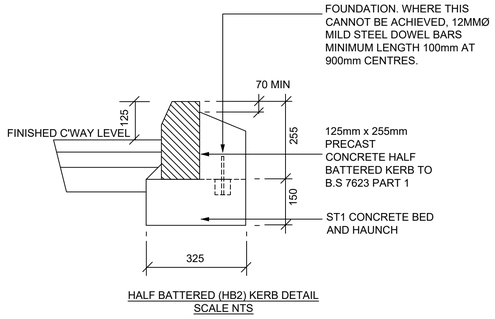
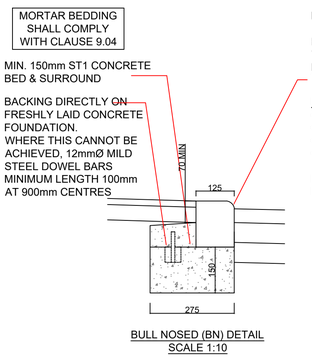


TRENCH BACK FILL DETAIL



HALF BATTERED (HB2) KERB DETAIL
SCALE NTS



BULL NOSED (BN) DETAIL
SCALE 1:10

NO KERBS SHOULD BE CUT LESS THAN 25% OF THE ORIGINAL LENGTH.

FOR CURVES OF RADIUS 12m OR TIGHTER, THE APPROPRIATE RADIUS KERB SHALL BE USED 125x150 BULL NOSED KERB

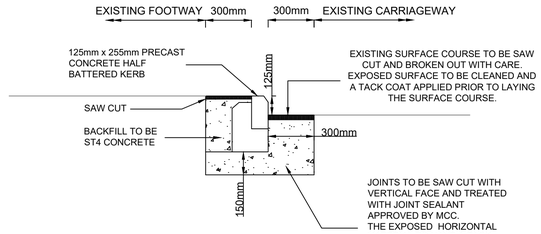
UPSTANDS
- LAID FLUSH
- 6mm
- 25mm
- 50mm

REFER TO DRAWING NO. ELL-18039-B-CS-160 FOR LOCATIONS.

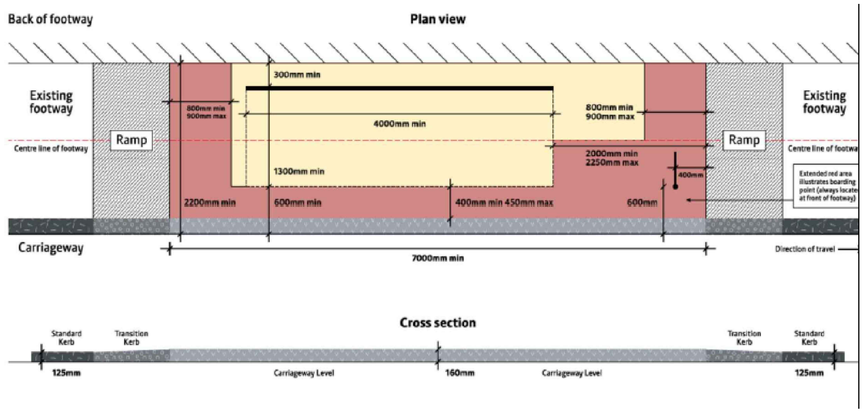
REFER TO MCC STANDARD DETAIL K2 REV B

OVERBREAK TO BE MADE GOOD IN CONCRETE AND A 300mm WIDE STRIP OF EXISTING SURFACE COURSE SHOULD BE SAW CUT.
BINDER COURSE AND SURFACE COURSE TO BE OVERLAID MINIMUM 150mm.
ANY EXPOSED SURFACES TO BE TREATED WITH A BITUMEN TACK COAT PRIOR TO THE NEW SURFACE TO BE LAID.
THE SURFACE COURSE REINSTATEMENT IS TO MATCH THE EXISTING SURFACE COURSE.

KERBS LAID IN EXSITING 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.

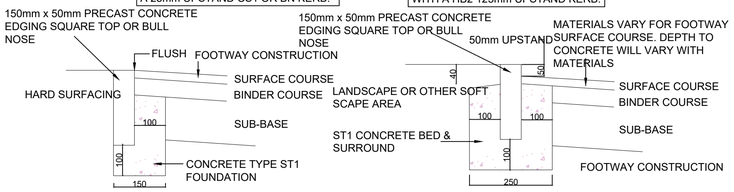


HALF BATTERED KERB OVERBREAK DETAIL
SCALE 1:20



THIS KERB IS TO BE USED FLUSH AT THE REAR OF THE FOOTWAY WHICH FEATURES A VEHICULAR CROSSOVER IN CONJUNCTION WITH A 25mm UPSTAND CS1 OR BN KERB.

