

Working on behalf of



Forkers Ltd

Customer Contact Centre: 0300 123 5000  
[www.highways.gov.uk](http://www.highways.gov.uk)

## **ESSENTIAL MAINTENANCE WORKS:**

### **A5 Towcester**

#### Update Bulletin 4 – 11.9.2018

We have spent the last two weeks carrying out works in Phases 2a and 2b(part) i.e. between The Saracen's Head Hotel and a point approximately half way along Market Square. These works are on programme for completion by Monday 24<sup>th</sup> September 2018 when this section of road will be opened up for access. Park Street will once again become one way with access from the A5 only. We will then begin works in Phases 2b (part) and 2c, between a point half way along Market Square and Richmond Road, which are programmed to take approximately three weeks to complete.

Since starting work to Phases 2a and 2b (part) we have milled the carriageway surface, cleaned out fat deposits and substantial amounts of silt from combined sewer pipes using a jetting machine, inspected the cleansed drainage runs using CCTV and repaired some defective pipes using trenchless technology.

We have also replaced a number of access chamber covers and frames and gully grates and frames, installed one new gully and connection, replaced a damaged connection to an existing gully, replaced an existing gully and connection and connected all three to the existing combined sewer. As installation of these new gullies and connections involved excavating over one metre deep in previously undisturbed ground, it was subject to a watching brief by an archaeologist and involved a substantial amount of digging by hand. During this process we unearthed a layer of oyster shells and Romano - British pottery approximately 1.20 metres below the road surface. The pottery included Samian ware, with black burnished and colour coated fragments of mostly rims and bases. During these excavations we encountered a substantial number of electric, traffic signal and communication cables as well as gas and water mains and services. Great care was taken to first locate and then expose these mains and cables to prevent damage to them and protect our workforce from the possibility of injury or death such damage could cause.

We have also removed substantial areas of the existing reinforced concrete road slab above the road gully and pipeline installations and the existing gas main, as well as sections of defective slab found after we milled the carriageway surface. Rather than creating excessive dust, noise and vibration by breaking out the reinforced concrete with a machine mounted percussion breaker we have chosen a more environmentally friendly option. This involves saw cutting of the slab, with transverse lines cut at intervals of 2.5 metres, drill coring of holes to accommodate four lifting points to each section and lifting of the slab sections. Unfortunately, the thickness of the slab varied between 250mm and 400mm and the integrity of the concrete in some sections was found to be poor and liable to break up during lifting. This was potentially hazardous to our workforce so,

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to overcome both problems, we reduced the size of the sections being lifted by saw cutting additional cross cuts, coring additional holes and installing further lifting points.

Work has started to reinstate the excavated areas of concrete road slab, with the minimum 100mm thick sand protection layer over the gas main either excavated or topped up and reshaped to a uniform level and then overlaid by a blinding layer of concrete to ensure a regular 310mm thickness of reinforced concrete slab.

Holes are drilled at 600mm intervals in both of the saw cut sides of the existing road slab to accommodate 25mm diameter x 400mm long mild steel dowel bars to tie the new slab to the existing. Two layers of A143 steel mesh are laid, one approximately 40mm above the bottom and one approximately 40mm below the top of the new slab. A 310mm layer of C40 / 50 concrete is then poured and vibrated to level using a hydraulic vibrating poker. This ensures that there are no voids in the concrete slab. Traffic cannot be allowed over the new reinforced concrete slab until the concrete has cured to a minimum strength of 20N. As the time taken for concrete to reach this strength is dependant on various factors e.g. ambient temperature we will take several samples of the concrete on delivery to make test blocks with. These blocks will be tested to destruction under laboratory conditions by crushing, initially three days after the concrete pour and, if the strength hasn't been reached, every two days after that until the concrete has reached the required strength.

Clancy Docwra substantially completed their works, on behalf of Anglian Water, to replace a water main in Northampton Road near the junction of the southbound A5 and reinstated the carriageway surfacing and re-cut and re-installed traffic signal loops. Unfortunately, Anglian Water were unable to connect this new main to the existing main at each end due to a problem with cutting off the water supply. Anglian Water will return in a few weeks to complete their works and I will let you know when that is likely to be when I have that information.

Scaffolding has been erected in the north footpath of Chantry Lane to enable urgent repairs to Chantry House. Pedestrian access has been maintained on the south footpath.

Relining of approximately 64 metres of an existing 225mm diameter sewer, running south from Reffield Close towards Marlow Road has been completed and we have also completed surveying a brick culvert, an Anglian Water asset which runs through Phases 2 and 3. The information gained from this survey has been forwarded to Anglian Water for their deliberations. We will be returning to Phase 4 at a later date to cleanse existing road gullies and connections with a jetting machine.

Works yet to be carried out in Phase 2a and 2b(part) include the permanent reinstatement of footway around road gullies with block and York stone paving, relaying of granite kerbs and channels around road gullies, completing the removal and permanent reinstatement of the reinforced concrete road slab, saw cutting contraction and crack inducer joints in new reinforced concrete slab, applying tack coat to the milled surface and then machine laying asphalt surface course material to a compacted thickness of 50mm, laying High Friction Surfacing (HFS) to areas of the newly resurfaced carriageway, applying road markings to replace those removed during the surfacing works and installing traffic signal loops and road studs.

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Scaffolding is to be erected on the A5 Watling Street side of the Town Hall to enable urgent repairs to that building.

We are continuing to monitor noise and the effects of vibration to certain properties.

I have been advised that Trijo (Cadent), working on behalf of Kier WSP, are proposing to lay a gas main in Vernon Road. This is part of a substantial gas pipe laying scheme in Northamptonshire. We are working with them collaboratively and they are proposing to use the opportunity afforded by the A5 road closure to lay the gas main in Vernon Road to a point approximately 150 metres from the junction with the A5. Dates have not yet been finalised but this particular section of their work is likely to take place from sometime late in September until late October 2018. The dates will be confirmed shortly by Trijo (Cadent) / Kier WSP in a letter to residents and businesses. If this particular section is not completed within four weeks Trijo (Cadent) will cease works so as not to affect our works in Phase 3. Their works would then recommence after completion of our scheme. Details and proposed dates will be included in a letter to be delivered by Kier WSP / Trijo (Cadent) to residents and businesses.

**NB:** Please note that all our planned road works may be subject to change due to weather conditions or unforeseen circumstances.

Towcester is open for business as usual during these essential works and all of the public car parks are accessible so please use your local shops, bars and restaurants and ask others to do the same. I'm sure that your local business community would appreciate it.

I apologise for any disruption our works may cause. Please plan ahead and allow extra time for your journey.

For further information, please contact:

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