

**National Asset Delivery
Technical Surveys and Testing**

Site Information

605788-P-002

**Area 14 Coring and Dynamic Cone
Penetrometer Surveys**

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1 SITE INFORMATION

All surveys are accessed from the general carriageway under Traffic management closures.

Site boundary, extents and access arrangements

Site as per location plans and listed below;

a) A1 (M) J56-58 NB & SB (CORE)

- D2_M = Static lane closures in accordance with chapter 8
- OSGR - Start 421744E, 508138N, End 426355E, 517977N
- NB Traffic flow – AADF (One way - 12 hr) 22,363 with AWT %>6.6m 15.6%hcv
- SB Traffic flow – AADF (One way - 12 hr) 21,585 with AWT %>6.6m 15.0%hcv
- Coring required NB and SB in both lanes from J56 Barton IC to J58 Burtree IC.
- Previous road core logs show layers of Dense Bituminous Macadam BC and Hot rolled Asphalt up to approx. 230mm in depth. Tar is identified at a depth of approx. 220mm with Hydraulically Bound Mixture showing consistently from 244+ mm.
- The surface water drainage is a positive system typically consisting of a carriageway edge concrete drainage channel including gullies with carrier drains in the verges. Towards J58 there is drainage through the central reserve.

b) A1 (M) J60 Climb Lane – J61 (pavement) (CORE & DCP)

- D2_M = Static lane closures in accordance with chapter 8
- OSGR Start 431576E, 528682N, End 430992E, 537370N
- Traffic flow – AADF (One way - 12 hr) 14,477 with AWT %>6.6m 18.8%hcv
- Coring and DCP required through lane 1 and 2 NB direction. Approx. 19km (9.5km each lane).
- Previous road core logs typically show asphalt concrete and hot rolled asphalt between layers from 0 up to 350 mm in depth. Hydraulically bound material layers identified at a depth of approx. 250+ mm.
- The surface water drainage system includes gullies with carrier drains in the verges including drainage in the central reserve. Towards J61 there is a combined pipe and channel drain on the edge of the carriageway.

c) A1 (M) Washington J64 NB entry (CORE & DCP)

- D2_M = Static lane closures in accordance with chapter 8
- OSGR Start 428327E, 554223N, End 428580E, 554572N
- Traffic flow – AADF (One way - 12 hr) 5,215 with AWT %>6.6m 11.5%hcv

- Coring and DCP required at NB entry in lane 1.
- Majority Hot Rolled Asphalt up to approx. 360 mm in depth, with smaller layers of Dense Bituminous Macadam. Tar bound material present.
- The surface water drainage system includes gullies with carrier drains in the verges.

d) A1 East Ord - Scremerston (CORE & DCP)

- S2_APTR = Static lane closures in accordance with chapter 8
- OSGR Start 400103E, 649478N, End 397542E, 651417N
- Traffic flow – AADF (One way - 12 hr) 4,325 with AWT %>6.6m 15.7%hcv
- Coring and DCP required in lane 1 NB.
- The surface water drainage system is made up of gullies with filter carrier drains on the edge of the carriageway.

e) A1 Lobley Hill - Dunston (CORE & DCP)

- D2_APTR = Static lane closures in accordance with chapter 8
- OSGR Start 423504E, 561233N, End 422241E, 561955N
- Traffic flow – AADF (One way - 12 hr) 34,244 with AWT %>6.6m 10.2%hcv
- Coring and DCP required in lane 1 and 2 in NB direction.
- Previous road core logs show Asphalt concrete and hot rolled asphalt, in some areas Hydraulically Bound Material is present from approx. 300mm.
- The surface water drainage system is made up of gullies with filter carrier drains on the edge of the carriageway.

f) A1 Newton on the Moor – West Cawledge (CORE & DCP)

- D2_APTR = Static lane closures in accordance with chapter 8
- OSGR Start 417546E, 604074N, End 418156E, 610044N
- Traffic flow – AADF (One way - 12 hr) 7,928 with AWT %>6.6m 11.6%hcv
- Coring and DCP required in lane 1 and 2 NB direction.
- Previous road core logs show asphalt concrete and hot rolled asphalt, typically up to 450mm. Large rock fill sub base from approx. 350 mm.
- The surface water drainage is a positive system typically consisting of a carriageway edge concrete drainage channel including gullies with carrier drains in the verges.

