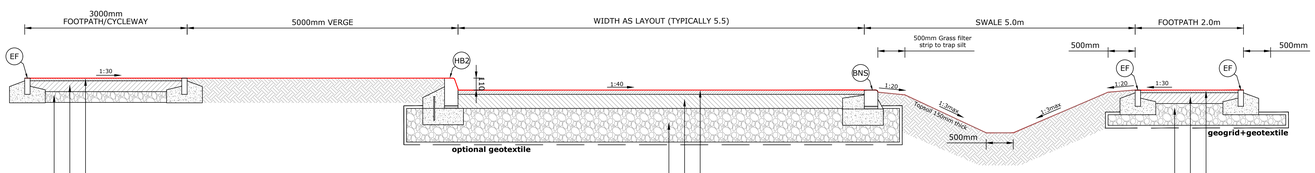
CONSTRUCTION CHART 4 - NON PERVIOUS, NORMAL FLEXIBLE CONSTRUCTION

<2.0 msa



FOOTWAY

SURFACE COURSE 25mm thick AC6 dense surf 70/100 or 100/150 pen binder, compacted to a void content within the range 2-10%

BINDER COURSE 100mm thick AC20 dense bin to BS EN 13108-1, 70/100 or 100/150 pen binder, compacted to a void content within the range 2-10%

SUB-BASE/CAPPING 100mm MOT type 1 laid in accordance with SHW cl 803, thickened to 150mm for vehicle crossings
CAPPING TO BE USED WHERE LEVELS ARE TO BE RAISED

CARRIAGEWAY

SURFACE COURSE 40mm thick AC10 close surf 70/10 or 100/150 pen binder - Min PSV 55. Aggregate in accordance with LCC's Approved Supplies Information Booklet

BINDER COURSE 180mm thick AC20 dense bin to BS EN 13108-1, 40/60 pen binder laid in 2 layers of 70 & 60mm (layers bonded)

SUB-BASE/CAPPING 310mm MOT type 1 laid in accordance with SHW cl 803 or 300mm MOT type 1 + Terram geotextile seperating membrane

FOOTWAY

SURFACE COURSE 25mm thick AC6 dense surf 70/100 or 100/150 pen binder, compacted to a void content within the range 2-10%

BINDER COURSE 100mm thick AC20 dense bin to BS EN 13108-1, 70/100 or 100/150 pen binder, compacted to a void content within the range 2-10%

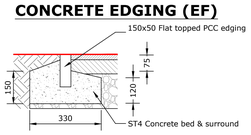
SUB-BASE/CAPPING 200mm MOT type 1 laid in accordance with SHW cl 803, thickened to 150mm for vehicle crossings
CAPPING TO BE USED WHERE LEVELS ARE TO BE RAISED

Measured CBR values	Depth of Type 1	Depth of Type 1 with Geotextile
CBR ≥ 6%	230mm	230mm
CBR 5%	230mm	230mm
CBR 4%	260mm	260mm
CBR 3%*	310mm	300mm
CBR 2.0%	400mm	340mm
CBR 1.5%	*Not Suitable*	440mm
CBR < 1.5%	*Not Suitable*	710mm */*

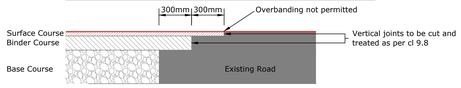
* Design CBR indicated in SI - **Delta-Simons Project no. 10-1029.01**
* / For CBR's <1.5% an approved construction regime is to be agreed prior to commencement

Note 1 See Clauses 1.1.6, 1.1.7 and 1.1.8
Note 2 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.
Note 3 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.
Note 4 The use of geosynthetic with sub-grade with this bearing capacity offers no advantage or economy.

