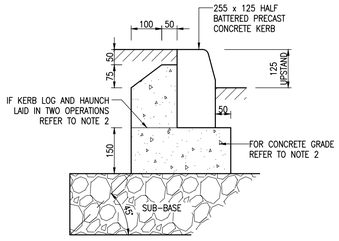
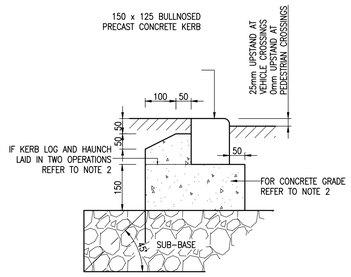
WSCC DRAWING NOTES:

- 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, cctv'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 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 WSCC 278/38 Highway Agreement Standard Details drawings 01-36 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 - both available on the Internet."



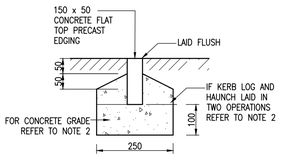
ADOPTABLE HALF BATTERED KERB (K1)

SCALE 1:10



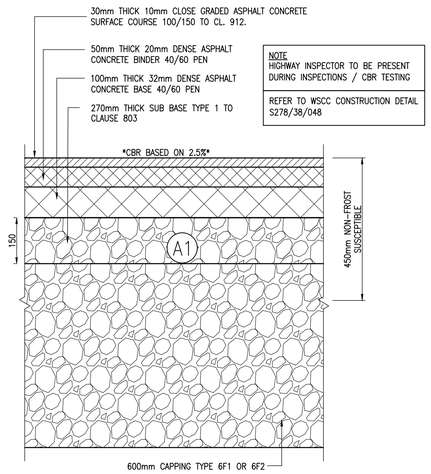
ADOPTABLE BULLNOSED DROP KERB (K3)

SCALE 1:10



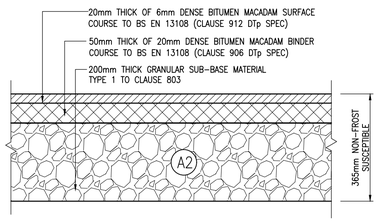
ADOPTABLE FLAT TOP EDGING (K4)

