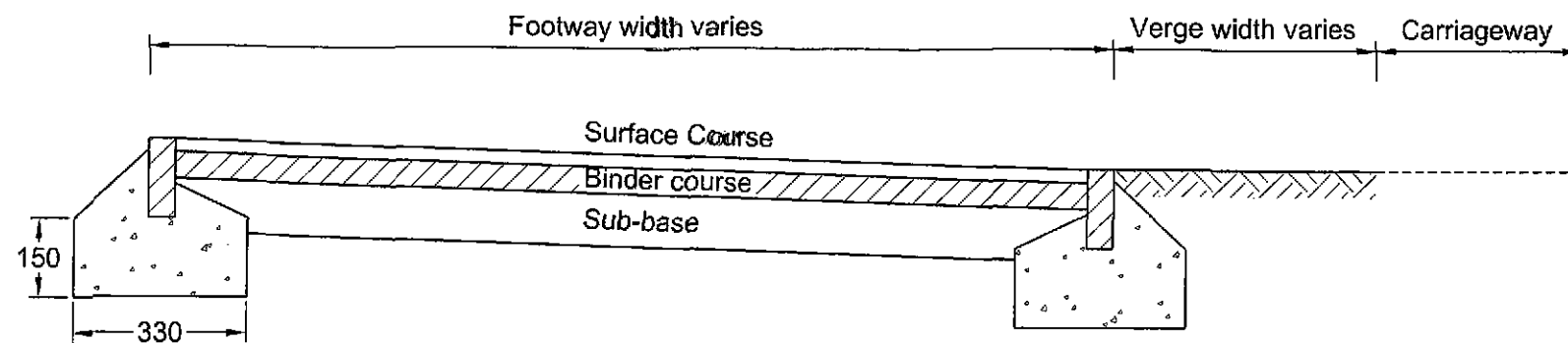
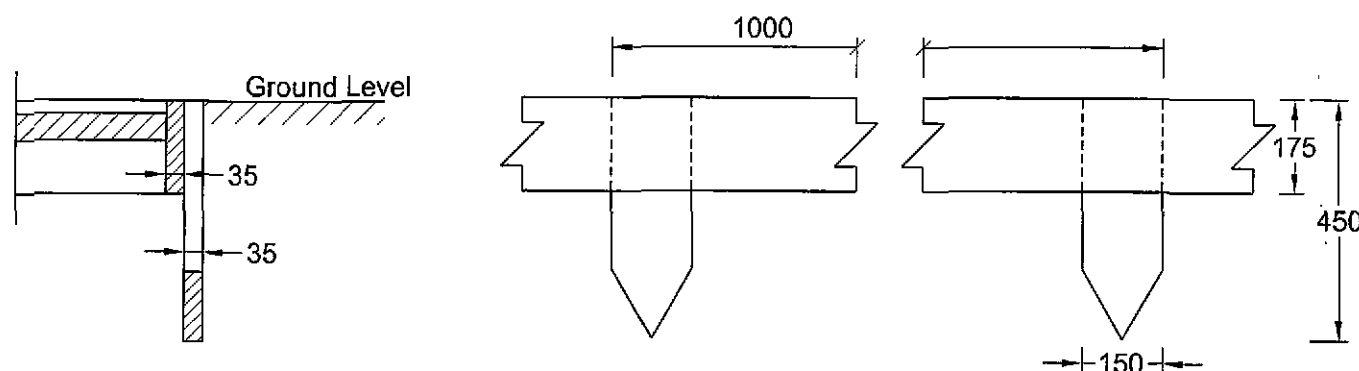
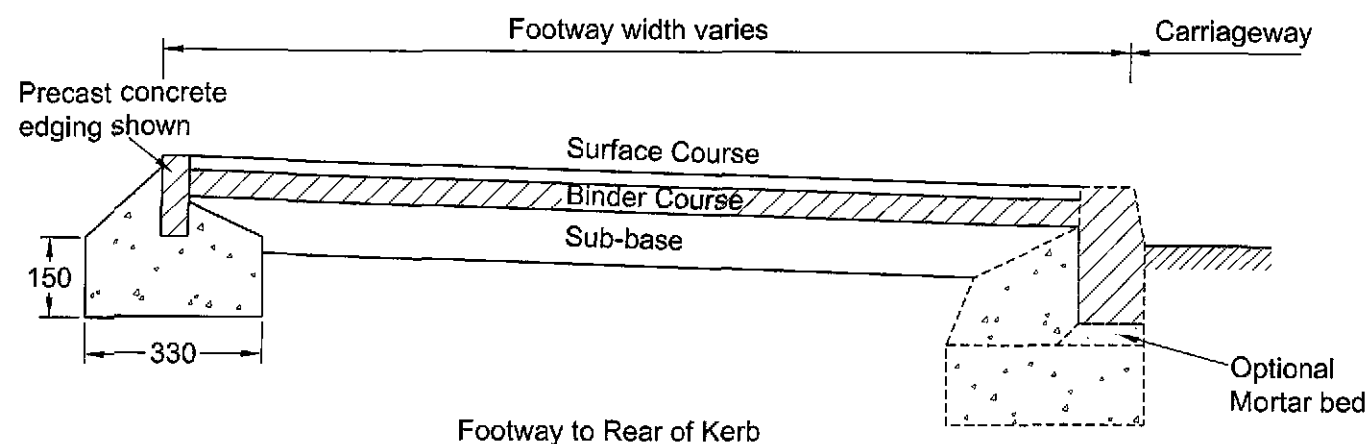




