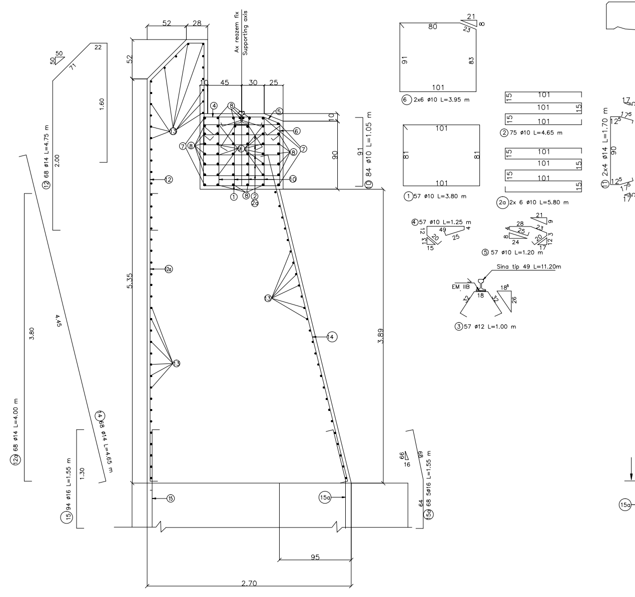
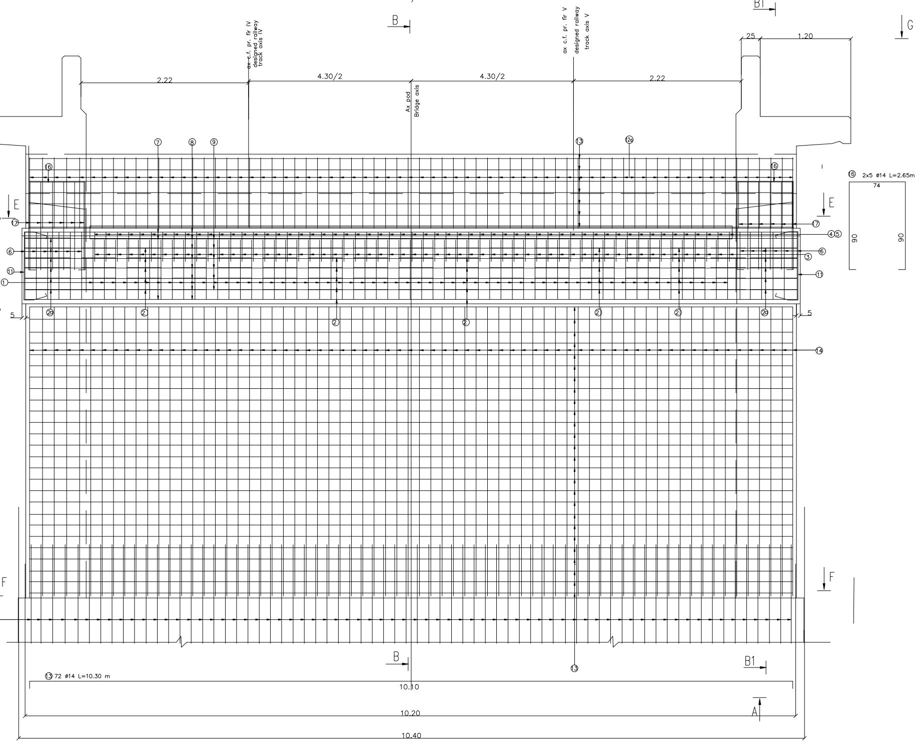
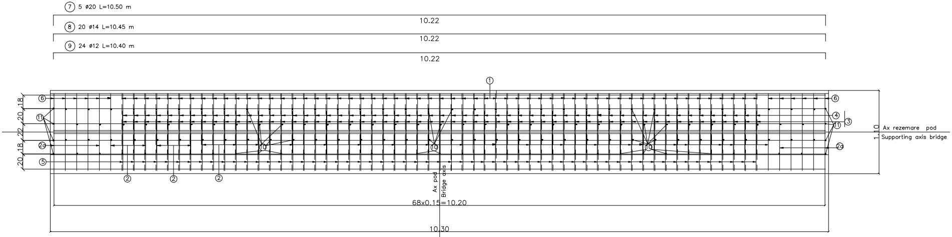
SECTIUNE TRANSVERSALA B–B
B–B CROSS SECTION


