

**National Asset Delivery
Technical Surveys and Testing**

**Site Information for
HE606450 - A52 QMC Priory Dunkirk
MDP surveying**

1 SITE INFORMATION

Site boundary, extents and access arrangements

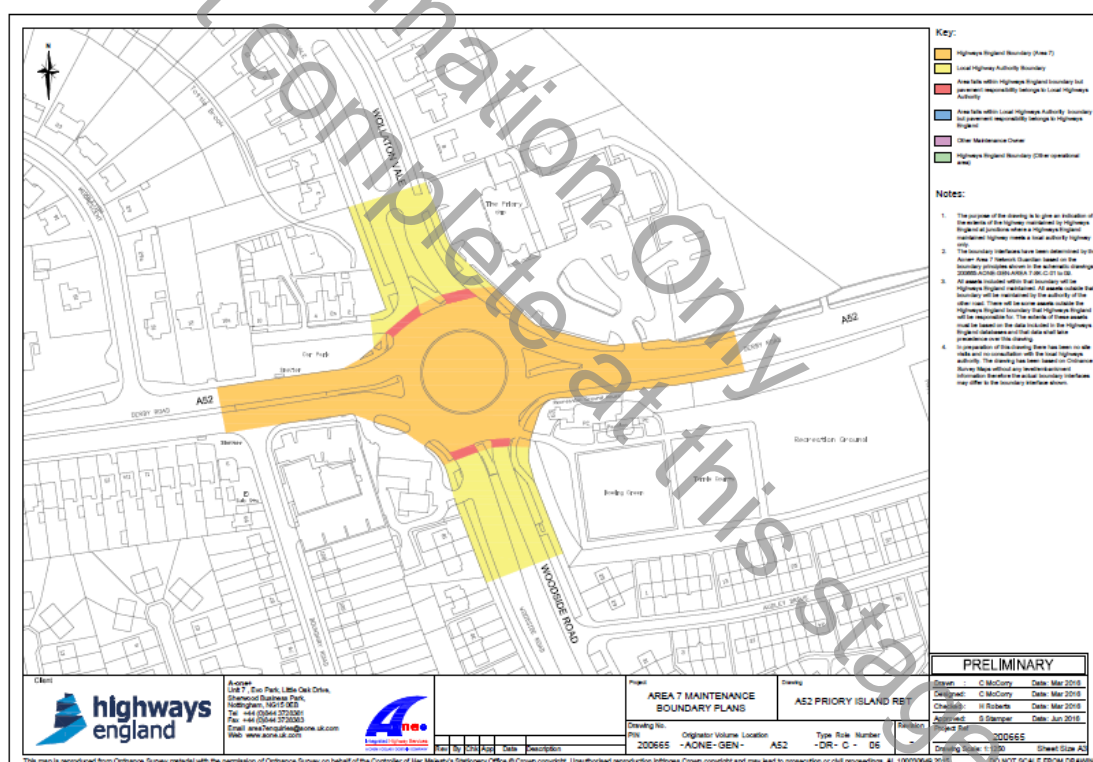
The location plan (drawing: HE606450-KIER-GEN-QMC Z-DE-CH-0000 01) indicates the scheme's overall extents to be surveyed by different disciplines, however all surveying contractors should check this documentation carefully to understand their discipline's requirements.

Some surveys may encroach onto third party land that is outside Highways England's boundary and so Surveying Contractors should expect discussion and communication with such land-owners.

Within the extents, the A52 is generally a relatively-highly trafficked 40mph single carriageway between the Priory Roundabout and QMC roundabout with additional lanes on the approaches and departures.

Due to nearby Queens Medical Centre (QMC) hospital, a number of emergency vehicles accessing the site without warning.

Priory Roundabout



Highways England maintains the A52 route travelling through Priory Roundabout including the circulatory where Nottingham City Council own the other local authority roads (Wollaton Vale and Woodside Road). Various surveys will involve locations up to and including the circulatory.

QMC Roundabout

Highways England maintains the A52 route through the junction. Various surveys will involve locations up to and including the circulatory.

Dunkirk Island Roundabout

Highways England maintains up to and including the junction.

Scheme wide

There are residential several roads and properties that can only be accessed through the scheme extents (Charles Avenue and Adam's Hill) as well as pedestrian/cycle access to nearby University or Public Park estate.

For collaborative purposes, the scheduled survey types envisaged at the time of tender are:

Survey category	Description
Pavement	For renewing most of scheme carriageway and also localised widening. To ensure pavement resurfacing on QMC circulatory bridge deck ties into existing design.
Drainage	For Drainage Network Managers to assess if current system requires upgrade. For detailed spatial design of carriageway kerblines realignment/widening.
Geotechnical	For localised areas of footway widening
Environmental	To investigate impacts of scheme proposals on the environment.
Traffic signs	Check all sign faces are reflective enough
Lighting	For planning renewals of scheme extent's streetlighting
Structures	To assess vulnerability of listed boundary wall and archway structure
Technology/Traffic signals	For design of signal renewals at Dunkirk Roundabout. For design of relocating signals adjacent to Lenton Hall bus stops. To assess relocating cameras and
Topographic	
Utility survey	GPR of entire A52 Priory-QMC extents.

