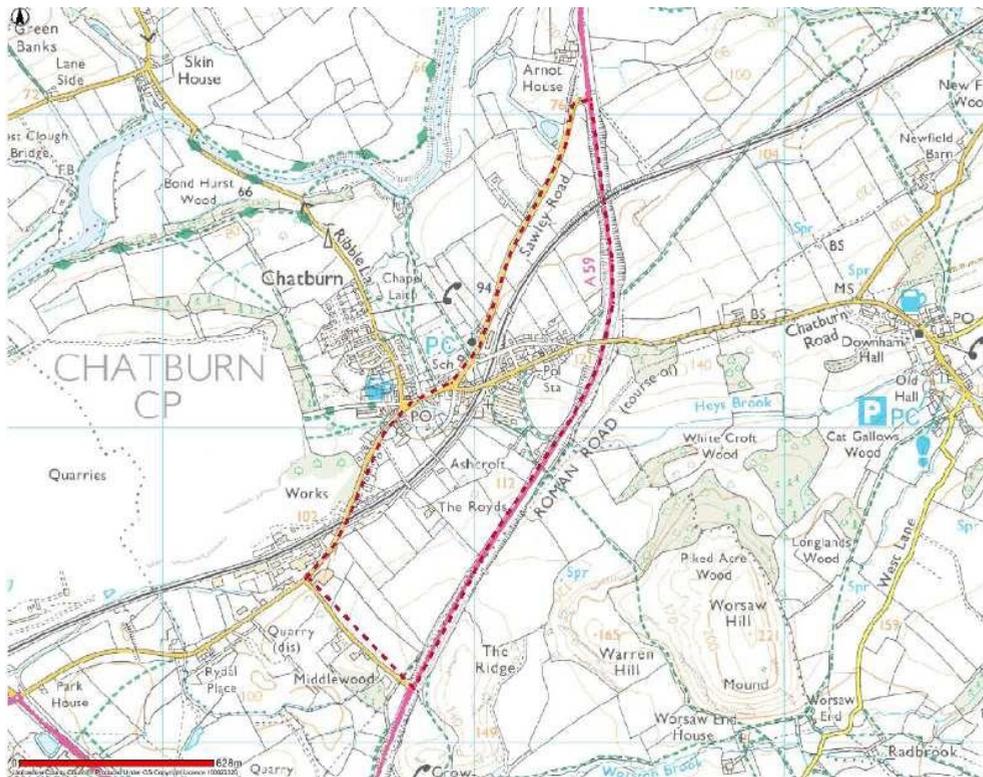


Once the bridge has been re-built the utilities will be restored so that the temporary bridge can be removed. The utility restoration work will commence after Christmas and should be complete by May 2010. The temporary bridge will then be removed. All works associated with Chatburn Station Bridge Reconstruction should be concluded by the end of May 2010.

The County Council has created a web site for Chatburn Station Bridge Reconstruction. Visit [www.lancashire.gov.uk](http://www.lancashire.gov.uk) and look for Chatburn Station Bridge under 'C' in the A to Z. We will update the web site with the latest information during the construction phase.



**Vehicle Diversion Route**

The highway infrastructure of Lancashire is a vital public asset. It enables people to travel easily and safely, facilitating the economic activity that enables them to work and prosper. Bridges are a crucial element of this infrastructure. Chatburn Station Bridge Reconstruction is designed and managed by Lancashire County Council Environment Directorate's Bridges Division. If you wish to discuss this scheme, please contact the scheme manager:

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# CHATBURN STATION BRIDGE RECONSTRUCTION

## SCHEME INFORMATION UPDATE NOVEMBER 2009



# CHATBURN STATION BRIDGE RECONSTRUCTION

This leaflet is the latest in a series distributed by Lancashire County Council, providing information about the County Council's scheme to reconstruct Chatburn Station Bridge.

Chatburn Station Bridge carries Crow Trees Brow over the Blackburn to Hellifield Railway. The bridge was over 130 years old and was not designed to carry modern traffic. Corrosion had weakened the bridge and a 7.5 tonne weight restriction was implemented in April 2000.

The bridge was continuing to deteriorate, reducing its strength further. Rather than allowing the bridge to become so dilapidated that it would have had to be closed on a crisis basis, Lancashire County Council planned the reconstruction of the bridge to take advantage of longer than normal railway maintenance closures in the autumn of 2009. The County Council's programme will minimise disruption to both road and rail traffic. In previous emergencies where bridges have been closed it has taken about 18 months for contracts to be placed, components to be manufactured and reconstruction to take place before the bridge has opened again. Lancashire County Council has kept Crow Trees Brow open up to 10<sup>th</sup> October 2009 and the road will only be closed for 9 weeks whilst the bridge is re-built.

Crow Trees Brow was closed as planned by the bridge reconstruction contractor VolkerStevin Ltd on the 10<sup>th</sup> October 2009 to allow the utility companies to complete their diversion works and for the access ramps to the temporary footbridge to be completed. The road remains open up to the bridge on both sides so that access is maintained to businesses and properties.

The temporary footbridge which also carries the diverted utilities of telephone, sewer, clean water, gas and electric was opened to pedestrian traffic the following week.

On the weekend of 17<sup>th</sup> to 19<sup>th</sup> October work took place beneath the bridge, saw cutting the demolition limits into the stone abutments. This ensures a clean break and prevents damage to the stone work that is being retained in the new construction.

The following weekend (24-26<sup>th</sup> October) saw removal of the surfacing and fill material and the taking down of the masonry pilasters and some of the wing walls. The removal of the surfacing revealed the extent of the corrosion to the wrought iron deck, as shown in the photographs below.



Last weekend (1-2<sup>nd</sup> November) the existing bridge deck was removed and the abutments taken down to level ready for the new precast bearing shelf units to be installed. The removal of the deck was carried out by flame cutting the deck into manageable pieces and then lifting out the individual sections by crane.



The new bridge units, which will largely be of precast concrete construction, have now been completed. These units have been manufactured at specialist yards in Scotland and Northern Ireland. The units will be brought to Chatburn when they are needed.

It is planned to finish preparation of the abutments during the weekend of 7-9<sup>th</sup> November. The following week the bearing shelf units should be installed and the week after that the bridge beams landed.

Our programme is still to re-open the road on 13 December 2009. There is some contingency in the programme to accommodate unforeseen events and whilst every effort will be made to keep to the programme, the works could be delayed by circumstances that are beyond the control of the County Council and the Contractor. People will remember that when the temporary bridge was installed Network Rail postponed the work for a week due to safety related issues on the railway network. The line through Chatburn is an important diversion route for railway traffic on the West Coast Main Line and any incident there can mean that we could be refused permission to block the line in Chatburn. Also, we will be using large cranes and it is unsafe to use these in strong winds. When we can only use the cranes at weekends, one night of strong wind could delay the work by a whole week.