

BITUMINOUS CARRIAGEWAY CONSTRUCTION

(Refer to WSCC standard detail number S278/38/21F)

- 30mm thick Close graded asphalt concrete surface course, 10mm aggregate, 100/150 to Clause 912. Refer to WSCC standard drawing number S278/38/21 rev F. PSV value 55+ to Table 3.1a of IAN 156/12 to WSCC standard detail requirements.
- 60mm thick Binder course, Dense Asphalt Concrete, AC20 dense bin 40/60 to Clause 906
- 125mm thick Base, Dense Asphalt Concrete, AC32 Dense Base 40/60 to Clause 906.
- 150mm thick Type 1 (Clause 803)
- 6F1/6F2 (site won) or 6F4/6F5 (imported material). Anticipated CBR value of 2% subject to in-situ testing to "WSCC requirements. Requirements in order for that figure (2%) to be achievable:
 - Removing any soft spots
 - Do not working in wet or poorly drained conditions
 - Protect the subgrade with placement of sub-base in a timely manner.

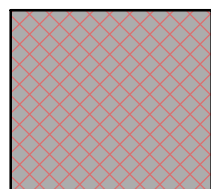
NOTE:
CBR tests* to be taken on site. Formation to be inspected by highway engineer. Any soft spots to be excavated and replaced with 6F2 crushed concrete capping, as per table below.

Subgrade CBR Capping layer thickness	
Greater than 5%	100mm Type 1
2.5% - 5%	350mm Type 6F1/6F2
2% - 2.5%	600mm Type 6F1/6F2
Less than 2%	Refer to IAN 73/06

***NOTES ON CBR TESTING FOR WSCC HIGHWAYS SCHEMES:**
Laboratory CBR testing in accordance with BS1377: Part 4: 1990. In line with Interim Advice Note 73/06 (Design Manual for Roads and Bridges, Volume 7, Section 2), the tests should be carried out over a range of conditions to reproduce, as far as possible, the conditions of moisture content and density which are likely to be experienced during construction and in the completed pavement. If applicable, soaked CBR tests may need to be undertaken.

VEHICULAR CROSSOVER

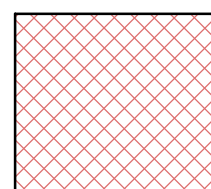
(Refer to WSCC standard detail number S278/38/07 C)



