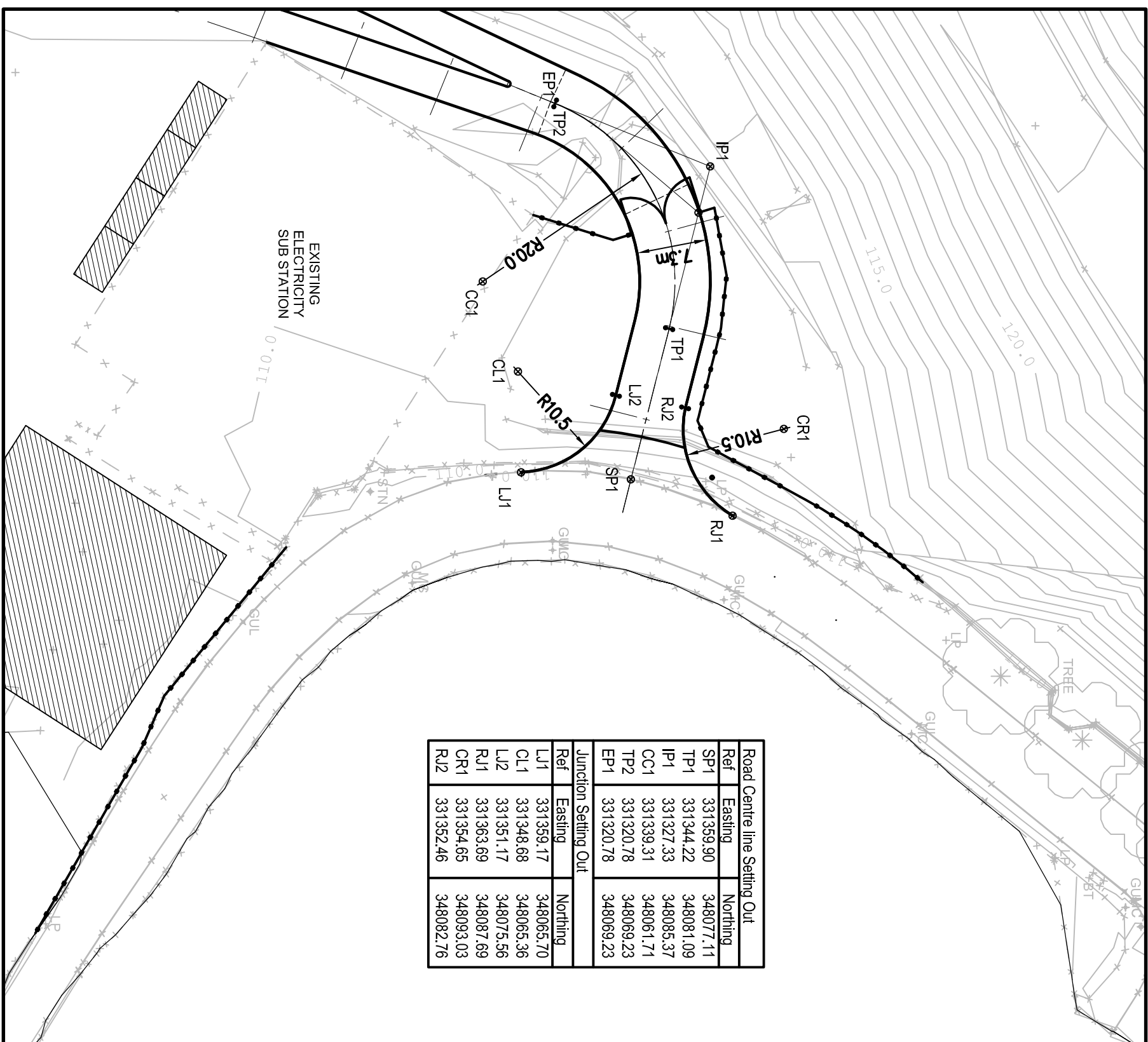
