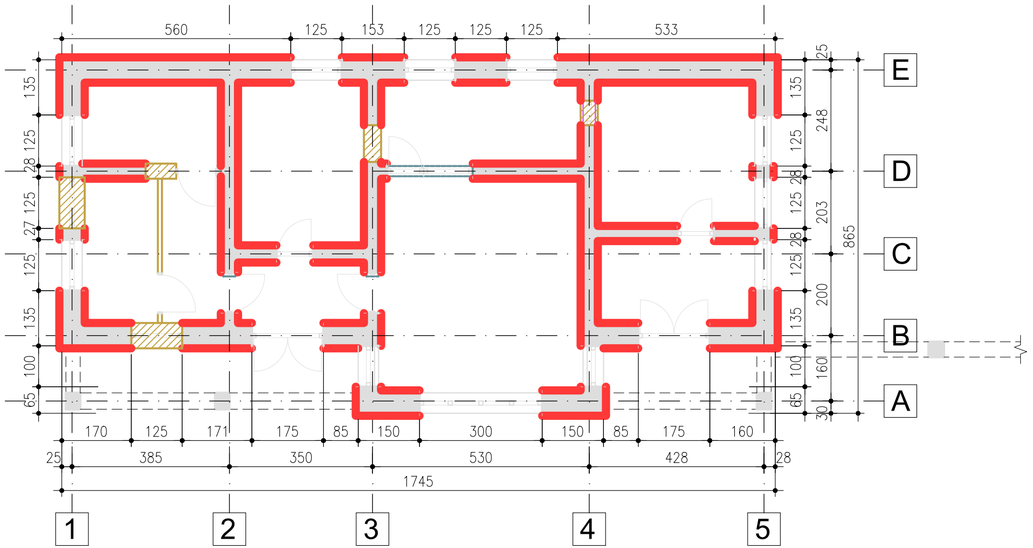
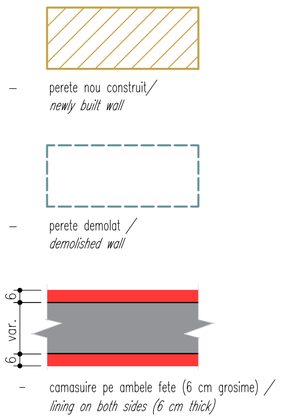
STATIA C.F. MOGOSOAIA / *MOGOSOAIA RAILWAY STATION*
CLADIRE CALATORI / *PASSENGER BUILDING*
Lucrari de reparatii - Plan consolidare pereti parter / *Repair works - ground floor wall consolidation plan*

Scara/*Scale* 1:100



LEGENDA / *LEGEND*



TEHNOLOGIE DE REALIZARE

- La infrastructura:

– Se extinde verificarea fundatiilor atat ca adancime cat si ca latime plus aspect structural. In cazul in care se constata cote de fundatie in teren umplutura sau deasupra cotei de inghet, se vor realiza subzidiri locale in ploturi. In cazul in care se constata fisuri, se vor realiza reparatii prin injectari.
– Realizare hidroizolatie exterioara la fundatii
– Realizare sistem de tip Freezteq pentru impiedicarea urcarii apei prin capilaritate;
– Refacere tencuieli degradate prin accesiunea apei in zidarie;

- La suprastructura :

– Se vor injecta toate fisurile descoperite in zidarie/elemente beton;
– Tinand cont ca constructiile se afla in zona seismica cu ag=0.30g si coreland acesta cu cerintele normativului P100/1–2013 in care se specifica numarul maxim de niveluri acceptate pentru constructiile de tip ZNA, tinad cont de degradarile observate in peretii de zidarie, pentru imbunatatirea conditiilor de siguranta structurala propunem consolidarea peretilor de zidarie cu camasuiala armata minim 5–6cm grosime pe ambele parti si plasa de tip STNB minim Ø6/100 x Ø6/100.

EXECUTION TECHNOLOGY

- *For the infrastructure:*

– The foundation inspection will be extended to verify both depth and width, as well as structural aspects. If the foundation levels are found to be in fill soil or above the frost depth, local underpinning in sections will be carried out. If cracks or are found, repairs will be made through injection techniques.
– Installation of external waterproofing on foundations.
– Implementation of a Freezteq system to prevent capillary rise of water.
– Restoration of degraded plaster affected by water infiltration into the masonry.

- *For the superstructure :*

– All cracks discovered in the masonry or concrete elements will be injected.
– Considering that the structures are located in a seismic zone with ag=0.30g and aligning with the requirements of the P100/1–2013 code, which specifies the maximum number of floors permitted for URM–type constructions, and considering the observed degradation in masonry walls, we propose reinforcing the masonry walls with reinforced jacketing, with a minimum thickness of 5–6cm on both sides and STNB mesh of at least Ø6/100 x Ø6/100.

ENTITATE CONTRACTANTA / ***CONTRACTING ENTITY***
C.N.C.F. "C.F.R." - S.A.

CONTRACTANT / ***CONTRACTOR***
Asocierea S.C. ISPCF S.A. - S.C. BAICONS IMPEX SRL

	Nume / *Name*	Data / *Date*	Semnatura / *Signature*
Şef Proiect / *Project Manager*	ing. Viorel GORGONETU	11.2024	
Verificat / *Checked*	ing. Dan PĂTRAȘCU	11.2024	
Proiectat / *Designed*	ing. Franciska SEPRŐDI	11.2024	

”Modernizarea liniilor și instalațiilor din Complexul Feroviar București”
Studiu de fezabilitate

”Modernization lines and installations in the Bucharest Railway Complex Feasibility Study

Proiect / *Project*: 38 / 2022

Faza / *Phase*: S.F. / *F.S.*

Denumire / Title
STATIA C.F. MOGOSOAIA.
CLADIRE CALATORI. LUCRARI DE REPARATII /
MOGOSOAIA RAILWAY STATION.
PASSENGER BUILDING. REPAIR WORKS

Scara / *Scale*: 1:100

Codificare / Codification System

C	O	B	U	S	F	R	E	Z	D	V	D	0	1	0	2	0	0	1	R	0	0

Istoricul reviziilor / Revision History

Rev.	Data/Date	Descriere Modificare / Modification description
1		
2		
3		
4		