



DYER & BUTLER

Case Study

Welcome Arch - Gatwick



THE SUCCESS OF THE PROJECT WAS FOUNDED ON CONTINUOUS DETAILED PLANNING THROUGHOUT EACH CRITICAL STAGE OF THE CONTRACT



Client: BAA

Duration: April 2004 - December 2004

Location: Gatwick, London

Form of BAA works contract based on NEC Option E

Value: £440,000

Civil Engineering and Building

CASE STUDY

WELCOME ARCH - GATWICK

- The Welcome Arch project is a 42.60m span, 16.00m high steel arch spanning the inbound lanes, outbound lanes, and central reservation to Gatwick Airports South Terminal access with the M23 spur. Advertising hoardings are suspended from the Arch.
- Dyer and Butler were Principal Contractors for the project overseeing specialist fit out contractors and Rowen Steel, the structural steel fabricators and erectors.
- The biggest challenge for all during the construction phase was the small site. The temporary site where the arch was constructed prior to lifting into it's final position was located in the central reserve between the busy entry and exit lanes connecting the South Terminal with the motorway.
- Each abutment (both temporary and permanent) consisted of over 80m³ of reinforced concrete with a cast in 1.50 tonne bolt ring to connect to the arch.
- Once the arch was constructed in its temporary position and the permanent abutments were completed it was lifted from it's temporary abutments, swung through 90 degrees (using a 500 tonne crane) and landed on to the permanent foundations.
- The lift was carried out in late September 2004 when passenger figures were at their lowest allowing the closure of the entry and exit lanes for a 6.5 hour possession. A complex traffic management scheme was required to allow vehicles within the airport terminal to exit via service roads back to the M23 and incoming traffic to be directed to the North Terminal where passengers were transported to the South Terminal via the inter terminal transit system.

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Multi-disciplinary teams ensure efficient planning and execution of the work.