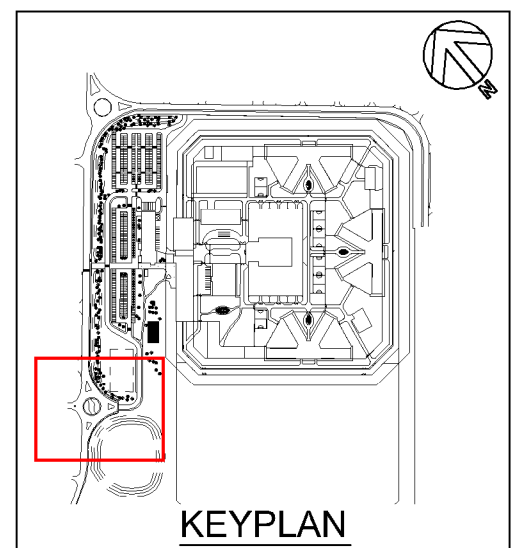




**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
Refer to the relevant Construction (Design and Management) documentation where applicable.  
It is assumed that all works on this drawing will be carried out by a competent contractor, working where appropriate to an approved method statement.

**LEGEND**

- PROPOSED PAVEMENT CONSTRUCTION
- PROPOSED FOOTPATH CONSTRUCTION
- PROPOSED CAR PARK EXPANSION AREA
- 01  $\phi$  SETTING OUT POINT
- 32.198 EXISTING LEVEL



| Revision | Description | Date |
|----------|-------------|------|
|----------|-------------|------|



|           |  |  |
|-----------|--|--|
| Designers |  |  |
|           |  |  |

|         |                                       |
|---------|---------------------------------------|
| Project | North Wales Prison                    |
| Title   | 099 SITE WIDE ACCESS ROAD SETTING OUT |

|                                                 |                       |
|-------------------------------------------------|-----------------------|
| DRAWING STATUS:                                 |                       |
| FOR INFORMATION                                 |                       |
| Project No.<br>060692-018                       | Scale & Size<br>1:250 |
| Drawing Identifier<br>NWP-CE-TPS-099-DR-XX-5001 | Revision<br>P01       |

THIS DRAWING IS FOR INFORMATION ONLY. DETAILS CONTAINED WITHIN ARE SUBJECT TO POSSIBLE CHANGE FOLLOWING DETAILED SITE WIDE DESIGN.

EXPANSION  
CAR PARK

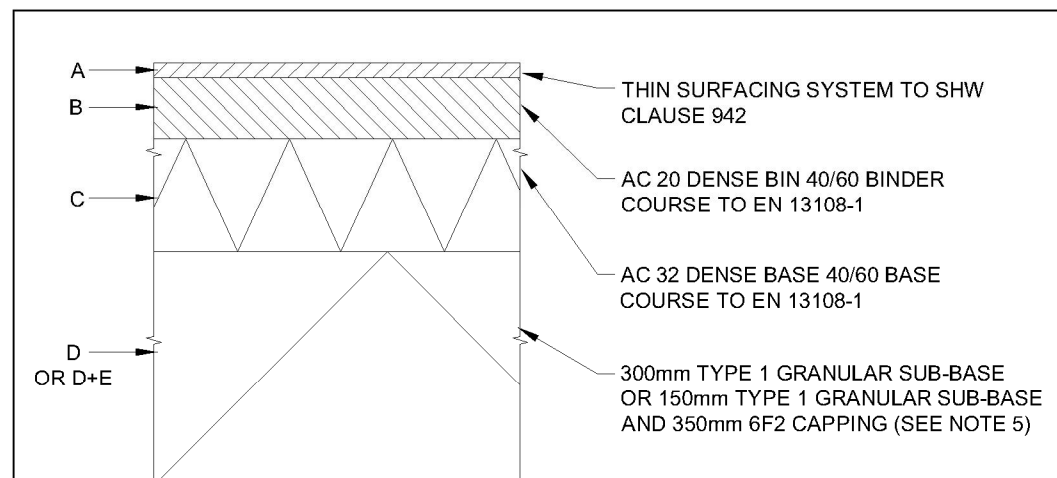
BRIDGE  
ROAD

IT IS UNKNOWN IF THE EXISTING PERIMETER DITCH AFFORDS DRAINAGE TO THE SITE, OR IS ONLY FOR ACCESS PREVENTION. TRENCH TO BE BACKFILLED WITH SELECTED SUITABLE EXCAVATED MATERIAL OR CAPPING IN 300mm MAX WELL COMPACTED LAYERS. ALTERNATIVELY 450 DIA CONCRETE PIPE WITH 150mm CONCRETE BED AND SURROUND TO BE INSTALLED AT BASE OF DITCH WITH CONCRETE BAGWORK HEADWALLS TO RETAIN DRAINAGE PROPERTIES. EXACT WORKS TO BE AGREED BASED UPON INSPECTION ON SITE. SEE NOTE 5.

