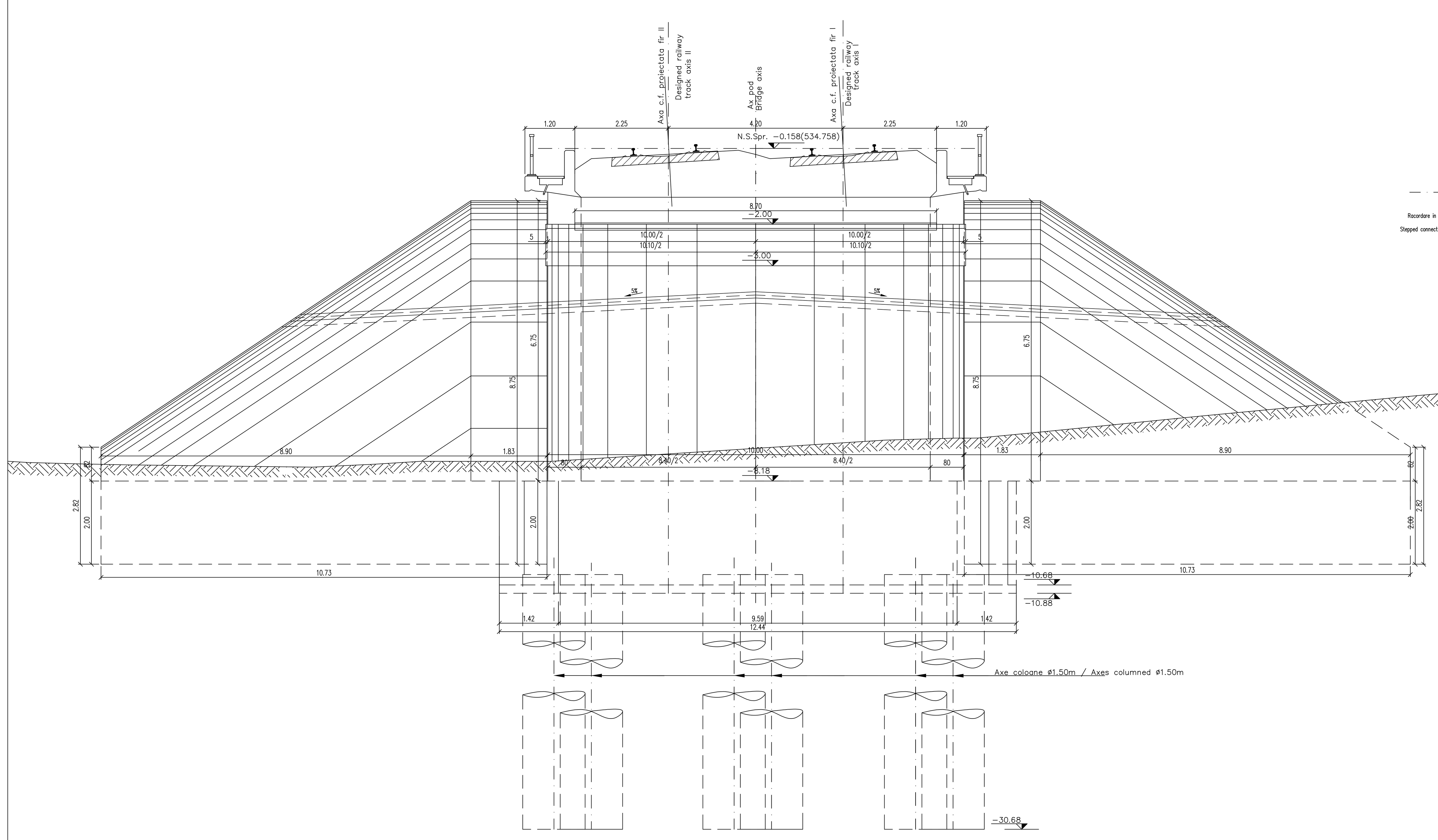
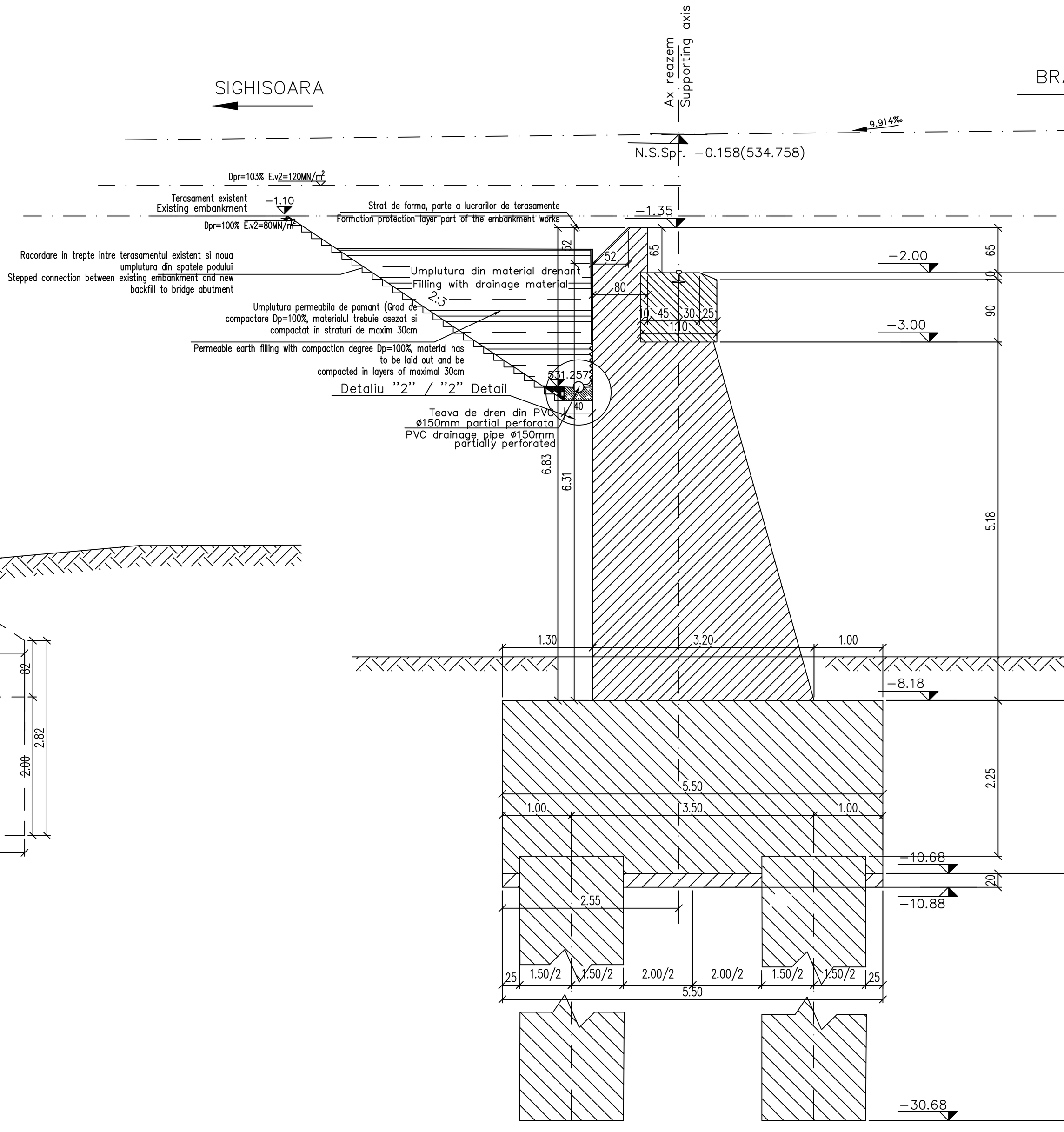
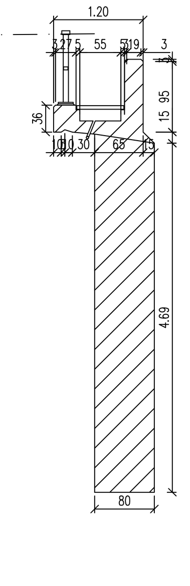
VEDERE CULEE B–B/B–B ABUTMENT VIEW
Sc. 1:50



