

MAINTENANCE SCHEME DATA FORM

General Information

Route Change Sheet Required
 Work code Scheme number
 Scheme Name

Key Dates

Date Works completed Issue Days
 Date MSD Issued to TS

Additional Comments

Please add any additional comment below including details of any treatments not available in drop down lists or where 'Other' has been chosen in the construction data. Please add new lines if required.

Checking and Approvals

For Operating Company

MSD Completed by
 MSD Checked by

For Transport Scotland

MSD Checked by
 IRIS Updated by

Statement of Intent (SOI) Form:
Planned Maintenance Resurfacing



**A7 Hawick Police
Station
17/SE/0301/006**



Statement of Intent (SOI) Form: Planned Maintenance Resurfacing



1. Scheme Name		A7 Hawick Police Station			
2. Scheme ID		17/SE/0301/006	3. SOI Revision		1
4. Work Year		2017/18	5. Work Code		0301

SCHEME LOCATION					
6. Road	A7	7. Location Description		East Stewart Place to Hawick Police	
8. Network reference (from IRIS)	Start	Section	11039/36		
		Chainage	56		
	Intermediate	Section (s)			
		End	Section	11039/36	
		Chainage	298		

SCHEME DETAILS						
9. Carriageway x Section		CL1 & CR1	11. Traffic Flow	AADT	%HGV	Year of count
10. Scheme Length (m)		242		6165	12	2015
12. Traffic Management Restrictions		All restrictions shall comply with Sch 9 Pt 1 (Appendix 1/17)				
13. Network Operations equipment affected		No		N/A		
14. Other relevant site details		This scheme is in an urban location. The carriageway width is greater than 6.5m and the works shall be undertaken using controlled Traffic Management. Drainage consists of a positive system using kerb/ top entry gullies.				

CONDITION ASSESSMENT		
15. Summary defect photographs attached?	Yes	Photos Attached
Comments	This area was highlighted due to the number of various failed patches, potholes and areas of cracking.	
16. Pavement Condition data from IRIS	In general, Iris suggests that deflectorgraph data is generally good with greater than 5 years residual life remaining. IRIS confirms RUT Data is less than 10mm, this figure in association with positive residual life, suggests the existing pavement has no immediate structural issues and all defects are restricted to the surface layers. IRIS also confirms SCRIM values are poor throughout.	
17. Maintenance history/overview	IRIS data confirms the last recorded maintenance was carried out in;	2011

FURTHER INVESTIGATION		
18 Further Investigation required?	No	N/A
19. Scope, intended purpose and cost of any proposed further investigation and design works		Cost of I and D (£)
		£0.00
		£0.00
	Indicative Construction Cost	£0.00

Statement of Intent (SOI) Form: Planned Maintenance Resurfacing



20. Approval to undertake the further investigation works (SOI (i) ONLY) as outlined above.	Operating Company representative name	Signature		Date
	Transport Scotland representative name	Signature		Date
SUMMARY OF MAINTENANCE NEED				
21. Summary of findings from further investigation works (if applicable)	NA			
22. Main driver for proposed works	To prevent water ingress to avoid any deterioration to the lower pavement layers thus maintaining carriageway integrity. Improve ride quality and reduce overall noise.			
23. Deterioration mechanism(s) and probable causes	Iris, Visual survey, Cat 2's and further deterioration mechanism			
24. Patching Schedule attached? Showing chainage, XSP, Patch Depth, surfacing material)	Yes		See attached schedule	
PROPOSED WORKS				
25. Sustainable options considered (if scheme is > £50,000)	No	Not Applicable for this scheme		
	Comments			
26. 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			Yes
27. Attached Information	Mandatory		Other attachments (list) :	
	Visual Condition Survey	Yes		
	Scheme Photographs	Yes		
	Supporting data from RMMF	Yes		
	If the scheme is proposed on the basis of SCRIM then all HD28 investigatory records must be attached			
	If total scheme > £50,000			
VFM assessment	No	See attached schedule		
28. Revised/Total cost estimate	Year (20_/20_)	Activity (description)	Cost £	
		Design		
		Investigation		
		Construction		
			Total:	

