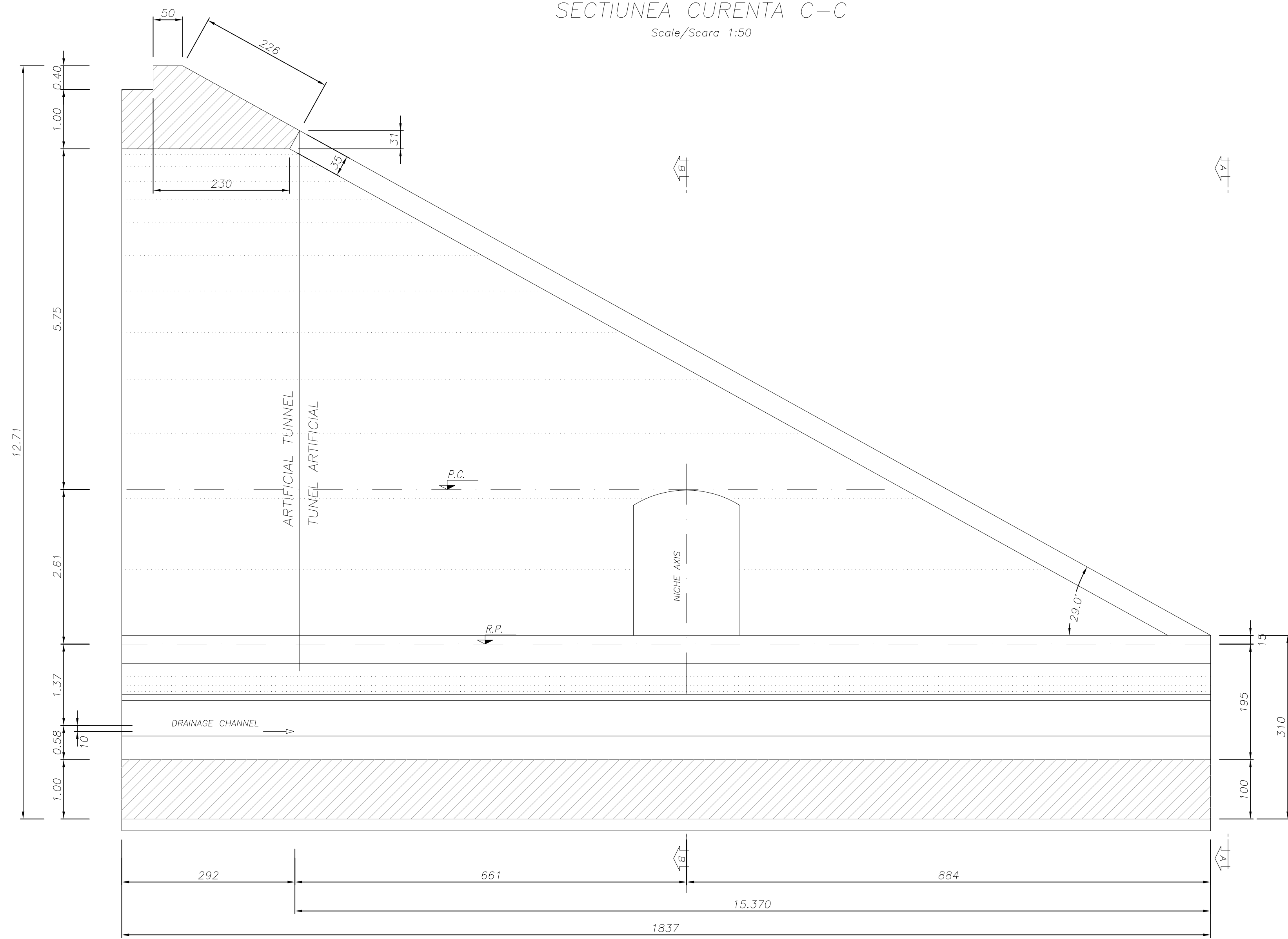