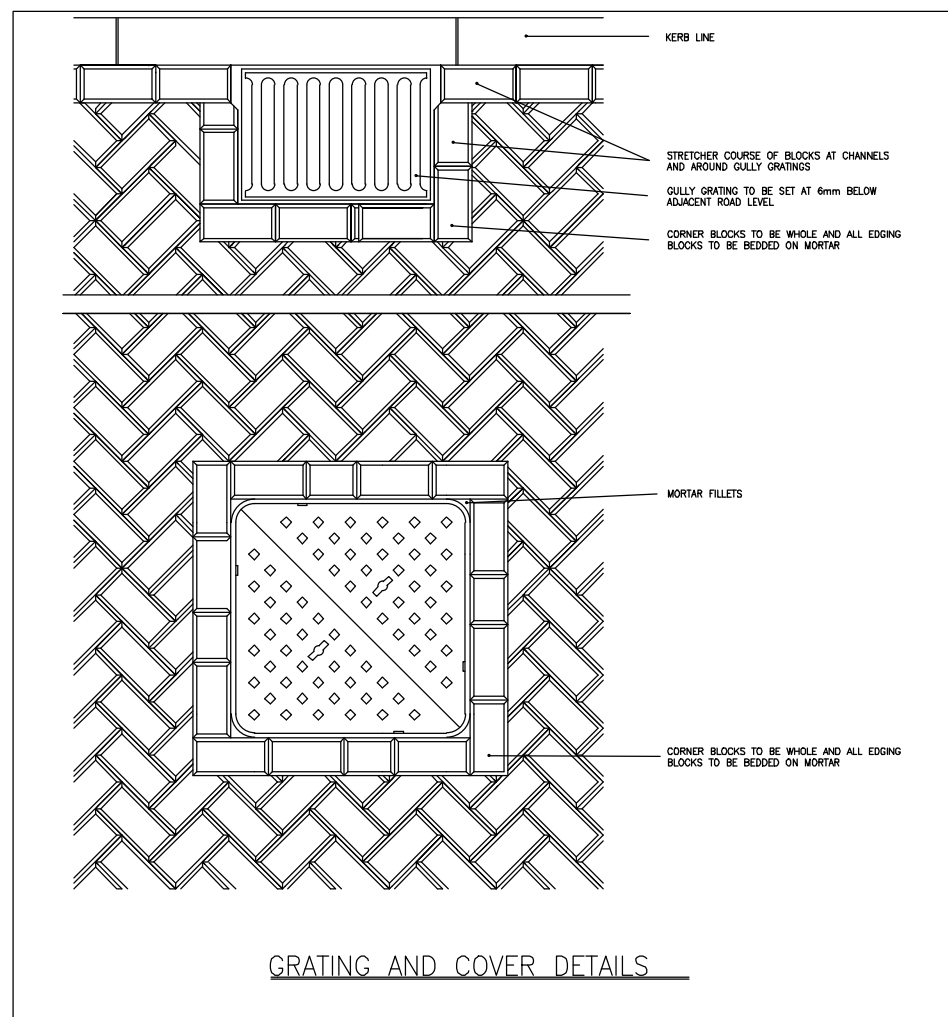
- 20mm thick 6mm dense graded asphalt concrete surface course 100/150 to Clause 912.
- 50mm thick 20mm dense asphalt concrete binder 40/60 PEN to Clause 906
- 200mm thick Type 1 (Clause 803)

BITUMINOUS FOOTWAY

(Refer to WSCC standard detail number S278/38/04 B)



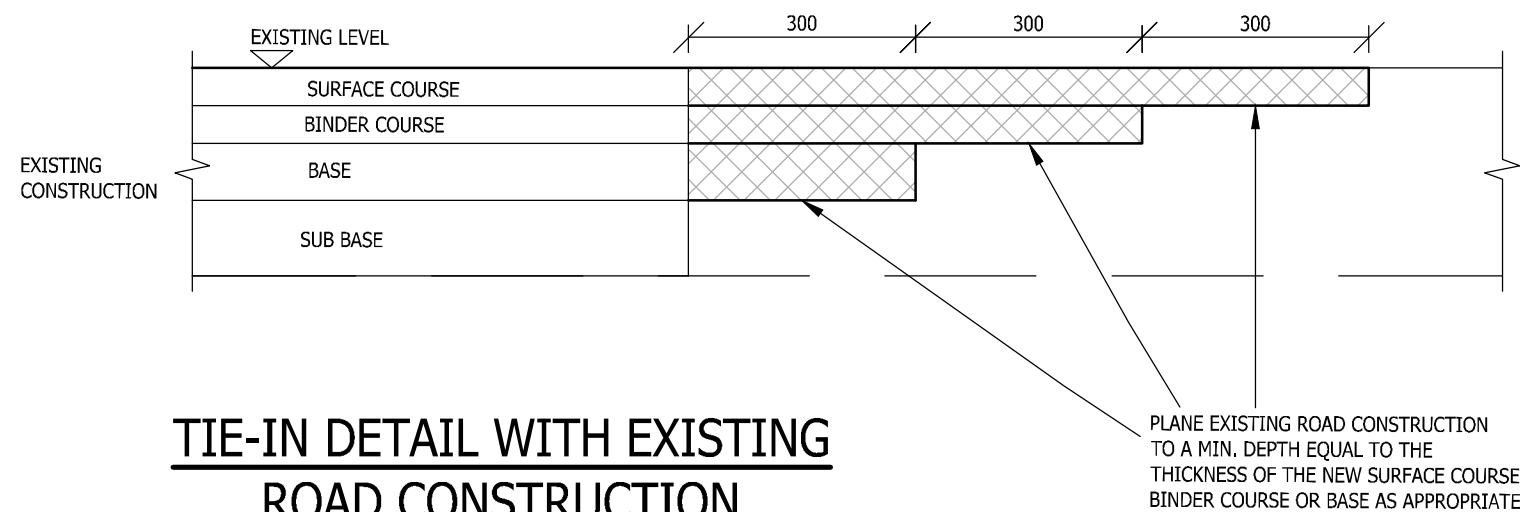
- 20mm thick 6mm dense graded asphalt concrete surface course 100/150 to Clause 912.
- 50mm thick 20mm dense asphalt concrete binder 40/60 PEN to Clause 906
- 200mm thick Type 1 (Clause 803)



