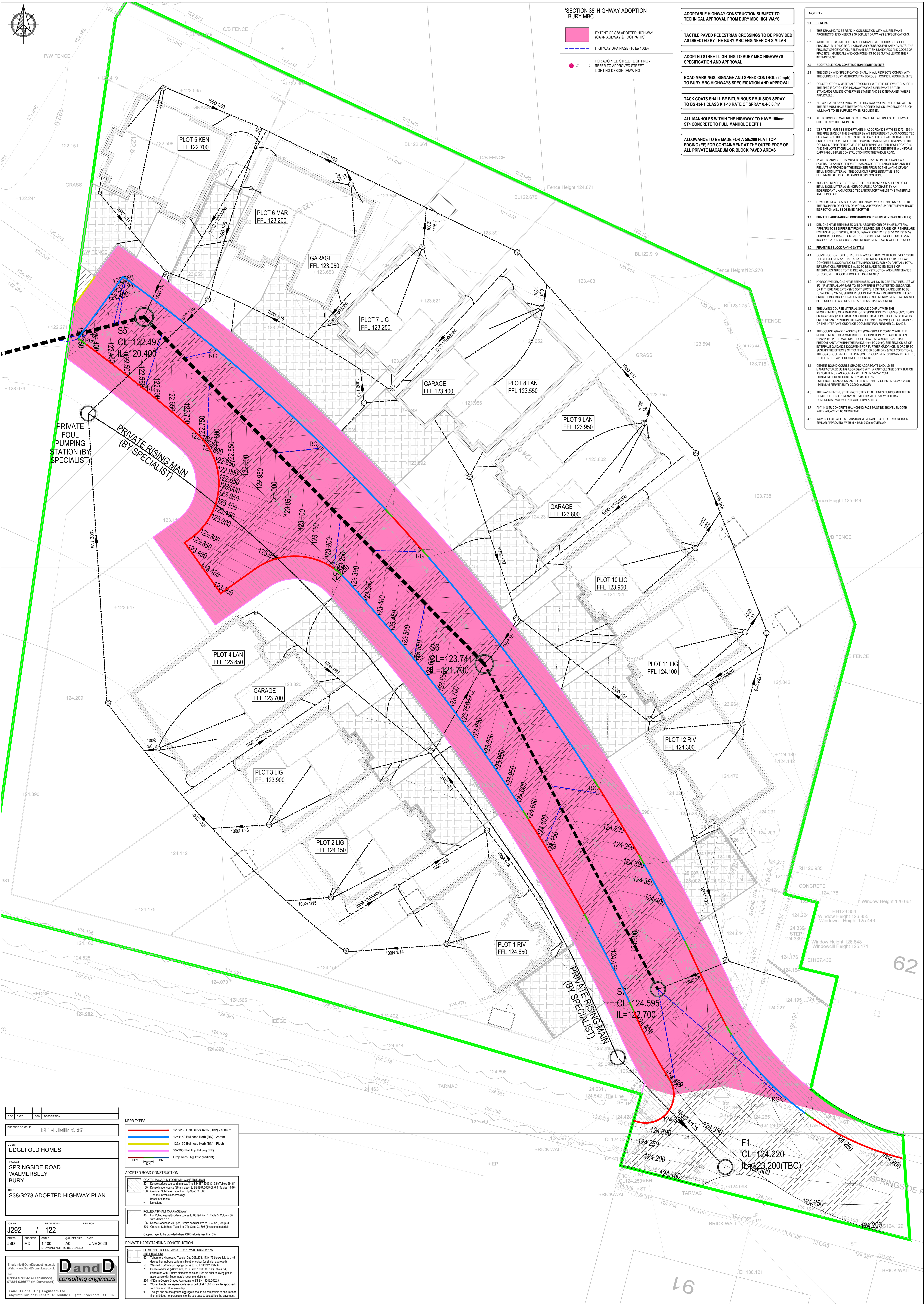




'SECTION 38' HIGHWAY ADOPTION
- BURY MBC

EXTENT OF S38 ADOPTED HIGHWAY (CARRIAGEWAY & FOOTPATHS)

HIGHWAY DRAINAGE (To be 1500)

