

## LIST OF CONTENTS

<b>TITLE PAGE</b> .....	<b>i</b>
<b>APPROVAL</b> .....	<b>ii</b>
<b>PROCES VERBAUX</b> .....	<b>iii</b>
<b>ABSTRACT</b> .....	<b>iv</b>
<b>ABSTRAK</b> .....	<b>v</b>
<b>MOTTO</b> .....	<b>vi</b>
<b>DEDICATION</b> .....	<b>vii</b>
<b>ACKNOWLEDGEMENT</b> .....	<b>viii</b>
<b>LEMBAR ASISTENSI</b> .....	<b>xi</b>
<b>LIST OF CONTENTS</b> .....	<b>xvi</b>
<b>LIST OF TABLE</b> .....	<b>xx</b>
<b>LIST OF FIGURE</b> .....	<b>xxi</b>
<b>ABBREVIATIONS</b> .....	<b>xxiii</b>
<b>CHAPTER I INRODUCTION</b> .....	<b>1</b>
1.1 Background and Problem Statement.....	1
1.2 LRT Overview .....	3
1.3.Objectives of the Study.....	5
1.4.The Scope of Study .....	5
<b>CHAPTER II LITERATURE REVIEW</b> .....	<b>6</b>
2.1 Introduction.....	6
2.2 Light Rail Transit.....	6
2.3 Non Ballasted Track .....	7
2.4 Ballasted Track .....	9
2.5 Deck Slab .....	10
2.5.1. Prestressed Concreate.....	11
2.5.1.1.Pre Tensioned .....	13
2.5.1.2. Post Tensioned Concreate.....	13
2.5.2. Reinforced Concreate .....	14
2.6 Available Design of Light Rail Transit Bridge .....	15
2.6.1. Bridge Design Codes for LRT Bridges.....	17
2.6.2. Bridge Aesthetics .....	22
2.6.3. Light Rail Bridge Maintanance Issues .....	25
2.6.4. Welded Rail on Bridges .....	27
2.6.5. Power and Signal Sistem Conserdation .....	33

<b>CHAPTER III DESIGN AND METHODOLOGY</b> .....	37
3.1 Introduction.....	37
3.2 Preliminary Design.....	37
3.3 Determination of Loading.....	39
3.3.1. Vertikal Force .....	40
3.3.1.1. Total Vertical Wheel Loads .....	41
3.3.2. Lateral Force .....	41
3.3.2.1 Total Lateral Wheel Loads.....	41
3.4 Determination of Railway Track strukture .....	42
3.4.1. Spesifikasi Light Rail Transit.....	42
3.4.2. Calculation of Basic Ballasted Track .....	43
3.4.2.1. Design speed .....	43
3.4.2.2. Class of Road .....	43
3.4.2.3. Dynamic Load.....	44
3.4.2.4. Rail Dimension. ....	48
3.4.2.5. Minimum Lenght of Rail .....	48
3.4.2.6. Sleeper.....	49
3.4.2.7. Ballast.....	52
3.4.2.8. Railway Widening.....	54
3.4.2.9. Railway Switch .....	55
3.4.3. The Basic Calculation of the Non Ballasted Track .....	57
3.4.3.1 Rail Seat Load.....	58
3.4.3.2. The Elastic Lenght Radius .....	60
3.5 Determination of Upper Structure .....	61
3.5.1. Deck Slab.....	61
3.5.2. Analysis Ultimate Method .....	63
3.5.3. Controlling if cracks in the concrete appear .....	64
3.5.4. Bending Moment Capacity of Concrate Slab .....	65
3.5.5. Deformation of the slab .....	67
3.5.6. Crack Width.....	67
3.5.7. Self Load.....	69
3.5.8. Live Load.....	70
3.5.9. Load of LRT .....	70
3.5.10. Wind Load .....	70
3.5.11. Earthquake Load .....	71
 <b>CHAPTER IV DESIGN AND CALCULATION</b> .....	 72
4.1 Introduction .....	72
4.2 Preliminary Design .....	72
4.2.1. Technical Specification of the Rail Profile.....	73
4.2.2. Technical Specification of Concrate Deck Slab .....	74

4.2.3. Spesification And Data for Bridge Design .....	75
4.3 Calculation of Ballasted Track .....	75
4.3.1. Rail Dimension .....	77
4.3.2. Calculation of Minimum Lenght .....	77
4.3.3.Design of Sleeper.....	79
4.3.4.Determination the Distance of the Sleeper .....	82
4.3.5. Design of Ballast.....	84
4.4 Calculation of Non Ballasted Track.....	87
4.4.1.Rail Seaat Loads .....	87
4.5 Calculation of Deck Slab .....	92
4.5.1. Self Loads .....	92
4.5.2. Additional Dead Load.....	92
4.5.3. Load of LRT .....	92
4.5.4. Wind Load .....	93
4.5.5. Earthquake Load .....	93
4.5.6. Moment Deck Slab.....	94
4.5.7. Moment of Additional Dead Load .....	95
4.5.8. Moment of LRT load .....	95
4.5.9. Deformation of Deck Slab .....	96
<b>CHAPTER V CONCLUSIONS AND RECOMMENDATIONS .....</b>	<b>100</b>
5.1 Conclusions.....	100
5.2 Rekomendation .....	100
<b>REFRENCES .....</b>	<b>101</b>
<b>APENDICS.....</b>	<b>103</b>

