

**National Asset Delivery
Technical Surveys and Testing**

**Site Information for
A42 SB South of Lount MP76/3**

1 SITE INFORMATION

Site boundary, extents and access arrangements

Figures 1 & 2 below show the site and defect locations. The scheme is located approximately 3.6km to the north east of Ashby De La Zouch in NW Leicestershire and is centred on National Grid Reference (NGR): E438556, N318785. The site comprises the southbound carriageway, verge and earthwork.

Figure 1: Location Plan

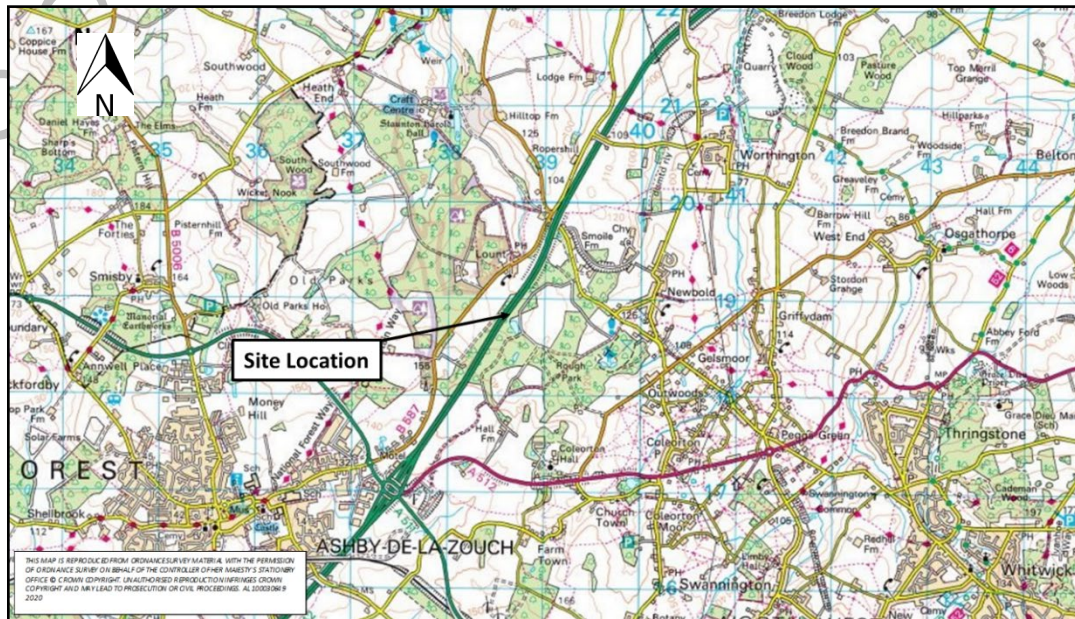
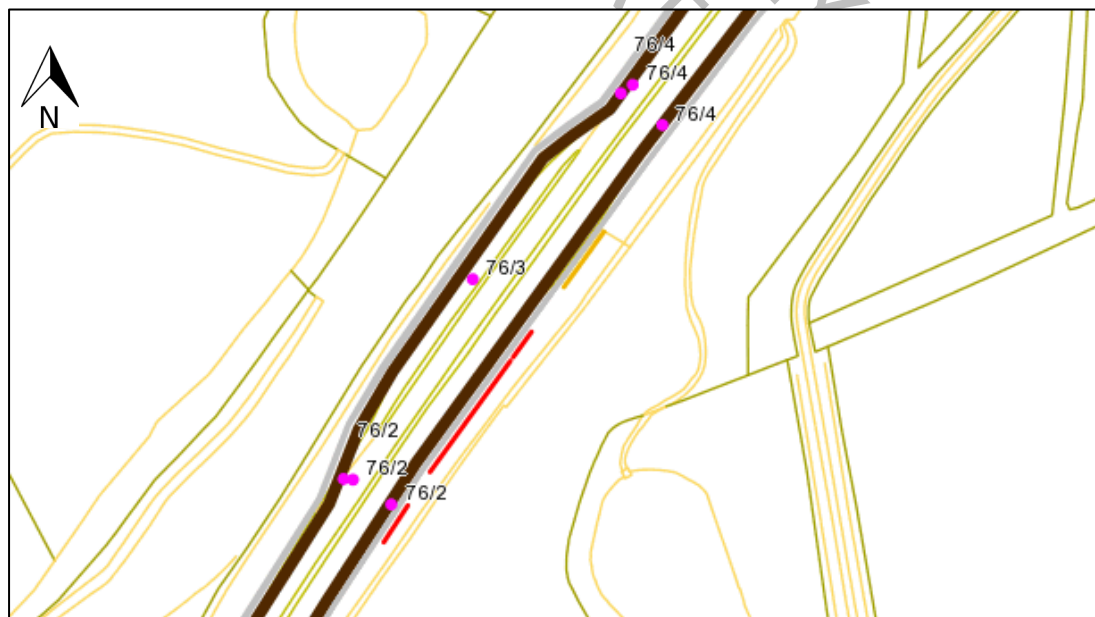


