



Improving the road | A1

Dishforth to Leeming

Newsletter Issue 2
Summer 2010

Keeping you informed

Welcome to the Issue 2 of our newsletter. It's aim is to keep you informed of the progress we're making, things you might see as you travel along the route, and some of the construction milestones achieved along the way. ■

Recent progress and events

It took 16 hours to pour over 800 cubic metres of concrete (that's enough to fill seven double decker buses) at Leases Bridge in mid March. The majority of work on this structure is now done. The concrete base for the bridge was prepared in November last year.

Traffic is currently running in contraflow on the new southbound carriageway between Dishforth and Baldersby while we build the northbound stretch. Rainton Services has been permanently closed.



Sinderby Bridge and the site compound



Leases Bridge before the deck was poured

Over the last two months bridge beams have been placed at Londonderry, Bedale Beck, A684 Bedale Road and

Wensleydale Railway. The picture on the back page shows beams being placed at Londonderry, during the night, in early April. ■

Ott' Property

An otter holt with a difference has been 'planted' close to a watercourse as part of the environmental work we're doing.

Created by planting and weaving fresh cut willow stakes and whips, it provides a natural structure that blends into the landscape. The 'living' holt also has willow stems planted in the centre of the chamber creating rooms. The chamber was lined with hay to make it more inviting for any potential tenants. The willow stakes will root and grow, providing a new shelter and potential breeding site for many years to come.

A log-pile holt made from cut logs and brash from site clearance has also been created. It's a temporary structure to provide shelter for

otter while the 'living' holt matures. These designs, using natural materials, are an alternative to the typical buried pipe and chamber artificial holt and avoid the use of drainage pipes, paving slabs and breeze blocks. ■



Living willow holt



Earth Hour

Earth Hour is a global event organized by WWF and is held annually on the last Saturday of March.

The event asks households and businesses to turn off their non-essential lights and other electrical appliances for one hour to raise awareness towards the need to take action on climate change.

The construction team upheld the principle of this global event when we switched off our computers for an hour on Friday 26 March. Find out more about earth hour at: <http://earthhour.wwf.org.uk/>

A safety milestone

The project achieved one million safe working hours in early April. This achievement has been embodied in the 'light painting' pictured below which was inspired by the Earth Hour Light Painting Competition.



Involving the community

Daffodil bulbs and a bench have been supplied for Exelby, Leeming and Newton Parish Council and we helped the school children plant the bulbs along the route.

We managed the traffic at each of the planting areas to ensure the children's safety. ■

Uncovering the past

Archaeological digs have been underway for several months at a site of Roman occupation. The site forms part of a Scheduled Ancient Monument next to Healam Beck.

The excavations have revealed a wealth of evidence about life in Roman Britain. A line of six wooden buildings were found to the north of Healam Beck. It's thought that these buildings may have been barns or used for storing food to supply the Roman fort to the south. A group of hearths were found beside two of the buildings. They're typical evidence of brewing and baking and would have been used to supply both the soldiers at the fort and local villagers.

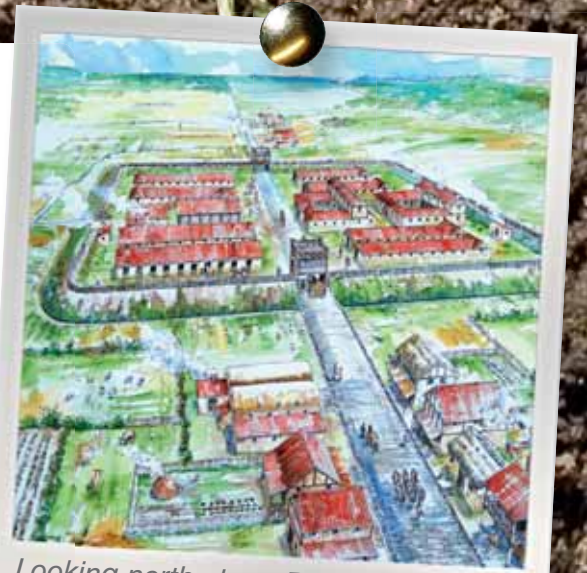
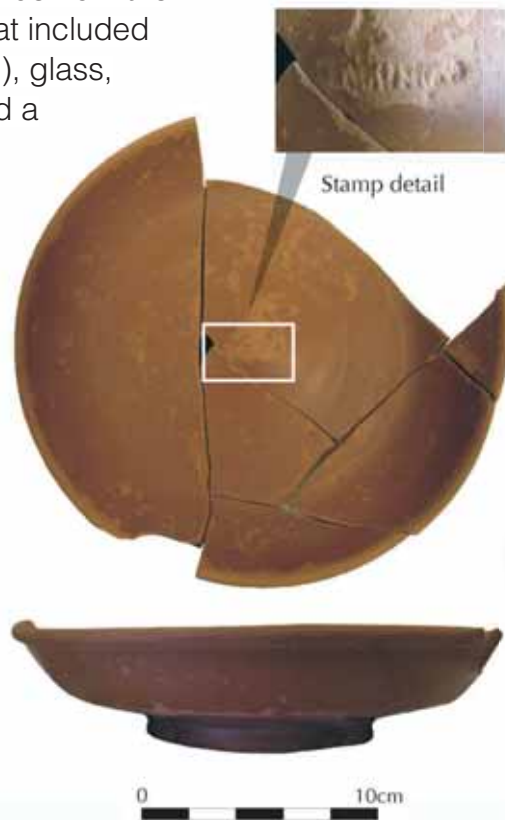
The excavations indicate that the area around Healam Beck was much wetter in Roman times. A timber fence, called a revetment, had been constructed along the bank side. It's likely the revetment was built to stop the bank eroding under the force of the water.

