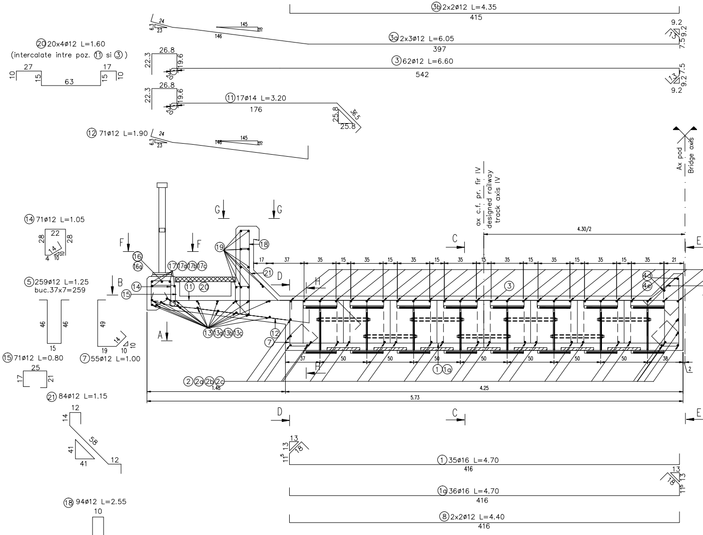
SECTIUNE TRANSVERSALA B–B
B–B CROSS SECTION

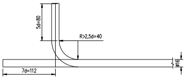
sc. 1:10


③b 2x2ø12 L=4.35
415
9.2
13
7.5
24
6.3
23
145
146
③a 2x3ø12 L=6.05
397
⑳ 20x4ø12 L=1.60
(intercalate intre poz. ⑪ si ③)
27
17
10
15
63
26.8
22.3
19.6
40
③ 62ø12 L=6.60
542
⑪ 17ø14 L=3.20
176
25.8
36.5
⑫ 71ø12 L=1.90
Ax pod
Bridge axis
ax c.f. pr. fir IV
designed railway track axis IV
4.30/2
⑭ 71ø12 L=1.05
22
28
14
4
⑤ 259ø12 L=1.25
buc.37x7=259
46
⑦ 55ø12 L=1.00
49
19
⑮ 71ø12 L=0.80
25
21
㉑ 84ø12 L=1.15
12
14
58
41
⑱ 94ø12 L=2.55
90
91
20
2
A
B
C
D
E
F
G
H
⑯ ⑯a
⑰ ⑰a ⑰b ⑰c
⑲
⑬ ⑬a ⑬b ⑬c
④d ④e
① ①a
② ②a ②b ②c
37
35
50
38
1.48
4.25
5.73
① 35ø16 L=4.70
416
18
11.5
①a 36ø16 L=4.70
⑧ 2x2ø12 L=4.40

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

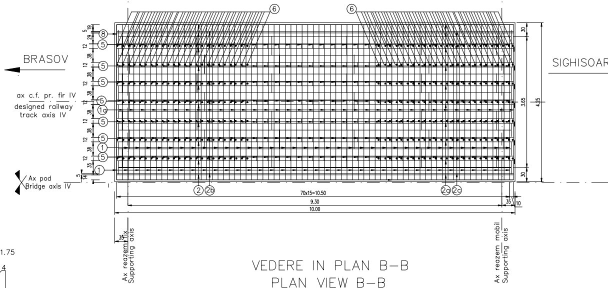
"a" DETAIL (STAS 10111/2-87)

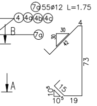
sc. 1:10


5d=80
R>2,5d=40
7d=112
ø16

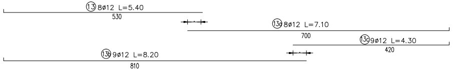
Beton: Concrete:	– C30/37 suprastructura/superstructure
Tipul grinzilor: Beams type:	– grinzi metalice inglobate/metal beams
Otel pentru grinzi: Steel for the beams:	– (OL 37-EP) $S275J_3G_3$ (EN 10025/2004
Armatura: Reinforcement:	– S355;S345
Strat de acoperire: Concrete cover	– min. 4cm expunere in aer/air exposed

