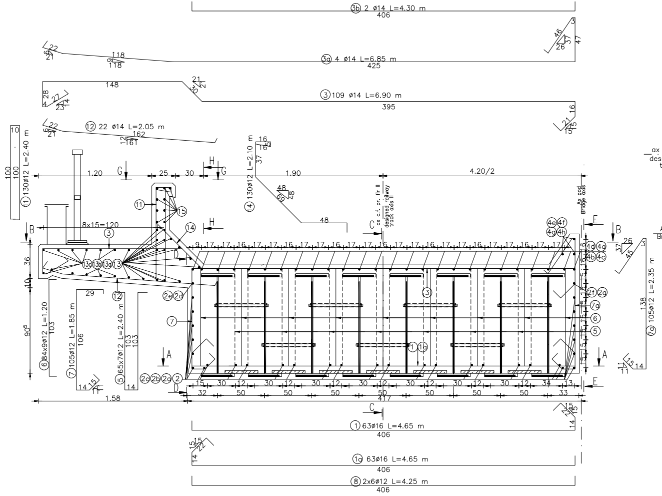
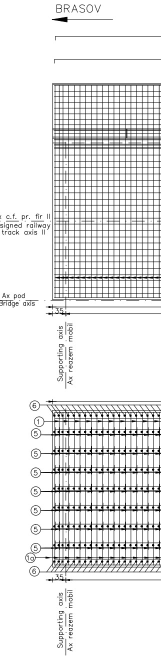
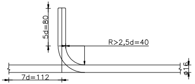
SECTIUNE TRANSVERSALA TABLIER POD
BRIDGE DECK CROSS SECTION
sc. 1:20


3b 2 ø14 L=4.30 m
406
3a 4 ø14 L=6.85 m
425
118
3 109 ø14 L=6.90 m
395
148
12 22 ø14 L=2.05 m
162
161
1 130ø12 L=2.40 m
100
14 130ø12 L=2.10 m
48
1.20
25
30
1.90
4.20/2
8x15=120
ax c.f. pr. fir II
designed railway track axis II
Ax pod
Bridge axis
6 84x9ø12 L=1.20
103
7 105ø12 L=1.85 m
106
5 65x7ø12 L=2.40 m
103
7a 105ø12 L=2.35 m
138
1.58
417
32
50
33
1 63ø16 L=4.65 m
406
1a 63ø16 L=4.65 m
406
8 2x6ø12 L=4.25 m
406
A
B
C
D
E
G
H


BRASOV
ax c.f. pr. fir II
designed railway track axis II
Ax pod
Bridge axis
35
Supporting axis
Ax reazem mobil
6
1
5
1a

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

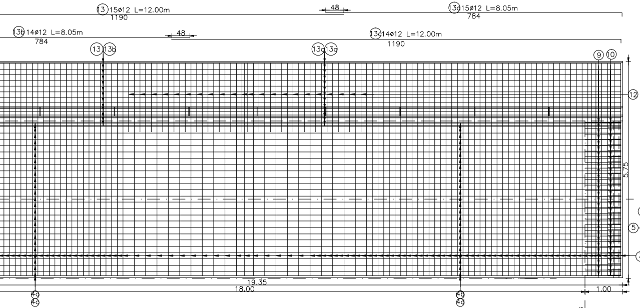

5d=80
R>2,5d=40
7d=112
ø16

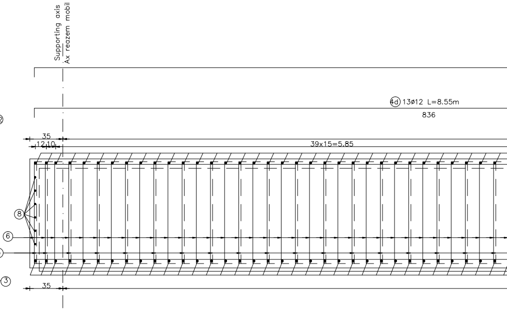
Beton: Concrete:	– C30/37 suprastructura/superstructure
Tipul grinzilor: Beams type:	– grinzi metalice sudate/steel welded girders
Otel pentru grinzi: Steel for the beams:	– (OL 37-EP) $S275J_3G_3$ (EN 10025/2004)
Armatura: Reinforcement:	– S355;S345
Strat de acoperire: Concrete cover	– min. 4cm expunere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

