





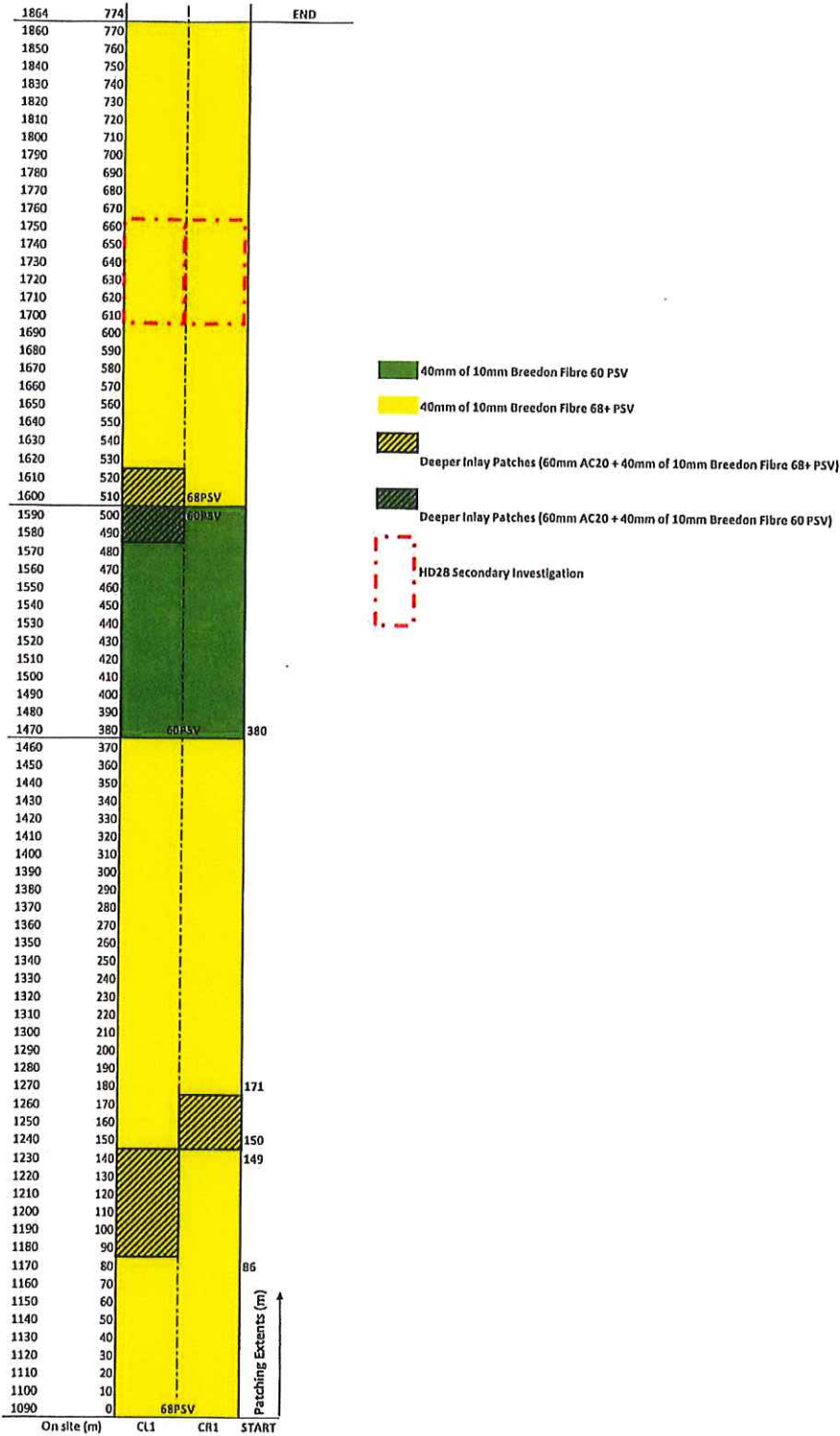
Statement of Intent (SOI) Form: Structural Maintenance					
1. Scheme Name	A83 Cairndow (HD28)				
2. Scheme ID	16/NW/0104/024	4. Sol Revision	1.0		
3. Scheme Manager Ref	16NW0104007	5. Work Year	2016/17		
SCHEME LOCATION					
6. Road	A83	7. Location description	A83 Cairndow, downhill S2M section.		
8. Network referencing (from IRIS)	Link/Section	Start Chainage	End Chainage	Length(m)	
	16520/05	1220	1872	652	
Scheme Length(m)				652	
SCHEME DETAILS					
9. Traffic flow	AADT/AADF		% HGV	Year of count	
	AADF	5837	7	2015	
10. Other relevant site details	The average width of the carriageway is 6.5m. Drainage will be considered in the design. Drainage issues have been highlighted as CAT1 defects previously. Poor drainage could contribute to a decrease in skid resistance via water ponding and aqua-planing.				
CONDITION ASSESSMENT					
11. Construction Detail and Recorded Maintenance	IRIS construction records show a fully flexible pavement with bituminous material to a depth of approximately 270mm. This material dates back to 1988, with a 10mm thick surface dressing applied to both CL1 & CR1 in 2001 the last recorded treatment.				
12. IRIS / Visual Survey Justification for Scheme	<p>The scheme has been highlighted as a result of HD28 Investigations into skid resistance across the North West Unit. Secondary sites within this location have received a recommendation for treatment to improve the skid resistance. A number of recent accidents have occurred at this location and received local media coverage. Treatment at this location is proposed to provide an improved level of skid resistance and address the number of accidents at this location. A visual inspection found large areas of fatigue cracking in the wheel tracks, with an open texture throughout. The suspected drainage issue combined with water ponding in the open matrix could be contributing to the repeated accidents recorded at this site. IRIS records found this section to have SCRIM below the IL throughout, which is backed up by HD28 Investigations and VCS. There are areas of variable deflections within the scheme, these can be attributed by several culverts found at these locations.</p> <p>Scheme extents have been reviewed and are seen as appropriate in capturing the HD28 sites identified as well as the wider area involving recent accidents.</p>				
13. IRIS Report Detail, Routine Maintenance History, Accident data and HD28	RMMS Defect Data				
	No. of C/way Defects	Current financial year	Last 3 full financial years		
		2016/17	2015/16	2014/15	2013/14
		CAT1 Defects	0	0	0
	CAT2 Defects	5	4	6	1