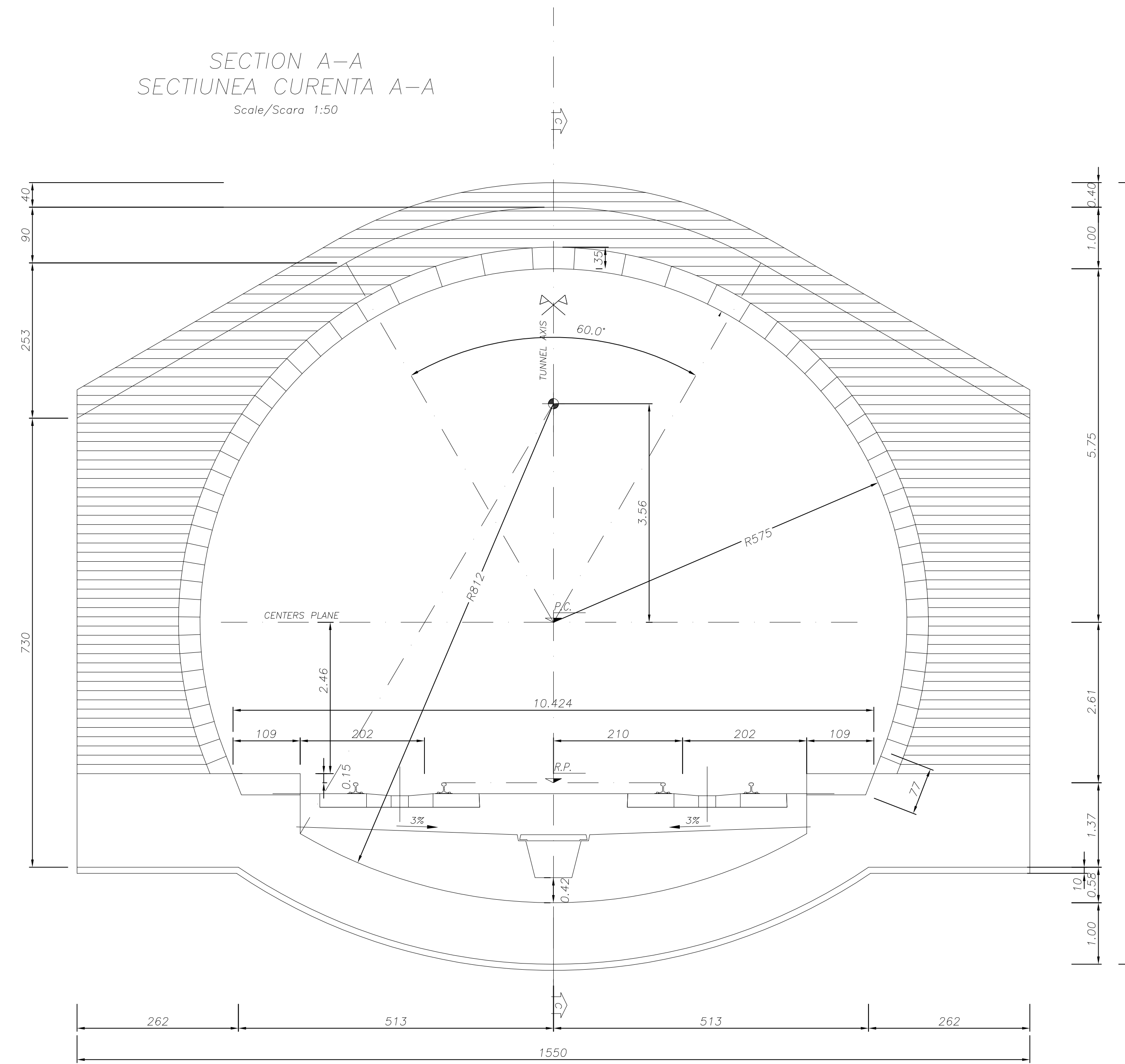


