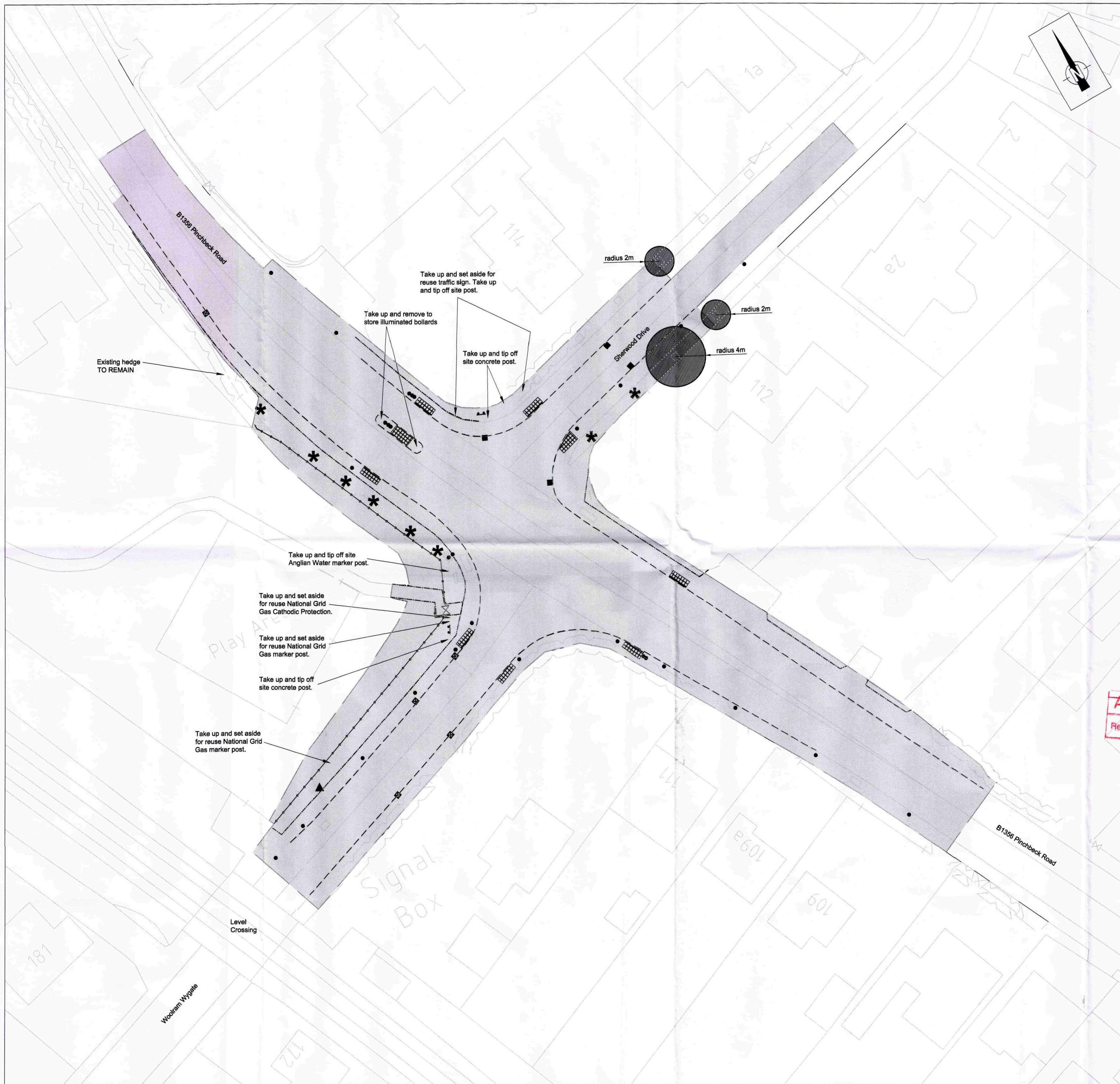
