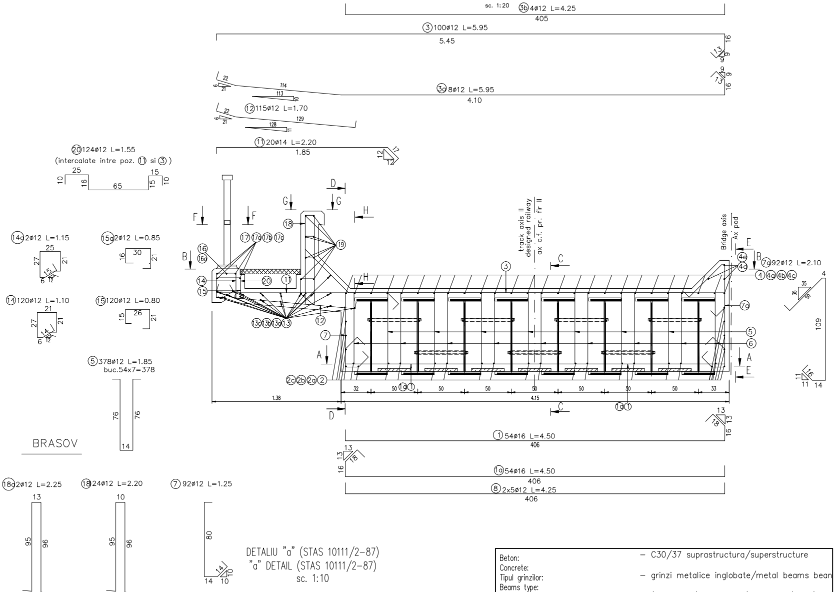
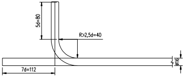
SECTIUNE TRANSVERSALA
CROSS SECTION

sc. 1:20


3b 4ø12 L=4.25
405
3 100ø12 L=5.95
5.45
3a 8ø12 L=5.95
4.10
12 115ø12 L=1.70
11 20ø14 L=2.20
1.85
20 124ø12 L=1.55
(intercalate intre poz. 11 si 3)
14a 2ø12 L=1.15
15a 2ø12 L=0.85
14 120ø12 L=1.10
15 120ø12 L=0.80
5 378ø12 L=1.85
buc.54x7=378
7a 92ø12 L=2.10
track axis II
designed railway
ax c.f. pr. fir II
Bridge axis
Ax pod
1.38
4.15
1 54ø16 L=4.50
406
1a 54ø16 L=4.50
406
8 2x5ø12 L=4.25
406
BRASOV
18a 2ø12 L=2.25
18 24ø12 L=2.20
7 92ø12 L=1.25

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

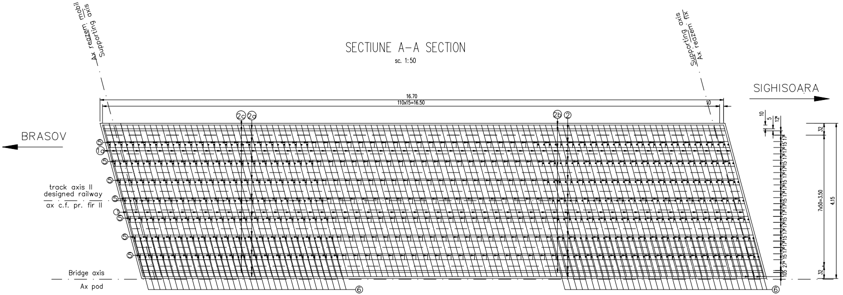
sc. 1:10

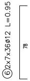

5d=80
R>2,5d=40
7d=112
ø16

Beton: Concrete:	– C30/37 suprastructura/superstructure
Tipul grinzilor: Beams type:	– grinzi metalice inglobate/metal beams bean
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

