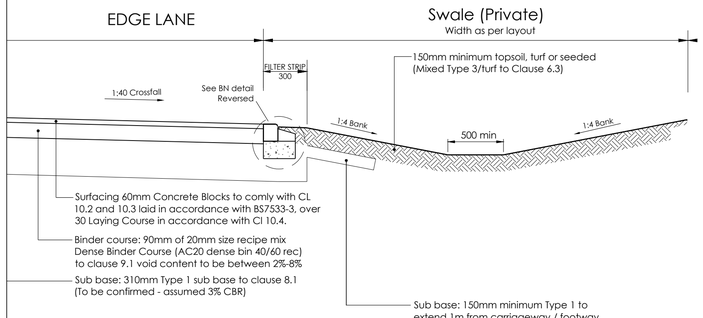
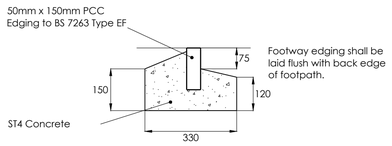
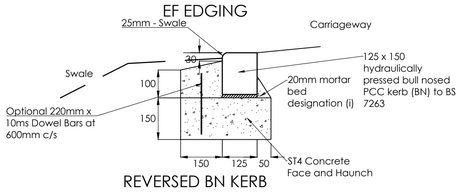
EDGE LANE

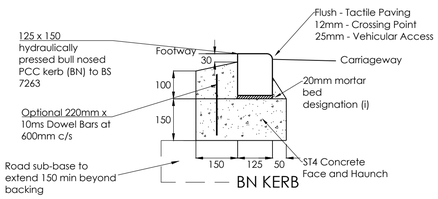




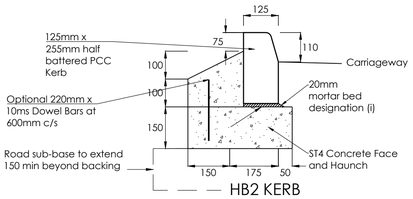
EF EDGING



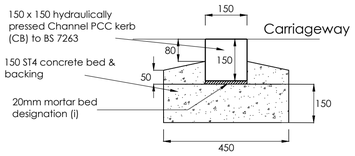
REVERSED BN KERB



BN KERB

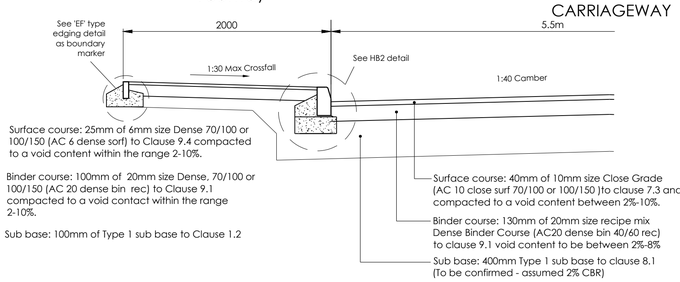


HB2 KERB



CB Channel as interface between Road Types

Footway

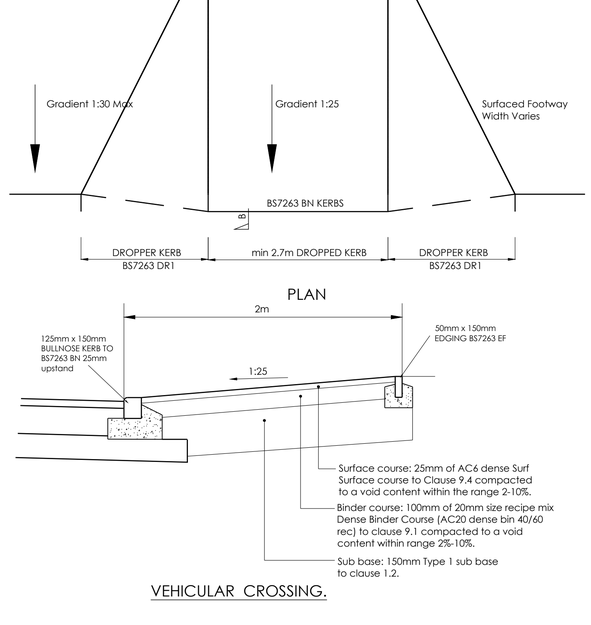


BLACKTOP ESTATE ROAD CONSTRUCTION

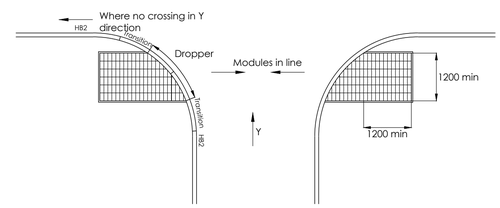
Non Pervious Road Construction Chart				
Sub Grade [Note 1]		Surfacing (mm)		
CBR %	Sub Base (mm)	Binder Course Notes 4	Surface Course	Total Thickness Required (mm)
Below 1.5% & Soft Spots	Not Suitable	130	40	Not suitable
1.5	Not Suitable	130	40	Not suitable
2.0	400	130	40	570 [Note 5]
3.0	310	130	40	480 [Note 5]
4.0 [Note 6]	300	130	40	470 [Note 5]
5.0 [Note 6]	300	130	40	470 [Note 5]
6 - 15% [Note 6]	300	130	40	470 [Note 5]
Above 15% [Note 6]	300	130	40	470 [Note 5]

Notes: All materials to be in compliance with the requirements of Lincolnshire County Council - Development Road and Sustainable Drainage specification and Construction.

