

- NOTA**
1. Lucrarile de aparari necesare pentru desfasurarea circulatiei feroviare in deplina siguranta, in dreptul podului c.f. km. 273+639.416, sunt urmatoarele :
    - in amonte de podul c.f. existent zidurile de sprijin laterale din dreptul pragului existent se vor repara si suprainalta cu circa 22 cm, iar intru fundatii este peruu din beton existent;
    - refacerea elevatiilor zidurilor de racordare laterale existente pe fundatia culeilor existente, avand prevazute drenuri in spatele elevatiilor si peruu din piatra bruta de 20 cm grosime pe fundatie de 10 cm grosime din beton, pe o lungime de circa 11,00 m;
    - intre zidurile laterale existente se va executa protectia albiei cu peruu din dale de beton C25/30 turnate monolit, de 30 cm grosime asezat pe un strat filtrant de 10 cm grosime;
    - in zona podului c.f. pe lungimea de circa 11,00 m, se va executa refacerea perelui existent cu peruu din dale de beton C25/30, turnate monolit, de 30 cm grosime asezat pe un strat filtrant de 10 cm grosime;
    - in aval de podul c.f. se va executa refacerea perelui existent cu peruu din dale de beton C25/30 turnate monolit, de 30 cm grosime asezat pe un strat filtrant de 10 cm, cu inglobarea pragului de fund existent deteriorat si refacerea zidurilor laterale pe circa 11,00 m lungime pana la pragul de fund nou;
    - pragul de fund nou se executa din beton masiv, avand deversorul cu inaltimea de 2,00 m, latimea pe rîzberma de 7,14 m si pe deversor de 8,48 m, lungimea totala fiind de 6,00 m; pragul de fund este prevazut cu ziduri de sprijin laterale din beton masiv avand inaltime variabila de la 3,75 m la 2,00 m. Racordarea in aval a pragului de fund la albia calibrata se face prin intermediul unor satele de casoaie articulate din traverse vechi de beton armat umplute cu piatra bruta si cu pîntin din anrocamente de piatra bruta de 50-500 kg/buc de 50 cm grosime, asezate pe geotextil cu masa de 1000 g/mp;
    - in aval de pragul de fund nou se va executa decolmatarea si calibrarea albiei pe circa 75,00 m lungime (masurata in axul corctiei), cu sectiunea trapezoidala cu baza de 5,00 m si taluze de 1:1 pe circa 5,00 m inaltime.
  2. La executia lucrarilor de betoane se vor respecta prevederile din Codul de Practica NE 012-99.
  3. Verificarea calitatii lucrarilor si receptionarea lor se va face conform Normativului C56-1985.
  4. Lucrarea se incadreaza in categoria de importanta deosebita 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.

- NOTE**
1. Defense works necessary to carry railway traffic safely, in front of the railway bridge km. 273+639.416, are as follows:
    - upstream of the existing railway bridge retaining walls of the right side of the existing bottom sill should be repaired and raised about 22 cm, and between the existing concrete foundation is pitching;
    - restoring the existing side elevations connecting walls on the foundation of existing abutments, having provided drains behind the pitching of stone elevations and 20 cm thick rough on the foundation 10 cm thick concrete, about 11,00 m length;
    - existing side walls of protection will run the riverbed with monolithic pitching C25/30 concrete 30 cm thick resting on a layer 10 cm thick filter;
    - in the railway bridge, about 11,00 m length, will run the existing restoring piers with monolithic concrete C25/30 pitching 30 cm thick placed on a filter layer 10 cm thick;
    - downstream of the railway bridge restoring will run existing piers with monolithic concrete C25/30 pitching 30 cm thick placed on a filter layer 10 cm, with embedding bottom sill side walls and rebuilding the existing about 11,00 m length to bottom sill again;
    - bottom sill are made of solid concrete, with weir height of 2,00 m, width of 7,14 m on rîzberma and weir of 8,48 m, length represented total investments of 8,50 m; bottom sill support is provided with side walls solid concrete with a height variable from 3,75 m to 2,00 m. Downstream connection to the riverbed bottom sill is calibrated by intermediary of articulated mattresses made up of old concrete sleepers filled with rough stone rockfill spur of 50-500 kg/pcs of 50 cm thick, placed on geotextile with a mass of 1000 g/mp;
    - downstream of the bottom sill again will run the riverbed clogging and calibration on about 75,00 m length (measured on the axis correction), with the trapezoidal cross-section of 5,00 m and slopes of 1:1 about 5,00 m height.
  2. The execution of concrete works will comply with the Code of Practice NE 012-99.
  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. 290/2000 risk class work is a B.
  6. Documentation will be verified by an auditor certified to the requirements A4, B2, D2.

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



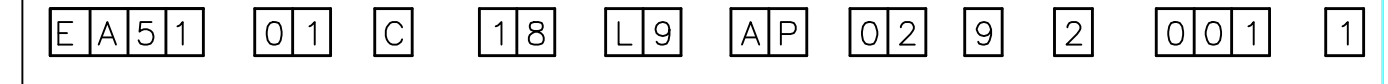
CONSULTANT / CONSULTANT			Data Date	Semnătură Signature
Aprobat Approved	*ef project Project manager	R. Liuzza		<i>[Signature]</i>
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Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A. Dinulescu Stanciu		<i>[Signature]</i>
Intocmit Elaborated	Proiectant Designer	Popescu Anca-Raluca	04.05.2011	

Reabilitarea liniei de cale ferată Braşov – Simeria, parte componentă a coridorului IV Pan European, pentru circulaţia trenurilor cu viteză maximă de 160 km/h, 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, **Tronsoanel: Braşov - Sighişoara** Section : Braşov - Sighişoara

Denumire desen / Drawing Title : **INTERVAL VANATORI-ALBESTI / VANATORI-ALBESTI SECTION PROTECTIE POD C.F. KM. 273+639.416 PLAN DE SITUATIE 273+639.416 KM RAILWAY BRIDGE PROTECTION LAYOUT PLAN**

Codificare / Codification System	Scara / Scale 1:100	LOT / LOT	Nr. / No 01 / 01
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**DATE HIDRAULICE**

- Inaltimea de apa :
  - amonte h=1.58 m
  - aval h=1.52 m
  - sub pod h=1.41 m
- Perimetru udat :
  - amonte P=10.44 m
  - aval P=10.70 m
  - sub pod P=10.22 m
- Aria udată :
  - amonte A=12.13 mp
  - aval A=12.08 mp
  - sub pod A=10.95 mp
- Viteza de curgere a apei :
  - amonte v=6.00 m/sec
  - aval v=8.14 m/sec
  - sub pod v= 6.75 m/sec
- Debitul Q1 %=74 m³/sec

**HIDRAULIC DATA**

- Hydraulic height :
  - upstream h=1.58 m
  - downstream h=1.52 m
  - under bridge h=1.41 m
- Perimeter :
  - upstream P=10.44 m
  - downstream P=10.70 m
  - under bridge P=10.22 m
- Surface :
  - upstream S=12.13 m²
  - downstream S= 12.08 m²
  - under bridge S= 10.95 m²
- Water flow speed :
  - upstream v=6.00 m/sec
  - downstream v=8.14 m/sec
  - under bridge v=6.75 m/sec
- Waterdebit Q1 %=74 m³/sec