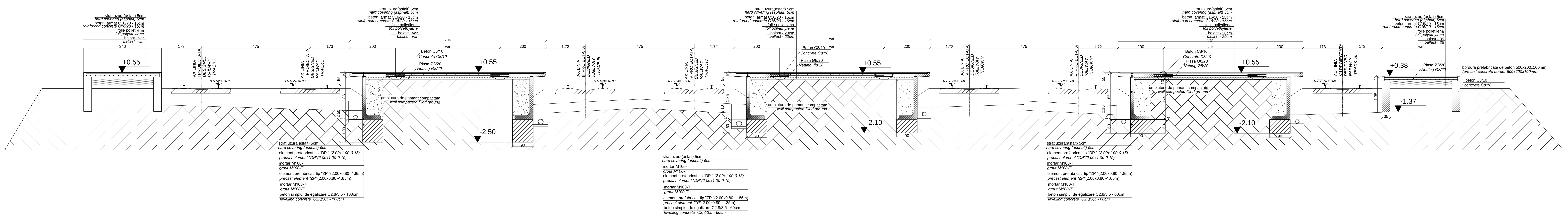
Sectiuni caracteristica peron km 170+872.5 - 171 +150
Platform characteristic cross section km170+872.5+171+150

Sectiuni caracteristica peron km 171 +150 - 171+325
Platform characteristic cross section km 171 +150 - 171+325



Peronul de la linia I se va reabilita prin aducerea la gabaritul c.f. de 1.725 din axul liniei 1 si la +0.55NSS.

Peroanele de la liniile 2-3, IV-5, VI-7 se vor executa in urmatorul mod:
1. Se vor indeparta bordurile si se va indeparta stratul de uzura existent.
2. Se vor sprijini copertinele inainte de incepeterea sapaturii;
3. Se va sapa in santuri de latime de 90cm cu sprijiniri de la 2.275m fata de axul c.f.
4. Se va turna apoi stratul de egalizare necesar elementelor componente
5. Se traseaza fata de axul c.f. pozitia elementelor verticale tip zid de sprijin si se monteaza ;
6. Se pozitioneaza si se realizeaza camerele de tragere cabluri, fundatiile stalpilor de iluminat, ale lampadarelor, retelele de instalatii, etc. ;
7. Se executa umplutura intre elementele tip zid de sprijin pana la nivelul din proiect, se compacteaza, se asterne stratul de balast si folia de polietilena ;
8. Se monteaza dalele prefabricate pe elementele tip zid de sprijin si se betoneaza intre ele ;
9. Se realizeaza trecerile de nivel de la capetele peroanelor, conform planului de ansamblu al peroanelor.

Peronul de la liniile 7-8 se va executa in urmatorul mod:
1. Se va sapa in santuri cu sprijiniri;
2. Se traseaza fata de axul c.f. pozitia elementelor verticale ;
3. Se pozitioneaza si se realizeaza camerele de tragere cabluri, fundatiile stalpilor de iluminat, ale lampadarelor, retelele de instalatii, etc. ;
4. Dupa care se va compacta stratul de balast peste care se asterne folia de polietilena si apoi se toarna betonul dupa care se asterne asfaltul.

The platform at track I shall be rehabilitated by bringing it to the railway gauge (1.725 from the track 1 axis) and at +0.55SUL.

The platforms from the tracks 2-3, IV-5, VI-7 will be built in the following way:
1. The border stones shall be removed and the existing hard covering layer will be removed;
2. The canopies will be propped before the excavation is carried out;
3. 90cm wide trenches will be excavated with proppings at 2.275m from the railway axis;
4. Afterwards the levelling underlay necessary for the component elements will be poured;
5. The position of the vertical retaining wall-type elements is traced with respect to the railway axis and they are installed;
6. The cable drawing pits, foundations for lamp posts and floor lamps, installation networks etc. are traced and constructed (they will be executed in the cast in place reinforced concrete zone);
7. The earth filling between the retaining wall-type elements will be executed up to the level provided by the project, it is compacted, the ballast layer and the polyethylene film are laid down;
8. The prefabricated slabs are mounted on the retaining wall-type elements and the space between them is filled with concrete;
9. The level crossings at the ends of the platforms will be built, according to the platforms general layout plan.

The platform at tracks 7-8 shall be executed in the following way:
1. The excavations will be carried out in trenches with propping;
2. The position of the vertical elements shall be traced with respect to the railway axis;
3. The cable drawing pits, foundations for lamp posts and floor lamps, installation networks etc. are traced and constructed (they will be executed in the cast in place reinforced concrete zone);
4. Afterwards the ballast layer will be compacted, over which the polyethylene film is laid down, then the concrete is cast, followed by the pouring of asphalt.

TREBUIE AVUT IN VEDERE CA PEROANELE NOU PROIECTATE URMARESC PROFILUL LONGITUDINAL AL LINIILOR.
THE NEW PLATFORMS DESIGNED FOLLOW THE LONGITUDINAL STRING COURSE OF THE TRACKS.

Extras de armatura OB37:
10000 mp x (5+5)ml/mp x 0,395 kg/ml = 39500 kg

MATERIALE / MATERIALS :
BETON SIMPLU/ CONCRETE :
C8/10 - P4 - T3 - IIA - SR32.5 ,
C2,8/3,5 - P4 - T3 - IIA - SR32.5;
BETON ARMAT / REINFORCED CONCRETE :
C16/20 - P4 - T3 - IIA - SR32.5;
OTEL BETON/ REINFORCEMENT :OB37;

D					
C					
B					
A					
Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANŢAT DE UNIUNEA EURO
EUROPEAN UNION FINANCED PR

CLIENT / CLIENT

C.N.C.F. "C.F.R." - S.A.

ITALFERR GRUPPO FERROVIE DELLO STATO Joint Venture leader
Scott Wilson
OBERMEYER PLANEN + BERATEN GmbH
TECNIC Consulting Engineers

CONSULTANT / CONSULTANT

			Data Date	Semnătură Signature
Aprobat Approved	Şef proiect Project manager	R. Liuzza	12.2011	
Aprobat Approved	Coordonator Secţiune 1 Section 1 Coordinator	C. Gambelli	12.2011	
Verificat Checked	Expert Cheie Key Expert	Giuseppe Fioravanti	12.2011	

SUBCONTRACTANT / SUBCONTRACTOR

AREX COMPANY

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	12.2011	
Întocmit Elaborated	Proiectant Designer	Georgescu Georgiana	12.2011	

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulaţia trenurilor cu viteza maximă de 160 km/h,
Tronsonul : Braşov - Sighişoara
Rehabilitation of the railway line Braşov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h,
Section : Braşov - Sighişoara

Proiect/Project
2004/RO/16/P/PA/003

Faza / Phase:
D.E. / E.D.

Denumire desen / Drawing Title :

Sectiuni caracteristice peroane statia Brasov/
Brasov Station Characteristic platform cross sections

Codificare / Codification System	Scara / Scale 1: 50	LOT / LOT	Nr. / No 01 / 01

E A 5 1 0 1 E 0 1 W B C C 0 0 1 2 0 0 3 1