

Core No	Chainage	Lane	TBM noted	Black depth	Concrete (HBM) Depth	Total depth	Deterioration depth	DCP (Depths below surface level noted)	Compressive strength (Mpa)	BaP (mg/kg) Layer 1	BaP (mg/kg) Layer 2	BaP (mg/kg) Layer 3	BaP (mg/kg) Layer 4	BaP (mg/kg) Layer 5	BaP (mg/kg) Layer 6	BaP (mg/kg) Layer 7	BaP (mg/kg) Layer 8	TBM Layers	
1	129	Southbound	Y	238	238-421	421	debonded at 79mm and 238mm. In half 0-238mm		18.6										Layer 3: 79-238mm
2	155	Northbound	Y	194	194-390	390	debonded at 194mm		11.8										Layer 3: 102-194mm
3	174	Southbound	Y	180	180-362	362	debonded at 180mm. In half 0-180mm		18.5										Layer 3: 44-180mm
4	191	Northbound	Y	186	186-368	368	debonded at 51mm, 111mm and 186mm. In half 0-186mm	0-124 @ 26%, 124-266mm @ 7%, 266-864 @ 11%	19										Layer 3: 111-186mm
5	223	Southbound	Y	196	196-363	363	debonded at 196mm		23.8										Layer 3: 104-196mm
6	237	Northbound	Y	190	190-369	369	debonded at 99 and 190mm. In half 0-190mm		30										Layer 3: 99-190mm
7	264	Southbound	Y	222	222-370	370	delam @ 120mm. Full depth crack to 110mm	0-89mm @ >100%, 89-250mm @ 40%, 250-367mm @ >100%											Layer 4: 110-222mm
8	278	Northbound	Y	191	191-371	371	debonded at 191mm. In half to 191mm	0-168mm @ 23%, 168-548mm @ 13%, 548-644mm @ 28%, 644-918mm @ 61% 0-124mm @ 32%, 124-158mm @ >100%, 158-254mm @ 28%, 254-883mm @ 11%	31.6										Layer 4: 106-191mm
9	329	Southbound	Y	186	186-340	340	disintegrated throughout												Layer 4: 94-186mm
10	336	Northbound	Y	185	185-382	382	debonded at 185mm. In half 0-185mm												Layer 3: 90-185mm
11	403	Southbound	Y	186	186-356	356	debonded at 186mm. In half 0-186mm												Layer 4: 96-186mm
12	380	Northbound	Y	202	202-383	383	debonded at 202mm. Full depth crack 0-202mm	0-268mm @ 12%, 268-420mm @ 47%, 420-510 @ 17%, 510-859mm @ 11%	16.1										Layer 3: 98-202mm
13	443	Southbound	Y	182	182-402	402	debonded at 103mm and 182mm. In half full bound depth	0-352mm @ 26%, 352-510mm @ 45%, 510-840mm @ 12%											Layer 4: 103-182mm
14	410	Northbound	Y	196	196-366	366	debonded at 102mm and 196mm. Full depth crack 196mm	0-116mm @ 30%, 116-250mm @ 19%, 250-370mm @ 30%, 370-877mm @ 13%											Layer 3: 102-196mm
15	478	Southbound	N	94	94	94	Crumbling to HBM at base and top												
16	467	Northbound	Y	228	228-432	432	debonded at 228mm		12.2										Layer 4: 150-228mm
17	523	Southbound	N	202	202	202	debonded at 90mm	0-224mm @ 68%, 224-312mm @ >100%											
18	529	Northbound	Y	203	203-388	388	debonded at 47mm and 203mm. In half 0-118mm	0-104mm @ 28%, 104-246mm @ 63%, 246-894mm @ 13%											Layer 4: 118-203mm
19	573	Southbound	N	200	200	200													
20	564	Northbound	Y	196	196-403	403	debonded at 196mm. Full depth crack 0-196mm		28.9										Layer 3: 108-196mm
21	610	Northbound	Y	189	189-396	396	debonded at 189mm		26.2										Layer 4: 101-189mm

NOTES - GENERAL

- Do not scale from this drawing. If in doubt contact telford and wrekin council - highways, transportation and engineering (twc - hte)
- All dimensions are in metres (m) unless otherwise noted.
- This drawing is to be read in conjunction with all other relevant drawings relating to this project.
- All dimensions should be checked on site prior to construction. Any discrepancies are to be immediately reported in writing to twc - hte.
- The contractor shall, prior to construction, check and verify that the details shown in this drawing are fully compatible with any as constructed dimensions or levels. Any discrepancies are to be immediately reported in writing to twc - hte.
- This drawing has been prepared for the exclusive use of the commissioning party and unless agreed in writing by twc - hte no other party may use or rely on its contents. No liability is accepted by twc - hte for any use of this drawing other than for the purpose for which it was originally prepared.
- It should be noted that this drawing may include data provided by third parties. No liability is accepted by twc - hte as to the accuracy of this data.
- This drawing shall not be reproduced in any way without the written permission of twc - hte.