EXISTING KERB TO BE BROKEN OUT

EXISTING GULLY TO BE RETAINED

4 No. WELSH WATER MAINS EXIST IN THIS AREA. EXACT LOCATION OR DEPTH IS NOT KNOWN. WELSH WATER TO BE CONTACTED AND APPROVAL TO PROCEED TO BE OBTAINED PRIOR TO COMMENCEMENT. POSSIBLE REQUIREMENT FOR LOWERING OR PROTECTING MAINS TO BE ALLOWED FOR.

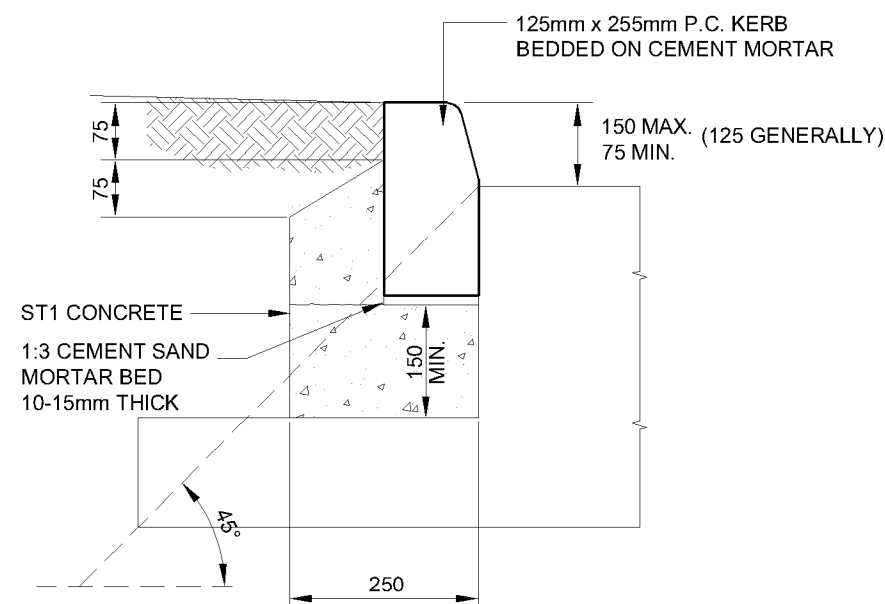


| MATERIAL                                     | ACCESS ROAD     |
|----------------------------------------------|-----------------|
| A THIN SURFACING SYSTEM TO SHW CLAUSE 942    | 30mm            |
| B AC 20 DENSE BIN 40/60                      | 80mm            |
| C AC 32 DENSE BASE 40/60                     | 150mm           |
| D TYPE 1 GRANULAR SUB-BASE                   | 420mm           |
| D+E TYPE 1 GRANULAR SUB-BASE AND 6F2 CAPPING | 320mm and 240mm |

