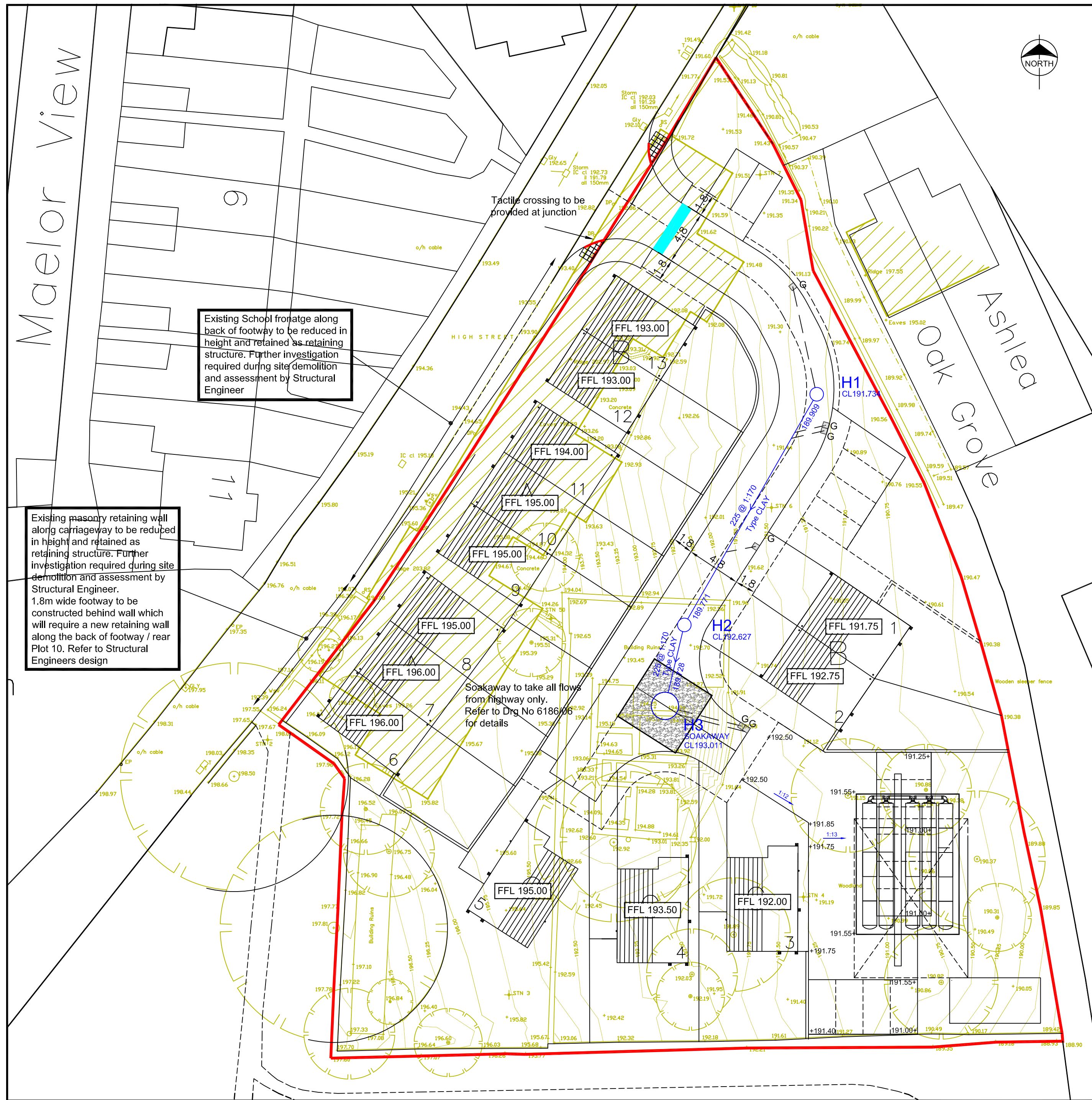


DO NOT SCALE

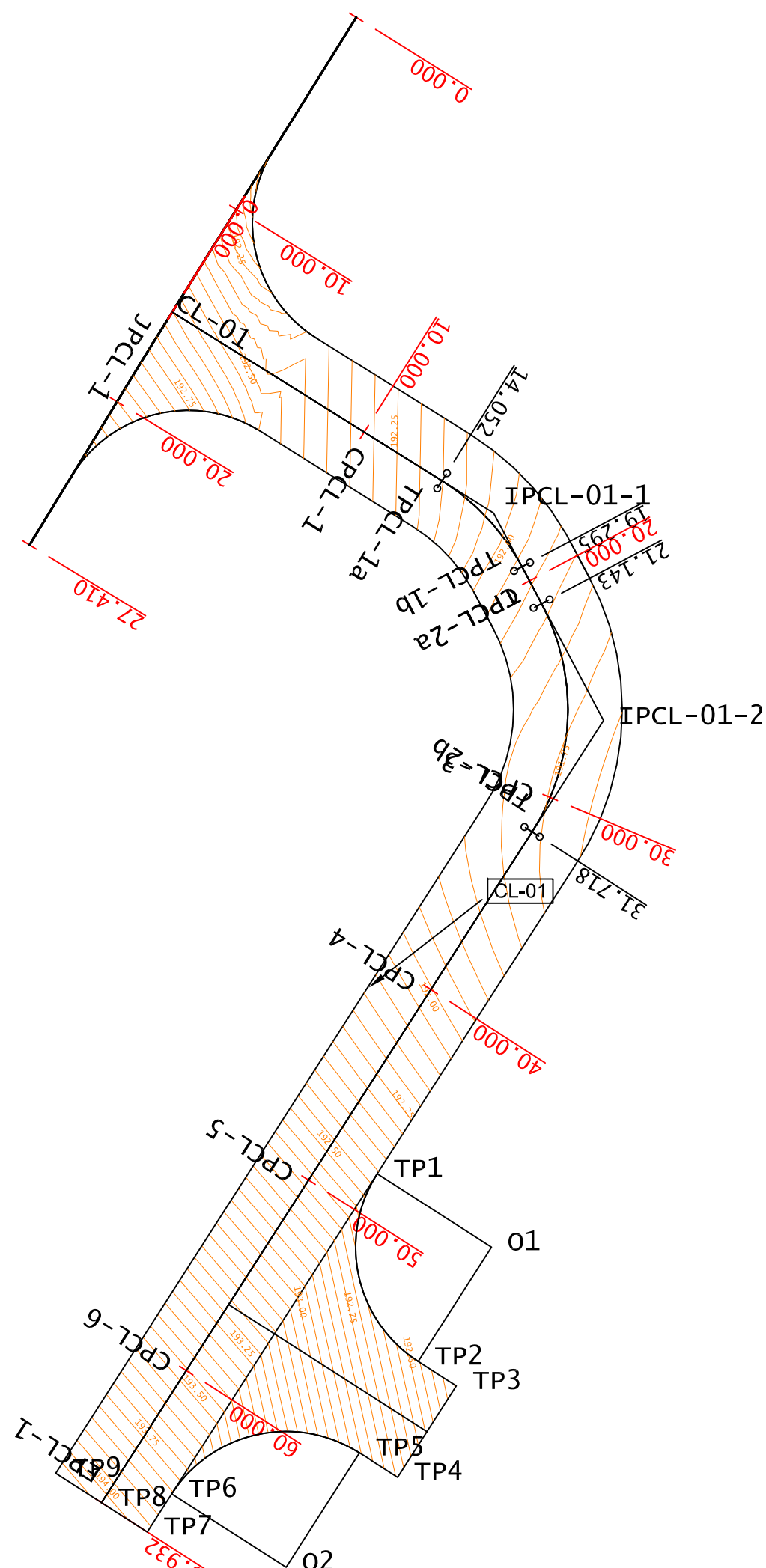


Highway Layout Plan

Scale 1:250

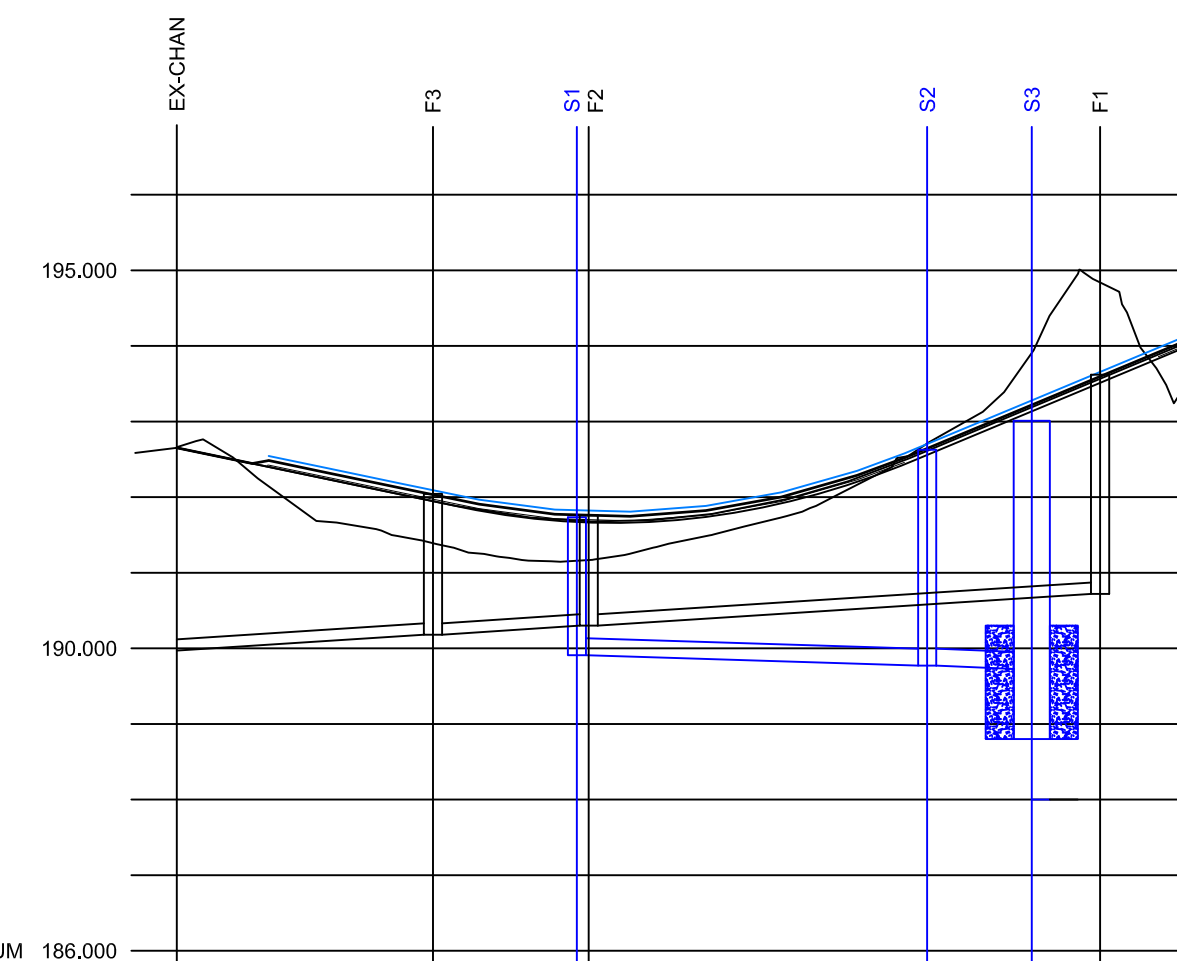
ALIGNMENT CL-01								
LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	ARC LENGTH	TANL
JPCL-1	0.000	329533.419	354064.535	10.000	122.04547	30.04303	5.243	2.684
CPCL-1	10.000	329541.896	354059.229		122.04547			
TPCL-1a	14.052	329545.330	354057.079		122.04547			
TPCL-1b	19.295	329548.861	354055.655		122.04547			
CPCL-2	20.000	329549.191	354052.661	10.000	152.08850	60.59170	10.575	5.843
TPCL-2a	21.143	329549.726	354051.651		152.08850			
