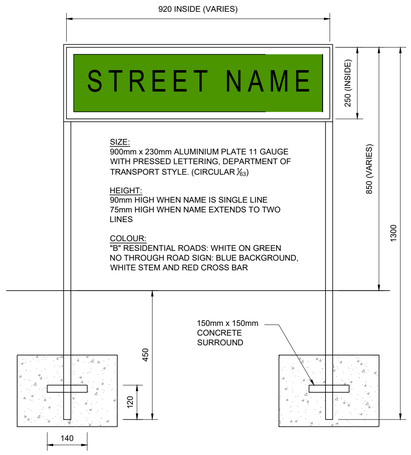
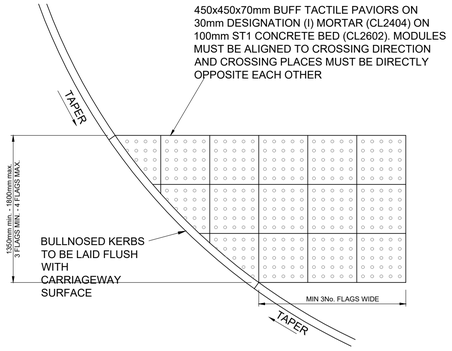
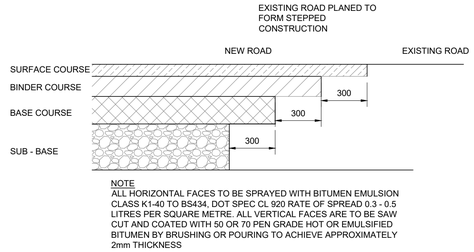


STREET NAMEPLATE



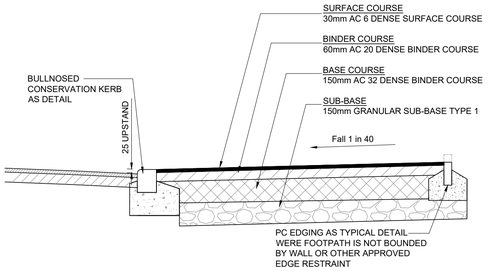
FOOTPATH CROSSING DETAIL

(REQUIRED BOTH SIDES OF JUNCTION)



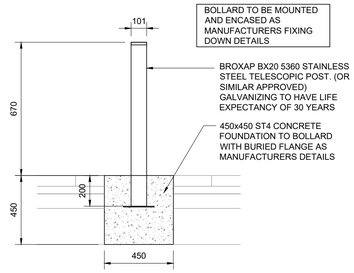
TIE-IN TO EXISTING ROAD

(SCALE 1:20)

