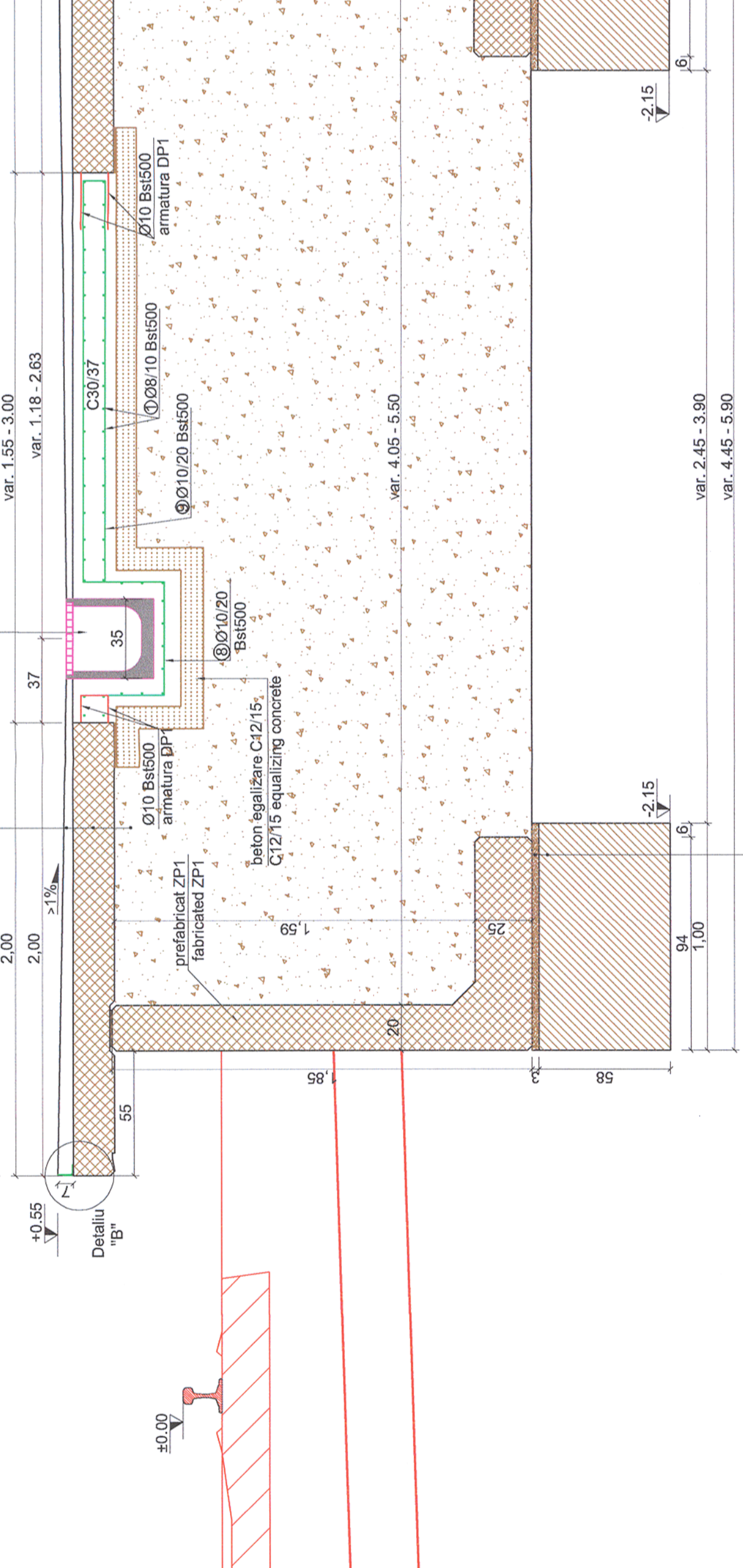


Ø10/20 Bst500 L= 2.28 - 3.73 m
0.93 - 2.38
50

Sectiune curenta D-D Peron 3
Current section D-D Platform 3
km 472+88 - 472+163

Ø10/20 Bst500 L= 2.28 - 3.73 m
0.93 - 2.38
50

strat uzura
wearing layer
dala prefabricata beton C30/37
C30/37 fabricated concrete slab
balast STAS 6400/84 D=98%
ballast STAS 6400/84 D=98%