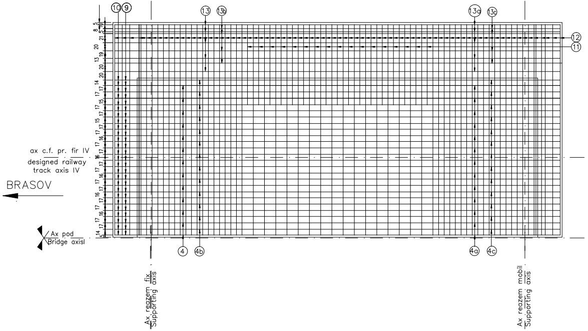
VEDERE IN PLAN A–A
PLAN VIEW A–A
sc. 1:50


⑥
⑥
BRASOV
SIGHISOARA
ax c.f. pr. fir IV
designed railway track axis IV
Ax pod
Bridge axis IV
⑧
⑤
(1a)
①
②(2b)
(2a)(2c)
70x15=10.50
9.30
10.00
35
10
30
3.65
4.25
Ax reazem fix
Supporting axis
Ax reazem mobil
Supporting axis


(7a)55ø12 L=1.75
④(4a)(4b)(4c)
B
(7a)
30
42
4
73
15
10
19
A

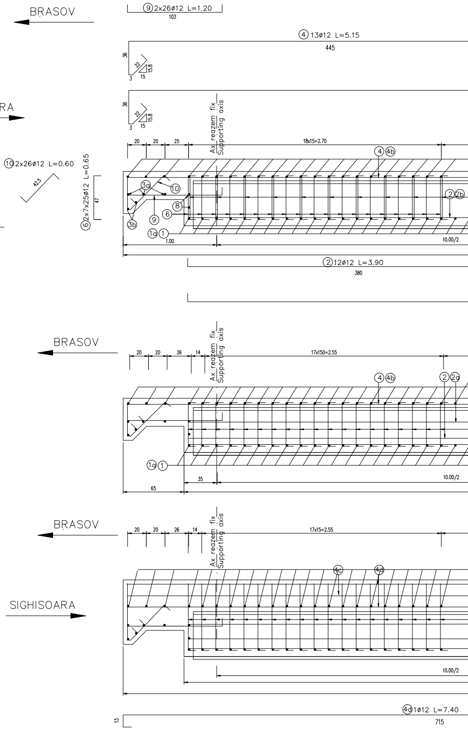
VEDERE IN PLAN B–B
PLAN VIEW B–B
sc. 1:50


⑬8ø12 L=5.40
530
(13a)8ø12 L=7.10
700
(13c)9ø12 L=4.30
420
(13b)9ø12 L=8.20
810


⑩⑨
⑬
(13b)
(13a)
(13c)
⑫
⑪
ax c.f. pr. fir IV
designed railway track axis IV
BRASOV
Ax pod
Bridge axisl
④
(4b)
(4a)
(4c)
Ax reazem fix
Supporting axis
Ax reazem mobil
Supporting axis

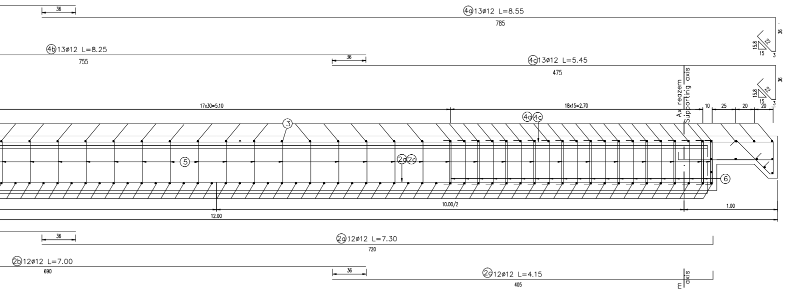
bean

-)

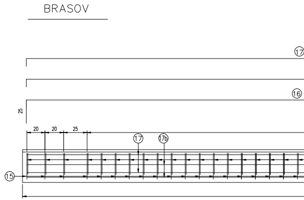

BRASOV
⑨2x26ø12 L=1.20
103
④13ø12 L=5.15
445
36
22
15.8
15
3
⑩2x26ø12 L=0.60
42.5
⑥2x7x25ø12 L=0.65
47
Ax reazem fix
Supporting axis
20
20
25
18x15=2.70
④(4b)
(3a)
⑩
⑧
⑥
⑨
(3b)
(1a)①
②(2b)
1.00
10.00/2
②12ø12 L=3.90
380
BRASOV
20
20
26
14
17x150=2.55
④(4b)
②(2a)
(1a)①
35
65
10.00/2
BRASOV
20
20
26
14
17x15=2.55
(4c)
(4d)
SIGHISOARA
10.00/2
(4d)1ø12 L=7.40
715
13

