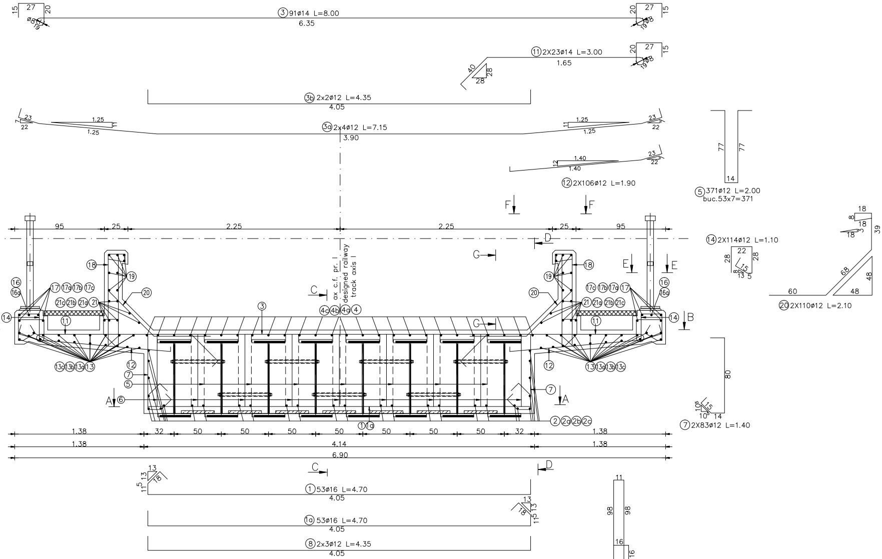
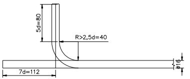
SECTIUNE TRANSVERSALA TABLIER POD
BRIDGE DECK CROSS SECTION

sc. 1:20


③ 91ø14 L=8.00
6.35
27
15
20
ø8
19
⑪ 2X23ø14 L=3.00
1.65
40
28
③b 2x2ø12 L=4.35
4.05
③a 2x4ø12 L=7.15
3.90
1.25
23
22
⑫ 2X106ø12 L=1.90
1.40
⑤ 371ø12 L=2.00
buc.53x7=371
77
14
⑭ 2X114ø12 L=1.10
22
28
15
8
13
5
⑳ 2X110ø12 L=2.10
60
68
48
39
18
8
3
95
25
2.25
ax c.f. pr. I
designed railway track axis I
A
B
C
D
E
F
G
⑬ ⑬a ⑬b ⑬c
⑯ ⑯a
⑰ ⑰a ⑰b ⑰c
㉑ ㉑a ㉑b ㉑c
⑱
⑲
④ ④a ④b ④c
⑥
⑦
② ②a ②b ②c
① ①a
1.38
32
50
4.14
6.90
⑦ 2X83ø12 L=1.40
80
10
① 53ø16 L=4.70
4.05
13
18
11
①a 53ø16 L=4.70
⑧ 2x3ø12 L=4.35
98
16
2
⑱ 2X110ø12 L=2.60

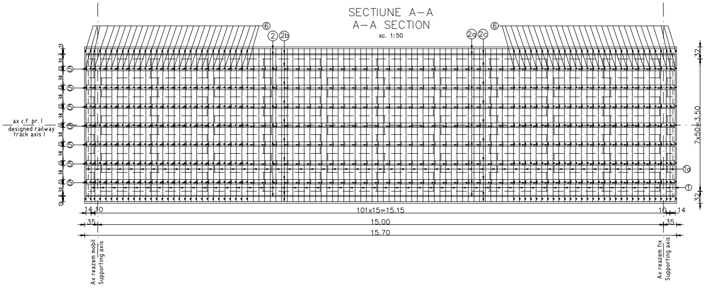
DETALIU "a" (STAS 10111/2-87)
"a" DETAIL (STAS 10111/2-87)

