A9 DUALLING: LUNCARTY TO PASS OF BIRNAM

VOLUME 3 OF 5

EMPLOYER'S REQUIREMENTS

PART 3 – APPENDICES TO THE EMPLOYER'S REQUIREMENTS

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A9 DUALLING: LUNCARTY TO PASS OF BIRNAM

CONTRACT NUMBER TS/MTRIPS/WKS/2017/01

CONTRACT DOCUMENT

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TRANSPORT SCOTLAND

A9 DUALLING: LUNCARTY TO PASS OF BIRNAM

TS/MTRIPS/WKS/2017/01

CONTRACT DOCUMENT

VOLUME 3 OF 5

EMPLOYER'S REQUIREMENTS

PART 3 – APPENDICES TO THE EMPLOYER'S REQUIREMENTS

DOCUMENT ISSUE RECORD

I hereby confirm that this is the current version of the Employer's Requirements and supersedes all previous issues of such document by the Employer.

Signed .....

Name (Block capitals) .....

Date .....

Contractor .....

Copy of signed page shall be sent to, Transport Scotland, [REDACTED]

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1. APPENDICES TO THE EMPLOYER'S REQUIREMENTS

APPENDIX	DESCRIPTION
A	Requirements for Road(s)
B	Requirements for Principal Structure(s)
C	Certificates
D	Departures from Standards Proformas
E	Undertakers Notices
F	Local Council Design Standards and Guidelines
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I	Consultation Matrix
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K	Stage 1 Safety Audit Report
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APPENDIX A

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REQUIREMENTS FOR ROAD(S)

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Table 1 - Requirements for Roads

Road Name	Road Located between Points (refer to Note 1)	Category TD9 Table 4 of the DMRB	Type of Road TD9 TD27of the DMRB	Min Carriageway Width (metres) (refer to Note 2)	Hard shoulder/ Hardstrip Width (metres)		Minimum Verge Width (metres) (refer to Note 3)		Kerb Required (refer to Note 6)	Minimum Central Reserve/Strip Width (metres) (refer to Note 4)	NMU Facility Required/ Width (metres) See Table 3	Design Speed (kph)
					Near-side	Off-side	Near-side	Off-side				
Trunk Roads												
A9 Trunk Road Northbound	R01 to R04	7A	D2AP (TD9)	7.3	1.0	1.0	2.5	N/A	No	2.5	N/A	120
A9 Trunk Road Southbound	R02 to R01	7A	D2AP (TD9)	7.3	1.0	1.0	2.5	N/A	No	2.5	N/A	120
A9 Trunk Road Southbound	R03 to R02	7A	D2AP (TD9)	7.3	1.0	1.0	5.0	N/A	No	2.5	3.0m (N/S)	120
A9 Trunk Road Southbound	R06 to R03	7A	D2AP (TD9)	7.3	1.0	1.0	2.5	N/A	No	2.5	N/A	120
A9 Trunk Road Northbound	R04 to R05	7A	D2AP (TD9)	7.3	1.0	1.0	5.0	N/A	No	2.5	3.0m (N/S)	120
A9 Trunk Road Northbound	R05 to R06	7A	D2AP (TD9)	7.3	1.0	1.0	2.5	N/A	No	2.5	N/A	120

Road Name	Road Located between Points (refer to Note 1)	Category TD9 Table 4 of the DMRB	Type of Road TD9 TD27of the DMRB	Min Carriageway Width (metres) (refer to Note 2)	Hard shoulder/ Hardstrip Width (metres)		Minimum Verge Width (metres) (refer to Note 3)		Kerb Required (refer to Note 6)	Minimum Central Reserve/Strip Width (metres) (refer to Note 4)	NMU Facility Required/ Width (metres) See Table 3	Design Speed (kph)
					Near-side	Off-side	Near-side	Off-side				
New Slip Roads (Trunk Road Network)												
Tullybelton / Stanley Northbound Link Road Diverge	R07 to R08	N/A	DG1C (TD22)	3.7	1.0 / 3.3	0.7	2.0	N/A	No	N/A	No	70
Tullybelton / Stanley Northbound Link Road Merge	R08 to R09	N/A	MG1C (TD22)	3.7	1.0 / 3.3	0.7	4.5 - 5.5	N/A	No	N/A	3.0m (N/S)	70
Tullybelton / Stanley Southbound Link Road Diverge	R10 to R11	N/A	DG1C (TD22)	3.7	1.0 / 3.3	0.7	2.0	N/A	No	N/A	No	70
Tullybelton / Stanley Southbound Link Road Merge	R11 to R12	N/A	MG1C (TD22)	3.7	1.0 / 3.3	0/7	2.0	N/A	No	N/A	No	70
Bankfoot Northbound Link Road Diverge	R13 to R14	N/A	DG1C (TD22)	3.7	1.0 / 3.3	0.7	2.0	N/A	No	N/A	No	70
Bankfoot Northbound Link Road Merge	R14 to R15	N/A	MG1C (TD22)	3.7	1.0 / 3.3	0.7	2.0	N/A	No	N/A	No	70

Road Name	Road Located between Points (refer to Note 1)	Category TD9 Table 4 of the DMRB	Type of Road TD9 TD27of the DMRB	Min Carriageway Width (metres) (refer to Note 2)	Hard shoulder/ Hardstrip Width (metres)		Minimum Verge Width (metres) (refer to Note 3)		Kerb Required (refer to Note 6)	Minimum Central Reserve/Strip Width (metres) (refer to Note 4)	NMU Facility Required/ Width (metres) See Table 3	Design Speed (kph)
					Near-side	Off-side	Near-side	Off-side				
Bankfoot Southbound Link Road Diverge	R16 to R17	N/A	DG1C (TD22)	3.7	1.0 / 3.3	0.7	2.0	N/A	No	N/A	No	70
Bankfoot Southbound Link Road Merge	R17 to R18	N/A	MG1C (TD22)	3.7	1.0 / 3.3	0.7	2.0	N/A	No	N/A	No	70
New Junction Loops (Trunk Road Network)												
Bankfoot North Junction Loop	R17 to R19	3B	WS2	12.9	1.0	3.3	2.5	N/A	No	N/A	No	70
Bankfoot North Junction Loop	R19 to R20	2	S2	7.3	1.0	1.0	5.0	3.5	No	N/A	3.0m (N/S)	70
Bankfoot North Junction Loop	R20 to R21	2	S2	7.3	N/A	1.0	N/A	2.5	No	N/A	No	70
Bankfoot North Junction Loop	R21 to R22	2	S2	7.3	N/A	N/A	5.0	2.5	No	N/A	3.0m (N/S)	60

Road Name	Road Located between Points (refer to Note 1)	Category TD9 Table 4 of the DMRB	Type of Road TD9 TD27of the DMRB	Min Carriageway Width (metres) (refer to Note 2)	Hard shoulder/ Hardstrip Width (metres)		Minimum Verge Width (metres) (refer to Note 3)		Kerb Required (refer to Note 6)	Minimum Central Reserve/Strip Width (metres) (refer to Note 4)	NMU Facility Required/ Width (metres) See Table 3	Design Speed (kph)
					Near-side	Off-side	Near-side	Off-side				
Bankfoot North Junction Loop	R22 to R23	2	S2	6.6	N/A	N/A	5.0	2.5	No	N/A	2.5m (O/S), 3.0m (N/S)	60
Bankfoot North Junction Loop	R23 to R24	2	S2	6.6	N/A	N/A	1.0	2.5	No	N/A	2.5m (O/S)	60
Bankfoot North Junction Loop	R24 to R25	2	S2	A/E	N/A	N/A	A/E	A/E	No	N/A	A/E	60
Side Roads (refer to Note 11)												
Pitlandie Overbridge	L01 to L02	N/A	SCOTS' National Roads Development Guide	5.5	N/A	N/A	1.0	1.0	N/A	N/A	No	(Refer to note 9 & 11)
Pitlandie Overbridge	L02 to L03	N/A	SCOTS' National Roads Development Guide	5.5	N/A	N/A	1.0	1.0	N/A	N/A	No	(Refer to note 11)
Luncarty Link Road	L04 to L05	N/A	SCOTS' National Roads Development Guide	6.0	N/A	N/A	2.5	2.5	No	N/A	No	100

Road Name	**Road Located between Points** (refer to Note 1)	**Category TD9 Table 4 of the DMRB**	**Type of Road TD9 TD27of the DMRB**	**Min Carriageway Width (metres)** (refer to Note 2)	**Hard shoulder/ Hardstrip Width (metres)**		**Minimum Verge Width (metres)** (refer to Note 3)		**Kerb Required** (refer to Note 6)	**Minimum Central Reserve/Strip Width (metres)** (refer to Note 4)	**NMU Facility Required/ Width (metres) See Table 3**	**Design Speed (kph)**
					Near-side	**Off-side**	**Near-side**	**Off-side**				
Luncarty Link Road	L05 to L06	N/A	SCOTS' National Roads Development Guide	6.0	N/A	N/A	5.0	2.5	No	N/A	3.0m (N/S)	85
Tullybelton / Stanley Overbridge	L07 to L08	N/A	SCOTS' National Roads Development Guide	6.0	N/A	N/A	2.5	2.5	No	N/A	No	85
Tullybelton / Stanley Overbridge	L07 to L22	N/A	SCOTS' National Roads Development Guide	6.0	N/A	N/A	2.5	2.5	No	N/A	No	85
Tullybelton / Stanley Overbridge	L08 to L09	N/A	SCOTS' National Roads Development Guide	6.0	N/A	N/A	2.5	6.0	Yes	N/A	3.0m (O/S)	85
Tullybelton / Stanley Overbridge	L09 to L10	N/A	SCOTS' National Roads Development Guide	6.0	N/A	N/A	2.5	2.5	No	N/A	No	85

Road Name	**Road Located between Points** (refer to Note 1)	**Category TD9 Table 4 of the DMRB**	**Type of Road TD9 TD27of the DMRB**	**Min Carriageway Width (metres)** (refer to Note 2)	**Hard shoulder/ Hardstrip Width (metres)**		**Minimum Verge Width (metres)** (refer to Note 3)		**Kerb Required** (refer to Note 6)	**Minimum Central Reserve/Strip Width (metres)** (refer to Note 4)	**NMU Facility Required/ Width (metres) See Table 3**	**Design Speed (kph)**
					Near-side	**Off-side**	**Near-side**	**Off-side**				
Tullybelton / Stanley Overbridge	L10 to L11	N/A	SCOTS' National Roads Development Guide	6.0	N/A	N/A	5.0	2.5	No	N/A	3.0m (N/S)	85
C408	L12 to L13	N/A	SCOTS' National Roads Development Guide	6.0	N/A	N/A	2.5	5.0	No	N/A	3.0m (O/S)	60
B867	L14 to L15	N/A	SCOTS' National Roads Development Guide	7.3	1.0	1.0	2.5	2.5	No	N/A	No	70
B9099 (refer to Note 12)	L16 to L17	N/A	SCOTS' National Roads Development Guide	7.0	N/A	N/A	A/E	A/E	Yes	N/A	A/E	70
C408 (refer to Note 12)	L18 to L19	N/A	SCOTS' National Roads Development Guide	4.5	N/A	N/A	1.0	1.0	No	N/A	No	70
U116 (refer to Note 12)	L20 to L21	N/A	SCOTS' National Roads Development Guide	3.5	N/A	N/A	0.75	0.75	No	N/A	No	70

NOTES TO TABLE 1

1. Reference Points are as identified on Drawing Numbers B1557602/CD/REF/001 to B1557602/CD/REF/007, as listed in Appendix 0/4 of the Specification.
2. Allowance shall be made for widening on curves for vehicle swept paths, or to accommodate junction requirements.
3. Verge widths do not include hardstrips or hardshoulders. Additional verge width may be required to accommodate road restraint systems installation, footways, cycleways, visibility splays and otherwise. Verge widths include NMU facilities where required.
4. Central Reserve/Strip widths do not include hardstrips.
5. "N/A" means 'not applicable'. "A/E" means 'as existing'.
6. Where 'No' has been specified, kerbs are still required at Junctions (up to corner radii tangent points), and at other locations in accordance with the DMRB and as required for NMU facilities at carriageway edges and for drainage purposes.
7. For cross-sections at Structures refer to Appendix B.
8. For details of verge arrangement on Accommodation Access Tracks refer to Appendix 1/15 of the Specification.
9. Road may be narrowed to a minimum carriageway width of 4.1m under the overbridge.
10. "N/S" means nearside of carriageway. "O/S" means offside of carriageway. On roads where there is to be two-way traffic N/S relates to the direction of travel which corresponds with the increasing reference numbers (i.e. R19 – R20).
11. Road designed in accordance with SCOTS National Roads Development Guide as a Shared Surface Road.
12. Existing side road to be improved. Resurfacing works associated with new access tie-in to existing side road.

Table 2 - Requirements for Turning Areas

Road Name	Road Located between Points	Category TD9 Table 4 of the DMRB	Type of Road TD9 TD27of the DMRB	Min Carriageway Width (metres)	Hard shoulder/ Hardstrip Width (metres)		Minimum Verge Width (metres)		Kerb Required	Minimum Central Reserve/Strip Width (metres)	NMU Facilities Required/ Width (metres)	Design Speed (kph)
					Near-side	Off-side	Near-side	Off-side				
Turning Areas (refer to Note 2)												
Turning Area off Pitlandie Overbridge at Cramflat Farm	T01	N/A	SCOTS' National Roads Development Guide	5.0	N/A	N/A	1.0	1.0	No	N/A	N/A	N/A
Turning Area off access track at Ordie View	T02	N/A	SCOTS' National Roads Development Guide	5.0	N/A	N/A	1.0	1.0	No	N/A	N/A	N/A
Turning Area off Westwood Access Track at Tullybelton / Stanley Junction	T03	N/A	SCOTS' National Roads Development Guide	5.0	N/A	N/A	1.0	1.0	No	N/A	N/A	N/A
Turning Area off Westwood Access Track at Westwood Property	T04	N/A	SCOTS' National Roads Development Guide	5.0	N/A	N/A	1.0	1.0	No	N/A	N/A	N/A
Turning area off access track at East Mains	T05	N/A	SCOTS' National Roads Development Guide	5.0	N/A	N/A	1.0	1.0	No	N/A	N/A	N/A

NOTES TO TABLE 2

1. Reference point locations identified on drawing numbers B1557602/CD/REF/001 to B1557602/CD/REF/007, as listed in Appendix 0/4 of the Specification.
2. Road designed in accordance with SCOTS National Roads Development Guide (August 2015) as a Shared Surface Road.

Table 3 - Requirements for Non-Motorised User Facilities

Reference Point(s). (refer to Note 1)	**Approximate Location & Details**	**Width (metres)**	**Non-Motorised Users Provision**	**Crossing Provision/Termination Details**
N01 – N02	NMUs to use new unsegregated NMU track from Mainline Ch. 1100 at Ordie View for a length of 110m approximately to Mainline Ch. 1210.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 0.5 metre verge on either side.	No crossing provisions. Tie in to existing access track at N01 with suitable provision to prevent access by vehicles and facilitate access by NMUs. Tie in to new NMU route on Mainline at N02.
N02 – N03	NMUs to use new unsegregated NMU track from Mainline Ch. 1210 for a length of 810m approximately to Mainline Ch. 2020.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 2 metre grassed dividing strip from the edge of the road carriageway and minimum 0.5 metre verge.	No crossing provisions. Tie in to new NMU routes on Mainline at N02 and N03.
N03 – N04	NMUs to use new unsegregated NMU track from Mainline Ch. 2020 for a length of 107m approximately to Luncarty Link Road Ch. 196.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 0.5 metre verge on either side.	No crossing provisions. Tie in to new NMU routes on Mainline at N03 and Luncarty Link Road at N04.

N04 – N05	NMUs to use new unsegregated NMU track from Luncary Link Road Ch. 196 for a length of 805m approximately to the crossing point at the northern extent of Luncarty Link Road.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 1 metre dividing strip from the edge of the road carriageway and minimum 1 metre verge (with a minimum 0.4 metre verge at crossing point).	Tie in to new NMU route on Luncarty Link Road at N04. Dropped kerb as required at N05 to assist with at-grade crossing of Luncarty Link Road to tie in with connecting NMU route at N06.
N05 – N06	NMUs to use new unsegregated NMU track from crossing point on Luncarty Link Road for a length of 230m approximately to the junction of the Tullybelton / Stanley Overbridge and the Tullybelton / Stanley Northbound Link Road.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 1 metre dividing strip from the edge of the road carriageway and minimum 2 metre verge (with a minimum 0.4 metre verge at crossing point).	Dropped kerb and pedestrian barriers as required at N06 to assist with at-grade crossing of Luncarty Link Road to tie in with connecting NMU route at N09. Dropped kerb as required at N06 to assist with at-grade crossing of Tullybelton/ Stanley Overbridge to tie in with connecting NMU route at N07.
N07 – N08	NMUs to use the new unsegregated NMU track from the junction of the Tullybelton / Stanley Overbridge and the Tullybelton / Stanley Northbound Link Road for a length of 656m approximately to the East Mains Access Track.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 1 metre grassed dividing strip from the edge of the road carriageway (minimum 2 metre grassed strip adjacent to the mainline) and minimum 0.5 metre verge.	Dropped kerb as required at N07 to assist with at-grade crossing of Tullybelton/ Stanley Overbridge to tie in with connecting NMU route at N06. Tie in to existing East Mains Access Track at N08 with suitable provision to prevent access by vehicles and facilitate access by NMUs.

N09 – N10	NMUs to use the new unsegregated NMU track from the junction of the Tullybelton / Stanley Overbridge and Luncarty Link Road for a length of 95m approximately to the crossing point for the NMU access to the new Westwood Access Track.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 1 metre paved dividing strip from the edge of the road carriageway and minimum 2 metre verge (with a minimum 1 metre verge at Luncarty Link Road crossing point).	Dropped kerb as required at N09 to assist with at-grade crossing of Luncarty Link Road to tie in with connecting NMU route at N05. Dropped kerb and pedestrian barriers as required at N10 to assist with at-grade crossing of Tullybelton/ Stanley Overbridge to tie in with connecting NMU route at N11.
N11 – N12	NMU access to the new Westwood Access Track from Tullybelton / Stanley Overbridge for a length of 111m approximately.	3.0	N/A	Dropped kerb as required at N11 to assist with at-grade crossing of Tullybelton/ Stanley Overbridge to tie in with connecting NMU route at N07. Tie in to existing Westwood Access Track at N12 with suitable provision to prevent access by vehicles and facilitate access by NMUs.
N13 – N14	NMU access from the existing U38, at Newmill Cottages, to the east of Tullybelton/ Stanley Overbridge and to the tie in to the existing carriageway at the Five Mile Wood entrance for a length of 282m approximately.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 1 metre paved dividing strip from the edge of the road carriageway and minimum 1 metre verge.	No crossing provisions. Tie in to existing access track at N13 with suitable provision to prevent access by vehicles and facilitate access by NMUs. Tie in to Five Mile Wood Access at N14 with suitable provision to prevent access by vehicles and facilitate access by NMUs.

N15 – N16	NMUs to use new unsegregated NMU track east of extended section of Hunters Lodge Underbridge for a length of approximately 40m.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 1 metre paved dividing strip from the edge of the road carriageway and minimum 1 metre verge.	Dropped kerb as required at N15 to assist with at-grade crossing of Bankfoot Link road to tie in with existing facilities at N21. Dropped kerb and pedestrian barriers as required at N16 to assist with at-grade crossing to tie in with connecting NMU route at N17.
N17 – N18 (N23)	NMUs to use the new unsegregated NMU track from Ardonachie Access Track on Bankfoot Link Road to the end of the scheme on the C408 for a length of 377m approximately.	3.0	3 metre wide unsegregated track for shared use of NMUs with minimum 1 metre paved dividing strip from the edge of the road carriageway and minimum 1 metre verge.	Dropped kerb as required at N17 to assist with at-grade crossing to tie in with connecting NMU route at N16. Dropped kerb as required at N23 to assist with at-grade crossing of Bankfoot Link Road to tie in with "jug handle" at N20. Tie in to existing unclassified road at N18 with suitable provision to prevent access by vehicles and facilitate access by NMUs.

