Design and Construction of Run-in and Run-out on Public Road

Where vehicular ingress and egress points are allowed under the lease, the developer is normally required to construct the run-in and run-out in accordance with the lease conditions. As part of the effort to simplify the lease conditions for new leases, it is proposed to replace the special condition on the construction of run-in and run-out by a self-certification system.

2. This practice note provides guidelines on the design and construction standards for run-in and run-out and advice on the proposed self-certification system.

Design and Construction Standards

3. Where the adjoining footpath is constructed of concrete, the run-in and run-out should also be constructed with concrete.

4. If the adjoining footpath is constructed with paver blocks, then paver blocks should be used for the construction of the run-in and run-out. In such cases, a visual contrast and/or a change in pattern between the paver blocks of the run-in and run-out and the adjoining footpath should be established. Care should be taken to ensure that the design and construction are appropriate in terms of safety and convenience to vehicular and pedestrian traffic.

5. The standard of design and construction of run-in and run-out shall comply with the specifications and standards set out in Appendix A. Updates of these standard drawings will be posted in the home page of the Highways Department (HyD). (http://www.hyd.gov.hk) Upon completion of construction of the run-in and run-out, the authorized person (AP) should ensure that the adjoining footpath or pavement is made good accordingly.

Damage to Pavement

6. Saw-cut method shall be used for the construction of run-in and run-out in order to avoid damage to adjoining pavements.

/7. .....

7. Any damage to pavement by the construction activities outside the area of run-in and run-out shall be re-instated and made good after obtaining a separate Excavation Permit from the HyD.

Procedures for Construction of Run-in and Run-out

8. The AP should check with the relevant authorities for the utility services underneath the proposed run-in and run-out to ensure that the construction work will not cause any adverse impact on the underground services. In this regard, the AP should co-ordinate with the utilities undertakings for the diversion of utilities as necessary. The design details of the run-in and run-out should be incorporated in the general building plans for circulation to the HyD for comment. APs are reminded to make early arrangement for any necessary utilities diversion and the acquisition of the necessary Excavation Permit from the HyD for the required works. Where the construction of the run-in and run-out is completed prior to the submission of an application for an occupation permit, a Certificate of Completion of Vehicular Run-in and Run-out as shown in Appendix B should be submitted to the Buildings Department (BD). APs are encouraged to complete and certify the run-in and run-out well in advance of the application for an occupation permit.

Certification of Completion of Run-in and Run-out supervised by AP

9. Upon receipt of the Certificate of Completion of Vehicular Run-in and Run-out or upon the submission of an application for occupation permit, BD will notify the HyD who will then arrange for inspection and taking-over of the run-in and run-out. Any defects identified by the HyD will be brought to the attention of BD who will inform the AP for rectification accordingly. In the event that the HyD raises objection to accept the works on the grounds of defects identified, this may constitute a ground for refusal of the application for an occupation permit under section 21(6)(a) of the Buildings Ordinance.

Works Undertaken by Highways Department

10. In cases where the HyD has agreed to construct the run-in and run-out on behalf of the owner, the AP should submit to BD the entrustment letter together with a copy of the demand note receipt in respect of the payment of the required fees. Upon

/receipt .....

receipt of the information and provided that a temporary run-in and run-out is constructed to a manner that it does not pose any danger to the public or any inconvenience to vehicular or pedestrian traffic using the run-in and run-out, BD may process an application for an occupation permit before the construction of the permanent run-in and run-out is completed.

11. Under the Helping Business Scheme, all APs are encouraged to construct the permanent run-in and run-out with their own resources to suit their tight programme. HyD has expressed that their resources are fully stretched and may not be able to undertake any such works for the APs.

12 This practice note will come into operation on 1 January 2007.

13. A similar practice note has been issued to the Authorized Persons and Registered Structural Engineers.

(CHEUNG Hau-wai)
Building Authority

Ref. : BD GR/1-55/3/0

First issue September 2006 (AD/NB1)

Index under : Vehicular Run-in and Run-out
Run-in
Run-out

Appendix A
PNRC 65

Standard of Design and Construction of Vehicular Run-in and Run-out

1. The following design and construction standard requirements are acceptable to the Highways Department (HyD).

2. General Specification for Civil Engineering Works (GS) published by the Government of the HKSAR, in particular Section 9 on carriageways: sub-base material and bituminous materials, Section 10 on concrete carriageways, and Section 11, Parts 5 to 7 on construction of footways and paved areas; and any relevant corrigendum as may be issued from time to time.

Concrete Run-in and Run-out

3. The latest version of HyD's Standard Drawings, in particular drawing nos. H1113, H1114, H1115 and H1116 (Annex 1).

4. Specification Clauses 6.68, 9.44 and 16.58-16.62 of GS.

Paver Blocks Run-in and Run-out

5. The latest version of HyD's Standard Drawings, in particular drawing nos. H1103, H5101, H5102, H5114, H5115 and H5116 (Annex 2).

6. An authorized person (AP) should obtain such laboratory test certificates or such information from the registered contractors.

7. The colour of pavers shall be as specified by the AP to achieve a visual contrast and/or a change in pattern between the paver blocks and the adjoining footpath.

8. The design and construction of paver blocks shall be in accordance with the latest requirements of the HyD. The AP shall obtain information about these requirements from the Publications and Press Release Section of HyD's homepage (http://www.hyd.gov.hk/eng/public/index.htm) and incorporate them onto the general building plans at building plan submission stage.

Protection of Underground Utilities

9. Please refer to HyD Technical Circular No. 3/90 or any updated version regarding the minimum ground cover requirement to facilitate protection of underground facilities.

(9/2006)

Appendix B
PNRC 65

Certificate of Completion of Vehicular Run-in and Run-out

BD Ref.: _____ Date : _____

Re: _____
(Address of Development Site)

To Building Authority,

Part A (to be certified by Authorized Person)

I (name in full) _____, authorized person, confirm that the vehicular run-in(s) and run-out(s) as indicated on the attached Block Plan showing its/their location at the captioned development site has/have been completed in accordance with the approved plans and complies/comply with the requirements stipulated in PNAP 300.

2.* The above vehicular run-in(s) and run-out(s) are ready for handing-over to the Highways Department.

_____
Signature of Authorized Person

Certificate of Registration No.: _____

Date of expiry of registration : _____

* Delete if not applicable

Part B (to be certified by Registered Contractor)

3. *I/We (name in full) _____,
* registered general building contractor/registered specialist contractor in the ** _____ category, hereby confirm that the vehicular run-in(s) and run-out(s) as indicated on the attached Block Plan showing its/their location at the captioned development site has/have been completed in accordance with the approved plans and complies/comply with the requirements stipulated in PNRC 65.

