

A12 Road Widening Scheme

Client: Highways England

Commencement: November 2019

Completion: Ongoing



The Project History:

The A12 Chelmsford (junction 19) to A120 Marks Tey (junction 25) is part of the strategic road network that supports national and regional economies by connecting Felixstowe and Harwich ports to London. It also links the towns of Chelmsford, Witham, Marks Tey and Colchester to London and the South East via the M25 London Orbital.

This road currently struggles to cope with existing peak traffic levels, resulting in delays and reduced speeds. With few available diversions, any accidents lead to traffic disruption over a wide area.

To ease congestion and cope with increasing traffic, Highways England are widening the A12 between junction 19 (Chelmsford) and junction 25 (A120 interchange, Marks Tey).

The Project Description:

The scheme, which is due to start construction in 2023 covers a distance of 29km and Gattica were engaged on this project by Jacobs at the early design stage to advise key stakeholders on all aspects of the utilities that will be affected. This included providing information on high-level budgets, advanced works, lead-times and timings, land requirements and constraints etc. determining what utility apparatus will be affected by the design and then producing individual designs/programme and budgets for each of the affected SUs.

Latterly Gattica have been engaged by Costain/Jacobs JV for the Stages 3 4 and 5 of the scheme. This includes management of the designs/programme/budgets and buildability of all aspects of the SU interface through preliminary to detailed design, DCO submission and legal agreements with SUs, programming and planning of advanced works and "ready for construction" planning.

Gattica Associates Responsibilities:

- Undertake C2 searches of the scheme-wide area to obtain utility apparatus maps from each of the affected STATS companies.
- Produce a composite Existing Services Drawings (ESD's) Model which was overlaid onto the scheme alignments and options. This was carried out for each Design Fix as the scheme design has developed and matured.
- Develop a clash detection tracker to identify apparatus across the scheme that are affected by all the designs. From this the costs plan and risks register were established and managed.
- Developing the end-to-end utilities programme in line with the overall scheme design programme.
- Liaise with the various affected SUs to obtain feasibility costs to divert these utilities. These were later developed into detailed design and costs through negotiation with the Sus.
- Design the (HE GD300) STATS corridor into areas where apparatus will be unaffected by the road widening scheme.
- Work within the integrated Jacobs, Costain and Highways England team to provide fully designed, planned and costed solutions for delivery of all the SU works for the project.