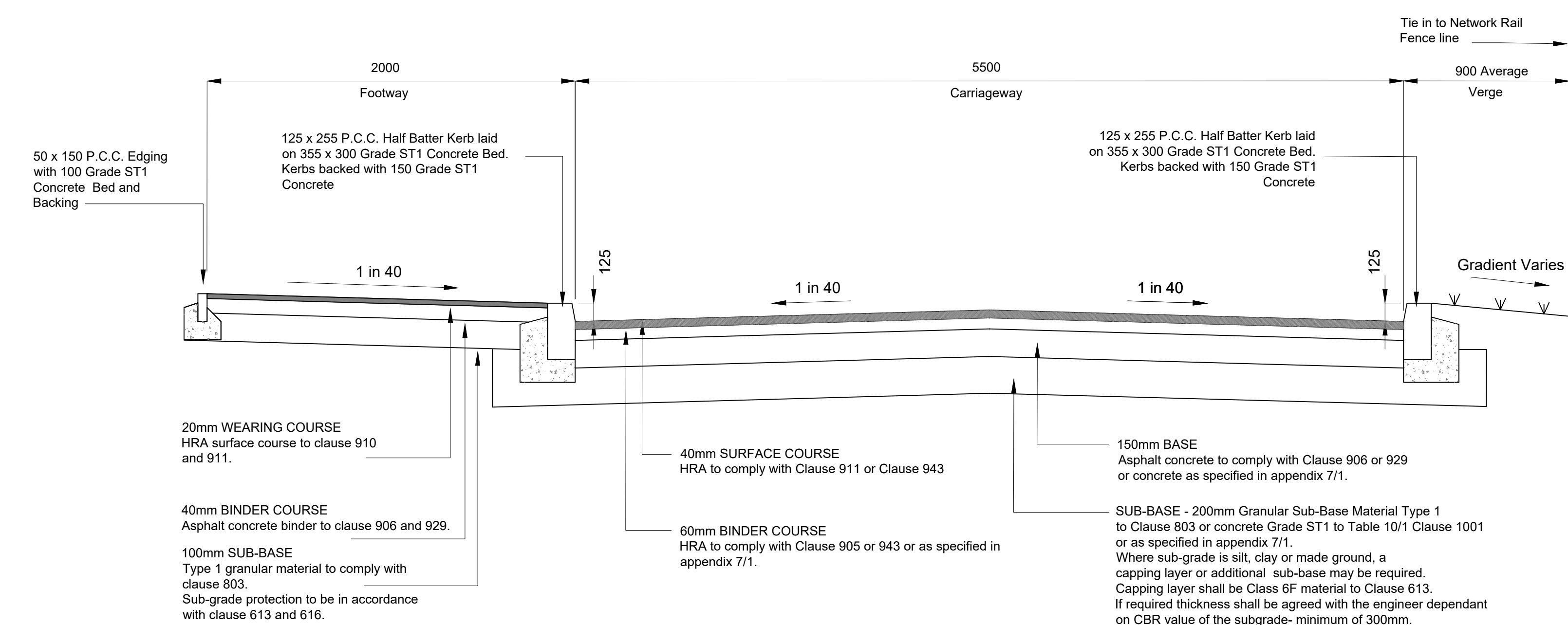
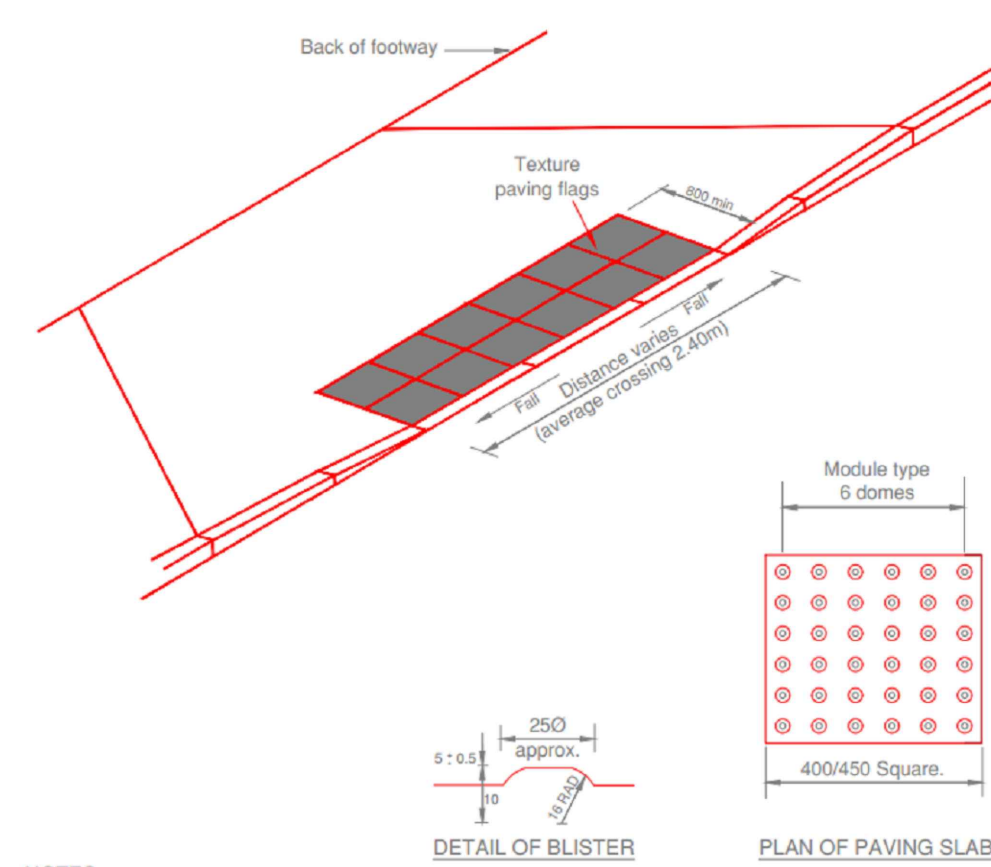