_____
Name of the person appointed to act for the Registered Contractor for the above works

_____
Signature

Certificate of Registration No.:_____

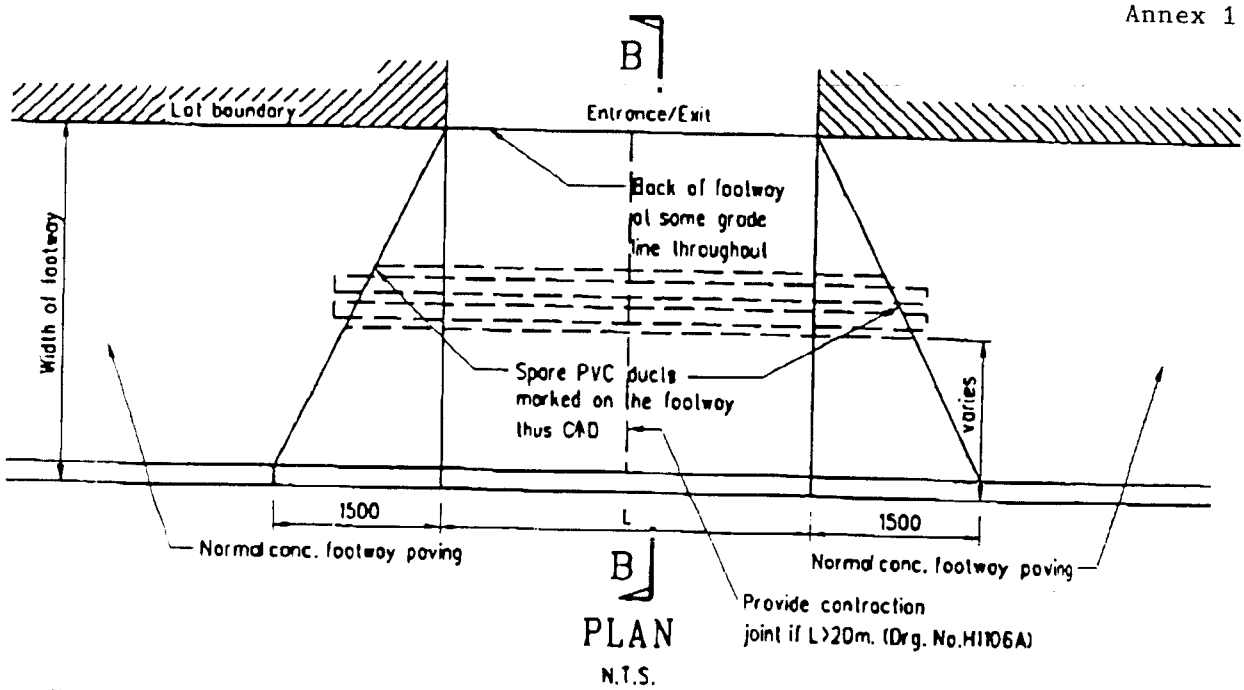
Date of expiry of registration : _____

* Delete if not applicable
** Enter the name of the sub register for the category of specialized works

c.c. Highways Department (Ref.:) with a copy of Block Plan

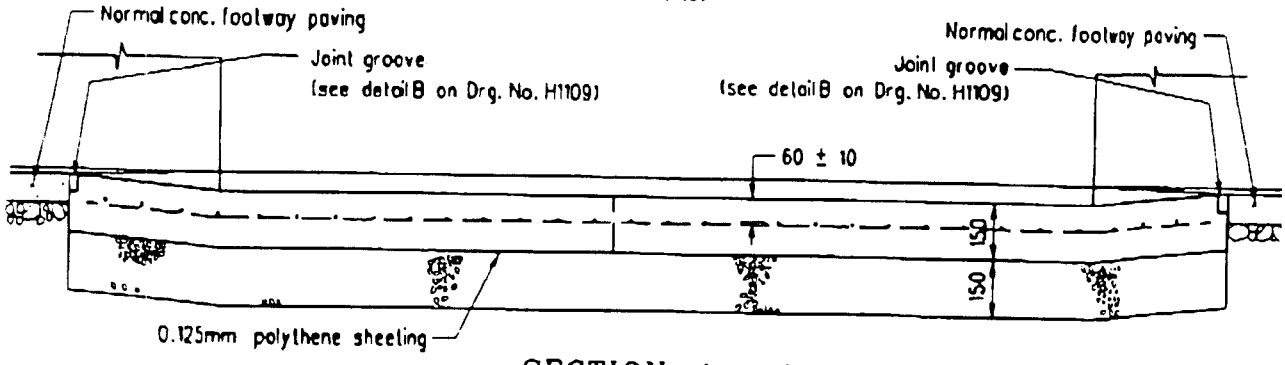
(9/2006)

Annex 1

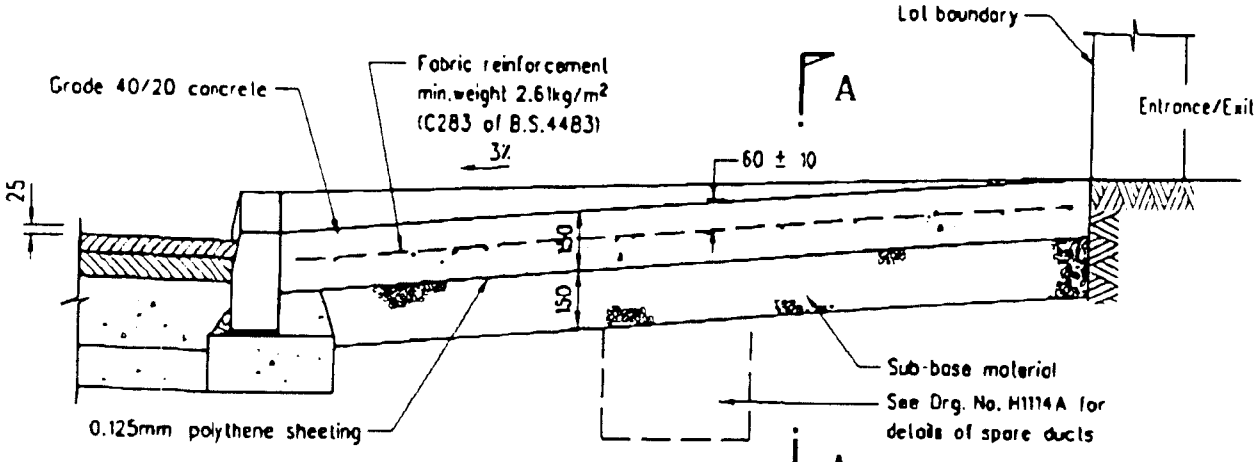


PLAN

N.T.S.