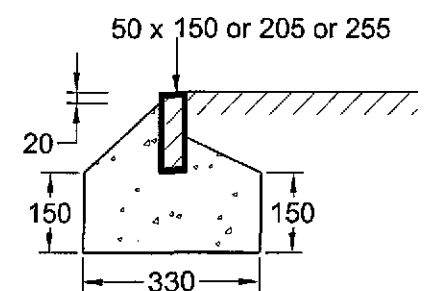
Footway to Rear of Verge



Type K6 Timber Footway Edging



Footway to Rear of Kerb



Type 5 Concrete Footway Edging

SHDC
Planning & Development
- 3 DEC 2010
Ref: 1004-10

Notes

- 25mm thickness of 0/6mm size dense graded surface course to Clause 912.
- 50mm thickness of 0/20mm size dense binder course to Clause 906.
- Sub-base, 100mm thickness to Clause 803. (Type 1)
- Soft spots to be removed and replaced with either sub-base to Clause 803 in 100mm layers or a 50mm sacrificial layer of 0/20mm dense binder course to Clause 906. The sacrificial layer must be compacted as well as ground conditions permit and allowed to gain maximum stiffness prior to laying subsequent layers.
- Crossfall is 3% towards carriageway unless otherwise specified.
- For precast concrete kerb, see Drawing No. SD7A/11/2/A2.
- Concrete bed and backing to Grade ST3 to Clause 2602.
- Mortar bed to be Class 1 to Clause 2404 thickness 10-40mm to Clause 1101.
- Precast concrete kerbs and edgings to BS 7263.
- Softwood to be tanalised.
- Thickness of wood to be 35mm.
- Prepared formation or existing sub-base where it is to be retained to be sprayed with an approved weed killer.

SD7A/11/4/A2

Typical Cross Sections -
Footways

Checked by: PAS

Approved by: DF

ISSUED

FEB 2008

Lincolnshire
COUNTY COUNCIL

A3 ORIGINAL
NOT TO SCALE
(all units in millimetres)

This Standard Drawing relates to typical detail and may require conversion to a full scheme specific drawing.

A2	06/08/09	British Standard References Updated	PAS
A1	10/03/09	CHANGE TO NOTE 1	DF
Rev:	Date:	Description:	Approved by:
AMENDMENT DETAILS			

