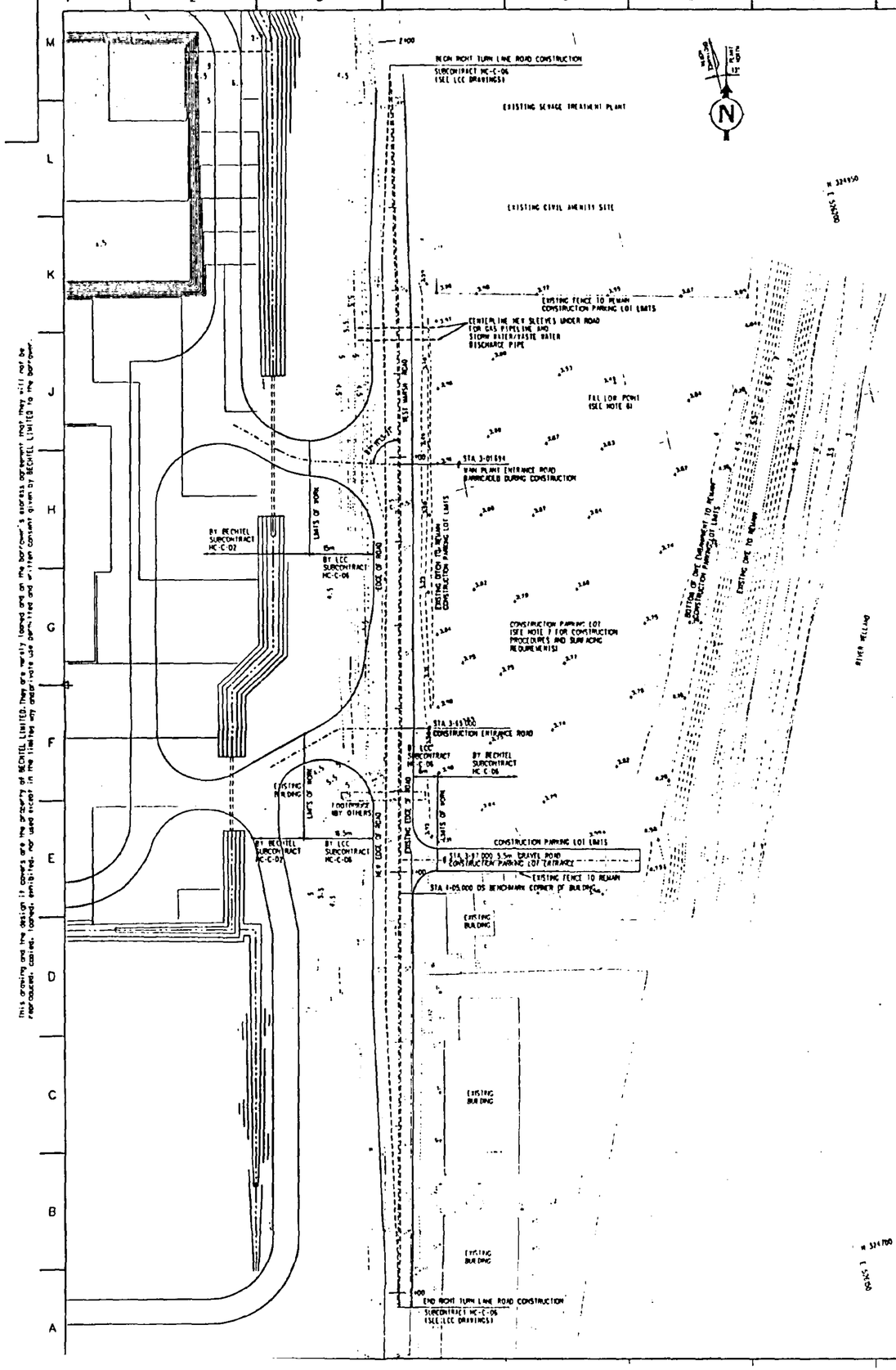


EXISTING CENTERLINE OF WEST MARSH ROAD

	STATION	ORDNANCE GRID EAST	NORTH	
PI	1+87.135	526106.533	325025.649	
PI	1+96.170	526106.403	325012.053	
Tangent Direction:	S5.7331950 W			
Tangent Length:	33.389			
PI	1+96.770	526106.403	325012.053	
PI	2+01.876	526104.294	325001.099	
Tangent Direction:	S12.1089429 W			
Tangent Length:	11.155			
PI	2+01.876	526104.294	325001.099	
PI	2+22.137	526101.726	324981.073	
Tangent Direction:	S11.5269901 W			
Tangent Length:	14.261			
PI	2+22.137	526101.726	324981.073	
PI	2+35.652	526098.865	324973.862	
Tangent Direction:	S13.8790762 W			
Tangent Length:	13.515			
PI	2+35.652	526098.865	324973.862	
PI	2+48.643	526096.231	324961.141	
Tangent Direction:	S12.9981167 W			
Tangent Length:	12.991			
PI	2+48.643	526096.231	324961.141	
PI	2+61.344	526093.869	324948.661	
Tangent Direction:	S11.9079955 W			
Tangent Length:	12.702			
PI	2+61.344	526093.869	324948.661	
PI	2+79.198	526090.845	324931.222	
Tangent Direction:	S13.1421991 W			
Tangent Length:	17.853			
PI	2+79.198	526090.845	324931.222	
PI	2+89.088	526087.929	324921.561	
Tangent Direction:	S13.7284203 W			
Tangent Length:	9.890			
PI	2+89.088	526087.929	324921.561	
PI	3+01.471	526085.180	324909.487	
Tangent Direction:	S14.2535887 W			
Tangent Length:	12.383			
PI	3+01.471	526085.180	324909.487	STA. 3+01.694 MAIN PLANT ENTRANCE ROAD
PI	3+01.694	526085.138	324909.268	
Tangent Direction:	S13.3782562 W			
Tangent Length:	0.223			
PI	3+01.694	526085.138	324909.268	
PI	3+15.719	526082.122	324895.571	
Tangent Direction:	S13.7706525 W			
Tangent Length:	14.025			
PI	3+15.719	526082.122	324895.571	
PI	3+30.769	526078.964	324881.368	
Tangent Direction:	S13.5284900 W			
Tangent Length:	14.550			
PI	3+30.769	526078.964	324881.368	
PI	3+45.342	526075.422	324866.717	
Tangent Direction:	S15.1010538 W			
Tangent Length:	15.073			
PI	3+45.342	526075.422	324866.717	
PI	3+60.549	526071.980	324851.904	
