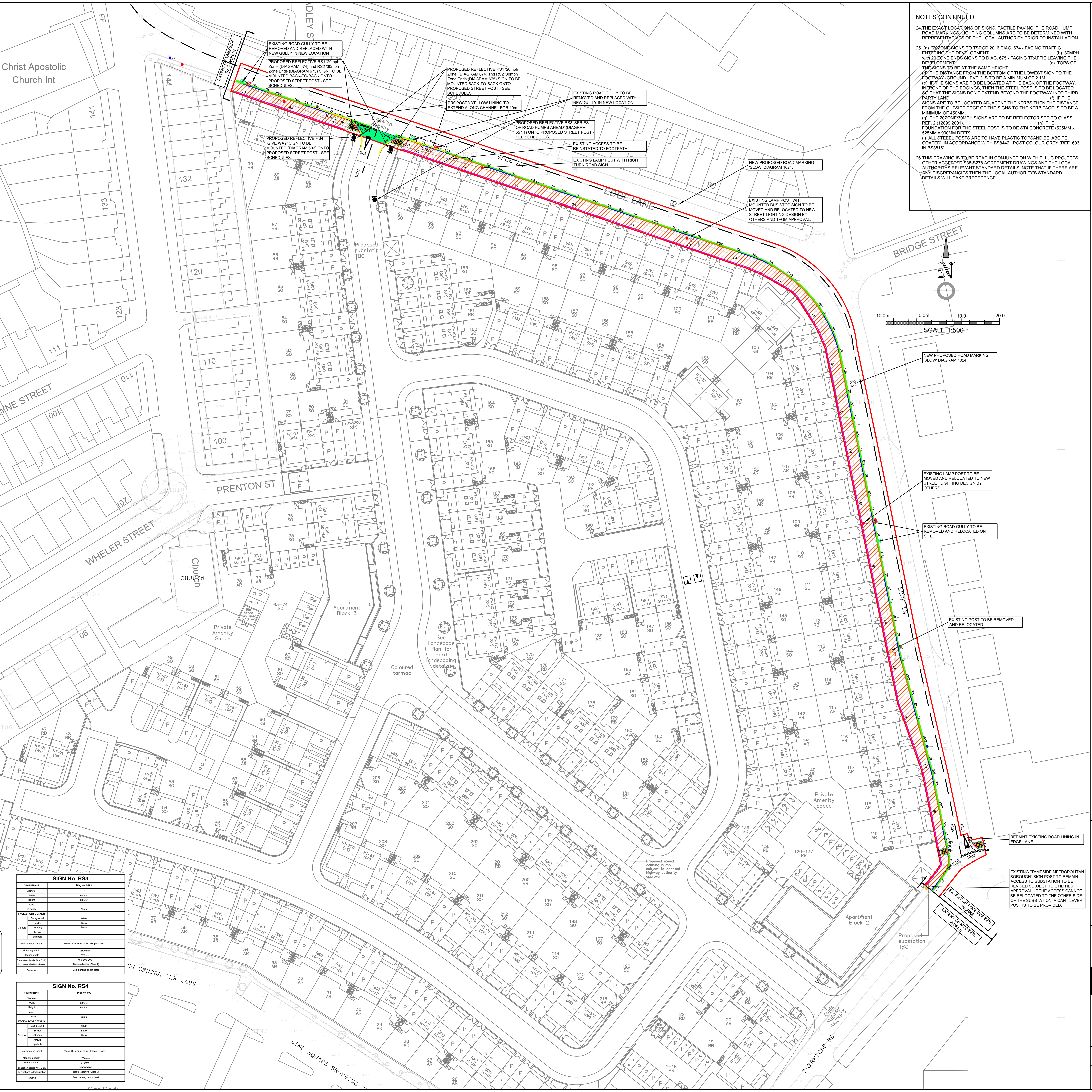

EXTENT OF TAMESIDE S278 WORKS
EXISTING ROAD GULLY TO BE REMOVED AND REPLACED WITH NEW GULLY IN NEW LOCATION
PROPOSED REFLECTIVE RS1 '20mph Zone' (DIAGRAM 674) and RS2 '30mph Zone Ends (DIAGRAM 675) SIGN TO BE MOUNTED BACK-TO-BACK ONTO PROPOSED STREET POST - SEE SCHEDULES.
PROPOSED REFLECTIVE RS1 '20mph Zone' (DIAGRAM 674) and RS2 '30mph Zone Ends (DIAGRAM 675) SIGN TO BE MOUNTED BACK-TO-BACK ONTO PROPOSED STREET POST - SEE SCHEDULES.
PROPOSED YELLOW LINING TO EXTEND ALONG CHANNEL FOR 10m.
EXISTING ROAD GULLY TO BE REMOVED AND REPLACED WITH NEW GULLY IN NEW LOCATION
PROPOSED REFLECTIVE RS3 'SERIES OF ROAD HUMPS AHEAD' (DIAGRAM 557.1) ONTO PROPOSED STREET POST - SEE SCHEDULES.
PROPOSED REFLECTIVE RS4 'GIVE WAY' SIGN TO BE MOUNTED (DIAGRAM 602) ONTO PROPOSED STREET POST - SEE SCHEDULES.
EXISTING ACCESS TO BE REINSTATED TO FOOTPATH
EXISTING LAMP POST WITH RIGHT TURN ROAD SIGN
NEW PROPOSED ROAD MARKING 'SLOW' DIAGRAM 1024.
EXISTING LAMP POST WITH MOUNTED BUS STOP SIGN TO BE MOVED AND RELOCATED TO NEW STREET LIGHTING DESIGN BY OTHERS AND TFGM APPROVAL.
NEW PROPOSED ROAD MARKING 'SLOW' DIAGRAM 1024.
EXISTING LAMP POST TO BE MOVED AND RELOCATED TO NEW STREET LIGHTING DESIGN BY OTHERS.
EXISTING ROAD GULLY TO BE REMOVED AND RELOCATED ON SITE.
EXISTING POST TO BE REMOVED AND RELOCATED
REPAINT EXISTING ROAD LINING IN EDGE LANE
EXISTING "TAMESIDE METROPOLITAN BOROUGH" SIGN POST TO REMAIN. ACCESS TO SUBSTATION TO BE REVISED SUBJECT TO UTILITIES APPROVAL. IF THE ACCESS CANNOT BE RELOCATED TO THE OTHER SIDE OF THE SUBSTATION, A CANTILEVER POST IS TO BE PROVIDED.
