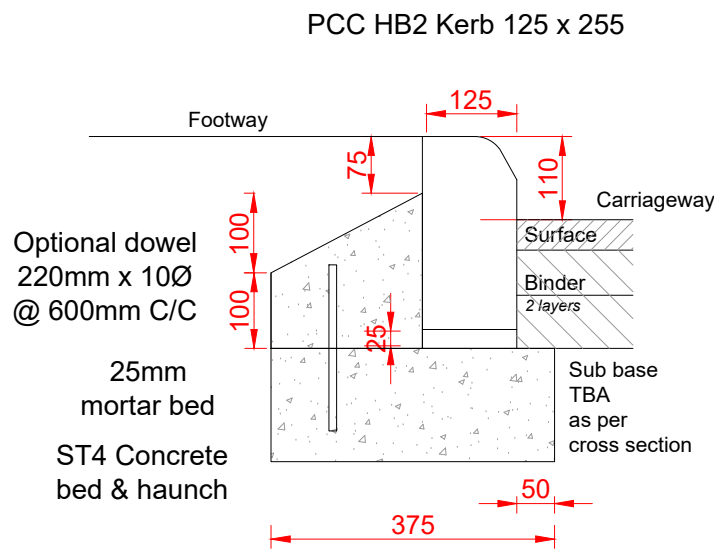
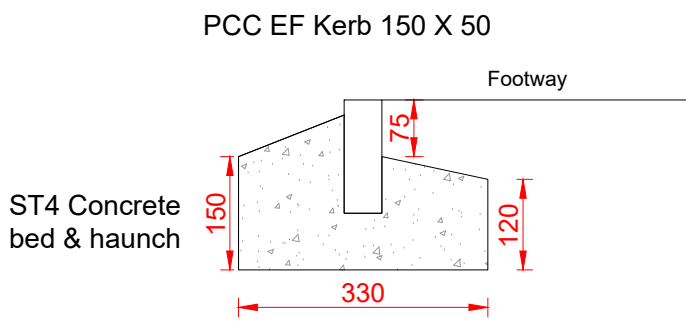
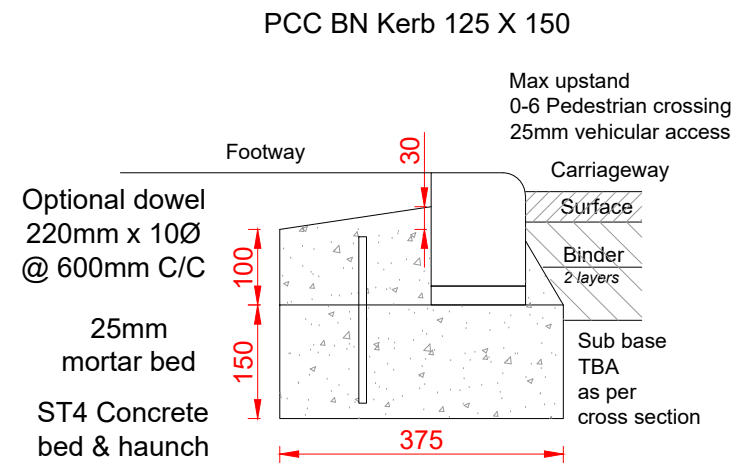




