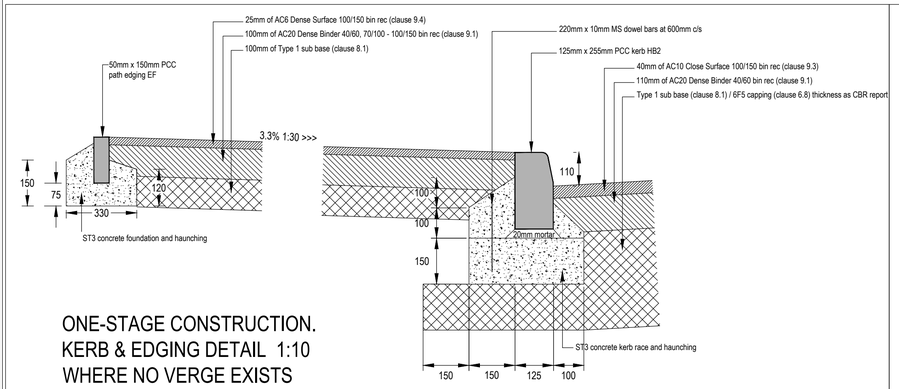
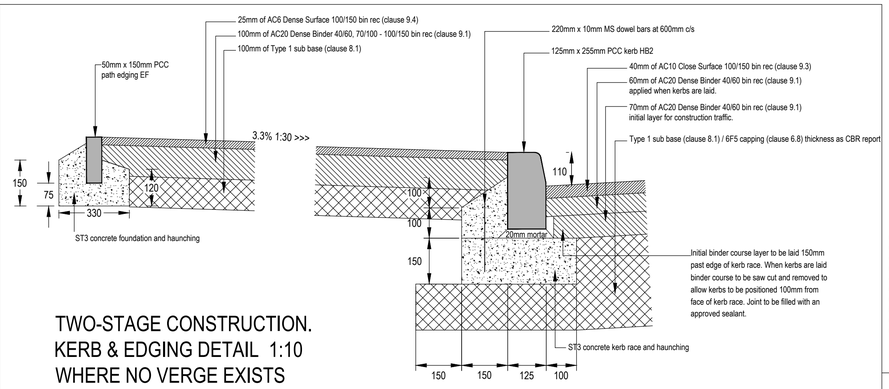
NOTE:
THE SPECIFICATION IN ALL RESPECTS SHALL BE IN ACCORDANCE WITH THE CURRENT LINCOLNSHIRE DESIGN GUIDE FOR RESIDENTIAL AREAS AND DEVELOPMENT ROAD SPECIFICATION AND CONSTRUCTION PUBLICATIONS IN FORCE IN THE COUNTY AT THE TIME OF CONSTRUCTION.



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

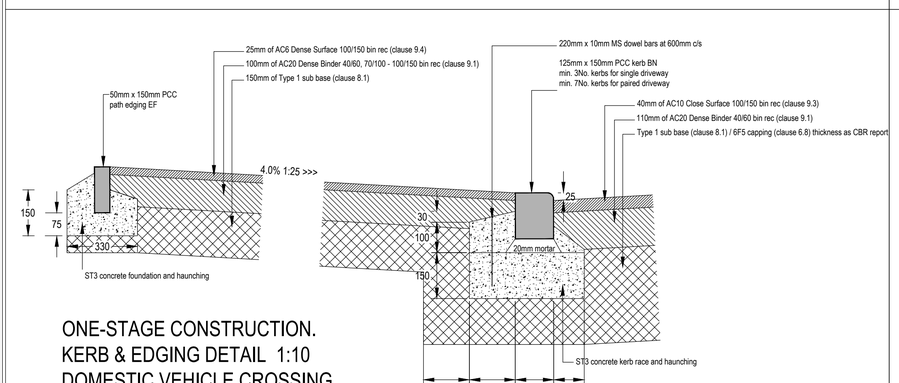


TWO-STAGE CONSTRUCTION.
KERB & EDGING DETAIL 1:10
WHERE NO VERGE EXISTS

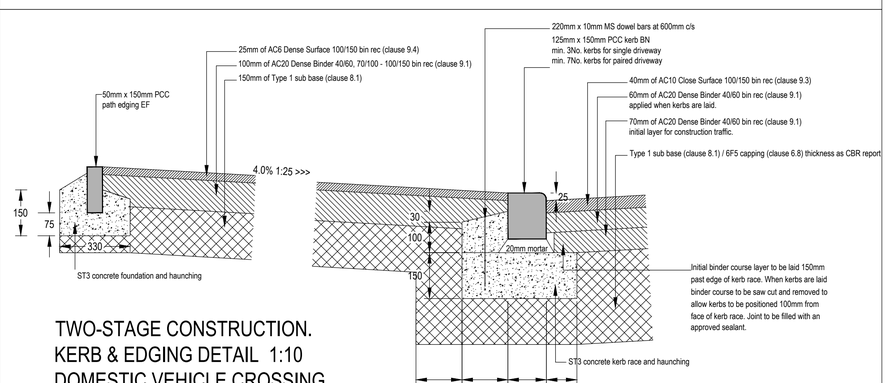
CONSTRUCTION CHART 1 - ROADS UP TO 0.25 msa
NORMAL FLEXIBLE CONSTRUCTION

