NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

2. PERMANENT REINSTATEMENT TO BE MEASURED SEPERATELY.

3. GRADE ST4 CONCRETE AS BACKFILL TO TRENCHES TO BE SEMI-DRY MIX COMPACTED. BY MEANS OF A VIBRATING PLATE COMPACTOR/TRENCH RAMMER IN LAYERS NOT GREATER THAN 200mm.

4. SELECTED BACKFILL TO BE COMPACTED BY MEANS OF A VIBRATING PLATE COMPACTOR/TRENCH RAMMER IN LAYERS NOT GREATER THAN 200mm.

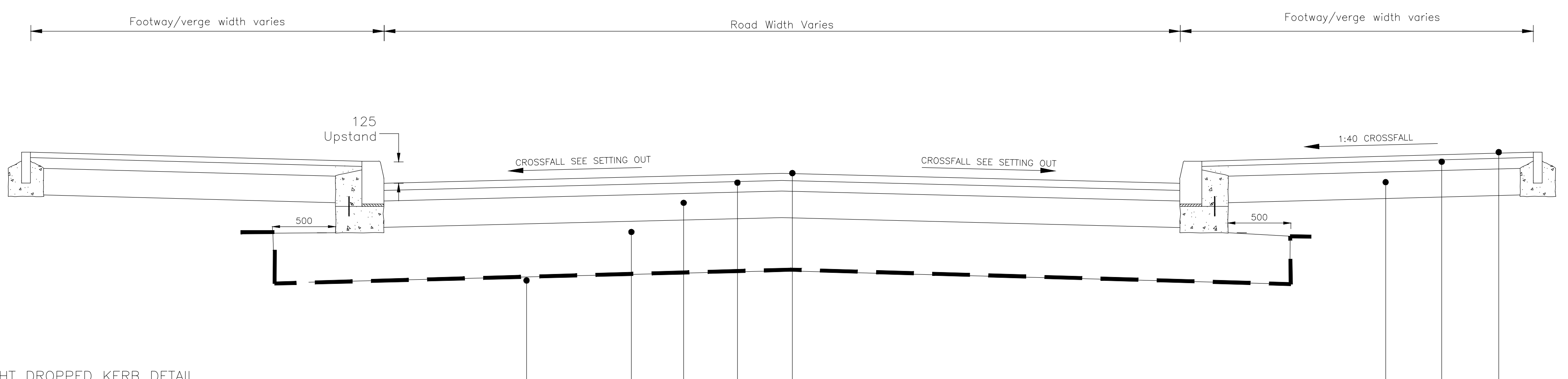
5. THE EDGE OF ALL TRENCHES TO BE SAW CUT, MINIMUM DEPTH OF 40mm.

6. ALL DUCTS TO BE 100mmØ, AND ARE TO BE COMPLETE WITH 6mmØ POLYPROPELENE DRAWROPE SECURED AT BOTH ENDS.

7. THE DUCTING SHALL BE H.D.P.E (5mm WALL THICKNESS) AND SHALL BE CLEARLY MARKED(STREET LIGHTING/TRAFFIC SIGNALS) AS APPROPRIATE; OR FLEXIBLE WITH A RIBBED M.D.P.E.OUTER PROFILE AND A SMOOTH L.D.P.E. INNER BORE.

8. THE DUCTING SHALL CONFORM TO A DENSITY OF 0.9/cm3 DIN53479 WITH A BREAKINGPOINT OF 23-30N/mm2 DIN53455. THE DUCTING SHALL BE COMPATIBLE WITH THE APPROVED ACCESS CHAMBERS PRE-TREPANED KNOCKOUT. WHERE THE DUCTS NEED TO BE JOINED A MANUFACTURER APPROVED CONNECTOR MUST BE USED AND APPROVED BY THE OVERSEEING ORGANISATION.

TYPICAL CARRIAGEWAY CONSTRUCTION DETAIL


Footway/verge width varies
Road Width Varies
Footway/verge width varies
125
Upstand
CROSSFALL SEE SETTING OUT
CROSSFALL SEE SETTING OUT
1:40 CROSSFALL
500
500

FULL DEPTH CARRIAGEWAY CONSTRUCTION-(NO LIMESTONE AGGREGATE TO BE USED IN SURFACE COURSES OR ANY SURFACES TO BE TEMPORARILY TRAFFICKED). ALL MATERIALS TO BE LAID AND TRANSPORTED IN ACCORDANCE WITH THE SHW. BITUMINOUS SPRAY TO BE APPLIED IN ACCORDANCE WITH CLAUSE 920 OF THE SHW.

SURFACE:	50MM THICK HRA 35/14 SURF 40/60 DES 20MM PRECOATED CHIPPINGS PSV MIN 60 TO BS EN 13108. MIN PSV OF 68 TO BE APPLIED ON APPROACHES TO ROUNDABOUT AND TRAFFIC SIGNAL STOP LINES.
BINDER:	60MM THICK AC 20 DENSE BIN 40/60 REC TO BS EN 13108.
BASE:	150MM THICK AC32 BASE 40/60 REC TO BS EN 13108.
SUB BASE:	MIN 150MM THICK SUB-BASE (SUBJECT TO ON-SITE CBR RESULTS-PLEASE REFER TO TABLE ON D004) IN TYPE 1 GRANULAR MATERIAL. LAID AND COMPACTED TO THE SPECIFICATION FOR HIGHWAY WORKS CLAUSES 701, 801, & 803.
CAPPING:	REQUIRED CAPPING DEPTH SUBJECT TO ON-SITE CBR TEST RESULTS. FOR ALL CAPPING DETAILS PLEASE REFER TO THE TABLE PROVIDED ON THE STANDARD DETAILS PLAN AND THE DMRB FOR FURTHER GUIDANCE. CBR TO BE ESTABLISHED ON SITE PRIOR TO STARTING WORKS. CONTRACTOR TO REFER RESULTS TO A REPRESENTATIVE OF THE LOCAL AUTHORITY AND THE DESIGN MANUAL FOR ROADS AND BRIDGES VOLUME 7, SECTION 2, PART 3 CHAPTER 3 FOR FURTHER GUIDANCE ON SUB-BASE CAPPINGRELATIONSHIP. APPROPRIATE TERRAM GEOTEXTILE MEMBRANE TO BE LAID BENEATH CAPPING LAYER TO MANUFACTURER'S PROPRIETARY REQUIREMENTS.

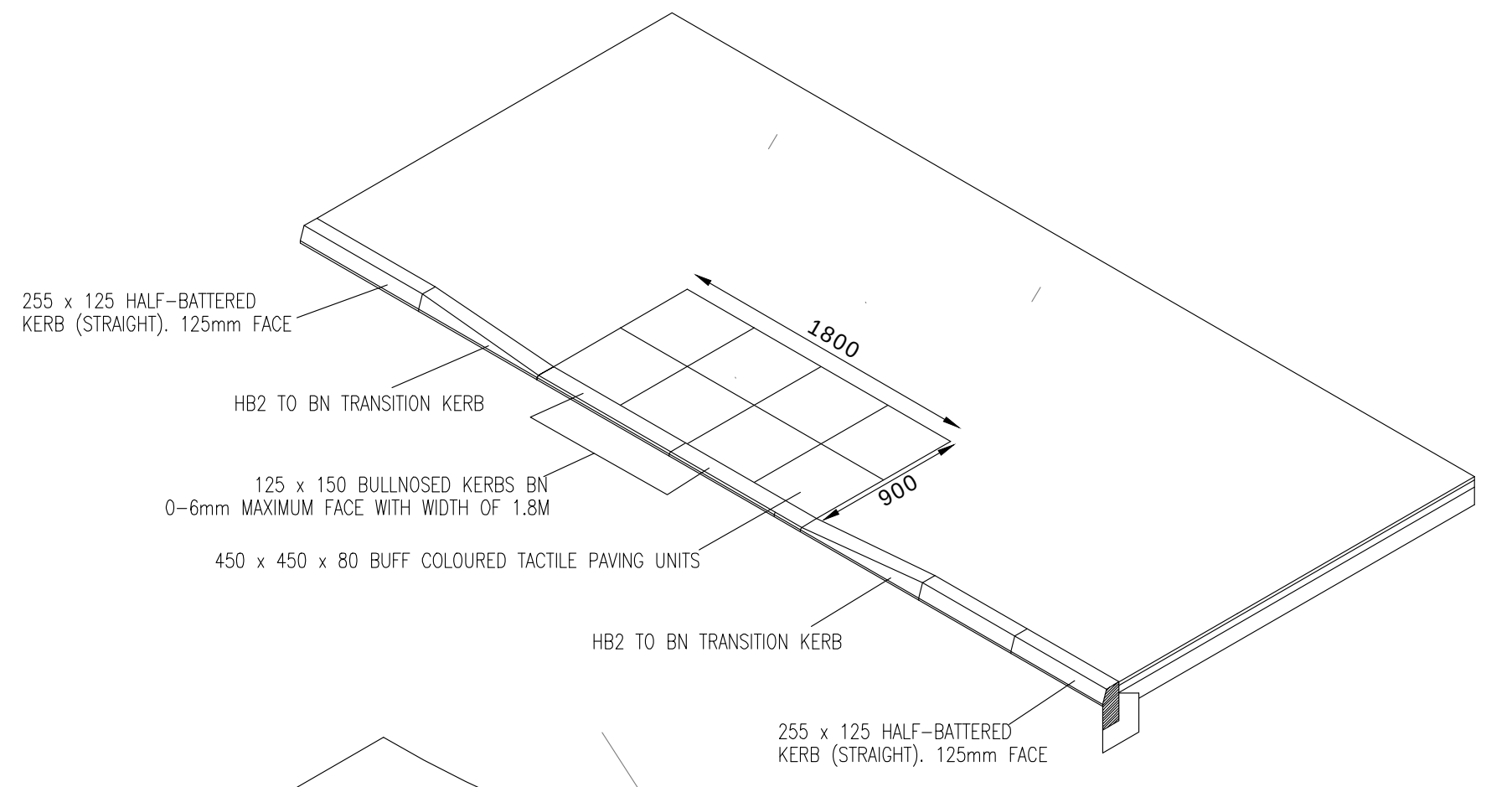
SURFACE COURSE:- 20MM THICK AC6 DENSE SURF 160/220 REC. SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW AND EN13108

