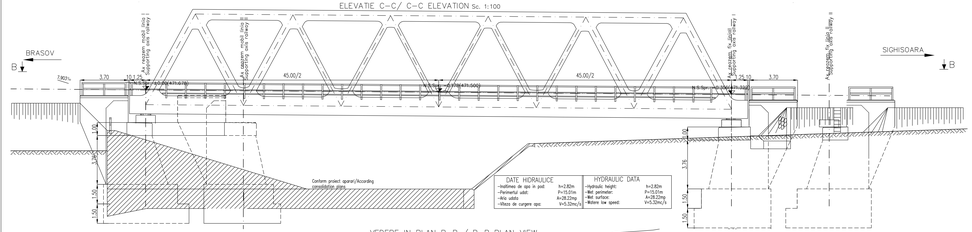
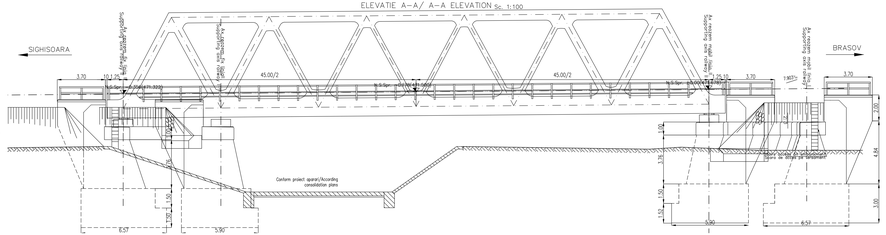
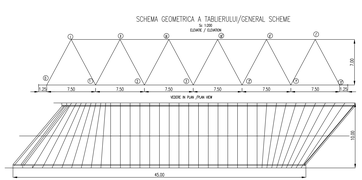
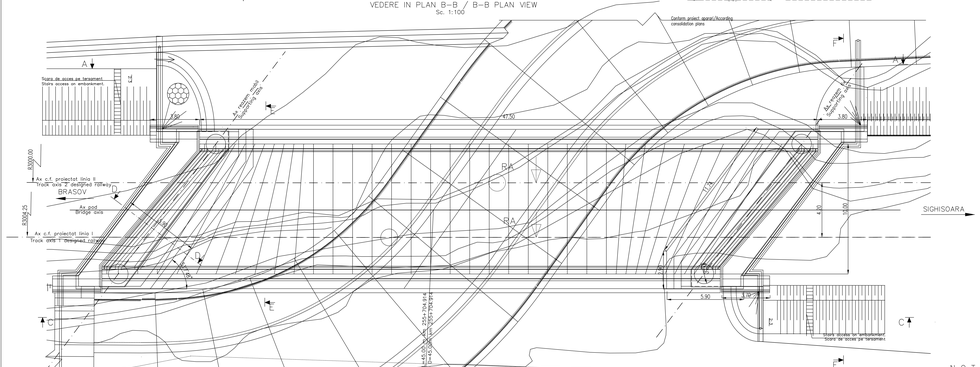
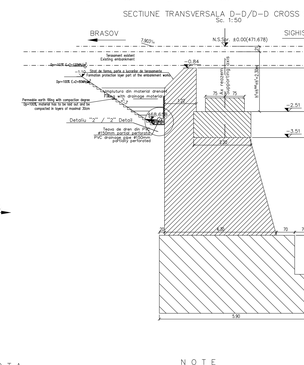
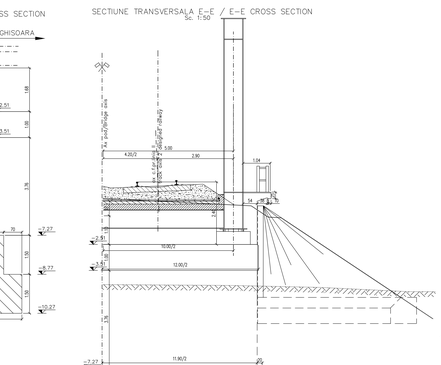


