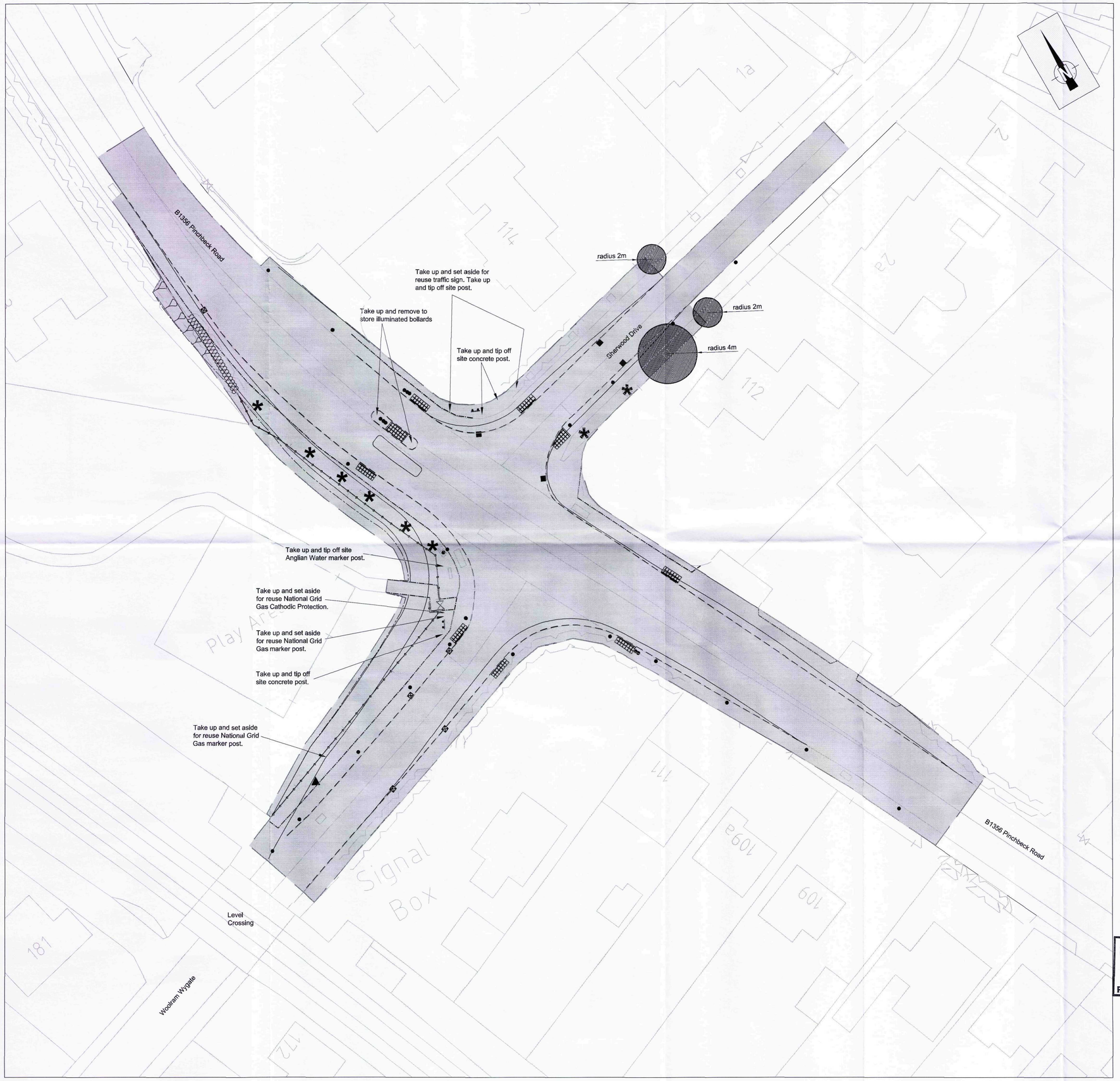


X-Refs & Blocks used in this Drawing

x-site clearance
x-osbase
x-survey allgned
x-design
x-site clearance hatch

NOTES:

- *Take up and tip off site precast concrete kerbing*
- Take up and tip off site precast concrete edging
- Existing tree to be removed
- Existing hedge to be removed
- Take up and tip off site (cast iron/precast concrete) kerb offlet
- Take up and tip off site gully grating and frame
- Take up and tip off site tactile paving
- Take up and tip off site wooden post and rail fencing
- Take up and tip off site wooden gate
- General site clearance area and limits of Section 278 Agreement
- Take up and set aside for reuse road name plate and posts
- Take up or down and remove to tip off site all existing traffic signal equipment including poles, chambers and site controller root.
- Take up and set aside for reuse Post Office drop off box. Refer to Note 4.
- Tree Protection Area to radius shown. Refer to Note 3.

Notes:

1. Street lighting site clearance shown on Drawng No. B0509200/1300.
2. Tree felling to be carried out in accordance with Appendix 30/1. Confirmation must be obtained that they are free from active bird nests and bat roosts prior to felling, refer to Appendix 1/7 for contact details.
3. For details of Tree Protection Areas refer to Appendix 30/1. Hand dig only. County Tree Officer, Nigel Sardeson, to be consulted prior to any roots thicker than 2.5cm being cut. No vehicular traffic, compaction. Refer to BS5837:2005 - Trees in relation to construction.
4. Contractor to liaise with Post Office Spalding Area Manager giving notice of restricted access to the drop off box and removal during construction works. Refer to Appendix 1/16 for contact details.

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

Base Information Provided By: JACOBS

Client Provided Drawing Number: B0509200/200

APPROVED FOR GENERAL ISSUE

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Revision:	Description:	Drawn By:	CAD By:	Approved By:	Approval Date:
	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 (@A1) (Do not scale from this drawing)

0 5m 10m 15m 20m

Lincolnshire COUNTY COUNCIL
Highways Alliance

TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE,
WITHAM PARK,
WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre : (01522) 782070

SHDC Planning & Development - 8 NOV 2010 Ref: 0931-10

B/HCDMU1001 /01/2000 Rev.

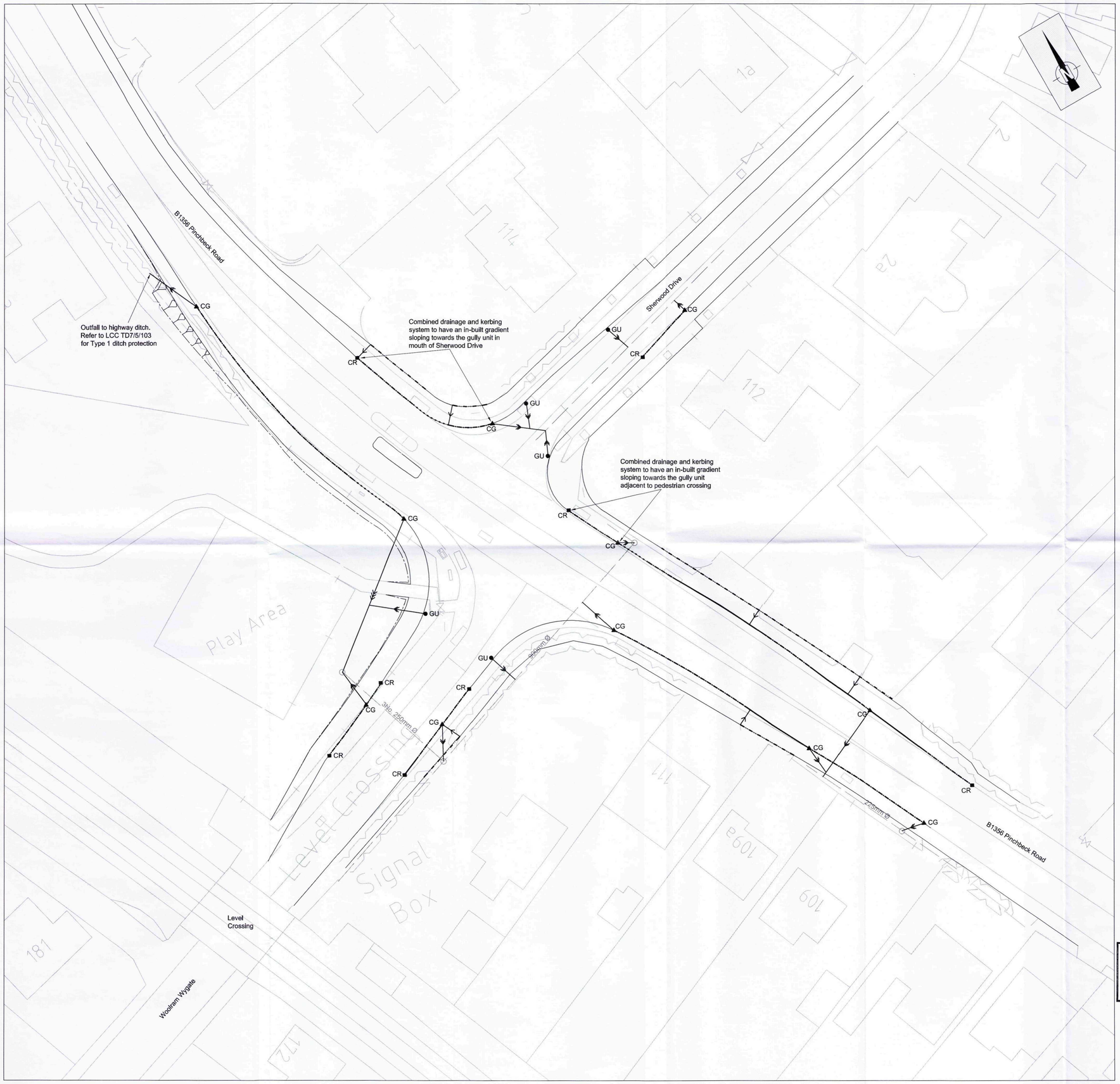
Paper Size | Scheme Reference | ID Number | Drawing Series No. | Revision.

Parish: SPALDING

Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
SITE CLEARANCE

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X-Refs & Blocks used in this Drawing

x-drainage
x-osbase
x-survey allgned
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 kerb drain Kompact 305 system or similar approved. Using suitable radii 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 store units with 0-6mm upstand and drop kerb taper units.
- ▲ CG — Combinal drainage/kerb outfall unit.
- ■ CR — Rodding eye.

Notes :

1. LCC TD 7A/**/** refers to Lincolnshire County Council Edition 7 Standard Drawings.
2. Refer to Appendix 1/12 for setting out information and seperately supplied setting out data.

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

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Revison:	Description:	Drawn By:	CAD By:	Approved By:	Approval Date
	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

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

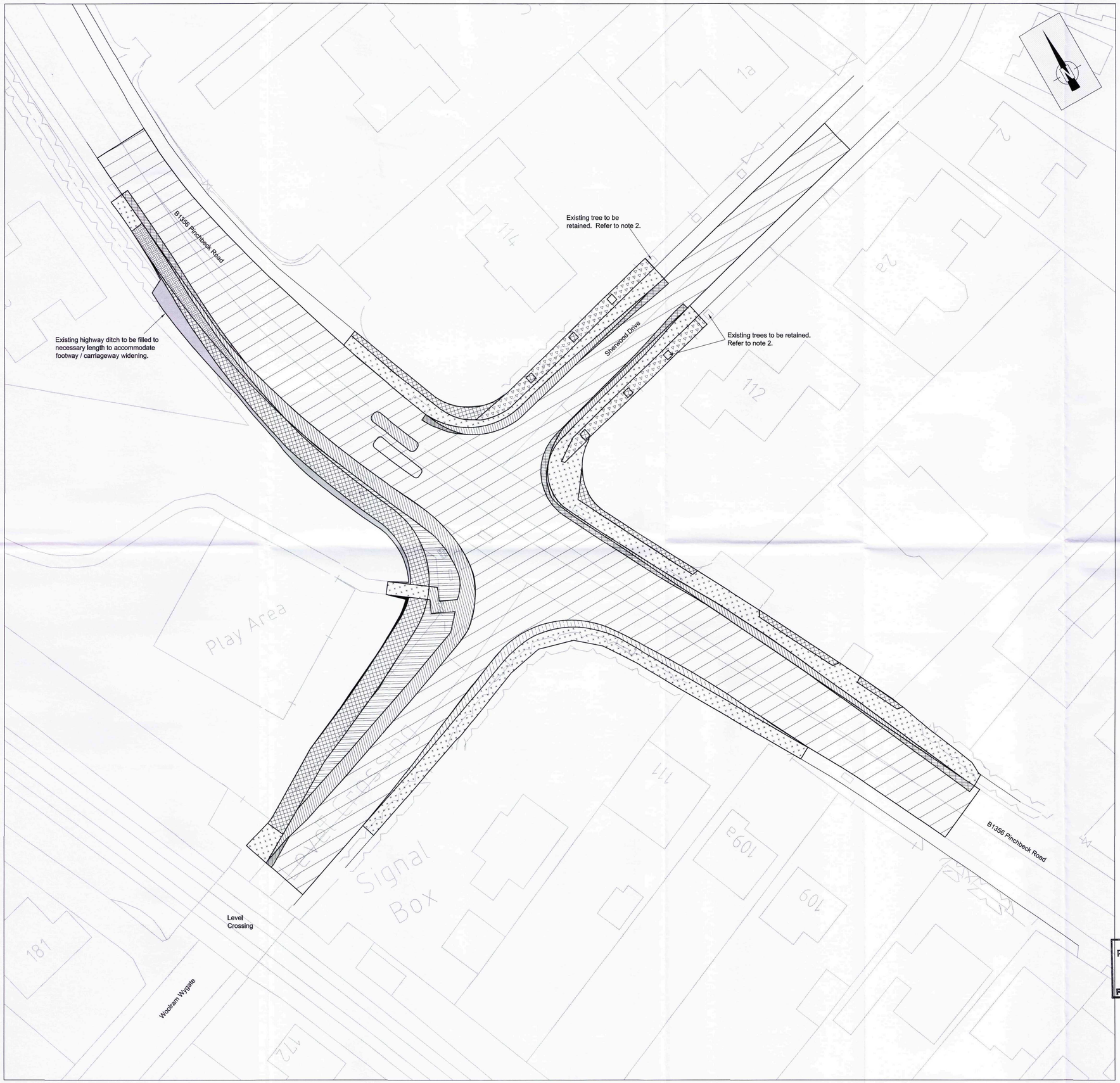
Lincolnshire COUNTY COUNCIL
Highways Alliance
TECHNICAL SERVICES PARTNERSHIP
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WITHAM PARK,
WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre : (01522) 782070

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Ref: 0931-10

B/HCDMU1001 /01/2001 Rev.
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-osbase
x-survey allgned
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 ro required formation for proposed footway construction.
- Strip topsoil and excavate to required formation levels for earthworks regrading. Topsoil and seed.

