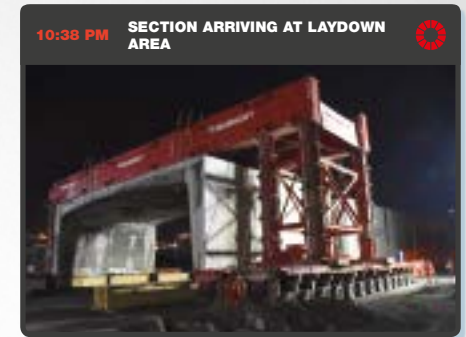


**A DEMOLITION  
JOB THAT  
KEPT A CITY  
RUNNING.**

**TURCOT INTERCHANGE  
MONTREAL, CANADA**





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## SLICING OUT A REDUNDANT TUNNEL WHILE KEEPING TRAINS ON TIME.

**Constructed in the mid-sixties, the Turcot Interchange in downtown Montreal was showing signs of wear and tear. After almost 50 years of service and a daily traffic volume exceeding 300,000 vehicles, the busy transport hub needed to be rebuilt. The ambitious multibillion dollar development, the largest in Transport Québec's history, involved many complicated moves and couldn't afford to disrupt any traffic. Mammoet had to remove a 10,000-ton concrete tunnel from over an active Canadian National rail line. Getting the job done safely and with minimal interference, took an innovative approach.**

Removal of this old tunnel was a major priority for Transport Québec's plans. The train line is one of the busiest sections of rail in the province of Québec. A train passes along the four rail lines on average every 10-15 minutes - 24/7. With commuters dependent on the line, particularly during the interchange's upgrade, a lengthy rail traffic disruption was out of the question.

The team could not risk dismantling the tunnel over an active rail line – a structure in the process of demolition, along with the maneuvering of equipment and workforces, would not be compatible with trains passing continuously. So Mammoet worked

closely with the client to find a way to remove the tunnel that would not cause any rail disruption. It literally took out-of-the-box thinking - tackling this tricky demolition challenge by moving the tunnel from the outside.

In essence, the approach was to cut the tunnel into sections that were then bolted to a gantry, positioned on SPMTs. This effectively 'picked up' the tunnel sections from the outside, making it possible to remove them without needing major machinery to be placed inside the tunnel.

For each tunnel section, one night was spent bolting it to Mammoet's gantry on SPMTs and cutting it loose. The next

night, as soon as the railway operator had given the signal, the tunnel section was driven across the rail lines and over to the laydown point for demolition.

Careful planning and uniquely customized tools enabled Mammoet to clear the tunnel in nine sections. Each 1,070-ton piece was precisely and safely removed from the railway within the allotted time.

Ultimately, Mammoet's method saved months on the demolition schedule. The tunnel structure was safely removed within a total of 19 days, while the rail line remained active, and the largest transport construction project in Québec's history could, itself, stay right on track.

**RESOURCES**

**CRANES**  
1 hydraulic crane

**TRANSPORT**  
48 axle lines of SPMT  
4 power packs

**SPECIAL EQUIPMENT**  
6 P55 beam sections  
4 tower sections  
4 50" steel ramps

**CREW**  
7 Mammoet professionals