SUBGRADE	SUB-BASE (mm)		SURFACING (mm)		TOTAL THICKNESS (mm)	
BEARING CAPACITY (CBR)	without Geotextile	with Geotextile	Binder Course	Surface Course	without Geotextile	with Geotextile
Below 1.5% & soft spots	N/A	710 (2&3)	110	40	N/A	860 (2,3&6)
1.5%	N/A	440	110	40	N/A	590 (6)
2%	400	340	110	40	550 (6)	490 (6)
3%	310	300	110	40	460 (6)	450 (6)
4% (7)	300	300 (7)	110	40	450 (6)	450 (6&7)
5% (7)	300	300 (7)	110	40	450 (6)	450 (6&7)
6-15% (7)	300	300 (7)	110	40	450 (6)	450 (6&7)
Above 15% (7)	300	300 (7)	110	40	450 (6)	450 (6&7)

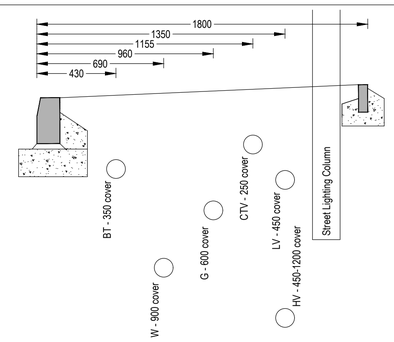
(1) See Clauses 1.1.6, 1.1.7 & 1.1.8
(2) See Clause 1.1.6 - Assumes no improvement is possible either using sub-soil drainage or soil strengthening techniques. 710mm is 410mm of 6F5 capping layer granular fill to clause 6.8 and 300mm of Type 1 sub base. The thickness of 710mm can be reduced to 620mm if all Type 1 sub base is used.
(3) For soft spots and sub grades with CBR values below 1.5% 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.
(4) May be laid in one layer.
(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.**
(6) Total thickness to be **increased by 20mm** above these values if the **alternative kerbing installation method** is used. **See Clause 1.1.17.**
(7) The use of a geosynthetic with a sub-grade with this bearing capacity offers no advantage or economy.



