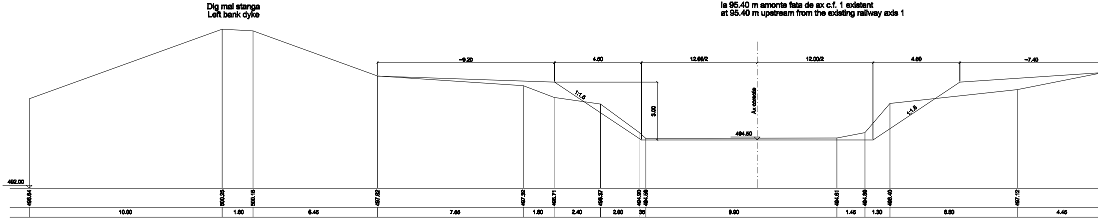
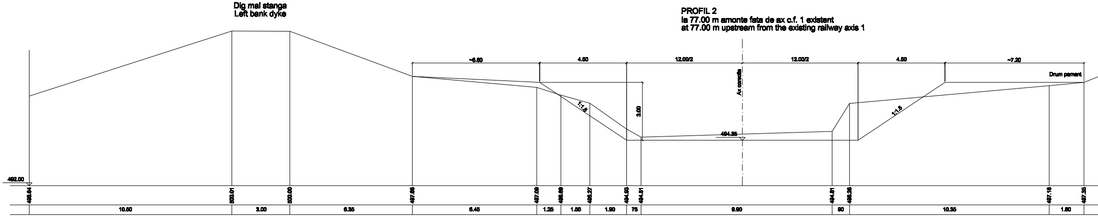
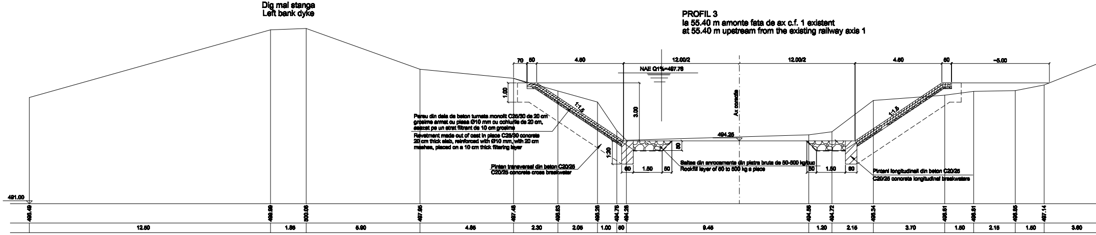
## PROFIL 1
la 95.40 m amonte fata de ax c.f. 1 existent
at 95.40 m upstream from the existing railway axis 1

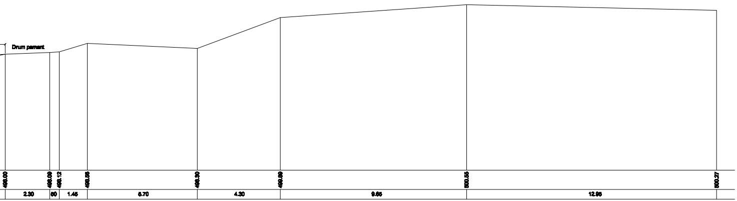

Dig mal stanga
Left bank dyke
~9.20
4.50
12.00/2
12.00/2
4.50
~7.40
1:1.5
3.00
Ax corectie
494.60
1:1.5
492.00
496.64
500.25
500.16
497.82
497.32
496.71
496.37
494.90
494.59
494.61
494.89
496.40
497.12
10.00
1.60
6.45
7.55
1.60
2.40
2.00
35
9.90
1.45
1.30
6.80
4.45

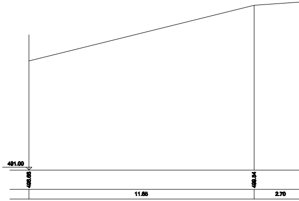
## PROFIL 2
la 77.00 m amonte fata de ax c.f. 1 existent
at 77.00 m upstream from the existing railway axis 1

