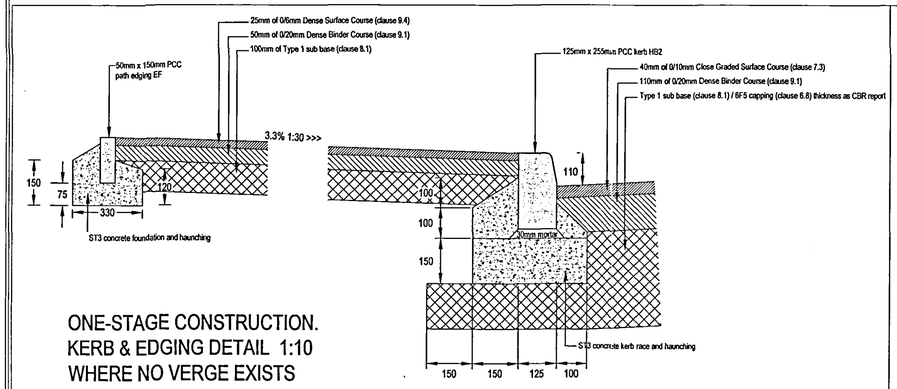
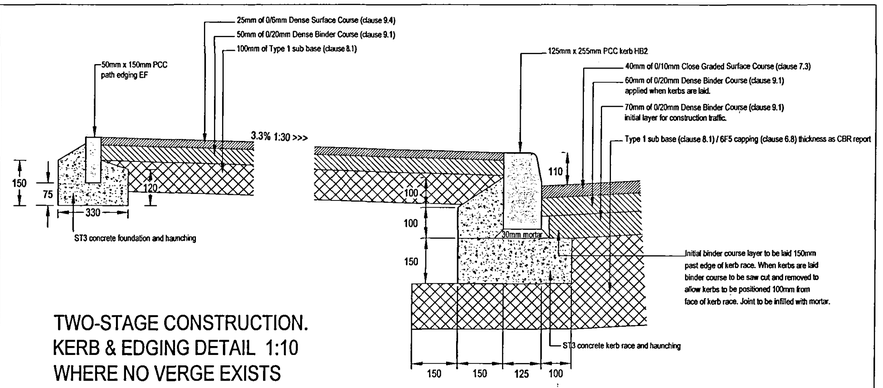
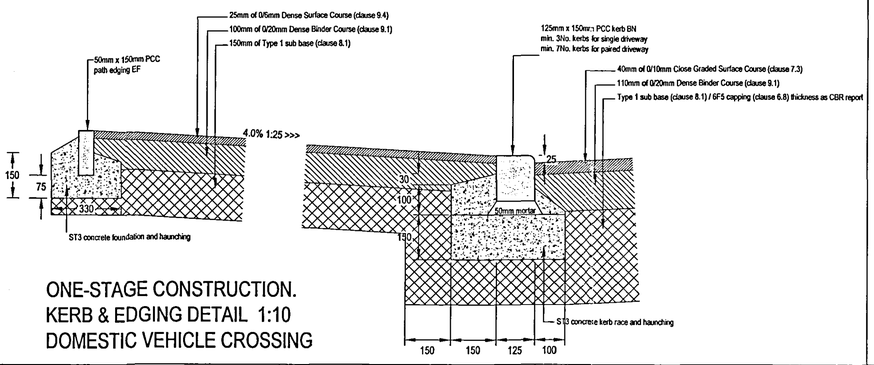
NOTE:
THE SPECIFICATION SHALL IN ALL RESPECTS BE TO THE CURRENT DEVELOPMENT ROAD LAYOUT GUIDE AND SPECIFICATION IN FORCE IN THE COUNTY AT THE TIME OF CONSTRUCTION.



