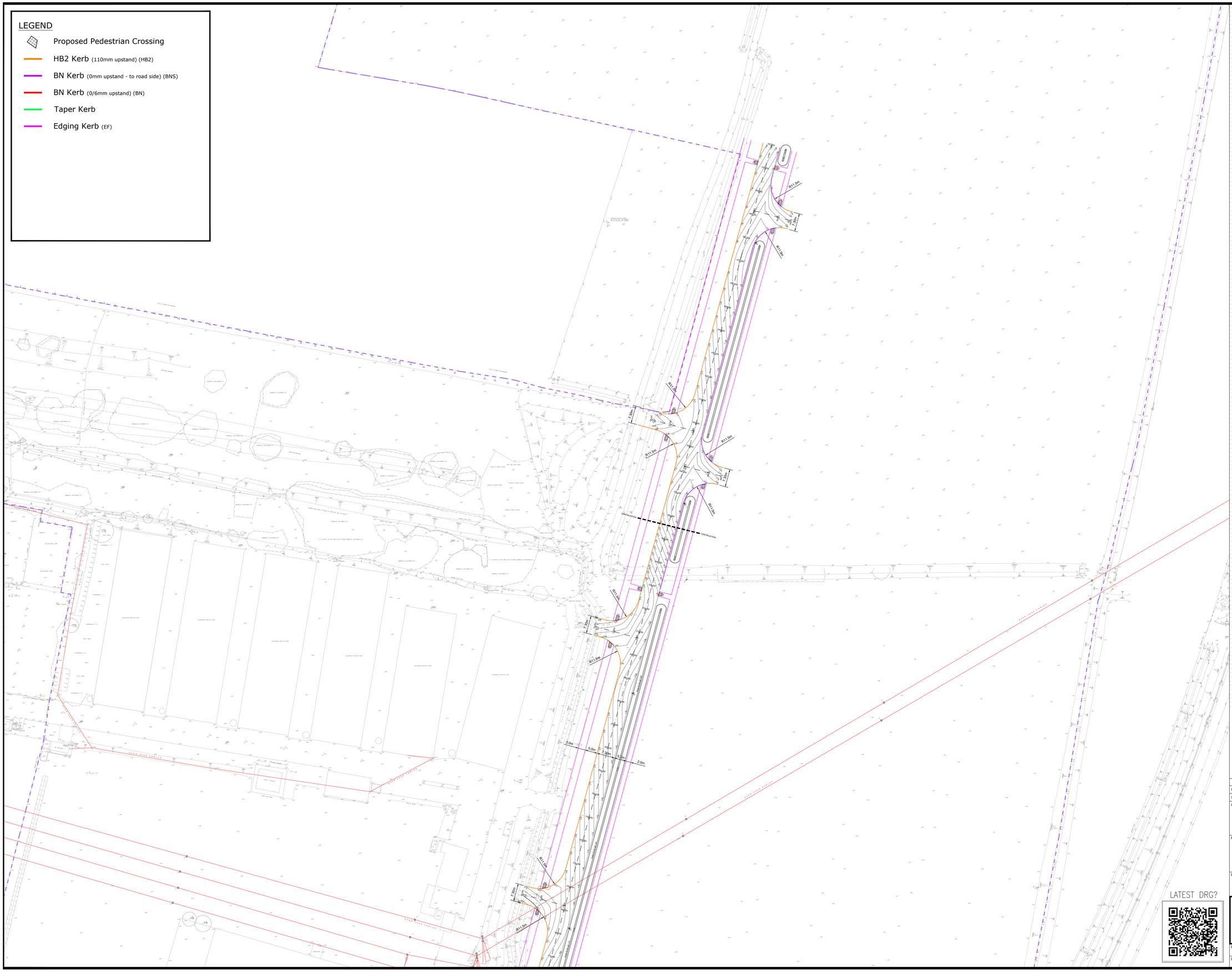
LEGEND

- Proposed Pedestrian Crossing
- HB2 Kerb (110mm upstand) (HB2)
- BN Kerb (0mm upstand - to road side) (BNS)
- BN Kerb (0/6mm upstand) (BN)
- Taper Kerb
- Edging Kerb (EF)



NOTES/LEGEND

PRIVATE CONSTRUCTION REQUIREMENTS

1. DO NOT SCALE FROM THIS DRAWING. WHILST THE DRAWING HAS BEEN PRODUCED DIMENSIONALLY, THE ACCURACY DURING REPRODUCTION CANNOT BE GUARANTEED;

