



SECTION 38-278 KEY:

- DEVELOPMENT SITE BOUNDARY (LAND OWNERSHIP BOUNDARY)
- EXTENT OF ADOPTABLE CARRIAGEWAY (S38)
- EXTENT OF ADOPTABLE FOOTWAY (S38)
- PROPOSED TACTILE PAVING AREAS, REFER TO THE HIGHWAY CONSTRUCTION DETAIL DRAWINGS. NOTE THAT THE EXACT LOCATION OF THE TACTILE PAVING IS TO BE DETERMINED WITH A REPRESENTATIVE OF THE LOCAL AUTHORITY
- PROPOSED ADOPTABLE HIGHWAY DRAINAGE
- PROPOSED S104 FOUL WATER MANHOLE & SEWER
- PROPOSED S104 SURFACE WATER MANHOLE & SEWER
- PROPOSED 104 EASEMENT
- EXISTING FOUL WATER SEWER
- EXISTING SURFACE WATER SEWER
- PROPOSED WHITE LINING TO DIAGRAM 1009
- PROPOSED WHITE LINING TO DIAGRAM 1003
- PROPOSED WHITE LINING TO DIAGRAM 1004
- PROPOSED WHITE ARROW TO DIAGRAM 1023
- PROPOSED ROAD SIGN RS1 & RS2 & RS3
- PROPOSED ROAD SIGN RS3
- PROPOSED ROAD HUMPS

CONTROL CHAMBER S26
CL= 91.164
IL= 88.078
DESIGN FLOW= 28.0 l/s
HEAD= 1.9m
ORIFICE= 217mm
REF=MD-SHE-0217-2800-1900-2800

PRIVATE CELLULAR STORAGE TANK
AREA= 160 m²
DEPTH= 0.4 m
CL= 91.35 AT LOWEST POINT (MAY VARY)
IL= 89.59
SEE DWG ELL-19045-YH-B-380

PRIVATE CELLULAR STORAGE TANK
AREA= 400 m²
DEPTH= 0.8 m
CL= 88.40 AT LOWEST POINT (MAY VARY)
IL= 85.44
SEE DWG ELL-19045-YH-B-380

CONTROL CHAMBER S13
CL= 87.64
IL= 85.370
DESIGN FLOW= 50.0 l/s
HEAD= 2.42m
ORIFICE SIZE= 275mm
REF=MD-SHE-0275-5000-2400-5000

