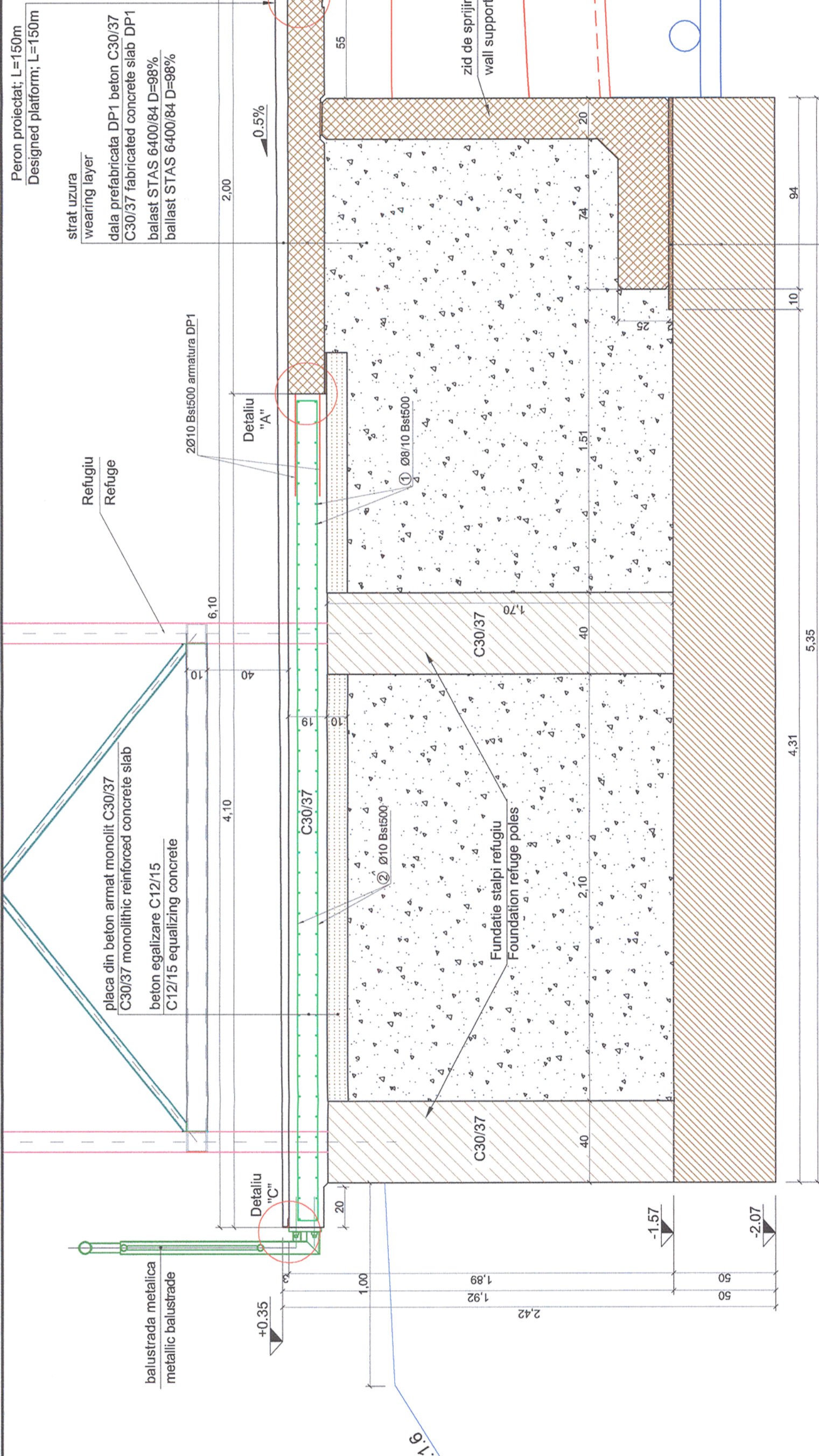
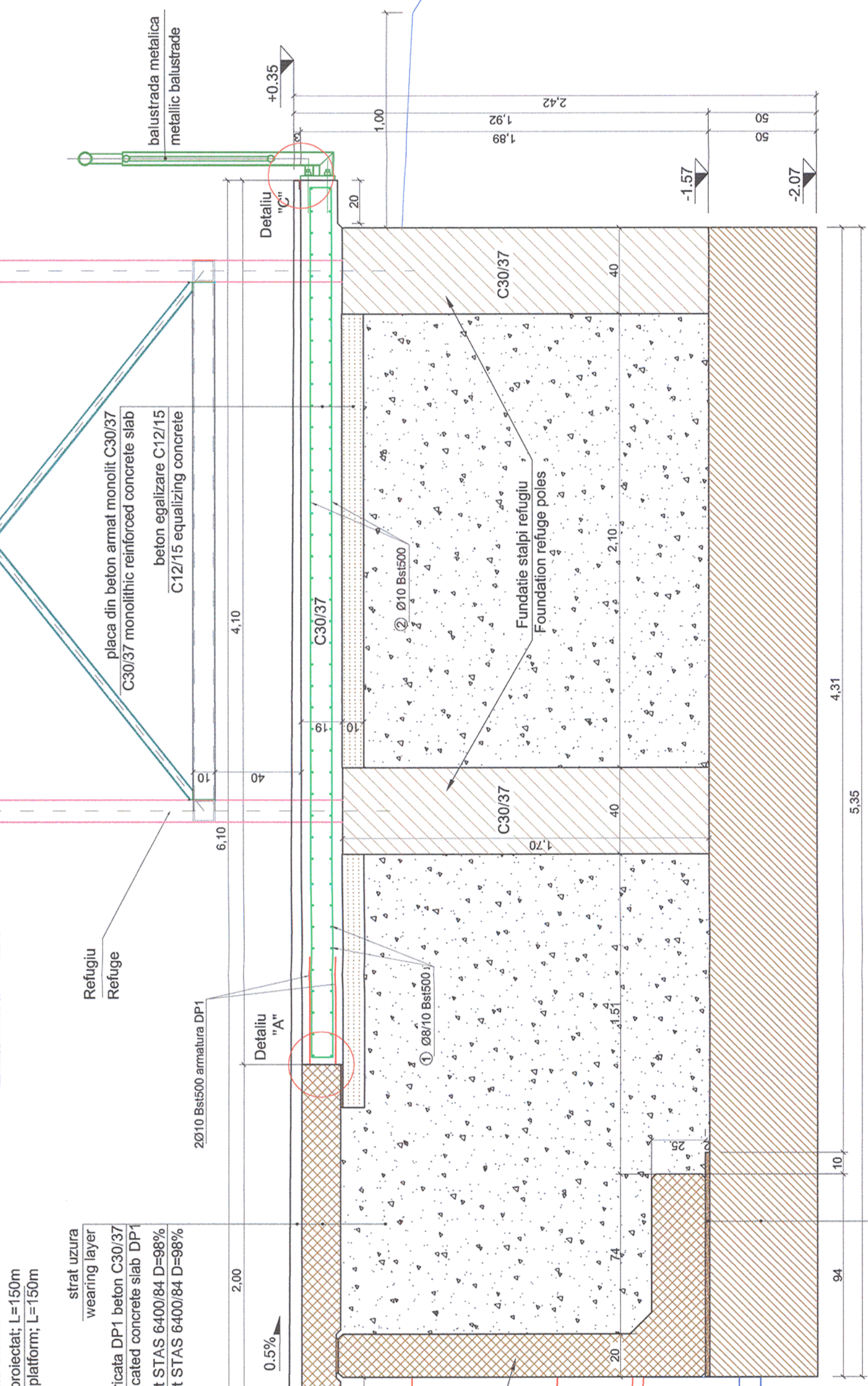