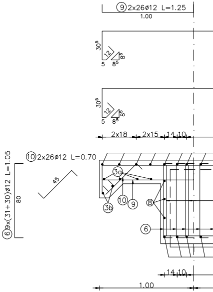
sc. 1:10


5d=80
R>2,5d=40
7d=112
ø16

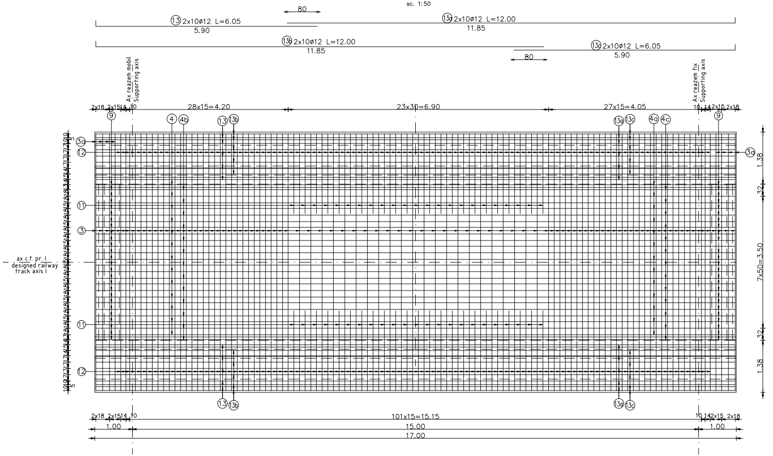
Beton: Concrete:	– C30/37 suprastructura/superstructure
Tipul grinzilor: Beams type:	– grinzi metalice sudate/steel welded girders
Otel pentru grinzi: Steel for the beams:	– (OL 37–EP) S275J_3G_3 (EN 10025/2004)
Armatura: Reinforcement:	– PC52 (S355, S345)
Strat de acoperire: Concrete cover	– min. 4cm expunere in aer/air exposed
Clasa de incarcare: Load class:	– calculat cu convoiul T8.5, verificat cu convoiul UIC 71
Cofraj: Formwork:	– Metal sau lemn/Steel or wood

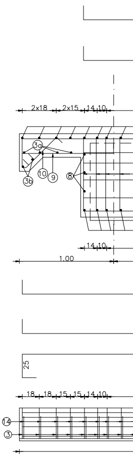
SECTIUNE A—A
A—A SECTION
sc. 1:50


⑥
②
(2b)
(2a)
(2c)
⑤
ax c.f. pr. I
designed railway track axis I
(1a)
①
32
7x50=3.50
14 10
101x15=15.15
10 14
35
15.00
15.70
Ax reazem mobil
Supporting axis
Ax reazem fix
Supporting axis

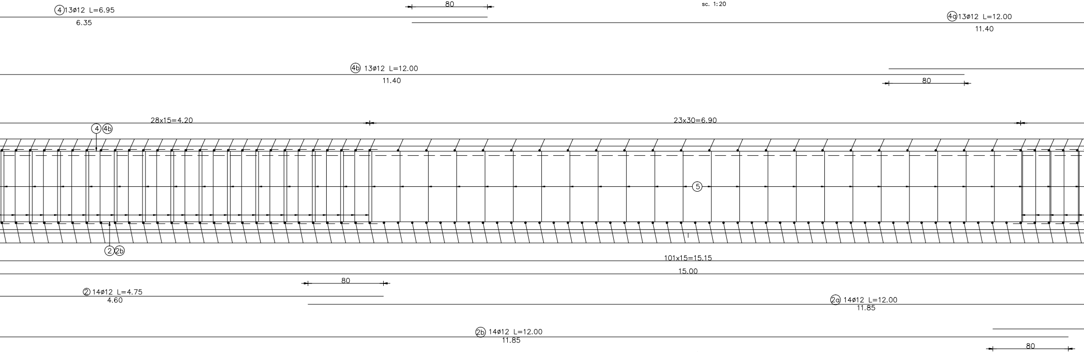

⑨ 2x26ø12 L=1.25
1.00
30⁵
12
5
8⁵
8⁵
2x18
2x15
14 10
⑩ 2x26ø12 L=0.70
45
⑥ 9x(31+30)ø12 L=1.05
80
(3a)
(3b)
⑩
⑨
⑧
⑥
14 10
1.00

