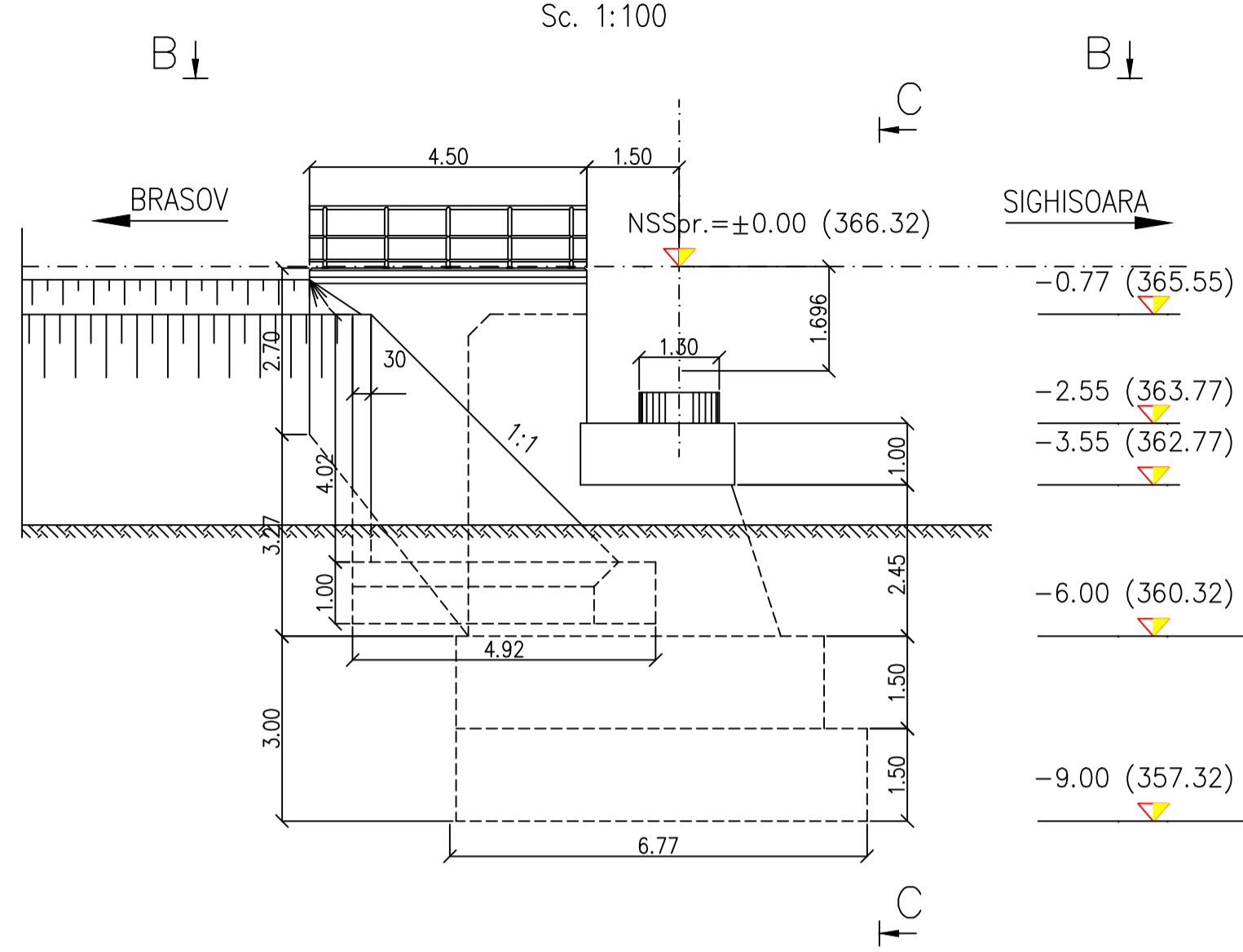
