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INDIA
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Award Winning Technology

Railway Bridge No.39 (Northern Railways)

Bridge No.39 is located on the rail line between Lucknow and Kanpur. Lucknow Division caters to both daily commuters and the transportation of goods. Due to the large and continuous flow of traffic over the bridge, minimum blockage and speed restriction was permitted. The bridge was analyzed and subsequently rehabilitated to carry MBG-1987 loading by way of insertion of Cintec Stitching Anchors. The execution of the work on site was completed in 10 days with minimal traffic disruption, maximum environmental protection and the preservation of the character of the bridge.

Lutyen Bungalow (New Delhi)

This bungalow which is primarily a masonry structure was built in the British era in the 1920s. It is the official Bungalow of the Chief Justice of India, New Delhi. The care takers, The Central Public Works Department, were concerned regarding the condition of the structure, particularly the cracks that developed at the corners/joints. Cintec India, (without defacing the original structure in any manner) carried out the analysis and subsequently strengthened the structure by stitching the cracks with the help of Cintec Stitching Anchors. The re-inforced structure was restored to its historic character and handed back to CPWD after only 5 days on site.

Railway Bridge No.155 (Rail Vikas Nigam Limited [RVNL])

This stone masonry arch bridge consists of 26 spans of approximately 9.50 meters that was built in 1864. It carried a broad gauge track over the river Kushasthalaiyar, between Tiruvallur and Arrakonam until 1983 when it was abandoned. The scope of the work was to assess the current condition of the bridge and check whether it would carry the MBG-1987 loading and if found inadequate, suggest measures so as to make the bridge fit to carry the required loading. The analysis was done by using the software 'ELFEN', based on Finite and Discrete Element technology. All the defects found in the structure were taken into account and measures to strengthen the bridge structure for the required loading were provided in a detailed engineering report submitted to RVNL.

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