1. ALL ADOPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH "SEWERS FOR ADOPTION" 7TH EDITION. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ON-SITE DRAWINGS PRIOR TO UNDERTAKING ANY WORKS AND ANY DISCREPANCIES WITH BOUNDARIES, FENCELINES, EARTHWORKS OR OTHERWISE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

2. ALL HIGHWAY AND DRAINAGE WORKS TO BE TO ADOPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION, APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES, SPECIFICATION FOR HIGHWAY WORKS AND BRITISH STANDARDS. CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL GULLIES PRIOR TO UNDERTAKING ANY PAVEMENT WORKS.

3. ANY PRIVATE WORKS ARE TO COMPLY FULLY WITH THE LATEST EDITIONS OF THE BUILDING REGULATIONS

4. ALL EXISTING STATIONS, INVERT LEVELS AND DRAINAGE NETWORK TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTIFIED TO THE ENGINEER. ALL LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY OTHERS. ANY DISCREPANCIES BETWEEN THIS AND OTHER DRAWINGS TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION

5. ALL MATERIALS TO BEAR THE RELEVANT B.S.KITEMARK AND COMPLY FULLY WITH THE SPECIFICATIONS. ALL MATERIALS TO BE AGREED WITH THE OVERSEEING LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING. ALL CONCRETE & CONCRETE PRODUCTS MUST USE SULPHATE RESISTANT CEMENT (UNLESS THE SITE INVESTIGATION REPORT PROVES THAT SULPHATE ATTACK FROM SOILS AND GROUNDWATER WILL NOT OCCUR)

6. ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS,. ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR STATUTORY AUTHORITY AS APPLICABLE.

7. CONTRACTOR TO MAKE ADVANCE ALLOWANCE FOR THE MANAGEMENT AND COORDINATION OF STATUTORY UNDERTAKERS DIVERSIONS WITHIN THEIR PROGRAMME OF WORKS. PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATS PLANT BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STATS APPROPRIATE PROTECTION / DIVERSION MEASURES (INCORPORATING SPLIT DUCT AND 150MM CONCRETE SURROUND OR SIMILAR STATUTORY APPROVED METHOD) IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHERE STATS EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.

8. PRIOR TO ORDERING THE CONTRACTOR IS TO AGREE ALL SIGN POST/LIGHTING COLUMN MATERIALS AND FINISHES WITH THE LOCAL AUTHORITY. ALL SIGNS TO COMPLY WITH BS EN 12899:2007 AND ITS NATIONAL ANNEX. TYPE OF POSTS, FINISHES AND LIGHTING UNITS/COLUMNS TO BE AGREED WITH LA STREETLIGHTING ENGINEER PRIOR TO ORDERING. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PROVISION OF ALL REQUIRED EQUIPMEMT AND ELECTRICAL FEEDS TO LIGHTING AND ANY SIGNALS PRIOR TO WORKS COMMENCING, CONTRACTOR TO MAKE ALLOWANCE FOR ANY LEAD-INS WITHIN THEIR PROGRAMME.

9. ALL ROADMARKINGS TO BE LAID IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC SIGNS MANUAL CHAPTER 5, TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS. ROADMARKING MATERIALS, LAYING AND PERFORMANCE TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF BS EN 1436.ALL ACCESS COVERS WITHIN THE VICINITY OF THE WORKS TO HAVE HIGH FRICTION COVERS AND AGREED WITH LA ENGINEER. PSV OF ALL LINING AND COVERS TO SUIT ADJACENT SURFACING

10. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ADVANCE NOTICES ARE IN PLACE AND TRAFFIC MANAGEMENT AGREED FOR THE WORKS PRIOR TO COMMENCING. THE CONTRACTOR IS TO MAKE ALLOWANCE FOR THE ADVANCE PROVISION OF ALL ELECTRICAL WORKS AND EQUIPMENT FOR SIGNALS AND STREETLIGHTING WITHIN THEIR PROGRAMME OF WORKS