SECTIUNE B-B
B-B SECTION

sc. 1:50

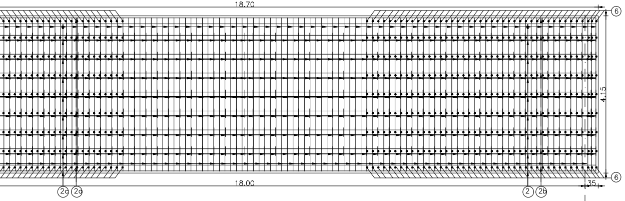
SIGHISOARA

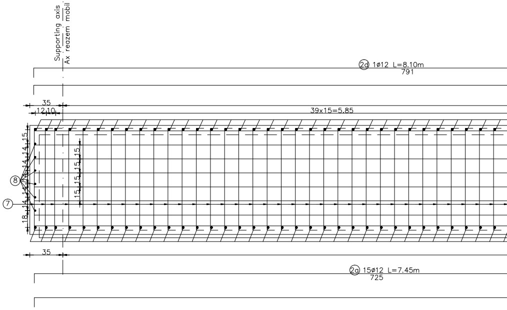

13 15ø12 L=12.00m
1190
48
13a 15ø12 L=8.05m
784
13b 14ø12 L=8.05m
784
48
13c 14ø12 L=12.00m
1190
13
13b
13a
13c
9
10
12
5.75
3
19.35
18.00
1.00
4a
4c
4b
4d
Supporting axis
Ax reazem fix


Supporting axis
Ax reazem mobil
4d 13ø12 L=8.55m
836
35
12 10
39x15=5.85
8
6
5
35

SECTIUNE A-A
A-A SECTION

sc. 1:50


18.70
6
4.15
6
18.00
35
2c
2a
2
2b
Supporting axis
Ax reazem fix


Supporting axis
Ax reazem mobil
2d 1ø12 L=8.10m
791
35
12 10
39x15=5.85
15
14
14
8
7
18
15 15 15 15
35
2a 15ø12 L=7.45m
725

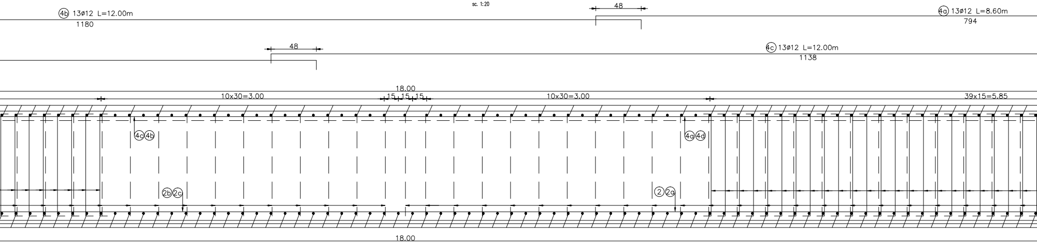
NOTA/NOTE

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.

