

DOGPOOL LANE BRIDGE RECONSTRUCTION PROJECT 2012 - 2013

Feature and photographs by John Clayton © 2013

The old Dogpool Lane Bridge across the River Rea, which had stood for over a century (opened 1907) was replaced by the new bridge in this major civil engineering project during 2012 and 2013. The main phase of the project began on Wednesday 20th June 2012 with the setting up of a construction compound on the open land to the east of the bridge in Moor Green Lane. Over the following four months a temporary bridge was put in place to maintain the route across the river for pedestrians, wheelchair users and cyclists. The five utility services carried beneath the surface of the bridge were also diverted via the temporary bridge. These consist of Severn Trent's water main, National Grid's gas mains, Western Power's high voltage electricity mains and lower voltage local cables, BT's telecoms lines and Virgin Media's fibre optic cables.

With road traffic and the No 76 bus route diversions in place, on Monday 22nd October 2012 the old bridge was closed to all traffic to allow demolition. The old bridge was not compliant with modern safety standards, had a weight restriction as a result of this and was also supported by additional temporary piers which caused obstruction to river flow, adding to the flooding problems of the area. Once demolition was completed the new bridge was constructed using reinforced concrete throughout to give it strength and brickwork cladding to soften its appearance. It is a single span structure with a wider aperture allowing more efficient river flow. In the latter stages of the construction period all of the services were re-routed back through the new bridge.

The new bridge opened to road traffic at 5pm on Monday 20th June, exactly 30 weeks since the closure and precisely on schedule, despite severe winter weather holding up work at times. The project was managed by Amey plc as the first major project of the 25-year Amey Birmingham Highways partnership (PFI scheme) and the construction work was carried out by their principal contractor, R.C. Williams Ltd and a variety of specialist sub-contractors.

1. An old local landmark makes way for a new one

Published Monday 13th June 2011



On Monday 13th June 2011 a major local landmark, the large tree which stood at the corner of Cecil Road and Dogpool Lane, was felled by contractors. The work was carried out in preparation for the rebuilding of Dogpool Lane Bridge and was necessary because the root system of the tree will have to be removed when excavations are carried out to allow the construction of the new bridge foundations on the western bank of the River Rea. The bridge needs replacing because it is structurally unsound and supported by temporary steel jacks on concrete bases underneath its arch. These impede river flow when the river level is high and were one of the major contributors to the serious flooding of property in September 2008. The building of the new bridge will meet modern road bridge safety standards. Many local residents are sad that it has been necessary to fell the tree which has stood for at least 100 years, but equally there is widespread acceptance that the new bridge is essential and could not be constructed without the removal of the tree. The work was carried out by the Acorn Environmental Management Group

and commission by Amey plc as part of the Birmingham City Council and Amey Highways Private Finance Initiative Agreement.

2. The first phase of preparatory work

Published Wednesday 1st February 2012

Preparatory work for the project began on Tuesday 31st January with the start of the diversion of the public utilities which run below the road surface of the bridge.



ABOVE IMAGE: Dogpool Lane at the junction with Cecil Road. Half the road closed and 3-way temporary traffic lights in operation as National Grid engineers begin diverting the gas main which runs beneath the road surface. The gas main along with other utilities will later be routed beneath the temporary pedestrian and cycle bridge which will be constructed just to the south of the existing road bridge.

3. The project commences on-site

Published Saturday 23rd June 2012



Work commenced on-site on Wednesday 20th June with the establishment of the construction compound on the open land between Dogpool Bridge and Dad's Lane Fish and Chip Shop. (This land will be fully restored to its current condition after the project is completed next year). The compound will be completed with all necessary equipment moved onsite ready to start the enabling work at the beginning of the first week in July. **The enabling work** will involve constructing the temporary footbridge and the diversion of services (gas, water, electricity and telecoms) and will take an estimated 19 weeks to complete. Demolition of the existing bridge will then commence. A letter has been distributed by Amey Birmingham Highways in partnership with Birmingham City Council to residents living close to the bridge giving full details. To read this please **CLICK [HERE](#)**.



Photo above: Construction compound fencing in place and heavy construction machinery arriving on Thursday 21st June.

4. The temporary footbridge is put in place

Published Friday 27th July 2012

Dogpool Lane was completely closed to road traffic this morning to allow a heavy lifting crane to lower a temporary footbridge onto the concrete end piers which have been constructed just to the south of the existing road bridge. This footbridge will provide pedestrian, wheelchair and cycle access across the River Rea between Dogpool Lane and Moor Green Lane while the road is closed for six months from November to allow the demolition and rebuilding of the road bridge. The temporary bridge will also carry the utilities (gas, electricity, water and telecoms) beneath its deck. The next phase of the work will involve the progressive diversion of these utilities and will mean one-way traffic with three-way traffic light controls at certain times.



Above: Road closed and crane lowering bridge into place.



Above: The steel frame of the temporary bridge in place alongside the road bridge.