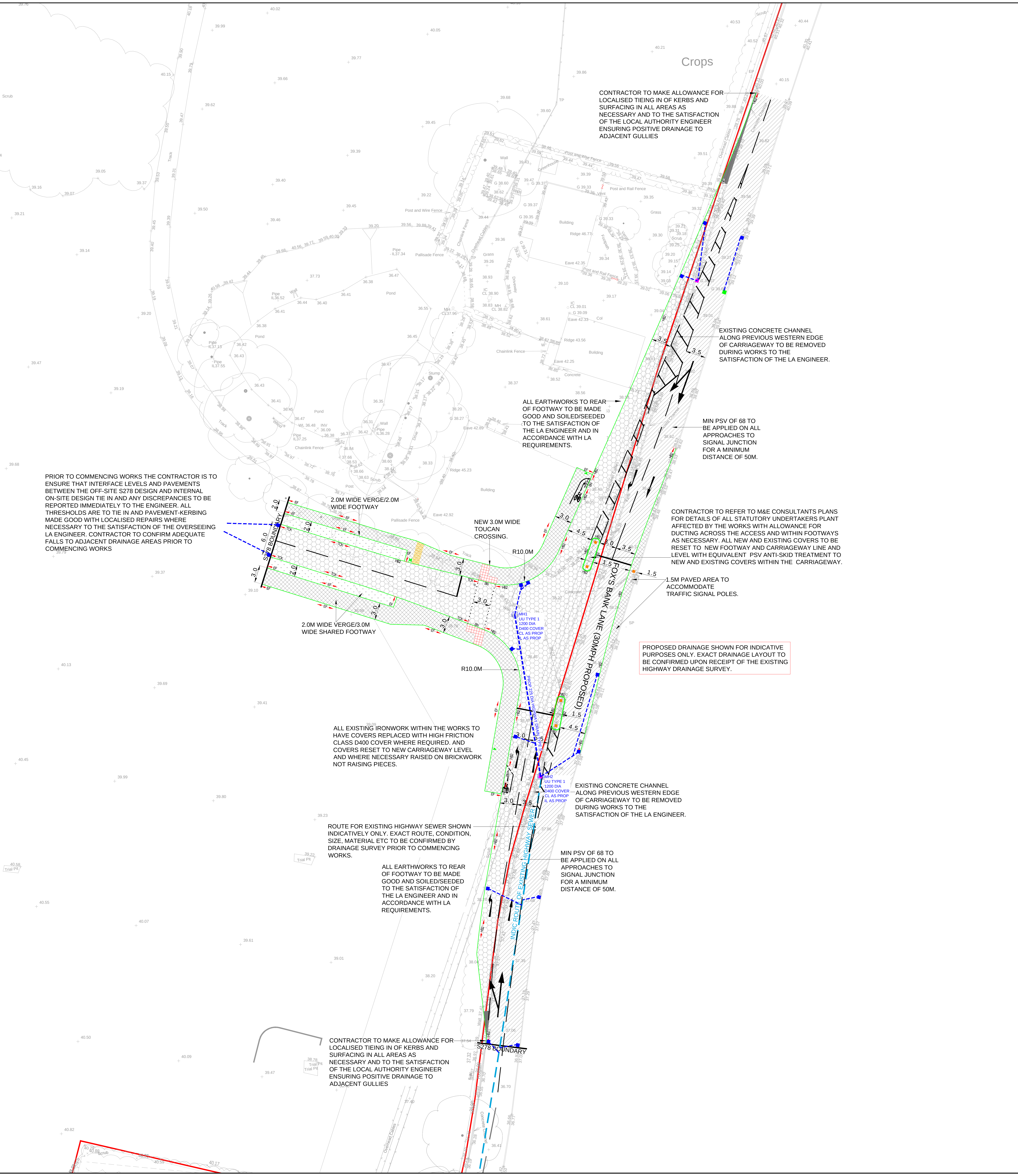
C.D.M. REGULATIONS 2015

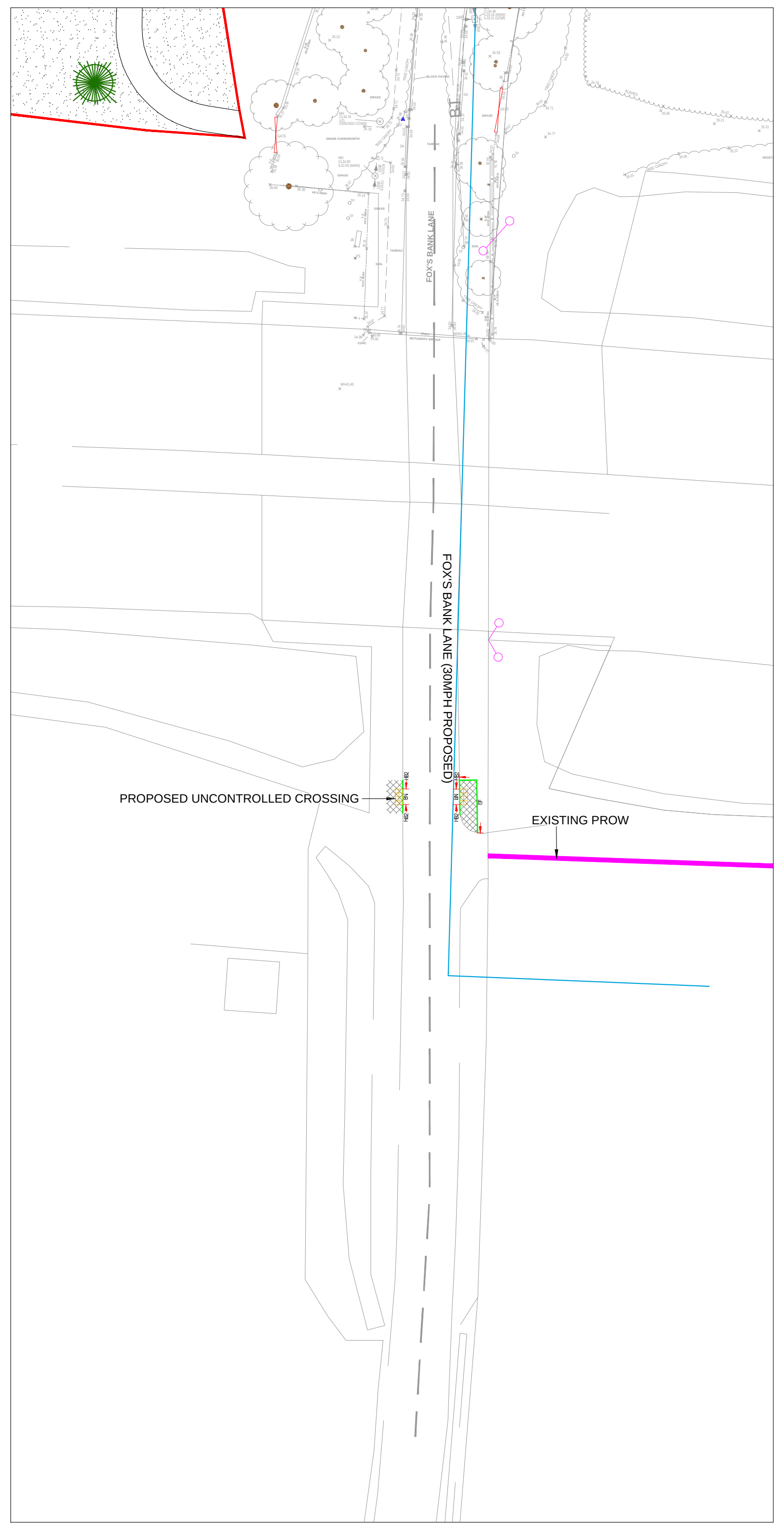
IN LINE WITH THE ABOVE REGULATIONS WE ARE OBLIGED TO INFORM THE CLIENT OF THE RISKS THAT MAY BE ENCOUNTERED IN THE CONSTRUCTION OF THESE WORKS. WHEREVER POSSIBLE RISKS HAVE BEEN ELIMINATED FROM THE DESIGN, HOWEVER DUE TO THE VERY NATURE OF THIS TYPE OF WORK IT IS NOT POSSIBLE TO REMOVE ALL THE RISKS FROM THE DESIGN. WE WOULD ALSO RESPECTFULLY REMIND THE CLIENT OF HIS OBLIGATIONS TO TAKE ALL REASONABLE STEPS IN ENSURING THAT ONLY COMPETENT CONTRACTORS WHO HAVE A VALID SAFETY POLICY ARE EMPLOYED. THEY SHOULD ALSO PROVIDE SATISFACTORY RESPONSES AT TENDER STAGE AS TO THE MANNER IN WHICH THEY WILL DEAL WITH THE ELEMENTS OF RISK INVOLVED IN THIS TYPE OF WORK AND IN PARTICULAR THOSE HIGHLIGHTED BY CROFT BELOW:-