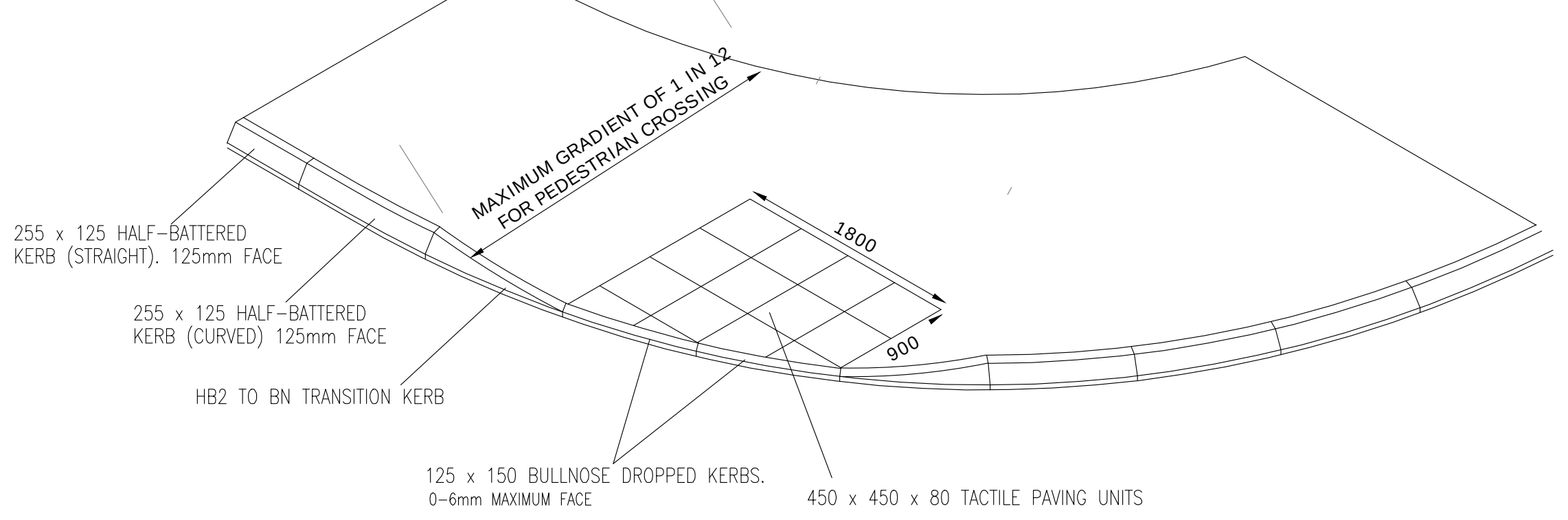
BINDER COURSE:-40MM THICK AC 20 DENSE BIN 160/220 REC.SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW AND EN13108,

SUB BASE:- 100MM THICK TYPE 1 GRANULAR SUB BASE 150MM AT VEHICLE CROSSINGS. SUPPLIED AND LAID IN ACCORDANCE WITH THE SHW.

STRAIGHT DROPPED KERB DETAIL

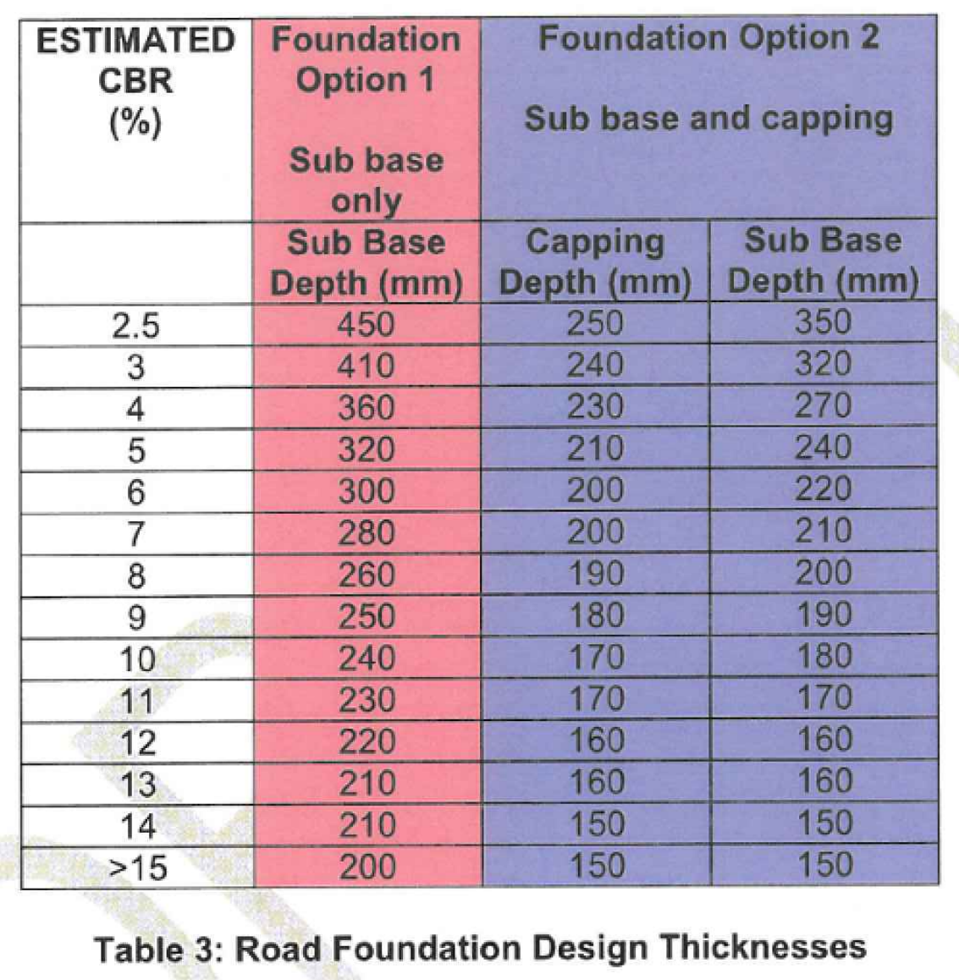
(NOTE : THE ABOVE DETAIL SHOULD BE USED AS A GUIDE FOR GENERAL LAYOUT PURPOSES)


255 x 125 HALF-BATTERED KERB (STRAIGHT). 125mm FACE
HB2 TO BN TRANSITION KERB
125 x 150 BULLNOSED KERBS BN 0-6mm MAXIMUM FACE WITH WIDTH OF 1.8M
450 x 450 x 80 BUFF COLOURED TACTILE PAVING UNITS
1800
900
HB2 TO BN TRANSITION KERB
255 x 125 HALF-BATTERED KERB (STRAIGHT). 125mm FACE


MAXIMUM GRADIENT OF 1 IN 12 FOR PEDESTRIAN CROSSING
255 x 125 HALF-BATTERED KERB (STRAIGHT). 125mm FACE
255 x 125 HALF-BATTERED KERB (CURVED) 125mm FACE
HB2 TO BN TRANSITION KERB
1800
900
125 x 150 BULLNOSE DROPPED KERBS. 0-6mm MAXIMUM FACE
450 x 450 x 80 TACTILE PAVING UNITS

RADIAL DROPPED KERB DETAIL

(NOTE : THE ABOVE DETAIL SHOULD BE USED AS A GUIDE FOR GENERAL LAYOUT PURPOSES)



