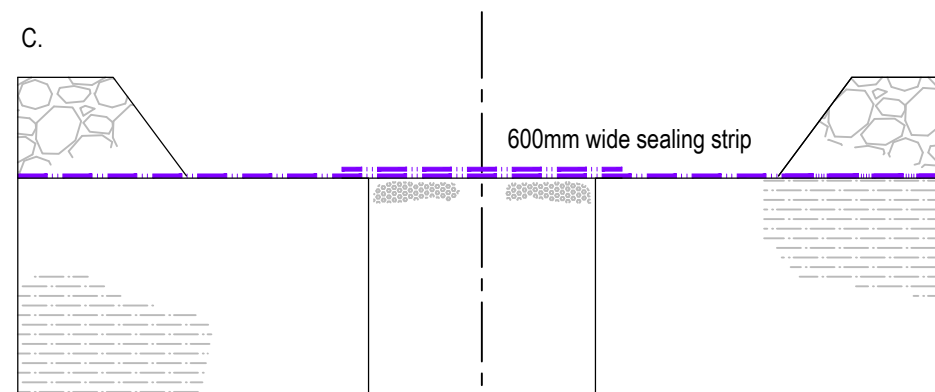
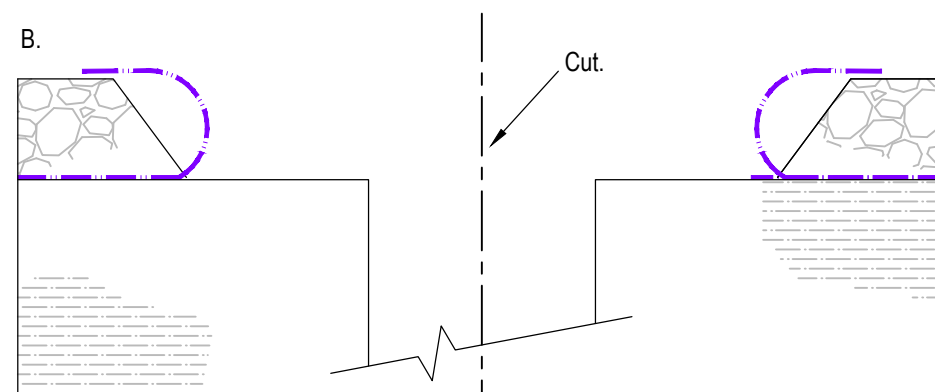
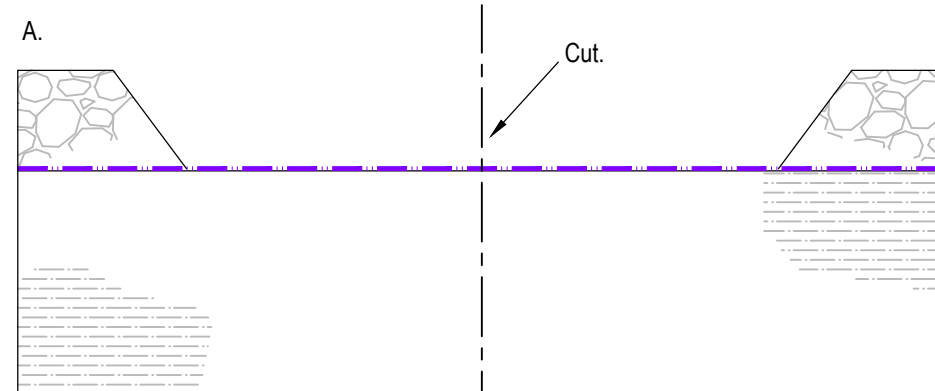
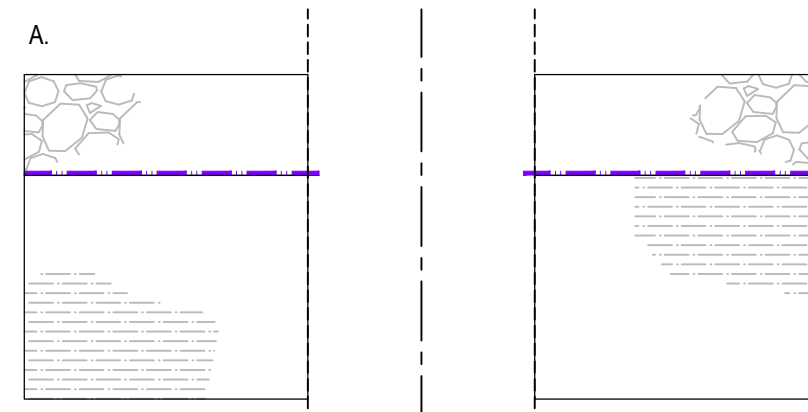


