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**Area 7 (EMAD)**

**First Issue**

**M69 SB M1 to J1 Pavement & Lining  
Stage 1**

**Coring Schedules and Plans**

**HE PIN: HE601982**

**Kier No:**

**Document HE601892-KIER-HPV-M69\_ML\_M1\_JN1\_B-SH-CH-01**

**Date: 01 June 2020**

Highways England  
Stirling House  
Lakeside Court  
Sherwood Park  
Nottingham  
NG15 0DS

Kier Highways  
Stirling House  
Lakeside Court  
Sherwood Park  
Nottingham  
NG15 0DS

**AREA 7 (EMAD)**

**M69 SB M1 to J1 Pavement & Lining Stage 1**

**Do Minimum Treatment Plan**

**HE PIN:** [HE601982](#)  
**Kier No:** [2210041](#)

**Document No:** [HE601892-KIER-HPV-M69\\_ML\\_M1\\_JN1\\_B-SH-CH-01](#)

**Document Issue**

Version	Date	Document Status / Revision Details	Prepared by	Reviewed by	Approved by
1	01/06/20	First Issue	GB	AM	CT

Highways England  
 Stirling House  
 Lakeside Court  
 Sherwood Park  
 Nottingham  
 NG15 0DS

Kier Highways  
 Stirling House  
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 Sherwood Park  
 Nottingham  
 NG15 0DS

<b>SCHEME</b>	<b>HE601892 - M69 SB M1 to J1 Pavement &amp; Lining Stage 1</b>	
<b>Location</b>	<b>M69 SB M1 to J1</b>	

Core and DCP Schedule									
Core No	Chart Section Ref	C/way	Chainage within section	Lane	XSP	Core Type	Photo ref	DCP (Y/N)	UMS
1	2400M69/296	main	12	1	OSWP	TC	Provided separately to this document	Y	N
2	2400M69/296	main	53	2	OSWP	TC		Y	N
3	2400M69/296	main	170	1	OSWP	LC		Y	N
4	2400M69/296	main	250	1	NSWP	LC		Y	N
5	2400M69/296	main	539	H/S	OSWP	TC		Y	N
6	2400M69/296	main	539	1	NSWP	TC		Y	N
7	2400M69/296	main	539	2	NSWP	TC		Y	N
8	2400M69/296	main	676	1	NSWP	TC		Y	N
9	2400M69/296	main	676	2	NSWP	TC		Y	N
10	2400M69/206	main	93	1	OSWP	TC		Y	N
11	2400M69/206	main	101	2	NSWP	TC		Y	N
12	2400M69/206	main	172	2	NSWP	TC		Y	N
13	2400M69/206	main	260	2	NSWP	CON		Y	N
14	2400M69/206	main	260	2	OSWP	LC		Y	N
15	2400M69/206	main	517	2	OSWP	TC		Y	N
16	2400M69/206	main	517	3	OSWP	TC		Y	N
17	2400M69/206	main	525	H/S	OSWP	CON		Y	N
18	2400M69/206	main	525	1	OSWP	TC		Y	N
19	2400M69/206	main	550	2	Cen	LC		Y	N
20	2400M69/206	main	715	2	NSWP	TC		Y	N
21	2400M69/206	main	715	2	OS	LC		Y	N
22	2400M69/206	main	715	3	OSWP	TC		Y	N
23	2400M69/206	main	770	2	Cen	LC		Y	N
24	2400M69/206	main	910	2	OSWP	TC/LC		Y	N
25	2400M69/196	main	28	1	NSWP	TC		N	Y
26	2400M69/196	main	30	1	OSWP	TC		Y	N
27	2400M69/196	main	40	1	NSWP	CON		N	Y
28	2400M69/196	main	40	1	OSWP	CON		Y	N
29	2400M69/196	main	450	H/S	NSWP	CON		Y	N
30	2400M69/196	main	450	1	NSWP	CON		Y	N
31	2400M69/196	main	450	2	NSWP	CON		Y	N
32	2400M69/196	main	450	3	NSWP	CON		Y	N
33	2400M69/186	main	550	H/S	NSWP	CON		Y	N
34	2400M69/186	main	550	1	NSWP	CON		Y	N
35	2400M69/186	main	550	2	NSWP	CON		Y	N
36	2400M69/186	main	550	3	NSWP	CON		Y	N
37	2400M69/176	main	500	H/S	OSWP	CON		Y	N
38	2400M69/176	main	500	1	OSWP	CON		Y	N
39	2400M69/176	main	500	2	OSWP	CON		Y	N
40	2400M69/176	main	500	3	OSWP	CON		Y	N
41	2400M69/166	main	500	H/S	NSWP	CON		Y	N
42	2400M69/166	main	500	1	NSWP	CON		Y	N
43	2400M69/166	main	500	2	NSWP	CON		Y	N

