LEGENDA/LEGEND

NSS	nivel superior sina top of rail
h	suprainaltarea caii, in mm cant, in mm
AR	aliniament-racordare, punctul de trecere din aliniament in curba progresiva tangent to spiral, transition point from tangent to spiral
RC	racordare-curba, punctul de trecere din curba progresiva in curba circulara spiral to curve, transition point from spiral to circular curve
CR	curba-racordare, punctul de trecere din curba circulara in curba progresiva curve to spiral, transition point from circular curve to spiral
RA	racordare-aliniament, punctul de trecere din curba progresiva in aliniament spiral to tangent, transition point from spiral curve to tangent
Ti	tangenta de intrare point of change from tangent to circular curve
Te	tangenta de iesire point of change from circular curve to tangent
TC	punct de tangenta comuna intre doua curbe circulare common tangent point between two circular curves
R	raza curbei circulare, in m radius of circular curve, in m
T	tangenta curbei circulare, in m tangent of circular curve, in m
B	bisectoarea curbei circulare, in m bisector of circular curve, in m
C	lungimea curbei circulare, in m length of circular curve, in m
LR	lungimea curbei progresive, in m length of spiral, in m
Lh	lungimea rampei suprainaltarii, in m cant ramp length, in m
U	unghiul total de abatere, in grade centesimale total deflection angle, in centesimal degrees
Rv	raza curbei de racordare in plan vertical, in m radius of vertical curve, in m
Bv	bisectoarea curbei de racordare in plan vertical, in m bisector of vertical curve, in m
Tv	tangenta curbei de racordare din plan vertical, in m tangent of vertical curve, in m

CC = Cota capac camin / Manhole cover elevation

CT = Cota fund tub dren / Pipe bottom of collecting pipeline

DN = Diametru nominal tub de dren / Nominal diameter of collecting pipeline

⊕	Camin/Manhole
⊕	Camin cu schimbare de panta/Manhole with change of slope
⊕	Camin cu schimbare de diametru sau diametru si panta/ Manhole with change of DN or DN and slope
▯	Camin/Manhole
- - -	Teava metalica de protectie / Metal pipe protection
— — —	Dren / Drain pipe
— —	Fund sant de beton / Concrete ditch bottom

Acest plan anuleaza si inlocuieste planul nr. PT.03.01.26.SU.202 - 01/01
elaborat la data 01.2013
This layout plan canceled and replaced layout plan no. PT.03.01.26.SU.202 - 01/01
prepared on 01.2013

CHIRICA C. ANTON

BAICU D. MARIN Nr. 06628

NR. 05985

Verificator / Expert Checker / Expert	Cerința Requirement	Semnatura Signature	Referat / Expertiza Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

CFR

COMPANIA NAȚIONALĂ DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER:		PÖYRY	Data Date	Semnatura Signature
Aprobat Approved	Șef de echipă Team leader	C. Teodorescu	01.2013	
Verificat Checked	Expert Cheie Key Expert	L. Mărculescu	01.2013	
Subcontractant / Subcontractor		VIOTOP		
Aprobat Approved	Adjunct Șef de echipă Deputy Team leader	A.M. Baicu	01.2013	
Proiectat Designed	Inginer Engineer	I. Branciu	01.2013	

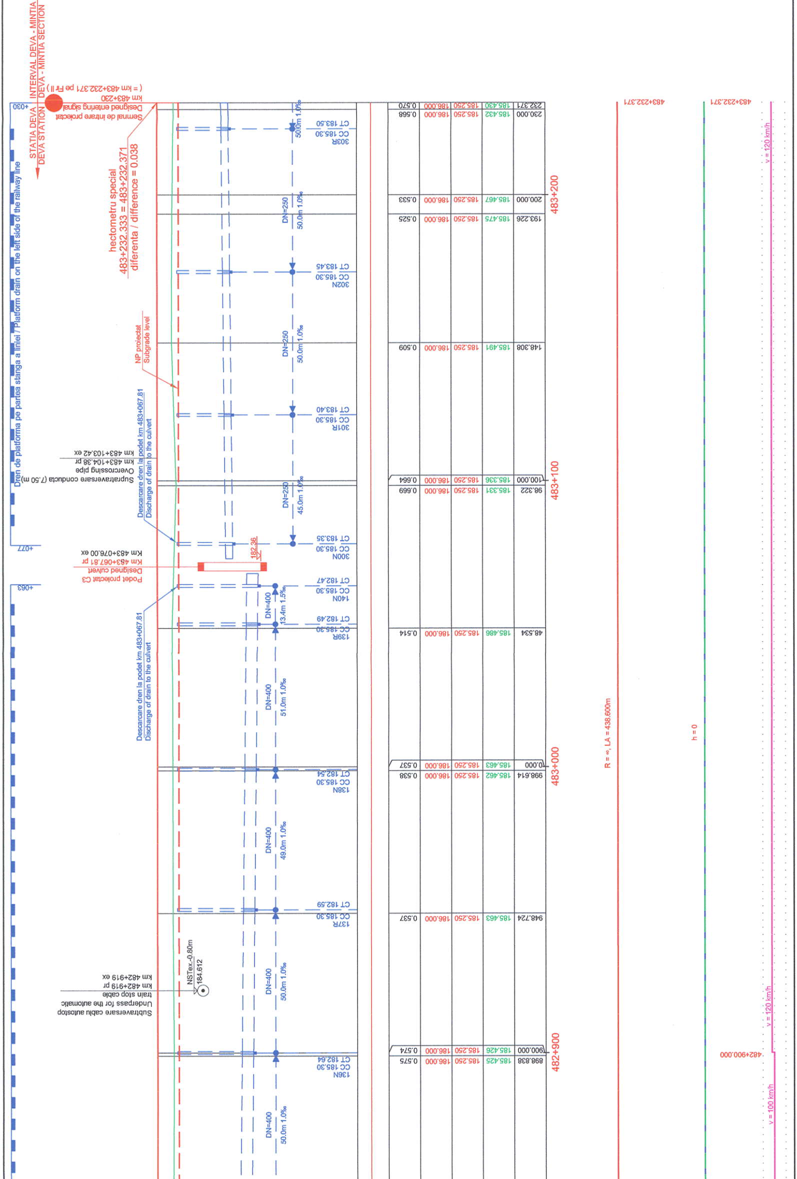
"Reabilitarea liniei c.f. Frontieră - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"
Tronsonul 3: Gurasada - Simeria
"Rehabilitation of the Railway Line Border - Curtici - Simeria, component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"
Section 3: Gurasada - Simeria

