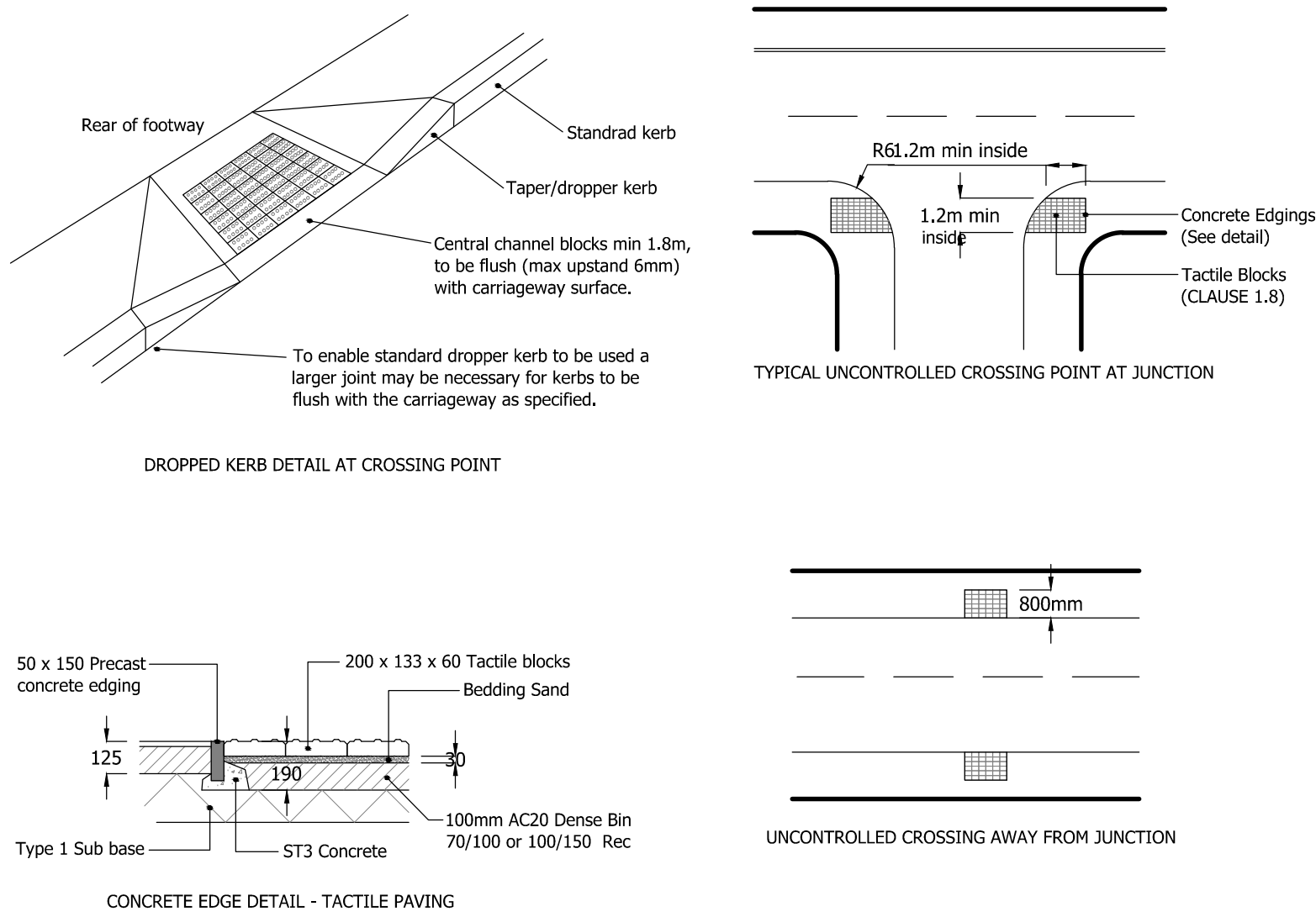


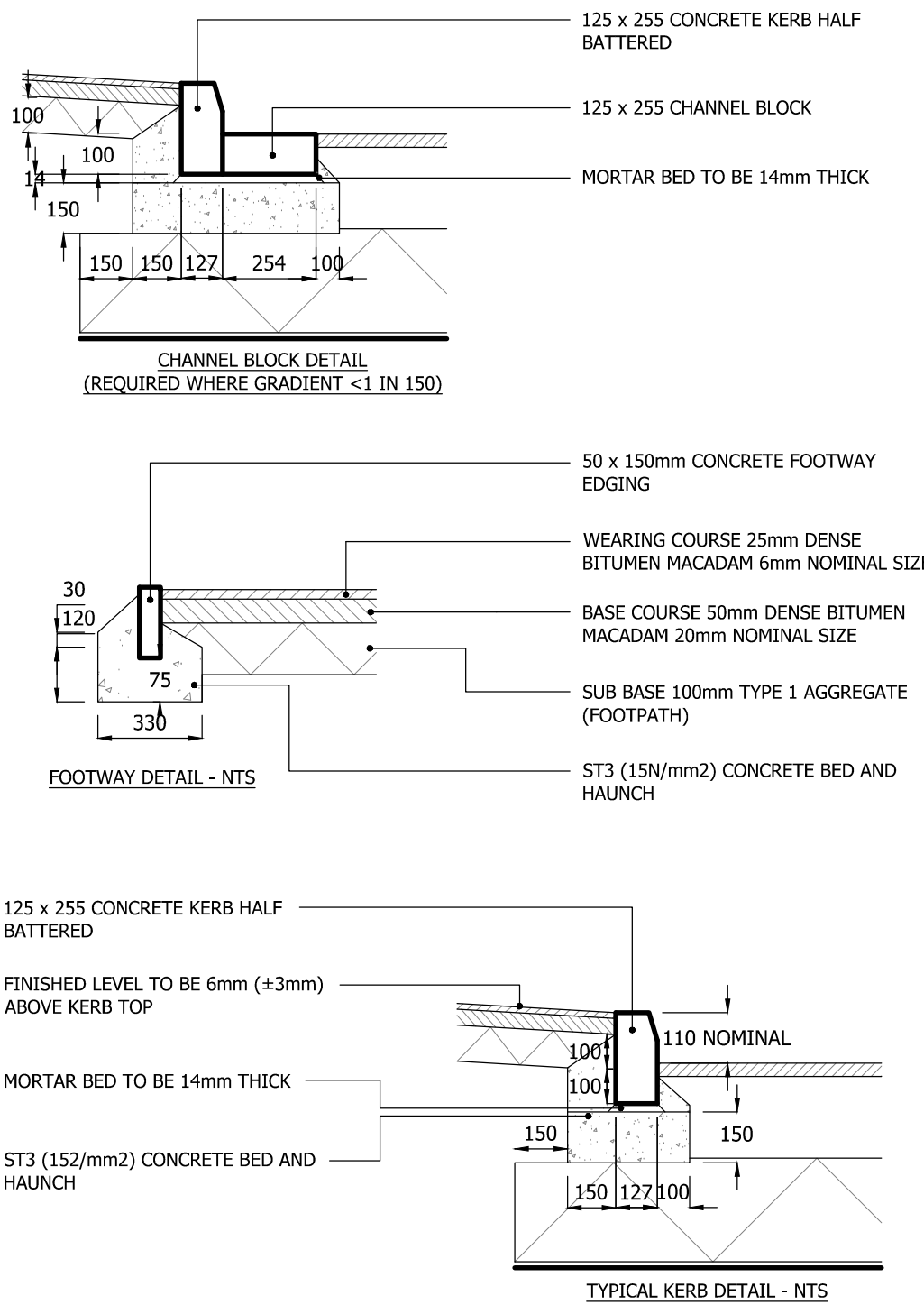
TACTILE PAVING. NTS



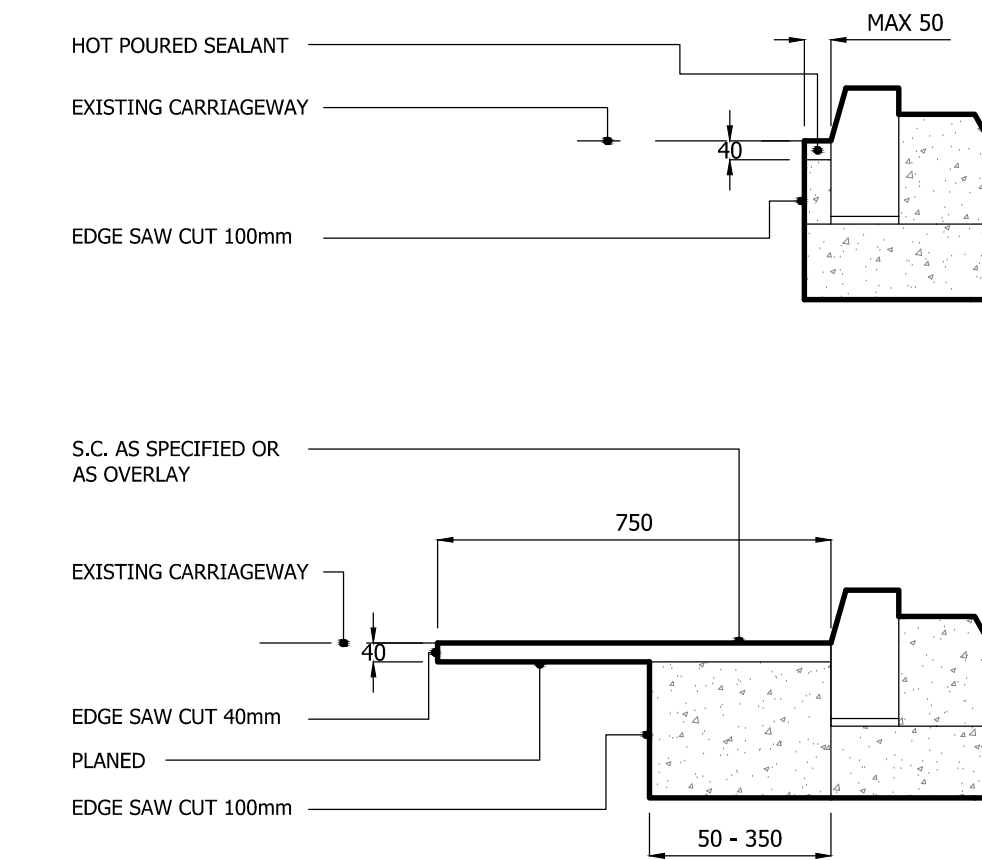
- NOTES (Clause 1.8):
- Blister tactile paving crossing points shall be provided at all junctions, crossings at link footways and at kerb to kerb flat top road crossings.
 - Tactile paving shall be 'dimple' high strength concrete blocks, 200mm x 133mm x 60mm, paving blocks, with concrete edgings around the blocks. The surface colour shall be buff.
 - Tactile paving shall be installed in the line of travel, along the full length of a minimum of 1.2m flush dropped channel blocks. Flush kerbs to comprise 125mm x 150mm precast concrete channel blocks. The back edge of the tactile paving surface shall be at right angles to the direction of crossing.
 - Developers shall take care not to locate service boxes (e.g. BT) where tactile paving is required.

Drawing based on LCC DEVELOPMENT ROAD & SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION March 2017 Edition

