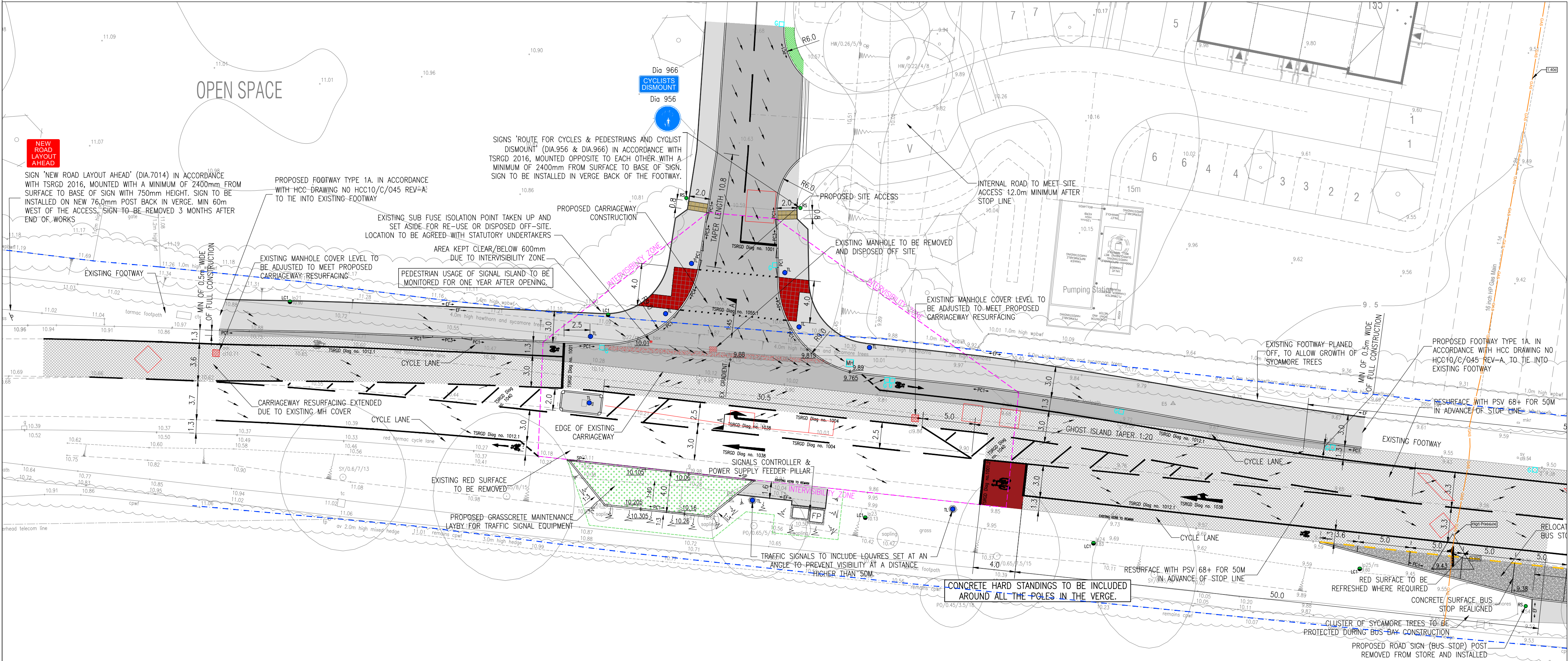


INSETS (SCALE 1:1000)

LOCATION PLAN (SCALE 1:2500)



