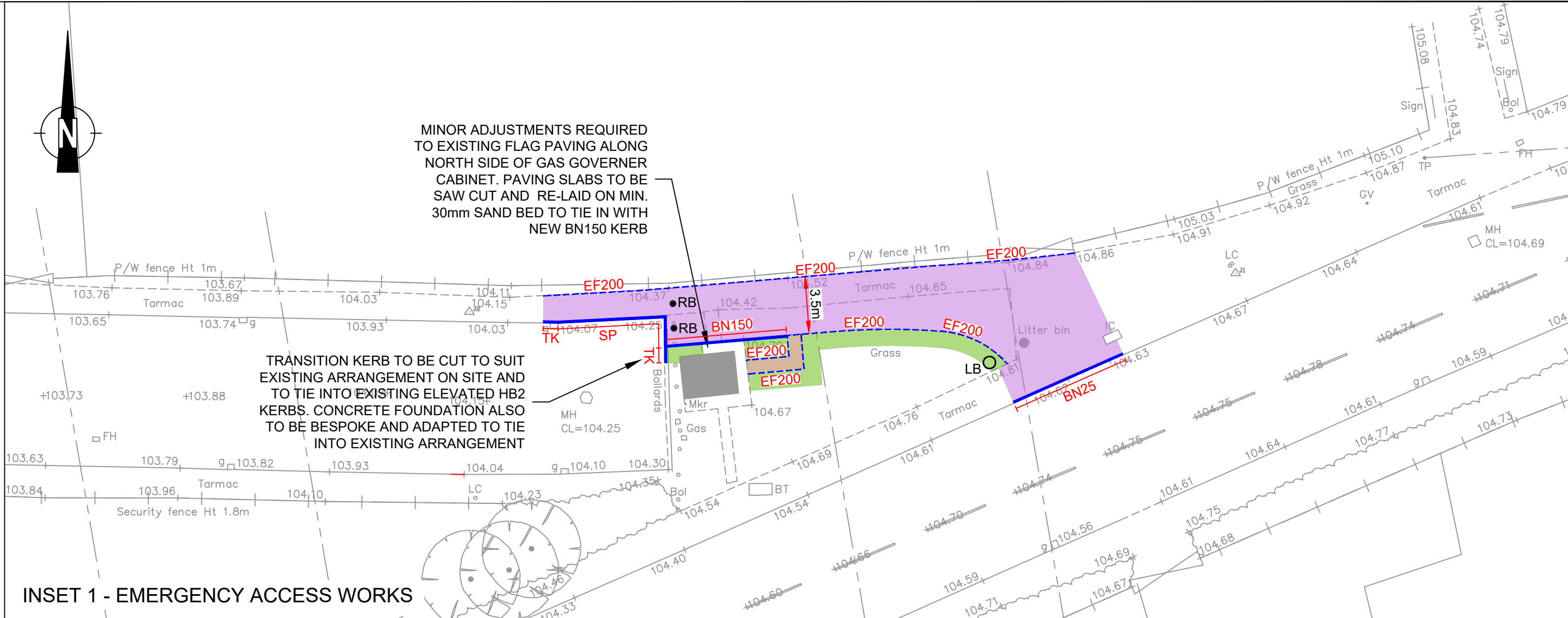
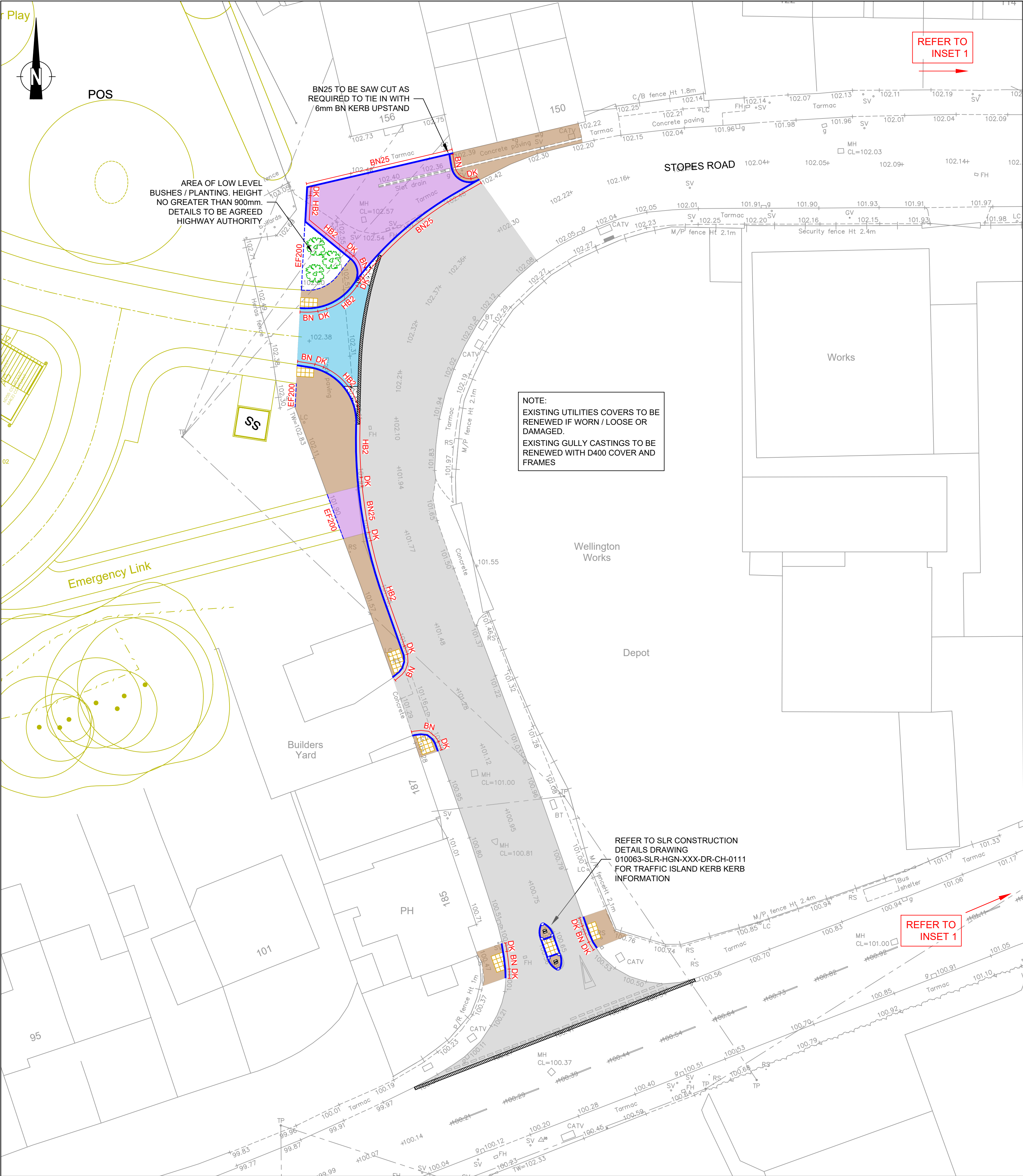




KEY		NEW FULL DEPTH CARRIAGEWAY CONSTRUCTION 50mm THICK HRA 30/14 F SURF PMB PERF WT1 TO CLAUSE 943, 40/60, WITH 14/20mm PRE-COATED CHIPPINGS TO BS EN 13043 (PSV = 62 MINIMUM) 60mm THICK BINDER COURSE, AC20 HDM BIN 40 / 60 DES TO S.H.W CL 929 240mm THICK BASE COURSE, AC32 HDM BASE 40/60 DES TO S.H.W CL 929 300mm THICK TYPE 1 SUB-BASE TO SHW CL 803 SUB-BASE / CAPPING DEPTHS BASED ON AN ASSUMED FORMATION CBR VALUE OF 5%, EXACT CBR VALUE SHALL BE ESTABLISHED ON SITE AND FOUNDATION DEPTHS AGREED WITH THE HIGHWAY AUTHORITY AND DESIGNER. AN HAPAS APPROVED / POLYMER MODIFIED BITUMEN EMULSION BOND COAT AND TANKER SHALL BE APPLIED BETWEEN ALL ASPHALT LAYERS. SUB-BASE DEPTH SPECIFIED ABOVE IS BASED ON AN ASSUMED FORMATION / SUB-GRADE CBR VALUE OF 5%. ACCURATE FORMATION LEVEL CBR VALUES MUST BE ESTABLISHED IN ACCORDANCE WITH HIGHWAY AUTHORITY REQUIREMENTS AND SUB-BASE DEPTH AGREED WITH BURY COUNCIL CLERK OF WORKS / SUPERVISING ENGINEER. WHERE FORMATION CBR VALUES ARE LESS THAN 2.5% THE BURY COUNCIL'S CLERK OF WORKS / SUPERVISING ENGINEER AND DESIGNER SHALL BE CONSULTED. TYPE 1 SUB-BASE MATERIAL MUST BE VERIFIED BY THE USE OF CBR TESTS AND MUST ACHIEVE A MINIMUM VALUE OF 30% PRIOR TO LAYING ANY ASPHALT BITUMINOUS MATERIAL.
