



Credit River Bridge, Canada



Facts

MegaSteel equipment:	28	t
Weight of the platform:	950	t
Moving distance:	190	m
Lifting distance:	8	m

Handling equipment

Strand jack H-40:	2	pcs
Strand jack H-140:	10	pcs

Description

For the indispensable renovation works of the 1935 built bridge, a platform stretching over its entire length was built-in from underneath.

Particular care had to be taken since nature conservation regulations prohibited any impairment of the river and shore area.

The 950 ton-heavy platform was built up element by element under the bridge at assembly height and was gradually pushed forward over a distance of about 190 meters between the bridge piers.

In a second phase the complete platform was lifted by about 8 meters on 10 MegaSteel towers to the actual working height.



Temporary Support of the Atlantic Bridge, Panama Canal



Description

New larger vessels (New Panamax class) with dimensions of 366m x 49m x 57,9m navigating the Panama Canal required the construction of a new stay cable bridge which would also cope with the increasing local- and transit traffic.

Concrete bridge elements of approx. 1'500t weight were casted. For the temporary support of the formwork HEBETEC Engineering Ltd. delivered a self-erecting tower system.

Facts

Total Bridge length:	approx. 3'000	m
Cable stayed concrete bridge:	1'050	m
Span between the 2 main pylons:	530	m
Height of pylons:	212.5	m
Clearance above canal:	75	m
Traffic lines:	4	pcs

Handling equipment

MegaSteel self-erecting system	350	t
Strand jack H-70	12	pcs

In addition to the concrete weight the 120t weight of the formwork had to be taken up by the 350t weighing support towers.

Because of Panamas' geographic position seismic resistance is a fundamental requirement to a bridge design. The hence resulting weight of 1'500t for a bridge element remained as a big challenge for the design of the support towers.



Bridge at Lancy, Switzerland



Description

The lowering system for the railway bridge at Lancy (CEVA) was developed by Hebetec Engineering Ltd. and first time applied by Freyssinet.

The lowering / lifting system consisting of telescopic columns is laid out to execute the laborious piling works at ground level, which is a significant advantage for working safety. The horizontal stability of the telescopic system is achieved by fixation to bridge pier.

Due to large lowering steps (270 – 360mm) rapid execution of lowering works can be achieved. A cylinder stroke of 400mm allows for the application of MegaSteel standard modules.



Facts

Installed lifting capacity:	1'600	t
Bridge weight:	800	t
Lowering distance:	1.6	m
Duration:	5	h

Handling equipment

DP-400-400:	8	pcs
PA-4-16:	3	pcs





York Mills Bridge Toronto, Canada



Facts

Maximum weight: 2'000 t
Support height: 2 - 8 m

Handling equipment

MegaSteel material: 77 t

Description

The bridge bearings had to be replaced in the course of required maintenance works at York Mills Road Bridge.

Temporary MegaSteel braces built around the bridge piers took over the full bridge load, allowing to exchange the bearings under full traffic.