SECTIUNE C–C/C–C SECTION

sc. 1:20



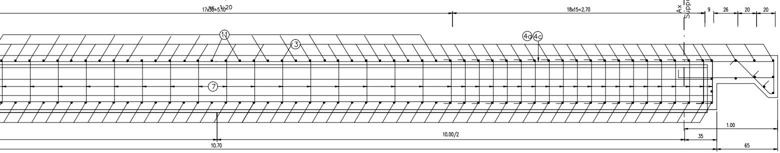
SIGHISOARA
36
④a 13ø12 L=8.55
785
36
15.8
22
15
3
④b 13ø12 L=8.25
755
36
④c 13ø12 L=5.45
475
36
15.8
22
15
3
Ax reazem
Supporting axis
17x30=5.10
18x15=2.70
10
25
20
20
3
④a ④c
③
⑤
②a ②c
⑥
10.00/2
1.00
12.00
36
②a 12ø12 L=7.30
720
②b 12ø12 L=7.00
690
36
②c 12ø12 L=4.15
405
Ax reazem
Supporting axis



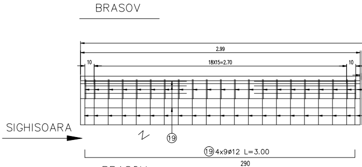
BRASOV
⑰
⑯
25
20
20
25
⑰
⑰b
⑮

SECTIUNE D–D/D–D SECTION

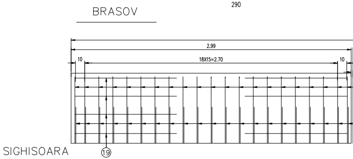
sc. 1:20



17x30=5.10
18x15=2.70
9
26
20
20
⑪
③
④a ④c
⑦
1.00
10.00/2
35
10.70
65



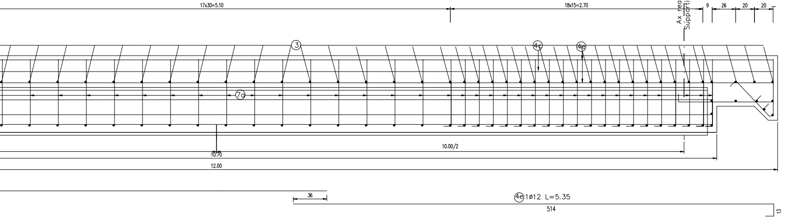
BRASOV
2.99
10
18X15=2.70
10
SIGHISOARA
⑲
⑲ 4x9ø12 L=3.00
290



BRASOV
2.99
10
18X15=2.70
10
SIGHISOARA
⑲

SECTIUNE E–E/E–E SECTION

sc. 1:20



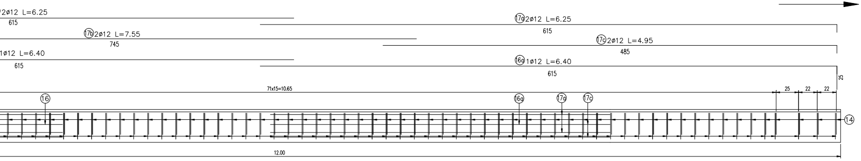
Ax reazem
Supporting axis
17x30=5.10
18x15=2.70
9
26
20
20
③
④c
④e
⑦a
10.00/2
10.70
12.00
36
④e 1ø12 L=5.35
514
13

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 pentr
producerea betonului si executarea lucrarilor din beton, beton armat si beto
precomprimat. Partea 1: Producerea betonului", indicativ NE 012/1–2007 si
"Normativ pentru producerea betonului si executarea lucrarilor din beton, be
armat si beton precomprimat. Partea 2: Executarea lucrarilor din beton",
indicativ NE 012/2–2010, iar verificarea calitatii lucrarilor si receptionarea lo
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 import
B, conform HG 766/1997.
6. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2.

