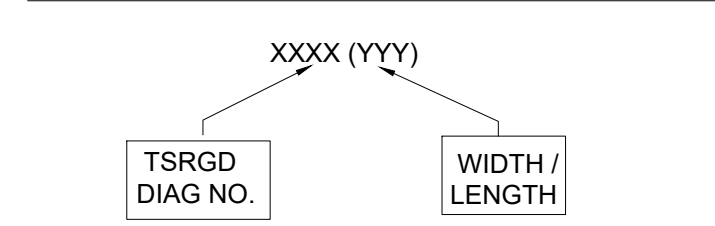


- NOTES**
- DO NOT SCALE FROM THESE DRAWINGS.
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - LIMITS OF WORK ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
 - HEALTH AND SAFETY:
THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE SITE. PLANS SHOWING APPROXIMATE LOCATIONS HAVE BEEN SUPPLIED BY THE ASSET OWNER.
 - FOR SITE CLEARANCE DETAILS, REFER TO DRAWING NOS. SGHS-ATK-HSC-HC-DR-CH-000001 TO SGHS-ATK-HSC-HC-DR-CH-000013.
 - FOR UTILITY DETAILS, REFER TO DRAWING NOS. SGHS-ATK-VUT-HC-DR-CU-000001 TO SGHS-ATK-VUT-HC-DR-CU-000013.
 - FOR PROPOSED FOOTWAY SURFACES & LANDSCAPE DETAILS, REFER TO DRAWING NOS. SGHS-ATK-ELS-HC-DR-LL-400001 TO SGHS-ATK-ELS-HC-DR-LL-400012 AND SGHS-ATK-ELS-HC-DR-LL-400016.
 - FOR PRECAST CONCRETE KERBS DETAILS (HB2, BN), REFER TO LANCASHIRE COUNTY COUNCIL STANDARD DETAILS BL1.
 - FOR PRECAST CONCRETE EDGING DETAILS (EF), REFER TO LANCASHIRE COUNTY COUNCIL STANDARD DETAILS BL2.
 - FOR PROPOSED KERB AND CROSSING DETAILS, REFER TO DRAWING NO. SGHS-ATK-HGN-XX-DR-CH-000001 TO SGHS-ATK-HGN-XX-DR-CH-000003.
 - FOR STREET LIGHTING DETAILS, REFER DRAWING NO. SGHS-ATK-HLG-HC-DR-EO-000001 TO SGHS-ATK-HLG-HC-DR-EO-000013.
 - FOR DRAINAGE DETAILS, REFER DRAWING NO. SGHS-ATK-HDG-HC-DR-CD-000011 TO SGHS-ATK-HDG-HC-DR-CD-000023.
 - FOR PAVEMENT DETAILS, REFER DRAWING NO. SGHS-ATK-HPV-HC-DR-CH-000001 TO SGHS-ATK-HPV-HC-DR-CH-000013.
 - ALL THE TRAFFIC SIGN NUMBERS AND ROAD MARKING TYPES/COLOURS AND DIMENSIONS SHALL BE IN ACCORDANCE WITH TRAFFIC SIGN REGULATIONS AND GENERAL DIRECTIONS 2016 AND SUBSEQUENT AMENDMENTS.
 - THE DRAWING INDICATES THE TRAFFIC SIGNS AND ROAD MARKINGS REQUIREMENTS. THE EXACT POSITIONS OF TRAFFIC SIGNS AND ROAD MARKINGS ALIGNMENT TO BE AGREED ON SITE BY THE OVERSEEING ORGANISATION.
 - CONDITION OF EXISTING SIGNS TO BE VERIFIED WITH OVERSEEING ORGANISATION BEFORE REUSING ON SITE.
 - ALL TEMPORARY SIGNS AND THEIR FRAMES MUST BE REMOVED AND HOLES REINSTATED TO MATCH THE SURROUNDING AREA 3 MONTHS AFTER COMPLETION OF WORK.
 - VEGETATION CLEARANCE REQUIRED FOR THE VISIBILITY OF PROPOSED TRAFFIC SIGNS TO BE AGREED AND INSTRUCTED ON SITE BY OVERSEEING ORGANISATION.
 - ALL PROPOSED MARKINGS SHALL TIE IN WITH EXISTING MARKINGS.
 - EXISTING ROAD MARKINGS THAT ARE TO REMAIN ARE TO BE ASSESSED ON SITE BY THE CONTRACTOR AND CLIENTS WORK INSPECTOR AS TO WHETHER THEY REQUIRE REFRESHING AS PART OF THE WORKS.
 - A STRUCTURAL AND LIGHTING CONDITION SURVEY SHOULD BE UNDERTAKEN PRIOR TO THE INSTALLATION OF PLACING NEW/RELOCATING SIGNS ON EXISTING TRAFFIC SIGN POSTS AND STREET LIGHTING COLUMNS. IT SHOULD BE AGREED WITH LCC BEFORE NEW SIGN FACES ARE MOUNTED ON EXISTING ASSETS.
 - AT TIE IN LOCATIONS, CONTRACTOR TO CONFIRM UPSTAND OF THE EXISTING KERB AT SITE AND SUITABLE TRANSITION KERB TO BE PROVIDED.

