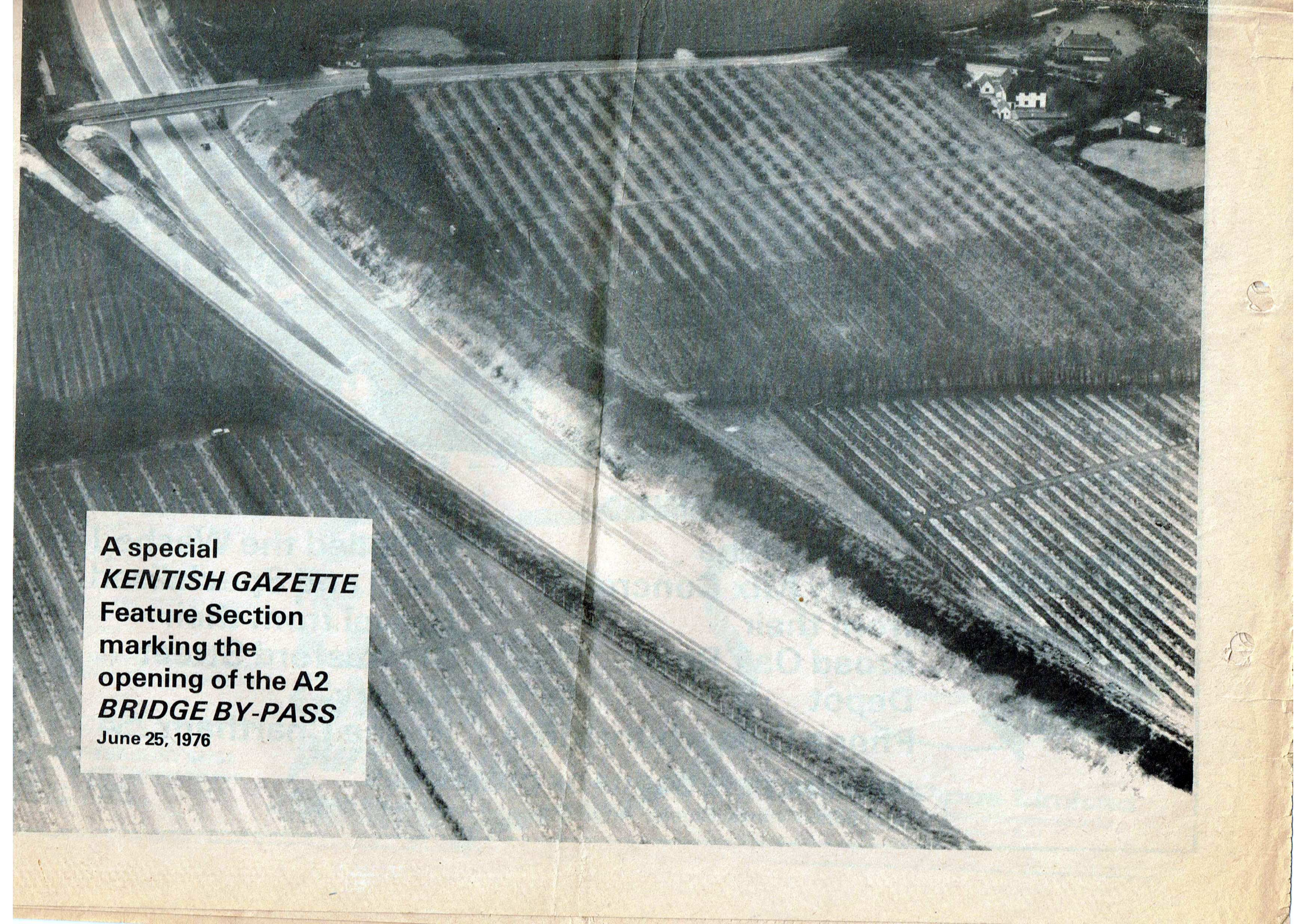


ROAD TO THE FUTURE





**A special
KENTISH GAZETTE
Feature Section
marking the
opening of the A2
*BRIDGE BY-PASS***

June 25, 1976

End of the road for Bridge by-pass

The Minister of Transport, Dr John Gilbert, MP, officially opens Bridge by-pass on Tuesday. For the builders, contractors, Kent County Council and 1,500 villagers, it will mark the end of a road that stretches back well over a decade.

