

Acrow restores Nebraska routes

Acrow Bridge recently used its steel modular bridges to help restore roads on critical routes in the US state of Nebraska after major regional flooding.

The first Acrow structure, on Highway 281 in the Spencer Dam/Niobrara River consists of six spans of 30.5m each with an 5.5m roadway width. The second detour bridge is on Highway 12 west of the Village of Niobrara and also consists of six 30.5m spans, but has a 7.3m width.

Components for the projects began shipping in early July with the anticipation that both structures would be completed by early August. The Spencer Dam Highway 281 bridge reopened on July 29 and the Niobrara Highway 12 bridge on August 13. It is anticipated the bridges will be in use for 12 to 16 months until the permanent structures are completed, said Tom Pinder, Acrow's western sales manager.

Acrow, whose bridges are for sale or rent, has been in operation for over 60 years and operates in more than 80 countries, covering Africa, Asia, the Americas, Europe and the Middle East.

Acrow
www.acrow.com



Acrow provides safe and reliable detours in the state of Nebraska after major floods



Inhibited in Croatia

Krk Bridge is a 1.4km reinforced concrete arch bridge connecting the Croatian island of Krk to the mainland and carrying over a million vehicles per year. The longer of the bridge's two arches is the longest concrete arch in the world outside of China.

Strong winds often cause the 1.4km structure to be closed. Also, the salt air has corroded the bridge that was opened in 1980; it requires constant maintenance to provide the next 36 years of its expected service. It costs around €1 million every year in regular and extra maintenance.

Cortec says that application of its MCI 2020 will stop further corrosion of reinforcing metals and will be used in a 30-year maintenance plan

where field investigation of the current status and the preservation project design was done by IGH, Institute for Civil Engineering, based in the Croatian capital Zagreb. According to the results, the concrete is contaminated to the depth of the main reinforcement, so the existing concrete is removed to this depth.

After the removal of contaminated concrete layer the cleaned concrete surface is treated with MCI 2020 (Migrating Corrosion Inhibitor) - a surface-applied corrosion inhibitor designed to migrate through concrete structures and seek out the steel reinforcement bars in concrete. A feature of MCI 2020 is that if it is not in direct contact with metals, it will migrate a considerable distance through concrete to

provide protection.

Detailed visual inspection of the concrete and reinforcement is carried out and any faults are eliminated by removal of the concrete and cleaning the rebar. If corrosion is found then MCI 2020 is applied.

Before applying the mortar, the surface must be thoroughly moistened; any excess water must be removed. Repair mortar is then applied by spray onto the surface treated with the MC 2020 inhibitor in a single layer. This provides excellent adhesion, so no binding layer is required, according to Cortec.

Cortec
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Cortec's MCI 2020 surface protection system is being used in the Krk Bridge preservation project