44	2400M69/166	main	500	3	NSWP	CON	Y	N
45	2400M69/160	main	3	1	NSWP	CON	N	Y
46	2400M69/160	main	17	1	NSWP	LC	Y	N
47	2400M69/160	main	700	H/S	NSWP	CON	Y	N
48	2400M69/160	main	700	1	NSWP	CON	Y	N
49	2400M69/160	main	700	2	NSWP	CON	Y	N
50	2400M69/160	main	700	3	NSWP	CON	Y	N
51a	2400M69/160	main	1014	H/S	OSWP	CON	Y	N
51	2400M69/160	main	1014	1	NSWP	CRA	Y	N
52	2400M69/160	main	1014	1	OSWP	CON	N	Y
53a	2400M69/156	main	40	H/S	OSWP	CON	N	Y
53	2400M69/156	main	40	1	NSWP	CRA	Y	N
54	2400M69/156	main	40	1	OSWP	CON	Y	N
55a	2400M69/156	main	69	H/S	OSWP	CON	Y	N
55	2400M69/156	main	69	1	NSWP	CRA	N	Y
56	2400M69/156	main	69	1	OSWP	CON	Y	N
57	2400M69/156	main	500	H/S	OSWP	CON	Y	N
58	2400M69/156	main	500	1	OSWP	CON	Y	N
59	2400M69/156	main	500	2	OSWP	CON	Y	N
60	2400M69/156	main	500	3	OSWP	CON	Y	N
61	2400M69/156	main	574	H/S	Cen	LC	N	Y
62	2400M69/156	main	600	H/S	Cen	LC	Y	N
63	2400M69/146	main	519	H/S	NSWP	CON	Y	N
64	2400M69/146	main	519	1	NSWP	TC	Y	N
65	2400M69/146	main	518	1	NSWP	LC	Y	N
66	2400M69/146	main	517	2	NSWP	TC	Y	N
67	2400M69/146	main	513	3	NSWP	TC	Y	N
68	2400M69/146	main	865	H/S	OSWP	CON	Y	N
69	2400M69/146	main	865	1	NSWP	CON	Y	N
70	2400M69/146	main	865	1	OSWP	LC	Y	N
71	2400M69/146	main	865	2	NSWP	CON	Y	N
72	2400M69/146	main	865	2	OSWP	LC	Y	N
73	2400M69/146	main	865	3	NSWP	CON	Y	N
74	2400M69/140	main	140	H/S	OSWP	CON	Y	N
75	2400M69/140	main	140	1	NSWP	TC	Y	N
76	2400M69/140	main	138	1	OSWP	LC	Y	N
77	2400M69/140	main	140	2	NSWP	TC	Y	N
78	2400M69/140	main	138	2	OSWP	LC	Y	N
79	2400M69/140	main	140	3	NSWP	TC	Y	N
80	2400M69/140	main	785	1	OSWP	TC	Y	N
81	2400M69/136	main	170	1	OSWP	LC	Y	N
82	2400M69/136	main	677	H/S	OSWP	CON	Y	N
83	2400M69/136	main	672	1	NSWP	TC	Y	N
84	2400M69/136	main	677	1	OSWP	LC	Y	N
85	2400M69/136	main	677	2	NSWP	CON	Y	N
86	2400M69/136	main	677	2	OSWP	LC	Y	N
87	2400M69/136	main	667	3	NSWP	TC	Y	N
88	2400M69/130	main	420	H/S	OSWP	CON	Y	N
89	2400M69/130	main	420	1	NSWP	CON	Y	N
90	2400M69/130	main	420	1	OSWP	LC	Y	N

Provided separately to this document

91	2400M69/130	main	420	2	NSWP	CON		Y	N
92	2400M69/130	main	420	2	OSWP	LC		Y	N
93	2400M69/130	main	420	3	NSWP	CON		Y	N