There were interesting finds from the nearby peat deposits that included Roman pottery (pictured), glass, corn grinding stones and a wooden lid from a jar.

The part of the Roman site affected by the construction of the new motorway has been painstakingly recorded.

We'll put more details about the archaeology on our website later this year. ■

Roman Samian dish typical of that found on site.



Looking north along Roman Dere Street at Healam may have looked like this.



Artists impression of the type of building that would have stood outside the Roman Fort at Healam.

Previous Issue

If you'd like to view the first newsletter we published in September last year, you can find it on our website at:

www.highways.gov.uk



Moving materials

Our aim is to complete the construction of the new motorway in the shortest possible time while causing the least amount of disruption to local residents. To achieve this we need to import stone from local quarries. Demand on site for this material will increase over the summer months and again, to lesser degree, in summer 2011.

The quantities of stone required are immense and whilst we are reusing and recycling as much material as possible, to reduce the carbon footprint, we still need to import two million cubic metres of stone from the quarries.

We'll be using five local quarries, with the majority of stone from Leyburn Quarry and Gebdykes Quarry, south of Bedale. We're making every effort to minimise disruption by using roads in less populated areas avoiding Leyburn and Bedale as much as possible.

We'd like to apologise in advance for any inconvenience that this increase in traffic might cause and hope that you will bear with us during the summer season when delivery traffic will reach its peak. ■

A year in numbers

We're just over a year into the construction, so to give you an idea of how much work we've already done here are a few facts and figures.

We've installed 31 miles (50km) of drainage pipe, nearly half of the total needed. 1.5 million tonnes of aggregate has been brought to site to which another million will be added. One fifth of the total road surface has already been laid, almost 15 per cent of the central reserve barrier built and 24 miles (40km) of fencing erected leaving another 18 miles (30km) to do. All the bridge beams have

been placed on the first phase of structures and we've completed all the major ecological work planned for the scheme with 12 of the planned 14 ponds complete. And finally, we've moved a massive 1.3 million (out of a total 2.2 million) cubic metres of earth. That's enough to fill the Wembley Stadium bowl.

Over the summer months you'll see us continuing with the earthworks, the road building and the installation of drains. In October traffic heading north from Dishforth to Baldersby will return to what used to be the A1 but by this time the carriageway will be motorway standard. ■

The site liaison officer is Michael Leighton, you can contact him by email at: Michael.J.Leighton@a1d2b.com. Alternatively you can email us at the Highways Agency at: a1dishforthleeming@highways.gsi.gov.uk

Overnight beam placing at Londonderry



Former Rainton Services site - now closed



Looking from Baldersby Bridge to Rainton Bridge on the horizon



Safety at roadworks



The Highways Agency is working with the industry and road users to reduce the risks of working on the roads.

For the safety of roadworkers and all road users, when you are approaching roadworks:

- Keep within the speed limit – it is there for your safety.
- Get into the correct lane in good time – don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert for works traffic leaving or entering roadworks.
- Keep a safe distance – there could be queues in front.
- Observe all signs – they are there to help you.

Got a question or comment?

0300 123 5000*

email: ha_info@highways.gsi.gov.uk

24 hours a day, 365 days a year

*Calls from landlines to 0300 numbers can cost up to 8p per minute but are free from some landline providers; mobiles usually cost more. Please check costs with your service provider.

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