TYPICAL KERB AND EDGING DETAILS. NTS



HAUNCHING WIDTHS LESS THAN 350mm WIDE DETAIL X. NTS

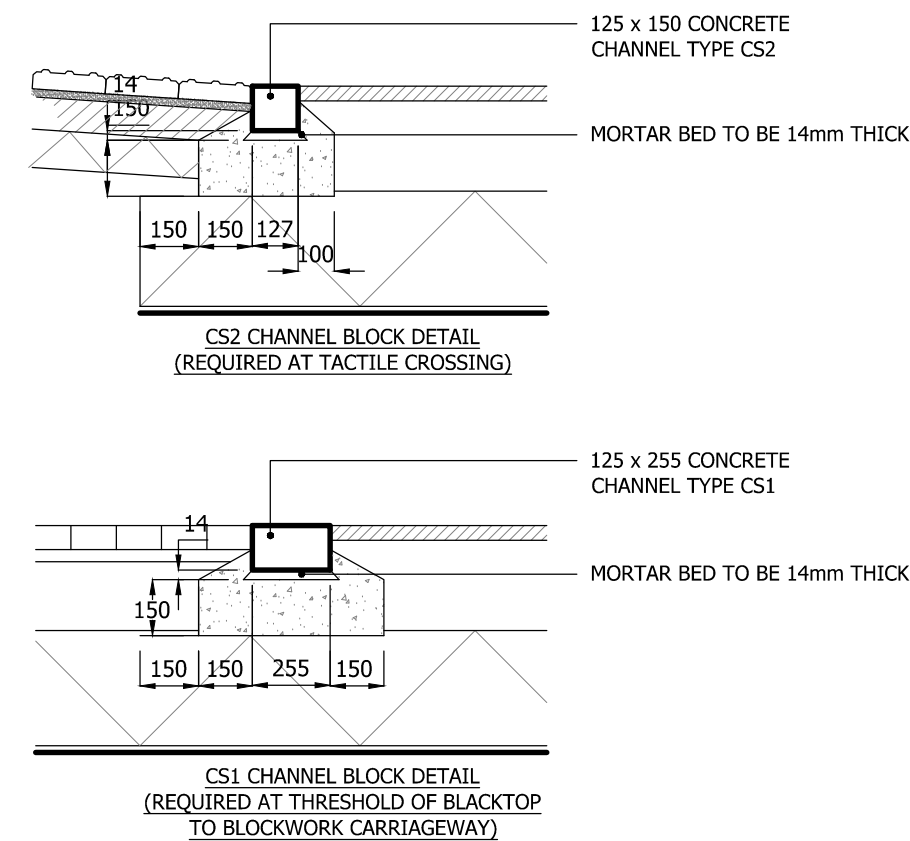


- WHERE HAUNCHING IN FRONT OF EXISTING OR NEW KERBS (OR CHANNEL BLOCKS) IS LESS THAN 350mm ST3 CONCRETE MAY BE USED DEPTH OF LAYER OF ST3 CONCRETE SHALL BE SPECIFIED IN B. OF Q.
- WHERE EXISTING CHANNEL BLOCKS ARE TO BE RETAINED THESE SHALL GOVERN THE NEW SURFACING LEVELS.

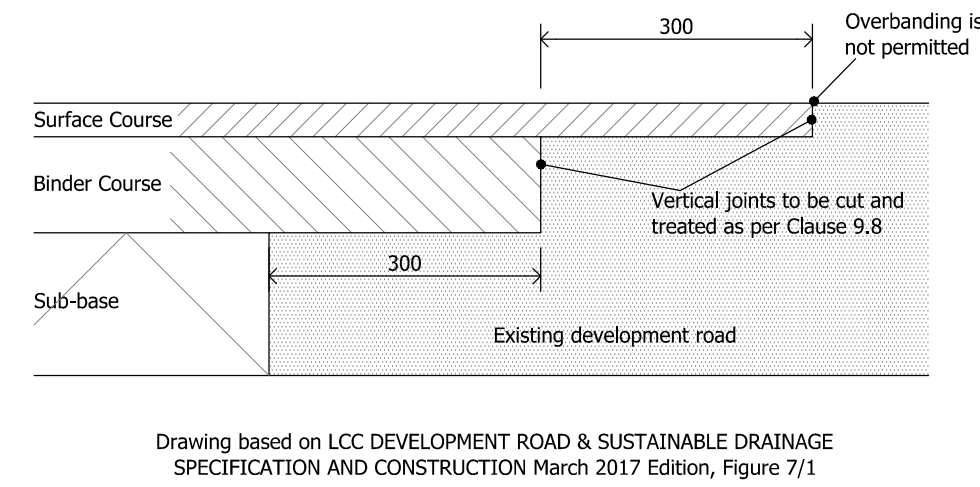
NOTE
APPENDICES RELATE TO 'SPECIFICATION FOR HIGHWAY WORKS 7th EDITION 1998'

Drawing based on Lincs.CC drawing TD/11

TYPICAL CHANNEL DETAILS. NTS

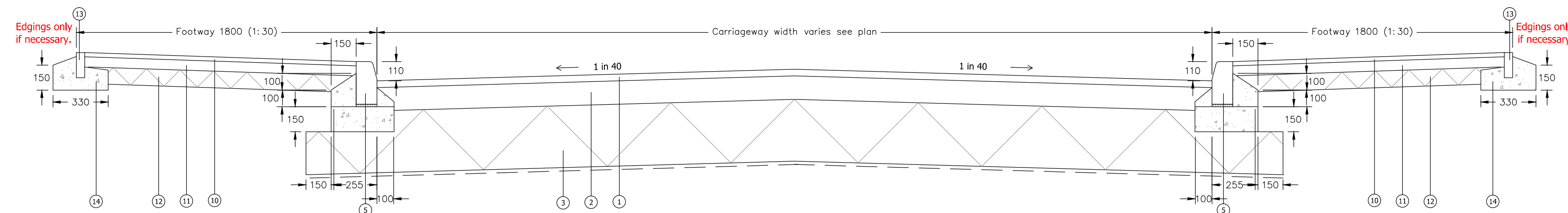


JOINTS WITH EXISTING CARRIAGEWAYS NTS



Drawing based on LCC DEVELOPMENT ROAD & SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION March 2017 Edition, Figure 7/1

