INCREASE THE STRENGTH OF MOVING PART STRUCTURES ON BRIDGES

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Abstract: The importance of asphalt concrete in increasing the strength of moving structures on bridges.Types of asphalt concrete components ,bitumen,sand-gravel mixture, mineral powder.

Key words: bitumen, oil, material, BND, SG, asphalt concrete, MBU, method, coating, composition, brand, sand-gravel mixture,mineral powder.

Introduction. Bridges that assemble both intermediate structures and supports from prefabricated elements made at the factory, as well as large blocks, are called prefabricated bridges. The adoption of prefabricated structures, first of all, for small spans, is due to their popularity, as well as the ease with which some parts of the bridge for such spans can be transported in their entirety. The practical testing and selection of successful designs can be illustrated by the example of small prefabricated bridges. Among the various types of such structures, the most successful was the pile-pier bridge, which was assembled from only five or six different elements . These include piles, piles, and single-block and double-block plate intermediates .
Methodology: Trestle bridges usually consist of a series of spans of the same size. Compared to the original appearance of pile-pier bridges (Fig. 1.38), the construction of a modern pier bridge is simpler and more universal than the 1964 series design: the project includes not only pile-piers (1.38, right part of Fig. A). but also in slab foundations (1.38, left of Fig. a), the supports used in the absence of the risk of subsidence and washing of the soil are also included.

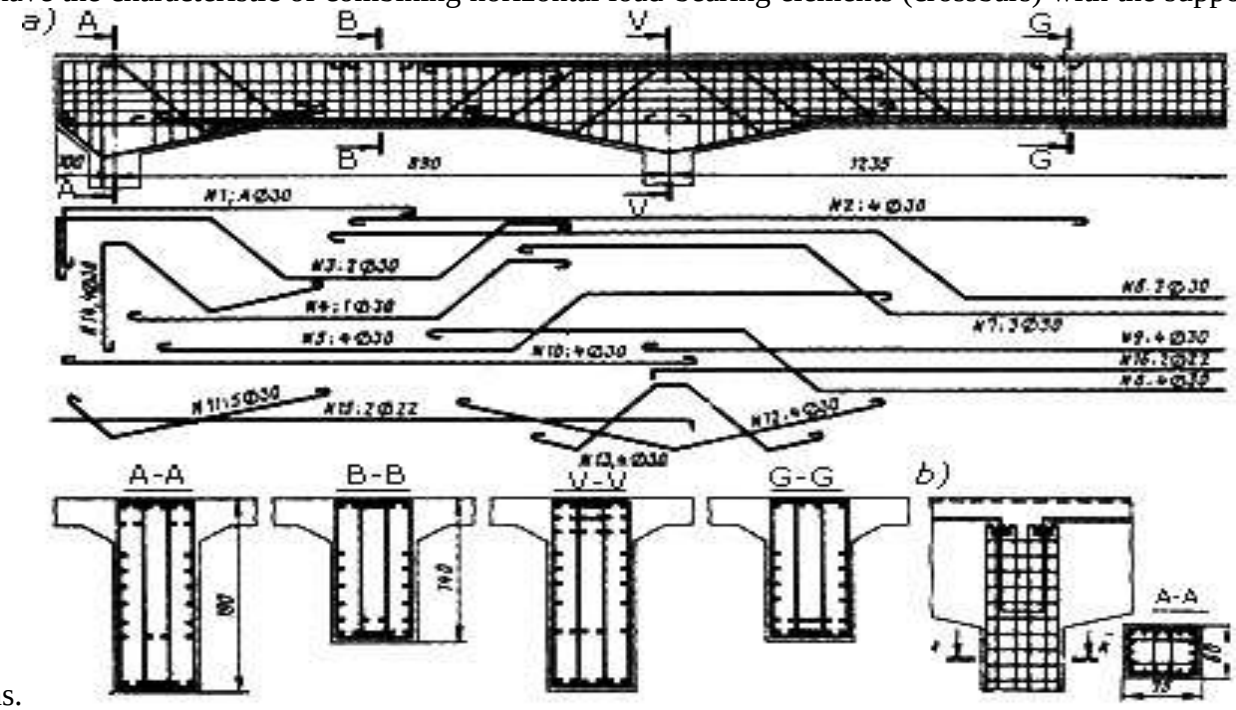
The top of the edge support is assembled from two blocks: a return 1 wing cabinet and a truss 2 with a cross-section of 35 × 35 cm, or the truss 2, which serves as an attachment for the top ends of the columns. The 3 mounting plates of the middle shelf in the middle are the same as the edge support. The lower ends of the columns are placed in the "nest" of the foundation shoes for the end supports 4 and the middle supports 5. Both of these are mounted on 6 thin foundation slabs that are connected to each other. The ends of the columns 7 are shown in Fig. 1.38, c for the middle of the concrete pour. Once the pegs are nailed to the ground, their top ends are fastened in the same way in the fixtures. To ensure the correct position of the pile legs, the guide conductor is tripped by means of an auxiliary metal frame. Excessive heights of stumbling piles are removed (concrete is drilled with perforators, and reinforcement is cut by autogenous so that the ends of piles and reinforcement can be fastened to the installation by means of concrete). The calculation interval by the projects is 5.5; It is planned to install intermediate devices of 8.7 and 10.8 m. When installing intermediate devices of different lengths on a single girder, the difference in construction heights is compensated by the conductor 9 (Fig. 1.38, a and c). Overpass bridges are easy to build at the factory due to the simplicity of the schemes, which are used for bridges of different lengths, as well as low-weight (maximum 10 t) elements, which are used in bridges of different lengths, are not complicated to install and are reliable in use.

