

Notes

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Do not scale off this drawing

1. To be read in conjunction with all Architects and Engineers drawings
2. Level design is based on information from a topographical survey provided by others. Alan Baxter Partnership LLP takes no responsibility for the accuracy of the original topographical survey. All existing levels are to be confirmed by the contractor prior to the commencement of the works.
3. All discrepancies to be notified immediately to contract administrator and engineers.
4. Only 'Construction' drawings shall be used for construction or the ordering of materials. Any other drawings (tender / billing / work in progress etc.) drawings shall not be used for this purpose.
5. C.B.R. values are to be verified on site ahead of construction.
6. i) L.D.P.E. Liner Specification & Installation:

Thickness:	1.5mm
Tensile strength (BS 2782-P13: Method 326C):	25kN/m
Puncture Resistance (ASTM D 781):	200kg/cm
Methane permeability:	<0.01ml/m2/24hr

- ii) The liner shall have an appropriate partial factor for site installation and construction damage, determined by the particle size distribution of the overlying Type 3 Sub base, the preparation of the underlying landscape fill and the plant planned to be used to deposit and compact the protection layer. This factor shall be based on full scale tests carried out in accordance with BS 8006:1995 Annex D and witnessed by an independent Approval Authority. If required by the Project Manager, the Contractor shall provide supporting documented evidence of testing for this and any other partial factors assumed in the design.
- iii) The watertight membrane shall be inert to all chemicals naturally found in soils and shall have no solvents at ambient temperature. It shall not be susceptible to hydrolysis, shall be resistant to aqueous solutions of salts, acids and alkalis, shall be non-biodegradable.
- iv) The geomembrane shall be pre-welded so far as is possible and delivered to site in large bales so as to reduce site welding.
- v) Membrane sheets shall be welded by suitably experienced and trained personnel. All site work including welding shall be carried out to an approved standard such as ISO9002 or equivalent.
- vi) The Contractor shall take all due care, when carrying out operations in the vicinity of the protective membranes, to prevent damage to the membrane. Should a tear occur within the membrane, or a hole be pierced through it, the Contractor shall either replace the sheet in which it occurs, or seal the tear or hole by jointing a piece of membrane of identical thickness and properties to the damaged sheet, extending a minimum of 150mm beyond the tear or hole.
- vii) The L.D.P.E. liner is to encapsulate the entirety of the Type 3 Sub base and laying course (i.e. the bottom and the sides of the excavations up to the underside of the blocks).

**FOR APPROVAL**

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A	DETAIL UPDATED TO TARMAC	JB	-	30/07/2021
0	FIRST ISSUE	JB	ARWS	20/06/2021

**ALAN BAXTER PARTNERSHIP** LLP  
CONSULTING STRUCTURAL ENGINEERS

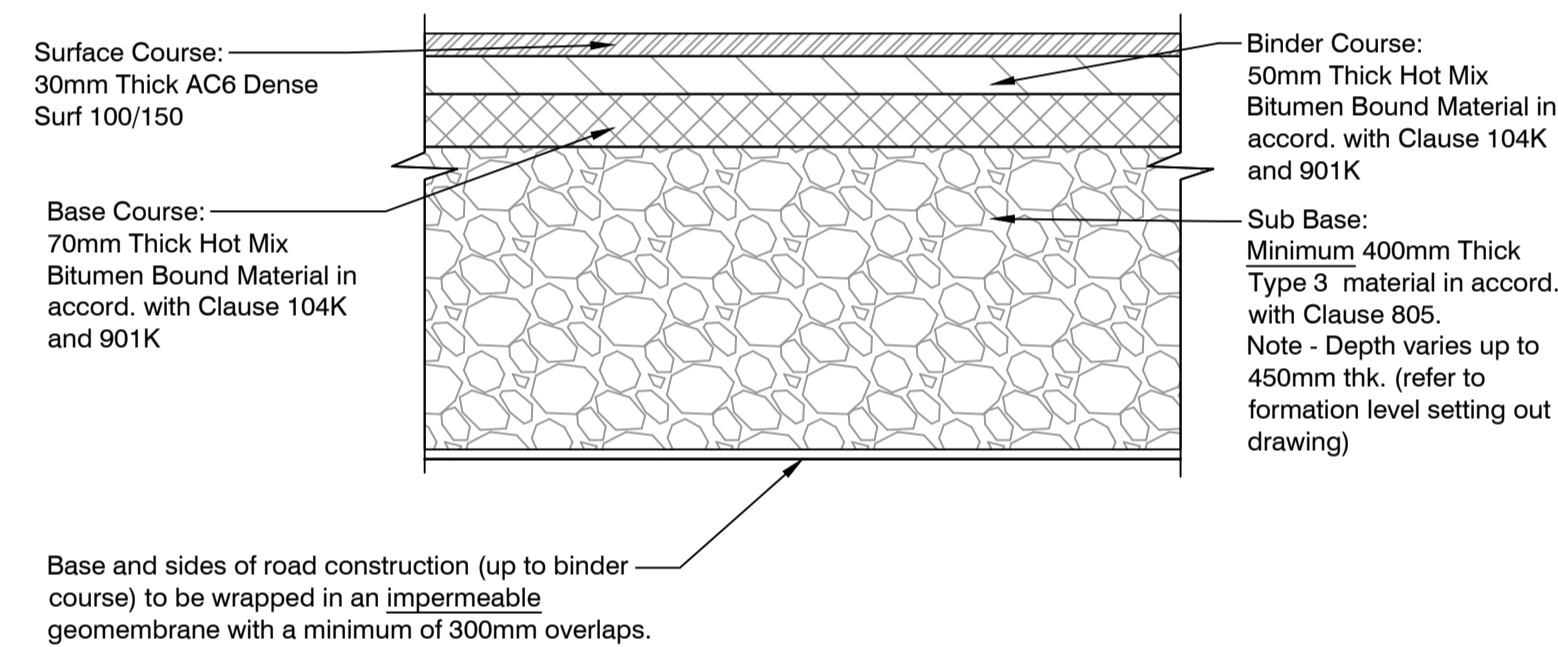
THE CLOCK BUILDING  
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Project Title:  
**Joseph Wilson Ind. Est. Expansion  
Milstrood Road  
CT5 3PS**

Drawing Title:  
**Road Pavements  
Construction Details**

Scale: <b>AS SHOWN @A1</b>	Do not scale from drawing
Drawing Number: <b>W1114-0700-005</b>	Rev: <b>A</b>



**Carriageway - Permeable  
Tarmac (Full Depth) (C.B.R. 3-5)**

Total Construction Depth = 550mm (min)  
(Scale 1:10)

