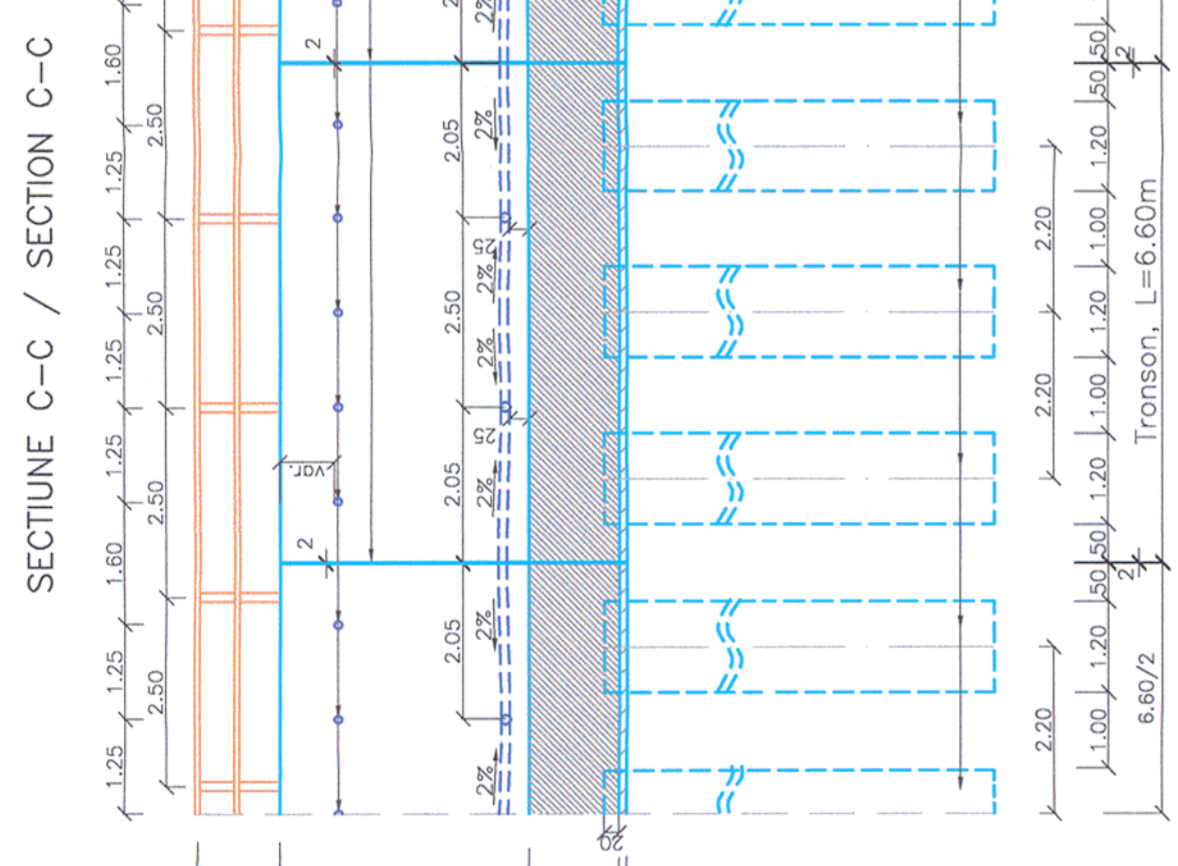


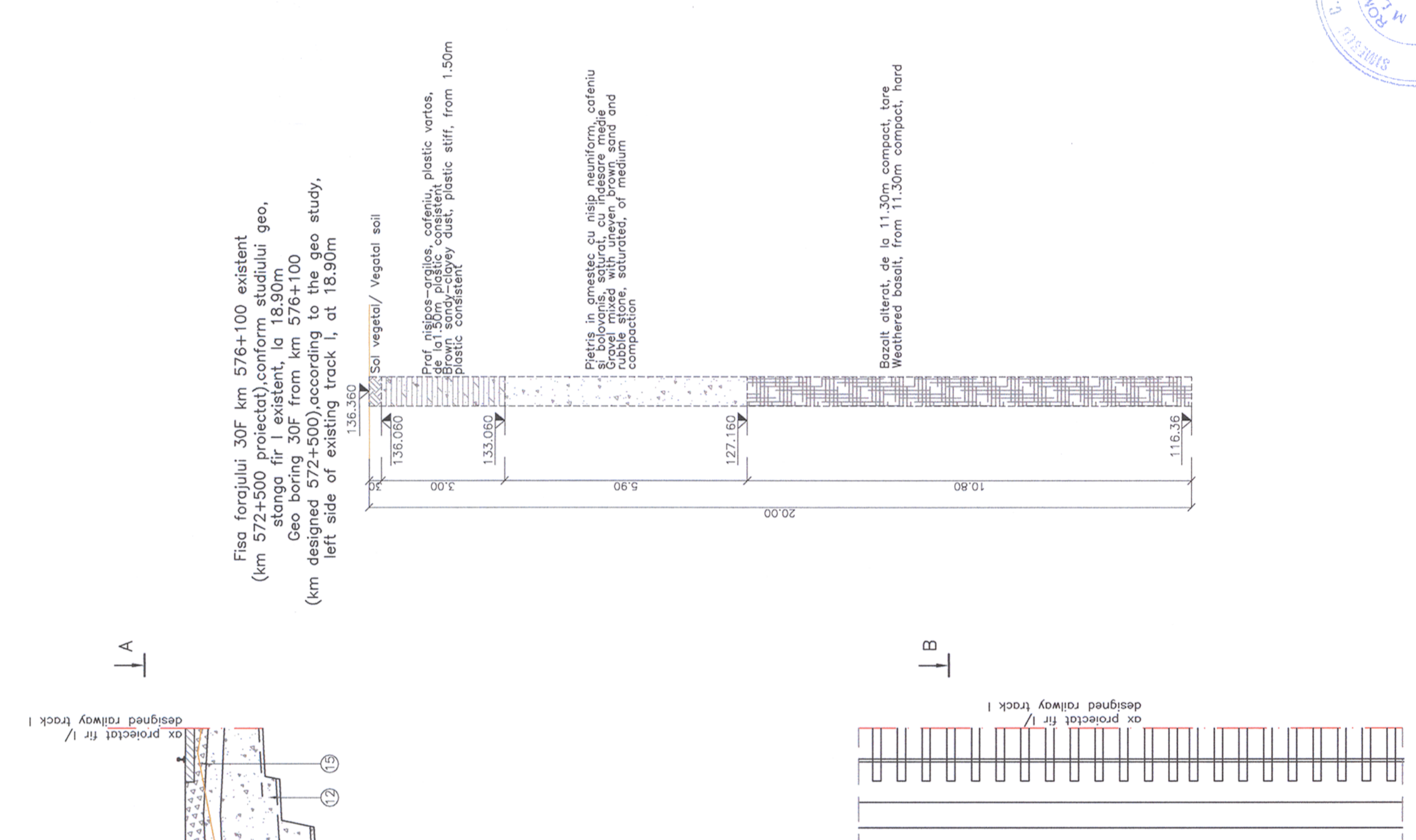
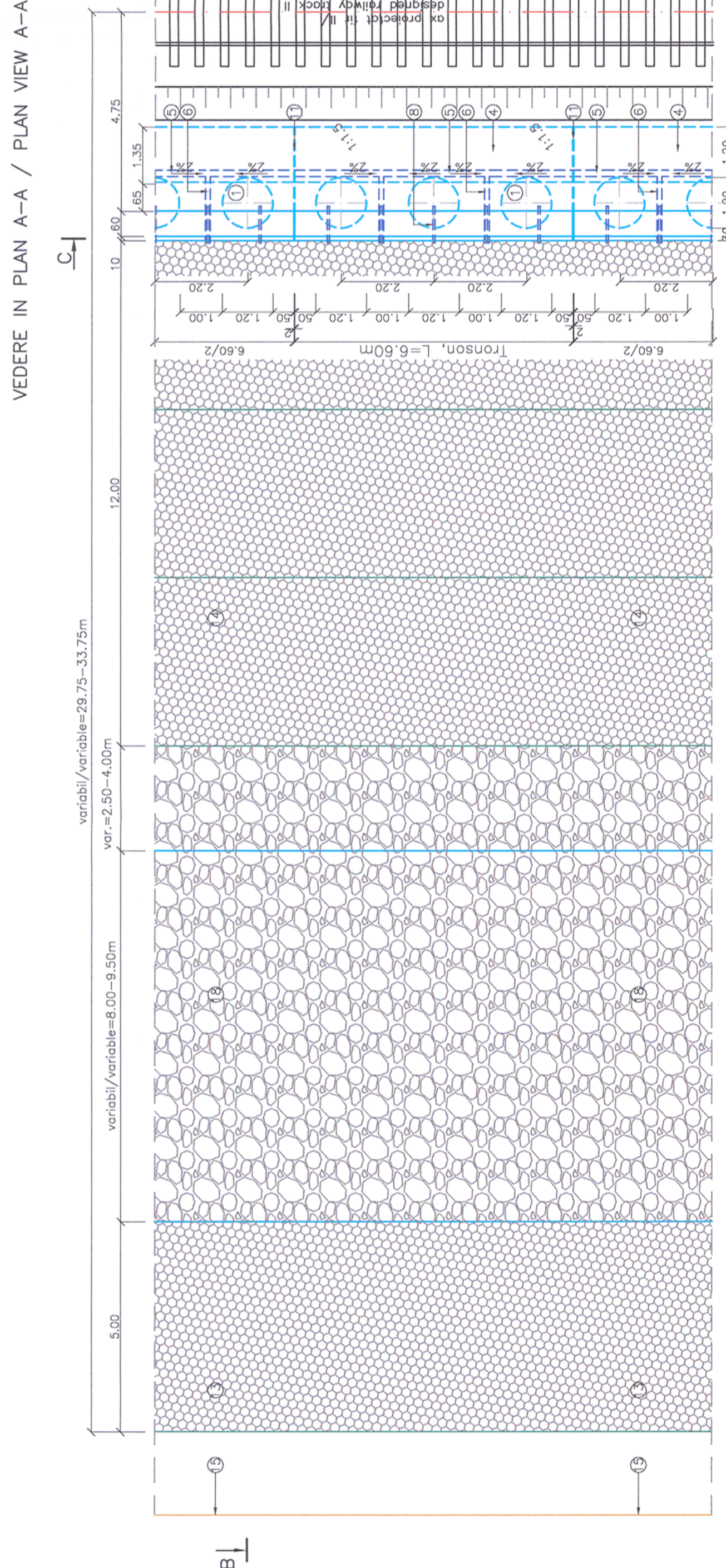
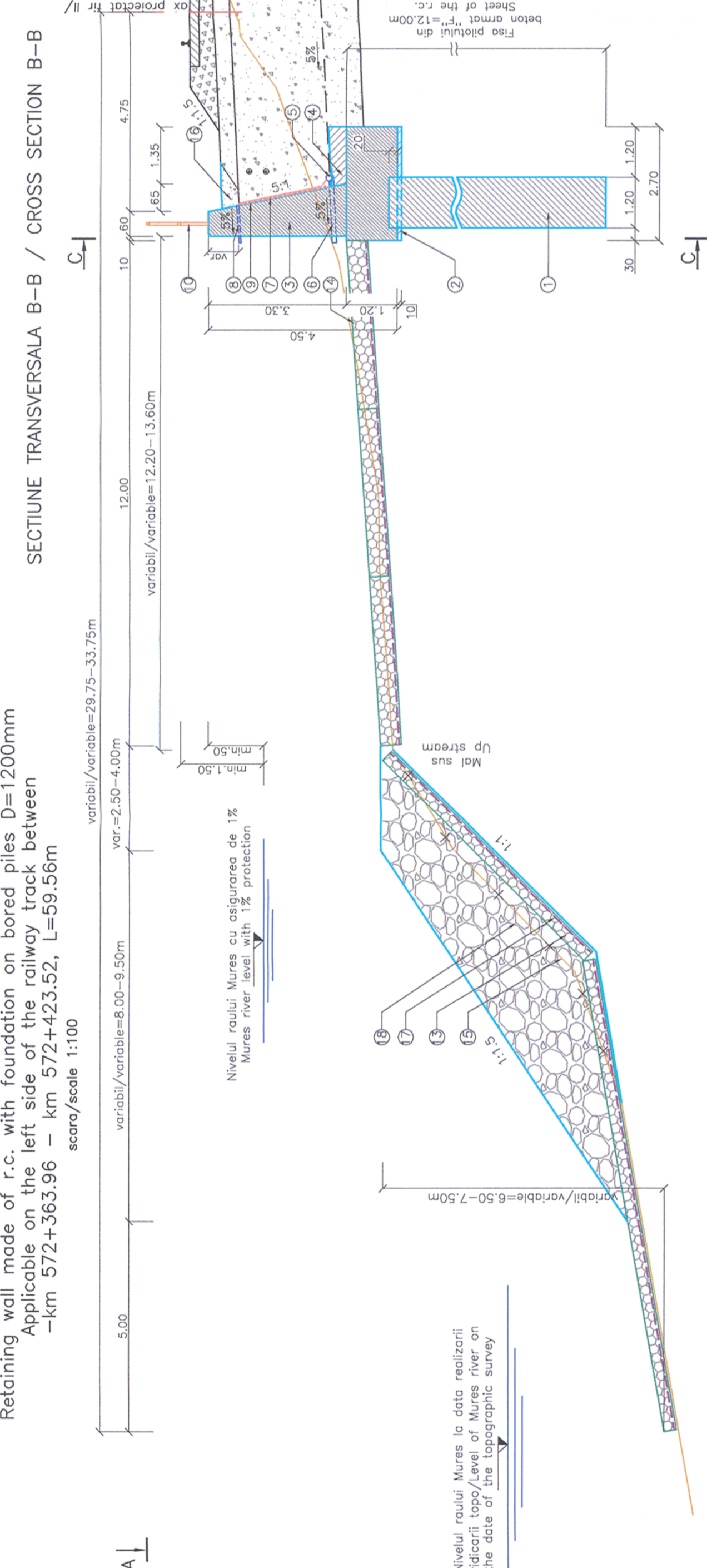
PLAN GENERAL 4
 Zid de sprijin din beton armat fundat pe pioti forati D=1200mm
 Aplicabil pe partea stanga a c.f. intru
 -km 572+363.96 - km 572+423.52, L=59.56m
GENERAL LAYOUT
 Retaining wall made of r.c. with foundation on bored piles D=1200mm