THIS KERB IS TO BE USED AT THE REAR OF THE FOOTWAY WHICH FEATURES HARD OR SOFT LANDSCAPING IN CONJUNCTION WITH A HB2 125mm UPSTAND KERB.



EDGING KERB DETAIL FLUSH (EF-C)
SCALE NTS

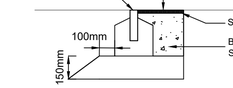
REFER TO MCC STANDARD DETAIL K5 REV B

EDGING KERB DETAIL WITH 50mm UPSTAND (EF)

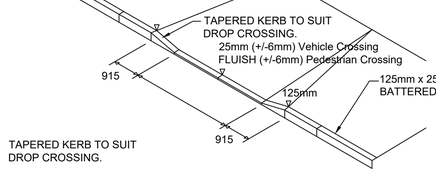
300mm EXISTING FOOTWAY

50mm x 150mm P.C.C FLAT-TOPPED EDGING KERB

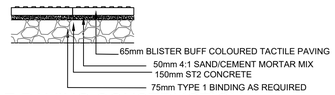
EXISTING SURFACE COURSE TO BE SAW CUT AND BROKEN OUT WITH CARE. EXPOSED SURFACE TO BE CLEANED AND A TACK COAT APPLIED PRIOR TO LAYING THE SURFACE COURSE.



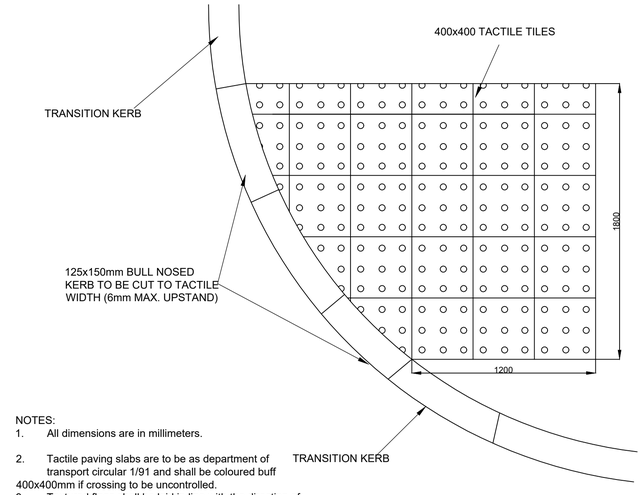
EDGING KERB OVERBREAK DETAIL
SCALE 1:20



TAPERED KERB TO SUIT DROP CROSSING.



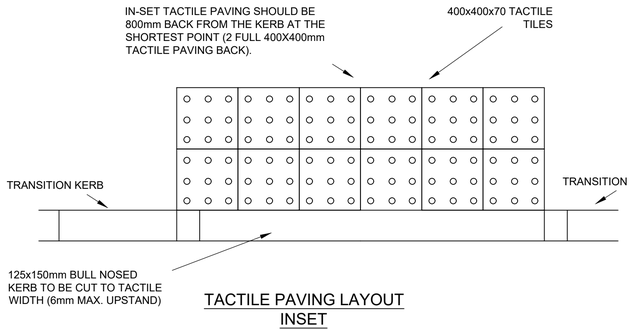
TACTILE PAVING CONSTRUCTION



NOTES:
1. All dimensions are in millimeters.
2. Tactile paving slabs are to be as department of transport circular 1/91 and shall be coloured buff 400x400mm if crossing to be uncontrolled.
3. Textured flags shall be laid in line with the direction of the crossing the two rows of flags next to the carriageway will therefore require cutting where the crossing is skew. Only controlled crossings shall have a tail 1.2m for a maximum distance of 5m or to back of footpath, whichever comes first.
4. Crossfall over width of footway at crossing shall be maximum gradient 1:12.
5. Distance from kerb to nearest edge of signal header pole 450mm.
6. Kerb upstand should be zero with 6mm tolerance.
7. layout of crossing depends on highway layout.

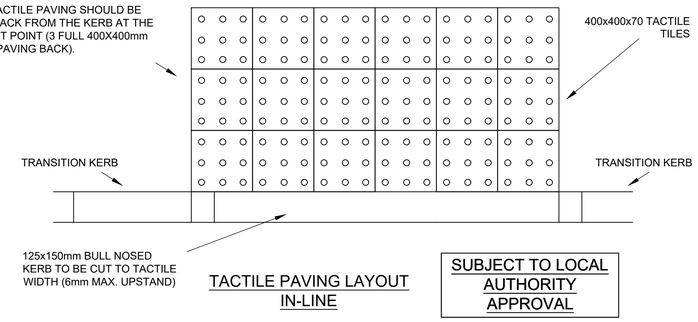
TACTILE PAVING LAYOUT ON A RADIUS

IN-SET TACTILE PAVING SHOULD BE 800mm BACK FROM THE KERB AT THE SHORTEST POINT (2 FULL 400X400mm TACTILE PAVING BACK).



