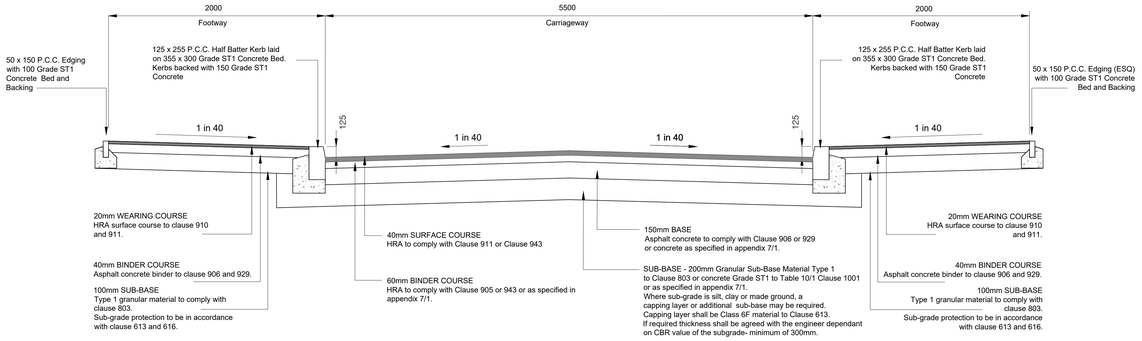
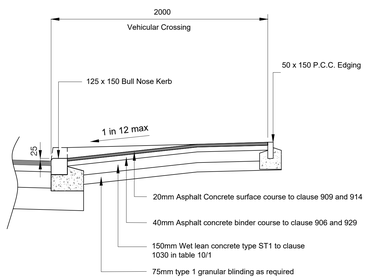
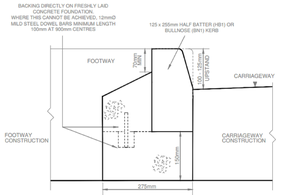
DO NOT SCALE



TYPICAL RESIDENTIAL ROAD CONSTRUCTION
SCALE 1:20



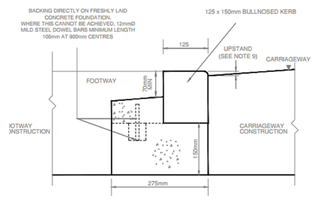
VEHICLE CROSSING DETAIL
SCALE 1:20



NOTES:

1. CONCRETE BEDDING AND BACKING SHALL BE TYPE ST1 TO CLAUSE 2602 TABLE 26 / 1
2. KERBS SHALL COMPLY WITH BS EN 1340: 2003
3. CEMENT SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 197-1
4. JOINTS TO KERBS SHALL BE POINTED WITH CLASS (iii) MORTAR TO CLAUSE 2404
5. CUT LENGTHS OF KERB ARE TO BE CUT USING A DISC CUTTER MIN. LENGTH 450mm
6. IN THE CASE OF NEW CARRIAGEWAY CONSTRUCTION THE SUB-BASE LAYER IS EXTENDED 300mm BEYOND THE BACK OF KERB FOUNDATION THE CONTRACTOR SHALL ALLOW FOR FILLING 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 MEASURED SEPERATELY
8. KERBS LAID IN EXISTING CARRIAGEWAY FORMATION - INFILL OF OVERBREAK IN FRONT OF KERB WITH CONCRETE TYPE ST2 TO BINDER COURSE FINISH LEVEL AND RESURFACE CHANNEL STRIP 300mm WIDE AS REQUIRED

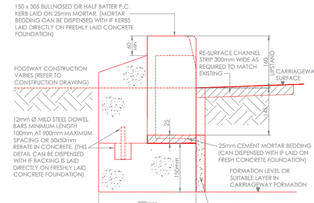
Standard Detail K1
New Kerb with 125mm Upstand



NOTES:

1. CONCRETE BEDDING AND BACKING SHALL BE TYPE ST1 TO CLAUSE 2602 TABLE 26 / 1
2. KERBS SHALL COMPLY WITH BS EN 1340: 2003
3. CEMENT SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 197-1
4. JOINTS TO KERBS SHALL BE POINTED WITH CLASS (iii) MORTAR TO CLAUSE 2404
5. CUT LENGTHS OF KERB ARE TO BE CUT USING A DISC CUTTER MIN. LENGTH 450mm
6. IN THE CASE OF NEW CARRIAGEWAY CONSTRUCTION THE SUB-BASE LAYER IS EXTENDED 300mm BEYOND THE BACK OF KERB FOUNDATION THE CONTRACTOR SHALL ALLOW FOR FILLING 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 MEASURED SEPERATELY
8. KERBS LAID IN EXISTING CARRIAGEWAY FORMATION - RATE TO INCLUDE INFILL OF OVERBREAK IN FRONT OF KERB WITH CONCRETE TYPE ST1 TO BINDER COURSE FINISH LEVEL AND RESURFACE CHANNEL STRIP 300mm WIDE AS REQUIRED
9. KERB UPSTAND TO BE @ MAX. 6mm FOR PEDESTRIAN CYCLEWAY CROSSING AND @ 25mm MAX. FOR VEHICULAR CORSSINGS

Standard Detail K2
Drop Kerb

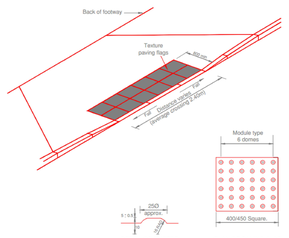


NOTES:

1. CONCRETE BEDDING AND BACKING SHALL BE ST1 CONCRETE CLAUSE 2602 TABLE 26/1..
2. KERBS SHALL COMPLYWITH BS EN 1340.
3. CEMENT SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 197-1.
4. JOINTS TO KERBS SHALL BE POINTED WITH CLASS (iii) MORTAR TO CLAUSE 2404.
5. CUT LENGTHS OF KERB ARE TO BE CUT USING A DISC CUTTER MIN. LENGTH 450mm.
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 FILLING 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 WITHIN THE KERBING WORKS..
8. KERBS LAID IN EXISTING CARRIAGEWAY FORMATION - RATE TO INCLUDE INFILL OF OVERBREAK IN FRONT OF KERB WITH CONCRETE TYPE ST1 TO BINDER COURSE FINISH LEVEL.



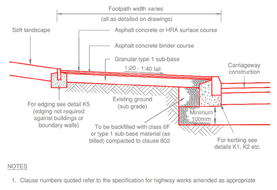
Standard Detail K23
Transition Kerb 150 x 305 (Cut to Suit)



NOTES

1. All dimensions are in millimetres
2. Tactile pavings slabs are to be as department of transport circular 1/91, DD CEN/TS 15209:2008 and shall be coloured buff 400/450mm.
3. Coloured buff 400/450mm flags can be used.
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
5. Crossfall over width of footway at crossing ideally be 1:20, with a maximum gradient of 1:12 (Ref detail F5)
6. Kerb upstand should be maximum of 6mm tolerance
7. Layout of crossing depends on highways layout
8. Tactile paving to be laid on 40mm 4:1 sand/cement mortar
9. Adequate fall to be provided on carriageway to prevent standing water at crossing

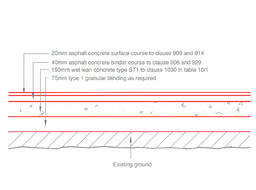
Standard Detail F1
Uncontrolled Pedestrian Crossing



NOTES

1. Clause numbers 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 kg/m (where specified)
5. Binder course asphalt concrete to comply with clause 906 and 929
6. Sub-base type 1 granular material to comply with clause 803
7. Sub-grade protection to be in accordance with clause 613 and 616
8. In case of footways adjacent to building frontages, attention should be paid to the building's 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 footway should ideally be no higher than the original. If an increase in the level is proposed consideration shall be given to the impossible impact on the building's DPC, alternative or additional DPC treatments may need to be agreed with the building owner

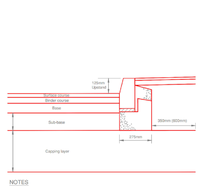
Standard Detail F1
Flexible Footway Construction



NOTES

1. For kerb detail see standard detail K2, K4 and F5
2. Clause members relate to department of transport specification for highway works amended as appropriate