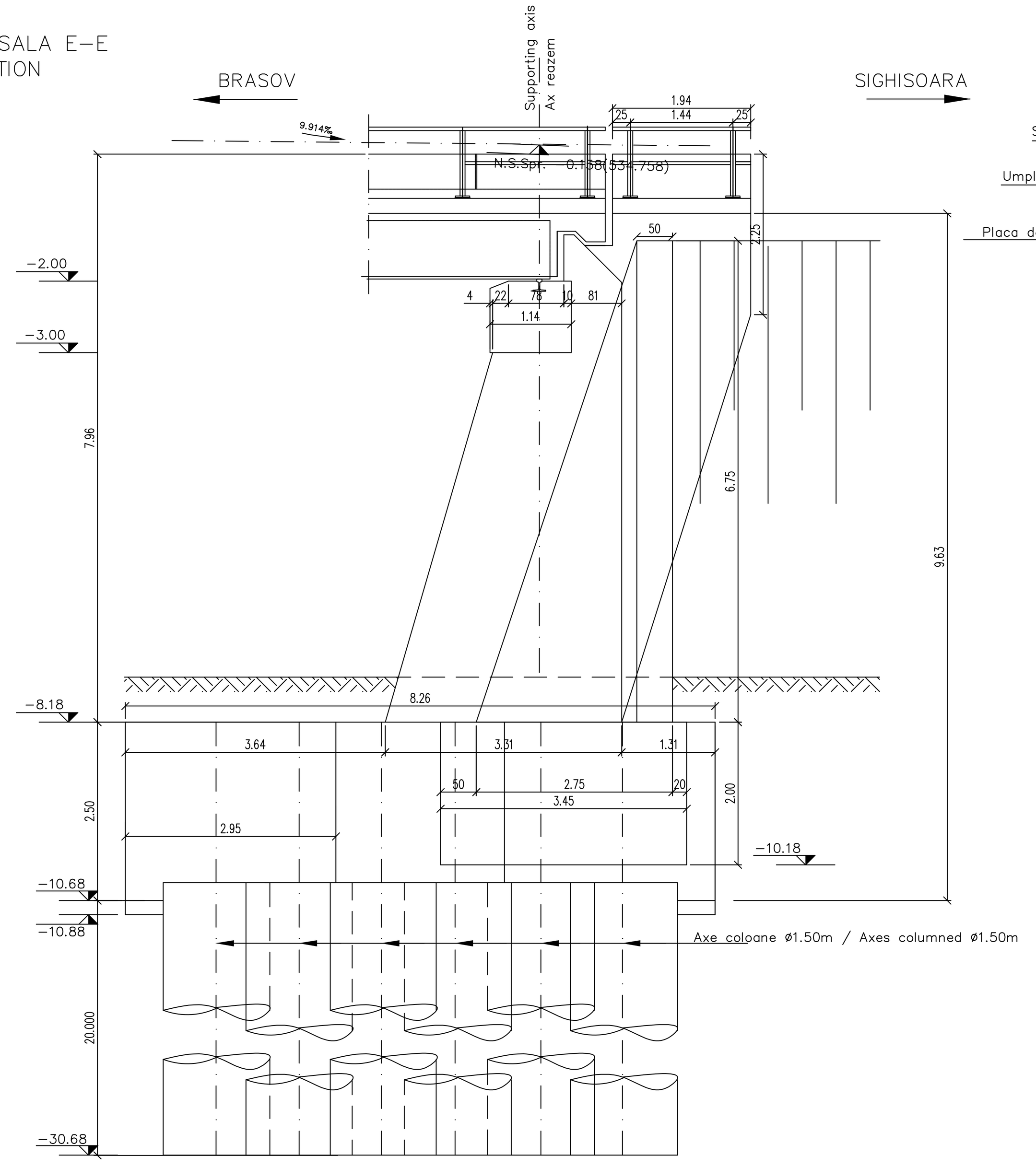
SECTIUNE TRANSVERSALA C–C/C–C CROSS SECTION
Sc. 1:50