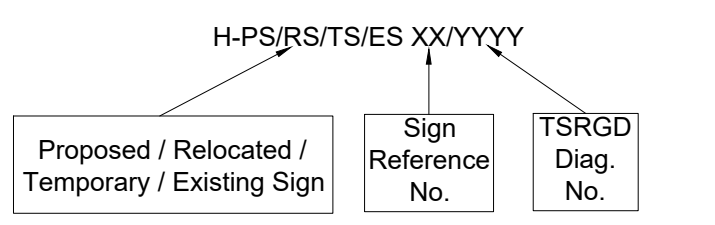
KEY

HB2	PROPOSED HALF BATTERED KERB (TYPE HB2) (RESULTANT UPSTAND IS 100mm EXCEPT ON RAISED TABLES WHERE THE UPSTAND VARIES) (REFER TO NOTE 8)
R-HB2	PROPOSED RAISED TABLE CROSSING TYPE R-HB2 WITH HB2 KERBS (RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 10)
CK2	PROPOSED CONSERVATION KERB TYPE CK2 (w255mmXd205mm) (RESULTANT UPSTAND IS 100mm EXCEPT ON RAISED TABLES WHERE THE UPSTAND VARIES) (REFER TO NOTE 10)
R-CK2	PROPOSED CROSSING TYPE R-CK2 AT RAISED LOCATIONS WITH CONSERVATION KERBS (w255mmXd205mm) (RESULTANT UPSTAND 0-25mm) (REFER TO NOTE 10)
DRC2	PROPOSED CROSSING TYPE DRC2 AT DROPPED LOCATION WITH CONSERVATION KERB (RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 10)
CK1	PROPOSED CONSERVATION KERB TYPE CK1 (w145mmXd255mm) WITH CONCRETE SETTS (100mm WIDE) BEHIND THE KERB (RESULTANT UPSTAND IS 100mm EXCEPT ON RAISED TABLES WHERE THE UPSTAND VARIES) (REFER TO NOTE 10)
CK1	PROPOSED CONSERVATION KERB TYPE CK1 (w145mmXd255m) WITHOUT CONCRETE SETTS BEHIND THE KERB (RESULTANT UPSTAND 100mm) (REFER TO NOTE 10)
R-CK1	PROPOSED CROSSING TYPE R-CK1 AT RAISED LOCATIONS WITH CONSERVATION KERBS (w145mmXd255mm) (RESULTANT UPSTAND 0-25mm) (REFER TO NOTE 10)
DRC1	PROPOSED CROSSING TYPE DRC1 AT DROPPED LOCATIONS WITH CONSERVATION KERB (RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 10)
BN	PROPOSED BULLNOSE KERB (TYPE BN) (RESULTANT UPSTAND 0-6mm) (REFER TO NOTE 8) (25mm UPSTAND AT VEHICULAR CROSSOVER)
EF	PROPOSED FLAT TOP EDGING (REFER TO NOTE 9)
QCK	PROPOSED QUADRANT CONSERVATION KERB TYPE QCK (w305mmXd255mm) (REFER TO NOTE 10)
QHB	PROPOSED QUADRANT KERBS, RADIUS 305mm (TYPE HB2) (REFER TO NOTE 10)
KK	PROPOSED BUS STOP KERB (RESULTANT UPSTAND 160mm) (REFER TO NOTE 10)
DL1/DR1	PROPOSED TRANSITION KERB BETWEEN BN AND EXISTING KERB (REFER NOTE 22)
TL1/TR1	PROPOSED TRANSITION KERB BETWEEN BN AND HB2
TKL/TKR	PROPOSED TRANSITION KERB BETWEEN BUS STOP KERB AND EXISTING KERB (REFER NOTE 22)

