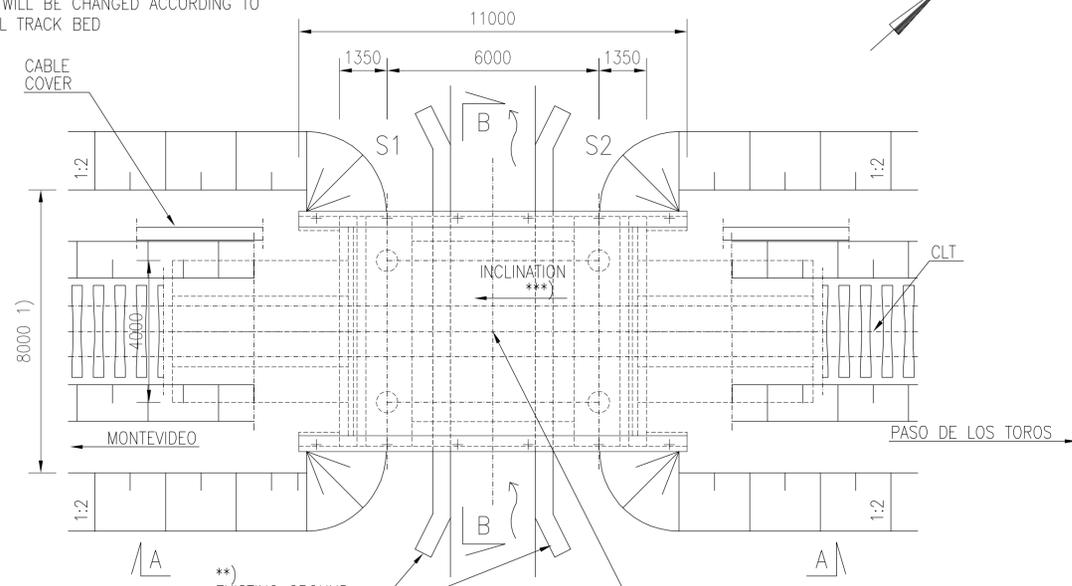


1) THE WIDTH OF THE TRACK BED 8.0 m IN THE END OF THE BRIDGE, AFTER 10 m WIDTH WILL BE CHANGED ACCORDING TO NORMAL TRACK BED

CAST-IN-SITU BRIDGE 6 m 1:100



\*\*\*) BRIDGE WILL BE BUILT MIN. 1 % INCLINATION ACCORDING TO VERTICAL GEOMETRY OF TRACK

\*\*\*) EXISTING GROUND SUPPORT

CENTER POINT OF THE BRIDGE  
NEW km = xxx+xxx  
OLD km = xxx+xxx

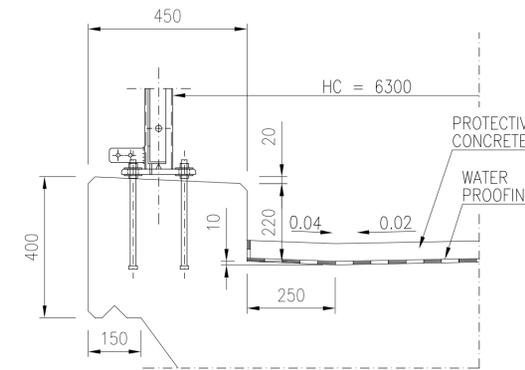
ESTIMATED AMOUNT OF CONCRETE  
PILES: 11 m<sup>3</sup>  
SUPERSTRUCTURE: 42 m<sup>3</sup>  
  
ESTIMATED REINFORCING STEEL  
PILES: 1200 kg  
SUPERSTRUCTURE: 180 kg/m<sup>3</sup> (CONCRETE)  
TRANSITION SLABS: 325 kg/m<sup>3</sup> (CONCRETE)  
  
PROTECTIVE CONCRETE: 3 kg/m<sup>2</sup>

CONCRETE: C35/45  
Cmin=40 mm  
  
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

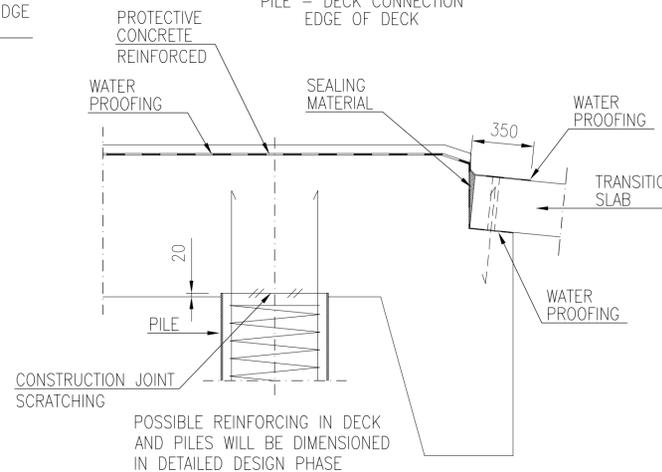
CLT = CENTER LINE of the TRACK  
HC = HORIZONTAL CLEARANCE  
LSD = LOWER SURFACE of the DECK  
USR = UPPER SURFACE of the RAIL

