

DERBYSHIRE COUNTY COUNCIL

MEETING OF CABINET MEMBER – JOBS, ECONOMY AND
TRANSPORT

6 May 2014

Report of the Strategic Director – Economy, Transport and Environment

**UPDATED TECHNICAL ANNEX TO THE HIGHWAY NETWORK
MANAGEMENT PLAN – REACTIVE MAINTENANCE TEAMS
OPERATIONAL MANUAL**

(1) **Purpose of the Report** To seek the Cabinet Member's approval for a revised technical annex to the Council's Highway Network Management Plan (HNMP).

(2) **Information and Analysis** The first edition of the HNMP was produced in June 2005 and approved by Cabinet on 19 July 2005 (Minute No. 331/05 refers).

At that time, Cabinet endorsed that a regular review of the HNMP and evaluation of Policies and Standards are undertaken that are consistent with the wider principles of integrated transport, sustainability and value for money. Furthermore, it is also important to recognise the contribution of well-maintained Highways in encouraging economic development.

It is now necessary to update the HNMP with a revised technical annex titled: '*Reactive Maintenance Teams Operational Manual*'. This document will supersede the previously approved version titled '*Care Team Manual*' dated March 2006, which was approved by the Cabinet Member – Sustainable Communities on 30 March 2006 (Minute No. 104/06 refers).

It is essential that the original document is replaced with this new version to take account of various modifications which are necessary to bring the policy and standards up to date. The changes primarily relate to:

- The latest standards being adopted by the Council as guided by the Midlands Service Improvement Group (MSIG) and the Midlands Highway Alliance (MHA)

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- The practical guidance on efficiencies, good practice and new approaches by the Highways Maintenance Efficiency Programme (HMEP)
- Information to be recorded
- The role of the Roadworks Centre
- Pothole repair methods and materials

One of the main objectives of the new manual is to support the reduction in the number of defects that are temporarily repaired and increase the number of defects that are repaired 'right first time'; especially potholes as recommended in the *'Pothole Review – Prevention and a better Cure'* published by the HMEP.

The revised technical annex is attached as Appendix A to this report.

(3) **Financial Considerations** In adopting new and revised policies, standards and procedures, the Authority will need to have regard to the resources available and ensure that the standards set are both deliverable and meet any statutory requirement which may be placed on the Authority.

(4) **Legal Considerations** Under Section 41 of the Highways Act 1980, a Highway Authority has a statutory duty to maintain a highway maintainable at public expense. Section 58 of the same Act allows a highway Authority to use a 'special defence' for claims against it, if it can be shown that the Highway Authority has acted 'reasonably'. By keeping the HNMP and its technical annexes up to date, and implementing the practices therein, the Highway Authority can demonstrate that it is taking all reasonable steps to deliver both a safe and sound highway network.

(5) **Human Resources Considerations** Posts currently exist within the Economy, Transport and Environment Department to implement the requirements as described in the new technical annex.

(6) **Environmental Considerations** In pursuing the objective of Network Sustainability in the latest version of the national *'Code of Practice – Well-maintained Highways July - 2005 (18 September 2013),'* it highlights the key issue of maximising the environmental contribution made by highway network management policies and practice, and their subsequent revisions through a HNMP. The wide range of relevant issues considered, when updating policies, standards and procedures, includes climate change, noise, materials utilisation, waste management, recycling, pollution control, conservation, biodiversity and environmental intrusion.

(7) **Health Considerations** The legal framework in the Code of Practice – Well-maintained Highway' recommends, that a HNMP should

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consider a wide range of issues including duty of care, powers and duties, related powers and duties, health and safety and the management of risk.

(8) **Equality and Diversity Considerations** The HNMP and its technical annexes seek to ensure that equitable benefits are available to all users of the Council's Highway Network.

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, property and transport considerations.

(9) **Key Decision** No.

(10) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(11) **Background Papers** The Highway Network Management Plan, The Code of Practice –Well-maintained Highways July 2005 (18 September 2013), the HMEP Potholes Review, Prevention and a Better Cure (April 2012), The HMEP Highways Infrastructure Asset Management Guidance Document (May 2013) and the Audit Report Going the Distance (May 2011). Officer contact details – Paul Millership, extension 38151.

