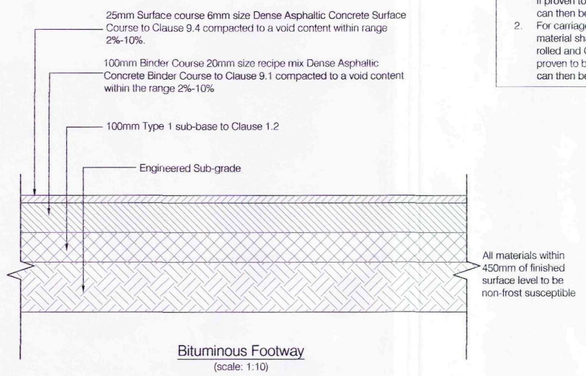
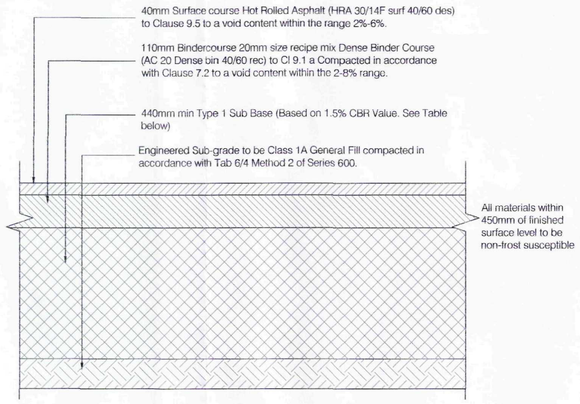


Bituminous Footway
(scale: 1:10)

Notes:

1. For carriageway construction in cut material, formation shall be proof rolled and CBR test carried out to confirm design depths. If proven to be greater than 1.5% then the Sub-base base depth can then be reduced in accordance with the table below.
2. For carriageway construction in fill material, sub-grade fill material shall be brought up to formation level and then proof rolled and CBR tests carried out to confirm design depths. If proven to be greater than 1.5% then the Sub-base base depth can then be reduced in accordance with the table below.



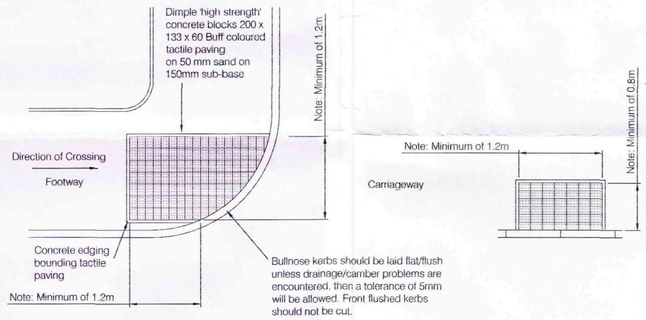
Bituminous Road
Roads up to 0.25 m.s.a
(scale: 1:10)

Construction Chart 1
Roads up to 0.25 m.s.a - NORMAL FLEXIBLE CONSTRUCTION

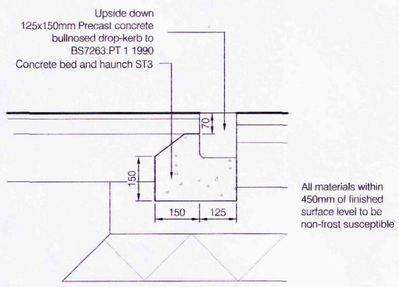
Sub-Grade[Note 1]	Sub-Base (mm)		Surfacing (mm)		Total Thickness Required (mm)	
Design (CBR)	Without geosynthetic	With geosynthetic	Bindercourse	Surface Course	Without geosynthetic	With geosynthetic
			Notes 4&5			
Less than 1.5% & soft spots	*Not Suitable*	*710mm*[Note 2 & 3]	110mm	40mm	Not suitable	860mm[Note 2,3 & 5]
1.5%	Not Suitable	440mm	110mm	40mm	Not suitable	590mm[Note 6]
2%	400mm	340mm	110mm	40mm	550mm[Note 6]	490mm[Note 6]
3%	310mm	300mm	110mm	40mm	460mm[Note 6]	450mm[Note 6]
4%[Note 7]	300mm	300mm[Note 7]	110mm	40mm	450mm[Note 6]	450mm[Note 6 & 7]
5%[Note 7]	300mm	300mm[Note 7]	110mm	40mm	450mm[Note 6]	450mm[Note 6 & 7]
6% - 15%[Note 7]	300mm	300mm[Note 7]	110mm	40mm	450mm[Note 6]	450mm[Note 6 & 7]
Above 15%[Note 7]	300mm	300mm[Note 7]	110mm	40mm	450mm[Note 6]	450mm[Note 6 & 7]

