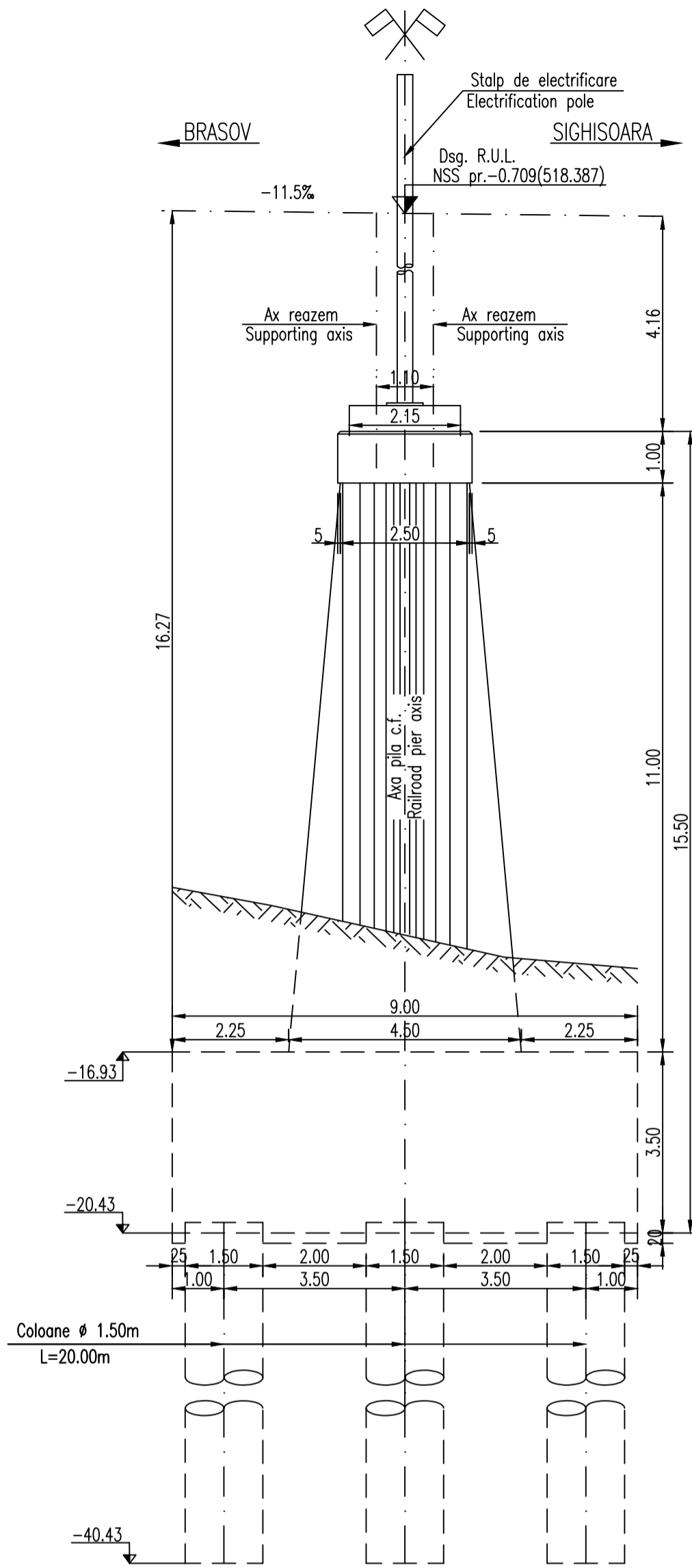
