

M6 to Birmingham

M1 to Leeds

M1 to London

**SKANSKA**

Working on behalf of



A14 to Ports

# Welcome to the 2015 Project Update





PLEASE HELP YOURSELF TO OUR  
FESTIVE REFRESHMENTS!

# Our Team here today...

## SKANSKA

Working on behalf of



Ivan Marriott – Highways England – Project Manager  
Duncan Thompson – Skanska – Project Director  
Tony Burrows – Skanska – Site Administration Manager  
Steve Hamer – Skanska – Design & Engineering Manager  
Rob Martin – Skanska – Section Engineer

Duncan Healey – Skanska – Senior Environmental Advisor  
Helen Anderson – Skanska – Ass. Site Administration Manager  
Mark Dowding – Skanska – Project Planner  
Oliver Beech – Skanska – Environmental & Communities Advisor  
Mandy Parker – Olive Catering  
Nathan Miles – Olive Catering



## M1 Junction 19 Improvement Scheme

10 December 2015







# Agenda

- A brief reminder of why we are here!
- Progress made during 2015
- What to expect next?
- You said, we did
- Q & A session

**SKANSKA**

Working on behalf of



**M1 Junction 19 Improvement Scheme**

**10 December 2015**





# Before the works began...

**SKANSKA**

Working on behalf of



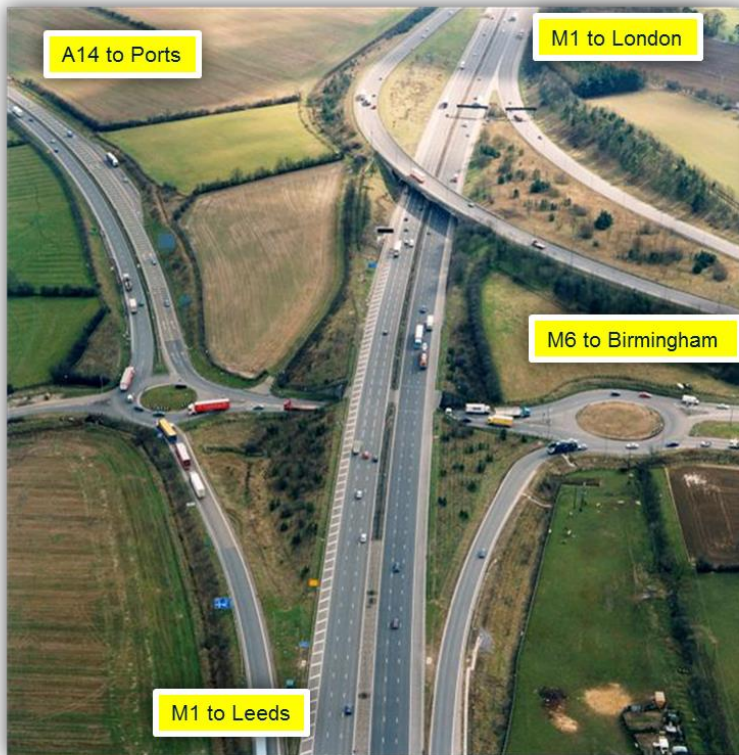


# Why the Improvement is needed...

- Congestion, delays and long queues
- Accidents, sometimes resulting in serious injuries and fatalities
- Conflicts between local and long distance traffic
- Barriers to pedestrians, cyclists and horse riders

