

OCC Comments	Consultants Comments
<p><b>General</b></p> <p>The drawings supplied have been checked; however further items may be identified on later design checks. Furthermore, additional comments may be raised as a result of your responses and any amendments made.</p> <ol style="list-style-type: none"> <li>1. We will need a separate re-instatement drawing to note extent of the areas to be re-instated and provide any necessary details and specifications for this</li> <li>2. Traffic Signal design needs to be approved by OCC Signals team before any work can begin on this design</li> <li>3. I have calculated an estimated works cost using our bond calculator – this comes to around £230k. Your estimate was only £70k. However, more than half of my calculation was for the signals installation (standard OCC cost for a signalised junction is £95k plus contingencies) so I am assuming that your estimate did not account for this?</li> </ol>	<ol style="list-style-type: none"> <li>1. The compound access will be constructed as Type F5 Flexible construction. Once the compound is demobilised the carriageway edge will be reinstated using the haunching repair shown on standard detail 133735_RW-EWR-XX-XX-DR-CH-000130 which is included.</li> <li>2. Traffic signal design is submitted as part of this package</li> <li>3. To be discussed as part of the Section 278 submission.</li> </ol>
<p><b>Drawing No. – 002001 GA</b></p> <ol style="list-style-type: none"> <li>1. In lieu of a separate drainage plan please show the proposal for relocating the existing gullies in the middle of the new access.</li> </ol>	<ol style="list-style-type: none"> <li>1. The current proposals include temporary removal of the existing gullies during operation of the site, and these gullies will be reinstated when the compound access is</li> </ol>

<ul style="list-style-type: none"> <li>2. Additional area of highway within the new access will mainly run into the site. Please show provision for discharging this run-off</li>   <li>3. Please show surfacing types and extents or include an additional drawing for these.</li>   <li>4. Access construction to be agreed – EWR2 want concrete within highway but OCC reluctant. TBC following detailed design from Atkins</li> </ul>	<p>decommissioned. The proposed temporary access road falls away from Bicester Road, so there will be no additional surface runoff entering the remaining existing gullies along Bicester Road.</p> <ul style="list-style-type: none"> <li>2. Drainage drawings 133735_RW-EWR-XX-A1-DR-DH-001101 to 001103 (included) show the proposed drainage system within the temporary compound. It should be noted that the section of the proposed temporary access road within the highway boundary will have over the edge drainage into the existing highway drainage ditch. The temporary access road outside highway boundary will have separate drainage system that will capture runoff and attenuate it to greenfield rates before outfall to a watercourse to the east of the proposed compound.</li>   <li>3. Pavement layout drawing 133735_2A-EWR-OXD-CC_A1-DR-CH-002019 is included and shows the types and extents of the proposed pavements.</li>   <li>4. Compound access construction is proposed as Type F5 Flexible construction shown on drawing 133735_RW-EWR-XX-XX-DR-CH-000215 which is included.</li> </ul>
<p><b>Drawing No. –010258 Signage</b></p> <ul style="list-style-type: none"> <li>1. Please ensure that the construction vehicles ahead / construction traffic sign is included somewhere as recommended in RSA2.</li> </ul>	<ul style="list-style-type: none"> <li>1. Signage strategy Drawing 133735_2A-EWR-OXD-XX-DR-CH-010258 is included showing the proposed signs.</li> </ul>

<p><b>Drawing No. – 002101</b></p> <ol style="list-style-type: none"> <li>OCC Signals team need more detail and appendix 12/5 plus 2500 specification etc. Nick Marceta from OCC is liaising with Mike Flynn from Atkins</li> </ol>	<ol style="list-style-type: none"> <li>The signals information is included. Nick Marceta has had a copy of this.</li> </ol>
<p><b>Drawing No. – 000147 / 148</b></p> <ol style="list-style-type: none"> <li>Depending upon what is agreed with OCC Asset team re. construction of access, please remove whichever construction Type is not needed to avoid confusion</li> <li>Concrete Type F2 detail needs more information on the joint detail to specify how the movement of the slab can be accommodated without damaging the main road or leaving a large gap to collect water. It would also need a note to state that a detailed assessment of existing road construction at that location is required to determine whether or not the slab can abut the asphalt without localised edge strengthening</li> <li>Flexible Type F1 might need to be low void SMA or possibly AC10 surfacing in order to tie in better with existing road surface depending upon what is there currently. Please add a note to assess the current surfacing with OCC inspector. Also, the high-stone HRA would be ideal on the access road but would lack the necessary skid resistance at the tie-in point on the main road.</li> <li>Please show tie-in for flexible extending the surfacing to half-width (i.e centreline) for the flexible detail</li> </ol>	<ol style="list-style-type: none"> <li>Temporary flexible pavement construction, Type F5, is proposed.</li> <li>Resolved due to using Type F1 construction.</li> <li>No objection to using 0/10 SMA. Flexible pavement type F5 has been produced and is shown on Standard detail drawing 133735_RW-EWR-XX-XX-DR-CH-000215.</li> <li>Standard detail drawing 133735_RW-EWR-XX-XX-DR-CH-000215 has the requested tie-in detail.</li> </ol>

Scheme: EWR2 Compound A1 Access

# Technical Audit



Reference: 272.13

Date: 20/1/20

Officer: J Richardson

**Drawing No. – 002012 Street Lighting**

1. Please provide design calculations for new lanterns and use 3000k instead of 4000k

1. The design has been updated to use 3000k lanterns and the design calculations are included.