		CARRIAGEWAY CONSTRUCTION (WIDTH 1.5m OR LESS) SURFACE COURSE AND BINDER COURSE SAME AS FULL DEPTH CONSTRUCTION AND LAID ON 350mm THICK GRADE ST4 CONCRETE SUB-BASE / CAPPING IN ACCORDANCE WITH S.H.W CLAUSE 2602
		PROPOSED CONSTRUCTION TIE-IN WITH EXISTING SITE ACCESS - BINDER LAYER OF NEW FULL DEPTH CONSTRUCTION TO BE OVERLAPPED BY 600mm & BASE LAYER 300mm INTO EXISTING CONSTRUCTION JUNCTION WITH A6053 - RESURFACING TO CONTINUE BEYOND GIVE-WAY LINES FOR A DISTANCE OF 300mm
		CARRIAGEWAY RESURFACING EXISTING CARRIAGEWAY TO BE PLANED OFF AND RESURFACED WITH THE FOLLOWING. 50mm THICK HRA 30/14 F SURF PMB PERF WT1 TO CLAUSE 943, 40/60, WITH 14/20mm PRE-COATED CHIPPINGS TO BS EN 13043 (PSV = 62 MINIMUM) EXISTING CARRIAGEWAY TO RECEIVE REGULATING / PAD COURSE AFTER SCARIFYING AS REQUIRED. PRIOR TO LAYING THE NEW SURFACE COURSE THE SHALL BE SWEEPED WITH A MECHANICAL BROOM / SWEEPER TO ENSURE THAT IT IS FREE OF DUST AND FOREIGN MATERIAL, AND IS THOROUGHLY CLEAN AND DRY. AN HAPAS APPROVED / POLYMER MODIFIED BITUMEN EMULSION BOND COAT AND TANKER TO THE CLEANED SURFACE
		FOOTWAY CONSTRUCTION TYPE 1 20mm THICK SURFACE COURSE - AC6 DENSE SURF 100/150 TO BS EN 13108-4 60mm THICK BINDER COURSE - AC 20 DENSE BIN 100/150 TO BS EN 13108-1 EXISTING SUB-BASE SHALL REMAIN & BE UTILISED SUBJECT TO AGREEMENT WITH THE HIGHWAY AUTHORITY, IF MINIMUM 150mm SUB-BASE THICKNESS IS ACHIEVED, AND EXISTING MATERIAL CONFORMS WITH S.H.W CLAUSE 803
		FOOTWAY CONSTRUCTION - TYPE 2 (VEHICULAR CROSSING SPECIFICATION) 20mm THICK AC6 DENSE SURF 100/150 DES TO BS EN 13108-4 100mm THICK AC 20 DENSE BIN 100/150 REC TO BS EN 13108-1 225mm THICK TYPE 1 GRANULAR MATERIAL TO S.H.W CLAUSE 803
		TACTILE PAVING CONSTRUCTION BUFF BLISTER TACTILE PAVIOURS 450x450x65mm 30mm THICK DESIGNATION (I) MORTAR TO S.H.W CLAUSE 2404 MIN. 150mm THICK TYPE 1 SUB-BASE TO S.H.W CLAUSE 803
		GRASS VERGE / LANDSCAPING MINIMUM 150mm DEPTH OF TOPSOIL AND SEED TO HIGHWAY AUTHORITY SPECIFICATION / REQUIREMENTS ANY EXISTING HARD MATERIALS ANY BEDDING MATERIAL SHALL BE REMOVED.
