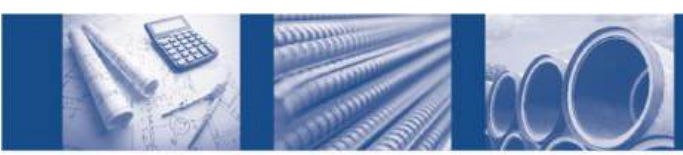
ALLINGTON LANE, PHASE 2

ROAD CONSTRUCTION VERIFICATION REPORT

VISTRY SOUTHERN

DATED: 30TH AUGUST 2024



DOCUMENT CONTROL RECORD

Document Reference Number: JRV/RP/24:0657/7299

Document Control

	Name and Position	*Signature*	*Date*
Prepared by:	**Joao Rosado Valadas MSc (Hons) MCIHT** **Principal Civil Engineer**	[redacted]	**30.08.24**
Checked by:	**Karl Gebhart** **Associate Civil Engineering Director**	[redacted]	**30.08.24**

Revision Record

Rev	*Date*	*Issue Status*	*Prepared by*	*Checked by*
P1	**30.08.24**	**First issue for comment**	**JRV**	**KTG**

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Appendices

Appendix A: GE 22309 Revision 0 Proposed Core Plan Location
Appendix B: Gracelands Ltd letter, signed by Andrew Grogan and dated 28/08/24
Appendix C: Gracelands Ltd photographic evidence of boreholes C06 to C10
Appendix D: Gracelands Ltd confirmation of as-built road build-ups
Appendix E: External Works Layout and Road Construction Details

1. Introduction

MJA Consulting Ltd. have been instructed by Vistry Southern to verify the construction of roads within Phase 2 of the development at Allington Lane, ensuring alignment with the approved design specifications provided by Odyssey Consulting Ltd. This report presents the findings of our assessment, based on the documentation, photographic evidence, and written confirmations supplied by the contractor, Gracelands Ltd. Due to certain limitations, including the absence of specific material specifications and laboratory testing results, this report identifies areas of compliance and areas where further verification will be required.

2. Scope of Verification

The verification process encompassed the following elements:

- 18-290-111 Revision U External Works Layout
- 18-290-115 Revision B Road Construction Details (Sheet 1 of 2)
- 18-290-126 Revision A Road Construction Details (Sheet 2 of 2)
- GE 22309 Revision 0 Proposed Core Plan Location, found in Appendix A.
- Gracelands Ltd letter, signed by Andrew Grogan and dated 28/08/24, found in Appendix B.
- Gracelands Ltd photographic evidence of boreholes C06, C07, C08, C09, and C10, found in Appendix C.
- Gracelands Ltd confirmation of as-built road build-ups, found in Appendix D.

3. Findings

3.01 Core Hole Information

Vistry Southern confirmed that sample data for core holes C01 to C05 was not required, as these pertain to Phase 1. For Phase 2, photographs of core holes C06, C07, C08, C09, and C10 were provided by the contractor, Gracelands Ltd.

3.02 Surfacing Plan

A surfacing plan differentiating between road construction materials and areas of permeable and impermeable road construction was provided by Vistry Southern. This plan has been reviewed and is consistent with the core hole sample information received from Gracelands Ltd.

3.03 CBR Testing

The results of the confirmatory CBR testing for the roads are still pending. Therefore, verification of the final design cannot be completed.

3.04 Footpath Construction

Gracelands Ltd have provided written confirmation that all footpaths have been constructed in accordance with the construction details shown on drawings 18-290-115 revision B and 18-290-126 revision A. MJA Consulting are unable to confirm footpath construction depths or material information as no core hole information has been provided for verification.

3.05 Running Surface on Permeable Block-Paved Road

Gracelands Ltd has provided written confirmation and photographical information of the constructed running surface, but it has been noted that it deviates from Odyssey's original design. Written confirmation has also been provided by Gracelands Ltd that the macadam running course was drilled with 80mm diameter cores at 750mm intervals.

3.06 Surfacing/Binder/Base Courses

Confirmation of the PEN and PSV values for the surfacing materials is still awaited. Gracelands Ltd have not yet provided the delivery logs or internal records necessary for verification, although they have confirmed the as-built material depths and the asphalt concrete mix. Refer to Appendix C for additional information.

3.07 Sub-base

Gracelands Ltd has not yet confirmed whether the SC intergrid specified in the road build-up was utilised. Clarification on whether this layer was deemed unnecessary is also pending. The depth of the sub-base has been confirmed by Graceland's; refer to Appendix C for further details.

3.08 Photographic Evidence

Photographic evidence confirming that the roads were constructed in accordance with the design drawings has been received; refer to Appendix C for more information.

3.09 Membrane Material Confirmation

The Contractor, Gracelands Ltd, has provided confirmation of the specification attenuation membrane material used. However, the specification related to the Terram T1000, shown on drawing 18-290-115 revision B, shown at the formation of the omper

3.10 As-built Graceland Ltd's Report

An initial report from Gracelands Ltd has been received. The report requires further details, particularly regarding material PEN/PSV values, CBRs, liner specifications, and core drilling information.

4. Limitations

This report is based on the information currently available, much of which has been provided by the contractor, Gracelands Ltd. The absence of certain material specifications, visual verification and

laboratory testing results limits the extent of independent verification. This report should not be interpreted as a comprehensive verification of compliance with all design specifications, as some aspects could not be confirmed due to the information provided.

5. Recommendations

To ensure full compliance with the design specifications, the following steps are recommended:

1. Submission of Pending Information: Gracelands Ltd should provide the pending CBR testing results and all material specifications.
2. Additional Testing: Where feasible, laboratory testing should be conducted to verify material compliance, particularly regarding the surfacing, binder and base materials.
3. Complete As-built Report: Gracelands Ltd should finalise their as-built report, including all necessary details and certifications, to ensure completeness.

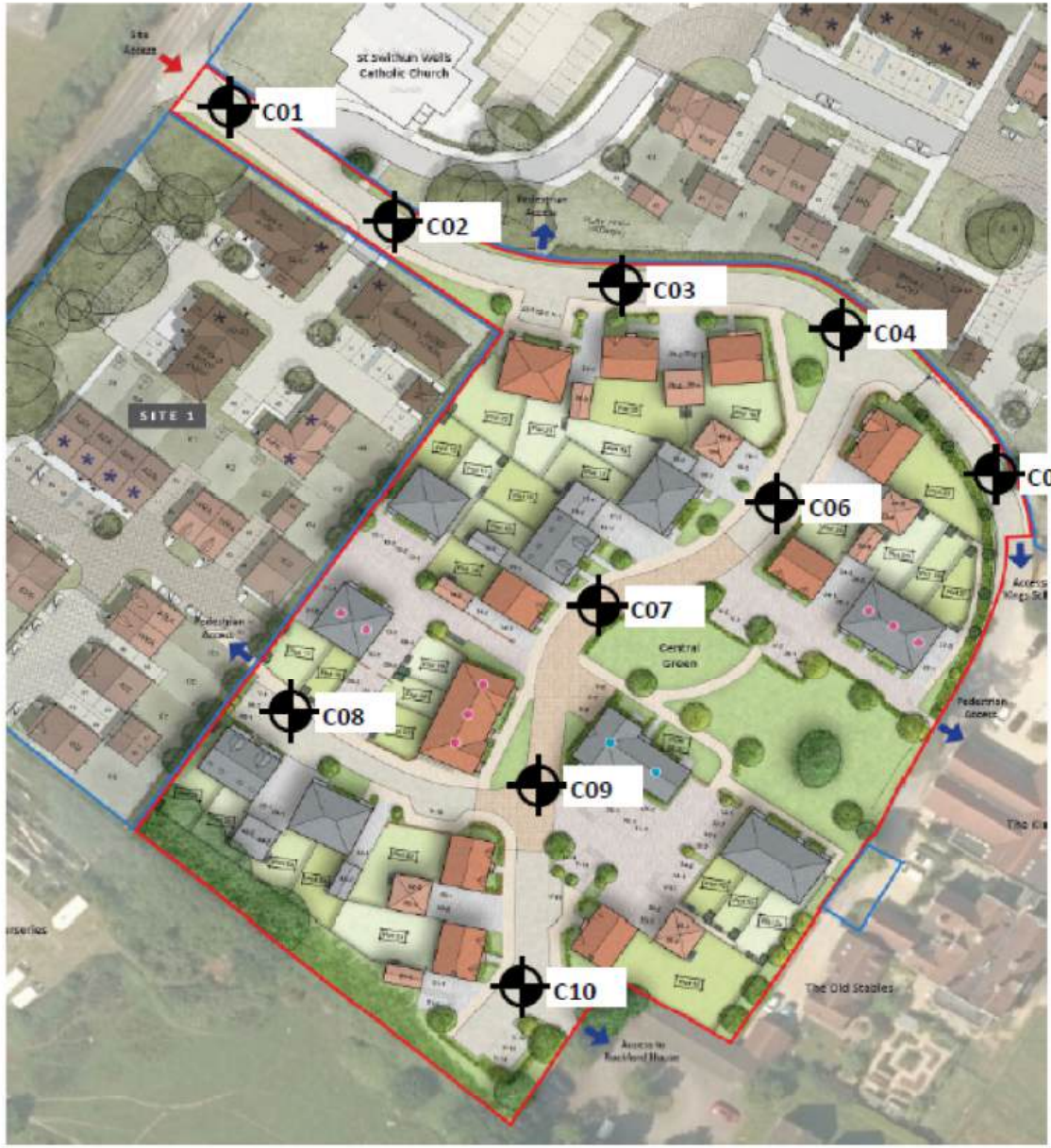
6. Conclusion

Whilst this report acknowledges that certain critical information is still pending, it also confirms that key aspects of the construction have been verified in alignment with the approved design specifications. The contractor, Gracelands Ltd, has provided evidence and confirmations for various elements, such as core hole data, as-built material depths, the impermeable membrane specification, and overall road build-ups. These confirmations suggest a degree of compliance.