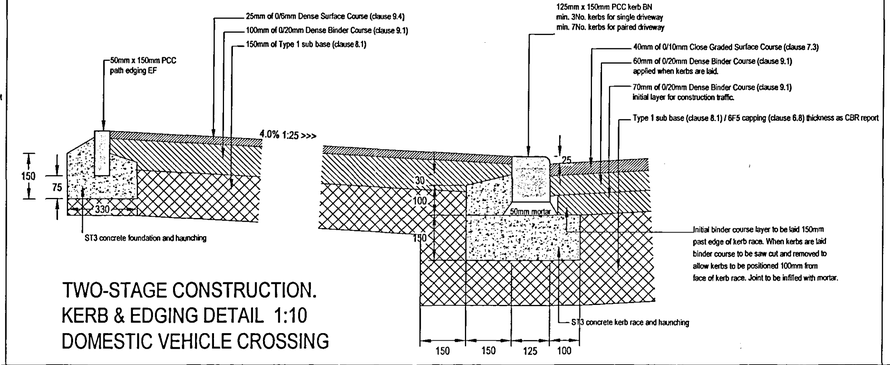
ONE-STAGE CONSTRUCTION.
KERB & EDGING DETAIL 1:10
WHERE NO VERGE EXISTS



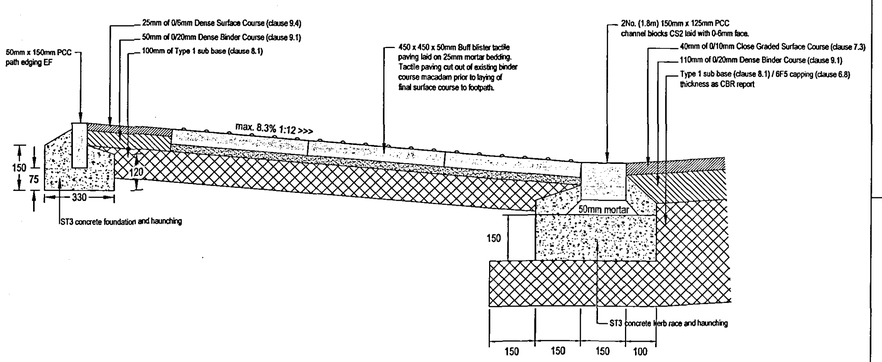
ONE-STAGE CONSTRUCTION.
KERB & EDGING DETAIL 1:10
DOMESTIC VEHICLE CROSSING



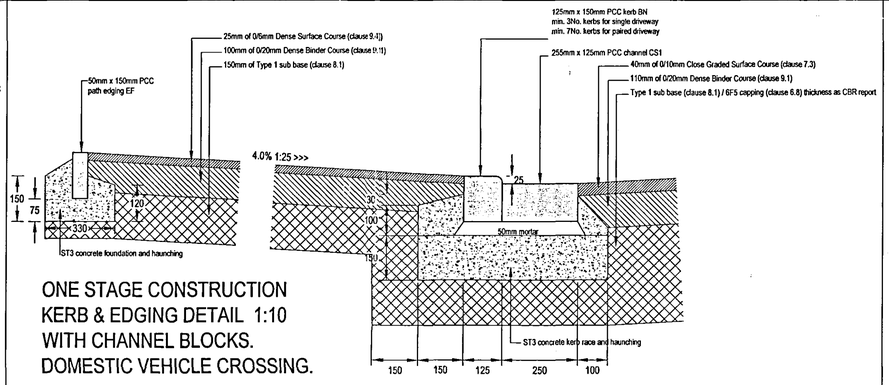
ONE STAGE CONSTRUCTION
KERB & EDGING DETAIL 1:10
WITH CHANNEL BLOCKS.



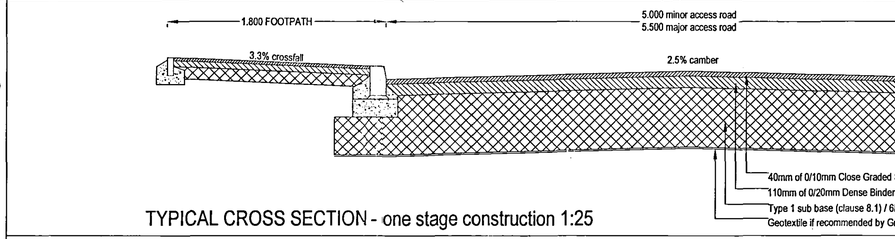
ONE STAGE CONSTRUCTION
KERB & EDGING DETAIL 1:10
WITH CHANNEL BLOCKS.
DOMESTIC VEHICLE CROSSING.



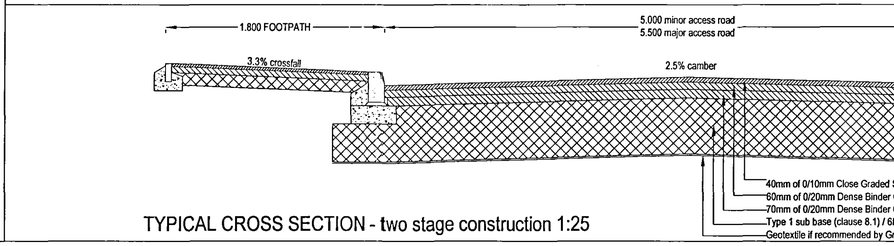
ONE STAGE CONSTRUCTION
PRAM CROSSING DETAIL 1:10



