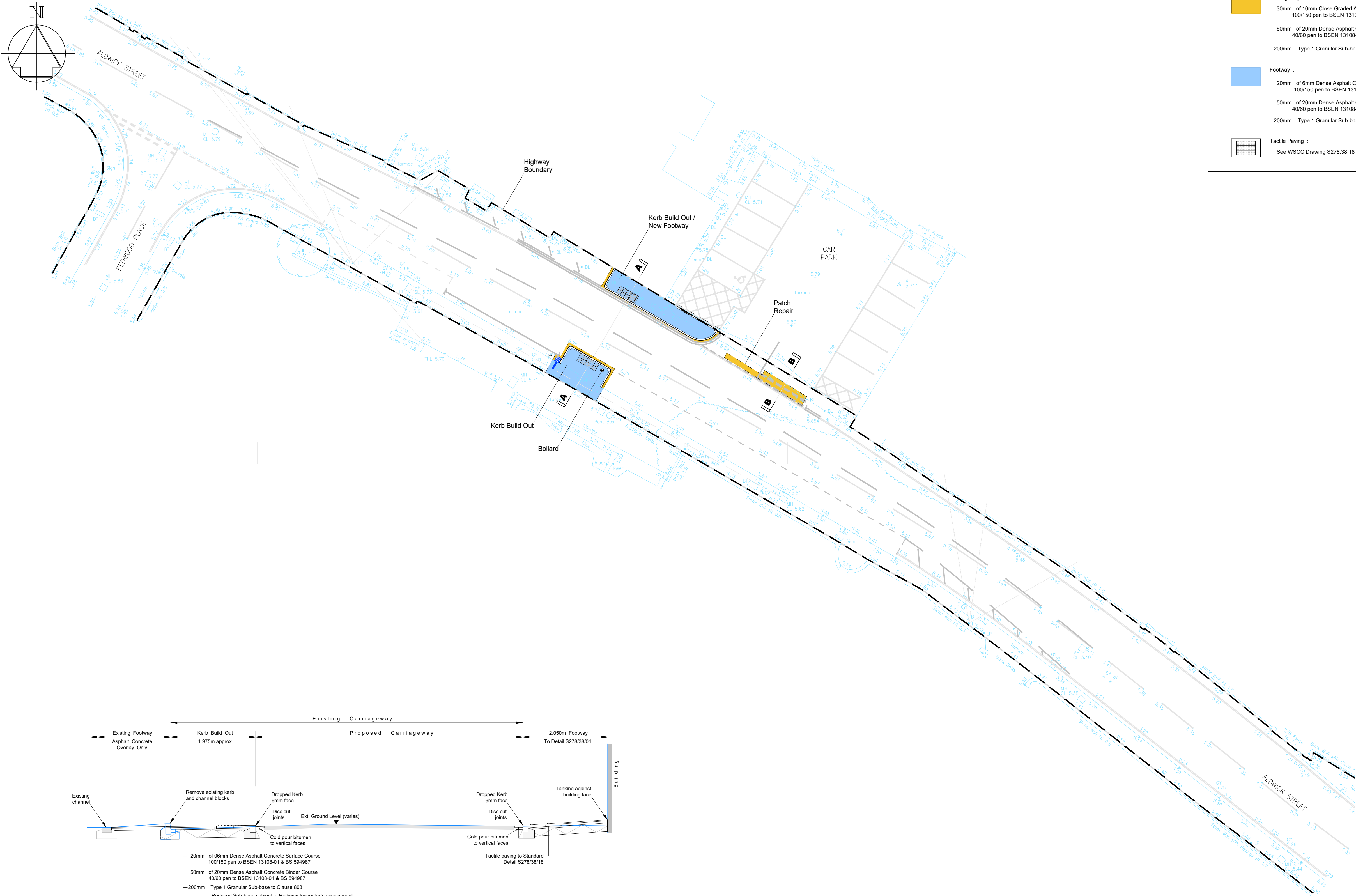
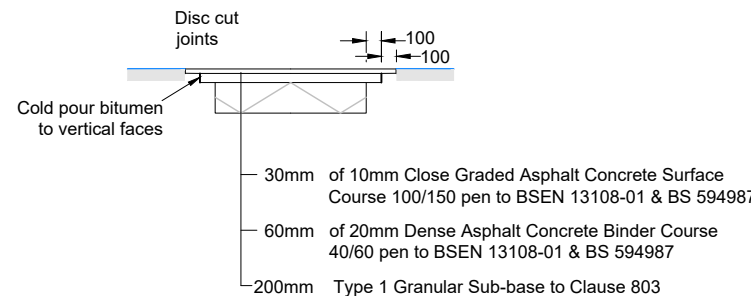




SECTION A-A

Scale 1:50



SECTION B-B

Patch Repair Scale 1:50

Sequence of Operations

- Saw out edge of area of carriageway to be excavated to the full depth of the surface course layer (min. 30mm).
- Excavate carriageway in stages corresponding to existing layers. The Engineer shall inspect each layer before instructing removal of further layers.
- Engineer shall inspect formation and instruct further excavation and reinstatement of soft areas where necessary.
- Place and compact sub-base material.
- Reinstate binder course.
- Lay surface course.

