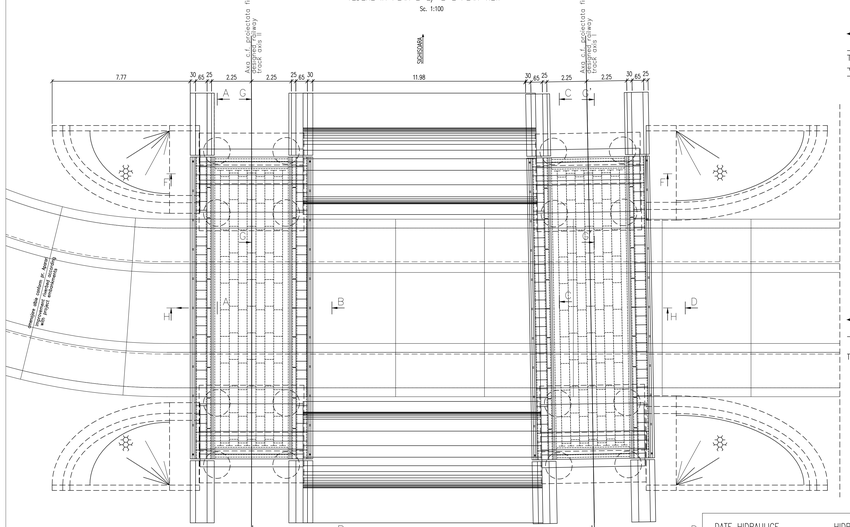
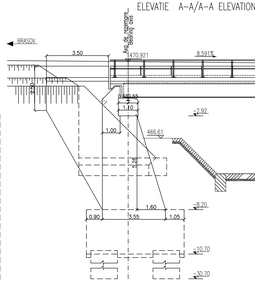
VEDERE IN PLAN E–E/ E–E PLAN VIEW
Sc. 1:100