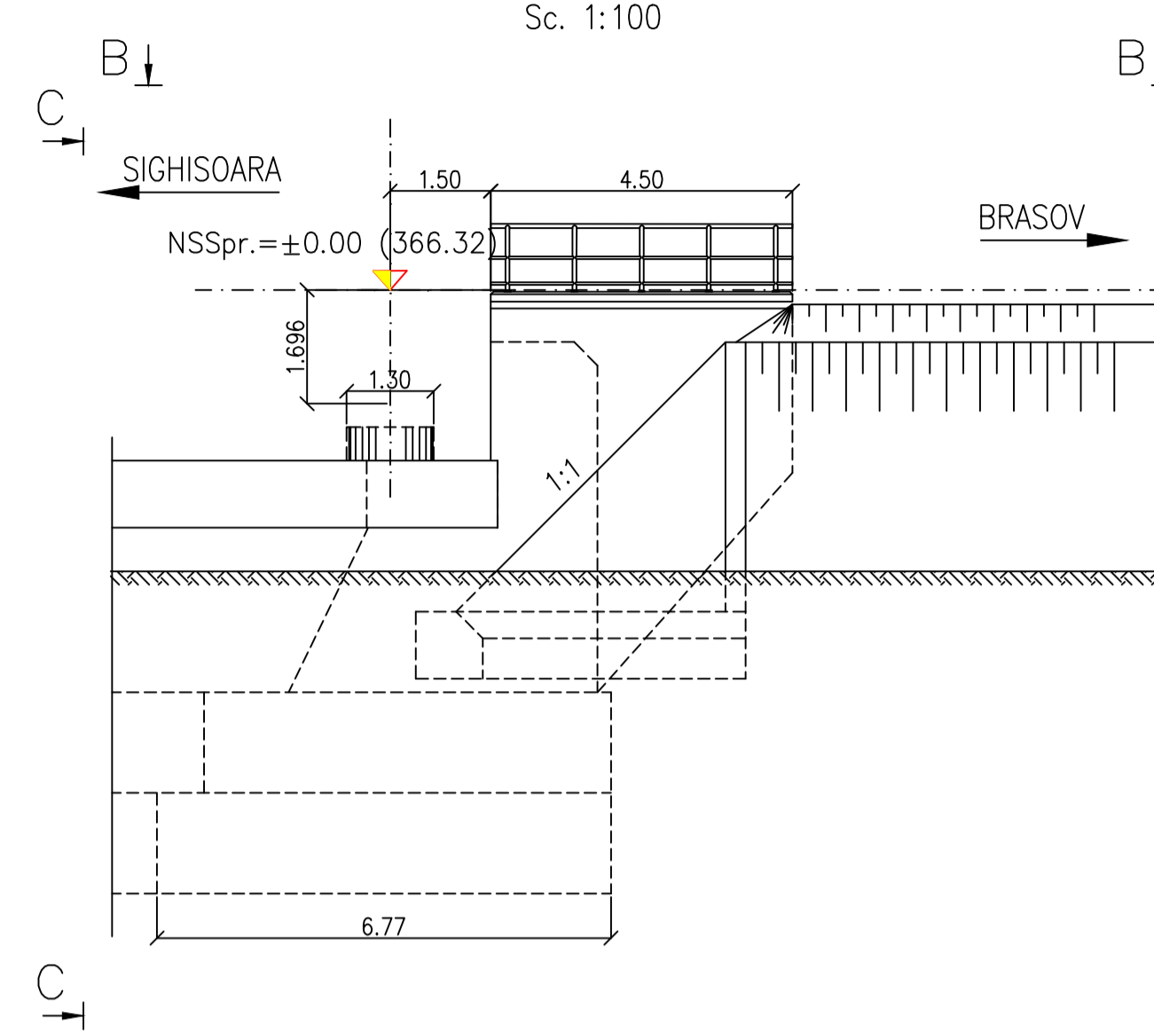


