

Major Highways Scheme Update – August 2020

Lincoln Eastern Bypass

Work has continued on the construction of Lincoln Eastern Bypass. The Coronavirus Pandemic caused some initial delay as new working methods were introduced to ensure guidelines on social distancing were observed where possible. All operations have now recommenced but the above has resulted in additional cost pressures. The improved spring weather has allowed substantial progress to be made on completing the major earthworks, this is now all but complete. A new drainage sub-contractor has been engaged to improve progress on drainage installation. As works near complete at the end of 2020 various activities are taking place across the whole site, including:

- Carriageway surfacing, including final surfacing in places
- Completion of drainage connections
- Backfilling behind the abutments to the Witham Bridge
- Completion of the Washingborough Road roundabout
- Completing of final surfacing to all the roundabouts
- Installation of Bloxholme Land and Greetwell Road Footbridge
- Removal of the temporary bridge across the River Witham
- Topsoiling and landscaping

Grantham Southern Relief Road

Phase 1 from the B1174 running towards the A1 is already complete.

Phase 2 consists of tunnelling underneath the A1 while keeping the running lanes live to create a new grade separated junction with the A1 south west of Grantham. The main works commenced in September 2019 being constructed by Galliford Try. The Coronavirus Pandemic introduced some initial delay as new working methods were introduced to ensure guidelines on social distancing were observed where possible. All operations continued but the project has experienced additional cost pressures as a result. Details of ongoing works include:

- Bridge beams on the west side of the A1 are complete
- Concrete deck pour has been completed on the west side
- Continued earthworks to the western and eastern roundabouts and slip roads.
- Started drainage works for both the eastern and western roundabouts
- Piling platform has been constructed on east side

The next main sequence will be have the A1 traffic running on new western section while the eastern underpass bridge is constructed.

Phase 3 will be the final phase of the project and is the largest and most complex to deliver. It consists of a five span viaduct carrying the road over the East Coast Mainline railway and the River Witham. The viaduct will be in excess of 10m above the River Witham. The phase is programmed to commence in spring 2021 and take approximately three years to complete. Galliford Try have been selected to provide the initial Early Contractor Involvement. Early land access agreements have been signed

which allowed for enabling works to commence in February, including: vegetation clearance, ecological works, archaeological works, fencing and topsoil strip. Work is ongoing with the contractor and designers to further develop the Value Engineering options to either decrease the price or mitigate further risk.

North Hykeham Relief Road

The Outline Business Case for the project was completed and the bid document was submitted to the DfT, via Midlands Connect in February 2019. Since then a number of tranches of question have been posed to LCC, which have been answered, with the last tranche received in early August 2020. The DfT intend to now forward the bid assessment to ministers and treasury with the intention of a resolution by the end of 2020.

Spalding Western Relief Road

Section 5 (Northern Connection) – In February 2018 SHDC in collaboration with LCC were successful in securing £12m from the HCA for delivering this section of the SWRR. Since then a further £8.13m has been sources from the HCA. Enabling works have commenced on site, which includes archaeology investigations, some vegetation clearance, utility diversion preparation and property demolition. Detailed design for Section 5A is complete, including agreement of Departures from Standards and Stage 2 Road Safety Audit.

Detailed designs of Section 5B are progressing and due to be completed by the end of 2020. This includes a re-design of the bridge and embankment to reduce costs following input from the contractor (ECI).

Main works planned to start in early 2021 following land transfer agreements and signing the bridge agreement with Network Rail.

A46 Dunholme/Welton Roundabout Improvement

The A46 Dunholme/Welton roundabout improvement consists of constructing a roundabout and improving visibility at an existing 'T' junction. LCC was successful against the NPIF Tranche 2 bid for £2m. Planning approval was granted in February 2018 and detailed design is nearly complete. Legal orders were published in May 2019 and the project received two statutory and three non-statutory objections. Following extensive discussions all objections were removed and the Public Inquiry was cancelled. The DfT have subsequently confirmed the orders.

A target cost was agreed with the contractor, Eurovia and the works commenced 20 July. The following progress has been made:

- Topsoil stripped to the entire working area for the site
- Planed out the old A46 through the hill, approx. 400mm depth of material
- Excavated the whole of the Market Rasen leg up to 3m deep
- Laid geotextile membrane along Market Rasen leg and geogrid in areas of poorer ground conditions

- 300mm of sub-base laid and compacted along 200m of Market Rasen Leg ready for surfacing contractor to complete
- Started filling the area north of the compound to finished road level
- Started excavating for drainage along the Market Rasen Leg

A46 Lincoln Northern Roundabout Improvements

The A46/A158 Riseholme Road Roundabout project on Lincoln's Northern Bypass attracted SLGF to a value of £2.4m. The project entails enlarging the size of the roundabout and increasing the number of lanes both entering and exiting each leg of the roundabouts. This will reduce congestion at this pinch point and improve journey time reliability.

Works started in February 2020 but were suspended by Breheny due to Covid19 impact. Breheny returned to site in May with revised working practices to comply with social distancing guidelines where possible. The contractor has largely completed two quadrants of the roundabout and is working on the remaining two. Works are due to be completed Autumn 2020 with traffic management restrictions increasing to complete the final surface course.

Rugby Club Junction, Sleaford

Works were due to start in late March; however the contractor suspended the commencement of any new projects and furloughed their staff. Since then however the contractor commenced the works on Wednesday 13 May with the works planned to take 5 months. The majority of works on the north side of the the A153 are complete with the focus now switching to the south side widening. To date the works have gone well however a risk remains regarding the performance of utility providers. Works are due to be complete Autumn 2020.

Holdingham Roundabout, Sleaford

This project was originally to follow on from the Rugby Club, but this will put the earthworks into the autumn and winter months which presents too great a risk of delays and financial costs. The decision has been made to postpone the start of work until the middle of February 2021. Detailed design is complete and the tender package has been submitted to the contractor for pricing. This is expected back in September 2020 providing sufficient time to scrutinise the target cost.

Corringham Road Junction, Gainsborough

The project entails improving the existing Thorndike Way/Corringham Road junction to a traffic signal layout with two running lanes in either direction along Thorndike Way. The improvements will provide additional safety and capacity to accommodate predicted Local Plan growth in the area.

The detailed design is complete, albeit with some minor drainage amendments to resolve. The works tender package was submitted to Balfour Beatty in July, with tender prices expected back in mid-August. Works are expected to commence early September 2020.

Roman Bank, Skegness

This project entails reconstructing a section of Roman Bank in Skegness which is in a very poor state due to the concrete road slab. A funding bid was submitted to the DfT which was successful in securing £3.6m towards the project. The tender package was submitted for pricing, with Breheny being successful. Works are to commence in early September 2020 with a programme duration estimated to be 7-8 months. Businesses have been liaised with and the Chamber of Commerce have been consulted.

The project will be subject to a full closure, however, the actual works will be broken down into smaller pieces of work, so that no one business will be adversely affected for an extended period of time.

Lincolnshire Coastal Highway

Following the announcement of a Coastal Highway Budget allocation a programme of works are being developed over a number of years. Approximately £6.5m has been allocated to date, towards various improvements along and around the Lincolnshire Coastal Highway. This includes carriageway reconstruction, carriageway resurfacing, guard rail replacement, white lining and new/improved pedestrian facilities.

Boston Distributor Road Scoping Bid

A project scoping report was produced by LCC and submitted to Matt Warman MP for lobbying to central government for funding to progress a Boston Distributor Road Outline Business Case. The DfT responded stating that there were insufficient funds at this time.