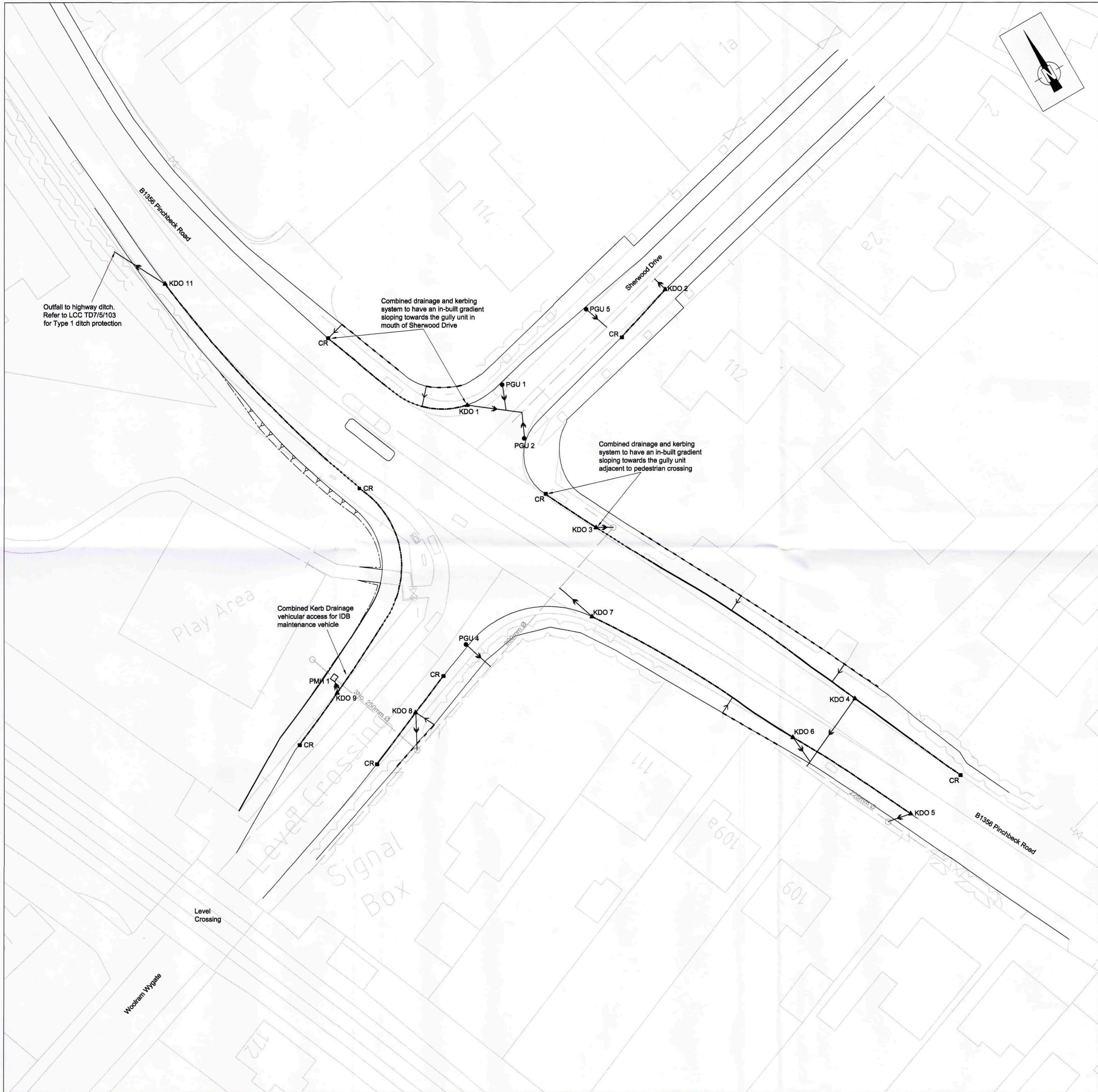






