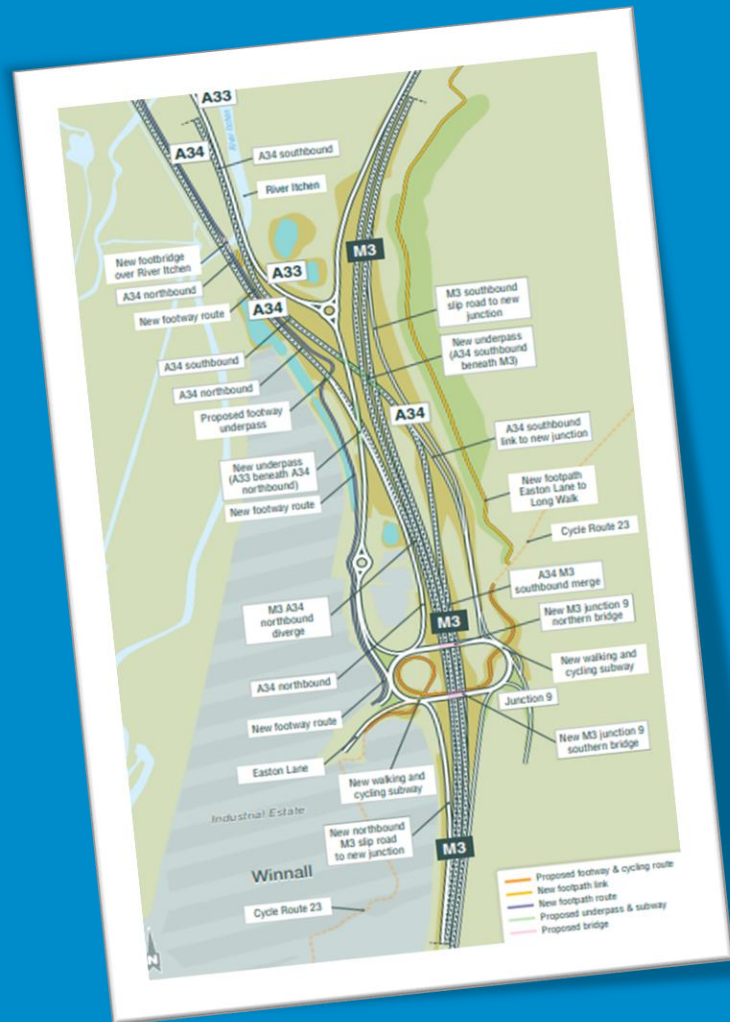


M3 Junction 9 Improvement Scheme

Construction Programme Overview (Stage 6)

Updated June 2022



Scheme Overview – *Driving on M3 heading South*



Key Milestones – *Updated post SMP Pause announcement*

- DCO Submission – 31st October 2022
- DCO Decision – 21st March 2024
- SGAR5 – 5th September 2024
- Resulting in Notice to Proceed (tbc) – 19th November 2024
- Start of Works* – 3rd December 2024
- All new routes open for traffic – 20th January 2027
- Planned Completion (Full Open for Traffic) – 24th Sept 2027 (inc 60d TRA**)

Programme Principles

- No works prior to Notice to Proceed
- No ecological mitigation (Badgers/Dormice) prior to 1st May 2024
- No Earthworks (on east only) taking place prior to 1st April 2025

