



1. DO NOT SCALE.
2. This drawing is to be read in conjunction with all other relevant drawings and details.
3. Should there be any conflict between the details indicated on this drawing and those on other drawings the Engineer should be informed PRIOR to construction on site.
4. Until technical approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the Contractor commence site work prior to such approval being given it is entirely at their own risk.
5. Sketch proposals are for illustrative purposes only and as such are subject to detailed site investigation including ground conditions / contaminants, drainage, design and planning / density negotiations.
6. All dimensions are in millimetres unless otherwise stated.
7. The Farrow Walsh Consulting Designers Risk Assessments for this project must be reviewed PRIOR to the commencement of any works on site.

General Road Notes

This drawing is to be read in conjunction with the local Highway Authority design guide and the general specification for roadworks current at the time of construction.

All works shall be in accordance with the local Highway Authority's approved documents and satisfaction. Any reference to the specification shall mean the general specification for roadworks.

1. The specification in all respects shall be in accordance with the current Development Road and Sustainable Drainage Specification and Construction publication for force in the county of Devon.
2. The minimum longitudinal fall for all highway, without channel blocks shall be 1 in 150, and for the channel blocks 1 in 250. See Clause 10.1 of the Development Road and Sustainable Drainage Specification and Construction publication for further details. The minimum 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 junctions. This is to ensure that the channel bed will always provide a fall away from the road at both ends of junctions.
3. General deterioration of the existing highway/verges created through construction of the proposed 38 Development Road will be made good by the Developer. The Developer will fund the Sustainable Drainage Specification and Construction at the developers' own cost at the agreement of the inspecting Highway and Flood Authority Officer.
4. No Private surface water drains shall be installed.
5. No private structural features shall overhang the adoptable highway.
6. No private retaining walls exceeding 1.37 metres shall be within 3.66 metres of the highway.

	Boundary of Site Ownership
	Section 38 Boundary
	Extents of Section 38 Adoptable Carriageway
	Section 38 Storm Water Drainage
	Section 38 Storm Water Road Gully
	Visibility Splays
	Internal Drainage Board Easement (9m from top of bank)

Revision Schedule

TENDER

Client:
GEDA Construction Ltd.

Project:
Spalding Road,
Pinchbeck

Section 38 Adoptable Storm Water Pipe Schedule									
Pipe Ref.	Upstream I.L.	Downstream I.L.	Diameter (mm)	Distance (m)	Fall (m)	Pipe Gradient 1:X	Pipe Gradient %	Pipe Material	Pipe Bedding
S9 - S10	2.008	1.934	225	12.457	0.073	1:170.0	0.588%	Vitrified Clay	Class S
S11 - S12	1.932	1.835	225	13.037	0.097	1:134.1	0.746%	Vitrified Clay	Class S
S13 - S14	1.828	1.671	225	8.717	0.157	1:55.4	1.806%	Vitrified Clay	Class S

BEDDING FACTORS Class B 1.9; Class S 2.2; Unreinforced Concrete 4.5.