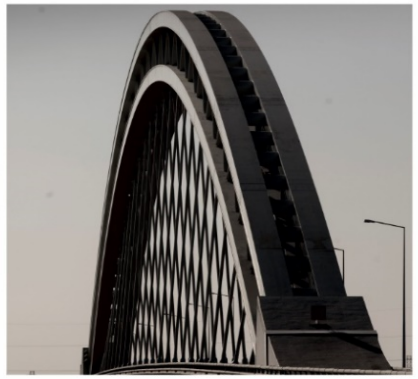

EVRASCON
Construction Intelligence
CONSTRUCTION OF BRIDGE







Azerbaijan

Cable bridge and Transport interchange near the “Koroglu” metro station in Baku

One of the largest projects carried out by our corporation is a complex road junction, which has no analogues in the CIS, and is located at the intersection of Heydar Aliyev and Ziya Buniyatov Avenues. The Client is the Ministry of Transport of Azerbaijan.

Magnificent synthesis of engineering and architectural thought, construction innovation and quality of performance - this is how **a cable-stayed bridge can be characterized** at a traffic interchange near the Koroglu metro station in Baku. It is no coincidence that the bridge, striking in its elegance and majesty, immediately after the opening, took its place among the new symbols of the capital of Azerbaijan.

A difficult road junction at the intersection of Heydar Aliyev and Ziya Bunyatov Avenues is one of the largest projects carried out by **"EVRASCON" Corporation** and having no analogues in the CIS, consists of 9 bridges, accesses to bridges, highways that are part of the junctionwith the total length 3145 m. The construction of the road junction was started in April 2006 by order of the President of Azerbaijan and was implemented in three stages.

The I junction complex (commissioned in July 2008) includes three overpasses with access roads and roads with a total length of 1,286 meters.

Technical characteristics of transport interchange the project:

Detailed design of the junction

Total length of the overpass - 3142 m

4-lane-332 m, width 23.4 m, dimension 2x9.5 m

2-lane-2812 m, width 11.4 m, overall dimension 9.5 m

Access roads - 3000 m

Retaining walls - 2721 m.

The road junction consists of:

- 9 bridges;

- bridges access roads;

- highways, which are part of the junction, having a total length of 3145.0 m.

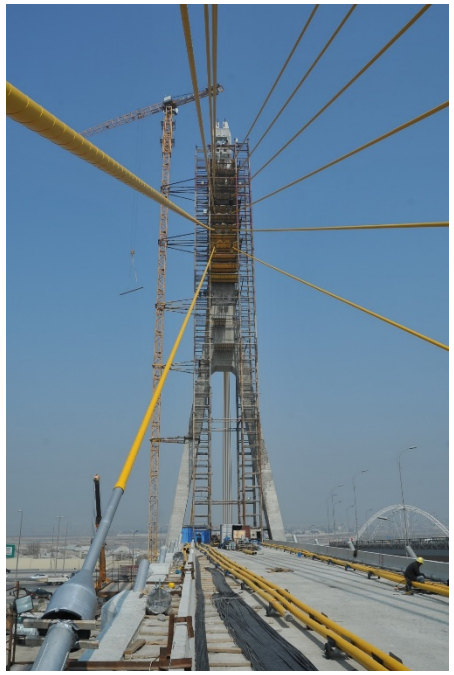
The road is being built to provide direct traffic for vehicles traveling from the airport towards the 8 km, Akhmedli, Guneshli residential areas and from the Zikh circle in the direction of the highway to the airport.

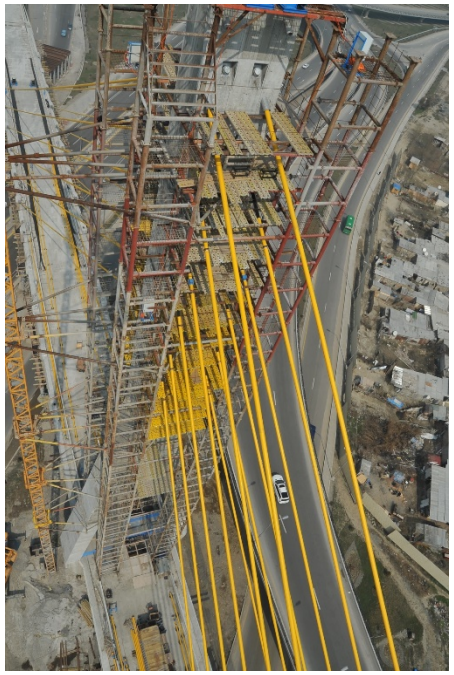
In July 2010, the II complex of the junction was opened - an overpass suspended on parabolic metal arches, 4 overpasses and access roads to them with a total length of 1194 meters.

