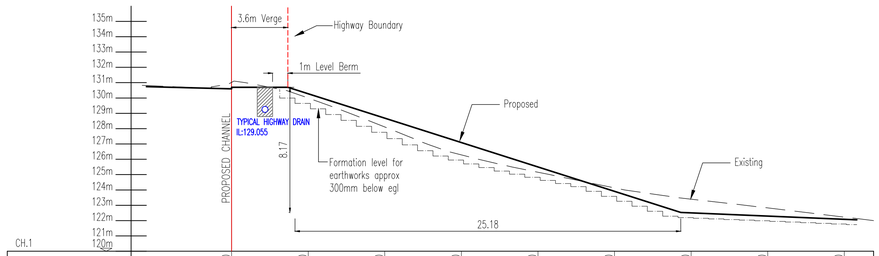
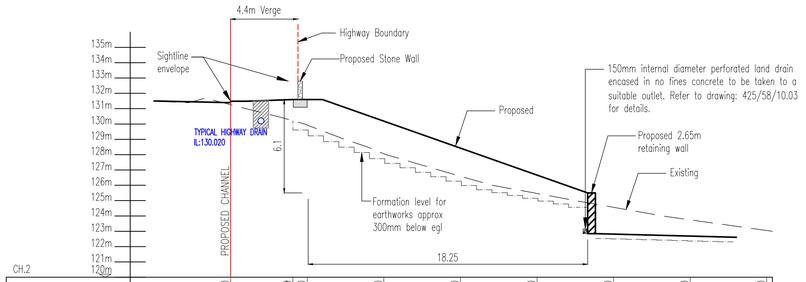


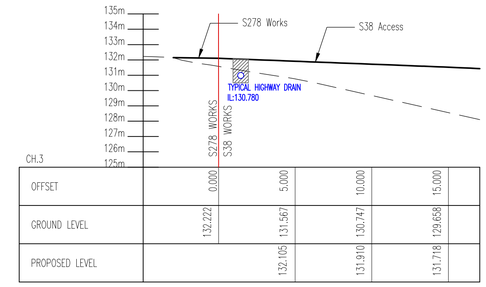
CH.1

OFFSET	0.000	5.000	10.000	15.000	20.000	25.000	30.000	35.000	40.000
GROUND LEVEL	130.826	130.631 / 130.727 / 131.000	130.500	130.000	129.500	129.000	128.500	128.000	127.500	127.000	126.500	126.000	125.500	125.000	124.500	124.000	123.500	123.000	122.500	122.000
PROPOSED LEVEL	130.744	130.600 / 130.700	130.700	1 IN 3 SLOPE	122.530	1 IN 40 SLOPE	122.050



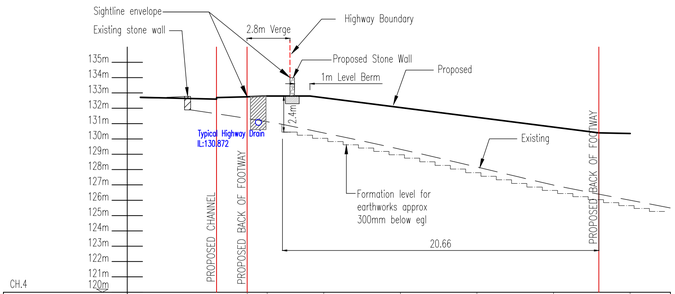
CH.2

OFFSET	0.000	4.059	5.000	10.000	15.000	20.000	25.000	30.000	35.000
GROUND LEVEL	131.486	131.389 / 131.707 / 131.571	131.000	130.500	130.000	129.500	129.000	128.500	128.000	127.500	127.000	126.500	126.000	125.500	125.000	124.500	124.000	123.500	123.000
PROPOSED LEVEL	131.500	130.390 / 131.490	131.600	131.600	1 IN 3 SLOPE	122.850	1 IN 40 SLOPE	122.850



