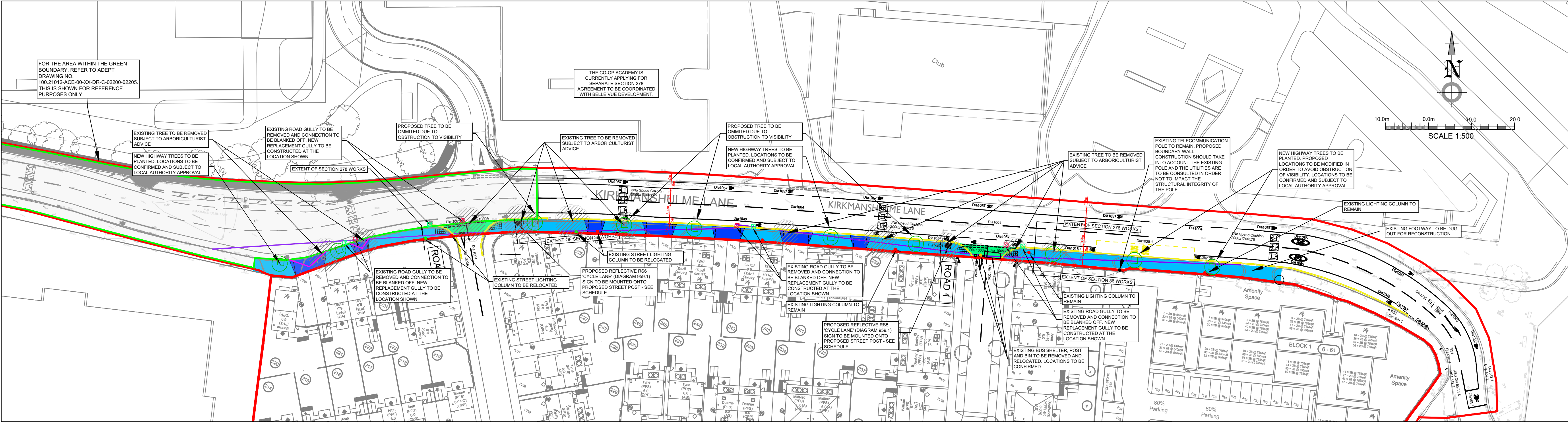
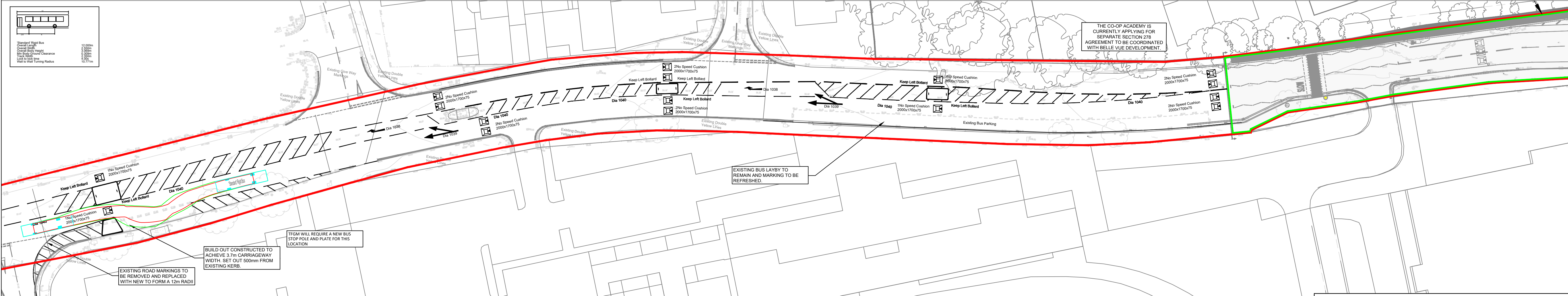
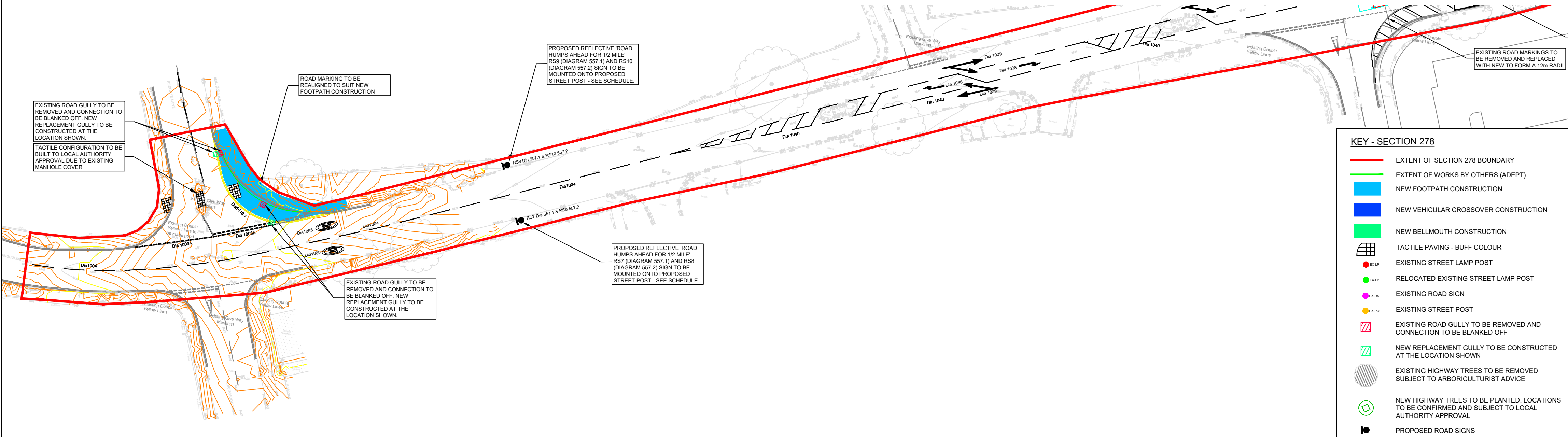




INSET 1
SCALE 1:500



INSET 2
SCALE 1:500



INSET 3
SCALE 1:500

- 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 EXISTING KERBS WITHIN THE S278 WORKS ARE TO BE REPLACED WITH NEW KERBS.
 3. 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 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.
 4. CCTV SURVEYS WILL BE REQUIRED ON ALL HIGHWAY DRAINS (INCLUDING GULLY CONNECTIONS). ANY DEFECTS IDENTIFIED NEED TO BE RECTIFIED ACCORDINGLY.
 2. ALL ROAD GULLIES WITHIN THE S38/S278 WORKS ARE TO BE DE-SILTED PRIOR TO ADOPTION.
 3. ANY OVERSIGHTING ISSUES IDENTIFIED, PRIOR TO ADOPTION, WILL NEED TO BE ADDRESSED BY THE DEVELOPER AND APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY.
 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ACCEPTED S38-S278 AGREEMENT DRAWINGS AND THE LOCAL AUTHORITY'S RELEVANT STANDARD DETAILS.
 5. THE DEVELOPER WILL BE RESPONSIBLE FOR PAYING MANCHESTERS REASONABLE COSTS FOR MENDING THE TRODS.
 6. 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.
 7. 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.

ROAD MARKING SCHEDULE

DIAGRAM NUMBER	LESENG	DIAGRAM NAME	MARK (mm)	GAP (mm)	WIDTH (mm)	COLOR	REFLECTORISED
1000A		GIVE WAY LINE	600	300	200	WHITE	YES
1000B		GIVE WAY LINE	300	150	100	WHITE	NO
1004		WARNING LINE	4000	2000	100	WHITE	YES
1004.1		WARNING LINE	6000	3000	100	WHITE	YES
1006A		GIVE WAY / CYCLE LANE	600	150	150	WHITE	YES
1018.1		DOUBLE YELLOW LINE	-	-	75	YELLOW	NO
1023A		JUNCTION APPROACH	3750	-	1250	WHITE	YES
1023B		JUNCTION APPROACH	1875	-	625	WHITE	NO
1025.1		BUS STOP MARKING	-	-	1000	YELLOW	NO
1035		TURN LEFT	4000	-	750	WHITE	NO
1038		TURN RIGHT	4000	-	800	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	1800 (MAX)	-	750	WHITE	YES
1065		SPEED LIMIT ROUNDREL	4200	-	-	WHITE	YES

KEY - SECTION 278

- EXTENT OF SECTION 278 BOUNDARY
- EXTENT OF WORKS BY OTHERS (ADEPT)
- NEW FOOTPATH CONSTRUCTION
- NEW VEHICULAR CROSSOVER CONSTRUCTION
- NEW BELLMOUTH 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
- EXISTING HIGHWAY TREES TO BE REMOVED SUBJECT TO ARBORICULTURIST ADVICE
- NEW HIGHWAY TREES TO BE PLANTED. LOCATIONS TO BE CONFIRMED AND SUBJECT TO LOCAL AUTHORITY APPROVAL
- PROPOSED ROAD SIGNS
- VISIBILITY SPAY (2.4m x 61m)
- DRIVE VISIBILITY SPAY

B	ROAD MARKING SCHEDULE ADDED. TACTILE CONFIGURATION REVISED. VISIBILITY SPAYS ADDED TO PLOTS 220-229 DRIVEWAYS. BUS STOP PATH ADDED TO PLOT 2 AND KEY UPDATED IN ACCORDANCE WITH MGC S278 COMMENTS	17.06.22	EK	ARA
A	ADDITIONAL TOPOGRAPHICAL SURVEY ADDED. SITE CLEARANCE ENTITIES REMOVED. SPEED CUSHIONS RELOCATED. ASSET DESIGN ADDED. DIMENSIONS ADDED. ROAD MARKING AND LEGEND UPDATED IN ACCORDANCE WITH MGC S278 COMMENTS	21.04.22	EK	ARA

Rev: Description: Date: By: Chkd:

Status:

