

M1 Widening Junctions 6a to 10

Herts & Beds, UK

Project Information

Client
The Highways Agency

Main Contractor
Balfour Beatty Skanska Joint
Venture

Noise & Vibration Consultant
Skanska UK

Dates
2005 - 2009

Construction Value
£241m

Further information

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A Joint Venture between Skanska UK and Balfour Beatty Civil Engineering was appointed Principal Contractor for the widening of the M1 motorway between Junction 6a (with the M25) and Junction 10 (Luton South). The project was tendered under the Highways Agency's Early Contractor Involvement (ECI) scheme.

The M1 currently carries around 160,000 vehicles per day. The 10 mile (17km) section is being widened so that both carriageways have four lanes plus hard shoulder along the complete stretch, whereas only some sections have four lanes at present. This will involve the replacement of the existing over-bridges and extending most of the under-bridges to accommodate the additional lanes. The M10, which joins the M1, will be reclassified as the A414 and new parallel roads will be built between Junctions 7 and 8 of the M1 to link with the A414. A key contract requirement is that three lanes in both directions have to be kept open to traffic during the day.

Whereas the Southern Section of the scheme is within the boundaries of one Local Authority, the Northern Section of the scheme crosses the boundaries of four Local Authorities and Skanska's design team, as the JV's Noise and Vibration Consultant for the construction phase, is preparing the Section 61 applications to obtain consent from all four of the Local Authorities. Each of the Local Authorities has its own requirements, which means in most cases that four separate applications have to be prepared for each package of works in the Northern Sections. Frequent contacts are made to ensure that there is a good flow of information as the project develops. □