GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

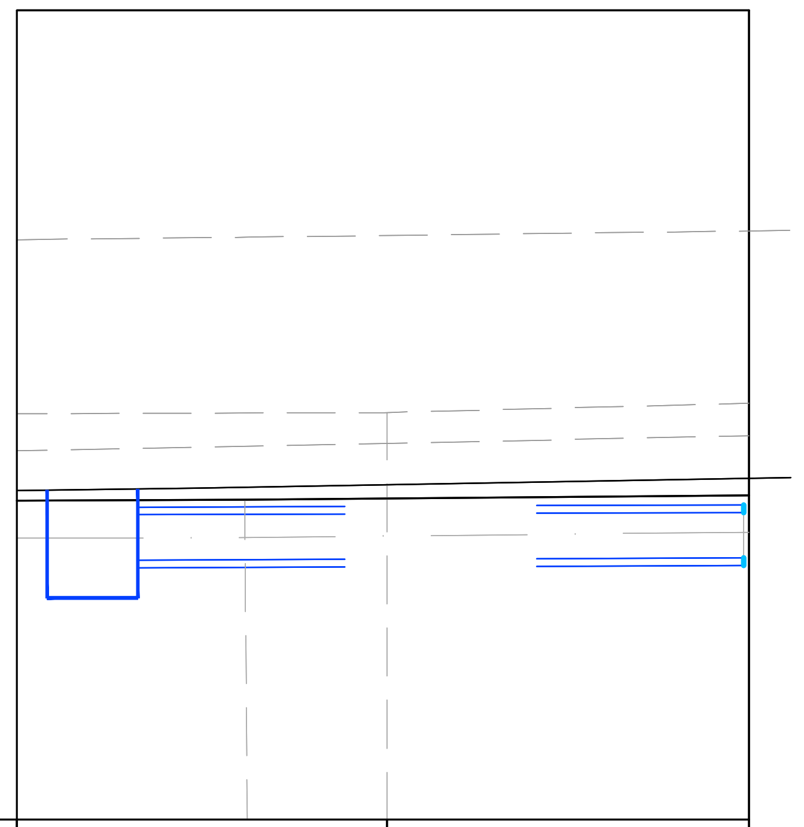
2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.

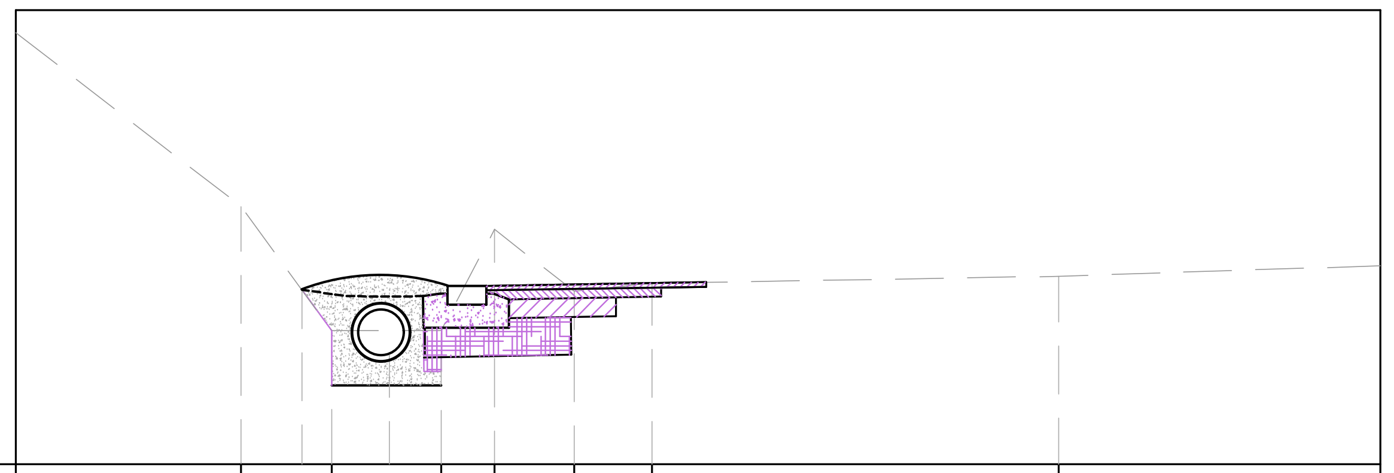
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Datum 4.00

