

High Speed Train Line Córdoba-Málaga

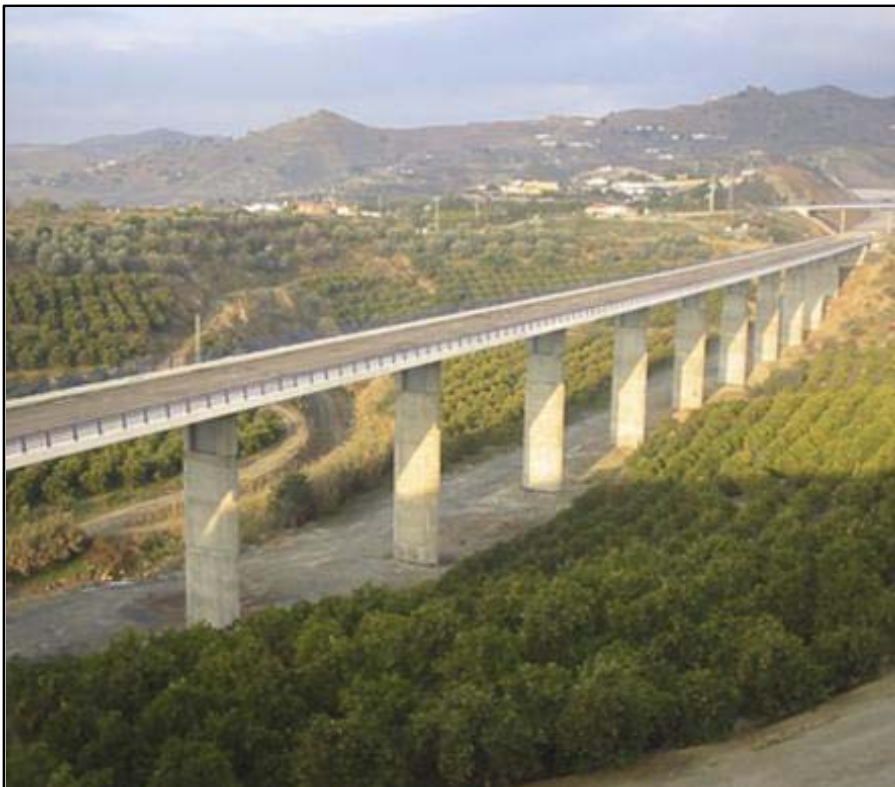
The projected structures (Viaducts 1, 3 and 4) are all composed of a single deck (13 spans in the case of viaduct nº1, 4 spans in the case of viaduct nº3 and 6 spans in the case of viaduct nº 4. The extreme spans are 25.0m in length and the intermediate spans are 32.0m which give total lengths of 402.0m in the case of Viaduct nº1, 114.0m in the case of viaduct nº2 and 178.0m in the case of viaduct nº3. The width of the deck is a constant 14.0m in all cases.

As these viaducts are moderate spans (32.0m) the slab type chosen for the deck is light with a constant depth. This solution offers a greater aesthetic advantage against the box section solution, as it is shallower and

offers a more rational structural solution for spans in the range of 30.0m to 35.0m.

All the viaducts have the same transversal cross section which is consistent with a light pre-stressed concrete slab, 1.90m in depth and 14.0m in width. The inferior base width is 5.20m with lateral faces running up at an angle of 62.3° to the horizontal and 3.70m cantilevers.

The abutments are closed in all cases and follow the same aesthetic lines as the piers. Their foundations, as with the piers, have typological variations, depending on the geotechnical characteristics of the overlying soil.



Spain /2004 Project data

Structural Type:
Post-stressed constant-depth
Beam Bridge
Location:
Cártama (Málaga)
Opening date:
2004
Proprietor:
Ministry of Public Works. Secretary of
State for Infrastructures.
Director General of Railways.
Construction:
OHL
Scope of Works:
Construction Project