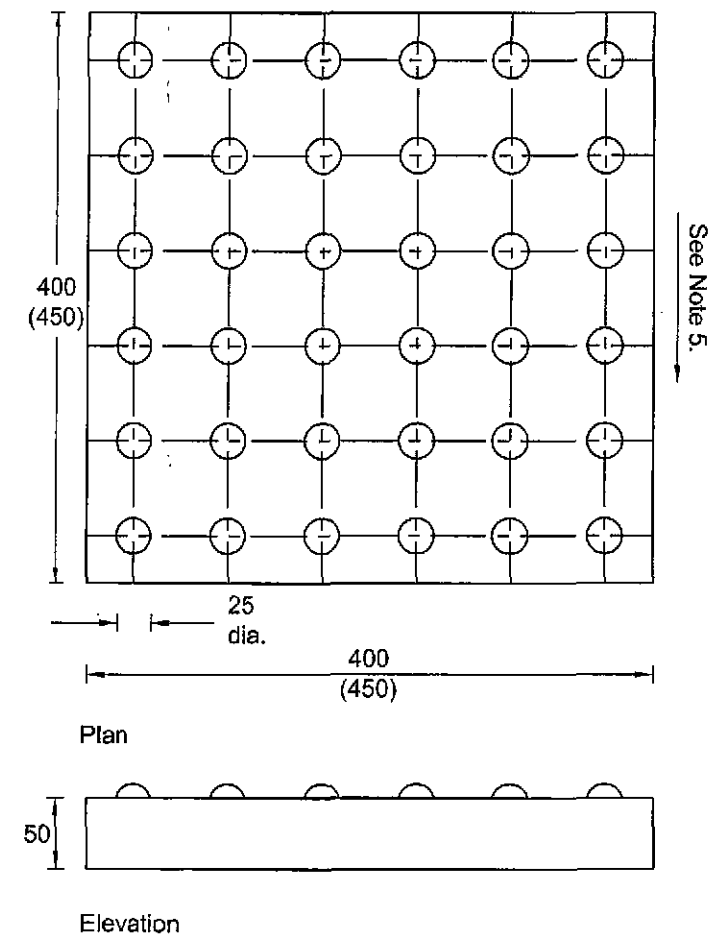
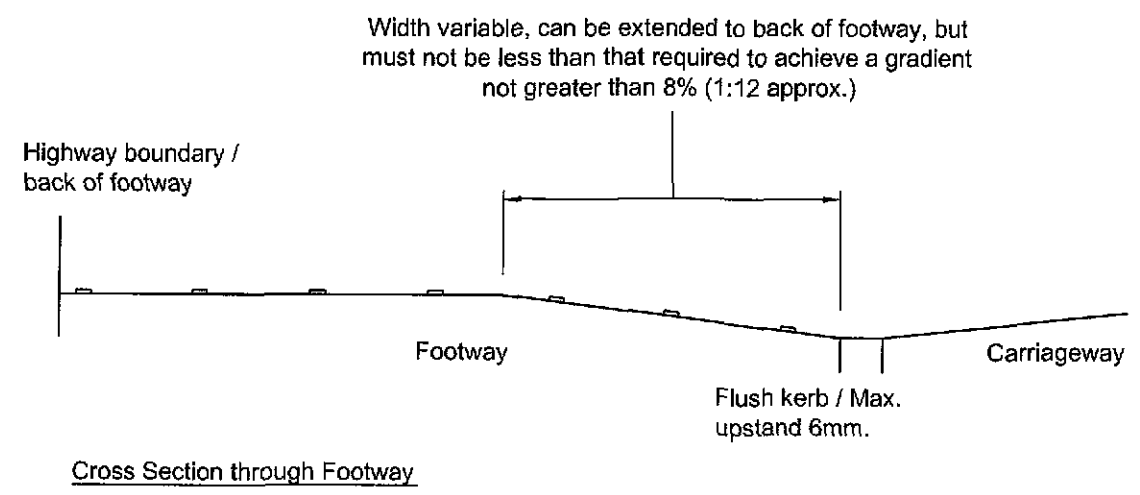
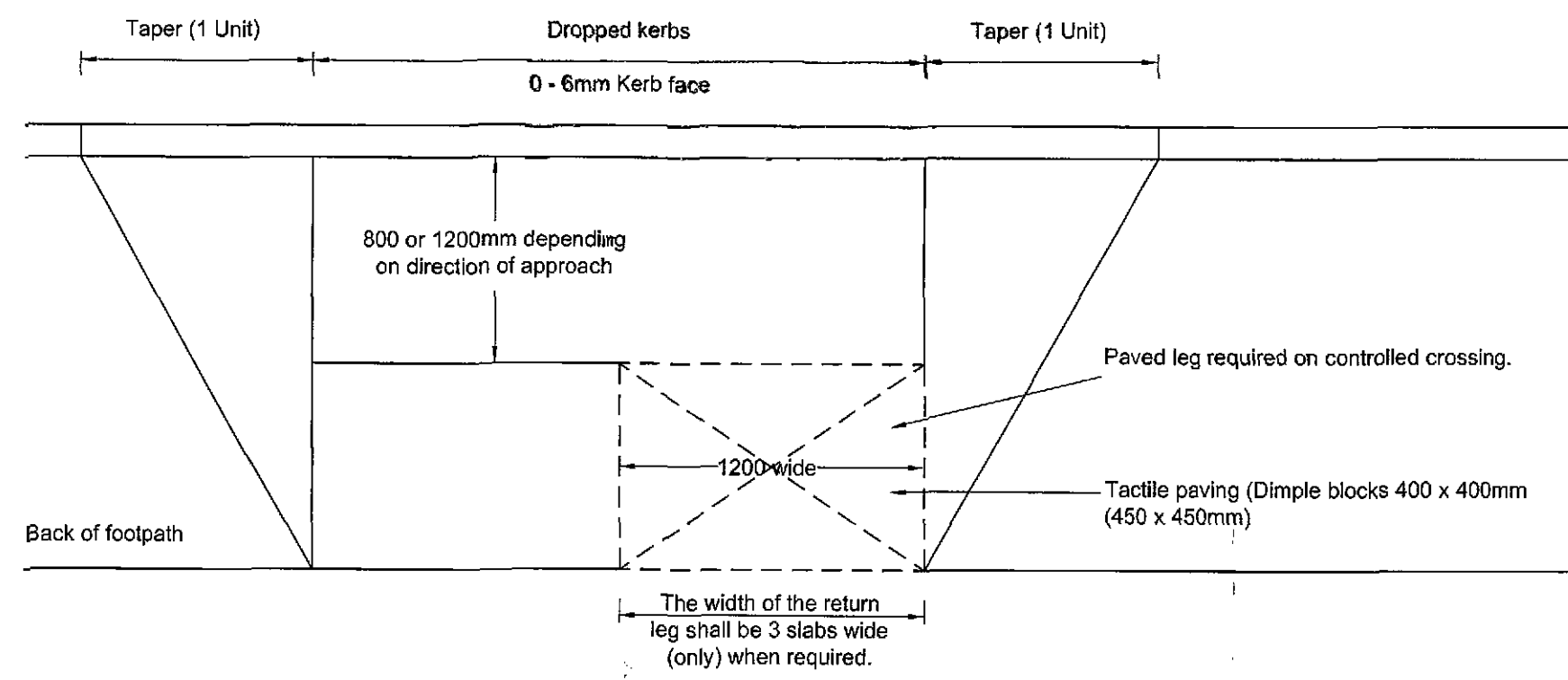
SD7A/11/4/A2
Kerbs, Footways and Paved Areas

- Notes
1. Pre-cast concrete tactile paving on ST3 concrete 150mm thick to clause 2602.
 2. Tactile paving shall be 'Dimple' blocks 65mm uniform width and length of 400 (450)mm.
 3. See also drawings SD7A/11/23/A1 - 27/A1.
 4. Minimum width at zebra crossing shall be 2.4m.
 5. Tactile paving colour varies with crossing type. At controlled crossings use red paving. At uncontrolled crossings use buff paving. The orientation of raised texture **MUST** align with the direction of travel on the crossing.
 6. Controlled crossings are Pelican, Toucan, Puffin, Zebra, Pegasus and signalised junctions which incorporate illuminated and / or audible warning pedestrian control.
 7. Uncontrolled crossings are any crossing not mentioned in Note 6.
 8. All requirements to comply with principles set out in DETR 'Guidance on the use of Tactile Paving Surfaces' 1998 or subsequent revisions.
 9. 450 x 450 paving will require cutting to achieve 800/1200mm requirements.

