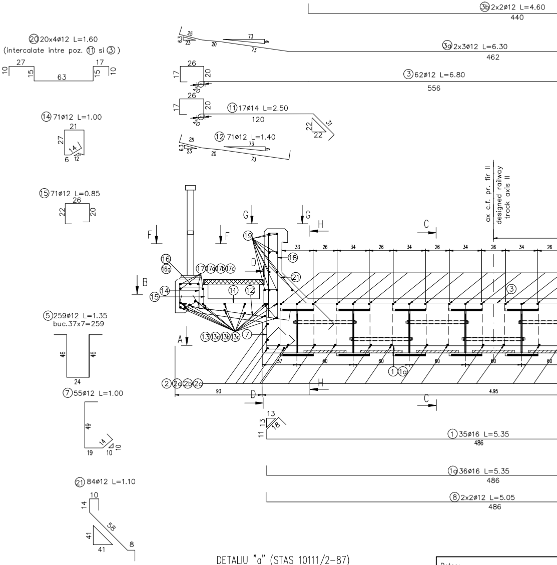
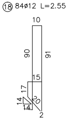
SECTIUNE TRANSVERSALA
B–B CROSS SECTION

sc. 1:20

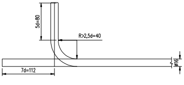


③b 2x2ø12 L=4.60
440
⑳ 20x4ø12 L=1.60
(intercalate intre poz. ⑪ si ③)
10
27
15
63
15
17
10
25
6.3
23
20
73
9
73
③a 2x3ø12 L=6.30
462
26
17
20
③ 62ø12 L=6.80
556
⑪ 17ø14 L=2.50
120
22
22
31
⑭ 71ø12 L=1.00
21
27
14
6
12
⑫ 71ø12 L=1.40
⑮ 71ø12 L=0.85
26
22
20
ax c.f. pr. fir II
designed railway track axis II
G
G
H
C
F
F
⑲
⑯
⑯a
⑱
⑰ ⑰a ⑰b ⑰c
D
㉑
B
⑭
⑪
⑫
⑮
③
33
26
34
26
34
26
34
26
34
26
⑤ 259ø12 L=1.35
buc.37x7=259
46
46
24
A
⑬ ⑬a ⑬b ⑬c ⑦
37
60
60
60
60
60
① ①a
② ②a ②b ②c
93
D
H
4.95
C
⑦ 55ø12 L=1.00
49
14
10
19
10
13
13
18
11
① 35ø16 L=5.35
486
①a 36ø16 L=5.35
486
⑧ 2x2ø12 L=5.05
486
㉑ 84ø12 L=1.10
10
14
58
41
41
8



⑱ 84ø12 L=2.55
10
90
91
15
17
14
14
10
2

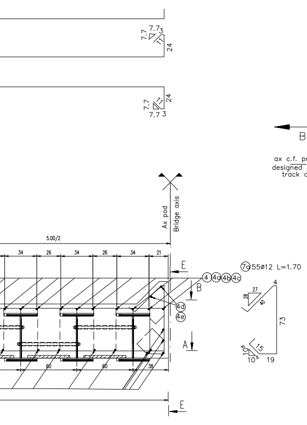
DETALIU "a" (STAS 10111/2–87)
"a" DETAIL (STAS 10111/2–87)
sc. 1:10



5d=80
R>2,5d=40
ø16
7d=112

Beton:
Concrete:
Tipul grinzilor:
Beams type:
Otel pentru grinzi:
Steel for the beams:
Armatura:
Reinforcement:
Strat de acoperire:
Concrete cover

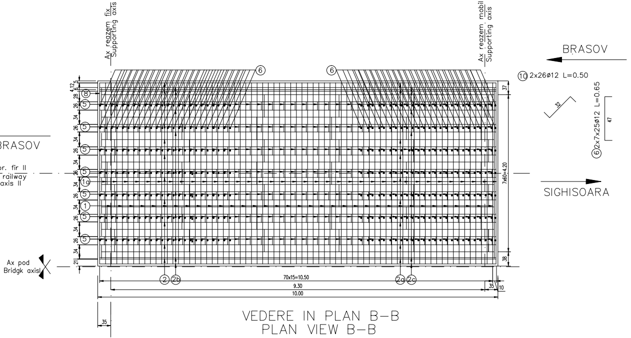
B–B


7.7 7.7 3
24
7.7 7.7 3
24
Ax pod
Bridge axis
5.00/2
34 26 34 26 34 21
E
B
4 4a 4b 4c
4d
4e
A
60 60 38
E
7a 55ø12 L=1.70
27 28 40 4
73
10 5 15 10 5 19

