

THESE NOTES ARE BASED ON THE USE OF
EXPERIENCED AND COMPETENT CONTRACTORS
CARRYING OUT THE WORK USING AN
APPROVED SAFE METHOD OF WORKING

-  INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION
-  INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION
-  INDICATES A RESIDUAL RISK AS A WARNING
-  INDICATES A RESIDUAL RISK FOR INFORMATION

EXISTING CONCRETE CROSSOVER TO BE REPLACED WITH NEW FOOTWAY CONSTRUCTION.

ALL SERVICES IN NEW
AND RESURFACED
FOOTWAY TO HAVE
COVERS ADJUSTED TO
SUIT PROPOSED LEVELS.

EXISTING CONCRETE
SITE ENTRANCE TO BE
REPLACED WITH NEW
TARMAC FOOTWAY
CONSTRUCTION.

EXISTING CONCRETE
SITE ENTRANCE TO
BE REPLACED WITH
NEW GRASS VERGE.

TSRGD
DIAGRAM 1009A

NEW SITE
ENTRANCE

UNCONTROLLED
PEDESTRIAN
CROSSING.

EXISTING CONCRETE
CROSSOVERS TO
BE REPLACED WITH
NEW FOOTWAY
CONSTRUCTION.

TSRGD
DIAGRAM 1003A

HAMPSHIRE COUNTY COUNCIL STANDARD DETAILS

STANDARD DETAIL NO.	TITLE
HCC11/C/010	PRECAST CONCRETE KERBS
HCC11/C/045	FOOTWAYS TYPE 1A
HCC11/C/060	UNCONTROLLED PEDESTRIAN CROSSING INSTALLED IN NEW WORKS
HCC11/C/065	UNCONTROLLED PEDESTRIAN CROSSING INSTALLED IN EXISTING FOOTWAY
HCC11/M/015	KERB REPLACEMENT ON EXISTING BASE

THIS DRAWING IS TO BE READ IN
CONJUNCTION WITH THE ABOVE HAMPSHIRE
COUNTY COUNCIL'S (HCC) STANDARD DETAILS

DESIGN CBR = 2.5% (31 MPA) TBC

CONTRACTOR SHALL UNDERTAKE CBR TESTING
WITHIN EXISTING CARRIAGEWAY PRIOR TO
COMMENCEMENT OF HIGHWAY WORKS.

ALL INFORMATION TO BE SUPPLIED TO
HAMPSHIRE CC HIGHWAY INSPECTOR

FOR FURTHER DETAILS OF STREET
LIGHTING REFER TO ENERVEO'S
REPORT AND DRAWING NO.
EVO20028158-LD-001-A

	EXISTING HIGHWAY BOUNDARY
	SITE BOUNDARY
	HB2 KERB / PC1 – 100mm UPSTAND
	PC4 / BN KERB – 0mm UPSTAND
	EF EDGING
	UNCONTROLLED PEDESTRIAN CROSSING TACTILE PAVING
	TRANSITION KERB
	GRASS VERGE
	PEDESTRIAN FLEXIBLE CONSTRUCTION HCC11/C/045A – TYPE 1A
	CARRIAGEWAY CONSTRUCTION / TRANSITION SLAB – REFER TO DETAIL
	FOOTWAY RESURFACING
	EXISTING LIGHTING COLUMN RETAINED.
	EXISTING LIGHTING COLUMN RETAINED, LANTERN CHANGED.

