

DO NOT SCALE



ALIGNMENT ROAD1								
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	ARC LENGTH	TANL
JP1-1	0.000	388151.858	396186.426	10.000	197.24258	32.57125	5.685	2.921
TP1-1a	2.063	388151.246	396184.456		197.24258			
IP1-1		388150.380	396181.666					
TP1-1b	7.748	388151.153	396178.849					
CP1-1	10.000	388151.748	396176.676					
CP1-2	20.000	388154.392	396167.032					
CP1-3	30.000	388157.035	396157.388					
CP1-4	40.000	388159.679	396147.744					
CP1-5	50.000	388162.322	396138.099					
CP1-6	60.000	388164.966	396128.455					
CP1-7	70.000	388167.609	396118.811	40.000		1.88703	1.317	0.659
CP1-8	80.000	388170.253	396109.167					
TP1-2a	87.808	388172.317	396101.636		164.67134			
IP1-2		388172.491	396101.001					
TP1-2b	89.126	388172.686	396100.371		162.78431			
CP1-9	90.000	388172.945	396099.536					
CP1-10	100.000	388175.905	396089.984					
CP1-11	110.000	388178.864	396080.432					
CP1-12	120.000	388181.824	396070.880					
CP1-13	130.000	388184.784	396061.328					
EP1-1	130.268	388184.863	396061.072		162.78431			

JUNCTION DETAILS : ROAD1 - EXCHAN LH Side					JUNCTION DETAILS : ROAD1 - EXCHAN RH Side				
Curve 1	E	N	Level	Radius	Curve 2	E	N	Level	Radius
Centre O1 :	388158.440	396179.687		4.500	Centre O2 :	388142.121	396183.163		6.000
Start TP1:	388159.769	396183.986	63.808		Start TP3:	388143.940	396188.881	63.772	
End TP2:	388154.101	396178.497	63.667		End TP4:	388148.097	396182.627	63.697	



Notes

- This drawing is to be read in conjunction with all relevant approved Architects/Planning/Designers drawings and details.
- Setting out shall be undertaken using only the information given. Distances should not be scaled from this drawing.
- It is the responsibility of the Contractor to verify all information given with regards to existing services and drainage connections etc. prior to commencing the works. The rates shall include for hand dig around services where necessary. The Contractor shall adhere to the CDM Regulations at all times
- The Contractor shall comply with the following:-
 - All operations should be carried out in accordance with the General Health and Safety Policy of the Developer as required by Sections 2 of the Health and Safety at Work Act 1974 and in particular the Construction (General Provisions) Regulations.
 - The Local Authority and service companies are to be notified prior to commencement of work on site.
 - Prior to construction the actual positions and depths of services likely to be affected by the works should be established by means of hand dig in close liaison with the service companies. The Contractor shall immediately advise the Adopting Engineer of any services exposed which may affect the design.
 - All operatives working on the highway must have street works accreditation. Which must be first checked and approved by the Highways Authority before any works are commenced.
- The Contractor and/or Developer are entirely responsible for compliance with the Health and Safety at Work Act. He shall be specifically responsible for all temporary works and for the stability of the affected land and structures.
- CBR values to be determined on site with the Highways Authority at the time of construction and CBR testing carried out as necessary by an independent UKAS laboratory.
- The Contractor shall check all road and pavement levels before commencing the permanent adoptable works. The Adopting Engineer shall be informed immediately if any levels do not tie-in or will lead to areas of standing water. If this occurs the Developer will have to correct such problems, at his own cost, after first agreeing the necessary remedial measures required with the Adopting Engineer.
- No limestone aggregate to be permitted in any wearing courses whether permanent wearing course or temporary.
- All materials to be kite marked where applicable.
- All final wearing courses must only be laid once construction operations on site have been completed. All permanent kerbing shall not be installed until the final wearing course is ready for laying and all permanent kerb lines must first be approved by the Adopting Engineer accordingly. All delivery tickets will be provided for all wearing course material laid.
- The final thickness of sub-base materials required shall be determined by on site tests to the approval of the Engineer. Soft spots below formation and unsatisfactory sub-grade materials shall be excavated and replaced with selected fill Type 1 material to formation level.
- Bitumen Materials shall comply with BS EN 13108-1
- Hot bond coat to be applied between flexible carriageway layers and joints over band.
- Minimum 500mm carriageway construction for non frost susceptible protection.
- Refer to Coopers Drawing No. 7588 / 04 for highway construction details.

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

A	05.05.22	Layout updated	LW	AJ
Rev.	Date	Revision	By	Appd.
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Client				
MANGROVE ESTATES LTD				
Project				
CHATSWORTH MILL, WILLIAMS ROAD, GORTON.				
Title				
Highway Setting Out				
DRAWING NUMBER		SCALE at A1 1:250		
7588 / 03		DATE	23.12.21	REVISION
		DRAWN	LW	A
		CHECKED	AJ	