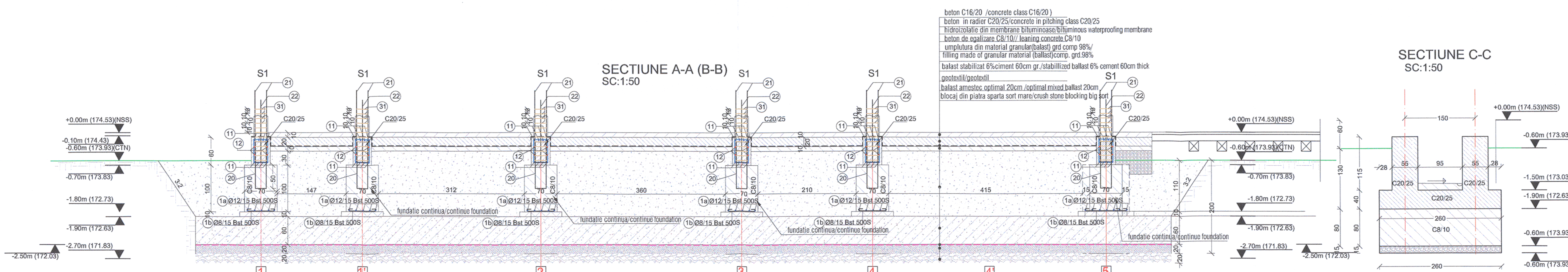

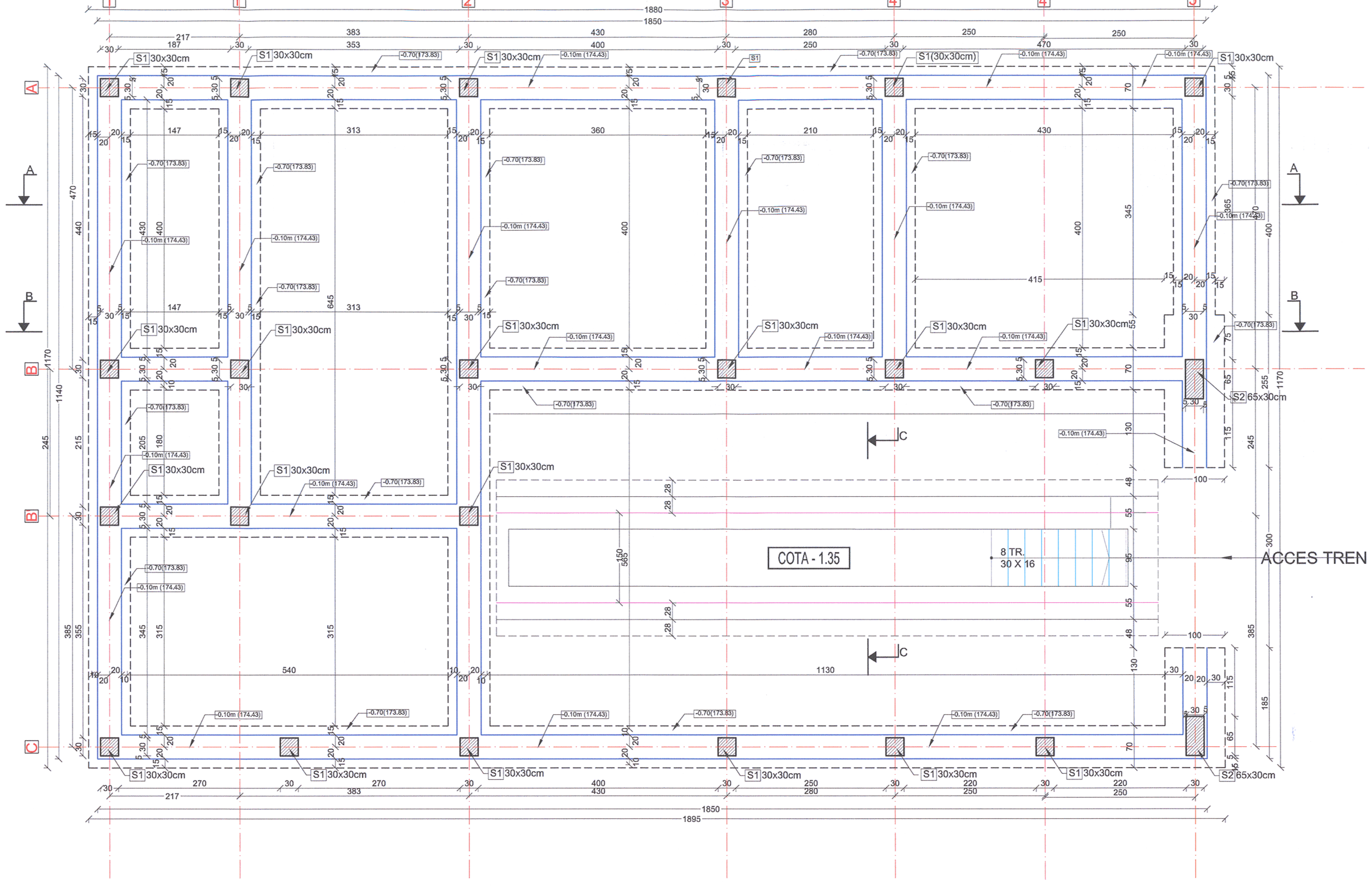

NOTA:
Planul de fundatie se va corela cu planurile de linii in vederea adaptarii cotei 0 a terenului la cota NSS.
Daca pamantul de fundare de la baza fundatiei se dovedeste a fi impropriu sau cu caracteristici fizico mecanice scazute , se va anunta imediat proiectantul.