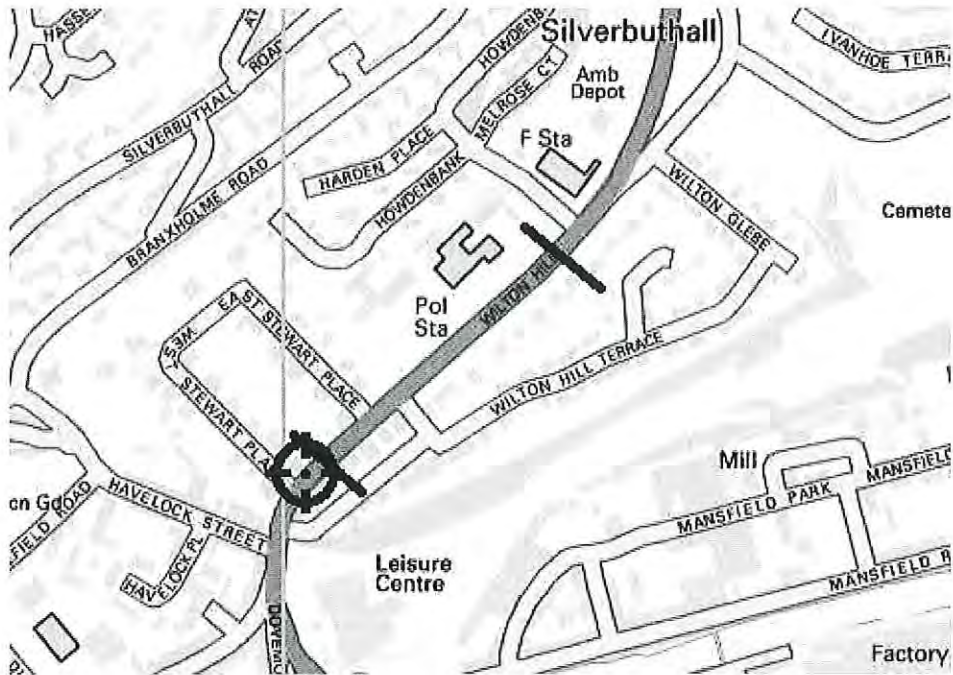
Statement of Intent (SOI) Form: Planned Maintenance Resurfacing



29. Approval to undertake patching works as outlined above	Operating Company representative name	Signature	Date
	redacted	redacted	07/07/2017
	Transport Scotland representative name	Signature	Date
SOI DOCUMENT HISTORY			
Revision Number	Date Issued	Comments	
1			

Statement of Intent (SOI) Form: Planned Maintenance Resurfacing

