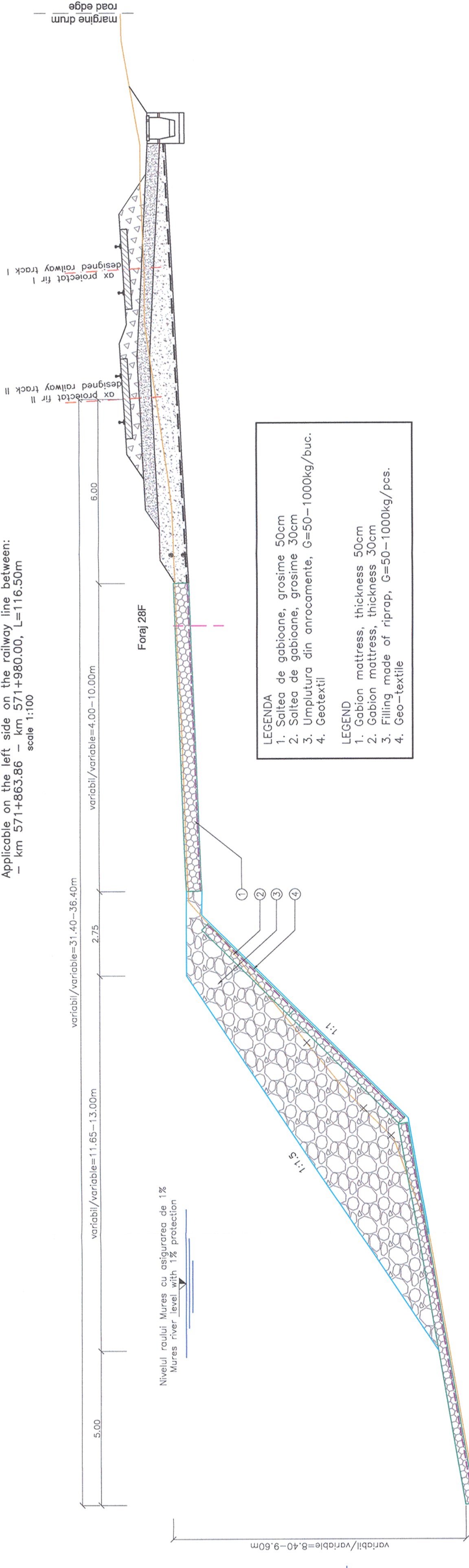


PROFIL TRANSVERSAL TIP 1

Lucrari de aparari de mal cu saltea de gabioane
 Aplicabil pe partea stanga a c.f. intr:
 - km 571+863.86 - km 571+980.00, L=116.50m
 scara 1:100

CROSS SECTION TYPE 1

Works of bank protections with gabion mattress
 Applicable on the left side on the railway line between:
 - km 571+863.86 - km 571+980.00, L=116.50m
 scale 1:100



- LEGENDA**
1. Saltea de gabioane, grosime 50cm
 2. Saltea de gabioane, grosime 30cm
 3. Umplutura din anrocamente, G=50-1000kg/buc.
 4. Geotextil
- LEGEND**
1. Gabion mattress, thickness 50cm
 2. Gabion mattress, thickness 30cm
 3. Filling made of riprap, G=50-1000kg/pcs.
 4. Geo-textile

Nota 1

1. Profilul transversal tip are ca obiect detalierii si aplicabilitatea apararii de mal din anrocamente;
2. Elementele geometrice ale terasamentului c.f. si nivelul decaparilor fac obiectul specialitatii "Suprastructura si Terasamente c.f.".
3. Acestea se regasesc in cadrul aceluasi proiect in documentatii separate.
3. Saltelele din gabioane se vor proteja la partea superioara prin torcretare in doua straturi, cu grosimea totala de 5cm.

Nota 2

1. The purpose of the typical cross-section is to detail and apply the riprap bank protection;
2. The geometric elements of the railway embankment and the level of the scraping are the object of specialty "Railway Superstructure and Embankments". They can be found within the same design but in different documentations.
3. Gabion mattresses will be protected at the top side through guniting in two layers, having a total thickness of 5cm.

