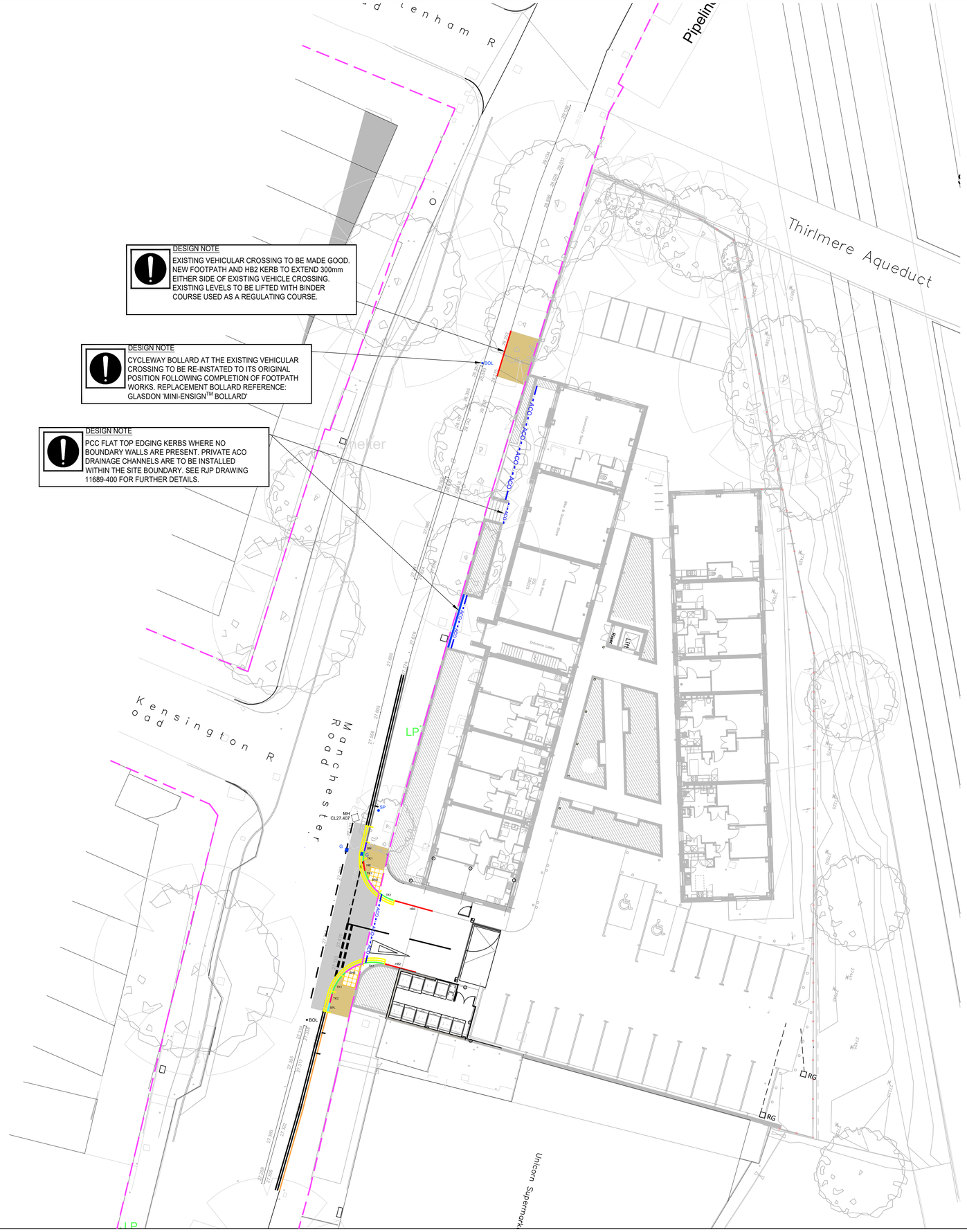
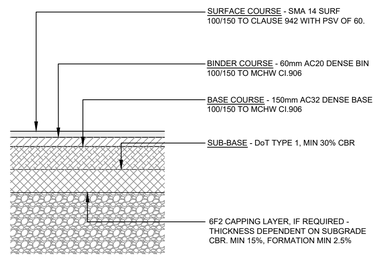
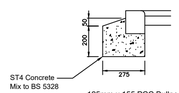




Proposed Adoptable Entrance Construction
(SCALE 1:20)





Proposed Kerb Details
(SCALE 1:20)

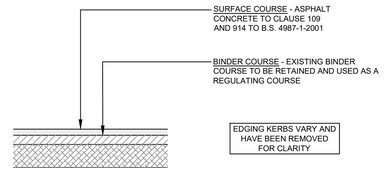
Key:-

- Indicates area of adoptable entrance / cycleway
- Indicates area of adoptable footpath
- New 50mm x 150mm PCC Flat Top Edging kerb (EF)
- New 125mm x 255mm PCC Half Battered kerb (HB2)
- New 225mm x 150mm PCC Transition kerb (HB2 to BN3 radius taper - TK1)
- New 125mm x 255mm PCC Transition kerb (HB2 to Splay - TK2)
- New 125mm x 150mm PCC Bullnosed kerb (BN3 radius)
- New 125mm x 150mm PCC Bullnosed kerb (BN3 straight)
- New 125mm x 150mm PCC Splay Straight kerb (SPL)
- Existing Splay kerb
- Existing Drop kerb
- Existing Highway Boundary
- G New Road Gully
- BOL Existing Cycleway Bollard
- BOL New Cycleway Bollard
- SP New Sign Post
- ACO New Aco drainage channel within private ownership area

NOTE!
WHEN THE SUB-GRADE IS PARTICULARLY WEAK, THE CAPPING THICKNESS MAY BE INCREASED OR IF THE FORMATION IS IN POORLY DRAINED COHESIVE SOIL, A FABRIC FILTER SHEET MAY BE PLACED ON THE FORMATION PRIOR TO PLACING THE INITIAL LAYER OF CAPPING MATERIAL. THE MINIMUM DEPTH OF CARRIAGEWAY CONSTRUCTION SHOULD BE 450mm TO ALLOW FOR FROST PROTECTION.

