

# M6 North East Spur and Rushall Canal Waterproofing schemes

## Scheme Communication Brief

Location: M6 J7-8 NB

Scheme start date: 20 Feb 2017

Forecast scheme completion: 13 April 2017

We expect to complete work by mid-April, however all planned roadworks are subject to change due to weather conditions or unforeseen circumstances. We will do our very best to complete the work as quickly as possible, keeping disturbances and noise to a minimum. This work is part of a series of essential bridge maintenance schemes across the region. We will complete this scheme before a similar but much larger scheme gets under way on the M5 J1-2 Oldbury viaduct.'

### Location

The attached drawings identify the location of the n/e Spur and Rushall Canal Bridges. These are located between the M6 n/b diverge onto the M5 s/b motorway and the M5 n/b merge onto the M6 n/b motorway at junction 8 of the M6.

This work is limited to the northbound carriageway

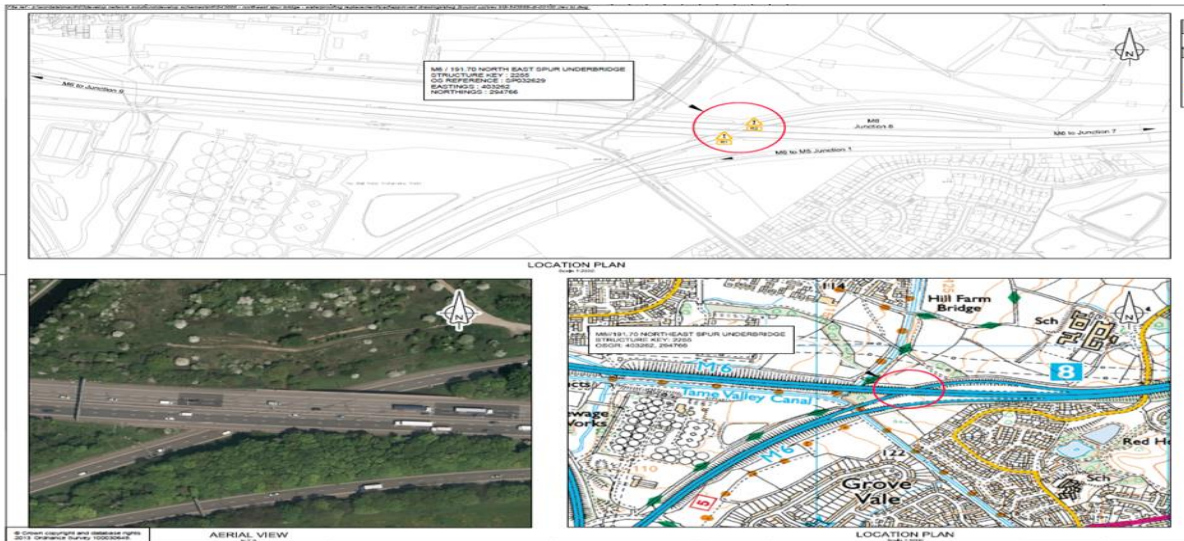


Figure 1: NE Spur

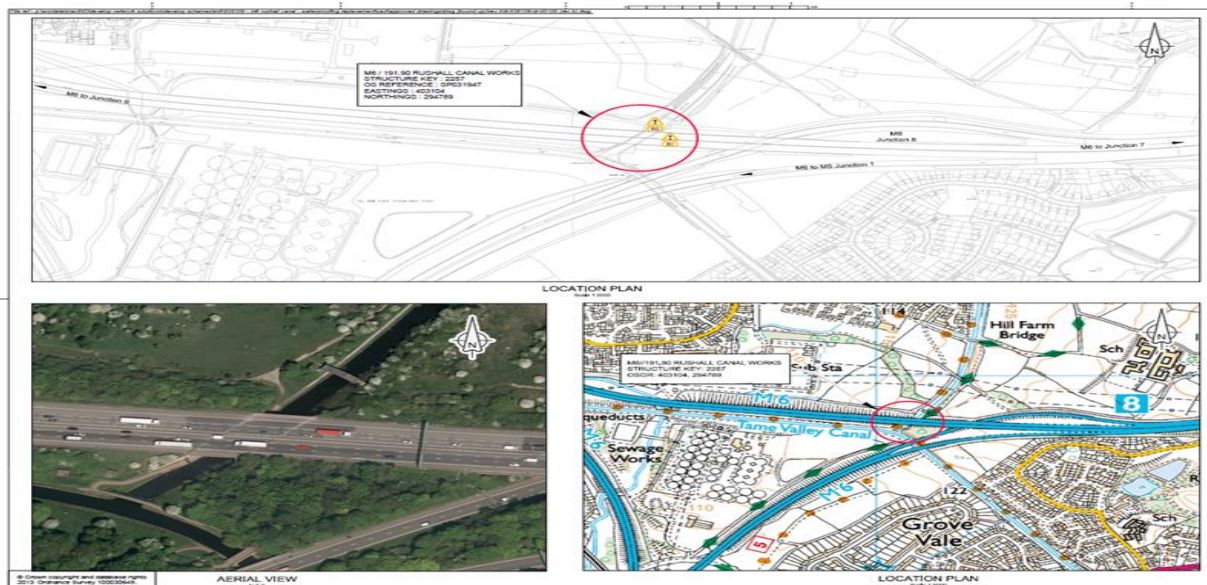


Figure 2: Rushall Canal

What is this scheme and why are you doing it?