**SKANSKA**

Working on behalf of

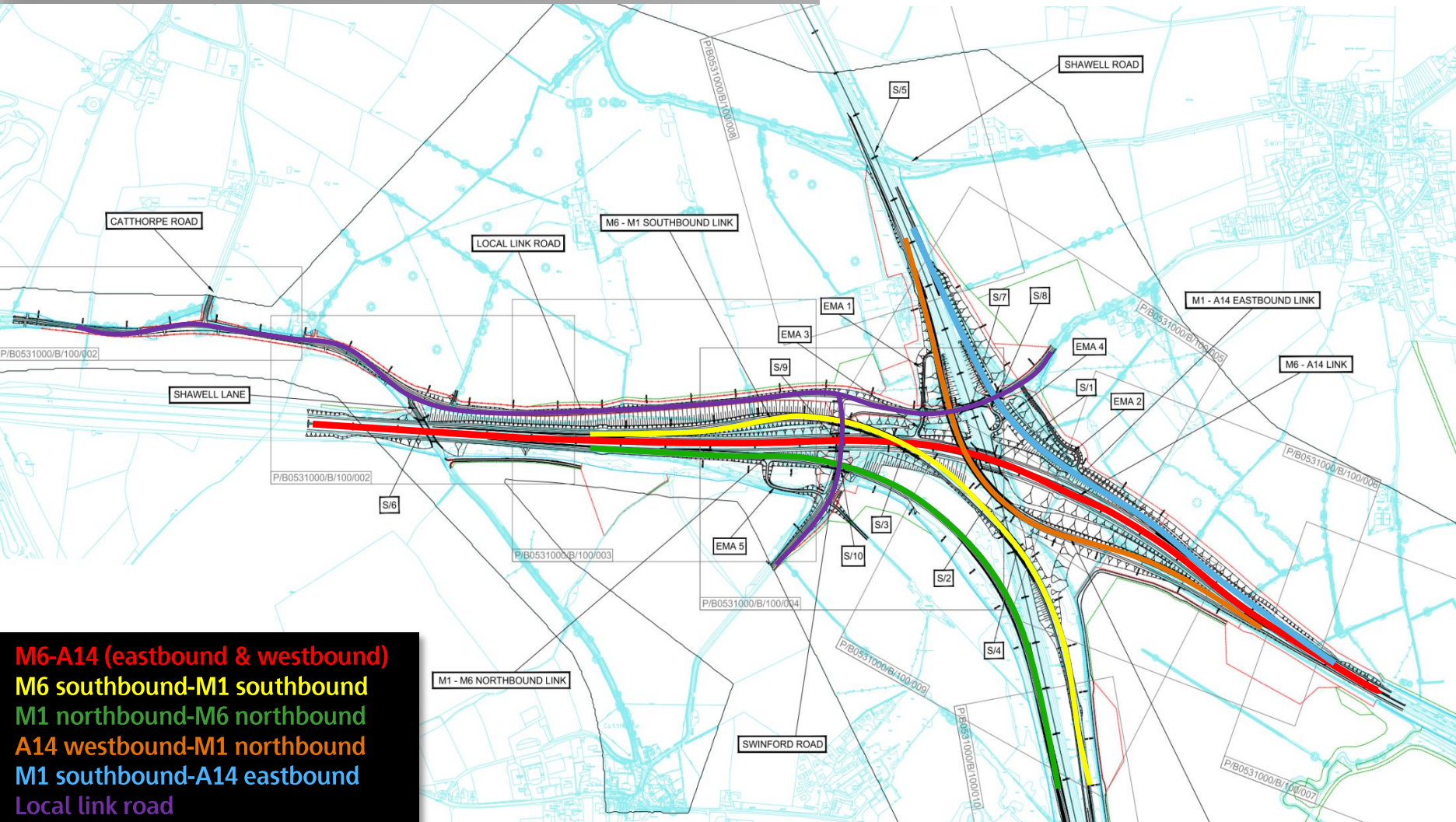




# The Design Solution

SKANSKA

Working on behalf of



**M6-A14 (eastbound & westbound)**  
**M6 southbound-M1 southbound**  
**M1 northbound-M6 northbound**  
**A14 westbound-M1 northbound**  
**M1 southbound-A14 eastbound**  
**Local link road**



