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CDM Regulations 2007 : Reg. 11

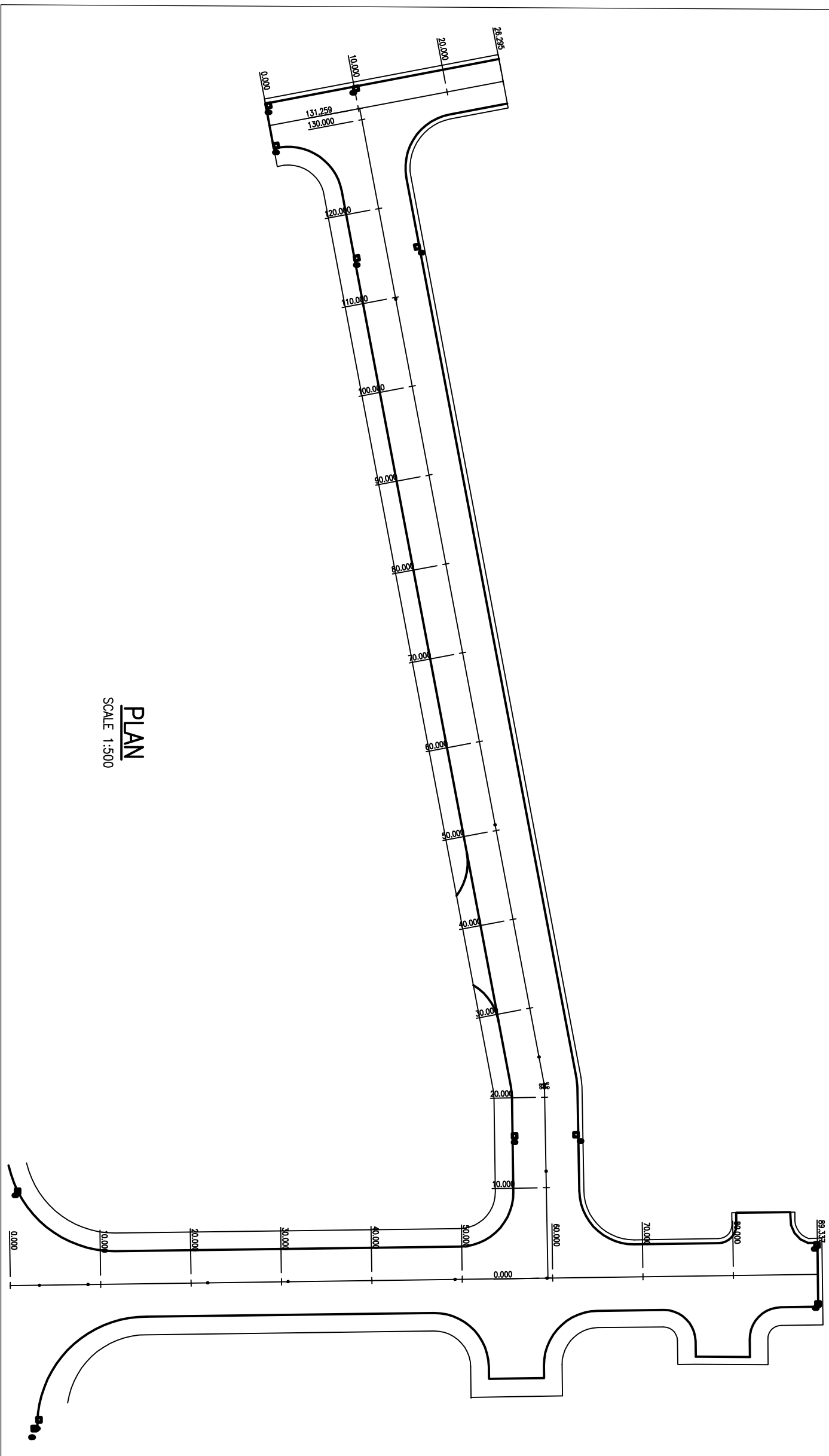
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1. no significant risks
- 2.
- 3.