NOTES - CARRIAGEWAY

- This drawing should only be read in relation to the subject of the title. Other information shown on the drawing is to be considered indicative only. Reference should be made to appropriate drawing series for other information.
- All patching/resurfacing, kerbing and ironwork must be marked out in the presence of the Project Manager and agreed prior to the commencement of any works on site.
- Bond Coat to MCHW Clause 920 is required at all bound layer interfaces within the pavement, this includes planed surfaces and new asphalt layers.
- All joints, kerbs and ironwork must be cleaned of dust and debris and all vertical faces to be painted with bitumen prior to resurfacing.
- Planed surface must be swept clean and inspected immediately following planing in order to determine the extents of any areas of deep patching. Any loose or delaminating material should be brought to the attention of the Project Manager and must also be removed.
- All bituminous materials to be transported, laid and compacted in accordance with BS 594987:2015
- All ironwork to BS EN 124:2015

KEY - CARRIAGEWAY

- Plane 110mm (Southbound - 2132m2, Northbound - 2282m2) and replace with: 40mm SMA10 surf PMB 68+PSV Clause 971TAR 70mm SMA20 bin PMB Clause 937
- Overlay existing service layby with: 30mm SMA10 surf PMB 68+PSV Clause 971TAR

Notes:

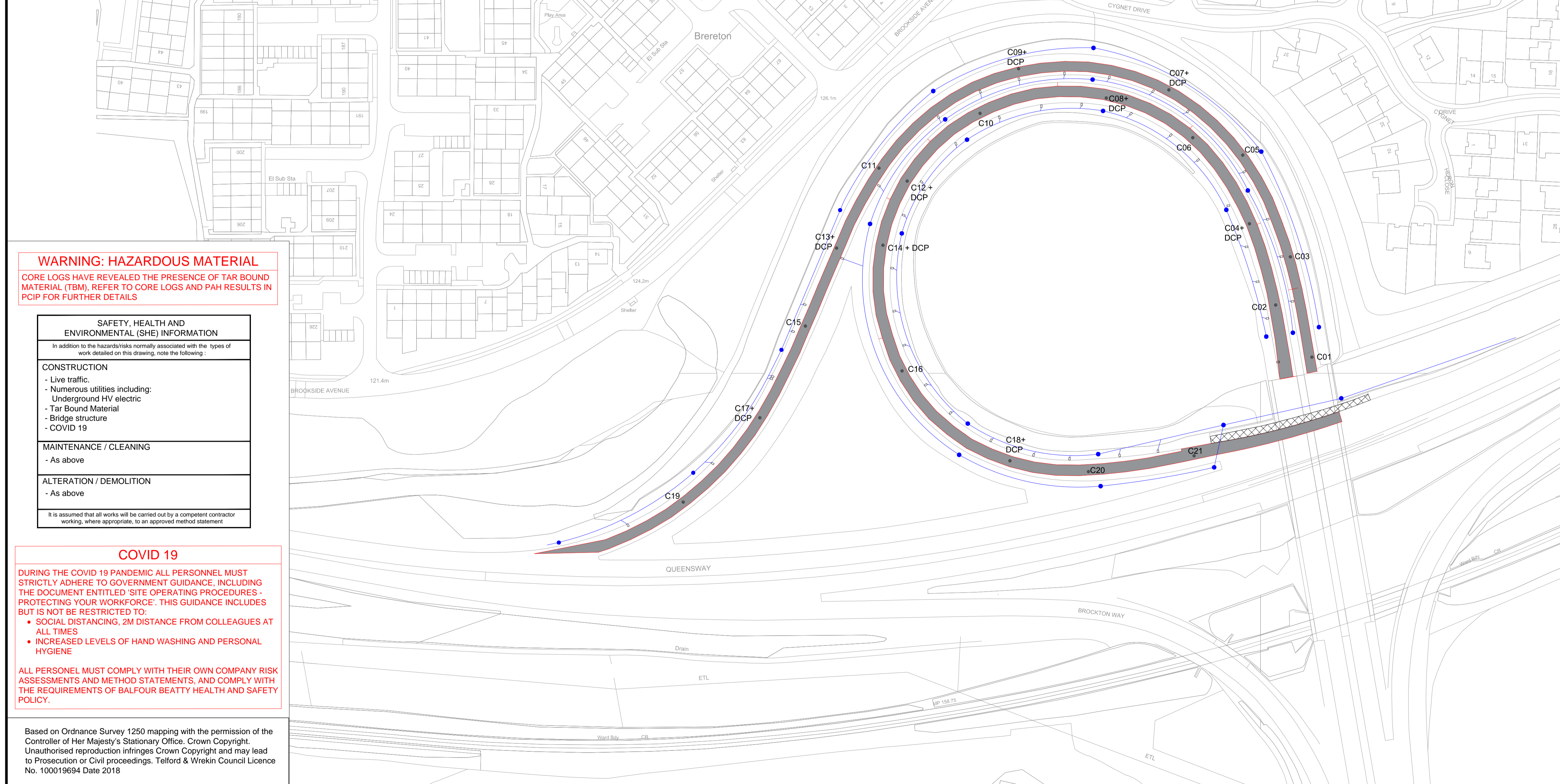
- Planing of the carriageway surface is restricted to the running lane only (incorporating half of the solid white line), which has an approximate width of 4.5m. The hatching either side is to remain intact.
- There are existing sticks on road studs along the length of each lane, with depressible studs at the interfaces with the main A442. Although these are not affected by the works we require all studs replacing with Siglites (or similar).
- Joint seal (simple overband) is required within the hatched areas.