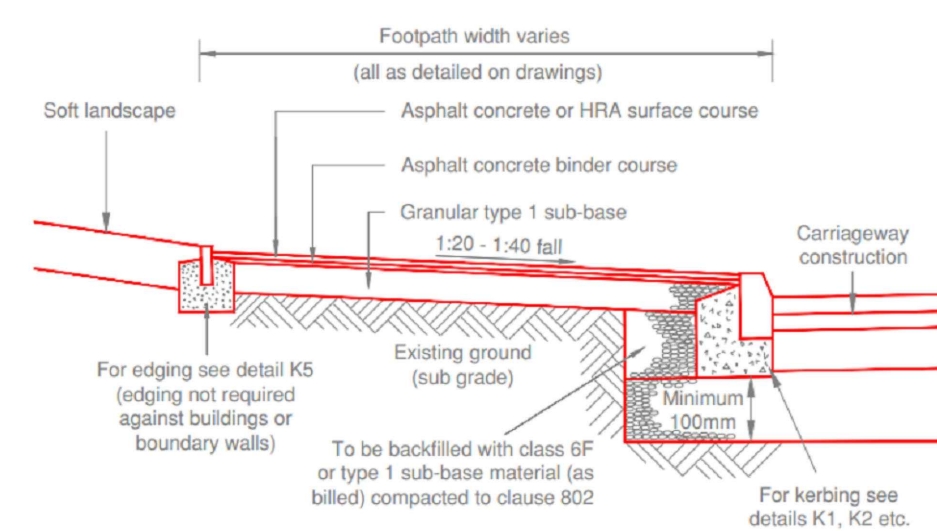


HIGHWAY CONSTRUCTION
SCALE 1:20



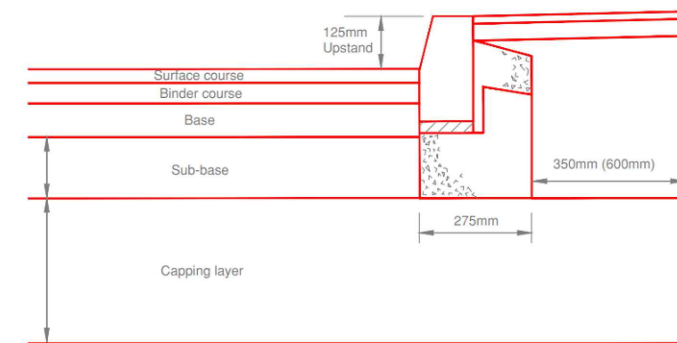
- | NOTES | SECTION NO. (MAY BE LEFT BLANK) | DATE OF THE APPROVAL SIGNATURE |
|--|---------------------------------|--------------------------------|
| <p>1. All dimensions are in millimetres</p> <p>2. Tackle pavings flags are to be as per department of transport circular 1/91, DD CENTS 15209/2008 and must be coloured but 400/450mm</p> <p>3. Coloured but 400/450mm flags can be used.</p> <p>4. Textured flags shall be laid in line with the direction of the crossing the rows of flags next to the carriageway will therefore require cutting where the crossing is skew</p> <p>5. Crossfall over foot of towpath at crossing ideally be 1:20, with a maximum gradient of 1:12 (Ref detail F5)</p> <p>6. Kerb upstand should be maximum of 60mm tolerance</p> <p>7. Layout of crossing depends on highways layout</p> <p>8. Tackle paving to be laid on 40mm 4:1 sand/cement mortar</p> <p>9. Adequate fall to be provided on carriageway to prevent standing water at crossing</p> | | |

Standard Detail F1
Uncontrolled Pedestrian
Crossing



- NOTES
1. For thicknesses quoted refer to the specification for highway works amended as appropriate.
2. For thickness of materials see contract drawings and / or bill of quantities
3. Surface course asphalt concrete to clause 909 and 914
4. a. Surface course rolled asphalt to clause 910 and 911
b. Chippings to be 10mm white, spread at 1.0 g/m² (where specified)
5. Binder course asphalt concrete to comply with clauses 908 and 909
6. Sub-base type 1 granular material to comply with clause 830
7. Sub-grade protection to be in accordance with clause 813 and 616
8. In case of footways adjacent to bridge footings, attention should be paid to the bridging waterproofing (CPC) level. New footways should be at least 150mm below the CPC's waterproofing level. If the construction level of the base of footways should ideally be no higher than the original. If an increase in the level is proposed consideration should be given to the impact on the CPC's. alternative or additional CPC treatments may need to be agreed with the design team.

