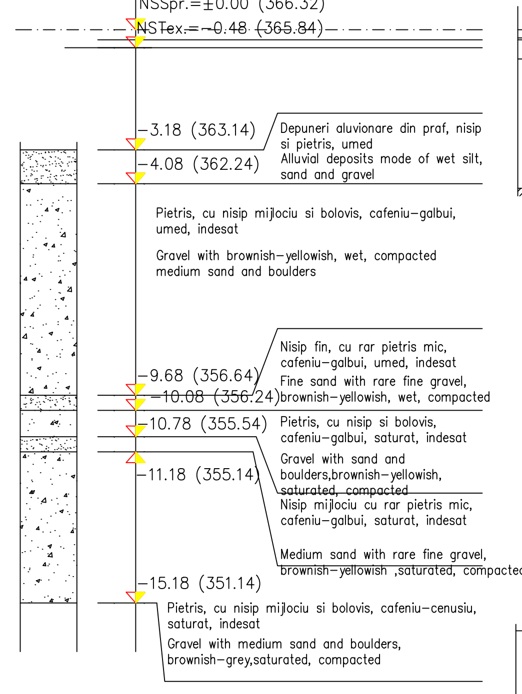
FORAJ 2F ø7"
DRILL 2F ø7"

km 294+364 (ex.), stanga 4.00 linia 1ex.
km 277+798.279 (pr.), stanga 2.603 linia 1pr.

km 294+364 (ex.), left 4.00 line 1ex.
km 277+798.279 (dsg.), left 2.603 line 1dsg.