N19 – N20	NMU (cyclists) to use "jug handle" for approximately 23m at Bankfoot Link Road.	3.0	3 metre wide unsegregated track for NMU (cyclists) with minimum 0.5 metre verge and paved island between "jug handle" and carriageway.	Tie in to Bankfoot Link Road at N19 with suitable provision to prevent access by vehicles and facilitate access by NMUs. Dropped kerb as required at N23 to assist with at-grade crossing of Bankfoot Link Road to tie in with connecting NMU route at N20.
N21 – N22	NMUs to use new footway at extended section of Hunters Lodge Underbridge for a length of approximately 34m to tie in with existing facilities.	1.5	1.5 metre wide footway for pedestrians with minimum 1 metre paved dividing strip from the edge of the road carriageway.	Dropped kerb as required at N21 to assist with at-grade crossing of Bankfoot Link Road. Tie in to existing footpath at N22.

NOTES TO TABLE 3:

1. Reference point locations identified on drawing numbers B1557602/CD/REF/001 to B1557602/CD/REF/007, as listed in Appendix 0/4 of the Specification.
2. For cross-sections at Structures refer to Appendix B.
3. Surfacing requirements for NMU facilities shall be designed in accordance with Section 4.2.8 of Part 1 and Section 4.2.8 of Part 2 of these Employers Requirements.

Table 4 - Requirement for Accesses

Reference Point(s). (refer to Note 1)	**Name and/or Approximate Location**	**Minimum Width (metres)**	**Surfaced / Unsurfaced**	**Minimum verge Widths (metres)**	**Further Details**
A01 – A02	Northleys Farm Access Track off Pitlandie Overbridge, for a length of 115m approximately, to tie in with existing track.	5.5	Unsurfaced	1.0	
A03 – A04	SuDS detention basin maintenance access off Pitlandie Overbridge, for a length of 69m approximately, to tie in with Basin 1.	3.5	Unsurfaced	0.5	Refer to Note 6
A05 – A06	Northleys Farm Access Track off access track for Basin 1 for a length of 33m approximately.	3.5	Unsurfaced	0.5	
A07 – A08	Access track off Pitlandie Overbridge, for a length of 42m approximately, to tie in with existing track at Minordie.	5.5	Surfaced	1.0	
A08 – A09	Access track at Ordie View to be resurfaced between upgraded sections of track for a length of 104m approximately.	A/E	Surfaced	A/E	Refer to Note 10
A09 – A10	Access track off existing resurfaced track at Ordie View, for a length of 41m approximately, to tie in with existing track.	5.0	Surfaced	1.0	
A10 – A11	Access track at Ordie View to be resurfaced between upgraded section of track and new NMU path for a length of 54m approximately.	A/E	Surfaced	A/E	
A12	Access to The Holdings from the B9099 and new Pitlandie Overbridge Side Road.	A/E	Surfaced	A/E	
A13 – A14	Access track to tie in land attributed to Ordie View for a length of 82m approximately.	4.0	Unsurfaced	0.5	
A15 – A16	Access track for Marlehall off Luncarty Link Road for a length of 35m approximately.	5.5	Surfaced	1.0	

Reference Point(s). (refer to Note 1)	**Name and/or Approximate Location**	**Minimum Width (metres)**	**Surfaced / Unsurfaced**	**Minimum verge Widths (metres)**	**Further Details**
A17 – A18	Access track to Rosevale House and Beach Lea House off Luncarty Link Road for a length of 36m approximately.	5.5	Surfaced	1.0	
A19 – A20	SUDs detention basin maintenance access off access track to Rosevale House and Beach Lee House, for a length of 11m approximately, to tie in with Basin 5.	3.5	Unsurfaced	0.5	
A21 – A22	Access track for Newmill Farm (east of A9) off Luncarty Link Road for a length of 12m approximately.	4	Unsurfaced	0.5	
A23 – A24	Access track for Newmill Farm off Tullybelton / Stanley Overbridge for a length of 310m approximately.	3.5	Surfaced	1.0	Refer to Note 3
A24 – A25	Access track for Marlehall Farm and Access to SUDs Detention Basin 2 continuing from Newmill Farm Access track for a length of 289m approximately.	3.5	Unsurfaced	1.0	
A26 – A27	SUDs detention basin maintenance access off access track at Newmill Farm, for a length of 24m approximately, to tie in with Basin 2.	5.0	Unsurfaced	1.0	
A28 – A29	Access track for Newmill Farm off the U32 at Tullybelton / Stanley Overbridge, west of Ordie Burn, for a length of 112m approximately.	3.5	Unsurfaced	1.0	Refer to note 6
A30 – A31	Access track for Newmill Farm off Tullybelton / Stanley Overbridge, east of Ordie Burn, for a length of 100m approximately.	3.5	Unsurfaced	1.0	Refer to note 6
A33 – A34	Access track at East Mains for a length of 57m approximately.	5.0	Surfaced	1.0	

Reference Point(s). (refer to Note 1)	**Name and/or Approximate Location**	**Minimum Width (metres)**	**Surfaced / Unsurfaced**	**Minimum verge Widths (metres)**	**Further Details**
A35 – A36	Access track from Tullybelton / Stanley Overbridge to the existing U38 at Newmill Cottages for a length of 27m approximately.	6.5	Surfaced	1.0	
A36 – A37	Access track for Newmill Cottages for a length of 215m approximately.	4.0	Surfaced	0.5	Refer to Note 3
A37 – A38	Access track from the U38 near Newmill Cottages, for a length of approximately 1147m, to tie in with existing track at Westwood Farm.	4.0	Surfaced	0.5	Refer to Note 3
A39 – A40	Access to Newmill Farm field from Westwood Access Track for a length of 11m approximately.	4.0	Unsurfaced	0.5	
A41 – A42	Access to Newmill Farm field from Westwood Access Track for a length of 17m approximately.	4.0	Unsurfaced	0.5	
A43 – A44	Access to Westwood Farm field from Westwood Access Track for a length of 15m approximately.	4.0	Unsurfaced	0.5	
A45 – A46	Access track from B867, for a length of 192m approximately, to tie in with existing access track to sewage works and East Mains.	5.5m	Surfaced	1.0	Refer to Note 3
A47	Access to Cottage from B867.	A/E	Surfaced	A/E	
A48	Access to the Scottish Liqueur Centre from B867.	A/E	Surfaced	A/E	
A49 – A50	Access track from Bankfoot Link Road, for a length of 52m approximately, to tie in existing access track to Ardonachie.	5.5	Surfaced	1.0	
A51 – A52	Access to Loak Farm field from the C408 for a length of 18m approximately.	4.0	Unsurfaced	2.0	

Reference Point(s). (refer to Note 1)	**Name and/or Approximate Location**	**Minimum Width (metres)**	**Surfaced / Unsurfaced**	**Minimum verge Widths (metres)**	**Further Details**
A53 – A54	Access to South Barns field off access track at Ardonachie, for a length of 83m approximately.	4.0	Unsurfaced	0.5	Refer to Note 8
A55 – A56	SUDs detention basin maintenance access off field access track at South Barns, for a length of 40m approximately, to tie in with Basin 3.	3.0	Unsurfaced	0.5	
A57 – A72	Bellmouth of the access track to North Barns and Broompark to tie in with the C408 for a length of 15m approximately.	5.5	Surfaced	1.0	
A72 – A58	Access track to North Barns and Broompark for a length of 440m approximately.	5.5	Unsurfaced	1.0	
A58 – A59	Access track to tie in with existing access track to Broompark for a length of 8m approximately.	3.5	Unsurfaced	0.5	
A58 – A69	Access track at Broompark Access to East side of Coltrannie Overbridge approach for a length of 320m approximately.	4.5	Unsurfaced	1.0	Refer to Note 3
A69 – A70	Eastern approach to Coltrannie Overbridge and across the structure to the Western approach for a length of 390m approximately.	5.5	Surfaced	1.0	
A70 – A60	Western approach to Coltrannie Overbridge to tie in with existing access track for a length of approximately 30m.	4.5	Unsurfaced	1.0	Refer to Note 3
A61 – A62	Access track from Gellywood Overbridge, for a length of 1473m approximately, to the U116 at Byres of Murthly	3.5	Surfaced	0.5	Refer to Note 3 & 9
A63 – A64	Access track for Gellywood Overbridge for a length of 614m approximately.	3.5	Surfaced	1.0	Refer to Note 7

Reference Point(s). (refer to Note 1)	Name and/or Approximate Location	Minimum Width (metres)	Surfaced / Unsurfaced	Minimum verge Widths (metres)	Further Details
A65 – A66	Access track from East of Gellywood parallel to A9 southbound carriageway for a length of 497m approximately.	3.5	Unsurfaced	1.0	
A67 – A68	SUDS detention basin maintenance access off works track for a length of 25m approximately.	3.5	Unsurfaced	1.0	
A71	Access to Glenordie for a length of approximately 2.5m.	3.5	Surfaced	0.5	

NOTES TO TABLE 4:

1. Reference point locations identified on drawing numbers B1557602/CD/REF/001 to B1557602/CD/REF/007, as listed in Appendix 0/4 of the Specification.
2. Minimum pavement construction shall be in accordance with Section 4.2.7 of Parts 1 and 2 of these Employer's Requirements.
3. Passing bays designed in accordance SCOTS National Roads Development Guide (August 2015).
4. Refer to Appendix 1/15 of the Specification for further details of Accommodation Works access tracks.
5. The use of Accommodation Works tracks for access to SuDS basins from Reference Points A03 – A04, A17 – A18, A23 – A24 and A60 – A61 shall be permitted.
6. Access track increases to in excess of 2.0m of minimum width.
7. Access track over structure is to contain a "green pathway" for wildlife in accordance with Section 4.3 of Part 2.
8. Maximum permitted gradient for the access track from Reference Points A53 – A54 shall be 10%.
9. A minimum of 5 passing places shall be provided along length of the access track.
10. Water egress on track to be resolved as part of resurfacing requirement.

Table 5 - Requirement for Lay-Bys

Reference Point(s). (refer to Note 1)	**Name and/or Approximate Location**	**Minimum Width (metres)** (refer to Note 2)	**Back Length (metres)**	**Minimum verge Widths (metres)**	**Further Details**
LB01 – LB02	Surfaced Type A with merged taper lay-by on northbound carriageway from trunk road Ch.1220 to Ch. 1565 approximately.	10	70	4.5	See Note 1
LB03 – LB04	Surfaced Type A with merged taper lay-by on northbound carriageway from trunk road Ch.7350 to Ch. 7710 approximately.	10	70	4.5	See Note 1
LB05 – LB06	Surfaced Type A with merged taper lay-by on southbound carriageway from trunk road Ch.7820 to Ch. 7390 approximately.	10	100	2.5	See Note 1

NOTES TO TABLE 5:

1. Reference point locations identified on drawing numbers B1557602/CD/REF/001 to B1557602/CD/REF/007, as listed in Appendix 0/4 of the Specification.
2. Minimum width has been measured from front of hard shoulder to back of lay-by.

Table 6 - Requirement for ITS Hardstandings

Reference Point(s). (refer to Note 1)	**Name and/or Approximate Location**	**Length**	**Width**	**Taper**	**Further Details**
IH01	Hardstanding off the rear of the Turning Area (T01) at Pitlandie Overbridge at Cramflat Farm	10	3.5	N/A	See Note 3
IH02	Existing lay-by on the unsegregated NMU track from Luncarty Link Road	20	3.5	5	See Note 2
IH03	Hardstanding on the access track from B867 that ties in with existing access track to sewage works and East Mains.	20	3.5	5	See Note 2

NOTES TO TABLE 6:

1. Reference point locations identified on drawing numbers B1557602/CD/REF/001 to B1557602/CD/REF/007, as listed in Appendix 0/4 of the Specification.
2. To be designed in accordance with TD 69/07.
3. To be built into the rear of turning area T01.

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APPENDIX B

THIS IS APPENDIX B TO THE EMPLOYER'S REQUIREMENTS

REQUIREMENTS FOR PRINCIPAL STRUCTURE(S)

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Table 1 - Requirements for Principal Structure(s)

Structure Reference Number (See Note 3)	Structure Title	Approximate Chainage / Location	Description and Purpose of Structure	Minimum Cross-sectional/Internal Dimensions (metres)	Design Check Category	Required Live Loading	Abnormal Indivisible Load	Live Road Traffic to be Carried.	Vehicle Parapet Type (where required)	Services & Service Ducts to be provided
S01	Shochie Burn Culvert Extension	A9 Luncarty to Pass of Birnam Mainline Ch 730	Extension to existing Shochie Burn Culvert to carry the A9 Trunk Road over Shochie Burn	Over: A9 Trunk Road Verge 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Central Reserve 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Verge 2.5 Under: Shochie Burn Note: The following requirements stated in Volume 3, Part 1 of the Employer's Requirements do not apply to this structure: Section 4.3.7.13(i) – requirement for ledges; and Section 4.3.7.13(vii) – design for a return period of 200 years with a 20% allowance for climate change.	Category 3 - As per BD2 of DMRB	For new Structures: LM1, LM2, in accordance with UK National Annex NA to BS EN 1991-2:2003 and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003. For existing Structure see Note 1.	LM3 SV80, SV100 and SV196 in accordance with BS EN 1991-2 & its UK National Annex.	For all permitted classes of vehicular traffic, cyclists and pedestrians	As per TD 19	[REDACTED]

Structure Reference Number (See Note 3)	Structure Title	Approximate Chainage / Location	Description and Purpose of Structure	Minimum Cross-sectional/Internal Dimensions (metres)	Design Check Category	Required Live Loading	Abnormal Indivisible Load	Live Road Traffic to be Carried.	Vehicle Parapet Type (where required)	Services & Service Ducts to be provided
S02	Pitlandie Accommodation Overbridge	Mainline Ch970	New structure to carry Pitlandie side road accommodation access over the A9 Trunk Road	Over: Access Road Verge 1.0 Carriageway 5.5 Verge 1.0 Under: A9 Trunk Road Verge 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Central Reserve 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Verge 2.5 Headroom: 6.450m (minimum)	Category 3 - As per BD2 of DMRB	LM1 and LM2 in accordance with BS EN 1991-2 & its UK National Annex and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003.	None	For all permitted classes of vehicular traffic, cyclists and pedestrians	As per TD 19	[REDACTED]
S03	Pitlandie Retaining Wall	Pitlandie side road Ch0	New retaining wall to accommodate widening of Pitlandie side road at B9099 junction.	Pitlandie side road Verge 1.0 Carriageway 5.5 Verge 1.0	Category 3 - As per BD2 of DMRB	LM1 and LM2 in accordance with BS EN 1991-2 & its UK National Annex and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003.	LM3 SV80, SV100 and SV196 in accordance with BS EN 1991-2 & its UK National Annex.	For all permitted classes of vehicular traffic, cyclists and pedestrians	As per TD 19	[REDACTED]

Structure Reference Number (See Note 3)	Structure Title	Approximate Chainage / Location	Description and Purpose of Structure	Minimum Cross-sectional/Internal Dimensions (metres)	Design Check Category	Required Live Loading	Abnormal Indivisible Load	Live Road Traffic to be Carried.	Vehicle Parapet Type (where required)	Services & Service Ducts to be provided
S04	Ordie Burn Culvert Extension	Mainline Ch1640	Extension to existing Ordie Burn Culvert to carry the A9 Trunk Road over Ordie Burn	Over: A9 Trunk Road Verge 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Central Reserve 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Verge 2.0 NMU Route 3.0 Under: Ordie Burn Note: The following requirements stated in Volume 3, Part 1 of the Employer's Requirements do not apply to this structure: Section 4.3.7.13(i) – requirement for ledges; and Section 4.3.7.13(vii) – design for a return period of 200 years with a 20% allowance for climate change.	Category 3 - As per BD2 of DMRB	For new Structures: LM1, LM2, in accordance with UK National Annex NA to BS EN 1991-2:2003 and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003. For existing Structure see Note 1.	LM3 SV80, SV100 and SV196 in accordance with BS EN 1991-2 & its UK National Annex.	For all permitted classes of vehicular traffic, cyclists and pedestrians	As per TD 19	[REDACTED]

S05	Tullybelton / Stanley Junction Overbridge	Mainline Ch2950	New structure to carry Tullybelton / Stanley side road over the A9 Trunk Road	Over: Tullybelton / Stanley Junction Verge 2.5 Carriageway 6.0 Central Reserve 1.0 NMU Route 3.0 Verge 2.0 Under: A9 Trunk Road Verge 2.0 Hard Shoulder 3.3 Off Slip 3.7 Hardstrip 0.7 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Central Reserve 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Hardstrip 0.7 On Slip 3.7 Hard Shoulder varies Verge 2.0 Headroom: 6.450m (minimum) Note: Subject to consultation with the Employer the requirement for bank seat abutments to have an exposed height below deck level not greater than 1.8m as set out in Section 4.3.7.2 of Volume 3, Part 1 of the Employer's Requirements need not apply to this structure.	Category 3 - As per BD2 of DMRB	LM1, LM2in accordance with UK National Annex NA to BS EN 1991-2:2003 and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003.	LM3 (SV80)	For all permitted classes of vehicular traffic, cyclists, equestrians and pedestrians	As per TD 19	[REDACTED]

Structure Reference Number (See Note 3)	Structure Title	Approximate Chainage / Location	Description and Purpose of Structure	Minimum Cross-sectional/Internal Dimensions (metres)	Design Check Category	Required Live Loading	Abnormal Indivisible Load	Live Road Traffic to be Carried.	Vehicle Parapet Type (where required)	Services & Service Ducts to be provided
S06	Ordie Burn Under-bridge	Tullybelton / Stanley side road Ch150	New structure to carry Tullybelton / Stanley side road over Ordie Burn	Over: Tullybelton / Stanley Junction Verge 2.5 Carriageway 6.0 Verge 2.5 Under: Ordie Burn Note: Requirement for bank seat abutments to have an exposed height below deck level not greater than 1.8m as set out in Section 4.3.7.2 of Volume 3, Part 1 of the Employer's Requirements does not apply to this structure.	Category 3 - As per BD2 of DMRB	LM1, LM2, in accordance with UK National Annex NA to BS EN 1991-2:2003 and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003.	LM3 SV80, SV100 and SV196 in accordance with BS EN 1991-2 & its UK National Annex.	For all permitted classes of vehicular traffic, cyclists and pedestrians	As per TD19	[REDACTED]

S07	Hunters Lodge Underbridge Extension	Mainline Ch5810	Extension to existing Hunters Lodge Underbridge to carry the A9 Trunk Road over the C408.	Over: A9 Trunk Road Verge 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Central Reserve 2.5 Hardstrip 1.0 Carriageway 7.3 On Slip Varies Hardstrip 1.0 Verge 2.5 Under: C408 Verge 1.0 Carriageway 6.6 Verge As existing at interface with existing structure, varying to 2.5 Headroom: 5.300m (minimum) Note: The following requirements stated in Volume 3, Part 1 of the Employer's Requirements do not apply to this structure: Section 4.3.7.2 – requirement for an open aspect and for bank seat end supports; and Section 4.3.7.5(ii) – minimum width of cantilever.	Category 3 - As per BD2 of DMRB	For new Structures: LM1, LM2, in accordance with UK National Annex NA to BS EN 1991-2:2003 and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003. For existing Structure see Note 1.	LM3 SV80, SV100 and SV196 in accordance with BS EN 1991-2 & its UK National Annex.	For all permitted classes of vehicular traffic, cyclists and pedestrians	As per TD 19	[REDACTED]

Structure Reference Number (See Note 3)	Structure Title	Approximate Chainage / Location	Description and Purpose of Structure	Minimum Cross-sectional/Internal Dimensions (metres)	Design Check Category	Required Live Loading	Abnormal Indivisible Load	Live Road Traffic to be Carried.	Vehicle Parapet Type (where required)	Services & Service Ducts to be provided
S08	Broompark Retaining Wall	Mainline Ch6420	New Retaining Wall required at Broompark	A9 Trunk Road Verge 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Central Reserve 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Verge 2.5	Category 3 - As per BD2 of DMRB	LM4 in accordance with BS EN 1991-2 & its UK National Annex.	None	N/A	N/A	[REDACTED]
S09	Coltrannie Accommodation Overbridge	Mainline Ch6890	New structure to carry Coltrannie Access Track (Accommo-dation Access) over the A9 Trunk Road	Over: Access Track Verge 1.0 Carriageway 5.5 Verge 1.0 Under: A9 Trunk Road Verge 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Central Reserve 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Verge 2.5 Headroom: 6.450m (minimum)	Category 3 - As per BD2 of DMRB	LM1 and LM2 in accordance with BS EN 1991-2 & its UK National Annex and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003.	None	For all permitted classes of vehicular traffic, cyclists and pedestrians	As per TD 19	[REDACTED]

Structure Reference Number (See Note 3)	Structure Title	Approximate Chainage / Location	Description and Purpose of Structure	Minimum Cross-sectional/Internal Dimensions (metres)	Design Check Category	Required Live Loading	Abnormal Indivisible Load	Live Road Traffic to be Carried.	Vehicle Parapet Type (where required)	Services & Service Ducts to be provided
S10	Gelly Accommodation Overbridge	Mainline Ch8580	New structure to carry Gelly Access Track (Accommodation Access) and Green Bridge over the A9 Trunk Road	Over: Gelly Access Track & Green Bridge Grasscrete 0.6 Landscaping 4.5 Grasscrete 1.0 Carriageway 3.5 Verge 1.0 Under: A9 Trunk Road Verge 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Central Reserve 2.5 Hardstrip 1.0 Carriageway 7.3 Hardstrip 1.0 Verge 2.5 Headroom: 6.450m (minimum)	Category 3 - As per BD2 of DMRB	LM1 and LM2 in accordance with BS EN 1991-2 & its UK National Annex and accidental loading in accordance with cl. 4.7.3 of BS EN 1991-2:2003.	None	For all permitted classes of vehicular traffic, cyclists, equestrians and pedestrians	As per TD 19	[REDACTED]

Notes:

1. To be assessed in accordance with the requirements of Section 4.3 of Part 1 of these Employer's Requirements and Appendix W of Part 3 of these Employer's Requirements.
2. The minimum dimensions stated may need to be increased to accommodate sightline widening where required.
3. Structural Reference Numbers are as identified on Drawing Numbers B1557602/CD/REF/001 to B1557602/CD/REF/007, as listed in Appendix 0/4 of the Specification.

