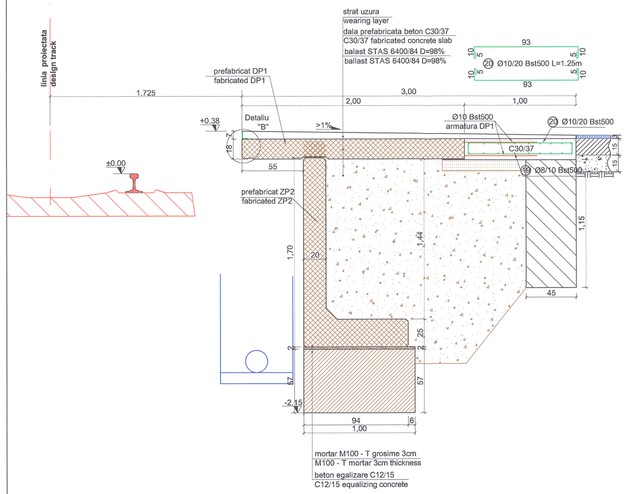
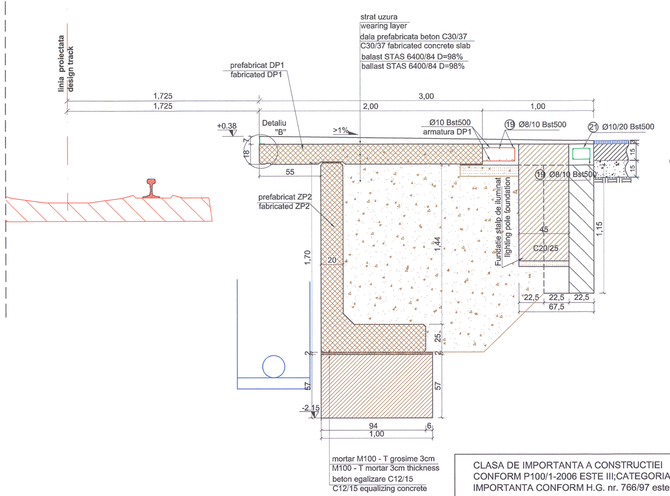
Sectiune curenta / Current Section
Scara / Scale 1:20



Sectiune cu stalp de iluminat / Lighting pole section
Scara / Scale 1:20



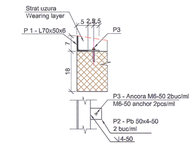
CLASA DE IMPORTANTA A CONSTRUCTIEI CONFORM P100/1-2006 ESTE II;CATEGORIA DE IMPORTANTA CONFORM H.G. nr. 766/97 este "C".

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

NOTA1:
In situatia demontarii prefabricatelor dinspre linie pentru executarea lucrarilor la linie cu masini grele de cale se va aplica urmatoarea tehnologie:
1. Se decoperteaza asfaltul in zona monolitizarii dintre prefabricate (DP)
2. Se demoleaza 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 sectiune pe exteriorul peronului (prefabricatul demontat se depoziteaza pe cel care nu se demonteaza).
5. Se executa lucrarile la cale.
6. Se reface peronul prin montarea prefabricatelor pe pozitia initiala.
7. Pe masura ce se monteaza elementele prefabricate de peron se asigura continuitatea armaturilor ,talate in faza 3 , cu eclise din Bst500 Ø10mm l=250mm sudate.
8. Se monolitizeaza cu beton C30/37 zona demolata si se reface asfaltul decopertat.

NOTE 1:
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 (DP)
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. renewing 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 reinforcement that were cut at point 3, by help of Bst500 welded fishplates having Ø 10mm and l = 250 mm
8. the removed area is casted-in-place with concrete C 30/37 and the uncovered asphalt is renewed.

DETALIU / DETAIL"B"
Scara/ Scale 1:10



Extras de laminate (pe ml de peron)/ Rolled steel extract (by ml platform)

Pozitie/ Position	Element/ Element	Lungime / Length [m]	Bucati/ Pieces	Greutate/Weight [Kg]			Calitate / Quality
				Pe U.M	Pe buc	Total	
P1	L70x50x6	1.00	1	5.41	5.41	5.41	S255JR
P2	Pb 50x4-50	0.05	2	1.57	0.0785	0.157	S255JR
P3	M6-50	-	2	-	0.03	0.06	S255JR
Total / Total (Kg)						5.627	
Sudura / Welding (3%)						0.1688	
Greutate Totala / Total weight (Kg)						5.7958	

Extras de armatura / Reinforcement extract

Element	Marca/ Mark	Diametrul/ Diameter (mm)	Nr. Buc./ No. of pieces	Lungime/ Length (m)	Bst500 (S500)	
					ϕ 8	ϕ 10
Sectiunea 1-1 [pe ml]	19	8	18	1.00	18.00	
	20	10	10	1.25		12.50
Sectiune 2-2 [pe buc]	19	8	10	0.45	4.50	
	21	10	3	0.75		2.25
Lungime totala pe diametre / Total length on diameter (m)					22.50	14.75
Masa pe metru /Mass on meter (kg/m)					0.395	0.617
Masa pe diametre / Mass on diameter (kg)					8.89	9.10
Masa totala pe tip de otel / Total mass on steel type (kg)					18.00	

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;
Beton armat de monolitizare C20/25 CEM II/A-S 42.5 N; sort 0-16; A/C : 0.55
Mortar M100-T
Armatura 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;
Reinforced concrete C20/25 CEM II/A-S 42.5 N; sort 0-16; A/C : 0.55;
Mortar M100-T
Reinforcement Bst500
Exposure class: XC4 , XD3 , XF4

NOTA / NOTE:
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.

Acest plan anuleaza si inlocuieste planul nr. PT.02.04.14.RE.01.00 5 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.02.04.14.RE.01.00 5 prepared on 01.2013.

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Referat Expertiză Expert Expertise

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
Subcontractant / Subcontractor VIOTOP			
Aprobat Approved	Adjunct Șef de echipă Deputy Team leader	A.M. Baicu	01.2013
Proiectat Designed	Inginer Engineer	D.Oprescu	01.2013

"Reabilitarea liniei c.f. Frontier â - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circula ția 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 9i 35311.1

Faza / Phase: PTh+CS / TD+TS

Denumire desen / Drawing name:
Plan secțiuni peron 3.00m - Stația Sâvârșin/
Sections plan platform 3.00m- Sâvârșin Station

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:20 1:10	1/05.2013	PT.2B.04.14.RE.01.005	05/10