SECTION A - A



SECTION B - B

Note:

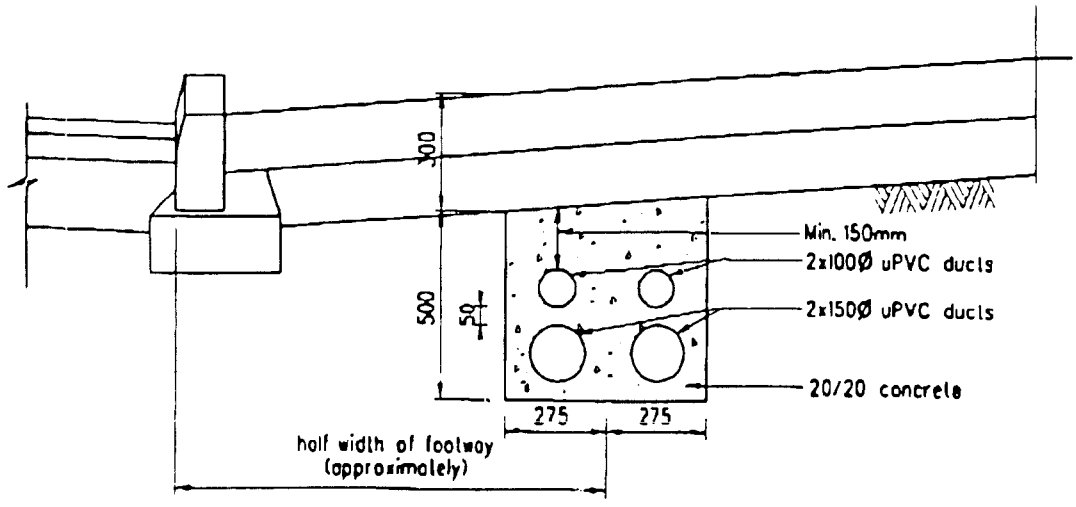
1. All dimensions are in millimetres.

REF.	REVISION	SIGNATURE	DATE
B	Joint groove details revised		Nov 96
A	Grade of concrete revised		Sept 96
	Former Drg. No. H1011A with general revision		June 94

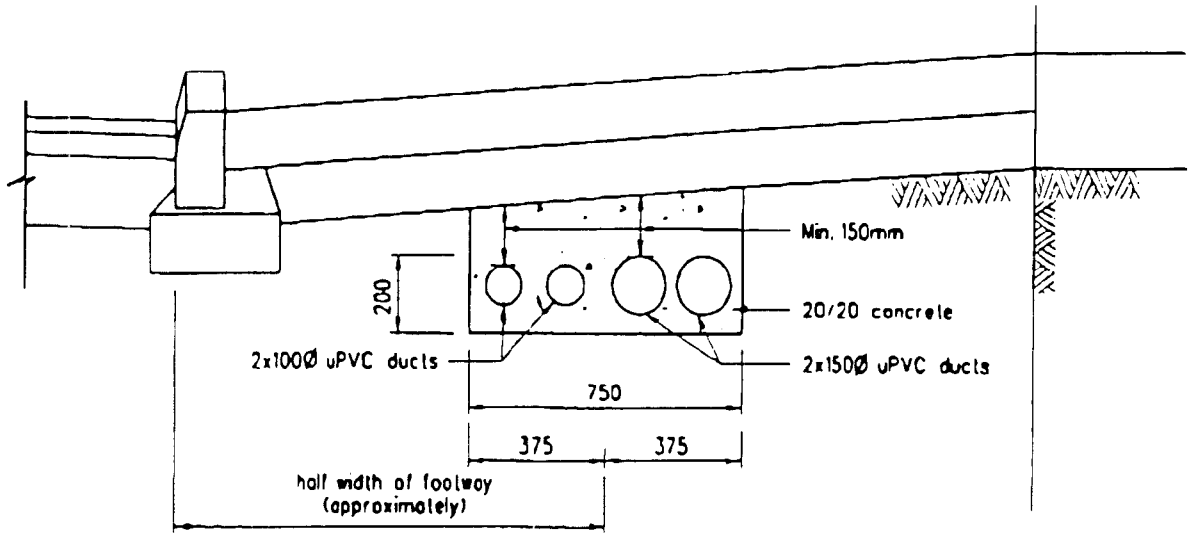
TYPICAL DETAILS OF RUN-IN (SHEET 1 OF 2)

HIGHWAYS DEPARTMENT

REFERENCE	DRAWING No.	CAD
	H 1113B	
SCALE 1:20		



OPTION A



OPTION B

Notes:

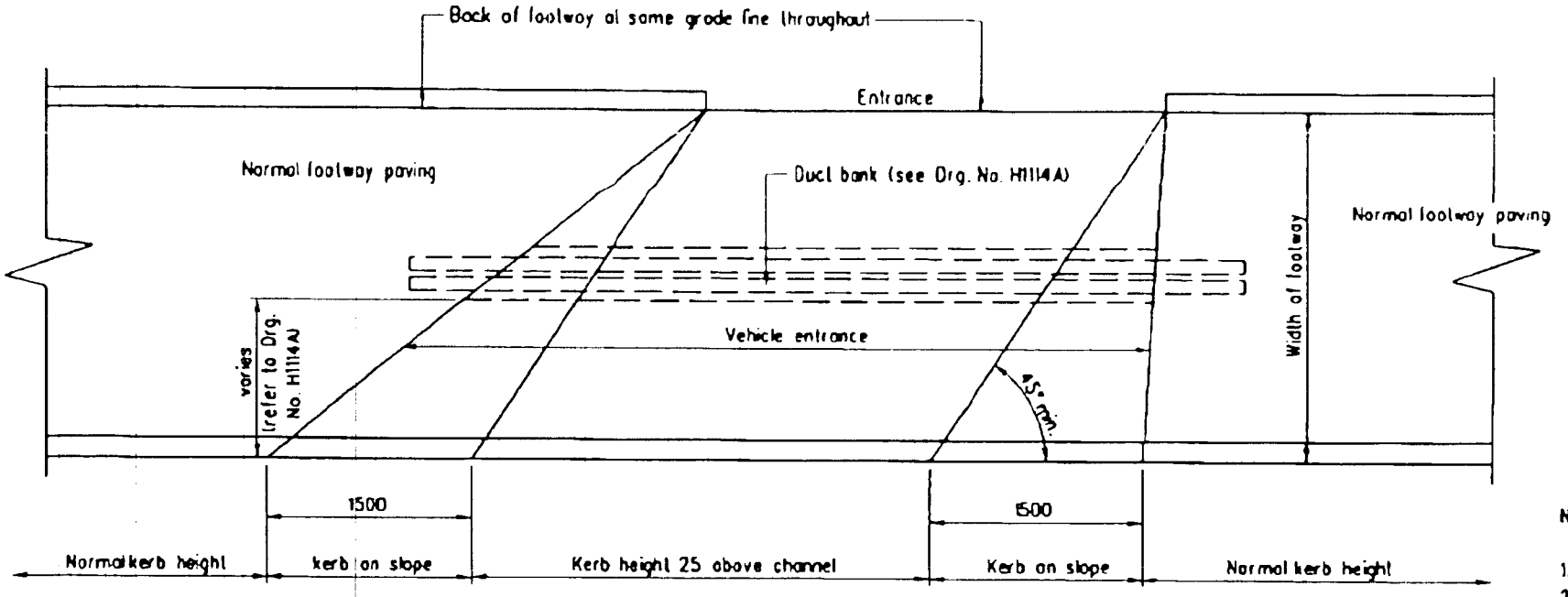
1. 100 diameter ducts are provided for cables of ATC or CCTV.
   150 diameter ducts are provided for power cables.
2. The choice of option depends on the site situations (e.g. width of footway, existing underground utilities).
3. Position of both ends of the duct bank to be marked on footway thus CAD.