Finally, in May 2012, the opening of the III complex of the junction took place, which consists of an overpass of a cable structure with a length of 665m and access roads. The length of the cable-stayed superstructure, first constructed in this region, is 360 m, the height of the middle pylon is 98 m.

52 ropes were used in the span, the width of the carriageway on the bridge is 9 m. Specialists of the Moscow Institute IMIDIS tested overpasses and noted the high quality and reliability of the structures.

President Ilham Aliyev took part in the opening ceremonies of all three complexes, giving a high assessment to the work of the **"EVRASCON" Corporation**. The road junction provided free and safe car traffic in the direction of the airport, along Gara Garayev Avenue, to the residential area of the 8th km, Bakikhanov village, in the direction of the 20 Yanvar underground and to the city center.






MƏRKƏZ
CENTRE
20 YANVAR

"Construction of a road bridge on Pirallahy island"

Large-scale projects aimed on creating a modern road and transport infrastructure are being implemented throughout the territory of Azerbaijan. EVRASCON Corporation takes an active part in the modernization of existing highways, the construction of bridges and overpasses in the capital and regions.

One of the successful projects of the corporation was the implementation of the construction of a road bridge in the Pirallahy district of the capital, connecting Pirallahy Island with the Absheron Peninsula. Sea waves were constantly eroding and incapacitating the road built on a bulk dam in the 50s of the last century. Then, in the working-class settlement on the island, there lived mostly families of oilmen.

The new bridge, which meets the highest standards adopted for such structures, is located on the 23rd kilometer of the Gala-Pirallahy highway. The bridge length is 442 m, width - 14, the width of a lane - 12 m. Under the bridge, the middle span of 81.4 m length, and 11m of height water transport can be freely realised. At the entrance to the Pirallahy bridge, the access road is 1.1 km long. At the exit from the bridge, the length of the access road is 850 m.

The project was completed in May 2017. The opening ceremony was attended by President of Azerbaijan Ilham Aliyev and First Lady Mehriban Aliyeva. The awesome bridge, which connects Pirallahy Island and the village of the same name with the mainland, not only provides comfort to residents of the village, but also opens up opportunities for the development of tourist infrastructure along the coast.

“Construction of a bridge across the Kura River at 55 km of the Alat-Astara highway”

The Client is **“Ministry of Transport of Azerbaijan Republic”.**

The bridge was built on the 55th km of the I category Alat-Astara highway over the Kura River. The span structure consists of monolithic **prestressed beams**.

The span is presented in the form of symmetrically repeating five spans according to the scheme **50 + 50 + 151 + 50 + 50** meters.
The third span of the bridge (middle span) is located above the river and is **151 meters**. This span is additionally suspended using ropes on a metal arch.The bridge is able to withstand an earthquake of **nine points**.

“Bridge over the Tovuzchay River on Tovuz bypass road”

Client is **Ministry of Transport of Azerbaijan Republic**.
The implementation of many projects in Azerbaijan, which are complex and unique in their design, was carried out by **Corporation “EVRASCON”.**
This project is no exception, as it was during the construction of this Bridge that supports were used with a height of 34.0 m using monolithic prestressed reinforced concrete. The bridge span is also prestressed from monolithic reinforced concrete.

Bridge specifications:
Bridge total length 278,0m;
Bridge overall dimensions 11,5m
Pile length from 15 to 26 m
Span scheme 44+3x63+44m

“Construction of an overpass at the intersection of Tbilisi Avenue with G. Zardabi street (m. station 20 Janvar)”

The Client was the “Ministry of Transport of the Republic of Azerbaijan”.
For the first time in Azerbaijan, "EVRASCON" Corporation built an overpass using a **prestressed monolithic reinforced concrete span**. The overpass has a length of **280m**, the overall dimensions of the carriageway is **G-2x9.5m**.
At the invitation of the Ministry of Transport of the Republic of Azerbaijan, specialists from the **Moscow Institute IMIDIS** (research of bridges and other engineering structures) conducted a static and dynamic test of the span of the overpass.
Overpass passed these tests.

