

RESIDUAL RISK NOTES:

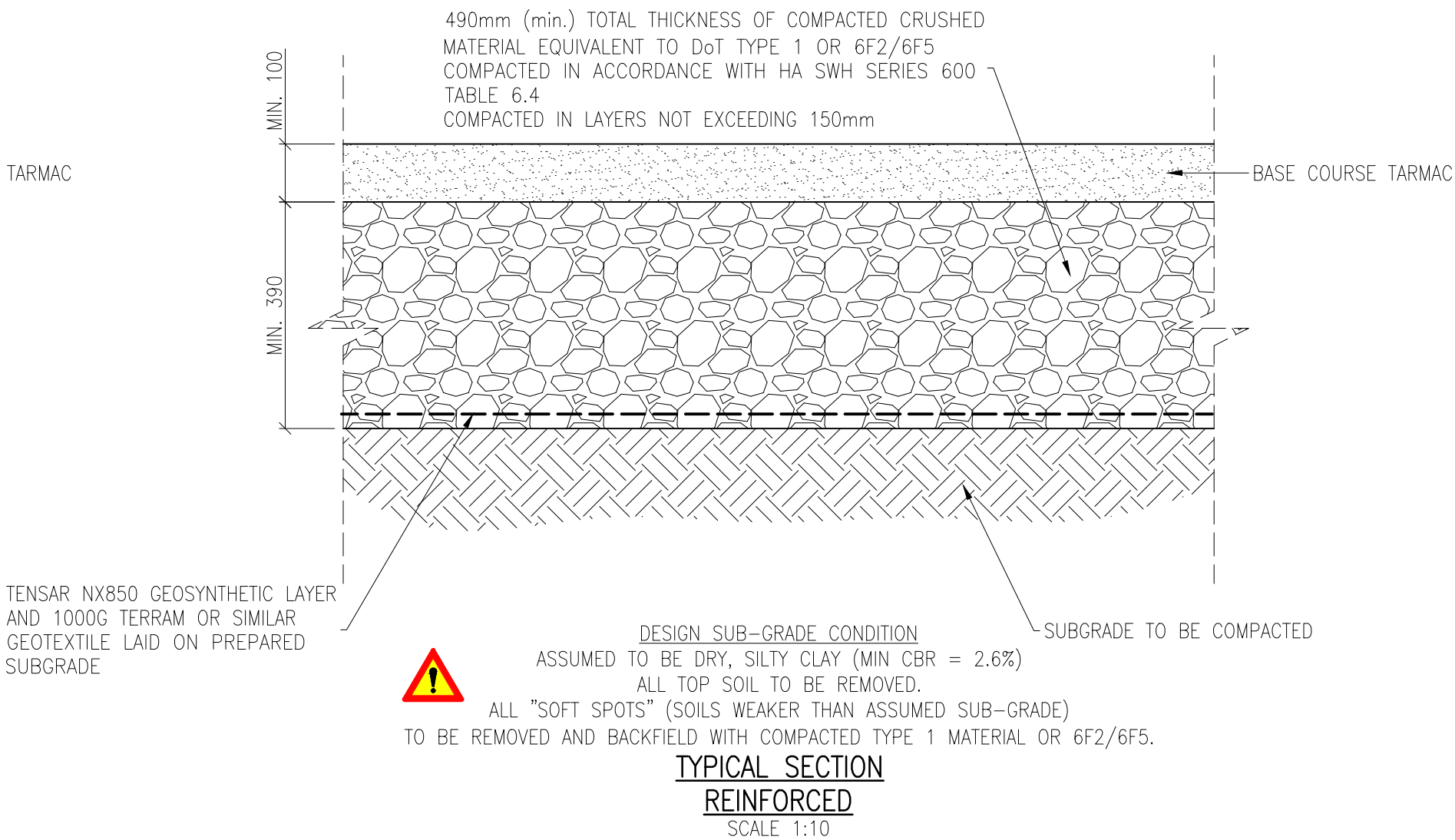