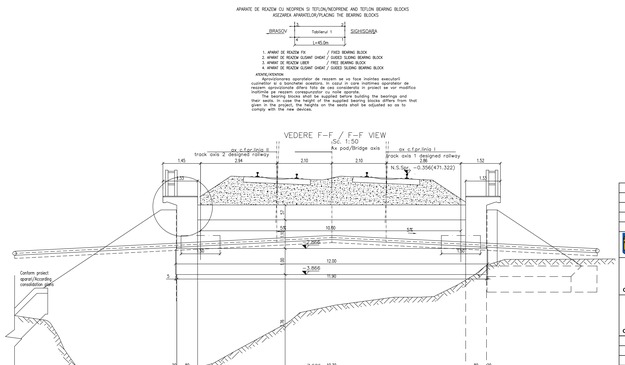




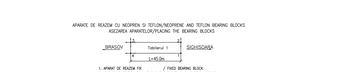








APARATE DE REAZEM CU NEOPREN DI TEFLON/NEOPRENE AND TEFLON BEARING BLOCKS
AICEMBRA AMARELOR/PLACING THE BEARING BLOCKS



1. APARAT DE REAZEM FIX / FIXED BEARING BLOCK
2. APARAT DE REAZEM LIBER LONGIT. / FREE BEARING BLOCK IN LONGITUDINAL DIRECTION
3. APARAT DE REAZEM LIBER / FREE BEARING BLOCK
4. APARAT DE REAZEM GLISANT LONGIT. / GUIDED SLIDING BEARING BLOCK

ATENTIUNEA/ATENTION

Aprovizionarea aparatelor de reazem se va face inainte executarii redresarilor/ The bearing blocks shall be supplied before building the bearings and the redressing of the supplied bearing blocks differs from that given in the project, the heights on the beds shall be adjusted so as to comply with the new devices.

ATENTIE/ATENTION

1. Turnarea betonului se va face continuu (fara intreruperi), incluzand in consola, in timp de max. 5 ore folosind intarzietor de priza (Replasti, in cazul turnarii la temperatura ambianta de peste 25°C).
2. Montarea calii, inclusiv balastul, se va face dupa minim 28 zile de la turnarea dala.

1. The concrete shall be continuously poured (without interruptions), including into the bridwal, during max. 5 hours, using Replast retarder, in case of pouring at environment temperature over 25°C.
2. The track, including the ballast shall be mounted after minimum 28 days from the concrete slab pouring.

LEGENDA BETOANELOR/CONCRETE LIST

- Beton armat in suprafata si in banketa superioara / Reinforced concrete in the cushions and cushions bench — C 35/30–CEM I/A–S 32,5–(XC4+XF3+A2)–A/C=0,50–0,3/0–Cl 0,20
- Beton armat in elevatie si in zidurile intorse / Reinforced concrete in the elevation infrastructure and reverted walls — C 25/30–Cement I/A–S 42,5–(XC4+XF3)–A/C=0,50–0,3/0–Cl 0,20
- Beton simplu in fundatii / Plain concrete in abutments foundations — C 25/30–Cement I/A–S 42,5–(XF2)–A/C=0,50–0,3/0–Cl 0,20
- Beton in fundatia ofertantilor de con / Concrete in the protection layer of the waterproofing — C 25/30–Cement I/A–S 32,5–(XF1)–A/C=0,50–32–Cl 0,20
- Beton in stratul de protectie al hidroizolatiei / Concrete in the protection layer of the waterproofing — C 25/30–Cement I/A–S 32,5–(XC4+XF1)–A/C=0,50–32,5/16–Cl 0,20

In cazul o ceo temperatura in timpul turnarii este scazuta, se va folosi cimentul cu rezistenta initiala mare, 9 si adios accelerator, iar in cazul turnarii pe timp calduros, cimentul cu rezistenta initiala usoara, 9 si adios intarzietor (conform NE 012/2–2010 si tabelul 2 de SR EN 197–1:2002).
When the temperature during the casting is low, cements with high initial resistance, 9 and accelerating additives shall be used and when it is cold during warm weather, cements with common initial resistance, 9 and delaying additives shall be used (according the norm NE 012/2–2010 and table 2 for the SR EN 197–1: 2002).

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Index Index	Data Date	Modificarea/Revision	Desenat Designed	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR
C					
B					
A	12.2011	Ediție 1 / Edition 1	Dinu Andreea		

GUVERNUL ROMANIEI / ROMANIAN GOVERNMENT

PROIECT FINANTAT DE UNIUNEA EUROPEANA / EUROPEAN UNION FINANCED PROJECT

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

CLIENT / CLIENT

ITALFERR Gruppo Italiano Beni Arte Joint Venture leader | BUCHER SCHWEIZ | OBERMEYER PLASER / MINISTRY OSMM | TECNIC Consulting Engineers

CONSULTANT / CONSULTANT

Verificat Checked	Responsabil Verificare Proiect Responsible Project Checking	R. Lazăr		12.2011
Aprobat Approved	Coordonator Secțiune 1 Section 1 Coordinator	C. Gambelli		
Aprobat Approved	Expert Check Checking Expert	V. Kalibromita		

Director Proiect Project Director: Ing. Dan Dumitrescu

SUBCONTRACTANT / SUBCONTRACTOR: ARCX

Aprobat Approved	Responsabil Proiectare Responsible Project Designer	A.Stanciu / Dinulescu	11.2011
Desenat Drawn	Proiectant Designer	Dinu Andreea	11.2011

Rehabilitarea liniei de cale ferata Brasov – Simeria, parte componenta a coridorului IV Paneuropean, pentru circulatia trenurilor cu viteza maxima de 160 km/h.
Tronsonul : 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. D.E. / E.O.