(12) **OFFICER'S RECOMMENDATION** That the Cabinet Member approves the new Reactive Maintenance Operations Manual as a revised technical annex for the Highways Network Management Plan for adoption with immediate effect.

Mike Ashworth
Strategic Director – Economy, Transport and Environment



Derbyshire County Council

Economy, Transport and Environment Department

REACTIVE MAINTENANCE TEAMS OPERATIONAL MANUAL

Mike Ashworth

Strategic Director – Economy, Transport and Environment


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This document will be available in either EDRM or on Dnet or on the Council's website and this will be the key medium by which amendments will be released.

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 <p>DERBYSHIRE County Council Improving life for local people</p>	<p>TECHNICAL POLICY & HIGHWAY INFORMATION</p> <p>Reactive Maintenance Teams Operational Manual</p>	
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FOREWORD

F1 SPECIAL NOTE

F1.1 **This document supersedes the previous document titled – ‘Care Team Manual’ dated March 2006.**

F2 GENERAL

F2.1 This document is an appendix to the Highway Network Management Plan (HNMP).

F2.2 The changes required in the previous version, as set out in this new edition, are essential to reflect the latest standards being adopted by the Council as guided by the Midland Service Improvement Group (MSIG)¹ the Highways Maintenance Efficiency Programme (HMEP)² and national guidance.

F2.3 This manual is intended for employees involved in providing a reactive response to the following:

- a. Customer enquiries
- b. Items identified during highway inspections
- c. Potential matters of safety
- d. Minor problems
- e. Winter service

F3 USE OF DOCUMENT

F3.1 This is a controlled document and it will be updated as details of legislation, national guidance and resources etc, change.

¹ This Service Improvement Group is a collective of Midlands and North West English Shire Counties, Shire Unitaries and City Unitaries sharing Best Practice within the disciplines of Highways and Transportation.

² The Highways Maintenance Efficiency Programme (HMEP) is a sector-led transformation initiative that will maximise returns from investment and deliver efficiencies in highway maintenance services.

F3.2 This document includes information on various inter-related topics and aspects of particular issues that may be covered in different places, therefore individual sections should not be read in isolation.

F3.3 This document should be read in conjunction with the following documents, where appropriate:

- a. Highway Safety Inspections Manual (Instructions for Safety Inspections)*
- b. Well-maintained Highways (Code of Practice for Highway Maintenance)*
- c. HMEP CL 946SR Patching and Repairs to Potholes and Depressions (Including Emergency Patching)*

F4 ACCESS TO THE DOCUMENT

F4.1 This manual is available from at least one of the following:

- a. on Dnet
- b. in EDRM
- c. your Line-manager

SECTION 1 – THE NEED FOR REACTIVE MAINTENANCE

1.1 GENERAL

- 1.1.1 Under Section 41 of the Highways Act 1980, Derbyshire County Council has a statutory duty to maintain highways that are maintainable at public expense.
- 1.1.2 Neglecting this duty can lead to claims against the County Council for damages resulting from a failure to maintain a highway.
- 1.1.3 Under **Section 58** of the **Highways Act 1980**, the highway authority can use a '**Special Defence**' in respect of action against it for damages for non-repair of a highway if it can prove that it has taken such care as was reasonable.
- 1.1.4 **Section 58** of the Highways Act 1980 also states that:
- 'The court shall, in particular, have regard to:*
- a. The character of the highway and the traffic which was reasonably to be expected to use it*
 - b. The standard of maintenance appropriate for a highway of that character and used by such traffic*
 - c. The state of repair in which a reasonable person would have expected to find the highway'*

SECTION 2 - REACTIVE MAINTENANCE TEAMS

2.1 GENERAL

- 2.1.1 The Reactive Maintenance Teams were introduced on 1st June 2013 throughout the County as part of the Road Works Centre Review.
- 2.1.2 The multi-skilled teams are part of the Council's Direct Labour Organisation workforce. They operate throughout the six highway maintenance districts of Derbyshire.
- 2.1.3 See Appendix F for a plan of the district areas.

- 2.1.4 Each team comprises one road worker and one maintenance charge hand who generally work from a mid-sized commercial vehicle, which is equipped with a range of small plant, hand tools and materials that meet the needs of the work that they undertake.

