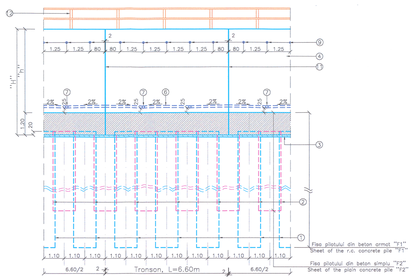
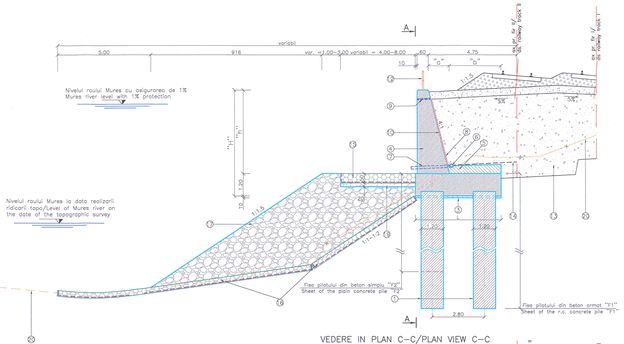
Plan general 3/General layout 3

Zid de sprijin din beton armat fundat pe doua randuri de piloti forati (piloti aval dispusi secant), D=1200mm, he=3.00-5.50m
Retaining wall made on r.c. with foundation (downstream secant piles)

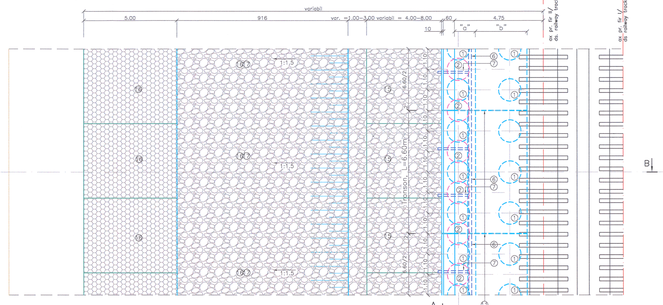
SECTIUNE TRANSVERSALA A-A/CROSS SECTION A-A



SECTIUNE TRANSVERSALA B-B/CROSS SECTION B-B



VEDERE IN PLAN C-C/PLAN VIEW C-C



ELEMENTELE GEOMETRICE SI APLICABILITATEA ZIDULUI DE SPRIJIN DIN B. A. FUNDAT PE PILOTI FORATI (PILOTII AVAL DISPUSI SECANT)
GEOMETRIC ELEMENTS AND THE APLICABILITY OF THE RETAINING WALL MADE ON R.C. WITH FOUNDATION ON BORED PILES (DOWNSTREAM SECANT 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	F1	F2
1	stanga/left	km 536+569,55	km 536+376,15	6,60	4,00	5,20	4,60	1,00	2,90	14,00	6,50
2	stanga/left	km 536+376,15	km 536+382,75	6,60	4,50	5,70	4,60	1,10	2,80	14,00	6,50
3	stanga/left	km 536+382,75	km 536+389,35	6,60	5,00	6,20	4,60	1,25	2,65	14,00	6,00
4	stanga/left	km 536+389,35	km 536+395,95	6,60	5,50	6,70	4,60	1,40	2,55	14,00	5,50
5	stanga/left	km 536+395,95	km 536+422,45	26,50	5,00	6,20	4,60	1,25	2,65	14,00	6,00
6	stanga/left	km 536+422,45	km 536+429,05	6,60	4,50	5,70	4,60	1,10	2,80	14,00	6,50
7	stanga/left	km 536+434,85	km 536+507,65	72,80	4,50	5,70	4,60	1,10	2,80	14,00	6,50
8	stanga/left	km 536+507,65	km 536+514,25	6,60	4,00	5,20	4,60	1,00	2,90	14,00	7,00
9	stanga/left	km 536+514,25	km 536+540,75	26,50	3,50	4,70	4,60	0,90	3,00	14,00	7,50
Lungime totala (m) / Total length (m)				165,40							

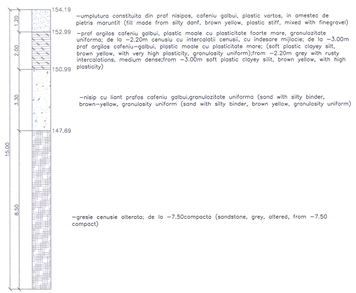
Nota 2:
1. Dispozitia generala are ca obiect detalierea si aplicabilitatea lucrarilor de consolidare proiectate.
2. Elementele geometrice de terasamentului c.f., dimensiunile treptelor de infratire cat si nivelul decaparii
fac obiectul specialitatii Suprastructura si Terasamente c.f. Acestea se regasesc in cadrul acelui proiect in documentatii separate.
3. Pozitia barbacanelor din PVC ø50mm de la partea superioara a zidului de sprijin din beton armat este prevazuta in planele care detaliaza elevatia zidului de sprijin din beton armat.
4. Saltelele din gabioane se vor proteja la partea superioara prin torcretere in doua straturi, cu grosimea totala de 5cm.

Note 2:
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 weepers ø50mm from the top side of the reinforced concrete retaining wall is provided in the drawings detailing the retaining wall elevation.
4. Gabion mattresses will be protected at the top side through gunniting in two layers, having a total thickness of 5 cm.