FOR ADOPTED STREET LIGHTING - REFER TO APPROVED STREET LIGHTING DESIGN DRAWING

- ADOPTABLE HIGHWAY CONSTRUCTION SUBJECT TO TECHNICAL APPROVAL FROM BURY MBC HIGHWAYS**
- TACTILE PAVED PEDESTRIAN CROSSINGS TO BE PROVIDED AS DIRECTED BY THE BURY MBC ENGINEER OR SIMILAR**
- ADOPTED STREET LIGHTING TO BURY MBC HIGHWAYS SPECIFICATION AND APPROVAL**
- ROAD MARKINGS, SIGNAGE AND SPEED CONTROL (20mph) TO BURY MBC HIGHWAYS SPECIFICATION AND APPROVAL**
- TACK COATS SHALL BE BITUMINOUS EMULSION SPRAY TO BS 434-1 CLASS K 1-40 RATE OF SPRAY 0.4-0.6lit/m²**
- ALL MANHOLES WITHIN THE HIGHWAY TO HAVE 150mm S14 CONCRETE TO FULL MANHOLE DEPTH**
- ALLOWANCE TO BE MADE FOR A 50x200 FLAT TOP EDGING (EF) FOR CONTAMINANT AT THE OUTER EDGE OF ALL PRIVATE MACADAM OR BLOCK PAVED AREAS**