	IRIS Accident Data																																																																																																																																																																																																																																																																		
	No. of Injury Accidents	Current financial year			Last 3 full financial years																																																																																																																																																																																																																																																														
		2016/17			2015/16			2014/15			2013/14																																																																																																																																																																																																																																																								
	Total No. of Injury Accidents	1			0			2			0																																																																																																																																																																																																																																																								
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	Wet Skid	1			-			1			-																																																																																																																																																																																																																																																								
	There is 1 CAT1 defect noted, dating back to Feb 2014. The defect notes a drainage issue with water encroaching the carriageway. There are 16 CAT2 defects recorded. There are 5 recorded as cracking and stripping/fretting, with 2 further areas of surface cracking. Worn slow markings and centre lines are recorded as well as road studs missing/ damaged.																																																																																																																																																																																																																																																																		
	There are three recorded accidents within the last three years. Two of these occurred in wet conditions. There have been a number of non-injury accidents in recent weeks and months on this section of carriageway which have been highlighted prompting a response issued from BEAR Scotland to the local media.																																																																																																																																																																																																																																																																		
	There are two HD28 sites which were highlighted at Preliminary Investigation stage. Both sites underwent a Secondary Investigation receiving recommendation for Treatment to Improve the skid resistance. This recommendation has been reviewed and approved prior to the visual survey taking place. Details of the HD28 sites Investigated can be seen below in bold, as well as wider HD28 sites which have been incorporated into the scheme.																																																																																																																																																																																																																																																																		
<table><tr><th>Item</th><th>HD28 Priority</th><th>Rank</th><th>Road</th><th>Section Code</th><th>XSP</th><th>Start(m)</th><th>End(m)</th><th>SurveyDate</th><th>SCRIMSiteCategory</th><th>SCRIMDiff</th><th>Accident</th><th>WetAcc</th></tr><tr><td>1128032</td><td>2</td><td>0010</td><td>A83</td><td>16520/05</td><td>CL1</td><td>1240</td><td>1330</td><td>22/09/2015</td><td>Single <500m (S2M)</td><td>-0.23</td><td>0.00</td><td>0.00</td></tr><tr><td>1128059</td><td>2</td><td>0377</td><td>A83</td><td>16520/05</td><td>CR1</td><td>1240</td><td>1330</td><td>22/09/2015</td><td>Single <500m (S2M)</td><td>-0.16</td><td>0.00</td><td>0.00</td></tr><tr><td>1128033</td><td>2</td><td>2214</td><td>A83</td><td>16520/05</td><td>CL1</td><td>1330</td><td>1370</td><td>22/09/2015</td><td>Gradient 5-10% (G1L)</td><td>-0.10</td><td>0.00</td><td>0.00</td></tr><tr><td>1128060</td><td>4</td><td>0163</td><td>A83</td><td>16520/05</td><td>CR1</td><td>1330</td><td>1370</td><td>22/09/2015</td><td>Gradient 5-10% 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(G1L)	-0.09	0.00	0.00	1128061	2	0246	A83	16520/05	CR1	1370	1440	22/09/2015	Single <500m (S2M)	-0.17	0.00	0.00	1128034	2	1001	A83	16520/05	CL1	1370	1440	22/09/2015	Single <500m (S2M)	-0.13	0.00	0.00	1128035	2	1358	A83	16520/05	CL1	1440	1540	22/09/2015	Gradient 5-10% (G1L)	-0.12	0.00	0.00	1128062	2	1732	A83	16520/05	CR1	1440	1540	22/09/2015	Gradient 5-10% (G1L)	-0.11	0.00	0.00	1128036	2	1359	A83	16520/05	CL1	1540	1600	22/09/2015	Gradient 5-10% (G1L)	-0.12	0.00	0.00	1128063	4	1460	A83	16520/05	CR1	1540	1600	22/09/2015	Gradient 5-10% (G1L)	-0.07	0.00	0.00	1128064	2	0539	A83	16520/05	CR1	1600	1700	22/09/2015	Single <500m (S2M)	-0.15	0.00	0.00	1128037	2	0245	A83	16520/05	CL1	1600	1700	22/09/2015	Single <500m (S2M)	-0.17	0.00	0.00	1128065	1	0031	A83	16520/05	CR1	1700	1760	22/09/2015	Single <500m (S2M)	-0.16	2.00	1.00	1128038	1	0027	A83	16520/05	CL1	1700	1760	22/09/2015	Single <500m (S2M)	-0.23	2.00	1.00	1128039	4	1459	A83	16520/05	CL1	1760	1860	22/09/2015	Gradient 5-10% 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14. Scope, intended purpose and cost of any proposed further investigation and design works		Coring Investigation is taking place to find the construction layers of the pavement and determine which areas may require deeper Inlay patches. An investigation into SCRIM history has been carried out which determined that retexturing could not provide the desired result.																																																																																																																																																																																																																																																																	
		Estimated Investigation Cost																																																																																																																																																																																																																																																																	
POTENTIAL TREATMENT																																																																																																																																																																																																																																																																			
15. Potential Treatment Options		An Inlay treatment is the proposed treatment at this location. This will provide the desired improvements in skid resistance at the HD28 accident sites highlighted, as well as enhanced durability to the pavement and improved safety for the road user. The existing drainage will be investigated during detailed design stage. Extending the safety barrier will also be considered, to take into account recent accidents.																																																																																																																																																																																																																																																																	
16. Potential Sustainability Treatment Options		Retexturing is a low waste treatment which has been considered. This has been ruled out based on an investigation into SCRIM History which found that retexturing is unlikely to provide the required improvements in terms of residual grip and texture.																																																																																																																																																																																																																																																																	