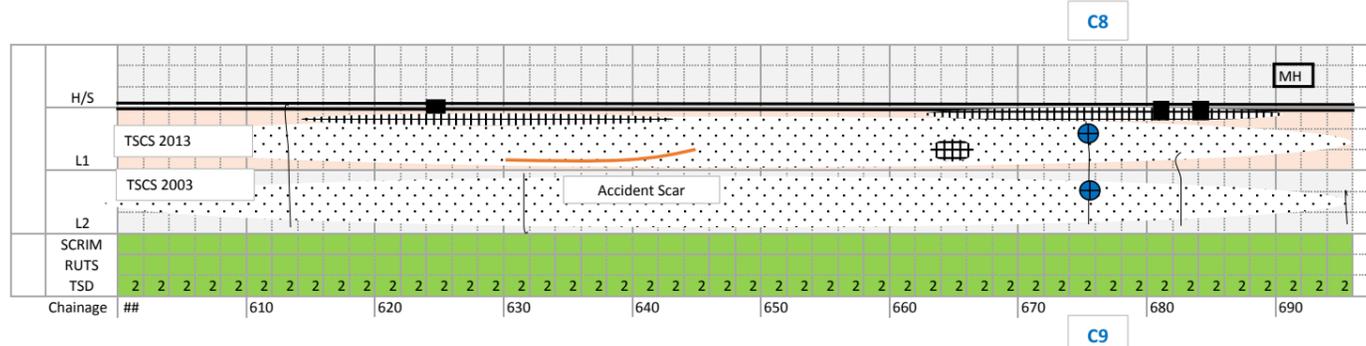
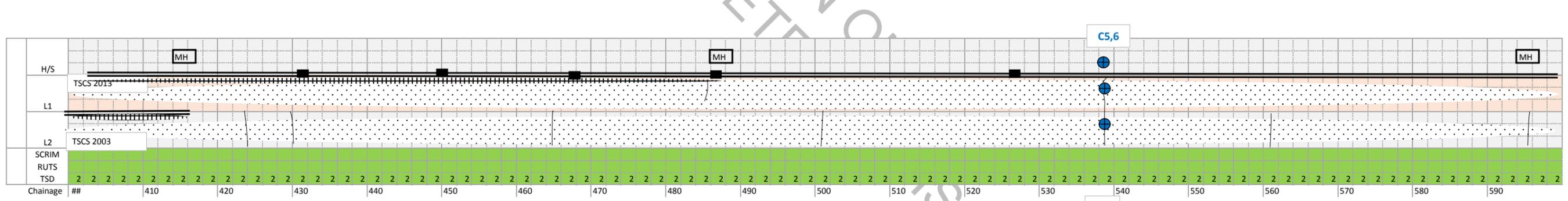
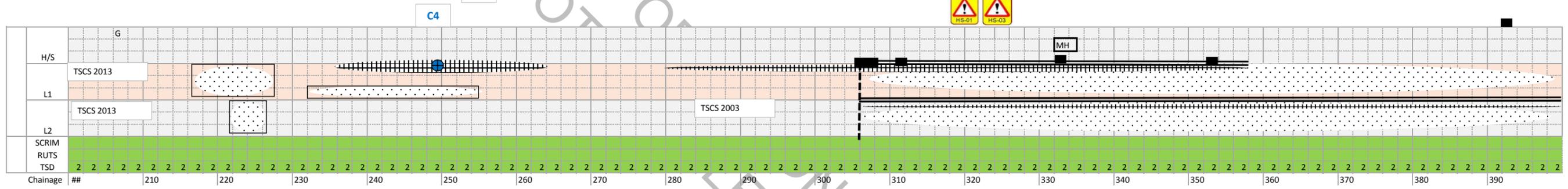
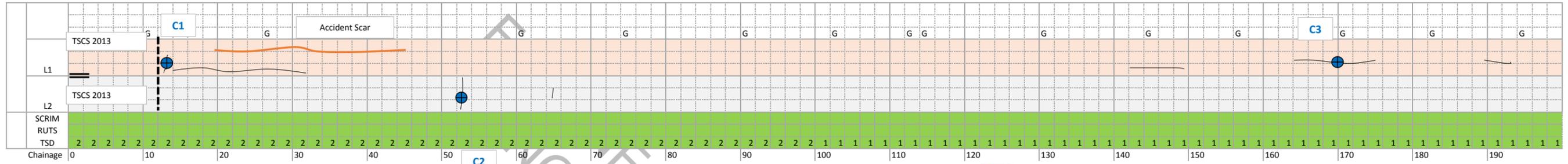
**Notes:**

- Chainages are measured in direction of travel from start LRP of each section.
  - All cores to be tested for presence of tar in all layers.
  - UMS cores are to also have moisture content tests.
  - Refer to statutory undertaker's information for existing apparatus within the site extents. The survey contractor shall ensure there are no clashes with the proposed cores/dcp prior to carrying out the works.
  - Location of construction cores can be adjusted nominally to suit operational needs providing the actual locations are recorded.
    - Positive dimensions relative to EOC (edge of carriageaway) are to be measured from the centre of edge line in towards the running lanes.
- FR= Fretting TC=Transverse Crack LC=Longitudinal Crack D=Depression CRA=Crazing PH=Pot Hole R=Rutting TSD=Core triggered by TSD data CON=General core to obtain road make-up
- Core chainages have been measured using Highways England AVIS video system & then adjust to HAPMS chainage. There is likely to be discrepancies between the two when the cores are set out on site. Section 176,166,160 & 156 have more of an error than others. Contractor is to confirm visually the correct location is being cored by checking against VCS & provided photos, actual core location is to be recorded with GPS.

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Road	M69	Link & Section	2400M69/296	Location		Drawing number - HE601892-KIER-VGN- M69_ML_M1_JN1_B-DE-CH-0000-01	Length (m)	696	VCS undertaken by		Date	00/00/0000
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Visual Survey Key												
Cracking	Reinstament /patching	Fretting	Crazing	Pothole	Open joint	Construction Joint	Rutting/ depression	Core	Loops	Nodes	G - GULLY OG - OFFSET KG - KERB	Deflectograph



**RESIDUAL DESIGN HAZARDS**

THE FOLLOWING HAS BEEN COLLECTED FROM THE PRE-CONSTRUCTION INFORMATION AND HIGHLIGHTS KNOWN RESIDUAL HAZARDS.

