

Upon completing a full do-over over construction methodology alteration

Structural Works Speed Up in Jamal Abdul-Nasser Road Development Project

Kuwait, 11 November 2012 –

The supervising authority in charge of Jamal Abdul Nasser Road Development project – one of the prime transport-infrastructure projects taking place in the state of Kuwait and worldwide – announced the advancement in structural works following the comprehensive do over of design and drawings by reason of employing an alternative erection system known as ‘Segmental Span-by-Span’ method, and through which; almost 20 KM length of elevated motorways are to be constructed more economically and speedily. The works - materializing in the construction of the elevated highway elements including bridge segments, foundations and piers – are advancing concurrently on construction sites along the project line as well as offsite in the project’s segment Pre-Cast yard in Al-Doha area.

The Ministry of Public Works - represented by the Director of Highways Department, Engineer Abdul-Aziz Al-Sabah, stated in a brief: “Through our joint efforts with the collaboration of Louis Berger Group and Pan Arab Consulting Engineers, we have managed to continue and advance with project works in a fast pace following a complete do over of design material, working drawings, shop drawings, coordinations and approvals that was completed on account of applying a new construction methodology for the bridges and elevated roads”.

“So far, on foundations, we’ve completed 311 piles, 4 pile caps ready for pier constructions and a batch of bridge segments fabricated in the precast yard in al-Doha. On road works, we’ve opened 4 detours to date in order to continue with structural operations. We are pleased to see the project materialize in face of all the challenges, and witness such significant step forward for this mega-structure on-site” he added.

Elaborating further, Engineer Abdul-Aziz said that due to the recent dire site circumstances and constraints, it has become very difficult to maintain works and assure its speed without having high public disturbances, motion and time wise, even with detour roads. Therefore, it was necessary to find and employ a new methodology of work that complies with the current situation of the road that was measurably different from the time of tendering. The alternative entails an erection technique identified as ‘Segmental Span by Span’ method which basically denotes completing one deck span of segments after the other, and comes preferable to the formerly suggested ‘Balanced Cantilever’ method in its economical value and speed of erection.

“Other Span-by-Span advantages include easy geometry control, lesser work space required and minimum use delays”.

In a brief description of the structural elements being underway, Engineer Abdul-Aziz said: “A pile cap is a thick concrete cuboid that embeds on concrete piles, fairly long slender columns driven into the ground to provide a stable foundation. The bridge loads are transferred from the deck to the supporting piers and through the pile-cap onto the piles underground. The concrete elements are water-proof and are designed to withstand harsh ground conditions due to its advanced water proof membranes”.

Moreover, the Engineer said that offsite pre-casting of bridge segments is now being underway in the 100,000 m² Segment Precast Yard of the project located remotely in Doha area past any residential districts. The Precast yard is a fully mobilized facility in which bridge segments are being fabricated, cured and stored until need on site. This process guarantees an elevated speed on construction and quality control in addition to very limited public disturbance.



“As part of its ongoing commitment to enhance the motorway and road network in Kuwait, the Ministry of Public Works is undertaking the Jamal Abdul Nasser Road development Project which aims to transform and upgrade the existing highway to a multi leveled motor-express way built upon international standards to stand for the next 100 years. We would like to extend our apologies for any inconvenience this venture may cause due upon its execution however we guarantee that the end results are well worth the sacrifices”.

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About The Jamal Abdul Nasser St. Development Project:

The project is located in the western region of Kuwait, which extends from the Jahra Gate (Jahra Gate Roundabout - Sheraton) to Grenada area from Sharq. It is also one of the main projects in the Ministry of Public Work's strategic plan to develop roads and motorways in the State of Kuwait in order to address the future demand of traffic, minimize traffic congestions and improve road safety.

The collaboration of Louis Berger (LBG) and Pan Arab Consulting Engineers (PACE) – maintain supervises the international project operations together with Rizzani De Eccher, SPA-Italy , Obrascon Huarte Lain, SA-Spain , TREVI, SPA-Italy and Boodai Construction- Kuwait.