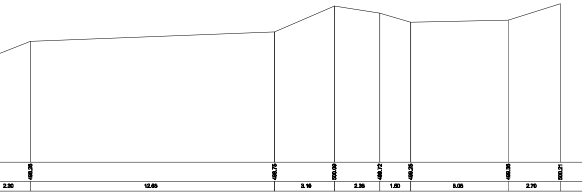

Dig mal stanga
Left bank dyke
~6.60
4.50
12.00/2
12.00/2
4.50
~7.20
Drum pamant
Ax corectie
1:1.5
3.00
494.35
1:1.5
492.00
496.64
500.01
500.00
497.86
497.09
496.69
496.27
494.93
494.51
494.61
496.25
497.16
497.35
10.50
3.00
6.35
6.45
1.25
1.50
1.90
75
9.90
90
10.35
1.60

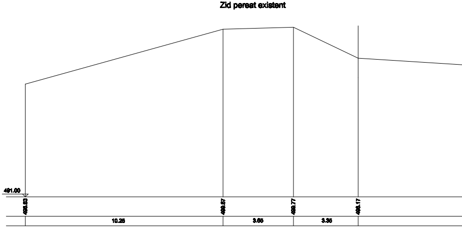
## PROFIL 3
la 55.40 m amonte fata de ax c.f. 1 existent
at 55.40 m upstream from the existing railway axis 1

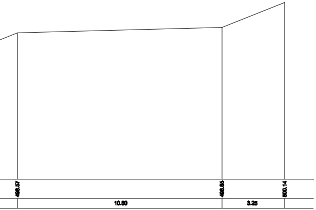

Dig mal stanga
Left bank dyke
70
50
4.50
12.00/2
12.00/2
4.50
50
~5.00
NAE Q1%=497.76
1.00
1:1.5
3.00
Ax corectie
494.25
1:1.5
Pereu din dala de beton turnata monolit C25/30 de 20 cm grosime armat cu plasa Ø10 mm cu ochiurile de 20 cm, asezat pe un strat filtrant de 10 cm grosime
Revetment made out of cast in place C25/30 concrete 20 cm thick slab, reinforced with Ø10 mm, with 20 cm meshes, placed on a 10 cm thick filtering layer
1.20
50
60
1.50
50
Saltea din anrocamente din piatra bruta de 50-500 kg/buc
Rockfill layer of 50 to 500 kg a piece
50
1.50
60
Pinten transversal din beton C20/25
C20/25 concrete cross breakwater
Pinteni longitudinali din beton C20/25
C20/25 concrete longitudinal breakwaters
491.00
496.49
499.99
500.06
497.95
497.48
496.83
496.26
494.76
494.26
494.56
494.72
496.34
496.61
496.61
496.85
497.14
12.50
1.85
5.90
4.85
2.30
2.05
1.00
50
9.45
1.20
2.15
3.70
1.50
2.15
1.50
3.60

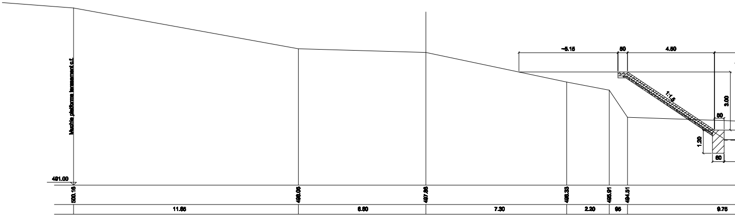

Drum pamant
498.00
498.09
498.12
498.56
498.30
499.89
500.55
500.27
2.30
60
1.45
6.70
4.30
9.65
12.95