g) A1 Purdy Lodge - Buckton (CORE & DCP)

- S2_APTR = Static lane closures in accordance with chapter 8
- OSGR – Start 413099E, 630613N, End 408262E, 638567N
- Traffic flow – AADF (One way - 12 hr) 4,860 with AWT %>6.6m 16.2%hcv
- Coring and DCP required in lane 1 NB and SB direction.

- Previous road core logs show asphalt concrete and hot rolled asphalt, typical depth 300-400mm. Hydraulically Bound Material present from approx. 150-400mm.
- The surface water drainage system is made up of gullies with filter carrier drains on the edge of the carriageway.

h) A1 Wandylaw – Purdy Lodge (CORE & DCP)

- S2_APTR = Static lane closures in accordance with chapter 8
- OSGR – Start 416198E, 624898N, End 413099E, 630613N
- Traffic flow – unavailable
- Coring and DCP required in lane 1 NB and SB direction.
- Previous road core logs show asphalt concrete and hot rolled asphalt, typical depth 300-500mm
- The surface water drainage system is made up of gullies with filter carrier drains on the edge of the carriageway.

i) A19 Holystone - Silverlink NB & SB (CORE & DCP)

- D2_APTR = Static lane closures in accordance with chapter 8
- OSGR – Start 430592E, 570575N, End 431946E, 568717N
- SB Traffic flow - AADF (One way - 12 hr) 21,624 with AWT %>6.6m 6.3%hcv
- NB Traffic flow – AADF (One way - 12 hr) 18,326 with AWT %>6.6m 5.9%hcv
- Coring and DCP required in lane 1 and 2 NB and SB direction
- Previous road core logs show layers of Asphalt concrete and Hot rolled Asphalt present throughout.
- The surface water drainage is a positive system typically consisting of a carriageway edge concrete drainage channel including gullies with carrier drains in the verges and in the central reserve.

j) A66 (M) EB & WB (CORE & DCP)

- D2_M = Static lane closures in accordance with chapter 8
- OSGR – Start 424031E, 511164N, End 426938E, 512807N
- EB Traffic flow – AADF (One way - 12 hr) 6,466 with AWT %>6.6m 10.9%hcv
- WB Traffic flow – AADF (One way - 12 hr) 6,108 with AWT %>6.6m 11.6%hcv
- Coring and DCP required in lane 1 EB and WB direction.

- Previous road core logs show asphalt concrete and hot rolled asphalt. Tar bound material is present and Dense Bituminous Macadam. Hydraulically bound material at deeper layers of 160 + mm with an attached sub base at 400+ mm.
- The surface water drainage is a positive system typically consisting of a carriageway edge concrete drainage channel including gullies with carrier drains in the verges.

k) A1(M) J59 NB Exit slip (CORE & DCP)

- D2_M = Slip road closure in accordance with chapter 8
- OSGR – NB Start 428169E, 520664N, End 428394E, 521036N
- Traffic flow – AADF (One way - 12 hr) 3,196 with AWT %>6.6m 18.2%hcv
- Coring and DCP required in lane 1 but further investigation needed in the middle of the lane in one area.
- Previous road core logs show layers of Asphalt concrete and Hot rolled Asphalt with a Hydraulically Bound Mixture base 260+ mm.
- The surface water drainage system includes gullies with carrier drains in the verges.

l) A1 Felton - Newton on the Moor NB (CORE & DCP)

- D2_M = Slip road closure in accordance with chapter 8
- OSGR – NB Start 417485E, 601019N, End 417546E, 604074N
- Traffic flow – Unavailable.
- Coring and DCP required in lane 1 and 2, NB direction.
- The surface water drainage is a positive system typically consisting of a carriageway edge concrete drainage channel including gullies with carrier drains in the verges.

m) A19 Moor Farm – K'worth NB and SB (CORE & DCP)

- D2_APTR = Static lane closures in accordance with chapter 8
- OSGR – Start 427089E, 574601N, End 428755E, 572450N
- NB Traffic flow – AADF (One way - 12 hr) 16,816 with AWT %>6.6m 6.6%hcv
- SB Traffic flow – Unavailable.
- Coring and DCP required in lane 1 and 2 in both directions.