NEW MANHOLE ON
EX 3750 SEWER
CL 87.516
IL 83.73

PROPOSED REFLECTIVE RS 'SERIES'
OF ROAD HUMPS AREA 47 (DIAGRAM
S37.1) ONTO PROPOSED STREET POST -
SEE SCHEDULES

- NOTES AND ROAD SPECIFICATION - CONTINUED.
- WITH REGARDS TO THE REQUIRED 'TIE-IN' BETWEEN THE NEW CARRIAGEWAY SURFACING AND EXISTING REFER TO LOCAL AUTHORITY'S STANDARD DETAIL STD 700.02 AND ELLUC DRAWING ELL-B-18083-CS-302 PROPOSED SECTION 38-278 HIGHWAY CONSTRUCTION DETAILS SHEET 3 of 3.
 - ALL EXISTING ROAD MARKINGS ARE TO BE REPAINTED ACCORDINGLY.
 - THE BACKFILL MATERIAL BETWEEN THE PIPE BEDDING/SURROUND AND THE HIGHWAY CAPPING/SUB-BASE LAYER IS TO BE EITHER MOT TYP1 OR SUITABLY SELECTED AS DUG MATERIAL WHICH MUST BE APPROVED BY A REPRESENTATIVE OF LOCAL AUTHORITY PRIOR TO LAYING AND COMPACTING.
 - ANY PONDING ISSUES IN THE PROPOSED ADOPTABLE / EXISTING ADOPTED CWAYS & FWAYS NEED TO BE ADDRESSED BY THE DEVELOPER TO THE SATISFACTION OF LOCAL AUTHORITY, PRIOR TO THE ISSUE OF THE S38/S278 FINAL CERTIFICATE.
 - DRAINAGE CHANNELS FOR PRIVATE DRIVES ARE TO BE INSTALLED BEHIND THE PROPOSED ADOPTABLE FOOTWAY (I.E. BEHIND THE EDGINGS).
 - THE MANHOLE OPENINGS IN THE COVER SLABS ARE TO BE LOCATED AS NEAR TO THE KERBS AS POSSIBLE / ACCEPTED BY UNITED UTILITIES.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ELLUC PROJECTS ACCEPTED S38-S278 AGREEMENT DRAWINGS AND LOCAL AUTHORITY'S RELEVANT STANDARD DETAILS.
 - THE EXACT LOCATIONS OF SIGNS, TACTILE PAVING, THE ROAD HUMPS, ROAD MARKINGS, LIGHTING COLUMNS ARE TO BE DETERMINED WITH REPRESENTATIVES OF LOCAL AUTHORITY PRIOR TO INSTALLATION.
 - (a) "20ZONE SIGNS TO TSRGD 2016 DIAG. 674 - FACING TRAFFIC ENTERING THE DEVELOPMENT. (b) "20ZONE SIGNS TO TSRGD 2016 DIAG. 675 - FACING TRAFFIC LEAVING THE DEVELOPMENT. (c) TOPS OF THE SIGNS TO BE AT THE SAME HEIGHT. (d) THE DISTANCE FROM THE BOTTOM OF THE LOWEST SIGN TO THE FOOTWAY (GROUND LEVEL) IS TO BE A MINIMUM OF 2.1M. (e) IF THE SIGNS ARE TO BE LOCATED AT THE BACK OF THE FOOTWAY, IN FRONT OF THE EDGINGS, THEN THE STEEL POST IS TO BE LOCATED SO THAT THE SIGNS DON'T EXTEND BEYOND THE FOOTWAY INTO THIRD PARTY LAND. (f) IF THE SIGNS ARE TO BE LOCATED ADJACENT THE KERBS THEN THE DISTANCE FROM THE OUTSIDE EDGE OF THE SIGNS TO THE KERB FACE IS TO BE A MINIMUM OF 450mm. (g) THE 20ZONE/30MPH SIGNS ARE TO BE REFLECTORISED TO CLASS REF. 2 (12899:2001). (h) THE FOUNDATION FOR THE STEEL POST IS TO BE S4 CONCRETE (525mm x 525mm x 900mm DEEP). (i) ALL STEEL POSTS ARE TO HAVE PLASTIC TOPSAND BE 'ABRIT COATED' IN ACCORDANCE WITH BS8442. POST COLOUR GREY (REF. 693 IN BS3816).
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ELLUC PROJECTS OTHER ACCEPTED S38-S278 AGREEMENT DRAWINGS AND THE LOCAL AUTHORITY'S RELEVANT STANDARD DETAILS. NOTE THAT IF THERE ARE ANY DISCREPANCIES THEN UVS STANDARD DETAILS WILL TAKE PRECEDENCE.

