

Grid Nosing Replacement Data Sheet



Overview

When nosing concrete sections break out below the level of the grid, this creates an impact point for traffic on the face of the grid. Often this can compromise the grid steel anchor points which is an expensive repair. Immediate remedial action is therefore very important to prevent extended damage costs.

Hazards due to nosing damage

A compromised concrete nosing poses many risks to road users. The impact point that is formed can damage car tyres and rims as well as being a risk for cyclists and motorcycles.

Example of nosing damage

Damage is below the grid level causing an impact point on the grid for cars and bikes



Repairs:

Option 1 - Backfilling

Backfill repair is only a temporary measure.

Applying backfill material directly onto concrete can only be expected to last several days to a few weeks

We would not recommend this option other than for an emergency temporary measure.

Repairs:

Option 2 - In situ concrete nosing replacement

Traffic management requirements:

- Lane closure for TTL's for half nosing replacement.
- Full closure for full nosing replacement, or;
- Optional 2 phase lane closure under TTL's.



Day 1 Nosing breakout to sub-base level.
Shuttered and reinforced with tie anchors to existing.

Day 2 concrete pour
Day 3-6 concrete curing

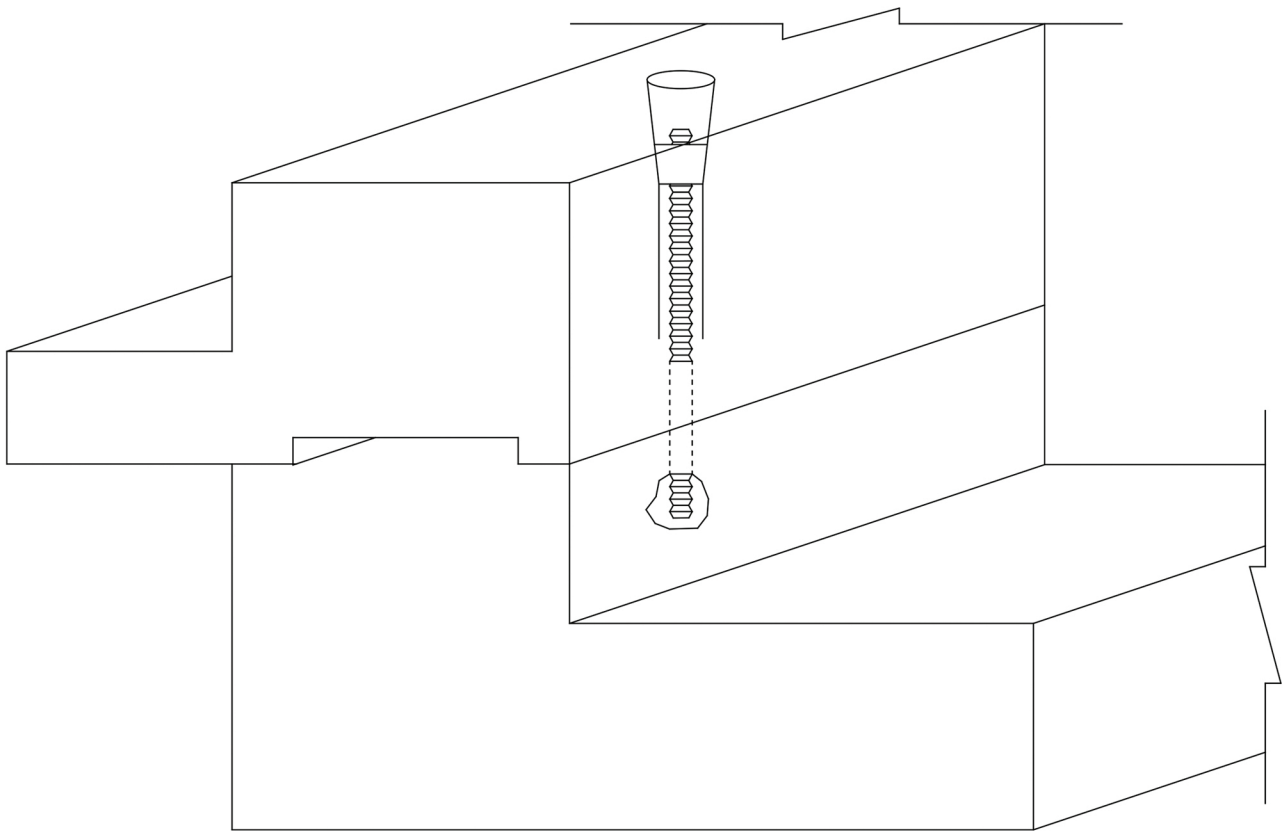


Repairs:

Option 3 - Pre-cast concrete nosing replacement

Traffic management requirements:

- Lane closure for TTL's for half nosing replacement.
- Full closure for full nosing replacement, or;
- Optional 2 phase lane closure under TTL's
(2 day closure per side)



We have installed over 100 precast highway grids in the New Forest. We supply grids nationwide and currently supply to Hampshire Highways, Milestone, Amey, Skanska, Wiltshire Council, NFDC and Scotborders

For more information or to talk to our team about any of the services we offer please get in touch via phone 01425 656 466 or email info@triangleltd.co.uk