KEY TO ROAD MARKING ANNOTATION



KEY TO TRAFFIC SIGN ANNOTATION



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

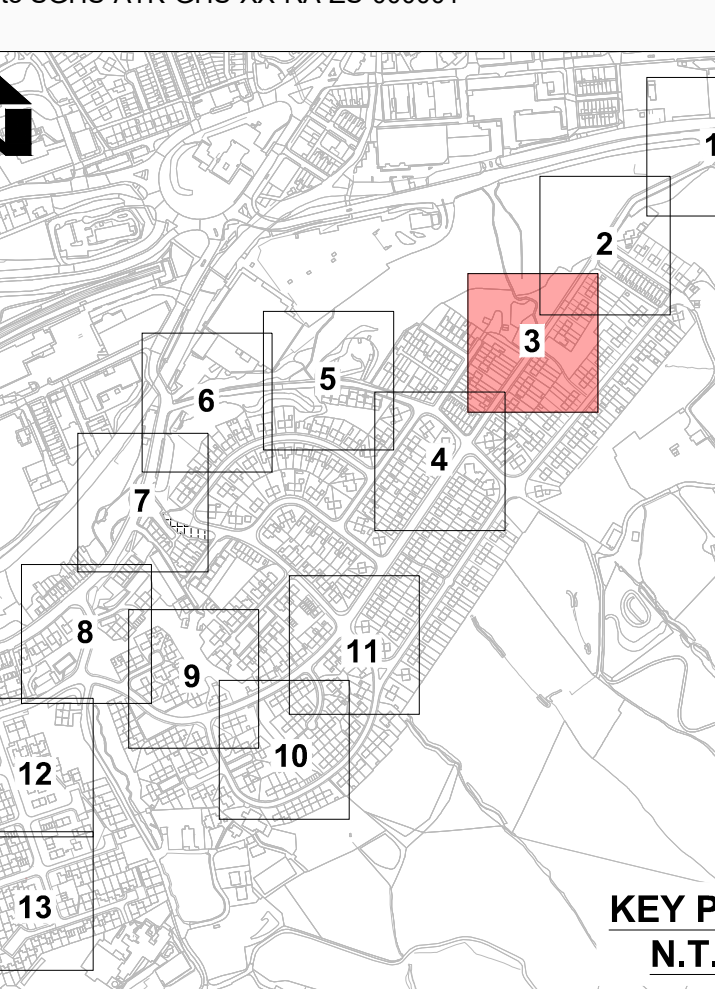
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log - SGHS-ATK-GHS-XX-RA-ZS-000001).

Construction
Presence of Live Traffic, Utility known.
Presence of Asbestos, Tar or any Hazardous Material not known.

Maintenance / Cleaning
Presence of Live Traffic, Utility known.

Use
Refer to SGHS-ATK-GHS-XX-RA-ZS-000001

Decommissioning / Demolition
Refer to SGHS-ATK-GHS-XX-RA-ZS-000001



KEY PLAN N.T.S.

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