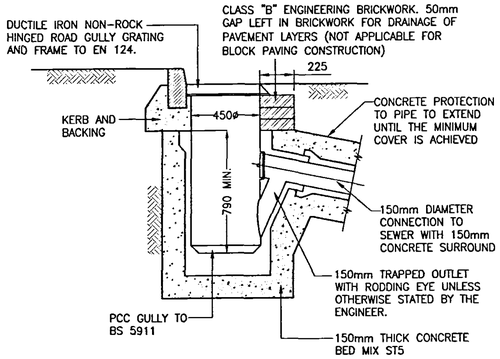


ROAD GULLY DETAIL

SCALE 1:20

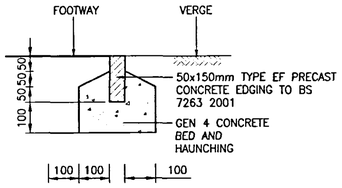
NOTES
1. TO BE CONSTRUCTED IN ACCORDANCE WITH CL.6.23

2. WHERE A UPVC GULLY IS TO BE CONNECTED TO PRECAST CONCRETE OR SALT GLAZED STONEWARE THE CONNECTION IS TO BE MADE USING AN APPROVED ADAPTOR.

3. TOP OF CONCRETE SURROUND TO FINISH FLUSH WITH GULLY POT.

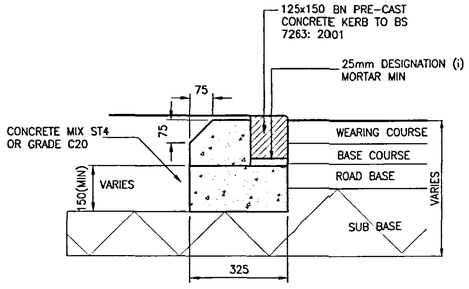
GENERAL
PVCu PLASTIC GULLY POTS (BBA APPROVED) OF THE ABOVE DIMENSIONS MAY BE USED, BUT SUITABLE PRECAUTIONS SHALL BE TAKEN TO PREVENT THE POTS FLOATING AND DISTORTING WHEN THE CONCRETE SURROUND IS PLACED. A CONCRETE BASE SLAB SHALL BE PROVIDED BELOW THE POT BED AND SURROUND AND THIS MAY TAKE THE FORM OF A PAVING SLAB SET ON 100mm OF ST2 OR C10P CONCRETE TO SHW CLAUSE 2602.

BEDDING AND SURROUND
PVCu PLASTIC POTS SHALL BE SET ON AND SURROUNDED BY ST2 OR C10P CONCRETE. THE SURROUND SHALL BE 200mm THICK WITH A 100mm BED ABOVE THE BASE SLAB IN 14.1.3. ALTERNATIVELY, A 150mm SURROUND OF C20P CONCRETE USING SULPHATE RESISTING CEMENT AND 20mm NOMINAL SIZE AGGREGATE MAY BE USE, WITH BED AS ABOVE.



