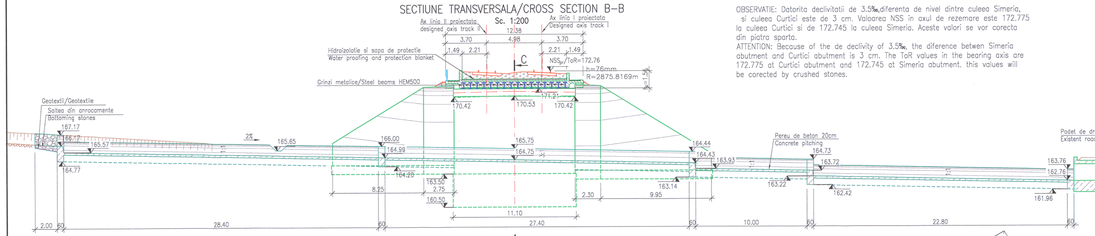
SECTIUNE TRANSVERSALA/CROSS SECTION B–B
Sc. 1:200



OBSERVATIE: Datorita declivitatii de 3.5‰ diferenta de nivel dintre culeea Simeria, si culeea Curtici este de 3 cm. Valoarea NSS in axul de rezemare este 172.775 la culeea Curtici si de 172.745 la culeea Simeria. Aceste valori se vor corecta din piatra sparta.
ATENTIE: Because of the de declivity of 3.5‰, the diference between Simeria abutment and Curtici abutment is 3 cm. The ToR values in the bearing axis are 172.775 at Curtici abutment and 172.745 at Simeria abutment. this values will be corected by crushed stones.

OBSERVATIE:
– Pe toate suprafetele din beton in contact cu pamantul se vor aplica 2 straturi de emulsie din bitum filerizat;
– Suprafetele de beton vizibile se vor impermeabiliza.
ATENTION:
– All concrete surfaces in contact with soil will be coated with 2 bituminous layers;
– Waterproofing the visible concrete surfaces.

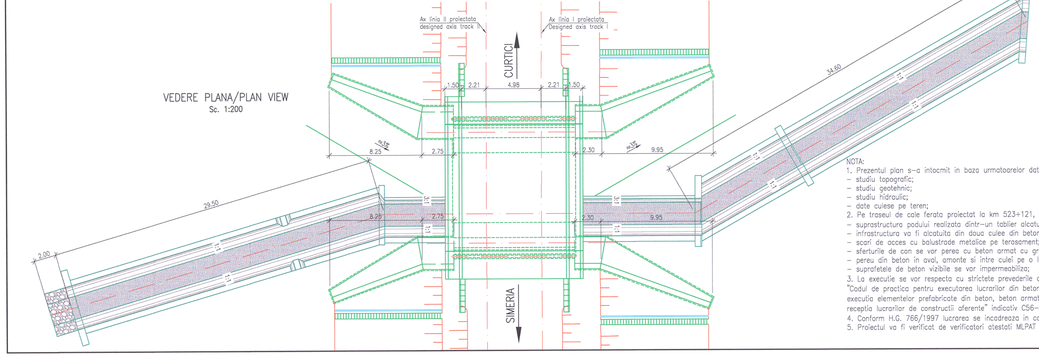
CONVOI DE CALCUL LM71
LOADING MODEL LM71

FISA FORAJULUI/BOREHOLE LOG
KM 523+050

Umplutura constituita din prat nisipos, cafeniu–galbui, tare–vlaromicios, in amestec cu elemente de pietra/Fill made from silty sand, brown–yellow, hard–crushy, mixed with gravel elements	165.52 / 164.92 / 163.25
Prat argilos, cafeniu–galbui,granulozitate neuniforma /Clayey silt, brown–yellow, granulosity uneven	161.82
Nisip prafos dupa, cafeniu–galbui,granulozitate neuniforma (silty sand, brown–yellow, granulosity uneven)	161.02
Pietris cu foarte rar nisip si bolovanis, cafeniu–galbui, granulozitate uniforma(Gravel with very rare sand and boulders, brown–yellow,granulosity uniform)	155.52

PLANURI DETALII GENERALE / GENERAL DRAWING DETAILS											
HIDROZOLATIE SI ACOPERIRI DE ROST WATERPROFFING AND EXPANSION JOINT	P	T	0	2	0	2	0	0	P	O	0 1 9
SISTEM DE DRENARE PODURI BRIDGE DRAINAGE SYSTEM	P	T	0	2	0	2	0	0	P	O	0 2 0
ELEMENT PREFABRICAT TIP L PREFABRICATED ELEMENT TYPE L	P	T	0	2	0	2	0	0	P	O	0 2 1
SCARA DE ACCES SI BALUSTRADA METALICA ACCESS STAIRS AND METALLIC BALUSTRADE	P	T	0	2	0	2	0	0	P	O	0 2 2
PARAPET METALIC PODURI, PE BETON METALLIC HANDRAIL FOR BRIDGES, ON CONCRETE	P	T	0	2	0	2	0	0	P	O	0 2 4