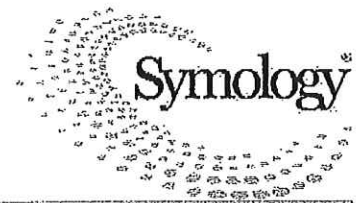
APPROVAL TO UNDERTAKE FURTHER INVESTIGATION			
17. Approval to undertake the further investigation works as outlined above NB. If no further investigation is required then please complete and submit the full form SOL(sa)	Operating Company Representative name	Signature	Date
			16/11/2016
	Transport Scotland Representative name	Signature	Date
SUMMARY OF MAINTENANCE NEED			
18. Summary of findings from further investigation works (if applicable)	If coring was undertaken did cores confirm IRIS Construction records are correct?		NA
	If "No" has a Corrective MSD been submitted		NA
	Have the scheme extents changed following investigation		NA
	If "Yes" has Section 8 above been amended		NA
	If "Yes" has Scheme Manager – Section details been updated		NA
	Coring Investigation is programmed to take place at the time of writing, as discussed between A Ferguson & S Scott. The findings will be uploaded to scheme manager as soon as they are made available.		
19. Deterioration mechanism(s) and probable cause(s)	There is open texture throughout the surface area. This together with a suspected drainage problem, is suspected to be allowing excess water to encroach and pond on the carriageway. There are also areas of rutting in the wheel tracks caused by the action of traffic loading. SCRIM difference of below zero is recorded over the full scheme area, with HD28 Secondary sites identified within the scheme extents which have received a treatment recommendation to improve the skid resistance. There are also a number of potholes found through the scheme.		
20. Justification for Works	The scheme was identified as a result of HD28 Investigations into skid resistance performance across the network. There are two HD28 sites located within scheme extents, both of which underwent Secondary Investigation receiving recommendations for treatment to improve skid resistance. The problems at this location have also been identified by other areas of the company, namely the Routine Maintenance and Strategic Road Safety departments. There have been a number of recent accidents at this location resulting in local media attention. The scheme has a SCRIM difference below zero throughout. There are also areas of cracking/ crazing by the carriageway edge which could allow water to pond. As well as the recent accidents, two wet skid accidents have also been noted in IRIS within the previous three years.		
PROPOSED OPTIONS			
21. Sustainability Options Considered	Waste is to be minimised on site and all planings are to be recycled using SEPA approved methods.		
22. Do Something Option	The Do Something Option involves treating the full scheme extents, using a 50mm Inlay, 10mm Breedon Fibre material with 68PSV. An allowance has been made to cover an additional area of 100m length per lane which has been set aside for deeper 100mm Inlay patches, pending the findings of Investigation works. This option will best address the identified issues, preventing further deterioration at this location and making improvements in the interest of the safety of the road user.		
23. Do Minimum Option	The Do Minimum Option involves delaying the Do Something treatment for three years, carrying out reactive maintenance patching during this time.		
24. Other Options Considered	TS2010 has been considered as a possible treatment for this scheme. Due to the location of this site, and the associated haulage distances and associated costs (monetary and environmental) to transport the mixture from the nearest approved quarry, TS2010 has not been proposed for this scheme.		