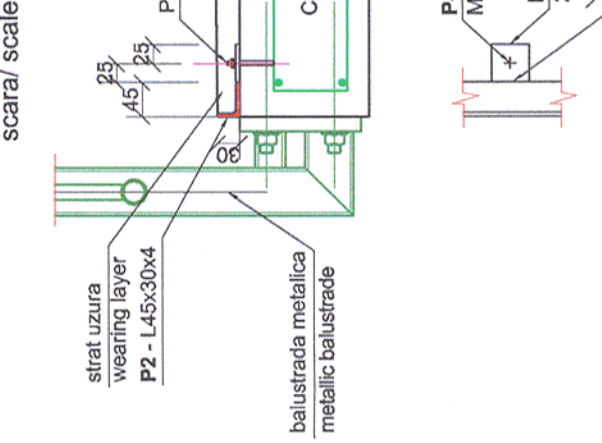
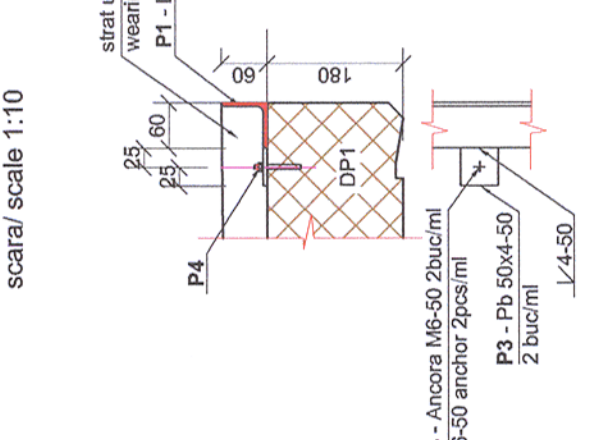
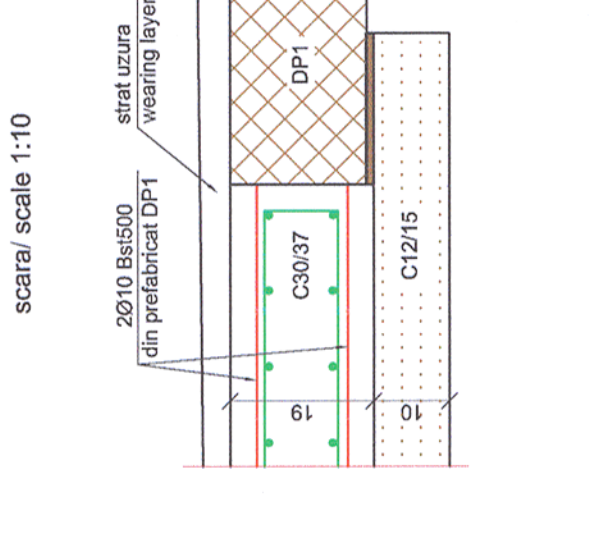
