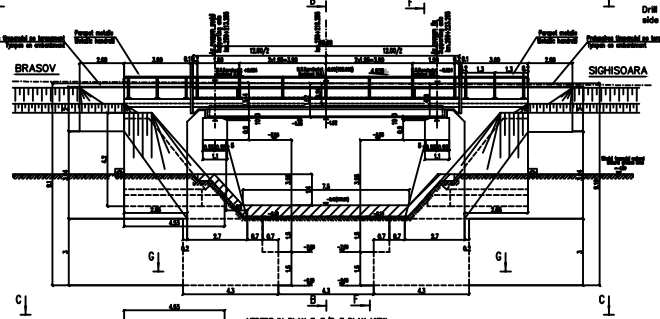
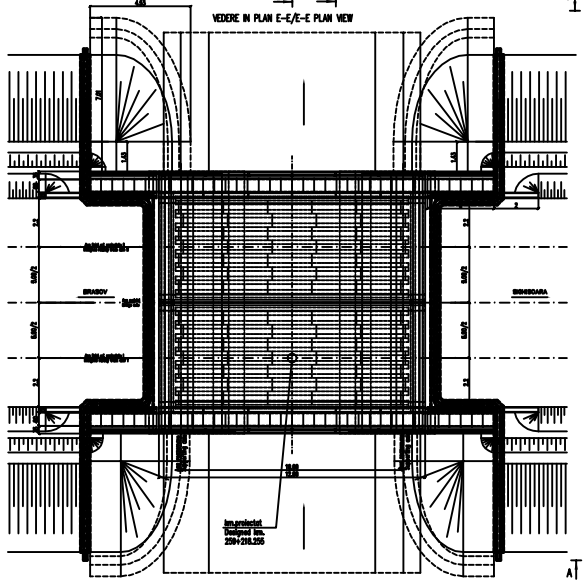
VEDERE DIN AMONTE A-A/A-A UPSTREAM VIEW

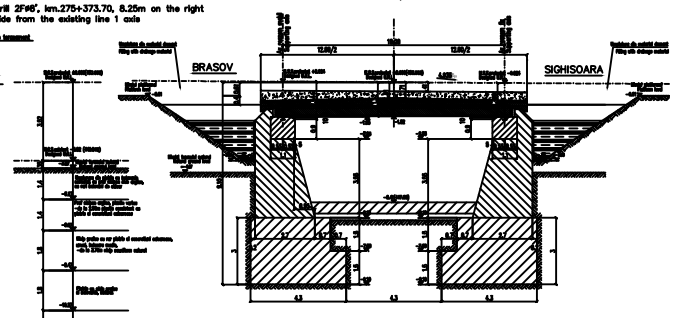


VEDERE IN PLAN E-E/E-E PLAN VIEW

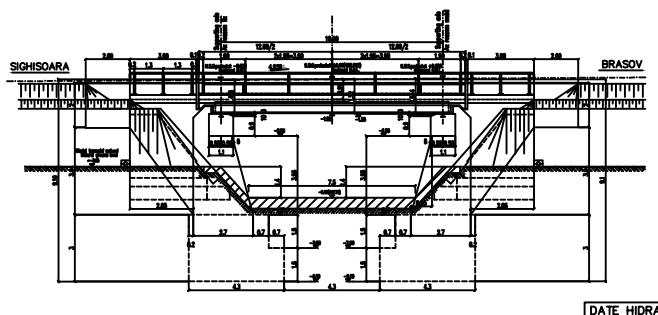


Foraj 2F48", km.275+373.70, 8.25m dreapta
fata de axa liniei 1 existenta
Drill 2F48", km.275+373.70, 8.25m on the right
side from the existing line 1 axis

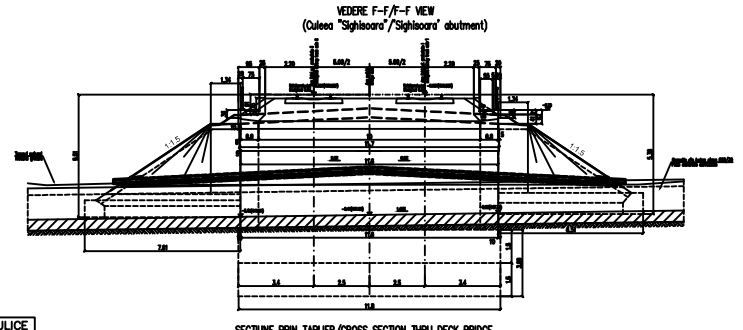
SECTIUNE LONGITUDINALA B-B/B-B LONGITUDINAL SECTION