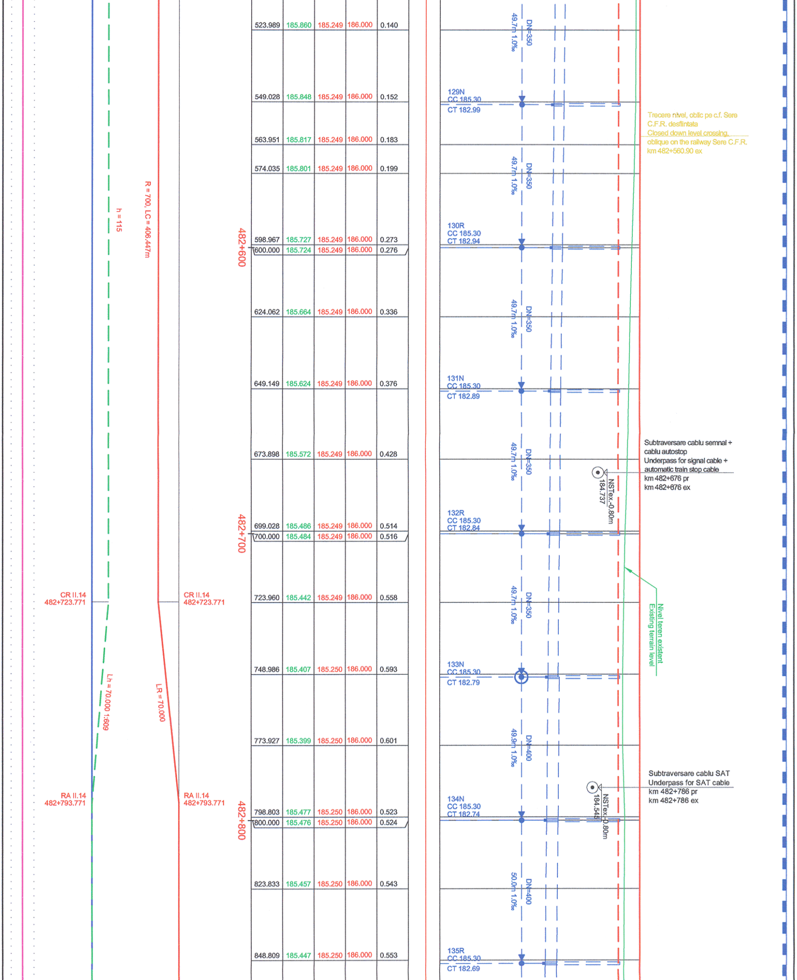
Project 9i
35311.1

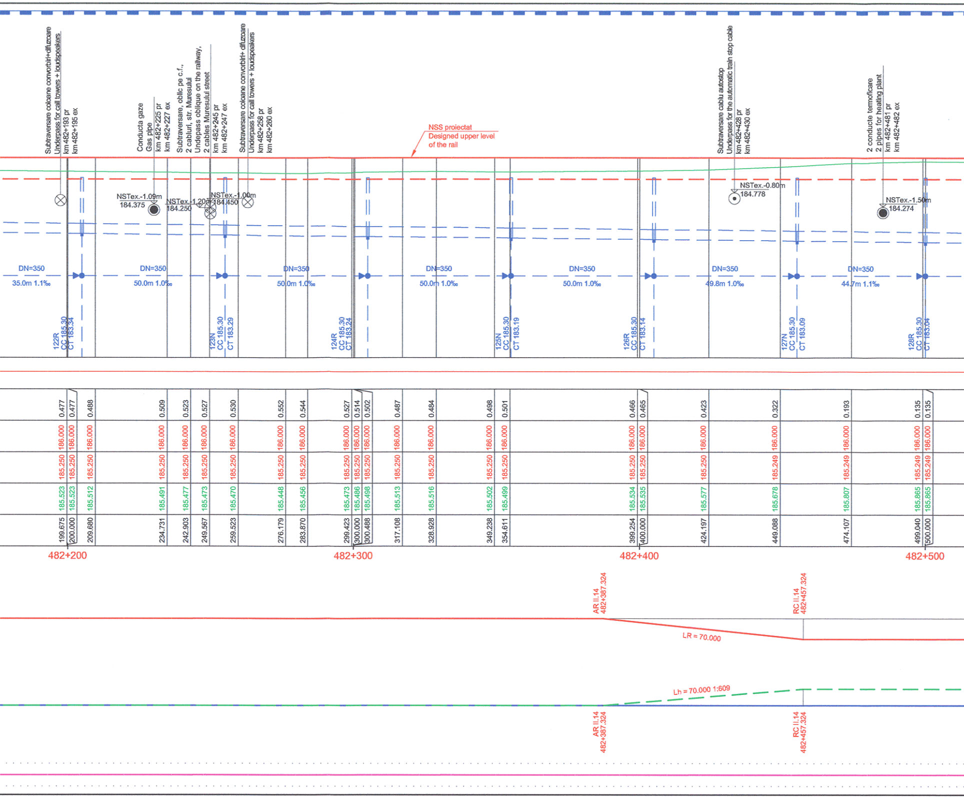
Faza / Phase:
PTH+CS / TD+TS

Denumire desen / Drawing name:
Profil longitudinal fir II - Stația Deva / Deva Station - Longitudinal profile track II
km 480+040.00 - km 483+230.00

