

Chilwell Road

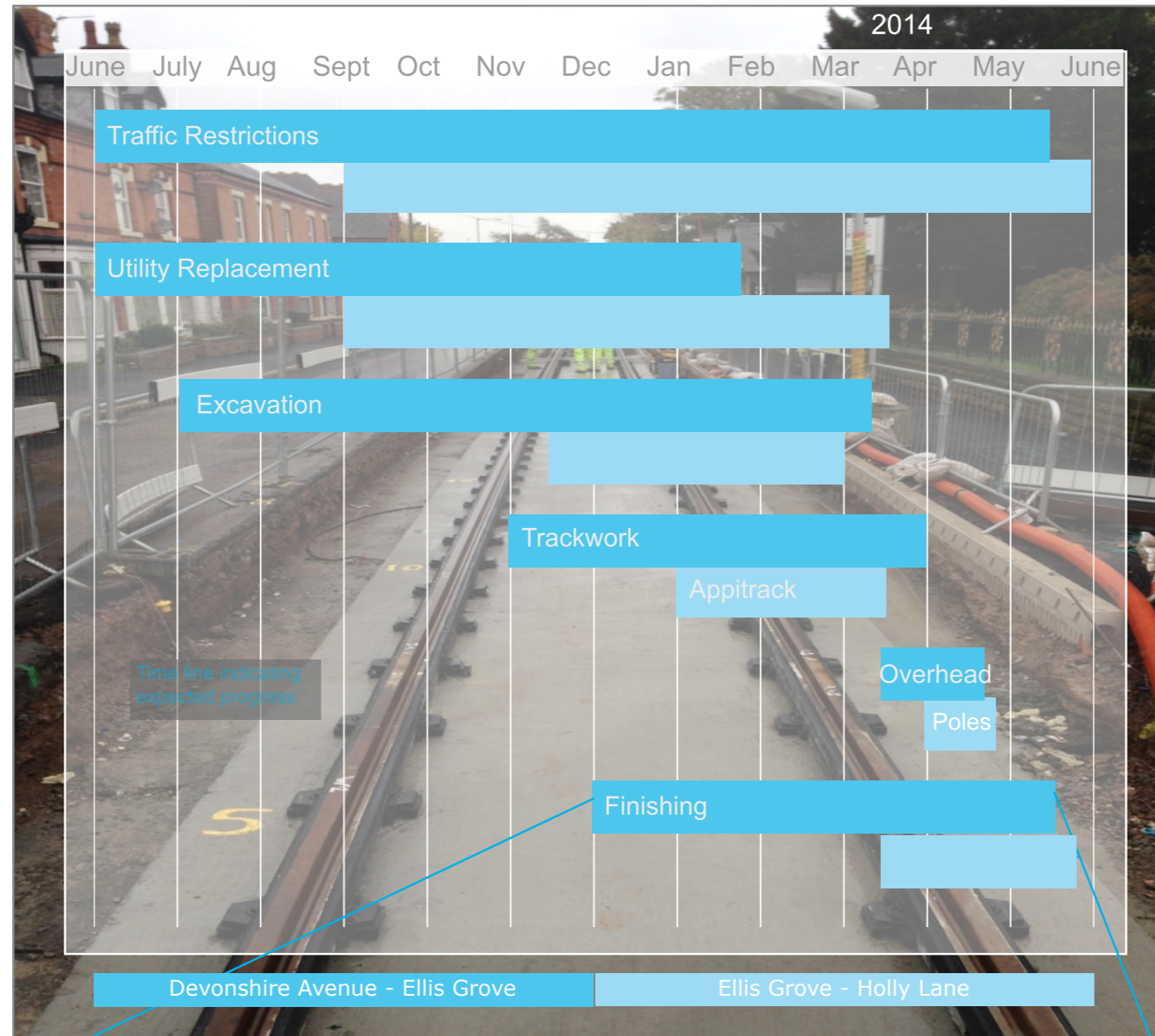


Chilwell Road NET Phase Two Construction Update February 7 - 21 2014

Although our original plan was to complete construction along Chilwell Road in two phases, we have adjusted the programme of work to reflect a number of challenges. The first phase - a very narrow and complicated stretch between Devonshire Avenue and Ellis Grove - was expected to be completed in October. Moving and replacing utilities - sewers, water pipes, live electricity cables, gas mains and communications cabling - took longer than expected. There were also technical issues with the laying of track. With the second phase from Ellis Grove to Holly Lane following on, the aim was to finish the whole stretch by early April. We are now in the position where most utility replacement works are already well advanced. Excavation of the inbound line between the Police Station and Ellis Grove is well underway. Track laying, carriageway resurfacing, footpath reinstatement and piling works for the installation of poles for the overhead lines will follow.

