

OPTION	BENEFITS EXPECTED	RISK AND ISSUES
Option 1 Underpass	<ul style="list-style-type: none"> Minimal visual impact Utilises existing junctions Construction of side roads off line Access to properties & businesses maintainable at all times during the construction phase Potential improvement for access across A30 linking PROWS to the north & south, though underpass less likely to be used than an overbridge 	<ul style="list-style-type: none"> Higher Cost Option High impact on land severance, especially to north of A30, but majority of remaining parcels of land large enough to be deemed usable by landowner Traffic management requiring contraflow for 12 months, causing major disruption to the network Drainage will need to be carefully designed to ensure underpass is adequately drained & an ongoing maintenance liability. Diversion to existing services will be required which will be costly due to presence of fibre optic cables Construction within made ground areas, material is uncertain for contaminants or make up and may increase costs once excavation undertaken Surplus of material in excess of 66,000m³ – processing on site unlikely & costly to remove & dispose. Consideration needs to be given to lighting the underpass if required
Option 2 Underpass	<ul style="list-style-type: none"> Minimal visual impact Construction of side roads off line Access to properties & businesses maintainable at all times during the construction phase Potential improvement for access across A30 linking PROWS to the north & south though underpass less likely to be used than an overbridge. 	<ul style="list-style-type: none"> Higher Cost Option High impact on land severance including acquisition of entire field to north of A30 Traffic management requiring contraflow for 12 months, causing major disruption to the network Drainage will need to be carefully designed to ensure underpass is adequately drained & an ongoing maintenance liability. Diversion to existing services will be required which will be costly due to presence of fibre optic cables Construction within made ground areas, material is uncertain for contaminants or make up and may increase costs once excavation undertaken Surplus of material in excess of 127,000m³ – processing on site unlikely & costly to remove & dispose. Consideration needs to be given to lighting the underpass if required
* Option 2A Underpass PREFERRED OPTION	<ul style="list-style-type: none"> Minimal visual impact Construction of side roads off line Access to properties & businesses maintainable at all times during the construction phase Potential improvement for access across A30 linking PROWS to the north & south though underpass less likely to be used than an overbridge. 	<ul style="list-style-type: none"> Higher Cost Option High impact on land severance including acquisition of entire field to north of A30 Traffic management requiring contraflow for 12 months, causing major disruption to the network Drainage will need to be carefully designed to ensure underpass is adequately drained & an ongoing maintenance liability. Diversion to existing services will be required which will be costly due to presence of fibre optic cables Construction within made ground areas, material is uncertain for contaminants or make up and may increase costs, once excavation undertaken Surplus of material in excess of 132,000m³ – processing on site unlikely & costly to remove & dispose. Consideration needs to be given to lighting the underpass if required
Option 3 Overbridge	<ul style="list-style-type: none"> Ability to construct off line with minimal impact on traffic. Minimal disturbance to existing utilities Minimal impact on existing drainage Access maintainable to service area for duration of construction phase Potential improvement for access across A30 linking PROWS to the north & south & an overbridge would have more usage than the underpass options 	<ul style="list-style-type: none"> Medium Cost Option High impact on land severance, but majority of remaining parcels of land large enough to be deemed usable by landowner Traffic management required for a duration of 9 to 12 months. Closure required overnight for installation of bridge beams. Contraflow required for installation of bridge deck Visual impact of bridge option greater than an underpass Requirement to import suitable material costly Construction over made ground costly & requires specific geotechnical design and extensive Geotechnical ground investigations. Visual intrusion of the embankment for the B3257 re-alignment Vertical re-alignment of B3257 would be problematic to maintain vehicular access during construction for this road without providing a temporary route. Widening of the side road to the north required which would restrict access during the construction phase.
Option 3A Overbridge	<ul style="list-style-type: none"> Ability to construct off line with minimal impact on traffic. Minimal disturbance to existing utilities Minimal impact on existing drainage Access maintainable to service area for duration of construction phase Potential improvement for access across A30 linking PROWS to the north & south & an overbridge would have more usage than the underpass options. 	<ul style="list-style-type: none"> Medium Cost Option High impact on land severance, but majority of remaining parcels of land large enough to be deemed usable by landowner Traffic management required for a duration of 9 to 12 months. Closure required overnight for installation of bridge beams. Contraflow required for installation of bridge deck Visual impact of bridge option greater than an underpass Requirement to import suitable material costly Construction over made ground costly & requires specific geotechnical design and extensive Geotechnical ground investigations. Visual intrusion of the embankment for the B3257 re-alignment Vertical re-alignment of B3257 would be problematic to maintain vehicular access during construction for this road without providing a temporary route.
* Option 3B Overbridge PREFERRED OPTION	<ul style="list-style-type: none"> Ability to construct off line with minimal impact on traffic. Minimal disturbance to existing utilities Minimal impact on existing drainage Access maintainable to service area for duration of construction phase Potential improvement for access across A30 linking PROWS to the north & south & an overbridge would have more usage than the underpass options. 	<ul style="list-style-type: none"> Medium Cost Option High impact on land severance, but majority of remaining parcels of land large enough to be deemed usable by landowner Traffic management required for a duration of 9 to 12 months. Closure required overnight for installation of bridge beams. Contraflow required for installation of bridge deck Visual impact of bridge option greater than an underpass Requirement to import suitable material costly Construction over made ground costly & requires specific geotechnical design and extensive Geotechnical ground investigations. Visual intrusion of the embankment for the B3257 re-alignment Vertical re-alignment of B3257 would be problematic to maintain vehicular access during construction for this road without providing a temporary route.



OPTION	BENEFITS EXPECTED	RISK AND ISSUES
Option 3C Overbridge	<ul style="list-style-type: none"> • Ability to construct off line with minimal impact on traffic. • Minimal disturbance to existing utilities • Minimal impact on existing drainage • Access maintainable to service area for duration of construction phase • Potential improvement for access across A30 linking PROWS to the north & south & an overbridge would have more usage than the underpass options. • Good balance of cut / fill materials <p>Visual intrusion of embankment for Options 3, 3A & 3B removed</p>	<ul style="list-style-type: none"> • Medium Cost Option • High impact on land severance, but majority of remaining parcels of land large enough to be deemed usable by landowner • Traffic management required for a duration of 9 to 12 months. Closure required overnight for installation of bridge beams. • Contraflow required for installation of bridge deck • Visual impact of bridge option greater than an underpass • Requirement to import suitable material costly • Construction over made ground costly & requires specific geotechnical design and extensive Geotechnical ground investigations.
Option 4 Overbridge	<ul style="list-style-type: none"> • Ability to construct off line with minimal impact on traffic. • Construction avoids area of made ground • Minimal disturbance to existing utilities • Minimal impact on existing drainage • Access maintainable to service area for duration of construction phase • Potential improvement for access across A30 linking PROWS to the north & south & an overbridge would have more usage than the underpass options. 	<ul style="list-style-type: none"> • Lower Cost Option • Medium impact on land severance but minimised to two main fields either side of the A30 • Traffic management required for a duration of 9 to 12 months. Closure required overnight for installation of bridge beams. • Contraflow required for installation of bridge deck • Due to length of single span bridge, thickness and size of structure is greater than other options and would be more of a visual impact than the other overbridge options • Requirement to import suitable material costly • Construction of eastbound off slip required for first so that access is maintainable to the north at all times & permit start construction on bridge abutments. • Loss of parking areas for garage and restaurant • Bridge & embankment would obscure visibility to restaurant (westbound) and the garage (eastbound) which would be unpopular with the businesses & a potential loss of custom
Option 5 Overbridge	<ul style="list-style-type: none"> • Ability to construct off line with minimal impact on traffic. • Construction avoids area of made ground • Minimal disturbance to existing utilities • Minimal impact on existing drainage • Access maintainable to service area for duration of construction phase • Land take minimised to prevent whole fields from being acquired • Potential improvement for access across A30 linking PROWS to the north & south & an overbridge would have more usage than the underpass options. • Moves access to services to an improved location from the existing crossroads 	<ul style="list-style-type: none"> • Lower Cost Option • Lower impact on land severance to other options with acquisition limited to edges of field boundaries • Ability to construct off line with minimal impact on traffic. • Construction avoids area of made ground • Minimal disturbance to existing utilities • Minimal impact on existing drainage • Access maintainable to service area for duration of construction phase • Land take minimised to prevent whole fields from being acquired • Potential improvement for access across A30 linking PROWS to the north & south & an overbridge would have more usage than the underpass options. • Moves access to services to an improved location from the existing crossroads


2015

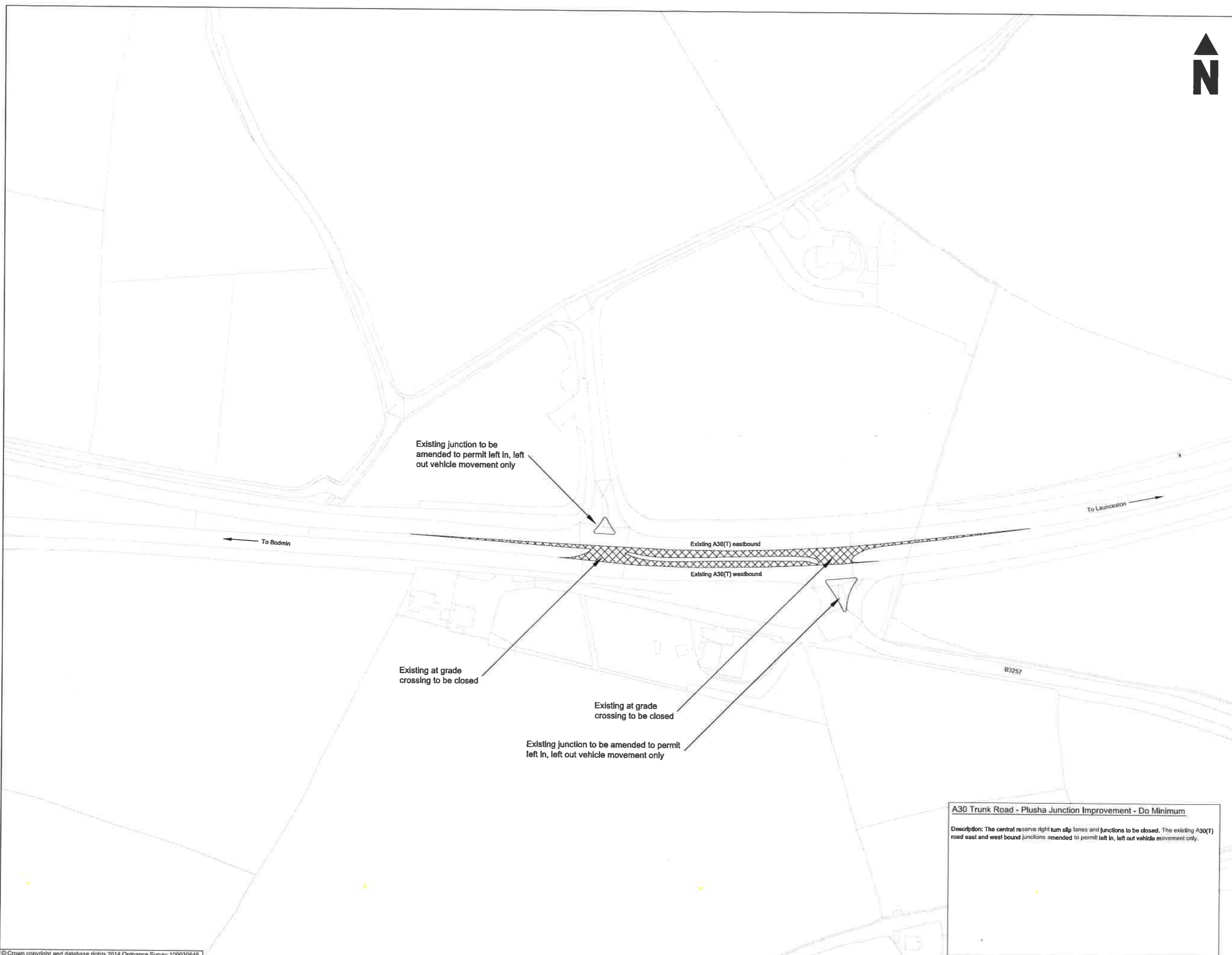


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Key

 Removal of carriageway



REV	DATE	NATURE OF REVISION
+	26.01.15	FIRST ISSUE



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A30 Trunk Road - Plusha Junction Improvement - Do Minimum
 Description: The central reserve right turn slip lanes and junctions to be closed. The existing A30(T) road east and west bound junctions amended to permit left in, left out vehicle movement only.

PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY
DO MINIMUM OPTION

SCALE:
1:1000 @ A1 **2015**


PROJECT MANAGER: D'PHILLIPS	DRAWN BY: RL
CHECKED: DP	21.01.15
APPROVED: DP	21.01.15
DRAWING NO: EDG0624_F_012	REVISION:

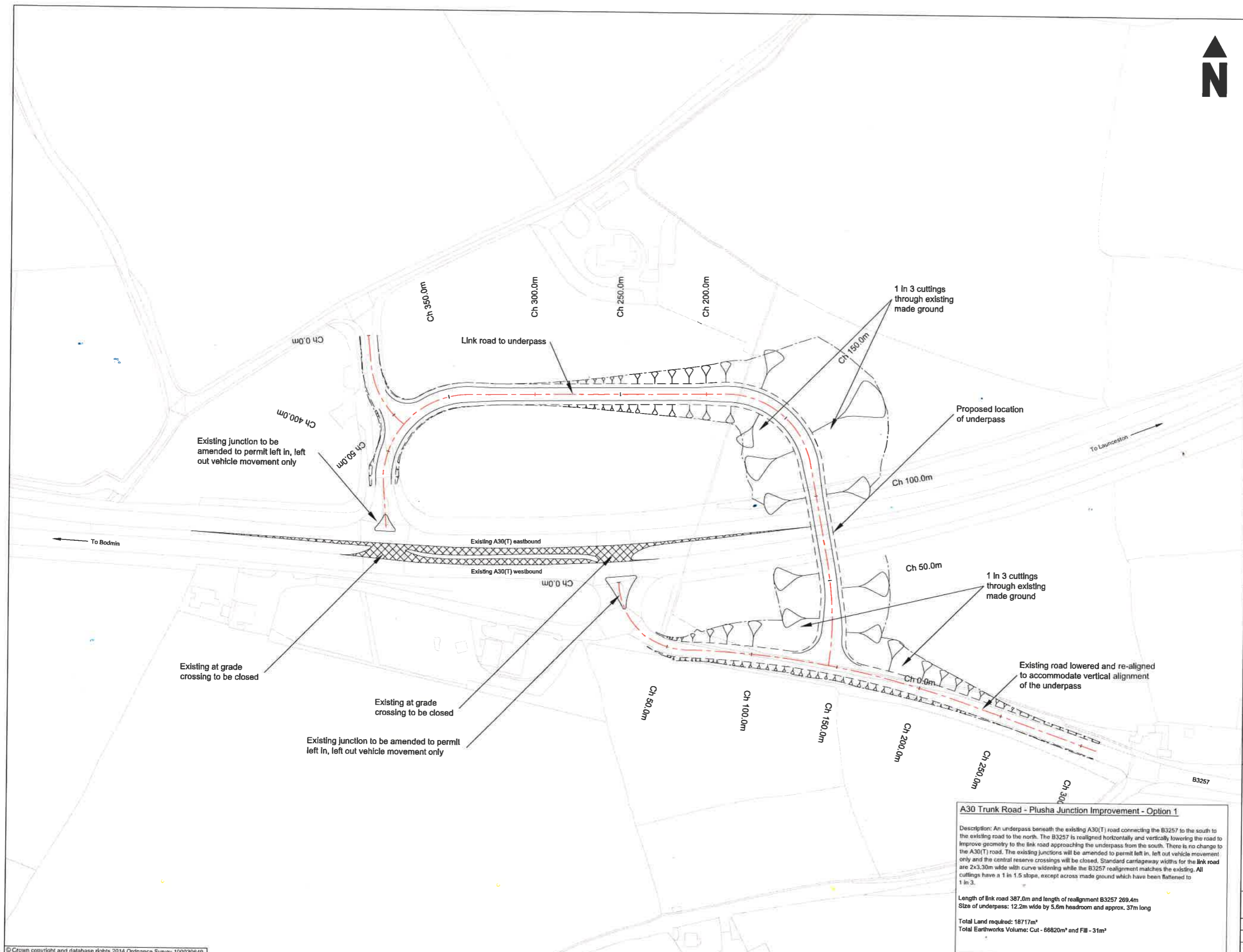
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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 1 UNDERPASS

SCALE:
 1:1000 @ A1 **2015**

PROJECT MANAGER: G PHELIPS	DRAWN BY: RL
CHECKED: DP 26.01.15	APPROVED: DP 26.01.15
DRAWING NO: EDG0624_F_006	REVISION:

A30 Trunk Road - Plusha Junction Improvement - Option 1

Description: An underpass beneath the existing A30(T) road connecting the B3257 to the south to the existing road to the north. The B3257 is realigned horizontally and vertically lowering the road to improve geometry to the link road approaching the underpass from the south. There is no change to the A30(T) road. The existing junctions will be amended to permit left in, left out vehicle movement only and the central reserve crossings will be closed. Standard carriageway widths for the link road are 2x3.30m wide with curve widening while the B3257 realignment matches the existing. All cuttings have a 1 in 1.5 slope, except across made ground which have been flattened to 1 in 3.