NOTE:
The foundation plan will be corelated with the railway plans for including the 0 layout quota to the NSS quota .
If the foundation earth from the foundation base is improper or the phisical-mechanical characteristics are low, the owner will be immediatelly anounced.

NOTA:
-Forajele geotehnice care au stat la baza stabilirii fundatiilor,au fost: 1F la km 505+754.50 existent si 2F la km 505+773.50 existent .
- Fundatiile sunt continue , iar pamantul de fundare se va imbunatati astfel:
1)Se va face o sapatura generala pe amplasament cu adancimea de 2.00m , primul metru excavandu-se cu taluz de 3:2, restul efectuandu-se fara taluz.
2) Se va asterne blocaj din piatra sparta pe tot fundul sapaturii si se va compacta in straturi de max 10cm , prin 8-10 treceri cu cilindrul compactor 20 t. fara vibratie pentru a introduce (ingloba in pamant piatra sparta). Ulterior se va trece la compactarea cu cilindrul compactor cu vibratie, pentru a putea introduce mai adanc si a se putea face inclestarea mai puternica intre anrocamentele de piatra sparta.
3) Se va executa asternerea de balast amestec optimal, care se va compacta .
4) Se vor executa incercari cu placa statica Lucas pentru a putea detremina modulul de deformatie elastic. Se vor considera 2 probe pe suprafata supusa imbunatatirii, si se va considera ca acceptabil un raport EV2/EV1<2.5
5) Se va asigura un grad de compactare de min 98%.
6) Se va asterne strat de geotextil.
8) Se va asterne in straturi de cate 15 cm balast stabilizat 6% ciment care se va compacta pana la o grosime de 60 cm.
9)Se va turna un beton de egalizare de 10cm grosime sub fundatiile continue si care va depasi de o parete si de alta cu 10 cm latimea fundatiei.
Pe acest beton de egalizare se va amplasa fundatiile continue.

NOTE:

- Geotechnical drills that were the base of establishing the foundations were 1F at km 505+754.50 existing and 2 F at km 505+773.50 existing.
- the foundations are continuous and the foundation field will be improved as follows:
1) Will be made a general digging on the location with depth of 2.00 m, first 1.2 m being excavated with slope of 3:2, the other being without slope;
2) Will be laid a crushed stone blockage on the bottom of the digging and will be compacted in layers of maximum 10 cm, through 8-10 crossings with a compacting cylinder of 20t, without vibration, in order to introduce (embedded) in earth the crushed stone. After this, it comes the compaction with the compactor cylinder with vibration, in order to deeper introduce and to create a higher clash between the crushed stone rockfill.
3) Will be executed the optimal mixture of ballast layer, that will be compacted.
4) Will be executed testing with Lucas static plate, for determining the elastic deformation module. Will be considered 2 tests on the surface subject of improvement and will be considered as acceptable a ratio of EV2/EV1<2.5.
5) Will be assured a compaction degree of minimum 98%.
6) Will be laid a geo-textile layer.
7) 6% cement stabilized ballast will be laid in layers of 15 cm that will be compacted until a thickness of 60 cm.
8) Will be cast equalising concrete with thickness of 10 cm under the continuous foundations and will exceed on one side and another with 10 cm the foundation width. On this equalising concrete will be located the continuous foundations.

Materiale folosite :
Otel:
Bst 500S
Beton:
C8/10 clasa de expunere X0 in fundatii
C20/25 clasa de expunere XA2 ;XC1;XF2
C16/20 clasa de expunere XC1

Used materials
Steel:
Bst 500S
Concrete:
Will use concrete class :
C8/10 exposure class X0
C16/20 exposure class XC1
C20/25 exposure class XA2;XC1;XF2

NOTĂ / NOTE:
Toate tipurile de oțel (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.03.03.22.RE.14.001 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.22.RE.14.001 prepared on 01.2013.

Verificator / Expert Checker / Expert	Cerința Requirement	Semnătura Signature	Referat / Expertiză Report / Expertise
		NR. 444 A1, A2, A3	A1

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :
COMPANIA NAȚIONALĂ DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY

			Data Date	Semnătura Signature
Aprobat Approved	Șef de echipă Team leader	C. Teodorescu	01.2013	
Verificat Checked	Expert Cheie Key Expert	R. Witan	01.2013	Witan

Subcontractant / Subcontractor: VIOTOP

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 circulaţia 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:
Plan cofrare fundatii - Sectiuni A-A(B-B);C-C/
Formwork plan foundation - Sections A-A(B-B);C-C

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:50	1/05.2013	PT.03.03.22.RE.14.001	1/4