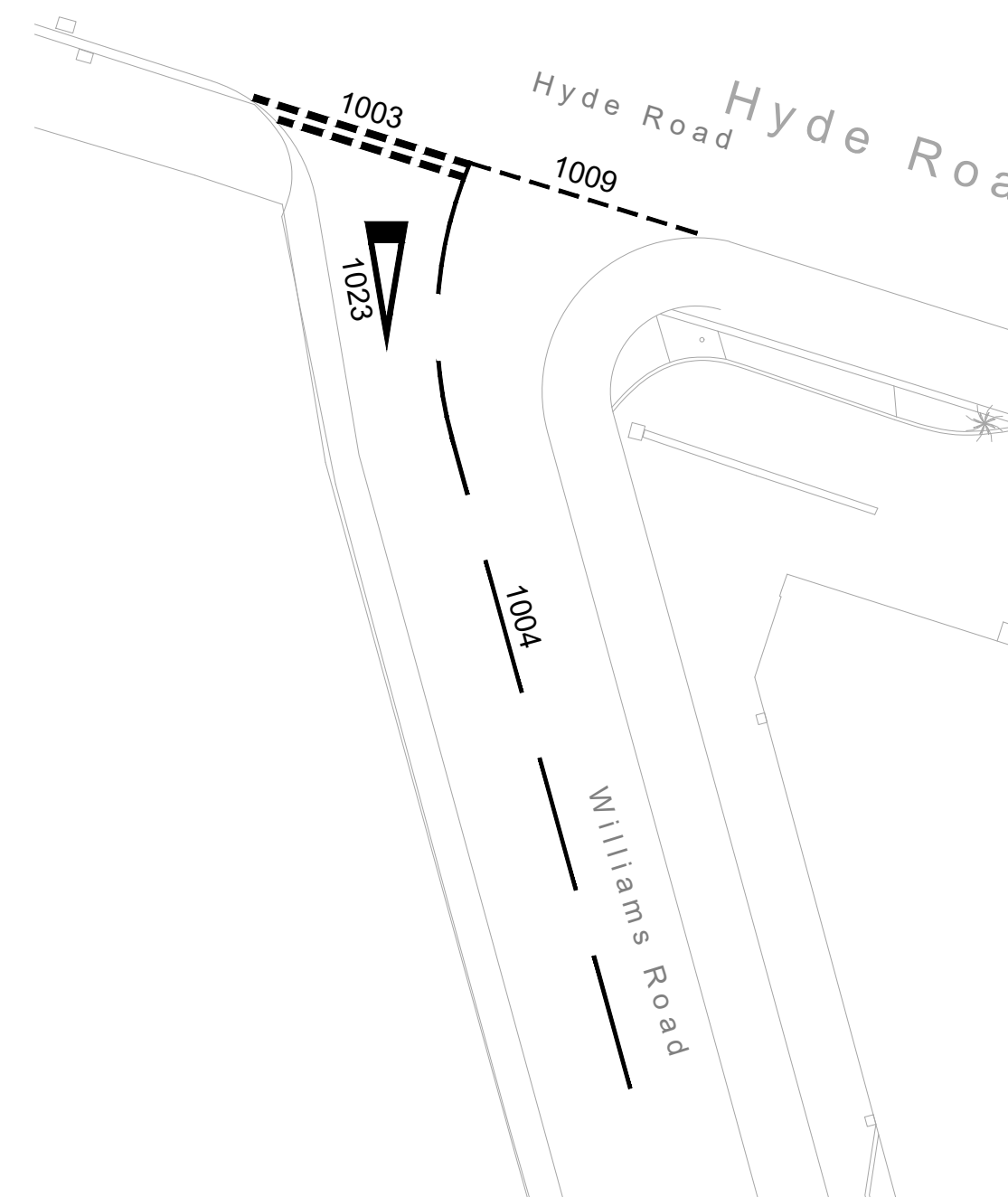
Standard Detail F Flexible Footway Construction



