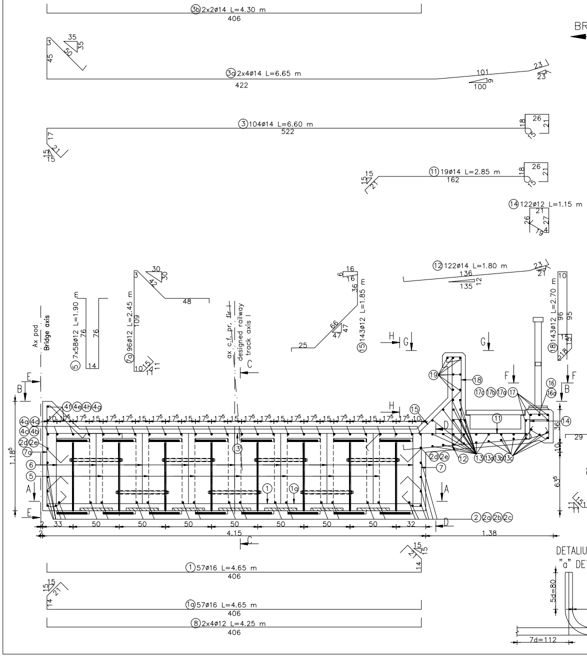
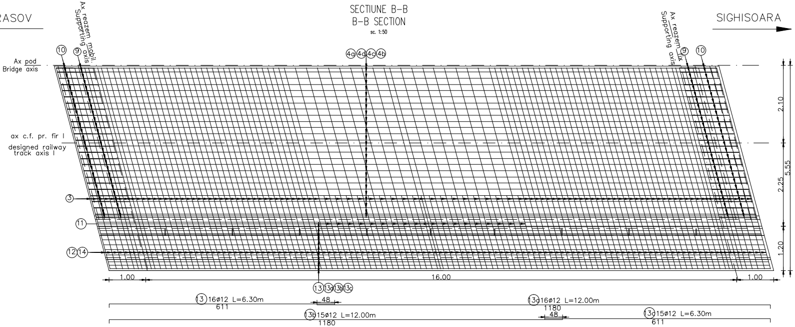
SECTIUNE TRANSVERSALA TABLIER POD
BRIDGE DECK CROSS SECTION

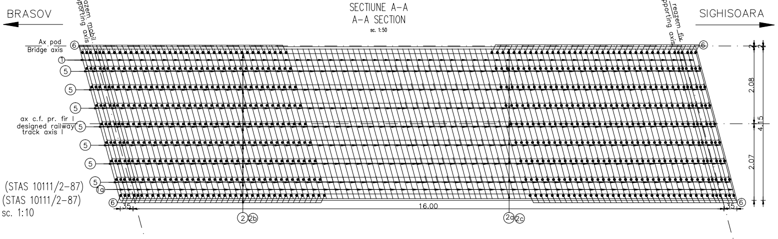
sc. 1:20

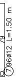

③b 2x2ø14 L=4.30 m
406
③a 2x4ø14 L=6.65 m
422
101
100
23
③ 104ø14 L=6.60 m
522
⑪ 19ø14 L=2.85 m
162
⑭ 122ø12 L=1.15 m
⑫ 122ø14 L=1.80 m
136
135
⑱ 143ø12 L=2.70 m
⑮ 143ø12 L=1.85 m
⑤ 7x58ø12 L=1.90 m
⑦a 96ø12 L=2.45 m
Ax pod
Bridge axis
ax c.f. pr. fir I
designed railway track axis I
1.18⁵
4.15
1.38
① 57ø16 L=4.65 m
406
①a 57ø16 L=4.65 m
406
⑧ 2x4ø12 L=4.25 m
406
DETALIU
"a" DET
5d=80
7d=112
BR