## LIST OF FIGURE

Figure Number	Description	Page
1.1.LRT Jakarta Route .....		2
1.2.LRT Carriages in Jakarta .....		4
1.3.LRT in Jakarta.....		4
2.1. Non ballasted track .....		8
2.2. Ballasted track .....		9
2.3. Ballasted track.....		10
2.4. Composite slab with profiled steel decking.....		11
2.5. Prestressed concrete.....		12
2.6. Pre-tensioned concrete.....		13
2.7. Post- tensioned slab .....		14
2.8. The differences between reinforced concrete and prestressed concrete .....		15
2.9. Vehicle bending moments on simple spans.....		18
2.10. Section through open deck bridge and weld detail .....		20
2.11. Section through ballast deck bridge and weld detail .....		20
2.12. Typical bridge live-load to dead load ratios .....		22
2.13. St Lois Metro link delta bridge pier elevation.....		23
2.14. Metro link cast-in place concrete box girder bridge.....		24
2.15. Elevation showing handrail by Metro link's design .....		24
2.16. Typical section retained fill bridge approach at catenary poles .....		26
2.17. Typical Section LRT Carriage from Hyundai .....		7
2.18. Non ballasted track .....		8
2.19. AASHTO beam span ballast deck .....		28
2.20. Typical section steel girder span.....		29
2.21. Typical section girder span.....		29
2.22. Typical section concrete segmental bridge.....		31
2.23. Ballast deck.....		31
2.24. Open deck .....		31
2.25. Direct fixation deck .....		31
2.26. Typical rail expansion joint configuration.....		34

2.27. Typical pole mounting detail on pier .....	35
2.28. Typical pole mounting detail on pier ballast deck slab .....	35
2.29. Dart system for mounting catenary poles on side of bridge deck.....	36
2.30. Metro link system for straycurrent grounding .....	36
3.1. Followhart of Design and Methodology .....	38
3.2. The Force acting on the rails .....	39
3.3. Pre-stress Concrate sleeper .....	49
3.4. The length of Frog .....	56
3.5. The length of Point .....	56
3.6. The radius length of outside curves .....	57
3.7. Ultimate tensile strength .....	58
4.1. Section Properties of concrete deck slab .....	74
4.2. Sleeper dimnsion .....	79
4.3. Sleeper dimension.....	81

## LIST OF ABBREVIATIONS

Ⓚ	= Track
UIC	= Union Internationale des Chemins de Fer
RPM	= Rotary per Minute
m	= Meters
mm	= Milimeters
kg	= Kilograms
cm	= Centimeters
N	= Newton
KN	= Kilo Newton
MPa	= Mega Pascal
kNm	= Kilo Newton Meters
km	= Kilo Meters
R	= Radius
V	= Velocity
I	= Moment Inertia
°C	= Celcius
$\lambda$	= Lamda
E	= The Young Modulus Elestisitas
$\phi$	= Diameter of the Reinforcement
Kph	= Kilo per hours
GPa	= Giga pascal
A	= Area
a	= Distance of lenght between upper to bottom slab
G	= Modulus Shear
g	= Earth gravity acceleration (9.81 m/det2)
H	= High box girder
h	= High walls
$M_{ET}$	= Moment due to temperature
$M_{EW}$	= Maximum moment due to wind load
$M_{LL}$	= Maximum moment due to live load

$M_{MA}$  = Maximum moment due to superimposed dead load  
 $M_{MS}$  = Maximum moment due to self weight construction  
 $M_n$  = Nominal moment strength of section  
Mpa = Mega Pascal  
 $M_{PR}$  = Moment due to prestress  
 $M_R$  = The moment due to creep  
 $M_{RS}$  = Moment due to shrinkage and creep  
 $M_S$  = The moment due to shrinkage  
 $M_{uk}$  = Ultimate moment capacity  
 $M_{TD}$  = The maximum moment on beam due to "D" line load  
 $Q_{TD}$  = Load evenly on the girder box  
 $Q_{BS}$  = Self weight of box girder  
 $Q_{EW}$  = Self weight due to wind load  
 $Q_{MA}$  = Self weight due to superimposed dead load  
 $Q_{MS}$  = Self weight construction  
q = Load evenly  
S = Longitudinal spacing of the web reinforcement  
T = Average temperature  
 $t'$  = Age of concrete hardening corrected when burdened  
 $t_a$  = Thickness of slab  
 $T_{EW}$  = Wind load  
th = Thick puddle of rain  
 $T_{ps}$  = Internal force of prestressed steel tendon  
 $\alpha$  = Change in the total angle of the tendon  
 $\beta$  = Wobble coefficient  
 $\mu$  = Friction curvature coefficient  
 $\sigma_1$  = Service stress due to self weight construction  
 $\sigma_2$  = Service stress due to dead load and superimposed dead load