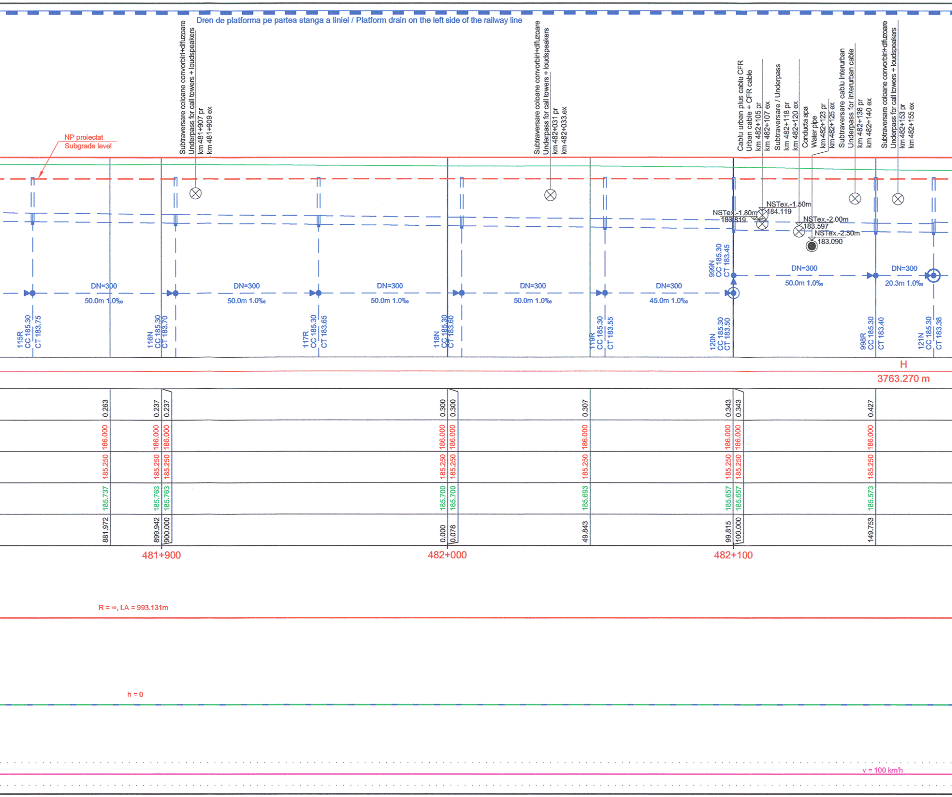
Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:1000 ; 1:100	1/05.2013	PT.03.01.26.SU.202	01/01

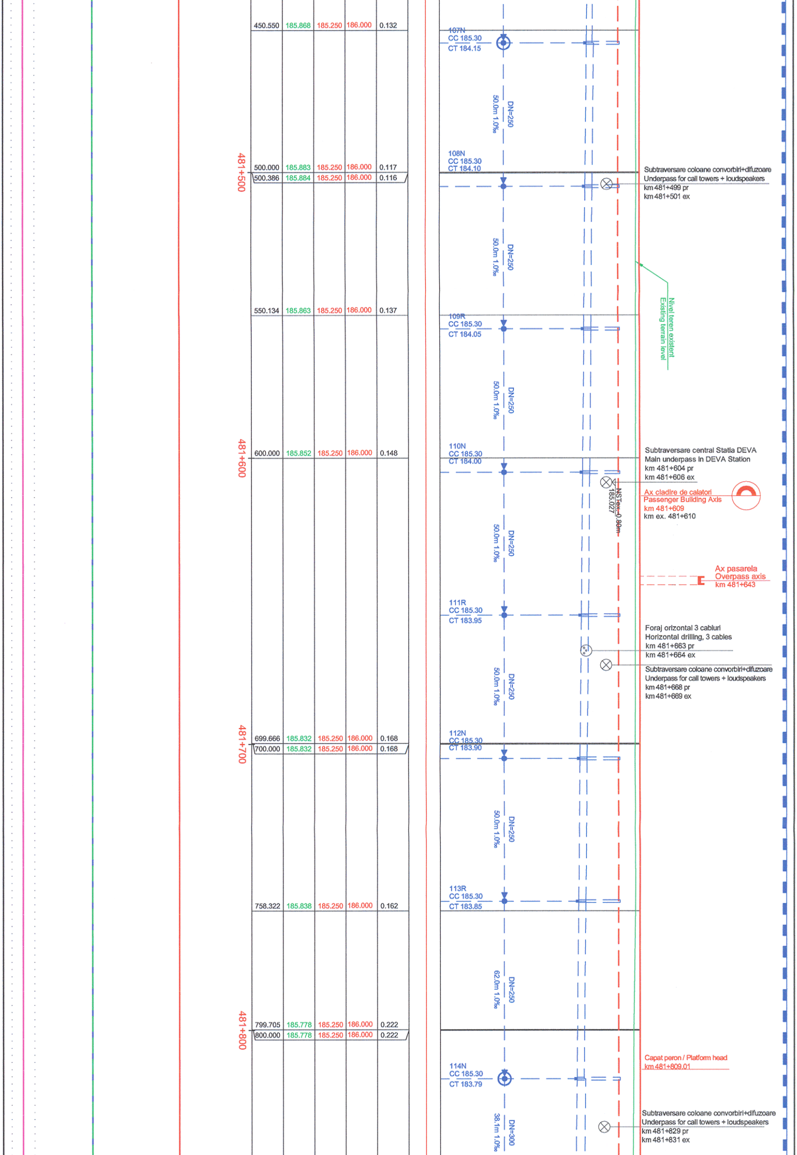

STATIA DEVA
DEVA STATION
INTERVAL DEVA - MINTIA
DEVA - MINTIA SECTION
Dren de platforma pe partea stanga a liniei / Platform drain on the left side of the railway line
hectometru special
483+232.333 = 483+232.371
diferenta / difference = 0.038
Semnal de intrare proiectat
Designed entering signal
km 483+230
(= km 483+232.371 pe Fir II)
NP proiectat
Subgrade level
Supratraversare conducta (7.50 m)
Overcrossing pipe
km 483+104.38 pr
km 483+103.42 ex
Descarcare dren la podet km 483+067.81
Discharge of drain to the culvert
Podet proiectat C3
Designed culvert
km 483+067.81 pr
km 483+076.00 ex
182.36
Subtraversare cablu autostop
Underpass for the automatic
train stop cable
km 482+919 pr
km 482+919 ex
NSTex.-0.80m
184.612
+030
+077
+063
303R CC 185.30 CT 183.50
302N CC 185.30 CT 183.45
301R CC 185.30 CT 183.40
300N CC 185.30 CT 183.35
140N CC 185.30 CT 182.47
139R CC 185.30 CT 182.49
138N CC 185.30 CT 182.54
137R CC 185.30 CT 182.59
136N CC 185.30 CT 182.64
DN=250 50.0m 1.0‰
DN=250 50.0m 1.0‰
DN=250 50.0m 1.0‰
DN=250 45.0m 1.0‰
DN=400 13.4m 1.5‰
DN=400 51.0m 1.0‰
DN=400 49.0m 1.0‰
DN=400 50.0m 1.0‰
DN=400 50.0m 1.0‰
232.371 185.430 185.250 186.000 0.570
230.000 185.432 185.250 186.000 0.568
200.000 185.467 185.250 186.000 0.533
193.226 185.475 185.250 186.000 0.525
148.308 185.491 185.250 186.000 0.509
100.000 185.336 185.250 186.000 0.664
98.322 185.331 185.250 186.000 0.669
48.534 185.486 185.250 186.000 0.514
0.000 185.463 185.250 186.000 0.537
998.614 185.462 185.250 186.000 0.538
948.724 185.463 185.250 186.000 0.537
900.000 185.426 185.250 186.000 0.574
898.838 185.425 185.250 186.000 0.575
483+200
483+100
483+000
482+900
R = ∞, LA = 438.600m
h = 0
483+232.371
483+232.371
482+900.000
v = 120 km/h
v = 120 km/h
v = 100 km/h

