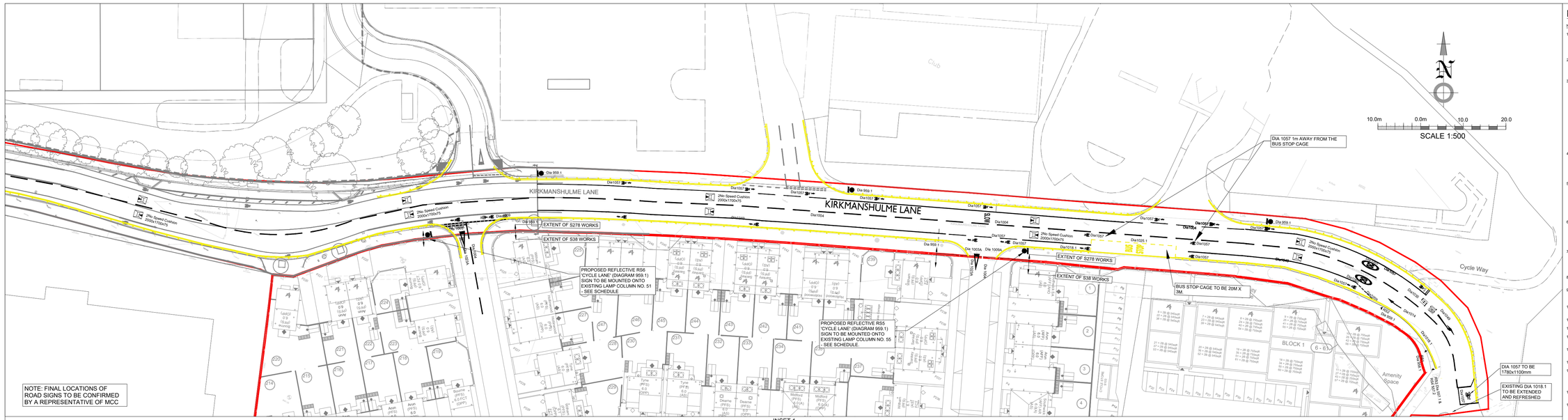
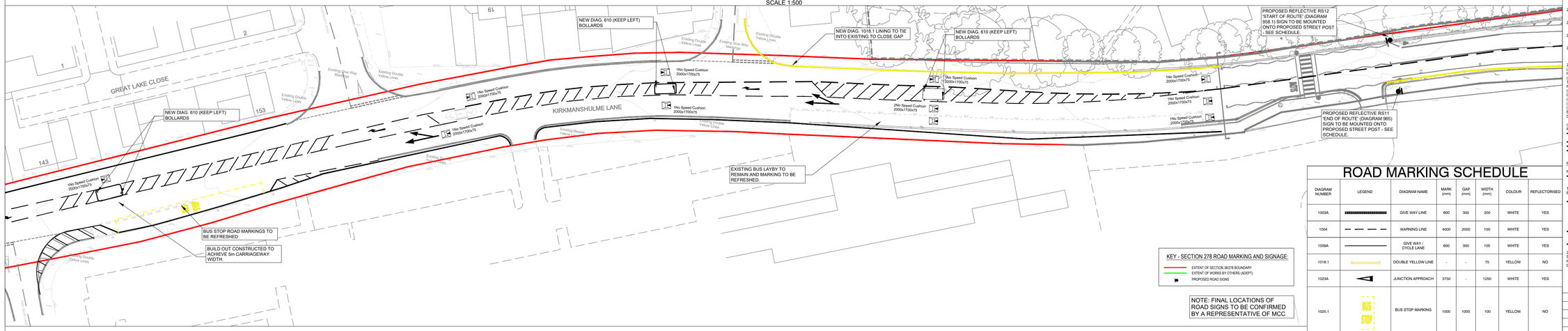
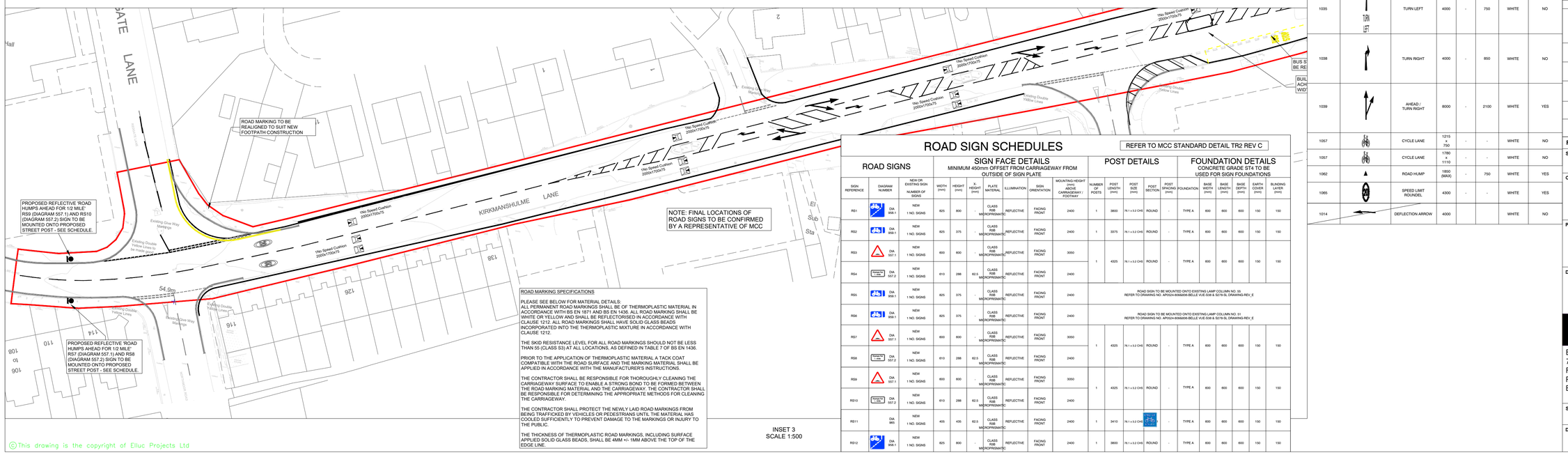



