

CARACTERISTICI

- Categoria de importanta: Conform H.G. 766-oct 1997 - constructie de importanta normala (C).
Clasa de importanta: Conform Normativului P100 (proiectarea antisismica), clasa de importanta este III.
Clasa de risc: Conform OMT 290/2000 : clasa de risc 1A.
Conditii seismice: Conform Normativul P100-1/2006 : perioada de control (cot) Tc=0,7s si ag=0,20g.

CONDITII GEOTEHNICE

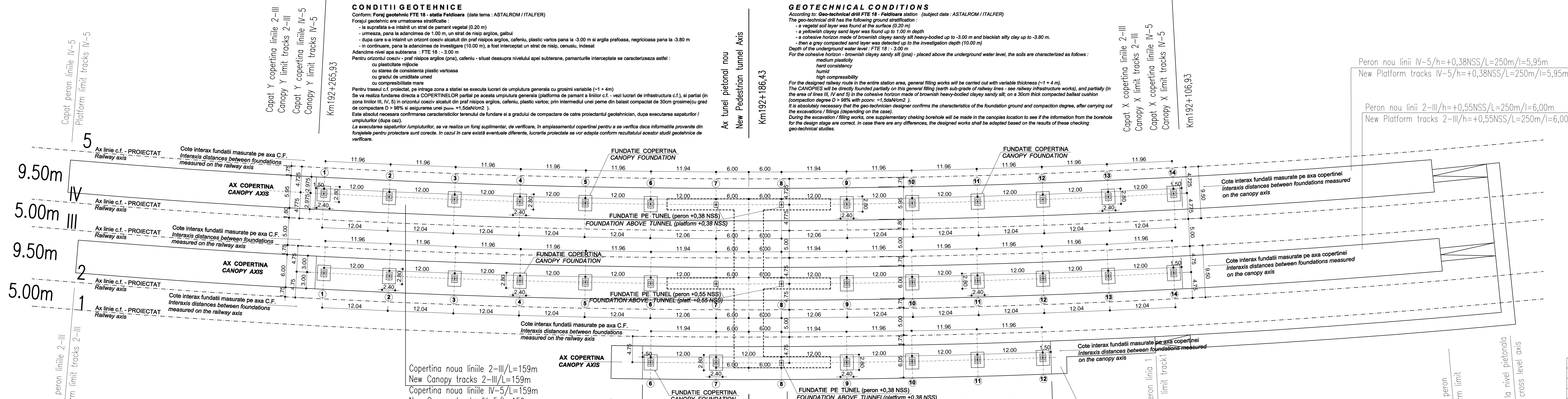
Conform: Foraj geotehnic FTE 18 - statia Feldioara (date tema : ASTALROM / ITALFER)
Forajul geotehnic are urmatoarea stratificatie:
- la suprafata s-a intalnit un strat de pamant vegetal (0,20 m)
- urmeaza, pana la adancimea de 1,00 m, un strat de nisip argilos, galbul
- dupa care s-a intalnit un orizont coeziv alcătuit din praf nisipos argilos, cafeniu, plastic vartos pana la -3,00 m si argila prafosa, negricioasa pana la -3,80 m
- in continuare, pana la adancimea de investigare (10,00 m), a fost interceptat un strat de nisip, cenușu, indeseat
Adancime nivel apa subterana : FTE 18 : -3,00 m
Pentru orizontul coeziv - praf nisipos argilos (pna), cafeniu - situat deasupra nivelului apei subterane, pamanturile interceptate se caracterizeaza astfel :

CHARACTERISTICS

- Importance category : According to H.G. 766-oct 1997 : normal importance construction (C).
Importance class : According to Norm P100 (anti-seismic design) : importance class III.
Risk class : According to OMT 290/2000 : risk class 1A.
Seismic conditions : According to Norm P100-1/2006 : control period (corner) Tc=0,7s and ag=0,20g.

GEOTECHNICAL CONDITIONS

Conform: Geo-technical drill FTE 18 - Feldioara station (subject data : ASTALROM / ITALFER)
The geo-technical drill has the following ground classification :
- a vegetal soil layer was found at the surface (0,20 m)
- a yellowish clayey sand layer was found up to 1,00 m depth
- a cohesive horizon made of brownish clayey sandy silt heavy-bodied up to -3,00 m and blackish silty clay up to -3,80 m
- then a grey compacted sand layer was detected up to the investigation depth (10,00 m)
Depth of the underground water level : FTE 18 : -3,00 m
For the cohesive horizon - brownish clayey sandy silt (pna) - placed above the underground water level, the soils are characterized as follows :



OBSERVATIE
Pozitionarea copertinelor in amplasamentul statiei se va face conform PLAN DE SITUATIE PROPOSU statia FELDIOARA , avand ca reper kilometrajul firului i proiectat.

