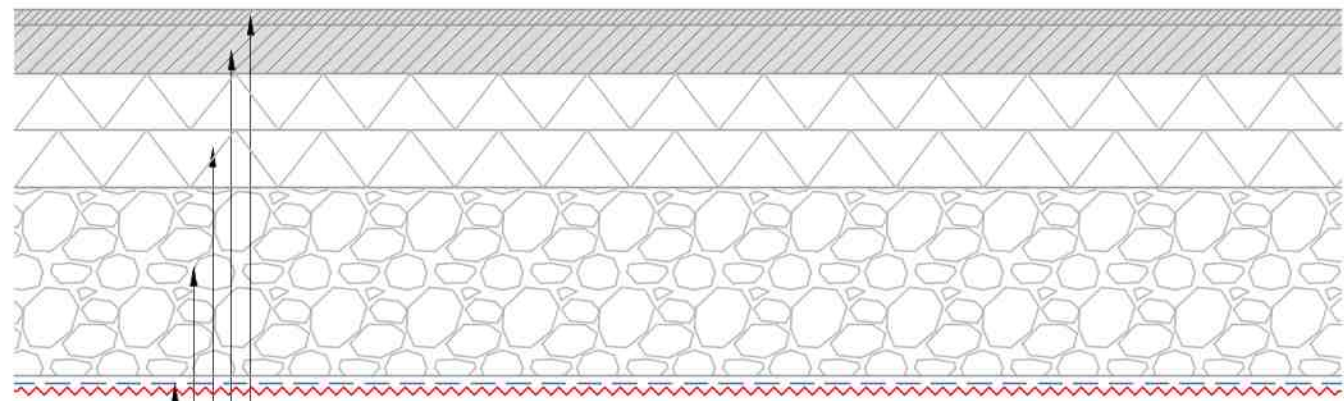


Typical Road Cross-section - Footway/Vehicular Access

(Lincolnshire County Council Specification)

(Scale 1:20)



40mm of 10mm size Close Graded Surface Course (AC 10 close surf 70/100 or 100/150) to Clause 7.3. It must be compacted in accordance with Clause 7.2 to a void content within the range 2%-10%. The aggregate shall be from a source approved by the Highway and Flood Authority and shall have minimum polished stone value of 55, unless a higher PSV is required by the Highway and Flood Authority and a maximum abrasion value of 16. Only aggregates in the Lincolnshire County Council Approved Supplies Information Booklet shall be used. The surface course is to be bonded to the binder course.

130mm of 20mm size recipe mix dense binder course, 40/60 pen bitumen (AC 20 dense bin 40/60 rec) to clause 9.1 and shall be laid in two layers of 70mm and 60mm respectively. No layer shall be less than 50mm in thickness or greater than 100mm in thickness. Compaction must be in accordance with clause 7.2 to a void content within the range 2% - 8% and all layers must be bonded together.

300mm of Sub-base to conform with Clause 8.1 and shall be Type 1. A minimum in-situ CBR value of 30% and/or a minimum stiffness of 35 MPa will be required on all roads. CBR or stiffness values shall be determined by Plate Bearing Tests or Light Weight Drop Tests respectively in accordance with Clause 8.2.

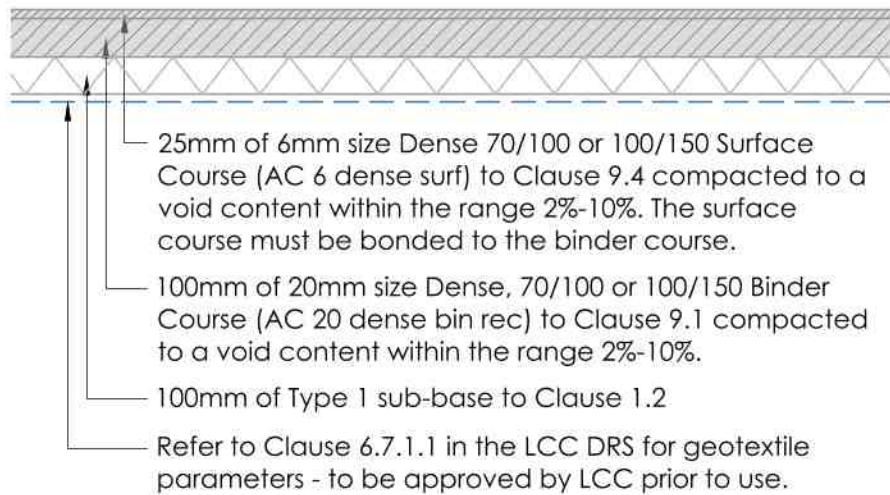
410mm 6f₃ capping to conform with clause 6.8

Approved geogrid laid over approved geotextile or an approved geocomposite can be used (grid minimum aperture size 30mm x 30mm, minimum tensile strength 40kN x 40kN - see clause 6.7 for full details). See note 3 on the construction chart below.

