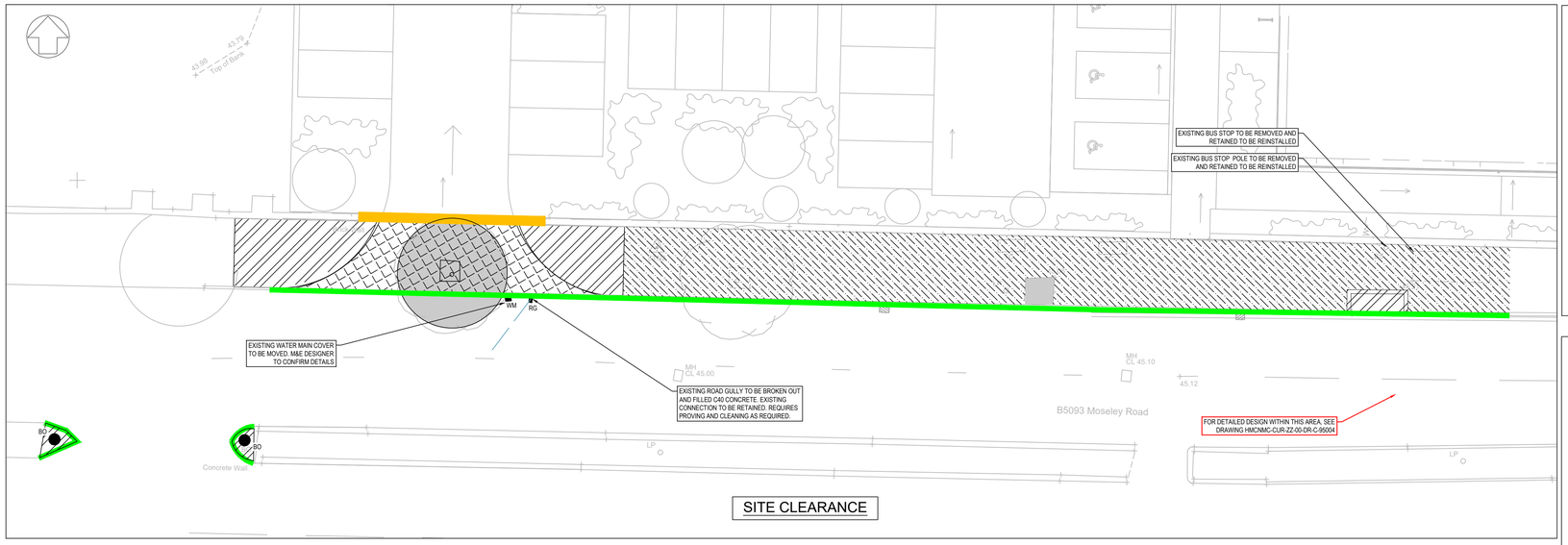
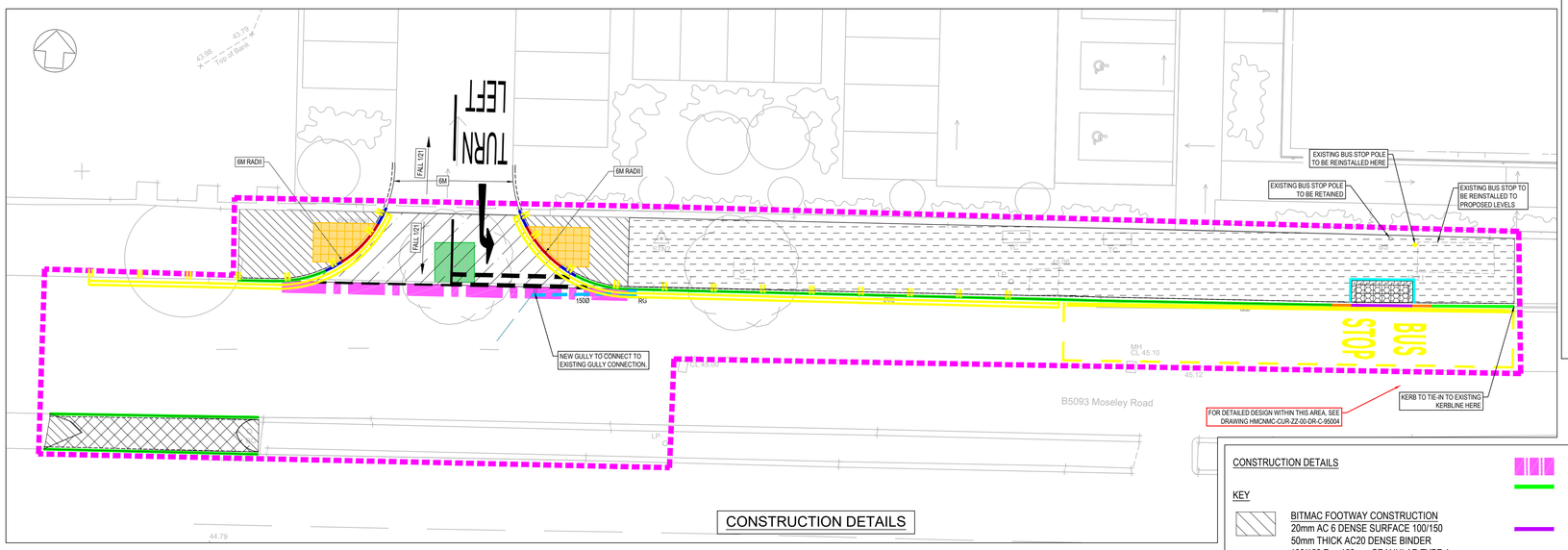