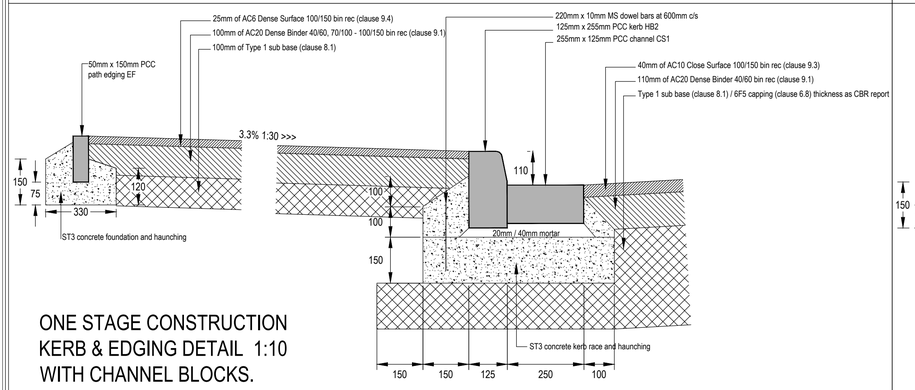
ONE-STAGE CONSTRUCTION.
KERB & EDGING DETAIL 1:10
DOMESTIC VEHICLE CROSSING



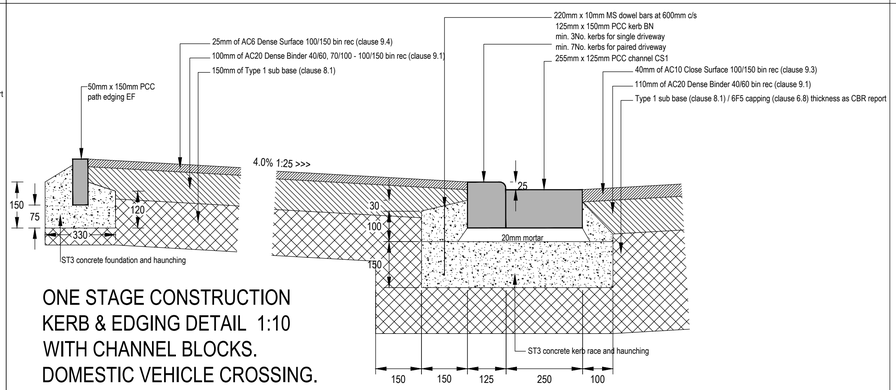
TWO-STAGE CONSTRUCTION.
KERB & EDGING DETAIL 1:10
DOMESTIC VEHICLE CROSSING



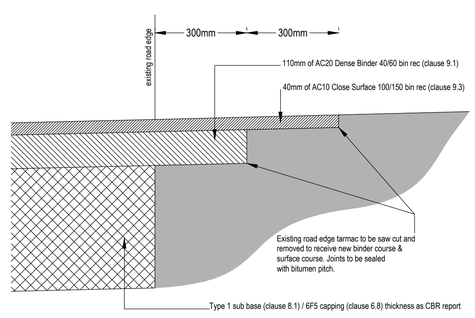
LOCATION OF PUBLIC UTILITY
SERVICES. not to scale



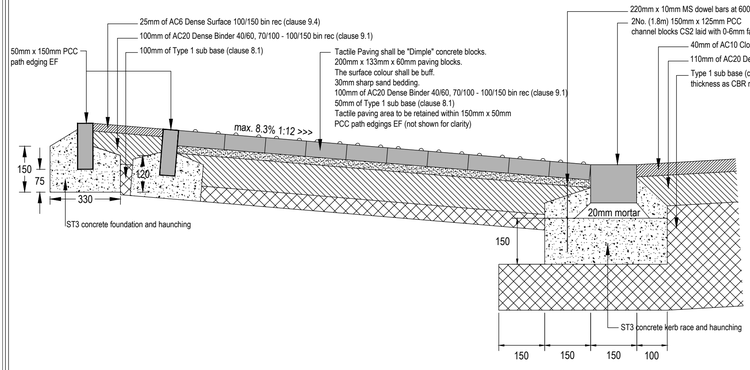
ONE STAGE CONSTRUCTION
KERB & EDGING DETAIL 1:10
WITH CHANNEL BLOCKS.



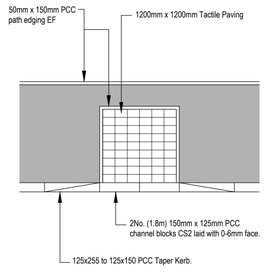
ONE STAGE CONSTRUCTION
KERB & EDGING DETAIL 1:10
WITH CHANNEL BLOCKS.
DOMESTIC VEHICLE CROSSING.



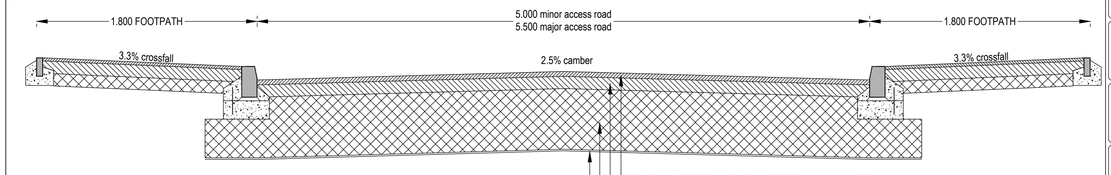
TIE IN WITH EXISTING ROAD
EDGE DETAIL 1:10



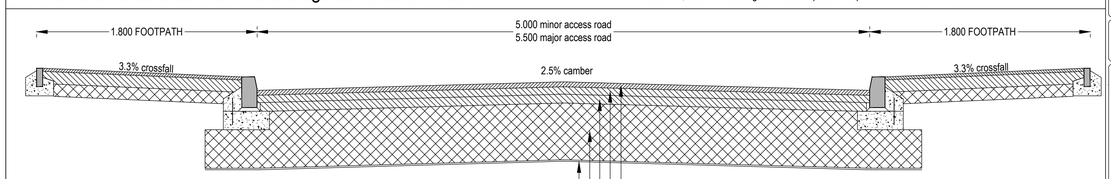
ONE STAGE CONSTRUCTION
PRAM CROSSING DETAIL 1:10



PRAM CROSSING DETAIL
PLAN VIEW 1:50



TYPICAL CROSS SECTION - one stage construction 1:25



TYPICAL CROSS SECTION - two stage construction 1:25

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NOTES:

THE SPECIFICATION IN ALL RESPECTS SHALL BE IN ACCORDANCE WITH THE CURRENT LINCOLNSHIRE DESIGN GUIDE FOR RESIDENTIAL AREAS AND DEVELOPMENT ROAD SPECIFICATION AND CONSTRUCTION PUBLICATIONS IN FORCE IN THE COUNTY AT THE TIME OF CONSTRUCTION.

