

## Ireland Reaps Benefits of Asphalt Kerb



The new M7 / M8 Portlaoise to Castletown and Cullahill Motorway

“ Over 50% saving was realised when compared with insitu concrete kerb ”

In conjunction with project main contractor BAM Civil extruded asphalt kerb was successfully introduced along the verge of the new M7 / M8 Portlaoise to Castletown and Cullahill Motorway.

Originally the project design provided for insitu concrete kerbs following Ireland's traditional practice. However the schemes Contracts Manager had previously worked in the United Kingdom where extruded asphalt kerb is by a way the most prolific machine laid kerb used. He suggested that the project team contact Extrudakerb and enquire if they could assist in evaluating if an asphalt kerb could be considered.

“ Asphalt kerb is quicker and cheaper to install than insitu concrete and most importantly satisfies the Clients' requirements ”

The scheme required around 27km of kerb and so careful evaluation of the potential advantages of an asphalt kerb were essential.

Extrudakerb firstly submitted rates for the kerb as well as a technical submission; a site meeting soon followed and an agreement was reached for a trial to be undertaken locally.

“ A detailed cost analysis confirmed asphalt kerb cheaper than insitu concrete ”



Asphalt kerb in production



Construction of Asphalt kerb

Extrudakerb selected Lagan Asphalt as their local material supply chain partner and worked with them to produce a suitable kerb asphalt mix. The trials were successful and an order placed.

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“ The performance of the installation crew was incredible: in three weeks 27,000m of asphalt kerb was constructed, with no snagging works required ”

BAM needed to make the decision to change from concrete to asphalt kerb relatively early in the construction programme as the concrete kerb is constructed upon the sub base layer in advance of adjacent carriageway whereas the asphalt kerb is extruded directly upon the final surface course.

The 27km of kerb were constructed over 2 visits to site in a period of 3 weeks, 7 days earlier than programme.

“ The cost associated with carriageway widening was only minor and construction was very simple ”

Declan Begley, BAM Civil Site Agent, confirmed that the reason for a change from pre-cast to asphalt kerb was driven by clear cost benefits: in fact savings of around 50% of the cost of the original insitu kerb were realised.

Begley confirmed that rates of production were incredible when compared to insitu concrete with a best figure of some 2600lm being achieved within an 10 hour period.



Asphalt material delivery

Quality control was excellent with no remedials being required.

Overall BAM confirmed that this first introduction of asphalt kerb to Ireland was a great success for all parties involved and they are keen to adopt the system on similar schemes.

“ Asphalt kerb is definitely one for the future; we will find it difficult to revert back to using insitu concrete kerb again ”