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**Video: Installation of the Bridge Raymond Barre across the river Rhone, Lyon in France**

Although old news, which I want to share with you. One of my friends found this video on YouTube about the challenging task, Sarens was facing in the jacking up, river transport and finally installation of the complete Bridge Raymond Barre in France.

When you find interesting Videos, please mail the link to me: [heavyliftnews@gmail.com](mailto:heavyliftnews@gmail.com)

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Ce film reprend toutes les phases de transport, rotation et pose du nouveau pont Raymond Barre sur le Rhône. Retrouvez notre actualité sur : <http://www.sytral.fr> (<http://www.sytral.fr>) (<http://magazine.sytral.fr>) (<http://magazine.sytral.fr>)

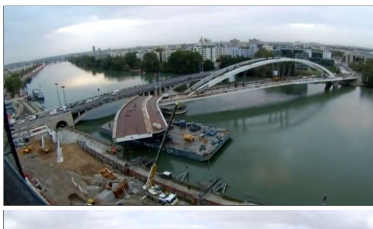
RAYMOND BARRE BRIDGE

BRIDGE OVER THE RHONE RIVER IN LYON INTENDED FOR THE T1 TRAM CONNECTING THE CONFLUENCE AND GERLAND DISTRICTS.



9/16/2016

Video: Installation of the Bridge Raymond Barre across the river Rhone, Lyon in France





France, 2011 - 2013

**GENERAL DESCRIPTION**

Located south of Lyon on the Rhone, slightly upstream of the confluence with the Saône river, the new Raymond Barre Bridge is in an exceptional location, between the right bank peninsula undergoing urbanisation and the left bank riverside park adjoining the Gerland district and the famous Hale Tony Garnier.

This structure, between the future museum of the confluences under construction and the Grand head office, intended for the T1 tram and eco-traffic, has a main span of 150m built at an angle to the axis of the river reminiscent of the steel railway bridge of Mulatière sur la Saône.

Seen from the banks and the A7 motorway, this bridge with radiating arches will be the new "porte de Lyon" (gateway into Lyon) over the Rhône river.

**MAIN CHARACTERISTICS**

- Length of the structure: 264m
- 3 spans: 50.3m - 171.6m - 38.9m
- Span between bearing surfaces: 72.3m - 152.2m - 38.2m
- Steel bridge deck, orthotropic slab
- 2 spans assembled on an area near the work site and transferred to the site using towed barges on the Rhône.
- P1 pier in the middle of the Rhône built in a 15m-deep cofferdam with a surface area of 350m<sup>2</sup>.

SOURCE: Bouygues (<http://www.bouygues-tp.com/en/projects/lyon-rhone-bridge>)

Watch the video Below:



OWNER

SYTRAL

GENERAL CONTRACTOR

Bouygues TP / Matière / Zwalhen &amp; Mayr consortium

YEARS

2010-2013

MAIN SPECIFICATIONS

- Bridge with 3 spans in an urban site
- Works in river
- Deep foundations

Making the South entrance of the city of Lyon, the Raymond Barre Bridge across the Rhone was designed in harmony with the entrance of the Confluences Museum, with a modern architecture featuring two outward-leaning arches. Working alongside the Project Manager, TERRASOL, was entrusted with the study of the foundations of this structure, which is part of the project to extend tram line T1.

The 3-span bridge has a pier in the river (P1) and a pier on the edge of the bank (P2). Both piers will be founded on piles. The geotechnical context does not present any particular problems; the soil is composed of river alluvia becoming compact at depth before encountering the bedrock consisting of granite sand associated with the facies of the "Jardin des Plantes".

The problems of the project essentially concern:

- the complex load distribution of the structure, due in part to the asymmetry of the deck which is embedded on the piers, inducing considerable transverse forces for the foundations;
- compliance with river traffic, which requires the area covered by the foundations to be restricted;
- difficulties related to construction in a river with a water depth of approximately 12 meters at pier P1.

The calculations for the deep foundations of the piers were performed using the FOXTA software, its various modules making it possible to account for the behaviour of a pile group subjected simultaneously to transverse and axial loading.

The construction works were entrusted to the BOUYGUES TP/MATIÈRE/ ZWALHEN & MAYR consortium. The first stone was laid on the 24th of November 2011. SETEC ALS, with TERRASOL's assistance, carries out the works and studies Project Management for the civil engineering. The works began in April 2012 with the construction of the cofferdam for pier P2 and of the piles for abutment C3. The large cofferdam of pier P1 was completed by the end of year 2012, and was followed by the construction of the spines: 1800 mm piles necessary to support this pier on which the steel structure was to be embedded.

DOWNLOAD Brochure for download ([http://www.terrasol.fr/sites/default/files/references/pdf/0a14\\_-\\_pont\\_raymond\\_barre\\_-\\_lyon\\_eng.pdf](http://www.terrasol.fr/sites/default/files/references/pdf/0a14_-_pont_raymond_barre_-_lyon_eng.pdf))

- Geotechnical synthesis and foundations design
- Geotechnical project management

Photo credit: balabala/SYTRAL SOURCE: Terrasol (<http://www.terrasol.fr/en/consautancy/references/lyon-rhone-bridge-tramway-t1-lyon-france>)

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