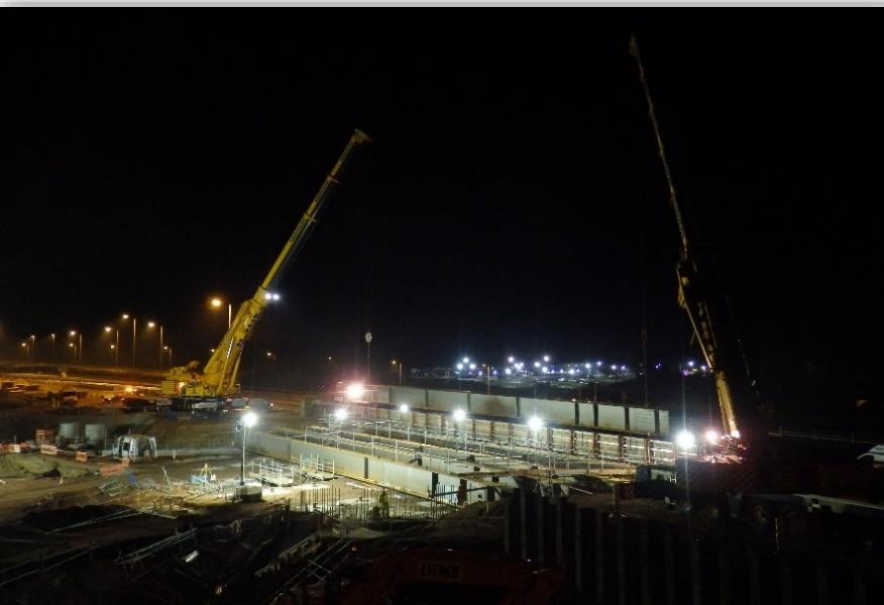
# Progress: January – March 2015

**SKANSKA**

Working on behalf of



- Structural steel beams for the northbound carriageway of the new bridge structure which carries M1 traffic over the M6-A14 link were lifted into place in January 2015.
- Installation of bridge beams as part of the construction of the new M6 southbound-M1 southbound viaduct completed. Deck works begin.





# Progress: January – March 2015

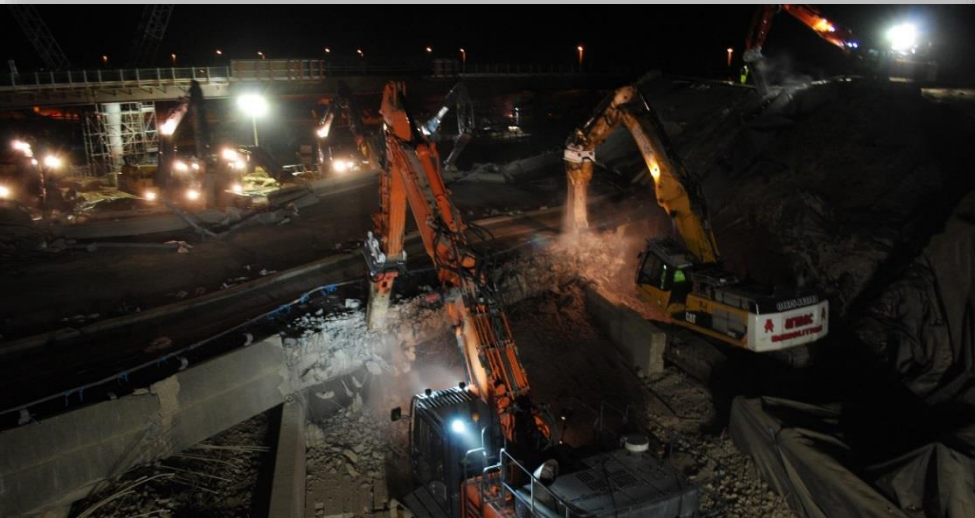
- A14 eastbound traffic successfully realigned during a 36-hour road closure mid-March.
- All planned works completed and road opened to traffic 5 hours ahead of schedule. Extensive publicity campaign to advise interested parties. No complaints received.
- A14 westbound traffic was also switched onto its temporary alignment by the end of March.





# Progress: January – March 2015

- Demolition of the redundant bridge carrying the M6 southbound-M1 southbound viaduct at the end of March using explosives
- Highways England traffic officers and the police oversaw the demolition, imposing rolling blocks on the M1 and A14, to control traffic and create a sterile safety zone during the detonation.





# Progress: April – June 2015

- Excavation under the new M1 bridge structure complete
- Bridge beam installation over the M1 motorway for the new A14 westbound-M1 northbound link