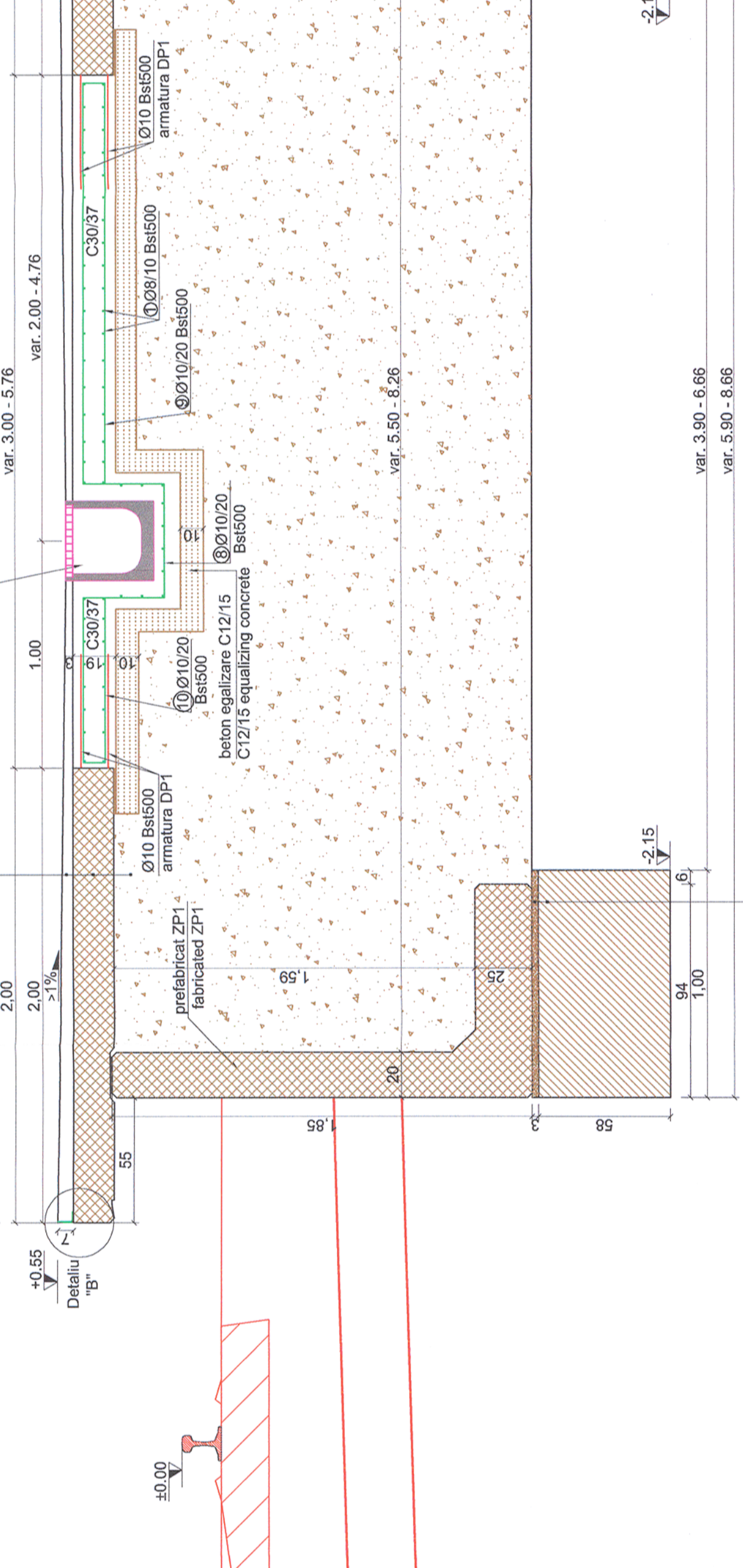
mortar M100 - T grosime 3cm
M100 - T mortar 3cm thickness
beton egalizare C12/15
C12/15 equalizing concrete