NOTES:

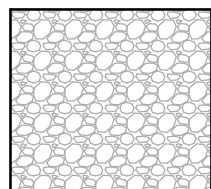
- ALL HIGHWAY WORKS ARE SUBJECT TO S38 APPROVAL BY WEST SUSSEX COUNTY COUNCIL
- ALSO REFER TO WEST SUSSEX COUNTY COUNCIL STANDARD DETAILS VIA WEB LINK:
https://www.westsussex.gov.uk/media/10709/standard_construction_details.pdf
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE EXTERNAL WORKS LAYOUTS, WHERE THE SITE REQUIRES FILLING IN EXCESS OF 500mm, MATERIAL TO BE CLASS 2C UNDER 600mm 6F1 CAPPING BENEATH ANY ADOPTABLE ROADS, CAREFULLY COMPACTED IN 250mm LAYERS.

TIE-IN DETAIL WITH EXISTING ROAD CONSTRUCTION



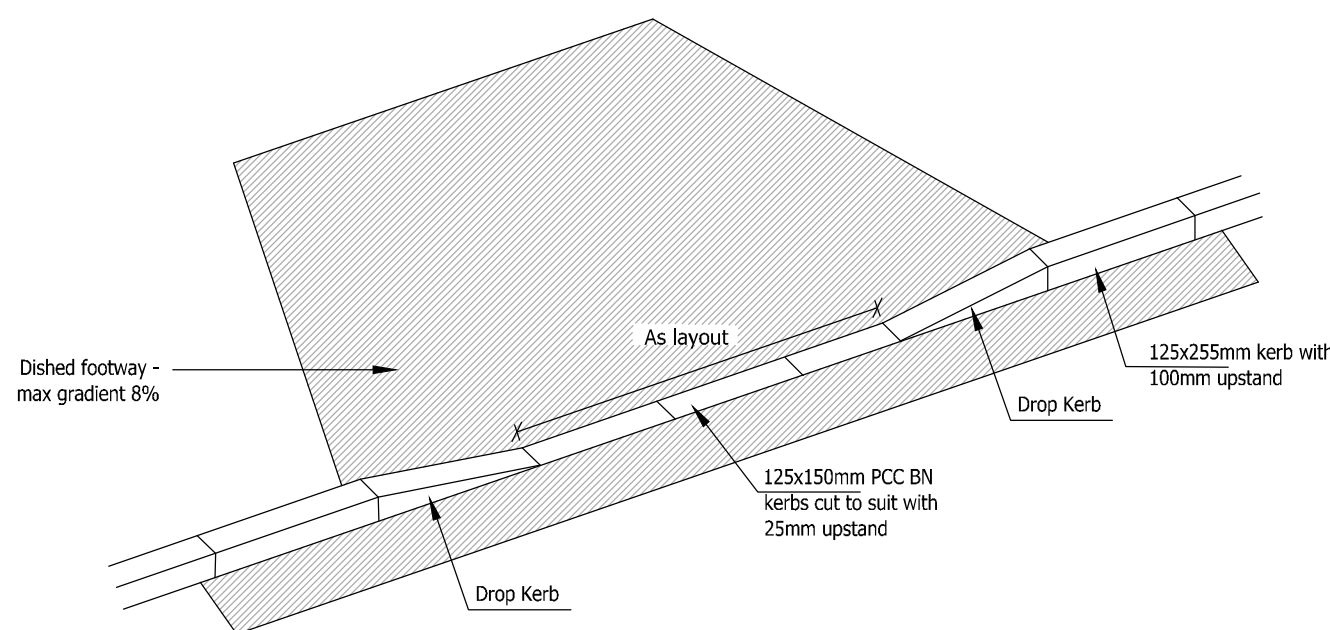
PLANE EXISTING ROAD CONSTRUCTION TO A MIN. DEPTH EQUAL TO THE THICKNESS OF THE NEW SURFACE COURSE, BINDER COURSE OR BASE AS APPROPRIATE.

