

New addition to the Fleet



"This investment represents both standardisation and growth of our UK fleet of slipform paving machines improving reliability, simplifying maintenance and crew familiarity"

We have been working with Wirtgen in trying to put together a deal for a new SP25i paver to replace 2 of our existing pavers.

We have agreed a deal for Wirtgen to take in part exchange our oldest Wirtgen SP25 (paver 0024) and also the Gomaco 4400 which has recently returned from Poland.

The new paver was ordered week 43 and the Gomaco 4400 has already been shipped to Wirtgen, Lincoln.

The Wirtgen SP25 (paver 0024) will be returned to Wirtgen on receipt of the new SP25i.

Also as part of the deal Wirtgen have agreed to reconfigure the SP25i feeder (paver 0005), from the Leigh Busway Project, back to a barrier/slot drain/SWC paver. This will also be shipped to Wirtgen, Lincoln after we have removed the large rear conveyor here at Denaby.

The new Wirtgen Sp25i paver will arrive at Denaby week 51.

Story by Stewart Cousins Technical Director

Denaby - Out of the Darkness

With the winter ahead and dark mornings upon us, a project was needed to address the workshops and yard areas of Denaby.

The "current" workshops are poorly illuminated with high energy consuming lamps and inadequate heating methods. "Project Denaby Energy" was born. The project is focused around 3 key areas, Lighting/Heating/Insulation with the common goal of providing the team with an improved environment and working conditions but with the added benefit of reducing energy by "LEAN" thinking.

The key benefits of the project do not stop there as follows:

Reduced energy costs / Better Quality lighting / Increased Health and Safety / More productive working environment / Mitigation of new hardware by reducing load on network / More secure facility / Improved CCTV night vision / More professional appearance to new and existing customers.

The lighting for both workshops and the perimeter of the building will be an LED system that offers a brighter and better quality light at a much greater efficiency than the existing equipment. Once installed the fittings will be self-sufficient in operation via microwave sensing technology, offering maintenance free running for many years.

"The Future is Bright, Warm and Efficient!"

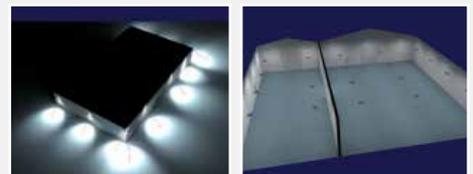
There will be the introduction of a gas fired heating system within Bay 1 to replace several high powered electric heaters. The new system will be accompanied by De-stratification roof fans that help assist the balancing of air temperature from roof to floor.

The same fan system will also be fitted to bay 2. In conjunction the 2 heating systems and De-stratification fans will provide a balanced and efficient environment.

The insulation of the workshops will be further improved by the introduction of 2 new insulated roller shutter doors to replace the poorly insulated existing doors. The new door system for Bay 1 will benefit from an integrated pedestrian door limiting the need to open the main door, which will assist in retaining heat and reducing energy.

All works will be complete in 2016, mainly throughout November.

Story by Stephen Lee Group Lean Manager



Securing of Loads

This year, several sites across the network have had serious Hi-Po Near Misses (High Potential) caused by unsecured loads on both lorries and vehicles.

There have been instances where waste concrete loaded into lorries has come off the lorries during loading operations and has gone into live traffic causing damage to members of the general public. Another site has seen a 3m length of 4x2 timber come off a pickup, again into live traffic. A different site has had an excavator bucket leave the back of a lorry bed due to it not being secured properly by the driver. On another site, a subcontractor loaded a pickup with a pecker which was from an 8t excavator, and it left the vehicle by going through the aluminium sides of the pickup when going around a roundabout – the pecker was not secured at all.



Luckily, no members of the general public were harmed during any of the above instances, but they could have quite easily caused very serious injuries or worse.

"It's better to lose a minute in life, then to lose life in a minute!"

When you are preparing to leave site or the compound, you must ensure that all items in your vehicle are fully secured for transit. Ensure that ratchet straps used are checked prior to use, and are in a good condition. Ensure that all small plant on pickups are stored within the lockable fixed containers, and large plant and materials is secured using straps.

Additionally, Stores are currently reviewing the cleanliness of the vehicles being returned to the yard. You are responsible for that vehicle and the condition it comes back in, and, if they come back in a poor state, you will be held accountable. Having a vehicle in a poor state of cleanliness does not only reflect poorly on yourselves and

Extrudakerb, but also poses a risk of causing slips and trips when accessing to acquire necessary equipment or materials. Can all Site Managers please review your team's vehicles and action accordingly until you yourselves are happy with the state of the vehicles and how equipment and materials are being stored. Any suggestions on better storage facilities on vehicles are welcomed. Please forward your thoughts through to Extrudakerb's new Materials and Logistics Manager, Andrew Rushforth.

Story by Tom Ashworth HSE / Quality Manager



M3 Batch Plant

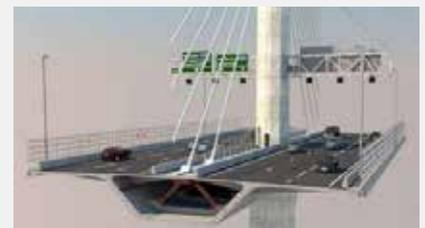
Extrudakerb's Slipform Operations Team are currently carrying out proactive off-site trials in Extrudakerb's dedicated Batch Plant, setup and supplied by Tarmac. The off-site trials have been arranged to ensure concrete consistency and quality, for when the client releases the first area of works for Phase 3.

Extrudakerb Ltd and Balfour Beatty have held several joint workshops throughout the project to aide the partnership and the planning of the works. The joint workshops have greatly benefited both parties, with the sole aim being to deliver the works safely and on programme.

The Phase 3 works have been broken down into sections, which will be surveyed, handed over to Extrudakerb, and following completion of the section, handed back to the Principal Contractor - an action following the first workshop, which proved successful during Phase 2 operations.

Extrudakerb are looking forward to successfully completing the works on the M3 project, and continuing an excellent relationship with the client moving forward onto other schemes

Story by Andy Cottam Manager Major Projects



Mersey Gateway

Works are well underway on the Mersey Gateway Project, a major civil engineering scheme to build a new 2.3km six lane toll bridge over the River Mersey and a 9.2km road network connecting the new bridge with the M56.

Extrudakerb secured the Contract early in 2016 and have been on site since August. To date we have completed the slot drain and WTCSB works to the Western Point Expressway and are currently working closely with the client to complete works to the Southbound Central Expressway in readiness for a Christmas 2016 opening. The nature of the site layout and traffic management restrictions will see us completing our works over a number of visits with the final visit for all our works likely to be April/May 2017.

Story by Andy Cottam Manager Major Projects



M3 – Phase 3

Following the successful completion of the Phase 2 works in September 2016, Extrudakerb have been off site for the last couple of months. However, behind the scenes we have been working closely with Balfour Beatty on the careful planning of the Phase 3 works. Phase 3 works are due to commence on Monday 7th November 2016 and now back in the central reserve, presenting a different challenge to those faced in Phase 2.

Unlike Phases 1 and 2, Phase 3 has little to no float within the programme. Highways England has placed very strict deadlines on Balfour Beatty for

the completion meaning every day matters. It is therefore imperative that the works are planned effectively and efficiently, something we have been working very hard with Balfour Beatty on during the recent downtime. Whilst we welcome the challenges ahead in Phase 3 it is important we remain focused on the job in hand and monitor our performance on a day by day basis to ensure we deliver the works on or ahead of programme allowing our customer to deliver the overall project to Highways England by the end of June 2017.

Story by Andy Cottam Manager Major Projects