25. Whole Life Costing Results	Option Title	Discounted WLC (£)	Discounted Works Cost (£)	Comments
	Do Something			50mm Inlay, with 100m length per lane allowance for deeper 100mm Inlay patching.
	Do Minimum			Reactive patching for three years, followed by Do Something treatment. Patching of HD28 secondary sites in year 1.
	Add other options and more lines (if required).			
PROPOSED WORKS				
26. Proposed Works	The proposed works are to use the Do Something option. This will provide the best value for money, and best address the cause of recent accidents at this location.			
27. Preliminary Value Management Score			Weighting	Un-weighted Score
	Safety		0.3	8
	Journey Time Reliability		0.2	2.20
	Environmental Sustainability		0.1	2.0
			VfM Indicator	
	Value for Money		0.4	0.22
Importance Ranking		Rank 3 - Hybrid Scheme		
28. Disability Discrimination Act (DDA)	We confirm that barriers to accessibility have been considered and the DDA proforma has been signed off for this scheme by both the Operating Company and Transport Scotland			<input checked="" type="checkbox"/> Tick to confirm
Enter any reason why box was not ticked or any other relevant information.				
29. Network Operations Equipment	Network Operation Equipment affected?		No	
If Yes, Enter Details of Network Operations Equipment and works required.				
30. Proposed Works Cost Estimates	Year	Activities	Estimated Cost	
	2016/2017	Investigation	£	
	2016/2017	Design	£	
	2016/2017	Construction	£	
	2016/2017	Environmental	£	
	2016/2017	xxx	£	
		TOTAL	£	
31. Attached Information	Mandatory:		Other attachments (list):	
	Visual Condition Survey	<input checked="" type="checkbox"/> Tick to confirm	Core Logs	<input type="checkbox"/> Tick to confirm
	Scheme Photographs	<input checked="" type="checkbox"/> Tick to confirm	As stated in Sect. 18, core logs will be uploaded to scheme manager following completion of Investigation works.	
	IRIS Data Graphs	<input checked="" type="checkbox"/> Tick to confirm		
	WLC/VfM report	<input checked="" type="checkbox"/> Tick to confirm		

APPROVAL OF STATEMENT OF INTENT			
33. Statement of Intent Agreement: Type and Extent of Pavement and Non-Pavement Treatments	Operating Company Representative name	Signature	Date
			22/11/2016
	Transport Scotland Representative name	Signature	Date
			2/12/16
SOI DOCUMENT HISTORY			
Revision number	Date issued	Comments	
	22/11/2016	Updated sect.25&27 from prev.	



Street Works Report



Works Details

Works Ref: XQ001-NW164317
LAREF: 2190437
Address: A83T SOUTH OF CAIRNDOW FROM A815 JUNCTIO
 CAIRNDOW
Town: CAIRNDOW
County: ARGYLL AND BUTE
Works Type: ROAD RESTRICTION
 Engineering Difficulty
Project:
Promoter: Transport Scotland - NW Unit Op Company / TRO North West
Notifiable Authority: Transport Scotland - NW Unit Op Company / TRO North West
NSG Ref: 10/10760 **Easting:** 218141.49 **Northing:** 710229.82
Carriageway Reinst.: CARRIAGEWAY TYPE 2 - 2.5 TO 10 MS **Footway Reinst.:**
Traffic Management: CONVOY WORKING **Works Technique.:** MACHINE
Location: Cairndow
Description: Carriageway Resurfacing

Works Recorded Date: 28/11/2016 16:13
Proposed start date: 16/12/2016 07:00
Actual start date: 16/12/2016 07:00
Estimated end date: 21/12/2016
Latest Notice Type: WORKS CLOSED
Status: WORKS CLOSED

Sites

Site	Surface Location	Site status	Site Location	Postcode	Depth	Length	Width
1		PROPOSED SITE	Cairndow		STD	0.00	0.00

