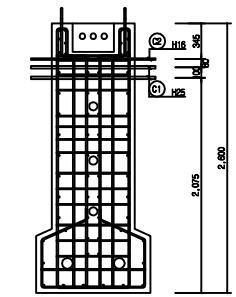
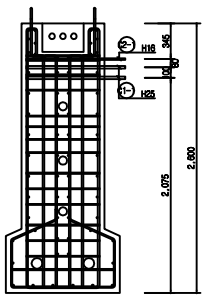
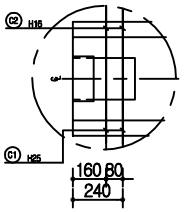
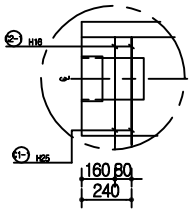


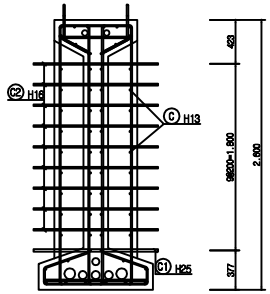
단부가로보(내측)

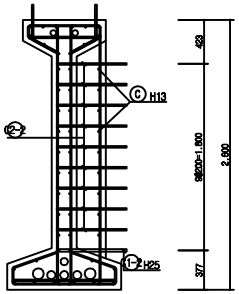


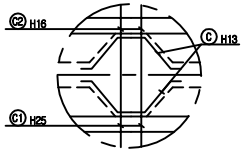
단부가로보(외측)



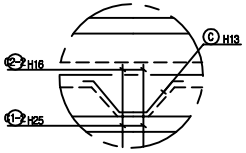






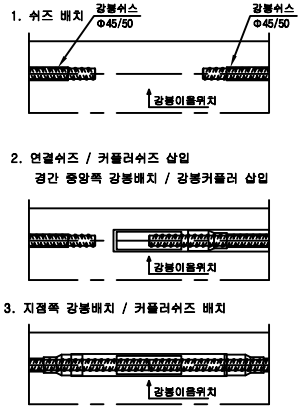


중앙부가로보(내측)

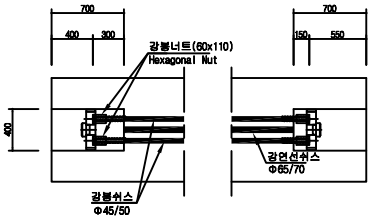


중앙부가로보(외측)

1 가로보 구조도
S=1 : 25

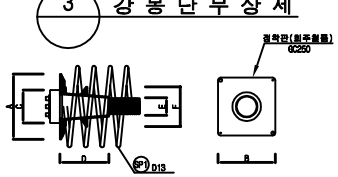


2 강 봉 연 결 상 세 도



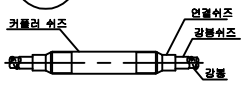
시 점 부　　종 점 부

3 강 봉 단 부 상 세

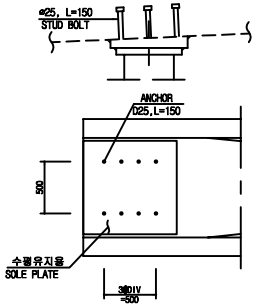


	A	B	C	D	E	F
12연선	260	260	169	230	75	155
14연선	285	285	189	250	85	175

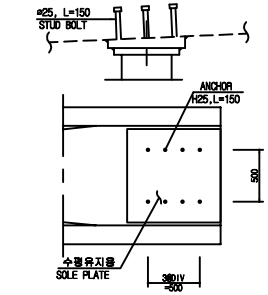
4 앵 커 상 세
S=NONE



5 강봉연결부 쉬즈
S=1 : 10



시 점 부

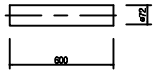


종 점 부

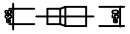
NOTE

1. 사용 교좌장치에 따라 SOLE PLATE 크기를 조정할 수 있다.
2. 거더제작시 종단선형을 고려한 SOLE PLATE의 구배 보정이 필요하다.

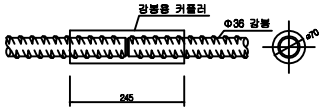
6 스터드 상세
S=NONE



7 커플러 쉬즈(원형)



8 연결 쉬즈(원형)



9 강 봉 커 플 러

(본 당)

재 료 명		규 격	단 위	수 량	비 고
콘크리트		40MPa	m^3	57.867 (외측 57.557)	
강재거푸집		T = 4 m/m	m^2	303.851 (외측 303.563)	
철 근 (SD400)		H25	tonf	0.048 (외측 0.035)	0.049 (3%가산) (외측 0.036)
		H19	tonf	1.278	1.316 (3%가산)
		H16	tonf	0.863 (외측 0.847)	0.889 (3%가산) (외측 0.872)
		H13	tonf	3.848 (외측 3.831)	3.963 (3%가산) (외측 3.946)
		H10	tonf	0.081	0.083 (3%가산)
		합 계	tonf	6.118 (외측 6.072)	6.302 (3%가산) (외측 6.254)
강연선		Φ15.2 x 7ea x 1(1.101kg/m)	tonf	0.392 (355.552m)	0.411(5%가산)
		Φ15.2 x 12ea x 3(1.101kg/m)	tonf	2.029 (1842.672m)	2.130(5%가산)
		Φ15.2 x 14ea x 2(1.101kg/m)	tonf	1.575 (1430.856m)	1.654(5%가산)
강 봉		Φ36 x 1ea x 2(8.270kg/m)	tonf	0.790 (95.500m)	0.829(5%가산)
쉬스관	연결용	Φ36용	EA	16	
	커플러용	Φ80(600mm)	EA	8	
	강 봉	Φ45/50	m	94.600	104.760(8%가산)
	7연선	Φ65/70	m	47.616	52.713(8%가산)
	12연선	Φ75/80	m	143.776	159.160(8%가산)
	14연선	Φ85/90	m	95.604	105.680(8%가산)
정착장치		7연선	EA	2	웻지, 웻지PL만
		12연선	EA	6	SET
		14연선	EA	4	
		강봉커플러(Φ36용)	EA	8	
		강봉너트(Φ36용)	EA	4	
일체긴장연결구		S45C (2-7용)	EA	2	
각 관		75 x 45(가이드용)	EA	4	
그라우팅 믹 크	7연선	Φ65/70	m	47.616	
	12연선	Φ75/80	m	143.776	
	14연선	Φ85/90	m	95.604	
	강 봉	Φ45/50	m	94.600	
몰 탈		1 : 3	m^3	0.585	
스 터 드		Φ22	EA	16	
유지보수 (비부착)	1연선	Φ15.2 x 1ea x 4(1.210kg/m)	tonf	0.231 (190.708m)	0.242(5%가산)
	보호캡용	G.I, 피스	SET	4	
	정착구	유지보수 시공시 필요			

* 콘크리트, 강재거푸집, 철근 이하 수량은 내, 외측 동일

10 재 료 표

거더 제작도(5)

S = 1 : 25

REV	DESCRIPTION	PREP	APPR	DATE
△				
△				
△				
△				
△				

Incheon Airport

PRIME : (주)유신 컨소시엄
SUB : (주)도화엔지니어링
(주)수성엔지니어링

CNTR NO 2017-4EC02

DSGN 한창훈 CHCK 김상준 APPR 허태성 DATE 19.09.06

인천국제공항 4단계 공항내부 연결도로 공사
공항내부 연결도로

JOB NO

거더 제작도(5)

SCALE 1 : 25 | DWG NO 4-1CK-C157-2705 | REV 0