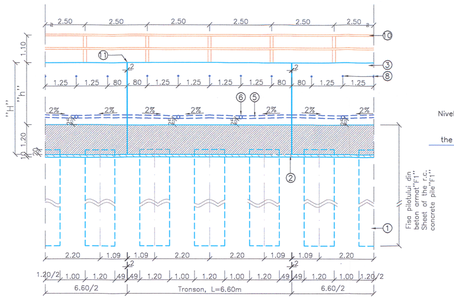
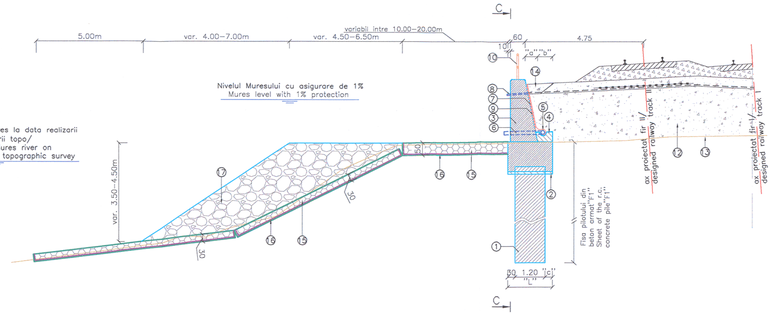
PLAN GENERAL 4
Zid de sprijin din beton armat fundat pe piloti ø1200
Aplicabil pe partea stanga a c.f.
scara 1:100

GENERAL LAYOUT 4
Retaining wall made of r.c. with foundation on piles ø1200
Applicable on the left side of the railway track
scale 1:100

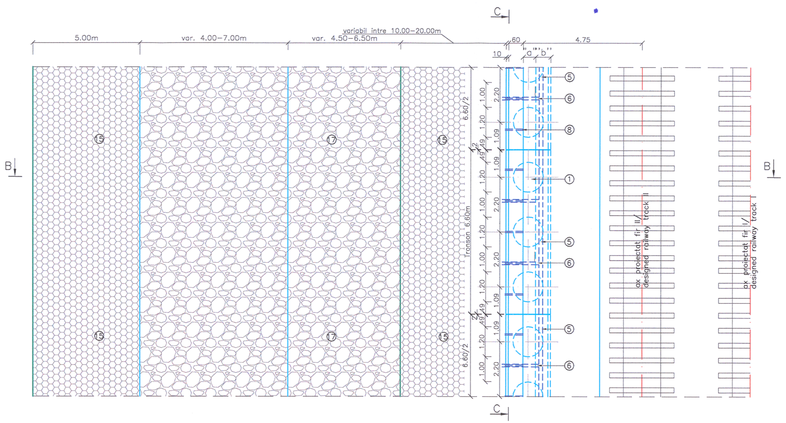
SECTIUNE C–C/SECTION C–C



SECTIUNE TRANSVERSALA B–B/CROSS SECTION B–B



VEDERE A–A/ VIEW A–A



ELEMENTELE GEOMETRICE SI APLICABILITATEA ZIDULUI DE SPRIJIN DIN BETON ARMAT FUNDAT PE PILOTI
GEOMETRIC ELEMENTS AND THE APLICABILITY OF THE RETAINING WALL MADE OF R.C. WITH FOUNDATION ON 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	F1
1	stanga/left	km 546+459.93	km 546+572.48	112.55	2.50	1.20	2.10	0.50	0.90	0.60	14.00
2	stanga/left	km 546+572.48	km 546+598.95	27.47	2.50	1.20	2.10	0.50	0.90	0.60	14.00
3	stanga/left	km 546+601.05	km 546+660.62	59.57	2.50	1.20	2.10	0.50	0.90	0.60	14.00
4	stanga/left	km 546+826.12	km 546+872.45	46.33	2.50	1.20	2.10	0.50	0.90	0.60	14.00
		Lungime totala / Total length		245.92							

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 decaparii fac obiectul specialitatii Suprastructura si Terasamente c.f. Acestea se regasesc in cadrul aceluiasi proiect in documentatii separate.
3. Dimensiunile sprijinirii cu coloane forate Ø1200, s–au stabilit pe baza informatiilor din studiul geotehnic. In cazul in care in timpul executiei forajului pentru realizarea pilotilor ø1500 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.
4. Pozitia barbacanelor 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.
5. Saltelele din gabioane se vor proteja la partea superioara prin torcretare in doua straturi, cu grosimea totala de 5cm.