EXTENT OF TAMESIDE S278 WORKS
EXTENT OF MCC S278 WORKS
EDGE LANE
EDGE LN
BRIDGE STREET
PRENTON ST
WAYNE STREET
WHELER STREET
FAIRFIELD RD
LIME SQUARE SHOPPING C
NG CENTRE CAR PARK
Christ Apostolic Church Int
Church
CHURCH
Proposed substation TBC
Apartment Block 3
Apartment Block 2
Private Amenity Space
Coloured tarmac
See Landscape Plan for hard landscaping details
Proposed speed calming hump subject to adopted highway authority approval
2.4x43m visibility
2.4x25m visibility splay
SLOW
1018/1
1003
1004
1009
1023
10.0m 0.0m 10.0 20.0
SCALE 1:500

KEY - SECTION 278

━	EXTENT OF SECTION 278 BOUNDARY
HB2	125x255mm PCC HALF BATTERED KERBS WITH A 125mm KERB FACE
BN	125x150mm PCC BULLNOSED KERBS WITH A 20mm KERB FACE FOR VEHICULAR CROSSINGS & 0-6mm MAX KERB FACE FOR PEDESTRIAN CROSSINGS.
BN-6	BULLNOSE KERB 125 x 150mm 0-6mm UPSTAND
TK	PCC TRANSITION KERB (TAPER) - HALF BATTERED TO BULLNOSED
EF	50x150mm PCC FLAT TOP EDGING WITH A 0mm FLUSH UPSTAND
EF-T	PCC FLAT TOP EDGING KERB 50 x 150mm LAID FLUSH AROUND TACTILE PAVING
▨	NEW FOOTPATH & VEHICLE CROSSOVER CONSTRUCTION
🟩	NEW BELLMOUTH CONSTRUCTION
▦	TACTILE PAVING
● EX-LP	EXISTING STREET LAMP POST
● EX-RS	EXISTING ROAD SIGN
● EX-PO	EXISTING STREET POST
● EX-GY	EXISTING ROAD GULLY
-------------	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 75mm DOUBLE YELLOW LINING DIAGRAM 1018.1
═	EXISTING DOUBLE YELLOW LINING DIAGRAM 1018.1
▌●▌	PROPOSED ROAD SIGNS RS1 & RS2
▌●	PROPOSED ROAD SIGN RS3
━	MINIMUM 400mm REINSTATEMENT TO EXISTING CARRIAGEWAY FOR NEW KERBS
▨	EXISTING GULLY POT TO BE ABANDONED
▨	NEW GULLY LOCATION (1m x 1m PATCH)

