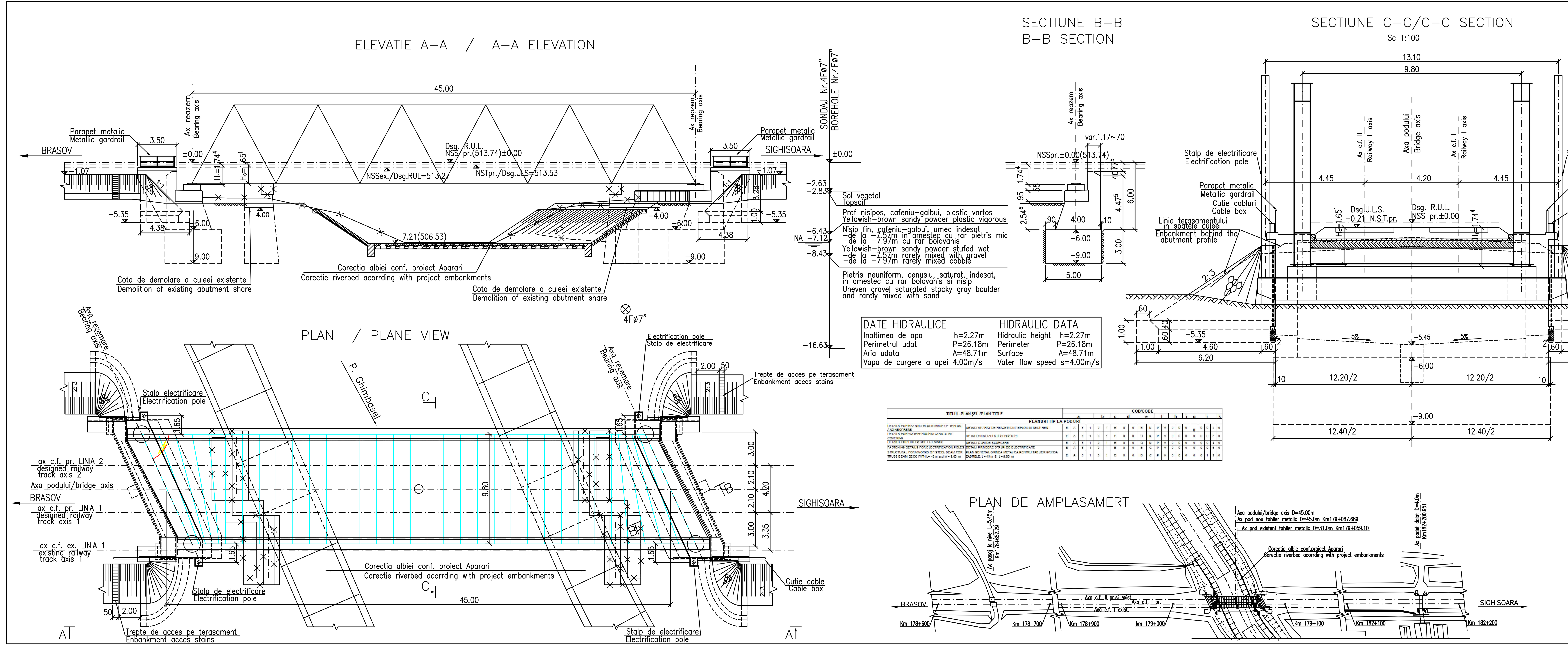
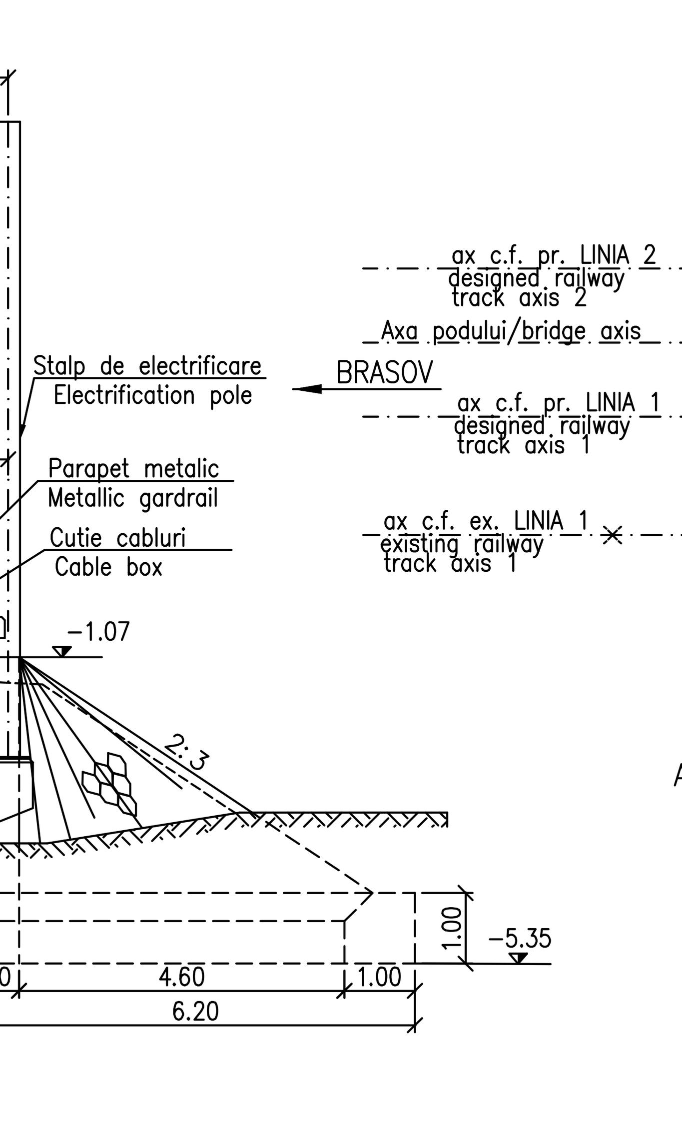