## Progress: April – June 2015

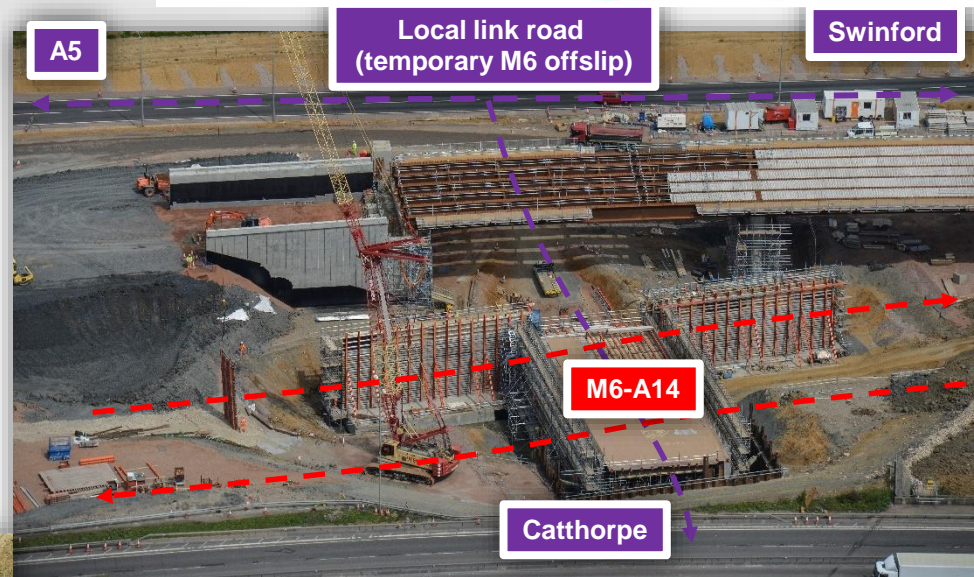
- Tunnel boring machine excavated a new 140m long culvert under the M6; this culvert will provide a controlled drainage pathway for one of the new attenuation ponds.
- Concrete deck pours undertaken on the new M6 southbound-M1 southbound bridge





# Progress: April – June 2015

- Structural works complete on the new bridge which will take the new M6-A14 link over the local link road. Over 500m<sup>3</sup> concrete poured in 15 hours on 29 May.
- Excavation of 'Pond 7' completed. Equivalent to the size of approximately 12 Olympic swimming pools. Future-proof – built to cope with predicted 20% increase in rainfall associated with climate change





# Progress: July – September 2015

- Bridleway seeding completed. Nine river enhancement areas completed. Swinford Lodge Brook realigned to accommodate new drainage for the A14 westbound-M1 northbound link.
- Two artificial holts made from recycled site materials installed. Provision of purpose-built otter fencing and otter ledges.
- Foundations begin for the new bridge which will carry M1 southbound-A14 eastbound traffic over the local link road.





# Progress: July – September 2015

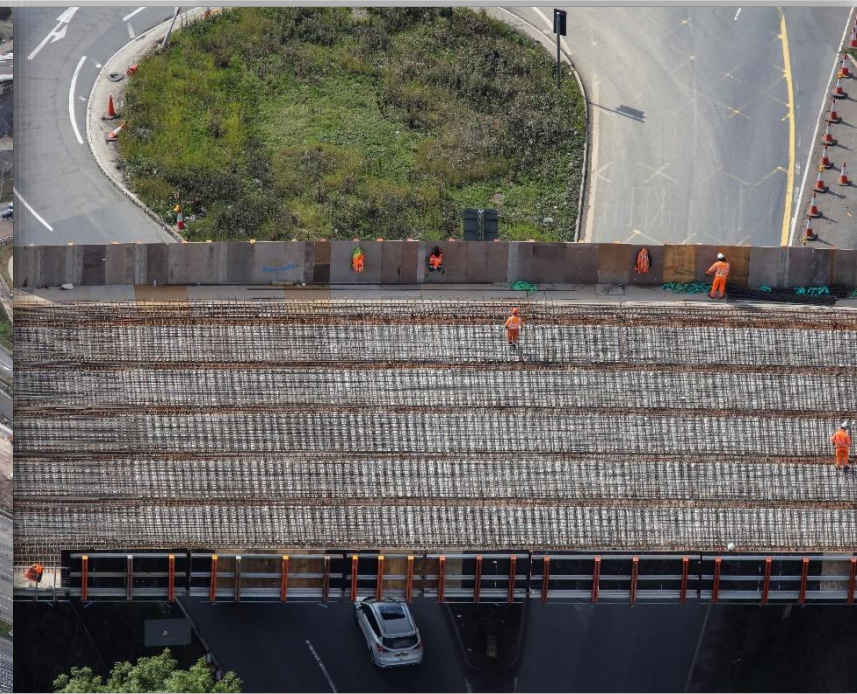
- Removal of two temporary crossings and installation of two new bridleway bridges over the River Avon complete
- Gantry works begun on the A14, M1 and M6





