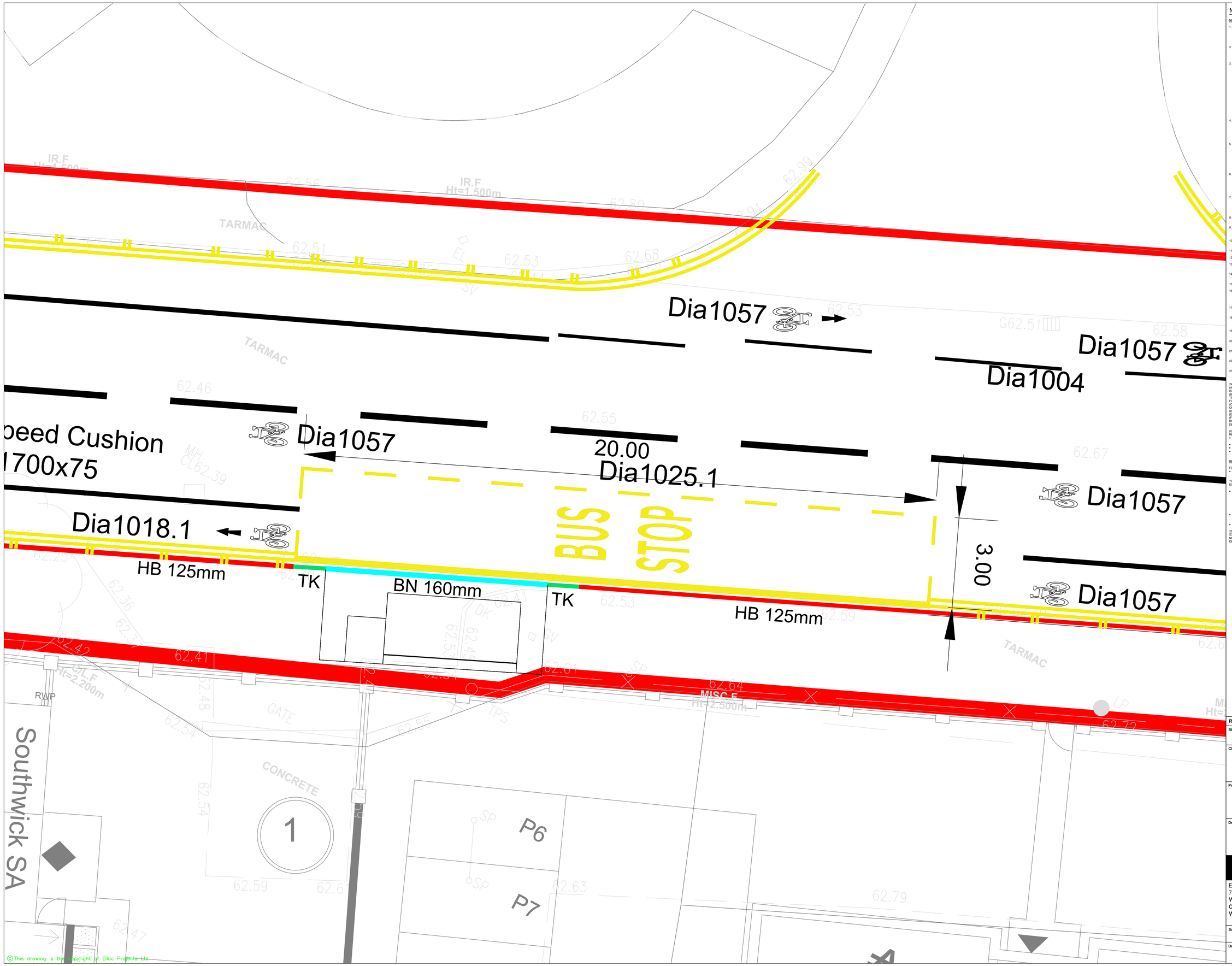


NOTES:

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 KERBS.
   CONCRETE BEDDING AND HAUNCHING SHALL BE TYPE ST1 TO CLAUSE 2602 TABLE 26 / 1
   KERBS SHALL COMPLY WITH BS EN 1340: 2003
   ALL CONCRETE USED SHALL BE OF CEMENT TO BS EN 197-1
   JOINTS TO KERBS SHALL BE POINTED WITH CLASS (II) MORTAR TO CLAUSE 2404.
   CUT LENGTHS OF KERB ARE TO BE CUT USING A DISC CUTTER MIN. LENGTH 450MM.
   IN THE CASE OF NEW CARRIAGEWAY CONSTRUCTION THE SUB-BASE LAYER IS EXTENDED 300MM BEYOND THE BACK OF KERB FOUNDATION THE CONTRACTOR SHALL ALLOW FOR FILLING IN BETWEEN THE ROAD SUB-BASE AND THE FOOTWAY FORMATION WITH SUB BASE MATERIAL IN THE RATE FOR KERBING. RECONSTRUCTION OF EXISTING CARRIAGEWAY CHANNEL MEASURED SEPERATELY.
   KERBS LAID IN EXISTING CARRIAGEWAY FORMATION - INFILL OF OVERBREAK IN FRONT. OF KERB WITH CONCRETE TYPE ST2 TO BINDER COURSE FINISH LEVEL AND RESURFACE
   CHANNEL STRIP 300MM WIDE AS REQUIRED.
   FOR FURTHER DETAILS REFER TO THE LOCAL AUTHORITY'S STANDARD DETAIL K1.

