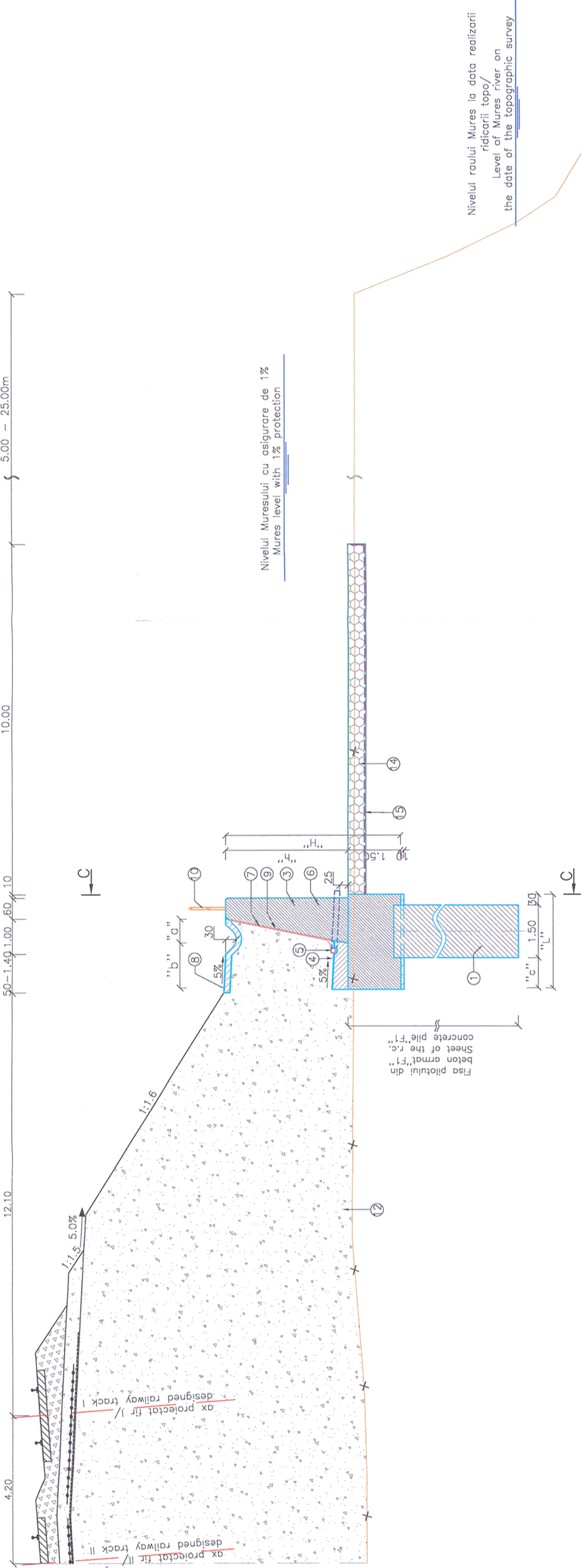


SECTIUNE TRANSVERSALA B-B/CROSS SECTION B-B

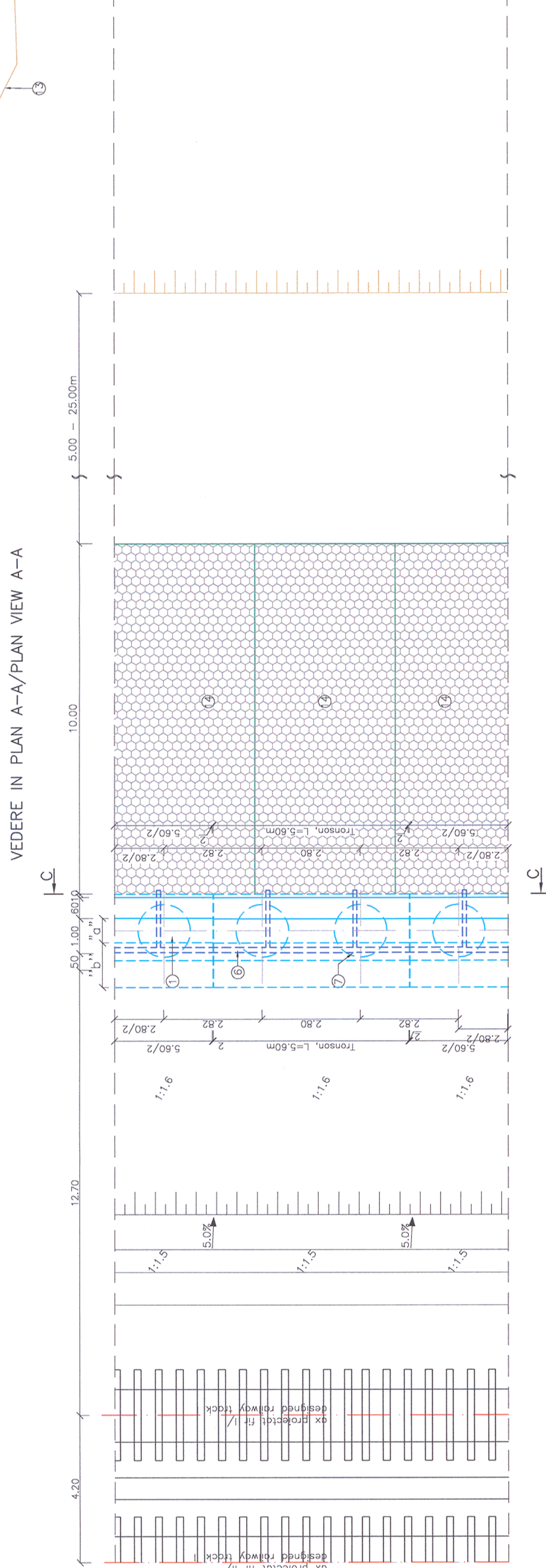
A

SECTIUNE C-C/SECTION C-C

A



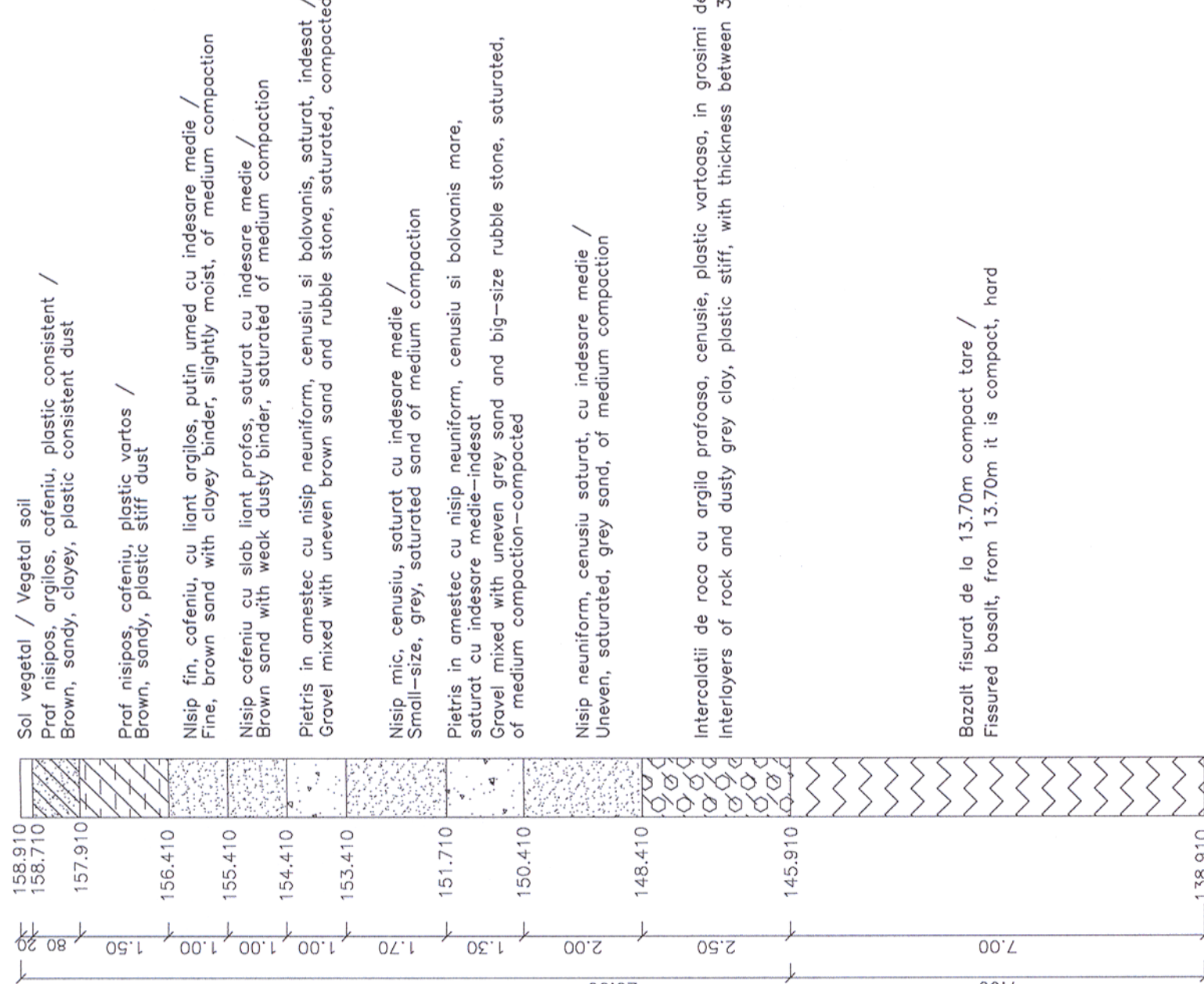
VEDERE IN PLAN A-A/PLAN VIEW A-A



NOTA:

- Dispozitia generala are ca obiect detalierea si aplicabilitatea lucrarilor de consolidare proiectate.
- Elementele geometrice ale terasamentului c.f., dimensiunile treptelor de infirtire cat si nivelii decoparii fac obiectul specialitatii Suprastructura si Terasamente c.f. Acestea se regasesc in cadrul celuiasi proiect in documentatii separate.
- Pozitia barbacanelor din PVC ø50mm de la partea superioara a zidului de sprijin din beton armat este prevazuta in plansele core detalizate ale zidului de sprijin din beton armat.