- NOTES -**
- 1.0 GENERAL**
- 1.1 THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS & SPECIALIST DRAWINGS & SPECIFICATIONS
- 1.2 WORK TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT GOOD PRACTICE, BUILDING REGULATIONS AND SUBSEQUENT AMENDMENTS. THE PROJECT SPECIFICATION, RELEVANT BRITISH STANDARDS AND CODES OF PRACTICE, MATERIALS AND COMPONENTS TO BE SUITABLE FOR THEIR INTENDED USE.
- 2.0 ADOPTABLE ROAD CONSTRUCTION REQUIREMENTS**
- 2.1 THE DESIGN AND SPECIFICATION SHALL IN ALL RESPECTS COMPLY WITH THE CURRENT BURY METROPOLITAN BOROUGH COUNCIL REQUIREMENTS.
- 2.2 CONSTRUCTION & MATERIALS TO COMPLY WITH THE RELEVANT CLAUSE IN THE SPECIFICATION FOR HIGHWAY WORKS A RELEVANT BRITISH STANDARD UNLESS OTHERWISE STATED AND BE ITEM MARKED (WHERE APPLICABLE).
- 2.3 ALL OPERATIVES WORKING ON THE HIGHWAY WORKS INCLUDING WITHIN THE SITE MUST HAVE STREETWORK ACCREDITATION EVIDENCE OF SUCH WILL HAVE TO BE SUPPLIED WHEN REQUESTED.
- 2.4 ALL BITUMINOUS MATERIALS TO BE MACHINE LAD UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 2.5 'CIR' TESTS MUST BE UNDERTAKEN IN ACCORDANCE WITH BS 1377:1990 IN THE PRESENCE OF THE ENGINEER BY AN INDEPENDENT UKAS ACCREDITED LABORATORY. THESE TESTS SHALL BE CARRIED OUT WITHIN 100M OF THE END OF EACH ROAD AT FURTHER POINTS A MAXIMUM OF 10M APART. THE COUNCIL REPRESENTATIVE IS TO DETERMINE ALL CIR TEST LOCATIONS AND THE LOWEST CIR VALUE SHALL BE USED TO DETERMINE A UNIFORM CARPONG-TOURNE CONSTRUCTION FOR THE WHOLE ROAD.
- 2.6 'PLATE BEARING' TESTS MUST BE UNDERTAKEN ON THE GRANULAR LAYERS BY AN INDEPENDENT UKAS ACCREDITED LABORATORY AND THE RESULTS APPROVED BY THE ENGINEER PRIOR TO THE LAYING OF ANY BITUMINOUS MATERIAL. THE COUNCIL REPRESENTATIVE IS TO DETERMINE ALL 'PLATE BEARING' TEST LOCATIONS.
- 2.7 'NUCLEAR DENSITY' TESTS MUST BE UNDERTAKEN ON ALL LAYERS OF BITUMINOUS MATERIAL (BINDER COURSE & ROADBASE) BY AN INDEPENDENT UKAS ACCREDITED LABORATORY UNLESS THE MATERIALS ARE BEING LAD.
- 2.8 IT WILL BE NECESSARY FOR ALL THE ABOVE WORK TO BE INSPECTED BY THE ENGINEER OR CLERK OF WORKS. ANY WORKS UNDERTAKEN WITHOUT INSPECTION WILL BE REJECTED AND REWORKED.
- 3.0 PRIVATE HARDSTANDING CONSTRUCTION REQUIREMENTS (GENERALLY)**
- 3.1 DESIGNS HAVE BEEN BASED ON AN ASSUMED CIR OF 5% IF MATERIAL APPEARS TO BE DIFFERENT FROM ASSUMED SUB-GRADE, OR IF THERE ARE EXTENSIVE SOFT SPOTS. TEST SUBGRADE CIR TO BS 1377-4 OR BS 1377-5. SUBMIT RESULTS AND OBTAIN INSTRUCTION BEFORE PROCEEDING. INCORPORATION OF SUBGRADE IMPROVEMENT LAYERS WILL BE REQUIRED IF CIR RESULTS ARE LESS THAN ASSUMED.
- 4.0 PERMEABLE BLOCK PAVING SYSTEM**
- 4.1 CONSTRUCTION TO BE STRICTLY IN ACCORDANCE WITH TORMARKER'S SITE SPECIFIC DESIGN AND INSTALLATION DETAILS & FOR THEIR HYDROPAPE CONCRETE BLOCK PAVING SYSTEM PROVIDING FOR NO PARTIAL TOTAL INFILTRATION. REFERENCE ALSO TO BE MADE TO SECTION 9 OF INTERPRETATION GUIDANCE FOR THE CONSTRUCTION AND MAINTENANCE OF CONCRETE BLOCK PERMEABLE PAVEMENTS.
- 4.2 HYDROPAPE DESIGNS HAVE BEEN BASED ON INSITU CIR TEST RESULTS OF 5% IF MATERIAL APPEARS TO BE DIFFERENT FROM TESTED SUBGRADE, OR IF THERE ARE EXTENSIVE SOFT SPOTS. TEST SUBGRADE CIR TO BS 1377-4 OR BS 1377-5. SUBMIT RESULTS AND OBTAIN INSTRUCTION BEFORE PROCEEDING. INCORPORATION OF SUBGRADE IMPROVEMENT LAYERS WILL BE REQUIRED IF CIR RESULTS ARE LESS THAN ASSUMED.
- 4.3 THE LAYING COURSE MATERIAL SHOULD COMPLY WITH THE REQUIREMENTS OF A MATERIAL OF DESIGNATION TYPE 3B3/G40/20 TO BS EN 12424:2002 IN THE MATERIAL SHOULD HAVE A PARTICLE SIZE THAT IS PREDOMINANTLY WITHIN THE RANGE 0.075 TO 2.0mm. SEE SECTION 7.3 OF INTERPRETATION GUIDANCE DOCUMENT FOR FURTHER GUIDANCE. IN ORDER TO SUSTAIN THE EFFECTS OF TRAFFIC UNDER BOTH DRY & WET CONDITIONS, THE GSA SHOULD MEET THE PHYSICAL REQUIREMENTS SHOWN IN TABLE 13 OF THE INTERPRETATION GUIDANCE DOCUMENT.
- 4.4 THE COURSE GRADED AGGREGATE (GSA) SHOULD COMPLY WITH THE REQUIREMENTS OF A MATERIAL OF DESIGNATION TYPE 420 TO BS EN 12424:2002. IN THE MATERIAL SHOULD HAVE A PARTICLE SIZE THAT IS PREDOMINANTLY WITHIN THE RANGE 0.075 TO 2.0mm. SEE SECTION 7.3 OF INTERPRETATION GUIDANCE DOCUMENT FOR FURTHER GUIDANCE. IN ORDER TO SUSTAIN THE EFFECTS OF TRAFFIC UNDER BOTH DRY & WET CONDITIONS, THE GSA SHOULD MEET THE PHYSICAL REQUIREMENTS SHOWN IN TABLE 13 OF THE INTERPRETATION GUIDANCE DOCUMENT.
- 4.5 CEMENT BOUND COURSE GRADED AGGREGATE SHOULD BE MANUFACTURED USING AGGREGATE WITH A PARTICLE SIZE DISTRIBUTION AS NOTED IN 3.4 AND COMPLY WITH BS EN 12427:2004. MINIMUM COMBUSTION BY MASS = 5% STRENGTH CLASS C30 (AS DEFINED IN TABLE 2 OF BS EN 12427:2004) MINIMUM PERMEABILITY 200mm/HOUR.
- 4.6 THE PAVEMENT MUST BE PROTECTED AT ALL TIMES DURING AND AFTER CONSTRUCTION FROM ANY ACTIVITY OR MATERIAL WHICH MAY COMPROMISE VIBRAC AND PERMEABILITY.
- 4.7 ANY IN SITU CONCRETE HAUNCHING FACE MUST BE SHOVEL SMOOTH WHEN ADJACENT TO MEMBRANE.
- 4.8 WOVEN GEOTEXTILE SEPARATION MEMBRANE TO BE LOTKAP 1800 (OR SIMILAR APPROVED) WITH MINIMUM 300mm OVERLAP.

