

LinkLine

Kvaerner - Balfour Beatty JV and Babtie Group

ISSUE 6 FEB 1998



INTRODUCTION

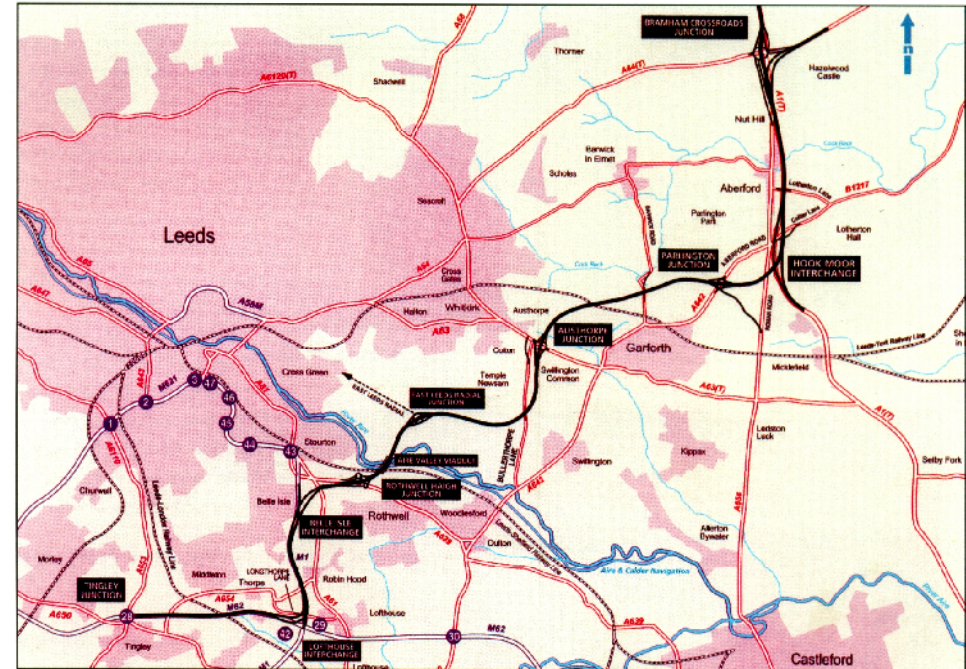
Linkline is the newsletter for the M1-A1 Link Road issued to provide the public with information about the project.

Linkline is issued quarterly and includes details of progress, the forthcoming programme and future traffic management layouts.

PROGRESS TO DATE

The three year design and construct project celebrates its second anniversary on 26 March with the project on schedule for opening on or ahead of Spring 1999.

During the last three months work has progressed on schedule, assisted by the mild winter weather. The tunnel construction works on both the M62 and M1 have now moved into the second phase of the construction programme. This involves the construction of the middle 'third' of the tunnels, located within the centre of the motorway. Upon completion of this second phase and with the construction of the new motorway above the tunnel, traffic will again be moved onto this new carriageway (M62 westbound and M1 southbound)



to allow the commencement of the third and final phases and hence the full construction of the tunnels. As detailed in Issue 3 of 'Linkline', the tunnels under the M62 and M1 are 150m and 112m long respectively and will provide a free flow link road from the M1 southbound to the M62 westbound. Drivers are reminded to observe the 50mph mandatory speed limit through



Above: St Georges Bridge, Belle Isle Interchange



Above: M62 Tunnel Construction, Lothouse

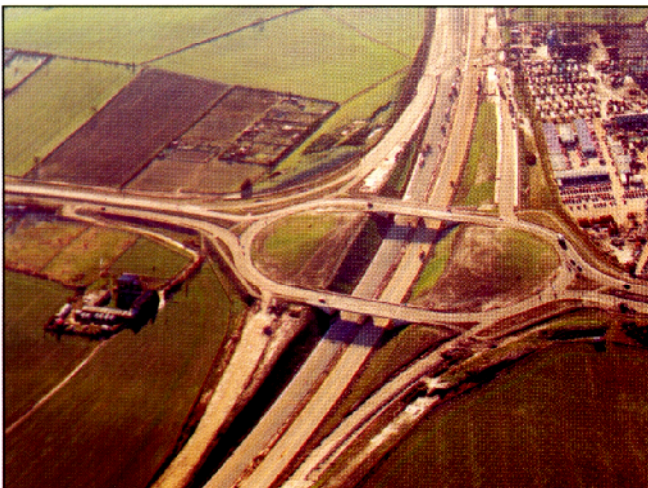
the area of the construction works. Speed cameras are in operation. Bridge beams to Lingwell Gate Lane overbridge, to the M62 eastbound off slip bridge and to the M1 northbound on slip bridge have been erected, allowing bridge deck works to proceed. On the M1, southbound traffic has been moved onto the new alignment under St George's bridge - this bridge will eventually carry the traffic using the new

Link Road northwards to the A1. The Rothwell Haigh junction on the A639 has recently been opened to traffic although the slip roads will remain closed, until the Link Road has been fully completed. (Continued overleaf)

A1/A64
UPDATE



Above: Rothwell Haigh Junction



Above: Austhorpe Junction



Above: A1 Northbound Carriageway Under Construction

The central section of the project has progressed well and the final alignment of the motorway can be clearly seen from the numerous bridges which have been constructed over the new road. The concrete carriageway has been completed between the East Leeds Radial junction and Parlington Junction (see location map).