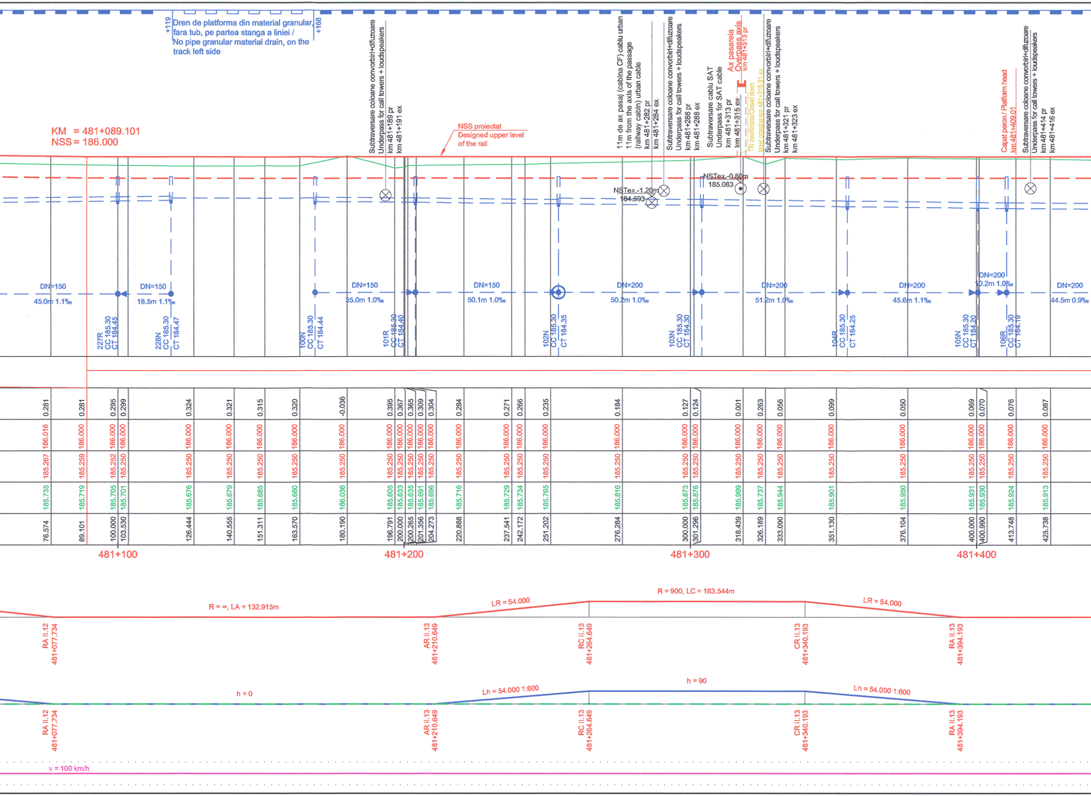

523.989 185.860 185.249 186.000 0.140
549.028 185.848 185.249 186.000 0.152
563.951 185.817 185.249 186.000 0.183
574.035 185.801 185.249 186.000 0.199
598.967 185.727 185.249 186.000 0.273
600.000 185.724 185.249 186.000 0.276
624.062 185.664 185.249 186.000 0.336
649.149 185.624 185.249 186.000 0.376
673.898 185.572 185.249 186.000 0.428
699.028 185.486 185.249 186.000 0.514
700.000 185.484 185.249 186.000 0.516
723.960 185.442 185.249 186.000 0.558
748.986 185.407 185.250 186.000 0.593
773.927 185.399 185.250 186.000 0.601
798.803 185.477 185.250 186.000 0.523
800.000 185.476 185.250 186.000 0.524
823.833 185.457 185.250 186.000 0.543
848.809 185.447 185.250 186.000 0.553
482+600
482+700
482+800
h = 115
R = 700, LC = 406.447m
CR II.14
482+723.771
CR II.14
482+723.771
Lh = 70.000 1:609
LR = 70.000
RA II.14
482+793.771
RA II.14
482+793.771
DN=350
49.7m 1.0‰
129N
CC 185.30
CT 182.99
Trecere nivel, oblic pe c.f. Sere
C.F.R. desfiintata
Closed down level crossing,
oblique on the railway Sere C.F.R.
km 482+560.90 ex
DN=350
49.7m 1.0‰
130R
CC 185.30
CT 182.94
DN=350
49.7m 1.0‰
131N
CC 185.30
CT 182.89
DN=350
49.7m 1.0‰
Subtraversare cablu semnal +
cablu autostop
Underpass for signal cable +
automatic train stop cable
km 482+676 pr
km 482+676 ex
NSTex.-0.80m
184.737
132R
CC 185.30
CT 182.84
DN=350
49.7m 1.0‰
Nivel teren existent
Existing terrain level
133N
CC 185.30
CT 182.79
DN=400
49.9m 1.0‰
Subtraversare cablu SAT
Underpass for SAT cable
km 482+786 pr
km 482+786 ex
NSTex.-0.80m
184.545
134N
CC 185.30
CT 182.74
DN=400
50.0m 1.0‰
135R
CC 185.30
CT 182.69


Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 482+193 pr
km 482+195 ex
Conducta gaze
Gas pipe
km 482+225 pr
km 482+227 ex
Subtraversare, oblic pe c.f.,
2 cabluri, str. Muresului
Undepass oblique on the railway,
2 cables Muresului street
km 482+245 pr
km 482+247 ex
Subtraversare coloane convorbiri+ difuzoare
Underpass for call towers + loudspeakers
km 482+258 pr
km 482+260 ex
NSS proiectat
Designed upper level
of the rail
Subtraversare cablu autostop
Underpass for the automatic train stop cable
km 482+428 pr
km 482+430 ex
2 conducte termoficare
2 pipes for heating plant
km 482+481 pr
km 482+482 ex
NSTex.-1.09m
184.375
NSTex.-1.20m
184.250
NSTex.-1.00m
184.450
NSTex.-0.80m
184.778
NSTex.-1.50m
184.274
DN=350
35.0m 1.1‰
DN=350
50.0m 1.0‰
DN=350
50.0m 1.0‰
DN=350
50.0m 1.0‰
DN=350
50.0m 1.0‰
DN=350
49.8m 1.0‰
DN=350
44.7m 1.1‰
122R
CC 185.30
CT 183.34
123N
CC 185.30
CT 183.29
124R
CC 185.30
CT 183.24
125N
CC 185.30
CT 183.19
126R
CC 185.30
CT 183.14
127N
CC 185.30
CT 183.09
128R
CC 185.30
CT 183.04
482+200
482+300
482+400
482+500
AR II.14
482+387.324
RC II.14
482+457.324
LR = 70.000
Lh = 70.000 1:609
AR II.14
482+387.324
RC II.14
482+457.324

0.477	0.477	0.488	0.509	0.523	0.527	0.530	0.552	0.544	0.527	0.514	0.502	0.487	0.484	0.498	0.501	0.466	0.465	0.423	0.322	0.193	0.135	0.135
186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000	186.000
185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.250	185.249	185.249	185.249	185.249
185.523	185.523	185.512	185.491	185.477	185.473	185.470	185.448	185.456	185.473	185.486	185.498	185.513	185.516	185.502	185.499	185.534	185.535	185.577	185.678	185.807	185.865	185.865
199.675	200.000	209.680	234.731	242.903	249.567	259.523	276.179	283.870	299.423	300.000	300.488	317.108	328.928	349.238	354.611	399.254	400.000	424.197	449.088	474.107	499.040	500.000

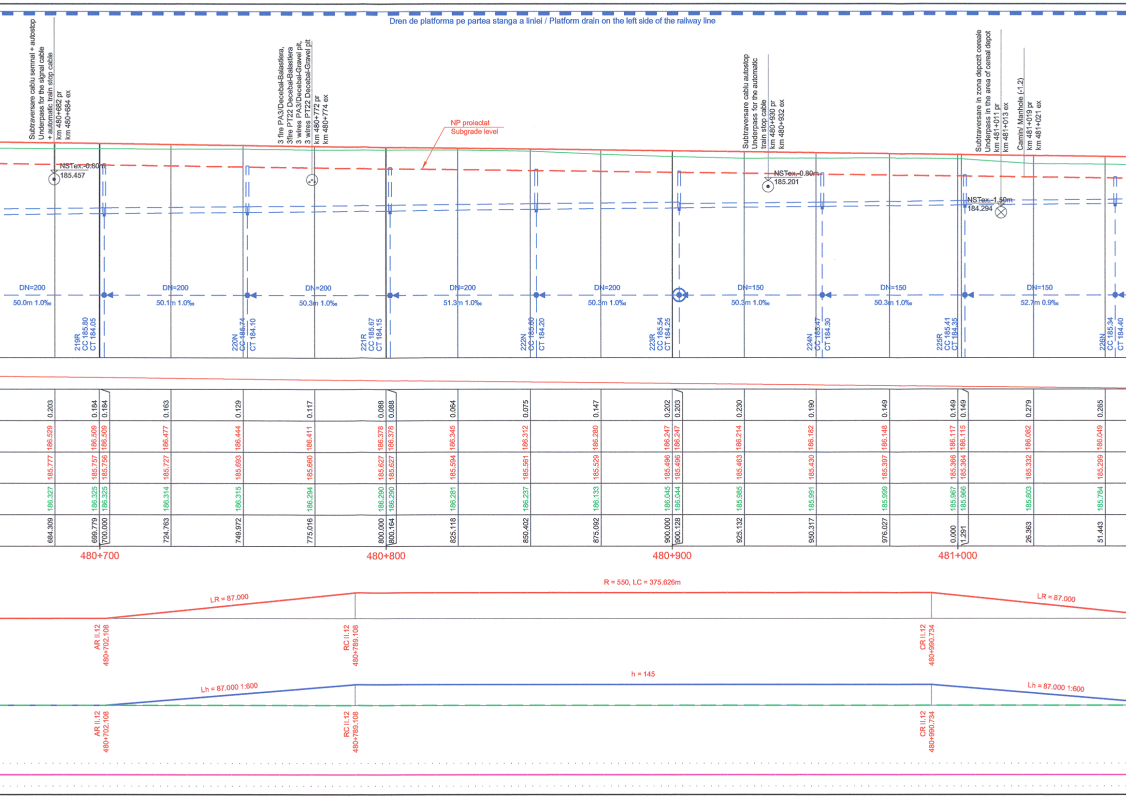

Dren de platforma pe partea stanga a liniei / Platform drain on the left side of the railway line
NP proiectat
Subgrade level
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 481+907 pr
km 481+909 ex
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 482+031 pr
km 482+033.ex
Cablu urban plus cablu CFR
Urban cable + CFR cable
km 482+105 pr
km 482+107 ex
Subtraversare / Underpass
km 482+118 pr
km 482+120 ex
Conducta apa
Water pipe
km 482+123 pr
km 482+125 ex
Subtraversare cablu interurban
Underpass for interurban cable
km 482+138 pr
km 482+140 ex
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 482+153 pr
km 482+155 ex
NSTex.-1.80m
183.819
NSTex.-1.50m
184.119
NSTex.-2.00m
183.597
NSTex.-2.50m
183.090
DN=300
50.0m 1.0‰
DN=300
50.0m 1.0‰
DN=300
50.0m 1.0‰
DN=300
50.0m 1.0‰
DN=300
45.0m 1.0‰
DN=300
50.0m 1.0‰
DN=300
20.3m 1.0‰
115R
CC 185.30
CT 183.75
116N
CC 185.30
CT 183.70
117R
CC 185.30
CT 183.65
118N
CC 185.30
CT 183.60
119R
CC 185.30
CT 183.55
120N
CC 185.30
CT 183.50
999N
CC 185.30
CT 183.45
998R
CC 185.30
CT 183.40
121N
CC 185.30
CT 183.38
H
3763.270 m
0.263
0.237
0.237
0.300
0.300
0.307
0.343
0.343
0.427
186.000
186.000
186.000
186.000
186.000
186.000
186.000
186.000
186.000
185.250
185.250
185.250
185.250
185.250
185.250
185.250
185.250
185.250
185.737
185.763
185.763
185.700
185.700
185.693
185.657
185.657
185.573
881.972
899.942
900.000
0.000
0.078
49.843
99.815
100.000
149.753
481+900
482+000
482+100
R = ∞, LA = 993.131m
h = 0
v = 100 km/h

