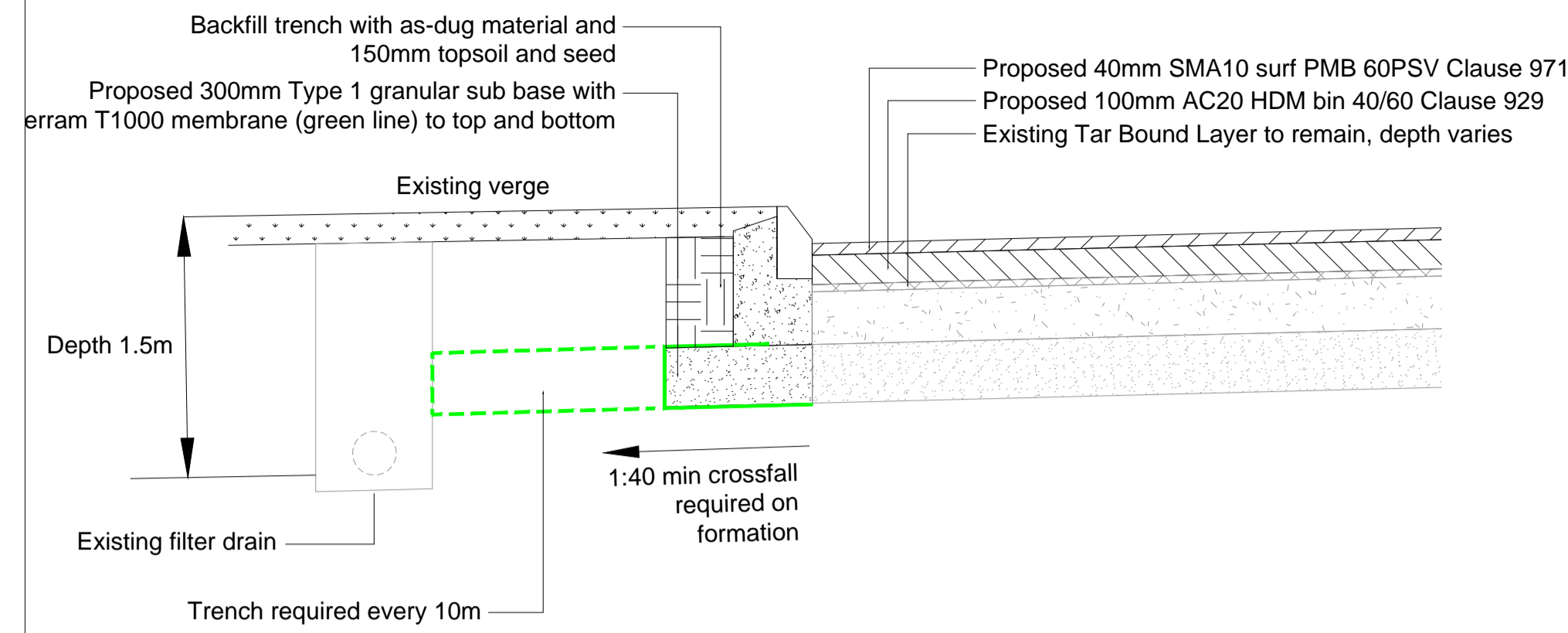


Typical Construction Detail: Resurfacing with Kerb Replacement



- Notes
- Existing PCC kerbs, bed and backing to be removed to allow for new sub base construction, and replaced with new PCC kerbs type SP with 100mm kerb face.
 - Where new sub base is to be laid within the verge it is to have a Terram T1000 separation membrane or similar approved laid to top and bottom.
 - Verge to be reinstated with 150mm topsoil and seed.
 - Sub base width to be 0.5m measured from kerb face and 0.3m deep (this thickness may need to be increased on site to match the bottom of the existing carriageway foundation).
 - Stone filled trench to be dug every 10m with approx dimensions 300mm deep x 500mm wide x 800m length. Trench to connect new sub base below kerbs to existing filter drain and must be Terram wrapped.

