KEY

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.

TK — PCC TRANSITION KERB (TAPER) - HALF BATTERED TO BULLNOSED

EF — 50x150mm PCC FLAT TOP EDGING WITH A 0mm FLUSH UPSTAND

NEW FOOTWAY CONSTRUCTION

EXISTING CARRIAGEWAY TO BE RE-SURFACED

EXISTING FOOTWAY TO BE RE-SURFACED

BELLMOUTH CONSTRUCTION

TACTILE PAVING

EXISTING LAMP POST WHICH ARE CURRENTLY ABSENT FROM DRAWING NO. AC-MSL-5485B

EXISTING ROAD SIGN TO BE RETAINED

PROPOSED STREET POST WITH MOUNTED SIGN

RG — PROPOSED 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

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

KEY - STREET LIGHTING

PROPOSED GALVANISED STEEL COLUMN WITH EXISTING LED

EXISTING COLUMN TO BE REMOVED

EXISTING COLUMN TO REMAIN

PROPOSED 6MM² SWA CABLE IN 100 X 100 ORANGE DUCT

DESIGN HAZARDS

(THE FOLLOWING INFORMATION HAS BEEN COLLECTED FROM PRECONSTRUCTION INFORMATION AND AMEY CDM HAZARD MANAGEMENT PROCESS.)

1. HV UNDERGROUND CABLE (11kV)

NOTE:
STRUCTURAL CHECK OF ALL COLUMNS MUST BE UNDERTAKEN PRIOR TO INSTALLATION OF NEW LUMINAIRE TO CONFIRM ASSET IS CAPABLE OF CARRYING CHANGE IN WEIGHT / WIND LOADING

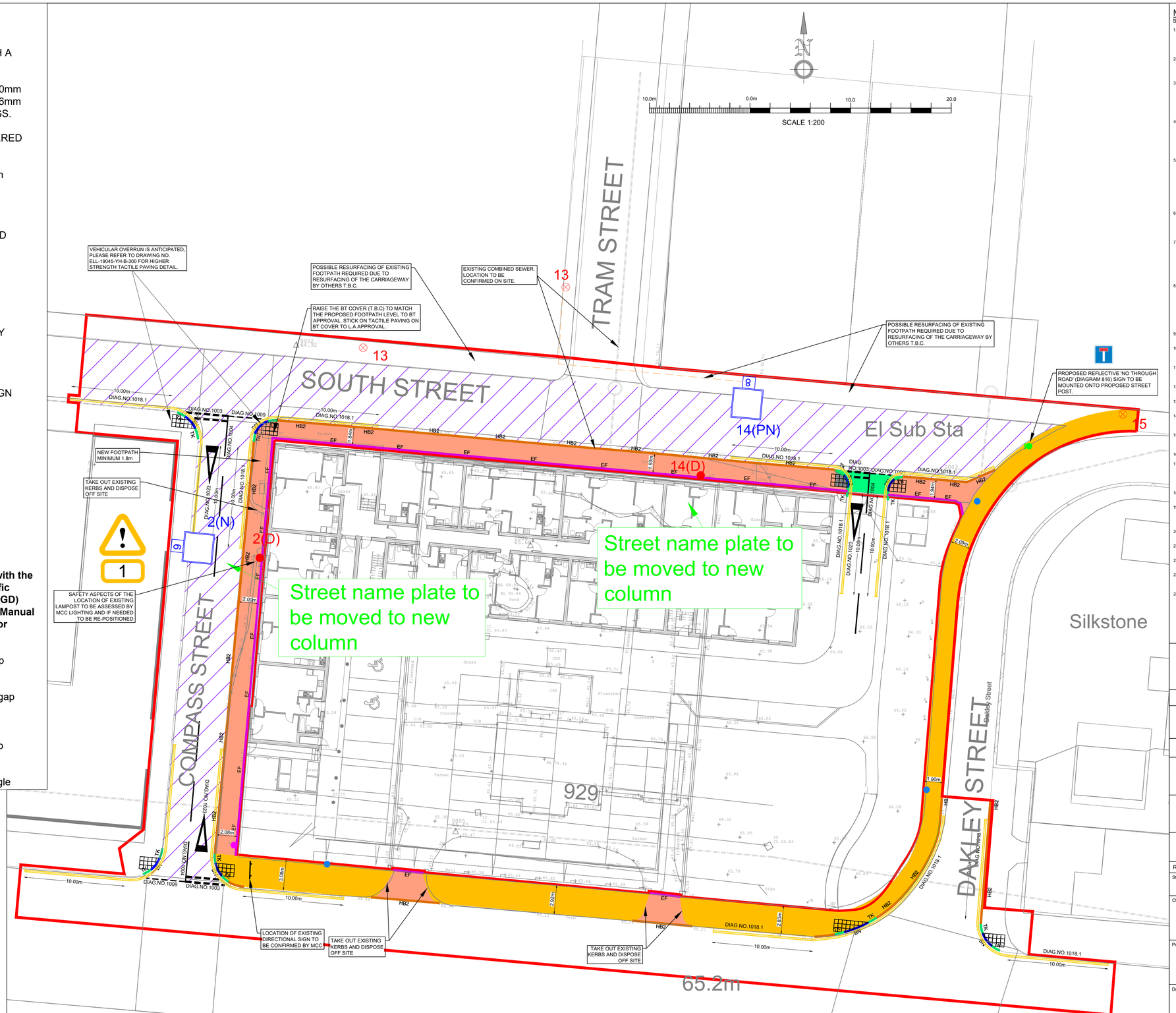
DESIGN CLASS APPLIED:

RESIDENTIAL AREA - P2, P3, P4, P5

ADDITIONAL INFOMATION:-

NB: THE STREET LIGHTING DESIGN AND KEY BY OTHERS. SEE DRAWING: AC-MSL-5485B.

