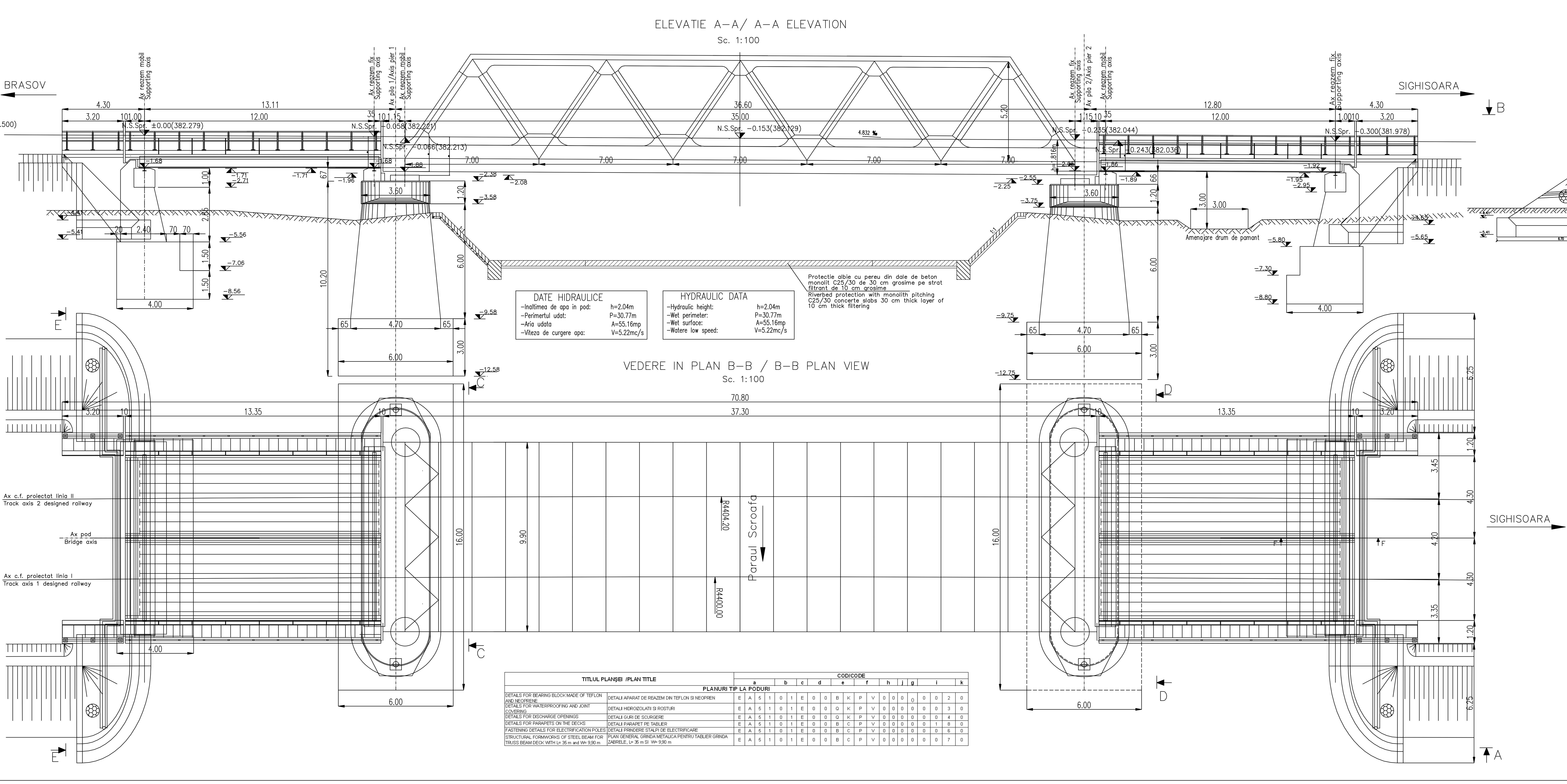

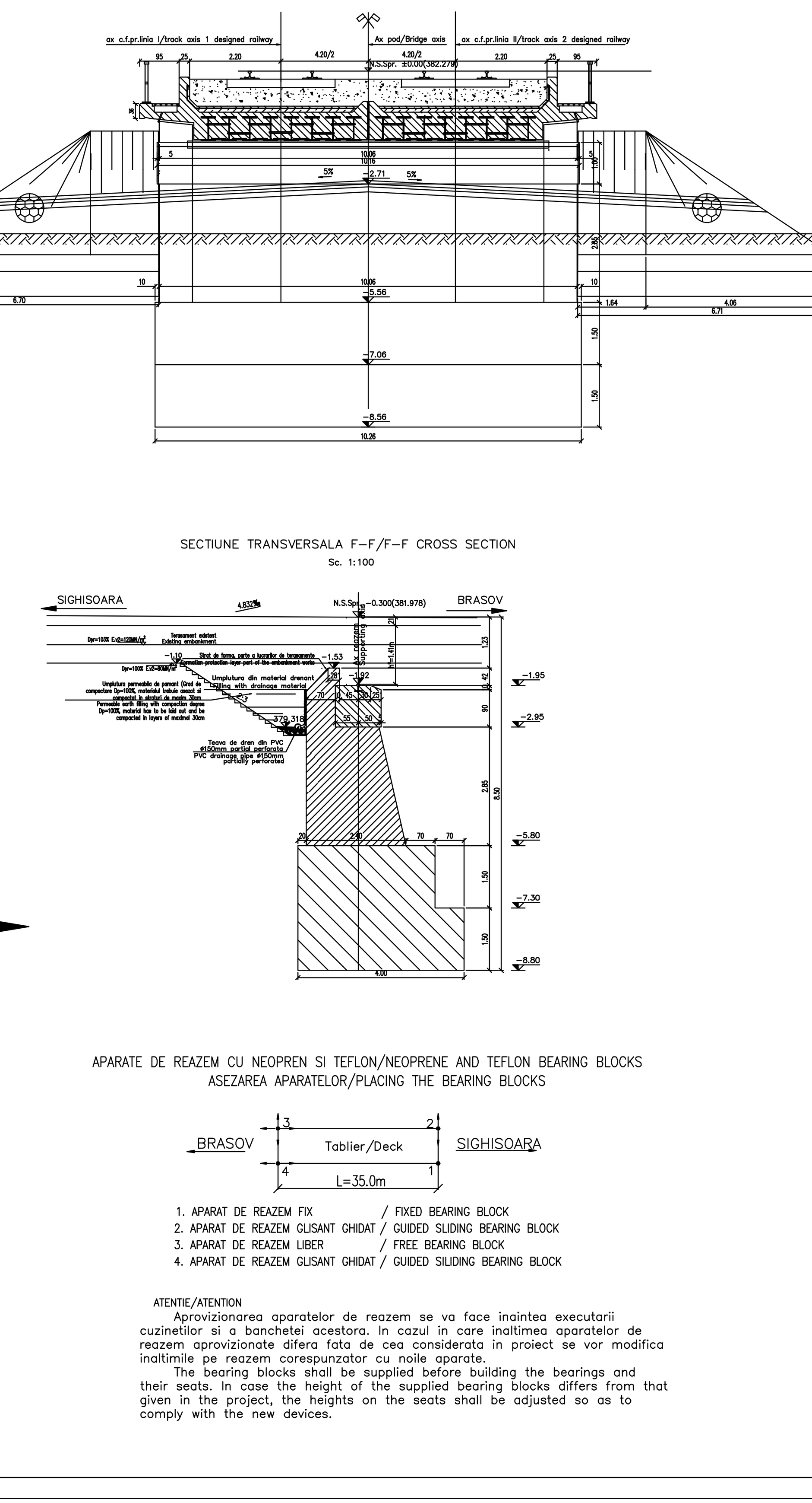

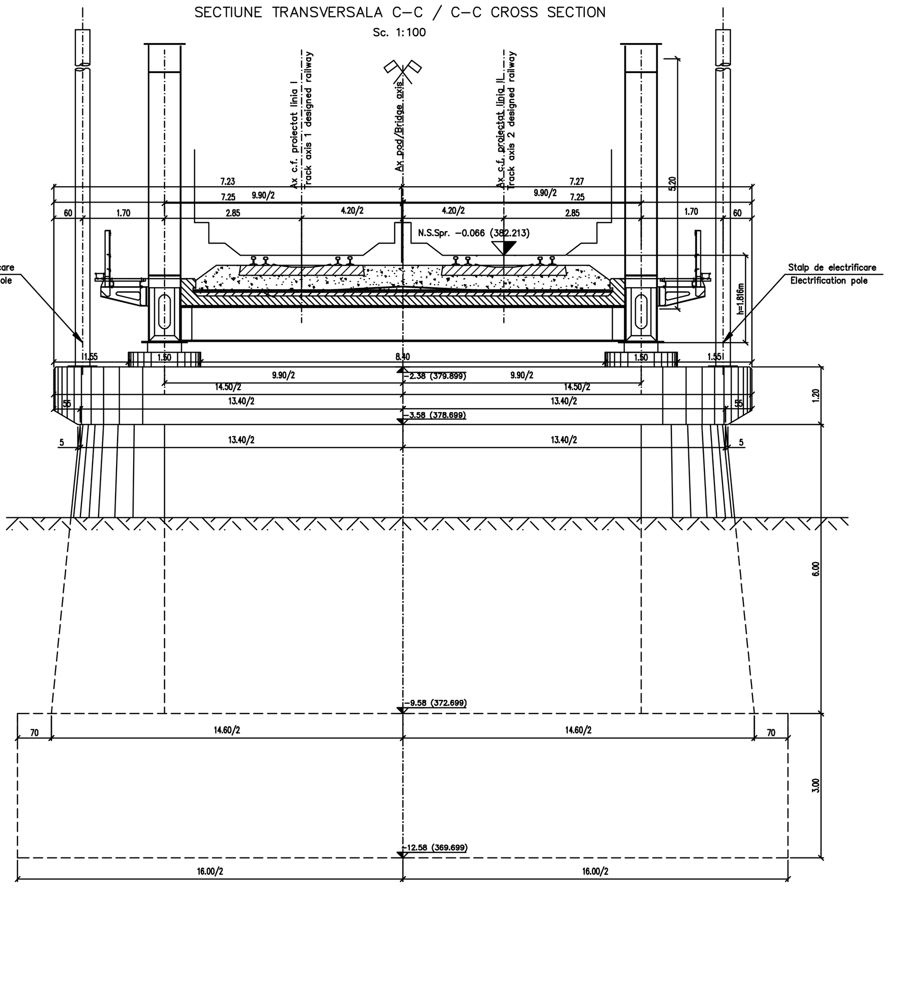

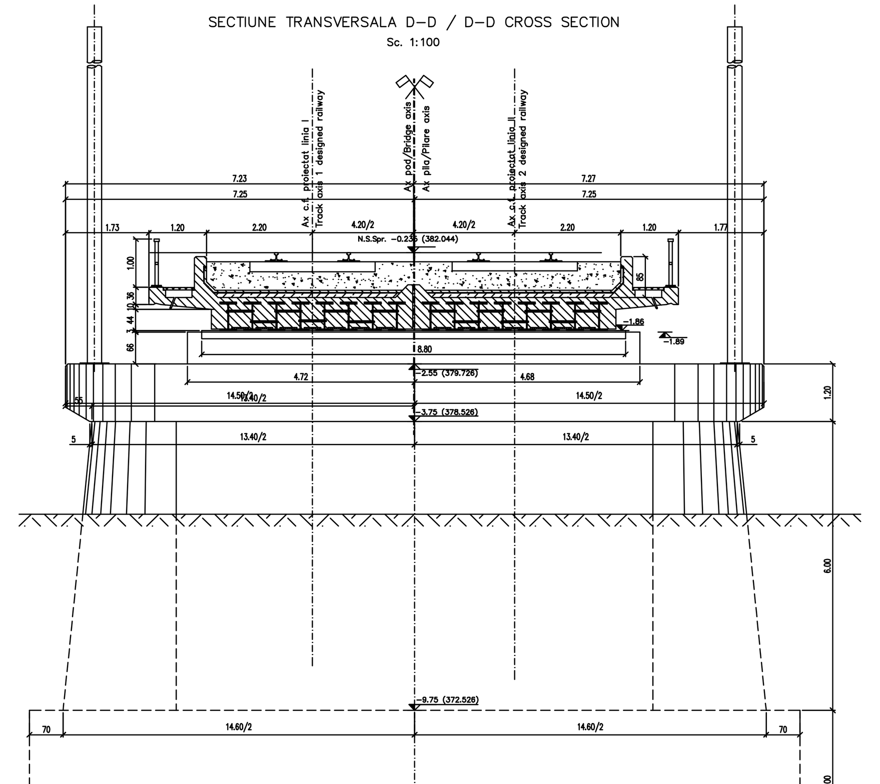

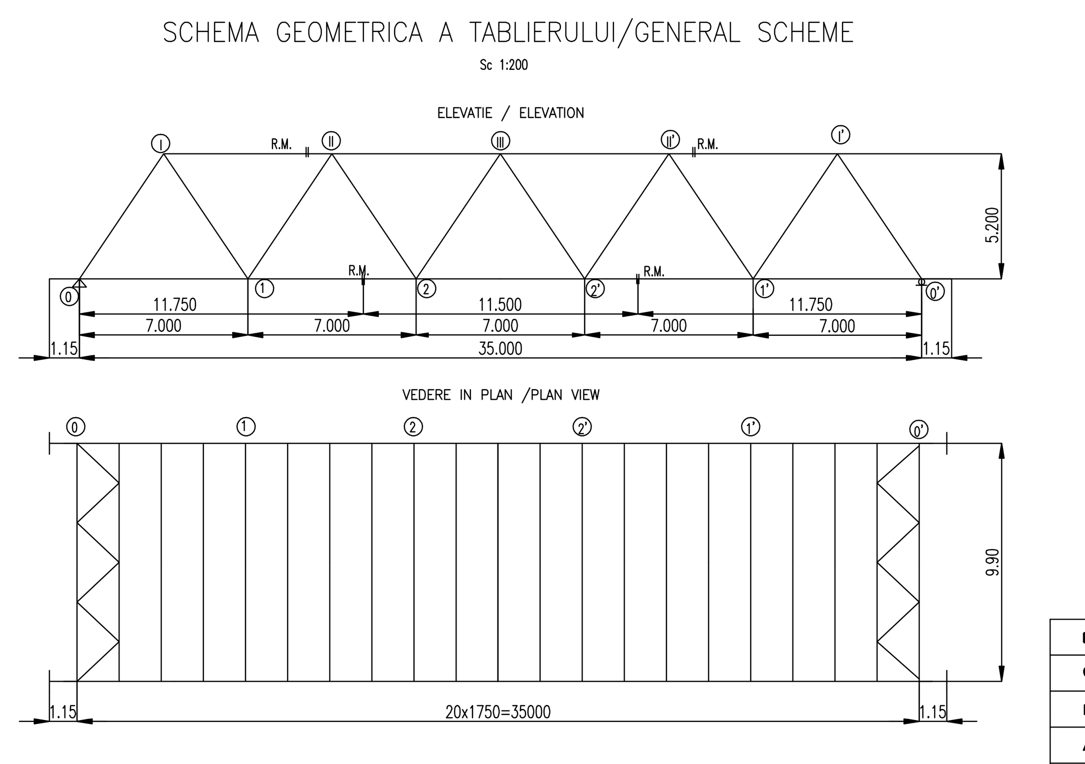

N O T A

1. Prezentul 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 convoaiele de calcul UIC (LM71 si SW/2).
3. 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.
4. Constructia se incadreaza in categoria de importanta B (constructii de importanta deosebita), modelul 1 de asigurare a calitatii si clasa de importanta B, conform HG 766/1997.
5. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2.
6. Noul pod are urmatoarea alcatuire:
- suprastructura: tablier din grinzi metalice inglobate in beton, pentru cale dubla;
- infrastructura: culei si pile din beton armat, fundate direct.

ATENTIE/ATENTION

