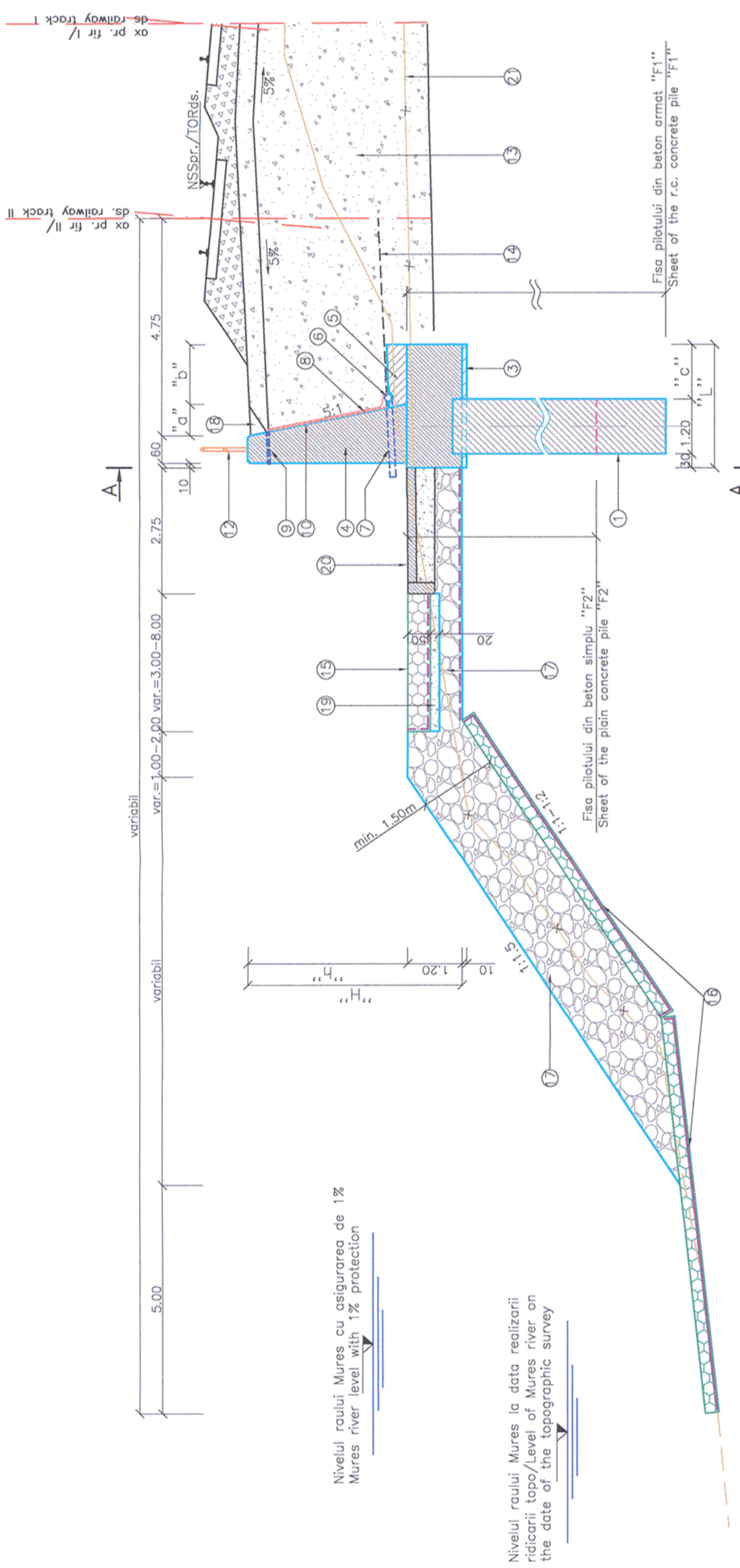
