

Bridge Rehab Work Horse

The job for the St. Louis Bridge Company was to rehab the auto deck of the Eads Bridge. The Bridge, located in St. Louis, MO, was the first metal bridge over



the Mississippi River. It was also the first bridge to use underwater caissons in construction. Underwater caissons were later used in the construction of the Brooklyn Bridge in New York.

Before the auto deck was rehabbed, Eads Bridge was being used exclusively for rail traffic and the regional Metro Link. St. Louis Bridge Company was awarded the contract to rehab the auto deck. St. Louis Bridge was founded in 1972 and is known around the Mid West for their expertise with "Engineering Intense Projects". According to Pat Dolan, Vice President for St. Louis Bridge, 99% of their work is on bridge deck replacement. It was with a great deal of pride Pat mentioned that the company's motto was "to do the job right the first time."



What made this particular project unique was the fact that the work had to be done on a St. Louis landmark, which happens to be the logo on their business cards, and the fact that the Metro Link schedule could not be interrupted during the construction project. This meant the construction crew would have to be protected from the live 760 volt power line just feet below where the construction process would take place.

When the job was on the drawing boards, Dinzler Equipment, a Broderon distributor, was there to help. The salesman from Dinzler Equipment discussed in detail the features of the IC-200-3D. The narrow overall width of the IC-200-3D on outriggers, the strong lifting chart and an additional 14 feet more reach over the IC-200-2C was exactly what the customer required. The engineers at St. Louis Bridge, familiar with the Broderon IC-80 and



IC-200-2C from previous bridge jobs, took full advantage of the additional reach provided by the IC-200-3D. The Broderon IC-200-3D would be utilized in all aspects of the construction process, from moving the portable matt to the transporting and placement of the I-beams to be used in the construction of the actual bridge decking.

Pat Dolan stated that the additional reach provided by the IC-200-3D increased their productivity by 30%.

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Manufacturing Corp.

P.O. Box 14770, Lenexa, KS 66285-4770
14741 West 106th St. • Lenexa, KS 66215-2015
(913) 888-0606 • FAX (913) 888-8431
Website: bmccranes.com