

SPR™ EX CASE STUDY

RELINING WITHOUT HOLD-UPS ON THE SYDNEY HARBOUR BRIDGE



Lining at night was essential to minimise traffic disruption on the Harbour Bridge

With over 85,000 vehicles per day using the Sydney Harbour Bridge, avoiding traffic delays is a high priority for the Roads and Traffic Authority.

Preventative maintenance is vital – including lining of 60 year old stormwater pipes.

The problem

Although still structurally sound, it was decided to line the stormwater pipelines on the southern approaches to the Sydney Harbour Bridge before deterioration led to the risk of pipe collapse, leading to traffic disruption.

Due to the volume of traffic, lane closures to allow lining work to be carried out were only permitted between 11.30pm and 4.00am.

These restrictions meant that each section of the work had to be fully completed on the night it was commenced.

No extension of nightly working hours was possible, even in the event of difficulties being encountered.



The solution:

With no need for heating or curing, installation of SPR™ EX was possible within this allowable time frame. No bypass pumping was necessary.

The project:

Setting up and dismantling of the lining equipment occupied at least one hour at each end of the working period.

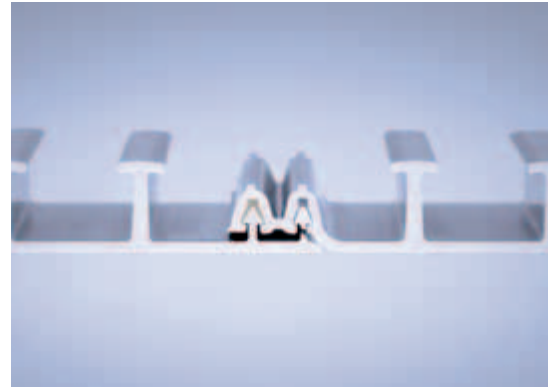
This meant that just over 3 hours was available to complete the installation process in pipelines ranging up to 54 metres (177.1 ft) in length.

The installation process involved CCTV inspection, cleaning, proving the pipe diameter, installing the SPR™ EX liner, and final survey – a busy 3 hours!

Rain fell regularly in the days between the lining sessions, washing debris into the line, necessitating extra cleaning. Night time installation was complicated by 3 heavy rainstorms occurring while relining was under way.

With no bypass pumping being possible, the installation crew from Interflow, SEKISUI SPR's Australian licensee, were able to complete lining each time with substantial flow through the pipeline.

By investing in preventative maintenance of their pipeline assets, the NSW Roads and Traffic Authority eliminated future repair costs and the associated risk of traffic disruption on Sydney's most important section of roadway.



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