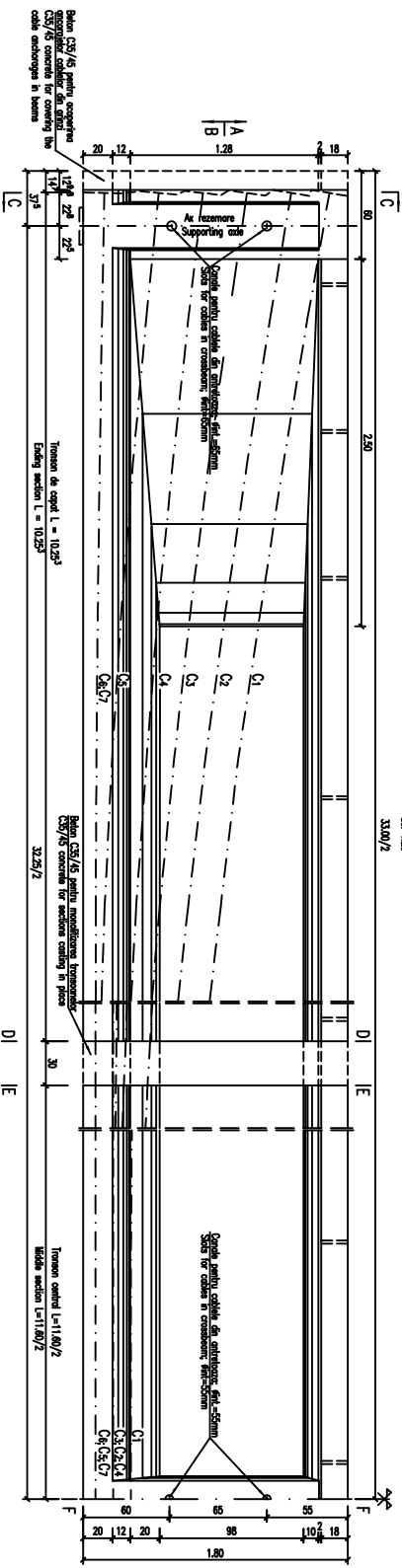


ELEVATE / ELEVATION

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- NOTA
1. La proiectie este executata in un plan perpendicular pe axa longitudinală a podului.
 2. Betonul este executat in beton armat cu agregate de calcar.
 3. Se vor lua masuri pentru a evita, cat mai mult, penetrarea in structura podului a apei si a aerului.
 4. Se vor lua masuri pentru a evita, cat mai mult, penetrarea in structura podului a apei si a aerului.
 5. Se vor lua masuri pentru a evita, cat mai mult, penetrarea in structura podului a apei si a aerului.
 6. Se vor lua masuri pentru a evita, cat mai mult, penetrarea in structura podului a apei si a aerului.
 7. Se vor lua masuri pentru a evita, cat mai mult, penetrarea in structura podului a apei si a aerului.
 8. Se vor lua masuri pentru a evita, cat mai mult, penetrarea in structura podului a apei si a aerului.
 9. Se vor lua masuri pentru a evita, cat mai mult, penetrarea in structura podului a apei si a aerului.
 10. Se vor lua masuri pentru a evita, cat mai mult, penetrarea in structura podului a apei si a aerului.

- NOTE
1. The drawing is made perpendicular to the longitudinal axis of the bridge.
 2. The concrete is made with reinforced concrete.
 3. Measures shall be taken to prevent water and air penetration into the structure of the bridge.
 4. Measures shall be taken to prevent water and air penetration into the structure of the bridge.
 5. Measures shall be taken to prevent water and air penetration into the structure of the bridge.
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 9. Measures shall be taken to prevent water and air penetration into the structure of the bridge.
 10. Measures shall be taken to prevent water and air penetration into the structure of the bridge.

Tolerante maxime la dimensiunile de baza :

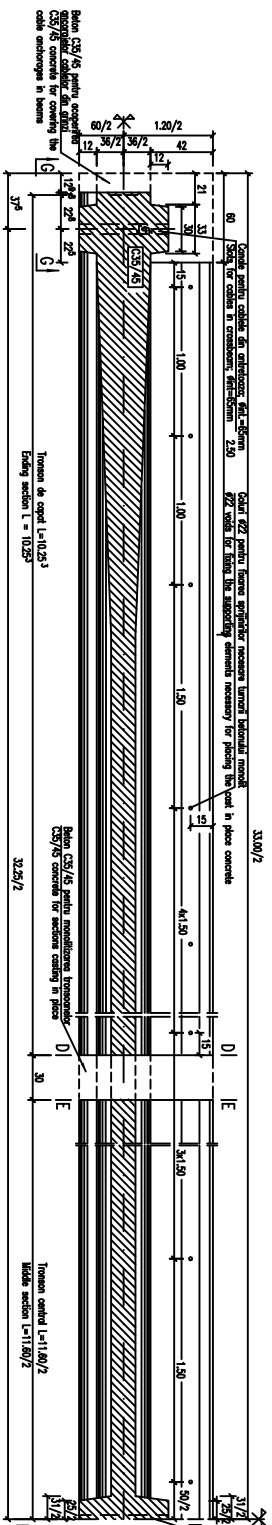
Lungime totale	10mm (±5mm)
Latime totala	12mm (±5mm)
Latime spate	8mm (±5mm)
Latime la baza	8mm (±5mm)

Adaptati tolerantele la dimensiunile de baza :

Latime totala	10mm (±5mm)
Latime totala	12mm (±5mm)
Latime spate	8mm (±5mm)
Latime la baza	8mm (±5mm)

