



# Case Study: A1(M) Major Maintenance

Eurovia Contracting successfully completed the fourth stage of the Major Maintenance Programme for RMS (Road Management Services) with a value of £1.7m. The scheme commenced beginning of May and was completed on 30th June 2013.

Eurovia UK have a long standing relationship with RMS and have undertaken numerous contracts on the A1(M) including both term maintenance and major maintenance.

The works required the removal of the existing surfacing for approx 3km of lane 1, selected areas of lane 2 and the A14 slip road. The design required FWD testing of the exposed upper CBM (cement bound material) and subsequent removal and replacement with EME2 base and binder layers and HRA surface course with pre-coated chippings.

During construction improvements to the drainage system were carried out to alleviate water trapped beneath the asphalt and between the CBM layers.

Drainage grips were cut by rock saw and reinstated with no-fines concrete and connected to the existing system in the verge, either filter drain or drainage channel.

**Project:**

A1(M) Major Maintenance Junction 16

**Location:**

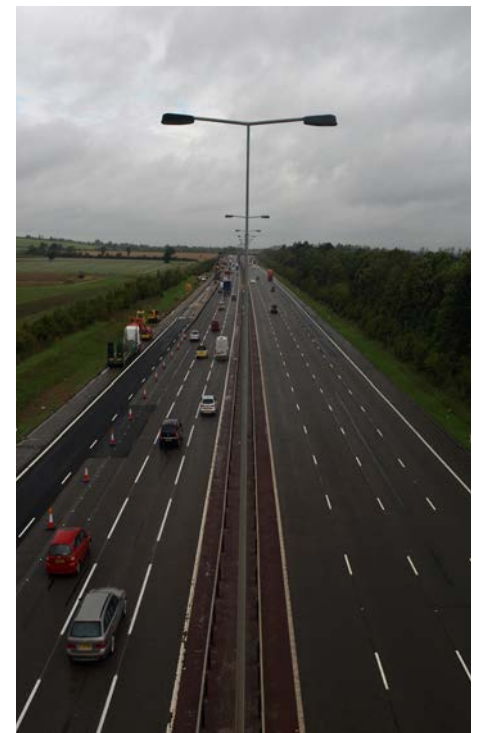
Alconbury to Peterborough

**Client:**

RMS Ltd

**Elements of the scheme:**

- Traffic Management (TVB Varioguard)
- Planing
- Cut Drainage Grips (Using No Fines Concrete)
- CBM Repairs
- Resurfacing (EME2 Base and Binder 7000t, HRA with Pre Coated Chippings Surface Course 3000t)
- Lining
- Traffic Loops
- Extruded Asphalt Kerbs



All works within phase two which were undertaken in the vicinity of the junction with the A14 slip road were restricted to weekend working only. To ensure this was undertaken safely and with minimal impact on the travelling public a complete closure of the junction was installed on the Friday evening.

Eurovia then undertook 24-hour working to remove and replace up to 1,400 tonnes of asphalt and to allow us to fully re-open the carriageway and junction by the early hours of Monday morning, we also undertook repairs to CBM where instructed.

Finishing works required within the contract scope included replacement of all road markings, new extruded asphalt kerb, installation of traffic loops, new soak-aways and minor verge works.

There were also a number of recessed joint repairs and saw and seal works which were carried out by Eurovia Contracting's in-house joint sealing division.

In all some 7,000 tonnes of EME2 and 3,000 tonnes of HRA with pre-coated chippings were supplied and laid on the contract. The works were managed by Eurovia's Contracting Business Manager with support from several Eurovia business units to provide specialist elements of the work such as, TM, joint sealing and bond coat application.

This integrated model ensures we deliver high quality and innovative solutions to our clients, delivered safely and to programme and budget constraints.

The works were completed to programme and budget with minimal disruption to traffic flows.

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