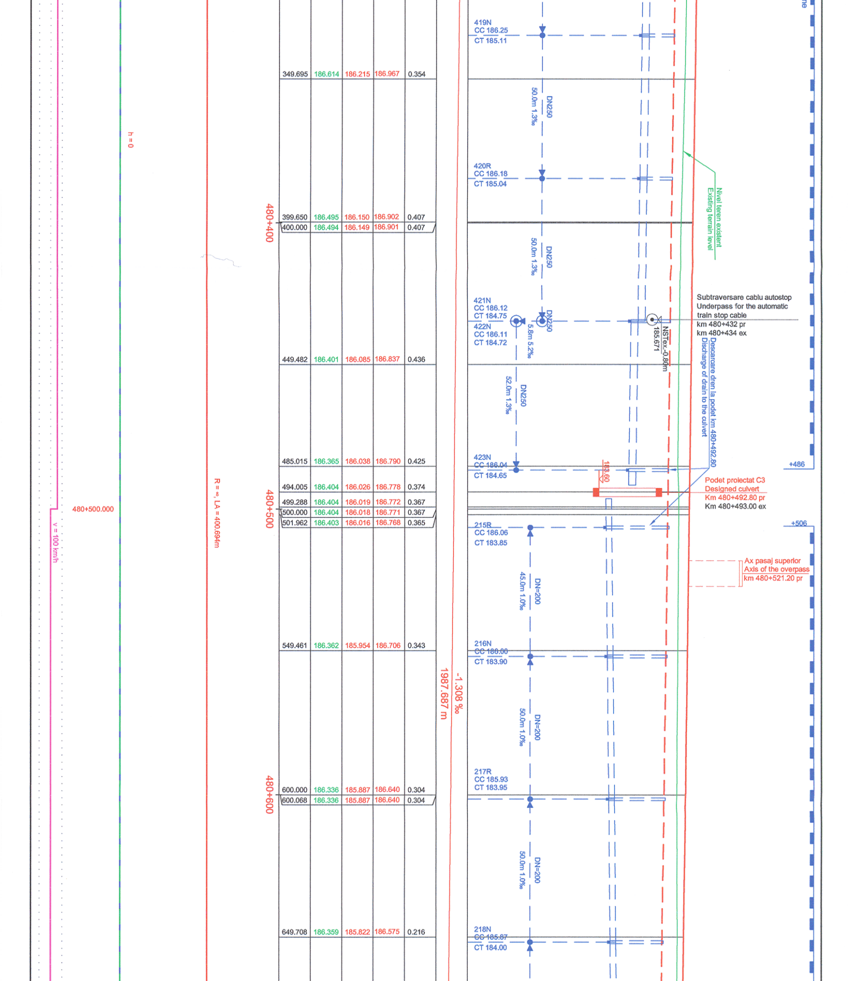

450.550 185.868 185.250 186.000 0.132
107N
CC 185.30
CT 184.15
DN=250
50.0m 1.0‰
481+500
500.000 185.883 185.250 186.000 0.117
500.386 185.884 185.250 186.000 0.116
108N
CC 185.30
CT 184.10
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 481+499 pr
km 481+501 ex
DN=250
50.0m 1.0‰
Nivel teren existent
Existing terrain level
550.134 185.863 185.250 186.000 0.137
109R
CC 185.30
CT 184.05
DN=250
50.0m 1.0‰
481+600
600.000 185.852 185.250 186.000 0.148
110N
CC 185.30
CT 184.00
Subtraversare central Statia DEVA
Main underpass in DEVA Station
km 481+604 pr
km 481+606 ex
NSTex.-0.80m
185.027
Ax cladire de calatori
Passenger Building Axis
km 481+609
km ex. 481+610
DN=250
50.0m 1.0‰
Ax pasarela
Overpass axis
km 481+643
111R
CC 185.30
CT 183.95
Foraj orizontal 3 cabluri
Horizontal drilling, 3 cables
km 481+663 pr
km 481+664 ex
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 481+668 pr
km 481+669 ex
DN=250
50.0m 1.0‰
481+700
699.666 185.832 185.250 186.000 0.168
700.000 185.832 185.250 186.000 0.168
112N
CC 185.30
CT 183.90
DN=250
50.0m 1.0‰
758.322 185.838 185.250 186.000 0.162
113R
CC 185.30
CT 183.85
DN=250
62.0m 1.0‰
481+800
799.705 185.778 185.250 186.000 0.222
800.000 185.778 185.250 186.000 0.222
Capat peron / Platform head
km 481+809.01
114N
CC 185.30
CT 183.79
DN=300
38.1m 1.0‰
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 481+829 pr
km 481+831 ex