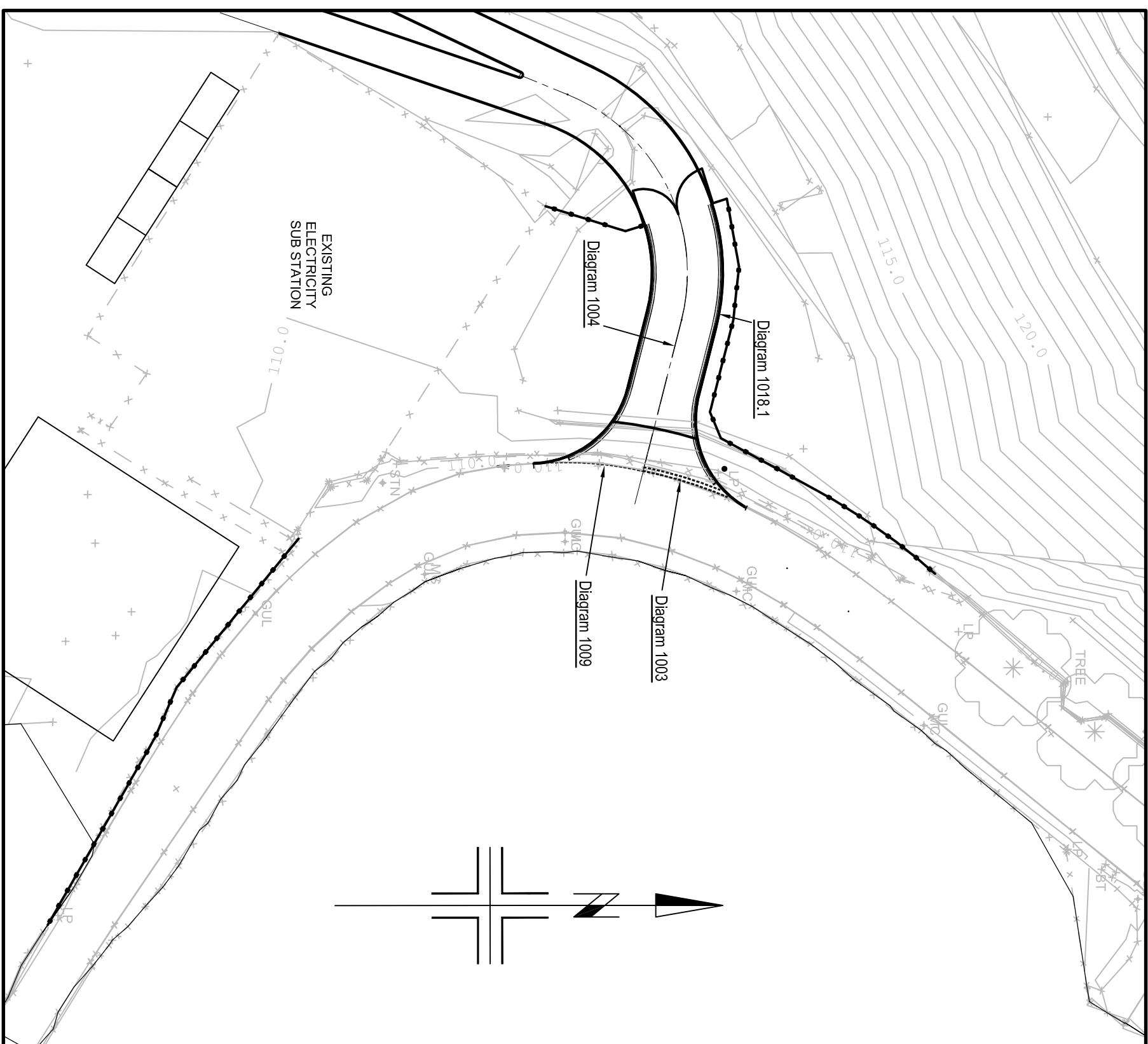
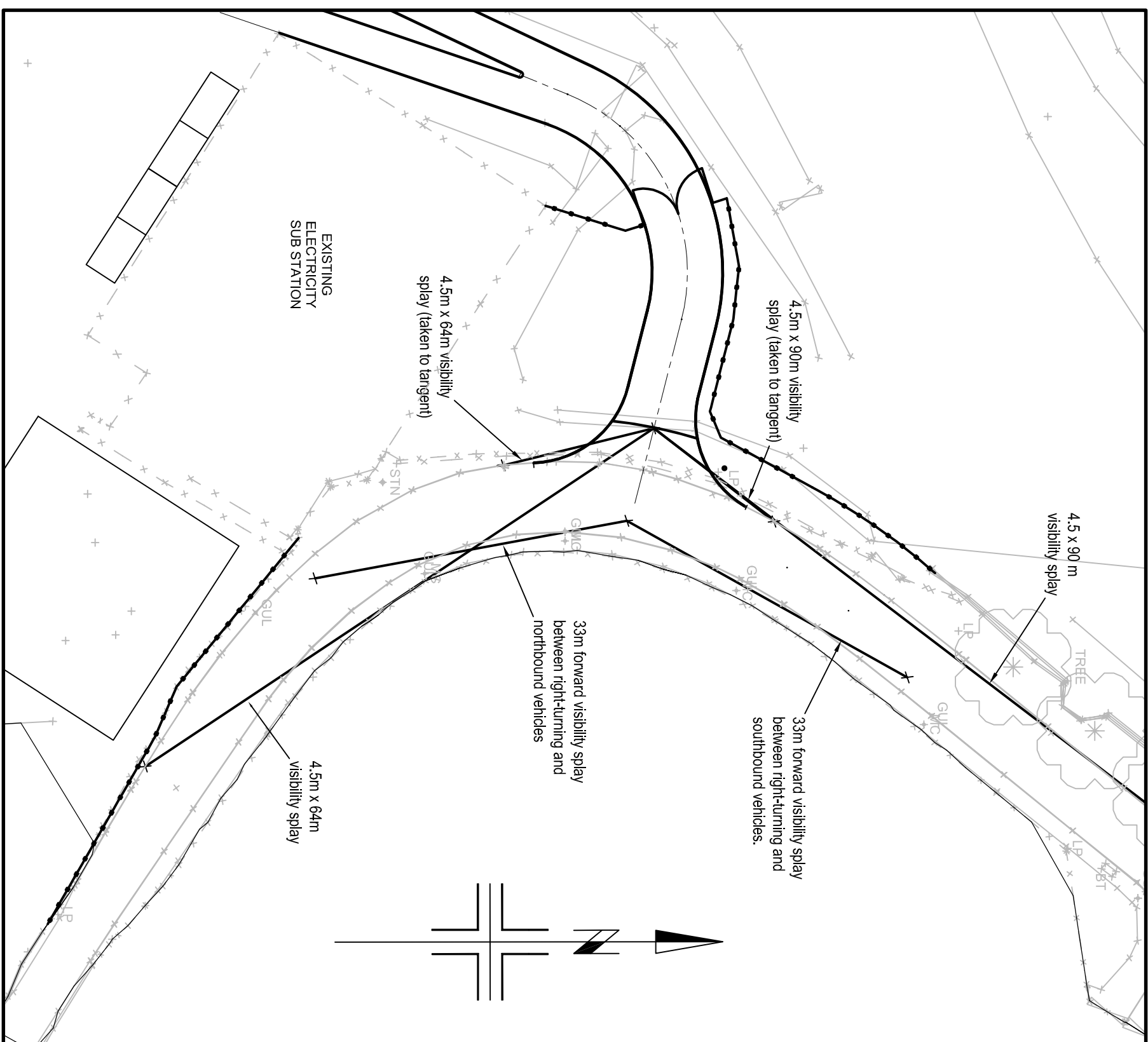
