

Extras de armatura [pe ml peron] - Sectiune 1-1 / Reinforcement extract [by ml platform] - Section 1-1

| Marca/Mark | Diametru/Diameter (mm) | Nr. Buc./No. of pieces | Lungime/Length (m) | Bst500(S500) |
|--|------------------------|------------------------|--------------------|--------------|
| 1 | 8 | 20 | 1.00 | 20.00 |
| 2 | 10 | 10 | 1.25 | 12.50 |
| Lungime totala pe diametre / Total length on diameter (m) | | | | 32.50 |
| Masa pe metru / Mass on meter (kg/m) | | | | 0.395 |
| Masa pe diametre / Mass on diameter (kg/m) | | | | 0.617 |
| Masa totala pe tip de otel / Total mass on steel type (kg) | | | | 7.71 |

Extras de armatura [pe ml peron] - Sectiune 2-2 / Reinforcement extract [by ml platform] - Section 2-2

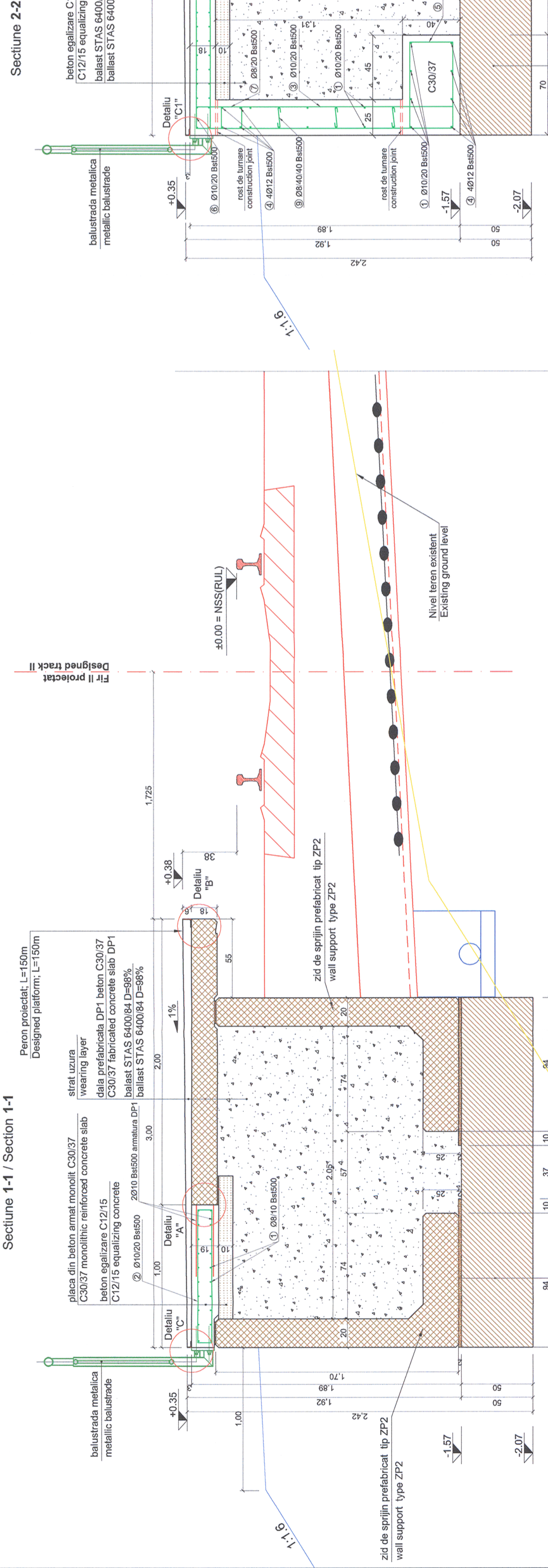
| Marca/Mark | Diametru/Diameter (mm) | Nr. Buc./No. of pieces | Lungime/Length (m) | Bst500(S500) |
|--|------------------------|------------------------|--------------------|--------------|
| 1 | 8 | 92 | 1.00 | 92.00 |
| 2 | 10 | 10 | 3.25 | 32.50 |
| 3 | 10 | 5 | 3.60 | 18.00 |
| 4 | 12 | 16 | 1.00 | 16.00 |
| 5 | 10 | 10 | 1.95 | 19.50 |
| 6 | 10 | 10 | 1.45 | 14.50 |
| 7 | 8 | 10 | 0.75 | 7.50 |
| 8 | 8 | 15 | 0.30 | 4.50 |
| Lungime totala pe diametre / Total length on diameter (m) | | | | 104.00 |
| Masa pe metru / Mass on meter (kg/m) | | | | 0.395 |
| Masa pe diametre / Mass on diameter (kg/m) | | | | 4.108 |
| Masa totala pe tip de otel / Total mass on steel type (kg) | | | | 108.00 |

