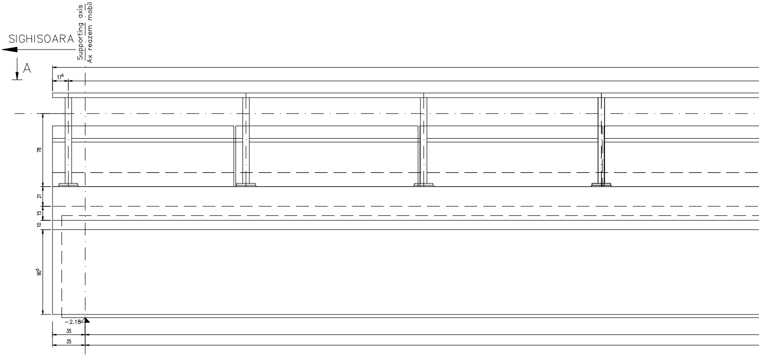
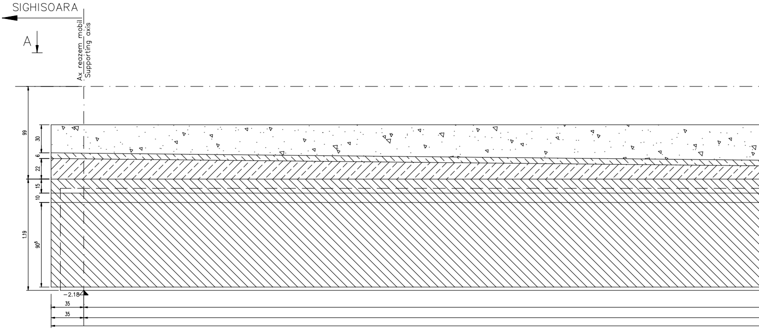
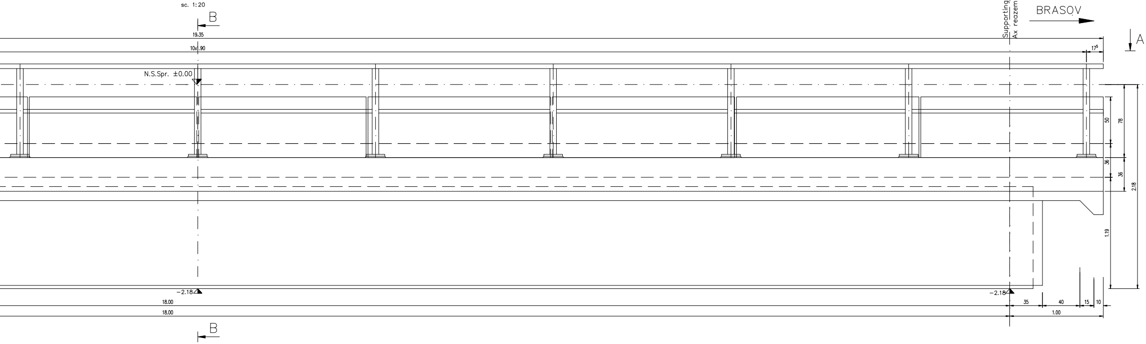

SIGHISOARA
Supporting axis
Ax reazem mobil
A
17⁵
78
21
15
10
90⁵
−2.18
35
35


SIGHISOARA
A
Ax reazem mobil
Supporting axis
99
30
6
22
15
10
1.19
90⁵
−2.18
35
35