Construction Chart 1 Specification

(Lincolnshire County Council Specification)

(Scale 1:20)

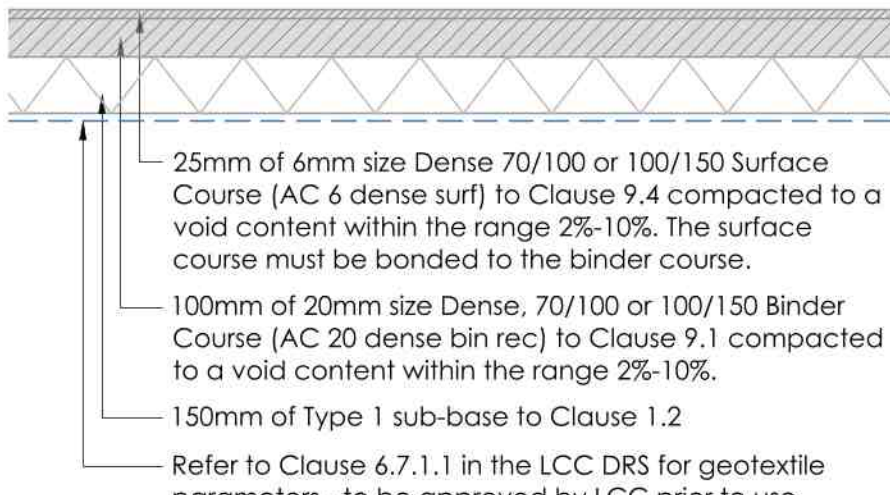


25mm of 6mm size Dense 70/100 or 100/150 Surface Course (AC 6 dense surf) to Clause 9.4 compacted to a void content within the range 2%-10%. The surface course must be bonded to the binder course.

100mm of 20mm size Dense, 70/100 or 100/150 Binder Course (AC 20 dense bin rec) to Clause 9.1 compacted to a void content within the range 2%-10%.

100mm of Type 1 sub-base to Clause 1.2

Refer to Clause 6.7.1.1 in the LCC DRS for geotextile parameters - to be approved by LCC prior to use.



25mm of 6mm size Dense 70/100 or 100/150 Surface Course (AC 6 dense surf) to Clause 9.4 compacted to a void content within the range 2%-10%. The surface course must be bonded to the binder course.

100mm of 20mm size Dense, 70/100 or 100/150 Binder Course (AC 20 dense bin rec) to Clause 9.1 compacted to a void content within the range 2%-10%.

150mm of Type 1 sub-base to Clause 1.2

Refer to Clause 6.7.1.1 in the LCC DRS for geotextile parameters - to be approved by LCC prior to use.

Estate Road Footways

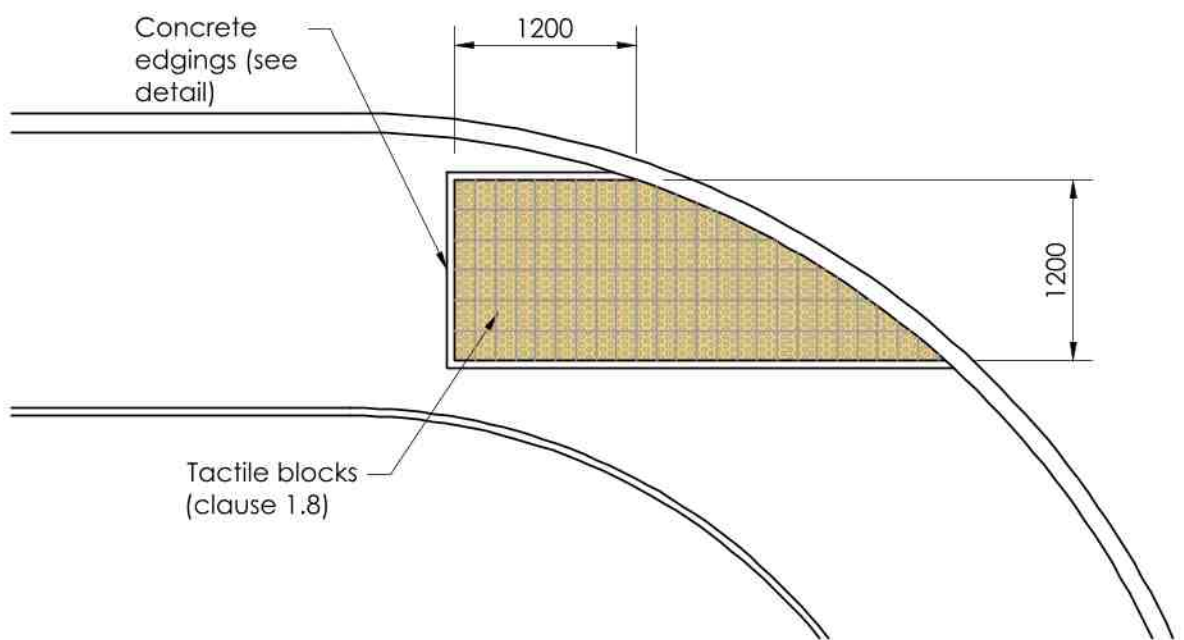
(Lincolnshire County Council Specification)

