



Detailed Route History

M74 and A74(M) Motorways

Contracts listed in order of completion

Contract Title	Main Designer	Main Contractor	Scheme Extents (Current Junction Nos.)	Construction Start Date	Official Opening Date	Scheme Cost	Notes
Larkhall-Hamilton-Uddingston Bypass (Stage 1)	Babtie, Shaw and Morton	Christiani and Nielsen Ltd. and Lehane, Mackenzie and Shand Ltd. Joint Venture	6 to 8*	5 th June 1964	2 nd December 1966	£8.5 million	<p>* Original terminus of M74 located south of J8 at Draffan Road</p> <ol style="list-style-type: none"> Entirety of Junction 6 complex completed as part of Stage 1 contract. Feasibility and traffic studies undertaken from 1960. Concrete carriageway originally in place between J6 and J7 as part of trial. First in Scotland. Removed by 2001. Central reserve barrier system installed early 1970s. Road opened by Secretary of State for Scotland, Willie Ross, in use from 14:00. Junction numbers reversed in the 1980s following the southern extension of the motorway.
Larkhall-Hamilton-Uddingston Bypass (Stage 2)	Babtie, Shaw and Morton	Tarmac Civil Engineering Ltd.	4 to 6	September 1965	14 th May 1968* 2 nd August 1968**	£7.5 million	<p>* Junctions 5 to 6 – open from 11:00 (no formal ceremony) ** Junctions 4 to 5 – open from 14:00</p> <ol style="list-style-type: none"> Infrastructure for Hamilton and Bothwell Service areas completed in 1969 by Scottish Development Department. License awarded to Highway Restaurants Ltd. (Blue Star and Trust Houses) who withdrew in 1969. A license was subsequently awarded to Roadchef who designed their own facilities. Both services opened in June 1975. Hamilton was expanded 1978, Bothwell in the mid-1980s. Hotel at Hamilton opened 4th July 1989. Feasibility and traffic studies undertaken from 1960. Original overhead sign gantries approaching J4 and J6 constructed in 1972. Concrete sign gantries constructed between J4 and J5 in 1995. Junction numbers reversed in the 1980s following the southern extension of the motorway. Main carriageway between J4 and J6 lit in the early 1990s. Subsequently removed between junctions in 2017. Raith Bridge over the River Clyde extensively refurbished in the early to mid-2000s. J4 to J5 widened to four lanes in each direction in 2017. J5 to J6 southbound also widened. New sign gantries constructed between J4 and J6 as part of same project.

Draffan to Wellburn	Strathclyde Regional Council	A. Monk & Co. Ltd.	8* to 10	20 th October 1984	27 th October 1986	£7.59 million	<p>* Northern extent of scheme at M74 terminus at Draffan Road, south of J8.</p> <ol style="list-style-type: none"> 1. Also known as M74 Extension (Stage 2). 2. Feasibility study undertaken 1973. 3. Preferred route revealed in early 1978. 4. Public Inquiry held December 1981; report published September 1982. 5. Included partial online upgrade of A74 Blackwood Bypass, completed 1963 (Design by Babbie, Construction by James Anderson & King).
Wellburn to Poniel	Strathclyde Regional Council	Norwest Holst Scotland Ltd.	10 to 11	30 th January 1984	27 th October 1986	£18.92 million	<ol style="list-style-type: none"> 1. Also known as M74 Extension (Stage 1). 2. Feasibility study undertaken 1973. 3. Preferred route revealed in early 1978. 4. Public Inquiry held December 1981; report published September 1982. 5. Main carriageway constructed with continuously reinforced concrete carriageway. Removed circa 2010.
Poniel to Millbank	Strathclyde Regional Council	Whatlings (Civil Engineering) Ltd*	11 to 12	15 th July 1985	November 1987	£7.55 million	<p>* Became Alfred McAlpine during construction</p> <ol style="list-style-type: none"> 1. Also known as M74 Extension (Stage 3). 2. Feasibility study undertaken 1973. 3. Feasibility study undertaken 1973. 4. Preferred route revealed in early 1978. 5. Public Inquiry held December 1981; report published September 1982.
Millbank to Nether Abington	Kirkpatrick & Partners*	Balfour Beatty Ltd.	12 to 13	April 1990	29 th November 1991	£35 million	<p>* Became Carl Bro Group</p> <ol style="list-style-type: none"> 1. Contract length of 7 miles 2. Daer Reservoir watermain diverted in advanced. Designed by Strathclyde Regional Council. 3. Abington service area completed 1992. Operated by Welcome Break. 4. Design work began November 1989. 5. RPS Cairns as Environmental Consultants.
Elvanfoot to Paddy's Rickle	W.A Fairhurst & Partners	Nuttall and Levack Joint Venture	14 to 15	June 1990	21 st August 1992	£20 million	<ol style="list-style-type: none"> 1. Contract length of 3 miles. 2. Contract extents – A702 (J14) to B7076 WCML crossing. 3. 700m of River Clyde diverted. 4. Design work began October 1987. 5. RPS Cairns as Environmental Consultants.