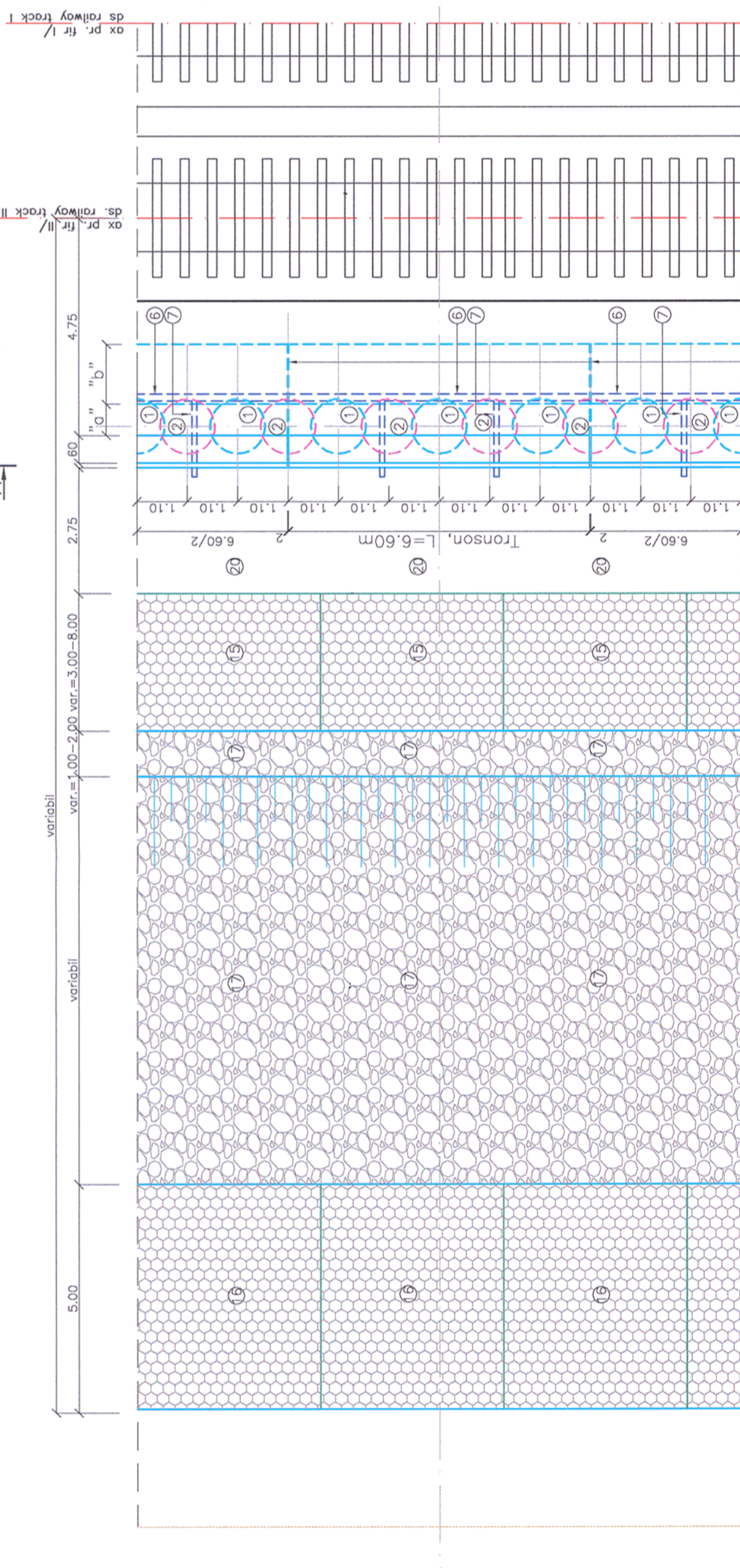