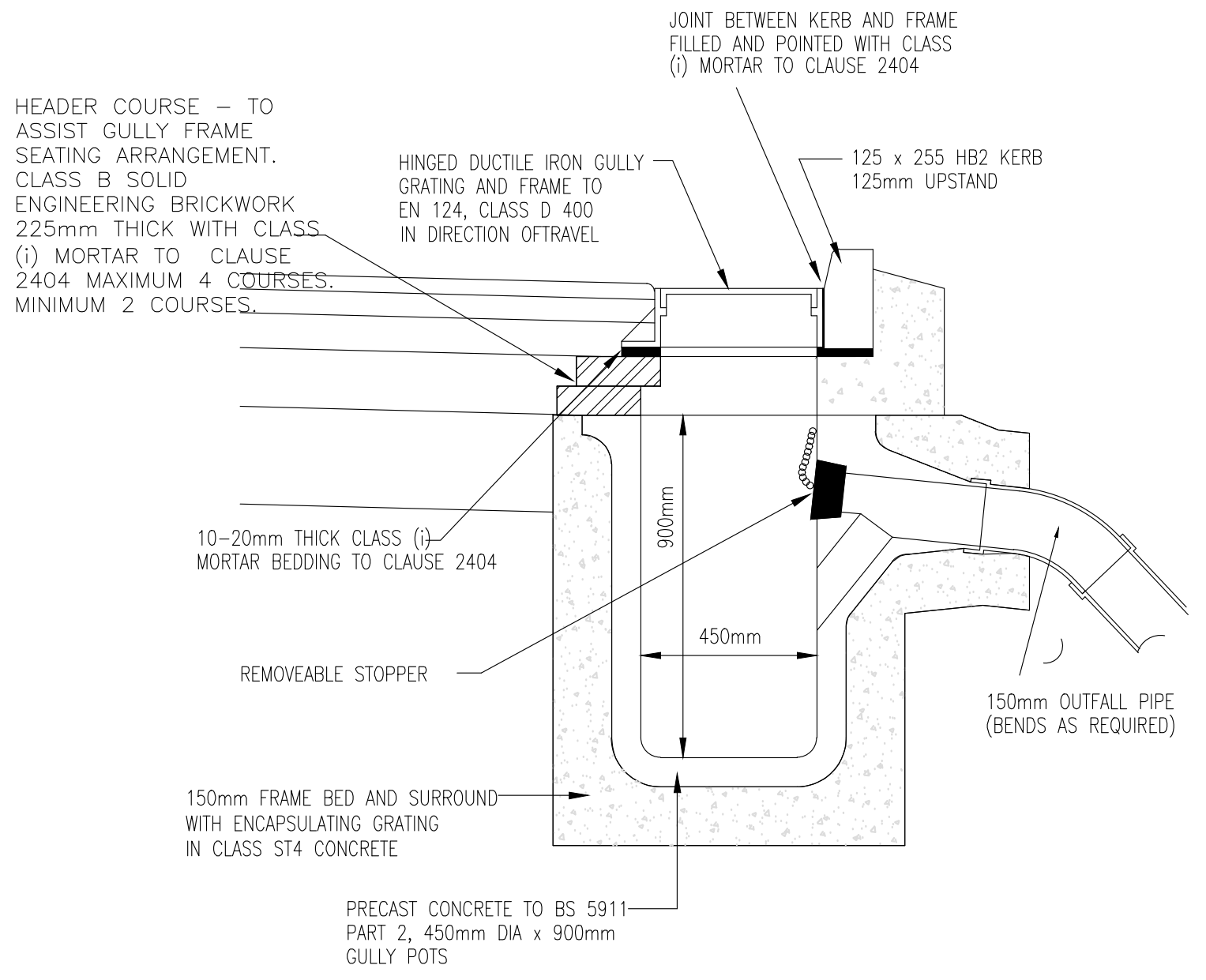
ESTIMATED CBR (%)	Foundation Option 1 Sub base only	Foundation Option 2 Sub base and capping	
	Sub Base Depth (mm)	Capping Depth (mm)	Sub Base Depth (mm)
2.5	450	250	350
3	410	240	320
4	360	230	270
5	320	210	240
6	300	200	220
7	280	200	210
8	260	190	200
9	250	180	190
10	240	170	180
11	230	170	170
12	220	160	160
13	210	160	160
14	210	150	150
>15	200	150	150