ELEVATIE A-A / A-A ELEVATION

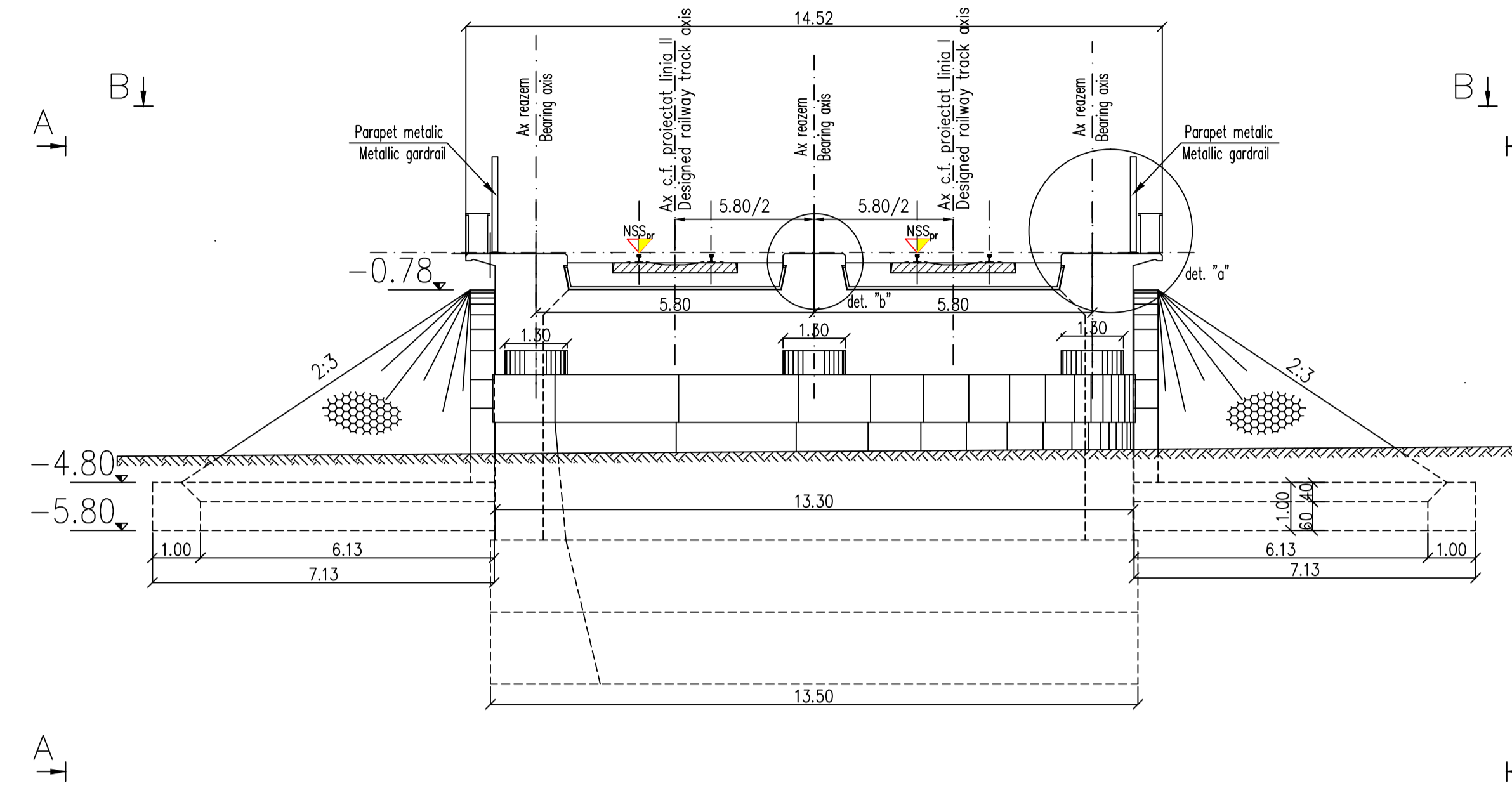


ELEVATIE D-D / D-D ELEVATION



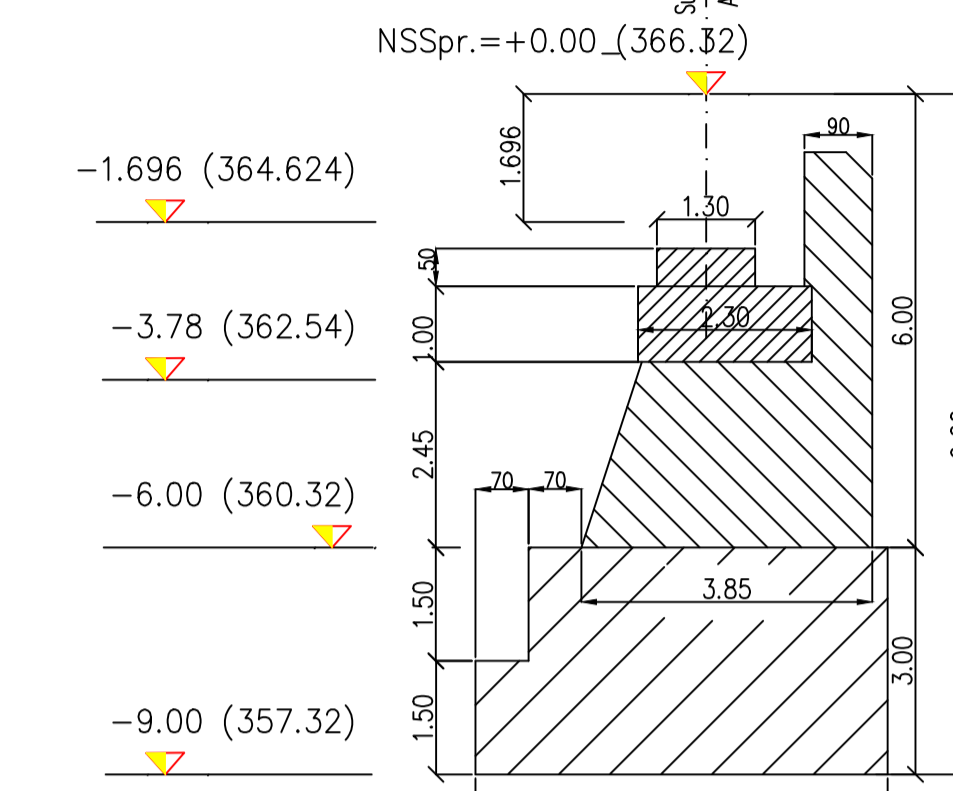
VEDERE C-C (Culeea Sighisoara)