SECTIUNE TRANSVERSALA E–E
E–E CROSS SECTION
Sc. 1:50

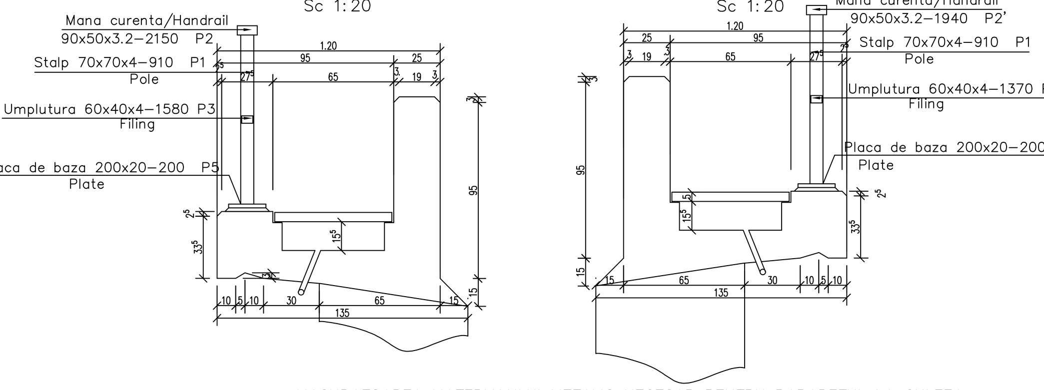


VEDERE CULEE D–D/D–D ABUTMENT VIEW
Sc. 1:50



DETALIU TROTUAR/SIDEWALK
Sc 1:20

DETALIU TROTUAR/SIDEWALK
Sc 1:20



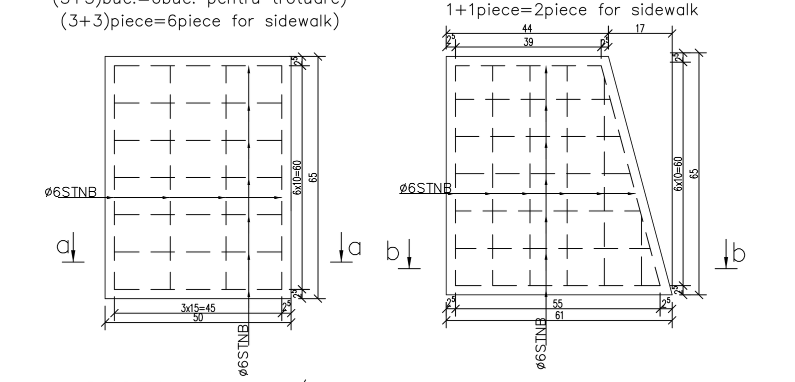
MASURATOAREA MATERIALULUI METALIC NECESAR PENTRU PARAPETUL LA CULEEA SIGHISOARA
MEASUREMENT FOR THE METALLIC MATERIAL REQUIRED FOR THE FOOT PATH FOR SIGHISOARA ABUTMENT

Poz.	Denumire	Dimensiuni	Nr. buc. asemenea	Greutate S235		
				kg/ml	kg/buc.	Total(kg)
0	1	2	3	4	5	6
P1	Teava patrata Hollow profile	70x70x4–910	4	8.29	7.54	30.16
P2	Teava dreptunghiulara Hollow profile	90x50x3.2–2150	1	6.71	14.45	14.45
P2'	Teava dreptunghiulara Hollow profile	90x50x3.2–1940	1	6.71	13.05	13.05
P3	Teava dreptunghiulara Hollow profile	60x40x4–1580	1	5.78	9.15	9.15
P3'	Teava dreptunghiulara Hollow profile	60x40x4–1370	1	5.78	8.00	8.00
P4	Teava dreptunghiulara Hollow profile	60x40x4–215	4	5.78	1.25	5.00
P5	Placa de baza Plate	200x20–200	4	31.40	6.28	25.12
	Suruburi M16 Bolts M16	ø16–130	24	–	0.231	5.55
	Piulite M16 Nuts M16	–	48	–	0.031	1.50
	Saibe Washers	–	24	–	0.011	0.30
	Total partial					115.00
	Spor 3% pt. sudura					5.00
	TOTAL (kg)					120.00

