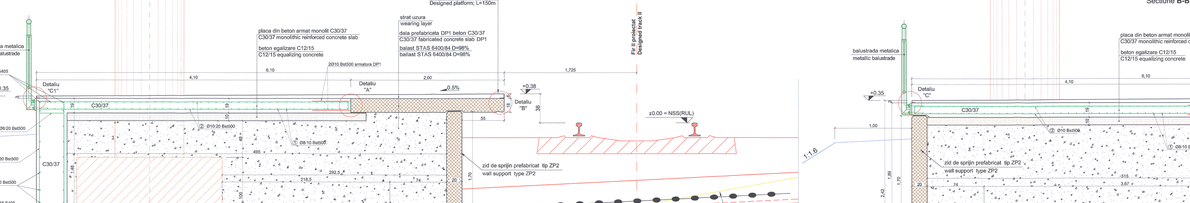
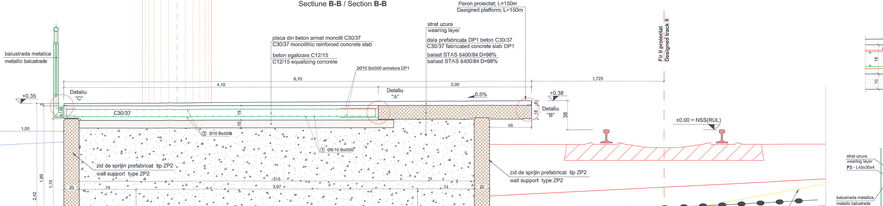
## Sectiune **A-A** / Section **A-A**



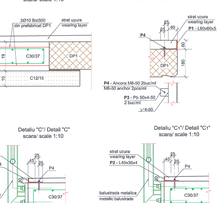

| Extras de armatura [pe mil.peron] - Sectiune A-A/ Reinforcement extract [by mil platform] - Section A-A | | | | | | |
|---|---|---|---|---|---|---|
| Marca/ Mark | Diametrul/ Diameter (mm) | Nr. Buc./ No. of pieces | Lungime/ Length (m) | Bst500(S500) | | |
| | | | | ϕ 8 | ϕ 10 | ϕ 16 |
| 1 | 8 | 82 | 1.00 | 82.00 | - | - |
| 2 | 10 | 10 | 4.35 | - | 43.50 | - |
| 3 | 10 | 5 | 4.15 | - | 20.75 | - |
| 4 | 10 | 16 | 1.00 | - | 16.00 | - |
| 5 | 16 | 6 | 1.00 | - | - | 6.00 |
| 6 | 8 | 5 | 1.10 | 5.50 | - | - |
| Lungime totala pe diametre / Total length on diameter (m) | | | | 87.50 | 80.25 | 6.00 |
| Masa pe metru /Mass on meter (kg/m) | | | | 0.395 | 0.617 | 1.580 |
| Masa pe diametre / Mass on diameter | | | | 34.56 | 49.51 | 9.48 |
| Masa totala pe tip de otel / Total mass on steel type (kg) | | | | 94 | | |

## Sectiune **B-B** / Section **B-B**




| Extras de armatura [pe mil peron] - Sectiune B-B/ Reinforcement extract [by mil platform] - Section B-B | | | | |
|---|---|---|---|---|
| Marca/ Mark | Diametrul/ Diameter (mm) | Nr. Buc./ No. of pieces | Lungime/ Length (m) | Bst500(S500) |
| | | | | ϕ 10 |
| 1 | 8 | 82 | 1.00 | 82.00 |
| 2 | 10 | 10 | 4.35 | 43.50 |
| Lungime totala pe diametre / Total length on diameter (m) | | | | 82.00 43.50 |
| Masa pe metru /Mass on meter (kg/m) | | | | 0.395 0.617 |
| Masa pe diametre / Mass on diameter | | | | 32.39 26.84 |
| Masa totala pe tip de otel / Total mass on steel type (kg) | | | | 60.00 |

Toate tipurile 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.




| Extras de laminate [pe mil de peron] Rolled steel extract [by mil platform] | | | | | |
|---|---|---|---|---|---|
| Poz/Iar/ Position | Element/ Element | Lungime/ Length (m) | Bucati / Pieces | Greutate/Weight (kg) | Calitate/ Quality |
| | | | | Pe Ud/ Pe buc. / Pc. | Total |
| P1 | L60x80x5 | 1.00 | 1 | 4.57 | 4.57 | S235JR |
| P2 | L40x30x4 | 1.00 | 1 | 2.25 | 2.25 | S235JR |
| P3 | Ps 50x4-50 | 0.05 | 4 | 1.57 | 0.0785 | 0.314 | S235JR |
| P4 | M6-50 | - | 4 | - | 0.03 | 0.12 | S235JR |
| Total/ Total (kg) | | | | | | 7.2548 | |
| Sudura/ Welding (2%) | | | | | | 0.2176 | |
| Greutate totala / Total weight (kg) | | | | | | 7.4716 | |

**CLASA DE IMPORTANTA A CONSTRUCTIEI CONFORM P100/1-2006 ESTE III; CATEGORIA DE IMPORTANTA CONFORM H.G. NR. 766/97 ESTE "C".**