NOTES

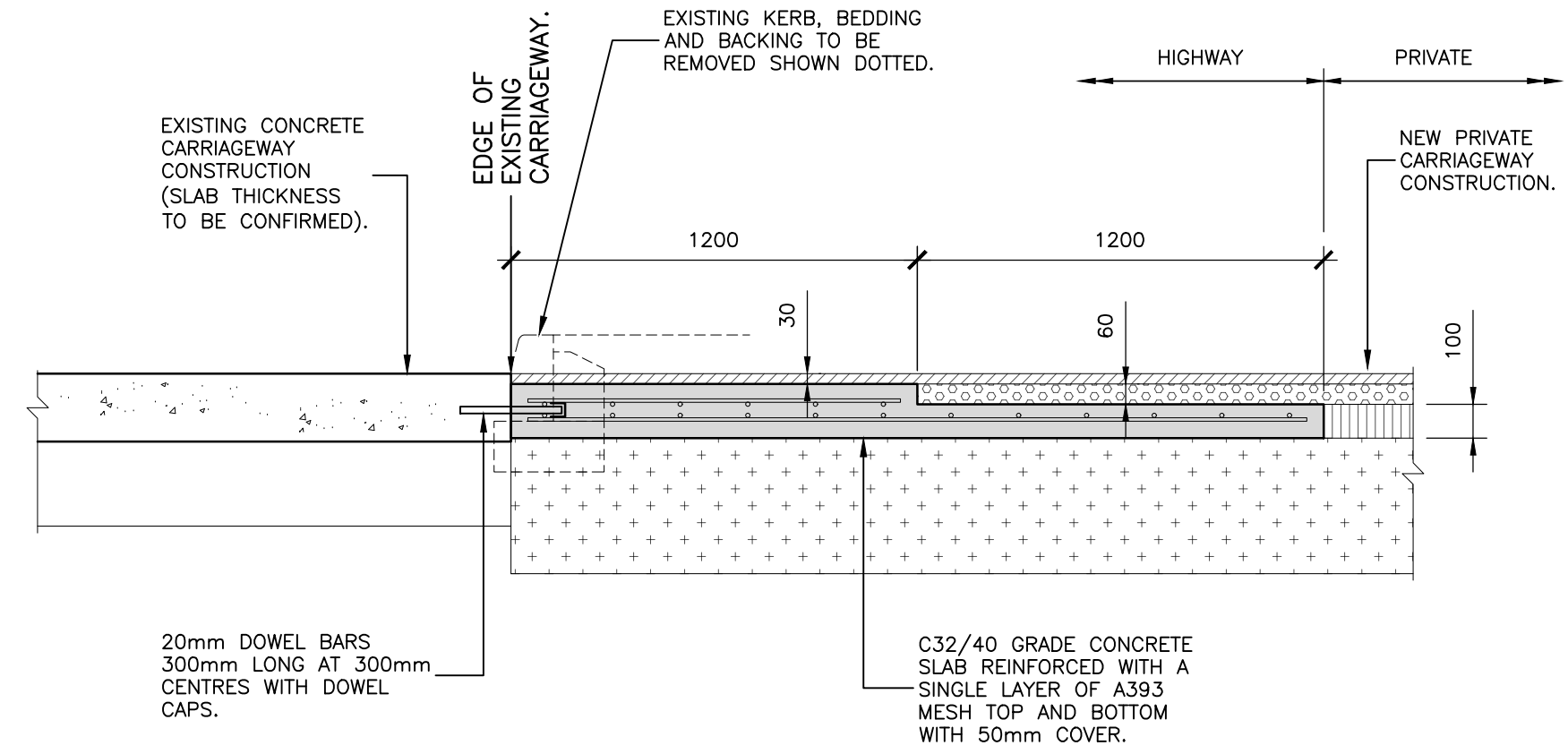
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GENERAL NOTES

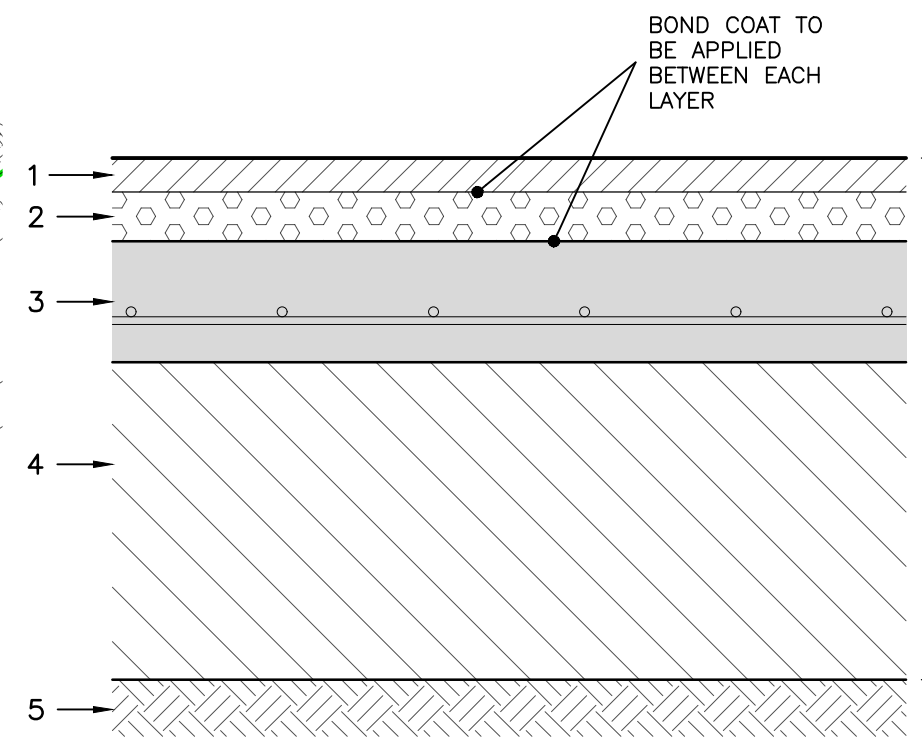
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS AND DETAILS.
2. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.
3. ANY DISCREPANCY BETWEEN THIS DRAWING AND OTHER INFORMATION IS TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF THE WORKS ON SITE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SETTING OUT AND ACCURACY OF ALL DIMENSIONS.
5. MAIN CONTRACTOR TO PROVIDE AND FIX SUITABLE BRACING AND SHORING TO MAINTAIN THE STABILITY OF THE CONCRETE DURING CONSTRUCTION STAGE, SUCH AS TO ENSURE STRUCTURE STABILITY AT ALL TIMES.
6. IT IS THE CONTRACTORS SOLE RESPONSIBILITY FOR RECEIVING AND DISPOSING OF ALL OFF-SITE EXCAVATED SPOIL. NO CLAIM RESULTING FROM ABNORMAL TYP. REQUIREMENTS WILL BE ENTERTAINED.