DALE PREFABRICATE PENTRU TROTUAR/CONCRETE PREFAB SLABS FOR SIDEWALK
Sc. 1:10

TIP 1/TYPE 1
(3+3)buc.=6buc. pentru trotuare)
(3+3)piece=6piece for sidewalk)

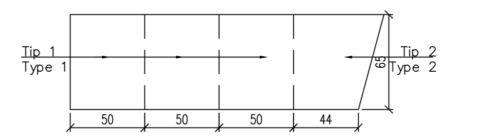
TIP 2/TYPE 2
1+1buc.=2buc. pentru trotuare
1+1piece=2piece for sidewalk



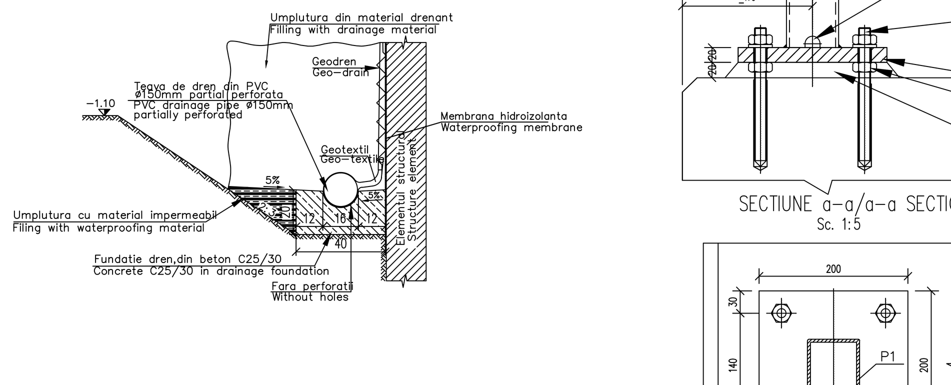
SECTIUNE a–a/ a–a SECTION

SECTIUNE b–b/ b–b SECTION

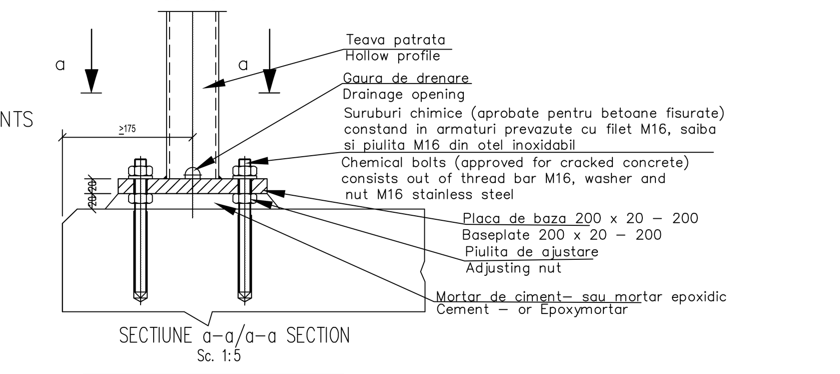
Schema prefabricate trotuar
Sc. 1:25



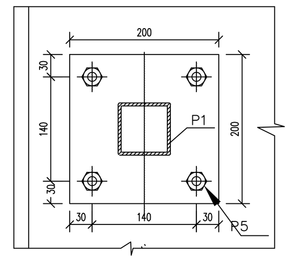
DETALIU "2"/DETAIL "2"
SISTEM DE DRENARE A APELOR DIN SPATELE CULEELOR
SYSTEM FOR DRAINAGE THE WATER FROM BEHIND THE ABUTMENTS



