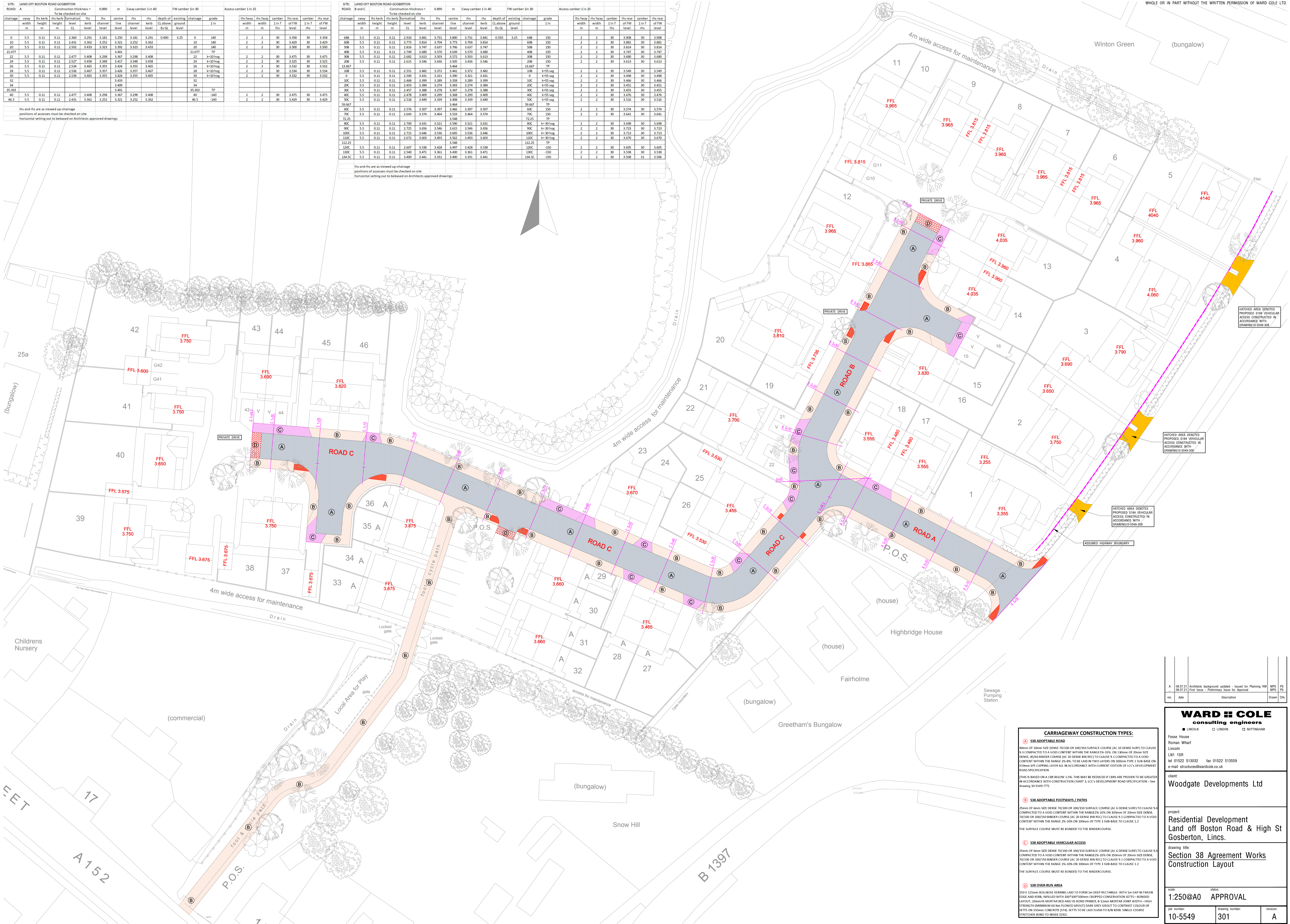


SITE: LAND OFF BOSTON ROAD GOSBERTON														
ROAD: A														
To be checked on site														
chainage	chwy	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts
width	width	height	height	height	height	height	height	height	height	height	height	height	height	height
m	m	m	m	m	m	m	m	m	m	m	m	m	m	m
0	5.5	0.11	0.11	2.360	3.291	3.381	3.250	3.181	3.291	0.000	3.25	0	140	
10	5.5	0.11	0.11	2.431	3.352	3.252	3.321	3.252	3.362			10	140	
20	5.5	0.11	0.11	2.502	3.413	3.353	3.392	3.353	3.433			20	140	
21.077												21.077	TP	
22	5.5	0.11	0.11	2.477	3.408	3.298	3.387	3.398	3.408			22	140	
24	5.5	0.11	0.11	2.527	3.458	3.348	3.437	3.348	3.458			24	140	
26	5.5	0.11	0.11	2.534	3.465	3.355	3.424	3.355	3.465			26	140	
28	5.5	0.11	0.11	2.536	3.467	3.357	3.426	3.357	3.467			28	140	
30	5.5	0.11	0.11	2.534	3.465	3.355	3.424	3.355	3.465			30	140	
32												32		
34												34		
35.363												35.363	TP	
40	5.5	0.11	0.11	2.477	3.408	3.298	3.387	3.398	3.408			40	140	
46.5	5.5	0.11	0.11	2.431	3.352	3.252	3.321	3.252	3.362			46.5	140	
Its and hts are as viewed up-chirnage														
positions of accesses must be checked on site														
horizontal setting out to be based on Architects approved drawings														