Existing Bank levels	6.74			6.69		
Existing Bed levels		5.86			5.90	
Proposed levels			6.115			
Proposed Drain Invert Level						5.73

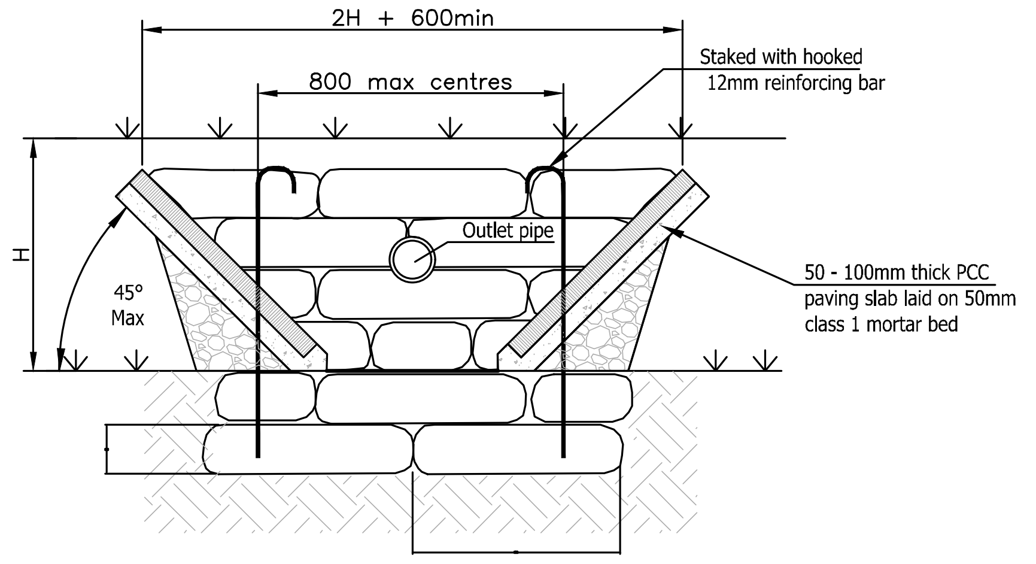
Longitudinal Section along ditch



Datum 5.00

Existing levels	7.85	6.72		5.88		5.87	6.59	6.13	6.19	6.24	6.31
Proposed levels			6.115			6.115	6.12	6.18	6.19		
Proposed Drain Invert Level					5.719						

Section AA


2H + 600min
800 max centres
Staked with hooked 12mm reinforcing bar
H
45° Max
Outlet pipe
50 - 100mm thick PCC paving slab laid on 50mm class 1 mortar bed

ELEVATION OF HEADWALL OUTFALL TO END OF DITCH

1. Bags should be Hessian or canvas and shall be of a size to provide a wall thickness of 500mm

2. Concrete bagwork shall be Class 519 and be three quarter filled with 25mm slump ST4 concrete immediately prior to placing with the ends sewn.

3. The bags shall be placed in a modified flemish bond so as to 'break joint' with mouths away from the surface and be tamped into position to form a rectangular block.

4. Extent of outlet protection to be grater of 1500mm or pipe diameter + 1200mm spanning the outlet pipe.

5. Headwall design may need to be adjusted to on site conditions following approval from Local Authority Inspector

6. For vehicular crossings of ditches pipes shall be min 450mm dia and be set to invert of ditch. Ditch to b regraded to achieve satisfactory falls.

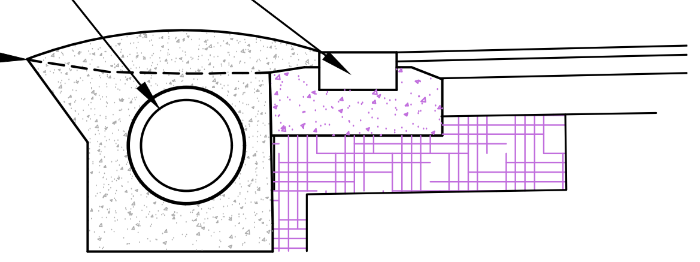
7. For H>600 appropriate vehicular or pedestrian containment shall be installed.

