

- Notes**
- This drawing shall be used in conjunction with all other Contract Documentation.
 - All overhead branches and vegetation over the proposed towpath is to be cleared to a minimum height of 2.4m.
 - Existing materials for timber bridges/crossings shall be removed to the Contractors tip off site, unless shown otherwise.
 - Where possible, 150mm wide grips at 10m intervals and at low spots shall be cut along the proposed towpath to the rivers edge to allow for rain water run off as agreed with the Overseeing Organisation.
 - The vertical alignment of the proposed towpath shall follow existing topography unless stated otherwise.
 - For Typical Construction Details refer to 750 series drawings.
 - Continued stakeholder engagement must be undertaken with land owners and adjacent property owners. This must be in conjunction with the Overseeing Organisation. Contractors attention is drawn to the Land Ownership information within the Pre-Construction Information.
 - Refer to 1200 series for sign face details and Appendix 12-1 for sign schedules.
 - Trees / branches (>50mm diameter) removed by site clearance are to be piled to create hibernaculas. Exact locations to be agreed on site with Overseeing Organisation.
 - Verge / Agreed areas degraded by construction activities to be made good and seeded with standard wild flower seed mix to Emorsgate EH1 Hedgerow mix sown at 4g/m² to the acceptance of the Overseeing Organisation.

KEY

General site clearance boundary. 1.5m either side of route or until a boundary feature and to a minimum vertical height of 2.4m. All vegetation to be cleared to ground level within this area including felling of trees and bushes. All remaining stumps and roots are to be taken up and removed to Contractors tip off site. Void to be filled with Class 5A or 5B unless located within the construction profile in which compacted Type 1 sub base is to be used.

- Proposed Towpath route where no surface works are required.
- Proposed Towpath Construction for Type see Reference below. Refer to drawing for proposed widths (eg. 'Existing Width', '2.5m width', etc) and 4300418/750/11 for indicative cross sections
- ① Excavate existing towpath to depth of 145mm and replace with: 20mm AC 6 dense surf 100/150 Surface Course
50mm AC 14 close bin 100/150 Binder Course
75mm well compacted Type 1 sub base
1000 Terram geotextile membrane
 - ①A Excavate existing towpath to depth of 145mm and replace with: 20mm AC 6 dense surf 100/150 Surface Course in a Buff Colour
50mm AC 14 close bin 100/150 Binder Course
75mm well compacted Type 1 sub base
1000 Terram geotextile membrane
 - ② Excavate existing towpath to depth of 145mm and replace with: 20mm AC 6 dense surf 100/150 Surface Course in a Buff Colour
50mm AC 14 close bin 100/150 Binder Course
75mm well compacted Type 1 sub base
1000 Terram geotextile membrane
 - ③ Residential Loading. Excavate existing towpath to depth of 270mm and replace with: 20mm AC 6 dense surf 100/150 Surface Course in a Buff Colour
50mm AC 14 close bin 100/150 Binder Course
200mm well compacted Type 1 sub-base
 - ④ Cold mill existing 20mm replace with 20mm AC 6 dense surf 100/150 Surface Course in a Buff Colour
 - ⑤ Excavate existing 100mm surface and replace 100mm Type 1 compacted sub-base

