

KEY

- SECTION 278 BOUNDARY
- BITMAC FOOTWAY CONSTRUCTION
  20mm AC 6 DENSE SURFACE 100/150
  50mm THICK AC20 DENSE BINDER
  100/150 Rec 150mm GRANULAR TYPE 1 SUB-BASE TO CLAUSE 803
- BITMAC FOOTWAY OVERLAY CONSTRUCTION
  20mm AC 6 DENSE SURFACE 100/150
  50mm THICK AC20 DENSE BINDER
- PROPOSED CARRIAGEWAY CONSTRUCTION
  40mm SMA10 Surf 40/60, PSV 65 AAV 16
  60mm AC20 Dense Bin 100/150 rec
  150mm AC32 Dense Base 100/150 rec
  The carriageway subbase shall be constructed:
  - wholly of Type 1 MOT, or a combination of Type 1 MOT with a 6F2 or 6F5 capping layer to MCHW CC 201.
  - The material thickness shall be determined by on_site formation CBR testing, where the minimum acceptable formation CBR value is 2.5%. Where the result is <2.5%, the Principal Contractor shall liaise with the MCC Highway Engineer to agree an appropriate ground remediation strategy. Following remediation works, the formation shall be retested to confirm compliance.
  - The table below identifies the required subbase and/or capping layer thicknesses based on the confirmed formation CBR value.
- TACTILE PAVING
  70MM THICK, 400MM X 400MM BUFF BLISTER TACTILE FLAG
  50MM THICK 4:1 SAND / CEMENT MORTAR (12 HOUR RETARDED)
  150MM THICK ST2 WET LEAN CONCRETE
  75MM THICK TYPE 1 BLINDING
- CARRIAGEWAY TIE-IN DETAIL
- K1 HALF BATTER PCC KERB 125mm KERBFACE TO MANCHESTER STANDARD DETAIL K1 Rev B
- K2 BULLNOSE DROPPED PCC KERB 6mm KERBFACE TO MANCHESTER STANDARD DETAIL K2 Rev B
- TRANSITION KERB FROM HALF BATTER TO BULLNOSE
- K3 EDGING, REFER TO DETAIL BELOW
- KERB REINSTATEMENT DETAIL
  50mm AC14 SMA PMB TO BE EN 13018-1
  CONCRETE BED FOR KERBING TO BE EXTENDED
- EG EXITING GULLY TO BE CLEANED AND PROVED

Unbound Material Construction Depths based on CBR% Values

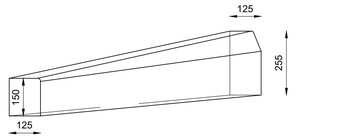
CBR Value Mpa/%	Capping Layer 6F2/5F5 (Cls 613) mm	Sub base on Capping Unbound Sub base Type 1 (Cls 803) mm	Total Thickness mm	Sub-base only Unbound Sub base Type 1 (Cls 803) mm
30/2.5	420	250	670	420
15/3	380	230	610	380
80/4	340	220	560	330
50/5	350	200	450	270
15/6	240	180	420	260
60/7	230	170	400	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	230
95/14	160	150	310	230
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

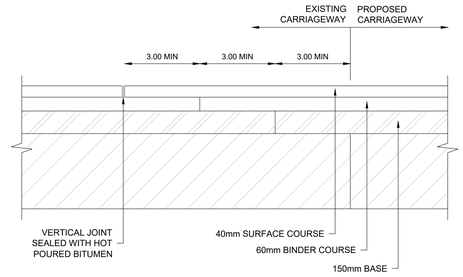
Minimum depth of Carriageway construction should be 450mm for frost protection

DMRB CD 225 2020 Figure 3.20

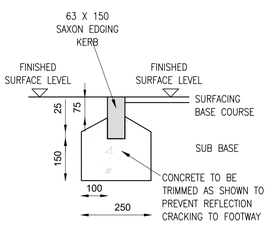
DMRB CD 225 2020 Figure 3.18



K3 - DROP KERB HB TO BN DETAIL
SCALE 1:10



CARRIAGEWAY TIE-IN CONSTRUCTION
SCALE 1:10



K3: EDGING KERB FLUSH DETAIL

1:200 0 5m 10m 15m 20m

1:1 0 10 20 30 40 50 60 70 80 90 100

GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ALL DETAILS AND DIMENSIONS ARE TO BE CHECKED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER.
3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE TOPOGRAPHICAL SURVEY AND UNDERTAKING ADDITIONAL SURVEYS FOR VALIDATION PURPOSES.
5. ALL WORKS TO BE AGREED AND APPROVED BY THE LOCAL AUTHORITY PRIOR TO COMMENCING ON SITE.
6. ANY DAMAGE TO THE EXISTING HIGHWAY DURING CONSTRUCTION TO BE MADE GOOD BY CONTRACTOR.
7. HIGHWAY BOUNDARY EXTENTS TO BE CONFIRMED BY MCC COUNCIL.
8. ROAD SAFETY AUDITED WILL BE REQUIRED TO ASSESS THE PROPOSED WORKS.
9. ALL WORKS PROPOSED TO EXISTING HIGHWAY WILL BE SUBJECT TO A SECTION 278 AGREEMENT WITH OLDHAM COUNCIL AND NO WORKS SHALL START UNTIL FULL TECHNICAL APPROVAL HAS BEEN GRANTED.
10. REFER TO TSRGD 2016 FOR DIAG NUMBERS
11. ALL NEW TRAFFIC SIGNPOSTS TO BE INSTALLED AS PER SPECIFICATION SHOWN ON CURRENT MCC STANDARD DETAILS AND CURRENT MCC SPECIFICATION DOCUMENT DEVELOPMENT STANDARD SPECIFICATION FOR STREET LIGHTING WORKS.
12. ALL NEW TRAFFIC SIGNS TO BE INSTALLED IN LINE WITH CURRENT TSRGD AND DFT TRAFFIC SIGN MANUALS AND MOUNTED WITH MINIMUM HEAD CLEARANCE OF 2.4M
13. NEW TRAFFIC REGULATION ORDERS (TROS) ELEMENTS SHOWN ON THIS PLAN ARE SUBJECT TO CHANGE DEPENDING ON THE OUTCOME OF THE TRO PROCESS. THE CONTRACTOR MUST VERIFY WITH THE MCC ENGINEER THE REQUIREMENTS AND EXTENTS OF TRO ELEMENTS PRIOR TO THEM BEING INSTALLED

- CBR TESTING IS REQUIRED ON TOP OF THE CAPPING LAYER WITH MINIMUM ACCEPTABLE RESULT OF 15% AND TOP OF TYPE 1 MOT LAYER WITH MINIMUM ACCEPTABLE RESULT OF 30%
- NDT TESTING IS REQUIRED ON TOP OF ROAD BASE AC32 LAYER AND ROAD BINDER AC20 LAYER WITH MINIMUM ACCEPTABLE VOID RATIO OF 93%.
- CAPPING, MOT AND ROAD BINDER LAYERS TO LAID IN LIFTS NO GREATER THAT 100MM THICK TO ENSURE ADEQUATE MATERIAL COMPACTION.

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Status: SUITABLE FOR INTERNAL REVIEW / COMMENT — S3

Project: WYTHENSHAWE ALPHA

Drg Title: SECTION 278 CONSTRUCTION DETAILS

Drawn By	Designed By	Checked By
KS	HS	HS
	Date: 07/07/26	Scales @ A1: 1:200

Project No - Originator - Function - Spatial - Form - Discipline - Number: 88423 - CUR - XX - XX - D - C - 95002

Revision: P01

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