

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

Toate tipurile de oțel (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.

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

Se decoperteaza asfaltul in zona monolitizarii dintre prefabricate (DP1)
 Se demoleaza betonul de monolitizare
 Se taie armaturile in zona centrata a monolitizarii (la min. 1.50m de la marginea peronului)
 Se demonteaza prefabricatele si se depoziteaza in aceeasi sectiune pe exteriorul peronului (prefabricatul demontat se depoziteaza pe cel care nu se demonteaza)
 Se executa lucrurile la cale
 Se reface peronul prin montarea prefabricatelor prefabricatelor pe pozitia initiala
 Pe masura ce se monteaza elementele prefabricate de peron se asigura continuitatea armaturilor, taiate in faza 3, cu eglise din Bst500 Ø10mm l=250mm sudate
 Se monolitizeaza cu beton C30/37 zona demolata si se reface asfaltul decopertat.

NOTE:
 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 (DP1)
 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 Bst500 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 GENERALA VALABILA PENTRU INTREGUL PROIECT:
 Executantul este obligat sa verifice informatiile din planuri si din extrasele de materiale inainte de comandarea oricaror materiale si sa comunice orice neconcordanta proiectantului. In caz contrar proiectantul nu isi va asuma responsabilitatea pentru nici o eroare din planuri sau din extrasele de materiale.
UNIVERSAL REMARK VALID FOR THE ENTIRE PROJECT:
 The executants is bound to verify all the information from the plans and from the material lists before ordering any materials and to communicate any disparity to the designer. Other way the designer will not assume the responsibility about the errors in the plans or in the material lists.

Acest plan anuleaza si inlocuieste planul nr. PT.03.03.20.RE.01.005 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.20.RE.01.005 prepared on 01.2013.

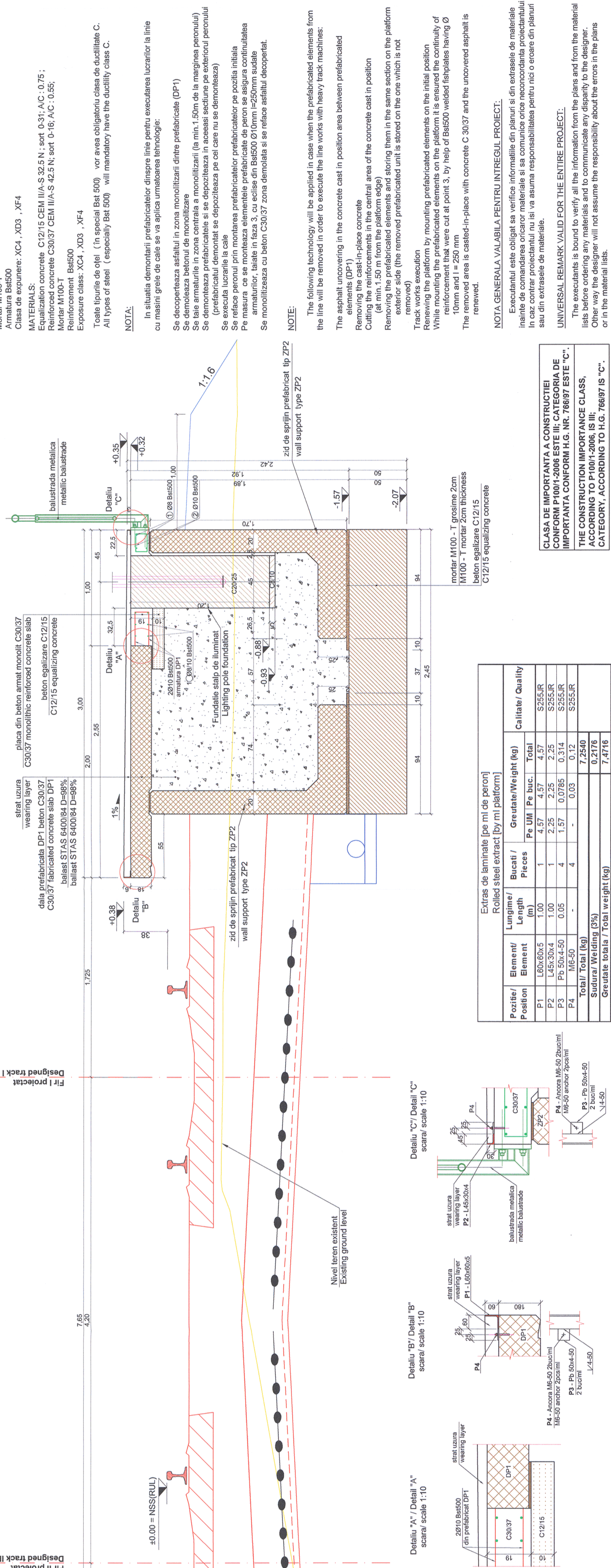
Verificator / Expert Checker / Expert	Semnatura Signature	Report / Expertiza
Cerinta Requirement		

PROIECTANT / DESIGNER:	PÖYRY		
Subcontractant / Subcontractor	MIOTOP		
Approbat / Approved	Şef de echipă / Team leader	C. Teodorescu	01.2013
Verificat / Checked	Expert Cheile / Key Expert	R. Witan	01.2013

Approbat / Approved	Adjunct Şef de echipă / Deputy Team leader	A.M. Batcu	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"	
"Rehabilitation of the Railway Line Frontieră - Curtici - Simeria, component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"	
Section 3: Gurassada - Simeria	

Denumire desen / Drawing name: P.O. Gurassada. Peroane. Plan secțiune peroane zonă stîlp iluminat S.P. Gurassada. Platforms. Current section platforms plan lightning pole	
Scara / Scale 1:10;1:20	Cod desen / Drawing Code PT.03.03.20.RE.01.005
Revizia / Revision 1/05.2013	Nr. / No 05/07



Extras de laminata [pe ml de peron]	Rolled steel extract [by ml platform]		Greutate/Weight (kg)		Calitate / Quality	
Pozitie / Position	Element / Element	Lungime / Length (m)	Bucati / Pieces	Pe UM	Pe buc.	Total
P1	L60x60x5	1.00	1	4.57	4.57	S255JR
P2	L45x30x4	1.00	1	2.25	2.25	S255JR
P3	Pb 50x4-50	0.05	4	1.57	0.0785	0.314
P4	M6-50	-	4	-	0.03	0.12
Total / Total (kg)					7.2540	
Sudura / Weiding (3%)					0.2176	
Greutate totala / Total weight (kg)					7.4716	

Extras de armatura / buc. stâlp iluminat		Reinforcement extr. / pcs. lightning pole	
Marca / Mark	Diametru / Diameter (mm)	Nr. Buc. / No. of pieces	Lungime / Length (m)
1	Ø 8	10	0.45
2	Ø 10	6	0.50
Lungime totala pe diametre / Total length on diameter (m)		4.50	3.00
Masa pe metru / Mass on meter (kg/m)		0.395	0.617
Masa pe diametre / Mass on diameter		1.78	1.85
Masa totala pe tip de oțel / Total mass on steel type (kg)		4.00	

mortar M100 - T grosime 2cm M100 - T mortar 2cm thickness beton egalizare C12/15 C12/15 equalizing concrete	
16	
Ø 10/20 Bst500 L=0.50m	