



Plan on Main Deck

Scale 1:500

| Location | Description | Drawing No. | Requirement |
|--------------------------|--|-------------------------|--|
| M4 PoW Cable Stay Bridge | 106 Red uni-directional stud @ 18m c/c | SBIM-POW-TO824-DWG-0201 | Take up or down and remove to tip off site |
| | 212 White bidirectional stud @ 18m c/c | | Take up or down and remove to tip off site |
| | 106 Red/Amber bidirectional stud @ 18m c/c | | Take up or down and remove to tip off site |
| | Asphalt, sand carpet and waterproofing membrane. | | Materials to be disposed of at a licensed off-site facility for recycling. |
| | Centre reservation concrete. | | Material to be disposed of at a licensed off-site facility for recycling. |

Site Clearance Schedules

Scale N/A

NOTES

- Do not scale from this drawing.
- All dimensions are in millimeters unless otherwise stated.
- This drawing is to be read in conjunction with the all drawings in the SBIM-POW-TO824 Series.
- The cores surveys undertaken in 2011 and 2024 shows the nominal thickness above the waterproofing layer to be between 55mm and 113mm. The GPR survey and heat maps provided in Appendix A of the PCI pack indicates a slightly varied depth. Principal Contractor to ensure that suitable method is employed during the planing to avoid any loss concrete surface on the deck. Cores to be taken to identify the exact depth of asphalt prior to planing out.
- To avoid any damage to the existing waterproofing, the binder and sand carpet to be retained for the last 300mm from the gully edge and only the surface course to be removed and replaced with HRA.

KEY:

| | |
|-------|---|
| M | Main Tower |
| MJ | Movement Joint |
| - . - | Existing Road Markings including associated studs to be removed during pavement planing |
| - | Existing asphaltic kerb to be retained |
| | Cold milling of existing asphalt, sand carpet and waterproofing membrane (58mm to 116mm based on cores) |
| | Cold milling of existing surface layer to a depth of 45mm |
| | 500mm wide concrete removal (depth varies between 65mm and 165mm) |
| | Locations of Protruding Reinforcement (Hazard HS-03). Refer to drawing SBIM-POW-TO824 -DWG-0008 - Patch Repair Details. |

RESIDUAL DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and the Amey CDM Hazard Management Process).
Residual Design Hazards:
HS-01 - Striking Existing Utilities.
HS-02 - Temporary Instability of Bridge due to Concrete Removal.
HS-03 - Risk of injury from Protruding Reinforcement.
HS-04 - RA1 Procedure limitations.
HS-05 - Reduction in deck thickness due to Hydro Demolition.
HS-06 - Depth of Deck when Breaking-out Concrete.
HS-07 - Trafficking of the Deck following Treatment.

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|-----------|------------------|-------|------------|------|----------|
| P01 | For Tender | RN | SP | MB | 12.04.24 |
| Rev | Revision details | Drwn | Chkd | Appd | Date |
| Designed: | Amey | Date: | 12.04.2024 | | |
| Drawn: | Ricardo Nunes | Date: | 12.04.2024 | | |
| Checked: | Santosh Pandey | Date: | 12.04.2024 | | |
| Approved: | Mark Broome | Date: | 12.04.2024 | | |

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Client

Project Name
**M4 Prince of Wales Bridge
Resurfacing Strategy**

Drawing Title
**Prince of Wales Bridge
Cable Stay Bridge - Site Clearance**

| | |
|----------------------------|------------------|
| Original Drawing Size : A1 | Scale : As Shown |
| Dimensions : Metres | |

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|-------------------------------------|--------------------------|
| Drawing Status For Tender | Suitability S2 |
|-------------------------------------|--------------------------|

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|--|-------------------|
| Drawing No SBIM-POW-TO824-DWG-0201 | Rev P01 |
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