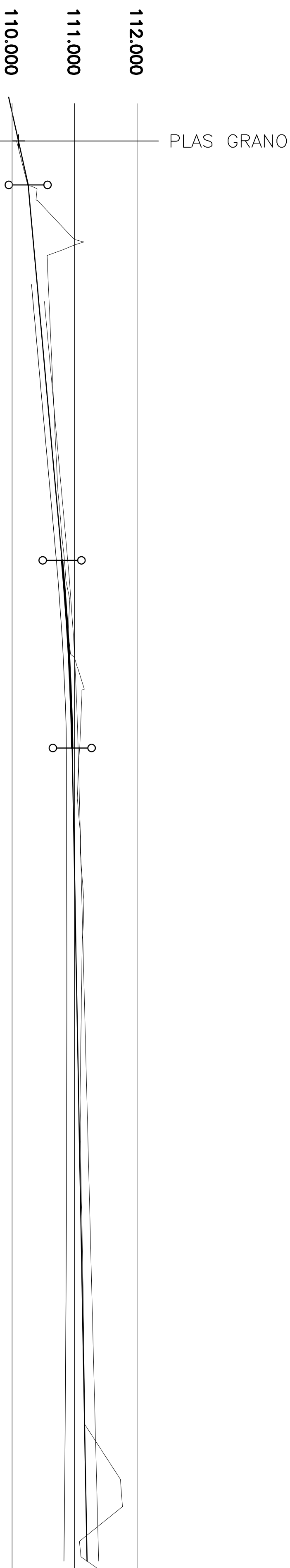