Length of link road 387.0m and length of realignment B3257 269.4m
 Size of underpass: 12.2m wide by 5.6m headroom and approx. 37m long


Total Land required: 18717m²
 Total Earthworks Volume: Cut - 66820m³ and Fill - 31m³

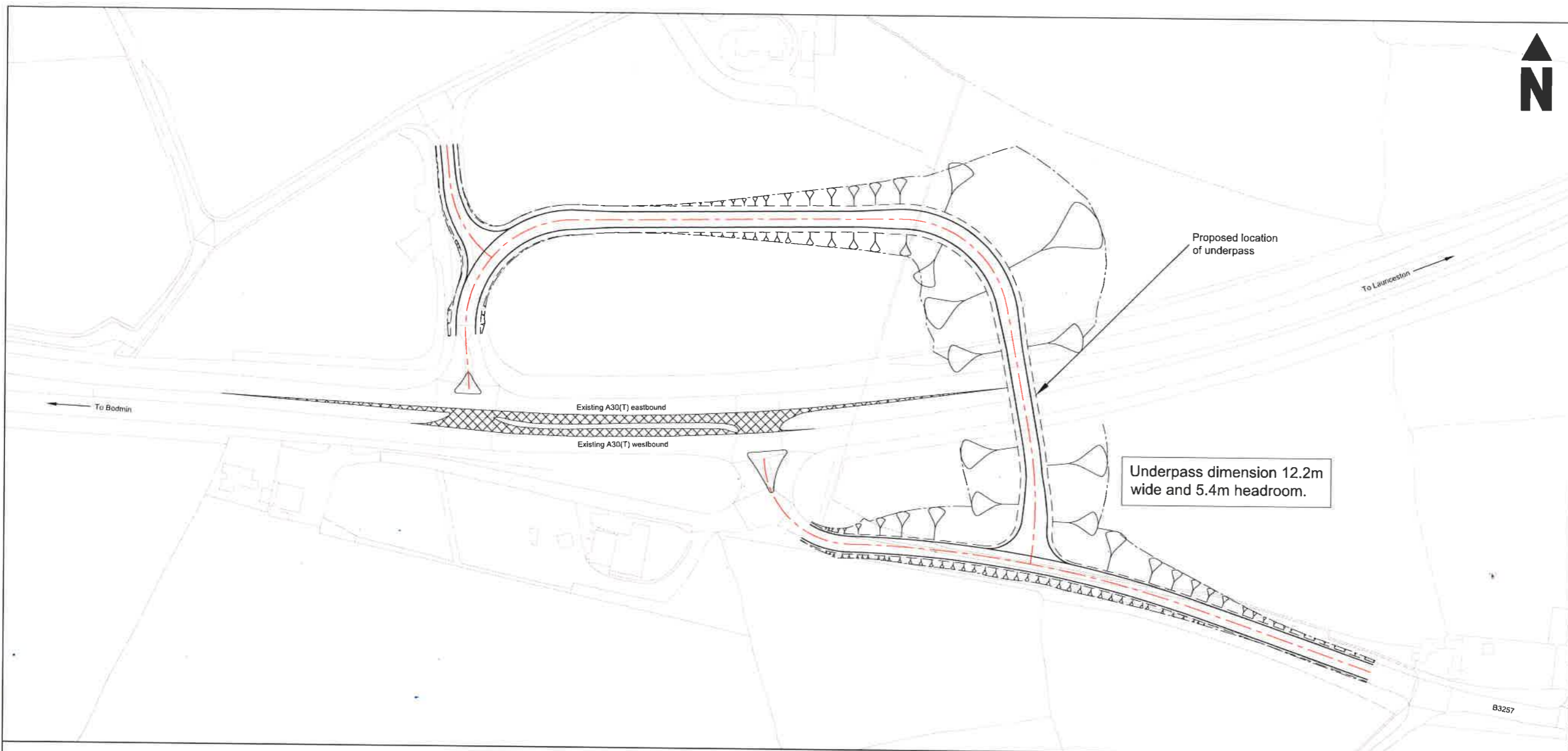


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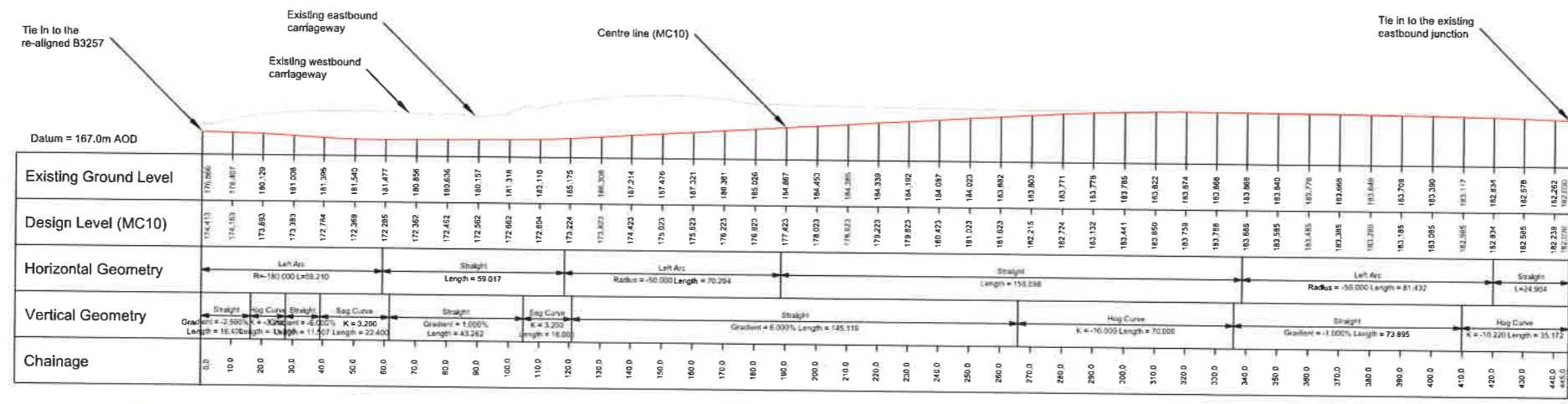
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PLUSHA JUNCTION IMPROVEMENT - OPTION 1 UNDERPASS



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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 1 UNDERPASS PLAN AND PROFILE

SCALE: 1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: RL
CHECKED: DP	APPROVED: DP
DRAWING NO: EDG0624_F_009	REVISION: -



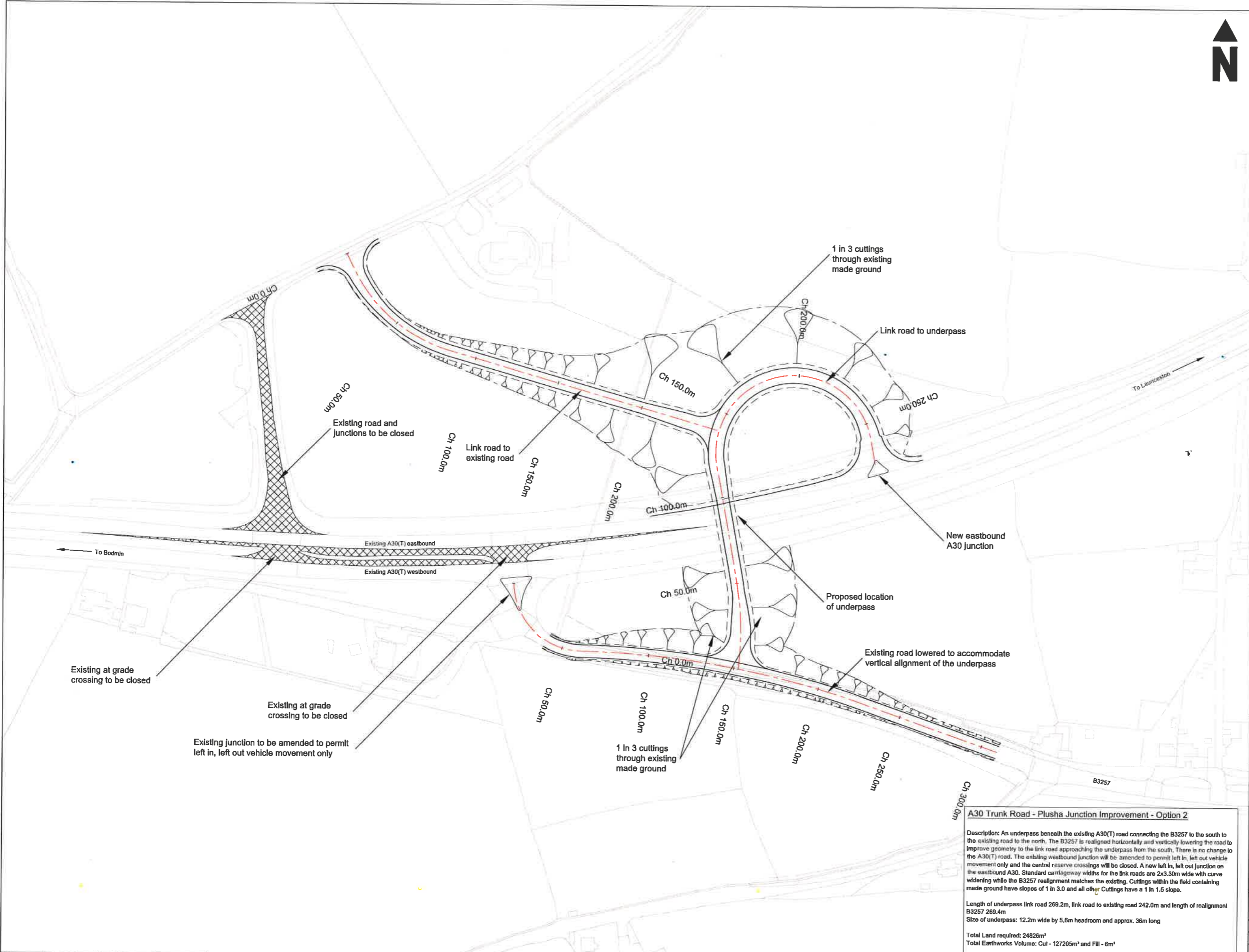
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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 2 UNDERPASS

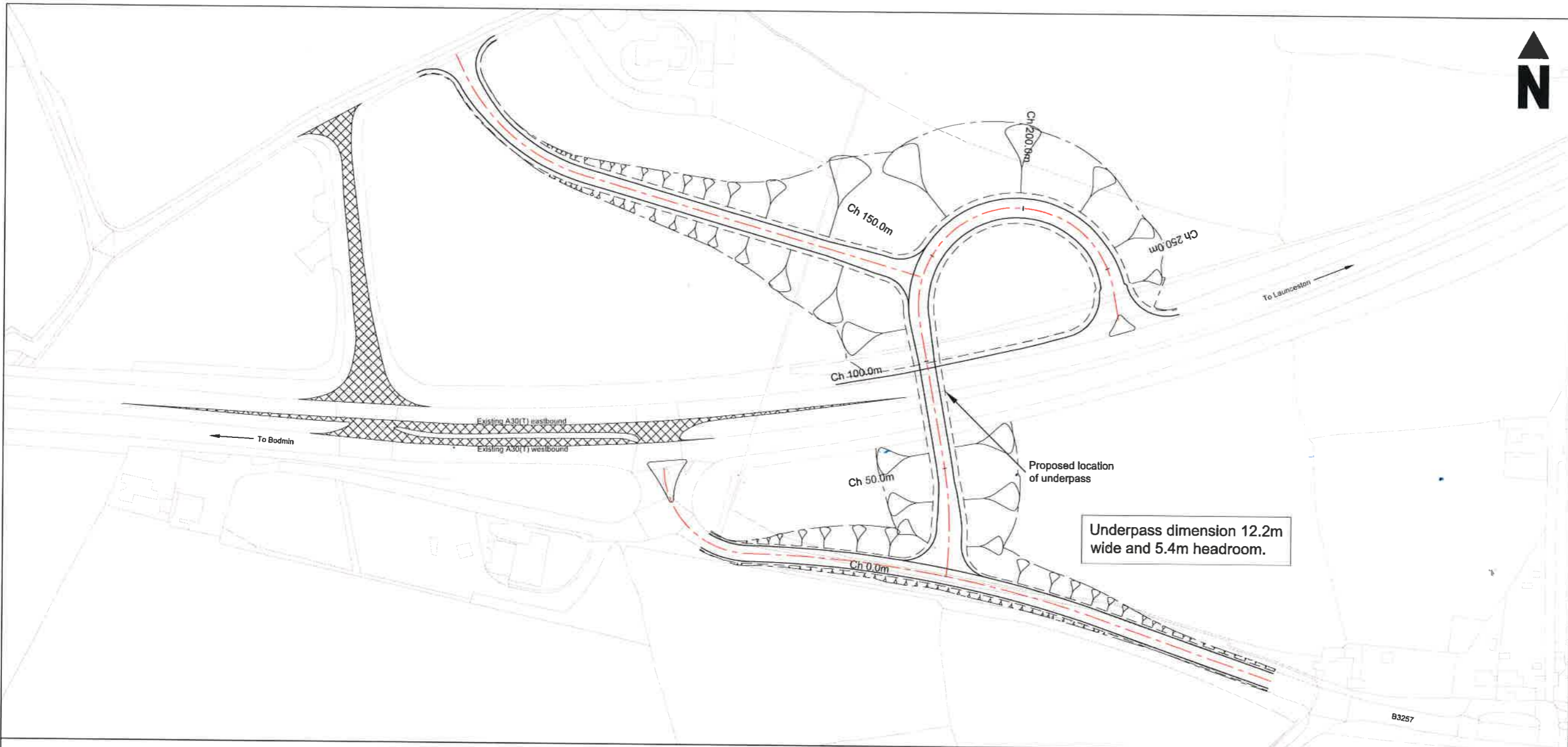
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PROJECT MANAGER: D PHILLIPS	DRAWN BY: RL
CHECKED: DP	26.01.15
APPROVED: DP	26.01.15
DRAWING NO: EDG0624_F_007	REVISION:

A30 Trunk Road - Plusha Junction Improvement - Option 2

Description: An underpass beneath the existing A30(T) road connecting the B3257 to the south to the existing road to the north. The B3257 is realigned horizontally and vertically lowering the road to improve geometry to the link road approaching the underpass from the south. There is no change to the A30(T) road. The existing westbound junction will be amended to permit left in, left out vehicle movement only and the central reserve crossings will be closed. A new left in, left out junction on the eastbound A30. Standard carriageway widths for the link roads are 2x3.30m wide with curve widening while the B3257 realignment matches the existing. Cuttings within the field containing made ground have slopes of 1 in 3.0 and all other Cuttings have a 1 in 1.5 slope.

Length of underpass link road 269.2m, link road to existing road 242.0m and length of realignment B3257 269.4m
Size of underpass: 12.2m wide by 5.6m headroom and approx. 36m long
Total Land required: 24826m²
Total Earthworks Volume: Cut - 127205m³ and Fill - 6m³



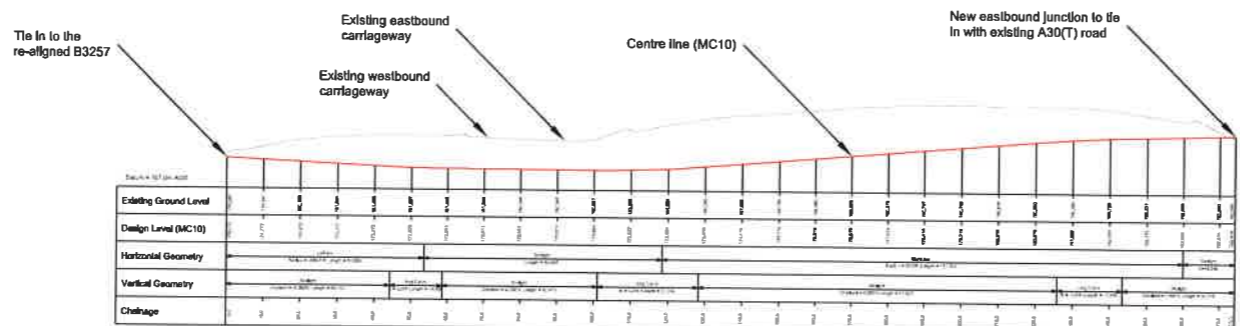
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PLUSHA JUNCTION IMPROVEMENT - OPTION 2 UNDERPASS

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PROJECT:
A30 PLUSHA
JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 2
UNDERPASS
PLAN AND PROFILE

