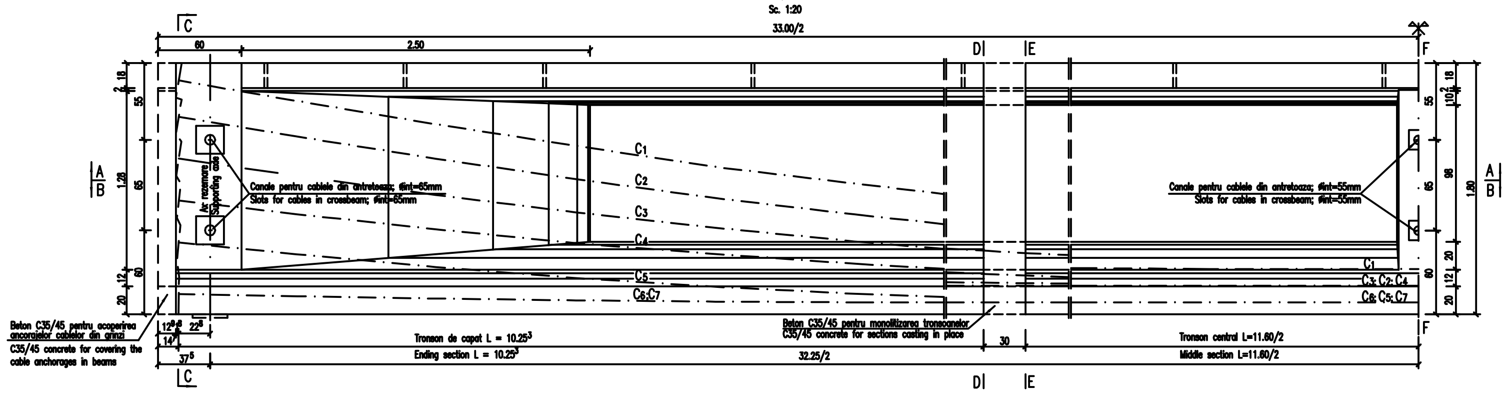
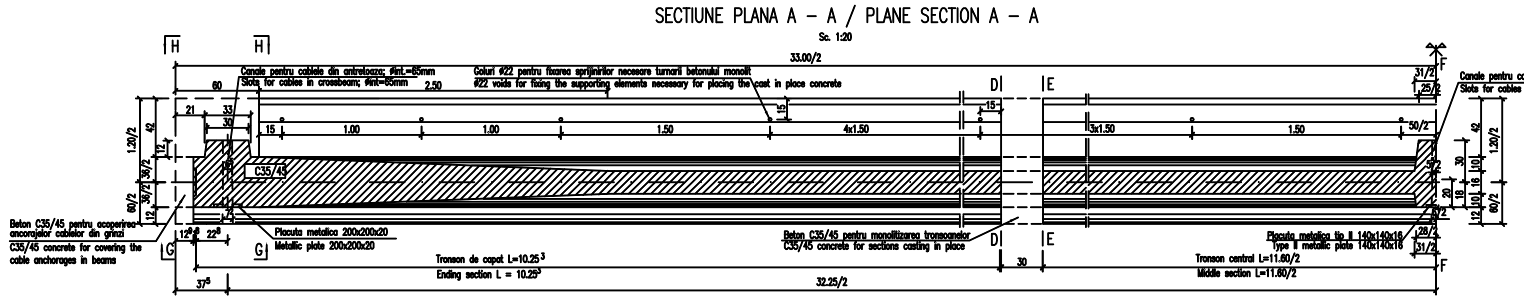
ELEVATIE / ELEVATION