SECTIUNE B-B
B-B SECTION
sc. 1:50

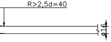

RASOV
Ax reazem mobil
Supporting axis
Ax pod
Bridge axis
ax c.f. pr. fir I
designed railway track axis I
10
9
4a
4d
4c
4b
Ax reazem fix
Supporting axis
SIGHISOARA
3
11
12
14
2.10
2.25
5.55
1.20
1.00
16.00
1.00
13
13a
13b
13c
13 16ø12 L=6.30m
611
48
13a 16ø12 L=12.00m
1180
48
13b 15ø12 L=12.00m
1180
13c 15ø12 L=6.30m
611

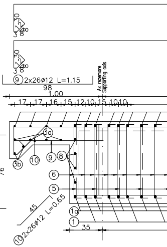
SECTIUNE A-A
A-A SECTION
sc. 1:50

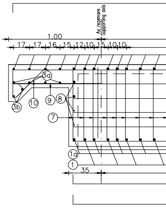

BRASOV
Ax reazem mobil
Supporting axis
Ax reazem fix
Supporting axis
SIGHISOARA
Ax pod
Bridge axis
6
1
5
5
5
ax c.f. pr. fir I
designed railway track axis I
5
5
5
5
1a
6
35
16.00
35
6
2
2b
2a
2c
2
2.08
4.15
2.07

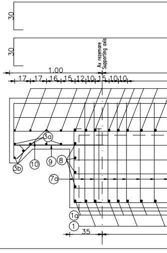

m
L=1.50
7 96ø12
79

"a" (STAS 10111/2-87)
TAIL (STAS 10111/2-87)
sc. 1:10


R>2,5d=40
16
ø16

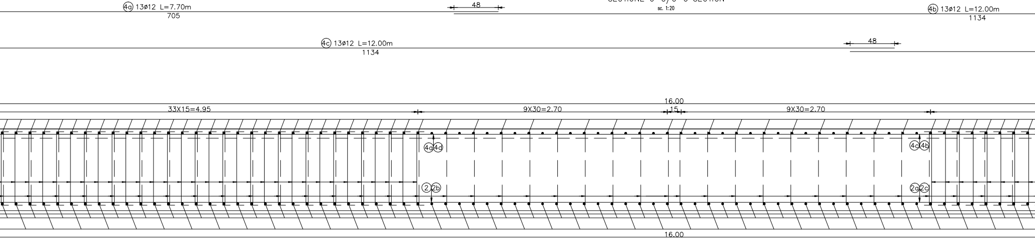

30
2
3
80
30
2
3
80
9 2x26ø12 L=1.15
98
1.00
Ax rezemare
Supporting axis
17 17 16 15 12 10 15 10 10
3a
3b
10
9
8
6
5
1a
1
35
6 9X78ø12 L=0.95 m
76
45
10 2x26ø12 L=0.65


Ax rezemare
Supporting axis
1.00
17 17 16 15 12 10 15 10 10
3a
3b
10
9
8
7
1a
1
35


30
30
Ax rezemare
Supporting axis
1.00
17 17 16 15 12 10 15 10 10
3a
3b
10
9
8
7a
1a
1
35

SECTIUNE C-C/C-C SECTION

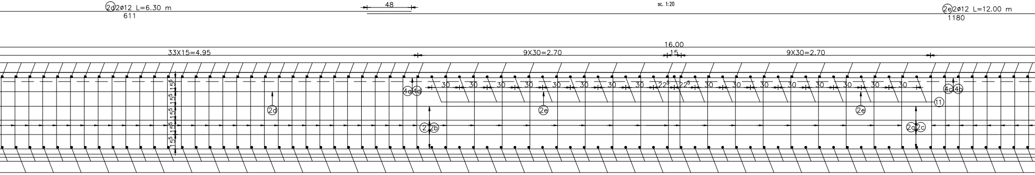
sc. 1:20



(4a) 13ø12 L=7.70m
705
48
(4b) 13ø12 L=12.00m
1134
(4c) 13ø12 L=12.00m
1134
48
16.00
33X15=4.95
9X30=2.70
15
9X30=2.70
4a 4d
4c 4b
2 2b
2a 2c
16.00

