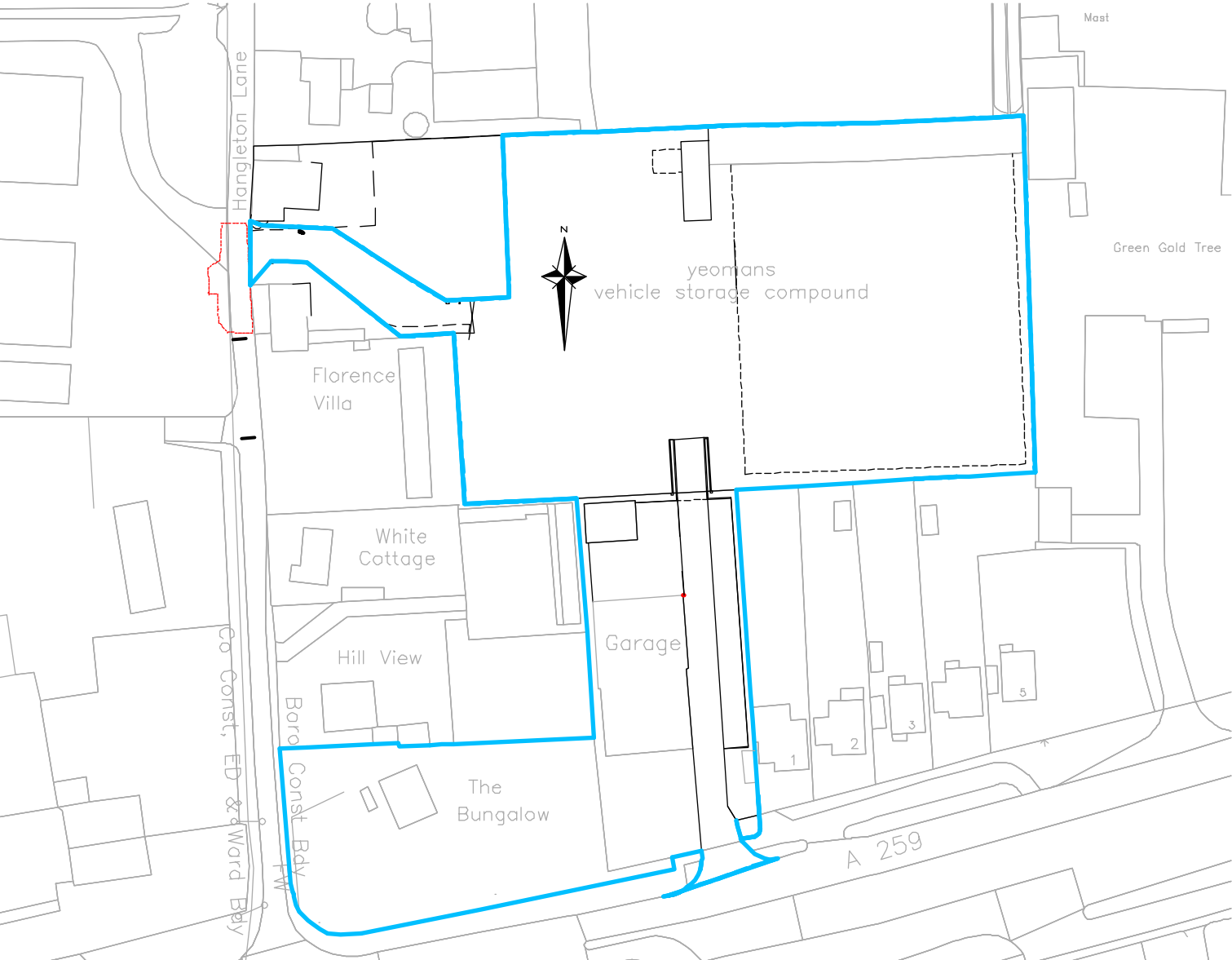
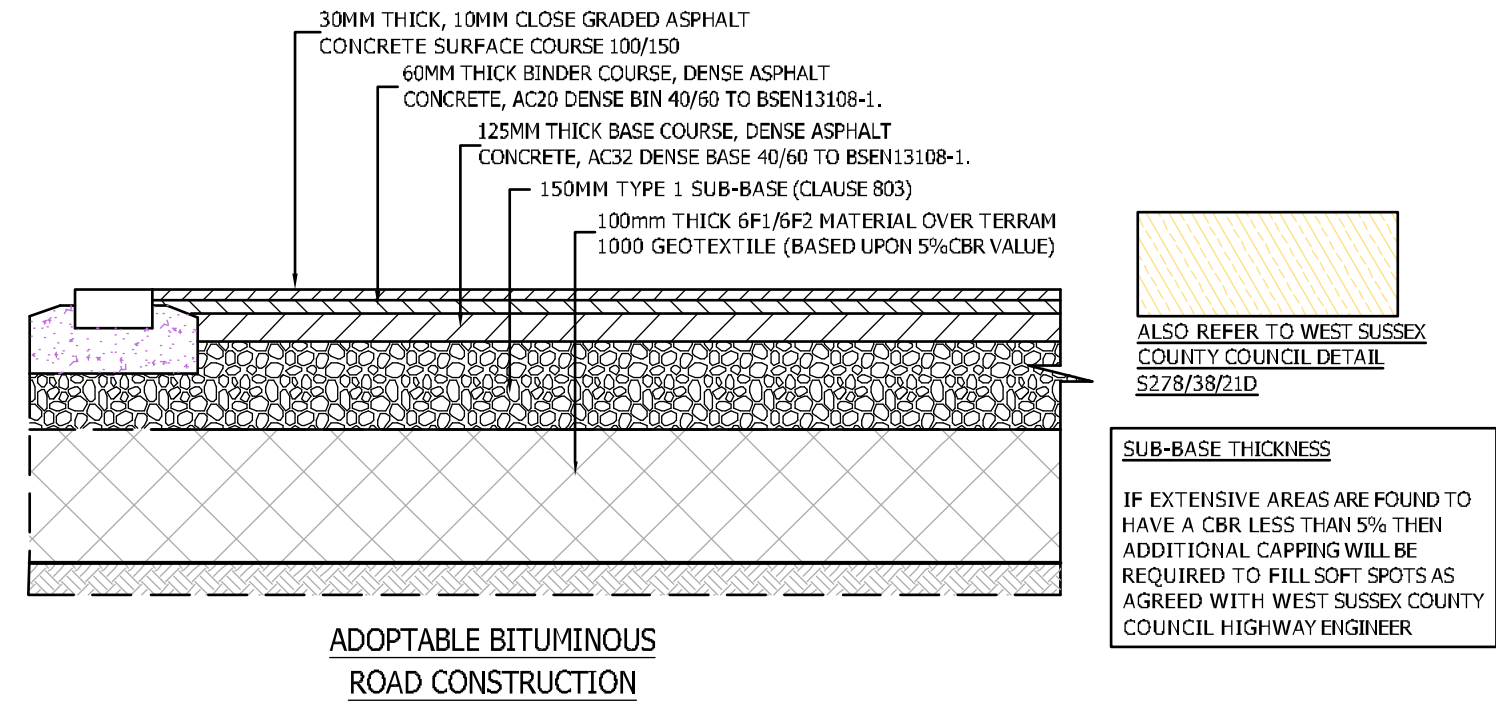


