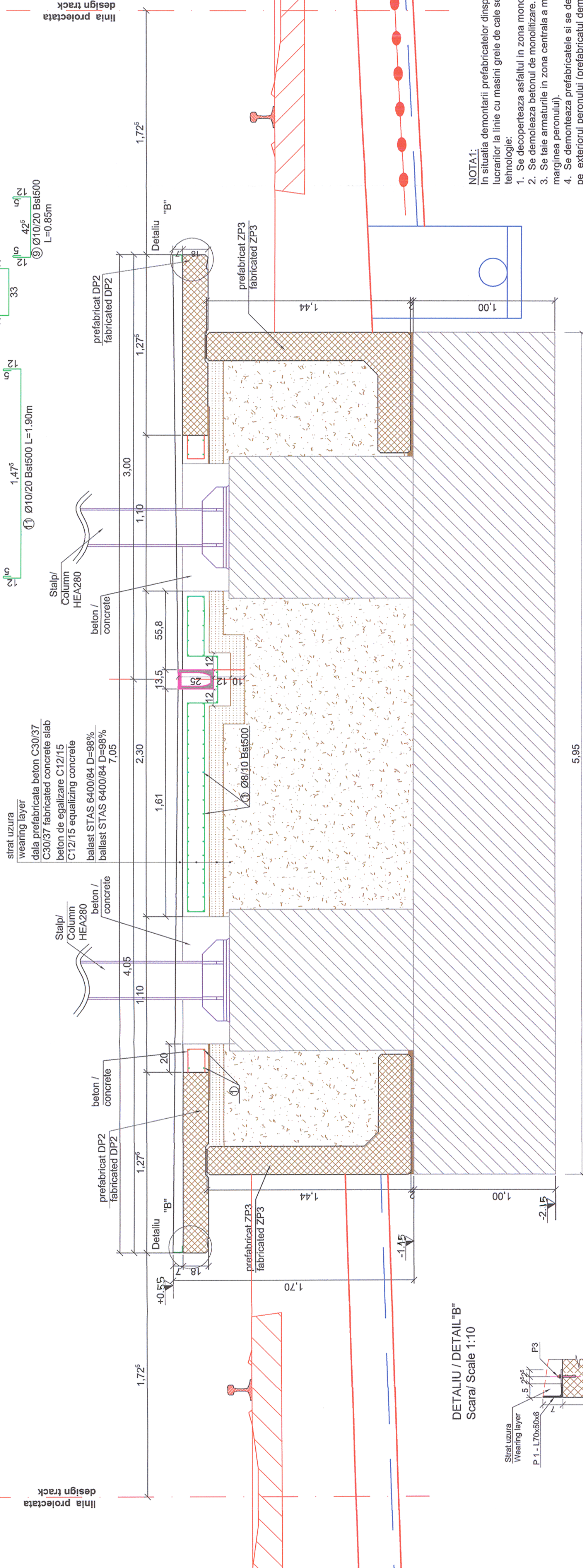


SECTION C-C

Scara / Scale 1:20



OTA / NOTE:
 oate tipurile de oel (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.

NOTA1:

In situatia demontarii prefabricatelor dintr-o 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 lucrurile 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 taiate in faza 3, cu eclise din S420 Ø10mm =1250mm 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 S420 welded fishplates having $\varnothing 10\text{mm}$ and $l = 250\text{ mm}$
8. the removed area is casted-in-place with concrete C 30/37 and the uncovered asphalt is renewed.

MATERIALE:

Beton de egalizare C12/15 CEM III/A-S 32.5 N ; sort 0-31; A/C : 0.75 ;
Beton armat de monolitizare C30/37 CEM III/A-S 42.5 N; sort 0-16; A/C : 0.55;

Mortar M100-T

Armatura Bst500

MATERIALS:

Equalization concrete C12/15 CEM III/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

Pozitie/ Position	Element/ Element	Lungime / Length [m]	Bucati/ Pieces	Greutate/Weight [kg]			Calitate / Quality
				Rolled steel extract (by ml platform)			
				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			

Extras de armatura / Reinforcement extract						
Element	Marca/ Mark	Diametru/ Diameter (mm)	Nr. Buc. No. of pieces	Lungime/ Length (m)	Bst500 (5500)	
					φ 8	φ 10
[pe bucată] Section	1	8	46	0.90	41.40	
	9	10	5	0.85		4.25
	10	10	5	3.00		15.00
	11	10	5	1.90		9.50
Lungime totala pe diametre / Total length on diameter (m)					41.40	28.75
Masa pe metru / Mass on meter (kg/m)					0.395	0.617
Masa pe diametre / Mass on diameter (kg)					16.35	17.74
Masa totala pe tip de otel / Total mass on steel type (kg)						35.00

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

THE CONSTRUCTION IMPORTANCE CLASS,
ACCORDING TO P100/1-2006, IS III;
CATEGORY, ACCORDING TO L.C. 766/07/18 "C"

acest plan anuleaza si inlocuieste planul nr. PT.02.04.18.RE.01.004 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.02.04.18.RE.01.004 prepared on 01.2013.



PROIECTANT / DESIGNER:



Aprobat Approved	Şef de echipă Team leader
Verificat Checked	Expert Cheie Key Expert



Aprobat	Adjunct Șef de echipă
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Approved	Inginer Engineer	Deputy Team leader
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"Reabilitarea liniei c.f. Frontieră - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"

"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 Illeau - End Y Gurasada

Denumire desen / Drawing name:

Sectiune C-C - Zona stălp de copertină peron 7.05m - Stația Câmpuri Surluc
Section C-C - Conopy pole area of platform 7.05m - C.âmpuri Surluc Station

Section 2	Company file area or platform, room	Company contact information
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Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:10 ; 1:20	1/05.2013	PT.2C.04.18.RE.01.004	04/10