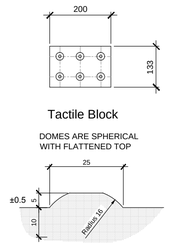
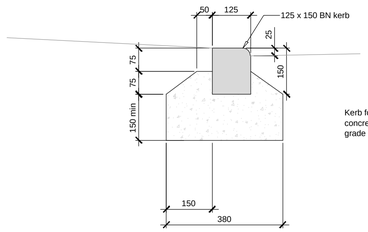


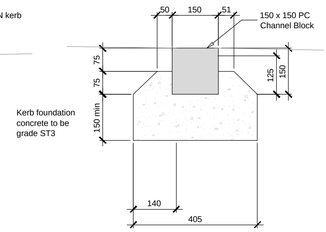
Typical Tactile Paving Section
Scale 1:10



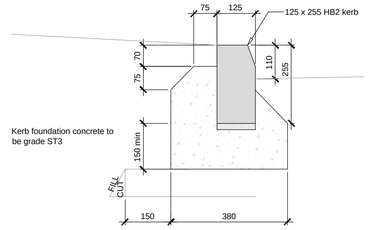
Tactile Paving Slab Detail
Scale 1:10



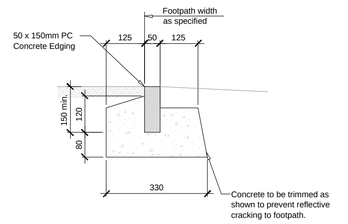
Typical Dropped Kerb Detail BN(25)
Scale 1:10



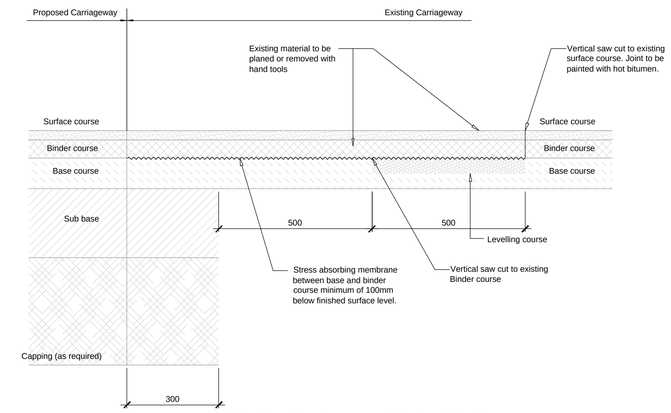
Channel Block Transition Detail CBT(0)
Scale 1:10



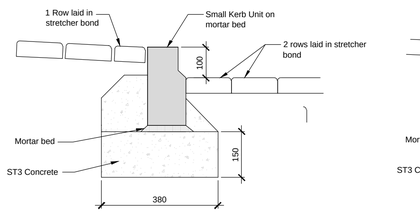
Typical Kerb Detail HB2
Scale 1:10



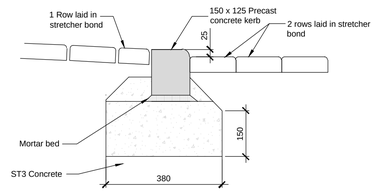
Typical Footway Edging Detail E1
Scale 1:10



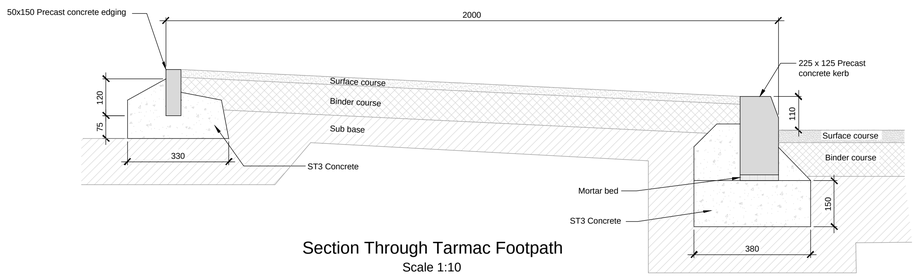
Existing Carriageway Tie-In Detail
Scale 1:10



Block Paving Kerb Detail KU(100)
Scale 1:10

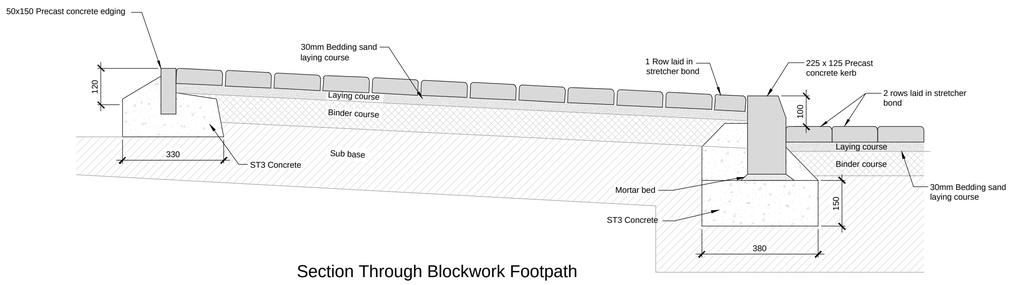


Block Paving Kerb Detail KU(25)
Scale 1:10



Section Through Tarmac Footpath
Scale 1:10

Note:
Height of backing concrete not to exceed 75mm below top of kerb.



Section Through Blockwork Footpath
Scale 1:10

© THIS DRAWING IS THE PROPERTY OF THE MILLWARD PARTNERSHIP AND MUST NOT BE REPRODUCED, WHOLLY OR IN PART, NOR THE INFORMATION THEREIN DISCLOSED TO A THIRD PARTY, WITHOUT THE WRITTEN PERMISSION OF THE OWNERS

A1

ASSOCIATED DRAWINGS

No.	TITLE

NOTES

GENERAL NOTES
Do not scale this drawing. If in any doubt ask.

This drawing is to be read in conjunction with all relevant engineers and specialists drawings and specifications.

All setting out is to be checked on site prior to any works commencing. Any discrepancies are to be reported to millward immediately.

All dimensions are shown in millimetres unless otherwise noted.
All levels are shown in metres unless otherwise noted.

The specification in all respects shall be in accordance with the current "Lincolnshire Development Road and Sustainable Drainage Design Guide" and "Development Road and Sustainable Drainage Specification and Construction" publications in force in the county at the time of construction

The Minimum Longitudinal fall for highways, without channel blocks shall be 1 in 150 , and with channel blocks 1 in 250 (see Clause 10.1)

In addition, ensure that the first section of any side road fall away from the road to which is is connecting. If general topography requires it to rise, the change in 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.

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 developer's own cost at the agreement of the inspecting Highway Officer Prior to Construction

All signs and line marking are to be agreed with the Senior Highways Officer prior to construction

No Private surface water shall discharge onto the adoptable highway

REV	DATE	BY	DETAILS	CHK'D

AMENDMENTS

CLIENT

Ashwood Homes Ltd

PROJECT

Backgate Cowbit
Phase 2

TITLE

EXTERNAL WORKS
CONSTRUCTION DETAILS - 1

DRAWING No:	DRAWING STATUS
MA10575 / 605	PRELIMINARY

SCALE	DRAWN	ENGINEER
1:10 @A1	J McKellar	J McKellar
DATE	CHECKED	APPROVED BY
August 2017		

millward
t: 0115 941 4560
no.1 malin hill, nottingham ng1 1jq
e: info@millward.co.uk w: www.millward.co.uk