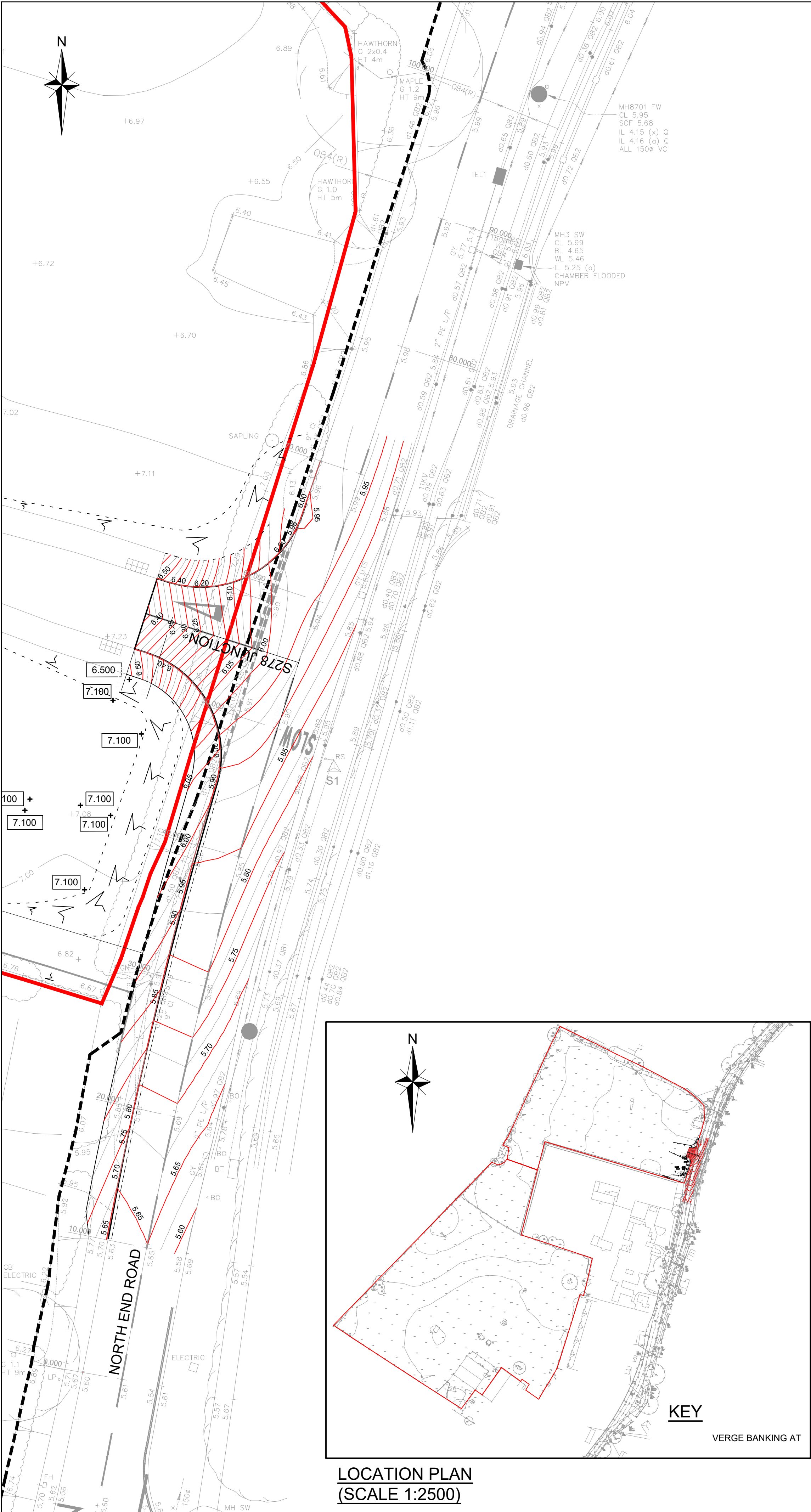




NORTH END ROAD

CHAINAGE	0.000	10.000	16.689	20.000	25.000	26.406	30.000	31.459	33.217	40.000	50.000	52.719	60.000	64.596	65.000	70.000	72.429	72.854	75.000	80.000	85.000	86.607	89.095	90.000	92.488	95.000	98.934	100.000	108.171																																																																																																																									
EXISTING GROUND LEVEL	5.610	5.649		5.688		5.754	5.791	5.813		5.849		5.898		5.943		5.989	72.429	72.854	75.000	5.973		5.946	5.933	5.925	5.948	95.000	5.985		5.960																																																																																																																									
ALIGNMENT LEVEL	5.610	5.649	5.675	5.693	5.738	5.754	5.791	5.813		5.847		5.896		5.946	5.969	5.971	5.987	5.989	5.988	5.974		5.946	5.933	5.923	5.925	5.948	5.969	5.986	5.985	5.960																																																																																																																								
VERTICAL ALIGNMENT		G= 0.390% 1: 256.3	KF= 11.50622 L= 9.717		L= 6.811 KF= -9.22917				G= 0.497% 1: 201.3										L= 22.010 KF= -16.68340				KF= 3.02511 L= 6.383		L= 7.362 KF= -0.307% 1: -325.7		G= -3.007% 1: -325.7																																																																																																																											
HORIZONTAL ALIGNMENT	R= 450.744																														R= 299.575																														R= 10510.377																														R= 1176.572																														R= 284.297																													
LEFT HAND CHANNEL	5.600	5.615	5.630	5.656	5.687	5.731	5.784	5.825	5.860	5.887	5.954	6.023	5.988	5.947	5.959	5.962	5.949	5.939	5.936	5.968	5.970	5.994	6.010																																																																																																																															
RIGHT HAND CHANNEL	5.541	5.561	5.590	5.607	5.640	5.660	5.690	5.718	5.740	5.778	5.807	5.835	5.853	5.871	5.872	5.861	5.835	5.812	5.795	5.858	5.891	5.890	5.890	6.054	6.398	6.398	6.398	6.398	6.398																																																																																																																									