DRAINAGE SCHEDULE						
GULLY UNIT SCHEDULE						
Ref	Type	Size (mm)	C.L. (m)	min. Invert Level (m)	Eastings	Northings
PGU ₁	Trapped	Ø 450	-0.223	-0.973	524595.0	323807.7
PGU ₂	Trapped	Ø 450	-0.187	-0.937	524595.8	323800.5
PGU ₃	Trapped	Ø 450	-0.085	-0.835	524574.3	323790.3
PGU ₄	Trapped	Ø 450	-0.312	-1.062	524607.1	323810.4
PGU ₅	Trapped	Ø 450	-0.312	-1.062	524607.1	323810.4

COMBINED KERB DRAINAGE OUTFALL				
Ref	C.L. (m)	Depth of Drain Connection (m)	Eastings	Northings
KDO ₁	-0.199	UNKNOWN	524590.9	323807.6
KDO ₂	-0.331	UNKNOWN	524618.2	323807.0
KDO ₃	-0.071	3.0	524596.4	323787.4
KDO ₄	-0.126	1.3	524615.5	323749.4
KDO ₅	-0.105	1.3	524614.5	323732.4
KDO ₆	-0.068	1.3	524608.0	323745.6
KDO ₇	-0.021	3.0	524591.0	323776.0
KDO ₈	-0.030	2.8	524560.9	323774.8
KDO ₉	-0.563	3.1	524555.4	323782.9
KDO ₁₀	-0.546	3.1	524558.5	323786.5
KDO ₁₁	-0.243	HEADWALL	524564.7	323840.7

X-Refs & Blocks used in this Drawing

x-drainage2
x-ostbase
x-survey
x-design

NOTES:

Key:

- GU Proposed Type G5 Trapped Gully with D400 grating and frame. Refer to LCC TD7/5/01 and Appendix 5/1 for further details.
- Proposed 100mm diameter pipe with Type Z bed and surround, outfall from linear drainage unit to combined drainage and kerb system. Refer to Appendix 5/1 for further details.
- Proposed 150mm diameter pipe with Type Z bed and surround. Refer to Appendix 5/1 for further details.
- Proposed 225mm diameter pipe with Type Z bed and surround. Refer to Appendix 5/1 for further details.
- - - Type 1 linear drainage unit to LCC SD 7A/5/110. Marshalls Birco Lite or similar approved. Cast iron grating with 100mm x 6mm slots.
- Existing pipe (diameter shown where known) and existing manhole. (Network only shown where necessary for tying in)

Proposed Type 3 combined drainage and kerb system. ACO drain Compact 305 system or similar approved. Using suitable radil units where required. Refer to LCC SD 7A/5/108 and Appendix 5/3 for further details.

Kerb unit

Vehicular access comprising perforated centre stone units with 25mm upstand and drop kerb taper units.

Pedestrian dropped crossing comprising blind centre stone units with 0-6mm upstand and drop kerb taper units.

▲ CG Combinational drainage/kerb outfall unit.

■ CR Rodding eye.

Notes:

- LCC TD 7A/5/110 refers to Lincolnshire County Council Edition 7 Standard Drawings.
- Refer to Appendix 1/12 for setting out information and separately supplied setting out data.
- PMH1 to be to LCC TD 7/5/14

Lincolnshire Highway Alliance drawing created using base information supplied by external party detailed below:

Base Information Provided By: JACOBS

Client Provided Drawing Number: B0509200/500

AMENDED PLAN
Ref. A2

13 DEC 2010
0931-10

APPROVED FOR GENERAL ISSUE

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A3	Re-design of NW quadrant to avoid land purchase	MGC	MGC	ATP	08/12/10
A2	Re-route of drainage to stay within Highway Boundary	MC	MC	ATP	26/10/10
A1	Rename gullies and outfalls	MC	DS	PAS	27/08/10
A1	Add drainage schedule	MC	DS	PAS	27/08/10

Drawing 1st Approval

1st Approval by: ATP

Date: 6/9/10

Drawn/Designed by: PS

CAD Drawing Creation Created By: DS

Date: 09/08/10

Scale: 1:250 (@A1)

(Do not scale from this drawing)

Lincolnshire

COUNTY COUNCIL

Highways Alliance

TECHNICAL SERVICES PARTNERSHIP
WITTHAM PARK HOUSE
WITTHAM PARK
WINTERSIDE SOUTH
LINCOLN LN LN 7 LN
Customer Service Centre (01522) 782070

