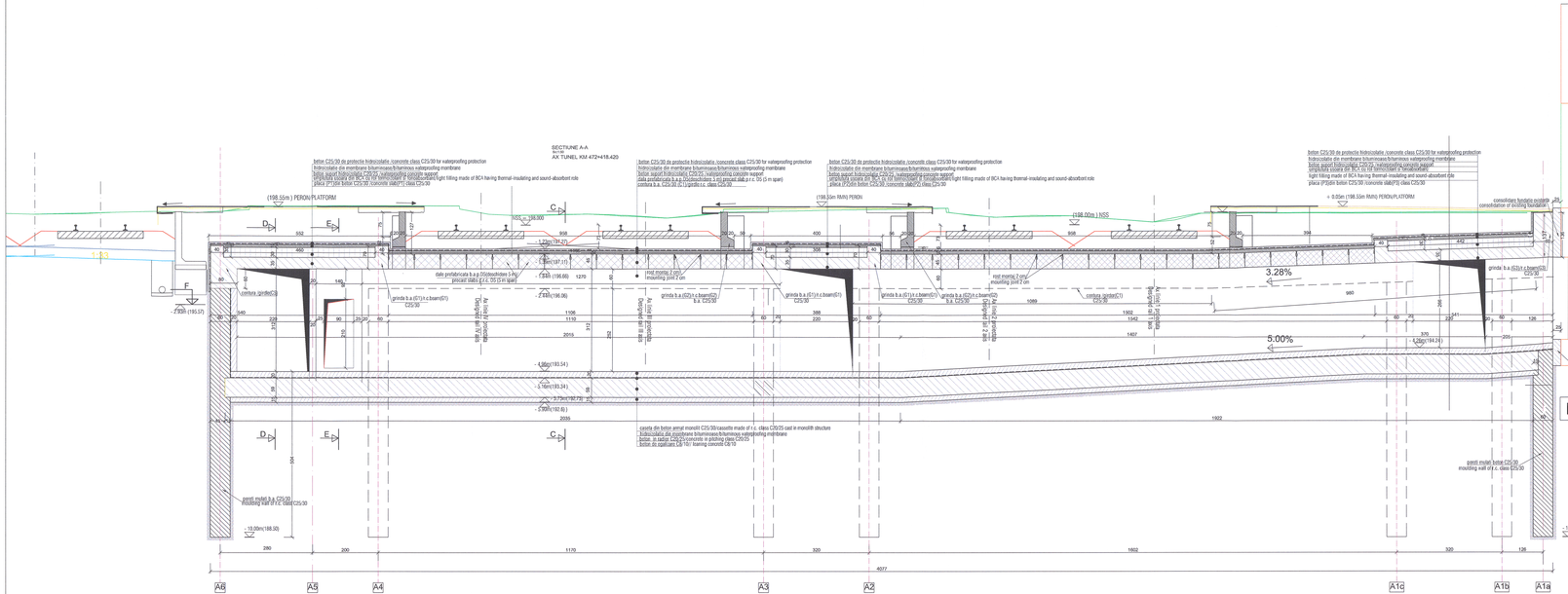

NOTA:

- Peretii mulati se vor realiza cu o instalatie cu cupa de 60 cm, sub nomi bentonitic.
- Fazele de executie a structurii tunelului pietonal si ale acceselor la pereanele dintre linii, se vor corela cu lucrarile la linile C.F. utilizand aceleasi inchideri.
- Trotuarele peretilor mulati se va stabili de Constructor functie de tehnologia si fiscele de executie si va fi aprobata de Proiectant.
- Excavarea terenului intre peretii mulati se va face cu asigurarea terenului spre linia de contact.
-Peretii mulati se vor executa in mama minim 1.5 m.
- Executia peretilor mulati din vecinatatea cladiri de calatori se face sub o urmarire atenta si permanenta luand toate masurile ce se impun pentru limitarea fenomenului de sufozie si tasarea suprafetei.
- Pe masura ce se executa excavarea , se va intervenii imediat cu injectii la rosturile in care apar infiltratii si numai dupa aceea se va continua sapatura.
- Lucrarile de finisaje in tunel si montarea instalatiilor se pot executa sub circulatie.
- Cota de referinta este data de cota 0 a cladiri de calatori.
-Incoperirea peretu betonul din peretii mulati va fi de 8 cm.

