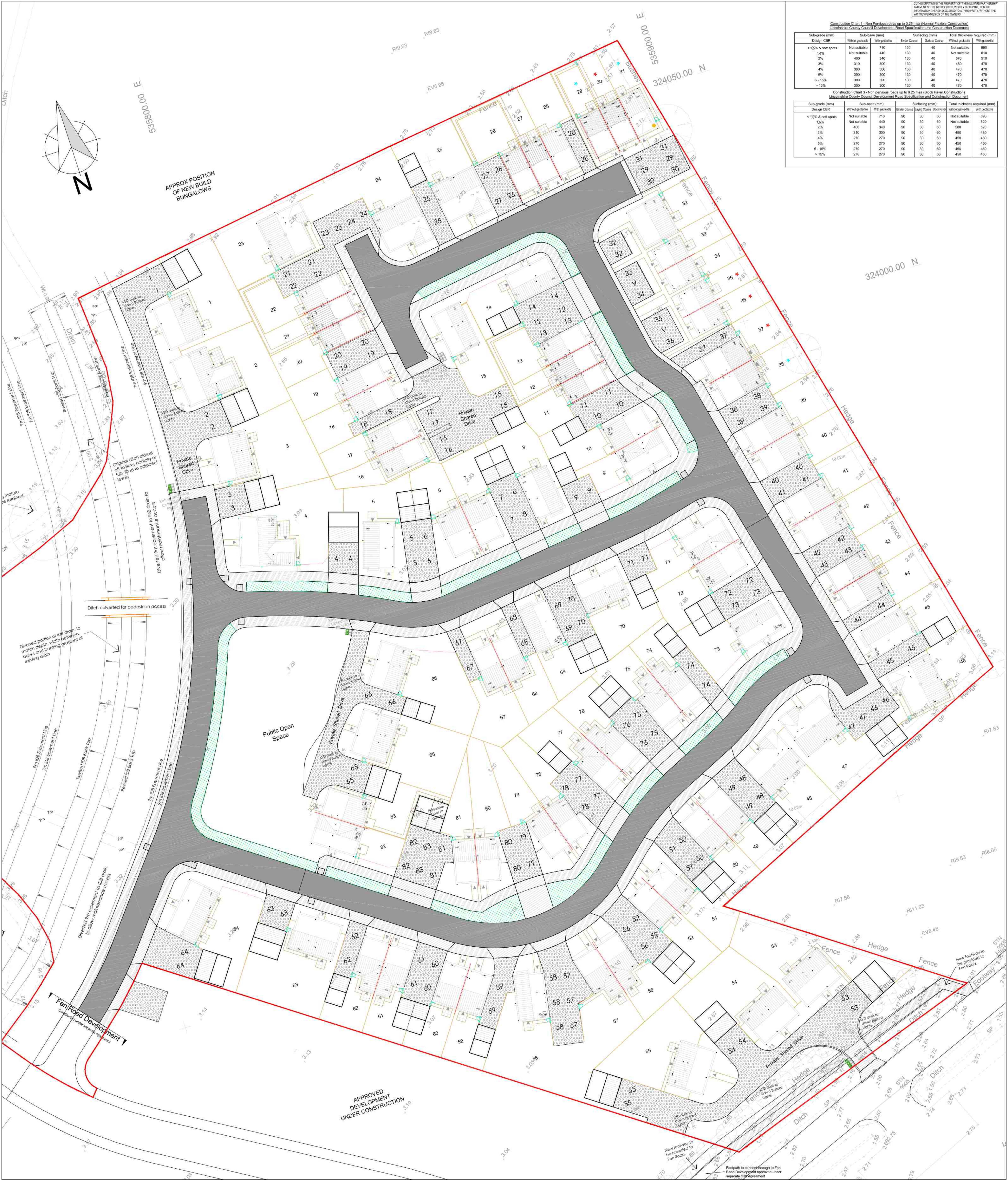




Construction Chart 1 - Non Previous roads up to 0.25 mpa (Normal Flexible Construction)					
Lincolnshire County Council Development Road Specification and Construction Document					
Sub-grade (mm)	Without geotextile	With geotextile	Surfacing (mm)	Without geotextile	With geotextile
Design CBR					
< 15% & soft spots	Not suitable	710	130	40	Not suitable
15%	Not suitable	440	130	40	Not suitable
2%	Not suitable	340	130	40	Not suitable
3%	Not suitable	310	130	40	Not suitable
4%	Not suitable	300	130	40	Not suitable
5%	Not suitable	300	130	40	Not suitable
6 - 15%	Not suitable	300	130	40	Not suitable
> 15%	Not suitable	300	130	40	Not suitable