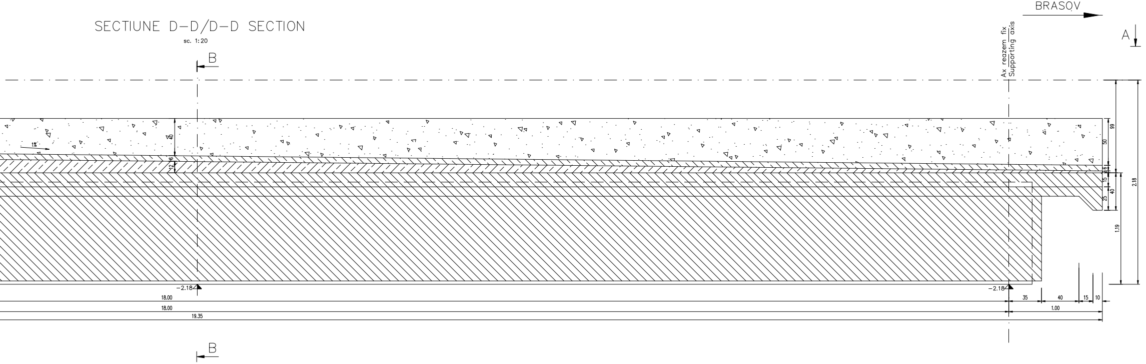
ELEVATIE C–C/ELEVATION C–C

sc. 1:20


B
19.35
10x1.90
17⁵
N.S.Spr. ±0.00
Supporting axis
Ax reazem fix
BRASOV
A
50
78
36
36
2.18
1.19
−2.18
−2.18
18.00
18.00
35
40
15
10
1.00
B

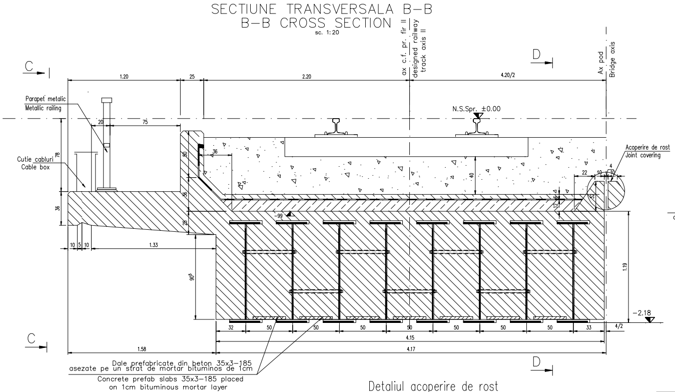
SECTIUNE D–D/D–D SECTION

sc. 1:20

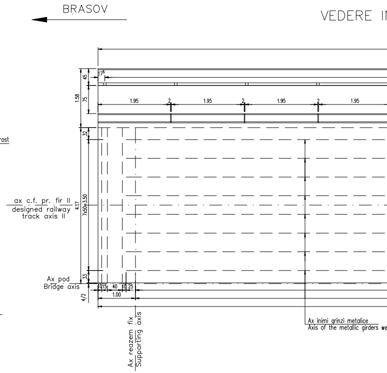

BRASOV
A
Ax reazem fix
Supporting axis
B
1%
40
16
12
99
50
16
15
40
25
2.18
1.19
−2.18
−2.18
18.00
18.00
19.35
35
40
15
10
1.00
B

SECTIUNE TRANSVERSALA B–B
B–B CROSS SECTION

sc. 1:20


ax c.f. pr. fir II
designed railway track axis II
Ax pod
Bridge axis
C
D
1.20
25
2.20
4.20/2
Parapet metalic
Metallic railing
20
75
N.S.Spr. ±0.00
Cutie cabluri
Cable box
78
36
50
36
40
25
Acoperire de rost
Joint covering
22
10
4
10
12
32
-99
10 5 10
1.33
90⁵
1.19
-2.18
32
50
33
4/2
4.15
1.58
4.17
Dale prefabricate din beton 35x3–185 asezate pe un strat de mortar bituminos de 1cm
Concrete prefab slabs 35x3–185 placed on 1cm bituminous mortar layer

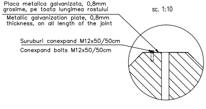
VEDERE I


BRASOV
17⁵
45
75
1.58
1.95
2
32
4.17
7x50=3.50
33
4/2
ax c.f. pr. fir II
designed railway track axis II
Ax pod
Bridge axis
15
40
10
25
1.00
Ax reazem fix
Supporting axis
Ax inimi grinzi metalice
Axis of the metallic girders we

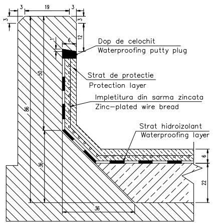
Beton: Concrete:	– C30/37 suprastructura/superstructure
Tipul grinzilor: Beams type:	– grinzi metalice sudate/steel welded girders
Otel pentru grinzi: Steel for the beams:	– (OL 37–EP) $S275J_3G_3$ (EN 10025/2004)
Armatura: Reinforcement:	– S355
Strat de acoperire: Concrete cover	– min. 4cm expunere 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

