

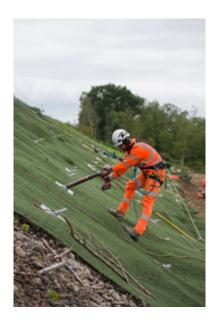






Universal Piling were contracted by VolkerFitzpatrick to stabilise a failed rail embankment following a landslip in January, which resulted in the mainline from Southampton to London being reduced to one operational line.

Initially, to stabilise the bank and to enable the lines to re-open as quickly as possible, 100no. Sheet Piles, each 12m long, were installed directly below the slip to help facilitate the regrade of the failed area. The sheet piles were installed using a 36t excavator c/w Movax SG75 and Movax piling hammer to back drive the piles to depth in line with the design. Our piling team work around the clock to complete these works swiftly meaning the line could be reopened to rail traffic with temporary speed restriction in place within days of our call to site.











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Case Study: 15.09..2023











The final design further required the installation of 1,200no. soil nails to depths of between 8m and 25m across three areas along the embankment. To compliment the nails, a mesh system comprising of 10,350m² of Maccaferri MacMat R mesh and galvanised plates were employed across the full surface of all three areas before being Hydroseeded. All of the works were carried out by our in house rope access team, using hydraulic soilnailing masts and a number of long reach excavators providing a range of reach between 15m and 22m. Due to the height of the embankment piling platforms were constructed mid-slope to enable all soilnailing to be carried out mechanically eliminating potential HAVs risks or the need for slower, skid based masts to be used. Our final task was to install a BaFix cess retention system to enable the construction of a safe cess walkway c/w GRP handrail before the compound and working area were returned to their original condition with the removal of all temporary access ways and working platforms prior to the importing of new topsoil. Our true reactive approach was one of the key elements of this project with our site visit being carried out within a few hours of the landslip and our mobilisation underway within 48 hours recognising that every hour was critical to the success of this project. With media attention focussed on the scheme, we really were in the spotlight from start to finish.









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