Client: COUNTRYSIDE PROPERTIES

Project: BELLE VUE GREYHOUND TRACK GORTON

Drg Title: SECTION 278 GENERAL ARRANGEMENT LAYOUT

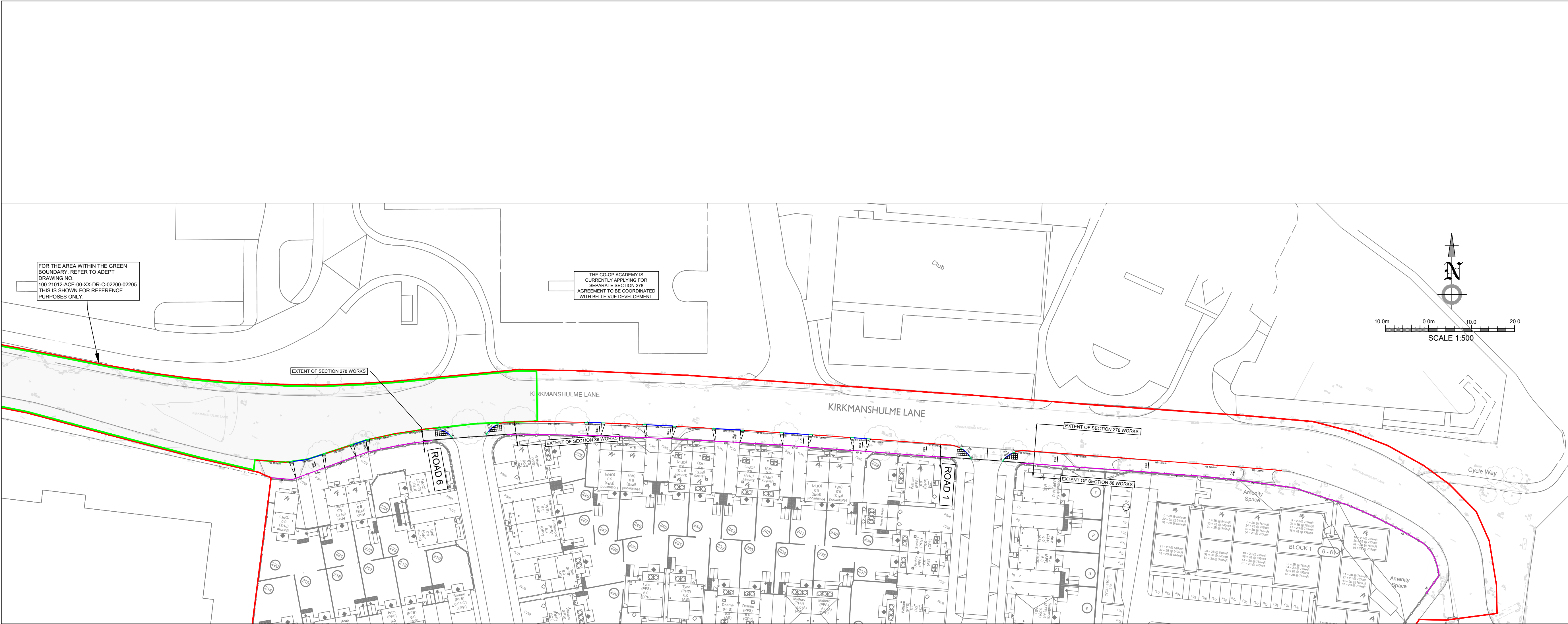
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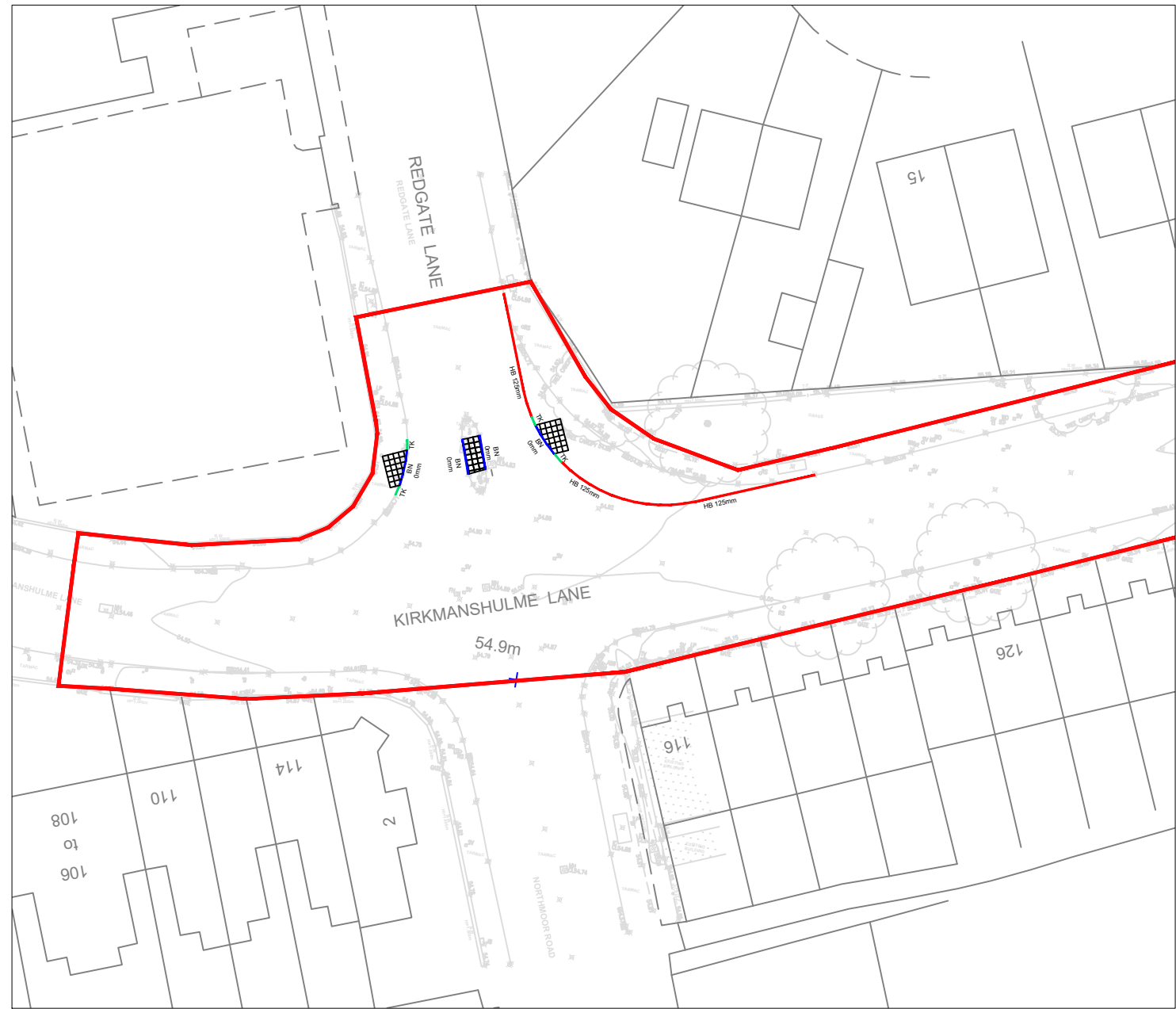
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Scale: 1:500 Size: A1 First Issue: DEC 2021 Drawn: EK Checked: ARA

Drg No: ELL-18039-B-CS-550 Rev: B



INSET 1
SCALE 1:500



INSET 2
SCALE 1:500

KEY - SECTION 278 KERBING	
—	EXTENT OF SECTION 278 BOUNDARY
—	EXTENT OF WORKS BY OTHERS (ADEPT)
— HB2	125x255mm PCC HALF BATTERED KERBS WITH A 125mm KERB FACE
— BN	125x150mm PCC BULLNOSED KERBS WITH A 25mm KERB FACE FOR VEHICULAR CROSSINGS & 0mm FLUSH KERB FACE FOR PEDESTRIAN CROSSINGS.
— TK	PCC TRANSITION KERB (TAPER) - HALF BATTERED TO BULLNOSED
— EF	50x200mm PCC FLAT TOP EDGING WITH A 0mm FLUSH UPSTAND
— EF-C	50x200mm PCC FLAT TOP EDGING WITH A 50mm UPSTAND
	TACTILE PAVING - BUFF COLOUR