491.00
496.66
499.54
11.65
2.70

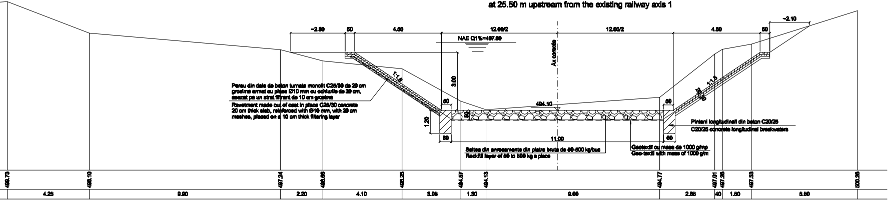

498.26
498.75
500.09
499.72
499.25
499.36
500.21
2.30
12.65
3.10
2.35
1.60
5.05
2.70


Zid pereat existent
491.00
496.83
499.67
499.77
498.17
10.25
3.65
3.35


498.57
498.85
500.14
10.80
3.25


Muchie platforma terasament c.f.
491.00
~5.15
50
4.50
1:1.5
3.00
50
1.20
60
500.16
498.05
497.86
496.33
495.91
494.51
11.65
6.60
7.30
2.20
95
9.75

## PROFIL 4
la 25.50 m amonte fata de ax c.f. 1 existent
at 25.50 m upstream from the existing railway axis 1


~2.60
50
4.50
12.00/2
12.00/2
4.50
50
~2.10
NAE Q1%=497.60
Ax corectie
3.00
1:1.5
50
494.10
1.20
60
11.00
60
498.73
498.10
497.24
496.66
496.25
494.57
494.13
494.77
497.01
497.26
497.53
500.26
4.25
9.90
2.20
4.10
3.05
1.30
9.00
2.85
40
1.60
5.50

Pereu din dala de beton turnata monolit C25/30 de 20 cm grosime armat cu plase Ø10 mm cu ochiurile de 20 cm, asezat pe un strat filtrant de 10 cm grosime

Revetment made out of cast in place C25/30 concrete 20 cm thick slab, reinforced with Ø10 mm, with 20 cm meshes, placed on a 10 cm thick filtering layer

Pinteni longitudinali din beton C20/25

C20/25 concrete longitudinal breakwaters

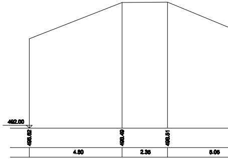
Saltea din anrocamente din piatra bruta de 50-500 kg/buc

Rockfill layer of 50 to 500 kg a piece

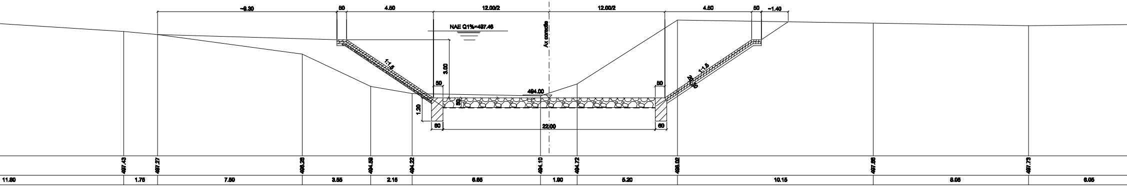
Geotextil cu masa de 1000 g/mp

Geo-textil with mass of 1000 g/m

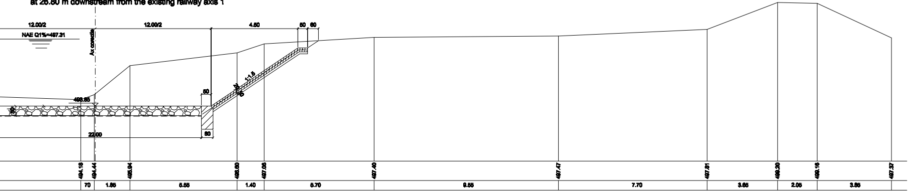
Dig mal stang
Left bank dyke


492.00
496.62
498.49
498.51
4.80
2.36
5.06

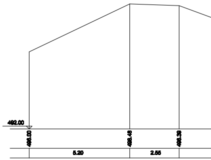
## PROFIL 5
la 0.60 m amonte fata de ax c.f. 1 existent
at 0.60 m upstream from the existing railway axis 1