It means that although we are behind on the first stretch - and we apologise for that - we expect construction works from the Police Station all the way through to Park Road to be completed in May.

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Finishing - 1. Carriageway

The first finishings have already been completed where the track has been laid between the Police Station and Ellis Grove. The road is resurfaced with a concrete infill and tarmac to provide a smooth and level surface, so that the track becomes an integral part of the road. Footpaths on either side of the carriageway are also reinstated following the tram track installation.



Outbound track work is complete between the Police Station and Ellis Grove and reinstatement of the carriageway along this part of Chilwell Road is almost finished. Excavation on the opposite side of the road - the inbound line - is also underway. We expect the next section, a 90 metre stretch, to begin next week and this will be another section of what is called 'floating' slab track. This is specially designed for sensitive areas along the tram route - such as the 25 metre stretch outside the doctor's surgery - to help reduce noise and any vibrations produced by the trams, by inserting soft rubber mats beneath the slab. The design is not easy to build and can cause some technical problems in achieving the correct levels between the 'floating' and 'fixed' track.

The stretch along Chilwell Road was the first 'floating' slab track of the project and having overcome those technical problems we don't envisage any further delay when we come to lay the same 'floating' slab on the inbound side. Once the track is in position the rails can then be welded together to form a continuous line of track so that resurfacing of the road can take place. We are hopeful that this 90 metre section of track laying will be complete by the end of February.

For more information about how we lay tram tracks, visit our website where you can download a track laying guide: www.thetram.net/phasetwo

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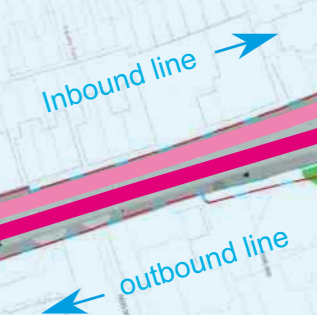
www.thetram.net/phasetwo

Utilities

By the end of the first week of February major communications cables will be joined to the new Bridge Avenue manhole. It means that with this work complete, the traffic lights can be switched to the opposite, outbound side of the road, so that the new communications installation can begin between Bridge Avenue back towards Barton House. Other utility replacement is also continuing along this stretch of Chilwell Road towards Central College.



Works are continuing on the inbound excavation between Hall Croft and Ellis Grove. We still have some problems with underground utilities that have now been identified and need to be moved or replaced. This has meant that progress has been slower than we expected, but once complete it will allow track laying to begin in the next few weeks.



Parking

Additional car parking spaces have been created in front of the warehouse between Ellis Grove and the site office and these are now available to use. This has created additional space and will allow us to carry out construction on both inbound and outbound lines at the same time, while keeping the same number of parking spaces for shoppers. There will also be fewer traffic restrictions so that two-way traffic can be maintained between Ellis Grove and Park Road.



Tram Stop

Planing work - which means removing the top surface of the road so that excavation can begin - is now taking place between Wilmot Lane and Ellis Grove. This is where the Chilwell Road tram stop will be located and preparation work is beginning for this too. Following the excavation, new drainage will be installed ready for the construction of the concrete base in advance of track being laid.



Track Laying

Despite the heavy rainfall in January, the first stage of the inbound line is ready for track laying. The rails, mesh and other materials will be delivered to allow work to begin. It will involve the construction of a 'floating' track slab on the 25 metre stretch outside the surgery, but having overcome some earlier technical difficulties, we expect that this work should be completed by the end of the month.

Community Liaison Officer for Chilwell Road
Matt Orchard matt.orchard@taylorwoodrow.com
NET hotline - 0115 924 2454 for more information on NET Phase Two

The **Logistics Centre** on Wilmot Lane offers both residents and local businesses a free delivery service for goods to homes and shops while access is limited by construction. They also provide a helpful link between the construction team and the local community.
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