PROPOSED VEHICULAR ACCESS - VISIBILITY SPLAYS

Scale 1:500



PROP		DATUM		109.000	
CHAINAGE					
EXISTING GROUND LEVEL					
ALIGNMENT LEVEL					
VERTICAL ALIGNMENT					
HORIZONTAL ALIGNMENT					
LEFT HAND CHANNEL					
RIGHT HAND CHANNEL					

PROPOSED VEHICULAR ACCESS - VERTICAL SETTING OUT

Scale 1:250 Horizontal / 1:50 Vertical

This drawing is to be read in conjunction with all project drawings, specifications and relevant information. All dimensions are in millimetres (unless shown otherwise) and must be verified by the contractor prior to commencement. Any discrepancies are to be reported to PDC immediately. Do not scale - work to figured dimensions only. This drawing is protected by copyright and must not be used, except for the stated purpose, without written consent.

Notes

- 1) This drawing is not to be scaled.
- 2) The Contractor shall check all dimensions and levels on site.
- 3) Any surplus excavated material requiring disposal off-site should be taken to a suitably licensed land-fill site.
- 4) All materials (including sub-grade) within 450mm of the finished road surface shall be non-frost susceptible. Where the sub-grade occurs within 450mm of the finished road surface, it shall be tested for frost susceptibility. If it fails to be so, then in accordance with Clause 704 of the Specification for Highway Works, it shall be removed and replaced with suitable non-frost susceptible material.
- 5) Capping layer (or extended sub-base, whichever is applicable) thicknesses are to be determined from equilibrium laboratory CBR testing where the sub-grade has been exposed and weathered. In-situ testing may be carried out immediately after sub-grade is first exposed, providing that the stone capping / extended sub-base layer is then laid promptly following the testing procedure to avoid further exposure to the elements.
- 6) For design purposes a CBR value of 5% has been assumed.
- 7) All material/way markings to be laid in white reflective thermoplastic material unless otherwise specified.
- 8) While lifting and signage references shown on this drawing are taken from the Traffic Signs Regulations and General Directions 2002.
- 9) The type of materials and pre-cast setting out of markings and signage indicated is to be agreed on site with the Highway's Engineer.
- 10) All work to be carried out in accordance with the Specification for Highway Works.

11) Road Markings Schedule:

REFERENCE	MARK	GAP	LINE WIDTH	SPACING
	mm	mm	mm	mm
1003	600	300	200	500
1004	4000	2000	100	N/A
1009	600	300	100	N/A
1011a	N/A	N/A	100	100

Legend

- | | |
|--|--|
| <p>H22</p> <p>Proposed Type H22 kerb (Refer to detail provided)</p> | <p>Proposed Type H22 kerb (Refer to detail provided)</p> |
| <p>• LP</p> <p>Proposed Lamp column (Refer to detail provided).</p> | <p>Proposed Lamp column (Refer to detail provided).</p> |
| <p>—</p> <p>Proposed Palisade Fence.</p> | <p>Proposed Palisade Fence.</p> |
| <p>+ 110.87</p> <p>Indicative proposed levels within site.</p> | <p>Indicative proposed levels within site.</p> |
| <p>+ 108.81</p> <p>Approximate existing levels (contractor to confirm)</p> | <p>Approximate existing levels (contractor to confirm)</p> |



The Ley 55a Melrose Avenue Pedmore
Stourbridge West Midlands DY8 2LE

t. 01384 374046
f. 01384 440197

e. andy@pearce-design.co.uk

Project

Bersham Colliery Tip - Vehicular Access
Plas Grano Rd, Rhostyllen, Wrexham.

Drawing

Proposed Highway Modifications

Layouts

Client	Status
Bersham Glenside Limited	Approval

11-0153/203

Drawn	Authorised
RG	AP

October 2011

As Shown