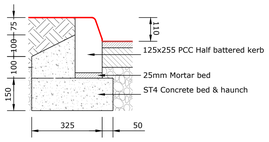
CONCRETE EDGING (EF)



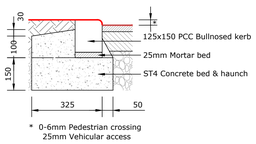
JOINTS WITH EXISTING CARRIAGEWAYS



HALF BATTERED (HB2)

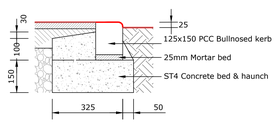


BULLNOSED (BN)

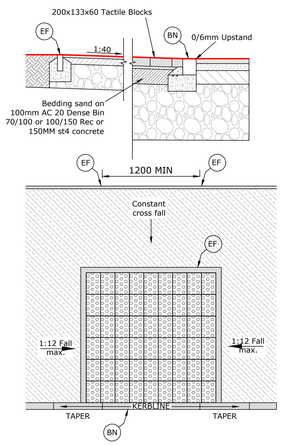


* 0-6mm Pedestrian crossing
25mm Vehicular access

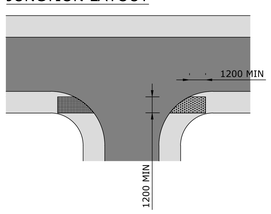
BULLNOSED - SWALE EDGE (BNS)



UNCONTROLLED PEDESTRIAN CROSSING

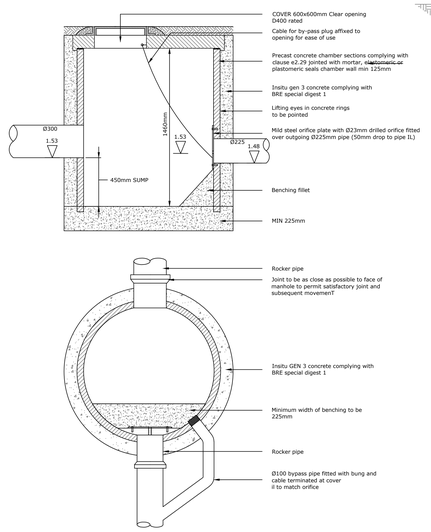


JUNCTION LAYOUT

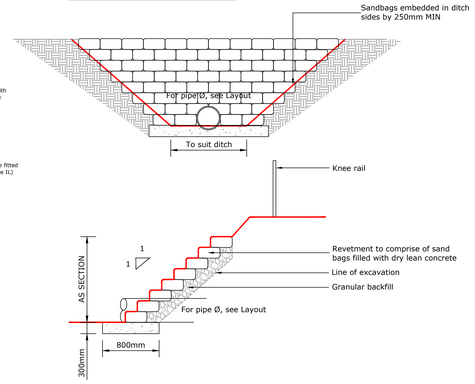


MANHOLE SW1

RIGID MATERIAL WITH CONCRETE SURROUND



BAGWORK HEADWALL



MANHOLE DIAMETERS

NOMINAL DIAMETER OF LARGEST PIPE IN MANHOLE (mm)	MINIMUM NOMINAL INTERNAL DIMENSION OF MANHOLE (mm)
LESS THAN 375	1200
375 - 450	1350
450 - 700	1500
750 - 900	1800
GREATER THAN 900	PIPE DIAMETER + 900

(ROCKER PIPE LENGTH)

NOMINAL DIAMETER (mm)	EFFECTIVE LENGTH (m)
150 to 600	0.6
OVER 600 to 750	1.0
OVER 750	1.25

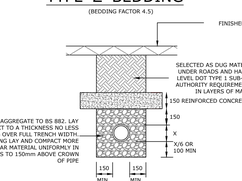
COVER TYPES

CLASS	SUITABILITY
C250	FOOTWAYS, PEDESTRIAN AREAS AND VERGES
D400	CARRIAGEWAYS, HARD SHOULDERS

ALL COVERS AND FRAMES TO BE DUCTILE IRON TO BS EN 124

TYPE 'Z' BEDDING

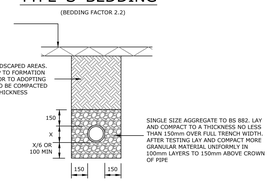
(BEDDING FACTOR 4.5)



FOR PIPES WITH COVER FROM FINISHED SURFACE TO CROWN LESS THAN OR EQUAL TO 1200mm IN TRAFFICKED AREAS OR LESS THAN 900mm COVER IN LANDSCAPED AREAS

TYPE 'S' BEDDING

(BEDDING FACTOR 2.2)



TO ALL PIPES WITH COVER FROM FINISHED SURFACE TO CROWN GREATER THAN 1200mm IN TRAFFICKED AREAS OR GREATER THAN 900mm COVER IN LANDSCAPED AREAS

