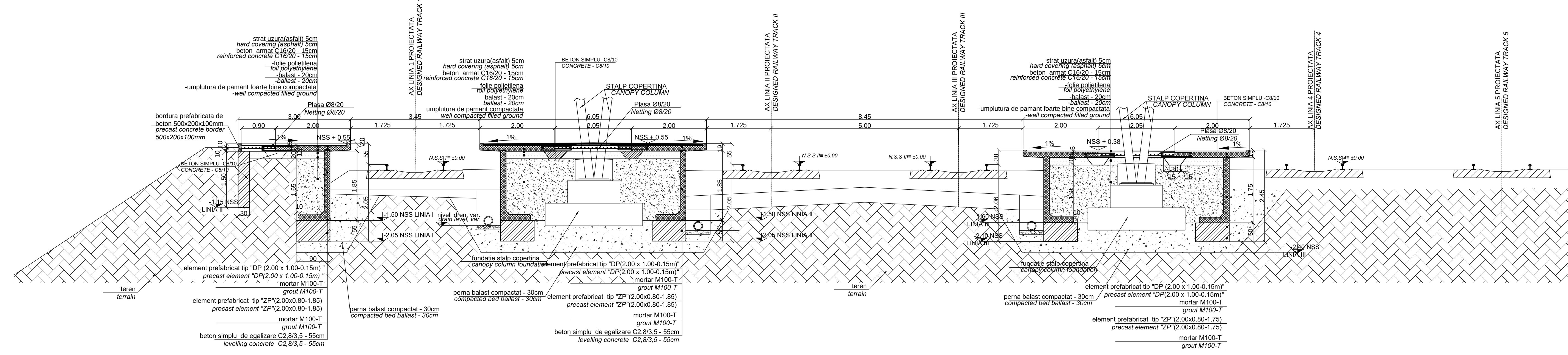
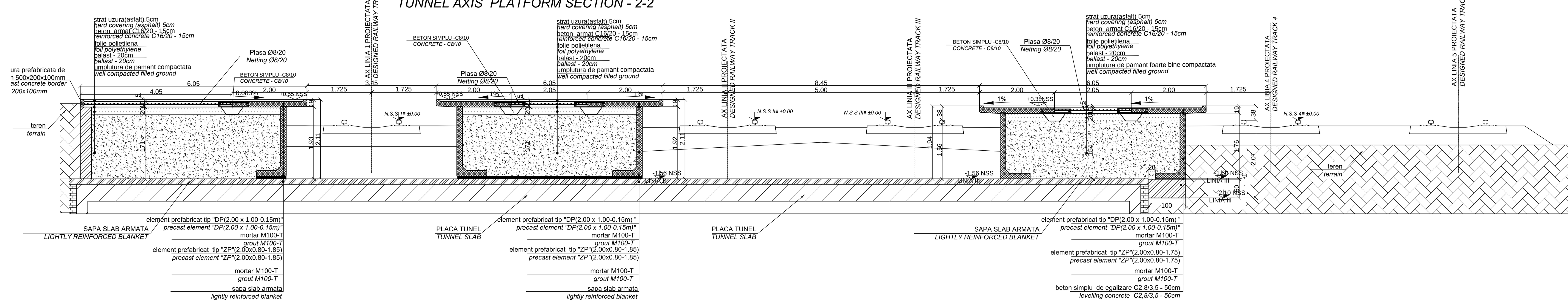
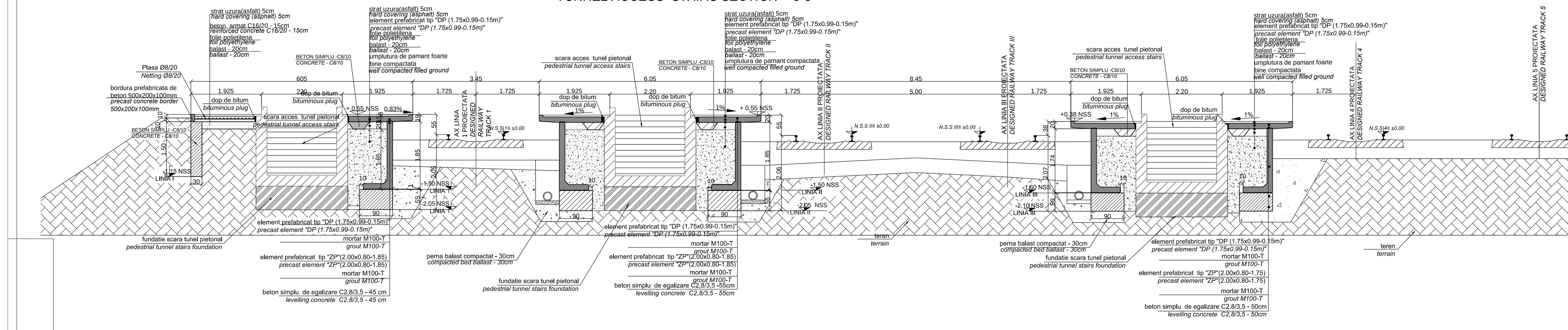
SECTIUNE PEROANE 1 - 1
CROSS SECTION PLATFORM 1-1



