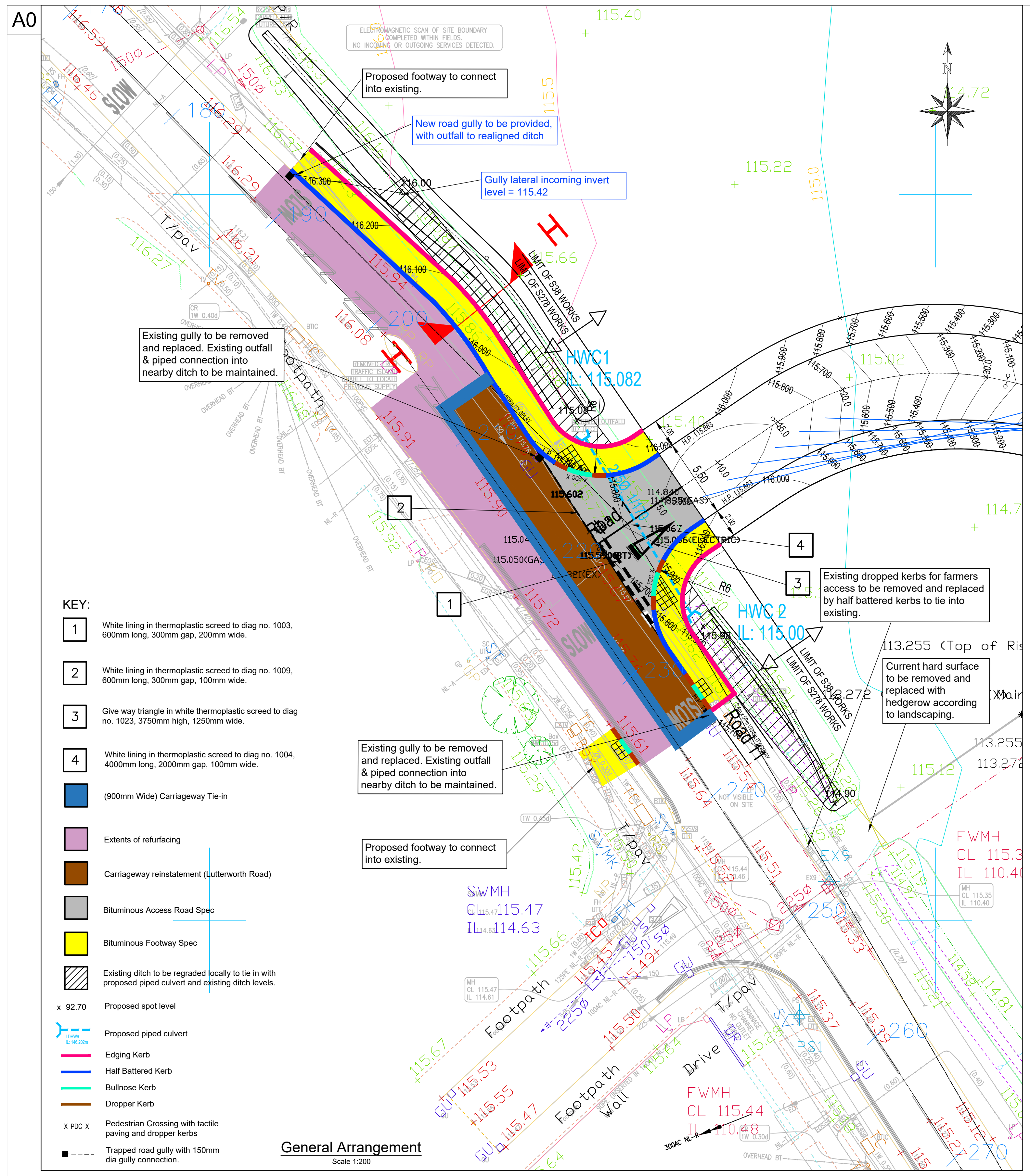
A0

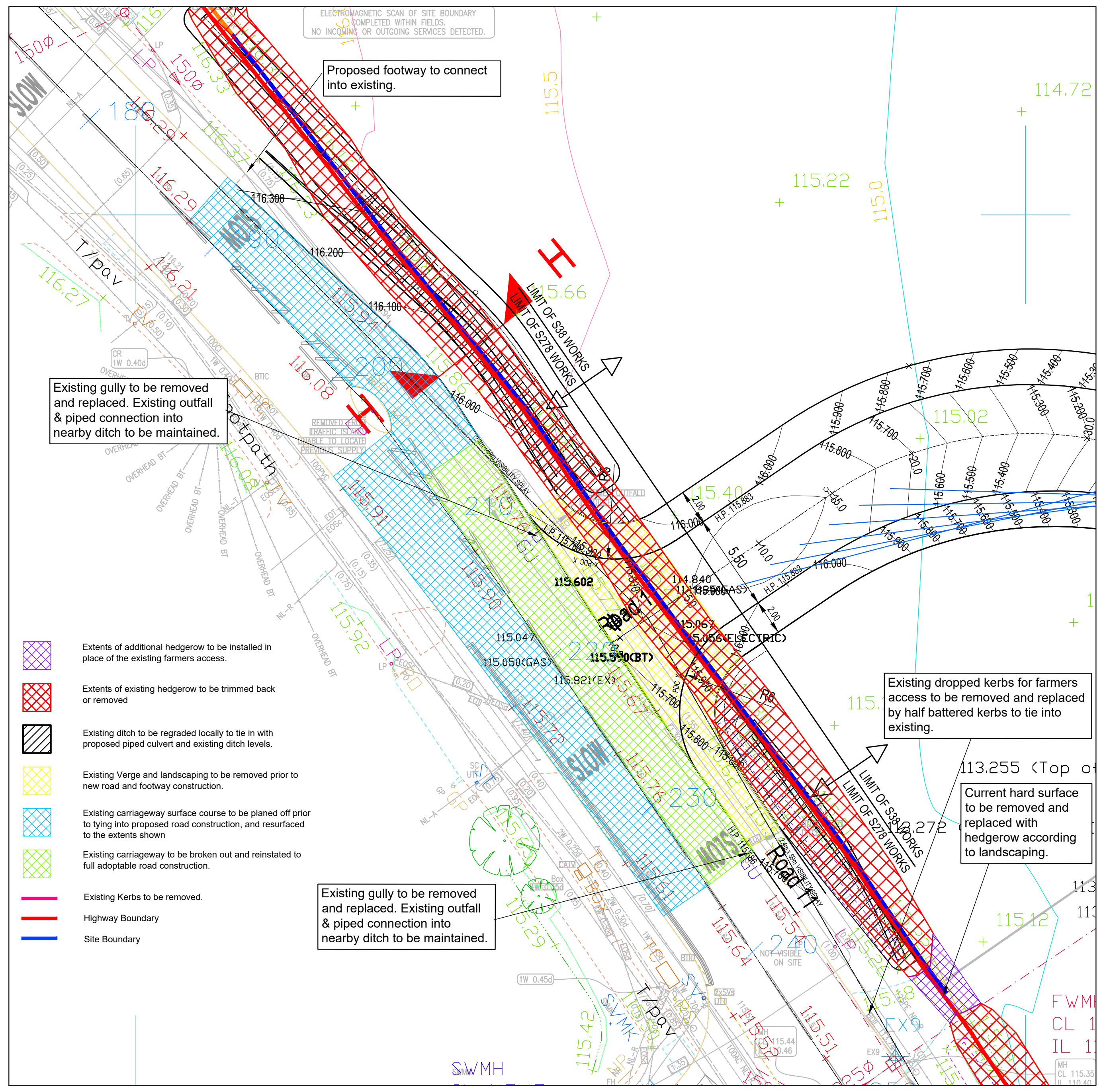


Proposed footway to connect into existing.
New road gully to be provided, with outfall to realigned ditch
Gully lateral incoming invert level = 115.42
HWC 1
IL: 115.082
HWC 2
IL: 115.00
Existing gully to be removed and replaced. Existing outfall & piped connection into nearby ditch to be maintained.
Existing dropped kerbs for farmers access to be removed and replaced by half battered kerbs to tie into existing.
Current hard surface to be removed and replaced with hedgerow according to landscaping.
Existing gully to be removed and replaced. Existing outfall & piped connection into nearby ditch to be maintained.
Proposed footway to connect into existing.
Road 1
Road 11
SLOW
T/pav
Footpath
Drive
Wall
LIMIT OF S278 WORKS
113.255 (Top of Ri
SWMH
CL 115.47
IL 114.63
FWMH
CL 115.44
IL 110.48
FWMH
CL 115.3
IL 110.4
1
2
3
4

KEY:

1	White lining in thermoplastic screed to diag no. 1003, 600mm long, 300mm gap, 200mm wide.
2	White lining in thermoplastic screed to diag no. 1009, 600mm long, 300mm gap, 100mm wide.
3	Give way triangle in white thermoplastic screed to diag no. 1023, 3750mm high, 1250mm wide.