Notes :

1. Refer to Appendix 1/12 for setting out information and seperately supplied setting out data.
2. 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: B0509200/600

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Revision:	Description.	Drawn By:	CAD By:	Approved By:	Approval Date
	Amendment Details				

Drawing 1st Approval

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

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

0 5m 10m 15m 20m

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

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Highways Alliance

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Certificate No. 1500/08

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- 8 NOV 2010
Ref: 0931-10

B/HCDMU1001 /01/2002 | Rev.

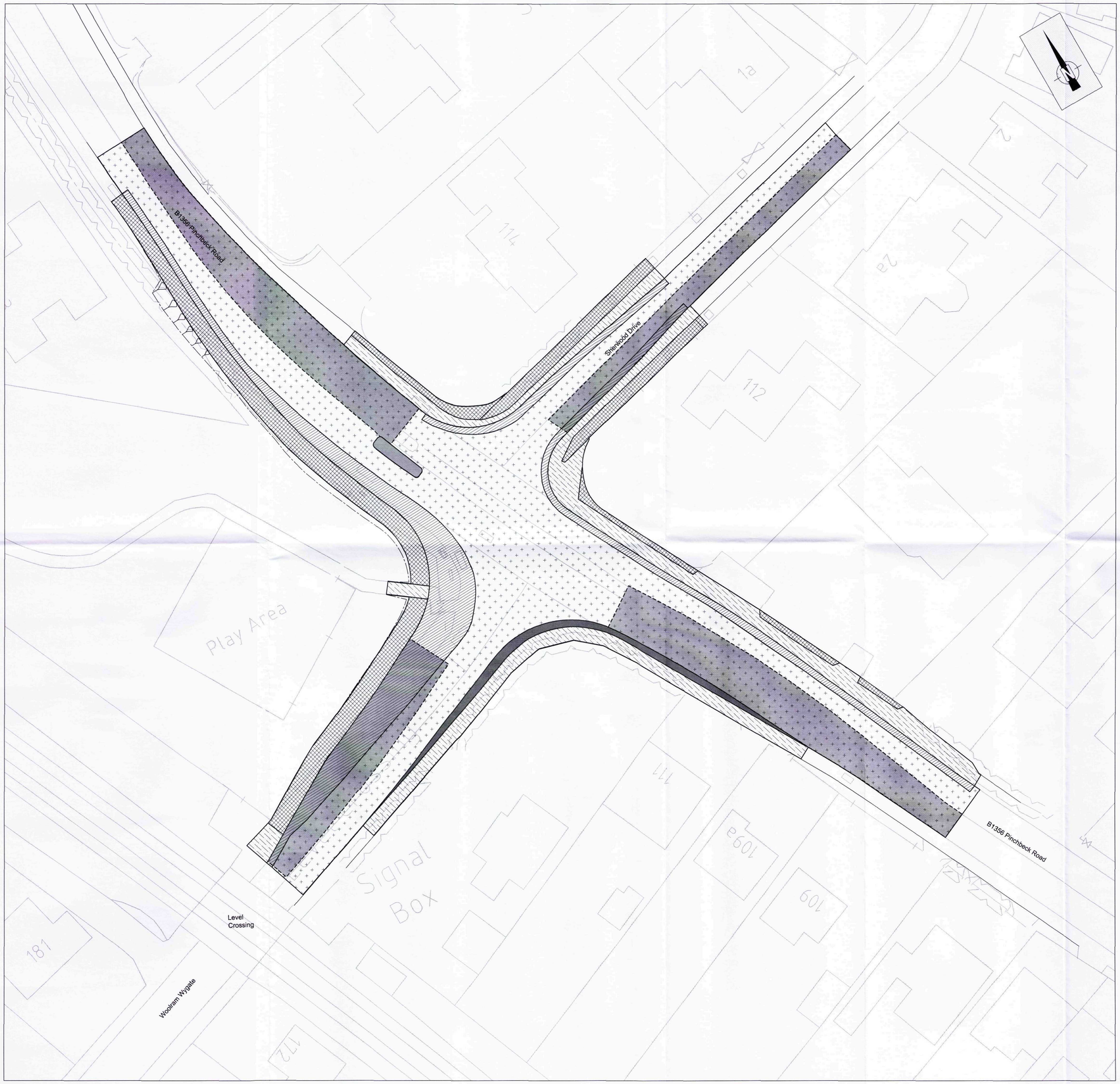
Paper Size | Scheme Reference | ID Number | Drawing Series No. | Revision

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 :

1. LCC TD7/**/* refers to Lincolnshire County Council Edition 7 Standard Drawings
2. Refer to Appendix 1/12 for setting out information and separately supplied setting out data.
3. 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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Revision	Description	Drawn By:	CAD By:	Approved By:	Approval Date

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

0 5m 10m 15m 20m

Scale: 1:250 (@A1)

(Do not scale from this drawing)

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Highways Alliance

TECHNICAL SERVICES PARTNERSHIP
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WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre : (01522) 782070

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- 8 NOV 2010
Ref: 0931-10

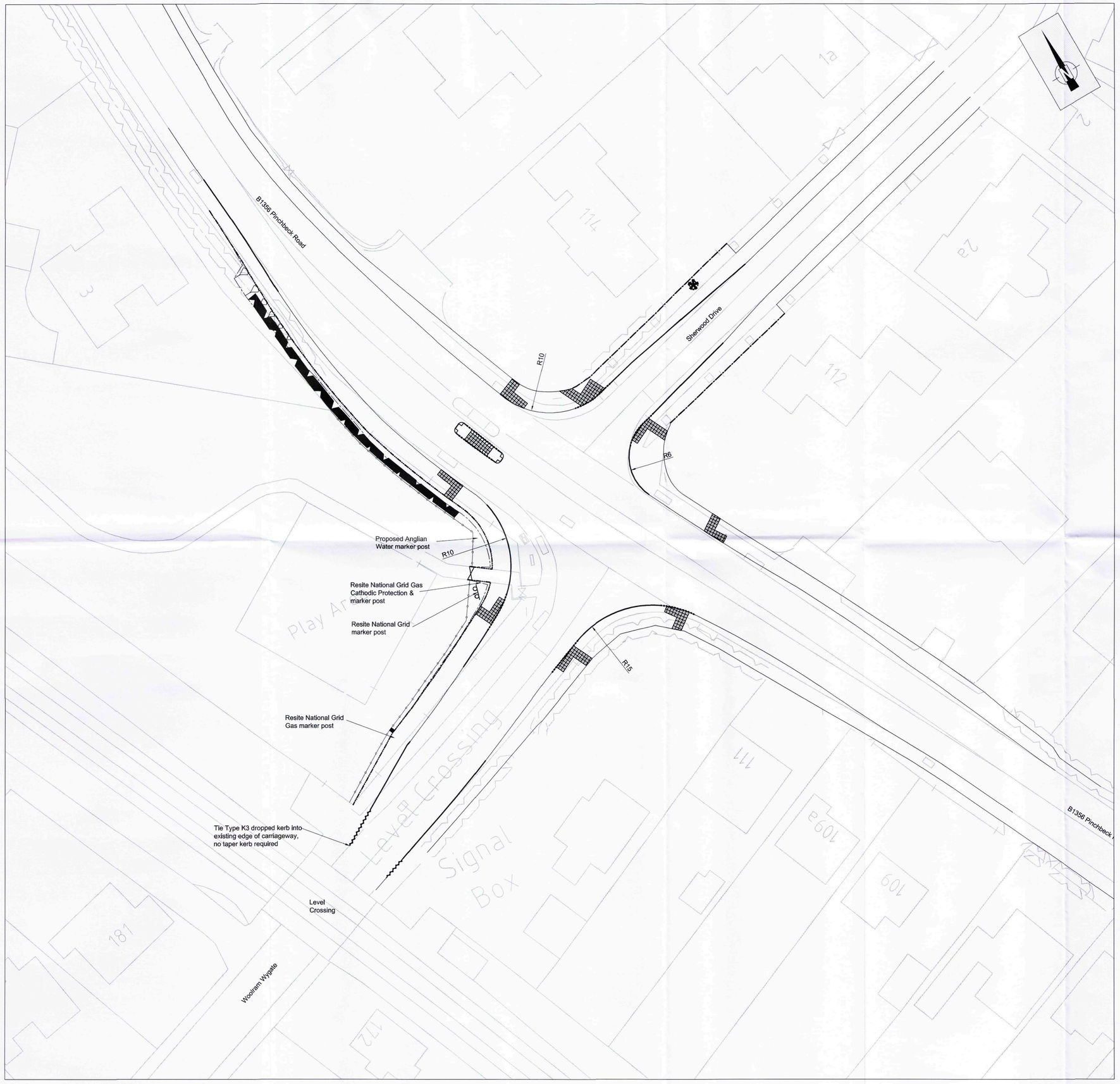
Paper Size	Scheme Reference	ID Number	Drawing Series No.	Rev. Revision.
	B/HCDMU1001	/01	/2003	

Parish: SPALDING

Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
PAVEMENT LAYOUT

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X-Refs & Blocks used in this Drawing

x-engineering layout
x-osbase
x-survey aligned
x-design

NOTES:

1. LCC TD 7/**/* refers to Lincolnshire County Council Edition 7 Standard Drawings.
2. Refer to Drawing No. B/HCDMU1001/01/2001 for combined kerb drainage locations.
3. Refer to Appendix 1/12 for setting out information and seperately supplied setting out data.

Hedge Planting Notes:

To be planted in random mixture at 4 plants to the metre in staggered row, do not plant Quercus robur within 5m of lighting column.

20x	Acer campestre	60-80cm	2 litre container
100x	Crataegus monogyna	60-80cm	2 litre container
15x	Viburnum opulus	60-80cm	2 litre container
20x	Ligustrum vulgare	60-80cm	2 litre container
4x	Quercus robur	175-200cm	15 litre container

Quercus robur to be supported at 50cm height using 120cmx3cm stake driven in at 45° and tied with 45cm soft tree tie.

Plants to be watered in thoroughly once planted and then mulched using woodchip mulch to a depth of 10cm and extending to 50cm either side of plants.

Key:

- Type K1 kerbing to LCC TD7/11/2.
- Dropped crossing formed with square faced kerbs (similiar to Type K3 but with square face) and Type K2 kerbing to LCC TD7/11/2. Square faced kerbs to be layed flush.
- Vehicular access dropped crossing with Type K3 and K2 kerbing to LCC TD7/11/2. Type K3 kerb upstand to be 25mm.
- Type S footway edging to LCC TD7/11/4.
- High footway edging.
- Quadrant kerbs
- Red coloured tactile paving to LCC TD7/11/6, TD 7/11/27 and as TD7/11/7.
- Type F4.7 timber post and rail fence to LCC TD7/3/2.
- Timber gate
- Post Office drop off box. Remove from store and re-erect.
- Proposed hedge. Refer to Hedge Planting Notes and schedule below, and Appendix 30/1.
- Proposed tree and tree pit. "Paper birch" Betula payrifera, 12-14cm girth (in a 45L container) supported by a double stake and crossbar. Refer to 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: B0509200/701

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Revision:	Description:	Drawn By:	CAD By:	Approved By:	Approval Date
	Amendment Details				