SECTIUNE C-C/C-C SECTION

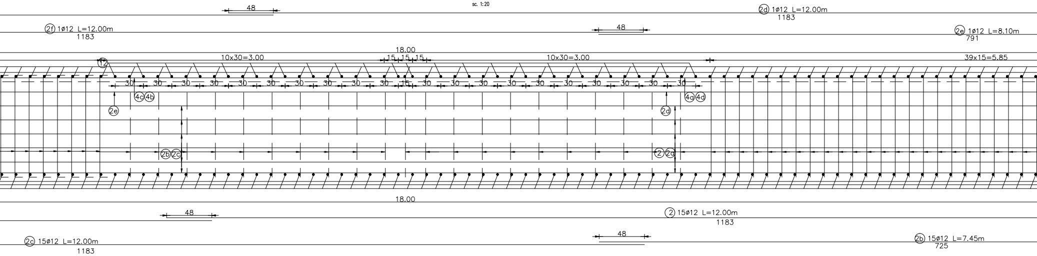
sc. 1:20



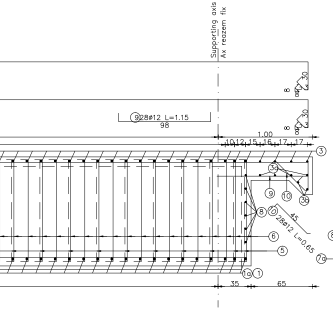
4b 13ø12 L=12.00m
1180
48
4a 13ø12 L=8.60m
794
48
4c 13ø12 L=12.00m
1138
18.00
10x30=3.00
15 15 15
10x30=3.00
39x15=5.85
4c 4b
4a 4d
2b 2c
2 2a
18.00

SECTIUNE D-D/D-D SECTION

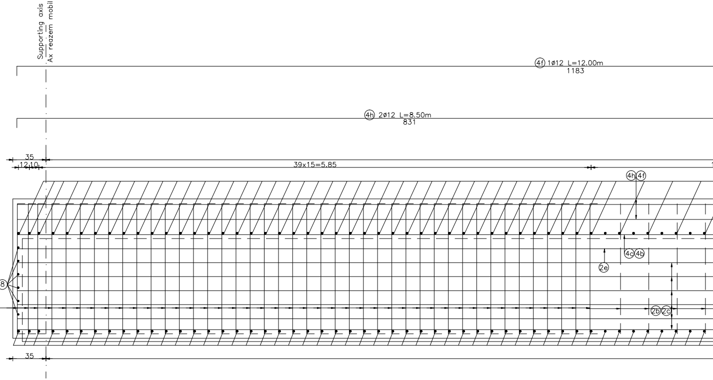
sc. 1:20



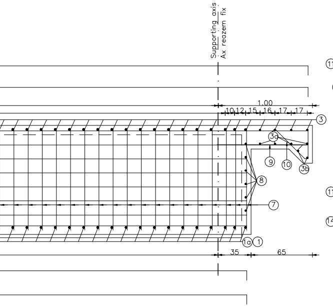
48
2d 1ø12 L=12.00m
1183
2f 1ø12 L=12.00m
1183
48
2e 1ø12 L=8.10m
791
18.00
12
10x30=3.00
15 15 15
10x30=3.00
39x15=5.85
30 30 30 30 30 30 30 30 30 30 15 30 30 30 30 30 30 30 30 30 30
4c 4b
4a 4d
2e
2d
2b 2c
2 2a
18.00
48
2 15ø12 L=12.00m
1183
2c 15ø12 L=12.00m
1183
48
2b 15ø12 L=7.45m
725



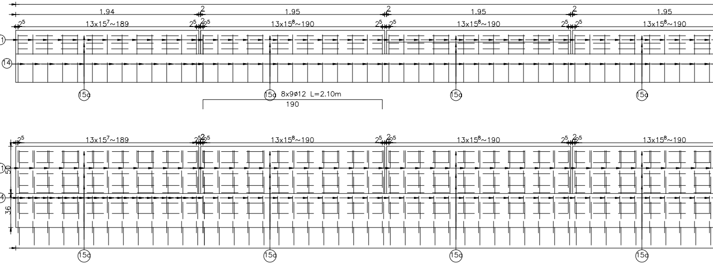
Supporting axis
Ax reazem fix
8
30
3
8
30
3
⑨28ø12 L=1.15
98
1.00
10
12
15
16
17
17
③
③a
⑨
⑩
③b
⑧
⑦
28ø12 L=0.65
45
⑥
⑤
①a
①
35
65



Supporting axis
Ax reazem mobil
④f 1ø12 L=12.00m
1183
④h 2ø12 L=8.50m
831
35
12
10
39x15=5.85
④h
④f
④c
④b
②e
⑧
⑦a
②b
②c
35