Above: The steel frame and concrete end piers of the temporary bridge viewed from just upstream.

5. Utility services diverted via the temporary footbridge

Published Friday 28th September 2012



BT and Virgin Media cables, National Grid gas main, and Western Power electricity lines (including 33KV and 11Kv main supply lines) are now in place and live. On the right of the **photo above** the large blue pipe is the Severn Trent water main which has been completed across the bridge and during the next two weeks will be connected via trenches to the existing piping beneath the road surfaces. Once this is completed the services will all have been diverted ready for the existing road bridge to be closed and demolished. For reasons of access the road cannot be closed until after the Great Birmingham Run has taken place on Sunday 22nd October and so closure is anticipated from Monday 23rd October with the temporary footbridge then open for pedestrians, wheelchair users and cyclists.



The mages above and below show the diverted services running east from the temporary bridge, through the construction compound, towards Moor Green Lane.



5. Approaching closure of the old bridge

Published Friday 19th Octoberber 2012



Above: Complete road closure is from Monday 22nd October for 30 weeks. Advisory traffic signs have been erected over a wide area. The two closest alternative crossing points of the River Rea are via Cartland Road to the south and via Edgbaston Road to the north. The No 76 bus service will run via Pineapple Road, Cartland Road and lower Warwards Lane.



Above: Site Manager Mark Butler views the temporary foot and cycleway and bridge on Friday 19th October, ready to come into use on Monday 22nd October. The route will be well lit. The temporary bridge is just that - temporary - and it will be removed once the new bridge is opened with the utility services running beneath its surface.



Above: The existing road bridge viewed from the temporary bridge before its closure and the start of demolition on Monday 22nd October. Demolition is scheduled to be completed by late November.



Above: Friday 19th October and just two more days of traffic remaining for the existing road bridge. Do YOU know in which year the bridge was opened? If you do then please let us know by email to sps.webeditor@yahoo.co.uk

6. Road closed and demolition underway

Published Saturday 27th October

DOGPOOL LANE BRIDGE IS COMPLETELY CLOSED TO ROAD TRAFFIC FROM MONDAY 22nd OCTOBER FOR A PERIOD OF 30 WEEKS. During the closure period the existing bridge will be demolished and a new one constructed. Traffic and bus diversions are signposted. Pedestrians, wheelchair users and cyclists are still be able to cross the river via the new temporary bridge. The footpath diversions is lit at night.



By the end of the first week of closure the roadway and pavement have been completely removed from the old bridge, uncovering the bridge deck beneath.



7. Demolition phase nearing completion

Published Saturday 10th November

The scene on Friday 9th November as the final remains of the old bridge are removed and broken up by the mechanical diggers:



Above: The River Rea viewed from the temporary bridge, the deck of the old bridge now completely demolished and no road link between Dogpool Lane (left) and Moor Green Lane (right).



Above: Looking across the River Rea where the old bridge used to span it from Moor Green Lane (this side) to Dogpool Lane (far side).

8. Demolition phase completed on schedule

Published Saturday 17th November

LATEST PHOTO TAKEN ON FRIDAY 17th NOVEMBER with the old bridge completely gone and the rubble created by the demolition process completely removed ready for the first phase of the reconstruction process to start next week.



Above: At the transition point between demolition and reconstruction the latest view looking across the River Rea where the old bridge used to span it from Moor Green Lane (this side) to Dogpool Lane (far side).

9. Sheet piling in progress

Published Friday 23rd November

PREPARATION FOR CONSTRUCTING THE NEW BRIDGE

BEGINS: Sheet piling has been taking place this week on the western bank in preparation for constructing the new bridge pier at the Dogpool Lane end of the bridge. This has mainly been carried out using a vibration piling hammer which minimises noise. However on Friday towards the end of the work on the western bank a more noisy pile driving air hammer had to be used. The same sequence will be repeated on the eastern bank next week.



Above: Sheet piling being carried out using a vibration hammer on Thursday 22nd November.

10. Sheet piling completed

Published Friday 30th November

ANOTHER STAGE COMPLETE AND ONTO THE NEXT ONE: The sheet piling is now all in place either side of the river channel. This means having a dry area to work behind the sheet piles. The next stage now is to break out the concrete of the old bridge abutments and to remove this so that work can start on construction the abutments for the new bridge.



Above: The view from the Moor Green Lane side of the River Rea across to the Dogpool Lane side on Friday 30th November with the sheet piling in place either side of the river channel.

11. Abutment removal nearing completion

Published Friday 7th December

Demolition and removal of the concrete abutments of the old bridge is now almost complete. Next week work will begin on starting to construct the abutments of the new bridge. For more details please see this week's edition of the Site Manager's Dogpool Bridge Blog below.



Above: The view from the Moor Green Lane side of the River Rea across to the Dogpool Lane side on Friday 7th December with most of the old concrete abutments removed from the areas behind the sheet piling.