Drawing 1st Approval

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

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

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Highways Alliance

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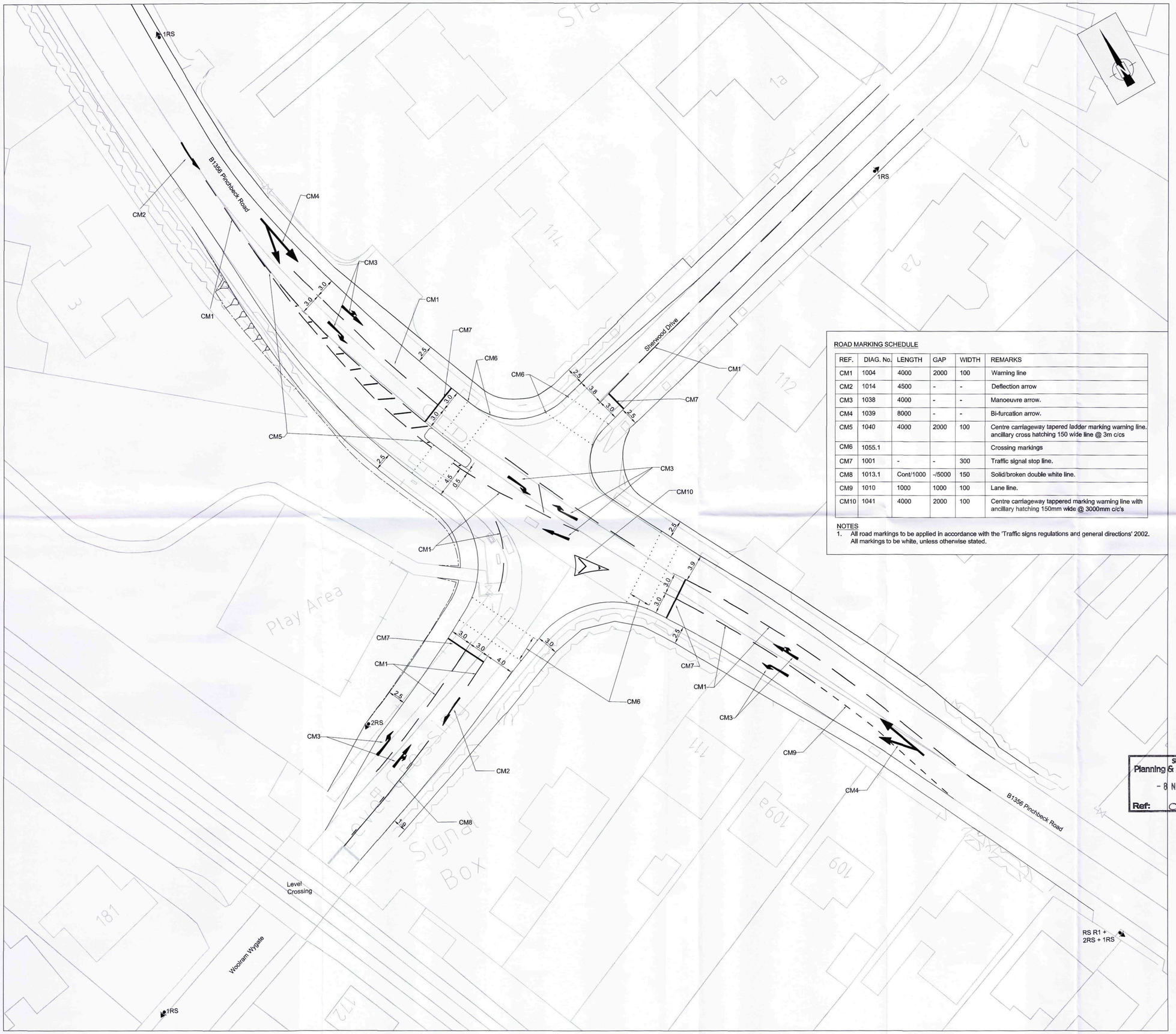
Paper Size	Scheme Reference	ID Number	Drawing Series No.	Rev. Revision.
	B/HCDMU1001	/01/2004		

Parish: SPALDING

Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD JUNCTION IMPROVEMENT ENGINEERING 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/cs
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	1000	100	Lane line.
CM10	1041	4000	2000	100	Centre carriageway tappered 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.

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- 8 NOV 2010
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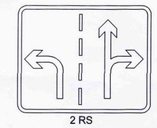
X-Refs & Blocks used in this Drawing

x-general layout
x-osbase
x-survey
x-design

NOTES:



1 RS


2 RS


RS R1

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

Base Information Provided By: JACOBS

Client Provided Drawing Number: B0509200/5006

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Revision:	Description:	Drawn By:	CAD By:	Approved By:	Approval 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

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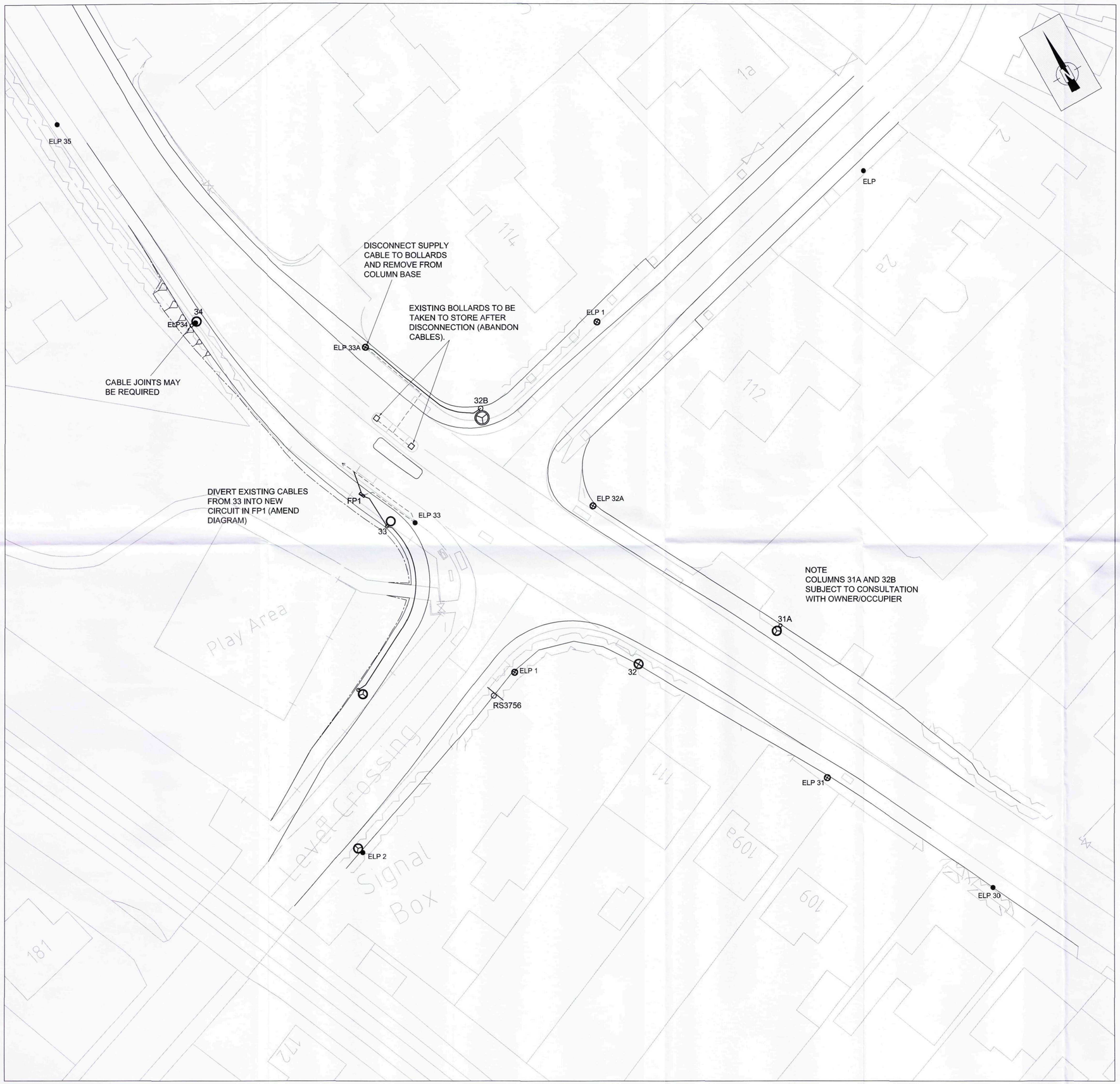
Paper Size | Scheme Reference | ID Number | Drawing Series No. | Revision.

Parish: SPALDING

Road No: Structure No:

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

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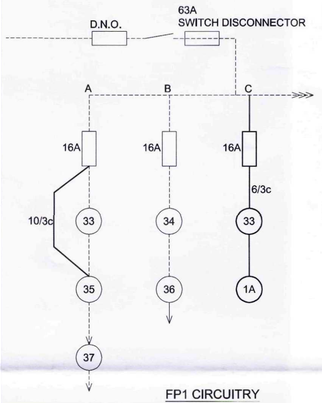
X-Refs & Blocks used in this Drawing

x-osbase
x-survey
x-design

NOTES:

STREET LIGHTING KEY

- PROPOSED 8 METRE TYPE 3 MIO COLUMN WITH POST TOP MOUNTED LANTERN TO APPENDIX 14/2 (SGS305TPPC/150W SONTP/P1 OR EQUIVALENT).
- CHANGE POSITION OF LAMP TO P1 IN COLUMNS 33A, 32A, 32, 31, 1 (WOOLRAM WYGATE) AND 1 (SHERWOOD DRIVE).
- RELOCATE EXISTING COLUMNS 34 AND 33. CHANGE POSITION OF LAMP TO P1 AS ABOVE.
- EXP — EXISTING LIGHTING COLUMN
- EXISTING (DUCTED?) CABLE TO TRACE.
- 6/3c CABLE IN DUCT TO APPENDIX 5/2.



FP1 CIRCUITRY

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

Base Information Provided By: JACOBS

Client Provided Drawing Number: B0509200/1300

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Revision:	Description:	Drawn By:	CAD By:	Approved By:	Approval Date
	Amendment Details				

Drawing 1st Approval

1st Approval by: SH | Date: 17/09/10

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

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

SHDC Planning & Development - 8 NOV 2010 Ref: 0931-10

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Highways Alliance

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WITHAM PARK,
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Customer Service Centre : (01522) 782070

Certificate No. 7500/08

B/HCDMU1001 /01/5000 Rev.

Paper Size | Scheme Reference | ID Number | Drawing Series No. | Revision

Parish: SPALDING

Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
STREET LIGHTING WORKS

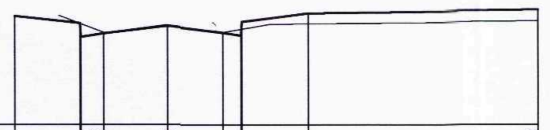
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X-Refs & Blocks used in this Drawing
x-Sherwood Drive Cross Sections
x-Sherwood Drive Long Section

NOTES:

Key
Proposed
Existing

Level Datum =-1.000

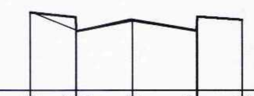


PROPOSED LEVELS	-0.128	-0.184	-0.294	-0.267	-0.206	-0.261	-0.171	-0.104	-0.083
PROPOSED OFFSET	-6.191	-3.538	-3.513	-2.576	-0.000	-2.268	-3.025	-5.686	15.000
STRING CUT	EX01	KF2L	CF2L	KBC3	M002	KBC2	KF2R	EX02	EX02

EXISTINGLEVELS	-0.123	-0.265	-0.201	-0.259	-0.192	-0.173
EXISTING OFFSET	4.431	2.545	0.055	2.300	4.102	15.000

Chainage =20.000

Level Datum =-1.000

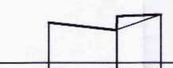


PROPOSED LEVELS	-0.382	-0.420	-0.530	-0.445	-0.527	-0.417	-0.440
PROPOSED OFFSET	-4.157	-2.305	-2.280	-0.000	2.577	2.602	4.440
STRING CUT	EX01	KF2L	CF2L	M002	CF2R	KF2R	EX02

EXISTINGLEVELS	-0.380	-0.528	-0.435	-0.525
EXISTING OFFSET	4.143	2.266	0.080	2.591

Chainage =50.000

Level Datum =-1.000

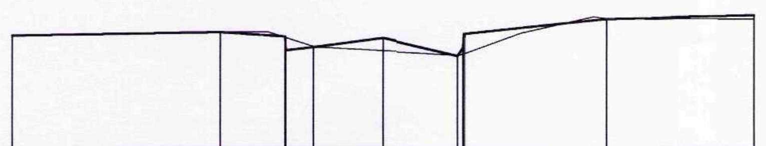


PROPOSED LEVELS	-0.683	-0.744	-0.634	-0.620
PROPOSED OFFSET	0.000	2.746	2.771	4.556
STRING CUT	M002	CF2R	KF2R	EX02

EXISTINGLEVELS	-0.681	-0.741	-0.618
EXISTING OFFSET	0.000	2.746	4.556

Chainage =73.149

Level Datum =-1.000

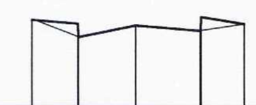


PROPOSED LEVELS	-0.093	-0.070	-0.105	-0.215	-0.192	-0.116	-0.257	-0.079	-0.037	0.065
PROPOSED OFFSET	-15.000	-6.598	-3.979	-3.954	-2.819	-0.000	3.030	3.276	9.034	15.000
STRING CUT	EX01	EX01	KF2L	CF2L	KBC3	M002	KBC2	KF2R	EX02	EX02

EXISTINGLEVELS	-0.093	-0.070	-0.069	-0.190	-0.255	-0.111	-0.075	-0.055	-0.039	0.030
EXISTING OFFSET	15.000	6.591	4.678	2.781	3.069	5.050	5.572	8.482	9.081	15.000

Chainage =10.000

Level Datum =-1.000



PROPOSED LEVELS	-0.302	-0.336	-0.446	-0.353	-0.396	-0.286	-0.344
PROPOSED OFFSET	-4.221	-2.363	-2.339	-0.000	2.598	2.623	4.382
STRING CUT	EX01	KF2L	KBC3	M002	CF2R	KF2R	EX02

EXISTINGLEVELS	-0.300	-0.444	-0.352	-0.392	-0.342
EXISTING OFFSET	4.201	2.319	0.057	2.623	4.402

Chainage =40.000

Level Datum =-1.000

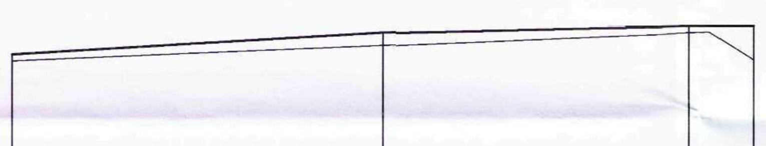


PROPOSED LEVELS	-0.601	-0.649	-0.759	-0.655	-0.712	-0.602	-0.594
PROPOSED OFFSET	-3.983	-2.185	-2.160	-0.000	2.720	2.745	4.575
STRING CUT	EX01	KF2L	CF2L	M002	CF2R	KF2R	EX02