SECTIUNE A-A SECTION

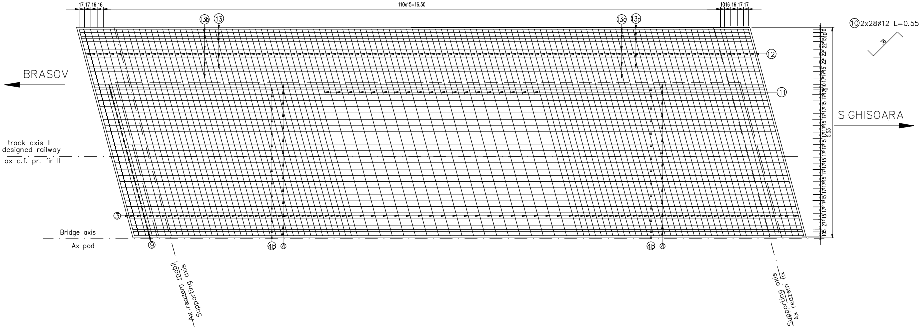
sc. 1:50


Ax reazem mobil
Supporting axis
Supporting axis
Ax reazem fix
SIGHISOARA
BRASOV
16.70
110x15=16.50
10
②c ②a
②b ②
⑤
①a
①
⑥
track axis II
designed railway
ax c.f. pr. fir II
Bridge axis
Ax pod
10
5
12^5
32
7x50=3.50
4.15
32
105 27^5 15 17^5 17^5 15 17^5

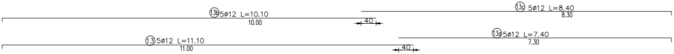

⑥2x7x36ø12 L=0.95
78

SECTIUNE B-B SECTION

sc. 1:50

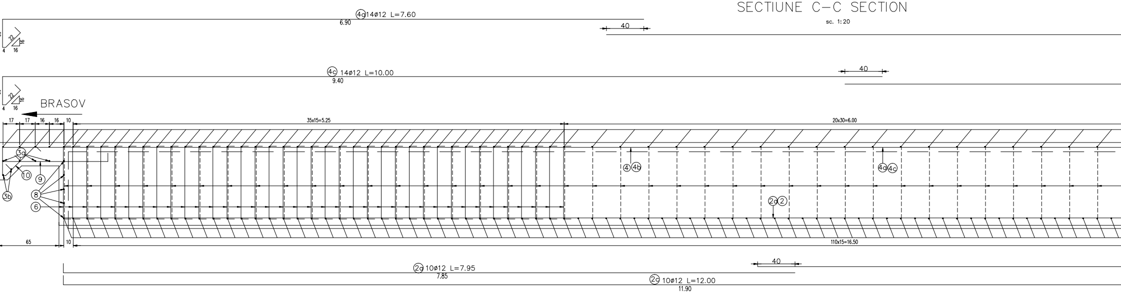

17 17 16 16
110x15=16.50
10 16 16 17 17
⑬b ⑬
⑬c ⑬a
⑫
⑪
BRASOV
SIGHISOARA
track axis II
designed railway
ax c.f. pr. fir II
③
Bridge axis
Ax pod
⑨
④b ④
④b ④
5.53
Ax reazem mobil
Supporting axis
Supporting axis
Ax reazem fix

⑩2x28ø12 L=0.55
36


⑬b5ø12 L=10.10
10.00
40
⑬c 5ø12 L=8.40
8.30
⑬5ø12 L=11.10
11.00
40
⑬a5ø12 L=7.40
7.30

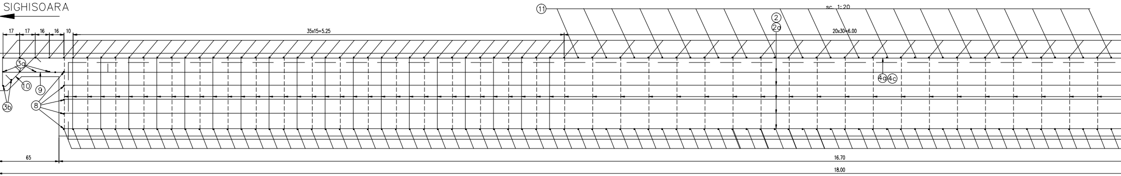
SECTIUNE C-C SECTION

sc. 1:20


4a 14ø12 L=7.60
6.90
40
4c 14ø12 L=10.00
9.40
40
22
16
4
16
BRASOV
17
17
16
16
10
35x15=5.25
20x30=6.00
3a
10
9
3b
8
6
4
4b
4a
4c
2a
2
65
10
110x15=16.50
40
2a 10ø12 L=7.95
7.85
2c 10ø12 L=12.00
11.90

