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#### 4. Urban Bridge over the Tom River in Tomsk

*Designer: Design Institute Giprotransmost*

*Contractor: A constructional organization of Glavmostostroi*

*Sphere of application: The bridge is meant to have 4 lanes for vehicular traffic and pedestrians*

*Full deck width: 18.6 m including 15.6 m-wide roadway*

*Static system: A continuous girder (65 + 6 x 87 + 65 m)*

*Bridge Skew Angle: 15°*

*Longitudinal section: 10'000 m radius of vertical curvature*

*Materials used per m<sup>2</sup> of bridge:*

*– metal for superstructure: 256 kg*

*– concrete for superstructure: 0.23 m<sup>3</sup>*

*– concrete for piers: 1.0 m<sup>3</sup>*

*Traffic opened: in 1973*

The superstructure is made of steel concrete. The main girders have continuous webs of uniform height. The con-

crete deck slab and the girders are integral parts of the deck. The prefabricated joints are welded, the erection joints are made with high-strength bolts.

Despite the skew angle, the superstructure construction in fact did not differ from that of normal crossing. That was achieved with special lay-out of tie elements and stiffening ribs.

The erection units were 21.75 m long. Part of them had a polygonal shape to provide for necessary bridge camber.

The precast concrete deck slab is linked with the girders with angles bolted to the girders and welded to the slab ribs.

At the pier locations the slabs are squeezed by tendons of high-strength wires.

The erection of the superstructure was carried out from both banks by semi-cantilevered method.

The river piers are placed on caisson foundations. They are precast and cast-in-place and have block facing manufactured of concrete 400 C.



Fig. 1 The general view of the urban bridge over the Tom river in Tomsk