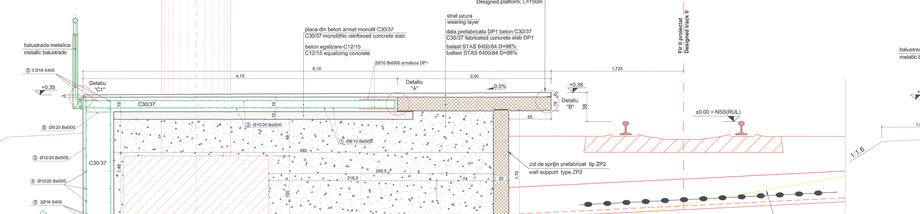
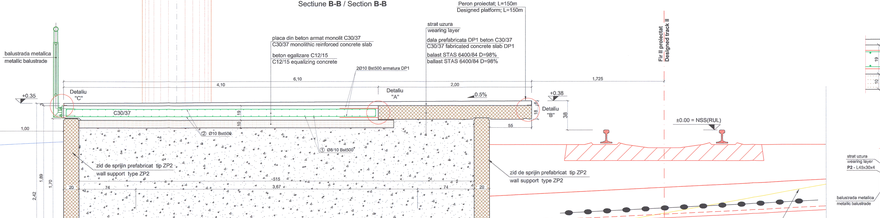
Sectiune A-A / Section A-A



Sectiune B-B / Section B-B



Detaliu "A" / Detail "A"
scara/ scale 1:10

Detaliu "B" Detail "B"
scara/ scale 1:10

Detaliu "C"/ Detail "C"
scara/ scale 1:10

Detaliu "C1"/ Detail "C1"
scara/ scale 1:10

Extras de armatura [pe mil peron] - Sectiune A-A/ Reinforcement extract [by mil platform] - Section A-A

Marca/ Mark	Diametrul/ Diameter (mm)	Nr. Buc./ No. of pieces	Lungime/ Length (m)	Bst500(S500)	
				φ8	φ10 φ16
1	8	82	1.00	82.00	-
2	10	10	4.35	-	43.50 -
3	10	5	4.15	-	20.75 -
4	10	16	1.00	-	16.00 -
5	16	6	1.00	-	- 6.00
6	8	3	1.10	5.50	- -
Lungime totala pe diametre / Total length on diameter (m)				87.50	80.25 6.00
Masa pe metru /Mass on meter (kg/m)				0.395	0.617 1.580
Masa pe diametre / Mass on diameter				34.56	49.51 9.48
Masa totala per tip de otel / Total mas on steel type (kg)				94	

Extras de armatura [pe mil peron] - Sectiune B-B/ Reinforcement extract [by mil platform] - Section B-B

Marca/ Mark	Diametrul/ Diameter (mm)	Nr. Buc./ No. of pieces	Lungime/ Length (m)	Bst500(S500)	
				φ8	φ10
1	8	82	1.00	82.00	-
2	10	10	4.35	-	43.50
Lungime totala pe diametre / Total length on diameter (m)				82.00	43.50
Masa pe metru /Mass on meter (kg/m)				0.395	0.617
Masa pe diametre / Mass on diameter				32.39	26.84
Masa totala pe tip de otel / Total mass on steel type (kg)				60.00	

Extras de laminate [se mil de peron]
Rolled steel extract [by mil platform]

Pozitie/ Position	Element/ Element	Lungime/ Length (m)	Greutate/Weight (kg)			Calitate/ Quality
			Nr. Piece	Pe Ud/ Pe buc.	Total	
P1	L63x80x5	1.00	1	4.57	4.57	S235JR
P2	L43x30x4	1.00	1	2.25	2.25	S235JR
P3	Pb 50x4-80	0.05	4	1.57	0.0785	0.314 S235JR
P4	M6-50	-	4	-	0.03	0.12 S235JR
Total/ Total (kg)						7.2540
Sudura/ Welding (3%)						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; Other way the designer will not assume the responsibility about the errors in the plans or in the material lists.

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 II/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 II/A-S 32,5 N ; sort 0-31; A/C : 0,75 ;
Reinforced concrete C30/37 CEM II/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 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.

NOTA:

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 (DP1)
2. Se demolieaza betonul de monolitizare
3. Se taie armaturile in zona centrala a monolitizarii (la mix.1.50m de la marginea peronului)
4. Se demonteaza prefabricatele si se depoziteaza in aceeasi sectiune pe exterior
5. Se executa lucrarile la cale
6. Se reface peronul prin montarea prefabricatelor prefabricatelor pe pozitia initiala
7. Pe masura ce se monteaza elementele prefabricate de peron se asigura continuitatea armaturilor, bisute in fiuza 3, cu eclise din Bst500 Ø10mm l=200mm sudate
8. Se monolitizeaza cu beton C30/37 zona demolata si se refece asfaltul deoperat.

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:

1. The asphalt uncovering in the concrete cast in position area between prefabricated elements (DP1)
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. Restoring 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 reinforcements, the wires cut at point 3, by ties of Bst500 welded flanplates having Ø 10mm and l = 200 mm.
8. 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 cilcaror materiale si sa comunice orice neconcordanta proiectantului. Lipsa acestei verificari nu 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.

Acest plan anuleaza si inlocuieste planul nr. PT.03.03.23.1.RE.01.004 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.23.1.RE.01.004 prepared on 01.2013.

Verificator / Expert Checker / Expert	Control Requirement	Semnatura Signature	Stampila / Expertiza Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

COMPANIA NAȚIONALĂ DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY		Data Date	Semnătura Signature
Aprobat Approved	Şef de echip.ă Team leader	C. Teodorescu	01.2013
Verificat Checked	Expert Cheie Key Expert	R. Wtan	01.2013
Subcontractant / Subcontractor	MIOTOP		
Aprobat Approved	Adjunct Şef de echip.ă Deputy Team leader	A.M. Balcu	01.2013
Proiectat Designed	Inginer Engineer	D. Opresou	01.2013

"Reabilitarea liniei c.f. Frontier A - Curtici - Simeria, parte componenta a coridorului IV Pan - European pentru viteza pe trenuri/or cu viteză maximă de 160 km/h" Sectiunea 3: Gurasada - Simeria

"Rehabilitation of the line: Border - Curtici - Simeria, component Part of the IV Pan - European Corridor for the Trains Circulation with minimum speed of 160 km/h" Section 3: Gurasada - Simeria

Faza / Phase: PTh+CS / TD+TS

Denumire desen / Drawing name:

P.O. Brotrea Mureşean.ă, Peroane, Plan secţiuni peroane zon.ă paserel.ă
S.P. Brotrea Mureşean.ă. Platforms. Footbridge sections platforms plan

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:10,1:20	1/05.2013	PT.03.03.23.1.RE.01.004	04/07