1.1 Pavement

All carriageways services are asphalt, refer to Section 1.1.

1.2 Drainage

Combination of gullies, filter drains and concrete channels, refer to Section 1.1.

1.3 Geotechnical

There are no known geotechnical issues with the potential to impede the proposed survey.

1.4 Soft Estate and Environment

The nearside and central reserve verges are grassed with varying a degree of vegetation throughout the route.

1.5 Structures and Building

See appendix A for a list of underpass structures which lie within the extent of the works. The OSGR location info of all sub-carriageway structures to be provided to TST contractor by Highways England. No road cores are to be taken from the carriageway over structures. TST contractor to record locations of structures and demarcate locations on site by drive through during daylight hours. Core extraction to be amended as determined on site to avoid damage to structures' waterproof layer.

1.6 Statutory Undertakers

Statutory undertaker historic records to be provided to the Principal Contractor by Highways England, information shall be updated and given to the awarded contractor in a PCI document. The location of existing drainage is kept on HADDMS.

1.7 Traffic

Traffic management to be provided by CHC (M&R) site access and welfare facilities will be briefed via CHC during works induction prior to site works commencing.

- D2_M = Mobile lane closures in accordance with chapter 8.
- S2_APTR = Single carriageway static lane closure in accordance with chapter 8.
- D2_APTR = Static lane closures in accordance with chapter 8.

1.8 Scheme Specific Requirements

Scheme Specific Requirements			
	Yes	No	Comments
Does a H&S file exist?	✓		H&S Pre-con will be issued to the Principle Contractor CHC (M&R) 2 weeks prior to works. CHC will produce H&S site file and provide site induction and workforce H&S checks prior to works
Site Welfare	✓		Mobile unit to be provided by the Principle Contractor. Nearest depot and Welfare facilities to be advised by Supervisor / Highways England Representative
Are there requirements for site security?		✓	Contractor responsible for own equipment to be removed from site after each shift
Are there any restrictions on vehicle movements?	✓		All site vehicles (incl. delivery vehicles) must abide by the TM requirements and regulations 1. enter and exit site from the dedicated points; 2. Reverse in-line with the Highways England Vehicle Reversing Policy; 3. Comply with the designated site safety speed limits; All vehicles within Traffic Management shall comply with the conspicuity requirements of Chapter 8.
Are there any restrictions on deliveries, waste collection, or storage?	✓		No deliveries to take place unless Traffic Management is in place. No waste shall be stored on site. Waste Carriers Licence required
Are there any parking restrictions?	✓		All vehicles and plant within the works area shall be parked in a safe area clear of access and egress points. All vehicles and plant shall be removed from the carriageway prior to removal of traffic management. No Private vehicles are allowed on site
Height Restrictions (Structures & OH Cables)	✓		Have overhead cables been identified on site? YES – network plans showing location of overhead cables to be provided with package of work
Are emergency procedures and means of escape required?	✓		The Contractor shall ensure that emergency procedure plans are in place and all staff have been inducted.
Are there any areas in or around the site classified as no-go areas?	✓		The Contractor shall ensure that emergency procedure plans are in place and all staff have been inducted. One lane will remain serviceable throughout the works duration for emergency services at all times.
Are there any noise restrictions?		✓	
Adjacent land uses, for example schools, railway lines		✓	
Are temporary works required?		✓	
Are there any poor or hazardous ground conditions		✓	
Are there any unstable structures?		✓	

Scheme Specific Requirements			
Are there any areas likely to be classed (existing or designed) as confined spaces?		✓	
Are there any other projects taking place within the vicinity?		✓	No known works are taking place within the vicinity.
Are there any Environmental restrictions?		✓	