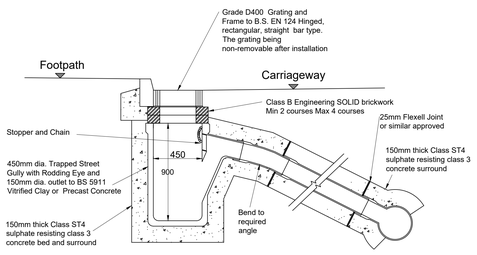
Standard Detail F2
Flexible Footway Construction (Domestic Vehicular Crossing)



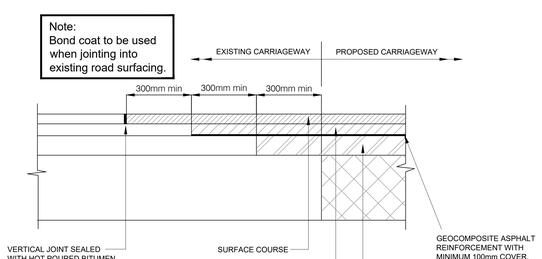
NOTES

1. For layer thicknesses see appendix 7/1
2. Surface course shall be a layer of asphalt concrete to comply with Clause 912, HRA to comply with Clause 911 or Clause 943 thin surface course to comply with CI 942 or as specified in appendix 7/1
3. Binder course shall be a layer of asphalt concrete to comply with Clause 906 or 929 or HRA to comply with Clause 905 or 943 or as specified in appendix 7/1
4. Base shall be a layer of asphalt concrete to comply with Clause 906 or 929 or concrete as specified in appendix 7/1
5. Sub base can be a layer of Type 1 granular to Clause 803 or concrete Grade ST1 to Table 10/1 Clause 1001 or as specified in appendix 7/1
6. Bituminous materials shall be laid in accordance BS EN 13925-1
7. Capping layer shall be Class 6F 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.

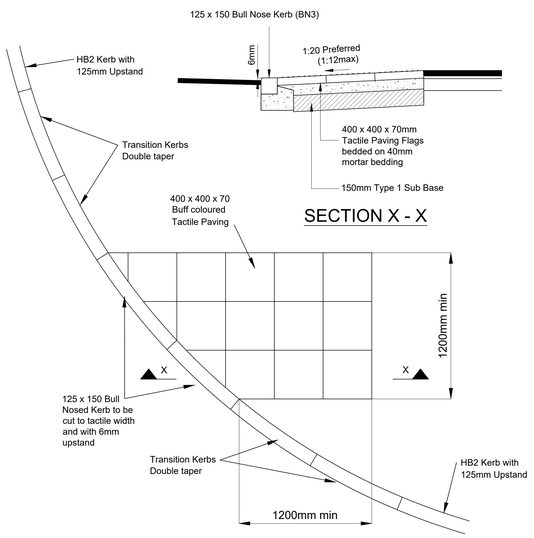
Standard Detail C1
Flexible Carriageway Construction



HIGHWAY GULLY
SCALE 1:20



JOINTING INTO EXISTING ROAD SURFACING
SCALE 1:10



SECTION X - X

TACTILE PAVING PLAN

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Notes

1. All dimensions are in millimeters unless otherwise shown
2. All works to be in accordance with Manchester City Council's 'Adoptable 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 spots below formation 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 contraints of technical performance, recyled materials to be used, i.e recycled Type 1 sub base, recycled macadam base course.
6. CBR's to be carried out to Manchester City Council's specification prior to capping/sub-base construction.
7. Refer to drawing 8755 / 03 for location of cross sections.
8. Frost susceptible sub-grades must have at least 450mm of non-frost susceptible cover.
9. All adoptable highway works are to be carried out to the satisfaction of the Local Authority Highways Inspector.
10. All adoptable highway formation levels are to be to Local Authority Approval. Contractor is to carry out CBR tests of proposed formation prior to commencement.

TENDER

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Email: admin@cooperassociates.co.uk
Web: http://coopers.co.uk

Client
WAINHOMES NORTH WEST

Project
Middleton Road,
Crumpsall, Manchester

Title
Highway Construction Details

DRAWING NUMBER	SCALE at A0	NTS	
8755 / 05	DATE	27.05.26	REVISION
	DRAWN	PW	-
	CHECKED	AJ	