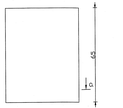
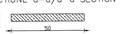
DALE PREFABRICATE DIN BETON
CONCRETE PREFAB SLABS
Sc. 1:10

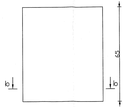
TIP 1 /TYPE 1
(2x13)buc=26bucare for sidewalk
(2x13)buc=26buc. pentru trotuare



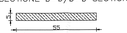
SECTIUNE a–a/a–a SECTION



TIP 2/TYPE 2
(2x2)buc.=4buc. pentru trotuare
(2x2)piece=4pieceforsidewalk



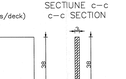
SECTIUNE b–b/b–b SECTION



DALE PREFABRICATE DIN BETON PENTRU GRINZILE INGLOBATE
CONCRETE PREFAB SLABS FOR STEEL GIRDERS ENBEDED
Sc. 1:10

TIP 1/TYPE 1
(7x5buc.=35buc/tablier)(7x5pcs.=35pcs/deck)

SECTIUNE c–c
c–c SECTION



DALE PREFABRICATE DIN BETON PENTRU GRINZILE INGLOBATE ALE TABLIERULUI
CONCRETE PREFAB SLABS FOR STEEL GIRDERS ENBEDED FOR THE DECK
Sc. 1:20

Dale prefabricate din beton 38x3-122 asezate pe strat de mortar bituminos de 1cm – tip 1
Concrete prefab slabs 38x3-122 placed on 1cm bituminous mortar layer – type 1

ATENTIE

1. Turnarea betonului se va face continuu (fara intreruperi), inclusiv in consola, in limp de max. 8 ore folosind intarzietor de priza. Replasti, in cazul turnarii la temperatura ambianta de peste 10°C.
2. Montarea cali, inclusiv balastul, se va face dupa minim 28 zile de la turnarea dalei.

NOTA

Protectia anticoroziva a grinzilor metalice se va face pe suprafata expusa mediului inconjurator, plus 5cm adancime din suprafata ingropata in beton.
Protectia anticoroziva se va executa dintr-un strat de bazaa alcatuit dintr-o pelicula de zinc de 80µm aplicata si doua straturi de rasina poliuretanica, fiecare de 85µm.
Stratul de baza si un invelis poliuretanic se vor aplica in uzina, urmand ca ultimul strat poliuretanic sa fie aplicat pe santier dupa finalizarea lucrarilor la superstructura.
Pregatirea suprafetelor metalice in vederea aplicarii procedeelor de protectie anticoroziva se face prin:
–Periere de rugina cu ajutorul unor perii de sarma.
–Sablare cu nisip sau granule.
–Degresare cu solventi organici pe baza de apa cu emulsii.
–Dupa degresare se spala cu jet de apa pentru indepartarea urmelor de detergent. Solutia pentru degresare va fi aleasa astfel incat sa nu afecteze mediul.
Curatirea suprafetelor se va face conform gradului SA 1 1/2.

ATENTION

1. The concrete shall be continuously pored (without interruptions), including into the bracket, during max. 8 hours, using Replast retarder, in case of pouring at environment temperature over 10°C.
2. The track, including the ballast shall be mounted after minimum 28 days from the concrete slab pouring.

NOTE

The metallic girders will be protected against corrosion on the surface exposed to the environment, plus 5cm depth of the concrete covered surface.
The protection against corrosion will consist in a primary layer made of a zinc membrane (80µm thickness) and two polyurethane covering layer, each of 85µm thickness.
The primary layer and the first polyurethane covering layer will be applied in the factory and the second polyurethane layer will be applied on site, after completing the superstructure works.
Preparing the metallic surfaces in order to apply the corrosion-proof procedures shall be made by:
–Rust removal using wire brushes.
–Sand or granule blasting.
–Organic solvent degreasing by wiping or using emulsions.
–After degreasing, the surface is washed by water jet to eliminate the detergent stains. The solution selected for degreasing shall not affect the environment.
Cleaning the surfaces is made according to the SA 1 1/2.

