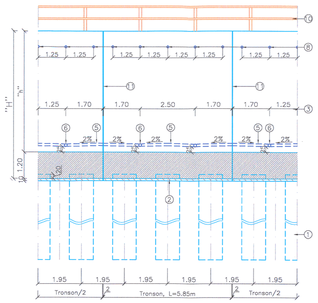
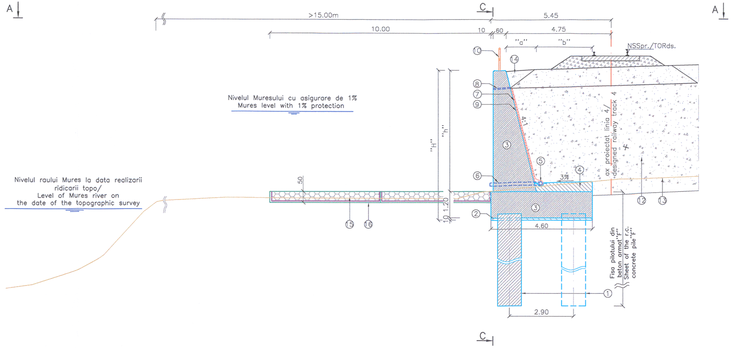
PLAN GENERAL 1/GENERAL LAYOUT 1

Zid de sprijin din beton armat fundat pe doua randuri de piloti forati ø1080/
Retaining wall made of r.c. with foundation on two rows of drilled piles ø1080

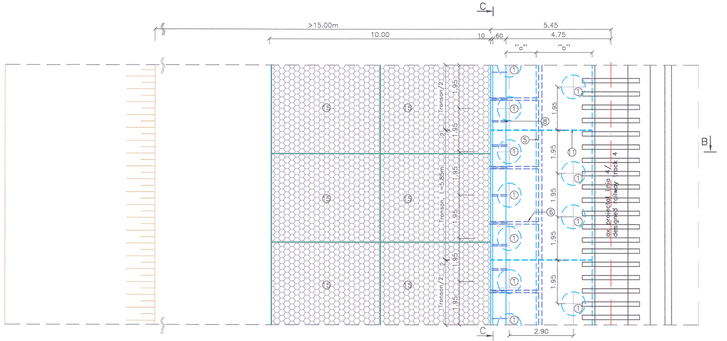
SECTIUNE C–C/SECTION C–C



SECTIUNE TRANSVERSALA B–B/CROSS SECTION B–B

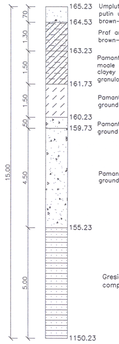


VEDERE IN PLAN A–A/PLAN VIEW A–A



FISA FORAJULUI (BOREHOLE LOG) nr. PV2 F3

km 514+300pr.
stanga 24.70m din ax fir I
(left 24.70 m from ax line I)
cota – 2.80m fata de NST fir
(elevation –2.80m from NST line I)



Umplutura constituita din pietris si bolovanis in amestec cu praf nisipos, cafeniu–galbui, putin umed, indesat (Fill made from gravel and boulders mixed with silty sand, brown–yellow, bit wet dense)

Praf argilos, slab nisipos, cafeniu–galbui,plastic vartos.(Silty clayey, brown–yellow, plastic–stiff.)

Pamant fin (praf argilos), cafeniu–galbui, cu intercalatii rugini si cenusii, plastic moale cu plasticitate mare, granulozitate uniforma (Finely ground – soft plastic clayey silt, brown–yellow, with with rusty and grey intercalations, high plasticity, granulosity uniform)

Pamant grosier (Nisip prafos cenusiu–galbui,granulozitate neuniforma(Coarse ground–Silty sand, grey–yellow, granulosity uneven)

Pamant grosier cosoGr(Pietris cu nisip), cenusiu–galbui, granulozitate uniforma(Coase ground cosoGr –Gravel with sand, grey–yellow, granulosity uniform)

Pamant grosier cosoGr(Pietris cu nisip si bolovanis) Granulozitate uniforma (Coarse ground cosoGr– Gravel with sand and boulders, granulosity uniform

Gresie, cenusie, alterata;(Sandstone, grey, altered) – de la 10.70m compactata (–from 10.70m compact)