Ø10/20 Bst500 L= 3.55 - 6.76m
1.75 - 4.51
75
33 - 50

Sectiune curenta E-E Peron 3
Current section E-E Platform 3
km 472+163 - 472+488

Ø10/20 Bst500 L= 2.35 - 4.81 m
2.05 - 4.51
75
33 - 50

strat uzura
wearing layer
dala prefabricata beton C30/37
C30/37 fabricated concrete slab
balast STAS 6400/84 D=98%
ballast STAS 6400/84 D=98%

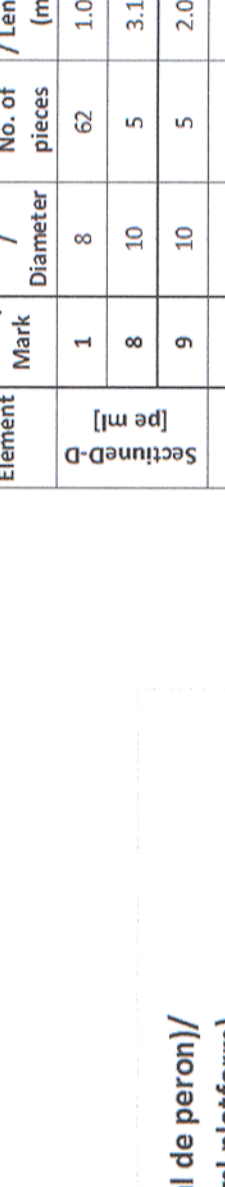


mortar M100 - T grosime 3cm
M100 - T mortar 3cm thickness
beton egalizare C12/15
C12/15 equalizing concrete

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

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

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
Exposure class: XC4 , XD3 , XF4



Extras de laminate (pe ml de peron) /
Rolled steel extract (by ml platform)

Element / Element	Lungime / Length [m]	Bucati / Pieces	Greutate/Weight [Kg]	Pe U.M.	Pe buc.	Total
P1	L70x50x6	2	5.41	10.82	0.314	S255JR
P2	P8 50x4-50	4	1.57	0.0785	0.314	S255JR
P3	M6-50	4	0.03	0.12	0.48	S255JR
Total / Total [Kg]			11.254			
Sudura / Welding [3%]			0.33762			
Greutate Totala / Total weight [Kg]			11.5916			

NOTA 1:
In situatia demontarii prefabricatelor dispune linie pentru executarea lucrarilor la linie cu masini grele de cale se va aplica urmatoarea tehnologie:
1. Se deconecteaza 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 lucrari 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, ialele in laza 3, cu eciles din Bst500 Ø10mm în 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. 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.

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

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"

Acest plan anuleaza si inlocuieste planul nr. PT.03.03.28.RE.01.003 elaborat la data 01.2013.
This layout plan canceled and replaced layout plan no. PT.03.03.28.RE.01.003 prepared on 01.2013.

Verificator / Expert
Checker / Expert

Cerința
Requirement

Semnatura
Signature

Report / Expenses

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :
COMPANIA NATIONALA DE CAI FERATE "CFR" SA

PROIECTANT / DESIGNER:
PÖYRY

Data Date
Semnătura Signature

01.2013
01.2013

Subcontractant / Subcontractor
MOTOP

Approbat Approved
Verificat Checked
Subcontractant / Subcontractor

Șef de echipă Team leader
Expert Chele Expert

C. Teodorescu
R. Wilan

01.2013
01.2013

Adjunct Șef de echipă Deputy Team leader
Inginer Engineer

A.M. Baicu
D. Oprescu

01.2013
01.2013

Reabilitarea liniei c.f. Focșani & Curtici - Simeria, parte componentă a scinderiiului 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

Proiect 91
35317.1
Faza / Phase:
PTh+CS / Td+TS

Denumire desen / Drawing name:
Plan secțiunii curente peron 3 - Stația Simeria
Current sections plan platform 3 - Simeria Station

Scara / Scale
1:10;1:20

Revizia / Revision
1/05.2013

Cod desen / Drawing Code
PT.03.03.28.RE.01.003

Nr / No
03/09