Case Record

M6 Toll Sustainable Aggregates

Weeford Cutting and Works Area

Date	January 2003
Location	Midlands
Client	MEL
Main Contractor	CAMMBA

The construction of a road, which consists of 165,000 m2 of main line, 184,000 m2 of interchanges and 447,000m2 of side roads, requires a massive volume of construction materials. The M6 toll project ensured that materials won on site and the use of secondary aggregates played a key part in the project.

The Construction of the UKs first toll road

Business Benefits

- **Removal of vehicle movements from public roads.**
- **Improved community relations through reduced road traffic.**
- **Maximum utilisation of site won materials.**
- **Maximisation of on site waste management.**

Aggregates were required for the scheme to be produced into concrete for the road pavement and structures. Cement Bound Material (CBM) and to be used for drainage stone.

Two areas were identified as potential sources of mater, Weeford Cutting in Section 3 and Middlehill.

Additional planning permissions were also obtained for the borrow pits adjacent to the M6 Toll route.

700,000 tonnes of CBM aggregates and 2.3 million tonnes of washed sand and gravel for road pavement, structures and drainage stone were all obtained from within the site boundary.

With no vehicle movements taking place on public roads.

electricity generation industry and a form of secondary aggregate) has been used to replace cement in concrete mixes. With structural concrete containing 30% of PFA and pavement concrete 25% of PFA.

Advantages from this material include better thermal properties, reduced bleed, less shrinkage cracking and improved durability of the finished product.

CAMBBA also obtained exemptions to the Waste Management Licensing Regulations (1994) this enabled around 1 million tonnes of material to be imported for use in permanent works including road planings. 5,000m^3 of vegetation clearance material has been mulched and added to topsoil and around 10% of waste (wood, paper, plastic and metal) has been recovered for recycling.

February 2003
Info provided by Tom Lawson