EXISTING ROAD GULLY TO BE REMOVED AND CONNECTION TO BE BLANKED OFF. NEW REPLACEMENT GULLY TO BE CONSTRUCTED AT THE LOCATION SHOWN.

Bollards to be installed within shown location.

KIRKMANSHULME LANE

1No Speed Cushion 2000x1700x75

EXISTING STREET LIGHTING COLUMN TO BE RELOCATED

EXISTING ROAD GULLY TO BE REMOVED AND CONNECTION TO BE BLANKED OFF. NEW REPLACEMENT GULLY TO BE CONSTRUCTED AT THE LOCATION SHOWN.

PROPOSED REFLECTIVE RS6 'CYCLE LANE' (DIAGRAM 959.1) SIGN TO BE MOUNTED ONTO EXISTING LAMP COLUMN NO. 51 - SEE SCHEDULE

EXISTING ROAD GULLY TO BE REMOVED AND CONNECTION TO BE BLANKED OFF. NEW REPLACEMENT GULLY TO BE CONSTRUCTED AT THE LOCATION SHOWN.

EXISTING LIGHTING COLUMN TO REMAIN

PROPOSED REFLECTIVE RS5 'CYCLE LANE' (DIAGRAM 959.1) SIGN TO BE MOUNTED ONTO EXISTING LAMP COLUMN NO. 55 - SEE SCHEDULE.

RAISED TABLE

SLOW ROAD MARKING TO BE REFRESHED

EXISTING LIGHTING COLUMN TO BE RELOCATED TO BACK OF FOOTWAY TO LOCAL AUTHORITY APPROVAL.

EXISTING ROAD GULLY TO BE REMOVED AND CONNECTION TO BE BLANKED OFF. NEW REPLACEMENT GULLY TO BE CONSTRUCTED AT THE LOCATION SHOWN.

EXISTING BUS SHELTER, POST AND BIN TO BE REMOVED.

DIA 1057 1m AWAY FROM THE BUS STOP CAGE

FIND DETAILED BUS STOP PLAN LAYOUT ON DRAWING ELL-C-555

EXISTING LIGHTING COLUMN TO REMAIN

EXISTING FOOTWAY TO BE DUG OUT FOR RECONSTRUCTION

CONTINUATION OF PROPOSED CYCLE LANE ONTO EXISTING CYCLEWAY

Cycle Way

BUS STOP SHELTER DOES NOT NEED TO BE REINSTATED

THE KERB UPSTAND AT THE BUS STOP PASSENGER AREA SHALL BE 160mm

EXISTING FOOTWAY TO BE DUG OUT FOR CARRIAGEWAY WIDENING

EXISTING ROAD GULLY TO BE REMOVED AND CONNECTION TO BE BLANKED OFF. NEW REPLACEMENT GULLY TO BE CONSTRUCTED AT THE LOCATION SHOWN.

EXISTING BOLLARDS TO BE REMOVED

EXISTING TACTILE CROSSING CONFIGURATION TO BE UPDATED TO NEW FOOTPATH CONSTRUCTION

DIA 1057 TO BE 1780x1100mm

EXISTING DIA 1018.1 TO BE EXTENDED AND REFRESHED

10.0m 0.0m 10.0 20.0

SCALE 1:500

INSET 1
SCALE 1:500

GREAT LAKE CLOSE

NEW DIAG. 610 (KEEP LEFT) BOLLARDS

NEW DIAG. 1018.1 LINING TO TIE INTO EXISTING TO CLOSE GAP

NEW DIAG. 610 (KEEP LEFT) BOLLARDS

KIRKMANSHULME LANE

1No Speed Cushion 2000x1700x75

2No Speed Cushion 2000x1700x75

PROPOSED REFLECTIVE RS12 'START OF ROUTE' (DIAGRAM 958.1) SIGN TO BE MOUNTED ONTO PROPOSED STREET POST - SEE SCHEDULE.

PROPOSED REFLECTIVE RS11 'END OF ROUTE' (DIAGRAM 965) SIGN TO BE MOUNTED ONTO PROPOSED STREET POST - SEE SCHEDULE.

Bollards to be installed within shown location.

BUS STOP ROAD MARKINGS TO BE REFRESHED

BUILD OUT CONSTRUCTED TO ACHIEVE 5m CARRIAGEWAY WIDTH.

EXISTING BUS STOP CAGE AND ROAD MARKINGS TO BE REFRESHED

EXISTING BUS LAYBY TO REMAIN AND MARKING TO BE REFRESHED.

INSET 2
SCALE 1:500

ROAD MARKING TO BE REALIGNED TO SUIT NEW FOOTPATH CONSTRUCTION

NEW FOOTPATH CONSTRUCTION

EXISTING ROAD GULLY TO BE REMOVED AND CONNECTION TO BE BLANKED OFF. NEW REPLACEMENT GULLY TO BE CONSTRUCTED AT THE LOCATION SHOWN.

RECESSED COVER REQUIRED TO LOCAL AUTHORITY APPROVAL DUE TO EXISTING MANHOLE COVER

PROPOSED REFLECTIVE 'ROAD HUMPS AHEAD FOR 1/2 MILE' RS9 (DIAGRAM 557.1) AND RS10 (DIAGRAM 557.2) SIGN TO BE MOUNTED ONTO PROPOSED STREET POST - SEE SCHEDULE.

PROPOSED REFLECTIVE 'ROAD HUMPS AHEAD FOR 1/2 MILE' RS7 (DIAGRAM 557.1) AND RS8 (DIAGRAM 557.2) SIGN TO BE MOUNTED ONTO PROPOSED STREET POST - SEE SCHEDULE.