SCALE:
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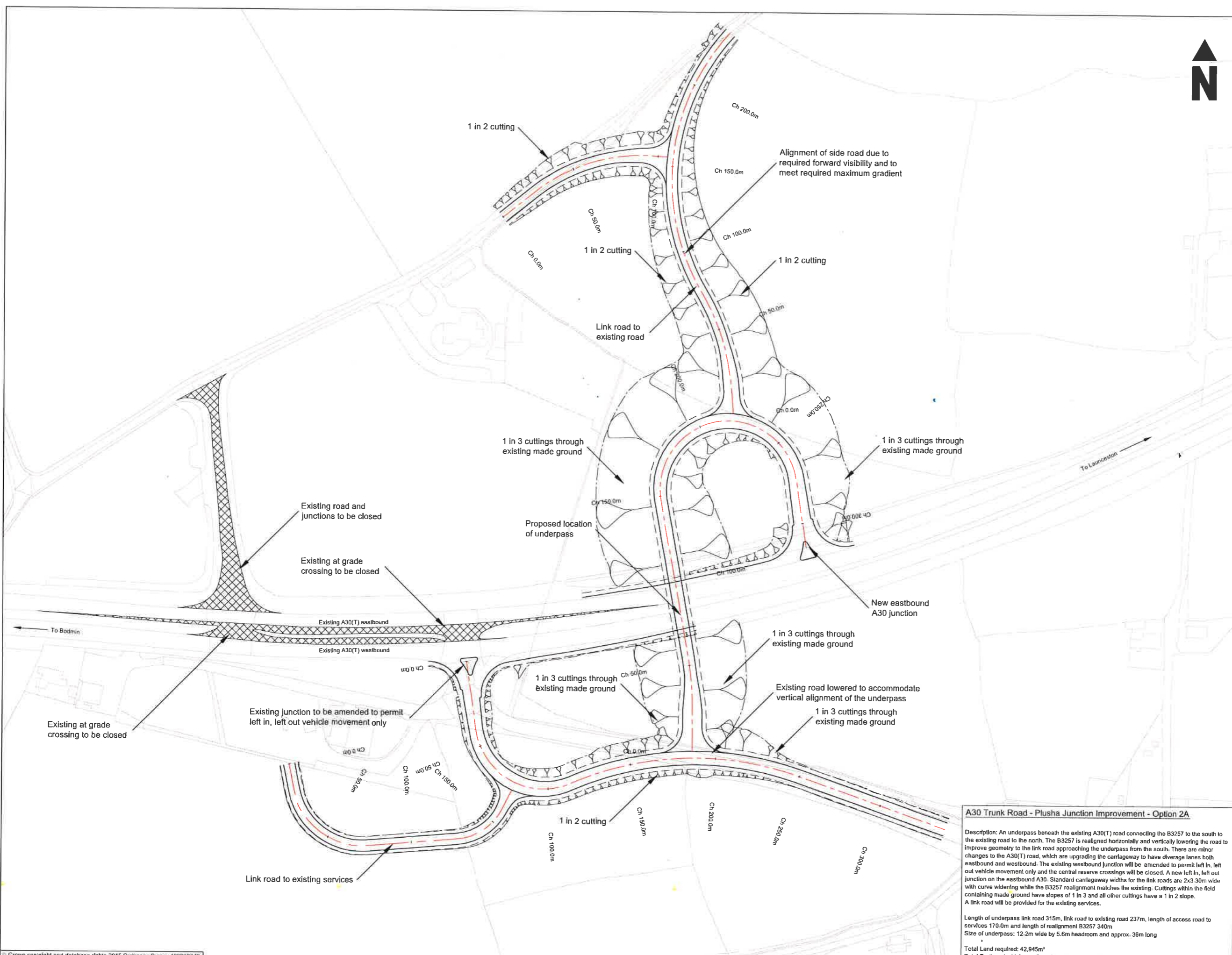
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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 2A

UNDERPASS **ONE OF TWO**
OPTIONS PREFERRED
BY HIGHWAYS ENGLAND

SCALE:
 1:1000 @ A1 **2015**

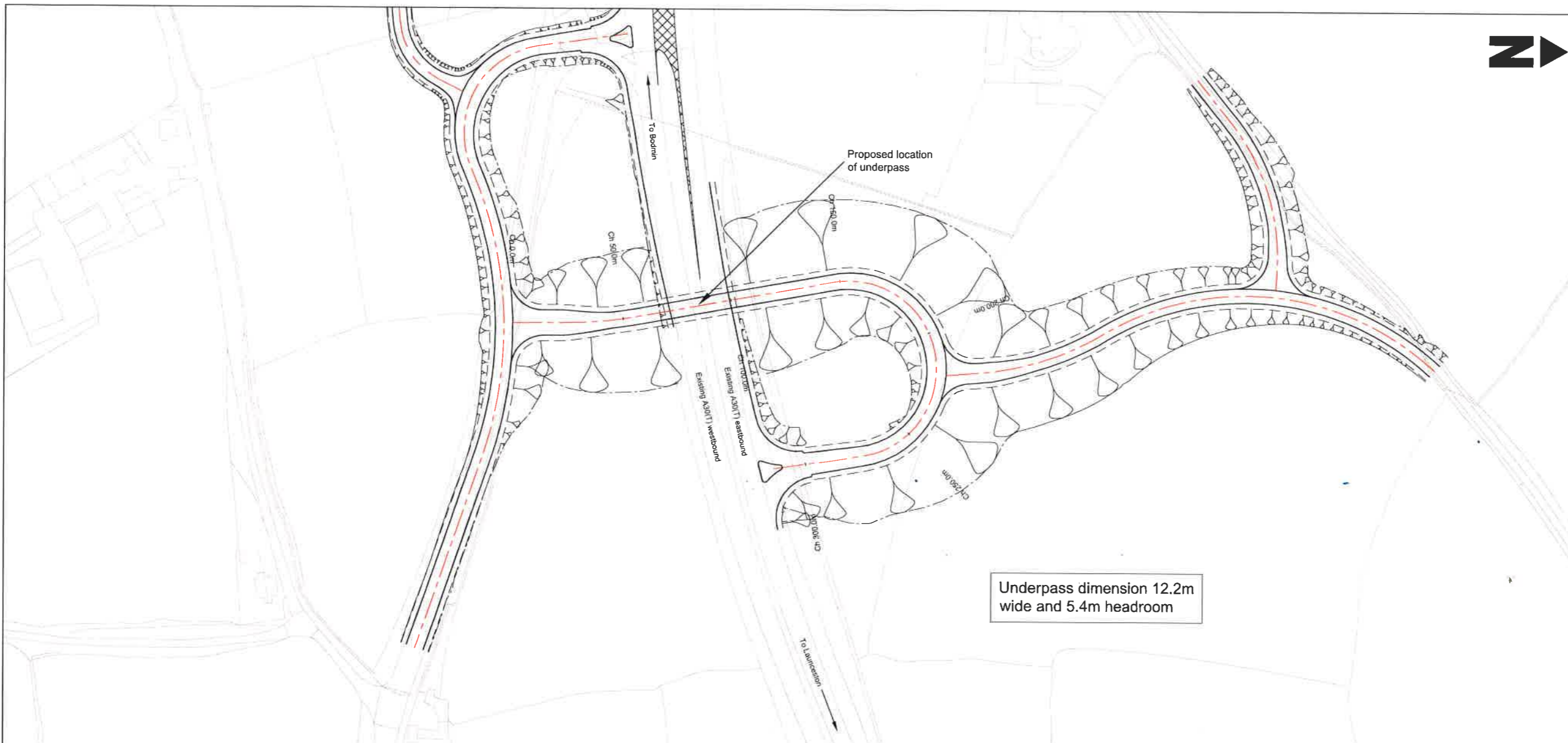
PROJECT MANAGER: D PHILLIPS	DRAWN BY: JO
CHECKED: DP 25 06 15	APPROVED: EM 09 07 15
DRAWING NO: EDG0624_F_023	REVISION:

A30 Trunk Road - Plusha Junction Improvement - Option 2A

Description: An underpass beneath the existing A30(T) road connecting the B3257 to the south to the existing road to the north. The B3257 is realigned horizontally and vertically lowering the road to improve geometry to the link road approaching the underpass from the south. There are minor changes to the A30(T) road, which are upgrading the carriageway to have diverge lanes both eastbound and westbound. The existing westbound junction will be amended to permit left in, left out vehicle movement only and the central reserve crossings will be closed. A new left in, left out junction on the eastbound A30. Standard carriageway widths for the link roads are 2x3.30m wide with curve widening while the B3257 realignment matches the existing. Cuttings within the field containing made ground have slopes of 1 in 3 and all other cuttings have a 1 in 2 slope. A link road will be provided for the existing services.

Length of underpass link road 315m, link road to existing road 237m, length of access road to services 170.0m and length of realignment B3257 340m
 Size of underpass: 12.2m wide by 5.6m headroom and approx. 38m long

Total Land required: 42,945m²
 Total Earthworks Volume: Cut - 131,954.5m³ and Fill - 55.5m³



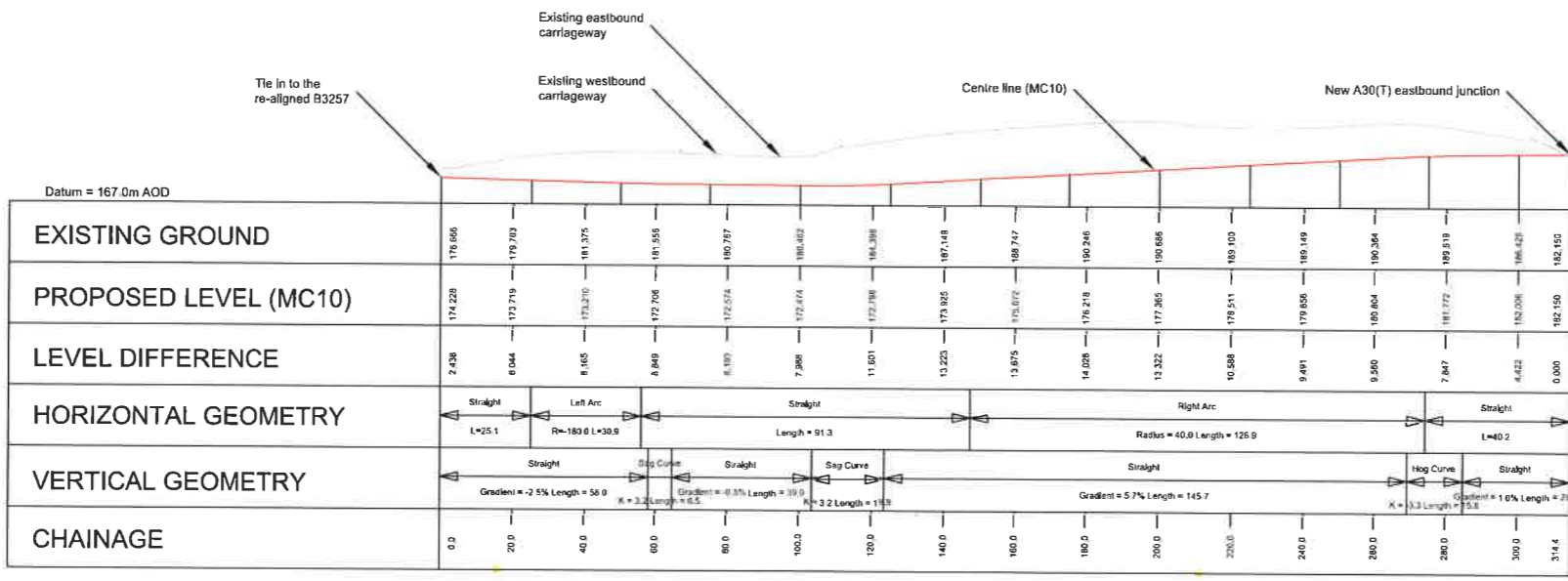
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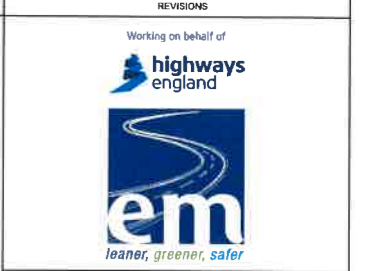
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Underpass dimension 12.2m wide and 5.4m headroom

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PLUSHA JUNCTION IMPROVEMENT - OPTION 2A UNDERPASS



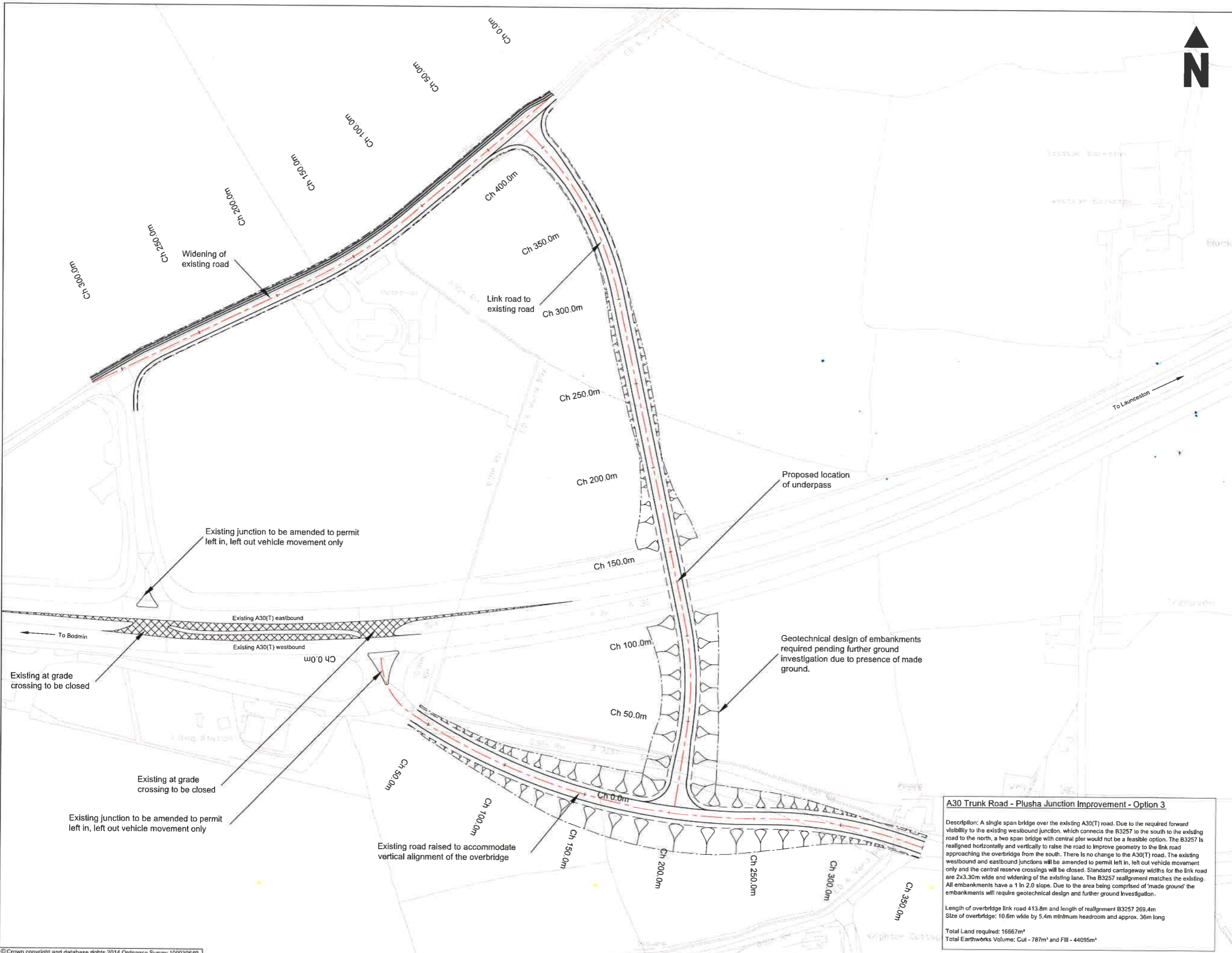
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PROJECT:
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DRAWING TITLE:
 FEASIBILITY STUDY - OPTION 2A
 UNDERPASS
 PLAN AND PROFILE

SCALE: 1:1000 @ A1 **2015**


PROJECT MANAGER: D PHILLIPS	DRAWN BY: JD
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PROJECT:
 A30 PLUSHA
 JUNCTION IMPROVEMENT

DRAWING TITLE:
 FEASIBILITY STUDY - OPTION 3
 OVERBRIDGE

SCALE: 1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: RL
CHECKED: DP 26.01.15	APPROVED: DP 26.01.15
DRAWING NO: EDG0624_F_008	REVISION:

A30 Trunk Road - Plusha Junction Improvement - Option 3

Description: A single span bridge over the existing A30(T) road. Due to the required forward visibility to the existing westbound junction, which connects the B3257 to the south to the existing road to the north, a two span bridge with central pier would not be a feasible option. The B3257 is realigned horizontally and vertically to raise the road to improve geometry to the link road approaching the overbridge from the south. There is no change to the A30(T) road. The existing westbound and eastbound junctions will be amended to permit left in, left out vehicle movement only and the central reserve crossings will be closed. Standard carriageway widths for the link road are 2x3.30m wide and widening of the existing lane. The B3257 realignment matches the existing. All embankments have a 1 in 2.0 slope. Due to the area being comprised of 'made ground' the embankments will require geotechnical design and further ground investigation.

