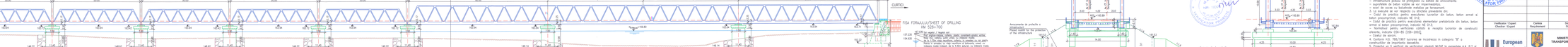
ELEVATIE / ELEVATION
Sc. 1:500

SECTIUNE TRANSVERSALA CULEE 1/CROSS SECTION ABUTMENT 1
Sc. 1:200

SECTIUNE TRANSVERSALA PILA 6/CROSS SECTION PILE 6

VEDERE IN PLAN / PLAN VIEW

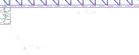


LEGENDA BETOANELOR/CONCRETE LEGEND conform NE 012-1:2007/SR EN 206-1

- BETON C30/40 - Clasa de expunere XC4+XF3, agregate Dmax 32 BANCHETA CUINETURI PILE/PILE BEARING BENCH
- BETON C25/30 - Clasa de expunere XC2+XF1+XM1, agregate Dmax 32 RADIER COLOANE SI FUNDATII GRINZI/FLOOR PILES AND DIRECT FOUNDATIONS
- BETON C25/30 - Clasa de expunere XC2+XF3+XM1, agregate Dmax 32 PILOTI CUNEI/CORELI PILES
- BETON C25/30 - Clasa de expunere XC4+XF3, agregate Dmax 32 ELEVATII INFRASTRUCTURA/INFRASTRUCTURE ELEVATIONS
- BETON C25/30 - Clasa de expunere XC4+XF3+XM1, agregate Dmax 32 ARIPI, SPERT DE CUIB, PEREU SI SCARI/ WINGS, QUARTER CONE, PITCHING AND ACCESS STAIRS
- BETON C16/20 - Clasa de expunere XC4+XF3, agregate Dmax 16 UMPL BETON DE PANTA SI DE EGALARE GRAVINGS, SLOPE AND LEVA CONCRETE

SCHEMA AMPLASARE APARATE DE REAZEM/ BEARINGS POSITION CHART

CONVOI DE CALCUL LM71
LOAD MODEL LM71



DESCRIERE:
1. Nivelul fundatiilor infrastructurilor se va stabili la executie in functie de conditiile locale, dar nu mai sus de adancimile de mai jos mentionate.
2. Daca la executie se va constata alta stratificatie a terenului de fundare, se va anunta proiectantul pentru reanalizarea fundatiilor si eventuala adaptarea acestora.
3. Infrastructurile se vor executa cu dispozitive de cofrare rigide si etanse si vibratoare performante cu Ciofrul de Santier.
4. Pentru betoane rezistenti mold corespunzator tolerantele de grinzi prefabricate si aparatele de reazem/ Concrete should be poorly amortizores fortelor seismice orizontale conform cu SR EN 1337-3. Dimensiunile finale ale aparatelor de reazem si dispozitivelor se vor definitiva dupa studiilor tipului acestora si alegerea furnizorului.

OBSERVATII:
1. The foundation level of infrastructures will be established during the execution depending on the local conditions, but not above the depths mentioned below.
2. If during execution a different soil stratification is noticed, the designer will be announced for reanalysing the foundations and adapting the design to the existing situation.
3. The infrastructures will be provided with monolithic, rigid and tight formworks and dispositions according to Technical Specifications.
4. The ready mixture concrete shall correspondent to the continuous beam deck, infrastructures devices will be mounted on in order to amortize the horizontal seismic forces according to SR EN 1337-3. The final dimensions of the bearings and devices anchorage plates will be finished after establishing their and provider's type.

NOTE:
1. Prezentul plan a-s intocmit in baza urmatoarelor date:
- studiu topografic;
- studiu geotehnic;
- studiu hidrologic.
2. Pe traseul de calea ferata proiectat in km 528+514, se vor executa un pod cu suprastructura tip GZU cu 8 deschideri: 5x50m+80m+110m+80m, pe o infrastructura cu fundatii directe si elevatii masive din beton.
- infrastructura podului (pile si culee) se fundeaza direct
- suprastructura podului se realizeaza monolit, betonat monolitic.
- suprastructura se betoneaza pe schele metalice pe terasament.
- aripi de sprijin cu balastiera metalica pe terasament.
- La executia se vor respecta cu strictete prevederile din caietele de sarcini pentru executia lucrarilor turnate din beton, beton armat si beton precomprimat, indicativ NE 012/99.
- Codul de proiectare pentru executarea podurilor de beton, beton armat si beton precomprimat, indicativ NE 013/2002.
- Codul de proiectare pentru calculul la seism. Partea I: prevederi generale, cladiri, indicativ CR6-06 (2006).
- Codul de actiuni, indicativ NE 01/2007 lucrarea se incadreaza in categoria "B" a constructiilor de importanta deosebita.
3. Proiectul nu-i verificat de verificatori atestati MLPAT la exigentele A4, B.2 si D.2.

NOTE:
1. The plan was prepared based on the next data:
- topo survey;
- geo-technical study;
- hydrolic study.
2. On the designed railway route at km 528+514, there will be executed:
- a bridge with 8 spans 5x50m+80m+110m+80m, which will have the superstructure made of type GZU monolith deck concrete, and the infrastructure (composed of piles and abutments) will have direct foundations.
- making the infrastructure protection works with riprap mattresses.
- the viable concrete areas will be widenproofed.
- the bridge's superstructure will be concreted on the embankment.
3. During execution there will be strictly observed the provisions of:
- Practice code concerning the execution of concrete, r.c. and pre-stressed concrete elements, indicative NE 012/99.
- Practice code concerning execution of concrete, r.c. and pre-stressed concrete elements, indicative NE 013/2002.
- Code concerning design, quality check and taking-over of different constructions, indicative CR6-06 (2006-2002).
- Technical Specifications.
- Complying with H.G. No.766/1997 this structure belongs to category "B" of importance.
4. The project will be verified at A4, B.2 and D.2 requirements.

FLANSURI DETALII GENERALE / GENERAL DRAWING DETAILS

SISTEM DE ORIENARE 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

DISPOZITIE GENERALA / GENERAL LAYOUT
POD / BRIDGE KM 528+514

Scara / Scalle	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:200 1:500	1 / 04.2013	PT.02.02.17.PO.20.03	03

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

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Refuzat / Expertiza Report / 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	01.2013	
Verificat Checked	Expert Cheie Key Expert	01.2013	

Subcontractant / Subcontractor: MOTOP

Aprobat Approved	Adjunct Sef de echipa Deputy Team leader	A.M. Balcu	01.2013
Proiectat Designed	Inginer Engineer	T. Mihail	01.2013

"Realizarea liniei c.f. Frontiera - Curtici - Simeria , parte componenta a coridorului IV Pan - European pentru viteze de trasee/linii cu viteza maxima de 160 km/h"
Tronsonul 2+C - Lot 7/ Simeria - Lot 9/ Curtici
"Rehabilitation of the railway line Frontiera - Curtici - Simeria, component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"
Section 2+C - lot 7/ Sim. - lot 9/ Curtici

Documentie desen / Drawing name:

Project Nr 2531/1.1

Faza / Phase: PTH+CS / TD+TS

Semnatura Signature

Data Date

01.2013

01.2013

01.2013

01.2013