The work performed by the Corporation includes:
- monolithic prestressed span of **concrete class B40 - 4900 m3;**
- concrete of class B25 - 13,564 m3;


FINCA
Doğru ölüdə
APTEK

“The bridge over the Kishchay river on the Sheki-Kish highway”

In accordance with the decree of the President of Azerbaijan Ilham Aliyev, work on the restoration of the bridge over the Kish River in the Shaki rayon. The length of the bridge is 88.2 meters, width - 11 meters. The Client was OJSC "Azeravtoyol".The Kish village, in which the church of St. Elisha is located, is located a few kilometers from the city of Sheki and is strongly associated with this ancient Azerbaijani city with its history and culture.

The width of the roadway of the new bridge is eight meters. In order to ensure comfortable and safe movement of pedestrians, pavements 1.5 meters wide will be built on both sides of the road. The bridge is single-span, the height of the bridge above the riverbed is seven meters, which will prevent the bridge from causing damage to mudflows in the future. Preventive measures are also being taken to ensure the protection of the bridge and adjacent territories from mudflows.

In July 2016, mudslides that descended as a result of heavy rains destroyed the road bridge across the Kish River, as a result of which the transport link of the Kish village with the regional center was interrupted.

On 17 August 2016, President of Azerbaijan Ilham Aliyev signed a decree on the reconstruction of a single bridge connecting the village of Kish, in which seven thousand people live, with the surrounding settlements and the construction was entrusted to the Corporation “EVRASCON”.

Bridge specifications:

Scheme **1x80,2м;**

Total length **L=89,2 м;**

Overall dimensions **G-7,0 м;**

The bridge span is taken in the form of a monolithic reinforced concrete slab, suspended on a metal arch. The extreme supports of the bridge are designed by massive individual construction.

Bridge crossing over the river Hamamchay, in İlisu village

The Client is OAO Melioration and Water Management of Azerbaijan Republic.
The bridge is located on the river Hamamchay near the village of Ilisu.
Hamamchay is an affluent of the Kurmuk River, is a mountain river with a strong current, which significantly complicates the work.The span of the bridge is presented in the form of a metal arch with a ride on top.

Bridge specifications:

Bridge scheme - 1x56.0;

Total bridge length - 80.5 m;

Full beam width - 8.5 m.

The length of each span is 30 m.

The project was entrusted to EVRASCON Corporation in 2010, and the duration was only 1 year.

"Construction of a 2track railway bridge over Heydar Aliyev Avenue"

The Client is the Ministry of Transport of Azerbaijan Republic.

The construction of railway bridges is a laborious and lengthy process, requiring considerable time and resources.

Prior to the development of the foundation pit of the support, the following works should be performed:
transfer overhead and underground communications (after agreeing on the transfer with their owners);
break the foundation pit, fix its axes and dimensions on the ground;
plan the surface, arrange surface and groundwater drainage;
make a pit fence (if necessary) in the form of a mortgage mount, wooden or metal sheet.

Bridge specifications:

Total length of overpasses: 1146.0 m;

Tunnels (2 pcs.): 80 m, 30 m;

Railway bridges: 2 pcs .;
Two-lane railway: length - 75.85 m, width -11.5 m;
Two-lane railway: length - 65.76 m, width - 13.43 m;
Access roads: 3300 m: 13 Wed = 16 m;
Retaining walls: 310 m;
Total bridge length: 75.85 m;

Bridge dimensions: 11.5

Construction of a railway bridge at 73 km of Saloglu-Poylu station on the Kura River”

Railway bridge crossing is a complex of structures erected when a transport highway is built over a body of water: a river, a navigable or irrigation canal, a lake, a reservoir, and a marine water area - a strait, a bay, and a sea.
Most often, bridges are erected at the intersections of rivers by the highway. Such crossings are an integral part of the transport or transport routes (the latter corresponds to the condition when the river is navigable in the transition area).
Taking part in many projects for the reconstruction or construction of bridges, "**EVRASCON Corporation"** has patented itself as a responsible contractor in the implementation of such projects.
This project is no exception. The bridge span is presented as a continuous monolithic prestressed beam.

Bridge specifications:
Bridge scheme 50,0+88,70+50,0 m;
Total length 208,44 m;
Total beam width 6,40 m.

Construction of a bridge across the Kura River on the M6 Hajikabul-Horadiz road”

The project of reconstruction of the 600 km section of Azerbaijan Republic highways is one of the largest reconstruction projects, part of the section of which was M6 Hajikabul-Horadiz - a bridge over the Kura River. The implementation of this site was entrusted to EVRASCON Corporation.

The bridge span is represented by EVRASCON Corporation in the form of a continuous beam and a monolithic prestressed structure.