~9.30
50
4.50
12.00/2
12.00/2
4.50
50
~1.40
NAE Q1%=497.46
Ax corectie
3.00
1:1.5
50
494.00
1.20
60
22.00
60
497.43
497.27
496.26
494.59
494.22
494.10
494.72
498.02
497.56
497.73
11.80
1.75
7.50
3.55
2.15
6.65
1.90
5.20
10.15
8.05
6.05

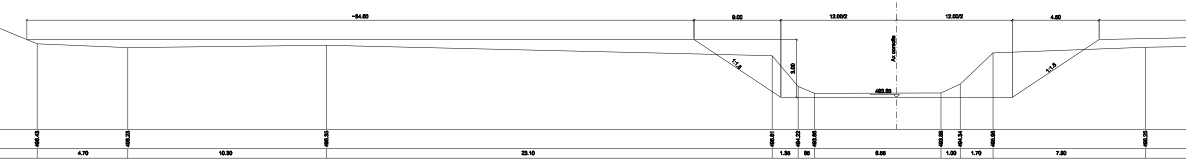
## PROFIL 6
la 26.80 m aval fata de ax c.f. 1 existent
at 26.80 m downstream from the existing railway axis 1

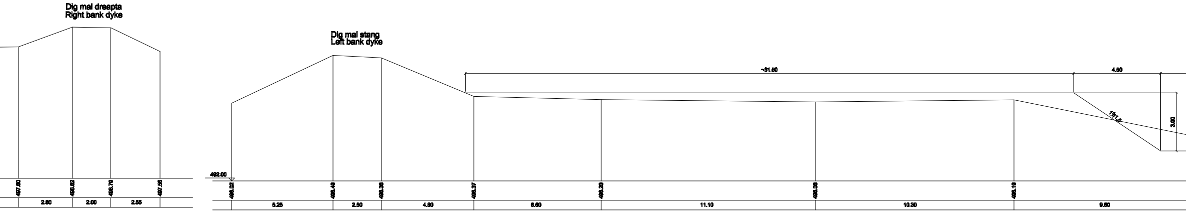

12.00/2
12.00/2
4.50
50
60
NAE Q1%=497.31
Ax corectie
1:1.5
50
493.85
22.00
60
494.16
494.44
495.94
496.60
497.06
497.40
497.47
497.51
499.20
499.16
497.37
70
1.85
5.55
1.40
5.70
9.55
7.70
3.65
2.05
3.85

Dig mal stang
Left bank dyke

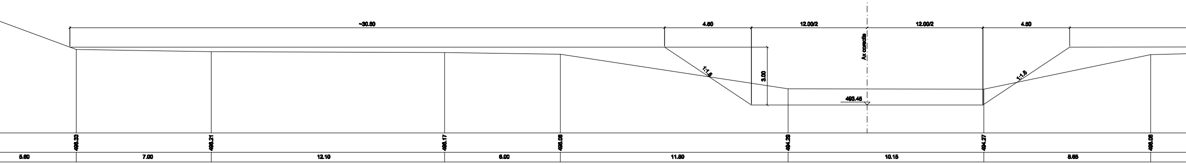

492.00
496.00
498.48
498.39
5.20
2.55

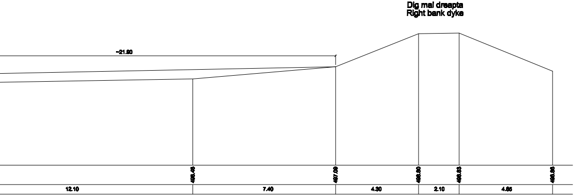
**PROFIL 7**
**la 65.90 m aval fata de ax c.f. 1 existent**
**at 65.90 m downstream from the existing railway axis 1**


~34.80
9.00
12.00/2
12.00/2
4.50
Ax canal
3.00
1:1.5
1:1.5
493.85
496.43
496.23
496.35
495.51
494.22
493.86
493.88
494.34
495.96
496.25
4.70
10.30
23.10
1.35
65
6.55
1.00
1.70
7.90