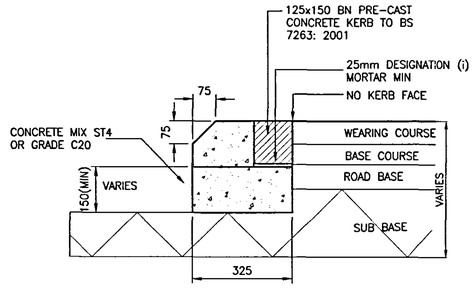
FOOTWAY EDGING 50x150 EF

SCALE 1:10



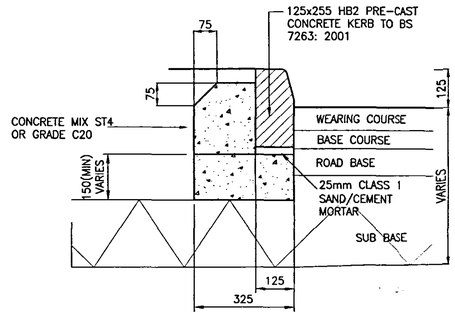
BULLNOSED KERB 125x150 BN

SCALE 1:10



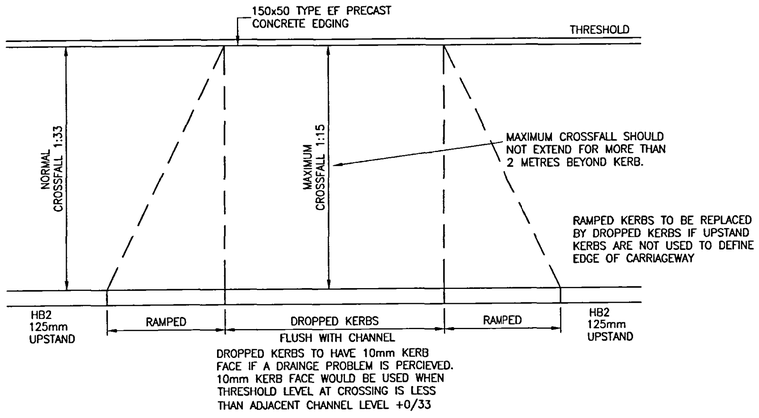
FLUSH BULLNOSED KERB 125x150 FBN

SCALE 1:10 (TO BE USED BY PEDESTRIAN CROSSING)



