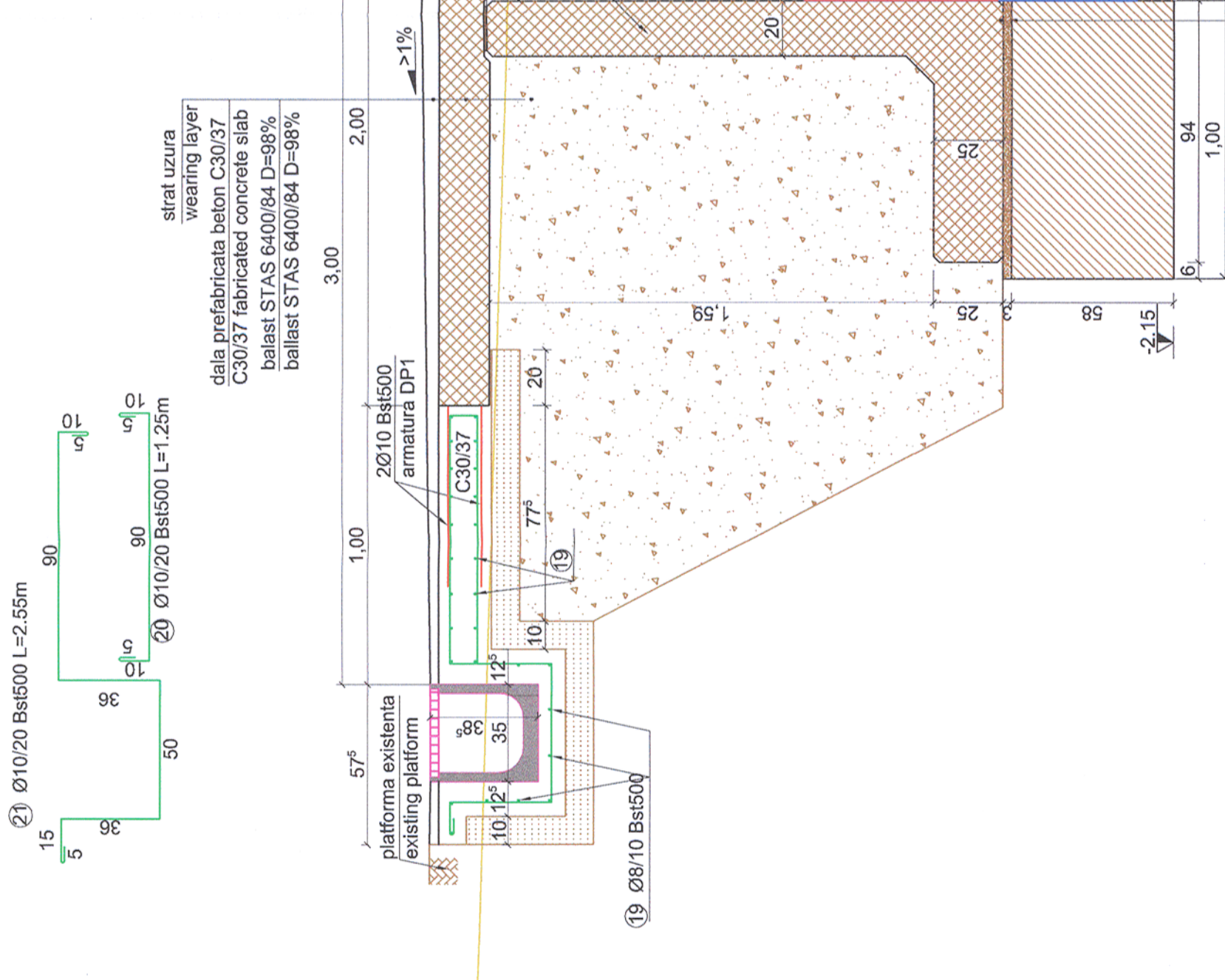


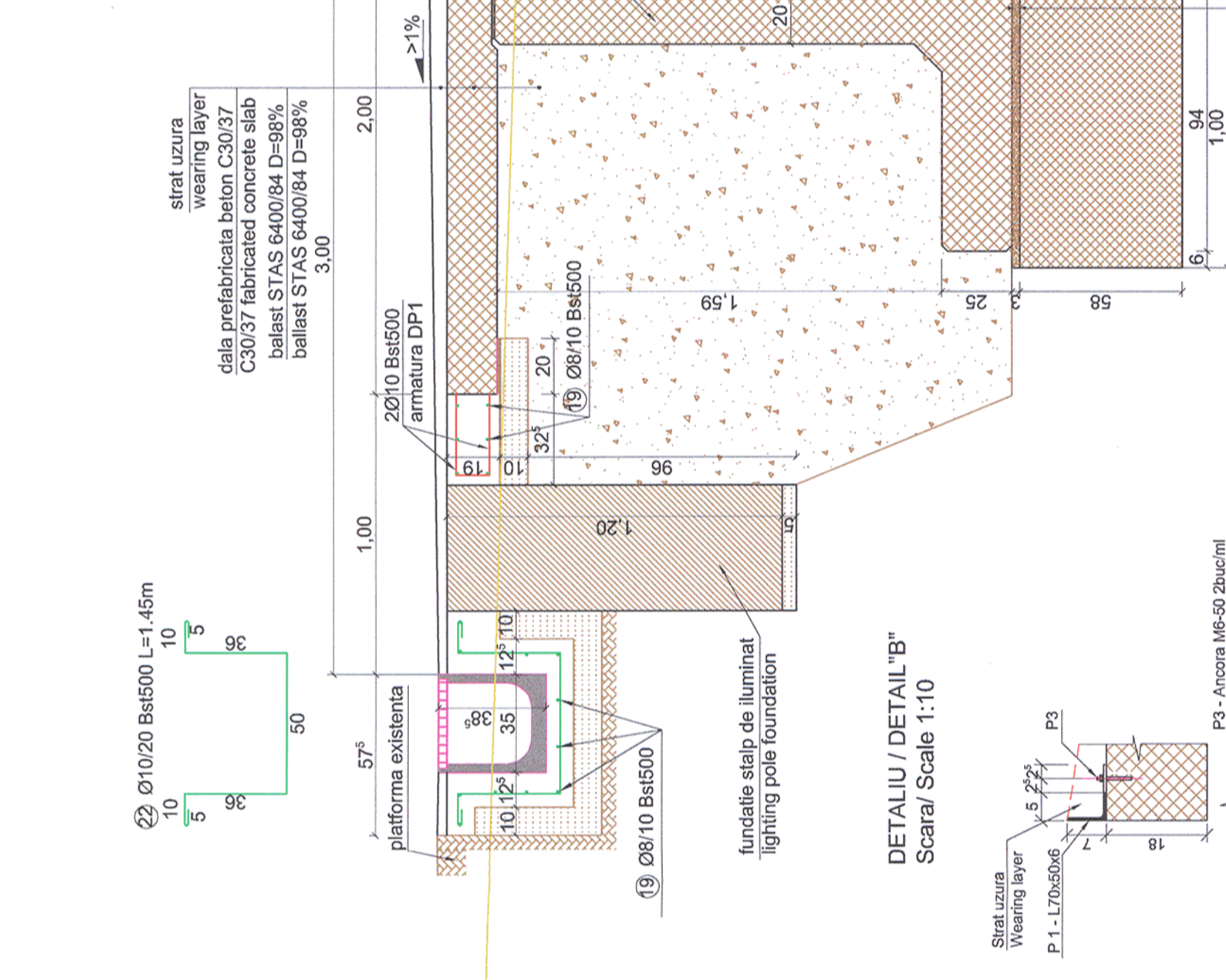
SECTIUNE / SECTION 1-1  
Scara / Scale 1:20



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

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

SECTIUNE / SECTION 2-2  
Scara / Scale 1:20



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

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

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  
Clasa de expunere: XC4 , XD3 , XF4

MATERIALE:  
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  
Exposure class: XC4 , XD3 , XF4

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  
Clasa de expunere: 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 UJM	Total	
P1	L70x50x6	1.00	1	5.41	5.41	S255JR
P2	Pb 50x4-50	0.05	2	1.57	0.0785	S255JR
P3	M6-50	-	2	-	0.03	S255JR
Total / Total [kg]				5.627		
Sudura / Welding (3%)				0.16881		
Greutate Totala / Total weight [kg]				5.79581		

NOTA 1:  
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 ,luate in raza 3 , cu ecile din Bst500 Ø10mm l=250mm sudate.
8. Se monolitizeaza cu beton C30/37 zona demolata si se reface asfaltul decopertat.

Extras de armatura / Reinforcement extract

Element	Marca / Mark	Diametrul / Diameter (mm)	Nr. Buc. / No. of pieces	Lungime / Length (m)	Bst500 (S500)	
					Ø8	Ø10
Section 1-1 [pe ml]	19	8	27	1.00	27.00	
	20	10	5	1.20		6.00
	21	10	5	2.55		12.75
Section 2-2 [pe buc]	19	8	18	0.45	8.10	