VEDERE PLANA/PLAN VIEW
Sc. 1:200

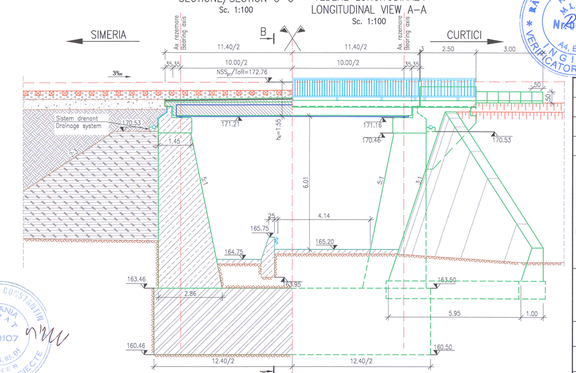


NOTA:
1. Prezentul plan s–a intocmit in baza urmatoarelor date:
– studiu topografic;
– studiu geotehnic;
– studiu hidraulic;
– date culese pe teren;
2. Pe traseul de cale ferata proiectat la km 523+121, se vor executa:
– suprastructura podului realizata dintr–un tablier alcatuit din grinzi metalice inglobate in beton (DMB) cu deschiderea de 10.00m si cuva de balast;
– infrastructura va fi alcatuita din doua culee din beton armat fundate direct;
– scari de acces cu balustrade metalice pe terasament;
– sferturile de con se vor perea cu beton armat cu grosime de 15cm armat cu plasa sudata 100x100–8 pozat pe un pat de nisip de 10cm;
– perea din beton in aval, amonte si intre culee pe o lungime totala de 92.00m, asigurandu–se astfel o panta de scurgere de 2,0%;
– suprafetele de beton vizibile se vor impermeabiliza;
3. La executie se vor respecta cu stricitate prevederile din SR EN 206–1, "Codul de practica pentru producerea betonului", indicativ NE 012–1:2007, "Codul de practica pentru executarea lucrarilor din beton, beton armat si beton precomprimat", indicativul NE 012–2:2010, "Codul de practica pentru executia elementelor prefabricate din beton, beton armat si beton precomprimat", indicativul ND13/2002, din "Normativul pentru verificarea calitatii si receptia lucrarilor de constructii aferente" indicativ C56–85 si a Caietului 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 A.4, B.2 si D.2.

NOTA:
1. This plan was prepared based on the next data:
– topo survey;
– geo–technical study;
– hydraulic study;
– field data;
2. On the designed railway route at km 523+121, there will be executed:
– bridge superstructure: concrete deck with 16 filler beams with a 10 m span and a ballast box;
– infrastructure will be formed out of two r.c. abutments directly placed into the ground;
– access stairs with metallic handrails on the embankment;
– cone quarters pitched with 15cm thick r.c. reinforced with welded mesh 100x100–8 laid–down on a 10cm thick sand bed;
– pitching downstream, upstream and between abutments on a total length of 92.00m, thus ensuring a discharge slope of 2,0%;
– visible concrete surfaces to be waterproofed;
3. The provisions of the SR EN 206–1, "Practice code for concrete production", indicative NE 012–1:2007, "Practice code for execution of concrete, r.c. and pre–stressed concrete works", indicative NE 012–2:2010, "Practice code for execution of concrete, r.c. and pre–stressed concrete precast elements", indicative ND13/2002, "Normative concerning quality check and taking–over of afferent construction works", indicative C56–85 and Technical Specifications will be strictly observed.
4. According to H.G. 766/1997 the work is classified at category "B" of special importance constructions.
5. The design will be checked by MLPAT checkers certified for exigencies A.4, B.2 and D.2.

SECTIUNE/SECTION C–C
Sc. 1:100

VEDERE LONGITUDINALA
LONGITUDINAL VIEW A–A
Sc. 1:100



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

BETON C30/37 – Clasa de expunere XC3+XF1, agregate Dmax 22
DALA DE BETON/CONCRETE SLAB

BETON C25/30 – Clasa de expunere XC2+XF1+XA1, agregate Dmax 22.
RADIER COLOANE, FUNDATII DIRECTE SI FUNDATII PROVIZORII/CAP PILES, DIRECT FOUNDATIONS AND TEMPORARY FOUNDATIONS

BETON C25/30 – Clasa de expunere XC4+XF3, agregate Dmax 22.
ELEVATII INFRASTRUCTURA SI ZIDURI DE SPRIJIN
INFRASTRUCTURE ELEVATIONS AND RETAINING WALLS

BETON C25/30 – Clasa de expunere XC4+XF1+XM1, agregate Dmax 16.
SAPA DE PROTECTIE A HIDROIZOLATIEI SI PREDALE
WATERPROOFING PROTECTION AND PRESLABS

BETON C25/30 – Clasa de expunere XC4+XF3+XA1, agregate Dmax 22.
ARIPI, SFERT DE CON, PERELU SI SCARI DE ACCES
WINGS, QUARTER CONE, PITCHING AND ACCESS STAIRS

BETON C16/20 – Clasa de expunere X0+XF3, agregate Dmax 16.
DREN, BETON DE PANTA SI DE EGALIZARE
DRAINAGE, SLOPE AND LEAN CONCRETE

ROMANIA MLPAT NR. 1107 A4.A5.B2.B5.D1 INGINER VERIFICATOR PROJECTE MARCEL C. OBOSANU

ROMANIA MLPAT NR. 1107 A4, B2.0 INGINER VERIFICATOR PROJECTE RACANEL I. IONUT RADU

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

ROMANIA MLPAT NR. 1107 A4.A5.B2.B5.D1 INGINER VERIFICATOR PROJECTE CHIRICA C. NOANY

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Referat / Expertiza Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :
CFR
COMPANIA NAȚIONALĂ DE CĂI 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. Baicu	01.2013	
Proiectat Designed	Inginer Engineer	A. Popa	01.2013	

"Reabilitarea liniei c.f. Frontier à - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circula ția trenurilor cu viteză maximă de 160 km/h"
Tronsonul 2-C : cap Y Iltea - cap Y Gurasada
"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-C : end Y Iltea - end Y Gurasada

Project 9i 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:
DISPOZITIE GENERALA / GENERAL OUTLINE
POD / BrRIDGE KM pr. 523+121

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:200, 1:100	1 / 04.2013	PT.02.02.17.PO.10.03	03