Construction Chart 2 - Non Previous roads up to 0.25 mpa (Block Paver Construction)					
Lincolnshire County Council Development Road Specification and Construction Document					
Sub-grade (mm)	Without geotextile	With geotextile	Surfacing (mm)	Without geotextile	With geotextile
Design CBR					
< 15% & soft spots	Not suitable	710	90	30	Not suitable
15%	Not suitable	440	90	30	Not suitable
2%	Not suitable	400	90	30	Not suitable
3%	Not suitable	310	90	30	Not suitable
4%	Not suitable	270	90	30	Not suitable
5%	Not suitable	270	90	30	Not suitable
6 - 15%	Not suitable	270	90	30	Not suitable
> 15%	Not suitable	270	90	30	Not suitable

Main Site Layout
Scale: 1:250

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 bedrock of junctions.

General deterioration of the existing highway/footways/verges created through construction of the new Section 38 Development will be retained to the Development Road and Sustainable Drainage Specification and Construction at the developer's 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.

CBR test results confirm 3%, Sub-base and capping to be as indicated in LCC DRSG tables 1 and 3.

In accordance with Lincolnshire County Council Development Road Specification and Construction document for Housing Development Roads carrying up to 0.25 m.s.a.

ADOPTED AREAS

Carriageway Construction - Standard Construction (refer to Chart 1)

- Surface course: 40mm - AC10 dense surf 100/150 in accordance with BSEN13108 to clause 7.3. The Surface Course must be bonded to the Binder Course.
- Binder course: 130mm - AC20 dense bin 40/60 rec laid in a single layer to clause 9.1 or combination of layers not less than 50mm not greater than 100mm in accordance with BSEN13108 assuming kerbing laid prior to surfacing (if two stage construction - kerbing laid at a later stage is used) then initial binder course layer to be 70mm and Total Binder Course thickness becomes 130mm in accordance with clause 1.1.17.
- Sub Base: 300mm min granular sub base material Type 1 to Clause 8.1, and 410mm of 6F5 Capping Layer Granular Fill to clause 6.8.

For soft spots and sub-grades with a CBR of less than 1½% 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.

All pavement material within 450mm of finished external levels shall be non frost susceptible sub-base / capping, depth dependent upon CBR of sub-base.

All Made ground must be removed.

Footway Construction

Surface course: 25mm - AC6 dense surf 100/150 in accordance with BSEN13108 compacted to a void content within the range 2%-10%. To clause 9.4. The Surface Course must be bonded to the Binder Course.

Binder course: 100mm - AC20 dense bin 100/150 in accordance with BSEN13108 to clause 9.1.

Sub Base: 100mm granular sub base material Type 1 to Clause 1.2 of LCCDRS Specification (1½% CBR)

Vehicle crossing

Surface course: 25mm - AC6 dense surf 100/150 in accordance with BSEN13108 to clause 9.4. The Surface Course must be bonded to the Binder Course.

Binder course: 100mm - AC20 dense bin 100/150 in accordance with BSEN13108 to clause 9.1.

Sub Base: 150mm min granular sub base material Type 1 to Clause 1.2 of LCCDRS (1½% CBR)

Grass

100mm Top Soil and Seed

PRIVATE AREAS

Permeable Tarmac - Private Carriageway Construction

Shared Accessways and Private Driveways - Permeable Paving

35mm 6mm Permeable Tarmac (UltraDri Porous (6mm) or similar approved)

65mm Binder Course - AC20 dense bin 40/60 rec in accordance with BSEN13108, punctured/coared at 750mm centres (75mmØ holes)

200mm Coarse graded aggregate type 4/20 to BS EN 12342:2002 for a soaked CBR minimum 5%. (200mm is a minimum, as depth may vary depending on drainage requirements.)

Impermeable geotextile e.g Charcon Permafilter or similar approved (300mm Lap minimum)

Geogrid with integral impermeable membrane (or similar) laid at formation level (Where CBR's <1%)

Tactile Paving

For details on tactile paving, refer to drawing no. MA11102 / 605

REV	DATE	BY	DETAILS	CHKD
A0			AMENDMENTS	

DATE	CHECKED	APPROVED BY	SCALE	DRAWN	ENGINEER	DRAWING NO.	DRAWING STATUS
27.08.19	JMK	JMK	1:250	ATF	JMK	MA11102 / 602 rev E	PRELIMINARY

The Paddocks
Holbeach Meadows
Spalding, Lincolnshire

ASHWOOD
HOMES

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