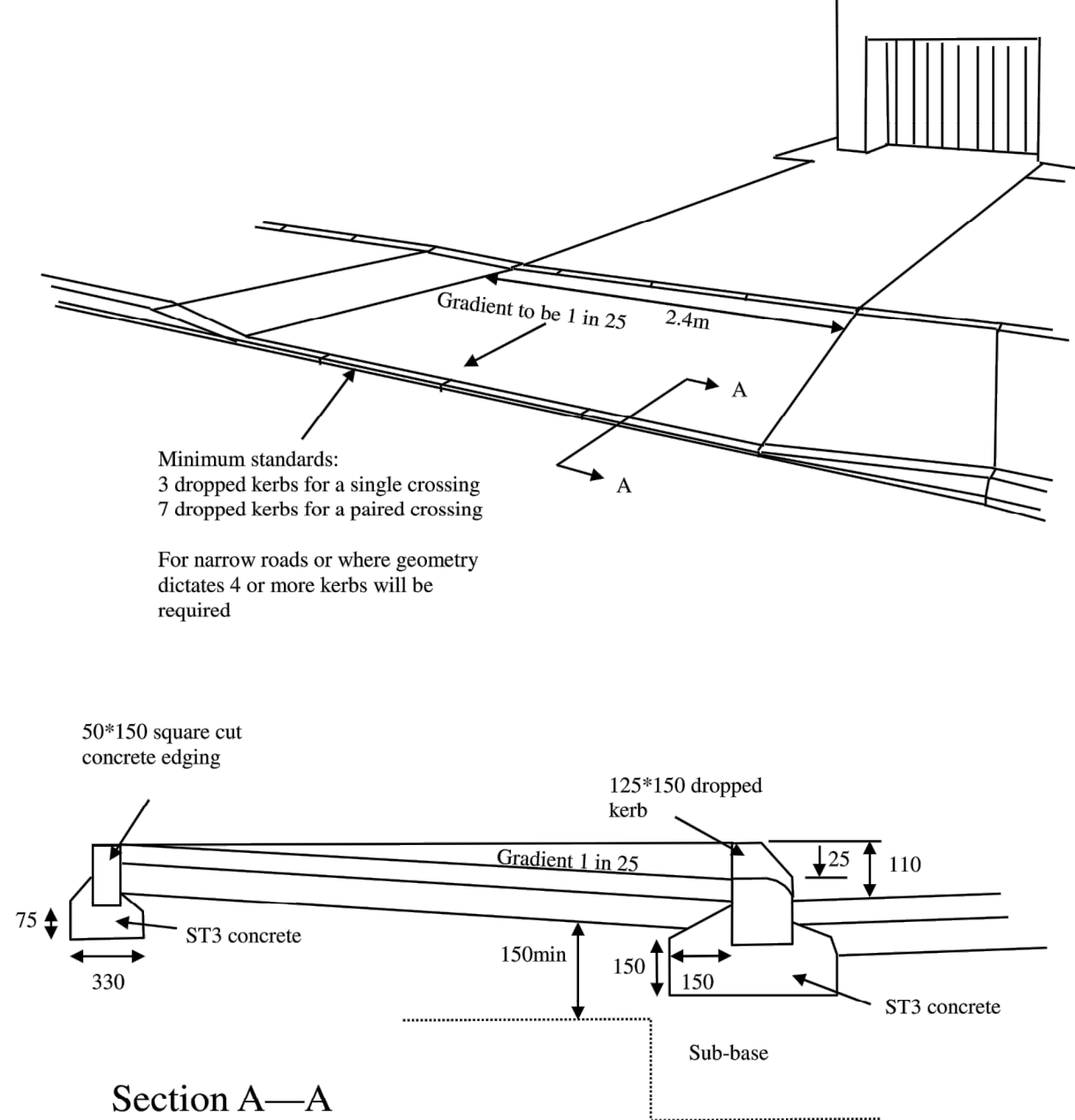


LIGHT DUTY FLEXIBLE CONSTRUCTION



VEHICLE ACCESS CROSSING

LIGHT DUTY (DOMESTIC) CROSSINGS.

150mm of Type 1 sub-base to Clause 1.2 (N.B. Where the CBR value of the subgrade is below 1.5% an approved geosynthetic layer to Clause 6.7 will be required to be placed on the sub-grade). On certain sites the depth of topsoil may exceed 275mm. On such sites topsoil containing organic matter, roots etc shall be removed and replaced with Type 1 sub-base in accordance with Clause 1.2

100mm of AC20 Dense Bin Rec Binder Course to Clause 9.1 compacted to a void content within the range 2%-10%.

