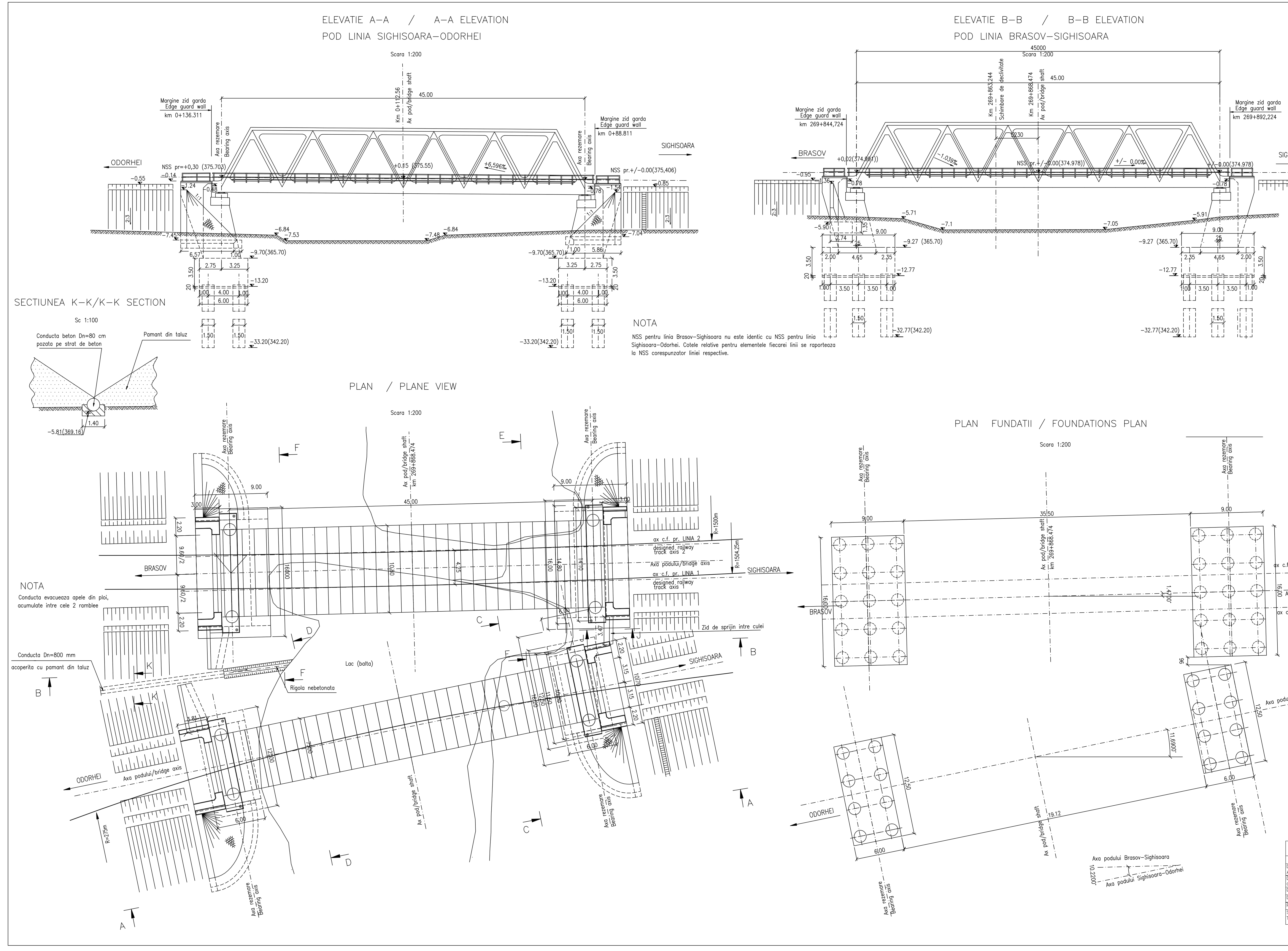

TITLUL PLANŞEI /PLAN TITLE		COD/CODE a				b		c	d		e		f		h			j	g	i			k
PLANURI TIP LA PODURI																							
DETAILS FOR BEARING BLOCK MADE OF TEFLON AND NEOPRENE	DETALII APARAT DE REAZEM DIN TEFLON SI NEOPREN	E	A	5	1	0	1	E	0	0	B	K	P	V	0	0	0	0	0	0	2	0	
DETAILS FOR WATERPROOFING AND JOINT COVERING	DETALII HIDROIZOLATII SI ROSTURI	E	A	5	1	0	1	E	0	0	Q	K	P	V	0	0	0	0	0	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	0	4	0	
DETAILS FOR PARAPETS ON THE DECKS	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 PRINDERE STALPI DE ELECTRIFICARE	E	A	5	1	0	1	E	0	0	B	C	P	V	0	0	0	0	0	0	6	0	
STRUCTURAL FORMWORKS OF STEEL BEAM FOR TRUSS BEAM DECK WITH L= 45 m and W= 10,80 m	PLAN GENERAL GRINDA METALICA PENTRU TABLIER GRINDA ZABRELE, L= 45 m SI L = 10,80 m	E	A	5	1	0	1	E	0	0	B	C	P	V	0	0	0	0	0	1	4	0	

N O T A

Lungimea fisei coloanelor se va stabili in urma forarii ,,in situ? cu identificarea fisei litologice, si in urma incercarilor la rupere a coloanelor de proba executate in afara amplasamentului.
Numarul coloanelor de proba a fost stabilit conform prevederilor din EUROCOD.
Capacitatea portanta a coloanelor se va stabili conform prevederilor din EUROCOD, sectiunea Geotehnica, cu coeficientii pentru incercari ,,in situ?.
Toate coloanele se vor verifica US.

N O T E

The length of the columns will be established based on the ?in situ? drilling, identifying the lithological configuration of the soil (Lithological Sheet), after the breakdown tests made on the testing columns built outside the final location.
The number of the testing columns was established complying with the provisions in EURO CODE.
The columns bearing capacity shall be established complying with the provisions in EURO CODE, Geotechnical section, using the ?in situ? testing coefficients.
All columns shall be checked US.

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. Podul are urmatoarea alcatuire:
 - suprastructura: tablier metalic cu cuva din beton, pentru cale dubla;
 - infrastructura: culei din beton armat, fundate pe coloane.
4. La executie se vor respecta cu strictete prevederile din "Normativ pentru 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.
-La proiect sunt atasate instructiunile pentru urmarirea curenta a comportarii in timp si Programul privind controlul calitatii lucrarilor.
