PLAN GENERAL 1

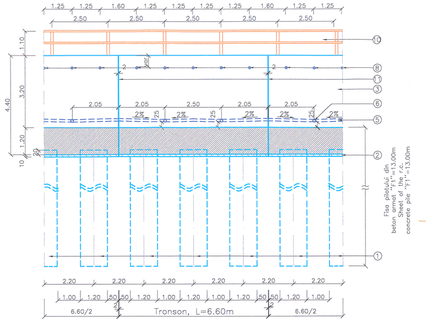
Zid de sprijin din beton armat fundat pe piloti forati D=1200mm
Aplicabil pe partea stanga a c.f. intre
–km 586+332.06 – km 586+378.38, L=46.32m

GENERAL LAYOUT 1

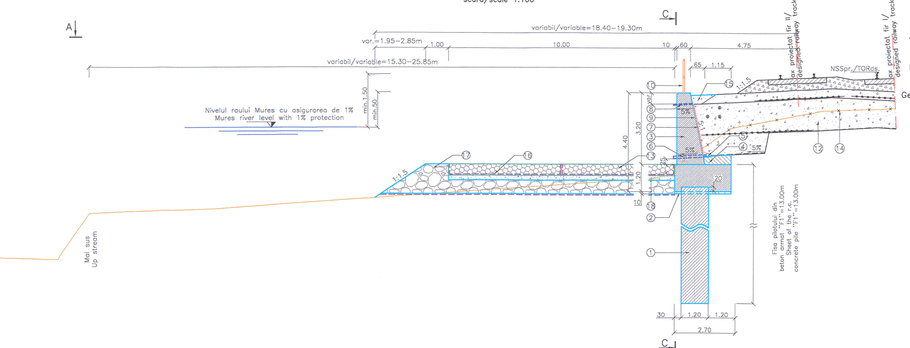
Retaining wall made of r.c. with foundation on bored piles D=1200mm
Applicable on the left side of the railway track between
–km 586+332.06 – km 586+378.38, L=46.32m

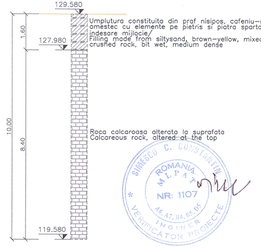
scara/scale 1:100

SECTIUNE C–C / SECTION C–C

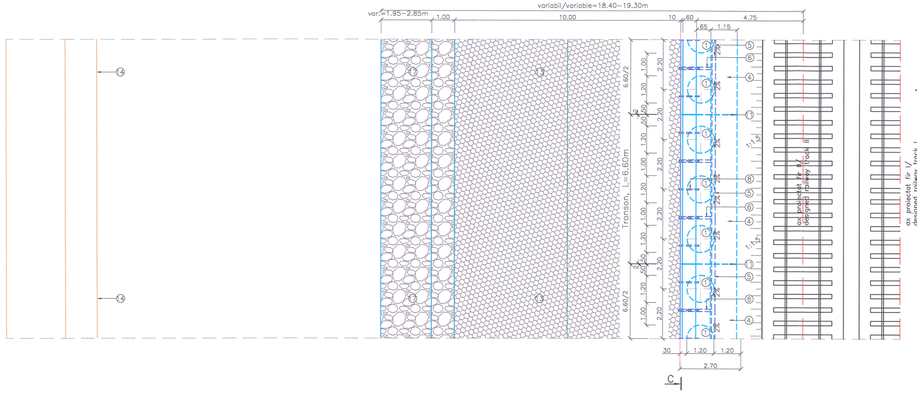


SECTIUNE TRANSVERSALA B–B / CROSS SECTION B–B





VEDERE IN PLAN A–A/PLAN VIEW A–A



LEGENDA BETOANELOR / CONCRETE LEGEND

- Beton de egalizare clasa C12/15, X0, Egalisation concrete class C12/15, X0
- Beton simplu clasa C16/20, XC2 Plain concrete class C16/20, XC2
- Beton armat clasa C25/30, XF1+XC2+XA1 Reinforced concrete class C25/30, XF1+XC2+XA1
- Beton armat clasa C30/37, XF1+XC4 Reinforced concrete class C30/37, XF1+XC4

LEGENDA:

1. Piloti forati ø1200, din beton armat clasa C25/30
2. Beton de egalizare, clasa C12/15
3. Zid de sprijin din beton armat, clasa C30/37
4. Fundatie dren, clasa C16/20
5. Tub din PEHD ø150mm gaurit la partea superioara
6. Barbacana din tub PVC ø110mm
7. Geodren pe spatele zidului de sprijin
8. Barbacana din PVC ø50mm
9. Hidroizolatie aplicata pe spatele zidului de sprijin
10. Parapet metalic
11. Rost de separatie din polistiren extrudat, grosime 2cm
12. Umplutura conform specialitate "Terasamente cf."
13. Saltea din gabioane, grosime 50cm
14. Linia terenului existent
15. Umplutura din material drenant
16. Geotextil
17. Umplutura din anrocamente, G=50–1000kg/buc.
18. Umplutura din piatra bruta, grosime 20cm

LEGEND:

1. Bored piles ø1200, made of r.c. class C25/30
2. Lean concrete, class C12/15
3. Retaining wall made of r.c. class C30/37
4. Drain foundation, class C16/20
5. ø150mm PEHD tube perforated at the top side
6. Weeper made of ø110mm PVC tube
7. Geo–drain on the back side of the retaining wall
8. Weeper made of ø50mm PVC tube
9. Waterproofing applied on the back side of the retaining wall
10. Metallic guard–rail
11. Extruded polystyrene of separation joint, thickness 2cm
12. Filling according to specialty "Railway embankments"
13. Gabion mattress, thickness 50cm
14. Border line of the existing land
15. Filling made of drenaige material
16. Geo–textile
17. Filling made of riprap, g=50–1000kg/pcs.
18. Filling made of rubble stone, thickness 20cm

Nota 1

1. Dispozitia generala are ca obiect detalierea si aplicabilitatea lucrarilor de consolidare proiectate.
2. Elementele geometrice ale terasamentului c.f., dimensiunile treptelor de infratire cat si nivelul decapariii fac obiectul specialitatii "Suprastructura si Terasamente c.f.". Acestea se regasesc in cadrul acelui proiect in documentatii separate.
3. Pozitia barbacanei din PVC ø50mm de la partea superioara a zidului de sprijin din beton armat este prevazuta in plansele care detaliaza elevatia zidului de sprijin din beton armat.
4. Dimensiunile sprijinirii cu piloti forati avand D=1200mm s–au stabilit pe baza informatiilor din studiul geotehnic, respectiv forajul 1PV (km 586+500 proiectat) . In cazul in care, in timpul executiei forajului pentru realizarea pilotilor avand D=1200mm se vor constata neconcordante cu datele initiale (variatii ale straturilor) se va convoca atat Proiectantul, cat si Geotehnicianul pentru adaptarea lucrarilor la situatia existenta in teren.
5. Saltelele din gabioane se vor proteja la partea superioara prin torcretare in doua straturi, cu grosimea totala de 5cm.
6. Planul general s–a intocmit pe baza profilelor transversale curente scara 1:200. Pentru mai multe detalii, in paralel cu prezentul plan general, se vor consulta si profilele transversale curente.
7. Conform profilelor transversale curente sc. 1:200, pe zonele unde sunt prevazute umpluturi de anrocamente, gabioanele se vor asezа dupa ce in prealabil se va realiza o umplutura din piatra bruta pentru nivelare si umplerea golurilor.
8. Proiectantul isi rezerva dreptul de a reanaliza solutia de fundare indirecta, in functie de stratificatia intalnita la teren in momentul executiei. Constructorul va instiinta Proiectantul inainte de inceperea forajelor, in ceea ce priveste stratificatia reala intalnita la teren.

Note 1

1. The object of the general layout is to detail and apply the designed consolidation works.
2. The geometric elements of the railway embankment, the dimensions of the benches and also 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. The position of the PVC weeper ø50mm from the top side of the reinforced concrete retaining wall is provided in the drawings detailing the retaining wall elevation.
4. The dimensions of bored piles with D=1200mm were decided based on the information within the geotechnical study, respective boring 1PV (km designed 586+500). If during execution of boring necessary to execute the piles with D=1200mm, incongruities will be noticed as regards the initial data (variations of layers), both the Designer and the Geo–technician will be convoked to adapt the works to the existing site situation.
5. Gabion mattresses will be protected at the top side through guniting in two layers, having a total thickness of 5cm.
6. The general layout was prepared based on current cross–sections from scale 1:200. For further details, you can also see the current cross–section in the same time this general layout.
7. According to the current cross–sections the current cross–sections, on the areas where there are provided fillings of riprops, the gabions will be placed after a preliminary filling of rough stone for leveling and filling the empty spaces.
8. The designer is entitled to reanalyze the indirect solution of foundation in function of the stratification from the site during the execution. The constructor will inform the designer related to real stratification from the site before starting the drilling.

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 Proiectantul pentru adaptarea la teren a solutiilor proiectate.
2. Deasemenea dupa fiecare viitura se va verifica starea lucrarilor precum si integritatea saltelelor, dupa caz, luandu–se masurile de remediere care se impun.

Note 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 adapting 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.

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

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NAŢIONALĂ DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY			Data Date	Semnatura Signature
Aprobat Approved	Şef de echipă Team leader	C. Teodorescu	01.2013	
Verificat Checked	Expert Cheie Key Expert	L. Mărculescu	01.2013	
Subcontractant / Subcontractor VIOTOP				
Aprobat Approved	Adjunct Şef de echipă Deputy Team leader	A.M. Baicu	01.2013	
Proiectat Designed	Inginer Engineer	L. Radu	01.2013	

"Reabilitarea liniei c.f. Frontieră - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulaţia trenurilor cu viteză maximă de 160 km/h" Tronsonul 2-A : km 614 - cap Y Bârzava

"Rehabilitation of the Railway Line Border - Curtici - Simeria, component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h" Section 2-A : km 614 - end Y Bârzava

Project 9i 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:

INTERVAL RADNA - MILOVA

Plan general 1 / General layout 1

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:100	1/16.05.2013	PT.02.01.07.CO.200	01/07