

REPAIRS TO GRUDIE BRIDGE
DURNESS, SUTHERLAND
FOR THE
KEOLDALE SHEEPSTOCK CLUB

[Redacted]

August 2017

Keoldale Sheepstock Club
68 Lerin
Durness
By Lairg
Sutherland
IV27 4QB

**REPAIRS TO
GRUDIE BRIDGE
DURNESS, SUTHERLAND**

INTRODUCTION

The Grudie Bridge is a four span footbridge across the River Dionard just a short distance before it enters the Kyle of Durness and approximately four and a half miles south of Durness to the west side of the A838 Durness to Rhiconich road. The bridge was constructed with the assistance of the Army to provide pedestrian access to the west bank of the river. The bridge, while soundly constructed initially, was probably designed on a method to meet military expediency rather than long term durability. The bridge is now in need of significant repair and renovation.

The Keoldale Sheepstock Club (Grudie Bridge), owners of the bridge, wish to appoint a suitably qualified contractor to carry these repairs and renovations. This will require all necessary work to restore all parts of the bridge to the state required by the Club. This is as described in this document plus any subsequent written instructions issued prior to any contract being awarded.

OUTLINE DESCRIPTION OF WORK

The brief description of the work is:

- A. Repair and improve the bases of the piers.
- B. Case the existing steelwork piers in concrete.
- C. Remove and replace all existing timbers forming deck, cross beams and barriers and handrails.

The main parts of the work required are set out in the following paragraphs.

1. Initial inspection and survey

The contractor is required to carry out his own inspection and measured survey of all parts of the bridge. Particular regard must be paid to the concrete and stone footings providing the bases to the steel piers that support the bridge deck.

It is required that all the existing timbers of the bridge should be replaced with new C24 tanalised timber and that the method of fixings used by the Military should be copied exactly.

2. Pier Bases

The existing bases are a combination of concrete and stone blocks. The bases must be thoroughly examined for all signs of wear or deterioration including any scour affecting the footing of the bases to the river bed. The bases are to be augmented to add pointed ends to present flat ones.

3. Piers

All loose rust and corrosion must be removed. Shuttering and any necessary formwork support must be erected to allow the pouring of class C40 concrete to create the new piers.

4. Deck

The existing steel beams are to remain in place with new secure fastenings to the top face of the newly constructed concrete piers. The method by which the beams are fastened to the concrete block bankseats at the bridge ends should be considered as a minimum requirement for fastening.

All existing timbers forming deck, cross beams, barriers and handrails are to be removed and replaced with a minimum of class C24 tanalised timber. The system of joints and bolted connections used by the Military is to be replicated in its entirety but with galvanised bolts, nuts and washers.

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