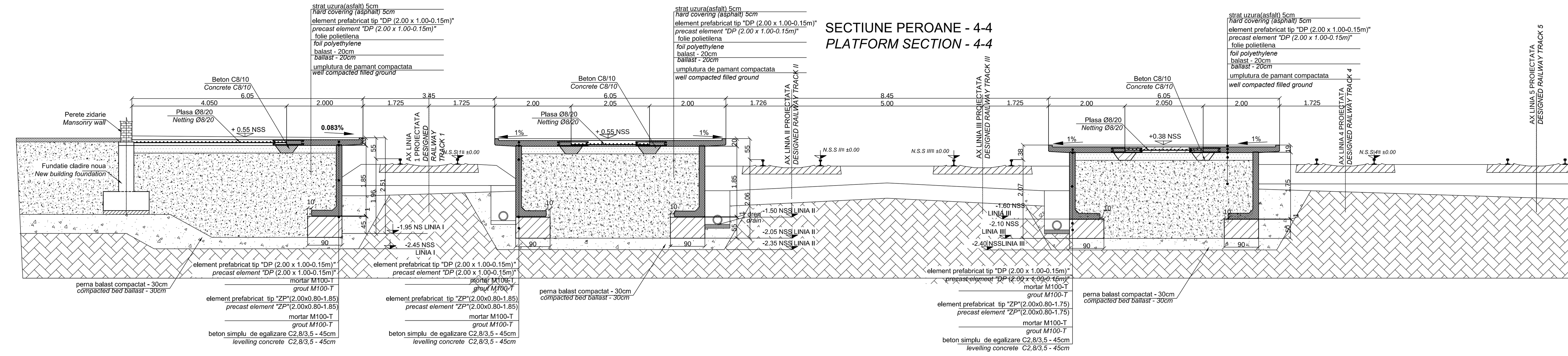
SECTIUNE PEROANE IN AX TUNEL - 2-2
TUNNEL AXIS PLATFORM SECTION - 2-2

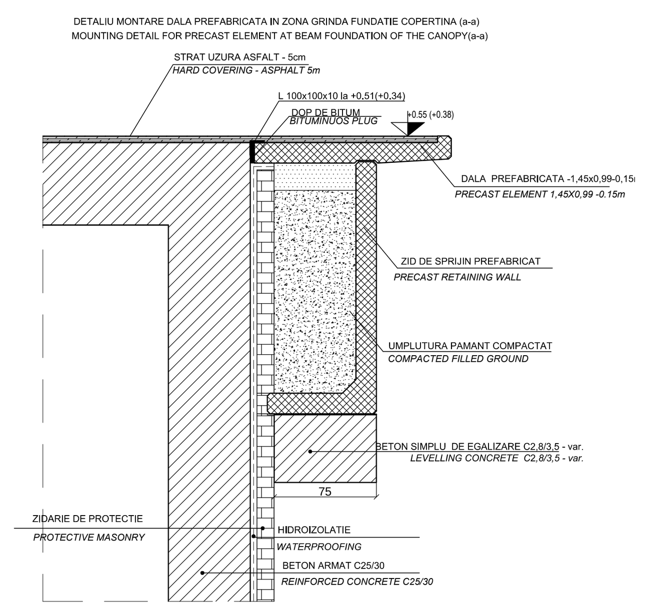


SECTIUNE PEROANE SCARA ACCES TUNEL - 3-3
TUNNEL ACCESS STAIRS SECTION - 3-3



SECTIUNE PEROANE - 4-4
PLATFORM SECTION - 4-4



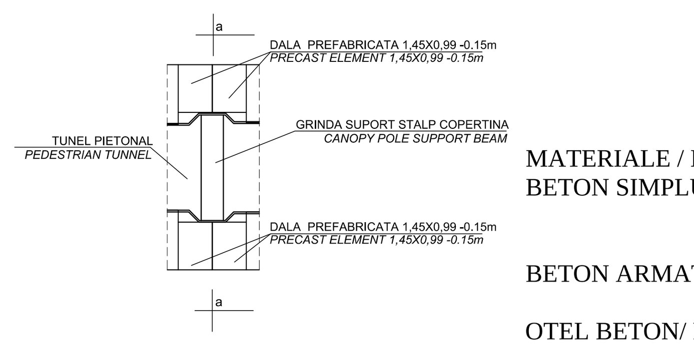


IMPORTANT:

1.Zidul de protectie a hidroizolatiei tunelului pietonal, va avea o grosime de 7cm(o cararmida pe muchie) in dreptul talpii zidului de sprijin prefabricat de peron (acolo unde se evazeaza peretele tunelului la grinda pentru stalpul de copertina).

