

GROUT FILLING ABANDONED PIPEWORK AND VOIDS



A SVI Contract Service solution used to remotely and permanently decommission abandoned underground pipes and voids

Filling abandoned underground pipework, sleeves, ducts and other voids is necessary to prevent surface slump, to stabilise the ground prior to construction or to prevent the passage of water, odour and vermin.

At SVI, our Contract Service team has been carrying out filling and sealing operations using cementitious grout for over 35 years.

Abandoning redundant pipework

When sealing off redundant pipework, such as old cast iron gas mains, each end of the pipe is sealed using a SVI FOAMCAP™. This lightweight alternative to using a metal cap is fitted over the end of the pipe and injected with expanding resin foam. A sponge dam, placed inside the pipe keeps the liquid foam in place until it expands and cures.

The pipe is then drilled and standpipes fitted through which the grout is pumped.

Filling annular spaces in ducts & sleeves

The annular space between a duct or sleeve and an inserted pipe often needs to be sealed. This is achieved in a similar way by pumping in grout, although the ends are sealed with our ENDSEAL™ product.

Varying grades of grout are available to the Contract Service technicians who select the composition depending on the application. The grout is mixed in a machine on site and is pumped through a delivery tube.

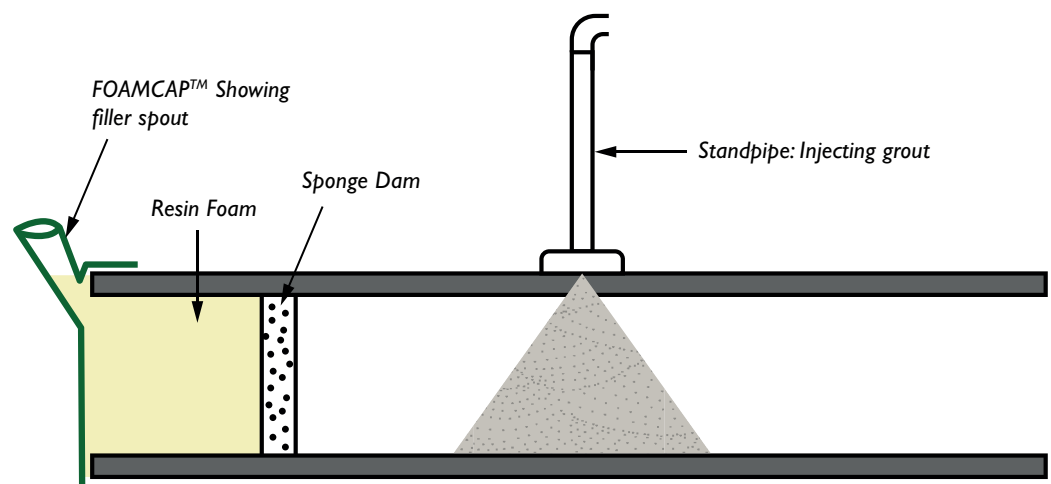
On some projects, our FOAMBAG™ technique is used to create a dam in pipework so that the grout can be pumped into the required area.

For projects where inserted cables or pipes need to be removed from sleeving or ducts at a later stage, a non-setting grout is used.

Pipe diameters up to 1.2m filled

Pipe sizes up to 48" diameter can be permanently sealed off. Sloping, uneven or even badly corroded gas mains are not a problem.

Our Contract Service team also undertake the filling and sealing off all types of underground voids from chambers and manholes to abandoned cellars and storage tanks.



The ends of the pipe are sealed off using SVI FOAMCAPS™. The pipe is then drilled and one or more standpipes are installed through which the grout is injected.



Grout Filling Project on the A14

As part of the major Highways England scheme to improve the A14 between Cambridge and Huntingdon, Steve Vick International (SVI) were involved in the diversion of a section of intermediate pressure gas mains work undertaken by tRiIO and Morrison Utility Services for Highways and their principle contractors (The A14 integrated delivery team).

SVI Contract Services provided grout filling operations to fill the annular space between the concrete sleeve and the new gas main which ran under the busy dual carriageway at several sites, as well as beneath individual junctions with B roads and tracks.

The grout helps to maintain the pipes strength and structure and prevent damage to the sleeve and thus ensures the integrity of the road surface.



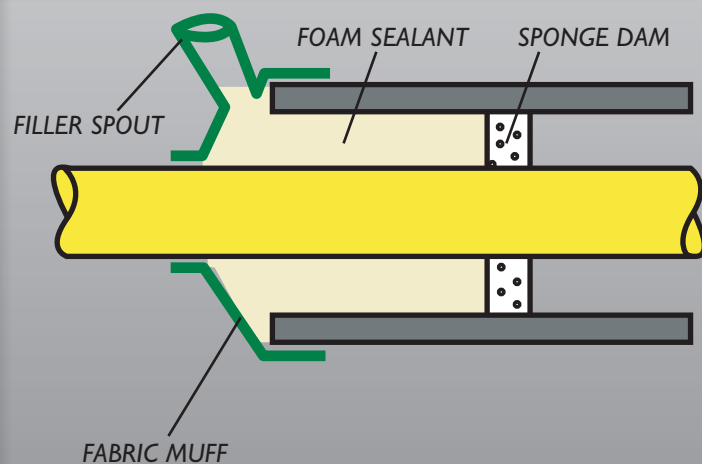
Gas Main Reinforcement Project at the Caledonian Canal

The Steve Vick International Contract Service team recently assisted gas distribution company SGN on a project to divert a gas main across the Caledonian Canal near Loch Ness.

The project required the new gas reinforcement main to be laid under the Caledonian Canal at Torvean, Inverness.

Once the new main was in place, the SVI Contract Services team provided grout filling operations to fill the annular space between the new, one hundred metre, 450mm PE sleeve and the inserted 250mm PE gas main.

The grouting enabled the void between the two pipes to be filled so that, when the weight of the earth and water from the canal was re-instated, the newly inserted gas main was protected from the risk of damage and the unnecessary ingress of extraneous matter or animals.



44 metre long inserted steel sleeve filled and sealed

This project entailed sealing a 44m length of steel sleeve under a railway line. The 762mm diameter steel pipe had been installed to carry a 646mm PE gas main; it was necessary to fill the annular space between the PE and steel in order to maintain the integrity of the ground under the rail track. The ends were fitted with ENDSEALS™.

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