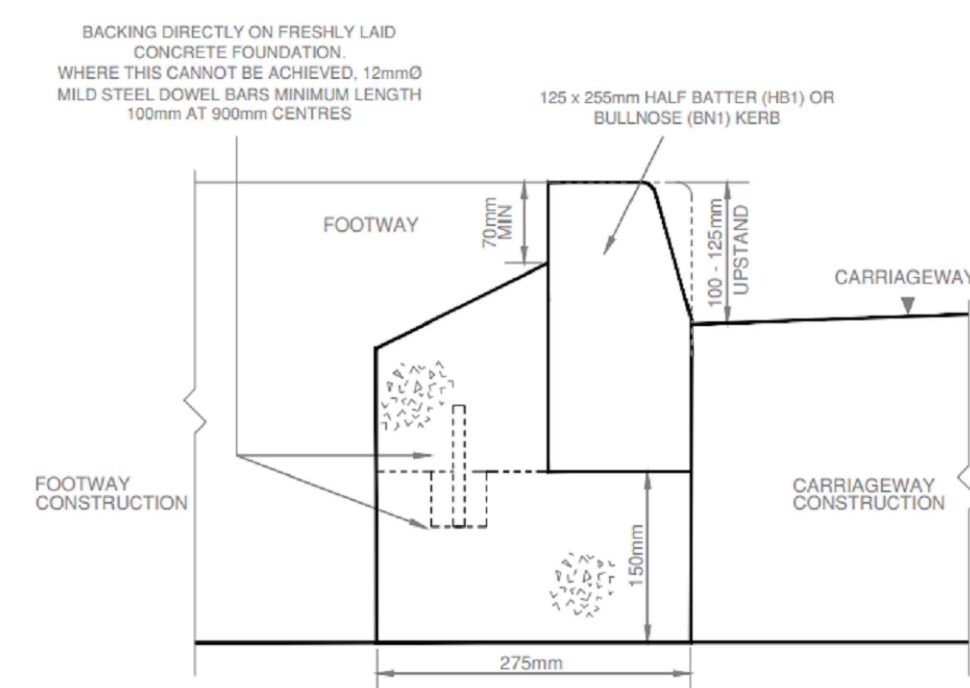
- NOTES**
- For layer thicknesses see appendix 7/1
 - Surface course shall be a layer of asphalt concrete to comply with Clause 912, HRA to comply with Clause 911 or Clause 943 this surface course to comply with C 942 or as specified in appendix 7/1
 - Binder course shall be a layer of asphalt concrete to comply with Clause 906 or 909 or HRA to comply with Clause 905 or 943 or as specified in appendix 7/1
 - Base shall be a layer of asphalt concrete to comply with Clause 906 or 909 or concrete as specified in appendix 7/1
 - Sub base can be a layer of Type 1 granular to Clause 803 or concrete Grade ST1 to Table 1001 or Clause 1001 or as specified in appendix 7/1
 - Bituminous materials shall be laid in accordance BS EN 13265-1
 - Capping layer shall be Class GF material to Clause 613. If required, thickness shall be agreed with the engineer dependent on CBR value of the subgrade - a minimum of 300mm shall be used

