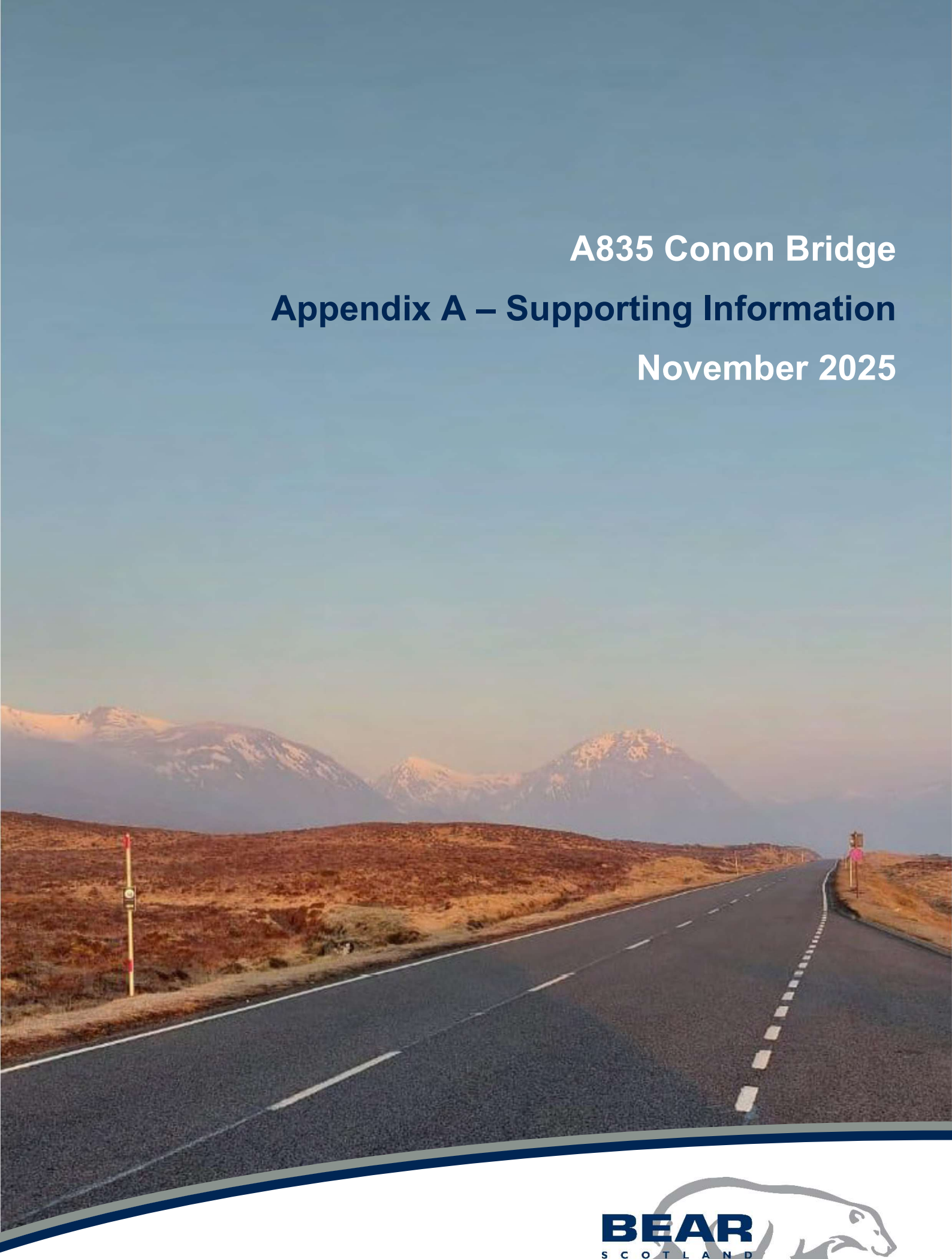

A835 Conon Bridge

Appendix A – Supporting Information

November 2025

BEAR SCOTLAND

experience that delivers

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1. Introduction

The A835 Conon Bridge is a low-level estuarial crossing comprising steel girders and concrete deck. The bridge is 112m long and crosses the River Conon in three spans.

The A835 Conon Bridge was designed by Crouch & Hogg and built in 1981. The structure carries a 7.3m wide single carriageway with a 1.8m footway on both the east and west sides of the bridge with metal railings typical of the era in place of parapets. Surfaced verges 0.5m in width are located on the east and west sides of the bridge.