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2 APPENDICIES

Appendix A – Location Plans

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Appendix B – Existing Structures

Structure Key	Structure No	Structure Name	Subtype	Custodian	Network Status	Kilometerage	OSGR East	OSGR North	Section	Chainage
A1 (M) J56-58										
STR_5085	/A1(M)//500.00//1	Barton Interchange North	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	500	421770	508180	2700A1M/105	426
STR_5084	/A1(M)//500.00//	Barton Interchange South	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	500	421740	508100	2700A1M/947	36
STR_5089	/A1(M)//504.00/Q/	Clow Beck	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	504	423650	510400	2700A1M/187	472
STR_5096	/A1(M)//510.00//	Tees	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	510	424600	513380	2700A1M/223	674
STR_5093	/A1(M)//507.00//	Blackwell Spur Slip Road	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	507	424300	511720	2700A1M/205	997
STR_5101	/A1(M)//514.00//	Staindrop Road	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	514	425280	515700	2700A1M/268	907
STR_5102	/A1(M)//515.00/Q/	Cocker Beck	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	515	425320	515800	2700A1M/268	798
STR_5103	/A1(M)//516.00//	Archdeacon Newton	Accommodation Access Underbridge - Underbridge	HE_OWNED	Trunk, Core	516	425520	516300	2700A1M/268	252
STR_5104	/A1(M)//517.00//	Barnard Castle Railway (Disused)	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	517	425540	516380	2700A1M/268	169
STR_5108	/A1(M)//519.00//2	Burtree Lane	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	519	426730	518650	1300A1M/108	201
STR_5109	/A1(M)//519.00//3	Burtree Farm U/P	Accommodation Access Underbridge - Underbridge	HE_OWNED	Trunk, Core	519	426990	519000	1300A1M/125	3
A1 (M) J60 - J61 Climb Lane										
STR_5132	/A1(M)//536.00//	Nunstainton Carrs Accomm	Accommodation Access Underbridge - Underbridge	HE_OWNED	Trunk, Core	536	431880	529010	1300A1M/357	54
STR_5129	/A1(M)//534.00/Q/	River Skerne No. 4	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	534	431490	528540	1300A1M/252	350
STR_5134	/A1(M)//537.00//1	Stony Hall Accommodation	Highway Underbridge - Underbridge	PRIVATE	Non Trunk	537	432200	529360	1300A1M/349	178
STR_5133	/A1(M)//537.00//	Stony Hall Railway	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	537	432170	529350	1300A1M/312	255
STR_5149	/A1(M)//549.00//2	Pit Laddie	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	549	431140	537730	1300A1M/404	414
STR_5145	/A1(M)//547.00//	East Pasture Accomm & Rly	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	547	431300	535470	1300A1M/344	177
STR_5143	/A1(M)//546.00//	Cornforth Railway (dismantled)	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	546	431960	534760	1300A1M/340	111
STR_5136	/A1(M)//539.00//	Chilton Junction Railway	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	539	432410	530210	1300A1M/316	708
STR_5137	/A1(M)//540.00/Q/	Mainsforth Stell Culvert	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	540	432400	530380	1300A1M/320	154
STR_5138	/A1(M)//541.00//	The Carrs Accomm	Accommodation Access Underbridge - Underbridge	HE_OWNED	Trunk, Core	541	432390	530430	1300A1M/320	205
STR_5139	/A1(M)//542.00//	Broad Oak	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	542	432290	531510	1300A1M/324	366
STR_5140	/A1(M)//543.00//	Hope House	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	543	432310	532050	1300A1M/328	6
STR_5142	/A1(M)//545.00//	White House Accommodation	Accommodation Access Underbridge - Underbridge	HE_OWNED	Trunk, Core	545	432140	534530	1300A1M/336	800
STR_5143	/A1(M)//546.00//	Cornforth Railway (dismantled)	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	546	431960	534760	1300A1M/340	111
STR_5145	/A1(M)//547.00//	East Pasture Accomm & Rly	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	547	431300	535470	1300A1M/344	177
A1 (M) Washington J64 NB Entry										
STR_5177	/A1(M)//570.00//1	Vigo U/P	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	570	428350	554290	1300A1M/620	293
A1 East Ord - Scremerston										
STR_13078	/A1//550.40//	Heatherytops Underpass	Accommodation Access	HE_OWNED	Trunk, Core	550.4	399830	649750	2900A1/446	424