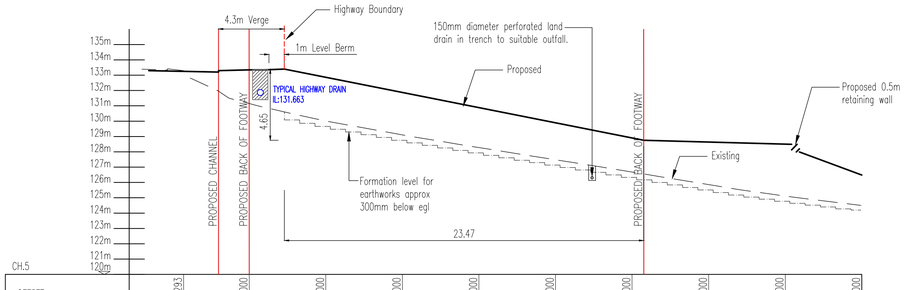
CH.3

OFFSET	0.000	5.000	10.000	15.000
GROUND LEVEL	132.222	131.567	130.747	129.658
PROPOSED LEVEL		132.105	131.910	131.718



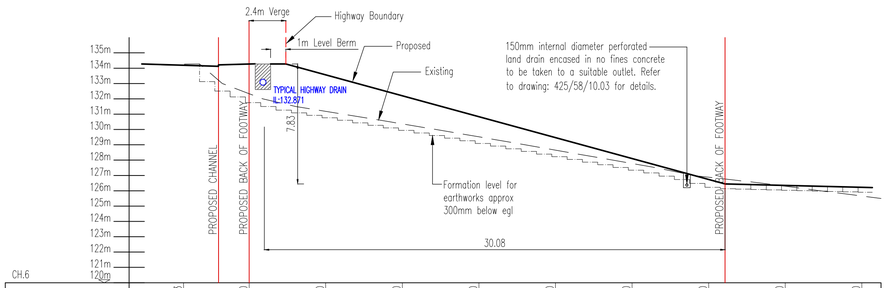
CH.4

OFFSET	0.000	1.297	5.000	10.000	15.000	20.000	25.000
GROUND LEVEL	132.676 / 132.642 / 132.712	132.772	131.891	131.500	131.000	130.500	130.000	129.500	129.000	128.500	128.000	127.500	127.000	126.500	126.000	125.500
PROPOSED LEVEL	132.600 / 132.700	132.750	132.800	132.800	1 IN 8 SLOPE	130.400	130.350



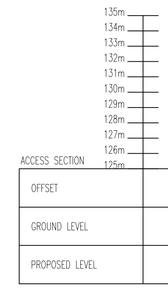
CH.5

OFFSET	0.000	5.000	10.000	15.000	20.000	25.000	30.000	35.000	40.000
GROUND LEVEL	133.388	133.342 / 133.445 / 133.831	131.500	131.000	130.500	130.000	129.500	129.000	128.500	128.000	127.500	127.000	126.500	126.000	125.500	125.000	124.500
PROPOSED LEVEL	133.300	133.200 / 133.300	133.350	133.400	1 IN 5 SLOPE	128.750	1 IN 37 SLOPE	128.488	1 IN 2.3 SLOPE	126.485



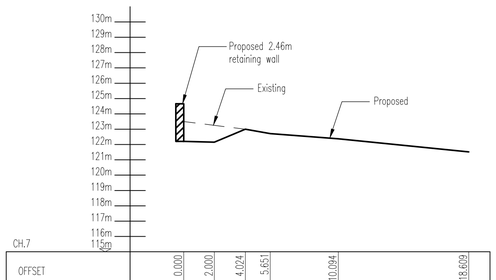
CH.6

OFFSET	0.000	5.000	10.000	15.000	20.000	25.000	30.000	35.000	40.000
GROUND LEVEL	133.293	134.261 / 134.276 / 133.000	132.000	131.500	131.000	130.500	130.000	129.500	129.000	128.500	128.000	127.500	127.000	126.500	126.000	125.500
PROPOSED LEVEL	134.280	134.120 / 134.220	134.270	134.275 / 134.275	1 IN 4 SLOPE	126.450	1 IN 40 SLOPE	126.209



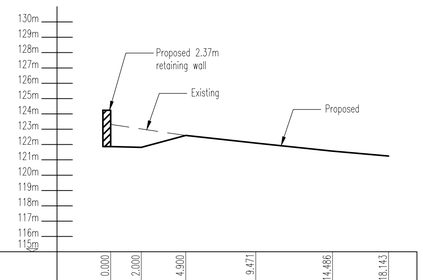
ACCESS SECTION

OFFSET	0.000	5.000	7.330	10.000
GROUND LEVEL	131.000	130.950	130.950	130.950
PROPOSED LEVEL	132.100	132.000	131.956	132.106



CH.7

OFFSET	0.000	2.000	4.024	5.651	10.094	18.609
GROUND LEVEL	123.500		123.000	122.710	122.369	121.543
PROPOSED LEVEL	122.200	122.150	123.050	122.710	122.369	



CH.8

OFFSET	0.000	2.000	4.900	9.471	14.466	18.143
GROUND LEVEL	123.310		122.592	122.098	121.568	121.246
PROPOSED LEVEL	121.870	121.820	122.592	122.098	121.568	121.246

