

GENERAL NOTES

1. ALL WORKS TO BE CARRIED OUT STRICTLY IN ACCORDANCE WITH THE LOCAL AUTHORITY HIGHWAYS SPECIFICATION FOR STREET WORKS.
2. ALL STATUTORY UNDERTAKERS, INCLUDING CABLE TELEVISION COMPANIES, MUST BE CONTACTED PRIOR TO COMMENCING ANY WORKS TO ASCERTAIN THE LOCATION AND DEPTH OF THEIR APPARATUS. IN THE EVENT OF ANY PROTECTION OR DIVERSIONARY WORKS BEING NECESSARY TO THEIR APPARATUS THEN ANY COSTS INCURRED WILL BE THE CONTRACTORS RESPONSIBILITY BOTH FOR ARRANGING AND ANY PAYMENT.
3. THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SUCH TRAFFIC SIGNS, LAMPS, BARRIERS AND TRAFFIC CONTROL SIGNALS, AND SUCH MEASURES MAY BE NECESSITATED BY THE CONSTRUCTION OF THE WORKS IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL.
4. THE DEVELOPER AND CONTRACTOR SHALL CONFIRM THEY ARE WORKING IN ACCORDANCE WITH NJUG VOLUME 1 GUIDELINES ON THE POSITIONING AND COLOUR CODING OF UNDERGROUND UTILITIES' APPARATUS AND VOLUME 2 GUIDELINES ON THE POSITIONING OF UNDERGROUND UTILITIES APPARATUS FOR NEW DEVELOPMENT SITES
5. ROOT BARRIER TO BE INSTALLED AT THE BACK OF THE ADOPTED FOOTPATH TO PREVENT THE ROOTS FROM ANY PROPOSED NEW TREES UNDERMINING THE FOOTPATH.
6. RETENTION OF THE EXISTING KERBLINE WILL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL AUTHORITY HIGHWAYS INSPECTOR.
7. RE-USE OF THE EXISTING KERB RACE WILL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL AUTHORITY HIGHWAYS INSPECTOR. RECONSTRUCTION OF THE EXISTING CHANNEL LINE TO HAVE 300mm OVERBITE OF EACH BITUMINOUS LAYER THAT IS DISTURBED.
8. 150mm x 50mm BACK EDGING KERBS WILL BE LAID UPTURNED AND FLUSH AT FOOTWAY CROSSOVERS.
9. ALL SUBSTRATA STRUCTURES AND UNCONSOLIDATED MATERIAL WITHIN THE CONSTRUCTION WIDTH OF THE HIGHWAY, ARE TO BE REMOVED.
10. CBR VALUES AND CALCULATIONS MAY BE REQUIRED TO DETERMINE SUB-BASE THICKNESS.
11. HINGED GULLY GRATE AND FRAME TO BS EN 124, GRADE D400, NON-ROCKING WITH CAPTIVE LEFT HAND END HINGE. MINIMUM WATERWAY AREA 900CM SQUARED. FRAME DEPTH 100MM. BLACK COATED DUCTILE IRON.
12. ANY EXISTING GULLIES THAT ARE DAMAGED DURING CONSTRUCTION WILL BE REPLACED WITH NEW ONES, AS AGREED WITH A REPRESENTATIVE OF THE LOCAL AUTHORITY HIGHWAYS DEPARTMENT
13. HAND LAYING OF BITUMINOUS MATERIALS IS NOT PERMITTED ON ADOPTABLE CARRIAGEWAY.
14. TARMAC ROAD CONSTRUCTION TO COMPLY WITH BS.EN.13108
15. THE PROVISION OF A CCTV SURVEY OF ANY HIGHWAY DRAINAGE, AT THE DEVELOPERS EXPENSE, IS REQUIRED PRIOR TO LAYING THE WEARING COURSE.

KEY

- EXTENT OF PROPOSED SECTION 278 WORKS
- EXTENT OF EXISTING CARRIAGEWAY TO BE RESURFACED AS PART OF S278 WORKS
- EXTENT OF EXISTING FOOTWAY TO BE RESURFACED AS PART OF S278 WORKS
- PROPOSED SECTION 38 FOOTWAY
- PROPOSED SECTION 38 HIGHWAY
- SITE OWNERSHIP BOUNDARY
- EXISTING HIGHWAY GULLY TO BE RELOCATED
- 125X150mm BULLNOSED DROPPED KERB - 25mm UPSTAND
- 125X255mm HALF BATTERED KERB -125mm UPSTAND
- FLAT TOP P.C.C EDGING KERB
- TRANSITION KERB

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	13.12.2023	PRELIMINARY ISSUE	JPR	JCM	JCM

DRAWING STATUS: **PRELIMINARY**

CLIENT: CASEY

ARCHITECT: JOHN MCCALL ARCHITECTS

PROJECT: QUEENS AVENUE P500
MANCHESTER

TITLE: S38/S278 AGREEMENT PLAN

STATUS:	PROJECT No.	PROJECT	ORIGINATOR	VOL/SYS	LEVEL	TYPE	ROLE	DRAWING No.	REV:
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SCALE @ A1:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
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