- Soteliile din gabioane se vor proiecta la partea superioara prin trecerea in doua straturi, cu grosimea totala de 5cm.
- Terasamentul din gabioane si zidul de sprijin din beton armat vor fi executati pe o suprafata de teren stabilita pe baza informatiilor geotehnice din studiul geotehnic, respectiv a forajului de la km 527+500pr., astfel incat incastarea pililoror sa se realizeze in stratul nealterat de bazalt.
- In conditiile in care, in momentul realizarii forajelor pentru piloti, se constata neconcordanțe in ceea ce priveste structurile geotehnice interceptate, cu datele din forajele geo mentionate, in acest caz se va consulta proiectantul si geotehnicianul pentru adaptarea la teren a lucrarilor pe sprijinire proiectate.
- Terasamentul din gabioane si zidul de sprijin din beton armat vor fi executati pe o suprafata de teren stabilita pe baza informatiilor geotehnice din studiul geotehnic, respectiv a forajului de la km 527+500pr., astfel incat incastarea pililoror sa se realizeze in stratul nealterat de bazalt.
- Conform profililor transversale curente sc. 1:200, pe zonele unde sunt prevazute umpluturi de anrocament, gabioanele se vor aseza dupa ce in prealabil se va realiza o umplutura din piatra bruta pentru nivelarea si umplerea golurilor.
- Inaintea executiei lucrarilor constructorul va face o ridicare hidrografica, care va constitui baza masuratorilor de cantitati.
- In ceea ce vor constata diferente marcate fata de studiul proiectat, in special eroziuni si modificari ale formei si pozitiei taluzului abiei minore.
- Desameneo dupa fiecare vizita se va verifica starea lucrarilor precum si integritatea soltelor, dupa caz, luandu-se masurile de remediere care se impun.

