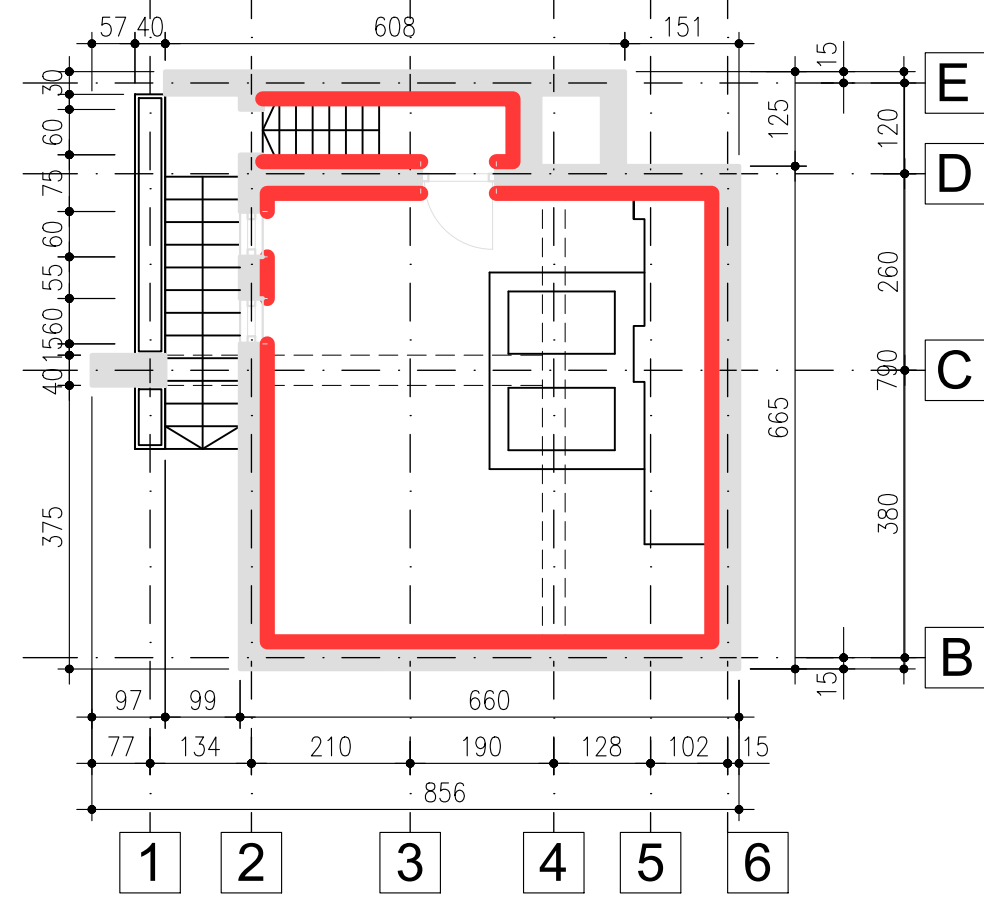


STATIA C.F. BANEASA / BANEASA RAILWAY STATION
CLADIRE CED/ CED BUILDING

