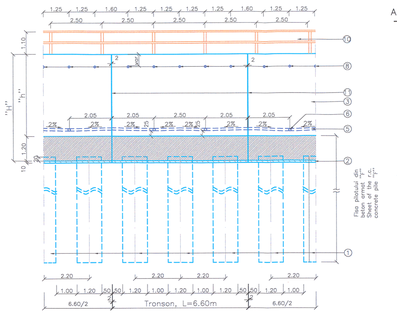
PLAN GENERAL 7
Zid de sprijin din beton armat fundat pe piloti forati D=1200mm
Aplicabil pe partea stanga a c.f.

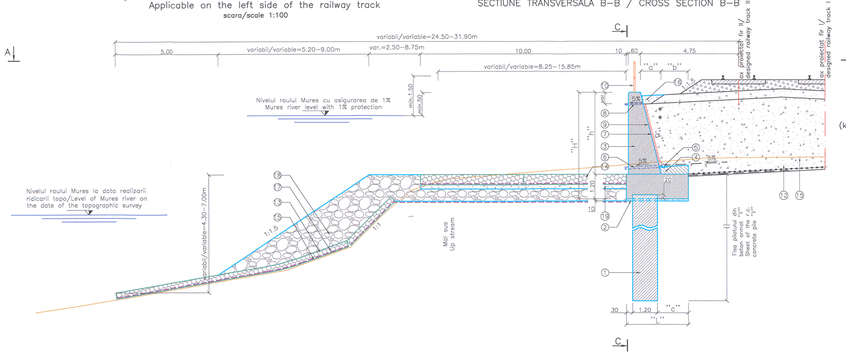
GENERAL LAYOUT 7
Retaining wall made of r.c. with foundation on bored piles D=1200mm
Applicable on the left side of the railway track

scara/scale 1:100

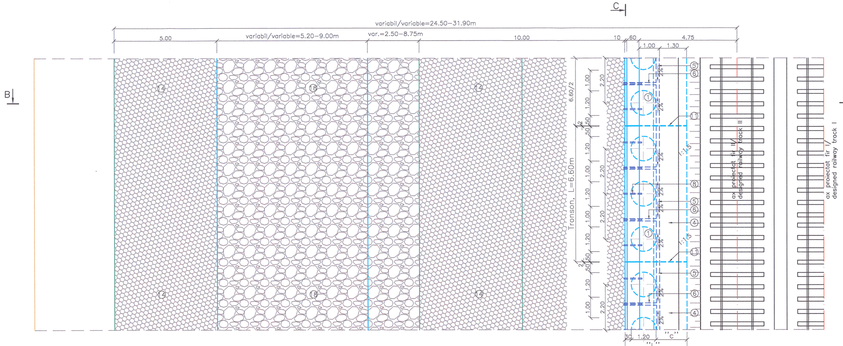
SECTIUNE C–C / SECTION C–C



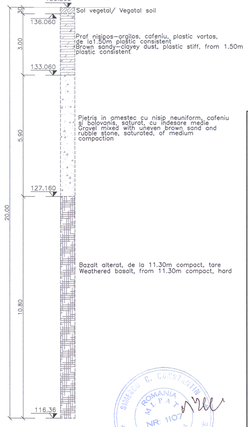
SECTIUNE TRANSVERSALA B–B / CROSS SECTION B–B



VEDERE IN PLAN A–A / PLAN VIEW A–A



Fisa forajului 30F km 576+100 existent (km 572+500 proiectat),conform studiului geo, stanga fir I existent, la 18.90m
Geo boring 30F from km 576+100 (km designed 572+500),according to the geo study, left side of existing track I, at 18.90m



LEGENDA BETOANELOR / CONCRETE LEGEND

- Beton de egalizare clasa C12/15, X0, Equlisation 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

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 pentrua daptarea 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.

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 30cm
14. Saltea din gabioane, grosime 50cm
15. Linia terenului existent
16. Umplutura din material drenant
17. Geotextil
18. Umplutura din anrocamente, G=50–1000kg/buc.
19. 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 30cm
14. Gabion mattress, thickness 50cm
15. Border line of the existing land
16. Filling made of drenaige material
17. Geo–textile
18. Filling made of riprap, g=50–1000kg/pcs.
19. 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 aceluiasi proiect in documentatii separate.
3. Pozitia barbacanei din PVC ø50mm de la partea superioara a zidului de sprijin din beton armat este prevazuta in planselе 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 30F (km 576+100 existent). In cazul in care, in timpul executiei forajului pentru realizarea pilotilor avand D=1200mm se vor constata neconcordante cu datele initiale (variatii ale straturiior) 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 aseza dupa ce in prealabil se 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 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 adapt the works to the existing site situation.
5. Gabion mattresses will be protected at the top side through gunniting 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.

ELEMENTELE GEOMETRICE SI APLICABILITATEA ZIDULUI DE SPRIJIN DIN BETON ARMAT FUNDAT PE PILOTI FORATI
GEOMETRIC ELEMENTS AND THE APLICABILITY OF THE RETAINING WALL MADE OF R.C. WITH FOUNDATION ON BORED PILES

Nr. crt/ No.	Pozitia fata de axa c.f./ Position against the railway axis	Aplicabilitate/ Aplicability		Lungime (m)/ Length (m)	Dimensiuni (m)/ Dimensions (m)							
					h	H	L	a	b	c	d	F
1	stanga/left	km 572+542,70	km 572+602,26	59,56	4,00	5,20	3,00	0,99	1,31	1,50	4:1	12,00
2	stanga/left	km 572+602,28	km 572+641,98	39,70	3,50	4,70	2,70	0,69	1,31	1,20	5:1	12,00
3	stanga/left	km 572+873,70	km 573+012,70	139,00	3,30	4,50	2,70	0,65	1,35	1,20	5:1	12,00
Lungime totala (m) / Total length (m)				238,30								

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 NAȚIONALĂ DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY			Data Date	Semnatura Signature
Aprobat Approved	Șef de echipă Team leader	C. Teodorescu	01.2013	
Verificat Checked	Expert Cheie Key Expert	L. Mărculescu	01.2013	
Subcontractant / Subcontractor		VIOTOP		
Aprobat Approved	Adjunct Șef 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 circulația 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 MILOVA - BÂRZAVA

Plan general 7 / General layout 7

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:100	1/16.05.2013	PT.02.01.09.CO.207	08/08