ScotlandTranServ
A Balfour Beatty Mouchel Joint Venture

A78 80 Skelmorlie Scour Improvement Outline Method Statement 18/SW/1201/026 February 2019

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2 Preamble

The following outline method statement has been prepared by Scotland TranServ for information purposes to accompany the SEPA CAR licence and the Marine Scotland licence application for scour maintenance works required at A78 80 Skelmorlie.

Scotland TranServ will act as Principal Designer and Principal Contractor for the duration of the works although a Sub-Contractor shall undertake the works. Once a suitable Sub-Contractor has been selected, a detailed method statement will be issued to both SEPA and Marine Scotland for approval prior to the works commencing on site.

Where appropriate activities noted within this document shall adhere to the applicable General Binding Rules (GBR) of The Water Environment (Controlled Activities) (Scotland) Regulation 2011.

3 Scope and justification for the works

The A78 80 Skelmorlie structure carries the A78 over Skelmorlie Water adjacent to the Meigle Burn, approximately 1 mile south of Skelmorlie. The structure consists of 10m long precast pre-tensioned inverted T beams supporting a concrete slab.

The watercourse at the upstream side of the structure is flowing against the north wing wall before passing under the bridge. This has caused undermining to the wing wall and the edge of the north abutment. The training works at the south upstream side of the structure have partially collapsed after the embankments of the Meigle Burn eroded. At the north downstream side of the structure rip rap has collapsed into the watercourse. There is Japanese knotweed growing on the south upstream and both downstream embankments.

Further deterioration to the north wing wall and abutment edge could be detrimental to the bridge, A78 trunk road and watercourse. The south upstream training works require to be demolished and replaced with rip rap running up the west embankment of the Meigle Burn. The north upstream rip rap requires to be reinstated to prevent further deterioration to the embankment.

4 Proposed Works

The following works are proposed

- Create access to site including temporary bridge construction;
- Small sections of Japanese knotweed at the south upstream embankment to be cut back;
- Divert watercourse from the south upstream embankment to create dry area;
- Cut back south upstream embankment to help divert watercourse under the bridge;
- Extend south abutment protection plinth to include dry mammal run;
- Demolish south upstream training wall;
- Install rip rap on the west embankment of the Meigle Burn and location of the current upstream training wall;
- Remove dry area;
- Divert watercourse from north upstream wing wall and north abutment to create dry area;
- Repair undermined areas of wing wall and abutment in dry area ensuring no concrete or concrete dust enters the watercourse;
- Extend north abutment protection plinth to include dry mammal run;
- Install rip rap to protect wing wall and abutment edge from the watercourse;
- Downstream rip rap to be reinstated;
- Remove dry area.

The proposed solutions above have been selected as they are deemed the most sustainable, durable and environmentally efficient. The extension of the abutment protection plinth to include a dry mammal run will also benefit local wildlife. The works will be carried out with the purpose of preventing the spread of Japanese knotweed in order to carry out the works. Scotland TranServ are currently putting together a treatment plan in conjunction with other stakeholders which will span a large section of the A78 carriageway.

The locations of the above work are summarised in drawings 18/SW/1201/028/001 and 18/SW/1201/028/002.

Works are proposed to be undertaken out with the fish spawning season, 1st June and 30th September 2019.

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