SHDC
Planning & Development
 ~ 3 DEC 2010
 Ref: 1004-10

SD7A/11/6/A1
 Textured Footway Surfaces at
 Pedestrian Crossings

Checked by: PAS	Approved by: DF
ISSUED	FEB 2008

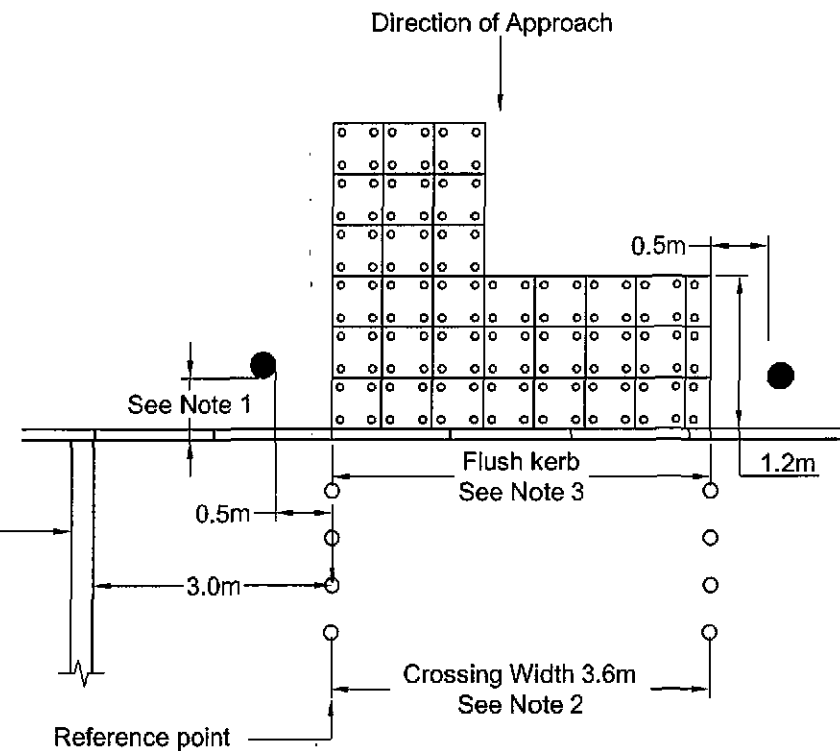
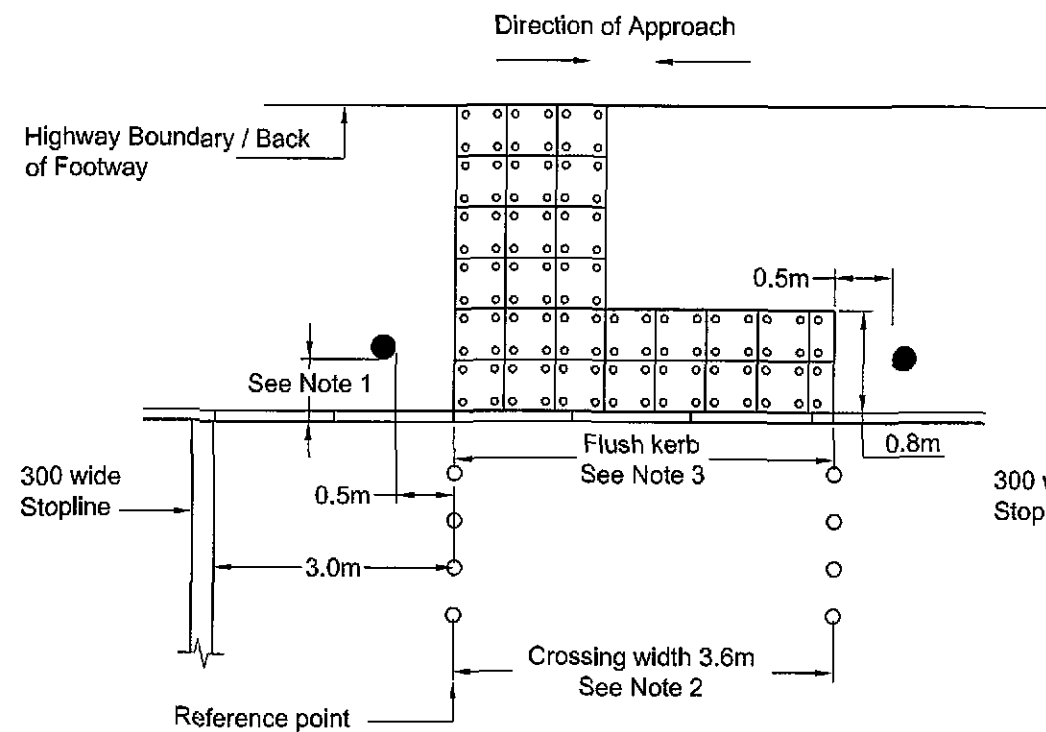


A3 ORIGINAL
NOT TO SCALE
 (all units in millimetres)

This Standard Drawing relates to typical detail and may require conversion to a full scheme specific drawing.