C-C VIEW (Sighisoara abutment)

Sc 1:100



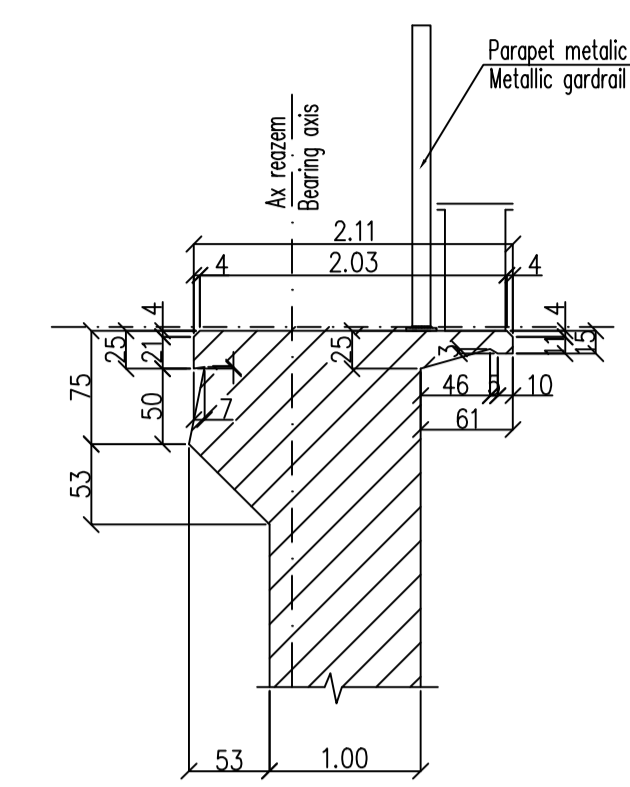
SECTIUNE E-E (Culeea Sighisoara)
E-E SECTION (Sighisoara abutment)