Phase 1 – Mainline M3 works

Traffic Management – Narrow Lanes on M3 Mainline

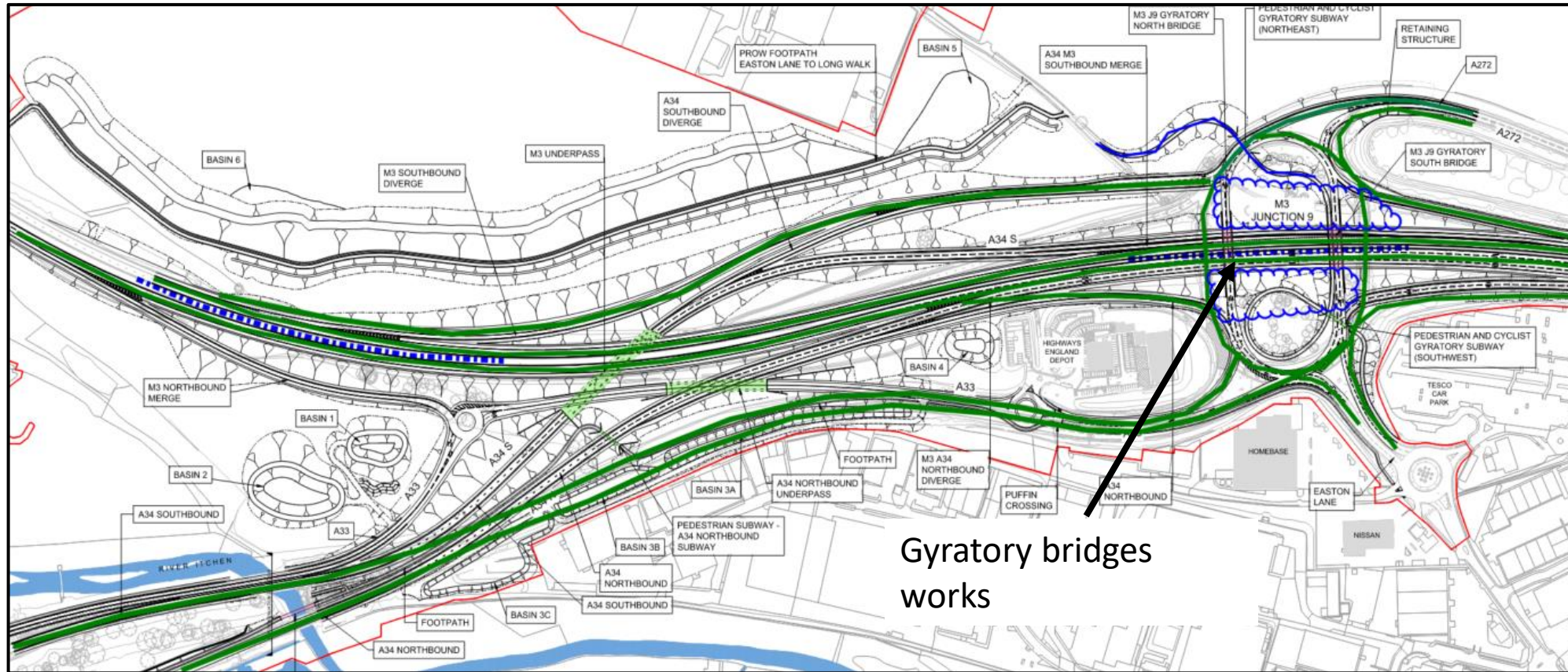
Mainline scope:

Narrow lanes to verge:

Central Reserve works – Crossovers (prep for Phase 2)

Narrow lanes to centre:

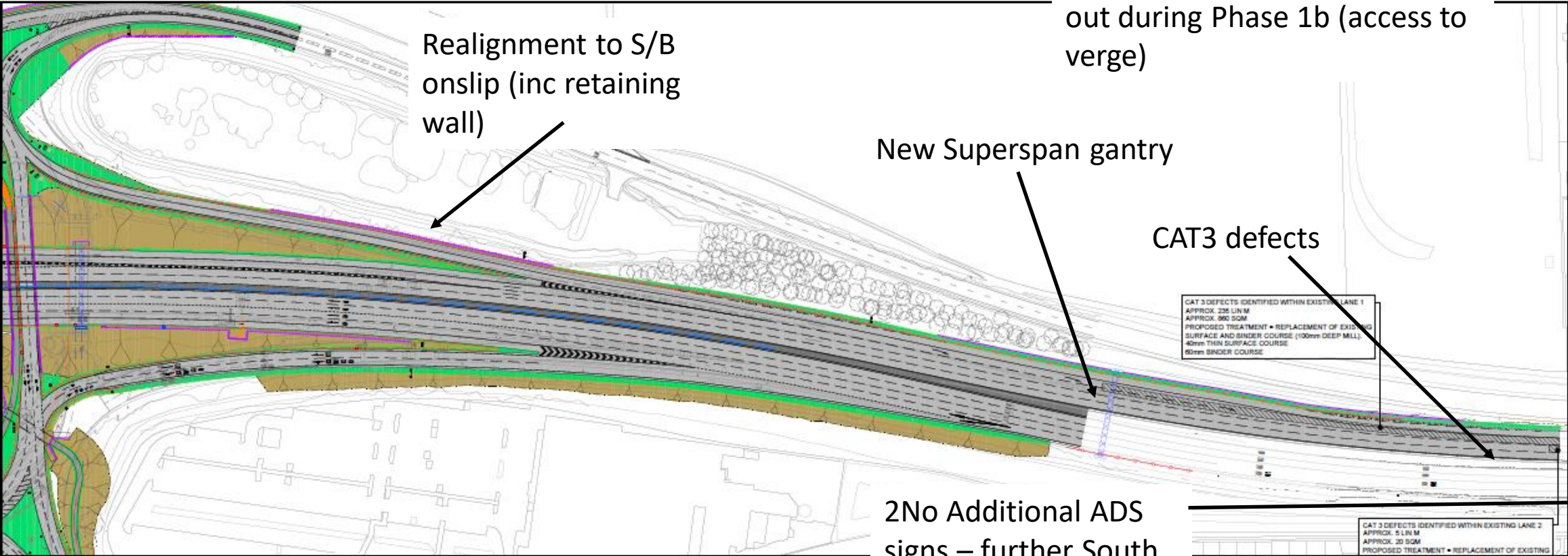
Gyratory bridge works commence



Gyratory bridges works

Phase 1 – Additional works due to No SMP

Traffic Management – Narrow Lanes on M3 Mainline

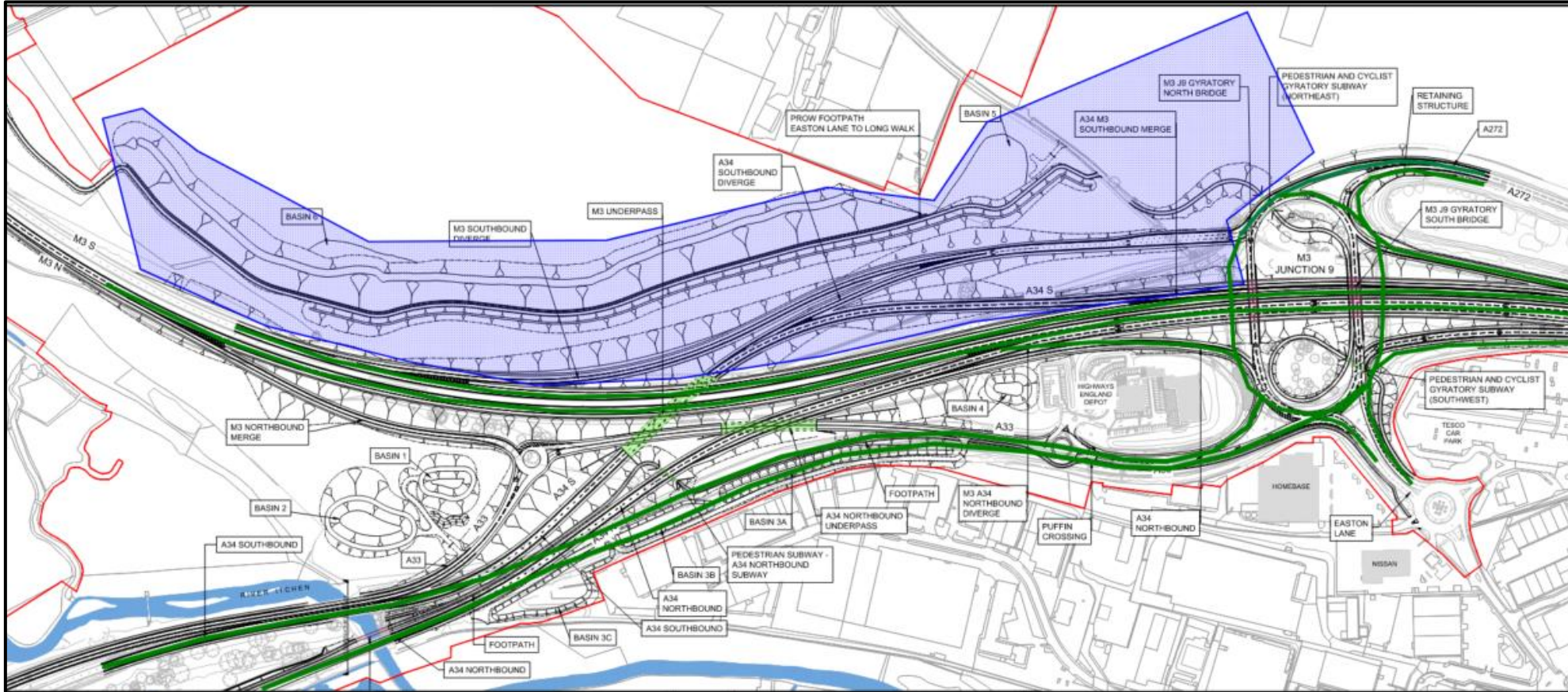


Phase 1 – Offline works