4	White lining in thermoplastic screed to diag no. 1004, 4000mm long, 2000mm gap, 100mm wide.
🟦	(900mm Wide) Carriageway Tie-in
🟪	Extents of refurfacing
🟫	Carriageway reinstatement (Lutterworth Road)
⬜	Bituminous Access Road Spec
🟨	Bituminous Footway Spec
▨	Existing ditch to be regraded locally to tie in with proposed piped culvert and existing ditch levels.
x 92.70	Proposed spot level
LDHW9 IL: 146.202m	Proposed piped culvert
━	Edging Kerb
━	Half Battered Kerb
━	Bullnose Kerb
━	Dropper Kerb
X PDC X	Pedestrian Crossing with tactile paving and dropper kerbs
■- - - -	Trapped road gully with 150mm dia gully connection.

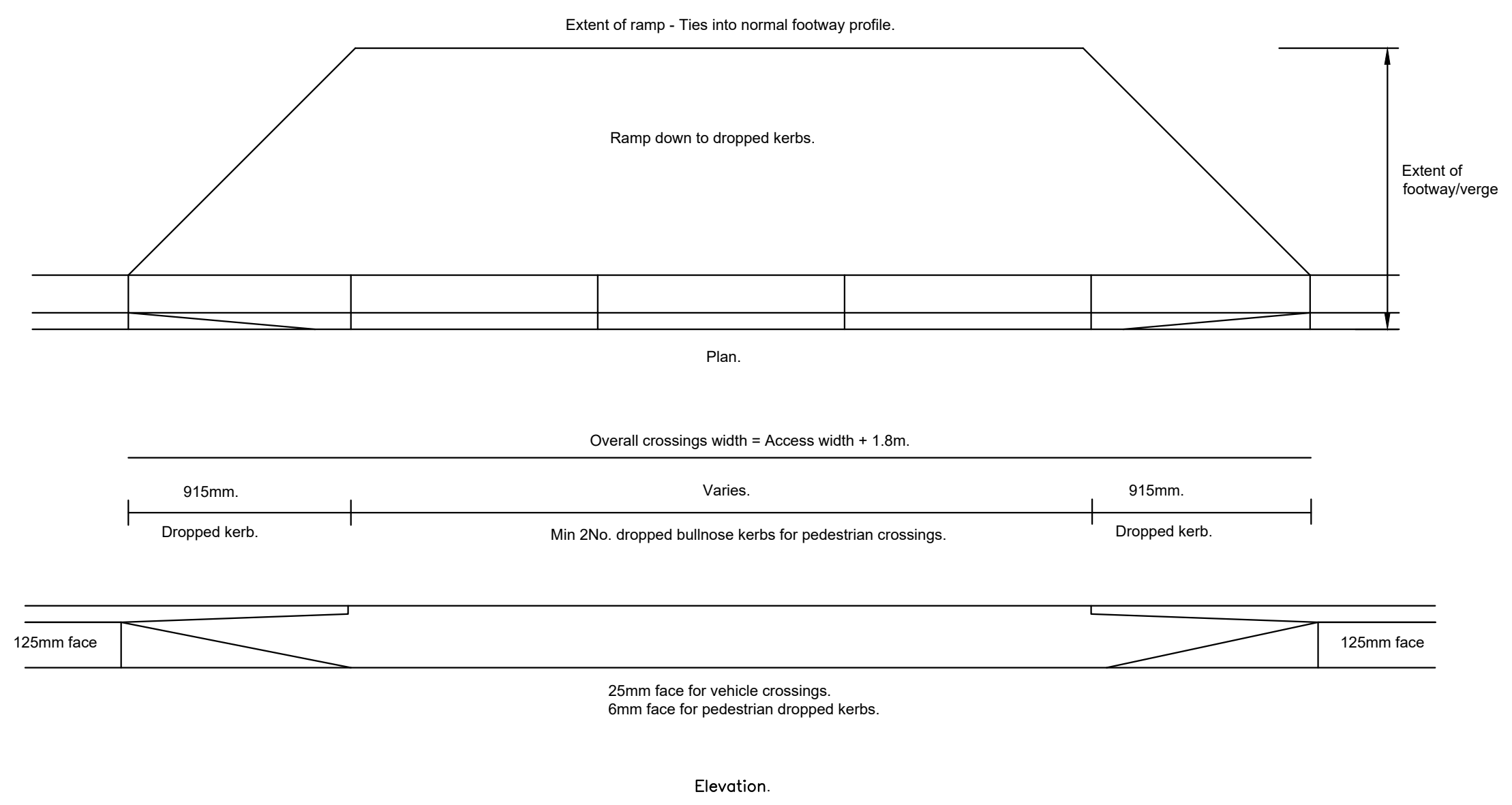
General Arrangement
Scale 1:200



Proposed footway to connect into existing.
Existing gully to be removed and replaced. Existing outfall & piped connection into nearby ditch to be maintained.
Existing dropped kerbs for farmers access to be removed and replaced by half battered kerbs to tie into existing.
Current hard surface to be removed and replaced with hedgerow according to landscaping.
Existing gully to be removed and replaced. Existing outfall & piped connection into nearby ditch to be maintained.
Road 1
Road 11
SLOW
T/pav
Footpath
LIMIT OF S278 WORKS