12. Construction begins!

Published Friday 14th December

SINKING THE PILES FOR THE NEW BRIDGE: The first main stage of constructing the new bridge involves sinking concrete piles deep into the banks of either side of the river. These piles will support the new bridge. The sets of cylindrical piles, 15 on each side of the river, are each 450mm (1ft 6ins) in diameter and are sunk to a depth of 13.5 metres (44 feet) below ground level. The work is carried out using the diesel hydraulic piling rig pictured below. Work is proceeding on the western (Dogpool Lane) bank first and when completed the rig will be moved to the eastern (Moor Green Lane) bank to repeat the work there. However the very cold weather of recent days unfortunately has hindered progress, as Mark Butler explains in his blog below.



Above: The view from the Moor Green Lane side of the River Rea across to the Dogpool Lane side on Friday 14th December showing, centre of picture, the Soilmec T108 diesel hydraulic piling rig in position on the western bank of the river.

13. A big half-stage completed... but it's all beneath the surface!

Published Friday 21st December

PILING COMPLETED ON DOGPOOL LANE SIDE OF RIVER AND THE PILING RIG HAS MOVED TO THE CONSTRUCTION COMPOUND ON THE MOOR GREEN LANE SIDE: The first main stage of constructing the new bridge involves sinking concrete piles deep into the banks of either side of the river. These piles will support the new bridge. The sets of cylindrical piles, 15 on each side of the river, are each 450mm (1ft 6ins) in diameter and are sunk to a depth of 13.5 metres (44 feet) below ground level. The work is carried out using the diesel hydraulic piling rig pictured below. Construction work is now suspended for the Christmas and New Year holiday and work on piling on the eastern side will commence in the New Year. Please see Site Manager Mark Butler's weekly blog below. Security staff will be on site 24/7 throughout the holiday period.



14. Piling work resumed after the Christmas and New Year holiday.

Published Monday 7th January

WORK NOW RESUMED FOLLOWING THE CHRISTMAS AND NEW YEAR HOLIDAY: Work resumed during the second half of last week on the first main stage of constructing the new bridge. This involves sinking concrete piles deep into the banks of either side of the river. These piles will support the new bridge. The sets of cylindrical piles, 15 on each side of the river, are each 450mm (1ft 6ins) in diameter and are sunk to a depth of 13.5 metres (44 feet) below ground level.



Image above: Piling work continuing on the Moor Green Lane bank of the river on Monday 7th January.

15. Piling work fully completed.

Published Friday 11th January

PILING WORK NOW COMPLETED: The first main phase of constructing the new bridge was completed this week with all of the support piles now in place on both banks. Work is now underway on breaking down the tops of the piles to the correct level to support the bridge abutments.



Image above: Completing the work on leveling off the tops of the piles on the western (Dogpool Lane) bank of the river.

16. Preparatory work started for western abutment.

Published Friday 18th January

Work started this week on preparing for the casting of the reinforced concrete bridge abutment on top of the sunken piles on the Dogpool Lane bank. The casting will be carried out during the next week although only if daytime temperatures are above freezing in order to ensure the concrete sets safely. However the project is currently running well ahead of schedule and it is hoped that there will not be any substantial delay.



Image above: Preparatory work for concrete casting on the western (Dogpool Lane) bank of the river.

17. Abutments work progressing despite the frost and snow.

Published Friday 25th January

This week the work schedule was adjusted to keep work progressing despite the adverse weather conditions. It was not possible to cast the concrete for the western abutment this week as planned because of the low temperatures. However the photograph below shows that the reinforcing steel and the wooden casting shutters are ready in place on the western bank for to receive the concrete. Next week work will continue on similar preparations for the eastern abutment and the concrete will be cast for both abutments on the same day (Friday) instead of doing it in two stages. In this way the project schedule will be maintained.



Image above: Steel and shutters in place on the west bank of the river (foreground) and similar work progressing on the other side of the river

18. Concrete casting in progress.

Published Friday 1st February

A significant landmark in the process of constructing the new Dogpool Lane Bridge: On Friday 1st February 20 cubic metres of concrete were being cast on each side of the river to form the bases of the two abutments of the new bridge.



Image above: View from the east across the river of the concrete pumping machinery and workers on the Dogpool Lane side of the river casting the base of the western abutment.

19. Abutments work continues

Published Friday 8th February

WORK ON THE BRIDGE ABUTMENTS CONTINUES: The concrete of the abutment bases which was cast a week ago has now set firmly and work is now progressing on forming concrete plinths on the tops of the abutment bases for the main bridge beams to rest on. This is described in further detail in the site manager's weekly blog lower down this page - please see Blog No 25. We can also confirm that the project is on schedule with the bridge beams due to be brought in and lowered into place later this month as originally planned.



Image above: Work taking place on forming the concrete plinths on the top of the western abutment, as described.