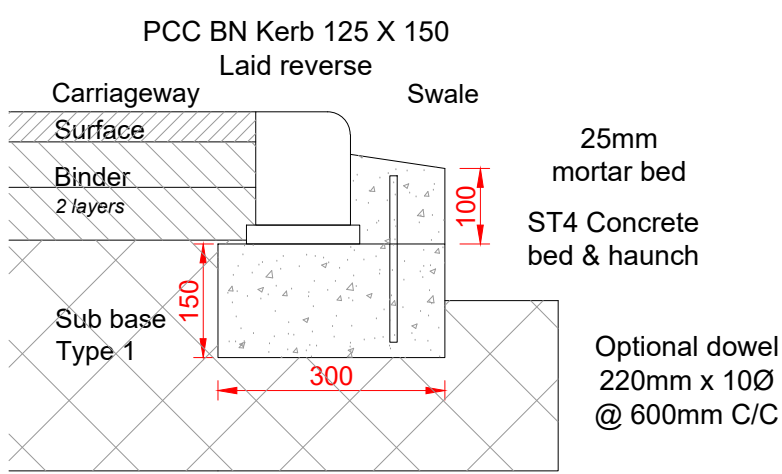
Proposed HB2 Kerb
LCC fig 2/6



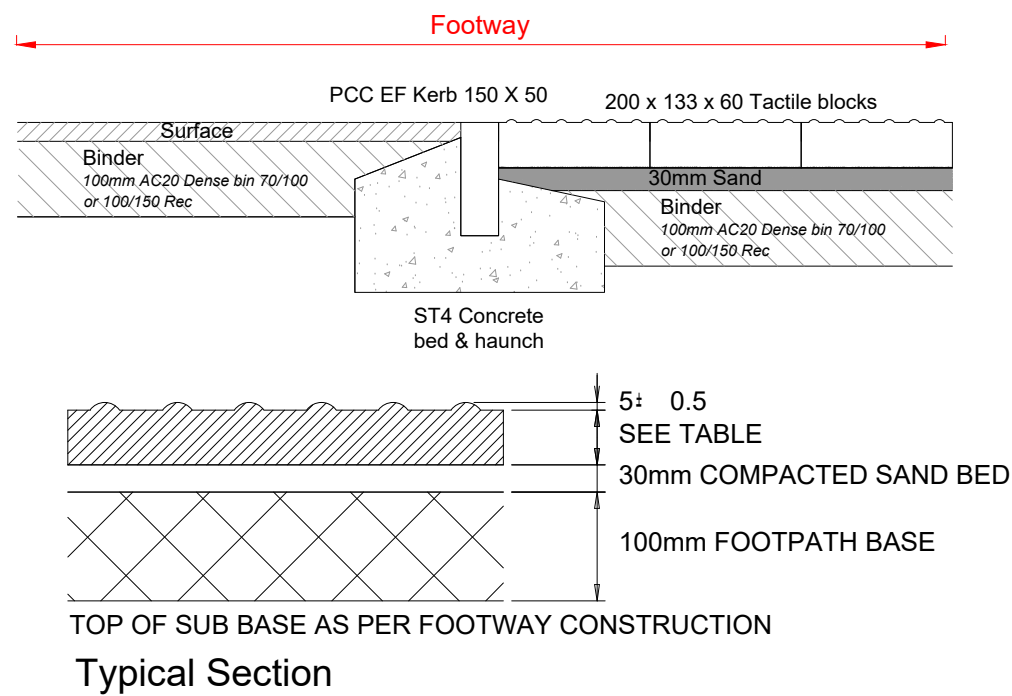
Proposed EF Edging
LCC fig 2/6



Proposed BN kerb
LCC fig 2/6

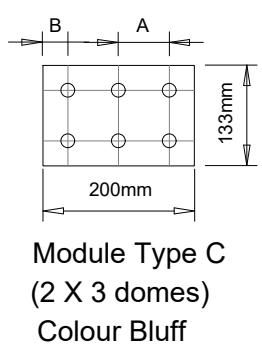
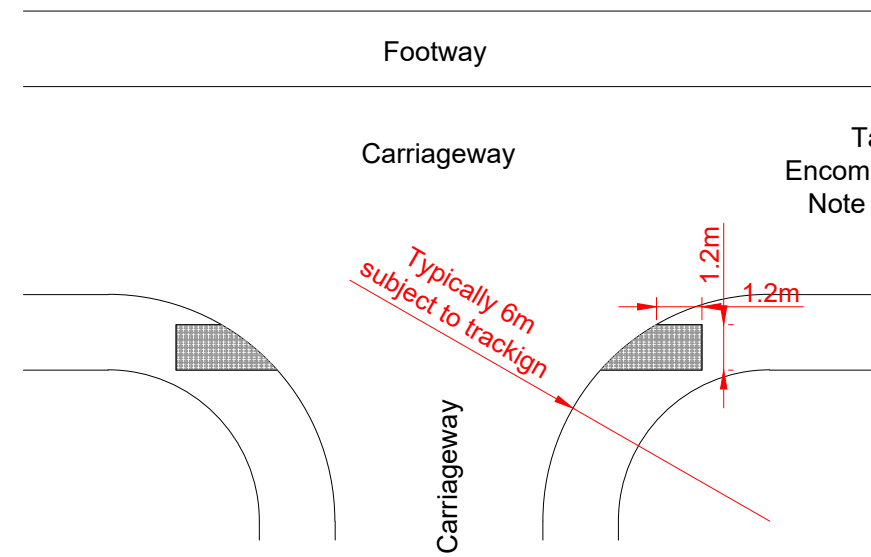