Standard Detail C1

Flexible Carriageway Construction

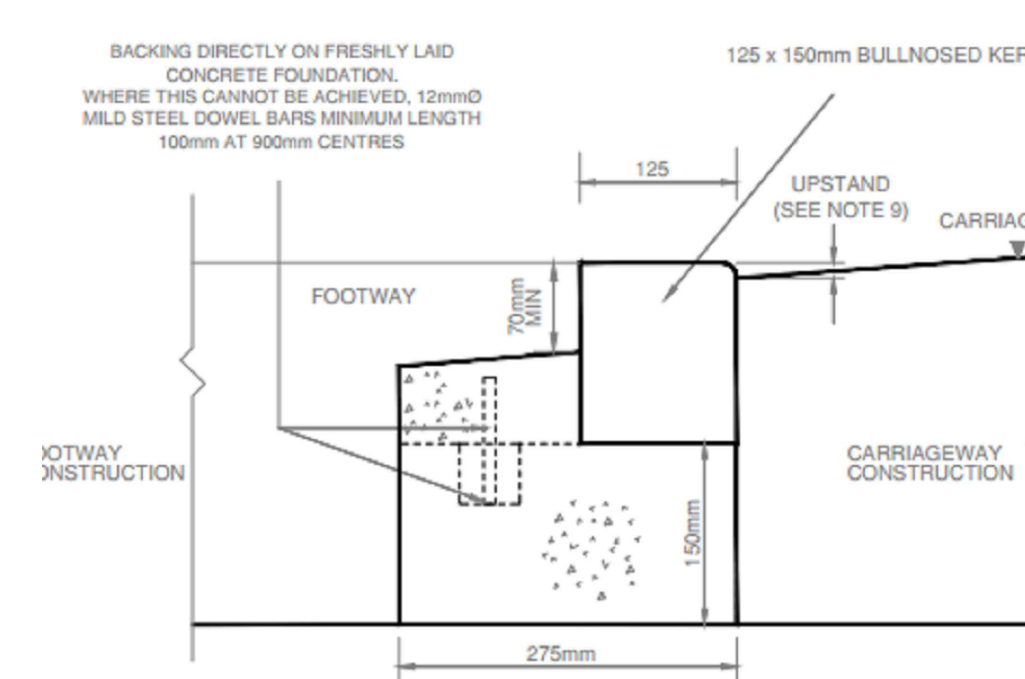


PROPOSED ROAD MARKINGS



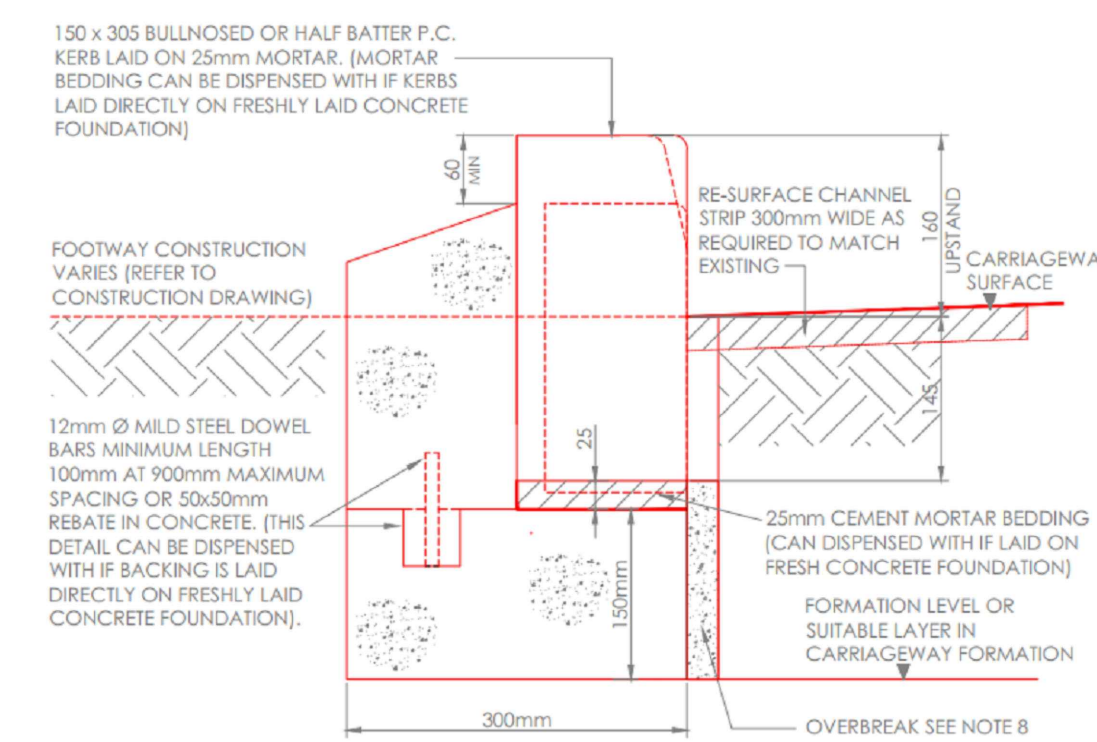
- NOTES:**
1. CONCRETE BEDDING AND BACKING SHALL BE TYPE ST1 TO CE251625 TABLE 26 / 1
 2. KERBS SHALL COMPLY WITH BS EN 1343: 2003
 3. CEMENT SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 107-1
 4. JOINTS TO KERBS SHALL BE POINTED WITH CLASS II MORTAR TO CE245424
 5. CUT LENGTH OF KERB ARE TO BE CUT USING A DISC COUNTER MIN. LENGTH 450mm
 6. IN THE CASE OF NEW CARRIEWAY CONSTRUCTION THE SUB BASE LAYER IS EXTENDED 300mm BEYOND THE BACK OF KERB FOUNDATION THE CONTRACTOR SHALL ALLOW FOR 150mm TO BE THE KERB AND THE FOOTWAY FORMATION WITH SUB BASE MATERIAL IN THE RATE FOR KERBS
 7. RECONSTRUCTION OF EXISTING CARRIEWAY CHANNEL MEASURED SEPARATELY
 8. KERBS LAID IN EXISTING CARRIEWAY FORMATION : INFILL OF OVERBREAK IN FRONT OF KERBS TO BE CONCRETE TYPE ST2 TO BINDER COURSE FINISH LEVEL AND RESURFACE IN 150mm x 150mm 30mm WHEELS REQUIRED