20. Work progressing on the wing walls

Published Friday 15th February

WORK IS WELL UNDERWAY ON THE WING WALLS: The formwork of the bridge wing walls is taking shape with the steel reinforcements in place for all four and the wooden shuttering in place for two so far. The shuttering for the other two will be completed next week and the concrete for all four poured and cast. This is ahead of the major stage scheduled for Monday 25th February when the pre-cast concrete bridge beams will be brought in on the Dogpool Lane side by low loaders and lifted into place using a large crane. This operation will necessitate the closure of the junction of Cecil Road and Dogpool Lane for the day. Access will be maintained to all properties and residents will be receiving an information letter about the operation next week.



Image above: Wing wall formwork on the eastern (Moor Green Lane) side. In the foreground part of the wooden shuttering into which the concrete will be poured and cast to form the southern wing wall. On the other side of the 'road' the reinforcing steel of the northern wing wall can be seen.

21. Landmark stage as the new bridge takes shape

Published Tuesday 26th February

On Monday 25th February 2013 the most significant phase of rebuilding took place with the placing of the bridge beams and parapets across the River Rea.

15 reinforced concrete bridge deck beams and 2 integral reinforced parapet beams were brought to Dogpool Lane by 7 large low loader road lorries from the industrial plant north of Nottingham where they have been manufactured. The lorries had to park up at various locations along the route in order to wait their turn to arrive in Dogpool Lane, where again they were parked until their part of the load was required.

A very large road crane was set up at the junction of Cecil Road and Dogpool Lane to lift the concrete beams, one by one from each lorry, and to lower them and carefully position them across the river. Each deck support beam weighs 9 tonnes and each of the integral parapet beams weighs 42 tonnes.

Transport problems meant that unfortunately the road crane arrived a

number of hours later than planned at around 9.45am. The crane then had to be rigged ready to lift the heavy beams which took a number of hours. The first beam was placed across the river at 3.30pm.

As more low loaders arrived, the remaining 14 deck beams were lifted and lowered into place. Day turned into night and work continued under floodlights. The final deck beam was in place at 6.50pm. Further rigging of the crane was then needed to lift and lower the massive parapet beams and both of these were in place by 8.05pm.

In order to avoid disturbance by noise and light late into the night the de-rigging of the crane was delayed until Tuesday which meant a delay to the reopening of Cecil Road - Dogpool Lane junction, although access to all frontages remained open throughout as did the pedestrian, wheelchair and cycle route across the footbridge.



Image above: Tuesday 26th February - the reinforced concrete beams and parapets in place forming the basic framework of the new bridge.

22. Preparation for re-routing services starts

Published Friday 1st March

The main work this week has been preparation for the re-routing of the utility services across the new bridge. By Friday the Severn Trent water mains were in place on the southern side of the bridge and connected, although valves closed at this stage with the water still flowing

via the diversion across the footbridge. Meanwhile on the northern side of the new bridge the National Grid main gas pipes are in places and will be connected up next week. Some preparatory work has also been taking place this week for the construction of the bridge deck, which again will continue next week. Please read the Site Manager's Blog below for further details.



Image above: Thursday 7th March - Severn Trent water mains being installed across the new bridge.

23. Formwork for the bridge deck

Published Friday 15th March

This week the reinforcement and shuttering for the bridge deck has been ongoing in readiness for pouring the concrete which will form the deck next week. Wooden shuttering acts as the mould for the liquid concrete which will be pumped in the sound the steel reinforcement rods and then harden to form the deck of the bridge. On top this deck the road carriageway and pedestrian footways will later be constructed.



Image above: Friday 15th March - In the right foreround workers are putting part of the shuttering in place which is referred to above. The holes are for the utility services pipes and conduits to pass through. Behind these workers is the steel reinforcement which stretches right across the bridge.

24. The bridge deck is cast

Published Thursday 22nd March



Image above: Wednesday 20th March - The scene is dominated by the 30 metre long pipe boom which delivers the pumped concrete mix into place. Works on the left can be seen smoothing the surface of the fresh. On the right the steel reinforcement rods yet to be encased.

Another major milestone in the contract was achieved on Wednesday when the reinforced concrete bridge deck was constructed. The 185mm slab was heavily reinforced with 12mm and 16mm diameter high tensile steel bars and approximately 60 cubic metres (120 tonnes) of high strength concrete was placed using a lorry mounted concrete pump which had a 30m long boom to reach the far side of the bridge. I thank everyone for their patience while we manoeuvred the pump and the concrete trucks along Dogpool Lane.

The concrete now has to cure before we apply a waterproof membrane next week, the application of the membrane is weather dependant and we are hoping for a couple of dry days for us to be able to achieve this.

The new water mains across the bridge have been pressure tested and will have their final connection by the end of the week. Works on re-diverting the gas mains has also commenced and I apologise for any inconvenience to properties adjacent to the trench excavations on Dogpool Lane.

