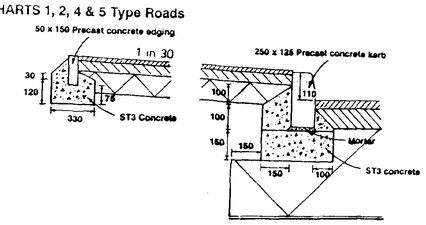
CHARTS 1, 2, 4 & 5 Type Roads



FOOTWAY CONSTRUCTION

This shall comprise:-

100mm of Type 1 sub-base to Clause 1.2

50mm of 20mm size Dense Basecourse to Clause 9.1 compacted to a void content within the range 2%-10%.

25mm of 6mm size Dense Wearing Course to Clause 9.4 compacted to a void content within the range 2%-10%.

The Wearing Course must be bonded to the Basecourse.

VEHICLE ACCESS CROSSINGS

(A) Light Duty (Domestic) crossings

150mm of Type 1 sub-base to Clause 1.2. (NB where the CBR value of the sub-grade is below 2% 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 20mm size Dense Macadam Basecourse to Clause 9.1 compacted to a void content within the range 2%-10%.

25mm of 6mm size Dense Macadam Wearing 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 x 150mm precast concrete kerbs on a 150mm x 380mm base of ST3 (15N/mm²) concrete (approx 1 cement:2 sand:4 aggregate by volume mix). A 125mm x 150mm x 225mm taper kerb will be required on each side of the crossing along the carriageway edge except where there is no adjacent carriageway kerbing.

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

LIGHTING

STANDARDS

Lighting designs shall conform to BS5489 along with the particular requirements of the Highway Authority for lighting levels and equipment and material specifications. The developer's proposals shall also comply with statutory and Electricity Company requirements, other relevant regulations and with national standards and codes of practice.

INSTALLATION

The Developer shall arrange to specifically inform the Highway Authority immediately prior to the commencement of the installation of lighting systems.

The methods used for installation and erection of all highway lighting equipment shall be in compliance with the Code of Practice prepared by the Association of Street Lighting Erection Contractors.

COMPLETION AND COMMISSIONING

The Developer shall inform the Electricity Company and the Highway Authority that the installation is ready for connection. The Developer shall ensure that every installation is tested and inspected to comply with BS7671 and pass on all test certificates to the Highway Authority on commencement of the maintenance period.

CDM REQUIREMENTS

In accordance with Regulation 12/2 of the CDM Regulations 1994, once their site is adopted Developers must pass to the Highway Authority their Health and Safety file for any structure, i.e. culverts, highway drains and the road itself. The Developers Planning Supervisor should ensure the local Highway Authority is aware of this file and any difficulties which could occur in future maintenance e.g. land contamination areas, maintenance of drains and culverts, etc.

- Post top lanterns shall be HP type as Appendix 14/2.

Columns shall be 6 metre mounting height to Appendix 13/2 setback as described in drawing legend.

Columns shall be galvanised Type 3 MIO as Appendix 19/3.

Photocells shall be SELC 841 or equivalent.

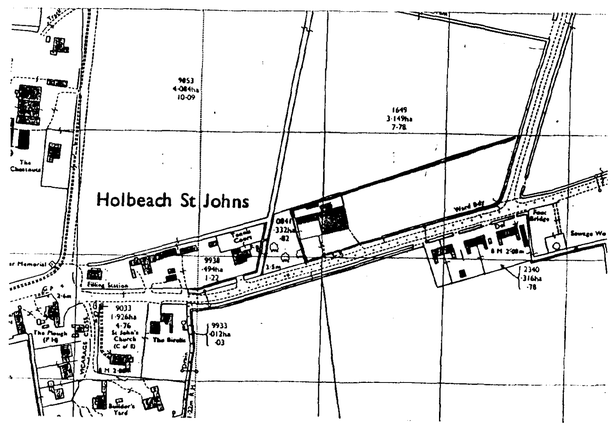
Terminations to SD14/4a (1998)

Developer shall submit electrical test certificates to BS7671 and measure EFLI's at live supply points.

District Council to be notified where their equipment is affected.

It is the responsibility of the Developer to ensure any approved design layout is subjected to notice under NRSWA 1991 especially when columns are affected/required on the fronting highway.

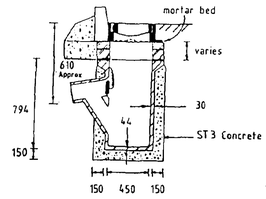
The County Council accepts no liability for design alterations required due to the proximity of underground/overhead services impeding column positions. In certain circumstances flange fixed cranked root columns may be required.



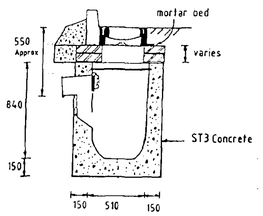
LOCATION PLAN 1:2500

ALL WORK TO BE IN ACCORDANCE WITH LINCOLNSHIRE COUNTY COUNCIL'S DEVELOPMENT ROAD SPECIFICATION AND CONSTRUCTION 1999.

TYPICAL GULLEY DETAILS



Type G5
Trapped Road Gulley



Type G7
Trapped Plastic
Road Gulley

NOTES:

1) Cover and frame uncoated iron to Clause 5.9.4.

2) Mortar bed & benching to Clause 15.

3) Bricks to be Class B engineering bricks to BS 3921 (single course where necessary to obtain satisfactory fall). Corbelled if required. Frames to be bricked on four sides.

4) Insitu ST3 concrete

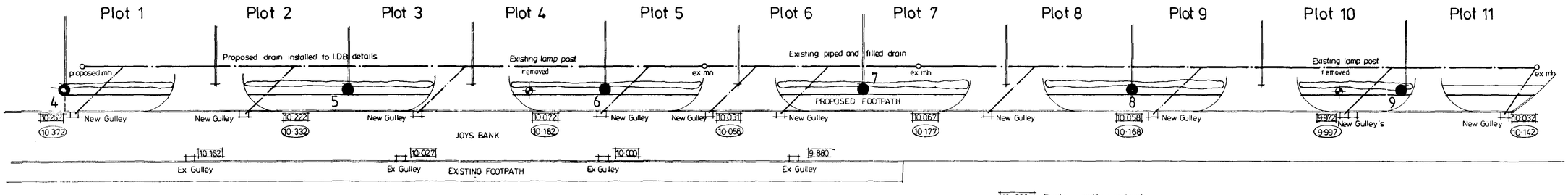
5) Position of out let pipe varies in plan.

6) Insitu ST3 concrete 150mm thick surround to outlet pipe for first one metre under verge or total length if under carriageway.

7) 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 741 or similar) shall be used to bed cover and frame.

NOT TO SCALE

PRECAST CONCRETE AND PLASTIC GULLIES



10.000 Existing road/verge level

(10.000) Proposed Kerb level

SHDC
Planning & Development
31 JAN 2002
Ref 109/02

SHDC
Planning & Development
28 JAN 2002
Ref

Peter Humphrey Associates
ARCHITECTURAL DESIGN AND BUILDING

PROJECT
Proposed Footpath
Joys Bank
Holbeach St Johns

CLIENT
Kempston Homes

DATE	SCALE	JOB No.
Aug 2000	1:250	1843/8A

DATE REVISED	DETAILS
A 10.10.01	LIGHTS ADDED

DO NOT SCALE FROM THIS DRAWING
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