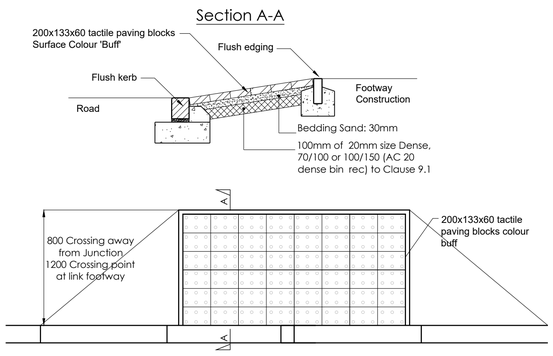
CBR results indicate a CBR of 3% to be used.



VEHICULAR CROSSING.

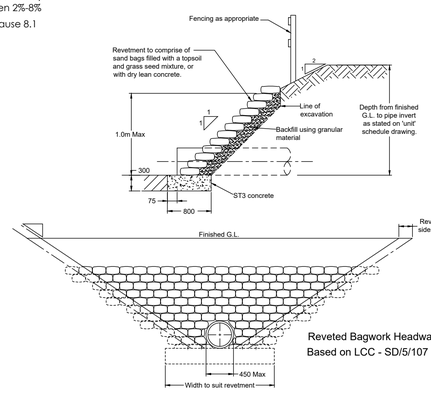


Typical Plan Detail of Uncontrolled Crossing Point at Junction

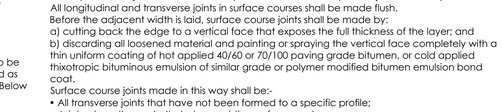


TYPICAL PLAN

CARRIAGEWAY TIE IN NEW TO EXISTING AT EXISTING LEVEL

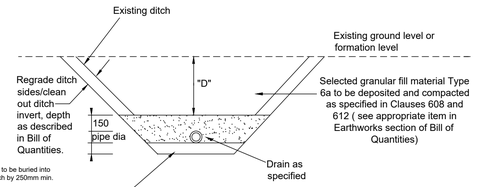


Reveted Bagwork Headwalls Based on LCC - SD/5/107



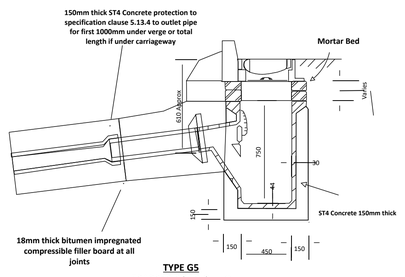
9.8 JOINTS IN BITUMINOUS CONSTRUCTION

All joints shall be made in accordance with BS 594987 Clause 6.8 and in particular the following:-
When possible all joints shall be offset by at least 300mm from parallel joints in the layer beneath.
All longitudinal and transverse joints in surface courses shall be made flush.
Before the adjacent width is laid, surface course joints shall be made by:
a) cutting back the edge to a vertical face that exposes the full thickness of the layer; and
b) discarding all loosened material and painting or spraying the vertical face completely with a thin uniform coating of hot applied 40/60 or 70/100 paving grade bitumen, or cold applied thixotropic bituminous emulsion of similar grade or polymer modified bitumen emulsion bond coat.
Surface course joints made in this way shall be:-
• All transverse joints that have not been formed to a specific profile;
• Joints where the asphalt abuts an existing surface; and
• All longitudinal joint.
NOTE 1: Longitudinal joints in surface course may also be formed by use of an edge compactor creating a chamfered edge during the laying process. Cutting back of the longitudinal joint is not necessary in this instance.
NOTE 2: Surplus bitumen on the surface after the joint is made should be avoided. The surface of the finished joint should not be painted because of the risk of skidding and slipping.
Joints in the binder course shall be treated in such a way as to enhance compaction and bonding.
NOTE: For example by use of edge compactors fitted to rollers.



Type D.1.

Filling Existing Ditch
Based on LCC - SD/5/8



TYPE G5
TRAPPED ROAD GULLY

NOTES:-
1) Cover and frame uncoated iron to Clause 5.11.1.
2) Mortar bed and benching to Clause 5.11.8.
3) Standard pre-cast seating rings to comply to BS 5911-4:2010
4) All in situ concrete to be ST4 with sulphate resisting cement unless agreed otherwise.
5) Position of outlet pipe varies in plan.
6) In situ ST4 concrete 150mm thick surround to outlet pipe for first one metre under verge or total length if under carriageway.
7) Where grating is to be trafficked or laid against within 24 hours of frame being placed in position, then a suitable Ultra rapid hardening mortar and concrete (Monoset 241 or similar) shall be used to bed cover and frame.

NOTES:
1. "The specification in all respects shall be in accordance with the current Lincolnshire Development Road and Sustainable Drainage Design Guide" and "Development Road and Sustainable Drainage Specification and Construction" publications in force in the county at the time of construction.
2. The minimum longitudinal fall for highways, without channel blocks shall be 1 in 150, and with channel blocks 1 in 250 (see Clause 10.1).
3. In addition, ensure that the first section of any side road falls away from the road to which it is connecting. If general topography requires it to rise, this change of direction should take place after the first set of gullies. This is to ensure a 'false channel' with associated drainage problems is not created in the bellmouth of junctions.
4. "General deterioration of the existing highway /footway /verges created through construction of the new Section 38 Development will be reinstated to the current Development Road Specification at the developers' own cost at the agreement of the inspecting Highway and Flood Authority Officer".
5. "No Private surface water shall discharge onto the adoptable highway"
6. "No private, structural features shall overhang the adoptable highway".
7. "No private retaining walls exceeding 1.37m shall be within 3.66m of the highway boundary".

REV	DESCRIPTION	DATE
A	Edge Lane detail added	25.1.22

SCALE : NTS
DATE : November 2020
DRAWN : RAH

TITLE :

Section 38 Adoptable Highway Details

PROJECT :
High Road, Weston

DRG. No: 1003-02-02 Rev A

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