▨	Extents of additional hedgerow to be installed in place of the existing farmers access.
▨	Extents of existing hedgerow to be trimmed back or removed
▨	Existing ditch to be regraded locally to tie in with proposed piped culvert and existing ditch levels.
▨	Existing Verge and landscaping to be removed prior to new road and footway construction.
▨	Existing carriageway surface course to be planed off prior to tying into proposed road construction, and resurfaced to the extents shown
▨	Existing carriageway to be broken out and reinstated to full adoptable road construction.
━	Existing Kerbs to be removed.
━	Highway Boundary
━	Site Boundary

Site Clearance & Legal Plan
Scale 1:200



Extent of ramp - Ties into normal footway profile.
Ramp down to dropped kerbs.
Extent of footway/verge
Plan.
Overall crossings width = Access width + 1.8m.
915mm.
Varies.
915mm.
Dropped kerb.
Min 2No. dropped bullnose kerbs for pedestrian crossings.
Dropped kerb.
125mm face
125mm face
25mm face for vehicle crossings.
6mm face for pedestrian dropped kerbs.
Elevation.

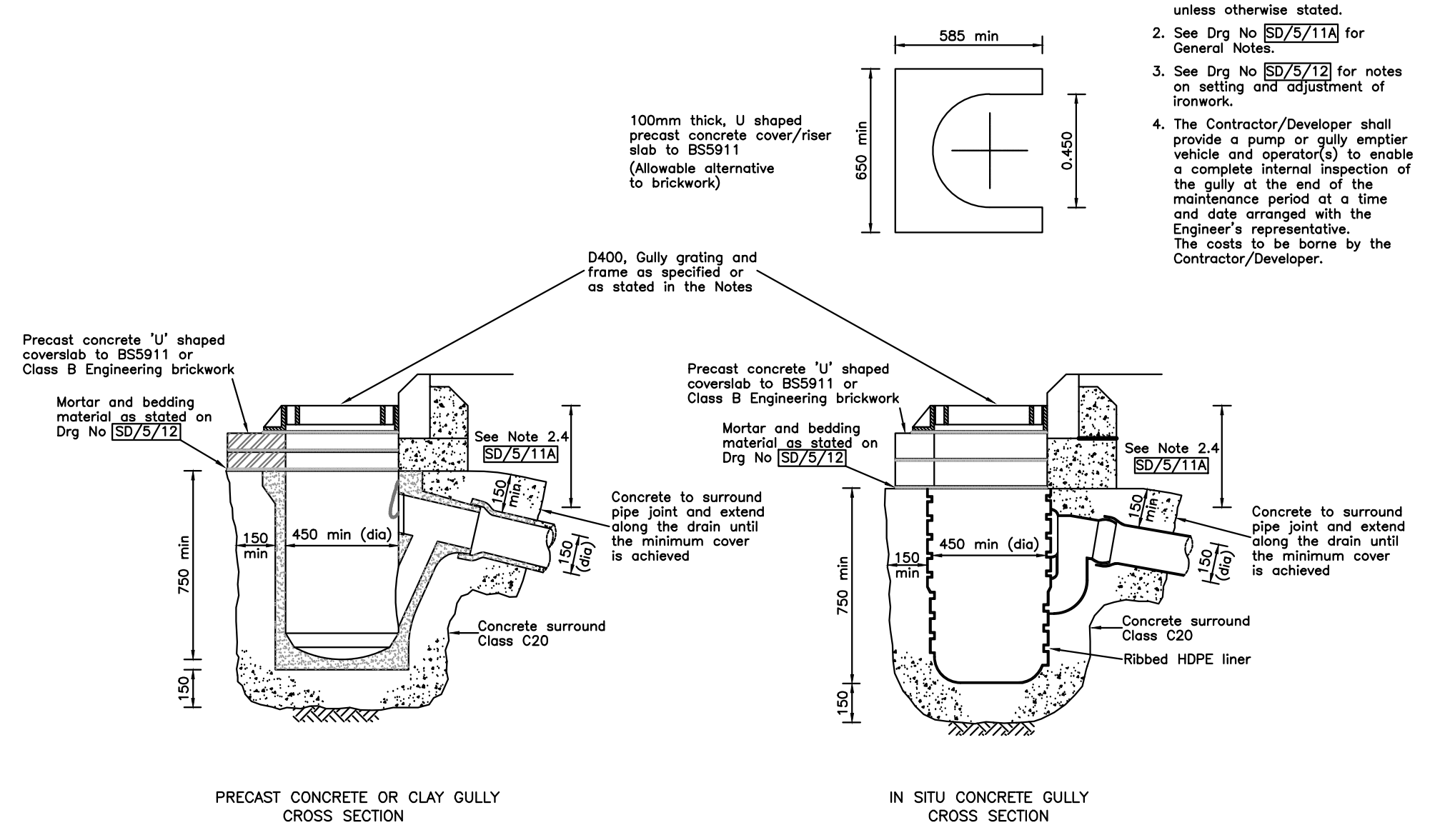
VEHICLE / PEDESTRIAN / CYCLE CROSSING DETAILS
(Used with 125mm kerb upstand) Not to Scale

General Notes

1. Do not scale this drawing. If in doubt, ask.
2. This drawing is to be read in conjunction with all other relevant Engineers, Architects and specialist design drawings and details.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the Engineer immediately.
5. The Contractor shall check all tie-ins for line and level with existing before commencing any works. The Engineer shall be notified immediately in writing, should any errors be found.
6. It is the responsibility of the Contractor to locate any service apparatus in the vicinity of the works. The client will accept no claims whatsoever in respect of any losses or damage caused in respect of such apparatus, however caused.
7. It is the responsibility of the Contractor to execute the works at all times in strict accordance with the requirements of the Health and Safety at Work Act 1974, and the C.D.M. Regulations 2015. The Contractor will be deemed to have allowed for full compliance, including full liaison with the Principal contractor/ designer, within his rates.
8. The Contractor is responsible for ensuring that all works are to the satisfaction of the Engineer, and shall be deemed to have included within his rates for any necessary testing.
9. Drawing to be read in conjunction with PJS drawing no. PJS21-065-513 Culvert Section.

Health & Safety Notes

1. Existing services cross beneath the proposed access junction, including electrical cables and gas mains. The Contractor must identify, protect and divert services as necessary to facilitate the proposed works. All works to be carried out in accordance with the requirements of statutory authorities and NJUG guidance.
2. Contractor to liaise with LCC Network Management to ensure that suitable traffic management is provided to protect operatives and the general public.

