

M6

Junctions 13 to 15

Project newsletter June 2020



Welcome to our third edition of the M6 junction 13 to 15 smart motorway scheme newsletter.

The work we're doing to upgrade the M6 between junctions 13 and 15 to a smart motorway is making great progress. During the past few weeks, our site has had strict safeguarding measures in place to prevent the spread of Covid-19, in line with Public Health England guidance.

We're working in phases in the verges on either side of the carriageway. This involves upgrading the existing drainage, installing foundations for new gantries and emergency areas, installing new or refurbishing gantries for technology and resurfacing the carriageway.

We'll carry out the majority of the work on weekdays but there will be occasions when we will need to work overnight or on the weekends.



Picture: A new overhead gantry installed on the scheme

What's next

From mid-June, we'll be switching the traffic management so that we can start work in the southbound verge between junctions 14 and 13.

You may hear some noise while we do this as unloading and installing the new safety barrier can be noisy, particularly because the motorway will be closed to traffic. We'll also be using cutting tools to remove the existing electronic signs and some of the old gantry bases. There will be increased temporary lighting and delivery vehicles on site that will create additional light, have flashing beacons and reversing beepers.



Picture: Aerial image of work taking place

Minimising disruption

We appreciate that during this work there will be an increase in noise, which may cause some disturbance to residents. We would like to apologise for any disruption you may experience while we carry out this important work. We'll make every effort to reduce the impact. This includes making sure that any temporary lighting will face away from properties wherever possible.

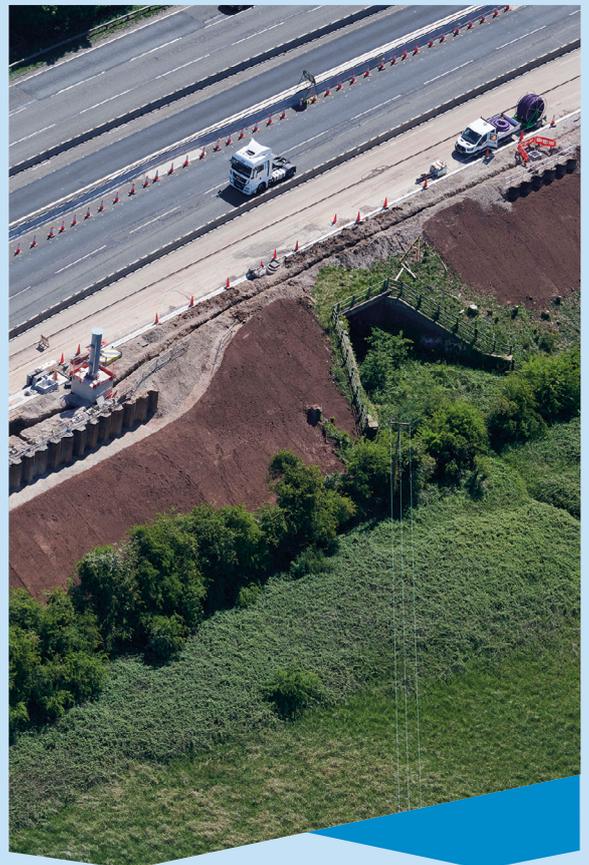
Please be assured that we're working hard to complete this work as quickly and safely as possible.

Vegetation work

We'll also need to start some night time tree and vegetation clearance. While we prefer to do this clearance work outside of the nesting season, this is not possible on this occasion.

All birds, their nests and eggs are protected by law and we'll check for nesting birds before any tree or bush is cut down. If a bird nest is found, we won't remove that tree or bush and will put a 5 metre exclusion zone in place until the eggs hatch and the young have fledged. We also actively try to minimise the amount of vegetation that we remove. In many cases, it's easier to remove all vegetation in the areas where we need to work but we do not do this.

Once all the work is complete, we'll carry out landscaping, which will include planting grassland, shrubs and trees.



Picture: Work along the northbound verge

Sheet piling

Sheet piling is a common construction method where steel materials are driven into the ground to support and strengthen the verge areas. We'll install over 1,000 metres of sheet piles as part of this phase (junction 14 to 13 southbound).

Sheet piling is typically a noisy construction activity and you may hear some noise from a vibrating hammer and experience minimal ground vibrations, depending on how close to the work you are. This is a widely used activity in the construction industry and the vibration will not cause any damage to properties.

We'll have noise and vibration monitoring in place to make sure we don't exceed acceptable levels. Where possible, we've re-designed and removed over 200 metres of sheet piling by using alternative, less disruptive construction methods.



Picture: Equipment used for sheet piling

Gantries

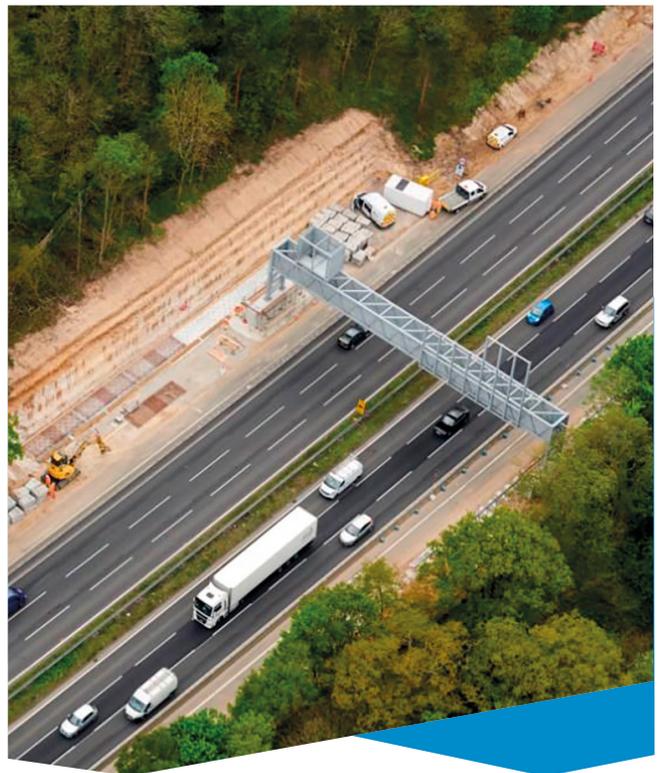
On the northbound carriageway, we've started to install some of the 23 new overhead gantries between junctions 13 and 14.

Electronic signs attached to the structures will display variable speed limits to manage traffic flow and reduce congestion. From August, we'll also start putting up 'superspan' gantries.

Superspan gantries span both the north and southbound carriageway and are the largest new structures that we'll install on the project. Each one weighs over 38 tonnes and has a width of 40 metres.

The gantries are built off site, transported on trailers from the north-east and then lowered into pre-constructed foundations using a specialist crane. This technique is quicker and less disruptive than building them at the roadside.

When we install the gantries, we'll need to close the motorway overnight for safety reasons.



Picture: A superspan gantry

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

Contact us

As we go into this next phase of work, we would like to keep in contact with you through email, especially given the restrictions we're all experiencing during Covid-19. Please email, **M6j13-15@kier.co.uk**. We will keep your details secure and you can unsubscribe at any time.

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