NOTES/LEGEND

PRIVATE CONSTRUCTION REQUIREMENTS

1. DO NOT SCALE FROM THIS DRAWING. WHILST THE DRAWING HAS BEEN PRODUCED DIMENSIONALLY, THE ACCURACY DURING REPRODUCTION CANNOT BE GUARANTEED;

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DOCUMENTS PRODUCED BY OTHERS, INCLUDING ENGINEERS, ARCHITECTS AND SPECIALIST DESIGNS. FOR THE PURPOSES OF THIS DRAWING, THE FOLLOWING HAVE BEEN REFERENCED;

TOPOGRAPHICAL SURVEY: 4539-1, DATED 18.11.21
ARCHITECTS LAYOUT: SL-02 REV C, DATED SEPT 2008;
S278 DETAILS: B/HRDCD0301/01/2000 SERIES BY LINCS HIGHWAY ALLIANCE;

LIN CONSULTING ACCEPT NO RESPONSIBILITY FOR THE INACCURACIES OF INFORMATION THAT IS PROVIDED BY THIRD PARTY;

3. ALL DIMENSIONS SPECIFIED ARE IN (MILLI)METERS AND ALL LEVELS ARE IN METERS (RELATING TO METERS ABOVE ORDNANCE DATUM WHERE AVAILABLE);

4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY;

5. THE SPECIFICATION IN ALL RESPECTS SHALL BE IN ACCORDANCE WITH THE LINCOLNSHIRE COUNTY COUNCIL DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION;

6. THE CONNECTION TO THE S278 ENTRANCE BELLMOUTH HAS BEEN BASED UPON DESIGN LEVELS SUPPLIED AT TIME. THE CONTRACTOR SHALL CHECK ALL TIE-INS FOR LINE AND LEVEL PRIOR TO COMMENCEMENT OF WORKS. SHOULD ANY DISCREPANCIES BE FOUND THEN THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY;

7. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE EXISTING UTILITY APPARATUS. THE CLIENT WILL ACCEPT NO CLAIMS WHATSOEVER IN RESPECT OF ANY LOSSES OR DAMAGES CAUSED THROUGH CONSTRUCTION;

8. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL WORKS ARE CARRIED OUT TO THE SPECIFICATION AND IS DEEMED TO HAVE INCLUDED WITHIN THEIR RATES FOR NECESSARY TESTING IN ACCORDANCE WITH ADOPTION PROCEDURES OF LCC;

9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERTAKE THE WORKS AT ALL TIMES IN STRICT ACCORDANCE WITH THE HEALTH & SAFETY AT WORK 1974 AND THE CDM REGULATIONS 2015, AND WILL BE DEEMED TO HAVE INCLUDED WITHIN THEIR RATES;

10. THE CONTRACTOR IS TO COMPLY IN ALL RESPECTS WITH CURRENT BRITISH STANDARDS, BUILDING LEGISLATION WHETHER OR NOT IT IS STATED UPON THIS DRAWING;

11. ALL MATERIALS WITHIN 450mm OF FINISHED ROAD LEVELS ARE TO BE FROST SUSCEPTIBLE;

12. CBR TESTS TO BE CONDUCTED IN ACCORDANCE WITH LCC STANDARDS. FINAL SUB-BASE AND CAPPING REQUIREMENTS TO BE AGREED WITH ENGINEER PRIOR TO COMMENCEMENT OF WORKS. ALL SOFT SPOTS TO BE RECORDED AND REPLACED WITH SUITABLE GRANULAR MATERIAL - ENGINEER TO CONFIRM;

13. CONSULTATION WITH FRA 1034 01 R6, DATED MARCH 2011 INDICATES A CONTROLLED LEVEL OF 0.85M AOD FOR THE CLAY LAKE DRAIN. CONFIRMATION OF THIS LEVEL REQUIRED PRIOR TO DETAILED DESIGN;

Rev	Date	Description	Made	Checked
A	09/12/21	ISSUED FRO COMMENT	SON	SON

Status of Drawing: FOR COMMENT

Client: ASHLEY KING DEVELOPMENTS

Project: CLAY LAKE SPALDING

Drawing Title: CONSTRUCTION DETAILS

LATEST DRG?

LIN Consulting
07341 337283
www.linconsulting.co.uk
stuart@linconsulting.co.uk

Drawn	Check'd	Approved	Scales	Drawing No.	Rev
SON	SON	.	NTS	AK/CL/103	A
Date: DEC 2021					