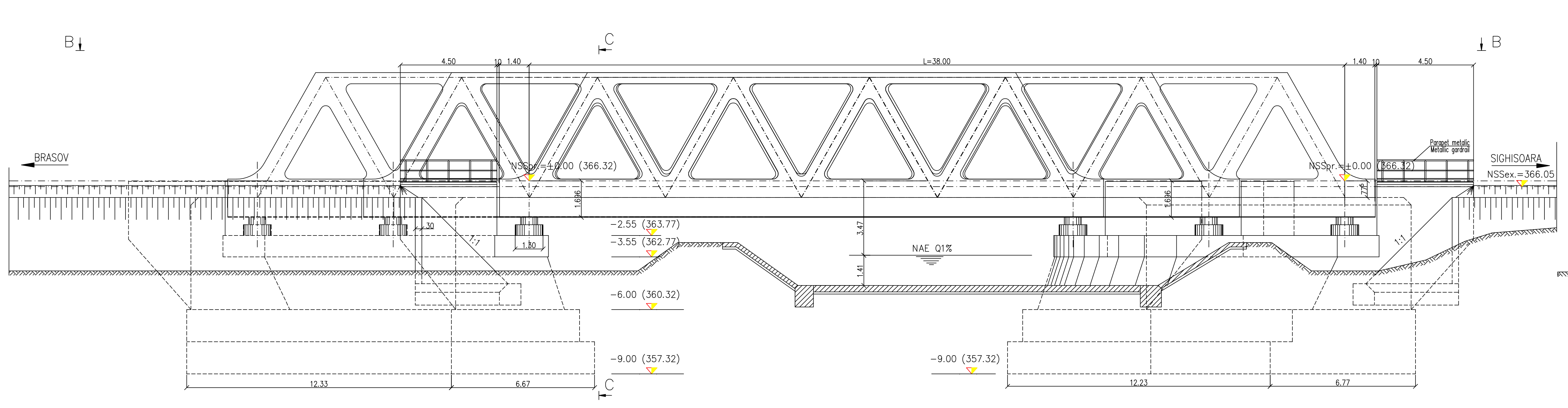
LEGENDA BETOANELOR/CONCRETE LIST

- Beton armat în cuzineti si in bancheta cuzinetilor
  Reinforced concrete in the cushionsh and cushions bench
  C35/45-CEM I/A-S 52,5-(XC4+XF3+XA2)-
  -A/C=0,50-D_{max}=16-Cl 0,20
- Beton in fundatiile directe ale culeelor
  Plain concrete in abutments foundations
  C 25/30-Ciment H II/A 42,5-(XF3)-
  -A/C=0,50-D_{max}=32-Cl 0,20
- Beton armat in elevatiile culeelor
  Plain concrete reincefortmen in abutments elevations
  C 25/30-Ciment H II/A 42,5-(XC4+XF3)-
  -A/C=0,50-D_{max}=32-Cl 0,20
- Beton simplu in fundatii sferturilor de con
  Simple concrete foundations sfert de con
  C 25/30-CEM II/A-S 32,5-(XF1)-
  -A/C=0,50-D_{max}=32-Cl 0,20
- Beton de egalizare
  Concrete leveling
  C 25/30-CEM II/A-S 32,5-(XF3)-
  -A/C=0,55-D_{max}=16-Cl 0,20

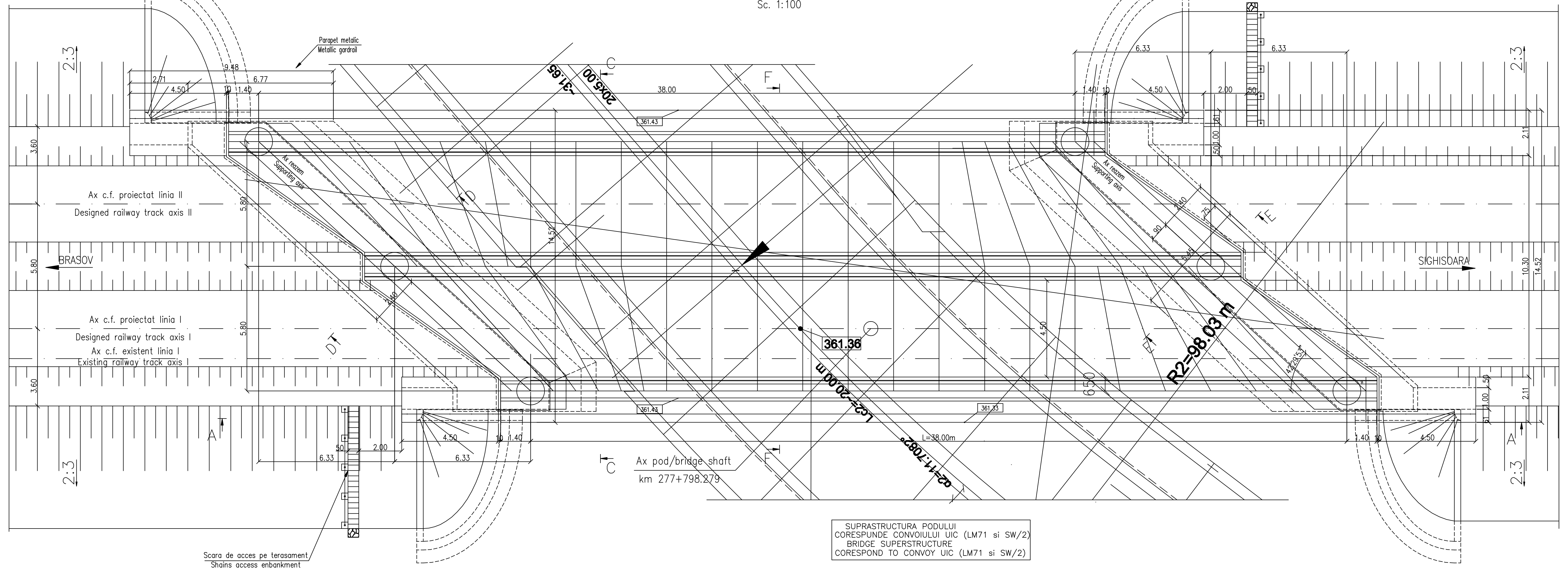
In cazul in care temperatura in timpul turnarii este scazuta, se vor folosi cimenturile cu rezistenta initiala mare, R si aditivi acceleratori, iar in cazul turnarii pe timp calduros, cimenturile cu rezistenta initiala uzuala, N si aditivi intarzietori (conf.NE 012/2-2010 si tabelului 2 din SR EN 197-1:2002)

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 197-1:2002).