The construction of the new Aire Valley Viaduct, which is the largest structure on the project with a construction cost of approximately £8 million, has continued and the 3.5m deep bridge beams should be erected in the following weeks with the assistance of an 850 tonne mobile crane – the second largest mobile crane in the country.

The final profile of the widened A1 near Aberford is now becoming apparent following the moving of both the original northbound and southbound traffic lanes onto the new southbound alignment. This traffic movement allowed the removal of the old carriageway and the construction of landscape mounds in the area of Field Lane and Cock Beck. The construction of the Field Lane, Cock Beck and Lotherton Lane bridges recommenced whilst Hook Moor bridge has been demolished. On the A64 the Bramham Crossroads roundabout was opened with the new extension road which links into Aberford village off the A64.

PROGRAMME FOR THE NEXT THREE MONTHS

M1 and M62

The main area of work centres around the Lofthouse Interchange. The tunnel works on the M62 will move into the third and final phase, thereby resulting in a traffic switch of the M62 westbound carriageway and the M62 westbound on slip from the Lofthouse roundabout. On the M1 the phase two tunnel works will continue nearing completion by the end of May.

On the M62 (Tingley to Lofthouse) the widening of the carriageway to four lanes will continue whilst on the M1 the northbound traffic will be moved onto the new alignment between Lofthouse and the Belle Isle Interchange. This will allow the construction of landscape mounds to commence close to Belle Isle using material excavated from the area of the Lofthouse Interchange. In total 152,000m³ (volume equivalent to 1400 double decker buses) is to be excavated and this will also allow the construction of the free flow link road from the M62 eastbound to the M1 northbound to proceed.

Towards the end of May the M1 will be closed between Lofthouse and Belle Isle for a weekend to undertake bridge deck works to Sharp Lane bridge. The permanent bridge deck was constructed last year on a temporary alignment, being supported upon temporary abutments. This alignment allowed Sharp Lane to be diverted, maintaining the thoroughfare of local traffic. After the demolition of the original bridge the permanent abutments were constructed. The operation in May will involve the sliding of the permanent bridge deck off the temporary abutments and onto the permanent abutments! The total length of 'slide' is 21m and will be carried out by a hydraulic system controlled by computers. The allowable positional tolerance of the bridge deck during the operation will be ± 1mm.

BETWEEN THE M1 AND THE A1

As we are now moving towards Spring the concrete carriageway works will recommence with the intention of completing the section between the Belle Isle Interchange and Hook Moor. To date 50,000m³ of pavement concrete (just under half of the total) has been placed. The construction of the Aire Valley Viaduct will continue for the majority of this year.