REF.	REVISION	SIGNATURE	DATE
A	Concrete cover revised		Sept 96
	Former Drg. No. H1011A with general revision		June 94

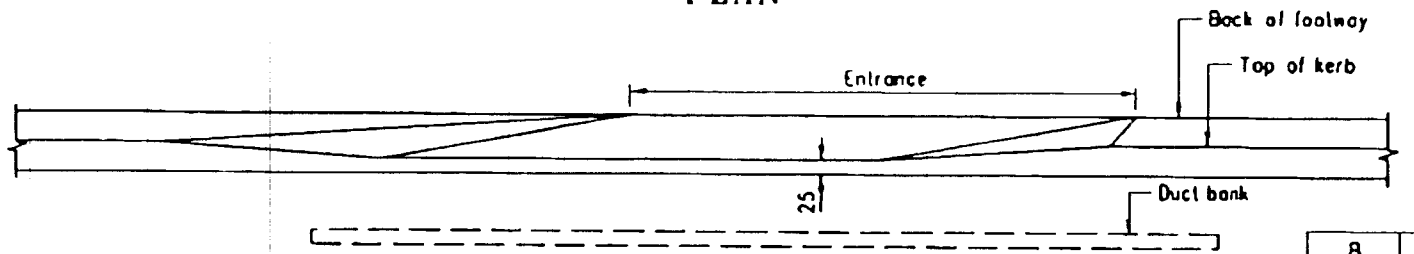
TYPICAL DETAILS OF RUN-IN (SHEET 2 OF 2)

HIGHWAYS DEPARTMENT

REFERENCE	DRAWING No.	CAD
SCALE 1:20	H 1114A	



PLAN



ELEVATION OF KERB

Note:

1. All dimensions are in millimetres.
2. Position of both ducts ends to be marked on footway thus C A D.
3. For details of run-in pavement and conc. surround of ducts, see Drg. No. H1113B & H1114A.
4. This detail shall be applicable to the skew run-in mirrored of that shown in this drg.

REF.	REVISION	SIGNATURE	DATE
B	Note 3 revised		Jan 97
A	Note 3 revised		Sept 96
	Former Drg. No. H1012 with general revision		June 94

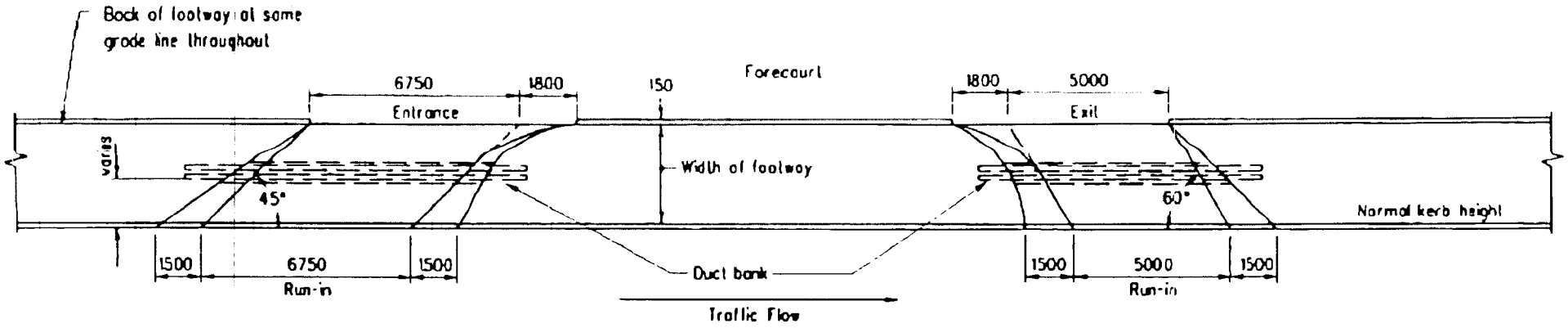
TYPICAL DETAILS OF SKEW RUN-IN

HIGHWAYS DEPARTMENT

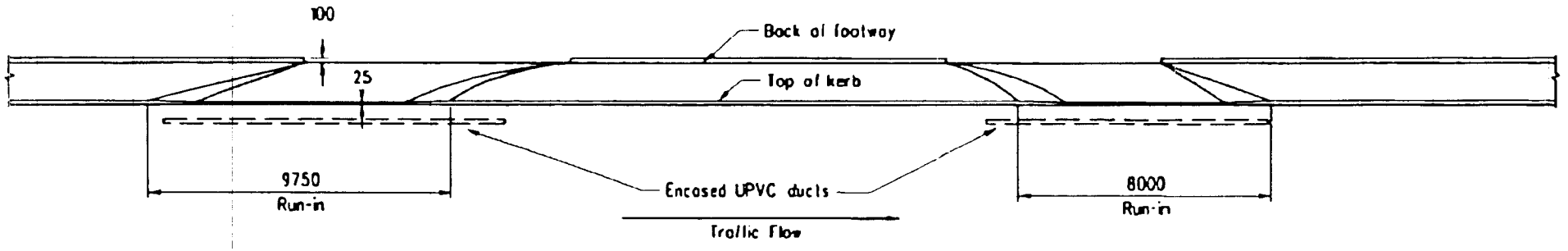
REFERENCE

SCALE Diagrammatic

DRAWING No. H 1115B CAD



PLAN



ELEVATION

Notes :

1. Position of ducts to be marked on footway thus C A D.
2. For details of run-in pavement and conc. surround of ducts, see Drg. No. H1113B & 1114A.
3. All dimensions are in millimetres.