SECTIUNE B—B
B—B SECTION
sc. 1:50

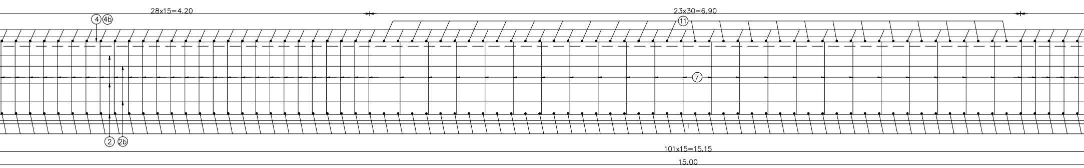

⑬ 2x10ø12 L=6.05
5.90
80
(13a) 2x10ø12 L=12.00
11.85
(13b) 2x10ø12 L=12.00
11.85
(13c) 2x10ø12 L=6.05
5.90
80
Ax reazem mobil
Supporting axis
Ax reazem fix
Supporting axis
2x18 2x15 14 10
28x15=4.20
23x30=6.90
27x15=4.05
10 14 2x15 2x18
⑨
④
(4b)
⑬
(13b)
(13a)
(13c)
(4a)
(4c)
(3a)
⑫
⑪
③
ax c.f. pr. I
designed railway track axis I
1.38
32
7x50=3.50
101x15=15.15
1.00
15.00
17.00


2x18
2x15
14 10
(3a)
(3b)
⑩
⑨
⑧
14 10
1.00
25
18 18 15 15 14 10
⑭
③

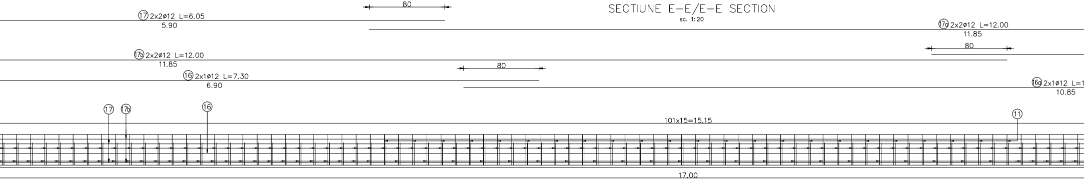
SECTIUNE C–C/C–C SECTION
sc. 1:20

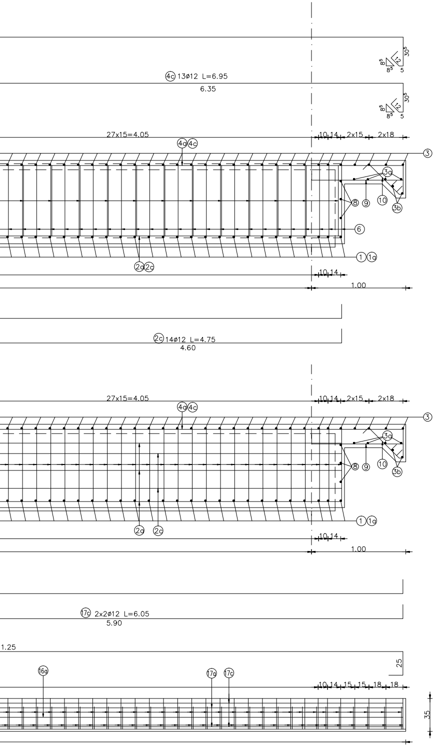

④13ø12 L=6.95
6.35
80
④a13ø12 L=12.00
11.40
④b 13ø12 L=12.00
11.40
80
28x15=4.20
23x30=6.90
④④b
⑤
②②b
101x15=15.15
15.00
80
② 14ø12 L=4.75
4.60
②a 14ø12 L=12.00
11.85
②b 14ø12 L=12.00
11.85
80