(Scale 1:20)

Estate Road Vehicular Crossover

(Lincolnshire County Council Specification)

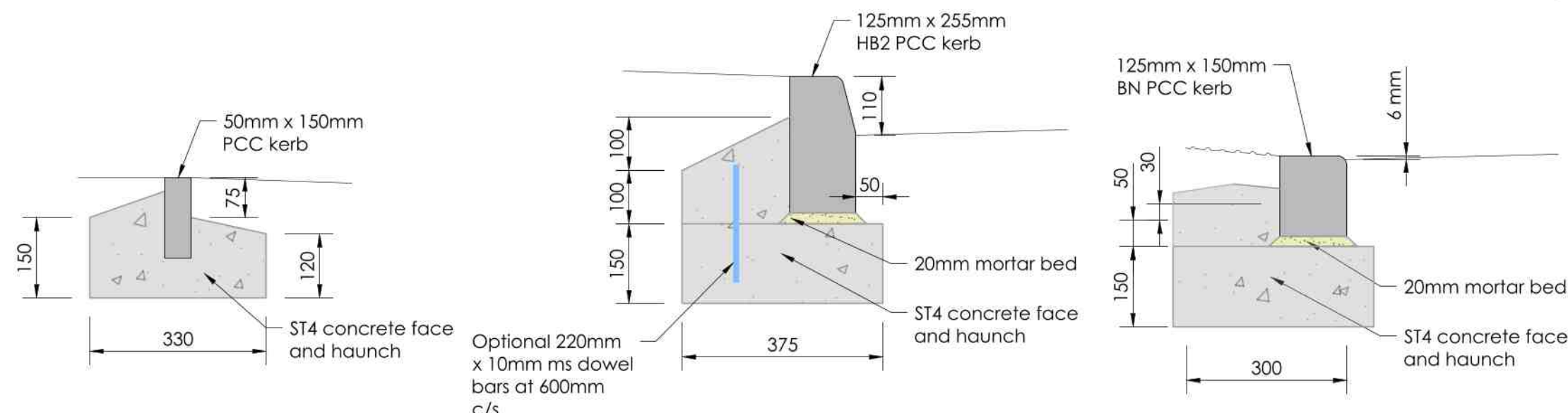
(Scale 1:20)



Typical Uncontrolled Crossing Point at Junction

(Lincolnshire County Council Specification)