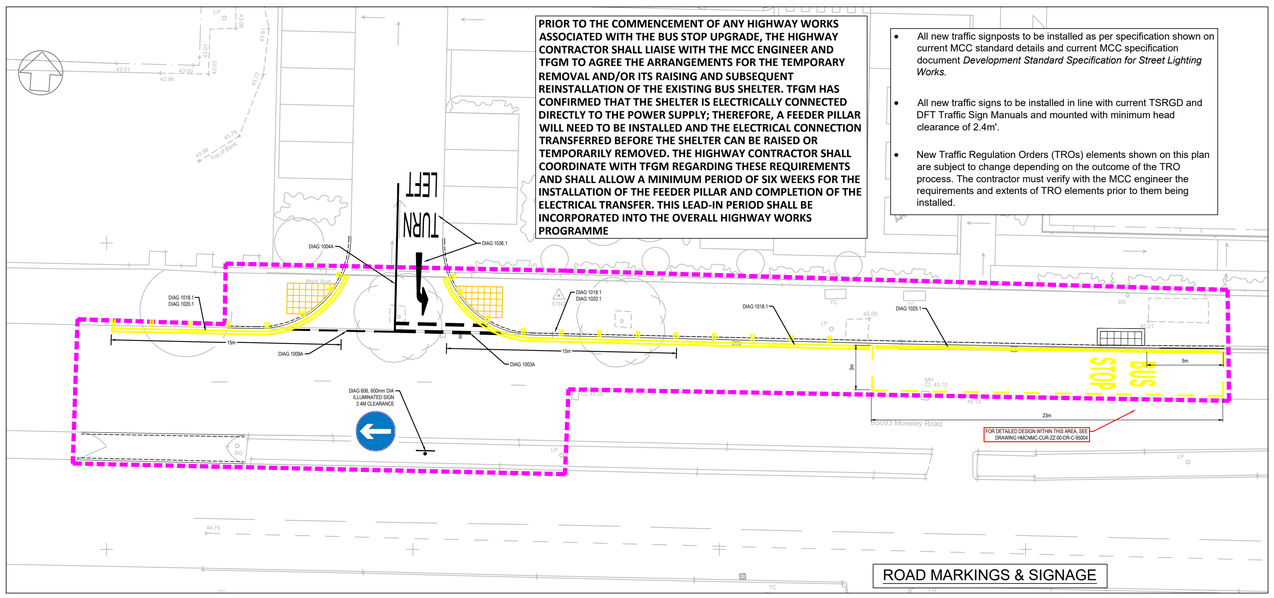