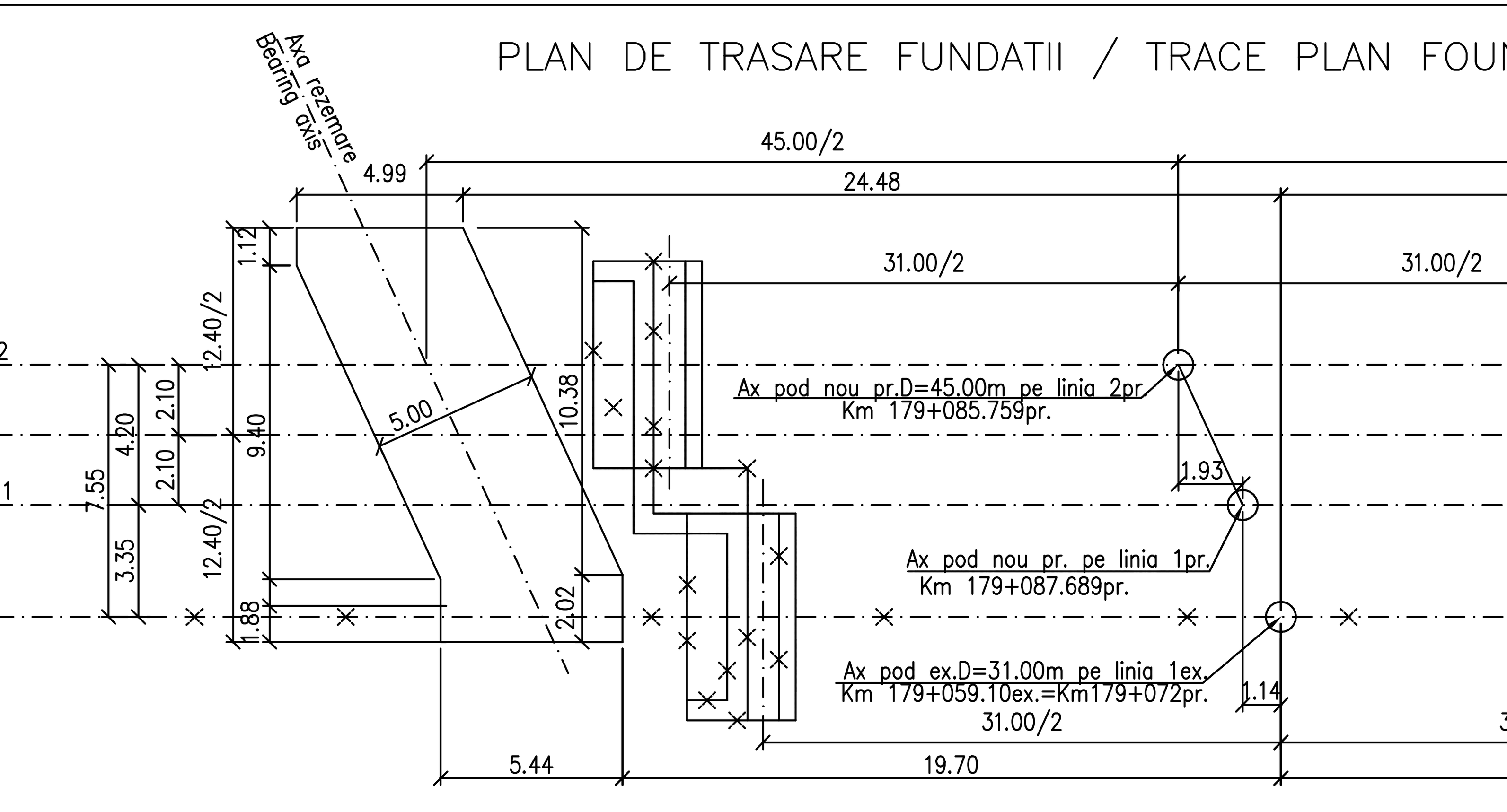
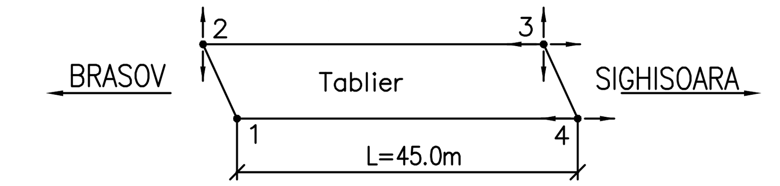