ROAD MARKING TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS. REFER TO TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD) 2016 AND DIAGRAM NUMBERS IN THE TRAFFIC SIGNS MANUAL CHAPTER 5 - ROAD MARKINGS 2019 - DEPARTMENT FOR TRANSPORT.

1003 200mm WIDE, 600mm LINE/ 300mm GAP DOUBLE LINE WITH 300mm INTERMEDIATE GAP

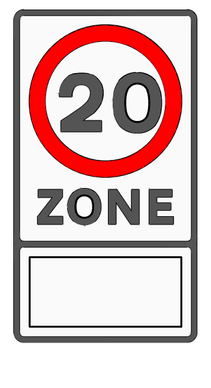
1004 100mm WIDE, 4000mm LINE/ 2000mm GAP 'LONGITUDINAL LANE LINE' (HAZARD MODULE-40MPH OR LESS)

1009 100mm WIDE, 600mm LINE/ 300mm GAP SINGLE LINE

1023 3750mm BY 1250mm GIVE WAY TRIANGLE

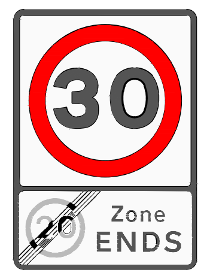
1018.1 75mm WIDE DOUBLE LINE, 150mm TO EDGE OF CARRIAGEWAY

NOTE: ALL ROAD MARKINGS TO BE REFRESHED THROUGHOUT THE DEVELOPMENT/EDGE LANE.



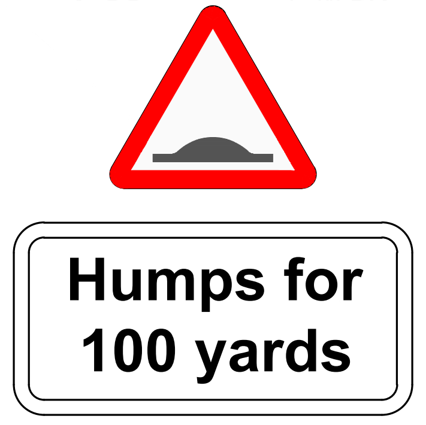
SIGN No. RS1

DIMENSIONS		Diag no.674
Diameter		-
Width		642mm
Height		1163mm
Area		-
"x" height		60mm
FACE & POST DETAILS		
Colours	Background	white
	Border	red
	Lettering	black
	Arrows	-
	Symbols	-
Post type and length		75mm OD x 3mm thick CHS plain post
Mounting height		2300mm
Planting depth		870mm
Foundation details (W x D x L)		450x800x700
Illumination/Reflectorisation		Retro-reflective (Class 2)
Remarks		See planting depth detail


30
20
Zone
ENDS

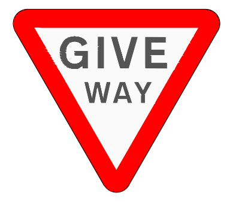
SIGN No. RS2

DIMENSIONS		Diag no.675
Diameter		-
Width		642mm
Height		908mm
Area		-
"x" height		60mm
FACE & POST DETAILS		
Colours	Background	white
	Border	Black
	Lettering	Black
	Arrows	-
	Symbols	-
Post type and length		75mm OD x 3mm thick CHS plain post
Mounting height		2300mm
Planting depth		870mm
Foundation details (W x D x L)		450x800x700
Illumination/Reflectorisation		Retro-reflective (Class 2)
Remarks		See planting depth detail