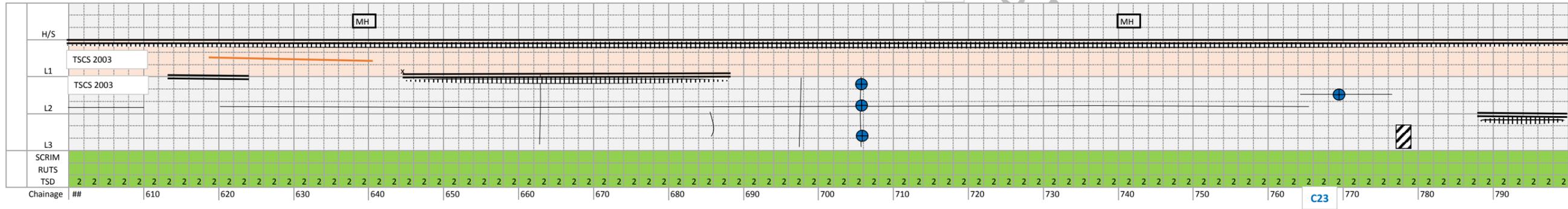
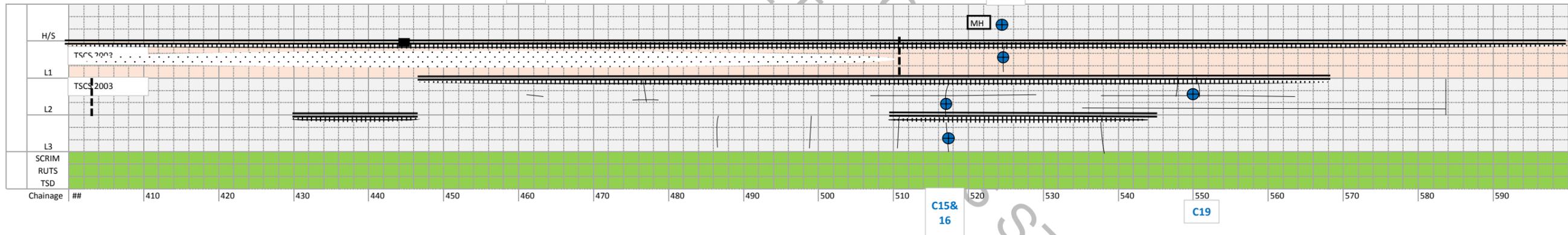
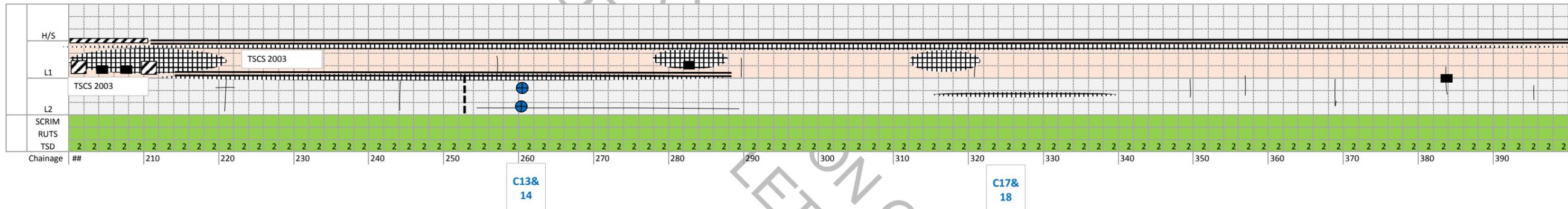
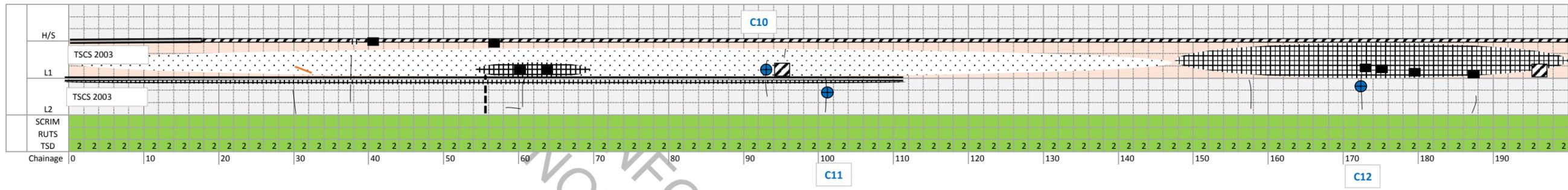
KEY		HS-#	= HEALTH AND SAFETY RISK REFERENCE NUMBER
		E-#	= ENVIRONMENT RISK REFERENCE NUMBER

HS-01 - STATUTORY UNDERTAKERS APPARATUS PRESENT  
 HS-02 - OVERHEAD LINES  
 HS-03 - OVERBRIDGE  
 HS-04 - UNDERBRIDGE OR CULVERT