15	Construction Details :
	Carriageway : 30mm of 10mm Close Graded Asphalt Concrete Surface Course 100/150 pen to BSEN 13108-01 & BS 594987 60mm of 20mm Dense Asphalt Concrete Binder Course 40/60 pen to BSEN 13108-01 & BS 594987 200mm Type 1 Granular Sub-base to Clause 803
	Footway : 20mm of 6mm Dense Asphalt Concrete Surface Course 100/150 pen to BSEN 13108-01 & BS 594987 50mm of 20mm Dense Asphalt Concrete Binder Course 40/60 pen to BSEN 13108-01 & BS 594987 200mm Type 1 Granular Sub-base to Clause 803
	Tactile Paving : See WSCC Drawing S278.38.18

WSCC AGREEMENT NOTES

- All road signs and markings to comply with the Traffic Signs Manual.
- All road markings to be thermoplastic.
- No works shall commence within the existing public highway until the Agreement is signed.
- Any soft spots within the proposed highway shall be dug out and the void backfilled in layers up to formation level with selected granular material as directed and to the satisfaction of the Highways Inspector.
- All fill material up to foundation level of the proposed highways to be approved and compacted in layers as directed and to the satisfaction of the Highways Inspector.
- Any damage caused to the existing highway during the course of the works to be repaired as directed and to the satisfaction of the Highways Inspector and/or Area Engineer.
- Continuity of access to occupied areas to be maintained to satisfaction of Highways Inspector, Area Office Engineer and/or Local Authority.
- Any abandoned/redundant pipes and chambers that fall within the proposed highway shall be grubbed up and the void backfilled in layers up to formation level of the carriageway with selected granular material or permanently filled with concrete (or similar filler).
- All redundant connections in existing manholes/chambers that are affected by the works shall be sealed and the benching made good as directed and to the satisfaction of the Highways Inspector and/or utility company involved.
- Any existing live drains, sewers, ducts, cables, etc. that will pass under the proposed highway shall be surveyed, probed, traced, rodged, jetted, cut/d etc to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement may be required as directed and to the satisfaction of the Highways Inspector, Area Engineer and/or Utility Company involved.
- Any existing live manholes, chambers, boxes, etc. that will be located within the proposed highway shall be surveyed to ascertain their structural condition and suitability to fall within the new highway. If deemed necessary, special protection and/or replacement may be required as directed and to the satisfaction of the Highways Inspector, Area Engineer and/or Utility Company involved.
- Developer/Contractor to provide suitable and effective wheel washing facilities to prevent mud from being conveyed onto the public highway and to provide the means to clean the highway to the satisfaction of the Highways Inspector, Area Engineer and/or Local Authority.
- No concrete to be poured or laid in temperatures below 2deg C on a falling maximum thermometer or before the temperature reaches 2deg C on a rising maximum thermometer (to be provided by the Contractor and displayed in a position agreed by the Highways Inspector).
- Contractor to comply with Chapter 8 of the Traffic Signs Manual 2009
- Any damage caused to the existing highway during the course of the works to be repaired as directed and to the satisfaction of the Highways Inspector and/or Area Engineer.
- Highway Inspector to approve all kerb and/or edging line and level on site with the main contractor prior to instalment. The Highway Inspector will direct the contractor accordingly to achieve a satisfactory finish which may deviate from the technically approved detailed drawings. The contractor will record all variances for the 'as built' drawings issue.
- All adoptable highway works to be carried out in accordance with the DfT Specification of Highways Works or as amended by the West Sussex County Council Standard Details (2013). Both available on the Internet.
- Traffic Regulation Orders (TRO) shall be undertaken with WSCC for waiting prohibited areas. Double yellow marking shall not be laid until the TRO process is complete and WSCC have given permission for the yellow line works.

S278 SUPPORTING DRAWING SCHEDULE:

30894-EX01	: Engineering Details	: Rev. tbc
30894-EX03	: Signing & Lining	: Rev. tbc
S278.38.02	: Kerb Types (1)	: Rev. B
S278.38.03	: Kerb Types (2)	: Rev. B
S278.38.04	: Flexible Footway	: Rev. B
S278.38.11	: PCC Gully	: Rev. D
S278.38.18	: Tactile Crossings	: Rev. A