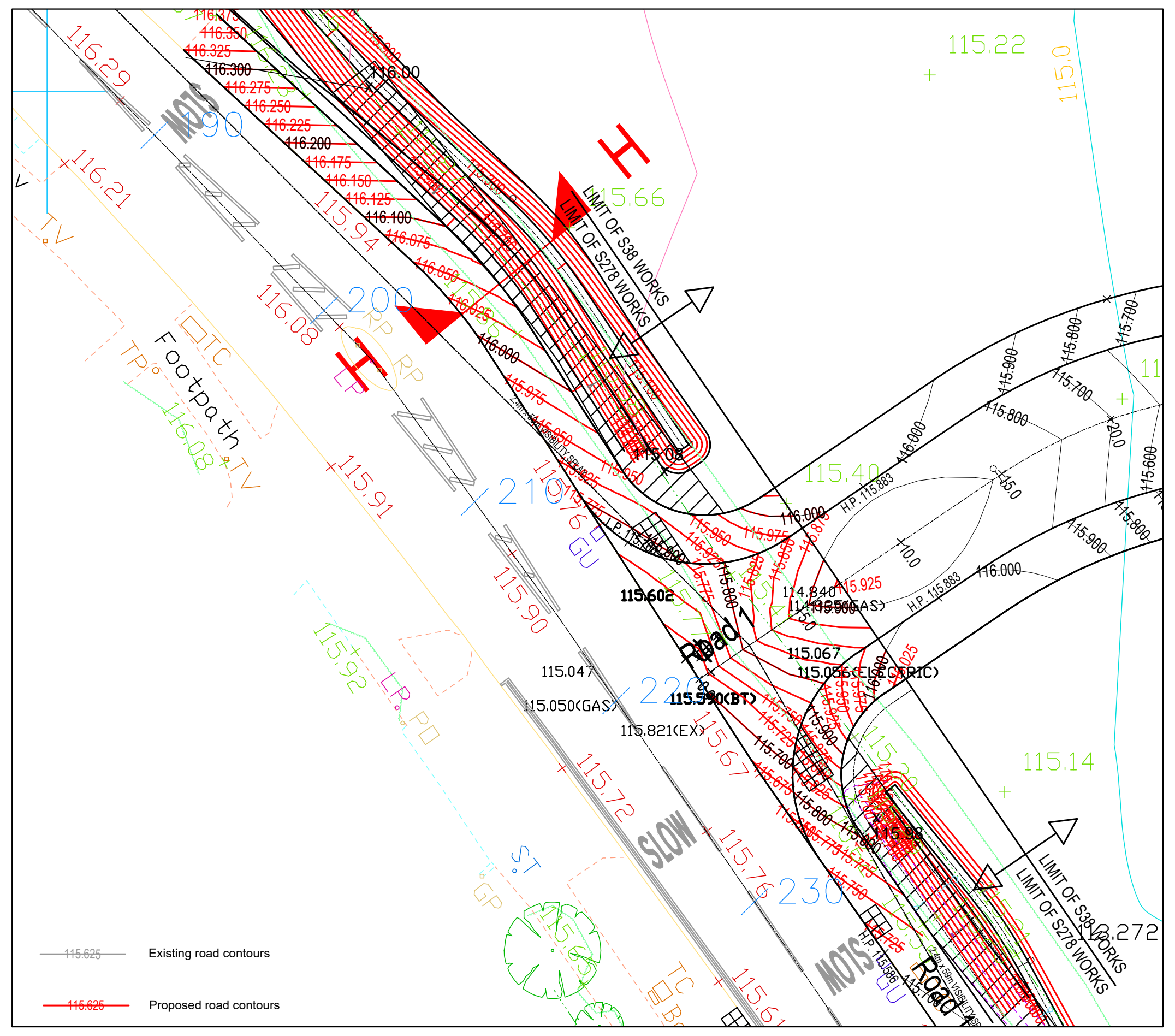


585 min
0.450
See Note 2.4 SD/5/11A
Concrete to surround pipe joint and extend along the drain until the minimum cover is achieved
Concrete surround Class C20
450 min (dia)
150 min
PRECAST CONCRETE OR CLAY GULLY CROSS SECTION
IN SITU CONCRETE GULLY CROSS SECTION

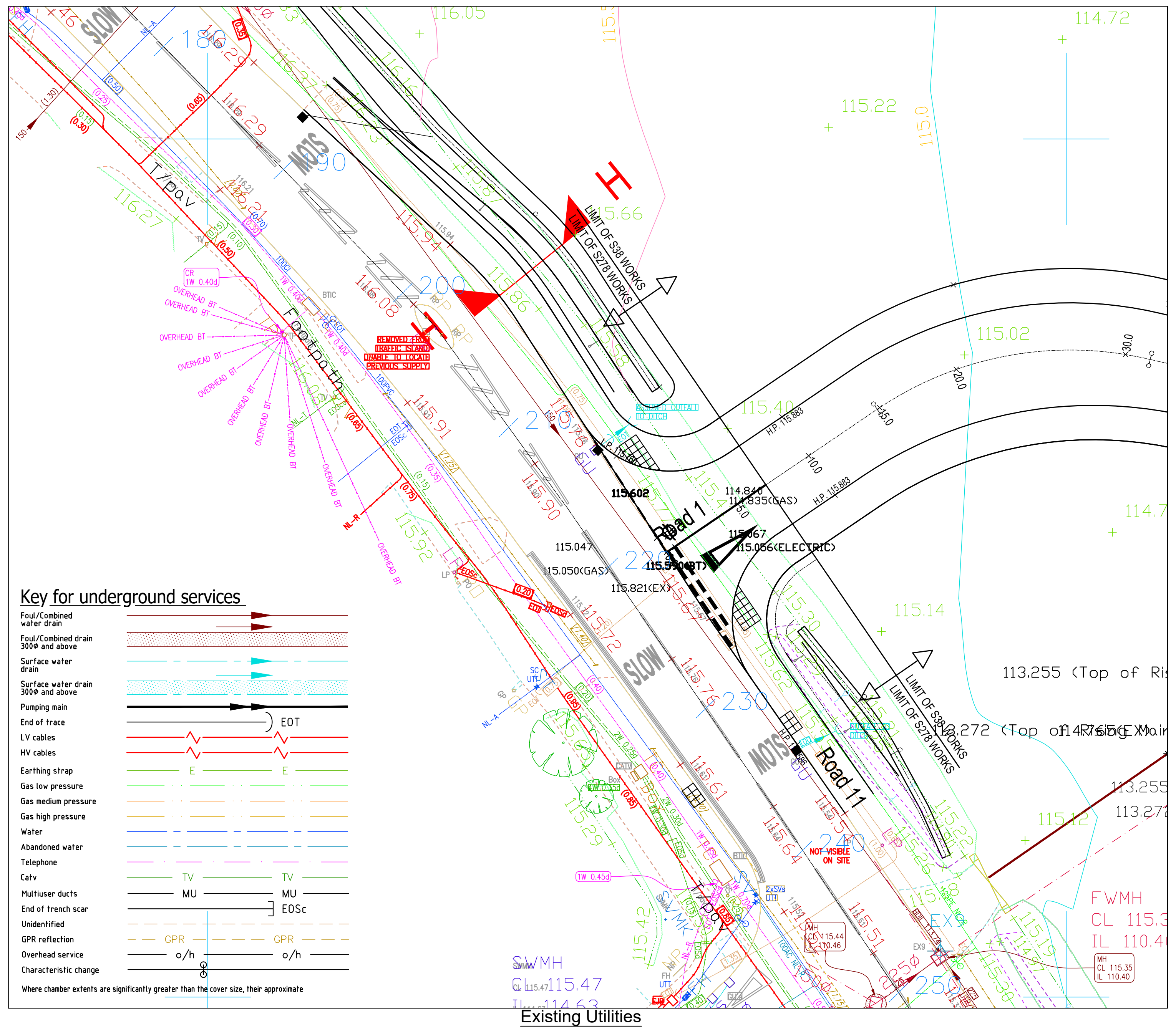
NOTES:

1. All dimensions are in millimetres unless otherwise stated.
2. See Drg No SD/5/11A for General Notes.
3. See Drg No SD/5/12 for notes on setting and adjustment of ironwork.
4. The Contractor/Developer shall provide a pump or gully emptier vehicle and operator(s) to enable a complete internal inspection of the gully at the end of the maintenance period at a time and date arranged with the Engineer's representative. The costs to be borne by the Contractor/Developer.

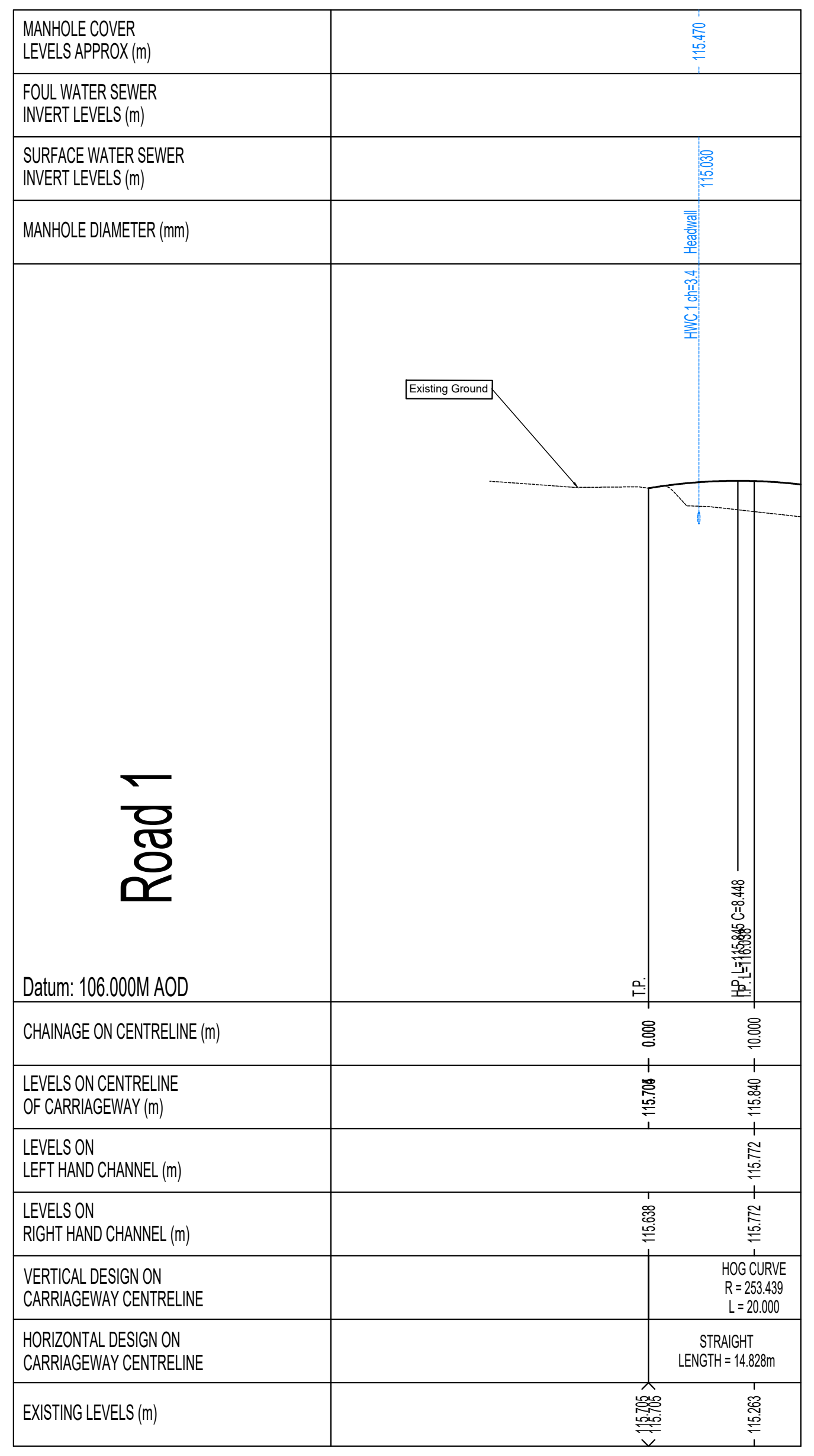
TYPICAL GULLY DETAIL
NOT TO SCALE



Contour Drawing
Scale 1:200

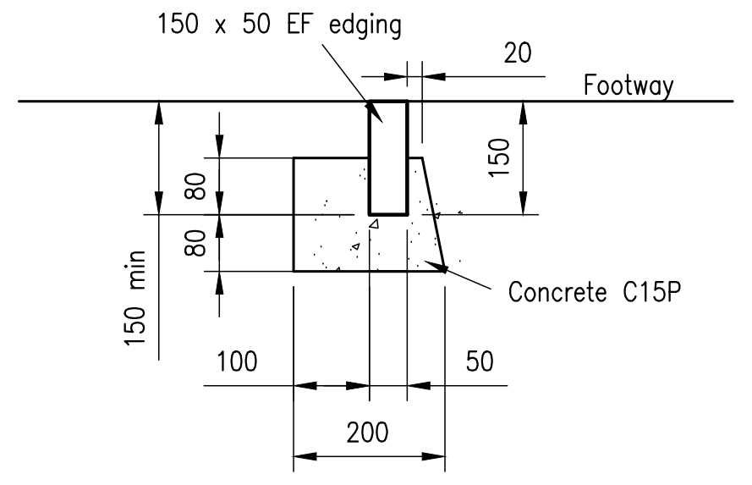


Existing Utilities
Scale 1:200

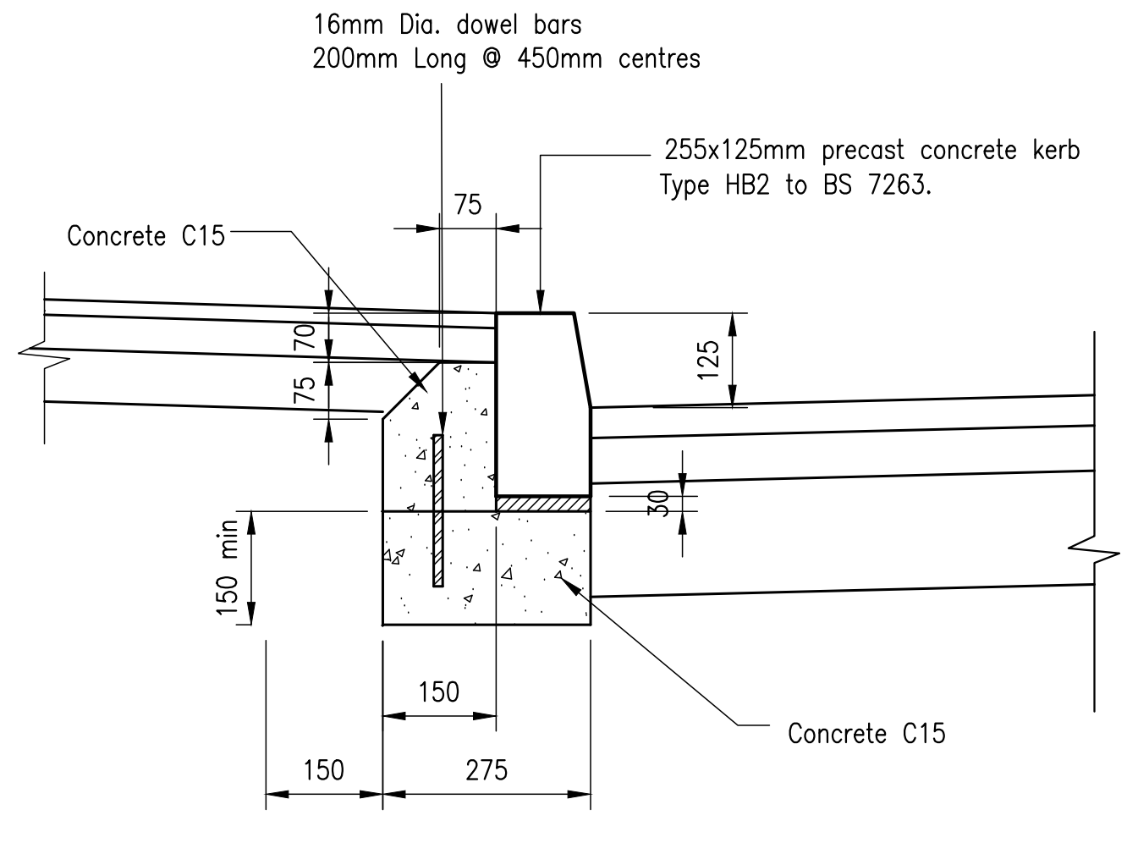


MANHOLE COVER LEVELS APPROX (m)