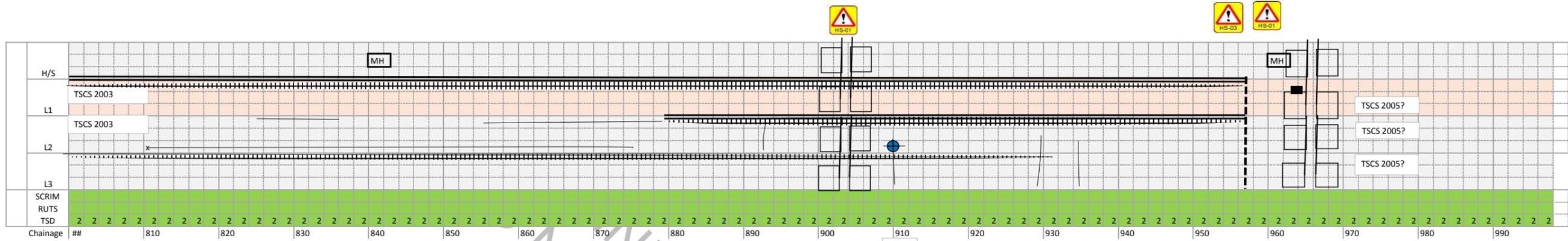
NOTE - STATS WARNING IS INDICATIVE ONLY OF CARRIAGEWAY CROSSING LOCATIONS. REFER TO STATUTORY UNDERTAKERS DRAWINGS AND C2 RETURNS FOR FURTHER INFORMATION INCLUDING STATUTORY UNDERTAKERS APPARATUS RUNNING ADJACENT TO THE CARRIAGEWAY.

Road	M69	Link & Section	2400M69/206	Location		Drawing number - HE601892-KIER-VGN- M69_ML_M1_JN1_B-DE-CH-0000-02	Length (m)	998	VCS undertaken by		Date	00/00/0000
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Visual Survey Key												
Cracking	Reinstament /patching	Fretting	Crazing	Pothole	Open joint	Construction Joint	Rutting/ depression	Core	Loops	Nodes	G - GULLY OG - OFFSET KG - KERB	Deflectograph



C20,21  
&22



**RESIDUAL DESIGN HAZARDS**

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 E-# = ENVIRONMENT RISK REFERENCE NUMBER

HS-01 - STATUTORY UNDERTAKERS APPARATUS PRESENT  
 HS-02 - OVERHEAD LINES  
 HS-03 - OVERBRIDGE  
 HS-04 - UNDERBRIDGE OR CULVERT

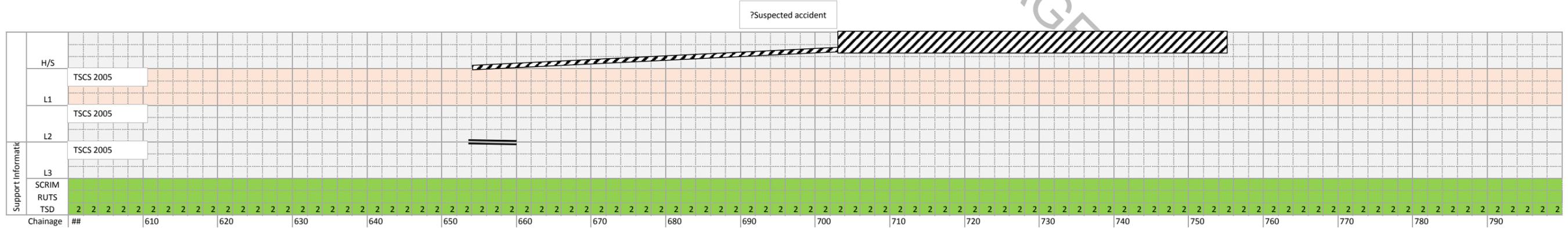
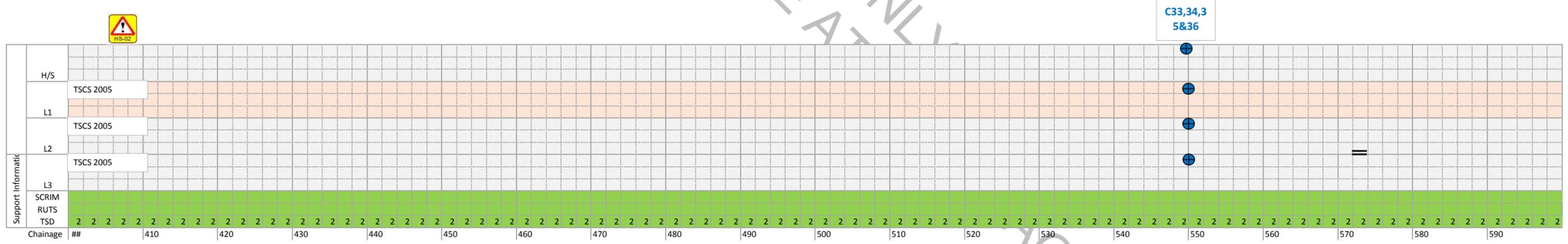
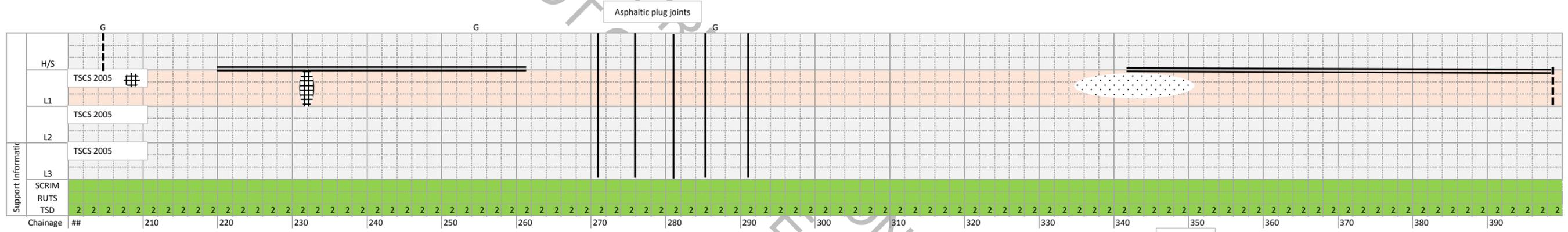
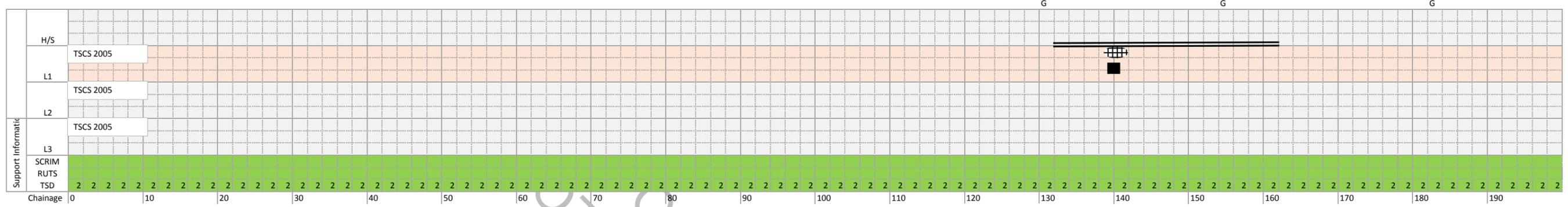
NOTE: STAT WARNING IS INDICATIVE ONLY OF CARRIAGEWAY CROSSING LOCATIONS. REFER TO STATUTORY UNDERTAKERS DRAWINGS AND C2 RETURNS FOR FURTHER INFORMATION INCLUDING STATUTORY UNDERTAKERS APPARATUS RUNNING ADJACENT TO THE CARRIAGEWAY.