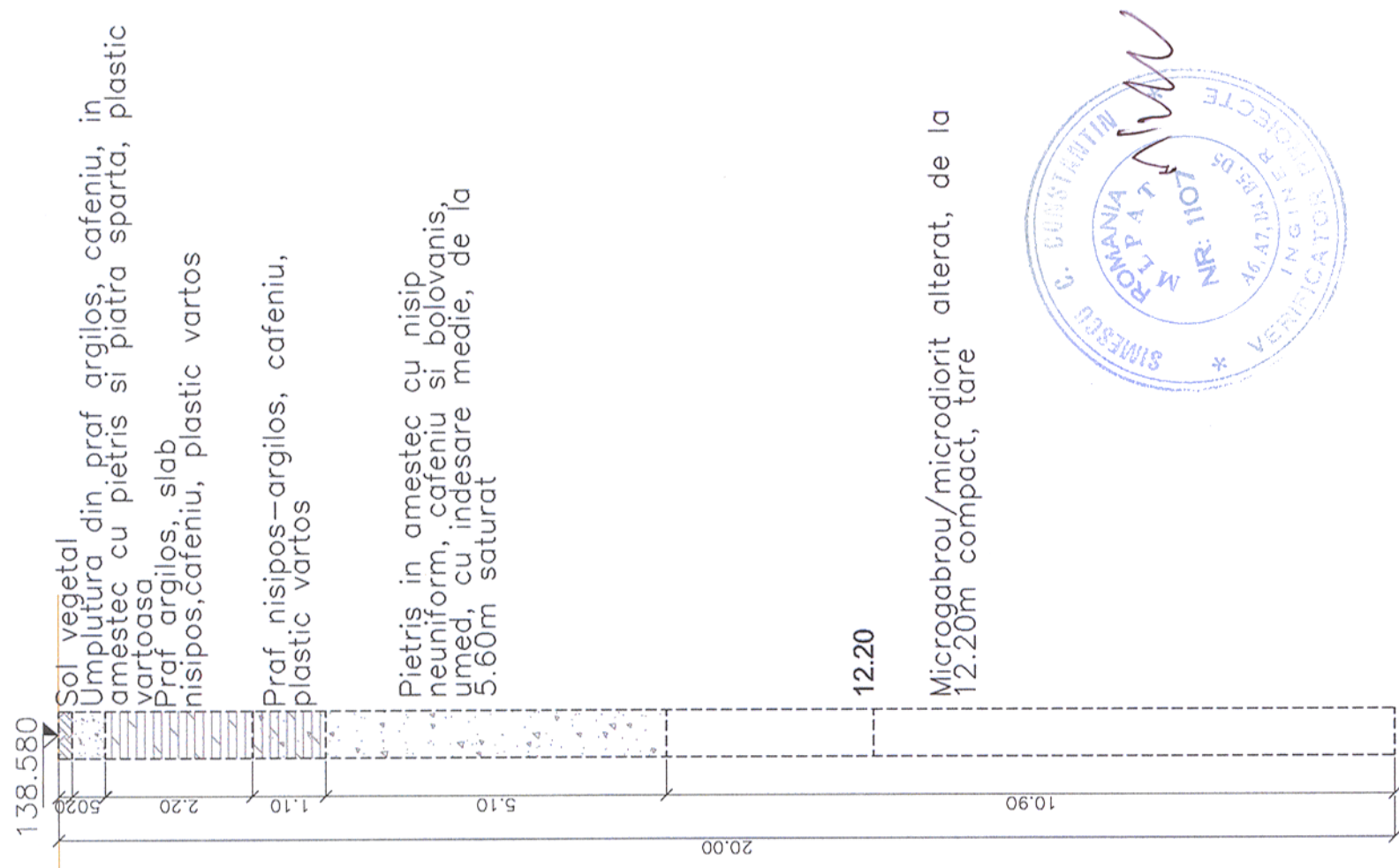
Nota 2

1. Daca se constata diferente mari fata de situatia proiectata, in special eroziuni si modificari ale formei si pantei taluzului albiei minore, se va instiinta Proiectantului pentru a daptarea la teren a solutiilor proiectate.
2. Deosemenea dupa fiecare viitura se va verifica starea lucrarilor precum si integritatea saltelelor, dupa caz, luandu-se masurile de remediere care se impun.

Nota 2

1. If major differences are noticed as compared to the designed situation, mainly erosions and modifications of shape and slope of the minor riverbed, the Designer will be informed for adopting the site to the designed solutions.
2. Also, after each flood, the works' status will be checked as well as the integrity of mattresses, depending on the case, taking necessary remedy measures.

Foraj geo 28F Km 575+500 existent (Km 571+900 proiectat), conform studiului geo stanga fir I existent, la 14.90m
 Geo boring 28F from km 575+500 (km designed 571+900) according to the geo study (left side of existing track I, at 14.90m)



Acest plan anuleaza si inlocuieste versiunea anterioara.
 This plan cancels and replaces previous version.

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Referat / Expertiza Report / Expertise
BENEFICIAR / BENEFICIARY :		COMPANIA NATIONALA DE CAI FERATE "CFR" SA	
PROIECTANT / DESIGNER:			
Aprobat Approved	Şef de echipă Team leader	01.2013	Semnatura Signature
Verificat Checked	Expert Cheie Key Expert	01.2013	
Subcontractant / Subcontractor			
Aprobat Approved	Adjunct Şef de echipă Deputy Team leader	01.2013	Semnatura Signature
Proiectat Designed	Inginer Engineer	01.2013	
"Reabilitarea liniei c.f. Frontieră - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"			
"Rehabilitation of the Railway Line Border - Curtici - Simeria, a component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"			
Denumire desen / Drawing name: INTERVAL MILOVA - BĂRZAVA Profil transversal tip 1 / Cross section type 1			

Scara / Scale 1:100	Revizia / Revision 1/16.05.2013	Cod desen / Drawing Code PT.02.01.09.CO.200	Nr / No 01/08
------------------------	------------------------------------	--	------------------