Length of overbridge link road 413.8m and length of realignment B3257 269.4m
 Size of overbridge: 10.6m wide by 5.4m minimum headroom and approx. 36m long

Total Land required: 16667m²
 Total Earthworks Volume: Cut - 787m³ and Fill - 44095m³

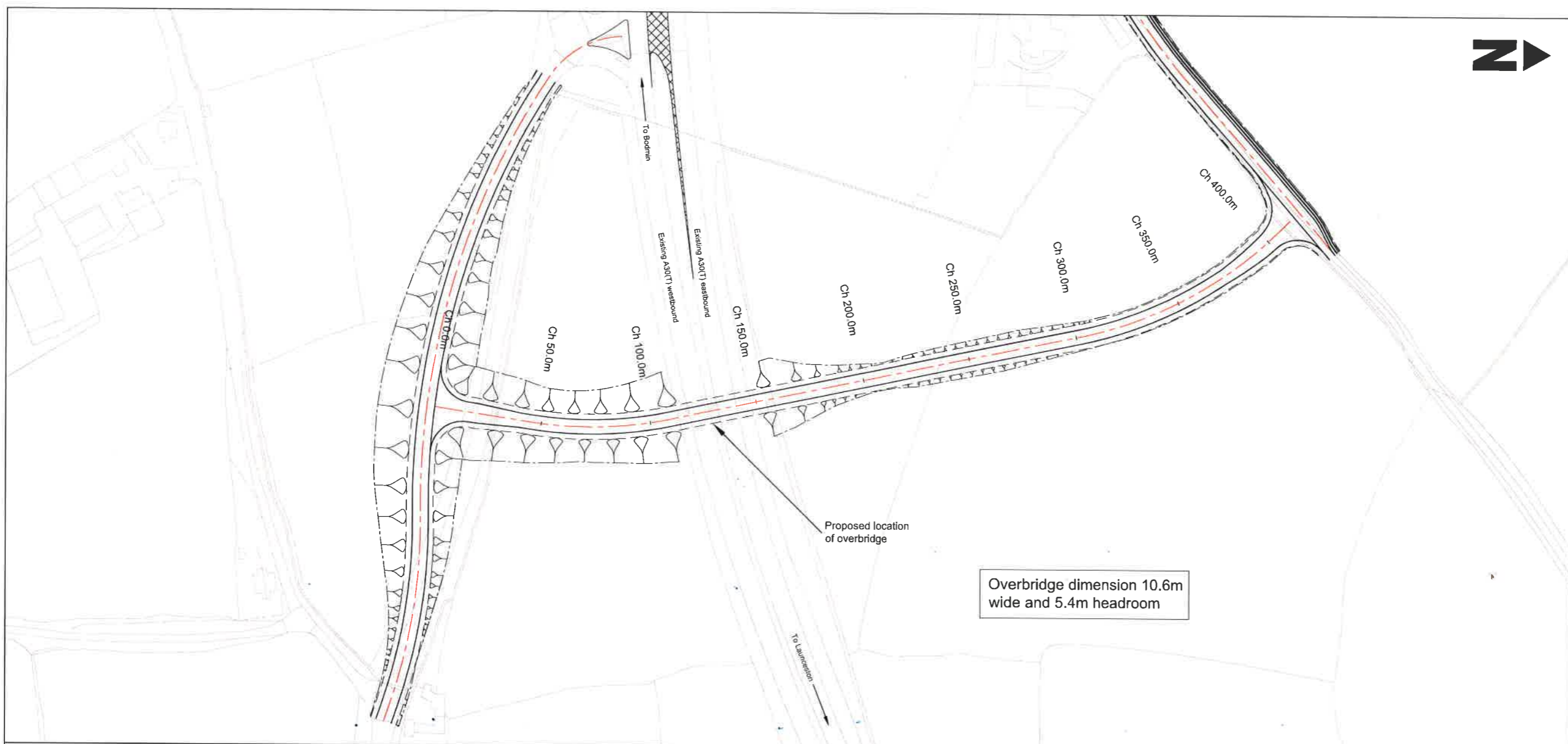


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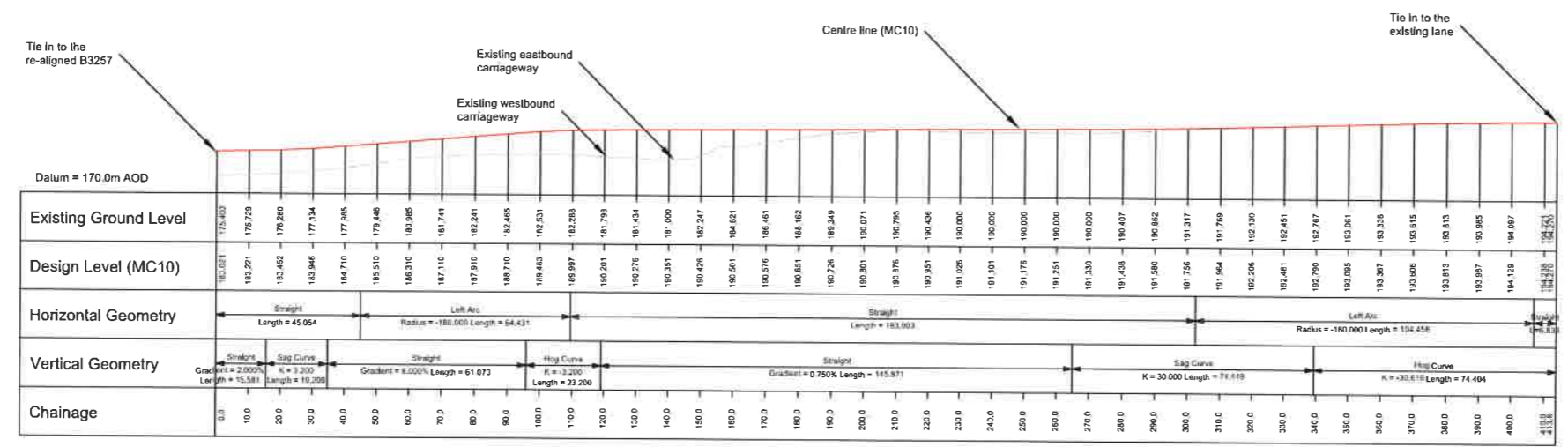
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Overbridge dimension 10.6m wide and 5.4m headroom

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PLUSHA JUNCTION IMPROVEMENT - OPTION 3 OVERBRIDGE

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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 3 OVERBRIDGE PLAN AND PROFILE

SCALE: 1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: RL
CHECKED: DP 21 01 15	APPROVED: DP 21 01 15
DRAWING NO: EDG0624_F_011	REVISION:




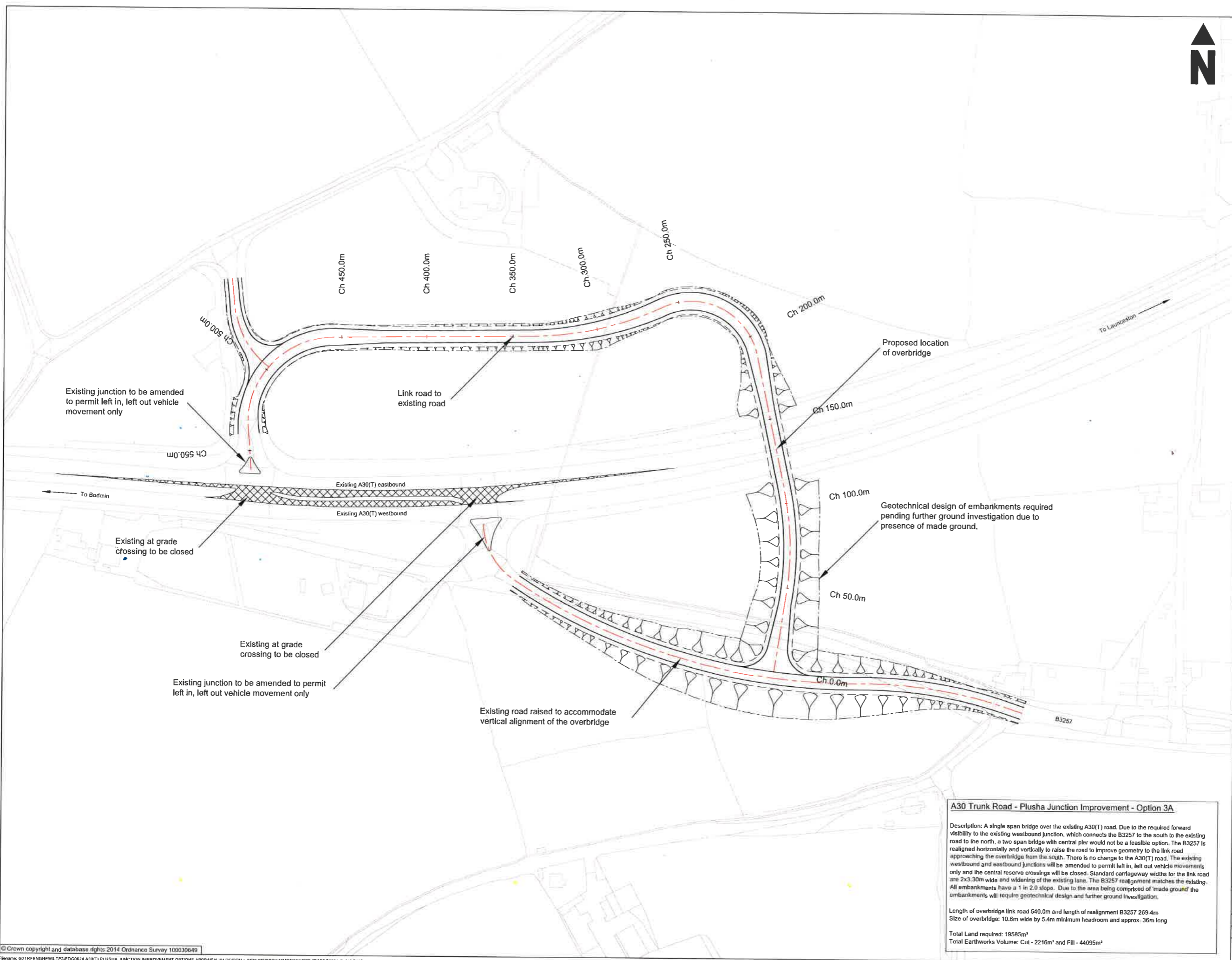


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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 3A OVERBRIDGE

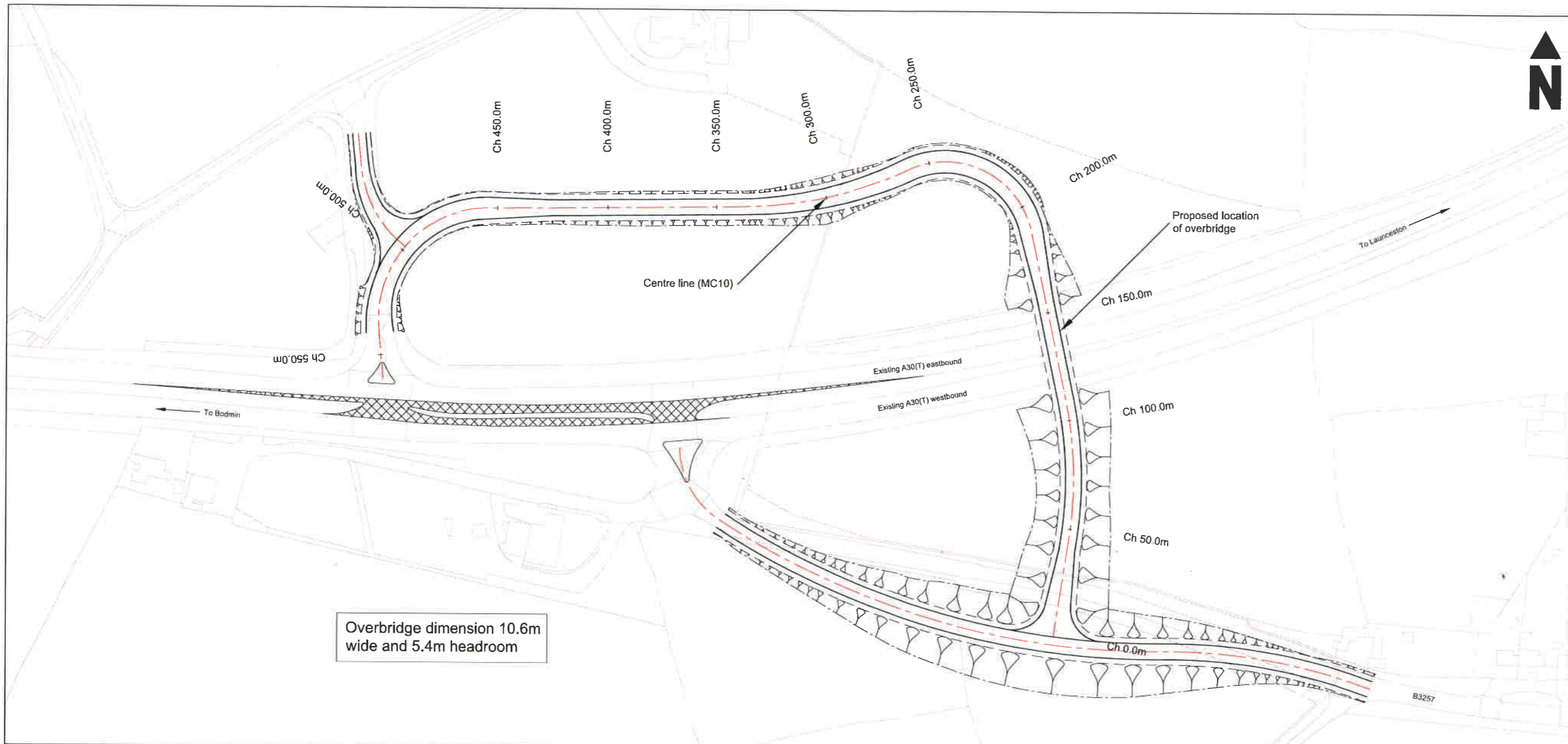
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DRAWING NO: EDG0624_F_019		APPROVED: DP	REVISION: -

A30 Trunk Road - Plusha Junction Improvement - Option 3A

Description: A single span bridge over the existing A30(T) road. Due to the required forward visibility to the existing westbound junction, which connects the B3257 to the south to the existing road to the north, a two span bridge with central pier would not be a feasible option. The B3257 is realigned horizontally and vertically to raise the road to improve geometry to the link road approaching the overbridge from the south. There is no change to the A30(T) road. The existing westbound and eastbound junctions will be amended to permit left in, left out vehicle movements only and the central reserve crossings will be closed. Standard carriageway widths for the link road are 2x3.30m wide and widening of the existing lane. The B3257 realignment matches the existing. All embankments have a 1 in 2.0 slope. Due to the area being comprised of 'made ground' the embankments will require geotechnical design and further ground investigation.

Length of overbridge link road 540.0m and length of realignment B3257 269.4m
 Size of overbridge: 10.6m wide by 5.4m minimum headroom and approx. 36m long

Total Land required: 19585m²
 Total Earthworks Volume: Cut - 2216m³ and Fill - 44095m³



Overbridge dimension 10.6m wide and 5.4m headroom

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Key

	Removal of cartlageway
--	------------------------

REV	DATE	NATURE OF REVISION
26.01.15		FIRST ISSUE



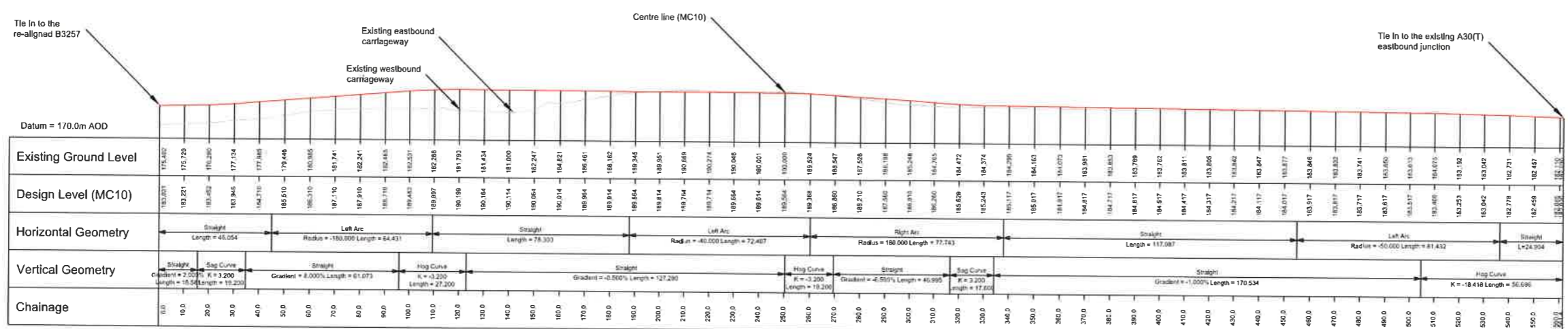
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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 3A OVERBRIDGE PLAN AND PROFILE

SCALE: 1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: RL
CHECKED: DP	21.01.15
DRAWING NO: EDG0624_F_020	APPROVED: DP
	21.01.15
	REVISION:




PLUSHA JUNCTION IMPROVEMENT - OPTION 3A OVERBRIDGE

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Key

 Removal of carriageway

ORIGINALLY
CIRCULATED BY
HIGHWAYS ENGLAND
NOVEMBER 2015

REV	DATE	NATURE OF REVISION
09.07.15		FIRST ISSUE



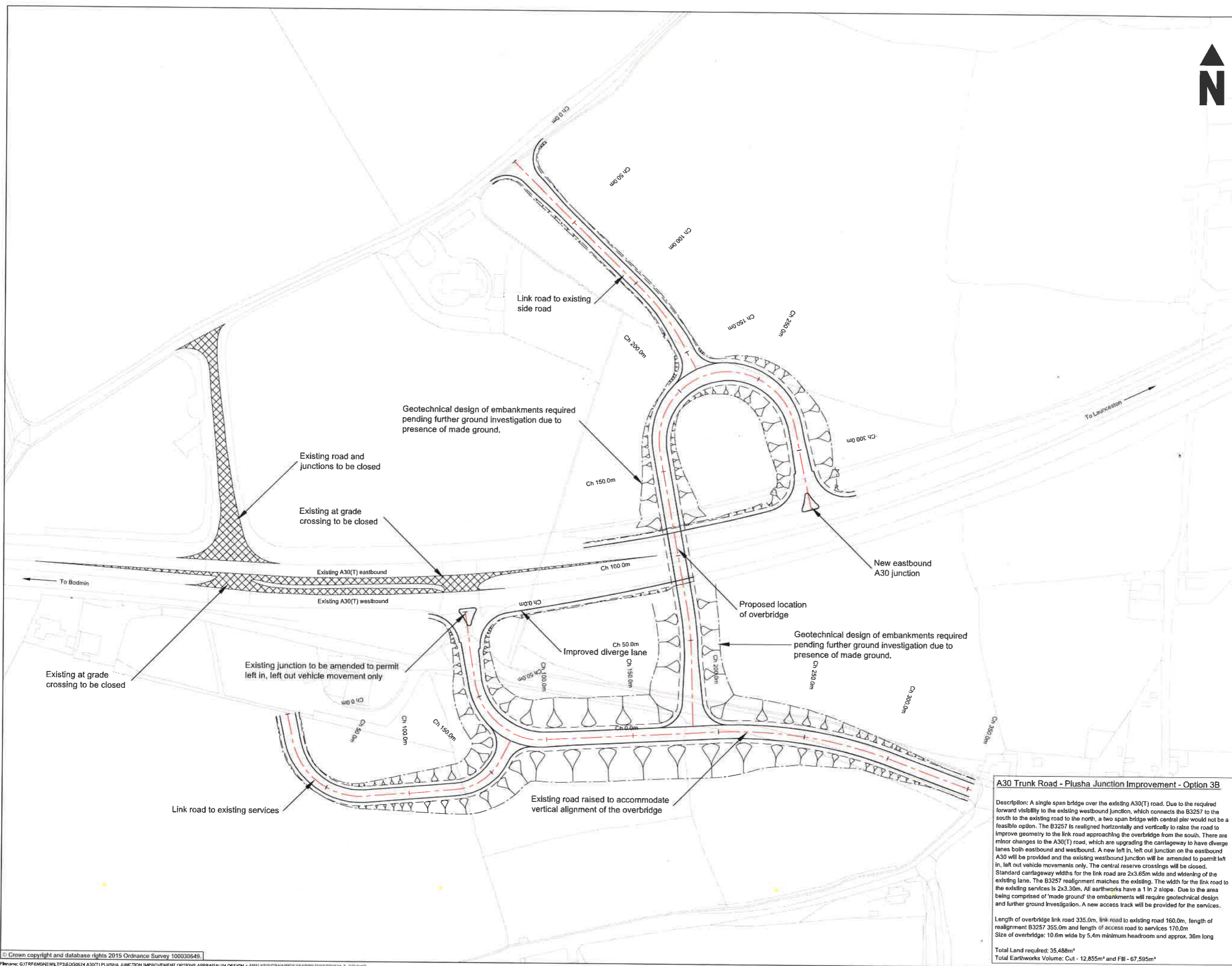
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PROJECT:
A30 PLUSHA
JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 3B
**OVERBRIDGE ONE OF TWO
OPTIONS PREFERRED
BY HIGHWAYS ENGLAND**

SCALE:
1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: JO
CHECKED: DP	APPROVED: EM
09.07.15	09.07.15
DRAWING NO: EDG0624/F/025	REVISION:



A30 Trunk Road - Plusha Junction Improvement - Option 3B

Description: A single span bridge over the existing A30(T) road. Due to the required forward visibility to the existing westbound junction, which connects the B3257 to the south to the existing road to the north, a two span bridge with central pier would not be a feasible option. The B3257 is realigned horizontally and vertically to raise the road to improve geometry to the link road approaching the overbridge from the south. There are minor changes to the A30(T) road, which are upgrading the carriageway to have diverge lanes both eastbound and westbound. A new left in, left out junction on the eastbound A30 will be provided and the existing westbound junction will be amended to permit left in, left out vehicle movements only. The central reserve crossings will be closed. Standard carriageway widths for the link road are 2x3.65m wide and widening of the existing lane. The B3257 realignment matches the existing. The width for the link road to the existing services is 2x3.30m. All earthworks have a 1 in 2 slope. Due to the area being comprised of 'made ground' the embankments will require geotechnical design and further ground investigation. A new access track will be provided for the services.