G
52
28
52
Ax reazem fix
Supporting axis
10
45
30
25
10
90
91
⑩ 84 ø10 L=1.05 m
① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ 2a
⑫
12a
⑬
⑭
⑮
15a
5.35
3.89
95
2.70
50 50
71
22
1.60
2.00
⑫ 68 ø14 L=4.75 m
3.80
12a 68 ø14 L=4.00 m
4.45
⑭ 68 ø14 L=4.65 m
1.30
⑮ 94 ø16 L=1.55 m
66
16
68
64
15a 68 5ø16 L=1.55 m
80
21
8
23
91
83
101
⑥ 2x6 ø10 L=3.95 m
101
81
81
101
① 57 ø10 L=3.80 m
15 101
101 15
15 101
② 75 ø10 L=4.65 m
15 101
101 15
15 101
15
2a 2x 6 ø10 L=5.80 m
⑪ 2x4 ø14 L=1.70 m
17
12^5
17^5
90
12^5
17^5
17
④ 57 ø10 L=1.25 m
12
49
4
13
20
25
15
21
9
28
4
25
23
8
24
20
3
12
17
⑤ 57 ø10 L=1.20 m
Sina tip 49 L=11.20m
EM IIB
18
32
32
18^5
26
③ 57 ø12 L=1.00 m

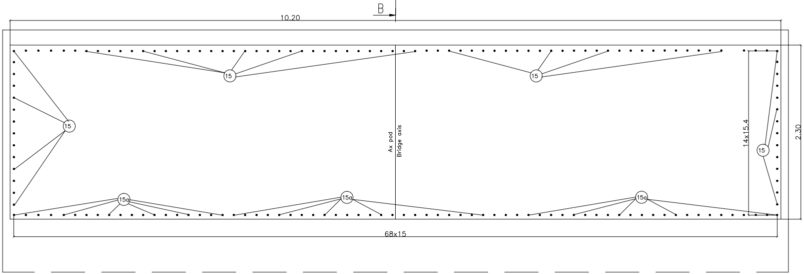
ELEVATIE A–A / A–A ELEVATION


B1
B
G
25
1.20
ax c.f. pr. fir IV
designed railway
track axis IV
ax c.f. pr. fir V
designed railway
track axis V
2.22
4.30/2
4.30/2
2.22
Ax pod
Bridge axis
⑦
⑧
⑨
⑬
⑫a
⑯
⑯
E
E
⑰
⑰
④⑤
⑥
⑥
③
⑪
⑪
①
②a
②
②
②
②
②
②
②a
5
5
⑭
F
F
B
B1
⑬
⑬ 72 ø14 L=10.30 m
10.10
10.20
10.40
A
⑯ 2x5 ø14 L=2.65m
74
90
90