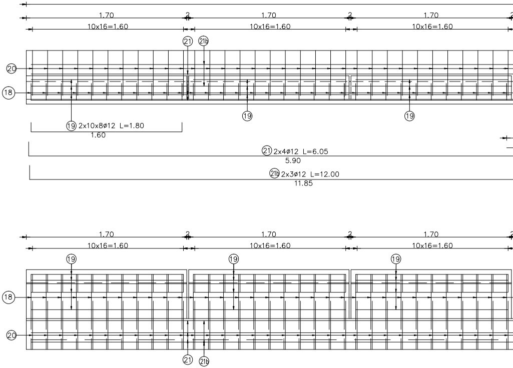
SECTIUNE D–D/D–D SECTION
sc. 1:20


28x15=4.20
23x30=6.90
④④b
⑪
⑦
② ②b
101x15=15.15
15.00

SECTIUNE E–E/E–E SECTION
sc. 1:20


80
⑰2x2ø12 L=6.05
5.90
⑰a2x2ø12 L=12.00
11.85
80
⑰b2x2ø12 L=12.00
11.85
80
⑯2x1ø12 L=7.30
6.90
⑯a2x1ø12 L=1
10.85
⑰ ⑰b
⑯
⑪
101x15=15.15
17.00


4c 13ø12 L=6.95
6.35
8^5
30^5
15
5
27x15=4.05
10 14
2x15
2x18
4a 4c
3
3a
8
9
10
3b
6
1 1a
2a 2c
1.00
2c 14ø12 L=4.75
4.60
2a
2c
17c 2x2ø12 L=6.05
5.90
1.25
25
16a
17a
17c
10 14 15 15 18 18
35

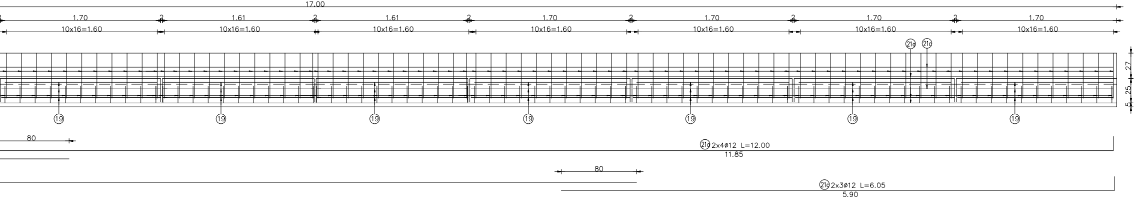

1.70
2
10x16=1.60
21
21b
20
18
19
19 2x10x8ø12 L=1.80
1.60
21 2x4ø12 L=6.05
5.90
21b 2x3ø12 L=12.00
11.85

EXTRAS DE ARMATURA
TABLE FOR REINFORCEMENTS

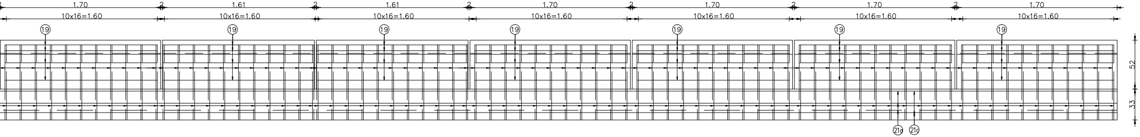
M	Ø	B	L(m)	PC52		
				Ø12	Ø14	Ø16
1	16	53	4.70			249.10
1a	16	53	4.70			249.10
2	12	14	4.75	66.50		
2a	12	14	12.00	168.00		
2b	12	14	12.00	168.00		
2c	12	14	4.75	66.50		
3	14	91	8.00		728.00	
3a	12	8	7.15	57.20		
3b	12	4	4.35	17.40		
4	12	13	6.95	90.35		
4a	12	13	12.00	156.00		
4b	12	13	12.00	156.00		
4c	12	13	6.95	90.35		
5	12	371	2.00	742.00		
6	12	549	1.05	576.45		
7	12	166	1.40	232.40		
8	12	6	4.35	26.10		
9	12	52	1.25	65.00		
10	12	52	0.70	36.40		
11	14	46	3.00		138.00	
12	12	212	1.90	402.80		
13	12	20	6.05	121.00		
13a	12	20	12.00	240.00		
13b	12	20	12.00	240.00		
13c	12	20	6.05	121.00		
14	12	228	1.10	250.80		
16	12	2	7.30	14.60		
16a	12	2	11.25	22.50		
17	12	4	6.05	24.20		
17a	12	4	12.00	48.00		
17b	12	4	12.00	48.00		
17c	12	4	6.05	24.20		
18	12	220	2.60	572.00		
19	12	160	1.80	288.00		
20	12	220	2.10	462.00		
21	12	8	6.05	48.40		
21a	12	8	12.00	96.00		
21b	12	6	12.00	72.00		
21c	12	6	6.05	36.30		
LUNGIMI/Ø				5846.45	866.00	498.20
GREUTATI/ML (kg)				0.888	1.208	1.578
GREUTATI/Ø				5192	1046	786
GREUTATI PE TIP DE OTEL				7024		