DETALIU "A" DE PRINDERE A PARAPETULUI
"A" DETAIL HANDRAIL FASTENING
Sc 1:5



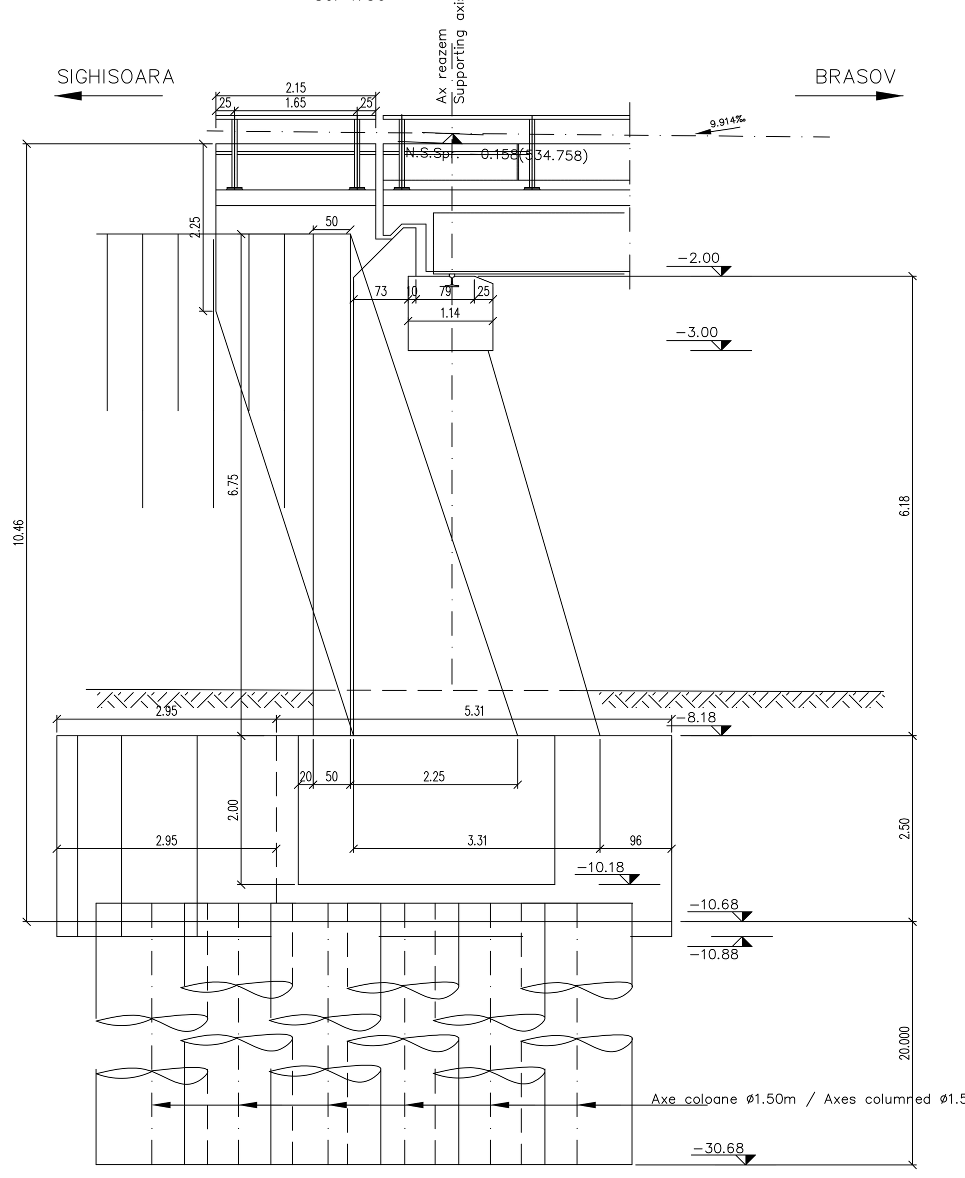
SECTIUNE a–a/a–a SECTION
Sc 1:5



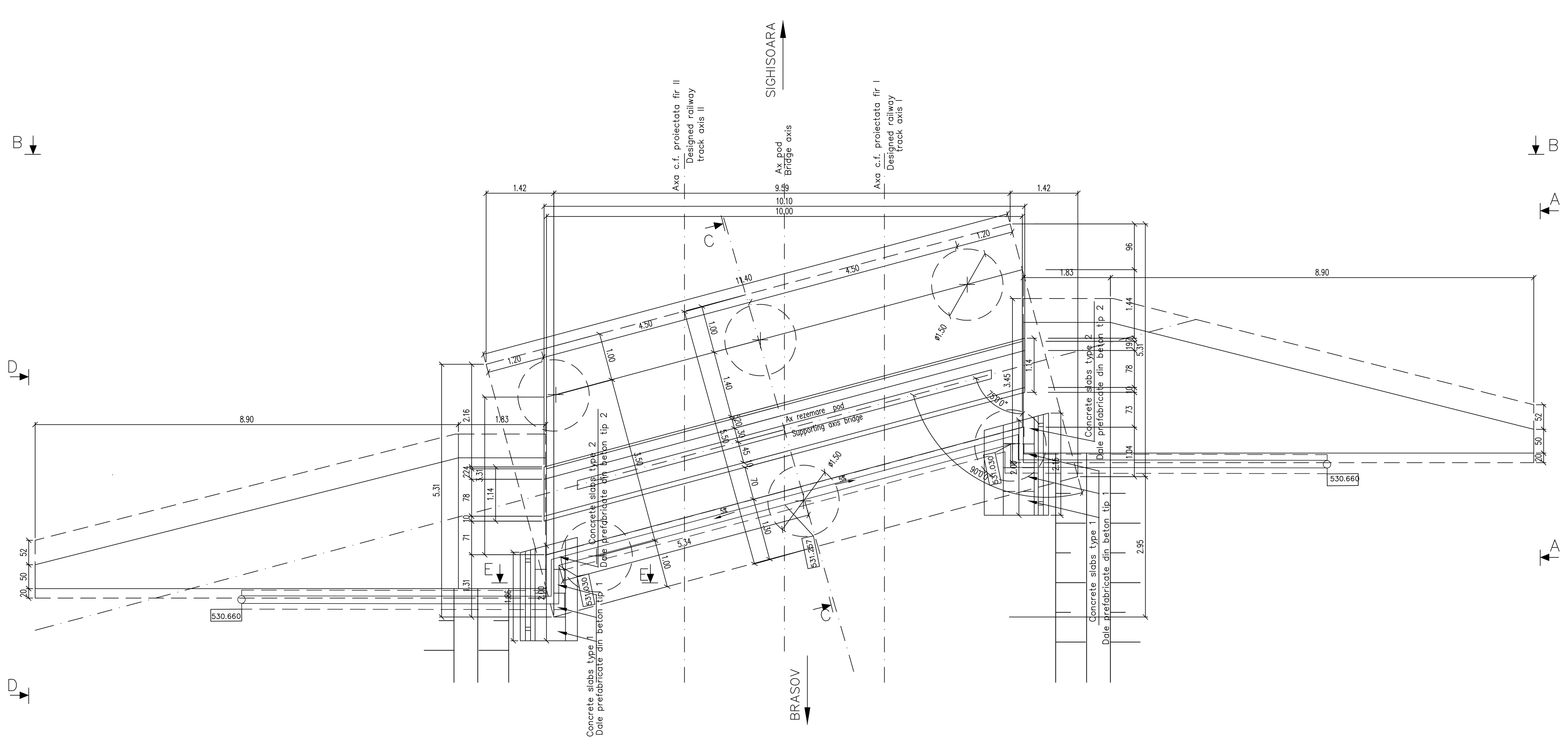
EXTRAS DE ARMATURA STNB PENTRU CULEE
TABLE FOR REINFORCEMENTS STNB FOR ABUTMENT

TIP/TYPE	TIP ARMATURA TYEPE REINFOCEMENT	Nr. BUC. No. PIECE	kg/m	m/buc. m/piece	kg
TIP 1 TYPE 1	STNB 6 G.Q.283	6	0.222	5.55	7.40
TIP 2 TYPE 2	STNB 6 G.Q.283	2	0.222	7.10	3.20
TOTAL					10.60 kg