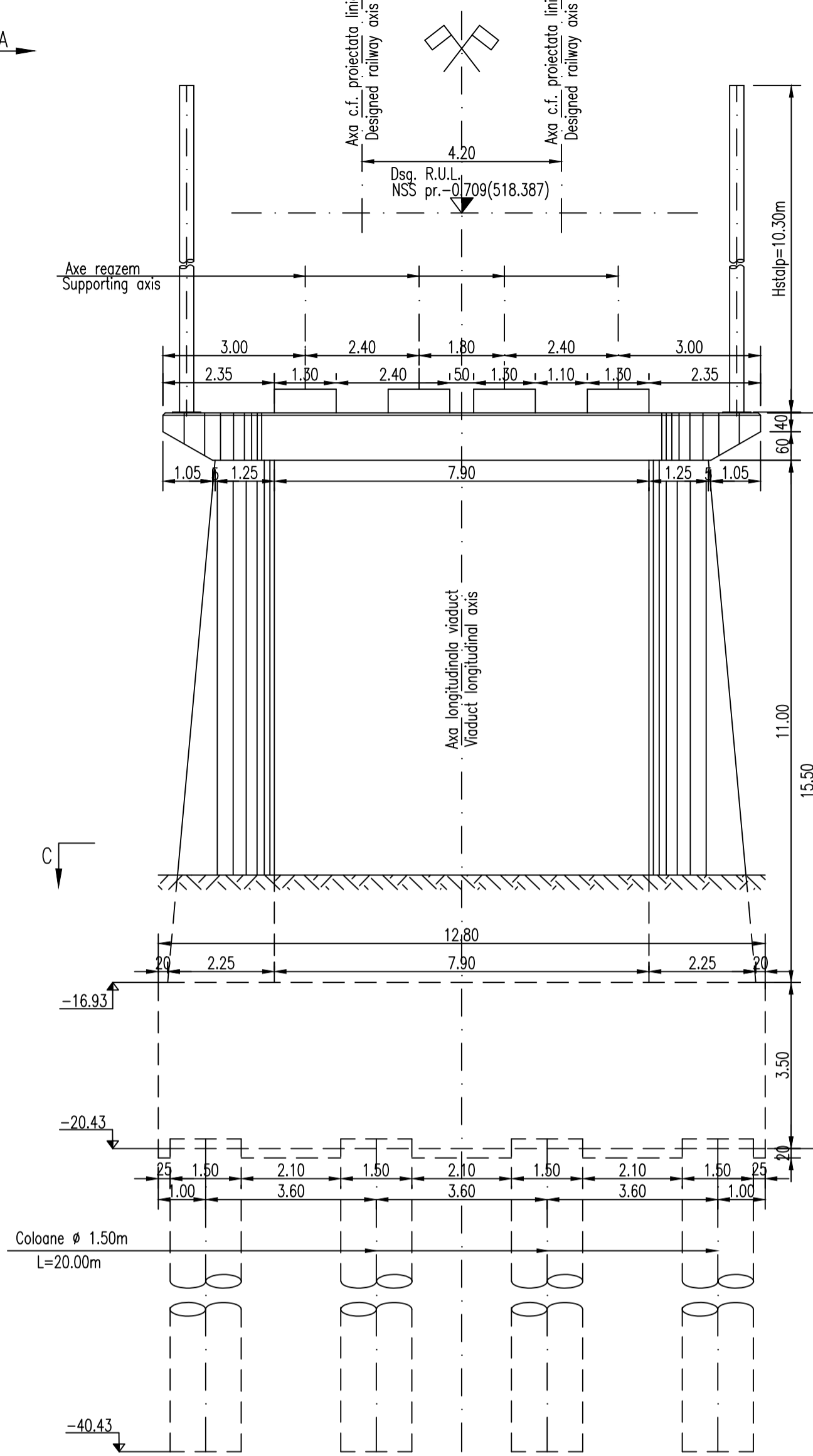


