

ISSUE
#09
Autumn 2020

A9 Dualling

Luncarty to Pass of Birnam
Project newsletter



Balfour Beatty



ATKINS
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North traffic switch opens up next phase of works

The project achieved an important construction milestone in August as the traffic management team worked through the night to transfer traffic onto a new 3km section of the southbound carriageway from Gelly to Bankfoot North Junction. This key stage in the construction programme enabled work to begin on the existing carriageway, which is now being removed and reconstructed to form the new northbound dual carriageway.

Looking ahead to late Autumn and Winter, the next significant phases of work will include the completion and opening of the new Stanley/Tullybelton Junction and the start of construction works to upgrade Bankfoot South Junction.

Work has been progressing well at the new Stanley/Tullybelton Junction and frequent road users will have noticed that the slip roads at either side of the junction have now been formed, with surfacing and barriers already in place on the east side. In the last few weeks, the new Luncarty Link Road opened to traffic under traffic management with the route currently being used as part of a temporary diversion for access to the village of Stanley.



The new Stanley/Tullybelton Junction takes shape with new slip roads in place to the east of the A9

An important section of the dualling project is the phasing of works to upgrade Bankfoot South Junction – a key piece in our construction jigsaw which will link the dualling works in the north and the south of the project and will provide significant improvements to the junction. Major works at Bankfoot South Junction are scheduled to commence in the coming months and information regarding these works will be issued in advance to local communities and road users.

Biodiversity booming around the project site

As part of the project, we are continuing to monitor species around the project to ensure our works do not impact the rich biodiversity of the local area.

In issue two, we shared an image of a beaver captured on film near to the site as part of our ecological monitoring. As works have continued, we have recorded some more interesting footage of local wildlife living in the area surrounding us.

Footage of a beaver with a baby or 'kit' was captured by our wildlife cameras, swimming in one of the burns.

The environmental team was also delighted to find footage of an otter had also been captured. Often illusive, the ecology teams had only ever caught a tail or a foot on film before, but this particular otter was incredibly inquisitive.

Click on these links to view the footage of the [beaver](#) or the [otter](#)



A beaver with kit spotted on our wildlife cameras

BEBO™ arch structure completed and ready for backfill

Work has continued on the construction of the BEBO™ arch structure on the U32 over Ordie Burn which will replace the old stone bridge to the west of Newmill Farm.

The pre-cast concrete arch is now complete and earthworks operations to backfill the area and create the approach embankments around the bridge have commenced. Before the arch is covered up, we wanted to share some of these photographs of the impressive structure.