Location Plan



Statement of Intent (SOI) Form: Planned Maintenance Resurfacing



Accident Stats

A7	11039/36	A7	A7 (1103)	443714	0000625	350908	616358	13/02/2015	SLIGHT (SC03)
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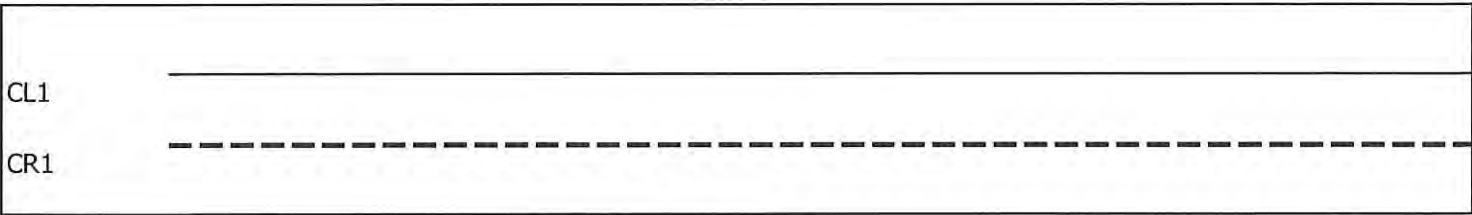
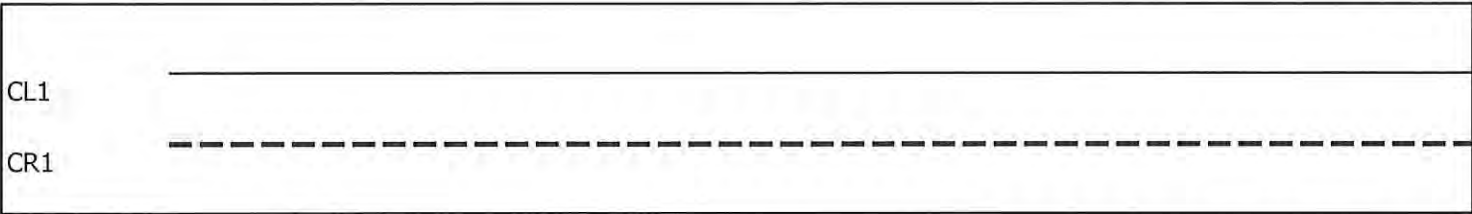
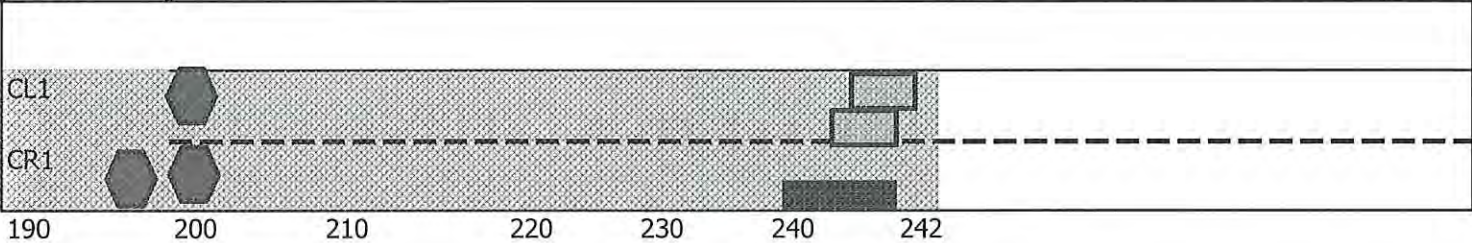
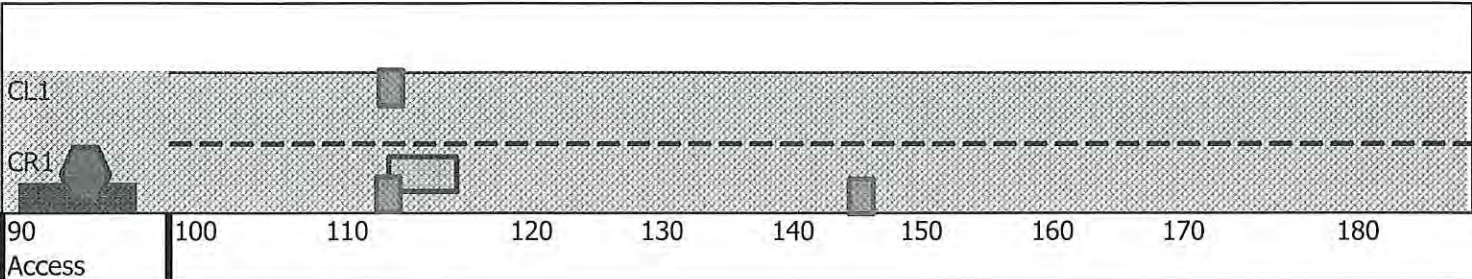
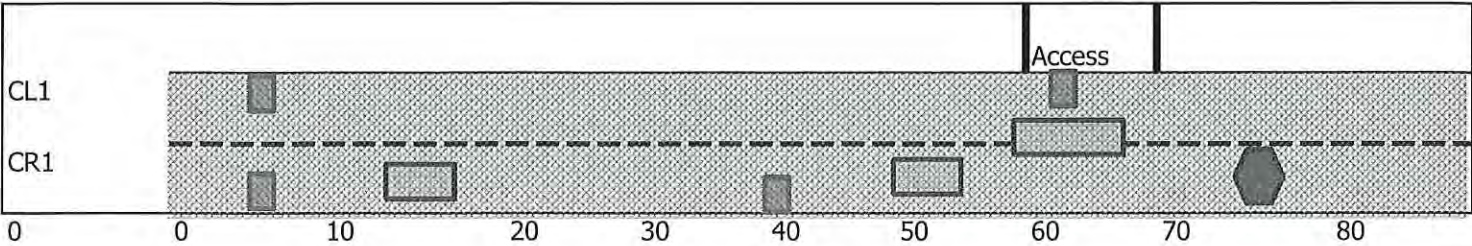
Cat 2 Defects

