



- NOTE**
1. Defense works necessary to carry railway traffic safely, in front of the railway bridge km. 223+203.05, are as follows :
 - axis upstream of the railway bridge designed desilting and calibration will be performed on about 113,00 m riverbed with trapezoidal section base ranging from 13,36 m to 8,00 m and slope of 1:1 with a height of 1,80 m ;
 - In the railway bridge will be executed protecting banks, 25,00 m upstream and downstream of the railway bridge designed axis (measured on axis correction) concrete retaining walls with 1,80 m height and extending in upstream, the 25,00 m length, with concrete slabs pitching 20 cm thick concrete reinforced with steel mesh, provided the foundation to the enclosure and spurs at the ends, connection to the riverbed is made with stone spurs rockfill;
 - protection of the bottom riverbed, for about 25,00 m length upstream and downstream, including under the railway bridge about 26,00 m length (measured on axis correction), is made of monolithic concrete slabs pitching 30 cm thick layer filter 10 cm thick, with enclosure spur connecting the ends and rockfill mattresses placed on geotextil filter.
 2. The execution of concrete shall comply with the "Standard for the production and execution of concrete, reinforced concrete and prestressed concrete NE 012/1-2007-Production of concrete and concrete execution NE 012/2-2010".
 3. Quality control of works and their reception will be according to Norm C56-1985.
 4. The work is extremely important in the category B, according to Government Decision 768/97, a quality assurance model 1.
 5. According to the ORD M.T. risk class work is a B.
 6. Documentation will be verified by an auditor certified to the requirements A4, B2, D2.

DATE HIDRAULICE		HIDRAULIC DATA	
- Înălțimea de apă :	- amonte h=1,26 m	- Hidraulic height :	- upstream h=1,26 m
- aval h=1,26 m	- sub pod h=1,26 m	- downstream h=1,26 m	- under bridge h=1,26 m
- Perimetru udat :	- amonte P=18,92 m	- Perimeter :	- upstream P=18,92 m
- aval P=18,92 m	- sub pod P=15,40 m	- downstream P=18,92 m	- under bridge P=15,40 m
- Aria udată :	- amonte A=18,42 mp	- Surface :	- upstream S=18,42 m
- aval A=17,12 mp	- sub pod A=17,12 mp	- downstream S=18,42 m	- under bridge S= 17,12 m
- Viteza de curgere a apei :	- amonte v=3,38 m/sec	- Water flow speed :	- upstream v=3,38 m/sec
- aval v=4,38 m/sec	- sub pod v=5,20 m/sec	- downstream v=4,38 m/sec	- under bridge v=5,20 m/sec
- Debitul Q1%=58 m³/sec		- Waterdebit Q1%=58,60 m³/sec	

D					
C					
B					
A	11.2011	Revizia 1	Popescu Anca Raluca		
Index	Date	Modificarea / Revision	Proiectant Designer	Aprobat Consultant Approved	Aprobat CFR Approved CFR



CONSULTANT / CONSULTANT		Date	Semnătură / Signature
Aprobat / Approved	Șef proiect / Project manager	R. Liuzza	
Aprobat / Approved	Coordonator Secțiune / Section 1 Coordinator	C. Gambelli	
Verificat / Checked	Expert Cheie / Checking Expert	V. Kallidromitis	

SUBCONTRACTANT / SUBCONTRACTOR		Date	Semnătură / Signature
Aprobat / Approved	Responsabil Subcontractant / Subcontractant Responsible	A. Dinulescu Stanciu	
Intocmit / Elaborated	Proiectant / Designer	Popescu Anca-Raluca	25.10.2011

Reabilitarea liniei de cale ferată Brașov – Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteză maximă de 160 km/h, Tronsoanel: Brașov - Sighișoara, Reabilitation of the railway line Brașov – Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h, Section : Brașov - Sighișoara

Denumire desen / Drawing Title : STAȚIA RACOS / RACOS STATION PROTECȚIE POD C.F. KM. 223+203.05 PLAN DE SITUAȚIE 223+203.05 KM RAILWAY BRIDGE PROTECTION LAYOUT PLAN

Codificare / Codification System	Scara / Scale 1:500	LOT / LOT	Nr. / No 01 / 01
E A 51	0 1	C	1 1
L 9	A P	0 1	4 3
0 0 1	1		