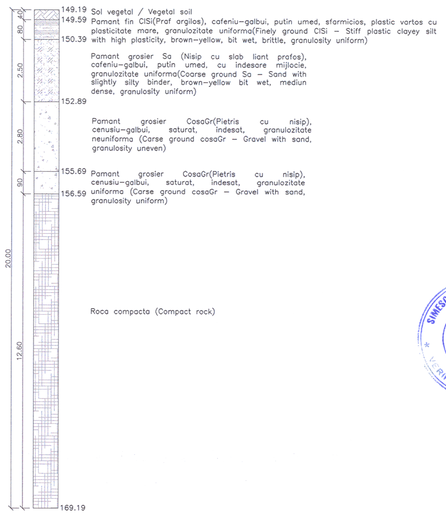
Note 1:
1. The object of the general layout is to detail and apply the designed consolidation works.
2. The geometric elements of the railway embankment, the dimensions of the benches and also the level of the scraping are the object of specialty Railway Superstructure and Embankments. They can be found within the same design but in different documentations.
3. The dimensions of propping–up with drilled columns of Ø1200, were decided based on the information within the geotechnical study. If during execution of boring necessary to execute the ø1500 piles, 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.
4. 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.
5. Gabion mattresses will be protected at the top side through guniting in two layers, having a total thickness of 5 cm.

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 de grosime 2 cm
12. Umplutura conform specialitate "Terasamente cf."
13. Linia terenului existent
14. Umplutura din material drenant
15. Saltea din gabioane
16. Geotextil
17. Umplutura din anrocamente, G=50–1000kg/buc

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. The polystyrene separation joint has a thickness of 2 cm
12. Filling according to specialty "Railway embankments"
13. Border line of the existing land
14. Filling made of drenaige material
15. Gabion mattress
16. Geo–textil
17. Riprap filling, G=50–1000kg/buc

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 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.

FISA FORAJULUI (BOREHOLE LOG) nr. F2 ø7
Pozitia/Position: Km 546+700 proiectat/project
X 504143.309/Y 281108.115



Sol vegetal / Vegetal soil
Pamant fin CISi(Prof argilos), cafeniu–galbui, putin umed, sfarmicios, plastic vartos cu plasticitate mare, granulozitate uniforma(Finely ground CISi – Stiff plastic cloyey silt with high plasticity, brown–yellow, bit wet, brittle, granulosity uniform)
Pamant grosier Sa (Nisip cu slab liant profos), cafeniu–galbui, putin umed, cu indesare mijlocie, granulozitate uniforma(Coarse ground Sa – Sand with slightly silty binder, brown–yellow bit wet, medium dense, granulosity uniform)
Pamant grosier CosaGr(Pietris cu nisip), cenusiu–galbui, saturat, indesat, granulozitate neuniforma (Carse ground cosaGr – Gravel with sand, granulosity uneven)
Pamant grosier CosaGr(Pietris cu nisip), cenusiu–galbui, saturat, indesat, granulozitate uniforma (Carse ground cosaGr – Gravel with sand, granulosity uniform)
Roca compacta (Compact rock)

LEGENDA BETOANELOR / CONCRETE LEGEND
- Beton de egalizare clasa C12/15, X0, sort 0–31mm / Equlisation concrete class C12/15, X0, sort 0–31mm
- Beton simplu clasa C16/20, XC2, sort 0–31mm / Plain concrete class C16/20, XC2, sort 0–31mm
- Beton armat clasa C25/30, XF1+XC2+XA1, sort 0–16mm / Reinforced concrete class C25/30, XF1+XC2+XA1, sort 0–16mm
- Beton armat clasa C30/37, XF1+XC4, sort 0–31mm / Reinforced concrete class C30/37, XF1+XC4, sort 0–31mm

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

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Referat / Expertize Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NAȚIONALĂ DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY			Data Date	Semnătura 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	M. Ursu	01.2013	

"Reabilitarea liniei c.f. Frontier à - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circula ția trenurilor cu viteză maximă de 160 km/h"
Transeul 2-B : cap Y Bârzava - 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 2-B : end Y Bârzava - end Y Ilteu

Project 9i 35311.1

Faza / Phase: PTh +CS / TD + TS

Denumire desen / Drawing name:
INTERVAL VĂRĂDIA - SĂVĂRȘIN
Plan general 4/ General layout 4

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:100	1/16.05.2013	PT.02.01.13.CO.203	04/11