



APPROXIMATE APPROXIMATE LEZGTH $\bigcirc_{\top}\bigcirc_{\top}$ $\underset{\wedge}{\mathbb{A}}$ \(\frac{1}{77} \) \(\frac{1}{77} \) \(\frac{1}{1} \) \(\frac{1} \) \(\fra \bigcirc 244m 70m

Proposed Level 83.42 AOD Existing road Proposed 6m sheet — piled wall with upstand to form parapet, painted on the exposed faces (lengths are indicative, subject to detailed design). Section welded (5mm fillet weld) to top of - proposed sheet pile Brick Masonry facing -1.5m -Verge Proposed 6m sheet piled wall with upstand to form parapet — cut through slip circle to existing steep slope (lengths are indicative only, subject to detailed design) Proposed Level 82.62 AOD Proposed 1m -high edge protection Proposed bridleway Brick Masonry facing Section welded (5mm fillet weld) to top of proposed sheet pile Proposed 1 high fence Existing concrete channel (indicative) \sim .5m 1.8m 79.12

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A6 TO MANCHESTER AIRPORT RELIEF ROAD

STOCKPORT METROPOLITAN BOROUGH COUNCIL

MANCHESTER
CITY COUNCIL
HIGHWAYSANDSTRUCTURES
STOCKPORT SK1 3XE
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DB ME 30

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Checked Checked

13.09.13 Issued for Planning
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Revision Deta

SECTION A-

 \triangleright

A1 AS SHOWN

SCG No. Filename
SCGNO

Drawing No.
1007/3D/DF7/A6-MA/TR1G/006

AS SHOWN Filename

Date AUG/13

Date AUG/13

Date AUG/13

Date SEP/13

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RETAINING WALL TR1G GENERAL ARRANGEMENT

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NOTES:

- This drawing has been produced based on the latest MX highway model Draft Design Freeze 7, as provided by the client.
- This drawing has been produced mainly for the purpose of planning application.

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Levels are in meters and above Ordinate Datum. Only one option has been considered for this location as per client's instructions.

3.

4.

- Ċ All dimension are in millimeters.
- <u></u>ნ
- 7. The option shown on this drawing is based on the latest available geotechnical information.
- Basic preliminary design has been undertaken to determine the geometry of the section sizes as per client's instruction.