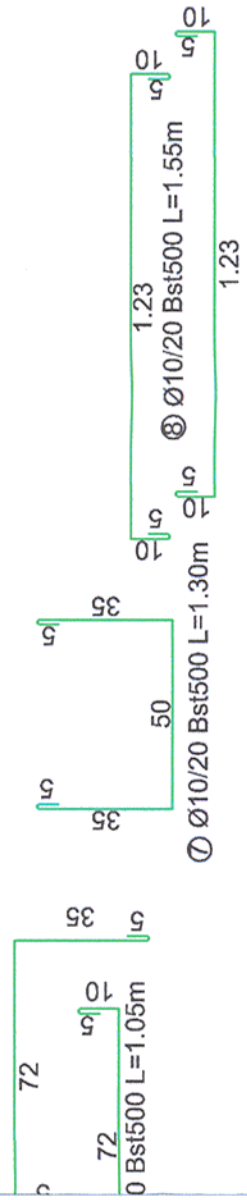


Sectiune zona stalpi de iluminat peron linia II-4 h=0.38 m
Section lighting pole area of platform line II-4 h=0.38 m



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".

Clasa de expunere: XC4 , XD3 , XF4

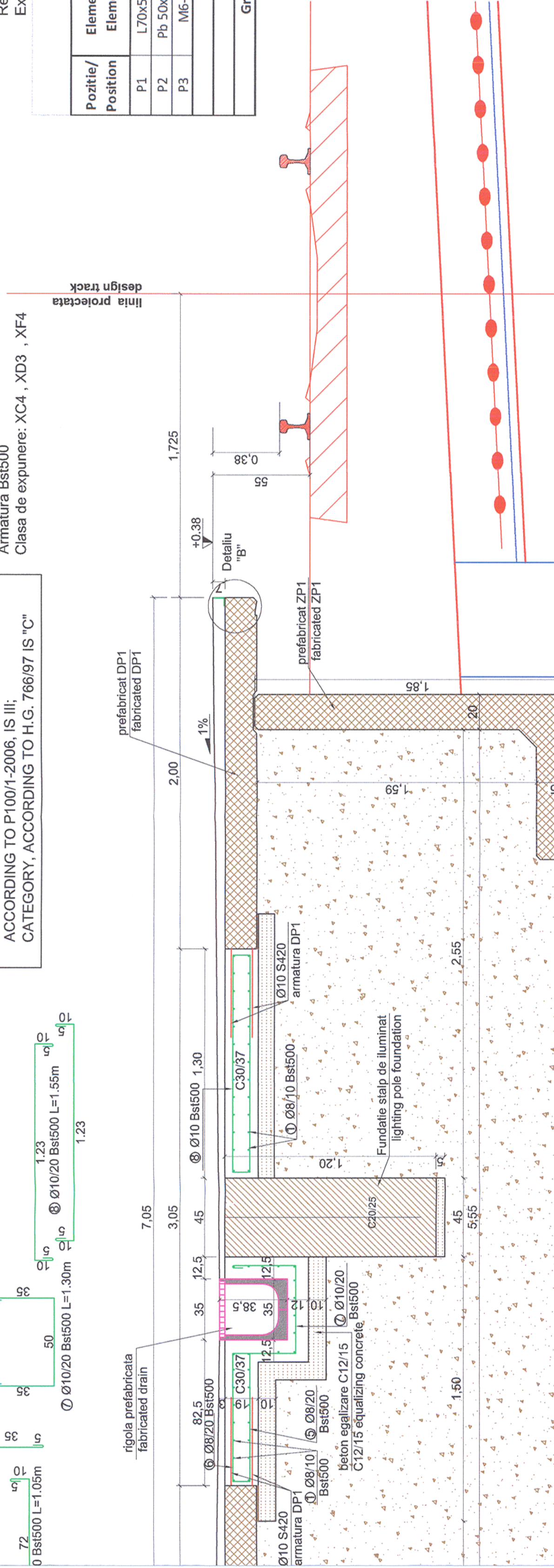
MATERIALE:
Beton de egalizare C12/15 CEM I/II-A-S 32.5 N ; sort 0-31; A/C : 0.75 ;
Beton armat de monolitizare C30/37 CEM I/II-A-S 42.5 N; sort 0-16; A/C : 0.55;
Beton armat de monolitizare C20/25 CEM I/II-A-S 42.5 N; sort 0-16; A/C : 0.55
Mortar M100-T
Armatura Bst500

MATERIALE:
Equalization concrete C12/15 CEM I/II-A-S 32.5 N ; sort 0-31; A/C : 0.75 ;
Reinforced concrete C30/37 CEM I/II-A-S 42.5 N; sort 0-16; A/C : 0.55;
Reinforced concrete C20/25 CEM I/II-A-S 42.5 N; sort 0-16; A/C : 0.55;
Mortar M100-T
Reinforcement Bst500

Exposure class: XC4 , XD3 , XF4

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	2	5.41	5.41	10.82
P2	Pb 50x4-50	0.05	4	1.57	0.0785	0.314
P3	M6-50	-	4	-	0.03	0.12
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	Diametrul/ Diameter (mm)	Nr. Buc. No. of pieces	Lungime/ Length (m)	Bst500 (S500)	
[pe bucata de stap]	1	8	54	0.45	φ8	φ10
	5	10	3	1.05		
	6	10	3	1.30		
	7	10	3	1.30		
	8	10	6	1.55		
Lungime totala pe diametre / Total length on diameter (m)				24.30		3.15
Masa pe metru / Mass on meter (kg/m)				0.395		0.617
Masa pe diametre / Mass on diameter (kg)				9.60		12.49
Masa totala pe tip de otel / Total mass on steel type (kg)				23.00		



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 , taiate in faza 3 , cu ecile din S420 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 S420 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 / 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

Acest plan anuleaza si inlocuieste planul nr. PT.02.04.16.RE.01.008 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.02.04.16.RE.01.008 prepared on 01.2013.

Verificator / Expert Checker / Expert						Referat / Expertiză Report / Expertise

PROIECTANT / DESIGNER:



Semnătura
Signature

Aprobat Approved	Sef de echipă Team leader	C. Teodorescu	01.2013
Verificat Checked	Expert Cheie Key Expert	R. Witan	01.2013



Subcontractant / Subcontractor			
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. Frontieră - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h" Tronsoanel 2 - C: Cap Y Ilteu - Cap Y Gurasada	Project 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" Section 2 - C: End Y Ilteu - End Y Gurasada	Faza / Phase: PT+CS / TD+TS

Denumire desen / Drawing name:

Sectiune F-F- Zonă stâlp de iluminat peron h= 0.38m l=7.05m - Stația Ilteu /
Section F-F - Lighting pole area of platform h=0.38m l=7.05m - Ilteu Station

Scara / Scale 1:10 ; 1:20	Revizia / Revision 1/05.2013	Cod desen / Drawing Code PT.2C.04.16.RE.01.008	Nr / No 08/10
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