
From:**Sent:** 03 August 2021 16:18**To:** Noble, Cindy

McMurray, Alan

Morgan, Hugh

Campbell, Ian (ROADS)

Cc: Duffy, Stephen

McAteer, Enda

Subject: Southern Division Resurfacing schemes - Meeting minutes

Caution – This email has been received from outside the NICS network.

Please ensure you can verify the sender's name and email address.

Treat all attachments and links with caution.

If you have any concerns regarding the email please forward to spam@finance-ni.gov.uk.

Hi Folks,

Following on from our meeting on Friday, I have outlined the salient points below;

Meeting Note – Package 1 & 2: Southern Division Resurfacing schemes - Meeting

Date – 30th July 2021

Location – MS Teams

Present – Cindy Noble (DfI Roads), Alan McMurray (DfI Roads), Hugh Morgan (DfI Roads), Ian Campbell (DfI Roads), (Amey Consulting), (Amey Consulting),

(Amey Consulting)

- DfI Roads agreed that Amey Consulting would arrange for site visits/walkovers to take place for all sites that are part of the scheme. These site visits/walkovers are to be arranged during weeks commencing 02/08/2021 (western sites) and 09/08/2021 (eastern sites). During these site visits/walkovers, DfI Roads are to advise on the finalised scope of works for each site. Given the compressed programme it is important that appropriate scoping decisions are made to enable designs to complete and contract documentation prepared for the end of September 2021.
- DfI Roads advised that they are not aware of any drainage issues outside of the issues associated with the Shore Road, Strangford scheme. Therefore, Amey Consulting will only allow for the cleaning out of the existing drainage systems for each site (except the Shore Road, Strangford scheme) within the overall design package.
- DfI Roads advised that the Shore Road, Strangford scheme has existing drainage issues and the scope of works required to rectify these issues are to be finalised during the site visit/walkover. Given the proximity to Strangford Lough, it may be necessary to obtain appropriate environmental licenses to construct this scheme. For these reasons, this scheme may be excluded from the bundle.
- DfI Roads are to look into potentially adjusting the sites included within scheme Packages 1 & 2, with the higher priority sites (ministerial commitments etc.) being included within Package 2 which is to be delivered first. As the Shore Road, Strangford scheme has existing drainage issues, it may not be feasible to deliver this within the required timeframe and so may be removed from the scheme altogether and replaced with another site (DfI Roads to confirm this).
- DfI Roads advised that the B30 and B25 schemes would include overlay resurfacing only, the C0278 Loughinsland Village scheme would include both overlay and inlay resurfacing and the majority of other schemes would just include inlay resurfacing only but this will be finalised by DfI Roads at the site visits/walkovers. It was noted that no topographical survey information is available for the scheme. Any overlay scheme will be based on the existing ground profile (OS and chainage), with a typical section used to define the overlay profile.
- DfI Roads advised that they are not aware of any VRS present at the Cloghoge Heights, Newry site or the Windmill Road, Newry site which are both to include inlay resurfacing only so VRS wouldn't be impacted anyway.
- DfI Roads advised that the C0278 Loughinsland Village scheme has a requirement for potential future footway works. Amey Consulting have agreed that works could be started on this including a kerb line being added. This will be finalised during the site visit/walkover. (Significant design work may be limited in relation to the footway works as no topographical information is available.)
- DfI Roads to advise whether it is possible to include any of the Package 1 works within the A3 Portadown Road scheme. (Post meeting note – A3 programme may impact on Bundle delivery, consequential the delivery of A3 and surfacing schemes will be discussed internally within DfI. Alan McM / Cindy N / James K .)
- DfI Roads advised that all existing road markings at each site within the scheme are to be renewed as existing.
- DfI Roads to advise Amey Consulting on the traffic management proposals for each site within the scheme to allow them to populate the contract documents.
- DfI Roads confirmed that they would provide Amey Consulting with all existing

service/utility information they have available for each site within the scheme. C2 requests will need to be submitted by Amey Consulting for anything else.

- DfI Roads to provide Amey Consulting with information on existing traffic loops for the relevant sites within the scheme.
- DfI Roads will provide Amey Consulting with a standard detail for any traffic calming measures present at the existing sites within the scheme.
- DfI Roads are to provide any road coring information they have for each site within the scheme. DfI Roads believe that most of the sites have been cored except Killough Road, Downpatrick and Kilbroney Road, Rostrevor.
- DfI Roads confirmed that no RRRAP is required for any of the sites within the scheme.
- DfI Roads advised that an MSDO form will be required.
- Amey Consulting to finalise Project Proposal following site visits/walkovers and submit to DfI Roads week commencing 16/08/2021.