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APPENDIX C

THIS IS APPENDIX C TO THE EMPLOYER'S REQUIREMENTS

CERTIFICATES

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APPENDIX C

CERTIFICATES

Description	Reference
Design Interim Certificate: Structures	DICS
Design Check Interim Certificate: Structures	DCICS
Design Certificate: Structures	DCS
Design Check Certificate: Structures	DCCS
Design Interim Certificate: Earthworks	DIC( )
Design Check Interim Certificate: Earthworks	DCIC( )
Design Certificate: Earthworks	DC( )
Design Check Certificate: Earthworks	DCC( )
Design Interim Certificate: Road Restraint Systems	DIC(B)
Design Check Interim Certificate: Road Restraint Systems	DCIC(B)
Design Certificate: Road Restraint Systems	DC(B)
Design Check Certificate: Road Restraint Systems	DCC(B)
Design Interim Certificate: Other Part(s) of Design or Design Elements	DIC( )
Design Check Interim Certificate: Other Part(s) of Design or Design Elements	DCIC( )
Design Certificate: Other Part(s) of Design or Design Elements	DC( )
Design Check Certificate: Other Part(s) of Design or Design Elements	DCC( )
Interim Construction Certificate	ICC
Final Construction Certificate	FCC
Interim Post Construction Certificate	IPCC
Final Post Construction Certificate	FPCC
Consultation Certificate	CNC
Road Safety Audit Certificate	RSAC
Stage 2 Road Safety Audit Certificate: For Temporary Traffic Management Schemes	RSAC(TTM2)
Stage 3 Road Safety Audit Certificate: For Temporary Traffic Management Schemes	RSAC(TTM3)
Temporary Works Certificate	TWC
Provenance Certificate	PC

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DESIGN INTERIM CERTIFICATE: STRUCTURES

CERTIFICATE NO: DICS......……..…..

1. We hereby certify to the Employer in respect of the design of the following part of the Design or Design Element namely

   ....……………..(Name of Structure)

   that reasonable professional skill and care has been taken by us with a view to securing that the part of the Design or Design Element:-

   i. complies with the Employer's Requirements.

   ii. has been accurately translated into the construction drawings and bar bending schedules bearing the unique numbers listed below:

   iii. is not detrimental to the whole Design or Design Element and shall not affect the completion of the Design Certificate(s).

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: ....………………….. Firm: ....……..................
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): ....………….. …. Date: ......……...……........................

   Signed:..…...…………… Firm: ......…......................................
   CONTRACTOR (Agent).

   Name (Block Capitals): ....……......................... Date: ...………..................................

2. Receipt of this Certificate is acknowledged

   Signed: ....…………………............ Date: ....…...............................
   on behalf of the ENGINEER

DESIGN CHECK INTERIM CERTIFICATE: STRUCTURES

CERTIFICATE NO: DCICS.....……..……..

1. We hereby certify to the Employer in respect of the design of the following part of the Design or Design Element namely

.....……..……..……..(Name of Structure)

that reasonable professional skill and care has been taken by us with a view to securing that the part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been accurately translated into the construction drawings and bar bending schedules bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element and shall not affect the completion of the Check Certificate(s).

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: .....……..…… Firm: .....….....
CHECKER (Team leader for Checker)

Name (Block Capitals): ..... Date: .....…….....

Signed:.....……..…….....….... Firm: .....….....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....…….....

2. Receipt of this Certificate is acknowledged

Signed: .....…….....….....
on behalf of the ENGINEER

Date: .....…….....

DESIGN CERTIFICATE: STRUCTURES

CERTIFICATE NO: DCS.....……..

1. We hereby certify to the Employer in respect of the design of the following part of the Design or Design Element namely

.....……..……. (Name of Structure)

that reasonable professional skill and care has been taken by us with a view to securing that the part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been accurately translated into the construction drawings and bar bending schedules bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: .....…….. Firm.....
DESIGNER (Team leader for Designer)

Name (Block Capitals): ..... Date: .....……..

Signed:.....……. Firm.....……...
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....……..

2 Receipt of this Certificate is acknowledged

Signed: .....…… Date: .....
on behalf of the ENGINEER

DESIGN CHECK CERTIFICATE: STRUCTURES

CERTIFICATE NO: DCCS.....……

1. We hereby certify to the Employer in respect of the check of the following part of the Design or Design Element namely

   .....……..……. (Name of Structure)

   that reasonable professional skill and care has been taken by us in carrying out the independent check of the part of the Design or Design Element in accordance with the procedures described in the Design Manual for Roads and Bridges with a view to securing that the part of the Design or Design Element:-

   i. complies with the Employer's Requirements.

   ii. has been accurately translated into the construction drawings and bar bending schedules bearing the unique numbers listed below:

   iii. is not detrimental to the whole Design or Design Element.

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: .....…… Firm: .....
   CHECKER (Team leader for Checker)

   Name (Block Capitals): ..... Date: .....…….

   Signed:.....…….. Firm: .....…….....
   CONTRACTOR (Agent)

   Name (Block Capitals): ..... Date: .....…….....

2. Receipt of this Certificate is acknowledged

   Signed: .....……..…….. Date: .....…….....
   on behalf of the ENGINEER

DESIGN INTERIM CERTIFICATE: EARTHWORKS

CERTIFICATE NO: DIC( )*……..

1. We hereby certify to the Employer in respect of the check of the following further divided part of the Design or Design Element namely

.....……(Name of further divided part of the Earthworks)

.....……(Name of part of Earthworks or Earthwork's Element)

that reasonable professional skill and care has been taken by us with a view to securing that the further divided part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been designed in accordance with the required Design Basis documents listed and dated below.

iii. has been accurately translated into the construction drawings and other Design documents bearing the unique numbers listed below:

iv. is not detrimental to the Whole Design or Design Element and shall not affect the completion of the Design Certificate(s).

v. has been the subject of a Geotechnical Design Report and that the conclusions of that report have been taken into account in the further divided part of the Design or Design Element.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: .....…….. Firm.....
DESIGNER (Team leader for Designer)

Name (Block Capitals): ..... Date: .....…….

Signed:.....…….. Firm.....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....…….....

2 Receipt of this Certificate is acknowledged

Signed: ..... Date: .....
on behalf of the ENGINEER

* Insert Description of part of Design or Design Element:

Earthworks	(E)	Piling	(P)
Grouting Works	(G)		

DESIGN CHECK INTERIM CERTIFICATE: EARTHWORKS

CERTIFICATE NO: DCIC( )*.....

1. We hereby certify to the Employer in respect of the check of the following further divided part of the Design or Design Element namely

.....……(Name of further divided part of the Earthworks)

.....……(Name of part of Earthworks or Earthwork's Element)

that reasonable professional skill and care has been taken by us in carrying out the independent check of the Design or Design Element (including the Geotechnical Design Report referred to in (v) below) with a view to securing that the further divided part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been checked in accordance with the required Design Basis documents listed and dated below.

iii. has been accurately translated into the construction drawings and other design documents bearing the unique numbers listed below:

iv. is not detrimental to the whole Design or Design Element and shall not affect the completion of the Check Certificate(s).

v. has been the subject of a Geotechnical Design Report and that the conclusions of that report have been taken into account in the further divided part of the Design or Design Element.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: .....……..... Firm.....…..... CHECKER (Team leader for Checker)

Name (Block Capitals): ..... Date: .....…….....

Signed:.....……..... Firm.....…..... CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....……..

2. Receipt of this Certificate is acknowledged

Signed: .....……..... Date: .....…..... on behalf of the ENGINEER

* Insert Description of part of Design or Design Element:

Earthworks	(E)	Piling	(P)
Grouting Works	(G)		

DESIGN CERTIFICATE: EARTHWORKS

CERTIFICATE NO: DC( )*.....

1. We hereby certify to the Employer in respect of the design of the following part of the Design or Design Element namely

   .....(Name of Earthworks or Earthwork's Element)

   that reasonable professional skill and care has been taken by us with a view to securing that the part of the Design or Design Element:-

   i. complies with the Employer's Requirements.

   ii. has been designed in accordance with the required Design Basis documents listed and dated below.

   iii. has been accurately translated into the construction drawings and other Design documents bearing the unique numbers listed below:

   iv. is not detrimental to the whole Design or Design Element.

   v. has been the subject of a Geotechnical Design Report and that the conclusions of that report have been taken into account in the Design or Design Element.

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: ..... Firm.....
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): ..... Date: .....

   Signed:..... Firm.....
   CONTRACTOR (Agent)

   Name (Block Capitals): ..... Date: .....

2. Receipt of this Certificate is acknowledged

   Signed: ..... Date: .....
   on behalf of the ENGINEER

   * Insert Description of part of Design or Design Element:

Earthworks	(E)	Piling	(P)
Grouting Works	(G)		

DESIGN CHECK CERTIFICATE: EARTHWORKS

CERTIFICATE NO: DCC( )*.....

1. We hereby certify to the Employer in respect of the check of the following part of the Design or Design Element namely

.....(Name of Earthworks or Earthwork's Element)

that reasonable professional skill and care has been taken by us in carrying out the independent check of the Design or Design Element (including the Geotechnical Design Report referred to in (v) below) with a view to securing that the part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been checked in accordance with the required Design Basis documents listed and dated below.

iii has been accurately translated into the construction drawings and other Design documents bearing the unique numbers listed below:

iv. is not detrimental to the whole Design or Design Element.

v. has been the subject of a Geotechnical Design Report and that the conclusions of that report have been taken into account in the Design or Design Element.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed:.....…….. Firm.....
CHECKER (Team leader for Checker)

Name (Block Capitals): ..... Date: .....…….....

Signed:……..... Firm.....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date:…… .....

2. Receipt of this Certificate is acknowledged

Signed: .....…… Date: .....
on behalf of the ENGINEER

* Insert Description of part of Design or Design Element:

Earthworks	(E)	Piling	(P)
Grouting Works	(G)		

DESIGN INTERIM CERTIFICATE: ROAD RESTRAINT SYSTEMS

CERTIFICATE NO: DIC(B).....

1. We hereby certify to the Employer in respect of the design of the following further divided part of the Design or Design Element namely

.....(Name of further divided part of Road Restraint System or Road Restraint System Element)

.....(Name of part of Road Restraint System or Road Restraint System Element)

that reasonable professional skill and care has been taken by us with a view to securing that the further divided part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been accurately translated into the construction drawings and other Design documents bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element and shall not affect the completion of the Design Certificate(s).

iv. that all aspects of the Design or Design Element of the Road Restraint System on the Contract have been developed by means of a risk assessment approach.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: ..... Firm.....
DESIGNER (Team leader for Designer)

Name (Block Capitals): ..... Date: .....

Signed:..... Firm.....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....

2. Receipt of this Certificate is acknowledged

Signed: ..... Date: .....
on behalf of the ENGINEER

DESIGN CHECK INTERIM CERTIFICATE: ROAD RESTRAINT SYSTEMS

CERTIFICATE NO: DCIC(B).....

1. We hereby certify to the Employer in respect of the check of the following further divided part of the Design or Design Element namely

.....(Name of further divided part of Road Restraint System or Road Restraint System Element)

.....(Name of part of Road Restraint System or Road Restraint System Element)

that reasonable professional skill and care has been taken by us in carrying out the independent check of the Design or Design Element with a view to securing that the further divided part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been accurately translated into the construction drawings and other design documents bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element and shall not affect the completion of the Check Certificate(s).

iv. that all aspects of the Design or Design Element of the Road Restraint System in the Contract have been developed by means of a risk assessment approach.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: .....Firm.....
CHECKER (Team leader for Checker)

Name (Block Capitals): ..... Date: .....

Signed:..... Firm.....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....

2. Receipt of this Certificate is acknowledged

Signed: ..... Date: .....
on behalf of the ENGINEER

DESIGN CERTIFICATE: ROAD RESTRAINT SYSTEM

CERTIFICATE NO: DC(B)…….....

1. We hereby certify to the Employer in respect of the design of the following part of the Design or Design Element namely

.....(Name of part of Road Restraint System or Road Restraint System Element)

that reasonable professional skill and care has been taken by us with a view to securing that the further divided part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been accurately translated into the construction drawings and other Design documents bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element and shall not affect the completion of the Design Certificate(s).

iv. that all aspects of the Design or Design Element of the Road Restraint System in the Contract have been developed by means of a risk assessment approach.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: ..... Firm.....
DESIGNER (Team leader for Designer)

Name (Block Capitals): ..... Date: .....

Signed:..... Firm.....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....

2. Receipt of this Certificate is acknowledged

Signed: ..... Date: .....
on behalf of the ENGINEER

DESIGN CHECK CERTIFICATE: ROAD RESTRAINT SYSTEMS

CERTIFICATE NO: DCC(B).....

1. We hereby certify to the Employer in respect of the check of the following part of the Design or Design Element namely

.....(Name of part of Road Restraint System or Road Restraint System Element)

that reasonable professional skill and care has been taken by us in carrying out the independent check of the part of the Design or Design Element with a view to securing that the part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii. has been accurately translated into the construction drawings and other Design documents bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element

iv. that all aspects of the Design or Design Element of the Road Restraint System in the Contract have been developed by means of a risk assessment approach.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: ..... …… Firm.....
CHECKER (Team leader for Checker)

Name (Block Capitals): ..... Date: .....

Signed:..... Firm.....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....

2. Receipt of this Certificate is acknowledged

Signed: ..... Date: .....
on behalf of the ENGINEER

DESIGN INTERIM CERTIFICATE: OTHER PART(S) OF THE DESIGN OR DESIGN ELEMENT
CERTIFICATE NO: DIC( )*.....……

1. We hereby certify to the Employer in respect of the design of the following further divided part of the Design or Design Element namely

   ...……..…….....(Name of further divided part of Design or Design Element)

   .....……..…….....(Name of part of Design or Design Element)

   that reasonable professional skill and care has been taken by us with a view to securing that the further divided part of the Design or Design Element:-

   i. complies with the Employer's Requirements.

   ii. has been accurately translated into the construction drawings and other Design documents bearing the unique numbers listed below.

   iii. is not detrimental to the whole Design or Design Element and shall not affect the completion of the Design Certificate(s).

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: .....…….....……..... Firm: .....…….....
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): .....…….. Date: .....…….....

   Signed:.....…….....…….. Firm: .....…….....
   CONTRACTOR (Agent)

   Name (Block Capitals): .....…….... Date: .....…….....

2. Receipt of this Certificate is acknowledged

   Signed: .....…..….. Date: .....…….....
   on behalf of the ENGINEER

   * Insert Description of part of Design or Design Element:

Fencing and Environmental Barriers	(F)	Electrical Installation	(I)
Drainage	(D)	Communication Systems	(C)
Road Pavements	(P)	Environmental and Landscape	(E)
Road Layout	(R)	Undertakers	(U)
Kerb, Footways and Paved Areas	(K)	Private Apparatus Owners	(O)
Signs and Road Markings	(S)	Accommodation Works	(A)
Lighting	(L)		

DESIGN CHECK INTERIM CERTIFICATE: OTHER PART(S) OF THE DESIGN OR DESIGN ELEMENT

CERTIFICATE NO: DCIC( )*.....

1. We hereby certify to the Employer in respect of the check of the following further divided part of the Design or Design Element namely

……..…….....(Name of further divided part of Design or Design Element)

.....……..……..(Name of part of Design or Design Element)

that reasonable professional skill and care has been taken by us in carrying out the independent check of the Design or Design Element with a view to securing that the further divided part of the Design or Design Element.

i. complies with the Employer's Requirements.

ii has been accurately translated into the construction drawings and other design documents bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element and shall not affect the completion of the Check Certificate(s).

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: .....……..... Firm: .....
CHECKER (Team leader for Checker)

Name (Block Capitals): ..... Date: .....……..…….....

Signed:.....……..... Firm: .....
CONTRACTOR (Agent)

Name (Block Capitals): .....…… Date: .....……..…….....

2. Receipt of this Certificate is acknowledged

Signed: .....……..... Date: .....
on behalf of the ENGINEER

* Insert Description of part of Design or Design Element:

Fencing and Environmental Barriers	(F)	Electrical Installation	(I)
Drainage	(D)	Communication Systems	(C)
Road Pavements	(P)	Environmental and Landscape	(E)
Road Layout	(R)	Undertakers	(U)
Kerb, Footways and Paved Areas	(K)	Private Apparatus Owners	(O)
Signs and Road Markings	(S)	Accommodation Works	(A)
Lighting	(L)		

DESIGN CERTIFICATE: OTHER PART(S) OF THE DESIGN OR DESIGN ELEMENT
CERTIFICATE NO: DC( )*……

1. We hereby certify to the Employer in respect of the design of the following part of the Design or Design Element namely:

….....……..(Name of Part of the Design or Design Element)

that reasonable professional skill and care has been taken by us with a view to securing that the part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii has been accurately translated into the construction drawings and other design documents bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: .....……..... Firm: .....
DESIGNER (Team leader for Designer)

Name (Block Capitals): ..... Date: .....…….....

Signed:.....……..…….. Firm: .....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: .....

2. Receipt of this Certificate is acknowledged

Signed: .....……..... Date: .....
on behalf of the ENGINEER

* Insert Description of part of Design or Design Element:

Fencing and Environmental Barriers	(F)	Electrical Installation	(I)
Drainage	(D)	Communication Systems	(C)
Road Pavements	(P)	Environmental and Landscape	(E)
Road Layout	(R)	Undertakers	(U)
Kerb, Footways and Paved Areas	(K)	Private Apparatus Owners	(O)
Signs and Road Markings	(S)	Accommodation Works	(A)
Lighting	(L)		

DESIGN CHECK CERTIFICATE: OTHER PART(S) OF THE DESIGN OR DESIGN ELEMENT
CERTIFICATE NO: DCC( )*.....

1. We hereby certify to the Employer in respect of the check of the following part of the Design or Design Element namely:

.....(Name of Design Element)

that reasonable professional skill and care has been taken by us in carrying out the independent check of the part of the Design or Design Element with a view to securing that the part of the Design or Design Element:-

i. complies with the Employer's Requirements.

ii has been accurately translated into the construction drawings and other design documents bearing the unique numbers listed below:

iii. is not detrimental to the whole Design or Design Element.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: ..... Firm: .....
CHECKER (Team leader for Checker)

Name (Block Capitals): ..... Date: .....