Proposed BN kerb
Laid reverse fronting swale

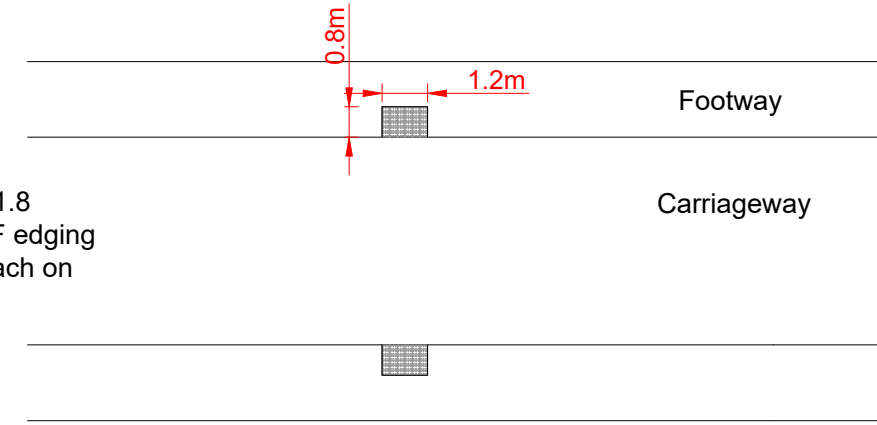


Tactile paving detail
LCC Fig 1/8

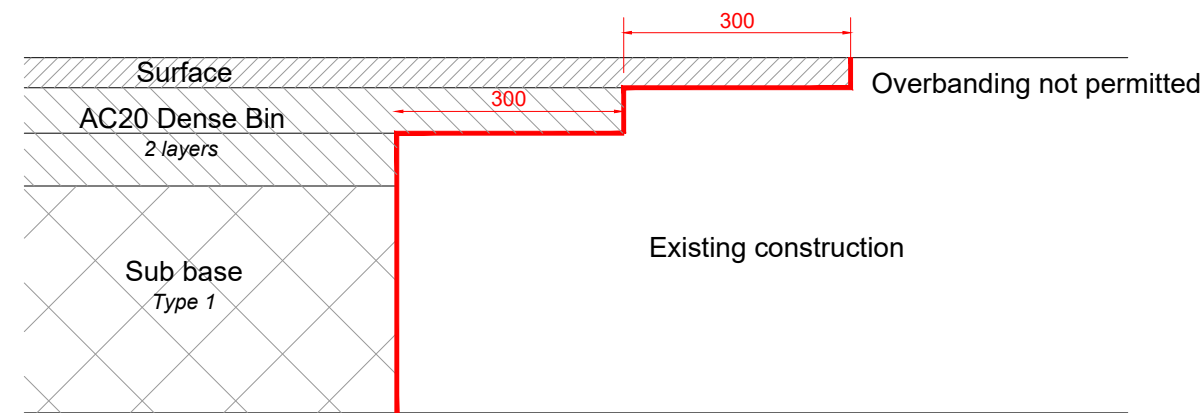
Flag Type	Size(mm)	Pitch dimension A (mm) B (mm)	Minimum thickness
A		None preferred	
B		None preferred	
C	200 X 133	67 33	60



Typical uncontrolled
crossing point
LCC Fig 1/8



Typical uncontrolled
crossing point away from jct
LCC Fig 1/8

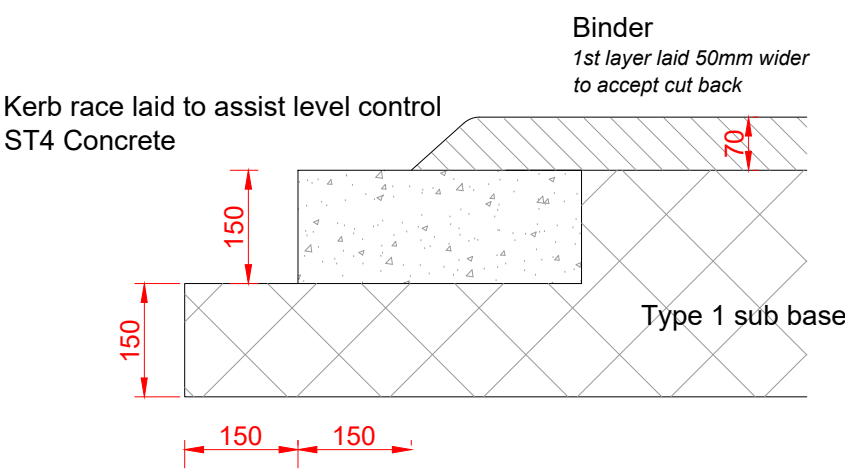


Joins to BS 594987 Clause 6.8, made flush, offset minimum 300mm Before adjacent is laid; A) Cut back edge to vertical face that exposes full thickness and B) Discard all loosening material and paint/spay the vertical face completely with a thin uniform coating of hot applied 40/60 or 70/100 pave grade bitumen, or a cold thixotropic bituminous emulsion of similar grade or polymer modified bitumen emulsion bond coat.