N O T E S

ATTENTION IS DRAWN TO THE REQUIREMENTS OF THE CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS 2015 AND THE DUTIES AND RESPONSIBILITIES CONTAINED THEREIN

1. Prior to any earthworks, a complete topsoil and non-protected vegetation strip is required.
2. There are no areas of made ground anticipated to be under the embankment. However, if any made ground is encountered, it is to be removed in its entirety. Validation that all made ground has been removed is required.
3. The founding strata is to be benched at a 1v:2h ratio for the earth works key-in.
4. CBR tests should be undertaken to assess the founding stratum strength. A CBR value of 2.5% is required. If soft spots are found, they are to either be removed or a geogrid design will be needed.
5. Any material designated for use on site within the embankment should be checked for similar consistency and type. This can then be assessed for suitability for re-engineering into the works.
6. Suitable material for re-engineering will be durable and free from and deleterious materials such as asphalt, bitumen, coal, harmful chemicals, timber and organic materials.
7. Any materials that contain a significant portion of particles larger than 125mm will also be rejected until the particles are crushed or removed.
8. To be considered acceptable for reuse, the materials will need to meet a suitable grading of the Highways Agency Manual of Contract Documents for Highway Works, Volume 1 – Specification for Highway Works, Series 0600 (Earthworks). Materials to be reused should be granular in nature, meeting the class of 1A, the granular end member of 2C, 6F2, 6F4, 6F5, 6P or similar.
9. The materials shall be classified by means of wet sieve grading tests and must also meet the following criteria:
   - o Acid soluble sulphate content <0.24%
   - o Silt content <10%
   - o Organic matter content <5%
10. Example methods of compaction for Class 2C and Class 1A materials are provided below, assuming use of a vibrating roller of between 2,900kg and 3,600kg mass per metre width of roll, in accordance with Table 6/4 of the Specification. The layer thicknesses and number of passes of the roller are dependent on the material and the roller used and, as a result, may be different from the examples below, if other rollers are used. The thicknesses and passes must be designed accordingly.

    Class 1A/2C:

    Each 200mm layer shall be compacted with at least four (4) passes of a vibrating roller in accordance with Table 6/4 of the Series 600 Earthworks Specification.
11. It is necessary for the materials to meet an end specification of 95% of the maximum dry density and a minimum of 2.5% CBR value. For granular fill, a CBR of 10% should be used.
12. Dry density testing should be carried out with a minimum of 3 tests every alternate layer of compacted material or on a 50m grid spacing, whichever results in the most tests.
13. The above tests should be carried out by a UKAS accredited testing laboratory.
14. Where the retaining wall is to be placed on the fill materials, SPT testing will be required following the placement of the fill. Testing is required on a 25m grid, with tests undertaken at 1m intervals within the fill. A minimum bearing capacity of 65kN/m2 is required for founding.
15. If weather conditions are such that suitable compaction is inhibited and the specified values cannot be achieved, then the Contractor shall cease work until such time as the fill can be placed and compacted to meet the specification requirements.
16. Any areas that do not meet the required level of compaction shall be re-compacted and re-tested as necessary.

Rev	By	Date	Revision	Chk	Apvd
G	JC	07.11.23	CH.7 and CH.8 added	DPB	DPB
F	RJ	13.07.23	Updated to suit Kirklees Highways comments.	RJ	MI
E	JC	11.05.23	Updated to suit Kirklees Highways comments.	JD	JD
D	JC	23.02.23	Updated to suit Kirklees Highways comments.	JD	JD
C	JC	14.02.23	Formation level for earthworks added.	JD	JD
B	JC	15.12.22	Updated to suit Kirklees Highways comments.	JD	JD
A	JC	28.11.22	Section numbering amended	JD	JD
/	JC	23.11.22	Issued for information	JD	JD

ARP ASSOCIATES
Chartered Consulting Engineers
Northwest House ● 5 & 6 Northwest Business Park ● Servia Hill, Leeds ● LS6 2QH
☎ 0113 245 8498 🖷 0113 244 3864 ✉ leeds@arpassociates.co.uk 🌐 www.arpassociates.co.uk
ARP Associates is a trading division of ARP Geotechnical Ltd, a company registered in England and Wales with company number 3771811, whose registered office is at 5/6 Northwest Business Park, Servia Hill, Leeds LS6 2QH

TITLE
PROPOSED EMBANKMENT SECTIONS SHEET 2

PROJECT
A6024 WOODHEAD ROAD, HONLEY

CLIENT
MILLER HOMES (YORKSHIRE) LTD

DRAWING STATUS
PRELIMINARY

Scale	Date	Drawn
As Shown @ A1	NOV 22	JC
		Chk. JD

Drg. No. 425/58/1022.1 Rev G