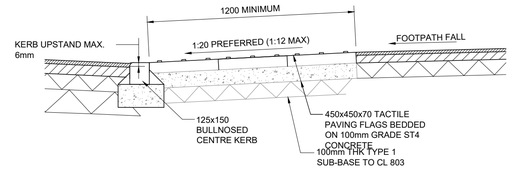


TYPICAL FOOTPATH / VEHICLE CROSSING SECTION

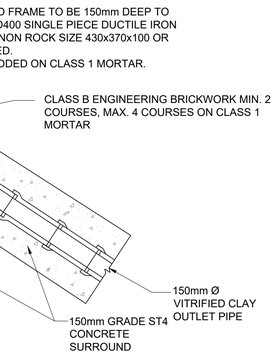
SCALE 1:20



PROPOSED ADOPTABLE BOLLARD DETAILS

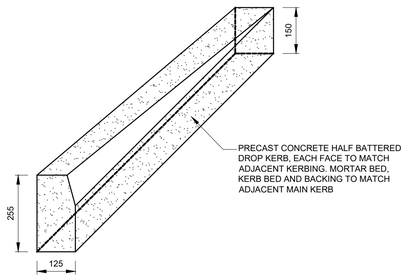


STANDARD IN-LINE UNCONTROLLED PEDESTRIAN DROPPED CROSSING - SECTION X-X



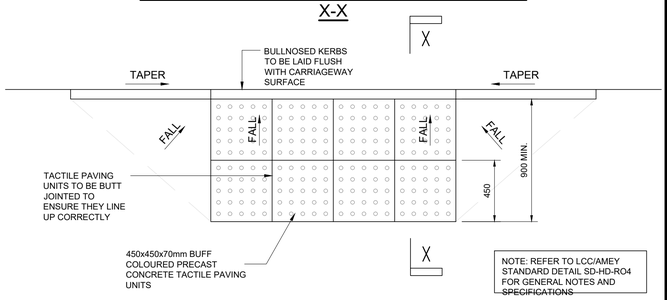
TYPICAL ROAD GULLY DETAIL

SCALE 1:20

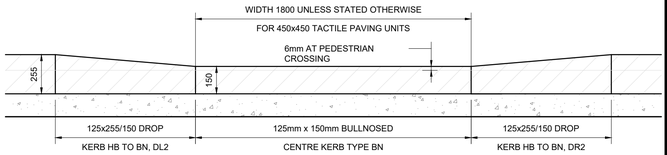


TRANSITION KERBING TYPE K3

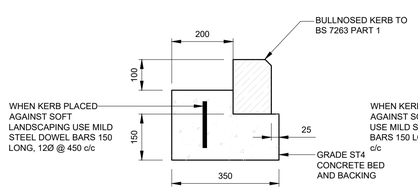
SCALE 1:10



STANDARD IN-LINE UNCONTROLLED PEDESTRIAN DROPPED CROSSING - PLAN

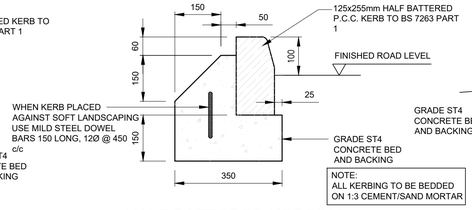


STANDARD IN-LINE UNCONTROLLED PEDESTRIAN DROPPED CROSSING - ELEVATION



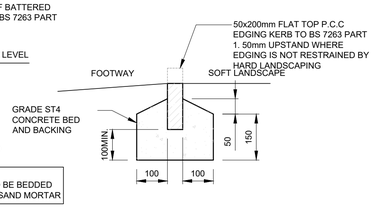
BULLLNOSED DROPPED KERBING TYPE K2

SCALE 1:10



HALF BATTERED KERBING TYPE K1

SCALE 1:10



EDGING KERB - K4

SCALE 1:10

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. ALL SUBSTRATA STRUCTURES AND UNCONSOLIDATED MATERIAL WITHIN THE CONSTRUCTION WIDTH OF THE HIGHWAY, ARE TO BE REMOVED.
7. CBR VALUES AND CALCULATIONS REQUIRED TO DETERMINE SUB-BASE THICKNESS.
8. 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.
9. 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
10. HAND LAYING OF BITUMINOUS MATERIALS IS NOT PERMITTED ON ADOPTABLE CARRIAGEWAY.
11. TARMAC ROAD CONSTRUCTION TO COMPLY WITH BS.EN.13108
12. THE PROVISION OF A CCTV SURVEY OF ANY HIGHWAY DRAINAGE IS REQUIRED PRIOR TO LAYING THE WEARING COURSE.

SUBJECT TO LCC APPROVAL

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	30.03.2026	PRELIMINARY ISSUE	JLJ	KOB	KOB

DRAWING STATUS: **PRELIMINARY**

CLIENT: MACROOFING

ARCHITECT: ARCHITECTURAL EMPORIUM

PROJECT: LAKESIDE VIEW, HALEWOOD LIVERPOOL

TITLE: SECTION 278 HIGHWAY CONSTRUCTION

STATUS:	PROJECT No.	PROJECT	ORIGINATOR	VOL/SYS	LEVEL	TYPE	ROLE	DRAWING No.	REV:
S2	225-268	LVH -	AJP -	XX -	00 -	DR -		**C - 1630**	**P01**

SCALE @ A0:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:
1:100 x 1:500	JLJ	JLJ	JCM	JCM	MARCH 2026

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