- 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 ADDITION TO PROGRESS.
 2. ALL ADAPTABLE 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. A 300MM WIDE STRIP IN THE CARRIAGEWAY IS REQUIRED TO ALLOW FOR THE BREAKING OUT OF THE EXISTING KERBS. THE EDGE OF THE 300MM WIDE STRIP MUST BE SAWCUT. THE TRENCH IS TO BE FILLED WITH AT LEAST 240MM OF 3/4 CONCRETE. BENEATH 60MM OF BINDER COURSE. BENEATH 40MM OF SURFACE COURSE. FOR FURTHER DETAILS REFER TO THE LOCAL AUTHORITY'S STANDARD DETAILS S1 TO T20/22.
 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 A MAXIMUM OF 8MM(NOTE THAT THERE MUST BE A KERB FACE ON ALL PEDESTRIAN CROSSINGS UP TO A MAX OF 8MM. 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 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 PAVERS (NOT FLAGS OR STICK-ONS). FOR FURTHER INFORMATION REFER TO THE LOCAL AUTHORITY'S STANDARD DETAIL S0070-LVP-HVP-XX-DR-C-0001. 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. ROAD NAMEPLATES: 2ND. ROAD NAMEPLATES WILL BE REQUIRED AT THE ENTRANCE TO EACH NEW ROAD. THEY ARE TO BE LOCATED UNLESS OTHERWISE AGREED IN THE FOOTWAYS ON BOTH SIDES OF THE ENTRANCE AND POSITIONED IN THE FOOTWAY AT THE BACK JUST IN FRONT OF THE EDGINGS. SALFORD CITY COUNCIL STANDARD ROAD NAMEPLATES ARE TO BE USED. REFER TO THE LOCAL AUTHORITY'S STANDARD DETAIL STD 1200.10. THE TYPE OF ROAD NAMEPLATES REQUIRED IS A/B OR C AND EXACT LOCATION OF THE ROAD NAMEPLATES NEED TO BE DETERMINED WITH A REPRESENTATIVE OF THE LOCAL AUTHORITY PRIOR TO INSTALLATION.
 8. 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 CLASSIFIED AS AN OBSTRUCTION AND WOULD NEED TO BE REPLACED SO THAT IT IS AT THE CORRECT HEIGHT.
 9. PCC EDGINGS WILL BE REQUIRED FOR DEMARCATION BETWEEN PRIVATE DRIVEWAYS & ADAPTABLE DROPPED VEHICLE CROSSINGS.
 10. PCC EDGINGS ARE TO HAVE A 30MM FACE UNLESS AGREED OTHERWISE WITH A REPRESENTATIVE OF THE LOCAL AUTHORITY. THEY ARE TO BE LAID FLUSH IN FRONT OF DRIVEWAY.
 11. CCTV SURVEYS WILL BE REQUIRED ON ALL HIGHWAY DRAINS (INCLUDING GULLY CONNECTIONS). ANY DEFECTS IDENTIFIED NEED TO BE RECTIFIED ACCORDINGLY.
 12. ALL ROAD GULLIES WITHIN THE S38/S278 WORKS ARE TO BE DE-SILTED PRIOR TO ADOPTION.
 13. ALL NEW MANHOLE COVERS AND FRAMES IN THE S38/S278 WORKS ARE TO BE 60MM DEEP.
 14. ANY OVERRUNNING ISSUES IDENTIFIED, PRIOR TO ADOPTION, WILL NEED TO BE ADDRESSED BY THE DEVELOPER AND APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY.
 15. WITH REGARD TO THE REQUIRED 'TIE-IN' BETWEEN THE NEW CARRIAGEWAY SURFACING AND EXISTING REFER TO THE LOCAL AUTHORITY'S STANDARD DETAIL STD 120/22.
 16. ALL EXISTING ROAD MARKINGS ARE TO BE RE-PANDED ACCORDINGLY.
 17. THE ADDITIONAL MATERIAL BETWEEN THE PPS BEDDINGS/SURROUND AND THE HIGHWAY CAPPING/SUB-BASE LAYER IS TO BE EITHER MOT TYP1 OR SUITABLY SELECTED AS DUS MATERIAL WHICH MUST BE APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY PRIOR TO LAYING AND COMPACTING.
 18. ALL PROPOSED ADAPTABLE & EXISTING ADOPTED FWAYS ARE TO DRAIN INTO THE PROPOSED ADAPTABLE / EXISTING ADOPTED CWAYS (NO EXCEPTIONS).
 19. ANY PONDING ISSUES IN THE PROPOSED ADAPTABLE / EXISTING ADOPTED CWAYS & FWAYS NEED TO BE ADDRESSED BY THE DEVELOPER TO THE SATISFACTION OF THE LOCAL AUTHORITY, PRIOR TO THE ISSUE OF THE S38/S278 FINAL CERTIFICATE.
 20. DRAINAGE CHANNELS FOR PRIVATE DRIVES ARE TO BE INSTALLED BEHIND THE PROPOSED ADAPTABLE FOOTWAY (I.E. BEHIND THE EDGINGS).
 21. THE MANHOLE OPENINGS IN THE COVER SLABS ARE TO BE LOCATED AS NEAR TO THE KERBS AS POSSIBLE / ACCEPTED BY UNITED UTILITIES.
 22. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH GOODSON ASSOCIATES ACCEPTED S38-S278 AGREEMENT DRAWINGS AND THE LOCAL AUTHORITY'S RELEVANT STANDARD DETAILS.
 23. THE DEVELOPER WILL BE RESPONSIBLE FOR PAYING MANCHESTER'S REASONABLE COSTS FOR AMENDING THE TRO'S
 24. 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.
 26. (a) "ZOOONE SIGNS TO TSRGD 2016 DIAG. 674 - FACING TRAFFIC ENTERING THE DEVELOPMENT.
(b) "ZOOONE SIGNS TO TSRGD 2016 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, IN FRONT 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 OUTSIDE EDGE OF THE SIGNS TO THE KERB FACE IS TO BE A MINIMUM OF 450MM.
(f) THE "ZOOONE" SIGNS ARE TO BE REFLECTORISED TO CLASS REF. 2 (2899/2001).
(g) THE FOUNDATION FOR THE STEEL POST IS TO BE 374 CONCRETE (625MM x 500MM x 900MM DEEP).
(h) ALL STEEL POSTS ARE TO HAVE PLASTIC TOPS AND BE ADOPTED COATED IN ACCORDANCE WITH BS8442. POST COLOUR GREY (REF. 883 IN BS8442).
 27. 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.

B	TACTILE CROSSINGS HAVE BEEN UPDATED AND EXISTING FOOTWAY FALLS HAVE BEEN ADDED IN ACCORDANCE WITH MCS 501 COMMENTS	17.06.22	EK	ARA
A	ADDITIONAL TOPOGRAPHICAL SURVEY ADDED. BULL NOSE KERB SPEC AND LEGEND UPDATED IN ACCORDANCE WITH MCS 501 COMMENTS	21.04.22	EK	ARA
Rev:	Description:	Date:	By:	Chkd:

Status: **PRELIMINARY**

Client: **COUNTRYSIDE PROPERTIES**

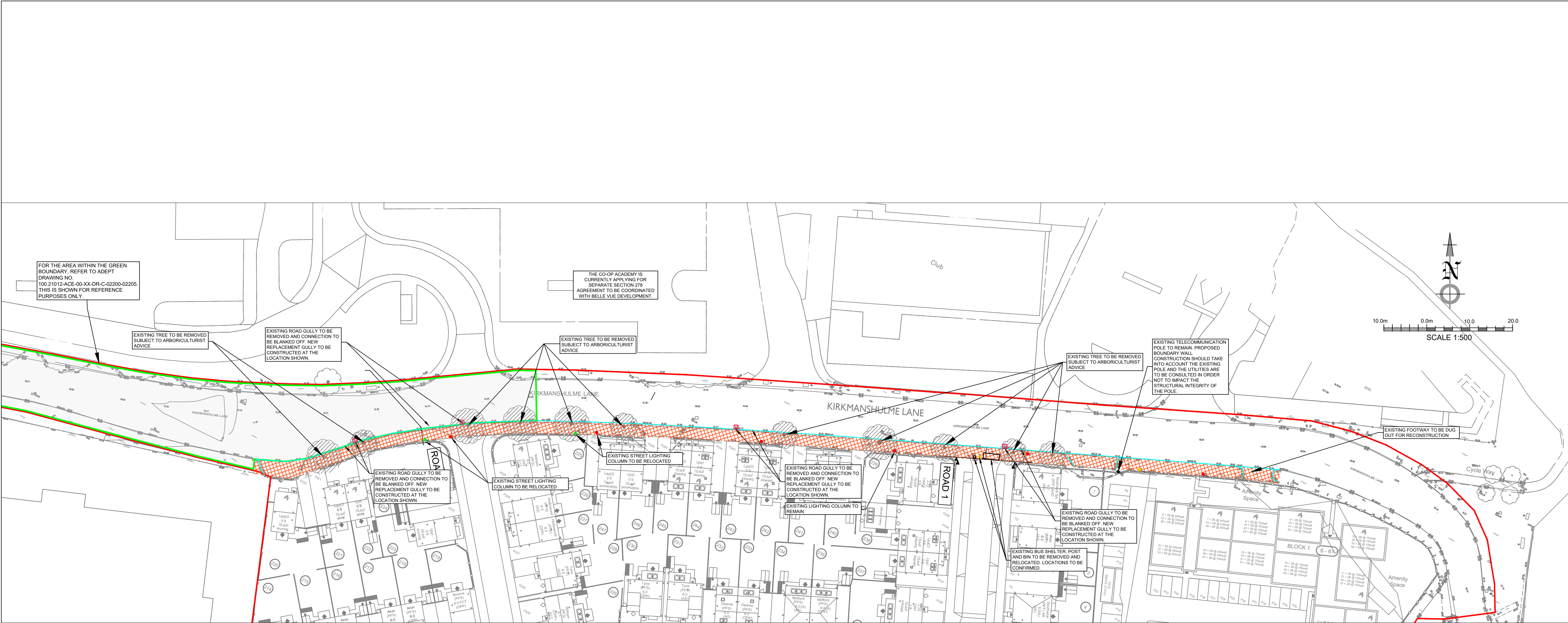
Project: **BELLE VUE GREYHOUND TRACK GORTON**

Drwg Title: **SECTION 278 KERBING LAYOUT**
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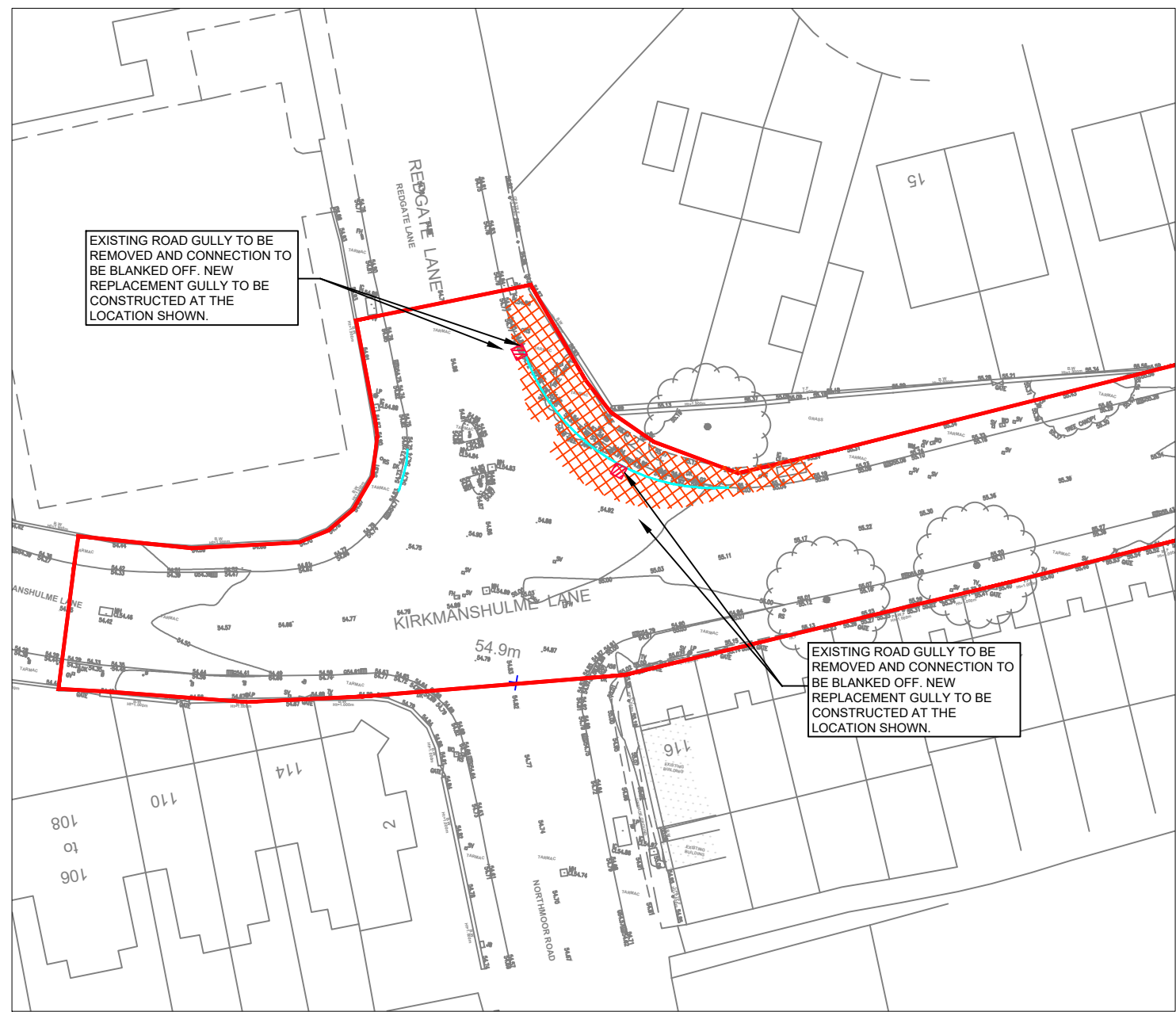
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Drwg No:	ELL-18039-B-CS-551	Rev:	B						