- No works shall commence within the existing public highway until the Agreement is signed.
- Any soft spots within the proposed highway shall be dug out and the void backfilled in layers up to formation level with selected granular material as directed and to the satisfaction of the Highways Inspector.
- 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, rodded, 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.
- 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 max/min thermometer or before the temperature reaches 2deg C on a rising max/min thermometer (to be provided by the Contractor and displayed in a position agreed by the Highways Inspector).
- All road signs and markings to comply with the Traffic Signs Manual.
- All road markings to be thermoplastic.
- Contractor to comply with Chapter 8 of the Traffic Signs Manual 2009.
- Refer to WSSC 278/38 Highway Agreement Standard Details drawings 01-21 and revision thereof.
- 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 Highway Works or as amended by the West Sussex County Council Standard Details (2013) - both available on the Internet."

- 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 above due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting above works or costs.



SITE LOCATION PLAN Scale 1:1250



Section Highway
Section 38 Agreement Standard Details - September 2013 Approved

Drawing Number	Drawing Title	Detail/Spec	Approval Date
S278/38/02 Rev A	Approved Kerb Type Selection Sheet 1	• CS1 Combination Kerb Type (Without HB2)	05/09/13
S278/38/20 Rev B	Carriageway Tie-In Options	• Carriageway Tie-In Option 4	05/09/13
S278/38/21 Rev D	Carriageway Flexible Specification	• Collector Road Specification with AC 10 surface course	26/05/16
S278/38/25 Rev -	Drainage Highway Ditch	• Type B Section into private ditch	14/12/15

ROAD SUB-GRADE

ROAD CONSTRUCTION (DESIGN STAGE) IS BASED ON ESTIMATED 2% CBR VALUE FROM THE RSK SITE ASSESSMENT 27530-R02(00). A geotechnical investigation must be undertaken along the line of the proposed roads in order to establish the design California Bearing Ratio (CBR) and frost susceptibility of each subgrade type present along the road corridor. The sampling / testing should be undertaken at frequencies to suit the anticipated ground and site conditions but the spacing should not be greater than 30m to 50m, staggered across the width of the highway corridor. On small sites, a minimum of three samples / tests is required.

The ground investigation report, including exploratory hole logs, in situ & laboratory test results together with the interpretation of the data used to establish the Design CBR value, must be submitted to West Sussex County Council for review and approval. Final sub-base/capping layer to be based on equilibrium tests prior to construction.

Any soft spots in formation to be excavated and backfilled with 6F2 material well consolidated in layers.

Where the proposed formation level is above existing ground level, additional granular material to be imported and compacted in layers not exceeding 225mm following initial site preparation.

All formations to be proof rolled to afford the subgrade some compaction and to help identify any very loose, soft or otherwise unsuitable material that should be removed and replaced as noted above.