Dimensions: Length: 0.00 Depth Code: STD
 Width: 0.00
Surface Type: Easting:
 Northing:
Interim Reinstatement Date: Permanent Reinstatement Date:

Comments

No.	OD	Type	Made date/time	Username
1	AR001	COMMENT OR INFORMATION	29/11/2016 9:23	
Trunk Road, no input. Route is Maintained by the Scottish Executive.				
1	SS001	COMMENT OR INFORMATION	29/11/2016 13:52	
CUSTOMER HAS ACCESS TO SSE WEBSITE TO OBTAIN CABLE RECORDS				
2	AR001	COMMENT OR INFORMATION	07/12/2016 9:42	
Trunk Road, no input. Route is Maintained by the Scottish Executive.				

Contacts

Contact type	Contact name	Address	Tel No.	Qualification Ref
ORIGINATOR	NW Roadspace	B E A R SCOTLAND INVERALMOND ROAD INVERALMOND INDUSTRIAL ESTATE PERTH PH1 3TW		
CONTRACTOR	BEAR Scotland Ltd	B E A R SCOTLAND INVERALMOND ROAD INVERALMOND INDUSTRIAL ESTATE PERTH PH1 3TW		
APPLICANT		B E A R SCOTLAND INVERALMOND ROAD INVERALMOND INDUSTRIAL ESTATE PERTH PH1 3TW		

History

Date/Time	Event Type	Details	Username
28/11/2016 16:13	WORKS RECORDED	POTENTIAL WORKS: 12/03/2017 - 13/03/2017	
29/11/2016 7:57	WORKS STATUS CHANGED	POTENTIAL WORKS to PROPOSED WORKS	

29/11/2016	7:57	THREE MONTHS	PROPOSED WORKS: 12/03/2017 - 13/03/2017
29/11/2016	7:59	SEVEN DAY	PROPOSED WORKS: 12/12/2016 - 13/12/2016
29/11/2016	8:17	VIEW NOTICE ASSESSMENT	SW100
29/11/2016	8:17	NOTICE ASSESSMENT	SW100-Plans Required
29/11/2016	9:22	VIEW NOTICE ASSESSMENT	AR001
29/11/2016	9:23	COMMENT OR INFORMATION	AR001-Trunk Road, no input. Route is Maintained by
29/11/2016	9:23	NOTICE ASSESSMENT	AR001-Plans Required
29/11/2016	10:07	VIEW NOTICE ASSESSMENT	SG002
29/11/2016	10:07	NOTICE ASSESSMENT	SG002-Plans Required
29/11/2016	13:49	VIEW NOTICE ASSESSMENT	SS001
29/11/2016	13:52	COMMENT OR INFORMATION	SS001-CUSTOMER HAS ACCESS TO SSE WEBSITE
29/11/2016	13:52	NOTICE ASSESSMENT	SS001-Plans Required
30/11/2016	11:40	COMMENT ASSESSMENT	XQ001
30/11/2016	11:40	COMMENT ASSESSMENT	XQ001
05/12/2016	14:52	WORKS DETAILS CHANGED	PROPOSED WORKS: 13/12/2016 - 16/12/2016
05/12/2016	14:52	SEVEN DAY	PROPOSED WORKS: 13/12/2016 - 16/12/2016
05/12/2016	15:42	NOTICE ASSESSMENT	SW100-High Interest
05/12/2016	15:44	NOTICE ASSESSMENT	SG002-High Interest
07/12/2016	9:41	VIEW NOTICE ASSESSMENT	AR001
07/12/2016	9:42	COMMENT OR INFORMATION	AR001-Trunk Road, no input. Route is Maintained by
07/12/2016	9:48	NOTICE ASSESSMENT	AR001-High Interest
07/12/2016	10:12	COMMENT ASSESSMENT	XQ001
09/12/2016	17:24	WORKS DETAILS CHANGED	PROPOSED WORKS: 15/12/2016 - 20/12/2016
09/12/2016	17:24	SEVEN DAY	PROPOSED WORKS: 15/12/2016 - 20/12/2016
12/12/2016	7:39	NOTICE ASSESSMENT	SW100-High Interest
12/12/2016	9:05	NOTICE ASSESSMENT	SG001-High Interest
12/12/2016	9:19	VIEW NOTICE ASSESSMENT	AR001
12/12/2016	9:19	NOTICE ASSESSMENT	AR001-High Interest
15/12/2016	10:54	WORKS DETAILS CHANGED	PROPOSED WORKS: 16/12/2016 - 21/12/2016
15/12/2016	10:54	SEVEN DAY	PROPOSED WORKS: 16/12/2016 - 21/12/2016
15/12/2016	10:54	MAP CONFLICT	XQ001-NW164525 Same Street - Dates Overlap
15/12/2016	11:12	VIEW NOTICE ASSESSMENT	XQ001
15/12/2016	11:12	MAP RESOLVED	USER
15/12/2016	11:18	NOTICE ASSESSMENT	SW100-High Interest
15/12/2016	12:53	NOTICE ASSESSMENT	AR001-High Interest
16/12/2016	8:53	WORKS STATUS CHANGED	PROPOSED WORKS to IN PROGRESS
16/12/2016	8:53	ACTUAL START	IN PROGRESS: 16/12/2016 - 21/12/2016
16/12/2016	8:56	NOTICE ASSESSMENT	SW100-Low Interest
16/12/2016	13:49	NOTICE ASSESSMENT	SG002-Low Interest
20/12/2016	8:14	NOTICE ASSESSMENT	AR001-Low Interest
22/12/2016	8:45	WORKS STATUS CHANGED	IN PROGRESS to WORKS CLOSED
22/12/2016	8:45	WORKS CLOSED	WORKS CLOSED: 16/12/2016 - 21/12/2016
22/12/2016	9:17	NOTICE ASSESSMENT	SW100-Low Interest
22/12/2016	11:48	NOTICE ASSESSMENT	SG002-Low Interest
22/12/2016	14:20	NOTICE ASSESSMENT	AR001-Low Interest
12/01/2017	14:43	NOTICE ASSESSMENT	TL001-Plans Required
16/02/2017	14:32	NOTICE ASSESSMENT	SP008-Plans Required
07/04/2017	10:59	NOTICE ASSESSMENT	SS001-Low Interest
29/06/2017	8:52	NOTICE ASSESSMENT	SS002-Plans Required