Tangent Direction:	S14.5540229 W			
Tangent Length:	15.208			
PI	3+60.549	526071.980	324851.904	
PI	3+65.000	526070.930	324847.569	
Tangent Direction:	S16.5654485 W			
Tangent Length:	4.451			
PI	3+65.000	526070.930	324847.569	STA. 3+65.000 CONSTRUCTION ENTRANCE ROAD
PI	3+76.390	526068.401	324836.535	
Tangent Direction:	S16.5651700 W			
Tangent Length:	11.390			
PI	3+76.390	526068.401	324836.535	
PI	3+90.934	526065.165	324822.294	
Tangent Direction:	S14.2281770 W			
Tangent Length:	14.604			
PI	3+90.934	526065.165	324822.294	
PI	3+97.000	526063.769	324816.390	
Tangent Direction:	S14.7007749 W			
Tangent Length:	6.066			
PI	3+97.000	526063.769	324816.390	STA. 3+97.000 PARKING LOT ENTRANCE ROAD
PI	4+05.000	526061.928	324808.605	
Tangent Direction:	S16.7800581 W			
Tangent Length:	8.000			
PI	4+05.000	526061.928	324808.605	STA. 4+05.000 EXISTING BUILDING CORNER (OS BENCHMARK)
PI	4+20.364	526058.444	324793.641	
Tangent Direction:	S14.5648554 W			
Tangent Length:	15.364			
PI	4+20.364	526058.444	324793.641	
PI	4+32.205	526055.754	324782.101	
Tangent Direction:	S14.3699531 W			
Tangent Length:	11.840			
PI	4+32.205	526055.754	324782.101	
PI	4+45.480	526052.791	324769.110	
Tangent Direction:	S10.5268845 W			
Tangent Length:	13.275			
PI	4+45.480	526052.791	324769.110	
PI	4+59.600	526049.636	324755.407	
Tangent Direction:	S14.3458581 W			
Tangent Length:	14.120			
PI	4+59.600	526049.636	324755.407	
PI	4+67.738	526047.675	324747.509	
Tangent Direction:	S15.4933690 W			
Tangent Length:	8.138			
PI	4+67.738	526047.675	324747.509	
PI	4+82.567	526044.393	324733.047	
Tangent Direction:	S14.2067786 W			
Tangent Length:	14.830			
PI	4+82.567	526044.393	324733.047	
PI	4+94.947	526041.428	324721.028	
Tangent Direction:	S15.3975264 W			
Tangent Length:	12.379			
PI	4+94.947	526041.428	324721.028	
PI	5+05.774	526038.843	324708.644	
Tangent Direction:	S14.1338957 W			
Tangent Length:	10.827			