- C30/37 suprastructura/superstructure
- grinzi metalice inglobate/metal beams bean
- (OL 37–EP) S275J_3G_3 (EN 10025/2004)
- S355; S345
- min. 4cm expunere in aer/air exposed

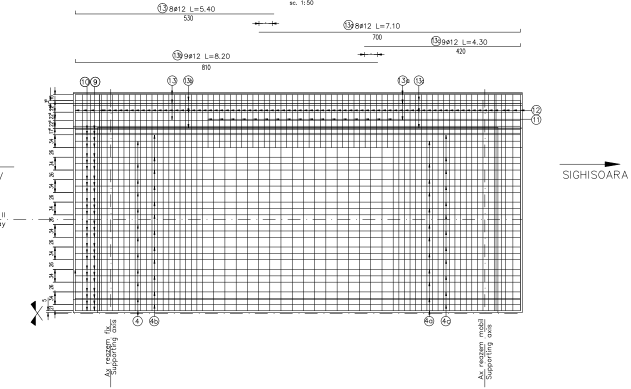
VEDERE IN PLAN A–A
PLAN VIEW A–A

sc. 1:50


Ax reazem fix
Supporting axis
Ax reazem mobil
Supporting axis
6
6
BRASOV
10 2x26ø12 L=0.50
32
6 2x7x25ø12 L=0.65
47
BRASOV
ax c.f. pr. fir II
designed railway
track axis II
SIGHISOARA
8
5
5
5
5
1a
5
1
5
5
4.12
37
7x60=4.20
38
Ax pod
Bridgk axis
2 2b
2a 2c
70x15=10.50
9.30
10.00
35 10
35

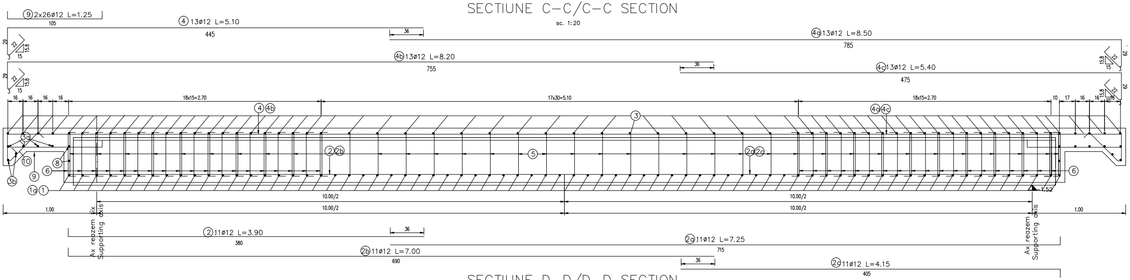
VEDERE IN PLAN B–B
PLAN VIEW B–B

sc. 1:50


13 8ø12 L=5.40
530
13a 8ø12 L=7.10
700
13c 9ø12 L=4.30
420
13b 9ø12 L=8.20
810
10 9
13 13b
13a 13c
12
11
BRASOV
SIGHISOARA
ax c.f. pr. fir II
designed railway
track axis II
34 26 34 26 34 26 34 26 34 26 34 26 34
5 21
4 4b
4a 4c
Ax reazem fix
Supporting axis
Ax reazem mobil
Supporting axis