To either side of the river, the road is embanked through the fields, partly as a flood prevention measure, but also to ease the gradient on the long hill to the south in particular.

BEAR Scotland are responsible for the maintenance and improvement schemes on the bridge as part of the NW Unit Network Management Contract (NMC) with Transport Scotland for the management and maintenance of the Scottish trunk road network.

A835 Conon Bridge is located approximately 21km north of Inverness, as shown in Figures 1 and 2. Typical views above and below the bridge are shown in Figures 3 and 4. Typical elevation and cross-section sketches of the bridge are shown in Figure 5.

Figure 1. A835 Conon Bridge location in wider area

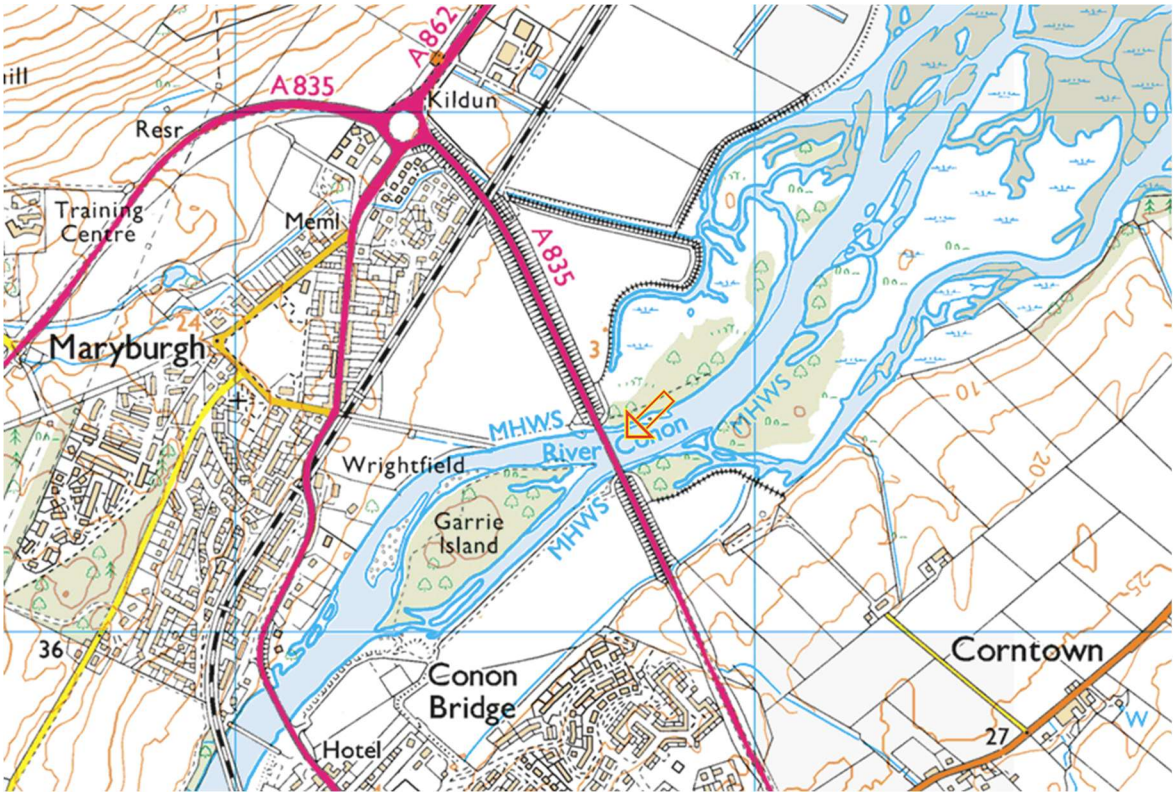

Figure 2. A835 Conon Bridge location (1:2,500 scale)

Figure 3. A835 Conon Bridge typical northbound view above deck

Figure 4. A835 Conon Bridge typical view below the bridge

2. Programme of Works

Below are details of the engineering works including the estimated construction period/duration, estimated construction value, location on the bridge, works description, an outline method statement and proposed mitigation measures related to the protection of the marine environment.

The works methodologies described below are designed to prevent any material or equipment entering the marine environment. It should be noted that additional measures may be required and these will be confirmed with the contractor prior to works commencing. Where access platforms are noted, any dimensional constraints caused to the Highway, private land or over the marine environment will be considered and consultation completed with stakeholders where required. Conon Bridge is a low-level estuarial crossing and there is no designated navigation channel. On occasion the vertical clearance above Mean High Water Springs (MHWS) will need to be temporarily reduced for some works.