Standard Detail K1
New Kerb with 125mm Upstand



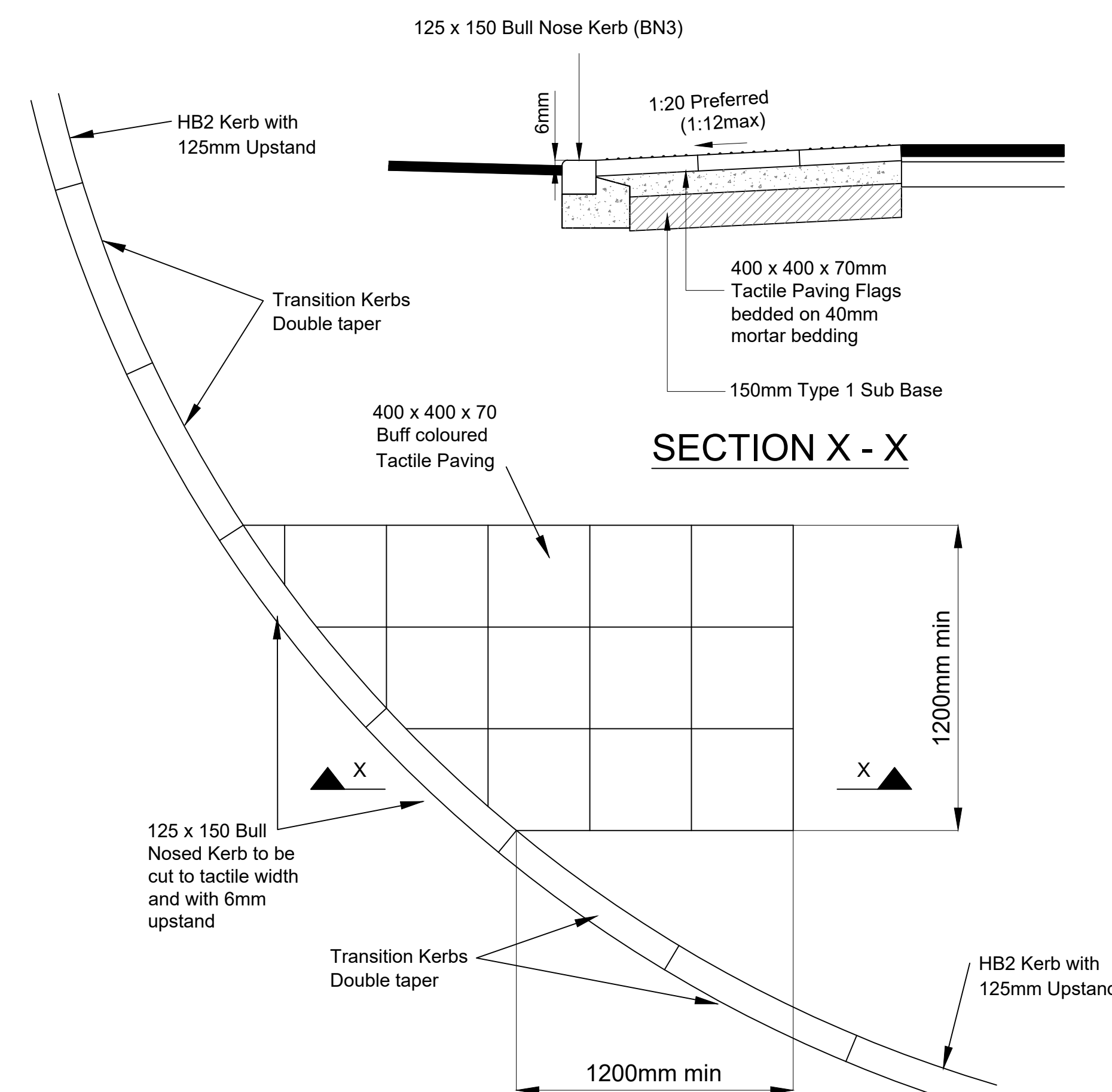
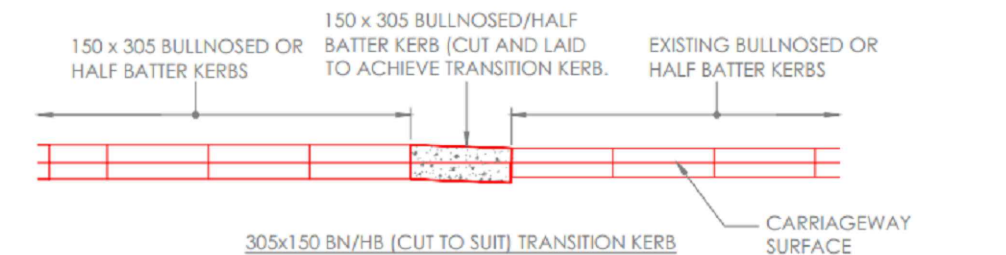
- NOTES:**
1. CONCRETE BEDDING AND BACKING SHALL BE TYPE ST1 TO CLAUSE 202.2 TABLE 26 / 1
 2. KERBS SHALL COMPLY WITH BS EN 1340: 2003
 3. GEMENT SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 197-1
 4. JOINTS TO KERBS SHALL BE POINTED WITH CLASS (B) MORTAR TO CLAUSE 2404
 5. IN THE LENGTHS OF KERBS ARE TO BE CUT USING A DIGG CUTTER MIN. LENGTH 450mm
- ON CASE OF NEW CURBWAYWAY CONSTRUCTION THE SUB-BASE LAYER IS EXPOSED BY REMOVING BACK OF KERBS FOUNDATION THE CONTRACTOR SHALL ALLOW FILLING IN BETWEEN THE ROAD SUB-BASE AND THE FOOTWAY FORMATION WITH SUB BASE FILL TO THE FINISH LEVEL OF THE ROAD SURFACE
- RECONSTRUCTION OF EXISTING CURBWAYWAY CHANNEL, MEASURED SEPARATELY
- OF KERBS LAY EXISTING CURBWAYWAY CONSTRUCTION. RAVEL OF OVERSEER IN 1000 OF KERBS SHALL WITH CONCRETE TYPE ST2 TO ORDER COURSE FINISH LEVEL AND RESURF CHANNEL STP 300mm wide AS REQUIRED
- OF KERBS UPSTAND TO BE 1 MAX. 6mm FOR PEDESTRIAN CYCLEWAY CROSSING AND 100 MAX. FOR VEHICLE CROSSING