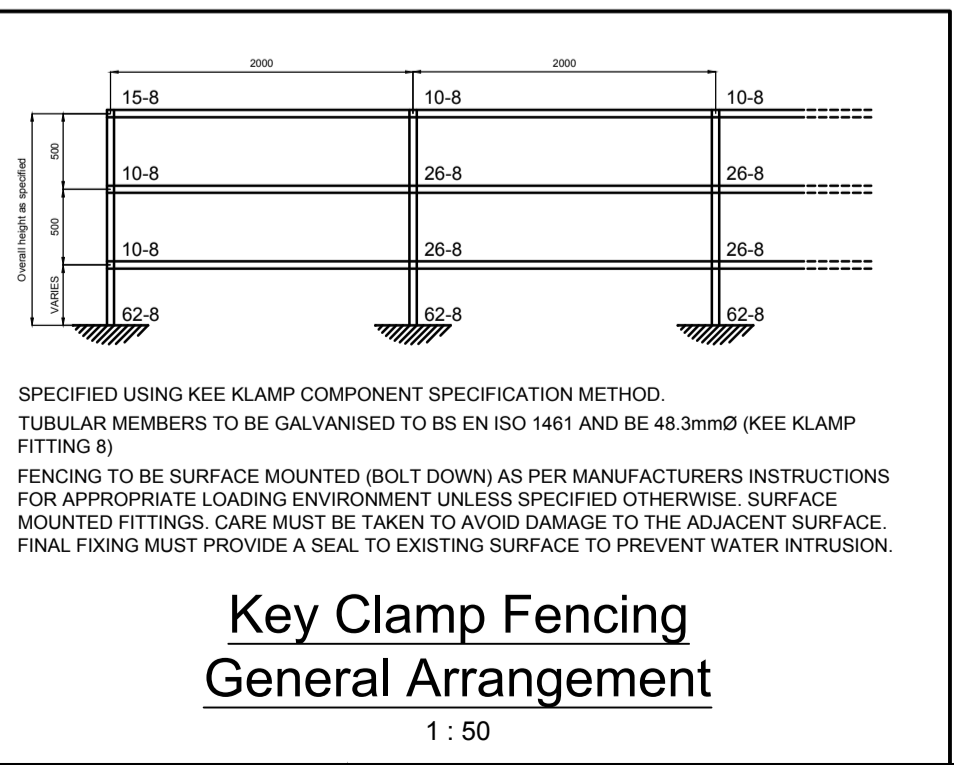
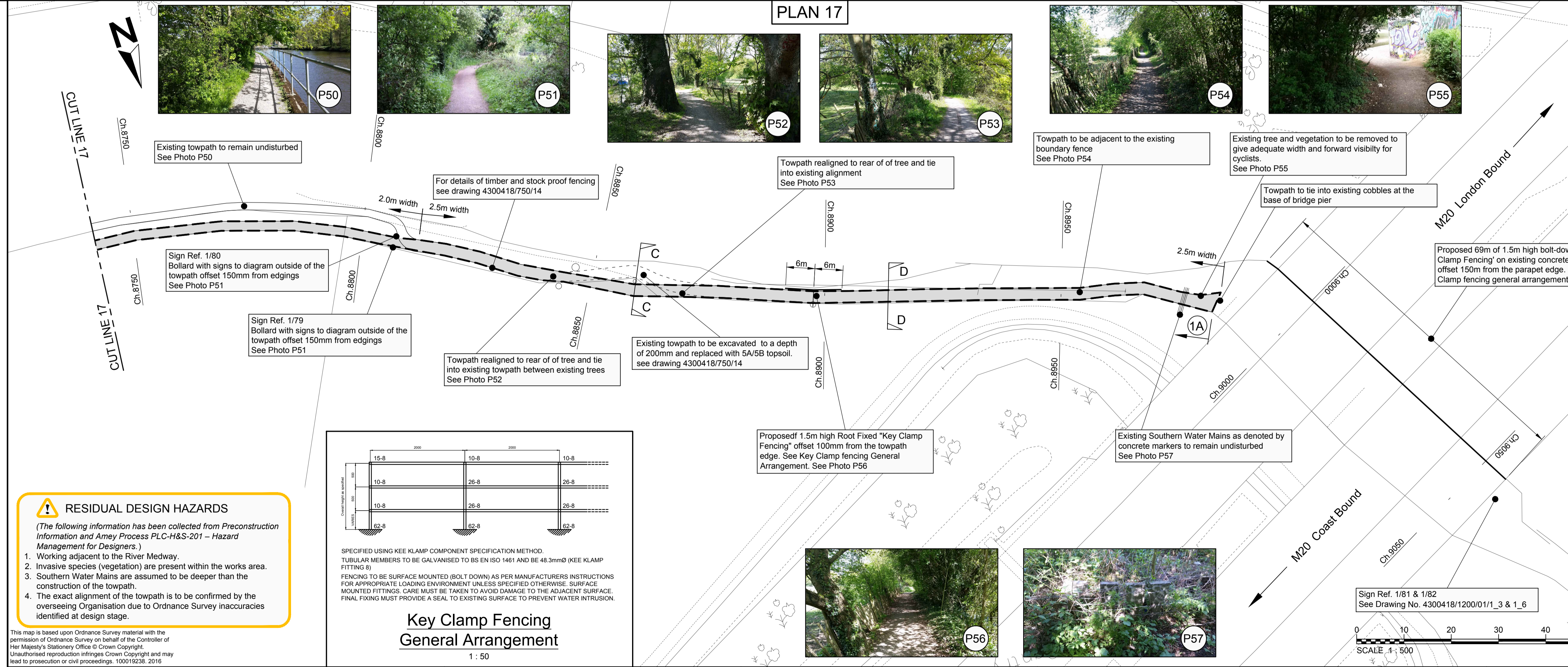
Rev	Revision details	Chkd	Appd	Date

Drawn: JPB Preliminary
 Design: JPB For comment
 Chkd: MM For tender
 Appd: MF For construction
 Date: 20-05-16 As constructed
 Other

Client:

Project Name: River Medway Towpath
 Drawing Title: Towpath Layout
 Ch.8420 - Ch.9055
 Sheet 9 of 9

Original Drawing Size: A1	Dimensions: m
Scale: 1:500	Copyright © Amey
Drawing No: 4300418/1100/09	Rev: 0



RESIDUAL DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and Amey Process PLC-H&S-201 - Hazard Management for Designers.)

- Working adjacent to the River Medway.
- Invasive species (vegetation) are present within the works area.
- Southern Water Mains are assumed to be deeper than the construction of the towpath.
- The exact alignment of the towpath is to be confirmed by the overseeing Organisation due to Ordnance Survey inaccuracies identified at design stage.

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