5. Daca la executie se vor constata neconcordante intre situatia existenta pe teren si cea din proiect se va anunta proiectantul.
6. Constructia se incadreaza in categoria B de importanta. Constructii de importanta deosebita, modelul 1 de asigurare a calitatii conform HG 766/97.
7. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2
8. Din lipsa studiilor geotehnice la pozitia kilometrica 269+868.474 se va definitiva rostul elevatie - teren, dimensiunile in plan si cota de fundare la care se executa sapatura in prezenta geotehnicianului

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 bridge has the following structure:
- Superstructure: metallic deck with concrete box for double track;
- Infrastructure: abutments and reinforced concrete, with the foundation on the concrete columns.
4. The execution will strictly comply with the provisions of "Practice code for concrete production CP 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. In case during the execution there will be found out any discrepancies between the existing situation on site and in project, the designer will be anounced.
6. The construction is classified in the B category of importance. Special importance constructions, model 1 for quality ensuring according to HG 766/97.
7. The project will be checked to comply with the requirements A4.2; B2.2; D2.2.
8. Due to the lack of geotehnical studies at kilometer position 269+868,474 the elevation - ground joint, the dimensions in plain and the foundation level for the excavation will be finalized in the geo-technician presence.

DATE HIDRAULICE / HIDRAULIC DATA

Nu este cazul. Podul funcioneaza ca un viaduct peste coada unui lac (balta).

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	Constantin Miculete		

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	11.2011	
Întocmit Elaborated	Proiectant Designer	Constantin Miculete	11.2011	

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. / T.D.

Denumire desen / Drawing Title : INTERVAL / SECTION ARCHITA - VANATORI
POD / BRIDGE Km 269+868.474 D=45.00m

DISPOZITIE GENERALA / GENERAL DISPOSITION

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

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

594x2409