25mm of AC6 Dense Surf Surface Course to Clause 9.4 compacted to a void content within the range 2%-10%.

The joint between the access crossing and the carriageway shall be formed with 125mm*150mm precast concrete kerbs on a 150mm*380 base of ST3 (15N/mm²) concrete (approx. 1 cement: 2 sand: 4 aggregate by volume mix). A 125mm*150mm*225 taper kerb will be required on each side of the crossing along the carriageway edge.

The Highway Boundary shall be delineated across the access crossing with a 50mm*150mm square cut precast concrete edging on a 75mm*330mm base of ST3 (15N/mm²) concrete, and where there is no footway the edges of the access crossing shall be delineated with the same edging and base.

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT EDITION OF LCC's "SECTION 184 HIGHWAYS ACT 1980 GUIDANCE FOR APPLICANTS" AND "DEVELOPMENT ROADS SPECIFICATION" WHICH CAN BE FOUND ON THEIR WEBSITE.

STANDARD NOTES

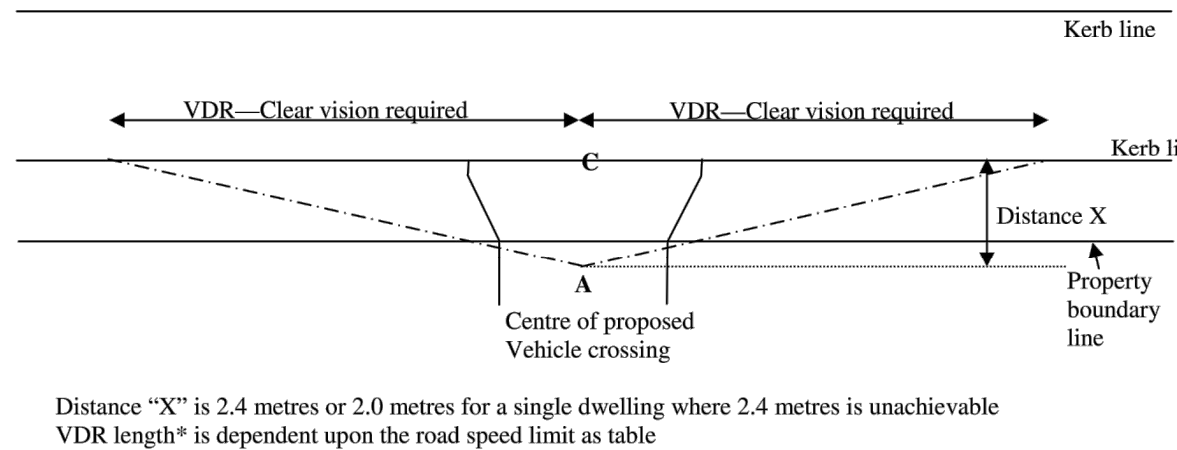
- The formation shall be trimmed, rolled and protected with the initial construction layer on the same day as it becomes exposed.
- The contractor shall be responsible for any over-dig below formation level not ordered by the engineers representative. Any over-dig shall be filled with type 1 sub-base and compacted at the contractors expense.
- The contractor must display in a prominent position on the site the number of a telephone on which his traffic liaison officer / site agent can be contacted by the public, outside normal working hours. He must also communicate this number to the resident engineer and to the police immediately at the start of work on the site.
- All traffic safety and control shall be strictly in accordance with Chapter 8 of the Traffic Signs Manual.
- All personnel of the Contractors must at all times when within the highway wear high visibility garments which must incorporate retro-reflective markings.
- All vehicles must be fitted with and use when within the site 'Rotoflash' warning lights or similar.
- All uncompleted works must be kept safe and adequately signed at all times. Pedestrians shall be redirected when footways not in use.
- All personnel of the Contractor / Sub-contractor / Supplier must wear "Hard Hats" whilst working in the vicinity of active plant.
- All temporary signs to be Class 1 reflective material.
- All public and private pedestrian and vehicular access to be kept open at all times.
- The contractor must make all necessary arrangements to maintain the satisfactory flow of traffic through the site, during construction works and to minimise disruption.
- The location of all statutory undertakers plant is to be determined on site before the commencement of the works.
- Extreme caution should be taken when working in the vicinity of overhead cables or wires.
- Where necessary all statutory undertakers cover and frame levels shall be adjusted to suit new road or footway level.
- The specification in all respects shall be in accordance with the current Lincolnshire Design Guide for Residential Areas and Developments Road Specification and Construction publications in force in the County at the time of construction.
- No private surface water shall discharge onto the adoptable Highway
- All details shown on this drawing are subject to approval by Lincolnshire County Council prior to commencement of works.
- All materials to be in accordance with LCCs Development Road Specification and Construction publication
- This drawing is to be read in conjunction with all other Engineer, Architects and other Specialists drawings.
- All works shall be carried out with adequate and proper materials which are appropriate for the circumstances in which they are used, are adequately mixed or prepared and are applied, used or fixed so as to adequately perform the functions for which they are designed, and in a workmanlike manner.
- It is neither practical or reasonable to show all relevant matters on this or other drawings and specifications, the fact that minor matters are not mentioned does not alleviate the Contractor / Builder from the responsibility for any non-compliance in carrying out the site operations.

