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Pre-construction Information

Area 14 Coring and the Dynamic Cone Penetrometer Surveys

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Project Details

Description of Project

The scheme consists of a pavement investigation survey through the 14 sites within Area 14, the location plans are provided as Appendix 1. The individual sites and brief information are as listed below:

1. A1 (M) J56-58 NB & SB

- D2_M = Static lane closures in accordance with chapter 8
- OSGR - Start 421744E, 508138N, End 426355E, 517977N
- Coring required NB and SB in both lanes from J56 Barton IC to J58 Burtree IC.

2. A1 (M) J60 Climb Lane – J61

- D2_M = Static lane closures in accordance with chapter 8
- OSGR Start 431576E, 528682N, End 430992E, 537370N
- Coring and DCP required through lane 1 and 2 NB direction. Approx. 19km (9.5km each lane). DCPS to be taken frequency of 1.3 cores

3. A1 (M) Washington J64 NB entry

- D2_M = Static lane closures in accordance with chapter 8
- OSGR Start 428327E, 554223N, End 428580E, 554572N
- Coring and DCP required at NB entry in lane 1.

4. A1 East Ord - Scremerston

- S2_APTR = Static lane closures in accordance with chapter 8
- OSGR Start 400103E, 649478N, End 397542E, 651417N
- Coring and DCP required in lane 1 NB.

5. A1 Lobley Hill - Dunston

- D2_APTR = Static lane closures in accordance with chapter 8
- OSGR Start 423504E, 561233N, End 422241E, 561955N
- Coring and DCP required in lane 1 and 2 in NB direction.

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6. A1 Newton on the Moor – West Cawledge

- D2_APTR = Static lane closures in accordance with chapter 8
- OSGR Start 417546E, 604074N, End 418156E, 610044N
- Coring and DCP required in lane 1 and 2 NB direction.

7. A1 Purdy Lodge - Buckton

- S2_APTR = Static lane closures in accordance with chapter 8
- OSGR – Start 413099E, 630613N, End 408262E, 638567N
- Coring and DCP required in lane 1 NB and SB direction.

8. A1 Wandylaw – Purdy Lodge

- S2_APTR = Static lane closures in accordance with chapter 8
- OSGR – Start 416198E, 624898N, End 413099E, 630613N
- Coring and DCP required in lane 1 NB and SB direction.

9. A19 Holystone - Silverlink NB & SB

- D2_APTR = Static lane closures in accordance with chapter 8
- OSGR – Start 430592E, 570575N, End 431946E, 568717N
- Coring and DCP required in lane 1 and 2 NB and SB direction

10. A66 (M) EB & WB

- D2_M = Static lane closures in accordance with chapter 8
- OSGR – Start 424031E, 511164N, End 426938E, 512807N
- Coring and DCP required in lane 1 EB and WB direction.

11. A1(M) J59 NB Exit slip

- D2_M = Slip road closure in accordance with chapter 8
- OSGR – NB Start 428169E, 520664N, End 428394E, 521036N
- Coring required in lane 1 but further investigation needed in the middle of the lane in one area.

12. A1 Felton - Newton on the Moor NB

- D2_M = Slip road closure in accordance with chapter 8
- OSGR – NB Start 417485E, 601019N, End 417546E, 604074N
- Coring and DCP required in lane 1 only NB direction.

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Programme Details

Start date: TBC on award of contract. Potential start early June 2020.

Duration: Initial programme 26 night shifts

Hours of work: Earliest TM installation 20:00. Last cone removed by 06:00.