Sc. 1:20



SECTIUNE PLANA A – A / PLANE SECTION A – A

Sc. 1:20



SECTIUNE PLANA B – B / PLANE SECTION B – B

NOTA

1. La podurile oblice, ancorajul se va pune perpendicular pe axa antretoazei.
2. Betonul in grinzi se va realiza cu agregate de concasare.
Se vor face incercari pe cuburi, conform prescriptiilor in vigoare pentru verificarea marcii C35/45.
3. In timpul turnarii si vibrarii betonului se va respecta pozitia cablelor conform proiectului si se va da atentie sa nu se turteasca tecile.
4. Greutate grinda: 58.03 t
Greutate tronsoane: 18.12 t – tronson marginal
19.75 t – tronson central
Volum beton tronsoane: 6.97 mc – tronson marginal
7.59 mc – tronson central
5. Rosturile dintre tronsoane sunt de 30 cm.
Monolitizarea se face prin sudarea mustatilor de armatura, cofrarea si turnarea betonului de marca C35/45.
In timpul betonarii rosturilor, pentru a nu intra betonul in canalele fascicolelor, se vor prevedea tevi din tabla cu t=0.5mm, nerecuperabile dupa betonare sau furtunuri de presiune din cauciuc cu φinterior=65mm, umflate cu aer la 2–3atm.

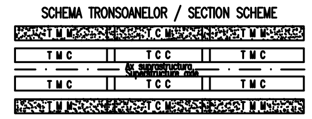
Tolerante admise la dimensiunile de baza :	
Lungime tronson:	16mm (±8mm)
Inaltime tronson:	12mm (±6mm)
Grosime inima:	6mm (±3mm)
Grosime placa superioara:	6mm (±3mm)

NOTE:

1. At inclined bridges, the anchorage shall be laid perpendicular on the crossbeam axle.
2. The concrete in beams shall be made with broken stones. The cables shall be tested according to the prescriptions in force for C35/45 testing.
3. During the concrete placing and vibrating the cables position shall be according to the design and the casings shall not be flattened.
4. Beam weight: 58.03 t
Section weight: 18.12 t – ending section
19.75 t – middle section
Section concrete volume: 6.97 mc – ending section
7.59 mc – middle section
5. The section joints are 30 cm. Monolithisation is executed by welding the reinforcing bars, forming and placing the C35/45 concrete.
Plate steel pipes of t=0.5 mm, irrecoverable after concrete placing, or rubber pressure hoses with inner φ = 65mm, air huffed at 2–3 atm. shall be used during the joints concreting, so that the concrete shall not enter the fascicles slots.

Admitted tolerances from base sizes:	
Section lenght:	16mm (±8mm)
Section height:	12mm (±6mm)
Core thickness:	6mm (±3mm)
Upper plate thickness:	6mm (±3mm)

SCHEMA TRONSOANELOR / SECTION SCHEME



LEGENDA:

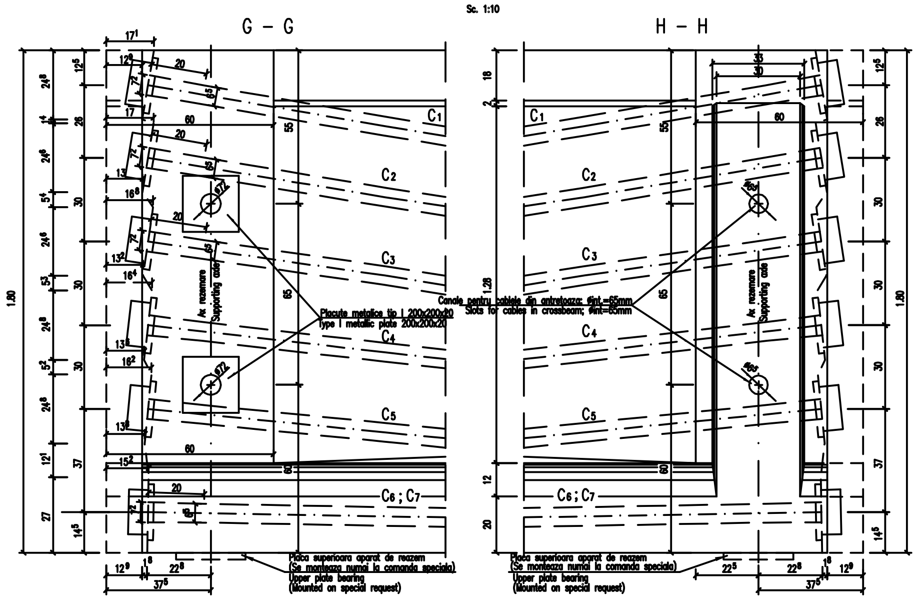
T M M	tronson marginal grinda marginala	4 buc.
T M C	tronson marginal grinda centrala	4 buc.
T C M	tronson central grinda marginala	2 buc.
T C C	tronson central grinda centrala	2 buc.
	TOTAL	12 buc./suprastrastructura