KEY - DRAINAGE

- Existing filter/carrier drain
- Existing gully and connection
- Existing catchpit/manhole (locations to be confirmed on site, and may require removal of topsoil)

There are no known drainage issues on this section of carriageway and no ironwork to be adjusted, however extensive drainage cleaning is required. All catchpits and gullies require emptying, and gully connections/main drain require jetting clean before the traffic management is removed. Locations of catchpits are indicative, and it is probable that a number of them will be buried under topsoil. Gullies have a mix of kerb inlets and trapezoidal grates. Before and after photos are required for each gully and catchpit, along with any amendments to locations recorded on the drawing.



WARNING: HAZARDOUS MATERIAL
CORE LOGS HAVE REVEALED THE PRESENCE OF TAR BOUND MATERIAL (TBM), REFER TO CORE LOGS AND PAH RESULTS IN PCIP FOR FURTHER DETAILS

SAFETY, HEALTH AND ENVIRONMENTAL (SHE) INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION	
- Live traffic.	
- Numerous utilities including: Underground HV electric	
- Tar Bound Material	
- Bridge structure	
- COVID 19	
MAINTENANCE / CLEANING	
- As above	
ALTERATION / DEMOLITION	
- As above	
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement	

COVID 19
DURING THE COVID 19 PANDEMIC ALL PERSONNEL MUST STRICTLY ADHERE TO GOVERNMENT GUIDANCE, INCLUDING THE DOCUMENT ENTITLED 'SITE OPERATING PROCEDURES - PROTECTING YOUR WORKFORCE'. THIS GUIDANCE INCLUDES BUT IS NOT BE RESTRICTED TO:
• SOCIAL DISTANCING, 2M DISTANCE FROM COLLEAGUES AT ALL TIMES
• INCREASED LEVELS OF HAND WASHING AND PERSONAL HYGIENE
ALL PERSONNEL MUST COMPLY WITH THEIR OWN COMPANY RISK ASSESSMENTS AND METHOD STATEMENTS, AND COMPLY WITH THE REQUIREMENTS OF BALFOUR BEATTY HEALTH AND SAFETY POLICY.

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Issue	File Type	Destination	Date	Approved	
C1	29.07.20	Resurfacing extended, drainage added. Drawing issued for construction	SW	NL	NL
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved

Telford & Wrekin COUNCIL *Pride in Our Community*

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Telford and Wrekin Council

Project: 2020/21 Highway Maintenance: A442 TRUMPET BENDS

Drawing title: Carriageway Resurfacing

Drawing status: **A - For Construction**

Scale: 1:1000 | A1 | Date: 11/05/20 | Drawn-by: TS | Checked-by: SW | Approved-by: NL

DO NOT SCALE FROM THIS DRAWING

Drawing number: A442TRUM-TWC-HPV-00-DR-CH-0700 | Rev: C1