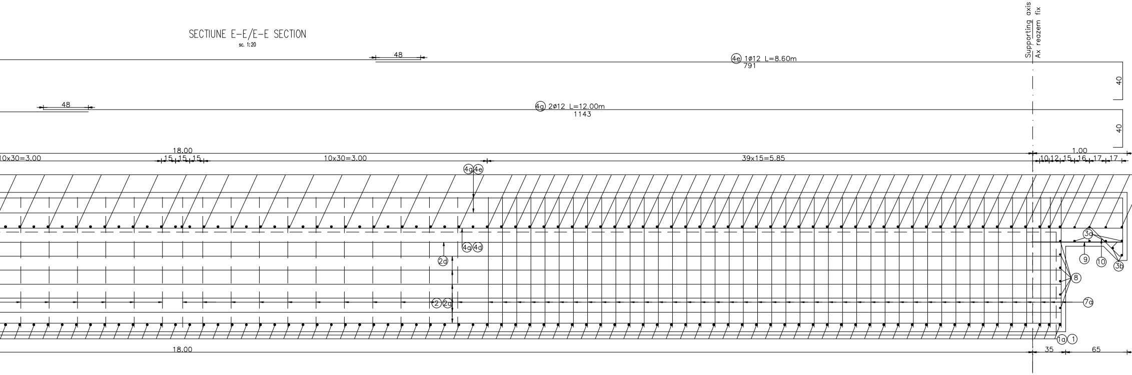
Supporting axis
Ax reazem fix
1.00
10
12
15
16
17
17
③
③a
⑨
⑩
③b
⑧
⑦
①a
①
35
65



1.94
2
1.95
2
1.95
2
1.95
2⁵
13x15⁷~189
2⁵
2⁵
13x15⁸~190
2⁵
2⁵
13x15⁸~190
2⁵
2⁵
13x15⁸~190
⑪
⑭
⑮a
⑮a 8x9ø12 L=2.10m
190
⑮a
⑮a
2⁵
13x15⁷~189
2⁵
2
2⁵
13x15⁸~190
2⁵
2
2⁵
13x15⁸~190
2⁵
2
2⁵
13x15⁸~190
⑪
50
⑭
36
⑮a
⑮a
⑮a
⑮a

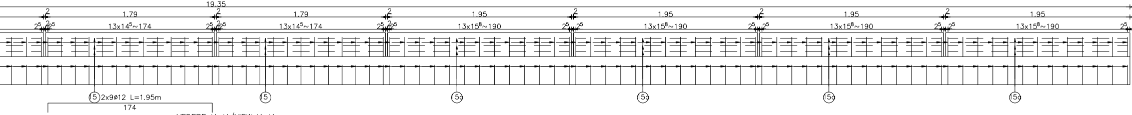
SECTIUNE E-E/E-E SECTION

sc. 1:20


Supporting axis
Ax reazem fix
48
4e 1ø12 L=8.60m
791
40
48
4g 2ø12 L=12.00m
1143
40
18.00
10x30=3.00
15 15 15
10x30=3.00
39x15=5.85
1.00
10 12 15 16 17 17
4g 4e
3a
4g 4d
2d
9
10
3b
8
2 2a
7a
1a 1
18.00
35
65

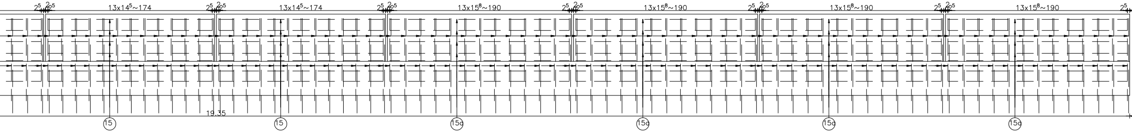
VEDERE G-G/VIEW G-G

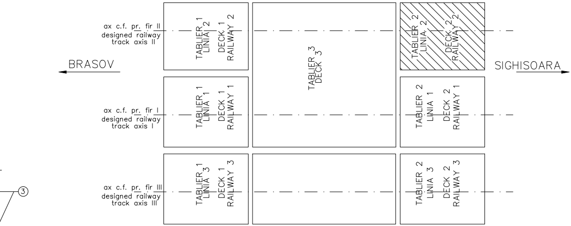
sc. 1:20


19.35
2
1.79
2
1.79
2
1.95
2
1.95
2
1.95
2
1.95
2⁵ 2 2⁵
13x14⁵~174
13x14⁵~174
13x15⁸~190
13x15⁸~190
13x15⁸~190
13x15⁸~190
15 2x9ø12 L=1.95m
174
15
15a
15a
15a
15a

