

Our ref: FOI 154-19

[REDACTED]
Team Executive
Bridge House
Walnut Tree Close
Guildford
GU1 4LZ

Sent via email: [REDACTED]

Direct Line: [REDACTED]

1 April 2015

Dear [REDACTED]

I am writing to confirm that we have now completed our search for the information, which you requested on 5 March 2015. Please see answers to your questions below.

1. How much did the scheme cost with a breakdown of figures?

The A2 Boughton to Harbledown Carriageway Reconstruction cost £511,201 and the additional resurfacing works carried out at the same time cost £314,991. These have been broken down as (figures may not tally due to rounding):

Reconstruction Works:

£ 167,405 Preliminaries and traffic management (weekend closures)
£ 338,124 Pavement works
£ 5,671 Road markings

Resurfacing works:

£ 5,716 Preliminaries
£296,547 Pavement works
£ 12,727 Road markings

2. What work was carried out?

This work was carried out to improve the carriageway at specific sections. The carriageway was constructed in 1981 as part of a Continuous Reinforced Concrete Pavement (CRCP) design. Four 1 kilometre carriageway sections of the A2 were overlaid by a CRCP layer as part of a trial. This layer has since been overlaid by a 35mm Thin Surface Course System (TSCS) to produce a quieter surface.

Due to a combination of factors including: the nature of CRCP – ground conditions in the area – and the number and sheer weight of vehicles now using the road – a

large number of 'Punch out' failures have occurred across two of these 1km sections.

As a result, we carried out work to support the carriageway. It involved removing the affected concrete using water-jet technology that is quicker and less destructive and then the reinstatement of concrete and reinforcement bars as necessary. Given the nature of CRCP, and the need to use an identical slow setting concrete "recipe" to repair it, it was necessary to carry out the works over a series of weekends

Following these repairs the two sections were resurfaced rather than a patch to each individual repair to provide a smoother surface.

3. What materials were used?

The as-built drawings are attached with details of materials used, locations and type of repair.

4. Have the repairs been checked/signed off by a representative of your department?

Yes, the work was managed and signed off by our Service Delivery Manager.

Other useful information

This carriageway surface has performed well for a long time but is now showing its age. The original intention of the scheme was to carry out reconstruction works with the repaired sections patched. However after receiving additional funding, resurfacing works were carried out over the two sections of repair.

The potholes that you referred to that have appeared since the works were completed are actually new potholes, rather than previously filled ones that failed. Indeed, due to the design of the surface we have encountered problems with the repairs and due to the complex structure of the road surface; we do expect further potholes to appear. We are therefore exploring different ways to repair this surface and are inspecting this section of road on a continual basis to monitor the benefits that have been achieved and to assist in taking matters forwards for further improvements in the future.

In keeping with the spirit and effect of the legislation, all information is assumed to be releasable to the public unless exempt. We may therefore be publishing the information you requested, together with any related information that will provide a key to its wider context, via the Gov.uk website.

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Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

If you have any queries about this letter, please contact me. Please remember to quote your reference number in any future communications.

Yours sincerely

[Redacted signature]

[Redacted name]

NDD Asset Development Team Area 4

Email: [Redacted email address]