

A14 Cambridge to Huntingdon Improvement Scheme April to May 2018

Sections 1 & 2 - Alconbury to the East Coast Main Line
Section 3 - East Coast Main Line to Swavesey
Sections 4 & 5 - Swavesey to Milton

Traffic Management:

Sections 1 & 2: Narrow lanes and a 40mph speed limit remain in force on the A1.

Section 3: Road closures are booked on the following dates;
B1040: 7th and 8th of April – West Brook earthworks (provisional)
Hilton Road: 14th and 15th April – Utilities connections (provisional)

Sections 4 & 5: Narrow lanes and speed restrictions remain on the A14 between Swavesey and the Girton interchange. Speed is limited to 40 mph in this area and speed cameras monitor compliance.

Bar Hill overbridge will be closed between 3rd and 10th April. Traffic diversions will utilise the A14 itself and details of these have been circulated widely to residents and via social media. More information can be found under the 'What's next' section: www.highways.gov.uk/A14C2H

Construction Activities:

Sections 1 and 2: Work on the new southbound carriageway of the A1, north of Brampton Hut has been completed 2 weeks ahead of schedule. Southbound traffic now flows along the new carriageway. Moving the traffic will allow us to start work on the old southbound carriageway, safely behind the new concrete central barrier. This barrier follows the line of what will become the centre of the new 3-lane A1. To the east, the new concrete water channel, which marks the eastern edge of the new highway, can be now be seen. Pictured below is the team which worked throughout the weekend to complete the new road.



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At the River Great Ouse, the viaduct beams have nearly reached the water and in this period, we will be installing the extra-large 80 metre beams that will cross the river. The heaviest of these weighs 150 tonnes, equivalent to 25 male African elephants. The placement of the bridge deck slabs, which we've manufactured at our own on-site plant, will also begin. Each of these weighs 25 tonnes, (6 female African elephants).

Section 3: In recent weeks the team has poured the concrete deck (the part of the bridge that the road will sit on) of the east coast mainline bridge. This would normally have to be done at night, but we have worked with Network Rail to do so during the day, which ensured it was done more quickly. The necessary site clearance has now been completed, with all suitable checks for wildlife carried out before we did so. We have also completed the diversion works for Westbrook.

As the weather, hopefully, starts to improve, we will resume the earthwork moving activities, so a larger volume of the heavy machinery on site will be visible. To facilitate this across Potton Road we have reinforced the carriageway and will have a signalised crossing point (plant crossing) in operation.

Sections 4 & 5: Construction of the permanent supports (abutments) for the bridge next to the westbound carriageway at Swavesey is progressing well. These will support the first beams of the new bridge which will be built to the west of the current overbridge. This is due to take place in early April.

Work on the overbridge at Bar Hill will begin on 3rd April. This will mean a seven-day closure of the existing bridge to allow us to align the bridge with a new temporary slip road that has been constructed to the west. This slip road will provide new access and exit points for the eastbound carriageway of the A14. Once traffic is diverted onto this new alignment, we can begin work on building the new bridges required for the Bar Hill junction.

The abutments for the temporary Bailey bridge, which will span the A14 carriageway near Dry Drayton, are rising steadily on both sides of the road. The bridge, which was previously at Swavesey, is scheduled to be launched across the A14 in May, when a full closure of the carriageway will be needed. This will allow our heavy earth moving machinery to carry materials from the north side of the road to the south without using the A14.

Archaeology

We can now reveal exciting news of the discoveries made by the hundreds of archaeologists working on the project. Their extensive work has revealed evidence covering 6,000 years of occupation in Cambridgeshire, including a Roman trade distribution centre, an abandoned medieval village and three prehistoric monuments, all of which are of national importance. In total, around 350 hectares have been excavated, an area equivalent to half the size of Gibraltar, making it one of the biggest and most complex archaeological projects ever undertaken in the UK. The finds mean experts now have a much better understanding of how the Cambridgeshire landscape was used by our ancestors. There will be opportunities for the public to see the A14 archaeology work in action in the coming months. More information is available at: www.molaheadland.com/events/A14C2H. Pictured below are some of the artefacts found and excavation of a Neolithic henge.

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Community Engagement



On Saturday 24th March, the A14 welcomed members of the public to the project as part of the national 'Open Doors – Get in to Construction' event. In total, 320 visitors took advantage of the chance to tour our construction sites. They were genuinely impressed by what they saw and heard and we had many requests for repeat events.



On Monday 26th March, we took our mobile visitor centre to Tesco at Bar Hill, so that we could talk to people about the forthcoming closure of the overbridge.

Prior to this we completed a letter drop to over 2000 properties in Bar Hill, left leaflets about the closure in prominent local amenities in Longstanton and attended parish council meetings at Fenstanton, Bar Hill and Longstanton.

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