Plan general 4/General layout 4
Zid de sprijin din beton armat fundat pe piloti forati secanti D=1200mm, he=2.00-3.50m

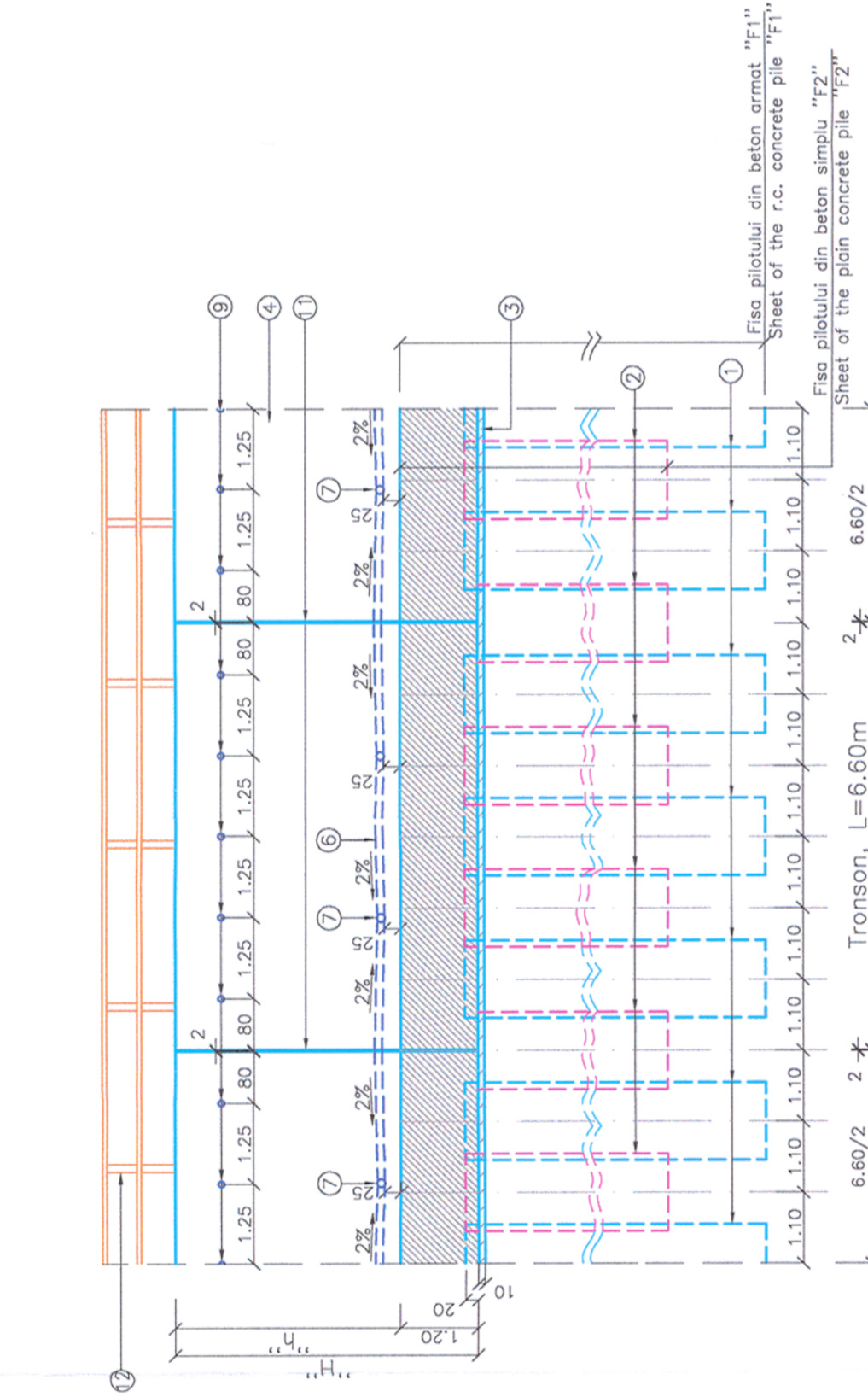
SECTIUNE TRANSVERSALA B-B/CROSS SECTION B-B