A1	06/08/09	SD Ref updated. Note 9 added. Measurements added on dwg	PAS
Rev:	Date:	Description:	Approved by:
AMENDMENT DETAILS			

SD7A/11/6/A1
 Kerbs, Footways and Paved Areas



SHDC
Planning & Development
- 3 DEC 2010
Ref: 1004-10

Notes

1. Post face to kerb face;
Straight post = 0.7m min.;
Cranked and stub posts = 0.5m min.
2. Crossing widths;
3.6m standard, 2.4m absolute min subject
to site constraints.
3. Kerb at crossing to be flush, absolute max.
upstand of 6mm - check if required for
drainage reasons.
4. Crossing studs to be 100mm Ø circular
cored thermoplastic at 500mm centres.
5. The orientation of raised texture **MUST** align
with the direction of travel on the crossing.
6. Tactile paving colour varies with crossing
type. At controlled crossings use red paving.
At uncontrolled crossings use buff paving.
400mm x 400mm Tactiles to be used.
7. Controlled crossings are Pelican, Toucan,
Puffin, Zebra, Pegasus and signalised
junctions which incorporate illuminated
pedestrian control.
8. Uncontrolled crossings are any crossing not
mentioned in Note 7.
9. All requirements to comply with principles
set out in DETR 'Guidance on the use of
Tactile Paving surfaces' 1998 or
subsequent revisions.

SD7A/11/23/A1

Layout at Controlled Crossings
(Red Tactile Paving)

Checked by: PAS

Approved by: DF

ISSUED

FEB 2008

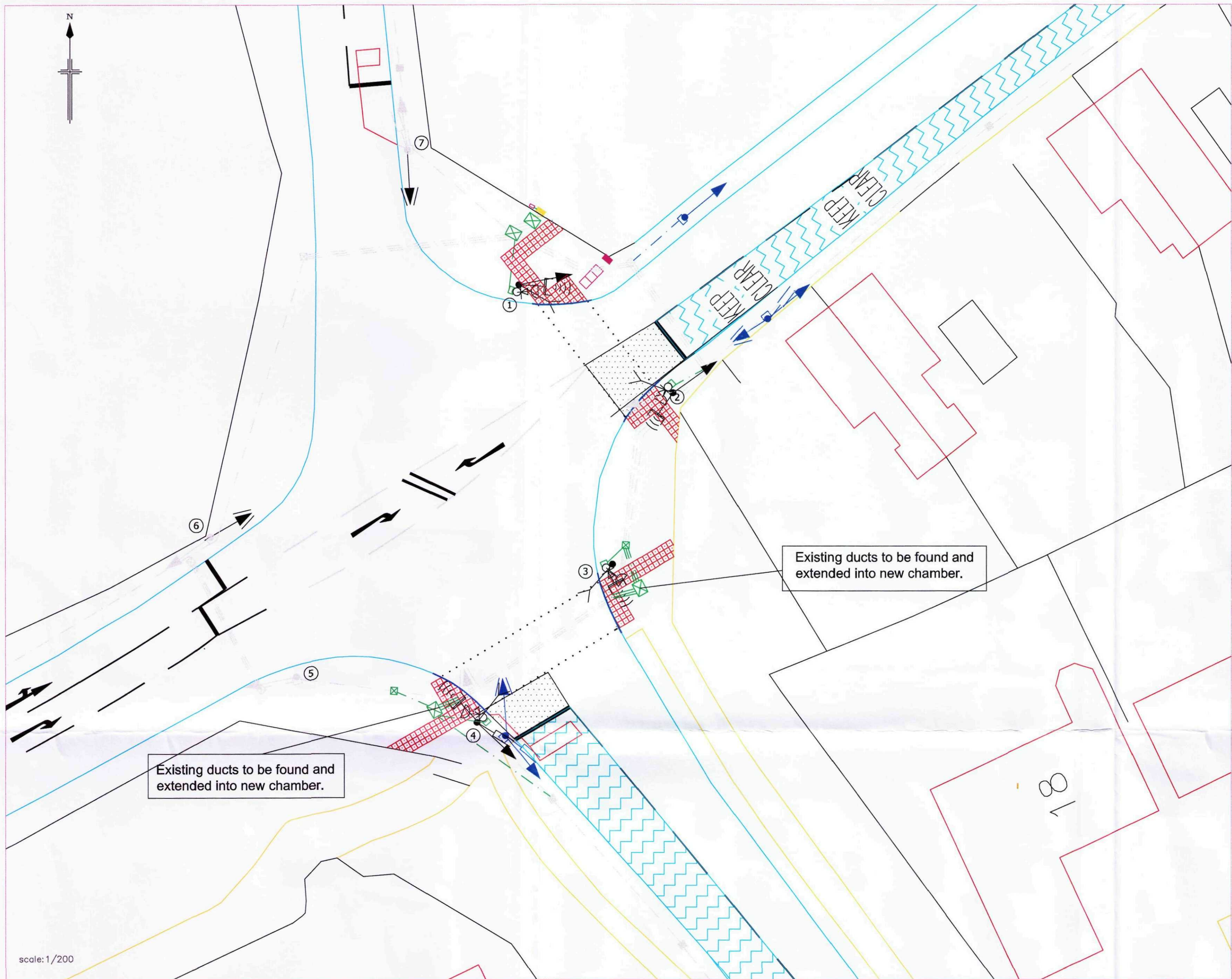
Lincolnshire
COUNTY COUNCIL

A3 ORIGINAL
NOT TO SCALE
(all units in millimetres)