1. Turnarea betonului se va face continuu (fara intrerupere), inclusiv in console, in timp de max. 5 ore folosind intarzietor de priza Replast, in cazul turnarii la temperatura ambianta de peste 10^{0}C.
2. Montarea caii, inclusiv balastul, se va face dupa minim 28 zile de la turnarea dalei.

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 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.
4. 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 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 embedded in concrete. with concrete box, for double track;
- Infrastructure: abutments and piers and reinforced concrete, with direct foundation.

ATENTIE/ATENTION

1. The concrete shall be continuausly pored (withent interruptions), including into the braket, during max. 5 hours, using Replast retarder, in case of pouring at environment temperature over 10^{0}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 grinzi inglobate de clasa
Concrete in bearings and in the deck slabs
C 30/37-CEM II/A-S 42,5-(XC4+XF3+XA1)-A/C=0,50-Dmax.16-Cl 0,20

Beton de panta.
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 I/A-S 32,5-(XC4+XF3+XA1)-A/C=0,50-Dmax.22-Cl 0,22

Beton in dalele prefabricate pentru grinzile inglobate in beton
Concrete in the prefab slabs required for the decks made out of steel girders enbeded in to concrete
C 35/45-CEM I/A-S 52,5-(XC4+XF3+XA2)-A/C=0,50-Dmax.16-Cl 0,10

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

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, (conform NE012-99 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 - 99 and table 2 for the SR EN 197-1 : 2002).

Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR
D					
C					
B					
A					

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EURO
EUROPEAN UNION FINANCED PR

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 Secțiune 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.Stanciu - Dinulescu	11.2011	
Întocmit Elaborated	Proiectant Designer	Dinu Andreea	11.2011	

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația 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. / T.D.
D.E. / E.D.

Denumire desen / Drawing Title :

INTERVAL / SECTION ARCHITA - VANATORI
POD / BRIDGE Km 267+963.152 D=12.00m+35.00m+12.00m

DISPOZITIE GENERALA / GENERAL LAYOUT

Codificare / Codification System	Scara / Scale 1:100 1:200	LOT / LOT	Nr. / No 01 / 01

E A 5 1 | 0 1 | C | 1 6 | P A | P V | 0 4 | 0 | 0 | 0 0 2 | 1

420x1900