The main purpose for the scheme is to repair any concrete damage and re-waterproof the main bridge deck. The existing waterproofing has deteriorated and needs essential maintenance.

This will include renewing the waterproofing, re-surfacing, replacing the expansion joints and concrete repairs to the bridges.

We are unable to anticipate the extent of any required concrete repairs to the bridge deck and steel reinforcement until we remove the road surface to confirm the condition of the bridge deck beneath.

**This maintenance work is absolutely vital, and cannot wait any longer.** This work is needed to ensure the carriageway remains safe – the top priority for us.

The improvements will help to maintain structural integrity and increase the life of the asset by reducing deterioration and minimising the number of emergency repairs required in future. Our customers will benefit from a safer, more resilient route, and enhanced driver experience.

These schemes form part of Highways England’s long-term programme of investment to create a safer, more accessible network and keep traffic moving.

To minimise disruption to our customers we have reviewed the scope of the scheme to ensure there is no overlap with the main M5 Oldbury viaduct scheme. Consequently, we have revised the scope to limit the impact on the local network.

## Traffic Management Required

The traffic management required to deliver the work to the northbound side is more impactful due to the configuration of M6 J7 and the need to manage the designated M6 NB on slip at J7 and the M5 diverge just past the junction.

As a result, there are a number of potential vehicle manoeuvres that need to be managed within quite a short distance and within traffic management. In addition, network capacity has to be reduced to provide the required access to the bridge deck to carry out the repairs and extensive traffic management is required.

The current delivery plan is for the work to start on the 20 Feb. We are forecasting that this work will take seven weeks (including seven weekends) but this is the worst case scenario.

Traffic management will be 24/7 with a stepped speed limit from 70 – 50 – 40mph through the work area.

There are a number of phases of traffic management, with each phase designed to maximise available carriageway capacity during operational periods. The traffic management has been designed to mitigate the impact upon junction 7. By leaving the slips to function as near normal as we can, we will facilitate and mitigate the impact upon our neighbouring Local Authority networks.

There will be further overnight lane closures and full closures to undertake the bulk activities such as surfacing.

### **Monday to Friday Daytime (06.00 to 22.00hrs) – operating as 3 lanes**

- 3 narrow lanes M6 n/b
- M6 n/b diverge to M5 s/b open
- M6 jct 7 n/b entry merge with M6 n/b mainline open
- M6 n/b h/s closed
- M6 jct 7 n/b exit slip open
- M6 jct 7 n/b entry slip open

### **Monday to Friday Night time (22.00 to 06.00hrs)**

- M6 jct 7 n/b entry will be closed and

Either

- M6 n/b lane 3 ONLY running
- M6 n/b diverge to M5 s/b open

Or

- full M6 n/b closures – traffic to be diverted to M5 jct 2

### **Weekends - daytime ( Sat 08:00 – 22:00, Sunday 09:00 – 22:00)**

- 2 narrow lanes running daytime
- M6 n/b diverge to M5 s/b open
- M6 jct 7 n/b exit slip open
- M6 jct 7 n/b entry slip closed

## **Weekend – night time**

### **Friday night 22.00 to Saturday morning 08.00hrs**

- M6 jct 7 n/b entry will be closed and

Either

- M6 n/b lane 3 ONLY running
- M6 n/b diverge to M5 s/b open

Or

- full M6 n/b closures – traffic to be diverted to M5 jct 2

### **Saturday night 22.00 to Sunday morning 09.00hrs**

- M6 jct 7 n/b entry will be closed and

Either

- M6 n/b lane 3 ONLY running
- M6 n/b diverge to M5 s/b open

Or

- full M6 n/b closures – traffic to be diverted to M5 jct 2

### **Sunday night 22.00 to Monday morning 06.00hrs**

- M6 jct 7 n/b entry will be closed and

Either

- M6 n/b lane 3 ONLY running
- M6 n/b diverge to M5 s/b open

Or

- full M6 n/b closures – traffic to be diverted to M5 jct 2

## **Diversions**

### **M6 n/b main carriageway**

For full closures of the M6 n/b motorway traffic will be diverted via the M5 s/b to jct 2 for the return journey back to M6 jct 8 (by the RAC building).