B/HCDMU1001/01/2001

Rev.A3

Paper Size Scheme Reference ID Number Drawing Series No. Revision

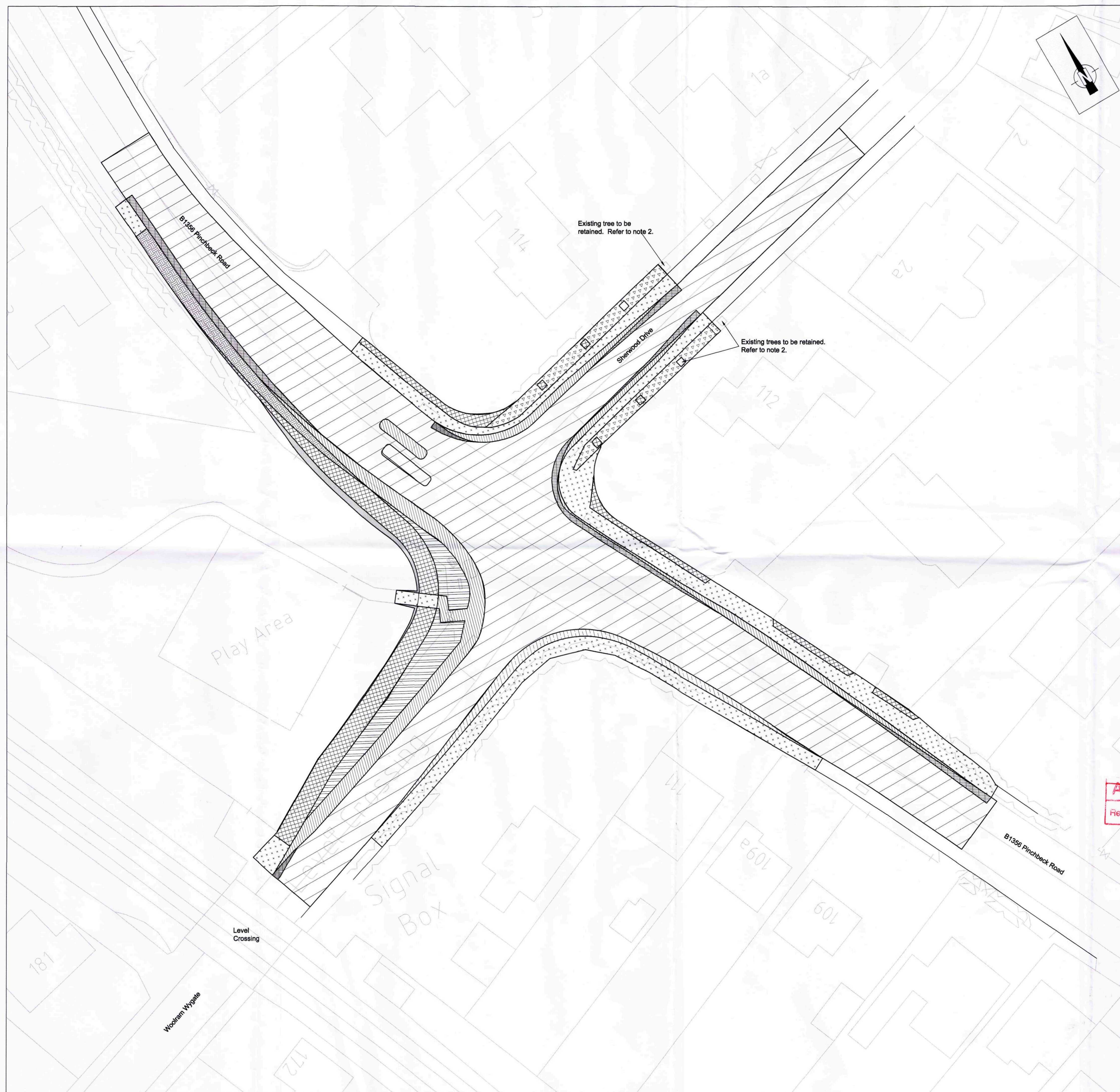
Parish: SPALDING

Road No: Structure No:

Description: WOOLRAM WYGATE/PINCHBECK ROAD JUNCTION IMPROVEMENT DRAINAGE

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X-Refs & Blocks used in this Drawing
x-earthworks
x-csbases
x-survey aligned
x-design

NOTES:

Key:

- Excavate composite carriageway to required formation levels for proposed carriageway construction.
- Excavate bituminous footway/refuge and subsoil to required formation levels for proposed carriageway construction.
- Strip topsoil and excavate to required formation levels for proposed carriageway construction.
- Cold mill bituminous surface course 40mm.
- Strip topsoil and excavate to required formation levels for proposed footway construction.
- Excavate bituminous footway to required formation levels for proposed footway resurfacing.
- Excavate concrete to full depth. General fill to required footway formation levels.
- Excavate composite carriageway to required formation for proposed footway construction.
- Excavate bituminous footway to required formation for proposed footway construction.
- Strip topsoil and excavate to required formation levels for earthworks regrading. Topsoil and seed.

