

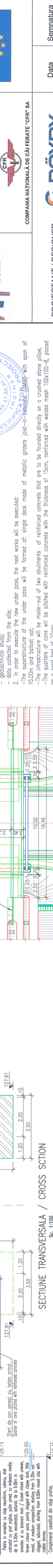
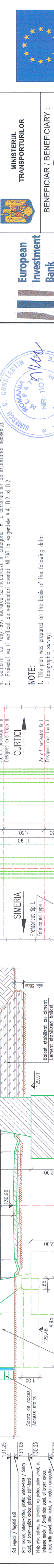
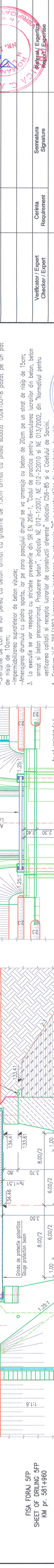
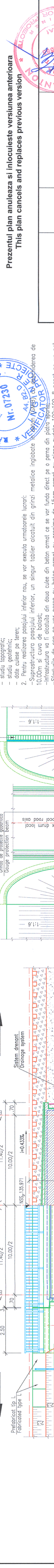
Prezentul plan anuleaza si inlocuieste versiunea anterioara
This plan cancels and replaces previous version

NOTA:
1. Prezentul plan s-a intocmit in baza urmatoarelor date:
- studiu topografic;
- studiu geotehnic;
- date culese pe teren;
2. Pentru realizarea pasajului inferior nou, se vor executa urmatoarele lucrari:
-Suprastructura pasajului inferior, un singur tablier alcatuit din grinzii metalice inglobate in beton;
-Infrastructura va fi alcatuita din doua culme din beton armat ce se vor fonda direct pe o perna din piatra sparta;
-Sferturile de con se vor perca cu beton armat cu grosime de 15cm armat cu plasa sudata 100x100-8 pozat pe un pat de nisip de 10cm;
-Amplasarea suprafetelor de beton vizuale;
-Amplasarea drumului cu piatra sparta, iar pe zona pasajului drumul se va amenaja cu beton de 20cm pe un strat de nisip de 15cm;
3. La executie se vor respecta cu strictete prevederile din SR EN 206-1, "Cadul de practica pentru executarea lucrarilor din beton, beton armat si beton precomprimat. Producere beton", indicativ NE 012-1:2007, NE 012-2:2010 si NE 013/2002, din "Normativul pentru verificarea calitatii si receptia lucrarilor de constructii aeriene", indicativ C56-85 si a Coteiului de Sarcini.
4. Conform H.G. 766/1997 lucrarea se incadreaza in categoria "B" a constructiilor de importanta deosebita.
5. Proiectul va fi verificat de verificatori atestati MLPAI la exigentele A.4, B.2 si D.2.

NOTA:
1. This plan was prepared on the basis of the following data:
- topographic survey;
- geotechnical study;
- data collected from the site;
2. In order to execute the new under pass, the next works will be executed:
-The superstructure of the under pass will be formed of: single deck made of metallic girders joist-in-concrete (GMB) with span of 10.00m and ballast vat;
-The infrastructure will be made-out of two abutments of reinforced concrete that are to be founded directly on a crushed stone pillow;
-The quarters of cone will be pitched with reinforced concrete with the thickness of 15cm, reinforced with welded mesh 100x100-8, placed on a sand bed of 10cm;
-Arranging the road with crushed stone and on the area of the road passage, it will be arranged with concrete of 20 cm on a sand layer of 15 cm;
3. The provisions of the following legislation are to be strictly observed during execution "Code of practice for executing the concrete, reinforced concrete and prestressed concrete works", indicative NE 012-2007, NE 012-2010 and NE 013/2002, "Normative for checking the quality and the taking-over of related construction works" indicative C56-85, SR EN 206-1 and Technical Specifications.
4. Complying with H.G. 766/1997 this structure belongs to category "B" of importance.
5. The project will be verified at MLPAI the requirements of A.4, B.2 and D.2 requirements.

PROIECTANT / DESIGNER:
C. Teodorescu
R. Tudorascu
Semnatura
Signature
Data
Date
01.2013
01.2013

Subcontractor / Subcontractor
YIOTOP
A.M. Baicu
Oct. Lupu
01.2013
01.2013
"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componenta a coridorului IV
Pan - European pentru circulatia trenurilor cu viteza maxima de 160 km/h"
Tronsoanel 2-A : km 614 - cap Y Barzava
"Rehabilitation of the Railway Line Border - Curtici - Simeria, component Part of the IV
Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"
Section 2-A : km 614 - end Y Barzava
Denumire desen / Drawing name:
DISPOZITIE GENERALA / GENERAL LAYOUT
PASAJ INFERIOR / UNDER PASS KM pr. 581+960
Scara / Scale
1:100; 1:200
Revizia / Revision
1 / 04.2013
Cod desen / Drawing Code
PT.02.02.09.PO.16.03
Nr / No
03



OBSERVATIE: Pe toate suprafetele din beton in contact cu pamantul se vor aplica 2 straturi de emulsie din bitum fierzizat.
ATTENTION: All concrete surfaces in contact with soil will be coated with 2 bituminous layers.