Finally, unfortunately we will be closing the access onto Cecil Rd from Dogpool Lane on Monday 25th March until the end of the contract to facilitate the re-diversion of the other utilities and completion of the roadworks, there will still be pedestrian and cyclist access at all times but vehicles will need to access from Hobson Road, we have delayed the closure for as long as possible but feel that for the health and safety of road users and pedestrians the closure had to be implemented. Thank you for your patience. Mark.

(This is the 31st entry of the blog of Mark Butler, Amey site manager for the Dogpool Lane bridge replacement scheme. The complete sequence of the blog can be seen lower down this page).

26. Progress on the bridge deck and services

Published Thursday 29th March

Progress was maintained this week despite adverse weather conditions. The cold weather continued over the week end and this week, which could have easily prevented the application of the waterproof membrane to the concrete deck. After the snow at the end of last week, we spent Sunday clearing the bridge deck and drying it off ready for the membrane. Unfortunately the snow kept on falling on Sunday and the primer could not be applied, but the efforts were not in vain because it did allow the deck to dry off over Sunday evening and Monday morning. The cold weather did slow down the curing of the primer and work started on applying the waterproof coating on Wednesday in between the light snow flurries.

The utility re-diversions are continuing with the water main, which is now live over the bridge and the gas main which will hopefully be completed next week.

A scaffold access has been erected across the river to facilitate the brickwork to the external parapet walls.

(This is from the 32nd entry of the blog of Mark Butler, Amey site manager for the Dogpool Lane bridge replacement scheme.



Image above: Friday 29th March - The bridge deck with waterproof coating and primer. On the right the large diameter yellow pipes are the new gas mains running through the bridge.

27. Re-diverting utility services well under way

Published Friday 12th April

This week has been particularly busy for us with the utility re-diversion work now well and truly underway.

Firstly, National Grid successfully completed the re-diversion of the gas main on Monday 8th April. As for the other utility works, Western Power are now on site and have excavated the footway's to expose their electric cable connections. They are currently in the process of laying new ducting from the bridge to their connection points and today have carried out the first of the low voltage connections. The high voltage connections will be carried out over a series of shutdowns throughout next week. Likewise, BT are also currently on site and are exposing their cabling within the footways. You may also have noticed Virgin Media doing their cabling works at various locations throughout Dogpool Lane and Fashoda Road.

Elsewhere, the bricklayers have been making good progress with the cladding of the concrete bridge parapets. Cladding to the south parapet is complete (excluding the wing walls) and they are now working on the north parapet. Despite a bit of rain this morning, overall we have had dry

weather this week which has definitely helped.

(This is from the 34th entry of the blog of Mark Butler, Amey site manager for the Dogpool Lane bridge replacement scheme. Mark is writing regular weekly blog entries on progress of the work on site so that anyone who lives near the site, or uses Dogpool Lane can keep up to date, understand the work that is going on and know what to expect next.)



Image above: Tuesday 9th April - Cable ducts (right and far left) in place across the deck of the new bridge.

28. Re-diverting services progressing further

Published Friday 19th April

This week again the works mainly involve the re-diversion of the utility companies' apparatus.

It has been a complex task managing Western Power, BT, Virgin Media and National Grid all on site at the same time, hence the number of open holes on Dogpool Lane exposing various cables and pipes. At the moment though all of their works are on track to complete next week including a remaining visit from Severn Trent Water.

The other activities on site have been working on the brickwork cladding to the parapets and wing walls which is progressing nicely and we have also been preparing for the installation of the new kerb lines and footways which will progress further next week.

Just a final note, the permanent puddle at the junction of Fashoda Road and Dogpool Lane at the road crossing seems to be due to seepage from some sort of water main leak un-related to the works on site. Severn Trent Water have been informed of this and we will continue to track their progress in dealing with this matter.

(This is from the 35th entry of the blog of Mark Butler, Amey site manager for the Dogpool Lane bridge replacement scheme. Mark is writing regular weekly blog entries on progress of the work on site so that anyone who lives near the site, or uses Dogpool Lane can keep up to date, understand the work that is going on and know what to expect next.)



Image above: Friday 19th April - Brickwork cladding on the side walls nearly complete, ducting on the right carrying BT and Virgin Media telecoms. The electricity, gas and water mains are running through ducts beneath the re-inforced concrete of the bridge deck.

Image below: Friday 19th April - Western Power Distribution staff working on connecting up the electricity cabling at the western end of the bridge.



29. Highway improvements works underway

Published Friday 26th April

The outline of the new road layout is starting to appear as we have been laying new kerbs as part of the highway improvement works. Also, the bricklayers have now nearly completed cladding both parapets, and will soon turn their attention to installing the concrete copings.

Meanwhile Western Power have now completed the electric cable re-division across the new bridge after carrying out their final Low Voltage connection on Monday. Another utility company to complete work this week was Virgin Media as they returned on Thursday to finish off their cabling works.