SCALE 1:500 HORIZ, 1:100 VERT

OFFSET					
GROUND LEVEL	6.832	6.246	5.150		
FEATURE LEVEL	5.958	5.909	5.791	5.794	5.687

ALIGNMENT NORTH END ROAD
CHAINAGE 30.000
SCALE 1:500

OFFSET					
GROUND LEVEL	6.231	5.942	5.072	3.122	3.072
FEATURE LEVEL	5.881	5.812	5.697	5.693	5.640

ALIGNMENT NORTH END ROAD
CHAINAGE 20.000
SCALE 1:500

OFFSET					
GROUND LEVEL	6.038	5.774	5.103	3.026	3.049
FEATURE LEVEL	5.790	5.630	5.649	5.579	5.543

ALIGNMENT NORTH END ROAD
CHAINAGE 10.000
SCALE 1:500

OFFSET					
GROUND LEVEL	7.307	6.015	3.413	3.154	3.023
FEATURE LEVEL	6.038	6.025	5.922	5.836	5.824

ALIGNMENT NORTH END ROAD
CHAINAGE 55.159
SCALE 1:500

OFFSET					
GROUND LEVEL	7.202	7.270	8.773	5.379	3.060
FEATURE LEVEL	6.351	6.150	6.880	5.908	5.886

ALIGNMENT NORTH END ROAD
CHAINAGE 50.000
SCALE 1:500

OFFSET					
GROUND LEVEL	7.100	6.537	5.102	3.242	3.192
FEATURE LEVEL	6.033	5.985	5.880	5.847	5.740

ALIGNMENT NORTH END ROAD
CHAINAGE 40.000
SCALE 1:500

OFFSET					
GROUND LEVEL	6.960	5.979	3.173	3.123	3.196
FEATURE LEVEL	6.094	5.959	5.987	5.872	5.873

ALIGNMENT NORTH END ROAD
CHAINAGE 70.000
SCALE 1:500

OFFSET					
GROUND LEVEL	7.164	7.247	9.879	5.796	5.723
FEATURE LEVEL	6.436	6.188	6.081	5.988	5.946

ALIGNMENT NORTH END ROAD
CHAINAGE 60.000
SCALE 1:500

OFFSET					
GROUND LEVEL	7.164	7.247	9.879	5.796	5.723
FEATURE LEVEL	6.436	6.188	6.081	5.988	5.946

ALIGNMENT NORTH END ROAD
CHAINAGE 80.000
SCALE 1:500

OFFSET					
GROUND LEVEL	7.168	7.231	4.750	2.800	2.750
FEATURE LEVEL	6.572	6.523	6.396	6.398	6.398

ALIGNMENT JUNCTION
CHAINAGE 11.979
SCALE 1:500

OFFSET					
GROUND LEVEL	7.193	7.257	4.849	2.874	2.824
FEATURE LEVEL	6.449	6.420	6.296	6.298	6.298

ALIGNMENT JUNCTION
CHAINAGE 10.000
SCALE 1:500

OFFSET					
GROUND LEVEL	10.178	9.687	0.000	0.000	6.015
FEATURE LEVEL	6.012	5.883	6.025	5.905	5.963

ALIGNMENT JUNCTION
CHAINAGE 3.155
SCALE 1:500

S278 JUNCTION

CHAINAGE	0.000	3.155	10.000	11.979
EXISTING GROUND LEVEL	5.921	6.025	7.262	7.249
ALIGNMENT LEVEL	5.921	6.025	7.262	7.249
VERTICAL ALIGNMENT	G= 5.000% 1: 20.0			
HORIZONTAL ALIGNMENT				
LEFT HAND CHANNEL			6.354	6.398
RIGHT HAND CHANNEL			6.354	6.398

