

SECTIONE / SECTION A-A
Scara / Scale 1:20



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

linia proiectata
design track

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	2	5.41	5.41	10.82	S255JR
P2	Pb 50x4-50	0.05	4	1.57	0.0785	0.314	S255JR
P3	M6-50	-	4	-	0.03	0.12	S255JR
Total / Total [Kg]				11.254			
Sudura / Welding (3%)				0.33762			
Greutate Totala / Total weight (Kg)				11.5916			

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"

Extras de armatura / Reinforcement extract			
Element	Marca/ Mark	Diametrul/ Diameter (mm)	Lungime/ Length (m)
[pe ml de sectiune A-A]	1	8	1.00
	2	10	5
	3	10	5
	4	10	5
Lungime totala pe diametre / Total length on diameter (m)		60.00	
Masa pe metru /Mass on meter (kg/m)		0.395	
Masa pe diametre / Mass on diameter (kg)		23.70	
Masa totala pe tip de otel / Total mass on steel type (kg)		46.00	

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:

- the asphalt uncovering in the concrete cast in position area between prefabricated elements (DP)
- removing the cast-in-place concrete
- cutting the reinforcements in the central area of the concrete cast in position (at min. 1.50 m from the platform edge)
- 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)
- track works execution
- renewing the platform by mounting prefabricated elements on the initial position
- while mounting the prefabricated elements on the platform it is ensured the continuity of reinforcement that were cut at point 3, by help of S420 welded fishplates having Ø 10mm and l = 250 mm
- the removed area is casted-in-place with concrete C 30/37 and the uncovered asphalt is renewed.

NOTA 1:
In situatia demontarii prefabricatelor dinpre linie pentru executarea lucrarilor la linie cu masini grele de cale se va aplica urmatoarea tehnologie:

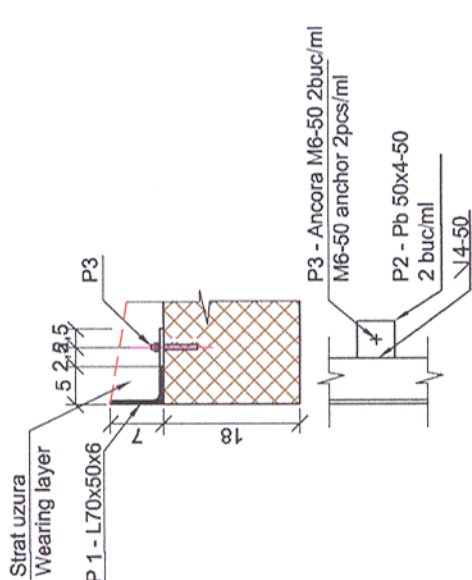
- Se decoperteaza asfaltul in zona monolitizarii dintre prefabricate (DP)
- Se demoleaza betonul de monolitizare.
- Se taie armaturile in zona centrata a monolitizarii (la min. 1.50m de la marginea betonului).
- Se demonteaza prefabricatele si se depoziteaza in aceeasi sectiune pe exteriorul peronului (prefabricatul demontat se depoziteaza pe cel care nu se demonteaza).
- Se executa lucrarile la cale
- Se reface peronul prin montarea prefabricatelor pe pozitia initiala.
- Pe masura ce se monteaza elementele prefabricate de peron se asigura continuitatea armaturilor. laate in taza 3 , cu ecile din S420 Ø10mm l=250mm sudate.
- Se monoliteaza cu beton C30/37 zona demolata si se reface asfaltul decopertat.

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.

mortar M100 - T grosime 3cm
M100 - T mortar 3cm thickness
beton egalizare C12/15
C12/15 equalizing concrete

mortar M100 - T grosime 3cm
M100 - T mortar 3cm thickness
beton egalizare C12/15
C12/15 equalizing concrete

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



Acest plan anuleaza si inlocuieste planul nr. PT.02.04.18.RE.01.002 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.02.04.18.RE.01.002 prepared on 01.2013.

Verificator / Expert Checker / Expert		Semnatura Signature		Referat / Expertiza Report / Expertise	

MINISTERUL
TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NATIONALA DE CAI FERATE "CFR" SA

PROIECTANT / DESIGNER:				
Aprobat Approved	Şef de echipă Team leader	C. Teodorescu	01.2013	Semnătura Signature
Verificat Checked	Expert Cheile Key Expert	R. Witan	01.2013	
Subcontractant / Subcontractor				



Aprobat Approved	Adjunct Şef de echipă Deputy Team leader	A.M. Baicu	01.2013
Proiectat Designed	Inginer Engineer	D.Oprea	01.2013

"Reabilitarea liniei c.f. Frontieră - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru linia feroviară cu viteză maximă de 160 km/h"	Proiect 9i 35311.1
"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"	Faza / Phase: PTh+CS / TD+TS

Denumire desen / Drawing name:
Sectiunea A-A - Zonă curentă peron 7.05 m- Stația Cămpuri Surduc /
Sectiunea A-A - Current area of platform 7.05m - Cămpuri Surduc Station

Scara / Scale 1:10 ; 1:20	Revizia / Revision 1/05.2013	Cod desen / Drawing Code PT.2C.04.18.RE.01.002	Nr / No 02/10
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