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DOCUMENTS PRODUCED BY OTHERS, INCLUDING ENGINEERS, ARCHITECTS AND SPECIALIST DESIGNS. FOR THE PURPOSES OF THIS DRAWING, THE FOLLOWING HAVE BEEN REFERENCED;

TOPOGRAPHICAL SURVEY: 4539-1, DATED 18.11.21
ARCHITECTS LAYOUT: SL-02 REV C, DATED SEPT 2008;
S278 DETAILS: B/HRDCD0301/01/2000 SERIES BY LINCS HIGHWAY ALLIANCE;

LIN CONSULTING ACCEPT NO RESPONSIBILITY FOR THE INACCURACIES OF INFORMATION THAT IS PROVIDED BY THIRD PARTY;

3. ALL DIMENSIONS SPECIFIED ARE IN (MILLI)METERS AND ALL LEVELS ARE IN METERS (RELATING TO METERS ABOVE ORDNANCE DATUM WHERE AVAILABLE);

4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY;

5. THE SPECIFICATION IN ALL RESPECTS SHALL BE IN ACCORDANCE WITH THE LINCOLNSHIRE COUNTY COUNCIL DEVELOPMENT ROAD AND SUSTAINABLE DRAINAGE SPECIFICATION AND CONSTRUCTION;

6. THE CONNECTION TO THE S278 ENTRANCE BELLMOUTH HAS BEEN BASED UPON DESIGN LEVELS SUPPLIED AT TIME. THE CONTRACTOR SHALL CHECK ALL TIE-INS FOR LINE AND LEVEL PRIOR TO COMMENCEMENT OF WORKS. SHOULD ANY DISCREPANCIES BE FOUND THEN THE ENGINEER IS TO BE NOTIFIED IMMEDIATELY;

7. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE EXISTING UTILITY APPARATUS. THE CLIENT WILL ACCEPT NO CLAIMS WHATSOEVER IN RESPECT OF ANY LOSSES OR DAMAGES CAUSED THROUGH CONSTRUCTION;

8. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL WORKS ARE CARRIED OUT TO THE SPECIFICATION AND IS DEEMED TO HAVE INCLUDED WITHIN THEIR RATES FOR NECESSARY TESTING IN ACCORDANCE WITH ADOPTION PROCEDURES OF LCC;

9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERTAKE THE WORKS AT ALL TIMES IN STRICT ACCORDANCE WITH THE HEALTH & SAFETY AT WORK 1974 AND THE CDM REGULATIONS 2015, AND WILL BE DEEMED TO HAVE INCLUDED WITHIN THEIR RATES;

10. THE CONTRACTOR IS TO COMPLY IN ALL RESPECTS WITH CURRENT BRITISH STANDARDS, BUILDING LEGISLATION WHETHER OR NOT IT IS STATED UPON THIS DRAWING;

11. ALL MATERIALS WITHIN 450mm OF FINISHED ROAD LEVELS ARE TO BE FROST SUSCEPTIBLE;

12. CBR TESTS TO BE CONDUCTED IN ACCORDANCE WITH LCC STANDARDS. FINAL SUB-BASE AND CAPPING REQUIREMENTS TO BE AGREED WITH ENGINEER PRIOR TO COMMENCEMENT OF WORKS. ALL SOFT SPOTS TO BE RECORDED AND REPLACED WITH SUITABLE GRANULAR MATERIAL - ENGINEER TO CONFIRM;

13. CONSULTATION WITH FRA 1034 01 R6, DATED MARCH 2011 INDICATES A CONTROLLED LEVEL OF 0.85M AOD FOR THE CLAY LAKE DRAIN. CONFIRMATION OF THIS LEVEL REQUIRED PRIOR TO DETAILED DESIGN;

Rev	Date	Description	Made	Checked
A	09/12/21	ISSUED FOR COMMENT	SON	SON

Status of Drawing: FOR COMMENT

Client: ASHLEY KING DEVELOPMENTS

Project: CLAY LAKE SPALDING

Drawing Title: ROAD CONTOURS/KERBING SHEET 2/2

LATEST DRG?

07341 337283
www.linconsulting.co.uk
stuart@linconsulting.co.uk

Drawn	Check'd	Approved	Scales	Drawing No.	Rev
SON	SON	.	1:500	AK/CL/105	A

Date: DEC 2021