**THE CONSTRUCTION IMPORTANCE CLASS, ACCORDING TO P100/1-2006, IS III; CATEGORY, ACCORDING TO H.G. 766/97 IS "C".**

MATERIALE:
Beton de egalizare C12/15 CEM II/A-S 32.5 N ; sort 0-31; A/C : 0.75 ;
Beton armat de monolitizare C30/37 CEM II/A-S 42.5 N; sort 0-16; A/C : 0.55;
Mortar M100-T
Armatura Bst500, Bst500
Clasa de expunere: XC4 , XD3 , XF4

MATERIALS:
Equalization concrete C12/15 CEM II/A-S 32.5 N ; sort 0-31; A/C : 0.75 ;
Reinforced concrete C30/37 CEM II/A-S 42.5 N; sort 0-16; A/C : 0.55;
Mortar M100-T
Reinforcement Bst500, Bst500
Exposure class: XC4 , XD3 , XF4

NOTA:

In situatia demontarii prefabricatelor dinspre linia pentru executarea lucrarilor la linie cu masini grele de cale se va aplica urmatoarea tehnologie:

1. Se decoperteaza asfaltul in zona monolitizarii dintre prefabricate (DP1)
2. Se demonteaza betonul de monolitizare
3. Se taie armaturile in zona centrala a monolitizarii (la min.1.50m de la marginea peronului)
4. Se demonteaza prefabricatele si se depoziteaza in aceeasi asteltiune pe exteriorul peronului (prefabricatul demontat se depoziteaza pe cat cere nu se demonteaza)
5. Se executa lucrarile la linie
6. Se refiace peronul prin montarea prefabricatelor prefabricatelor pe pozitia initiala
7. Pe masura ce se monteaza elementele prefabricate de peron se asigura continuitatea armaturilor, taiate in faza 3, cu eclise din Bst500 Ø10mm l=200mm sudate
8. Se monolitizeaza cu beton C30/37 zona demolata si se refiace asfaltul decopertat.

NOTE:

The following technology will be applied in case when the prefabricated elements from the line will be removed in order to execute the line works with heavy track machines:

1. The asphalt uncovering in the concrete cast in position area between prefabricated elements (DP1)
2. Removing the cast-in-place concrete
3. Cutting the reinforcements in the central area of the concrete cast in position (at min.1.50 m from the platform edge)
4. Removing the prefabricated elements and storing them in the same section on the platform exterior side (the removed prefabricated unit is stored on the one which is not removed)
5. Track works execution
6. Restoring the platform by mounting prefabricated elements on the initial position
7. While mounting the prefabricated elements on the platform it is ensured the continuity of reinforcements that were cut at point 3, by help of Bst500 welded fishplates having Ø 10mm and l = 200 mm
8. The removed area is riveted-in-place with concrete C 30/37 and the uncovered asphalt is renewed.

NOTA 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 neconcordante proiectantului. In cazc contrar proiectantul nu isi va asuma responsabilitatea pentru nici o eroare din planuri sau din extrasele de materiale.

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.

**Acest plan anuleaza si inlocuieste planul nr. PT.02.04.03.RE.01.004 elaborat la data 01.2013.**

**This layout plan canceled and replaced layout plan no. PT.02.04.03.RE.01.004 prepared on 01.2013.**

| Verificator / Expert Checker / Expert | Cerinta/ Requirement | Semnatura/ Signature | Ordonator Tehnic/ Technical Supervisor / Expertise |
|---|---|---|---|

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NATIONALA DE CĂI FERATE "CFR" SA

| PROIECTANT / DESIGNER: PÖYRY | | Data Date | Semnătura Signature |
|---|---|---|---|
| Aprobat Approved | Şef de echip.& Team leader | C. Teodorescu | 01.2013 | |
| Verificat Checked | Expert Cheie Key Expert | R. Witan | 01.2013 | |
| Subcontractant / Subcontractor: MOTOP | | | |
| Aprobat Approved | Adjunct Şef de echip.& Deputy Team leader | A.M. Baicu | 01.2013 | |
| Proiectat Designed | Inginer Engineer | D. Opresou | 01.2013 | |

**"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circulaţia pe trenuri/for cu viteză maximă de 160 km/h" Transcend 2 - A: km 614 - Cap V Bârzava**

**"Rehabilitation of the Railway Line Border - Curtici - Simeria , component Part of the IV Pan - European Corridor for circulation on trains/for with maximum speed of 160 km/h" Section 2 - A: km 614 - End V Bârzava**

Project Nr 35311.1

Faza / Phase: PTh+CS / TD+TS

Denumire desen / Drawing name:

P.O. Păulis. Peroane. Plan poziţionare peroane zonă 2 paraleă
S.P. Păulis. Platforms. Footbridge sections platforms plan

| Scara / Scale | Revizia / Revision | Cod desen / Drawing Code | Nr / No |
|---|---|---|---|
| 1:10;1:20 | 1/05.2013 | PT.2A.03.03.RE.01.004 | 04/07 |