Table 3: Road Foundation Design Thicknesses

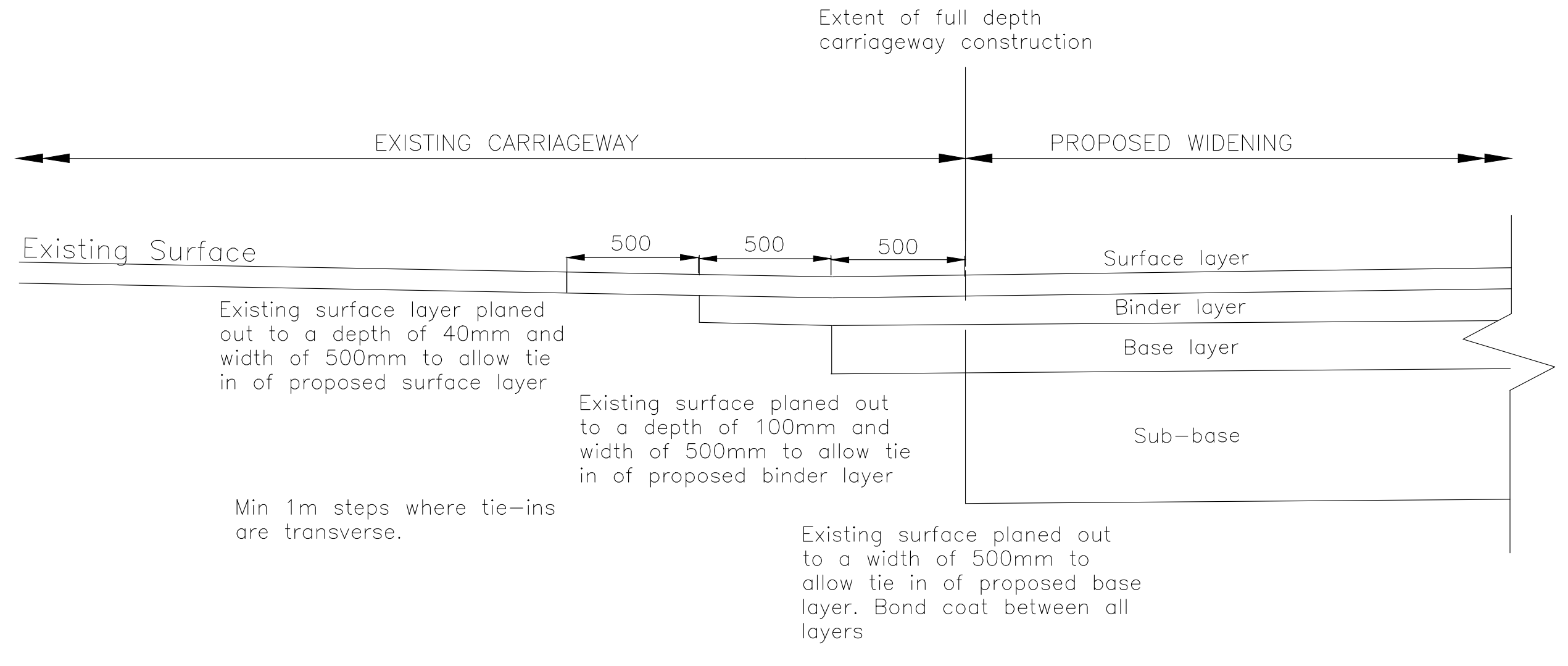
CAPPING AND SUB-BASE THICKNESS DESIGN

SITE TESTS

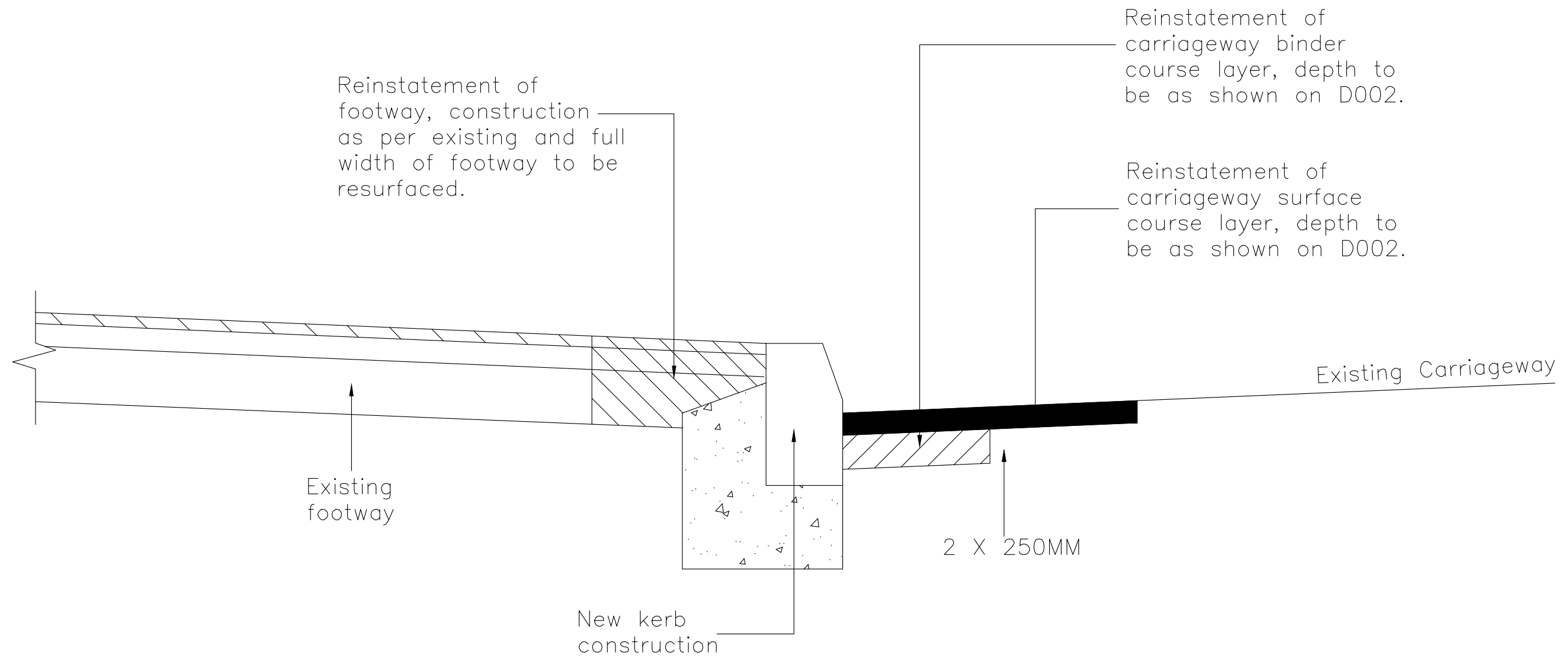
CBR TESTS SHALL BE UNDERTAKEN ON SITE BY THE CONTRACTOR TO DETERMINE THE CBR VALUE AT FORMATION LEVEL AND SUB BASE CAPPING DEPTHS CONFIRMED WITH LA ENGINEER AND FIG. 3.1 OF THE DEPARTMENT OF TRANSPORT DESIGN CAPPING DEPTHS SHALL BE LAID IN ACCORDANCE WITH MANUAL HD 26/06.


HEADER COURSE – TO ASSIST GULLY FRAME SEATING ARRANGEMENT. CLASS B SOLID ENGINEERING BRICKWORK 225mm THICK WITH CLASS (i) MORTAR TO CLAUSE 2404 MAXIMUM 4 COURSES. MINIMUM 2 COURSES.
HINGED DUCTILE IRON GULLY GRATING AND FRAME TO EN 124, CLASS D 400 IN DIRECTION OFTRAVEL
JOINT BETWEEN KERB AND FRAME FILLED AND POINTED WITH CLASS (i) MORTAR TO CLAUSE 2404
125 x 255 HB2 KERB 125mm UPSTAND
10-20mm THICK CLASS (i) MORTAR BEDDING TO CLAUSE 2404
900mm
450mm
REMOVEABLE STOPPER
150mm OUTFALL PIPE (BENDS AS REQUIRED)
150mm FRAME BED AND SURROUND WITH ENCAPSULATING GRATING IN CLASS ST4 CONCRETE
PRECAST CONCRETE TO BS 5911 PART 2, 450mm DIA x 900mm GULLY POTS

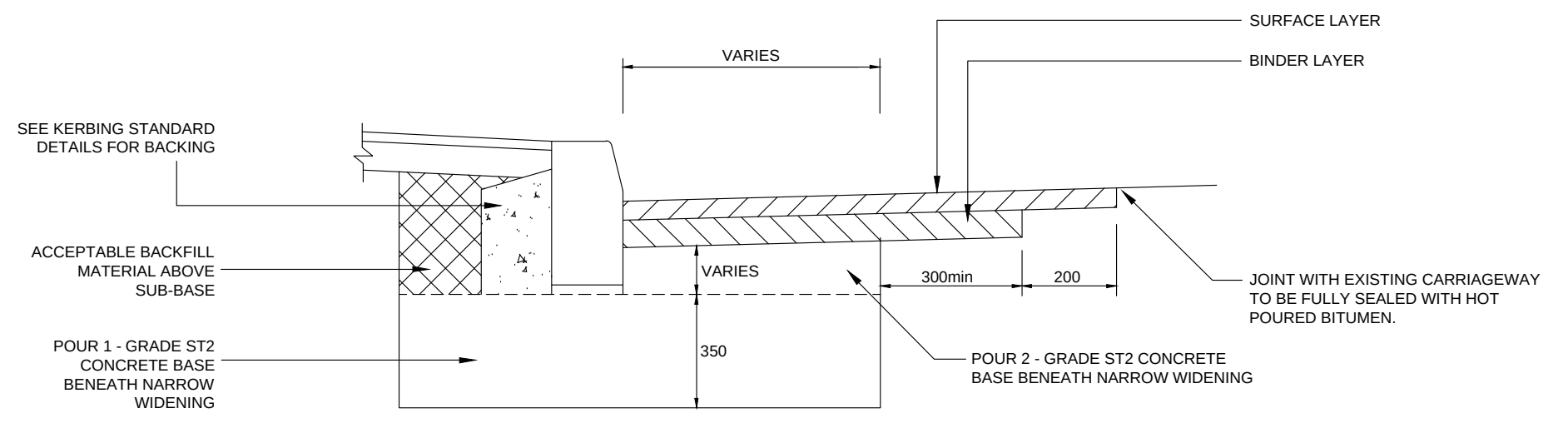
TYPICAL PRECAST CONCRETE GULLY DETAIL


Extent of full depth carriageway construction
EXISTING CARRIAGEWAY
PROPOSED WIDENING
Existing Surface
500
500
500
Surface layer
Binder layer
Base layer
Sub-base
Existing surface layer planed out to a depth of 40mm and width of 500mm to allow tie in of proposed surface layer
Existing surface planed out to a depth of 100mm and width of 500mm to allow tie in of proposed binder layer
Min 1m steps where tie-ins are transverse.
Existing surface planed out to a width of 500mm to allow tie in of proposed base layer. Bond coat between all layers

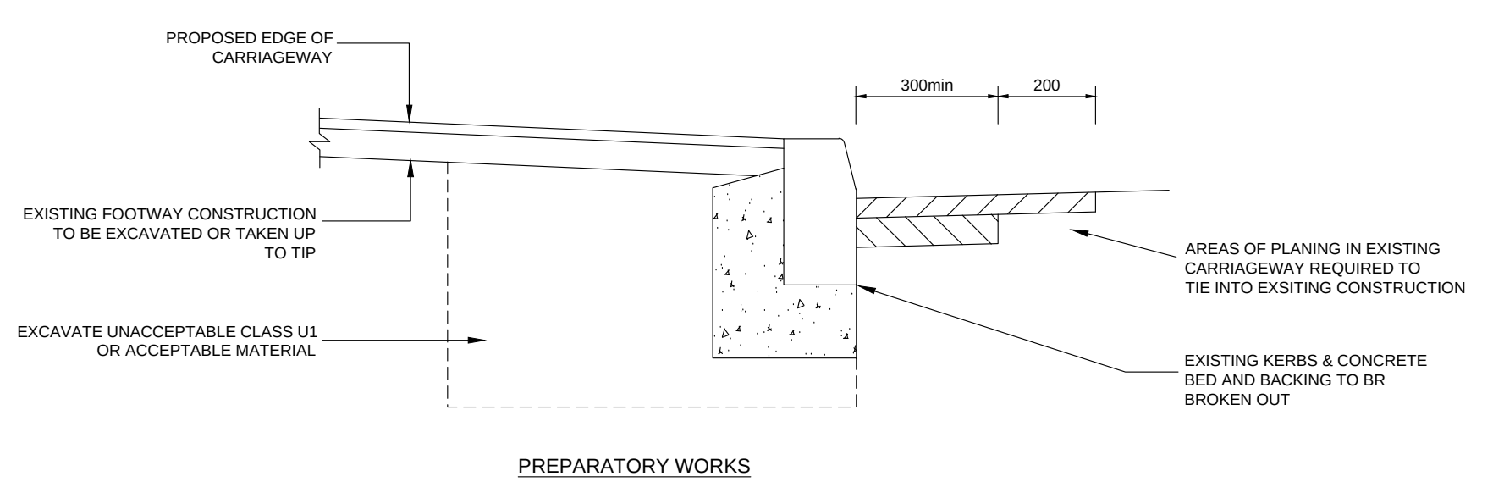
TIE IN CONSTRUCTION


Reinstatement of footway, construction as per existing and full width of footway to be resurfaced.
Reinstatement of carriageway binder course layer, depth to be as shown on D002.
Reinstatement of carriageway surface course layer, depth to be as shown on D002.
Existing Carriageway
Existing footway
New kerb construction
2 X 250MM