INSET 1
SCALE 1:500



INSET 2
SCALE 1:500

KEY - SECTION 278 SITE CLEARANCE

- EXTENT OF S278 BOUNDARY
- EXISTING KERBS TO BE REMOVED
- EXISTING FOOTPATH TO BE DUG OUT AND PREPARED FOR NEW FOOTPATH AND VEHICULAR CROSSOVER CONSTRUCTION
- EXISTING STREET LAMP POST
- RELOCATED EXISTING STREET LAMP POST
- EXISTING ROAD SIGN
- EXISTING STREET POST
- EXISTING TELECOMMUNICATIONS POST TO REMAIN
- EXISTING ROAD GULLY TO BE REMOVED AND CONNECTION TO BE BLANKED OFF
- EXISTING HIGHWAY TREES TO BE REMOVED SUBJECT TO ARBORICULTURIST ADVICE

- NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERS' AND ARCHITECTS' DETAILS.
 - ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT BRITISH STANDARDS, CODES OF PRACTICE AND THE BUILDING REGULATIONS.
 - THE DESIGN OF TEMPORARY WORKS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - DO NOT SCALE THIS DRAWING. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ANY DISCREPANCIES ARE TO BE IMMEDIATELY REPORTED TO THE ENGINEER.
 - THE CONTRACTOR IS RESPONSIBLE FOR AND MUST TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE STABILITY OF THE WORKS AT ALL TIMES.
 - ALL EXISTING DETAILS, DIMENSIONS, FEATURES AND LEVELS SHOWN ON THIS DRAWING ARE FOR GUIDANCE ONLY AND ARE TO BE CONFIRMED ON SITE BY THE CONTRACTOR IN ADVANCE OF ANY CONSTRUCTION. ANY VARIATIONS FOUND ARE TO BE IMMEDIATELY REPORTED TO THE ENGINEER.

B	NOTES HAVE BEEN UPDATED IN ACCORDANCE WITH MCC S278 COMMENTS	18.06.22	EK	ARA
A	ALL ITEMS THAT ARE TO REMAIN OR ARE PROPOSED HAVE BEEN REMOVED IN ACCORDANCE WITH MCC S278 COMMENTS	21.04.22	EK	ARA
Rev:	Description:	Date:	By:	Chkd:

Status: **PRELIMINARY**

Client: **COUNTRYSIDE PROPERTIES**

Project: **BELLE VUE GREYHOUND TRACK GORTON**

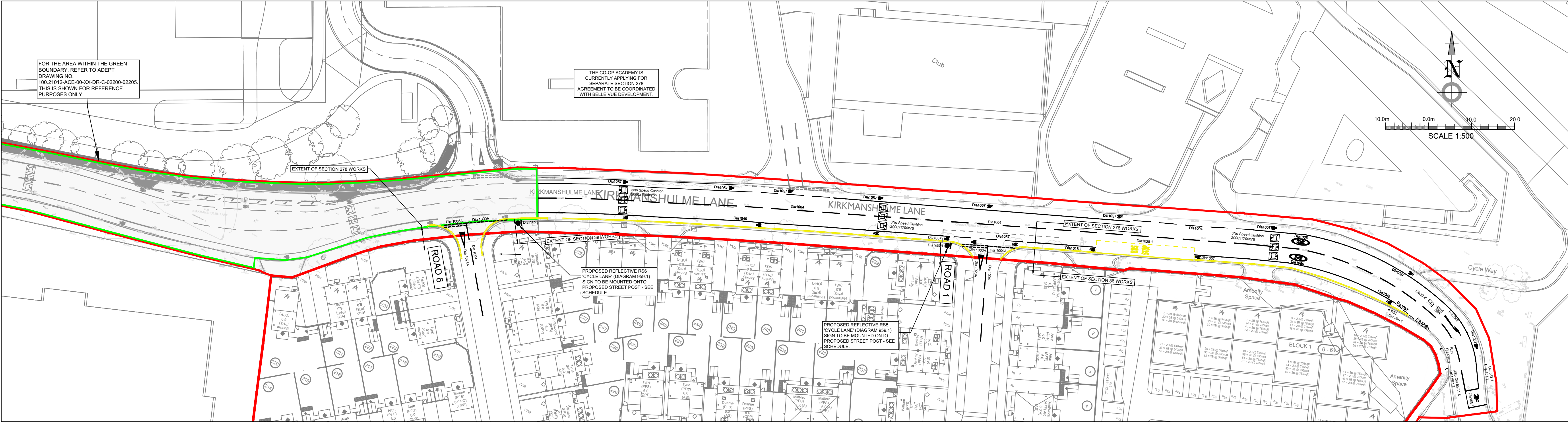
Drg Title: **SECTION 278
SITE CLEARANCE LAYOUT**

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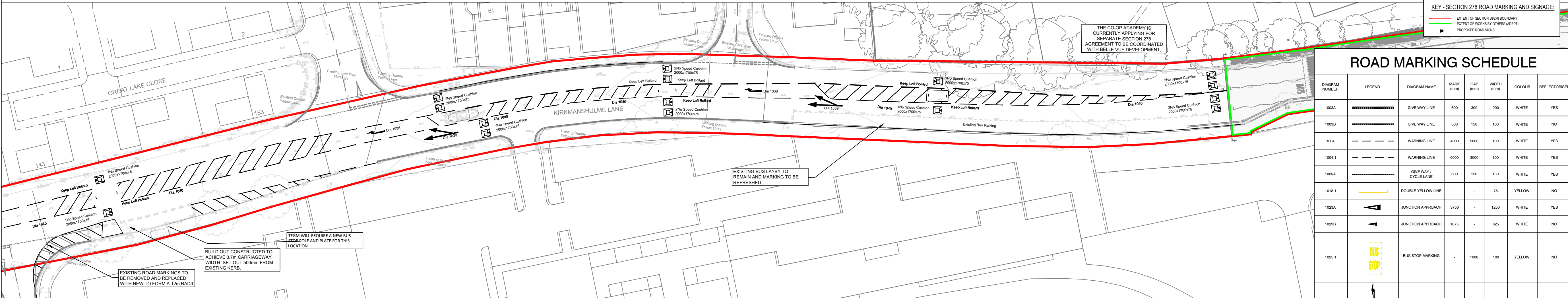
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Drg No:	ELL-18039-B-CS-552							Rev:	B



- 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 ADAPTABLE 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. CEMENT SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 197-1. GULLY TO KERBS SHALL BE POINTED WITH CLASS 0/10 MORTAR TO CLAUSE 2404. CUT LENGTHS OF KERBS ARE TO BE CUT USING A DISC CUTTER MIN LENGTH 450mm. 300mm BEYOND THE BACK OF KERBS FOUNDATION THE CONTRACTOR SHALL ALLOW FOR FILLING BETWEEN THE ROAD SUB-BASE AND THE FOOTWAY FORMATION WITH SUB-BASE MATERIAL IN THE RATE FOR KERBS. RECONSTRUCTION OF EXISTING CARRIAGEWAY CHANNEL MEASURED SEPARATELY. KERBS LAID IN EXISTING CARRIAGEWAY FORMATION - INFILL OF OVERBREAK IN FRONT OF KERBS 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 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 8MM. 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 APPLY:
a. A REASONABLE AMOUNT OF WRITTEN NOTICE IS REQUIRED
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 PLAS OR STICK-ONS). 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 1998, 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 CLASSIFIED 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 & ADAPTABLE 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-SITED 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 C2.
15. ALL EXISTING ROAD MARKINGS ARE TO BE RE-PAINTED ACCORDINGLY.
16. THE BACKFILL MATERIAL BETWEEN THE PIPE BEDDINGS/SURROUND AND THE HIGHWAY CARPINGS/SUB-BASE LAYER IS TO BE EITHER MOT TYP1 OR SUITABLY SELECTED AS DUS MATERIAL, WHICH MUST BE APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY PRIOR TO LAYING AND COMPACTING.
17. ALL PROPOSED ADAPTABLE & EXISTING ADAPTED FINWAYS ARE TO DRAIN INTO THE PROPOSED ADAPTABLE / EXISTING ADAPTED CWAYS (NO EXCEPTIONS).
18. ANY PONDING ISSUES IN THE PROPOSED ADAPTABLE / EXISTING ADAPTED CWAYS & FINWAYS 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 ADAPTABLE 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 MANCHESTERS REASONABLE COSTS FOR AMENDING THE T10'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.
26. (a) 'ZONE' SIGNS TO TSRGD 2016 DIAG. 674 - FACING TRAFFIC ENTERING THE DEVELOPMENT.
(b) 30MPH WITH 20 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, IN FRONT OF THE EDGINGS, THEN THE SIGNS MUST 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 OUTSIDE EDGE OF THE SIGNS TO THE KERB FACE IS TO BE A MINIMUM OF 50MM.
(f) THE 30ZONE/30MPH SIGNS ARE TO BE REFLECTORIZED TO CLASS REF. 2 (1269/2001).
(g) THE FOUNDATION FOR THE STEEL POST IS TO BE ST4 CONCRETE (525MM x 525MM x 900MM DEEP).
(h) ALL STEEL POSTS ARE TO HAVE PLASTIC TOPSAND BE 'ABCTIC COATED' IN ACCORDANCE WITH BS8442. POST COLOUR GREY (REF. 693 IN BS816) AND MUST COMPLY WITH MCC STANDARD DETAIL 12.
27. 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.