INSET 1
SCALE 1:500




INSET 2
SCALE 1:500




INSET 3
SCALE 1:500

## ROAD MARKING SPECIFICATIONS

PLEASE SEE BELOW FOR MATERIAL DETAILS:
ALL PERMANENT ROAD MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL IN ACCORDANCE WITH BS EN 1871 AND BS EN 1436. ALL ROAD MARKING SHALL BE WHITE OR YELLOW AND SHALL BE REFLECTORISED IN ACCORDANCE WITH CLAUSE 1212. ALL ROAD MARKINGS SHALL HAVE SOLID GLASS BEADS INCORPORATED INTO THE THERMOPLASTIC MIXTURE IN ACCORDANCE WITH CLAUSE 1212.

THE SKID RESISTANCE LEVEL FOR ALL ROAD MARKINGS SHOULD NOT BE LESS THAN 55 (CLASS S3) AT ALL LOCATIONS, AS DEFINED IN TABLE 7 OF BS EN 1436.

PRIOR TO THE APPLICATION OF THERMOPLASTIC MATERIAL A TACK COAT COMPATIBLE WITH THE ROAD SURFACE AND THE MARKING MATERIAL SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THOROUGHLY CLEANING THE CARRIAGEWAY SURFACE TO ENABLE A STRONG BOND TO BE FORMED BETWEEN THE ROAD MARKING MATERIAL AND THE CARRIAGEWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE APPROPRIATE METHODS FOR CLEANING THE CARRIAGEWAY.

THE CONTRACTOR SHALL PROTECT THE NEWLY LAID ROAD MARKINGS FROM BEING TRAFFICKED BY VEHICLES OR PEDESTRIANS UNTIL THE MATERIAL HAS COOLED SUFFICIENTLY TO PREVENT DAMAGE TO THE MARKINGS OR INJURY TO THE PUBLIC.

THE THICKNESS OF THERMOPLASTIC ROAD MARKINGS, INCLUDING SURFACE APPLIED SOLID GLASS BEADS, SHALL BE 4MM +/- 1MM ABOVE THE TOP OF THE EDGE LINE.