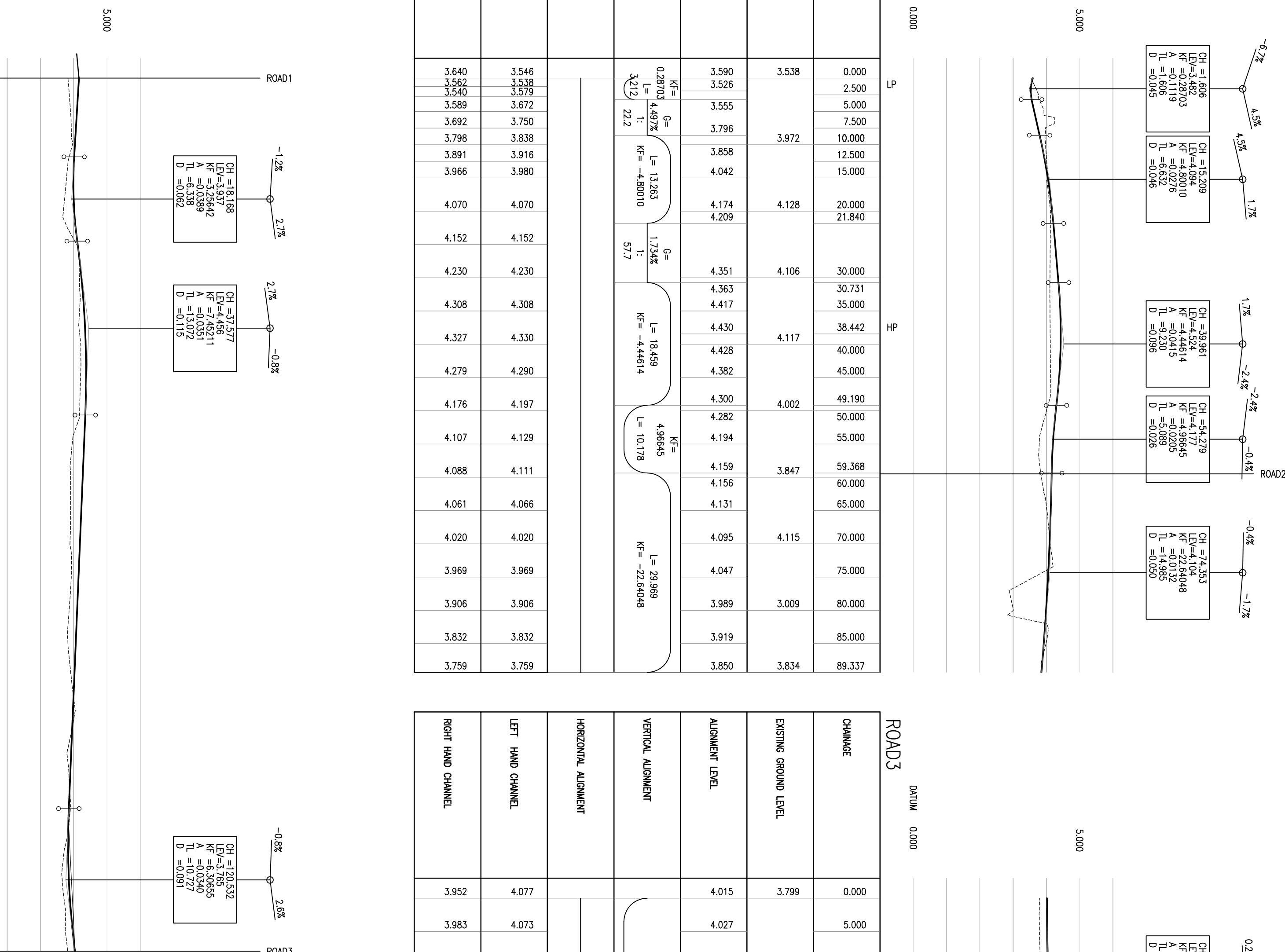
NOTES

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ROAD3		DATUM		0.000	
CHANGE		0.000			
EXISTING GROUND LEVEL		3.799			
ALIGNMENT LEVEL		4.015			
		4.027			
		4.040	3.819		
		4.053			
		4.067	4.630		
		4.081			
		4.085	3.886		
VERTICAL ALIGNMENT					
		$K = 400,22491$ $L = 26,295$			
HORIZONTAL ALIGNMENT					
LEFT HAND CHANNEL		4.077			
		4.073			
		4.070			
		4.093			
		4.116			
		4.141			
		4.147			
RIGHT HAND CHANNEL		3.952			
		3.983			
		4.014			
		4.017			
		4.019			
		4.022			
		4.022			

ROAD 1		DATE		0.000	
		P		HP	
CHANCE		0.000			
		2.500			
		5.000			
		7.500			
		10.000			
		12.500			
		15.000			
		20.000			
		21.840			
		30.000			
		30.731			
		35.000			
		38.442			
		40.000			
		45.000			
		49.190			
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		55.000			
		59.368			
		60.000			
		65.000			
		70.000			
		75.000			
		80.000			
		85.000			
		89.337			
EXISTING GROUND LEVEL		3.538			
		3.972			
		4.128			
		4.106			
		4.117			
		4.002			
		3.847			
		4.115			
		3.009			
		3.834			
ALIGNMENT LEVEL		3.590			
		3.526			
		3.555			
		3.796			
		3.858			
		4.042			
		4.174			
		4.209			
		4.351			
		4.363			
		4.417			
		4.430			
		4.428			
		4.382			
		4.300			
		4.282			
		4.194			
		4.159			
		4.156			
		4.131			
		4.095			
		4.047			
		3.989			
		3.919			
		3.850			
VERTICAL ALIGNMENT		0.26703			
		4.697%			
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		4.697%			