SE62279042-235189458	Pothole (POTH CATEGORY 2	A7	11039/36	CAT2 POTHOLE, 8X0.5M	Chainage: 135m
SE59116146-341	Bituminous surf CATEGORY 2	A7	11039/36	A7 C/WAY N/B & S/B FRETING	Chainage: 226m

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Visual Survey

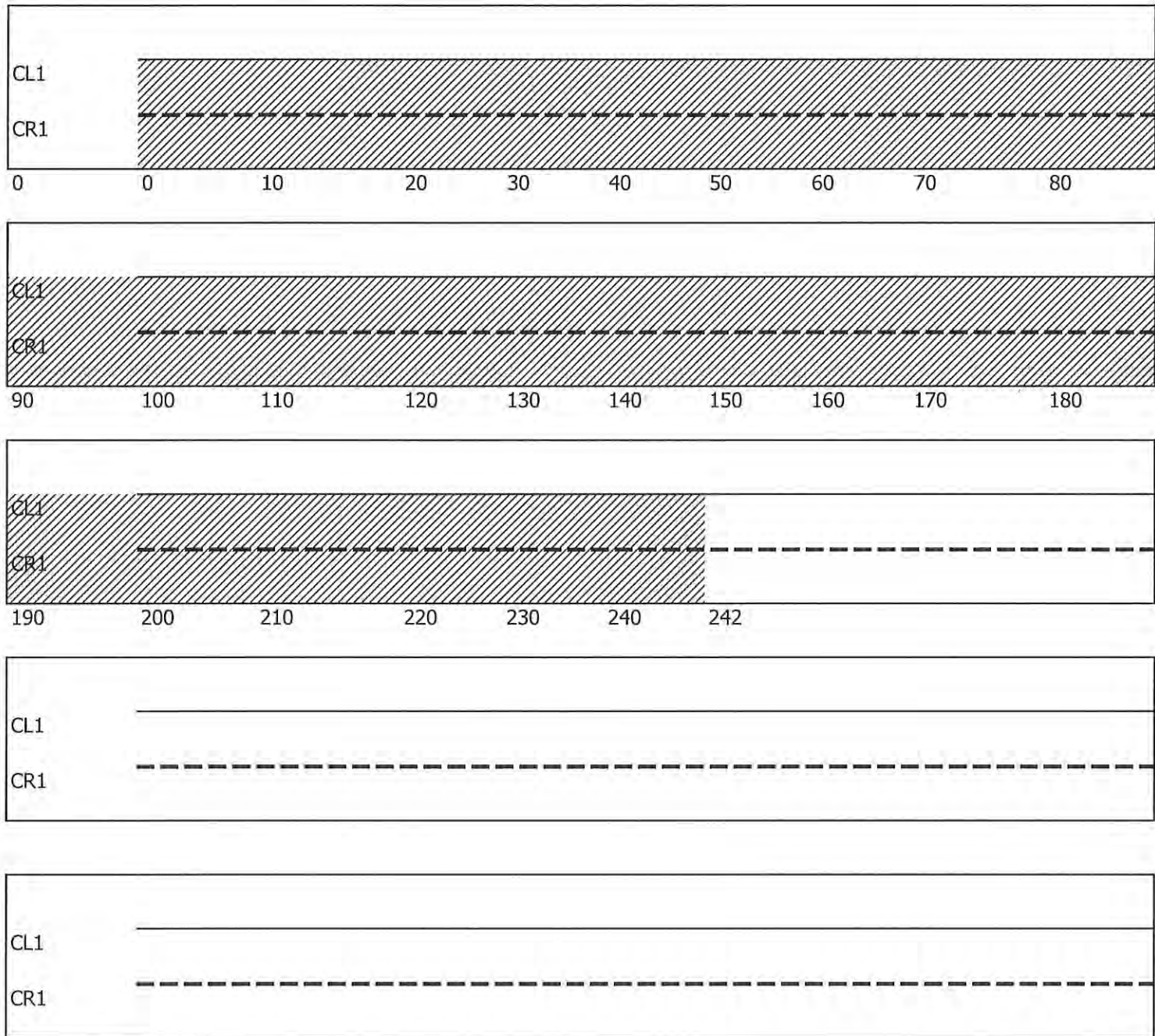


Key									
Cat 2 Pothole	Patch/Utility Repair	Fretting	Core	Joint Failure	Cracking	Gully	Nodes	Rutting	Manhole

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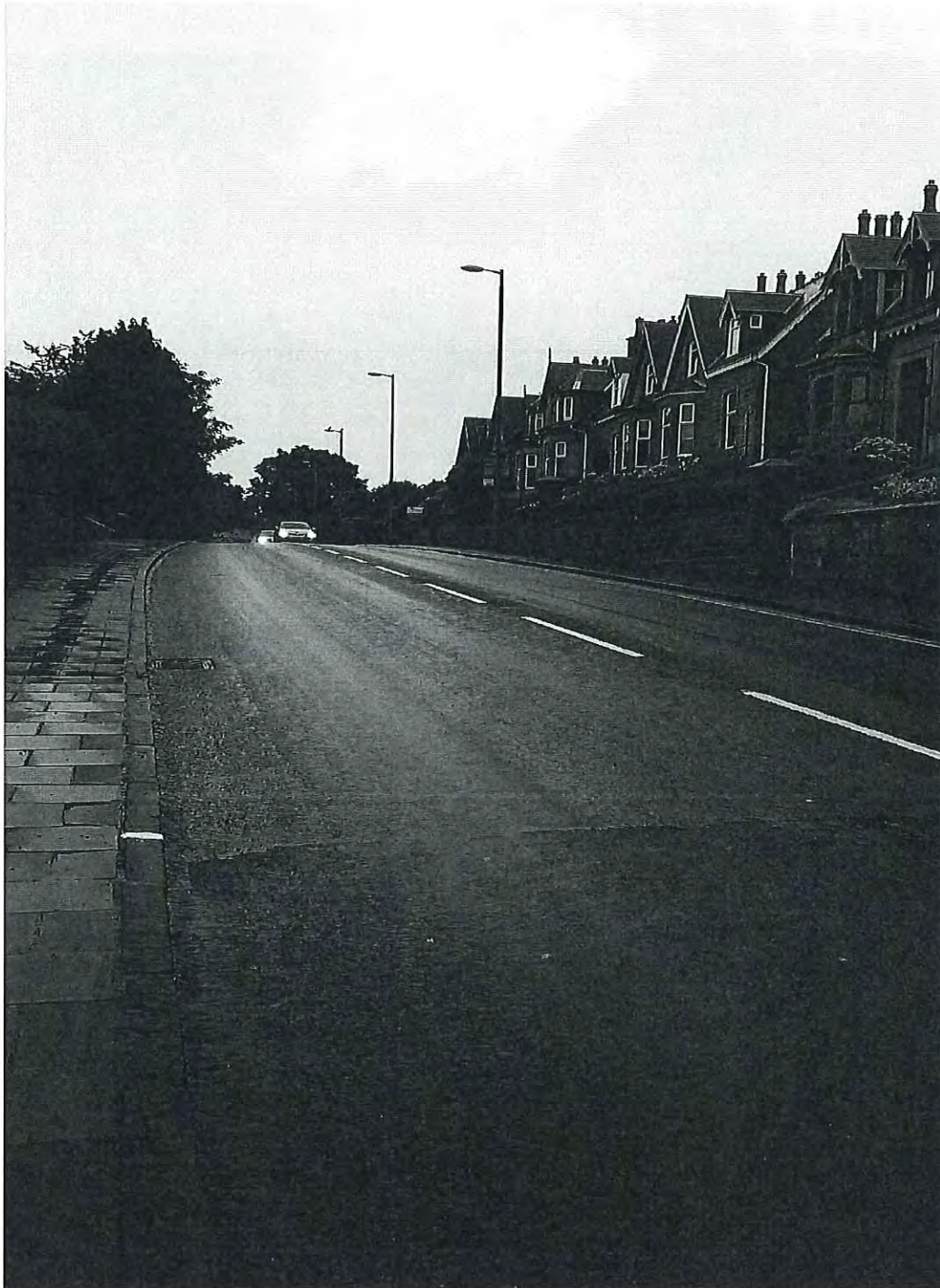
Patching Schedule