LEGEND:

T M M	Ending section ending beam	4 buc.
T M C	Ending section middle beam	4 buc.
T C M	Middle section ending beam	2 buc.
T C C	Middle section middle beam	2 buc.
	TOTAL	12 buc./superstructure

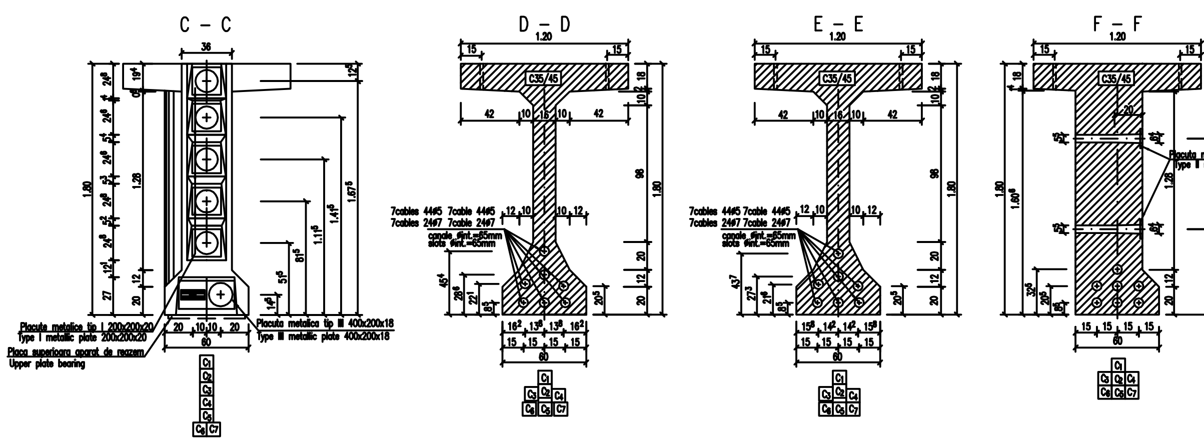
DETALII DE CAPAT / ENDING DETAILS

Sc. 1:10



SECTIUNI TRANSVERSALE / CROSS SECTIONS

Sc. 1:20



CERINTE DE CALITATE

Clasa de expunere C35/45
Clasa de expunere: XC4+XF1
Impermeabilitate: P[8] 12
Gelivitate: G150
Ciment: CEM I 52.5R
Dimensiune maxima agregate 16mm
Valoare maxima A/C: 0,45
Clasa de tasare S2
0837; PC52

QUALITY REQUIREMENTS

C25/30 –	expose class
XC4+XF1	expose class
P[8] 12	impermeability degree
G150	frost resistance degree
CEM I 52.5N	cement type
0,45	W/C maximum value
0837; PC52	
S2	settlement class
16mm	maximum dimension of the aggregates

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

GUVERNUL ROMANIEI / ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ / EUROPEAN UNION FINANCED PROJECT

CLIENT / CLIENT

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

Italferr Joint Venture leader — Scott Wilson — OBERMEYER Planen + Beraten GmbH — TECNIC Consulting Engineers

CONSULTANT / CONSULTANT

			Data / Date	Semnătură / Signature
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Aprobat / Approved	Coordonator Secțiune 1 / Section 1 Coordinator	C. Gambelli		
Verificat / Checked	Expert Cheie / Checking Expert	V.Kallidromitis		

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat / Approved	Responsabil Subconsultant / Subconsultant Responsible	A. Dinulescu Stanciu	02.2012	
Întocmit / Elaborated	Proiectant / Designer	Ionela Ungureanu	02.2012	

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.

Denumire desen / Drawing Title :

STATIA / STATION FELDIOARA
PASAJ SUPERIOR / OVER PASS - KM 191+938.00
PLAN COFRAJ GRINDA MARGINALA / FORMWORK MARGINAL GIRDER PLAN

Codificare / Codification System	Scara / Scale 1:20;1:10	LOT / LOT	Nr. / No 01 / 01

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