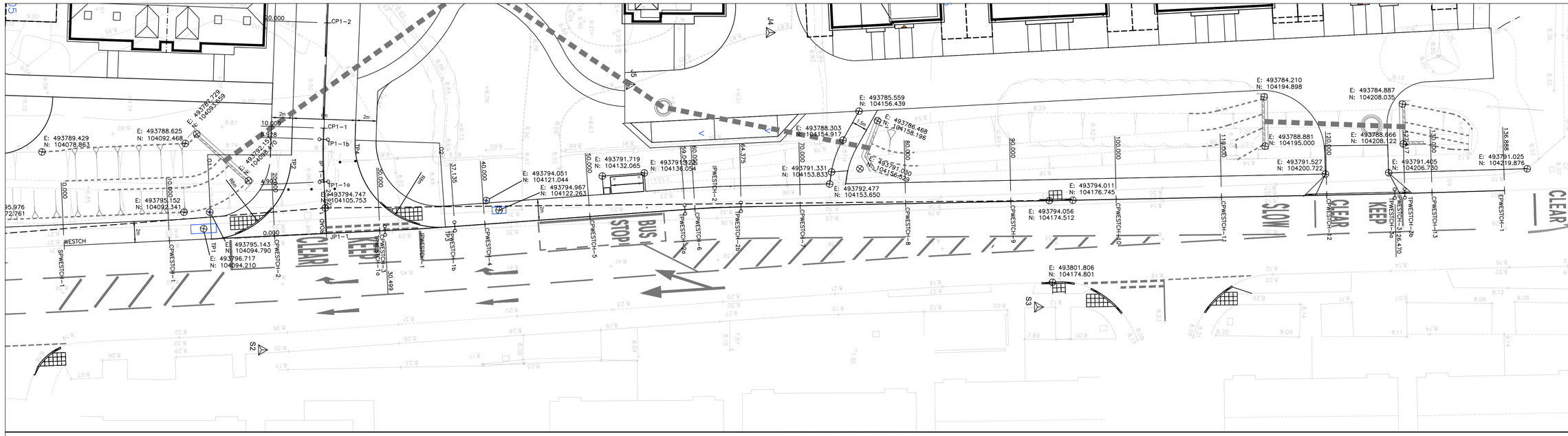

ROAD 1

CHAINAGE	0.000	0.001	4.903	7.438	8.928	10.000	15.000	20.000	25.000	25.733	30.000
EXISTING GROUND LEVEL	8.345					8.826		8.970		8.967	
ALIGNMENT LEVEL	8.301	8.588		8.783		8.965	9.098	9.180	9.188	9.231	
VERTICAL ALIGNMENT	G= 5.000% 1: 20.0					L= 20.000 KF= −5.0					
HORIZONTAL ALIGNMENT		R= 50.000									
LEFT HAND CHANNEL		8.595	8.664	8.708	8.890	9.023	9.105	9.156			
RIGHT HAND CHANNEL		8.814		8.858	9.040	9.173	9.255	9.306			

WESTCH

CHAINAGE	0.000	5.000	10.000	12.866	15.000	16.018	20.000	22.866	25.000	30.000	30.499	35.000	37.135	39.173	40.000	45.000	49.173	50.000	55.000	58.252	59.047	61.602	64.375	66.044	70.000	74.745	75.000	80.000	85.000	87.861	90.000	95.000	99.897	100.000	103.541	107.578	110.000	112.928	115.000	115.958	120.958	121.578	126.470	127.417	130.000	131.578	134.661	136.661	136.888
EXISTING GROUND LEVEL	8.300		8.305			8.308				8.296				8.288			8.264				8.239			8.215				8.191			8.182			8.142				8.128				8.122				8.101			8.065	
ALIGNMENT LEVEL	8.300	8.303	8.305	8.306	8.307	8.307	8.306	8.303	8.301	8.296	8.292	8.287	8.287	8.279	8.269	8.266	8.258	8.256	8.248	8.240	8.237	8.231	8.225	8.214	8.197	8.197	8.192	8.186	8.183	8.179	8.166	8.145	8.144	8.133	8.128	8.127	8.126	8.124	8.124	8.121	8.120	8.116	8.101	8.094	8.090	8.085	8.085	8.065	
VERTICAL ALIGNMENT	G= 0.045% 1: 2225.6			L= 10.000 KF= −70.13122		G= −0.098% 1: −1024.0			L= 10.000 KF= −55.42279		G= −0.278% 1: −359.6		KF= 46.9940 L= 6.000	G= −0.172% 1: −582.9	L= 4.956 KF= 4.745		G= −0.114% 1: −880.5		L= 12.036 KF= −30.23622		KF= 3.644	KF= 45.3887 L= 4.974		KF= 7.050 L= 5.000	G= 0.062% 1: 1600.0	L= 2.000 KF= 1.950	G= 0.055% 1: 1818.2	L= 10.000 KF= 25.58342		G= 4.480% 1: 22.3	G= 12% 1: KF= 2.1												
HORIZONTAL ALIGNMENT											R= 250.000								R= 100.000														R= 100.000																			