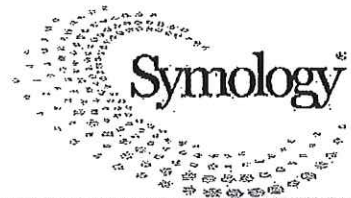
Designations

Type	Validity	Start date	End date
SPECIAL ENGINEERING DIFFICULTY 1600m North of the A815 Junction A83 70 C73 Culvert	EVERYDAY		
SPECIAL ENGINEERING DIFFICULTY 2km North of the A815 Junction A83 70 C77 Culvert	EVERYDAY		

SPECIAL ENGINEERING DIFFICULTY
500m West of the A815 Junction
A83 70 C59 Culvert

EVERYDAY

Street Works Report



Works Details

Works Ref: BT015-AMBO-WS0PYP64-P2
LAREF: 2084004
Address: A83T SOUTH OF CAIRNDOW FROM A815 JUNCTIO
Town: CAIRNDOW
County: ARGYLL AND BUTE
Works Type: MINOR WITHOUT EXCAVATION
Project: Engineering Difficulty
Promoter: Openreach / BT SAFE DIG
Notifiable Authority: Transport Scotland - NW Unit Op Company / TRO North West
NSG Ref: 10/10760
Carriageway Reinst.: CARRIAGEWAY TYPE 2 - 2.5 TO 10 MS
Traffic Management: PORTABLE TRAFFIC LIGHTS (TTLS)
Location: Approx 485m South of Junc with Cairndow Village A83T South of Cairndow from A815 Junc to North Junc with
Description: WORKING IN A CARRIAGEWAY MANHOLE. TRAFFIC LIGHT APPLICATION FORM WILL BE PROVIDED BY A-PLANT LUX. NO EXCAVATIONS PLANNED.

Works Recorded Date: 28/04/2016 13:29
Proposed start date: 11/05/2016 09:30
Actual start date: 11/05/2016 09:30
Estimated end date: 11/05/2016
Latest Notice Type: WORKS CLOSED
Status: WORKS CLOSED NOX

Easting: 218236.50 **Northing:** 710874.20

Footway Reinst.:
Works Technique.: NO EXCAVATION

Sites

Site	Surface Location	Site status	Site Location	Postcode	Depth	Length	Width
1		SITE CLOSED NOX	Approx 485m South of Junc with Cairnc	PA26 8BA	NOEXC	0.00	0.00

Dimensions: Length: 0.00 Depth Code: NOEXC
 Width: 0.00

Surface Type:
Easting:
Northing:

Interim Reinstatement Date: **Permanent Reinstatement Date:**

Comments

No.	OD	Type	Made date/time	Username
1	XQ001	COMMENT OR INFORMATION	02/05/2016 11:38	

NW161513

Contacts

Contact type	Contact name	Address	Tel No.	Qualification Ref
ORIGINATOR		EDMONTON TE STERLING WAY LONDON N18 1QP		
	TRAFFIC SIGNAL SIA-Plant Lux Ltd	Site Office 6 South Wardpark Court Wardpark South Cumbernauld Glasgow G67 3EH		