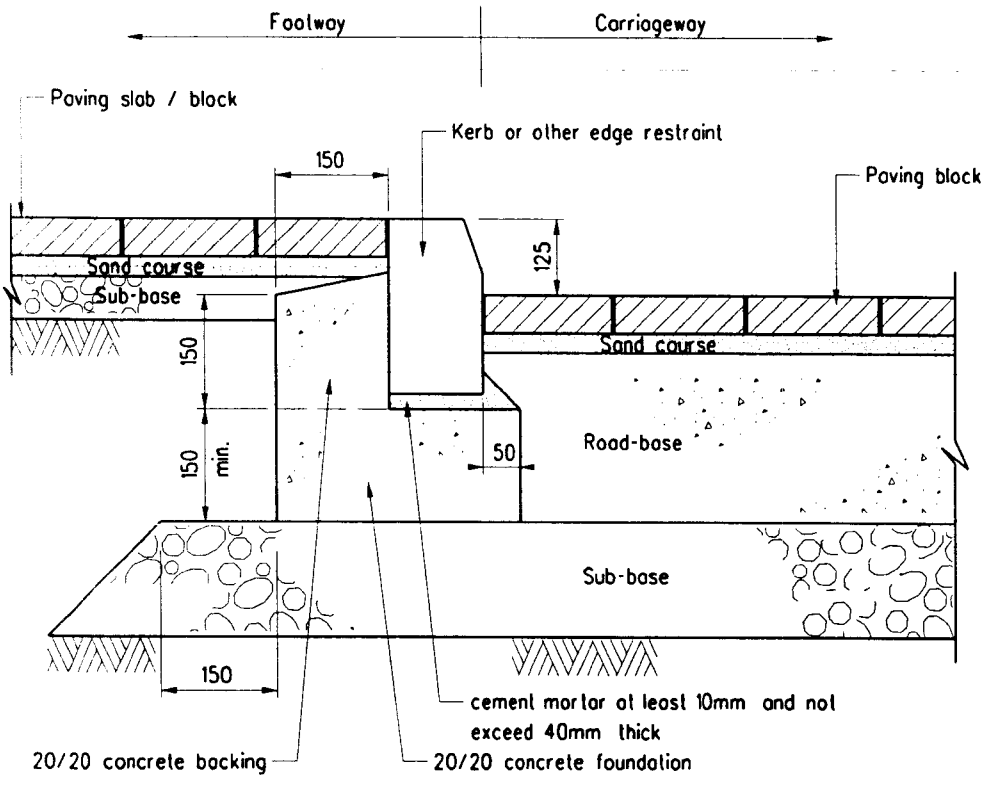
REF.	REVISION	SIGNATURE	DATE
B	Note 2 revised		Jan 97
A	Note 2 revised		Sept 96
	Former Drg. No. H1013. with general revision		June 94

TYPICAL DETAILS OF RUN-IN FOR PETROL FILLING STATIONS

HIGHWAYS DEPARTMENT

REFERENCE	DRAWING No.	CAD
SCALE Diagrammatic	H 1116B	

Annex 2



SECTIONAL VIEW

Layer	Footway	Run in	Carriageway (Design traffic load ≤ 5MSA)
Sub-base thickness	100mm	225mm	225mm (For E subgrade > 50MPa)
Bituminous road-base thickness	——	100mm (See Note 3)	100mm
Sand course	20mm to 30mm		
Paving Unit (type, thickness & concrete grade)	Slab or block	Block	
	60mm	80mm	
	Grade 30	Grade 45	

THICKNESS DESIGN FOR PRECAST CONCRETE UNIT PAVING

Notes:

1. All dimensions are in millimetres.
2. Refer to GS Section 11 Part 7 for specification.
3. For industrial buildings and access with high volume of heavy commercial vehicles. Cross-road ducts should be correspondingly lowered. Besides bituminous road-base, other materials may be adopted subject to engineer's approval.

REF.	REVISION	SIGNATURE	DATE
B	Note 3 added		May 97
A	~~Table for thickness design~~ revised and note 2 added		Sept 96
	Former Drg. No. H1010B with general revision		June 94

HIGHWAYS DEPARTMENT

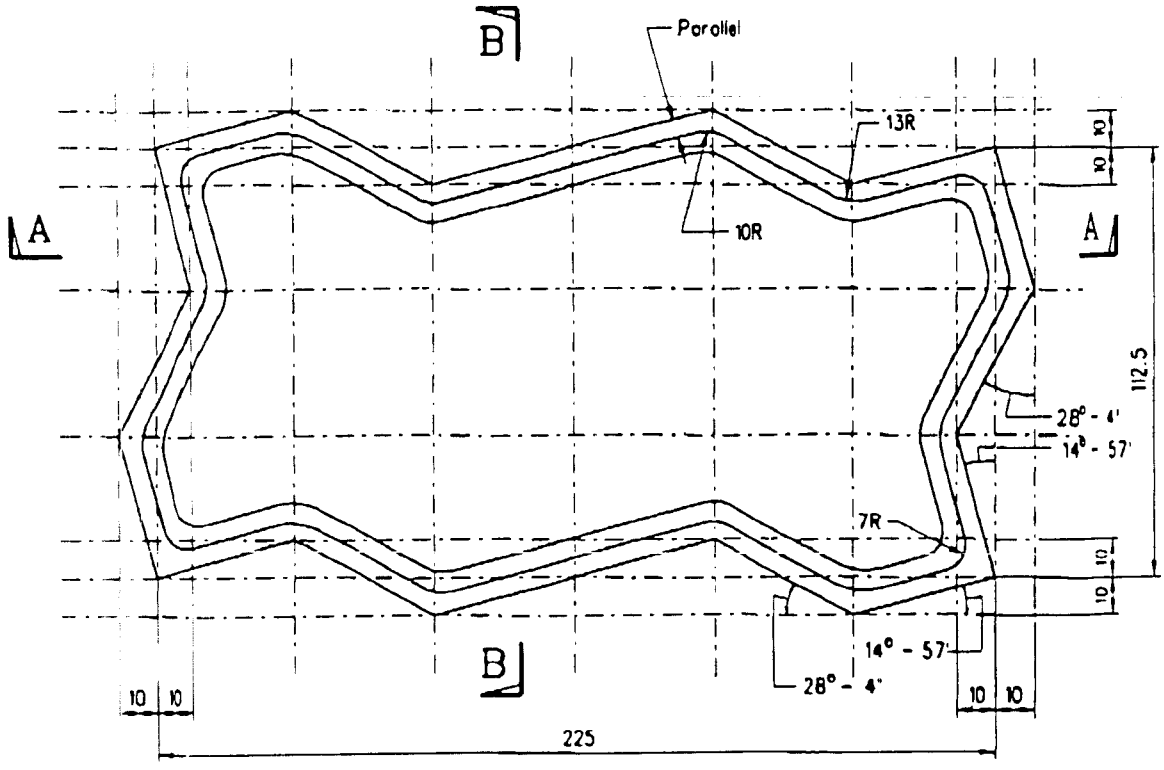
PRECAST CONCRETE UNIT PAVING TYPICAL CONSTRUCTION DETAILS

REFERENCE: Road Note No.9

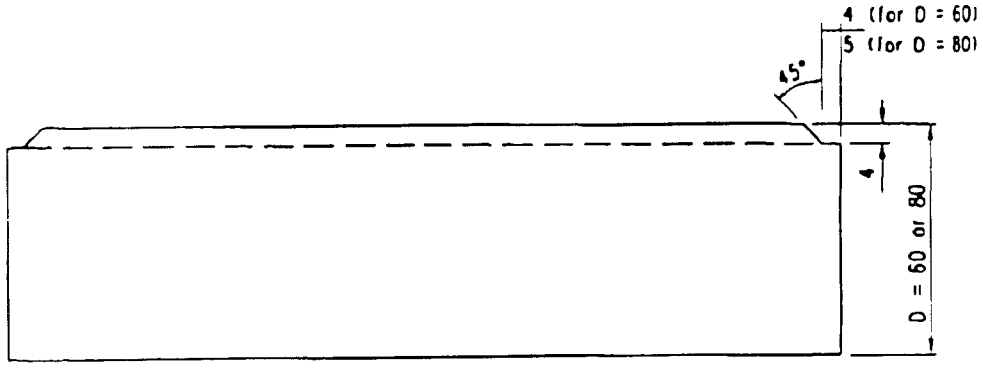
SCALE: Diogrammatic

DRAWING No. H 1103B

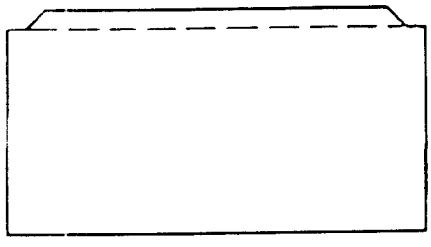
CAD



PLAN



SECTION A - A



SECTION B - B

Notes :