ELEVATIE A-A / A-A ELEVATION
Sc. 1:100

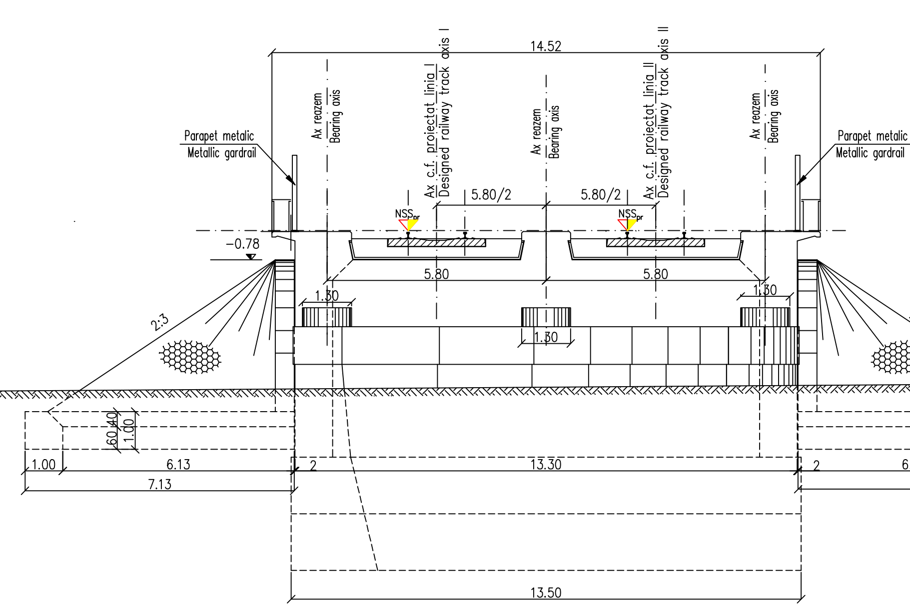


VEDERE IN PLAN B-B / B-B VIEW PLAN
Sc. 1:100

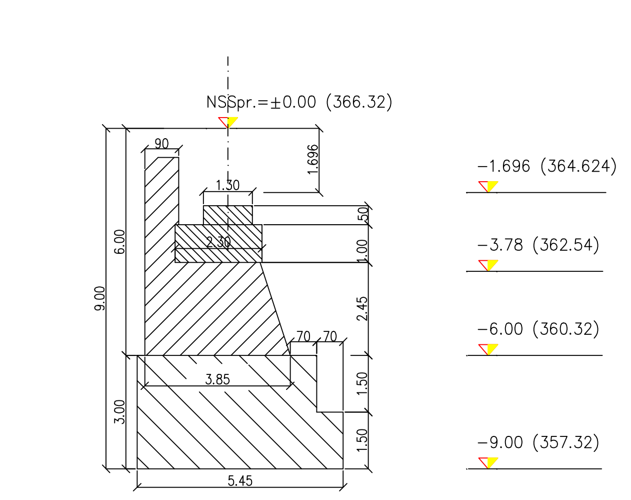


SUPRASTRUCTURA PODULUI CORESPUNDE CONVOIULUI UIC (LM71 si SW/2)
BRIDGE SUPERSTRUCTURE CORESPOND TO CONVOY UIC (LM71 si SW/2)

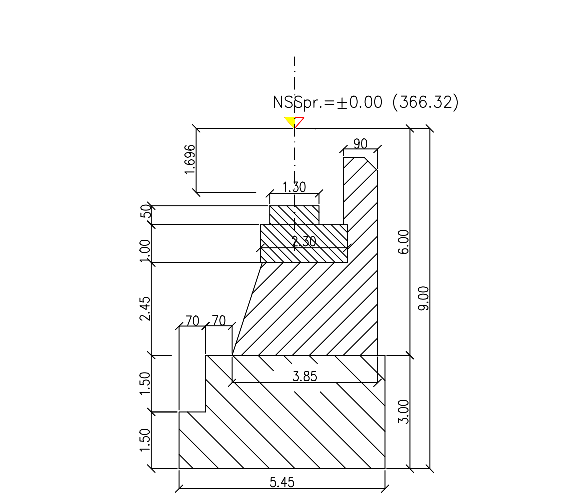
VEDERE C-C (Culeea Brasov)
C-C VIEW (Brasov abutment)
Sc. 1:100