Notes:

- Refer to Appendix 1/12 for setting out information and separately supplied setting out data.
- For extents and details of tree protection area refer to Drawing No. B/HCDMU1001/01/2000 and Appendix 30/1.

Lincolnshire Highway Alliance drawing created using base information supplied by external party detailed below:
Base Information Provided By: JACOBS

Client Provided Drawing Number: B0509200/000

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AMENDED PLAN
Ref: A2

SHDC
Planning & Development
13 DEC 2010
Ref: 0931-10

A1	Re-design of NW quadrant to avoid land purchase	MGC	MGC	ATP	09/12/10
Revision	Description	Drawn By	CAD By	Approved By	Date

Amendment Details

Drawing 1st Approval
1st Approval by: ATP Date: 6/9/10

Drawn/Designed by: PS CAD Drawing Creation Date: 09/08/10
Created By: DS

Scale: 1:250 (Do not scale from this drawing)
(@A1)

Lincolnshire
COUNTY COUNCIL
Highways Alliance
TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK, POULSIE
WITHAM PARK,
WATERBURY SOUTH
LINCOLN LN8 7JN
Customer Service Centre: 01532 785070

B/HCDMU1001 /01/2002 Rev.A1
ID Number Drawing Series No. Revision

Parish: SPALDING
Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
EARTHWORKS

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X-Refs & Blocks used in this Drawing
x-pavement layout
x-osbase
x-survey aligned
x-design

NOTES:

Key :

- Type PA1 carriageway construction. Refer to Appendix 7/1 for construction details.
- Type PA2 carriageway resurfacing. Refer to Appendix 7/1 for construction details.
- Type PA3 carriageway construction including High Friction Surfacing. Refer to Appendix 7/1 for construction details.
- Type PA4 carriageway resurfacing including High Friction Surfacing. Refer to Appendix 7/1 for construction details.
- Extents of high friction surfacing. Pre-coated chippings to be omitted from surface course. Refer to Drawing No. B0509200/ITS/01 and Appendix 7/1 for high friction surfacing.
- Type FW1 Footway construction. Refer to LCC TD7/11/4 and Appendix 11/1 for construction details.
- Type FW2 Footway widening / pedestrian refuge. Refer to Appendix 11/1 for construction details.
- Type FW3 Footway resurfacing. Refer to Appendix 11/1 for construction details.

Notes :

- LCC TD7/11/4 refers to Lincolnshire County Council Edition 7 Standard Drawings
- Refer to Appendix 1/12 for setting out information and separately supplied setting out data.
- Adjust statutory undertakers cover and frames where required by the Overseeing Organisation.

Lincolnshire Highway Alliance drawing created using base information supplied by external party detailed below:
Base Information Provided By: JACOBS
Client Provided Drawing Number: B0509200/700

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AMENDED PLAN
Ref. A2

Revision	Description	Drawn By	CAD By	Approved By	Approval Date
A1	Re-design of NW quadrant to avoid land purchase	MGC	MGC	ATP	06/12/10

Amendment Details

Drawing 1st Approval
1st Approval by: ATP Date: 6/9/10

Drawn/Designed by: PS CAD Drawing Creation
Created By: DS Date: 09/08/10

Scale: 1:250 (Do not scale from this drawing)
(@A1)

Lincolnshire
COUNTY COUNCIL
Highways Alliance

TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE
WITHAM PARK
WATERFORD SOUTH
LINCOLN LN10 7JH
Customer Service Centre : (01522) 780070