SELF SETTING GRAVEL



- 50mm thick Self setting gravel graded 0-12mm, Bresdon gravel or similar, to the architects specification, laid with mm 1/60 crossfall, rolled and compacted in accordance with manufacturers instructions
- 150mm thick Sub-Base Type 1 material to Clause 803
- Terram 1000 geotextile over compacted Sub-grade
- In areas of fill use selected material to Class 2C in accordance with specification for highway works and compacted to Clause 612 Tab 6/4 method 2.

VEHICLE CROSSOVER (NTS)



ROAD SUB-GRADE NOTE

ROAD CONSTRUCTION (DESIGN STAGE) IS BASED ON ESTIMATED 2% CBR VALUE FROM THE SITE ASSESSMENT (SEFTER ROAD, BONGOR REGIS SUPPLEMENTARY GEOTECHNICAL SITE ASSESSMENT - CBR FOR ROAD PAVEMENT DESIGN - REF 305035 L02 BY RSK DATED 12/08/22). 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, 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.

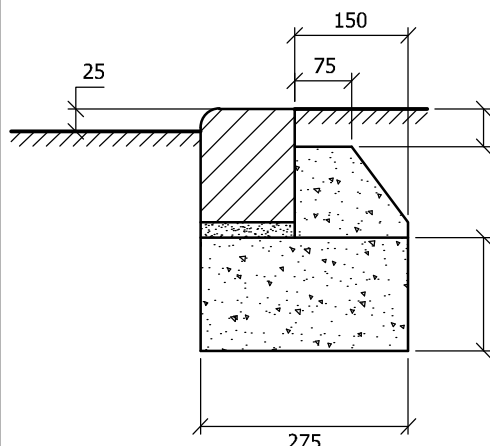
ALL FORMATIONS TO BE PROOF ROLLED TO AFFORD THE SUBGRADE SOME COMPACTION AND TO HELP IDENTIFY ANY VERY LOOSE, SOFT OR OTHERWISE UNSUITABLE MATERIAL THAT SHOULD BE REMOVED AND REPLACED AS NOTED ABOVE.

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: TRL DYNAMIC CONE PENETROMETER TESTING, CALIFORNIA BEARING RATIO (BS1377, PART 9), OR ALTERNATIVELY THE CBR VALUE MAY BE DERIVED FROM PLATE BEARING TEST DATA.

GENERAL NOTES

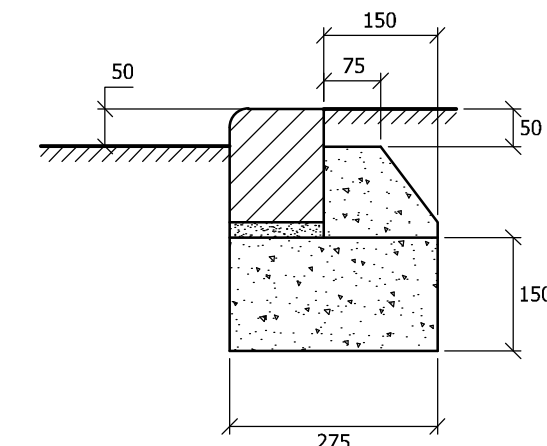
- The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing 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.
- Tender or billing drawings shall not be used for construction or the ordering of materials.
- Do not scale. All dimensions and levels to be site confirmed.
- This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
- Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
- 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.
- If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading xrefs.
- Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings. It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.
- Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.