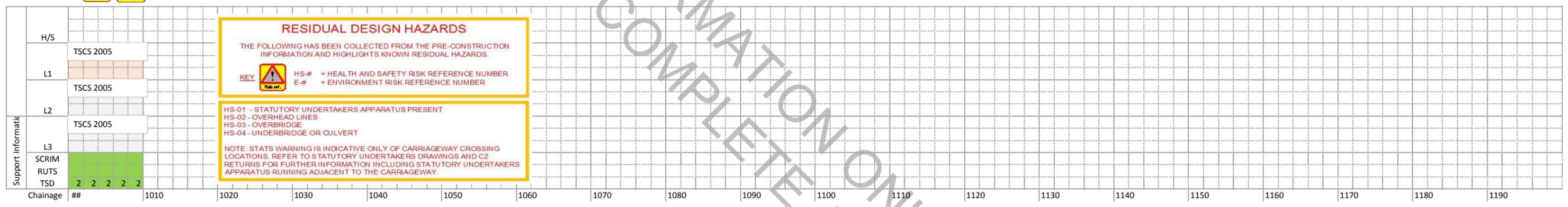
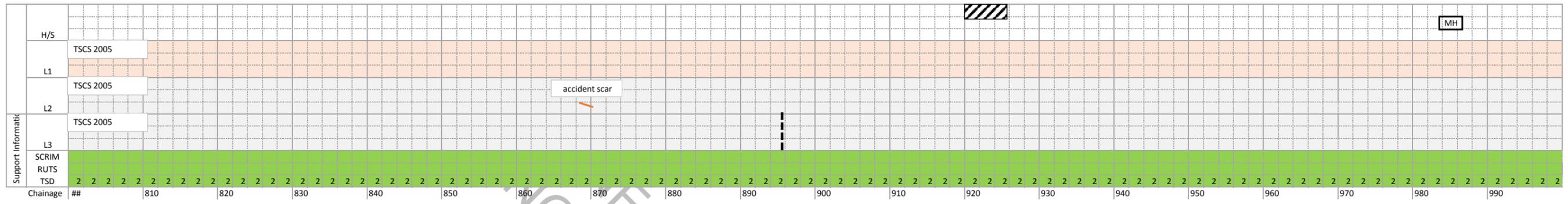
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Road	M69	Link & Section	2400M69/186	Location		Drawing number - HE601892-KIER-VGN- M69_ML_M1_JN1_B-DE-CH-0000-04	Length (m)	1009	VCS undertaken by		Date	00/00/0000
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Visual Survey Key												
Cracking	Reinstatement /patching	Fretting	Crazing	Pothole	Open joint	Construction Joint	Rutting/ depression	Core	Loops	Nodes	G - GULLY OG - OFFSET KG - KERB MH - MANHOLE	Deflectograph





**RESIDUAL DESIGN HAZARDS**

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**KEY:** HS-# = HEALTH AND SAFETY RISK REFERENCE NUMBER  
 E-# = ENVIRONMENT RISK REFERENCE NUMBER

HS-01 - STATUTORY UNDERTAKERS APPARATUS PRESENT  
 HS-02 - OVERHEAD LINES  
 HS-03 - OVERBRIDGE  
 HS-04 - UNDERBRIDGE OR CULVERT

NOTE: STAS WARNING IS INDICATIVE ONLY OF CARRIAGEWAY CROSSING LOCATIONS. REFER TO STATUTORY UNDERTAKERS DRAWINGS AND C2 RETURNS FOR FURTHER INFORMATION INCLUDING STATUTORY UNDERTAKERS APPARATUS RUNNING ADJACENT TO THE CARRIAGEWAY.