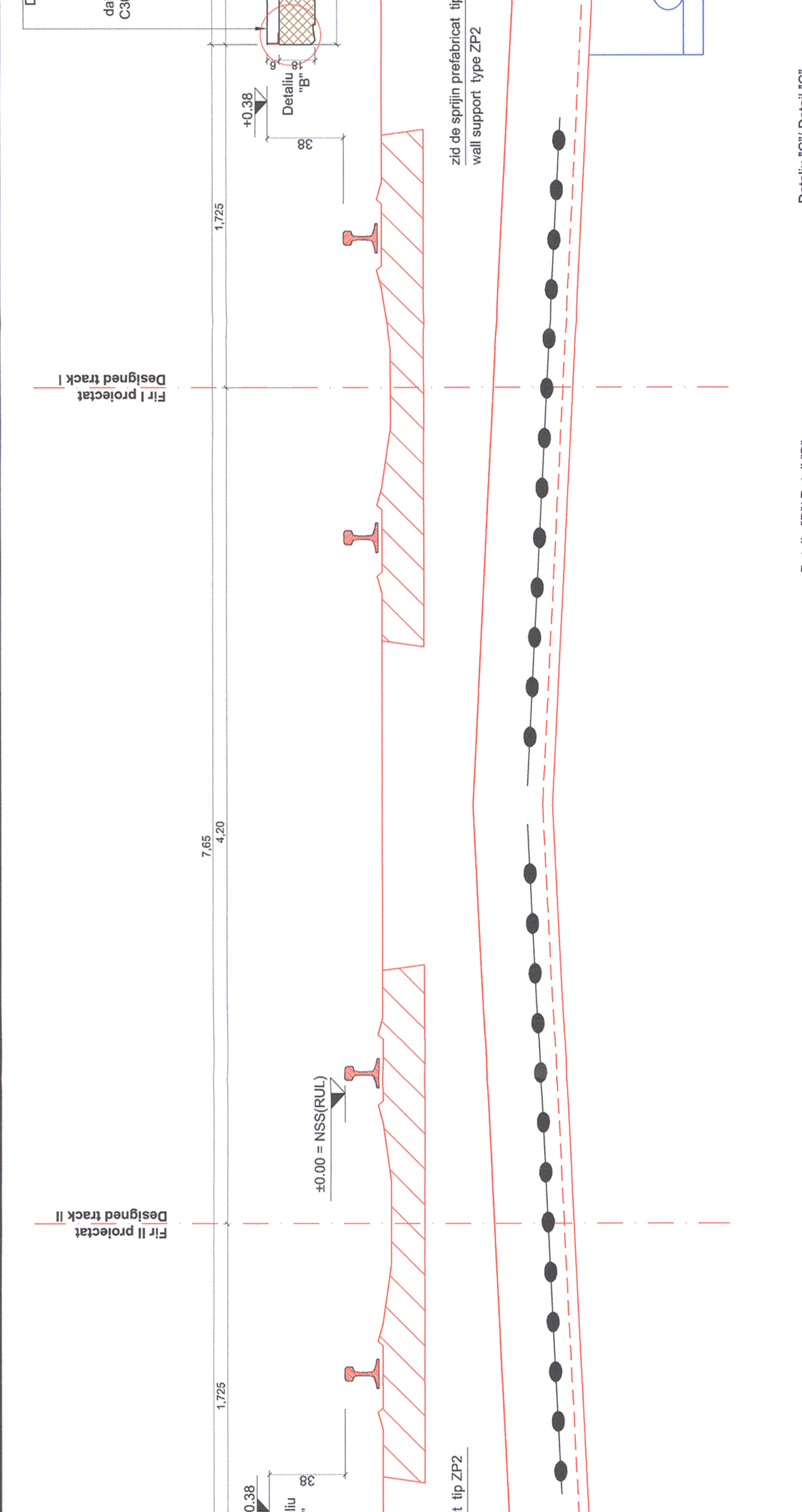
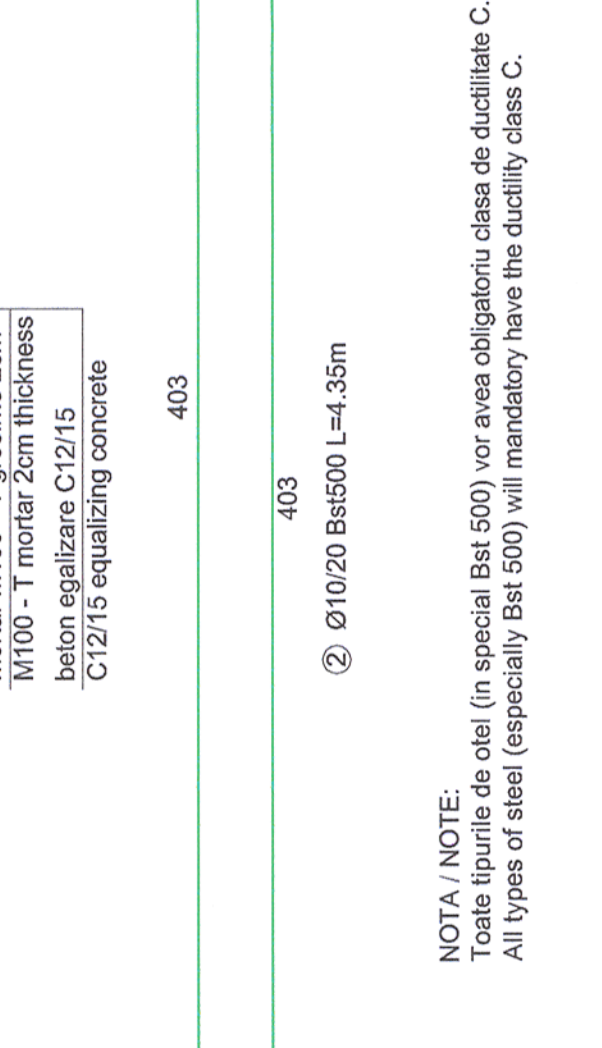