# Progress: July – September 2015

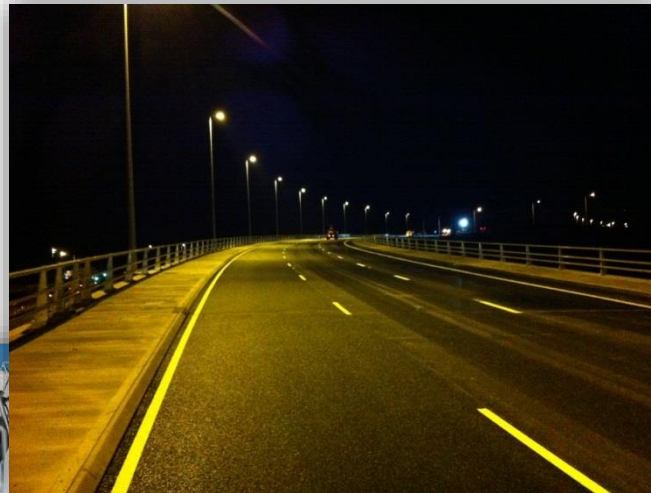
- Beam erection completed on the bridge which will form part of the new A14 westbound-M1 northbound free-flow link. Installation of structural deck planks and steel reinforcement complete. Bridge deck pours commenced. We intend to open this link on Sunday 13 December 2015 (8:00am).





# Progress: July – September 2015

- Despite torrential rain, the 1.6km long M6 southbound-M1 southbound link road was opened to traffic on Wednesday 23 September. This link incorporates the Caththorpe Viaduct which was strengthened by Skanska (2012).



## M6-M1 Link

Incorporates new 248m long bridge  
 1500 tonnes of steel  
 >1000 tonnes of reinforcement  
 5500m<sup>3</sup> of concrete  
 280 foundation piles  
 17 beam lifts weighing up to 200 tonnes





## Progress: October – December 2015

- The 2.3km long A14-M6 westbound free-flow link under the new M1 bridge was opened to traffic on 17 October.
- The M1-M6 slip road was switched onto a temporary alignment on 20 October.
- Demolition of redundant M1 northbound-M6 northbound bridge progressive fragmentation methods. This bridge used to carry traffic over Rugby Road.



### A14-M6 link

- Lowest level free-flow link road
- Passes under the M1 bridge, the new A14-M1 northbound and M1-M6 southbound viaducts, and over the new Local Link Road.
- Total length of new road required for this link amounts to approximately 2300 metres.
- Initially from the east, the road climbs a total of 8 metres to pass under the M1, before climbing a further 13 metres to tie in to the M6.