IMPORTANT:

1.The protective masonry wall for the pedestrial tunnel waterproofing it will have a 7cm thickness (a brick on a side) near the platform precast retaining wall (where the wall tunnel splays at the foundation beam for the canopy pole).



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;

Executia ***Peroanelor*** se face astfel :
– se executa sapatura in transee longitudinale, cu sprijiniri;
Dupa compactarea fundului sapaturii se realizeaza o perna de 30 cm balast compactat apoi stratul de egalizare necesar elementelor componente;
- se traseaza fata de axul c.f. si se executa fundatiile stalpilor de copertina ;
- se traseaza fata de axul c.f. pozitia elementelor verticale tip zid de sprijin si se monteaza ;
- se pozitioneaza si se realizeaza camerele de tragere cabluri, fundatiile stalpilor de iluminat, ale lampadarelor, retelele de instalatii, etc. ;
– se executa umplutura intre elementele tip zid de sprijin pana la cota superioara a fundatiilor copertinei si se compacteaza ;
- se completeaza umplutura pana la nivelul din proiect, se compacteaza, se asterne stratul de balast si folia de polietilena ;
– se monteaza dalele prefabricate pe elementele tip zid de sprijin si se betoneaza intre ele ;
– se realizeaza trecerile de nivel de la capetele peroanelor, conform planului de ansamblu al peroanelor.
Se atrage atentia ca in privinta executiei tuturor elementelor peroanelor, reperele de referinta sunt NSS si axa liniilor c.f..

The platforms will be build as follows
- The excavation will be carried out in tranches using propping;
- After compacting bottom of the excavation and after the laying down of the 30cm ballast bed , the levelling concrete layer required for the component elements will be poured;
- The foundations of the canopy poles will be traced in relation to the lines and will be carried out;
- The position of vertical elements such as retaining walls will be traced in relation to the lines and will be mounted;
- The cable drawing pits, the foundation for lighting poles, for floor lamps and the networks of installations etc. will be positioned and carried out up to the upper level of the canopy foundationsand will be compacted;
- The filling will added up to the level indicated and will be compacted; the ballast layer and polyethylene film will be laid down.
- The precast slabs will be mounted on the elements such as retaining walls and will be monolithing.
- The level crossing will be built at the platform ends acording to the general layout plan for platforms.
As regards the construction of all platform elements, attention must be paid to the reference marks, namely RUL (rail upper level) and track axis.

NOTA:
1.Data fiind cota de fundare a tunelului pietonal de -5.66 de la NSS perna de balast se va opri la marginea tunelului.
2. Acolo unde perna de balast nu se intersecteaza cu tunelul pietonal, acesta se continua sub cladirea statiei.
3.Se va realiza fundarea directa a peroanelor in stratul de umplutura generala.
4.Este absolut necesara confirmarea caracteristicilor terenului de fundare(de catre proiectantul geotehnician), dupa executarea sapaturilor.
5.La executarea sapaturilor, se va realiza un foraj suplimentar, de verificare, in amplasamentul peronului pentru a se verifica daca informatiile provenite din forajele pentru proiectare sunt corecte. In cazul in care exista eventuale diferente, lucrarile proiectate se vor adapta conform rezultatului acestor studii geotehnice de verificare.

NOTE:
1.Given the pedestrian tunnel's bench mark of -5.66 from RUL the ballast bed will stop at the tunnel boundary.
2. Where the ballast bed doesn't cross the pedestrial tunnel, it will be continued below the station building .
3.The platforms will be directly founded in the general filling layer.
3. It is absolutely necessary that the geo-tehnician designer confirms the characteristics of the foundation ground after carrying out the excavations.
5.During the excavation, one supllementary checking borehole will be made in the canopies location to see if the information from the borehole for the design stage are correct

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:
1380 mp x (5+5)ml/mp x 0,395 kg/ml = 5451 kg

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

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	Verificator Verifier	Giuseppe Fioravanti	12.2011	

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	12.2011	
Întocmit Elaborated	Proiectant Designer	Georgiana Georgescu	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 CATA
CATA STATION CHARACTERISTIC PLATFORM CROSS SECTION

Codificare / Codification System	Scara / Scale 1 : 50	LOT / LOT	Nr. / No 01 / 01
EA51 01 E 13 WB CC 00 8 2 003 1			