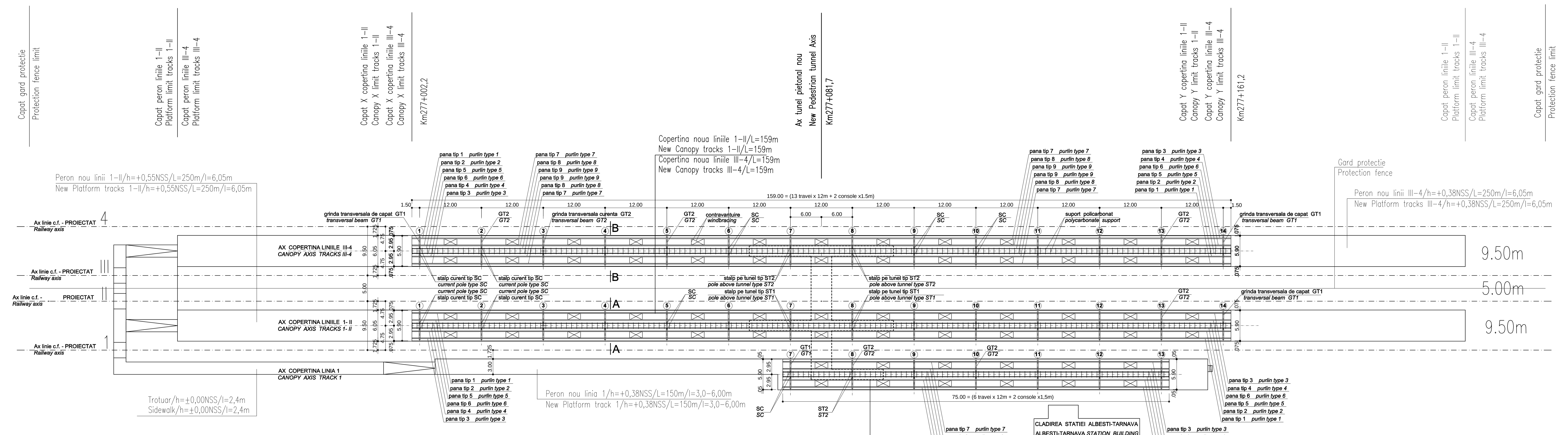


NOTA - RECOMANDARI TEHNOLOGICE:

1. Toate cotele de trasare longitudinale, transversale si verticale ale copertinelor au ca elemente de referinta : axele liniilor C.F., axa tunelului pietonal si cota ±0.00=NSS proiectata a fiecarei linii:

   a. axele longitudinale ale fundatiilor stalpilor copertinelor sunt la jumatatea distantei dintre axele de cale ferata ale liniilor 1 - II respectiv III - 4 proiectate;

   b. transversal, trasarea axelor pentru fundatiile stalpilor copertinelor se va face avand ca reper axa tunelului pietonal ; trasarea se va face 6 m stanga, 6 m dreapta fata de aceasta axa;

   c. cota de fundare, este data fata de ±0.00=NSS proiectat al fiecarei linii in parte , respectiv : pentru copertina la linia 1 cota de referinta este ±0.00=NSS linia 1, pentru copertina la liniile 1-II cota de referinta este ±0.00=NSS linia II, pentru copertina la liniile III-4 cota de referinta este ±0.00=NSS linia III .

2. Trebuie avut in vedere ca atit copertinele (cu fundatiile aferente), cit si peroanele nou proiectate , urmaresc profilul lungitudinal al liniilor cu panta ascendenta (~ 1,967 ‰), dinspre capatul X spre capatul Y.

3. Acest plan se va citi corelat cu: planul de situatie (amplasment), planurile de suprastructura c.f. ale statiei si planurile de structura ale tunelului si ale peroanelor.

4. Este importanta corelarea cotelor verticale intre stalpii care se pozitioneaza pe grinzile tunelului (din axele 7 si 8) si stalpii si fundatiile adiacente ale copertinei; astfel incat sa se asigure continuitatea la nivelul superior al grinzilor transversale si panelor, cat si realizarea gabaritului pe intreaga lungime a copertinei.

5. Nu se vor prinde de elementele structurale ale copertinei alte echipamente sau dispozitive in afara celor prevazute in proiect (pentru orice modificare se va cere avizul proiectantului).

6. Pentru pozitionare si detalii stalpi linia de contact , vezi : PLAN DE SITUATIE MONTARI LC, aferent statiei.

7. Stalpii liniei de contact strapung copertina in zona invelitorii de policarbonat (se va face decuparea si etansarea policarbonatului dupa sectiunea stalpului LC).