SECTIUNE D-D/D-D SECTION

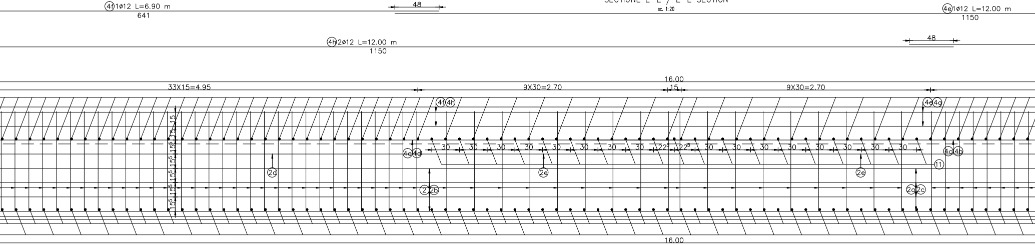
sc. 1:20



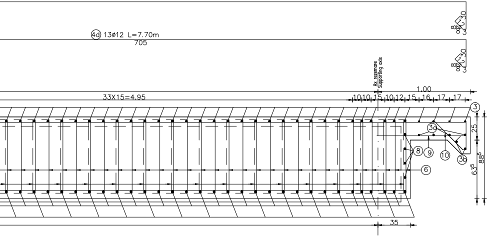
(2d) 2ø12 L=6.30 m
611
48
(2e) 2ø12 L=12.00 m
1180
16.00
33X15=4.95
9X30=2.70
15
9X30=2.70
15⁵ 15⁵ 15⁵ 15⁵ 15⁵
30 30 30 30 30 30 30 30 22⁵ 22⁵ 30 30 30 30 30 30 30 30
4a 4d
2d
2e
2e
4c 4b
11
2 2b
2a 2c
16.00
(2) 13ø12 L=5.45 m
528
48
(2a) 13ø12 L=12.00 m
1181
(2b) 13ø12 L=12.00m
1181

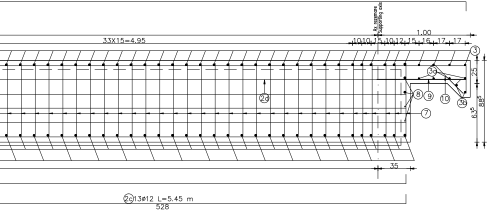
SECTIUNE E-E / E-E SECTION

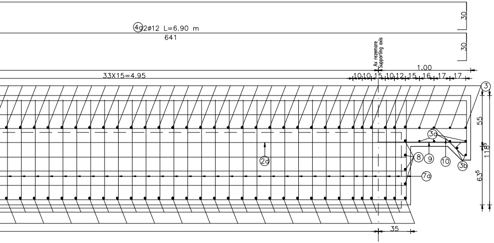
sc. 1:20

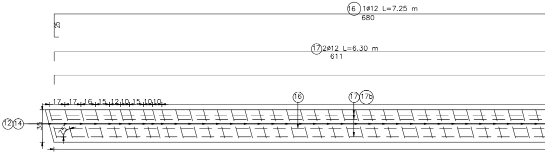


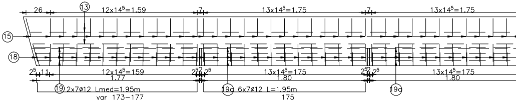
48
(4f) 1ø12 L=6.90 m
641
48
(4e) 1ø12 L=12.00 m
1150
(4h) 2ø12 L=12.00 m
1150
48
16.00
33X15=4.95
9X30=2.70
15
9X30=2.70
4f 4h
4e 4g
15 15 15⁵ 15⁵ 15⁵ 15⁵ 15⁵
30 30 30 30 30 30 30 30 22⁵ 22⁵ 30 30 30 30 30 30 30 30
4a 4d
4c 4b
11
2d
2e
2e
2 2b
2a 2c
16.00

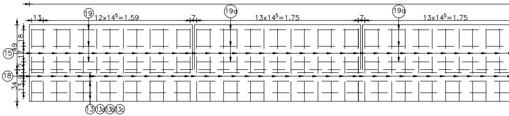

4d 13ø12 L=7.70m
705
8
30
Ax rezemare
Supporting axis
1.00
33X15=4.95
10 10 15 10 12 15 16 17 17
3
3a
3b
8
9
10
6
25
88⁵
63⁵
35


