

PRIVATE CONSTRUCTION REQUIREMENTS

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DOCUMENTS PRODUCED BY OTHERS, INCLUDING ENGINEERS, ARCHITECTS AND SPECIALIST DESIGNS. FOR THE PURPOSES OF THIS DRAWING, THE FOLLOWING HAVE BEEN REFERENCED;

IN CONSULTING ACCEPT NO RESPONSIBILITY FOR THE
INACCURACIES OF INFORMATION THAT IS PROVIDED
BY THIRD PARTY;

4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY;

5. THE CONNECTION TO THE S278 ENTRANCE
BELLMOUTH HAS BEEN BASED UPON SURVEY LEVELS
SUPPLIED AT TIME. THE CONTRACTOR SHALL CHECK
ALL TIE-INS FOR LINE AND LEVEL PRIOR TO
COMMENCEMENT OF WORKS. SHOULD ANY
DISCREPANCIES BE FOUND THEN THE ENGINEER IS TO
BE NOTIFIED IMMEDIATELY;

3. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL WORKS ARE CARRIED OUT TO THE SPECIFICATION AND IS DEEMED TO HAVE INCLUDED WITHIN THEIR RATES FOR NECESSARY TESTING IN ACCORDANCE WITH ADOPTION PROCEDURES OF LCC;

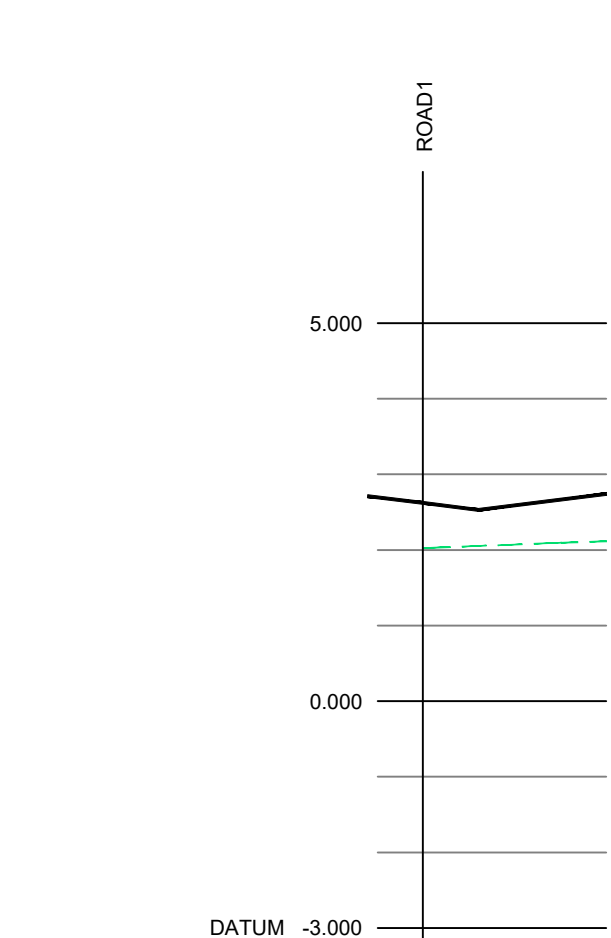
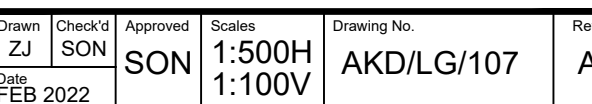
10. ALL MATERIALS WITHIN 450mm OF FINISHED ROAD LEVELS ARE TO BE FROST SUSCEPTIBLE;

2. CONSULTATION WITH FRA 1034 01 R6, DATED MARCH 2011 INDICATES A CONTROLLED LEVEL OF 0.85M AOD FOR THE CLAY LAKE DRAIN. CONFIRMATION OF THIS LEVEL REQUIRED PRIOR TO DETAILED DESIGN

4.4. IN LIEU OF MODELLED WATER COURSE LEVELS ALL SW SEWERS HAVE BEEN MODELLED AGAINST A SURCHARGED OUTFALL OF 1.0m FOR THE 30yr AND 100yr (+30%) CLIMATE CHANGE EVENTS;

Drawing Title

ROAD LONSECTIONS - SHEET 1 of 3



ROAD 1B		
CHAINAGE	0.000	12.124
EXISTING GROUND LEVEL	2.023	2.101 2.114
ALIGNMENT LEVEL		
VERTICAL ALIGNMENT		
HORIZONTAL ALIGNMENT		
LEFT HAND CHANNEL		2.586 2.783 2.836
RIGHT HAND CHANNEL		2.774 2.783 2.836