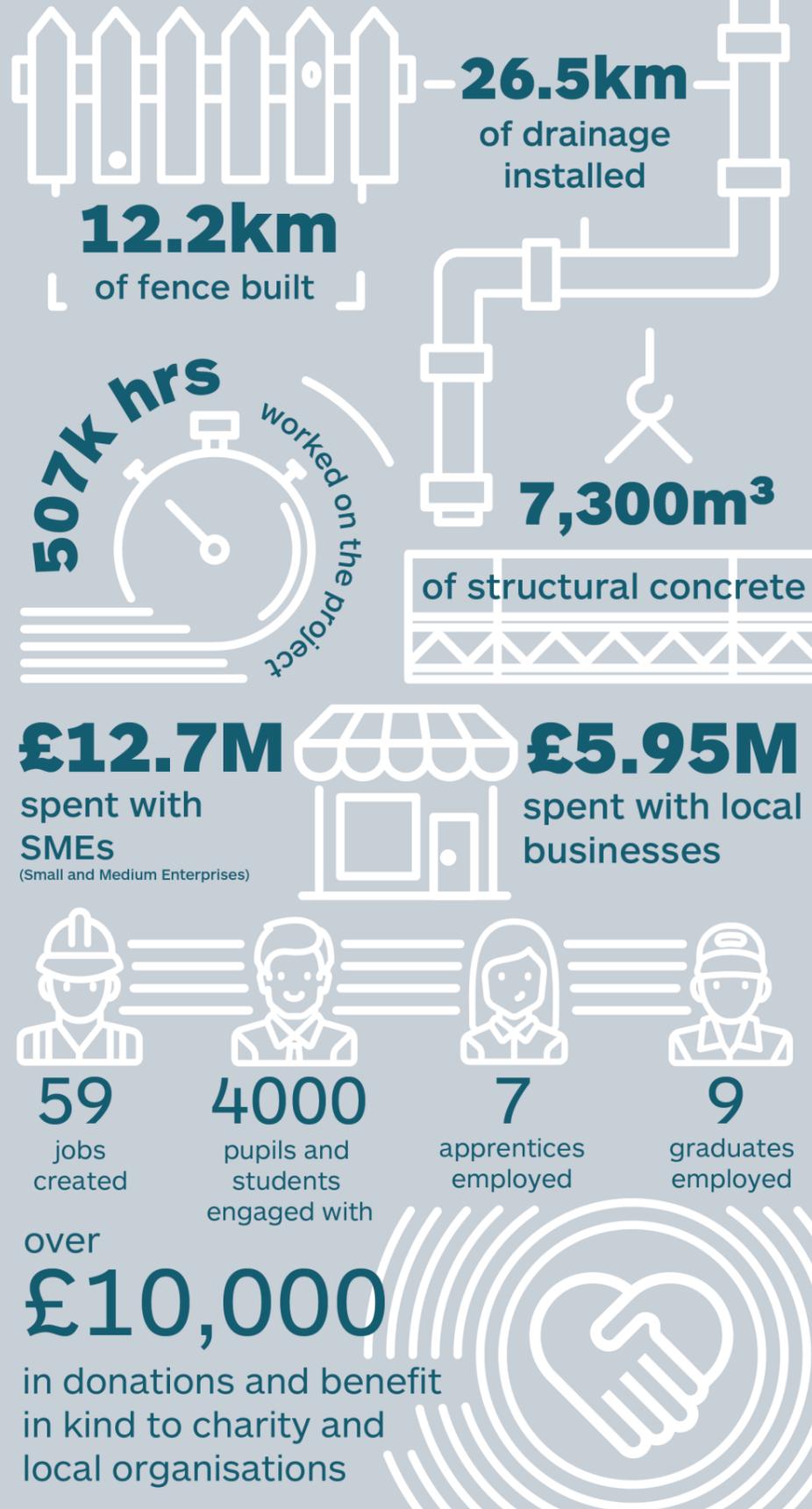


Arch sections were lifted in to place using two cranes



The arch formed with end sections held in place by temporary works

Project Update in numbers



Introducing our new graduate engineers

The project team has welcomed three new graduate engineers on to the project this quarter who are looking forward to gaining valuable experience on a major infrastructure project. We asked each of them to introduce themselves:



Name: David McMath

Age: 24

Where are you from? Castle Douglas, Dumfries & Galloway

Where did you study & what qualification did you receive? University of Strathclyde, MEng Civil Engineering

What area of the project are you working on? I am working with the roadworks team.

What interested you in Civil Engineering in the first place? I was fascinated by Bob the Builder as a child and it stuck with me

Tell us something interesting about you: I was the British K'nex™ champion as a child and I think this helped spark my passion for civil engineering too!

Name: Scott Anderson

Age: 21

Where are you from? Perth

Where did you study & what qualification did you receive? Civil and Environmental Engineering at the University of Abertay achieving a BEng with Honours

What area of the project are you working on? I'm working with earthworks between Bankfoot and Luncarty.

What interested you in Civil Engineering in the first place? Having both my father and eldest brother working within engineering and construction, it interested me at an early age. I love how you can take information from a drawing and apply it to building a structure

Tell us something interesting about you: I completed my first summer placement doing site engineering at 17 which inspired me to go to university to study Civil Engineering



Name: David Macleod

Age: 23

From: Glasgow

Where did you study and what qualification did you receive? I graduated with a First Class MEng in Civil Engineering from Strathclyde University

What area of the project are you working on? I cover Bankfoot, heading north to Gelly

What interested you in civil engineering? I wanted a job where the results of work were tangible. Civil engineering allows me to make a lasting mark on the world and, in future, I can show my projects to my family and say - 'I built that!'

Tell us something interesting about yourself: I'm a 2nd Dan black belt in Taekwondo and competed for the Scotland team at the 2014/15 World Championships.

A circular approach to construction

Working sustainably is at the heart of everything we do. One way that we can reduce the impact of the works on the environment is to manage waste effectively and in accordance with the waste hierarchy: Reduce; Reuse; Recycle.

Minimising waste is our top priority as this reduces the reliance on importing materials which has clear environmental benefits and drives efficiency. This has been achieved in a number of ways on our project such as using precast culvert sections at the Shochie and Ordie Burns or using precast beams to construct the overbridge structures that cross the A9 carriageway.

The waste that is produced from our site is carefully segregated and recycled with 99% of site waste being diverted from landfill.

Whilst recycling is an important factor, the waste hierarchy prioritises reuse which we aim to do wherever possible. At one end of the scale, huge volumes of materials are reused on site. For example, when planning earthworks operations, the aim is to produce a 'cut/fill balance' - this refers to the to the excavation of materials to lower the ground level which is then reused to create an embankment elsewhere on the site. This is extremely important on a project of this scale, when there is in the region of 700,000m³ of earthworks operations to be completed.