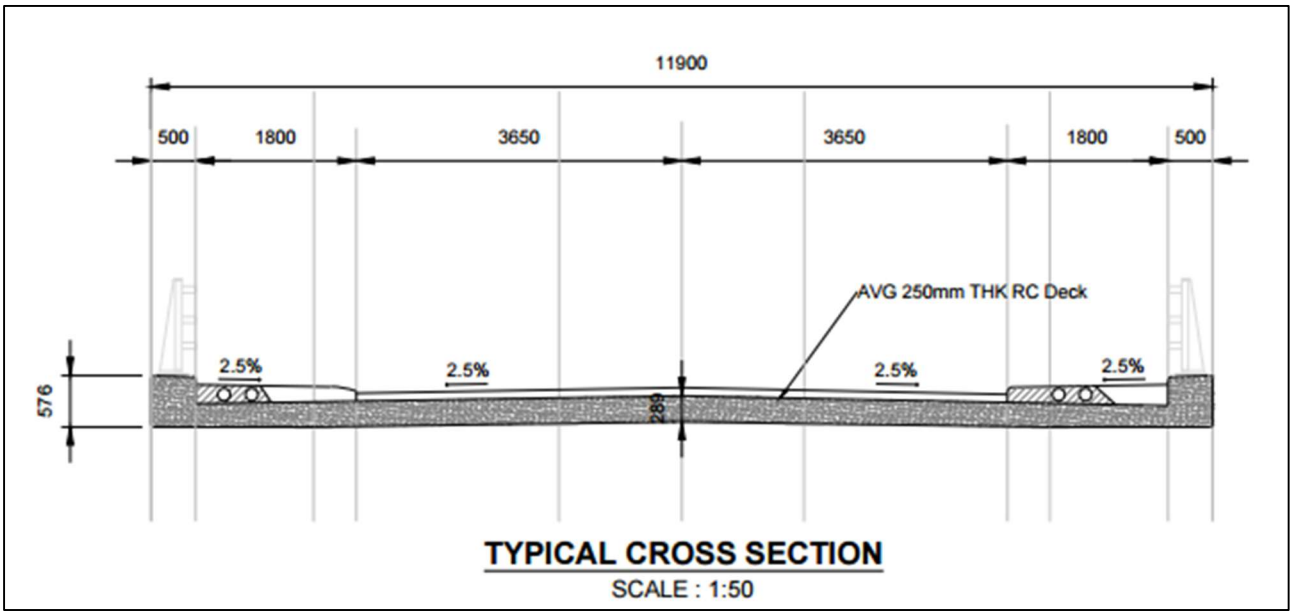

Figure 5. A835 Conon Bridge typical elevation and cross section

2.1. Scheme Programme of Works

A835 Conon Bridge Works	
Estimated construction period and working times	Works are planned to start in September 2026, and have an estimated duration of 16 weeks. Works may take place up to 7 days per week, following a daytime working pattern (08:00-18:00).
Estimated construction value	£1,000,000
Location on structure	• Intrusive inspection for asbestos will take place on the carriageway near the expansion joints (access required from the deck only). • Surfacing works will take place on the full bridge deck (access required from the deck only). • An expansion joint is located at the north end of the bridge deck (access required from the deck only). • A buried joint is located at the south end of the bridge deck (access required from the deck only). • Maintenance works will be carried out at an off-deck pedestrian fence, along the wing walls, abutments, and underneath the bridge decking within the enclosure (access required within the enclosed aluminium bridge soffit, accessed via hatches in the abutments)
Description of the works	**Background information** There has been minor cracking and wear to the surfacing on the bridge including cracking over service ducts noted in the last three principal inspections. The most recent principal inspection (2025) noted that the waterproofing is from the bridge's original construction (1981) and so it is seen to be at the end of its service life. This results in the need for full deck refurbishment, which includes removal of the existing surfacing and waterproofing, concrete repairs to the deck, installation of new waterproofing and reinstatement of the carriageway. Both expansion joints require replacement. Additionally, an intrusive inspection to determine the presence of asbestos will be undertaken.

Maintenance work will also be undertaken at the same time as the deck refurbishment and will include repairs to an off-road pedestrian fence to the south of the bridge, removal of minor vegetation on wing walls, removal of graffiti and pigeon droppings on abutments and underneath the bridge decking within the enclosure.

The deck refurbishment is to be undertaken in two phases where each phase has one lane fully closed to traffic to undertake the works, whilst the other is used as a live lane, utilising traffic light-controlled shuttle working.