KEY

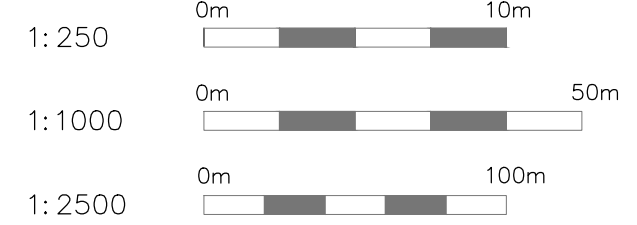
- FLEXIBLE CARRIAGEWAY CONSTRUCTION**
45mm THK. SURFACE COURSE, HRA 30/14 F SURF 40/60 WITH 14/20mm PRE-COATED CHIPPIPS PSV 68+
65mm THK. BINDER COURSE, 20mm DENSE ASPHALT CONCRETE BINDER 40/60 PEN
175mm THK. BASE COURSE, EITHER 32mm DENSE ASPHALT CONCRETE BASE 40/60 PEN
150mm THK. SUB-BASE COURSE, TYPE 1 (CLAUSE 803)
- FLEXIBLE CARRIAGEWAY RESURFACING/TIE IN**
45mm THK. (300mm MINIMUM WIDTH) HRA 30/14 F SURF 40/60 SURFACE COURSE WITH 14/20mm PCC PSV 68+
65mm THK. (600mm WIDTH) DENSE ASPHALT CONCRETE BINDER CONCRETE ~ AC20 DENSE BIN 40/60
175mm THK. (300mm WIDTH) BASE COURSE, EITHER 32mm DENSE ASPHALT CONCRETE BASE 40/60 PEN
(FOR TIE IN DETAIL SEE DRAWING NO. 041.5025.200)
- RIGID CARRIAGEWAY CONSTRUCTION (BUS LAY-BY)**
250mm REINFORCED CONCRETE PAVEMENT C32/40 TO BS 8500-1 AND BS EN 13877-1, CLAUSE 1001 TO 1039 AND 1044 ON, MIN. 150mm THK. GRANULAR SUB BASE MATERIAL TYPE-1 IN ACCORDANCE WITH BS EN 12365 & CLAUSE 803
ANTI-SKID APPLIED ON EXISTING CARRIAGEWAY
- PROPOSED HIGH FRICTION SURFACING (RED)**
SURFACING TO BE AN HAPAS/BBA APPROVED SYSTEM AND INSTALLED BY A HAPAS/BBA APPROVED CONTRACTOR
- FLEXIBLE FOOTWAY CONSTRUCTION**
20mm THK. DENSE ASPHALT CONCRETE SURFACE COURSE AC6
DENSE SURF 100/150 PSV 55
100mm THK. HYDRAULICALLY BOUND MATERIAL (HBM)
- VEHICLE CROSSOVER CONSTRUCTION**
20mm THK. DENSE ASPHALT CONCRETE SURFACE COURSE AC6
DENSE SURF 100/150 PSV 45
150mm THK. HYDRAULICALLY BOUND MATERIAL (HBM)
- PROPOSED VERGE (MIN. 100mm TOP SOIL AND SEED)**
CONCRETE BED AND SURROUND TO THE PIPE
- TRAFFIC SIGNAL LOOP IN CARRIAGEWAY**
INDICATIVE SIGNAL HEAD AND/OR PUSH BUTTON LOCATION. SET BACKS FROM STOP-LINE SET OUT IN ACCORDANCE WITH DWG 50/04 PARA 2.6.2. SIGNAL POLE SOCKET POSITIONS TO BE SET OUT BY ITS ENGINEER. (SEE APPROVED SIGNAL DESIGN FOR FULL DETAILS)
- PC1** 125 x 255 HB PRECAST CONCRETE KERB
PC4 125 x 150 BN PRECAST CONCRETE KERB (FLUSH)
PC3 125 x 150 BN PRECAST CONCRETE KERB (6mm UP STAND)
SP 125 x 150 SP (SPLAY) PCC KERB (75mm UPSTAND)
EF 150 x 50 PRECAST CONCRETE EDGING TYPE EF TO BS EN 1340
125 x 150 BN PRECAST CONCRETE DROPPER KERB
CAMBER / CROSS FALL DIRECTION
GULLY TYPE 2 WITH 150x CONNECTION (U.N.O) IN ACCORDANCE WITH HCC DRAWING HCC10/D/020
EXISTING IRONWORK/COVER LEVELS TO BE ADJUSTED AND/OR INVERTED (ALL WORKS TO BE AGREED WITH STATUTORY UNDERTAKERS WHERE REQUIRED)
EXISTING LEVELS
PROPOSED LEVELS
PROPOSED/EXISTING ROAD SIGN AND/OR POST (DETAILS AS SHOWN) REMOVED FROM STORE AND INSTALLED/RELOCATED
PROPOSED/EXISTING LITTER BIN REMOVED FROM STORE AND INSTALLED/RELOCATED
PROPOSED/RELOCATED LIGHTING COLUMN OR LANTERN CHANGE TO EXISTING COLUMN (FOR DETAILS SEE SSEE DRAWING NO. SSE185487-LD-001)
EARTHWORKS/BANKING (1:3 SLOPE)

