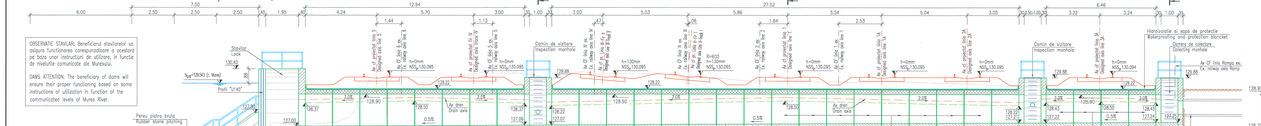
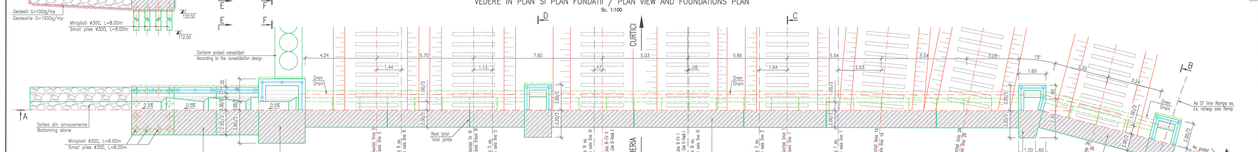
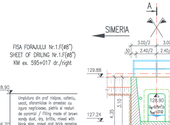
SECTIUNE LONGITUDINALA A–A / A–A LONGITUDINAL SECTION
Sc. 1:100



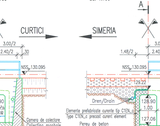
VEDERE IN PLAN SI PLAN FUNDATII / PLAN VIEW AND FOUNDATIONS PLAN
Sc. 1:100



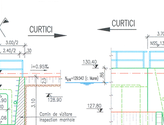
SECTIUNE B-B/B-B SECTION
Sc. 1:100



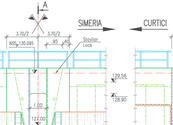
SECTIUNE C-C/C-C SECTION
Sc. 1:100



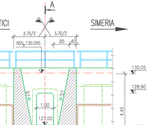
SECTIUNE D-D/D-D SECTION
Sc. 1:100



SECTIUNE E-E/E-E SECTION
Sc. 1:100



SECTIUNE F-F/F-F SECTION
Sc. 1:100



LEGENDA BETOANELOR/CONCRETE LEGEND
conform NE 012-1:2007/SR EN 206-1

FISA FORAJULUI Nr.1 (F1)*)
SHEET OF DRILING Nr.1 (F1)*)
KM ex. 595+017 dr./right

NOTA:
1. Prezentul plan s-a intocmit in baza urmatoarelor date:
– ridicare topografica;
– studiu geotehnic;
– studiu hidraulic;
– expertiza podetului;
– date culese pe teren;
2. Pentru realizarea podetului nou se vor executa urmatoarele lucrari:
– se va inlocui podetul existent, in acelasi amplasament, cu un podet nou tip C1EN – cadre prefabricate, lumina 1.00m;
– parapet din beton metalico pe timpanele podetului;
– in amonte este prevazuta o camera de colectare ce preia apa din podetul de drum existent; intre linille si si N, si linille 2A si 3A rampelor sunt prevazute camine de vizitare pentru lucrari de intretinere;
– podetul este prevazut cu un canal, in dreptul caruia pe peretele cu un metru mai jos decat nivelul de asigurare protectia liniei ferate la debite de calcul cu asigurare de 1% pe raul Mures;
– in aval de podet, pe linia 1 este prevazuta o camera de colectare si un colector din amonte cu pereu; – amonte pereu; podeti cu pragul deversorul in axul de siguranta de 2.50m;
– podetul din amonte are pe 8.00m lungime, la capetel prag de deversoare;
– se vor impermeabiliza suprafetele de beton vizibile;
– la turnarea betonului in fundatii, se vor realiza rosturi totale. Rosturile din fundatii se vor suprapune cu cele din cuzinetul podetului.
3. La executia se vor respecta cu strictete prevederile din SR EN 206–1, "Codul 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 aferente" indicativ CS6–85 si a Codetului 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 MLPAT la exigentele A4, B.2 si D.2.