2.2 ASSIGNED DUTIES

- 2.2.1 The main aim of their responsibilities is to undertake permanent repairs and or make safe defects on any road, which is maintainable at public expense. The work should be delivered within the respective timescales in all maintenance district areas of Derbyshire. See Section 9 – Appendix B for details.
- 2.2.2 The work assigned for action by the teams is generally from either customer enquiries or from the Council's highway inspectors who have identified defects during their highway safety inspections.
- 2.2.3 Low risk and non-urgent work may also be issued to the teams to deal with minor problems or as preventative work rather than reactive work.

SECTION 3 - CUSTOMER CARE POLICY

3.1 GENERAL

- 3.1.1 All customer enquiries are logged into Confirm. The system forwards the details to the most appropriate officer(s) or teams for consideration or to the Roadworks Centre for works to be scheduled for action and response in accordance with the departmental customer care targets and procedures.

SECTION 4 - AIM OF RESPONDING TO DEFECTS

4.1 GENERAL

- 4.1.1 The aim of responding, as soon as practically possible, to defects is to remove or make safe defects that have the potential to cause danger to highway users.
- 4.1.2 Furthermore, this practice also helps to preserve certain assets and keep the highway in a serviceable condition. This is in line with the Council's overall objectives of network safety, serviceability and sustainability.

SECTION 5 - HIGHWAY DEFECTS AND CUSTOMER ENQUIRIES

5.1 GENERAL

5.1.1 Defects and enquiries are reported to the Council's Roadworks Centre. They are received from Highway inspectors, other members of staff, members of the public, council members and other agencies, for example, the Police and other authorities etc.

5.1.2 How these defects / enquiries are dealt with will depend on the particular circumstances, the risk, the nature and speed of response required.

5.2 EXAMPLES OF DEFECTS

5.2.1 The classifications, guidance and remarks can be found in Appendix A of the Highway Safety Inspections Manual.

5.2.2 See Appendix D for the Defect Attributes and Appendix E for the Highway Defects, **ROADWORKS CENTRE**

6.1 GENERAL

6.1.1 The Roadworks Centre has the responsibility for scheduling all reactive maintenance works.

6.1.2 Works instructions are raised for defects / enquiries and then they are scheduled to respective teams depending on the geographical area, work type and response type.

6.2 THE ROLE OF THE ROADWORKS CENTRE

6.2.1 Jobs are allocated to each Reactive Maintenance Team to be carried out on a particular day. The jobs go directly from the Roadworks Centre to the team who receive them on a tablet computer.

6.2.2 Supervision staff can see what jobs are coming in and when by running a report. This gives the Area Contracts Manager (ACM) time to ensure that Construction Design and Management (CDM) information, plant, materials and any traffic control are available on the day.

- 6.2.3 The Reactive Maintenance teams need to update the status of each job as the work proceeds. In particular, the teams **must** log 'job started' and 'job completed' times for each job when they arrive or depart from the location of the defect. Travelling time is not to be included in the time taken for a job.
- 6.2.4 The team is also required to record other information about the job, such as photographs, materials used, type of traffic control used and cable checks carried out etc, and whether a permanent repair has been achieved or whether a temporary repair has been undertaken, or it has been referred for more information etc.
- 6.2.5 After completing a job, the teams need to transfer the updated job details back to the Roadworks Centre.
- 6.2.6 See Appendix C for the Job Attributes and Statuses.

SECTION 7 - HEALTH & SAFETY AND CONSTRUCTION DESIGN & MANAGEMENT

7.1 HEALTH AND SAFETY

- 7.1.1 Repairs or making safe or amenity maintenance must be carried out in a safe manner so as not to endanger staff or the public. **All operations should have a current risk assessment which must be followed by all staff.** If in doubt, consult your manager and, or refer to the risk assessments on either Dnet or in EDRM as appropriate.
- 7.1.2 Works on Derbyshire County Council's defined High Speed Roads (50mph and above) / High Volume of Traffic lengths may also require additional site specific risk assessments.
- 7.1.3 Works on any Traffic-sensitive streets should be undertaken at off-peak times, where practical.
- 7.1.4 Other detailed categories of work e.g. clearing culvert trash screens, may also require additional risk assessments and toolbox talks etc.
- 7.1.6 **The following items are not an exhaustive list and may not allow for every eventuality, consequently, if you are still unsure then please consult your line-manager / supervisor. The important issue is to ensure the safety of all staff / operatives and the travelling public.**

