



Mediterranean bridge refurbished on ring of Madrid

44 days in double shifts

Nothing is more annoying than the morning congestion. Sarens has now contributed to maintaining the steady flow of traffic in Madrid despite refurbishing a bridge on the M30 ring with heavylift equipment in night and day shifts.

From August to September, Sarens provided technical support during a bridge refurbishment on the M30 motorway in Madrid. The project had to be implemented within a tightly scheduled window of only 44 days.

Lifting the bridge

The Avenida del Mediterráneo bridge was erected in 1955 as the first bridge of the M30 ring road in Madrid. Partly repaired seven years ago, the renewal of the bear-

ing supports on both central trusses was now on the agenda. This required raising the bridge spans, releasing the old bearing supports and fully replacing the bridge edges and end bearings.

Sarens supplied the steel and hydraulics equipment required in order to lift and lower two central concrete spans, each with a weight of 450 t. A steel portal and two lifting bars of 21 metres in length each were utilised. The equipment was brought from the head office of Sarens

Bridge refurbishment during full use by traffic.

to the building site by truck. The work was carried out in double shifts during the day and night to install the equipment on site.

Due to the considerable traffic, approximately 1.5 million cars use the M30 everyday, all work had to be carried out at the weekend. One of the biggest challenges was to conduct the entire lifting operation in the space of a single night shift of only nine working hours.

The time window of 44 days was fulfilled. Sarens was involved in the project from technical planning through to its execution and performed the lifting operation on instruction of its customer Tecysa. The party ordering the project was Madrid Calle M30. The engineering and technology services were provided by LRA.

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