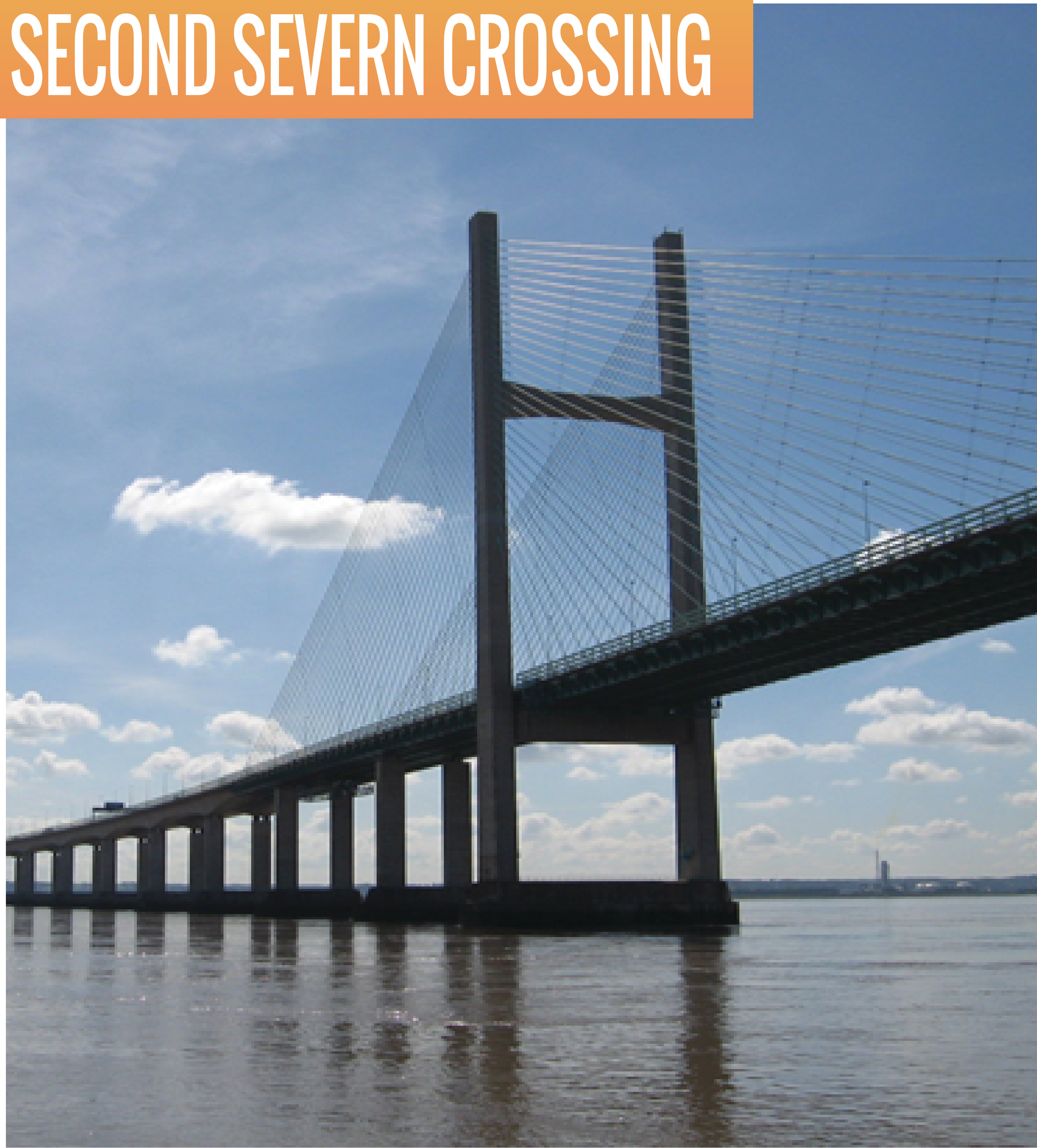


## MARINE AGGREGATES IN CONSTRUCTION

### SECOND SEVERN CROSSING



### BACKGROUND

The Second Severn Crossing provides the main road link between England and Wales, and carries more than 60,000 vehicles a day.

Halcrow, in partnership with French consultant SEEE, designed the new crossing on behalf of Laing-GTM who won a £330 million contract to design and build the bridge.

The crossing is made up of a central cable-stayed bridge, with a 456m main span over the navigation channel, and approach viaducts built of post-tensioned, glued segmental, precast concrete box girders.

The construction project won two prestigious awards –

- British Construction Industry Awards, 1996 - Supreme Award
- Concrete Society Awards, 1996 - Overall Winner

### CONSTRUCTION NOTES

Construction of the crossing took four years, and required 320,000 cu m of concrete, 30,000 tonnes of reinforcing steel and 150,000m of pre-stressing steel. It was officially opened in 1996.

Approximately 150,000 tonnes of unwashed Bristol Channel sand was used in the making of the concrete in conjunction with limestone coarse and fine aggregate.

The sand was discharged from the dredger at nearby Avonmouth wharf and hauled the short distance by road to the construction site.

### CONSTRUCTION CATEGORY

Structural concrete, visual concrete, pre-stressed concrete

### END USE CATEGORY

Built environment, transport infrastructure

## CASE STUDY 5