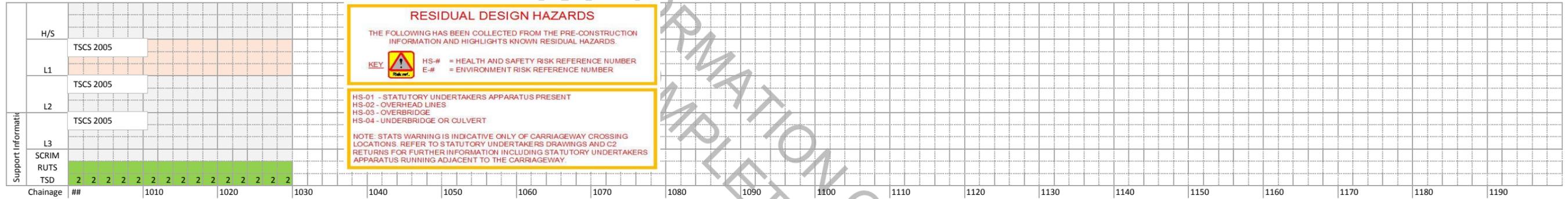
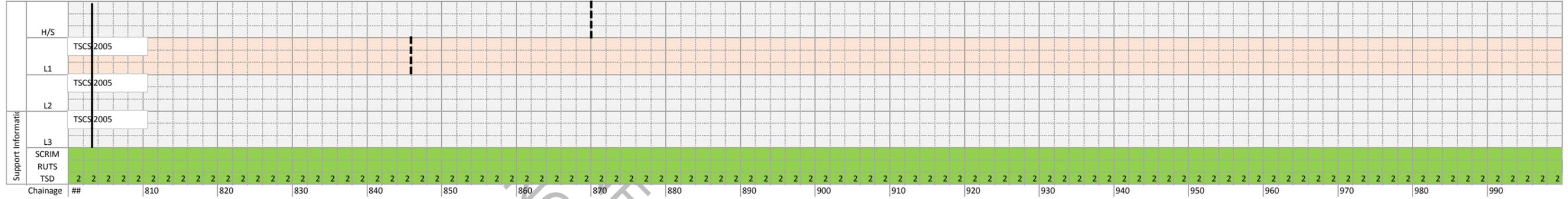
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Asphaltic plug joints

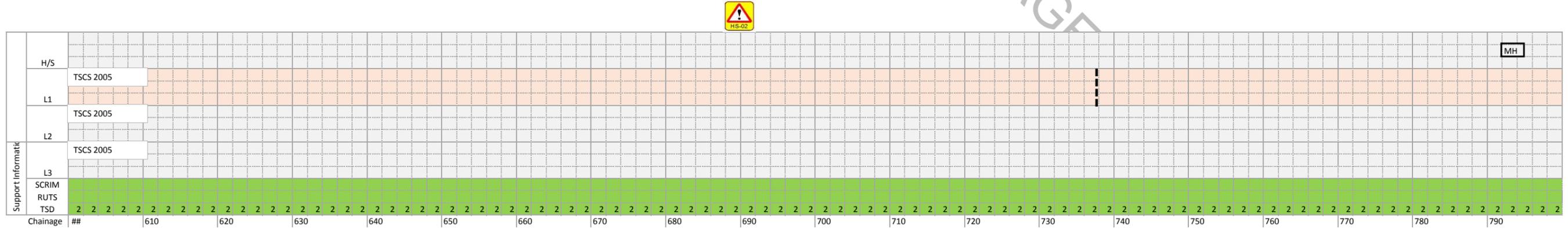
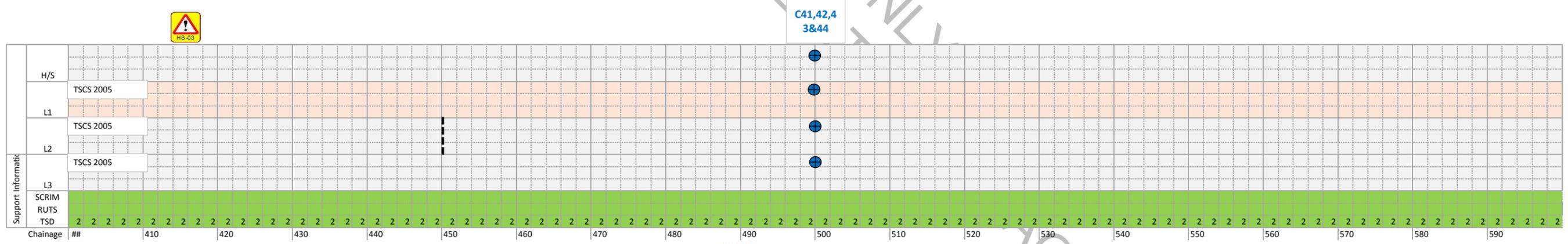
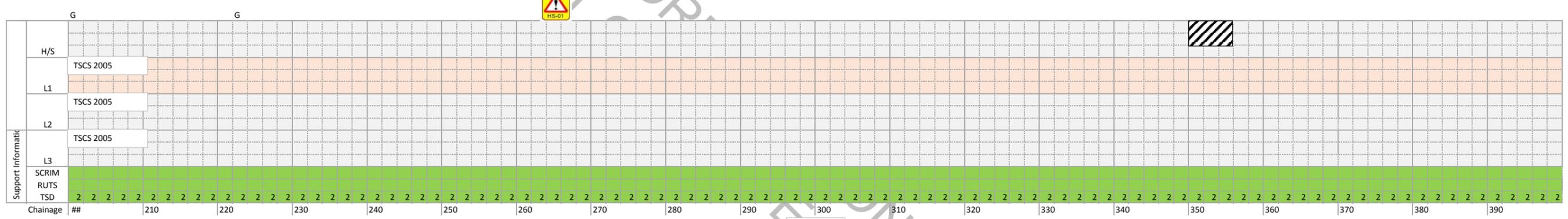
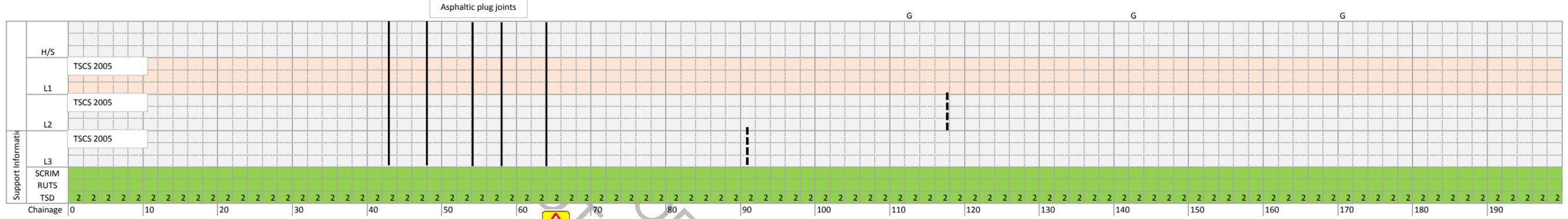
G

