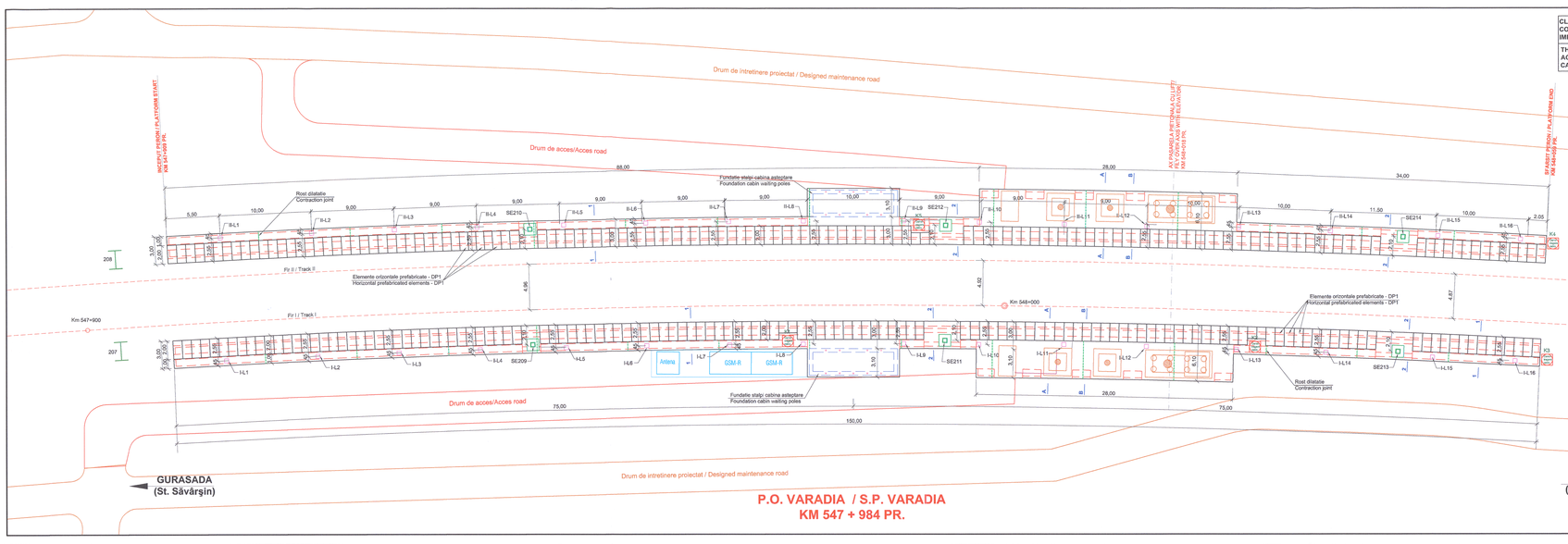


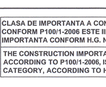


LEGENDA + NUMAR DE PREFABRICATE:

DP1 - ELEMENT ORIZONTAL PREFABRICAT
274 BUCATI ( rostul intre elem. pref. este de 20mm)
DP2 - ELEMENT ORIZONTAL PREFABRICAT
6 BUCATI ( rostul intre elem. pref. este de 20mm)
ZP2 - ELEMENT VERTICAL PREFABRICAT
240 BUCATI ( rostul intre elem. pref. este de 20mm)
ZP6 - ELEMENT VERTICAL PREFABRICAT
6 BUCATI ( rostul intre elem. pref. este de 20mm)
ZP7 - ELEMENT VERTICAL PREFABRICAT
6 BUCATI ( rostul intre elem. pref. este de 20mm)

LEGEND + PREFABRICATED ELEMENTS NUMBER:

DP1 - HORIZONTAL PREFABRICATED ELEMENT (TYPICAL SECTION)
274 ELEM. ( opening between prefab elements is 20mm)
DP2 - HORIZONTAL PREFABRICATED ELEMENT (TYPICAL SECTION)
6ELEM. ( opening between prefab elements is 20mm)
ZP2 - VERTICAL PREFABRICATED ELEMENT
240 ELEM. - ( opening between prefab elements is 20mm)
ZP6 - VERTICAL PREFABRICATED ELEMENT
6 ELEM. - ( opening between prefab elements is 20mm)
ZP7 - VERTICAL PREFABRICATED ELEMENT
6 ELEM. - ( opening between prefab elements is 20mm)

Note:

-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.

Note:

-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,

Nota 1:

- Planul se va citi impreuna cu planurile de arhitectura, cu planurile de instalatii de iluminat peroane si cu planurile de rezistenta.
- Rosturile de dilatare se vor realiza la o distanta de maxim 10m intre ele.

Note 1:

- The drawing will be read togethther with the architectural drawings, lighting installations drawing and the resistance drawing.
-The contraction joints shall be executed at maximum 10m between.

**Daca in timpul executiei umplutura gasita si confirmata de geotehnicianul care a intocmit studiul geotehnic este mai mare ca adancime se va anunta proiectantul pentru modificarea cotei de fundare.**

**If during execution the filling detected and confirmed by the geo-technician who elaborated the geo-technical study has a bigger depth, the designer will be announced in order to change the foundation quota.**

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 neconcordanta proiectantului. In caz 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.02.04.13.RE.01.001 elaborat la data 01.2013.**

**This layout plan canceled and replaced layout plan no. PT.02.04.13.RE.01.001 prepared on 01.2013.**

| Verificator / Expert Checker / Expert | Cerinta 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 | D.Oprescu | 01.2013 | |

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

Project Nr. 35311.1

Faza / Phase: PTh+CS / TD+TS

Denumire desen / Drawing name:

P.O. Vărădia. Peroane. Plan amplasare prefabricate
S.P. Vărădia. Platforms. Placed prefabricated plan

| Scara / Scale | Revizia / Revision | Cod desen / Drawing Code | Nr / No |
|---|---|---|---|
| 1:200 | 1/05.2013 | PT.2B.04.13.RE.01.001 | 01/07 |