TACTILE PAVING LAYOUT INSET

IN-LINE TACTILE PAVING SHOULD BE 1200mm BACK FROM THE KERB AT THE SHORTEST POINT (3 FULL 400X400mm TACTILE PAVING BACK).



TACTILE PAVING LAYOUT IN-LINE

ROAD GULLY TYPE 1 DETAIL
NTS

REFER TO MCC STANDARD DETAIL D12 REV B

SUBJECT TO LOCAL AUTHORITY APPROVAL

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 BACKING SHALL BE TYPE ST1 TO CLAUSE 2602 TABLE 26 / 1
   KERBS SHALL COMPLY WITH BS EN 1340: 2003
   KERBS SHALL BE BEDDED AND JOINTED IN CEMENT TO BS EN 197-1.
   JOINTS TO KERBS SHALL BE POINTED WITH CLASS (III) 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 EXSITING 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. - 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 LEVEL.
   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 O5.
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 F/WAY (I.E. BEHIND THE EDGING)!
20. THE MANHOLE OPENINGS IN THE COVER SLABS ARE TO BE LOCATED AS NEAR TO THE KERBS AS POSSIBLE / ACCEPTED BY LINITED 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) "ZSTONE SIGNS TO TSRGD 2016 DIAG. 674 - FACING TRAFFIC ENTERING THE DEVELOPMENT. (B) "ZSTONE SIGNS TO ZONE ENDS SIGNS TO DIAG. 675 - FACING TRAFFIC LEAVING THE DEVELOPMENT.
   (C). THE DISTANCE FROM THE BOTTOM OF THE LOWEST SIGN TO THE FOOTWAY (GROUND LEVEL) IS TO BE A MINIMUM OF 2.4M.
   (D). 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.
   (E) IF THE SIGNS ARE TO BE LOCATED ADJACENT THE KERBS THEN THE DISTANCE FROM THE FACE OF THE KERB TO THE FACE OF THE KERB FACE IS TO BE A MINIMUM OF 450MM.
   (F) THE ZSTONE/ZENTRE SIGNS ARE TO BE REFLECTORISED TO CLASS REF 2 (12899:2001).
   (G) THE FOUNDATION FOR THE STEEL POST IS TO BE ST4 CONCRETE
   (H) ALL STEEL POSTS ARE TO HAVE PLASTIC TOPSAND BE 'ABCITE COATED' IN ACCORDANCE WITH BS8442. POST COLOUR GREY (REF. 693 IN BS381B) AND MUST COMPLY WITH MCC STANDARD DETAIL T2.
   (I) POST SHALL BE CIRCULAR TO DIMENSIONS GIVEN IN APPENDIX 12/1 AND COMPLY WITH THE REQUIREMENTS OF BS 4864: PART 1
   - POST SHALL EITHER BE GALVANISED IN ACCORDANCE WITH BS 729 OR BE PLASTIC COATED COLOURED GREY (UNLESS OTHERWISE STATED).
   - 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 'D', SHALL BE 50 MIN W/2N MAX, (WHERE W = OVERALL SIGN WIDTH AND N = NUMBER OF POSTS) UNLESS OTHERWISE SPICIFIED IN APPENDIX 12/1. FOR 'FLAG' TYPE SIGNS THIS VALUE OF 'D' 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:
E	UPDATED ACCORDING TO LATEST COMMENTS	22.01.2025	ET	DW
D	TFGM BUS STOP LAYOUT ADDED	13.01.2025	ET	DW
C	TACTILE PAVING DETAIL UPDATED	18.12.2024	ET	DW
B	KERBS, TACTILE PAVING DETAIL AND DRAWING NOTES REVISED IN ACCORDANCE WITH MCC S278 COMMENTS	09.08.2022	EK	ARA
A	TACTILE CROSSING DETAIL MOVED TO SHEET 1. TACTILE PAVING DETAILS UPDATED, KERB DETAILS UPDATED, OVERBREAK KERB DETAILS ADDED, DRAWING NOTES REVISED AND GULLY DETAIL ADDED AND TREE PIT DETAIL MOVED TO RFMO SHEET 1 TO SHEET 2 IN ACCORDANCE WITH MCC S278 COMMENTS	20.06.2022	EK	ARA

Status: APPROVAL

Client: COUNTRYSIDE PROPERTIES

Project: BELLE VUE GREYHOUND TRACK GORTON

Drg Title: SECTION 278 HIGHWAY CONSTRUCTION DETAILS SHEET 1 of 2

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Scale:	Size:	First Issue:	Drawn:	Checked:
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