Kirkpatrick Fleming to Gretna	Babtie, Shaw and Morton	Shanks & McEwan Ltd.	21 to 22	November 1990	19th December 1992	£40 million	<ol style="list-style-type: none"> 1. Contract length of 5 miles. 2. Contract extents – J21 to Guardsmill, now M6 (J45). 3. J22 marks southern extent of A74(M). 4. Gretna service area completed 1992 (replacement of existing A74 facilities. Operated by Welcome Break. 5. Design work began March 1989. 6. Ash Partnership as Environmental Consultants.
Nether Abington to Elvanfoot*	Kirkpatrick & Partners*	Christiani and Morrison Construction Joint Venture	13 to 14	April 1992	3rd December 1993	£40 million	<p>* Became Carl Bro Group</p> <ol style="list-style-type: none"> 1. Contract length of 5 miles 2. Daer Reservoir watermain diverted in advanced. Designed by Strathclyde Regional Council. 3. J13 marks northern extent of A74(M) 4. Design work began November 1989. 5. RPS Cairns as Environmental Consultants.
Maryville to Fullarton Road	Strathclyde Regional Council	Lilley Construction* Kier Construction	2a to 3a	16 th March 1992	April 1994**	£44 million [#]	<p>* Lilley Construction collapsed in January 1993. Works completed by Kier Construction from February 1993.</p> <p>** No official opening date. Road opened on a phased basis. Daldowie to Fullarton Road completed late April 1994. Daldowie to Maryville completed late May 1994. Carmyle Avenue (J3) opened late May 1994.</p> <p>[#] Total project cost including advance works. Road construction cost initially £16.5 million. Kier bid £9.7 million to complete works.</p> <ol style="list-style-type: none"> 1. Advanced works contract completed 1991/92 by RJ McLeod (Contractors) Ltd. Contract value £7.25 million. 2. Main works originally scheduled for completion mid-August 1993.
Dinwoodie Green to Muirhouse	Scott Wilson Kirkpatrick	Balfour Beatty Ltd.	16 to 17	February 1993	22nd September 1994	£15 million	<ol style="list-style-type: none"> 1. Main works completed in 66 weeks – the shortest of all A74 (M) schemes. 2. Contract length of 3 miles. 3. Contract extents – Dinwoodie Green Overbridge to Dryfe Water. 4. Design work began March 1990. 5. Ironside Farrar as Environmental Consultants.
Muirhouse to Water of Milk	Scott Wilson Kirkpatrick	Miller Civil Engineering Ltd.	17 to 18	June 1992	22nd September 1994	£30 million	<ol style="list-style-type: none"> 1. Contract length of 3.5 miles 2. Sections of new road at north and south end of project in use from December 1993. 3. Contract extents – Dryfe Water to Water of Milk. 4. Design work began March 1990. 5. Ironside Farrar as Environmental Consultants.