Another method for reusing materials already on site is by planing the old A9 road surface and reusing this material as a sub-base for the new carriageway construction. This material is therefore changed from a waste product generated from the removal of the old A9 carriageway into a valuable material in the construction of the new carriageways. This circular approach to road construction is important in reducing our reliance on imported materials from quarries and helps preserve limited resources.

As well as reuse and circular approaches on this massive scale, the team has developed a new initiative to encourage recycling within the community. A Community Waste Collection Point has been established at the project compound in a bid to give materials back to the community to be recycled and reused. Our site produces waste materials such as wooden pallets, wood offcuts, industrial sized cable reels, drainage pipe offcuts and more.



Breadalbane Men's Shed collecting some materials from site

While this material is of no further value to the project in terms of construction, it can be extremely valuable to many groups in the local area.

Whether the materials are used in loose parts play by school pupils or are turned into planters by a local Men's Shed organisation, these types of materials are infinitely more valuable in the hands of these talented and imaginative groups than in a skip earmarked for recycling.

Breadalbane Men's Shed came to site in September 2020, to collect some wood and pipe offcuts to use in their projects.

“Great to eventually meet you and thank you for all the great stuff - we are already planning projects.” **Bob Howie, Breadalbane Men's Shed**

If you would be interested in finding out more about the project's Community Waste Collection Point, please contact us: A9L2B@balfourbeatty.com

Supporting veterans into civilian careers in construction



Sam on site with one of our engineers

As our teams have become accustomed to working with restrictions in place, the project has been able to recommence with on-site engagement opportunities with our community partners. The first of these was a series of work placements delivered in partnership with Project RECCE (Resettlement - Education - Construction - Community - Employment).

Project RECCE was co-founded by Laurence Moore, a former British Army Officer, and Neil Houlihan, an experienced Building Consultant, Investor & Property Developer. It provides a pathway for veterans to acquire skills in preparation for a career in the construction industry. Together, they developed a programme that consisted of employability support, construction specific training and work placements, and assistance in securing an interview with an industry partner.

Balfour Beatty is a strategic partner of Project RECCE and the A9 Dualling: Luncarty to Pass of Birnam project was identified as an ideal site for the first four-week long programme in Scotland to be delivered in May this year. As with so many other things, this plan was put on hold due to the pandemic. However, the Project RECCE team quickly adapted and the programme moved to an online delivery model. With support from our CSR Manager, Ken Brown, on-site placements were able to resume following completion of the online programme.

During September and October, the project team welcomed the first of the Project RECCE participants to site for two-week work placements. Sam Oppong-Druyer, a former Royal Electrical and Mechanical Engineers Aircraft Technician Supervisor/Asset Controller, spent two weeks on site shadowing the engineering team and learning about the project. So far, five veterans have completed placements, resulting in two job offers from project supply chain partners. Further placements are also planned for later this year and into 2021.

To hear more about the experience of the Project RECCE participants, follow this link to visit the website and view a short video case study about Sam's experience on site click [here!](#)

In Profile: Ken Brown & Mark Elliot Celebrating long service

As well as welcoming new graduates, trainees and apprentices just starting out on their career journeys, it is also important to recognise and celebrate members of the team who have been part of the Balfour Beatty family for a long time.

This quarter, the project celebrated the expertise, experience and long-service of two members of the team.

Mark Elliot, Senior Agent: 20 Years Service

Mark has been with Balfour Beatty since 2000, and has worked on projects including the Helix Canal project in Falkirk and the construction of Edinburgh Gateway. Mark has worked in Perth for the past four years, firstly on Phase One of the Perth Transport Futures project for Perth and Kinross Council, before managing the southern half of the A9 Dualling: Luncarty to Pass of Birnam project. He is also responsible for coordinating the complex traffic management for the entire project. Mark is a talented photographer whose shots have been used several times in our quarterly newsletters!

Ken Brown, Corporate Social Responsibility Manager: 35 Years Service

Ken joined Balfour Beatty in 1984, working at Sellafield as a student engineer and has had a long and varied career ever since. He has had the opportunity to project manager some incredible projects including the refurbishment of both the iconic Forth Rail Bridge and Waverley Train Station in Edinburgh. Ken has a passion for working with young people at schools, colleges and universities to inspire the next generation of construction professionals and is dedicated in his support to encourage them into a career in engineering. Ken is passionate about sailing and his classic car, an MG Midget, in which he completed the Monte Carlo rally in 2019.



Mark (L) and Ken (R) receiving their certificates

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