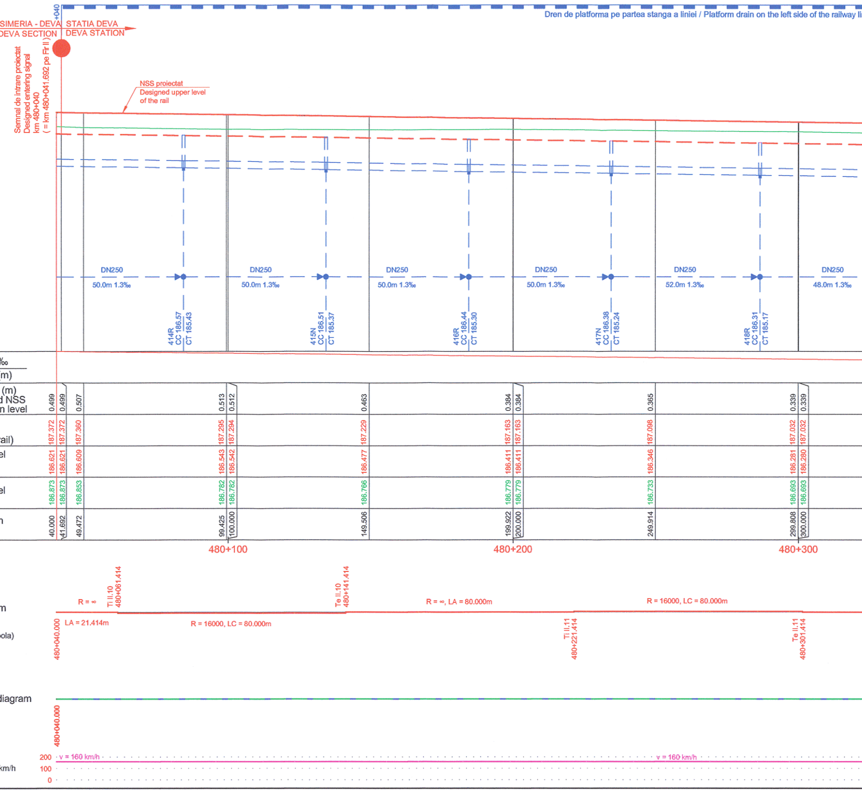
+119
Dren de platforma din material granular, fara tub, pe partea stanga a liniei / No pipe granular material drain, on the track left side
+168
KM = 481+089.101
NSS = 186.000
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 481+189 pr
km 481+191 ex
NSS proiectat
Designed upper level of the rail
11m de ax pasaj (cabina CF) cablu urban
11m from the axis of the passage (railway cabin) urban cable
km 481+282 pr
km 481+284 ex
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 481+286 pr
km 481+288 ex
Subtraversare cablu SAT
Underpass for SAT cable
km 481+313 pr
km 481+315 ex
Ax pasarela
Overpass axis
km 481+313 pr
TN desfiintata/Closed down level crossing km 481+315.81 ex
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 481+321 pr
km 481+323 ex
Capat peron / Platform head
km 481+409.01
Subtraversare coloane convorbiri+difuzoare
Underpass for call towers + loudspeakers
km 481+414 pr
km 481+416 ex
NSTex.-1.20m
184.593
NSTex.-0.80m
185.083
DN=150
45.0m 1.1‰
227R
CC 185.30
CT 184.45
DN=150
18.5m 1.1‰
228N
CC 185.30
CT 184.47
100N
CC 185.30
CT 184.44
DN=150
35.0m 1.0‰
101R
CC 185.30
CT 184.40
DN=150
50.1m 1.0‰
102N
CC 185.30
CT 184.35
DN=200
50.2m 1.0‰
103N
CC 185.30
CT 184.30
DN=200
51.2m 1.0‰
104R
CC 185.30
CT 184.25
DN=200
45.6m 1.1‰
105N
CC 185.30
CT 184.20
DN=200
10.2m 1.0‰
106R
CC 185.30
CT 184.19
DN=200
44.5m 0.9‰
481+100
481+200
481+300
481+400
R = ∞, LA = 132.915m
LR = 54.000
R = 900, LC = 183.544m
LR = 54.000
RA II.12
481+077.734
AR II.13
481+210.649
RC II.13
481+264.649
CR II.13
481+340.193
RA II.13
481+394.193
h = 0
Lh = 54.000 1:600
h = 90
Lh = 54.000 1:600
RA II.12
481+077.734
AR II.13
481+210.649
RC II.13
481+264.649
CR II.13
481+340.193
RA II.13
481+394.193
v = 100 km/h

0.281	186.016	185.267	185.735	76.574
0.281	186.000	185.259	185.719	89.101
0.295	186.000	185.252	185.705	100.000
0.299	186.000	185.250	185.701	103.530
0.324	186.000	185.250	185.676	126.444
0.321	186.000	185.250	185.679	140.555
0.315	186.000	185.250	185.685	151.311
0.320	186.000	185.250	185.680	163.570
-0.036	186.000	185.250	186.036	180.190
0.395	186.000	185.250	185.605	196.791
0.367	186.000	185.250	185.633	200.000
0.365	186.000	185.250	185.635	200.265
0.309	186.000	185.250	185.691	201.356
0.304	186.000	185.250	185.696	204.273
0.284	186.000	185.250	185.716	220.888
0.271	186.000	185.250	185.729	237.541
0.266	186.000	185.250	185.734	242.172
0.235	186.000	185.250	185.765	251.202
0.184	186.000	185.250	185.816	276.284
0.127	186.000	185.250	185.873	300.000
0.124	186.000	185.250	185.876	301.296
0.001	186.000	185.250	185.999	318.439
0.263	186.000	185.250	185.737	326.189
0.056	186.000	185.250	185.944	333.090
0.099	186.000	185.250	185.901	351.130
0.050	186.000	185.250	185.950	376.104
0.069	186.000	185.250	185.931	400.000
0.070	186.000	185.250	185.930	400.990
0.076	186.000	185.250	185.924	413.748
0.087	186.000	185.250	185.913	425.738


Dren de platforma pe partea stanga a liniei / Platform drain on the left side of the railway line
Subtraversare cablu semnal + autostop
Underpass for the signal cable
+ automatic train stop cable
km 480+682 pr
km 480+684 ex
3 fire PA3/Decebal-Balastiera,
3fire PT22 Decebal-Balastiera
3 wires PA3/Decebal-Gravel pit,
3 wires PT22 Decebal-Gravel pit
km 480+772 pr
km 480+774 ex
NP proiectat
Subgrade level
Subtraversare cablu autostop
Underpass for the automatic
train stop cable
km 480+930 pr
km 480+932 ex
Subtraversare in zona depozit cereale
Underpass in the area of cereal depot
km 481+011 pr
km 481+013 ex
Camin/ Manhole (-1.2)
km 481+019 pr
km 481+021 ex
NSTex.-0.80m
185.457
NSTex.-0.80m
185.201
NSTex.-1.50m
184.294
DN=200
50.0m 1.0‰
DN=200
50.1m 1.0‰
DN=200
50.3m 1.0‰
DN=200
51.3m 1.0‰
DN=200
50.3m 1.0‰
DN=150
50.3m 1.0‰
DN=150
50.3m 1.0‰
DN=150
52.7m 0.9‰
219R
CC 185.80
CT 184.05
220N
CC 185.74
CT 184.10
221R
CC 185.67
CT 184.15
222N
CC 185.60
CT 184.20
223R
CC 185.54
CT 184.25
224N
CC 185.47
CT 184.30
225R
CC 185.41
CT 184.35
226N
CC 185.34
CT 184.40
0.203 | 0.184 | 0.184 | 0.163 | 0.129 | 0.117 | 0.088 | 0.088 | 0.064 | 0.075 | 0.147 | 0.202 | 0.203 | 0.230 | 0.190 | 0.149 | 0.149 | 0.149 | 0.279 | 0.265
186.529 | 186.509 | 186.509 | 186.477 | 186.444 | 186.411 | 186.378 | 186.378 | 186.345 | 186.312 | 186.280 | 186.247 | 186.247 | 186.214 | 186.182 | 186.148 | 186.117 | 186.115 | 186.082 | 186.049
185.777 | 185.757 | 185.756 | 185.727 | 185.693 | 185.660 | 185.627 | 185.627 | 185.594 | 185.561 | 185.529 | 185.496 | 185.496 | 185.463 | 185.430 | 185.397 | 185.366 | 185.364 | 185.332 | 185.299
186.327 | 186.325 | 186.325 | 186.314 | 186.315 | 186.294 | 186.290 | 186.290 | 186.281 | 186.237 | 186.133 | 186.045 | 186.044 | 185.985 | 185.991 | 185.999 | 185.967 | 185.966 | 185.803 | 185.784
684.309 | 699.779 | 700.000 | 724.763 | 749.972 | 775.016 | 800.000 | 800.164 | 825.118 | 850.402 | 875.092 | 900.000 | 900.128 | 925.132 | 950.317 | 976.027 | 0.000 | 1.291 | 26.363 | 51.443
480+700
480+800
480+900
481+000
R = 550, LC = 375.626m
LR = 87.000
LR = 87.000
AR II.12
480+702.108
RC II.12
480+789.108
CR II.12
480+990.734
h = 145
Lh = 87.000 1:600
Lh = 87.000 1:600
AR II.12
480+702.108
RC II.12
480+789.108
CR II.12
480+990.734