FOUL WATER SEWER INVERT LEVELS (m)
SURFACE WATER SEWER INVERT LEVELS (m)
MANHOLE DIAMETER (mm)
Existing Ground
Road 1
Datum: 106.000M AOD
CHAINAGE ON CENTRELINE (m)
LEVELS ON CENTRELINE OF CARRIAGEWAY (m)
LEVELS ON LEFT HAND CHANNEL (m)
LEVELS ON RIGHT HAND CHANNEL (m)
VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE
HOG CURVE R = 263.409 L = 20.000
HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE
STRAIGHT LENGTH = 14.828m
EXISTING LEVELS (m)
0.000
10.000
115.705
115.263

Long Section
Scale 1:500H, 1:100V

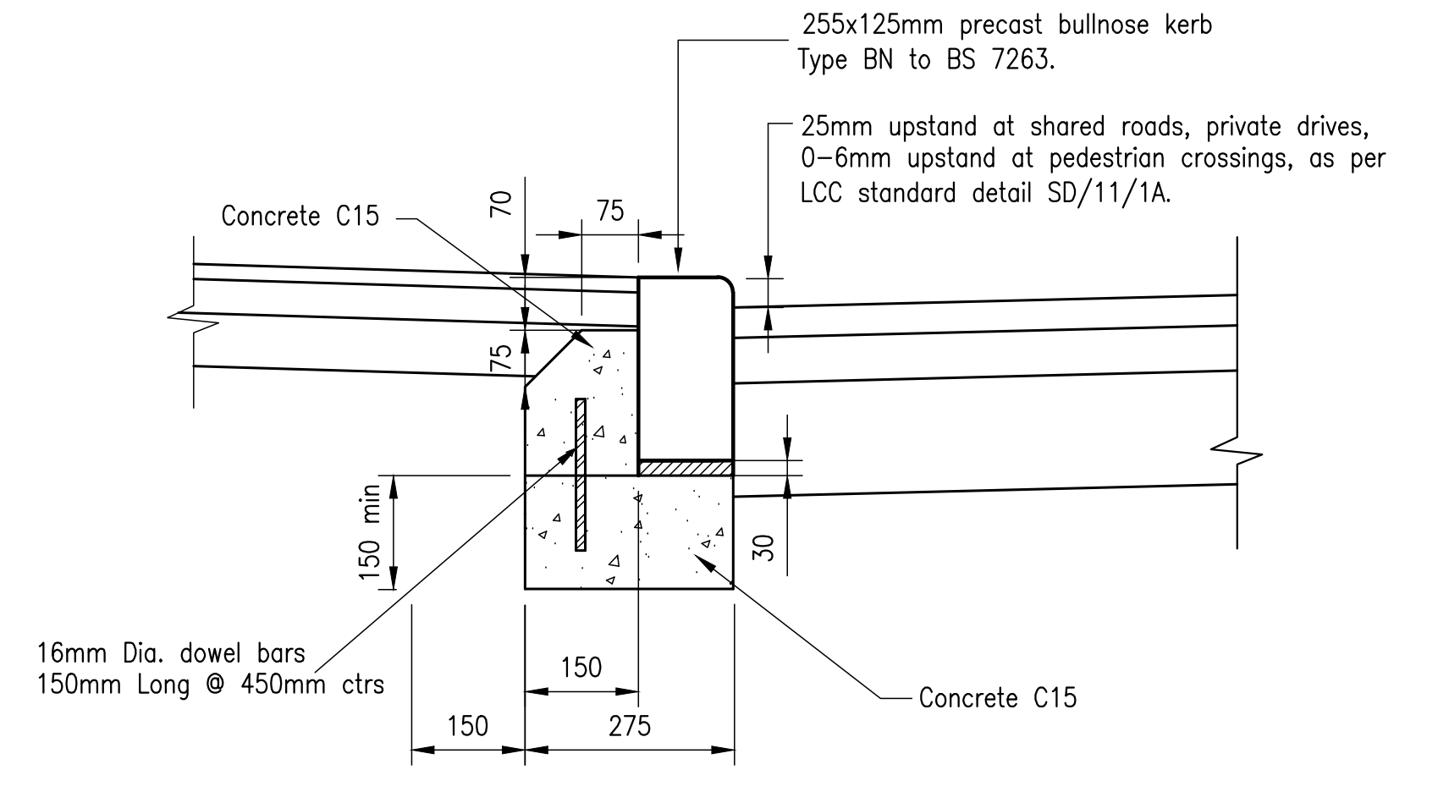


FOOTWAY/VERGE EDGING DETAIL
SCALE 1:10



16mm Dia. dowel bars 200mm Long @ 450mm centres
255x125mm precast concrete kerb Type HB2 to BS 7263.
Concrete C15
75
125
150 min
150
275
Concrete C15