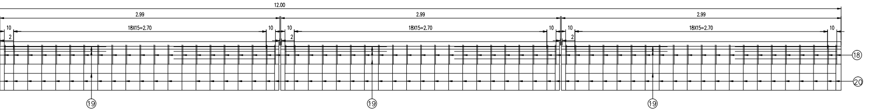
VEDERE F-F/VIEW F-F

sc. 1:20


SIGHISOARA
2ø12 L=6.25
615
⑰b 2ø12 L=7.55
745
1ø12 L=6.40
615
⑰a 2ø12 L=6.25
615
⑰c 2ø12 L=4.95
485
⑯a 1ø12 L=6.40
615
25
71x15=10.65
25
22
22
⑯
⑯a
⑰a
⑰c
⑭
12.00

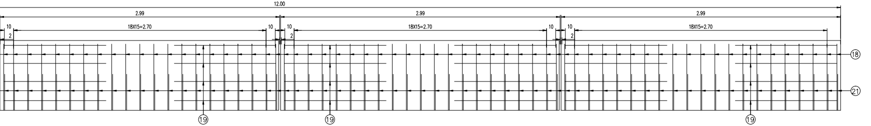
VEDERE G-G/VIEW G-G

sc. 1:20


SIGHISOARA
12.00
2.99
2.99
2.99
10
18X15=2.70
10
2
10
18X15=2.70
10
2
10
18X15=2.70
10
2
⑱
⑳
⑲
⑲
⑲

VEDERE H-H/VIEW H-H

sc. 1:20


SIGHISOARA
12.00
2.99
2.99
2.99
10
18X15=2.70
10
2
10
18X15=2.70
10
2
10
18X15=2.70
10
2
⑱
㉑
⑲
⑲
⑲

u
on
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anta

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

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.

EXTRAS DE
UN TABLIER
TABLE FOR
SINGLE TRA

M	**Ø**	**B**
1	16	35
1a	16	36
2	12	12
2a	12	12
2b	12	12
2c	12	12
3	12	62
3a	12	6
3b	12	4
4	12	13
4a	12	13
4b	12	13
4c	12	13
4d	12	1
4e	12	1
5	12	259
6	12	350
7	12	55
7a	12	55
8	12	4
9	12	52
10	12	52
11	14	17
12	12	71
13	12	8
13a	12	8
13b	12	9
13c	12	9
14	12	71
15	12	71
16	12	1
16a	12	1
17	12	2
17a	12	2
17b	12	2
17c	12	2
18	12	84
19	12	36
20	12	80
21	12	84
	LUNGIMI / Ø	
	GREUTATI / ML (kg)	
	GREUTATI / Ø	
	GREUTATI PE TIP DE OTEL	

TOTAL POD (2 TABLIERE): 2 x 3420kg=6840kg
TOTAL BRIDGE (2 DECKS): 2 x 3420kg=6840kg

ARMATURA PENTRU
DE CALE FERATA SIMPLA

REINFORCEMENTS FOR
CK RAILWAY DECK

	PC52		
	S355	**S345**	
L(m)	**Ø 12**	**Ø 14**	**Ø 16**
4.60			161.00
4.60			165.60
3.90	46.80		
7.30	87.60		
7.00	84.00		
4.15	49.80		
6.60	409.20		
6.05	36.30		
6.20	24.80		
5.15	66.95		
8.55	111.15		
8.25	107.25		
5.45	70.85		
7.40	7.40		
5.35	5.35		
1.25	323.75		
0.65	227.50		
1.00	55.00		
1.75	96.25		
4.40	17.60		
1.20	62.40		
0.60	31.20		
3.20		54.40	
1.90	134.90		
5.40	43.20		
7.10	56.80		
8.20	73.80		
4.30	38.70		
1.05	74.55		
0.85	60.35		
6.40	6.40		
6.40	6.40		
6.25	12.50		
6.25	12.50		
7.55	15.10		
6.40	12.80		
2.55	214.20		
3.00	108.00		
1.60	128.00		
1.15	96.60		
	3015.95	54.40	326.60
	0.89	1.21	1.58
	2678.16	65.82	515.37
		3420.00	

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.

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

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EURO
EUROPEAN UNION FINANCED PR

CLIENT / CLIENT

CFR

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. Liuzza**		
Aprobat **Approved**	**Coordonator Secţiune 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 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 :

POD Km.192+526.157 L=10.00m
PLAN ARMARE SUPRASTRUCTURA TABLIER 3

BRIDGE Km.192+526.157 D=10.00m
SUPERSTRUCTURE REINFORCEMENT PLAN DECK 3

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

E A 5 1 | 0 1 | E | 0 7 | B C | P V | 0 0 | 7 | 3 | 0 1 7 | 0

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