



Oudenbosch, Netherlands: Rail underpass

Combining the installation of foundations and positioning of a new rail bridge deck in one phase may limit disruption for rail passengers but it creates a major challenge for the construction teams.

Foundation contractor Sterk was responsible for installing the box piles and sheet piles that had a dual purpose of creating a groundwater cut off for the new road underpass excavations and supporting the bridge deck over which the existing rail line now runs.

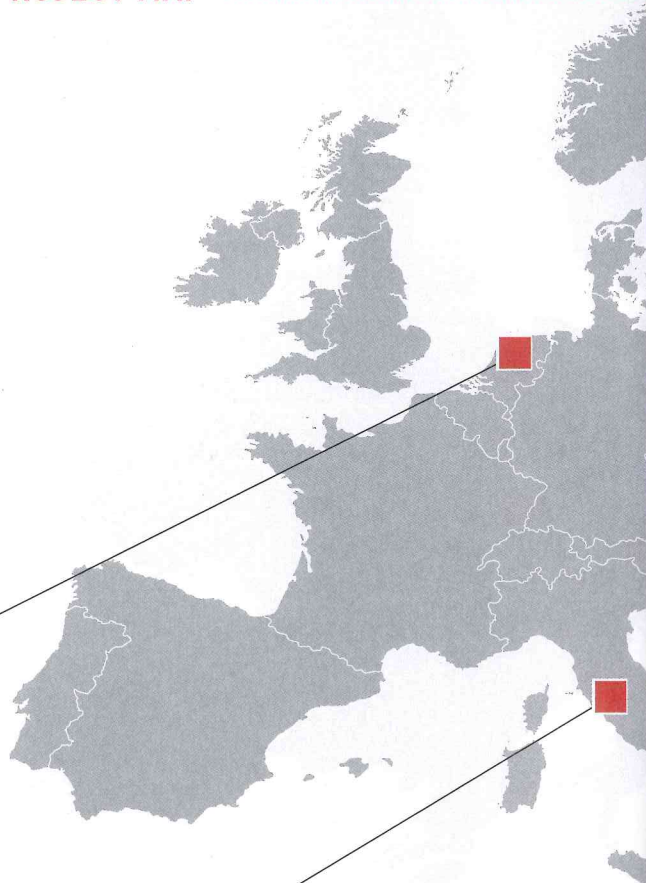
Installation of the bridge deck will allow work on a new ringroad, to reduce traffic congestion in Oudenbosch, to be constructed without impacting on rail operations.

According to Sterk's Robert van Halteren, completing the piling and bridge deck in just 52 hours makes the project unique. "This had never been done before," he says. "Normally this kind of scheme would be completed in two phases with the foundations work undertaken in the first part and the bridge deck phase carried out sometime later."

During the 52-hour rail line closure, Ippel and Strabag deconstructed the railway tracks and carried out excavations to enable Sterk to bring in four foundation cranes to install the piles before the new 1,000t, 35m by 15m bridge deck was moved into position. With the deck in place the contractors had to reinstall the railway line ahead of the Monday morning commuter services.

CLIENT PRO RAIL
MAIN CONTRACTORS IPPEL AND STRABAG
FOUNDATION SPECIALIST STERK
FOUNDATIONS VALUE €400,000
OVERALL CONTRACT VALUE €4.5M

PROJECT MAP



Rome, Italy: Metro underpass



Construction of a new underground metro scheme below a city is always a complex task but managing the interchanges on the new route with existing – and operational lines – is even more of a challenge. This was precisely the task that Rome's Metro C line developer brought in Trevi to help with and work is now well underway to take the new Line C route below the existing San Giovanni station on Metro A line.

Parts of the new 21.5km long Metro C line are already open and completion of the work at San Giovanni will allow the new line to extend to connect with Metro A line by the end of this year.

CLIENT AND MAIN CONTRACTOR METRO C
FOUNDATION CONTRACTOR TREVI GROUP
START MID 2014
FINISH MID 2015