 Applicable on the left side of the railway track between
 -km 572+363.96 - km 572+423.52, L=59.56m
 scara/scale 1:100



LEGENDA BETOANELOR / CONCRETE LEGEND

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

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 institui Proiectantului dăptarea la teren a soluțiilor proiectate.
 2. Deasemenea după fiecare vițuro se va verifica starea lucrarilor precum si integritatea soltelor, după caz, luându-se măsurile 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 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.



- LEGENDA:**
- Piotei forati Ø1200, din beton armat clasa C25/30
 - Beton de egalizare, clasa C12/15
 - Zid de sprijin clasa C16/20
 - Fundatie din beton armat, clasa C30/37
 - Tub din PEHD Ø150mm gaurit la partea superioara
 - Barbacana din tub PVC Ø110mm
 - Geotren pe spatele zidului de sprijin
 - Barbacana din PVC Ø50mm
 - Hidroizolatie aplicata pe spatele zidului de sprijin
 - Parapet metalic
 - Umplutura coriform polistaitata extrudat, grosime 2cm
 - Umplutura din gabioane, grosime 50cm
 - Salte din gabioane, grosime 50cm
 - Limia terenului existent (rasamă 50cm)
 - Umplutura din material drenant
 - Geotextil
 - Umplutura din anrocamente, G=50-1000kg/buc.