MATERIALE

Beton de egalizare : C4/5 - T2/T3 - I 32,5 R/0 - 31
Beton simplu : C8/10 - T2/T3 - I 32,5 R/0 - 31
Beton armat : C18/22.5 , C16/20- T3/T4 - I 32,5 R/0 - 16
Otel beton : PC 52 , OB 37
Laminate : S235J2G3 (OL 37.3n), S275J2G3 (OL44.3n)
Buloane de ancorare M30-grupa 6.6

NOTE - TECHNOLOGICAL RECOMMENDATIONS:

1. All longitudinal, transversal and vertical levels of the canopy have as a reference: the railway axis, the axis of the pedestrian tunnel and the RUL designed = ± 0.00 level of the rail (for each one):

a. the longitudinal axis of the canopy poles is at the half distance between the railway axis of designed lines 1 - II , respectively III - 4;

b. the axis of the passengers tunnel shall be used as a guide mark when lining the transversal axis of the canopy poles; the lining shall be made from 6 m left and 6 m to right given the above-mentioned axis;

c. the foundation level refers to ±0.00=RUL designed for each one, respectively : for canopy to line 1, the reference level is ±0.00=RUL line 1, for canopy to lines 1-II, the reference level is ±0.00=RUL line II, for canopy to lines III- 4, the reference level is ±0.00=RUL line III .

2. It is important that both the three canopy (with coresponding foundations) as well as new platforms , follow the longitudinal profile of the new designed lines with upward slope (~1,967 ‰) from the X end towards the Y end of the station.

3. This plan shall be read in correlation with: site layout plan , the drawings for railway station superstructure , and the structural drawings of the tunnel , and of the platforms.

4. It is important to ensure the complience of the vertical levels between the canopy poles resting on the tunnel beams (axis 7 and 8) and the adjacent poles (and corsponding foundations) of the canopy. So, it will be ensured the continued level of transversal beams and purlins , and of the clearance for the entire canopy.

5. No other equipment or device, apart those foreseen in the project, shall be attached to the structural elements of the canopy .

6. For positioning and details of contact line poles, see : LAYOUT MOUNTING PLAN LC afferent to the station.

7. The contact line poles pierce through the canopy in the central area of the polycarbonate covering (the polycarbonate will be cut off and sealed around the LC pole section).

MATERIALS

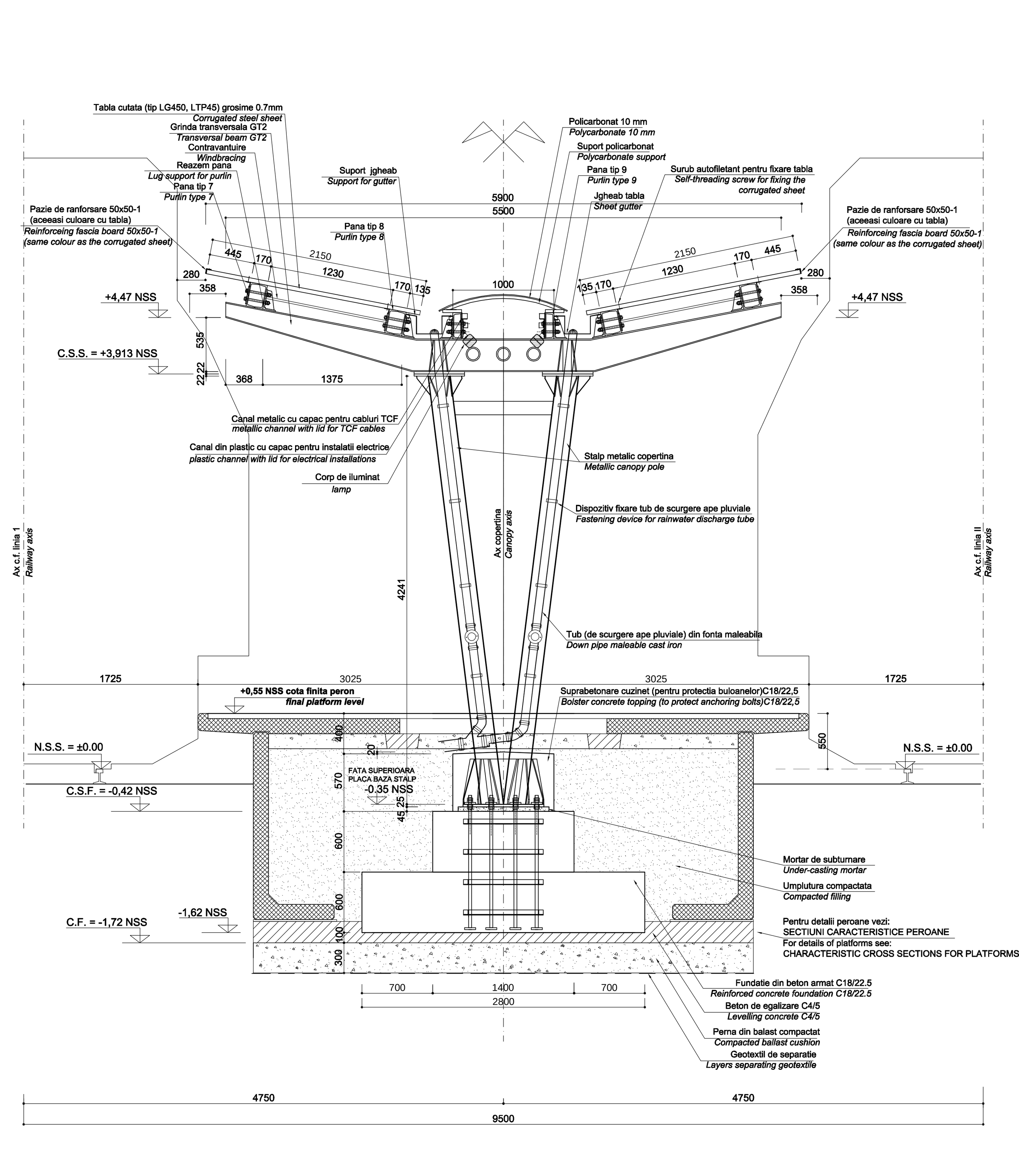
Leveling concrete : C4/5 - T2/T3 - I 32,5 R / 0 - 31
Plain concrete : C8/10 - T2/T3 - I 32,5 R / 0 - 31
Reinforced concrete : C18/22.5 , C16/20- T3/T4 - I 32,5 R / 0 - 16
Steel concrete : PC 52 , OB 37
Laminated : S235J2G3 (OL 37.3n), S275J2G3 (OL44.3n)
Anchoring bolts M30 , resistance group 6.6

