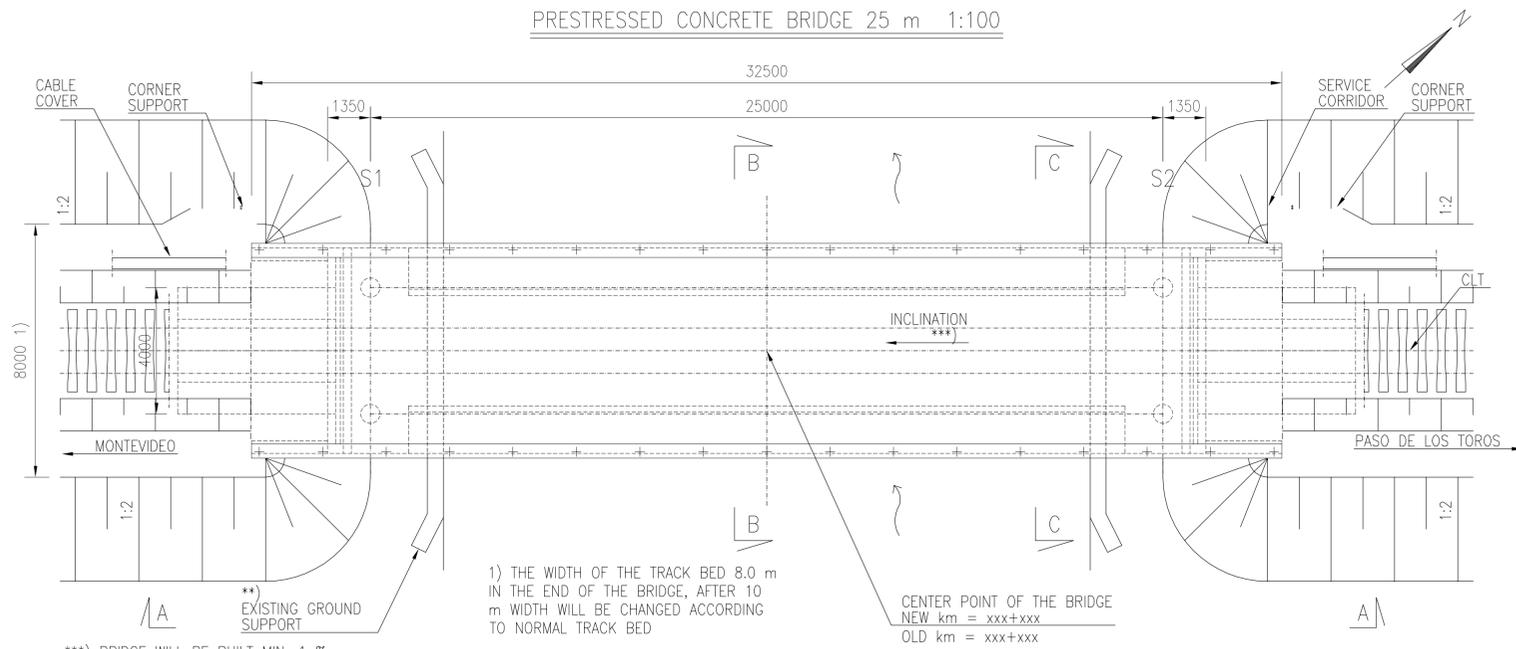
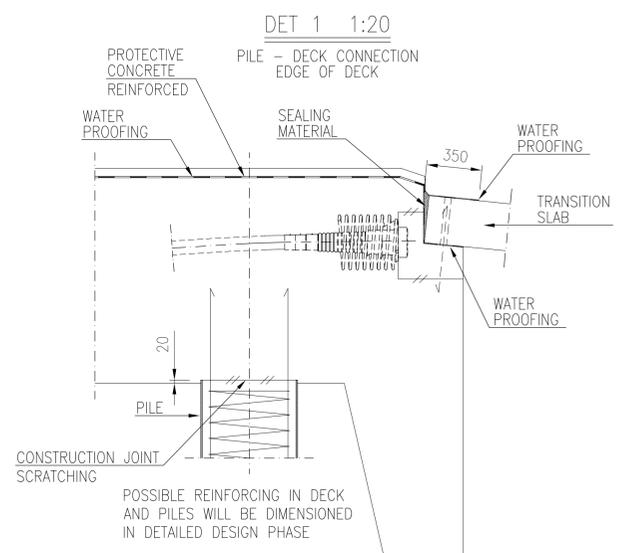
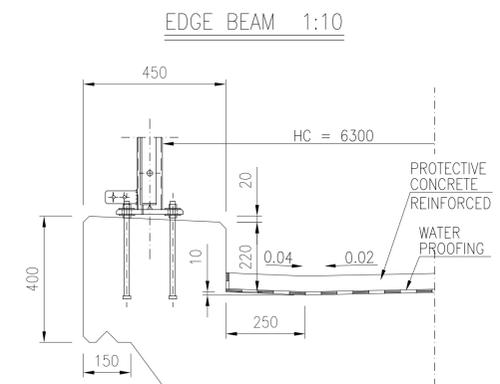