1. TRENCH EXCAVATIONS IN EXCESS OF 1.2M DEEP.
2. GUARDING TO EDGES OF EXCAVATIONS TO PREVENT PEOPLE, MATERIALS AND VEHICLES FALLING INTO EXCAVATION.
3. GUARDING OF EXCAVATIONS OUTSIDE WORKING HOURS TO PREVENT UNAUTHORISED ACCESS.
4. UNDERMINING TO ADJACENT ROADS OR STRUCTURES.
5. CONFINED SPACE OPERATIONS.
6. DEALING WITH EXISTING SERVICES.
7. TRAFFIC MANAGEMENT ON EXISTING HIGHWAYS AND PROTECTION OF SITE PERSONNEL AND MEMBERS OF THE PUBLIC.
8. PROCEDURE TO BE FOLLOWED IN EVENT OF ACCIDENT OR EMERGENCY.
9. METHOD OF WORKING WHERE CONTAMINATED GROUND IS PRESENT ON SITE.
10. CONFIRMATION WILL BE REQUIRED THAT ALL OPERATIVES ARE ADEQUATELY TRAINED, COPIES OF RELEVANT TRAINING CERTIFICATES TO BE SUPPLIED.
11. ANY CONSTRUCTION PERSONNEL, INCLUDING OPERATIVES INTENDING TO CONSTRUCT THE DESIGNS SHOWN ON THIS DRAWING SHOULD ENSURE THAT THEY HAVE BEEN REGULARLY AND THOROUGHLY BRIEFED BY THE PRINCIPAL CONTRACTOR ON ALL HEALTH AND SAFETY MATTERS AND HAVE HAD SIGHT OF:

I) THE FULL DESIGNERS AND CONTRACTORS RISK ASSESSMENTS AND RISK REGISTERS.
II) THE DEVELOPED CONSTRUCTION HEALTH AND SAFETY PLAN
III) THE CONTRACTORS CONSTRUCTION METHOD STATEMENTS.

THE ABOVE LIST IS BY NO MEANS EXHAUSTIVE BUT IT DOES HIGHLIGHT OPERATIONS THAT PRESENT A RISK TO CONTRACTORS AND THE GENERAL PUBLIC.