150mm x 125mm BULLNOSED PRECAST CONCRETE KERB (TYPE BN TO BS 7263-PL1) KERB TO BE BEDDED IN 20mm 1:3 CEMENT/ SAND MORTAR, CONCRETE BED AND HAUNCH GRADE GEN 0 (ST.1).



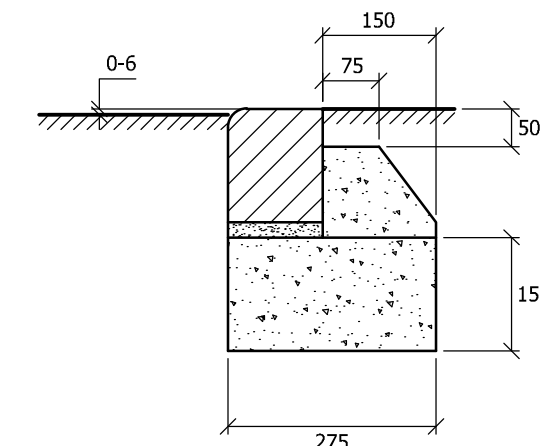
25mm BN KERB DETAIL TO SHARED SURFACES

150mm x 125mm BULLNOSED PRECAST CONCRETE KERB (TYPE BN TO BS 7263-PL1) KERB TO BE BEDDED IN 20mm 1:3 CEMENT/ SAND MORTAR, CONCRETE BED AND HAUNCH GRADE GEN 0 (ST.1).

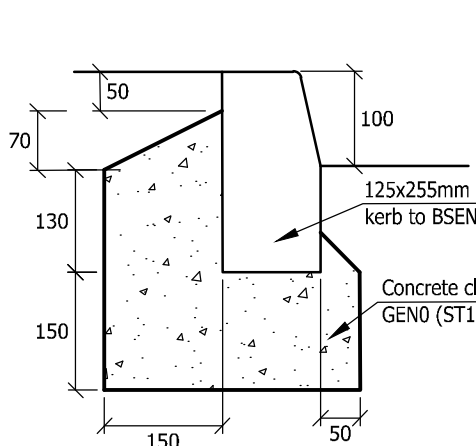


50mm BN KERB DETAIL TO SHARED SURFACES

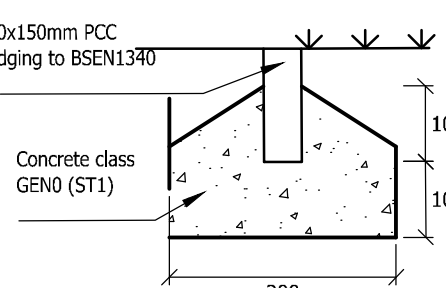
150mm x 125mm BULLNOSED PRECAST CONCRETE KERB (TYPE BN TO BS 7263-PL1) KERB TO BE BEDDED IN 20mm 1:3 CEMENT/ SAND MORTAR, CONCRETE BED AND HAUNCH GRADE GEN 0 (ST.1).