PRESTRESSED CONCRETE BRIDGE 25 m 1:100



ESTIMATED AMOUNT OF CONCRETE
 PILES: 11 m³
 SUPERSTRUCTURE: 201 m³
 ESTIMATED PRESTRESSING STEEL
 SUPERSTRUCTURE: 23 kg/m³ (CONCRETE)
 ESTIMATED REINFORCING STEEL
 PILES: 1200 kg
 SUPERSTRUCTURE: 90 kg/m³ (CONCRETE)
 TRANSITION SLABS: 325 kg/m³ (CONCRETE)
 PROTECTIVE CONCRETE: 3 kg/m²



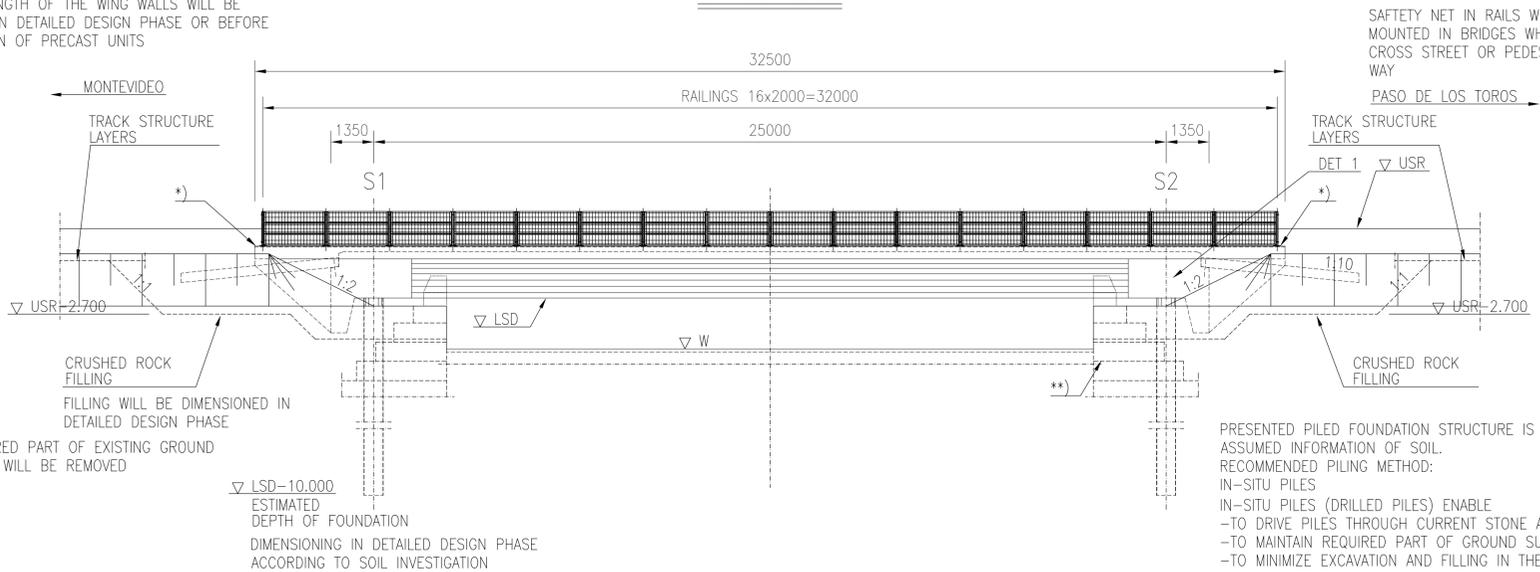
CONCRETE: C35/45
 C_{min}=40 mm
 PRESTRESSING STEEL: St 1570 / 1770
 REINFORCING STEEL: B500B
 REINFORCING MESH: B500K
 PILES / FOUNDATION: DRILLED PILES D610x14,2 S355J2H
 TRANSITION SLABS: PREFABRICATED TRANSITION SLABS
 2 x 4 x 1.0 m x 5,0 m
 OR CAST IN SITU 2 x 4,0 m x 5,0 m
 CONCRETE C35/45
 CONSTRUCTIONAL STEEL: S355 J2, HOT-DIP ZINC COATED
 RAILING / FENCE: h = 1.1 m
 S355J2H
 HORIZONTAL LINE LOAD 1.0 KN/m
 VERTICAL POINT LOAD 1.0 KN
 SURFACE STRUCTURE: WATER PROOFING MATERIAL 10 mm
 PROTECTIVE CONCRETE 50 mm
 BALLAST 550 mm
 FILLING: REQUIREMENTS ACCORDING TO TRACK INTERMEDIATE LAYER