- NOTES AND ROAD SPECIFICATION
- CBR TESTS ARE TO BE UNDERTAKEN ON TOP OF THE SUB-BASE LAYER BY AN APPROVED TESTING COMPANY. THE NUMBER AND TEST LOCATIONS ARE TO BE DETERMINED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY. A MINIMUM CBR VALUE OF 30% MUST BE ACHIEVED ON TOP OF THE SUB-BASE AT EACH LOCATION FOR THE ROAD ADOPTION TO PROGRESS.
 - ALL ADOPTABLE HIGHWAY DRAINAGE (INCLUDING MANHOLES, GULLIES AND GULLY CONNECTIONS) IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE UNITED UTILITIES SEWERS FOR ADOPTION 6TH EDITION, SPECIFICATION AND THEIR LATEST RELEVANT STANDARD AND TYPICAL SURFACE COURSE. FOR FURTHER DETAILS REFER TO THE LOCAL AUTHORITY'S STANDARD DETAILS STD 700.02 AND ELLUC DRAWING ELL-B-18083-CS-302 PROPOSED SECTION 38-278 HIGHWAY CONSTRUCTION DETAILS SHEET 3 of 3.
 - ALL EXISTING KERBS WITHIN THE S278 WORKS ARE TO BE REPLACED WITH NEW. A 300mm WIDE STRIP IN THE CARRIAGEWAY IS REQUIRED TO ALLOW FOR THE BREAKING OUT OF THE EXISTING KERBS. THE EDGE OF THE 300mm WIDE STRIP MUST BE SAWCUT. THE TRENCH IS TO BE FILLED WITH AT LEAST 240mm OF S4 CONCRETE. BENEATH 60mm OF BINDER COURSE, BENEATH 40mm OF SURFACE COURSE. FOR FURTHER DETAILS REFER TO THE LOCAL AUTHORITY'S STANDARD DETAILS STD 700.02 AND ELLUC DRAWING ELL-B-18083-CS-302 PROPOSED SECTION 38-278 HIGHWAY CONSTRUCTION DETAILS SHEET 3 of 3.
 - ALL KERB FACES ARE TO BE 125mm APART FROM:
a. VEHICLE DROPPED CROSSINGS - THE KERB FACE IS TO BE 25mm
b. PEDESTRIAN DROPPED CROSSINGS - THE KERB FACE IS TO BE A MAXIMUM OF 6mm
(NOTE THAT THERE MUST BE A KERB FACE ON ALL PEDESTRIAN CROSSINGS UP TO A MAX OF 6mm. THIS IS REQUIRED TO FACILITATE DRAINAGE AND PREVENT FLOODING AT CROSSING POINT. THE KERBS MUST NOT BE LAID FLUSH).
 - THE S38/S278 FEE INCLUDES FOR THE LOCAL AUTHORITY'S MARKING OUT LOCATIONS OF THE COLUMNS ON SITE. NOTE THE FOLLOWING REQUIREMENTS FOR THIS TO HAPPEN:
a. A REASONABLE AMOUNT OF WRITTEN NOTICE IS REQUIRED
b. THE FOOTWAYS SHALL BE CONSTRUCTED TO AT LEAST SUB-BASE (PREFERABLY BINDER COURSE) LEVEL, WITH THE KERBS & EDGINGS INSTALLED.
IT IS ADVISABLE THAT THE DEVELOPER USES LOCAL AUTHORITY'S STREET LIGHTING ENGINEER TO SET OUT THE COLUMN LOCATIONS TO AVOID THE POSSIBILITY THAT THE COLUMNS NEED REPOSITIONING AT A LATER DATE.
 - THE KERB FACE FOR VEHICULAR DROPPED CROSSINGS = 25mm. THE KERB FACE FOR PEDESTRIAN CROSSING = 6mm MAX. (NOTE THAT THERE MUST BE A KERB FACE ON ALL PEDESTRIAN CROSSINGS UP TO A MAX OF 6mm. THIS IS REQUIRED TO FACILITATE DRAINAGE AND PREVENT FLOODING AT CROSSING POINT. THE KERBS MUST NOT BE LAID FLUSH).