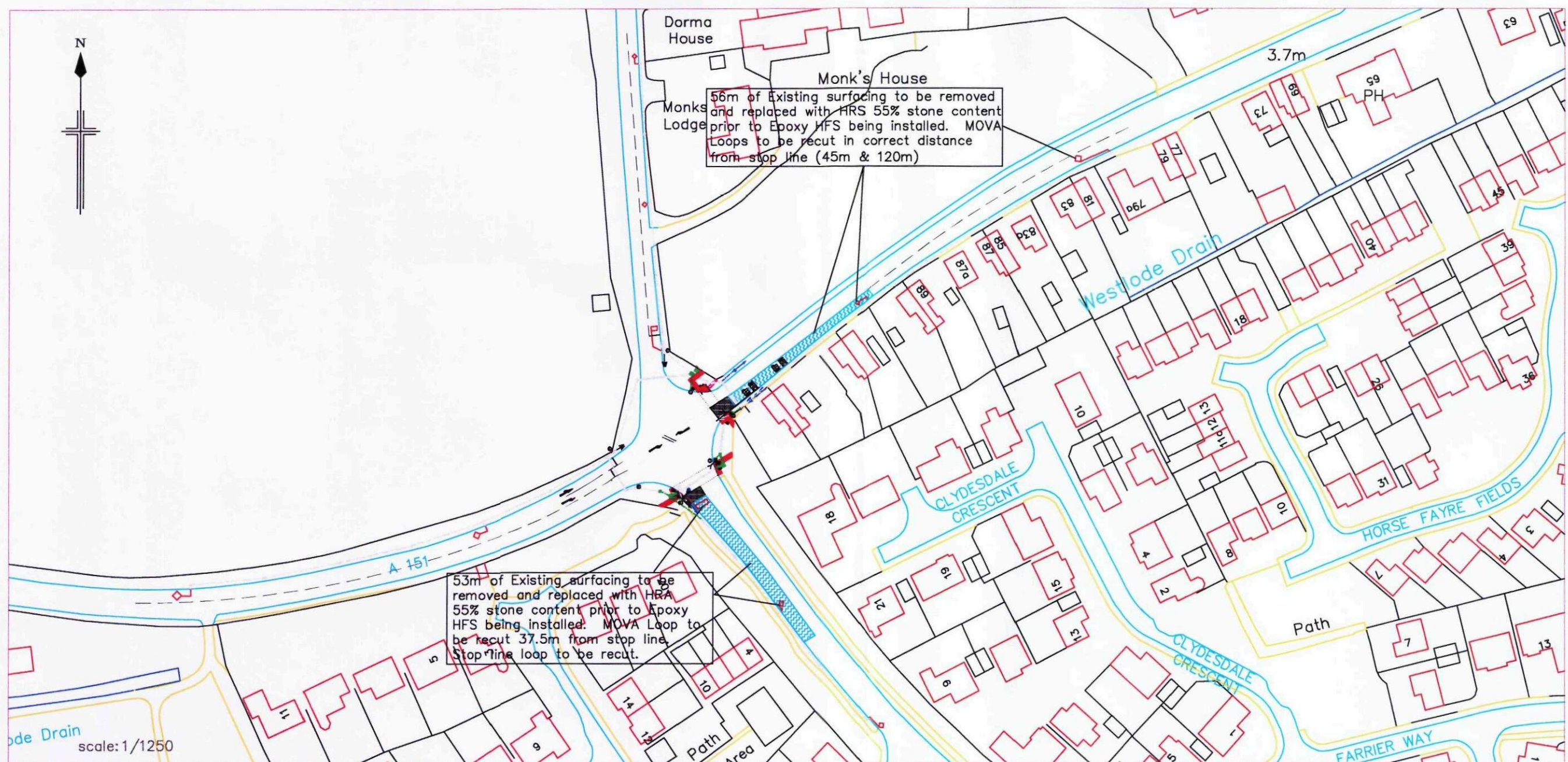
This Standard Drawing relates to typical detail and may require
conversion to a full scheme specific drawing.

A1	27/1/09	AMENDED AS INSTRUCTED BY TRAFFIC SIGNALS TEAM	DF
Rev:	Date:	Description:	Approved by:
AMENDMENT DETAILS			

SD7A/11/23/A1
Kerbs, Footways and Paved Areas



- Key**
- Traffic Signal Pole 4.09m straight grey in colour (refer to notes 6, 7 & 8).
 - Traffic Signal Pole, 4.09m cranked, grey in colour. (refer to notes 6, 7 & 8)
 - ① Traffic Signal Pole number
 - Primary RAG LED signal head. (refer to note 8)
 - Secondary RAG LED signal head. (refer to note 8)
 - Photoelectric cell (refer to note 8).
 - > On-Crossing detector (refer to note 8).
 - Kerbside Video Detector (refer to note 8).
 - Slimline pedestrian push button unit with tactile cone (refer to note 8).
 - Slimline Puffin near-side red/green man signal unit. (refer to note 8)
 - Signal controller, black in colour, with anti-graffiti coating (refer to notes 6 & 8).
 - Electrical supply pillar, black in colour, with anti-graffiti coating (refer to notes 6 & 8)
 - 100mm duct run, showing 1 duct run unless otherwise stated. (refer to notes 1-3 & 5)
 - Existing duct run.
 - NAL pole retention socket, to be 'RS115 DF' type. (refer to note 4)
 - 600mm x 450mm Twin Walled duct chamber (STAKKAbOX access chamber as supplied by NAL) (refer to note 4).
 - 450mm x 450mm Twin Walled duct chamber (STAKKAbOX access chamber as supplied by NAL) (refer to note 4).
 - ◇ MOVA Loops
 - Stop Line loops (refer to note 9).
 - High Friction Surfacing, buff in colour, to be laid for 50m distance from stoplines as stated on drawing. (refer to note 18 & 20)
 - Black HFS laid between stoplines and studs. (refer to note 19 & 20)
 - Tactile Paving outline - 400x400mm slabs, red in colour. (refer to note 11)
 - Diag. 1001 - Continuous stop line, 300mm wide. (refer to notes 15 & 17)
 - Diag. 1055.1 - Pedestrian crossing studs, 100mm studs at 500mm centres. (refer to notes 16 & 17)
 - Diag. 1004 - Warning line, 4m mark, 2m gap, 100mm wide (refer to note 15 & 17)
 - Diag. 1038 - Lane Arrow markings, 4m long arrow marking. (refer to note 17)
 - Note: Existing markings shown in grey are to remain.
 - Note: Existing signal equipment shown in grey to remain.
 - New stone kerbing. (refer to notes 12 & 13)
 - Area of footway reinstatement in flexible construction



