



SC INSTITUTE GIPROSTROYMOST - SAINT-PETERSBURG



ABOUT US

1945 – The company was created from the Design Group of 'Mostotrest №6' in USSR in Leningrad

1968 – Design Group was transformed into 'Leningrad Special Design Department Bureau of Glavmoststroy'

1986 – 'Leningrad Special Design Department Bureau of Glavmoststroy' became Government Company □ Institute Giprostroymost'

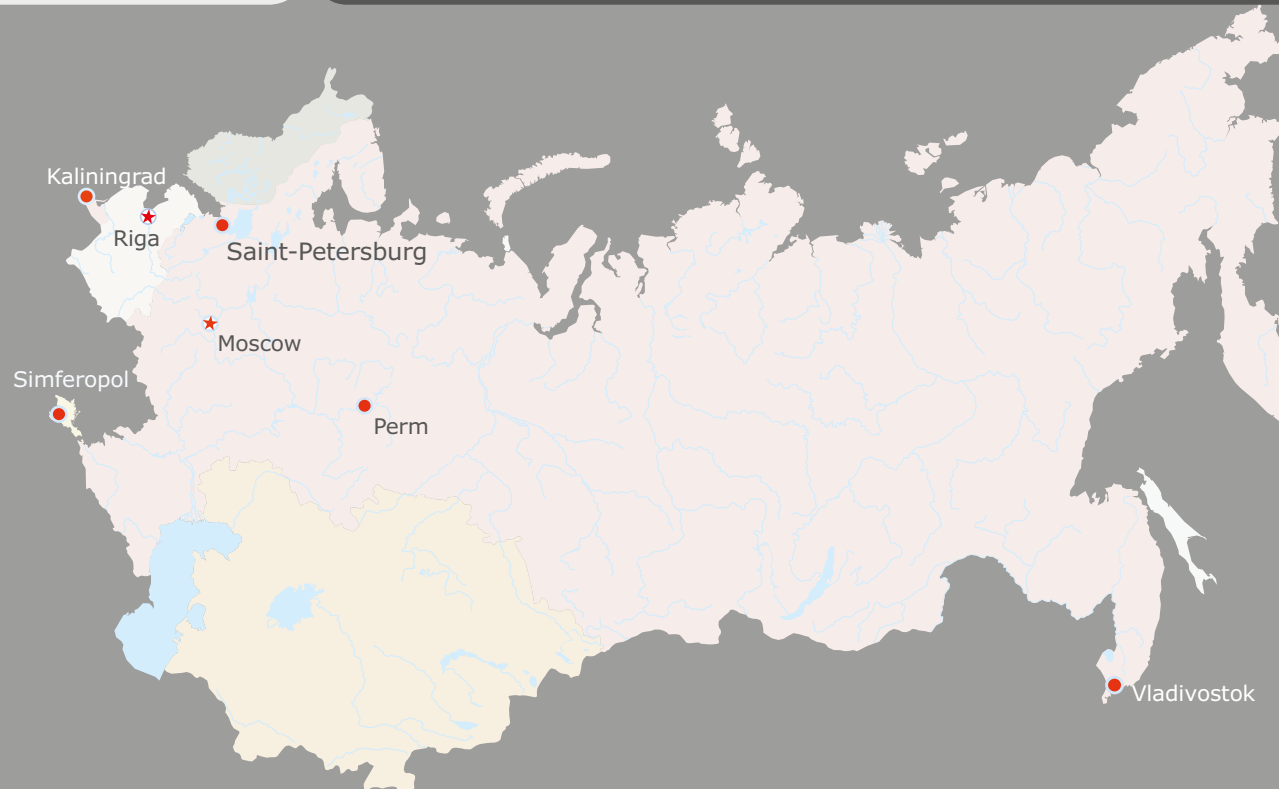
1994 – Government Company 'Institute Giprostroymost'. was transformed to Joint Stock Company □ Institute Giprostroymost'.

2000 – Was formed Joint Stock Company 'Institute Giprostroymost – Saint-Petersburg'

2004 – JSC 'Institute Giprostroymost – Saint-Petersburg' was transformed to Stock Company 'Institute Giprostroymost – Saint-Petersburg'

Two our main buildings are located in city center not far from Saint Peter & Paul Fortress, in the heart of Saint-Petersburg. The company has branches in Moscow, Perm, Vladivostok, Simferopol, Riga (Latvia).

SC "Institute Giprostroymost - Saint-Petersburg" is the best Design Company in Russian Federation. Institute has vast experience in the realm of bridge crossings and complicated transportation facilities in different region of Russia from Kaliningrad to Vladivostok. Over the years, the Institute has designed more 700 objects of transport infrastructure in different regions of Russia, as well as Vietnam, Finland, Latvia, Kazakhstan, Turkmenistan.



Kerch Strait Bridge Crossing

Project description:

The bridge is situated between Crimea's city of Kerch and the village of Taman in the Temryuk District of the Krasnodar Region, along Tuzla Island and the Tuzla Spit.

- The crossing consists of two parallel bridges – a motorway bridge and railroad bridge
- The decks for the highway are beam composite reinforced concrete, simple and continuous ones of individual design.
- Steel decks with an orthotropic plate are located above the water area of the Kerch Strait. The design span is from 54.21m to 64.20m
- There will be a separate deck for each traffic direction. In the crosssection, two main I-beams create the span: they are connected via transversal beams and the system of vertical and horizontal braces
- The decks for the railway tracks are simple, made of solid metal with an orthotropic plate and a ballast bed
- The design span is from 54.6m to 62.56m
- The decks are separate, one for each railway track and connected on the piers with jacking beams
- The main box-section girders of the deck are divided into two segments horizontally
- Arch spans with a design span of 227 m are located over the Kerch-Yenikalsky Channel and provide a clearance of 185m x 35m
- category of railway track – II
- category of motor road – 1B
- designed length of the crossing – 19,000 m
- length of the motorway bridge – 16,857.28 m
- length of the railroad bridge – 18,118.05 m

Work on the Project:

- general design
- design of main structures (design documentation and working documentation)
- design of construction technology
- SAC&D (design documentation and working documentation)