However, to ensure comprehensive verification, it is important that the outstanding details, including confirmation of items raised in the findings, CBR testing results, and material specifications, are submitted and reviewed. With these additional details, the report can be fully aligned with the design specifications, enabling MJA Consulting to complete the design verification.

In its current form, this report serves as substantial verification of the construction process, with the understanding that further information will be required to confirm total compliance. The report should be considered a credible foundation for assessing the road construction, with the expectation that the pending details will be provided in a timely manner.

APPENDIX A



Project:	Site 2 Land to the West of Kings School, Allington Lane, Fair Oak			**Title**	Proposed Core Location Plan
Client:	Vistry Southern				
Ref No:	GE22309	**Revision:**	0		
Drawn:	SA	**Date:**	19/01/2024		
Figure:	-	**Scale:**	Not to Scale		

Geo-Environmental Services Ltd

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Geo-Environmental

APPENDIX B

Gracelands Ltd

CIVIL ENGINEERING AND GROUNDWORKS

SAFEMARK
HEALTH AND SAFETY APPROVED BY NHBC

REGISTERED OFFICE

HIGHBRIDGE ESTATE, HIGHBRIDGE ROAD, EASTLEIGH, HAMPSHIRE. SO50 6HS
Telephone: 01962 718855 Fax: 01962 711468 Email:office@gracelandsltd.com

Vistry Southern
Central 40
Lime Tree Way
Chineham Park
Basingstoke
RG24 8GU

28/8/24

For the attention of Sunit Panchal

Dear Sunit

RE Allington Lane Phase 2

Further to your consultant's request be wish to confirm the following

1. All footpaths have been constructed to drawing 18-290-115 revision B and 18-290-126 revision A
2. Attached are the CBR results requested
3. The running surface was 100mm th Ac32 50 pen as the material was machine laid. This running surface was unavoidable installed to allow construction of the development past the porous section of the road.
4. The running surface was punctured prior to laying the block paving with an 80mm dia core at 750mm centre to centre.
5. All drainage has been installed specifically S4-S7 being the carrier pipe as per drawing 18-290-126 rev A. The drains install in 2021 have worked exceptionally well with not a single issue reported since installation.
6. C09 shows the impermeable membrane as shown on the porous cross section on 18-290-126 rev A. Best practice we find is to wrap the material as attached so it stays in position during construction and the kerb race and subsequent kerbs stay stable.
7. Permeable liner was not required as the running surface was installed which is not shown on the cross section detail 18-290-126 rev A.
8. The attenuation membrane supplied by Capital Valley Plastic was used to rap the porous [redacted]s. Attached is the data sheet.

[redacted]

Regards
Andrew Grogan
MD Gracelands ltd

CAPITAL VALLEY PLASTICS

PRODUCT DATA SHEET

ATTENUATION MEMBRANE

Thickness	500µm
Roll Width (m)	4
Roll Length (m)	12.5
Tensile Strength (N/mm^2)	>20.3
Elongation (%)	>360
Water Vapour Trans (Sd value m)	498.6
Watertightness (2kPa)	PASS
Nail Tear (N)	324

Capital Attenuation Membrane is manufactured from high quality recycled LDPE, it is flexible, robust and can be joined with tape or by welding.

Top Hats are available for sealing inlet/outlet pipes.

Storage

Rolls should be stored undercover and on a flat level surface, prolonged exposure to sunlight will degrade the product