KERB RENEWAL / CARRIAGEWAY REINSTATEMENT

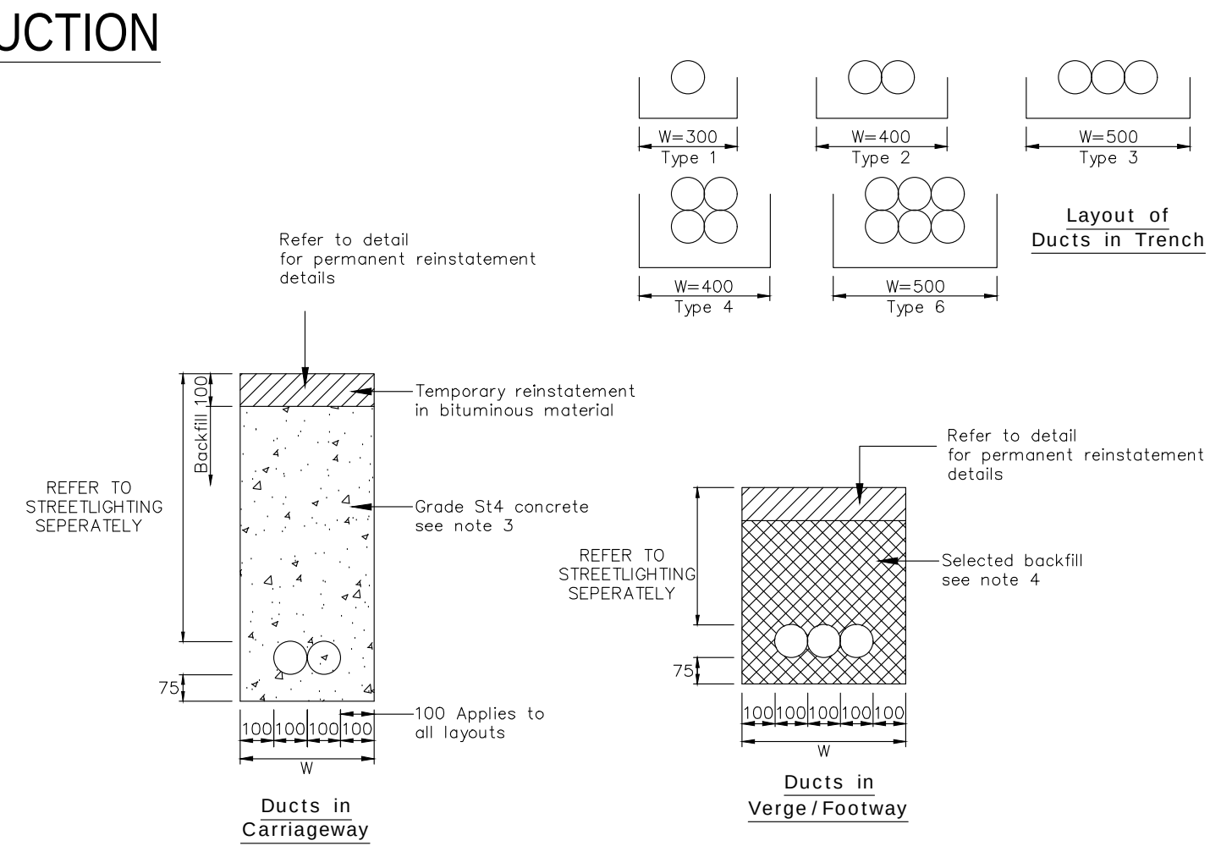

VARIES
SURFACE LAYER
BINDER LAYER
SEE KERBING STANDARD DETAILS FOR BACKING
ACCEPTABLE BACKFILL MATERIAL ABOVE SUB-BASE
VARIES
300min
200
350
JOINT WITH EXISTING CARRIAGEWAY TO BE FULLY SEALED WITH HOT POURED BITUMEN.
POUR 1 - GRADE ST2 CONCRETE BASE BENEATH NARROW WIDENING
POUR 2 - GRADE ST2 CONCRETE BASE BENEATH NARROW WIDENING

CONSTRUCTION IN AREAS OF NARROW WIDENING UP T0 2.0m WIDTH

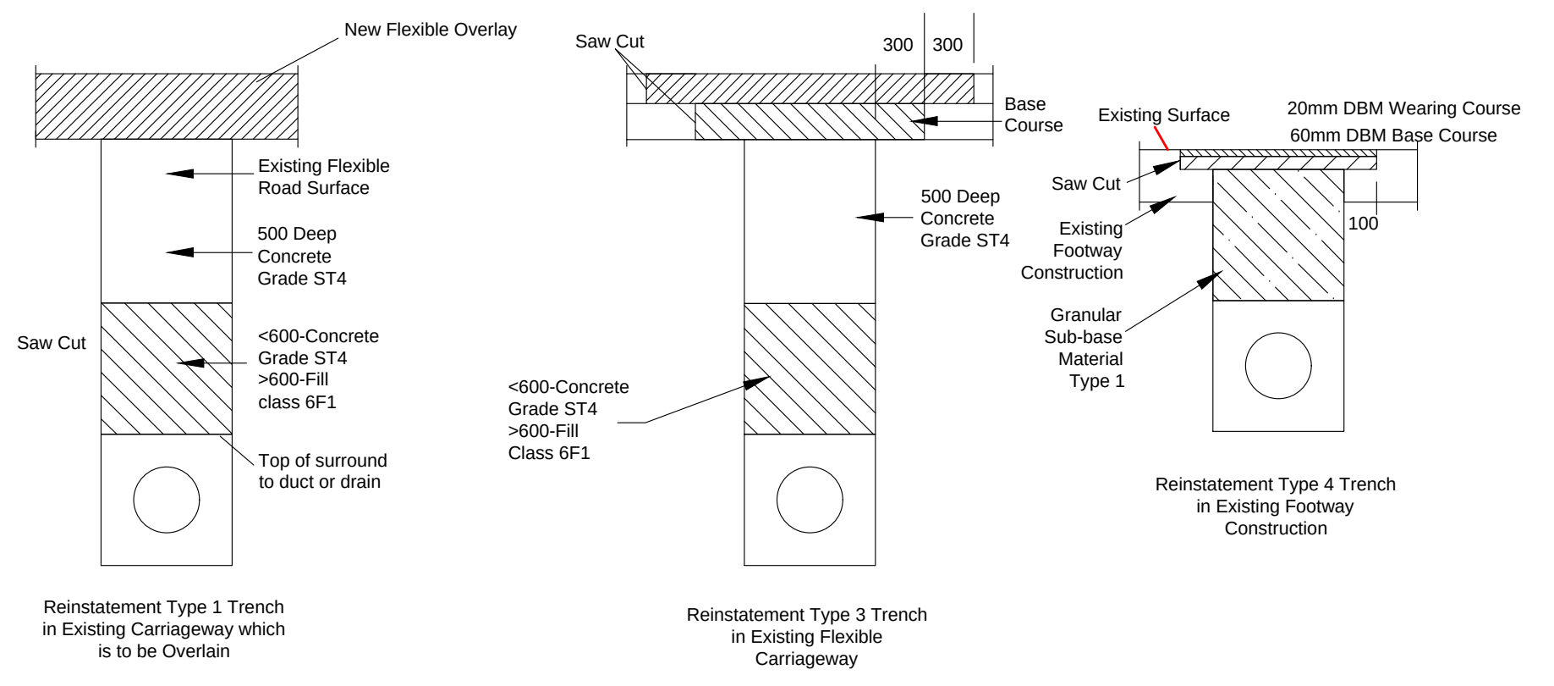

PROPOSED EDGE OF CARRIAGEWAY
300min
200
EXISTING FOOTWAY CONSTRUCTION TO BE EXCAVATED OR TAKEN UP TO TIP
AREAS OF PLANING IN EXISTING CARRIAGEWAY REQUIRED TO TIE INTO EXSITING CONSTRUCTION
EXCAVATE UNACCEPTABLE CLASS U1 OR ACCEPTABLE MATERIAL
EXISTING KERBS & CONCRETE BED AND BACKING TO BR BROKEN OUT

