

National Asset Delivery Technical Surveys and Testing

Works Information for 570122 M5 J14- 15 SB MP 125 - 129.5 RS Pavement Coring, PAK/PAH Testing & DCP Testing Surveys

CONTENTS AMENDMENT SHEET

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LIST OF ANNEXES

Appendix 1 570122 M5 J14-15 SB MP 125 - 129.5 RS Core Schedule

1 DESCRIPTION OF THE WORKS

1.1 Project objectives

1.1.1 The principal objective of this project is to undertake 150mm diameter cores at locations stated in drawings 572 – M5 J14-15 SB MP 125 - 129.5 RS – 001, 002, 003, 004 & 005. All cores to be PAH & PAK tested and in addition to selective DCP testing and provide subsequent report in accordance with the requirements detailed in the specification

1.1.2 The specification that applies to the *works* is included in Section 6

1.2 Scope of works

1.2.1 The *works* to be provided under this contract are:

- (1) Undertake 43 no. 150mm diameter cores within the pavement at the locations specified on drawings 572 – M5 J14-15 SB MP 125 - 129.5 RS – 001-005 & 570122 M5 J14-15 SB MP 125 - 129.5 RS Core Schedule.
- (2) Undertake 4 no. DCP tests at the core locations specified in 570122 M5 J14-15 SB MP 125 - 129.5 RS Core Schedule.
- (3) Undertake 43 no. PAK and PAH testing on cores to determine the presence of tar bound materials (TBM)

1.3 Deliverables

1.3.1 The *Contractor* is required to produce the following deliverables:

- (1) Provide core logs in accordance with the requirements of the specification in section 6
- (2) Results of the DCP testing undertaken in accordance with the requirements in section 6
- (3) Results of the PAK and PAH testing undertaken in accordance with the requirements in section 6
- (4) PDF colour copy report of the works undertaken

2 EXISTING INFORMATION

- 2.1.1 For information about the site refer to the document Site Information
- 2.1.2 For statutory undertaker's apparatus information refer to provided C2 returns in Pre-Construction Information Pack.
- 2.1.3 The Drawings listed below apply to this contract. Refer to the site information for details of existing site conditions including ground conditions, limitation on access, position of existing structures etc.

Drawing Number	Title
572 – M5 J14-15 SB MP 125 - 129.5 RS – 001	Defect Treatment Plan Sheet 1
572 – M5 J14-15 SB MP 125 - 129.5 RS – 002	Defect Treatment Plan Sheet 2
572 – M5 J14-15 SB MP 125 - 129.5 RS – 003	Defect Treatment Plan Sheet 3
572 – M5 J14-15 SB MP 125 - 129.5 RS – 004	Defect Treatment Plan Sheet 4
572 – M5 J14-15 SB MP 125 - 129.5 RS – 005	Defect Treatment Plan Sheet 5
572 – M5 J14-15 SB MP 125 - 129.5 RS – 006	Defect Photos Sheet 1
572 – M5 J14-15 SB MP 125 - 129.5 RS – 007	Defect Photos Sheet 2
572 – M5 J14-15 SB MP 125 - 129.5 RS – 008	Defect Photos Sheet 3
572 – M5 J14-15 SB MP 125 - 129.5 RS – 009	Defect Photos Sheet 4

3 CONSTRAINTS ON HOW THE CONTRACTOR PROVIDES THE WORKS

3.1 General

- 3.1.1 The *Contractor* Provides the Works in such manner as to minimise the risk of damage or disturbance to or destruction of third party property.
- 3.1.2 The *Contractor* complies with the constraints and meets with the requirements outlined in Appendix 1.
- 3.1.3 The *Contractor* submits information detailing how the *Contractor* will provide the Works to the *Employer* prior to the *works* commencing. This information will include any lifting plans, risk assessments, method statements, the *Contractor's* staff training information and any other relevant Health and Safety requirements.

3.2 Working hours & site specific constraints

- 3.2.1 Access to the site for undertaking works will not be possible without the provision of traffic management – This will be provided by the *Employer*.
- 3.2.2 Due to the requirement for Traffic Management (TM) and specialist access, it is envisaged that works will be restricted to night-time shifts. Temporary Traffic Management (TTM) shall not be implemented prior to the hour of 20:00 hrs nor removed later than 06:00 hrs. Late installation / early removal of Traffic Management or alteration to the length of closure may occur subject to the recorded on-site traffic flow. It is anticipated that in most cases, Traffic Management removal will commence at 04:00 hrs to allow sufficient time for removal.
- 3.2.3 Traffic Management layout to be confirmed during mobilisation with the successful contractor. and to be in accordance with Traffic Signs Manual (TSM) Chapter 8.
- 3.2.4 Any site and task-specific lighting shall be directed away from dense vegetation and shall be positioned such that it does not cause a hazard to on-coming road users.