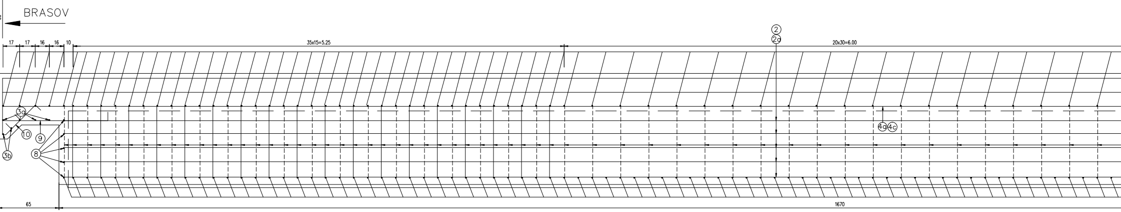
SECTIUNE D-D SECTION

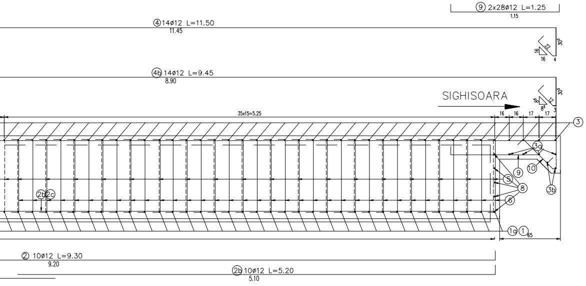
sc. 1:20

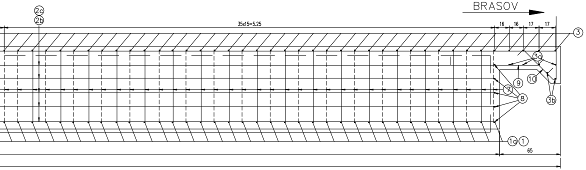

SIGHISOARA
11
2
2a
17
17
16
16
10
35x15=5.25
20x30=6.00
3a
10
9
3b
8
4a
4c
65
16.70
18.00

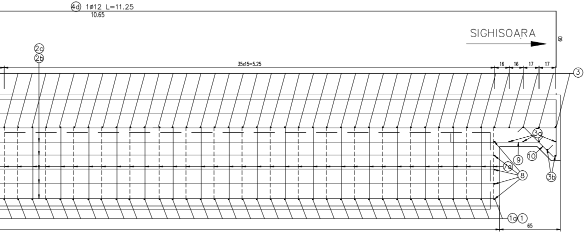
SECTIUNE E-E SECTION

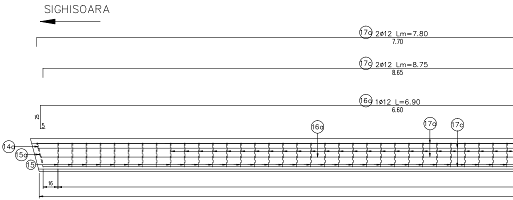
sc. 1:20

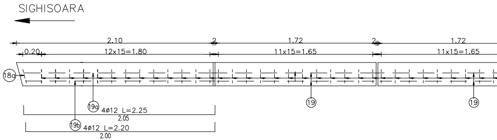

4e 1ø12 L=8.25
7.65
40
BRASOV
2
2a
17
17
16
16
10
35x15=5.25
20x30=6.00
3a
10
9
3b
8
4a
4c
65
1670

