2	
H	234.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/–

4	
H	275
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
–650	CO/–

E2	
5500	–
1400	–
6900	DD
–150	CO/–

6	
H	320
–	–
–	–
–	–

E1	
5500	–
1300	–
6800	ICM
–250	CO/–

E2	
5500	–
2000	–
7500	ICM
+250	CO/–

8	
H	365
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

E2	
6000	–
1300	–
7300	A
+650	CO/–

10	
H	405.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

11	
SECP6	434
–	–
As	–
–	–

13	
H	445
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

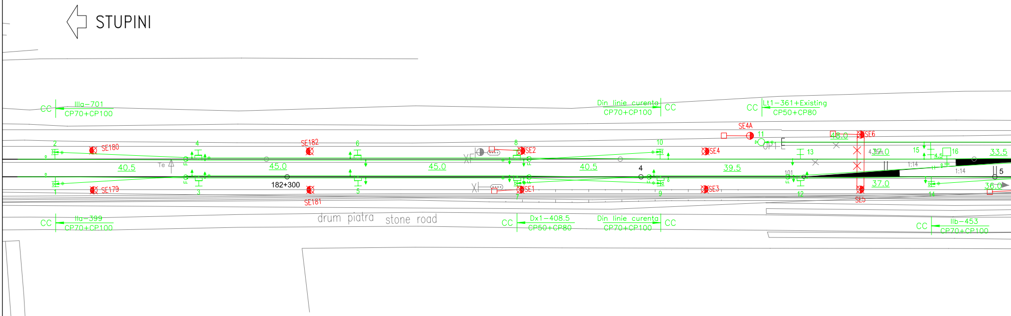
15	
H	482
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

E2	
5500	–
1400	–
6900	DD
–200	CO/–

16	
MU	486.5
–	–
–	–
–	–

E1	
5550	–
1400	–
6950	DD
0	CS/–


STUPINI
CC
IIIa–701
CP70+CP100
Din linie curenta
CP70+CP100
CC
CC
Lt1–361+Existing
CP50+CP80
SE4A
11
SE6
46.0
SE180
SE182
2
4
6
8
SE2
10
SE4
13
4.75m
37.0
15
16
4.5
33.5
40.5
Te
45.0
45.0
40.5
4
39.5
1:14
1:14
101
5
182+300
SE179
SE181
1
3
5
SE1
7
9
SE3
12
37.0
SE5
14
36.0
CC
IIa–399
CP70+CP100
drum piatra
stone road
CC
Dx1–408.5
CP50+CP80
Din linie curenta
CP70+CP100
CC
CC
IIb–453
CP70+CP100

1	
H	234.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

3	
H	275
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+650	CO/–

E2	
5500	–
1400	–
6900	DI
+150	CO/–

5	
H	320
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	DCM
+250	CO/–

E2	
5500	–
1300	–
6800	DCM
–250	CO/–

7	
H	365
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CO/–

E2	
6000	–
1300	–
7300	A
–650	CO/–

9	
H	405.5
–	–
An	–
–	–

E1	
5850	–
1450	–
7300	A
+200	CO/–

E2	
5500	–
1400	–
6900	DI
0	CO/–

12	
H	445
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	DCA
–150	CO/–

E2	
5500	–
1400	–
6900	ICA
+100	CO/–

14	
H	482
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

18	
H	518
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5500	–
1400	–
6900	ICA
+100	CO/–

E3	
5550	–
1750	–
7300	DCA
–150	CO/–

20	
H	563
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

E2	
5550	–
1750	–
7300	DCA
0	CO/–

E3	
5500	–
1400	–
6900	DCA
–200	CO/–

20A	
H	594.5
–	–
As	–
–	–

22	
H	608
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5550	–
1750	–
7300	DCA
–150	CO/–

E3	
5500	–
1400	–
6900	ICA
+100	CO/–

24	
H	644.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

E2	
5850	–
1450	–
7300	A
–200	CO/–

E3	
5500	–
1400	–
6900	DD
0	CO/–

28	
H	687.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
–250	CO/–

E2	
5550	–
1750	–
7300	DCA
–150	CP/–

E3	
5500	–
1400	–
6900	ICA
+100	CP/–

27	
H	687.5
–	–
–	–
–	–

30	
SECP6	727.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

30A	
H	728.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

SE19	
Existent	754
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	DCA
–150	CO/–