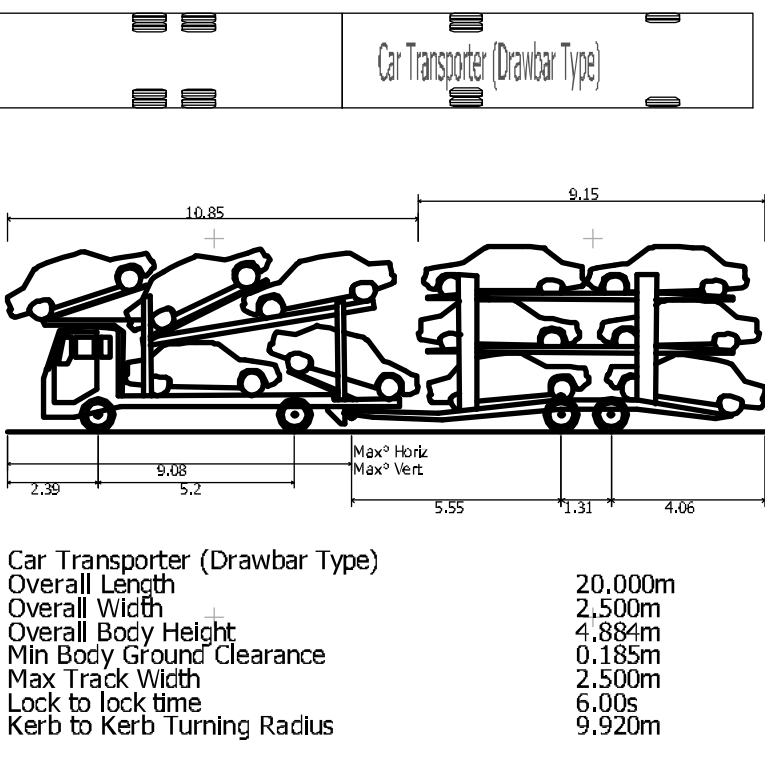
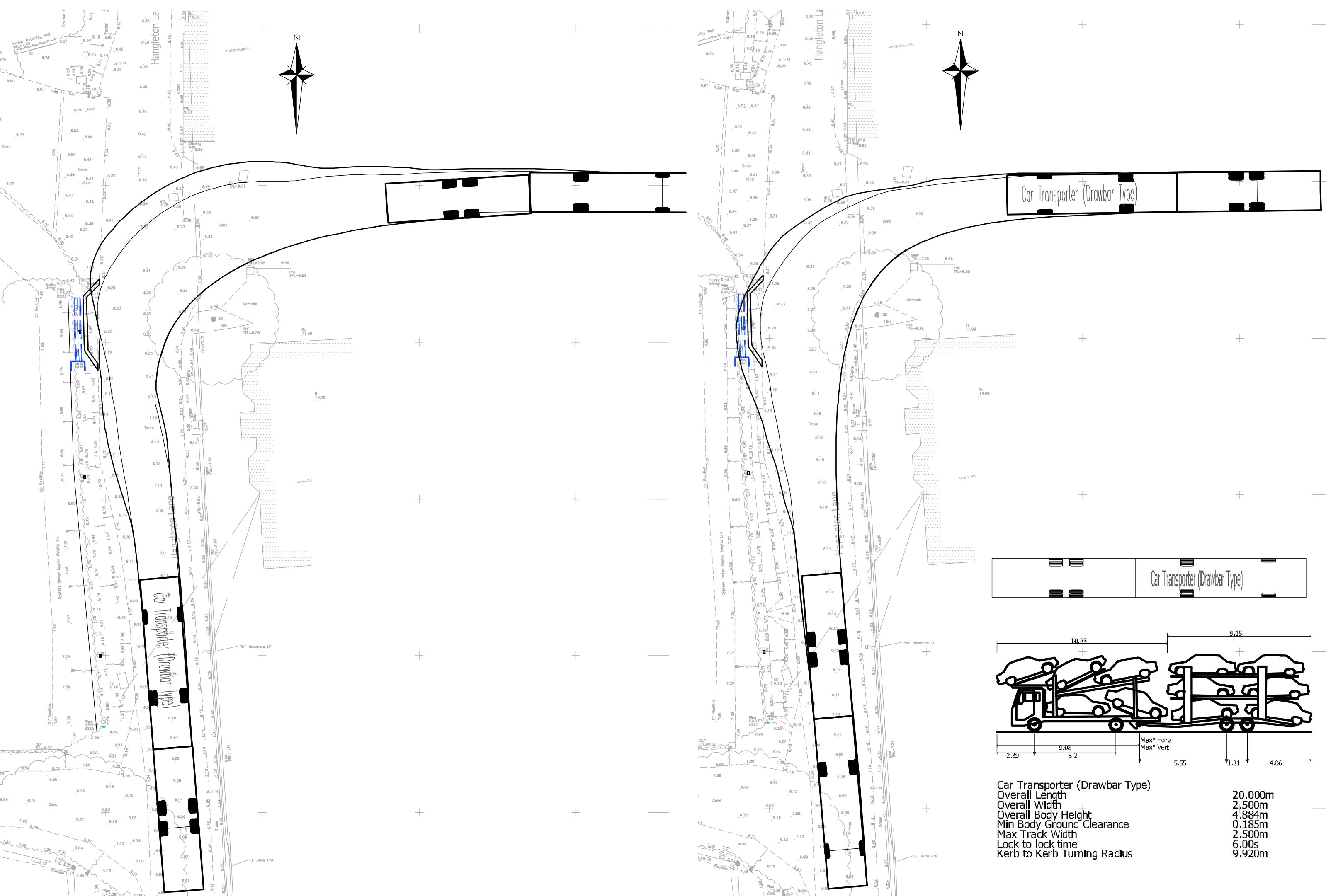
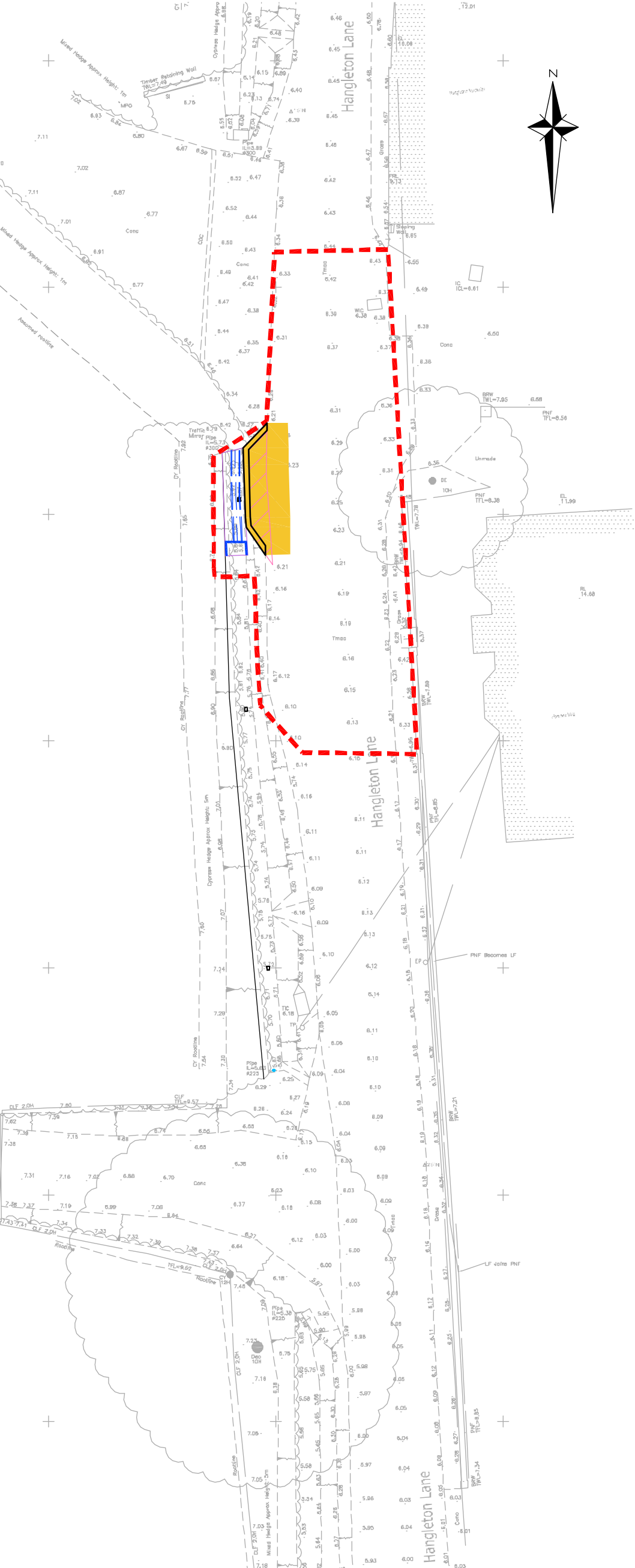
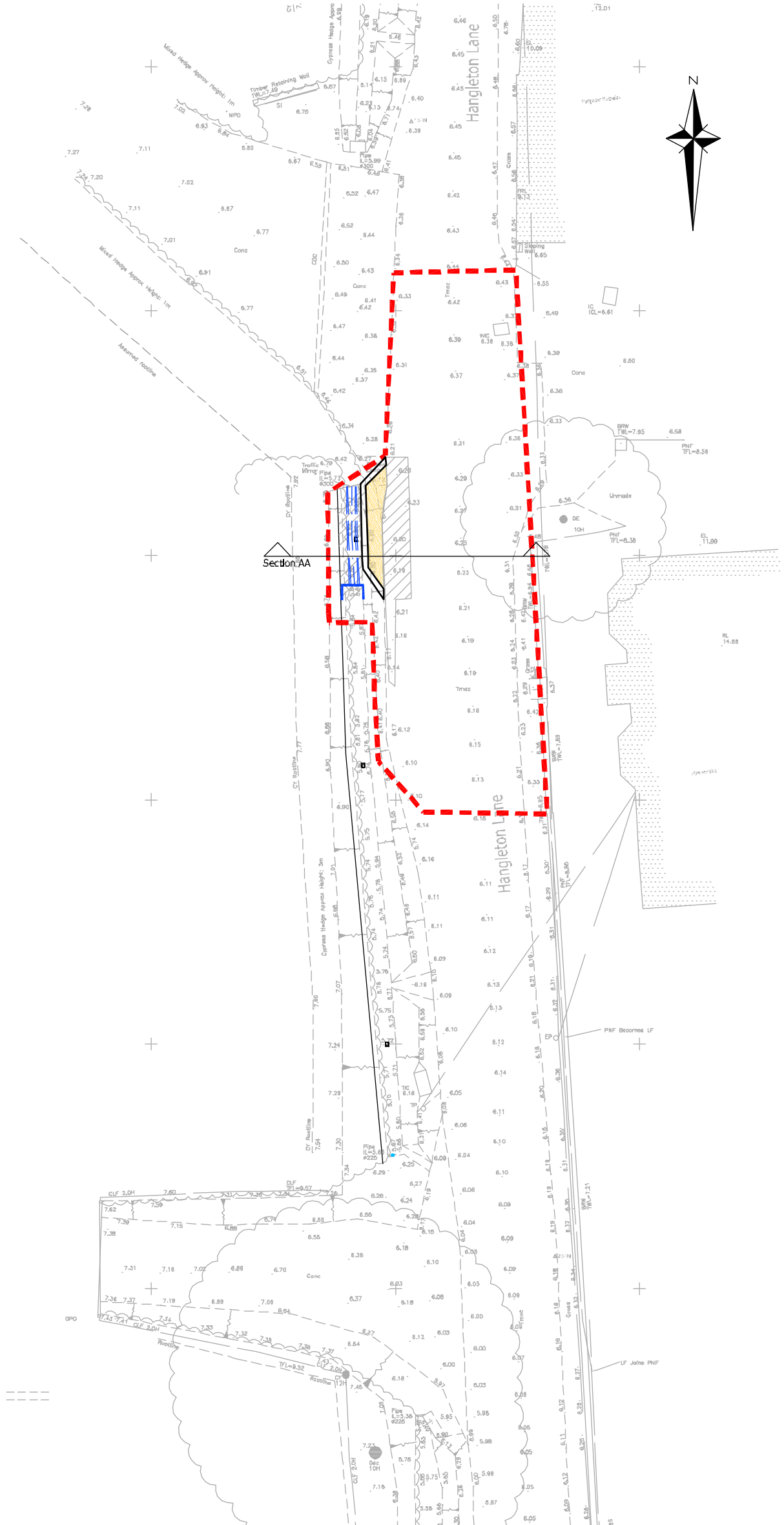
During construction the developer must demonstrate that the CBR value of the subgrade is equal to or greater than the design CBR value. It should be noted that the construction thickness may need to be increased if in-situ CBR values at the time of construction are less than the design CBR value, however, a reduction in the construction thickness will not be considered if the in-situ CBR values at the time of construction are greater than the design CBR value.