Extras de laminate [pe ml de peron] / Rolled steel extract [by ml platform]

| Element/Element | Lungime/Length (m) | Bucati/Pieces | Greutate/Weight (kg) | Calitate/Quality |
|-------------------------------------|--------------------|---------------|----------------------|------------------|
| P1 | 60x60x5 | 1 | 4.57 | S255JR |
| P2 | L45x30x4 | 1 | 2.25 | S255JR |
| P3 | P6.50x4.50 | 0.05 | 1.57 | 0.0785 |
| P4 | M6-50 | 4 | 0.03 | S255JR |
| Sudura/Welding (%) | | | 7.2540 | |
| Total/Total | | | 0.2176 | |
| Greutate totala / Total weight (kg) | | | 7.4716 | |

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".



Extras de armatura [pe ml peron] - Sectiune 2-2 / Reinforcement extract [by ml platform] - Section 2-2

| Marca/Mark | Diametru/Diameter (mm) | Nr. Buc./No. of pieces | Lungime/Length (m) | Bst500(S500) |
|--|------------------------|------------------------|--------------------|--------------|
| 1 | 8 | 92 | 1.00 | 92.00 |
| 2 | 10 | 10 | 3.25 | 32.50 |
| 3 | 10 | 5 | 3.60 | 18.00 |
| 4 | 12 | 16 | 1.00 | 16.00 |
| 5 | 10 | 10 | 1.95 | 19.50 |
| 6 | 10 | 10 | 1.45 | 14.50 |
| 7 | 8 | 10 | 0.75 | 7.50 |
| 8 | 8 | 15 | 0.30 | 4.50 |
| Lungime totala pe diametre / Total length on diameter (m) | | | | 104.00 |
| Masa pe metru / Mass on meter (kg/m) | | | | 0.395 |
| Masa pe diametre / Mass on diameter (kg/m) | | | | 4.108 |
| Masa totala pe tip de otel / Total mass on steel type (kg) | | | | 108.00 |

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".

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 (în 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 dintr-o linie pentru executarea lucrarilor la linie cu masini grele de cale se va aplica urmatoarea tehnologie:
 Se deconecteaza astutii 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 aceiasi sectiune pe exteriorul peronului (prefabricatul demontat se depoziteaza pe cel care nu se demonteaza)
 Se executa lucrati la cale
 Se refacut 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 eclise din Bst500 Ø10mm l=250mm sudate
 Se monolitizeaza cu beton C30/37 zona demolata si se refacut asfaltul decopatat.

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:
 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
 Repeating 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 displates 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.

Acest plan anuleaza si inlocuieste planul nr. PT.03.03.23.1.RE.01.002 elaborat la data 01.2013.
 This layout plan canceled and replaced layout plan no. PT.03.03.23.1.RE.01.002 prepared on 01.2013.

Verificator / Expert
 Checker / Expert

Cerșia
 Requirement

Semnatul
 Signature

Referat / Expertiză
 Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

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

PROIECTANT / DESIGNER:
 PÖYRY

Aprobat / Approved
 Sef de echipă / Team leader
 C. Teodorescu

Verificat / Checked
 Expert Cheile / Key Expert
 R. Witan

Data / Date

01.2013

01.2013

Subcontractant / Subcontractor

Aprobat / Approved
 Adjunct Șef de echipă / Deputy Team leader
 A.M. Baicu

Proiectat / Designed
 Inginer / Engineer
 D. Oprescu

"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru traficul feroviar 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"

Denumire desen / Drawing name:
 P.O. Bretea Mureșeană. Peroane. Plan secțiuni peroane zonă curentă
 S.P. Bretea Mureșeană. Platforms. Current sections platforms plan

Scara / Scale
 1:10;1:20

Revizii / Revision
 1/05.2013

Cod desen / Drawing Code
 PT.03.03.23.1.RE.01.002

Nr / No
 02/07