Four miles of road have cost £3¼ million and, much to everyone's satisfaction, it has been completed two months ahead of schedule.

Behind Tuesday's short ceremony lies years of planning to help make this section of the road to Europe as safe and swift as possible. For the villagers of Bridge, it means a great sigh of relief at the thought of losing the juggernauts from their doorsteps.

In addition to the 2¼-mile by-pass, the contract has included 1¼ miles of improvement and dualling of the existing A2 between the southern end of the by-pass at Coldharbour Lane and Barham crossroads.

For 22 months, modern road builders have been at work on the site, turning the engineers' ideas into reality. Five bridges have been built and the route carefully landscaped.

It took the work of about 100 people to construct the road and it has been designed on estimates for traffic figures for 1990.

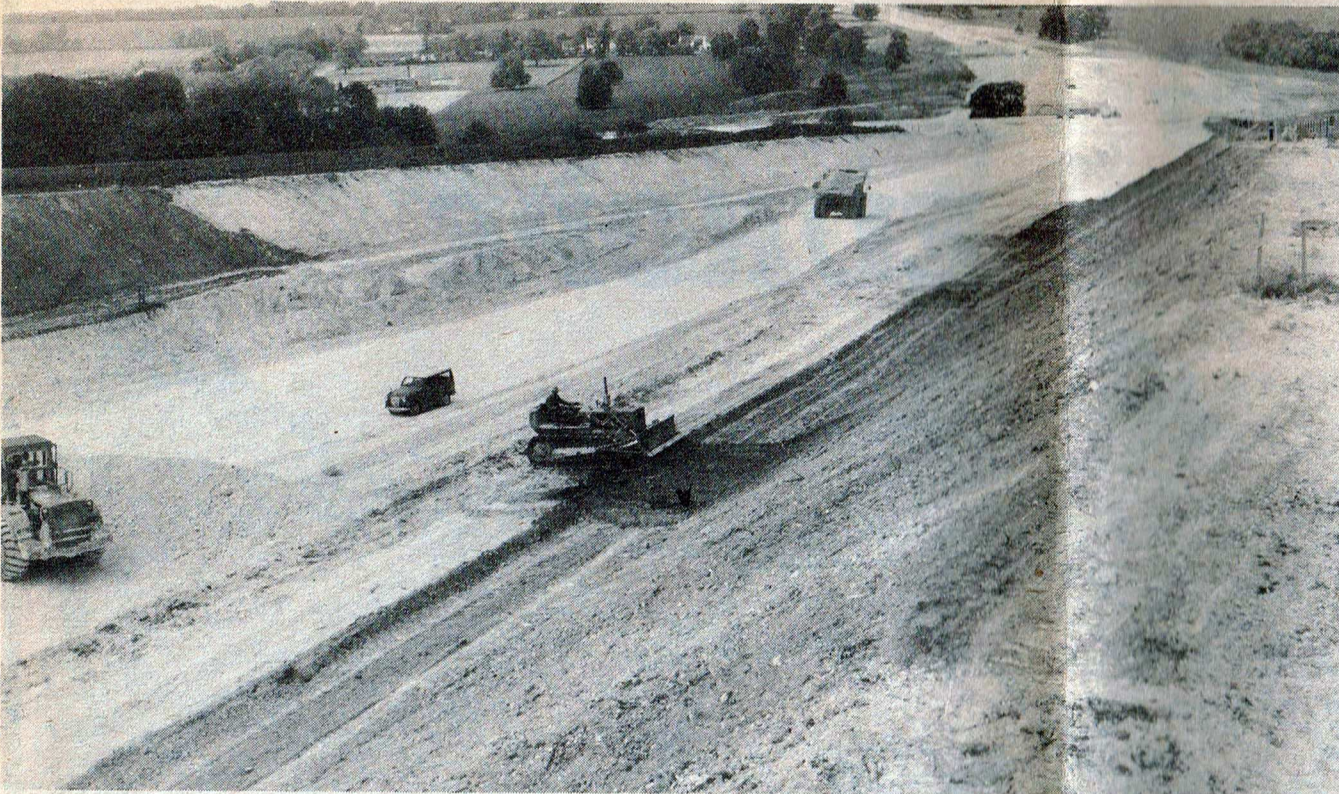
While looking to the future, the planners and builders have not neglected the past, and there has been a special archaeological study made as the chalk has been turned.