Length of overbridge link road 335.0m, link road to existing road 160.0m, length of realignment B3257 355.0m and length of access road to services 170.0m
Size of overbridge: 10.6m wide by 5.4m minimum headroom and approx. 36m long

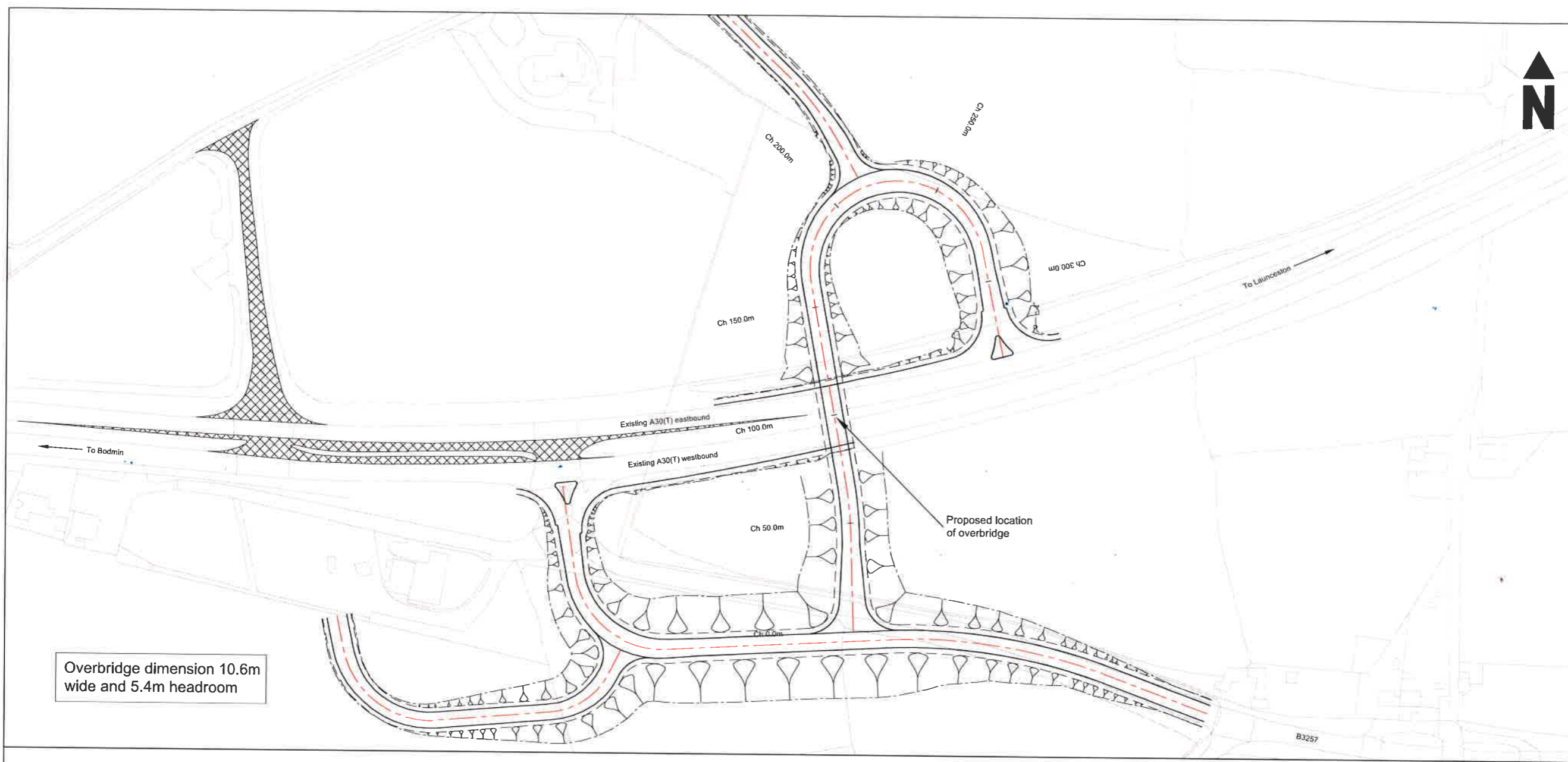
Total Land required: 35,488m²
Total Earthworks Volume: Cut - 12,855m³ and Fill - 67,595m³

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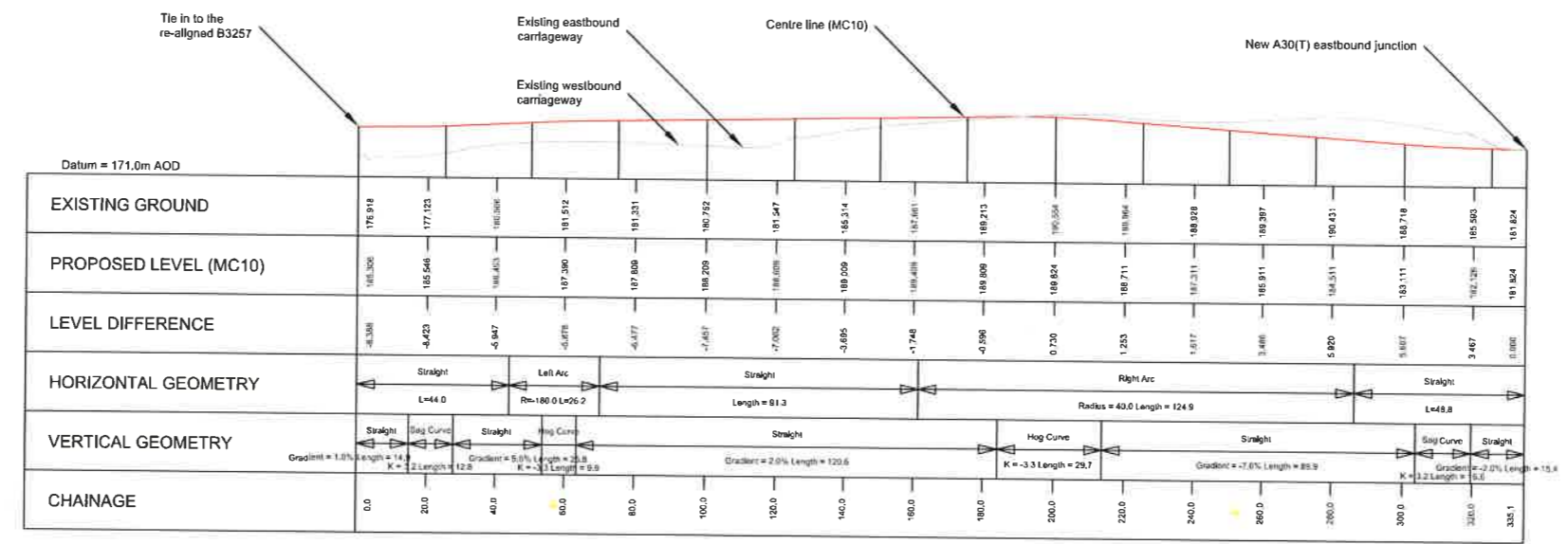
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Key

 Removal of carriageway



REV	DATE	NATURE OF REVISION
09.07.15	09.07.15	FIRST ISSUE



PLUSHA JUNCTION IMPROVEMENT - OPTION 3B OVERBRIDGE



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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 3B OVERBRIDGE PLAN AND PROFILE


SCALE: 1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: JO
CHECKED: DP 09.07.15	APPROVED: EM 09.07.15
DRAWING NO: EDG0624/F/026	REVISION:

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Key

 Removal of carriageway

REV	DATE	NATURE OF REVISION
09 07 15		FIRST ISSUE



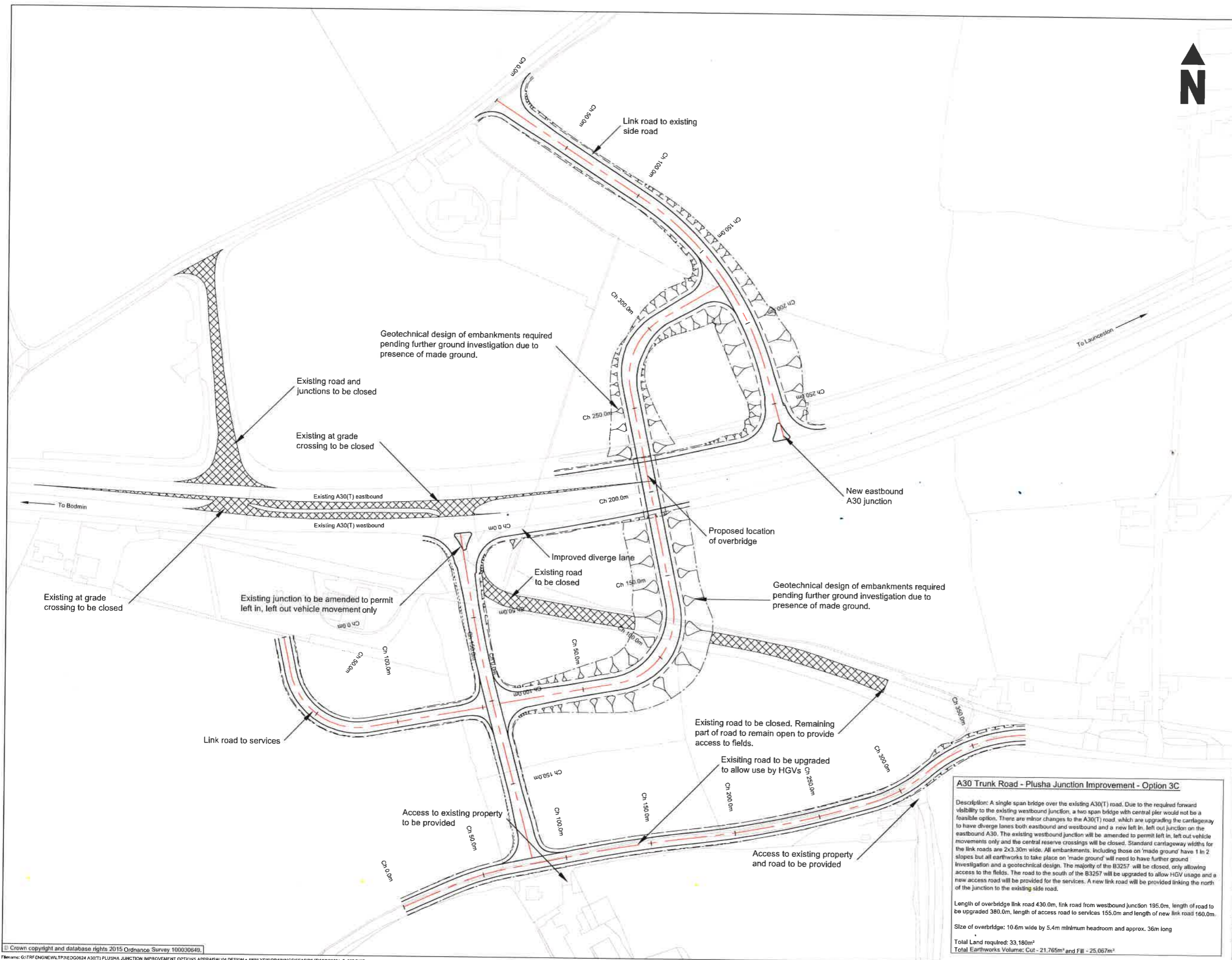
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PROJECT:
 A30 PLUSHA
 JUNCTION IMPROVEMENT

DRAWING TITLE:
 FEASIBILITY STUDY - OPTION 3C
 OVERBRIDGE

SCALE:
 1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: JO
CHECKED: DP 02.07.15	APPROVED: EM 09.07.15
DRAWING NO: EDG0624/F/027	REVISION:



A30 Trunk Road - Plusha Junction Improvement - Option 3C

Description: A single span bridge over the existing A30(T) road. Due to the required forward visibility to the existing westbound junction, a two span bridge with central pier would not be a feasible option. There are minor changes to the A30(T) road, which are upgrading the carriageway to have diverge lanes both eastbound and westbound and a new left in, left out junction on the eastbound A30. The existing westbound junction will be amended to permit left in, left out vehicle movements only and the central reserve crossings will be closed. Standard carriageway widths for the link roads are 2x3.30m wide. All embankments, including those on 'made ground' have 1 in 2 slopes but all earthworks to take place on 'made ground' will need to have further ground investigation and a geotechnical design. The majority of the B3257 will be closed, only allowing access to the fields. The road to the south of the B3257 will be upgraded to allow HGV usage and a new access road will be provided for the services. A new link road will be provided linking the north of the junction to the existing side road.

Length of overbridge link road 430.0m, link road from westbound junction 195.0m, length of road to be upgraded 380.0m, length of access road to services 155.0m and length of new link road 160.0m.

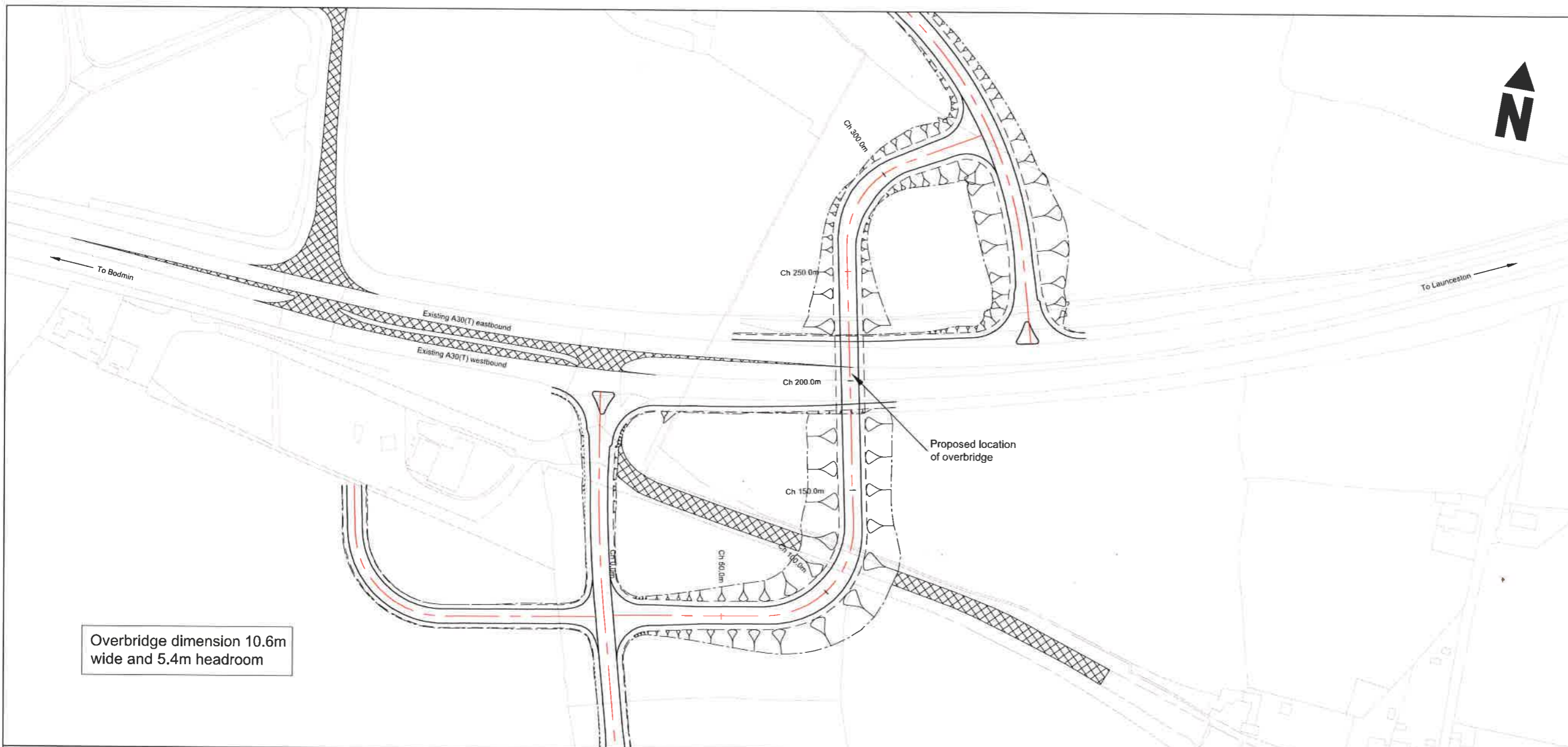
Size of overbridge: 10.6m wide by 5.4m minimum headroom and approx. 36m long

