NEW EVOLUTION FOR HIGH SPEED RAIL LINE BRIDGE DESIGN CRITERIA AND CORRESPONDING DESIGN PROCEDURES

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ABSTRACT

The lecture compares empirical design criteria used for the first high speed rail lines with new developments using full computer analysis of the rail structure interaction.

This includes comparison of computation results between old method and new analysis taking advantage of the full computer analysis and of the new criteria shown in the latest Eurocodes.

It also points out some cases where additional safety is provided by the new analysis method, and allows for a better optimisation of the substructures, especially in highly seismic areas.