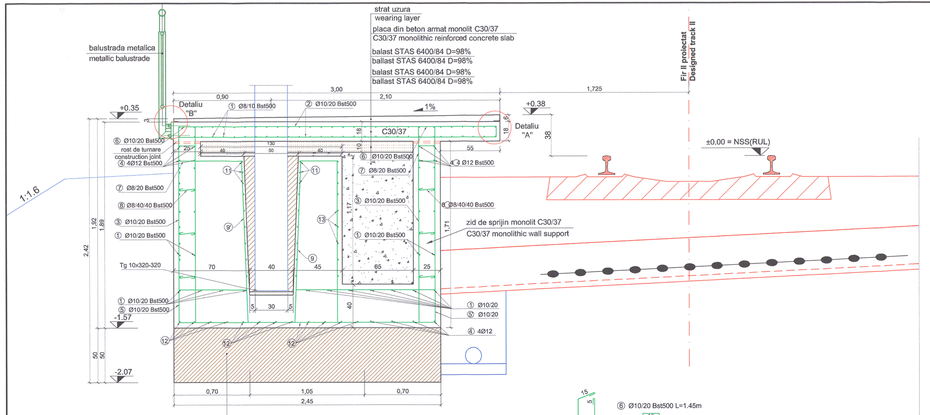
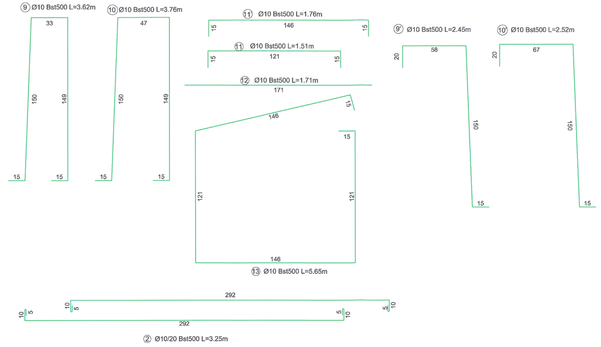
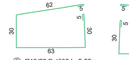
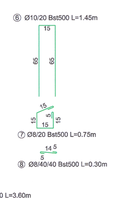
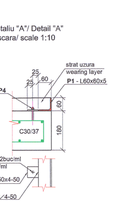


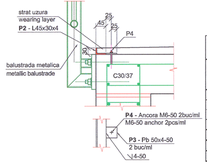






Detaliu "A"/ Detail "A"
scara/ scale 1:10




Detaliu "B"/ Detail "B"
scara/ scale 1:10




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.

| Extras de armatura / buc. stalp electrificare<br>Reinforcement extract / pcs. electrification pole | | | | | | |
|---|---|---|---|---|---|---|
| Marca/ Mark | Diametrul/ Diameter (mm) | Nr. Buc./ No. of pieces | Lungime/ Length (m) | Bst500 (S500) | | |
| | | | | ϕ8 | ϕ10 | ϕ12 |
| 1 | 8 | 95 | 1.30 | 123.50 | - | - |
| 2 | 10 | 13 | 3.25 | - | 42.25 | - |
| 3 | 10 | 13 | 3.60 | - | 46.80 | - |
| 4 | 12 | 12 | 1.30 | - | - | 15.60 |
| 5 | 10 | 7 | 2.00 | - | 14.00 | - |
| 5' | 10 | 7 | 3.30 | - | 23.10 | - |
| 6 | 10 | 13 | 1.45 | - | 18.85 | - |
| 7 | 8 | 13 | 0.75 | 9.75 | - | - |
| 8 | 8 | 28 | 0.30 | 8.40 | - | - |
| 9 | 10 | 9 | 3.62 | - | 32.58 | - |
| 9' | 10 | 3 | 2.45 | - | 7.35 | - |
| 10 | 10 | 2 | 3.76 | - | 7.52 | - |
| 10' | 10 | 2 | 2.52 | - | 5.04 | - |
| 11 | 10 | 18 | 1.51 | - | 27.18 | - |
| 11' | 10 | 18 | 1.76 | - | 31.68 | - |
| 12 | 10 | 24 | 1.71 | - | 41.04 | - |
| 13 | 10 | 9 | 5.65 | - | 50.85 | - |
| Lungime totala pe diametre / Total length on diameter (m) | | | | 141.85 | 348.24 | 15.60 |
| Masa pe metru /Mass on meter (kg/m) | | | | 0.395 | 0.617 | 0.888 |
| Masa pe diametre / Mass on diameter | | | | 55.95 | 214.86 | 13.85 |
| Masa totala pe tip de otel / Total mass on steel type (kg) | | | | 285.00 | | |

| Extras de laminate [pe ml de peron]<br>Rolled steel extract [by ml platform] | | | | | | | |
|---|---|---|---|---|---|---|---|
| Pozitie/ Position | Element/ Element | Lungime/ Length (m) | Bucati / Pieces | Greutate/Weight (kg) | | | Calitate/ Quality |
| | | | | Pe UM | Pe buc. | Total | |
| P1 | L60x60x5 | 1.00 | 1 | 4,57 | 4,57 | 4,57 | S235JR |
| P2 | L45x30x4 | 1.00 | 1 | 2,25 | 2,25 | 2,25 | S235JR |
| P3 | Pb 50x4-50 | 0.05 | 4 | 1,57 | 0,0785 | 0,314 | S235JR |
| P4 | M6-50 | - | 4 | - | 0.03 | 0.12 | S235JR |
| Total/ Total (kg) | | | | | | 7,2549 | |
| Sudura/ Welding (3%) | | | | | | 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
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
Exposure class: XC4 , XD3 , XF4

NOTA:

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 (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 exterior peronului (prefabricatul demontat se depozitheaza 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, taiate 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:

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 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.

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.02.04.17.2.RE.01.006 elaborat la data 01.2013.**

**This layout plan canceled and replaced layout plan no. PT.02.04.17.2.RE.01.006 prepared on 01.2013.**

| Verificator / Expert Checker / Expert | Cerinta Requirement | Semnatura Signature | Referat / Expertiza Report / 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 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 - C: Cap Y Iteu - Cap Y Curasada**

**"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 - C: End Y Iteu - End Y Curasada**

*Project 9i 35311.1*

Faza / Phase: PTh+CS / TD+TS

Denumire desen / Drawing name:
P.O. Tisa. Peroane. Plan secţiune peron zon à stâlp electrificare
S.P. Tisa. Platforms. Current section platform plan electrification pole

| Scara / Scale | Revizia / Revision | Cod desen / Drawing Code | Nr / No |
|---|---|---|---|
| 1:10 ; 1:20 | 1/05.2013 | PT.2C.04.17.2.RE.01.006 | 06/06 |