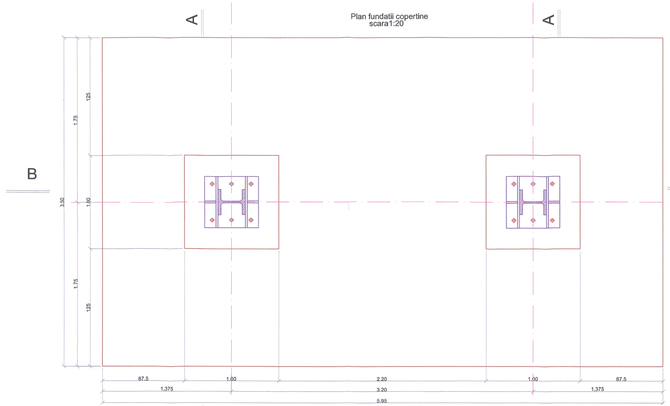
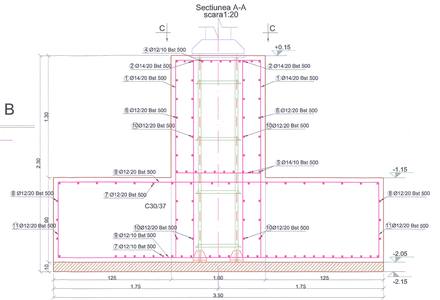
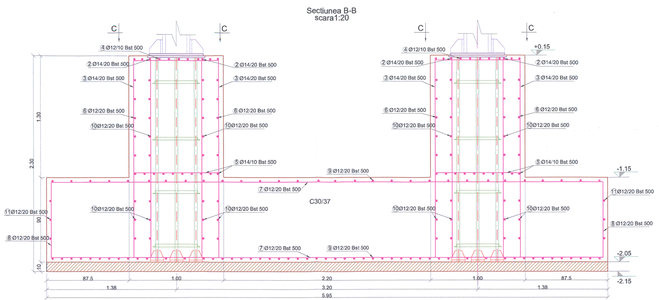
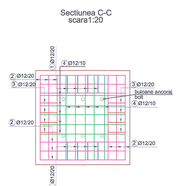
PLAN COFRAJ SI ARMARE FUNDATII COPERTINA PERON +0.55