TOTAL 2 TABLIERE: 2 x 7024kg=14048kg
TOTAL 2 DECKS: 2 x 7024kg=14048kg

VEDERE F–F/VIEW F–F
sc. 1:20


17.00
2
1.70
1.61
10x16=1.60
21c
27
25
5
19
80
21c 2x4Ø12 L=12.00
11.85
80
21c 2x3Ø12 L=6.05
5.90

VEDERE G–G/VIEW G–G
sc. 1:20


2
1.70
1.61
10x16=1.60
19
52
33
21c

NOTA
1. Prezentul plan a fost intocmit pe baza:
   - Dispozitiei generale.
   - Plan cofraj suprastructura
2. La executie se vor respecta cu strictete prevederile din:
   - "Normativ pentru producerea betonului si executarea lucrarilor din beton, beton armat si beton precomprimat–Partea 1:Producerea betonului", indicativ NE 012/1–2007;
   - "Normativ pentru producerea betonului si executarea lucrarilor din beton, beton armat si beton precomprimat. Partea 2:Executarea lucrarilor din beton ", indicativ NE 012–2010;
   - "Normativul pentru verificarea calitatii si receptia lucrarilor de constructii", indicativ C56–85;
   - Caietul de Sarcini.

NOTE
1. This Plan was drawn up based on the following data:
   - General Disposition.
   - Supersructure shuttering.
2. Durring execution the provisions in the following norms shall be respected:
   - "Norm for concrete production and works execution, reinforced concrete and pre–stressed concrete–Part 1:Concrete production", NE 012/1–2007;
   - "Norm for concrete production and works execution, reinforced concrete and pre–stressed concrete.Part 2 : The execution for concrete works." NE 012/2–2010;
   - "Practice code for acceptance of the construction works", C 56–85.
   - Specifications book.

NOTA/NOTE
Pentru mentinerea pozitiei corecte in timpul betonarii, se vor monta distantieri minim 4buc./m^2. Distantierii trebuie legati cu sarma de carcasa de armatura.

In order to maintain the correct position during concreting, minimum 4pcs./m^2 distance pieces shall be mounted. The distance pieces shall be connected to the reinforcing framework, using wire.

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D					
C					
B					
A					
Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

C.N.C.F. "C.F.R." - S.A.

CLIENT / CLIENT

ITALFERR
GRUPPO FERROVIE DELLO STATO
Joint Venture leader

Scott Wilson

OBERMEYER
PLANEN + BERATEN GmbH

TECNIC
Consulting Engineers

CONSULTANT / CONSULTANT			Data Date	Semnătură Signature
Aprobat Approved	Şef proiect Project manager	R. Liuzza		
Aprobat Approved	Coordonator Secțiune 1 Section 1 Coordinator	C. Gambelli		
Verificat Checked	Expert Cheie Checking Expert	V. Kallidromitis		VK

SUBCONTRACTANT / SUBCONTRACTOR

AREX Lider COMPANY

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	02.2012	
Întocmit Elaborated	Proiectant Designer	Andrei Costan	02.2012	

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteza maximă de 160 km/h,
Tronsonul : Braşov - Sighişoara
Rehabilitation of the railway line Braşov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h,
Section : Braşov - Sighişoara

Proiect/Project
2004/RO/16/P/PA/003

Faza / Phase:
P.Th. / T.D.
D.E. / E.D.

Denumire desen / Drawing Title : INTERVAL/SECTION APATA – RACOS
POD Km.220+170,690 L=15.00m/PLAN ARMARE SUPRASTRUCTURA
BRIDGE Km.220+170,690 L=15.00m/SUPERSTRUCTURE REINFORCEMENT PLAN

Codificare / Codification System	Scara / Scale	LOT / LOT	Nr. / No
	1:20		01 / 01

EA51 01 E 10 BC PV 02 0 3 013 0

2900x420