SITE CLEARANCE



CONSTRUCTION DETAILS



PRIOR TO THE COMMENCEMENT OF ANY HIGHWAY WORKS ASSOCIATED WITH THE BUS STOP UPGRADE, THE HIGHWAY CONTRACTOR SHALL LIAISE WITH THE MCC ENGINEER AND TFGM TO AGREE THE ARRANGEMENTS FOR THE TEMPORARY REMOVAL AND/OR ITS RAISING AND SUBSEQUENT REINSTALLATION OF THE EXISTING BUS SHELTER. TFGM HAS CONFIRMED THAT THE SHELTER IS ELECTRICALLY CONNECTED DIRECTLY TO THE POWER SUPPLY; THEREFORE, A FEEDER PILLAR WILL NEED TO BE INSTALLED AND THE ELECTRICAL CONNECTION TRANSFERRED BEFORE THE SHELTER CAN BE RAISED OR TEMPORARILY REMOVED. THE HIGHWAY CONTRACTOR SHALL COORDINATE WITH TFGM REGARDING THESE REQUIREMENTS AND SHALL ALLOW A MINIMUM PERIOD OF SIX WEEKS FOR THE INSTALLATION OF THE FEEDER PILLAR AND COMPLETION OF THE ELECTRICAL TRANSFER. THIS LEAD-IN PERIOD SHALL BE INCORPORATED INTO THE OVERALL HIGHWAY WORKS PROGRAMME

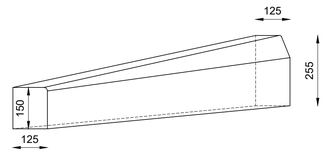
- All new traffic signposts to be installed as per specification shown on current MCC standard details and current MCC specification document *Development Standard Specification for Street Lighting Works.*
- All new traffic signs to be installed in line with current TSRGD and DFT Traffic Sign Manuals and mounted with minimum head clearance of 2.4m'.
- 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.

ROAD MARKINGS & SIGNAGE

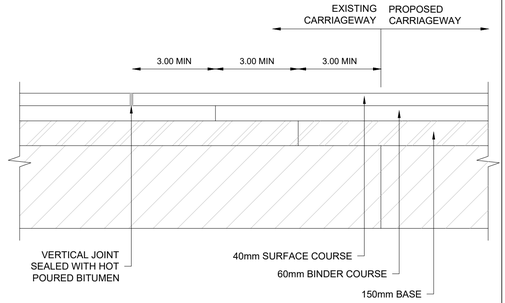
SITE CLEARANCE

KEY

- FOOTWAY TO BE BROKEN OUT TO ACCEPT PROPOSED FOOTWAY CONSTRUCTION
- FOOTWAY TO BE BROKEN OUT TO ACCEPT PROPOSED CARRIAGEWAY CONSTRUCTION
- FOOTWAY TO BE PLANED OUT TO REMOVE SURFACE AND BINDER
- EXISTING KERB AND FOUNDATION TO BE BROKEN OUT
- EXISTING WALL AND FOUNDATION TO BE BROKEN OUT
- BO — EXISTING TRAFFIC BOLLARD TO BE TAKEN UP AND REMOVED
- EXISTING TREE AND TREE PIT TO BE REMOVED
- WM — EXISTING WATER MAIN COVER TO BE MOVED. M&E DESIGNER TO CONFIRM DETALS
- RG — EXISTING ROAD GULLY TO BE BROKE OUT AND FILLED WITH C40 CONCRETE. EXISTING CONNECTION TO BE RETAINED.



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



CARRIAGEWAY TIE-IN CONSTRUCTION
SCALE 1:10

CONSTRUCTION DETAILS

KEY

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 FOOTWAY CONSTRUCTION (OVERLAY)
20mm AC6 DENSE SURF 100/150
MIN 60mm AC20 DENSE BIN 100/150
REGULATING COURSE OVER EXISTING CARRIAGEWAY CONSTRUCTION

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.