HORIZONTAL ALIGNMENT IS SHOWN FOR INFORMATION ONLY. ALIGNMENT WAS OBTAINED FROM FIELD SURVEY BY DAVON SURVEYORS MARCH 1997. STATIONING AND COORDINATES ARE TO THE EXISTING CENTERLINE OF WEST MARSH ROAD.

SOUTH HOLLAND DC
HOUSING & PLANNING
20 OCT 1997
Ref: 1120/97

LEGEND

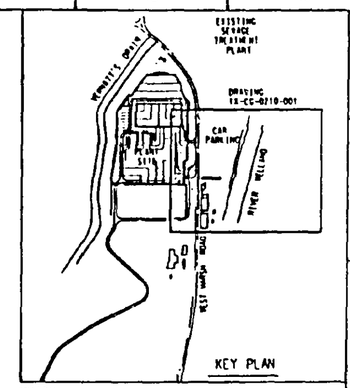
- EXISTING GRADE CONTOURS (2.5m INTERVALS)
- EXISTING GRADE CONTOURS (0.5m INTERVALS)
- PROPOSED ROUGH GRADE CONTOURS (0.5m INTERVALS)
- PROPOSED EXCAVATION CONTOURS (0.5m INTERVALS)
- ℄ DRAINAGE DITCH OR SWALE & FLOW DIRECTION
- STORM DRAINAGE PIPING & CATCH BASIN
- CULVERT
- ℄ ACCESS ROAD
- EDGE OF ACCESS ROAD
- 4.50 EXISTING GRADE SPOT ELEVATION AND PROPOSED CONSTRUCTION PARKING LOT SPOT ELEVATION (UNO)
- LCC LINCOLNSHIRE COUNTY COUNCIL

BECHTEL REFERENCE DRAWINGS

1X-CZ-0000-001	SITE PLAN AND PLOT PLAN
1X-CZ-0000-003	CONSTRUCTION FACILITIES

LCC REFERENCE DRAWINGS

SHEET NO.	DRAWING NO.	DESCRIPTION
1	B/505004/A01	SITE CLEARANCE
2	B/505004/A02	PROPOSED LAYOUT
3	B/505004/S01	TYPICAL SECTION AND CONSTRUCTION DETAILS
4	B/505004/T01	TRAFFIC SIGNS AND CARRIAGEWAY MARKINGS
5	B/505004/B01	BRIDGE DETAILS AND WORK REQUIREMENTS



NOTES

1-ALL SITE SURVEYING TO BE PERFORMED IN ACCORDANCE WITH SPECIFICATION 23590-3PS-CY04-00001.

2-ALL EARTHWORK TO BE PERFORMED IN ACCORDANCE WITH SPECIFICATION 23590-3PS-CC00-00001.