3.3 Health, Safety and Environment & Risk Management

Health and Safety requirements

- 3.3.1 In Providing the Works the *Contractor* meets the requirements of Annex 2 of the supplementary constraints in relation to health and safety duties.
- 3.3.2 When implemented, the *Contractor* shall comply with the requirements of Highways England's safety passport scheme and ensure that all of his

employees, and any of his subcontractor's, are registered in accordance with the implementation of the scheme.

- 3.3.3 For details of the CDM duty holders, refer to the pre-construction information which can be found here:

(1) 570122 M5 J14-15 SB MP 125 - 129.5 RS PCI

- 3.3.4 Before commencing the construction phase of the *works*, the *Contractor* confirms to the *Employer* that adequate welfare facilities are in place. Where the facilities detailed in section 5 are not deemed adequate, the *Contractor* provides all necessary facilities to Provide the Works and to comply with the minimum requirements set out in HSE guidance document L153.

Environmental requirements

- 3.3.5 In Providing the Works the *Contractor* meets the requirements of Annex 2 of the supplementary constraints in relation to environmental duties.

Risk Management

- 3.3.6 The *Contractor* identifies, manages and mitigates risks in accordance with the principles of ISO31000.
- 3.3.7 The *Contractor* submits a risk register, which captures all risks associated with the delivery of the *works* including those identified by the *Employer*, with his tender and maintains it for the contract period.

4 REQUIREMENTS FOR THE PROGRAMME

- 4.1.1 The *Contractor* submits programme to the *Employer* with his tender.
- 4.1.2 The *Contractor* Provides the Works taking into account the following programme constraints:
- (i) the *starting date* and *completion date* and any post site works, reporting and review period
 - (ii) The services and other things provided by *Employer* (see Section 5)
- 4.1.3 The programme should be in the form of an activity and time related bar chart, produced as a result of a critical path analysis.
- 4.1.4 The programme should preferably be provided in either a PDF or MS Excel format and cover the full contract period including post site activities. Activities should be clearly defined and named and the programme should detail the following:
- (i) dates and times associated with the project, including the *starting date*, *completion date* & *Contractor's* planned completion, and any other dates or times that will specifically impact the delivery of the project
 - (ii) activities associated with delivering the project
 - (iii) Review periods for any reporting requirements
 - (iv) Key dates for the *Employer* to provide 'services and other things'
 - (v) Key dates for co-ordination with Others
 - (vi) Dates and times associated with the project, including the *starting date*, *completion date* & *Consultant's* planned completion, and any other dates or times that will specifically impact the delivery of the project
 - (vii) Activities associated with delivering the project
- 4.1.5 The *Contractor* updates the programme every week. The *Contractor* submits an updated programme to the *Employer* upon request.

5 SERVICES AND OTHER THINGS PROVIDED BY THE *EMPLOYER*

5.1.1 The following temporary traffic management will be provided by the *Employer* to Provide the Works:

(1) Full closure of the southbound carriageway

5.1.2 Principal contractor will provide welfare facilities

6 SPECIFICATION FOR THE WORKS

6.1 General

- 6.1.1 The *Contractor* shall undertake the works in accordance with: DMRB: CS229 Data for pavement assessment
- 6.1.2 Core and DCP locations are referenced against the Highways England Network Referencing system
- 6.1.3 Core and DCP testing are shown on drawings 572 – M5 J14-15 MP 125 - 129.5 RS- 001-005, on photo sheets 572 – M5 J14-15 MP 125 - 129.5 RS– 006-009 and in Table 6.1. Any additional requirements and the locations where DCP tests are required are also shown in 570122 M5 J14-15 SB MP 125 - 129.5 RS Core Schedule. For coring requirements refer to 6.2. For DCP testing refer to 6.3.