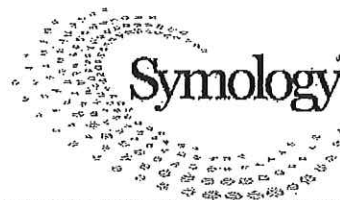
History

Date/Time	Event Type	Details	Username
28/04/2016 13:29	WORKS RECORDED	PROPOSED WORKS: 11/05/2016 - 11/05/2016	
28/04/2016 13:29	NON-NOTIFIABLE ACTIVITY	PROPOSED WORKS: 11/05/2016 - 11/05/2016	
02/05/2016 11:38	COMMENT OR INFORMATION	XQ001-NW161513	
09/05/2016 7:34	VIEW COMMENT ASSESSMENT	BT015	
09/05/2016 7:36	COMMENT ASSESSMENT	BT015	
11/05/2016 9:08	WORKS STATUS CHANGED	PROPOSED WORKS to IN PROGRESS	
11/05/2016 9:08	ACTUAL START	IN PROGRESS: 11/05/2016 - 11/05/2016	
12/05/2016 9:06	WORKS STATUS CHANGED	IN PROGRESS to WORKS CLOSED NOX	
12/05/2016 9:06	WORKS CLOSED	WORKS CLOSED NOX: 11/05/2016 - 11/05/2016	

Designations

Type	Validity	Start date	End date
SPECIAL ENGINEERING DIFFICULTY 1600m North of the A815 Junction A83 70 C73 Culvert	EVERYDAY		
SPECIAL ENGINEERING DIFFICULTY 2km North of the A815 Junction A83 70 C77 Culvert	EVERYDAY		
SPECIAL ENGINEERING DIFFICULTY 500m West of the A815 Junction A83 70 C59 Culvert	EVERYDAY		

Street Works Report



Works Details

Works Ref:	BT021-1161066/2	Works Recorded Date:	06/07/2016 13:41
LAREF:	2120243	Proposed start date:	22/07/2016
Address:	A83T SOUTH OF CAIRNDOW FROM A815 JUNCTIO CAIRNDOW	Actual start date:	22/07/2016
Town:	CAIRNDOW	Estimated end date:	02/08/2016
County:	ARGYLL AND BUTE	Latest Notice Type:	REGISTRATION
Works Type:	STANDARD	Status:	WORKS CLOSED
Project:	Engineering Difficulty		
Promoter:	IBN5HKHJ		
Notifiable Authority:	Openreach / BT KNN (BDUK)		
NSG Ref:	10/10760	Easting:	219106.55
		Northing:	709904.42
Carriageway Reinst.:	CARRIAGEWAY TYPE 2 - 2.5 TO 10 MS	Footway Reinst.:	
Traffic Management:	STOP/GO BOARDS TRAFFIC CONTROL	Works Technique.:	MACHINE
Location:	(CAIRNDOWE ARROCHAR) ON A83T FROM A815 JUNCTION TO		
Description:	COMPLETE NON EXCAVATION OVERBLOW		

Sites

Site	Surface	Location	Site status	Site Location	Postcode	Depth	Length	Width
1	VERGE		SITE PERMANENT	(CAIRNDOWE ARROCHAR) ON A83T		STD	1.00	0.50
Dimensions:		Length:	1.00	Depth Code:		STD		
		Width:	0.50	Easting:				
Surface Type:		GRASS	Northing:					
Interim Reinstatement Date:				Permanent Reinstatement Date:	02/08/2016			

Comments

No.	OD	Type	Made date/time	Username
1	XQ001	COMMENT OR INFORMATION	11/07/2016 13:27	
Processed under NW162373				
1	AR001	COMMENT OR INFORMATION	15/07/2016 9:11	
Trunk Road, no input. Route is Maintained by the Scottish Executive.				
2	XQ001	COMMENT OR INFORMATION	21/07/2016 13:45	
No objection to an early start of 22/7/16				

Contacts

Contact type	Contact name	Address	Tel No.	Qualification Ref
ORIGINATOR	Karen McFarlane	45-47 Hawbank Road East Kilbride G74 5EX	07896 841623	
CONTRACTOR	KN DL	45-47 Hawbank Road East Kilbride	01355 200500	
APPLICANT	Conal keeney		07712324966	

History

Date/Time	Event Type	Details	Username
06/07/2016 13:41	WORKS RECORDED	PROPOSED WORKS: 15/07/2016 - 29/07/2016	
06/07/2016 13:41	SEVEN DAY	PROPOSED WORKS: 15/07/2016 - 29/07/2016	
06/07/2016 13:41	MAP CONFLICT	BT021-1161066/1 Within 100m	
06/07/2016 13:47	VIEW NOTICE ASSESSMENT	AR001	
06/07/2016 13:48	NOTICE ASSESSMENT	AR001-High Interest	
06/07/2016 15:21	NOTICE ASSESSMENT	SW100-High Interest	
06/07/2016 17:38	NOTICE ASSESSMENT	SP008-High Interest	
07/07/2016 8:13	NOTICE ASSESSMENT	SG002-High Interest	
11/07/2016 13:27	COMMENT OR INFORMATION	XQ001-Processed under NW162373	