CHANNEL	0.000			
	10.000	11.830	15.000	15.796
EXISTING GROUND LEVEL	3.963	3.690	20.000	21.451
			24.505	25.000
ALIGNMENT LEVEL	4.158	4.171	30.000	35.000
	4.036	4.313	40.000	44.436
VERTICAL ALIGNMENT	4.014	4.360	45.000	50.000
	3.991	4.373	50.649	60.000
	3.990	4.352	70.000	80.000
	4.017	4.347	90.000	100.000
	4.106	4.269	109.805	110.000
	4.120	4.186	115.062	120.000
	4.233	4.102	122.750	125.000
	4.313	4.019	130.000	131.250
	4.360	3.936	135.000	140.000
	4.373	3.854	145.000	150.000
	4.373	3.852	155.000	160.000
	4.352	3.832	165.000	170.000
	4.347	3.851	175.000	180.000
	4.269	3.910	185.000	190.000
	4.186	4.009	195.000	200.000
	4.102	4.040	205.000	210.000
	4.019	3.971	215.000	220.000
	3.936	3.820	225.000	230.000
	3.854	3.741	235.000	240.000
	3.852	3.760	245.000	250.000
	3.832	3.818	255.000	260.000
	3.851	3.819	265.000	270.000
	3.910	3.761	275.000	280.000
	4.009	3.741	285.000	290.000
	4.040	3.761	295.000	300.000
	3.971	3.761	305.000	310.000
	3.820	3.761	315.000	320.000
	3.741	3.761	325.000	330.000
	3.760	3.761	335.000	340.000
	3.818	3.761	345.000	350.000
	3.819	3.761	355.000	360.000
			365.000	370.000
HORIZONTAL ALIGNMENT	R=2550			
	2550			
LEFT HAND CHANNEL	3.952	3.954		
	3.945	3.945		
RIGHT HAND CHANNEL	3.900	3.900		
	3.926	3.926		
	4.028	4.028		
	4.142	4.142		
	4.222	4.222		
	4.269	4.269		
	4.282	4.282		
	4.261	4.261		
	4.220	4.220		
	4.178	4.178		
	4.136	4.136		
	4.095	4.095		
	4.053	4.053		
	4.011	4.011		
	3.969	3.969		
	3.928	3.928		
	3.886	3.886		
	3.844	3.844		
	3.803	3.803		
	3.761	3.761		
	3.741	3.741		
	3.760	3.760		
	3.818	3.812		
	3.819			

[illegible]

The figure displays a 4x4 grid of charts, each representing a different road cross-section. Each chart consists of a table of elevation data and a corresponding profile view. The rows represent different road types, and the columns represent different features.

Row 1: ROAD 12000

FEATURE LEVEL	GROUND LEVEL	OFFSET
3.935	4.064	5.669
3.885	3.689	3.670
3.760	3.682	3.650
3.851	3.646	0.000
3.760	3.606	3.650
3.898	3.649	4.169

Row 2: ROAD 8000

FEATURE LEVEL	GROUND LEVEL	OFFSET
4.063	3.694	4.460
3.906	3.009	3.650
3.989	2.955	0.000
3.906	2.885	3.650
3.772	2.897	9.012
3.454		9.832

Row 3: ROAD 6000

FEATURE LEVEL	GROUND LEVEL	OFFSET
4.353	3.948	5.669
4.303	3.939	3.670
4.178	3.909	3.650
4.269	3.909	0.000
4.178	3.934	3.650
4.315	3.914	4.169

Row 4: ROAD 13125

FEATURE LEVEL	GROUND LEVEL	OFFSET
4.031	3.820	5.670
4.040	3.820	3.670
4.050	3.820	3.650
	3.820	0.000
		3.670
		5.670

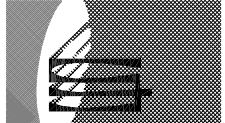
PROJECT HARTS FARM WAY HAVANT		DRAWING TITLE ROAD LONG SECTIONS AND CROSS SECTIONS LAYOUT	
DRAWING NUMBER 1:500		SCALE HORIZ. 1:100 VERT	
DATE 03.07.13	CHECKED 	DATE 	REV



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ARCHITECTS
ENGINEERS
CONSULTANTS



BRITISH COUNCIL
FOR
INTERNATIONAL CO-OPERATION



UPTON
McGOOGAN
ARCHITECTS



INVESTORS
IN PEOPLE

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PRELIMINARY
03 JULY 2013
This supersedes earlier issues of this document

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