Detaliul acoperire de rost
Detail joint covering

sc. 1:10

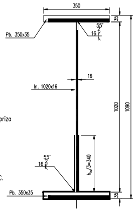

Placa metalica galvanizata, 0,8mm grosime, pe toata lungimea rostului
Metallic galvanization plate, 0,8mm thickness, on all length of the joint
Suruburi conexpand M12x50/50cm
Conexpand bolts M12x50/50cm

DETALIU SAPA
BLANCHET–DETAIL


3
19
3
3
1
6
12
Dop de celochit
Waterproofing putty plug
Strat de protectie
Protection layer
Impletitura din sarma zincata
Zinc–plated wire bread
Strat hidroizolant
Waterproofing layer
50
86
56
6
22
36

GRINDA METALICA
Hot METALICA

SC.1:10


350
35
Pb. 350x35
55°
16
In. 1020x16
16
1020
1090
$h_w/3=340$
55°
16
Pb. 350x35
35

ATENTIE/ATENTION

1. Turnarea betonului se va face continuu (fara intrerupere), inclusiv in console, in timp de max. 5 ore folosind intarzietor de priza Replast, in cazul turnarii la temperatura ambianta de peste 10⁰C.
2. Montarea caii, inclusiv balastul, se va face dupa minim 28 zile de la turnarea dalei.

1. The concrete shall be continuausly pored (withent interruptions), including into the braket, during max. 5 hours, using Replast retarder, in case of pouring at environment temperature over 10⁰C.
2. The track, including the ballast shall be mounted after minimum 28 days from the concrete slab pouring.

MATERIALE
(– OL37 EP STAS 12187–88 elementele grinzilor metalice)
– $S275J_3G_3$ EN 10025/2004

NOTA

1.La executia in uzina a grinzilor metalice sudate se vor respecta cu strictete prevederile STAS 9407–75.

2.In uzina se va aplica o protectie anticoroziva pe talpile inferioare si pe o treime din inima grinzilor metalice.

3.Protectia anticoroziva se va executa dintr–un strat de baza alcatuit dintr–o pelicula de zinc de 80µm grosime si doua straturi de invelis poliuretanic, fiecare de 85µm.
Stratul de baza si un invelis poliuretanic se vor aplica in uzina, urmand ca ultimul strat poliuretanic sa fie aplicat pe santier dupa finalizarea lucrarilor la suprastructura.

4.Pregatirea suprafetelor metalice in vederea aplicarii procedeelor de protectie anticoroziva se face prin:
- –Perierea de rugina cu ajutorul unor perii de sarma.
- –Spalarea suprafetelor metalice.
- –Degresarea cu solventi organici prin stergere sau cu emulsii.
- –Dupa degresare se spala cu jet de apa pentru indepartarea urmelor de detergent. Solutia pentru degresare va fi aleasa astfel incat sa nu afecteze mediul.

Curatirea suprafetelor se va face conform gradului Sa 1 (GE 053–04 si SR EN ISO 8501–1).

NOTE

1.The prvisions STAS 9407–75 will be strricthy observed when the welded metallic girders are manufactered in the factory.

2.In the plant, corrosion protection will be applied on the lower flanges and on one third of the web of metallic girders.

3.The protection against corrosion will consist in a primary layer made of a zinc membrane (80µm thickness) and two polyurethane covering layer, each of 85µm thickness.
The primary layer and the first polyurethane covering layer will be applied in the factory and the second polyurethane layer will be applied on site, after completing the superstructure works. finalizarea lucrarilor la suprastructura.

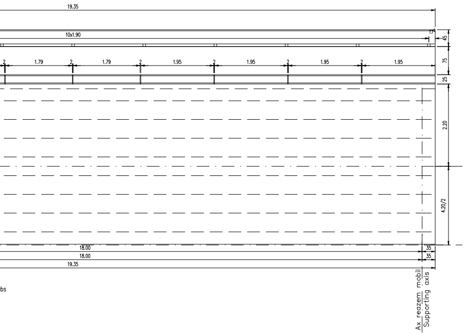
4.Preparing the metallic surfaces in order to apply the dorrosion–proof procedures shall be made by:
- –Rust removal using wire brushes.
- –Washing the metallic surfaces.
- –Organic solvent degreasing by wiping or using emulsions.
- –After degreasing, the surface is washed by water jet to eliminate the detergent stains. The solution selected for degreasing shall not affect the environment.