SECTIUNE PLANA A - A / PLANE SECTION A - A

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SCHEMA TRANSVERSALOR / SECTION SCHEME

T B I	T C B	T D B
T E B	T F B	T G B
T H B	T I B	T J B

LEGENDA

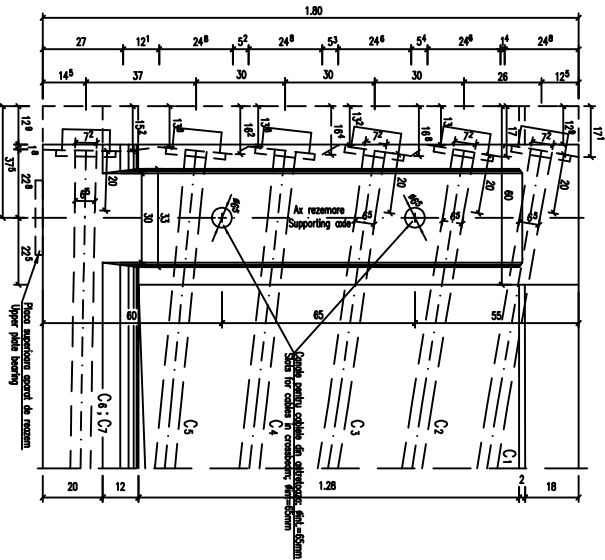
T B I	1.1 m - beton armat	4.1 m
T C B	1.1 m - beton armat	4.1 m
T D B	1.1 m - beton armat	4.1 m
T E B	1.1 m - beton armat	4.1 m
T F B	1.1 m - beton armat	4.1 m
T G B	1.1 m - beton armat	4.1 m
T H B	1.1 m - beton armat	4.1 m
T I B	1.1 m - beton armat	4.1 m
T J B	1.1 m - beton armat	4.1 m
TOTAL	12.0 m / 39.37 ft	

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DETAII DE CAPAT / ENDING DETAILS

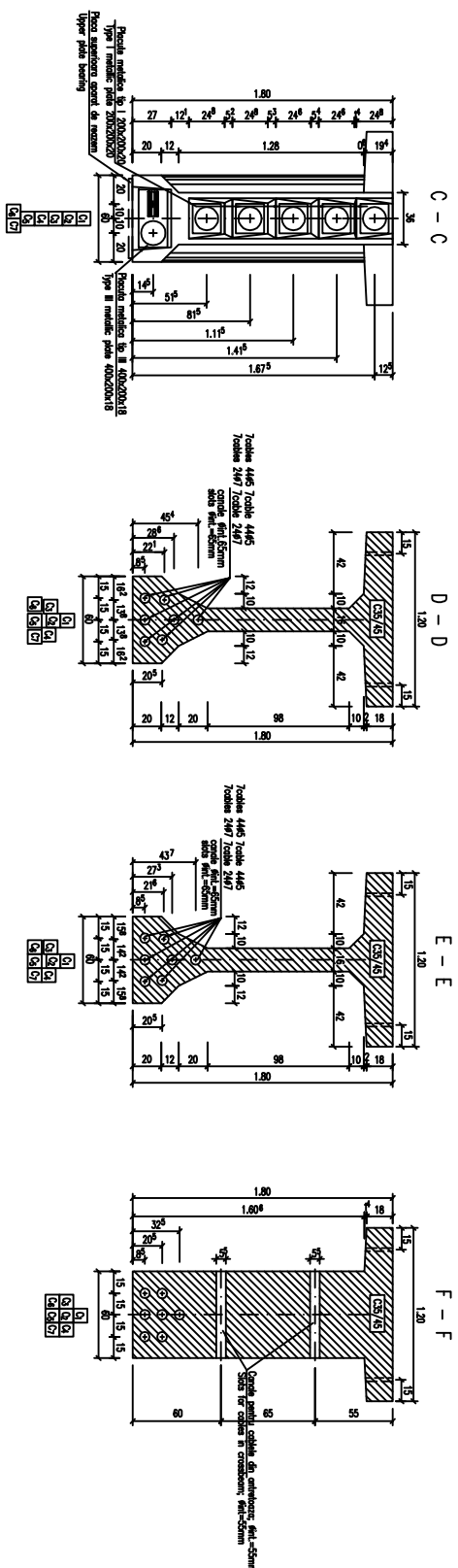
G - G

Sc. 110



SECTIUNI TRANSVERSALE / CROSS SECTIONS

Sc. 120



CERINTE DE CALITATE

QUALITY REQUIREMENTS

Clasa de calitate	C25/30 - beton armat
Clasa de beton	C25
Clasa de agregate	S3
Clasa de beton	C25
Clasa de agregate	S3
Clasa de beton	C25
Clasa de agregate	S3
Clasa de beton	C25
Clasa de agregate	S3

<p>GUVERNUL ROMÂNIEI ROMANIAN GOVERNMENT</p>	<p>PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ EUROPEAN UNION FINANCED PROJECT</p>
<p>CLIENT / CLIENT</p> <p>C.N.C.F. "C.F.R." S.A.</p>	<p>CONSULTANT / CONSULTANT</p> <p>LE OBERMAYER TECHNIC Civil Engineering</p>
<p>SUBCONTRACTANT / SUBCONTRACTOR</p> <p>A. DRĂGULESCU ȘI PARTENII</p>	<p>PROIECT / PROJECT</p> <p>STATA BOD PASAJ SUPERIOR / OVER PASS - KM 182+913.85 LK - 17230m PLAN CEFRAJ GRINDA CENTRALA FORMWORK CENTRAL GIRDER PLAN</p>