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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 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 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-ONS). 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. PCC EDGINGS WILL BE REQUIRED FOR DEMARCATION BETWEEN PRIVATE DRIVEWAYS & ADOPTABLE DROPPED VEHICLE CROSSINGS.
10. 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
11. CCTV SURVEYS WILL BE REQUIRED ON ALL HIGHWAY DRAINS (INCLUDING GULLY CONNECTIONS). ANY DEFECTS IDENTIFIED NEED TO BE RECTIFIED ACCORDINGLY
12. ALL ROAD GULLIES WITHIN THE S38/S278 WORKS ARE TO BE DE-SILTED PRIOR TO ADOPTION
13. ALL NEW MANHOLE COVERS AND FRAMES IN THE S38/S278 WORKS ARE TO BE 150MM DEEP
14. ANY OVERRUNNING ISSUES IDENTIFIED, PRIOR TO ADOPTION, WILL NEED TO BE ADDRESSED BY THE DEVELOPER AND APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY.
15. WITH REGARDS TO THE REQUIRED TIE-IN' BETWEEN THE NEW CARRIAGEWAY SURFACING AND EXISTING REFER TO THE LOCAL AUTHORITYS STANDARD DETAIL UNLESS OTHERWISE STATED.
16. ALL EXISTING ROAD MARKINGS ARE TO BE RE-PAINTED ACCORDINGLY.
17. THE BACKFILL MATERIAL BETWEEN THE PIPE BEDDING/SURROUND AND THE HIGHWAY CAPPING/SUB-BASE LAYER IS TO BE EITHER MOT TYPE OR SUITABLY SELECTED AS DUG MATERIAL WHICH MUST BE APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY PRIOR TO LAYING AND COMPACTING.
18. ALL PROPOSED ADOPTABLE & EXISTING ADOPTED F/WAYS ARE TO DRAIN INTO THE PROPOSED ADOPTABLE / EXISTING ADOPTED C/WAYS (NO EXCEPTIONS).
19. ANY PONDING ISSUES IN THE PROPOSED ADOPTABLE / EXISTING ADOPTED C/WAYS & F/WAYS NEED TO BE ADDRESSED BY THE CONTRACTOR TO THE SATISFACTION OF THE LOCAL AUTHORITY, PRIOR TO THE ISSUE OF THE S38/S278 FINAL CERTIFICATE.
20. DRAINAGE CHANNELS FOR PRIVATE DRIVES ARE TO BE INSTALLED BEHIND THE PROPOSED ADOPTABLE FOOTWAY (I.E. BEHIND THE EDGINGS)'.
21. THE MANHOLE OPENINGS IN THE COVER SLABS ARE TO BE LOCATED AS NEAR TO THE KERBS AS POSSIBLE / ACEPTED BY UNITED UTILITIES.
22. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE LOCAL AUTHORITY'S RELEVANT STANDARD DETAILS.
23. 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.
24. 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 THE LOCAL AUTHORITY'S STANDARD DETAILS WILL TAKE PRECEDENCE.

Rev:	Description:	Date:	By:	Chkd:
G	PROPOSED GULLIES REMOVED FROM DRAWING AND PROPOSED KERBING ON OPPOSITE SIDE OF COMPASS STREET AND SOUTH STREET REMOVED IN ACCORDANCE TO CLIENT REQUEST.	09.03.21	EK	ARA
F	COLOUR OF KEY HAS BEEN CHANGED FOR EXISTING LAMP POST.	01.03.21	EK	ARA
E	TACTILE CROSSING STRENGTHENED, EXTENT OF RESURFACING OF FOOTWAY REDUCED AND DOUBLE YELLOW LINES MODIFIED.	24.02.21	EK	ARA
D	PROPOSED GULLIES AND EXISTING DRAINAGE HAVE BEEN ADDED.	20.01.21	EK	ARA
C	S278 BOUNDARY HAS BEEN REVISED, REFLECTIVE, NO THROUGH ROAD SIGN ADDED, KEY REVISED AND STREET LIGHTING FROM DRAWING AC-MSL-5485B ADDED.	11.12.20	EK	ARA
B	CARRIAGEWAY TO BE RE-SURFACED, DOUBLE YELLOW LINING AND DIMENSIONS ADDED, FOOTWAY AND DIMENSIONS ADDED, ROAD LINING AMENDED AND KERBING AMENDED	04.11.20	EK	ARA
A	FOOTWAY TO BE RE-SURACED, ROAD LINING, TACTILE PAVING , EXISTING LAMPOST AND CARRIAGEWAY PATCHWORK ADDED	29.09.20	CDW	ARA

Status: PRELIMINARY

Client: WATSON HOMES

Project: DAKELY STREET MANCHESTER

Drg Title: S278 LAYOUT

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1:200	A1	DEC 2019	CDW	ARA

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