HOUSING ESTATE ROAD & FOOTWAY CONSTRUCTION (Blacktop) Scale 1:20



- Surface course.
40mm of 10mm size Close Graded Surface Course (AC 10 close surf 70/100 or 100/150) to Clause 7.3. It must be compacted in accordance with Clause 7.2 to a void content within the range 2%-10%. The surface course shall be bonded with to the Binder Course.
- Binder course.
110mm, materials shall be 20mm size recipe mix Dense Binder Course (AC 20 Dense bin 40/60 rec) to Clause 9.1 and shall be laid in a single layer or combination of layers not less than 50mm in thickness nor greater than 110mm in thickness. Compaction must be in accordance with Clause 7.2 to a void content within the range 2%-10% and all layers must be bonded together.
- Sub-base.
Minimum 300mm Granular material shall be crushed rock slag, crushed concrete or other approved material to Clause 803, Type 1, Lincs. CC Spec.Cl. 1.2 refers. (Actual thickness is dependant on value of CBR test results. See Table below.)
If CBR not proven or less than 2% then sub-base to be min. 630mm thick. (Please refer to Procedural Notes)
- 125x255mm precast concrete Half-battered kerb unit to BS EN 1340:2003 Type HB2.
- 30mm thick Sand/Cement mortar.
- 150mm thick Class ST3 concrete bed and haunch.
- 125x150mm precast concrete bullnosed dropped kerb unit to BS EN 1340:2003 Type HB3.
- Surface course.
25mm of 6mm size Dense 70/100 or 100/150 Surface Course (AC 6 dense surf) to Clause 9.4 compacted to a void content within the range 2%-10%. The Surface Course must be bonded to the Binder Course.
- Binder course (Footway).
100mm of 20mm size Dense, 70/100 or 100/150 Binder Course (AC 20 dense bin rec) to Clause 9.1 compacted to a void content within the range 2%-10%.
- Sub-base (Footway).
100mm of Type 1 sub-base to Clause 1.2.
- 50x152mm precast concrete edging to BS EN 1340:2003 Type FT.
- 75mm thick Class ST3 concrete bed with 140mm thick haunch.

NOTE:
In soft areas and where the road / paving sits over existing ditchworks the area is to be excavated to a firm formation and backfilled with 6F5 granular material in 150mm thick layers to the underside of the proposed road formation.

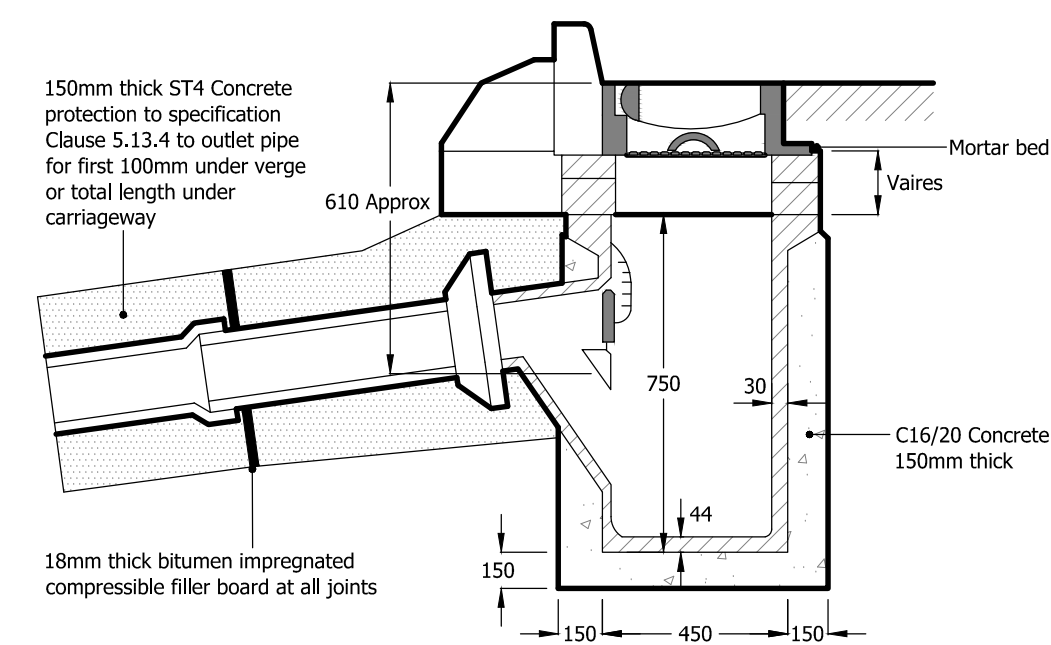
CONSTRUCTION CHART 1 - NON PERVIOUS Roads up to 0.25 msa - NORMAL FLEXIBLE CONSTRUCTION