GENERAL NOTES

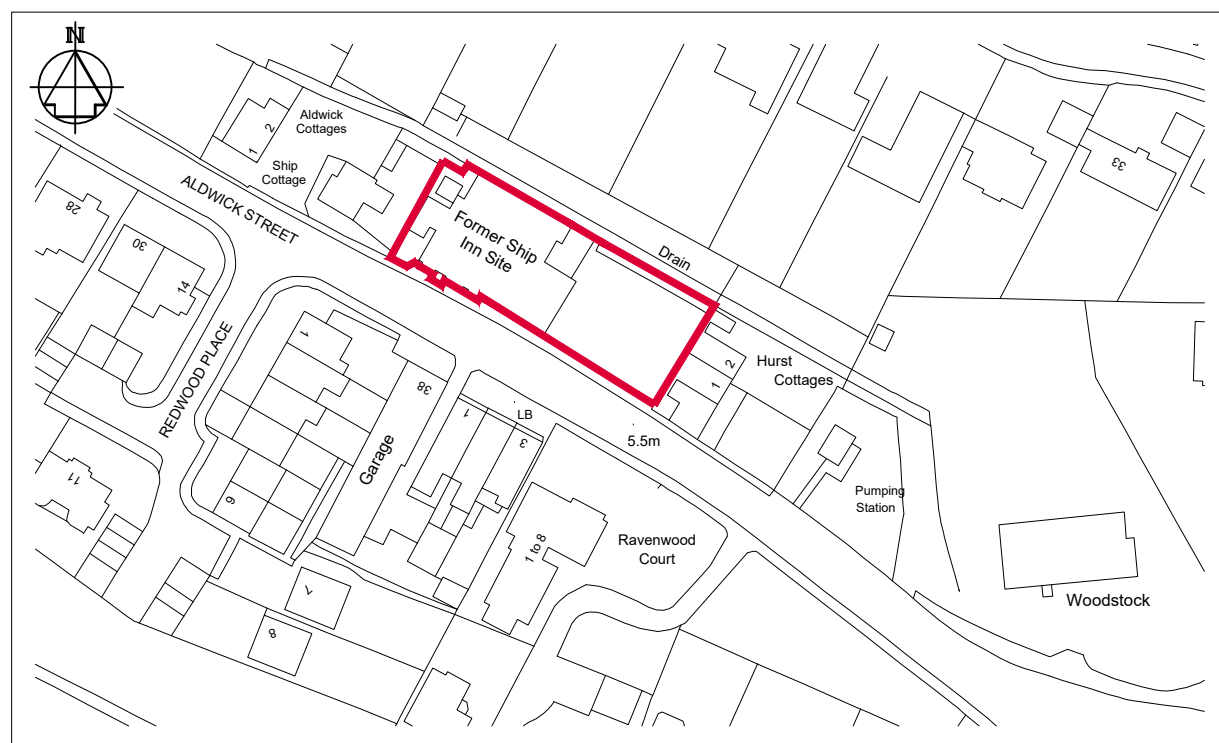
- This drawing shall be read in conjunction with all relevant Architects and Engineers drawings and specifications.
- Dimensions are in metres unless noted otherwise.
- Original topographic survey undertaken Laser Surveys.
For full topographic survey information see Laser Surveys drawing No. N9816/1.
All levels based on O.S. Datum by GPS.
- Before excavation commences, the Contractor shall ascertain the depths, sizes and locations of all services to be crossed. Any conflicts in levels between new works and existing services shall be notified to the Engineer.
- Trenches below carriageways and parking areas shall be reinstated with D.O.E. Type 1 material in accordance with dreg No. STD.02.05.
- M.H. covers shall be adjusted to suit final surface levels.
- The Contractor shall reinstate all disturbed verges and footways.
- All existing covers and frames within the extent of the works shall be adjusted as necessary. The Contractor shall ensure that all services within new vehicular areas have appropriate grade covers and frames. Liaison and agreement with the Engineer will be necessary.
- The highway shall be reinstated in accordance with The Local Highway Authority specification documents and to the satisfaction of the Highways Inspector.
- Edging types are shown thus :
 - HB - 115mm face Half Battered Kerb HB2 to WSCC Detail S278-38-02
 - BN - 06mm face Bullnosed Dropped Kerb BN to S278-38-02
 - CS - Flush face Channel CS1 (not used)
 - FC - Precast Concrete Edging EF to S278-38-02
 - T - Transition KerbAll concrete used for kerb, edging and sett bed, haunch & backing shall be Class ST4.
- All proposed signing and lining shall be in accordance with the Traffic Signs Regulations and General Directions 2016 and to the satisfaction of the Highways Inspector.

Road markings shall be in accordance with :
BS EN1871 (Thermoplastic)
BS EN1824 (Permanent Marking)
BS EN1436 (Appropriate to Class of Road)

Traffic Safety Measures During Construction :
Signing and guarding of works shall be in accordance with Chapter 8 of the Traffic Signs Manual. Traffic management proposals shall be submitted & agreed with the Highway Authority prior to works commencing.
- If there is a service trench in the vicinity of the proposed works that will coincide with new wheel tracks. The Contractor shall agree remedial works with The Highways Inspector.
- All materials arising from site clearance shall be removed to approved off site tip.

SECTION 278 KEY

	Carriageway
	Footway



SITE LOCATION PLAN : Scale 1:1250

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CLIENT
Woodfellows LLP

PROJECT
Highway Works
The Ship Inn, Bognor Regis
S278 Agreement Drawing

DRAWN BY PF	CHECKED BY VC	DESIGNED BY PF
SCALE @ A1 Plan 1:200	@ DATE Sept. 2020	STATUS Preliminary
JOB NO. 30894	DRAWING NO. EX.02	REVISION P1