sales@capitalvalleyplastics.com 01495 772255 www.capitalvalleyplastics.com

APPENDIX C









C06 Tarmac 40mm wearing AC10

60mm binder AC20

180mm road base AC32

180mm th Type 1

350mm th Capping layer and geotextile







CO7 80mm th block paving

30mm th 2-6mm single size stone

100mm th tarmac running surface

150mm 5-20 stone

Over 400mm of 10-63 stone

Impermeable material



C08 Tarmac 40mm wearing AC10

60mm binder AC20

100mm road base AC32

180mm th Type 1

350mm th Capping layer and geotextile







C09 80mm th block paving

50mm th 2-6mm single size stone

100mm th tarmac running surface

150mm 5-20 stone

Over 400mm of 10-63 stone

Impermeable material







C10 80mm th block paving

50mm th 2-6mm single size stone

100mm th tarmac running surface

150mm 5-20 stone

Over 400mm of 10-63 stone

Impermeable material

Reinstatements











APPENDIX D









C06 Tarmac 40mm wearing AC10

60mm binder AC20

180mm road base AC32

180mm th Type 1

350mm th Capping layer and geotextile







CO7 80mm th block paving

30mm th 2-6mm single size stone

100mm th tarmac running surface

150mm 5-20 stone

Over 400mm of 10-63 stone

Impermeable material



C08 Tarmac 40mm wearing AC10

60mm binder AC20

100mm road base AC32

180mm th Type 1

350mm th Capping layer and geotextile







C09 80mm th block paving

50mm th 2-6mm single size stone

100mm th tarmac running surface

150mm 5-20 stone

Over 400mm of 10-63 stone

Impermeable material







C10 80mm th block paving

50mm th 2-6mm single size stone

100mm th tarmac running surface

150mm 5-20 stone

Over 400mm of 10-63 stone

Impermeable material

Reinstatements



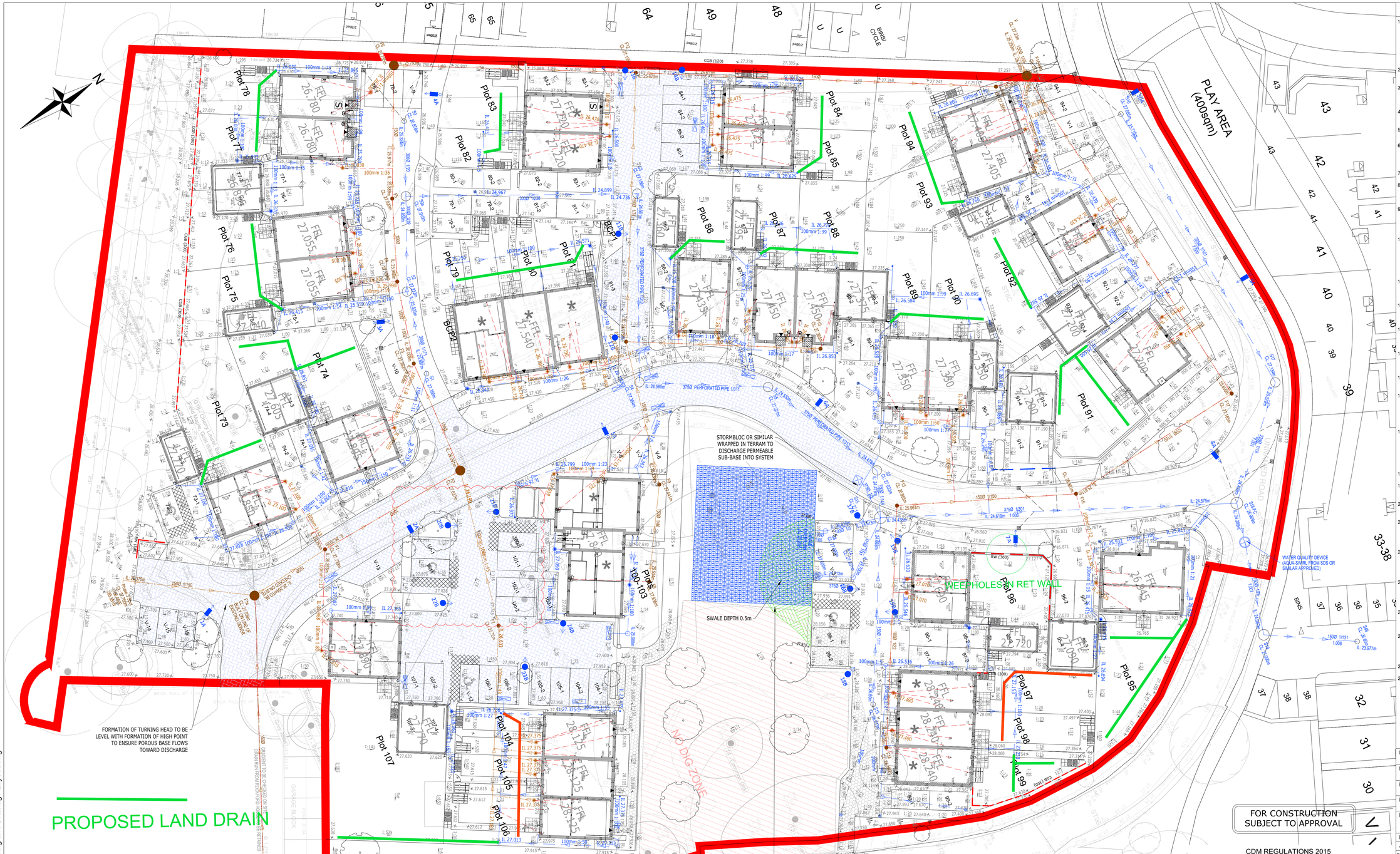








APPENDIX E





LOCATION PLAN

LEGEND

- SITE BOUNDARY
- FWMH IL 22.30 — FOUL WATER MANHOLE (MH INVERT LEVEL)
- SWMH IL 23.45 — SURFACE WATER MANHOLE (MH INVERT LEVEL)
- RG — HIGHWAY GULLY AND LEAD TO HCC STANDARD DETAIL HCC10/D/015
- PRIVATE FOUL DRAIN
- PRIVATE SURFACE WATER DRAIN
- TYPE 3 FOUL WATER INSPECTION CHAMBER
- TYPE 3 SURFACE WATER INSPECTION CHAMBER
- 20.681 — PROPOSED RODDING EYE AND INVERT LEVEL
- ACO DRAIN WITH 0.5m UNIVERSAL SUMP UNIT, OR SIMILAR APPROVED, COMPLETE WITH SILT BUCKET. INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
- INTERNAL FOUL CONNECTION POINTS: SINK WASTE, SOIL VENT, WASH HAND BASIN, BASIN WASTE OR TOILET. FOR EXACT LOCATION AND TYPE REFER TO CDP ARCHITECT DRAWINGS.
- POROUS BLOCK PAVED ROAD CONSTRUCTION. REFER TO ODYSSEY DRAWING No. 18-290/126
- ATTENUATION TANK.
- DOMESTIC SURFACE WATER YARD GULLY WITH 100Ø CONNECTION.
- 20.120 — PROPOSED LEVEL (mAOD)
- 1:20 — PROPOSED GRADIENT
- FFL 27.690 — PROPOSED FINISHED FLOOR LEVEL (mAOD)
- +27.30 — EXISTING LEVEL (mAOD)
- RAISED DPC/TANKING. SEE NOTE 22
- EXPOSED BRICKWORK. SEE NOTE 22
- CGB (300) — PROPOSED CONCRETE GRAVEL BOARD MAX 300mm HIGH
- RW (400) — RETAINING WALL - HEIGHT AS SHOWN
- PROPOSED HIGHWAY CONTOUR. CONTOUR INTERVALS AT 20mm
- PROPOSED TACTILE PAVED CROSSING POINT REFER TO DRAWING NUMBER 16-344/141
- ROOT PROTECTION ZONE NO SERVICES OR DRAINS TO ENCROACH THIS AREA
- PROPOSED TREE LOCATION. FOR SIZE AND SPECIES DETAILS REFER TO LANDSCAPE ARCHITECT DRAWING
- DENOTES HA PLOT
- 5m LAMP COLUMN
- 1m LIGHTING BOLLARD
- ACD ROOT PROTECTION AREA HAND DIG ONLY

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELATED DRAWINGS ISSUED BY THE ARCHITECT AND ENGINEER. "SEWERS FOR ADOPTION 6th EDITION - A DESIGN AND CONSTRUCTION GUIDE FOR DEVELOPERS" PLUS INTERIM TECHNICAL ADDENDUM No 1 - MAY 2011, HAMPSHIRE COUNTY COUNCIL STANDARDS, LIFETIME HOMES QUALITY STANDARDS, NHBC STANDARDS AND LINDEN HOMES STANDARD CONSTRUCTION DETAILS.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ONSITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
4. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PERMISSION FROM THE ENGINEER.
5. ODYSSEY ACCEPT NO LIABILITY FOR THE ACCURACY OF SURVEY AND PROPOSED LAYOUT INFORMATION SUPPLIED BY OTHERS.
6. FOR STANDARD HIGHWAY CONSTRUCTION DETAILS REFER TO DRAWING NUMBERS 16-344/140-142 INCLUSIVE AND FOR STANDARD DRAINAGE CONSTRUCTION DETAILS REFER TO DRAWING NUMBERS 145-148 INCLUSIVE.
7. DPC TO BE INSTALLED AS PER LINDEN HOMES DETAIL.
8. ALL TESTING REQUIRED TO OBTAIN ADOPTION FROM HAMPSHIRE COUNTY COUNCIL AND SOUTHERN WATER IS TO BE CARRIED OUT AT THE CONTRACTORS EXPENSE.
9. PRIVATE FOUL WATER AND SURFACE WATER DRAINAGE IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE BUILDING REGULATIONS, BS EN 752, SEWERS FOR ADOPTION 7th EDITION AND RELEVANT AGREEMENT CERTIFICATES.
10. PRIVATE DRAINS TO BE CONSTRUCTED USING FLEXIBLY JOINTED VITRIFIED CLAY PIPES TO BS 65 "SUPER STRENGTH" SPECIFICATION (HEPWORTH SUPERSLEVE OR SIMILAR APPROVED) AND BS EN 295 OR UPVC BUILDING DRAINAGE SYSTEM PIPEWORK TO BS EN 1401, BEDDED AND BACKFILLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND THE SPECIFICATIONS LISTED IN NOTE 1.
11. INSPECTION CHAMBER SIZES ARE TO BE IN ACCORDANCE WITH THE BUILDING REGULATIONS PART H; TABLE 11 AND MANHOLE SIZES TABLE 12.
12. BACKFILLING OF DRAIN TRENCHES ADJACENT TO DWELLINGS OF OTHER STRUCTURES TO BE IN ACCORDANCE WITH THE BUILDING REGULATIONS PART H; DIAGRAM 8.
13. INSPECTION CHAMBER COVERS IN PRIVATE AREAS SHOULD BE GROUP 1 CLASS A15, IN PEDESTRIAN AREAS INACCESSIBLE TO WHEELED VEHICLES AND GROUP 4 CLASS D400 IN VEHICULAR AREAS.
14. ALL SOIL VENT PIPE, STUB STACKS, AIR ADMITTANCE VALVES AND RAIN WATER PIPE LOCATIONS ARE INDICATIVE ONLY. FOR ACTUAL LOCATIONS REFER TO ARCHITECTURAL PLANS AND ELEVATIONS.
15. SURFACE WATER FROM PRIVATE AREAS IS NOT TO BE DISCHARGED ONTO PROPOSED ADOPTABLE HIGHWAY.
16. DRAINS TO BE CONSTRUCTED UNDER DWELLINGS WITH SUSPENDED FLOOR SLABS SHOULD EITHER BE INSTALLED USING A PROPRIETARY HANGER SYSTEM WHERE "BEAM AND POT" OR SIMILAR CONSTRUCTION IS USED, OR SHOULD BE CAST INTO LOCAL SLAB THICKENING WHERE REINFORCED CONCRETE GROUND SLABS ARE TO BE POURED IN SITU.
17. DRAINS IN AREAS OF MADE GROUND TO BE CONSTRUCTED BY FIRST MAKING UP THE AREA TO APPROXIMATELY FINISHED LEVEL AND THEN EXCAVATE THROUGH THE FILL MATERIAL INTO UNDISTURBED GROUND. THE DRAIN TRENCH IS THEN TO BE BACKFILLED TO FORMATION LEVEL USING SUITABLE GRANULAR FILL MATERIAL WELL COMPACTED IN LAYERS NOT EXCEEDING 225 THICK.
18. ALL RWP'S TO HAVE RODDING ACCESS.
19. ALL FOUL AND SURFACE WATER DRAINAGE PIPES WITHIN PRIVATE AREAS TO BE 100mm Ø UNLESS SPECIFIED OTHERWISE.
20. CONTOURS SHOWN ON THIS DRAWING ARE AT 25mm VERTICAL INTERVALS.
21. RAISED DPC SHOWN ON THIS DRAWING IS IN AREAS WHERE THE EXTERNAL LEVEL EXCEEDS 150mm BELOW FFL OF THE PLOT. EXPOSED BRICKWORK IS SHOWN WHERE EXTERNAL LEVELS FALL BELOW 150mm BELOW FFL.
22. FIRST CHAMBER INVERT LEVEL IN PRIVATE FOUL DRAINAGE RUN TO BE SET 750mm BELOW FFL UNLESS NOTED OTHERWISE. FIRST CHAMBER INVERT LEVEL IN PRIVATE SURFACE WATER RUN TO BE SET 600mm BELOW GROUND LEVEL UNLESS NOTED OTHERWISE.
23. HA PLOTS ARE TO HAVE LEVEL THRESHOLDS TO BOTH FRONT AND REAR DOORS. PRIVATE PLOTS ARE TO HAVE LEVEL THRESHOLD TO FRONT DOOR AND 150mm STEP AT REAR DOOR. DPC/TANKING TO BE ADJUSTED WHERE NECESSARY TO SUIT ARRANGEMENT.
24. SS, SVP, RWP, AV POSITIONS ARE SHOWN INDICATIVELY. FOR EXACT LOCATIONS REFER TO ARCHITECT DETAILED PLANS. ANY DISCREPANCIES SHOULD BE PASSED TO THE ENGINEER IMMEDIATELY.
25. PIPES WITHIN CLOSE PROXIMITY TO PROPOSED TREES TO BE HAVE ROOT PROTECTION MEMBRANE. ALL PIPES WITHIN ROOT PROTECTION AREAS TO BE HAND DUG. FOR LOCATIONS OF ROOT BARRIER REFER TO LANDSCAPE ARCHITECT DETAIL.
26. GULLY BARS TO BE TRANSVERSE TO DIRECTION OF TRAVEL (90°)
27. JAPANESE KNOTWEED EXCAVATIONS TO BE BACKFILLED WITH SUITABLE MATERIAL. TO BE AGREED. PLACED FILL BELOW STANDING WATER MUST BE CLASS 6A MATERIAL AS CLASSIFIED IN SPECIFICATION FOR HIGHWAY WORKS (SHW) , WITH A GEOTEXTILE SEPARATOR TO PREVENT MIXING OF FILL TYPES WHICH COULD AFFECT LONG TERM PERFORMANCE OF THE FILL. BACKFILLING IN DRY EXCAVATIONS SHOULD BE GRANULAR FILL IF POSSIBLE, TESTING SHOULD BE UNDERTAKEN TO DETERMINE GENERAL CLASSIFICATION AND SUITABILITY. COMPACTION OF MATERIAL IS SET OUT IN TABLE 6/4 OF SHW FOR SOFT LANDSCAPED AREAS. FILL UNDER HIGHWAYS TO BE IN ACCORDANCE WITH ADOPTABLE STANDARDS AND STANDARD DETAILS. REFER TO GEOTECHNICAL REPORT GE19585/FSG2v2/201214.