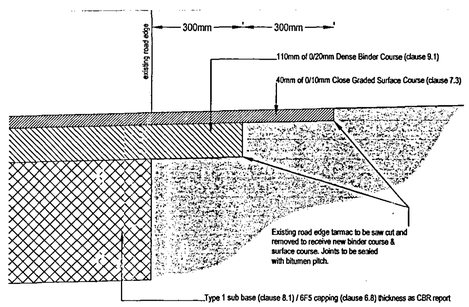
ONE STAGE CONSTRUCTION
KERB & EDGING DETAIL 1:10
WITH CHANNEL BLOCKS.
DOMESTIC VEHICLE CROSSING.



TYPICAL CROSS SECTION - one stage construction 1:25



TYPICAL CROSS SECTION - two stage construction 1:25



TIE IN WITH EXISTING ROAD
EDGE DETAIL 1:10

CONSTRUCTION CHART 1 - ROADS UP TO 0.25 msa
NORMAL FLEXIBLE CONSTRUCTION

SUBGRADE	SUB-BASE (mm)		SURFACING (mm)		TOTAL THICKNESS (mm)	
BEARING CAPACITY (CBR)	without Geosynthetic	with Geosynthetic	Binder Course	Surface Course	without Geosynthetic	with Geosynthetic
Below 1.5%	N/A	710 (1)	110 (2)	40	N/A	860 (1) (2)
1.5%	N/A	440	110 (2)	40	N/A	590 (2)
2%	400	340	110 (2)	40	550	490 (2)
3%	310	300	110 (2)	40	460	450 (2)
4%	300	300	110 (2)	40	450	450 (2)
5%	300	300	110 (2)	40	450	450 (2)
6-15%	300	300	110 (2)	40	450	450 (2)
Above 15%	300	300	110 (2)	40	450	450 (2)

(1) Assumes no improvement is possible either using sub-soil drainage or soil strengthening techniques. 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.
For soft spots and sub grades with CBR values below 1.5% the geosynthetic shall be an approved Geogrid.
(2) Binder Course can be laid in one layer (one stage construction) or an initial Binder Course layer of 70mm followed by an additional layer of 60mm when the kerbs are laid (two stage construction).
If two stage construction is used then Binder Course depths and Total Construction depths are therefore increased by 20mm.

CARRIAGEWAY WIDENING ON CENTRELINE RADII LESS THAN 80m SERVING MORE THAN 25 DWELLINGS.

CENTRELINE RADIUS	20	30	40	50	60	80
MINOR ACCESS ROAD	0.60	0.40	0.35	0.25	0.20	0.15
MAJOR ACCESS ROAD	N/A	0.40	0.35	0.25	0.20	0.15

KERB RADII AT JUNCTIONS.

MINOR ACCESS ROAD	6.0
MAJOR ACCESS ROAD	10.0

copyright © GBM CIVILS - DESIGN & BUILD

NOTES:

ALL IRONWORK WITHIN THE HIGHWAY SHALL CONFORM TO EN124, GRP 4 (CLASS D400).
ALL GULLIES SHALL BE HINGED BUT NON-REMOVABLE AND SHALL HAVE A NOMINAL WIDTH OF 450mm WITH A MINIMUM AREA OF WATERWAY OF 900cm².

GBM CIVILS
21 FEB 2006
PRELIMINARY ISSUE

DO NOT SCALE. USE FIGURED DIMENSIONS ONLY. CHECK ON SITE AND ALL DISCREPANCIES TO BE REPORTED TO GBM CIVILS - DESIGN & BUILD.

AMENDMENTS:

REF.	DESCRIPTION.	DATE.	BY.

SHDC
PLANNING & DEVELOPMENT
15 MAY 2006
Ref. 0676/06

CLIENT:

PROJECT:
STANDARD DETAILS
2005 STANDARDS

TITLE:
LINCOLNSHIRE COUNTY COUNCIL
MINOR AND MAJOR ACCESS ROADS
TYPICAL SECTION AND SPECIFICATION

SCALE:	DATE:
AS SHOWN	FEBRUARY 2005

DRAWING No:	DRAWN BY:	CHECKED BY:
SD/013		

GBM CIVILS - DESIGN & BUILD
Unit 19 Station Estate
Newbridge Hill
Louth
Lincs LN11 0JT
tel: 01507 607944
fax: 01507 607900
email: enquiries@gbmcivils.com

DETERMINED
PLAN