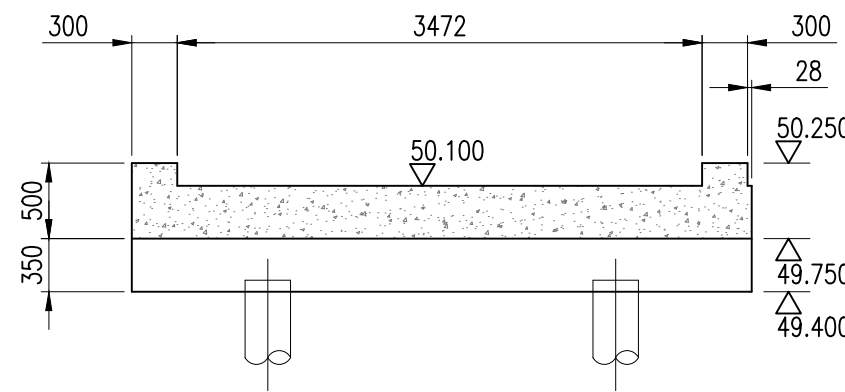
SECTION A-A
(SCALE 1:50)



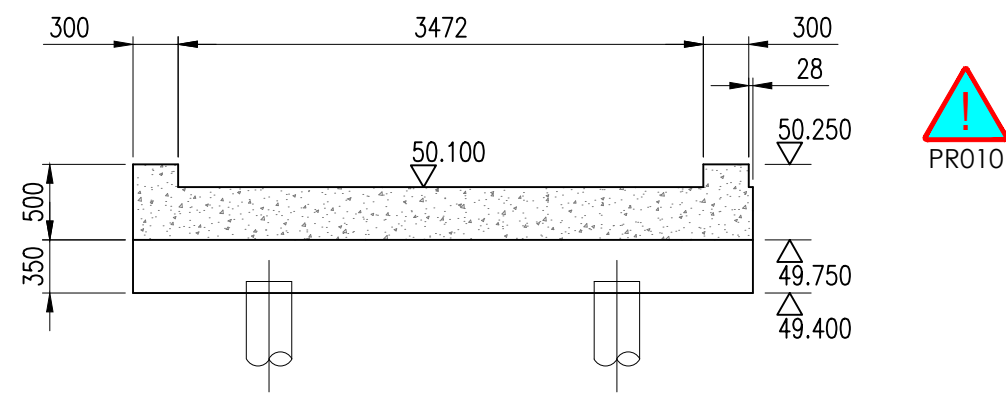
SECTION B-B
(SCALE 1:50)



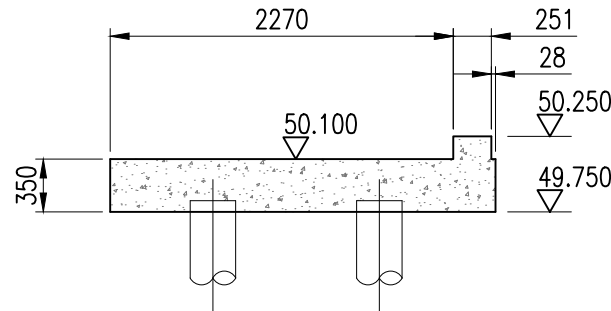
SECTION C-C
(SCALE 1:50)



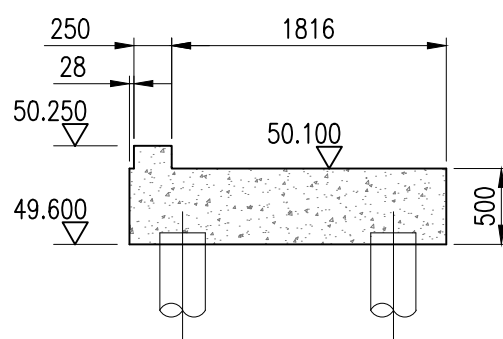
SECTION D-D
(SCALE 1:50)



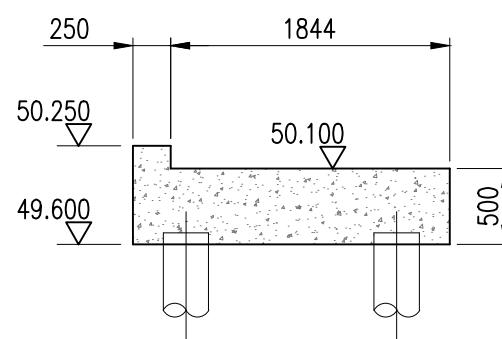
SECTION E-E
(SCALE 1:50)



SECTION F-F
(SCALE 1:50)



SECTION G-G
(SCALE 1:50)



SECTION H-H
(SCALE 1:50)

NOTES:

- ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS IN METRES UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE STATED IN METRES AND ARE RELATIVE TO LOCAL SURVEY DATUM.
- NO DIMENSIONS OR LEVELS SHALL BE SCALED FROM THIS DRAWING.
- THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY PROVIDED BY MCC.
- FOR SETTING OUT REFER TO DRG. No 651-279-017.
- CONCRETE MIX SHALL BE IN ACCORDANCE WITH APPENDIX 17/1 OF THE SPECIFICATION AS FOLLOWS:

LOCATION	MIX REF.	STRENGTH
CLASS B BLINDING CONCRETE	-	ST2
PILE CAPS/RAMPS	A	C40/50
- REFER TO DRAWING Nos 651-279-017, 018 & 019 FOR CONCRETE FINISH DETAILS.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH DRG Nos 651-279-013 & 014.
- FOR RAMP PILE CAP REINFORCEMENT REFER TO DRG Nos 651-279-031 & 032.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH DRG Nos 651-279-017, 018 & 019.
- PERMANENT FORMWORK TO BE PROVIDED AT ALL LOCATIONS WHERE PROPOSED CONCRETE WILL COME INTO CONTACT WITH THE EXISTING LOCK. PERMANENT FORMWORK SYSTEM MUST MAINTAIN SEPARATION BETWEEN LOCK AND PROPOSED STRUCTURE AND ENSURE PROPOSED CONSTRUCTION IS REVERSIBLE

P2	SD	WH	MG	21.10.22	ISSUED FOR TENDER PURPOSES
P1	SD	WH	MG	04.10.22	PRELIMINARY
REV	DRN	CHK	APP	DATE	DESCRIPTION

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Client
MANCHESTER CITY COUNCIL

Project
ASHTON CANAL BRIDGE

Title
PILE CAPS
Sheet 2 of 2

Scale AS SHOWN	Drawn SD	Date 11.07.22	Chkd WH	Approved MG
Drawing No. 651-279-015				Revision P2
Status TENDER				Sheet Size A1

HAZARD DIRECTORY	
HAZARD REF No.	SIGNIFICANT DESIGNER'S HAZARDS
PR003	STABILITY/WATERTIGHTNESS OF CANAL WALLS AND PUDDLE CLAY BACKING
PR010	WORKING ADJACENT TO ASHTON CANAL
PR015	CLASHES BETWEEN PROPOSED RAMP AND EXISTING LOCK FOUNDATIONS