EQUIPMENT SCHEDULE

Pole 1: 4.09m Grey Cranked pole. Primary LED RAG with push button (with audible and tactile cone) & Puffin type nearside indicator. On-crossing detector and kerbside detector.

Pole 2: 4.09m Grey Cranked pole. Primary LED RAG and Secondary RAG (taken from store). Push button (with audible and tactile cone) & Puffin type nearside indicator. On-crossing detector and Kerbside detector.

Pole 3: 4.09m Grey Cranked pole. Push button (with audible and tactile cone), Puffin type nearside indicator. On-crossing detector and kerbside detector.

Pole 4: 4.09m Grey Cranked pole. Primary LED RAG and Secondary RAG (erected from store). Above ground MVD vehicle detector. Push button (with audible and tactile cone) & Puffin type nearside indicator. On-crossing detector and Kerbside detector.

Pole 5: Existing equipment and pole to remain.

Pole 6: Existing equipment and pole to remain except for Secondary RAG to be replaced with new Secondary LED RAG and Existing MVD to be removed to store.

Pole 7: Existing equipment and pole to remain except for Secondary RAG to be replaced with new Secondary LED RAG.

Pole schedule

Pole No	Type
1	4.09m Cranked
2	4.09m Cranked
3	4.09m Cranked
4	4.09m Cranked
5	4.09m Straight
6	4.09m Straight
7	4.09m Straight

NOTES

Ducting

1. Ducts for traffic signals shall 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 shall be laid in accordance with LCC standard detail drawing No SD7A/5/9A1. Ducts shall be laid at a depth of 750mm to top of duct for carriageway/vehicle access 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 are to be installed in accordance with manufactures guidelines.

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 excavated 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 4.09m cranked 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.

8. All signal equipment to be installed in accordance with the LCC Traffic Signal Specification.

Loops

9. All detection loops shall be provided in accordance with the LCC Traffic Signal 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 3.0m wide.

Signing/Lining

15. Stop lines to be 300mm wide and laid at a distance of 3.0m from pedestrian studs as shown.

16. Cored crossing studs are to be installed by East Midlands Diamond Drilling, EMDD.

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

Surfacing

18. Buff coloured high friction surfacing to be laid for 50m from the stop line on the approaches to the associated controlled crossing points as shown.

19. Black coloured high friction surfacing to be laid between crossing studs and associated stop lines and in area of hatching as identified on drawing.

20. Areas of carriageway beneath HFS to be planed off to 40mm depth and resurfaced with 40mm depth of HRA (55% stone content) prior to laying of HFS.

Footway works

21. Redundant voids resulting from removal of duct chambers are to be backfilled with a suitable material. Footway to be resurfaced in areas indicated on drawing with materials to match existing or as per site engineers instruction.



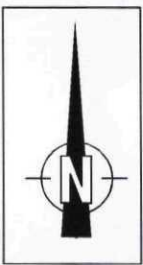
Rev: Date: Description: Approved by:



TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE, WITHAM PARK, WATERSIDE SOUTH
LINCOLN LN5 7JN
Customer Service Centre : (01522) 782070
Head of Design and Construction : Y.H.Kong, B.Sc., C.Eng., M.I.C.E., M.I.H.T.
Drawing No. **B/ HR/DCD/027000/001**
Structure No. **S030**
Structure No. **A151** Parish: **Spalding**
Scheme: **A151 Spalding Road/Monkhouse Lane/Broadway**
Description: **Junction improvement - pedestrian crossing inclusion**