HALF BATTERED KERB
SCALE 1:10



255x125mm precast bullnose kerb Type BN to BS 7263.
25mm upstand on shared roads, private drives, 0–6mm upstand at pedestrian crossings, as per LCC standard detail SD/11/1A.
Concrete C15
70
75
16mm Dia. dowel bars 150mm Long @ 450mm ctrs
150 min
150
275
Concrete C15

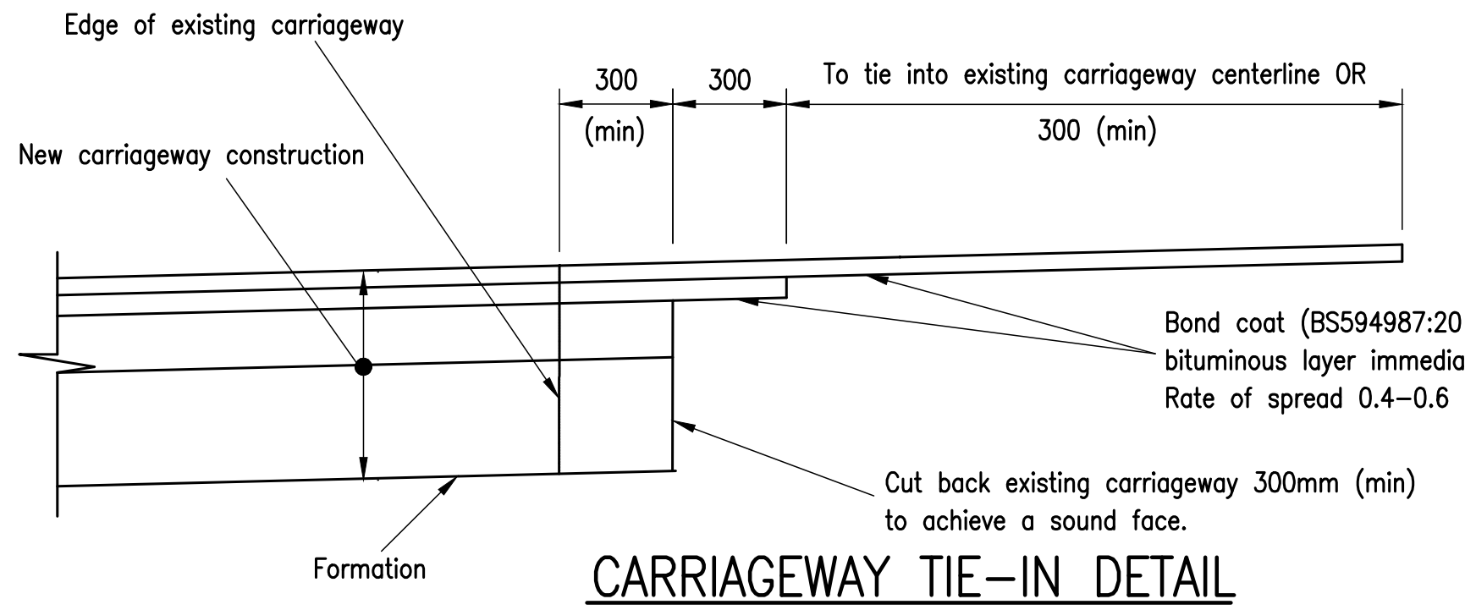
BULLNOSE KERB
SCALE 1:10

FIGURE 1

C.B.R Value	Access Road 250mm (Bituminous layer thickness)		Access Way 200mm (Bituminous layer thickness)	
	Capping	Sub base	Capping	Sub base
<2%	550mm	200mm	500mm	250mm
2%	400mm	200mm	350mm	250mm
3%	300mm	200mm	250mm	250mm
4%	250mm	200mm	200mm	250mm
5%–15%	200mm	200mm	200mm	250mm
>15%		200mm		250mm

Notes:

1. Where CBR value falls between values on the above table, corresponding construction thickness should be rounded down also.
2. Material within 450mm of the finished road surface must not be frost susceptible.
3. When the sungrade CBR is sufficiently below 2% that capping wit sub–base is not sufficient to support the pavement, special measures will be required