Extras de armatura [pe ml peron] / Reinforcement extract [by ml platform]			
Marca/ Mark	Diametru/ Nr. Buc. / Diameter No. of pieces	lungime/ Length (m)	Bst500 (S500)
1	8	82	1.00
2	10	4.35	-
Lungime totala pe diametre / Total length on diameter (m)			
Masa pe metru /Mass on meter (kg/m)			
Masa pe diametre / Mass on diameter (kg/m)			
Masa totala pe tip de otel / Total mass on steel type (kg)			



Extras de laminate [pe ml de peron] / Rolled steel extract [by ml platform]			
Pozitie/ Position	Element/ Element	Lungime/ Length (m)	Greutate/Weight (kg)
P1	L60x60x5	1.00	4.57
P2	L45x30x4	1.00	2.25
P3	Pt. 50x4-50	0.05	4
P4	M6-50	-	4
Total/ Total (kg)			7.2540
Sudura/ Welding (%)			0.2776
Greutate totala / Total weight (kg)			7.4716

MATERIALE:
Beton de egalizare C12/15 CEM II/A-S 32.5 N ; sort 0-31; A/C : 0.75 ;
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 III/A-S 42.5 N; sort 0-16; A/C : 0.55;
Mortar M100-T
Reinforcement Bst500
Exposure class: XC4 , XD3 , XF4