Sc 1:100



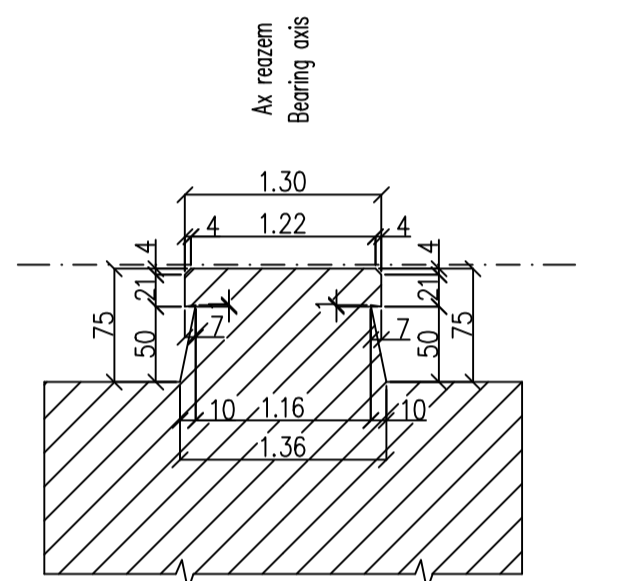
Detaliul/Detail "a"

Sc 1:50



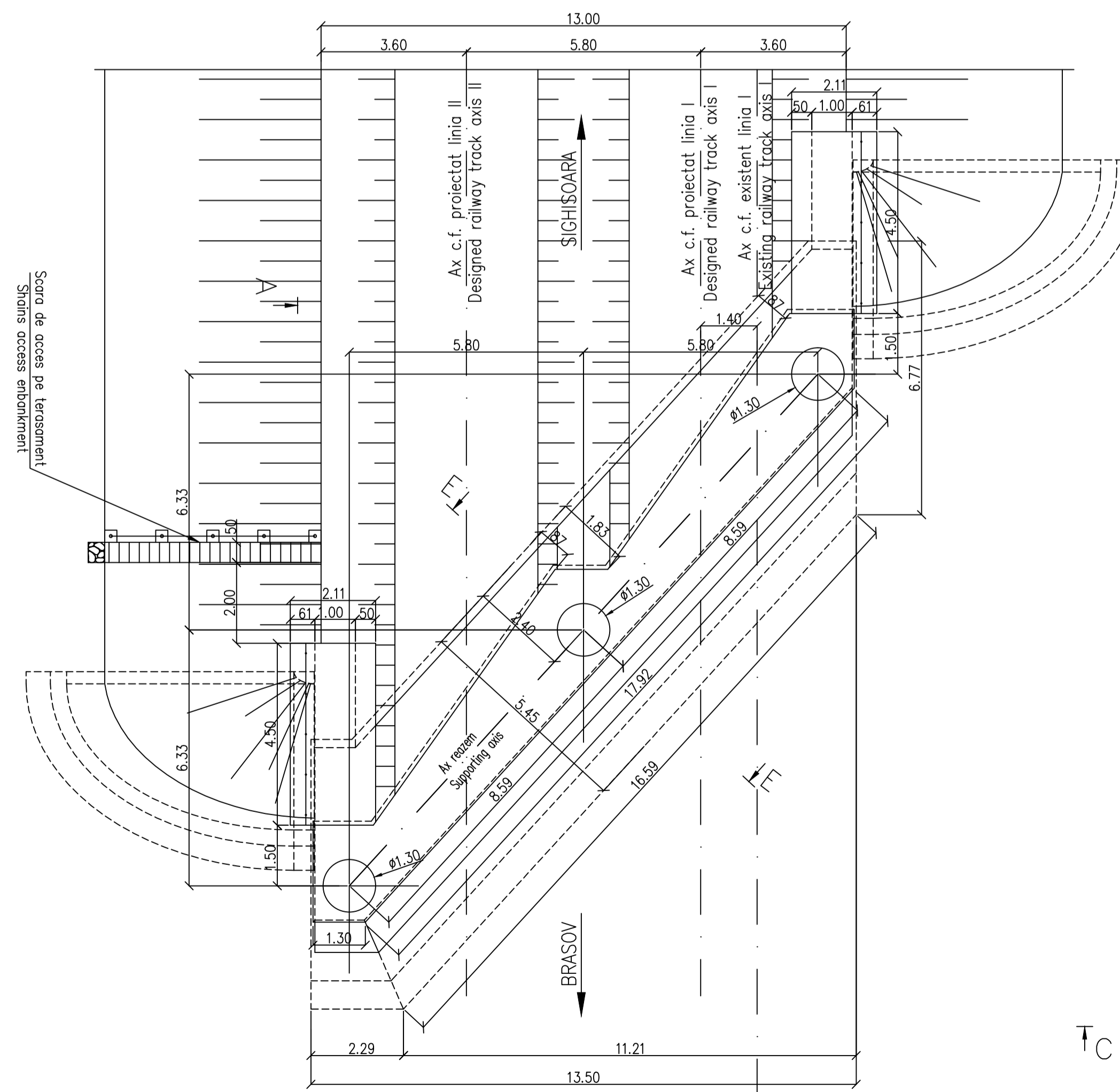
Detaliul/Detail "b"