SUB-GRADE (Note 1)	SUB-BASE (mm)		SURFACING (mm)		TOTAL THICKNESS REQUIRED (mm)	
	Without geotextile	With geotextile	Binder Course (Notes 4 & 5)	Surface Course	Without geotextile	With geotextile
Below 1.5% and soft spots	Not suitable	710 (Notes 2 & 3)	110	40	Not suitable	860 (Notes 2, 3 & 6)
1.5%	Not suitable	440	110	40	Not suitable	590 (Note 6)
2%	400	340	110	40	550 (Note 6)	490 (Note 6)
3%	310	300	110	40	460 (Note 6)	450 (Note 6)
4% (Note 7)	300	300 (Note 7)	110	40	450 (Note 6)	450 (Note 6 & 7)
5% (Note 7)	300	300 (Note 7)	110	40	450 (Note 6)	450 (Note 6 & 7)
6-15% (Note 7)	300	300 (Note 7)	110	40	450 (Note 6)	450 (Note 6 & 7)
Above 15% (Note 7)	300	300 (Note 7)	110	40	450 (Note 6)	450 (Note 6 & 7)

- 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.

CBR @ 2.5% as stated in Ground Engineering Report C13751A.

TYPICAL GULLY DETAILS TYPE G5 TRAPPED ROAD GULLY. NTS



- NOTES:-
- Cover and frame uncoated iron to Clause 5.11.1.
 - Mortar bed and benching to Clause 5.11.8.
 - Bricks to be Class B engineering bricks to BS EN 771-1 (single course where necessary to obtain satisfactory fall. Corbelled if required. Frames to be bricked on all four sides.
 - All in situ concrete to be ST4 with sulphate resisting cement unless agreed otherwise.
 - Position of outlet pipe varies in plan.
 - In situ ST4 concrete 150mm thick surround to outlet pipe for first one metre under verge or total length if under carriageway.
 - Where grating is to be trafficked or laid against within 24 hours of frame being placed in position, then a suitable Ultra rapid hardening mortar and concrete (Monoset 241 or similar) shall be used to bed cover and frame.

Drawing based on Lincs CC. Development Road and Sustainable Drainage Specification and Construction March 2017 Edition, Figure 5/7

NOTES:
All dimensions must be checked on site and not scaled from this drawing.

LINCOLNSHIRE COUNTY COUNCIL

- "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 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.
- "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 and Flood Authority Officer".
- "No Private surface water shall discharge onto the adoptable highway".
- "No private, structural features shall overhang the adoptable highway".
- "No private retaining walls exceeding 1.37m shall be within 3.66m of the highway boundary".

BACK OF FOOTWAY LEVELS:
Please note that Lincolnshire Highways require that the back of footway be lowered at vehicular crossings in accordance with detail drawing Ref.Clause 1.6 and Figure 1/4 of LCCDRS.

KERB FACES:
Full-faced pcc kerb = 110mm
Full-faced blockwork kerb = 100mm
Vehicular Crossing = 25mm
Pedestrian Crossing = 25mm or flush if adj. tactile paving.

PRELIMINARY
DRAWING

Date	Revisions

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Job Title

Park Lane
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PE11 4TZ

Drawing Title
Construction Details
S278 Adopted Works
Sheet 6

Date	Scale @ A1	Drawn
Feb. 2018	NTS	IAC/TRS

Drg.No.	8885 -306	Rev.	-
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