

Seo Kang Bridge, Seoul, Korea Skid & lift of 2,400 tonne arch

Main Contractor: Hyundai Engineering & Construction Co. Ltd.



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CIVIL 18



Above: Stage One - completion of the skid onto the finger piers. The skid track runs directly from the fabrication area, across extension pieces and onto the pier structure.

The 2,400 tonnes Nielsen arch which forms the central navigation span of Seoul's new Seo Kang Bridge was prefabricated at a riverside site adjacent to its load-out position.

In the first stage of a two stage operation, Fagioli PSC used strand jacks and Hilman roller skates on a steel track to skid the completed arch from its fabrication position out onto temporary finger piers.

In the second stage of the operation, Fagioli PSC used its L600 strand jacks on top of temporary towers to raise the arch approximately 15 metres. Main contractor Hyundai then brought a barge equipped with a high level grillage beneath the arch, and by de-ballasting took over the load.



Above: The final positioning of the arch, not in Fagioli PSC's scope, was to tow the barge between the bridge piers and by ballasting down, the arch was placed onto its permanent bearings.



Above: Stage Two - raising the arch. From four lift points, one on each pier, Fagioli PSC L600 jacks perform a synchronised lift of the arch to a position where the barge and grillage can come underneath.