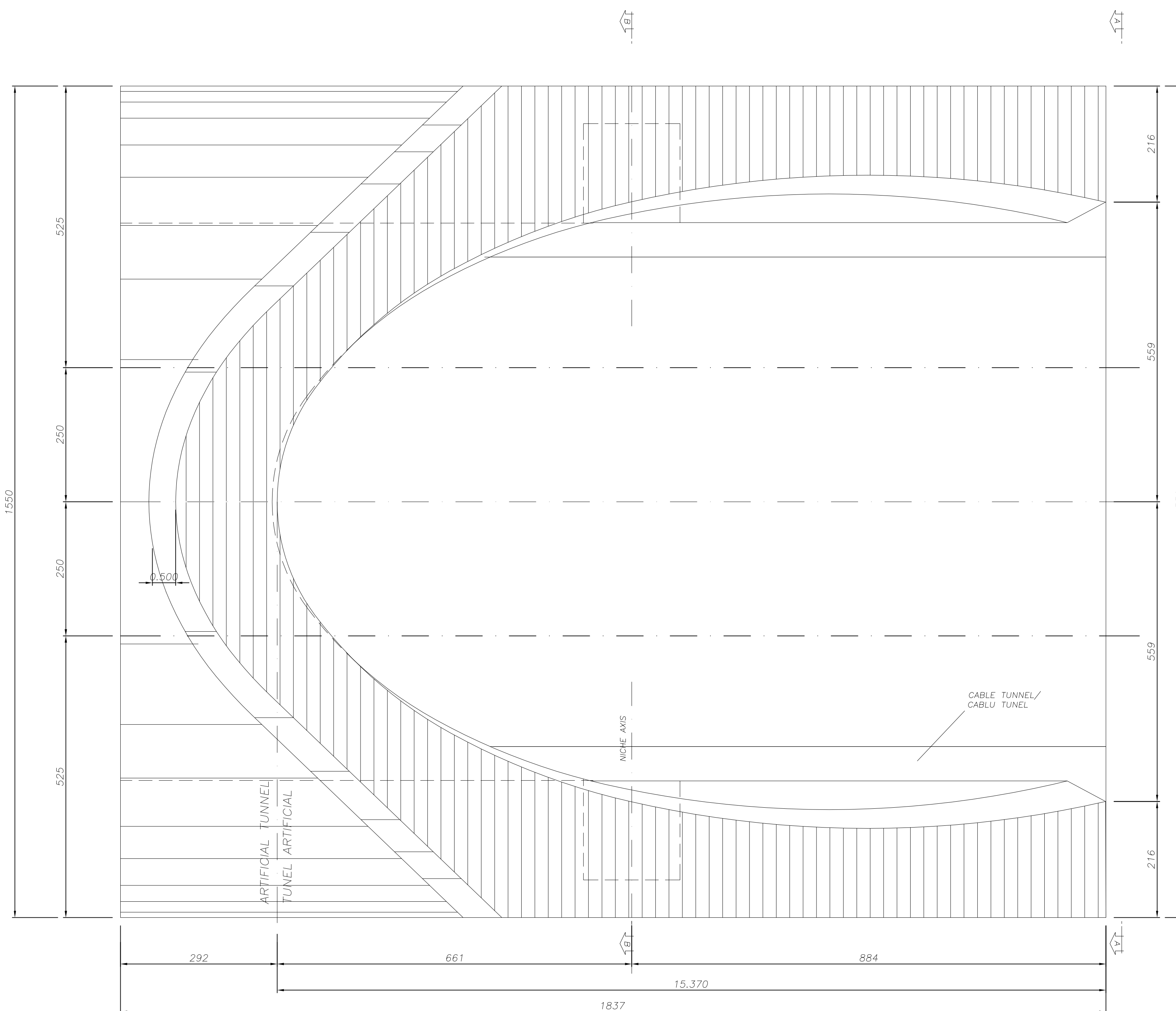
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SECTIUNEA CURENTA C-C
Scale/Scara 1:50