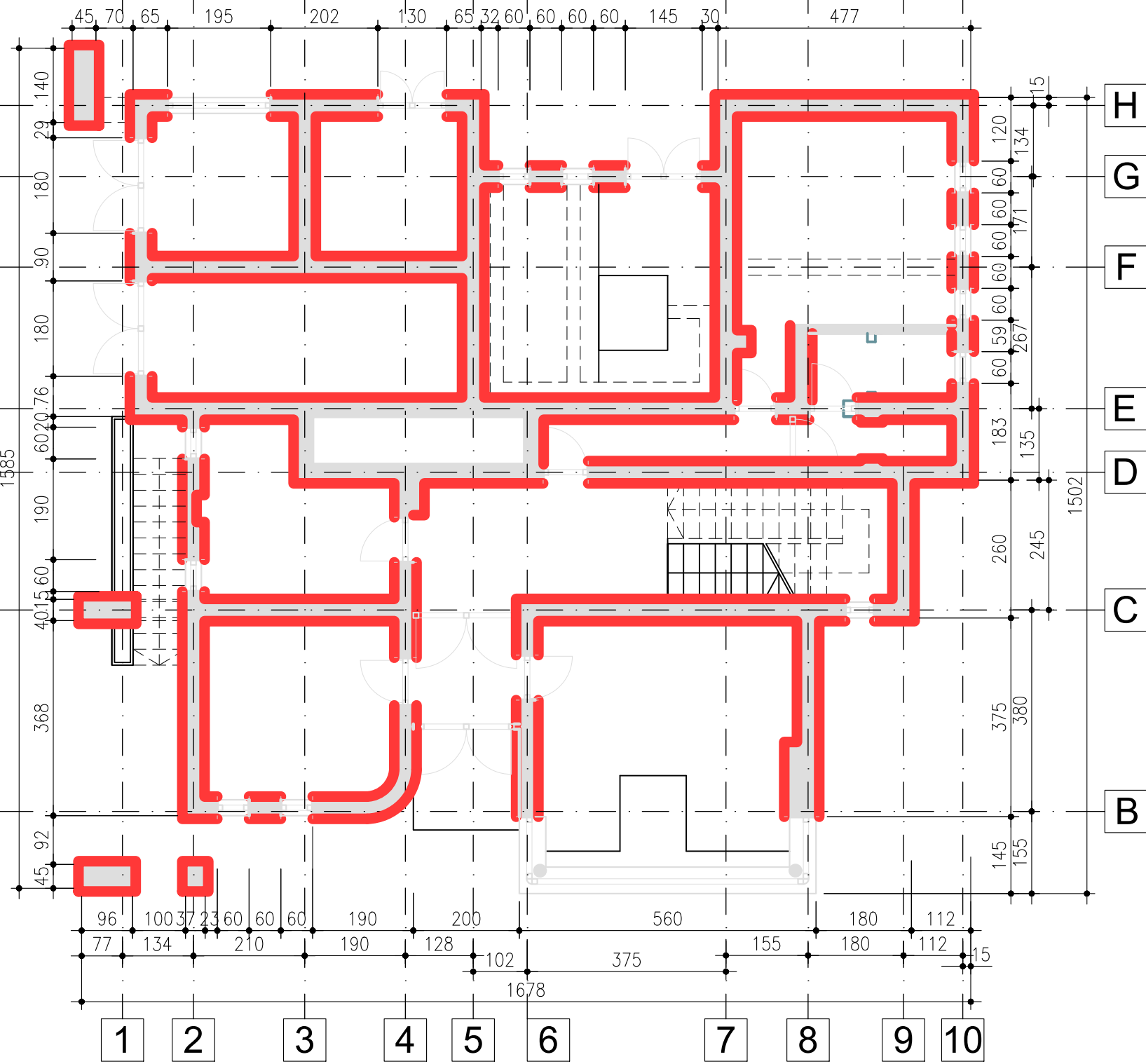
Lucrari de reparatii - Plan consolidare pereti subsol /
Repair works - basement wall consolidation plan

