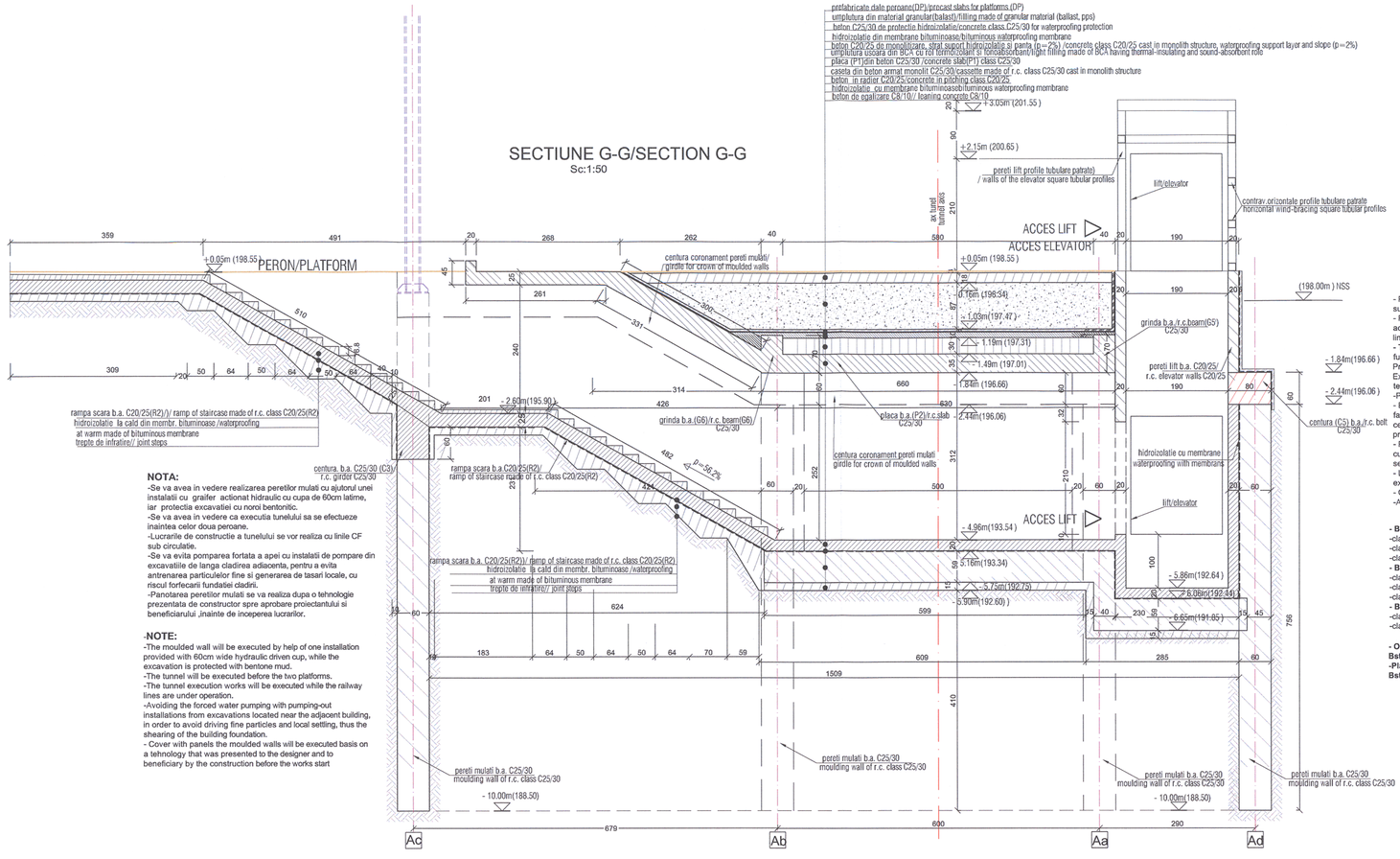

NOTA:
-Se va avea in vedere realizarea peretilor mulati cu ajutorul unei instalatii cu grailer actionat hidraulic cu cupa de 60cm latime, iar protectia excavatiei cu noroi bentonitic.
-Se va avea in vedere ca executia tunelului sa se efectueze inaintea celor doua peroane.
-Lucrarile de construct ie a tunelului se vor realiza cu linile CF sub circulatie.
-Se va evita pomparea fortata a apei cu instalatii de pompare din excavatiile de langa cladirea adiacenta, pentru a evita antrenarea particulelor fine si generarea de tasari locale, cu riscul forfecarii fundatiei cladirii.
-Panotarea peretilor mulati se va realiza dupa o tehnologie prezentata de constructor spre aprobare proiectantului si beneficiarului ,inainte de inceperea lucrarilor.

-NOTE:
-The moulded wall will be executed by help of one installation provided with 60cm wide hydraulic driven cup, while the excavation is protected with bentone mud.
-The tunnel will be executed before the two platforms.
-The tunnel execution works will be executed while the railway lines are under operation.
-Avoiding the forced water pumping with pumping-out installations from excavations located near the adjacent building, in order to avoid driving fine particles and local settling, thus the shearing of the building foundation.
- Cover with panels the moulded walls will be executed basis on a tehnology that was presented to the designer and to beneficiary by the construction before the works start

NOTA:
- Peretii mulati 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 peroanele dintre linii, se vor corela cu lucrarile la liniile C.F. utilizand aceleasi incidenti.
- Tronsonarea peretilor mulati se va stabili de Constructor functie de tehnologia si fazele 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 incastra in marna 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 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 mulati va fi de 8 cm.

Legenda betoane:
- Beton de clasa C25/30 cu urmatoarele caracteristici:
-clasa de consistenta S4/S5
-clasa de permeabilitate P10
-clasa de expunere XC2 - XA1
- Beton de clasa C20/25cu urmatoarele caracteristici:
-clasa de consistenta S4/S5
-clasa de permeabilitate P8
-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 benthonitic 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 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 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 mounting can be executed under circulation.
- Referince quota is applied from 0 quota of passanger building
- The cover for the moulding concrete walls will be 8 cm.

Concretes legend:
- Class concrete C25/30 with next proprietes:
-consistance class S4/S5
-permeability class P10
-exposure XC2 - XA1
- Beton de clasa C20/25cu urmatoarele caracteristici:
-consistance class S4/S5
-permeability class P8
-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 oţel (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.15.007 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.28.RE.15.007 prepared on 01.2013.

Verificator / Expert Checker / Expert	Cerinţa Requirement	Semnătura Signature	Referat / Expertiză Report / Expertise
European Investment Bank	MINISTERUL TRANSPORTURILOR BENEFICIAR / BENEFICIARY : COMPANIA NAŢIONALĂ 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 ă - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circula ţia trenurilor cu viteză maximă de 160 km/h"
Tronsonul 3: Gurasada - Simeria
"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

Project 9i 35311.1

Faza / Phase: PTh+CS / TD+TS

Denumire desen / Drawing name:
Secţiune G-G - Tunel pietonal - Staţia Simeria /
Section G-G - Pedestrian tunnel - Simeria Station

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:50	1/05.2013	PT.03.03.28.RE.15.007	07/09