

# Young Jong Bridge, Korea - Eastern Approach Section

**Main Contractor:** Hanjin Engineering and Construction Co. Ltd.



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By anchoring to the top of the support structure and inverting the jacks underneath the piece to be lifted, the jacks effectively climb up the strand cable.

The 15 loadouts, were performed using Fagioli PSC L100 Strand Jacks mounted horizontally at the end of this skid track. Most of the operations were performed in two stages. Firstly the system pulled each piece to the perimeter of the fabrication site over distances of 10 to 260m, at which time the perimeter road was shutdown. A second stage skid system then completed the loadouts on to the barges, skidding the pieces a further 180m. On completion of each loadout the piece was taken to be set down on it's pile cap location. After which the 16 No. L600 inverted Strand Jack system was connected for the lifting operations.



**Left:** Jacks can be seen climbing up the cables.

approach sections by Hanjin Engineering & Construction Co. Ltd. The Hanjin contract also included 15 loadouts to take place from the fabrication yard onto barges for transport to the jobsite.

**Below:** A loadout jack with recoiler unit.

Fagioli PSC were awarded three separate contracts on this double deck bridge, being constructed as part of the infrastructure for the new Incheon Airport in Korea.

The 1,375 metre long bridge consists of eastern and western approach sections linked by a 550 metre span suspension bridge. Fagioli PSC were awarded contracts for span lifting on the western approach section by Hyundai Heavy Industries Co. Ltd., and on both

On the suspension bridge section the contract for cable tensioning was also awarded to Fagioli PSC by Samsung Heavy Industries Co. Ltd.

The lifting technique on this Eastern Approach Section was based on a climbing solution. This entails a reversal of the typical Strand Jack lift with the jack mounted on a support structure, and the cable anchored to the piece to be lifted below.

