

A585 Windy Harbour to Skippool Road Improvements Project Overview



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Brief Description

The scheme is a bypass of the existing A585 in the location of Singleton.

- 121000m² Surfacing
- 20000m drainage
- Removal of 4500m of existing drainage
- 250000m³ of general fill + 200000m³ of imported granular material
- New dual lane all-purpose carriageway bypass.
- Improvements to Skippool Junction to create a 4 way traffic signal-controlled crossroads
- New Poulton Junction connecting to A586 Garstang Road East
- Demolish and replace Skippool Bridge
- New bridge overbridge at Lodge Lane.
- New bridge at Grange Footbridge

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Programme and significant milestones

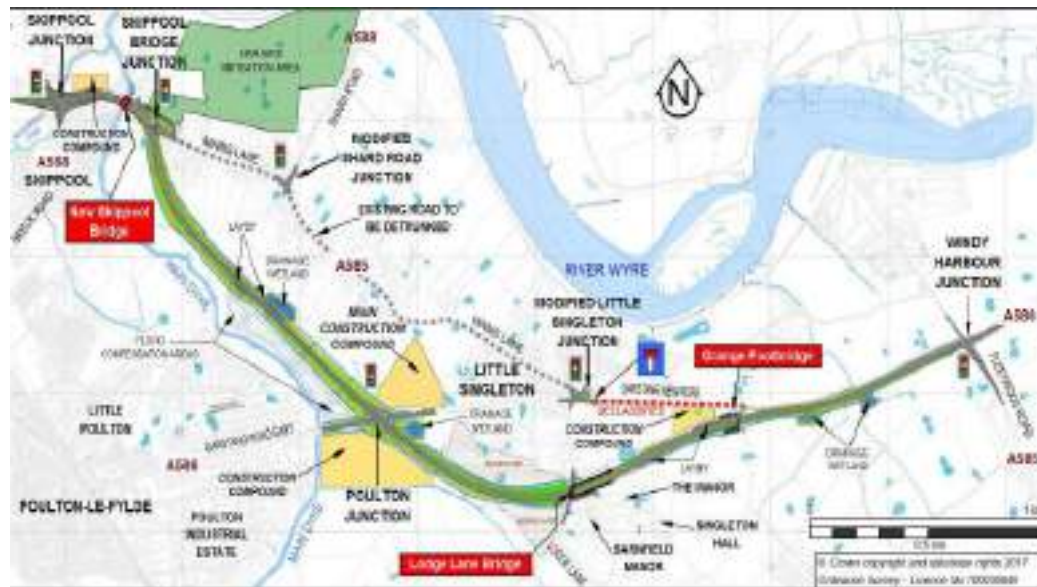
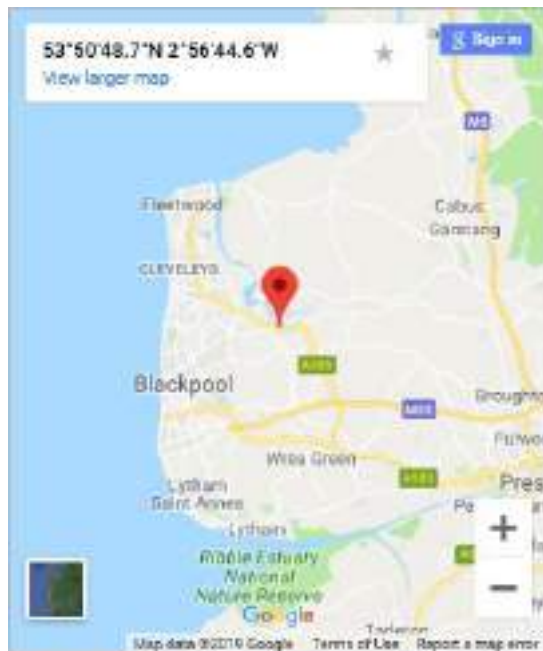
The scheme is a bypass of the existing A585 in the location of Singleton.

- Start on site date - 31/3/2020
- Open for traffic date - 6/5/2023
- Completion of De-trunking – 18/7/2023

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Location and Scheme Layout

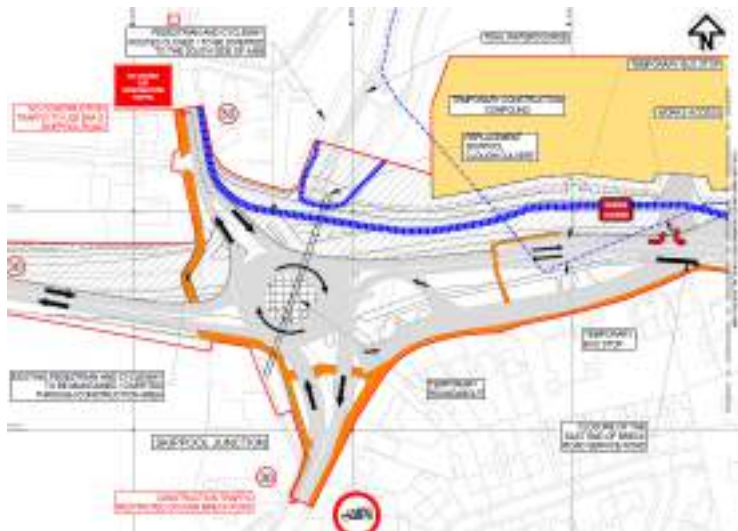


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Skippool Junction

- Conversion of existing roundabout into a signal controlled junction.
- The junction contains an existing culvert which is to be replaced. It is proposed that a new precast concrete culvert will be constructed to the east of the existing. This will be constructed in phases due to traffic management. Flows will then be diverted into the new culvert.