DISPOZITIE GENERALA COPERTINE scara 1:250
CANOPY GENERAL ASSEMBLY PLAN scale 1:250

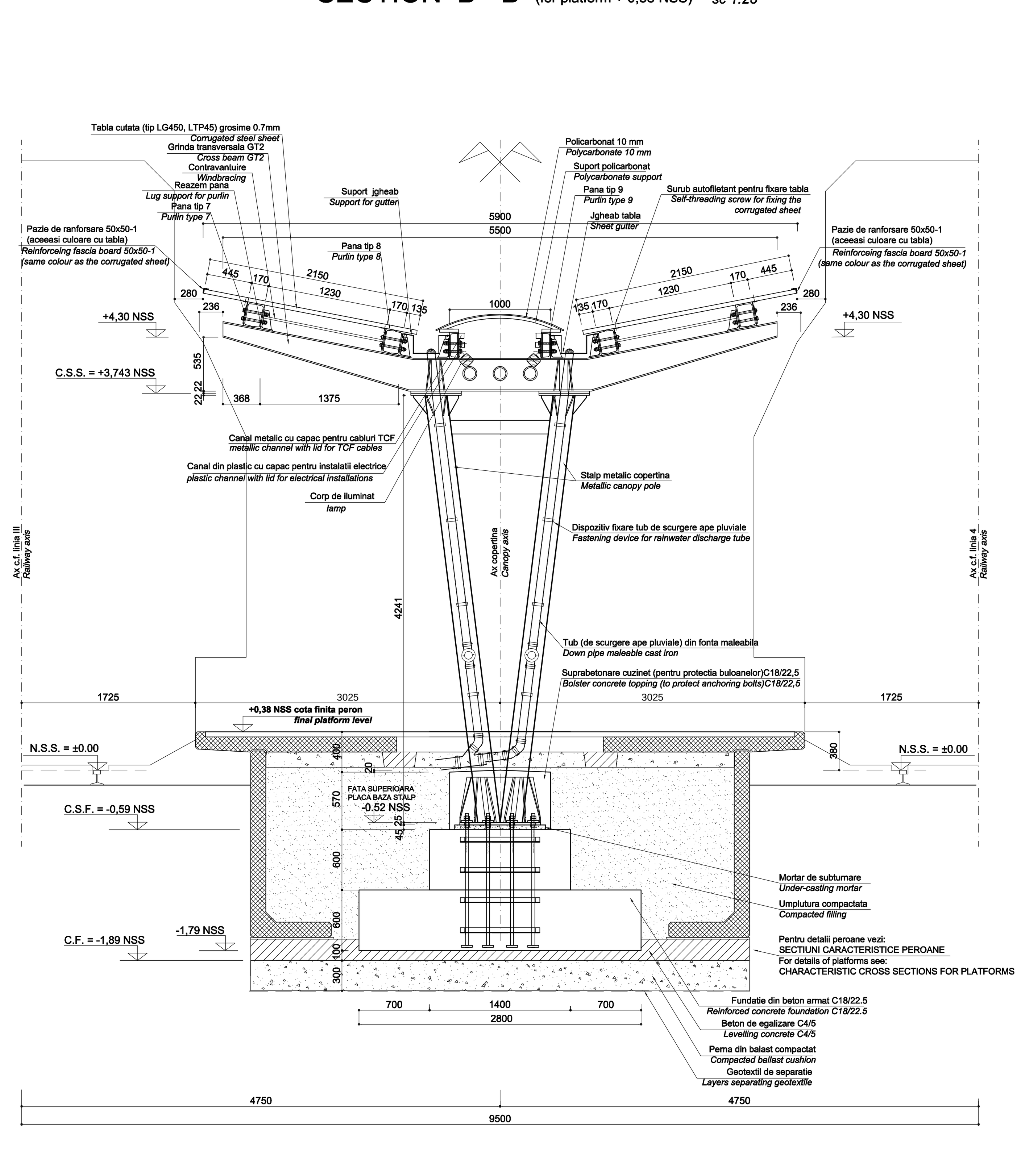
OBSERVATIE
Pozitionarea copertinelor in amplasamentul statiei se va face conform PLAN DE SITUATIE PROPUS statia ALBESTI-TARNAVA, avand ca reper kilometrajul firului I proiectat.

