

**STREET PARISH COUNCIL
SPECIFICATION FOR EXTENSION OF TARMAC PATH**

**INVITATION TO TENDER FOR WORKS AS DETAILED TO BE RETURNED
TO STREET PARISH COUNCIL, 6 LEIGH ROAD, STREET BA16 0HA BY
12 NOON ON MONDAY, 24TH OCTOBER, 2016**

PATHWAY WILL BE EXTENDED IN ACCORDANCE WITH SCALE PLAN **MPK/PWY/0816** (ATTACHED) AND RUN FROM EXISTING PATH TO PEDESTRIAN GATE NEAR THE SILVER ROAD/PARK ROAD JUNCTION. SCALE DRAWING OF THE EXISTING LAYOUT CAN BE FOUND ON THE ATTACHED SURVEY DRAWING (**MPK/SUR/0916 REV2**).

SURFACING

TARMAC WILL BE LAID TO SAME SPECIFICATION AS EXISTING (SEE GUIDANCE PROVIDED BELOW) AND PROVISION OF LIGHTS TO THE SAME SPECIFICATION AS EXISTING. THE LANTERNS ARE CHURCHILL LANTERNS DL70S FITTED WITH 70w SODIUM LAMPS AND PHOTOCELLS. THEY WILL BE POSITIONED ALONG THE NEW PATHWAY AT SIMILAR DISTANCES AS EXISTING LIGHTS AND SPECIFIC LOCATIONS ARE INDICATED ON DRAWING **MPK/PWY/0816**.

NOTE ON TARMAC PATH – FOOTWAY EXTENSION TO BE 1.5M WIDE, LAID IN ACCORDANCE WITH SOMERSET COUNTY COUNCIL – ESTATE ROADS IN SOMERSET SPECIFICATION CONSTRUCTION NOTES (GREEN BOOK) APPENDICES F AND M – SEE LINK BELOW
<http://www.somerset.gov.uk/policies-and-plans/strategies/somerset-highway-infrastructure/>

IN ACCORDANCE WITH THE BRITISH STANDARD FOR TREES IN RELATION TO DESIGN, DEMOLITION AND CONSTRUCTION (**BS 5837 : 2012**), NO MACHINERY CAN BE USED WITHIN THE ROOT PROTECTION AREA (RPA) OF TREES. TO ENSURE THEIR PROTECTION, EXCAVATION WILL BE CARRIED OUT BY HAND UNDERNEATH ALL TREE CANOPIES AND WITHIN ALL ROOT PROTECTION AREAS.

THE RPA OF A PARTICULAR TREE HAS BEEN INDICATED ON **MPK/SUR/0916 REV2**. A DECISION HAS BEEN MADE NOT TO EXCAVATE AT ALL WITHIN THIS AREA. INSTEAD, THE GROUND WILL BE BUILT UP USING 75mm CELLWEB TRP CONFINEMENT SYSTEM, PROVIDED BY GEOSYNTHETICS LTD. THIS IS FILLED WITH CLEAN, ANGULAR STONE. THE APPOINTED CONTRACTOR WILL LAY TARMAC ON TOP (IDEALLY PERMEABLE) OF THE CELLWEB AND GRAVEL BASE (PLEASE SEE 3X CELLWEB DOCUMENTS ATTACHED FOR FURTHER INFORMATION AND CONSTRUCTION DETAIL). THE PATH IN THIS AREA WILL REQUIRE A CONCRETE EDGING. EXCESS SOIL FROM OTHER EXCAVATIONS WILL THEN BE USED TO CREATE A GENTLE SLOPE BETWEEN EXISTING GRASS AND THE FINISHED LEVEL OF THE NEW (CELL WEB) PATH. IT WILL THEN BE FINISHED WITH NEW TURF THAT MUST BE WATERED IN.
NB: THE 75MM CELLWEB HAS A MAXIMUM GROSS WEIGHT CAPABILITY OF JUST 1 TONNE.

FOR THE DURATION OF WORKS, HERASS FENCING MUST BE ERECTED TO PROTECT AND SEPARATE EXISTING TREES FROM CONSTRUCTION WORK.

