THE OCCUPIER

National Highways
Calder Park
Wakefield
WF2 7UA

4 January 2024

Dear customer,

A1 Wentbridge Viaduct & Wentedge Bridge work – keeping you updated.

We're getting back in touch about our work on the A1 in advance of our next set of closures which will allow work to progress on Wentbridge Viaduct and Wentedge Bridge. We want to provide you with detailed information and appreciate you taking the time to read this letter and the enclosed Frequently Asked Questions document.

Wentbridge Viaduct Originally our plan was to renew the waterproofing and surfacing on the bridge, as well as undertaking detailed testing of the structure to assure its long-term service. These tests could only be undertaken after the existing surfacing and waterproofing was removed.

Several issues were identified during those inspections. These were degraded and damaged sections of reinforced concrete, failed manhole cover plates, damage to the maintenance walkway anchor points (under the bridge), and defects to the safety barrier foundations.

One of the challenges of only being able to inspect once on site is that it then takes time to design, check and approve the engineering solutions to rectify the issues identified, causing delays to the overall project.

We are pleased to inform you that these repairs are now complete, and we've started the waterproofing and resurfacing on the southbound carriageway. Once complete, we'll switch the contraflow over before starting work on the northbound carriageway.

We have learnt a great deal from this earlier work and are not expecting the same level of issues on the northbound section of the viaduct. However, if we do uncover similar levels of damage, we have design solutions ready to start the work following lessons learnt from the southbound carriageway. We will know more once we have removed the road surface layers and started inspections.

Wentedge Bridge

Our original project was to replace the central pier ('leg'), joints and waterproofing on this bridge, which sits over the A1, south of Wentbridge Viaduct. We planned to carry out this work at the same time as the viaduct, to reduce the impact on our customers.

We have carried out a number of repairs to the concrete abutments ('bridge ends') and are in the process of completing other concrete work on the structure.

When will all this work be completed?

Again, Wentedge Bridge, which is of a similar age as the viaduct, has posed a different set of engineering challenges. Although we are progressing concrete repairs and are still working on design solutions, we have taken the decision to not continue with the major repair work on this bridge at this time. We will continue to design the pier replacement for Wentedge Bridge but will return to carry out this work during summer 2026. This will allow us to reopen the A1 after we complete work on the A1 northbound viaduct, to minimise further impact on customers.

We plan to fully reopen the A1 by the end of summer 2024. This timescale allows us to complete the concrete work on Wentedge Bridge so we can pause the major repair element and complete the work on the A1 northbound Wentbridge Viaduct.

What happens next – traffic switch from southbound to northbound

We aim to carry out the switch overnight between 8pm and 6am from Thursday 22 February until Friday 1 March 2024, subject to the weather conditions. During the daytime the A1 will be open under contraflow.

Nighttime closures to undertake traffic management switch

We need to close the A1 in both directions between Barnsdale Bar and Ferrybridge Interchange. Drivers are recommended to stay on the motorway network where possible using the M62 and M18 for both northbound and southbound journeys.

- Southbound traffic to use the M62 and M18
- Northbound diversion - traffic on A1 up to Wadworth (junction 35) - leave junction 35 onto M18 and M62 to Ferrybridge Interchange.
- Northbound high-sided vehicles, traffic north of Wadworth (junction 35) - leave A1 at Barnsdale Bar onto A6201 and onto A628 re-joining A1 from the A645 via Ferrybridge Interchange. The Environmental Weight Restriction for HGVs (Heavy Goods Vehicles) on A628 Ackworth has been revoked during overnight closures of the A1. This is due to height restrictions on an alternate route.
- Northbound diversion, traffic north of Wadworth (junction 35) - leave A1 at Barnsdale Bar onto A639, re-joining A1 from the A645 via Ferrybridge Interchange. There are height restrictions on this route.

During the overnight closures, for those residents who live directly on the A1, previous escorting arrangements will be back in place.

Public Information event

We are hosting a second public information event, before the contraflow switch takes place, at Darrington Golf Club. You are welcome to attend to ask questions or speak with the Project Team directly.

Place: Darrington Golf Club, Havercroft Lane, Darrington, Pontefract WF8 3BP
Time: 10am.
Date: Saturday 10 February 2024

The session is expected to last around two hours, please arrive for 9.45. The venue is fully accessible and free parking is available. If you are unable to attend, we have attached an updated 'frequently asked questions' sheet for your information. These are questions put to us recently by residents and drivers, online and in person.

Get in touch.

We apologise for any inconvenience this essential maintenance causes and appreciate your continued patience while we progress the work.

You can find out further details on the National Highways website here https://nationalhighways.co.uk/our-roads/yorkshire-and-north-east/a1-wentbridge-viaduct-and-wentedge-road-bridge/ or you can find us on Facebook – National Highways Yorkshire.

If you would like to discuss this scheme, or need further information, please contact National Highways **0300 123 5000** or email info@nationalhighways.co.uk

Yours faithfully,

John Stebbing

Project Manager – National Highways Yorkshire and North-East Region