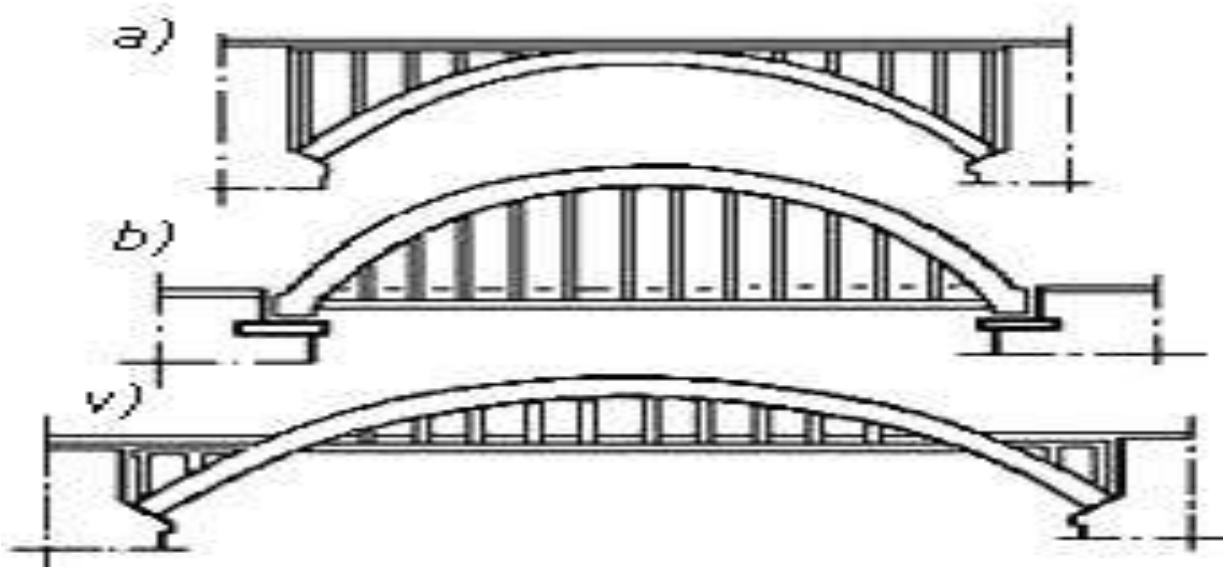
Frame reinforced concrete spacers. The main load-bearing parts of frame intermediate devices are beams and pillars attached to a single system. The frames rest on the foundation usually using hinged base pieces. Relying directly on the foundation of the frames reduces the base pile, which reduces construction time and labor requirements.