GEOGRID REINSTATEMENT NOTES:

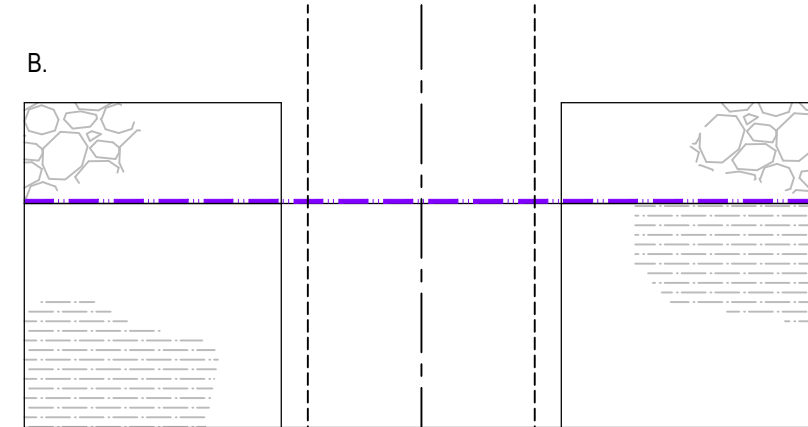
- There are two methods of reinstating Ground Stabilisation geogrids following trench excavation and the final choice of method usually rests with the Contractor.
- Reinstatement of single layer of geogrid shown for information. Where two layers of geogrid are used (e.g. within Mechanically Stabilised Layer), the process to be the same for reinstatement of both layers.
- An extra consideration about the sealing strip is to extend it further and beyond the side wall of the trench excavation. The trench side walls are a location where differential settlement can be predicted and to have the geogrid extending over this interface is a useful extra in the reinstatement process.

METHOD 1 - "Peel back" method.

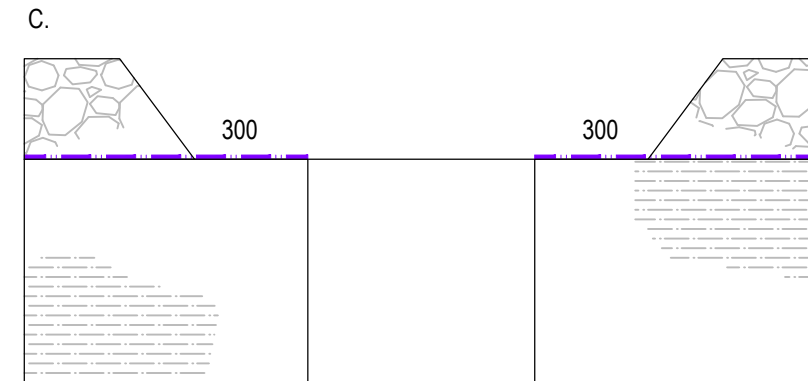
Pipe centre line
Upon back filling the trench excavation, relocate the geogrids and place a 600mm (min.) sealing strip of geogrid. Replace fill.

METHOD 2 - "Dig through" method.

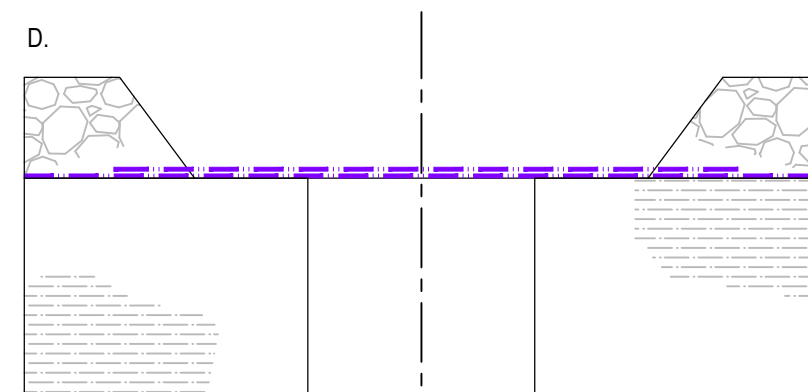
Excavate trench and break through geogrid.