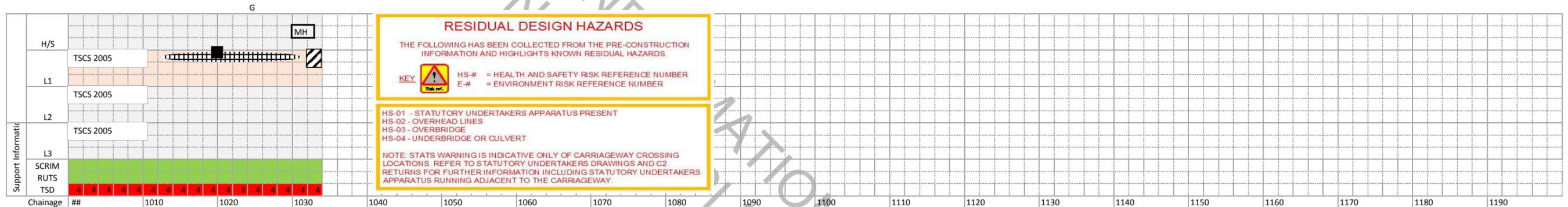
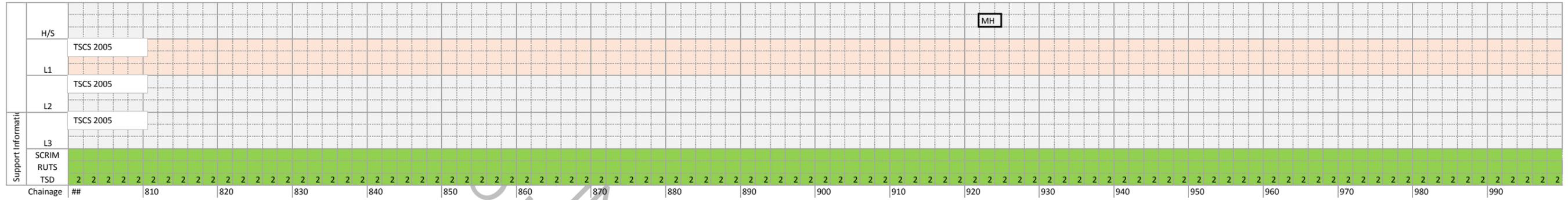


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COMPLETE AT THIS STAGE

Road	M69	Link & Section	2400M69/166	Location		Drawing number - HE601892-KIER-VGN-M69_ML_M1_JN1_B-DE-CH-0000-06	Length (m)	1033	VCS undertaken by		Date	00/00/0000
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Visual Survey Key												
Cracking	Reinstatement /patching	Fretting	Crazing	Pothole	Open joint	Construction Joint	Rutting/ depression	Core	Loops	Nodes	G - GULLY OG - OFFSET KG - KERB MH - MANHOLE	Deflectograph





INFORMATION ONLY  
DELETE AT THIS STAGE