7.2 CONSTRUCTION DESIGN AND MANAGEMENT (CDM) – (GCP 15)

- 7.2.1 When an inspector identifies defects on the highway he / she may identify hazards that potentially could affect work teams undertaking the subsequent repair. This hazard identification is not only a duty of designers under CDM but is an important part of risk evaluation in departmental procedures and also leads to improved efficiency when work teams are mobilised and well prepared. It is essential that work teams take note of all information provided by the Highway Inspector.
- 7.2.2 The CDM 'Overview for Construction Work' is available in GCP15 Appendix Two on either Dnet or in EDRM.

7.3 WORKING ON THE HIGHWAY (GCP09)

- 7.3.1 This document advises employees of safety precautions that **must** be followed to reduce the risk of any incident, which may prejudice the Health and Safety of not only themselves, but all road users.
- 7.3.2 When undertaking any inspection or repairs of the highway, it is essential that the works team must wear high visibility clothing, including trousers, when appropriate.
- 7.3.3 GCP09 is available on either Dnet or in EDRM.

7.4 TOOLBOX TALK NO. 3 – WORKING ON HIGH SPEED DUAL CARRIAGEWAYS

- 7.4.1 This document reiterates the problems associated works with when traffic is travelling at high speed and what actions that can be taken to resolve them.
- 7.4.2 All Toolbox Talks are available on either Dnet or in EDRM.

SECTION 8 - APPENDIX A – REFERENCES

8.1 ASSOCIATED DOCUMENTS

- 8.1.1 Any of the following publications may possibly be continuously being updated; consequently, care should be taken to refer to the latest version.

8.2 HIGHWAY SAFETY INSPECTIONS MANUAL (FORMERLY HIGHWAY SAFETY INSPECTIONS [INSTRUCTIONS TO INSPECTORS])

8.2.1 This document is a companion for this manual. It is intended for employees involved in the safety inspections of Derbyshire's highway network. It is not intended to cover inspections of Public Rights of Way (generally rural footpaths and bridleways as shown on the Definitive Map), detailed Street Lighting inspections and other asset inspections.

8.3 3C CODE OF PRACTICE FOR TEMPORARY TRAFFIC MANAGEMENT AT ROAD WORKS

8.3.1 This approved Code of Practice is a Technical Annex to the Council's HNMP. It was produced by the 3 Counties Alliance Partnership.

8.3.2 Its purpose is to promote uniform standards for installing temporary traffic management across the 3 Counties³.

SECTION 9 - APPENDIX B – WORKLOAD ITEMS

9.1 POTHOLE REPAIR METHODS

9.1.1 All repairs shall ensure the presence of an impermeable seal with any joint and or interface with the surrounding material to prevent moisture ingress.

9.1.2 It is essential that pothole repairs **are** made permanent at every opportunity. In addition, they **must** be reported to that effect as the job is signed off.

9.1.3 A permanent repair installation shall not be undertaken unless weather conditions are such that the repair material will have at least 30 minutes in which to cure and harden.

9.1.4 Temporary repairs will be permitted, but only:

- a. to effect a permanent repair that requires considerable planning and will not allow the defect to be completed within the response time;
- b. when the pothole is part of an area of larger work, which is already organised in a planned programme of work e.g. extensive patching or resurfacing works, and as a consequence, to effect a permanent repair would be a waste of resources; and

³ In the future this may be adopted and maintained by the Midlands Highway Alliance (MHA)

- c. when the pothole is located where the need for further traffic control and or weather conditions may prevent a successful permanent repair.

