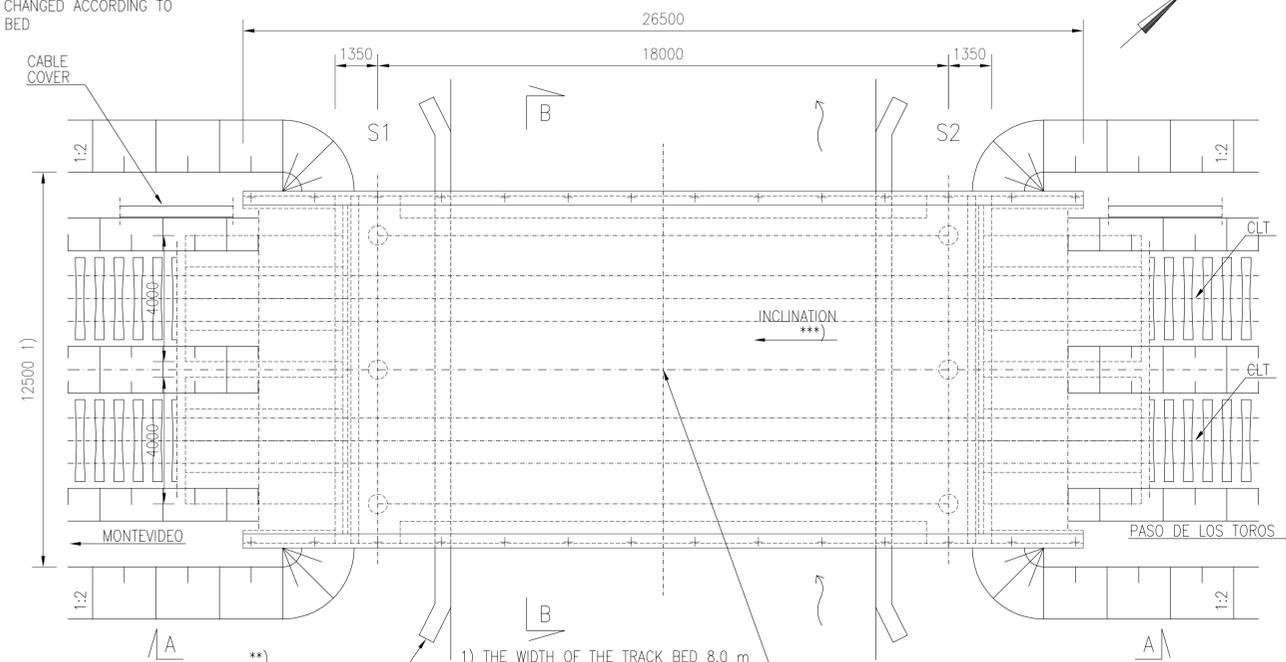


1) THE WIDTH OF THE TRACK BED 8.0 m
IN THE END OF THE BRIDGE, AFTER 10 m
WIDTH WILL BE CHANGED ACCORDING TO
NORMAL TRACK BED