Standard Detail K2 Drop Kerb

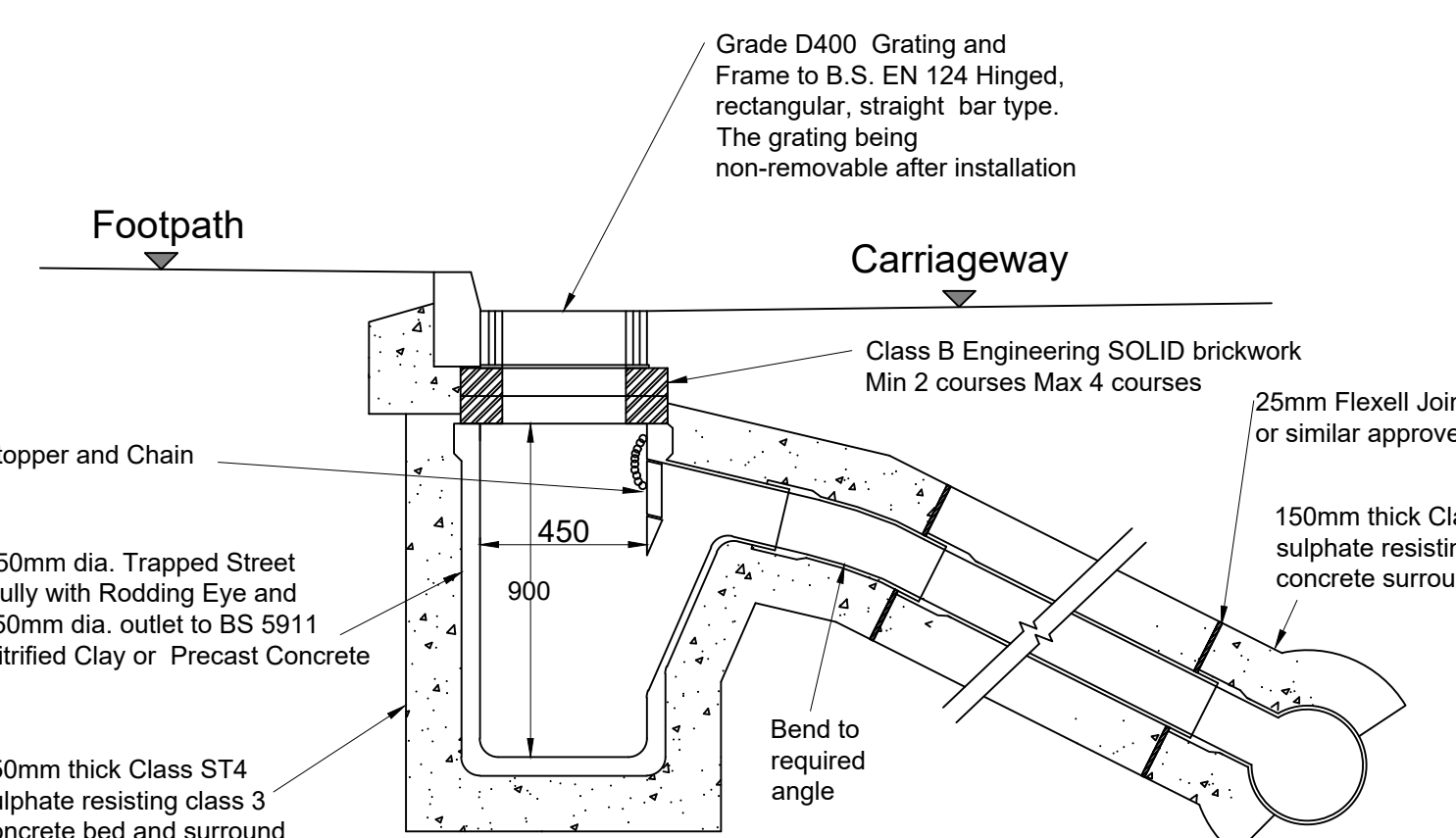


- NOTES:**
1. KERBS SHALL BE BEDDING AND BACKING SHALL BE CEMENT TO CONCRETE SPECIFICATION 2402 TABLE 2461/1
 2. KERBS SHALL BE 150mm HIGH BY 85mm DEEP
 3. KERBS SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 197-1.
 4. JOINTS TO KERBS SHALL BE POINTED WITH CLASS (B) MORTAR TO SPECIFICATION 2404.
 5. CUT LENGTHS OF KERBS ARE TO BE CUT USING A DIGC CUTTING MILL. LENGTH: 4000mm.
 6. IN THE CASE OF NEW CARRIAGEWAY CONSTRUCTION THE SUB-BASE LAYER IS EXTENDED 300mm BEYOND THE BACK OF THE KERB FOUNDATION. THE CONTRACTOR SHALL ALLOW FOR FELLING IN BETWEEN THE ROAD SUB-BASE AND THE FOOTWAY FORMATION WITH SUB-BASE MATERIAL IN THE RATE FOR KERBING.
 7. RECONSTRUCTION OF EXISTING CARRIAGEWAY CHANNEL INCLUDED WITH THE KERBING WORK.
 8. KERBS Laid IN EXISTING CARRIAGEWAY FORMATION - RATE TO INCLUDE INFILL OF OVERBREAK IN FRONT OF KERBS WITH CONCRETE TYPE S1 TO BINDER COURSE FINISH.