Crops
CONTRACTOR TO MAKE ALLOWANCE FOR LOCALISED TIEING IN OF KERBS AND SURFACING IN ALL AREAS AS NECESSARY AND TO THE SATISFACTION OF THE LOCAL AUTHORITY ENGINEER ENSURING POSITIVE DRAINAGE TO ADJACENT GULLIES
EXISTING CONCRETE CHANNEL ALONG PREVIOUS WESTERN EDGE OF CARRIAGEWAY TO BE REMOVED DURING WORKS TO THE SATISFACTION OF THE LA ENGINEER.
ALL EARTHWORKS TO REAR OF FOOTWAY TO BE MADE GOOD AND SOILED/SEEDED TO THE SATISFACTION OF THE LA ENGINEER AND IN ACCORDANCE WITH LA REQUIREMENTS.
MIN PSV OF 68 TO BE APPLIED ON ALL APPROACHES TO SIGNAL JUNCTION FOR A MINIMUM DISTANCE OF 50M.
PRIOR TO COMMENCING WORKS THE CONTRACTOR IS TO ENSURE THAT INTERFACE LEVELS AND PAVEMENTS BETWEEN THE OFF-SITE S278 DESIGN AND INTERNAL ON-SITE DESIGN TIE IN AND ANY DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE ENGINEER. ALL THRESHOLDS ARE TO TIE IN AND PAVEMENT-KERBING MADE GOOD WITH LOCALISED REPAIRS WHERE NECESSARY TO THE SATISFACTION OF THE OVERSEEING LA ENGINEER. CONTRACTOR TO CONFIRM ADEQUATE FALLS TO ADJACENT DRAINAGE AREAS PRIOR TO COMMENCING WORKS
2.0M WIDE VERGE/2.0M WIDE FOOTWAY
NEW 3.0M WIDE TOUCAN CROSSING.
R10.0M
S38 BOUNDARY
CONTRACTOR TO REFER TO M&E CONSULTANTS PLANS FOR DETAILS OF ALL STATUTORY UNDERTAKERS PLANT AFFECTED BY THE WORKS WITH ALLOWANCE FOR DUCTING ACROSS THE ACCESS AND WITHIN FOOTWAYS AS NECESSARY. ALL NEW AND EXISTING COVERS TO BE RESET TO NEW FOOTWAY AND CARRIAGEWAY LINE AND LEVEL WITH EQUIVALENT PSV ANTI-SKID TREATMENT TO NEW AND EXISTING COVERS WITHIN THE CARRIAGEWAY.
1.5M PAVED AREA TO ACCOMMODATE TRAFFIC SIGNAL POLES.
FOX'S BANK LANE (30MPH PROPOSED)
MH1 UU TYPE 1 1200 DIA D400 COVER CL AS PROP IL AS PROP
2.0M WIDE VERGE/3.0M WIDE SHARED FOOTWAY
R10.0M
PROPOSED DRAINAGE SHOWN FOR INDICATIVE PURPOSES ONLY. EXACT DRAINAGE LAYOUT TO BE CONFIRMED UPON RECEIPT OF THE EXISTING HIGHWAY DRAINAGE SURVEY.
ALL EXISTING IRONWORK WITHIN THE WORKS TO HAVE COVERS REPLACED WITH HIGH FRICTION CLASS D400 COVER WHERE REQUIRED. AND COVERS RESET TO NEW CARRIAGEWAY LEVEL AND WHERE NECESSARY RAISED ON BRICKWORK NOT RAISING PIECES.
MH2 UU TYPE 1 1200 DIA D400 COVER CL AS PROP IL AS PROP
EXISTING CONCRETE CHANNEL ALONG PREVIOUS WESTERN EDGE OF CARRIAGEWAY TO BE REMOVED DURING WORKS TO THE SATISFACTION OF THE LA ENGINEER.
ROUTE FOR EXISTING HIGHWAY SEWER SHOWN INDICATIVELY ONLY. EXACT ROUTE, CONDITION, SIZE, MATERIAL ETC TO BE CONFIRMED BY DRAINAGE SURVEY PRIOR TO COMMENCING WORKS.
ALL EARTHWORKS TO REAR OF FOOTWAY TO BE MADE GOOD AND SOILED/SEEDED TO THE SATISFACTION OF THE LA ENGINEER AND IN ACCORDANCE WITH LA REQUIREMENTS.
MIN PSV OF 68 TO BE APPLIED ON ALL APPROACHES TO SIGNAL JUNCTION FOR A MINIMUM DISTANCE OF 50M.
INDIC ROUTE OF EXISTING HIGHWAY SEWER
CONTRACTOR TO MAKE ALLOWANCE FOR LOCALISED TIEING IN OF KERBS AND SURFACING IN ALL AREAS AS NECESSARY AND TO THE SATISFACTION OF THE LOCAL AUTHORITY ENGINEER ENSURING POSITIVE DRAINAGE TO ADJACENT GULLIES
S278 BOUNDARY


FOX'S BANK LANE (30MPH PROPOSED)
PROPOSED UNCONTROLLED CROSSING
EXISTING PROW

PROPOSED NEW UNCONTROLLED PEDESTRIAN CROSSING POINT (APPROX. 330M SOUTH OF NEW SITE ACCESS JUNCTION) @ 1:500 SCALE

Z:\projects\3251 DD Fox's Bank Signals, Knowsley, TW\CAD\Croft Drawings\S278 Fox's Bank Lane Signals Knowsley Mastercopy (3251) REV H.dwg

NOTES

FULL DEPTH CARRIAGEWAY CONSTRUCTION MAIN CARRIAGEWAY-NO LIMESTONE AGGREGATE TO BE USED IN SURFACE COURSES OR ANY SURFACES TO BE TEMPORARILY TRAFFICED). ALL MATERIALS TO BE LAID AND TRANSPORTED IN ACCORDANCE WITH THE SHW. BOND COAT TO BE APPLIED IN ACCORDANCE WITH THE SHW BETWEEN ALL BITMAC LAYERS.CONTRACTOR TO CONFIRM BITMAC SPEC AND PSV WITH CLERK OF WORKS PRIOR TO ORDERING