NOTE!
CARRIAGEWAY CONSTRUCTION LAYERS SHOULD BE LAID AND COMPACTED IN LAYERS NO GREATER THAN 100mm THICK

NOTE!
NUCLEAR DENSITY TESTING OR EQUIVALENT IS REQUIRED ONCE ROAD BASE AND BINDER LEVELS HAVE BEEN EXPOSED. MINIMUM ACCEPTABLE COMPACTION RESULTS ON EACH LAYER SHOULD BE 93%.



Proposed Footpath Details
(SCALE 1:20)

Unbound Material Construction Depths based on CBR% Values

CBR Value Mpa/%	Sub base on Capping: Capping Layer 6F2/6F5 (Cls 613) mm	Sub base on Capping: Unbound Sub base Type 1 (Cls 803) mm	Total Thickness mm	Sub base only: Unbound Sub base Type 1 (Cls 803) mm
30/2.5	420	250	670	420
35/3	380	230	610	360
40/4	340	220	560	330
50/5	250	200	450	270
55/6	240	180	420	260
60/7	230	170	400	250
65/8	220	160	380	240
70/9	210	150	360	230
75/10	200	150	350	220
80/11	190	150	340	220
85/12	180	150	330	220
90/13	170	150	320	210
95/14	160	150	310	210
100/15	150	150	300	200
-/15+	150	150	300	200

CBR % Values of less than 2.5% the Developer needs to propose remedial actions

GENERAL

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, DRAINAGE AND SERVICES ENGINEERS DRAWINGS, AND WITH THE PROJECT SPECIFICATION.

2 WHERE WORK RELATES TO OR ADJOINS EXISTING BUILDINGS OR STRUCTURES, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

SITE PREPARATION

1. TOPSOIL, TREES AND SHRUBS TO BE REMOVED AND LEVELS REDUCED AS REQUIRED. EXISTING SLABS, FOUNDATIONS AND SUBSTRUCTURES TO BE BROKEN OUT WHERE NECESSARY.

2. FORMATIONS FOR GROUND BEARING SLABS TO BE PROOF ROLLED AND AREAS OF SOFT OR UNSUITABLE MATERIAL TO BE REPLACED WITH COMPACTED HARDCORE.

3. HARDCORE TO BE WELL GRADED GRANULAR MATERIAL NOT EXCEEDING 75mm, PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 150mm AND BLINDED WITH FINES.

Contractor/Client should note the existence of existing buried sewers in this area of the site. Before work commences the Contractor must undertake a risk assessment and provide method statements for working in this area in accordance with the HSE and power suppliers guidelines to satisfaction of the planning supervisor. Any services which are to be re-located due to the proposed road widening works are to be undertaken by the relevant bodies.

The extent of highway remediation and tying in to be agreed on site as part of each pre-commencement meeting for each stage of the S278 works. undertaken by the relevant bodies.

RJP DRAWING REFERENCES

- SEE 11689-406 FOR PROPOSED JUNCTION DETAILS
- SEE 11689-407 FOR VEHICLE TRACKING (ENTERING SITE)
- SEE 11689-408 FOR VEHICLE TRACKING (EXITING SITE)
- SEE 11689-409 FOR SITE CLEARANCE DETAILS
- SEE 11689-410 FOR VISIBILITY SPLAY

Rev	Details	Drawn By	Ckd/App By	Date
A	ISSUED FOR CONSTRUCTION	LR	KLH	03.10.25
P6	GATE POSITION AT SITE ENTRANCE UPDATED	LR	KLH	03.09.25
P5	ACO CHANNEL LINE TYPE SCALE AMENDED	LR	KLH	11.07.25
P4	KERBS AND SURFACING UPDATED	LR	KLH	04.07.25
P3	REVISED IN ACCORDANCE WITH HIGHWAYS COMMENTS	LR	KLH	23.05.25
P2	REVISED IN ACCORDANCE WITH CLIENT COMMENTS	JL		16.07.24
P1	ISSUED FOR APPROVAL	JL		04.07.24

Client:
CADDICK CONSTRUCTION

Project:
CHORLTON BATHS
MANCHESTER ROAD
CHORLTON

Title:
PROPOSED RESURFACING & KERBING LAYOUT

Issued For:
CONSTRUCTION

Reid Jones partnership
Consulting Civil & Structural Engineers
9 Orrell Road, Orrell, Wigan, WN5 8EY. Tel 01942 216006
3 Cross Street, Preston, PR1 3LT. Tel 01772 498007
E-mail enq@reidjonespartnership.co.uk
Web address www.reidjonespartnership.co.uk

Scale: 1:200 @ (A1)

Project No:	Drawing No:	Issue:
11689	405	A

DO NOT SCALE - USE FIGURED DIMENSIONS ONLY.
This drawing is confidential and is the property of Reid Jones Partnership. It must not be disclosed to any third party, copied or lent without prior written consent. The contractor is to check all dimensions on site prior to commencement of works.
ISO 9001 : 2015 REGISTERED QUALITY MANAGEMENT