EXISTINGLEVELS	-0.599	-0.757	-0.650	-0.710
EXISTING OFFSET	3.981	2.158	0.007	2.721

Chainage =70.000

Level Datum =-1.000

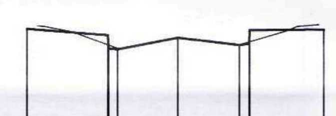


PROPOSED LEVELS	-0.170	-0.004	-0.058	0.057
PROPOSED OFFSET	-15.000	-0.000	12.359	15.000
STRING CUT	CFL1	M002	M003	M003

EXISTINGLEVELS	-0.224	-0.007	-0.219
EXISTING OFFSET	15.000	13.196	15.000

Chainage =0.000

Level Datum =-1.000



PROPOSED LEVELS	-0.201	-0.253	-0.367	-0.274	-0.335	-0.214	-0.207
PROPOSED OFFSET	-6.137	-2.842	-2.447	-0.000	2.455	2.880	5.872
STRING CUT	EX01	KF2L	KBC3	M002	KBC2	KF2R	EX02

EXISTINGLEVELS	-0.181	-0.184	-0.227	-0.365	-0.273	-0.333	-0.228	-0.186	-0.172
EXISTING OFFSET	5.726	5.455	4.307	2.422	0.001	2.480	4.291	4.808	5.673

Chainage =30.000

Level Datum =-1.000

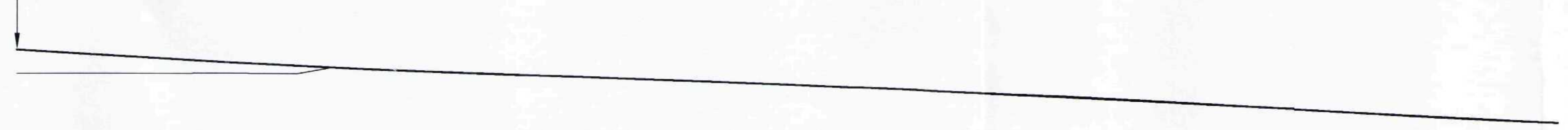


PROPOSED LEVELS	-0.484	-0.523	-0.633	-0.551	-0.635	-0.525	-0.517
PROPOSED OFFSET	-4.059	-2.212	-2.187	-0.000	2.655	2.680	4.510
STRING CUT	EX01	KF2L	CF2L	M002	CF2R	KF2R	EX02

EXISTINGLEVELS	-0.482	-0.632	-0.548	-0.633	-0.464	-0.509
EXISTING OFFSET	4.051	2.180	0.037	2.663	4.650	6.214

Chainage =60.000

Eastern edge of ghost island on Pinchbeck Road



PROPOSED LEVELS	0.004	-0.039	-0.079	-0.116	-0.137	-0.150		-0.180	-0.206	-0.230	-0.234	-0.251	-0.274	-0.298	-0.323	-0.350	-0.353	-0.372	-0.445	-0.551	-0.556	-0.624	-0.655	-0.683
PROPOSED GRADIENT		-1.302	-1.202	-1.102	-1.022	-0.972		-0.902	-0.802	-0.702	-0.641	-0.649	-0.690	-0.736	-0.780	-0.825	-0.850	-0.868	-0.938	-1.061	-1.134	-1.068	-0.964	-0.896
EXISTING LEVELS	-0.225	-0.225	-0.225	-0.220	-0.223	-0.224	-0.168	-0.179	-0.202	-0.226	-0.231	-0.249	-0.265 -0.268 -0.273	-0.299	-0.324	-0.350	-0.353	-0.372	-0.438	-0.549	-0.554	-0.619	-0.650	-0.681
LEVEL DIFF.	0.227	0.185	0.145	0.104	0.087	0.075		-0.001	-0.004	-0.004	-0.004	-0.002	-0.001	0.000	0.000	0.000	0.000	-0.001	-0.007	-0.003	-0.002	-0.005	-0.004	-0.002
CHAINAGE	0.000	3.333	6.667	10.000	12.021	13.333		16.667	20.000	23.333	24.042	26.667	30.000	33.208	36.416	39.625	40.000	42.249	50.000	60.000	60.456	66.802	70.000	73.149

Horizontal: R=2000.000m L=39.625m; R=21913.023m L=33.525m

Vertical: 0.000; R=3333.333m L=24.042m; 24.042; L=36.414m R=-7198.803m; 60.456; R=4612.197m L=12.694m; 73.149

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Planning & Development
- 8 NOV 2010
Ref: 0931-10

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Revision:	Description:	Drawn By:	CAD By:	Approved By:	Approval Date
	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: (@A1) H=1:250 V=1:50 (Do not scale from this drawing)

Lincolnshire COUNTY COUNCIL
Highways Alliance
TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE,
WITHAM PARK,
WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre: (01522) 782070

B/HCDMU1001 /01/6000 Rev.
Paper Size — Scheme Reference — ID Number — Drawing Series No. — Revision.

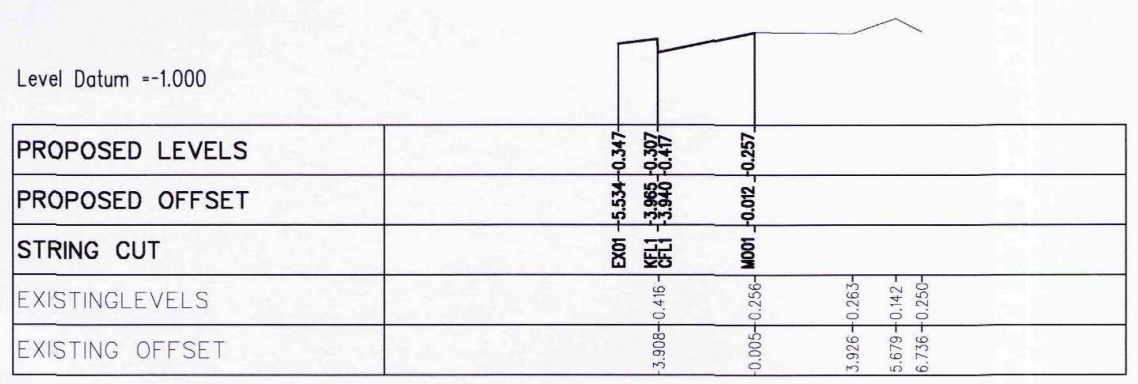
Parish: SPALDING
Road No: Structure No:
Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
SHERWOOD DRIVE SECTIONS

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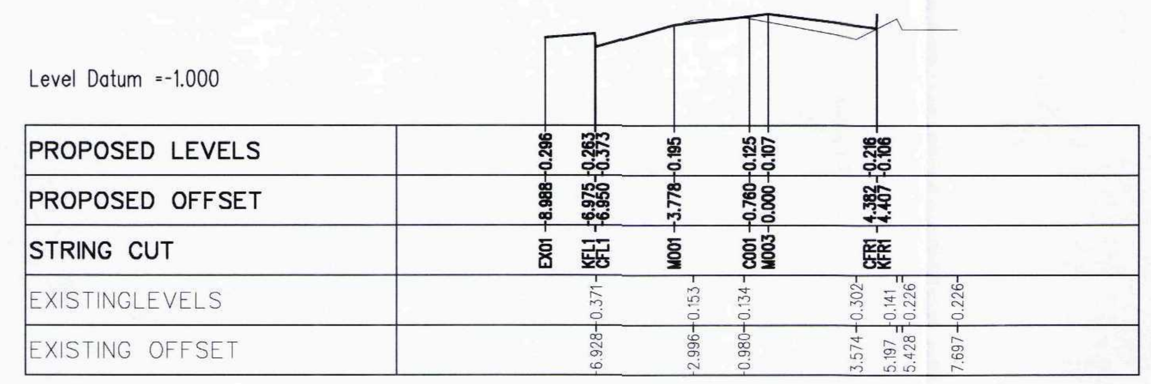
X-Refs & Blocks used in this Drawing
x-Pinchbec Road Cross Sections

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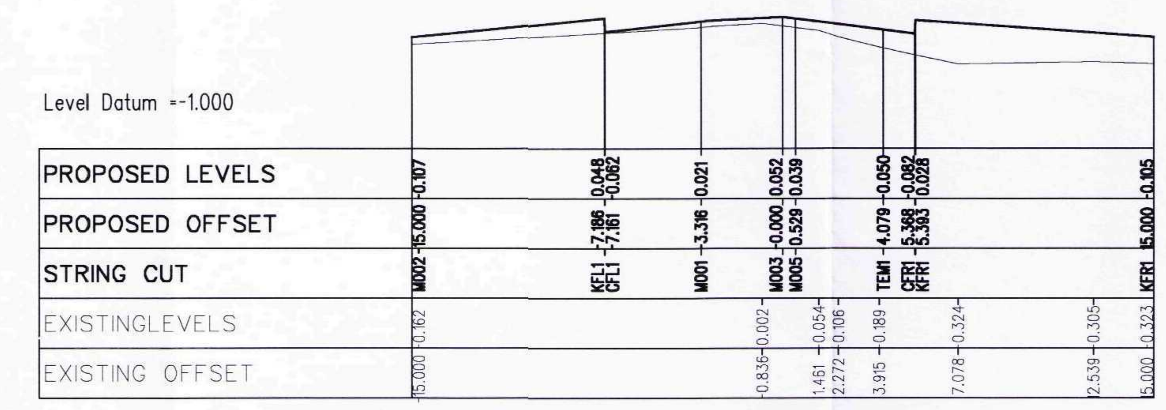
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Proposed
Existing