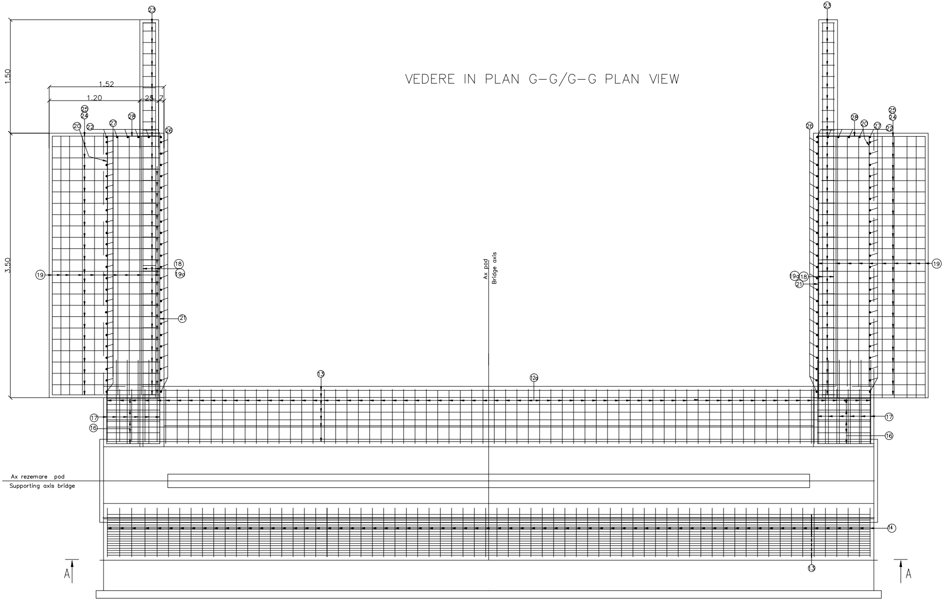
VEDERE E-E/ E-E VIEW


⑦ 5 ø20 L=10.50 m
10.22
⑧ 20 ø14 L=10.45 m
10.22
⑨ 24 ø12 L=10.40 m
10.22
①
⑥
⑪
2a
⑤
④
③
⑩
②
20
18
22
1.10
Ax rezemare pod
Supporting axis bridge
Ax pod
Bridge axis
68x0.15=10.20
10.30

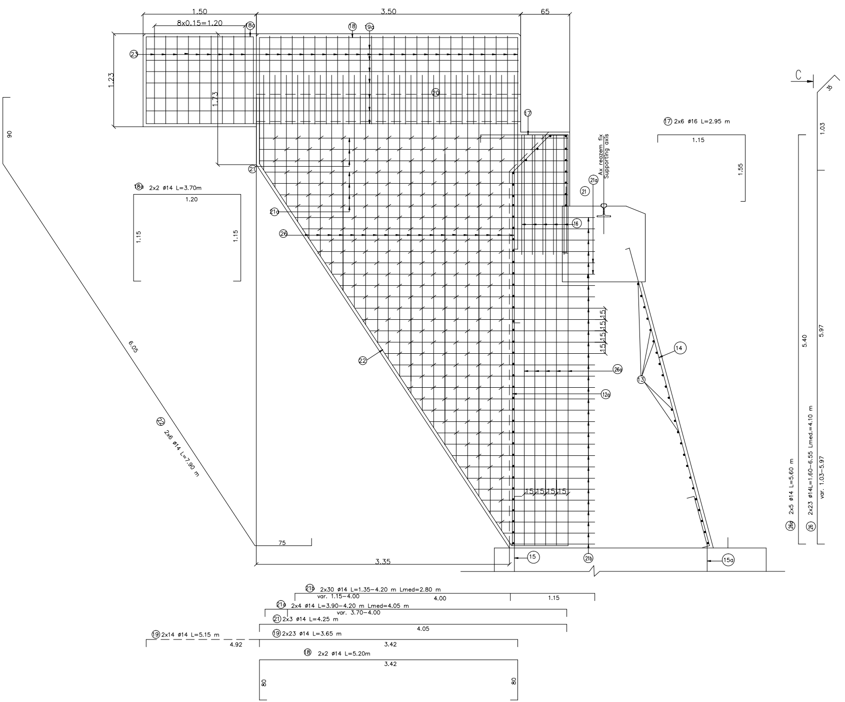
VEDERE F-F/ F-F VIEW


B
10.20
15
15a
Ax pod
Bridge axis
14x15.4
2.30
68x15

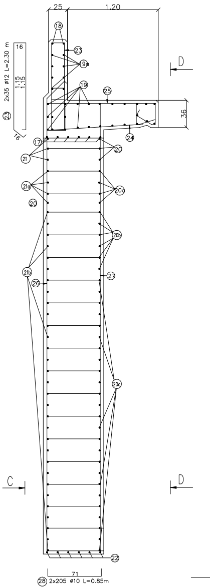
VEDERE IN PLAN G–G/G–G PLAN VIEW


23
23
1.50
1.52
1.20
25
7
25
24
27
28
20
22
26
3.50
19
18
19a
21
13
12a
Ax pod
Bridge axis
17
16
Ax rezemare pod
Supporting axis bridge
14
13
A
A
26
28
20
27
25
24
22
19a
18
21
19
17
16