See Section 1.12 for carriageway closures and traffic management

1.1 Pavement

Carriageway formation is anticipated to have consistent construction at all locations except QMC Roundabout circulatory overbridges, which has a specific design that is to be assessed as a survey.

Carriageway formation (design) may vary between road ownership boundaries.

There are to be pavement surveys included for design of renewals.

1.2 Drainage

The scheme contains drainage assets including kerb drainage, gulleys, manholes and connecting pipework that are to be surveyed. Special care is to be taken when carrying out any destructive/invasive investigation near existing drainage system to avoid damage.

In addition, the scheme extents have recently been identified within a 'flooding hotspot' on the Highways England drainage asset system and active maintenance is scheduled to be on site (i.e. gulley cleansing or associated repairs).

1.3 Geotechnical

Certain locations have been identified as part of the design scheme to accommodate adjacent carriageway and/or footway widening. Some locations are currently at-grade and some require geotechnical reprofiling of minor lower risk "embankments" and so there to be several excavation surveys in such locations.

1.4 Soft Estate and Environment

Survey Contractors should minimise disturbing existing soft estate by not parking vehicles on verges or using protective mats.

There are trees with Tree Protection Orders in close proximity to the vicinity and mature trees alongside the boundary of Wollaton Park.

In order to carry out certain survey, light vegetation clearance is anticipated for the Surveying Contractor to complete.

1.5 Traffic Signs, Road Markings

Traffic signs are present along the entire scheme and are to be surveyed for retro-reflectivity. Road markings are present.

1.6 Lighting

Streetlighting and traffic sign lighting are present within scheme extents and are to be surveyed.

Certain lighting assets have been identified as reaching the end of their design life and are to be surveyed.

1.7 Structures and Buildings

There is a vulnerable Grade 2 listed wall along the majority of the A52 scheme extents as well as an archway structure, survey methods must not compromise the already vulnerable structural integrity.

The Dunkirk Roundabout circulatory is an overbridge structure and the road structure is to be surveyed. The A52 Dunkirk flyover (Clifton Boulevard) is a structure and adjacent to the slip roads closed for surveys. The site has two structures within the extents.

Structure	Type	Location Ref	Str key	OSGR
Derby Road Junction South	Highway Overbridge	A52/103.70	7221	454524,338832
Derby Road Junction North	Highway Overbridge	A52/103.70	7222	454494,338899

1.8 Tunnels

There are no tunnels within scheme extents.

1.9 Technology

Traffic loops and camera technology are within the vicinity and are to be identified where still connected, in working order and still in use (where applicable).

At Dunkirk Junction on the slips there are to be traffic signal renewal surveys which include GPR, duct proving, loop testing and cable testing. There is a similar requirement for controlled crossing technology at Lenton Hall.

1.10 Statutory Undertakers

There is a significant presence of live and abandoned SU apparatus within the scheme extents that is to be comprehensively surveyed. SU plans identified from a desktop study are provided as per below for all survey contractors.

All surveying contractors have the responsibility to inform site operators where overhead cables are present along this site and make necessary arrangements if it impacts their tasks. Arrangements may include supervision, changes to surveying methodology or SU liaison and disconnect/reconnection.

Location	Apparatus
A52 mainline up to and including boundary	<ul style="list-style-type: none"> • LP gas • MP gas • 11kV • Electrical underground • BT underground • BT overhead • Virgin Media underground • Highways England drainage • Private water main and foul sewer • Unknown ducting • Traffic cameras, loops with ducting • Communication towers and ducting
In northern verge of A52 eastern arm, close to Priory Roundabout and immediately adjacent to Miller and Carter carpark access. Across the carriageway near Lenton lodge, parallel to carriageway in multiple locations including Charles Avenue – see C2 and GS6 information.	<ul style="list-style-type: none"> • BT overhead

In QMC-adjacent University land	• Drainage
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1.11 Traffic

Where there is a requirement, live carriageway traffic will be controlled with Traffic Management during the works although there is a high likelihood of on-duty emergency vehicles requiring access through the site.

There are residential several roads and properties that can only be accessed through the scheme extents (Charles Avenue and Adam's Hill) as well as pedestrian/cycle access to nearby University or Public Park estate, thus appropriate signage/measures are required within scheme extents to manage task-specific surveying risk to members of the public.

Due to close proximity to Queens Medical Centre (QMC) hospital, there is likely to be a number of emergency vehicles accessing the site

Each survey contractor is to liaise with TM contractor to co-ordinate the programme of works and appropriate TM requirements, where the shared ambition is to minimise the impact on the road users required.