PAVEMENT AND KERB NOTES:
UNLESS STATED OTHERWISE, CLAUSES REFERENCED BELOW
REFER TO LINCOLNSHIRE COUNTY COUNCIL DEVELOPMENT ROAD
SPECIFICATION AND CONSTRUCTION 2014 EDITION

Carriageway: Flexible Construction (Pavement Type 1)
- 40mm Surface Course of AC 10 dense surf 100/150 rec to Clause 7.3.
- 110mm Binder Course of AC 20 dense bin 40/60 rec to Clause 9.1.
- 300mm Sub-base of Type 1 to Clause 1.2.
- 410mm Capping Layer of 6F5 capping material.
- Geocomposite layer to be Tensar TriAx TX-G or similar approved. Geocomposite layer to be manufacturer designed, fit for purpose and approved by Lincolnshire County Council. Installation to manufacturers requirements.

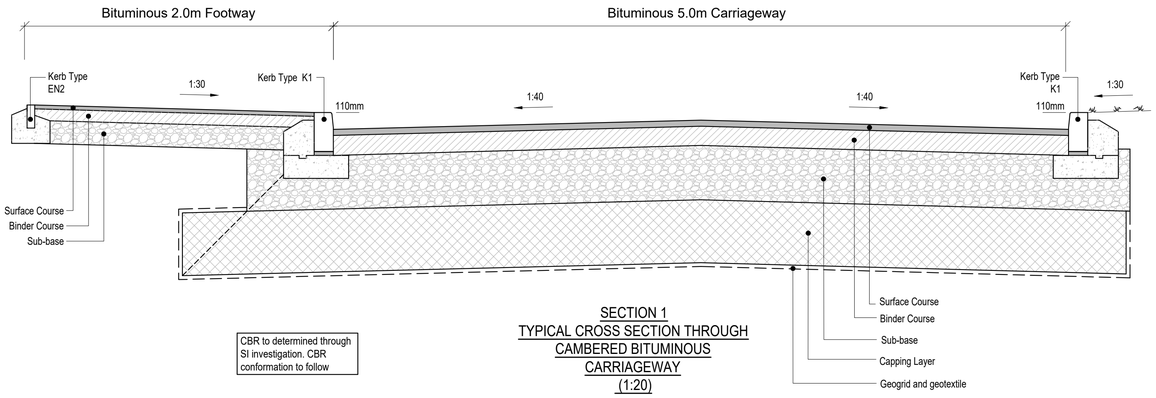
Footway: Bituminous Surfacing (Pavement Type 2)
- 25mm Surface Course of AC 6 dense surf 100/150 rec to Clause 9.4.
- 100mm Binder Course of AC 20 dense bin 70/100 rec to Clause 9.1.
- 100mm Sub-base of Type 1 to Clause 1.2.

Vehicle Access Crossings
- Installed to Clause 1.6.
- 25mm Surface Course of AC 6 dense surf 100/150 rec to Clause 9.4.
- 100mm Binder Course of AC 20 dense bin 70/100 rec to Clause 9.1.
- 150mm Sub-base of Type 1 to Clause 1.2.

The above foundation designs are based on an assumed less than 1.5% CBR in accordance with Chart 1 of LCCDRS (see excerpt below). Onsite testing of subgrade or insitu fill material to be submitted for LCC Engineer evaluation.

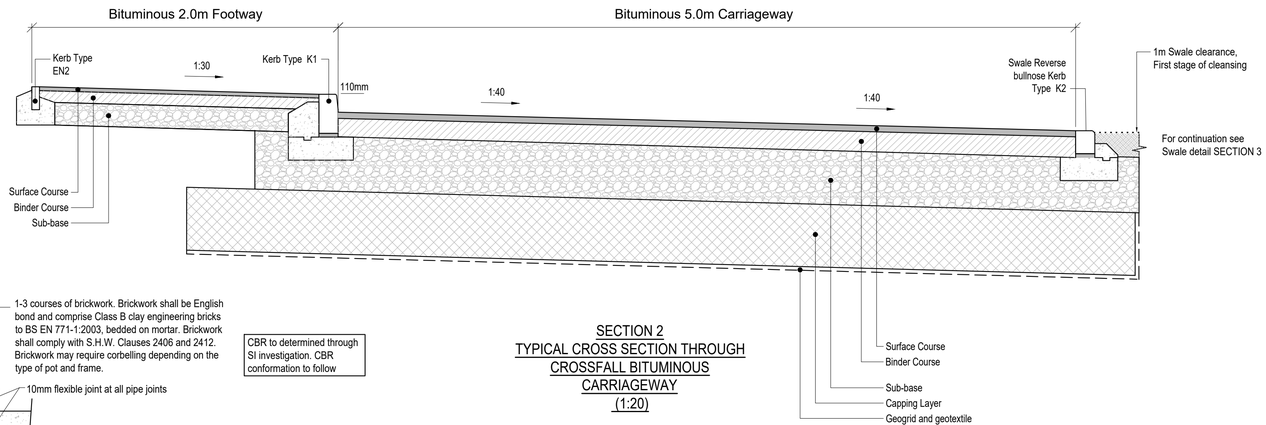
CONSTRUCTION CHART 1 - NON PERVIOUS
Roads up to 0.25 msa. - normal flexible construction