Mobilisation period: TBC by contractor. Expected 2 weeks

Construction Programme:

Location	Survey	Start	Duration	End
A1 Newton on the Moor – West Cawledge, NB – Lane 1 and 2	CORE & DCP	01/06/20	7	09/06/20
A1 (M) J56-58, NB & SB – Lane 1 and 2	CORE	01/06/20	17	23/06/20
A1 Felton – Newton on the Moor, NB Lane 1	CORE & DCP	16/06/20	3	18/06/20
A1 (M) J60 Climb Lane – J61, NB - Lane 1 and 2	CORE & DCP	24/06/20	7	02/07/20
A1 Purdy Lodge – Buckton, NB & SB – Lane 1	CORE & DCP	19/06/20	26	24/07/20
A1 Wandylaw – Purdy Lodge, NB & SB – Lane 1	CORE & DCP	27/07/20	18	19/08/20
A66 (M), EB & WB – Lane 1	CORE & DCP	03/07/20	3	07/07/20
A1 (M) J59 Exit Slip, NB – Lane 1	CORE & DCP	08/07/20	1	08/07/20
A1 (M) Washington J64, NB entry – Lane 1	CORE & DCP	09/07/20	1	09/07/20
A19 Moor Farm – K'worth NB and SB	CORE & DCP	20/08/20	4	25/08/20
A19 Holystone – Silverlink, NB & SB – Lane 1 and 2	CORE & DCP	26/08/20	4	01/09/20
A1 Lobley Hill – Dunston, NB – Lane 1 and 2	CORE & DCP	02/09/20	2	03/09/20
A1 East Ord Scremerston, NB – Lane 1	CORE & DCP	04/09/20	3	08/09/20

Estimated number of contractors: 2

Estimated number of workers on site: 3 construction, 3 traffic management

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Duty Holders

Client: Highways England
Main Contact Name: [REDACTED]
Fax: [REDACTED]

Designer: Highways England
Main Contact Name: [REDACTED]
Fax: [REDACTED]

Principal Designer: Amey
Contact Name: [REDACTED]
Fax: [REDACTED]

Existing Records and Plans

Document/Drawing Reference:	Document Drawing Title:
605788-P-001-01	Location Plan - A1 (M) J56-58 NB & SB
605788-P-001-02	Location Plan - A1 (M) J60 Climb Ln - 61
605788-P-001-03	Location Plan - A1 (M) Washington J64 NB entry
605788-P-001-05	Location Plan - A1 East Ord - Scremerston
605788-P-001-06	Location Plan - A1 Lobley Hill - Dunston
605788-P-001-07	Location Plan - A1 Newton on the Moor - West Cawledge
605788-P-001-08	Location Plan - A1 Purdy Lodge - Buckton
605788-P-001-09	Location Plan - A1 Wandylaw - Purdy Lodge
605788-P-001-10	Location Plan - A19 Holystone to Silverlink NB & SB
605788-P-001-11	Location Plan - A19 Moor Farm - K'Worth NB & SB
605788-P-001-13	Location Plan - A66M EB & WB
605788-P-001-14	Location Plan - J59 NB Exit slip
605788-P-001-15	Location Plan - A1 Felton - Newton on the Moor

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Clients Considerations and Management Requirements

- The contractor(s) are to ensure that the workforce is competent for the task and ensure that the site personal is inducted onto the Highways England network.
- Site manager to ensure that weekly Health and Safety Inspections are completed.
- Survey contractor to provide daily shift reports to the Client by no later than 10am of the morning following each shift. Information may be passed freely between Client, Designer, Principle Designer, Principle Contractor with regards to progress/issues and be in the form of digital photos, survey data and measurements, descriptions of 'as found conditions', test result data or analysis of trend data.
- Accidents/incidents/near misses to be reported as per the below ensuring individuals' Health and Safety compliance.
- The Contractor is to be responsible for own plant/equipment on site, and is to remove all equipment at end of shift to depot / off site secure storage.
- Emergency procedures and means of escape.
- Mobile welfare facilities are to be provided by CHC. (M&R Contractor).

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RIDDOR and AIRSweb

Details of any accidents (RIDDOR and general public road users within or on the approaches to the traffic management extents) shall be immediately reported to the Highways England Health Safety advisor – ([REDACTED]) - Tel: +44 [REDACTED] - Mob: + 44 ([REDACTED]) Details of any potentially significant major “Near Misses” shall also be reported within 24 hours. Details shall be provided of any corrective action that has been and/or shall be taken.

Incident details shall also be recorded on the web-based version of Highways England Accident and Incident Reporting System (AIRS) named “**AIRSweb**” in accordance with **IAN 128/12 - HA Supply Chain Health and Safety Incident Reporting**.