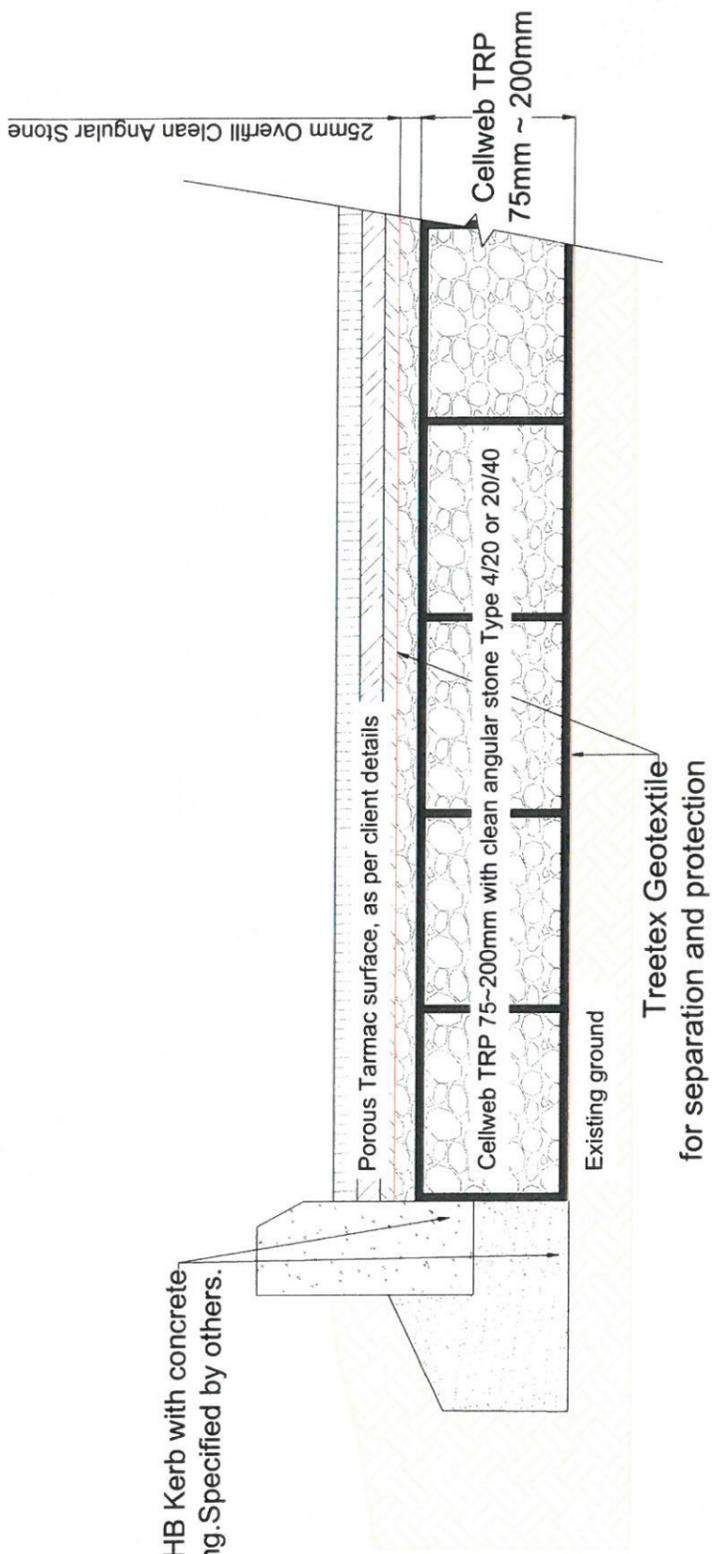
CONTRACTOR MUST EITHER PUT DOWN A TEMPORARY ROAD FOR VEHICLES OR MAKE GOOD ANY DAMAGE TO THE GROUND WHEN WORKS ARE COMPLETED. PLANS OF SERVICES IN THE PARK WILL BE PROVIDED TO THE SUCCESSFUL CONTRACTOR BUT A CAT SCAN MUST ALSO BE CARRIED OUT PRIOR TO COMMENCEMENT OF WORKS.

PROVIDE A QUOTATION BY 12 NOON ON MONDAY, 24TH OCTOBER, 2016 TO THE CLERK, STREET PARISH COUNCIL, 6 LEIGH ROAD, STREET, SOMERSET BA16 0HA IN A CLEARLY MARKED ENVELOPE
PROVIDE DETAILS OF TIMESCALES FOR COMPLETION OF WORKS
COMPANIES MUST HAVE EMPLOYER AND PUBLIC LIABILITY INSURANCE OF £5 MILLION OR ABOVE AND PROVIDE WRITTEN CONFIRMATION OF THIS WITH A RISK ASSESSMENT METHOD STATEMENT PRIOR TO COMMENCEMENT OF WORKS

THE COUNCIL IS NOT OBLIGED TO ACCEPT THE LOWEST OR ANY QUOTATION. PROSPECTIVE CONTRACTORS ARE PROHIBITED FROM CONTACTING COUNCILLORS OR STAFF TO ENCOURAGE OR SUPPORT THEIR QUOTATION OUTSIDE THE PRESCRIBED PROCESS



Standard HB Kerb with concrete bedding. Specified by others.