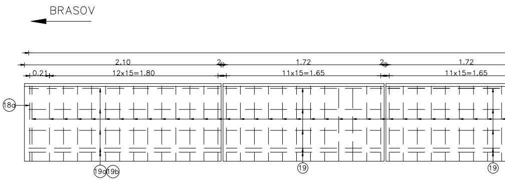

⑨ 2x28ø12 L=1.25
1.15
④14ø12 L=11.50
11.45
(4b) 14ø12 L=9.45
8.90
SIGHISOARA
35x15=5.25
16 16 17 17
③
(3a)
⑨
⑩
⑤
⑧
(3b)
(2b)(2c)
⑥
(1a)①
65
② 10ø12 L=9.30
9.20
(2b) 10ø12 L=5.20
5.10


(2c)
(2b)
BRASOV
35x15=5.25
16 16 17 17
③
(3a)
⑨
⑩
⑦
⑧
(3b)
(1a)①
65


(4d) 1ø12 L=11.25
10.65
(2c)
(2b)
SIGHISOARA
60
35x15=5.25
16 16 17 17
③
(3a)
⑨
⑩
(7a)
⑧
(3b)
(1a)①
65


SIGHISOARA
(17a) 2ø12 Lm=7.80
7.70
(17c) 2ø12 Lm=8.75
8.65
(16a) 1ø12 L=6.90
6.60
25
5
(16a)
(17a)
(17c)
(14a)
(15a)
⑮
16


SIGHISOARA
2.10
2
1.72
2
1.72
0.20
12x15=1.80
11x15=1.65
11x15=1.65
(18a)
(19a) 4ø12 L=2.25
2.05
(19b) 4ø12 L=2.20
2.00
⑲
⑲


BRASOV
2.10
2
1.72
2
1.72
0.21
12x15=1.80
11x15=1.65
11x15=1.65
(18a)
(19a)(19b)
⑲
⑲

NOTA

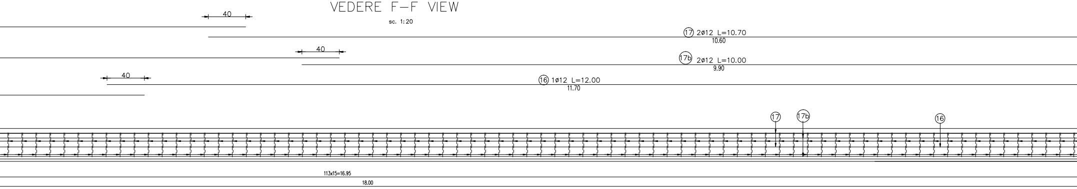
1. Prezentul plan a fost intocmit pe baza:
   - Dispozitiei generale 22PP22DDE001
   - Plan cofraj suprastructura 22PP22DDE006
2. La executie se vor respecta cu strictete prevederile din "Codul de practica pentru executarea lucrarilor din beton, beton armat si beton precomprimat" NE 012–99.
3. Verificarea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

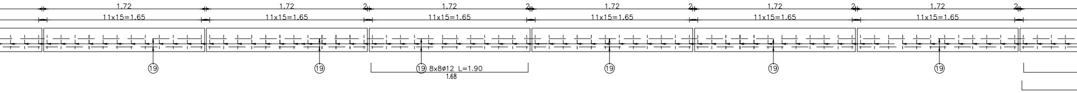
VEDERE F—F VIEW

sc. 1:20


40
40
40
⑰ 2ø12 L=10.70
10.60
17b 2ø12 L=10.00
9.90
⑯ 1ø12 L=12.00
11.70
⑰
17b
⑯
113x15=16.95
18.00

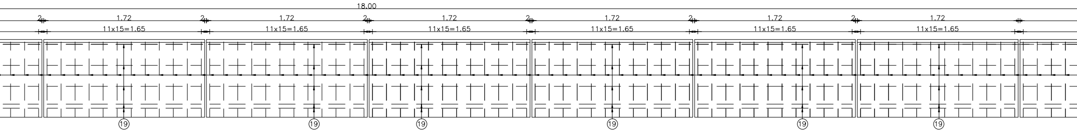
VEDERE G—G VIEW

sc. 1:20


1.72
11x15=1.65
2
19
19 8x8ø12 L=1.90
1.68

VEDERE H—H VIEW

sc. 1:20


18.00
1.72
11x15=1.65
2
19

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.