SCHEDULE

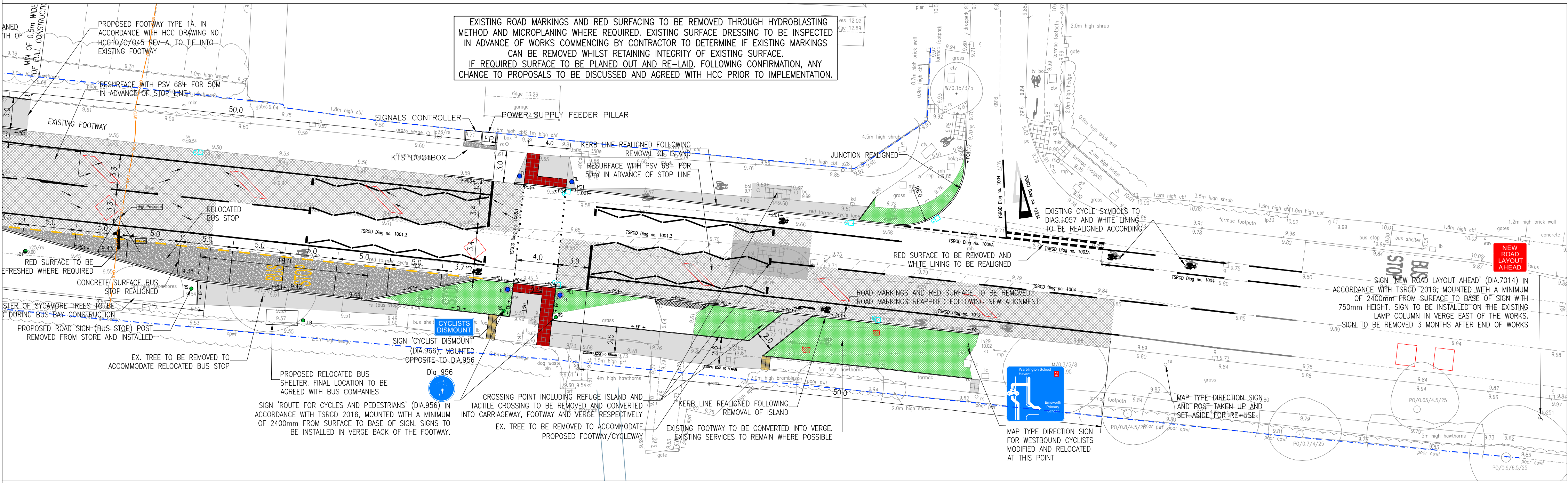
MARKINGS	LINE THICKNESS (mm)	LINE LENGTH/BARS (mm)	LINE SPACING (mm)	TOTAL LENGTH 7 (mm)
1003A	200	600	300	10m
1004	100	4000	2000	340m
1009	100	600	300	10m
1012.1	100	-	-	320m
1003.1	100	-	-	22m
1040	100	4000	2000	600m
1005	100	1000	5000	72m
1038	-	-	-	12
1025.2	-	-	-	1
1001.3	100	-	-	34m
Characters	-	-	-	65

ALL MARKINGS TYPE/REF AND TO BE IN ACCORDANCE WITH TSRD 2016

FOR CONSTRUCTION



INSET 1 (SCALE 1:250)



INSET 2 (SCALE 1:250)

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CDM Regulations 2015 : Reg. 9

None of the below is deemed to relieve any contractor of his obligations under all applicable health and safety legislation.

In preparing the design shown on this and related drawings Paul Basham Associates has considered and, where reasonably practicable, eliminated foreseeable risks. Any further abnormal or unusual risks, which remain, are numbered below and identified the (A) and should be given particular attention by all those carrying out construction or of future maintenance works.