ROAD MARKING SCHEDULE

DIAGRAM NUMBER	LEGEND	DIAGRAM NAME	MARK (mm)	GAP (mm)	WIDTH (mm)	COLOR	REFLECTORIZED
1003A	=====	GIVE WAY LINE	600	300	200	WHITE	YES
1003B	=====	GIVE WAY LINE	300	150	100	WHITE	NO
1004	-----	WARNING LINE	4000	2000	100	WHITE	YES
1004.1	-----	WARNING LINE	6000	3000	100	WHITE	YES
1006A	=====	GIVE WAY / CYCLE LANE	600	150	150	WHITE	YES
1016.1	=====	DOUBLE YELLOW LINE	-	-	75	YELLOW	NO
1023A	▲	JUNCTION APPROACH	3750	-	1250	WHITE	YES
1023B	▲	JUNCTION APPROACH	1875	-	625	WHITE	NO
1025.1	[BUS STOP]	BUS STOP MARKING	-	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
1007	↻	CYCLE LANE	1215 750	-	-	WHITE	NO
1007	↻	CYCLE LANE	1780 1110	-	-	WHITE	NO
1002	▲	ROAD HUMP	1950 (MAX)	-	750	WHITE	YES
1005	○	SPEED LIMIT ROUNDEL	4300	-	-	WHITE	YES

Rev: Description: Date: By: Chkd:

Status: PRELIMINARY

Client: COUNTRYSIDE PROPERTIES

Project: BELLE VUE GREYHOUND TRACK GORTON

Drg Title: SECTION 278 ROAD MARKING AND SIGNAGE

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Scale: 1:500 Size: A1 First Issue: DEC 2021 Drawn: EK Checked: ARA

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

ROAD SIGN SCHEDULES													
ROAD SIGNS				SIGN FACE DETAILS				POST DETAILS				FOUNDATION DETAILS	
BSN REFERENCE	DIAGRAM NUMBER	NEW OR EXISTING SIGN NUMBER OF SIGNS	WIDTH (mm)	HEIGHT (mm)	PLATE MATERIAL	ILLUMINATION	BSN ORIENTATION	HORIZONTAL CLEARANCE FROM CARRIAGEWAY / FOOTWAY	MOUNTING HEIGHT (mm) ABOVE CARRIAGEWAY / FOOTWAY	NUMBER OF POSTS	POST SPACING (mm)	POST SECTION	FOUNDATION
R51	DA 558.1	NEW 1 NO. S2906	825	800	60 CLASS R40	REFLECTIVE	FACING FRONT	1880	2400	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R52	DA 558.1	NEW 1 NO. S2906	825	375	60 CLASS R40	REFLECTIVE	FACING FRONT	2400	2400	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R53	DA 558.1	NEW 1 NO. S2906	800	600	60 CLASS R40	REFLECTIVE	FACING FRONT	1850	2400	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R54	DA 558.2	NEW 1 NO. S2906	800	600	60 CLASS R40	REFLECTIVE	FACING FRONT	1850	1800	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R55	DA 558.1	NEW 1 NO. S2906	825	375	60 CLASS R40	REFLECTIVE	FACING FRONT	2250	2400	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R56	DA 558.1	NEW 1 NO. S2906	825	375	60 CLASS R40	REFLECTIVE	FACING FRONT	2000	2400	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R57	DA 558.1	NEW 1 NO. S2906	800	600	60 CLASS R40	REFLECTIVE	FACING FRONT	1850	2400	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R58	DA 558.2	NEW 1 NO. S2906	800	600	60 CLASS R40	REFLECTIVE	FACING FRONT	1850	1800	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R59	DA 558.1	NEW 1 NO. S2906	800	600	60 CLASS R40	REFLECTIVE	FACING FRONT	1400	2400	1	-	R1 + 3.0 DMS	ROUND - COMBINED
R610	DA 558.2	NEW 1 NO. S2906	800	600	60 CLASS R40	REFLECTIVE	FACING FRONT	1400	1800	1	-	R1 + 3.0 DMS	ROUND - COMBINED

ROAD MARKING SPECIFICATIONS

PLEASE SEE BELOW FOR MATERIAL DETAILS. ALL PERMANENT ROAD MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL IN ACCORDANCE WITH BS EN 1971 AND BS EN 1436. ALL ROAD MARKINGS SHALL BE WHITE OR YELLOW AND SHALL BE REFLECTORIZED 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.

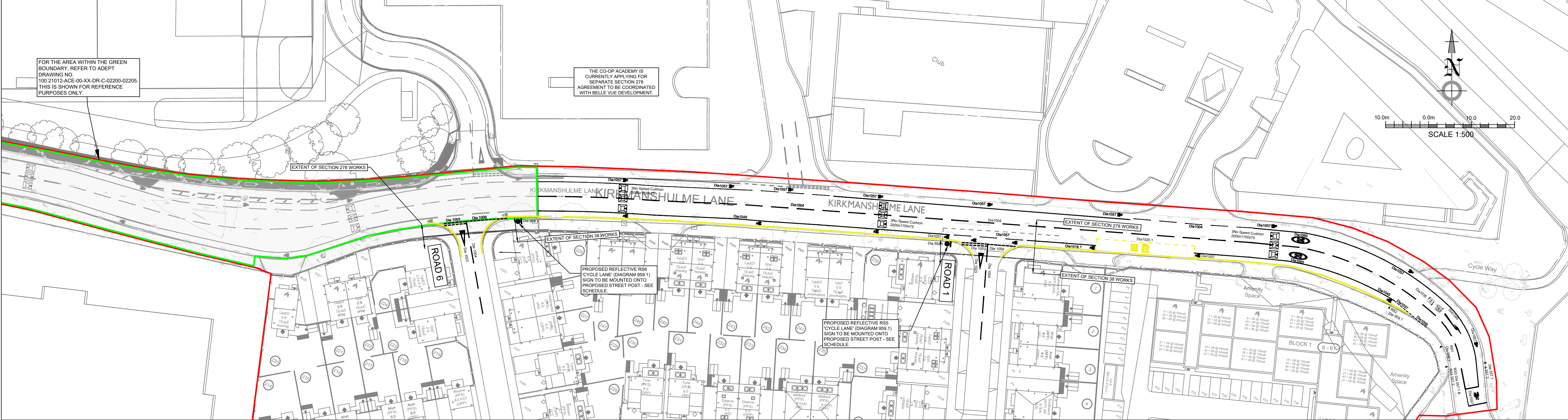
PRIOR TO THE APPLICATION OF THERMOPLASTIC MATERIAL A TACK COAT COMPATIBLE WITH THE ROAD SURFACE AND THE MARKING MATERIAL SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

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.

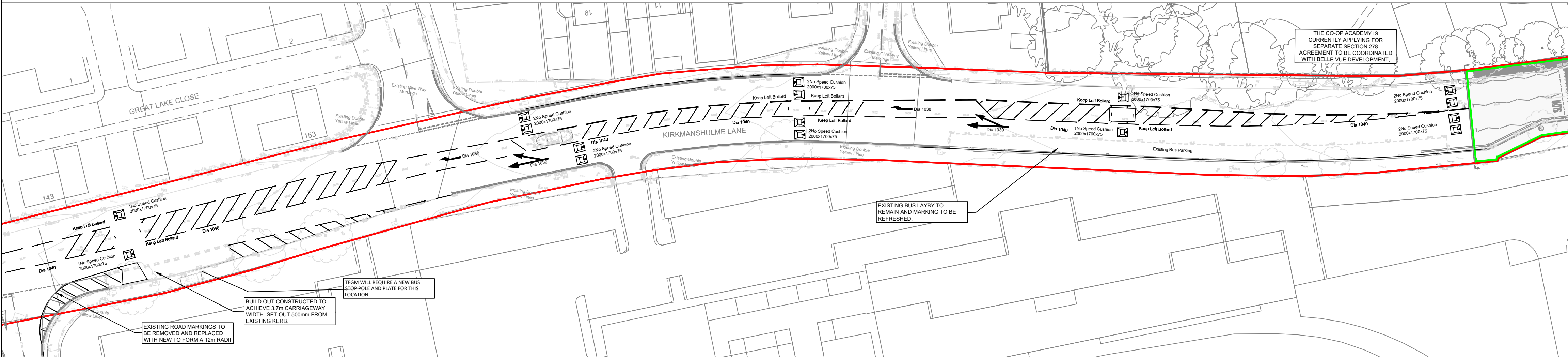
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THE THICKNESS OF THERMOPLASTIC ROAD MARKINGS, INCLUDING SURFACE APPLIED SOLID GLASS BEADS, SHALL BE 4MM +/- 1MM ABOVE THE TOP OF THE EDGE LINE.