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



SECTIUNE TRANSVERSALA A-A/CROSS SECTION A-A



ELEMENTE GEOMETRICE SI APLICABILITATEA ZIDULUI DE SPRINJIN DIN BETON ARMAT FUNDAT PE PILOTI FORATI SECANTI											
GEOMETRIC ELEMENTS AND THE APLICABILITY OF THE RETAINING WALL MADE OF R.C. WITH FOUNDATION ON SECTANT BORED PILES											
Nr. crt/ No.	Poziția față de axa c.f./ Position against the railway axis	Aplicabilitate/ Applicability	Lungime (m)/ Length (m)	Dimensiuni (m)/ Dimensions (m)							
				a	b	c	F1	F2	F3		
1	stânga/ left	km 538+029.50	185.40	3.50	4.70	2.70	0.70	1.30	1.20	14.00	7.50
2	stânga/ left	km 538+214.90	26.50	3.00	4.20	2.50	0.65	1.20	1.00	14.00	8.00
3	stânga/ left	km 538+314.20	72.80	2.50	3.70	2.10	0.55	0.90	0.60	14.00	8.50
4	stânga/ left	km 538+319.802	46.35	2.50	3.70	2.10	0.55	0.90	0.60	14.00	8.50
5	stânga/ left	km 538+366.15	165.50	2.00	3.20	2.10	0.45	1.00	0.60	14.00	9.00
Lungime totală (m)/ Total length (m)			496.55								

Nota 2:

- Dispozitia generala are ca obiect detalieria si aplicabilitatea lucrarilor de consolidare proiectate.
- Elementele geometrice ale terasamentului c.f., dimensiunile terazelor de infratire cat si nivelii decoparii fac obiectul specialitatii Suprastructura si Terasamente c.f. Acestea se regasesc in cadrul aceluasi proiect in documentatii separate.
- Poziția barocanilor din PVC ø50mm de la partea superioara a zidului de sprijin din beton armat este prevazuta in planșă.
- Solșelele din gabioane se vor realiza la partea superioara prin tarctare in doua straturi, cu grosimea totală de 5cm.
- Drumul de intretinere proiectat in vecinatatea lucrarilor de sprijinire este prevazut in obiectul "Suprastructura si Terasamente c.f."

Nota 2:

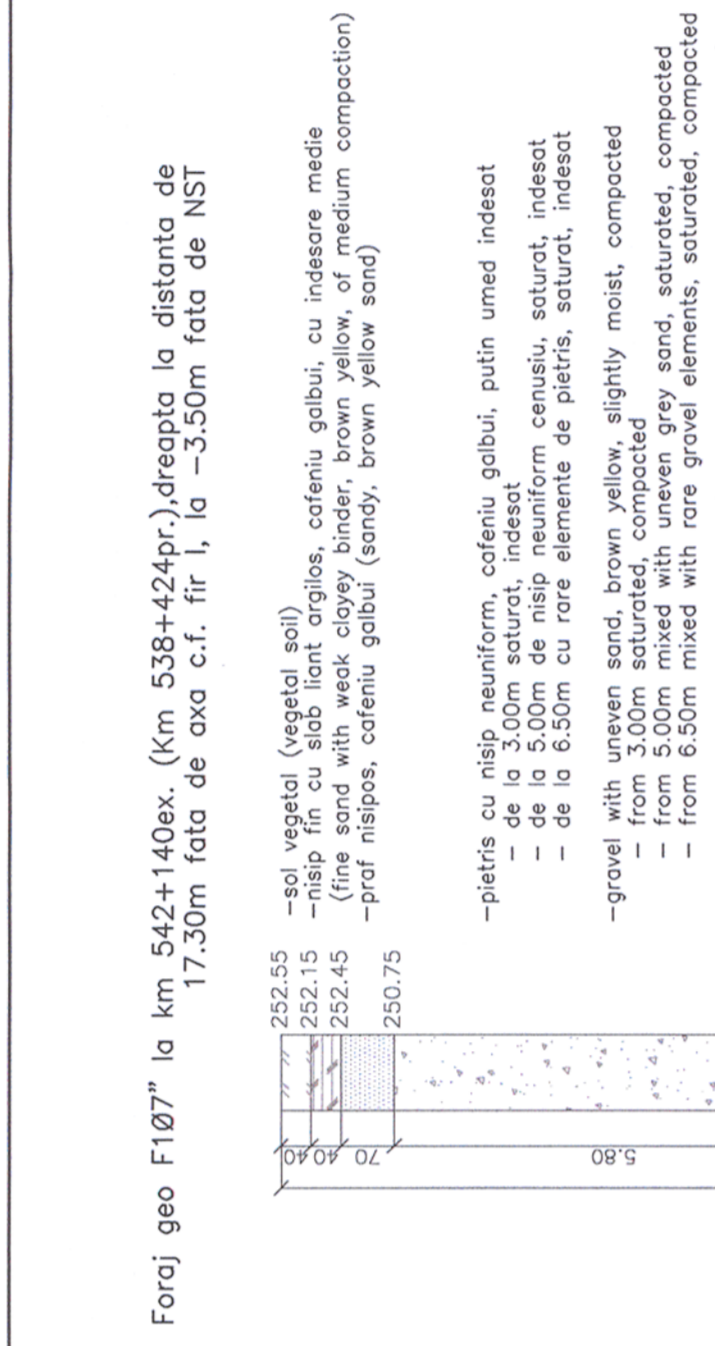
- The object of the general layout is to detail and apply the designed consolidation works.
- The geometric elements of the railway embankment, the dimensions of the benches and also the level of the scraping are the object of speciality Railway Superstructure and Embankments. They can be found within the same design but in different documents.
- 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.
- Gabion mattresses will be elected at the top side through guniting in two layers, having a total thickness of 5 cm.
- The maintenance road designed nearby the propping-up work is mentioned at the object "Railway Superstructure and Embankments."