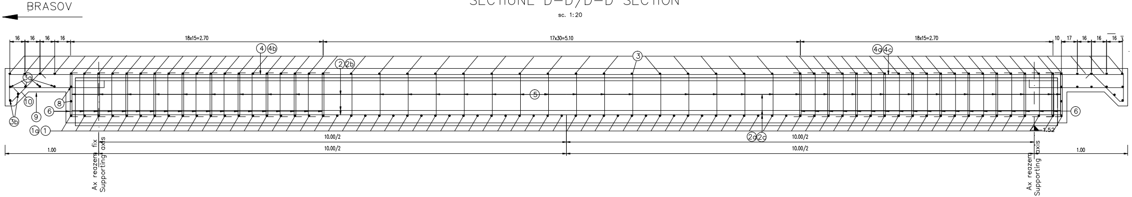
SECTIUNE C–C/C–C SECTION

sc. 1:20


⑨2x26ø12 L=1.25
105
④13ø12 L=5.10
445
36
29
22
15.8
3
15
(4b)13ø12 L=8.20
755
36
(4a)13ø12 L=8.50
785
(4c)13ø12 L=5.40
475
16
16
16
16
18x15=2.70
17x30=5.10
18x15=2.70
10
17
16
16
16
④(4b)
③
(4a)(4c)
(3a)
⑩
⑧
⑨
⑥
(3b)
(1a)①
②(2b)
⑤
(2a)(2c)
⑥
1.52
10.00/2
10.00/2
10.00/2
10.00/2
1.00
1.00
Ax reazem fix
Supporting axis
Ax reazem
Supporting axis
②11ø12 L=3.90
380
36
(2b)11ø12 L=7.00
690
(2a)11ø12 L=7.25
715
36
(2c)11ø12 L=4.15
405

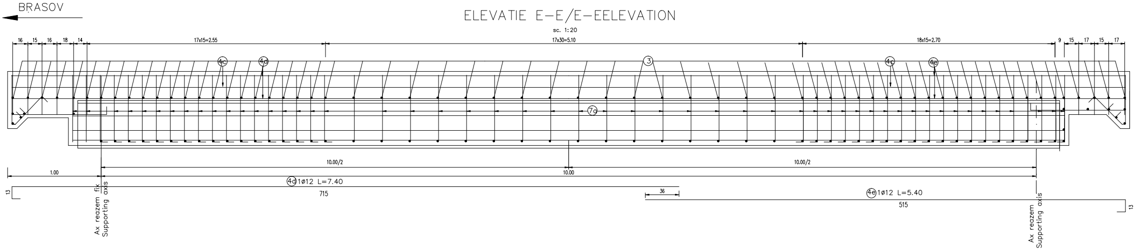
SECTIUNE D–D/D–D SECTION

sc. 1:20


BRASOV
16
16
16
16
18x15=2.70
17x30=5.10
18x15=2.70
10
17
16
16
16
④(4b)
②(2b)
③
(4a)(4c)
(3a)
⑩
⑧
⑨
⑥
(3b)
(1a)①
⑤
⑥
1.52
(2a)(2c)
10.00/2
10.00/2
10.00/2
10.00/2
1.00
1.00
Ax reazem fix
Supporting axis
Ax reazem
Supporting axis

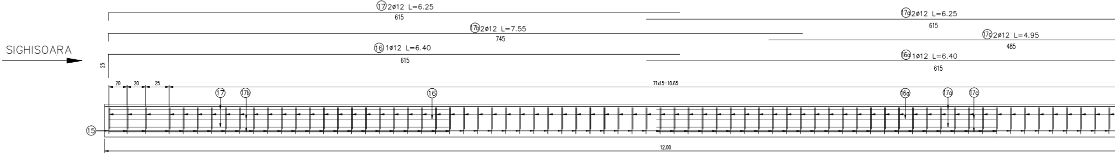
ELEVATIE E–E/E–EELEVATION

sc. 1:20


BRASOV
16
15
16
18
14
17x15=2.55
17x30=5.10
18x15=2.70
9
15
17
15
17
(4c)
(4d)
③
(4c)
(4e)
(7a)
10.00/2
10.00/2
10.00
1.00
(4d)1ø12 L=7.40
715
13
36
(4e)1ø12 L=5.40
515
13
Ax reazem fix
Supporting axis
Ax reazem
Supporting axis