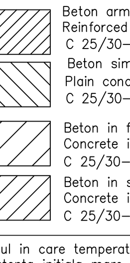
VEDERE CULEE A–A/A–A ABUTMENT VIEW
Sc. 1:50



VEDERE IN PLAN/ PLAN VIEW
Sc. 1:50



LEGENDA BETOANELOR/CONCRETE LIST



- Beton armat în cuzineti si in bancheta cuzinetilor
  Reinforced concrete in the cushions and cushions bench
  C 35/45–CEM I/A–S 52,5–(XC4+XF3+XA2)–A/C=0,50–D_{max}16–Cl 0,20
- Beton armat în elevatie si in zidurile intoarse
  Reinforced concrete in the elevation infrastructure and reverted walls
  C 25/30–Ciment H II/A–S 42,5–(XC4+XF3)–A/C=0,50–D_{max}32–Cl 0,20
- Beton simplu in fundatii:
  Plain concrete in abutments foundations:
  C 25/30–Ciment H II/A–S 42,5–(XF3)–A/C=0,50–D_{max}32–Cl 0,20
- Beton in fundatia sferturilor de con
  Concrete in the protection layer of the waterproofing
  C 25/30–Ciment II/A–S 32,5–(XF1)–A/C=0,50–D 32–Cl 0,20
- Beton in stratul de protectie al hidroizolatiei
  Concrete in the protection layer of the waterproofing
  C 25/30–Ciment II/A–S 32,5–(XC4+XF3)–A/C=0,50–D_{max}16–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 uzuala, 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 EN 197–1: 002).

NOTA
1. Prezentul plan s–a intocmit in conformitate cu dispozitia generala.
2. Executia partilor superioare ale cuzinetilor, amplasate deasupra banchetei cuzinetilor, se va face numai dupa procurarea aparatelor de reazem.
Nivelele superioare ale cuzinetilor se vor stabili dupa procurarea aparatelor de reazem, in functie de inaltimile fiecarui tip de aparat.
Executia zidurilor intoarse si a zidului de garda se va face dupa asezarea tablierului pe reazeme.
3. La executie se vor respecta cu strictete prevederile din "Normativ pentru producere betonului si executarea lucrarilor din beton, beton armat si beton precomprimat. Parte 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.
4. Constructia se incadreaza in categoria B de importanta. Constructii de importanta deosebita, modelul 1 de asigurare a calitatii conform HG 766/97.
5. Podul corespunde la convoaiele de calcul UIC (LM71 si SW/2).

NOTE:
1. This plan has been drawn up according to the general disposition.
2. The upper parts of the bearing placed over the bearing seat shall be built only after the procurement of the bearing blocks. the upper level of the bearings shall be established after the procurement of the bearing blocks depending on the height of the each bearing block type.
The reverted walls and the guard wall shall be carried out after putting the desk on the supports.
3. The execution will strictly comply with the provisions of "Practice code for concrete productionand works executions, 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.
4. The construction is classified in the B category of importance. Special importance constructions, model 1 for quality ensuring according to HG 766/97.
5. Bridge convoys calculation corresponds to UIC (LM71 and SW/2).

ATENTIE/ATENTION
Aprovizionarea aparatelor de reazem se va face inaintea executarii cuzinetilor si a banchetei acestora. In cazul in care inaltimea aparatelor de reazem aprovizionate difera fata de cea considerata in proiect se vor modifica inaltimile 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.

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 1 Revision	Dinu Andreea		

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANŢAT 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

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
AREX Lider COMPANY

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A. Dinulescu Stanciu	10.2011	
Întocmit Elaborated	Proiectant Designer	Dinu Andreea	10.2011	

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. / P.Th

Denumire desen / Drawing Title :

INTERVAL CATA – ARCHITA
POD Km.248+218.877 PLAN COFRAJ CULEE SIGHISOARA
BRIDGE Km.248+218.877 SIGHISOARA ABUTMENT FORMWORK PLAN

Codificare / Codification System	Scara / Scale	LOT / LOT	Nr. / No
EA51 01 E 14 BB PV 02 8 2 007 1	1:20; 1:5; 1:10; 1:50		01 / 01