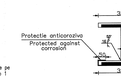
LEGENDA BETOANELOR/CONCRETE LIST

Beton armat in grinzi inglobate de clasa.
Concrete in bearings and in the deck slabs.
C 30/37–14–G 150–P^{28}_{8}–CEM II/A–S 42,5 –A/C=0,50–0 +I6

Beton in stratul de protectie a hidroizolatiei, in dalele prefabricate.
Concrete in the protection layer of waterproofing system, and in the prefab slabs required for the decks made out of steel girders enbeded in concrete.
C 12/15–13–P^{28}_{8}–CEM II/A–S 32,5 N– A/C=0,50–0 +I1

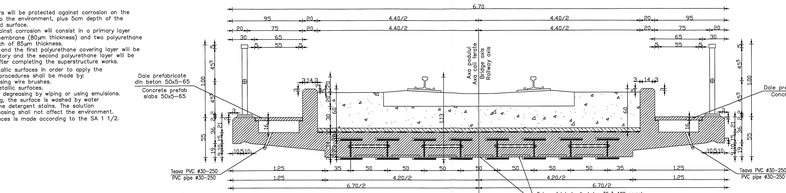
In cazul in care temperatura in timpul turnarii este scazuta, se vor folosi cimenturile cu rezistenta initiala mare, R si aditivi coeficienti, iar in cazul turnarii pe timp caldurosa, cimenturile cu rezistenta initiala uzuala, N si aditivi intarzietori, (conform NE012–99 si tabelului 2 din SR EN 197–1: 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).

GRINDA METALICA SUDATA
STEEL WELDED GIRDER
Sc. 1:10



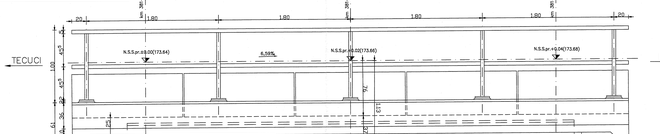
GRINZI METALICE SUDATE
STEEL WELDED GIRDERS
OL 37–EP STAS 12187–88

SECTIUNE TRANSVERSALA IN MIJLOCUL PODULUI
CROSS SECTION IN THE MIDDLE ON THE BRIDGE
Sc. 1:20

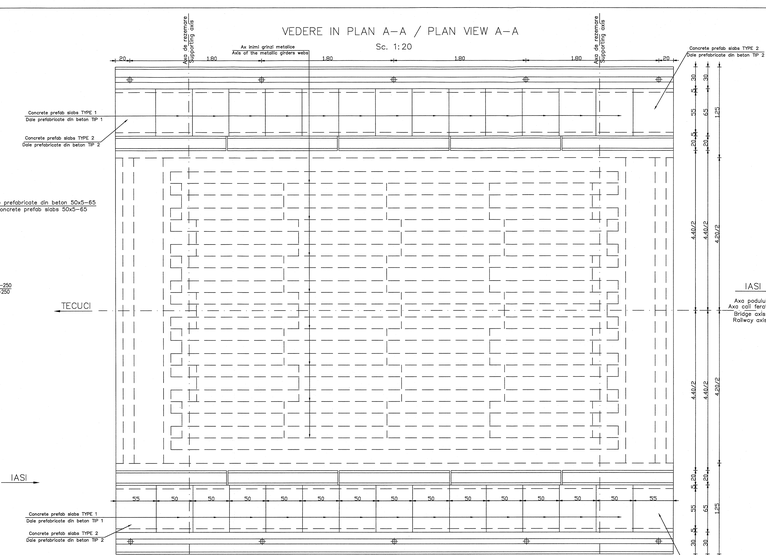


Beton:	– C30/37 suprastructura/superstructure
Concrete:	
Tipul grinzilor:	– grinzi metalice sudate/steel welded girders
Beams type:	
Clasa de otel:	– OL 37–EP (STAS 12187–88)
Steel for the beams:	
Armatura:	– PC52 (STAS 438/1–89)
Reinforcement:	
Strat de acoperire:	– min. 3cm expunere in aer/3cm air exposed
Concrete cover	
Clasa de incarcare:	– convoiul UIC71, P10 (STAS 3220–89)
Load class:	
Confrag.:	– Metal sau lemn/Steel or wood
Formwork:	