NOTE:
1. This plan was prepared based on the next data:
– topo survey;
– geo-technical study;
– hydrological study;
– sheet of the culvert;
– expertise of the culvert;
– data collected on the site;
2. In view of executing the new culvert, the next works will be carried on:
– the existing culvert will be replaced on the same location with a new culvert types C1EN – precast frames with clearance of 1.00m;
– a metallic guard-rail is provided at both ends of the culvert;
– a collecting manhole overlooking the water from the existing road culvert is provided upstream;
– inspection manholes for maintenance works are provided between lines III and IV, and between lines 2A and 3A;
– the culvert is provided downstream, at the Larsen planks wall with a dam ensuring the protection of the railway line when the calculation flows with assurance 1% on Mures river increases;
– the riverbed will be arranged with a bottoming inside the culvert, the dam and collecting manhole from upstream;
– upstream dam, culverts with discharge sills with assurance dam from the dam on 7.50m;
– riprap on a length of 8.00m, at the end of discharge sills
– the visible concrete areas will be waterproofed;
– when casting the concrete of foundations, the total joints will be executed. The joints from foundations will overlap on the joints existent between the precast frames;
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 012–2/2010 and NE 013/2002, "Normative for checking the quality and the taking-over of related construction works" indicative CS6–85, 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 A4, B.2 and D.2 requirements.

CONVOI DE CALCUL / CALCULATION CONVOY	LM71

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

PLANURI DETALII GENERALE / GENERAL DRAWING DETAILS										
ACOPERIRE ROSTURI ELEMENTE PREFABRICATE / JOINTS COVERING PRECAST ELEMENTS	P	T	0	2	0	0	P	0	0	1
HIDROIZOLATII SI SISTEM DE DRENARE PODETE / WATERPROFING AND DRAINAGE SYSTEM CULVERTS	P	T	0	2	0	0	P	0	0	2
PARAPET METALIC PODETE / METALLIC HANDRAIL CULVERTS	P	T	0	2	0	0	P	0	0	3
PLAN COFRAJ CADRU TIP C1EN_R / SHUTTERING PLAN FRAME TYPE C1EN_R	P	T	0	2	0	0	P	0	0	7
PLAN COFRAJ CADRU TIP C1EN_C / SHUTTERING PLAN FRAME TYPE C1EN_C	P	T	0	2	0	0	P	0	0	8
FUNDATII PREFABRICATE PENTRU PODURI PROVIZORII SI DETALII DE REZEMARE PODURI PROVIZORII / PREFABRICATED FOUNDATION FOR TEMPORARY BRIDGES AND PROPPING-UP DETAILS FOR TEMPORARY BRIDGES	P	T	0	2	0	0	P	0	0	3

RACHEL I. IONUT-BRAD
ROMANIA
CERTIFICAT DE ATESTARE
NR. 07230
CONFORM ORDIN

Prezentul plan anuleaza si inlocuieste versiunea anterioara / Nr. 07230
This plan cancels and replaces previous version

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Refuzat / Expertiza Rejected / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NATIONALA DE CAI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY

	Data Date	Semnatura Signature
Aprobat Approved — Sef de echipa Team leader — C. Teodorescu	01.2013	
Verificat Checked — Expert Cheie Key Expert — R. Tudorascu	01.2013	
Subcontractant / Subcontractor: VIOTOP		
Aprobat Approved — Adjunct Sef de echipa Deputy Team leader — A.M. Balcu	01.2013	
Proiectat Designed — Inginer Engineer — Oct. Lupu	01.2013	

"Reabilitarea liniei c.f. Frontiera – Curtici – Simeria, parte componenta a coridorului IV Pan – European pentru circulatia trenurilor cu viteza maximă de 160 km/h" Tronsonul 2-A : km 614 - cap Y Bârzava
"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 Bârzava

Project Nr 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:
DISPOZITIE GENERALA / GENERAL LAYOUT
PODET / CULVERT KM pr. 591+696 (KM ex. 595+021)

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:100	1 / 04.2013	PT.02.02.06.PO.05.03	03