Note: Subbase could be required depending on the existing ground CBR % and the type of traffic on the surface.

Cellweb® TRP Weight Capabilities

This chart is provided as a guide line for generic average site conditions only. For a site specific calculation, please ask a member of Geosynthetics to provide a questionnaire. This information will provide our engineers the capability to produce a site specific technical recommendation and CAD detail.

- 75mm Cellweb confinement system**
 For foot and cycle traffic. This also provides a control measure for crust compaction
- 100mm Cellweb confinement system**
 For domestic traffic, such as cars and transit vans up applicable up to a 6t gross weight
- 150mm Cellweb confinement system**
 For emergency access and refuse collection applicable up to a 30t gross weight
- 200mm Cellweb confinement system**
 For H.G.V and construction traffic applicable up to a 60t gross weight

In some specific conditions 2 layers of Cellweb 100mm can be installed for the construction phase of traffic. On completion of the construction phase, the top 100mm can be removed. The bottom 100mm can remain insitu to provide a permanent access for cars and transit vans.

For higher demand weight applications, the Cellweb system can be layered to create a 300mm system.

Depth of Cellweb	Unit	Gross Vehicle Weight (GVW)	Application
200 mm	Kg	< 60,000	HGV & Unusual – Crane / piling rig
200 mm	Kg	< 50,000	Heavy Construction Traffic
150-200 mm	Kg	< 30,000	Standard Construction Traffic & Refuse vehicle
150 mm	Kg	< 16,000	Emergency Access & Tractors
100-150 mm	Kg	< 9,000	Delivery Vans
100-150 mm	Kg	< 6,000	Car Park: Cars & Light van
100 mm	Kg	< 3,000	Domestic Traffics: Cars
75 mm	Kg	< 1,000	Pedestrians (with cyclist) path

Note: This is a general guidance for the depth of Cellweb according to Gross Vehicle Weight for a firm and stable subgrade (CBR>3%). If the ground conditions are poor and/or unstable please Geosynthetics Ltd to provide a site specific design.



Clean Angular Stone

Type 4/20

Specification for open graded sub-base for use as storage below pervious pavements (also Type C filter material for filter drains and soakaway backfill in accordance with SHW Clause 505) Type 4/20

Material to BS EN 13242 or BS EN 12620

Material to comprise crushed rock, concrete or blast furnace slag or similar approved. Crushed gravel is not permitted.

Properties	Test Method	Value
Grading	BS EN 13242	Grading 4/20 (Preferred) or 4/40, Gc 80/20, GTC 20/15
Fines Content	BS EN 13242	f_4
Shape	BS EN 13242	Fl_{20}
Resistance to Fragmentation	BS EN 13242	LA_{30}
Durability:		
- Water absorption to BS EN 1097-6:2000, Clause 7	BS EN 13242	$WA_{24,2}$
- For $WA > 2\%$, magnesium sulfate soundness	BS EN 13242	MS_{18}
Resistance to Wear	BS EN 13242	$M_{DE,20}$
Acid-soluble sulfate content:		
- Aggregates other than air-cooled blast-furnace slag	BS EN 13242	$AS_{0,2}$
- Air-cooled blast-furnace slag	BS EN 13242	$AS_{0,1}$
Total Sulfur:		
- Aggregates other than air-cooled blast-furnace slag	BS EN 13242	$\leq 1\%$ by mass
- Air-cooled blast-furnace slag	BS EN 13242	$\leq 2\%$ by mass
Volume Stability of blast-furnace and steel slags:		
- Air-cooled blast-furnace slag	BS EN 13242	Free from dicalcium silicate and iron disintegration in accordance BS EN 13242:2002, 6.4.2.2 V_5
- Steel slag	BS EN 13242	
Leaching of contaminants	BS EN 13242	Blast furnace slag and other recycled materials should meet the requirements of the Environment Waste Acceptance Criteria for inert waste when tested in accordance with BS EN 12457-3

If compaction is required should be in 150mm layers with 4 passes of a smooth wheeled roller max weight of 1000kg/m width **without vibration**.