EXTERNAL WORKS NOTES

1. ADOPTED: HBZ KERBS UPSTAKE TO BE 100mm. EF EDGINGS TO BE USED AT THE BACK OF ADOPTED FOOTWAYS / VERGES, DOUBLE ROW GRANITE SETTS TO INDICATE THE ADOPTED HIGHWAYS. EDG EDGINGS TO BE USED. WHERE FOOTWAYS ARE ADJACENT TO LANDSCAPED AREAS.
2. GENERALLY CROSS FALLS TO ADOPTED HIGHWAY AND FOOTWAY TO BE 1 IN 40.
3. SOFT CORNERS FOR INFORMATION ARE TO BE REMOVED AND REPLACED WITH SUITABLE MATERIAL.
4. ALL EXISTING MANHOLE COVERS, GULLIES, ETC., TO BE RAISED TO SUIT NEW LEVELS.
5. RE-GOING AND HIGHWAY EMBANKMENTS ARE TO HAVE A MAXIMUM SLOPE OF 1 H: 1.3. SLOPE GRADIENTS IN GARDENS TO BE RESTRICTED TO 1 IN 12.
6. ALL DIAGRAM NUMBERS INDICATED REFER TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 AND EXISTING SIGNAGE.
7. NO BLOCKS / SLABS WITH A UNIT WEIGHT IN EXCESS OF 20kg TO BE USED.
8. KERBS IN EXCESS OF 20kg TO BE MACHINE LAID.



TIE IN TRANSITION SLAB DETAIL
(SCALE 1:20@A1)



CONSTRUCTION DEPTH MUST BE AT A MIN. OF 450mm OR NOT FROST SUSCEPTIBLE MATERIAL IRRESPECTIVE OF CBR VALUE

1. **SURFACE COURSE**
30mm SMA 10 SURF TO CL. 942 40/60 BINDER. PSV 65

2. **BINDER COURSE**
60mm THICKNESS AC 20 DENSE BIN PEN 70/100 PEN TO BS 594987:2015 BS EN 12015:2014+2016 AND BS EN 13108

3. **TRAP AND SLAB**
160/100mm THICKNESS C32/40 GRADE CONCRETE SLAB REINFORCED WITH A SINGLE LAYER OF A393 MESH BOTTOM WITH 50mm cover.

4. **SUB BASE**
400mm TYPE 1 GRANULAR MATERIAL TO CLAUSE 803 (RECYCLED) IN ACCORDANCE WITH HCC'S SPECIFICATION. SUPPLY HDA INSPECTOR WITH GRADING CERTIFICATES

5. **FORMATION**

CBR TO BE CONFIRMED AT JUNCTION DURING FIRST WEEK
OF CONSTRUCTION AND CONFIRMED TO HCC HIGHWAYS

TRANSITION SLAB CONSTRUCTION DETAIL
(SCALE 1:10@A1)

NOTE:
ALL JOINTS SHALL BE OFFSET AT LEAST 300mm FROM PARALLEL JOINTS IN THE LAYER BENEATH WHEREVER POSSIBLE, AND IN A LAYOUT APPROVED BY ENGINEER. JOINTS IN THE SURFACE COURSE OR POROUS ASPHALT SHALL COINCIDE WITH EITHER THE LANE EDGE OR THE LANE MARKING, WHICHEVER IS APPROPRIATE. JOINTS ARE TO BE SEALED WITH A PROPRIETARY COMPOUND OR SEALING TAPE / OVERBAND.
LONGITUDINAL JOINTS IN MATERIALS SUBJECT TO PERCENTAGE REFUSAL DENSITY TESTING SHALL NOT BE SITUATED IN WHEEL TRACK ZONES.

P05	22.10.2024	TIE-IN AND LIGHTING DETAILS ADDED.	JMB
P04	24.09.2024	EXTENT OF WORKS MODIFIED TO SUIT SITE LINES.	JMB
P03	02.08.2024	CROSSING VISIBILITY SPLAYS ADDED.	JMB
P02	24.06.2024	EXISTING LIGHTING COLUMN SHOWN.	JMB
P01	07.06.2024	PRELIMINARY ISSUE FOR COMMENT	JMB
Rev.	Date	Description	By



Client
FORMAN HOMES

Architect
HGP ARCHITECTS

Project title

PROPOSED DEVELOPMENT
DUNSBURY WAY
LEIGH PARK, HANTS

Drawing title
SECTION 278
ENGINEERING LAYOUT.

Scale	Paper size	Date	Drawn by	Checked by	Status
1:200	A1	MAY 2024	JMB	CH	

Name	Project code	Originator	Functional breakdown	Spatial breakdown	Form	Discipline	Number	Revision
	FHL012	AAL	EW	XX	DP	C	2782	P05

