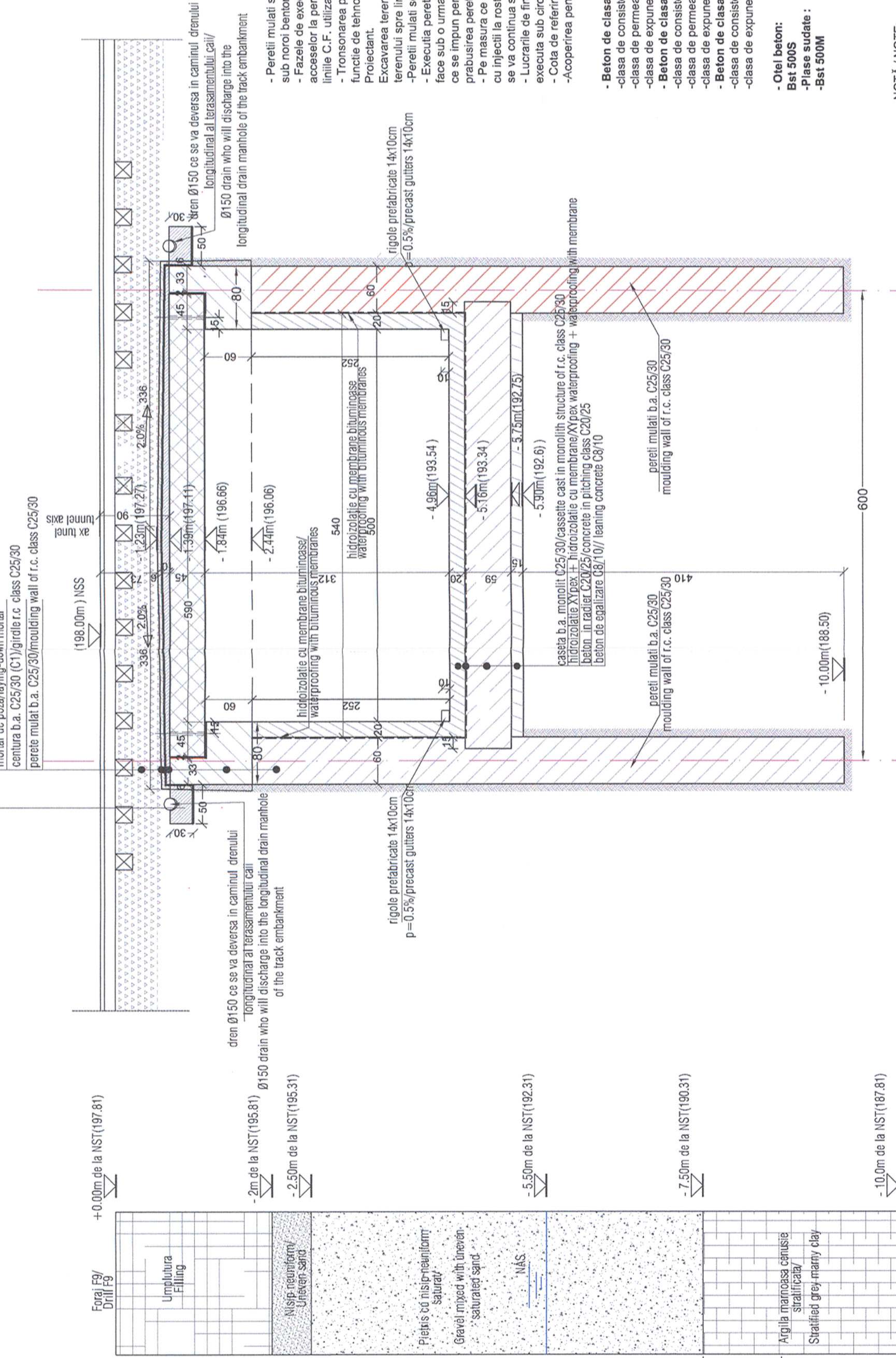


SECTIUNE C-C/SECTION C-C

Sc: 1:50

tub de dren Dn150mm ce deverseaza in caminele de capat dren/tube
Dn150mm to be discharged into the drain end manholes
beton C16/20 suport dren/concrete class C16/20 for drain support
hidroizolatie din membrane bituminoase/bioluminoase waterproofing membrane
beton de egalizare C8/10// leveling concrete C8/10