 - THE CURRENT REQUIREMENT FOR TACTILE PAVING IS THE USE OF BUFT TACTILE PAVING (BUFT TACTILE PAVING OR STICK-ONS). FOR FURTHER INFORMATION REFER TO LOCAL AUTHORITY'S STANDARD DETAIL S00700-UVF-HV-PX-DR-CR-001 AND ELLUC DRAWING ELL-B-18083-CS-300 PROPOSED SECTION 38-278 HIGHWAY CONSTRUCTION DETAILS SHEET 1 of 3. PRIOR TO INSTALLING ANY TACTILE BLOCK PAVING THE EXACT LOCATION NEEDS TO BE DETERMINED BY A REPRESENTATIVE OF LOCAL AUTHORITY. IT IS ADVISED THAT THIS IS UNDERTAKEN WHEN THE ASSOCIATED DROPPED & TAPER KERBS ARE ABOUT TO BE LAID.
 - ROAD NAMEPLATES: 2m. ROAD NAMEPLATES WILL BE REQUIRED AT THE ENTRANCE TO EACH NEW ROAD. THEY ARE TO BE LOCATED (UNLESS OTHERWISE AGREED) IN THE FOOTWAYS ON BOTH SIDES OF THE ENTRANCE AND POSITIONED IN THE FOOTWAY AT THE BACK JUST IN FRONT OF THE EDGINGS. SALFORD CITY COUNCIL STANDARD ROAD NAMEPLATES ARE TO BE USED. REFER TO LOCAL AUTHORITY'S STANDARD DETAIL STD 1200.10. AND ELLUC DRAWING ELL-B-18083-CS-301 PROPOSED SECTION 38-278 HIGHWAY CONSTRUCTION DETAILS SHEET 2 of 3. THE TYPE OF ROAD NAMEPLATE REQUIRED (A, B or C) AND EXACT LOCATION OF THE ROAD NAMEPLATES NEED TO BE DETERMINED WITH A REPRESENTATIVE OF LOCAL AUTHORITY PRIOR TO INSTALLATION.
 - IN ACCORDANCE WITH THE HIGHWAY (ROAD HUMPS REGULATIONS) REGULATIONS 1998, THE HEIGHT OF THE TRAFFIC CALMING FEATURE MUST NOT EXCEED 100MM. THE REGULATIONS DO NOT ALLOW FOR ANY TOLERANCES. THEREFORE IF THE HEIGHT OF THE HUMPS DOES EXCEED 100MM IT COULD BE CLASSIFIED AS AN OBSTRUCTION AND WOULD NEED TO BE REPLACED SO THAT IT IS AT THE CORRECT HEIGHT.
 - PCC EDGINGS WILL BE REQUIRED FOR DEMARCATION BETWEEN PRIVATE DRIVEWAYS & ADOPTABLE DROPPED VEHICLE CROSSINGS.
 - PCC EDGINGS ARE TO HAVE A 50MM FACE UNLESS AGREED OTHERWISE WITH A REPRESENTATIVE OF LOCAL AUTHORITY. THEY ARE TO BE LAID FLUSH IN FRONT OF DRIVEWAY.
 - CCTV SURVEYS WILL BE REQUIRED ON ALL HIGHWAY DRAINS (INCLUDING GULLY CONNECTIONS). ANY DEFECTS IDENTIFIED NEED TO BE RECTIFIED ACCORDINGLY.
 - ALL ROAD GULLIES WITHIN THE S38/S278 WORKS ARE TO BE DESILTED PRIOR TO ADOPTION.
 - ALL NEW MANHOLE COVERS AND FRAMES IN THE S38/S278 WORKS ARE TO BE 150MM DEEP.
 - ANY OVERRUNNING ISSUES IDENTIFIED, PRIOR TO ADOPTION, WILL NEED TO BE ADDRESSED BY THE DEVELOPER AND APPROVED BY A REPRESENTATIVE OF LOCAL AUTHORITY.

F	FOUL LATERAL OUTSIDE OF APARTMENT BLOCK 1 HAS BEEN REVISED TO NEW LAYOUT	19.11.21	EK	ARA
E	ROAD HUMPS HAVE BEEN ADDED AND ROAD SIGNAGE RELOCATED IN ACCORDANCE WITH CLIENT COMMENTS	10.11.21	EK	ARA
D	DRAINAGE REVISED TO S104 COMMENTS.	17.05.21	ARA	ARA
C	DRAINAGE REVISED TO S104 COMMENTS.	15.02.21	ARA	ARA
B	DRAINAGE REVISED TO S104 COMMENTS.	11.01.21	ARA	ARA
A	538 HATCHING AMENDED TO NEW SITE LAYOUT	26.11.20	EK	ARA

Rev: Description: Date: By: Chkd:

Status:

PRELIMINARY

Client:

YOUR HOUSING

Project:

EDGE LANE
OPENSRAW

Dwg Title:

SECTION 38
ADOPTION LAYOUT
HIGHWAYS ACT 1980

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Scale: 1:500 Size: A1 First Issue: JAN 2020 Drawn: EK Checked: ARA

Dwg No: ELL-19045-YH-B-500 Rev: F