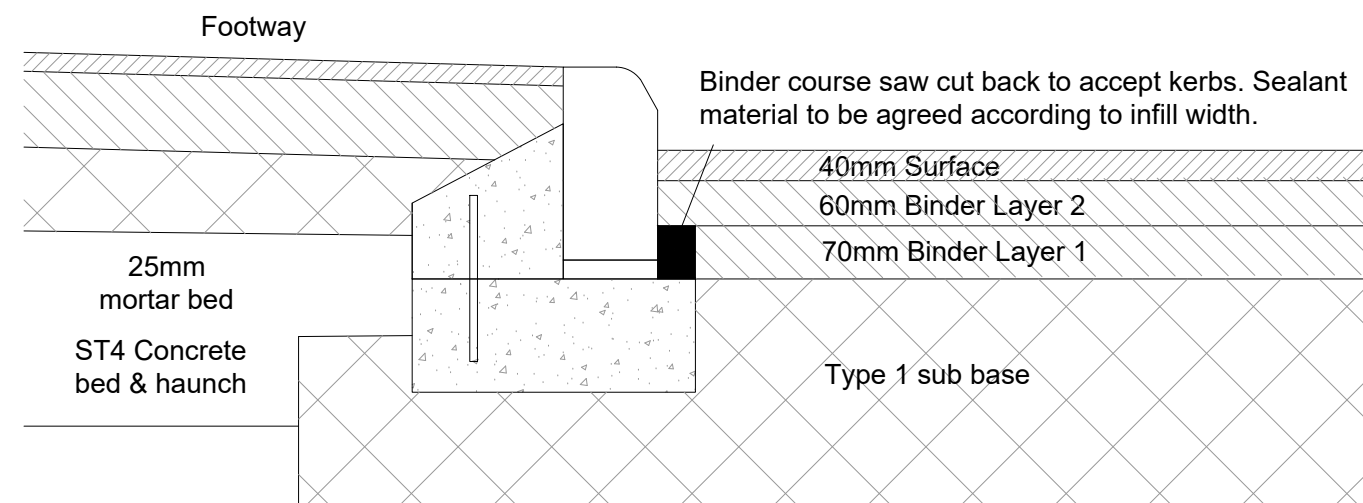
When required, a bond coat complying with BS 594987:2015 Clause 5.5 shall be used and applied to clause 5.5.2.

When not required a C40BK (K1-40) or C60B3 (K1-60) tack coat of cationic bitumen emulsion to BS EN 1308 shall be applied to the binder. Surface to be thoroughly cleaned prior to application and the emulsion allowed to 'break' prior to the application of a further layer of binder or surface course.