SPEED LIMIT	VISIBILITY DISTANCE REQUIREMENT (VDR)*-Both directions
20mph	25 metres desirable / 22 metres minimum
30mph	45 metres desirable / 40 metres minimum
40mph	120 metres in rural areas or free flowing trafficked areas
50mph	70 metres desirable / 63 metres minimum in urban areas 160 metres (relaxation only permissible following site specific assessment)
60mph	215 metres (relaxation only permissible following site specific assessment)
NOTES:	Desirable figures apply to roads carrying buses / HGVs. Minimum figures apply to roads with no buses and low numbers of HGVs. Localised adjustments may be required on roads with an incline of greater than 10%

All contractors working on the public highway **must** hold valid New Roads and Street Works Act (NRSWA) 1991 accreditation qualifications and be able to provide immediate evidence of this at the request of a representative of Lincolnshire County Council.

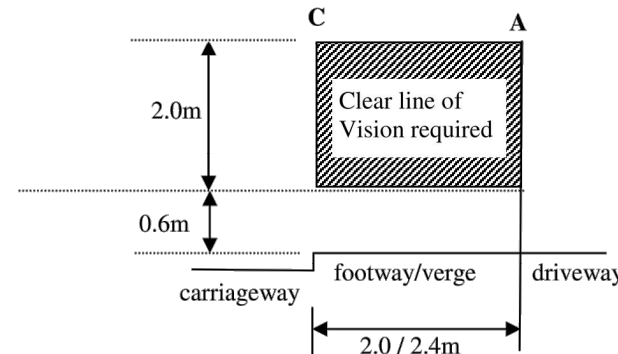
Vehicle Crossing over Footways and Verges—Section 184 Highways Act 1980

PLAN VIEW



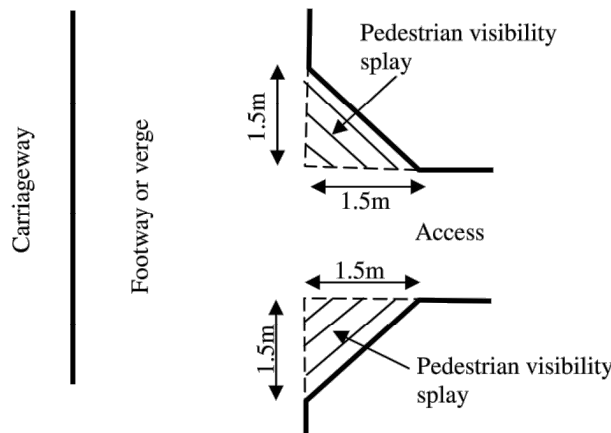
SIDE VIEW

When looking left or right from Point "A" a clear visibility zone must exist between a height of 0.6 metres and 2.0 metres above ground



Pedestrian Visibility

Pedestrian visibility splay is required to allow drivers to see pedestrians as they emerge from their access road, parking area or driveway and to allow pedestrians to see the vehicle



Workmanship

The new access shall tie in with the existing footway surfacing materials and levels. Prior to excavation, all edges shall be saw cut to prevent damage to surrounding surfaces. Vertical faces are to be painted with bitumen immediately prior to reinstatement. Excavation shall be carried out to the required depth to achieve the specified construction thickness. Additional excavation will be required in soft ground. All excavated materials must be properly disposed of, or recycled, off site. The contractor must ensure all utility apparatus is identified and properly protected, with trial trenches dug as necessary. If additional protection is required, it is the sole responsibility of the contractor/applicant to notify the relevant utility. Existing kerbs shall be carefully removed, including existing bedding and backing, minimising damage to the existing carriageway. Dropped kerbs shall be laid to a smooth line and level with a 25mm upstand at the carriageway edge.

A	08.07.21	Issued for Planning RM	MPS	PS
rev.	date	Description	Drawn	Chk.

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project: Residential Development Land off Boston Road & High St Gosberton, Lincs.		
drawing title: Section 38 Agreement Works Standard S38 Details Drawing 6 of 6		
scale: NTS@A1		status: APPROVAL
job number: 10-5549	drawing number: 308	revision: A