SUB GRADE	SUB BASE (mm)		SURFACING (mm)		TOTAL THICKNESS REQUIRED (mm)	
Design CBR	Without geotextile	With geotextile	Binder course	Surface course	Without geotextile	With geotextile
Below 1.5%	not suitable	710	110	40	Not suitable	860
1.5%	not suitable	440	110	40	Not suitable	590
2%	400	340	110	40	550	490
3%	310	300	110	40	460	450
4%	300	300	110	40	450	450
5%	300	300	110	40	450	450
6-15%	300	300	110	40	450	450
Above 15%	300	300	110	40	450	450



CBR to determined through SI investigation. CBR conformation to follow

SECTION 1
TYPICAL CROSS SECTION THROUGH CAMBERED BITUMINOUS CARRIAGEWAY
(1:20)

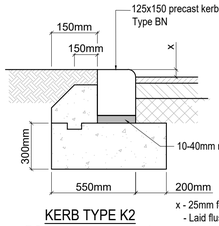


CBR to determined through SI investigation. CBR conformation to follow

SECTION 2
TYPICAL CROSS SECTION THROUGH CROSSFALL BITUMINOUS CARRIAGEWAY
(1:20)

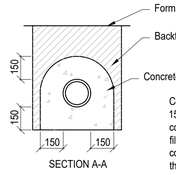
KERB TYPE K1
PCC HB2 Kerb

ROAD GULLY
Scale 1:20



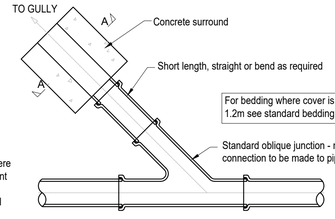
KERB TYPE K2
PCC BN Dropped Kerb

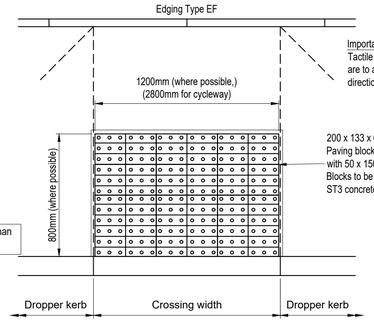
x - 25mm for vehicle crossings - Laid flush for pedestrian crossings with kerb laid upside down to utilise square edge.



ROAD GULLY CONNECTION
(cover less than 1.2m)
Scale 1:20

Concrete surround to be: 150mm concrete mix ST4 with SRPC where cover is less than 1.2m. Compressible joint filler to be provided at pipe joints. 25mm compressible joint filler shall extend to full thickness of concrete.

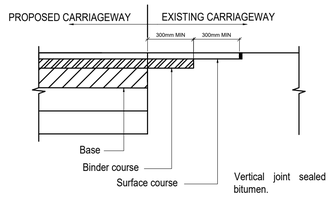




PLAN SHOWING TACTILE PAVING REQUIREMENTS TO FOOTWAY AT UNCONTROLLED CROSSING
(1:20)

Sub-base benches at approximately 150mm intervals.

Where a new highway is formed off an existing carriageway the following must be undertaken: the existing carriageway is to be planed to a 100mm depth and 60mm binder and 40mm surface course (50mm if HRS 35/14 C Surf + PCC used) laid over the limits of the new entrance up to the existing carriageway centreline. Care must be taken to ensure that the position of the existing carriageway channel is retained across the newly formed entrance.

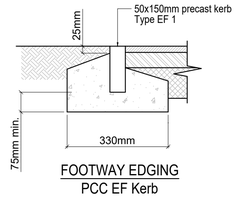


Vertical joint sealed with hot poured bitumen.

If overbanding is requested by the LCC Inspector it must be HAPAS approved.

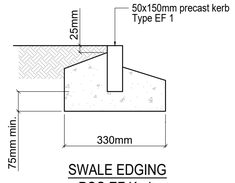
JOINTING INTO EXISTING ROAD SURFACING

NOTE: All horizontal surfaces to be tack coated K170 HAPAS approved. The above diagram is representative only, actual layers of existing construction may vary. Interface between new/proposed layers to be prepared by saw cutting a vertical face to existing layers.

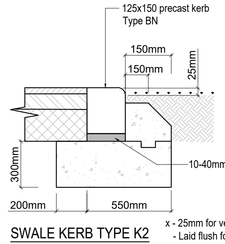


FOOTWAY EDGING
PCC EF Kerb

Kerb Notes:
1. Kerbs and edgings laid on mortar bed in accordance with SHW Clause 1101.
2. All in-situ concrete bed and backing to be grade ST3.