SURFACE:	50MM THICK HRA 35/14 SURF 40/60 DES 20MM PRECOATED CHIPPINGS PSV MIN 68 TO BS EN 13108.
BINDER:	60MM THICK AC 20 DENSE BIN 100/150 REC TO BS EN 13108.
BASE:	180MM THICK AC32 BASE 40/60 REC TO BS EN 13108.
SUB BASE:	350MM THICK SUB-BASE IN TYPE 1 GRANULAR MATERIAL. LAID AND COMPACTED TO THE SPECIFICATION FOR HIGHWAY WORKS CLAUSES 701, 801, & 803.
CAPPING:	250MM THICK CAPPING MATERIAL. LAID AND COMPACTED TO THE SPECIFICATION FOR HIGHWAY WORKS CLAUSE 613. CBR HERE ESTIMATED AS 2.5% TO BE ESTABLISHED ON SITE PRIOR TO STARTING WORKS. CONTRACTOR TO REFER RESULTS TO A REPRESENTATIVE OF THE LOCAL AUTHORITY AND THE DESIGN MANUAL FOR ROADS AND BRIDGES IAN 73/06 REVISION 1 (2009) FOR FURTHER GUIDANCE ON SUB-BASE CAPPING RELATIONSHIP. APPROPRIATE TERRAM GEOTEXTILE MEMBRANE TO BE LAID BENEATH CAPPING LAYER TO MANUFACTURER'S PROPRIETARY REQUIREMENTS. PLEASE REFER TO SUB-BASE CAPPING DETAIL ON STANDARD DETAILS.CAPPING MATERIAL TO BE APPROVED BY APPOINTED REPRESENTATIVE PRIOR TO USE

PLANE REGULATE AND INLAY

PLANE 50mm, BOND COAT IN ACCORDANCE WITH SHW AND REPLACE WITH 50mm SURFACE COURSE AS SPECIFIED ABOVE. IN AREAS OF OVERLAY LEVELS TO BE MADE UP WITH REQUIRED DEPTH OF BINDER COURSE (MIN 60MM) PRIOR TO LAYING OF SURFACE COURSE.

ALL FULL DEPTH AND INLAY TO INCORPORATE 300MM STEPPED TIE IN CONSTRUCTION . PLEASE REFER TO STANDARD DETAIL AS SUPPLIED.

NARROW WIDENING IN AREAS LESS THAN 1.2M

AS FULL DEPTH CARRIAGEWAY CONSTRUCTION BUT BASE AND SUB-BASE LAYER REPLACED WITH ST2 CONCRETE. PLEASE SEE STANDARD DETAIL.

FOOTWAY CONSTRUCTION

20MM THICK AC6 DENSE SURF 100/150 REC TO BS EN13108
60MM THICK AC20 DENSE BIN 100/150 REC TO BS EN13108
160MM TYPE 1 SUB BASE 225MM AT VEHICULAR CROSSINGS.

FOOTWAY RESURFACING

EXISTING FOOTWAY SURFACE AND BINDER REMOVED AND REPLACED WITH FOOTWAY SPEC AS ABOVE

KERBING

ALL KERBS, CHANNELS, FLAGS, EDGINGS ETC CONSTRUCTED TO THE REQUIREMENTS OF BS EN 1339,1340, BS 7533 AND BS 7263. ANY GAP BETWEEN KERB AND EXISTING CARRIAGEWAY TO BE FILLED WITH HOT POURED BITUMEN MAX WIDTH 20MM. WHERE THE GAP IS GREATER THAN 20MM IT SHALL BE REINSTATED AS SHOWN IN THE REINSTATEMENT STANDARD DETAIL. ALL NEW TO EXISTING WEARING COURSE JOINTS TO BE SEALED WITH HOT POUR BITUMEN. WHERE NECESSARY EXISTING SURFACES TO BE SAW CUT TO PROVIDE A NEAT VERTICAL EDGE.KERBS IN CONCRETE CARRIAGEWAY TO BE REINSTATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE DMRB AND A METHOD AGREED WITH LOCAL AUTHORITY ENGINEER PRIOR TO CONSTRUCTION.RADII BETWEEN 12M AND 20M TO BE LAID USING 600MM UNITS. 25MM UPSTAND AT VEHICLE CROSSOVERS.