Sc 1:50



VEDERE B-B (Culeea Sighisoara)
B-B VIEW (Sighisoara abutment)

Sc 1:100



LEGENDA BETOANELOR/CONCRETE LIST

- Beton armat în cuzineti si in bancheta cuzinetilor
Reinforced concrete in the cushion and cushions bench
C35/45-CEM I/A-S 52,5-(XC4+XF3+XA2)-A/C=0,50-D_{max}=16-CI 0,20
- Beton in fundatiile directe ale culeelor
Plain concrete in abutments foundations
C 25/30-Ciment H II/A 42,5-(XF3)-A/C=0,50-D_{max}=32-CI 0,20
- Beton armat in elevatiile culeelor
Plain concrete reinforcement in abutments elevations
C 25/30-Ciment H II/A 42,5-(XC4+XF3)-A/C=0,50-D_{max}=32-CI 0,20
- Beton simplu in fundatii sferturilor de con
Simple concrete foundations sft of con
C 25/30-CEM II/A-S 32,5-(XF1)-A/C=0,50-D_{max}=32-CI 0,20
- Beton de egalizare
Concrete leveling
C 25/30-CEM II/A-S 32,5-(XF3)-A/C=0,55-D_{max}=16-CI 0,20

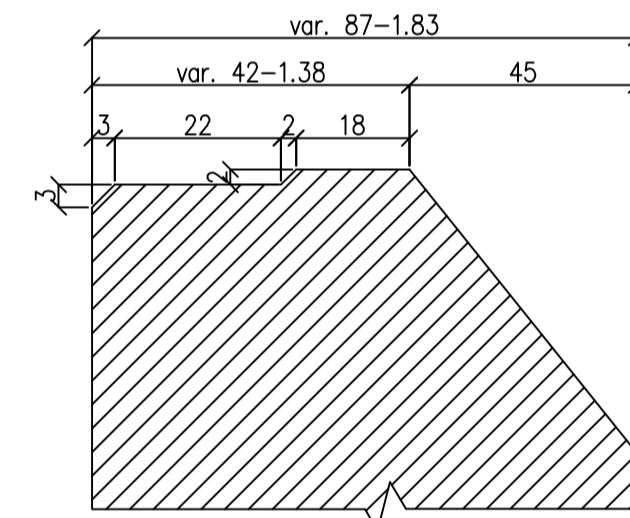
In cazul in care temperatura in timpul turnarii este scazuta, se vor folosi cimenturile cu rezistenta initiala mare, R si aditivi acceleratori, iar in cazul turnarii pe timp cald, cimenturile cu rezistenta initiala uzuala, N si aditivi intarziatori (conf.NE 012/2-2010 si tabelului 2 din SR EN 197-1:2002).
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 EN 197-1:2002).