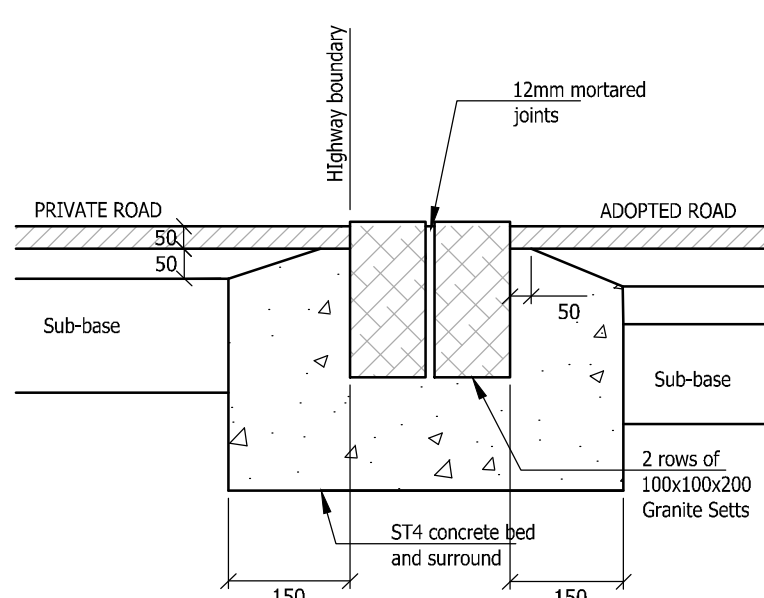
FLUSH BN KERB AT CROSSINGS



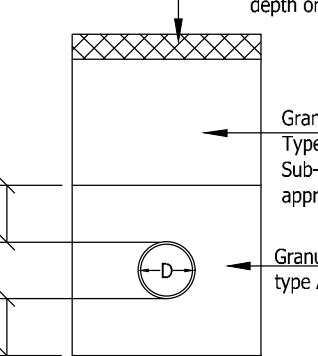
FULL HEIGHT KERB DETAIL



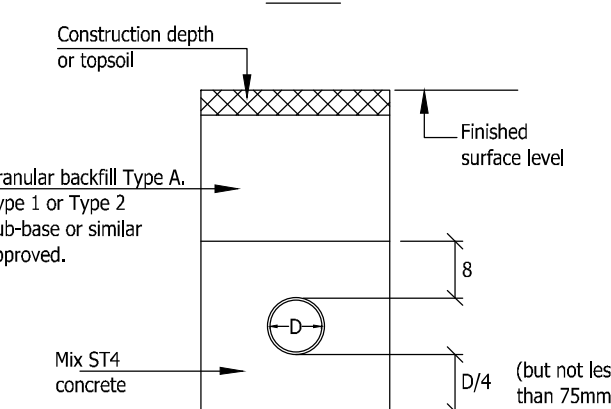
PCC EDGING KERB



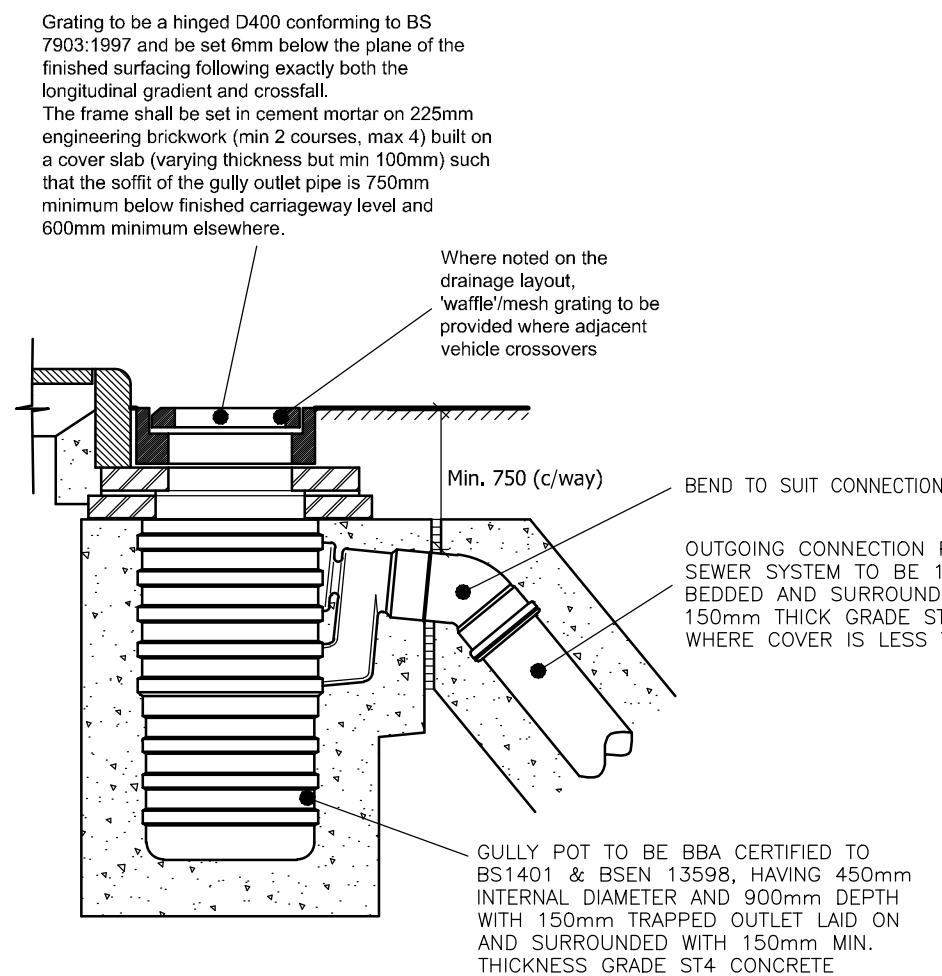
BOUNDARY DEMARCATION DOUBLE ROW GRANITE SETT DETAIL