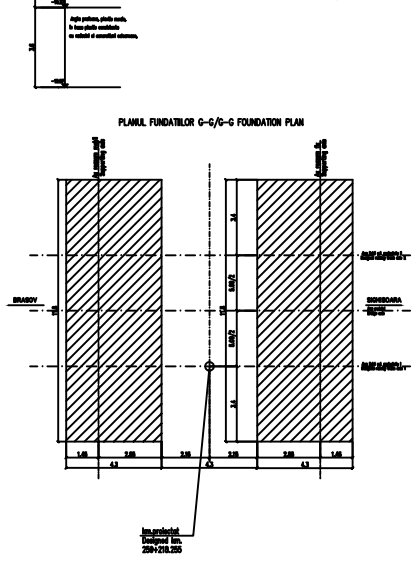
VEDERE DIN AVAL C-C/C-C DOWNSTREAM VIEW



VEDERE F-F/F-F VIEW
(Culeea "Sighisoara"/"Sighisoara" abutment)



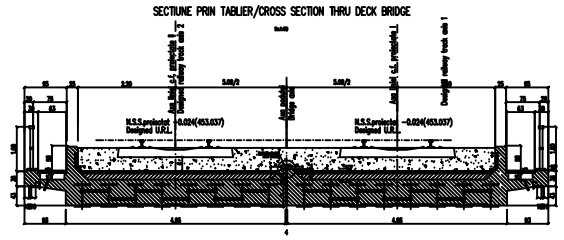
PLANUL FUNDATIILOR G-G/G-G FOUNDATION PLAN



DATE HIDRAULICE

HYDRAULIC DATA

SECTIUNE PRIN TABLIER/CROSS SECTION THRU DECK BRIDGE



ATENTIE/ATENTION

1. Turnarea betonului se va face continuu (fara intreruperi), inclusiv in conditii, in timp de maximum 5 ore de la incaperea turnarii folosind intarzietor de priza in cazul turnarii la temperatura ambianta de peste 10 grade Celsius
2. Montarea cai, inclusiv piatra sparta, se va face dupa minim 28 zile de la turnarea dalei.

1. The concrete shall be continuously pored (without interruptions), including into the bracket, during max. 5 hours, using retarder, in case of pouring at environment temperature over 10 degree Celsius
2. The track, including the ballast shall be mounted after minimum 28 days from the concrete slab pouring.

Se interzice copierea, divulgarea, imprumutarea sau utilizarea in alte scopuri, fara permisiunea prealabila scrisa a SMART Arhitect Company, a proiectului si desenului.
This drawing is forbidden to be copied, lent or used in other purposes than those previously approved by SMART Arhitect Company as its owner.

LEGENDA BETOANELOR/CONCRETE LIST

- Beton armat in grinzi inglobate de clasa
  Concrete in beamings and in the deck slabs
  C 35/45-CEM I/A-S 52,5-(XC4+XF3+XA2)-A/C=0,50-Dmax.16-Cl 0,20
- Beton de pante.
  Concrete in the protection layer of waterproofing system.
  C 25/30-CEM II/A-S 32,5-(XF3)-A/C=0,55-Dmax.16-Cl 0,20
- Beton in stratul de protectie a hidroizolatiei
  Concrete in the protection layer of waterproofing system
  C 25/30-CEM II/A-S 32,5-(XC4+XF3)-A/C=0,50-Dmax.16-Cl 0,20
- Beton in dalele prefabricate pentru trotuare
  Concrete in the prefab slabs required for the sidewalks
  C 25/30-CEM II/A-S 32,5-(XC4+XF3+XA1)-A/C=0,50-Dmax.22-Cl 0,20
- Beton in dalele prefabricate pentru grinzile inglobate in beton
  Concrete in the prefab slabs required for the decks made out of steel girders imbedded in to concrete
  C 35/45-CEM I/A-S 52,5-(XC4+XF3+XA2)-A/C=0,50-Dmax.16-Cl 0,20
- Beton armat in cuzinetii si in banchetele cuzinetilor
  Reinforced concrete in the cushions and cushions bench
  C 35/45-CEM I/A-S 52,5-(XC4+XF3+XA2)-A/C$_{min}$0,50-D 16-Cl 0,20
- Beton armat in elevatia si in zidurile intoarse
  Reinforced concrete in the elevation infrastructure and reverted walls
  C 25/30-Ciment H II/A-S 42,5-(XC4+XF3)-A/C$_{max}$0,50-D 32-Cl 0,20
- Beton simplu in fundatii:
  Plain concrete in shuttments foundations:
  C 25/30-Ciment H II/A-S 42,5-(XF3)-A/C$_{max}$0,50-D 32-Cl 0,20