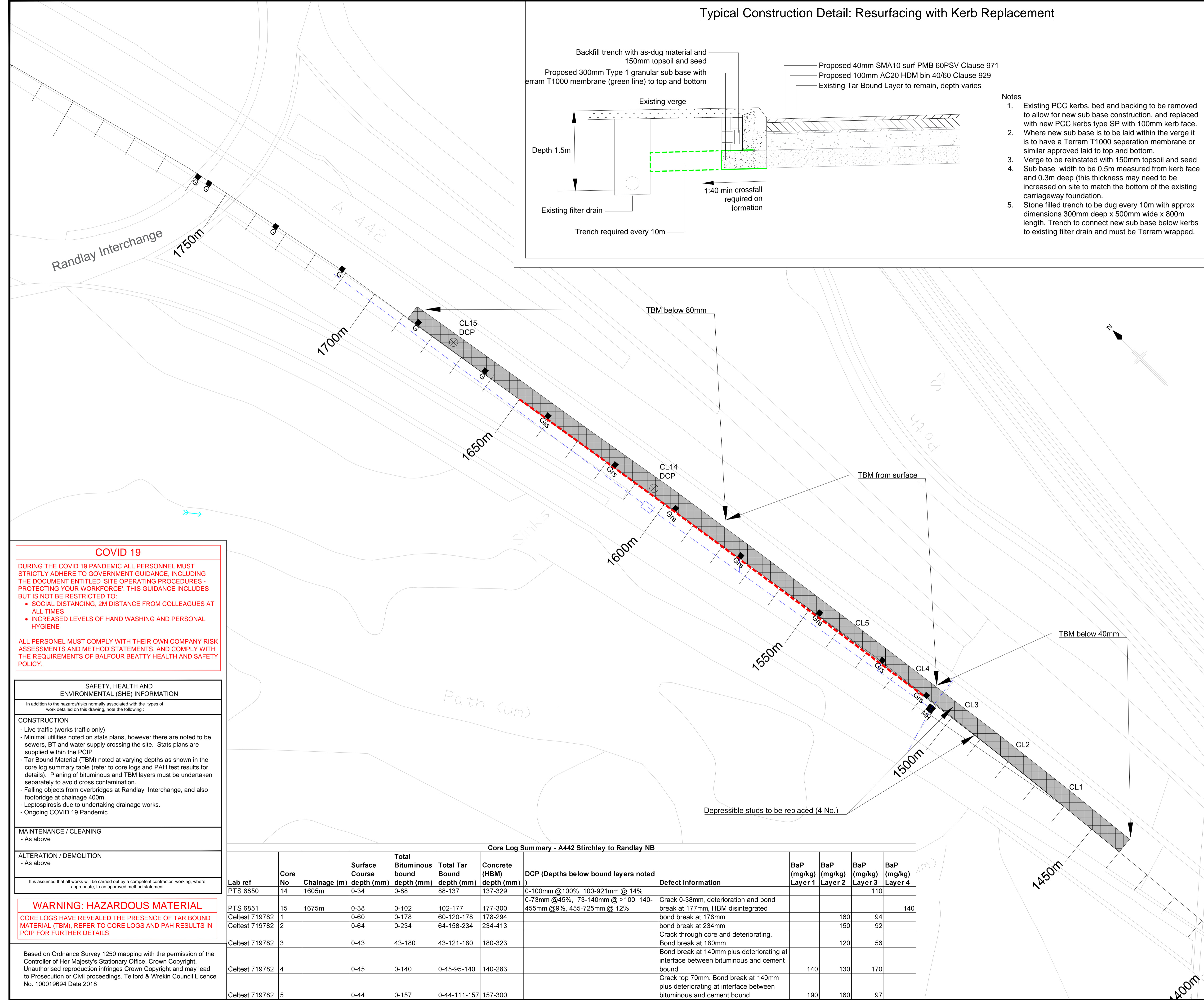
- KEY: SURFACING
- Plane 140mm (Approx. 717m2) and replace with:
 - 40mm SMA10 surf PMB 60PSV
 - 600mm SMA20 bin PMB Clause 937
- NOTE: Planing to be undertaken in 2 operations in order to separate the bituminous bound and Tar bound material. All TBM to be removed to tip offsite.
- ⊕CL?? Core Location (refer to summary table)