Aggregate gradings for sub-base materials to BS EN 12620

Sieve Size (mm)	Percentage Passing (%)	
	Coarse aggregate 4/40	Coarse aggregate 4/20
80	100	-
63	98-100	-
40	90-99	100
31.5	-	98-100
20	25-70	90-99
10	-	25-70
4	0-15	0-15
2	0-5	0-5
1	-	-





kate carr
GARDEN & LANDSCAPE DESIGN

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-  = existing trees
-  = proposed trees
-  = planting
-  = existing tarmac pathways
-  = proposed pathway
-  LP = proposed street lamps (1-4)

CLIENT

Community Project
Street Parish Council

PROJECT

Merriman Park
Street
Somerset

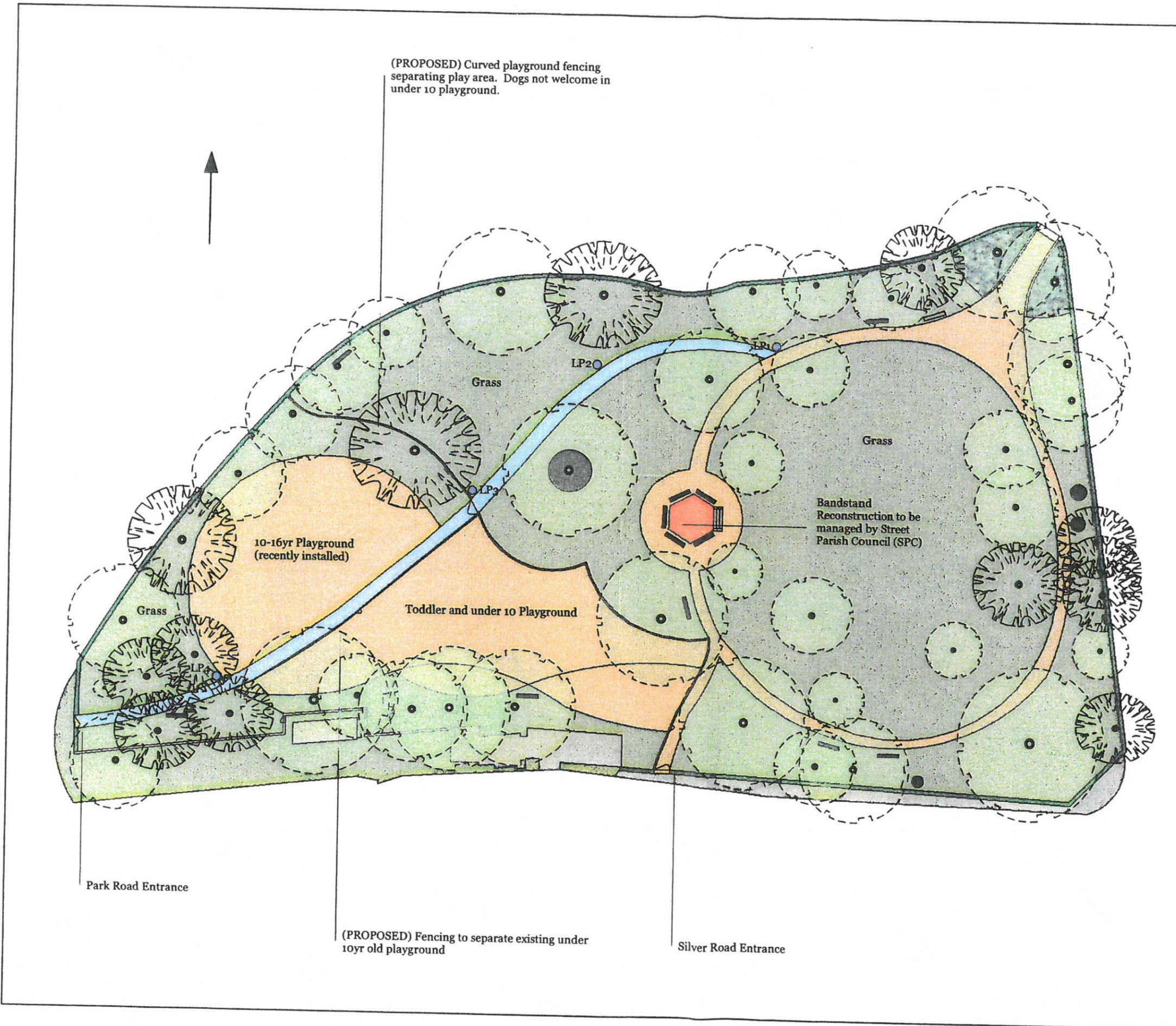
DRAWN BY
Kate Carr

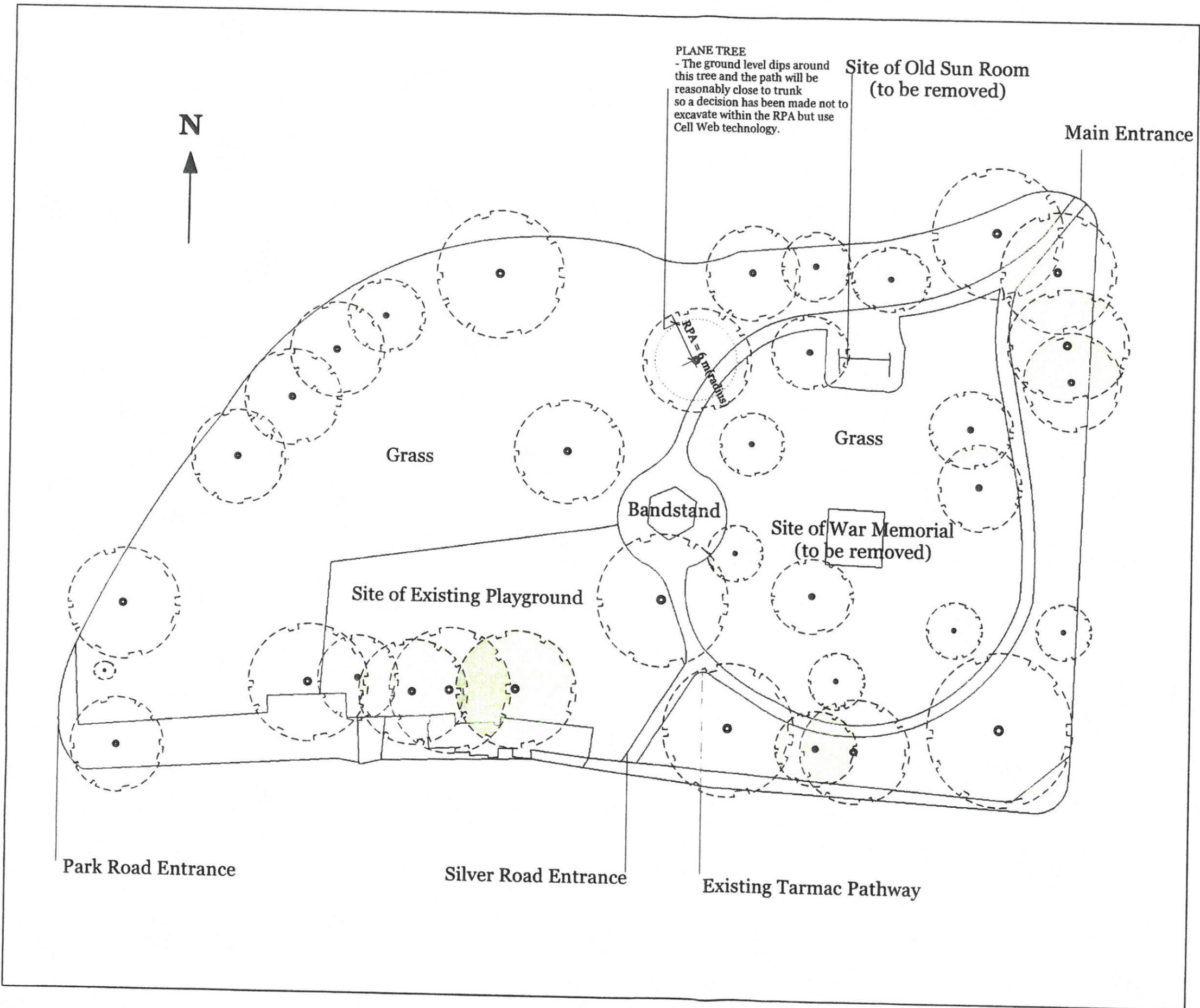
ISSUE
17.08.16

SCALE
1:500 @ A3

DRAWING NUMBER
MPK/PWY/0816

DRAWING DESCRIPTION
Drawing to illustrate Location
of Proposed Pathway and Street
Lamps





kate carr
 GARDEN & LANDSCAPE DESIGN

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CLIENT
 Merriman Park Community Project
 Street Parish Council

PROJECT
 Merriman Park
 Street
 Somerset

DRAWN BY
 KC

ISSUE
 06.09.16

SCALE
 1:500 @ A3

DRAWING NUMBER
 MPK/SUR/0916 REV2

DRAWING DESCRIPTION
 Basic Survey