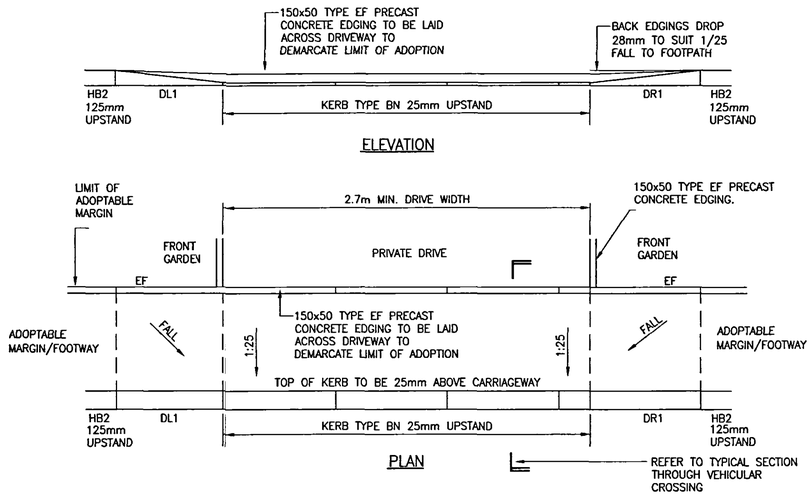
HALF BATTERED 125x255 HB2

SCALE 1:10



PEDESTRIAN AND WHEELCHAIR CROSSING

SCALE 1:25



VEHICLE CROSSOVER LAYOUT

SCALE 1:25

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
2. KERB FOUNDATIONS FOR TYPES 1-3 SHALL NOT BE LESS THAN 150mm THICK, AND SHOULD BE SEATED ON OR IN THE SUB BASE THIS DEPENDING ON PAVEMENT CONSTRUCTION THICKNESS ADOPTED.
3. ALL KERBS SHALL BE LAID ON A 25mm BED OF MORTAR DESIGNATION (i). REFER TO CLAUSE 6.15 OF THE SPECIFICATION.
4. ADEQUATE BOND SALL BE PROVIDED BETWEEN FOUNDATION AND HAUNCH. PREFFERED METHOD OF BONDING TO BE BY MEANS OF STEEL REINFORCEMENT HOOPS AT 900mm CENTRES OR ANY OTHER METHOD TO BE APPROVED BY THE ENGINEER.
5. PRAM CROSSING SHALL BE AS VEHICULAR ACCESSES, BUT WITH NORMAL FOOTWAY CONTRUCTION AND WITH 2 DROPPED KERBS.
6. MORTAR JOINTS BETWEEN KERBS NOT TO BE PROVIDED UNLESS SPECIFIED BY THE ENGINEER. GAPS BETWEEN KERBS TO BE 1 TO 2mm. WHERE MORTAR JOINTING IS SPECIFIED.
7. KERB BACKING NORMALLY BROUGHT UP TO 50mm BELOW TOP OF KERB, BUT WHERE FINAL SURFACE OF FOOTWAYS IS SLAB PAVING, KERB BACKING SHALL FINISH 75mm BELOW TOP OF KERB.
8. FOR BLOCK PAVED FOOTWAYS THE DETAIL RELEVANT FOR A KERB TYPE TO BE AGREED WITH THE ENGINEER.
9. FOR RADIUSED WORK, KERBS SHALL BE AS FOLLOWS:
   - RADIUS 12m OR LESS — -KERBS MANUFACTURED TO AN APPROPRIATE RADIUS.
   - RADIUS 12m TO 45m — -STRAIGHT KERBS OF A LENGTH OF 610mm.
   - RADIUS 45m OR GREATER — -STRAIGHT KERBS OF STANDARD LENGTH.
10. CBR TESTS SHALL BE CARRIED OUT PRIOR TO CONSTRUCTION TO DETERMINE THE NEED FOR A CAPPING LAYER AND THE THICKNESS OF SUB-BASE.
11. SULPHATE RESISTING CEMENT PRODUCTS TO BE USED THROUGHOUT FOR DRAINAGE WORKS.
12. THE FRAMES TO GULLY POTS SHALL BE BEDDED ON A FULL MORTAR BED OF 1:3 CEMENT/SAND MORTAR. THEY SHALL BE ACCURATELY SET FOR THE LEVEL AND POSITIONED ON AT LEAST 1 COURSE OF ENGINEERING BRICKS, SO THAT THE TOP OF THE FRAME WILL NORMALLY BE SET BELOW THE FINISHED CHANNEL LEVEL. THE ALLOWABLE TOLERANCE SHALL BE 0 TO -5mm.
13. BRICKWORK SHALL COMPLY WITH B.S.3921:1995 FOR CLASS B ENGINEERING BRICKS, SET ON 1:3 CEMENT/SAND MORTAR.
14. ALL ADOPTABLE HIGHWAY WORKS WITHIN THE SECTION 38 AGREEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH LINCOLNSHIRE COUNTY COUNCIL'S DESIGN GUIDE FOR RESIDENTIAL AREAS, 1996
15. ALL TRENCHES WITHIN THE ADOPTABLE AREAS WILL BE BACKFILLED WITH TYPE 1.
16. THE MINIMUM TOTAL CARRIAGEWAY CONSTRUCTION THICKNESS SHALL NOT BE LESS THAN 450mm. CBR RATIO LESS THAN 2% THEN REFER TO CLAUSE 1.2 FROM THE LINCOLNSHIRE COUNTY COUNCIL'S DESIGN GUIDE FOR RESIDENTIAL AREAS, 1996

TYPE OF ROAD	DEPTH OF SUB-BASE			
	<2% C.B.R.	2% C.B.R.	3% C.B.R.	4% C.B.R.
ESTATE ROAD	CONTACT ENGINEER	400	320	270

SUB-BASE THICKNESS

C.B.R. TO BE DETERMINED BY TESTING

REV	AMENDMENT DETAILS	DRAWN	APPROVED	DATE
A	Vehicle crossing and gulley details revised	WW	PJW	

PROJECT: St THOMAS'S ROAD SPALDING	DESIGNED AND DRAWN BY: PT		SCALE: AS SHOWN
	APPROVED BY: PJW	CHECKED BY: EM	
DRAWING TITLE: HIGHWAYS TYPICAL CONSTRUCTION DETAILS SHEET 2 OF 2	DRAWING STATUS: PRELIMINARY		DATE: Nov 04
	CAD REFERENCE FILE NUMBER: 3759/03/004		
CLIENT: WESTLEIGH DEVELOPMENTS LTD	DRAWING NUMBER: 3759/03/004		REVISION: A

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ORIGINAL SHEET SIZE A1H

Planning Department
22 JUN 2005
0845/05
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