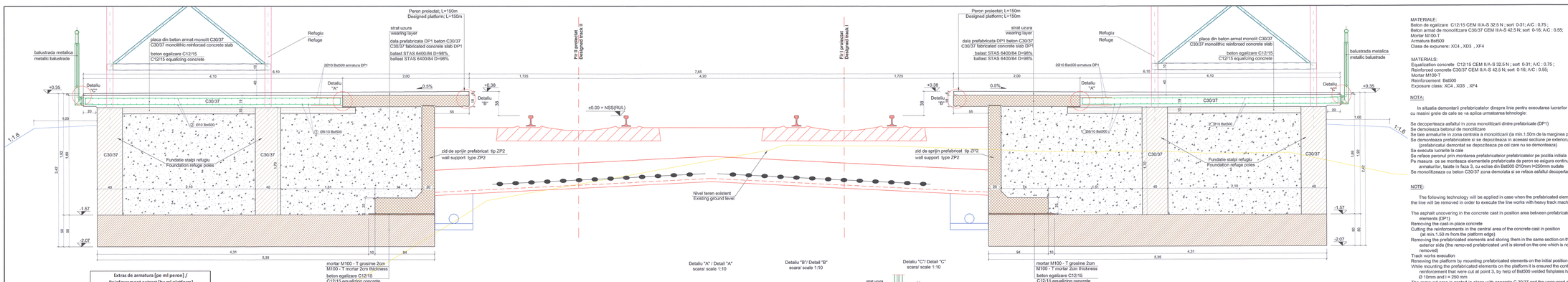

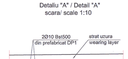

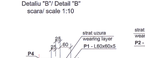

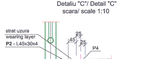

Extras de armatura [pe mei peron] / Reinforcement extract [by mi platform]					
Marca/ Mark	Diametrul/ Nr. Buc./ Lungime/ Diameter (mm)	No. of pieces	Length (m)	Bst500 (S500)	
				ϕ8	ϕ10
1	8	82	1.00	82.00	-
2	10	10	4.35	-	43.50
Lungime totala pe diametre / Total length on diameter (m)				82.00	43.50
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)				60.06	

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

Extras de laminate [pe mi de peron] / Rolled steel extract [by mi platform]						
Pozitie/ Position	Element/ Element	Lungime/ Length (m)	Bucati / Pieces	Greutate/Weight (kg)		Calitate/ Quality
				Pe Ută / Pe buc.	Total	
P1	L60x60x5	1.00	1	4.57	4.57	S255JR
P2	L40x30x4	1.00	1	2.25	2.25	S255JR
P3	Pb 50x4-50	0.05	4	1.57	0.0785	0.314	S255JR
P4	M6-50	-	4	-	0.03	0.12	S255JR
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; CATEGORY, ACCORDING TO H.G. 766/97 IS "C".

MATERIALE:
Beton de egalizare C12/15 CEM II/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

NOTA:

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

Se decoperteaza asfaltul in zona monolitizari dintre prefabricate (DP1)
Se demoleaza betonul de monolitizare
Se taie armaturile in zona centrala a monolitizari (la min.1.50m de la marginea peronului)
Se demonteaza prefabricatele si se depoziteaza in aceeasi sectiune pe exterior peronului (prefabricatul demontat se depoziteaza pe cel care nu se demonteaza)
Se executa lucrarile la cale
Se refiace 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 Ø10/mm in200mm sudate
Se monolitizeaza cu beton C30/37 zona demolata si se refiace 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 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.03.03.23.3.RE.01.003 elaborat la data 01.2013.

This layout plan canceled and replaced layout plan no. PT.03.03.23.3.RE.01.003 prepared on 01.2013.

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnătura Signature	Referat / Expertiză 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. Witan	01.2013	
Subcontractant / Subcontractor VIOTOP				
Aprobat Approved	Adjunct Şef de echip ă Deputy Team leader	A.M. Baicu	01.2013	
Proiectat Designed	Inginer Engineer	D. Opresou	01.2013	

"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circulaţia pe infrastructură cu viteză maximă de 160 km/h" Tronsonul 3: Gurasada - Simeria

"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

Project 9i 35311.1

Faza / Phase: PTh+CS / TD+TS

Denumire desen / Drawing name:
P.O. Veţel. Peroane. Plan secţiune peroane zon ă refugiu
S.P. Veţel. Platforms. Refuge section platforms plan

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:10;1:20	1/05.2013	PT.03.03.23.3.RE.01.003	03/06