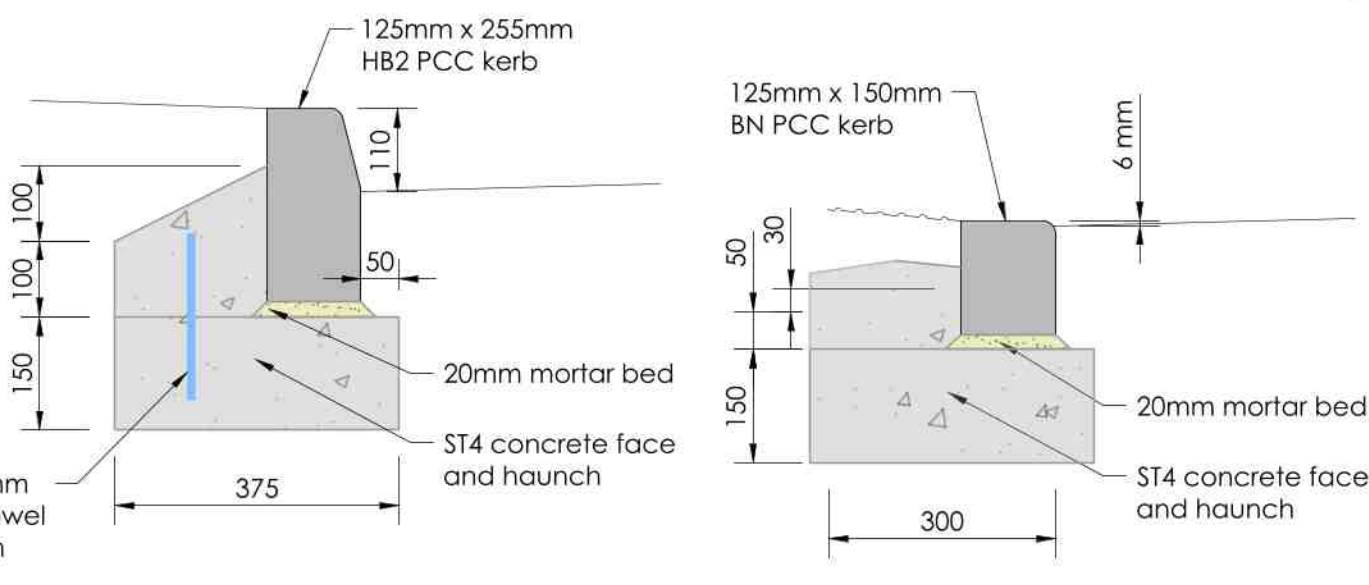
(Scale 1:50)



EF Kerbing Detail

50mm x 150mm

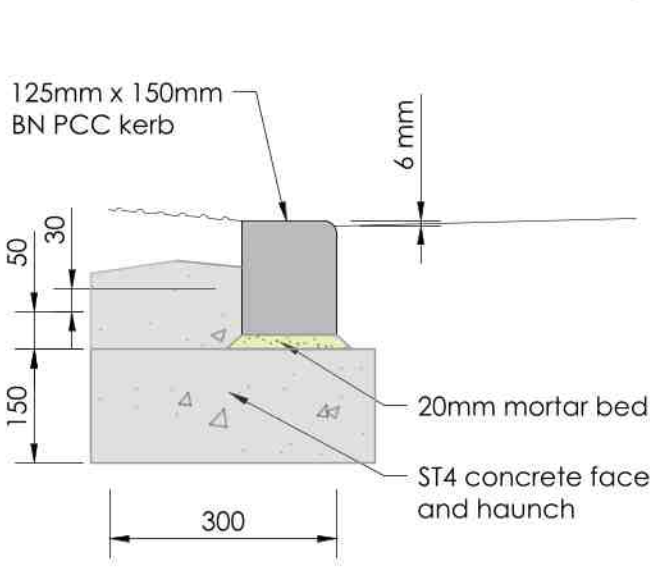
(Scale 1:10)



HB2 Kerbing Detail

125mm x 255mm

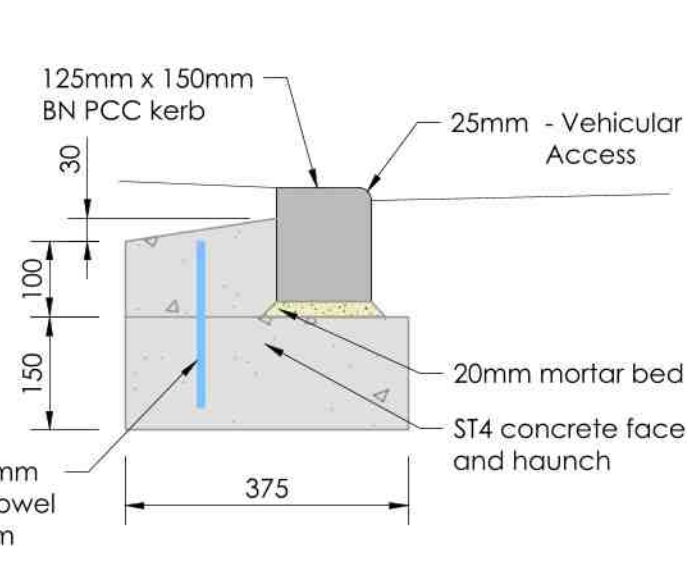
(Scale 1:10)



Kerb Detail at Tactile Crossing

125mm x 150mm

(Scale 1:10)