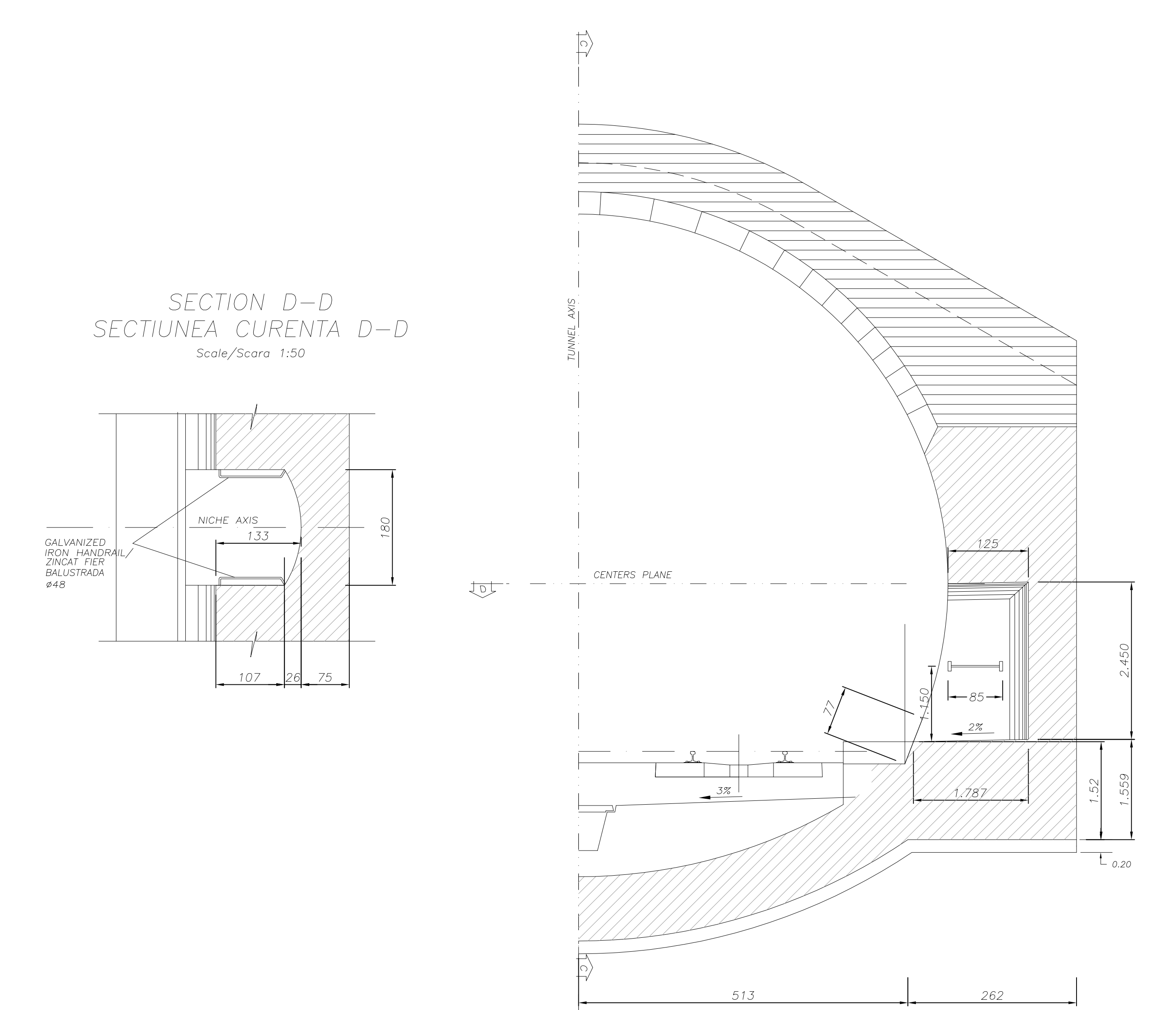
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SECTIUNEA CURENTA A-A
Scale/Scara 1:50