Nota 1:

- Dimensiunile zidului de sprijin din beton armat fundat pe piloti secanti D=1200mm, precum si fisă pilonilor s-au stabilit pe baza informațiilor geotehnice din studiul geotehnic, respectiv a forajului F107" de la km54+424 și a forajului F107" din cadrul proiectului de studiu geotehnic.
- In condițiile in care in momentul realizării forajelor pentru piloti, se constata neconcordanțe in ceea ce privește straturile geotehnice interceptate, cu datele din forajele geo menționate, in acest caz se va consulta proiectantul și geotehnicianul pentru adaptarea la teren a lucrarilor de sprijinire proiectate.

Nota 2:

- The dimensions of r.c. retaining wall founded on secant piles with D=1200mm and the sheet of the piles were established based on geo-technical information from geotechnical study, respectively the drilling F107" from designed km54+424 so that the encase of the pile to be executed in the layer of compacted sandstone of grey color.
- 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.



Foraj geo F107" la km 542+140ex. (Km 538+424pr.)dreapta la distanța de 17.30m fata de axa c.f. fir I, la -3.50m fata de NST

LEGENDA BETOANELOR / CONCRETE LEGEND

- Beton de egalizare clasa C12/15, X0
- Equalization 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:

- Piloți forati din beton armat, D=1200mm, din beton armat clasa C25/30
- Piloți forati din beton simplu, D=1200mm, din beton armat clasa C25/30
- Beton de egalizare, clasa C12/15
- Zid de sprijin din beton armat, clasa C30/37
- Tub din PEHD ø150mm gaurit la portea superioara
- Barbacana din tub PEHD ø110mm
- Gardien pe spatiele zidului de sprijin
- Hidroizolatie aplicata pe spatiele zidului de sprijin
- Rost de separatie din polistiren extrudat, grosime 2cm
- Parapet metallic
- Umplutura conform specialitate, "terasamente c.f."
- Gabonii conform specialitate, terasamente c.f.
- Solșele din gabioane, h=30cm
- Solșele din gabioane, h=30cm
- Umplutura din amonocement, g=50-1000kg/buc.
- Umplutura din material drenant
- Manevra de intretinere
- Drum de intretinere
- Linia terenului existent