BN Kerbing Detail - Vehicle Crossing

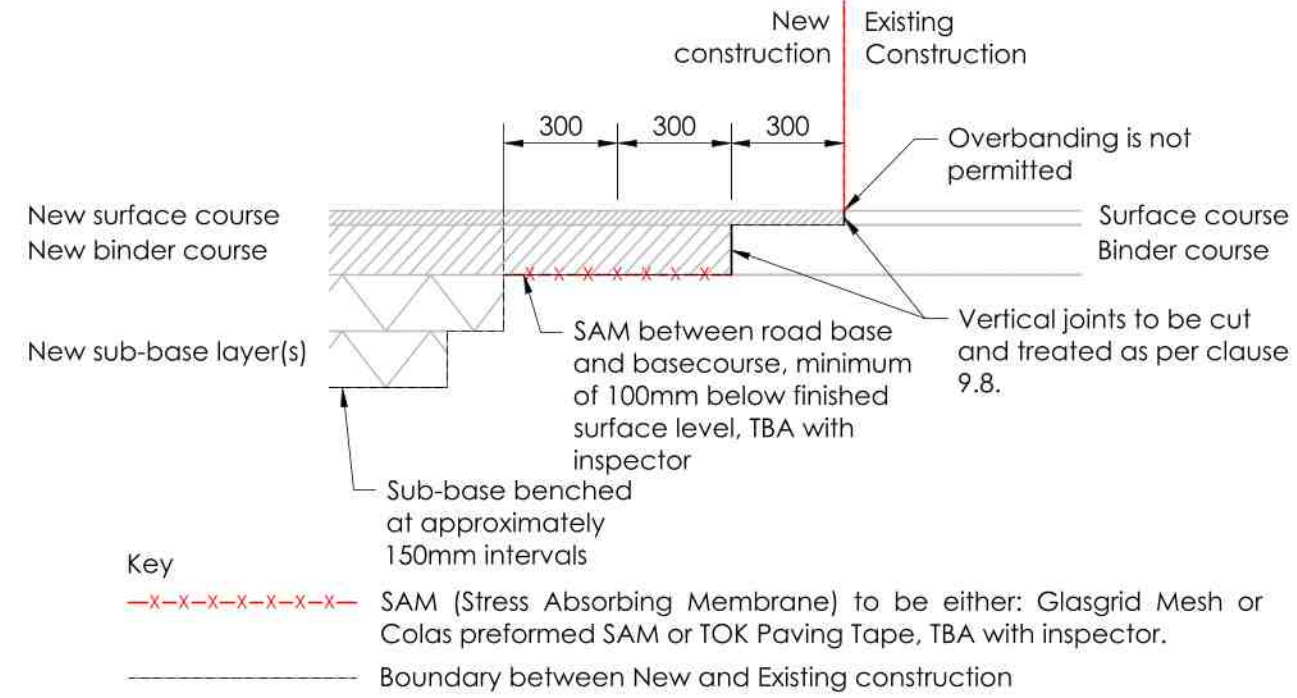
125mm x 150mm

(Scale 1:10)

Construction Chart 1 - Non pervious Roads up to 0.25 msa. - Normal Flexible Construction

Sub-grade ^{Note 1}	Sub-base (mm)		Surfacing (mm)		Total Thickness Required (mm)	
	Without geotextile	With geotextile	Binder Course ^{Note 4}	Surface Course	Without Geotextile	With geotextiles
Below 1 1/2%	Not suitable	710 ^{Notes 2 and 3}	130	40	Not suitable	880 ^{Notes 2, 3 and 4}
1%	Not suitable	440	130	40	Not suitable	610 ^{Note 4}
2%	400	340	130	40	570 ^{Note 5}	510 ^{Note 4}
3%	310	300	130	40	480 ^{Note 5}	470 ^{Note 4}
4% ^{Note 5}	300	300 ^{Note 5}	130	40	470 ^{Note 5}	470 ^{Notes 4 and 5}
5% ^{Note 5}	300	300 ^{Note 5}	130	40	470 ^{Note 5}	470 ^{Notes 4 and 5}
6-15% ^{Note 5}	300	300 ^{Note 5}	130	40	470 ^{Note 5}	470 ^{Notes 4 and 5}
Above 15% ^{Note 5}	300	300 ^{Note 5}	130	40	470 ^{Note 5}	470 ^{Notes 4 and 5}