ELEVATIE / ELEVATION
Sc. 1:20



VEDERE IN PLAN A–A / PLAN VIEW A–A
Sc. 1:20



NOTA

1. Prezentul plan a-a intocmit pe baza Dispozitiei Generale P02/2010.
2. Detaliile pentru hidroizolatiei, sunt conform specificatiilor tehnice ale producatorului.
3. Toate colturile betonului se vor teai 30/30mm.
4. La proiectarea podului s-au utilizat 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, pentru producerea si livrarea betonului;
– "Codul de practica pentru executarea lucrarilor din beton, beton armat si beton precomprimat", indicativ NC 012–1999, pentru transportul, punerea in opera, turnarea, compactarea, tratarea, protectia si decofrarea betonului;
– "Normativul pentru verificarea calitatii si receptia lucrarilor de constructii", indicativ C56–85;
–Codul de Seisn;
5. Constructia se incadreaza in categoria B de importanta, constructii de importanta deosebita, modul I de exigenta a calitatii conform HG 766/97.
6. Proiectul va fi verificat in exigentele A4.2; B2.2; D2.

NOTE

1. This plan was drown up based on the General Disposition P02/2010.
2. The details for the longitudinal and transversal joint as well as for the waterproofing will be finalized according to the tehnical specification of the producer.
3. All concrete corners will be chamfered 30/30mm.
4. For the execution of the project, the following norms shall be respected:
– "Practice code for concrete, reinforced concrete and pre–stressed concrete–Part one:Concrete production", NE 012/1–2007 for production and delivery of concrete;
– "Practice code for concrete, reinforced concrete and pre–stressed concrete" NE 012–1999 for transportation, casting, compacting, treating and protection of concrete;
– "Practice code for acceptance of the construction works", C 56–85.
–Specifications book.
5. The construction is classified in the B category of importance, special portance constructions, model 1 for quality ensuring according to HG 766/97.
6. The project will be checked to comply with the requirements A4.2; B2.2; D2.2.

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B						
A						
	Date	Modificare				
	Data	Modification / Revision				
BENEFICIAR/BENEFICIARY:	AUTOSTRADA DE IMPREJMUIRE/ AUTOSTRADA DE IMPREJMUIRE					
ROMANIAN ROAD NATIONAL COMPANY	Ministerul Transporturilor / Ministry of Transports					
	Ministerul Economiei si Finantelor / Ministry of Economy and Finance					
	Directia Generala a Finantelor Publice / Directorate General of Public Finance					
	UNIUNEA EUROPEANA / European Union					
	Project financed by the Cohesion Fund					
	PROIECTUL ESTE FINANTAT DE FONDUL DE COEZIUNE / PROJECT'S FINANCED BY THE COHESION FUND					
	FCM Transport 2007–2013					

Proiectat / Designed	Ing. C.Dobre	Scara / Scale	1:10 / 1:20	Lucrarile tehnice pentru proprietar sunt luvrari de inginerie pentru lucrari si podoabe de cale ferata / Technical assistance for property rehabilitation works required for railway tunnels and bridges	
Verificat / Verified	Ing. M.Bucur	Data / Date	05.2008	Beneficiar / Owner / Drawing No.	Faza / Stage
Aut.proiect / Team leader	Ing. Ioan Dochin	Beneficiar / Owner		Pod Dalboset - Km 380+059,97 / Pod Dalboset - Km 380+059,97	PTE/S
				Podul / Culeul nr.1 / Pod / Culeul nr.1	
				Calea ferata/Railway / Suprastructura/Superstructure	