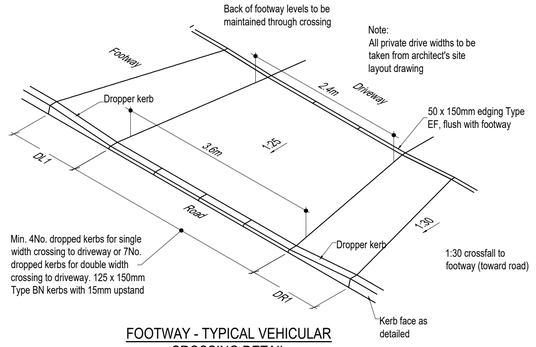


SWALE EDGING
PCC EF Kerb

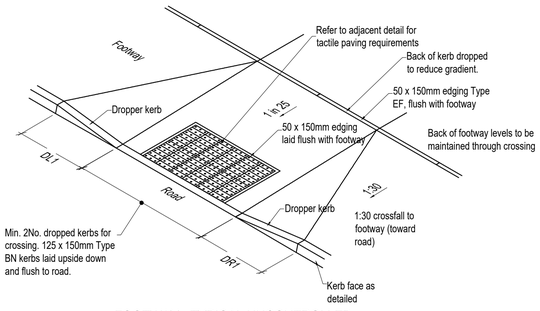


SWALE KERB TYPE K2
PCC BN Dropped Kerb

x - 25mm for vehicle crossings - Laid flush for pedestrian crossings with kerb laid upside down to utilise square edge.



FOOTWAY - TYPICAL VEHICULAR CROSSING DETAIL
(NTS)



FOOTWAY - TYPICAL UNCONTROLLED PEDESTRIAN TACTILE CROSSING DETAIL
(NTS)

CIVIL / STRUCTURAL DESIGN RISK MANAGEMENT

Abnormal or unusual residual risks associated with the design outcomes shown on this drawing are:-

RSK LDE LTD has followed its Design Risk Management process for Hazard Elimination and Risk reduction in developing the designs shown on this drawing. Abnormal or unusual residual risks may be shown above where it is considered that such risk may not normally be expected by competent persons engaged on work of this nature or type.

S38 Highway Adoption Notes:

1. "The specification in all respects shall be in accordance with the current Lincolnshire Design Guide for Residential Areas" and "Development Road Specification and Construction" publications in force in the county at the time of construction.
2. 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).
3. In addition, ensure that the first section of any side road falls away 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 bellmouth of junctions.
4. "General deterioration of the existing highway / footway / verges created through construction of the new Section 38 Development will be reinstated to the current Development Road Specification at the developers' own cost at the agreement of the inspecting Highway Officer".
5. "All signs and line markings are to be agreed with the Senior Highways Officer prior to construction".
6. "No Private surface water shall discharge onto the adoptable highway".

Notes:

General

1. All adoptable highway works shall be in accordance with Lincolnshire County Council Development Road Specification and Construction 2018 Edition.
2. No works shall commence on site until all relevant technical approvals are in place and agreed in writing with the appropriate approval body, any works implemented prior to approval is at risk and is the responsibility of the Principal Contractor.
3. This drawing must be read in conjunction with RSK Site Kerbing and Surfacing drawing. 40-12
4. For detailed information respective to specific paving unit types, surface finishes, laying patterns, unit sizes and kerbing types, refer to Architect's drawing SL-01 Rev D

Materials

5. All concrete block pavers shall conform to BS EN 1338:2003 and shall be laid in strict accordance with the requirements of BS 7533 Part 3.
6. All concrete flag paving shall conform to BS EN1339:2003 and shall be laid in strict accordance with the requirements of BS 7533 Part 4.
7. All natural stone paving products MUST be CE marked by the manufacturer to show compliance with the British Standards and shall be laid in strict accordance with the requirements of BS 7533 Part 4.
8. In respect of cutting paving materials the Contractor's attention is drawn to the advice contained within the following document, "Cutting Precast Concrete Blocks, Flags and Kerbs - Efficient Design and Managing Risk" as published by Interpave.

SUBJECT TO SECTION 38, SECTION 104

Rev.	Date	Amendment	Drawn	Chkd.	Appd.
P1	31.07.19	First Issue	JW	MAR	

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Client
Larkfleet Homes

Project Title
Moulton Chapel
Spalding

Status
DETAILED DESIGN

Drawing Title
Road Construction Deetails

Drawn	Date	Checked	Date	Approved	Date
JW	JUL 19	MAR	JUL 19		

Scale	Orig Size	Dimensions
As Shown	A1	

Project No.: 881565
Drawing File:
Drawing No.: 40-08
Rev.: P1