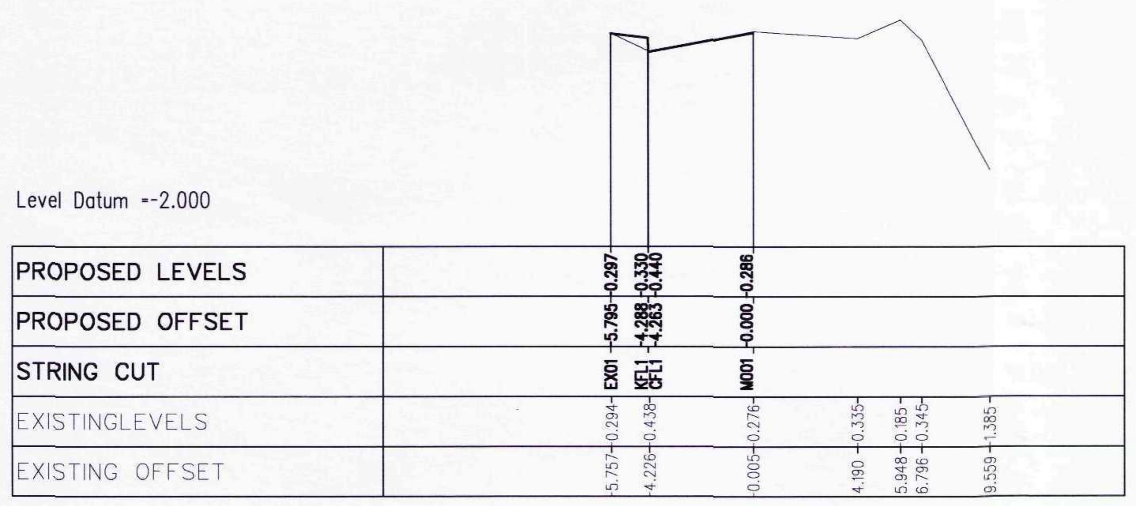
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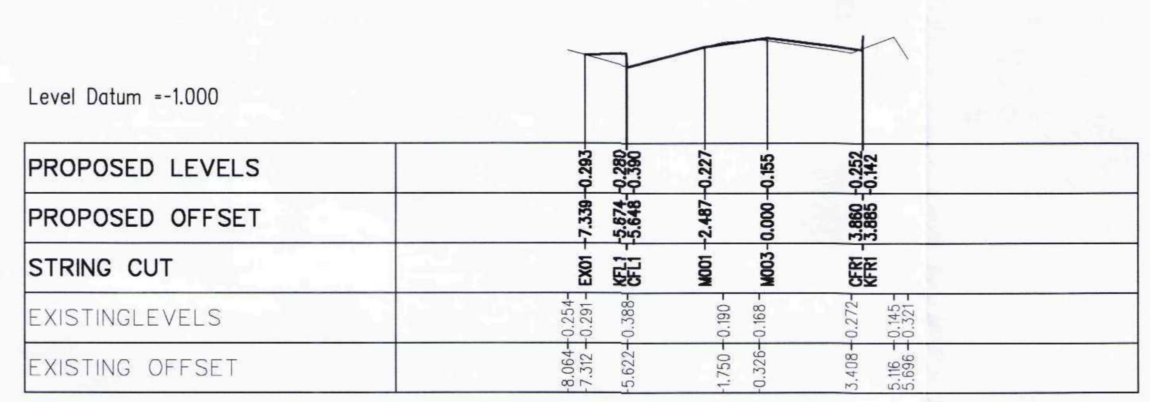
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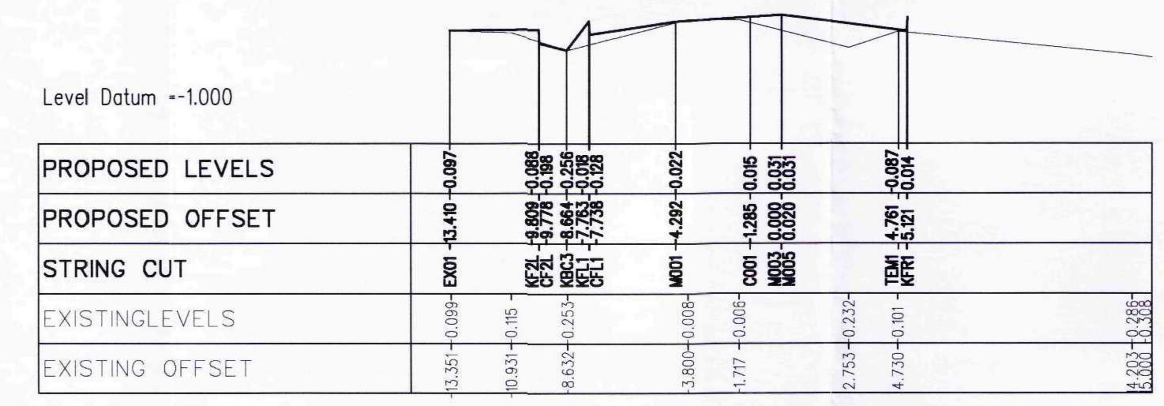
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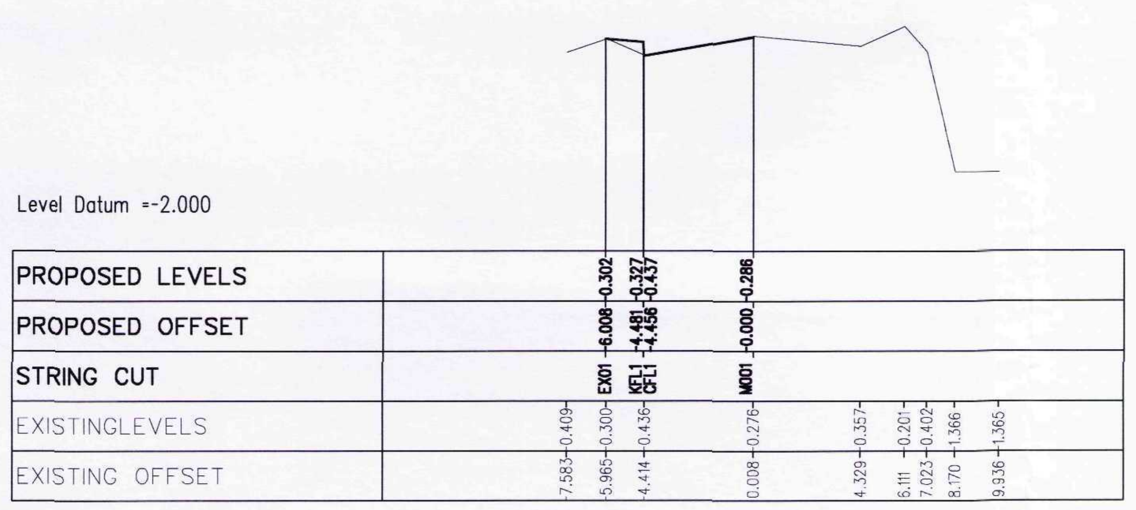
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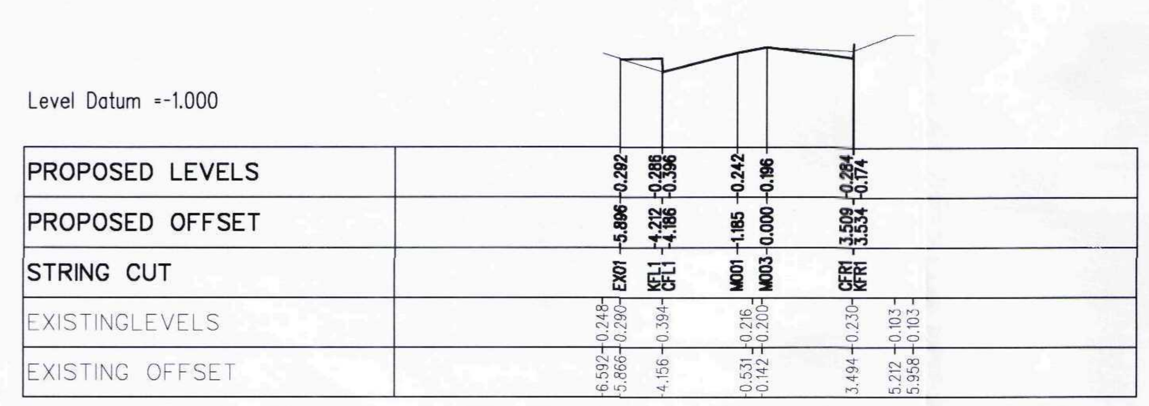
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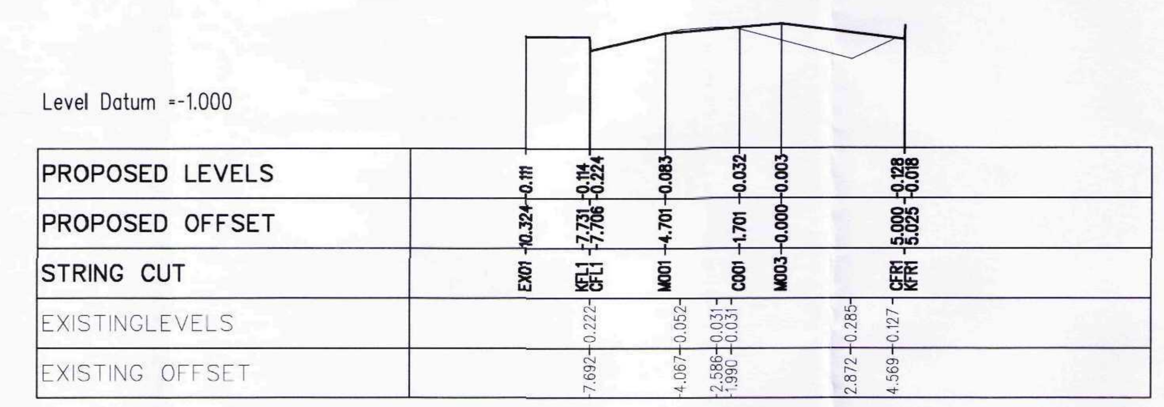
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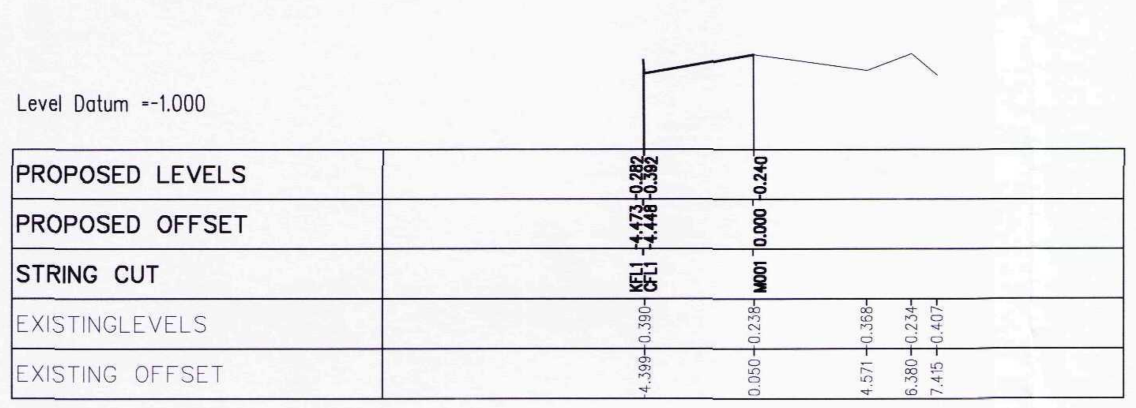
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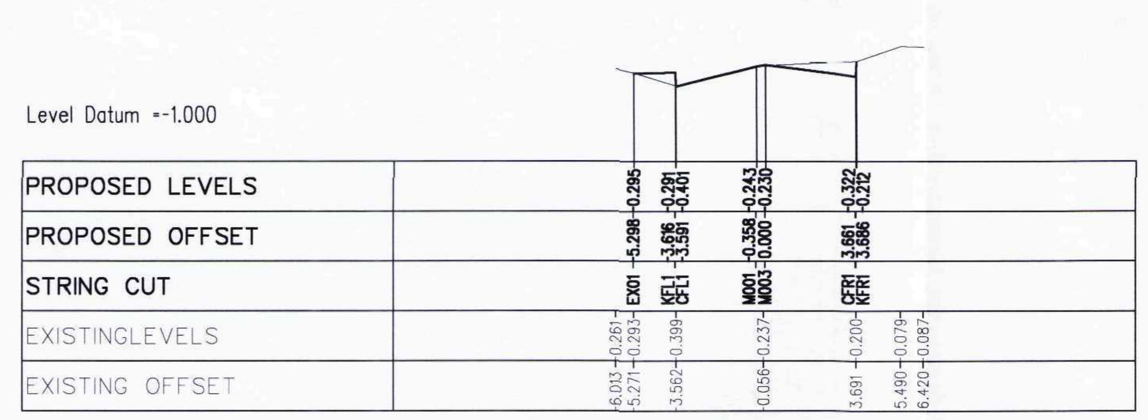
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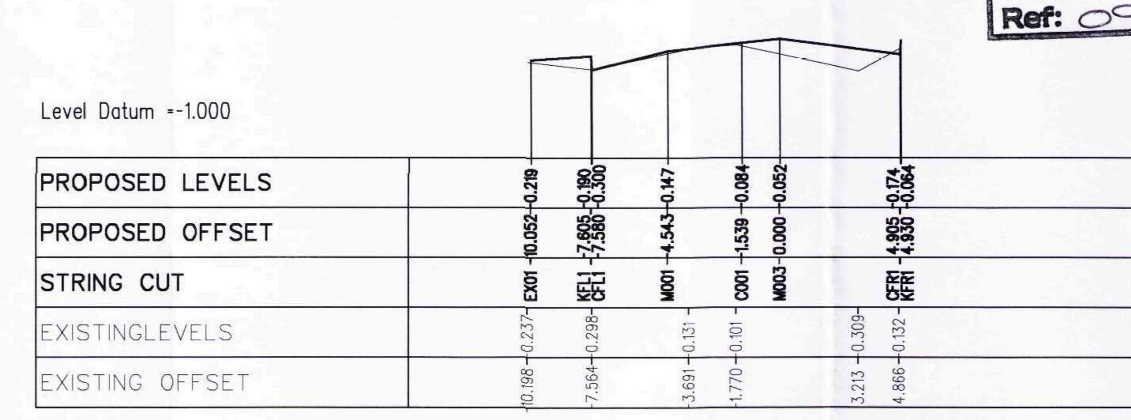
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Chainage = 0.000



Chainage = 40.000



Chainage = 80.000

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Planning & Development
- 8 NOV 2010
Ref: 0931-10

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Revision:	Description: Amendment Details	Drawn By:	CAD By:	Approved By:	Approval Date

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

Lincolnshire COUNTY COUNCIL
Highways Alliance

TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE,
WITHAM PARK,
WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre: (01522) 782070

B/HCDMU1001 /01/6001 Rev.
Paper Size | Scheme Reference | ID Number | Drawing Series No. | Revision.

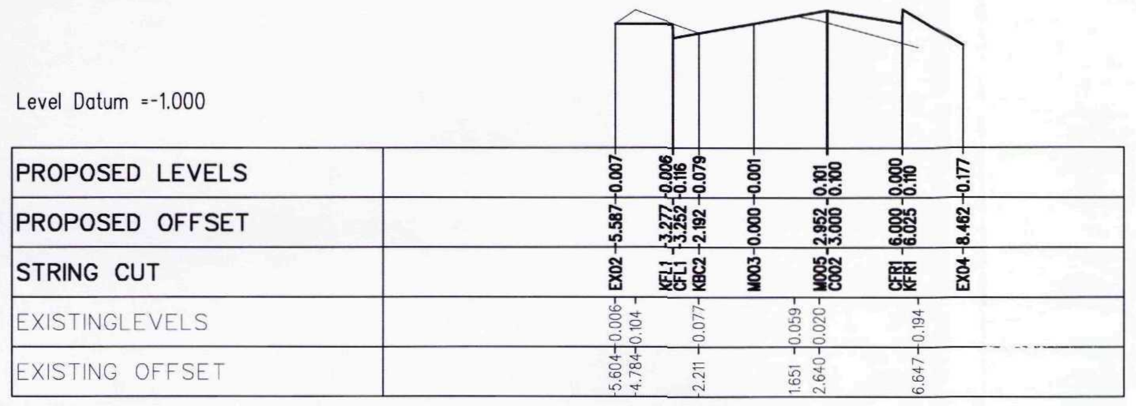
Parish: SPALDING

Road No: Structure No:

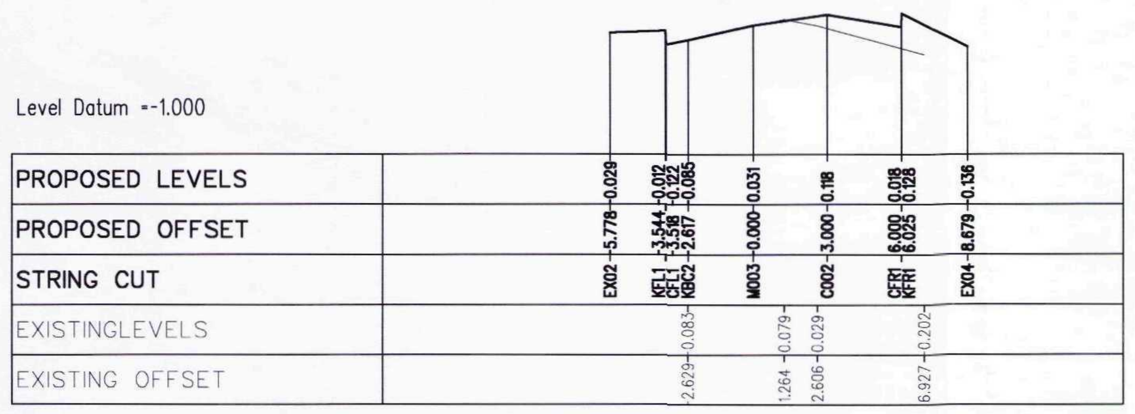
Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
PINCHBECK CROSS SECTIONS
Chainages 0 - 110