If you have any questions regarding the above or think I have missed something, please let me know.

Regards,

| Amey Consulting

Amey | Rushmere House | Cadogan Park | Belfast | BT9 6HH

From:
To: [Noble, Cindy](#); [McMurray, Alan](#); [Morgan, Hugh](#); [Campbell, Ian \(ROADS\)](#); ; [Duffy, Stephen](#); [McAteer, Enda](#)
Subject: Southern Division Resurfacing Packages - NM&DE Site Visit Meeting minutes
Date: 13 August 2021 15:41:06
Attachments: [image001.png](#)

Caution – This email has been received from outside the NICS network.
Please ensure you can verify the sender's name and email address.
Treat all attachments and links with caution.
If you have any concerns regarding the email please forward to spam@finance-ni.gov.uk.

Hello all,

Following on from our site visit/walkover today, I have outlined the salient points below;

Meeting Note – Southern Division Resurfacing Packages - NM&DE – Site Visit/Walkover

Date – 12th August 2021

Location – On sites

Present – Hugh Morgan (DfI Roads), Steven Duffy (DfI Roads), (Amey Consulting),
(Amey Consulting)

Site 1: A0002 Shore Road, Strangford

- DfI Roads advised that the scheme extents runs from Downpatrick Road to the joint with the new road surface, adjacent to the wooded area, outlined on site during the site visit/walkover (approx. 1050m length).
- DfI Roads advised that for the extent of the scheme where there is kerbing (approx. 250m from Downpatrick Road), the carriageway resurfacing is to be 100mm inlay (45mm surface course and 55mm binder course).
- DfI Roads advised that for the remaining approx. 800m of the scheme, the carriageway resurfacing is to be 100mm overlay (45mm surface course and 55mm binder course).
- DfI Roads advised that resurfacing of the footway is to take place on both sides of the road for the extents agreed on site during the site visit/walkover. The footway resurfacing is to be a 60mm inlay.
- DfI Roads advised that this is a high priority scheme and should be included in the first package to be delivered.
- DfI Roads advised that the only drainage works required was the cleaning out of the existing system and the replacement of all gully gratings.
- DfI Roads advised that all existing road markings within the scheme extents are to be renewed like for like.
- DfI Roads to provide Amey Consulting with all existing service information they have available. Amey Consulting to submit C2 requests for any relevant service information not included.

Site 2: B0176 Killough Road, Downpatrick

- DfI Roads advised that the scheme extents runs from Bright Road junction to Grange Road junction (approx. 850m length).
- DfI Roads advised that the southern tie-in point is at road joint approx. 15m south of Bright Road/Milltown Road junction.

- DfI Roads advised that the northern tie-in point is at road joint approx. 5m south of Grange Road junction.
- DfI Roads advised that both Bright Road and Milltown Road junction ends to be included within carriageway resurfacing scheme extents (approx. 15 metres back from Killough Road).
- DfI Roads advised that the carriageway resurfacing is to be 100mm overlay (45mm surface course and 55mm binder course).
- DfI Roads advised that the only drainage works required was the cleaning out of the existing system and the replacement of all gully gratings.
- DfI Roads advised that all existing road markings within the scheme extents are to be renewed like for like.
- DfI Roads to provide Amey Consulting with all existing service information they have available. Amey Consulting to submit C2 requests for any relevant service information not included.