NOTES

A1

1. This drawing is to be read in conjunction with all other Bright Plan Civils drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan Civils accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. The main contractor is responsible for checking all information on site prior to work commencing and taking due care whilst undertaking the works.
5. All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
6. The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. Bright Plan Civils logos and company information must be removed from copies if information is re-used.
7. The main contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of existing buildings at all times.
8. The main contractor is responsible for dealing with all occurrences of ground water during the construction period.
9. The contractor must comply with all current legislation relating to health & safety.
10. All products specified shall be installed in strict accordance with the manufacturers recommendations and instructions. If there are discrepancies between that information and the details on any Bright Plan Civils drawings, the manufacturers instructions must be used.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

1. Buried services. Contractor to refer to record drawings and use CAT to locate existing services.
2. Working in live traffic. Contractor to ensure traffic management is designed, erected and maintained to protect the workforce and the public.
3. Working adjacent to existing watercourse. Contractor to ensure existing watercourse is protected from construction detritus and barrier off to protect the workforce if required.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

BPC S278 DRAWINGS:

D1757-17-1D	S278 Agreement, General Arrangement
D1757-17-2D	S278 Agreement, Kerbing and Construction Details
D1757-17-3E	S278 Agreement, Markings and Signs
D1757-17-4D	S278 Agreement, Levels and Contours
D1757-17-5F	S278 Agreement, Horizontal and Vertical Alignments
D1757-17-6F	S278 Agreement, Existing Services
D1757-17-9	Site Location Plan
D1757-17-10D	S278 Agreement Plan

Longitudinal gradient of Lidsey Road in the vicinity of the proposed works is very flat. It is proposed to extend the existing crossfall to the new channel line, install channel blocks and redistribute the road gully provision accordingly.

ALIGNMENT WESTCH

LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	ARC LENGTH	TANL
SPWESTCH−1	0.000	493798.336	104080.969		357.31127			
CPWESTCH−1	10.000	493797.866	104090.958					
CPWESTCH−2	20.000	493797.397	104100.947					
CPWESTCH−3	30.000	493796.928	104110.936					
TPWESTCH−1a	30.499	493796.905	104111.434		357.31127			
IPWESTCH−1		493796.749	104114.749	250.000		1.52100	6.637	3.319
TPWESTCH−1b	37.135	493796.506	104118.058		355.79027			
CPWESTCH−4	40.000	493796.295	104120.916					
CPWESTCH−5	50.000	493795.561	104130.889					
TPWESTCH−2a	59.047	493794.897	104139.911		355.79027			
IPWESTCH−2		493794.702	104142.568	100.000		3.05271	5.328	2.665
CPWESTCH−6	60.000	493794.832	104140.862					
TPWESTCH−2b	64.375	493794.648	104145.232		358.84298			
CPWESTCH−7	70.000	493794.534	104150.857					
CPWESTCH−8	80.000	493794.332	104160.854					
CPWESTCH−9	90.000	493794.130	104170.852					
CPWESTCH−10	100.000	493793.928	104180.850					
CPWESTCH−11	110.000	493793.726	104190.848					
CPWESTCH−12	120.000	493793.525	104200.846					
TPWESTCH−3a	126.470	493793.394	104207.315		358.84298			
IPWESTCH−3		493793.384	104207.788	100.000		0.54248	0.947	0.473
TPWESTCH−3b	127.417	493793.370	104208.261		358.30050			
CPWESTCH−13	130.000	493793.294	104210.844					
EPWESTCH−1	136.888	493793.089	104217.729		358.30050			

ALIGNMENT ROAD 1

LOCATION	CHAINAGE	EASTING	NORTHING	RADIUS	BEARING	ANGLE	ARC LENGTH	TANL
JP1−1	0.000	493797.166	104105.863		267.34303			
TP1−1a	4.903	493792.268	104105.636		267.34303			
IP1−1		493790.257	104105.543	50.000		4.61277	4.025	2.014
TP1−1b	8.928	493788.244	104105.611		271.95580			
CP1−1	10.000	493787.173	104105.648					
CP1−2	20.000	493777.179	104105.989					
CP1−3	30.000	493767.184	104106.330					
CP1−4	40.000	493757.190	104106.672					
TP1−2a	49.166	493748.030	104106.985		271.95580			
IP1−2		493747.206	104107.013	50.000		1.88943	1.649	0.824
CP1−5	50.000	493747.196	104107.006					
TP1−2b	50.815	493746.381	104107.014		270.06637			
EP1−1	56.935	493740.261	104107.021		270.06637			

Rev.	Amendments	Date
F	Drawing list updated	17/05/2021
E	BT chamber and pole relocated	05/01/2021
D	Pedestrian crossing location revised	02/09/2020
C	Additional BT pole added	02/07/2020
B	Additional setting out data added	12/06/2020
A	Drawing title updated	14/05/2020

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Drawing Status: APPROVED FOR CONSTRUCTION

Client: Thakeham Client Ltd

Project: Land at Lidsey Road, Woodgate, West Sussex

Drawing Title: S278 Agreement Horizontal and Vertical Alignments

Scale	Date	Drawn By	Checked By
1:200	Apr' 2020	LDF	MJA

Drawing No.: D1757-17-5 Rev.: F

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