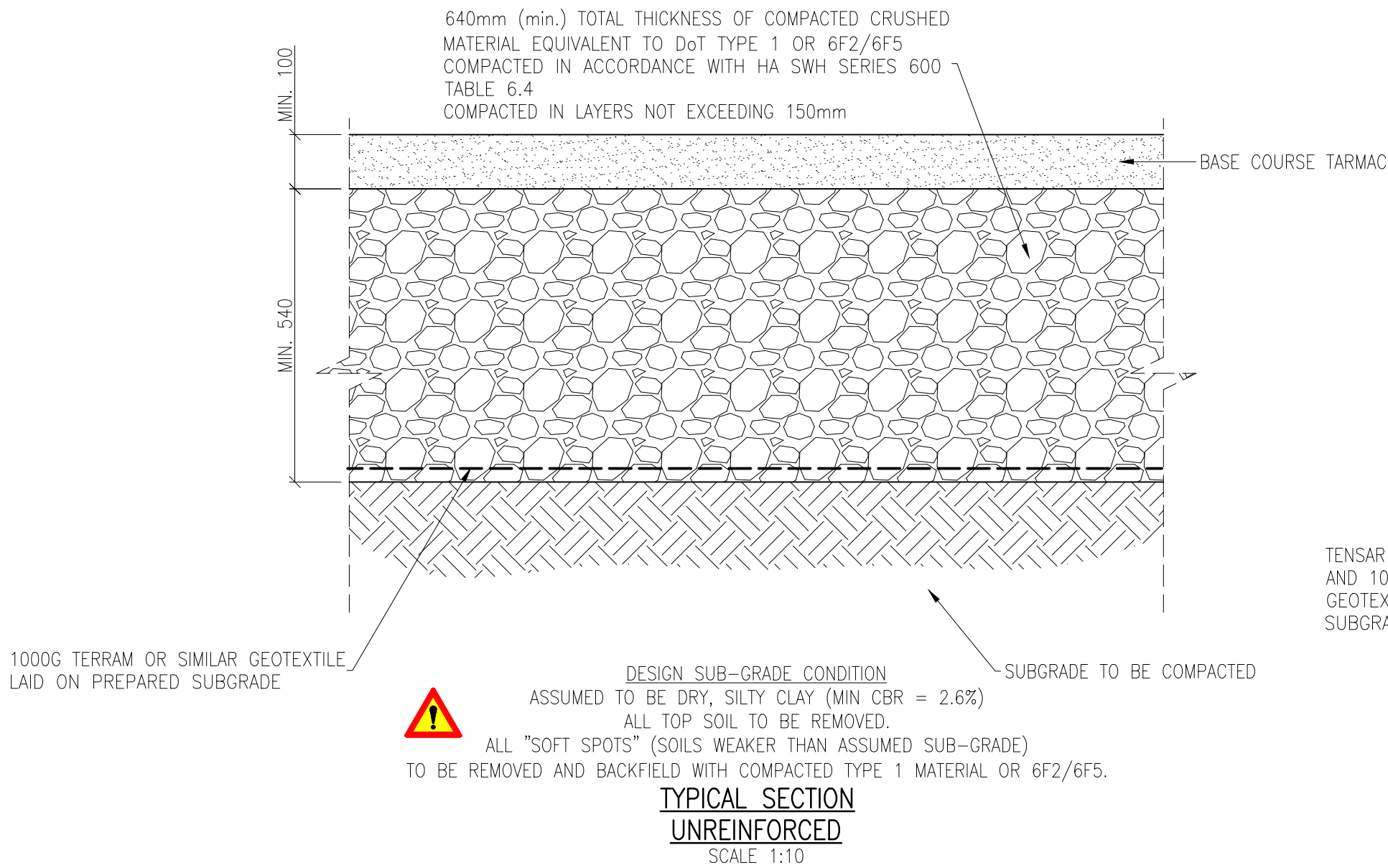