NOTA:
In situatia demontarii prefabricatelor dinpre 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 (DP1)
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 prefabricatelor pe pozitia initiala
7. Pe masura ce se monteaza elementele prefabricate de peron se asigura continuitatea armaturilor, taliate in faza 3, cu ecise din Bst500 Ø10mm l=250mm sudate
8. Se monolitizeaza cu beton C30/37 zona demolata si se reface 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. 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 Ø10mm and l = 250 mm
8. The removed area is casted-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 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.02.04.17.1.RE.01.003 ELABORAT LA DATA 01.2013.

THIS LAYOUT PLAN CANCELED AND REPLACED LAYOUT PLAN NO. PT.02.04.17.1.RE.01.003 PREPARED ON 01.2013.

Verificator / Expert
Checker / Expert

Semnatura
Signature

Cerinta
Requirement

Refugiu / Expansiune
Report / Expansion

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NATIONALA DE CAI FERATE "CFR" SA

PROIECTANT / DESIGNER:

Semnatura
Signature

Data
Date

Approbat
Approved

Verificat
Checked

Subcontractant / Subcontractor

Approbat
Approved

Proiectat
Designed

Subcontractant / Subcontractor

Sef de echipă
Team leader

Expert Cheie
Key Expert

C. Teodorescu

R. Witan

01.2013

01.2013

Adjunct Sef de echipă
Deputy Team leader

Inginer
Engineer

A.M. Balcu

D.Oprea

01.2013

01.2013

"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"

Tronsoanel 2 - C: Cap Y Iliu - Cap Y Gurasada

Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"

Section 2 - C: End Y Iliu - End Y Gurasada

Denumire desen / Drawing name:

P.O. Salciva. Peroane. Plan secțiune peroare zonă de refugiu S.P. Salciva. Platforms. Refuge section platforms plan

Scara / Scale
1:10; 1:20

Revizii / Revision
1/05.2013

Cod desen / Drawing Code
PT.02.04.17.1.RE.01.003

Nr / No
03/06