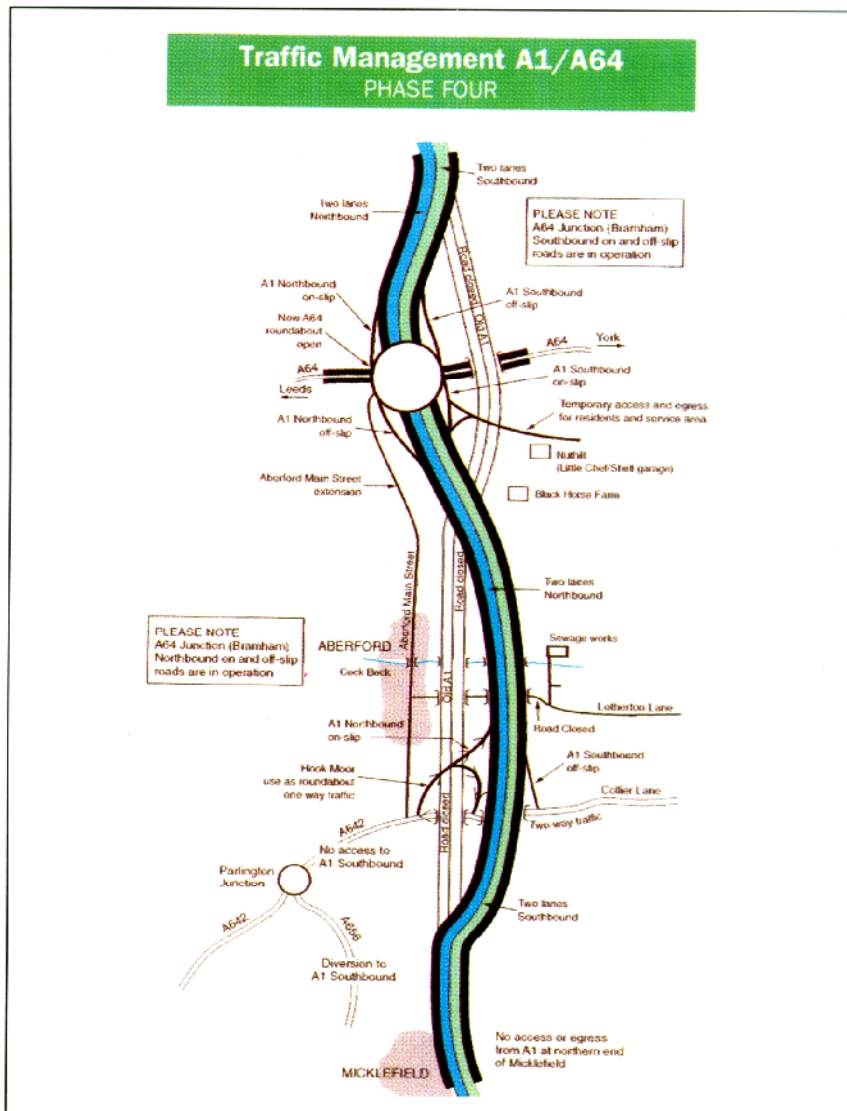
A1

Major traffic management changes will be implemented over the forthcoming three months (see adjacent diagram) predominantly between Nuthill and Bramham. The permanent northbound on slip and off slip roads at Bramham Crossroads have recently been opened to traffic and this will now allow the completion of the new A1 carriageway under the Bramham Crossroads bridges. At the end of March the A1 northbound carriageway will be moved onto this new alignment under the bridges, and approximately one month later the A1 southbound carriageway will also be moved across, with the traffic running in contraflow. This will mean that all A1 traffic will be running in contraflow between Bramham and the northern end of Micklegate village. Access in and egress from the Little Chef and Shell garage at Nuthill will be maintained. Drivers are again reminded to observe the 50mph mandatory speed limit. Closed circuit television from 25 cameras will be in operation and recovery vehicles will be on standby to deal quickly with broken down vehicles.

Once the traffic is running in contraflow under the A64 bridges, roadworks will commence in earnest on the new A64 link roads to the east of the A1, adjacent to Hazlewood Castle.



Above: Bramham Crossroads Junction



ACCOUNTANT GOES BACK TO SCHOOL

The Joint Venture accountant, Barrie Kollesoff is continuing the company's policy of working with the community by being involved in the Young Enterprise Scheme at Royds Comprehensive School, Rothwell, Leeds.

The scheme involves setting up a company, manufacturing and selling a new product together with issuing shares, registering for VAT, PAYE and all other necessary functions. The scheme, part of a national competition run by the Bank of England, encourages local business people to work

with schools. 'Clockwise', the company name given by the pupils, produces clocks from recycled beer cans. To date the company has exceeded its targets and is progressing well, therefore ensuring a healthy dividend for its shareholders.

"The kids are showing tremendous enthusiasm," says Barrie, "and hopefully they will emulate Boston Spa Comprehensive who we advised last year and helped win a prestigious award".



Above: Barrie Kollesoff (right) and 'Clockwise'

SAFETY

As detailed in previous issues of 'Linkline' the safety of the public and of all employees of the Joint Venture is of major concern at all times.

Construction sites are dangerous places and with the onset of increased daylight hours at the end of March we ask parents and teachers to emphasise to children that under no circumstances should they cross the M1-A1

Link Road site, other than at designated footpaths or bridleway crossings. Footpaths/bridleways which are open and cross the site are clearly marked out. Warning signs have been erected for both pedestrians and site traffic.

Please ensure that you do not stray from the designated area and treat the site crossing as you would any live highway.



PUBLIC LIAISON

If you have any concerns or queries regarding the construction works on the M1-A1 Link Road please contact James Alderson on 0113 204 4014 or Gordon Hounslow on 0113 204 4068. If these office numbers are unattended you can leave a recorded message. Alternatively, Gordon can be contacted on 0831 196325, which is a 24 hour emergency line.

TRAFFIC MANAGEMENT INFORMATION

The Joint Venture has established a traffic management line on 0113 204 4226. This line gives up-to-date details of traffic management on the A1, M1 and M62 in a recorded message. Details of traffic management on local roads can be obtained from telephoning Peter Thickbroom on 0113 204 4072 or the Public Liaison team on the numbers detailed above.



Above: M62 Tunnel, Lofthouse

LINK ROAD STATISTICS

Length of Link Road	29.4km	(18.3 miles)
Earthworks	4,900,00m ³	(Volume equivalent to 45,750 double decker buses)
Structural Concrete	96,000m ³	(900 buses)
Pavement Concrete	115,000m ³	(1074 buses)
Reinforcement	20,900 tonnes	(Weight equivalent to 21 million bags of sugar)
Drainage	101km	(63 miles)
Kerbs	67km	(42 miles)



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