ATENTIE / ATTENTION

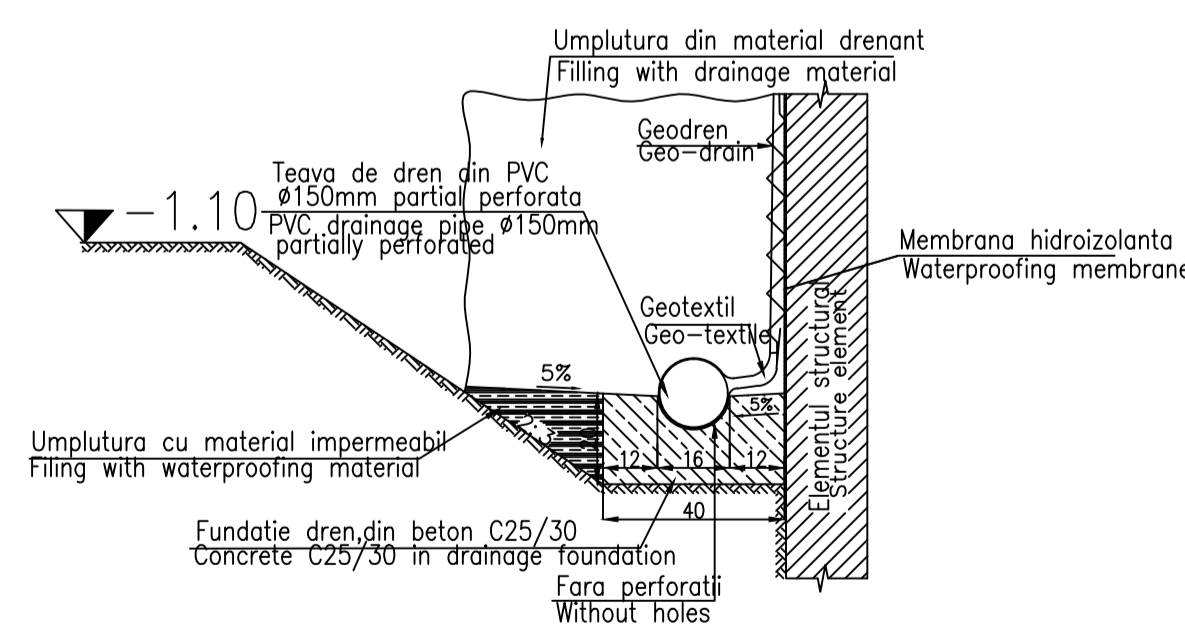
Aprovizionarea aparatelor de reazem se va face inaintea executarii cuzinetilor si a banchetei acestora. In cazul in care inaltimea aparatelor de reazem aprovizionate diferă fata de cea considerata in proiect se vor modifica inaltimele pe reazem corespunzator cu noile aparate.
The bearing blocks shall be supplied before building the bearings and their seats. In case the height of the supplied bearing blocks differs from that given in the project, the heights on the seats shall be adjusted so as to comply with the new devices.