APARATE DE REAZEM CU NEOPREN SI TEFLON/NEOPRENE AND TEFLON BEARING BLOCKS

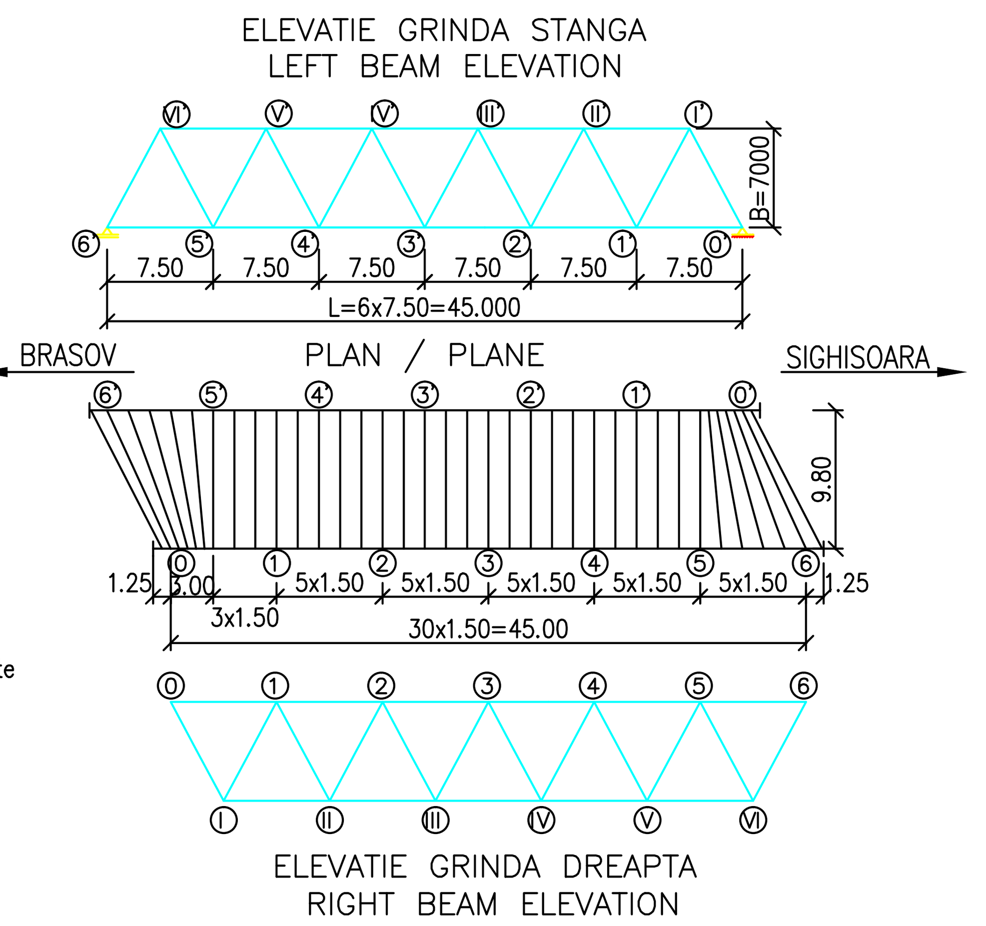
ASEZAREA APARATELOR/PLACING THE BEARING BLOCKS