Key  40mm

Statement of Intent (SOI) Form: Planned Maintenance Resurfacing

Photographs



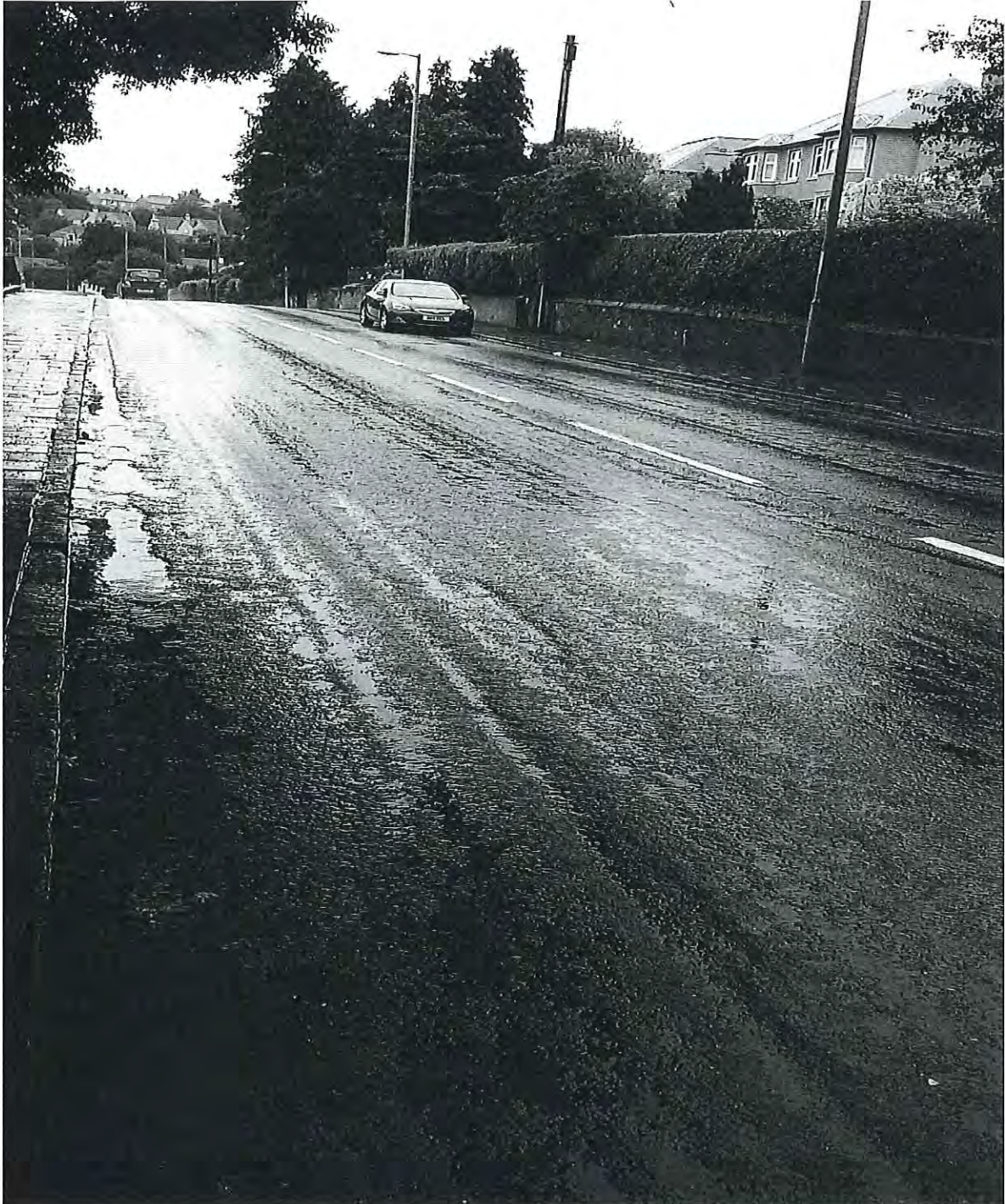
11039/36 ch56m start of scheme, fretting

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11039/36 ch95m SB starting to rut and fretting

Statement of Intent (SOI) Form: Planned Maintenance Resurfacing



11039/36 CH113m fretting

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11039/36 ch298m end of scheme old patches and fretting

Please answer all questions	
Is DEF Life years <5	No
Is Def life years >5	Yes
Is SCRIM Deficient	Yes
Is RUT less than 10mm	Yes

1

In general, Iris suggests that deflectograph data is generally good with greater than 5 years residual life remaining. IRIS confirms RUT Data is less than 10mm, this figure in association with positive residual life, suggests the existing pavement has no immediate structural issues and all defects are restricted to the surface layers. IRIS also confirms SCRIM values are poor throughout.