VEDERE F-F/VIEW F-F

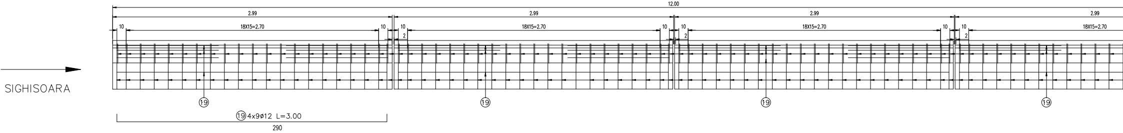
sc. 1:20



⑰2ø12 L=6.25
615
17b 2ø12 L=7.55
745
⑯1ø12 L=6.40
615
17a 2ø12 L=6.25
615
17c 2ø12 L=4.95
485
16a 1ø12 L=6.40
615
SIGHISOARA
25
20
20
25
71x15=10.65
⑰
17b
⑯
16a
17a
17c
⑮
12.00

VEDERE G-G/VIEW G-G

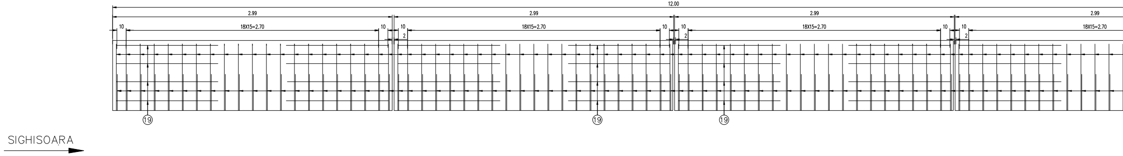
sc. 1:20



12.00
2.99
2.99
2.99
2.99
10
18X15=2.70
10
2
SIGHISOARA
⑲
⑲4x9ø12 L=3.00
290

VEDERE H-H/VIEW H-H

sc. 1:20



12.00
2.99
2.99
2.99
2.99
10
18X15=2.70
10
2
⑲
SIGHISOARA

NOTA:

1. Prezentul plan s-a intocmit in conformitate cu dispozitia generala
2. Toate colturile betonului se vor tesi 25/25mm.
3. Convoaiele de calcul pentru infrastructura sunt UIC (LM 71 si SW/2.
4. 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 si "Normativ pentru producerea betonului si executarea lucrarilor din beton, beton armat si beton precomprimat. Partea 2: Executarea lucrarilor din beton", indicativ NE 012/2-2010, iar verificarea calitatii lucrarilor si receptionarea lor se va face conform normativului C56-1985.
5. Constructia se incadreaza in categoria de importanta B (constructii de importanta deosebita), modelul 1-de asigurare a calitatii si clasa de importanta B, conform HG 766/1997.
6. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2.

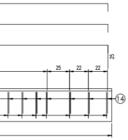
NOTE:

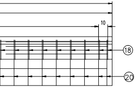
1. This plan has been drawn up according to the general disposition.
2. All concrete corners will be chamfered 25/25mm.
3. The bridge corresponds to the UIC determination convoys UIC(LM71 SW/2)
4. The execution will strictly comply with the provisions of "Practice code for the concrete production and works execution, reinforced and pre-stressed concrete - Part 1: Practice code for concrete production" NE 012/1-2007 and "Practice code for the concrete production and works execution, reinforced and pre-stressed concrete - Part 2: The execution of concrete works." NE 012/2-2010, and the quality and the reception of the works shall be made accordingly to Norm C 56-1985.
5. The construction has been classified in B category of importance (high important constructions), model 1-ensuring the quality and class of importance B according to G.O. 766/97.
6. The project will be checked in order to comply with the A4.2; B2.2; D2.2 requirements.

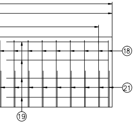
NOTA/NOTE

Pentru mentinerea pozitiei corecte in timpul
se vor monta distantieri minim 4buc./m^2.
Distantierii trebuie legati cu sarma de carca

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


25
22
22
25
14





betonarii,

asa de armatura.