PAVED FOOTWAY CONSTRUCTION
450x450mm MARSHALLS SAXON PAVING SLABS
50MM THICK 4:1 SAND / CEMENT MORTAR (12 HOUR RETARDED)
150MM THICK ST2 WET LEAN CONCRETE
75MM THICK TYPE 1 BLINDING

PAVED FOOTWAY CONSTRUCTION
200x100mm MARSHALLS KEYBLOCK PAVING BLOCK
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 225mm HIGH HALF BATTER PCC KERB 125mm KERBFACE TO MANCHESTER STANDARD DETAIL K1 Rev B
- K1 300mm HIGH HALF BATTER PCC KERB 140mm KERBFACE TO MANCHESTER STANDARD DETAIL K1 Rev B
- K2 BULLNOSE DROPPED PCC KERB 6mm KERBFACE TO MANCHESTER STANDARD DETAIL K2 Rev B
- K5 FLAT TOP EDGING KERB TO MANCHESTER STANDARD DETAIL K5
- TRANSITION KERB FROM HALF BATTER (125mm UPSTAND) TO BULLNOSE
- TRANSITION KERB FROM HALF BATTER (140mm UPSTAND) TO HALF BATTER (125mm UPSTAND)

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

RG — PROPOSED ROAD GULLY TO MANCHESTER STANDARD DETAIL D12 & D47

PROPOSED GULLY CONNECTION - TO CONNECT TO EXISTING GULLY CONNECTION

ALLOWANCE FOR OVERFILL TO EXCAVATED TREE PIT. TO BE FILLED TO FORMATION LEVEL WITH 6F2 MATERIAL. EXTENT SHOWN IS INDICATIVE AND TO BE CONFIRMED ON SITE.

EXISTING BUS STOP POLE TO BE REINSTATED REFER TO CURTINS "BUS STOP LAYOUT" DRAWING FOR DETAIL

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	580	230	810	360
40/4	340	220	560	330
50/5	350	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

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

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 S278 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

DRAWING BASED ON:

TOPOGRAPHICAL SURVEY
- 74193MCUG-01 TOPOGRAPHICAL & GPR SURVEY DATED MARCH 2025

ARCHITECT'S PLANS
- MCNMC-GDA-V1-S1-DR-A-1002 P07 PROPOSED SITE PLAN

TRANSPORT PLANNING
- 87546-CUR-XX-00-D-TP-75001 P05 ACCESS ARRANGEMENT PLAN

- 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.

KEY:

EXTENT OF SECTION 278

Rev:	Description:	Date:	By:	Chkd:
P08	UPDATED TO COMMENTS	12/08/26	HS	HS
P07	UPDATED TO TfGM COMMENTS	05/08/26	JC	HS
P06	UPDATED TO 3RD TECHNICAL REVIEW COMMENTS AND TRO OFFICER COMMENTS	26/06/26	HS	HS
P05	ONE WAY SIGN INCREASED IN SIZE TO 3RD TECHNICAL REVIEW COMMENTS	17/06/26	HS	HS
P04	UPDATED TO 2ND TECHNICAL REVIEW COMMENTS	12/06/26	HS	HS
P03	UPDATED TO 1ST TECHNICAL REVIEW COMMENTS	05/06/26	HS	HS
P02	"TURN-LEFT" LINING UPDATED AS PER STAGE 2 RSA COMMENT	27/04/26	HS	HS

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Status: SUITABLE FOR INTERNAL REVIEW / COMMENT — S3

Project: HAWTHORN MEDICAL CENTRE

Drg Title: SECTION 278 CONSTRUCTION DETAILS

Drawn By	Designed By	Checked By
ATL	ATL	HS
	Date: 13/03/2026	Scales @ A1: 1:150 1:200

Project No - Originator - Function - Spatial - Form - Discipline - Number: HMCNMC - CUR - ZZ - 00 - DR- C - 95001

Revision: P08

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