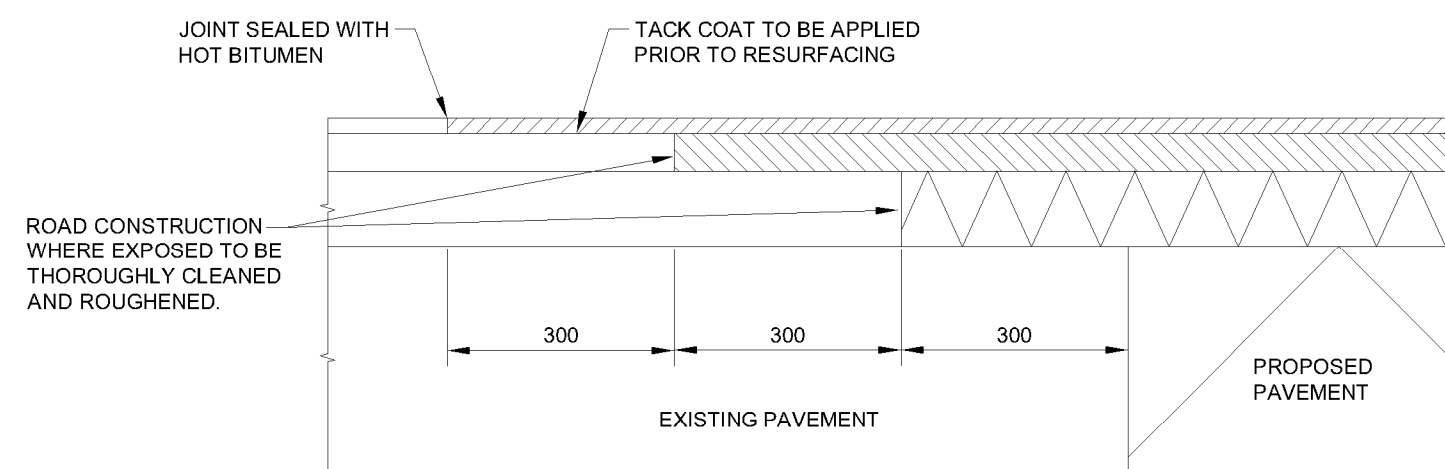
TYPICAL FLEXIBLE PAVEMENT CONSTRUCTION DETAIL - ROADS  
(SCALE 1:10)



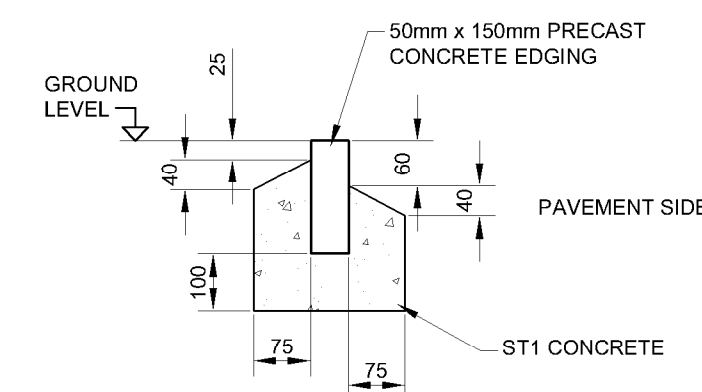
TYPICAL FOOTWAY CONSTRUCTION DETAIL  
(PEDESTRIAN LOADING ONLY)  
(SCALE 1:10)



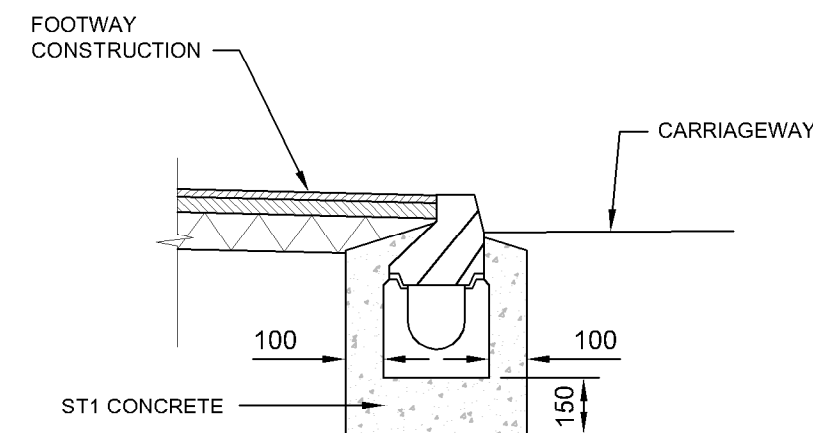
TYPICAL KERB DETAIL - TYPE K1  
(SCALE 1:10)



TIE-IN BETWEEN EXISTING & PROPOSED PAVEMENT  
(SEE NOTE 5)  
(SCALE 1:10)



TYPICAL EDGING DETAIL - TYPE E1  
(SCALE 1:10)



TYPICAL COMBINED DRAINAGE / KERB DETAIL - TYPE K2  
(SCALE 1:20)