Rev	Amendments	Drn	Chk	App	Date
R	PLOTS 100-103 PARKING BAYS EXTENDED AND CAR PARK AMENDED TO SUIT	LG	JHM	JHM	20.01.22
P	PLOT 84 SHED POSITION RELOCATED TO SIDE OF PROPERTY	LG	JHM	JHM	02.08.21
N	PLOT 96 GRAVEL BOARD OMITTED FROM REAR GARDEN AND REPLACED WITH RW	LG	JHM	JHM	27.07.21
M	LEVELS AND DRAINAGE UPDATED TO AS BUILT INFORMATION RECEIVED	LG	JHM	JHM	25.05.21
L	PLOT 104-106 DRAINAGE MOVED OUT OF TPA AND REROUTED THROUGH REAR GARDENS AS PER ACD COMMENTS	LG	JHM	JHM	30.04.21
K	NOTE 27 ADDED	LG	JHM	JHM	12.01.21
J	PATH ADJACENT OPEN SPACE OMITTED	LG	JHM	JHM	26.11.20

CDM REGULATIONS 2015

(i) IN COMPLIANCE WITH CDM 2015 ODYSSEY HAS FOLLOWED IT'S DESIGN RISK MANAGEMENT PROCESS FOR HAZARD ELIMINATION AND RISK REDUCTION IN DEVELOPING THE ODYSSEY DESIGNS SHOWN ON THIS DRAWING.

(ii) ABNORMAL OR UNUSUAL RESIDUAL RISKS MAY BE INDICATED BY USES OF HEALTH AND SAFETY SYMBOLS WHERE IT IS CONSIDERED THAT SUCH RISK MAY NOT NORMALLY BE EXPECTED BY COMPETENT PERSONS OR CONTRACTORS WITH NECESSARY SKILLS KNOWLEDGE AND EXPERIENCE TO BE ENGAGED ON WORK OF THIS NATURE OR TYPE.

KEY TO HEALTH AND SAFETY SYMBOLS

ABNORMAL OR UNUSUAL RESIDUAL RISKS ASSOCIATED WITH THE DESIGN OUTCOMES SHOWN ON THIS DRAWING MAYBE INDICATED BY MEANS OF THE FOLLOWING SYMBOLS

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

ODYSSEY
Odyssey House
Unit 3 Winchester Hill Business Park
Winchester Hill, Romsey
Southampton SO51 7UT
Telephone: 01794 537980
Fax: 01256 331134
E: info@odysseyconsult.co.uk
W: www.odysseyconsult.co.uk

Job Title

ALLINGTON LANE FAIR OAK - PHASE 2

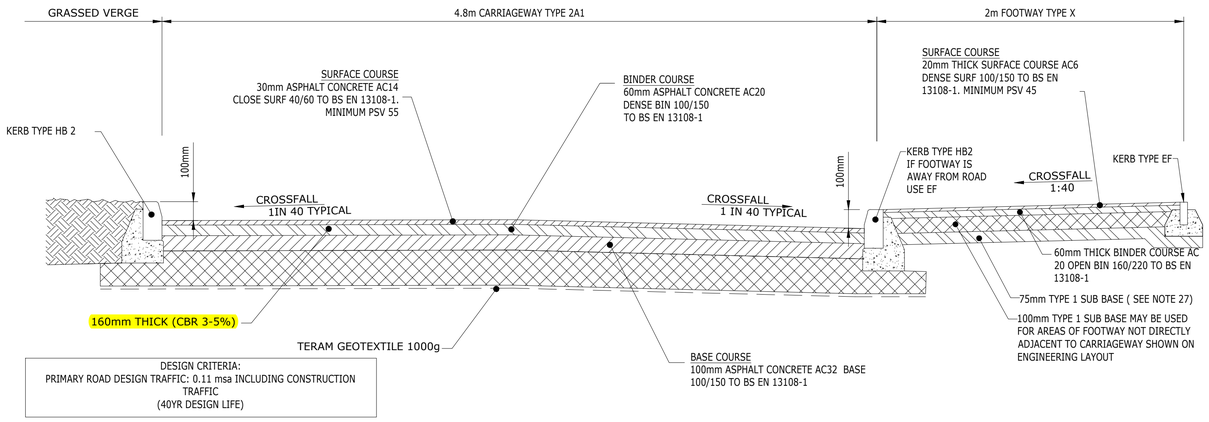
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ENGINEERING AND DRAINAGE LAYOUT

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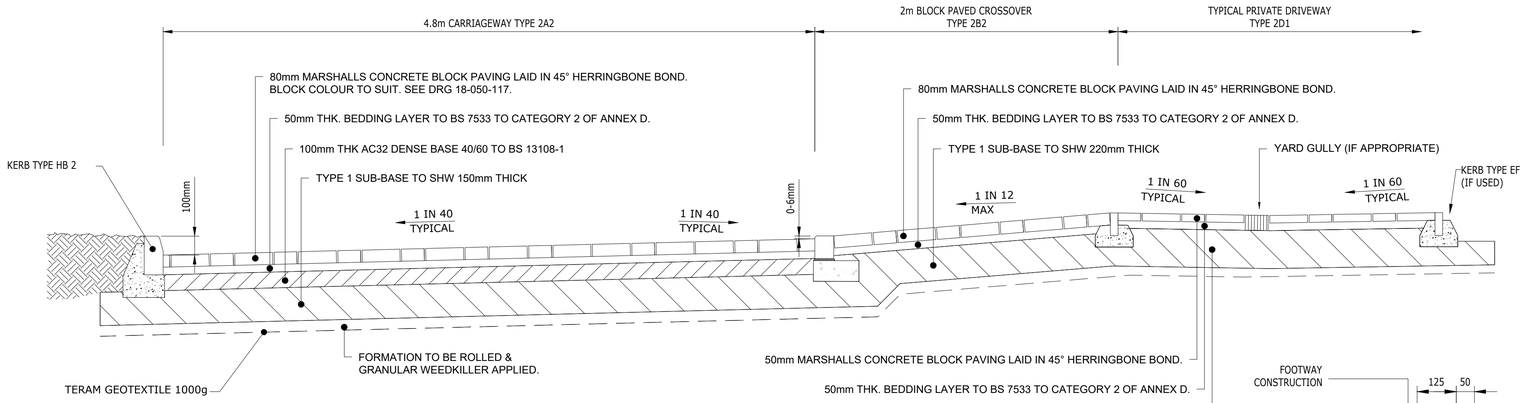
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Drawn	Checked	Approved
DC	ML	BAC
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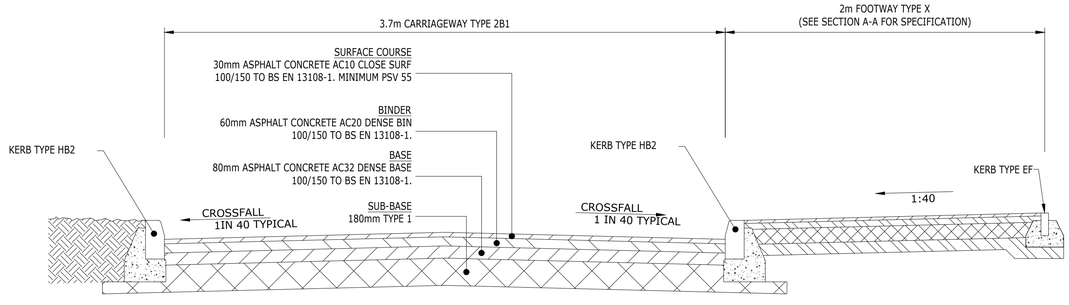
SECTION A-A PRIMARY ROAD - SECTION THROUGH FULL DEPTH FLEXIBLE CARRIAGEWAY AND FLEXIBLE FOOTWAY

