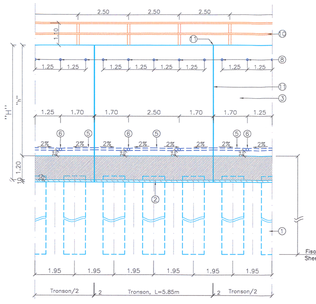
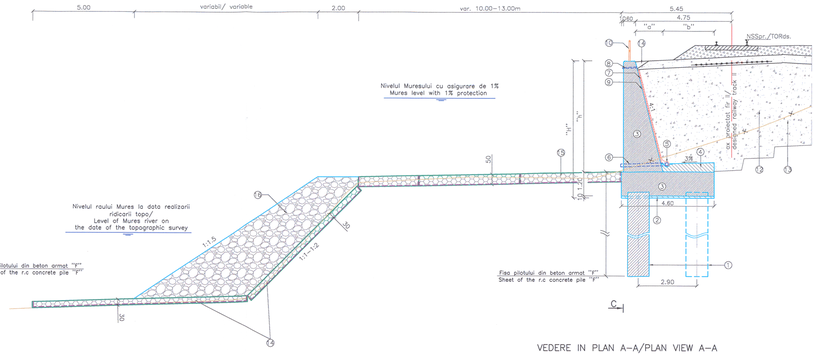
PLAN GENERAL 2
Zid de sprijin din beton armat fundat pe doua randuri de piloti forati ø1080

GENERAL LAYOUT 2
Retaining wall made of r.c. with foundation on two rows of drilled piles ø1080

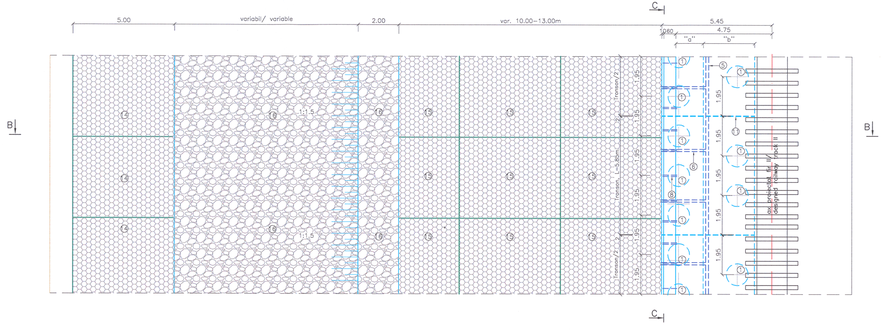
SECTIUNE C–C/SECTION C–C



SECTIUNE TRANSVERSALA B–B/CROSS SECTION B–B



VEDERE IN PLAN A–A/PLAN VIEW A–A



NOTA:

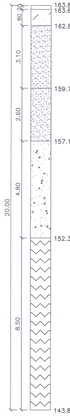
1. Dispozitia generala are ca obiect detalierea si aplicabilitatea lucrarilor de consolidare proiectate.
2. Elementele geometrice ale taluzurilor c.f., dimensiunile treptelor de intrare cat si nivelul decaparii
fac obiectul specialitatii Suprastructura si Terasamente c.f. Acestea se regasesc in cadrul aceluiasi proiect in documentatii separate.
3. Pozitia barbacanelor 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. Saltelele din gabioane se vor proteja la partea superioara prin tencretare in doua straturi, cu grosimea totala de 5cm.
5. Dimensiunile zidului de sprijin din beton armat fundat pe piloti forati ø1080mm, precum si fisa plitolior s–au stabilit pe baza
informatiilor geotehnice din studiul geotehnic, respectiv a forajului de la km 516+200pr. (km 517+300 ex.), astfel incat incastrarea plitolior so
se realizeze in stratul reziliertat de bazalt.
6. In conditiile in care, in momentul realizarii forajelor pentru piloti, se constata necoincordnte in ceea ce priveste straturile geotehnice
intercepiate, 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 profilel transversale curente.
8. Conform profilelor transversale curente sc. 1:200, pe zonele unde sunt prevazute umpluturi de anrocamente,
gabioanele se vor dasea dupa ce in prealabil se va realiza o umplutura din piatra bruta pentru nivelare si umplerea golurilor.
9. Inainteo 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 pentrusdaptarea 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 gunniting 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 designed km516+200pr. (km 517+300ex) so that the encase of
the pile to be executed in the layer of non–deteriorated basalt.
6. 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.
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 ripraps, 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 adopting 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.

FISA FORAJULUI (BOREHOLE LOG) nr. PV2 F3

km 516+200pr. (km 516+300ex.)
stanga 24.70m din ax fir 1 (left 24.70 m from ax line 1)
cota – 2.80m fata de NST fir
(elevation –2.80m from NST line 1)



Sol vegetal/Vegetal soil
Umplutura din praf argilos,cafeniu, in amestec cu pietris, rara piatra sparta si rar bolovanis, plastic vartos/Filling made of brown clayey dust, mixed with gravel without crushed stone and seldom rubble stone, plastic stiff

Nisip argilos, cafeniu–galbui, in amestec rar cu pietris, plastic consistent/
Brown yellow clayey sand, mixed with seldom gravel, plastic consistent

Nisip cafeniu cu slab liant prafos, umed, cu indesare medie/
Brown sand with weak moist dusty binder, of medium compaction

Pietris in amestec cu nisip neuniform, cenusiu, cafeniu, bolovanis mare si fragmente de roca, saturat cu indesare mede – indesat/
Gravel mixed with uneven sand, grey–brown, big–size rubble stone and rock fragments, saturated, of medium compaction–compacted

Bazalt fisurat de la 12.20m compact, tare/
Fissured basalt from 12.20m compact, hard

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 perforat 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
12. Umplutura conform specialitatie "Terasamente cf."
13. Umplutura din material drenant
14. Saltea din gabioane pretejata cu geotextil, h=30cm
15. Gabioane, protejate cu geotextil, h=50cm
16. Umplutura din anrocamente, G=51–1000kg/buc.
17. Linia terenului existent

LEGEND:

1. Bored piles ø1080mm, 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 theretaining wall
10. Metallic guard–rail
11. Separation joint
12. Filling according to specialty "Railway embankments"
13. Filling made of drenaige material
14. Gabion mattress protected with geo–textile, h=30cm
15. Gabions protected with geo–textile, h=50cm
16. Rip–rap filling, G=51–1000kg/buc
17. Border line of the existing land

LEGENDA BETOANELOR / CONCRETE LEGEND

- Beton de egalizare clasa C12/15, X0, sort 0–31mm / Equilisation 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

ELEMENTELE GEOMETRICE SI APLICABILITATEA ZIDULUI DE SPRIJIN DIN B. A. FUNDAT PE PILOTI FORATI
GEOMETRIC ELEMENTS AND THE APLICABILITY OF THE RETAINING WALL MADE ON 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	a	b	F
1	stanga/left	km 516+098.650	km 516+122.150	23,50	5,00	6,20	1,25	2,65	14,00
2	stanga/left	km 516+122.500	km 516+139.800	17,30	5,50	6,70	1,40	2,50	14,00
3	stanga/left	km 516+139.800	km 516+198.600	58,80	6,00	7,20	1,50	2,40	14,00
Lungime totala (m) / Total length (m)				99,60					

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 : CFR

COMPANIA NAȚIONALĂ 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: IOTOP

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 circulația trenurilor cu viteză maximă de 160 km/h" Tronsonul 2-C : cap Y Ilteu - capY 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 2/ General layout 2

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr. / No
1:100	1/16.05.2013	PT.02.01.18.CO.202	03/05