EDGE BEAM 1:10

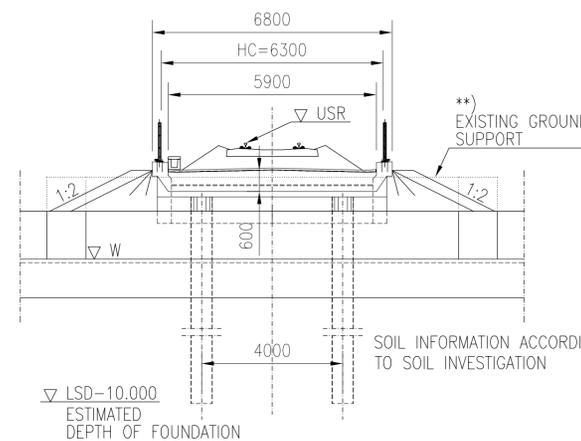


DET 1 1:20

PILE - DECK CONNECTION  
EDGE OF DECK

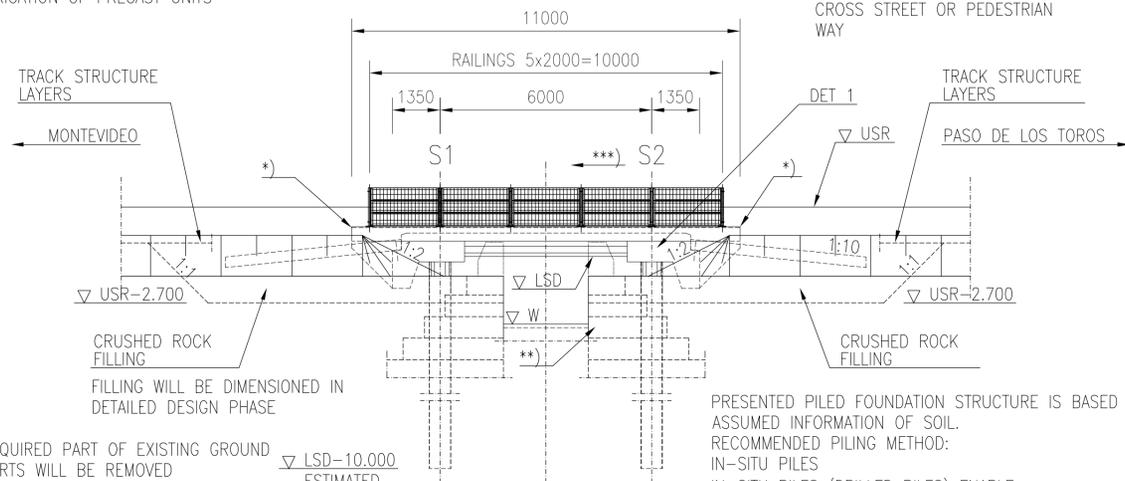


B - B 1:100



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

A - A 1:100

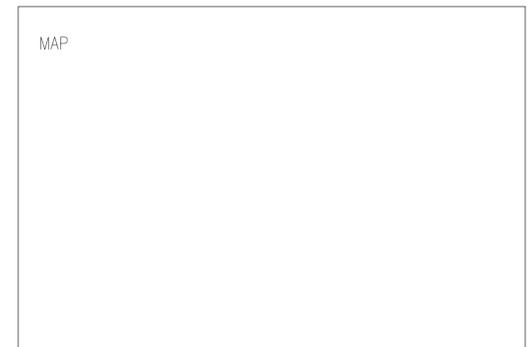


SAFETY NET IN RAILS WILL BE MOUNTED IN BRIDGES WHICH CROSS STREET OR PEDESTRIAN WAY

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



BRIDGE TYPE	REINFORCED CONCRETE BRIDGE
	CANTILEVER PLATE
SPANS	1.35 m + 6.00 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	 <b>MINISTERIO DE TRANSPORTE Y OBRAS PÚBLICAS</b>				
Project	Railway Project				
Design phase	Pre-engineering, Phase 2				
Content	Cast-in-situ bridge 6 m Preliminary general drawing Km+m +-+				
Supplier					
Drawer	23.10.2017	Ilkka Tiuro	Loading	LM71-25	
Designer	23.10.2017	Ilkka Tiuro	Coordinate and elevation reference system	WGS 84 UTM 21	
Supervisor	23.10.2017	Reima Niklander	Railway line		
Accept.	-	-	Archive	Type	Number
Cost. acc.	-	-	Rev.	Sheet	
			RB	-	1