IPCL-2	21.143	329552.461	354046.488		152.08850			
CPCL-3	30.000	329550.105	354043.090		212.68021			
TPCL-2b	31.718	329549.306	354041.571	10.000	212.68021	60.59170	10.575	5.843
CPCL-4	40.000	329544.834	354034.600		212.68021			
CPCL-5	50.000	329539.435	354026.183		212.68021			
CPCL-6	60.000	329534.035	354017.766		212.68021			
EPCL-1	66.932	329530.292	354011.931		212.68021			

TURNING HEAD DETAILS : CL-01 - LH Side								
Curve 1	E	N	Level	Radius				
Centre 01 :	329547.514	354023.220		6.000				
Start TP1:	329542.464	354026.461	192.459					
End TP2:	329544.274	354018.169	192.458					
Line 2	E	N	Level	Length				
Start TP2:	329544.274	354018.169	192.458					
End TP3:	329545.957	354017.090	192.292	2.000				
Line 3	E	N	Level	Length				
Start TP3:	329545.957	354017.090	192.292					
End TP4:	329543.366	354013.049	192.692	4.800				
Line 4	E	N	Level	Length				
Start TP4:	329543.366	354013.049	192.692					
End TP5:	329541.682	354014.129	192.858	2.000				
Curve 5	E	N	Level	Radius				
Centre 02 :	329538.443	354009.079		6.000				
Start TP5:	329541.682	354014.129	192.858					
End TP6:	329533.394	354012.321	193.858					
Line 6	E	N	Level	Length				
Start TP7:	329532.312	354010.635	194.025					
End TP8:	329530.292	354011.931	194.085	2.400				



