

River Parrett

Project Case Study

The project was a multidisciplinary project to refurbish the existing River Parrett bridge in the Network Rail Western Region.





Location:

River Parrett
ELR: CCL

Dates:

January 2020
May 2020

Key KGJ Price Deliverables:

- Permanent Way
- Lineside Civils
- CRT & Track Monitoring
- Track CRE
- Signalling

Client:

Taziker Industrial

Contract Value:

£ 500,000

KGJ Price Scope of Works:

KGJ Price were contracted to provide Permanent Way & Civil services to Taziker Industrial to remove the track, ballast and re-instate the track at the end of a 16 day blockade during WK51 to WK53 in March 2020.

Additional works included:

Signalling Dis-connections, Re-connections, CRT & Track Monitoring and Track CRE Duties throughout. Civils works:- Trough / Route works and Deck end drainage.

Core Elements & Scope:

TRACK REMOVAL:

- 680m of track
- 2,100m³ of ballast (to spoil)
- 588# sleepers (27# Track Panels)
- S&T Dis-connections

PROGRAMME & DELIVERY:

- 2 x 12hr Core Works Shifts (672# man Hrs)
- 18# Heavy Plant Shifts

TRACK REPLACEMENT:

- 250m of bridge drainage
- 160m of track
- 2,100m³ of new ballast
- 588# sleepers
- 12# Welds,
- 4# Stress Welds & 700m Stressing
- 800m Tamping utilizing 2# Tampers
- S&T Re-connections
- ESR/TSR Design & Preparation.

PROGRAMME & DELIVERY:

- 6 x 12hr Shifts (2,556# man Hrs)
- 38# Heavy Plant Shifts
- 2# Conveyors



KGJ Price Technical Capability:

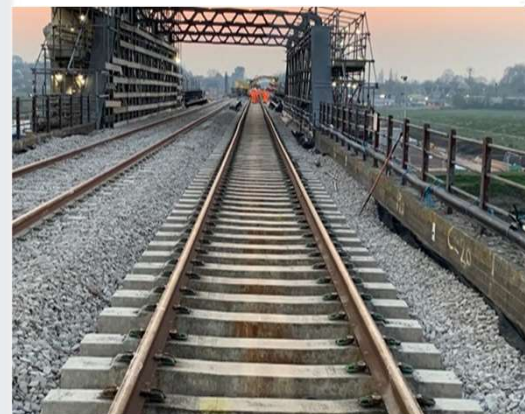
KGJP provided the PWay Project Management and Engineering specialist support throughout utilising the most modern technologies such as Trimble Total Stations, 3D Dozing, Intelligent Wackers & Hytorq / Losomat Torque Guns.

Efficiencies:

KGJP identified that the maintainer had strings of CEN60 rail not far from our site, rather than ordering new rail, and with the permission of NWR we were able to use the aforementioned rail which provided the project with cost savings

Innovation:

The NR proposed site delivery point for the ballast delivery/removal could not be used. As the track was on an elevated embankment circa 15m high; KGJP proposed the utilizing a scaffold chute system to remove the 2,100m³+ spoil ballast and a conveyor system to deliver the 2,100m³ ballast. In order to reduce risk – a second conveyor was allowed for (which was actually used due to a failure with the primary conveyor).



Technical Quality:

The track was handed back at the end of the Core works at 70mph line-speed. This is the first time that this has been achieved in the Western Region

KGJ Price Multi Discipline Capability:

KGJP were asked to install the deck end drainage and associated cast iron down pipes along with our works. KGJP mobilised our own internal civils teams to complete the works. The down pipes were cast iron to match in with the existing heritage nature of the bridge.

Adaptability:

Covid-19 social distancing was introduced on Monday, 23rd March, a week before the works were to commence. KGJP were able to adapt quickly and safely to the new challenges of COVID-19.

“I am very pleased to announce our 16 day blockade at River Parrett has been successfully handed back on time and at 70mph which is a first in the Western route.”

Chris Pellow – Regional Delivery Director (Taziker Industrial)