

General Engineering Notes

1. This drawing shall be read in conjunction with all other relevant architects and engineers drawings.
2. It is the contractors responsibility to locate existing services where they may be affected by proposed works.
3. Design and construction details for all new or amended vehicle crossings to be approved by Highways.
4. Where private drives fall towards adoptable highways, surface water run off shall be prevented from draining onto public areas with the use of a drained channel and yard gully or proprietary drainage channel located at the rear of adoptable footpath.
5. Where private drives fall towards private garages, a drainage channel with internal fall shall be used to prevent flooding of garages. Channels to be 'Acor' or similar approved.
6. All private drainage to be 100mm dia. with minimum falls of 1:80 unless noted otherwise.
7. All adoptable drainage shall be either clay, to BS65, with either socket or sleeve joint or concrete to BS5911 part 1.
8. All domestic drainage beneath adoptable highways shall be vitified clay extra strength and with concrete bed and surround should cover be less than 100mm.
9. Any discrepancies, omissions or inaccuracies in the information provided on this or any of the engineering drawings package must be reported prior to work proceeding.
10. The test or disconnecting length of any building drainage system which connects to adoptable or adopted sewers shall be 150mm dia.
11. Block paving in adoptable carriageways to be 775 in colour and laid to 45 deg. herringbone pattern.
12. Any service strips and areas within the road junctions (non footway or carriageway) shall be grassed.
13. Gullies shall not be placed within the limits of dropped curbs used by pedestrians or vehicles unless required for a low point.
14. Stopcock and meter covers shall not be located within vehicular crossing construction.

Rev Amendment

P1 First Issue

By Date

SWF 19.11.12

ADOPTABLE DRAINAGE

F ADOPTABLE SEWERS
Manholes, reference, invert levels & pipe details.
To be read in conjunction with Engineers Details.

S ROAD GULLY
Trapped and roddable with 150mm Ø outlet.

Y ROAD GULLY
Trapped and roddable with 150mm Ø outlet.

PRIVATE DRAINAGE

I INSPECTION CHAMBERS
Less than 0.6m depth Road in conjunction with Standard Drainage Details.

I INSPECTION CHAMBERS
0.6m to 1.2m OR restricted access >1.2m (400Dia) Road in conjunction with Standard Drainage Details.

I INSPECTION CHAMBERS
1.2m to 1.5m depth Road in conjunction with Standard Drainage Details.

Y YARD GULLY
Trapped and roddable with 100mm dia. outlet.

AC Drainage Channel: Trapped and roddable with 100mm dia. outlet.

PC PCC Drained Channel see detail on drawing HERE.

REGRADE

R RETAINING WALL
to S.E details

W WALLS TO BE TARMED
150MM above ground level

U UNDERBUILD
Exposed brickwork below normal 150mm below g.p.

L LOW RETAINING
"side on edge" (max 0.3m) gravel
boulders below fences (max 0.6m)

L AMBULANT STEPS
0.3M going 0.15M max rise

L LEVEL THRESHOLD 1.2Mx (min)
Level area with 1:20 threshold.

L PROPOSED GRADIENT
Normal gradients not requiring banking or handrails

L PROPOSED BANKING
With gradient.

L PROPOSED FINISHED LEVELS
Proposed regraded or constructed level.

L PROPOSED FINISHED LEVELS
Proposed unchanged existing level from
interpolated survey.

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Client

Celebrating 160 years of
values, quality and innovation

Drawing

CIVIL ENGINEERING

Proposed Adoptable Drainage

Public Foul & Highway Storm

Project

Tavener & Freemantle Close, Basingstoke

Scale

1:200 @ A0

Date 19.11.12

Approved

Drawing by

1216/507 P1

STATUS: FOR TENDER