Highway Setting Out

Scale 1:250



CL-01

CHAINAGE	0.000	5.988	6.076	10.000	14.052	16.945	18.843	18.945	21.143	25.000	28.945	31.718	35.000	40.000	45.000	48.131	48.842	56.553	60.000	64.930	66.932
EXISTING GROUND LEVEL	192.681		191.674			191.255		191.822		191.659	191.250		191.733		192.754		194.969	67.074	68.000	69.000	193.691
ALIGNMENT LEVEL	192.653		192.236		191.868		191.822	191.890	191.659	191.662	191.739	191.919	192.203	192.493	192.569		193.422	194.000		194.000	
VERTICAL ALIGNMENT	G= -4.167%		1: -24.0		KF= 2.40		L= 29.999		G= 8.333%		1: 12.0										
HORIZONTAL ALIGNMENT	R= 10.000		R= 10.000		R= 10.000		R= 10.000		R= 10.000		R= 10.000		R= 10.000		R= 10.000		R= 10.000		R= 10.000		
LEFT HAND CHANNEL		192.421	192.425	192.261	192.053	191.847	191.715	191.587	191.763	191.844	192.228	192.459	192.627	193.011	193.567	193.978	194.145	194.025	194.000	194.000	
RIGHT HAND CHANNEL		192.545	192.381	192.173	191.967	191.835	191.807	191.883	192.064	192.348	192.570	192.734	192.871	193.151	193.567	193.978	194.145	194.025	194.000	194.000	
STORMWATER COVER LEVEL							191.734	190.909	Pipe 1,000 Dia 225 Circular CLAY 1 in 170 23.409	189.771	Pipe 1,001 Dia 225 Circular CLAY 1 in 170 7.327	193.011	189.728	193.567	193.978	194.145	194.025	194.000	194.000	194.000	
STORMWATER INVERT																					
FOULWATER COVER LEVEL		192.042					191.739	190.301	Pipe 1,000 Dia 150 Circular CLAY 1 in 80 15.078	190.180	Pipe 1,001 Dia 150 Circular CLAY 1 in 80 5.713	190.301	Pipe 1,000 Dia 150 Circular CLAY 1 in 80 33.517	190.720	191.270	191.820	192.370	192.920	193.470	194.020	
FOULWATER INVERT																					

Longsection

Scale:
1:100 Vertical
1:500 Horizontal

Notes

- All works shall be to the satisfaction of the Highway Authority and to the specification of WCBC Supplementary Design Guide to Design Bulletin 32.
- A CBR of 5% has been assumed (on Geotechnical Engineers advice). If the subgrade material appears to be different from this the CBR value should be confirmed by the contractor on site in accordance with the specification. The minimum value of CBR shall then be used to determine the construction thicknesses for the capping and sub base layer
- Kerb references to BS 7263-3 : 2001
HB2 : 125 x 225 half battered
BN : 125 x 150 bullnosed
EF : 50 x 150 flat top edging
DL1 : left hand HB2 to BN dropper
DR1 : right hand HB2 to BN dropper
- HB2 kerbs to all carriageway edges unless otherwise noted.
- All bullnosed kerbs to have dropper kerbs either side for transition to half battered kerb.
- Flat top edgings to be installed at back of all footways unless otherwise noted
- Internal angles 125 x 225 HB to be used where appropriate.
- For radii of 12m or less, purpose made radii kerbs are to be used.

Coopers Drawing List:

- 6186/01 Proposed Drainage Layout
- 6186/02 Proposed Highway Layout and Levels
- 6186/03 Drainage Construction Details
- 6186/04 Highway Construction Details
- 6186/05 Hydrochamber Soakaway Details
- 6186/06 Highway Soakaway Details
- 6186/07 Section 38 Agreement Plan

TENDER



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High Street
Brymbo, Wrexham

Highway Layout

DRAWING NUMBER	6186/02	SCALE at A1	1:250	DATE	JUNE 2015	REVISION	A
DRAWN	PH	CHECKED	AJ				