Humps for
100 yards

SIGN No. RS3

DIMENSIONS		Diag no. 557.1
Diameter		-
Width		600mm
Height		600mm
Area		-
"x" height		60mm
FACE & POST DETAILS		
Colours	Background	White
	Border	Black
	Lettering	Black
	Arrows	-
	Symbols	-
Post type and length		75mm OD x 3mm thick CHS plain post
Mounting height		2300mm
Planting depth		870mm
Foundation details (W x D x L)		450x800x700
Illumination/Reflectorisation		Retro-reflective (Class 2)
Remarks		See planting depth detail



SIGN No. RS4

DIMENSIONS		Diag no. 602
Diameter		-
Width		600mm
Height		600mm
Area		-
"x" height		60mm
FACE & POST DETAILS		
Colours	Background	White
	Border	Black
	Lettering	Black
	Arrows	-
	Symbols	-
Post type and length		75mm OD x 3mm thick CHS plain post
Mounting height		2300mm
Planting depth		870mm
Foundation details (W x D x L)		450x800x700
Illumination/Reflectorisation		Retro-reflective (Class 2)
Remarks		See planting depth detail

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NOTES:

NOTES AND ROAD SPECIFICATION

1. 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.

2. 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 DETAILS.

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 ST4 CONCRETE, BENEATH 60MM OF BINDER COURSE, BENEATH 40MM OF SURFACE COURSE. FOR FURTHER DETAILS REFER TO THE LOCAL AUTHORITYS STANDARD DETAILS STD.700.02.

4. 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).

5. THE S38/S278 FEE INCLUDES FOR THE LOCAL AUTHORITY MARKING OUT LOCATIONS OF THE COLOUMNS ON SITE. NOTE THE FOLLOWING REQUIREMENTS FOR THIS TO HAPPEN:
   a. A RESONABLE 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 THE LOCAL AUTHORITYS STREET LIGHTING ENGINEER TO SET OUT THE COLUMN LOCATIONS TO AVOID THE POSSIBILITY THAT THE COLUMNS NEED REPOSITIONING AT A LATER DATE.

6. 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.

7. THE CURRENT REQUIREMENT FOR TACTILE PAVING IS THE USE OF BUFF TACTILE BLOCK PAVERS (NOT FLAGS OR STICK-ON'S). FOR FURTHER INFORMATION REFER TO THE LOCAL AUTHORITYS STANDARD DETAIL SD0700-UVP-HVP-XX-DR-C-0001. PRIOR TO INSTALLING ANY TACTILE BLOCK PAVING THE EXACT LOCATION NEEDS TO BE DETERMINED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY. IT IS ADVISED THAT THIS IS UNDERTAKEN WHEN THE ASSOCIATED DROPPED & TAPER KERBS ARE ABOUT TO BE LAID.

8. ROAD NAMEPLATES: 2NO. 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 THE LOCAL AUTHORITYS STANDARD DETAIL STD.1200.10. 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 THE LOCAL AUTHORITY PRIOR TO INSTALLATION

9. IN ACCORDANCE WITH THE HIGHWAY (ROAD HUMP REGULATIONS) REGULATIONS 1996, 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 HUMP DOES EXCEED 100MM IT COULD BE CLASSED AS AN OBSTRUCTION AND WOULD NEED TO BE REPLACED SO THAT IT IS AT THE CORRECT HEIGHT.

10. PCC EDGINGS WILL BE REQUIRED FOR DEMARCATION BETWEEN PRIVATE DRIVEWAYS & ADOPTABLE DROPPED VEHICLE CROSSINGS.

11. PCC EDGINGS ARE TO HAVE A 50MM FACE UNLESS AGREED OTHERWISE WITH A REPRESENTATIVE OF THE LOCAL AUTHORITY. THEY ARE TO BE LAID FLUSH IN FRONT OF DRIVEWAY

12. CCTV SURVEYS WILL BE REQUIRED ON ALL HIGHWAY DRAINS (INCLUDING GULLY CONNECTIONS). ANY DEFECTS IDENTIFIED NEED TO BE RECTIFIED ACCORDINGLY

13. ALL ROAD GULLIES WITHIN THE S38/S278 WORKS ARE TO BE DE-SILTED PRIOR TO ADOPTION

14. ALL NEW MANHOLE COVERS AND FRAMES IN THE S38/S278 WORKS ARE TO BE 150MM DEEP

15. ANY OVERRUNNING ISSUES IDENTIFIED, PRIOR TO ADOPTION, WILL NEED TO BE ADDRESSED BY THE DEVELOPER AND APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY.