HB2	PRECAST CONCRETE 'HALF BATTERED' KERB 125X255, BS REF 'HB2' SET WITH 125MM FACE UNLESS OTHERWISE INDICATED.
TCK	PRECAST CONCRETE TOBERMORE COUNTRY KERB SILVER GREY 125X255X1000mm, SET WITH 125MM FACE UNLESS OTHERWISE INDICATED.
EF	PRE-CAST CONCRETE 'FLAT TOP' EDGING 200X50, BS REF 'EF'. FLUSH WITH FOOTWAY/LANDSCAPED SURFACE.
BN	DROPPED KERB CONSISTING OF PRECAST CONCRETE 'BULL NOSE' KERB 125 X 150, BS REF 'BN' , AND TAPER KERBS 125 X 255/150, BS REF 'DL1' , 'DR1' . KERB SET FLUSH OR 6MM UPSTAND AT PED CROSSINGS AND 25MM AT VEHICLE CROSSOVERS.

DENOTES EXTENT OF NEW KERBING

TACTILE PAVING

450X450X80 CONCRETE RED COLOURED TACTILE BLOCKS AT SIGNALS
50MM 4:1 SAND/CEMENT BED
200MM TYPE 1 GRANULAR SUB-BASE MATERIAL TO CLAUSE 803

CYCLEWAY ROUTE

400X400X70 'BAR' PATTERN 'BUFF' COLOURED TACTILE PAVING SLABS TO BE LAID ON 25MM 4:1 SAND LAYING COURSE BED BORDERED BY FLUSH LAID PCC EDGING KERBS
200MM TYPE 1 GRANULAR SUB-BASE. LAID IN A TRANSVERSE LADDER TYPE ORIENTATION FOR SHARED USE AND LONGITUDINAL 'TRAMLINE' ORIENTATION FOR CYCLE SIDE OF SEGREGATED USE IN ACCORDANCE WITH SHW. ORIENTATION TO BE CONFIRMED WITH LA ENGINEER PRIOR TO INSTALLATION (MINIMUM DEPTH OF PAVING 800MM)

EARTHWORKS

ALL EARTHWORKS AND PREPARATION OF SUB-GRADE TO BE IN ACCORDANCE WITH SERIES 600 OF THE SPECIFICATION FOR HIGHWAY WORKS. ALL UNACCEPTABLE MATERIALS, TOPSOIL, ORGANIC MATTER OR SOFT SPOTS SHALL BE EXCAVATED AND DISPOSED OF TO A SUITABLE TIP. IMMEDIATELY PRIOR TO LAYING SUB-BASE ALL SURFACES ARE TO BE CLEANED AND UN-SOUND MATERIAL REMOVED THE SURFACE SHOULD BE BROUGHT UP TO FORMATION LEVEL BY THE ADDITION OF SUITABLE FILL MATERIAL CLASS 1A OR CLASS 6F2 TO PROVIDE A SOUND BASE FOR CONSTRUCTION MINIMUM CBR OF 15%. CONTRACTOR TO SATISFY THEMSELF THAT THE SUB-GRADE IS ADEQUATLEY ROLLED IN ACCORDANCE WITH THE SHW AND SUITABLE FOR CONSTRUCTION PRIOR TO UNDERTAKING ANY WORKS

TOPSOIL REQUIREMENTS

1. THE CONTRACTOR SHALL ALLOW FOR THE REINSTATEMENT OF ANY EXISTING GROUND DISTURBED WITHIN THE WORKING SPACE BOUNDARY USING 150MM TOPSOIL AND GRASS SEED IN ACCORDANCE WITH THE LOCAL AUTHORITY SPECIFICATION FAND THE SHW. NO RECYCLED TOPSOIL.

2. ALL 1.0M WIDE SOFT VERGES ADJACENT TO WORKS SHALL INCLUDE 150MM TOPSOIL AND GRASS SEED AS (1) ABOVE.

3. STRUCTURAL EARTHWORKS REQUIRED TO SUPPORT THE WORKS SHALL BE GRADED OUT TO SLOPES OF 1:3 OR SHALLOWER AND FINISHED WITH 150MM TOPSOIL AND GRASS SEED AS (1) ABOVE

UNLESS OTHERWISE STATED EARTHWORK SLOPES TO BE AT 1:3 WITH SUITABLE GRANULAR FILL AND TOP SOIL IN ACCORDANCE WITH SHW. SUPPORTIVE EARTHWORKS TO BACK OF FOOTWAY TO BE GRADED LEVEL TO MAINTAIN HIGHWAY BOUNDARY TO REAR OF FOOTWAY WHERE REQUIRED.