E2	
5500	–
1400	–
6900	ICA
+100	CO/–

29A	
H	734
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
–200	CO/–

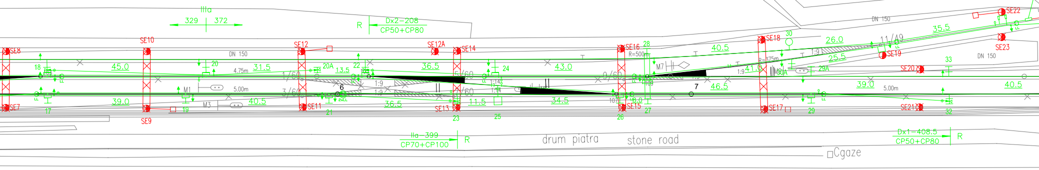
33	
H	773
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

SE22	
Existent	788
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CPS/–

E2	
5850	–
1450	–
7300	A
0	CPS/–


IIIa
329
372
R
Dx2–208
CP50+CP80
SE8
SE7
SE10
SE9
SE12
SE11
SE12A
SE14
SE13
SE16
SE15
SE18
SE17
SE19
SE20
SE21
SE22
SE23
DN 150
18
17
19
20
20A
21
22
23
24
25
26
27
28
29
29A
30
30A
32
33
45.0
39.0
31.5
40.5
13.5
36.5
36.5
11.5
43.0
34.5
40.5
46.5
26.0
25.5
35.5
39.0
40.5
41.0
4.75m
5.00m
5.00m
M1
M3
M7
M9
5/60
3/60
9/60
11/49
1:9
6
7
R=500m
IIa–399
CP70+CP100
R
drum piatra
stone road
Cgaze
Dx1–408.5
CP50+CP80
R