PREPARATORY WORKS FOR WIDENING

CARRIAGEWAY NARROW WIDENING

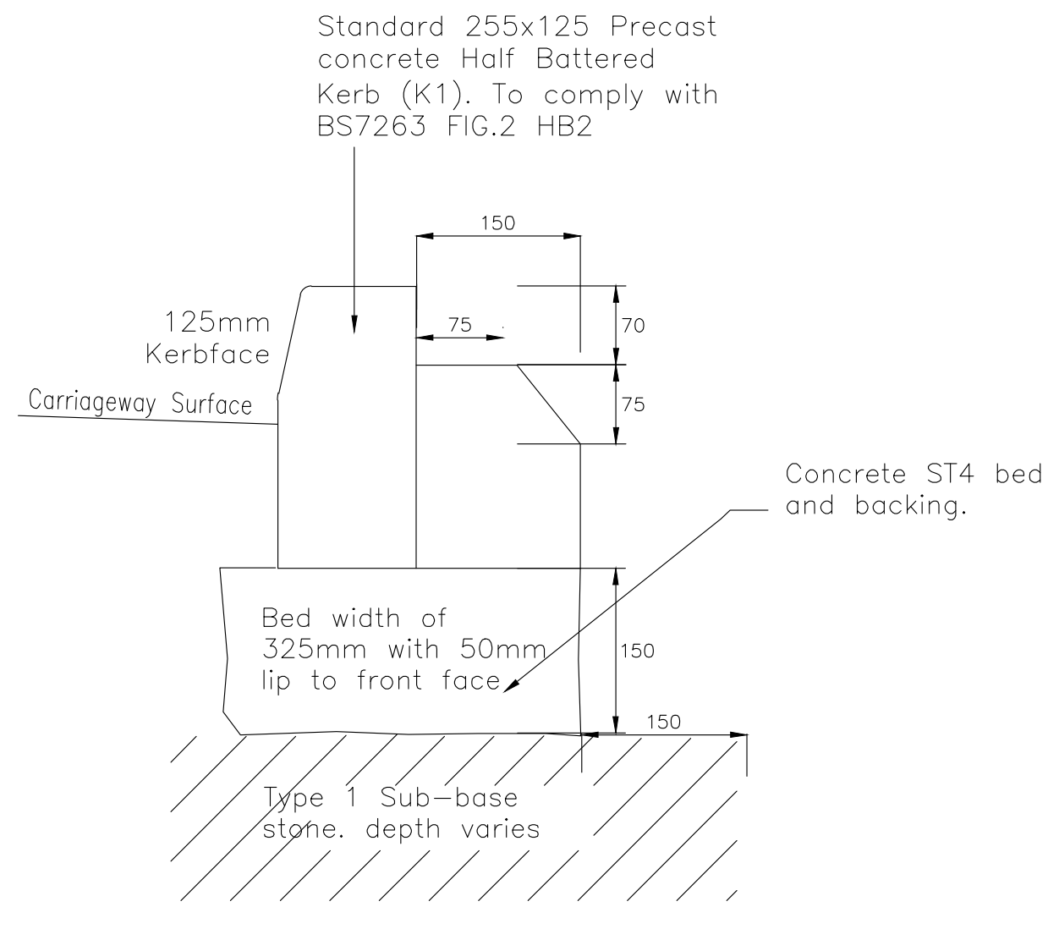

W=300
Type 1
W=400
Type 2
W=500
Type 3
W=400
Type 4
W=500
Type 6
Layout of Ducts in Trench
Refer to detail for permanent reinstatement details
Backfill 100
Temporary reinstatement in bituminous material
REFER TO STREETLIGHTING SEPERATELY
Grade St4 concrete see note 3
75
100
100
100
100
100 Applies to all layouts
W
Ducts in Carriageway
Refer to detail for permanent reinstatement details
REFER TO STREETLIGHTING SEPERATELY
Selected backfill see note 4
75
100
100
100
100
100
W
Ducts in Verge / Footway

DUCT CROSSING DETAILS-FOR ALL DUCT DETAILS RELATING TO STREETLIGHTING REFER TO LIGHTING DESIGNS SEPARATELY


New Flexible Overlay
Existing Flexible Road Surface
500 Deep Concrete Grade ST4
Saw Cut
<600-Concrete Grade ST4 >600-Fill class 6F1
Top of surround to duct or drain
Reinstatement Type 1 Trench in Existing Carriageway which is to be Overlain
Saw Cut
300
300
Base Course
500 Deep Concrete Grade ST4
<600-Concrete Grade ST4 >600-Fill Class 6F1
Reinstatement Type 3 Trench in Existing Flexible Carriageway
Existing Surface
20mm DBM Wearing Course
60mm DBM Base Course
Saw Cut
Existing Footway Construction
100
Granular Sub-base Material Type 1
Reinstatement Type 4 Trench in Existing Footway Construction

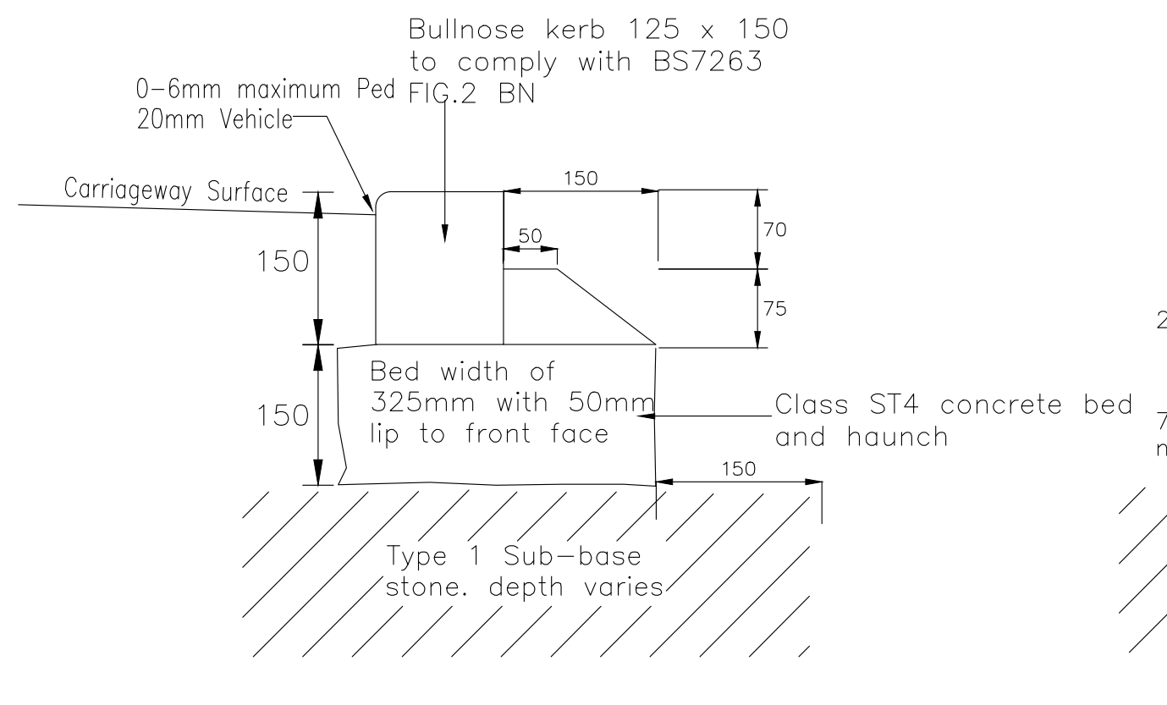
TRENCH REINSTATEMENT

TYPE OF KERB AND THEIR DESIGNATIONS			
TYPE OF KERB	DESIGNATION	FIG Nr.	SIZE
Kerbs:			
Bullnosed	BN	K.1a	125 x 150
45° Splayed	SP	K.1b	125 x 255
Half Battered	HB 1	K.1c	150 x 305
Half Battered	HB 2	K.1d	125 x 255
Half Battered	HB 3	K.1e	125 x 150
Left Hand	TL	K.2a	Transition HB to SP
Right Hand	TR	K.2a	Transition HB to SP
Left Hand	DL1	K.2b	Dropper Type 1 : HB to BN
Right Hand	DR1	K.2b	Dropper Type 1 : HB to BN
Left Hand	DL2	K.2c	Dropper Type 2 : 45° to BN
Right Hand	DR2	K.2c	Dropper Type 2 : 45° to BN
Channels:			
Channel Square	CS1	K.1f	255 x 125
Channel Square	CS2	K.1g	150 x 125
Channel Dished	CD	K.1h	255 x 125
Edgings:			
Round Top Edging	ER	K.3a	50 x 150, 200 or 250
Flat Top Edging	EF	K.3b	50 x 150, 200 or 250
Bullnosed Edging	EBN	K.3c	50 x 150, 200 or 250
Quadrants:			
Quadrant	QBN	K.3d	305 or 455 x 150 or 255
Quadrant	QHB	K.3d	305 or 455 x 150 or 255
Quadrant	QSP	K.3d	305 or 455 x 150 or 255
Angles:			
Internal Angle	IA	K.3e	125 x 255, HB1 or SP
External Angle	XA	K.3f	125 x 255, HB1 or SP

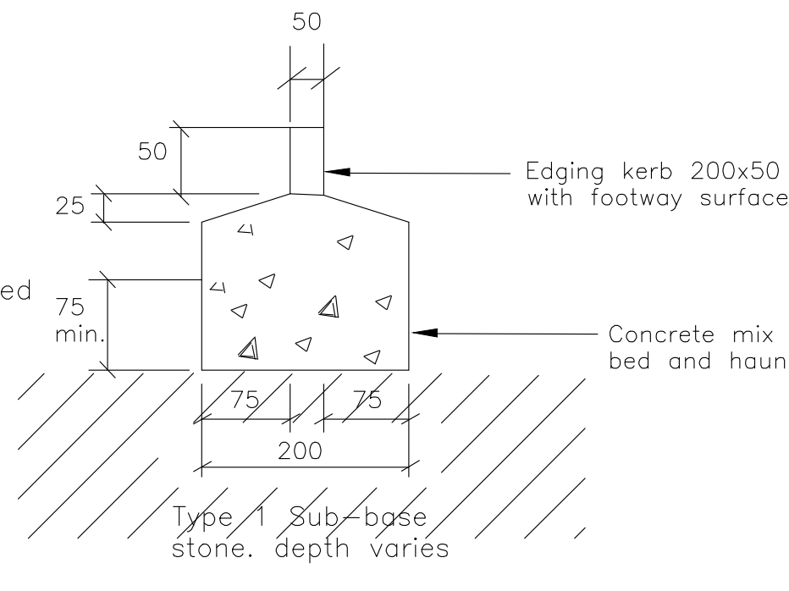

Standard 255x125 Precast concrete Half Battered Kerb (K1). To comply with BS7263 FIG.2 HB2
125mm Kerbface
Carriageway Surface
150
75
70
75
Concrete ST4 bed and backing.
Bed width of 325mm with 50mm lip to front face
150
150
Type 1 Sub-base stone, depth varies

