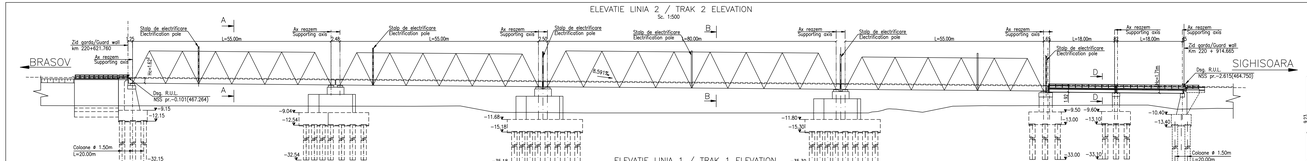
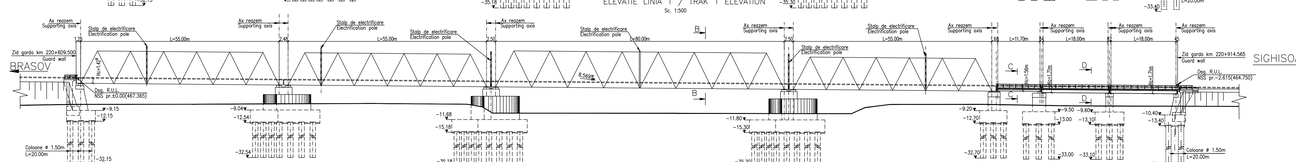
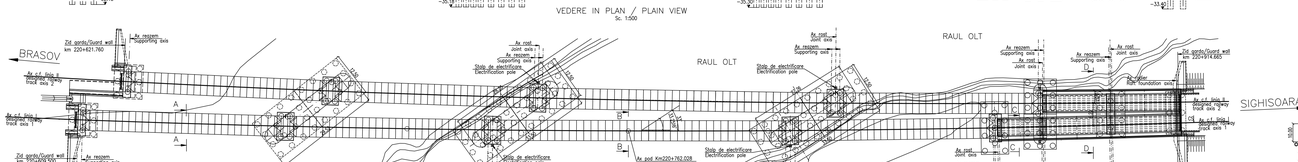
ELEVATIE LINIA 2 / TRAK 2 ELEVATION
Sc. 1:500



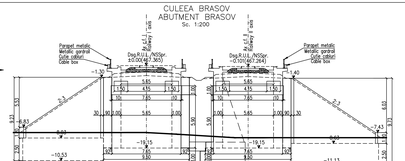
ELEVATIE LINIA 1 / TRAK 1 ELEVATION
Sc. 1:500



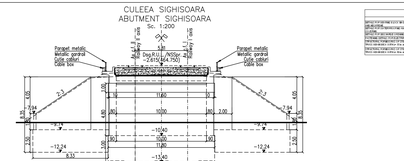
VEDERE IN PLAN / PLAIN VIEW
Sc. 1:500



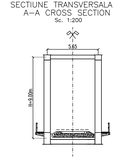
CULEEA BRASOV
ABUTMENT BRASOV
Sc. 1:200



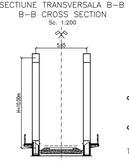
CULEEA SIGHISOARA
ABUTMENT SIGHISOARA
Sc. 1:200



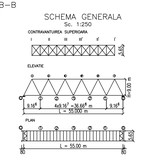
SECTIUNE TRANSVERSALA A-A
A-A CROSS SECTION
Sc. 1:200



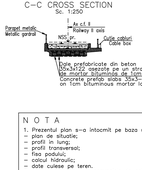
SECTIUNE TRANSVERSALA B-B
B-B CROSS SECTION
Sc. 1:200



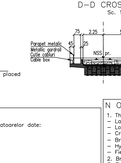
SCHEMA GENERALA
Sc. 1:250



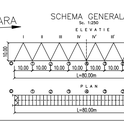
SECTIUNE TRANSVERSALA C-C
C-C CROSS SECTION
Sc. 1:250



SECTIUNE TRANSVERSALA D-D
D-D CROSS SECTION
Sc. 1:250



SCHEMA GENERALA
Sc. 1:250



N O T A

Lungimea fiecărui coloanări se va stabili în urma forarii „in situ" cu identificarea fiecărui litologice, si în urma incercarilor la cupere a coloanelor pe probe 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, rezultatele Geotehnice, cu coeficienti pentru incercari „in situ".
Toate coloanele au 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.
All columns shall be checked US.