The villagers of Bridge have also kept a close eye on the road's progress, and now that work is completed, are preparing their own celebrations to mark the event.

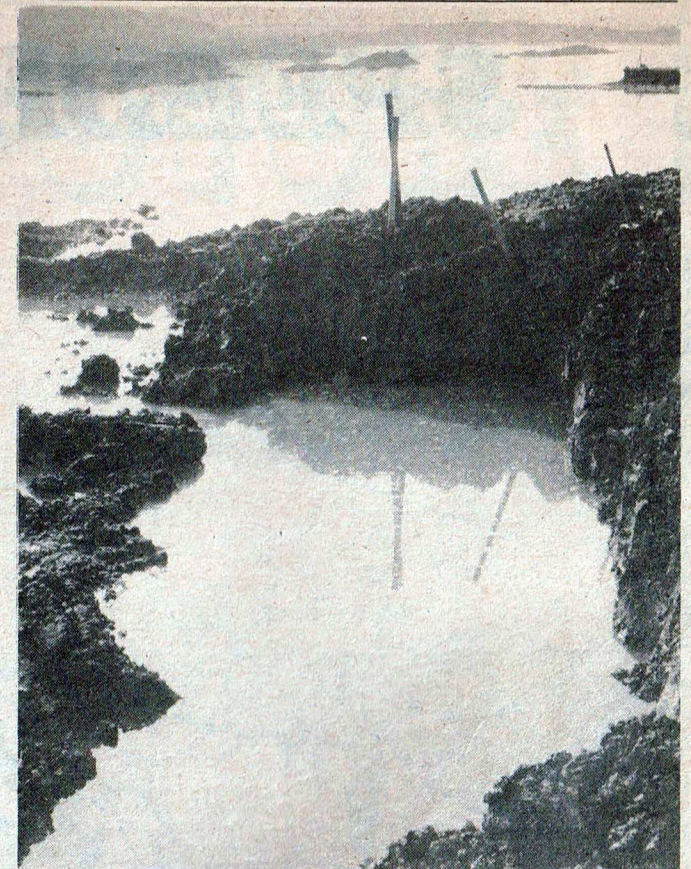
There will also be time to celebrate for those who have worked on the project. Their work is done. Somewhere, another road needs to be built and, meanwhile, Bridge is more than happy to be by-passed.