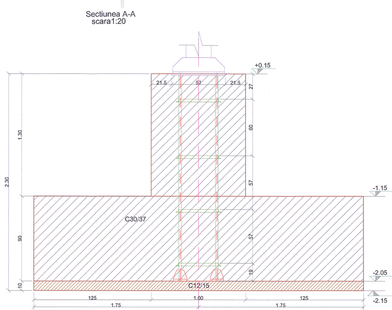
CANOPY PLATFORM +0.55 SHUTTERING AND REINFORCEMENT FOUNDATION PLAN

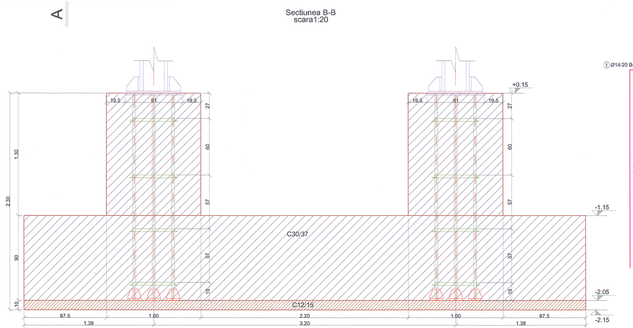


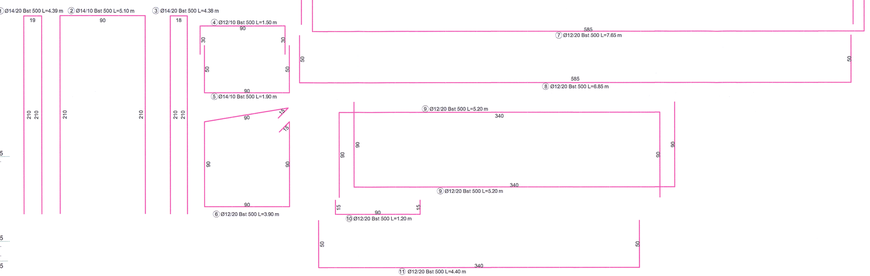












NOTE / NOTA:
-Ultimul strat de sapatura (cca. 20 cm) va fi inlaturat cu putin timp inainte de turnarea betonului
-Dupa terminarea sapaturilor si inainte de turnarea betonului se va chema obligatoriu geotehnicianul pentru verificarea naturii terenului si a cotei de fundare.
-The last layer of digging (cca. 20cm) will be removed only before pouring the concrete
-After the digging is done and before pouring the concrete the geotehnician will be call to verify the soil and the bench mark.

Proiectul de structura se va corela cu proiectul celorlalte specialitati (partea scrisa si partea desenata).
The structural project (blueprints, tehnical briefs, technic specifications) will be corelated with the other specialitis'projects (blueprints, tehnical briefs and technical specifications).

NOTA / NOTE:
Intrucat nivelul terenului amenajat pentru lucrarile ce se executa in zona este mult mai ridicat decat cel existent, fundarea copertinei se va face in aceste straturi de umplutura.
Ultimul strat de umplutura pe care se face fundarea copertinei trebuie sa fie foarte bine compactat si are la suprafata o capacitate portanta minima Pconv=250 KPa.
Since the level of the land arranged for the works to be executed in the zone is much higher than the existing one, the canopy foundation is carried out in these filling layers. The last filling layer on which the canopy foundation is executed will be well compacted and at the top has a minimum bearing capacity Pconv=250 KPa.

MATERIALS:
Equalization concrete C12/15
Reinforced concrete C30/37
Mortar M100
Reinforcement Bst 500
Rolled steel S235N

MATERIALE:
Beton de egalizare C12/15
Beton armat de C30/37
Mortar M100
Otel Beton Bst 500
Otel laminat S235N

Universal remark valid for the entire project
The executants is bound to verify all the information from the plans and from the material lists before ordering any materials and to communicate any disparity to the designer. Other way the designer will not assume the responsibility about the errors in the plans or in the material lists.

Note generala valabila pentru intregul proiect
Executantul este obligat sa verifice informatiile din planuri si din extrasele de materiale inainte de comandarea oricaror materiale si sa comunice orice neconcordanta proiectantului. In caz contrar proiectantul nu isi va asuma responsabilitatea pentru nici o eroare din planuri sau din extrasele de materiale.

CLASA DE IMPORTANTA A CONSTRUCTIEI CONFORM P100/1-2006 ESTE II;CATEGORIA DE IMPORTANTA CONFORM H.G. nr. 766/97 este "C".
THE CONSTRUCTION IMPORTANCE CLASS, ACCORDING TO P100/1-2006, IS II; CATEGORY, ACCORDING TO H.G. 766/97 IS "C"

Toate tipurile de oţel (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.02.04.04.RE.02.003 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.02.04.04.RE.02.003 prepared on 01.2013.

Verificator / Expert Checker / Expert	Cerinţa Requirement	Semnătura Signature	Nivelul Expertizã 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	S. Petrea	01.2013	

"Reabilitarea liniei c.f. Frontier â - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circula ţia trenurilor cu viteză maximă de 160 km/h"
Tronsonul 2 - A: km 614 - Cap Y Bârzava
"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 2 - A: km 614 - End Y Bârzava

Project 9i 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:
Plan cofraj şi armare fundaţii copertină peron +0.55 - Statia Păuliş/Păuliş
Station - Canopy platform +0.55 shuttering and reinforcement foundation plan

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr/ No.
1:20	1/05.2013	PT.2A.03.04.RE.02.003	3/6