9.1.5 **Method A** (Cut edges) - will be used where the existing material is sound adjacent to the pothole:

1. Saw the surfacing, to the correct depth, in a regular shape, such as a square or rectangle, ensuring that all loose and damaged material is enclosed within the saw cuts to help provide a cavity with straight vertical faces of the joints.
2. Using the road-breaker, break out the damaged material back to the saw line.
3. Thoroughly remove any standing water from the pothole.
4. Thoroughly remove all loose material, by hand, brush and or blower.
5. Evenly apply bond coat to thoroughly coat the sides and the base of the excavation to ensure full adhesion. The bond coat should be a cationic emulsion containing at least 60% bitumen and preferably applied by a suitable brush to achieve an even covering.
6. Fill the void, to a slight surcharge, with approved material and if the hole is deep it should be laid in more than one layer with each layer receiving appropriate compaction.
7. Thoroughly compact the replacement material to refusal using either a vibrating plate, roller, or hand tools as necessary.
8. Spray the joint with approved sealer.
9. Clear the site of all debris and leave neat and tidy.

9.1.6 **Method B** (Uncut edges) - where the surrounding area adjacent to the pothole is cracked or deteriorated, the following process should be carried out:

1. Release and remove all damaged material such that the sides of the hole are uniform to a sufficient width and depth to take the repair material without it spalling away.
2. Remove all standing water from the hole.
3. Evenly apply bond coat to thoroughly coat the sides and the base of the excavation to ensure full adhesion. The bond coat should be a cationic emulsion containing at least 60% bitumen and preferably applied by a suitable brush to achieve an even covering.
4. Fill the void, to a slight surcharge, with approved material and if the hole is deep it should be laid in more than one layer with each layer receiving appropriate compaction.
5. Thoroughly compact the replacement material to refusal using either a vibrating plate, roller, or hand tools as necessary.
6. Spray the joint with an approved sealer,
7. Clear site of all debris and leave neat and tidy.

9.1.7 **Performance Requirements for the Repair Material**

9.1.7.1 The repair material shall have the following characteristics:

- a. It shall be capable of being arranged and spread by hand tools (not machine) to the appropriate thicknesses / layers and be able to be feathered at the edges when necessary with any larger aggregate being removed at the edges if required.
- b. It shall cure to a strength such that it is capable of being trafficked by heavy vehicles without damage within 30 minutes of installation when laid at surface temperatures between 3°C and 40°C.
- c. None of the material shall debond or delaminate when laid over any existing surfaces of the road for a period of at least seven days from

installation. Any subsequent delaminated material shall not be of sufficient size as to cause a hazard to traffic.

d. It shall retain any surface applied aggregate.

e. It shall have a minimum shelf life of 12 months.

9.1.7.2 The performance shall be regularly demonstrated at site installation trials and by laboratory evaluations.

9.1.8 **Pothole Repair Materials:**

a. Approved cold lay bound macadam.

b. Approved hot lay bound macadam.

c. Approved specialist, high specification, proprietary material such as 'Viafix' to be used in high stressed situations identified by the Inspectors in the case of defect jobs and by the gangs in the case of enquiry jobs.

9.2 **Ironwork**

9.2.1 This may require making safe, re-setting and or replacing defective ironwork in the carriageway or footway.

9.2.2 If any lids are reported missing, they should be made safe by using either fitting plastic lids or by cones and, or barriers.

9.3 **Kerbing**

9.3.1 This may require re-setting and or replacing defective kerbs or pointing up any potential trips.

9.4 **Vegetation**

9.4.1 When vegetation is obstructing visibility splays, sight lines and road signs or pedestrian use of footways, it should be cut and or strimmed clear to establish full visibility / usability.

9.5 Salt Bins

- 9.5.1 All Derbyshire County Council bins should be pre-filled or topped up prior to the winter season and subsequently re-filled in a regulated manner throughout the winter season.

9.6 Culverts – Blocked or Obstructed and Screen Maintenance

- 9.6.1 This may require the cyclic / reactive cleaning of a highway culvert with or without a trash screen either preceding or during, or post flooding, or times of high flow in the watercourse.
- 9.6.2 The type of debris and trash either blocking or obstructing a culvert / watercourse or on and around the culvert screen will dictate the method(s) of removal, consequently, site specific risk assessments / method statements may be required.
- 9.6.3 Based on the above, specific tools may be essential when the work is issued and there may be particular site access issues.

9.7 Emergencies

- 9.7.1 The Reactive Maintenance teams are required to respond to emergencies affecting the highway, for example road traffic collisions, flooding and fallen trees etc.

