

## A90 Burnshot Bridge

### Progress Update No 10

20 April 2018

#### Introduction

This note provides an update to Progress Update No 9.

#### Active Travel Opportunity

During the successful stakeholder consultation, an opportunity to improve the junctions around Burnshot to facilitate active travel (pedestrians and cyclists) was identified. This involves:

- A dedicated space for cyclists crossing the bridge, and enabling them to easily access the national cycle route NCN1
- Minimising conflict between pedestrians/cyclists and motorists; improving safety for all road users
- Altering the geometry of the slip roads to improve visibility and regulate vehicular speeds

This scheme ties in with the proposal to reduce the speed limit in the area to 40mph.

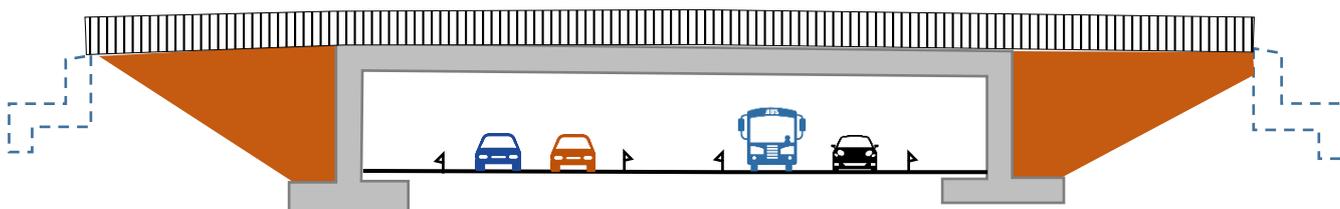
In order to fund this additional work, an application for external grant funding from Sustrans' Community Links Programme was made on 29<sup>th</sup> March. An indication of the success of this application is expected by the beginning of May.

As mentioned in Briefing Note 9, subject to funding, introduction of this further work may result in a small delay to the overall project, however the potential benefits of this to the public (at little or no cost to the Council) makes this process worthwhile.

It is expected that further details of the funding, and a schematic design drawing of the modifications will be available in the next briefing. Timescales for the rest of the project will also be clearer next month.

#### Bridge Structure

The construction options identified as part of the Feasibility report have now been priced. For the structure itself, the most efficient option in terms of cost and minimising disruption during construction is a single span bridge, as illustrated below:



*Single-span option*

However due to the increased depth of the beams to facilitate this, the road bridge level would be higher than the approach roads, and hence junction roadworks would be required. Therefore, some further design and costing work is ongoing to determine which option represents the best value for money.

As the road on either side of the bridge will be need to be disturbed, it would be advantageous to undertake the Active Travel modifications at the same time, should the single span option be chosen.

Whilst the Sustrans funding application is pending, and final feasibility work is ongoing, the scheme is progressing as it would otherwise have done:

The Council is now working with our consultant AECOM to write the detailed specification for the design and construction of the new bridge. This 'Employer's Requirements' document will be used as part of the contract documentation and will include requirements for things such as: traffic management, site access, road design, drainage, signs, bridge loading, headroom clearance, public utilities, environmental requirements, quality

management, site supervision, safety, public liaison during construction and outline design drawings. This is a vital stage in the project, as this documentation lays out the technical requirements for both the design and construction of the bridge.

Contractual discussions for the detailed design are also now underway with the Contractor, Balfour Beatty.

### **Temporary service bridge**

The Contractor was asked to price the works necessary to open the temporary steel service bridge to pedestrians. Making the necessary alterations would require A90 closures, and regular scaffolding inspections during the time the service bridge is open. Furthermore, it is likely that the temporary bridge would have to be closed again once construction on the new road bridge begins. Due to the anticipated short lifespan, and the disruption and extensive costs (£44,000) associated with the work, it was decided to not proceed with this as it does not represent value for money. Therefore the temporary bridge will remain closed, with access for maintenance personnel only. Pedestrian and cycle access to NCN1 is still available by using the newly constructed path and A90 underpass.

### **Northbound Footpath / cycleway**

The majority of the construction has now been completed on the footpath, and cyclists have been able to use the path since March, for access between the A90 underpass and Burnshot Road.

The cones used to close the slip road are still in place as a temporary measure to provide the necessary safe distance between live traffic and the new path users. These are required, whilst, although there is a temporary 40mph speed limit in place, the permanent speed of the road alongside is National (70mph). Further white-lining work is being planned which will facilitate the removal of these cones.

During the attempted installation of the new large Burnshot Junction sign in the verge (to replace the one shown below which was demolished recently) the Contractor was unable to install the necessary foundations due to unforeseen ground conditions (rock / buried concrete). As a result, a new foundation solution is being designed in advance of installation.



*Previous sign, now removed and awaiting replacement*

Pedestrian/cyclist signage around the path and underpass has been fabricated and the work to install these signs commenced, and will be completed by the end of April.

### **Traffic Management**

There are currently numerous cones and temporary signs in place on the junctions either side of the bridge. A price has been agreed with the Contractor to replace these with new permanent signage, white lining, bollards and temporary kerbs. These works are underway and also due to be completed by the end of April.