Joins within existing carriageway
LCC Fig 1/3/a & 7/1

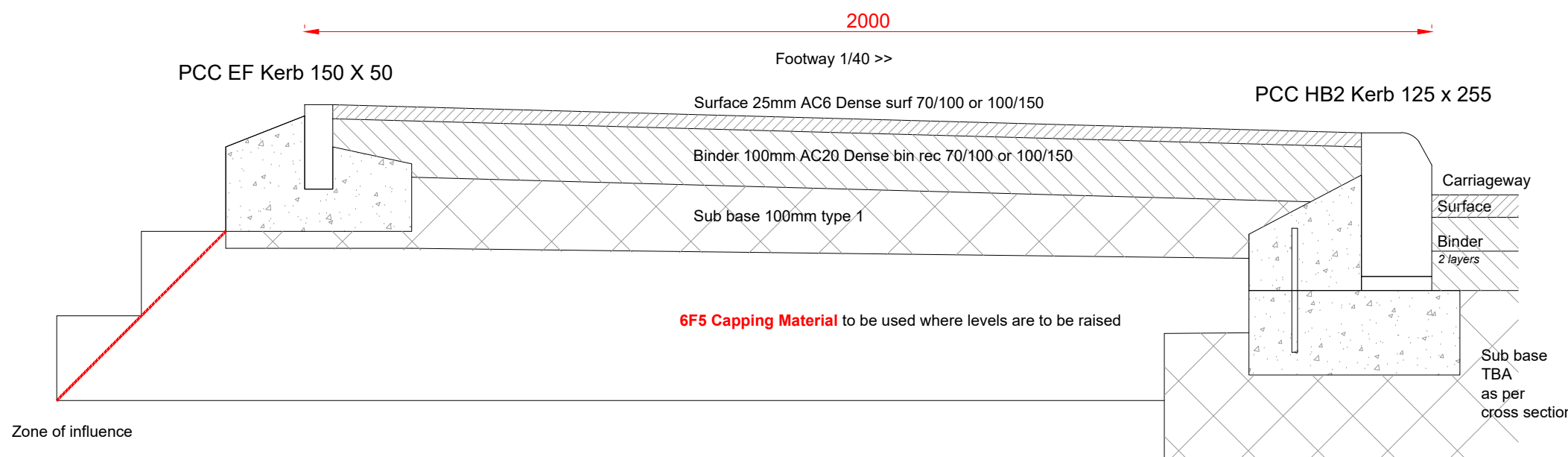


Stage 1



Stage 2

Alternate kerb laying process
LCC fig 2/5



Typical bituminous footway margin
LCC Fig 2/1a

THIS DOCUMENT IS BASED ON THE LINCOLNSHIRE COUNTY COUNCIL DEVELOPMENT ROAD SPECIFICATION 2021 REVISED EDITION AND IS FOR GUIDANCE PURPOSES ONLY. IN THE EVENT OF DISCREPANCY THE SPECIFICATION SHALL SUPERSEDE THIS DRAWING

THE CONTRACTORS ATTENTION IS EXPRESSLY DRAWN TO THE NEED TO CERTIFY THE ROAD CONSTRUCTION VIA THE COUNTY ENGINEER AT VARIOUS STAGES AS PRESCRIBED IN THE CURRENT SPECIFICATION DOCUMENT AND TO PROVIDE ADEQUATE AND MINIMUM NOTICE PERIODS TO THE COUNTY ENGINEER IN ADVANCE OF THE INSPECTIONS BEING REQUIRED

Stephen Daykin Consulting Ltd
A design consultancy for the development industry
31A Longacre
Bingham
Nottinghamshire
NG13 8AF
Tel 01949 838831
mobile 07968 765381
steve@sdccivils.com
Managing Director
Stephen W Daykin I.Eng MICE MCIOHT

client

gleeson

project

Proposed residential development at
York Gardens Gosburton

title

**LCC Standard Highway
Construction Details
Kerbing & Margins**

drawnSD

date15-03-22

scaleVarious

sizeA1

worksafe
consultant

SSIP

purpose of issue

Tender

dwg no.

E827-30

rev.

B

Kerbing

Kerbs shall be installed prior to the full depth of the carriageway binder course being placed, unless the alternative working practice detailed below is employed following agreement, in advance, with the Highway and Flood Authority.

All damaged kerbs, channels and edgings shall be replaced prior to the application of carriageway or footway final surface course. Where more than 4 separate kerbs, channels or edgings are damaged within any 10m length, the entire 10m length must be replaced, using undamaged kerbs, channels or edgings in accordance with the specification.

Where it becomes necessary to replace kerbing, channels or edgings damaged following the application of final surface course to footway or carriageway, a minimum 2m length of Surface Course, full width of the footway, shall be replaced. If damage is caused to the adjacent carriageway surface course shall be replaced for a minimum of 5m for half the width of the carriageway. This Clause shall also apply where the Developer wishes to make minor changes to laid kerbing e.g. when adjusting the position of a vehicular crossing.

All kerbs needing replacement shall be removed from the footway side. The kerb/channel bed, on development roads shall, always be laid separate to the backing as shown on the typical sections through carriageway edge details; drawings 2/1a to, 2/6. This is due to the high level of kerb damage experienced on development roads and the resulting need to replace kerbs at a late stage of construction whilst causing the minimum damage to the overall construction. In addition should the alternative kerb installation methods below be employed then the separate kerb bed/race can be utilised as level control for the first layer of binder course. Minor kerb damage highlighted at the pre-adoption inspection stage, where all surfacing has been completed, may be repaired using a HAPAS approved dedicated epoxy kerb repair product, which preferably incorporates a priming system. A kerb repair is not allowed on any kerbs that have not received the final surfacing.

The following guidance should be used to determine if this method of repair is suitable or the traditional kerb replacement is required:- -Maximum of 2 repairs per kerb. -Allowable kerb repair depths are 5mm to 30mm. -Maximum kerb repair lengths 80mm. -No conservation kerbs can be repaired.

B	Amended in line with client mark-ups (26.08.22)	5-9-22	EN
A	To Aug 22 scheme	22-8-22	SD
rev	description	date	initial