

ACEST PLAN ANULEAZA SI INLOCUIESTE PLANUL NR. PT.03.03.23.4.RE.01.005 ELABORAT LA DATA 01.2013.

THIS LAYOUT PLAN CANCELED AND REPLACED LAYOUT PLAN NO. PT.03.03.23.4.RE.01.005 PREPARED ON 01.2013.

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

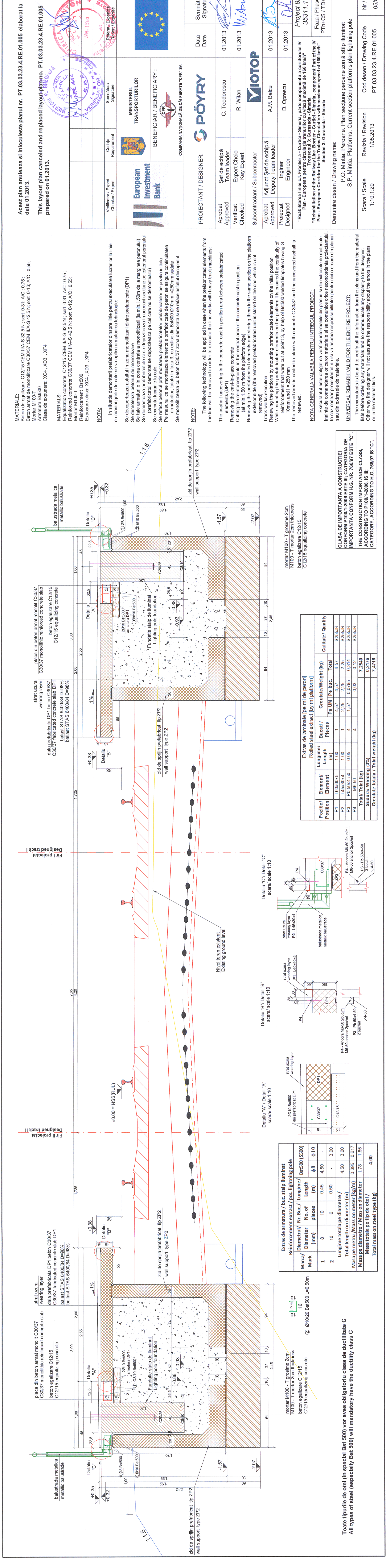
MATERIALS:
 Equalization concrete C12/15 CEM III/A-S 32.5 N ; sort 0-31; A/C : 0.75 ;
 Reinforced concrete C30/37 CEM III/A-S 42.5 N; sort 0-16; A/C : 0.55;
 Mortar M100-T
 Reinforcement Bst500
 Exposure class: XC4 , XD3 , XF4

NOTA:
 In situatia demontarii prefabricatelor din spire linie pentru executarea lucrarilor la linie cu masini grele de cale se va aplica urmatoarea tehnologie:
 Se decoperteaza astaltul in zona monolitizarii dintre prefabricate (DP1)
 Se demoleaza betonul de monolitizare
 Se laie armaturile in zona centrala a monolitizarii (la min. 1.50m de la marginea peronului)
 Se demontaza prefabricatele si se depoziteaza in aceiasi sectiune pe exteriorul peronului (prefabricatul demontat se depoziteaza pe cel care nu se demonteaza)
 Se executa lucrarile la cale
 Se refaca peronul prin montarea prefabricatelor prefabricatelor pe pozitia initiala
 Pe masura ce se monteaza elementele prefabricate de peron se asigura continuitatea armaturilor, latiate in faza 3, cu eclise din Bst500 Ø10mm l=250mm sudate
 Se monolitizeaza cu beton C30/37 zona demolata si se refaca astaltul decopertat.

NOTE:
 The following technology will be applied in cases 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 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 inaintea comenzii 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.



Extras de armatura / buc. stăp iluminat
 Reinforcement extract / pcs. lighting pole

Marca/Mark	Diametru/Diameter (mm)	Nr. Buc./No. of pieces	Lungime/Length (m)	φ8	φ10
1	8	10	0.45	4.50	-
2	10	6	0.50	-	3.00
Lungime totala pe diametre / Total length on diameter (m)				4.50	3.00
Masa pe metru / Mass on meter (kg/m)				0.395	0.617
Masa pe diametre / Mass on diameter				1.78	1.85
Masa totala pe tip de otel / Total mass on steel type (kg)				4.00	

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

Pozitie/Position	Element/Element	Lungime/Length (m)	Bucati / Pieces	Greutate/Weight (kg)	Calitate / Quality
P1	L60x60x5	1.00	1	4.57	S255JR
P2	L45x30x4	1.00	1	2.25	S255JR
P3	Pb 50x4-50	0.05	4	1.57	S255JR
P4	M6-50	-	4	0.03	S255JR
Total / Total (kg)				7.2540	
Sudura/Welding (3%)				0.2176	
Greutate totala / Total weight (kg)				7.4716	

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

PROIECTANT / DESIGNER:
 C. Teodorescu
 R. Witan

APROBAT / APPROVED:
 Șef de echipă / Team leader
 Expert Cheie / Key Expert

VERIFICAT / CHECKED:
 Șef de echipă / Team leader
 Expert Cheie / Key Expert

SUBCONTRACTANT / SUBCONTRACTOR:
 A.M. Baicu
 D. Oprescu

DATA / DATE:
 01.2013
 01.2013

SEMNAȚURA / SIGNATURE:
 [Signatures]

PROIECT / PHASE:
 Project 9 / 35311.1
 Faza / Phase: PTH+CS / TD+TS

REABILITAREA LINIEI C.F. FRONTIERĂ - CURȚICI - SIMERIA - PARTE COMPONENTĂ A CORIDORULUI IV
 REHABILITAREA LINIEI C.F. FRONTIERĂ - CURȚICI - SIMERIA - PARTE COMPONENTĂ A CORIDORULUI IV
 REHABILITAREA LINIEI C.F. FRONTIERĂ - CURȚICI - SIMERIA - PARTE COMPONENTĂ A CORIDORULUI IV

SCARA / SCALE:
 1:10; 1:20

REVIZIA / REVISION:
 1/05.2013

COD DESEN / DRAWING CODE:
 PT.03.03.23.4.RE.01.005

NR. / NO:
 05/07