17	
H	518
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+650	CO/–

E2	
5500	–
1400	–
6900	DI
+150	CO/–

19	
H	557
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	DCM
+250	CO/–

E2	
5500	–
1300	–
6800	DCM
–250	CO/–

21	
H	597.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CO/–

E2	
6000	–
1300	–
7300	A
–650	CO/–

23	
H	634
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

25	
MU	645.5
–	–
–	–
–	–

E1	
5550	–
1400	–
6950	DD
0	CS/–

26	
H	680
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	ICA
+100	CO/–

E2	
5550	–
1750	–
7300	DCA
–150	CO/–

29	
H	734
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

32	
H	773
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

35	
H	813.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/–

35A	
SECP6	815.5
–	–
As	–
–	–

37	
H	854
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

39	
H	894.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

41	
H	935
–	–
As	–
–	–

E1	
6000	–
1300	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

43	
H	975.5
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	ICA
+150	CO/–

E2	
5500	–
1400	–
6900	DCA
−100	CO/–

45	
H	011
–	–
–	–
–	–

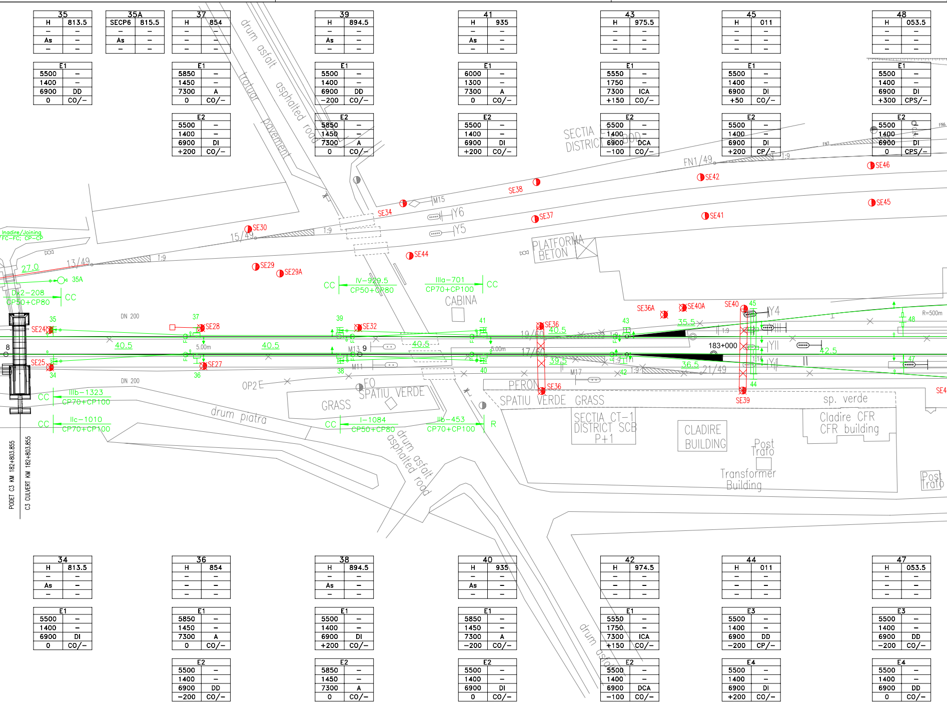
E1	
5500	–
1400	–
6900	DI
+50	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CP/–

48	
H	053.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+300	CPS/–

E2	
5500	–
1400	–
6900	DI
0	CPS/–



drum asfalt
asphalted road
trotuar
pavement
SECTIA E-1 DISTRICT
FN1/49
1:9
FN7
FN6
SE46
SE42
SE38
M15
SE34
Y6
Y5
SE37
SE41
SE45
SE30
15/49
PLATFORMA BETON
Inadire/Joining FC–FC; CP–CP
13/49
27.0
SE29
SE29A
SE44
35A
CC
IV–929.5
CP50+CP80
IIIa–701
CP70+CP100
CC
DX2–208
CP50+CP80
CABINA
SE36A
SE40A
SE40
45
Y4
R=500m
DN 200
35
37
39
41
43
SE24
SE28
SE32
SE36
40.5
35.5
48
19/60
183+000
YII
8
40.5
5.00m
40.5
M13
9
40.5
5.00m
17/60
42.5
YI
SE25
SE27
39.5
36.5
21/49
47
34
36
38
M11
40
M17
42
44
DN 200
OP2
FO
SPATIU VERDE
PERON
SE36
SE39
SE4
CC
IIIb–1323
CP70+CP100
GRASS
SPATIU VERDE GRASS
sp. verde
CC
IIc–1010
CP70+CP100
drum piatra
CC
I–1084
CP50+CP80
IIb–453
CP70+CP100
R
SECTIA CT–1 DISTRICT SCB P+1
CLADIRE BUILDING
Cladire CFR CFR building
Post Trafo
Transformer Building
Post Trafo
drum asfalt
asphalted road
drum asfalt
PODET C3 KM 182+803.855
C3 CULVERT KM 182+803.855