			Underbridge - Underbridge								
A1 Newton on the Moor - West Cawledge											
STR_5641	/A1//498.20/Q/	Newton Dene	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	498.2	417390	606120	2900A1/313	396	
A1 Wandylaw - Purdy Lodge											
STR_5661	/A1//524.40//	Waren Burn	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	524.4	413530	628470	2900A1/412	106	
STR_5658	/A1//521.30/Q/1	Priests Dene	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	521.3	415160	626120	2900A1/409	376	
STR_5657	/A1//521.30/Q/	Priests Dene Culvert	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	521.3	415160	626120	2900A1/409	376	
STR_1047	/A1//521.30/Q/2	Priests Dene	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	521.3	415160	626120	2900A1/409	376	
STR_11567	/A1//519.60//	Brockdam Underpass	Accommodation Access Underbridge - Underbridge	HE_OWNED	Trunk, Core	519.6	416200	624780	2900A1/480	540	
STR_5656	/A1//519.60/Q/11	Brock Dam		PRIVATE	Non Trunk	519.6	416210	624840	2900A1/484	42	
STR_5655	/A1//519.60/Q/10	Brock Dam Culvert		PRIVATE	Non Trunk	519.6	416210	624840	2900A1/484	42	
A1 Purdy Lodge - Buckton											
STR_5668	/A1//534.30/Q/	Detchant Culvert	Large Culvert - Underbridge	HE_OWNED	Trunk, Core	534.3	409350	637000	2900A1/426	340	
STR_5667	/A1//532.50//	Middleton Hall Culvert		PRIVATE	Non Trunk	532.5	410130	635540	2900A1/424	1471	
STR_5666	/A1//530.30//	Belford		PRIVATE	Non Trunk	530.3	411090	633630	2900A1/423	116	
STR_5665	/A1//529.40//	Newlands	Large Culvert - Underbridge	PRIVATE	Non Trunk	529.4	411760	632910	2900A1/421	1024	
STR_5664	/A1//528.90/Q/1	Mousen		HE_OWNED	Trunk, Core	528.9	412060	632610	2900A1/421	634	
STR_5663	/A1//528.90/Q/	Mousen		HE_OWNED	Trunk, Core	528.9	412060	632610	2900A1/421	634	
STR_16287	/A1//532.50//1	Middleton Burn Underpass	Accommodation Access Underbridge Underbridge	HE_OWNED	Trunk, Core	532.5	410460	635870	2900A1/425	2	
A19 Holystone - Silverlink											
STR_5590	/A19//188.70//	Middle Engine Railway (dismantled)	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	188.7	431920	568740	4515A19/181	86	
STR_5591	/A19//188.80//	Middle Engine Lane	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	188.8	431850	568800	4515A19/182	1034	
STR_5592	/A19//190.10/Q/	Culvrt.Barium Water Pipe		PRIVATE	Non Trunk	190.1	431090	569750	4515A19/62	142	
STR_5593	/A19//190.70/Q/	Culvert-Water Main		PRIVATE	Non Trunk	190.7	430800	570200	4515A19/57	373	
STR_5594	/A19//191.10//	Holystone Roundabout Sth	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	191.1	430610	570510	4515A19/55	460	
STR_5595	/A19//191.30//	Holystone Roundabout Nth	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	191.3	430560	570620	4515A19/53	64	
A66 (M) EB & WB											
STR_8683	/A66(M)//149.50//	Cleasby - Stapleton	Highway Underbridge - Underbridge	HE_OWNED	Trunk, Core	149.5	425870	512400	2700A66M/68	363	
STR_8684	/A66(M)//150.00//	Mitchell Farm	Accommodation Access Underbridge - Underbridge	HE_OWNED	Trunk, Core	150	426270	512750	2700A66M/69	112	