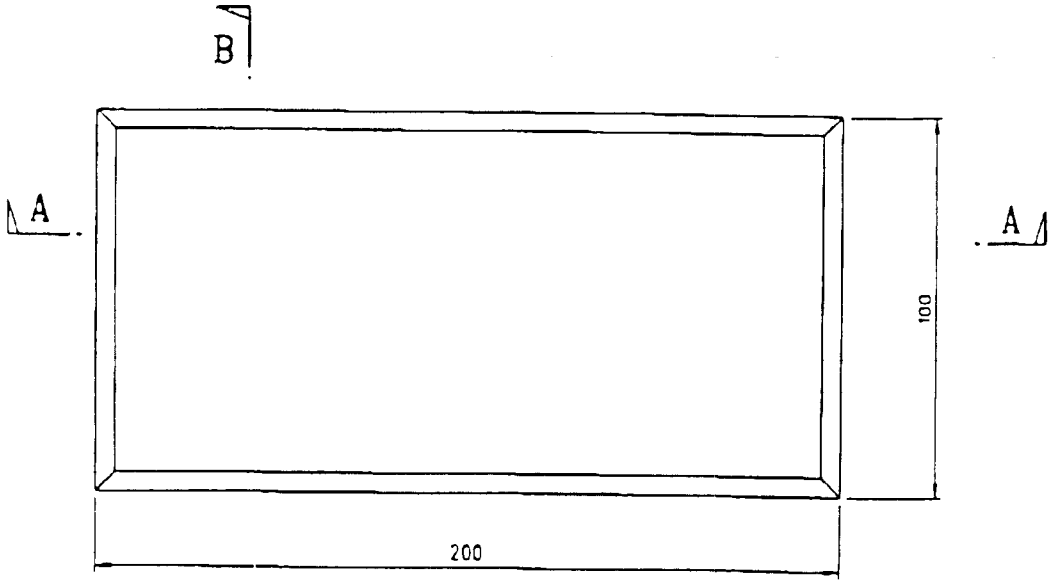
1. All dimensions in millimetres
2. Refer to Drg. No. H1103 for paving construction details.

	Former Drg. No. H5001/2 with general revision		June 94
REF.	REVISION	SIGNATURE	DATE

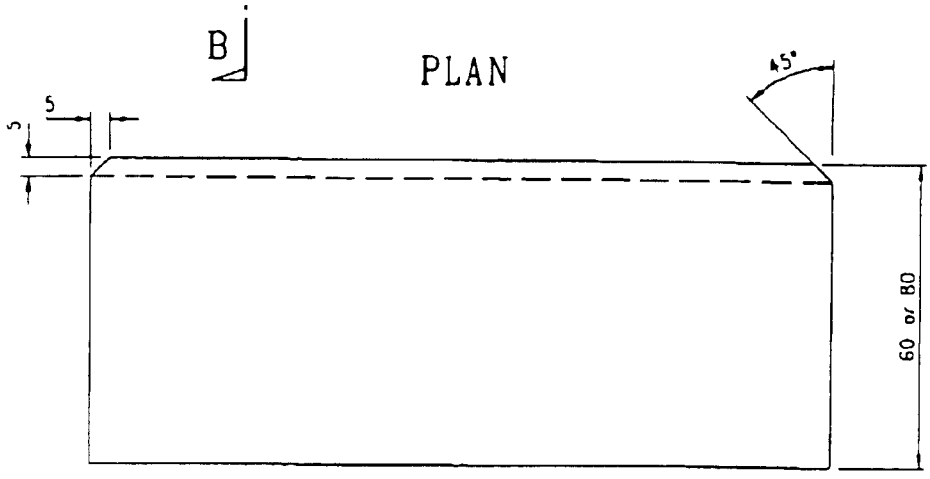
CONCRETE PAVING BLOCKS TYPE 'A'

HIGHWAYS DEPARTMENT

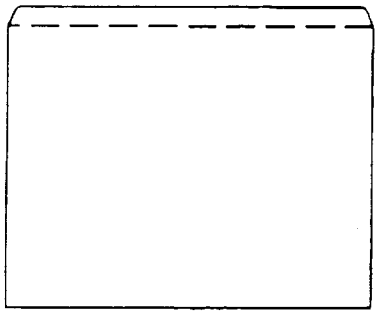
REFERENCE H. O. 7/V6	DRAWING No. H 5101 CAD
SCALE 1 : 2	



PLAN



SECTION A - A



SECTION B - B

Notes

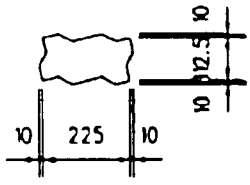
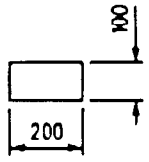
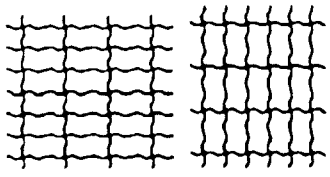
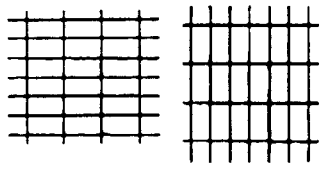
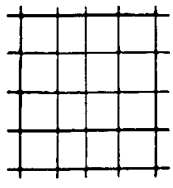
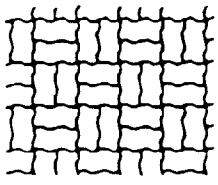
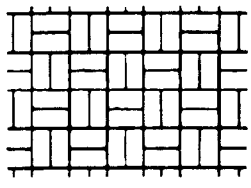
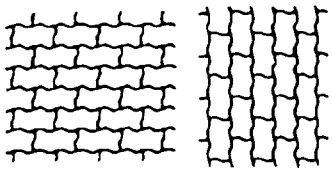
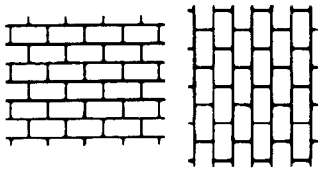
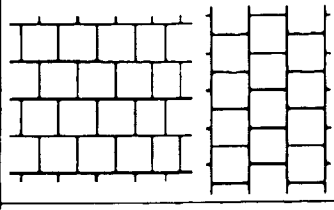
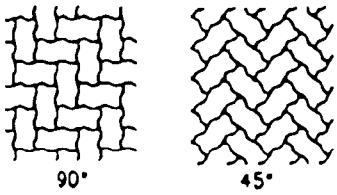
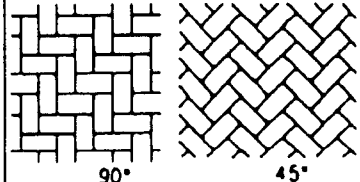
1. All dimensions in millimetres.
2. Refer to Drg. No. H1103 for paving construction details.