Signed:..... Firm: .....
CONTRACTOR (Agent)

Name (Block Capitals): ..... Date: ……

2. Receipt of this Certificate is acknowledged

Signed: ..... Date:.....
on behalf of the ENGINEER

* Insert Description of part of Design or Design Element:

Fencing and Environmental Barriers	(F)	Electrical Installation	(I)
Drainage	(D)	Communication Systems	(C)
Road Pavements	(P)	Environmental and Landscape	(E)
Road Layout	(R)	Undertakers	(U)
Kerb, Footways and Paved Areas	(K)	Private Apparatus Owners	(O)
Signs and Road Markings	(S)	Accommodation Works	(A)
Lighting	(L)		

INTERIM CONSTRUCTION CERTIFICATE

CERTIFICATE NO: ICC .....……....

This Certificate is in respect of the period from …….....……...to.....……….....

1. We hereby certify to the Employer that we have supervised the construction of the Works during the period to which this Certificate relates and that we have exercised reasonable professional skill and care with a view to securing that the parts of the Works set out below have been constructed in accordance with the requirements of the Design

   The parts of the Works referred to in this Certificate are:

   .....…….....

   .....…….....

   .....……

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: .....……..……..... Firm: .....
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): ..... Date: .....…….....

   Signed:.....….....……..... Firm: .....
   CONTRACTOR (Agent)

   Name (Block Capitals): .....…… Date: .....…….....

2 Receipt of this Certificate is acknowledged

   Signed: .....……..... Date: .....
   on behalf of the ENGINEER

FINAL CONSTRUCTION CERTIFICATE

CERTIFICATE NO: FCC.....……..

1. We hereby certify to the Employer that we have supervised with reasonable professional skill and care the construction and completion of the Design or Design Element namely:

   .....…….....(Name of Design or Design Element)

   with a view to securing that it has been constructed in accordance with the requirements of the Design.

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: .....…….....…….. Firm: .....….....
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): ..... Date: .....……....

   Signed:.....…….. Firm: ...….....….....
   CONTRACTOR (Agent)

   Name (Block Capitals): ..... Date: .....…….....

2. Receipt of this Certificate is acknowledged

   Signed: ..... Date: .....
   on behalf of the ENGINEER

INTERIM POST CONSTRUCTION CERTIFICATE

CERTIFICATE NO: IPCC……………......

This Certificate is in respect of the period from ....to..…….............. within the Period of

Maintenance for the ....……………………………………………….……………...….

1. We hereby certify to the Employer that we have supervised the correction of defects of the relevant parts of the Works during the period to which this Certificate relates and that we have exercised reasonable professional skill and care with a view to securing that parts of the Works set out below have been corrected to accord with the Design.

   The parts of the Works referred to in this certificate are:

   ....……………..

   ....……………..

   ....……………..

   ....……………..

   ....……………..................

   ....……………..

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: ....……….........…..... Firm: .....…....................................
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): ....Date: ....………....................

   Signed:.................................……………...... Firm: ...…........…..............................
   CONTRACTOR (Agent)

   Name (Block Capitals): .... Date: ....…………...................

2. Receipt of this Certificate is acknowledged

   Signed: ....……………..... Date: ....
   on behalf of the ENGINEER

FINAL POST CONSTRUCTION CERTIFICATE

CERTIFICATE NO: FPCC.....

1. We hereby certify to the Employer in respect of:

.....(Name of part of the Design or Design Element)

that we have supervised with reasonable professional skill and care the correction of defects of the above named parts of the Works with a view to securing that it has been corrected to accord with the requirements of the Design.

We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

Signed: ..... Firm: .....
DESIGNER (Team leader for Designer)

Name (Block Capitals): .....Date: .....

Signed:..... Firm: .....
CONTRACTOR (Agent)..

Name (Block Capitals): .....Date: .....

2. Receipt of this Certificate is acknowledged

Signed: ..... Date: .....
on behalf of the ENGINEER

CONSULTATION CERTIFICATE

CERTIFICATE NO: CNC…….....

CONSULTATION WITH .....…….....(*Name of Consultee*)

1. We hereby certify to the Employer in respect of:

   .....……..(Name of part of Design or Design Element)

   that we have consulted with .....…….....(*Name of Consultee*) and have ascertained that they have no objections to the part of Design or Design Element as described on the construction documents listed in Part 2 below.

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: .....…..…….. Firm: .....
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): ..... Date: .....……

   Signed:.....…….. Firm: .....
   CONTRACTOR (Agent).

   Name (Block Capitals): ..... Date:..…….....

2. LIST OF CONSTRUCTION DOCUMENTS

3. DECLARATION BY .....…….....(*Name of Consultee*)

   On behalf of .....…….....I confirm that:

   (i) consultations referred to above have been completed,

   (ii) (*Name of Consultee*) has no objection to the Design or Design Element as described on the Construction Documents listed in Part 2 above, and

   (iii) the Construction Documents listed in Part 2 above meet all known requirements

   Signed:
   .....…….....

   Name (Block Capitals): .....…. Date: ....…….....

   (duly authorised to sign on behalf of .....…….....(*Name of Consultee)*

   Date: .....……..

   Receipt of this Certificate is acknowledged

   Signed: .....……Date: ..……..…….....
   on behalf of the ENGINEER

ROAD SAFETY AUDIT CERTIFICATE

CERTIFICATE NO: RSAC……..

This Certificate refers to the Stage.....** Road Safety Audit applicable to Zone of Interest Number.....**

.....……..…….....……

.....……..…….....……

.....……..…….....……

1. We hereby certify to the Employer that all the safety issues raised in the audit report have been addressed by:

   (i)* incorporating all / some* of the recommendations of the audit report in the Design or Design Element (Reference: .....***).
   and*
   (ii)* adopting alternative solutions that have been agreed by the audit team and have been incorporated in the Design or Design Element (Reference: .....***).
   and*
   (iii)* incorporating in the Design or Design Element the decision of the arbitrator (as defined in Design Manual for Roads and Bridges) with respect to the issues detailed in the exception report (Reference .....***).

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: .....…… Firm: .....
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): ..... Date: .....…….....

   Signed:.....……. Firm: .....
   CONTRACTOR (Agent)

   Name (Block Capitals): .....… Date: .....…….....

2. Receipt of this Certificate is acknowledged

   Signed: .....……..... Date: .....
   on behalf of the ENGINEER

   * Delete as appropriate
   ** Insert appropriate references
   *** Insert report and/or associated correspondence references and report item numbers

STAGE 2 ROAD SAFETY AUDIT CERTIFICATE FOR TEMPORARY TRAFFIC MANAGEMENT SCHEMES.

CERTIFICATE NO: RSAC(TTM2)…………

This Certificate refers to the Stage 2 Road Safety Audit of the Temporary Traffic Management Schemes* referred to on Drawing Number(s)**

...........…………..…………

.........................……………...………

....……………..

1. We hereby certify to the Employer that all the safety issues raised in the audit report have been addressed by:

   (i)* incorporating all / some* of the recommendations of the audit report in the Design or Design Element (Reference: ....***).
   and*

   (ii)* adopting alternative solutions that have been agreed by the audit team and have been incorporated in the Design or Design Element (Reference: ....***).
   and*

   (iii)* incorporating in the Design or Design Element the decision of the arbitrator (as defined in Design Manual for Roads and Bridges) with respect to the issues detailed in the exception report (Reference ....***).

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: ....…............……………....... Firm: ……………….……………………
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): ....…Date: ....……………….........................

   Signed:.......................................…………………...... Firm:................….............................
   CONTRACTOR (Agent)

   Name (Block Capitals): ....…Date: .....…………….........................

2. Receipt of this Certificate is acknowledged

   Signed: ....…............……………….............Date: ....….............
   on behalf of the ENGINEER

   * Delete as appropriate
   ** Insert appropriate references
   *** Insert report and/or associated correspondence references and report item numbers

STAGE 3 ROAD SAFETY AUDIT CERTIFICATE FOR TEMPORARY TRAFFIC MANAGEMENT SCHEMES.

CERTIFICATE NO: RSAC(TTM3)…….

This Certificate refers to the Stage. 3 Road Safety Audit of the Temporary Traffic Management Schemes referred to on Drawing Number(s)**

.....

.....

.....

1. We hereby certify to the Employer that all the recommendations of the audit have been incorporated in the Design or Design Element (Reference .....***).

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed: .....Firm: .....
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): .....Date: .....

   Signed:.....Firm: .....
   CONTRACTOR (Agent)

   Name (Block Capitals): ..... Date: .....

2. Receipt of this Certificate is acknowledged

   Signed: ..... Date: .....
   on behalf of the ENGINEER

   ** Insert appropriate references
   *** Insert report and/or associated correspondence references and report item numbers

TEMPORARY WORKS CERTIFICATE

CERTIFICATE NO: TWC……

1. We hereby certify to the Employer that the preparation of the design of Temporary Works comprising

   (Description of Temporary Works)

   has been carried out with reasonable professional skill and care with a view to securing that:

   i) it has been designed in accordance with the following standards:

   ii) The design has been successfully translated into Temporary Works Drawings bearing the unique numbers:

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor

   Signed: …… Firm: ……
   CONTRACTOR (Agent)

   Name (Block Capitals): ..... Date: .....……

2. We have carried out an independent check of the Contractors proposals with reasonable professional skill and care with a view to securing that they are satisfactory for the proper discharge of his responsibilities under the Contract for the safety of the said parts of the Works and without detriment to the Works.

   Signed: …….. Firm: ……..
   TEMPORARY WORKS CHECKER
   (Director or Partner)

   Name (Block Capitals): ..... Date: .....……

3. Receipt of this Certificate is acknowledged

   Signed:…… Date: ……
   On behalf of the ENGINEER

PROVENANCE CERTIFICATE

CERTIFICATE NO: PC……………..…

1. We hereby certify that the provenance/origin of the United Kingdom native plant stock incorporated in the Works are as identified in the Plant Schedule contained in Annex 1 of this certificate.

   We agree that the words and phrases herein, unless otherwise stated, have the same meaning as attributed to them in the Contract between the Employer and Contractor.

   Signed:* ……………………………...…………… Firm: ………..………..…………………
   DESIGNER (Team leader for Designer)

   Name (Block Capitals): .... Date: ....………...........

   Signed:................……………….............………….Firm: ....…..........……..............
   CONTRACTOR (Agent)

   Name (Block Capitals): .... Date: ....………................

2. Receipt of this Certificate is acknowledged

   Signed: ....…………...……..……...... Date: ....……........…........................
   on behalf of the ENGINEER

   *Delete as appropriate

ANNEX 1 TO PROVENANCE CERTIFICATE **CERTIFICATE NO:- PC……..**

BOTANICAL NAME	QUANTITY	FORM/AGE	HEIGHT (cm)	ZONE OF PROVENANCE AND LOCATION	APPROXIMATE DATE PROPAGATION MATERIAL COLLECTED	NURSERY OR NURSERIES AT WHICH THE PLANTS HAVE BEEN GROWN
……	……	……	……	……	……	……
……	……	……	……	……	……	……
……	……	……	……	……	……	……
……	……	……	……	……	……	……
……	……	……	……	……	……	……
……	……	……	……	……	……	……
……	……	……	……	……	……	……
……	……	……	……	……	……	……
……	……	……	……	……	……	……

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APPENDIX D

THIS IS APPENDIX D TO THE EMPLOYER'S REQUIREMENTS

DEPARTURES FROM STANDARDS PROFORMAS

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Application for Departure from Standards

Design Manual for Roads and Bridges Volumes 1, 2 and 3 (Structures) Proforma

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DEPARTURE FROM STANDARDS
(Bridges and other Highway Structures)

Name of Project _____
Name of Bridge or Structure _____
Structure Reference Number _____

TRANSPORT SCOTLAND

APPLICATION FOR DEPARTURE FROM STANDARDS Design Manual for Roads and Bridges VOLUMES 1 TO 3 (STRUCTURES)

APPLICANT:

PROJECT TITLE:

DEPARTURE No:

STRUCTURE REF:

SUBMISSION DATE:

1. List of Supporting Documentation:

Standards:

Drawings:

Other:

2. Description of Proposed Departure:
(Include details of Design Manual for Roads and Bridges Standards and Clause numbers which are being departed from)

3. Designer/Assessor Justification:
(Include reasons why existing Design Manual for Roads and Bridges Standards are inappropriate)

4. Cost Implications:
(Include an estimate of cost savings to Transport Scotland as well as the effect on future maintenance costs)

4.1 Construction Costs

4.2 Maintenance Costs

5. Applicant Design Team Leader Declaration:

I declare that reasonable professional skill and care have been exercised in the preparation of this Departure submission.

Signed:

Name:

Date:

6. Transport Scotland Bridges Branch Comments and Recommendation:

Signed:

Name:

Date:

DEPARTURE FROM STANDARDS
(Bridges and other Highway Structures)

Name of Project _____
Name of Bridge or Structure _____
Structure Reference Number _____

7. Transport Scotland Chief Bridges Engineer Recommendation:

The above Departure is Approved/Rejected

Signed:

Name:

Date:

Application for Departure from Standards

Design Manual for Roads and Bridges Volume 6 (Road Geometry) Proforma

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APPLICANT : .....

PROJECT TITLE : .....

DEPARTURE NO. : .....

PROJECT DETAILS	
General description of project	
Route Strategy	
Road Category & Type	
Proposed Carriageway Cross Section	
Design Speed Proposed	
Future Traffic Flows & Composition	

DESCRIPTION OF DEPARTURE	
Location and Chainage	
Departure Type	
Design Manual for Roads and Bridges Reference	
Required Standard	
Standard Provided	
Associated Departures or Relaxations	
Drawing Nos.	

APPLICANT : .....

PROJECT TITLE :

DEPARTURE NO. :

JUSTIFICATION	
Detailed Justification	
Safety Implications	
Structural Integrity	

ESSENTIAL COMPENSATORY MEASURES	
Compensatory Measures	

APPENDIX E

THIS IS APPENDIX E TO THE EMPLOYER'S REQUIREMENTS

UNDERTAKERS' NOTICES

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APPENDIX E - UNDERTAKERS' NOTICES

Date	Utility Company	NRSWA Appendix Reference	Notes

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APPENDIX F

THIS IS APPENDIX F TO THE EMPLOYER'S REQUIREMENTS

LOCAL COUNCIL DESIGN STANDARDS AND GUIDELINES

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APPENDIX F

LOCAL COUNCIL DESIGN STANDARDS AND GUIDELINES

(included in the Information Pack)

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APPENDIX G

THIS IS APPENDIX G TO THE EMPLOYER'S REQUIREMENTS

DESIGN LOADING FOR VARIABLE MESSAGE SIGNS

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APPENDIX H

THIS IS APPENDIX H TO THE EMPLOYER'S REQUIREMENTS

STRUCTURES DESIGN BASIS

[NOT USED]

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APPENDIX I

THIS IS APPENDIX I TO THE EMPLOYER'S REQUIREMENTS

CONSULTATION MATRIX

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ER Part 2 Section	Description	Current Consultee(s)
1.7	Temporary Traffic Management Schemes	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] Transport Scotland Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] BEAR Scotland Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] Police Scotland Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
1.8.1	Network Rail	Network Rail Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
1.8.2	National Grid Requirements	National Grid Contact person: [REDACTED] Email: [REDACTED] Telephone Number: [REDACTED]
3.1.1	Permanent Fencing	Transport Scotland Contact: [REDACTED] Email: [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
		Tel: [REDACTED]
3.2.1	Water Environment Approvals	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
3.2.1	Compliance with Planning Regulations	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
3.2.2	Working Hours and Control of Noise and Vibration	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
3.4.1	Maintenance of Existing Public Roads within the Site	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] BEAR Scotland Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address:

ER Part 2 Section	Description	Current Consultee(s)
		[REDACTED]
3.6.1	Provision of Accommodation Works	Relevant Landowners
3.7.1	Alterations to Public and Private Roads, Accesses and Public/Private Rights of Way	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
3.8.1	Site Security	Police Scotland Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.1.2	Design for the Side Roads	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.1.6	Provision for Non-Motorised Users	Transport Scotland Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.1.7	Provision of Maintenance Cross-overs	Not used.
4.2.2.1	Site Clearance (Trunk Roads)	Not used.
4.2.2.2	Site Clearance (Side Roads)	Perth & Kinross Council Development Management

ER Part 2 Section	Description	Current Consultee(s)
		Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.3.3	Permanent Fencing	Transport Scotland Major Transport Infrastructure Projects (MTRIPS) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.4.1	Anti-glare Screens	Not used.
4.2.4.2	Road Restraint Systems	Transport Scotland Transport Scotland Trunk Roads: Network Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.5.1	Drainage Design	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.5.2	Connection to Drainage Network (Side Roads)	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.5.2	Connection to Drainage Network (Trunk Roads)	Transport Scotland Trunk Road and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
		Tel: [REDACTED]
4.2.5.4	Discharge of Water	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Scottish Water Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.5.4 (contd.)	Discharge of Water	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] BEAR Scotland Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.5.6	Watercourse Diversions	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
4.2.5.9	Flood Prevention and Pollution Control	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.5.9	Flood Prevention and Pollution Control	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.5.10	Maintenance Access Routes	Transport Scotland Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.7.1	Pavement Design for Side Roads	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.7.5	Surface Course Specification TS2010	Transport Scotland Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.8.1	NMU Facilities (Trunk Roads)	Transport Scotland Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
		Tel: [REDACTED]
4.2.8.1 (contd.)	NMU Facilities (Side Roads)	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.8.2	High Kerb Provision at Ordie Burn Viaduct	Network Rail Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.9.1	Signs, Road Markings etc. (Trunk Roads)	Transport Scotland Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.2.9.1	Signs, Road Markings etc. (Side Roads)	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.9.3	Maintaining Existing Signing	Transport Scotland Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] BEAR Scotland Contact: [REDACTED] [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
		Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] <u>Perth & Kinross Council</u> Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.2.9.4	Chart Nodes	<u>Transport Scotland</u> Asset Management Branch of Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED] Telephone number: [REDACTED]
4.3.1.1	Structural Works (Side Roads)	<u>Perth & Kinross Council</u> Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.3.1.2	Structures Adjacent to Watercourses	<u>Scottish Environment Protection Agency (SEPA)</u> Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.3.1.3	Structures – Location of Apparatus	<u>BT Openreach</u> Contact: [REDACTED] [REDACTED] Email: [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
		Tel: [REDACTED] Address: [REDACTED] <u>Scottish Water</u> Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] <u>Scottish and Southern Energy (SSE)</u> Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.3.1.3 (contd.)	Structures – Location of Apparatus	<u>Scottish Gas Networks (SGN)</u> Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] <u>National Grid</u> Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] <u>Cornerstone Telecommunications Infrastructure Limited (CTIL)</u> Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
		Address: [REDACTED] And any other Relevant Statutory Undertaker
4.3.3.1	Proposed Paint Systems for Steelwork	Transport Scotland Bridges Branch Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.3.3.3	Proprietary Waterproofing System	Transport Scotland Bridges Branch Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.3.5.1	Reinforced Soil Structures	Transport Scotland Bridges Branch Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.3.1	Appointment of the Landscape Clerk of Works	Transport Scotland Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.3.2	Appointment of the Archaeologist	Transport Scotland Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.3.3	Appointment of the Ecological Clerk of Works	Scottish Natural Heritage (SNH) Contact: [REDACTED] Email: [REDACTED] Telephone number: [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
4.4.4.1	Air Quality / Reduction of Dust	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.4.4.2	Re-use of Materials	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.4.3	Water Quality & Drainage	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.4.3	Monitoring Water Quality	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.4.4	Planning Policies and Consents	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.4.4.5	Protected Species & Sites	Scottish Natural Heritage (SNH) Contact: [REDACTED] Email: [REDACTED] Telephone number: [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
4.4.4.7	Cultural Heritage	Transport Scotland Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.4.7 (contd.)	Cultural Heritage	Historic Environment Scotland Contact Person: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.4.21	Construction Noise Nuisance	Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.4.5.6	Landscape Design Approvals	Transport Scotland Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Transport Scotland Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Historic Environment Scotland Contact Person: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.8.4	Planting Design Approvals	Transport Scotland

ER Part 2 Section	Description	Current Consultee(s)
		Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
4.4.9.1	Works adjacent to the River Tay SAC	Scottish Natural Heritage (SNH) Contact: [REDACTED] Email: [REDACTED] Telephone number: [REDACTED]
4.7.1	Contaminated Land	Scottish Environment Protection Agency (SEPA) Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Perth & Kinross Council Development Management Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
4.8.1.1	Traffic Scotland	Transport Scotland Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED]
5.1.1	Location of Apparatus and Diversion Works	BT Openreach Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED]
5.1.1 (contd.)	Location of Apparatus and Diversion Works	Scottish Water Contact: [REDACTED] [REDACTED]

ER Part 2 Section	Description	Current Consultee(s)
		Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] <u>Scottish and Southern Energy (SSE)</u> Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] <u>Scottish Gas Networks (SGN)</u> Contact: [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] <u>National Grid</u> Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED]
5.1.1 (contd.)	Location of Apparatus and Diversion Works	<u>Cornerstone Telecommunications Infrastructure Limited (CTIL)</u> Contact: [REDACTED] [REDACTED] Email: [REDACTED] Tel: [REDACTED] Address: [REDACTED] And any other Relevant Statutory Undertaker
5.1.2	Private Water Supplies and Septic Tanks	<u>Holm Cottage</u> Contact: [REDACTED] Address:

ER Part 2 Section	Description	Current Consultee(s)
		[REDACTED] <u>Anvil Cottage</u> Contact: [REDACTED] Address: [REDACTED] <u>Barn House</u> Contact: [REDACTED] Address: [REDACTED]
6.3.1.1	Compliance Surveys	<u>Transport Scotland</u> Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED] Telephone number: [REDACTED]
7.5.1	Inventory Requirements	<u>Transport Scotland</u> Asset Management Branch of Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED] Telephone number: [REDACTED]
8.12.1	Departures from Standard from Transport Scotland's 'Roads For All: Good Practice Guide for Roads'	<u>Transport Scotland</u> Trunk Roads and Bus Operations (TRBO) Contact: [REDACTED] Email: [REDACTED] Telephone number: [REDACTED]

Notes:
1. SEPA – Scottish Environment Protection Agency.
2. SNH – Scottish Natural Heritage
3. The Contractor shall note the division of responsibilities with respect to consultations, shown in the table overleaf.