HALF BATTERED KERB

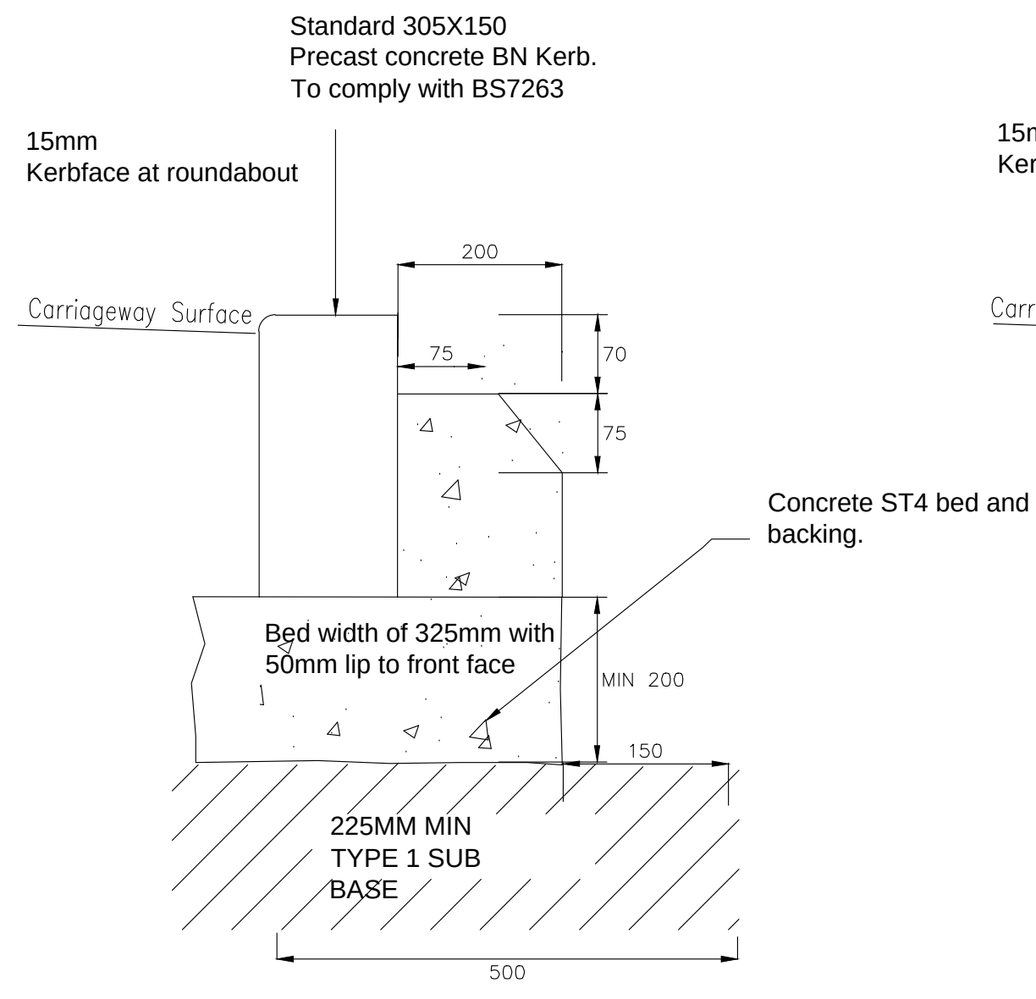
KERB BASE, KERB AND KERB BACKING LAID BEFORE CONCRETE SETS


Bullnose kerb 125 x 150 to comply with BS7263 FIG.2 BN
0-6mm maximum Ped 20mm Vehicle
Carriageway Surface
150
50
70
75
150
Bed width of 325mm with 50mm lip to front face
Class ST4 concrete bed and haunch
150
150
Type 1 Sub-base stone, depth varies

BULLNOSED KERB

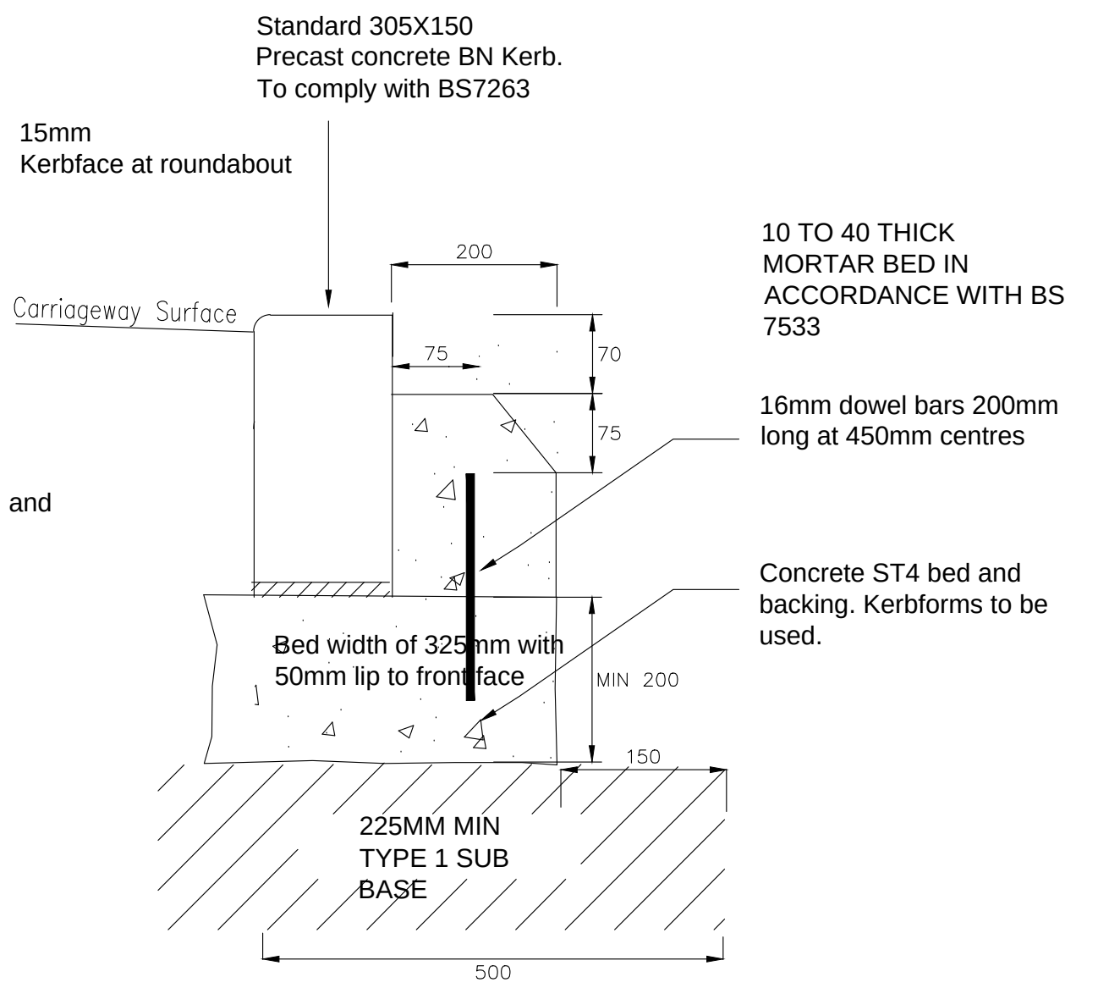

50
50
25
Edging kerb 200x50 flush with footway surface.
75 min
75
75
Concrete mix ST4 bed and haunch.
200
Type 1 Sub-base stone, depth varies

EDGING KERB


Standard 305X150 Precast concrete BN Kerb. To comply with BS7263
15mm Kerbface at roundabout
Carriageway Surface
200
75
70
75
Concrete ST4 bed and backing.
Bed width of 325mm with 50mm lip to front face
MIN 200
150
225MM MIN TYPE 1 SUB BASE
500

OVERRUN KERB CONSTRUCTION TYPE A

KERB BASE, KERB AND KERB BACKING LAID BEFORE CONCRETE SETS


Standard 305X150 Precast concrete BN Kerb. To comply with BS7263
15mm Kerbface at roundabout
10 TO 40 THICK MORTAR BED IN ACCORDANCE WITH BS 7533
200
75
70
75
Carriageway Surface
16mm dowel bars 200mm long at 450mm centres
Concrete ST4 bed and backing. Kerbforms to be used.
Bed width of 325mm with 50mm lip to front face
MIN 200
150
225MM MIN TYPE 1 SUB BASE
500

OVERRUN KERB CONSTRUCTION TYPE B

KERB BASE SET PRIOR TO LAYING KERB AND KERB BACKING

NOTES

1. ALL ADOPTABLE SEWERS AND ASSOCIATED WORKS ARE TO COMPLY FULLY WITH "SEWERS FOR ADOPTION" 7TH EDITION. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ON-SITE DRAWINGS PRIOR TO UNDERTAKING ANY WORKS AND ANY DISCREPANCIES WITH BOUNDARIES, FENCELINES, EARTHWORKS OR OTHERWISE REPORTED IMMEDIATELY TO THE ENGINEER PRIOR TO WORKS COMMENCING.

