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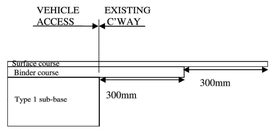


DETAIL AT JOINT WITH EXISTING C'WAY 1/20

JOINTS IN BITUMINOUS CONSTRUCTION

All joints shall be made in accordance with BS 594987 Clause 6.8 and in particular the following:

When possible all joints shall be offset by at least 300mm from parallel joints in the layer beneath.

All longitudinal and transverse joints in surface courses shall be made flush.

Before the adjacent width is laid, surface course joints shall be made by:

cutting back the edge to a vertical face that exposes the full thickness of the layer, and

discarding all loosened material and painting or spraying the vertical face completely with a thin uniform coating of hot applied 40/60 or 70/100 paving grade bitumen, or cold applied thixotropic bituminous emulsion of similar grade or polymer modified bitumen emulsion bond coat.

Surface course joints made in this way shall be:

All transverse joints that have not been formed to a specific profile;

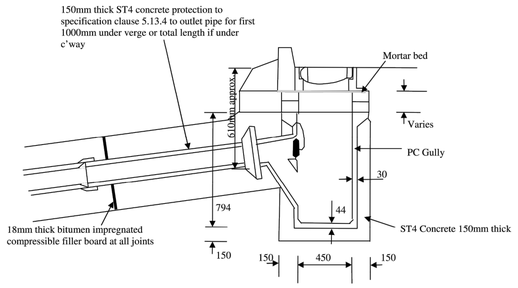
Joints where the asphalt abuts an existing surface; and

All longitudinal joint.

NOTE 1:Longitudinal joints in surface course may also be formed by use of an edge compactor creating a chamfered edge during the laying process. Cutting back of the longitudinal joint is not necessary in this instance.
NOTE 2:Surplus bitumen on the surface after the joint is made should be avoided. The surface of the finished joint should not be painted because of the risk of skidding and slipping.

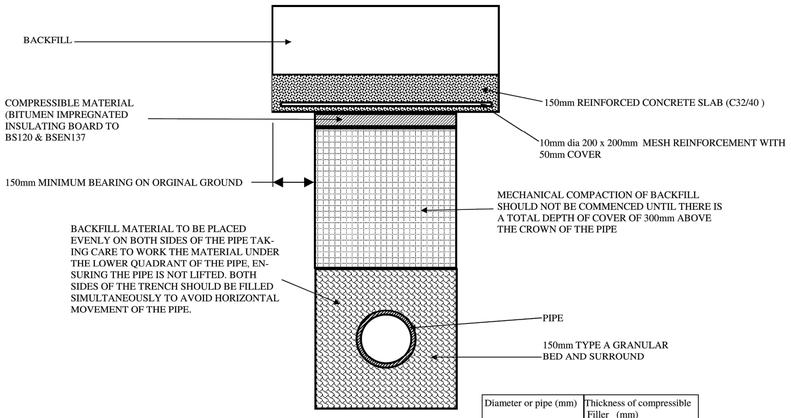
Joints in the binder course shall be treated in such a way as to enhance compaction and bonding.
NOTE: For example by use of edge compactors fitted to rollers.

OVERBANDING IS NOT PERMITTED



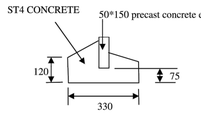
TYPICAL TRAPPED ROAD GULLY DETAIL nts

1/ COVER & FRAME UNCOATED IRON TO CL5.11.1
2/ MORTAR BEDD AND BENCHING TO CL5.11.8
3/ STANDARD PRE-CAST SEATING RINGS TO COMPLY WITH BS 5911-2:2010
4/ ALL INSITU CONCRETE TO BE ST4 WITH SULPHATE RESISTING CEMENT UNLESS AGREED OTHERWISE
5/ POSITION OF OUTLET PIPE VARIES IN PLAN
6/ INSITU ST4 CONCRETE 150mm THICK SURROUND TO OUTLET PIPE FOR 1m UNDER VERGE OR TOTAL LENGTH IF UNDER C'WAY

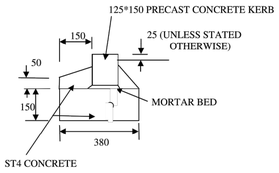


PROTECTION OF HIGHWAY PIPES LAID AT SHALLOW DEPTHS

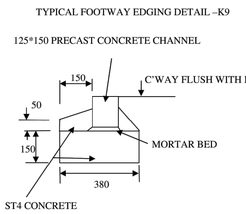
Diameter or pipe (mm)	Thickness of compressible Filler (mm)
<450	18
450-1200	36
>1200	54

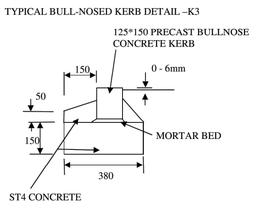


TYPICAL FOOTWAY EDGING DETAIL –K9



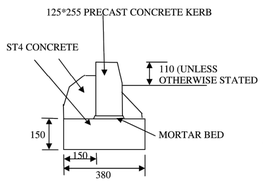
TYPICAL BULL-NOSED KERB DETAIL –K3



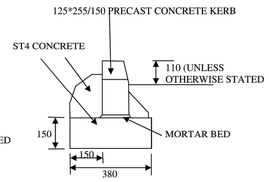


TYPICAL CHANNEL BLOCK DETAIL –K3F (ALTERNATIVE)