Traffic Management – Narrow Lanes on M3 Mainline

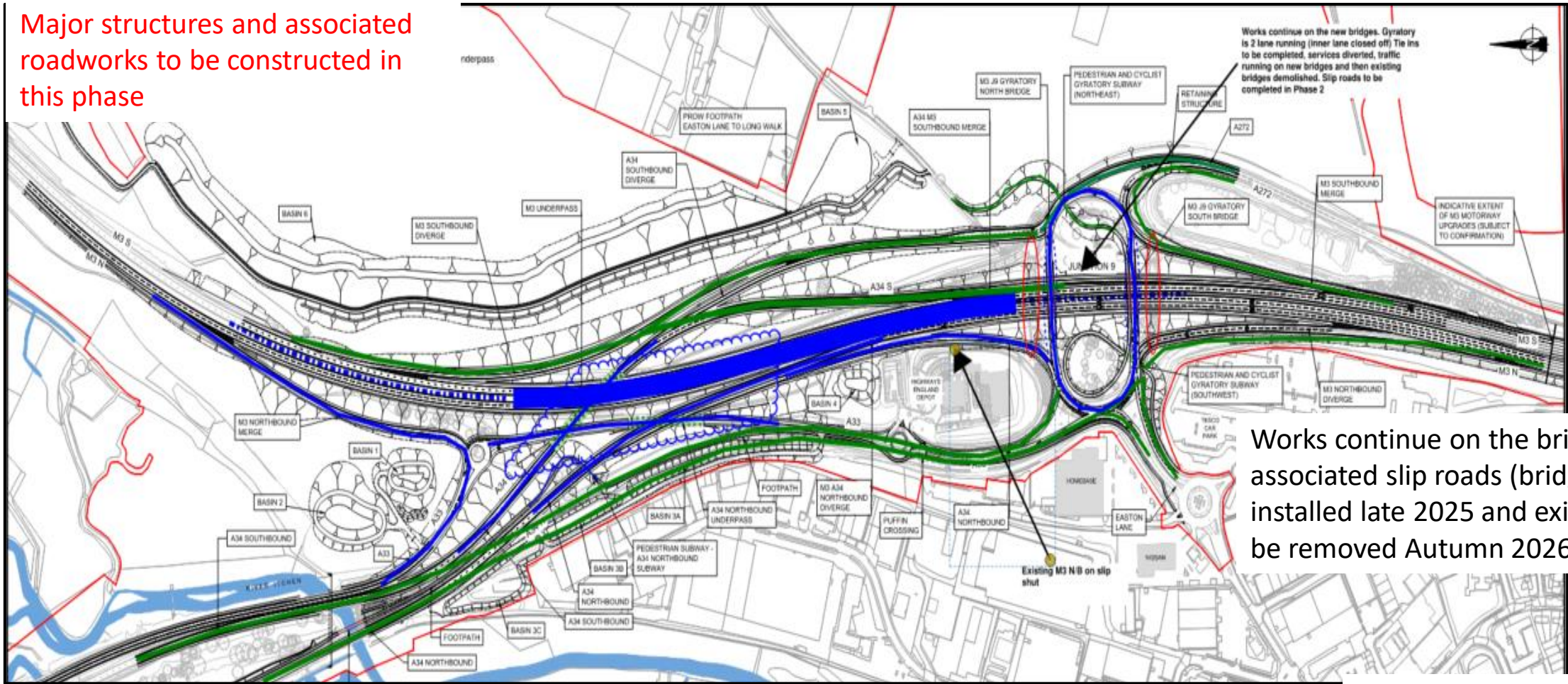
East of M3 scope:

- Archaeological strip map and record
- Major Earthworks
- Construct M3 S/B diverge
- Construct temporary alignment in preparation for Phase 2