6.2 Pavement Core and PAK/PAH Requirements

- 6.2.1 150mm cores are to be taken in the pavement at the locations specified at the locations specified on drawings 572 – M5 J14-15 SB MP 125 - 129.5 RS – 001-005 and in 570122 M5 J14-15 SB MP 125 - 129.5 RS Core Schedule.
- 6.2.2 Core locations are to be recorded and referenced against the network sections to an accuracy of $\pm 1\text{m}$ longitudinally and $\pm 0.1\text{m}$ transversely from the nearside lane edge
- 6.2.3 GPS co-ordinates shall be recorded using a device capable of sub-metre accuracy.
- 6.2.4 Services to be located using cable detection devices by a trained and competent operator prior to coring taking place
- 6.2.5 Where rut profiles are required the following procedure shall be followed:
- 1) Three transverse locations are marked out across the rut at a spacing of approximately 0.5m
 - 2) Manual rut depth measurements are undertaken using a minimum 2m long, type 2 straight edge using the method described in BS 8420 [Ref 9.N]
 - 3) The surface of the core is marked to preserve orientation
 - 4) A core is extracted at each location
 - 5) The thickness of each later is measured in each core
 - 6) The layer thicknesses from the three cores are used to identify which layer(s) have thinned
- 6.2.6 For each core, a full record of the core details must be made in the form of a core log. The core logs must include photographs including the following:
- a) Where a defect is apparent in the core, the face with the defect shall be shown in the photograph

- b) Where the defect obscures other details of the core then an additional photograph of another side of the core
- c) Where a later is missing from a core because it was disintegrated, the photograph shall show the intact layers of the core with a gap left for the missing layer
- d) A photograph showing the material from any disintegrated layers
- e) Photographs of the pavement surface prior to coring, down the core hole and of the core shortly after extraction
- f) The reinstated core hole

6.2.7 The following reference information must be stated on the log sheet for each core:

- a) Unique core reference
- b) Section reference and chainage
- c) GPS coordinates
- d) Traffic direction
- e) Lane and offset (and datum used e.g. nearside lane edge)
- f) Coring date and time
- g) Pavement condition at core location including presence of cracks and their orientation and rut depth
- h) The reason the core was extracted

6.2.8 The following details must be stated on the log sheet for each core:

- a) Thickness of each bound layer
- b) Any missing layers
- c) For each layer as appropriate:
 - i. Type of material present
 - ii. Possible presence of tar bound layer (from PAK test)
 - iii. Condition of the material
 - iv. Stripping of binder from aggregate (if present)
 - v. Condition of bonding layers
 - vi. Presence of detritus where there is a lack of bond between layers
 - vii. Voiding and segregation (if present)
 - viii. Crack depth and severity, soft or otherwise, deleterious aggregate, bleeding and other peculiarities
- d) The total depth of cracking (if present)
- e) The nature of the material at the bottom of the core hole (e.g. crushed stone)

6.2.9 Cores shall be retained for a minimum of three months after the reporting of the core log

6.2.10 Cores to be cleaned and then tested with PAK marker spray to determine if there are any Polycyclic Aromatic Hydrocarbons present within each construction layer. Results of PAK testing to be included on the core log sheet.

6.2.11 If PAK testing returns positive result, a detailed analysis of the effected layers is to be undertaken by PAH testing and phenol analysis.

6.3 DCP Test Requirements

- 6.3.1 DCP testing is to be undertaken in the core locations specified in Appendix 1 - Core Schedule. DCP testing to be undertaken following completion of coring.
- 6.3.2 The DCP equipment shall be as described in ORN18 [Ref 1.N]
- 6.3.3 The cone shall be inspected before use and shall be replaced if there are signs of visible damage or if its diameter has been reduced by 10%
- 6.3.4 The depth of penetration shall be recorded at approximately 10mm increments
- 6.3.5 The results (blows against depth shall be recorded on a DCP test log
- 6.3.6 The following reference information for the DCP test is to be recorded and linked to the reference information at the core hole the test was undertaken in :
- a) Unique DCP reference number
 - b) Core hole number
 - c) Core hole depth
 - d) Zero error
 - e) Section reference and chainage
 - f) Traffic direction
 - g) Lane and offset (and datum used)
 - h) GPS coordinates
 - i) Date and time of test
- 6.3.7 The data should be plotted as the cumulative number of blows (positive x axis) against depth of penetration relative to the pavement surface (negative y axis).
- 6.3.8 Changes in the slope of the plotted data indicates a change in strength and/or material type. The thickness of different strength layers are usually determined by inspection and the average penetration rate, in mm per blow calculated for each.
- 6.3.9 The average penetration for each material layer is to be calculated and used in the following formula to compute CBR values

$$CBR = 10^{(2.48 - 1.057 \times \log_{10} P)}$$

Where P is the average penetration rate for each layer (mm per blow)

Appendix 1 - 570122 M5 J14-15 SB MP 125 - 129.5 RS Core Schedule