Total Land required: 33,180m²
 Total Earthworks Volume: Cut - 21,765m³ and Fill - 25,067m³

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Overbridge dimension 10.6m wide and 5.4m headroom

REV	DATE	NATURE OF REVISION
1	09 07 15	FIRST ISSUE

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Working on behalf of



CORMAC SOLUTIONS

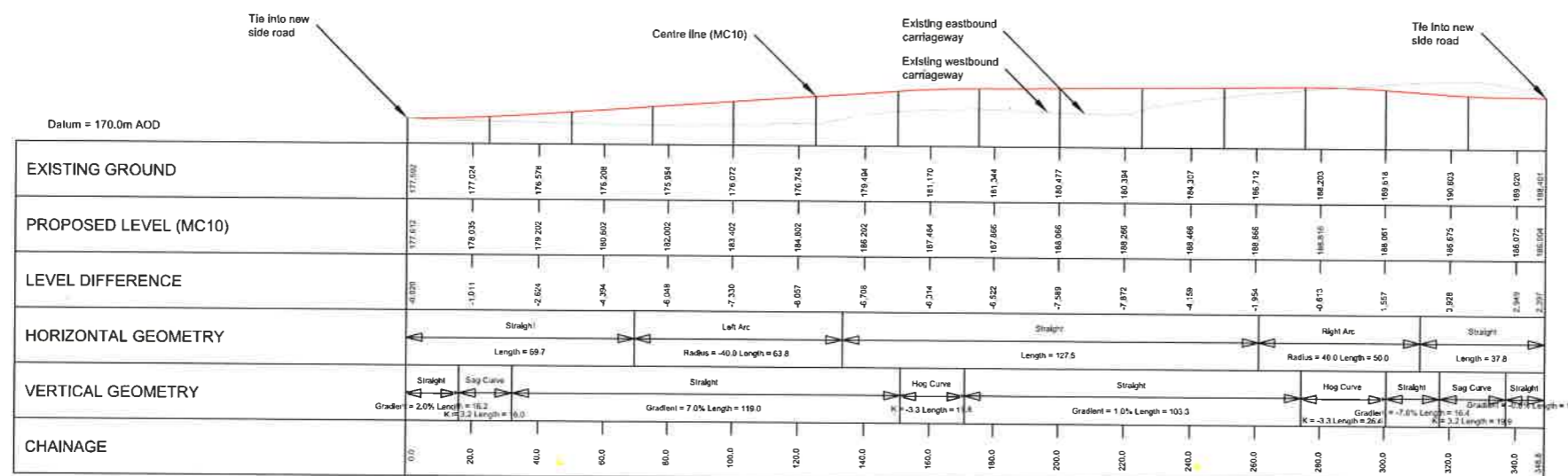
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PROJECT:
**A30 PLUSHA
JUNCTION IMPROVEMENT**

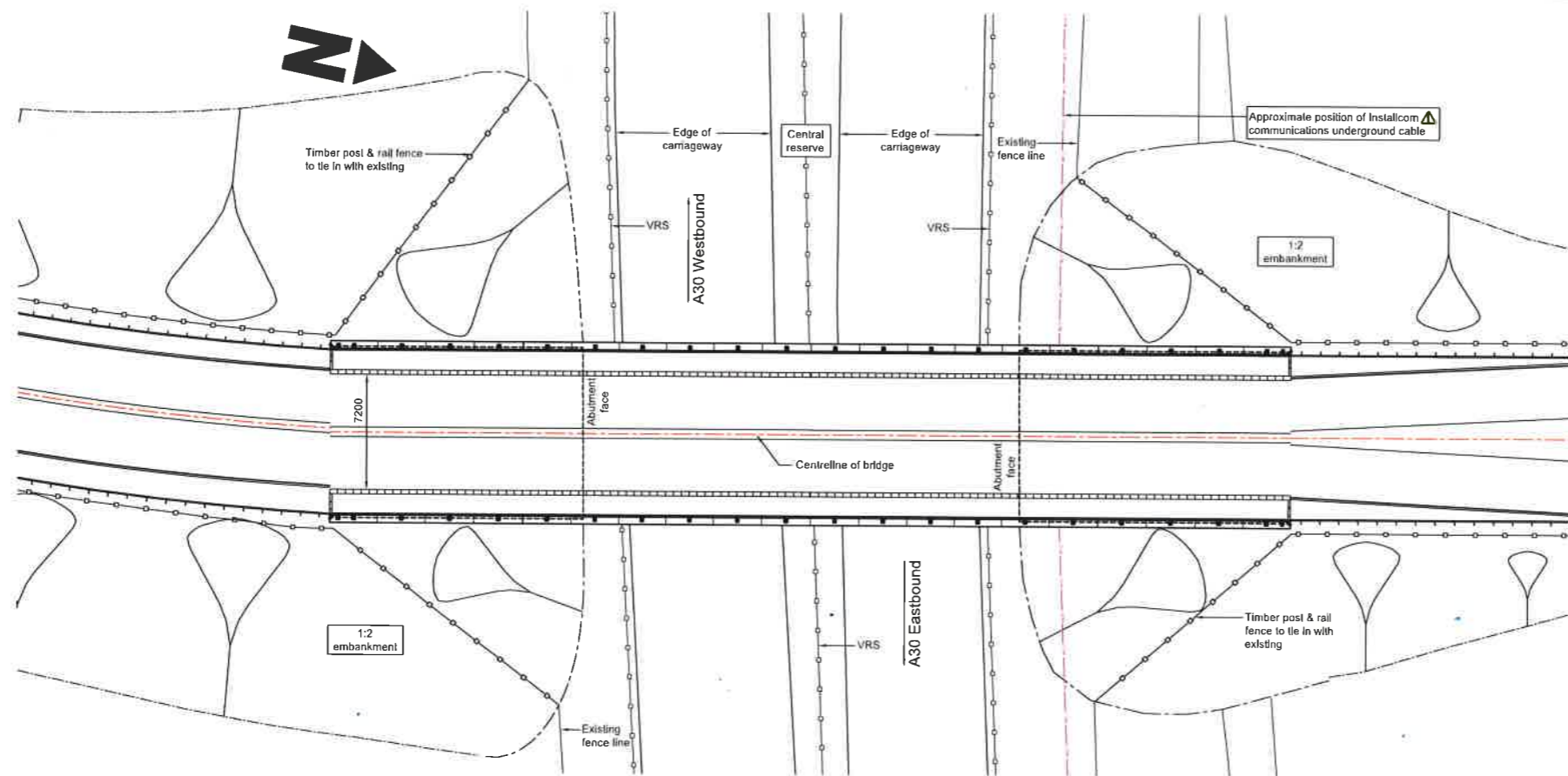
DRAWING TITLE:
**FEASIBILITY STUDY - OPTION 3C
OVERBRIDGE
PLAN AND PROFILE**

SCALE: 1:1000 @ A1 **2015**

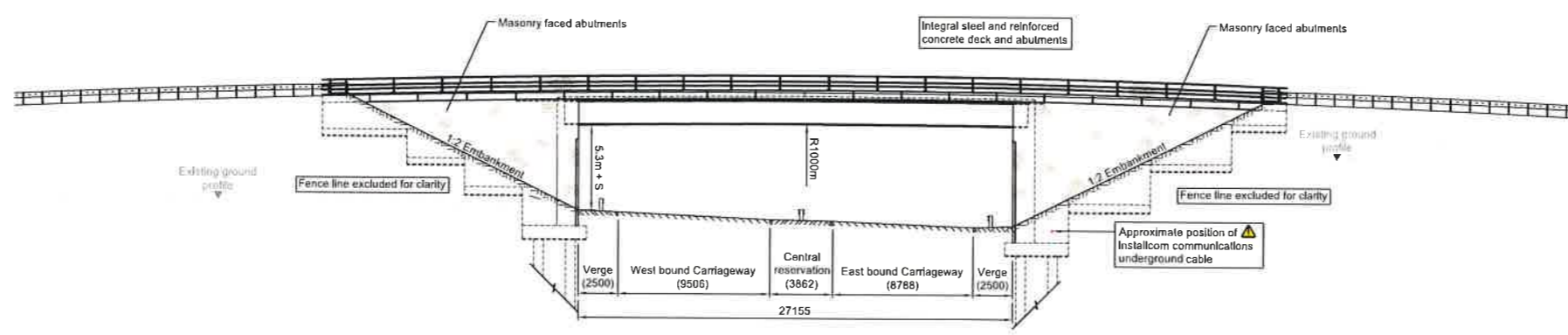
PROJECT MANAGER: D PHILLIPS	DRAWN BY: JO
CHECKED: DP	02 07 15
APPROVED: EM	09 07 15
DRAWING NO: EDG0624/F/028	REVISION:



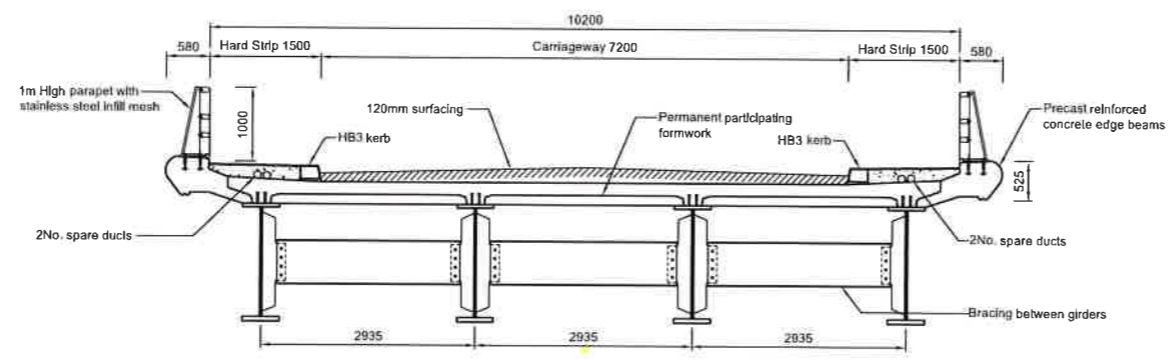
PLUSHA JUNCTION IMPROVEMENT - OPTION 3C OVERBRIDGE



Plan
1:200



East Elevation
1:200



Cross-section @ CL of Bridge
1:50

HEALTH & SAFETY INFORMATION

CONSTRUCTION, MAINTENANCE, OPERATION, DECOMMISSIONING AND DEMOLITION PHASES

- Please refer to the designers risk register and the works information for details of the residual hazards associated with this work.
- In preparation of the construction method statements consideration should be given to the close proximity of any structures that may be affected by construction.
- This drawing should be read in conjunction with the Health and Safety File(s) produced.
- The contractor shall refer to statutory undertakers layout drawings and identify locations of existing underground services prior to carrying out excavation works.
- Significant or unusual residual hazards that a competent contractor would not expect to come across are listed here and referred to on the drawing.

5.1: Installcom communications underground cable.

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Key:

Installcom communications underground cable

Drawing based upon available information at the time

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15.01.15		FIRST ISSUE



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PROJECT:
A30 Plusha
Junction Improvement

DRAWING TITLE:
Feasibility Designs - Option 3a
Proposed Overbridge

SCALE:
As Shown @ A1 2015


PROJECT MANAGER: P Tredget	DRAWN BY: A Coulter
CHECKED: GRB 15.01.15	APPROVED: P.T. 15.01.15
DRAWING NO: EDG0624/SBR/F/06	REVISION:

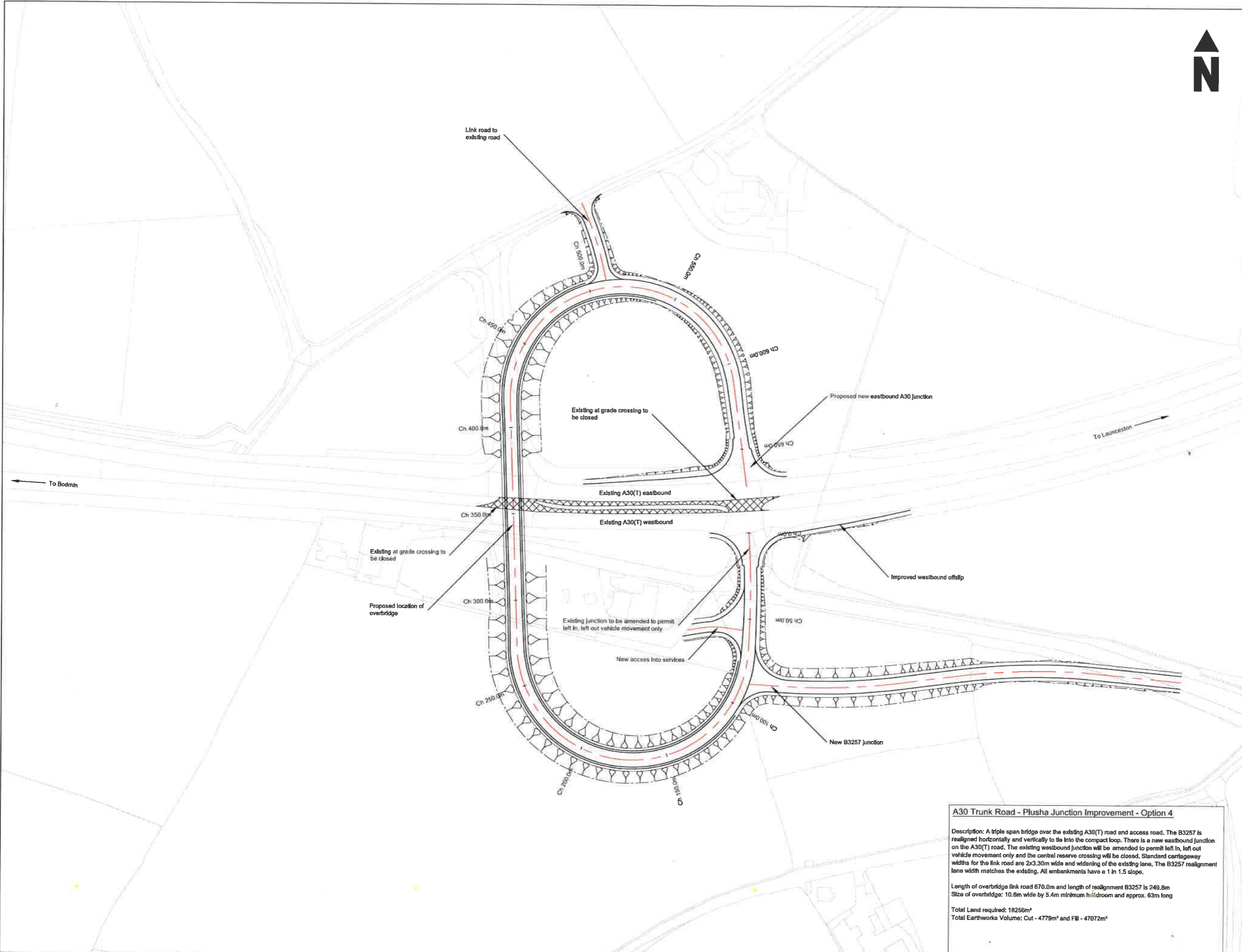


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Key

 Removal of carriageway



REV	DATE	NATURE OF REVISION
-	13.02.2015	FIRST ISSUE



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PROJECT:
 A30 PLUSHA
 JUNCTION IMPROVEMENT

DRAWING TITLE:
 FEASIBILITY STUDY - OPTION 4
 OVERBRIDGE

SCALE: 1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: RL
CHECKED: DP	APPROVED: DP
13.02.2015	13.02.2015
DRAWING NO: EDG0624_F_014	REVISION: -

A30 Trunk Road - Plusha Junction Improvement - Option 4

Description: A triple span bridge over the existing A30(T) road and access road. The B3257 is realigned horizontally and vertically to tie into the compact loop. There is a new eastbound junction on the A30(T) road. The existing westbound junction will be amended to permit left in, left out vehicle movement only and the central reserve crossing will be closed. Standard carriageway widths for the link road are 2x3.30m wide and widening of the existing lane. The B3257 realignment lane width matches the existing. All embankments have a 1 in 1.5 slope.


