



Atlantic Industries Limited

PROJECT PROFILE



Urgent bridge replacement: from site prep to first train in 120 days

Urgent project to replace a 60 m span steel girder bridge damaged during severe flooding

The AIL Group was excited to be a partner in an urgent mine site infrastructure project to replace a 60 m span steel girder bridge that had been damaged during severe “once-in-500-year” flooding. The bridge replacement needed to take place within a 12-month window and, thanks to the concerted efforts of all project partners, it was up and running within eight months.

April 2009: Scoping, Proposals

Contacted in early April, the consulting engineers investigated the possibility of using Super•Cor Arches for this project which had to be completed by December 1, 2009. Twin Super•Cor Arches were chosen due to very favourable cost, completion time and performance factors.

Project at a glance:

Name: Twin Super•Cor SC74 Arches

Dimensions: Span: 20 m, Rise: 10 m, Length: 25.2 m, Distance between: 4 m

Product: MSE Retaining Wall System (Wire Wall)

Wall extra: A steel face was needed at the base of the wall for added protection against major impacts due to debris, etc. We devised a Bolt-A-Plate fascia for both sides.

Sector: Mining & Energy



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Late June 2009: Project Awarded

An order was placed in late June for the Super•Cor product, which was needed by early September. AIL's MSE Retaining Wall components had not been ordered yet, as the final design was not complete.

July – August, 2009: Manufacture Super•Cor, Prepare Site

Detailed design and manufacturing of Super•Cor components took place at AIL's facility. In preparing the site, the contractor encountered bedrock problems and the project fell slightly behind schedule. Wall design and commercials went well into July and the Wall order was placed on July 24 for a mid-September delivery.

September, 2009: Assemble Super•Cor Arches

Despite a very tight turnaround time, the components arrived on time. Both structures were built in less than three weeks, including grouting the ribs, bringing us back on schedule.

October, November, 2009: Walls, Backfill, Railway Construction

Wall panels arrived on-site in mid-September, on schedule. Track-laying crews connected the line on schedule, and the first loaded train went across on time. December 1, 2009: project completed.

If a conventional bridge had been chosen instead of the Super•Cor structures, it is estimated that the project would have been extended by at least an additional four months.

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Play time-lapse video.

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Twin Super•Cor Arches in Australia.



Twin Super•Cor Arches being installed.



Mining vehicle passes through AIL Super•Cor Arch.



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