9.8 Response Times

- 9.8.1 All work is issued with a response time:
- a. Emergency calls should be responded to within 2 hours.
 - b. Other response times are:
 - i. 32 hours - next working day.
 - ii. 5 days – working week.
 - iii. 28 days.

9.9 Cross-reference

- 9.9.1 Further details are available in the Highway Safety Inspection Manual.

SECTION 10 - APPENDIX C – PROCESS, JOB ATTRIBUTES AND STATUSES

10.1 PROCESS

- 10.1.1 The Reactive Maintenance teams must record job attributes and statuses, on their tablet computer. For **all** jobs they must log:
- a. if a dynamic risk assessment has been undertaken on-site;
 - b. if the Cat and Genny equipment has been used to trace for underground services;
 - c. what type of traffic control that they have used;
 - d. what type of material(s) they have used;
 - e. the start time i.e. the time of arrival at the site;
 - f. the completion time i.e. the time the job was completed;
 - g. the nature of the repair effected – permanent or temporary;
 - h. if the job was not completed and the reasons why not; and
 - i. if the job requires further action and or referring elsewhere.
- 10.1.2 Photographs should be taken, as applicable, before, during and after each job.

10.2 JOB ATTRIBUTES AND STATUSES

10.2.1	TABLE 1	JOB ATTRIBUTES - POTHOLES	
Attribute		Associated with	How recorded
CAT and Genny test carried out		CDM	Not Assessed (Default) Completed on Site
Type of Traffic Control used		CDM	Give and Take (Default) Lane Closure Mobile Work Priority Road Closure Stop and Go Stop Works Temporary Traffic Lights
Pothole Type		Quality of repair	Standard (Default) Cut Edge and Repair
Repair material used		Quality of repair	Not Required (Default) Cold Lay Hot Material Viafix

10.1.4	TABLE 2	JOB STATUSES	
Title		Description	
Job Started - Risk Assessment Satisfactory		This records the time the team arrives on site and work is initiated as scheduled	
Work in Progress		This is when work has started, but it is not completed	
Job Returned to Roadworks Centre		This is when no work has been undertaken, but the team should provide some details and photographs, if required. These are then logged as 'Job Returned' to the Roadworks Centre for further action	
Job Passed to ACM		This is when further actions by others are required to allow the works to progress	
Job Completed		This is when a permanent repair or other works have been completed	

SECTION 11 - APPENDIX D – DEFECT ATTRIBUTES – HIGHWAY INSPECTIONS

11.1 GENERAL

11.1.1 The following defect attributes are used appropriately by the Highway Inspectors during the course of their inspections.

11.1.2 All of the attributes carry through to the associated Job Record where those associated with CDM and quality of repairs are read by the Reactive Maintenance teams.

11.1.3	TABLE 3	DEFECT ATTRIBUTES – ALL DEFECTS	
Attribute		Associated with	How recorded
Probability of accident and / or structural failure		Response priority	From pick list
Impact of accident and / or structural failure		Response priority	From pick list
Type of traffic control required		CDM	From pick list
Potential hazards		CDM	Typed in free text field with reference to check list
Inspection frequency in need of review		Hierarchy update	From pick list

11.1.4	TABLE 4	DEFECT ATTRIBUTES - POTHOLES	
Attribute		Associated with	How recorded
Repair material to be used		Quality of repair	From pick list with reference to a guidance note
Also identified for patch repair		Quality of repair and efficiency	From pick list (Yes / No)