Incidents involving fatal or serious injuries are to be reported immediately to Highways England, verbally or by other suitable means, as an early warning.

Environmental Restrictions and Existing On Site Risks

Surrounding Land Uses and Restrictions

All works are confined to the carriageway. The parking of site vehicles and storage of materials is to be within a dedicated safe location on the carriageway within the traffic management closure.

The adjacent land is predominantly rural land. It is not expected that coring operations will have an adverse on the neighbouring dwellings.

The construction site should be adequately lit and a safe passage should be established through works.

Should cyclic maintenance activities be incorporated within the programme these works will need to be incorporated in to the Construction Phase Plan

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Existing Services

Underground Services - Conflict with the underground services. Personal injury from explosion or electrocution

Statutory undertaker historic records to be provided to the Principal Contractor by Highways England, information shall be updated and given to the awarded contractor in a PCI document.

The survey contractor shall review the affected statutory undertaker plans and confirm the location of apparatus on site by CAT scan. The spacing/location of road cores shall be suitably adjusted on site where required to avoid striking the existing apparatus.

Refer to HSE Avoiding danger from underground services - HSG47

Conflict with overhead cables and services - Personal injury from electrocution or explosion

Statutory undertakers records to be provided to the Principal Contractor by Highways England showing the location of overhead cables and safety exclusion zone from which installation of TM equipment is prohibited.

Overhead cable located within the survey area should be confirmed by drive through of site and clearly demarcated on all TTM/works drawings.

Overhead cables heights are unknown so Traffic Management and Coring contractor to adhere to HSE guidance.

Verge widths should be checked and consideration given to pre-laying of signing, to be preferably carried out during daylight hours.

Tower lights are prohibited unless fitted with an automatic mast operating safety system to restrict movement whilst the mast is raised.

Refer to HSE Avoiding danger from overhead power lines Guidance Note GS6 (Fourth edition)

The location of existing drainage is kept on HADDMS.

The carriageway houses automated traffic counter (ATC) sites on the mainline approach to each junction and on the exit slips.

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Existing Structures

Damage to waterproofing of structures - Coring through waterproof membrane

A schedule of the structures over which the carriageway passes and the OSGR location (to the centre of the structure) is provided in **Appendix 2**. Coring is prohibited on bridge decks in order to prevent damage to the waterproof membrane, and should continue on the adjacent pavement.

Ground Conditions

There are no known geotechnical issues with the potential to impede the proposed survey.

Asbestos

It is not expected that Asbestos Containing Materials shall be encountered on site given the scope of works.

The planning of works to avoid statutory undertaker's equipment is not expected disturb any existing services which may be asbestos containing materials.

There is a risk of fly tipping and contact with ACM's which have been illegally dumped within the highway boundary throughout the Area 14 network. Should fly tipping be uncovered on site, asbestos is to be presumed as present. The OCR ([REDACTED]) should be contacted in the first instance should an incidence of fly tipping be encountered.

The Highways England Environmental manager shall then be informed and specialist contractor be engaged to remove.

Tar

If tar is found in cores extracted from the carriageway, cores should be treat as hazardous waste and disposed of correctly.

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Site Access and Traffic Considerations

The AADF for the individual survey routes as interpreted from the DFT traffic count for the year 2019 are as follows:

Location	Traffic Flow – AADF (One way - 12 hr)	AWT %>6.6m
A1 (M) J56-58	NB - 22,363 SB - 21,585	NB - 15.6%hcv. SB - 15.0%hcv.
A1 (M) J60 Climb Lane – J61	NB - 14,477	NB - 18.8%hcv.
A1 (M) Washington J64	NB - 5,215	NB - 11.5%hcv.
A1 East Ord Scremerston	NB - 4,325	NB - 15.7%hcv
A1 Lobley Hill – Dunston	NB - 34,244	NB - 10.2%hcv
A1 Newton on the Moor – West Cawledge	NB - 7,928	NB - 11.6%hcv
A1 Purdy Lodge – Buckton	NB - 4,860 SB - 4,325	NB - 16.2%hcv SB - 16.2%hcv
A1 Wandylaw – Purdy Lodge	Unavailable	Unavailable
A19 Holystone – Silverlink,	NB - 18,326 SB - 21,624	NB - 5.9%hcv SB - 6.3%hcv
A66 (M)	EB - 6,466 WB - 6,108	EB - 10.9%hcv WB - 11.6%hcv
A1 (M) J59 Exit Slip	NB - 3,196	NB - 18.2%hcv
A1 Felton – Newton on the Moor	Unavailable	Unavailable
A19 Moor Farm – K'worth	NB - 16,816 SB - Unavailable	NB - 6.6% SB - Unavailable

