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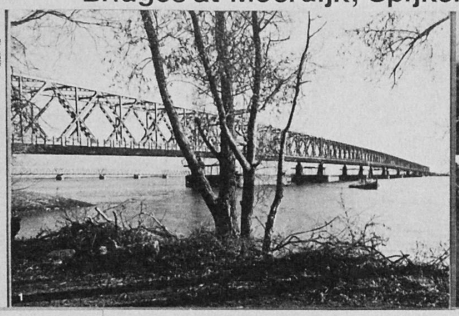
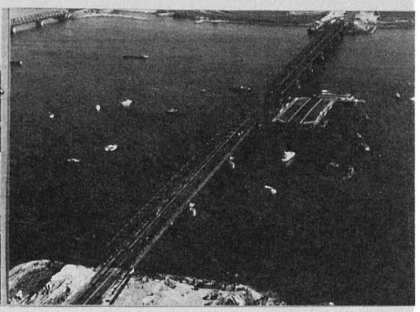
Bridges at Moerdijk, Spijkenisse and Keizersveer





INTRODUCTION

The old Moerdijk bridge built in 1936 and crossing the Hollandsch Diep was no longer capable of handling nowadays traffic. The ministry of Transport and Public Works therefore decided to replace the old bridge by 10 steel bridge spans, each 100 metres long and 42,9 metres wide.

1. View of the old Moerdijk bridge with its ten spans. Between April 1976 and January 1978 this view changed approximately every two and a half months when one of the old spans was replaced with a new section. The piers of the first bridge could be maintained to support the new bridge section.
2. Assembly yard for welding steel components into sections of 100 metres.
3. An old span is removed, using a floating structure and tugs.
4. The floating structure and the new bridge section are now stationed in front of the gap.
   They are then manoeuvred into position between the piers.
   After the span is correctly positioned the tanks of the floating structure are flooded and the new section drops slowly into place. On April 3rd, 1976 the first change of sections was completed.
5. The old span of the Moerdijk bridge is temporarily moored on the Hollandsch Diep.
6. Even at night the work continued.
7. The difference between the old and new section is striking.
8. The last span almost on its destination: November 26th, 1977.
9. Aerial view of the new bridge as completed in 1978.

The old spans, available after their replacement were in turn used to replace 2 other bridges. Four spans were used to build a new vertical lift bridge at Spijkenisse spanning the Old Meuse river. The remaining 6 spans were used for a new bridge at Keizersveer, spanning the river Bergsche Meuse.

10 and 11. Old and new Spijkenisser bridge.
12 and 13. Old and new bridge at Keizersveer.