an maaan Uahoning Jalu wata amy The Trojec Projecti Balgons 2000

> A Report on a Weitchieg Deley at Adeland Bridge, Shropsahe

> > by Reger with: BATPhD, MPA

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The class conduced by Chickwere commissioned by Seven Crest Water to oversee the net revealed of a finling hole on the Severn Bridge of Automa, Stropphile on 4th Columny 2000 (1991) The finling hole was being encodered as net of an out-poing programme of water many soluting of the concrete group. As a Scheduled Automatic Memoraeot, it was a requirement of het concrete for det servic groups by the December y of State the any intervention on the date to appropriately monitor of enclosed optically and the point propared on the relation (Concrete) and the relation (Concrete) are appropriately monitor of enclosed optically and the point propared on the relation (Concrete) and the concrete process action increte to receive the concrete of optically and the point propared on the relation (Concrete) are accessed as an another of a set of the action of the relation of the concrete of the set of the set of the relation (Concrete) and the relation of the set of

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the accord coridge in Alchon, a Nump-bridge of soven access? (Pressar 1958, 66) were domposed out and active in 1769-71 by John Gwynn, a comonporate and friend of Da connear. The schedule listing the sancture as Grade 4* fills out this rather disparaging note, usinging out its found importance destinctionally, and regionally as a fine-example of this period of bridge instituting (CoU 1970). It is worth quoting the listing *in extensio*.

Iturped oasic origin of 7 graded round arches with banded rashcated soffits and vonescing trope hoystones consisting of fluted order stones thadding contral stone avia vondordede contention, and separated by breakwater: with concave energy onter podescinal arches with banded custicated surrounds and keystones with vervalentian erobes with banded custicated surrounds and keystones with vervalentian erobes with banded custicated surrounds and keystones with vervalentian erobes with banded custicated surrounds and keystones with vervalentian erobes and battressed by sina's coved periods as approaches where lower parapets curve on to permitted end-piece. Dividence of dormer rations flucture contral proper datestones. Engged huff-fit datestones inseribed:

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The mody spontaneous of constant in the balance and it is clean over the actingormy documentation that dure as the construction problems in scoring the fourientate of the bridge in the grower and of the Stevens. These problems combined with the flows in the Stevens and destroyed the treatmet spins of the provides Addian heidge in 1755. In 1766, the decision was taken to replace this of chelpened initially, the precident choices was Richard Buddle of London. He there is an emastic program have the precident choices was Richard Buddle of London. He there is an emastic program have the origination of the bridge at Strewsbury the start the decision of the provides the providence of the bridge at Strewsbury the start of the treat length of Workeling and the originate during the Oxford. It foold a the other start of the treat length of Workeling and the start of the bridge of Strewsbury the start of the flow of the provide the bridge of Coylean during the Coylean 1929; Blackeling the treat of the start the bridge of the start of the start the bridge of the officer starts of the start the bridge of the start of the start the bridge of the start of the start the bridge of the start of the start of the bridge of the bridge

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Inspection of the cite prior to commencement of the works showed that the water main had been faile in the corring own adjacent to the northern payoraeat on the western side. After 25m, the place superased to across the carriageway diagonally and their cominne along the contribution side. For just to the west of the creat of the bridge to the ensurement of the bridge where his fine vanished into genes. Hydrans at either end nucled its position within the grass. At the order of the bridge, on the couth side of the enricing way, is a cast-iron cover over an above of

The fining rade was located just before the ound taking the bipe from one side of the currences by to the other. This location was determined by the need to ensure that the liming head could press the bend safely, but was also determined by secondary factor. This was the this iter outpersent taking type could be seen in the curringevery at right angles to the main pipe of the point where the bindy hole was escavated. This pipe appeared to link up with a continuation of the water main trench on the southern side of the northern carriageway, which thus apparently overlapped, substantially with the line of the main in the northern carriageway. There was the source and the four of the four of the four of the junction at this point that could only be exceived to rough exceeded.

Excavation commenced by ording through and across the farmac with a rotary saw so that the surface could be easily broken up without a jack-hammer. The full comensions of the measure 2.5m east – west by 1m north – south and the fining hole kay 35.25m from the western end of the bridge and 1.7m south of the north parapet (Fig. 2.& 6). The farmac tayer with as freshly-broken stone foundation, was 0.1m thick. Denorth it was a layer of contracted the pipe and forced the use or a jack-hammer 6. break it up. This completely finles the trench bot at the edges of the excavation a tower 0.3m thick of bell, siley day with namecons inclusions of red sandstone. Buestone and broken up to 50mm in time could be seen forced on the original road stations which had four presumably been even with the completely in section or plan of the original road stations which had four presumably been even with the complete parameter of the original road stations which had four presumably been even with the complete parameter of the original road stations which had four presumably been even with the complete been been to the original road stations which had four presumably been even with the original to be black the point of the original road stations at least of the original road stations which had four presumably been even with the original to be station of plan of the original road stations which had four presumably been even with the original to be station of plan of the original road stations at least of the original road stations at least of 15m distribution the original to be distributed by been even which had four plan of the original road stations at least of 15m distribution the original road stations at least of 15m distribution that the plane.

chool the pipe had been denied, it became apparent that the find-an trench was only a surface controls since its entire and not be seen in pectical it must thus be assumed that the extended the of the sector tracks to end, on the south shie of the carriage any was cut in error. Certainly, the fit error couples was confirmed as crossing the constage way than only at the point where the dather note has the south.

In container of the light confidence considered and the opposed providence threasured in Second polylight particult position and the detail of the layers, was sufficient record of the intervention. These records are listed at the end of the report and will form the site archive that shall be the society with the County Sites and Monuments Record, along with a copy of this report.

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Nass 1979 Suesseur Brochuse of the Official Opening of the New Atchem Bridge, 23^m Chapter 1929 (Blacosalice Records and Resource)

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Fig. 9: which the ends bedge management to the other strategies decay make a range



SRR PC/A/27,1



SRR 967A/27.2

Fig.4&5 Two Posteard views, from north and south, of John Gwynn's bridge, before the construction of the new bridge in 1929



Fig.6: A photograph of the lunng bole showing its relationship to the bridge, looking east Scale 0.5m.