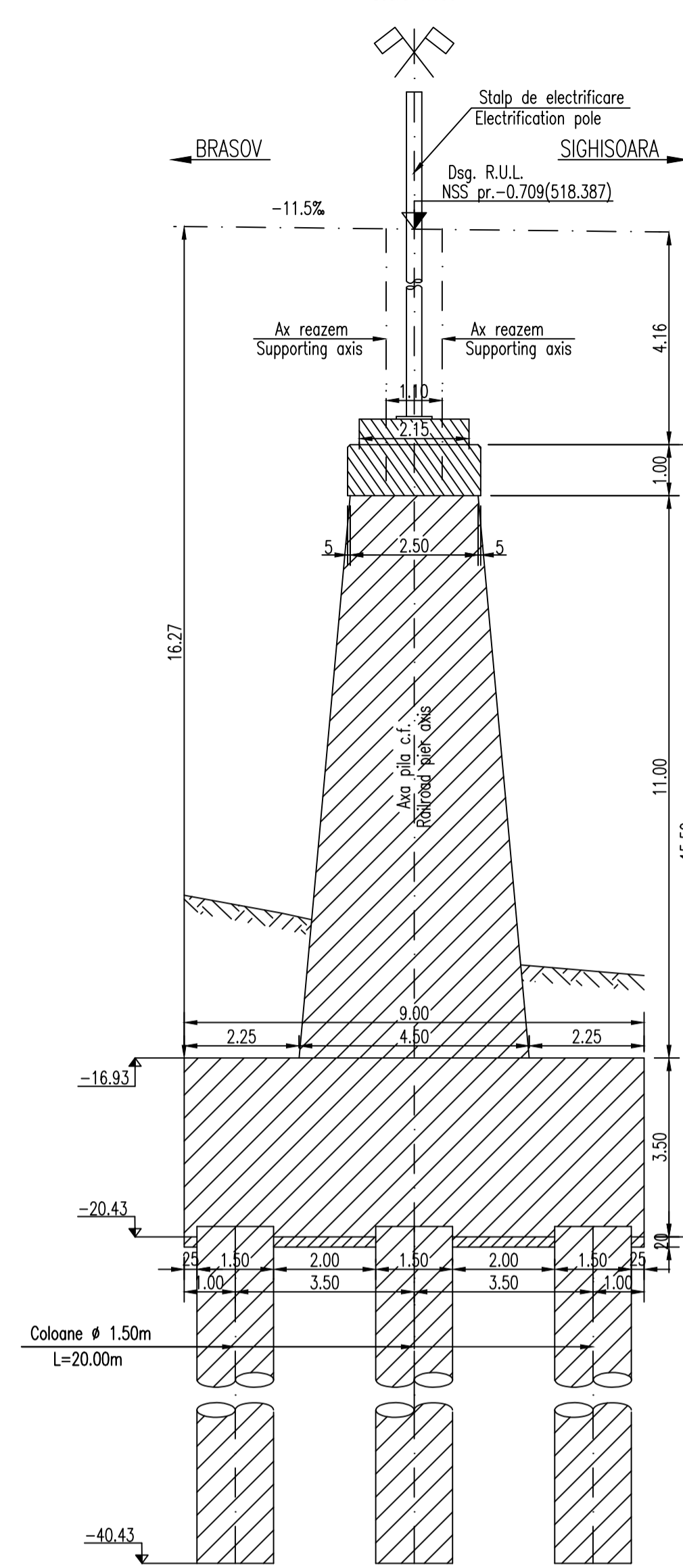
ELEVATIE A-A
ELEVATION A-A
Scara 1:100



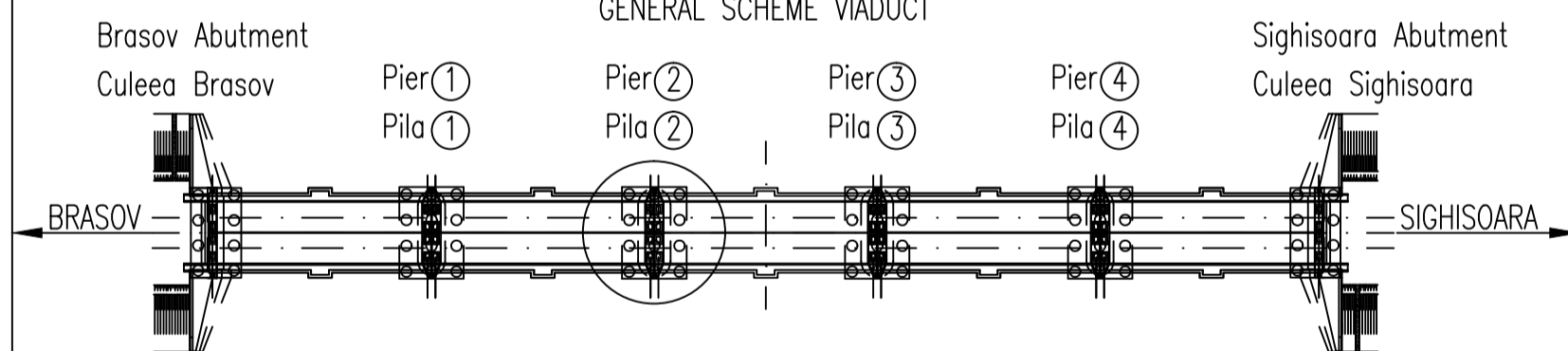
VEDERE LATERALA B-B
SIDE VIEW B-B
Scara 1:100