4. ALL KERB FACES ARE TO BE 125MM. APART FROM:
   a. 'I' KNOCK DROPPED CROSSINGS - THE KERB FACE IS TO BE 25MM
   b. PEDESTRIAN DROPPED CROSSINGS - THE KERB FACE IS TO BE LAID FLUSH.
   (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 COLUMNS ON SITE. NOTE THE FOLLOWING REQUIREMENTS FOR THIS TO HAPPEN:
   a. THE FOOTWAYS SHALL BE CONSTRUCTED TO FORMATION.
   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 AUTHORITY'S STREET LIGHTING ENGINEER TO SET OUT THE COLUMN LOCATIONS TO AVOID THE POSSIBILITY THAT THE COLUMNS NEED REPOSITIONING AT A LATER DATE.

6. THE CURRENT REQUIREMENT FOR TACTILE PAVING IS THE USE OF BUFF TACTILE BLOCK PAVING (NOT FLAGS OR STICK ON'S). FOR FURTHER INFORMATION REFER TO THE LOCAL AUTHORITY'S STANDARDS DETAIL F10 AND STANDARD DETAIL F11. 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.

7. 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.

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

9. 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

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

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

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

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

14. WITH REGARDS TO THE REQUIRED 'TIE-IN' BETWEEN THE NEW CARRIAGEWAY SURFACING AND EXISTING REFER TO THE LOCAL AUTHORITY'S STANDARD DETAIL C6.

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

16. 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.

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

18. 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.

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

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

21. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ACCEPTED S38-S278 AGREEMENT DRAWINGS AND THE LOCAL AUTHORITY'S RELEVANT STANDARD DETAILS.

22. THE DEVELOPER WILL BE RESPONSIBLE FOR PAYING MANCHESTER'S REASONABLE COSTS FOR AMENDING THE TRO'S

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.
(A) THE DISTANCE FROM THE BOTTOM OF THE LOWEST SIGN TO THE FOOTWAY (GROUND LEVEL) IS TO BE A MINIMUM OF 2.4M
(B) 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 DONT EXTEND BEYOND THE FOOTWAY INTO THIRD PARTY LAND.
(C) 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.
(D) THE 20ZONE/30MPH SIGNS ARE TO BE REFLECTORISED TO CLASS REF. 2 (1089/2001).
(E) THE FOUNDATION FOR THE STEEL POST IS TO BE S14 CONCRETE.
(F) THE STEEL POST SHALL BE 'HOT DIP GALVANISED AND POWDER COATED' IN ACCORDANCE WITH BS4442. POST COLOUR GREY (REF. 693 IN BS3416) AND MUST COMPLY WITH MCC STANDARD DETAIL T2.

(G) POST SHALL BE CIRCULAR TO DIMENSIONS GIVEN IN APPENDIX 12/1 AND COMPLY WITH THE REQUIREMENTS OF BS 4848: PART 2

- POST SHALL EITHER BE GALVANISED IN ACCORDANCE WITH BS 729 OR BE PLASTIC COATED GALVANISED STEEL TO BS EN ISO 1461:1999
- ALL POST SHALL HAVE HAMMER IN PVC POST CAPS
- FOUNDATIONS MAY BE CONSTRUCTED IN TWO PARTS:
- UP TO SOCKET BASES (THIS MAY TAKE THE FORM OF A PRECAST CONCRETE SLAB OF THE REQUIRED THICKNESS OR BE CAST IN SITU

REMAINING FOUNDATION

FOUNDATIONS MAY BE CIRCULAR IN PLAN, PROVIDING THAT:

- THE DIAMETER IS NOT LESS THAN THE VALUE OF 'Y' FOR THE EQUIVALENT RECTANGULAR FOUNDATION

THE TOTAL VOLUME OF THE CYLINDRICAL FOUNDATION IS NOT LESS THAN THE VOLUME OF THE EQUIVALENT RECTANGULAR FOUNDATION

- THE INSET DISTANCE OF THE CHEVRON POST FROM THE SIGN EDGE 'S', SHALL BE 60 MIN W/2N (WHERE W = OVERALL SIGN WIDTH AND N = NUMBER OF POSTS) UNLESS OTHERWISE SPECIFIED IN APPENDIX 12/1. FOR 'FLAG' TYPE SIGNS THIS VALUE OF 'S' APPLIES AT THE SQUARE END OF THE AT THE CHEVRON END THE POST SHALL BE INSET FROM THE POINT OF THE CHEVRON BY A DISTANCE 'F' MINIMUM VALUE OF H/3 (WHERE H = OVERALL SIGN HEIGHT), MIN VALUE W/2N
- SIGN FACE CONSTRUCTION DETAILS AND FACING MATERIALS MUST COMPLY TO THE RELEVANT PARTS OF BS 873 AND ITS AMENDMENTS
- ELECTRICAL CONNECTION DETAILS IN STANDARD DETAIL SL1

25. 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:

Status: PRELIMINARY

Client: COUNTRYSIDE PROPERTIES

Project: BELLE VUE GREYHOUND TRACK GORTON

Drg Title: BUS STOP PLAN

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