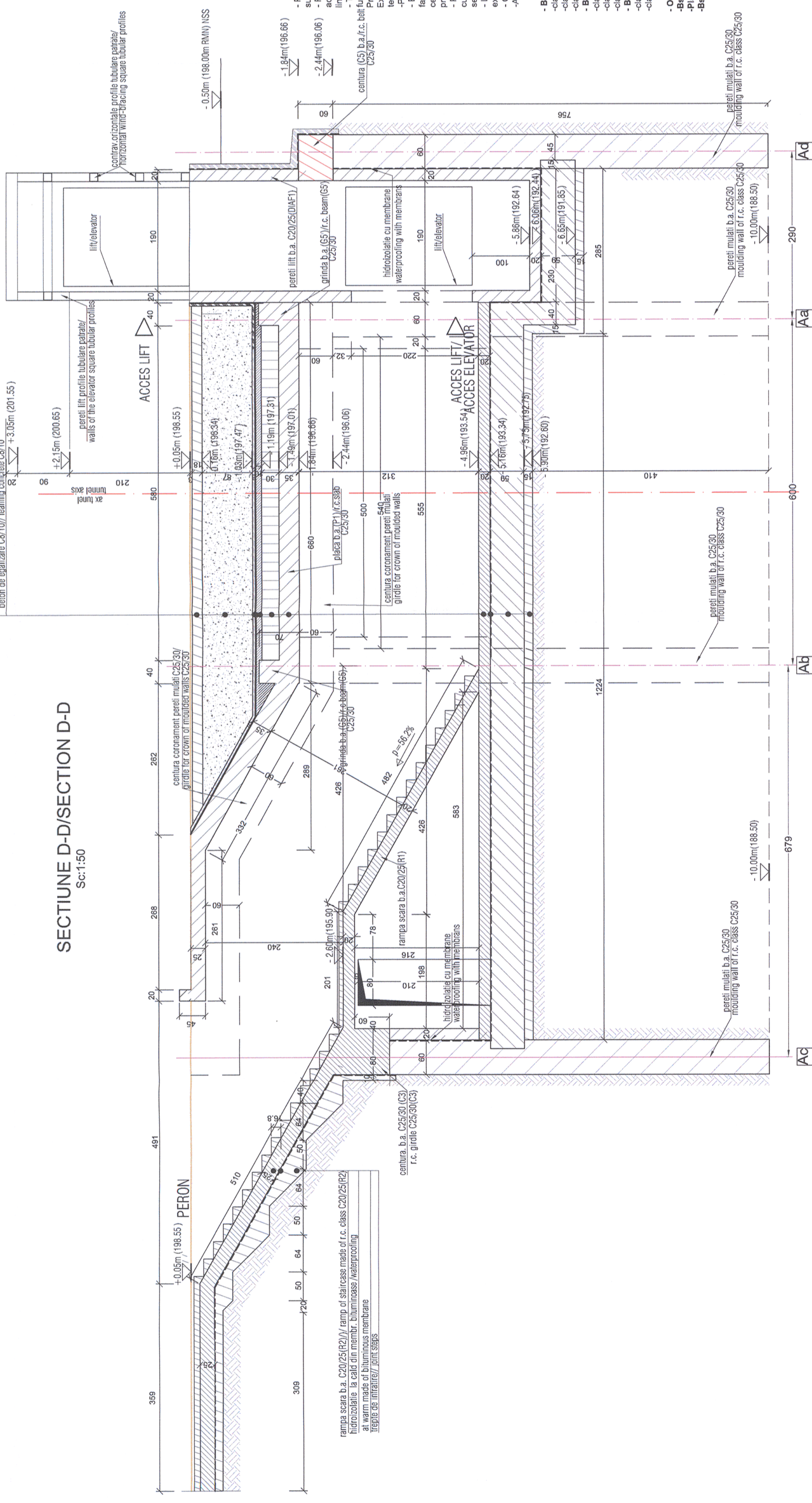


prefabricate de beton armat (DP) / precast slabs for platforms (DP) /
 umplutura din material granular (clasele) / filling mass of granular material (class) / pps
 beton C25/30 de proiectie hidroizolanta/clasele C25/30 / waterproofing protection
 beton C20/25 de proiectie hidroizolanta/clasele C20/25 / waterproofing protection
 beton C20/25 de proiectie hidroizolanta/clasele C20/25 / waterproofing protection
 umplutura din BCA cu rol termozolant si fonozolant / light filling made of BCA having thermal-insulating and sound-absorbent role
 placa de beton C25/30 / concrete slab (P) / class C25/30
 casa din beton armat monolit C25/30 / cast-in-place concrete of r.c. class C25/30 cast in monolith structure
 beton armat C20/25 / cast-in-place concrete of r.c. class C20/25
 beton de egalizare C8/10 / leveling concrete C8/10
 beton de egalizare C8/10 / leveling concrete C8/10