Water of Milk to Ecclefechan	Scott Wilson Kirkpatrick	Balfour Beatty Ltd.	18 to 19	January 1993	22nd September 1994	£25 million	<ol style="list-style-type: none"> 1. Contract length of 3 miles. 2. Contract extents – Water of Milk to J19. 3. Design work began March 1990. 4. Ironside Farrar as Environmental Consultants.
Ecclefechan	Babtie, Shaw and Morton	Miller Civil Engineering Ltd.	19	April 1993	22nd September 1994	£15 million	<ol style="list-style-type: none"> 1. Contract included construction of motorway junction (J19) and bridge over the West Coast Main Line. 2. Design work began March 1990. 3. Ash Partnership as Environmental Consultants.
Cleuchbrae to Dinwoodie Green	Scott Wilson Kirkpatrick	Barr Construction Ltd.	15 to 16	May 1993	11th December 1994	£20 million	<ol style="list-style-type: none"> 1. Annandale Water service area completed March 1995 with official opening on 5th April. Original operated by Blue Boar who also funded construction of J16. Sold to Roadchef in 1998. 2. Contract length of 3 miles. 3. Contract extents – J16 to Dinwoodie Green Overbridge. 4. Design work began March 1990. 5. Holford Associates as Environmental Consultants.
Ecclefechan to Eaglesfield	Babtie, Shaw and Morton* Car Bro Group	Morrison Construction Ltd.	19 to 20	September 1994	24th November 1995	£15 million	<p>* Outline design for Scottish Office only</p> <ol style="list-style-type: none"> 1. Contract length of 2.5 miles. 2. Design and Build contract. 3. Design work began March 1990. 4. Ash Partnership as Environmental Consultants.
Eaglesfield to Kirkpatrick Fleming	Babtie, Shaw and Morton	Castelli-Girola UK Ltd.* Morrison Construction Ltd.	20 to 21	March 1993	24th November 1995	£30 million	<p>* Contractor replaced during works due to poor performance. Works completed by Morrison.</p> <ol style="list-style-type: none"> 1. Works completed one year behind original programme date. 2. First use of the vehicle actuated speed control sign on the Scottish motorway system. 3. Design work began March 1990. 4. Ash Partnership as Environmental Consultants.
Paddy's Rickle to Beattock	W.A Fairhurst & Partners# Gibb Ltd.	Autolink Plc*	14 to 15	29 th July 1997	30th April 1999	£70 million (1994 estimate) £193 million ⁺	<p># Outline design for Scottish Office only</p> <p>* Concession company initially made up of Amey, Sir Robert McAlpine, Taylor Woodrow, Barr and Innisfree</p> <p>+ Autolink bid to complete remaining section of A74(M) as noted in October 1999 Scottish Parliament report. Includes 30 years of maintenance costs for J12 to 22.</p> <ol style="list-style-type: none"> 1. Contract length of 11 miles. 2. Contract extents – B7076 WCML crossing to J15. 3. Engineer for Scottish Office was Scott Wilson Kirkpatrick. 4. Design work began October 1987. 5. RPS Cairns as Environmental Consultants. 6. Slope at Tinnybank is supported by 45 degree reinforced soil slope designed and supplied by Tensar International Ltd.

Beattock to Cleuchbrae	Scott Wilson Kirkpatrick# Babtie Group Ltd.	Autolink Plc*	15 to 16	29 th July 1997	30 th April 1999	£40 million (1994 estimate) £193 million ⁺	<p># Outline design for Scottish Office only. Engineer for works.</p> <p>* Concession company initially made up of Amey, Sir Robert McAlpine, Taylor Woodrow, Barr and Innisfree</p> <p>+ Autolink bid to complete remaining section of A74(M) as noted in October 1999 Scottish Parliament report. Includes 30 years of maintenance costs for J12 to 22.</p> <ol style="list-style-type: none"> 1. Contract length of 7 miles. 2. Contract extents –J15 to J16. 3. Design work began March 1990. 4. Holford Associates as Environmental Consultants.
M74 Completion	Jacobs and Atkins Joint Venture	Interlink M74JV*	1 to 2a	28 th May 2008	28 th June 2011	£692 million [#]	<p>* Joint venture of Balfour Beatty, Morgan Est, Morrison Construction and Sir Robert McAlpine</p> <p># Total project cost. Road construction tender price of £444 million with £12 million allowance for unforeseen groundworks</p> <ol style="list-style-type: none"> 1. Scheme originally referred to as M74 Northern Extension. 2. Approved by Strathclyde Regional Council in 1995, revised 2001. 3. Environmental studies and design throughout 2002/03. 4. Public Local Inquiry held December 2003. 5. Construction approved March 2005, legal challenge lodged, withdrawn June 2006. 6. Glasgow City Council acted as Scottish Executive's Engineer for the works. 7. Glasgow City Council, South Lanarkshire Council and Renfrewshire Council each contributed £20 million towards the project cost.