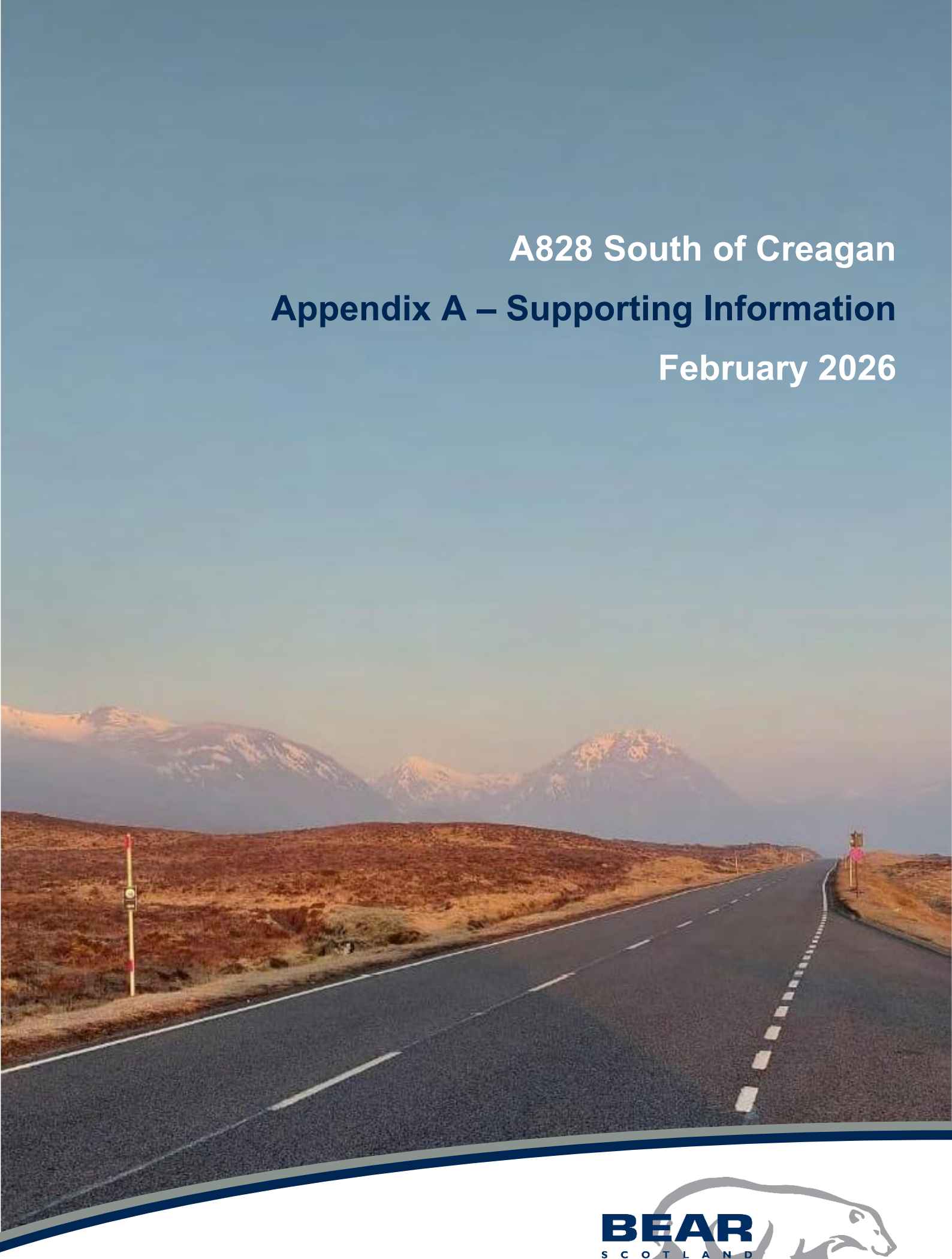
A828 South of Creagan

Appendix A – Supporting Information

February 2026



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1. Introduction

The A828 Creagan bridge is a road bridge carrying the A828 over Loch Creran in Scotland. The bridge is constructed mainly of steel girder on piers reused from a former railway viaduct with a concrete deck. It is approximately 150m long and spans the narrow section of Loch Creran.

The A828 Creagan Bridge was opened in 1999, reusing the supporting piers from the former railway viaduct, which was originally designed by Sir John Wolfe-Barry in 1903. The structure carries a single two-lane carriageway on new steel girders with a concrete deck. The bridge incorporates surfaced verges and standard metal safety barriers along the east and west sides of the deck, with parapets/railings typical of later-20th-century trunk road design.

BEAR Scotland are responsible for the maintenance of 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.

A828 Creagan Bridge is located approximately 500m south of the town of Creagan, as shown in figure 1. Typical views above the bridge are shown in Figure 2. Typical views from carriage lane 1 (CL1) looking northbound showing the start of the scheme are shown in Figure 3, and the view of CL1, looking southbound, showing the end of the scheme, is shown in Figure 4.

Figure 1: A828 South of Creagan Bridge location in wider area in bottom right and scheme extent outlined with darker green line.

Figure 2: A828 Creagan Bridge typical northbound view above deck.

Figure 3: A828 Creagan Bridge northbound view of CL1, showing the start of the scheme extents.

Figure 4: A828 Creagan Bridge southbound view of CL1, showing the end of the scheme extents.

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 measure 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.

2.1. Scheme Programme of Works

A828 South of Creagan Works	
Estimated construction period and working times	Works are planned to commence between within the Financial Year 2026-2027, and working hours are likely to be overnight due to the requirement for a full road closure, however, this is subject to change if TM requirements change.
Estimated construction value	£300,000
Location on structure	• Resurfacing will take place on the full bridge deck, as well as sections on both the southbound and northbound carriageway of the A828 both north and south of the bridge.

Description of the works	**Standard road resurfacing with road markings and studs**
Construction plant and equipment	• Paver • Planer • 3CX JCB • 2x Roller • Bowser • Road sweeper • Emulsion sprayer • Welfare unit with generator • Welfare van • Pickup • Small van • Lorries
Outline method statement	Proposed works will entail the following activities: • Establish traffic management as required • Check site and mark up works • Remove old road surface by road planer • Clean milled surface with sweeper • Cut joints with Stihl saw • Lay bond coat with emulsion sprayer tanker • Lay new surface course material • Compact new surface course • Test new surface course • Install road markings and studs • Demobilise traffic management
Materials / waste	1083t of asphaltic material removed (Waste) 385t of TS2010 and 698t of AC20 asphaltic material installed (materials)
Proposed mitigations	• Gulley drains on the deck will be blocked to prevent any waste entering the drainage system. • Containment will be in place for spray applied concrete sealant onto the concrete deck. • Visual checks will be carried out to ensure containment measures are functioning properly during works.