PAVEMENT DETAIL 2A1 (CBR 3-5%) FOOTPATH DETAIL X



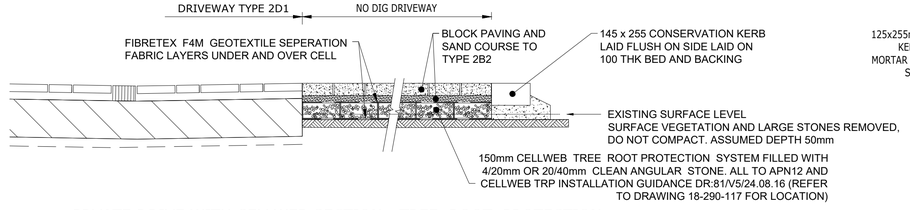
SECTION B-B PRIMARY ROAD - SECTION THROUGH BLOCK PAVED ROAD AND BLOCK PAVED CROSSOVER LEADING TO BLOCK PAVED DRIVE

PAVEMENT DETAIL 2A2 (CBR 3-5%), BLOCK PAVED CROSSOVER 2B2 AND BLOCK PAVED DRIVE 2D1



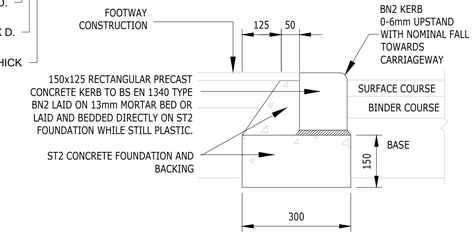
SECTION C-C ACCESS ROAD - SECTION THROUGH FLEXIBLE ROAD

PAVEMENT DETAIL 2B1 (CBR 3-5%)

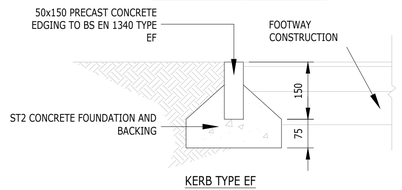


PRVATE DRIVE WITH CELLWEB SECTION - TREE ROOT PROTECTION

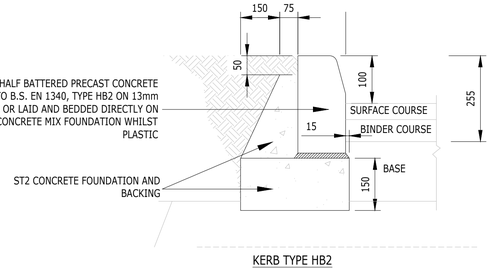
BLOCK PAVED SURFACE AS TYPE 2B2



KERB TYPE BN2/ (DROPPED KERB)



KERB TYPE EF



KERB TYPE HB2

NOTES

1. DO NOT SCALE FROM THIS DRAWING, REFER TO FIGURED DIMENSIONS ONLY.
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3. COMPACTION OF ALL BITUMINOUS MATERIAL SHALL BE TO BS EN 594987
4. ALL SURFACING MATERIAL TO BE LAID BY AN EXPERIENCED SURFACING CONTRACTOR.
5. KERB UP STANDS AT PEDESTRIAN, TACTILE AND VEHICULAR CROSSINGS ARE TO BE IN ACCORDANCE WITH THE EXTERNAL WORKS LAYOUT DRAWINGS 18-290-111.
6.SURFACE COURSE SHALL NOT BE TRAFFICKED FOR 24 HOURS.
7. NAME, ADDRESS AND CONTACT OF MATERIAL SUPPLIERS BATCHING PLANT SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL.
8. COPIES OF ORDER SHALL BE MADE AVAILABLE TO THE ENGINEER.
9. COPIES OF DELIVERY TICKETS AND RECORDS OF WHERE MATERIALS ARE LAID.
10. CERTIFICATION SHALL BE PROVIDED OF DELIVERY TEMPERATURES AND ROLLING TEMPERATURES.
11. DIP MEASUREMENTS FOR THICKNESS OF SURFACING COURSE SHALL BE MADE AVAILABLE TO ENGINEER.
12. WITH SUB-BASE MATERIAL PARTICULAR ATTENTION SHALL BE PAID TO PLACING AND COMPACTING TO ACHIEVE MAXIMUM DENSITY.
13. IF APPROVED GRADED HARDCORE SHALL BE BLINDED WITH TYPE 1 OR TYPE 2 MATERIAL PRIOR TO LAYING BINDER COURSE IN ORDER TO PROVIDE A WELL COMPACTED, CLOSED EVEN SURFACE TO THE REQUIRED LEVELS AND FALL.
14. FULL GEOTECHNICAL REPORT IS AVAILABLE FOR INSPECTION UPON REQUEST.
15. THE CONTRACTOR SHALL CONFIRM AT HIS OWN EXPENSE THE 'CBR' VALUE ALONG THE CARRIAGEWAY ROUTE AT 30m CENTRES. THE CONTRACTOR IS TO LIAISE WITH THE ENGINEER IF THERE IS ANY DISCREPANCY.
16. THE HIGHWAY CONSTRUCTION MAKEUP SHOWN ON THIS DRAWING IS BASED UPON A DESIGN 'CBR' VALUE OF 3-5%. THE CONTRACTOR SHALL CONFIRM AT HIS OWN EXPENSE THE 'CBR' VALUE ALONG THE CARRIAGEWAY ROUTE. THE CONTRACTOR IS TO LIAISE WITH THE HIGHWAY ENGINEER IF THERE IS ANY DISCREPANCY. SHOULD THE SUB-GRADE HAVE A CBR VALUE OF LESS THAN 5%, THE REVISED SUB-BASE AND CAPPING MATERIAL THICKNESS WILL BE REQUIRED AS PER TABLE
17. ANY SOFT SPOTS ARE TO BE REMOVED AND REPLACED WITH CLASS 6F2 OR MATERIAL APPROVED BY THE ENGINEER.
18. GRATINGS AND FRAMES TO BE NON-ROCKING AND CAST IRON TO BS EN 124 CLASS D400 GRATINGS. GRATINGS AND FRAMES TO BE RAISED ON EPOXY MORTAR. MINIMUM AREA OF WATERWAY TO BE 900CM2, MINIMUM FRAME DEPTH 150MM. GRATINGS MUST NOT HAVE LONGITUDINAL SLOTS CAPABLE OF ARRESTING A CYCLE WHEEL.
19. AN ALTERNATIVE TO PRECAST GULLY POTS ARE BRICK, SECTIONAL PRECAST CONCRETE CATCHPITS OR PLASTIC GULLY POTS OF APPROVED MANUFACTURER. HOWEVER IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN APPROVAL FOR THE USE OF SUCH ITEMS SHOULD HE WISH TO DO SO.
20. THE MINIMUM DEPTH FROM THE TOP OF THE GULLY OUTLET IS TO BE 750MM WHEN THE CONNECTING PIPE IS UNDER A CARRIAGEWAY OR A HARD SHOULDER AND 600MM ELSEWHERE.
21. ALL SLABS SHOULD BE LAID TO ALIGN THE DOMES IN IN THE DIRECTION OF TRAVEL TO THE OPPOSITE CROSSING POINT.
22. BLISTER PAVING SLABS SHALL BE CUT NO SMALLER THAN HALF SIZE AND LAID WITH STAGGERED JOINTS WHEN NECESSARY.
23. ALL MATERIAL TESTING TO BE CARRIED OUT BY CONTACTOR UNDER THE DIRECTION OF OCC ENGINEER/ SITE INSPECTOR. A COPY OF ALL SAMPLING AND TEST CERTIFICATES SHALL BE PROVIDED TO ENGINEER WHEN AVAILABLE.
24. WHERE THE WIDTH OF FULL DEPTH CONSTRUCTION IS LESS THAN 600mm CONSTRUCTION LAYERS BELOW SURFACING SHALL BE REPLACED WITH S4 CONCRETE 50 SLUMP.
25. IN THE EVENT THAT INSITU TESTING CONFIRMS THAT CBR'S ARE LESS THAN 2.5% REFER TO ENGINEER FOR APPROPRIATE ACTION TO STABILISE OR REINFORCE THE GROUND.
26. IF SUB GRADE IS FROST SUCEPTIBLE THEN THE NON FROST SUSCEPTIBLE FOUNDATION MUST NOT BE LESS THAN 350mm THICK (TBC).
27. TYPE 1 SUB BASE USED UNDER FOOTWAY INCLUDING EF EDGING TO ATTAIN CBR OF 20% (MIN).