REV	DATE	BY	DESCRIPTION

PURPOSE OF ISSUE: **PRELIMINARY**

CLIENT: **EDGEFOLD HOMES**

PROJECT: **SPRINGSIDE ROAD WALMERSLEY BURY**

TITLE: **S38/S278 ADOPTED HIGHWAY PLAN**

JOB No: **J292** / **122**

DRAWING No: **122**

REVISION: **1**

CHECKED: **MD** SCALE: **1:100** @ SHEET SIZE: **A0** DATE: **JUNE 2026**

DESIGNED: **JSD** DRAWING NOT TO BE SCALED

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KERB TYPES

- 125x255 Half Batten Kerb (HB2) - 100mm
- 125x150 Bullnose Kerb (BN) - 25mm
- 125x150 Bullnose Kerb (BN) - Flush
- 50x200 Flat Top Edging (EF)
- Drop Kerb (1@1:12 gradient)

ADOPTED ROAD CONSTRUCTION

- COATED MACADAM FOOTPATH CONSTRUCTION
 - 20 Dense surface course (8mm max) to BS EN 12424:2002 C 7.5 (Tables 29-31)
 - 100 Dense sub-base (20mm max) to BS EN 12424:2002 C 8.5 (Tables 15-16)
 - Granular Sub Base Type 1 to DTG Spec C1: 803
 - or 150 in wheeled crossings
 - Basalt or Granite
 - Limestone
- GRAVEL ASPHALT CARRIAGEWAY
 - 20 Hot Rolled Asphalt surface course to BS EN 12424:2002 C 7.5 (Tables 29-31)
 - 100 Dense sub-base (20mm max) to BS EN 12424:2002 C 8.5 (Tables 15-16)
 - Granular Sub Base Type 1 to DTG Spec C1: 803 (limestone material)

Capping layer to be provided where CIR value is less than 3%

PRIVATE HARDSTANDING CONSTRUCTION

- PERMEABLE BLOCK PAVING TO PRIVATE DRIVEWAYS
 - 125x150mm
 - 100mm Hydropape Regular Duo 200x175, 175x175 blocks laid to a 4:5 degree herringbone pattern in further colour by order approval
 - Washed 6.3-2mm grit laying course to BS EN 12424:2002 C 7.5 (Tables 29-31)
 - Dense sub-base (20mm max) to BS EN 12424:2002 C 8.5 (Tables 15-16)
 - Permeable with 150mm diameter holes at 1.0m @ 1:12 gradient to laying grit in accordance with Tormarker's recommendations
 - 250 400mm Course Graded Aggregate to BS EN 12424:2002 C 7.5 (Tables 29-31)
 - Woven Geotextile separation layer to be Lotkap 1800 (or similar approved) with minimum 300mm overlap
 - The grit and coarse graded aggregate should be compacted to ensure that the grit does not penetrate into the sub-base & depress the pavement