Phase 2 – M3 temporarily re-aligned (2 lanes each way)

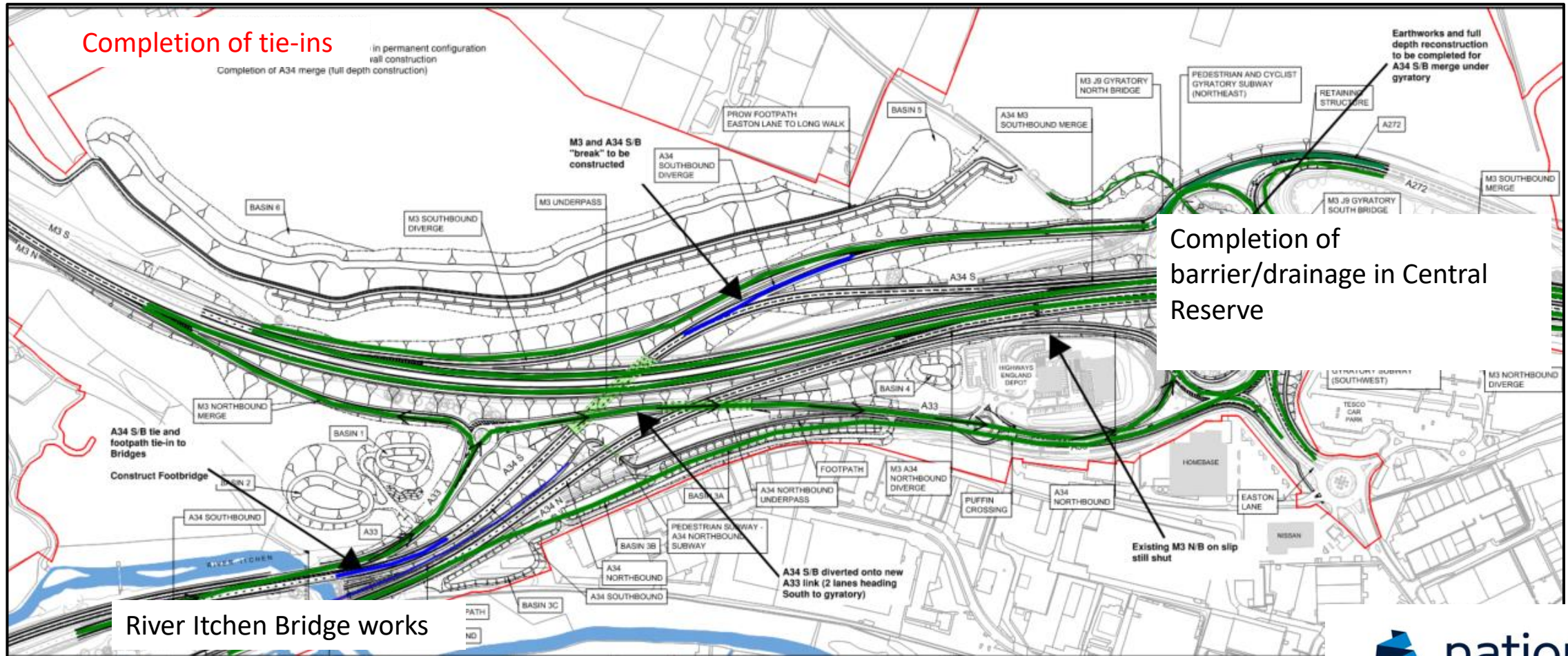
Major structures and associated roadworks to be constructed in this phase



Works continue on the bridges and associated slip roads (bridges to be installed late 2025 and existing to be removed Autumn 2026)

