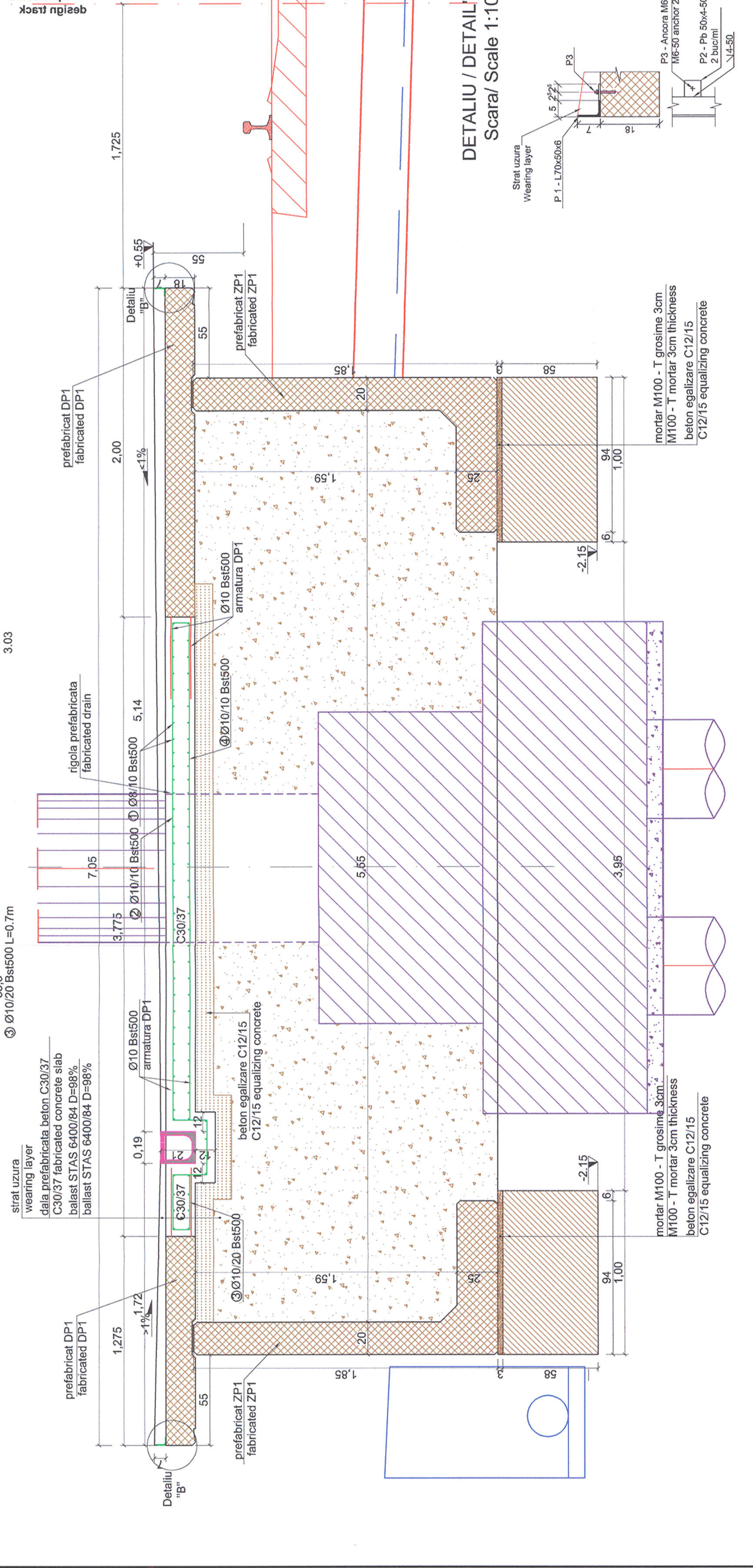


CLASA DE IMPORTANTA A CONSTRUCTIEI CONFORM P100/1-2006 ESTE III; CATEGORIA DE IMPORTANTA CONFORM H.G. nr. 766/97 este "C".