SECTION 12 - APPENDIX E – HIGHWAY DEFECTS – SAFETY INSPECTIONS

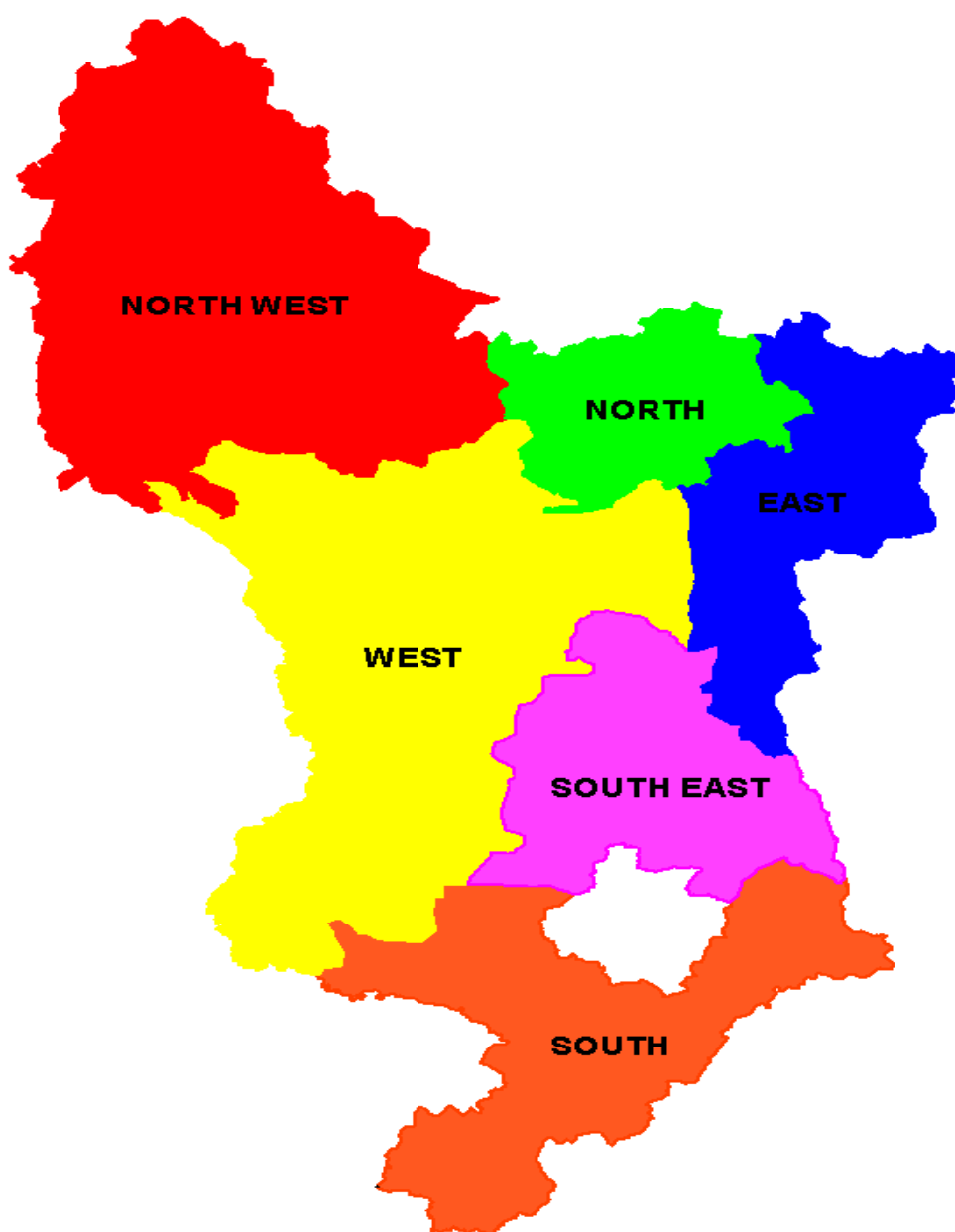
12.1 GENERAL

- 12.1.1 A risk priority is assigned to each defect at the discretion of the inspector by taking into account the severity of the defect and the risk that it poses to road users.
- 12.1.2 The Inspector considers the guidance in the Highway Safety Inspections Manual in exercising his / her discretion.
- 12.1.3 The defects listed in the Highway Safety Inspections Manual are **not** exhaustive and the Inspector uses risk assessments to decide what is likely to be hazardous, as local circumstances will apply.
- 12.1.4 How the defects should be treated will depend on the particular circumstances and the nature and speed of the response that is required.

12.2 INVESTIGATORY LEVELS, CONFIRM CODES AND REACTION TIMES TABLES

- 12.2.1 The tables in Section 14 of the Highway Safety Inspections Manual are used in conjunction with Table 2 in Section 11 of the Highway Safety Inspections Manual.
- 12.2.2 The complete list of Confirm Defect Codes and Default Response Times are in Table 18 of Section 14 of the Highway Safety Inspections Manual.

SECTION 13 - APPENDIX F – MAINTENANCE AREAS



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