



Existing drop kerbs to be removed to off site tip and trench backfilled as stated for road reinstatement in notes

5m radius half batter drop kerbs to be placed with 0.6m upstand and 300mm strip to front reinstated with 40mm of HRA

2x half batter drop kerbs placed with 0.6m upstand and 300mm strip to front reinstated with 40mm of HRA

8.6m

50mm duct for loop connection

Existing Retention Socket and connecting duct to stay in place

Existing channel

Existing Visirail

Existing 600x450 duct box to remain

Existing Retention socket and connecting duct to stay in place

50mm duct for loop connection



NOTES:

- 1) Any duct trenches in road to be reinstated in 150mm thick base course, 60mm dense binder course (AC20 dense bin) and 40mm thick HRA surface course
- 2) Any duct trenches in footway to be reinstated in 50mm thick dense binder course (AC20 dense bin) and 20mm thick medium surface course (AC6 med surf)
- 3) All new ducts to be placed on 100mm concrete bed and all duct crossings to be surrounded with concrete

NOTES:

- New orange 100mm duct with "Traffic Signals" printed every 1m
- "Traffic Signals" printed every 1m
- New orange 50mm duct with "Traffic Signals" printed every 1m to connect new traffic loops
- New 450x450 duct box
- New 600x450 duct box
- New Retention Socket for signal pole (NAL type RS115D/F) must be set minimum 800mm from front kerb face
- New Retention Socket for push button pole (NAL type RS115D/F) must be set minimum 600mm from front kerb face
- New black "cannon" style metal bollard with red reflective band on top
- New Black Neopollan 150 Adv Rebound Bollard
- Area to be built up where required with regulating AC20 Binder course and fully planned and resurfaced with 20mm AC6 medium surface course
- Area to be planned off and resurfaced with 40mm of HRA
- New haunch construction at road widening, see detail "HAUNCH CONSTRUCTION AT ROAD WIDENING"
- Traffic control Loop to be cut in by others

SAFETY HEALTH & ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant risks.

CONSTRUCTION

1. Traffic Management for works in the highway such as new kerblines, road markings, planning out and patching will be carried out in accordance with Chapter 8. Where minimum running widths for two way traffic cannot be achieved temporary traffic lights will be used with adequate advanced signing.
2. Any works which require temporary traffic lights shall be completed under restricted working hours of 9.30am to 3.30pm
3. The duct crossing on the A65 to be completed under localised road closure (HGVs escorted through, other traffic uses local diversion) with Saturday evening working between 7pm and 12pm to provide least disruption possible to general public. The other two duct crossings to be carried out also under closure with small diversions signed
4. Underground services.
5. Site vehicles to be retailed in designated areas with spill kits provided to prevent land contamination.
6. Storage of site materials such as concrete and mortar on flat hard surface to allow for cleaning and prevention of land contamination.
7. The village green is not to be used at any point for storage of materials or plant
8. **DECOMMISSIONING / DEMOLITION**

1. No demolition is anticipated during these works.

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JACOBS
 highways
 NORTH YORKSHIRE

North Yorkshire County Council
 Partnering with -
 North Yorkshire County Council

Project
A65 PENNINE BRIDLEWAY CROSSING

Drawing title
GENERAL ARRANGEMENT

Scale	Client Issue
1:200 & 1:20 @ A2	DO NOT SCALE
Drawing number	Rev
B0427400/X5/GA	0