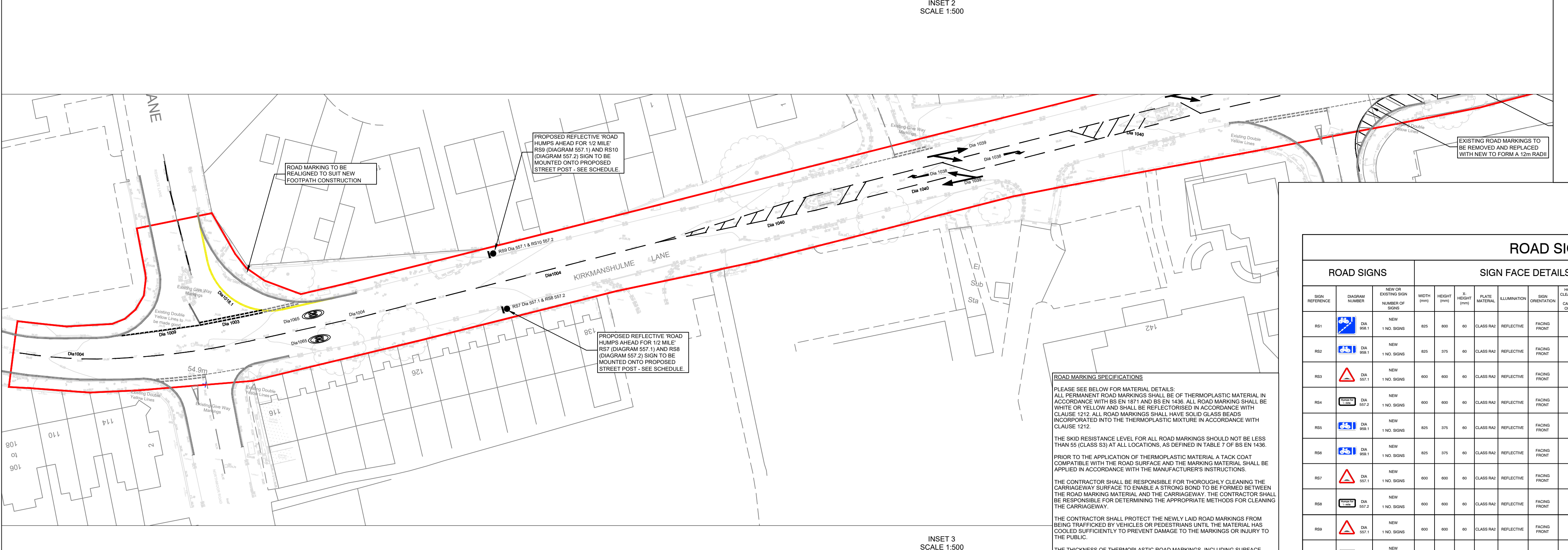
INSET 3
SCALE 1:500



- 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 ADAPTABLE 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 / KERBS SHALL COMPLY WITH BS EN 1340: 2003. CEMENT SHALL BE ORDINARY PORTLAND CEMENT TO BS EN 197-1. GONTS TO KERBS SHALL BE POINTED WITH CLASS 0/10 MORTAR TO CLAUSE 2404. CUT LENGTHS OF KERBS ARE TO BE CUT USING A DISC CUTTER MIN LENGTH 450mm. 300mm BEYOND THE BACK OF KERBS FOUNDATION THE CONTRACTOR SHALL ALLOW FOR FILLING BETWEEN THE ROAD SUB-BASE AND THE FOOTWAY FORMATION WITH SUB-BASE MATERIAL IN THE RATE FOR KERBS. RECONSTRUCTION OF EXISTING CARRIAGEWAY CHANNEL MEASURED SEPARATELY. KERBS LAID IN EXISTING CARRIAGEWAY FORMATION - INFILL OF OVERBREAK IN FRONT OF KERBS 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 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 10MM. 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 WORK:
 - a. A REASONABLE AMOUNT OF WRITTEN NOTICE IS REQUIRED
 - b. THE FOOTWAYS SHALL BE CONSTRUCTED TO AT LEAST SUB-BASE (PREFERABLY BINDER COURSE) LEVEL, WITH THE KERBS & EDGINGS INSTALLEDIT 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 PLAS OR STICKONS). 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 1998, 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 CLASSIFIED 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 & ADAPTABLE 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 C5.
 15. ALL EXISTING ROAD MARKINGS ARE TO BE RE-PAINTED ACCORDINGLY.
 16. THE BACKFILL MATERIAL BETWEEN THE PIPE BEDDINGS/SURROUND AND THE HIGHWAY CARPINGS/SUB-BASE LAYER IS TO BE EITHER MOT TYP1 OR SUITABLY SELECTED AS DUS MATERIAL, WHICH MUST BE APPROVED BY A REPRESENTATIVE OF THE LOCAL AUTHORITY PRIOR TO LAYING AND COMPACTING.
 17. ALL PROPOSED ADAPTABLE & EXISTING ADOPTED FVWAYS ARE TO DRAIN INTO THE PROPOSED ADAPTABLE / EXISTING ADOPTED CWAYS (NO EXCEPTIONS).
 18. ANY PONDING ISSUES IN THE PROPOSED ADAPTABLE / EXISTING ADOPTED CWAYS & FVWAYS 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 ADAPTABLE 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.
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(b) 30MPH WITH 20 ZONE ENDS SIGNS TO DIAG. 675 - FACING TRAFFIC LEAVING THE DEVELOPMENT.
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(g) THE FOUNDATION FOR THE STEEL POST IS TO BE ST4 CONCRETE (525MM x 525MM x 900MM DEEP).
(h) ALL STEEL POSTS ARE TO HAVE PLASTIC TOPSAND BE 'ABCITE COATED' IN ACCORDANCE WITH BS8442. POST COLOUR GREY (REF. 693 IN BS8316) AND MUST COMPLY WITH MCC STANDARD DETAIL 12.
 27. 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.



ROAD MARKING SCHEDULE							
DIAGRAM NUMBER	LEGEND	DIAGRAM NAME	MARK (mm)	GAP (mm)	WIDTH (mm)	COLOR	REFLECTORIZED
1003A	=====	GIVE WAY LINE	600	300	200	WHITE	YES
1003B	=====	GIVE WAY LINE	300	150	100	WHITE	NO
1004	-----	WARNING LINE	4000	2000	100	WHITE	YES
1004.1	-----	WARNING LINE	6000	3000	100	WHITE	YES
1006A	=====	GIVE WAY / CYCLE LANE	600	150	150	WHITE	YES
1016.1	=====	DOUBLE YELLOW LINE	-	-	75	YELLOW	NO
1023A	▲	JUNCTION APPROACH	3750	-	1250	WHITE	YES
1023B	▲	JUNCTION APPROACH	1875	-	625	WHITE	NO
1025.1	BUS STOP	BUS STOP MARKING	-	1000	100	YELLOW	NO
1035	TURN LEFT	TURN LEFT	4000	-	750	WHITE	NO
1038	TURN RIGHT	TURN RIGHT	4000	-	850	WHITE	NO
1039	AHEAD / TURN RIGHT	AHEAD / TURN RIGHT	8000	-	2100	WHITE	YES
1057	CYCLE LANE	CYCLE LANE	1215 750	-	-	WHITE	NO
1057	CYCLE LANE	CYCLE LANE	1790 1110	-	-	WHITE	NO
1062	ROAD HUMP	ROAD HUMP	1950 (MAX)	-	750	WHITE	YES
1065	SPEED LIMIT ROUNDEL	SPEED LIMIT ROUNDEL	4300	-	-	WHITE	YES



ROAD MARKING SPECIFICATIONS

PLEASE SEE BELOW FOR MATERIAL DETAILS. ALL PERMANENT ROAD MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL IN ACCORDANCE WITH BS EN 1971 AND BS EN 1436. ALL ROAD MARKING SHALL BE WHITE OR YELLOW AND SHALL BE REFLECTORIZED IN ACCORDANCE WITH CLAUSE 1212. ALL ROAD MARKINGS SHALL HAVE SOLID GLASS BEADS INCORPORATED INTO THE THERMOPLASTIC MIXTURE IN ACCORDANCE WITH CLAUSE 1212.