Site 3: C0278 Loughinisland Village

- DfI Roads advised that the scheme extents runs from Drumgooland Road to Old Belfast Road junction (approx. 1450m length).
- DfI Roads advised that the eastern tie-in point is at road joint approx. 5m west of Loughinisland Road/Drumgooland Road junction.
- DfI Roads advised that the western tie-in point is at Loughinisland Road/Old Belfast Road junction.
- DfI Roads advised that this scheme requires a mix of overlay and inlay carriageway resurfacing. 100mm inlay 45mm surface course and 55mm binder course) throughout village extents, from Drumgooland Road to The Heights and 100mm overlay 45mm surface course and 55mm binder course) from The Heights to the Old Belfast Road junction.
- DfI Roads advised that new kerb is to be added on the northern side of the road for approximately 180m west from Drumgooland Road to tie into the existing kerbing at the lay-by.
- DfI Roads advised that new kerb is to be added on the southern side of the road for approximately 45m west from the vehicle entrance to St MacArtan's Church car park.
- DfI Roads advised that any existing kerb within the overlay carriageway resurfacing section is to be raised and replaced accordingly. Topsoil and seeding to be provided behind kerb.
- DfI Roads advised that some kerbing will need raised/replaced at the Old Belfast Road junction as the overlay reduces to tie into the existing level of the Old Belfast Road junction.
- DfI Roads advised that all traffic calming measures (ramps etc.) are to be replaced as existing. DfI Roads are to provide Amey Consulting with the necessary standard details.
- DfI Roads advised that all red and yellow surfacing/HFS is to be replaced as existing.
- DfI Roads advised that the only drainage works required was the cleaning out of the existing system, the replacement of all gully gratings and the installation of an additional gully and a small length of ACO drainage channel in front of the pedestrian entrance to the St MacArtan's Church (these are to tie into existing drainage network).
- DfI Roads advised that all existing road markings within the scheme extents are to be renewed like for like.
- DfI Roads to provide Amey Consulting with all existing service information they have available. Amey Consulting to submit C2 requests for any relevant service information not

included.

Site 4: B0175 Drumaroad Hill, Ballynahinch

- DfI Roads advised that the scheme extents runs from Edendarriff Road to 50m past Ballynahinch Road junction (approx. 1350m length).
- DfI Roads advised that the southern tie-in point is approx. 50m past Ballynahinch Road junction.
- DfI Roads advised that the northern tie-in point is approx. 15m south of Edendarriff Road junction.
- DfI Roads advised that the carriageway resurfacing is to be 100mm overlay (45mm surface course and 55mm binder course).
- DfI Roads advised that new kerb is to be added on the western side of the road from approx. 65m north of the new Water Treatment Works entrance for 40 metres, in front of the existing road bollards/markers.
- DfI Roads advised that the only drainage works required was the cleaning out of the existing system and the replacement of all gully gratings.
- DfI Roads advised that all existing road markings within the scheme extents are to be renewed like for like.
- DfI Roads to provide Amey Consulting with all existing service information they have available. Amey Consulting to submit C2 requests for any relevant service information not included.

Site 5: B0175 Ballylough Road, Castlewellan

- DfI Roads advised that the scheme extents runs from Ballywillwill Road to Aghlisnafin Road (approx. 830m length).
- DfI Roads advised that the eastern tie-in point is approx. 10m west of Ballywillwill Road junction.
- DfI Roads advised that the western tie-in point is approx. 5m east of Aghlisnafin Road junction.
- DfI Roads advised that this scheme requires a mix of overlay and inlay carriageway resurfacing. The first 140m west from Ballywillwill Road junction are to be 100mm inlay (45mm surface course and 55mm binder course) due to the presence of a bridge. The rest of the scheme extents is to be 100mm overlay (45mm surface course and 55mm binder course).
- DfI Roads advised that that both Whitefort Road junction end is to be included within carriageway resurfacing scheme extents (approx. 15 metres back). The existing kerbs are to be raised and replaced at this location.
- DfI Roads advised that the only drainage works required was the cleaning out of the existing system and the replacement of all gully gratings.
- DfI Roads advised that all existing road markings within the scheme extents are to be renewed like for like.
- DfI Roads to provide Amey Consulting with all existing service information they have available. Amey Consulting to submit C2 requests for any relevant service information not included.

Please let us know if you think anything has been missed.

Regards,

| Amey Consulting

Amey | Rushmere House | Cadogan Park | Belfast | BT9 6HH

From: [Duffy, Stephen](#)
To:
Cc: [Noble, Cindy](#) [McMurray, Alan](#); [Morgan, Hugh](#)
Subject: RE: Asphalt resurfacing Southern Division
Date: 10 September 2021 09:47:50
Attachments: [image001.png](#)

Thank you for your comments and observations.

I would concur with your comments in relation to the A2 Shore Road, Strangford resurfacing proposal. While there is no history of significant flooding along the stretch of road in question there is certainly merit in having an open-textured bitmac surface. As indicated there are also good operational and practical reasons for laying a bitmac surface. However, could I ask that an asphalt surface be laid within Strangford village, with the rest resurfaced in bitmac.

