



A548 Foryd Bridge, Rhyl – Deck Waterproofing and Re-surfacing Outline Method Statement

CPF8406



Document Control Sheet

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Document Author(s):	Tomos Lloyd
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Project Manager:	Tomos Lloyd

Revision History

Date	Version No.	Summary of Changes
02/02/2023	0.01	Initial draft version
03/02/2023	0.02	Additional measures included following review

Reviews

Name	Title	Date	Version
Gareth Thomas Jones	Senior Project Engineer	03/02/2023	0.02

Approvals

Name	Title	Date	Version
Aled Glyn Roberts	Principal Engineer	03/02/2023	0.02

Distribution

Name	Title	Date	Version

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ISO9001:2015
FSS26386



ISO14001:2015
EMS 526388



ISO45001
OHS 526389

1.0 Introduction

This document has been prepared by YGC as overseeing organisation for the proposal to carry out Waterproofing and re-surfacing of Foryd Bridge on the A548 crossing the River Clwyd between Rhyl and Kinnel Bay, which borders the counties of Conwy and Denbighshire, Grid Reference 299470E 380630N. The works are proposed to address surfacing defects on the main span of the bridge, the work will address any repairs required to the concrete deck of the bridge which may become evident following removal of the existing asphalt surfacing, the proposed remedial work will help maintain the structural integrity of the bridge.

The scheme involves the removal of existing surfacing by means of cold milling, any damage to the concrete deck will be investigated and repaired by breaking out any loose concrete and repairing with appropriate concrete repair products. Expansion joints shall be replaced with new expansion joints. Existing road surface drainage gully covers will be removed and replaced with new ironwork. Once concrete repairs have cured sufficiently and expansion joints replaced, resurfacing work will commence with a spray-on waterproofing system applied to the bridge deck followed by a new asphalt binder course and surface course. An existing streetlamp suspended by cables will be removed and height restriction signs will be erected as part of the scheme.

Due to the structure spanning over the river Clwyd, the contractor will ensure strict adherence to this method statement and pollution prevention requirements. A copy of the IEA, and dialogue with statutory environmental bodies will be sent to contractors as part of the tender documents.

Prior to commencement, the contractor must prepare a Construction Environmental Management Plan (CEMP) detailing pollution prevention, ecology mitigation and Reasonable Avoidance Measures (RAMs) for approval by the client and YGC environmental officers. This must be always adhered to during the works. Any deviation from this will result in immediate suspension of the works.

2.0 Method of Construction

The work will be carried out on the bridge deck following a full closure and diversion of traffic, it is anticipated that 24hr working will be utilised to minimise the disruption to the traveling public. The outline sequence is as follows:

1. Establish and implement diversion route and appropriate signage.
2. Full Closure of bridge to traffic.
3. Break out ironwork and road studs.
4. Cold milling of carriageway surfacing over the main span of the Foryd Bridge to 20mm above concrete deck to avoid milling of concrete as to not reduce cover to the deck steel reinforcement.
5. Remaining 20mm to be removed by hand or excavator bucket, no jackhammering.
6. Removal of existing expansion joints at both ends of the bridge and central joint.
7. Identify areas of concrete repair, break out any damaged/cracked/loose material. Possible method would be by form of vacuum blasting to reduce dust pollution.

8. Apply suitable concrete repair, such as flowable cementous grout.
9. Install new gully cover ironworks.
10. Removal of one cable suspended streetlamp using a mobile extendable work platform (MEWP).
11. Erect height restriction signs on both approaches of bridge.
12. Install 3 new expansion joints.
13. Spray-applied waterproofing to concrete deck after sufficient curing time of any concrete repairs.
14. Lay surfacing after waterproofing layer has cured, approximate thickness of asphalt surfacing is 120mm (80mm Binder, 40mm wearing), to be confirmed.
15. Re-instate Road markings and road studs.
16. Install permanent diversion route signs to guide oversized vehicles due to new height restriction on bridge.
17. Re-open bridge to traffic.

3.0 Standard Practice

1. Dust suppression shall be implemented where possible to minimise air pollution.
2. Gully outlets to be covered to prevent debris entering the drainage system.
3. Any task lights required during overnight work shall be directed to the bridge deck only to minimise light pollution to the river Clwyd and surrounding banks.
4. All precautions are to be taken to prevent pollution of the watercourse. As work will be undertaken on the bridge deck, there is minimal risk of pollution of the watercourse. During all phases of work, good working practices in accordance with GPP5 and PPG6 will be applied which will minimise the risk of hazardous material entering the watercourse. Should pollution occur, work is to be stopped and working practices reviewed!
5. Appropriate encapsulation methods to be used where required, such as during concrete repair work, if there is any risk of materials dropping off the bridge deck.
6. All site compound areas and material storage areas will be sited at a suitable distance from the watercourse to prevent contamination.
7. Refuelling of plant will be at a designated area located a suitable distance away from the watercourse and bridge deck.
8. Any waste excavation material or building waste generated in the course of this work must be disposed of satisfactorily and in accordance with Section 34 of the Environment Protection Act 1990.

4.0 Emergency Procedures

The weather will be monitored constantly throughout the works and the following procedures put into place in times when high wind or heavy rain is forecast:

1. No cold milling works will be undertaken in periods of high winds to prevent dust contamination of the watercourse.
2. No concrete repairs or waterproofing tasks to be carried out during periods of heavy rain to prevent the risk of contaminating the watercourse.
3. No spray-applied waterproofing tasks to be undertaken during periods of high winds to prevent overspray and contamination of the watercourse.

5.0 Emergency Contacts

EA/NRW incident hotline: 0800 807060

HSE hotline: 0845 3009923

Tomos Lloyd (Project Manager, YGC) 01286 679277

Rhys Thomas (Senior Environment Officer, YGC): 01286 679802