Ax rezemare
Supporting axis
1.00
33X15=4.95
10 10 15 10 12 15 16 17 17
3
3a
3b
2a
8
9
10
7
25
88⁵
63⁵
35
2c 13ø12 L=5.45 m
528


4a 2ø12 L=6.90 m
641
30
30
Ax rezemare
Supporting axis
1.00
33X15=4.95
10 10 15 10 12 15 16 17 17
3
3a
3b
2a
8
9
10
7a
55
118⁵
63⁵
35

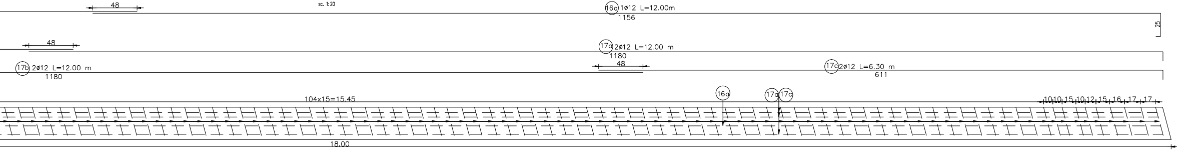

16 1ø12 L=7.25 m
680
25
17 2ø12 L=6.30 m
611
17 17 16 15 12 10 15 10 10
16
17 17b
12 14
35
75


26
13
12x14⁵=1.59
7
13x14⁵=1.75
7
13x14⁵=1.75
15
18
2⁵ 11
12x14⁵=159
1.77
2⁵ 2 2⁵
13x14⁵=175
1.80
2⁵ 2 2⁵
13x14⁵=175
1.80
19 2x7ø12 Lmed=1.95m
var 173-177
19a 6x7ø12 L=1.95m
175
19a


13
19
12x14⁵=1.59
19a
7
13x14⁵=1.75
7
19a
13x14⁵=1.75
15
18
49
18
17
13
9
34
13
13 13a 13b 13c

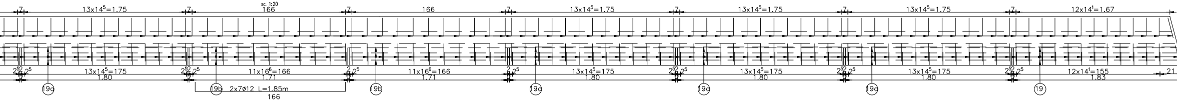
VEDERE F-F/VIEW F-F

sc. 1:20


48
16a 1ø12 L=12.00m
1156
25
48
17a 2ø12 L=12.00 m
1180
17b 2ø12 L=12.00 m
1180
48
17c 2ø12 L=6.30 m
611
104x15=15.45
16a
17a
17c
10 10 15 10 12 15 16 17 17
18.00

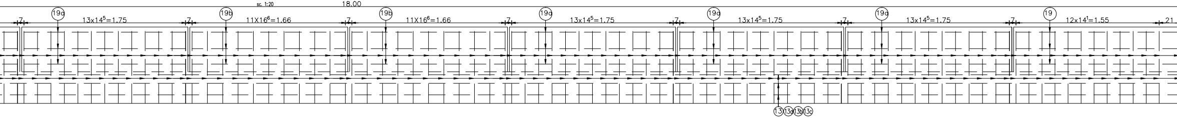
VEDERE G-G/VIEW G-G

sc. 1:20


7
$13x14^{5}=1.75$
7
166
7
166
7
$13x14^{5}=1.75$
7
$13x14^{5}=1.75$
7
$13x14^{5}=1.75$
7
$12x14^{1}=1.67$
$2^{5}2$ 2^{5}
$13x14^{5}=175$
1.80
$2^{5}2$ 2^{5}
$11x16^{6}=166$
1.71
2 2^{5}
$11x16^{6}=166$
1.71
2 2^{5}
$13x14^{5}=175$
1.80
$2^{5}2$ 2^{5}
$13x14^{5}=175$
1.80
$2^{5}2$ 2^{5}
$13x14^{5}=175$
1.80
$2^{5}2$ 2^{5}
$12x14^{1}=155$
1.83
21
19a
19b 2x7ø12 L=1.85m
166
19b
19a
19a
19a
19

