

A11 Spooner Row to Thickthorn concrete road reconstruction and surface repairs scheme

Overview

The East region has the highest concentration of concrete roads on our road network, including the A11, A14, A12, A120 and M11.

The surface of concrete roads that were designed between the 1950s and 1970s have an average life span of 50 years. Their surfaces are now reaching the stage where they will need to be repaired or replaced for safety reasons, and to help them be less noisy and better to drive on.

Around half of the old-style concrete roads will either have repairs or will be replaced during the next five years. Using innovative techniques and new technology to provide a modern road that will last for decades to come, and which is easier and quicker for us to repair in future.

The A11 Spooner Row to Thickthorn concrete road reconstruction and surface repairs scheme commenced on 24 October 2021 and is currently programmed to be complete in winter 2022/23.

The scheme is being constructed in two phases:

- Phase 1 – A11 Tuttle Interchange to Thickthorn Interchange road surface repairs
- Phase 2 – A11 Spooner Row to Tuttle Interchange road reconstruction



Our plans

Phase 1 – A11 Tuttle Interchange to Thickthorn – concrete road life extension work

During 2021, we're replacing concrete bays and repairing potholes and cracks in the concrete road surface on the A11 main carriageway and slip roads between the Tuttle Interchange and the Thickthorn Interchange in both directions.

Our road repairs will help improve the safety of the road surface. It is essential that we complete repairs to the potholes and cracking to ensure a smoother and safer ride on the A11. Once complete, we expect the life of the road surface to be extended by up to 10 more years. And the road will also require less maintenance, resulting in fewer roadworks along this section of the A11.

Phase 2 – A11 Spooner Row to Tuttle Interchange road reconstruction

Phase 2 will help improve the safety of the road surface, but it will also provide a smoother and quieter journey for road users. Rather than repairing the potholes and cracking, the whole carriageway will be reconstructed and re-laid during 2022, to ensure a smoother and safer ride. Once complete, we expect the life of the road surface to be extended by up to 50 more years, with fewer future closures for maintenance repairs, meaning more reliable journeys for road users.

Progress

Phase 1 is progressing well on the southbound carriageway. The work is being carried out during overnight road closures between Tuttle Interchange and Thickthorn Interchange from 8pm to 6am.

Next 6 months and Christmas

Phase 1 repair work will continue on the southbound carriageway until 9 December, when work will move to the northbound carriageway. To help during the busy Christmas and New Year period, there will be no roadworks between 21 December 2021 and 4 January 2022. Phase 2 will continue the preparation activities that are mainly being done overnight, with the occasional requirement for weekend road closures for safety reasons. Our advance preparation work means that we'll have a much more efficient start when we start the actual reconstruction of that stretch of the A11 in spring 2022.

Why is the A11 being resurfaced for phase 2, but not for phase 1?

Phase 1 is a repair scheme, while phase 2 is a reconstruction scheme which is a much larger project. The repair sections of our concrete roads don't require as much work and aren't as complicated as the reconstruction ones, and therefore can be completed quicker and during a shorter time period, without the need to resurface them.

Once complete, we expect the life of the road surface of repair schemes to be extended by up to 10 more years.

Why can't I see anyone working?

The majority of the phase 1 work is being undertaken overnight, in order for the repairs to be carried out safely under carriageway closures when traffic counts are lowest. The safety of our workers is paramount, and we need to ensure that staff on site are working safely within the maximum timeframe on each working shift pattern. This is different to the phase 2 plans, which will use a contraflow to allow our teams to work safely during the day.

Phase 2 roadworks – what is a contraflow?

A contraflow is when the road is shut in one direction and traffic is then moved over to drive on the other side of the road to share the remaining carriageway. This provides us with a clear working area that means we can work more quickly and safely.

Keeping in contact

If you'd like more information about this work, then please feel free to contact us by calling the 24/7 National Highways Customer Contact Centre on **0300 123 5000**, email info@highwaysengland.co.uk or visit our website at www.nationalhighways.co.uk/A11concrete