ring concreting,
mounted.
he reinforcing

EXTRAS DE ARMATURA PENTRU UN TABLIER DE CALE FERATA SIMPLA

TABLE FOR REINFORCEMENTS FOR SINGLE TRACK RAILWAY DECK

				PC52		
				S355	**S345**	
M	**Ø**	**B**	**L(m)**	**Ø 12**	**Ø 14**	**Ø 16**
1	16	35	5.35			187.25
1a	16	36	5.35			192.60
2	12	12	3.90	46.80		
2a	12	12	7.25	87.00		
2b	12	12	7.00	84.00		
2c	12	12	4.15	49.80		
3	12	62	6.80	421.60		
3a	12	6	6.30	37.80		
3b	12	4	6.20	24.80		
4	12	13	5.10	66.30		
4a	12	13	8.50	110.50		
4b	12	13	8.20	106.60		
4c	12	13	5.40	70.20		
4d	12	1	7.40	7.40		
4e	12	1	5.40	5.40		
5	12	259	1.35	349.65		
6	12	350	0.65	227.50		
7	12	55	1.00	55.00		
7a	12	55	1.70	93.50		
8	12	4	5.05	20.20		
9	12	52	1.25	65.00		
10	12	52	0.50	26.00		
11	14	17	2.50		42.5	
12	12	71	1.40	99.40		
13	12	8	5.40	43.20		
13a	12	8	7.10	56.80		
13b	12	9	8.20	73.80		
13c	12	9	4.30	38.70		
14	12	71	1.05	74.55		
15	12	71	0.85	60.35		
16	12	1	6.40	6.40		
16a	12	1	6.40	6.40		
17	12	2	6.25	12.50		
17a	12	2	6.25	12.50		
17b	12	2	7.55	15.10		
17c	12	2	4.95	9.90		
18	12	84	2.55	214.20		
19	12	36	3.00	108.00		
20	12	80	1.60	128.00		
21	12	84	1.10	92.40		
	LUNGIMI / Ø			3007.25	42.5	379.85
	GREUTATI / ML (kg)			0.888	1.21	1.578
	GREUTATI / Ø			2670.44	51.43	599.40
	GREUTATI PE TIP DE OTEL				3490,00	

TOTAL POD (2 TABLIERE): 2 x 3490kg=6980kg
TOTAL BRIDGE (2 DECKS): 2 x 3490kg=6980kg

NOTA

1. Prezentul plan a fost intocmit pe baza:
   - Dispozitiei generale 22PP22DDE001
   - Plan cofraj suprastructura 22PP22DDE006
2. La executie se vor respecta cu strictete prevederile din "Codul de practica pentru executarea lucrarilor din beton, beton armat si beton precomprimat" NE 012–99.
3. Verificarea lucrarilor si receptia lor se va face conform prevederilor Normativului C56–85.

NOTE

1. This Plan was drawn up based on the following data:
   - General Disposition 22PP22DDE001
   - Supersructure shuttering 22PP22DDE006
2. The following shall be strictly complied with: norm NE 012–1999 "Regulation for carrying out the works in concrete, in reinforced concrete and in pre-stressed" concrete" for building.
3. Verifying the quality of the works and their acceptance will be carried out according with Norm C56–1985.

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 EURO
EUROPEAN UNION FINANCED PR

CLIENT / CLIENT

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

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. Lluzza**		
Aprobat **Approved**	**Coordonator Secțiune 1** **Section 1 Coordinator**	**C. Gambelli**		
Verificat **Checked**	**Expert Cheie** **Checking Expert**	**V. Kallidromitis**		

SUBCONTRACTANT / SUBCONTRACTOR

AREX
COMPANY

Aprobat **Approved**	**Responsabil Subconsultant** **Subconsultant Responsible**	**A.Stanciu - Dinulescu**	**01.2012**	
Întocmit **Elaborated**	**Proiectant** **Designer**	**Rentea Ioan**	**01.2012**	

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:
D.E. / E.D.

Denumire desen / Drawing Title :

POD Km.192+526.157 L=10.00m
PLAN ARMARE SUPRASTRUCTURA TABLIER 2

BRIDGE Km.192+526.157 D=10.00m
SUPERSTRUCTURE REINFORCEMENT PLAN DECK 2

Codificare / Codification System	**Scara / Scale** **1:10 / 1:20 / 1:50**	**LOT / LOT**	**Nr. / No** **01 / 01**

EA51 01 E 07 BC PV 00 7 3 016 0

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