Figure 2: Defect Locations



Within the extents, the A42 is dual carriageway with an emergency layby, but no hard shoulder.

There are a series of embankment slips in the southbound earthwork, marked with red and amber bands in figure 2. The surveys are required, to inform the repair of those soil slips.

For collaborative purposes, the scheduled survey types envisaged at the time of tender are:

Survey category	Description
Asbestos	To establish whether asbestos is present in the soil or in the construction materials.
Drainage	Requirements: <ul style="list-style-type: none"> • Establish the condition of the lined toe ditch • Establish the condition of the combined kerb & drainage (CKD) blocks in the emergency layby at the crest • Establish the condition of the Gullies and connecting pipework • Survey outfalls
Environmental	To investigate impacts of the scheme proposals on the environment
Geotechnical	To verify the ground and groundwater conditions to ensure sufficient geotechnical information is obtained for design of the earthwork remedial solutions
Topographic	To establish the ground profile, change in slope, slope defects and other features in the study area

See Section 1.12 for carriageway closures and traffic management

1.1 Pavement

No pavement works are proposed.

There is VRS in the central reserve and emergency layby but none in the verge.

1.2 Drainage

The earthworks slope defects are assessed as resulting from a combination of an over steep slope and insufficient / damaged drainage, both possibly exacerbated by construction of the layby.

Drainage includes:

- a lined toe ditch
- Gullies at the edge of the main carriageway, connected by a carrier pipe (which is continued beneath the layby)
- combined kerb & drainage (CKD) blocks in the emergency layby at the crest.
- The integrity of the drainage and the connection between the CKD blocks and the piped network to either side is not clear.

Hence, a drainage connectivity and condition survey is required, to inform any necessary repairs of the drainage.

1.3 Geotechnical

An intrusive ground investigation is proposed, to provide additional information on the ground and groundwater conditions, and geotechnical parameters in order to inform the design of the slope repair.

The ground investigation will comprise two trial trenches, environmental, chemical and geotechnical laboratory testing and factual reporting. The trenches will be excavated perpendicular to the carriageway, one within the embankment fill and one in the underlying ground.

1.4 Soft Estate and Environment

Survey Contractors should minimise disturbing existing soft estate by not parking vehicles on verges or by using protective mats. There are trees and bushes on the side slopes and a rabbit fence is present on the mid slope.

There is a requirement for vegetation clearance. Trimming back and coppicing of scrub and woody vegetation is recommended for the technical surveys, therefore minimising vegetation removal over the extent of proposed swathes.

1.5 Traffic Signs, Road Markings

No traffic signs are present along the scheme extents. Road markings are present.

1.6 Lighting

No streetlighting is present along the scheme extents.

1.7 Structures and Buildings

None.

1.8 Tunnels

None.

1.9 Technology

The Genesys drawing (MCY_040_A42_AB) shows NRTS cables in the NB verge only.

1.10 Statutory Undertakers

A review of the Kier 'Prove It' application has confirmed the absence of statutory undertakers equipment within and near the site.

1.11 Traffic

It is anticipated that live carriageway traffic will be controlled with Traffic Management during the works, utilising a lane one closure on the SB carriageway during night time hours for completion.

Each survey contractor is to liaise with TM contractor to co-ordinate the programme of works and appropriate TM requirements, where the shared ambition is to minimise the impact on the road users required.

FOR INFORMATION ONLY
DO NOT COMPLETE AT THIS STAGE