FOR CONSTRUCTION
SUBJECT TO APPROVAL

Rev	Amendments	Drn	Chk	App	Date
B	CONSTRUCTION ISSUE	LG	JHM	JHM	27.08.20
A	PERMEABLE BLOCK PAVING OPTION ADDED	JK	SW	JHM	12.06.20

ODYSSEY
Odyssey House
Unit 3 Winchester Hill Business Park
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Southampton SO51 7UT
Telephone: 01256 331144
Fax: 01256 331134
E: enquiries@odysseymarkides.com
W: www.odysseymarkides.com

Job Title
ALLINGTON LANE
FAIR OAK

Drawing Title
ROAD CONSTRUCTION
DETAILS SHEET 1 OF 2

Client
Linden HOMES

Scale	Date	Designed
NTS	JUN 2019	ML
Drawn	Checked	Approved
ML	JHM	JHM
Job No	Drawing No	Rev
18-290	18-290-115	B

C:\Users\chris\OneDrive\Desktop\10-Allington 2\OUTGOING\2020-08-28 Construction issue\18-290-115B - Road Construction Details Sheet 1 of 2.dwg

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE MANUAL FOR CONTRACT DRAWINGS, VOLUME 1, SPECIFICATION FOR HIGHWAY WORKS, HAMPSHIRE COUNTY COUNCIL SPECIFICATION "SEWERS FOR ADOPTION 6TH EDITION - A DESIGN GUIDE FOR DEVELOPERS AND ALL OTHER RELATED DRAWINGS ISSUED.

2. IF THERE IS ANY AMBIGUITY BETWEEN THE SPECIFICATION AND THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER.

3. LOCATIONS WHERE CAPPING IS REQUIRED ARE SHOWN ON SCHEDULE 2: PERMITTED CONSTRUCTION MATERIALS.

4. CONTRACTOR TO CONFIRM THE CBR VALUES AT 50 METRE INTERVALS TO INFORM CONSTRUCTION THICKNESSES.

5 SHOULD THE SUB-GRADE HAVE AN EQUILIBRUIM CBR THICKNESS OF LESS THAN 5%, ADDITIONAL CAPPING MATERIAL WILL BE REQUIRED UNDER NEW CARRIAGEWAY AT THE THICKNESS SHOWN IN THE TABLE BELOW AND IN AGREEMENT WITH THE ENGINEER.

EQUILIBRIUM CBR VALUE SUB BASE THICKNESS	CAPPING THICKNESS	
<2%	600mm	150mm
2-5%	350mm	150mm
5-15%	-	225mm
15-30%	-	150mm

6. PERMITTED CLASSES OF CAPPING LAYERING MATERIAL ARE 6F1-6F5.

7. IN CUTTINGS AND EMBANKMENTS THE PROCEDURE TO BE ADOPTED FOR CONSTRUCTION OF CAPPING IS AS SET OUT IN CLAUSES 613.11 AND 613.12 RESPECTIVELY.

8. THE CONTRACTOR, WHEN REQUESTED BY THE OVERSEEING ORGANISATION, SHALL DEMONSTRATE THE METHODS, EQUIPMENT AND MATERIALS HE INTENDS TO USE IN THE PREPARATION AND SURFACE TREATMENT OF THE SUB-FORMATION AND FORMATION IN AREAS SPECIFIED BY THE OVERSEEING ORGANISATION.

9. FOR DETAILED CARRIAGEWAY CROSS FALLS REFER TO THE SETTING OUT DOCUMENT TO BE ISSUED AT CONSTRUCTION STAGE.

10. TOPSOILING SPECIFICATION

10.1 GRADING SUBSOIL

GENERAL: GRADE TO SMOOTH FLOWING CONTOURS TO ACHIEVE SPECIFIED FINISHED LEVELS OF TOPSOIL. AREAS OF THICKER TOPSOIL: EXCAVATE LOCALLY.

10.2 SURPLUS TOPSOIL TO BE RETAINED

GENERALLY: SPREAD AND LEVEL ON SITE. LOCATIONS: ANY AREAS WHERE TOPSOIL IS REQUIRED FOR NEW PLANTING. PROTECTED AREAS: DO NOT RAISE SOIL LEVEL WITHIN ROOT SPREAD OF TREES THAT ARE TO BE RETAINED.

10.3 IMPORTED TOPSOIL TO BS 3882 IF NECESSARY AND APPROVED

QUANTITY: PROVIDE AS NECESSARY TO MAKE UP ANY DEFICIENCY OF TOPSOIL EXISTING ON SITE AND TO COMPLETE THE WORK. STANDARD: TO BS 3882. GRADE: GENERAL PURPOSE. SOURCE: SUBMIT PROPOSALS. TEXTURE: TO MATCH EXISTING. PH: TO MATCH EXISTING. SCREENING: NOT NECESSARY UNLESS AGREED BY OVERSEEING ORGANIZATION. FREE FROM WEED SEEDS, ROOTS OF PERENNIAL WEEDS, STICKS, SUBSOIL, FOREIGN MATTER AND TOXIC MATERIALS. SUBMIT: DECLARATION OF ANALYSIS INCLUDING INFORMATION DETAILING EACH OF THE RELEVANT PARAMETERS GIVEN IN BS 3882, CLAUSE 6 AND TABLE 2. ADDITIONAL ANALYSES: NOT REQUIRED.

10.4 PREPARATION OF UNDISTURBED TOPSOIL ON SITE:

STANDARD: IN ACCORDANCE WITH BS 4428 GRADING AND CULTIVATION: ITO SUIT CULTIVATION OPERATIONS SPECIFIED IN CLAUSE 14.14]. HARD GROUND: BREAK UP THOROUGHLY. CLEARING: REMOVE VISIBLE ROOTS AND LARGE STONES WITH A DIAMETER GREATER THAN 50mm. AREAS COVERED WITH TURF OR THICK SWARD: PLOUGH OR DIG OVER TO FULL DEPTH OF TOPSOIL. FALLOW PERIOD (MINIMUM): ONE MONTH. WEED CONTROL: AT APPROPRIATE TIMES [TREAT WITH A SUITABLE TRANSLOCATED NONRESIDUAL HERBICIDE]. SUBMIT: DECLARATION OF ANALYSIS TO CLAUSE Q28 300A, INCLUDING INFORMATION ON ANY REMEDIAL ACTION REQUIRED / UNDERTAKEN, TO THE LANDSCAPE ARCHITECT NO LATER THAN 14 DAYS PRIOR TO UNDERTAKING ANY PLANTING WORKS.

10.5 PEAT.

PEAT OR PRODUCTS CONTAINING PEAT: DO NOT USE.

10.6 SAMPLE LOAD OF IMPORTED TOPSOIL

GENERAL: DELIVER TO SITE A SAMPLE LOAD OF NOT LESS THAN 5m³. GIVE NOTICE: ALLOW INSPECTION BEFORE MAKING FURTHER DELIVERIES TO SITE. RETAIN FOR COMPARISON WITH SUBSEQUENT LOADS. NOTICE PERIOD: 5 DAYS.

10.7 CONTAMINATION

GENERAL: DO NOT USE TOPSOIL CONTAMINATED WITH SUBSOIL, RUBBISH OR OTHER MATERIALS THAT ARE: CORROSIVE, EXPLOSIVE OR FLAMMABLE. HAZARDOUS TO HUMAN OR ANIMAL LIFE, DETRIMENTAL TO HEALTHY PLANT GROWTH. SUBSOIL: IN AREAS TO RECEIVE TOPSOIL, DO NOT USE SUBSOIL CONTAMINATED WITH THE ABOVE MATERIALS. GIVE NOTICE: IF ANY EVIDENCE OR SYMPTOMS OF SOIL CONTAMINATION ARE DISCOVERED ON THE SITE OR IN TOPSOIL TO BE IMPORTED.

