

EXAMPLE PROJECT SYNOPSIS OF BENEFIT ACHIEVED BY USING BAMTEC IN LIEU OF LOOSE BAR.

M6 Widening J10a – 13 for Managed Motorway Use.

Hy-ten were approached by Extrudakerb who had won the contract for the replacement of the existing Hard Shoulder carriageway north and southbound as part of the conversion of this section of the M6 to a Managed Motorway.

The existing hard shoulder when constructed was not intended for full time traffic use and was therefore not structurally suitable in its current form. The existing carriageway was planed off and replaced with a concrete pavement slab, topped with macadam. Most of the work was to be carried out during the night, when the additional closure of lane 1 would be implemented for the loading out and delivery of materials to the hard shoulder lane. The problem facing the contractor was that the fixing of the reinforcement in the new pavement was the slowest operation of the process and therefore delaying the following concreting works. This would mean that the overall programme time for this element of the works would be longer than it otherwise could be if the reinforcement fixing could be removed from the critical path by speeding up its installation.

This is where Bamtec helped on the project. 24 longitudinal bars @ 115mm c/c were required across the 2.7m width of the carriageway. Hy-ten supplied these rolls in lengths to suit the bay sizes between construction & expansion joints, around 8m in length.

All 24 bars were then simply rolled across the carriageway in one simple process with the centres of the bars being accurately fixed. This resulted in a lot less tying of the reinforcement, as well as carrying & placing of loose bars which resulted in the reinforcement fixing speed far exceeding the concrete placement speed and therefore taking this operation off the critical path.

The result was the completion of the installation of the new carriageway pavement in the shortest possible duration.