Alternatively, motorists may wish to exit at jct 7 and then use the A34 diversion through Walsall.

### **From Birmingham**

Traffic travelling north and wishing to access the M5 s/b, to be advised of jct 7 closure, and will be diverted from the A34 at Scott Arms / A4041 / A4031 / A41 to M5 jct 1.

Traffic that ignores the advice at Scott Arms and still tries to join the M6 n/b at jct 7, will be diverted along the A34 / A4158 / A454 to jct 10 of the M6

### **From Walsall**

Traffic travelling south along the A34 to jct 7 wishing to access the M5 will be diverted along the A34 at Scott Arms / A4041 / A4031 / A41 to M5 jct 1

Traffic that decides to return north along the A34 will be diverted along the A34 /A4158 / A454 to jct 10 of the M6

**Variable Message Sign (VMS) strategy**

The Highways England National Traffic Operations Centre (NTOC) will put a VMS strategy in place in an attempt to influence customer’s journeys by clockwise running the Birmingham Box during the scheme.

This will encourage the clockwise rotation of traffic around the Birmingham Box from the M40 as well as the M6 from Coventry and the east.

We encourage customers to plan their journey.

**Monday to Friday**

This will include peak period VMS for traffic from (all messaging to be signed as pairs where practical)

- 07.00 to 10.00hrs
- 15.00 to 19.00hrs

- M6 northbound (from jct 2 to 3a)

		M	6		J	7	-	J	8			
		R	O	A	D			W	O	R	K	S

F	O	R		M	5						
U	S	E		M	4	2		(	S	)	

- M42 southbound (from jct 11 to 8)

		M	6		J	7	-	J	8			
		R	O	A	D			W	O	R	K	S

F	O	R		M	5						
U	S	E		M	4	2		(	S	)	

- M40 northbound (from M40 jct 14 to M42 jct 3a)

		M	6		J	7	-	J	8			
		R	O	A	D			W	O	R	K	S

F	O	R		M	6		(	N	W	)	
U	S	E		M	4	2	,	M	5		

2 x 16

	F	O	R		M	6		(	N	W	)				
U	S	E		M	4	2		W	,		M	5		N	

**Saturday**

- 11.00 to 19.00hrs

- M6 northbound (from jct 2 to 3a)

		M	6		J	7	-	J	8						
	R	O	A	D		W	O	R	K	S					

F	O	R		M	5										
U	S	E		M	4	2		(	S	)					

- M42 southbound (from jct 11 to 8)

		M	6		J	7	-	J	8						
	R	O	A	D		W	O	R	K	S					

F	O	R		M	5										
U	S	E		M	4	2		(	S	)					

F	O	R		M	6		(	N	W	)					
U	S	E		M	4	2	,	M	5						

- M40 northbound (from M40 jct 14 to M42 jct 3a)

		M	6		J	7	-	J	8						
	R	O	A	D		W	O	R	K	S					

F	O	R		M	6		(	N	W	)					
U	S	E		M	4	2	,	M	5						

2 x 16

	F	O	R		M	6		(	N	W	)				
U	S	E		M	4	2		W	,		M	5		N	

## Portable VMS

A portable Variable Message Sign (Pvms) unit will be deployed to the Police Observation Platform (POP) just prior to M5 jct 1 s/b

- Unit will be bespoke to the Rushall scheme and will encourage motorists to use M5 jct 2 rather than jct 1 in order to return north to the M6 for onward journeys

F	O	R		M	6		N	
U	S	E		M	5		J	2

Sign to remain illuminated at all times except Monday to Friday 06.00 to 22.00hrs

Or if required as part of an incident management delivery

### Other Schemes in the Area

In light of the M5 Oldbury water proofing schemes' envisaged start date of Easter 2017, we plan to install the NE Spur and Rushall Canal works on the 20<sup>th</sup> February, 2017 for a completion date (subject to no major issues being discovered) on the 13<sup>th</sup> April, 2017.

Our intention is to complete the most safety critical work prior to the Easter holidays 2017 to mitigate the overlap with the Oldbury scheme. This is all obviously subject to the deck conditions we encounter.

The intention is to then leave site and return at a suitable time beyond the completion of the Oldbury scheme.

We are also replacing lighting columns on various link roads at M6 J6 Gravelly Hill. This scheme runs from 23 Jan to 17 February 2017 and has been programmed so as not to overlap with the scheme at NE Spur.

Following the investigation work undertaken last summer, there is also a need to carry out further work to the M6 J6 Gravelly Hill Interchange. We continue to work in collaboration with Birmingham City Council and key stakeholders on the programme and delivery details of this work. Further information will be communicated once we finalise details.