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Skippool Bridge

- Skippool Bridge is a masonry arch bridge originally constructed in the 1910's and widened in 1921.
- A new bridge will be built to allow the A585 to be made into a dual carriageway. The bridge will be constructed with 2 decks to allow for the level difference between eastbound and westbound carriageway. The working space around the bridge is limited and this will make construction difficult services contained within the existing bridge (including a 24" strategic trunk main) will be diverted into the newly constructed eastbound bridge deck.
- Construction phases linked to those of Skippool junction, and Skippool Bridge Junction
- Precast concrete retaining wall to be built to accommodate the level difference between the new road and old mains lane
- 20 month expected programme duration



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Skippool Bridge – Construction sequence

1. Establish work area and clear site
2. Divert highway drains
3. Install sheet pile retaining wall – conventional piling techniques required due to offset from bank.
4. Construct pile matt behind sheet piles
5. Pile for bridge abutments and wing walls
6. Construct abutment and wing walls
7. Construct bridge deck
8. Move services onto new deck
9. Demolish Structure
10. Repeat



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Skippool Bridge Junction to Poulton Junction

- 200000m³ of imported fill required
- Vertical band drains to be installed to aid settlement
- Excavation of temporary flood basins
- Install 4 culverts
- Protect, replace or sleeve watermain which crosses the mainline in two locations
- Import fill at a rate of 950m³ per day
- Embankment to be surcharged by 0.5m followed by a 8.5month settlement period

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Poulton Junction – Signalised junction intercepting existing A586 Garstang Road East



Key operations include:

- Dual carriageway construction
- Culvert and drainage works
- Attenuation pond construction
- Carriageway widening
- Lighting
- Surfacing and line marking
- Central reservation works
- Traffic signs and signals
- Traffic management

SU Diversions include:

- 342 metres of Cadent Gas
- 342 metres of Electricity North West
- 253 metres of United Utilities
- 250 metres of BT

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Poulton Junction

Upon a site visit on 6th February the ground around the proposed junction looked very wet and saturated. There is also pockets of peat located at the east and west ends of the junction. Part of the junction is also located within Flood Zone 3. See below



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- A max. 7.4m secant piled wall will form the integral abutments at each end of the deck with fair faced cladding.
- A concrete capping beam will be cast onto the piles which in turn will provide support to the U7 beams and provide space for in-situ diaphragm to be cast.
- The piles will be 1400mm in diameter
- The 1400mm diameter pile walls will continue each side of the abutments, at the back of the verges, to retain the cutting
- Top-down construction will be developed for the central pier location which will be formed of a contiguous piled wall

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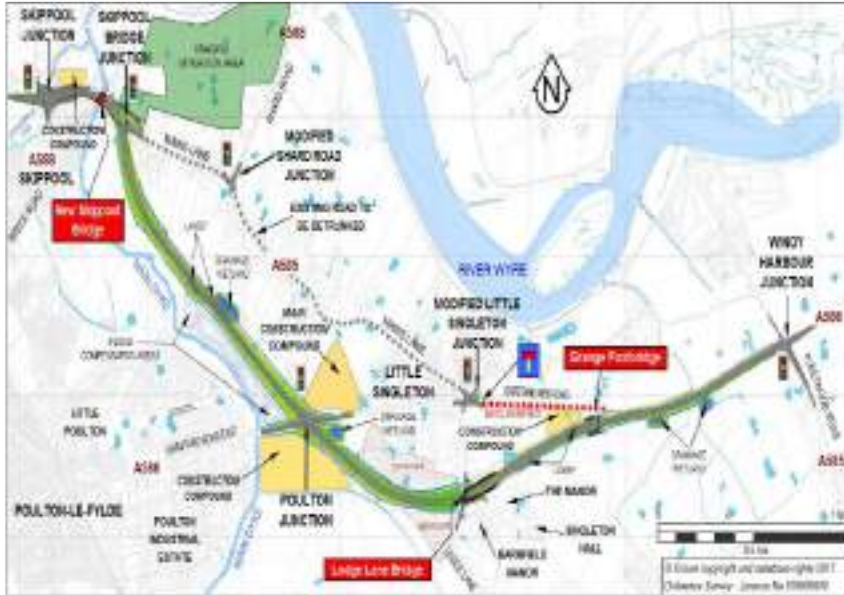
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Grange Footbridge

- An existing footpath crosses the scheme at close to the Windy Harbour Junction.
- The footpath is to be maintained and it is therefore proposed that a footbridge will be constructed to carry pedestrians over the road.
- The foot bridge is located close to a disused Ethelene pipeline which is not presently in use but is charge with nitrogen. The Ethelene pipeline will need to be protected whilst construction work is taking place.
- Bridge will have a bow warren truss main span of 36m
- The bridge will be supported on concrete pad foundations
- Access will be provided by ramps and stairs on each side of the carriageway

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De-trunking – Alterations to the existing road network on completion of the by-pass



- Current scope includes:
- De-trunking the A585 between Skippool Bridge Junction and the end of Garstang New Road east of Little Singleton.
- Providing a combined footway/cycleway along Mains Lane between Shard Road junction and Little Singleton.
- Altering Garstang New Road east of Little Singleton to allow restricted access to farmers fields.
- Providing a shared footway/cycleway route between Windy Harbour Junction and Little Singleton.
- Applying a reduced speed limit of 30MPH along Garstang Road East between the proposed Poulton Junction and Little Singleton.
- Upgrading the lighting along Mains Lane and Garstang Road East.