Backfill trench to geogrid level.

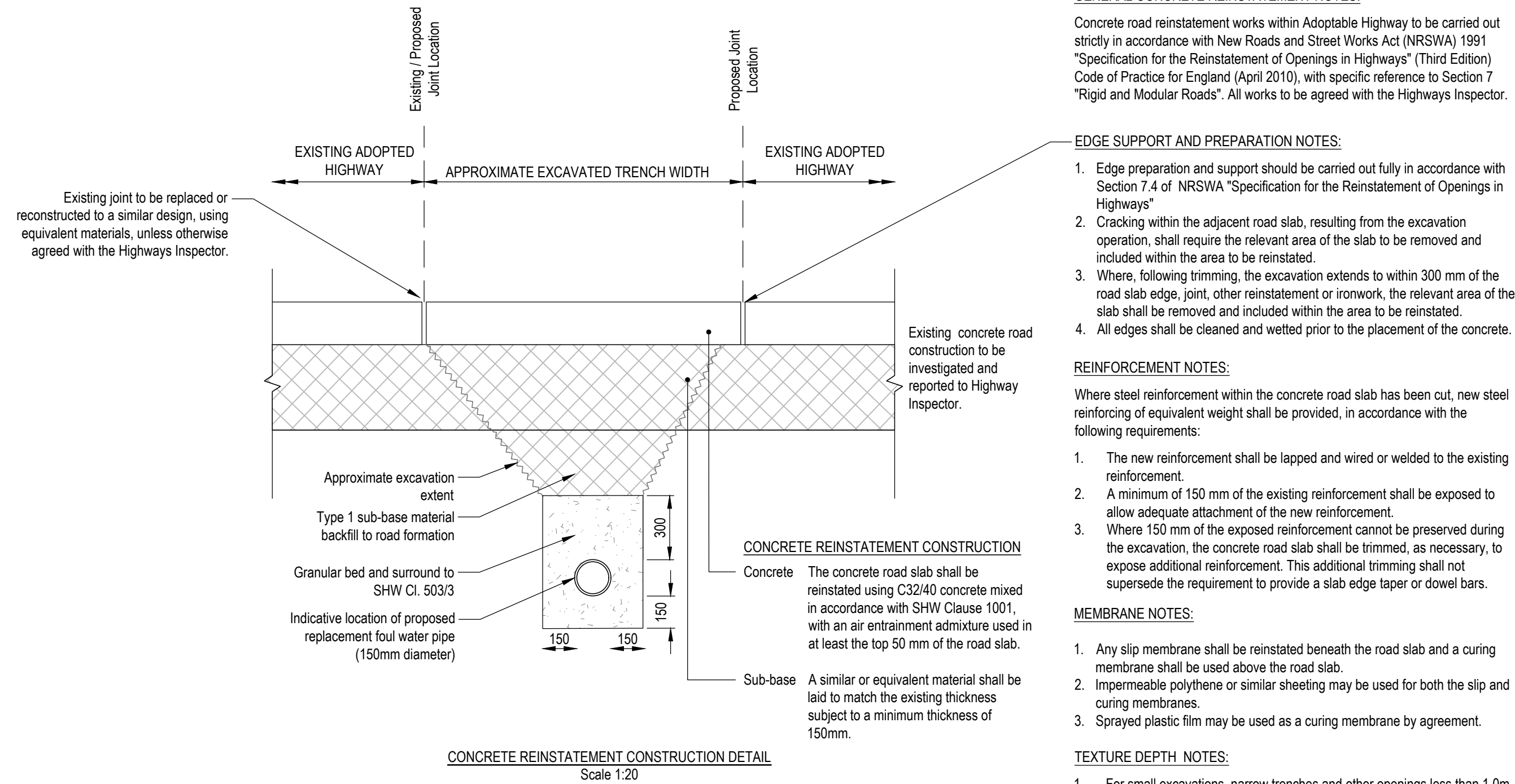


Trim back the fill to expose 300mm of geogrid.



Pipe centre line
Place sealing strip of geogrid. Repace fill.

GEOGRID REINSTATEMENT FOLLOWING TRENCH EXCAVATIONS
Scale: N.T.S.