Site compound and access to the site

The site compound is expected to be a mobile welfare unit within the lay-down area in the closed lane. This is to include

- Mess room/area
- Canteen with facilities for heating food
- A heated drying room
- Toilet, and wand basin with hot and cold water
- A source of clean drinking water
- A first aid box
- Sufficient firefighting equipment

Access to the site will be on the A835 with a designated work access area onto the closed off lane.

Inspection methodology

Prior to construction, an intrusive inspection for asbestos is to be carried out where cores of the carriageway will be taken. This includes:

- Set up of traffic management
- A set of cores taken from the road surfacing to the top of the carriageway deck
- Makeup of deck noted
- Samples of waterproofing at each core taken to be tested for asbestos
- Cores in the deck to be filled with appropriate material chosen by subcontractor
- Traffic management removal

Construction methodology

Each phase of the work will include

- Set up of traffic management
- Removal of existing surfacing
- Removal of existing footway/verges and kerbs
- Removal of existing joints
- Removal of existing waterproofing
- Preparation of the bridge deck and delamination survey (completed by BEAR)
- Deck concrete repairs using hydro-demolition
- Re-waterproofing of the concrete deck with approved spray-applied system
- Reinstatement of footway, kerbs and concrete verges
- Replacement of joints
- Resurfacing

Following which the below works will be completed

- White lining and road studs
- Demobilisation and removal of traffic management

	During the deck works, maintenance works can be undertaken when there is sufficient space - Repair to pedestrian fence - Removal of guano from north abutment drainage channel - General clearance/ vegetation removal
Construction plant and equipment	• Planer • Roller • Hydro-demolition plant
Outline method statement	**Intrusive Investigation** 1. Install traffic management 2. A set of cores taken from the road surfacing to the top of the road carriageway deck 3. Makeup of deck noted 4. Samples of waterproofing at each core taken to be tested for asbestos 5. Cores in the deck to be filled with appropriate material chosen by subcontractor 6. Demobilise and remove traffic management **Deck Refurbishment** 1. Install southbound traffic management 2. Install edge protection and other mitigation measures 3. Milling of carriageway and removal of kerbs/ verge surfacing 4. Remove existing waterproofing 5. Remove existing joints and replace 6. Perform delamination survey & note delaminated areas 7. Under full containment and with gullies blocked, perform hydro-demolition to the defected areas. Treat wastewater using silt buster and discharge to nearby soakaway under appropriate authorisation from SEPA 8. Prepare concrete, install containment, perform concrete testing 9. Check reinforcement condition and perform any necessary repairs 10. Pour concrete & let it set 11. Apply new waterproofing across entire exposed deck. 12. Install kerbs and gullies 13. Apply new surfacing across entire exposed deck 14. Switch traffic management to northbound lane and do steps 1-14 for the northbound lane 15. Road markings and road studs applied to new surface 16. Demobilise and remove traffic management **Drainage Clearance** 1. Enter enclosed aluminium bridge soffit (accessed via hatches in the north abutment) 2. Remove bird droppings and dispose in a bag marked special waste, to be removed by licensed waste carriers **Pedestrian Fence Repair** 1. Reinstate top rail of pedestrian fence **Removal of Minor vegetation** 1. Establish temporary scaffolds on access road for removal of any vegetation at height 2. Remove vegetation, green waste set aside for composting
Materials / waste	Materials required: • Binder material • Surfacing material • Waterproofing material

	• Concrete repair material Waste construction materials removed from the bridge include asphalt surfacing, bitumen asbestos waterproofing (if present), concrete, and the expansion joints. Where possible waste materials will be recycled by a licenced waste carrier. The expansion joints and nosing material will be transported off site and recycled by a licenced waste carrier. Road surfacing planings will be re-used locally, with a SEPA Paragraph 13 exemption. Other waste materials will be landfilled by a licensed waste carrier.
Proposed mitigations	• Full containment will be in place during all hydro-demolition works on the carriageway. • Site based water treatment will be used to reduce suspended solids and pH levels to comply with conditions of SEPA authorisation prior to discharge. • Containment and dust suppression (water spray) will be used when removing any asbestos waterproofing from the bridge deck (if present). The site will be cleaned to ensure any Asbestos Containing Materials are removed from site. • Edge protection will be in place to prevent debris falling into the River Conon. • Gulley drains on the deck to be blocked to prevent any waste entering system. • Containment will be in place for spray applied concrete sealant onto the concrete deck.