SCALE 1:500 HORIZ, 1:100 VERT

NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE MANUAL FOR CONTRACT DOCUMENTS, VOLUME 1, SPECIFICATION FOR HIGHWAY WORKS, WEST SUSSEX COUNTY COUNCIL SPECIFICATION, "SEWERS FOR ADOPTION 6TH EDITION - A DESIGN GUIDE FOR DEVELOPERS AND ALL OTHER RELATED DRAWINGS ISSUED.
- IF THERE IS ANY AMBIGUITY BETWEEN THE SPECIFICATION & THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL WORKS TO BE CONSTRUCTED WITHIN HIGHWAY LAND AND LAND TO BE DEDICATED TO THE HIGHWAY AUTHORITY.
- ALL EXISTING LEVELS, GRADIENTS, DEPTHS, ETC., ARE TO BE CHECKED ON SITE PRIOR TO CONSTRUCTION. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
- 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 EXISTING LIVE DRAINS, SEWERS, DUCTS, CABLES, ETC. THAT WILL PASS UNDER THE PROPOSED HIGHWAY SHALL BE SURVEYED, PROBED, TRACED, RODDED, JETTED, COTVD, 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.
- CDM REGULATIONS 2015
- (i) IN COMPLIANCE WITH CDM 2015 ODYSSEY HAS FOLLOWED ITS DESIGN RISK MANAGEMENT PROCESS FOR HAZARD ELIMINATION AND RISK REDUCTION IN DEVELOPING THE ODYSSEY DESIGNS SHOWN ON THIS DRAWING.
- (ii) THERE ARE NO ABNORMAL OR UNUSUAL RESIDUAL RISKS ASSOCIATED WITH THE DESIGN. ANY OTHER RESIDUAL RISKS ARE THOSE THAT WOULD NORMALLY BE EXPECTED BY COMPETENT PERSONS OR CONTRACTORS WITH NECESSARY SKILLS KNOWLEDGE AND EXPERIENCE TO BE ENGAGED ON WORK OF THIS NATURE OR TYPE.
- ACCESS ROAD TO HAVE GRADIENT OF 1:20 FOR THE FIRST 25m FROM JUNCTION CHANNEL TO BRING SITE UP TO LEVELS.

LEGEND

- PROPOSED HIGHWAY CONTOURS AT 25mm INTERVALS
- VERGE BANKING AT 1:3
- PROPOSED NORTH END ROAD LEFT CHANNEL LEVEL REALIGNMENT

NOT FOR CONSTRUCTION -
SUBJECT TO APPROVAL

B	BANKING REVISED	C/JL	SW	JHM	23.07.20
A	APPROVED FOR CONSTRUCTION	L/H	C/JL	JHM	20.03.20
Rev	Amendments	Dm	Chk	App	Date

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Job Title
**LAND AT STAKERS FARM,
YAPTON**

Drawing Title
S278 JUNCTION LEVELS

Client
**DANDARA LIMITED
(SOUTHERN)**

Scale	Date	Designed
1:200 @A1	DEC 19	LG
Drawn	Checked	Approved
LG	SW	JHM
Job No	Drawing No	Rev
19-156	YAP-S278-03	B