ELEMENTELE GEOMETRICE SI APLICABILITATEA ZIDULUI DE SPRIJIN DIN BETON ARMAT FUNDAT PE DOUA RANDURI DE PILOTI FORATI
GEOMETRIC ELEMENTS AND THE APLICABILITY OF THE RETAINING WALL MADE OF R.C. WITH FOUNDATION ON TWO ROWS OF 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	a	b	F
1	stanga/left	km 514+081.830	km 514+205.300	123,47	5,00	6,20	1,25	2,65	14,00
2	stanga/left	km 514+205.300	km 514+469.920	264,62	5,50	6,70	1,40	2,50	14,00
3	stanga/left	km 514+479.700	km 514+567.930	88,23	5,50	6,70	1,40	2,50	14,00
4	stanga/left	km 514+576.150	km 514+834.870	258,72	5,50	6,70	1,40	2,50	14,00
Lungime totala (m) / Total length (m)				735,04					

NOTA:

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. Acesteia se regasesc in cadrul acelulasi proiect in documentatii separate.
3. 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.
4. Saltelele din gabioane se vor proteja la partea superioara prin torcretare in doua straturi, cu grosimea totala de 5cm.
5. Dimensiunile zidului de sprijin din beton armat fundat pe piloti forati ø1080, precum si fisa pilotilor s–au stabilit pe baza informatiei geotehnice din studiul geotehnic, respectiv a forajului de la km 514+300pr., astfel incat incastrarea pilotilor se sa realizeze in stratul nealterat de gresie.
6. In conditiile in care, in momentul realizarii forajelor pentru piloti, se constata neconcordante in ceea ce priveste stratiurile geotehnice interceptate, cu datele din forajele geo mentionate, in acest caz se va consulta proiectantul si geotehnicianul pentru adaptarea la teren a lucrarilor de sprijinire proiectate.
7. 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 profilele transversale curente.
8. 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.
9. Inaintea executiei lucrarilor Constructorul va face o ridicare hidrografica, care va constitui baza masuratorilor de cantitati.
10. 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 adaptarea la teren a solutiilor proiectate.
11. Deasemenea dupa fiecare viitura se va verifica starea lucrarilor precum si integritatea saltelelor, dupa caz, luandu–se masurile de remediere care se impun.

NOTE:

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 guniting in two layers, having a total thickness of 5 cm.
5. The dimensions of r.c. retaining wall founded on bored piles with ø1080 and the sheet of the piles were establishedbased on geo–technical information from geotechnical study, respectively the drilling from designe km 514+300pr. so that the encase of the pile to be executed in the layer of non–deteriorated sandstone.
6. If during piles drilling execution, there are found incongruities of the interpreted 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.
7. 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.
8. 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
9. Before works' execution, the Contractor will make a hydrographic survey that will standat the basis of quantities' measurements.
10. 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.
11. 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 ø1080, 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 polistirien extrudat de grosime 2cm
12. Umplutura conform specialitate "Terasamente cf."
13. Linia terenului existent
14. Umplutura din material drenant sort 7–31mm
15. Saltea din gabioane, h=50cm
16. Geotextil

LEGEND:

1. Bored piles ø1080, 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 2cm
12. Filling according to specialty "Railway embankment"
13. Border line of the existing land
14. Filling made of drenaige material sort 7–31mm
15. Gabion mattress h=50cm
16. Geo–textile

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 simplu clasa C25/30, XF1, sort 0–16mm
  Reinforced concrete class C25/30, XF1, sort 0–16mm
- 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

SIMESCU C. CONSTANTIN
ROMANIA
NR: 1107
INGINER
VERIFICATOR PROIECTE

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

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Raport Expertiza Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

CFR

COMPANIA NAŢIONALĂ 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 Cheie 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. Osiac	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 2-C : cap Y Ilteu - cap Y Gurasada

"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-C : end Y Ilteu - end Y Gurasada

Project 9i 35311.1

Faza / Phase: PTh +CS / TD + TS

Denumire desen / Drawing Title :

STATIA CAMPURI SURDUC
Plan general 1/ General layout 1

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr. / No
1:100	1/16.05.2013	PT.02.01.18.CO.200	01/05