



KEY

Plane 45mm (Approx. 3.718m2) and replace with:
45mm SMA 10 surf PMB 65PSV MCHW Clause 971

Plane 105mm (Approx. 260m2) and replace with:
45mm SMA 10 surf PMB 65PSV MCHW Clause 971
60mm AC20 HDM bin 40/60 'W' MCHW Clause 929

Potential TM split for phasing

●

CPrp

Catchpit to remove and replace

●

CP

Existing Catchpit

●

G

Existing Gully

⊕ C??

Core location

- NOTES - GENERAL
1.

Do not scale from this drawing. If in doubt contact telford and wrekin council - highways, transportation and engineering (twc - hte)
2.

All dimensions are in metres (m) unless otherwise noted.
3.

This drawing is to be read in conjunction with all other relevant drawings relating to this project.
4.

All dimensions should be checked on site prior to construction. Any discrepancies are to be immediately reported in writing to twc - hte.
5.

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.
6.

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7.

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8.

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.

- NOTES - CARRIAGEWAY
1.

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.
2.

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.
3.

Bond Coat to MCHW Clause 920 is required at all bound layer interfaces within the pavement, this includes planed surfaces and new asphalt layers.
4.

All joints, kerbs and ironwork must be cleaned of dust and debris and all vertical faces to be painted with bitumen prior to resurfacing.
5.

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.
6.

All bituminous materials to be transported, laid and compacted in accordance with BS 594987:2015
7.

All ironwork to BS EN 124:2015
8.

All bituminous bound binder and base course materials to be warm mix to MCHW Clause 908

C2	05.10.2022	Surface course specification error on Rev C1 corrected	M D	S.Wilkins	N.Lyttle
P4	27.05.2022	Change in surface course material to SMA 10 PMB after meeting with surfacing contractor	C.Parkes	S.Wilkins	N.Lyttle
P3	03.05.2022	Change in surface course material to HRA 35/14	C.Parkes	S.Wilkins	N.Lyttle
P2	04.04.2022	Minor amendments to treatment areas in key to match drawing	C.Parkes	S.Wilkins	N.Lyttle
Rev	Revision/Issue Date	Purpose of Revision/Issue	Drawn	Checked	Approved

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:

- BT below ground, encircling roundabout

- Gas, MP Mains around perimeter on western side, LP Mains on eastern side

- VM, in south eastern verge

- Sewer running around outer perimeter, also entering roundabout from northern leg and exiting along south western leg.

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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Core Log Summary - Dawley Bank Roundabout										
Core No	Bound Layer Depths (mm)					Sub base depth (mm)	TBM noted	DCP results	DCP Notes	Notes (deterioration depth, bond breaks, etc)
	Layer 1	Layer 2	Layer 3	Layer 4	Layer 5					
C1	0-51	51-188				188	No	N/A	N/A	Layer 1 severe damage- split into 3 sections. Layer 2 - material loss and severe damage.cracked through whole depth.
C2	0-44	44-83	83-221			221	No	N/A	N/A	debonded surface course
C3	0-48	48-63	63-127	127-241		241	No	N/A	N/A	Layer 3-Half of layer different material up to 173mm. Cracked /split through whole depth of core.
C4	0-55	55-87	87-185			185	No	N/A	N/A	Severe damage to all 3 layers
C5	0-46	46-89	89-205			205	No	N/A	N/A	Sever material loss at rear of core
C6	0-43	43-110	110-232			232	No	N/A	N/A	Layer 1 debonded.
C7	0-30	30-61	61-108	108-240	240-400	400	No	YES	Layer Thickness 707mm. Median CBR Value 32%	Layer 1-severe damage.Layer 2, material loss.Layer 3,4-medium voids. Sub-base-soily ,clay, aggregate up to 40mm.
C8	0-41	41-103	103-225			225	No	N/A	N/A	Layer 1- severe damage.Layer 2, 3 debonded.
C9	0-35	35-55	55-130	130-280	280-500	500	No	YES	layer thickness 346mm. Median CBR value 200%. Due to the nature of the ground it was not possible to achieve 550mm penetration therefore the median CBR has been calculated between 52mm and 346mm.	Crack through layers 1,2,3 through whole depth. Layer 4,Debonded. Sub-base, soily clay , aggregate up to 40mm.
C10	0-44	44-99	99-191			191	No	N/A	N/A	Severe damage to all 3 layers.
C11	0-36	36-98	98-222			222	No	N/A	N/A	Crached through layer 1,2,3. Material loss.