**GENERAL CONCRETE REINSTATEMENT NOTES:**

Concrete road reinstatement works within Adoptable Highway to be carried out strictly in accordance with New Roads and Street Works Act (NRSWA) 1991 "Specification for the Reinstatement of Openings in Highways" (Third Edition) Code of Practice for England (April 2010), with specific reference to Section 7 "Rigid and Modular Roads". All works to be agreed with the Highways Inspector.

EDGE SUPPORT AND PREPARATION NOTES:

- Edge preparation and support should be carried out fully in accordance with Section 7.4 of NRSWA "Specification for the Reinstatement of Openings in Highways"
- Cracking within the adjacent road slab, resulting from the excavation operation, shall require the relevant area of the slab to be removed and included within the area to be reinstated.
- Where, following trimming, the excavation extends to within 300 mm of the road slab edge, joint, other reinstatement or ironwork, the relevant area of the slab shall be removed and included within the area to be reinstated.
- All edges shall be cleaned and wetted prior to the placement of the concrete.

REINFORCEMENT NOTES:

Where steel reinforcement within the concrete road slab has been cut, new steel reinforcing of equivalent weight shall be provided, in accordance with the following requirements:

- The new reinforcement shall be lapped and wired or welded to the existing reinforcement.
- A minimum of 150 mm of the existing reinforcement shall be exposed to allow adequate attachment of the new reinforcement.
- Where 150 mm of the exposed reinforcement cannot be preserved during the excavation, the concrete road slab shall be trimmed, as necessary, to expose additional reinforcement. This additional trimming shall not supersede the requirement to provide a slab edge taper or dowel bars.

MEMBRANE NOTES:

- Any slip membrane shall be reinstated beneath the road slab and a curing membrane shall be used above the road slab.
- Impermeable polythene or similar sheeting may be used for both the slip and curing membranes.
- Sprayed plastic film may be used as a curing membrane by agreement.

TEXTURE DEPTH NOTES:

- For small excavations, narrow trenches and other openings less than 1.0m wide, reference shall be made to Section S2.6.1(2) and Table S2.5 of NRSWA "Specification for the Reinstatement of Openings in Highways".
- For all other excavations the Highway Authority shall be consulted and a method agreed. The finished surface shall comply with Table S2.5 as per Note 1.
- Texture depth should be between 0.6mm and 1.25mm in accordance with Table S2.5 as per Note 1.

CONCRETE SPECIFICATION NOTES:

- Where concrete is mixed off site, Quality Assurance Certificates detailing the Specifications against which the concrete has been ordered and supplied should be obtained by the Undertaker for confirmation of material quality. Where possible, the concrete should be obtained from a plant which holds a valid Quality Assurance Certificate.
- In the case of small excavations, a site-batched equivalent to C32/40 concrete may be used.
- The cured road slab shall be opened to traffic as soon as a crushing strength of 25N/mm² is achieved.

NOTES:

- This drawing to be read in conjunction with all relevant documents and specifications.
- Dimensions not to be scaled.
- All capping materials should meet the requirement of either 6F4 or 6F5 of Table 6/1 of the Specification for Highway Works Series 600. Capping material shall be used as part of the Tensar mechanically stabilised layer as shown on the details. For tanked porous paved roads capping material is placed beneath the impervious liner (tanking membrane) and shall not be used as an alternative to Type 3, or to reduce the depth of the Type 3 sub-base above the impervious liner (tanking membrane).
- 150mm wide (or as shown on Surface Finishes Layout) pea shingle strip to all abutments with buildings, fences and garden walls.

GEOGRID NOTES:

- Tensar Triax to be installed in strict accordance with manufacturer's recommendations.
- For details of geogrid placement at manholes, gullies and other feature locations, refer to Drainage Construction Details (M637_15.004, 15.005, 15.006).
- Where geogrids are excavated following placement, reinstatement of the geogrid to be undertaken in strict accordance with Tensar guidance (Reference: IBT/Excav/27.08.11). Refer to Engineering Details Sheet 3 of 3 (M637_15.003).

C1	Construction Issue.	15.08.19 MLM	CS
Rev.	Description	Date	Chkd

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :

Project : Cornfield Close,
Littlehampton

Title : Engineering Details
Sheet 3 of 3

Project Engineer : C.Salt Scale : As Shown @ A1
Project Director : J. Birch Date : April 2019
Status : CONSTRUCTION

Drawing No. M637_15.003 Rev C1