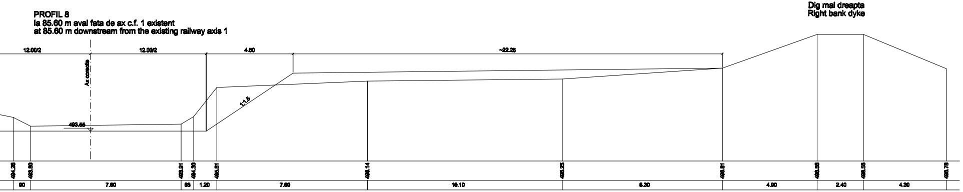

Dig mal dreapta
Right bank dyke
Dig mal stang
Left bank dyke
~31.60
4.50
1:1.5
3.00
492.00
497.50
498.62
498.78
497.56
496.02
498.49
498.38
496.37
496.20
496.08
496.19
2.80
2.00
2.55
5.25
2.50
4.80
6.60
11.10
10.30
9.60

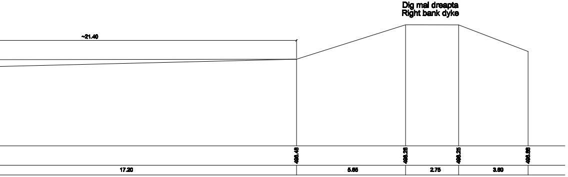
**PROFIL 9**
**la 106.00 m aval fata de ax c.f. 1 existent**
**at 106.00 m downstream from the existing railway axis 1**


~30.80
4.50
12.00/2
12.00/2
4.50
Ax canal
3.00
1:1.5
1:1.5
493.45
496.33
496.21
496.17
496.08
494.29
494.27
496.06
5.60
7.00
12.10
6.00
11.80
10.15
8.65


Dig mal dreapta
Right bank dyke
~21.90
495.45
497.09
498.80
498.83
496.86
12.10
7.40
4.30
2.10
4.85

PROFIL 8
la 85.60 m aval fata de ax c.f. 1 existent
at 85.60 m downstream from the existing railway axis 1


Dig mal dreapta
Right bank dyke
12.00/2
12.00/2
4.60
~22.25
Ax corectie
493.55
1:1.5
494.28
493.80
493.91
494.30
495.51
496.14
496.25
496.51
498.58
498.56
496.78
90
7.80
65
1.20
7.80
10.10
8.30
4.90
2.40
4.30


Dig mal dreapta
Right bank dyke
~21.40
496.48
498.28
498.25
496.86
17.20
5.65
2.75
3.60

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

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANTAT DE UNIUNEA EUROPEANA
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<br>Date | Semnătură<br>Signature |
|---|---|---|---|---|
| Aprobat<br>Approved | *ef proiect<br>Project manager | R. Liuzza | | |
| Aprobat<br>Approved | Coordonator Secþiune 1<br>Section 1 Coordinator | C. Gambelli | | |
| Verificat<br>Checked | Expert Cheie<br>Checking Expert | V. Kallidromitis | | VK |

SUBCONTRACTANT / SUBCONTRACTOR AREX COMPANY

| | | | | |
|---|---|---|---|---|
| Aprobat<br>Approved | Responsabil Subconsultant<br>Subconsultant Responsible | A. Dinulescu Stanciu | | |
| Intocmit<br>Elaborated | Proiectant<br>Designer | Popescu<br>Anca-Raluca | | |

Reabilitarea liniei **de cale ferata** Brasov – 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. / P.Th

Denumire desen / Drawing Title :

**INTERVAL BOD-FELDIOARA / BOD-FELDIOARA SECTION**
**PROTECTIE POD C.F. KM. 184+837,54**
**SECTIUNI TRANSVERSALE**
**184+837,54 KM RAILWAY BRIDGE PROTECTION**
**CROSS SECTIONS**

| Codificare / Codification System | Scara / Scale | LOT / LOT | Nr. / No |
|---|---|---|---|
| | 1:100 | | 01 / 01 |

E A 5 1 | 0 1 | E | 0 6 | W 9 | A P | 0 0 | 3 | 3 | 0 0 3 | 1

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