SECTIUNE D-D (Culeea Brasov)
D-D SECTION (Brasov abutment)
Sc. 1:100



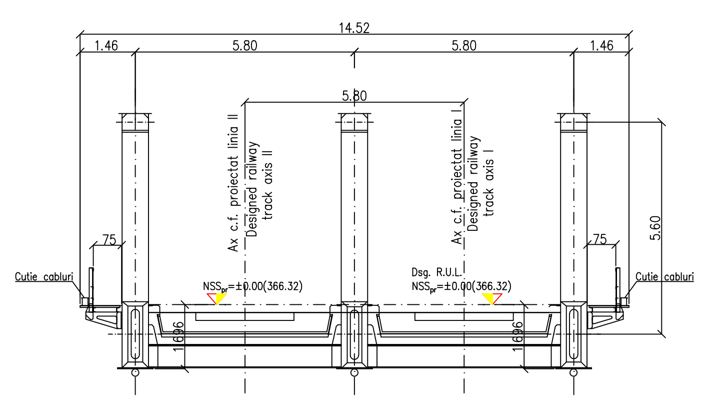
SECTIUNE E-E (Culeea Sighisoara)
E-E SECTION (Sighisoara abutment)
Sc. 1:100



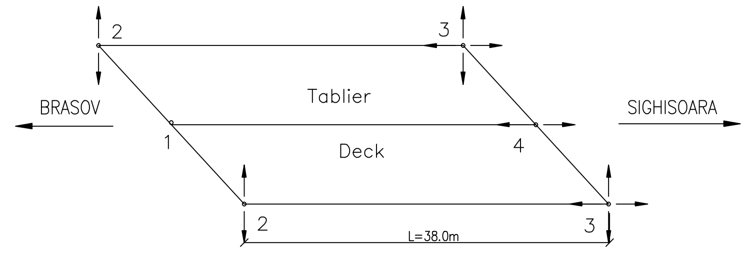
DATE HIDRAULICE	
-Inaltimea de apa in pod:	h=1.41m
-Perimertul udat:	P=14.99m
-Aria udata	A=17.50mp
-Viteza de curgere apa:	V=3.92mc/s

HYDRAULIC DATA	
-Hydraulic height:	h=1.41m
-Wet perimeter:	P=14.99m
-Wet surface:	A=17.50mp
-Watere low speed:	V=3.92mc/s

