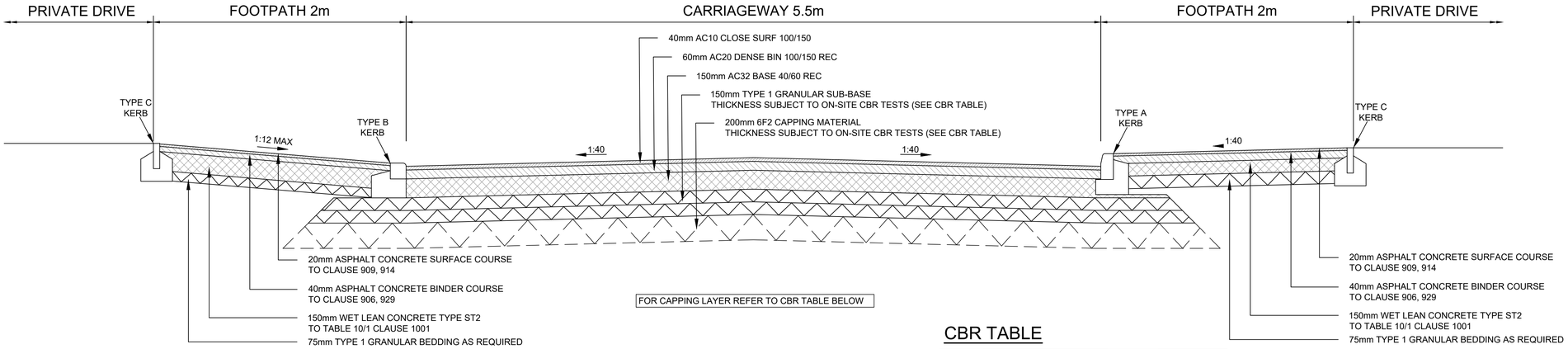


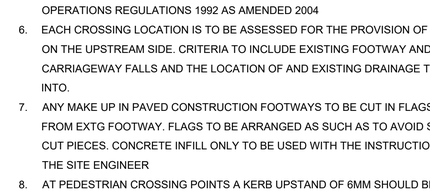
ADOPTABLE VEHICLE CROSSING CONSTRUCTION
SCALE 1:20

KERB TYPES:

DL1: 125 X 255/150 AS PER BS EN 1340
DR1: 125 X 255/150 AS PER BS EN 1340
K2: 150 X 125 BN AS PER BS EN 1340

* INDICATES LENGTH OF DROPPER MAY BE INCREASED TO ACCOMODATE STEEP FOOTPATH FALLS

ADOPTABLE ROAD CONSTRUCTION
SCALE 1:20



EXISTING KERB TO BE TAKEN UP, CUT AND RE-BEDDED TO ALLOW FOR NEW DROP KERB. NO KERBS TO BE CUT TO LESS THAN 1/3 OF THEIR ORIGNAL LENGH OR 300mm IN LENGTH