Technical characteristics of the bridge:

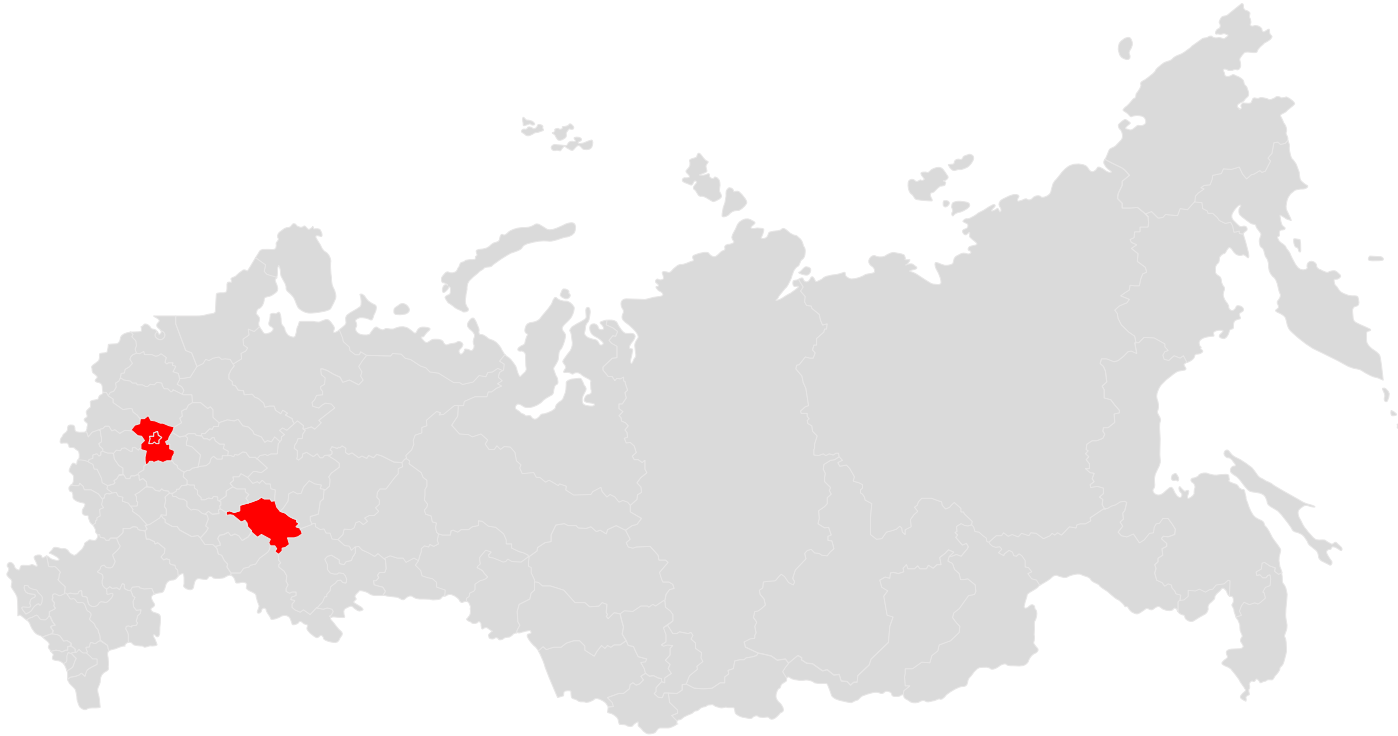
Bridge scheme 82 + 140 + 82 m;
Total length 317.70 m4;
Overall dimensions - G-11.5m + 2x0.75m;
Beam total width 14.85m.

The project was completed in 2 years.

"Road bridge on the river Talachai in Zakatala rayon"

The bridge is a complex of complicated and expensive structures, the cost of construction of which substantially depend on the location of the crossing on the river. The Client of this project was the Republic of Azerbaijan “Melioration and Water Economy” OJSC
The span is represented as a metal truss with a ride on top.

Technical characteristics of the bridge:
Total bridge length L = 189.0 m
Bridge scheme 6x30,0 m
Dimension of the bridge G-6.0 m
The bridge is an integral part of the road, so when designing it, it is necessary, first of all, to take into account the main requirement - the best road transport service. The choice of a river crossing point should be subject to this requirement.
To achieve the main goal - the best transportation service - it is first necessary to ensure the continuity of traffic on the road. Therefore, the bridge structures should be designed and constructed in such a way as to remain stable and fulfill their functions under any conditions that can for a long period of their service. In other words, the transitional facilities must firmly withstand the action of flowing water and channel deformations predicted in forecasts.