SECTIUNE TRANSVERSALA PRIN TABLIER F-F
F-F CROSS SECTION FOR THE DECK
Sc. 1:100

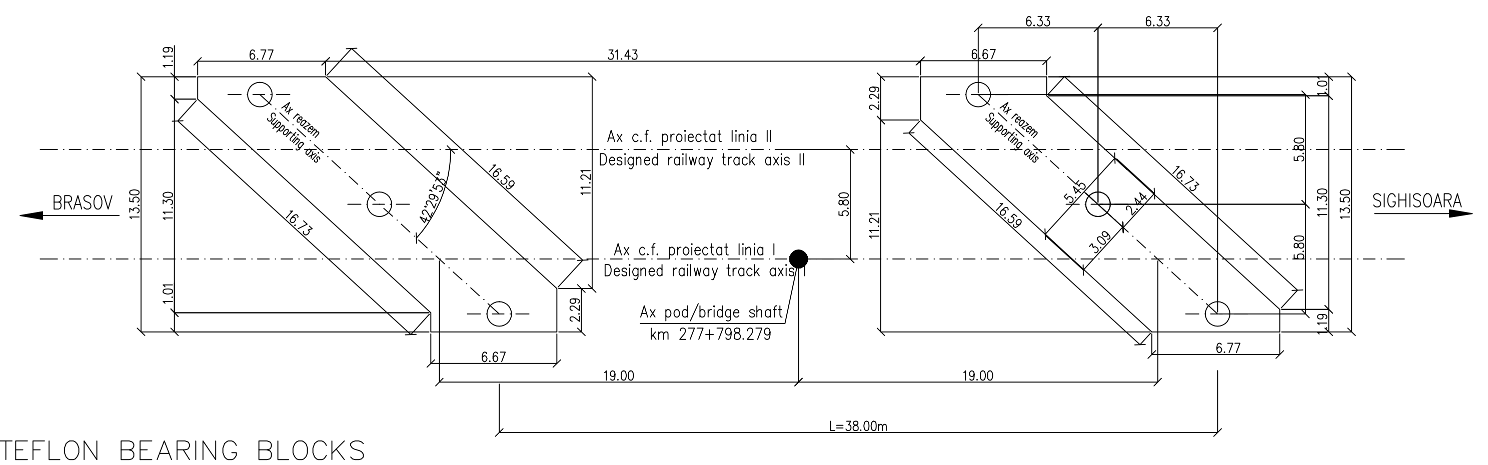


APARATE DE REAZEM CU NEOPREN SI TEFLON/NEOPRENE AND TEFLON BEARING BLOCKS
ASEZAREA APARATELOR/PLACING THE BEARING BLOCKS



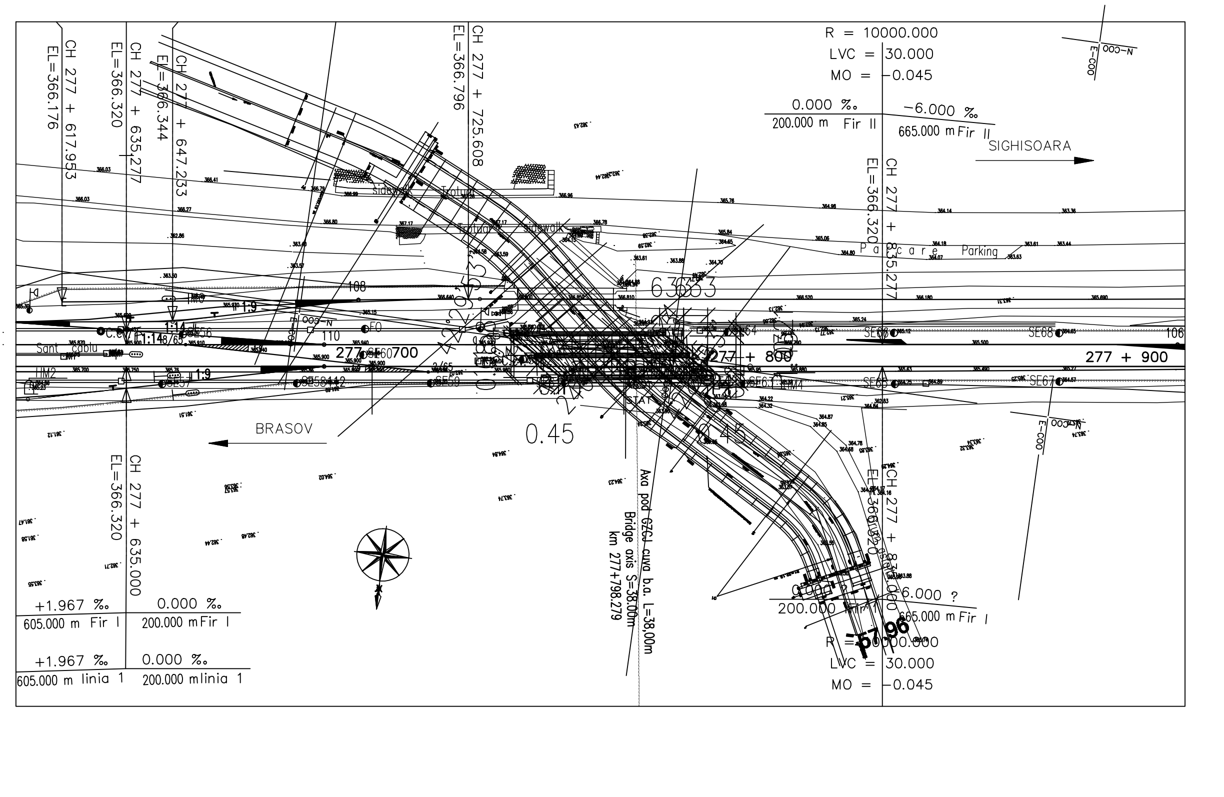
1. APARAT DE REAZEM FIX / FIXED BEARING BLOCK
2. APARAT DE REAZEM GLISANT GHIDAT / GUIDED SLIDING BEARING BLOCK
3. APARAT DE REAZEM LIBER / FREE BEARING BLOCK
4. APARAT DE REAZEM GLISANT GHIDAT / GUIDED SILIDING BEARING BLOCK