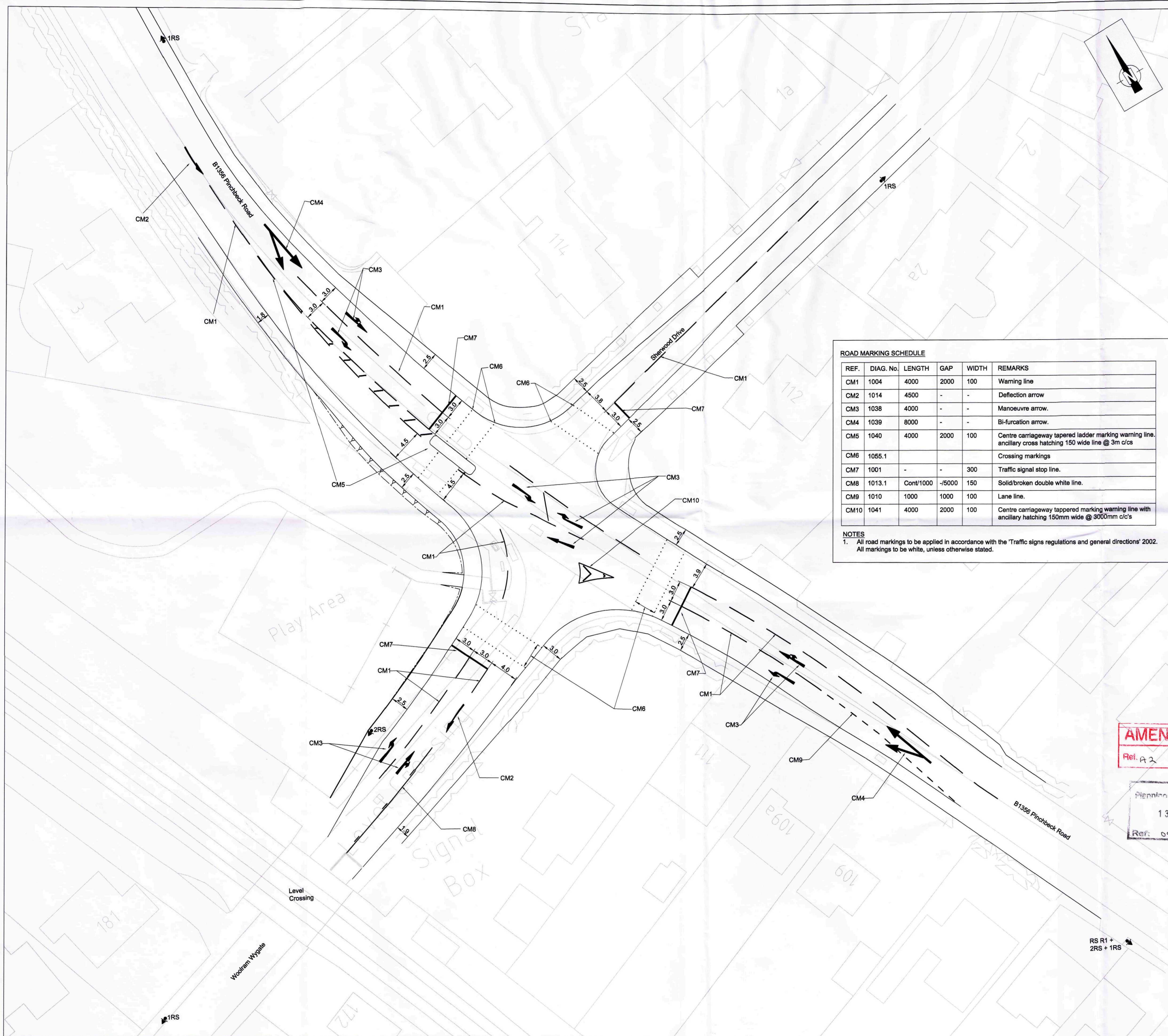


B/HCDMU1001 /01/2003 Rev.A1
Paper Size: A1 Scheme Reference: ID Number: Drawing Series No.: Revision:

Parish: SPALDING Road No.: Structure No.:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
PAVEMENT LAYOUT

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ROAD MARKING SCHEDULE					
REF.	DIAG. No.	LENGTH	GAP	WIDTH	REMARKS
CM1	1004	4000	2000	100	Warning line
CM2	1014	4500	-	-	Deflection arrow
CM3	1038	4000	-	-	Manoeuvre arrow.
CM4	1039	8000	-	-	Bi-furcation arrow.
CM5	1040	4000	2000	100	Centre carriageway tapered ladder marking warning line, ancillary cross hatching 150 wide line @ 3m c/c's
CM6	1055.1				Crossing markings
CM7	1001	-	-	300	Traffic signal stop line.
CM8	1013.1	Cont/1000	-/5000	150	Solid/broken double white line.
CM9	1010	1000	2000	100	Lane line.
CM10	1041	4000	2000	100	Centre carriageway tapered marking warning line with ancillary hatching 150mm wide @ 3000mm c/c's