SITE: LAND OFF BOSTON ROAD GOSBERTON														
ROAD: B and C														
To be checked on site														
chainage	chwy	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts
width	width	height	height	height	height	height	height	height	height	height	height	height	height	height
m	m	m	m	m	m	m	m	m	m	m	m	m	m	m
648	5.5	0.11	0.11	2.930	3.841	3.731	3.800	3.731	3.841	0.550	3.25	648	150	
658	5.5	0.11	0.11	3.773	3.854	3.704	3.773	3.704	3.854			658	150	
698	5.5	0.11	0.11	2.816	3.747	3.637	3.706	3.637	3.747			698	150	
408	5.5	0.11	0.11	2.749	3.680	3.570	3.639	3.570	3.680			408	150	
398	5.5	0.11	0.11	2.682	3.613	3.503	3.572	3.503	3.613			398	150	
208	5.5	0.11	0.11	2.615	3.546	3.436	3.505	3.436	3.546			208	150	
11.607												11.607	TP	
108	5.5	0.11	0.11	2.551	3.482	3.372	3.441	3.372	3.482			108	150	
0	5.5	0.11	0.11	2.500	3.431	3.321	3.390	3.321	3.431			0	150	
10C	5.5	0.11	0.11	2.468	3.399	3.289	3.358	3.289	3.399			10C	150	
20C	5.5	0.11	0.11	2.459	3.384	3.274	3.343	3.274	3.384			20C	150	
30C	5.5	0.11	0.11	2.457	3.388	3.278	3.347	3.278	3.388			30C	150	
40C	5.5	0.11	0.11	2.478	3.409	3.299	3.368	3.299	3.409			40C	150	
50C	5.5	0.11	0.11	2.518	3.449	3.339	3.408	3.339	3.449			50C	150	
59.607												59.607	TP	
60C	5.5	0.11	0.11	2.576	3.507	3.397	3.466	3.397	3.507			60C	150	
70C	5.5	0.11	0.11	2.643	3.574	3.464	3.533	3.464	3.574			70C	150	
72.25												72.25	TP	
80C	5.5	0.11	0.11	2.700	3.631	3.521	3.590	3.521	3.631			80C	150	
90C	5.5	0.11	0.11	2.772	3.696	3.586	3.655	3.586	3.696			90C	150	
100C	5.5	0.11	0.11	2.735	3.645	3.535	3.604	3.535	3.645			100C	150	
110C	5.5	0.11	0.11	2.672	3.603	3.493	3.562	3.493	3.603			110C	150	
122.25												122.25	TP	
120C	5.5	0.11	0.11	2.607	3.538	3.428	3.497	3.428	3.538			120C	150	
130C	5.5	0.11	0.11	2.540	3.471	3.361	3.430	3.361	3.471			130C	150	
134.5C	5.5	0.11	0.11	3.400	3.441	3.331	3.400	3.331	3.441			134.5C	150	
Its and hts are as viewed up-chirnage														
positions of accesses must be checked on site														
horizontal setting out to be based on Architects approved drawings														