Detaliul/Detail 3

Sc 1:10



DETALIU-SISTEM DE DRENARE A APELOR
DIN SPATELE CULEELOR
DETAIL-SYSTEM FOR DRAINAGE THE WATER
FROM BEHIND THE ABUTMENTS



NOTA

- Prezentul plan s-a intocmit pe baza urmatoarelor date:
- plan de situatie;
- dispozitie generala;
- profil in lung;
- profil transversal;
- fisă podului;
- calcul hidrolic;
- date culese pe teren.
- Podul corespunde la convoaiele de calcul UIC (LM71 si SW/2).
- Noul pod are urmatoarea alcatură:
- suprastructura: tablier metalic cu cuva din beton, pentru cale dubla;
- infrastructura: culei din beton armat, fundate direct.
- Cotele cuzinetilor si inaltimea pe reazem ale tablierelor se vor stabili numai dupa aprovizionarea aparatelor de reazem.
- La executie se vor respecta cu strictitate 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.
- La proiect sunt atasate instructiunile pentru urmarirea curenta a comportarii in timp si Programul privind controlul calitatii lucrarilor.
- Daca la executie se vor constata neconcordanțe intre situatia existenta pe teren si cea din proiect se va anunta proiectantul.
- Construcția se încadrează in categoria de importanță B (construcții de importanță deosebită), modelul 1 de asigurare a calitatii si clasa de importanță B, conform HG 766/1997.
- Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2.

NOTE

- This plan has been drawn up based on the following data:
- Lay-out Plan;
- the general disposition;
- Longitudinal Profile;
- Cross-section Profile;
- Bridge's File;
- Hydraulic determination;
- Field Data.
- Bridge conveyors calculation corresponds to UIC (LM71 and SW/2).
- The new bridge has the following structure:
- Superstructure: metallic deck with concrete box for double track;
- Infrastructure: abutments and reinforced concrete, with direct foundation.
- Shores bearing bushings and height on the decks will be established only after the supply of support equipment!
- 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 according to Norm C 56-1985.
- 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.
- 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.
- The project will be checked to comply with the requirements A4.2; B2.2; D2.2.

Se interzice copierea, difuzarea, imprumutarea sau utilizarea in alte scopuri, fara permisiunea Arex Lider Company ca proprietar al desenului.
This drawing is forbidden to be copied, lent or used in other purposes than those previously approved by Arex Lider Company as its owner.

| | | | | | |
|-------|------|------------|------------|---------------------|--------------|
| D | | | | | |
| C | | | | | |
| B | | | | | |
| A | | | | | |
| Index | Date | 1 Revision | Projectant | Approved Consultant | Approved CFR |

GUVERNUL ROMANIEI
MANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

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

CLIENT / CLIENT

| | | | | |
|--------------------------------|--|------------------|-----------|---------------------|
| CONSULTANT / CONSULTANT | | | Date Date | Semnatura Signature |
| Aprobat Approved | Șef 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 | | | Date Date | Semnatura Signature |
| Aprobat Approved | Responsabil Subcontractant Subcontractant Responsible | A. Dinulescu Stanciu | 12.2011 | |
| Intocmit Elaborated | Proiectant Designer | Balan Carmen | 12.2011 | |

| | |
|--|-------------------------------------|
| Reabilitarea liniei de cale ferată Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteză maximă de 160 km/h, Tronsoanel : Braşov - Sighisoara | Project/Project 2004/RO/16/P/PA/003 |
| 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 - Sighisoara | Faza / Phase: P.Th. / T.D. |

Denumire desen / Drawing Title : Interval Statia Albesti
 POD km 277+798.279 - G.Z.C.J.C.B. D=38.00m
 PLAN COFRAJ CULEEA SIGHISOARA
 BRIDGE km 277+798.279 D=38.00m
 FORMWORK PLANE (SIGHISOARA ABUTMENT)

| | | | |
|----------------------------------|--------------------------|-----------|------------------|
| Codificare / Codification System | Scara / Scale 1:100 1:50 | LOT / LOT | Nr. / No 01 / 01 |
|----------------------------------|--------------------------|-----------|------------------|

E A 5 1 0 1 E 1 9 B B P V 0 4 4 2 0 0 5 1