Russia

“Soaring bridge”
(“Paryashiy most”)

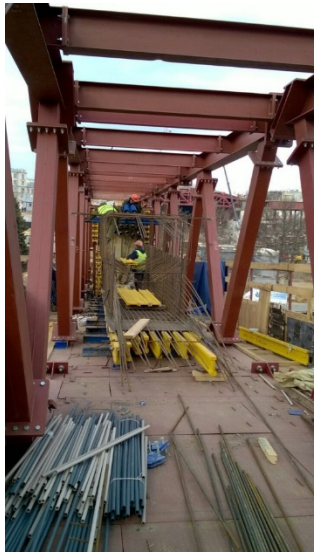
The “Soaring bridge” in Zaryadye Park in Moscow is a unique structure, which was one of the masterpieces of the 21st century that amaze humanity with ingenious ingenuity and making the most incredible engineering fantasies into reality.

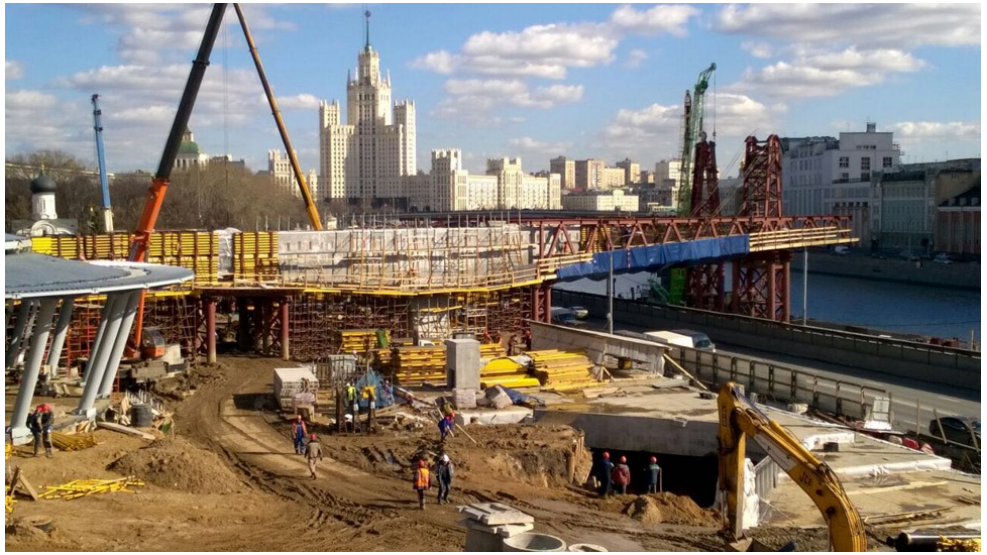
The realization of this grandiose architectural masterpiece was carried out by "EVRASCON" Corporation

“The soaring bridge” is a vieüing platform that has no analogue in the world. The effect of soaring over the territory of the park and over the Moscow River is created by the shape of the structure in the form of a Latin letter V with a viewing platform with a total length of 244 meters. The pedestrian overpass of the “Soaring Bridge” amazes the imagination with its monumental beauty. The width of the sidewalks is 4.4 meters, the weight of the bridge structure is 3,700 tons, the height above the water at the center point of the site is 15 meters, and the departure of the cantilevered support part is 70 meters. Until now, buildings with such a console can not be built.

The design is made using stressed concrete, which allows the structure to withstand significant loads - more than 240 tons or about 4 thousand people at a time. The observation platform along the entire length of the pedestrian overpass is fenced from high-strength glass “triplex” with a height of 1.5 meters. The boomerang bridge offers panoramic views of the Kremlin, the central embankments and the Zaryadye Park.

Construction of the bridge began in June 2016, and in September 2017 its grand opening took place. “EVRASCON” Corporation implemented the project in a timely manner, confirming its professionalism and quality of work of the highest complexity.



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The EVRASCON project doubled the throughput capacity of the main transport artery of Kazan

The reconstruction of the Lenin (Kremlin) dam in the capital of Tatarstan and the construction of a bridge across the Kazanka River is another successful project implemented by **"EVRASCON" Corporation** in the Russian Federation. The project was completed in the summer of 2013, which was a significant event on the eve of the World Universiade in the city of Kazan. The new bridge and traffic interchange allowed to increase the capacity of the route twice.

