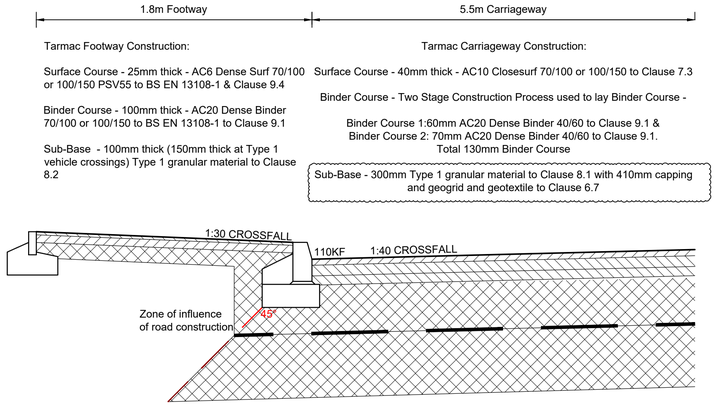
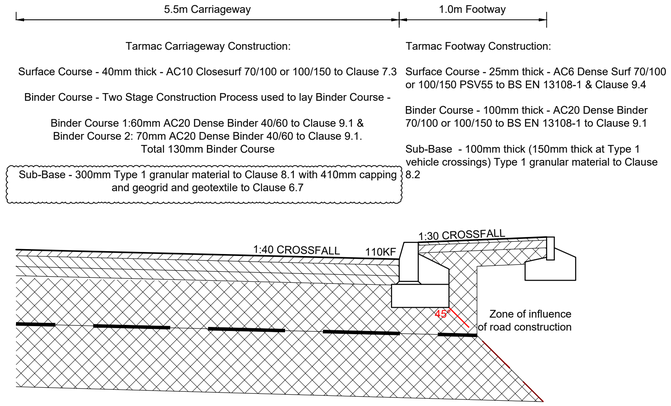


Residential Access Road - Bituminous Construction (Dual Camber)

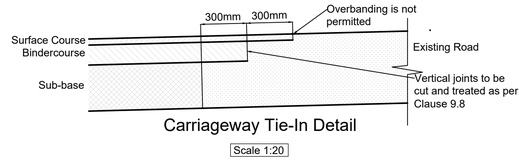
N.T.S



Residential Access Road - Bituminous Construction (Dual Camber)

N.T.S

All Made Ground to be removed from below S38 access road and levels built up using 6F2 Engineered fill



Carriageway Tie-In Detail

Scale 1:20

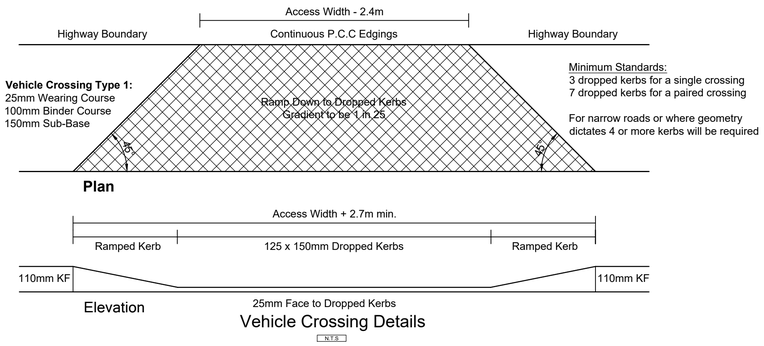
General Notes

1. DO NOT SCALE.
2. This drawing is to be read in conjunction with all other relevant drawings and details.
3. Should there be any conflict between the details indicated on this drawing and those on other drawings the Engineer should be informed PRIOR to construction on site.
4. Until technical approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the Contractor commence site work prior to such approval being given it is entirely at their own risk.
5. Sketch proposals are for illustrative purposes only and as such are subject to detailed site investigation including ground conditions / contaminants, drainage, design and planning / density negotiations.
6. All dimensions are in millimetres unless otherwise stated.
7. The Farrow Walsh Consulting Designers Risk Assessments for this project must be reviewed PRIOR to the commencement of any works on site.

NOTES

Lincolnshire County Council Highway Notes

- "The Specification in all respects shall be in accordance with the current Development Road and Sustainable Drainage Specification and Construction Publication in force in the county at the time of construction."
- "The minimum longitudinal for highways, without channel blocks shall be 1 in 150, and with channel blocks 1 in 250". See Clause 10.1 of the Development Road Specification and Construction. 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 'Development Road and Sustainable Drainage Specification and Construction 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 1.97 meters shall be within 3.66 meters of the highway boundary."