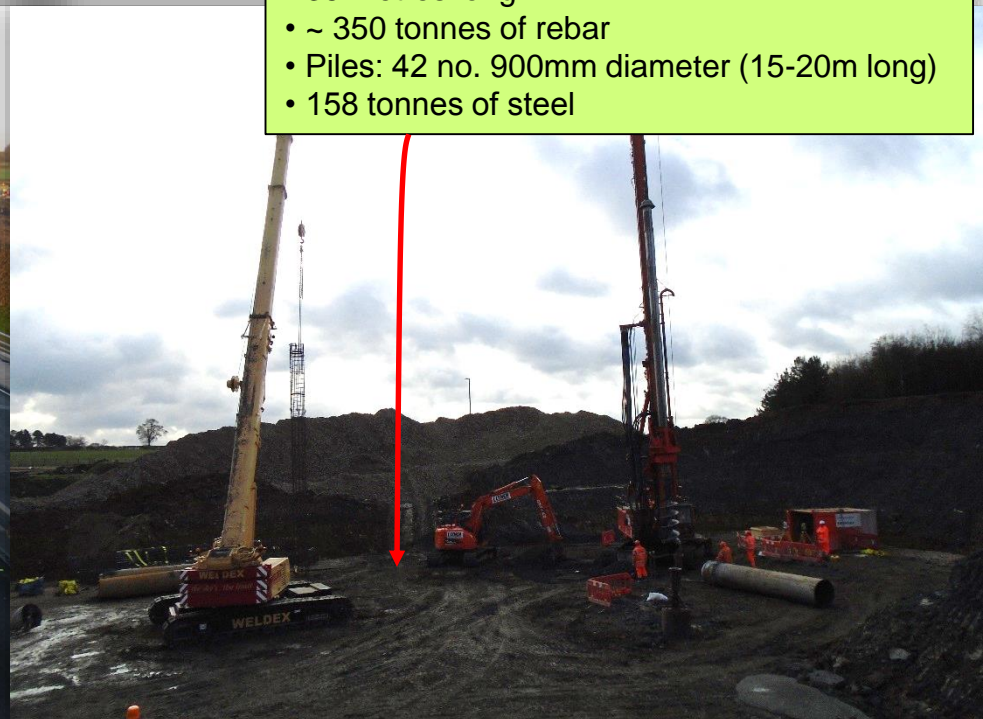
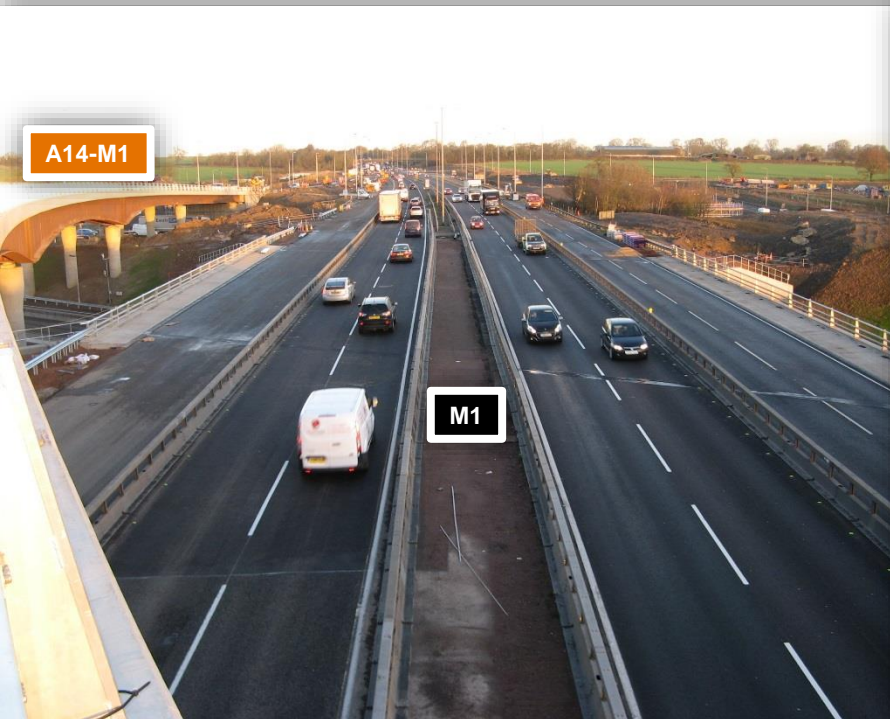


## Progress: October - December 2015

- M1 traffic switched out of contraflow, lanes 2 and 3 now running on both the northbound & southbound carriageways of the new M1 bridge over the A14-M6 link, thus allowing verge works, such as installation of motorway communications, to commence
- Installation of structural foundations for the bridge which will carry M1 northbound-M6 northbound traffic over the new local link road

### M1 (N)-M6 (N) bridge structure

- 35 metres long
- ~ 350 tonnes of rebar
- Piles: 42 no. 900mm diameter (15-20m long)
- 158 tonnes of steel





# Progress: October – December 2015

# SKANSKA

Working on behalf of



- 12 new portal gantries and 9 new cantilever gantries will be installed as part of the scheme. Gantry installation has begun on the M1.
- Works on the new A14-M1 flyover are progressing well. Motorway communications, drainage and surfacing works are on-going ahead of the planned opening date.



