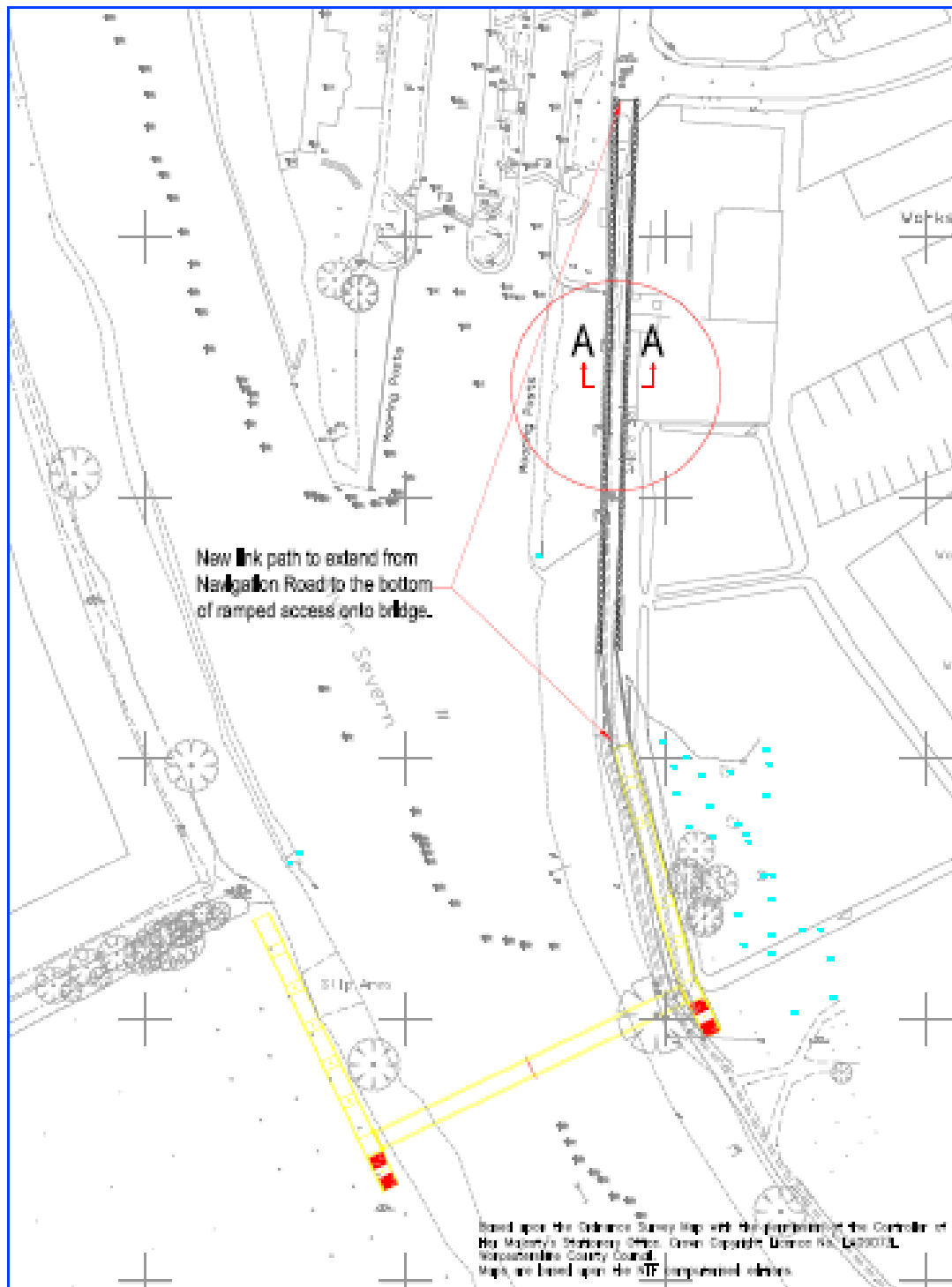


WORCESTER CONNECT2: DIGLIS WALK CYCLE BRIDGE SITE WORKS-March 2010

After the official start on site on 25 November 2009, December and January were spent constructing the working areas on both banks and the footpath link on the east bank between the bottom of the bridge ramp and the end of Navigation Road.



East bank footpath link

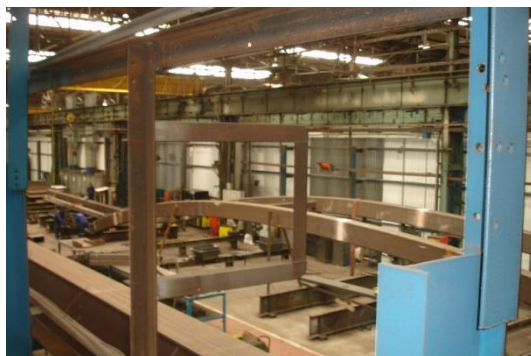
The footpath is 3.5m wide and will be lit. The surface tarmac and the lighting columns will not be installed until towards the end of the works to prevent damage.

