



NOTA

1. Lucrarile de aparari necesare pentru desfasurarea circulatiei feroviare in deplina siguranta in dreptul podului c.f. km. 281+066.156, sunt urmatoarele:
 - calibrarea albiei pârâului, pe circa 70.00 m amonte si 75.00 m aval de axul podului existent cu o sectiune trapezoidala, amonte de pintelul transversal din beton, cu baza variabila intre 20.00m si 37.00 m, intre pintelii transversali cu o sectiune trapezoidala cu baza de 20.00 m, iar in aval de pintelul transversal aval, cu o sectiune trapezoidala cu baza variabila de la 20.00 la 34.00 m, flancate la ambele maluri cu pintel din beton, in baza perelui existent din beton care se va repara, avand in fata o saltea din anrocamente piatra bruta de 50-500 kg/buc, asezata pe o saltea de fascine cu dimensiunile de 6.00x10.00x0.60 m
 - protectia malurilor albiei calbrate, in amonte de pintelul transversal din beton, aflat amonte de podul cf existent, ambele maluri,pe lungimea de 50.00 m, intre pintelii amonte si aval , ambele maluri,pe lungimea de 50.00 m, cat si in aval de pintelul transversal de podul cf , pe lungimea de 45.00 m mal stang si 48.00 m mal drept, peroul existent din beton se va repara.
 - protectia fundului albiei, se va face in amonte de axul firului l pe o distanta de 20.00 m si in aval, pe o distanta de 30.00 m (intre pintelii transversali din beton), cu un perou dintr-o saltea din anrocamente piatra bruta de 50-500 kg/bucata, asezata pe geotextil din polipropilena cu masa de 1000gr/mp.
- 2.La executia lucrarilor din beton se vor respecta prevederile din "Normativ pentru producerea si executarea lucrarilor din beton, beton armat si beton precomprimat NE 012/1-2007-Productia betonului si NE 012/2-2010-Executarea lucrarilor din beton".
- 3.Verificarea calitatii lucrarilor si receptionarea lor se va face conform Normativului C56-1985.
- 4.Lucrarea se incadreaza in categoria de importanta deosebit B, conform HGR 766/97, modelul 1 de asigurare a calitatii.
- 5.In conformitate cu prevederile ORD M.T. 290/2000 clasa de risc a lucrarii este 1 B.
- 6.Documentatia va fi verificata de un verificator atestat la exigentele A4, B2, D2.

NOTA

- 1.Defense works necessary to carry railway traffic safely, in front of the railway bridge km. 281+066,156 are as follows:
 - Calibrate the riverbed on about 70.00 m 75.00 m upstream and downstream of the existing bridge shaft with a trapezoidal section, upstream spur concrete cross, with the variable between 20.00m and 37.00 m, between transverse spurs with a trapezoidal section with base 20.00 m and a transverse spur downstream with a trapezoidal section with the variable from 20.00 to 34.00 m, flanked on both sides to spur concrete piers under the existing concrete that will, with a mattress against the rough stone rockfill 50-500 kg / pc, placed on a mattress with dimensions Fascia 6.00x10.00x0.60 m
 - protection of riverbanks riverbed calibrated transverse spur upstream of concrete railway bridge located upstream of the existing both sides, the length of 50.00 m, between upstream and downstream spurs, both sides, the length of 50.00 m, and downstream of the bridge across the railway spur, the length of 45.00 m and 48.00 m left bank right bank, existing concrete walls will be repaired.
 - protection of the bottom bed, will be upstream of the wire axis and on a distance 20.00 m and downstream a distance of 30.00 m (concrete between transverse spurs) with a pitching mat rockfill gross stone 50-500 kg / piece, polypropylene geotextile placed on 1000gr/mp table.
- 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 766/97, 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

- Inaltimea de apa :
- amonte h=3.24 m
- aval h=3.13 m
- sub pod h=3.22 m
- Perimetru udat :
- amonte P=51.60 m
- aval P=50.59 m
- sub pod P=45.20 m
- Aria udata :
- amonte A=132.68 mp
- aval A=131.95mp
- sub pod A=116.15 mp
- Viteza de curgere a apei :
- amonte v=5,75 m/sec
- aval v=5,80 m/sec
- sub pod v= 6.62 m/sec
- Debitul Q1%=770 mc/sec

HIDRAULIC DATA

- Hydraulic height :
- upstream h=3.24 m
- downstream h=3.13 m
- under bridge h=3.22 m
- Perimeter :
- upstream P=51.60 m
- downstream P=50.59 m
- under bridge P=45.20 m
- Surface :
- upstream S=132.68m²
- downstream S=131.95m²
- under bridge S= 116.15 m²
- Water flow speed :
- upstream v=5,75 m/sec
- downstream v=5.80 m/sec
- under bridge v=6.62 m/sec
- Waterdebit Q1%=770 mc/sec

D					
C					
B					
A	12.2011	Revizia 1	Dobreanu Catalin		
Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR



CLIENT / CLIENT



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

CONSULTANT / CONSULTANT

CONSULTANT / CONSULTANT			Data Date	Semnătură Signature
Aprobat Approved	Şef proiect Project manager	R. Liuzza		<i>[Signature]</i>
Aprobat Approved	Coordonator Secțiune 1 Section 1 Coordinator	C. Gambelli		<i>[Signature]</i>
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Aprobat Approved	Responsabil Subcontractant Subcontractant Responsible	A. Dinulescu Stanciu	11.2011	<i>[Signature]</i>
Intocmit Elaborated	Proiectant Designer	C. Dobreanu	11.2011	

Reabilitarea liniei de cale ferată Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteza maximă de 160 km/h,
Tronsoanel : 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

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

Denumire desen / Drawing Title : **STATIJA SIGHISOARA / SIGHISOARA STATION PROTECTIE POD C.F. KM. km 281+066.156 PLAN DE SITUATIE 281+066.156 KM RAILWAY BRIDGE PROTECTION LAYOUT PLAN**

Codificare / Codification System	Scara / Scale 1:500	LOT / LOT	Nr. / No 01 / 01
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