CAST-IN-SITU BRIDGE 2Tr 18 m 1:100



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

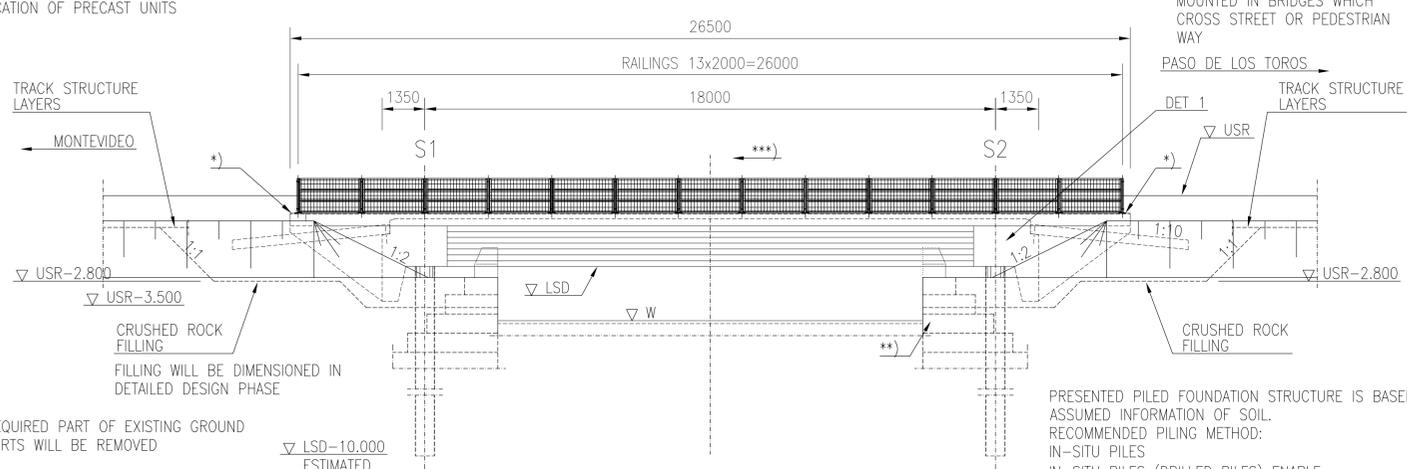
** EXISTING GROUND
SUPPORT

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

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

A - A 1:100

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



** REQUIRED PART OF EXISTING GROUND
SUPPORTS WILL BE REMOVED

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

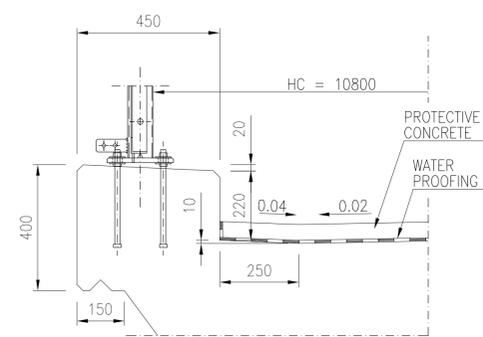
PRESENTED PILED FOUNDATION STRUCTURE IS BASED ON
ASSUMED INFORMATION OF SOIL.
RECOMMENDED PILING METHOD:
IN-SITU PILES
IN-SITU PILES (DRILLED PILES) ENABLE
-TO DRIVE PILES THROUGH CURRENT STONE ABUTMENT
-TO MAINTAIN REQUIRED PART OF GROUND SUPPORT
-TO MINIMIZE EXCAVATION AND FILLING IN THE END OF
THE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

ESTIMATED AMOUNT OF CONCRETE
PILES: 17 m³
SUPERSTRUCTURE: 331 m³

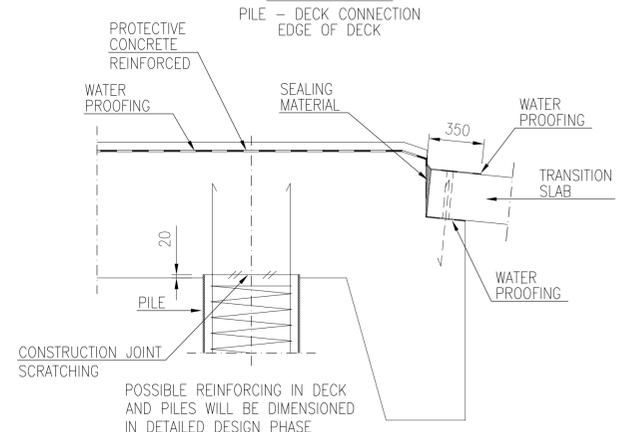
ESTIMATED REINFORCING STEEL
PILES: 1800 kg
SUPERSTRUCTURE: 140 kg/m³ (CONCRETE)
TRANSITION SLABS: 325 kg/m³ (CONCRETE)

PROTECTIVE CONCRETE: 3 kg/m²

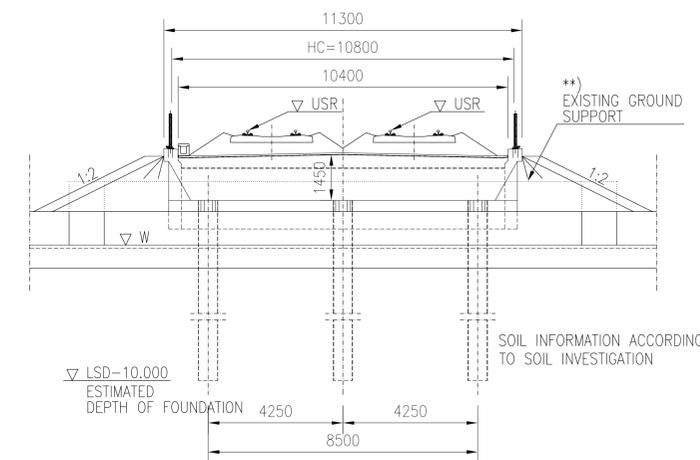
EDGE BEAM 1:10



DET 1 1:20



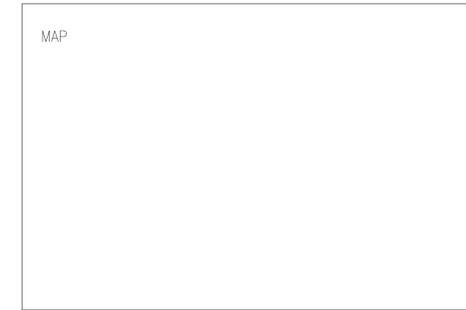
B - B 1:100



SOIL INFORMATION ACCORDING
TO SOIL INVESTIGATION

- 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 2 x 4 x 1.0 m x 5,0 m
OR CAST IN SITU 2 x 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



BRIDGE TYPE	REINFORCED CONCRETE BRIDGE
	CANTILEVER PLATE
SPANS	1.35 m + 18.00 m + 1.35 m
HORIZONTAL CLEAR SPAN	—
VERTICAL CLEARANCE	—
HORIZONTAL CLEARANCE	10.80 m

VERSION
23.10.2017

Revision	Explanation	Date	Designer	Date	Acceptor
Customer	Project		Railway Project		
Supplier	Design phase		Pre-engineering, Phase 2		
	Content		Cast-in-situ bridge 18 m Double track Preliminary general drawing Km+±		
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.	-	-	RB	-	1