- LEGEND:**
- Bored piles Ø1200, made of r.c. class C25/30
 - Lean concrete, class C12/15
 - Retaining wall made of r.c. class C30/37
 - Drain foundation, class C16/20
 - Ø150mm PEHD tube perforated at the top side
 - Weeper made of Ø110mm PVC tube
 - Geo-drain on the back side of the retaining wall
 - Waterproofing applied on the back side of the retaining wall
 - Metallic guard-rod
 - Extruded polystyrene of separation joint, thickness 2cm
 - Filling according to specialty "Railway embankments"
 - Gabion mattress, thickness 30cm
 - Gabion mattress, thickness 50cm
 - Filler made of the existing land
 - Filling made of drainage material
 - Geo-textile
 - Filling made of riprap, g=50-1000kg/pcs.

Nota 1
 1. Dispozitia generala are ca obiect detaliera si aplicabilitatea lucrarilor de consolidare proiectate.
 2. Elementele geometrice ale terasamentului c.f., dimensiunile treptelor de intrare cat si nivelii decaparii fac obiectul specialitatii Suprastructura si Terasamente c.f.. Acestea se regasesc in cadrul celuiasi proiect in documentatii separate.
 3. Punctul de referinta este punctul de la partea superioara a zidului de sprijin din beton armat este prevazuta in plansele care detaliaza planul de sprijin din beton.
 4. Dimensiunile sprijinirii cu piloti forati: ovand D=1200mm s-au stabilit pe baza informatiilor din studiul geotehnic, respectiv forajul 30F (km 576+100 existent). In cazul in care, in timpul executiei forajului pentru realizarea pilotilor ovand 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 trorerare in doua straturi, cu grosimea totala de 5cm.
 6. Planul general s-a intocmit pe baza profilurilor transversale curente scara 1:200. Pentru mai multe detalii, in parolul cu prezentul plan general, se vor consulta si profilele transversale curente sc. 1:200, pe zonele unde sunt prevazute umpluturi de anrocamente, gabioanele se vor asea dupa ce in prealabil sa va realiza o umplutura din piatra bruta pentru nivelare si umplerea golurilor.
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 the 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 30F (existing km 576+100). 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 adopt the existing site situation.
 5. Gabion mattresses will be protected at the top side through gunting 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 ripraps, the gabions will be placed after a preliminary filling of rough stone for leveling and filling the empty spaces.

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

Verificator / Expert Checker / Expert	Carinta Requirement	Semnatura Signature	Referinta / Evaluatia Report / Evaluation
		MINISTERUL TRANSPORTURILOR	ROMANIA ROMANIA
		BENEFICIAR / BENEFICIARY :	ROMANIA ROMANIA
		COMPANIA NATIONALA DE CAI FERATE "CFR" SA	ROMANIA ROMANIA
PROIECTANT / DESIGNER:			
Aprobat Approved	Sef de echipa Team leader		
Verificat Checked	Expert Cheie Key Expert	C. Teodorescu	01.2013
		L. Mărculescu	01.2013
Subcontractant / Subcontractor			
Aprobat Approved	Adjunct Seif de echipa Deputy Team leader	A.M. Baicu	01.2013
Proiectat Designed	Inginer Engineer	L. Radu	01.2013
"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componenta a coridoarelor IV Pan - European pentru circulatia trenurilor cu viteza maxima de 160 km/h"			Project 9j 35311.1
"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componenta a coridoarelor IV Pan - European pentru circulatia trenurilor cu viteza maxima de 160 km/h"			Faza / Phase: PTH+CS / TD+TS
Denumire desen / Drawing name: INTERVAL MILOVA - BĂRZAVA Plan general 4 / General layout 4			
Scara / Scale 1:100	Revizia / Revision 1/16.05.2013	Cod desen / Drawing Code PT.02.01.09.CO.204	Nr / No 05/08

