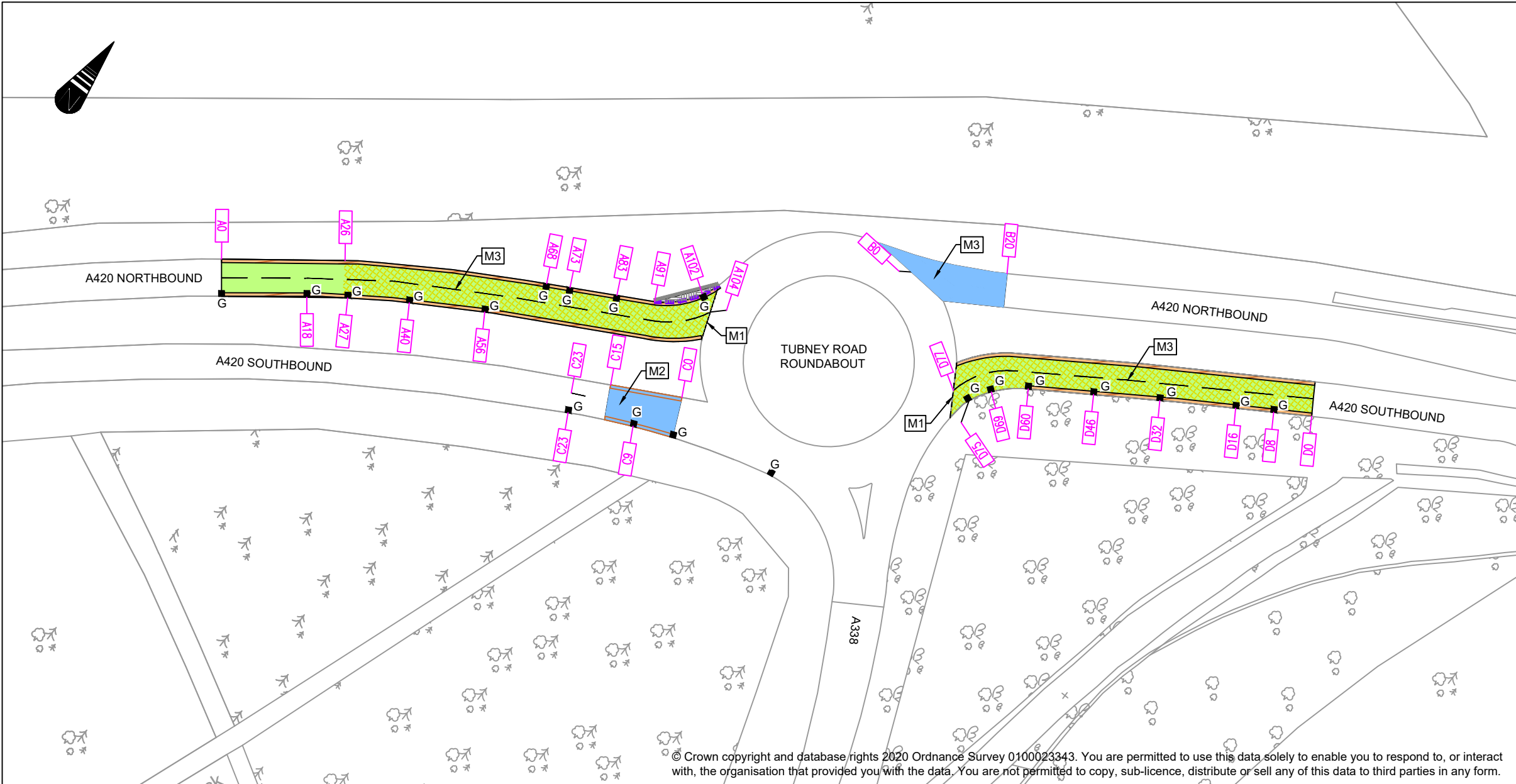




- KEY:**
- 50mm INLAY - 50mm THICK HRA 35/14 + PCC SURFACE COURSE. 68+ PSV, AREA - 266.9m².
 - 100mm INLAY - 50mm THICK AC20 HDM BINDER COURSE LTA AND 50mm THICK HRA 35/14 + PCC SURFACE COURSE, 68+ PSV, AREA - 765.5m².
 - EXISTING HIGH FRICTION SURFACING (SEE (NOTE 15))
 - INSTALL 13LIN/M OC NEW 1000mm WIDE, 200mm THICK CONCRETE STRIP BTW CH91-104 AT EB RBT ENTRY TO PROTECT AGAINST OVER-RIDING USING ST2 CONCRETE
 - INSTALL 13LIN/M OF CONCRETE EDGING TO BACK OF EDGE OF NEW CONCRETE VERGE IAW OCC STANDARD DETAIL 'HSD-1100-020
 - G/KO ■ EXISTING GULLY/KERBSIDE GULLY
 - INSTALL 13 LIN/M OF NEW PCC SPLAY KERBS ON ST2 CONCRETE BTW CH91-104 EB RBT ENTRY IAW 'HSD-1100-060 TO PROTECT AGAINST OVER-RIDING
 - SIDING OUT 360LIN/M - SEE NOTE 16

