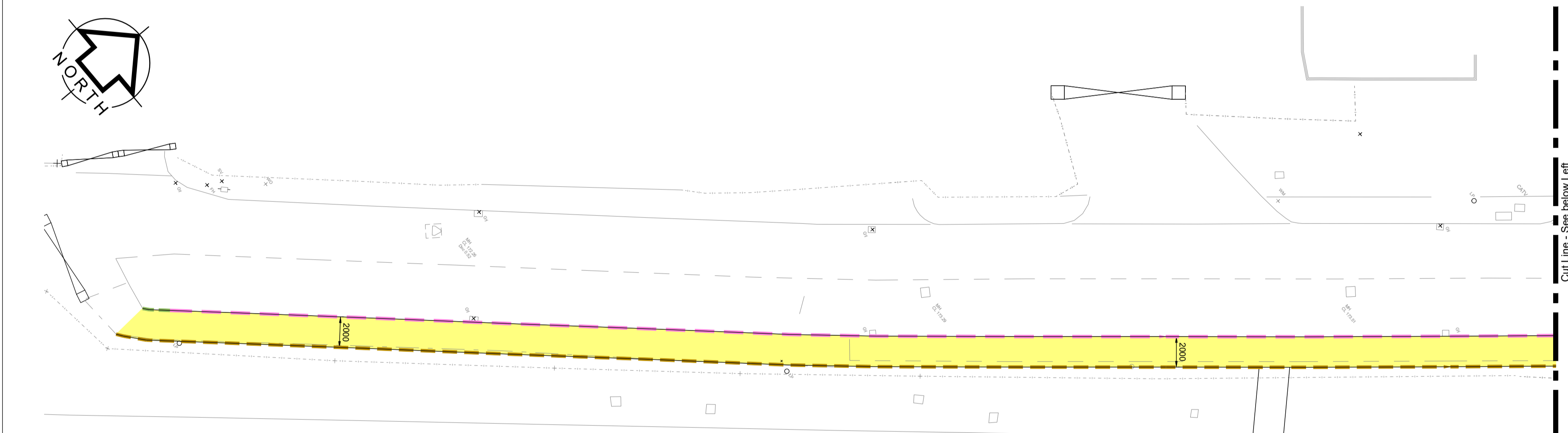




Proposed Works on Bruntcliffe Road Junction



Proposed Works on Scott Lane Junction - Section 1



Proposed Works on Scott Lane Junction - Section 2

CONSTRUCTION RISKS		
CONSTRUCTION RISKS	MAINTENANCE RISKS	DEMOLITION RISKS
Management of traffic along A650 Bruntcliffe Road and Scott Lane.		No future abnormal demolition risks associated with Roads and Sewers.
Working Adjacent to existing buried utilities.		
Un-charted buried existing services.		
Working adjacent to the public highway.		

In addition to the hazards/risks normally associated with this type of work detailed on this drawing take note of the above. ID Civils Design are only required to provide information about any significant risks associated with the design.

Health and Safety Notes/CDM Regulations 2015
 In line with the above regulations we are obliged to inform the Contractor of the abnormal risks that may be encountered in the construction of these works. As part of the design process all the salient health & safety aspects are given full consideration and these are observed within the designs viewed on this document. Although considerable effort is undertaken to eliminate risks, the very nature of the project gives rise to some hazards and risks.
 Significant risks that cannot be eliminated by design and could not be foreseen by a competent contractor are noted in the risk assessment boxes on the drawings.

- NOTES**
- No work should commence on site until written approval is received from the Adopting Highway Authority or any relevant Authority. Works undertaken prior to approval are at the Developers risk and ID Civils Design will not be held responsible for subsequent delays in approvals, remedial costs or construction programme delays.
 - Prior to construction the actual position and depth of services likely to be affected by the work should be established by means of hand dig trial trenches in close liaison with the statutory service authorities. The contractor shall immediately inform ID Civils Design of any services exposed that may affect the design.
 - The Local Authority and statutory service providers are to be notified prior to the commencement of work on site.
 - All highway works are to be the subject of a Section 278 Agreement of the Highways Act 1980.
 - All highway works to be constructed in accordance with the current Leeds City Council's Highway Authority Design Guide and specification.
 - All traffic signs and road markings to be in accordance with the current edition of the Traffic Signs Manual.
 - All public sewers to comply with the requirements of the Water Research Councils publication "Sewers For Adoption - 8th edition" together with any additional specific requirements of the Drainage Authority.
 - All public sewers are to be the subject of a Section 104 Agreement of the Water Industry Act 1991.

- LEGEND**
- Carriageway Construction**
 Surface Course 30mm thick close graded AC10 close surf
 100/150 REC (10mm Normal size) on 60mm thick AC20 Dense Binder Course 40/60 REC (20mm Normal size) on 75mm thick AC32 Dense base (32mm Normal size) on 430mm DTP. Type 1 Granular Sub Base (assumed CBR 3%).
 - Footpath Construction**
 20mm thick AC6 Dense surface course 100/150 REC (6mm Normal size) on 45mm thick AC20 Dense binder course 40/60 REC on 100mm thick well compacted Dtp. Type 1 Granular Sub Base
 - Bus Stop Boarding Platform Construction**
 Plane off existing surface course (assumed to be 20mm thick) and lay variable thickness AC6 Dense surface course 100/150 REC (6mm Normal size) on existing Binder Course.
 - Blister Tactile Paving Construction**
 400 x 400 x 65mm thick buff coloured concrete tactile paving flags on 15mm 1:3 cement:sand mortar bed on 150mm Grade ST2 concrete.
 - 125mm x 255mm precast concrete half battered kerb as Detail 1 on drawing no. 4693-C-D3-02.
 - 50mm x 150mm precast concrete edging kerb as Detail 2 on drawing no. 4693-C-D3-02.
 - 125 x 150mm bullnose kerb to be used in conjunction With 125mm x 178mm to 125 x 255mm Transition Kerb (Left & Right) as Detail 3 on drawing no. 4693-C-D3-02.
 - 125mm x 255mm precast concrete half battered kerb with 125mm kerb face as Detail 1 on drawing no. 4693-C-D3-02.
 - 415mm x 380mm GST2A Trief kerb as Detail 4 on drawing no. 4693-C-D3-02.
 - 125mm x 255mm to 415x380mm transition kerbs (Left & Right).
 - 125mm x 255mm precast concrete half battered kerb laid on its back to match the adjacent existing kerbing.

A	Tactiles added at Scott Lane/Bruntcliffe Road Junction.	DL	31.10.18
Rev	Description	By	Date

Client:		
Barrat Yorkshire West		
Project Title:		
Bruntcliffe Road Morley Phase 2		
Drawing Title:		
S278 Agreement Surface Finishes Layout Plan		
Scale	Date	
1:200 @ A0	11.07.18	
Drawing No	Revision	Status
4693-C-D7-07	A	Approval

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