Reference should be made to Version 3.4 of the LCC Development Road Specification and Construction

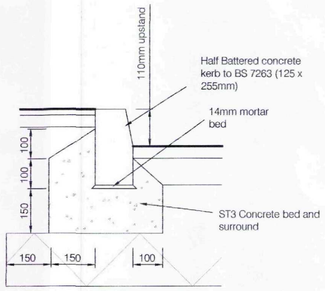
Note 1 See Clauses 1.1.6, 1.1.7 and 1.1.8
Note 2 See Clause 1.1.6 - Assumes no improvement is possible using either sub-soil drainage or soil strengthening technique. 710mm is 410mm of 6F5 Capping Layer Granular Fill to clause 6.8 and 300mm of Type 1 sub-base. The thickness of 710mm can be reduced to 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 geofabric 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.
Note 4 May be laid in one layer.
Note 5 Initial Binder Course layer thickness 70mm if the alternative kerbing installation method (two stage construction - kerbing to be laid at a later stage) is used. Total Binder Course thickness becomes 130mm in these circumstances. See Clause 1.1.17.
Note 6 Total thickness to be increased by 20mm above these values if the alternative kerbing installation method is used. See Clause 1.1.17.
Note 7 The use of a geosynthetic with a sub-grade with this bearing capacity offers no advantage or economy.



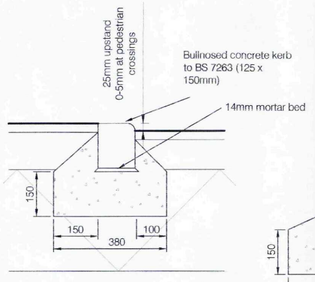
In Line Uncontrolled Pedestrian Crossing
Scale 1:50



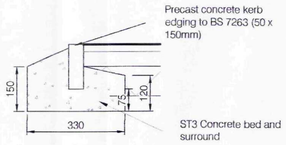
Channel Block (CB)
Upside Down Bullnose Kerb
(scale: 1:10)



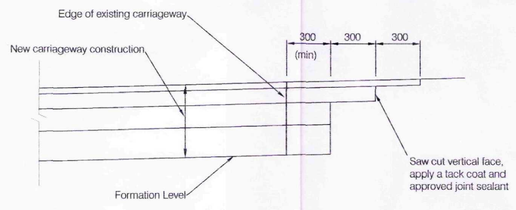
Half Battered Kerb (Type HB2)
(scale 1:10)



Bull Nose Kerb (Type BN)
(scale 1:10)



Footway / Verge Edging Kerb
(scale 1:10)



Carriageway Tie-in Detail
(scale 1:20)

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A1

0 10 20 30 40 50
Millimetres At Original Drawing Size

General Notes

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 indicated 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 his own risk.
5. All dimensions are in millimetres unless otherwise stated.
6. The BSP Hazard Identification and Risk Assessment information for this project must be reviewed and understood by the contractor PRIOR to the commencement of any works on site.
7. It is the responsibility of the Contractor to execute the works at all times in strict accordance with the requirements of the Health & Safety at Work Act 1974 and the CDM Regulations 2007.
8. It is the responsibility of the Contractor to locate any service apparatus in the vicinity of the works. The Client will accept no claims whatsoever in respect of losses or damage caused in respect of losses or such apparatus, however caused.
9. Material within 450mm depth of the finished pavement surface must not be frost susceptible.
10. The contractor shall carry out insitu CBR tests to establish the capping/sub-base requirements prior to commencing construction.
11. The Contractor shall check all tie-ins for line and level with existing before commencing any works. The Engineer should be notified immediately in writing, should any errors be found.
12. The Contractor is responsible for ensuring that all works are to the satisfaction of the Engineer, and shall be deemed to have included within his rates for any necessary testing.
13. Any soft spots or hard obstructions should be removed and replaced with class 1A general fill capping material.

Rev.	Description	Date.	Drawn	Appr.
A	Amended in line with Langwith construction comments received 3/12/14	4th Dec 2014	CLN	TG

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Drawing Status
TENDER

Client
Ashley King Developments Ltd

Project Title
Lincs Gateway Development

Drawing Title
External Construction Details

Drawn By:	AA	Checked By:	CLN	Scale:	As Shown
Project Engineer :	CLN	Approved By:	TG	Date:	25/11/2014

Drawing Number: 14494 235
Revision: A