An Archaeological borehole was sunk on 11 February to obtain a complete stratigraphic sequence to the top of the Mercia mudstone at around 9.0m deep. This sample will provide information on the ground make-up and possible previous River Severn channels, as the area dates back to Roman and prehistoric times. The sample will be firstly analysed by Worcestershire County Council's Historic Environment and Archaeological Service for pollen grains and then further Geoarchaeological analysis will be undertaken by the University of Winchester.



The Archaeological borehole being sunk on the east bank

Members of the Project Team visited the steel fabricators, Rowecord in Newport, South Wales in February, to discuss progress and to see the workshop where the deck and ramp sections will be fabricated and painted.



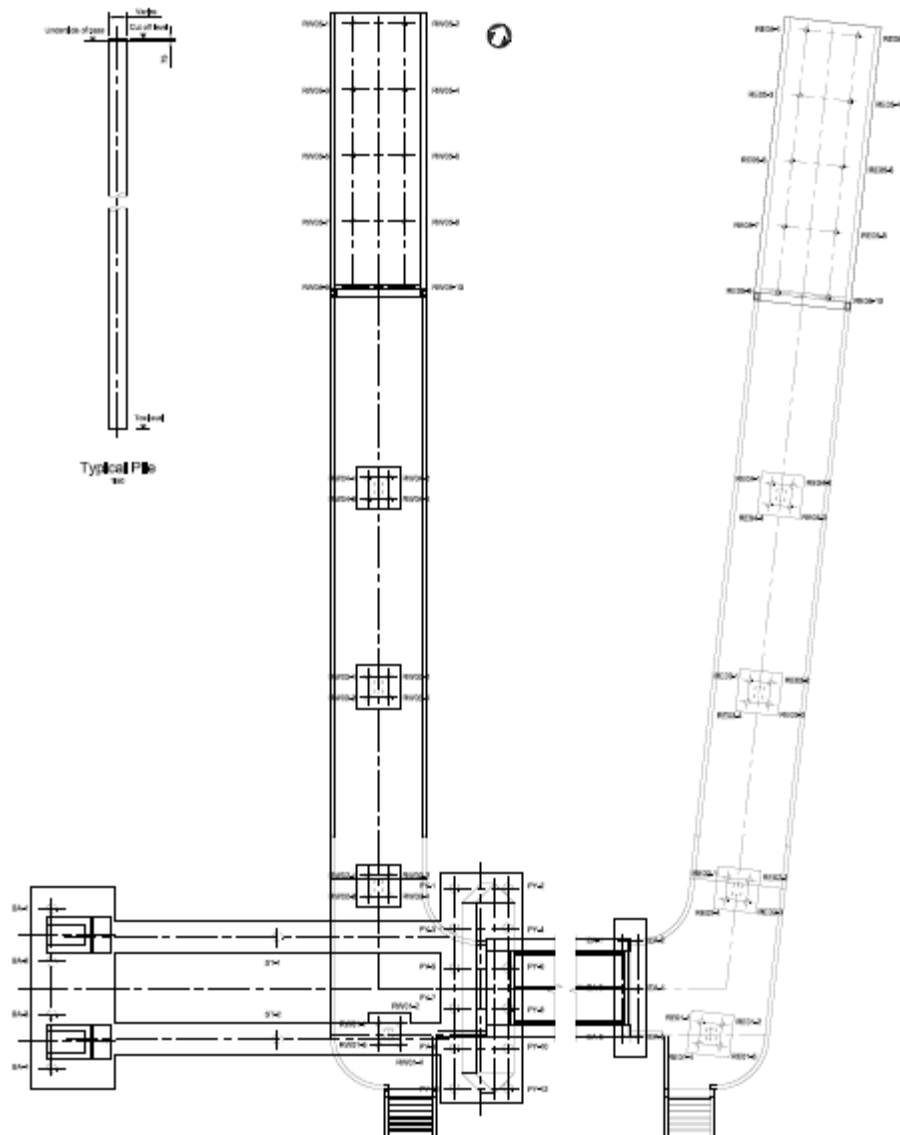
Steel beams in production



Finished painted steel columns

Piling works started on the east bank in February and will continue throughout March. The piles form the foundations which will support the Bridge ramps. The bored compression piles on the east bank are 400mm diameter and 13 and 14 metres deep. There are 26 piles to support the east ramp. The piles will also be sunk on the west bank for the ramp. These piles will also be 400mm diameter, but will be shorter, being 7 and 8m deep. Again there are 26 piles to support the west ramp.

Once the ramp piles are complete, the abutment piles will be sunk. The east abutment will comprise of 6 piles, but the west abutment will have 16 piles, as this abutment supports the 26m high pylon and the anchor block.



Pile and pile cap locations

Work will then start on the pile caps, which are reinforced concrete pads which tie the piles together in groups and will support the columns for the ramps and form the foundations for the two abutments and the anchor block.

The piles are formed by firstly driving a 400mm diameter steel tube or casing into the ground and then removing the soil with an auger, which screws into the ground. Once the ground is removed from the casing to the required depth, a steel reinforcement cage is inserted before concrete is poured to form the pile.



The piling rig at work



The piling rig moving between locations



Two piles with the steel cage reinforcement protruding, which will link into the pile cap foundations