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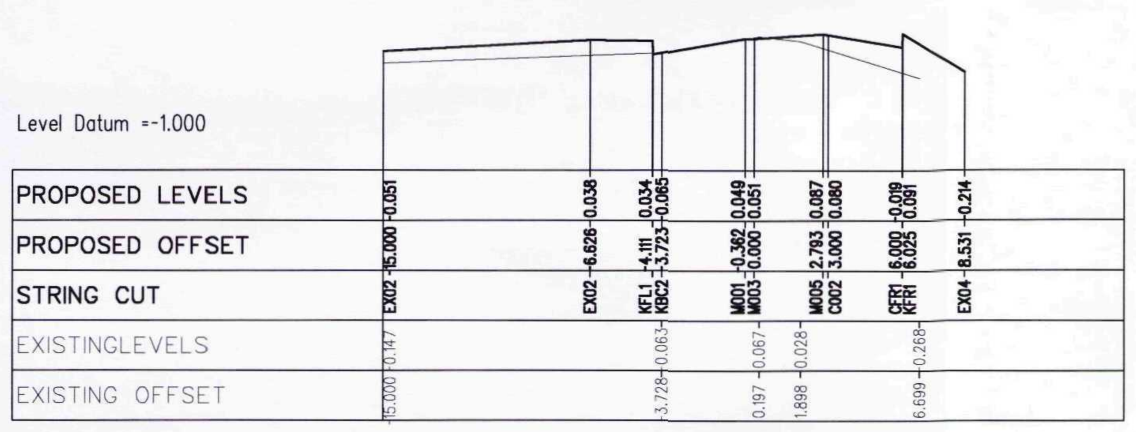
X-Refs & Blocks used in this Drawing
x-Pinchbeck Road Cross Sections



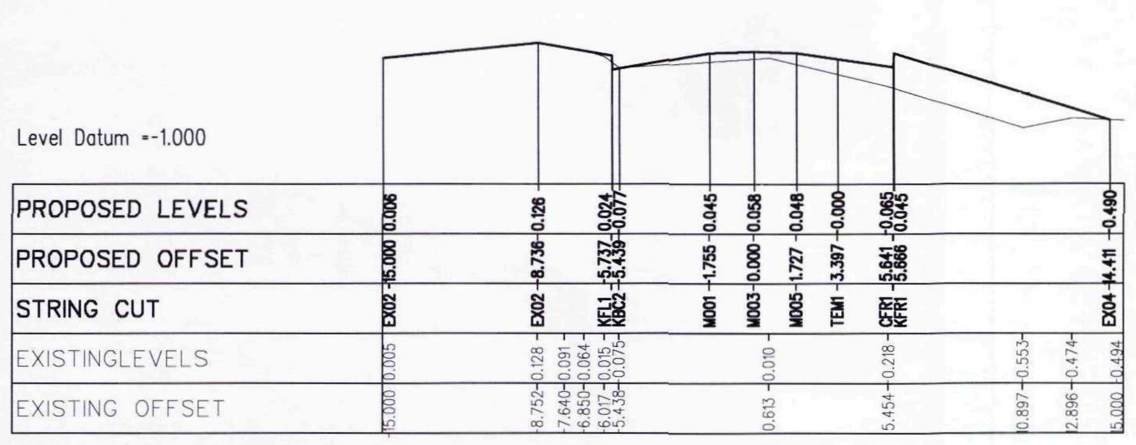
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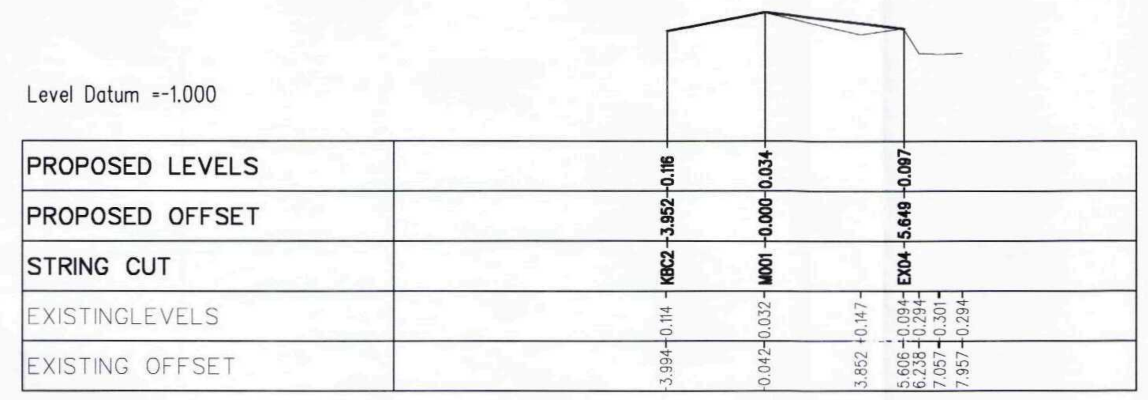
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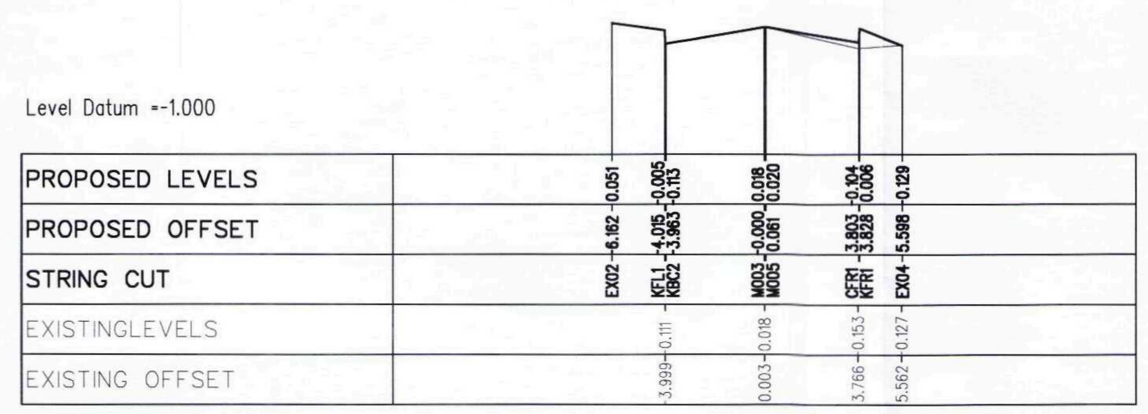
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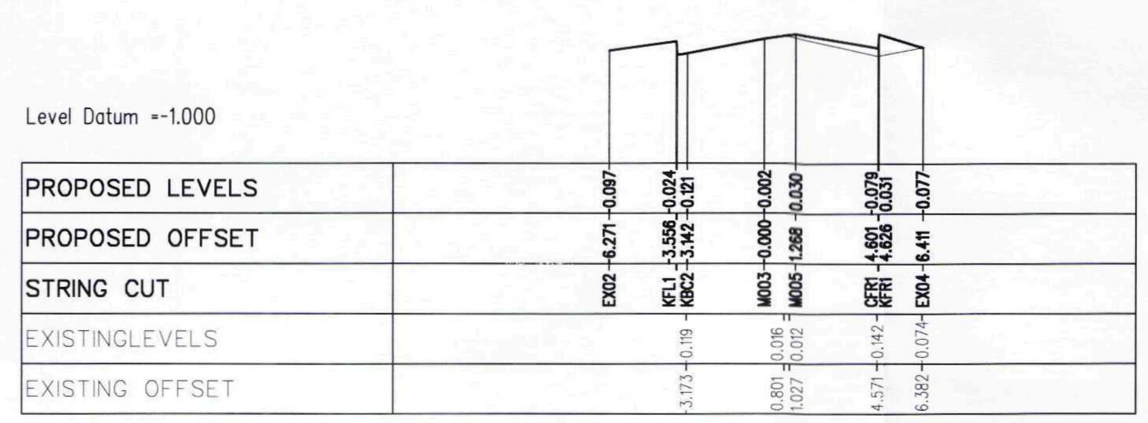
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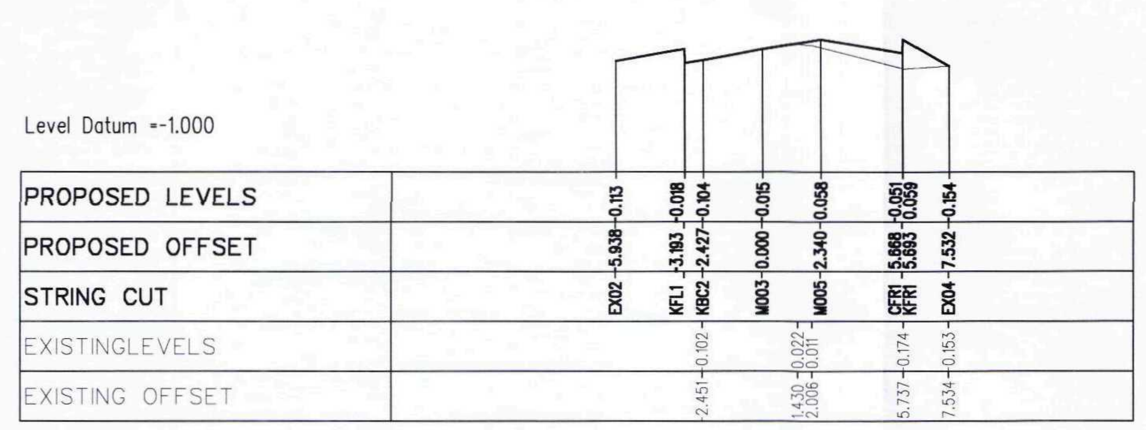
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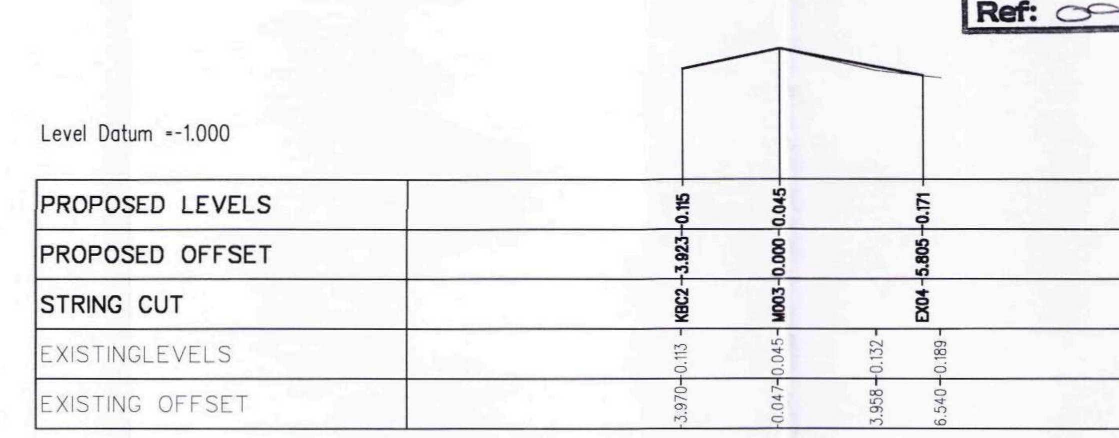
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Chainage = 170.000



Chainage = 160.000



Chainage = 198.691

NOTES:

Key
Proposed
Existing

SHDC
Planning & Development
- 8 NOV 2010
Ref: 0931-10

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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

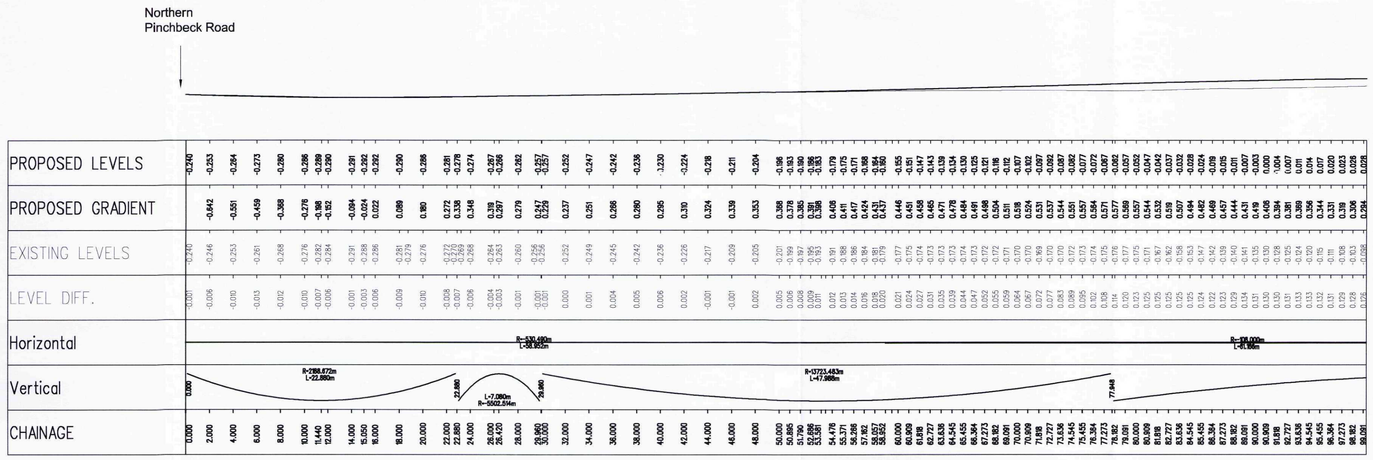
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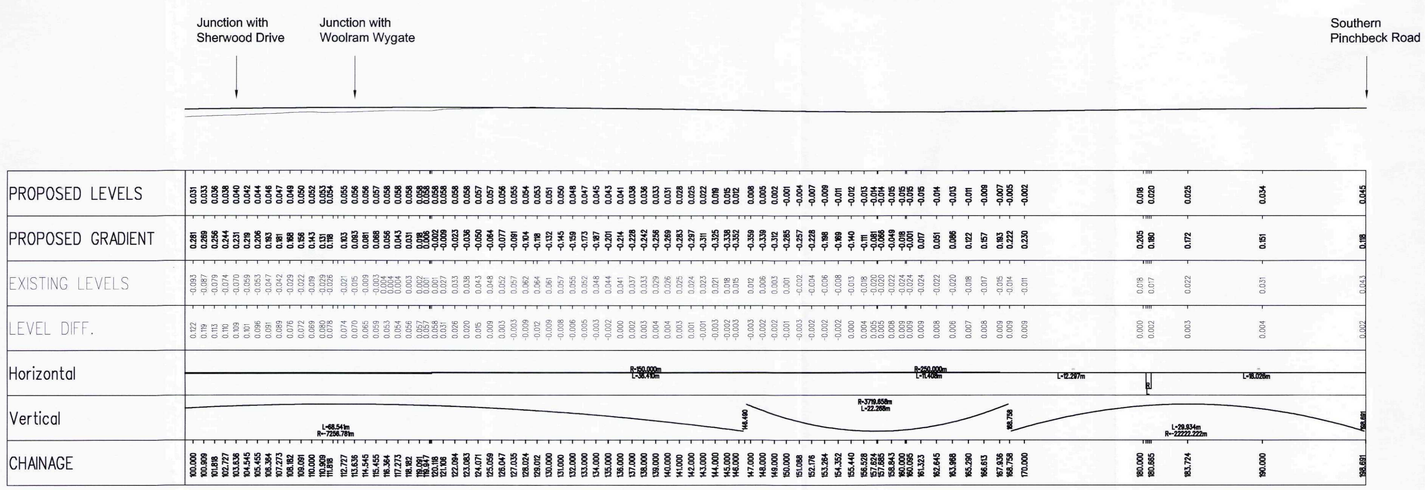
Lincolnshire COUNTY COUNCIL
Highways Alliance
TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE,
WITHAM PARK,
WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre: (01522) 782070

B/HCDMU1001 /01/6002 Rev.
Paper Size Scheme Reference ID Number Drawing Series No. Revision.