Lenin dam is the most important transport artery connecting the two parts of the city - the right and left banks of the river Kazanka. Every day there is a quarter of public transport routes. The peculiarity of the dam reconstruction project was the fact that during the work the traffic flow on it was not limited. The bridge over the Kazanka River consists of three racks: the route is 281.6 m long; two ramps (smooth connection of parts of the road, located in different levels) 75.45 m and 72.85 m long. The span of the bridge is in the form of a monolithic prestressed concrete beam.

The importance of this project for the capital of Tatarstan is particularly evident in its historical aspect. The dam, built at the beginning of the last century, was last reconstructed in the 1950s and was in a pre-emergency condition. The bridge over the river (1956) also repeatedly cracked and partially collapsed. Thanks to a high-level project implemented by the **“EVRASCON” Corporation**, the beginning of the dam has been turned into a large multi-level traffic interchange with uninterrupted traffic. After reconstruction, the movement along the dam is carried out in a light-free mode.

Kazakhstan

“New bridge over the Ural River”

A new bridge across the Ural River in the Atyrau Oblast of Kazakhstan, built by **"EVRASCON" Corporation** and commissioned in 2018, connected not only two banks, but also two continents.
Here is the natural border between Europe and Asia. Previously, residents of the villages of Makhambet region, located on opposite shores, moved to the other side on the ferry, and in winter - right on the ice. One can imagine the complexity and danger of such crossings, and going around it meant 60 km of an additional route..
After the opening of the bridge connecting the **Atyrau-Aktobe-Astrakhan** highway, bypassing the regional center, logistics for local residents and freight forwarders from Russia and Kazakhstan, as well as from other countries heading to Europe and Asia, improved. The bridge freed the regional center from traffic jams and created a transport corridor in the direction of Atyrau-Aktobe-Astrakhan and Atyrau-Uralsk.
The implementation of this project was another achievement of **"EVRASCON" Corporation,** which showed its best technologies during the construction of such a high-dimensional structure. The unique reinforced concrete structure, with a lifting **capacity of 180 tons**, built entirely from concrete and without supports in the water, is the only such structure in Kazakhstan.

Bridge specifications:
Bridge length – 660 m
Width – 13 m.
Access roads were built on both sides of the bridge, connecting 8.5 km of Atyrau-Inderborsky and Atyrau-Uralsk highways. The channel part of the river is blocked by a span with a box section of a beam type 288 m long.
The scaffolding passage is provided for ships 100 m wide, 10.5 m high from the estimated shipping horizon.

“Bridge over the Syr Darya River”

For the first time on the “Western Europe - Western China” project within the territory of Kyzylorda Region, **"EVRASKON" Corporation** applied the technology of bridge building with a monolithic superstructure. **"KazAvtoZhol" JSC** was the customer. New beautiful bridge will span the left and right banks of the Syr Darya River.

Taking into account the design, constructions of this type have several advantages, in addition to durability, including reliability, safety, short construction period, aesthetic appearance, the possibility of individual design and construction in any region. Bridge construction took 2 years.

The main part of the “Western Europe-Western China” highway with a length of 812 km is located on the territory of Kyzylorda Region. Construction of 48 bridges was planned within the project; **"EVRASCON" Corporation** implemented 12 of them.

The bridge over the Syr Darya River - entered the top ten largest bridges in the Republic of Kazakhstan. It was built on Alseit site in Kazaly district. A new path through the Syr Darya River allowed solving the problem of residents of riverside villages. Nearly 15 thousand people for more than 30 years had to use the old passage that functions only in summer and can't be used for heavy vehicles.

The bridge span was 387 meters, the roadbed consists of four lanes, the width of each is 3.5 meters, and the bridge capacity is 180 tons.

Thanks to this construction, the life of the local population was simplified. Because during the ice drift, the ferries were removed, and reaching the regional center was possible only bypassing the Basykar village. Taking into account the difficult path across the river and swamps, more than one generation of local residents dreamed about this bridge.

This project is an indicator of the highend professionalism of the "EVRASCON" Corporation, being capable to implement projects of any complexity, showing confidence in the Corporation’s experience and competence abroad.

Construction work on the East-West Highway Development Project: Western Europe-Western China International Transit Corridor (CAREC 1B) Reconstruction of the road "Almaty-Kokpek-Chundzha-Koktal-Khorgos" Almaty-Khorgos, KM 0 to 304.4- Bridges and overpasses in Lots V and VI

The order was made by the “ROADS COMMITTEE” RK.