CLT = CENTER LINE of the TRACK
 HC = HORIZONTAL CLEARANCE
 LSD = LOWER SURFACE of the DECK
 USR = UPPER SURFACE of the RAIL



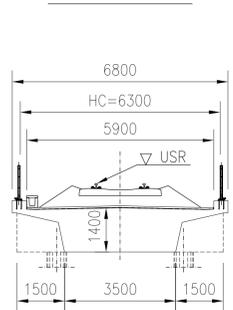
*) THE LENGTH OF THE WING WALLS WILL BE VERIFIED IN DETAILED DESIGN PHASE OR BEFORE FABRICATION OF PRECAST UNITS

A - A 1:100

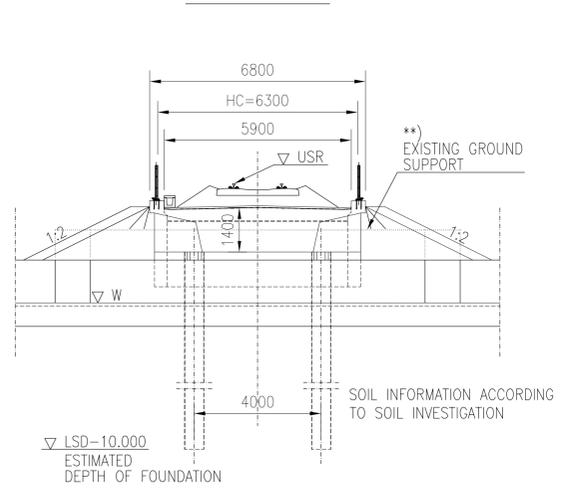


SAFETY NET IN RAILS WILL BE MOUNTED IN BRIDGES WHICH CROSS STREET OR PEDESTRIAN WAY

B - B 1:100



C - C 1:100



BRIDGE TYPE	PRESTRESSED CONCRETE BRIDGE
	CANTILEVER PLATE
SPANS	1.35 m + 25.00 m + 1.35 m
HORIZONTAL CLEAR SPAN	—
VERTICAL CLEARANCE	—
HORIZONTAL CLEARANCE	6.30 m

VERSION
23.10.2017

Revision	Explanation	Date	Designer	Date	Acceptor
Customer	MINISTERIO DE TRANSPORTE Y OBRAS PÚBLICAS				
Supplier	VR TRACK				
Project	Railway Project				
Design phase	Pre-engineering, Phase 2				
Content	Prestressed concrete bridge 25 m Preliminary general drawing Km+m +-+				
Drawer	23.10.2017	Ilkka Tiito	Loading	LM71-25	
Designer	23.10.2017	Ilkka Tiito	Coordinate and elevation reference system	WGS 84 UTM 21	
Supervisor	23.10.2017	Reima Niklander	Railway line		
Accept.	-	-	Archive	Type	Number
Cust. acc.	-	-	Rev.	Sheet	
			RB	-	1

PRESENTED PILED FOUNDATION STRUCTURE IS BASED ON ASSUMED INFORMATION OF SOIL. RECOMMENDED PILING METHOD: IN-SITU PILES
 IN-SITU PILES (DRILLED PILES) ENABLE
 -TO DRIVE PILES THROUGH CURRENT STONE ABUTMENT
 -TO MAINTAIN REQUIRED PART OF GROUND SUPPORT
 -TO MINIMIZE EXCAVATION AND FILLING IN THE END OF THE BRIDGE
 -TO SHORTEN THE NEEDED CONSTRUCTION TIME

**) REQUIRED PART OF EXISTING GROUND SUPPORTS WILL BE REMOVED

ESTIMATED DEPTH OF FOUNDATION DIMENSIONING IN DETAILED DESIGN PHASE ACCORDING TO SOIL INVESTIGATION