N O T A

1. Prezenta plan s-a intocmit pe baza urmatoarelor date:
– plan de situatie;
– profil in lung;
– profil transversal;
– fisa podului;
– calcul hidraulic;
– date culese pe teren.
2. Podul corespunde la convoalele de calcul UIC (LM71 si SW/2).
3. Podul este alcatuit din urmatoarele:
– suprastructura: tablier metalic cu cuva din beton, pentru cale dubla;
– infrastructura: culei si pile din beton armat, fundate pe coloane.
4. La executie se vor respecta si prevederile prezentelor din "Cod de practica pentru 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 au fost luate masurile pentru protejarea elementelor a discrepantelor dintre betonul prefabricat si betonul turnat pe santier.
5. Daca la executie se vor constata neconcordante intre situatia existenta si cea prezentata in proiect, se va anunta proiectantul.
6. Constructia se incadreaza in categoria B de importanta. Constructii de importanta deosebita, modelul 1 de asigurare a calitatii conform HG 766/97, Anexa 2, B2.2; D2.2.
7. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2

N O T E

1. This plan has been drawn up based on the following data:
– Lay-out Plan;
– Longitudinal Profile;
– Cross-section Profile;
– Bridge's File;
– Hydraulic determination;
– Field Data.
2. Bridge convoys calculation corresponds to UIC (LM71 and SW/2).
3. The new bridge has the following structure:
– Superstructure: metallic deck with concrete box for double track;
– Infrastructure: abutments and piers reinforced concrete, with foundation on columns.
4. The execution will strictly comply with the provisions of "Practice code for concrete production NE 012/1–2007 and "Regulation for concrete production, execution of concrete, 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. The construction is classified in the B category of importance. Special importance constructions, model 1 for quality ensuring according to HG 766/97, Annex 2, B2.2; D2.2.
7. The project will be checked to comply with the requirements A4.2; B2.2; D2.2.

Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR
D					
C					
B					
A	12.2011	Revizia 1 / Revision 1	Maria Campan		

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GUVERNUL ROMANIEI / ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ / EUROPEAN UNION FINANCED PROJECT

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

		Data Date	Semnătură Signature
Aprobat Approved	Șef proiect / Project manager	R. Liuzza	
Aprobat Approved	Coordonator Sectiune 1 / Section 1 Coordinator	C. Gambelli	
Verificat Verified	Expert Cheia / Checking Expert	V.Kalliromitis	

SUBCONTRACTANT / SUBCONTRACTOR AREX LIDER

Aprobat Approved	Responsabil Subcontractant / Subconsultant Responsible	A. Dinulescu Stanciu	11.2011	
Întocmit Elaborated	Proiectant / Designer	Maria Campan	11.2011	

Reabilitarea liniei de cale ferata Brașov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația în trenuri cu viteza maximă de 160 km/h, Tronsonul : Brașov - Sighișoara
Rehabilitation of the railway line Brașov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h, Section : Brașov - Sighișoara

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

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

Denumire desen / Drawing Title : Statia Racos

Viaduct Km 220+762.028 - D=2X55.00m+80.00m+55.00m+11.70m+2x18.00m DISPOZITIE GENERALA / GENERAL DISPOSITION

Codificare / Codification	Scara / Scale	LOT / LOT	Nr. / No
	1:500		01 / 01

EA51 01 C 11 PA PV 002 1 0 002 1

297x1400