Standard Detail K23
Transition Kerb 150 x 305
(Cut to Suit)

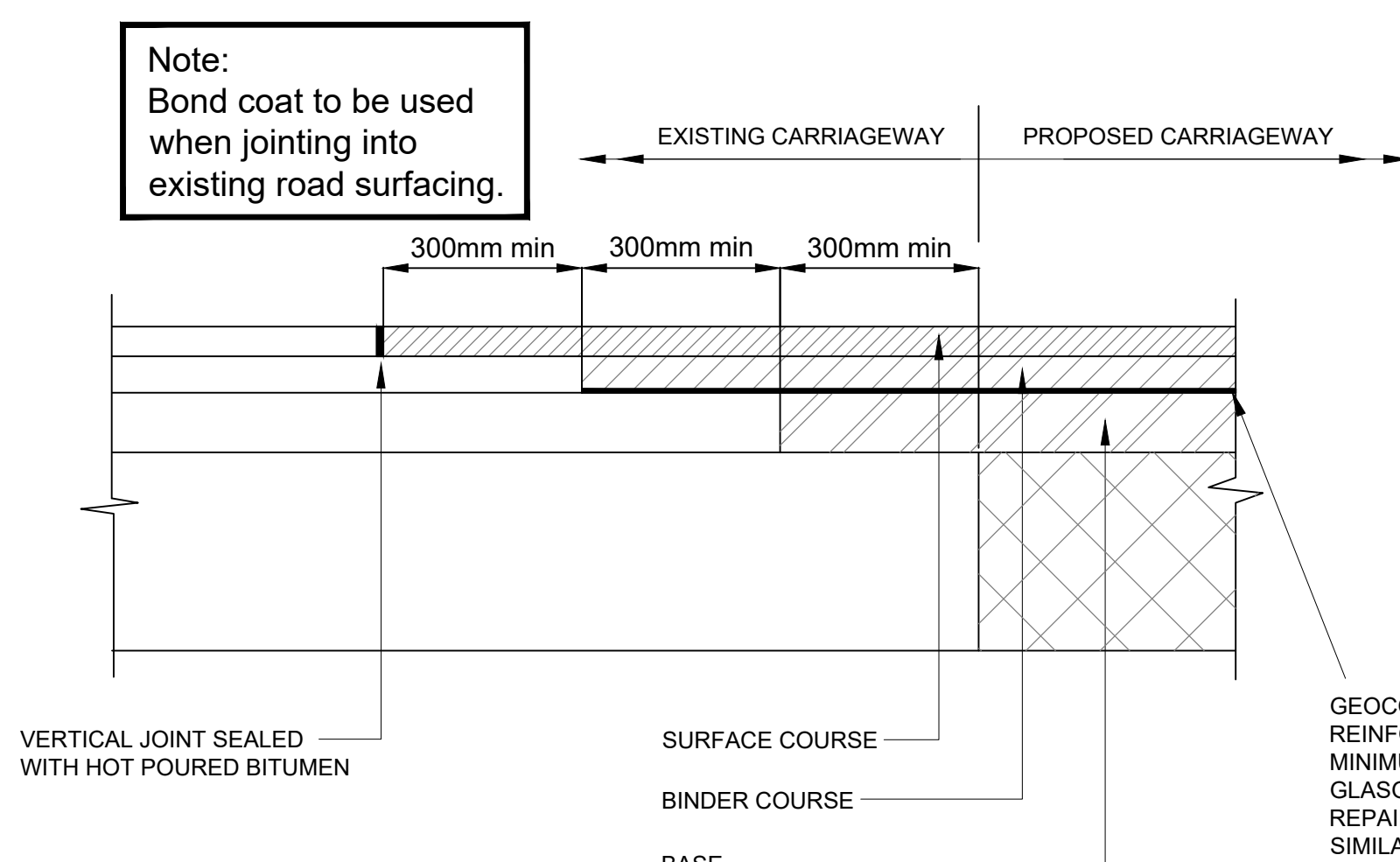


TACTILE PAVING PLAN



HIGHWAY GULLY

SCALE 1:20



JOINTING INTO EXISTING ROAD SURFACING

Notes

1. All dimensions are in millimeters unless otherwise shown
2. All works to be in accordance with Manchester City Council's Roadside Residential Roads Specification & Standard Details, and as agreed with a Council's representative.
3. The final thickness of sub-base materials required shall be determined by on site tests to the approval of the Engineer Soft spot repairs and unsatisfactory sub-grade materials shall be excavated and replaced with selected filling Type 1 material to formation level
4. Bitumen Materials shall comply with BS EN 13108-1
5. Where possible with the constraints of technical performance, recycled materials to be used, i.e recycled Type 1 sub-base, recycled macadam base course.
6. CBR's to be carried out to Salford City Council's specification prior to capping/sub-base construction.
7. Frost susceptible sub-grades must have at least 450mm of non-frost susceptible cover.
8. All adoptable highway works are to be carried out to the satisfaction of the Local Authority Highway Inspector.
9. All adoptable highway formation levels are to be Local Authority Approval. Contractor is to carry out CBR tests of proposed formation and sub-base.

Design based on Layout:
Williams Road, Gorton.
Proposed Site Plan, Dwg No.4402/101
Rev: A

Grid/Level datum based on Topo:
Williams Road, Gorton.
Topographical Survey,
Dwg No. RBS - 18/1178/001
Rev: B

TENDER



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Park Ho
Handpiper Co
Business P
Ches
CH4 9

Client

MANGROVE ESTATES LTD

Project CHATSWORTH MILL,
WILLIAMS ROAD, GORTON

S278 Highway Construction Details

DRAWING NUMBER 7588 / 04	SCALE at A0		1:100
	DATE	23.12.21	REVIS A
	DRAWN	LW	
	CHECKED	AJ	