ALL GULLIES WITHIN THE HIGHWAY SHALL CONFORM TO BSEN124,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 FOR CARRIAGEWAYS AND A CLEAR OPENING OF AT LEAST 300mm x 300mm FOR FOOTWAYS. THE UPPER SURFACE OF GULLY GRATINGS SHALL BE FLAT AND SLOTS IN GRATINGS OR BETWEEN GRATINGS AND FRAMES SHALL NOT BE ORIENTATED PARALLEL TO THE DIRECTION OF TRAFFIC EXCEPT WHERE THE SLOTS ARE LESS THAN 150mm LONG OR LESS THAN 20mm WIDE. WHERE GRADIENTS ARE STEEPER THAN 1:50, STORM PATTERN GRIDS SHALL BE PROVIDED.

ALL SIGNS AND LINE MARKINGS ARE TO BE AGREED WITH THE SENIOR HIGHWAYS OFFICER PRIOR TO CONSTRUCTION.

THE MINIMUM LONGITUDINAL FALL FOR HIGHWAYS, WITHOUT CHANNEL BLOCKS SHALL BE 1 in 150, AND WITH CHANNEL BLOCKS 1 in 250 (clause 10.1). IN ADDITION, ENSURE THAT THE FIRST SECTION OF ANY 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 GULLIES. THIS IS TO ENSURE A "FALSE CHANNEL" WITH ASSOCIATED DRAINAGE PROBLEMS IS NOT CREATED IN THE BELLMOUTH OF JUNCTIONS.

NO PRIVATE SURFACE WATER SHALL DISCHARGE ONTO THE ADOPTABLE HIGHWAY.

GENERAL DETERIORATION OF THE EXISTING HIGHWAY / FOOTWAY / VERGES CREATED THROUGH CONSTRUCTION OF THE NEW SECTION 38 DEVELOPMENT WILL BE REINSTATED TO THE CURRENT DEVELOPMENT ROAD SPECIFICATION AT THE DEVELOPERS' OWN COST AT THE AGREEMENT OF THE INSPECTING HIGHWAY OFFICER.

LCC CDM (Construction Design and Management Regulations 2007) notes:

1. If you do not fully understand the risks involved during the construction of the items indicated on this drawing ask your manager, health & safety advisor or a member of the design team before proceeding.
2. Existing services may exist on-site. The contractor shall liaise with all relevant service companies and arrange for all services to be located, marked and protected.
3. Drainage works may involve deep excavations and/or heavy plant/materials.
4. The contractor shall read and understand the Ground Investigation Report and be aware of any potential variations in soil conditions over the site.
5. The potential for danger to the general public and site personnel exists from works in the public highway. The contractor shall liaise with the highway authority (Lincolnshire County Council) and ensure safe method of working is maintained at all times.
6. Existing drainage pipes may be asbestos cement or fibre reinforced pipes, or concrete pipes containing asbestos fibre. Contractor to ensure competent staff adequately trained are engaged in the works, and disposal of any affected material is undertaken in line with current legislation and good practice guidelines.
7. The contractor is to be aware that overhead cables may cross the site.
8. The contractor is to be aware that works may involve working adjacent to or in existing watercourses.
9. Works may involve working in close proximity to an existing water main. The contractor is to ensure that this is fully located and protected during the works.

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

FSB MEMBER

DO NOT SCALE. USE FIGURED DIMENSIONS ONLY. CHECK ON SITE AND ALL DISCREPANCIES TO BE REPORTED TO HALL infrastructure DESIGN LTD.

AMENDMENTS:

REF.	DESCRIPTION.	DATE.	BY.
A	UPDATED TO 2010 STANDARDS	15.11.10	GWH
B	PRAM CROSSING DETAIL UPDATED TO 2011 STANDARDS	06.02.12	GWH
C	Dowel bars and Public Utility Locations added	17.02.12	GWH
D	UPDATED TO 2012 STANDARDS	15.11.12	GWH
E	Typical cross section geotextile wording amended.	21.11.12	GWH
F	Pram crossing plan view added.	09.06.16	GWH
G	Updated to 2016 standards	24.11.16	GWH

CLIENT:
SEAGATE HOMES (UK) LTD

PROJECT:
SMALL DROVE
WESTON

TITLE:
LINCOLNSHIRE COUNTY COUNCIL
MINOR AND MAJOR ACCESS ROADS
2016 SPECIFICATION

SCALE: N.T.S

DATE: OCTOBER 2009

DRAWING No: SD003-G

DRAWN BY: GWH

CHECKED BY: GWH

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