Length of overbridge link road 670.0m and length of realignment B3257 is 249.8m
 Size of overbridge: 10.8m wide by 5.4m minimum headroom and approx. 63m long

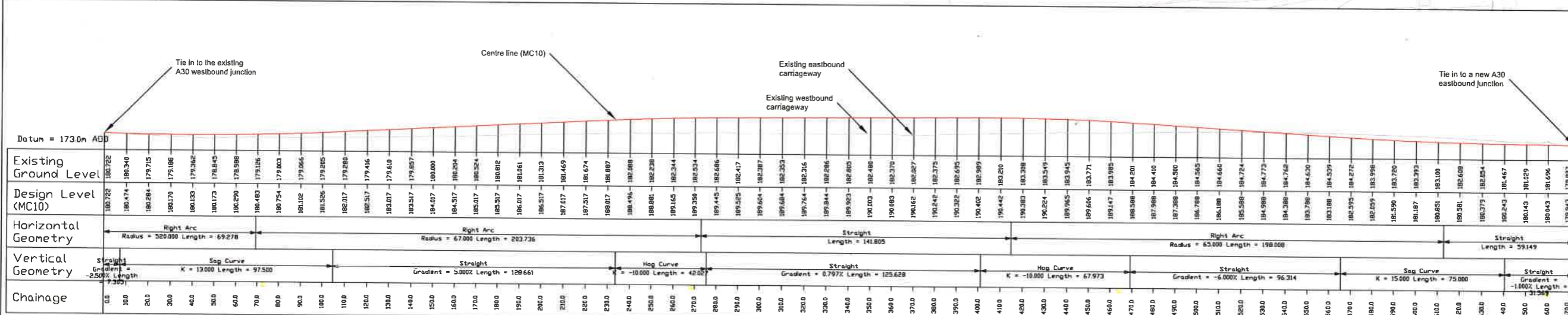
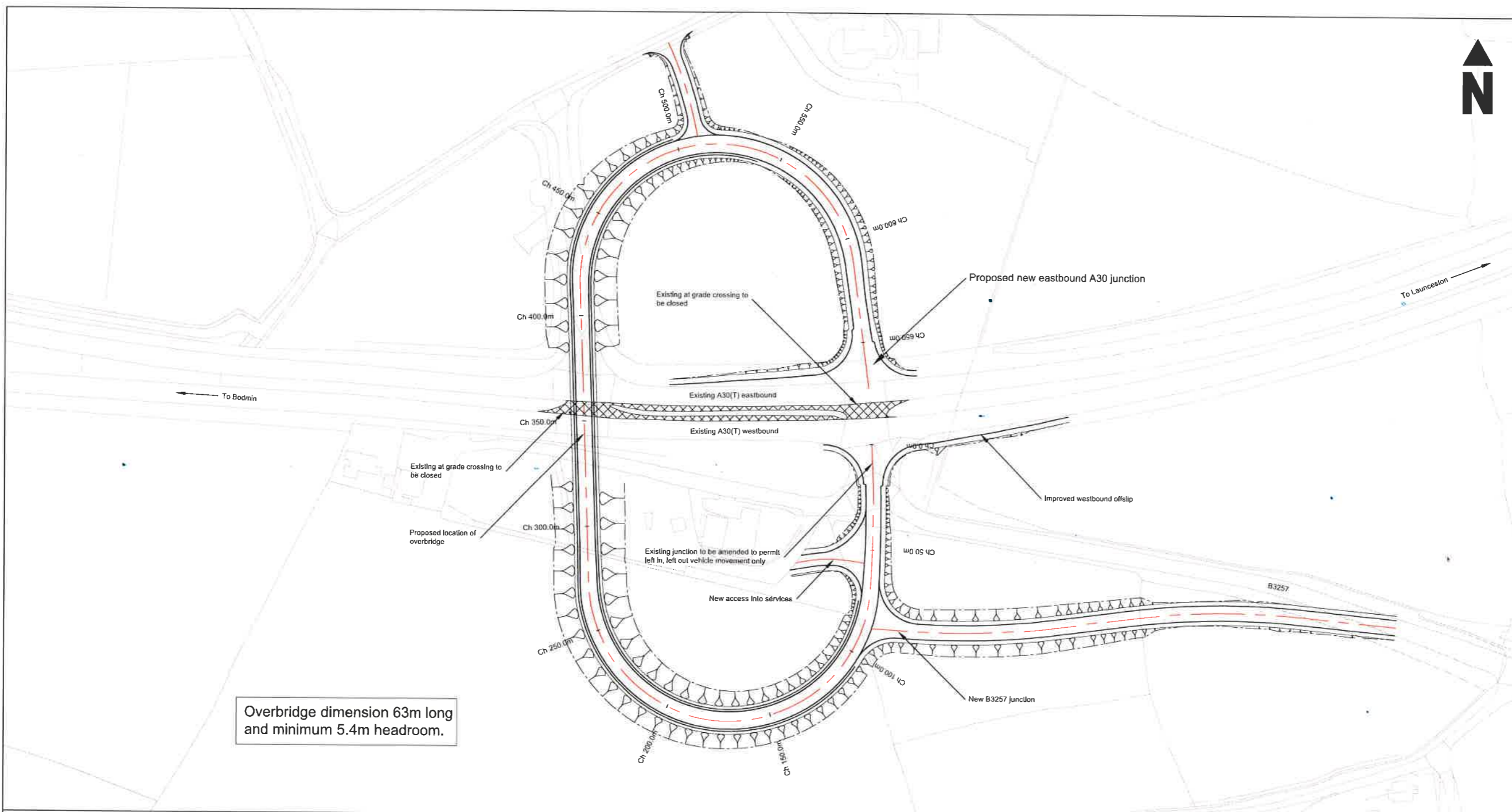
Total Land required: 16256m²
 Total Earthworks Volume: Cut - 4779m³ and Fill - 47072m³

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Key

 Removal of cartgeway



PLUSHA JUNCTION IMPROVEMENT - OPTION 4 OVERBRIDGE

REV	DATE	NATURE OF REVISION
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PROJECT:
A30 PLUSHA
JUNCTION IMPROVEMENT

DRAWING TITLE:
FEASIBILITY STUDY - OPTION 4
OVERBRIDGE
PLAN AND PROFILE

SCALE: 1:1000 @ A1 **2015**

PROJECT MANAGER: D PHILLIPS	DRAWN BY: RL
CHECKED: DP	13 02 2015
DRAWING NO: EDG0824_F_016	APPROVED: DP
	13 02 2015

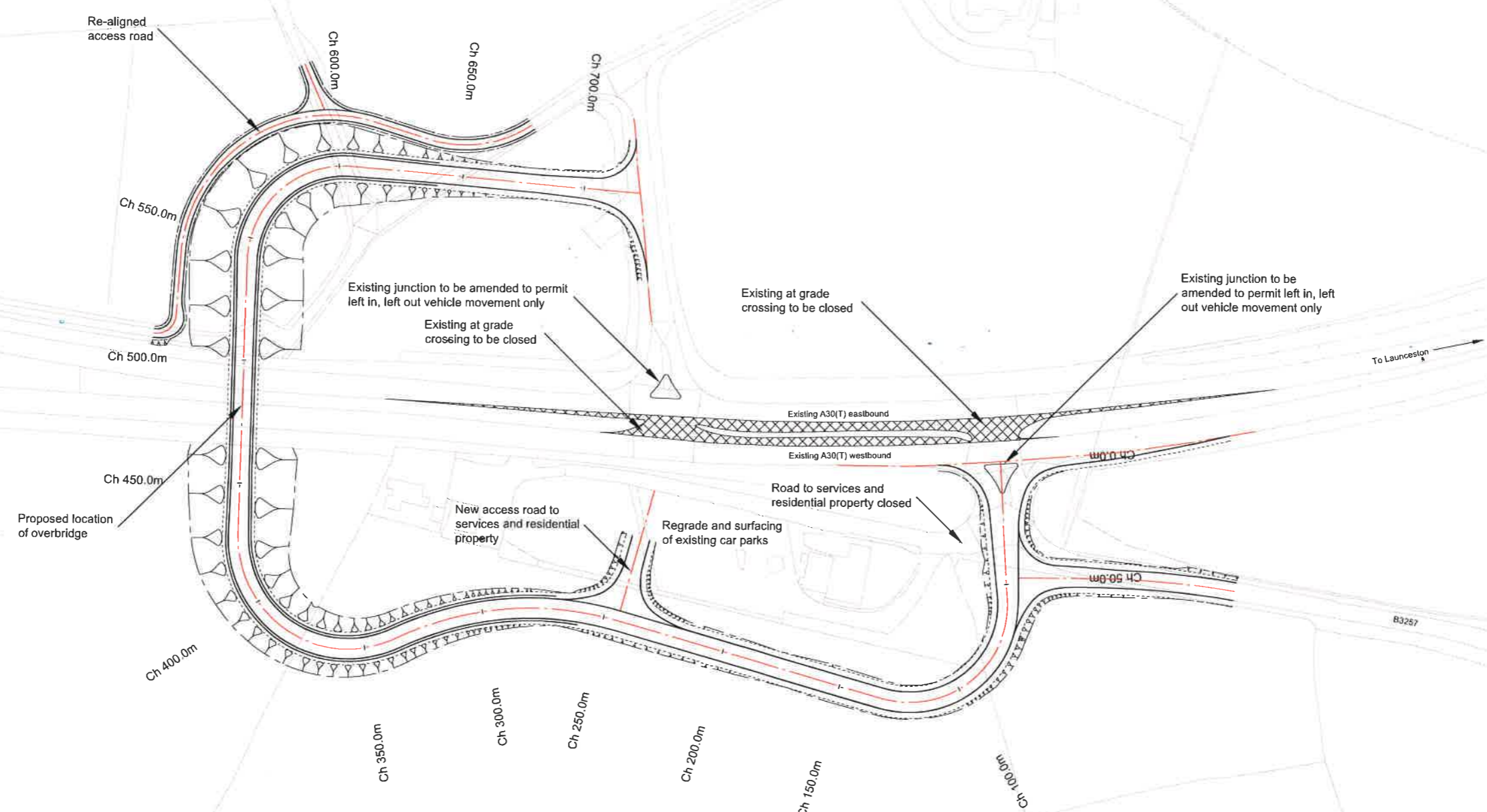


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Key

 Removal of cartlageway



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PROJECT:
**A30 PLUSHA
 JUNCTION IMPROVEMENT**

DRAWING TITLE:
**FEASIBILITY STUDY - OPTION 5
 OVERBRIDGE**

SCALE:
 1:1000 @ A1 **2015**

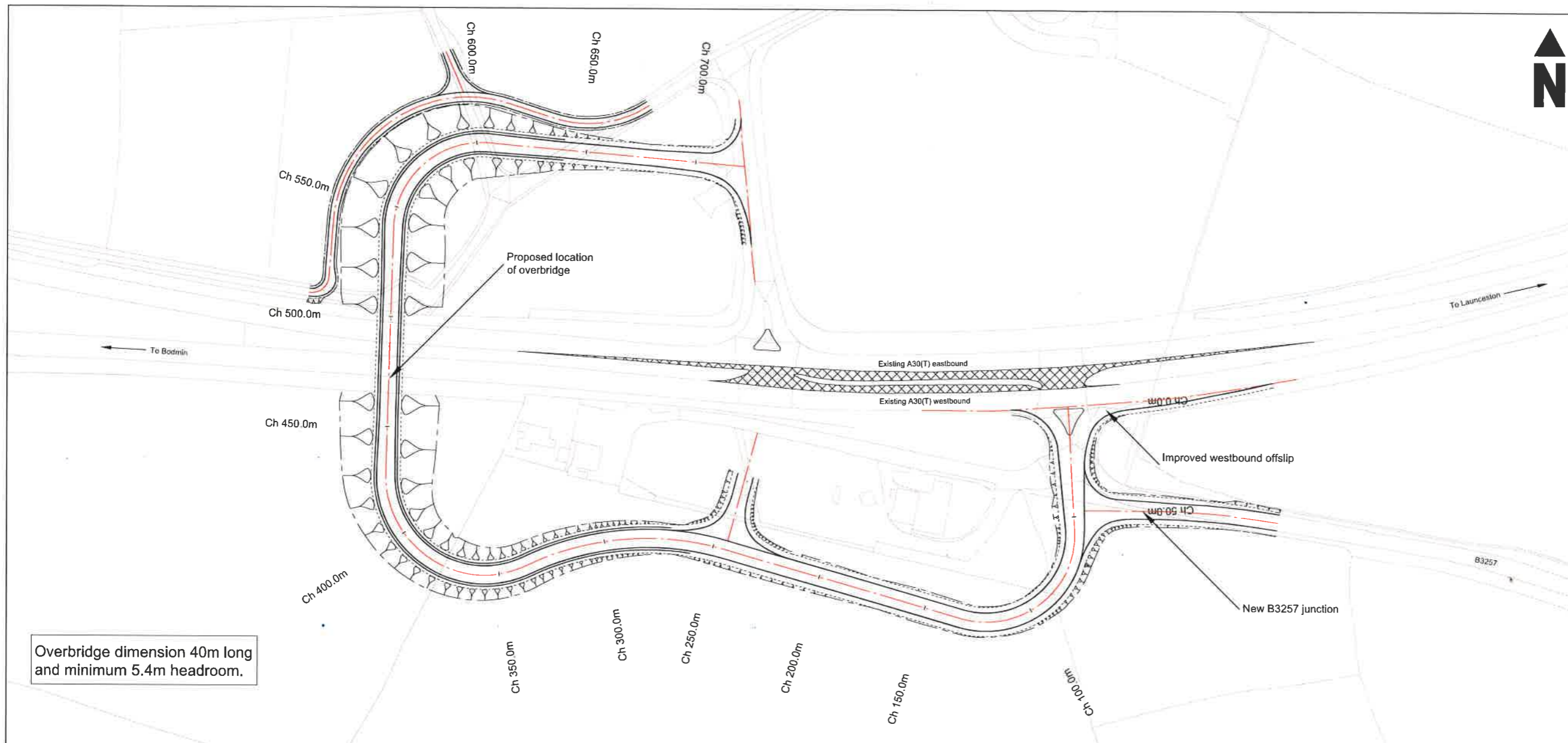
PROJECT MANAGER: D PHILLIPS	DRAWN BY: RL
CHECKED: DP 21.01.15	APPROVED: DP 21.01.15
DRAWING NO: EDG0624_F_015	REVISION:

A30 Trunk Road - Plusha Junction Improvement - Option 5

Description: A single span bridge over the existing A30(T) road. The B3257 junction is realigned. There is no change to the A30(T) road. The existing westbound and eastbound junctions will be amended to permit left in, left out vehicle movement only and the central reserve crossings will be closed. Standard cartlageway widths for the link road are 2x3.30m wide and widening of the existing lane. The B3257 realignment lane width matches the existing. Access roads to Trecomer and Strylands re-aligned around proposed embankment. All embankments have a 1 in 2 slope.

Length of overbridge link road 699.3m and length of realignment B3257 88.4m
 Size of overbridge: 10.6m wide by 5.4m minimum headroom and approx. 40m long

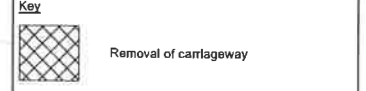
Total Land required: 22360m²
 Total Earthworks Volume: Cut - 3424m³ and Fill - 37692m³



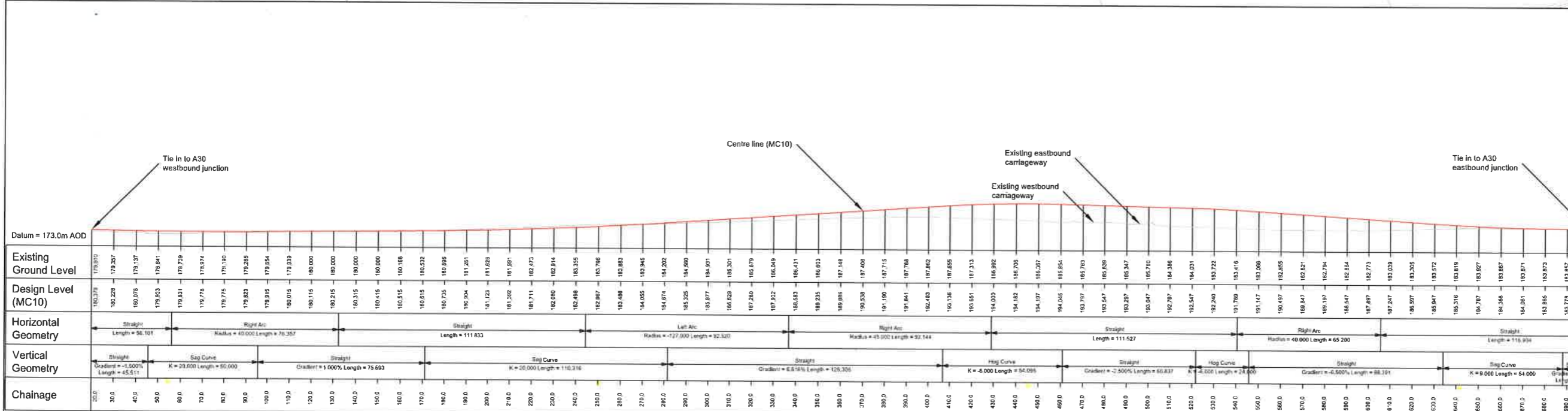
Overbridge dimension 40m long and minimum 5.4m headroom.