In general, Iris suggests that deflectograph data is generally poor with less than 5 years residual life remaining. Although IRIS confirms RUT Data is less than 10mm, this figure in association with low residual life, suggests the existing pavement has some structural issues within the lower layers. IRIS also confirms that SCRIM values are poor.

In general, Iris suggests that deflectograph data is generally good with greater than 5 years residual life remaining. IRIS confirms RUT Data is less than 10mm, this figure in association with positive residual life, suggests the existing pavement has no immediate structural issues and all defects are restricted to the surface layers. IRIS confirms SCRIM values are generally good throughout.

In general, Iris suggests that deflectograph data is generally poor with less than 5 years residual life remaining. IRIS also confirms the RUT Data to be greater than 10mm, this figure in association with negative residual life, suggests the existing pavement has some structural issues within the lower layers. IRIS also confirms that SCRIM values are poor.

1 40

2 100

3 40

4 100

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0301

2016/17	0302	M9	H/S	All restrictions shall comply with Sch 9 Pt 1 2010 (Appendix 1/17)	This scheme is in an urban location. The carriageway width is less than 6.5m and shall therefore require a closure. Drainage consists of a positive system using kerb/ top entry gullies.	0 Yes	None
2017/18	0303	M8	CL1	2011	This scheme is in an urban location. The carriageway width is greater than 6.5m and the works shall be undertaken using controlled Traffic Management. Drainage consists of a positive system using kerb/ top entry gullies.	1 No	Photos Attached
2018/19	0304	M80	CL2	2012	This scheme is in an urban location. The carriageway width is greater than 6.5m and the works shall be undertaken using controlled Traffic Management. Drainage consists of a positive system using kerb/top entry gullies/filter drain	2	
2019/20		M876	H/S & CL1	2013	This scheme is in an rural location. The carriageway width is greater than 6.5m and the works shall be undertaken using controlled Traffic Management. Drainage consists of a positive system using kerb/top entry gullies/filter drain	3	

0305					<ul style="list-style-type: none"> •The first 18m length of the slip road is kerbed on both sides of the carriageway. An uncontrolled pedestrian crossing is present at Ch15 consisting of drop kerbs only (no tactile slabs). •A filter drain is provided alongside the nearside carriageway edge between Ch18 and the end of the slip. No gullies exist within the kerbed section between Ch0 and 18.The 82m scheme length is illuminated by three street lighting columns located on the nearside verge. *VRS is located along the offside edge of the carriageway throughout the scheme extents 	4
2020/21	0306	A985	CL1 & CL2	2014	This scheme is in an rural location. The carriageway width is greater than 6.5m and the works shall be undertaken using controlled Traffic Management.	
2021/22	0307	A702	CR1	2015	This scheme is in an Urban location. The carriageway width is greater than 6.5m and the works shall be undertaken using controlled Traffic Management.	
2022/23		A720	HS,CL1,CL2	2016		
2023/24	0308	A1	CL1 & CR1	2017		
2015/16	0309	A68	CL1,CL2,CL3	2018		
	0310	A6091		2019		
	0311	A7		2020		
	0312	M90		2021		
	0313			2022		
	0314			2023		
	0315			2024		
	0316					
	0317					
	0318					
	0401					
	1101					

