

100% IN-HOUSE REBAR SERVICES

Your ONE STOP SHOP for steel reinforcement modeling, production and delivery.

Your project is our priority! We collaborate with you every step of the way to achieve outstanding and real outcomes.

Our proprietary owned 5D detailing software, ADDA*, identifies:



Material and embedment clashes



Prefabrication opportunities



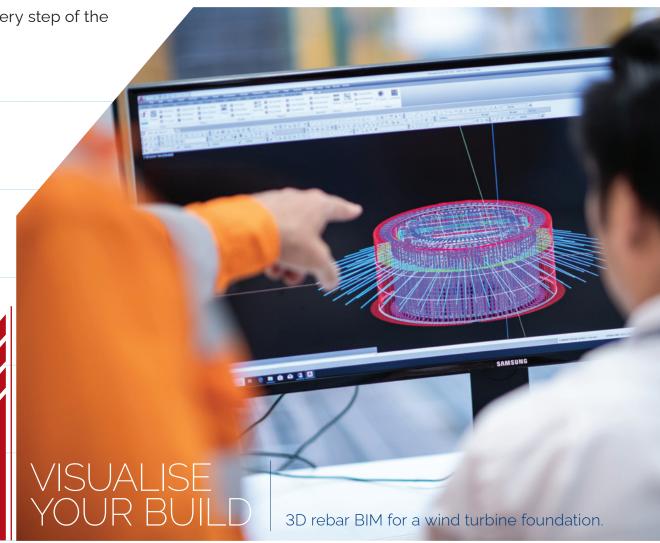
Opportunities for stock bar conversion



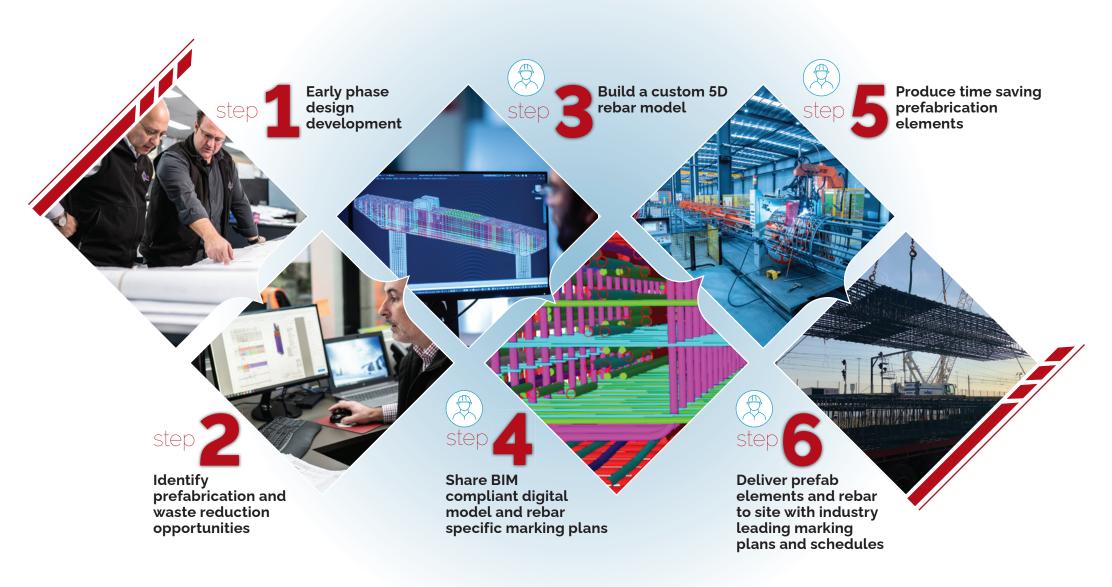
Time saving steel fixing sequencing



Rebar cost savings



OUR APPROACH From concept to completion, we take full responsibility.



CASE STUDY | M4-M5 WestConnex - Rozelle 3B Interchange Project





Contractor:

John Holland and CPB (JHCPB)



Project Overview:

Construction of a new underground motorway interchange to City West Link and an underground bypass of Victoria Road between the Iron Cove Bridge and the ANZAC Bridge, with links to the Western Harbour Tunnel.



The Challenge:

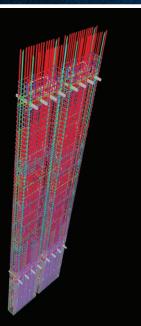
The Vent Building and Decline Diaphragm Wall Package was a challenging project from start to finish, with a complex reinforcement configuration. All 161 rebar wall cages, each weighing up to 25 tonne, were to be prefabricated off site.





Our Solution:

- Rebar wall panel modelled in ADDA software to identify clashes and time / cost savings.
- Workshops with client, designers, and contractor to review model and resolve rebar layout and constructability issues.
- 500 shop drawings produced directly from the model for the fabrication of the panels.
- Total processed and prefabricated steel quantity = 3,500 tonnes.





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From the outset, the 3D modelling capabilities of AUSREO highlighted the problems, which provided our team ample time to address and rectify. This kept the project moving on programme and resulted in the best outcome for our client.

Jason CummingsProject Manager – Avopiling

CASE STUDY | Metro Tunnel Project





Contractor:

Cross Yarra Partnership (CYP) consortium, comprising Lendlease, John Holland, and Bouygues Construction.



Project Overview:

Design and construction of twin 9km tunnels and 5 underground train stations to enhance Melbourne's rail network and integrate with the existing system.



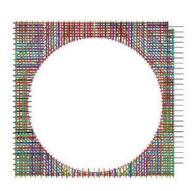
The Challenge:

The ANZAC Station Roof consisted of a congested steel reinforcement design.
Located on busy St. Kilda Road, the work areas and delivery windows were restricted.
The project team wanted to avoid project delays and cost overruns by maximising loads and minimising the number of deliveries.



Our Solution:

- Created a 3D model in ADDA that resolved 112 clashes during the design phase thereby, eliminating time and cost issues before the steel was sent to site
- Significant cost savings in the roof slab by identifying stock bar opportunities
- 14% stock bar conversion in 1st concrete pour, increased to 38% by pour 9





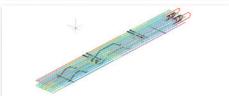
Results:

We received an initial order for 800 tonnes to prove our time and cost savings capabilities using ADDA.

After a successful trial, with zero NCR's, we received further packages to model and supply 40,000 tonnes for the Metro Tunnel project.

ENGINEERING INFRASTRUCTURE PROJECTS

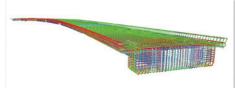




Roads

Westconnex Stage 3B Rozelle Interchange	30,000t
M5-M5 Link	5,000t
Westconnex Stage 3B Vent Building Diaphragm Walls	2,500t
Westconnex New M5 Binocular Shaft Diaphragm Walls	1,000t

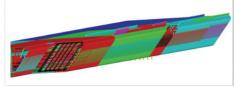




Bridges

St Peters Interchange Bridge Piles	1,000
Nowra Bridge Piles	800
M12 West	5,000





Rail

Melbourne Metro	40,000t
Sydney Metro	45,000t





Renewable Energy

Moorabool Wind Farm	5,885t
Ryan Corner Wind Farm	4,000t
Berrybank Wind Farm (2 stages)	2,700t
Murra Warra Wind Farm	2,500t
Golden Plains Wind Farm	12,000t
Gullen Wind Farm	3,500t

Build with Confidence











4 Core Values











Contact AUSREO technical services that will make a difference on your next project.



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