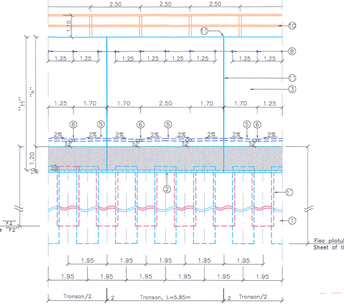
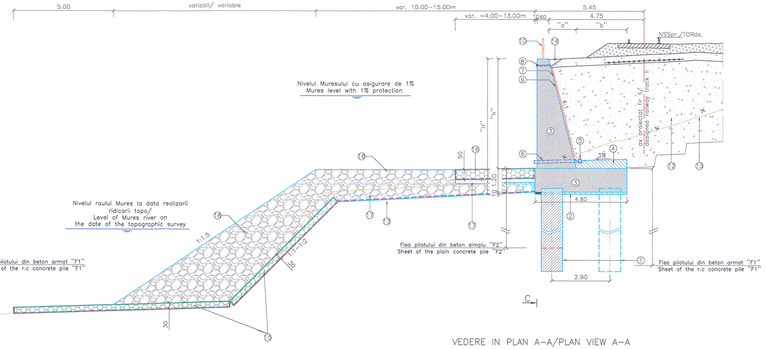
PLAN GENERAL 3
Zid de sprijin din beton armat fundat pe doua randuri de piloti forati ø1080
(piloti oval dispusi secant)

GENERAL LAYOUT 3
Retaining wall made of r.c. with foundation on two rows of drilled piles ø1080
(downstream secant piles)

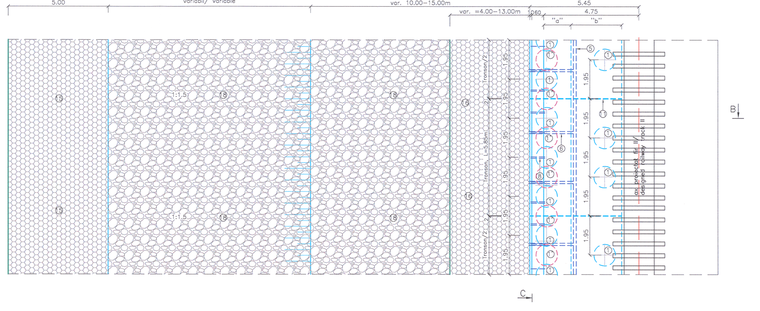
SECTIUNE C–C/SECTION C–C



SECTIUNE TRANSVERSALA B–B/CROSS SECTION B–B

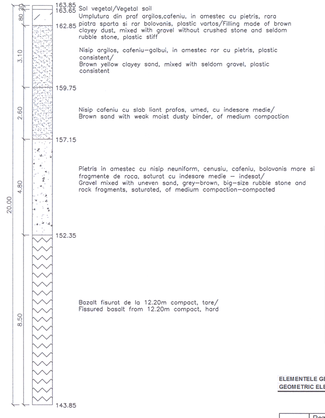


VEDERE IN PLAN A–A/PLAN VIEW A–A



FISA FORAJULUI (BOREHOLE LOG) nr. PV2 F3

km 516+200pr. (km 516+300ex.)
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)



NOTA:

1. Dispozitia generala ale ca obiect detalierea si aplicabilitatea lucrarilor de consolidare proiectate.
2. Elementele geometrice ale terasamentului c.f., dimensiunile treptelor de tratare cat si nivelul de scapari fac obiectul specialitatii Suprastructura si Terasamente c.f. Acestea se regasesc in cadrul acelusiei 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 tencretare in doua straturi, cu grosimea totala de 5cm.
5. Dimensiunile zidului de sprijin din beton armat fundat pe piloti secanti ø1080mm, precum si fisa pilotilor s–au stabilit pe baza informatiilor geotehnice din studiul geotehnic, respectiv a forajului de la km 516+200pr. (km 517+300 ex.), astfel incat incastrareo pilotilor so se realizeze in stratul reziliental de bazalt.
6. In conditiile in care, in momentul realizarii forajelor pentru piloti, se constata neconcordante in ceea ce priveste straturile geotehnice intercepteate, 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 ocheza 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 talusului albiei minore, se va instiinta Proiectantul pentruadaptarea la teren a solutiilor proiectate.
11. Decasemenea 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 secant 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 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 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.

LEGENDA:

1. Piloti forati ø1080, din beton armat clasa C25/30
1'. Piloti forati ø1080, din beton simplu 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 doua foi de carton bituminoase
12. Umplutura conform specialitate "Terasamente cf."
13. Geotextil
14. Umplutura din material drenant sort 7–31mm
15. Saltea din gabioane protejata cu geotextil, h=30cm
16. Gabioane, protejate cu geotextil, h=50cm
17. Umplutura din piatra bruta, h=20cm
18. Umplutura din anrocamente, G=50–1000kg/buc.
19. Linia terenului existent

LEGEND:

1. Bored piles ø1080mm, made of r.c. class C25/30
1'. Bored piles ø1080mm, made of plain concrete 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 out of two asphalt board sheets
12. Filling according to specialty "Railway embankments"
13. Geo–textile
14. Filling made of drenaige material sort 7–31mm
15. Gabion mattress protected with geo–textile, h=30cm
16. Gabions protected with geo–textile, h=50cm
17. Filling made of rubble stone, h=20cm
18. Rip–rap filling, G=50–1000kg/buc
19. Border line of the existing land

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

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	a	b	F1	F2
1	stanga/left	km 516+321.500 km 516+268.600	52.90	5.00	6.20	1.25	2.65	14.00	12.00
2	stanga/left	km 516+268.600 km 516+239.200	29.40	5.50	6.70	1.40	2.50	14.00	12.00
3	stanga/left	km 516+228.000 km 516+198.600	29.40	6.00	7.20	1.50	2.40	14.00	12.00
Lungime totala (m) / Total length (m)			111.70						

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

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Referat de Expertiza Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY : CFR

COMPANIA NAŢIONALĂ DE CĂI FERATE "CFR" SA

			Data Date	Semnatura Signature
PROIECTANT / DESIGNER: PÖYRY				
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. Osiac	01.2013	

"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componenta a coridorului IV Pan - European pentru circulatia trenurilor cu viteza maxima de 160 km/h"
Tronsonul 2-C : cap Y Iteu - 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 Iteu - end Y Gurasada

Project 9i 35311.1

Faza / Phase: PTh +CS / TD + TS

Denumire desen / Drawing Title :
STATIA CAMPURI SURDUC
Plan general 3/ General layout 3

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr. / No
1:100	1/16.05.2013	PT.02.01.18.CO.203	04/05