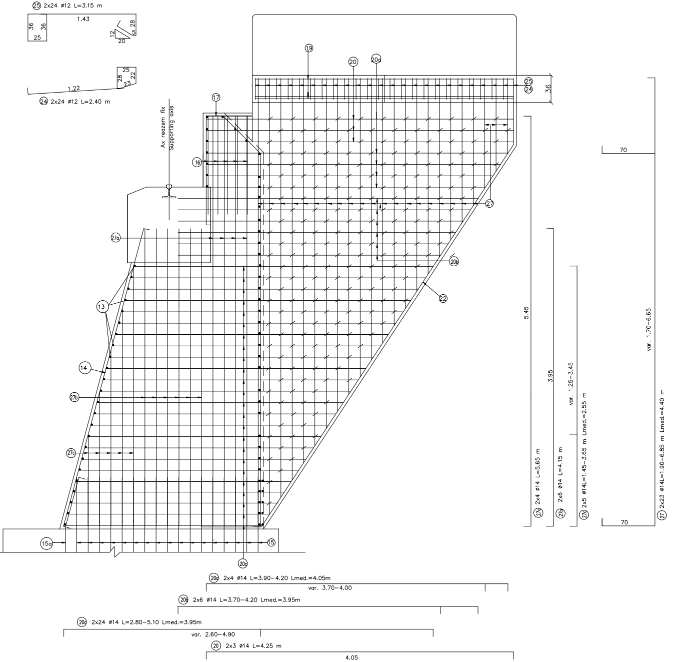
VEDERE C–C/ C–C VIEW


1.50
8x0.15=1.20
3.50
65
1.23
1.73
90
6.05
75
3.35
15|15|15|15
15|15|15|15
Ax reazem fix
Supporting axis
⑱ ⑱a ⑲a ⑳ ⑰ ㉑ ㉑a ㉑b ⑯ ㉓ ㉖ ㉖a ㉒ ⑫a ⑬ ⑭ ⑮ ⑮a
⑰ 2x6 ø16 L=2.95 m
1.15
1.55
⑱a 2x2 ø14 L=3.70m
1.20
1.15
1.15
㉒ 2x6 ø14 L=7.90 m
㉑b 2x30 ø14 L=1.35–4.20 m Lmed=2.80 m
var. 1.15–4.00
4.00
1.15
㉑a 2x4 ø14 L=3.90–4.20 m Lmed=4.05 m
var. 3.70–4.00
㉑ 2x3 ø14 L=4.25 m
4.05
⑲ 2x14 ø14 L=5.15 m
4.92
⑲ 2x23 ø14 L=3.65 m
3.42
⑱ 2x2 ø14 L=5.20m
3.42
80
80
C
35
1.03
5.40
5.97
㉖a 2x5 ø14 L=5.60 m
㉖ 2x23 ø14L=1.60–6.55 Lmed.=4.10 m
var. 1.03–5.97

SECTIUNE B1–B1/B1–B1 SECTION


25
1.20
16
1.15
1.15
㉓ 2x35 ø12 L=2.30 m
16
36
D
D
C
⑱ ㉓ ⑲a ⑲ ㉕ ㉔ ⑰ ⑳ ㉑ ㉑a ⑳a ⑳ ⑳b ㉑b ㉖ ㉗ ⑳c ㉒
71
㉘ 2x205 ø10 L=0.85m

VEDERE D-D/ D-D VIEW



(25) 2x24 ø12 L=3.15 m
1.43
36
36
25
28
12
5
20
25
28
22
23
1.22
(24) 2x24 ø12 L=2.40 m
Ax reazem fix
Supporting axis
(19)
(20)
(20a)
(17)
(16)
(25)
(24)
36
(27)
(27a)
(20b)
(13)
(22)
(14)
(27b)
(27c)
(15a)
(15)
(20c)
70
5.45
3.95
var. 1.25–3.45
var. 1.70–6.65
(27a) 2x4 ø14 L=5.65 m
(27b) 2x6 ø14 L=4.15 m
(27c) 2x5 ø14L=1.45–3.65 m Lmed.=2.55 m
(27) 2x23 ø14L=1.90–6.85 m Lmed.=4.40 m
70
(20a) 2x4 ø14 L=3.90–4.20 Lmed.=4.05m
var. 3.70–4.00
(20b) 2x6 ø14 L=3.70–4.20 Lmed.=3.95m
(20c) 2x24 ø14 L=2.80–5.10 Lmed.=3.95m
var. 2.60–4.90
(20) 2x3 ø14 L=4.25 m
4.05