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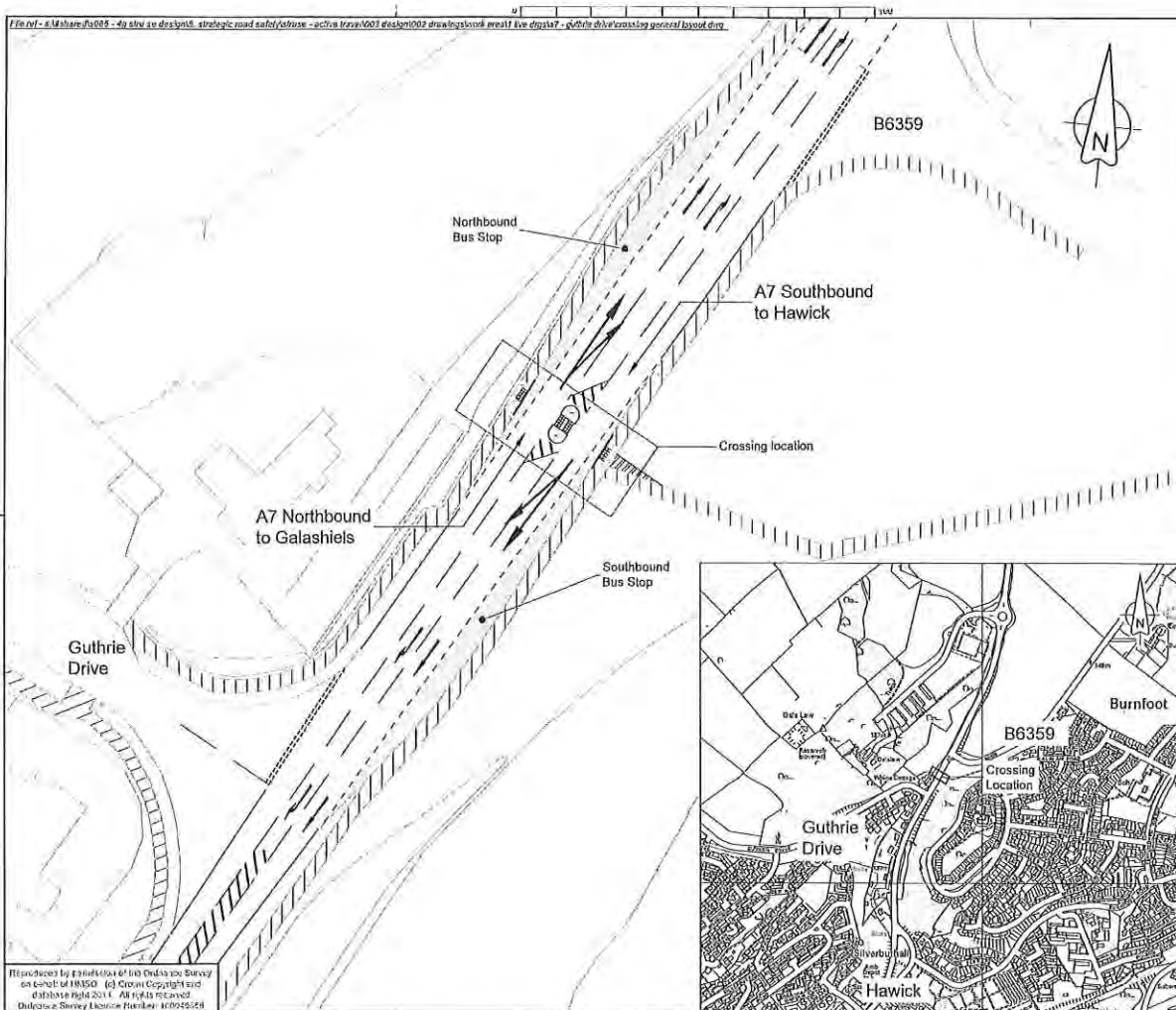
This area was highlighted due to the number of various failed historical patches, cat 2 potholes and areas of cracking and fretting.	In general, Iris suggests that deflectograph data is generally good with greater than 5 years residual life remaining. IRIS confirms RUT Data is less than 10mm, this figure in association with positive residual life, suggests the existing pavement has no immediate structural issues and all defects are restricted to the surface layers. IRIS also confirms SCRIM values are poor throughout.	IRIS data confirms the last recorded maintenance was carried out in;	To prevent water ingress to avoid any deterioration to the lower pavement layers thus maintaining carriageway integrity. Improve ride quality and reduce overall noise.	1970	confirms that repeated patching has been carried out at this location although most are directly related at utility companies. All associated iron work shall be	Iris, Visual survey, Cat 2's and further deterioration mechanism	Not Applicable for this scheme	See attached schedule
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2 1971 CL1 NA Ministerial Commitment Not Applicable

3 1972

4 1973

File ref - 4-Mshere-0005 - 4a show design/PS, strategic road safety scheme - active travel/003 design/002 drawings/001 rev 1/00017 - Guthrie Drive crossing general layout.dwg



! DESIGN HAZARDS

(The following information has been collected from Preconstruction information and the Arsy CDM Hazard Management Process)

1. Please enter project specific hazards here.

Bus Stop
 Existing Footpath
 Footpath Extension

Rev	Revision details	Chd	Appd	Date
A	Removed southern crossing from scheme	PS	PS	09/03/16

Drawn: SH	Preliminary
Design: SH	For comment
Chd: PS	For review
Appd: PS	For construction
Date: 09/03/16	As constructed
	Other

Client:

Project Name: **STRU-SE Active Travel**

Drawing Title: **A7 Guthrie Drive General Layout of Proposed Pedestrian Crossing**

Original Dwg Size: A3	Dimensions: -
Scale: As Shown	Copyright © Arsy

Drawing file: General layout	Rev: A
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MAINTENANCE SCHEME DATA FORM

General Information

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 Work code Scheme number
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Additional Comments

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Checking and Approvals

For Operating Company

MSD Completed by
 MSD Checked by

For Transport Scotland

MSD Checked by
 IRIS Updated by



Road Safety Audit Stage 2

A7 Guthrie Drive Pedestrian Improvements

RSA/16/005/RSA2 /DRAFT

August 2016



Document Control Sheet

Project Name:	A7 Guthrie Drive Pedestrian Improvements
Project Number:	RSA/16/005/RSA2
Report Title:	Road Safety Audit Stage 2
Report Number:	DRAFT

Issue Status/Amendment	Prepared	Reviewed	Approved
Draft	Name: ^{redacted} Signature: Date: 12/8/16	Name: ^{redacted} Signature: Date: 16/8/16	Name: ^{redacted} Signature: Date: 16/8/16
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:

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Appendix A List of Drawings used

Figures

No table of figures entries found.

Tables

No table of figures entries found.

