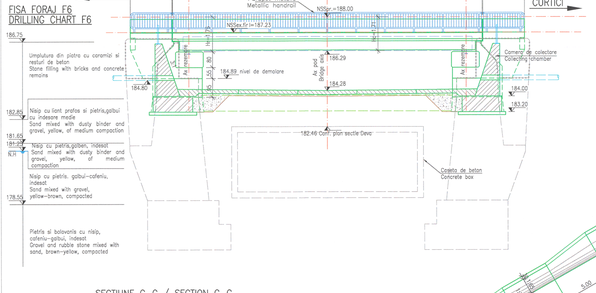
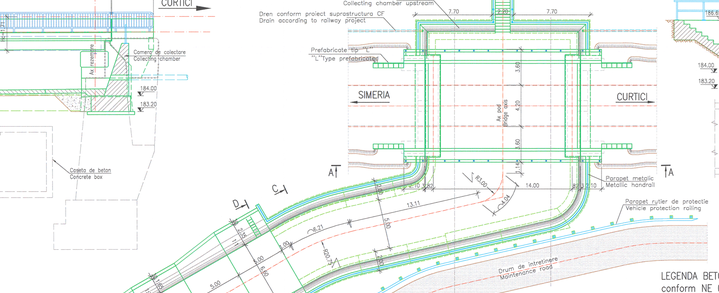
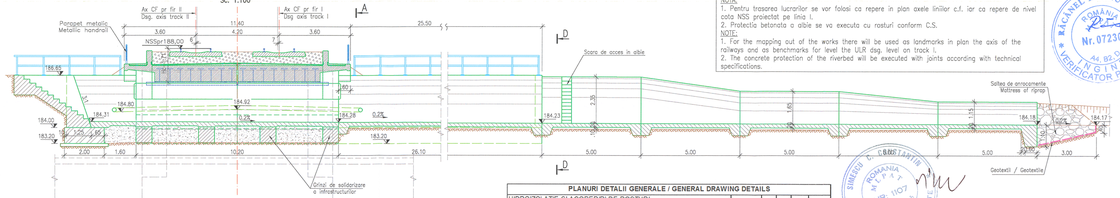
SECTIUNE A–A / SECTION A–A
Sc. 1:100



VEDERE PLANA / PLAN VIEW
Sc. 1:200



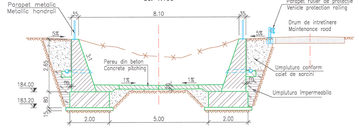
SECTIUNE B–B / SECTION B–B
Sc. 1:100



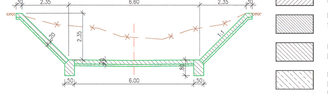
NOTA:
1. Pentru trasorea lucrarilor se vor folosi ca repere in plan axele liniilor c.f. iar ca repere de nivel cota NSS proiectat pe linia I.
2. Protectia betonata a albiei se va executa cu rosturi conform C.5.

NOTE:
1. For the mapping out of the works there will be used as landmarks in plan the axis of the railways and as benchmarks for level the ULR dsg. level on track I.
2. The concrete protection of the riverbed will be executed with joints according with technical specifications.

SECTIUNE C–C / SECTION C–C
Sc. 1:100



SECTIUNE D–D / SECTION D–D
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 D_{max} 22 DALA DIN GRINZI METALICE INGLOBATE IN BETON/CONCRETE SLAB
- BETON C25/30 – Clasa de expunere XC2+XF1+XA1, agregate D_{max} 22. FUNDATII DIRECTE SI FUNDATII PROVIZORII / DIRECT FOUNDATIONS AND TEMPORARY FOUNDATIONS
- BETON C25/30 – Clasa de expunere XC4+XF3, agregate D_{max} 22. ELEVATII SI ZIDURI DE SPRIJIN / ELEVATIONS AND RETAINING WALLS
- BETON C25/30 – Clasa de expunere XC4+XF1+XM1, agregate D_{max} 16. SAPA DE PROTECTIE A HIDROIZOLATIEI / WATERPROOFING PROTECTION
- BETON C25/30 – Clasa de expunere XC4+XF3+XA1, agregate D_{max} 22. PEREU SI SCARI DE ACCES / PITCHING, ACCES STAIRS
- BETON C16/20 – Clasa de expunere X0+XF3, agregate D_{max} 16. DREN, BETON DE PANTA, DE EGALIZARE / DRAINAGE, SLOPE, LEAN CONCRETE

NOTA:
1. Prezentul plan s–a intocmit in baza urmatoarelor date:
– studiu topografic;
– studiu geotehnic;
– studiu hidraulic;
– expertiza podului;
– date cuteze pe ape
2. Pentru construirea podului nou se vor executa urmatoarele lucrari:
– suprainalterea elevatiilor la infrastructurile existente;
– executarea unor tablere noi de tip grinzi metalice ingloba in beton cu deschidere de 14.0m;
– racordarea podului nou cu terasamentele va fi asigurata in amonte cu o camera de colectare a apelor si in ovoi cu ziduri de sprijin;
– se vor impermeabiliza suprafetele de beton vizibile;
– se prevede parapet metalic pe imprentele podului, pe camera de colectare si pe zidurile de sprijin;
– se va amenaja albia in interiorul podetului, in camera de colectare si intre zidurile de sprijin cu pereu de beton;
– in ovoi se va proteja albia cu pereu pe o lungime de aproximativ 50.00m;
– saltea de 3.00m lungime, din piatra bruta la capetul din ovoi si pereuiul;
La executie se vor respecta cu stricitate prevederile din SR EN 206–1, NE 012–1:2007, NE 012–2:2010, NE013/2002, si C56–85 (C56–2002) 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.