NOTA

1. Prezentul plan a-a bitonit pe baza urmatoarelor date:
- plan de situatie;
- profil in lung;
- profil transversal;
- fise probleme;
- calcul hidraulic;
- date colaps pe teren.
2. Podul corespunde la convoiului de calcul LUC (LM71 si SW/2).
3. Nord pod are conformare dreaptă:
- suprastructura: suprafata carosabila cu casete din beton, pentru cale dublă;
- infrastructura: culei din beton armat, fundatie directă.
4. La executia au fost respectate 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 s-au facut conform normativului CR6-2006.
5. Construcția se încadrează în categoria de importanță B (construcții de importanță deosebită), anexă 1 de subgrupa a calitatii si clasa de importanta B, conform HG 766/1997.
6. Proiectul va fi verificat in vederea aplicării A4.2; B2.2; D2.2

NOTE

1. This plan has been drawn up based on the following data:
- Lay-out Plan;
- Longitudinal Profile;
- Cross-section Profile;
- Bridge's Fix;
- Hydraulic determination;
- Field Data.
2. Bridge convoy calculation corresponds to LUC (LM71 and SW/2).
3. The new bridge has the following structure:
- Superstructure: metallic deck with concrete box for double track;
- Infrastructure: abutments and reinforced concrete, with direct foundation.
4. 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: Production of concrete works." 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.
5. The construction has been classified in B category of importance (high important construction), model 1 –bearing the quality and class of importance B according to G.D. 766/97.
6. The project will be checked in order to comply with the A4.2; B2.2; D2.2 requirements.

D					
C					
B					
A	12.2011	Emitere / Elaborat Modificare / Revizie	Valeriu Florea	Proiectant / Designer	Aprobat Consultant / Approved Consultant	Aprobat CFR / Approved CFR
Index / Index	Data / Date	Motivul / Modification				

GUVERNUL ROMANIEI / ROMANIAN GOVERNMENT

PROIECT FINANTAT DE UNIUNEA EUROPEANĂ / EUROPEAN UNION FINANCED PROJECT

CLIENT / CLIENT

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

CONSULTANT / CONSULTANT

			Data / Date	Semnătura / Signature
Aprobat / Approved	Șef proiect / Project manager	R. Liuțău		
Aprobat / Approved	Coordonator Specialitate / Section's Coordinator	C. Gambelli		
Verificat / Checked	Expert Drumuri / Checking Expert	V. Kalliontzilis		

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat / Approved	Responsabil Subcontractant / Subcontractor Responsible	A. Dinulescu Stanciu	09/2011	
Întocmit / Elaborated	Proiectant / Designer	Valeriu Florea	09/2011	

Reabilitarea liniei de cale ferata Brasov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteza maximă de 160 km/h,
Tronsonul : Brasov - Sighișoara

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 - Sighișoara

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

Faza / Phase: P.Th. / P.Th.

Denumire desen / Drawing Title :

INTERVAL/SECTION STATIA ARCHITA
POD Km.259+218.255 L=10,00m/DISPOZITIE GENERALA
BRIDGE Km.259+218.255 D=10.00m/DISPOSITION GENERALE

Codificare / Codification System

Scara / Scale 1:200; 1:100

U.M. / U.M.

Nr. / No. 01 / 01

EAST 01 C 15 PA PV 05 5 0 0002 A

Aceste desene sunt proprietatea SMART Arhitect Company si nu pot fi folosite fara acordul scris al acesteia.
These drawings are the property of SMART Arhitect Company and may not be used without its written consent.

420x1480