Cleaning the surfaces is made according to the Sa 1 (GE 053–04, SR EN ISO 8501–1).

N PLAN A–A/ PLAN VIEW A–A

sc. 1:50

SIGHISOARA



19.35
10x1.90
17
45
2
1.79
2
1.79
2
1.95
2
1.95
2
1.95
2
1.95
75
25
2.20
4.20/2
18.00
35
18.00
35
19.35
bs
Ax reazem mobil
Supporting axis

LEGENDA BETOANELOR/CONCRETE LIST

▨ Beton armat in grinzi inglobate de clasa
Concrete in bearings and in the deck slabs
C 30/37–CEM II/A–S 42,5–(XC4+XF3+XA1)–A/C=0,50–Dmax.16–Cl 0,20

▨ Beton de panta.
Concrete in the protection layer of waterproofing system.
C 25/30–CEM II/A–S 32,5–(XF3)–A/C=0,55–Dmax.16–Cl 0,20

▨ Beton in stratul de protectie a hidroizolatiei
Concrete in the protection layer of waterproofing system
C 25/30–CEM II/A–S 32,5–(XC4+XF3)–A/C=0,50–Dmax.16–Cl 0,20

▨ Beton in dalele prefabricate pentru grinzile inglobate in beton
Concrete in the prefab slabs required for the decks made out of steel girders enbeded in to concrete
C 35/45–CEM II/A–S 42,5–(XC4+XF3+XA2)–A/C=0,50–Dmax.8–Cl 0,10

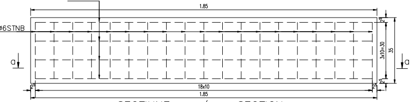
In cazul in care temperatura in timpul turnarii este scazuta, se vor folosi cimenturile cu rezistenta initiala mare, R si aditivi acceleratori, iar in cazul turnarii pe timp calduros, cimenturile cu rezistenta initiala uzuala, N si aditivi intarzietori, (conform NE012/2–2010 si tabelului 2 din SR EN 197–1:2002)

When the temperature during the casting is low, cements with high initial resistance, R and accelerating additives shall be used and when it is cast during warm weather, cements with common initial resistance – N and delaying additives shall be used (according the norm NE 012/2 –2010 and table 2 for the SR EN 197–1 :2002).

DALE PREFABRICATE DIN BETON ARMATE CU S.T.N.B.
CONCRETE PREFAB SLABS REINFORCED WITH S.T.N.B.

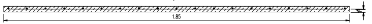
TIP 1/TYPE 1

(7x10buc.=70buc/tablier–7x10piece=70piece/deck)



ø6STNB
ø6STNB
1.85
a
a
25
3x10=30
35
25
25
18x10
25
1.85

SECTIUNE a–a/a–a SECTION



EXTRAS DE ARMATURA STNB PENTRU UN TABLIER DE CALE FERATA SIMPLA
TABLE FOR REINFORCEMENTS STNB FOR SINGLE YRAK RAIWAY DECK

TIP/TYPE	TIP ARMATURA TYEPE REINFOCEMENT	Nr. BUC. No. PIECE	kg/m	m/buc. m/piece	kg
TIP 1 TYPE 1	STNB 6 G.Q.283	70	0.222	14.70	230,00

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 (LM71 and 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.

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Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR
D					
C					
B					
A	11.2011	Revizia 1 1 Revision	Campan Maria		

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANŢAT 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. Liuzza		———
Aprobat Approved	Coordonator Secţiune 1 Section 1 Coordinator	C. Gambelli		———
Verificat Checked	Expert Cheie Checking Expert	V. Kallidromitis		—

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	11.2011	———
Întocmit Elaborated	Proiectant Designer	Campan Maria	11.2011	

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:
P.Th. / T.D.

Denumire desen / Drawing Title :

INTERVAL / SECTION FELDIOARA - APATA

Pod Km 200+477.804 - D=18.00m -COFRAJ SUPRASTRUCTURA TABLIER 1 - linia II
Bridge Km 200+477.804 - SUPERSTRUCTURE SHUTTERING DECK 1 - railway II

Codificare / Codification System	Scara / Scale	LOT / LOT	Nr. / No
E A 5 1 0 1 E 0 8 B B P V 0 1 3 3 0 0 7 1	1:20		01 / 01

420x2230