FISA FORAJULUI (BOREHOLE LOG) 11F
km 527+500, in ax proiectat)
(km 527+500, in shaft descent)



LEGENDA:

- Piloti forati ø1500, din beton armat clasa C25/30
- Beton de egalizare, clasa C12/15
- Zid de sprijin din beton armat, clasa C30/37
- Fundatie dren, clasa C16/20
- Tub din PEHD ø150mm gaurit la partea superioara
- Barbacana din tub PVC ø110mm
- Geodren pe spatele zidului de sprijin
- Rigola din beton
- Gravitate aplicata pe spatele zidului de sprijin
- Pietris de separatie din polistiren extrudat de grosime 2 cm
- Umplutura conform specialitate "Terasamente c.f."
- Linia terenului existent
- Salteo din gabioane
- Geotextil

LEGEND:

- Bored piles ø1500, made of r.c. class C25/30
- Lean concrete, class C12/15
- Retaining wall made of r.c. class C30/37
- Drain foundation, class C16/20
- ø150mm PEHD tube perforated at the top side
- Weeper made of ø110mm PVC tube
- Geo-drain on the back side of the retaining wall
- Concrete gutter
- Waterproofing applied on the back side of the retaining wall
- Metallic guard-rail
- The polystyrene separation joint has a thickness of 2 cm
- Filling according to specialty "Railway embankment"
- Border line of the existing land
- Geotextiles
- Geo-textil

LEGENDA BETOANELOR / CONCRETE LEGEND

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

NOTE:

- 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 specialty Railway Superstructure and Embankments. They can be found within the same design but in different documentations.
- 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.
- Soteliile din gabioane se vor proiecta la partea superioara prin trecerea in doua straturi, avand o totala grosime de 5 cm.
- Terasamentul din gabioane si zidul de sprijin din beton armat vor fi executati pe o suprafata de teren stabilita pe baza informatiilor geo-technical information from geotechnical study, respectively the drilling from designed km527+500pr. so that the encase of the pile to be executed in the layer of non-deteriorated basalt.
- 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.
- Terasamentul din gabioane si zidul de sprijin din beton armat vor fi executati pe o suprafata de teren stabilita pe baza informatiilor geo-technical information from geotechnical study, respectively the drilling from designed km527+500pr. so that the encase of the pile to be executed in the layer of non-deteriorated basalt.
- 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
- Before works' execution, the Contractor will make a hydrographic survey that will standat 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.

ELEMENTELE GEOMETRICE SI APPLICABILITATEA ZIDULUI DE SPRJIN DIN BETON ARMAT FUNDAT PE PILOTI FORATI
GEOMETRIC ELEMENTS AND THE APPLICABILITY OF THE RETAINING WALL MADE OF 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	L	a	b	c
1	dreapta/right	Km 527+400.66 Km 527+479.34	78.68	4.00	5.50	3.00	1.00	1.30	1.20
2	dreapta/right	Km 527+586.12 Km 527+698.52	112.40	3.50	5.00	2.70	0.70	1.30	0.90
Lungime totala / Total length			191.08						

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

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NATIONALA DE CAI FERATE "CFR" SA

Verificator / Expert
Checker / Expert

Cerinta
Requirement

Semnatura
Signature

Referat / Expunere
Report / Exposé

PROIECTANT / DESIGNER:

Data
Date

Semnatura
Signature

Approbat
Approved

Verificat
Checked

Sef de echipa
Team leader

Expert Cheie
Key Expert

C. Teodorescu

L. Marculescu

01.2013

01.2013

Subcontractant / Subcontractor

Approbat
Approved

Proiectat
Designed

Adjunct Sef de echipa
Deputy Team leader

Proiectant
Designer

A.M. Baicu

I. Osiac

01.2013

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"

Tronsoal 2-C : cap Y Iileu - 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 Iileu - end Y Gurasada

Denumire desen / Drawing Title :

INTERVAL ILTEU - CAMPURI SURDUC

Plan general 7 / General layout 7

Project 9i
35311.1

Faza / Phase:
Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h

PTH +CS / TD + TS

Scara / Scale
1:100

Revizia / Revision
1/16.05.2013

Cod desen / Drawing Code
PT.02.01.17.CO.209

Nr. / No
10/10