



## Lancaster Flyover

### Client information:

**Birmingham City Council**  
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<b>Administered from:</b>	North East & Midlands Office
<b>Form of contract:</b>	ECC 3rd Edition
<b>Value:</b>	£1,049,566.71 (one off)
<b>Duration:</b>	July 2009 to June 2010
<b>Sector(s):</b>	Bridge/Viaduct
<b>Type(s) of work:</b>	Concrete & brickwork repairs, Deck waterproofing, Installation of Cathodic Protection systems, Installation of expansion joints, Traffic management
<b>Short description:</b>	Cathodic protection to half joints, concrete repairs, new roadside safety barriers and upgrade of parapets

CRL carried out a major refurbishment of Lancaster Flyover, a reinforced concrete bridge structure that connects M6 spaghetti junction to Birmingham City centre. The reinforcing steel in the half joints on the flyover were found to be deteriorating, we were therefore required to install an impressed current cathodic protection (ICCP) system to stop further corrosion and lengthen the life of the structure.

Using a combination of scaffold access and mobile elevated working platforms (MEWP), CRL carried out extensive concrete repairs to the soffit and installed the Duranode, discreet anode, CP system.

A new cast in situ concrete parapet wall was constructed around the traffic island under the structure, with new safety barrier being installed around each of the bridge abutments.

Works to the top deck presented us with a number of challenges. The flyover is used by 30,000 vehicles everyday, partial closures during the daytime were therefore not feasible. A system of temporary road plates had to be designed and fabricated to enable us to close the flyover during the night and reopen it in full every morning. Plates were removed at the start and reinstated at the end of each shift, during the night closures we installed the discreet anodes, reference cells and associated cabling for the ICCP system. Deck waterproofing, expansion joints and a new trief kerb central reserve were constructed around the new carriageway surfacing.