SCALE = 1:10



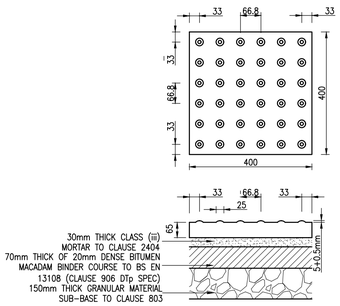
BELLMOUTH CONSTRUCTION – PAVING TYPE A1

SCALE 1:10



FOOTWAY CONSTRUCTION – PAVING TYPE A2

SCALE 1:10

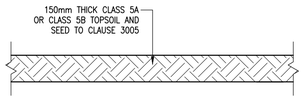


PLAN AND PROFILE OF TACTILE PAVING

NOT TO SCALE

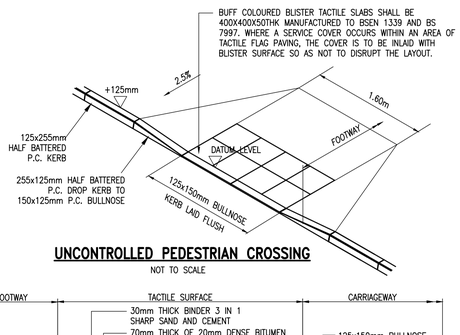
FOOTWAY CONSTRUCTION – PAVING TYPE A3

SCALE 1:10



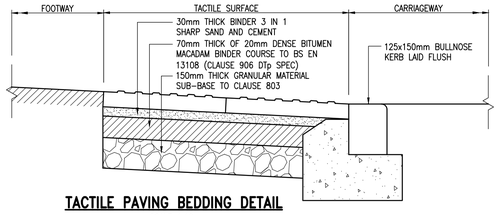
VERGE DETAIL TYPE A4

SCALE 1:10



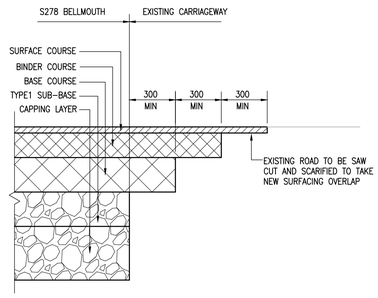
UNCONTROLLED PEDESTRIAN CROSSING

NOT TO SCALE



TACTILE PAVING BEDDING DETAIL

SCALE 1:10



ROAD CONSTRUCTION TIE-IN DETAIL

SCALE 1:20

CBR VALUE (%)	MIN CAPPING LAYER THICKNESS (mm)
<2	GROUND IMPROVEMENT REQUIRED SEEK ASSISTANCE FROM ENGINEER
2–2.5	600
2.5–5	350
>5	100

FOR DESIGN PURPOSES, A CBR VALUE OF 2.5% IS ASSUMED AT THE FORMATION LEVEL OF THE HIGHWAY AS PER WSCC REQUEST.

OTHER RELEVANT WSCC CONSTRUCTION DETAILS:

ALTERNATIVE METHOD OF LAYING KERBS	REFER TO WSCC CONSTRUCTION DETAIL S278/38/01C
APPROVED KERB SECTION (SHEET 1)	REFER TO WSCC CONSTRUCTION DETAIL S278/38/02B
APPROVED KERB SECTION (SHEET 2)	REFER TO WSCC CONSTRUCTION DETAIL S278/38/03A
FOOTWAY/CYCLEWAY TYPE 1 & 2	REFER TO WSCC CONSTRUCTION DETAIL S278/38/04B
FOOTWAY CROSSOVER TYPE 1	REFER TO WSCC CONSTRUCTION DETAIL S278/38/07C
PREFERRED ARRANGEMENT OF SERVICES WITHIN PUBLIC HIGHWAY	REFER TO WSCC CONSTRUCTION DETAIL S278/38/10A
STREET FURNITURE TACTILE CROSSING	REFER TO WSCC CONSTRUCTION DETAIL S278/38/18A
CARRIAGEWAY TIE-IN DETAILS	REFER TO WSCC CONSTRUCTION DETAIL S278/38/20B
CARRIAGEWAY SPECIFICATION	REFER TO WSCC CONSTRUCTION DETAIL S278/38/21F

NOTES

1. THIS DRAWING IS COPYRIGHT.
2. DO NOT SCALE THIS DRAWING. THE CONTRACTOR IS TO BRING TO THE NOTICE OF THE ENGINEER ANY DISCREPANCIES CONTAINED IN THIS DRAWING PRIOR TO WORK COMMENCEMENT.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST SUB-CONTRACTORS DRAWINGS AND THE SPECIFICATION.
4. ALL SETTING OUT TO BE IN ACCORDANCE WITH THE ENGINEERS DRAWINGS. CONTRACTOR TO CHECK AND IDENTIFY ANY DISCREPANCIES TO ENGINEER. DIMENSIONS MUST NOT BE SCALED.
5. ALL HIGHWAY WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WEST SUSSEX COUNTY COUNCIL'S DOCUMENT "TRANSPORT REQUIREMENTS FOR DEVELOPMENT" AND TO THE SATISFACTION OF THE HIGHWAY AUTHORITY INSPECTOR.
6. ALL TRAFFIC SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS AND REGULATIONS AND GENERAL DIRECTIONS 2016.
7. ALL TACTILE PAVING TO BE IN ACCORDANCE WITH DETR'S GUIDANCE ON THE USE OF TACTILE PAVING SURFACES.
8. HIGHWAY INSPECTOR TO BE PRESENT DURING INSPECTIONS / CBR TESTING

HEALTH & SAFETY:

ALL WORKS TO BE CARRIED OUT BY A CONTRACTOR COMPETENT TO UNDERTAKE THE CONSTRUCTION OF WORKS AS INDICATED ON THIS DRAWING. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE JOB SPECIFIC RISK ASSESSMENT. THE HAZARDS NOTED ARE IN ADDITION TO THE NORMAL HAZARDS AND RISKS FACED BY A COMPETENT CONTRACTOR WHEN DEALING WITH THE TYPE OF WORKS DETAILED ON THIS DRAWING.