Night shift working will allow safer operations when traffic flows typically fall to <500veh/hr after 9pm.

Significant Design and Construction Hazards

This section contains details of the significant hazards and associated health and safety aspects of the design that the principal contractor will need to take into account when planning and executing the works. Proposals for controlling the residual risks arising from these hazards must be included in the construction health and safety plan prior to commencement of the relevant works.

Design Assumptions and Control Measures

Coring spacing varies, refer to 5.1.1 TST Model Works Information.

DCP to be undertaken at a frequency of 1 in every 3 cores within each route.

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Site-Specific Hazards

The traffic management will see the A1 (M) Washington J64 entry in the Northbound direction and A1 (M) J59 exit slip in the Northbound direction to be closed.

Lighting of works area

Temporary lighting will be required due to night working. TM vehicles to have fixed height flood lighting. Site Manager/Agent to determine adequate lighting. Tower lights are not to be used unless fitted with an automated safety operating system to restrict movement of the lighting rig whilst the mast is erected. Task lighting is to be positioned so as not to dazzle road users.

The construction is site to be adequately lit to facilitate safe passage through works for operatives.

Traffic Management & Construction Activities

The proposed traffic management arrangement consist of lane and road closures and traffic lights, welfare facilities should be placed in the most appropriate place on site.

Adequate safety zone as specified in TSM Chapter 8 is to be provided.

Traffic Management is to be designed to allow for adequate space for plant and equipment to operate safely. Site Agent is to agree appropriate routing of construction traffic.

The existing permanent signing and road markings on approach to and within the works are to be reviewed. Any conflicting signing/road markings are to be masked or covered to prevent driver confusion whilst negotiating the works.

A Banks person is to supervise all reversing plant movement operations.

Proximity to live traffic of plant, site vehicles and welfare facilities

Mobile welfare facilities are to be provided by the M&R contractor. All vehicles are to be situated within a safe location within the traffic management area so as to reduce distraction to drivers.

Design during Construction Phase

Where design is carried out by the principal contractor during the construction phase, including design for significant temporary works, the principal contractor must include in the construction health and safety plan the procedure for informing the Principal Designer and CDM Assurance Manager of the design and the associated risk assessments. This requirement also applies to any design changes made during the construction phase that significantly alter the health and safety aspects of the original design.

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Ordnance Survey mapping and data is provided under licence: Licence Number 100018928	

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Health and Safety File

The information required for inclusion in the network health and safety file should include but not limited to be the below, including Highways England requirements for the Health and Safety File - Interim Advice Note IAN 105/08 and BD62/07 for structures where applicable including the following:

- Brief description and location of works.
- Details of any remaining significant Risks.
- Residual Hazards due to construction process – general; underground; overhead; contamination; confined spaces; paint systems; asbestos etc.
- Hazards information including details of the nature, location and markings of significant services, including underground cables; gas supply equipment; fire-fighting services etc found in this location of work.
- As-built drawings of the project and any other relevant information required to comply with clients requirements.
- Copy of Waste Transfer Notes and Hazardous Waste Consignment Notes

Environment Plan

(Note: This section does not form part of the CDM Pre-Construction Information).

Site-specific Environmental Constraints

The extent of the pavement investigation works are confined to the carriageway and therefore environmental risks such as contact with noxious weeds, damage to verges/habitats etc. is not expected.

The potential risks of plant fuel/oil spillage / contamination of surface water run-off from stationary plant/vehicles have been identified.

Environmental Mitigation Measures

Emergency spill kits are to be made available on site.