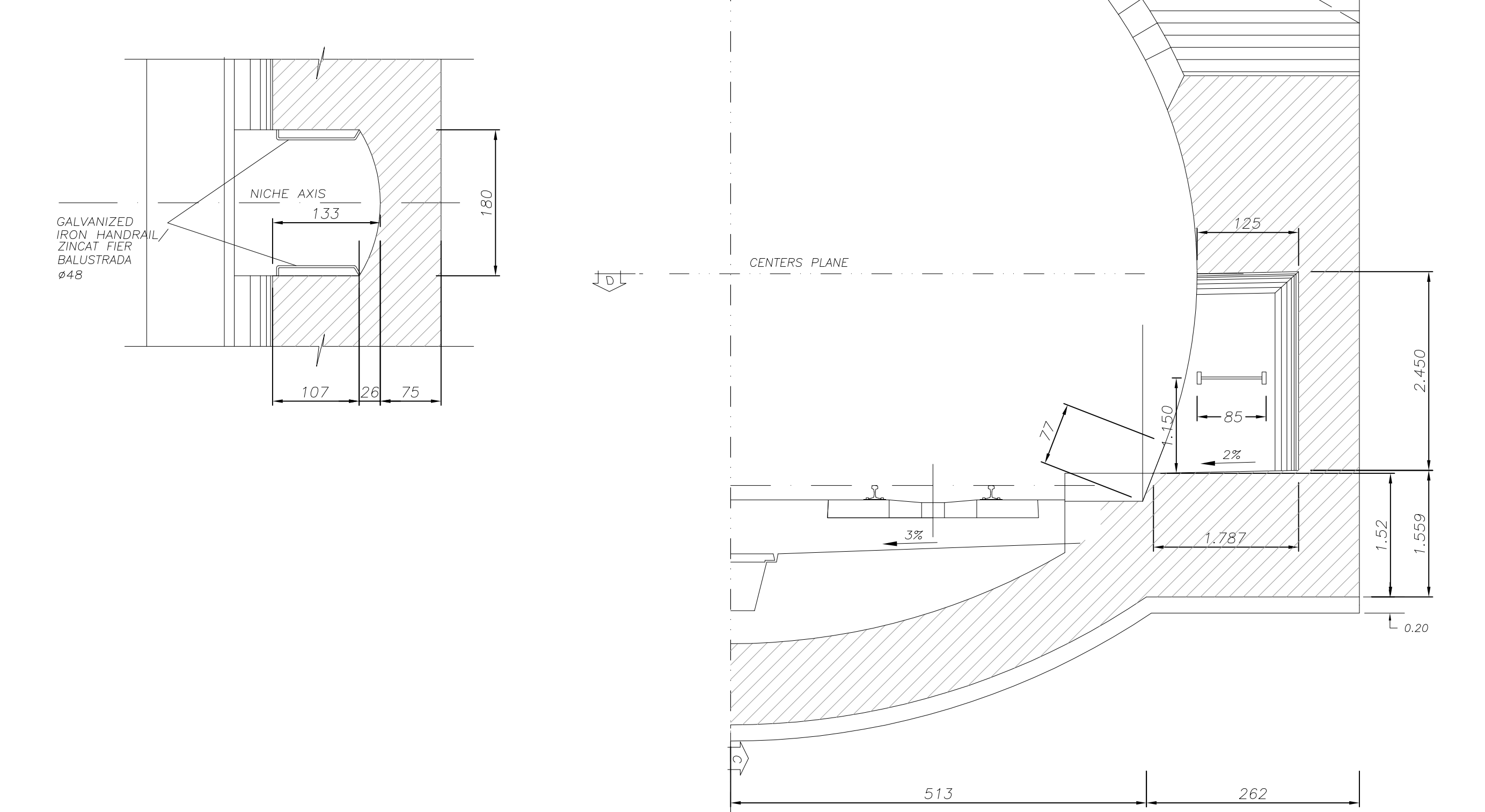
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Scale/Scara 1:50