PLAN

ELEVATION

SECTION A-A

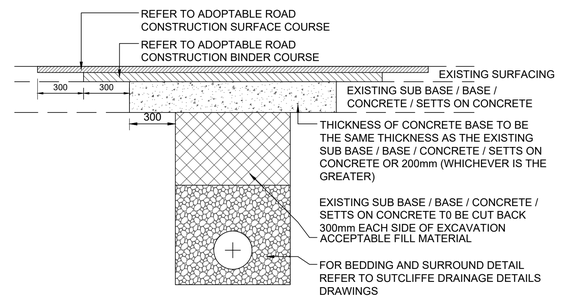
1. TACTILE PAVING SURFACES TO BE LAID IN ACCORDANCE WITH DETR PUBLICATION. 'GUIDANCE ON THE USE OF TACTILE PAVING SURFACES' PUBLISHED 1999'
2. ANY MAKE UP IN PAVED CONSTRUCTION TO BE IN CUT FLAGS SAVED FROM EXISTING FOOTWAY. CONCRETE INFILL ONLY TO BE USED WITH THE INSTRUCTION OF OVERSEEING ORGANISATIONS REPRESENTATIVE ON SITE.
3. BLISTERS ON TACTILE UNITS MUST ALIGN IN DIRECTION WITH BLISTERS ON PAVIOURS ON OPPOSITE SIDE OF ROAD AS WELL AS WITH ANY CENTRAL RESERVE OR REFUGE ISLAND UNITS
4. NO KERBS OR PCC PAVING UNITS ARE TO BE CUT TO LESS THAN ONE THIRD OF THEIR ORIGINAL SIZE
5. ALL KERBS TO BE TRANSPORTED AND POSITIONED BY MECHANICAL MEANS AS REQUIRED BY CURRENT LEGISLATION INCLUDING THE MANUAL HANDLING OPERATIONS REGULATIONS 1992 AS AMENDED 2004
6. EACH CROSSING LOCATION IS TO BE ASSESSED FOR THE PROVISION OF A GULLY ON THE UPSTREAM SIDE. CRITERIA TO INCLUDE EXISTING FOOTWAY AND CARRIAGEWAY FALLS AND THE LOCATION OF AND EXISTING DRAINAGE TO TIE INTO.
7. ANY MAKE UP IN PAVED CONSTRUCTION FOOTWAYS TO BE CUT IN FLAGS SAVED FROM EXTG FOOTWAY. FLAGS TO BE ARRANGED AS SUCH AS TO AVOID SMALL CUT PIECES. CONCRETE INFILL ONLY TO BE USED WITH THE INSTRUCTION OF THE SITE ENGINEER
8. AT PEDESTRIAN CROSSING POINTS A KERB UPSTAND OF 6MM SHOULD BE INSTALLED REGARDLESS OF WHETHER OR NOT THE CHANNEL IS DRY.

NON-STANDARD IN LINE UNCONTROLLED PEDESTRIAN DROPPED CROSSING
MANCHESTER CITY COUNCIL STANDARD DETAIL
SCALE 1:50

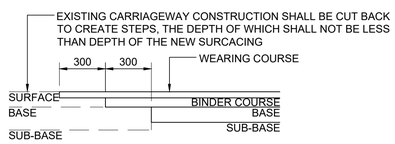
CBR TABLE

CBR	SUB BASE ON CAPPING: CAPPING THICKNESS 6F2/6F5 (CLS.613)	SUB BASE ON CAPPING: SUB BASE TYPE 1	TOTAL THICKNESS	SUB BASE ONLY: SUB BASE TYPE 1 (CLS. 803)
2.5	420MM	250MM	670MM	420MM
3	380MM	230MM	610MM	360MM
4	340MM	220MM	560MM	330MM
5	250MM	200MM	450MM	270MM
6	240MM	180MM	420MM	260MM
7	230MM	170MM	400MM	250MM
8	220MM	160MM	380MM	240MM
9	210MM	150MM	360MM	230MM
10	200MM	150MM	350MM	220MM
11	190MM	150MM	340MM	220MM
12	180MM	150MM	330MM	220MM
13	170MM	150MM	320MM	210MM
14	160MM	150MM	310MM	210MM
15	150MM	150MM	300MM	200MM
15+	150MM	150MM	300MM	200MM

*MINIMUM DEPTH OF CARRIAGEWAY CONSTRUCTION SHOULD BE 450mm FOR FROST PROTECTION



PERMANENT HIGHWAY TRENCH REINSTATEMENT
BACKFILLING TO TRENCH - PIPES AND DUCTS
SCALE 1:20



TRANSITION DETAIL BETWEEN NEW AND EXTG HIGHWAYS
SCALE 1:20

DESIGN CONTINGENCY

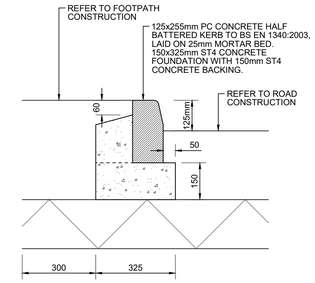
FOR COST PURPOSES THE CONTRACTOR IS TO INCLUDE THE FOLLOWING CONTINGENCY (% OF PRIMARY CIVILS DESIGN COST) AT THE RELEVANT PROJECT STATUS INDICATED ON THE DRAWING.