VEDERE H-H/VIEW H-H

sc. 1:20


18.00
19a
19b
19b
19a
19a
19a
19
7
$13x14^{5}=1.75$
7
$11X16^{6}=1.66$
7
$11X16^{6}=1.66$
7
$13x14^{5}=1.75$
7
$13x14^{5}=1.75$
7
$13x14^{5}=1.75$
7
$12x14^{1}=1.55$
21
13
13a
13b
13c

EXTRAS DE ARMATURA TABLIER LINIA 1
TABLE FOR REINFORCEMENTS FOR DECK RAILWAY 1

Marca	Diametru	Lung./buc.[m]	Nr.buc.	S355		S345
				ΦC12	ΦC14	ΦC16
1	16	4.65	57			265.05
1a	16	4.65	57			265.05
2	12	5.45	13	70.85		
2a	12	12.00	13	156.00		
2b	12	12.00	13	156.00		
2c	12	5.45	13	70.85		
2d	12	6.30	2	12.60		
2e	12	12.00	2	24.00		
3	14	6.60	104		686.40	
3a	14	6.65	8		53.20	
3b	14	4.30	4		17.20	
4a	12	7.70	13	100.10		
4b	12	12.00	13	156.00		
4c	12	12.00	13	156.00		
4d	12	7.70	13	100.10		
4e	12	6.90	1	6.90		
4f	12	12.00	1	12.00		
4g	12	12.00	2	24.00		
4h	12	6.90	2	13.80		
5	12	1.90	406	771.40		
6	12	0.95	702	666.90		
7	12	1.50	96	144.00		
7a	12	2.45	96	235.20		
8	12	4.25	8	34.00		
9	12	0.65	52	33.80		
10	12	1.15	52	33.80		
11	14	2.85	19		54.15	
12	14	1.80	122		219.60	
13	12	6.30	16	100.80		
13a	12	12.00	16	192.00		
13b	12	12.00	15	180.00		
13c	12	6.30	15	94.50		
14	12	1.15	122	140.30		
15	12	1.85	143	264.55		
16	12	7.25	1	7.25		
16a	12	12.00	1	12.00		
17	12	6.30	2	12.60		
17a	12	12.00	2	24.00		
17b	12	12.00	2	24.00		
17c	12	6.30	2	12.60		
18	12	2.70	143	386.10		
19	12	1.95	14	27.30		
19a	12	1.95	42	81.90		
19b	12	1.85	14	25.90		
Lungimi totale pe diametre			(m)	4564.10	1030.55	530.10
Masa pe metru liniar			(kg/ml)	0.888	1.208	1.578
Masa pe diametre			(kg)	4052.10	1245.40	836.70
Masa pe tip otel			(kg)	5300.00		840.00
Masa totala tablier			(kg)	6140.00		
Pierderi 5%			(kg)	307		
Masa totala tablier linia 1			(kg)	6450.00		

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;S345
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 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	Semnături 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		VK

SUBCONTRACTANT / SUBCONTRACTOR AREX Lider COMPANY

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	02.2012	
Întocmit Elaborated	Proiectant Designer	Dinu Andreea	02.2012	

Reabilitarea liniei de cale ferata Braşov - Simeria, parte component ă a coridorului IV Pan European, pentru circula ția trenurilor cu viteza maxim ă 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 CATA – ARCHITA
POD Km.248+218.877 L=16.00m/PLAN ARMARE SUPRASTRUCTURA TABLIER LINIA 1
BRIDGE Km.248+218.877 L=16.00m/REINFORCEMENT PLAN FOR DECK RAILWAY 1

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

E A 5 1   0 1   E   1 4   B C   P V   0 2   8   3   0 1 1   0