PLAN DE TRASARE FUNDATII/TRACE PLAN FOUNDATIONS
Sc. 1:200

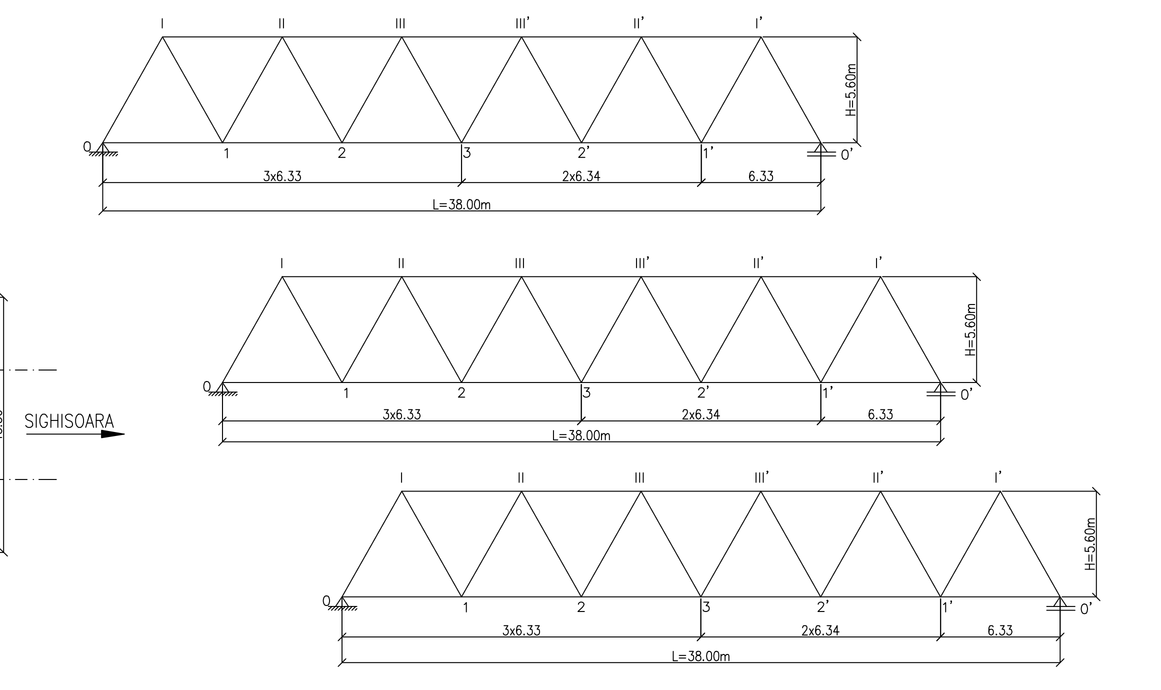


TITLUL PLANŞEI /PLAN TITLE		a				b		c	d		e		f		h		j	g	i			k
PLANURI TIP LA PODURI																						
DETAILS FOR BEARING BLOCK MADE OF TEFLON AND NEOPRENE	DETALII APARAT DE REAZEM DIN TEFLON SI NEOPREN	E	A	5	1	0	1	E	0	0	B	K	P	V	0	0	0	0	0	0	2	0
DETAILS FOR WATERPROOFING AND JOINT COVERING	DETALII HIDROIZOLATII 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	0	5	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= 38 m and W= 5,80 m	PLAN GENERAL GRINDA METALICA PENTRU TABLIER GRINDA ZABRELE, L= 38 m SI W = 5,80 m	E	A	5	1	0	1	E	0	0	B	C	P	V	0	0	0	0	0	0	9	0