On the Drumaroad Hill scheme, while noting your comments, I would ask that the scheme be completed with an asphalt wearing course. Due to a significant flooding issue on another road close to Drumaroad (Carnreagh Road) I would have travelled on Drumaroad Hill during, or shortly after, almost every significant severe heavy rainfall event since I took up my post in Newry, Mourne and Down (East) Section Office in 2006 and I can only ever recall flooding on the road surface on one occasion and that was due to land adjacent to the Drumaroad Hill/Ballynahinch Road junction flooding and was not related to inadequate road drainage. While there are a limited number of road gullies in the vicinity of the access to the Water Treatment Works our Highway Assets Inventory indicates there are approximately 50 drainage outlets, over the length of the scheme. I am confident that the scheme can be completed with an asphalt wearing course.

Please let me know if you require any additional information or clarification.

Regards

From:
Sent: 06 September 2021 18:24
To: Duffy, Stephen
Cc: Noble, Cindy
Subject: Asphalt resurfacing Southern Division

Hello

Referring to our telephone conversation this afternoon where we discussed both the Shore Road Strangford and Drumaroad Hill resurfacing schemes I would confirm:

The project proposal for each of these schemes detail HRA binder and surface course in both overlay or inlay situations, however, having walked both schemes yesterday to scope out specific requirements I would comment and offer my proposals as detailed below.

Shore Road Strangford

The road surface is presently asphalt concrete (bitmac) that has been surface dressed over the years and with an effective width varying between 4.5m and 4.7m. The width of the road will present operational difficulties in providing a HRA surface course, in that the paving machine (3.0m wide) and chipper (3.5-4.0m wide) will effectively block the road, preventing the feed of asphalt and chippings to the paver and chipper. Notwithstanding the operational difficulties, there are no drainage outlets (gullies or trinkets) along the entire length of carriageway and considering the crests and hollows along 1053lm of road coupled with impermeable HRA surfacing the potential for a drainage embarrassment is very real. I did not investigate potential drainage outlets during my visit, however, my impression was that with no evidence of field sheoughs or watercourses adjacent to the carriageway, an easy drainage fix was not immediately evident.

I would suggest that 60mm of 20mm (bitmac) bin finished with 35-40mm 14mm (bitmac) surf would be a more appropriate specification, as from the operational point of view, each course could be laid in a single pass. From the drainage perspective, a bitmac specification would allow a degree of permeability which when coupled with natural drainage through the roadside verge/banks may be acceptable and certainly no worse than what exists at present. At the village end of the scheme an HRA inlay solution from the church, down the hill to the main Downpatrick Road could be maintained.

Drumaroad Hill Road

The road surface is presently asphalt concrete (bitmac) that has been surface dressed over the years. Again as per the Strangford scheme there is a lack of drainage outlets along the 1250lm of carriageway under consideration. There are 8 No gullies located between chainage 0 and 300 (6 no within a 30lm stretch at the entrance to the WTW) and for the remaining 1000m of the scheme, the only drainage outlets appear to be the occasional trinket cut through the verge. In my opinion this is inadequate to drain a HRA surface. Again as per Shore Road above, I didn't look into potential drainage outlets, however, again my impression was that with no evidence of field sheoughs or watercourses adjacent to the carriageway, an easy drainage solution may not be possible (perhaps this is why this section has been left out!!!!).

As this stretch of road is part of the main route between Ballynahinch and Castlewellan and as substantial works (incorporating drainage and HRA surface course) have been completed to other stretches along it, it may be prudent to consider a holding position until such time as a drainage solution has been determined and installed thereby enabling an HRA surface course to be provided. I would therefore suggest that either:

- This particular scheme be replaced with an alternative and put on hold and until such time as an acceptable design incorporating a drainage scheme has been developed
- Or
- The scheme is progressed to a stage where the road is regulated and shaped using AC 14 surf which will adequately provide an acceptable running surface. At a later date and upon determination of a drainage design and installation, the HRA surface could be laid. In the short term, the bitmac specification should allow a degree of permeability which when coupled with natural drainage through the roadside verge/banks may provide acceptable levels surface drainage to a degree that should be better and certainly no worse than what presently exists.

I would welcome your comments and instruction

Best Regards

Principal Project Manager | Consulting & Rail



Find out about our practical planet series at www.amey.co.uk/ameyconsulting