With regards to the other utility companies, BT have been working nights this week pulling through fibre optic cables over the new bridge. They will be returning Monday night to pull through copper cables too, which will also signal the completion of the BT re-division works. For the water diversion, Severn Trent will also be returning on Monday to shut down the water pipe over the footbridge. Then, once they have capped off the temporary pipe at each end, it will enable us to remove the footbridge

and re-divert the pedestrians and cyclists over the new bridge when it opens. Best wishes, Mark.

Finally, we realise Severn Trent have still not fixed the leak at the Dogpool Lane / Fashoda junction. However we are on the case and will chase them throughout next week.

(This is from the 35th entry of the blog of Mark Butler, Amey site manager for the Dogpool Lane bridge replacement scheme. Mark is writing regular weekly blog entries on progress of the work on site so that anyone who lives near the site, or uses Dogpool Lane can keep up to date, understand the work that is going on and know what to expect next.)



Image above: Friday 26th April: The new bridge and the emerging highway layout viewed from the corner of Cecil Road towards Moor Green Lane.

30. Work on parapets, footways and highway progressing

Published Friday 3rd May

This report comes from Amey's Assistant Site Manager, Jonathan Hendry:

This week we have been making steady progress with the highway improvement works. We have completed laying slabs and kerbs to the north footway and have also laid the first layer of tarmac as part of its full re-construction. The copings to the new bridge were delivered to site on Thursday 2nd May. By close of play on Friday, we had nearly completed installing copings to the south parapet. Therefore we are expecting to complete installing all of the copings by early next week.

Regarding the utility companies, we have also seen the completion of Severn Trent's water main re-diversion. BT pulled through their final copper cable on Friday, and are expected to complete their re-diversion works next Tuesday. This means we will soon be in a position to re-divert the pedestrians and cyclists over the new look bridge.

Elsewhere, Severn Trent visited the water leak at the Dogpool Lane / Fashoda junction on Thursday, and we hope to be able to provide an update as to when they will carry out a repair shortly.



Image above: Friday 3rd May: The north footway and cycle path clearly taking shape and nearly ready for use.

Image below: Friday 3rd May: Placing the coping blocks on the south parapet



31. Northern footway and cycleway of new bridge opened

Tuesday 14th May

THE NORTHERN FOOTWAY AND CYCLEWAY OF THE NEW BRIDGE WAS OPENED ON TUESDAY 14th MAY FOR PEDESTRIANS, WHEELCHAIRS AND CYCLISTS. This was to allow work to be carried out at the south west corner of the bridge by the gate to Leakes factory necessitating the closure of the footbridge. Work remaining to be carried out includes the surfacing of the bridge carriageway, jointing, white-lining, signage, street lighting, the installation of the toucan crossing and the reinstatement of the wall and gate at the corner of Leakes factory. As far as is possible allowing for the need for safe working, the northern footway of the new bridge will remain open. **It is anticipated that if all goes to plan the new bridge will be fully open to traffic at the start of next week, exactly 30 weeks from the closure date on Monday 22nd October, as promised.** This is despite losing working time during the worst of the winter weather. At the Open Meeting of the Neighbourhood Forum thanks

and praise were expressed of the bridge project staff for their work in bringing in the Dogpool project on time and with great consideration for the residents and cooperation with the Forum. This appreciation has been communicated to Amey Highways management by Cllr Bridgid Jones who was present at the meeting.



Image above: Tuesday 14th May: Pedestrians, wheelchair users and cyclists get their first opportunity to use the new bridge.

32. Friday 17th May - Project nearing completion!

This report comes from Amey Birmingham Highway's Assistant Site Manager, Jonathan Hendry:

This week we have seen possibly the biggest physical transformation of the bridge so far, as we now approach the completion of the project. On Tuesday, the surfacing of both footways was completed and on Wednesday asphalt was laid over the new bridge to tie in with the existing carriageway structure. This means that Dogpool Lane and Moor Green Lane have been re-connected. The installation of the expansion joints was completed this afternoon, and we also have electricians on site installing the new Toucan crossing. The new road marking is due to be carried out this weekend. **All of this means we are**

on track to open the road to traffic once again on Monday, as originally programmed.

Elsewhere, we have begun turning our attention to the removal of the footbridge and site compound. On Wednesday afternoon, pedestrians/cyclists were diverted over the new bridge as we began stripping the footbridge down in preparation for it to be lifted out by a crane next week. Once the footbridge has been removed, its foundations will be excavated out and we can begin re-instating the land that we have been occupying since June 2012. We are also removing the wooden hoarding around the site compound in anticipation of our departure. Also, bricklayers are currently re-instating BH Leake's wall, and are due to complete this task over the weekend.

Finally, I was made aware on Monday by a local resident that the driveway leading to garages behind Dad's Lane Fish Bar was deteriorating and in need of repair. We were glad to assist, many of the large potholes were filled by our operatives using spare asphalt we had left over from the carriageway surfacing. We hope that this has improved the residents' access to their garages.



Image above: Friday 17th May: Final stages of the project taking shape ahead of reopening.