NOTE:
1. This plan was prepared based on the following data:
– topographic study;
– geotechnical study;
– hydraulic study;
– expertise of the bridge;
– data collected on site.
2. In order to executing the new bridge, the following works will be executed:
– superelevating the elevations for the existing foundations;
– executing new decks type metalic girders embedded in concrete with span of 14.0m;
– the connection of the new bridge with the embankments will be carried out upstream by help of a waters' collecting chamber and downstream by help of retaining walls;
– the visible surfaces of concrete will be waterproofed;
– metallic handrail is provided at the lympans of the culvert, on the waters' collecting chamber and on the retaining walls;
– the riverbed will be arranged inside the bridge, in the waters' collecting chamber and between the retaining walls with concrete pitching;
– on downstream the riverbed will be protected on a length of approximately 50.00m;
– 3.00m long mattress, made of rough stone at the downstream of the culvert;
3. When executing, there will be strictly observed the provisions of SR EN 206–1, NE 012–1:2007, NE 012–1:2010, NE013/2002, C56–85 and of the Technical Specifications.
4. Complying with H.G. 766/1997 this structure belongs to category "B" of importance.
5. The project will be verified at A.4, B.2 and D.2 requirements.

PLANUR DETALI GENERALE / GENERAL DRAWING DETAILS										
HIDROIZOLATIE SI ACOPERIRI DE ROSTURI	P	T	0	3	0	2	0	P	O	0 1 9
WATERPROFFING AND EXPANSION JOINTS										
SISTEM DE DRENARE PODURI	P	T	0	3	0	2	0	P	O	0 2 0
BRIDGE DRANAGE SYSTEM										
ELEMENT PREFABRICAT TIP L	P	T	0	3	0	2	0	P	O	0 2 1
PREFABRICATED ELEMENT TYPE L										
SCARA DE ACCES SI BALUSTRADA METALICA	P	T	0	3	0	2	0	P	O	0 2 2
ACCESS STAIRS AND METALLIC BALUSTRADE										
PARAPET METALIC PENTRU PODURI DE BETON	P	T	0	3	0	2	0	P	O	0 2 3
METALLIC HANDRAIL FOR CONCRETE BRIDGES										
	P	T	0	3	0	2	0	P	O	0 2 4

OBSERVATIE:
1.Inainte de inceperea executiei se va contacta proprietarul conducetelor din zona podului ler impreuna cu acesta se vor identifica si pune in siguranta toate conductele. Deasemenea, pe toata durata executiei se va solicita prezenta unui specialist din partea proprietarului conducetelor pentru supravegherea lucrarilor.
2. Lucrarile cuprinse in tehnologia de executie pentru prezentul pod se vor corela cu lucrarile de la podetile km 490+240 si km 490+201.50.
3. Armaturile verticale din infrastructurile existente se vor fasona si se vor taia la 40 cm deasupra nivelului de demolare.
4. Orice neconcordanta intre elementele avute in vedere la elaborarea proiectului si teren va fi anuntata proiectantului pentru adaptare la situatia existenta.
ATENTION:
1. Before commencing the execution, the owner of pipes present in the bridge area will be contacted and together all pipes will be identified and secured. Also, existing the entire execution duration, an expert representing the pipe owner will be present to supervise the works.
2. Works included in the execution technology of this bridge will be correlated to the works from km 490+240 and km 490+201.50.
3. Vertical reinforcements from existing infrastructures will be shaped and cut at 40cm above the demolition quota.
4. Any incongruity between the elements taken into account when preparing the design and the site will be announced to the designer so that he can adapt to the existing situation.

CONVOI DE CALCUL LM71
CALCULATION CONVOY LM71

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

Verificator / Expert Checking Expert	Semnatura Signature	Referat / Expertiza Report / Expertise	

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NATIONALA 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	T. Toma	01.2013

"Reabilitarea liniei c.f. Frontier ă - Curtici - Simeria , parte componentă a Coridorului IV Pan - European pentru circula ţia trenurilor cu viteză maximă de 160 km/h"
Tronsonul 3: Gurasada - Simeria

"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 3: Gurasada - Simeria

Project 9i 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:
DISPOZITIE GENERALA / GENERAL LAYOUT
POD / BRIDGE
km 490+480(pr.) 490+486(ex.)

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:100	1 / 04.2013	PT.03.02.23.PO.03.03	03