Division of Responsibilities	
SNH	**Local Authority (LA)**
Designated sites (Natura and SSSIs)	**Nature conservation and biodiversity interests that are not internationally or nationally designated (including Ancient Woodland)**
Deer	**Protected species advice**
Landscape – national (NSAs) and other significant landscape impacts	**Landscape – non designated**
Outdoor Access – national issues	**Outdoor Access – local issues**
Protected species advice (as per our service level statement – i.e. We provide advice only if requested by LA and a recent survey/mitigation plan shows that protected species are present on the site, but the LA is uncertain that the proposed mitigation is sufficient to avoid an offence.) Note SNH has a statutory role in relation to species licensing.	

APPENDIX J

THIS IS APPENDIX J TO THE EMPLOYER'S REQUIREMENTS

REINFORCED SOIL DIMENSIONAL TOLERANCES AND DEFORMATION LIMITS

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APPENDIX J

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REINFORCED SOIL DIMENSIONAL TOLERANCES AND DEFORMATION LIMITS

REINFORCED SOIL STRUCTURES - DESIGN VALUES OF CONSTRUCTION MOVEMENT TOLERANCES TO BE EQUALLED OR BETTERED

To be agreed with the Engineer during the Tender Period and included with the Tender

Tolerances for faces of retaining walls and abutments	
Location of plane of Structure	**Tolerance ± 50 mm**
Verticality	± [REDACTED]mm per metre height [REDACTED]
Bulging (vertical)	± [REDACTED]mm in [REDACTED]m template
Bowing (horizontal)	± [REDACTED]mm in [REDACTED]m template
Steps at Joints	± [REDACTED]mm
Alignment along top	± [REDACTED]mm for reference alignment

Serviceability limits on post construction internal strains for bridge abutments and retaining walls	
Structure	**Strain (percent)**
Bridge Abutments	[REDACTED]
Walls	[REDACTED]

Minimum vertical movement capacities required for facing system to cope with vertical internal settlement of reinforced fill	
Structure form	**Minimum vertical movement capacity**
Discrete Panels	Joint closure of [REDACTED] relative to panel height

The Designer shall state the Design Values used in the Structure Design Statement for each reinforced soil structure

Methodology for Measuring Tolerances
The Designer shall define the methodology to be used in the Structure Design Statement for each reinforced soil structure.

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APPENDIX K

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STAGE 1 ROAD SAFETY AUDIT REPORT

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APPENDIX L

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WALKING, CYCLING AND HORSE-RIDING REVIEW REPORT

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APPENDIX M

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AMENDMENTS TO THE DESIGN MANUAL FOR ROADS AND BRIDGES AND THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS

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APPENDIX M

AMENDMENTS TO THE DESIGN MANUAL FOR ROADS AND BRIDGES AND THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS

SEDD/SE/TS INTERIM AMENDMENTS

SEDD INTERIM AMENDMENT NO 11	Manual of Contract Documents for Highway Works (MCHW); The Housing Grants, Construction and Regeneration Act 1996
SEDD INTERIM AMENDMENT NO 12	Manual of Contract Documents for Highway Works (MCHW); Volume 1: Appendix A: Sector Scheme 14 (for the Production of Asphalt Mixes)
SEDD INTERIM AMENDMENT NO 13	Manual of Contract Documents for Highway Works (MCHW); Supply of Goods and Services by Local Authorities
SEDD INTERIM AMENDMENT NO 14	Manual of Contract Documents for Highway Works (MCHW); Aggregates Levy
SEETLLD INTERIM AMENDMENT NO 16	Manual of Contract Documents for Highway Works (MCHW); Sustainability in Construction - the Considerate Constructors Scheme
SE INTERIM AMENDMENT NO 18	Manual of Contract Documents for Highway Works (MCHW); the Use of the Saturation Ageing Tensile Stiffness (SATS) Test
TS INTERIM AMENDMENT No 20	Interim Management Strategy for Concrete Half-Joint Deck Structures
TS INTERIM AMENDMENT No 21	Principal and general inspection of sign / signal gantries, and gantries with low handrails or open mesh flooring (BD 63/94 and BA63/94)
TS INTERIM AMENDMENT No 22	Implementation of New Reinforcement Standards (BS 4449:2005, BS 4482:2005, BS 4483: 2005 and BS 8666:2005)
TS INTERIM AMENDMENT No 23	Implementation of BS8500-1:2006 Concrete – Complementary British Standard to BS EN 206-1
TS INTERIM AMENDMENT No 24	Guidance on implementing results of research on bridge deck waterproofing
TS INTERIM AMENDMENT No 25	Assessment and Upgrading of Existing Vehicle Parapets
TS INTERIM AMENDMENT No 26	The Anchorage of Reinforcement and Fixings in Hardened Concrete

TS INTERIM AMENDMENT No 27	Implementation of Construction (Design and Management) 2007 and the withdrawal of SD 10/05 and SD 11/05
TS INTERIM AMENDMENT No 28	Certification of Combined Kerb and Drainage Products
TS INTERIM AMENDMENT No 29	Identification of 'Particularly at Risk' Supports
TS INTERIM AMENDMENT No 30	The Use of Foamed Concrete
TS INTERIM AMENDMENT No 32	Clarification on the deflection of permanent formwork during the construction of trunk road bridges
TS INTERIM AMENDMENT No 33	Guidance on the use of various documents relating to General & Principal Inspections for Trunk Road Structures
TS INTERIM AMENDMENT No 34	Guidance on the use of High Friction Surfacing at Signalised Pedestrian Crossings on single carriageway Trunk Roads
TS INTERIM AMENDMENT No 35/15	Guidance on the Introduction of Transport Scotland TS 2010 surface course specification
TS INTERIM AMENDMENT No 36	Guidance on structural safety reporting relating to the Scottish Trunk Road Network
TS INTERIM AMENDMENT No 37	Design of Single 2+1 single roads
TS INTERIM AMENDMENT No 38	Temporary Barrier Decision Tool (TBDT)
TS INTERIM AMENDMENT No 39	Use of Eurocodes for the Design of Bridges and Road Related Structures
TS INTERIM AMENDMENT No 42	Temporary Cover Plates Over Bridge Expansion Joints
TS INTERIM AMENDMENT No 43	Strategy for the Repair/Replacement of Joints
TS INTERIM AMENDMENT No 44	Simplified Design Method for the Crack, Seat and Overlay Method - Notes for Guidance
TS INTERIM AMENDMENT No 45	Management of Abnormal Loads
TS INTERIM AMENDMENT No 46/16	Structures Inspector Competencies and Certification
TS INTERIM AMENDMENT No 47/16	Adoption of IAN 154
TS INTERIM AMENDMENT No 48	Adoption of IAN 156/16R1

INTERIM ADVICE NOTES

INTERIM ADVICE NOTE 73/06 Revision 1 (2009)	Design Guidance for Road Pavement Foundations

INTERIM ADVICE NOTE 156/16R1	Revision of Aggregate Specification for Pavement Surfacing

APPENDIX N

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AS CONSTRUCTED REQUIREMENTS

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APPENDIX N

AS CONSTRUCTED REQUIREMENTS

General Requirements
The As Constructed Requirements shall be as described in Section 7 of Part 1.

Road Design Criteria
A suitable format for the recording of the Roads Design Criteria referred to in Section 7 of Part 1 is contained within this Appendix.

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AS CONSTRUCTED REQUIREMENTS
ROADS DESIGN CRITERIA

Scheme Name:
Scheme Identifier:

1. Horizontal Geometry

Transition curve design basis

Minimum radius ……..metres with percent superelevation

Minimum sight distance ……..metres

Road layout design basis

Curve Number	Length (metres)	Radius (metres)	Crossfall (percent)

2. Vertical Geometry

Road layout design basis

Curve Number	Length (metres)	K Value

3. Pavement Design

Initial traffic (commercial vehicles/day)

Designed growth rate (percent)

Designed traffic (commercial vehicles/day)

Pavement Type ……..

If alternative design, state departure

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APPENDIX O

THIS IS APPENDIX O TO THE EMPLOYER'S REQUIREMENTS

SCHEDULE OF SUPPLEMENTARY REQUIREMENTS

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APPENDIX P

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STRUCTURES DESIGN STATEMENT

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Name of Project:
Name of Bridge or Structure:
Structure Ref No's:

INTRODUCTION

1 ROAD DETAILS

1.1 Type of road

1.2 Permitted traffic speed [2]

1.3 Existing restrictions [3]

2 SITE DETAILS

2.1 Obstacle crossed

3 PROPOSED STRUCTURE

3.1 Description of Structure and design working life [4]

3.2 Structural type

3.3 Foundation type (including any special measures or associated works such as ground treatment or mine workings consolidation to take account of any problems identified in Section 6 below)

3.4 Span arrangements

3.5 Articulation arrangements

3.6 Classes and levels [5D]

3.6.1 Consequence class

3.6.2 Reliability class

3.6.3 Inspection level

3.7 Road restraint systems requirements

3.8 Proposed arrangements for future maintenance and inspection / Inspection for Assessment [1]

3.8.1 Traffic management

3.8.2 Arrangements for future maintenance and inspection of structure. Access arrangements to structure.

3.8.3 Intrusive or further investigations proposed [A]

3.9 Environment and sustainability

3.10 Durability. Materials and finishes [1,6D] / Materials strengths assumed and basis of assumptions [1,6A]

.

3.11 Risks and hazards considered for design, execution, maintenance and demolition Consultation with and/or agreement from Principal Designer [7]

3.12 Proposed arrangements for execution [D]

3.12.1 Construction of Structure

3.12.2 Traffic management

3.12.3 Service diversions

3.12.4 Interface with existing Structures

3.13 Year of construction [A]

3.14 Reason for assessment [A]

3.15 Part of Structure to be assessed [A]

4 DESIGN CRITERIA

4.1 Actions

4.1.1 Permanent actions

4.1.2 Snow, wind and thermal actions

4.1.3 Actions relating to normal traffic under AW regulations and C&U regulations [8D, 8A]

4.1.4 Actions relating to General Order Traffic Under STGO regulations [9D]

4.1.5 Footway or footbridge variable actions

4.1.6 Actions relating to Special Order Traffic, provision for exceptional abnormal indivisible loads including location of vehicle track on deck cross-section [10D]

4.1.7 Accidental actions

4.1.8 Actions during execution

4.1.9 Any special actions not covered above [11]

4.2 Heavy or high load route requirements and arrangements being made to preserve the route, including any provisions for future heavier loads or future widening [12]

4.3 Minimum headroom provided

4.4 Authorities consulted and any special conditions required

4.5 Standards and documents

4.5.1 Technical Standards Schedule

See Annex A

4.5.2 Additional relevant Standards and publications

4.6 Proposed Departures from Standards given in 4.5

See Annex C

4.7 Proposed methods for dealing with aspects not covered by Standards in 4.5

4.8 List of record of options and choices (for Category 2 and 3 checks) [13D]

5 STRUCTURAL ANALYSIS

5.1 Methods of analysis proposed for superstructure, substructure and foundations [14]

5.2 Description and diagram of idealised Structure to be used for analysis

See Annex B.

5.3 Assumptions intended for calculation of structural element stiffness

5.4 Proposed range of soil parameters to be used in the design / assessment [1] of earth retaining elements [D, 15A]

6 GEOTECHNICAL CONDITIONS

6.1 Geotechnical Category of Structure (BS EN 1997-1) [D]

6.2 Acceptance of recommendations of the Geotechnical Design Report to be used in the design / assessment [1] and reasons for any proposed changes

6.3 Summary of design for highway Structure in the Geotechnical Design Report

6.4 Differential settlement to be allowed for in the design / assessment [1] of the Structure (including reference to settlements at interface between Structure and earthworks)

6.5 If the Geotechnical Design Report is not yet available, state when the results are expected and list the sources of information used to justify the preliminary choice of foundations [16]

6.6 Tolerances for reinforced soil Structures (face angle >70 degrees) (including methodology for measurement) [D]

7 CHECKING

7.1 Proposed Category [D, A] and Design Supervision Level [D]

Category 3 and Design Supervision Level DSL3.

7.2 Name of proposed Category 3 Checker

8 DRAWINGS AND DOCUMENTS

8.1 List of drawings (including numbers) and documents accompanying the submission [17]

ANNEX A - Technical Standards Schedule [18D, 18A]

ANNEX B - Diagram of idealised structural analysis model

ANNEX C - Departures from Standards

ANNEX D - Drawings

9 THE ABOVE ACCURATELY REFLECTS THE ASSUMPTIONS USED FOR DESIGN / ASSESSMENT [1] OF THIS STRUCTURE

Signed _____

Name _____
Design Team Leader

Engineering Qualifications _____ [19]

Name of Organisation _____

Date _____

Notes

D. Indicates clauses to be used in Design SDS only.

A. Indicates clauses to be used in Assessment SDS only.

1. Delete as appropriate.

2. For a bridge, give over and/or under.

3. Include weight, height, width and any environmental restrictions at or adjacent to the bridge.

4. The design working life of the structure, including temporary structure, and replaceable structural parts shall be given. They shall be expressed as a number of years rather than a range of years. A design working life shall be based on the Design Manual for Roads and Bridges if stated. Otherwise it may be based on the guidance given in the Overseeing Organisation's current requirements for the use of Eurocodes for the design of highway structures.

5D State the classes and levels for the whole structure, as well as those for the individual main structural elements if higher or lower. See the Overseeing Organisation's current requirements for the use of Eurocodes for the design of highway structures. Refer to BS EN 1990:2002 + A1:2005 cl. B3, B4 and B5 for further information.

6D For concrete Structures, give applicable exposure classes for particular structural elements as stated in TS IA 23. For all material strengths given, list the relevant codes/standards..

6A Give material strengths from record drawings or intrusive investigation. For all material strengths given, list the relevant codes/standards.

7. List only risks and hazards that would not be apparent to an experienced and competent Contractor or are likely to require special attention to manage them effectively. Where possible and practicable, the identified potential risks and hazards shall be eliminated or minimised during the design stage. The Principal Contractor will confirm that the Principal Designer has reviewed the risks and hazards identified in this SDS and is satisfied.

8D. e.g. Load Models 1 or 2, BS EN 1991-2.

8A e.g. Assessment Loading

9D. e.g. SV model vehicle in Load Model 3, BS EN 1991-2.

9A e.g. HB or SV loading

10D e.g. SOV model vehicle in Load Model 3, BS EN 1991-2 and / or individual vehicle which includes the following information as applicable:

- *a) Gross weight of the vehicle in tonnes and vehicle type and number;*
- *b) Axle load and spacing (longitudinally and transversely);*
- *c) Air cushion in tonnes over area applied in m x m; and*
- *d) Single or twin tyres and wheel contact areas.*

11 e.g. seismic action, atmospheric icing, floating debris etc.

12. The heavy or high load route requirements should be confirmed with Transport Scotland.

13 Not used.

14 List the main structural elements for superstructure, substructure and foundation.

15A For assessment of existing Structures, where no such geotechnical information is available, suggested earth pressure coefficient values given in relevant Design Manual for Roads and Bridges parts should be used instead.

16. When the Geotechnical Design Report becomes available , an addendum to the SDS, covering section 6, must be submitted to the Employer. The addendum must have its own sections 8 and 9 to provide a list of drawings, documents and signatures.

17. Where appropriate, also include:

- *a) Relevant extracts from the Geotechnical Design Report;*
- *b) Methods of dealing with aspects not covered by Standards; and*
- *c) Relevant correspondence and documents from consultations.*

18D The relevant Design Standards are given in Annex A below to this Appendix P.

18A The relevant Assessment Standards are given in the Design Manual for Roads and Bridges (DMRB).

19. CEng, MICE, MIStructE or equivalent.

STRUCTURES DESIGN STATEMENT

ANNEX A

Technical Standards Schedule for Works Design

It is the responsibility of the complier of the Structures Design Statement and/or the design or check certificate compiler to ensure that the Standards, references and clauses used - including amendments and corrigenda are relevant and current at the Base Date.

Documents in italics are under preparation at the time of publication of this document.

All Standards and Documents not used shall be struck through.