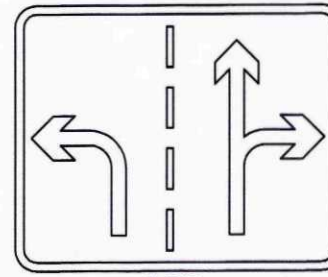
NOTES
1. All road markings to be applied in accordance with the 'Traffic signs regulations and general directions' 2002.
All markings to be white, unless otherwise stated.

X-Refs & Blocks used in this Drawing
x-general layout
x-osbase
x-survey
x-design

NOTES:



1 RS



2 RS



RS R1

Lincolnshire Highway Alliance drawing created using base information supplied by external party detailed below:
Base Information Provided By: JACOBS
Client Provided Drawing Number: B0509200/5008

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AMENDED PLAN

Ref. A 2

Planning & Development
13 DEC 2010
Ref: 09/31-10

A1	Re-design of NW quadrant to avoid land purchase	MGC	MGC	ATP	09/12/10
Revised	Description	Drawn	CAD	Approved	Office
By:	By:	By:	By:	By:	Date

Amendment Details		Drawing 1st Approval	
1st Approval by:	JJ	Date:	17/09/10
Drawn/Designed by:	PS	CAD Drawing Creation	
Created By:	DS	Date:	09/08/10

Scale: 1:250 (Do not scale from this drawing)
(@A1)

Lincolnshire
COUNTY COUNCIL
Highways Alliance

TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE
WITHAM PARK
WATERBURY SOUTH
LINCOLN LN 27N
Customer Service Centre : 01502 782070



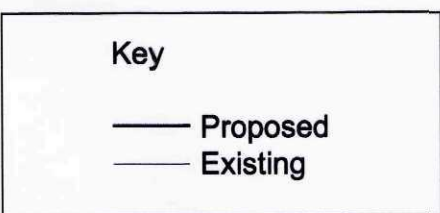
B/HCDMU1001 /01/4000 Rev.A1
Paper Size Scheme Reference ID Number Drawing Series No. Revision

Parish: SPALDING
Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
CARRIAGEWAY MARKINGS &
TRAFFIC SIGNS

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NOTES:



Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =30.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =70.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage = 110.000

Level Datum =-2.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =20.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =60.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =100.000

Level Datum =-2.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =10.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =50.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =90.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =0.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =40.000

Level Datum =-1.000

PROPOSED LEVELS		E201 -5.534 -0.247	
PROPOSED OFFSET		E201 -5.535 -0.247	
STRING CUT		E201 -5.535 -0.247	
EXISTINGLEVELS		E201 -5.535 -0.247	
EXISTING OFFSET		E201 -5.535 -0.247	

Chainage =80.000

AMENDED PLAN

Ref. A2

SHDC
Planning & Development
13 DEC 2010
Ref: 0931-10

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FOR THIRD PARTY USE, THIS DRAWING SHALL BE DEEMED
CURRENT ONLY AT THE DATE OF APPROVAL. PLEASE CHECK
FOR AMENDMENTS BEFORE USE

A1 Re-design of NW quadrant to avoid
land purchase
Revision: Description: Drawn By: MGC CAD Approved By: MGC ATP Date: 06/12/10

Amendment Details
Drawing 1st Approval
1st Approval by: PAS Date: 17/09/10
Drawn/Designed by: MC CAD Drawing Creation
Created By: DS Date: 17/09/10

Scale: H=1:250 (Do not scale from this drawing)
@A1 V=1:50

Lincolnshire
Highways Alliance
TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE
WATERSIDE SOUTH
LINCOLN LN6 7AN
Customer Service Centre: (01522) 78070

B/HCDMU1001 /01/6001 Rev.A1
Parish: SPALDING
Road No: Structure No:
Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
PINCHBECK CROSS SECTIONS
Chainages 0 - 110

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