419N
CC 186.25
CT 185.11
DN250
50.0m 1.3‰
420R
CC 186.18
CT 185.04
DN250
50.0m 1.3‰
421N
CC 186.12
CT 184.75
422N
CC 186.11
CT 184.72
DN250
5.8m 5.2‰
NSTex.-0.80m
185.671
Subtraversare cablu autostop
Underpass for the automatic
train stop cable
km 480+432 pr
km 480+434 ex
Descarcare dren la podet km 480+492.80
Discharge of drain to the culvert
DN250
52.0m 1.3‰
423N
CC 186.04
CT 184.65
183.60
Podet proiectat C3
Designed culvert
Km 480+492.80 pr
Km 480+493.00 ex
+486
+506
215R
CC 186.06
CT 183.85
DN=200
45.0m 1.0‰
Ax pasaj superior
Axis of the overpass
km 480+521.20 pr
216N
CC 186.00
CT 183.90
DN=200
50.0m 1.0‰
217R
CC 185.93
CT 183.95
DN=200
50.0m 1.0‰
218N
CC 185.67
CT 184.00
Nivel teren existent
Existing terrain level
-1.308 ‰
1987.687 m
349.695 186.614 186.215 186.967 0.354
399.650 186.495 186.150 186.902 0.407
400.000 186.494 186.149 186.901 0.407
449.482 186.401 186.085 186.837 0.436
485.015 186.365 186.038 186.790 0.425
494.005 186.404 186.026 186.778 0.374
499.288 186.404 186.019 186.772 0.367
500.000 186.404 186.018 186.771 0.367
501.962 186.403 186.016 186.768 0.365
549.461 186.362 185.954 186.706 0.343
600.000 186.336 185.887 186.640 0.304
600.068 186.336 185.887 186.640 0.304
649.708 186.359 185.822 186.575 0.216
480+400
480+500
480+600
R = ∞, LA = 400.694m
h = 0
480+500.000
v = 100 km/h

Profil longitudinal - Firul II
Longitudinal profile - Track II


Dren de platforma pe partea stanga a liniei / Platform drain on the left side of the railway li
+040
INTERVAL SIMERIA - DEVA
SIMERIA - DEVA SECTION
STATIA DEVA
DEVA STATION
Semnal de intrare proiectat
Designed entering signal
km 480+040
(= km 480+041.692 pe Fir II)
NSS proiectat
Designed upper level
of the rail
179.0 m
DN250
50.0m 1.3‰
414R
CC 186.57
CT 185.43
DN250
50.0m 1.3‰
415N
CC 186.51
CT 185.37
DN250
50.0m 1.3‰
416R
CC 186.44
CT 185.30
DN250
50.0m 1.3‰
417N
CC 186.38
CT 185.24
DN250
52.0m 1.3‰
418R
CC 186.31
CT 185.17
DN250
48.0m 1.3‰
480+100
480+200
480+300
R = ∞
LA = 21.414m
Ti II.10
480+061.414
R = 16000, LC = 80.000m
Te II.10
480+141.414
R = ∞, LA = 80.000m
Ti II.11
480+221.414
R = 16000, LC = 80.000m
Te II.11
480+301.414
480+040.000
480+040.000
200
100
0
v = 160 km/h
v = 160 km/h

Declivitati ‰ / Lungimi (m)	Gradient ‰ / Lengths (m)											
Diferente pe verticala (m) intre NSS proiectat si nivel teren existent	Vertical distances (m) between designed NSS and existing terrain level	0.499	0.499	0.507	0.513	0.512	0.463	0.384	0.384	0.365	0.339	0.339
Nivel superior sina - linia proiectata (in curbe pe firul interior)	Top of rail -designed line (in curves on inner rail)	187.372	187.372	187.360	187.295	187.294	187.229	187.163	187.163	187.098	187.032	187.032
Nivel platforma c.f. - linia proiectata	Subgrade level - designed line	186.621	186.621	186.609	186.543	186.542	186.477	186.411	186.411	186.346	186.281	186.280
Nivel teren existent	Existing terrain level	186.873	186.873	186.853	186.782	186.782	186.766	186.779	186.779	186.733	186.693	186.693
Kilometraj	Kilometer position	40.000	41.692	49.472	99.425	100.000	149.506	199.922	200.000	249.914	299.808	300.000

Diagrama curburilor
S=1:1000 - 5 / R
(curba de racordare=
parabola cubica imbunatatita)

Curvature diagram
S=1:1000 - 5 / R
(transition curve=
improved cubic parabola)

Diagrama suprainaltarilor
S=1:1000 - 0.1 x h
— sina din stanga
— sina din dreapta

Superelevation diagram
S=1:1000 - 0.1 x h
— left rail
— right rail

Diagrama vitezelor
S=1:1000 - 0.040 x km/h
— vmax

Speed diagram
S=1:1000 - 0.040 x km/h
— vmax