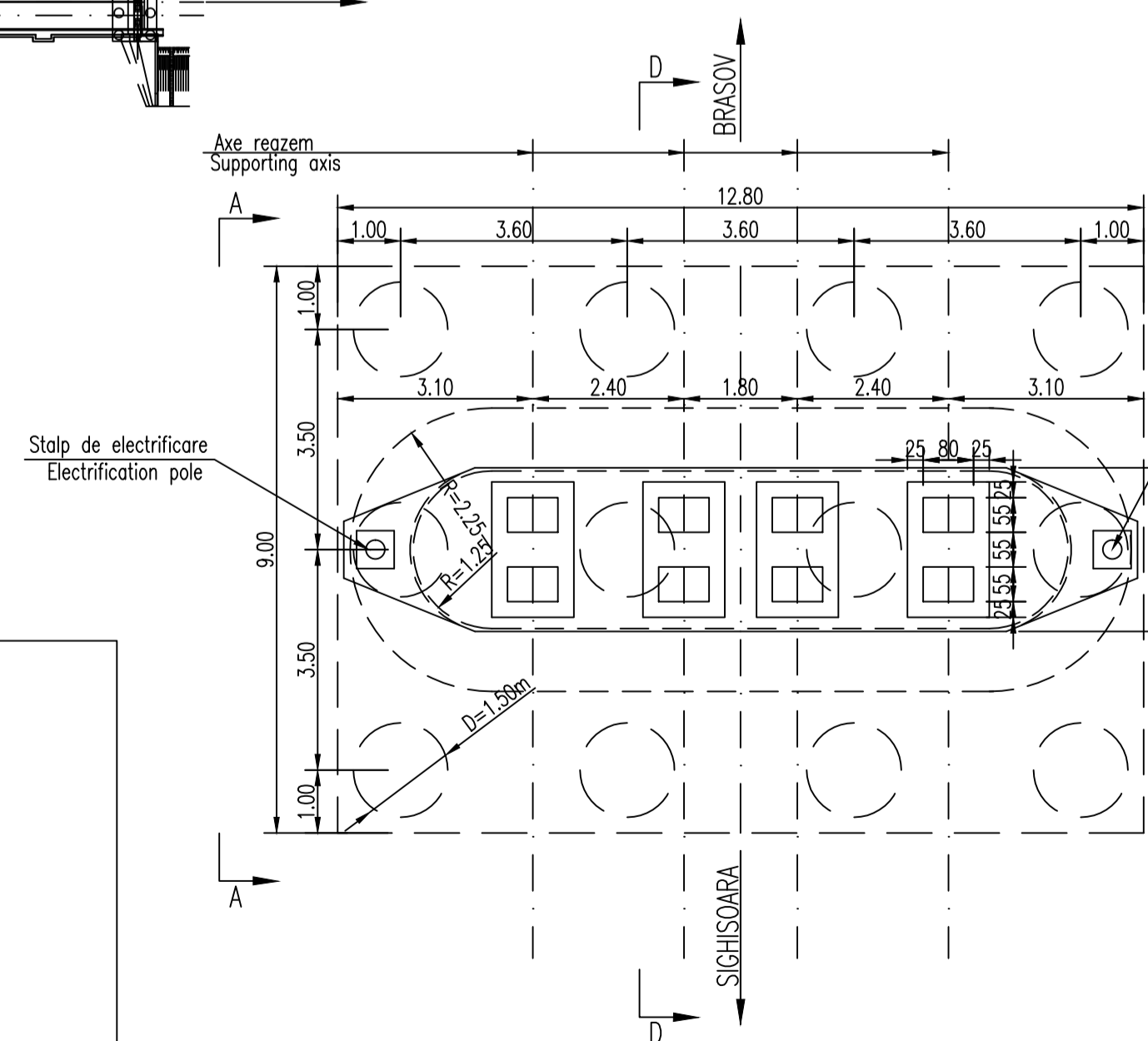
SECTIUNE D-D
SECTION D-D
Scara 1:100



SCHEMA GENERALA VIADUCT
GENERAL SCHEME VIADUCT



SECTIUNE C-C
SECTION C-C
Scara 1:100



Cotele sunt raportate la NSS ±0.00(519.096) din dreptul axei de reazem al culeei Brasov(Km 251+359.041). Benchmarks are reported to RUL ±0.00(519.096) next to the supporting axis of the abutment Brasov(Km 251+359.041).

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

LEGENDA BETOANELOR/CONCRETE LIST

- Beton armat in 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-CI 0,20
- Beton armat in fundatii indirecte(coaloane si radiere) si in elevatii:
Plain concrete in abutments foundations:
C 25/30-CEM H II/A-S 42,5-(XC4+XF3)-A/C=0,50-D_{max} 32-CI 0,20
- Beton de egalizare
Concrete in the protection layer of the waterproofing
C 25/30-CEM II/A-S 32,5-(XF3)-A/C=0,55-D 16-CI 0,20_{max}

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 to the norm NE 012/2-2010 and table 2 for the SR EN 197-1: 2002).

NOTA:

- Prezentul plan s-a intocmit in conformitate cu dispozitia generala.
 - Podul corespunde la convoaiele de calcul UIÇ(LM 71 si SW/2).
 - 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.
 - Construcția se încadrează în 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 according to the general disposition.