OBSERVATION
The canopies will be positioned in the station location according to PROPOSED LAYOUT PLAN station ALBESTI-TARNAVA, having the kilometer positions of designed track I as reference

SECTIUNE A - A (pentru peron + 0,55 NSS) sc 1:25
SECTION A - A (for platform + 0,55 NSS) sc 1:25

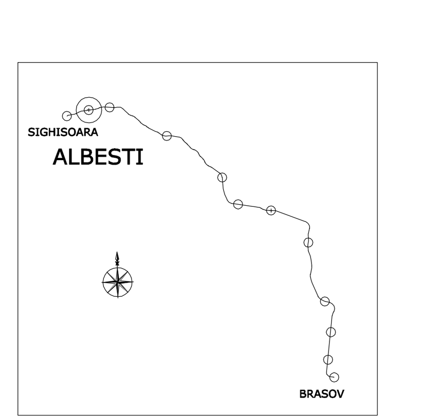


SECTIUNE B - B (pentru peron + 0,38 NSS) sc 1:25
SECTION B - B (for platform + 0,38 NSS) sc 1:25



LEGENDA
N.S.S. = cota nivel superior sina proiectat
C.S.F. = cota superioara fundatie
C.F. = cota de fundare
C.S.S. = cota superioara stalp

LEGEND
R.U.L. = designed rail upper level = N.S.S.
C.S.F. = foundation upper level
C.F. = foundation level
C.S.S. = pole upper level



GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

CLIENT / CLIENT

C.N.C.F. "C.F.R." - S.A.

ITALFERR GRUPPO FERROVIE DELLO STATO Joint Venture leader — Scott Wilson — OBERMEYER PLANEN + BERATEN GmbH — TECNIC Consulting Engineers

CONSULTANT / CONSULTANT			Data Date	Semnătură Signature
Aprobat Approved	Şef proiect Project manager	R. Liuzza	12.2011	
Aprobat Approved	Coordonator Secțiune 1 Section 1 Coordinator	C. Gambelli	12.2011	
Verificat Checked	Verificator Verifier	Giuseppe Fioravanti	12.2011	

SUBCONTRACTANT / SUBCONTRACTOR — AREX COMPANY

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	12.2011	
Întocmit Elaborated	Proiectant Designer	ing. / eng. Tudor ALMALEH	12.2011	

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulaţia trenurilor cu viteza maximă de 160 km/h,
Tronsonul : Braşov - Sighişoara
Rehabilitation of the railway line Braşov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h,
Section : Braşov - Sighişoara

Proiect/Project 2004/RO/16/P/PA/003
Faza / Phase: P.Th. / T.D.

Denumire desen / Drawing Title :

COPERTINE STATIA ALBESTI-TARNAVA - PLAN DISPOZITIE GENERALA
CANOPY ALBESTI-TARNAVA STATION - GENERAL ASSEMBLY PLAN

Codificare / Codification System	Scara / Scale 1 : 250 , 1 : 25	LOT / LOT	Nr. / No 01 / 01

E A 5 1 | 0 1 | C | 1 9 | P Z | C C | 0 1 | 0 | 3 | 0 0 2 | 1

5 ⅛ A2 594 x 2257.5 = 1.34 mp