SITE: LAND OFF BOSTON ROAD GOSBERTON														
ROAD: B and C														
To be checked on site														
chainage	chwy	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts	hts
width	width	height	height	height	height	height	height	height	height	height	height	height	height	height
m	m	m	m	m	m	m	m	m	m	m	m	m	m	m
2	2	2	2	3.908	3.908	3.908	3.908	3.908	3.908			2	2	3.908
2	2	2	2	3.883	3.883	3.883	3.883	3.883	3.883			2	2	3.883
2	2	2	2	3.844	3.844	3.844	3.844	3.844	3.844			2	2	3.844
2	2	2	2	3.747	3.747	3.747	3.747	3.747	3.747			2	2	3.747
2	2	2	2	3.680	3.680	3.680	3.680	3.680	3.680			2	2	3.680
2	2	2	2	3.613	3.613	3.613	3.613	3.613	3.613			2	2	3.613
2	2	2	2	3.546	3.546	3.546	3.546	3.546	3.546			2	2	3.546
2	2	2	2	3.507	3.507	3.507	3.507	3.507	3.507			2	2	3.507
2	2	2	2	3.498	3.498	3.498	3.498	3.498	3.498			2	2	3.498
2	2	2	2	3.466	3.466	3.466	3.466	3.466	3.466			2	2	3.466
2	2	2	2	3.451	3.451	3.451	3.451	3.451	3.451			2	2	3.451
2	2	2	2	3.476	3.476	3.476	3.476	3.476	3.476			2	2	3.476
2	2	2	2	3.516	3.516	3.516	3.516	3.516	3.516			2	2	3.516
2	2	2	2	3.574	3.574	3.574	3.574	3.574	3.574			2	2	3.574
2	2	2	2	3.641	3.641	3.641	3.641	3.641	3.641			2	2	3.641
2	2	2	2	3.698	3.698	3.698	3.698	3.698	3.698			2	2	3.698
2	2	2	2	3.721	3.721	3.721	3.721	3.721	3.721			2	2	3.721
2	2	2	2	3.713	3.713	3.713	3.713	3.713	3.713			2	2	3.713
2	2	2	2	3.670	3.670	3.670	3.670	3.670	3.670			2	2	3.670
2	2	2	2	3.665	3.665	3.665	3.665	3.665	3.665			2	2	3.665
2	2	2	2	3.598	3.598	3.598	3.598	3.598	3.598			2	2	3.598
2	2	2	2	3.598	3.598	3.598	3.598	3.598	3.598			2	2	3.598



CARRIAGEWAY CONSTRUCTION TYPES:	
(A) 538 ADAPTABLE ROAD	40mm of 10mm SIZE DENSE 70/100 OR 100/150 SURFACE COURSE (AC 3 DENSE SURF) TO CLAUSE 9.4 COMPACTED TO A VOID CONTENT WITHIN THE RANGE 25-30% ON 100mm OF 20mm SIZE DENSE 40/100 BINDER COURSE (AC 20 DENSE BINDER) TO CLAUSE 9.4 COMPACTED TO A VOID CONTENT WITHIN THE RANGE 25-40% TO BE LAID IN TWO LAYERS ON 100mm TYPE 1 SUB-BASE ON 100mm OF 10mm LAYER ALL IN ACCORDANCE WITH CURRENT EDITION OF LCC DEVELOPMENT ROAD SPECIFICATION
(B) 538 ADAPTABLE FOOTWAYS / PATHS	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 25-30% ON 100mm OF 20mm SIZE DENSE 40/100 OR 100/150 BINDER COURSE (AC 20 DENSE BINDER) TO CLAUSE 9.4 COMPACTED TO A VOID CONTENT WITHIN THE RANGE 25-30% ON 100mm OF TYPE 1 SUB-BASE TO CLAUSE 1.2 THE SURFACE COURSE MUST BE BONDED TO THE BINDER COURSE.
(C) 538 ADAPTABLE VEHICULAR ACCESS	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 25-30% ON 100mm OF 20mm SIZE DENSE 40/100 OR 100/150 BINDER COURSE (AC 20 DENSE BINDER) TO CLAUSE 9.4 COMPACTED TO A VOID CONTENT WITHIN THE RANGE 25-30% ON 100mm OF TYPE 1 SUB-BASE TO CLAUSE 1.2 THE SURFACE COURSE MUST BE BONDED TO THE BINDER COURSE.
(D) 538 OVER-RUN AREA	100 x 1.22mm BULLDOZE EMBANKING LAID TO FORM A 2m DEEP RECTANGLE WITH 1m GAP BETWEEN JOSE AND KERB, FILLED WITH 100/150/100mm DROPPED CONCRETION SETTS - BONDED LAYOUT, 20mm MORTAR BED AND 15 BOND PRIMER, 15mm MORTAR JOINT WIDTH - HIGH STRENGTH (MINIMUM 40 N/mm ²) DRAIN GROUT TO CONTRAST COLOUR OF SETTS ON 150mm CONCRETE (S14) SETTS TO BE LAID FLUSH TO 100mm KERB SINGLE COURSE WITH 100mm BOND TO INSIDE EDGE.

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Architects background updated - issued for Planning RM
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rev

date

description

drawn

chk

Ward Cole
consulting engineers

Lincoln London Nottingham

Fosse House
Roman Wharf
Lincoln
LN1 1SR
tel 01522 513032 fax 01522 513559
e-mail structures@wardcole.co.uk

client:
Woodgate Developments Ltd

project:
Residential Development
Land off Boston Road & High St
Gosberton, Lincs.

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Construction Layout

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