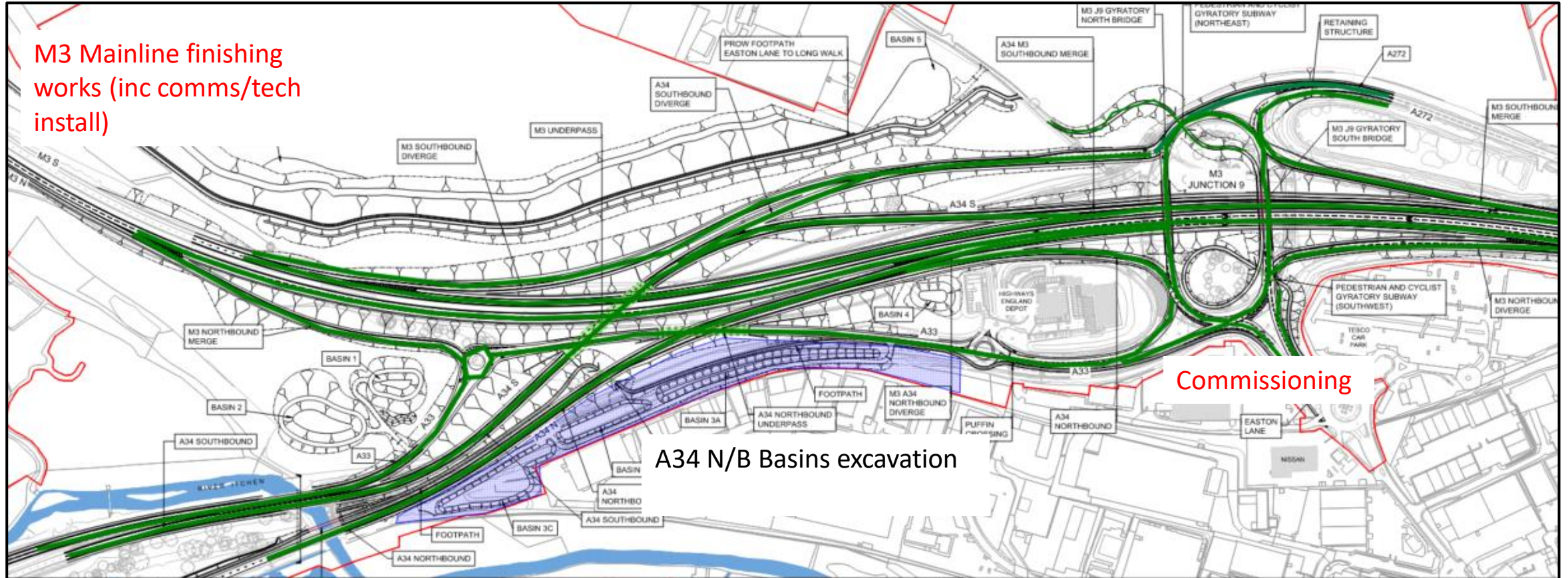
Phase 3A – final tie ins

Traffic Management – Narrow Lanes on M3 Mainline



Phase 3B and Phase 4 – A34 N/B Basins

Everything on new routes (TM still on M3 mainline – Hard Shoulder varioguard in place)



Programme Outputs

This project will be led by resources, logistics and traffic management rather than “outputs” in the traditional sense.

Earthworks

- 800m²/day/gang for Archaeological Strip/Map/Record (2-3 gangs in Phase 1)
- 1500m³/day/gang for first major section on E/W (145000m³) on East of M3 (3 gangs)
- 800m³/day/gang for minor earthworks (25000m³) on East of M3 as it falls into Winter (2 gangs)
- Everywhere else is 1000m³/day/gang due to logistics/running on road (this includes box cut) – 2 gangs

Drainage

- 25m/day/gang (2 gangs) – only assumed one side of carriageway

Surfacing

- 500t for both binder and surface course

HBM

- 800t (2 gangs)

Sub-base

- 250m³/day (2 gangs)

Assumed that Comms/VRS/kerbs/Gullies will be included in the time for both road and drainage construction for new roads.

Programme Assumptions

- The works on the Mainline M3 (drainage/comms/VRS etc) will be undertaken within the body of the programme, likely in Phase 1 when the Traffic Management allows verge working. Due to the nature of the contraflow, the mainline M3 is divided into 3 sections, in Phase 2, where only the central section will be easily accessible. This must be taken into account when undertaking “linear” works such as pavement inlay, comms ducting and drainage.
- Slip Roads around the gyratory will be undertaken in Phase 2 to facilitate the demolition of the existing bridges. The re-work around these areas has not been programmed but is assumed not to be critical.
- The Walking Cycling Route to the west of the River Itchen can only be accessed when the traffic diverted from the existing A33
- Again the access routes around the basins will be undertaken at the appropriate point (where intrusive works are complete)
- Outfalls to the river will be undertaken when the seasonal constraints allow (likely early Phase 3)