Parish: SPALDING
Road No: Structure No:
Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
PINCHBECK CROSS SECTIONS
Chainages 120 - 198.691

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- 8 NOV 2010
Ref: 0931-10

X-Refs & Blocks used in this Drawing
x-Pinchbeck Road Long Section

NOTES:

Key
Proposed
Existing

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	Amendment Details				

Drawing 1st Approval
1st Approval by: PAS Date: 17/09/10

Drawn/Designed by:	CAD Drawing Creation Created By:	Date:
MC	DS	17/09/10

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

Lincolnshire COUNTY COUNCIL
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TECHNICAL SERVICES PARTNERSHIP
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Customer Service Centre : (01522) 782070

B/HCDMU1001 /01/6003 Rev.
Paper Size Scheme Reference ID Number Drawing Series No. Revision

Parish: SPALDING

Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
PINCHBECK ROAD LONG SECTIONS

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X-Refs & Blocks used in this Drawing

x-Wollram Wygate Cross Sections
x-Wollram Wygate Long Section

NOTES:

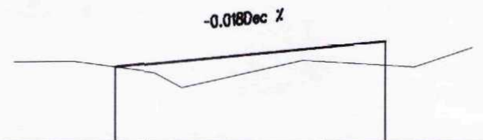
Key

—— Proposed
—— Existing

Level Datum =-1.000

PROPOSED LEVELS	-0.134
PROPOSED OFFSET	-0.000
STRING CUT	M004
EXISTINGLEVELS	
EXISTING OFFSET	

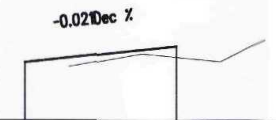
Chainage =57.764



Level Datum =-1.000

PROPOSED LEVELS	-0.385, -0.184
PROPOSED OFFSET	-10.920, 0.000
STRING CUT	EX04, M004
EXISTINGLEVELS	-0.338, -0.338, -0.428, -0.548, -0.334, -0.390, -0.237
EXISTING OFFSET	-15.000, -12.584, -9.357, -8.246, -3.351, 1.157, 3.498

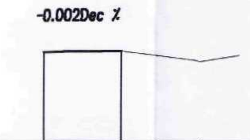
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Level Datum =-1.000

PROPOSED LEVELS	-0.538, -0.410
PROPOSED OFFSET	-6.113, 0.000
STRING CUT	EX04, M004
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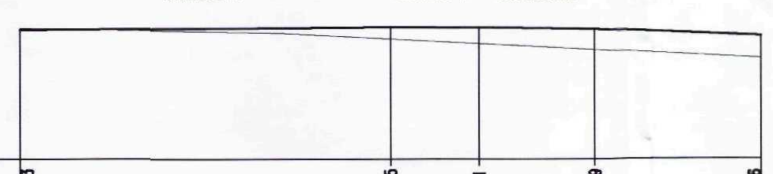
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EXISTINGLEVELS	-0.279, -0.272, -0.355, -0.304
EXISTING OFFSET	-3.208, -0.155, 3.201, 4.809

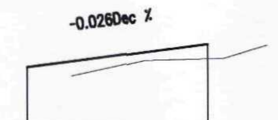
Chainage =50.000



Level Datum =-1.000

PROPOSED LEVELS	0.033, -0.055, -0.051, -0.039, -0.016
PROPOSED OFFSET	-15.000, -0.000, -3.571, -8.240, 15.000
STRING CUT	M003, M004, M003, M005, M005
EXISTINGLEVELS	0.047, -0.006, -0.194
EXISTING OFFSET	-15.000, -4.463, 15.000

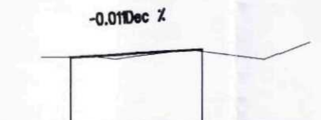
Chainage =0.000



Level Datum =-1.000

PROPOSED LEVELS	-0.528, -0.342
PROPOSED OFFSET	-7.283, -0.000
STRING CUT	EX04, M004
EXISTINGLEVELS	-0.598, -0.474, -0.456, -0.354
EXISTING OFFSET	-5.478, -2.480, 0.658, 2.416

Chainage =20.000



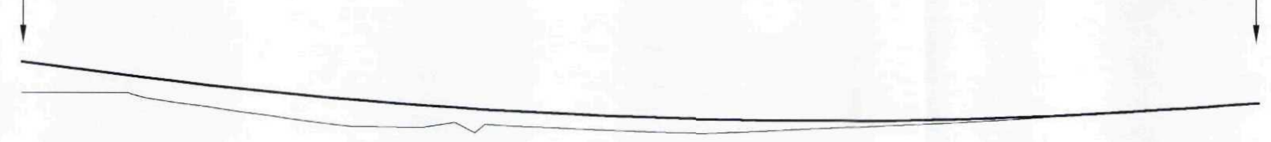
Level Datum =-1.000

PROPOSED LEVELS	-0.446, -0.388
PROPOSED OFFSET	-5.357, -0.000
STRING CUT	EX04, M004
EXISTINGLEVELS	-0.445, -0.443, -0.460, -0.391, -0.468, -0.319
EXISTING OFFSET	-6.538, -4.313, -3.529, -0.508, 2.538, 4.392

Chainage =40.000

Western edge of Pinchbeck Road ghost island

Level crossing stopline



PROPOSED LEVELS	0.055, 0.023, -0.008, -0.040, -0.057, -0.071, -0.102, -0.131, -0.158, -0.184, -0.209, -0.232, -0.254, -0.274, -0.293, -0.311, -0.327, -0.342, -0.355, -0.367, -0.378, -0.387, -0.395, -0.395, -0.401, -0.406, -0.410, -0.412, -0.413, -0.413, -0.412, -0.410, -0.407, -0.402, -0.396, -0.388, -0.379, -0.369, -0.358, -0.345, -0.331, -0.315, -0.304, -0.299, -0.281, -0.276
PROPOSED GRADIENT	-2.532, -2.532, -2.532, -2.532, -2.506, -2.423, -2.310, -2.198, -2.085, -1.973, -1.860, -1.748, -1.635, -1.523, -1.410, -1.298, -1.185, -1.073, -0.960, -0.848, -0.735, -0.623, -0.566, -0.509, -0.398, -0.285, -0.173, -0.060, -0.002, 0.054, 0.165, 0.277, 0.390, 0.502, 0.615, 0.726, 0.835, 0.943, 1.052, 1.161, 1.270, 1.364, 1.415, 1.473, 1.529
EXISTING LEVELS	-0.192, -0.192, -0.192, -0.192, -0.203, -0.234, -0.270, -0.304, -0.340, -0.375, -0.411, -0.445, -0.462, -0.461, -0.466, -0.468, -0.468, -0.430, -0.446, -0.460, -0.472, -0.483, -0.494, -0.503, -0.511, -0.511, -0.516, -0.508, -0.496, -0.485, -0.473, -0.473, -0.462, -0.451, -0.440, -0.428, -0.417, -0.404, -0.388, -0.373, -0.358, -0.342, -0.325, -0.312, -0.300, -0.296, -0.280, -0.276
LEVEL DIFF.	0.246, 0.215, 0.184, 0.153, 0.147, 0.162, 0.169, 0.173, 0.181, 0.191, 0.202, 0.212, 0.207, 0.192, 0.174, 0.119, 0.119, 0.117, 0.117, 0.116, 0.115, 0.115, 0.115, 0.115, 0.114, 0.101, 0.087, 0.072, 0.061, 0.060, 0.050, 0.040, 0.033, 0.027, 0.022, 0.016, 0.009, 0.005, 0.000, -0.002, -0.006, -0.004, -0.003, -0.003, 0.000, 0.000
Horizontal	R=200.000m L=49.882m
Vertical	0.000; L=4.406m G=-2.532; 4.406; R=1111.111m L=43.723m; 48.129
CHAINAGE	0.000, 1.250, 2.500, 3.750, 4.406, 5.000, 6.250, 7.500, 8.750, 10.000, 11.250, 12.500, 13.750, 15.000, 16.250, 17.500, 18.750, 20.000, 21.250, 22.500, 23.750, 25.000, 26.250, 26.267, 27.500, 28.750, 30.000, 31.250, 32.500, 32.543, 33.750, 35.000, 36.250, 37.500, 38.750, 40.000, 41.210, 42.421, 43.631, 44.841, 46.051, 47.262, 48.129, 48.472, 49.682, 50.000

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Planning & Development
- 8 NOV 2010
Ref: 0931-10

APPROVED FOR GENERAL ISSUE
(NOT TO BE USED FOR TENDER OR CONSTRUCTION PURPOSES)

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Revision:	Description: Amendment Details	Drawn By:	CAD By:	Approved By:	Approval Date

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

Lincolnshire COUNTY COUNCIL
Highways Alliance

TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE,
WITHAM PARK,
WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre : (01522) 782070

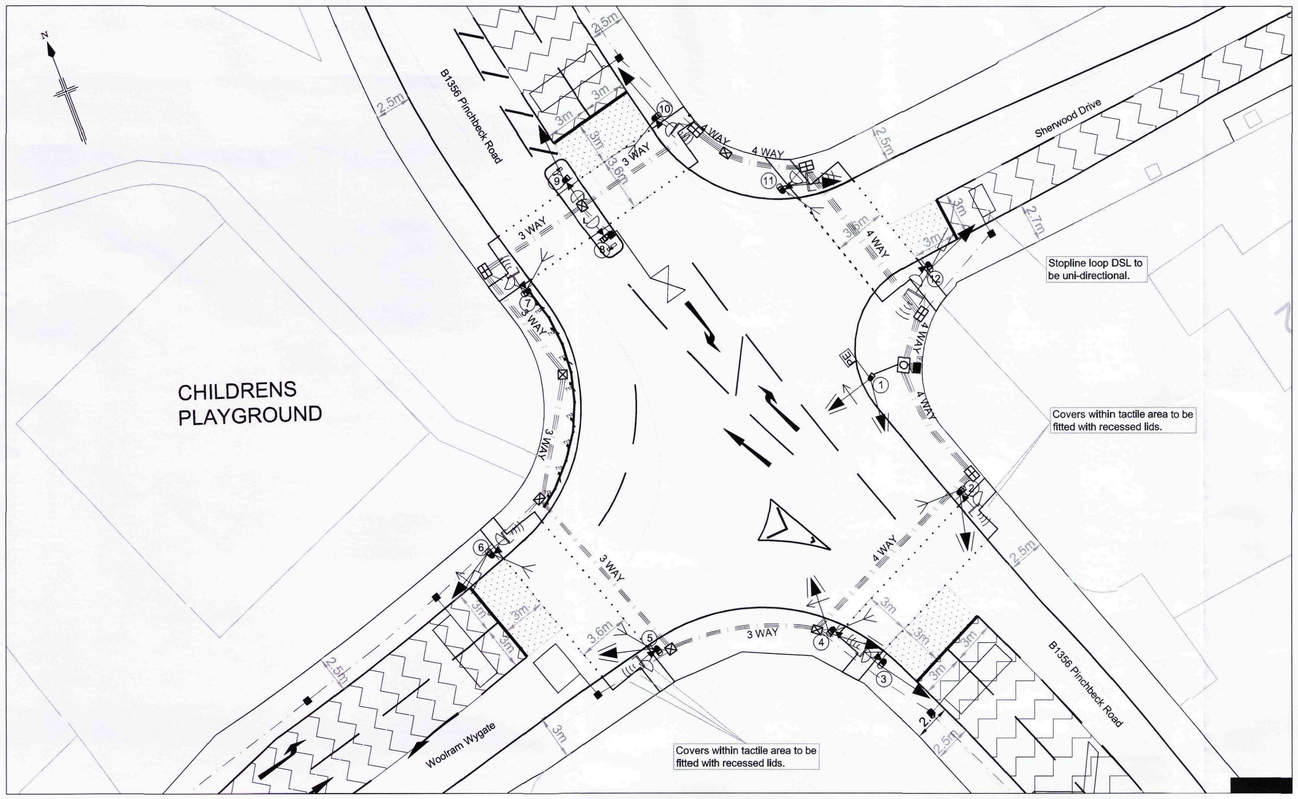
B/HCDMU1001 /01/6004 Rev.
Paper Size Scheme Reference ID Number Drawing Series No. Revision