Schedule of Documents Relating to Design of Highway Bridges and Structures using Structural Eurocodes

British Standards (non-conflicting with Structural Eurocodes)	
BS 4449:2005+A3:2016	Steel for the reinforcement of concrete
BS 8002:2015	Code of practice for earth retaining structures
BS 8004:2015	Code of practice for foundations
BS 8006-1:2010 + A1:2016	Code of practice for strengthened/reinforced soils and other fills
BS 8500-1:2015 + A1:2016	Concrete – Complementary British Standard to BS EN 206:Method of specifying and guidance for the specifier
BS EN 206:2013 + A1:2016	Concrete – Specification, performance, production and conformity
BS EN 1317-1:2010	Road restraint systems – Part 1 – Terminology and general criteria for test methods
BS EN 1317-2:2010	Road restraint systems – Part 2 – Performance classes, impact test acceptance criteria and test methods for safety barriers including vehicle parapets
BS EN 1317-3:2010	Road restraint systems – Part 3 – Performance classes, impact test acceptance criteria and test methods for crash cushions
DD ENV 1317-4: 2002	Road restraint systems – Part 4 – Performance classes, impact test acceptance criteria and test methods for terminals and transitions of safety barriers
BS EN 1317-5:2007 + A2:2012	Road restraint systems – Part 5 – Product requirements and evaluation of conformity for vehicle restraint systems
PD CEN/TR 16949:2016	Road Restraint System – Pedestrian restraint system - Pedestrian parapets
Draft prEN 1317-7	Road restraint systems - Part 7: Performance classes, impact test acceptance criteria and test methods for terminals of safety barriers
PD CEN/TS 1317-8:2012	Road restraint systems - Part 8: Motorcycle road restraint systems which reduce the impact severity of motorcyclist collisions with safety barriers
BS EN 10080:2005	Steel for the reinforcement of concrete – Weldable reinforcing steel - General
BS EN 14388:2015	Road traffic noise reducing devices - Specifications
BS EN 15050:2007 + A1:2012	Precast concrete products. Bridge elements

Structural Eurocodes	
BS EN 1990:2002 + A1:2005	Eurocode: Basis of structural design
NA to BS EN 1990:2002 + A1:2005	UK National Annex to Eurocode: Basis of structural design
BS EN 1991-1-1:2002	Eurocode 1: Actions on structures. Part 1-1: General Actions: Densities, self-weight, imposed load for buildings
NA to BS EN 1991-1-1:2002	UK National Annex to Eurocode 1: Actions on structures. Part 1-1: General Actions. Densities, self-weight, imposed load for buildings
BS EN 1991-1-3:2003 + A1:2015	Eurocode 1: Actions on structures - Part 1-3: General Actions: Snow loads
NA + A1:2015 to BS EN 1991-1-3:2003 + A1:2015	UK National Annex to Eurocode 1: Actions on structures. Part 1-3: General Actions. Snow loads
BS EN 1991-1-4:2005 + A1:2010	Eurocode 1: Actions on structures – Part 1-4: General Actions: Wind actions
NA to BS EN 1991-1-4:2005 + A1:2010	UK National Annex to Eurocode 1: Actions on structures. Part 1-4: General Actions. Wind actions
BS EN 1991-1-5:2003	Eurocode 1: Actions on structures – Part 1-5: General Actions: Thermal actions
NA to BS EN 1991-1-5:2003	UK National Annex to Eurocode 1: Actions on structures. Part 1-5: General Actions. Thermal actions
BS EN 1991-1-6:2005	Eurocode 1: Actions on structures – Part 1-6: General Actions: Actions during execution
NA to BS EN 1991-1-6:2005	UK National Annex to Eurocode 1: Actions on structures. Part 1-6: General Actions. Actions during execution
BS EN 1991-1-7:2006 + A1:2014	Eurocode 1: Actions on structures – Part 1-7: General Actions: Accidental actions
NA + A1:2014 to BS EN 1991-1-7:2006 + A1:2014	UK National Annex to Eurocode 1: Actions on structures. Part 1-7: General Actions. Accidental actions
BS EN 1991-2:2003	Eurocode 1: Actions on structures – Part 2: Traffic loads on bridges
NA to BS EN 1991-2:2003	UK National Annex to Eurocode 1: Actions on structures. Part 2: Traffic loads on bridges
BS EN 1992-1-1:2004 + A1:2014	Eurocode 2: Design of concrete structures – Part 1-1: General rules and rules for buildings
NA + A2:2014 to BS EN 1992-1-1:2004 + A1:2014	UK National Annex to Eurocode 2: Design of concrete structures – Part 1-1: General rules and rules for buildings
BS EN 1992-2:2005	Eurocode 2: Design of concrete structures – Part 2: Concrete bridges – Design and detailing rules
NA to BS EN 1992-2:2005	UK National Annex to Eurocode 2: Design of concrete structure – Part 2: Concrete bridges – Design and detailing rules

Structural Eurocodes	
BS EN 1992-3:2006	Eurocode 2: Design of concrete structures – Part 3: Liquid retaining and containment structures
NA to BS EN 1992-3:2006	UK National Annex to Eurocode 2: Design of concrete structures – Part 3: Liquid retaining and containment structures
BS EN 1993-1-1:2005 + A1:2014	Eurocode 3: Design of steel structures – Part 1-1: General rules and rules for buildings
NA + A1:2014 to BS EN 1993-1-1:2005 + A1:2014	UK National Annex to Eurocode 3: Design of steel structure – Part 1-1: General rules and rules for buildings
BS EN 1993-1-3:2006	Eurocode 3: Design of steel structures – Part 1-3 General rules – Supplementary rules for cold-formed members and sheeting
NA to BS EN 1993-1-3:2006	UK National Annex to Eurocode 3: Design of steel structures – Part 1-3: General rules – Supplementary rules for cold-formed members and sheeting
BS EN 1993-1-4:2006 + A1:2015	Eurocode 3: Design of steel structures – Part 1-4: General rules – Supplementary rules for stainless steels
NA + A1:2015 to BS EN 1993-1-4:2006 + A1:2015	UK National Annex to Eurocode 3: Design of steel structures – Part 1-4: General rules – Supplementary rules for stainless steels
BS EN 1993-1-5:2006	Eurocode 3: Design of steel structures – Part 1-5: Plated structural elements
NA + A1:2016 to BS EN 1993-1-5:2006	UK National Annex to Eurocode 3: Design of steel structure – Part 1-5: Plated structural elements
BS EN 1993-1-6:2007	Eurocode 3: Design of steel structures – Part 1-6 Strength and stability of shell structures
BS EN 1993-1-7:2007	Eurocode 3: Design of steel structure – Part 1-7: Plated structures subject to out of plane loading
BS EN 1993-1-8:2005	Eurocode 3: Design of steel structures – Part 1-8: Design of joints
NA to BS EN 1993-1-8:2005	UK National Annex to Eurocode 3: Design of steel structures – Part 1-8: Design of joints
BS EN 1993-1-9:2005	Eurocode 3: Design of steel structures – Part 1-9: Fatigue
NA to BS EN 1993-1-9:2005	UK National Annex to Eurocode 3: Design of steel structures – Part 1-9: Fatigue
BS EN 1993-1-10:2005	Eurocode 3: Design of steel structures – Part 1-10: Material toughness and through-thickness properties
NA to BS EN 1993-1-10:2005	UK National Annex to Eurocode 3: Design of steel structures – Part 1-10: Material toughness and through-thickness properties
BS EN 1993-1-11:2006	Eurocode 3: Design of steel structures – Part 1-11: Design of structures with tension components
NA to BS EN 1993-1-11:2006	UK National Annex to Eurocode 3: Design of steel structures – Part 1-11: Design of structures with tension components

Structural Eurocodes	
BS EN 1993-1-12:2007	Eurocode 3: Design of steel structures – Part 1-12: Additional rules for the extension of EN 1993 up to steel grades S 700
NA to BS EN 1993-1-12:2007	UK National Annex to Eurocode 3: Design of steel structures – Part 1-12: Additional rules for the extension of EN 1993 up to steel grades S 700
BS EN 1993-2:2006	Eurocode 3: Design of steel structures – Part 2: Steel bridges
NA + A1:2012 to BS EN 1993-2:2006	UK National Annex to Eurocode 3: Design of steel structures – Part 2: Steel bridges
BS EN 1993-5:2007	Eurocode 3: Design of steel structures – Part 5: Piling
NA + A1:2012 to BS EN 1993-5:2007	UK National Annex to Eurocode 3: Design of steel structures – Part 5: Piling
BS EN 1994-1-1:2004	Eurocode 4: Design of composite steel and concrete structures – Part 1-1: General rules and rules for buildings
NA to BS EN 1994-1-1:2004	National Annex to Eurocode 4: Design of composite steel and concrete structures – Part 1-1: General rules and rules for buildings
BS EN 1994-2:2005	Eurocode 4: Design of composite steel and concrete structures – Part 2: General rules and rules for bridges
NA to BS EN 1994-2:2005	National Annex to Eurocode 4: Design of composite steel and concrete structures – Part 2: General rules and rules for bridges
BS EN 1995-1-1:2004 + A2:2014	Eurocode 5: Design of timber structures – Part 1-1: General – Common rules and rules for buildings
NA to BS EN 1995-1-1:2004 + A1:2008	UK National Annex to Eurocode 5: Design of timber structures – Part 1-1: General – Common rules and rules for buildings
BS EN 1995-2:2004	Eurocode 5: Design of timber structures – Part 2: Bridges
NA to BS EN 1995-2:2004	UK National Annex to Eurocode 5: Design of timber structures – Part 2: Bridges
BS EN 1996-1-1:2005 + A1:2012	Eurocode 6: Design of masonry structures – Part 1-1: General rules for reinforced and unreinforced masonry structures
NA to BS EN 1996-1-1:2005 + A1:2012	UK National Annex to Eurocode 6: Design of masonry structures – Part 1:-1 General rules for reinforced and unreinforced masonry structures
BS EN 1996-2:2006	Eurocode 6: Design of masonry structures – Part 2: Design considerations, selection of materials and execution of masonry
NA to BS EN 1996-2:2006	UK National Annex to Eurocode 6: Design of masonry structures – Part 2: Design considerations, selection of materials and execution of masonry
BS EN 1996-3:2006	Eurocode 6: Design of masonry structures – Part 3: Simplified calculation methods for unreinforced masonry structures

Structural Eurocodes	
NA + A1:2014 to BS EN 1996-3:2006	UK National Annex to Eurocode 6: Design of masonry structures – Part 3: Simplified calculation methods for unreinforced masonry structures
BS EN 1997-1:2004 + A1:2013	Eurocode 7: Geotechnical design – Part 1: General rules
NA + A1 2014 to BS EN 1997-1:2004 + A1:2013	UK National Annex to Eurocode 7: Geotechnical design – Part 1: General rules
BS EN 1997-2:2007	Eurocode 7: Geotechnical design – Part 2: Ground investigation and testing
NA to BS EN 1997-2:2007	UK National Annex to Eurocode 7: Geotechnical design – Part 2: Ground investigation and testing
BS EN 1998-1:2004 + A1:2013	Eurocode 8: Design of structures for earthquake resistance – Part 1: General rules, seismic actions and rules for buildings
NA to BS EN 1998-1:2004	Eurocode 8: Design of structures for earthquake resistance – Part 1: General rules, seismic actions and rules for buildings
BS EN 1998-2:2005 + A2:2011	Eurocode 8: Design of structures for earthquake resistance – Part 2: Bridges
NA to BS EN 1998-2:2005	UK National Annex to Eurocode 8: Design of structures for earthquake resistance – Part 2: Bridges
BS EN 1998-5:2004	Eurocode 8: Design of structures for earthquake resistance - Part 5: Foundations, retaining structures and geotechnical aspects
NA to BS EN 1998-5:2004	UK National Annex to Eurocode 8: Design of structures for earthquake resistance - Part 5: Foundations, retaining structures and geotechnical aspects
BS EN 1999-1-1:2007 + A2:2013	Eurocode 9: Design of aluminium structures– Part 1-1: General structural rules
NA to BS EN 1999-1-1:2007 + A1:2009	UK National Annex to Eurocode 9: Design of aluminium structures – Part 1-1: General structural rules
BS EN 1999-1-3:2007 + A1:2011	Eurocode 9: Design of aluminium structures – Part 1-3: Structures susceptible to fatigue
NA to BS EN 1999-1-3:2007 + A1:2011	UK National Annex to Eurocode 9: Design of aluminium structures – Part 1-3: Structures susceptible to fatigue
BS EN 1999-1-4:2007 + A1:2011	Eurocode 9: Design of aluminium structures – Part 1-4 Cold formed structural sheeting
NA to BS EN 1999-1-4:2007	UK National Annex to Eurocode 9: Design of aluminium structures – Part 1-4: Cold formed structural sheeting

BSI Published Documents (To be used with Structural Eurocodes))	
PD 6704	Guidance on the design of structures to the UK National Annex to *BS EN 1990*
PD 6688-1-1:2011	Background paper to the UK National Annex to BS EN 1991-1-1
PD 6688-1-4: 2015	Background information to the National Annex to BS EN 1991-1-4 and additional guidance
PD 6688-1-5	Background paper to the UK National Annex to BS EN 1991-1-5
PD 6688-1-7: 2009 + A1:2014	Recommendations for the design of structures to BS EN 1991-1-7
PD 6688-2:2011	Background to the National Annex to BS EN 1991-2
PD 6687-1:2010	Background paper to the National Annexes to BS EN 1992-1 and BS EN 1992-3
PD 6687-2:2008	Recommendations for the design of structures to BS EN 1992-2:2005
PD 6695-1-9:2008	Recommendations for the design of structures to BS EN 1993-1-9
PD 6695-1-10: 2009	Recommendations for the design of structures to BS EN 1993-1-10
PD 6695-2:2008 + A1:2012	Recommendation for the design of bridges to BS EN 1993
PD 6695-5	Background paper to the UK National Annex to BS EN 1993-5
PD 6705-2:2010 + A1:2013	Recommendations for the execution of steel bridges to BS EN 1090-2
PD 6696-2:2007 + A1:2012	Background paper to BS EN 1994-2 and the UK National Annex to BS EN 1994-2
PD 6697 2010	Recommendations for the design of masonry structures to BS EN 1996-1-1 and BS EN 1996-2
PD 6694-1:2011	Recommendations for the design of structures subject to traffic loading to BS EN 1997-1
PD 6698: 2009	Recommendations for the design of structures for earthquake resistance to BS EN 1998
PD 6702-1:2009	Recommendations for the design of aluminium structures to BS EN 1999
PD 6705-3:2009	Recommendations for the execution of aluminium structures to BS EN 1090-3
PD 6703: 2009	Structural Bearings - Guidance on the use of structural bearings

Execution Standards	
BS EN 1090-1:2009 + A1:2011	Execution of steel structures and aluminium structures – Part 1: Requirements for conformity assessment of structural components
BS EN 1090-2: 2008 + A1:2011	Execution of steel structures and aluminium structures – Part 2: Technical requirements for the execution of steel structures
BS EN 1090-3:2008	Execution of steel structures and aluminium structures – Part 3: Technical requirements for aluminium structures
BS EN 13670:2009	Execution of concrete structures

The Manual of Contract Documents for Highway Works (MCDHW)
Volume 1: Specification for Highway Works
Volume 2: Notes for Guidance on the Specification for Highway Works
Volume 3: Highway Construction Details

Design Manual for Roads and Bridges (Design Manual for Roads and Bridges) **General Requirements, Standards (GD Series)**	
GD 01	Introduction to the Design Manual for Roads and Bridges
GD 02	Quality Management Systems for Highway Design

Design Manual for Roads and Bridges (Design Manual for Roads and Bridges) **Bridges and Structures, Advice Notes (BA Series)**	
BA 26/94	Expansion Joints for use in Highway Bridge Decks
BA 28/92	Evaluation of Maintenance Costs in Comparing Alternative Designs for Highway Structures
BA 41/98	The Design and Appearance of Bridges
BA 47/99	Waterproofing and Surfacing of Concrete Bridge Decks
BA 67/96	Enclosure of Bridges
BA 82/00	Formation of Continuity Joints in Bridge Decks
BA 85/04	Coatings for Concrete Highway Structures & Ancillary Structures
BA 92/07	The Use of Recycled Concrete Aggregates in Structural Concrete

Bridges and Structures, Standards (BD Series)	
BD 7/01	Weathering Steel for Highway Structures
BD 10/97	Design of Highway Structures in Areas of Mining Subsidence
BD 12/01	Design of Corrugated Steel Buried Structures with Spans greater than 0.9 metres and up to 8.0 metres
BD 29/17	Design Criteria for Footbridges
BD 33/94	Expansion Joints for use in Highway Bridge Decks
BD 35/14	Quality Assurance Scheme for Paints and Similar Protective Coatings
BD 36/92	Evaluation of Maintenance Costs in Comparing Alternative Designs for Highway Structures
BD 43/03	The Impregnation of Reinforced and Prestressed concrete Highway Structures using Hydrophobic Pore-Lining Impregnants
BD 45/93	Identification Markings of Highway Structures
BD 47/99	Waterproofing and Surfacing of Concrete Bridge Decks
BD 51/14	Portal and Cantilever Signs / Signal Gantries
BD 62/07	As-built, Operational and Maintenance Records for Highway Structures
BD 65/14	Design Criteria for Collision Protection Beams
BD 67/96	Enclosure of Bridges
BD 78/99	Design of Road Tunnels
BD 82/00	Design of Rigid Buried Pipes
BD 90/05	Design of FRP Bridges and Highway Structures
BD 91/04	Unreinforced Masonry Arch Bridges
BD 94/17	Design of Minor Structures
BD 100/16	The Use of Eurocodes for the Design of Highway Structures

Traffic Engineering and Control, Standards and Advice Notes (TD and TA Series)	
TD 9/93	Highway Link Design
TD 19/06	Requirement for Road Restraint Systems
TD 27/05	Cross Sections and Headroom
TD 36/93	Subways for Pedestrians and Cyclists, Layout and Dimensions
TD 89/08	Use of Passively Safe Signposts, Lighting Columns & Traffic Signal Posts to BS EN 12767

Highways, Advice Notes (HA Series)	
HA 66/95	Environmental Barriers – Technical Requirements
HA 107/04	Design of Outfall and Culvert Details

Highways, Standards (HD Series)	
HD 22/08	Managing Geotechnical Risk
HD 45/09	Road Drainage and Water Environment

Transport Scotland Interim Amendments	
TS IA 22	Transport Scotland Interim Amendment No 22: Implementation of New Reinforcement Standards (BS 4449:2005, BS 4482:2005, BS 4483: 2005 and BS 8666:2005)
TS IA 23 Revision 3	Transport Scotland Interim Amendment No 23: Implementation of BS 8500-1:2006 Concrete – Complimentary British Standard to BS EN 206-1
TS IA 24	Transport Scotland Interim Amendment No 24: Guidance on implementing results on research on bridge deck waterproofing
TS IA 25	Transport Scotland Interim Amendment No 25: Assessment and upgrading of existing vehicle parapets
TS IA 26	Transport Scotland Interim Amendment No 26: The Anchorage of Reinforcement & Fixings in Hardened Concrete
TS IA 30	Transport Scotland Interim Amendment No 30: The Use of Foamed Concrete
TS IA 32	Transport Scotland Interim Amendment No 32: The Deflection of Permanent Formwork
TS IA 39 (Annex C only)	Use of Eurocodes for the Design of Bridges and Road Related Structures
TS IA 42	Transport Scotland Interim Amendment No 42: Temporary Cover Plates Over Bridge Expansion Joints
TS IA 43	Transport Scotland Interim Amendment No 43: Strategy for the Repair/Replacement of Joints
TS IA 45	Transport Scotland Interim Amendment No 45: Management of Abnormal Loads 28 3 14
TS IA 46	Transport Scotland Interim Amendment No 46: Structures Inspector Competencies and Certification

Miscellaneous	
CIRIA C543	Bridge Detailing Guide
CIRIA C660	Early-age Thermal Crack Control in Concrete
CIRIA C686	Safe Access for Maintenance and Repair
CIRIA C742	Manual on scour at bridges and other hydraulic structures
CIRIA C760	Guidance on embedded retaining wall design
CIRIA C764	Hidden defects in bridges. Guidance for detection and maintenance.

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STRUCTURES DESIGN STATEMENT

ANNEX B

Diagram of idealised structural analysis model

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STRUCTURES DESIGN STATEMENT

ANNEX C

Departures from Standard

[REDACTED]

STRUCTURES DESIGN STATEMENT

ANNEX D

Drawings

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APPENDIX Q

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ENVIRONMENTAL ASSESSMENT DOCUMENTS

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LIST OF ENVIRONMENTAL ASSESSMENT DOCUMENTS

1. A9 Dualling: Luncarty to Pass of Birnam, Environmental Statement, March 2014
2. Record of Determination, November 2013
3. A9 Dualling: Luncarty to Pass of Birnam, Habitats Regulations Appraisal: River Tay SAC, March 2014
4. Appropriate Assessment, October 2014

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APPENDIX R

THIS IS APPENDIX R TO THE EMPLOYER'S REQUIREMENTS

DETAILS OF ADDITIONAL LAND REQUIRED BY THE CONTRACTOR FOR THE WORKS

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APPENDIX S

THIS IS APPENDIX S TO THE EMPLOYER'S REQUIREMENTS

STATUTORY ORDERS AND SCHEME SCHEDULES

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APPENDIX S

STATUTORY ORDERS AND SCHEME SCHEDULES

The Statutory Orders relevant to the Contract are:

Title	Drawing No
The A9 Trunk Road (Luncarty to Pass of Birnam) Compulsory Purchase Order 2016	OTG/1690/12 CPO Sheets 1 to 9
The A9 Trunk Road (Luncarty to Pass of Birnam) (Trunking) Order 2016	OTG/1690/09 Key Plan and Plans TR01 to TR03
The A9 Trunk Road (Luncarty to Pass of Birnam) (Side Roads) Order 2016	OTG/1690/10 Key Plan and Plans SR1 to SR10
The A9 Trunk Road (Luncarty to Pass of Birnam) Notice of Works in Relation to Waters	Plans OTG/1690/13/01 to OTG/1690/13/22

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APPENDIX T

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DEFECT REPORTING

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APPENDIX T

DEFECT REPORTING

Defect Reporting

The Employer proposes to have a maintenance handover meeting two months prior to the issuing of the Certificate of Completion.

A suitable format for defect reporting during the Maintenance Period is contained within this Appendix.

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A9 DUALLING LUNCARTY TO PASS OF BIRNAM

DEFECT REPORT NO. …….. DATE……..

PART A

1. Location of defect ……..
2. Link……..Section……CH/X-Sec ……
3. Description of Location ……..
4. Date of inspection by **ROADS AUTHORITY** ……
5. Description of defect…….
   ……...……....
6. Immediate action taken **Permanent Repair** **Temporary Repair** **Report Only**
7. Date permanent repair to be completed……
8. Report attached YES NO
9. Brief description of repair required……..….
   ……..
10. Is occupation of the carriageway required to effect repairs? YES NO
11. Defect repair to be carried out by [*CONTRACTOR]* **ROADS AUTHORITY** by the date specified at 7 above
    NB: Where *[CONTRACTOR]* requires to occupy the carriageway to carry out repairs then arrangements to programme the occupation shall be made with **ROADS AUTHORITY**.