EXTRAS DE ARMATURA PENTRU O CULEE
REINFORCEMENT FOR ONE ABUTMENT

Marca	Ø	Buc	Lung/buc(m)	S355			S345	
				Ø10	Ø12	Ø14	Ø16	Ø20
1	10	57	3,80	216,60				
2	10	75	4,65	348,75				
2a	10	12	5,80	69,60				
3	12	57	1,00		57,00			
4	10	57	1,25	71,25				
5	10	57	1,20	68,40				
6	10	12	3,95	47,40				
7	20	5	10,50					52,50
8	14	20	10,45			209,00		
9	12	24	10,40		249,60			
10	10	84	1,05	88,20				
11	14	8	1,70			13,60		
12	14	68	4,75			323,00		
12a	14	68	4,00			272,00		
13	14	72	10,30			741,60		
14	14	68	4,65			316,20		
15	16	94	1,55				145,40	
15a	16	68	1,55				105,40	
16	14	10	2,65			26,50		
17	16	12	2,95				35,40	
18	14	4	5,20			20,80		
18a	14	4	3,70			14,80		
19	14	46	3,65			167,90		
19a	14	28	5,15			144,20		
20	14	6	4,25			25,50		
20a	14	8	Lmed=4,05			32,40		
20b	14	12	Lmed=3,95			47,40		
20c	14	48	Lmed=3,95			189,60		
21	14	6	4,25			25,50		
21a	14	8	Lmed=4,05			32,40		
21b	14	60	Lmed=2,80			168,00		
22	14	12	7,90			94,80		
23	12	70	2,30		161,00			
24	12	48	2,40		115,20			
25	12	48	3,15		151,20			
26	14	46	Lmed=4,10			188,60		
26a	14	10	5,60			56,00		
27	14	46	Lmed=4,40			202,40		
27a	14	8	5,65			45,20		
27b	14	12	4,15			49,80		
27c	14	10	Lmed=2,55			25,50		
28	10	410	0,85	348,50				
LUNGIMI/Ø (m)				1258,70	734,00	3432,70	286,20	52,50
GREUTATI/ML (kg)				0,617	0,888	1,208	1,578	2,466
GREUTATI/Ø				780	652	4147	452	130
GREUTATI PE TIP DE OTEL (kg)				5579			582	
PIERDERI 5% (kg)				308				
GREUTATE TOTALA CULEE (kg)				6165				

TOTAL 2 CULEI /TOTAL 2 ABUTMENTS : 2 x 6165kg=12330kg

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.

Beton armat/Reinforced concrete:	– C35/45 bancheta, zid de garda/ bench,wall guard – C25/30 elevatie, ziduri intoarse/ elevation, reverted walls
Armatura / reinforcement:	–S355 (PC 52; ø10–ø14) –S345 (PC 52; ø16)
Strat de acoperire/concrete cover	– min. 4cm expunere in aer/air exposed

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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 FINANŢAT DE UNIUNEA EURO
EUROPEAN UNION FINANCED PR

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 Secţiune 1 Section 1 Coordinator	C. Gambelli		
Verificat Checked	Expert Chele Checking Expert	V. Kallidromitis		VK

SUBCONTRACTANT / SUBCONTRACTOR

AREX Lider COMPANY

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	03.2012	
Întocmit Elaborated	Proiectant Designer	Sabo Adrian	03.2012	

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulaţia 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:
D.E. / E.D.

Denumire desen / Drawing Title :

INTERVAL / SECTION: BOD–FELDIOARA
VIADUCT Km.189+707.18 L=18.00m+3x45.00m+18.00,
PLAN ARMARE CULEI

ABUTMENTS REINFORCEMENT DECK PLAN

Codificare / Codification System	Scara / Scale 1:25	LOT / LOT	Nr. / No 01 / 01

E A 5 1 | 0 1 | E | 0 6 | B C | P V | 0 0 | 4 | 2 | 0 1 3 | 0

420x3255