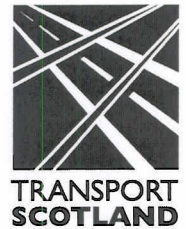


Trunk Roads: Network Management

Buchanan House, 58 Port Dundas Road, Glasgow
G4 0HF
Direct Line: 0141 272 7352, Fax: 0141 272 7373
duncan.macneill@transportscotland.gsi.gov.uk



Mr Andrew Trombala

Our Ref: FOI/09/01376

By email to : Andrew Trombala [request-5272-51943ff5@whatdotheyknow.com]

Date: 28 January 2009

Dear Mr Trombala

REQUEST FOR INFORMATION UNDER THE FREEDOM OF INFORMATION (SCOTLAND) ACT 2002

Thank you for your request dated 27 December 2008 for information under the Freedom of Information (Scotland) Act concerning repairing of major roads in Scotland – A9 Blackford to Greenloaning/ A9 Stirling to Perth/ M80 Stirling to Cumbernauld. We have now completed our search for the information you request.

I should firstly explain that the North East and South East units are managed and maintained by BEAR Scotland Ltd on behalf of the Scottish Ministers.

I will now answer your questions in turn.

1. Please see attached map showing last treatments of the A9 southbound carriageway between Blackford and Greenloaning. Note: Date unknown has been entered where no known surfacing has been carried out since April 2001 (Beginning of BEAR Scotland Ltd contract for the North East unit). In these areas Scottish Executive Road Information System (SERIS) shows a date of 01/01/93. However, this is understood to be a default date and cannot be verified.

2. There are no guidelines as such. A new carriageway construction will be designed to a certain 'design life', typically 20 or 40 years. This will be the length of time which the carriageway construction would typically be expected to last, prior to the next full reconstruction. However, within that timeframe, it will be expected that the surface layer will require replacement or overlay a number of times.

The timescale for replacement of the surface layer will depend on a number of variables – e.g. traffic levels (present and future), materials used etc. Regular condition surveys are carried out to determine surface condition, with replacement works programmed annually following analysis of survey data collected.

It is also worth noting that specific surface deterioration can occur in any specific location, for example due to diesel or oil spillage, which may weaken the surface structure, damage by vehicles or due to excess water flow either on the surface or within structural layers. Such deterioration would usually prompt a specific reactive treatment.

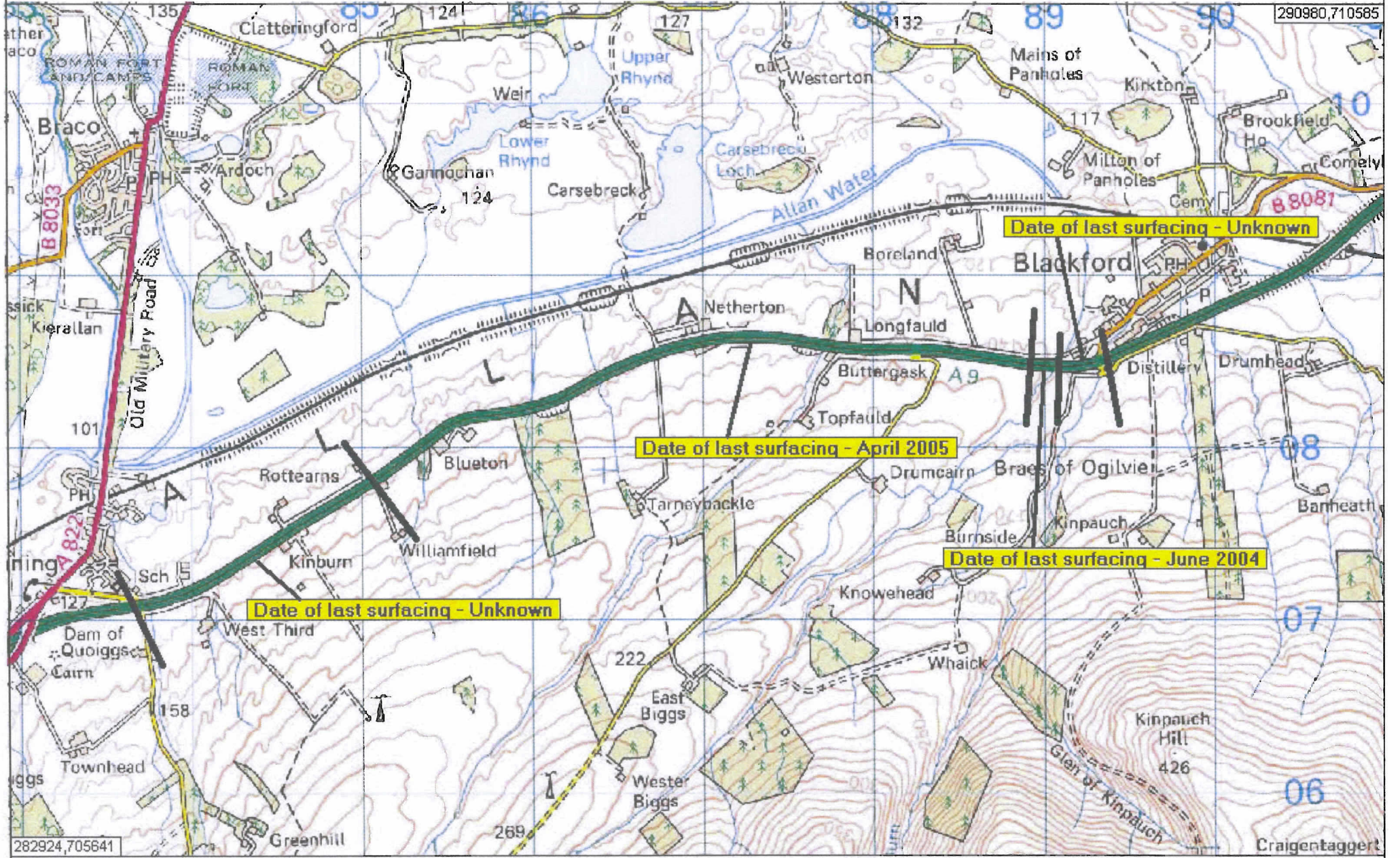
I hope you find this to be of assistance. If you require further clarification of these points then please do not hesitate to contact me.

If you are unhappy with this response to your request, you may ask us to carry out an internal review, by writing to The Chief Executive, Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF. Your request should explain why you wish a review to be carried out, and should be made within 40 working days of receipt of this letter, and we will reply within 20 working days of receipt. If you are not satisfied with the result of the review, you then have the right to make a formal complaint to the Scottish Information Commissioner.

Yours sincerely,

A handwritten signature in dark ink that reads "Duncan MacNeill". The signature is written in a cursive style with a large initial 'D'.

DUNCAN MACNEILL
Network North Manager



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Scale 1:30000



Based upon OS 1:50000 raster (25km) © Crown Copyright 2002. All rights reserved Scottish Executive 100020540 2005 License No.Scottish Executive 100020540 2005