10.8 TOPSOIL STORAGE HEAPS

LOCATION: TO BE AGREED. HEIGHT (MAXIMUM): 2.0m. WIDTH (MAXIMUM): 10.0m. PROTECTION: DO NOT PLACE ANY OTHER MATERIAL ON TOP OF STORAGE HEAPS. DO NOT ALLOW CONSTRUCTION PLANT TO PASS OVER STORAGE HEAPS. PREVENT COMPACTION AND CONTAMINATION, BY FENCING AND COVERING AS APPROPRIATE.

10.9 PROTECTION OF STOCKPILES

ERECT HIGH VISIBILITY FENCING TO AN OVERALL MINIMUM HEIGHT OF 1m AT A DISTANCE OF 1M FROM THE TOE OF THE STOCKPILE MOUND. MAINTAIN THE FENCE FOR THE DURATION OF THE WORKS. ENSURE THAT THE STOCKPILED TOPSOIL IS PROTECTED FROM TRAFFICKING BY MECHANICAL PLANT AND MACHINERY AND IS KEPT FREE FROM CONTAMINATION OF ANY TYPE, SUCH AS DIESEL, OIL OR PETROL SPILLAGE, RUBBLE, LITTER, TOPSOIL AND/OR SUBSOIL, ETC.

10.10 HANDLING TOPSOIL

AGGRESSIVE WEEDS: GIVE NOTICE AND OBTAIN INSTRUCTIONS BEFORE MOVING TOPSOIL. PLANT: SELECT AND USE PLANT TO MINIMISE DISTURBANCE, TRAFFICKING AND COMPACTION. CONTAMINATION: DO NOT MIX TOPSOIL WITH: SUBSOIL, STONE, HARDCORE, RUBBISH OR MATERIAL FROM DEMOLITION WORK. OTHER GRADES OF TOPSOIL. MULTIPLE HANDLING: KEEP TO A MINIMUM. USE OR STOCKPILE TOPSOIL IMMEDIATELY AFTER STRIPPING. WET CONDITIONS: HANDLE TOPSOIL IN THE DRIEST CONDITION POSSIBLE. DO NOT HANDLE DURING OR AFTER HEAVY RAINFALL OR WHEN IT IS WETTER THAN THE PLASTIC LIMIT AS DEFINED BY BS 3882, ANNEX N2.

10.11 SPREADING TOPSOIL

TEMPORARY ROADS/SURFACING: REMOVE BEFORE SPREADING TOPSOIL. LAYERS: - DEPTH (MAXIMUM): 150mm. GENTLY FIRM EACH LAYER BEFORE SPREADING THE NEXT. DEPTHS AFTER FIRMING AND SETTLEMENT (MINIMUM): 150 - 200mm MINIMUM FOR GRASSED AREAS. CRUMB STRUCTURE: DO NOT COMPACT TOPSOIL. PRESERVE A FRIABLE TEXTURE OF SEPARATE VISIBLE CRUMBS WHEREVER POSSIBLE.

10.12 FINISHED LEVELS OF TOPSOIL AFTER SETTLEMENT

ABOVE ADJOINING PAVING OR KERBS: 25mm WITHIN ROOT SPREAD OF EXISTING TREES: UNCHANGED. ADJOINING SOIL AREAS: MARRY IN. THICKNESS OF TURF OR MULCH: INCLUDED.

11. FOR TOPSOIL AND SEEDING SPECIFICATION THE CONTRACTOR SHALL CLARIFY THE SPECIFICATIONS SHOWN ON THIS DRAWING AGAINST THE LATEST DETAILS ISSUED BY THE LANDSCAPE ARCHITECT. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

12. SEEDING SPECIFICATION, SEE NOTE 12.1 - 12.8

TO BE READ WITH ENGINEERS SPECIFICATION FOR HIGHWAYS WORKS

GENERAL INFORMATION/REQUIREMENTS

12.1 SEEDED AREAS

GROWTH AND DEVELOPMENT: HEALTHY, VIGOROUS GRASS SWARD, FREE FROM THE VISIBLE EFFECTS OF PESTS, WEEDS AND DISEASE. APPEARANCE: A CLOSELY KNIT, CONTINUOUS GROUND COVER OF EVEN DENSITY, HEIGHT AND COLOUR.

12.2 CLIMATIC CONDITIONS

GENERAL: CARRY OUT THE WORK WHILE SOIL AND WEATHER CONDITIONS ARE SUITABLE.

12.3 WATERING

THE CONTRACTOR IS TO SATISFY HIMSELF THAT A SUPPLY EXISTS ON OR ADJACENT TO THE SITE WHICH IS AVAILABLE AND IS TO MAKE ALL ARRANGEMENTS FOR ITS USE. IN THE CASE OF NO SUCH SUPPLY BEING PRESENT, THE CONTRACTOR IS TO FIND ALTERNATIVE ARRANGEMENTS FOR THE DELIVERY OF WATER TO SITE. QUANTITY: WET FULL DEPTH OF TOPSOIL. APPLICATION: EVEN AND WITHOUT DISPLACING SEED, SEEDLINGS OR SOIL. FREQUENCY: AS NECESSARY TO ENSURE THE ESTABLISHMENT AND CONTINUED THRIVING OF ALL SEEDING/TURFING.

12.4 WATER RESTRICTIONS

TIMING: IF WATER SUPPLY IS OR IS LIKELY TO BE RESTRICTED BY EMERGENCY LEGISLATION DO NOT CARRY OUT SEEDING UNTIL INSTRUCTED. IF SEEDING HAS BEEN CARRIED OUT, OBTAIN INSTRUCTIONS ON WATERING. INFORM CA IMMEDIATELY OF WATER RESTRICTIONS. ASCERTAIN AVAILABILITY AND ADDITIONAL COST OF SECOND CLASS WATER FROM A SEWAGE WORKS OR OTHER APPROVED SOURCE.

12.5 NOTICE

GIVE NOTICE BEFORE:- SETTING OUT. - APPLYING HERBICIDE. - APPLYING FERTILISER. - PREPARING SEED BED. - SEEDING. VISITING SITE DURING MAINTENANCE PERIOD. PERIOD OF NOTICE: 1 WEEK.

12.6 SETTING OUT

BOUNDARIES: MARK CLEARLY BOUNDARIES OF AREAS TO BE SEEDED.

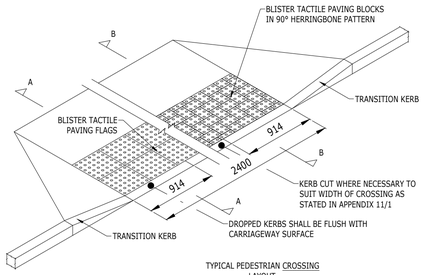
12.7 CHEMICALS GENERALLY

THE CONTRACTOR SHALL PROVIDE THE CA WITH A LIST OF CHEMICALS HE PROPOSES TO USE PRIOR TO USE OF ANY CHEMICALS. CHEMICALS SHALL NOT BE TOXIC TO HUMAN BEINGS, BIRDS OR ANIMALS OR ENVIRONMENTALLY DAMAGING WHEN APPLIED AS RECOMMENDED BY THE MANUFACTURERS. OBSERVE ALL PRECAUTIONS RECOMMENDED BY THE MANUFACTURER. CONTAINERS SHALL BE REMOVED FROM SITE IMMEDIATELY THEY HAVE BEEN EMPTIED OR ARE NO LONGER IN USE. ALL CHEMICALS MUST BE STORED IN A SECURE, DRY COMPOUND AND IN ACCORDANCE WITH THE MANUFACTURERS REQUIREMENTS DURING THE CONTRACT PERIOD AND DURING THE MAINTENANCE PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY THE USE OF CHEMICALS BOTH WITHIN THE AREA OF WORKS AND ANY SURROUNDING AREA.

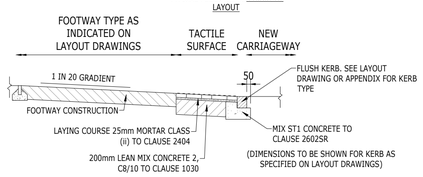
12.8 PREPARATION

HERBICIDE FOR ALL GRASSED AREAS

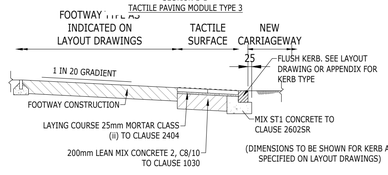
TYPE: SUITABLE FOR SUPPRESSING PERENNIAL WEEDS. TIMING: ALLOW FALLOW PERIOD BEFORE CULTIVATION. DURATION: AS MANUFACTURER'S RECOMMENDATION.