		KERB AND EDGING CONSTRUCTION KERB FOUNDATIONS SHALL COMPLY WITH SLR DRAWING 010063-SLR-HGN-XXX-DR-CH-0110 PCC 125 x 255mm HALF BATTERED KERB TO BE LAID WITH 125mm UPSTAND PCC 125 x 305mm BULLNOSE KERB TO BE LAID WITH 150mm UPSTAND PCC 125 x 255mm SPLAYED KERB TO BE LAID WITH 100mm UPSTAND 125 x 255 SPLAYED TO HALF BATTERED TO TRANSITION KERBDROPPER KERB - 100mm KERB UPSTAND TO EXISTING 125 x 255 / 150mm HALF BATTERED TO BULLNOSE LEFT-HAND (DL1) / RIGHT-HAND (DR1) TRANSITION / DROPPER KERB - 125mm KERB UPSTAND TO 6mm / 25mm AS REQUIRED PCC 125 x 150mm BULLNOSE KERB TO BE LAID WITH 6mm UPSTAND AT PEDESTRIAN CROSSING LOCATIONS PCC 125 x 255mm BULLNOSE KERB LAID WITH 25mm UPSTAND AT VEHICULAR CROSSING LOCATIONS PCC 50 x 200mm FLAT TOP EDGING LAID WITH 50mm UPSTAND
		BOLLARDS PROPOSED BROXAP CAST IRON MANCHESTER BOLLARD (COLOUR : BLACK), 227mm Ø, 950mm HEIGHT ABOVE SURFACE LEVEL, REMOVABLE SOCKET FIXING / FOUNDATION ASSEMBLY CAST IN 150mm THICK GRADE C15 CONCRETE SURROUND RELOCATED EXISTING LITTER BIN, ASSUMED TO BE FREESTANDING. IF BASE FIXED, DETAILS ARE TO BE CONFIRMED BY HIGHWAY AUTHORITY. PROPOSED NEW LOCATION TO BE AGREED WITH THE HIGHWAY AUTHORITY
		REFER TO SLR CONSTRUCTION DETAIL DRAWINGS FOR TACTILE PAVING CONSTRUCTION, KERB AND EDGING FOUNDATIONS, BOLLARD ASSEMBLY

SLR www.slrconsulting.com		Client TAYLOR WIMPEY (MANCHESTER)		Project SECTION 278 HIGHWAY WORKS STOPES ROAD, RADCLIFFE		Drawing Title CONSTRUCTION MATERIALS PLAN		Drawing Number 010063-SLR-HGN-XXX-DR-CH-0700		Scale 1:250		Rev P04		SLR Project No 432.010063.00001		Rev Amendments		Date By Chk Auth		Rev Amendments		Date By Chk Auth		KEY:		SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION PLEASE REFER TO THE HEALTH AND SAFETY FILE FOR A FULL LIST OF THE HAZARDS ASSOCIATED WITH THIS WORK - THE FOLLOWING ARE THE MOST SIGNIFICANT ITEMS TO BE AWARE OF. CONSTRUCTION 1. ATTENTION IS DRAWN TO THE EXISTENCE OF BOTH EXISTING UNDERGROUND AND OVERHEAD UTILITIES 2. WORKING ADJACENT TO LIVE CARRIAGEWAY (RISK OF WORKFORCE AND CONSTRUCTION PLANT COLLIDING WITH THE PUBLIC) 3. WORKING AT HEIGHTS INSTALLING SIGN PLATES 4. WORKING IN CLOSE PROXIMITY TO LIVE SERVICES AND POSSIBLE UNCHARTED SERVICES 5. WORKING IN THE VICINITY OF OVERHEAD POWER CABLES 6. EXCAVATION WITH POSSIBLE CONTAMINATED GROUND 7. WORKING WITH HAZARDOUS SUBSTANCE, SUCH AS BITUMINOUS MATERIALS, MORTARS, CONCRETE ETC. 8. MANUAL HANDLING OF HEAVY LOADS SUCH AS KERBS AND PAVING MATERIALS 9. DUST AND DEBRIS ARISING FROM THE CUTTING OF MATERIALS ENVIRONMENTAL 1. CONSIDERATION GIVEN TO NOISE LEVELS GIVEN PROXIMITY TO EXISTING PROPERTIES 2. CONSIDERATION GIVEN TO GROUND CONDITIONS, CONTRACTOR TO REVIEW GEOTECHNICAL INFORMATION PRIOR TO UNDERTAKING EXCAVATION WORKS WORK CAN ONLY BE CARRIED OUT BY SUITABLY TRAINED AND BREEFED PERSONNEL		0 2.5 5 10 15 1:250 SCALE (m)	
-------------------------------------	--	--------------------------------------	--	--	--	--	--	---	--	----------------	--	------------	--	------------------------------------	--	-------------------	--	---------------------------	--	-------------------	--	---------------------------	--	------	--	---	--	----------------------------------	--