	Former Drg. No. H5001/3		June 94
REF.	REVISION	SIGNATURE	DATE

CONCRETE PAVING BLOCKS TYPE 'B'

HIGHWAYS DEPARTMENT

REFERENCE H. O. 7/1/6	DRAWING No. H 5102 CAD
SCALE 1:2	

		Block		Slab
		Type 'A'	Type 'B'	
Shape & Plan Dimension				 Size :- 200 x 200 300 x 300 Size :- 200 x 300
Thickness		60 & 80		
Common Colour		Grey, Brown & Red		Grey & Brown
Special Colour		Dark Grey, Green & Yellow		
Basic Bonding	Stack			
	Basket-Weave			N.A.
	Stretcher			
	Herringbone			N.A.

Notes :

1. All dimensions are in millimetres.
2. See HyD Standard Drg. NO.H 5101 & H 5102 for details of block type 'A' & 'B'
3. Colours mentioned are product specific; true colour should be verified by submission of samples.

	New issue		May 97
REF.	REVISION	SIGNATURE	DATE

PRECAST CONCRETE PAVING UNITS - DIMENSION, COLOUR & BONDING PATTERN

HIGHWAYS DEPARTMENT

REFERENCE Road Note No.9	DRAWING No. H 5114 CAD
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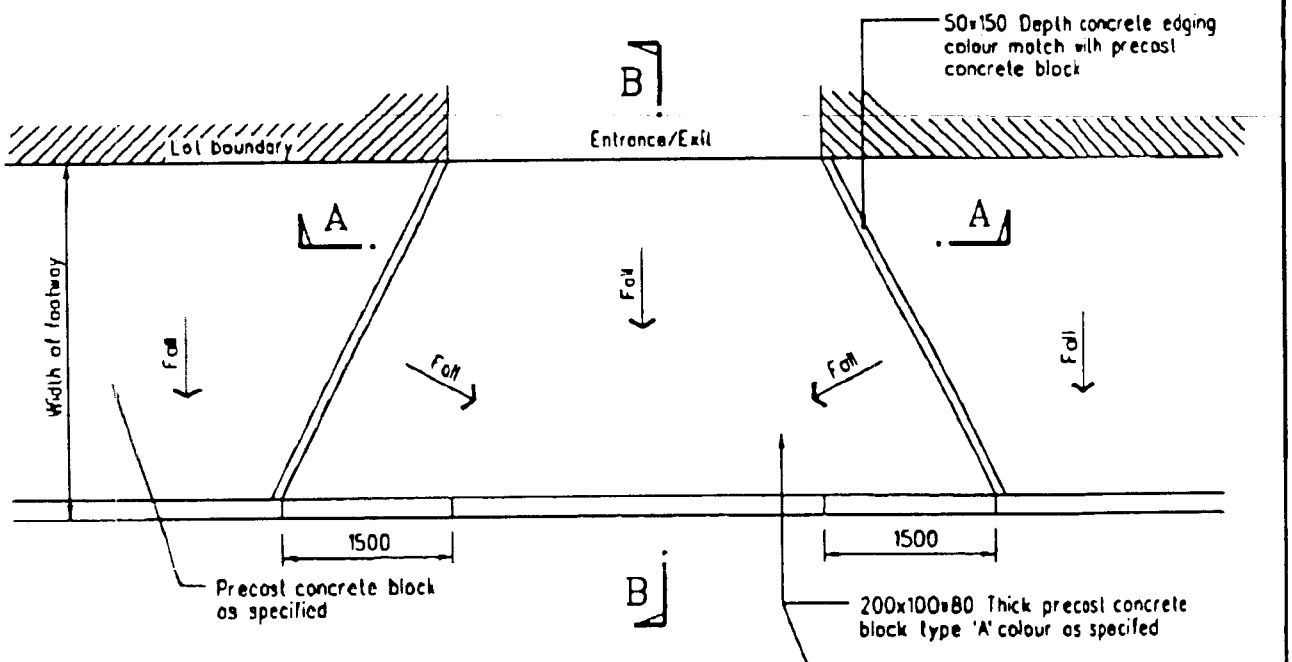
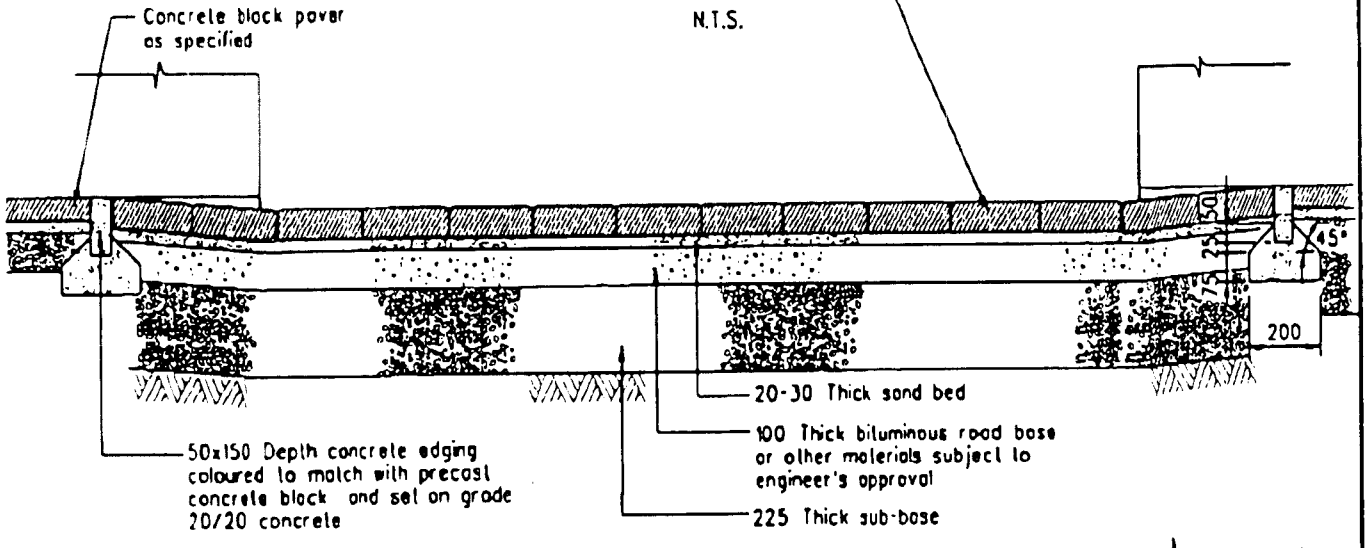
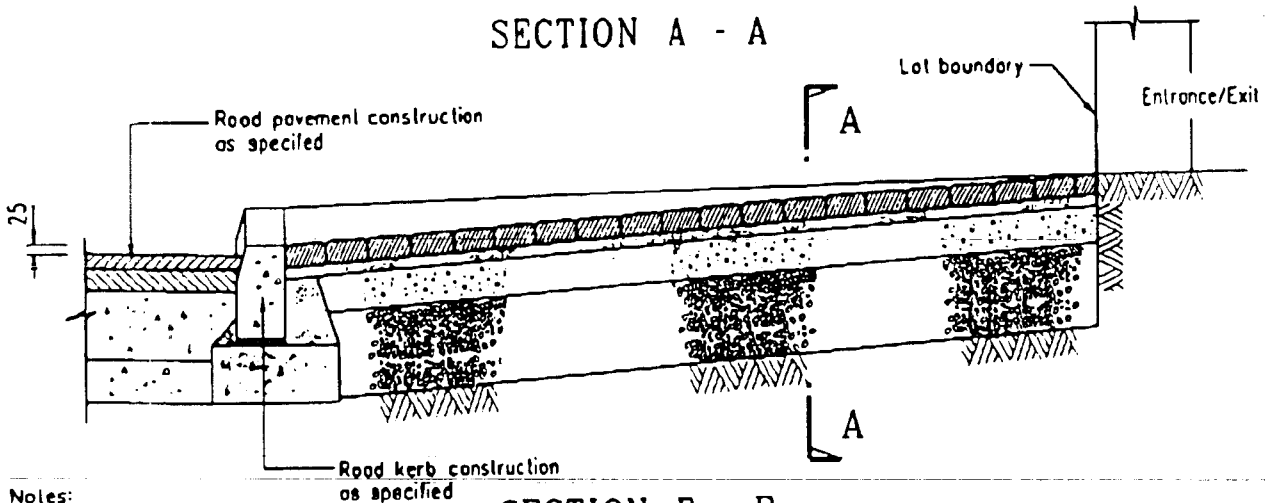