IT IS NOT POLICY OF CDS TO PREPARE SPECIFIC DESIGNER RISK ASSESSMENTS AS DESIGN RISKS ARE IDENTIFIED WITH THE DRAWINGS. WHERE RISKS CANNOT BE ELIMINATED AND INHERENTLY RESIDE WITHIN THE SCHEME THEY ARE CLASSIFIED AS "RESIDUAL RISKS" AND WILL BE IDENTIFIED WITH WARNING TRIANGLE.

HAUL ROAD DESIGN

THE HAUL ROAD HAS BEEN DESIGNED FOR THE FOLLOWING:

1. 100 PASSES PER DAY FOR 1 YEAR OF VOLVO A25G/A30G
2. 4 PASSES PER DAY FOR 4 MONTHS OF A 6m³ CONCRETE WAGGON
3. PILING RIG DELIVERED ON LOW LOADER OR SIMILAR



GENERAL NOTES:

1. THIS DRAWING MUST BE READ & CO-ORDINATED WITH ALL OTHER RELEVANT CONTRACT & CDS DOCUMENTS. IF ANY DISCREPANCIES ARE FOUND, THEY SHOULD BE BROUGHT TO THE ATTENTION OF CDS IMMEDIATELY.
2. DIMENSIONAL CONTROL & SETTING-OUT REMAINS THE RESPONSIBILITY OF THE CLIENT OR THEIR APPOINTED SUB-CONTRACTORS.
3. THE CLIENT IS RESPONSIBLE FOR ENSURING THAT THE CORRECT MATERIALS ARE PROCURED IN A TIMELY MANNER. IF ALTERNATIVES ARE SUGGESTED BY THE CLIENT OR OTHERS, THEN SUFFICIENT TIME MUST BE ALLOWED FOR THESE TO BE PROPERLY ASSESSED BY CDS.
4. THE CLIENT AND/OR THEIR APPOINTED SUB-CONTRACTORS MUST PROVIDE DETAILED R.A.M.S FOR THE WORKS ILLUSTRATED.
5. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL RELEVANT LOCAL AUTHORITY LICENCES & 3rd PARTY APPROVALS. WORKS MUST NOT COMMENCE UNTIL FORMAL APPROVAL HAS BEEN RECEIVED.
6. ALL PROPRIETARY TEMPORARY WORKS EQUIPMENT MUST BE INSTALLED IN ACCORDANCE WITH THE SUPPLIER'S AND MANUFACTURER'S RECOMMENDATIONS & C.O.S.H.H. GUIDANCE.
7. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SPECIFIED.
8. THE MAIN CONTRACTOR HAS AN OBLIGATION TO ENSURE THAT THE HAUL ROAD IS REGULARLY MAINTAINED DURING THE COURSE OF THE WORKS. A STOCKPILE OF CRUSHED MATERIAL IS ADVISED FOR THIS PURPOSE.
9. SPECIAL CARE MUST BE TAKEN WHERE UNDERGROUND SERVICES HAVE BEEN LAID OR WHERE LARGE OBSTRUCTION HAVE BEEN REMOVED AS THESE TEND TO ATTRACT WATER & WILL, THEREFORE, BE PRONE TO SOFTENING.
10. DRAINAGE: THE SUBGRADE SURFACE SHOULD BE PREPARED TO CREATE A MIN. FALL OF 1:60 TO PREVENT RAINWATER FROM COLLECTING UNDERNEATH THE HAUL ROAD WHICH MAY CAUSE SOFTENING & LOSS OF STRENGTH.
11. THE SUBGRADE IS TO BE PREPARED BY 4 PASSES OF A VIBRATORY ROLLER OF AT LEAST 3.6 TONNES PER METER OR EQUIVALENT APPROVED.
12. THE HAUL ROAD IS NOT SUITABLE FOR EXCEPTIONAL POINT LOADS SUCH AS CRANE OUTRIGGERS WITHOUT ADDITIONAL LOADSPREAD (I.E. OUTRIGGER MATS). SEEK GUIDANCE FROM A CDS ENGINEER IN EACH CASE.
13. ADDITIONAL FILL MAY BE USED AS REQUIRED TO ACHIEVE THE REQUIRED LEVELS ON SITE. FILL TO BE PLACED IN 150mm THICK LAYERS, COMPACTED USING 4No. PASSES OF 10T VIBRATORY ROLLER OR EQUIVALENT.
14. IF THE SUBGRADE FORMATION DIFFERS FROM THAT STATED ON THE DRAWING, THAN CDS MUST BE CONSULTED TO REVIEW THE DESIGN PRIOR TO ANY WORK TAKING PLACE.
15. MINIMUM DISTANCE FROM THE EDGE OF ANY VEHICLE WHEELS/TRACKS TO THE EDGE OF THE HAUL ROAD = 2 x ROAD DEPTH.
16. MAXIMUM SLOPE FOR EDGES OF ROAD = 1V:2H.

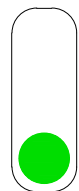
DESIGN ASSUMPTIONS:

1. THE HAUL ROAD HAS BEEN DESIGNED TO ACCOMMODATE THE TYPE OF VEHICLES NOTED IN THE VEHICULAR MOVEMENTS TABLE OVER A PERIOD OF 52 WEEKS.

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FOR CONSTRUCTION

Rev: Description: Drawn: Eng: Date:

Client:

SIZE GROUP

Contract:

TOTTENHAM HOUSE

Drawing Title:

WALLED GARDEN
HAUL ROAD

CDS **CONTRACTORS**
Design
SERVICES

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