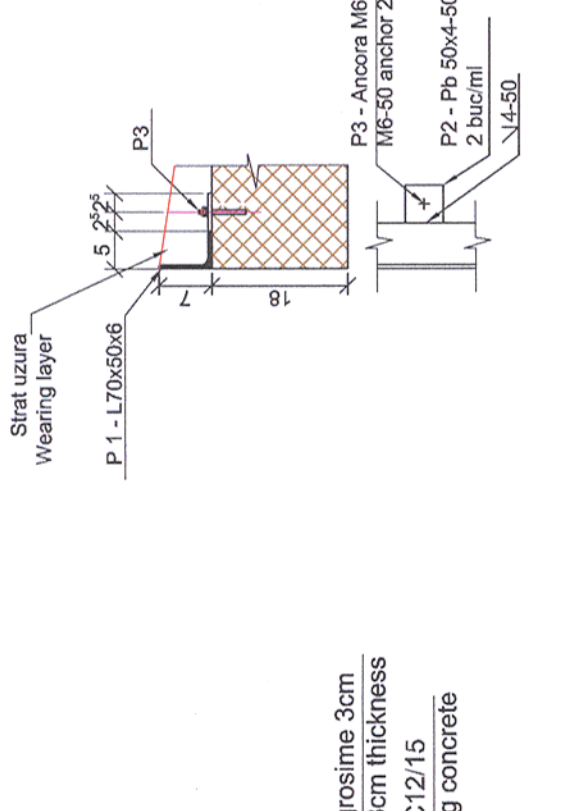
THE CONSTRUCTION IMPORTANCE CLASS, ACCORDING TO P100/1-2006, IS III; CATEGORY, ACCORDING TO H.G. 766/97 IS "C".

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



DETALIU / DETAIL "B"  
 Scaral Scale 1:10



Extras de armatura/  
 Reinforcement extract

Element	Marca/Mark	Diametru/Diameter (mm)	Nr. Buc./No. of pieces	Lungime/Length (m)	Bst500(s500)
sectiune pe ml peron pasarela	1	8	76	1.00	76.00
	2	10	5	4.45	22.25
	3	10	5	0.70	3.50
	4	10	5	3.35	16.75
Lungime totala pe diametre / Total length on diameter (m)					76.00
Masa pe metru / Mass on meter (kg/m)					0.395
Masa pe diametre / Mass on diameter (kg)					30.02
Masa totala pe tip de otel / Total mass on steel type (kg)					57.00

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	Total	
P1	L70x50x6	1.00	2	5.41	10.82	S255JR
P2	Pb 50x4-50	0.05	4	1.57	0.314	S255JR
P3	M6-50	-	4	-	0.03	S255JR
Total / Total [kg]					11.254	
Sudura / Welding (3%)					0.33762	
Greutate Totale / Total weight [kg]					11.5916	

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, taiate in faza 3, cu eclise din Bst500 Ø10mm l=250mm sudate.  
 8. Se monolitizeaza cu beton C30/37 zona demolata si se reface asfaltul decopertat.

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.

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 Bst500 welded fishplates having Ø10mm and l = 250 mm  
 8. 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.03.03.22.RE.01.006 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.22.RE.01.006 prepared on 01.2013.

Verificator / Expert Checker / Expert

Cerinta Requirement

Seemnatura Signature

Referat/Expertiza Report/Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NATIONALA DE CAI FERATE "CFR" SA

PROIECTANT / DESIGNER:

PÖYRY

Aprobat Approved

Verificat Checked

Subcontractant / Subcontractor

Aprobat Approved

Verificat Checked

Subcontractant / Subcontractor

Aprobat Approved

Verificat Checked

Şef de echipă Team leader

Expert Cheile Key Expert

C. Teodorescu

R. Witan

01.2013

01.2013

Adjunct Şef de echipă Deputy Team leader

Inginer Engineer

A.M. Baicu

D.Oprescu

01.2013

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 Border - Curtici - Simeria, component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"

Section 3: Gurasada - Simeria

Denumire desen / Drawing name:  
 Plan secțiuni peroane zonă pasarela - Stația Iliia  
 Footbridge sections platforms plan-Iliia Station

Scara / Scale  
 1:10;1:20

Revizia / Revision  
 1/05.2013

Cod desen / Drawing Code  
 PT.03.03.22.RE.01.006

Nr / No  
 06/08