8. The nearest edge of any carriageway shall be set back at least H from ditch.

CS1 PCC kerb laid to WSCC Highways Standard Detail S278/38/02A - Combination Kerb Type HB2+CS1, with concrete haunch laid to suit Slot Channel.

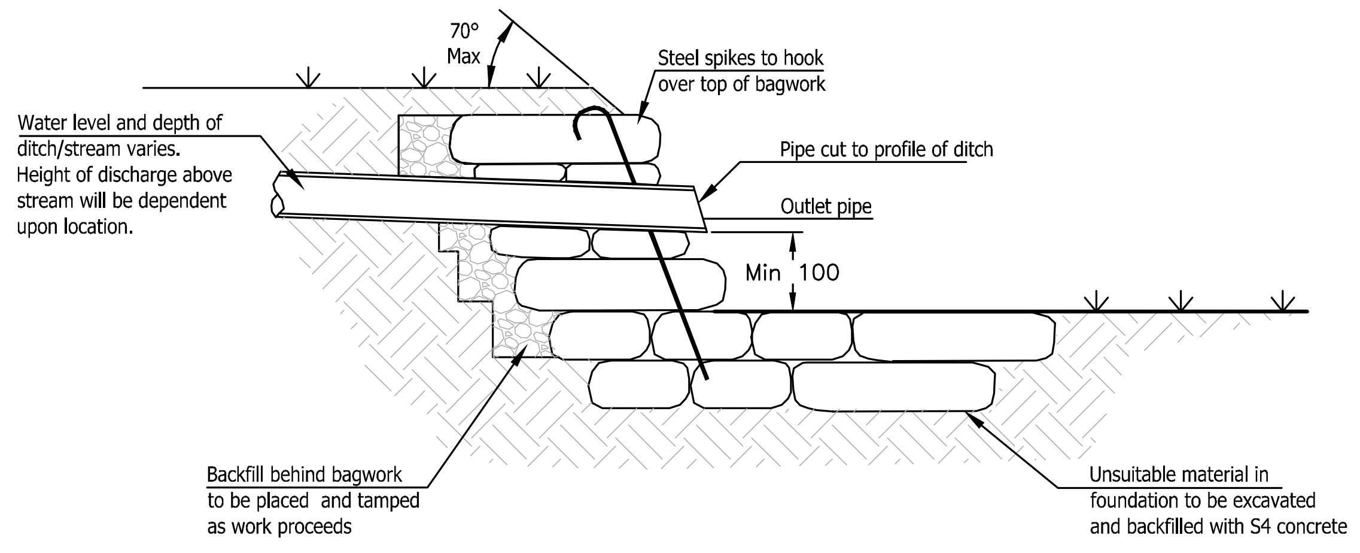
300ϕ concrete culvert with 100mm concrete surround.

A393 mesh



SECTION THROUGH ROAD WIDENING

DITCH CULVERTING WORKS Scale 1:25


70° Max
Steel spikes to hook over top of bagwork
Water level and depth of ditch/stream varies. Height of discharge above stream will be dependent upon location.
Pipe cut to profile of ditch
Outlet pipe
Min 100
Backfill behind bagwork to be placed and tamped as work proceeds
Unsuitable material in foundation to be excavated and backfilled with S4 concrete

HEADWALL SECTION OUTFALL TO END OF DITCH

Rev	Amendments	Date	Dsn	Chk
A	SCHEME EXTEND REDUCED	27/07/17	JW	MR
-	INITIAL ISSUE	08/06/17	JW	MR

Status
PRELIMINARY

Client
YEOMANS LIMITED

Architect
GRS ARCHITECTS

Project
YEOMANS STORGAE COMPOUND
HANGLETON LANE, FERRING

Title
SECTION 278 WORKS
LONGITUDINAL AND
AND CROSS SECTIONS

Date
JUNE 2017

Scale @ A1
1:50

Clients Ref.

Project Ref.

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Drawing Number
6841/101

Rev.
A

ARUN DISTRICT COUNCIL A/114/17/PL