TRIPS Agenda & Minutes

(Time,Risk,Innovation,Price & Scope)

Pin No: [redacted]	***Inform/Job No:*** [redacted]	***Invited:***	***Representing:***
PIN Budget:	[redacted]	[redacted]	Highway Agency
Design Budget:		[redacted]	Schemes
Works Budget:		[redacted]	
Project:	***A12 Bury Lane and A12 Station Road Monitoring***	[redacted]	
Gateway Status:	***GW1-4***	[redacted]	
Date & Time:	***29th Jan 2013***	[redacted]	Commercial
Meeting No:	***1***	[redacted]	Depot/TSCO
Meeting Place:	***Beacon House Room 2***	[redacted]	CDM-C
Minutes By:	***Andrew Traill***	[redacted]	Construction
		[redacted]	Communications

Please invite a representative from all parties above

Item	Scheme Information *(to be provided prior to TRIPS meeting where possible)*	Action
1.	**Outstanding actions from previous meeting (if any)** N/A **Scope of works** We do not have an approved GW0 for the monitoring works; Atkins to prepare a GW0 and submit for approval. The GW0 will cover both bridges. (*Post Meeting Note: GW0 Submitted for approval 29th January 2012)* Installation of monitoring equipment at Bury Lane Bridge, to establish the cause, extent and impact of structural movement, given that the expansion half-joint has closed up with no further allowance for movement. Monitoring equipment will also be installed at the adjacent Station Rd Bridge, which is structurally similar, to act as a control for comparison of results and a reference in analysis. Routing of cables was discussed. Agreed that as cabling would be lightweight so we can look to attach this to the parapet and run it over the bridge, to avoid the need for working in the A12 and carriageway closures. The cables can be fed through small conduit and attached in a way similar to Traffic Master cameras. Given our current position, APT intends to approach the HA and advise we are unlikely to achieve installation of monitoring equipment within the Financial Year. **Road Type and carriageway direction affected** A12 two-lane dual-carriageway at Hatfield Peverel. Bury Lane and Station Road are overbridges, and access can be gained mostly from below. **Existing speed limit(s), Accident Data and Traffic flow figures** 70mph. We will look to implement a 50mph advisory speed restriction with VAS signage, however if we have sufficient time in the programme we would submit a TTRO for a 50mph speed restriction. **Environmental constraints** Close proximity to residential properties, however impact will be negligable. No ecological constraints envisaged.	[redacted] [redacted]

Stats
There are Stats present in the bridge, however no excavation should be required in in the works, and we are only fixing monitoring equipment to the surface of the bridge. Stats should not be affected by the proposed works.

Other
Installation of the half joint monitoring equipment should be achievable under lane 1 closures, by pushing cones over the centreline leaving a 3m running lane, and by positioning an IPV behind the MEWP. This should give more than adequate working room. However, it was suggested that a 50mph speed restriction may be advisable, but not essential. This would need a TTRO to be submitted.

An alternative proposal would be to use an advisory 50mph limit with appropriate VAS signs, with the driver's speed and "SLOW DOWN" notation. It was noted that installation of the monitoring equipment in year may be unlikely – therefore if we have time anyway we should submit the TTRO for the 50mph restriction so it is available to us. The speed restriction and VAS signage needs to be added to the works information.

Item	*Programme milestones*	*Date*	*Action*
2.	TTRO to HA DPP to commercial Target price to HA Target cost approved by HA Publicity Mobilisation Works start Works finish	There is presently no scheme programme in the annual plan. APT to look into the programme and update the team on dates.	[redacted]

Item	*Construction Methodology*	*Action*
3.	**Sequence of works** Installation of monitoring equipment focuses around lane 1 northbound. Monitoring specialists have indicated approx 7night programme. Proposed programme: No pre-lay of TM required. Nights 1-7: Lane 1 closure northbound through both bridges, allowing installation of equipment at half joints and west abutments. Nights 3-7: Concurrent Lane 1 closure southbound, to allow installation of equipment at the east abutment and cabling to be run over structure. **Site constraints** Half joint is located over lane 1. We will need to put men in the basket adjacent to a running lane. This has been discussed previously in the minutes, and all are satisfied the works can be undertaken safely.	