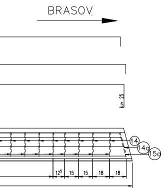
In order to maintain the correct position during concreting, minimum 4pcs./m^2 distance pieces shall be mounted. The distance pieces shall be connected to the reinforcing framework, using wire.

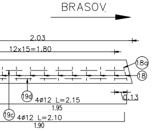
NOTA:

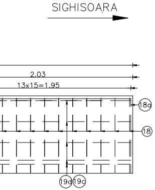
1. Prezentul plan s—a intocmit in conformitate cu dispozitia generala
2. Toate colturile betonului se vor tesi 25/25mm.
3. Convoaiele de calcul pentru infrastructura sunt UIC (LM 71 si SW/2.
4. La executie se vor respecta cu strictete prevederile din "Normativ pentru producerea betonului si executarea 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.


BRASOV
25
5
14
14a
15a
12⁵
15
15
18
18


BRASOV
2.03
12x15=1.80
18a
18
19d
4ø12 L=2.15
1.95
0.13
19c
4ø12 L=2.10
1.90


SIGHISOARA
2.03
13x15=1.95
18a
18
19d
19c

EXTRAS DE ARMATURA
TABLE FOR REINFORCEMENTS

M	ø	B	L(m)	PC52		
				S 355	S 345	
				ø12	ø14	ø16
1	16	54	4.50			243.00
1a	16	54	4.50			243.00
2	12	10	9.30	93.00		
2a	12	10	7.95	79.50		
2b	12	10	5.20	52.00		
2c	12	10	12.00	120.00		
3	12	100	5.95	595.00		
3a	12	8	5.95	47.60		
3b	12	4	4.25	17.00		
4	12	14	11.50	161.00		
4a	12	14	7.60	106.40		
4b	12	14	9.45	132.30		
4c	12	14	10.00	140.00		
4d	12	1	11.25	11.25		
4e	12	1	8.25	8.25		
5	12	378	1.85	699.30		
6	12	504	0.95	478.80		
7	12	92	1.25	115.00		
7a	12	92	2.10	193.20		
8	12	10	4.25	42.50		
9	12	56	1.25	70.00		
10	12	56	0.55	30.80		
11	14	20	2.20		44.00	
12	12	115	1.70	195.50		
13	12	5	11.10	55.50		
13a	12	5	7.40	37.00		
13b	12	5	10.10	50.50		
13c	12	5	8.40	42.00		
14	12	120	1.10	132.00		
14a	12	2	1.15	2.30		
15	12	120	0.80	96.00		
15a	12	2	0.85	1.70		
16	12	1	12.00	12.00		
16a	12	1	6.90	6.90		
17	12	2	10.70	21.40		
17a	12	2	7.80	15.60		
17b	12	2	10.00	20.00		
17c	12	2	8.75	17.50		
18	12	124	2.20	272.80		
18a	12	2	2.25	4.50		
19	12	64	1.90	121.60		
19a	12	4	2.25	9.00		
19b	12	4	2.20	8.80		
19c	12	4	2.10	8.40		
19d	12	4	2.15	8.60		
20	12	124	1.55	192.20		
LUNGIMI/ø				4524.70	44.00	486.00
GREUTATI/ML (kg)				0.888	1.210	1.578
GREUTATI/ø				4017.90	53.24	766.91
GREUTATI PE TIP DE OTEL				5080		

TOTAL POD (2 TABLIERE): 2 x 5080 kg=10160 kg
TOTAL BRIDGE (2 DECKS): 2 x 5080 kg=10160 kg

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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 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 Secțiune 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**	**01.2012**	
Întocmit **Elaborated**	**Proiectant** **Designer**	**Rentea Ioan**	**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:
D.E. / E.D.

Denumire desen / Drawing Title :

POD Km.242+992.058 LINIA 2 L=16.00m
PLAN ARMARE SUPRASTRUCTURA

BRIDGE Km.242+992.058 TRACK 2 D=16.00m
SUPERSTRUCTURE REINFORCEMENT PLAN

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

E A 5 1 0 1 E 1 4 B C P V 0 2 6 3 0 0 9 0

3250x420