33. Dogpool Lane Bridge Re-opened

Updated Friday 24th May

DOGPOOL LANE BRIDGE RE-OPENED TO ROAD TRAFFIC AT 5.00PM ON MONDAY 20TH MAY. This was exactly 30 weeks to the day since the old bridge was closed for demolition. Road traffic immediately started crossing the new bridge, albeit in relatively small numbers compared with what will follow in the coming days. The Number 76 bus route was restored immediately to its normal course via Dad's Lane, Moor Green Lane, Dogpool Lane and St Stephen's Road.

Since the re-opening various further work has been carried out: The inner and the outer walls of the bridge have been treated with anti-graffiti coating. A road lighting column has been re-sited and the Toucan crossings lights have been switched on. The concrete abutments of the temporary bridge have been removed. Clearing of the construction compound has continued.

There is still further work to carry out in the next few weeks: The audible warning ('beeper') on the Toucan crossing was not working at time of writing on Friday afternoon and this fault will be rectified. A number of the coping blocks were found to be chipped when they were being put into place and these will be replaced with new ones. The 'ahead only' road markings will be painted onto the westbound lane. The cycle path to the south of the bridge will be restored and re-opened. The construction compound will be removed and the parkland on the southern side of Moor Green Lane will be reinstated. Further afield road markings, including 'no parking' yellow lines will be removed and original junction layouts restored. It has been the plan all along to open the new bridge as soon as possible, which has been done, and then carry out these minor completion works afterwards.



Image above: Latest picture of the new bridge taken on the afternoon of Friday 24th May.



Image above: This car effectively opened the new bridge at 5.00PM on Monday 20th May as the first vehicle across!



Image above: National Express Travel West Midlands were not slow to restore the Number 76 bus service - this was the first bus across the new bridge at 5.17pm!



Image above: The temporary footbridge, which had carried pedestrians, wheelchair users and cyclists plus five main utility services across the River Rea during the demolition and rebuilding of the main bridge, was lifted out by crane earlier on Monday.

During 2012 and 2013 the Dogpool Lane Bridge over the River Rea was demolished and rebuilt to bring it up to modern safety standards and to help reduce the risk of flooding.

The road was closed to vehicle traffic for 30 weeks from Monday 22nd October and a temporary footbridge, parallel with the road bridge, was constructed before the closure to allow pedestrians, cyclists and wheelchair users to cross the river whilst the road bridge was replaced. The temporary bridge was also used to carry the various utilities which run beneath the surface of the main bridge (gas, electricity, water and telecommunications). These services have now been rerouted via the new bridge and the temporary bridge was removed on the day of re-opening the main bridge.

Our congratulations and grateful thanks to the site staff of Amey Birmingham Highways and their main contractor, R C Williams, for completing the project on schedule despite the disruption to working which was caused by the severe winter weather.

Amey Birmingham Highways and R and C Williams have liaised closely with Selly Park South Neighbourhood Forum and Flood Action Group throughout the duration of the project and we are very grateful to the site

staff for their co-operation with us and the consideration which they have shown to local residents.

Thank you for your interest!

Published Friday 24th May

During the six month period from November 2012 to April 2013 this website received an average of between 80 and 96 unique visits per day. (Sometimes called a "unique", a unique visit(or) is a statistic describing a unit of traffic to a website, counting each visitor as identified by their IP address only once in the time frame being measured - in this case each day. The statistic therefore does not continue counting multiple visits by the same visitor). **On Monday 20th May this site received 498 unique visits - a new new site record for us by a margin of around 250). On Tuesday 21st May there were 239 uniques**, although it is not possible to tell how many of these also visited the previous day or how many were completely "new". This is a clear reflection of the high level of interest in the bridge re-opening. Many thanks to you for visiting us! (Source of statistics BT Web Centre).

34. Dogpool Lane Bridge - Work continues following re-opening

Updated Thursday 6th June

Since the opening of the new bridge to traffic on Monday 20th May work on completing the project has continued. The inner and the outer walls of the bridge have been treated with anti-graffiti coating. A road lighting column has been re-sited and the Toucan crossing for pedestrians, wheelchair users and cyclists has been switched on and is fully operational. The concrete abutments of the temporary bridge have been removed, new gabions have been put in their place to reinforce the river banks, the direct route of the cycle path has been restored and the ground between the cycle path and the river bank has been landscaped and seeded with grass. The construction compound has been largely cleared and landscaping and reseeding with grass is well advanced. A riverside picnic table has been put in place.

There is still further work to carry out. The clearing of the construction compound site and restoration of the land has to be completed. A number of the coping blocks on the bridge parapets were found to be chipped when they were being put into place and these will be replaced with new ones. The 'ahead only' road markings will be painted onto the westbound lane. A review of the cyclepath and footway markings has also been requested.



Image above: The upstream side of the new bridge with river bank landscaping and new picnic table.



Image above: The Toucan crossing with landscaping work going on in the background.