OBSERVATION
The canopies will be positioned in the station location according to PROPOSED LAYOUT PLAN station FELDIOARA , having the kilometer positions of designed track I as reference.

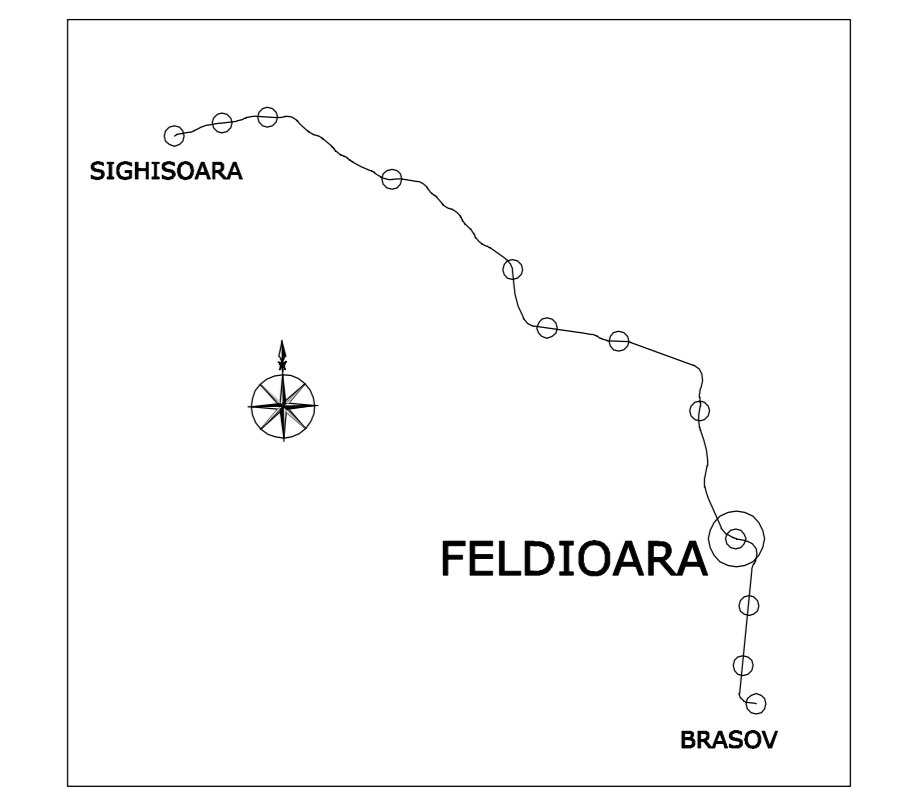


Table with columns: D, C, B, A, Index, Date, Modified, Project, Approved, Approval CR.



CLIENT / CLIENT
GUVERNUL ROMANIEI / ROMANIAN GOVERNMENT
PROIECT FINANATAT DE UNIUNEA EUROPEANA / EUROPEAN UNION FINANCED PROJECT

Table with columns: Date, Semnatura, Approved, Project, Section, Verifier, Date.

Table with columns: Date, Semnatura, Approved, Subcontractor, Designer, Date.

Reabilitarea liniei de cale ferata Brasov - Simeria, parte componenta a coridorului IV Pan-European, pentru circulatia trenurilor cu viteza maxima de 160 km/h, Tronsoanel : Brasov - Sighisoara

Denumire desen / Drawing Title:
DROVING STATIA FELDIOARA - PLAN FUNDATII COPERTINE CANOPY FELDIOARA STATION - FOUNDATION PLAN

Table with columns: Codificare / Codification System, Scara / Scale, LOT / LOT, Nr. / No.

3 1/2 A2 594 x 1365 = 0,81 m²

NOTA - RECOMANDARI TEHNOLOGICE:

- Toate cotele de trasare longitudinale, transversale si verticale ale copertinelor au ca elemente de referinta : axele liniilor C.F., axa tunelului pietonal si cota ±0,00=NSS proiectata a fiecarei linii.
axele longitudinale ale fundatiilor stalpilor copertinelor se pozitioneaza (conform planului) fata de : axele de cale ferata ale liniilor 1, respectiv 2 - III, respectiv IV - 5, proiectate.
transversal, trasarea axelor pentru fundatiile stalpilor copertinelor se va face avand ca reper axa tunelului pietonal ; trasarea se va face la 6 m stanga, 6 m dreapta fata de aceasta axa.
cota de fundare, este data fata de ±0,00=NSS proiectat al fiecarei linii in parte, respectiv : pentru copertina la linia 1 cota de referinta este ±0,00=NSS linia 1, pentru copertina la linia 2-III cota de referinta este ±0,00=NSS linia III, pentru copertina la linia IV-5 cota de referinta este ±0,00=NSS linia IV.
Trebuie avut in vedere ca asti copertinele (cu fundatiile aferente), cit si peronelele nou proiectate , urmaresc profilul longitudinal al liniilor cu panta ascendenta (- 2,612 ‰ ) , dinspre capatul X spre capatul Y.
Acest plan se va citi corelat cu planul de situatie (amplasament), planurile de supstructura c.f. ale statiei, si planurile de structura ale tunelului si ale peronelor.
Este importanta corelarea cotelor verticale intre stalpii care se pozitioneaza pe grinzele tunelului (din axele 7 si 8) si stalpii si fundatiile adiacente ale copertinei; astfel incat sa se asigure continuitatea la nivelul superioar al grinzilor transversale si panelor, cat si realizarea gabaritului pe intreaga lungime a copertinei.
Nu se vor prinde de elementele structurale ale copertinei alte echipamente sau dispozitive in altura celor prevazute in proiect (pentru orice modificatie se va cere avizul proiectantului).
Pentru pozitionare si detalii stalpii linia de contact , vezi : PLAN DE SITUATIE MONTARI LC, alaturi de statie.
Stalpi linia de contact strajung copertina in zona involtiturii de policarbonat (se va face decuparea si etansarea policarbonatului dupa sectiunea stalpului LC).

- MATERIALE
Beton de egalizare : C4/5 - T2/T3 - I 32,5 R/0 - 31
Beton simplu : C8/10 - T2/T3 - I 32,5 R/0 - 31
Beton armat : C18/22,5, C16/20 - T3/T4 - I 32,5 R/0 - 16
Otel beton : PC 52 , OB 37
Laminat : S235J2G3 (OL 37.2n), S275J2G3 (OL44.2n)
Buloane de ancorare M30-grupa 6.6

PLAN FUNDATII COPERTINE CANOPY FOUNDATION PLAN scara 1:250 scale 1:250

NOTE - TECHNOLOGICAL RECOMMENDATIONS:

- All longitudinal, transversal and vertical levels of the canopy have as a reference: the railway axis, the axis of the pedestrian tunnel and the RUL designed as ± 0,00 level of the rail (for each one).
the longitudinal axis of the canopy poles will be positioned according to the drawing as compared to the axis of designed lines: 1, respectively 2 - III, respectively IV - 5.
the axis of the passengers tunnel shall be used as a guide mark, when lining the transversal axis of the canopy poles. The lining shall be made from 6 m left and 6 m to right given the above-mentioned axis.
the foundation level refers to ±0,00=RUL designed for each one, respectively: for canopy to line 1, the reference level is ±0,00=RUL line 1, for canopy to lines 2-III, the reference level is ±0,00=RUL line III, for canopy to lines IV - 5, the reference level is ±0,00=RUL line IV.
It is important that both the three canopy (with corresponding foundations) as well as new platforms , follow the longitudinal profile of the new designed lines, with upward slope (-2,612 ‰ ) from the X end towards the Y end of the station.
This plan shall be read in correlation with: site layout plan, the drawings for railway station superstructure, and the structural drawings of the tunnel , and of the platforms.
It is important to ensure the compliance of the vertical levels between the canopy poles resting on the tunnel beams ( axis 7 and 8 ) and the adjacent poles (and corresponding foundations) of the canopy. So, it will be ensured the continued level of transversal beams and purlins , and of the clearance for the entire canopy.
No other equipment or device, apart those foreseen in the project, shall be attached to the structural elements of the canopy.
For positioning and details of contact line poles, see : LAYOUT MOUNTING PLAN LC after the station.
The contact line poles pierce through the canopy in the central area of the polycarbonate covering the polycarbonate will be cut off and sealed around the LC pole section.

- MATERIALS
Leveling concrete : C4/5 - T2/T3 - I 32,5 R / 0 - 31
Plain concrete : C8/10 - T2/T3 - I 32,5 R / 0 - 31
Reinforced concrete : C18/22,5, C16/20-T3/T4 - I 32,5 R / 0 - 16
Steel concrete : PC 52 , OB 37
Laminated : S235J2G3 (OL 37.2n), S275J2G3 (OL44.2n)
Anchoring bolts M30 , resistance group 6.6