SECTION WITH SHELTER STAFF NICHE B-B
SECTIUNEA CU NISE PENTRU ADAPOSTUL PERSONALULUI B-B
Scale/Scara 1:50



SECTION D-D
SECTIUNEA CURENTA D-D
Scale/Scara 1:50



MATERIAL TABLE

TUNNEL INVERT CONCRETE:

- Type C2
- f_{ck} >=30 MPa
- Water/cement ratio <0.50
- Minimum structural Class S3/S4
- Exposure class related to environmental conditions: XA2
- Cement type CEM II/V
- Class of chloride content Cl 0.20
- φ max aggregate = 32 mm

TUNNEL CROWN CONCRETE:

- Type C1
- f_{ck} >=30 MPa
- Water/cement ratio <0.50
- Minimum structural Class S4/S5
- Exposure class related to environmental conditions: XA2
- Cement type CEM II/V
- Class of chloride content Cl 0.20
- φ max aggregate = 32 mm

REINFORCING STEEL:

- B450C controlled by establishment
- Weldable

LEAN CONCRETE:

- Type I
- f_{ck} >=12 MPa
- Cement type CEM I/V

LEGEND

RP = REFERENCE PLANE
EX = EXCAVATIONS PLANE
PC = CENTERS PLANE

NOTE:
- The integrity of the concrete structures of the artificial and natural tunnels have to be maintained in case of fire (4.2.2.3 Fire protection requirements for structure STI Technical Specification for interoperability).

NOTA:
- Integritatea structurilor de beton a tunelului artificial si naturala, trebuie sa ramana intacta in caz de incendiu (4.2.2.3 cerintele de protectie la foc pentru structuri STI Specificatii tehnice pentru interoperabilitate).

NOTE:
- Handrail shall be installed approximately at 1 m above walkway providing a route to a safe area (4.2.2.7. Escape walkways TSJ).

NOTA:
- Bara de mâna trebuie sa fie instalata aproximativ la 1 m deasupra coii de evacuare oferind un traseu într-o zona sigura (4.2.2.7 evacuare traseu STJ).

NOTE:
- Escape signs shall be installed on the side walls at a maximum distance between escape signs of 50m (4.2.2.9 Escape Signage TSJ).

NOTA:
- Semnele de evacuare trebuie sa fie instalate pe peretii laterali, la o distanta maxima între semne de evacuare de 50m (4.2.2.9 Escape Signage STJ).

D					
C					
B					
A					
Index	Date	Modification/Revision	Projectant	Approved Consultant	Approved CFR

GUVERNUL ROMANIEI ROMANIAN GOVERNMENT
PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ EUROPEAN UNION FINANCED PROJECT

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

CLIENT / CLIENT

ITALFERR Scot Wilson OBERMEYER PLANEN + BERUHN GmbH TECNIC Consulting Engineers

CONSULTANT / CONSULTANT

Approved	Self project	R. Liuzza	Date	Signature
Approved	Coordinator	C. Gambelli		
Verified	Tunnel Expert	C. Gambelli		
Checked	Tunnel Expert	C. Gambelli		
Elaborated	Designer	C. Gambelli		

SUBCONSULTANT / SUBCONSULTANT

Approved	Responsible Subconsultant			
Approved	Subconsultant Responsible			
Intomb. Elaborated	Projectant Designer			

Rehabilitarea liniei de cale ferata Brasov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteză maximă de 160 km/h. Section 1 Brasov - Sighisoara
Rehabilitation of the railway line Brasov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h. Section 1 Brasov - Sighisoara

Project/Project 2004/RO/16/PA/002
Faza / Phase: P.Th. / T.D.

Denumire desen / Drawing Title : **ARCHITA 2 TUNNEL**
ENTRANCE ARCHITA SIDE
Tunnel entrance portal: formwork sections
Portalul de intrare in tunel: sectiuni de cofraje

Codificare / Codification System: Scara / Scale: variat / various LOT: Nr. / No: .

E A 5 1 0 1 C 1 4 B B C A 0 9 0 0 0 0 8 0