Nota 3:

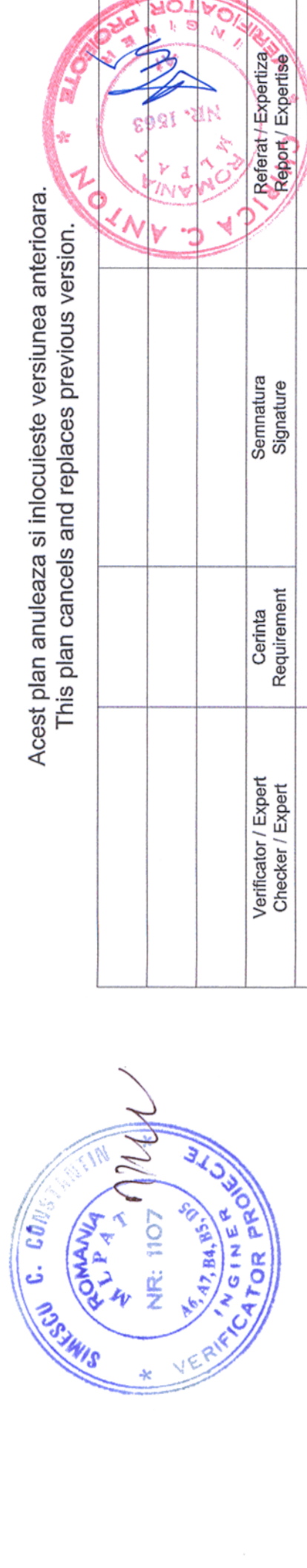
- Profilul transversal tip s-a intocmit pe baza profilurilor transversale curente scara 1:200.
- Conform profilurilor transversale curente sc. 1:200, pe zonele unde sunt prevazute umpluturi de amonocement, gabioanele se vor așeza după ce in prealabil se va realiza o umplutura din piatra bruta pentru nivelare și umplerea golurilor.
- Inainte executiei lucrarilor Constructivului va face o ridicare hidrografica, care va constitui baza masuratorilor de contitabile.
- Daca se constata diferente mari fata de situatia proiectata, in special eroziuni și modificari ale formei și pantei taluzului abilei minore, se va institui Proiectantului pentru adaptarea la teren a solutiilor proiectate.
- Deasemenea după fiecare vizitara se va verifica starea lucrarilor precum și integritatea satelitelor, după caz, luându-se masurile de remediere care se impun.

NOTE 3:

- 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.
- According to the current cross-sections the current cross-sections, on the areas where there are provided fillings of riprap, the gabions will be placed after a preliminary filling of rough stone for leveling and filling the empty spaces.
- Before works' execution, the Contractor will make a hydrographic survey that will stand the basis of quantities' measurements.
- 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.
- 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.

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Verificator / Expert Checker / Expert	Centina Requirement	Semnatura Signature
European Investment Bank	MINISTERUL TRANSPORTURILOR	
	BENEFICIAR / BENEFICIARY :	
	COMPANIA NATIONALA DE CAI FERATE "CFR" SA	
PROIECTANT / DESIGNER:	PÖYRY	Semnatura Signature
PROIECTANT / DESIGNER:	PÖYRY	Data Date
Approbat Approved	Sef de echipa Team leader	01.2013
Verificat Verified	Expert Cheie Key Expert	01.2013
Checkat Checked		
Subcontractant / Subcontractor		
Approbat Approved	Adjunct Sef de echipa Deputy Team leader	01.2013
Proiectat Designed	Proiectant Designer	01.2013
"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"		
Trenosonul 2B : cap Y Barzava - cap Y Illeu		
"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 Illeu		
Denumire desen / Drawing Title :		
INTERVAL SA/ARȘIN - ILTEU		
Plan general 4/ General layout 4		
Scara / Scale	Revizii / Revision	Cod desen / Drawing Code
1:100	1/16.05.2013	PT.02.01.15.CO.203
		Nr. / No
		04/04