



## ***QUICK***<sup>\*</sup>

a composite option with a concrete deck cast in situ.

## ***QUICKER***<sup>\*</sup>

a composite option with a concrete deck made from precast slabs.



## ***QUICKEST***<sup>\*</sup>

the all steel option which enables rapid installation on existing or pre-built abutments.



A patented modular steel bridge construction system

[www.unibridge.net.au](http://www.unibridge.net.au)

<sup>\*</sup>All installation times are subject to individual and local conditions

## UNIBRIDGE® SOLUTIONS

### *QUICK, QUICKER, QUICKEST*

The UNIBRIDGE® system is a new and innovative pre-engineered steel bridge concept which eliminates individual design time and cost and allows the rapid construction of bridges for a wide variety of applications using a number of modular standardised elements. UNIBRIDGE® is, arguably, the only modular steel bridge that can cover spans of up to 44m or more and still meet SM 1600 standards.

#### Examples of UNIBRIDGE® applications;

- Shared pathway pedestrian bridges for pedestrians and bicycles using one single box girder 1.0 m high with clear spans up to 44.8 m.
- Single lane road bridges with individual clear spans up to 50.8 m using two box girders 1.0 m, 1.25 m or 1.60 m high and a load capacity to meet most civil requirements with an option for one or two lateral walkways.
- Double lane or triple lane road bridges with individual clear spans up to 44.8 m using four box girders 1.0 m, 1.25 m or 1.60 m high and a load capacity to meet most civil requirements with an option for one or two lateral walkways.
- Flyover/overpass applications
- Military applications (military load MC80 or equivalent up to 72 tonnes eg Abrams tanks).
- Mining applications up to 300 tonnes capacity or more – each application requires a special study.
- Railway applications with clear spans up to 22 m with one single track and one or two pedestrian walkways using two 1.25 m box girders - meet most railway traffic load requirements.
- Marine applications using UNIBRIDGE® modules which form the key components of the access pier connecting the lifting bridge/ramp to the terminal building of a modular RO-RO (Roll-On, Roll-Off) maritime port.

All these applications use the same modular beam elements (either 11.4 m or 6.0 m long) joined by steel pins. The combination of 1.0 m high, 11.4 m and 6.0 m long beam elements enable the building of bridges with spans of 17.4 m, 22.8 m, 34.2 m, 40.2 m and even 45.6 m (with some restrictions for this span).

#### There are three different installation options for UNIBRIDGE®:

##### **1) Quick**

a composite option with a concrete deck cast in situ.

##### **2) Quicker**

a composite option with a concrete deck made from precast slabs.

##### **3) Quickest**

the all steel option which enables rapid installation on existing or pre-built abutments.

The carrying capacity of UNIBRIDGE® road bridges meet the principal international technical standards (AASHTO, Eurocode, British, SATCC) and in Australia, the AS 5100 standard.

**The UNIBRIDGE® all steel option is never obsolete and always an asset as it can be moved to another location or sold, even after a long permanent application.**

#### Australian award winning design



The Alf Williams bridge was a 7 span single lane timber bridge, approx 67m long (each span approx 9.5m long). It was destroyed during the Queensland 2011 floods and it was replaced with a Unibridge in under 3 months, reconnecting the devastated community.

The project won the Institute of Public Works Engineering Australia QLD Division award for Engineering Excellence 2011.

For more information about Unibridge®, visit

[www.unibridge.net.au](http://www.unibridge.net.au) or email [info@unibridge.net.au](mailto:info@unibridge.net.au)