A 45t crane lifted the first gantry across the M1



# Community Involvement 2015

- Welcomed more than 400 external visitors, including 82 visitors over two days as part of the UKCG Open Doors Weekend, and even one of the engineers who built the bridges we are demolishing!
- Over £4000 donated to the Air Ambulance Service
- 14 registered STEM Ambassadors on site – mock interviews & careers events
- Provision of work experience for local students
- Monthly bulletins for local newsletters and update events for interested parties
- Supported local organisations with available resources
- Developed alternative customer communication channels to contact the team (e.g. Facebook, email distribution list etc.)





On budget and on  
programme for  
completion  
Autumn 2016

RoSPA **GOLD** Award

Considerate  
Constructors  
Scheme Silver Award

# SKANSKA

Working on behalf of



>5500 tonnes of  
structural steel  
& rebar placed

>14,000m<sup>3</sup>  
concrete  
placed

>700 bored  
piles installed  
(90% complete)

>266,000t stone  
used

All temporary roads  
(8) constructed and  
opened to traffic

16 out of 22  
traffic switches  
safely completed

>850 questions,  
comments,  
accolades

157,000  
Vehicles per day

£190 million

147 weeks from  
1 January 2014





# What to expect next – 13 December 2015

## A14 westbound-M1 northbound OPEN

**SKANSKA**

Working on behalf of



The following routes via the dumbbell roundabouts will remain unaffected:

- Swinford-A14 eastbound (via Rugby Road)
- M1 southbound-A14 eastbound/Swinford
- M6 southbound-A14/eastbound/Swinford





# February 2016

## M6 eastbound-A14 eastbound OPEN

**SKANSKA**

Working on behalf of



**No access to Swinford via the dumbbell roundabouts from the M1 or M6 southbound**

**Access to A14 eastbound from the M1 southbound will remain unaffected**



# Summer 2016

## M1 northbound-M6 northbound OPEN

Traffic switched onto permanent alignment over a newly constructed bridge. The new local link road will eventually pass under this bridge.

# SKANSKA

Working on behalf of





# Summer 2016

## M1 southbound-A14 eastbound OPEN

**SKANSKA**

Working on behalf of



**With the opening of M1-A14, Rugby Road closes until the new local link road opens in Autumn 2016.**





# Autumn 2016

## Local link road OPEN

**SKANSKA**

Working on behalf of



Rugby Road and Swinford Road re-open to traffic. The new local link road will provide direct access between Catthorpe and Swinford, as well as a route to the A5 trunk road.

Catthorpe

A5

Swinford





# You said, we did

**SKANSKA**

Working on behalf of



“We are concerned about traffic attending the upcoming Wolf Run event at Stanford Hall speeding through the village. Are you able to assist with this potential safety issue?”

## Provision of temporary VMS signs to help deter speeding



**M1 Junction 19 Improvement Scheme**

**10 December 2015**





# You said, we did

**SKANSKA**

Working on behalf of



“Concerning the impending closure of the Swinford Road, Catthorpe (which joins the Rugby Road, Catthorpe). Once closed, may I suggest that the information of the closure is indicated at the Junction of the A5 with the Rugby Road at Catthorpe. This will save vehicles going through Catthorpe and turning around at the closure point.”

## Provision of the following signage:

- A sign with a directional arrow pointing north up the A5 stating “Swinford, Stanford Hall”
- A sign saying “No access to M1, M6, A14 through village”
- A sign saying “No access through village, business open as usual”



**M1 Junction 19 Improvement Scheme**

**10 December 2015**



# You said, we did

SKANSKA

Working on behalf of



“I am concerned about the high speeds of traffic coming down the M1 southbound exit slip road offside lane, and the possibility of it colliding with slow-moving traffic entering the roundabout from the Swinford Road who would be unaware of it due to it being hidden behind queueing traffic in the nearside lane. With ‘red-light jumpers’, this is an accident waiting to happen.”

- **Initial road safety audit undertaken in September 2014. Further independent assessment took place on 20 February**
- **Additional safety measures implemented (traffic signal camera installed, signage ‘clutter’ reduced, re-surfacing, extra road markings)**
- **Reminders issued in correspondence to local residents. All traffic management continues to be monitored twice daily, with detailed records maintained accordingly**
- **No accidents/near misses recorded/ reported to the team**



**M1 Junction 19 Improvement Scheme**

**10 December 2015**





- Thank you for listening -  
We welcome your questions and feedback

**SKANSKA**

Working on behalf of

