



INTERREG V-A
SLOVENSKÁ REPUBLIKA
ČESKÁ REPUBLIKA



**EURÓPSKA ÚNIA
EURÓPSKY FOND
REGIONÁLNEHO ROZVOJA**
SPOLOČNE BEZ HRANÍC

Provizórne mosty



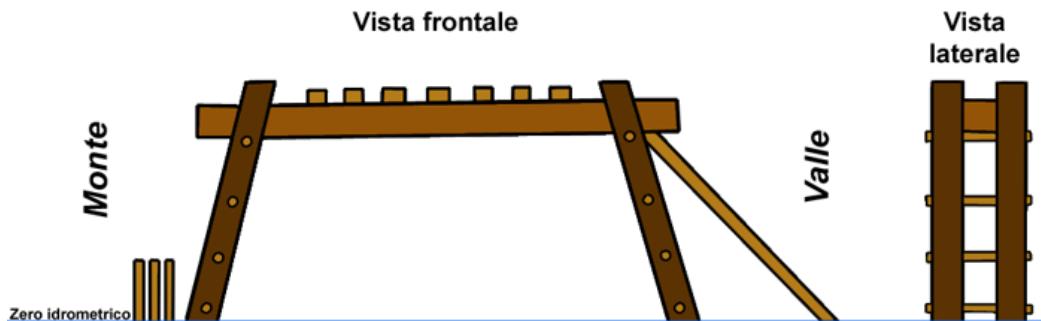
NÁZOV PROJEKTU:

**Podpora edukačných aktivít pre výchovu mladých odborníkov
v oblasti mostného stavitelstva v cezhraničnom regióne**

EDUMOS

**VŠB TECHNICKÁ
UNIVERZITA
OSTRAVA**

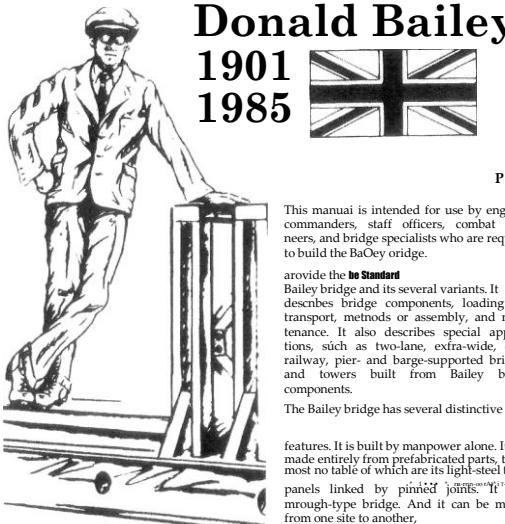
História



Cesarov most cez Rýn
55 p.n.l. až 53 p.n.l.
v období galských vojen
Š: 8-9 m, V: 12 m



Bailey Bridge (BB)



PREFACE

This manual is intended for use by engineer commanders, staff officers, combat engineers, and bridge specialists who are required to build the Bailey bridge.

Provide the **be Standard**

Bailey bridge and its several variants. It describes bridge components, loading and transport, methods or assembly, and maintenance. It also describes special applications, such as two-lane, extra-wide, deck, railway, pier- and barge-supported bridges and towers built from Bailey bridge components.

The Bailey bridge has several distinctive

bridge to the British War Office which paid him the equivalent of \$48,000 in 1985 American currency.

The Bailey bridge used in World War II was designed to be moved, rebuilt, or replaced in several hours, even under enemy fire. It was used widely and well by Allied armies in Italy and northwest Europe, 1943-45. British Field Marshal Lord Bernard Law Montgomery said: "Without the Bailey bridge, we should not have won the war. It was the best thing in that line we ever had." Donald Bailey was knighted in 1946 for this contribution to the Allied victory in World War II.

features. It is built by manpower alone. It is made entirely from prefabricated parts. The component agency of this publication is the US Army Engineer School. Submit changes for improving this publication on D A Form 2028 "Proposed Changes to Publications and Blank Forms" and forward to Commandant, US Army Engineer School, ATTN: ATZA-TD-P, Fort Belvoir, Virginia 22060-5291.

The Bailey bridge was invented by *Donald Coleman Bailey*, an English civil engineer. In 1941, Bailey gave his first sketch of the

Mr. Bailey – pravotec novodobých provizórnych mostov



BB 1p2s Čadca - Kysuca

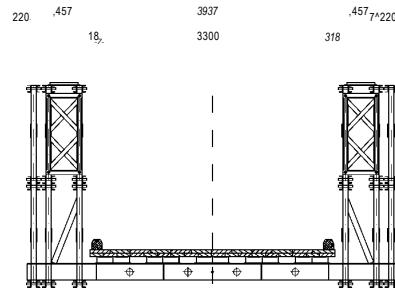
Bailey Bridge



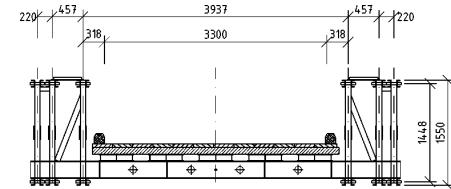
Priečne rezy BB

Oravský Podzámok 2p3s 2x 36 m

PRIEČNY REZ M 1:50



PRIEČNY REZ M 1:50



Bailey Bridge



Čadca – priečny rez po zosilnení

Oravský Podzámok – priečny rez



Bailey Bridge



D1 Hubová – Ivachnová 1p3s 12 m + 2p3s 33 m



Černýšovice 1p2s - Lužnice

Mostová súprava (MS)



Nová Bystrica – MS 15 m + 27 m



Strážske – Krivošťany MS 3 x 24 m

Mostová súprava (MS)



MS KIA Žilina 24 m

Strážske 72 m MS – priečny rez + chodník



Mostová súprava (MS)



Lovčica MS 24 m – rekonštrukcia

Častá MS 24 m – po povodni



Ťažká mostová súprava (TMS)



D1 Vrtižer TMS 2p2s 2 x 42 m



Nová Bystrica TMS 1p2s 21 m

Ťažká mostová súprava (TMS)



Nová Bystrica TMS 1p2s 18 m



TMS Vrtižer 2p2s 2 x 42 m – rozoberanie

Montovaný most Tylový (MMT)

ČR Plzeň

Puente logístico montado (MMT)



Puente MMT – 3 campos
Ponte MMT – 3 campos



Pieza final
Peça final

ČR D1 Olomouc

Puente logístico montado (MMT)



Puente MMT – 45 m
Ponte MMT – 45 m



Acceso al puente
Acesso al ponte

Železničný most ŽM – 16 (ŽM 16M)



Vranie ŽM – 16 1p1s 48 m



Vranie ŽM – 16 1p1s 48 m + 24 m

Železničný most ŽM – 16 (ŽM 16M)



Vranie ŽM – 16 1p1s 48 m



Moravský Sv. Ján ŽM – 16 Morava

Železničný most ŽM – 60



Považský Chlmec ŽM 60

Považský Chlmec ŽM – 60 54 m Kysuca



Železničný most ŽM – 60



Nová Bystrica ŽM 60 18 m

**Považský Chlmec ŽM – 60 54 m Kysuca
Zaťažovacia skúška**



Vojenské (útočné) mosty

AM 50



MT 55a



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