In-situ CBR testing shall be carried out at not greater than 30m centres, staggered across the width of the road corridor. Acceptable in-situ CBR test methods include: tri dynamic cone penetrometer testing, California bearing ratio (BS1377, part 9), or alternatively the CBR value may be derived from plate bearing test data.

HIGHWAY CONSTRUCTION DETAILS Scale 1:25

SECTION 278 WORKS Scale 1:200

SECTION 278 AGREEMENT PLAN Scale 1:200



- SECTION 278/38 KEY**
- S278 Carriageway
 - S278 Footway
 - S278 Verge
 - S38 Carriageway
 - Planning boundary
 - Proposed road markings

VEHICLE SWEEP PATH - OUT Scale 1:200

VEHICLE SWEEP PATH - IN Scale 1:200

A	SCHEME EXTENT REDUCED	27/07/17	JW	MR
-	INITIAL ISSUE	08/06/17	JW	MR
Rev	Amendments	Date	Dsn	Chk
Status				
PRELIMINARY				
Client				
YEOMANS LIMITED				
Architect				
GRS ARCHITECTS				
Project				
YEOMANS STORAGE COMPOUND HANGLETON LANE, FERRING				
Title				
SECTION 278 LAYOUT, CONSTRUCTION DETAILS AND VEHICLE TRACKING				
Date		Scale @ A1		
JUNE 2017		1 : 200		
Clients Ref.		Project Ref.		
				
Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk				
Drawing Number				Rev.
6841/100				A