Image above: A closer view of the landscaping of the construction compound site

35. Free flow under new bridge at its first test

Updated Monday 29th July 2013

As storms raged the new Dogpool Lane Bridge successfully passed its first real test on the morning of Tuesday 23rd July. Several hours of thunder and heavy rainfall marked the end of a period of 24 days without rainfall in South Birmingham and the hottest weather since the summer of 2006. The storms resulted in 10.5mm of rain falling in Selly Park but unlike the north of the City, which fared much worse, there were no reports of flash flooding here. The River Rea at Calthorpe rose rapidly from its base level of 10cm to peak at 1.1m at around 10am. Likewise through Selly Park the river changed from a trickle to flowing at just over 1.0m depth at the Selly Park river guage. The threshold level for the Environment Agency to issue a Flood Alert is 1.10m at Selly Park, the treshhold for a Flood Warning is 1.46m. This was the highest flood peak on

the Rea since the new Dogpool Bridge has been open but as the photo below shows, the flood water flowed freely and quickly beneath the bridge with none of the obstructions that were a major problem with its predecessor. With the storm over the river level fell back safely to less than 0.5m in a matter of a few hours and then continued falling away throughout the afternoon and overnight.

UPDATE: Between approx 18:00BST on Saturday 27th and 03:00BST on Sunday 28th July the South Birmingham area received another 35mm of rainfall. The River Rea rose to a peak of approx 1.4m at Calthorpe Gauge but once again the new Dogpool Bridge carried the flow without any problems. The Environment Agency did not need to issue a Flood Alert or Flood Warning for Selly Park and we have received no reports of any flooding here.



The flood peak flowing freely beneath the new Dogpool Lane Bridge at 10.00am on Tuesday 23rd July.

36. Official opening ceremony of the new Dogpool Lane Bridge

Published Wednesday 25th September 2013



The official opening ceremony including the unveiling of a commemorative plaque took place at the Bridge at 6.00pm on Tuesday 24th September. The opening was conducted by Councillor Tahir Ali, Birmingham City Council Cabinet Member for Development, Jobs and Skills. Cllr Ali was most ably assisted by local resident, Daisy Glenn, who became 100 years old earlier in the year. Local residents turned out to watch the opening. The project was a model of good cooperation and working relationships between Birmingham City Council, their partners Birmingham Highways Maintenance and Management PFI at Amey plc, the principle contractors R and C Williams Ltd, and local community organisations. Present at the opening were From Birmingham City Council Councillor, Tahir Ali (Cabinet Member for Development, Jobs and Skills), Councillor Dave Radcliffe (Ward Councillor for Selly Oak), John Blakemore (Director of Highways and Resilience), and Kamyar Tavassoli (Head of Infrastructure). From Birmingham Highways Maintenance and Management PFI at Amey plc, Mark Winthorpe (Construction Manager Bridges, Structures & Tunnels), Eddie Fellows (Highways Network Manager), Mark Butler (Dogpool Bridge Replacement Project Site Manager), Jonathan Hendy (Dogpool Bridge Replacement Project Site Manager), Debbie Poynton (Customer Services Manager), Lara Thorns, Christina Sertaridou and Steve Ashley. From R & C Williams Ltd Civil Engineering, Nigel Drew (Managing Director). From Selly Park South Neighbourhood Forum, John Williams (Chair), Jeanne Glenn (Secretary), Daisy Glenn (Guest of Honour) and John Clayton (Flood Action

Coordinator). From Stirchley Neighbourhood Forum, Peter Walker (Chair) and Margaret Walker. From Moor Green Lane Residents Association West, Fiona Tyson (Chair), Jacquie Dewsbury (Secretary), Michael Dewsbury. From Warwards Lane Neighbourhood Watch, Garry Sayers (Coordinator).



Guest of Honour Daisy Glenn and Birmingham City Council Cabinet Member for Development, Jobs and Skills Councillor Tahir Ali officially opening the new bridge.

The bridge replacement project involved the replacement of the existing road bridge linking Dogpool Lane and Dad's Lane to satisfy current highway loading requirements and reduce the risk of flooding in the area. The original concrete bridge, which was opened in 1907, was under capacity with intermediate propping which restricted the watercourse of the River Rea). The works were carried out in three distinct phases: Phase 1, commencing June 2012, the construction of a temporary footbridge adjacent to the original road bridge to maintain access over the river for pedestrians and cyclists, and for the temporary diversion of existing services. Phase 2, commencing August 2012, the temporary diversion of services (BT, Virgin Media, Severn Trent Water, Western Power Distribution and National Grid) from the original road bridge onto the temporary footbridge. Phase 3, commencing October 2012, the demolition of the original bridge and construction of a new

bridge including incorporation of services. The road was closed to all traffic from Monday 22nd October 2012 and the new bridge re-opened to vehicle traffic on Monday 20th May, precisely on schedule. The construction site compound was cleared and the grassland re-instated in June 2013. Final snagging work was completed by the end of August 2013.