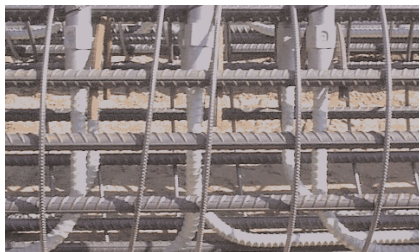


Project:

Nundah Bypass,
Brisbane



Strength of 500PLUS REIDBAR simplifies bored pier connection detail



The Nundah Bypass project in Brisbane included a cut and cover tunnel which was built using bored piers to provide a continuous earth retention system for excavation.

The design required the ground slab to be tied to the bored piers at a later stage of construction. The initial connection detail was 3 rows of 3-N28 spaced across the pier, with a coupler to allow for the staged construction.

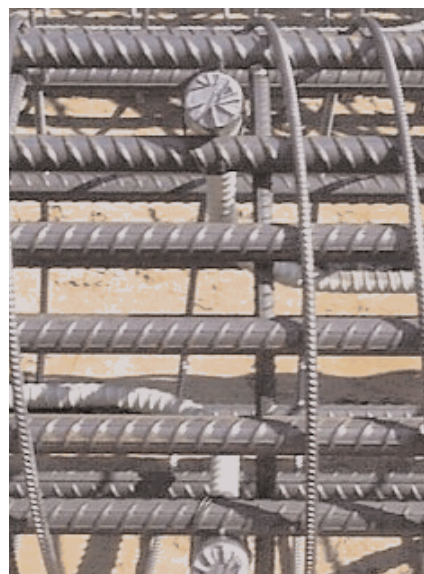
The sub-contractor, Wagstaff Piling, requested OneSteel Reinforcing to investigate options to the original detail as it restricted access of the tremmie. This was required to place the concrete into the bored piers which were up to 13.5m deep.

OneSteel Reinforcing's local Market Development Engineer recommended a

change to 3 rows of 2 x RB32 (500PLUS REIDBAR) continuously threaded steel reinforcing bar and coupler system. The additional strength of the 500PLUS REIDBAR made it possible to reduce the number of connections, reduce congestion and improve access for the tremmie.

OneSteel Reinforcing pre-fabricated the reinforcement cages for the bored piers at its Brisbane production centre. This ensured the accurate placement of the 500PLUS REIDBAR products, main bars and cog orientation as required on site.

500PLUS REIDBAR provided this project with a robust coupling system that enabled a reduction in the number of bars and couplers and facilitated the use of the tremmie chute to place concrete into the bored piers.



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