PART B

12. Is the defect third party damage? YES NO
13. Is the defect due to the Contractor's liability? YES NO

The EMPLOYER considers that the cost of carrying out these necessary repairs should be met by:-
THIRD PARTY *[CONTRACTOR]* **ROADS AUTHORITY**
Signed for **EMPLOYER**……Date……....

PART C

14. Permanent Repair of the defect was carried out by:-
    [*CONTRACTOR]* **ROADS AUTHORITY**
    on……(Date)
    Signed for *[CONTRACTOR]*/**ROADS AUTHORITY** …… Date……

PART D

EMPLOYER confirms the cost of carrying out permanent repair should be met by:-
THIRD PARTY *[CONTRACTOR]* **ROADS AUTHORITY**

Signed for **EMPLOYER**……Date……....

CONTACT DETAILS

[CONTRACTOR]
FAX
EMAIL
[ROADS AUTHORITY]
FAX
EMAIL
[TRUNK ROAD MANAGEMENT AND MAINTENANCE CONTRACTOR]
FAX
EMAIL

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APPENDIX U

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TRAFFIC VOLUMES

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APPENDIX U

TRAFFIC VOLUMES

Traffic Flows

Predicted traffic flows are shown for years 2019 and 2034, based on currently available modelling and survey data.

Location	AADF 2-Way Flow (TMfS:07 Growth)		% HGV
	2019	2034	
New A9 (Luncarty Grade Separated Junction to Stanley/Tullybelton Junction)	16,800	20,300	11%
New A9 (Stanley/Tullybelton Junction to Bankfoot Grade Separated Junction)	16,800	20,400	11%
New A9 (Bankfoot Grade Separated Junction to A9/B867 Junction)	14,000	17,300	12%
Luncarty Link Road	300	300	5%
Unclassified Road (U32) to Tullybelton	400	400	8%
Unclassified Road (U38) to Stanley	600	600	5%
B867 (S) (North of Bankfoot NB Junction)	1,800	2,000	5%
Unclassified Road (South of Bankfoot SB Junction)	1,800	1,900	3%

Notes:-

1. AADF represents Annual Average Daily Traffic Flow
2. % HGV includes the daily commercial vehicles figure and contains OGV1, OGV2 and PSV figures.
3. Notwithstanding the above data reference shall be made to Section 4.2.7 of Part 1 for the msa values to be used in the road pavement Design.

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APPENDIX V

THIS IS APPENDIX V TO THE EMPLOYER'S REQUIREMENTS

PROPERTIES AND STRUCTURES REQUIRING CONDITION SURVEYS

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APPENDIX V

PROPERTIES AND STRUCTURES REQUIRING CONDITION SURVEYS

The following properties require Schedule of Condition Surveys in accordance with the "Guide to surveys and inspections of buildings and associated structures", The Institution of Structural Engineers, 2008:

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APPENDIX W

THIS IS APPENDIX W TO THE EMPLOYER'S REQUIREMENTS

PROCEDURE FOR STRUCTURES ASSESSMENT

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APPENDIX W

PROCEDURE FOR STRUCTURES ASSESSMENT

(Note: This procedure shall only be used with structures with a minimum Assessed Live Load (ALL) capacity of 40 tonnes and minimum HB capacity in accordance with BD37/01: Section 4.1. The Employer does not warrant the accuracy of any assessment reports. Structures with an assessed live load capacity below 40 tonnes, and/or HB capacity below the BD37/01 requirements, will require to be demolished/strengthened at the Contractor's expense.)

W1 The assessment of an existing Structure with a minimum ALL capacity of 40 tonnes and HB capacity in compliance with BD 37/01, which is to be widened or otherwise modified, shall be carried out in accordance with the flowchart below and the following procedure:

(a) analyse the existing Structure to determine the load effects (moments, shears etc) the loading being in accordance with current assessment standards;

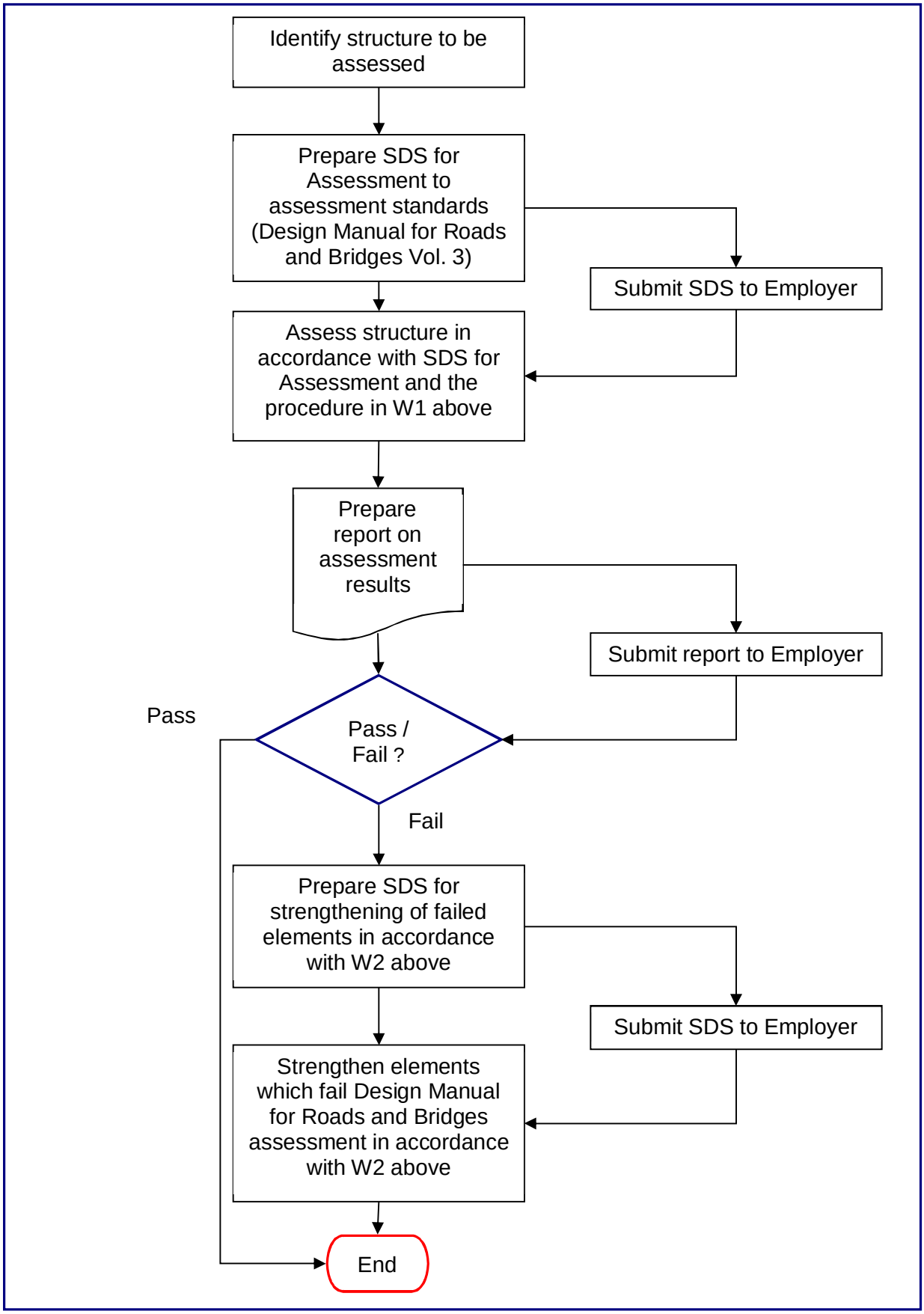
(b) analyse the Structure to determine the load effects (moments, shears etc) following widening or modification, the loading on the whole Structure being in accordance with current assessment standards;

(c) analyse the Structure to determine the load effects (moments, shears etc) following widening or modification, the loading on the whole Structure being in accordance with current Eurocode design standards.

(d) in relation to that part of the existing Structure to be retained and incorporated in the modified / widened Structure, provided the load effects determined in (b) above are no more adverse than those determined in (a) above, no strengthening need be carried out on the part of the existing Structure to be retained; and

(e) in relation to that part of the existing Structure to be retained and incorporated in the modified / widened Structure, where the load effects determined in (b) above are more adverse than those determined in (a) above, the part of the existing Structure to be retained and in which the load effects have become more adverse due to the proposed widening / modification shall be strengthened to carry the load effects determined in (c) above. Those parts of the existing Structure in which the load effects have not increased need not be strengthened;

W2 All works to existing Structures which are to be widened or otherwise modified shall be designed to accommodate the load effects determined in accordance with current Eurocode design standards.



Flowchart for the assessment/strengthening of existing structure

APPENDIX X

THIS IS APPENDIX X TO THE EMPLOYER'S REQUIREMENTS

LIST OF WATERCOURSE DIVERSIONS

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APPENDIX Y

THIS IS APPENDIX Y TO THE EMPLOYER'S REQUIREMENTS

ROCK ENGINEERING GUIDES TO GOOD PRACTICE: ROAD ROCK SLOPE EXCAVATION (PUBLISHED PROJECT REPORT PPR556, JUNE 2000)

AND

ROCK ENGINEERING GUIDES TO GOOD PRACTICE: ROAD ROCK SLOPE REMEDIAL AND MAINTENANCE WORKS (PUBLISHED PROJECT REPORT PPR555, JUNE 2000)

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APPENDIX Z

THIS IS APPENDIX Z TO THE EMPLOYER'S REQUIREMENTS

EARTHWORKS DESIGN STATEMENT

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APPENDIX AA

THIS IS APPENDIX AA TO THE EMPLOYER'S REQUIREMENTS

OUTLINE EMPLOYER'S COMMUNICATIONS PROTOCOLS

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APPENDIX AA

OUTLINE EMPLOYER'S COMMUNICATIONS PROTOCOLS

Introduction

These protocols reflect on the communications requirements highlighted in the Contract and should be further developed with the Employer and Contractor's Community Liaison Officer (CLO).

Purpose

These Communications Protocols are based on the Communications requirements in the Employer's Requirements and set out how the Contractor shall work when communicating with internal and external audiences.

The core requirements for all communications, actions and community liaison by the Contractor is to protect the reputation of:

- Luncarty to Pass of Birnam section of the A9 Dualling Programme
- A9 Dualling Programme as a whole
- Employer (Transport Scotland) and Contractor brands
- Scottish Government and its Ministers

Failure to comply with these protocols could have far-reaching implications for how the project and related organisations are viewed and could, in extreme circumstances, undermine the viability of the whole programme.

Communication methods

To make it easy for the public to make contact for the duration of the contract, the Contractor is required to introduce, at the earliest possible opportunity:

- Free-phone 24-hour contact hotline
- Email address
- Fax number
- Postal address

These details must be promoted on:

- All site notices
- Information boards
- Correspondence
- Newsletters
- Flyers
- CLO's business cards
- And the like.

To communicate effectively with all audience groups during the project, the Contractor is required to have the capability to deliver all of the following tactics (using professionals in their fields i.e. graphic designers, photographers, communicators etc):

- Individual face-to-face meetings
- Personal emails
- Telephone calls
- Written letters
- Printed flyers (e.g. use on public noticeboards, local shop windows etc)

- Electronic flyers (distributed via email database)
- Printed newsletters (up to 3,000 print run quarterly delivered to public areas and key addresses, where relevant)
- Advertisements (print and online)
- Electronic newsletters
- Written travel bulletins (for issue by the Employer)
- Written tweets (for issue by Employer)
- News releases (for issue by Employer)

Contacts log

All communications, correspondence, enquiries, complaints and responses from stakeholders, community groups, media, affected parties and the like must be recorded by the Contractor in an electronic contacts log, such as Microsoft Excel or other compatible format.

In this log, the Contractor is to record the following as a minimum:

- Name, date and time received/responded
- Geographic area from where the communications, correspondence, enquiries or complaints originated
- Nature of enquiry / complaint / response
- Name of employee who received the communication
- Name of employee dealing with response
- Current status

The Contractor is also required to regularly update the log to include:

- Measures taken to investigate, deal with or address communications, correspondence, enquiries or complaints
- Timescales taken to respond to or address communications, correspondence, enquiries or complaints

The log is to be maintained for the duration of the design, construction and completion phases of the works and will form the basis of the summary for the monthly communications meetings organised by the Contractor (unless specified otherwise by the Employer).

This is to help the Employer and Contractor monitor community sentiment throughout the duration of the project.

Freephone 24-hour Contact Hotline

The Contractor is required to establish operating and management procedures for the 24-hour hotline which are to be submitted to the Employer for review.

All calls to the hotline must be responded to within 24 hours.

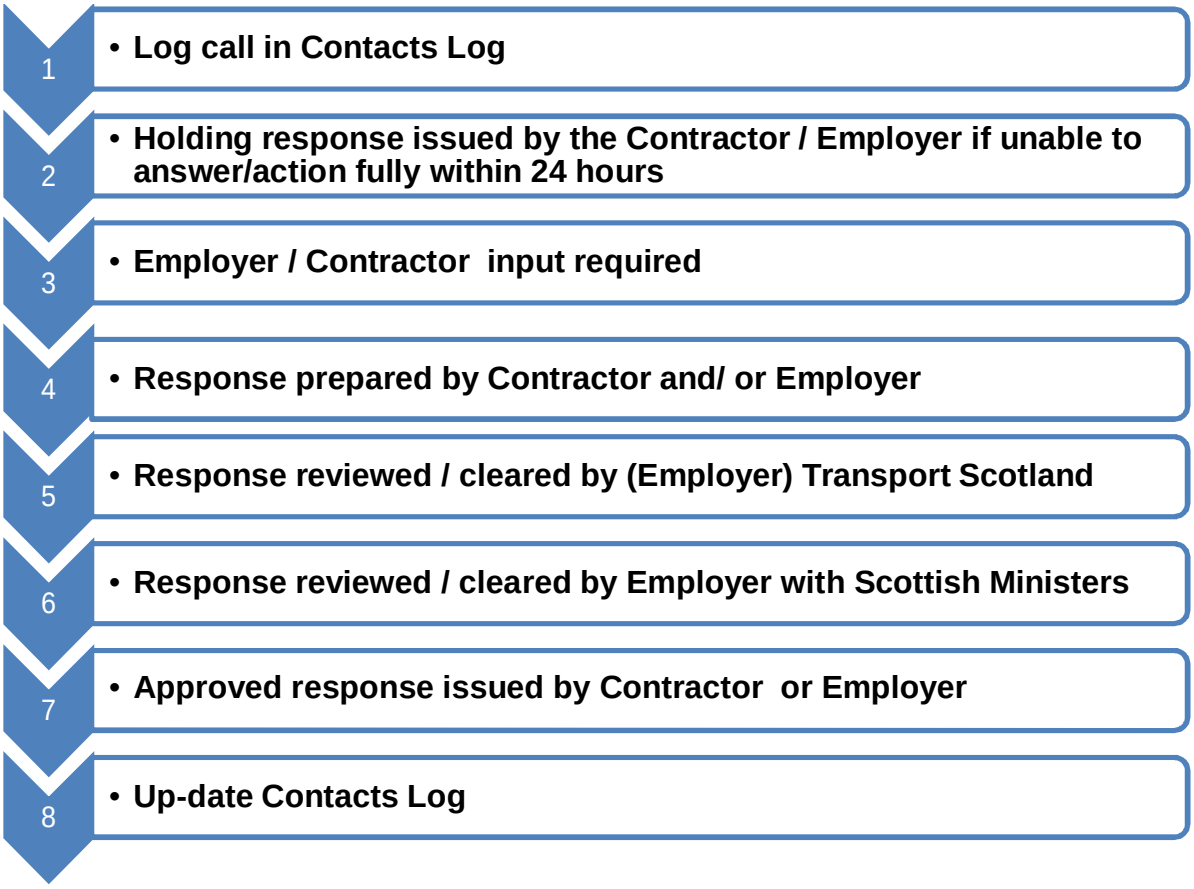
Where a full and detailed response cannot be made within that timeframe, a holding response must be issued. This should include a timescale for when a full response will be made. No caller should be left without confirmation as to when the Contractor will respond.

24-hour Contact Hotline clearance processes

The protocol for responding to complaints or queries shall be:

Within 24 Hours (short- term issue)

Outwith 24 Hours (long-term issue)



The exception is where a recurring complaint/query arises and a previous response has been approved by the Employer and issued by the Contractor. In those circumstances, the Contractor may lead on a response without referral to the Employer.

Contact persons database

The Contractor is to retain and regularly update (at least weekly) a Contact Persons Database of parties affected by the works.

The Contractor is also to use parts of the database to reach specific audience segments with key messages about what's happening with the works.

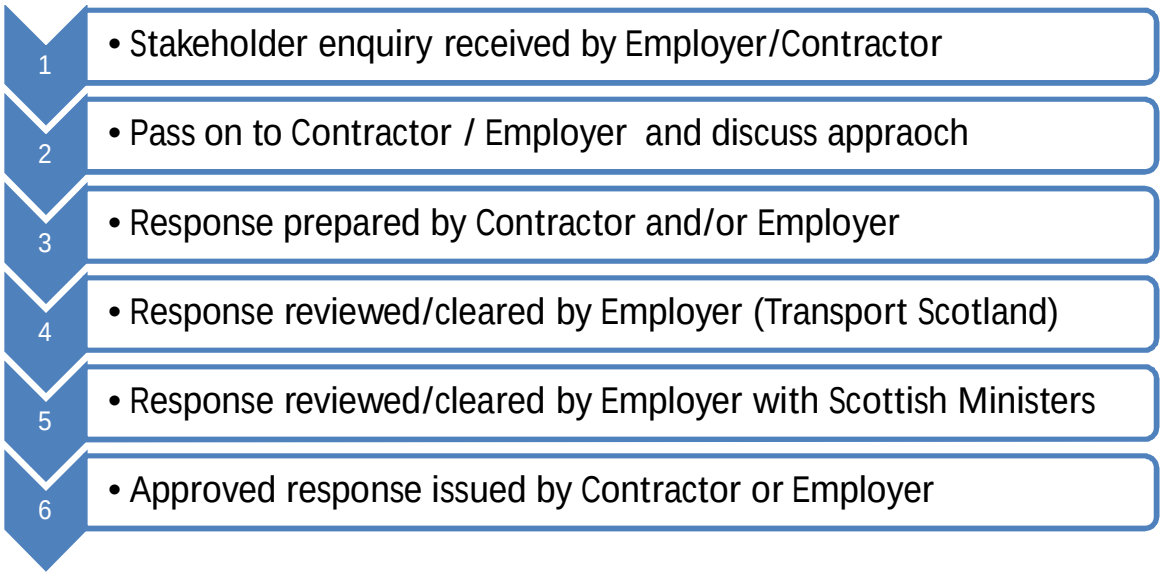
Stakeholder and media communications

Stakeholder

With the exception of communications arising from the Contract requirements to consult, all communications from the following list shall be referred to the Employer in the first instance, including:

- Political (MPs, MSPs, MEPs, Ministers, local councillors, council officials)
- Statutory bodies (including community councils)
- Operational stakeholders (utilities, emergency services, etc
- Environmental groups;
- Industry stakeholders

Following confirmation from the Employer, and where the Contractor is required to respond directly to these stakeholder groups, the following protocol should be followed:



Where an identical query is received from another stakeholder, the Employer may review the previous response and instruct the Contractor to issue this without many/any changes.

See Appendix 1 for the current list of stakeholder contacts within each category.

Media

The Contractor will not be responsible for direct communications with community, local, regional, national and international media, which will be handled by the Employer.