1 Introduction

1.1 Commission and Terms of Reference

- 1.1.1. This report results from a Stage 2 (Design Phase) Road Safety Audit (referred to as a Stage 2 Audit) carried out on the following scheme: installation of two new pedestrian refuge island crossings; extension of footpaths including new dropped kerbs and tactile paving; warning signs associated with the new crossings; and resurfacing works at A7 Guthrie Drive on the north side of Hawick.
- 1.1.2. The Audit was undertaken at the request of the Designer, Amey on behalf of the client Transport Scotland.
- 1.1.3. The Stage 2 Audit comprised an examination of the documents forming the Audit Brief and an inspection of the site during daylight hours. The documents forming the Audit Brief were provided by the Design Organisation and are listed in Appendix A.
- 1.1.4. The approved Audit Team membership is as follows:
- Gordon Boyd BSc, MSc, C Eng, MICE Audit Team Leader
Amey Consulting, Edinburgh Office (Certificate of Competency in Road Safety Audit gained in November 2013)
- Shelley Bain Observer
Amey Consulting, Eurocentral Office
- 1.1.5. A site visit was undertaken on the afternoon of Tuesday 2nd August 2016 when the weather was overcast and showery.
- 1.1.6. No other Road Safety Audit has been undertaken on the scheme.
- 1.1.7. The Terms of Reference are described in the Design Manual for Roads and Bridges document HD 19/15 'Road Safety Audit'.
- 1.1.8. The Audit Team has examined and reported only on the road safety implications of the proposed scheme as presented and has not examined or verified the compliance of the design to any other criteria. The audit has been carried out on the layout and does not comment on any other aspects of the scheme. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.1.9. Section 2 of this report describes the safety issues identified in the Stage 2 Audit together with recommendations for improvement to either remove or reduce the associated risk in connection with this temporary traffic management proposal.

- 1.1.10. Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.1.11. The Project Sponsor is advised of the following:
- 1.1.12. The purpose of this draft report is to allow discussion on the content between the Project Sponsor and the Audit Team Leader as required by the Design Manual for Roads and Bridges HD 19/15 Road Safety Audit standard before a final version of the report is submitted for consideration.
- 1.1.13. If any Problem or Recommendation is not accepted on submission of the final report, a signed Exception Report is to be approved by the Project Director. A copy of the signed Exception Report is to be sent to the audit Team Leader for record keeping purposes.

1.2 Purpose of the Highway Scheme

- 1.2.1 The scheme is located on the A7 between the Galalaw Roundabout and 300m south of Guthrie Drive, on the northern approach to Hawick.
- 1.2.2 To cater for pedestrian movements across the A7 at this point a number of crossing points are being either establish or enhanced. Refuge islands are being introduced along with tactile paving and resurfacing of part of the carriageway and footways. No Departures have been approved for the scheme.

2 Items Raised at This Stage 2 Audit

2.1 General

2.1.1 PROBLEM

Location: A7 between Guthrie Drive and B6359 Junctions

Summary: Drawing 0700/031 shows areas of new surfacing with differing properties (PSV values) over the width of the carriageway. This could result in vehicles having different levels of grip to the wheels during poor weather conditions depending upon the manoeuvre being undertaken with the potential for loss of control.

RECOMMENDATION:

Ensure that the carriageway surface has consistent properties over the full width of the carriageway

2.2 Junctions

2.2.1 PROBLEM

Location: Pedestrian crossing location 3



Summary: There is clear evidence of vehicles overrunning the existing central hatching when turning right into the B6359 road. The scheme will introduce a refuge island where the markings currently exist resulting in the potential of it being stuck by vehicles.

RECOMMENDATION:

Ensure that the central hatched markings reflect vehicle swept paths and the stacking length required for the two side road junctions

2.2.2 PROBLEM

Location: Pedestrian crossing location 2

Summary: Drawing 1200/031 shows varying lane widths on the approach to the Galalaw roundabout which could result in vehicles coming into contact.

RECOMMENDATION:

Ensure that the lane widths are of a consistent width

2.3 Non-Motorised User Provision

2.3.1 PROBLEM

Location: Pedestrian crossing location 1

Summary: Drawing 1100/031 shows the tactile paving will be of different widths over the new crossing point, it is shown as 1.838m wide at the kerb edge and 2m within the refuge island. To avoid confusion for visually impaired users of the crossing facility the paving widths should be consistent.

RECOMMENDATION:

Ensure that the width of the tactile paving is consistent over the crossing

2.3.2 PROBLEM

Location: Pedestrian crossing location 1

Summary: Drawing 1100/036 shows the refuge island layout with the tactile paving in line with the edge of the new physical island. This could result in pedestrians with visual impairments stopping in close proximity to live traffic with the risk of them being struck.

RECOMMENDATION:

Set back the edge of the tactile paving from the face of the new refuge island

2.3.3 PROBLEM

Location: Pedestrian crossing location 1

Summary: The new refuge island will be installed on a steep gradient and lies within a section of the trunk road where vehicle speeds would be expected to be high. To make drivers more aware of the presence of the island particularly in poor lighting conditions it would be beneficial to have a beacon installed to aid visibility of pedestrians waiting at the refuge island.

RECOMMENDATION:

Install a refuge beacon at the new refuge island

2.3.4 PROBLEM

Location: Pedestrian crossing location 2



Summary: The surface of the western footway at crossing point 2 is uneven and presents a trip hazard for users. To effectively remove this hazard and ensure that the footway has a consistent gradient the existing manhole could be lowered to avoid issues for the mobility impaired.

RECOMMENDATION:

Reduce the level of the existing manhole so that a consistent surface level is provided