Engineers carried out a large number of preliminary works on topographic, geological and engineering-design surveys. And after coordination with local design and survey organizations, the company started works. Construction on this section was complicated by natural conditions. The climate of the region is sharply continental, with hot dry summers and cold winters, snow covering is unstable. The region is arid. Rainfall from year to year is very variable.

Given the above conditions, the construction of this section was one of the most difficult projects of the **"EVRASCON" Corporation**.

Technical specifications of the bridges is the following:

№ bridge	KM	Block description	Bridge scheme	Length,m	Width in (m)	Bridge area ,m²
1	2	3	5	6	7	8
1	17+10	Bridge	1x12	12,9	28,8	371,52
2	40+20	Bridge	1x12	12,9	28,8	371,52
3	48+30	Overpass	15+2x24+15	79,05	14,42	1139,901
4	180+00	Bridge	1x18	18,5	36,42	673,77
5	233+20	Overpass	21+2x24+21	91,2	14,42	1315,104
6	272+18	Bridge	2x18	36,53	28,6	1044,758
7	334+67	Bridge	3x18	54,58	28,58	1559,8964
8	372+21	Bridge	2x18	36,95	28,64	1058,248
9	385+00	Bridge	1x18	19	30,38	577,22
10	423+16	Overpass	21+2x24+21	91,28	14,45	1318,996
11	441+24	collector, field road, drove	3x18	55,12	28,38	1564,3056
12	453+25	collector, field road, drove	2x18	37,07	28,38	1052,0466
13	461+30	r. Usek	39+57+39	136	14,19	1929,84
14	465+62	field road, drove, aryk	1x18	19	28,38	539,22
15	485+73	overpass	21+2x24+21	91,06	12,9	1174,674
16	540+38	field road, drove	1x18	19	30,38	577,22
17	593+13	field road, drove	1x18	19	30,38	577,22
18	599+83	r.Tyshkan	5x24	98,2	28,1	2759,42
19	618+51	field road, drove	1x18	19	30,38	577,22
20	641+82	r. Chyjym 1	5x24	127	30,38	3858,26
21	655+33	Gravel road drove	1x18	19	30,38	577,22
22	660+44	r. Chyjym 2	21+24+21	67,34	30,38	2045,7892
23	663+37	Left feeder of the r.Chyjym field road, drove	21+24+21	67,34	30,88	2079,4592
24	682+18	field road, drove	1x18	19	30,38	577,22
25	705+00	Khudiyar canal asphalt road	2x18	37	31	1147
26	738+22	field road, drove	2x18	37,15	30,88	1147,192
27	752+02	Overpass	1x18	19	30,4	577,6
28	852+45	Bridge		49,3	30	1479
29	873+93	Bridge	5x24	120	28,2	3384
30	888+00	Bridge		49,46	28,2	1394,772
			Total	1557,93		38449,612

Ukraine

Bridge in
Kiev region

After commencing work in Ukraine in 2009, **"EVRASCON"** Corporation was entrusted with a number of projects, including “The Bridge in the Kiev Region”. This project is a little difficult, because the foggy weather conditions significantly worsen the appearance of the area. Despite this, the project was completed on time, in just 1.5 years.

Technical characteristics of the bridge:

Bridge over the drainage channel is designed

according to the scheme **30,1+48,0+30,1m**;
full length L = 109.0 m;
dimension F-6.0 m;
The bridge span is taken as a monolithic continuous pre-stressed **concrete beam B-40;**
The extreme supports of the bridge are designed on a high pile foundation from prismatic piles with **a section of 35x35 cm;**
The bridge's middle supports are designed individually, of massive monolithic reinforced concrete construction on a low pile foundation of prismatic piles with **a section of 35x35**

Road interchange on the highway M-06 Kiev-Chop in the Kiev region

This project includes the construction of two road junctions at different levels **located on the 21+767 km section of the M-06 Kyiv-Chop highway in the Kyiv Oblast**.

"Ukravtodor" Ukrainian State Agency of Automobile Roads appeared for the customer.

