

# AGL PIT/DUCTING INSTALLATION

CLIENT

Edward Dewhurst

VALUE

£650,000.00

## OVERVIEW

Hollingsworth Bros Ltd were Contracted by Edward Dewhurst to undertake the Civil Engineering works associated with the installation of Aircraft Ground Lighting at Hawarden Airport. All of the works were carried out at night after the airport closes. All works were then reinstated before the runway opened again the following morning. The works were carried out from August 2017 through to November 2017. Hollingsworth site Project Manager was in charge of putting a draught together for the WIP (Works in progress) including operatives names etc.. which he would then submit for sign off before works could commence

## PROJECT CHALLENGES

Due to the airfield history a lot of uncharted services were encountered during excavation works, redundant cables were tested and removed where possible and worked around to ensure that programme was maintained. The works being carried out at night presented unique challenges one being that insitu concrete was required as part of the works. We ensured that a back up batching plant was always available to ensure continuity of work.

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## SCOPE OF WORKS

- Install 1800m of 2no 150mm diameter LV duct. Excavate 600mm wide trench x 900mm deep installation to include for ducts to be encased in concrete and backfilling with as-dug material, draw cord and warning tape
- Clear silt from existing pit and duct system runway edge. 2 x 100mm (7000m)
- Install 35nr type E1 draw pits, including handling and excavations - transportation by tractor and trailer due to weight.
- Install 9nr Delethalised draw pits
- Install 3nr mast bases for 20m mast (Masts 1,2 &3) - base size 3.250 x 3.250 x 1.4 deep. Excludes any removal of peat below design depth of 1.4m
- Reinstatement of all works after every shift including the application of Bitumen spray to prevent FOD

## PROGRAMME

Due to the restrictions working on the runway all necessary contingency measures were put in place to ensure that all the works carried out during the night shift were reinstated to the required standard before the runway opened. By putting in place measures such as spare sets of VT-lights, on call engineer to fix any plant breakdowns, a 2<sup>nd</sup> option to get concrete from if the original plant failed this reduced impact on programme and ensured that progress was made without AUK day to day operations being impacted. All works were completed on programme.

## CLIENT SATISFACTION

*Edward Dewhurst Project Manager commented that Hollingsworth Bros have excellent knowledge of the site and systems, this has benefited the project and has enabled the programme dates to be achieved whilst still maintaining a high quality of work and most importantly the highest safety standard.*