Frame spacers have a different design. They can be single-spaced or multi-spaced, cantilevered and continuous, beveled or frame-slop.

Smaller frames have double cross-section crossbars and pillars, while larger frames have box-shaped cross-sections or trusses. Steel-framed intermediates are used in overpasses, overpasses and viaducts over mountain cliffs and river valleys. In girder bridges, the main load-bearing elements (beams) transfer pressure to the

supports through the support parts. However, in the construction of bridges are widely used frame systems, which have the characteristic of combining horizontal load-bearing elements (crossbars) with the supporting columns.





Prior to the widespread penetration of precast concrete structures into bridge construction, small frame systems made of cast reinforced concrete were often used. When loading a girder bridge, the bending moments on the crossbars are slightly less than for the same span beams. In addition, the support columns of frame bridges may have significantly smaller dimensions than the weighted supports for girder intermediate structures, as the dimensions of the weighted supports are largely determined by the need to place the supporting parts on their heads. As a result, frame bridges are more economical than concrete beams. At the same time, columns subjected to bending compression require a sufficiently strong reinforcement, which

increases the total consumption of metal in the structure.

1.24
Ногиронлиги бўлган шахсларнинг автотранспорт воситалари учун тўхтаб туриш жойи

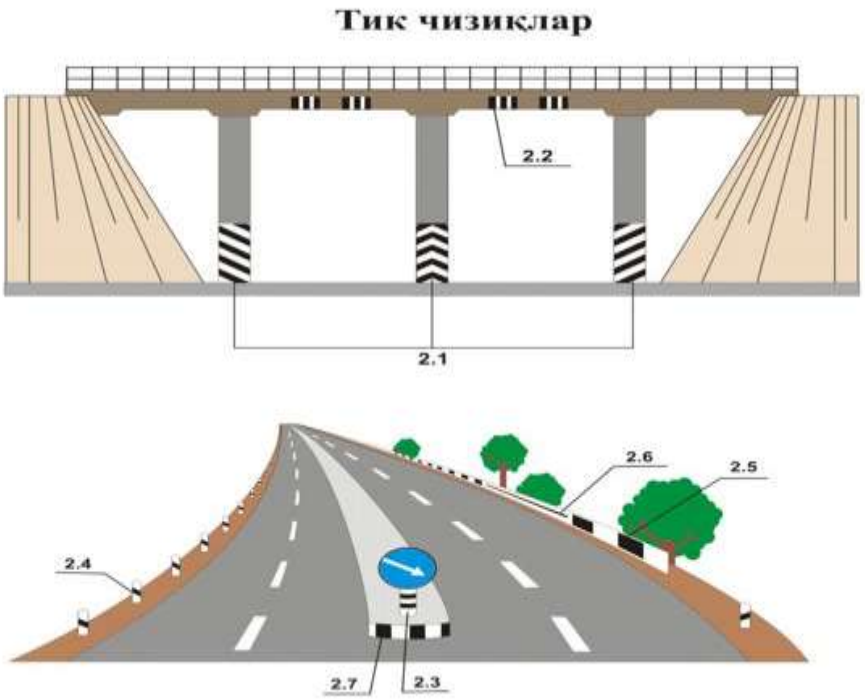
1.25
Пиёдалар йўлкасини ёки пиёдалар ва велосипедчилар биргаликда ҳаракатланиши мўлжалланган йўлканинг пиёдалар учун мўлжалланган қисмини билдиради

1.26
Велосипед йўлкасини ёки велосипед ҳаракатланиши учун мўлжалланган тасмани билдиради

1.27
Огоҳлантирувчи йўл белгиларини такрорловчи йўл чизиғи

1.28
Тақиқловчи йўл белгиларини такрорловчи йўл чизиғи

1.29
Сунъий йўл нотекислигини билдиради



Recommendations:

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