GRASS VERGE

150MM TOP SOIL CLASS 5A GRASS SEEDING TO CLAUSE 3005 OF THE SPECIFICATION FOR HIGHWAY WORKS. WHERE GRASS VERGE OVERLAYS HARD CARRIAGEWAY THEN THIS IS TO BE PERFORATED AT 1M CENTRES TO ALLOW FOR DRAINAGE. GRASS SEEDING TO COMPLY WITH THE GENERAL REQUIREMENTS OF BS 4428 AT A RATE OF NOT LESS THAN 20G/M2 FOR SIDE SLOPES AND EMBANKMENTS AND NOT LESS THAN 15G/M2 ELSEWHERE. GRASS SEEDING TO BE LOW GROWING GRASS MIX TYPE 1 IE BSH A4 MIX OR SIMILAR APPROVED

DRAINAGE

PRIOR TO CONSTRUCTION THE CONTRACTOR IS TO SURVEY/PROOF AND IF NECESSARY CLEAR EXISTING SURFACE SEWERS/TAILPIPES TO CONFIRM PIPE ALIGNMENTS AND PREVENT ANY OBLIQUE CONNECTIONS WITH EXISTING PIPEWORK.

EXISTING GULLY GRATING AND FRAME TO BE REMOVED TO TIP AND POT FILLED WITH MIX ST4 CONCRETE TO BELOW FORMATION LEVEL.

PRECAST CONCRETE STREET GULLY 450MM DIA X 900MM TO BS 5911 BS EN 124 WITH DUCTILE IRON HINGE GULLY GRATE AND FRAME TO EN 124 D400 SINGLE PIECE HINGED. LOCATION AND NATURE OF SEWER TO BE CONFIRMED ON SITE PRIOR TO COMMENCING ANY DRAINAGE WORKS. CONTRACTOR TO ENSURE THAT NO OBLIQUE TURNS ARE MADE IN ALL GULLY CONNECTIONS AND ADJUST CONNECTIONS WHERE NECESSARY TO THE SATISFACTION OF THE LA ENGINEER. GULLEY AND GRATE TO BE LOCALY AUTHORITY STANDARD SPEC AND AGREED WITH LA ENGINEER PRIOR TO ORDERING. ALL CONNECTIONS TO EXISTING DRAINS AND SEWERS TO UNITED UTILITIES STANDARD REQUIREMENTS.

CONTRACTOR TO CONFIRM DEPTH AND LOCATION OF ALL STATS PRIOR TO COMMENCING ANY SITE WORKS AND MAKE ALLOWANCE FOR THE POTENTIAL REQUIREMENT OF KERB INLET, SIDE INLET OR OFFSETT GULLIES TO AVOID AND CLASHES WITH EXISTING STATS

EXISTING GULLY TO REMAIN.

UU TYPE 1 MANHOLE
PLEASE REFER TO STANDARD DETAILS PROVIDED ON DRAWING D004 AND D005. CONTRACTOR TO CONFIRM EXACT MANHOLE TYPE AND ALL DRAINAGE CONNECTIONS WITH THE LA ENGINEER PRIOR TO CONSTRUCTION AND TO ORDERING.

REV	DETAILS	DRAWN	CHECKED	DATE
G	SITE ACCESS CROSSING REDUCED TO 3M/FOOTWAY AMENDS	JC	MC	SEP 23
F	UPDATED TO LATEST SETTING OUT/DRAINAGE	JC	MC	JAN 22
E	UPDATED TO LATEST GA	JC	MC	JAN 22
D	REVISED IN LINE WITH KNOWSLEY COMMENTS & SPEED LIMIT	JC	MC	OCT 21
C	REVISED IN LINE WITH KNOWSLEY COMMENTS & RSA	JC	MC	AUG 21
B	PRELIM DRAINAGE ADDED	JC	MC	JUL 21
A	S278 BOUNDARY AMENDED IN LINE WITH S38 BOUNDARY	JC	MC	MAR 21

CLIENT:

TAYLOR WIMPEY

PROJECT:

FOX'S BANK LANE, WHISTON, KNOWSLEY

DRAWING TITLE:

S278 CONSTRUCTION MATERIALS

SCALES:
1:250 @ A0

DRAWN: JC
CHECKED: MC
DATE: JAN 21

Croft Transport Planning & Design
340 Deansgate
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M3 4LY

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DRAWING NUMBER: 3251-D002
REVISION: G

CROFT