PLAN

N.T.S.



SECTION A - A



SECTION B - B

Notes:

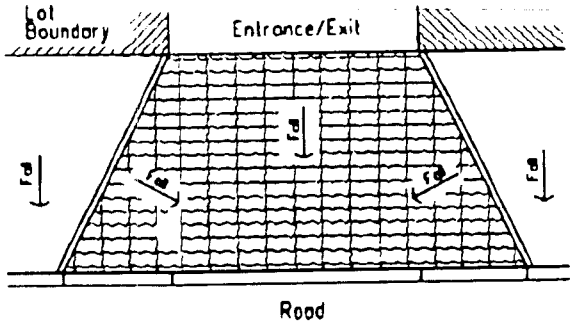
1. All dimensions are in millmetres.
2. This drg. to be read in conjunction with drg. no.H11038 & H5101.

	New issue		May 97
REF.	REVISION	SIGNATURE	DATE

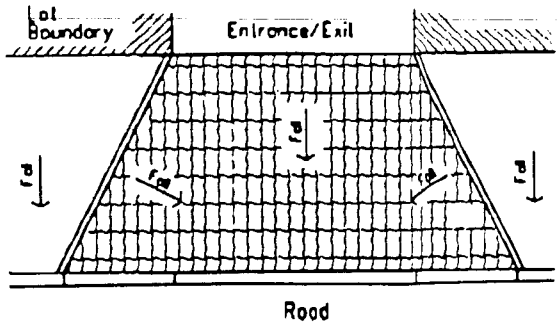
PRECAST CONCRETE UNIT PAVING - RUN-IN DETAILS (SHEET 1 OF 2)

HIGHWAYS DEPARTMENT

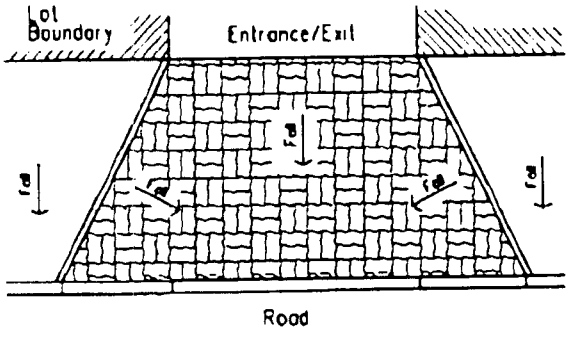
REFERENCE Road Note No.9	DRAWING No. H 5115 CAD
SCALE 1:20	



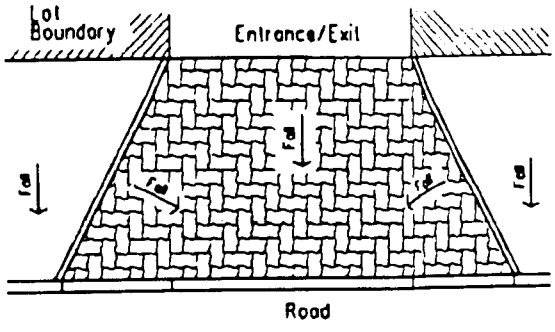
STACK PATTERN 'A'



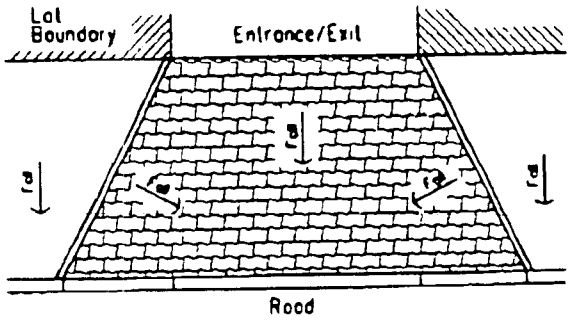
STACK PATTERN 'B'



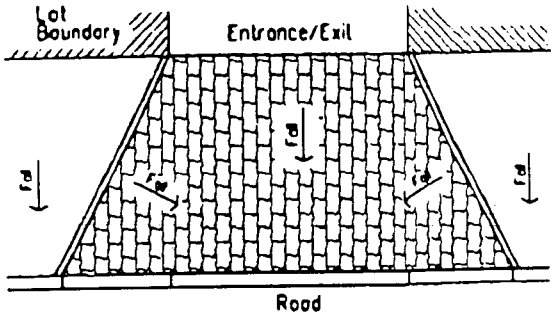
BASKET-WEAVE PATTERN



HERRINGBONE PATTERN



STRETCHER PATTERN 'A'



STRETCHER PATTERN 'B'

	New issue		May 97
REF.	REVISION	SIGNATURE	DATE

PRECAST CONCRETE UNIT PAVING - RUN-IN DETAILS (SHEET 2 OF 2)

HIGHWAYS DEPARTMENT

REFERENCE	DRAWING No.	CAD
SCALE N.T.S.	H 5116	