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PLUSHA JUNCTION IMPROVEMENT - OPTION 5 OVERBRIDGE



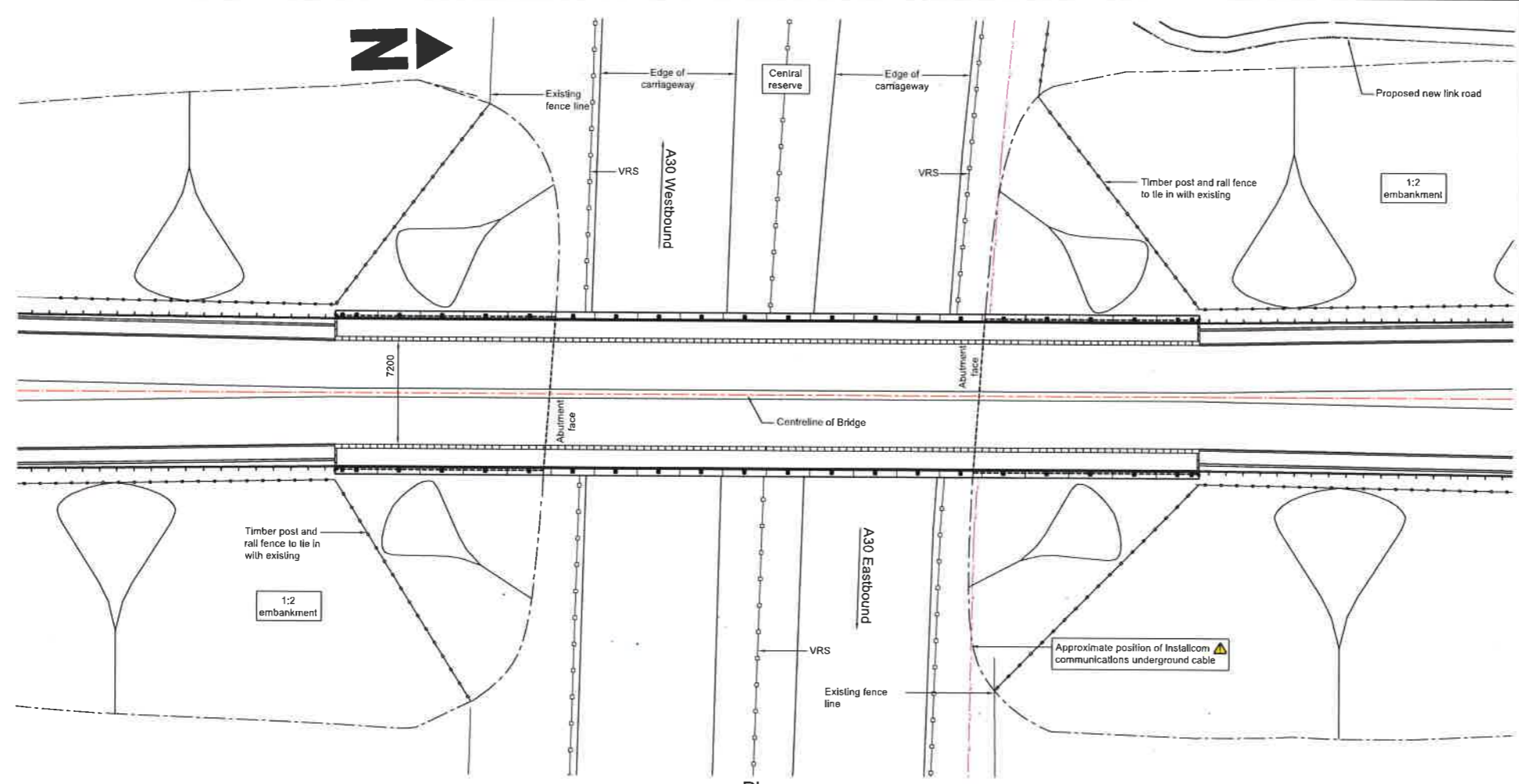
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PROJECT:
A30 PLUSHA JUNCTION IMPROVEMENT

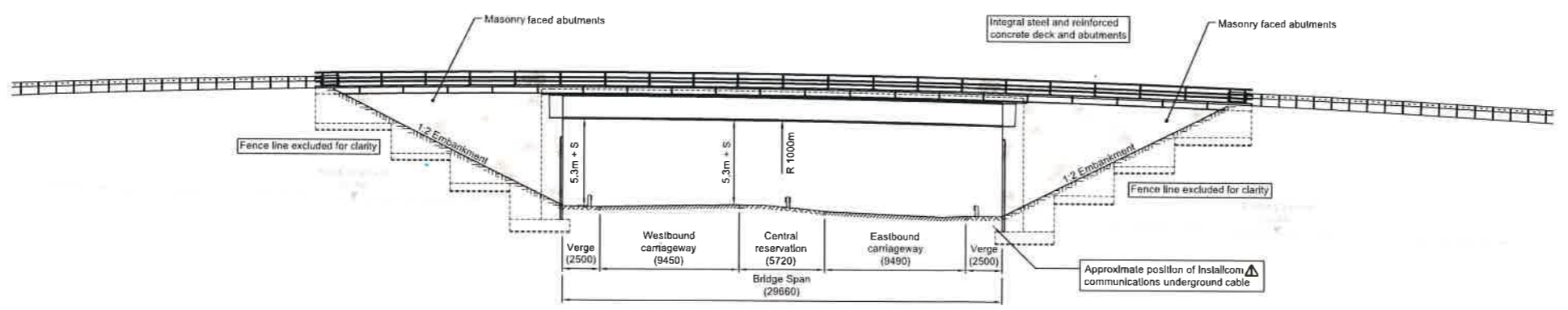
DRAWING TITLE:
FEASIBILITY STUDY - OPTION 5 OVERBRIDGE PLAN AND PROFILE

SCALE:
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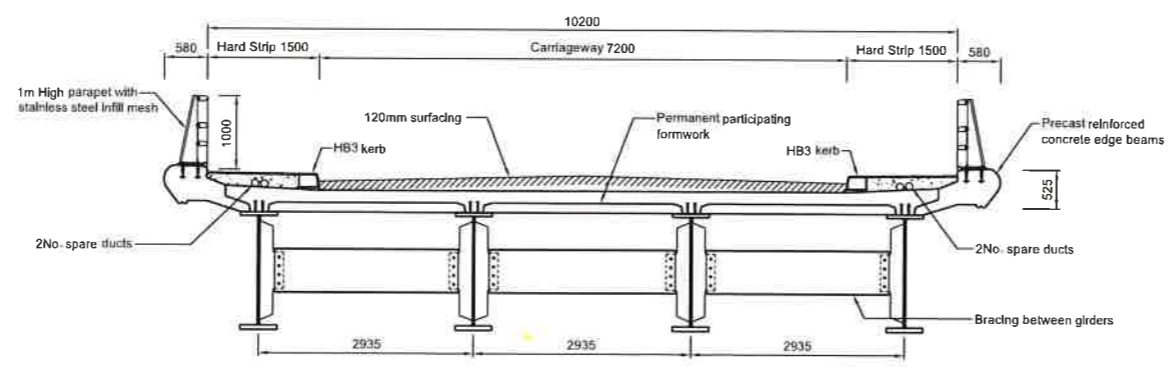
PROJECT MANAGER: O PHILLIPS	DRAWN BY: RL
CHECKED: DP	21 01 15
APPROVED: DP	21 01 15
DRAWING NO: EDG0624_F_017	REVISION:



Plan
1:200



East Elevation
1:200



Cross-section @ ϵ of Bridge
1:50

HEALTH & SAFETY INFORMATION

CONSTRUCTION, MAINTENANCE, OPERATION, DECOMMISSIONING AND DEMOLITION PHASES

- Please refer to the designers risk register and the works information for details of the residual hazards associated with this work.
- In preparation of the construction method statements consideration should be given to the close proximity of any structures that may be affected by construction.
- This drawing should be read in conjunction with the Health and Safety File(s) produced.
- The contractor shall refer to statutory undertakers layout drawings and identify locations of existing underground services prior to carrying out excavation works.
- Significant or unusual residual hazards that a competent contractor would not expect to come across are listed here and referred to on the drawing.

5.1. Installcom communications underground cable.

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Key:

Installcom communications underground cable

Drawing based upon available information at the time

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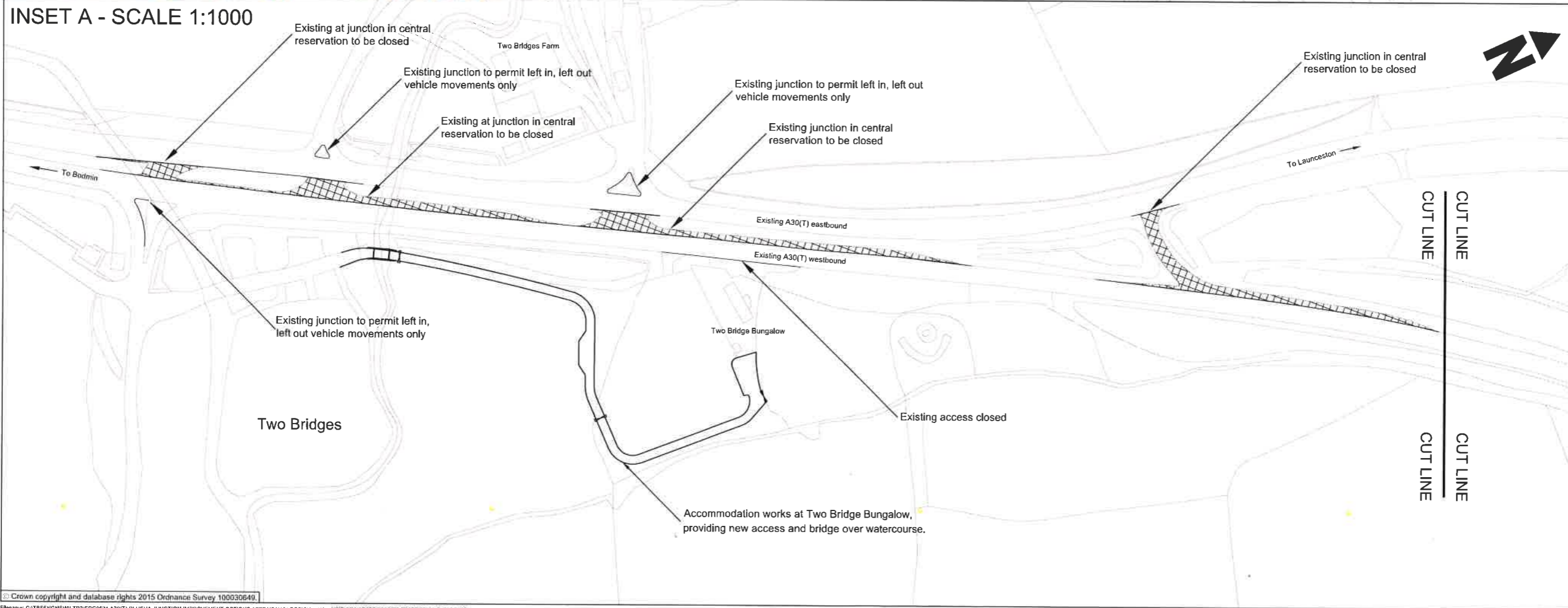
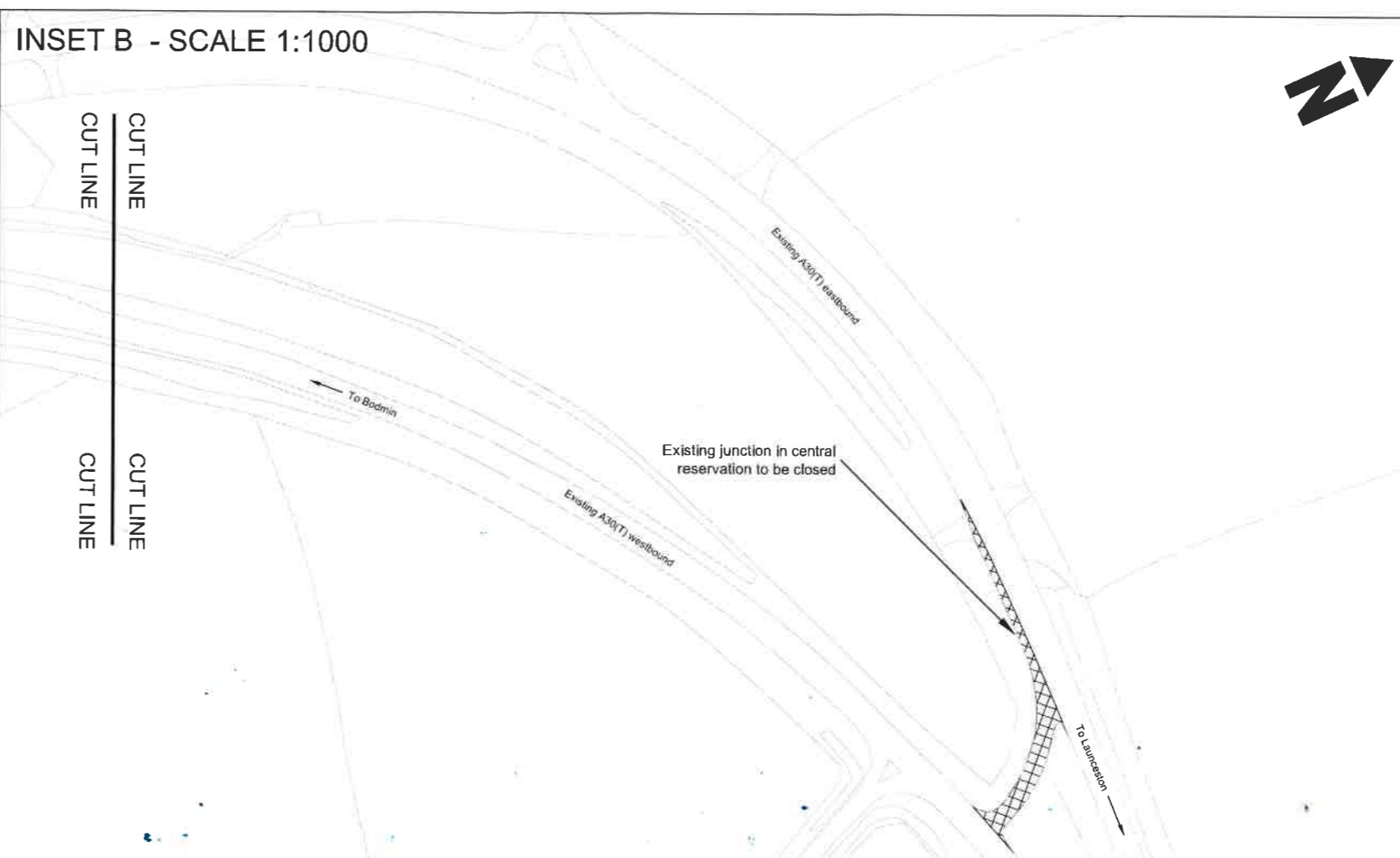
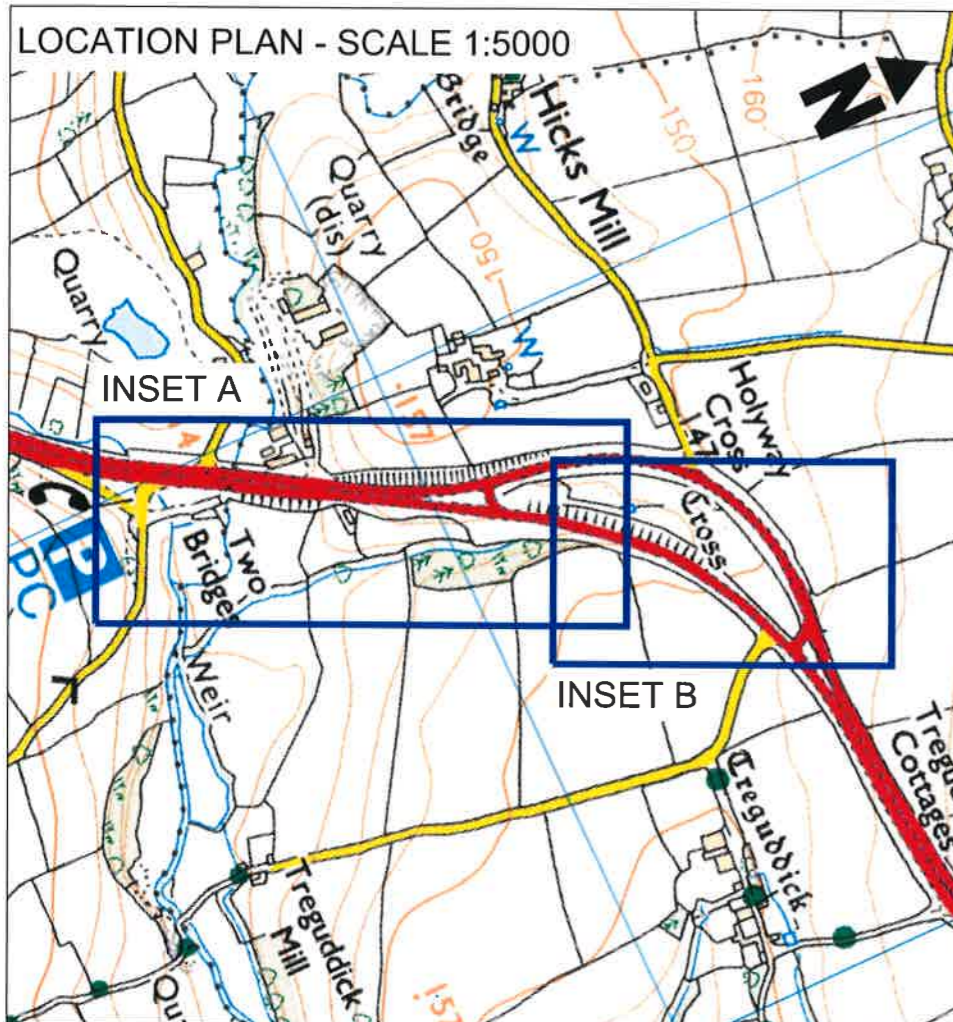
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PROJECT:
A30 Plusha
Junction Improvement

DRAWING TITLE:
Feasibility Designs - Option 5
Proposed Overbridge

SCALE: As Shown @ A1 **2015**

PROJECT MANAGER: P.Tredget	DRAWN BY: A.Coulsery
CHECKED: G.R.B. 15.01.15	APPROVED: P.T. 15.01.15
DRAWING NO: EDG0624/SBR/F/05	REVISION:



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Key

	Removal of cartgeway
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PROJECT:
 A30 PLUSHA
 JUNCTION IMPROVEMENT

DRAWING TITLE:
 FEASIBILITY STUDY
 TWO BRIDGES
 DO MINIMUM OPTION

SCALE: AS SHOWN @ A1 **2015**

PROJECT MANAGER: DP	DRAWN BY: JBur
CHECKED: DP 26.01.15	APPROVED: DP 26.01.15
DRAWING NO: EDG0624_F_013	REVISION: -