16. WITH REGARDS TO THE REQUIRED 'TIE-IN' BETWEEN THE NEW CARRIAGEWAY SURFACING AND EXISTING REFER TO THE LOCAL AUTHORITYS STANDARD DETAIL STD.700.02.

17. ALL EXISTING ROAD MARKINGS ARE TO BE RE-PAINTED ACCORDINGLY.

18. 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 THE LOCAL AUTHORITY PRIOR TO LAYING AND COMPACTING.

19. ALL PROPOSED ADOPTABLE & EXISTING ADOPTED F/WAYS ARE TO DRAIN INTO THE PROPOSED ADOPTABLE / EXISTING ADOPTED C/WAYS (NO EXCEPTIONS).

20. ANY PONDING ISSUES IN THE PROPOSED ADOPTABLE / EXISTING ADOPTED C/WAYS & F/WAYS NEED TO BE ADDRESSED BY THE DEVELOPER TO THE SATISFACTION OF THE LOCAL AUTHORITY, PRIOR TO THE ISSUE OF THE S38/S278 FINAL CERTIFICATE.

21. DRAINAGE CHANNELS FOR PRIVATE DRIVES ARE TO BE INSTALLED BEHIND THE PROPOSED ADOPTABLE FOOTWAY (I.E. BEHIND THE EDGINGS)'.

22. THE MANHOLE OPENINGS IN THE COVER SLABS ARE TO BE LOCATED AS NEAR TO THE KERBS AS POSSIBLE / ACCEPTED BY UNITED UTILITIES.

23. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH GOODSON ASSOCIATES ACCEPTED S38-S278 AGREEMENT DRAWINGS AND THE LOCAL AUTHORITYS RELEVANT STANDARD DETAILS.

24. THE DEVELOPER WILL BE RESPONSIBLE FOR PAYING TAMESIDE'S REASONABLE COSTS FOR AMENDING THE TRO'S

NOTES CONTINUED:

24. THE EXACT LOCATIONS OF SIGNS, TACTILE PAVING, THE ROAD HUMP, ROAD MARKINGS, LIGHTING COLUMNS ARE TO BE DETERMINED WITH REPRESENTATIVES OF THE LOCAL AUTHORITY PRIOR TO INSTALLATION.

25. (a) "20ZONE SIGNS TO TSRGD 2016 DIAG. 674 - FACING TRAFFIC ENTERING THE DEVELOPMENT. (b) 30MPH with 20 ZONE ENDS SIGNS TO 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, INFRONT 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 ST4 CONCRETE (525MM x 525MM x 900MM DEEP).
(i) ALL STEEEL POSTS ARE TO HAVE PLASTIC TOPSAND BE 'ABCITE COATED' IN ACCORDANCE WITH BS8442. POST COLOUR GREY (REF. 693 IN BS3816).

26. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ELLUC PROJECTS OTHER ACCEPTED S38-S278 AGREEMENT DRAWINGS AND THE LOCAL AUTHORITYS RELEVANT STANDARD DETAILS. NOTE THAT IF THERE ARE ANY DISCREPANCIES THEN THE LOCAL AUTHORITY'S STANDARD DETAILS WILL TAKE PRECEDENCE.

Rev:	Description:	Date:	By:	Chkd:

Status:
PRELIMINARY

Client:
YOUR HOUSING

Project:
EDGE LANE
OPENSHAW
TAMESIDE METROPOLITAN BOROUGH

Drg Title:
SECTION 278
GENERAL ARRANGMENT
HIGHWAYS ACT 1980

ELLUC Projects

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1:500	A1	JAN 2022	EK	ARA

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