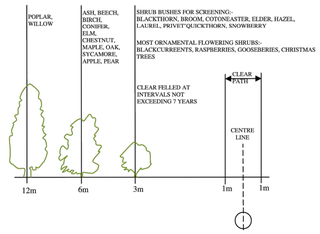
TYPICAL BULL-NOSED KERB DETAIL –K3F (ALTERNATIVE)



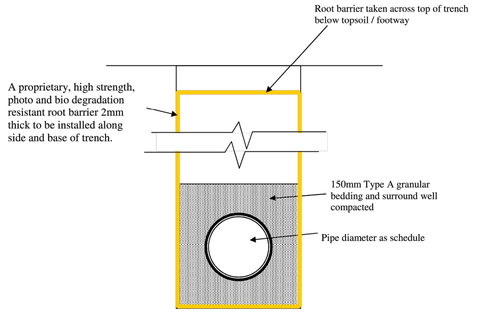
TYPICAL HALF-BATTERED KERB DETAIL –K1



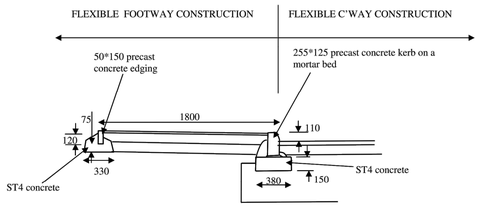
TYPICAL HALF-BATTERED KERB DETAIL –K2



RESTRICTIONS ON TREE PLANTING ADJACENT TO SEWERS (SfA6)



DETAIL OF ROOT BARRIER IN TRENCH NTS



TYPICAL SECTION THROUGH C'WAY EDGE AND FOOTWAY EDGE nts

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

FOOTWAY CONSTRUCTION
This shall comprise:-
Bituminous Surfacing
100mm of Type 1 sub-base to Clause 1.2
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%.
25mm of fimm size Dense 70/100 or 100/150 Surface Course (AC 6 dense surf) to Clause 9.4 compacted to a void content within the range2%-10%.
The Surface Course must be bonded to the Binder Course.
Block Paved Footways
100mm of Type 1 subbase to Clause 1.2.
60mm of 20mm Dense Binder Course (AC 20 dense bin, 70/100 or 100/150 rec) to clause 9.1 compacted to a void content within the range 2% -10%.
30mm laying course of bedding sand to Clause 10.4.
60mm small unit block pavers to Clause 10.2 or 10.3. Jointing sand shall be to Clause 10.4.
Block paved footways are only permitted where the adjacent carriageway is constructed with block pavers to Chart 3 or Chart 6.

WORKS WITHIN THE PUBLIC HIGHWAY

Any necessary off site excavations, in association with the S38 application, that are to be carried out in the existing public highway will require the works promoter to provide the Highway and Flood Authority with accurate and timely information relating to works they are planning to carry out, as outlined under the New Roads and Street Works Act 1991 (NRSWA) and/or the Highways Act 1980.

Details of the works, including the nature, location and timing of the works must have prior agreement with the Highway and Flood Authority before starting any works. Any activity that has the potential to cause delay or disruption or any works that involves breaking up the existing highway are deemed notifiable works.

Permission will only be granted by the Highway and Flood Authority once the Developer has signed and completed the Section 38 agreement. Should the Developer enter into the existing highway in advance of this, then their excavation will be considered illegal interference with the highway and appropriate enforcement action may be instigated.

All supervisors and operatives working within the highway are required to hold a valid accreditation qualification as laid out in The Street Works (Qualification of Supervisors and Operatives) England, Regulations 2009. The developer or Contractor carrying out the works must hold a valid £10million or greater liability insurance certificate.

All works conducted within the public highway must be carried out and completed to the satisfaction of the Highway and Flood Authority and comply with the requirements of the Development Road Specification.

SERVICE AND SERVICE DUCTS

Utility services and service ducts shall not be installed within the carriageway or footway construction. They shall be placed within the underlying subgrade.

LCC DRS GENERAL NOTES:
1) 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.
2) 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).
3) 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.
4) 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".
5) "No Private surface water shall discharge onto the adoptable highway"
6) "No private, structural features shall overhang the adoptable highway".
7) "No private retaining walls exceeding 1.37m shall be within 3.66m of the highway boundary".

S38 DETAILS

rev.	date	Description	Drawn	Chk.
A	08.07.21	Issued for Planning RM	MPS	PS
_	05.07.21	First Issue - Preliminary Issue for Approval	MPS	PS

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drawing title:
Section 38 Agreement Works
Standard S38 Details
Drawing 1 of 6

scale:	status:
NTS@A1	APPROVAL

job number:	drawing number:	revision:
10-5549	303	A