KIRKMANSHULME LANE

1No Speed Cushion 2000x1700x75

BUS STOP ROAD MARKINGS TO BE REFRESHED

BUILD OUT CONSTRUCTED TO ACHIEVE 5m CARRIAGEWAY WIDTH.

EXISTING BUS STOP CAGE AND ROAD MARKINGS TO BE REFRESHED

INSET 3
SCALE 1:500

## KEY - SECTION 278

- EXTENT OF SECTION 278 BOUNDARY
- EXTENT OF WORKS BY OTHERS (ADEPT)
- NEW FOOTPATH CONSTRUCTION
- NEW VEHICULAR CROSSOVER CONSTRUCTION
- NEW FULL DEPTH ROAD CONSTRUCTION
- TACTILE PAVING - BUFF COLOUR
- EXISTING STREET LAMP POST
- RELOCATED EXISTING STREET LAMP POST
- EXISTING ROAD SIGN
- EXISTING STREET POST
- EXISTING ROAD GULLY TO BE REMOVED AND CONNECTION TO BE BLANKED OFF
- NEW REPLACEMENT GULLY TO BE CONSTRUCTED AT THE LOCATION SHOWN
- AREA BEING RESURFACED
- PROPOSED ROAD SIGNS
- DRIVE VISIBILITY SPLAY (2.4m x 5m)
- DRIVE VISIBILITY SPLAY (2.4m x 3m)
- EXISTING COLUMN + LANTERN TO REMAIN
- EXISTING COLUMN TO BE REMOVED
- S38 STREET LIGHTNING
- S278 STREET LIGHTNING

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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 KERBS. CONCRETE BEDDING AND BACKING SHALL BE TYPE ST1 TO CLAUSE 2602 TABLE 26 / 1 CONCRETE GRADE RC32/40 TO BS EN 206-1. CEMENT SHALL BE ORDINARY PORTLAND 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 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. BUS STOP LOCATIONS - THE KERB FACE IS TO BE 250MM
   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. A REASONABLE AMOUNT OF WRITTEN NOTICE IS REQUIRED.
   b. THE FOOTWAY AND CARRIAGEWAY MUST BE AT 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 FOR THE USE OF BUFF TACTILE BLOCK PAVERS TO BE LAID IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION (SEE ALSO 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 105MM. THE REGULATIONS DO NOT ALLOW FOR ANY TOLERANCES. THEREFORE IF THE HEIGHT OF THE HUMP DOES EXCEED 105MM IT WILL BE CONSIDERED 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 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 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.
(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 ADJACENT THE KERBS THEN THE DISTANCE FROM THE OUTER EDGE OF THE SIGNING TO THE KERB FACE IS TO BE A MINIMUM OF 450MM.
(C) THE BACKGROUNDS SIGNS ARE TO BE REFLECTORISED TO CLASS REF 2 (12899:2001).
(D) THE FOUNDATION FOR THE STEEL POST IS TO BE ST4 CONCRETE.
(E) ALL STEEL POSTS ARE TO HAVE PLASTIC TOPSAND BE 'ABOITE COATED' IN ACCORDANCE WITH BS8442. POST COLOUR GREY (REF. 693 IN BS08181) AND MUST COMPLY WITH MCC STANDARD DETAIL T2
(F) POST SHALL BE CIRCULAR TO DIMENSIONS GIVEN IN APPENDIX 12/1 AND COMPLY WITH THE REQUIREMENTS OF BS 4568 TABLE 3.
- POST SHALL BE GRP/S & 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 SPECIFIED 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 H3 (WHERE H = OVERALL SIGN HEIGHT), MIN VALUE W2N
- 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: |
|---|---|---|---|---|
| V | UPDATED TO SUIT LATEST S278 COMMENTS | 16.07.25 | ET | DW |
| U | UPDATED TO SUIT LATEST S278 COMMENTS | 14.07.25 | ET | DW |
| T | ANNOTATION UPDATED TO FRONT | 24.06.25 | ET | DW |
| S | ANNOTATION UPDATED TO FRONT | 28.04.25 | ET | DW |
| R | KERB LINE ADDED EASTERN REDGATE LANE JUNCTION | 25.02.25 | ET | DW |
| Q | ADDED 3 CUSHIONS ON KIRKMANSHULEM ROAD | 22.01.25 | ET | DW |
| P | AMENDED TO SUIT LATEST COMMENTS | 10.01.25 | ET | DW |
| N | AMENDED TO SUIT LATEST COMMENTS | 18.12.24 | ET | DW |
| M | ADDITIONAL SPEED CUSHIONS ADDED | 25.07.24 | ET | DW |
| L | ADDITIONAL SPEED CUSHIONS ADDED | 25.07.24 | ET | DW |
| K | PROPOSED BUS SHELTER REMOVED NEAR PINK BANK LINE. PROPOSED BOLLARDS ADDED NEAR 143 KIRKMANSHULME LANE | 28.05.24 | JC | DW |
| J | TACTILE CONFIGURATION FOR JUNCTIONS ROADS 1 & 6 & REDGATE LANE HAVE BEEN REVISED IN ACCORDANCE WITH CLIENT COMMENTS | 11.09.23 | EK | ARA |

**Status:** PRELIMINARY

**Client:** COUNTRYSIDE PROPERTIES

**Project:** BELLE VUE GREYHOUND TRACK GORTON

**Drg Title:** SECTION 278 GENERAL ARRANGEMENT LAYOUT

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

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**Rev:** V