



Rijkswaterstaat
Ministerie van Infrastructuur en Milieu



A9 Badhoevedorp - Holendrecht

Benny Nieswaag,
Project Manager A9BAHO

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Project A9BAHO (SAA)





The team of the A9BAHO

Marijke Posthumus, manager projectbeheersing
Annika Hesselink, technisch manager
Kees Abrahamse, omgevingsmanager
Jeroen Versteegen, adviseur kwaliteit en processen
Bernard Westeneng, contractmanager
Gerard Koot, projectleider planstudie
Benny Nieswaag, projectmanager



A9BAHO project strategy

A proactive project that is connected to its environment





A9BAHO in a few catchwords

- The Minister of Infrastructure and the Environment signed the amended cooperation agreement on 10 March 2014
- On the 7th March 2017, the 2017 transport infrastructure (planning procedures) decree was signed
- Realisation:
 - Timeline: 2019 – 2024/26
 - Contract: DBFM
 - Commencement of tender: End of 2017/ Early 2018
- Interfaces with A9 Gaasperdammerweg (SAA corridor) and the diversion of A9 at Badhoevedorp
- The importance of a free flow of traffic on the A2, A9, A4 and A10.





A9BAHO in facts and figures

- Reconstruction of 11 km of motorway, from 2x3 to 2x4
- 12 km of sound barriers
- Sunken highway of approximately 1,300 metres and three roofs (of which 2x maximum of 249 m)
- Widening of Schiphol bridge (movable bridge)
- Widening or renovation of 11 bridges and viaducts
- Relocation of 2 service areas
- Start/end point of alternating lanes towards Almere
- Better connections for cyclists and pedestrians and the installation of eco passages.



Technical spearheads

- Schiphol bridge
 - Remote operation, local
 - Close to Schiphol swing bridge
 - Machine safety
 - Condition of existing bridge
- Sunken highway, three roofs
 - Submersible concrete
 - Length of roof < 249m; no tunnel
- Alternating lane
 - Interface with A9 Gaasperdammerweg, A1/A6
 - Holendrecht junction: partly sunken construction with roof
- Phasing
 - Schiphol bridge
 - Sunken highway.





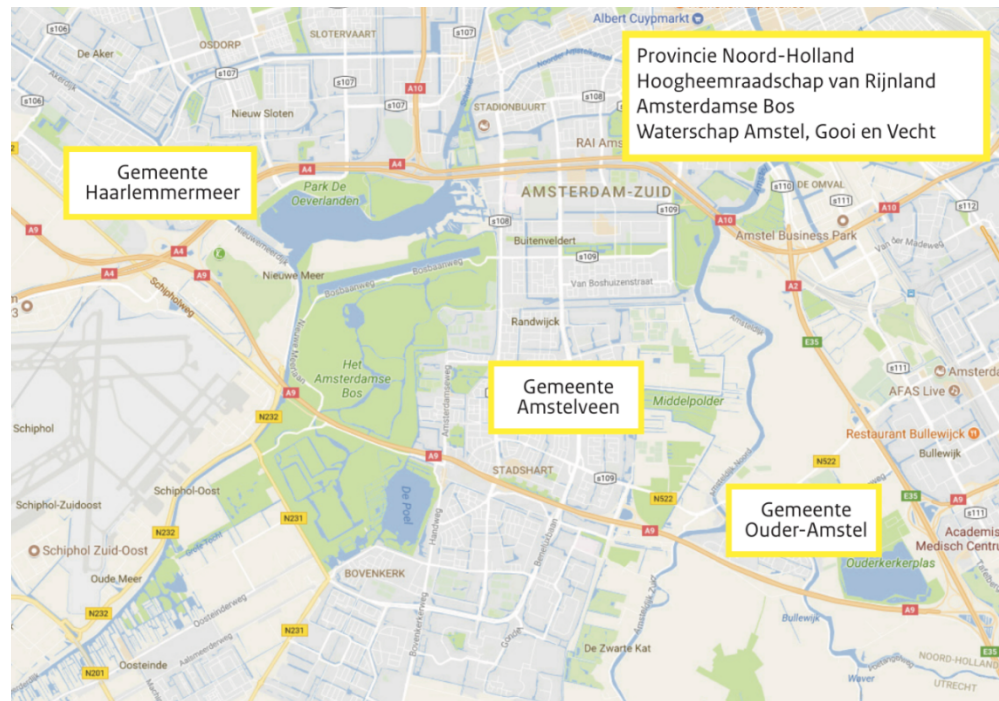
The environment of the A9

- Municipality of Haarlemmermeer: Schiphol's accessibility
- Amsterdamse Bos: limited barrier effect
- Municipality of Amstelveen: shareholder, good blending in of the road, raising liveability and reducing barriers
- Municipality of Ouder-Amstel, effective integration of the motorway service area the 'Ronde Hoep'
- Province of North-Holland: HOV
- District water boards: leak proof sunken highway.





Stakeholders





Map of the area





Environmental spearheads

- Retain and increase involvement of municipalities
- Limit impact on the Amsterdamse Bos
- Limit nuisance during implementation work
- Joint efforts on the accessibility of A9 and the interconnected road network/waterway network
- Effective handling of Amstelveen-bound traffic, with roundabout on roof and new bicycle bridge
- Attention for green integration and design
- Sustainability.





For me, the project has succeeded when ...

- The aim of the project is key
- Cooperation and cohesion in the OG-ON-stakeholders triangle is safeguarded
- The integration of the A9 is a best practice
- The Schiphol bridge is reliable and available
- Stakeholders, and fellow investor Amstelveen in particular, are satisfied participants
- Residents and companies judge the project positively.