Scara/ Scale 1:100



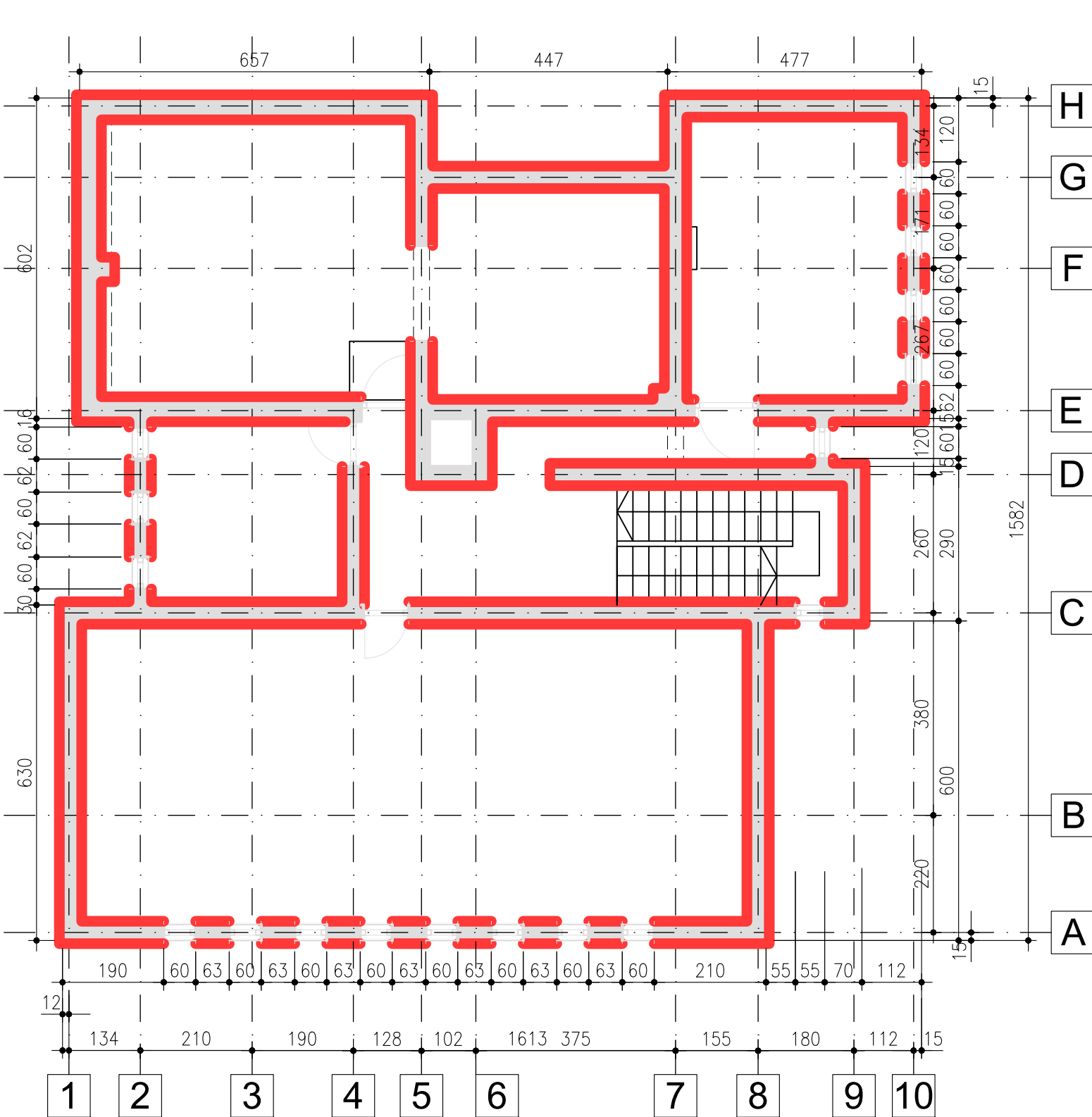
Lucrari de reparatii - Plan consolidare pereti parter /
Repair works - ground floor wall consolidation plan