BACKFILLING TO FLEXIBLE PIPES NTS



CONCRETE PROTECTION OF PIPELINES AND SERVICE DUCTS NTS



ROAD GULLY DETAIL

WSCC Highway Section 38 Agreement Standard Details

Drawing Number	Drawing Title	Detail/Spec	Approval Date
S278/38/02 Rev B	Approved Kerb Type Selection Sheet 1	- Edging Type EF Flat Top - Full Height Kerb Type HB2 - Drop Kerb Type BN	25.04.17
S278/38/03 Rev A	Approved Kerb Type Selection Sheet 2	Boundary Demarcation Double Row of Granite Sett Section (0-6mm upstand)	28.02.13
S278/38/04 Rev B	Footway/Cycleway Type 1 & 2	Type 1 Flexible Footway construction / Block Paving footway/ cross-over	09.09.13
S278/38/07 Rev C	Footway Crossover Type 1 - Residential	Type 1- Residential crossover	13.05.14
S278/38/09 Rev B	Service Margin	Detail to suit service strip width and construction type	09.09.13
S278/38/10 Rev A	Preferred arrangement of services within public highway	Detail to suit service strip width	28.02.13
S278/38/11 Rev A	Gully A- pre-cast concrete	All adopted road gullies	28.02.13
S278/38/13 Rev C	Drainage Type B Catchpit	All adopted highway catchpits	25.04.17
S278/38/16 Rev D	Street Furniture Ramp feature	Ramps up to shared surfaces as detail (5) - AC road to block paved surface	14.12.15
S278/38/18 Rev A	Street Furniture Tactile Crossings	- Crossing Plan Detail Footway-Footway - Section A-A Detail - Laying Method Option 1	28.02.13
S278/38/21 Rev F	Carriageway Flexible Specification	- Type 1 Flexible Construction - Thickness of capping layer subject to the ground investigation report and amended only at the discretion of the appropriate West Sussex County Council engineer	16.11.17

C1	Self setting gravel detail added.	19/01/26	DT	MR
P1	Construction Issue	02/10/25	DT	MR
Rev	Amendments	Date	Dsn	Chk

CONSTRUCTION

Client	NORTHGATE PROPERTIES LTD			
Architect				
Project	SUMMER LANE, PAGHAM WEST SUSSEX			
Title	ESTATE ROAD EXTERNAL WORKS DETAILS			
Date	OCTOBER 2025	Scale @ A1	NTS	
Clients Ref.		Project Ref.	13226	
Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel: 01444 871444 Web: www.gtacivils.co.uk				
Drawing Number	13226/1451			Rev. C1