## ROAD SIGN SCHEDULES

REFER TO MCC STANDARD DETAIL TR2 REV C

| ROAD SIGNS | | | SIGN FACE DETAILS (MINIMUM 450mm OFFSET FROM CARRIAGEWAY FROM OUTSIDE OF SIGN PLATE) | | | | | | | POST DETAILS | | | | | FOUNDATION DETAILS (CONCRETE GRADE ST4 TO BE USED FOR SIGN FOUNDATIONS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIGN REFERENCE | DIAGRAM NUMBER | NEW OR EXISTING SIGN. NUMBER OF SIGNS | WIDTH (mm) | HEIGHT (mm) | X HEIGHT (mm) | PLATE MATERIAL | ILLUMINATION | SIGN ORIENTATION | MOUNTING HEIGHT ABOVE NEARSIDE CARRIAGEWAY / FOOTWAY | NUMBER OF POSTS | POST SIZE (WIDTH) (mm) | POST SIZE (mm) | POST SECTION | POST SPACING (mm) | FOUNDATION | BASE WIDTH (mm) | BASE LENGTH (mm) | BASE DEPTH (mm) | EARTH COVER (mm) | BLINDING LAYER (mm) |
| RS1 | DIA 958.1 | NEW 1 NO. SIGNS | 825 | 800 | - | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | 1 | 3800 | 76 t x 3.2 CHS | ROUND | - | TYPE A | 600 | 600 | 600 | 150 | 150 |
| RS2 | DIA 958.1 | NEW 1 NO. SIGNS | 825 | 375 | - | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | 1 | 3375 | 76 t x 3.2 CHS | ROUND | - | TYPE A | 600 | 600 | 600 | 150 | 150 |
| RS3 | DIA 557.1 | NEW 1 NO. SIGNS | 600 | 600 | - | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 3050 | 1 | 4325 | 76 t x 3.2 CHS | ROUND | - | TYPE A | 600 | 600 | 600 | 150 | 150 |
| RS4 | DIA 557.2 | NEW 1 NO. SIGNS | 610 | 288 | 62.5 | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | | | | | | | | | | | |
| RS5 | DIA 958.1 | NEW 1 NO. SIGNS | 825 | 375 | - | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | ROAD SIGN TO BE MOUNTED ONTO EXISTING LAMP COLUMN NO. 55 REFER TO DRAWING NO. APISDA-WA8268-BELLE VUE-SS8 & S278-SL DRAWING-REV_E | | | | | | | | | | |
| RS6 | DIA 958.1 | NEW 1 NO. SIGNS | 825 | 375 | - | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | ROAD SIGN TO BE MOUNTED ONTO EXISTING LAMP COLUMN NO. 51 REFER TO DRAWING NO. APISDA-WA8268-BELLE VUE-SS8 & S278-SL DRAWING-REV_E | | | | | | | | | | |
| RS7 | DIA 557.1 | NEW 1 NO. SIGNS | 600 | 600 | - | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 3050 | 1 | 4325 | 76 t x 3.2 CHS | ROUND | - | TYPE A | 600 | 600 | 600 | 150 | 150 |
| RS8 | DIA 557.2 | NEW 1 NO. SIGNS | 610 | 288 | 62.5 | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | | | | | | | | | | | |
| RS9 | DIA 557.1 | NEW 1 NO. SIGNS | 600 | 600 | - | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 3050 | 1 | 4325 | 76 t x 3.2 CHS | ROUND | - | TYPE A | 600 | 600 | 600 | 150 | 150 |
| RS10 | DIA 557.2 | NEW 1 NO. SIGNS | 610 | 288 | 62.5 | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | | | | | | | | | | | |
| RS11 | DIA 965 | NEW 1 NO. SIGNS | 405 | 435 | 62.5 | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | 1 | 3410 | 76 t x 3.2 CHS | | | TYPE A | 600 | 600 | 600 | 150 | 150 |
| RS12 | DIA 958.1 | NEW 1 NO. SIGNS | 825 | 800 | - | CLASS RA1 MICROPRISMATIC | REFLECTIVE | FACING FRONT | 2400 | 1 | 3800 | 76 t x 3.2 CHS | ROUND | - | TYPE A | 600 | 600 | 600 | 150 | 150 |

## ROAD MARKING SCHEDULE

| DIAGRAM NUMBER | LEGEND | DIAGRAM NAME | MARK (mm) | GAP (mm) | WIDTH (mm) | COLOUR | REFLECTORISED |
|---|---|---|---|---|---|---|---|
| 1003A | | GIVE WAY LINE | 600 | 300 | 200 | WHITE | YES |
| 1004 | | WARNING LINE | 4000 | 2000 | 100 | WHITE | YES |
| 1009A | | GIVE WAY / CYCLE LANE | 600 | 300 | 100 | WHITE | YES |
| 1018.1 | | DOUBLE YELLOW LINE | - | - | 75 | YELLOW | NO |
| 1023A | | JUNCTION APPROACH | 3750 | - | 1250 | WHITE | YES |
| 1025.1 | BUS STOP | BUS STOP MARKING | 1000 | 1000 | 100 | YELLOW | NO |
| 1035 | | TURN LEFT | 4000 | - | 750 | WHITE | NO |
| 1038 | | TURN RIGHT | 4000 | - | 850 | WHITE | NO |
| 1039 | | AHEAD / TURN RIGHT | 8000 | - | 2100 | WHITE | YES |
| 1057 | | CYCLE LANE | 1215 x 750 | - | - | WHITE | NO |
| 1057 | | CYCLE LANE | 1780 x 1110 | - | - | WHITE | NO |
| 1062 | | ROAD HUMP | 1850 (MAX) | - | 750 | WHITE | YES |
| 1065 | | SPEED LIMIT ROUNDEL | 4300 | - | - | WHITE | YES |
| 1014 | | DEFECTION ARROW | 4000 | | | WHITE | NO |