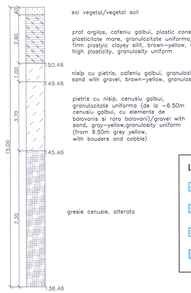
Nota 3:
1. Profilul transversal tip s-a intocmit pe baza profilelor transversale curente scara 1:200.
Pentru mai multe detalii, in paralel cu prezentul profil transversal tip, se vor consulta si profilel transversale curente.
2. Conform profilelor transversale curente sc. 1:200, pe zonele unde sunt prevazute umpluturi de amocamente, gabioanele se vor aseza dupa ce in prealabil se va realiza o umplutura din piatra bruta pentru nivelare si umplerea golurilor.

Note 3:
1. The cross-section type was prepared based on current cross-sections from scale 1:200.
For further details, you can also see the current cross-sections in the same time with this cross-section type.
2. 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.

Foraj geo F197, la km536+418pr., stanga 19.80m
din ax fir I existent, cota: ~2.40m fata de NST fir I



Foraj geo km 536+800pr.
X=503087.509
Y=280598.668



LEGENDA:
1. Piloti forati din beton armat, D=1200mm, din beton armat clasa C25/30
2. Pilozi forati din beton simplu, D=1200mm, din beton armat clasa C25/30
3. Beton de egalizare, clasa C12/15
4. Zid de sprijin din beton armat, clasa C30/37
5. Fundatii din beton clasa C16/20
6. Tub din PEHD ø150mm pasarli la partea superioara
7. Barbacana din tub PEHD ø110mm
8. Geodren pe spatele zidului de sprijin
9. Barbacana din PEHD ø50mm
10. Hidroizolatie aplicata pe spatele zidului de sprijin
11. Rost de separatie din polistiren extrudat, grosime 2cm
12. Parapet metalic
13. Umplutura conform specialitatea "Terasamente cf."
14. Geotextil conform specialitate "Terasamente cf."
15. Gabioane, protejate cu geotextil, h=50cm
16. Saltele din gabioane, h=30cm
17. Umplutura din amocamente, g=50-1000kg/buc.
18. Umplutura din material drenant
19. Umplutura din piatra bruta, grosime 20cm
20. Linia terenului existent

LEGEND:
1. R.c. bored piles, D=1200mm, made of r.c. class C25/30
2. Piloti concrete bored piles, D=1200mm, made of r.c. class C25/30
3. Leaning concrete, class C12/15
4. R.c. retaining wall, class C30/37
5. Drain foundation, class C16/20
6. ø150mm PEHD tube with holes at the top side
7. ø110mm PEHD tube weeper
8. Geo-drain on the backside of the retaining wall
9. ø50mm PEHD weeper
10. Waterproofing applied on the backside of the retaining wall
11. Separation joint made of extruded polystyrene, 2cm thickness
12. Metallic guardrail
13. Filling according to specialty "Railway embankments"
14. Geo-textile according to specialty "Railway embankments"
15. Gabions protected with geo-textile, h=50cm
16. Gabion mattresses, h=30cm
17. Filling made of riprap, g=50-1000kg/pcs.
18. Filling made of draining material
19. Filling made of rubble stone
20. Border of the existing land

Nota 1:
1. Dimensiunile zidului de sprijin din beton armat fundat pe piloti secanti D=1200mm, precum
si fisa pilotilor s-au stabilit pe baza informatiilor geotehnice din studiul geotehnic, respectiv a forajului de la km 538+800pr., precum si a forajului de la km542+140ex./km538+430pr., astfel incat incastrarea pilotilor sa se realizeze in stratul de roca, respectiv gresie cenusie nealterata.
2. In conditiile in care, in momentul realizarii forajelor pentru piloti, se constata neconcordante in ceea ce priveste stratuirile geotehnice intersectate, cu datele din forajele geo mentionate, in acest caz se va consulta proiectantul si geotehnicianul pentru adaptarea la teren a lucrarilor de sprijinire proiectate.
3. Inaintea executiei lucrarilor Constructorul va face o ridicare hidrografica, care va constitui baza masuratorilor de cantitati.
4. 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 pentruadaptarea la teren a solutiilor proiectate.
5. Desemenea 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. The dimensions of r.c. retaining wall founded on secant piles with D=1200mm and the sheet of the piles weree stablished based on geo-technical information from geotechnical study, respectively the drilling from existing km542+140/designed km538+430, so that the encase of the pile to be executed in the layer of rock and non-deteriorated sandstone of grey color.
2. If during piles drilling execution, there are found incongruities of the intercepted geotechnical layers with the date of the mentioned geo drillings, the designer and geo-technician will be consulted in order to adapt the designed propping-up works to the ground.
3. Before works' execution, the Contractor will make a hydrographic survey that will standat the basis of quantities' measurements.
4. 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.
5. 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 intocuieste 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 :
CFR
COMPANIA NATIONALA DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY

			Data Date	Semnatura Signature
Aprobat Approved	Sef de echipa Team leader	C. Teodorescu	01.2013	
Verificat Checked	Expert Chele Key Expert	L. Marculescu	01.2013	

Subcontractant / Subcontractor: VIOTOP

Aprobat Approved	Adjunct Sef de echipa Deputy Team leader	A.M. Baicu	01.2013	
Proiectat Designed	Proiectant Designer	I. Oslac	01.2013	

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

"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 2B : end Y Barzava- end Y Ilteu

Project 9i 35311.1

Faza / Phase: PTh +CS / TD + TS

Denumire desen / Drawing Title :
INTERVAL SĂVĂRŞIN - ILTEU
Plan general 3/ General layout 3

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr. / No
1:100	1/16.05.2013	PT.02.01.15.CO.202	03/04