- KEY: CIVILS
- All gullies to be cleaned following completion of resurfacing works
- G Existing gully
 - Grs Existing gully to be reset
 - MH Existing Manhole
 - Existing 225mm Ø filter drain
 - Existing kerbs to be removed and replaced with new PCC SP kerbs on new bed (refer to detail)

- 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 5948:2015
 - All ironwork to BS EN 124:2015

- 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 on 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.

- Additional works
- Joint sealing required within the closure area; allow 200m of inlaid and 200m of overbanding.



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 PERSONEL MUST COMPLY WITH THEIR OWN COMPANY RISK ASSESSMENTS AND METHOD STATEMENTS, AND COMPLY WITH THE REQUIREMENTS OF BALFOUR BEATTY HEALTH AND SAFETY POLICY.

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 (works traffic only)
- Minimal utilities noted on stats plans, however there are noted to be sewers, BT and water supply crossing the site. Stats plans are supplied within the PCIP
- Tar Bound Material (TBM) noted at varying depths as shown in the core log summary table (refer to core logs and PAH test results for details). Planing of bituminous and TBM layers must be undertaken separately to avoid cross contamination.
- Falling objects from overbridges at Randlay Interchange, and also footbridge at chainage 400m.
- Leptospirosis due to undertaking drainage works.
- Ongoing COVID 19 Pandemic

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

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

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Core Log Summary - A442 Stirchley to Randlay NB

Lab ref	Core No	Chainage (m)	Surface Course depth (mm)	Total Bituminous bound depth (mm)	Total Tar Bound depth (mm)	Concrete (HBM) depth (mm)	DCP (Depths below bound layers noted)	Defect Information	BaP (mg/kg) Layer 1	BaP (mg/kg) Layer 2	BaP (mg/kg) Layer 3	BaP (mg/kg) Layer 4
PTS 6850	14	1605m	0-34	0-88	88-137	137-329	0-100mm @100%, 100-921mm @ 14%	Crack 0-38mm, deterioration and bond break at 177mm, HBM disintegrated				110
PTS 6851	15	1675m	0-38	0-102	102-177	177-300	0-73mm @45%, 73-140mm @ >100, 140-455mm @9%, 455-725mm @ 12%	bond break at 178mm		160	94	140
Celtest 719782	1		0-60	0-178	60-120-178	178-294		bond break at 234mm		150	92	
Celtest 719782	2		0-64	0-234	64-158-234	234-413		Crack through core and deteriorating. Bond break at 180mm		120	56	
Celtest 719782	3		0-43	43-180	43-121-180	180-323		Bond break at 140mm plus deteriorating at interface between bituminous and cement bound	140	130	170	
Celtest 719782	4		0-45	0-140	0-45-95-140	140-283		Crack top 70mm. Bond break at 140mm plus deteriorating at interface between bituminous and cement bound	190	160	97	
Celtest 719782	5		0-44	0-157	0-44-111-157	157-300						

Issue	File Type	Destination	Date	Approved

Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved

Telford & Wrekin Council *Pride in Our Community*

Angie Astley, Assistant Director, Customer & Neighbourhood Services, Addenbrooke House, Telford, TF3 4NT

Client: **Telford and Wrekin Council**

Project: **Stirchley to Randlay North Bound**

Drawing title: **Carriageway Resurfacing and Kerbing Works**

Drawing status: **S1 - DRAFT FOR DISCUSSION**

Scale: 1:500 | A1 | Date: 06/08/2020 | Drawn by: SW | Checked by: NL | Approved by: SA

DO NOT SCALE FROM THIS DRAWING

Drawing number: **A442STRA-TWC-HPV-00-SK-CH-0700** | Rev: **P1**