1. High-pressure gas main in the vicinity of the works
- 2.
- 3.

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

HIGHWAY NOTES

1. WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE MANUAL OF CONTRACT FOR HIGHWAY WORKS (MCHW). IF THERE IS ANY AMBIGUITY BETWEEN THE SPECIFICATION AND THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER.
2. EQUILIBRIUM CBR VALUE FOR CARRIAGEWAY CONSTRUCTION TO BE AGREED ON-SITE FOLLOWING IN-SITU CBR TESTS. ALL EXCAVATIONS ARE SUBJECT TO THE CBR RESULTS.
3. TRAFFIC MANAGEMENT TO BE IN ACCORDANCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL AND RELEVANT CODES OF PRACTICE.
4. ALL LINING AND SIGNING DIAGRAM NUMBERS REFER TO THE TRAFFIC SIGNS REGULATIONS & GENERAL DIRECTIONS 2016 (TSRD2016).

EXISTING SERVICES

1. IT IS THE RESPONSIBILITY OF ANY ON SITE CONTRACTOR TO IDENTIFY AND LOCATE ANY UTILITY PLANT PRIOR TO CONSTRUCTION WORK BEING UNDERTAKEN.
2. THE INFORMATION PROVIDED ON THIS DRAWING ABOUT THE EXISTING UTILITY SERVICES IS BASED ON HISTORICAL RECORDS PROVIDED BY THE STATUTORY UTILITIES. THE ACTUAL POSITION AND STATUS OF ANY MAINS AND SERVICES MUST BE VERIFIED AND ESTABLISHED ON SITE. THIS DRAWING IS PROVIDED FOR INFORMATION ONLY.
3. CABLES TO STREET LIGHTING, ROAD SIGNS AND ILLUMINATED BOLLARDS ARE NOT SHOWN BUT MUST BE ASSUMED TO EXIST.

APPLICABLE HCC STANDARD DETAILS

HCC10/C/010 - PRECAST CONCRETE KERBS
HCC10/C/045-REV A - FOOTWAYS TYPES 1A, 1B, 2 & 3
HCC10/A/025 - CARRIAGEWAY REPAIR DETAILS
HCC10/D/015 - GULLY TYPE 1
HCC10/D/055 - MANHOLE TYPE M3B
HCC10/D/060 - MANHOLE TYPE M4B
HCC10/T SERIES - STANDARD DETAIL DRAWINGS FOR TRAFFIC SIGNALS

S	ISSUED FOR CONSTRUCTION	17.05.19	EK	RW
R	AMENDED GULLY CONNECTION	26.04.19	EK	RW
Q	AMENDED GULLY CONNECTION	10.04.19	EK	RW
P	MANHOLE RELOCATED	14.03.19	EK	RW
N	ADDED PROPOSED MANHOLES & CONCRETE PROTECTION TO PIPELINE	08.03.19	EK	RW
M	REVISED DRAWING	25.02.19	EK	RW
L	REVISED DRAWING	22.01.19	EK	RW
K	REVISED DRAWING AS PER HCC COMMENTS	10.01.19	EK	RW
J	REVISED DRAWING	26.10.18	EK	RW
H	REVISED DRAWING	24.10.18	EK	RW
G	REVISED DRAWING	22.10.18	EK	RW
F	REVISED DRAWING	19.07.18	EK	RW
E	REVISED DRAWING	22.12.17	EK	CL
D	REVISED DRAWING	09.11.17	EK	CL
C	REVISED DRAWING	14.09.17	EK	CL
B	REVISED AS PER ITS PLANNING COMMENTS	10.08.17	EK	CL
A	REVISED AS PER HCC PLANNING COMMENTS	03.05.17	EK	CL
Rev	Description	Date	By	Chkd

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Client

BARRATT HOMES

Project Name
HAVANT ROAD,
EMSWORTH

Title
ENGINEERING LAYOUT, SIGNAL JUNCTION
SHEET 1 OF 2

Project Phase
CONSTRUCTION

Checked By	Checked Date	Drawn By	Drawn Date
CL	17.02.17	EK	10.02.17

Client Drawing No.

PBA Drawing No.
041.5025.100

Scale
AS SHOWN (AT A1 SIZE)

Revision
S