Vehicle Crossing Details

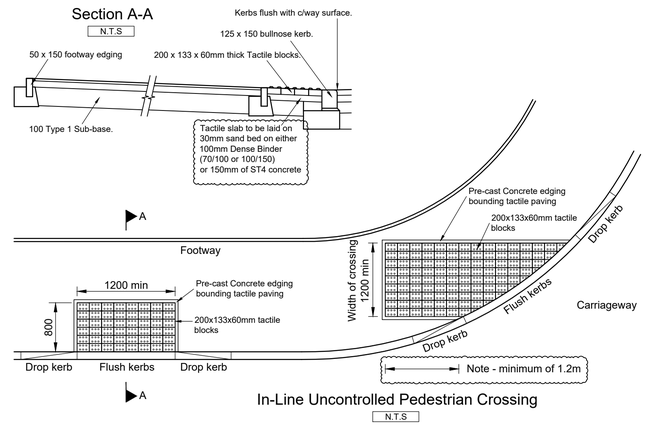
N.T.S

Minimum Standards:
3 dropped kerbs for a single crossing
7 dropped kerbs for a paired crossing

For narrow roads or where geometry dictates 4 or more kerbs will be required

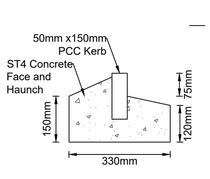
Pedestrian Crossing Notes:

1. Tactile paviors are to be aligned with the direction of crossing. The crossing normally comprises eight uncut tactile paviors laid to rear of kerb as required.
2. No 'Dropped Kerb' should be less than half of the full length of the kerb and no block should be less than half of the full size.
3. The drop kerbs should be laid flat / flush unless drainage / camber problems are encountered, then a tolerance of 5mm will be allowed.
4. Front flush kerb should not be cut.



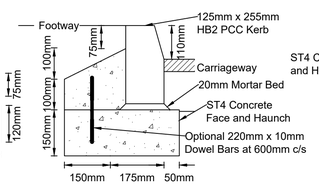
In-Line Uncontrolled Pedestrian Crossing

N.T.S



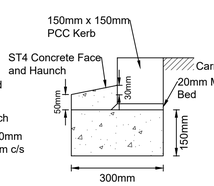
Edging Strip EF 50mm x 150mm

N.T.S



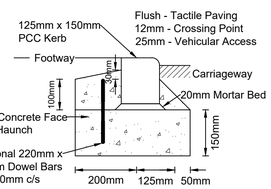
110KF 125mm x 255mm

N.T.S



CB 150mm x 150mm

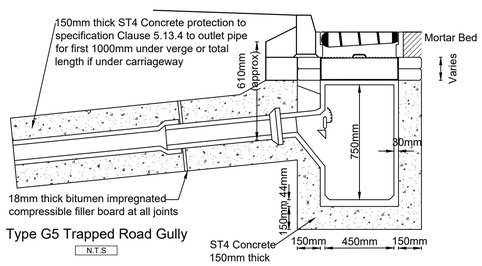
N.T.S



BN 125mm x 150mm

N.T.S

Notes:
1) Cover and frame uncoated iron to Clause 5.11.1.
2) Mortar bed and benching to Clause 5.11.8
3) Standard pre-cast seating rings to comply to BS5911-4:2010
4) All in situ concrete to be ST4 with sulphate resisting cement unless agreed otherwise
5) Position of outlet pipe varies in plan
6) In situ ST4 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 place in position, then a suitable Ultra rapid hardening mortar and concrete (Monoset 241 or similar) shall be used to be cover and frame



Type G5 Trapped Road Gully

N.T.S

Rev	Description of updates	Drawn	Checkd	Approd	Date
T5	Details adjusted to suit the comments received from LCC	PU	CB	JD	18.10.19
T4	Made ground note added at the request of LCC	JD	BM	DM	24.09.19
T3	110KF note added to show HB2 for clarity, BN kerb dimension moved for clarity and pedestrian crossing edging shown as precast for clarity	JD	BM	DM	03.09.19
T2	Road construction binder thicknesses amended to suit LCC specification. Client updated to GEDA Construction Ltd.	PU	CC	JD	24.05.19
T1	Issued for Tender.	PU	CC	JD	18.04.19

Revision Schedule

farrow walsh consulting
62 Highcross Street, Leicester LE1 4NN
321 Bradford Street, Birmingham B5 6ET
☎ 0330 100 0363
www.farrowwalsh.com

TENDER

Client: Kaplan Property Group

Project: Station Road, Long Sutton

Title: Adoptable Highway Construction Details

Drawn:	Checked:	Approved:	Date:	Scale:
PU	CC	JD	April 2019	As Shown @ A1

Drawing No.: **FW1733-D-503** Revision: **T5**

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