DO NOT SCALE



Notes

1. This drawing is to be read in conjunction with all relevant approved Architects/Planning/Designers drawings and details.
2. Setting out shall be undertaken using only the information given. Distances should not be scaled from this drawing.
3. 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
4. The Contractor shall comply with the following:-
   (a) 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.
   (b) The Local Authority and service companies are to be notified prior to commencement of work on site.
   (c) 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.
   (d) 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.
5. 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.
6. 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.
7. 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.
8. No limestone aggregate to be permitted in any wearing courses whether permanent wearing course or temporary.
9. All materials to be kite marked where applicable.
10. 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.
11. 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.
12. Bitumen Materials shall comply with BS EN 13108-1
13. Hot bond coat to be applied between flexible carriageway layers and joints over banded.
14. Minimum 500mm carriageway construction for non frost susceptible protection.
15. Refer to Coopers Drawing No. 8755 / 05 for highway construction details.

PLANNING

ALIGNMENT ROAD1 P1								
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	ARC LENGTH	TANL
JP1P2-1	0.000	383574.911	403022.529		278.82422			
TP1P2-1a	2.470	383572.471	403022.908		278.82422			
IP1P2-1		383569.705	403023.338	40.000		8.00725	5.590	2.800
TP1P2-1b	8.060	383567.025	403024.148		286.83147			
TP1P2-2a	8.259	383566.834	403024.206		286.83147			
IP1P2-2		383559.567	403026.404	82.000		10.57952	15.141	7.592
TP1P2-2b	23.400	383552.828	403029.899		297.41099			
TP1P2-3a	23.718	383552.545	403030.046		297.41099			
IP1P2-3		383539.154	403036.990	120.000		14.33003	30.013	15.085
TP1P2-3b	53.731	383524.460	403040.405		283.08096			
TP1P2-4a	98.060	383481.281	403050.438		283.08096			
IP1P2-4		383467.400	403053.663	125.000		13.00851	28.380	14.251
TP1P2-4b	126.440	383453.149	403053.681		270.07245			
TP1P2-5a	126.468	383453.121	403053.681		270.07245			
IP1P2-5		383443.855	403053.693	20.000		49.71740	17.355	9.266
TP1P2-5b	143.822	383437.855	403046.632		220.35505			
TP1P2-6a	143.992	383437.745	403046.502		220.35505			
IP1P2-6		383432.355	403040.159	20.000		45.19034	15.774	8.323
EP1P2-1	159.767	383424.057	403039.513		265.54538			

JUNCTION DETAILS : ROAD1 P1 - EXCHAN LH Side				
Curve 1		E	N	Level Radius
Centre O1 :		383567.977	403014.858	6.000
Start	TP1:	383573.952	403014.319	76.924
End	TP2:	383569.285	403020.713	76.392

JUNCTION DETAILS : ROAD1 P1 - EXCHAN RH Side				
Curve 2		E	N	Level Radius
Centre O2 :		383570.544	403032.243	6.000
Start	TP3:	383576.417	403031.015	76.051
End	TP4:	383568.995	403026.446	76.376

JUNCTION DETAILS : ROAD 1 P2 - ROAD 1 P2 LH Side				
Curve 1		E	N	Level Radius
Centre O1 :		383392.359	403036.395	6.000
Start	TP1:	383398.339	403036.878	81.048
End	TP2:	383393.642	403042.256	81.032

JUNCTION DETAILS : ROAD 1 P2 - ROAD 1 P2 RH Side				
Curve 2		E	N	Level Radius
Centre O2 :		383410.231	403032.481	6.000
Start	TP3:	383404.251	403031.999	81.226
End	TP4:	383411.515	403038.342	80.734

ALIGNMENT ROAD 1 P2								
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	ARC LENGTH	TANL
CP1-3	00.000	383423.831	403039.415					
TP1-2b	06.247	383417.622	403039.820		282.35257			
CP1-4	10.000	383413.955	403040.623					
CP1-5	20.000	383404.187	403042.762					
CP1-6	30.000	383394.418	403044.901					
CP1-7	40.000	383384.650	403047.041					
CP1-8	50.000	383374.881	403049.180					
CP1-9	60.000	383365.113	403051.319					
CP1-10	70.000	383355.344	403053.458					
TP1-3a	75.528	383349.944	403054.641		282.35257			
IP1-3		383335.415	403057.823	10.000		112.17078	19.577	14.873
CP1-11	80.000	383345.509	403054.605					
CP1-12	90.000	383338.375	403048.199					
TP1-3b	95.105	383337.952	403043.167		170.18179			
CP1-13	100.000	383338.786	403038.344					
CP1-14	110.000	383340.492	403028.490					
CP1-15	120.000	383342.197	403018.637					
CP1-16	130.000	383343.902	403008.783					
TP1-4a	133.396	383344.481	403005.437		170.18179			
IP1-4		383345.843	402997.565	8.750		84.79572	12.950	7.989
CP1-17	140.000	383347.845	402999.935					
TP1-4b	146.346	383353.807	402998.208		85.38607			
CP1-18	150.000	383357.449	402998.502					
CP1-19	160.000	383367.417	402999.306					
CP1-20	170.000	383377.385	403000.110					
CP1-21	180.000	383387.352	403000.915					
TP1-5a	187.844	383395.171	403001.546		85.38607			
IP1-5		383403.893	403002.250	8.750		90.00000	13.744	8.750
CP1-22	190.000	383397.277	403001.981					
CP1-23	200.000	383403.173	403009.385					
TP1-5b	201.589	383403.189	403010.971		355.38607			
CP1-24	210.000	383402.512	403019.355					
CP1-25	220.000	383401.708	403029.323					
CP1-26	230.000	383400.903	403039.290					
JP1-1	234.280	383400.559	403043.556		355.38607			

0 5 10 15 20 25 30 35 40 45 50
SCALEBAR (m)

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Rev.	Date	Revision	By	Appd.
A	04.09.26	Updates to suit latest layout	PW	AJ

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Client
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Project
Middleton Road,
Crumpsall, Manchester

Title
Highway Setting Out
(Phases 1 & 2)

DRAWING NUMBER	SCALE at A1	1:500	
8755 / PL03	DATE	14.07.26	REVISION
	DRAWN	PW	A
	CHECKED	AJ	