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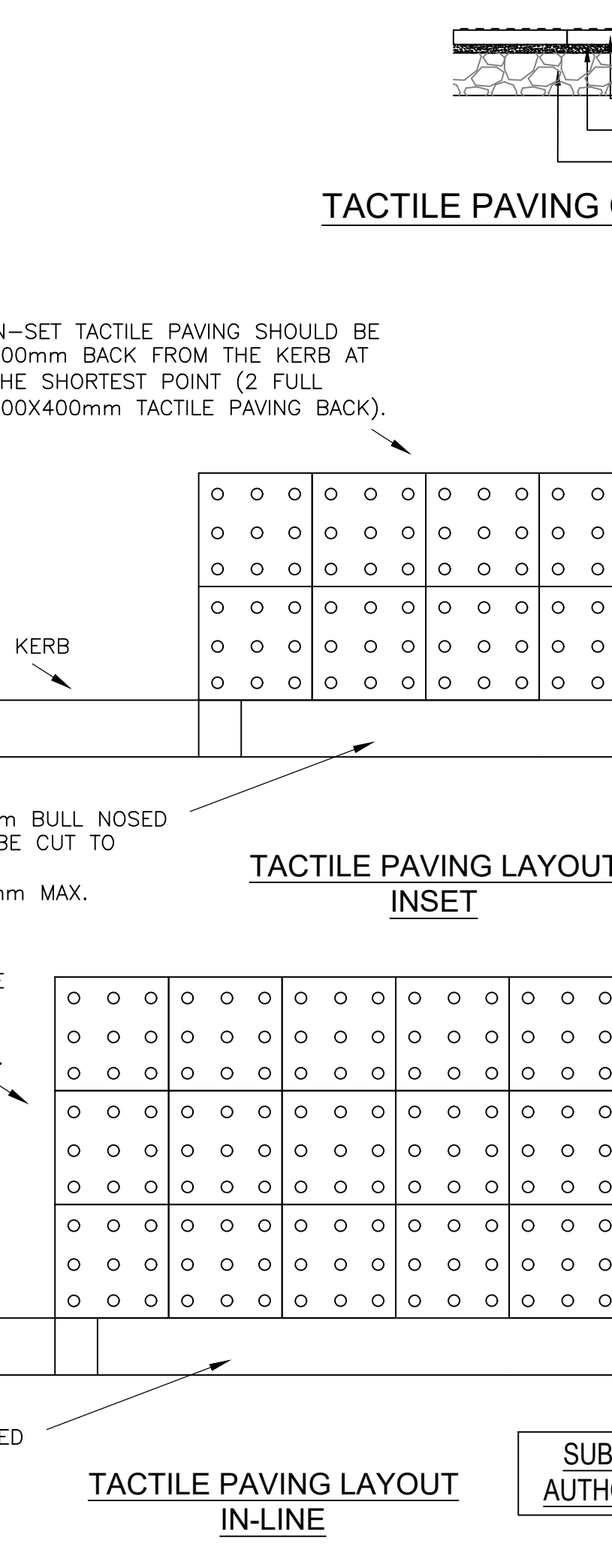
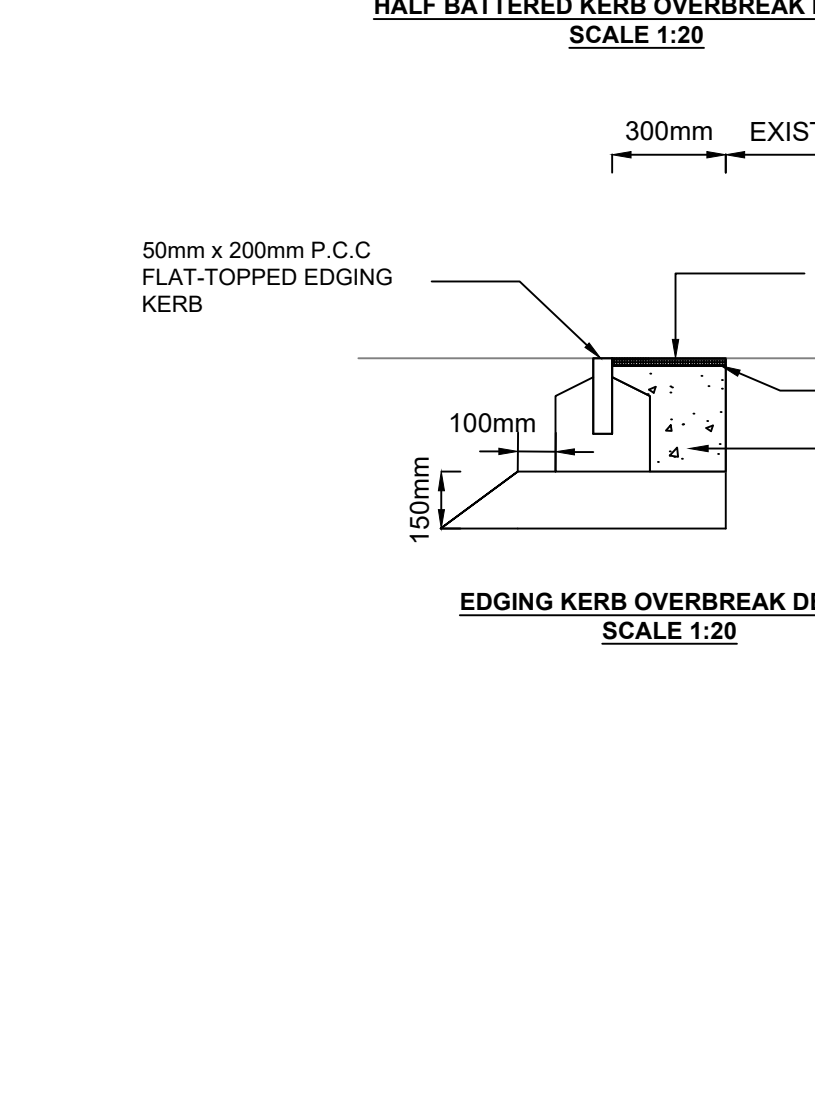
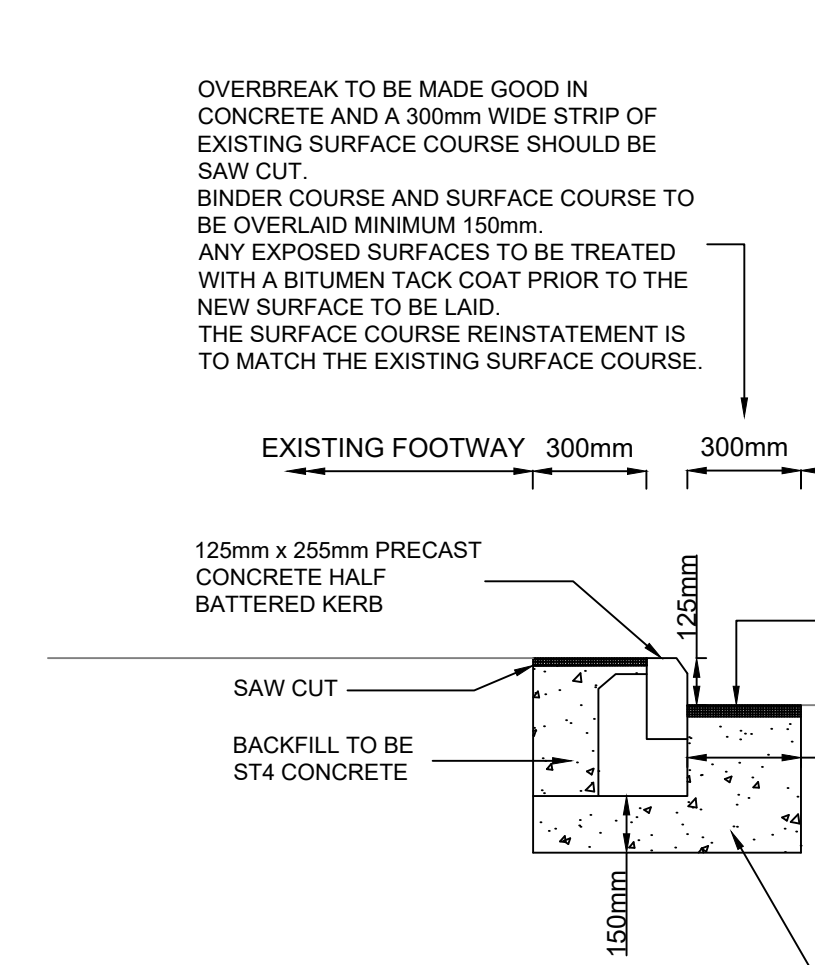
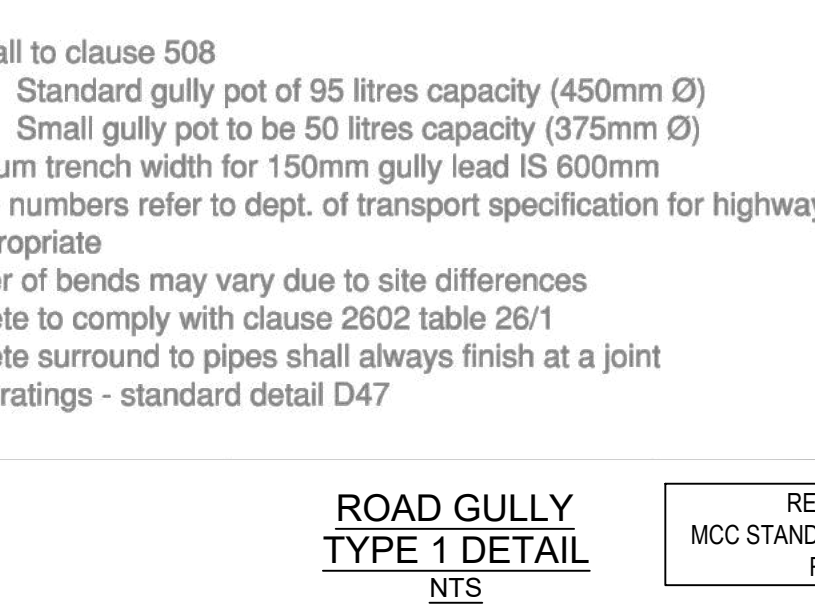
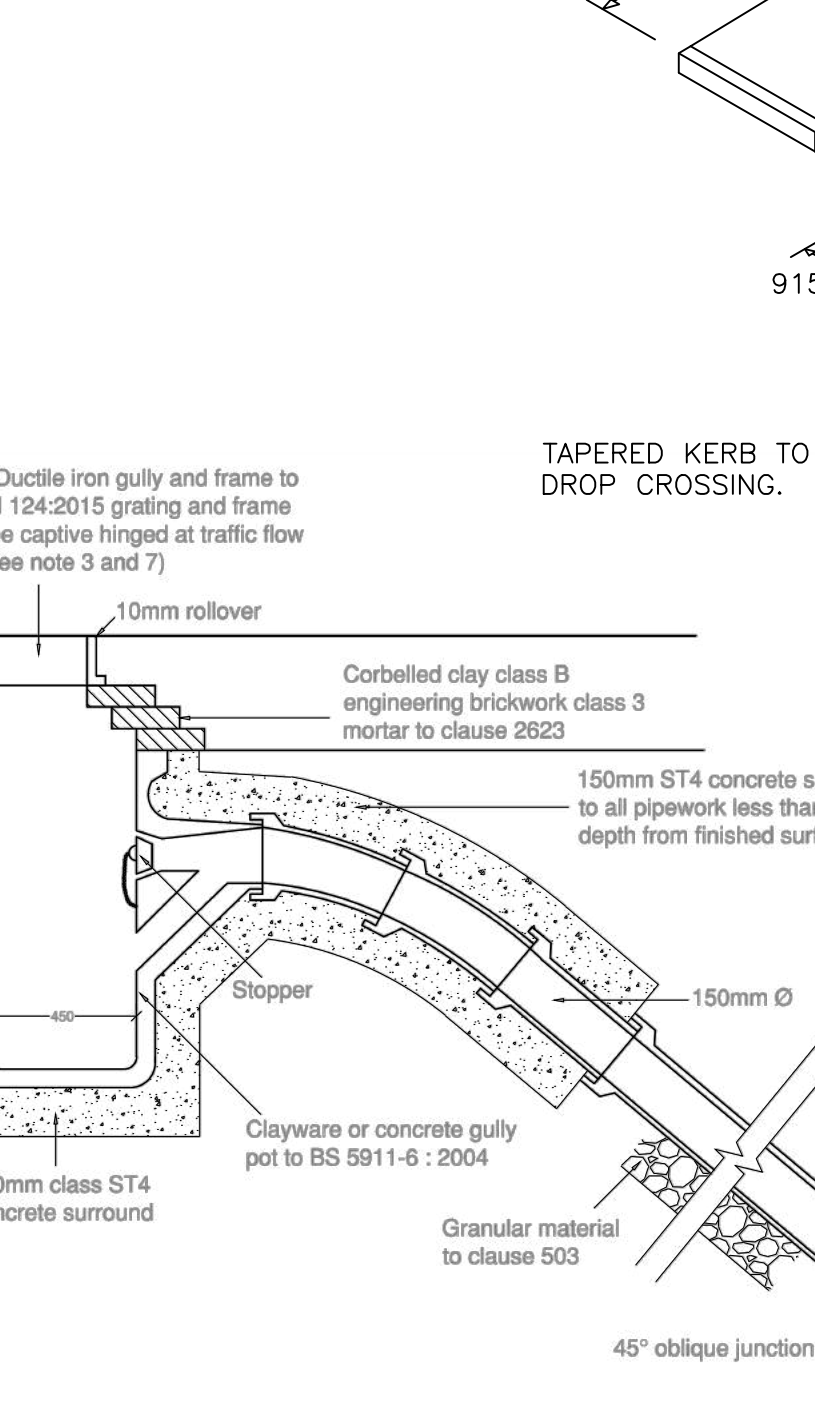
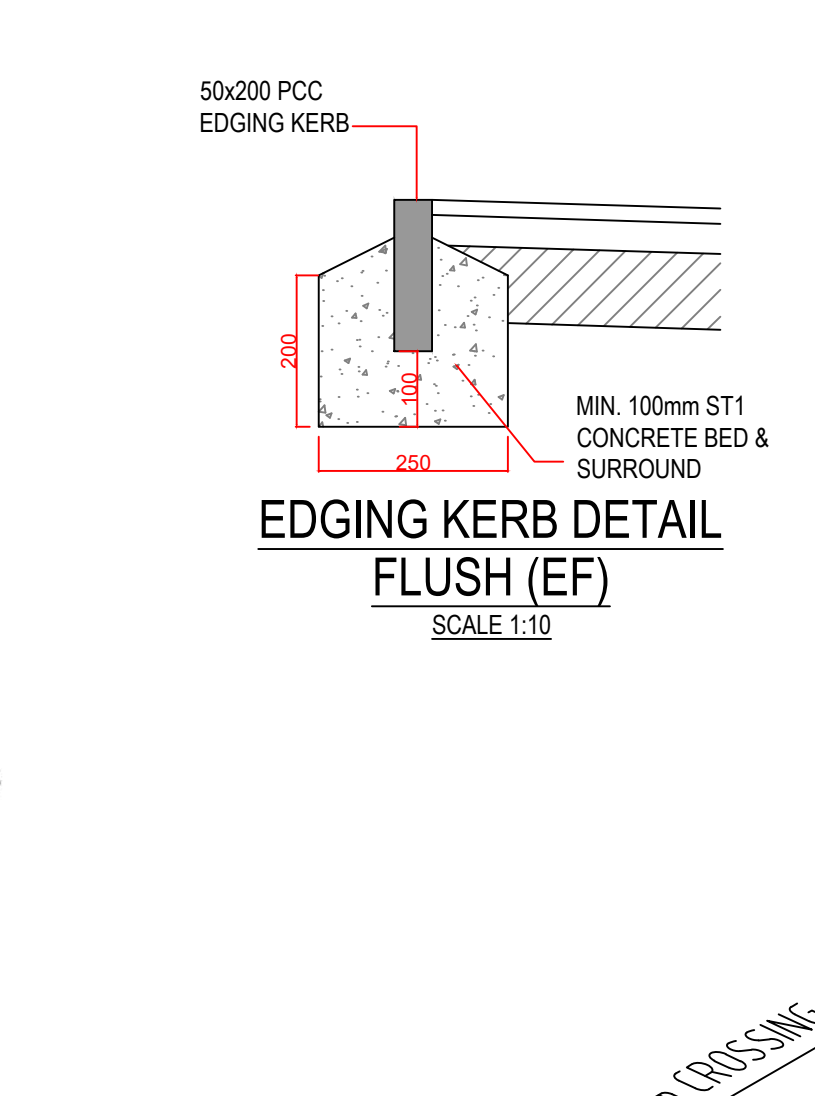
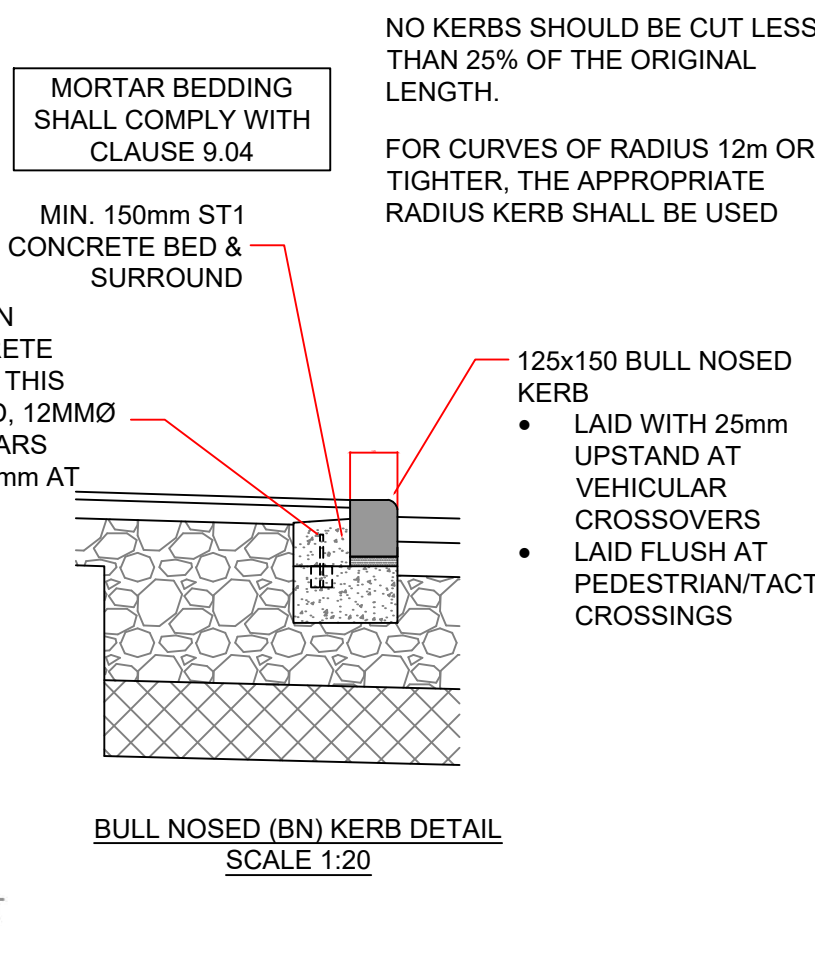
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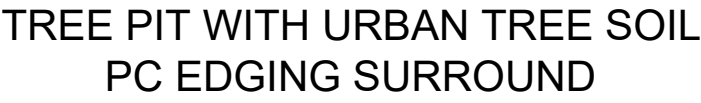
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ROAD SIGN SCHEDULES											
ROAD SIGNS			SIGN FACE DETAILS				POST DETAILS			FOUNDATION DETAILS	
BSN REFERENCE	DIAGRAM NUMBER	NEW OR EXISTING SIGN NUMBER OF SIGNS	WIDTH (mm)	HEIGHT (mm)	PLATE MATERIAL	ILLUMINATION	BSN ORIENTATION	HORIZONTAL CLEARANCE FROM CARRIAGEWAY / FOOTWAY (mm)	MOUNTING HEIGHT FROM CARRIAGEWAY / FOOTWAY (mm)	NUMBER OF POSTS	POST SPACING (mm)
RS1	DA 558.1	NEW 1 NO. S2026	825	800	CLASS PA2	REFLECTIVE	FACING FRONT	1850	2400	1	R1 + 3.0 CH4
RS2	DA 558.1	NEW 1 NO. S2026	825	375	CLASS PA2	REFLECTIVE	FACING FRONT	2400	2400	1	R1 + 3.0 CH4
RS3	DA 558.1	NEW 1 NO. S2026	800	800	CLASS PA2	REFLECTIVE	FACING FRONT	1850	2400	1	R1 + 3.0 CH4
RS4	DA 558.1	NEW 1 NO. S2026	800	800	CLASS PA2	REFLECTIVE	FACING FRONT	1850	1800	1	R1 + 3.0 CH4
RS5	DA 558.1	NEW 1 NO. S2026	825	375	CLASS PA2	REFLECTIVE	FACING FRONT	2250	2400	1	R1 + 3.0 CH4