umplutura din material granular(balast,pps)/filling made of granular material (ballast, pps)
beton C25/30 de protectie hidroizolatie /concrete class C25/30 for waterproofing protection
hidroizolatie din membrane bituminoase/bioluminoase waterproofing membrane
beton C20/25 de monolitizare, strat suport hidroizolatie si panta (p=2%) /concrete class C20/25 cast in monolith structure, waterproofing support layer and slope (p=2%)
dala prefabricata b.a.p.D5(deschidere 5 m) precast slab p.r.c. D5 (5 m span)
mortar de pozalaying-down mortar
centura b.a. C25/30 (C1)/gridle r.c. class C25/30
perete multat b.a. C25/30/moulding wall of r.c. class C25/30



NOTA:
- Peretii multati se vor realiza cu o instalatie cu cupa de 60 cm, sub noroi bentonitic.
- Fazele de executie a structurii tunelului pietonal si ale acceselor la peronelele dintre linii, se vor corela cu lucrari la linile C.F., utilizand aceleasi inchiduri.
- Tronsoanele peretilor multati se va stabili de Constructor functie de tehnologia si fazele de executie si va fi aprobata de Proiectant.
Excavarea terenului intre peretii multati se va face cu asigurarea terenului spre linia de contact.
-Peretii multati se vor incadra in mama minim 1.5 m.
- Executia peretilor multati din vecinatatea cladirii de calatori se face sub o urmarire atenta si permanenta luand toate masurile ce se impun pentru limitarea fenomenului de subozie si prabusirea peretilor.
- Pe masura ce se executa excavarea, se va interveni 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 cladirii de calatori.
- Acoperirea pentru betonul din peretii multati va fi de 8 cm.

Legenda betoane:
- Beton de clasa C25/30 cu urmatoarele caracteristici:
-clasa de consistenta S4/S5 12
-clasa de permeabilitate P10 12
-clasa de expunere XC2 - XA1
- Beton de clasa C20/25cu 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


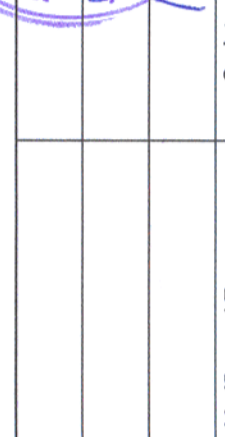






NOTA:
- The moulding walls will be executed with a installation with a ditcher of 60 cm, under bentonitic mud;
- The execution phases of the pedestrian tunnel structure and of the accesses to the platforms between lines will be correlated with the works to the railway lines, using the same closures;
- 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 field excavation between the bulkhead walls will be made by assuring the field toward under circulation line;
- The moulding walls will be embedded into mart 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 walls crushing limitation;
- 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 moulding can be executed under circulation.
- Reference quota 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 proprieties:
-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 mesh
-Bst 500M

NOTA / NOTE:
Toate tipurile de otel (in 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.15.004 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.28.RE.15.004 prepared on 01.2013.

				
Verificator / Expert Checker / Expert	Cerinta Requirement	Semnătura Signature	Referință Report / Expertise	
				
				
PROIECTANT / DESIGNER:		BENEFICIAR / BENEFICIARY :		
Aprobat Approved	Șef de echipă Team leader	C. Teodorescu		Data Date
Verificat Checked	Expert Cheie Key Expert	R. Witan		01.2013
Subcontractant / Subcontractor				01.2013
Aprobat Approved	Adjunct Șef de echipă Deputy Team leader	A.M. Baicu		01.2013
Proiectat Designed	Inginer Engineer	A. Chirita		01.2013
"Reabilitarea liniei c.f. Frontieră - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"		Tronsoanelor 3: Gurasada - Simeria		Project 9j 35311.1
"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 3: Gurasada - Simeria		Faza / Phase: PTh+CS / TD+TS
Denumire desen / Drawing name: Secțiune C-C - Tunel pietonal - Stația Simeria / Section C-C - Pedestrian tunnel - Simeria Station				
Scara / Scale	1:50	Revizia / Revision	1/05.2013	Cod desen / Drawing Code
				PT.03.03.28.RE.15.004
				Nr / No
				04/09