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MODEL CLAUSES FOR CIVIL ENGINEERING WORKS

SECTION 202

ROAD PAVEMENTS

NOTES TO SPECIFIER:

These notes do not form part of the Specification.

Pavement specification	202.1	<i>Appendix 7/1 in the Notes for Guidance on the Specification for Highway Works, presents an example of the form in which the permitted pavement construction options for carriageways and paved areas are included in Highways Agency contracts. As direct reference to this Appendix has not been included in these Model Clauses, Appendix 7/1 has been included as Appendix 202/1. The Specifier should include in the Contract a separate completed Sheet 1 for each permitted flexible pavement option (including footway construction) for each length of carriageway or paved area. Sheet 2 should only be included when rigid pavement is an option. (Note: Reference to Specification for Highway Works clauses are contained in parenthesis.)</i>
Other finishes	202.2	<i>If Specifiers wish to add items such as surface dressing, special colours etc., these should be included as special requirements or indicated in the notes.</i>
Standard details	202.3	<i>The Specifier should include in the Specification detailed drawings relating to roads and paving works. Appropriate details relating to edge of pavement and to concrete carriageways can be found in the Highways Agency Manual of Contract Documents for Highway Works, Volume 3, Highway Construction Details.</i>
Horizontal alignments, surface levels and surface regularity of pavement courses	202.4	<p><i>Horizontal setting out information is required to define the setting out line.</i></p> <p><i>The spacing of the grid should normally be 10 metres longitudinally and 2 metres transversely.</i></p> <p><i>Category B is usually used for roads where the speed is less than 50 km/h. For higher speed roads Category A should be specified.</i></p>
Excavation, trimming and reinstatement of existing surfaces	202.5	<p><i>As far as possible no excavation of the Permanent Works should be permitted.</i></p> <p><i>For excavation and reinstatement of existing surfaces the Contract Drawings should:</i></p>

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- (i) *indicate the location of any trenches, pits, etc. which require to be excavated in existing paved surfaces to carry out the Works,*
- (ii) *indicate the location and estimated areas of existing paved areas which require to be trimmed, regulated and reinstated to match levels where new and existing pavements abut,*
- (iii) *provide a cross-section diagram of typical trench reinstatements in bituminous and concrete pavements giving details of materials,*
- (iv) *provide typical details showing the construction at junctions between pavement type materials, such as bituminous/bituminous, bituminous/concrete, concrete/concrete.*

The above list is not exhaustive.

The Contract Drawings should provide as much information as possible at junctions between new pavement construction and existing pavement or other paved areas to show the areas and depth of pavement required to match levels between new and existing construction.

Breaking up or perforation of redundant pavement	202.6	<i>The Contract Drawings should indicate the extent of the area of redundant pavement and details of the treatment required.</i>
Weather conditions for laying of bituminous materials	202.7	<i>Unless information is available to the contrary, accept standard specification on laying temperatures and layer thickness as satisfactory.</i>
Unbound materials	202.8	<i>Type 1 sub-base material does not contain gravels. Generally, Type 2 sub-base will be adequate for all but the most heavy traffic loading situations. The CBR value required to be specified for Type 2 sub-base material depends on traffic loading. For all but most heavy traffic loading situations a minimum laboratory CBR value of 20% is usually satisfactory. For heavy traffic loading situations a laboratory CBR value of 30% should be specified.</i>
Mastic asphalt	202.9	<i>Mastic asphalt is more resistant to wear than other types of asphalt surfacing and is particularly suitable for areas of heavy usage such as lorry turning areas. The material is also appropriate for use on decks such as in car parks or elevated ramps and can incorporate waterproofing where necessary.</i>