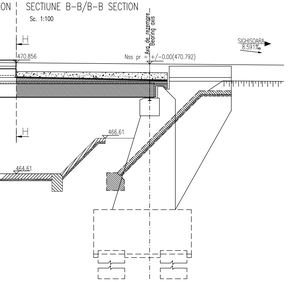


SECTIUNE TRANSVERSALA H–H / H–H CROSS SECTION
Sc. 1:100

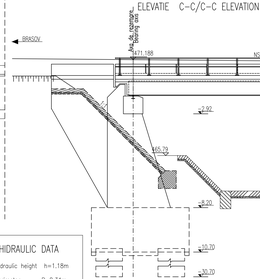
ELEVATIE A–A/A–A ELEVATION
Sc. 1:100



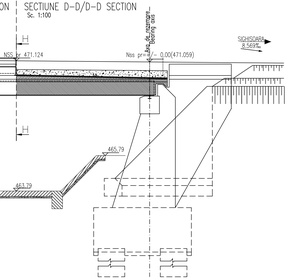
SECTIUNE B–B/B–B SECTION
Sc. 1:100



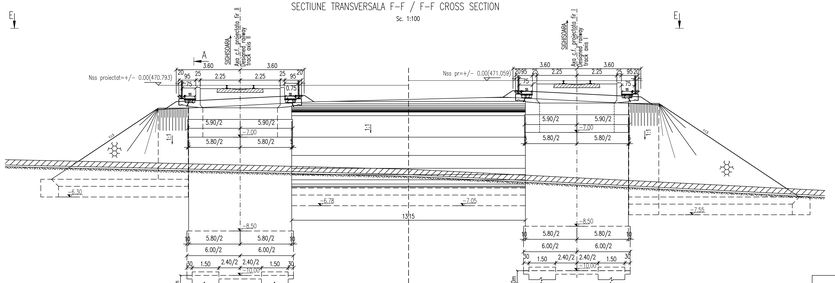
ELEVATIE C–C/C–C ELEVATION
Sc. 1:100



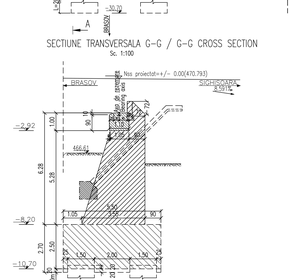
SECTIUNE D–D/D–D SECTION
Sc. 1:100



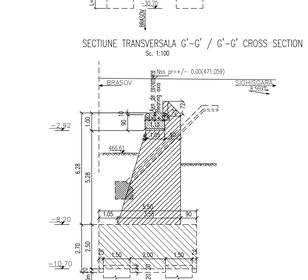
SECTIUNE TRANSVERSALA F–F / F–F CROSS SECTION
Sc. 1:100



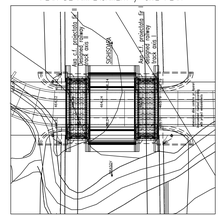
SECTIUNE TRANSVERSALA G–G / G–G CROSS SECTION
Sc. 1:100



SECTIUNE TRANSVERSALA G'–G' / G'–G' CROSS SECTION
Sc. 1:100



PLAN DE AMPLASAMENT / SITE PLAN



Se interzice copierea, difuzarea, imprumutarea sau utilizarea in alte scopuri, fara permisiunea AREX LIDER COMPANY cu proprietar si desemnului. This drawing is forbidden to be copied, lent or used in other purposes than those previously approved by AREX LIDER COMPANY as its owner.

DATE HIDRAULICE		HIDRAULIC DATA	
Inaltimea de apa	h=1.18m	Hidraulic height	h=1.18m
Perimetrul udat	P=8.34m	Perimeter	P=8.34m
Aria udata	A=7.29mp	Surface	A=7.29mp
Viteza de curgere a apei	v=5.88m/s	Voter flow speed	s=5.88m/s

NOTA

Lungimea fiei coloanelor se va stabili in urma forari „in situ" cu identificarea fiiei litologice, si in urma incercarilor la rupere a coloanelor de proba executate in afara amplasamentului.
Numarul coloanelor de proba a fost stabilit conform prevederilor din EUROCOD.
Capacitatea portanta a coloanelor se va stabili conform prevederilor din EUROCOD, sectiunea Geotehnica, cu coeficientii pentru incarcari „in situ".
Toate coloanele se vor verifica US.

N O T E

The length of the columns will be established based on the "in situ" drilling, identifying the lithological configuration of the soil (Lithological Sheet), after the breakdown tests made on the testing columns built outside the final location.
The number of the testing columns was established complying with the provisions in EURO CODE.
The columns bearing capacity shall be established complying with the provisions in EURO CODE, Geotechnical section, using the "in situ" testing coefficients.

LEGENDA BETOANELOR/CONCRETE LIST

Beton armat in elemente prefabricate
Reinforced concrete in the prefabricated elements
C35/45–CEM II/A–S 32,5–(XC4+XF3+XA2)–A/C=0,50–Dmax22–Cl 0,20

Beton simplu in fundatia elementelor prefabricate ,in fundatia grilajelor si in fundatia pulului
Plain concrete in the prefabricated elements ,wing foundation and pil foundation
C25/30–CEM II/A–S 32,5(XF1)–A/C=0,50–Dmax32–Cl 0,20

Beton simplu de parte si in pinten
Plain concrete for slope and in the corbel
C 25/30–CEM II/A–S 32,5–(XF3)–A/C=0,55–Dmax16–Cl 0,20

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 scazuta, N si aditivi intarzietori (conf. NE 012/2–2010 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 EN197–1:2002).