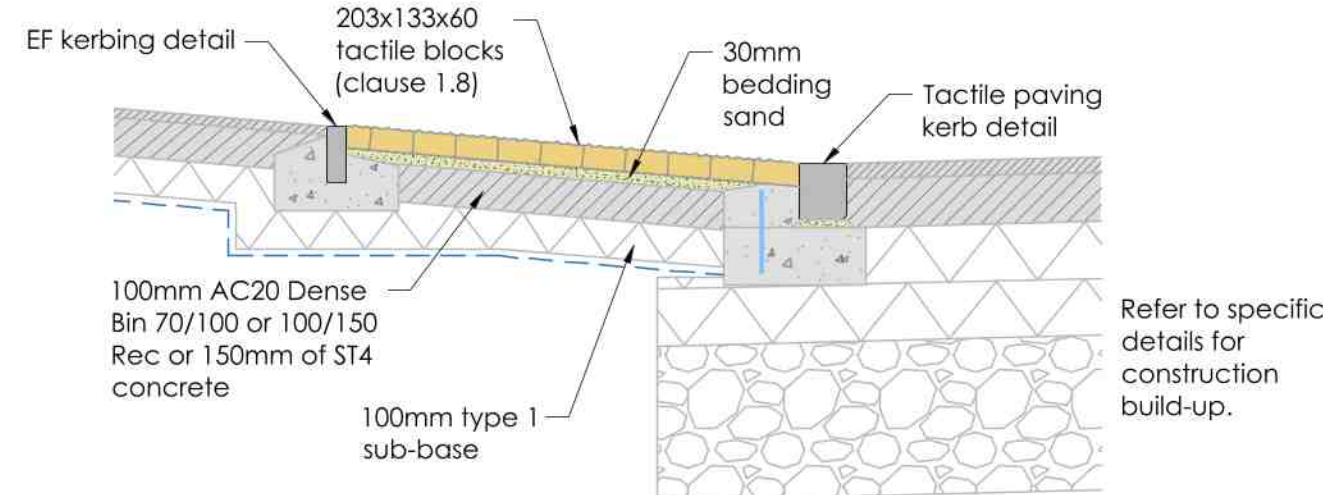
- See Clauses 1.1.6, 1.1.7 and 1.1.8
- See Clause 1.1.6 - Assumes no improvement is possible using either sub-soil drainage or soil strengthening technique. 710mm is 410mm of 6F5 Capping Layer Granular Fill to clause 6.8 and 300mm of Type 1 sub-base. The thickness of 710mm can be reduced to 620mm if all Type 1 sub-base is used.
- For soft spots and sub-grades with a CBR of less than 1 1/2% the geotextile shall be laid with an approved geogrid or shall be an approved geocomposite. Approved specialist design can be used with the agreement of the Authority.
- Initial Binder Course layer thickness 70mm if the alternative kerbing installation method (two stage construction - kerbing to be laid at a later stage) is used. Total Binder Course thickness remains 130mm in these circumstances. See Clause 1.1.17.
- The use of a geosynthetic with a sub-grade with this bearing capacity offers no advantage or economy.



Stepped Construction Detail

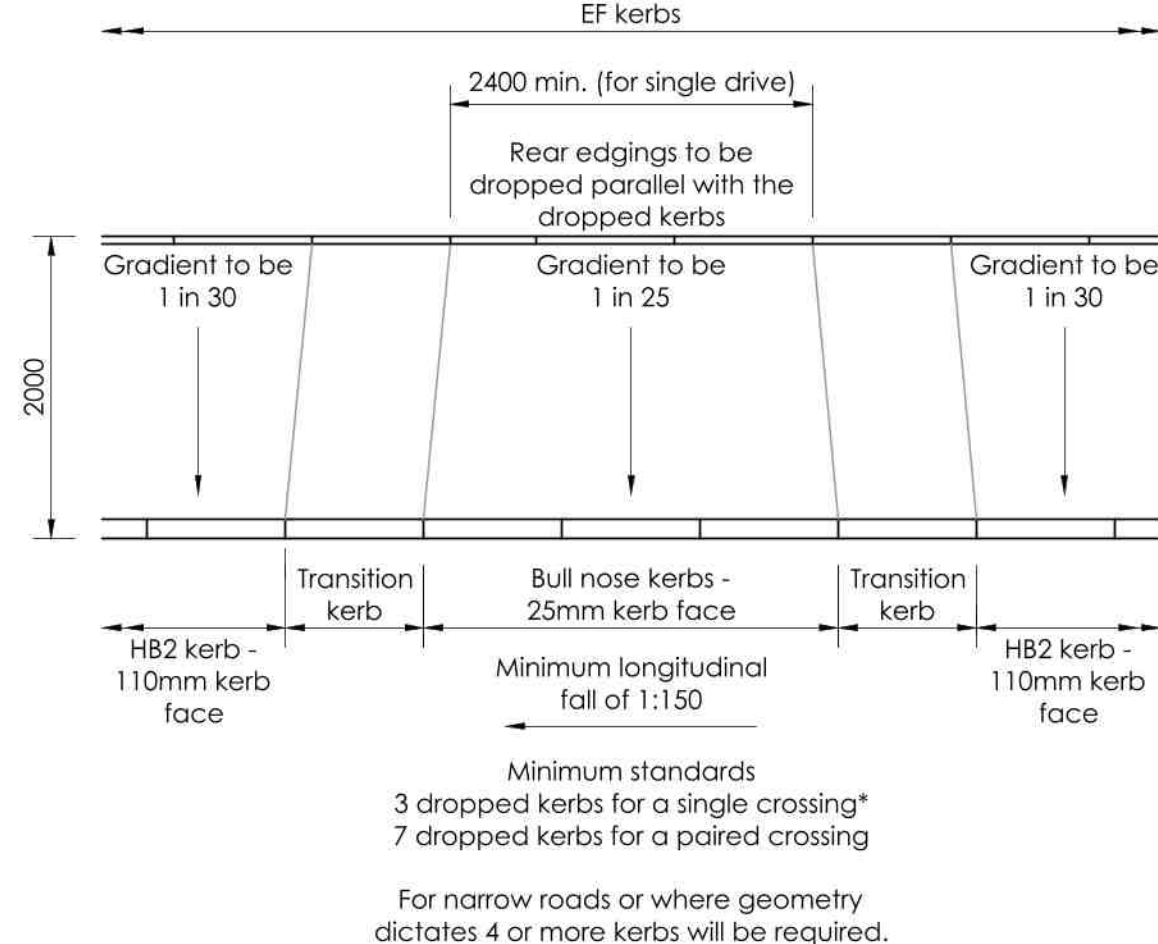
(Carriageway Tie in)