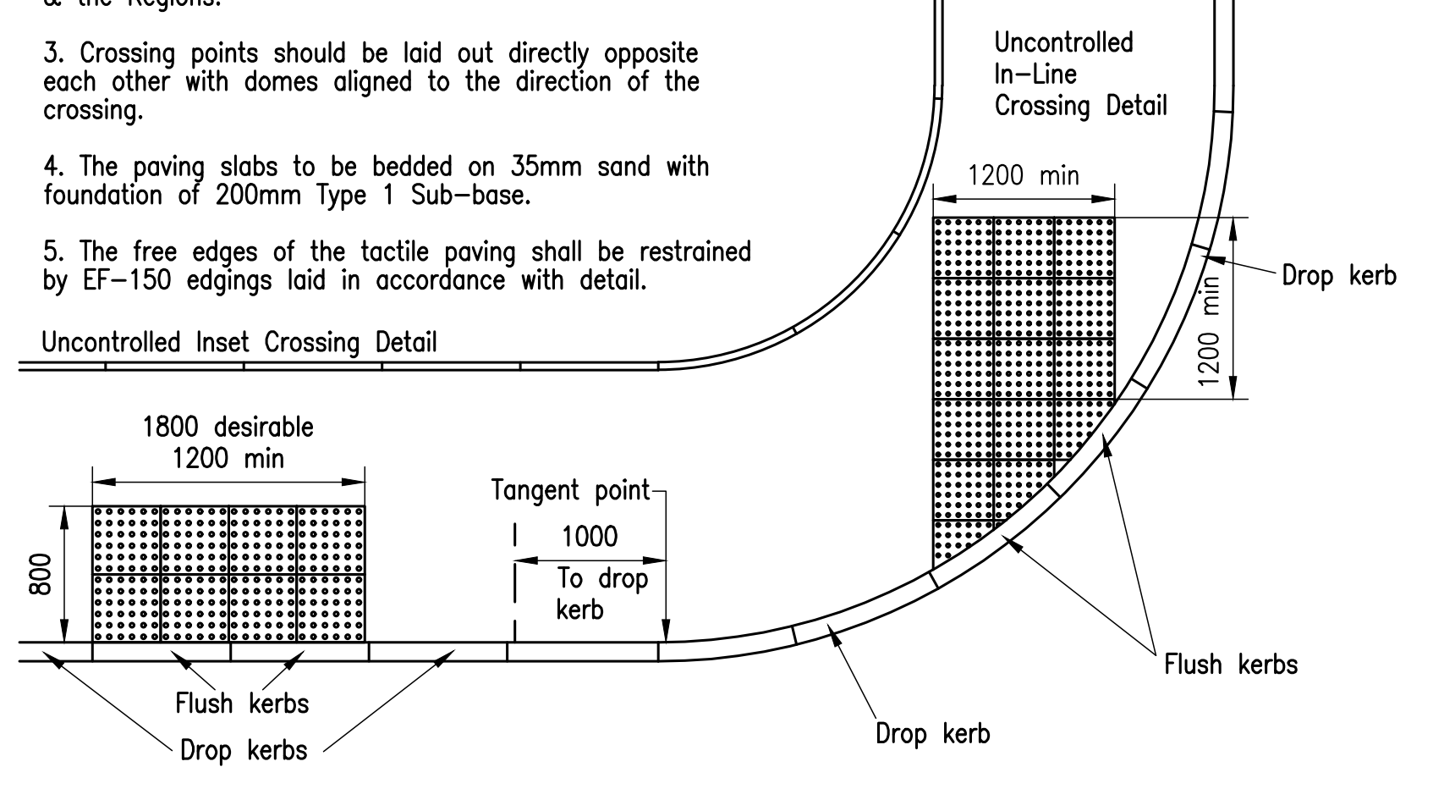


Edge of existing carriageway
New carriageway construction
300 (min)
300
To tie into existing carriageway centerline OR 300 (min)
Bond coat (BS594987:2015) to be applied to existing bituminous layer immediately prior to laying. Rate of spread 0.4–0.6 l/sq.m.
Cut back existing carriageway 300mm (min) to achieve a sound face.
Formation

CARRIAGEWAY TIE–IN DETAIL
SCALE 1:20

NOTES:

1. Tactile paving shall be used at pedestrian crossing points to identify the existence of a 0–6mm high dropped kerb and an appropriate place to cross.
2. The use of tactile paving shall be in accordance with "Guidance on the use of Tactile Paving Surfaces" 1998 published by the Department of the Environment, Transport & the Regions.
3. Crossing points should be laid out directly opposite each other with domes aligned to the direction of the crossing.
4. The paving slabs to be bedded on 35mm sand with foundation of 200mm Type 1 Sub–base.
5. The free edges of the tactile paving shall be restrained by EF–150 edgings laid in accordance with detail.



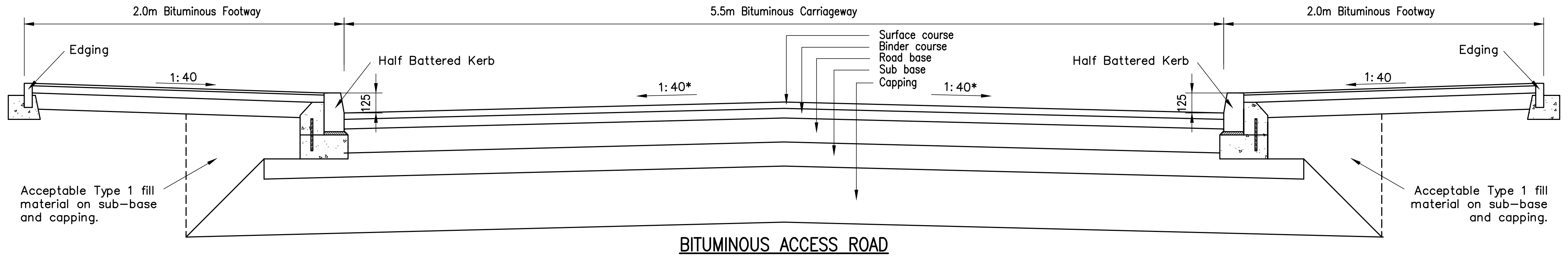
TYPICAL TACTILE CROSSING LAYOUT
Scale 1:50

CARRIAGEWAY SPECIFICATION

	BITUMINOUS ACCESS ROADS	LUTTERWORTH ROAD
SURFACE COURSE	40mm AC 10 close surf 100/150 MHA materials reference SC11	40mm HRA 30/14 with precoated chips laid at a depth of 50mm throughout
BINDER COURSE	60mm AC 20 dense bin 100/150 rec MHA materials reference BC2	60mm AC 20 dense bin 100/150 rec MHA materials reference BC2
ROAD BASE	150mm AC 32 base 40/60 rec MHA materials reference B1	150mm AC 32 base 40/60 rec MHA materials reference B1
SUB BASE/CAPPING	SUB BASE – Type 1 material to clause 803 (thickness subject to insitu CBR results – see Figure 1) CAPPING – 6F2 material (thickness subject to insitu CBR results – see Figure 1)	SUB BASE – Type 1 material to clause 803 (thickness subject to insitu CBR results – see Figure 1) CAPPING – 6F2 material (thickness subject to insitu CBR results – see Figure 1)

FOOTWAY SPECIFICATION

	BITUMINOUS FOOTWAY
SURFACE COURSE	20mm AC 6 dense surf 100/150 as per Table MC7 Leicestershire Highway Design Guide
BASE COURSE	90mm AC20 dense bin 160/220 rec MHA material reference BC3
SUB BASE	270mm thick Type 1 Sub base to DTP Specification Cl 803



BITUMINOUS ACCESS ROAD
1:20

Rev	Date	Amendments	By	Chk
G	21.11.23	Added note to suit additional detail relating to the farmers access removal.	SS	TN
F	23.06.23	Added note removing farmers access.	SS	ML
E	18.05.23	Chainage added to drawing.	SS	ML
D	11.04.23	Updated to suit LCC comments.	SS	ML
C	03.11.22	Updated to suit LCC comments.	WM	ML
B	06.10.22	Updated to suit RSA comments.	LB	TN
A	23.08.22	Updated to show concrete bagwork headwall detail.	LB	TN

PJS CONSULTING ENGINEERS
Delivering Innovative Solutions
PJS Consulting Engineers Limited, Unit 4 Winking Hill Farm,
Kingston on Soar, Nottingham, NG11 0DP.
Registered number: 10815993 Tel: 0115 704 3969 Email: Enquiries@pjs-ce.co.uk

Client
Davidsons Homes

Project
Lutterworth Road
Burbage

Drawing Title
S278 General Arrangement

	Drawn	Checked	Status	Scale
Initial	LB	TN	Tender	As Shown
Date	10/06/22	10/06/22		

Project Number	Drawing Number	Revision
PJS21-065	DR-650	G