Construction of the overpass No.1 on picket 2 + 04.568 has the following specifications:

1. **Overpass No.1** is built over the Kyiv-Chop road and provides unobstructed movement of motor transport in the directions of Zhytomyr-Kyiv.
2. **The superstructure** of the overpass is made of monolithic prestressed concrete beams.
3. **Plan of the overpass:** 21.0 + 8 x 24.0 + 21.0 m;
4. **Full length:** 235.0 M
5. **Size:** 10.9 + 1 x 0.75 m

Construction of the overpass No. 2 for picket 2 + 59.687 has the following specifications:

1. **Overpass No.2** is built over the Kyiv-Chop road and provides unobstructed movement of motor transport in the directions of Kyiv-Zhytomyr.
2. **The superstructure** of the overpass is made of monolithic prestressed concrete beams.
3. **Plan of the overpass:** 21.0 + 6 x 24.0 + 21.0;
4. **Full length:** 187.0 m;
5. **Size:** 7.5 + 1 x 0.75 m
6. **Uniflow sidewalks with a** width of 0.75 m.

List of our other works

Azerbaijan

REMOVAL OF THE RURAL ROAD TOVUZ - AGDAM

This project is of significant administrative and infrastructural importance. The bridge crossing over the river Tovuzchay located in the Tovuz region has the following technical parameters:

Length - 150.4 m; Dimension - Q - 8; Support height - 15.4 m; Pile length - 11.1 m;

Volume of concrete: On the span - 724.3 m3; On supports - 590.85 m3

BRIDGE IN THE CITY OF GEOKCHAY OVER THE RIVER GEOKCHAY

The bridge over the river Goychay in the town of Goychay is located on the Baku-Georgia border route of 215 km; it has a metal structure, a single-span, beam system with consoles: the length of the middle section of the span structure between the abutments is L = 54.6 m; the full length of the span structure with consoles is L = 76.6 m; Distance between main beams is 7.6 m.

The size of bridge passage is G-11.5 m, the width of pedestrian sidewalks on the bridge on both sides is 1.5 m and the full width of the bridge is 15.4 m.

CONSTRUCTION OF BRIDGES AND OVERPASSES ON THE BAKU-SAMUR HIGHWAY KM28-89 WHICH IS PART OF THE NORTH-SOUTH CORRIDOR

"EVRASCON" Corporation, acted in this project as a subcontractor, undertaking the construction of bridges and interchanges, using new engineering methods. The general contractor was Todini Group, and the consultant was TEMELSU International Engineering Services Corporation.

This project included the construction of 2 bridges with a total length of 152.63 m and 9 interchanges with a total length of 378.03 m using reinforced concrete prestressed monolithic superstructure.

Kazakhstan

CONSTRUCTION OF THE RAILWAY LINE ZHEZGAZGAN – BEYNEU

A huge scale project "Construction work within the project of development of South-West roads: "Western Europe-Western China" International Transit Corridor (CAREC 1B&6B) covered many reconstruction and construction works, including “Construction of the Zhezkazgan-Beyneu railway line”

The project includes the construction of four bridges:

The Zhezkazgan-Saksaulskaya Section. The length between Koktal station - Sidetrack 7 reinforced-concrete bridge onКМ201+186.70. The bridge is designed over the Zhmyh River, layout 1x47.0m with a total length L=56.20 m .

The Zhezkazgan-Saksaulskaya Section. The length between Sidetrack 7 - Sidetrack 8 reinforced-concrete bridge on KM244+212.65. The bridge is designed over the Zhmyh River, layout 18.0+22.0+18.0m with a total length L=66,20 m .

The Zhezkazgan-Saksaulskaya Section. The length between Sidetrack 8 - Koskol Station. Reinforced-concrete bridge on КМ250+500.00. A bridge is designed over the dry bed of the Ashisu lake, according to the layout 21,0+24,0+21,0 m with total length L=74,20 m.

The Zhezkazgan-Saksaulskaya Section. The length between Sidetrack 8 - Koskol Station reinforced-concrete bridge КМ266+579.12. The bridge is designed over the Zhangeldy River, layout 1x47.0m with a total length L=56,20 m.

Ukraine

CONSTRUCTION OF A BRIDGE OVER THE RIVER ZDVIZH KM 51 + 845.08

A working draft of a road bridge at KM 51 + 845.08 developed in the project of Overhaul works of motor road M-07 Kyiv – Kovel – Yagodin on KM 30+680 – KM 64+000 section within Kyiv Oblast. The project proposes the construction of a bridge over the Zdvizh River.

Technical parameters of the bridge: The layout of a bridge is 32.5 m + 36.0 m + 32.5 m, Bridge size S – 10.5 + 2x1.50 m. The superstructure of the bridge is made of a monolithic prestressed concrete beam. End piers are designed on bored piles foundation D=1000 mm and consist of bolt, backwall, wing walls. Intermediate piers are designed on bored piles foundation D=1000 mm, and consist of a monolithic reinforced concrete massive part and grillage.