KEY - SECTION 278 ROAD MARKING AND SIGNAGE:
- EXTENT OF SECTION 38/278 BOUNDARY
- EXTENT OF WORKS BY OTHERS (ADEPT)
- PROPOSED ROAD SIGNS

NOTE: FINAL LOCATIONS OF ROAD SIGNS TO BE CONFIRMED BY A REPRESENTATIVE OF MCC

## 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
   KERBS SHALL BE LAID ON AN EVEN ALIGNEMENT 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. TO BE FILLED 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. VEHICLE 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 STANDARD 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 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 (1/2899:2001).
   (E) THE FOUNDATION FOR THE STEEL POST IS TO BE S74 CONCRETE.
   (F) THE POST SHALL BE 'HOOPED' AND BE 'SPIGOTTED AND SOCKETED' IN ACCORDANCE WITH BS4442. POST COLOUR GREY (REF. 693 IN BS381B) 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 OUTER POST FROM THE SIGN EDGE 'S', SHALL BE 50 MIN W/2N MAX. (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: |
|---|---|---|---|---|
| Q | DOUBLE YELLOW LINE UPDATED | 16.07.25 | ET | DW |
| P | DEFLECTION ARROW SIZE UPDATED | 14.07.25 | ET | DW |
| N | UPDATED TO SUIT LATEST COMMENTS | 24.06.25 | ET | DW |
| M | UPDATED TO SUIT LATEST COMMENTS | 28.04.25 | ET | DW |
| L | UPDATED TO SUIT LATEST COMMENTS | 25.02.25 | ET | DW |
| K | UPDATED TO SUIT LATEST COMMENTS | 22.01.25 | ET | DW |
| J | UPDATED TO SUIT LATEST COMMENTS | 18.12.24 | ET | DW |
| H | ROAD MARKING HAS BEEN UPDATED | 18.12.23 | EK | ARA |
| G | ROAD MARKING AND SIGNAGE FOR CYCLE LANE AND CENTRAL ISLANDS UPDATED AND ROAD HATCHING ADDED TO RIGHT TURN LANES BY ST PETER'S HIGH SCHOOL HAS BEEN UPDATED. SWEPT PATH ADJACENT TO PINK BANK LANE REMOVED FOR CLARITY AND RS11 & RS12 ADDED TO CYCLE ROUTE IN ADEPT WORKS IN ACCORDANCE WITH RSA2 COMMENTS | 09.06.23 | EK | ARA |
| F | 2 NO. SPEED CUSHIONS ON APPROACH TO BUS STOP BY PINK BANK LANE HAVE BEEN OMITTED IN ACCORDANCE WITH TFGM COMMENTS | 01.03.23 | EK | ARA |
| E | SPEED CUSHIONS ADJACENT TO THE PINK BANK LANE BUS STOP HAVE BEEN RELOCATED IN ACCORDANCE WITH TFGM COMMENTS | 05.01.23 | EK | ARA |
| D | SPEED CUSHIONS HAVE BEEN REVISED, BUS STOPS REMOVED, ROAD MARKING SCHEDULE UPDATED AND TACTILE CONFIGURATION ON REDGATE LANE REVISED IN ACCORDANCE WITH MCC S278 COMMENTS | 20.10.22 | EK | ARA |
| C | ROAD MARKING AND SIGNAGE SCHEDULE UPDATED AND DRAWING NOTES UPDATED IN ACCORDANCE WITH MCC S278 COMMENTS | 10.08.22 | EK | ARA |
| B | ROAD MARKING SCHEDULE ADDED AND UPDATED, ROAD MARKING SPECIFICATION ADDED AND DRAWING NOTES UPDATED IN ACCORDANCE WITH MCC S278 COMMENTS | 20.06.22 | EK | ARA |

Status: PRELIMINARY

Client: COUNTRYSIDE PROPERTIES

Project: BELLE VUE GREYHOUND TRACK GORTON

Drg Title: SECTION 278 ROAD MARKING AND SIGNAGE AND TRAFFIC REGULATION ORDER


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|---|---|---|---|---|
| 1:500 | A1 | DEC 2021 | EK | ARA |

Drg No: ELL-18039-B-CS-553

Rev: Q

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