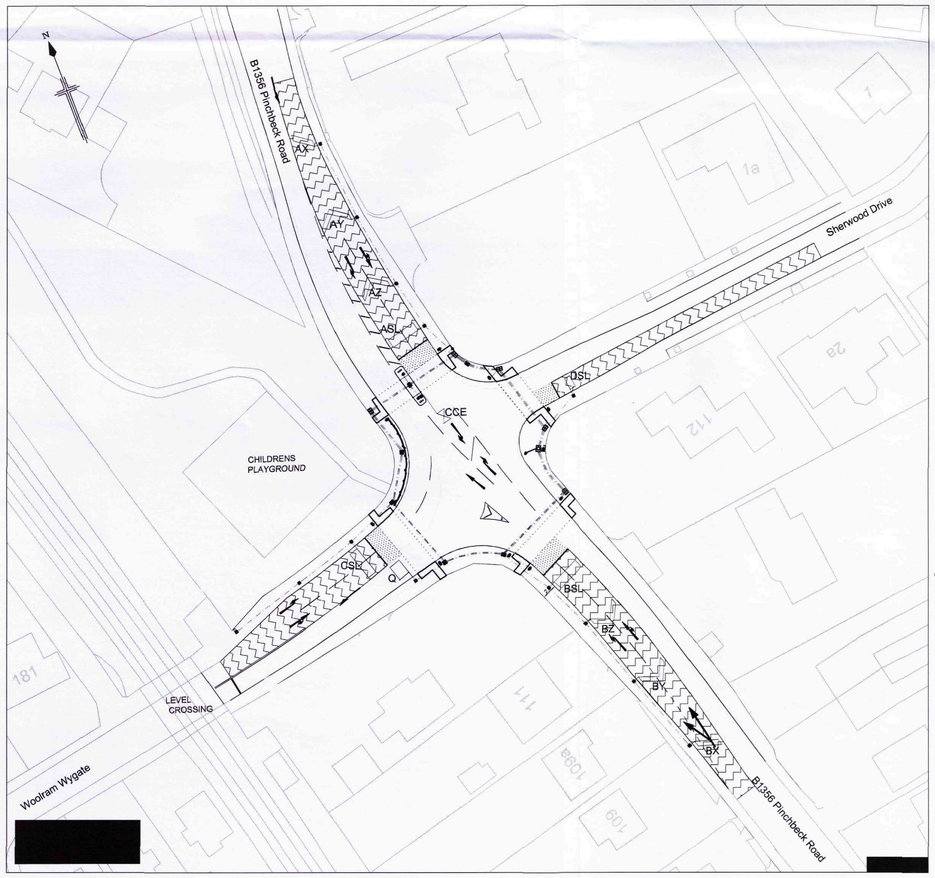
Parish: SPALDING

Road No: Structure No:

Description:
WOOLRAM WYGATE/PINCHBECK ROAD
JUNCTION IMPROVEMENT
WOOLRAM WYGATE SECTIONS

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Pole Schedule

Pole No	Type
1	4.09m Straight
2	4.09m Cranked
3	4.09m Cranked
4	4.09m Cranked
5	4.09m Cranked
6	4.09m Cranked
7	4.09m Cranked
8	2.5m Stub
9	4.09m Straight
10	4.09m Cranked
11	4.09m Cranked
12	4.09m Cranked

Pole Works Schedule.

Pole 1.
- 4.09m Straight traffic signal pole to be erected 0.7m from from kerb face in location shown.
- New secondary RAG signal head to be mounted on new signal pole.

Pole 2.
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- Slimline puffin red/green man indicator unit and a Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.

Pole 3.
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- New primary RAG signal head, Slimline push button unit with tactile cone and audible unit , on crossing and kerbside detectors to be mounted on new signal pole.

Pole 4.
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- New primary RAG signal head, Slimline puffin red/green man indicator unit and a Slimline push button unit with tactile cone and audible unit and kerbside detector to be mounted on new signal pole.

Pole 5.
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- New secondary RAG signal head, new secondary RAG/GA signal head with right turn indicative green arrow aspect, on crossing detector, Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.

Pole 6.
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- Slimline puffin red/green man indicator unit and a Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.

Pole 7.
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- New primary RAG signal head, Slimline push button unit with tactile cone and audible unit, on crossing and kerbside detectors to be mounted on new signal pole.

Pole 8.
- 2.5m Stub traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- New primary RAG/GA signal head with left turn indicative green arrow aspect, Slimline puffin red/green man indicator unit and a Slimline push button unit with tactile cone and audible unit, MVD, on crossing and kerbside detectors to be mounted on new signal pole.

Pole 9.
- 4.09m Straight traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.

Pole 10.
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- Slimline puffin red/green man indicator unit and a Slimline push button unit with tactile cone and audible unit, on crossing and kerbside detectors to be mounted on new signal pole.

Pole 11.
- 4.09m Cranked traffic signal pole to be installed 0.5m from kerb face & 0.5m from tactile paving edge.
- Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.

Pole 12.
- 4.09m Cranked traffic signal pole to be installed centrally on refuge & 0.5m from crossing extent.
- Slimline puffin red/green man indicator unit with narrow field of view 'louvered' aspect and a Slimline push button unit with tactile cone and audible unit to be mounted on new signal pole.

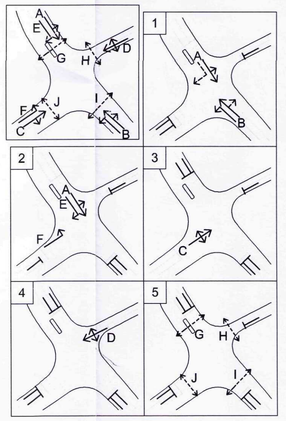
KEY

- Traffic Signal Pole, black in colour, 2.5m stub (refer to notes 6, 7 & 8).
- Traffic Signal Pole, black in colour, 4.09m straight (refer to notes 6, 7 & 8).
- Traffic Signal Pole, black in colour, 4.09m cranked (refer to notes 6, 7 & 8).
- Primary RAG signal head (refer to note 8).
- Secondary RAG signal head (refer to note 8).
- Secondary RAG/GA (right turn indicative green arrow aspect) signal head (refer to note 8).
- Primary RAG/GA (left turn filter green arrow aspect) signal head (refer to note 8).
- Secondary RAG/GA (left turn filter green arrow aspect) signal head (refer to note 8).
- On-Crossing detector (refer to note 8).
- Kerbside Video detector (refer to note 8).
- 'Slimline' Puffin near-side red/green man signal unit. L indicates that narrow field of view optics are required on unit. (refer to note 8)
- 'Slimline' Pedestrian push button unit with tactile cone and audible unit. (refer to note 8).
- Photoelectric cell (refer to note 8).
- ELV Signal controller, black in colour with anti graffiti coating (refer to notes 6 & 8).
- Electrical supply feeder pillar, black in colour with anti graffiti coating (refer to notes 6 & 8).
- Pole number.
- Diag 1001 - Continuous stopline. 300mm wide. (Refer to notes 15 & 17)
- Diag 1055.1 - Pedestrian crossing studs at 500mm centres.
- 1 WAY — Proposed 100mm duct run, showing 1 duct run unless otherwise stated (refer to notes 1-3 & 5).
- NAL Pole Retention Socket, including wedges (refer to note 4).
- 600mm x 600mm Pavement Box (refer to note 4).
- 600mm x 450mm Pavement Box (refer to note 4).
- 450mm x 450mm Pavement Box (refer to note 4).
- 254mm x 254mm Pavement Box (refer to note 4).

- XX — System D loops, located at 12m, 25m & 39m (unless otherwise stated) from associated stop line (refer to notes 9 & 10).
- CCX — Call/Cancel Loops (refer to note 10).
- X SL — Stop line loop, located 2m back from associated stop line (refer to note 9 & 10). Note: DSL to be uni-directional
- Q — Queue loop (refer to note 10).
- Blister tactile paving - 400x400mm slabs, red in colour (refer to note 11).
- Tx — Intervisibility Type 12/13 Pedestrian Guard Rail, arrow indicated direction of view. (refer to note 20).
- High Friction Surfacing, buff in colour (refer to note 18).
- High Friction Surfacing, black in colour (refer to note 19).
- Retro reflective non illuminated bollard with 'KEEP LEFT' sign face to Diag. 610.
- Retro reflective non illuminated bollard.

Staging Schedule

Phase identification



NOTES

Ducting

1. Ducts for traffic signals shall be laid at a minimum depth of 750mm across carriageway/vehicle access and be of a straight length thick walled High Density polyethylene ducting with a smooth bore, orange in colour, printed "TRAFFIC SIGNAL CABLES" at intervals of not more than 1m in white 9mm high lettering throughout its length.

2. Ducts shall be impervious to water, capable of being laid at temperatures down to -10 degrees Celsius, and sufficiently flexible to follow undulations in the trench bottom and minor earth movements. Where ducts need to be joined only the correct type of sleeves and connectors should be used to ensure the continuous smooth bore of the duct. The sleeve and connectors to be of type approved by the duct manufacturer.

3. Ducts to be laid in accordance with LCC standard detail drawing No SD7A/5/9A1. Ducts should be laid at a depth of 750mm to top of duct for carriageway reinstatement and 500mm deep to top of duct for footway and verge reinstatement.

4. Duct boxes shall be Twin Walled STAKKAbox as supplied by NAL and installed in accordance with LCC standard detail drawing No SD7A/12/11 & SD7A/12/14A1 Pole retention sockets type RS115x740 DF are to be installed on all traffic signals in accordance with manufactures guidelines AND LCC standard drawing No SD7A/12/22A, SD7A/12/22B and SD7A/12/22D.

5. Backfilling & reinstatement of ducting excavation is to be in accordance with LCC standard detail drawing No SD7A/5/9A1. Trenches in footways should be backfilled with excavated material and resurfaced to match existing material. Trenches in verges should be backfilled with imported material and grass seeded.

Equipment

6. The exact location of traffic signal equipment (i.e. poles, chambers, controller) is to be agreed with Traffic Signals Engineer/Representative prior to erection.

7. All signal poles should be black 4.09m straight / 4.09m cranked / 2.5m stub in accordance with schedule and LCC standard detail drawing Nos. SD7A/12/21A1 and SD7A/12/22A1. Pole retention sockets are to be installed in accordance with manufactures guidelines. Poles to be installed 700mm from carriageway edge (to face of pole) on main road approaches / crossings due to speed of road.

8. All signal equipment to be installed in accordance with the LCC traffic signals specification. ELV equipment to be used.

Loops

9. System detection loops shall be provided in accordance with the LCC traffic signals specification.

10. All loops located within the anti-skid area MUST be cut after the anti-skid surfacing and lane markings have been laid. The exact location of all loops must be agreed on site with the Traffic Signal Engineer.

Crossing Point

11. Tactile paving shown is illustrative only. Paving should be laid in accordance with the DETR publication 'Guidance on the Use of Tactile Paving' 1999 and LCC standard detail drawing Nos SD7A/11/6 & SD7A/11/23A1.

12. Crossing point kerbing to be laid in accordance with LCC standard detail drawing Nos SD7A/11/2A1 & SD7A/11/5.

13. All dropped kerbs must be laid flush. Dropped kerbs must be square faced. This is a requirement of BV165. Failure to comply with this will result in the traffic installation not being commissioned.

14. PUFFIN type crossings to be 3m & 3.6m wide as shown.

Signing/Lining

15. Stop lines to be 300mm wide and laid at a distance of 3m from pedestrian studs.

16. Cored crossing studs are to be 100mm dia and installed at 500mm centres.

17. All lining has been designed in accordance with the TSRGD 2002.

Surfacing

18. Buff coloured high friction surfacing to be laid 50m from the stopline or as shown on the drawing.

19. Black coloured high friction surfacing to be laid between crossing studs and stopline.

Guard Rail

20. All guardrail applied on radii are to be type T13. The direction of the viewing gap is to be for oncoming traffic travelling in the nearside lane. To be laid in accordance with SD7A/3/5A.

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- 8 NOV 2010
Ref: 0931-10

Rev:	Date:	Description:	Approved by:
F	7.10.10	Drawing amended to current standards	LTS
E	6.10.08	Junction lining amended. Slimline equipment added.	JCH
D	12.05.08	Notes amended, junction lining amended. Note added to SL loop on Sherwood indicating that it is a unidirectional loop	JCH
C	12.03.08	Notes amended, junction lining amended.	JCH
B	25.02.08	CCE loop relocated. P1 changed to 4.3m straight. Push buttons realigned, Revised road markings and kerbline added.	JCH
A	30.01.08	Signals equipment changed due to amendments to kerbline and LCC comments from 28/01/08	JCH
-	11.01.08	Original	JCH

AMENDMENT DETAILS

BSI FM 70209 UKAS QUALITY MANAGEMENT
Lincolnshire North Kesteven - IN PARTNERSHIP - JE JACOBS
TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE, WITHAM PARK, WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre : (01522) 782070
Head of Technical Services : Y.H.Kong, B.Sc., C.Eng., F.I.C.E., M.I.H.T., D.M.S.

Drawing No. B/ B0509200/ITS/01/F

Structure No.

Rd No. B1356 Parish : Spalding

Scheme: S278 B1356 Pinchbeck Road / Woolram Wygate junction works

Description: Detailed Design

Scale:	Draughted by:	Approved by:	Approval Date:	Sheet Number:
As Shown @A1	TB	JCH	30.01.08	-

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