KERB NOTES:

1. KERBS SHALL BE PRECAST CONCRETE KERBS COMPLYING WITH BS EN 1340 AND CLAUSE 1101 OF SPECIFICATION FOR HIGHWAY WORKS.
2. MIX ST1 CONCRETE KERB BASE TO CLAUSE 2602 SHALL BE LAID ON THE SUB-BASE AND SHALL BE A MINIMUM THICKNESS OF 150mm. SUB-BASE SHALL BE EXCAVATED WHERE NECESSARY TO ACHIEVE 150mm THICKNESS. RECOMPACT DISTURBED SUB-BASE PRIOR TO CONSTRUCTION OF KERB BASE. THE KERB BASE AND BACKING WILL NORMALLY BE LAID IN ONE OPERATION. HOWEVER WHERE CONCRETE BASE IS LAID IN ADVANCE OF KERBS, 200 x 20mm DIAMETER MILD STEEL DOWEL BARS WILL BE REQUIRED IN BACKING AT 450mm CENTRES. KERBS WILL THEN BE LAID ON 0mm TO 10mm THICKNESS CEMENT MORTAR DESIGNATION (I) BED TO CLAUSE 2404.
3. WHERE EXCAVATION INTO EXISTING CARRIAGEWAY IS REQUIRED, A TRENCH SHALL BE EXCAVATED OF SUFFICIENT DEPTH AND WIDTH TO ACCOMMODATE THE COMPLETE BASE, BED AND BACKING OF THE KERB TYPE SCHEDULED WHILST PROVIDING SUFFICIENT SPACE FOR THE NECESSARY USE OF MECHANICAL LIFTING APPARATUS.
4. WHERE IT IS REQUIRED TO LAY KERBS TO RADII LESS THAN 12 METRES, HYDRAULICALLY PRESSED RADIUS KERBS TO THE APPROPRIATE RADIUS SHALL BE USED AND CONSIDERATION SHALL BE GIVEN TO THE USE OF SHORTER KERBS WHERE THE ALIGNMENT REQUIRES SUCH KERBS TO ACHIEVE A SATISFACTORY LINE WITHOUT LARGE JOINTS. GRANITE KERBS MAY BE REQUIRED IN CONSERVATION AREAS.
5. THE MAXIMUM GAP BETWEEN KERBS SHALL BE 3mm. ANY GAP WIDER THAN 3mm SHALL BE FLUSH POINTED WITH CEMENT MORTAR.
6. THE APPROPRIATE 914mm LONG PRECAST CONCRETE TRANSITION KERB SHALL BE INSTALLED AT EACH CHANGE IN KERB TYPE, TIE-INS TO EXISTING AND TERMINATIONS.
7. INSTALLATION OF DOWEL BARS MAY ALSO BE INSTRUCTED BY THE ENGINEER AT LOCATIONS WHERE STANDARD KERBS ARE CONSIDERED TO BE VULNERABLE TO DAMAGE CAUSED BY VEHICLE IMPACT.
8. THE MINIMUM LENGTH OF ANY CUT KERB SHALL BE 450mm.
9. ANY EXTERNAL 90 DEGREE KERB JOINT TO HAVE A QUADRANT INSTALLED. MITRED JOINTS ARE NOT TO BE USED.

AS - BUILT

rev	date	description	initials
AB1	16/09/26	REVISED TO AS-BUILT STATUS	EB

Project: ADUR CIVIC CENTRE, SHOREHAM

Client / Architect: PMC

HGP

Title: S278 AND S38 CONSTRUCTION DETAILS

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CONSULTING CIVIL & STRUCTURAL ENGINEERS

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date	scale	size	project no.	drawing no.	revision
JAN 24	See Drg	A1	10721	315	AB1

drawn AJV
checked MD