1. APARAT DE REAZEM FIX
2. APARAT DE REAZEM GLISANT GHIDAT
3. APARAT DE REAZEM LIBER
4. APARAT DE REAZEM GLISANT GHIDAT

1. FIXED BEARING BLOCK
2. GUIDED SLIDING BEARING BLOCK
3. FREE BEARING BLOCK
4. GUIDED SILIDING BEARING BLOCK

SCHEMA GEOMETRICA A TABLIERULUI
GENERAL SCHEME



N O T A

1. Prezentul plan s–a intocmit pe baza urmatoarelor documente:
– planul de situatie; – profilul in lung; – profile transversale; – raport de expertiza intocmit de ISPCF; – fisa podului din arhiva CNCF "CFR"–SA Directia de lini;
2. Noul pod peste raul Ghimbasel are urmatoarea alcatuire:
– suprastructura: tablier metalic cu cuva din beton, pentru cale dubla;
– infrastructura: culei din beton armat, fundate direct.
3. Lucrarile se executa prin inchiderea alternativa a circulatiei pe fiecare linie, cu restrictie de viteza de 30km/ora si poduri provizorii G18 pe culei.
4. Daca la executie se vor constata neconcordante intre situatia existenta pe teren si cea din proiect se va anunta proiectantul.
5. Podul corespunde la convoaiele de calcul UIC (LM71 si SW/2).
6. La executie se vor respecta cu strictete 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.
7. Constructia se incadreaza in categoria de importanta B (constructii de importanta deosebita), modelul 1 de asigurare a calitatii si clasa de importanta B, conform HG 766/1997.
8. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2

N O T E

1. This plan was drown up based on the pollowing documents:
–layout plan; –longitudinal profile line; –transversal sections; –technical appraisal elaborated by ISPCF; –bridge leaflet from CNCF–CFR–SA – Track Division archives;
2. The new bridge over the Ghimbasel River has the following structure:
– Superstructure: metallic deck with concrete box for double track;
– Infrastructure: abutments and reinforced concrete, with direct foundation.
3. The works are to be carried out by closing the traffic on each line alternatively and speed restriction on the line under traffic v=30km/h and under protection of temporary bridges G18.
4. If the execution will find discrepancies between the existing situation on the ground and will announce the project designer.
5. The bridge corresponds to the UIC determination convoys (LM71 and SW/2).
6. 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 accordingly to Norm C 56–1985.
7. 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.
8. The project will be checked in order to comply with the A4.2; B2.2; D2.2 requirements.

ATENTIE !
PODUL EXISTENT SE DESFIINTEAZA
ATTENTION !
THE EXISTING BRIDGE IS TO BE TAKEN OUT OF USE

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D					
C					
B					
A	11.2011	Revizia 1 1 Revision	Maria Campan		
Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANŢAT 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

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A. Dinulescu Stanciu	03.2011	
Întocmit Elaborated	Proiectant Designer	Maria Campan	03.2011	

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:
P.Th. / T.D.

Denumire desen / Drawing Title :

INTERVAL / SECTION STUPINI-BOD

Pod Ghimbasel Km179+087.689 - D=45.00m - DISPOZITIE GENERALA

Ghimbasel bridge Km 179+087.689 - GENERAL LAYOUT

Codificare / Codification System	Scara / Scale 1:200	LOT / LOT	Nr. / No 01 / 01

EA51 01 C 04 PA PV 00 2 0 003 1

297x1350