(Scale 1:20)



Tactile Paving Detail

(Scale 1:20)

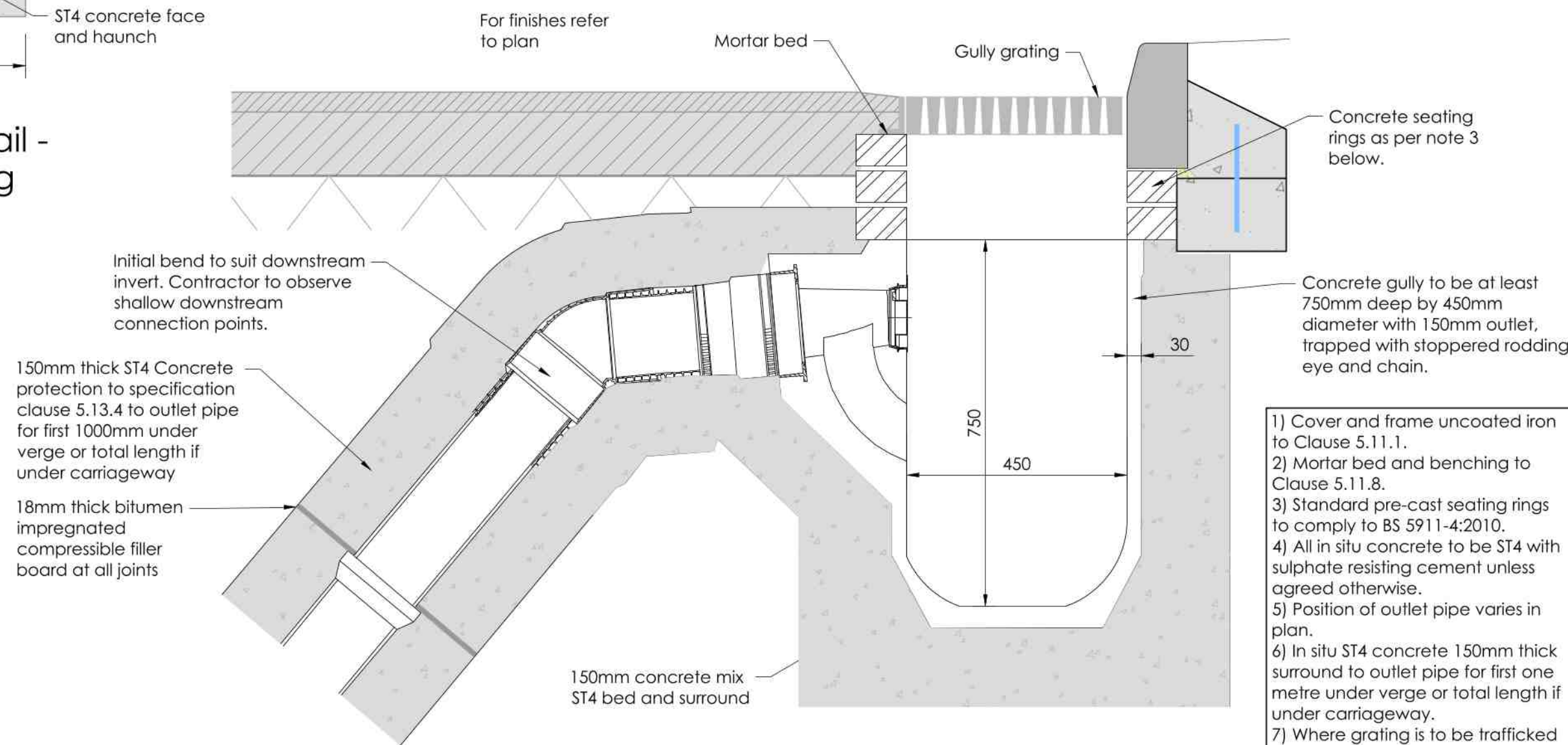


Domestic Vehicle Crossing Over

Footway (ref. clause 1.6.1)

(Lincolnshire County Council Specification)

(Scale 1:50)



Type G5 Trapped Road Gully

Figure 5.7 - Typically Gully Details

(Scale 1:10)

Do not scale directly from this drawing. All discrepancies are to be brought to the attention of the below office.

The copyright to this drawing is owned by studio 11 architecture.

The General Contractor is to check all dimensions on site and report discrepancies to the designer.

The details and information shown hereon relating to existing underground drains, main services, cables, etc., and existing structural details, are as obtained by normal survey observation method. Although all reasonable effort has been made, no guarantee can be made or given for the completeness or accuracy of this information.

Notes:

- All drawings to be read in conjunction with Structural Engineers Drawings.
- All plans are drawn in meters unless noted otherwise.
- This drawing is to be read in accordance with all other related drawings, any discrepancies must be reported back to the engineer immediately.
- Drainage design in accordance with Sewers for Adoption 4th addition.
- Road design in accordance with Lincolnshire County Council - Development Road and Sustainable Drainage Specification and Construction - May 2018 Edition, and any specific requirements of the approving highway officer.
- All manholes located in the adoptable highways to have a minimum cover grades of D400, and be noted with their respective water type (FW or SW).
- Setting out to be in accordance with the Architectural plans.
- All proprietary items to be installed in strict accordance with the manufacturers instructions and recommendations.
- All works to be carried out in accordance with the current British Standards, Codes for practice and Building Regulations.
- Gully laterals to be 150mmØ and have type z surround (refer to detail).
- No private water to discharge onto the adoptable highway.
- Street lighting to be provided by specialist.
- All topsoil to be removed in construction areas.