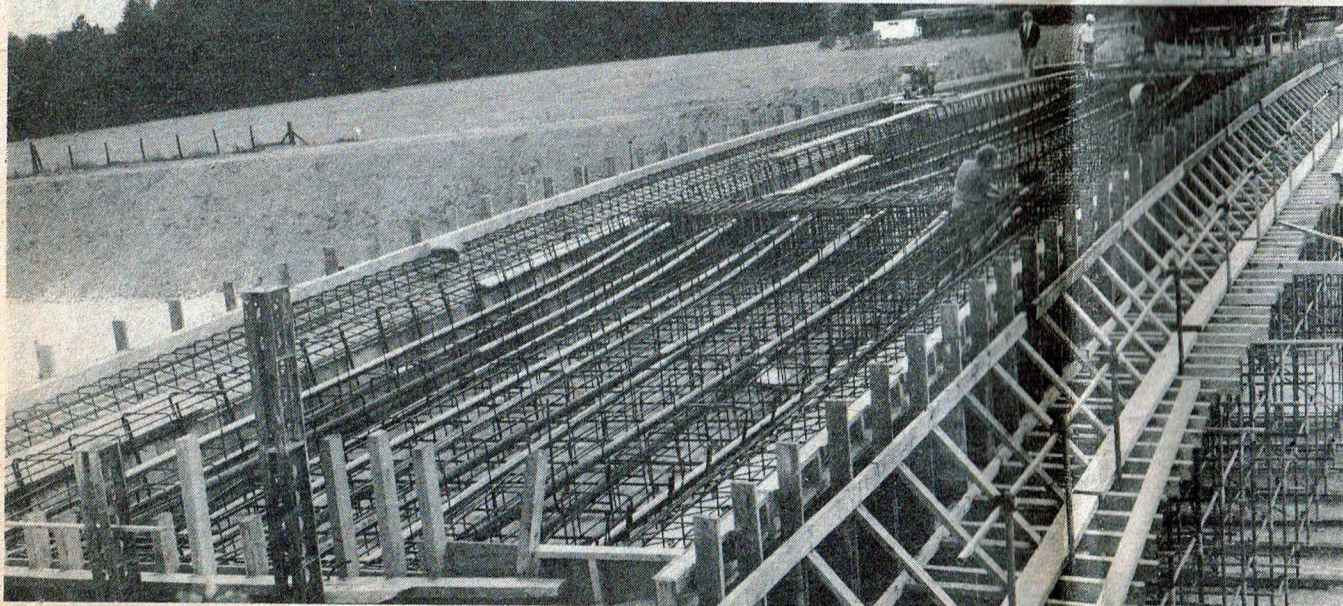
Some of the people whose work put Bridge by-pass on the map. It has taken about 100 people to construct the four miles of road, which has been completed two months ahead of schedule. Behind Tuesday's short ceremony lies years of planning to help make this section of the road to Europe as safe and swift as possible.



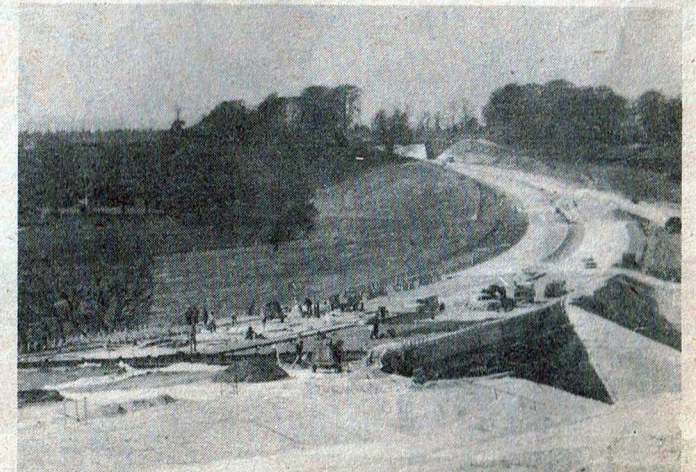
Work in progress on the road in June, 1975, when the by-pass was being shaped by a variety of equipment.



One of the damp and deep obstacles the road builders had to overcome. Bridge, viewed from Bifrons Park Lane and the River Nailbourne in February, 1975.



Workmen obviously know what they are doing as they go to work on one of the by-pass structures. To the onlooker it is nothing but a maze but to the expert eye it is a technical puzzle which he knows the answer to.



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A2 BRIDGE BY-PASS
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Putting forward the facts of the matter

Detailed engineering work on the by-pass came after great research and fact-finding.

To get the actual route, there have to be a great many official steps taken. Usually, the selected route is advertised and the public given an opportunity to make its objections and observations known.

If, in due course, these objections cannot be mutually reconciled, the processes for a public enquiry are set up to investigate the facts so that as far as possible an impartial and democratic decision can be made.

If the inspector at the enquiry recommends the scheme's proposals, as was the case at Bridge, the Secretary of State

makes an order which virtually determines the scheme and these proposals usually become more or less binding. Thus, it is clearly essential that by the time a public enquiry is held a clear idea of the concept of the scheme must have been evolved.

However, when public enquiries are over there is still a mountain of work needed for the preparation of both the engineering details and the documents for the legally binding contract for the construction of the by-pass.

Bridge also had its say at the 1972 public exhibition when villagers could see the form the scheme was taking and make their personal views known to the designers.



Patricxbourne bridge and the by-pass in Bifrons Park in April, 1976. Work was forging ahead by then, as the men got ahead of their time schedule.



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