11/07/2016	14:05	VIEW COMMENT ASSESSMENT	BT021
11/07/2016	14:05	COMMENT ASSESSMENT	BT021
12/07/2016	9:08	VIEW NOTICE ASSESSMENT	XQ001
12/07/2016	9:09	MAP RESOLVED	USER TAGGING
12/07/2016	9:09	NOTICE ASSESSMENT	XQ001-High Interest
12/07/2016	9:14	NOTICE ASSESSMENT	TL001-High Interest
14/07/2016	14:52	WORKS DETAILS CHANGED	PROPOSED WORKS: 25/07/2016 - 05/08/2016
14/07/2016	14:52	SEVEN DAY	PROPOSED WORKS: 25/07/2016 - 05/08/2016
14/07/2016	14:52	MAP CONFLICT	BT021-1161066/1 Within 100m
14/07/2016	14:52	MAP CONFLICT	BT022-S000000011385 Same Street - Dates Overlap
14/07/2016	15:57	NOTICE ASSESSMENT	SW100-High Interest
15/07/2016	7:40	VIEW NOTICE ASSESSMENT	XQ001
15/07/2016	7:40	MAP RESOLVED	USER
15/07/2016	7:40	NOTICE ASSESSMENT	XQ001-High Interest
15/07/2016	8:33	NOTICE ASSESSMENT	SG002-High Interest
15/07/2016	9:10	VIEW NOTICE ASSESSMENT	AR001
15/07/2016	9:11	COMMENT OR INFORMATION	AR001-Trunk Road, no input. Route is Maintained by
15/07/2016	9:12	NOTICE ASSESSMENT	AR001-High Interest
15/07/2016	10:55	COMMENT ASSESSMENT	BT021
15/07/2016	16:39	COMMENT ASSESSMENT	XQ001
15/07/2016	16:44	NOTICE ASSESSMENT	SP008-High Interest
19/07/2016	8:31	NOTICE ASSESSMENT	TL001-High Interest
21/07/2016	13:45	COMMENT OR INFORMATION	XQ001-No objection to an early start of 22/7/16
22/07/2016	13:24	WORKS DETAILS CHANGED	PROPOSED WORKS: 22/07/2016 - 03/08/2016
22/07/2016	13:24	SEVEN DAY	PROPOSED WORKS: 22/07/2016 - 03/08/2016
22/07/2016	13:24	MAP CONFLICT	BT021-1161066/1 Within 100m
22/07/2016	13:24	MAP CONFLICT	BT022-S000000011385 Same Street - Dates Overlap
22/07/2016	13:24	WORKS STATUS CHANGED	PROPOSED WORKS to IN PROGRESS
22/07/2016	13:24	ACTUAL START	IN PROGRESS: 22/07/2016 - 03/08/2016
22/07/2016	14:36	VIEW COMMENT ASSESSMENT	BT021
22/07/2016	14:36	COMMENT ASSESSMENT	BT021
25/07/2016	15:08	MAP RESOLVED	USER TAGGING
25/07/2016	15:08	NOTICE ASSESSMENT	XQ001-Low Interest
26/07/2016	10:12	WORKS DETAILS CHANGED	IN PROGRESS: 22/07/2016 - 03/08/2016
26/07/2016	10:12	ERROR CORRECTION	IN PROGRESS: 22/07/2016 - 03/08/2016
27/07/2016	8:04	NOTICE ASSESSMENT	XQ001-High Interest
27/07/2016	10:01	NOTICE ASSESSMENT	AR001-High Interest
02/08/2016	8:59	WORKS STATUS CHANGED	IN PROGRESS to WORKS CLOSED
02/08/2016	8:59	WORKS CLOSED	WORKS CLOSED: 22/07/2016 - 02/08/2016
02/08/2016	9:03	SITE DETAILS CHANGED	
02/08/2016	9:03	REGISTRATION	WORKS CLOSED: 22/07/2016 - 02/08/2016
02/08/2016	9:33	NOTICE ASSESSMENT	XQ001-Low Interest

Designations

Type	Validity	Start date	End date
SPECIAL ENGINEERING DIFFICULTY 1600m North of the A815 Junction A83 70 C73 Culvert	EVERYDAY		
SPECIAL ENGINEERING DIFFICULTY 2km North of the A815 Junction A83 70 C77 Culvert	EVERYDAY		
SPECIAL ENGINEERING DIFFICULTY 500m West of the A815 Junction A83 70 C59 Culvert	EVERYDAY		