



Chainage (m)	Lane	Type	Works Required
102	NB	G	Reset cover and frame
105	SB	GAS	Gas cover and frame to be replaced
147	SB	MH	Replace cover and frame
150	SB	MH	Replace cover and frame
246	SB	MH	Replace cover and frame
287	SB	Kerb	Replace x5 BN3 kerb
362	SB	G	Reset cover and frame

Core No	Chainage (m)	Lane	Bound Layer Depths (mm)					Sub base depth	TBM noted					DCP results	Notes (deterioration depth, bond breaks, etc)
			Layer 1	Layer 2	Layer 3	Layer 4	Layer 5		Layer 1	Layer 2	Layer 3	Layer 4	Layer 5		
C4	45	N/A	0-11	11-50	50-121	121-183	183-305	305	<2.0	<2.0	<2.0	<2.0	Y	N	Core debonded 120 mm deep. Layer 4- high voids. Slight colour change of pak marker, indicating a positive result and the presence of Tar classified as non hazardous.
C5	98	N/A	0-8	08-57	57-132			132	<2.0	<2.0	<2.0		N	Slight colour change of pak marker, indicating a positive result and the presence of Tar classified as non hazardous.	

- Notes**
- All materials laid must be warm mix to Clause 908
  - Plane 40mm (Approx. 319.6m2) and replace with: 40mm HRA55/10 C surf 65PSV Clause 911
  - Plane 120mm (Approx. 3318.9m2) and replace with: 40mm HRA55/10 C surf 65PSV Clause 911
  - 80mm AC20 HDM bin 40/60 MCHW Clause 929.
  - SV Existing Sluice Valve
  - G Existing gully
  - Grs Gully - grating and frame to be reset
  - MH Existing Manhole
  - MHrp Existing manhole - cover and frame to be replaced with new 600x600mm D400 cover and frame. Contractor to determine depth of cover during ECI.
  - GASrp Existing Gas cover - grating and frame to be removed to recycling centre off site and replaced with new cover and frame 150x150mm.
  - BT Existing BT cover
  - C?? Core location
- Network Rail Infrastructure**  
Crosses small bridge over Network Railway line. Contractor to establish safe systems of work and liaise with Network Rail.
- Traffic light loops**  
Existing traffic loops to be removed prior to planing and locations marked on site by contractor to aid reinstatement. Additional 2 days required at end of works to reinstatement traffic loops.
- Ketley Warehousing Depot**  
Access to Ketley warehousing will be required between 11.30pm-12.30am due to shift work approx 30cars.

- 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.

- 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 planned 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.
  - Planned 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
  - 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.

Rev	Revision/Issue Date	Purpose of Revision/Issue	Drawn	Checked	Approved
C1	04/08/22	Construction Issue	AP	CP	NL

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Telford & Wrekin Council

Project: HM22/23 - Waterloo Road, Hadley

Drawing title: Carriageway Resurfacing

Drawing status: **A - FOR CONSTRUCTION**

Scale: 1:500 Date: 04/08/22 Drawn-by: AP Checked-by: CP Approved-by: NL

**DO NOT SCALE FROM THIS DRAWING**

Drawing number: WATLOO-TWC-HPV-01-DR-CH-0700 Rev: C1

**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**

- Numerous utilities including: LP Cadent Gas main present on site. See STATS plans for more precise location.
- Also present on site are HV Electric (11kV and 33 kV), VM, water mains. Further information provided on these in STATS plans.
- Overhead cables are present on site.
- Crosses small bridge over Network Railway line. Contractor to establish safe systems of work and liaise with Network Rail.
- Access to Ketley warehousing will be required between 11.30pm-12.30am due to shift work approx 30cars.

**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

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