3-ALL WORK SHALL BE PERFORMED UNDER SUBCONTRACT HC-C-06 UNLESS NOTED OTHERWISE

4-ALL ELEVATIONS AND DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE. ELEVATIONS ARE TO ORDNANCE SURVEY DATUM NEWLYN DATUM

5-COORDINATES SHOWN ARE ORDNANCE SURVEY GRID

6-ELEVATIONS SHOWN FOR CONSTRUCTION PARKING LOT ARE TO TOP OF SUBBASE AGGREGATE. CAR PARKING LEVELS SHOULD BE GRADED AS DIRECTED BY CONTRACTOR TO PROMOTE DRAINAGE AND PREVENT PONDING.

7-CONSTRUCTION PROCEDURE FOR SUBCONTRACTOR SHALL BE AS FOLLOWS

- STRIP TOPSOIL APPROXIMATELY 150 MM THE TOPSOIL SHALL BE STORED AS DIRECTED BY CONTRACTOR FOR LATER USE
- PLACE GEOTEXTILE, OVERLAP BY 0.75 M AND ANCHOR EDGES
- PLACE AGGREGATE BY BACK DUMPING NO EQUIPMENT MAY DRIVE ON AREA UNTIL THICKNESS OF 150 MM MIN OF AGGREGATE IS PLACED SPREAD WITH DOZER COMPACT WITH TRACK WALKING AND THEN WITH ROLLER (VIBRATION OFF) AND THEN ONE CARE SHALL BE TAKEN NOT TO EXCESSIVELY DISTURB THE SUBGRADE IF RUTS OCCUR THEY SHALL BE FILLED WITH NEW AGGREGATE MATERIAL
- AGGREGATE SHALL BE GRANULAR MATERIAL TYPE 1 TO DTP SPEC. CL.803 UNLESS NOTED OTHERWISE

GRADATION FOR AGGREGATE:

SIZE	PERCENT PASSING
64 MM (2½")	100
25 MM (1")	50 - 100
19 MM (¾")	50 - 100
13 MM (½")	40 - 80
4.75 MM (#4)	30 - 60
2.36 MM (#8)	15 - 35
1.18 MM (#16)	10 - 25
0.425 MM (#40)	5 - 20
0.075 MM (#200)	0 - 10

THICKNESS OF AGGREGATE:

FOR CAR PARKING ONLY - MINIMUM OF 150 MM
FOR ACCESS ROADS AND HEAVY USE AREAS - MINIMUM OF 250 MM

GEOTEXTILE REQUIREMENTS

ACCESS ROADS AND HEAVY USE AREAS
WOVEN AMOCO 2016 OR NONWOVEN AMOCO 4553 OR CONTRACTOR APPROVED EQUAL

SPECIFIC MINIMUM PROPERTIES ARE:

PROPERTY	UNIT	WOVEN	NONWOVEN
GRAB	N	1400	900
TEAR	N	500	300
PUNCTURE	N	500	350
BURST	kPa	3500	1700

CAR PARKING AREAS
WOVEN AMOCO 2006 OR NONWOVEN AMOCO 4552 OR CONTRACTOR APPROVED EQUAL

PROPERTY	UNIT	WOVEN	NONWOVEN
GRAB	N	1100	700
TEAR	N	400	250
PUNCTURE	N	400	250
BURST	kPa	2100	1300

FOR HYDRAULIC PROPERTIES AOS LESS THAN 43 AND MINIMUM PERMITTIVITY OF 0.05 SEC-1

8-APPROXIMATE QUANTITIES ARE AS FOLLOWS:
STRIPPING 9305 SQ. METERS
GEOTEXTILE 11700 SQ. METERS
AGGREGATE SUBBASE (TYPE 1) 1800 CU. METERS

1:400

4		ISSUED FOR PLANNING APPLICATION	12.m	MMR	-	MMR	MMR	
3								
2								
1								
0								
No.	Date	Revisions	By	Chkd	Rev'd	Appd	Date	
Scale: 1:400		Date: 8.24.97	Drawing				Job No.	

BECHTEL LIMITED

SPALDING ENERGY PROJECT
SPALDING, ENGLAND

ROUGH GRADING PLAN
CONSTRUCTION PARKING

JOB NO	DRAWING NO	REV
23590	1X-CG-0210-001	A

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