SECTIUNE D-D/SECTION D-D
 Sc:1:50



NOTA:
 - Peretii mulati se vor realiza cu o instalatie cu cupa de 60 cm, sub noroi bentonitic.
 - Fazile de executie a structurii tunelului pietonal si ale accesorilor se vor executa in interiorul tunelului, se vor realiza la alina C.F. utilizand echipamentul si stabilii de Constructor.
 - Peretii mulati vor fi executati in doua etape: la montajul si la finalizarea lucrului de tehnologia si fazile 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 incadra in mama minim 1,5 m.
 - Executia peretilor mulati din vecinatatea cladirii de caiatori se face sub o urmarire atenta si permanenta luand toate masurile ce se impun pentru limitarea fenomenului de sufoze si prabusirea peretilor.
 - Pe masura ce se executa excavarea, se va interveni imediat cu injectii la rosturile in care apar initiatii si numai dupa aceea se va continua sapatura.
 - Lucrarile de finisaje in tunel si montarea instalatiilor se pot realiza dupa finalizarea lucrului de executie.
 - Coaja de beton este data de circa 0 a cladirii de caiatori.
 - Acoperirea pentru betonul din peretii mulati 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 - XX1
 -Beton de clasa C20/25cu urmatoarele caracteristici:
 -clasa de consistenta S4/S5 10
 -clasa de permeabilitate P10 10
 -clasa de expunere XC2 - XX1
 -Beton de clasa C8/10cu urmatoarele caracteristici:
 -clasa de consistenta S4/S5
 -clasa de expunere XD-XX1
Legenda otelului:
 - Otel beton:
 -Bst 500S
 -Bst 500M
 -Plase sudate:
 -Bst 500M

NOTA / NOTE:
 Toate ligurile 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.

NOTA:
 - The moulding walls will be executed with an 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 closure;
 - The division of moulding walls will be established by the position of the structure and by the technology and concrete used;
 - 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 marm 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 continuous cracks;
 - 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 - XX1
 - Beton de clasa C20/25cu urmatoarele caracteristici:
 -consistence class S4/S5
 -permeability class P10 10
 -exposure class XC2 - XX1
 - Beton de clasa C8/10cu urmatoarele caracteristici:
 -consistence class S4/S5
 -exposure class XD-XX1
Steel legend:
 - Steel concrete
 -Welded mesh
 -Bst 500M

NOTA / NOTE:
 The moulding walls will be executed with an 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 closure;
 The division of moulding walls will be established by the position of the structure and by the technology and concrete used;
 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 marm 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 continuous cracks;
 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.

Acest plan anuleaza si inlocuieste planul nr. PT.03.03.28.RE.15.005 elaborat la data 01.2013.
 This layout plan canceled and replaced layout plan no. PT.03.03.28.RE.15.005 prepared on 01.2013.



Verificator / Expert Checker / Expert	Semnătura Signature	Carafa Requirement	Semnătura Signature	Report / Expertise
MINISTERUL TRANSPORTURILOR BENEFICIAR / BENEFICIARY : 		COMPANIA NATIONALA DE CAI FERATE "CFR" SA		

PROIECTANT / DESIGNER:				Data Date	Semnătura Signature
Approbat Approved	Şef de echipă Team leader	C. Teodorescu		01.2013	
Verificat Checked	Expert Cheie Key Expert	R. Witan		01.2013	
Subcontractant / Subcontractor					
Approbat 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. Frontiera - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"		"Rehabilitation of the Railway Line Simeria - Simeria, component Part of the IV Pan - European Corridor for the Train Circulation with maximum speed of 160 km/h" Section 3: Guraasa - Simeria		Proiect 9 / 353171.1 Faza / Phase: PTH+CS / TD+TS	
Denumire desen / Drawing name:		Secțiune D-D - Tunel pietonal - Stația Simeria / Section D-D - Pedestrian tunnel - Simeria Station			
Scara / Scale 1:50	Revizia / Revision 1/05.2013	Cod desen / Drawing Code PT.03.03.28.RE.15.005	Nr / No 05/09		