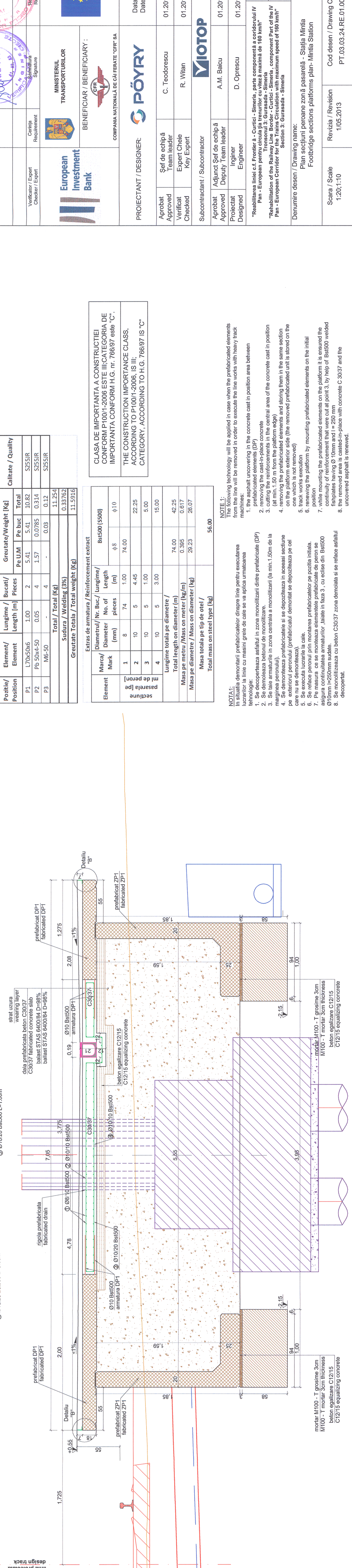


Toate tipurile de oțel (în special Bst 500) vor avea obligatoriu clasa de ductilitate C
All types of steel (especially Bst 500) will mandatory have the ductility class C

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)

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	-	0.12	S255JR
Total / Total [kg]				11.254		
Sudura / Welding (3%)				0.33762		
Greutate Totala / Total weight [kg]				11.5916		

Extras de armatura / Reinforcement extract

Element	Marca/ Mark	Diametru/ Diameter (mm)	Nr. Buc./ No. of pieces	Lungime/ Length (m)	Bst500 [S500]		
					φ8	φ10	
1	8	74	1.00	74.00			
2	10	5	4.45		22.25		
3	10	5	1.00		5.00		
4	10	5	3.00		15.00		
Lungime totala pe diametre / Total length on diameter (m)					74.00	42.25	
Masa pe metru /Mass on meter (kg/m)					0.395	0.617	
Masa pe diametre / Mass on diameter (kg)					29.23	26.07	
Masa totala pe tip de oțel / Total mass on steel type (kg)						56.00	

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"

NOTA 1:
 In situatia demontarii prefabricatelor, dinspre linie pentru executarea
 lucrurilor 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 lucrurile la cale.
 6. Se refac peronul prin montarea prefabricatelor pe pozitia initiala.
 7. Pe masura ce se monteaza elementele prefabricate de peron se
 asigura continuitatea armaturilor, laiate in faza 3 , cu eclise din Bst500
 Ø10mm l=250mm sudate.
 8. Se monolitizeaza cu beton C30/37 zona demolata si se refac 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. 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
 fisplates 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.

PROIECTANT / DESIGNER:
PÖYRY

COMPANIA NATIONALA DE CĂI FERATE "CFR" SA

MINISTERUL
 TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

European
 Investment
 Bank

Verificator / Expert
 Checker / Expert

Cerinta
 Requirement

Semnătura
 Signature

Răferatul Expertiză
 Report / Expertise

Subcontractant / Subcontractor
VIOTOP

Approbat
 Approved

Verificat
 Checked

Șef de echipă
 Team leader

Expert Cheie
 Key Expert

C. Teodorescu

R. Witan

01.2013

01.2013

01.2013

01.2013

Adjunct Șef de echipă
 Deputy Team leader

A.M. Baicu

Inginer
 Engineer

D. Oprescu

01.2013

01.2013

Proiectat
 Designed

Inginer
 Engineer

D. Oprescu

01.2013

01.2013

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 pasarelă - Stația Mîntia
 Footbridge sections platforms plan- Mîntia Station

Scara / Scale
 1:20;1:10

Revizia / Revision
 1/05.2013

Cod desen / Drawing Code
 PT.03.03.24.RE.01.006

Nr / No
 06/08

Acest plan anuleaza si inlocuieste planul nr. PT.03.03.24.RE.01.006 elaborat la
 data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.24.RE.01.006
 prepared on 01.2013.