	22	10	3	1.45		4.35
Lungime totala pe diametre / Total length on diameter (m)					35.10	23.10
Masa pe metru /Mass on meter (kg/m)					0.395	0.617
Masa pe diametre / Mass on diameter (kg)					13.86	14.25
Masa totala pe tip de otel / Total mass on steel type (kg)					29.00	

NOTE 1:  
The following technology will be applied in cases 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 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.

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".

ACCEPT PLAN ANULEAZA SI INLOCUIESTE PLANUL NR. PT.03.03.26.RE.01.005 ELABORAT LA DATA 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.26.RE.01.005 prepared on 01.2013.



Logo of European Investment Bank

Logo of MINISTERUL TRANSPORTURILOR

Logo of COMPANIA NATIONALA DE CAI FERATE "CFR" SA

Logo of PÖYRY

Logo of VIOTOP

PROIECTANT / DESIGNER: C. Teodorescu

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PROIECTANT / DESIGNER: Project 9i 35311.1

PROIECTANT / DESIGNER: Faza / Phase: PTH+CS / TD+TS

PROIECTANT / DESIGNER: Denumire desen / Drawing name: Sectiune 1-1 zona curatata peron 3.00m- Stația Deva / Section 1-1 current area of platform 3.00m- Deva station

PROIECTANT / DESIGNER: Sectiune 2-2 zona stăpânită peron 3.00m- Stația Deva / Section 2-2 lighting pole area of platform 3.00m- Deva station

Scara / Scale	1:10 ; 1:20
Revizia / Revision	1/05.2013
Cod desen / Drawing Code	PT.03.03.26.RE.01.005
Nr / No	05/08