	Road closures with diversions have been considered, however the diversion would either be very long via Braintree, or would use a small county road, being the High Street through Hatfield Peverel. Therefore it was agreed that lane closures would be most appropriate. **Depot involvement and requirements** The depot will be offered TM and provision of welfare, MEWP etc, but would need them to advise on availability. We would need to procure an additional operated MEWP as the electrician's MEWPs are unlikely to be available. **Sub-contractor involvement and requirements** Monitoring equipment is specialist and would require a sub-contractor. The sub-contractor would need to be involved in the design of the monitoring system; there is a risk of scope change or redesign having received proposals from the specialists. We may need to sub-contract for TM depending on availability of the depots. **Other works required** None envisaged. **Further surveys required** May need to visit the structures with the specialist installers once we approach them for a price; will need to discuss with once they have been approached. Design team to visit site alongside the construction team to check that we are happy with proposed working methods, and that there would be sufficient working room with a Lane 1 closure only. DE/AT to attend site.	[redacted]
Item	***Traffic Management***	***Action***
4.	**Proposed traffic management and working times** Traffic management would be lane 1 of the A12 Northbound, long enough to extend through both structures. We would need an IPV dedicated to sitting behind the MEWP. This would also be implemented on the southbound carriageway during installation of the east abutment equipment. We need to look into mandatory or advisory 50mph speed restrictions with VAS signage, as previsouly discussed. **Required TTRO restrictions** If time permits, or following site visit it is deemed necessary, a TTRO is to be submitted for a 50mph speed restriction through the works. **Restriction extents** The restriction would only apply on the approach and through the works area. **Access requirements** We would not affect access of other road users. The majority of our works would be completed whilst accessing via the A12, however some access may also be required via Bury Lane over. TM to Bury Lane over is not likely	AT

	to be necessary. **Stakeholder consent** None required. **PSA Requirement** Not applicable.	
Item	***Target Price Information***	***Action***
5.	**Sample schemes to use** Monitoring installation will be outside of the scope of sample schemes. Traffic management could be priced against the most appropriate sample scheme (sample scheme 6 – to be confirmed). **Sub-contractor/Supply chain** We would need to contract a bridge monitoring specialist for installation and ongoing monitoring. We may also need traffic management subcontractors, depending on availability of the depots. Provision of the MEWP would be via Atkins; a requisition would need to be raised for an operated MEWP when other orders are raised. **Other specialist costs outside sample schemes** Ongoing monitoring will need to be funded via orders raised directly with the HA. This will be dealt with seperately, outside of this scheme.	
Item	***RISK (Discuss and quantify if risk register available)***	***Action***
6.	**Process** *Statutory Orders(Permanent/Temporary)/Land/Stats/Departures from Standard* Change in scope or redesign due to specialist involvement once they have been approached. **Health & Safety** *Method Statement /Risk Assessment /Residual Risk/Asbestos Action Plan/Stats* Working in Lane 1 in a MEWP with Lane 2 running. **Programme** *Roadspace/Resource/Weather/Ground Conditions/Environmental* Installation of equipment is weather susceptible. Installation of equipment within financial year may now be optimistic. **Financial Risk** *Subcontractors/Sufficient Funds* Installation of equipment within financial year may now be optimistic; possible underspend. **Other Risks/Constraints** Vandalism or theft of the equipment once installed.	

Item	Publicity	Action
7.	**Letter drop** Not required. **COI** RNN to be prepared as usual 3wks prior to commencement of works. **Leaflets** None. **HA website** N/A.	
Item	***Innovation (i.e. different working methods/materials)***	**Action**
8.	**Combined working** *Cyclic Maintenance/Other schemes/Roads or structures inspections* N/A **Alternative methods/materials** N/A	
Item	***Any Other Business***	**Action**
9.	None.	
Item	***Outcome of TRIPS actions (completed post TRIPS meeting)***	**Action**
10.		