Legenda betoane:
- Beton de clasa C25/30 cu urmatoarele caracteristici:
-clasa de consistenta S4/S5 $_{C}$
-clasa de permeabilitate P10 ^{12}
-clasa de expunere XC2 - XA1
- Beton de clasa C8/10cu urmatoarele caracteristici:
-clasa de consistenta S4/S5
-clasa de permeabilitate P8 ^{10}
-clasa de expunere XC3 - XA1
- Beton de clasa C8/10cu urmatoarele caracteristici:
-clasa de consistenta S4/S5
-clasa de expunere X0-XA1

Legenda oteluri:
- Otel beton:
Bst 500S
-Plase sudate :
Bst 500M

NOTA:

- The moulding walls will be executed with a installation with a clicher of 60 cm, under benthonitic mud.
- The execution phases of the pedestrian tunnel structure and of the accesses to the platforms between lines will be be correlated with the works to the railway lines, using the same closures.
- The division of moulding walls will be established by the Constructor function of the execution technology and phases and will be approved by the Designer.
- The footpaths of moulding walls will be made by assuring the field toward under circulation line;
- The moulding walls will be embedded into marl minimum 1,5 m;
- The moulding execution near the passengers building will be made under a careful and permanent attention , taking all the measures imposed for the suffusion phenomenon and the surface settlement.
- During the excavation execution will be immediately intervene with injections for the gaps where appear infiltrations and only after that the excavation will be continued.
- Finishing works into the tunnel and the installations mounting can be executed under circulation.
- The reference quote is applied from 0 quota of passenger building.
- The cover for the moulding concrete walls will be 8 cm.

Concretes legend:
- Class concrete C25/30 with next proprietes:
-consistence class S4/S5
-permeability class P10 ^{12}
-exposure XC2 - XA1
- Beton de clasa C20/25cu urmatoarele caracteristici:
-consistence class S4/S5
-permeability class P8 ^{10}
-exposure class XC3 - XA1
- Beton de clasa C8/10cu urmatoarele caracteristici:
-consistence class S4/S5
-exposure class X0-XA1

Steel legend:
- Steel concrete
Bst 500S
-Welded mash
Bst 500M

NOTĂ / NOTE:
Toate tipurile de otel (în special Bst 500) vor avea obligatoriu clasa de ductilitate C.
All types of steel (especially Bst 500) will mandatory have the ductility class C.

Acest plan anuleaza si inlocuieste planul nr. PT.03.03.28.RE.15.002 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.28.RE.15.002 prepared on 01.2013.

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnătura Signature	Raport / Expertiză Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NATIONALA DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY			Data Date	Semnătura Signature
Aprobat Approved	Şef de echipă Team leader	C. Teodorescu	01.2013	
Verificat Checked	Expert Cheie Key Expert	R. Witan	01.2013	

Subcontractant / Subcontractor VIOTOP

Aprobat Approved	Adjunct Şef de echipă Deputy Team leader	A.M. Baicu	01.2013	
Proiectat Designed	Inginer Engineer	A. Chirita	01.2013	

"Reabilitarea liniei c.f. Frontier à - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circula ţia trenurilor cu viteză maximă de 160 km/h"
Trunsonul 3: Gurasada - Simeria
"Rehabilitation of the Railway Line - Simeria component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"
Section 3: Gurasada – Simeria

Proiect Si 35211.1	
Faza / Phase: PTh+CS / TD+TS	

Denumire desen / Drawing name:

Secţiune A-A - Tunel pietonal - Statia Simeria /
Section A-A - Pedestrian tunnel - Simeria Station

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:50	1/05.2013	PT.03.03.28.RE.15.002	02/09