- All soft spots to be removed and replaced with a suitable engineered material to achieve design values.

Lincolnshire County Council Notes:

- The specification in all respects shall be in accordance with the current Development Road and Sustainable Drainage Specification and Construction publication in force in the county at the time of construction.
- The minimum longitudinal fall for highways, without channel blocks shall be 1 in 150, and with channel blocks 1 in 250.
- See Clause 10.1 of the Development Road and Sustainable Drainage Specification and Construction. In addition, ensure that the first section of any side road falls away from the road from the road to which it is connecting. If general topography requires it to rise, this change of direction should take place after the first set of gullies. This is to ensure a 'false channel' with associated drainage problems is not created in the beltmouth of junctions.
- General deterioration of the existing highway/footway/verges created through construction of the new Section 38 Development will be reinstated to the Development Road and Sustainable Drainage Specification and Construction at the developers' own cost at the agreement of the inspecting Highway and Flood Authority Officer.
- No Private surface water shall discharge onto the adoptable highway.
- No private structural features shall overhang the adoptable highway.
- No private retaining walls exceeding 1.37 metres shall be within 3.66 metres of the highway boundary.

E	16.04.2020	S11	Drawing generally updated in accordance with LCC comments.
D	05.02.2020	S11	Client details updated.
C	13.12.2019	S11	Drawing generally updated.
B	15.08.2019	S11	Drainage design, bedding, headwall details, road marking flow rate, notes, crossing point, SGP, gully position.
A	18.03.2019	S11	First issue
REVISION	DATE	DRAWN	DESCRIPTION



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CLIENT Belmont Contractors

PROJECT Residential Development @ Land off
Old Main Road, Fleet Hargate

DRAWING Section 38 - Lincolnshire CC
Adoptable Highway Details

DRAWN	PROJECT DESIGNER	PROJECT DIRECTOR
S11	LAR	KB
DATE	SCALE	PAPER SIZE
18.03.2019	As Shown	A1

DRAWING NUMBER 356.FH.302

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