P02	06/03/2025	CLARIFIED FOR PRICING	EH	JM	NM
P01	06/01/2025	FIRST ISSUE	RI	JM	NM
Rev	Date	Description	Drm	Chk'd	App
Revisions					



Woodlands Court, Burnham Road, Beaconsfield, Buckinghamshire, HP9 2SF

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Drawing Status

FOR INFORMATION

Project Name
HIGHWAYS CAPITAL INVESTMENT PROGRAMME
2025/26 INLAY SCHEME: A420 TUBNEY APP TO A338 RBT, ABINGDON (SOUTH)

Title
GENERAL ARRANGEMENT
SHEET 1 OF 1

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	1:1000	RI	JM	NM
		Drawn Date	Checked Date	Approved Date
		06/01/2025	06/01/2025	06/01/2025

Drawing Number	Status	Rev
1730839-MIL-HGN-TW-DR-CH-0700	S2	P02

- ROADMARKINGS KEY:**
- M1** DIA, 1003.1A - INTERMITTENT WHITE GIVEWAY LINE 1000mm MARK, 200mm WIDE AND 1000mm GAP.
 - M2** DIA, 1008.1 - INTERMITTENT WHITE CENTRELINE WITH 18000mm STUD SPACING, 3000mm MARK, 100mm WIDE AND 6000mm GAP. UNI-DIRECTIONAL STCK-ON STUDS AT 9000mm SPACING.
 - M3** DIA, 1004.1 - INTERMITTENT WHITE CENTRELINE WITH 9000mm STUD SPACING, 6000mm MARK, 100mm WIDE AND 3000mm GAP. UNI-DIRECTIONAL STCK-ON STUDS AT 9000mm SPACING.
- Residual Risk Assessment**
Wherever possible, risk is designed-out of this proposal during the design process. Where this is not possible the risk is indicated by this symbol.
- SIGNIFICANT CDM HEALTH & SAFETY RISKS**
- NO RESIDUAL RISKS

- NOTES:**
- DO NOT SCALE FROM THIS DRAWING.
 - SITE VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION.
 - REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS AND DRAWINGS.
 - ALL UNITS ARE IN METRES UNLESS STATED OTHERWISE.
 - CHAINAGE A0 IS LOCATED 26m AWAY FROM THE START OF THE HFS ON THE NORTHBOUND ENTRY OF THE TUBNEY WOOD ROUNDABOUT.
 - CHAINAGE B0 IS LOCATED AT THE CENTRE OF THE CHANGE OF SURFACING OF THE NORTHBOUND EXIT OF THE TUBNEY WOOD ROUNDABOUT.
 - CHAINAGE C0 IS LOCATED AT THE CENTRE OF THE CHANGE OF SURFACING OF THE SOUTHBOUND EXIT OF THE TUBNEY WOOD ROUNDABOUT.
 - CHAINAGE D0 IS LOCATED AT THE START OF THE HFS ON THE SOUTHBOUND ENTRY OF THE TUBNEY WOOD ROUNDABOUT.
 - ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS.
 - ALL CONSTRUCTION JOINTS TO BE SAW CUT.
 - THE SUB CONTRACTOR IS TO REFER TO THE PUBLIC UTILITIES RETURNS TO ASCERTAIN THE LOCATIONS OF APPARATUS BEFORE STARTING WORKS.
 - PLANED SURFACES ARE TO BE INSPECTED BY SUPERVISOR PRIOR TO LAYING NEW MATERIAL.
 - NO PLANT/ MATERIALS OR SUB-CONTRACTOR VEHICLES TO BE LEFT ON ANY OF THE VERGES.
 - AS PER OCC SURFACING POLICY, AREAS OF HFS ARE TO BE REINSTATED USING A SURFACE COURSE CONTAINING A HIGH PSV AGGREGATE.
 - MECHANICAL SIDING OUT TO ESTABLISH THE CARRIAGEWAY AS SHOWN, 300-450mm WIDTH. ALL SPOIL TO BE RE-ENGINEERED AND LEVELED ON ADJACENT VERGES.

ALL PLANINGS TO BE TREATED AS 'CLEAN' NON-HAZARDOUS.