TYPICAL PEDESTRIAN CROSSING LAYOUT

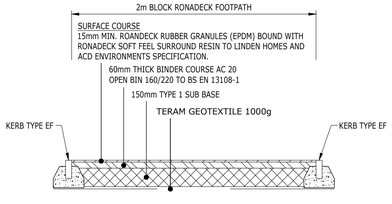


SECTION B-B
TACTILE PAVING MODULE TYPE 3

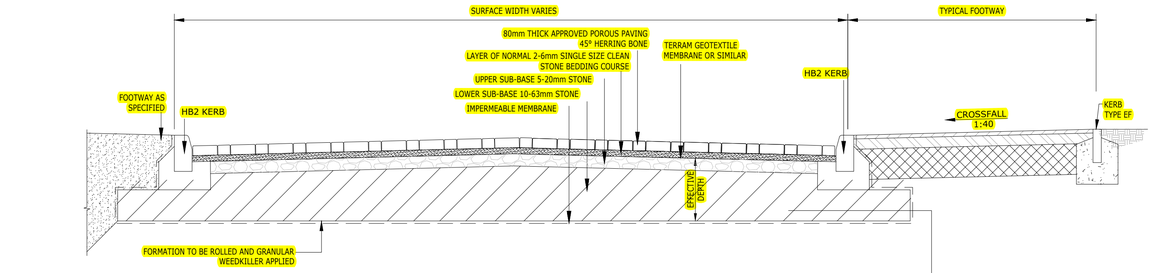


SECTION A-A
TACTILE PAVING MODULE TYPE 2

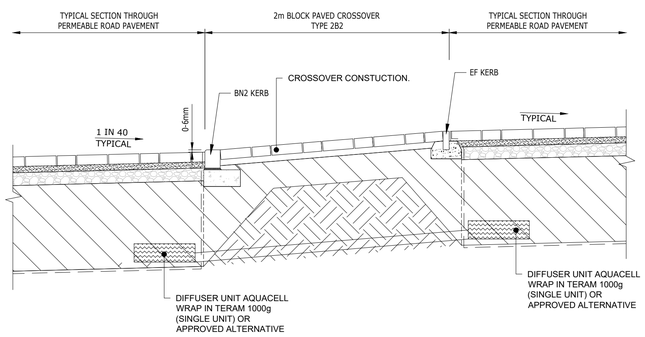
UNCONTROLLED PEDESTRIAN CROSSING



RONADECK FOOTPATH

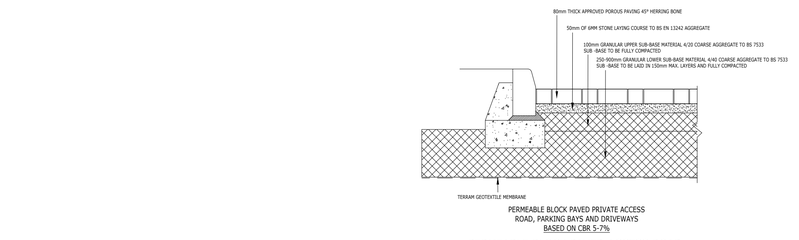


TYPICAL SECTION THROUGH PERMEABLE PAVEMENT
N.T.S.

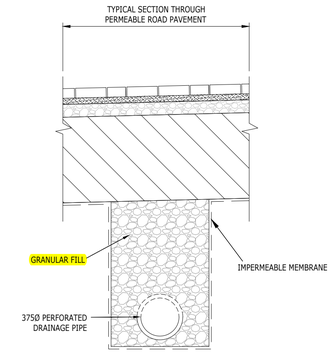


TYPICAL SECTION THROUGH CROSSOVER WITH DIFFUSER MODULE
REFER TO DRAINAGE LAYOUT DRAWINGS FOR LOCATION
N.T.S.

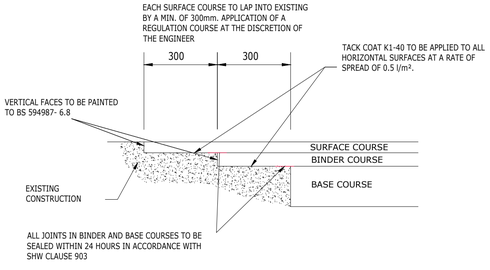
POROUS SHARED SURFACE ACCESS ROAD		
TYPICAL DESIGN BUILD-UP		
BASED ON CBR OF 5% OR GREATER		
80mm	APPROVED POROUS BLOCKS	
50mm	2-6mm SINGLE SIZE CLEAN CRUSHED STONE TO BSEN 13242	
	GEOTEXTILE	
100mm	UPPER SUB-BASE 5/20 STONE (OR 4/20 BS 7533)	
VARIES MIN 300mm MAX VARIES	LOWER SUB-BASE 10-63 STONE (OR 4/40 BS 7533)	EFFECTIVE DEPTH
	1 LAYER SC INTERGRID (NOT REQUIRED IF SOFT SPOTS REMOVED)	
	IMPERMEABLE GEO-MEMBRANE	
	SOFT SPOTS (<2%CBR) TO BE REPLACED WITH CAPPING MATERIAL	



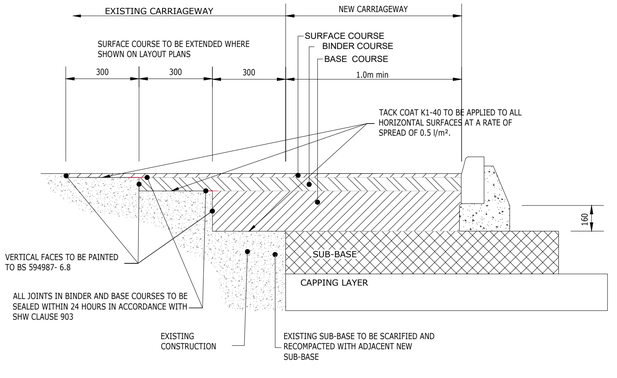
PERMEABLE BLOCK PAVED ACCESS ROAD



TYPICAL SECTION THROUGH PERFORATED PIPE
N.T.S.



TIE-IN DETAIL



EDGE CONSTRUCTION TIE-IN DETAIL

NOTES

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3. COMPACTION OF ALL BITUMINOUS MATERIAL SHALL BE TO BS EN 594987

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15. THE CONTRACTOR SHALL CONFIRM AT HIS OWN EXPENSE THE 'CBR' VALUE ALONG THE CARRIAGEWAY ROUTE AT 30m CENTRES. THE CONTRACTOR IS TO LIAISE WITH THE ENGINEER IF THERE IS ANY DISCREPANCY.

16. THE HIGHWAY CONSTRUCTION MAKEUP SHOWN ON THIS DRAWING IS BASED UPON A DESIGN 'CBR' VALUE OF 3-5%. THE CONTRACTOR SHALL CONFIRM AT HIS OWN EXPENSE THE 'CBR' VALUE ALONG THE CARRIAGEWAY ROUTE. THE CONTRACTOR IS TO LIAISE WITH THE HIGHWAY ENGINEER IF THERE IS ANY DISCREPANCY. SHOULD THE SUB-GRADE HAVE A CBR VALUE OF LESS THAN 5%, THE REVISED SUB-BASE AND CAPPING MATERIAL THICKNESS WILL BE REQUIRED AS PER TABLE

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21. ALL SLABS SHOULD BE LAID TO ALIGN THE DOMES IN IN THE DIRECTION OF TRAVEL TO THE OPPOSITE CROSSING POINT.

22. BLISTER PAVING SLABS SHALL BE CUT NO SMALLER THAN HALF SIZE AND LAID WITH STAGGERED JOINTS WHEN NECESSARY.

23. ALL MATERIAL TESTING TO BE CARRIED OUT BY CONTACTOR UNDER THE DIRECTION OF OCC ENGINEER/ SITE INSPECTOR. A COPY OF ALL SAMPLING AND TEST CERTIFICATES SHALL BE PROVIDED TO ENGINEER WHEN AVAILABLE.

24. WHERE THE WIDTH OF FULL DEPTH CONSTRUCTION IS LESS THAN 600mm CONSTRUCTION LAYERS BELOW SURFACING SHALL BE REPLACED WITH S4 CONCRETE 50 SLUMP.

25. IN THE EVENT THAT INSITU TESTING CONFIRMS THAT CBR'S ARE LESS THAN 2.5% REFER TO ENGINEER FOR APPROPRIATE ACTION TO STABILISE OR REINFORCE THE GROUND.

26. IF SUB GRADE IS FROST SUCEPTIBLE THEN THE NON FROST SUSCEPTIBLE FOUNDATION MUST NOT BE LESS THAN 350mm THICK (TBC).

27. TYPE 1 SUB BASE USED UNDER FOOTWAY INCLUDING EF EDGING TO ATTAIN CBR OF 20% (MIN).

FOR CONSTRUCTION
SUBJECT TO APPROVAL

Rev	Amendments	Drn	Chk	App	Date
A	CONSTRUCTION ISSUE	LG	JHM	JHM	27.08.20

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Job Title
ALLINGTON LANE
FAIR OAK

Drawing Title
ROAD CONSTRUCTION DETAILS
SHEET 2 OF 2

Client
Linden HOMES

Scale	Date	Designed
NTS	JULY 2019	ML
Drawn	Checked	Approved
ML	JHM	JHM
Job No	Drawing No	Rev
18-290	18-290-126	A

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