This includes, but is not limited to:

- Print and broadcast (newspapers/radio/TV)
- Technical (trade media including journals)
- Online (online versions of above, blogs, social media and the like)

Protocol for Contractor dealing with media enquiries

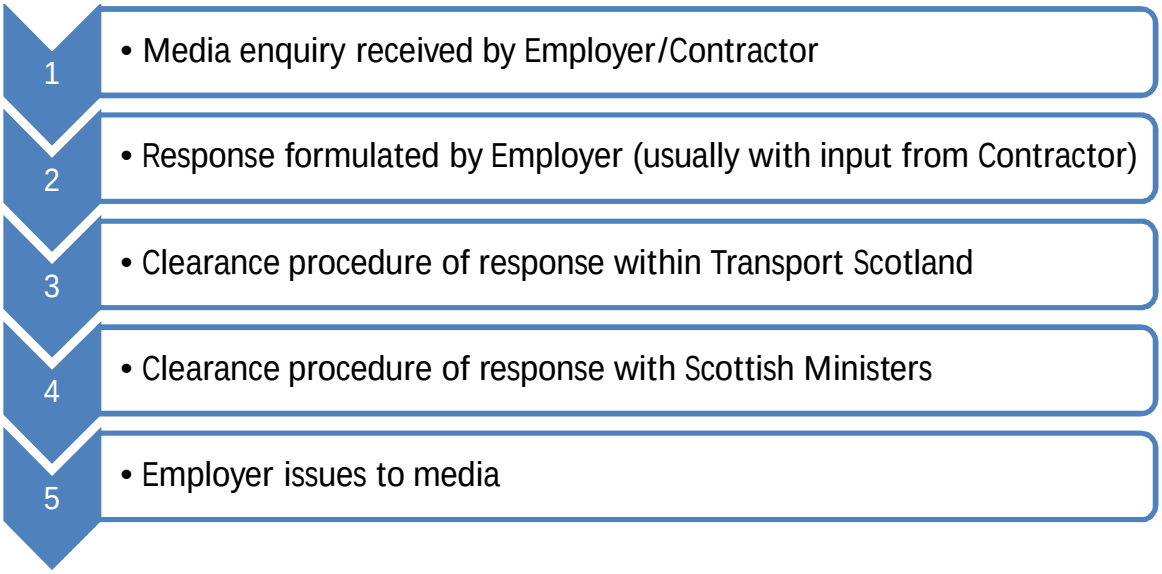
All media enquiries (see definition above), whether by phone, email or in writing, are handled and co-ordinated by the Employer.

If a media enquiry is received, the Contractor should not answer any questions but direct it immediately to the appointed Employer's Communications Manager.

In the event that this individual is not available, the enquiry should be directed to the Transport Scotland press office on [REDACTED] or [REDACTED]

It is imperative for the Contractor to receive acknowledgement by phone or email that the enquiry has been noted by the Employer. The Contractor may then be asked to assist with the Employer's response.

Employer procedure for responding to press enquiries:



See Appendix 1 for a list of stakeholder contacts within each category.

Community Communications

The Contractor will be responsible for all community communications relating to all aspects of the works, which include but are not limited to:

- Local (affected) residents
- Residents' associations
- Community groups and associations
- Recreational user groups
- Local (affected) businesses
- Wider community including non-local commuters and businesses using the existing road network through and in the vicinity of the works.

The Contractor is responsible for co-ordination of all responses to community groups unless the Employer specifies otherwise.

It is also the Contractor's responsibility to notify owners / occupiers of nearby properties, businesses, community councils and other relevant parties regarding any element of the works which has a significant impact on them.

This must be done a minimum of 14 days before any works begin on site. All notifications, advertisements/content shall be prepared by the contractor and submitted to the Employer for approval a minimum of 7 days before the intended date of issue.

Where media is required to promote works of significant impact, the Contractor shall submit content to the Employer for approval a minimum of 7 days before the publication or broadcast deadline. The Contractor must notify the Employer immediately if that timescale cannot be met.

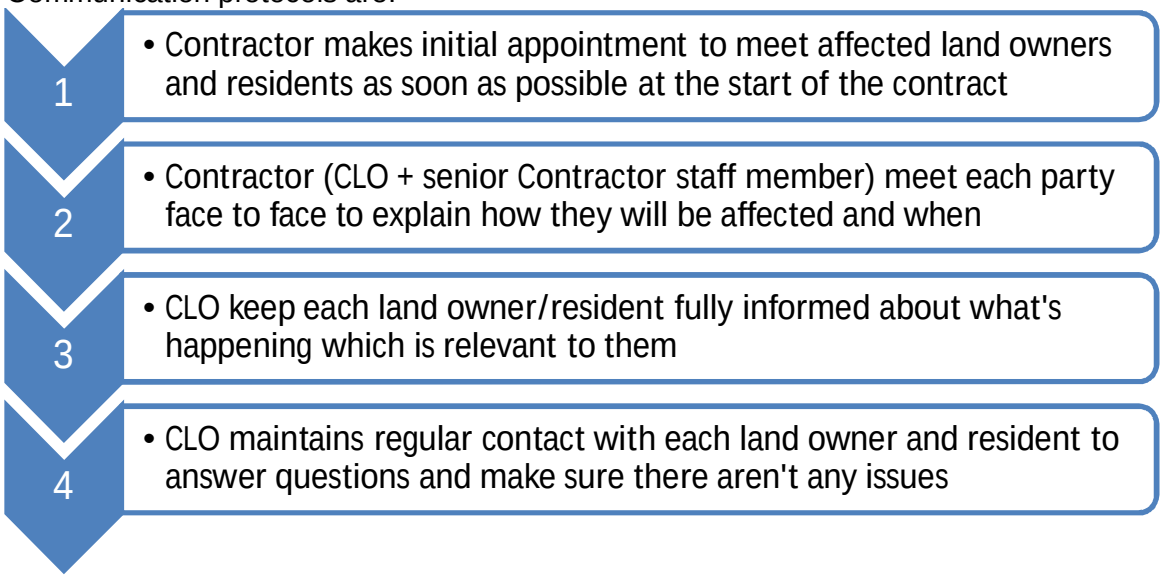
For proactive communications to inform people about what's happening, the Contractor is required to adopt various communications methods and tactics depending on how members of the community are being affected by the works.

This will be as follows:

Audience group 1 – directly affected people in the community

Includes adjacent land owners, businesses and residents adjacent to the route who have been served CPOs, new access arrangements and/or have previously objected.

Communication protocols are:



At the initial meeting, the Contractor is required to identify the communication tactics each landowner/resident prefers and to use these going forward. These tactics are to include:

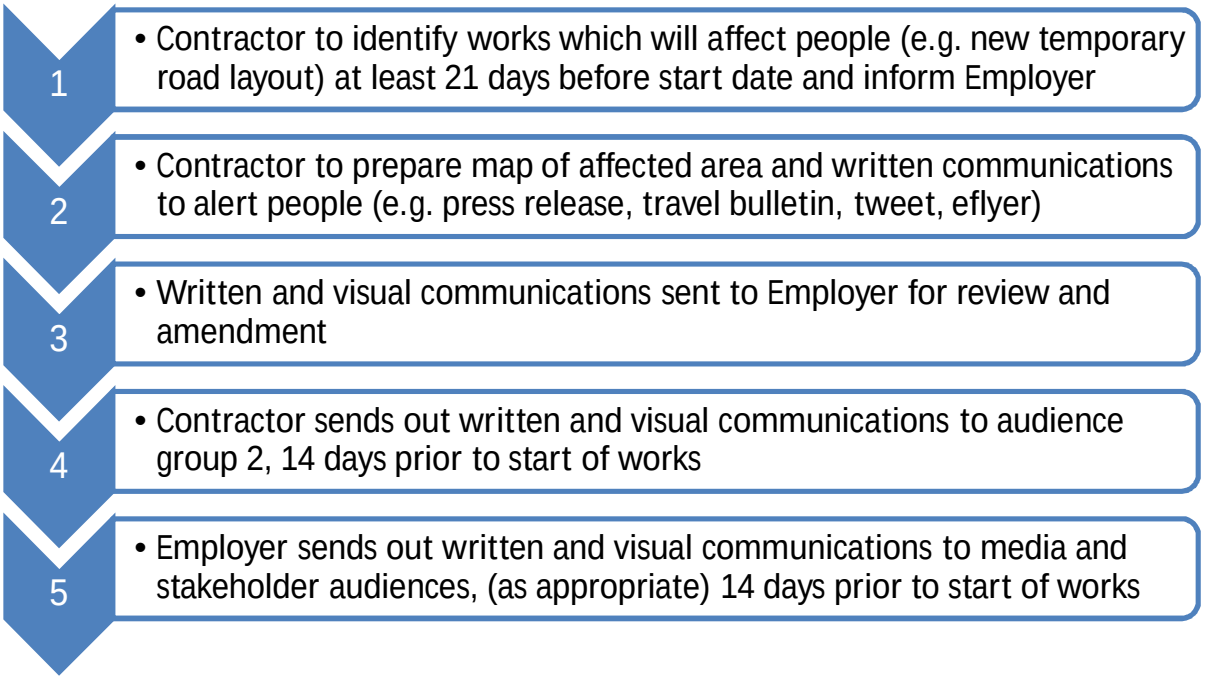
- Further face-to-face visits
- Personal emails
- Personal letters
- Phone calls.

This audience group should also receive the newsletter (in printed or electronic form, depending on their preferences).

Audience group 2 – nearby community which is also affected

Residents, businesses and organisations (particularly Bankfoot, Luncarty and Stanley) located near the road and likely to have to change their journeys due to the new permanent road layout and/or temporary traffic management.

Communication protocols are:



The Contractor will be required to propose to the Employer and, subject to approval, deliver appropriate communication tactics, most likely from the following (please note one or more may be relevant to communicate each set of key messages):

- Personal emails
- Electronic flyer distribution
- Printed flyers
- Advertisements
- Travel bulletins for print and broadcast media
- Tweets
- News releases
- Public noticeboards in Bankfoot, Luncarty and, where relevant, Stanley

See Appendix 2 for a list of community contacts within each audience category.

All meetings and/or briefings with stakeholders, media and community groups require authorisation by the Employer. In addition, the Contractor may be required to provide specialist personnel with expert knowledge of the works to attend and support such meetings.

Community sentiment

The Contractor is required to proactively monitor and manage community sentiment to address (actual or potential) negativity, misinformation about the project or where key messages are not reaching the audiences.

This should be through:

- Regular liaison with the community (multiple times per week)
- Attending relevant meetings (set up by the Contractor or third parties) in the community to give updates on what's happening and how it will affect people
- Responding to hotline calls
- Reviewing social media comments posted on Employer and other relevant accounts (Twitter, Facebook etc)

Where negative sentiment, misinformation (or the potential for negative sentiment/misinformation) or issues with key messages are identified about the project, the Contractor must inform the Employer immediately and reiterate these findings at the regular communications meetings. The Contractor is also required to propose strategies for addressing any issues and propose these to the Employer.

Appropriate staffing levels for communications team

The contract identifies the need for a full-time CLO who shall be appointed from the date for commencement of the works to the date of the final completion. These individuals are to have recent and relevant experience of community liaison on major infrastructure construction projects

The CLO shall be responsible for ensuring the Employer is alerted as soon as practicable to any matter which may impact on the reputation of the works, Contractor or Employer.

The CLO shall also be supported by a community liaison team sufficient to meet the requirements of the contract. This also means that, in the event of e.g. higher than expected levels of enquiries, a CLO being on leave/off sick or any other factor which affects the ability of the team to respond, it is incumbent on the Contractor to provide additional staff to provide a suitable level of cover/expertise.

Education programme

The Contractor is required to support the Employer's Academy9 education programme by providing a minimum of four man day's support per annum to events organised by the Emplyer in local schools.

Contractor support is to include, but not be limited to:

- Careers presentations or advice
- Technical talks
- Site visits
- General participation in Academy9 activities

Please note that the Contractor is required to seek prior approval from the Employer for any education related activities outwith Academy9.

Communications approval

All external communications relating to the Contract must be reviewed and approved by the Employer before being issued.

In addition, the Contractor is required to assist the Employer when it comes to preparing project communications and award entries.

Timescales for clearance of communications

The Employer shall require the Contractor to provide information to assist in responding to correspondence including Ministerial letters, Parliamentary questions, Freedom Of Information requests and media enquiries. This is often required at extremely short notice (within hours and sometimes minutes).

As a result, priority must be given, by the Contractor, to service these requests at all levels within the organisation, and may require existing work is temporarily put on hold to ensure a full and accurate response is provided to the Employer within the required timescale.

In general, the Contractor shall be required to respond within three working days of receiving a Freedom of Information request or Ministerial correspondence.

Contractor communications to the community

It is expected day-to-day communications to individual members of the community will be handled by the Contractor without the need to involve the Employer.

However, where mass communication methods (newsletter, electronic newsletter, posters, flyers and the like) are involved, these must be submitted to the Employer's Communications Manager for approval a minimum of 14 days prior to the planned publication date.

This will allow the Employer sufficient time to perform a thorough check and make changes, if required. To assist this process, the Contractor CLO is to prepare a schedule for each piece of communication before work starts.

Meetings, Events and Site visits

The Contractor will facilitate all meetings, site visits and events, committing to deliver:

- Dedicated site visit and presentation room in the Contractor's main site compound
- 10 high quality A1 information boards for use in the room
- Information about the project on the information boards which shall remain in the room when not in use – the information is required to include activities likely to impact on landowners and the general public, including traffic management proposals and timescales
- Assistance for the Employer on preparation of draft invitation/notification lists for any meetings and events issued by the Contractor at the Employer's instruction a minimum of 14 days prior to the proposed meeting date
- Personnel to chair all attended meetings and briefings with community groups, affected parties and the like (unless otherwise agreed with the Employer)
- Personnel to chair and input into meetings with stakeholders or the media where required by the Employer
- Formal minutes to the Employer for approval on all discussions and actions arising from attended meetings or briefings within 48 hours of the relevant meeting
- Press events for ministers and other dignitaries on site at the request of the Employer
- Other visits for stakeholders, community groups, media representatives, industry representatives and the like on site
- All necessary safety clothing and equipment for visitors which are maintained during the contract
- A minimum of two public drop-in events at a time and venue to be agreed with the Employer a minimum of six weeks prior to the proposed drop-in event date.

The Contractor's CLO shall be responsible for:

- Liaising with the Employer in relation to the arrangement and booking of visits
- Providing suitable catering for each visit
- Updating wall displays and other presentation materials
- Undertaking presentations on the progress of the works

The Contractor is also required to organise the venue for the drop-in events which shall include:

- An exhibition area for up to 100 people
- Separate breakout area for staff and meetings with individual members of the public and/or stakeholders, if required
- Personnel to attend events, including CLO and five other members of the Contractor's organisation with suitable knowledge of the works

- Printed summary leaflet of the exhibition panels so members of the public can take these away and printed in sufficient quantities so extra copies can be taken for neighbours and other members of the community unable to attend
- Feedback form for public to complete and return for analysis by Contractor and Employer
- Successfully promote the drop-in event at least two weeks in advance, using tactics such as printed posters in key community locations, advertising in local press and the like to make as many people aware as possible.

Communications meetings

- The Contractor is responsible for organising monthly (or other timescales as directed by the Employer) communications meetings
- Meetings will be chaired by the Employer and attended by the Contractor
- The Contractor is responsible for taking minutes which must be written and submitted for approval within 48 hours of the meeting finishing
- Approved minutes are required to be printed and presented at the communications meeting
- At least 48 hours BEFORE any communications meeting, the Contractor is required to submit (in electronic format e.g. Microsoft Word or similar file compatible with Employer) the following information with sufficient detail and notice to allow quarterly forward planning of proactive and reactive communications:
    - Milestones for the works construction programme (updated appropriately)
    - Three-month forward projection of anticipated sustained traffic management proposals
    - Three-month forward projection of any construction works or any construction-related activity likely to cause disruption to the public
    - Monthly summary report of enquiries, correspondence, complaints and responses as detailed in the contacts log defined in section 1.1.6 of Part 1 in the contract – identifying any significant trends or issues that require further discussion or handling.

Communications materials

The Contractor is required to produce professionally designed electronic and printed communications (including site signage) as part of the contract.

These are to be produced in accordance with the Employer's 'Brand Guide: Transport Scotland Brand identity guidelines 2017' and feature the A9 Dualling logo.

Subject to prior approval from the Employer, these are also to feature the contractor logo.

All communications materials produced by the Contractor are to be reviewed and approved by the Employer in advance of release to the public to ensure consistency with the Employer's brand guidelines.

Comprehensive monthly construction progress update

The Contractor is required to produce this report, written in plain English and supported with photographs. The document is to form the basis for the project website updates, quarterly newsletter and monthly updates.

Employer project website

The Contractor shall support content development of the Employer project website during design, construction and completion of the works. This is to facilitate community liaison and communicate relevant works information.

This shall include, but not be limited to, providing multimedia (e.g. text, infographics, maps, photography, video) which may also be used to engage audiences via social media.

Newsletter

The Contractor is required to produce a professional quarterly newsletter for the community in a format agreed with the Employer.

The Contractor is required to – as agreed with the Employer:

- Produce high quality full colour professionally printed newsletter in A4 with at least four pages and up to 3,000 copies per issue
- Produce a PDF version of each issue of the newsletter for use on the project website
- Produce HTML version of the newsletter for each issue using same content
- Distribute electronic and printed versions of the newsletter to contacts on the Contact Persons Database and via public buildings e.g. local libraries
- Use specialist distribution software to send out the electronic version of the newsletter and record statistics such as open rates, bounce rates, unsubscribes and the like
- Continually seek to improve the open rates of the electronic version of the newsletter
- Produce content for review by the Employer at least 14 days prior to the planned publication date of each issue

Flyers

The Contractor is required to produce flyers in advance of upcoming construction events which have a significant impact on the general public as identified by the Contractor or the Employer.

The Contractor is required to – as agreed with the Employer:

- Produce content for review by the Employer for agreement and approval a minimum of 14 days prior to the intended publication date
- Procure printing and distribution of the flyers, agreeing print run and distribution area with Employer in advance
- Produce an electronic version of the flyer using the same content as what's produced in the printed version and distribute to the Contact Persons Database.

Project sign boards

The Contractor is required to supply and install three project sign boards in accordance with the contract.

The Contractor is required to:

- Provide and display information on publicity sign boards at locations agreed by the Employer
- Provide and display progress information on a monthly basis during construction of the works
- Provide publicity sign boards constructed with weather tight board suitable for displaying a minimum of four A3 size pages
- Remove the sign boards upon issue of the Certificate of Completion
- Agree the exact location of the sign boards with the Employer (to be situated on or adjacent to existing footways or their diversions to enable the public to read the boards safely).

Publicity photography

The Contractor is required to take aerial and ground progress stills and video in full HD using professional video/photography equipment in accordance with the contract.

These should include aesthetically pleasing aerial stills and video for use by the Employer in publicity.

When ground progress photos are being taken in accordance with the contract, aesthetically pleasing pictures are to be taken by a professional photographer and should include but not be limited to:

- Workers at sunrise/sunset
- Long exposure shots of car headlights moving through the site at dawn/dusk/night-time
- Environmental portraits of key Contractor staff (at all level) working on the project
- Landscape pictures which also feature the road.

These images are to be provided to the Employer each month on a separate USB memory stick from the progress photos provided in accordance with the contract.

The quality of these images must be approved by the Employer.

Public statements, communications and the like

- The Contractor shall not make any public statements, public announcements, speeches or presentations in relation to the works in whole, or in part, without prior written approval from the Employer. This includes but is not limited to participation at professional conferences and seminars as well issue any statements or press releases to the media.
- The Contractor shall not commission, host or maintain any website or other online communications channel relating to the project.

Appendix 1:

Stakeholder contacts within each category are as follows:

Appendix 2:

Community contacts within each category are as follows:

APPENDIX BB

THIS IS APPENDIX BB TO THE EMPLOYER'S REQUIREMENTS

APPLICATION FOR APPROVAL TO PROCEED TS2010 SURFACE COURSE STAGE 3 TRIAL

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Application for Approval to Proceed
TS2010 Surface Course stage 3 trial

Contract Name	*Main Contractor*	*MTRIPS Project Manager*	*Engineer's Project Manager*

Site details

Site description	*SCRIM Site Category*	*TS2010 Site Class*	*Trial section(s)*	*Start chainage*	*End chainage*	*length*

Asphalt Supplier	*Laying Contractor*	*Production plant(s)*

System Proposal

TS2010 Ref No.	*Description*	*Type of Bond Coat*	

Transport Scotland approval to proceed granted	**Yes/No**		
Signed:			
Printed Name		**To be completed by:-**	**Contractor**
Date:			**Transport Scotland**

Please e-mail to: [REDACTED] Asset Management Branch, TRBO, Transport Scotland, for completion.
Completed form must be submitted to the Engineer prior to commencement of the stage 3 trial.