



- KEY TO HEALTH AND SAFETY SYMBOLS**
- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION.
  - INDICATES A RESIDUAL RISK FOR INFORMATION.
  - INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION.
  - INDICATES A RESIDUAL RISK AS A WARNING.

- NOTES**
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
  2. THIS GENERAL ARRANGEMENT IS NOT TO BE USED FOR CONSTRUCTION. IT IS A COMPOSITE DRAWING SHOWING THE SPATIAL RELATIONSHIP BETWEEN THE PROPOSED AND EXISTING FEATURES. REFERENCE SHOULD BE MADE TO THE RELEVANT SPECIFIC CONSTRUCTION PLANS.
  3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTATION, DRAWINGS AND STANDARD DETAILS.
  4. THE DESIGN HAS BEEN DEVELOPED & AGREED THROUGH CONSULTATION WITH THE RELEVANT AUTHORITIES (HIGHWAYS, SEWERAGE, PLANNING).
  5. IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE GA DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.
  6. INFORMATION REGARDING THE LOCATION AND DEPTH OF EXISTING SERVICES CANNOT BE GUARANTEED BY THE STATUTORY UNDERTAKER.
  7. THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ARBORICULTURE IMPACT ASSESSMENT REFERENCE MILT-WSP-00-XX-RP-AB-001.
  8. CONFLICTING INFORMATION SHOWN ON THE ENGINEER'S DRAWINGS OR DISCREPANCIES BETWEEN THE INFORMATION GIVEN BY THE NEC SUPERVISOR OR PROJECT MANAGER AND THAT PROVIDED BY OTHERS MUST BE REFERRED TO THE NEC SUPERVISOR OR PROJECT MANAGER BEFORE THE WORKS COMMENCE.
  9. DIMENSIONS SHALL NOT BE SCALED FROM THIS DRAWING. ALL DIMENSIONS SHOWN ARE IN METRES. DIMENSIONS MARKED 'DIMENSIONS TO BE SITE CHECKED' ARE SUBJECT TO CONFIRMATION BY THE CONTRACTOR BEFORE THE WORKS COMMENCE.
  10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE PUBLIC HIGHWAY AND ADJACENT THIRD PARTY LAND AT ALL TIMES DURING THE COURSE OF THE WORKS UNLESS OTHERWISE AGREED IN WRITING WITH THE INTERESTED PARTIES.
  11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF ALL TRAFFIC MANAGEMENT PROPOSALS & PHASING. SUCH DETAILS SHALL BE SUBMITTED TO THE LOCAL HIGHWAY AUTHORITY FOR APPROVAL PRIOR TO THE START OF THE WORKS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASSOCIATED COSTS AND ORDERS.

- DO NOT SCALE**
- KEY**
- HIGHWAY BOUNDARY
  - PROPOSED KERB
  - PROPOSED DEMARCATION KERB
  - PROPOSED NAL BOLLARD
  - PROPOSED TIMBER BOLLARD
  - PROPOSED TRAFFIC BOLLARD & SIGN
  - TRAFFIC SIGN & POST TO BE REMOVED
  - TRAFFIC SIGN & POST TO BE PROTECTED
  - PROPOSED BUS SHELTER
  - PROPOSED LIGHTING COLUMN
  - BLISTER TACTILE STANDARD
  - PROPOSED TREE
  - EXISTING TREE TO BE REMOVED
  - EXISTING TREE TO BE RETAINED
  - PROPOSED CYCLE RAMP 0-25mm
  - CORDUROY PAVING/LADDER AND TRAMLINE PAVING SURFACE
  - SWALE INLET. SEE STANDARD DETAIL.
  - INSPECTION CHAMBER SWALE TYPE C.
  - EXISTING GULLY TO BE REMOVED
  - PROPOSED GULLY CLASS D400
  - PROPOSED SURFACE INSPECTION CHAMBER
  - ACO CORNER UNIT
  - PROPOSED LINEAR CHANNEL DRAIN
- FT1 NEW FOOTWAY CONSTRUCTION
  - FT2 FOOTWAY RESURFACING
  - FT3 CYCLEWAY FULL CONSTRUCTION
  - FT4 CYCLEWAY RESURFACING COURSE
  - FT5-C BLOCK PAVING (RAMP)
  - FT6 BLOCK PAVING (HARD LANDSCAPING)
  - FT7 PERMEABLE BLOCK PAVING
  - FT8 ISLAND CONSTRUCTION
  - GRASS VERGE
  - ORNAMENTAL PLANTING
  - WILDFLOWER SWALE
  - RAIN GARDEN

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	21/04/2023	BKD	GENERAL AMENDMENTS FLOATING BUS STOP ARRANGEMENT, KERBS ADJUSTED TO AVOID UTILITY COVERS AND CABINETS.		
C02	16/01/2023	BKD	DROPPED KERB AND DRIVEWAYS ADDED	AKM	LJM
C01	04/04/2022	BP	ISSUED FOR CONSTRUCTION	AKM	LJM
P01	30/09/2021	BP	ISSUED FOR TENDER	AKM	LJM

DRAWING STATUS:  
**S4 - FOR CONSTRUCTION APPROVAL**

**wsp**

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CLIENT:  
**GREATER CAMBRIDGE PARTNERSHIP**

ARCHITECT:

SITE/PROJECT:  
**MILTON ROAD  
CAMBRIDGE**

TITLE:  
**HIGHWAY WORKS  
GENERAL ARRANGEMENT PLAN  
SHEET 08 OF 11**

SCALE @ A1:	CHECKED:	APPROVED:
1:250	AKM	LJM
PROJECT NO:	DESIGNED:	DRAWN:
70056482	AKM	BP
DRAWING NO:	DATE:	REV:
MILT-WSP-00-XX-DR-CV-000008	July 2021	P02

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- PRIVATE CONNECTIONS TO UTILITY MAINS ARE NOT SHOWN ON DRAWING SERIES MILT-WSP-00-XX-DR-UT-0027xx. CONTRACTOR MUST MAKE THE NECESSARY ARRANGEMENTS SO THAT THESE ARE IDENTIFIED AND MARKED ON SITE BEFORE ANY INTRUSIVE WORKS ARE CARRIED OUT.
- POSSIBILITY OF TAR CONTAMINATION. LAB TESTS TO CONFIRM.
- POSSIBILITY OF ABESTOS CONTAMINATION
- SHOULD AN ECOLOGICAL FIND BE MADE ON SITE, ALL WORKS TO STOP AND A QUALIFIED ECOLOGIST CONSULTED. CONTRACTOR MUST COMPLY WITH AND UPDATE CEMP.



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