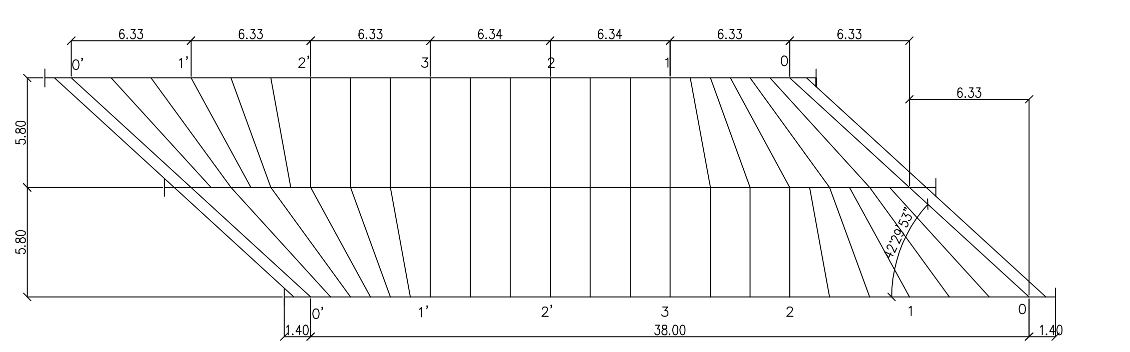
PLAN DE AMPLASAMERT



SCHEMA GEOMETRICA A TABLIERULUI
GENERAL SCHEME



PLANUL ANTRETOAZELOR
CROSS BARS - PLAN



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. Noul pod are urmatoarea alcatuire:
- suprastructura: tablier metalic cu cuva din beton, pentru cale dubla;
- infrastructura: culei din beton armat, fundate direct si pile din b.a.fundate indirect.
4. Cotele cuzinetilor si inaltimile pe reazem ale tablierelor se vor stabili numai dupa aprovizionarea aparatelor de reazem.
5. 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.
-La proiect sunt atasate instructiunile pentru urmarirea curenta a comportarii in timp si Programul privind controlul calitatii lucrarilor.
6. Daca la executie se vor constata neconcordante intre situatia existenta pe teren si cea din proiect se va anunta proiectantul.
7. Constructia se incadreaza in categoria de importanta B (constructii de importanta deosebita), modelul 1 de asigurare a calitatii si clasa de importanta B, conf.HG766/1997
8. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2

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 new bridge has the following structure:
- Superstructure: metallic deck with concrete box for double track;
- Infrastructure: collected from reinforced concrete pile founded reinforced concrete directly and indirectly founded.
4. Shares bearing bushings and height on the decks will be established only after the supply of support equipment.
5. The execution will strictly comply with the provisions of "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.
6. 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.
7. The construction is classified in the B category of importance. Special importance constructions, model 1 for quality ensuring according to HG 766/97.
8. The project will be checked to comply with the requirements A4.2; B2.2; D2.2.

D					
C					
B					
A	12.2011	Revizia 1 1 Revision	Carmen Balan		
Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR

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 Chele Checking Expert	V.Kallidromitis		

SUBCONTRACTANT / SUBCONTRACTOR		AREX Lider COMPANY		
Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A. Dinulescu Stanciu	12.2011	
Întocmit Elaborated	Proiectant Designer	Carmen Balan	12.2011	

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 - Statia Albesti**

Pod km 277+798.279 -G.Z.C.J.C.B. D=38.00m
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 9 | P A | P V | 0 4 | 4 | 0 | 0 0 2 | 1

594x2000