2. ALL HIGHWAY AND DRAINAGE WORKS TO BE TO ADOPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION, APPROVED STANDARD DETAILS AND THE RELEVANT SECTIONS OF THE DESIGN MANUAL FOR ROADS AND BRIDGES, SPECIFICATION FOR HIGHWAY WORKS AND BRITISH STANDARDS. CONTRACTOR TO ENSURE POSITIVE DRAINAGE TO ALL GULLIES PRIOR TO UNDERTAKING ANY PAVEMENT WORKS.

3. ANY PRIVATE WORKS ARE TO COMPLY FULLY WITH THE LATEST EDITIONS OF THE BUILDING REGULATIONS

4. ALL EXISTING STATIONS, INVERT LEVELS AND DRAINAGE NETWORK TO BE CHECKED BY THE CONTRACTOR AT THE START OF WORKS AND ANY DISCREPANCIES NOTIFIED TO THE ENGINEER. ALL LEVELS ARE BASED ON TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY OTHERS. ANY DISCREPANCIES BETWEEN THIS AND OTHER DRAWINGS TO BE REPORTED TO THE ENGINEER PRIOR TO CONSTRUCTION

5. ALL MATERIALS TO BEAR THE RELEVANT B.S.KITEMARK AND COMPLY FULLY WITH THE SPECIFICATIONS. ALL MATERIALS TO BE AGREED WITH THE OVERSEEING LOCAL AUTHORITY REPRESENTATIVE PRIOR TO ORDERING. ALL CONCRETE & CONCRETE PRODUCTS MUST USE SULPHATE RESISTANT CEMENT (UNLESS THE SITE INVESTIGATION REPORT PROVES THAT SULPHATE ATTACK FROM SOILS AND GROUNDWATER WILL NOT OCCUR)

6. ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS ACTS AND WATER INDUSTRIES ACTS,. ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS ARE TO BE INSPECTED BY L.A., NHBC OR STATUTORY AUTHORITY AS APPLICABLE.

7. CONTRACTOR TO MAKE ADVANCE ALLOWANCE FOR THE MANAGEMENT AND COORDINATION OF STATUTORY UNDERTAKERS DIVERSIONS WITHIN THEIR PROGRAMME OF WORKS. PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON ANY PLANS IS INDICATIVE ONLY AND SHOULD NOT BE RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL STATS PLANT BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL STATS APPROPRIATE PROTECTION / DIVERSION MEASURES (INCORPORATING SPLIT DUCT AND 150MM CONCRETE SURROUND OR SIMILAR STATUTORY APPROVED METHOD) IS TO BE PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE) WHERE STATS EQUIPMENT ARE FOUND TO BE WITHIN THE AREA OF HIGHWAY WORKS.

8. PRIOR TO ORDERING THE CONTRACTOR IS TO AGREE ALL SIGN POST/LIGHTING COLUMN MATERIALS AND FINISHES WITH THE LOCAL AUTHORITY. ALL SIGNS TO COMPLY WITH BS EN 12899:2007 AND ITS NATIONAL ANNEX. TYPE OF POSTS, FINISHES AND LIGHTING UNITS/COLUMNS TO BE AGREED WITH LA STREETLIGHTING ENGINEER PRIOR TO ORDERING. CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PROVISION OF ALL REQUIRED EQUIPMEMT AND ELECTRICAL FEEDS TO LIGHTING AND ANY SIGNALS PRIOR TO WORKS COMMENCING, CONTRACTOR TO MAKE ALLOWANCE FOR ANY LEAD-INS WITHIN THEIR PROGRAMME.

9. ALL ROADMARKINGS TO BE LAID IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC SIGNS MANUAL CHAPTER 5, TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS. ROADMARKING MATERIALS, LAYING AND PERFORMANCE TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF BS EN 1436.ALL ACCESS COVERS WITHIN THE VICINITY OF THE WORKS TO HAVE HIGH FRICTION COVERS AND AGREED WITH LA ENGINEER. PSV OF ALL LINING AND COVERS TO SUIT ADJACENT SURFACING

10. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ADVANCE NOTICES ARE IN PLACE AND TRAFFIC MANAGEMENT AGREED FOR THE WORKS PRIOR TO COMMENCING. THE CONTRACTOR IS TO MAKE ALLOWANCE FOR THE ADVANCE PROVISION OF ALL ELECTRICAL WORKS AND EQUIPMENT FOR SIGNALS AND STREETLIGHTING WITHIN THEIR PROGRAMME OF WORKS

C.D.M. REGULATIONS 2015

IN LINE WITH THE ABOVE REGULATIONS WE ARE OBLIGED TO INFORM THE CLIENT OF THE RISKS THAT MAY BE ENCOUNTERED IN THE CONSTRUCTION OF THESE WORKS. WHEREVER POSSIBLE RISKS HAVE BEEN ELIMINATED FROM THE DESIGN, HOWEVER DUE TO THE VERY NATURE OF THIS TYPE OF WORK IT IS NOT POSSIBLE TO REMOVE ALL THE RISKS FROM THE DESIGN. WE WOULD ALSO RESPECTFULLY REMIND THE CLIENT OF HIS OBLIGATIONS TO TAKE ALL REASONABLE STEPS IN ENSURING THAT ONLY COMPETENT CONTRACTORS WHO HAVE A VALID SAFETY POLICY ARE EMPLOYED. THEY SHOULD ALSO PROVIDE SATISFACTORY RESPONSES AT TENDER STAGE AS TO THE MANNER IN WHICH THEY WILL DEAL WITH THE ELEMENTS OF RISK INVOLVED IN THIS TYPE OF WORK AND IN PARTICULAR THOSE HIGHLIGHTED BY CROFT BELOW:-

1. TRENCH EXCAVATIONS IN EXCESS OF 1.2M DEEP.
2. GUARDING TO EDGES OF EXCAVATIONS TO PREVENT PEOPLE, MATERIALS AND VEHICLES FALLING INTO EXCAVATION.
3. GUARDING OF EXCAVATIONS OUTSIDE WORKING HOURS TO PREVENT UNAUTHORISED ACCESS.
4. UNDERMINING TO ADJACENT ROADS OR STRUCTURES.
5. CONFINED SPACE OPERATIONS.
6. DEALING WITH EXISTING SERVICES.
7. TRAFFIC MANAGEMENT ON EXISTING HIGHWAYS AND PROTECTION OF SITE PERSONNEL AND MEMBERS OF THE PUBLIC.
8. PROCEDURE TO BE FOLLOWED IN EVENT OF ACCIDENT OR EMERGENCY.
9. METHOD OF WORKING WHERE CONTAMINATED GROUND IS PRESENT ON SITE.
10. CONFIRMATION WILL BE REQUIRED THAT ALL OPERATIVES ARE ADEQUATELY TRAINED, COPIES OF RELEVANT TRAINING CERTIFICATES TO BE SUPPLIED.
11. ANY CONSTRUCTION PERSONNEL, INCLUDING OPERATIVES INTENDING TO CONSTRUCT THE DESIGNS SHOWN ON THIS DRAWING SHOULD ENSURE THAT THEY HAVE BEEN REGULARLY AND THOROUGHLY BRIEFED BY THE PRINCIPAL CONTRACTOR ON ALL HEALTH AND SAFETY MATTERS AND HAVE HAD SIGHT OF:

I) THE FULL DESIGNERS AND CONTRACTORS RISK ASSESSMENTS AND RISK REGISTERS.
II) THE DEVELOPED CONSTRUCTION HEALTH AND SAFETY PLAN
III) THE CONTRACTORS CONSTRUCTION METHOD STATEMENTS.

THE ABOVE LIST IS BY NO MEANS EXHAUSTIVE BUT IT DOES HIGHLIGHT OPERATIONS THAT PRESENT A RISK TO CONTRACTORS AND THE GENERAL PUBLIC.

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
CASTLE GREEN

PROJECT:
MAIN ROAD, WREXHAM

DRAWING TITLE:
S278 STANDARD DETAILS
PART ONE

SCALES:
NTS @ A0

DRAWN: JC
CHECKED: MC
DATE: MAR 21

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web:
www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3311-D004
REVISION: A

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