VEDERE H-H/VIEW H-H

sc. 1:20


2⁵ 2 2⁵
13x14⁵~174
13x14⁵~174
13x15⁸~190
13x15⁸~190
13x15⁸~190
13x15⁸~190
19.35
15
15
15a
15a
15a
15a


ax c.f. pr. fir II
designed railway track axis II
BRASOV
ax c.f. pr. fir I
designed railway track axis I
ax c.f. pr. fir III
designed railway track axis III
3
TABLIER 1 LINIA 2
DECK 1 RAILWAY 2
TABLIER 1 LINIA 1
DECK 1 RAILWAY 1
TABLIER 1 LINIA 3
DECK 1 RAILWAY 3
TABLIER 3
DECK 3
TABLIER 2 LINIA 2
DECK 2 RAILWAY 2
TABLIER 2 LINIA 1
DECK 2 RAILWAY 1
TABLIER 2 LINIA 3
DECK 2 RAILWAY 3
SIGHISOARA

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EXTRAS DE ARMATURA TABLIERE 2
TABLE FOR REINFORCEMENTS FOR DECKS 2

Marca	Diametru	Lung./buc.[m]	Nr.buc.	S355		S345
				ΦC12	ΦC14	ΦC16
1	16	4.65	63			292.95
1a	16	4.65	63			292.95
2	12	12.00	15	180.00		
2a	12	7.45	15	111.75		
2b	12	7.45	15	111.75		
2c	12	12.00	15	180.00		
2d	12	12.00	1	12.00		
2e	12	8.10	1	8.10		
2f	12	8.10	1	8.10		
2g	12	12.00	1	12.00		
3	14	6.90	109		752.10	
3a	14	6.85	4		27.40	
3b	14	4.30	2		8.60	
4a	12	8.60	13	111.80		
4b	12	12.00	13	156.00		
4c	12	12.00	13	156.00		
4d	12	8.55	13	111.15		
4e	12	8.60	1	8.60		
4f	12	12.00	1	12.00		
4g	12	12.00	2	24.00		
4h	12	8.50	2	17.00		
5	12	2.40	455	1092.00		
6	12	1.20	756	907.20		
7	12	1.80	105	189.00		
7a	12	2.35	105	246.75		
8	12	4.25	12	51.00		
9	12	1.15	28	32.20		
10	12	0.65	28	18.20		
11	12	2.40	130	312.00		
12	14	2.05	22		45.10	
13	12	12.00	15	180.00		
13a	12	8.05	15	120.75		
13b	12	8.05	14	112.70		
13c	12	12.00	14	168.00		
14	12	2.10	130	273.00		
15	12	1.95	18	35.10		
15a	12	2.10	72	151.20		
Lungimi totale pe diametre			(m)	5109.35	833.20	585.90
Masa pe metru liniar			(kg/ml)	0.888	1.208	1.578
Masa pe diametre			(kg)	4536.20	1006.90	924.80
Masa pe tip otel			(kg)	5545.00		925.00
Masa totala tablier			(kg)	6470.00		
Pierderi 5%			(kg)	323.5		
Masa totala tablier 2 linia II			(kg)	6800.00		
Masa totala tablier 2 (linia I si linia II)			(kg)	13600.00		

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 FINANTAT 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 AREX 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 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 :
INTERVAL / SECTION ARCHITA – VANATORI
POD Km.270+262.472 /BRIDGE Km.270+262.472
PLAN ARMARE SUPRASTRUCTURA TABLIERE 2 LINIA I SI LINIA II /
SUPERSTRUCTURE REINFORCEMENT PLAN DECKS 2 RAILWAY I AND RAILWAY II

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

E A 5 1 | 0 1 | E | 1 6 | B C | P V | 0 4 | 2 | 3 | 0 1 7 | 0