Denumire desen / Drawing Title :

INTERVAL / SECTION CATA - ARCHITA

POD / BRIDGE Km 255+704.914 D=45.00m

DISPOZITIE GENERALA / GENERAL LAYOUT

Codificare / Codification System: E A 5 1 0 1 C | Denumire Desen / Drawing Code: PV 0 0 4 0 | Scara / Scale: 1:50 | LEP / LCCP | Nr. / No.: 0 0 1 0 | Revizie / Revision: 0 0 0 2

TITLUL PLANȘEI / PLAN TITLE	COD/CODE a	b	c	d	e	f	h	j	g	i	k
PLANURI TIP LA PODURI											
DETAILS FOR BEARING BLOCK MADE OF TEFLON AND NEOPRENE / DETALII APARAT DE REAZEM DIN TEFLON SI NEOPREN	E A 5 1 0 1 E 0 0 B K P V 0 0 0 0 0 2 0										
DETAILS FOR WATERPROOFING AND JOINT COVERING / DETALII HIDROIZOLATII SI ROSTURI	E A 5 1 0 1 E 0 0 Q K P V 0 0 0 0 0 3 0										
DETAILS FOR DISCHARGE OPENINGS / DETALII GURI DE SCURGERE	E A 5 1 0 1 E 0 0 Q K P V 0 0 0 0 0 4 0										
DETAILS FOR PARAPETS ON TRUSS BEAMS / DETALII PARAPET PE TABLIER	E A 5 1 0 1 E 0 0 B C P V 0 0 0 0 0 1 9 0										
FASTENING DETAILS FOR ELECTRIFICATION POLES / DETALII FIXARE STIF PE ELE ELECTRIFICARE	E A 5 1 0 1 E 0 0 B C P V 0 0 0 0 0 6 0										
STRUCTURAL FORMWORKS OF STEEL BEAM FOR TRUSS BEAM DECK WITH L= 45 m and W= 10.00 m / PLAN GENERAL GRINDA METALICA PENTRU TABLIER GRINDA ZABRELE, L= 45 m SI W = 10.00 m	E A 5 1 0 1 E 0 0 B C P V 0 0 0 0 0 1 3 0										

NOTA

1. Prezentul plan s–a întocmit pe baza următoarelor date:
– plan de situație;
– profil în lung;
– Profil transversal;
– Tipo podului;
– calcul hidraulic;
Date suntem pe teren.
2. Podul corespunde la convoaiele de calcul UIC (LM71 si SW/2).
3. Pentru execuție 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 precum si prevederile instalatii lucrarilor si receptionarea lor se va face conform normativului C56–1985.
4. Construcția se încadrează în categoria de importanta B (construcții de importanta deosebita), modul I de asigurare si calitatii a clasei de importanta B, conform HG 766/1997.
5. Proiectul va fi verificat la exigențele A4.2; B2.2; D2.2.
6. Noul pod are urmatoarea alcătuire:
– Infrastructura: tuburi din grinzi cu zăbrele care jos cuva de balast, pentru cale dublă;
– Infrastructura: culei din beton armat, fundate direct.

NOTE

1. This plan has been drawn up based on the following data:
– Lay-out Plan;
– Longitudinal Profile;
– Cross-section Profile;
– Bridge's Size;
– Hydraulic determination;
– Field Data.
2. Bridge conveys calculation corresponds to UIC (LM71 and SW/2).
3. The execution will strictly comply with the provisions of "Practice code for concrete production. Part 1: Production of concrete", indicative NE 012/1–2007 and "Practice code for 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 in accordance with the norm C56–1985.
4. The construction has been classified in B category (of importance (high important constructions), model I–ensuring the quality and class of importance B according to G.O. 766/97.
5. The project will be checked in order to comply with the A4.2; B2.2; D2.2 requirements.
6. The new bridge has the following structure:
– Superstructure: metallic girders , for double track;
– Infrastructure: abutments and reinforced concrete, with direct foundation.