 - The bridge corresponds to the UIÇ determination convoys (LM71 and SW/2).
 - 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.
 - 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 C.O. 766/97.
 - The project will be checked in order to comply with the A4.2; B2.2; D2.2 requirements.

D					
C					
B					
A	12.2011	Revizia 1 1 Revision	Totan Ciprian		
Indice	Data	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR



CONSULTANT / CONSULTANT		Data	Semnatura
Aprobat Approved	Şef proiect Project manager		R. Liuzza
Aprobat Approved	Coordonator Sectiune 1 Section 1 Coordinator		C. Gambelli
Verificat Checked	Expert Cheie Checking Expert		V.Kallidromitis

SUBCONTRACTANT / SUBCONTRACTOR		Data	Semnatura
Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	11.2011	A. Dinulescu Stanciu
Intocmit Elaborated	Proiectant Designer	11.2011	Totan Ciprian

Reabilitarea liniei de cale ferata Brasov - Simeria, parte componenta a coridorului IV Pan European, pentru circulatia trenurilor cu viteza maxima de 160 km/h, Tronsoanel: 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

Denumire desen / Drawing Title :
INTERVAL / SECTION CATA - ARCHITA
Viaduct Km 251+436.241 (pr) D=5x30.00m
PLAN COFRAJ PILA 2/DECKING PLAN PIER 2

Codificare / Codification System	Scara / Scale 1:100	LOT / LOT	Nr. / No 01 / 01
E A 5 1	0 1	E 1 4	B B P V 0 2 9 2 0 0 6 1