RS6	DA 558.1	NEW 1 NO. S2026	825	375	CLASS PA2	REFLECTIVE	FACING FRONT	2000	2400	1	R1 + 3.0 CH4
RS7	DA 558.1	NEW 1 NO. S2026	800	800	CLASS PA2	REFLECTIVE	FACING FRONT	1850	2400	1	R1 + 3.0 CH4
RS8	DA 558.1	NEW 1 NO. S2026	800	800	CLASS PA2	REFLECTIVE	FACING FRONT	1850	1800	1	R1 + 3.0 CH4
RS9	DA 558.1	NEW 1 NO. S2026	800	800	CLASS PA2	REFLECTIVE	FACING FRONT	1400	2400	1	R1 + 3.0 CH4
RS10	DA 558.1	NEW 1 NO. S2026	800	800	CLASS PA2	REFLECTIVE	FACING FRONT	1400	1800	1	R1 + 3.0 CH4
			WIDTH (mm)	HEIGHT (mm)	PLATE MATERIAL	ILLUMINATION	BSN ORIENTATION	HORIZONTAL CLEARANCE FROM CARRIAGEWAY / FOOTWAY (mm)	MOUNTING HEIGHT FROM CARRIAGEWAY / FOOTWAY (mm)	NUMBER OF POSTS	POST SPACING (mm)
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			800	800	CLASS PA2	REFLECTIVE	FACING FRONT	1400	1800	1	R1 + 3.0 CH4

Rev:	Description:	Date:	By:	Chkd:
A	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 TRAFFIC REGULATION ORDER PLAN				
ELLUC Projects				
ELLUC PROJECTS 7 REGENTS COURT FARMROD LANE REDDITCH B98 0SD				
t: (01527) 52 000 1 info@ellucprojects.co.uk www.ellucprojects.co.uk				
Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A1	DEC 2021	EK	ARA
Drg No:	ELL-18039-B-CS-554			Rev:
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