Scara/ Scale 1:100



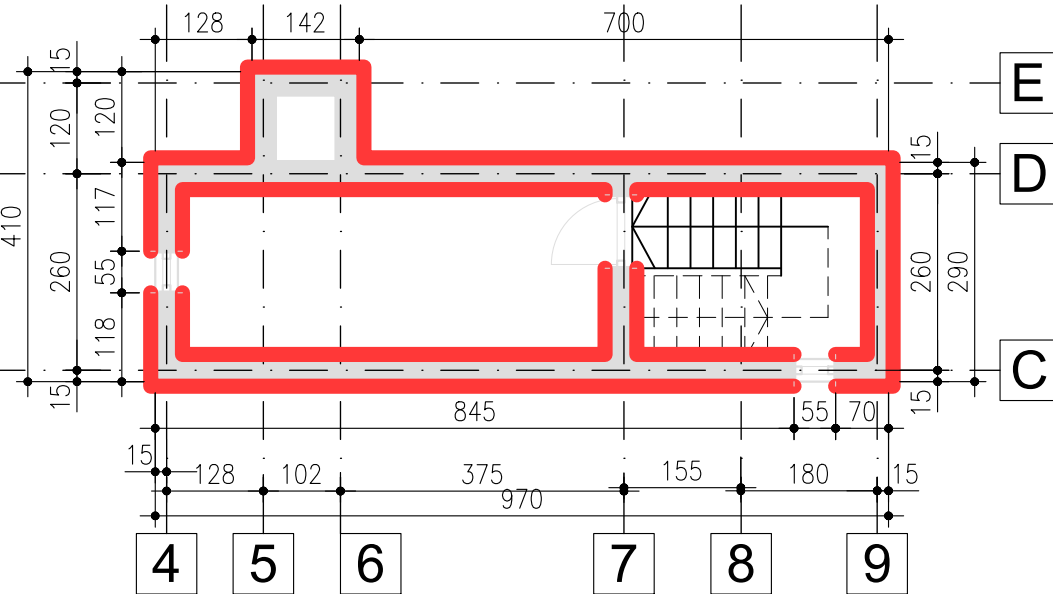
Lucrari de reparatii - Plan consolidare pereti etaj 1 /
Repair works - 1st floor wall consolidation plan

Scara/ Scale 1:100



Lucrari de reparatii - Plan consolidare pereti etaj 2l /
Repair works - 2nd floor wall consolidation plan

Scara/ Scale 1:100



LEGENDA / LEGEND



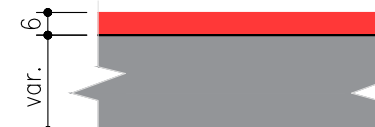
- perete nou construit /
newly built wall



- perete demolat /
demolished wall



- camasure pe ambele fete (6 cm grosime) /
lining on both sides (6 cm thick)



- camasure pe o singura fata (6 cm grosime) /
lining on one side (6 cm thick)

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 Freeztec pentru impiedicarea urcarii apei prin capilaritate;
 - Refacere tencuiei degradate prin accesiunea apei in zidarie;
- La suprastructura:
 - Se desfac tencuielile se curata rosturile pe o adancime de 15-20mm.
 - 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 camasiuala armata minim 6cm grosime pe ambele parti si plasa de tip STNB minim $\varnothing 8/150 \times \varnothing 8/150$.

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 compromised concrete are found, repairs will be made through injection techniques.
 - Installation of external waterproofing on foundations.
 - Implementation of a Freeztec system to prevent capillary rise of water.
 - Restoration of degraded plaster affected by water infiltration into the masonry.
- For the superstructure:
 - Existing plaster will be removed, and the joints will be cleaned to a depth of 15-20 mm.
 - 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 6cm on both sides and STNB mesh of at least $\varnothing 8/150 \times \varnothing 8/150$.

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		
Sef Project Project Manager	Nume Name ing. Viorel GORGONETU	Data Date 11.2024
Verificat Checked	ing. Dan PĂTRAȘCU	11.2024
Proiectat Designed	ing. Franciska SEPRÓDI	11.2024
"Modernizarea liniilor și instalațiilor din Complexul Feroviar București" Studiu de fezabilitate		Proiect / Project 38 / 2022
"Modernization lines and installations in the Bucharest Railway Complex Feasibility Study"		Faza / Phase S.F. F.S.
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Rev.	Data/Date	Descriere Modificare / Modification description
1		
2		
3		
4		