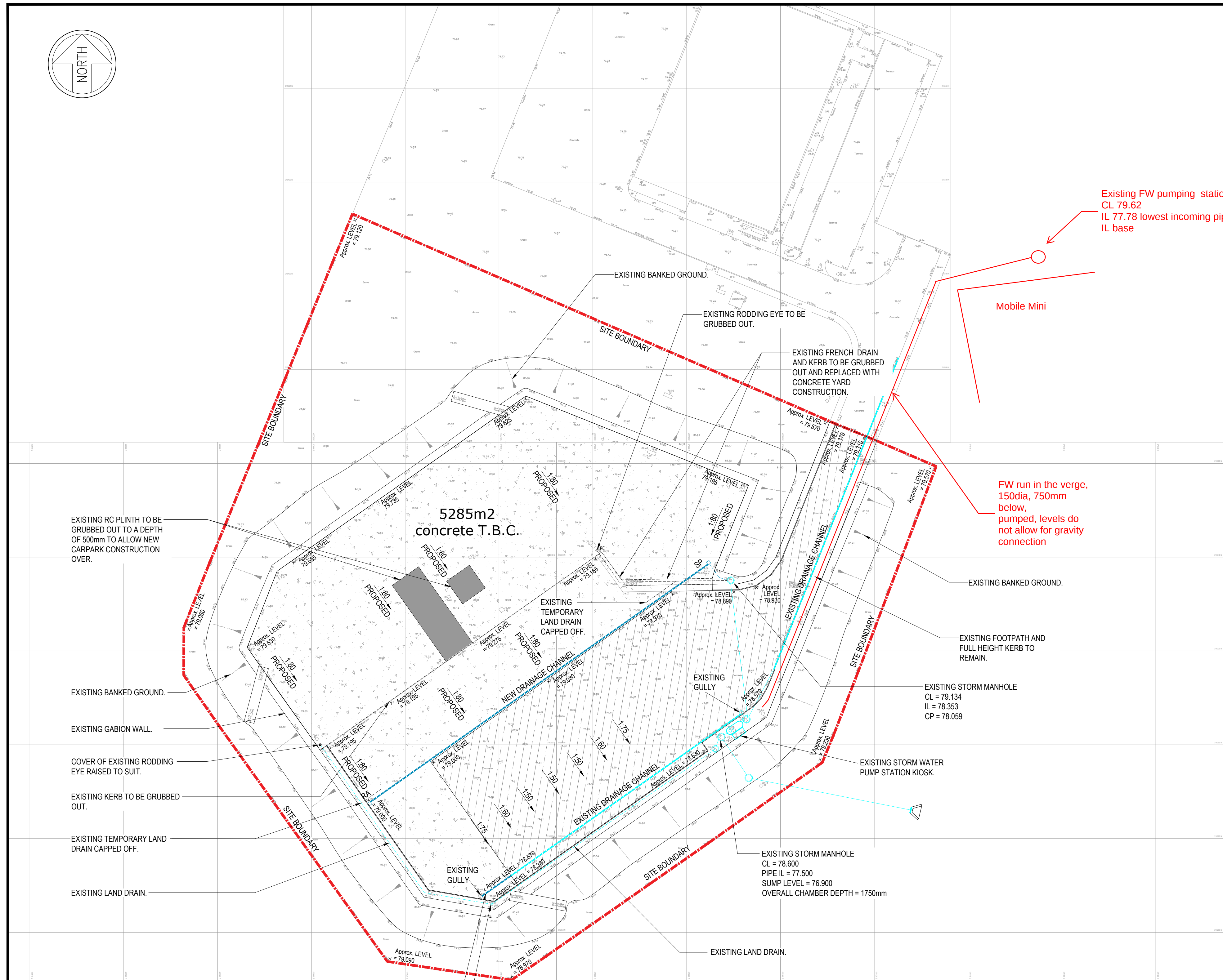




1. Concrete strength class to be C28/35 A/E at 28 days Max. to BS EN206-1:2000 and BS 8500-1 & 2:2002.
2. A252 mesh reinforcement with 50 min. top cover and main bars parallel with long joint. Construction joints to be as detailed on Drg. no. SK06.
3. 1200 gauge polythene slip membrane.
4. 250mm Type 1 granular sub-base material to Cl. 803 of Highways Agency Specification for Highway Works.
5. On a compacted formation achieving a minimum 5% C.B.R..

EXISTING LAND DRAIN.

This diagram provides a close-up of the intersection shown in Figure 5. It illustrates the proposed road alignment, which includes a new section labeled "Proposed Road". The diagram also shows the existing road network, including a section labeled "Existing Road". Key features include the intersection point, the proposed road's width, and the existing road's width. The diagram is labeled with dimensions and distances, such as "70.00", "84.57", "79.14", and "79.14".

EXISTING RODDING EYE.

EXISTING FRENCH DRAIN
AND KERB TO BE GRUBBED
OUT AND REPLACED WITH
CONCRETE YARD
CONSTRUCTION.

EXISTING STORM WATER
PUMP STATION KIOSK.

EXISTING STORM MANHOLE
CL = 78.600
PIPE IL = 77.500
SUMP LEVEL = 76.900
OVERALL CHAMBER DEPTH = 1750mm

— EXISTING LAND DRAIN

7. All external concrete areas have a heavy brush finish with trowelled margins at joint locations. Brush finish to provide grooves parallel to the slope of the pavement.

5. On a compacted formation achieving a minimum 5% C.B.R..

3. Excavations to achieve 1:80 fall.

5. On a compacted formation achieving a minimum 5% C.B.R..

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