**NOTES**

- LAYOUT IS BASED ON TOPOGRAPHICAL SURVEY RECEIVED ON 8th AUGUST 2014.
- LEVELS AND COORDINATES ARE GIVEN IN METRES.
- DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- PROPOSED LEVELS ARE TOP OF FINAL CONSTRUCTION.
- THE INFORMATION CONTAINED ON THIS DRAWING AND ACCOMPANYING DETAILS IS ADVANCE INFORMATION AND IT IS UNDERSTOOD THAT ALL REQUIRED LIAISON WITH STATUTORY UNDERTAKERS, HIGHWAY AUTHORITY AND PLANNING DEPARTMENT ETC TO SEEK APPROVAL HAS OR WILL BE CARRIED OUT BY LENDLEASE PRIOR TO COMMENCEMENT ON SITE.
- IN THE ABSENCE OF A GEOTECHNICAL REPORT THE PAVING THICKNESSES SHOWN ARE BASED ON AN ASSUMED CBR VALUE OF 3% AT FORMATION LEVEL. THE THICKNESS OF SUB-BASE AND CAPPING LAYER SHOULD BE CONFIRMED BY IN-SITU CBR TESTS CARRIED OUT AT FORMATION LEVEL BY AN ACCREDITED LABORATORY. TEST LOCATIONS SHALL BE SELECTED TO ENSURE THAT TEST RESULTS ARE REPRESENTATIVE OF THE GROUND CONDITIONS THROUGHOUT THE PROPOSED PAVED AREA. THE CONTRACTOR SHALL ARRANGE AND BEAR ALL COSTS OF THE CBR TESTS.
- WHERE IT IS PROPOSED TO USE THE BASE COURSE AS A TEMPORARY RUNNING SURFACE, IT SHALL BE BLINDED WITH COATED GRIT AND SURFACE DRESSED TO BS 434, PART 2, CLAUSE 7 TO PROVIDE AN IMPERVIOUS SURFACE. THIS SHALL BE UNDERTAKEN IMMEDIATELY ON LAYING THE BASE COURSE. PRIOR TO PLACING THE SURFACE COURSE, THE BASE COURSE SHALL BE SCRAPPED CLEAN AND ALL SIGNS OF SURFACE CONTAMINATION REMOVED AND ANY DAMAGE SHALL BE MADE GOOD TO THE SATISFACTION OF THE ENGINEER. PRIOR TO LAYING THE SURFACING THE BASE COURSE SURFACE SHALL BE SEALED WITH A TACK COAT. ALL WORK AND MATERIALS IN CONNECTION WITH USING THE BASE COURSE AS A RUNNING SURFACE INCLUDING CLEANING, REMEDIAL WORKS AND SURFACE PREPARATION SHALL BE AT THE CONTRACTORS EXPENSE.
- DESIGN LEVELS FOR THE EXPANSION CAR PARK HAVE NOT BEEN GIVEN AS THIS AREAS IS NOT SUBJECT TO DETAILED DESIGN. IT IS ASSUMED THAT THIS AREA IS TO BE USED FOR INITIAL SITE COMPOUND AND AS SUCH LEVELS TO BE SET AS REQUIRED ON SITE

| PROPOSED SETTING OUT AND LEVELS |            |            |            |
|---------------------------------|------------|------------|------------|
| REF.                            | EASTING    | NORTHING   | LEVEL      |
| 01                              | EXISTING   | EXISTING   | 32.165     |
| 02                              | 337668.718 | 349048.246 | 31.964     |
| 03                              | 337685.383 | 349051.200 | 31.734     |
| 04                              | 337686.822 | 349052.955 | 31.719     |
| 05                              | 337722.788 | 349096.841 | 31.341     |
| 06                              | 337724.789 | 349099.283 | 31.320     |
| 07                              | 337729.430 | 349095.480 | 31.470     |
| 08                              | 337688.994 | 349046.140 | 31.884     |
| 09                              | 337660.875 | 349043.327 | 32.097     |
| 10                              | EXISTING   | EXISTING   | 32.163     |
| 11                              | 337648.836 | 349048.594 | 32.338     |
| 12                              | 337659.610 | 349041.778 | 32.272     |
| 13                              | 337690.541 | 349044.873 | 32.059     |
| 14                              | 337730.977 | 349094.212 | 31.645     |
| 15                              | 337686.403 | 349057.177 | 31.695     |
| 16                              | 337718.566 | 349096.423 | 31.286     |
| 17                              | 337683.895 | 349058.008 | See note 8 |
| 18                              | 337659.145 | 349078.292 | See note 8 |
| 19                              | 337697.176 | 349124.699 | See note 8 |
| 20                              | 337721.927 | 349104.415 | See note 8 |