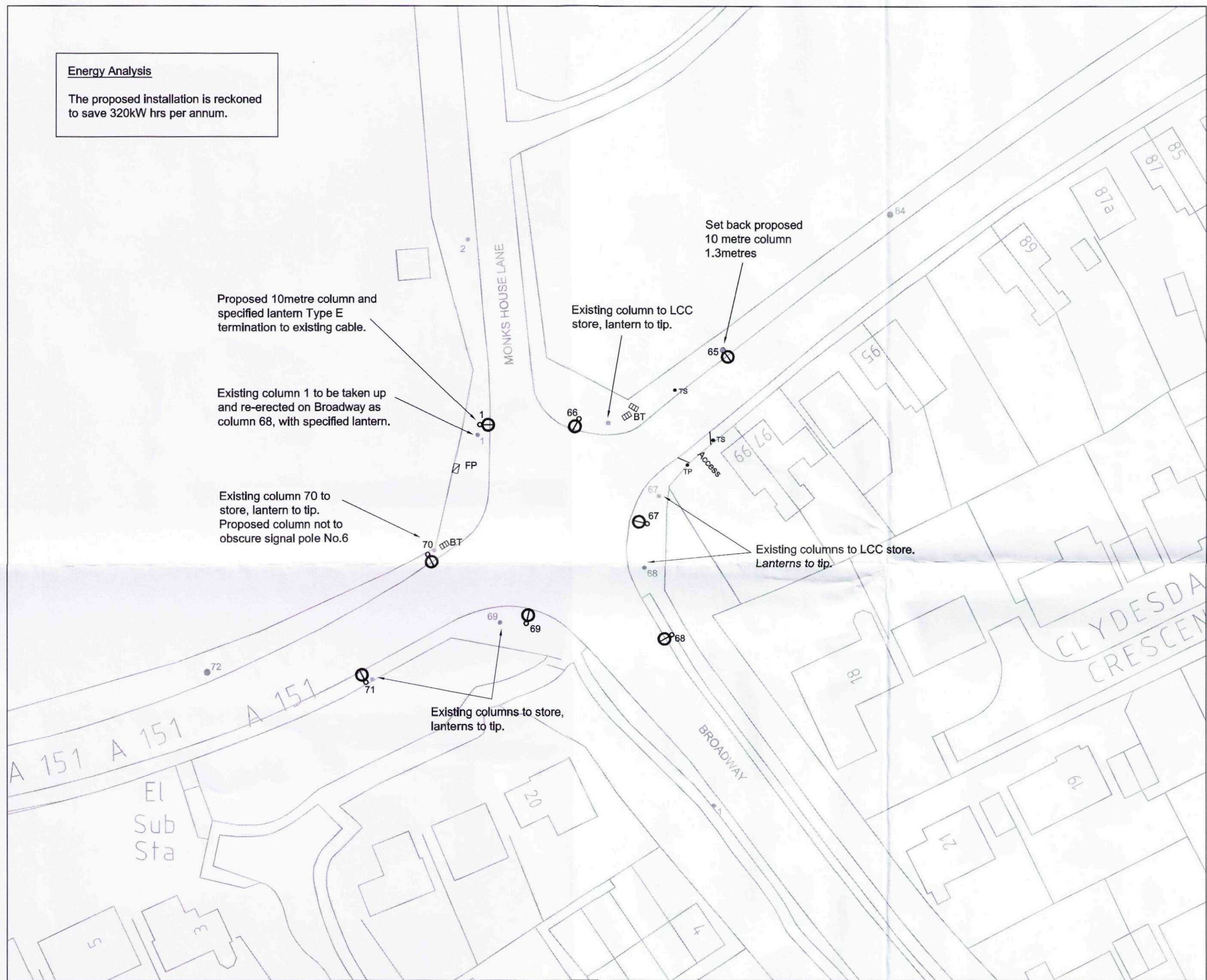
Scale: Various Draughted by: DG Approved by: BW Approval Date: Feb 2010 Sheet Number:

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Energy Analysis

The proposed installation is reckoned to save 320kW hrs per annum.



Class CE2 Lighting

10 metre type MIO column with post top mounted lantern to Appendix 14/2 (SAP2/CTG/100W/982698) located close to existing locations. Set back 2.0m subject to utilities. Photocells set to 35LUX. Termination type A

- Existing Street Lighting Column

Note:

BT apparatus location is approximate. Dial before you dig.

Street Lighting Notes

- Column foundations to be as per SD7A/14/2A.
- All columns to be provided with District Network Operator (D.N.O.) services and termination type A to L.C.C. standard detail SD7A4/4A supply cut-outs to be fitted with 16 amp BS88 fuse link. D.P. isolator to be fitted with 6 amp BS88 fuse link to L.C.C. appendix 14/4.
- Column positions to be agreed on-site with L.C.C. Street Lighting engineer. All columns to be sited within the adoptable highway and generally in compliance with appendix H of the current Lincolnshire design guide for residential areas. columns shall not be installed within dropped kerb areas.
- column numbering to be agreed with L.C.C. Street Lighting engineer.
- The contractor is to provide L.C.C. with As-Built drawings, test certificates and column / lantern data sheets.
- All street lighting works are to be carried out by L.C.C. approved contractors.
- A list of proposed equipment is to be rendered by the contractor for approval by L.C.C. Street Lighting engineers prior to installation.
- Black ducting to be installed to satisfy the requirements of the District Network Operator (D.N.O.).
- The contractor to liaise with District Network Operator (D.N.O.) with regards to connections / disconnections of columns.
- Columns shall have a minimum clearance of 1.5m from drives / accesses.
- Column set-backs shall comply with section 5.2.1.2 of BS 5489-1 : 2003.



APPROVED FOR GENERAL ISSUE

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TECHNICAL SERVICES PARTNERSHIP
WITHAM PARK HOUSE,
WATERLOO SOUTH
LINCOLN LN5 7JN
Customer Service Centre : (01522) 780070

Lincolnshire
COUNTY COUNCIL



Parish : SPALDING

Structure No.

Road No: A151

Description:
BOURNE ROAD/MONKS HOUSE LANE
S278 STREET LIGHTING WORKS
PROPOSED LIGHTING DESIGN

C/HRDCD0270 /01/5000

Rev:

Paper Size Scheme Reference ID Number Drawing Series No. Revision

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X-Refs & Blocks used in this Drawing
X-osbase
X-Proposed SL

Revision:	Date:	Description:	Amendment Drawn By:	Amendment Draughted By:	Amendment Approved By:

AMENDMENT DETAILS

Scale:	1:500	Sheet Number:	
(@A2)			
Drawn by:	JDR	Draughted by:	MRG
1st Approval By:	PC	1st Approval Date:	12/02/10

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