RIBA STAGE 2 - CONCEPT DESIGN - 25%
RIBA STAGE 3 - SPATIAL COORDINATION - 15%
RIBA STAGE 4 - TECHNICAL DESIGN - 10%
RIBA STAGE 5 - PRODUCTION INFORMATION - 5%

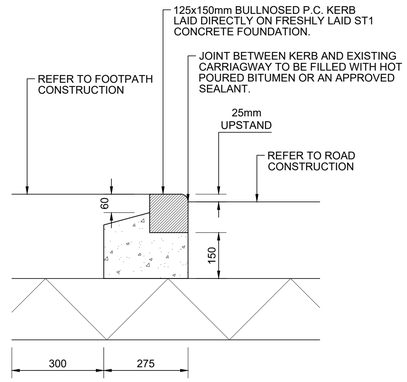
NOTE

CONTRACTOR TO ALLOW FOR ALL THIRD PARTY COSTS ASSOCIATED WITH SECTION 38 APPROVAL PROCESS INCLUDING ROAD SAFETY AUDITS

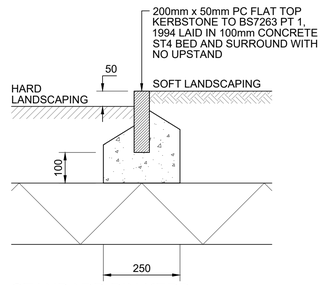
ADOPTABLE FOOTWAY CONSTRUCTION
SCALE 1:20



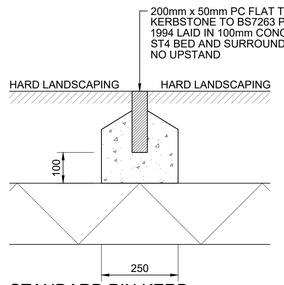
FULL HEIGHT HALF BATTERED KERB
SCALE 1:10



BULLNOSED KERB
SCALE 1:10



STANDARD PIN KERB
AGAINST SOFT LANDSCAPING
SCALE 1:10



STANDARD PIN KERB
AGAINST HARD LANDSCAPING
SCALE 1:10

KERB NOTES:

1. CONCRETE EDGING AND BACKING SHALL BE TYPE ST1 TO CLAUSE 2602 TABLE 26/1
2. KERBS SHALL COMPLY WITH 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 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 CHANNELS WILL BE MEASURED SEPARATELY
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.
9. FOUNDATION DETAIL FOR TAPER KERBS WILL BE AS FOUNDATION FOR 125x150mm AND 125x255mm KERBS.
10. KERB UPSTAND FOR KERB TYPE K2 SHALL BE:
    (i) 0-6mm PEDESTRIAN & CYCLEWAY CROSSINGS
    (ii) 25mm FOR VEHICULAR CROSSINGS
11. KERB TYPE K5 - TOP OF EDGING LAID FLUSH WITH FOOTPATH WHERE USED ON A VEHICULAR CROSSING OR AS DETAILED ON THE DRAWING AND/OR IN THE B OF Q.
11. CLAUSES QUOTED REFER TO THE DEPARTMENT OF TRANSPORT SPECIFICATION FOR HIGHWAY WORKS, AMENDED AS APPROPRIATE
12. ALL DIMENSIONS IN MILLIMETRES

Rev	Description	Date	By	Chkd
P04	AMENDED AS HIGHWAYS COMMENTS	31.07.26	AJB	DS
P03	CBR TABLE UPDATED	27.07.26	KW	DS
P02	KERB SECTION UPDATED	16.06.26	KW	DS
P01	PRELIMINARY ISSUE	10.02.25	KW	DS

Drawing Status
S4 - TECHNICAL DESIGN

Sutcliffe
Structural & Civil Engineering
Geotechnical & Environmental Investigations
Building Surveying
Pre Planning Services
Liverpool Head Office: 0151 227 3155
Manchester Office: 0161 817 5180
North Wales Office: 01978 664 671
London Office: 020 8016 4320
www.sutcliffe.co.uk

Client
MOSSCARE ST.VINCENTS HOUSING

Project
ALDERFORD PARADE
CHEETHAM HILL
MANCHESTER

Drawing Title
SECTION 38
CONSTRUCTION DETAILS

Date	Drawn By	Checked By
JAN '25	KW	DS

Scale at A1	Project Number	Status	Revision
AS SHOWN	33716	S4	P04

Sheet Number
33716-SUT-ZZ-XX-DR-C-6510