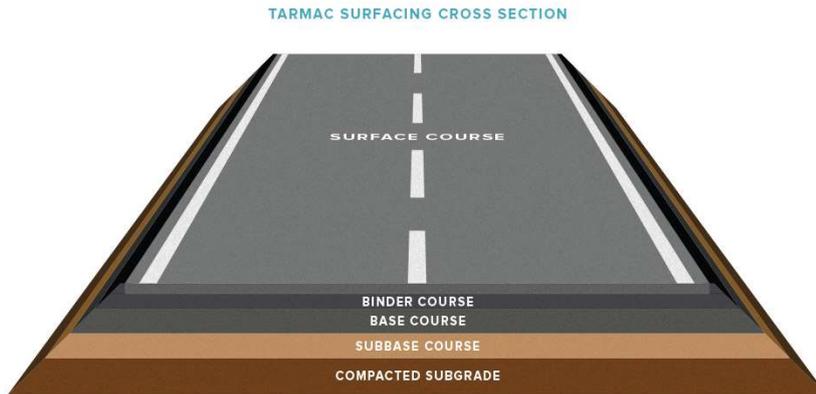


# A429 Hullavington Link Road Newsletter 3 (September 2020)

**GRIFFITHS**  
civil engineering and construction

## Progress Made

Since our last newsletter in August we have continued to build up the new road and had tonnes of sub-base delivered. The below (diagram 1) shows how a typical road is constructed with varying layers before the finishing surface course is added.



We have been excavating trenches for cables, watermains and drainage swales and then backfilling where necessary. Swales are natural or man-made linear depressions (or ditches), usually grass covered, with shallow-sloping sides.

With any new road it is important that there is appropriate drainage. Whilst drainage pipes add surface water to the existing drainage system by connection of linked pipes, it is important to supplement this with attenuation features such as ponds (swales) or tanks. In each case surge water from heavy rain is captured and released slowly into the drainage system to prevent overflowing. We have four drainage ponds and an attenuation tank under construction.



In the above photo, with the A429 in the distance, we are continuing towards the new roundabout at the access to the Dyson site.



## Want to get in touch?

Your Public Liaison Officer for the A429 Hullavington Link Road Scheme is Jim Aitken. He can be contacted by

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E: [A429@alungriffiths.co.uk](mailto:A429@alungriffiths.co.uk)

\* Calls to this number are charged at national call rates and included in inclusive minute plans from landlines and mobiles

Calls are monitored out of normal work hours and a voicemail facility is available.

Please check out our project website which includes Frequently Asked Questions

[community.alungriffiths.co.uk](http://community.alungriffiths.co.uk)

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## Upcoming Work - October

During October, we shall be working on street lighting infrastructure and preparing for power feeds through columns, boxes, ducting and cabling. During construction we liaise and meet with local utility companies to agree a schedule of work where they can add what is needed, namely in this case SSE and BT Openreach.

We must install several gullies to the drainage. All gullies are used to connect a pipe into an underground drainage system without allowing any smells to penetrate back into the air. Water flows down through the body of the gully, out through a higher outlet, which leaves a body of water below the outlet level to prevent any smells from penetrating through.

The base and binder course of the new road (see diagram 1) will be laid late October.



The photo above shows the area where we are working on a culvert made of reinforced concrete that will allow water to pass under the road.

## Traffic Management (TM) - October

We shall be setting up a set of two-way temporary traffic lights on the **Hullavington Road** where our new road links onto the existing one – see below TM plan. These will be in place on **Wednesday 7th October for approximately three weeks**.

At this location, we are carrying out the remaining earthworks to formation alongside the existing carriageway. We will then install two no. 225mm drainage pipes where the existing ditch runs, as this will then run underneath the new link road. At either end of these drainage pipes where they join back into the ditch there will be brick-built headwalls. The new carriageway construction of capping stone and subbase will be installed and compacted.

The timings of the temporary lights will be set up in such a way as to minimise any disruption to traffic flows and will be regularly monitored to assess if any amendments are required (see website for more detailed drawing under – Traffic Updates). <https://community.alungriffiths.co.uk/a429-hullavington-access-road/traffic-updates/>

