

PROJECT SHEET

A4 DELFT - SCHIEDAM

INTRODUCTION

Boskalis Nederland is working on the A4 from Delft to Schiedam. The client is Rijkswaterstaat. After 40 years, the construction of this final section will bring to an end the public debate about whether this new road was needed. Boskalis Nederland, Heijmans and VolkerWessels are working on the widely-discussed section in the 'A4all' consortium, a name demonstrating that not only traffic but also the environment and the local people play an important role in the project.

BACKGROUND AND GOAL

At present, the A13 is the only large road linking The Hague and Rotterdam. The intensive traffic causes major congestion every day in the areas around these large cities. The A4 Delft-Schiedam is the solution to this driver's nightmare. Access to Rotterdam and The Hague will improve considerably. But the extension of the A4 will also reduce traffic pressure on the underlying road network in the Delft, Midden Delfland, Lansingerland and Westland areas. That represents a major boost for living conditions and safety in the surrounding residential areas.

A4ALL CONSORTIUM WINS THE ASSIGNMENT

The A4ALL consortium submitted the best-priced tender for the design and the construction of the new motorway. The consortium developed smart design solutions that took the wishes of local residents, who don't want to hear, smell or see the new road, into account. The result is a Design, Construct & Maintenance agreement with a value of about EUR 300 million.

FEATURES

Client	Rijkswaterstaat (Dutch Directorate General for Public Works and Water Management)
Location	A4 Motorway, Delft - Schiedam
Period	January 2012 - late 2015
Contractor	A4ALL consortium: Boskalis, VolkerWessels, Heijmans
Type of contract	Design, Construct & Maintenance



A Consultations on the project
B Aerial photo of Kethelplein intersection in 2012

DESIGN AND EXECUTION

The preparatory work began in January 2012; execution in the second quarter of 2012. Starting in Delft, 2.6 kilometers of the new section will be semi-sunken. This section will include features such as an ecoduct and an aqueduct. The next section of 1.4 kilometers extending as far as the built-up areas of Vlaardingen and Schiedam will be entirely below ground. This section is approximately 9 meters below the surface, allowing it to pass below an eco-aqueduct that will be 100 meters long. It is being built to prevent any disruption of animal migration or of the Zweth and Slinksloot





watercourses. The road then rises to a level of 4 meters below the surface for a distance of almost 2.5 kilometers. This semi-sunken structure means that the road cannot be seen from the surrounding polders. Embankments will be built on either side so that the gantry signs above the road cannot be seen from the polder either. When it reaches Schiedam, the motorway drops away into a two-kilometer-long land tunnel.

A4ALL will install the technical plant in the tunnel. The road then crosses the Kethelplein intersection, which will be given an overhaul: the semi-completed engineering structures will be adapted in line with the new design and a large number of noise barriers will be installed. The next step will be to link up the existing section of the A4 to the Benelux Tunnel and the A20. A new surface layer of very open asphalt concrete and traffic signals will be installed on Kruithuisweg in Delft and Beatrixlaan in Rijswijk. The consortium has also been awarded the assignment for the maintenance of the technical plant over a period of several years.

C The project in progress near Vlaardingen and Schiedam. The preparatory work started in January 2012; execution in the second quarter of 2012. Completion will be in late 2015.

WHAT IS THE ROLE OF BOSKALIS NEDERLAND?

Boskalis will be involved in the integral work with its partners in the A4ALL consortium, and also execute some of the concrete engineering structures and servicing work. On this assignment, the consortium will comply with the Boskalis safety program, NINA.

AREA-BASED DEVELOPMENT

The Integral Development between Delft and Schiedam is an area-based program. At the same time as the A4 Delft-Schiedam is being built, there will also be investment in upgrading the Midden-Delfland area and the urban area between Schiedam and Vlaardingen. As well as additional nature, a range of leisure facilities will also be established. Scattered greenhouse development will become a thing of the past. Dairy farms will be encouraged to engage in sustainable, and economically healthy, operations. A4all is also engaged in preparations for a new sports park in Schiedam.

LOCATION MANAGEMENT

The consortium is engaging with all the stakeholders. There is an information center in Schiedam and newsletters are being sent out to keep all interested parties informed.

QUANTITIES

Length	7 kilometers
Earthmoving work	3.5 million m ³
Asphalt	300,000 tonnes
Crash barrier	50 kilometers
Engineering structures	ecoduct, aqueduct, land tunnel, intersection structures
Noise barrier	12 kilometers

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