NOTA

1. Precentul plan s–a intocmit pe baza urmatoarelor date:
– plan de situatie, profil in lungimii transversal ,calcul hidraulic,date culese de pe teren.
2. Podul corespunde la convoiurile de calcul LIC (LM71 si SW/2).
3. Noul pod are urmatoarea structura:
– Suprastructura: tablier din structura metalica zugrabita in beton, cale dublaj;
– Infrastructura: culei din beton armat, fundate direct.
4. La executie se vor respecta cu strictete prevederile din Normativ „ Instructiuni tehnice privind executarea si receptionarea lucrarilor de 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 CR6–1985.
– La proiect sunt atasate instructiunile pentru urmarirea curenta si comportarii in timp si Programul privind urmarirea in timp.
5. Sapa ce urmeaza se vor constitui reconcordante intre situatia existenta pe teren si cea din proiect se va efectua pe santier in proiect.
6. Podul poate fi modernizat in categoria B de importanta. Constructii de importanta deosebita, modelul 1 de incarcare si caldari conform NE 766/97.
7. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2
8. Corectia aferi se va realiza conform proiect aparari.

NOTE:

1. This plan has been drawn up based on the following data:
– Layout Plan,longitudinal profile,cross–section profile,hydraulic determination,field data.
2. Bridge convoys calculation corresponds to LIC (LM71 and SW/2).
3. The new bridge has the following structure:
– Superstructure: deck made from metallic girders embedded in reinforcement concrete, with direct foundation.
– Infrastructure: abutments and reinforced concrete, with direct foundation.
4. The execution will strictly comply with the provisions of Normative „ Technical instructions for the execution and acceptance of concrete works, 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. In case during the execution there will be found out any discrepancies between the existing situation on site and in project, the designer will be announced.
6. Bridge can be modernized in category B of importance. Constructii de importanta deosebita, model 1 de incarcare si caldari conform NE 766/97.
7. The project will be checked to comply with the requirements A4.2; B2.2; D2.2.
8. The finel correction will be made according to the consolidation project.

Index	Data	Modificare	Proiectant	Aprobat Consultant	Aprobat CFR
Index	Date	Modification/Revision	Designer	Approved Consultant	Approved CFR
C					
B					
A	11.2011	Revizia 1 1 Revision	Secu Andrei Razvan		

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANŢAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

C.N.C.F. "C.F.R." - S.A.

CLIENT / CLIENT

GRUPPO FERROVIE DELLO STATO
JOINT STOCK COMPANY

Scott Wilson

OBERMEYER PLANEN + BERATEN GmbH

TECNIC Consulting Engineers

CONSULTANT / CONSULTANT

			Data Date	Semn/Lurk. Signature
Aprobat Approved	Ing. Project Project manager	R. Liuzza		
Aprobat Approved	Coordonator Sec. Ş.re 1 Section 1 Coordinator	C. Gambelli		
Verificat Checked	Expert Cheie Key Expert	V.Kallidromitis		

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A. Dinulescu Stanciu	11.2011	
Elaborat Elaborated	Proiectant Designer	Secu Andrei Razvan	11.2011	

Reabilitarea liniei de cale ferata Brasov - Simeria, parte componenta a coridorului IV Pan European, pentru circulaţia trenurilor cu viteza maximă de 160 km/h, Transsonul - Brasov - Sighisoara
Rehabilitation of the railway line Brasov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h, Section : Brasov - Sighisoara

Proiect/Project
2004/RO/16/P/PA/003

Faza / Phase:
P.Th. / T.D.

Denumire desen / Drawing Title :

INTERVAL / SECTION APATA - RACOS

POD / BRIDGE Km 220+170.690 L=15,00m

DISPOZITIE GENERALA / GENERAL VIEW

Codificare / Codification System	Scara / Scale 1:100	LOT / LOT	Nr. / Nu 01 / 01
E A 5 1 0 1 C 1 0 P A P V 0 2 0 0 0 0 2 1			

TITLUL PLANŞEI / PLAN TITLE		COD/CODE										
		a	b	c	d	e	f	h	j	g	i	k
PLANURI TIP LA PODURI	N.S. cu / N.S. with 0.043%											
DETALII PENTRU IMPERMEABILIZAREA SI ETANSAREA JOANTELOR / DETAILS FOR WATERPROOFING AND JOINT SEALING	DETALII HIDROIZOLATII SI ROSTURI	E	A	5	1	0	1	C	1	0	G	H	P	V	0	0	0	0	0	0	0	3	0