34	
H	813.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

36	
H	854
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DD
−200	CO/–

38	
H	894.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

40	
H	935
–	–
As	–
–	–

E1	
5850	–
1450	–
7300	A
−200	CO/–

E2	
5500	–
1400	–
6900	DI
0	CO/–

42	
H	974.5
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	ICA
+150	CO/–

E2	
5500	–
1400	–
6900	DCA
−100	CO/–

44	
H	011
–	–
–	–
–	–

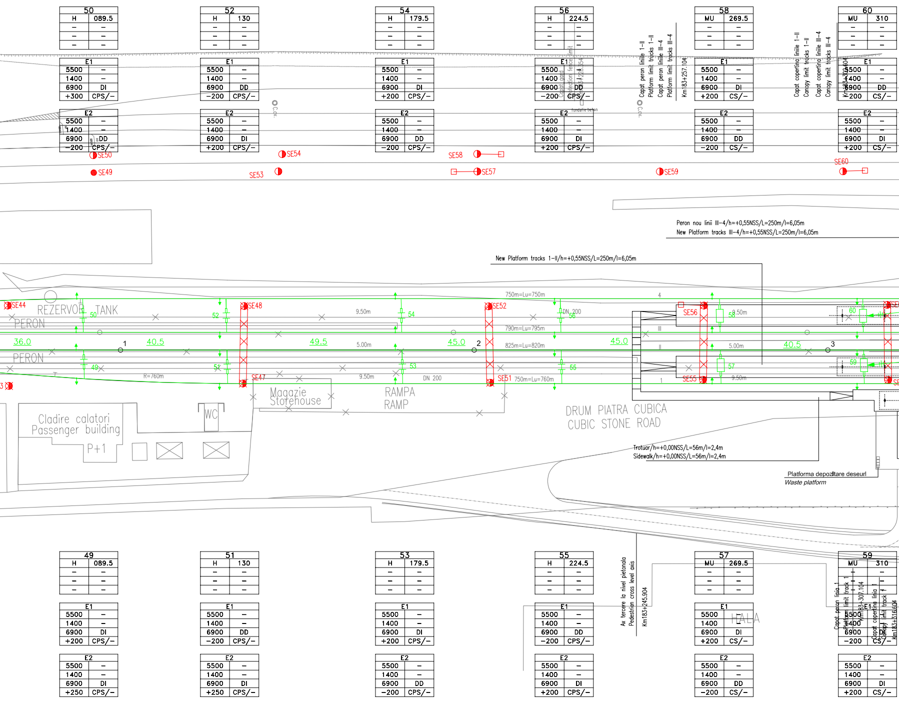
E3	
5500	–
1400	–
6900	DD
−200	CP/–

E4	
5500	–
1400	–
6900	DI
+200	CO/–

47	
H	053.5
–	–
–	–
–	–

E3	
5500	–
1400	–
6900	DD
−200	CO/–

E4	
5500	–
1400	–
6900	DD
0	CO/–


Capat gard protection fence limit
Km183+228.354
fundatie beton
C.av.
Capat peron liniile 1–II
Platform limit tracks 1–II
Capat peron liniile III–4
Platform limit tracks III–4
Km183+257.104
Capat copertina liniile 1–II
Canopy limit tracks 1–II
Capat copertina liniile III–4
Canopy limit tracks III–4
Km183+302.604
SE50
SE49
SE54
SE53
SE58
SE57
SE59
SE60
Peron nou linii III–4/h=+0,55NSS/L=250m/l=6,05m
New Platform tracks III–4/h=+0,55NSS/L=250m/l=6,05m
New Platform tracks 1–II/h=+0,55NSS/L=250m/l=6,05m
SE44
REZERVOR TANK
PERON
50
52
SE48
9.50m
54
SE52
750m=Lu=750m
DN 200
56
4
SE56
58
9.50m
60
36.0
1
40.5
49.5
5.00m
45.0
2
790m=Lu=795m
825m=Lu=820m
45.0
III
II
5.00m
40.5
3
PERON
49
51
R=760m
SE47
9.50m
53
DN 200
55
SE51
750m=Lu=760m
1
SE55
57
9.50m
59
Magazie Storehouse
RAMPA RAMP
DRUM PIATRA CUBICA
CUBIC STONE ROAD
Cladire calatori
Passenger building
P+1
WC
Trotuar/h=+0,00NSS/L=56m/l=2,4m
Sidewalk/h=+0,00NSS/L=56m/l=2,4m
Platforma depozltare deseurl
Waste platform
Ax tercere la nivel pietonala
Pedestrian cross level axis
Km183+245.904
HALA
Capat peron linia 1
Platform limit track 1
Km183+307.104
Capat copertina linia 1
Canopy limit track 1
Km183+316.604

50	
H	089.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+300	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

52	
H	130
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

54	
H	179.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

56	
H	224.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

58	
MU	269.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CS/–
E2	
5500	–
1400	–
6900	DD
–200	CS/–

60	
MU	310
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CS/–
E2	
5500	–
1400	–
6900	DI
+200	CS/–

49	
H	089.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DI
+250	CPS/–

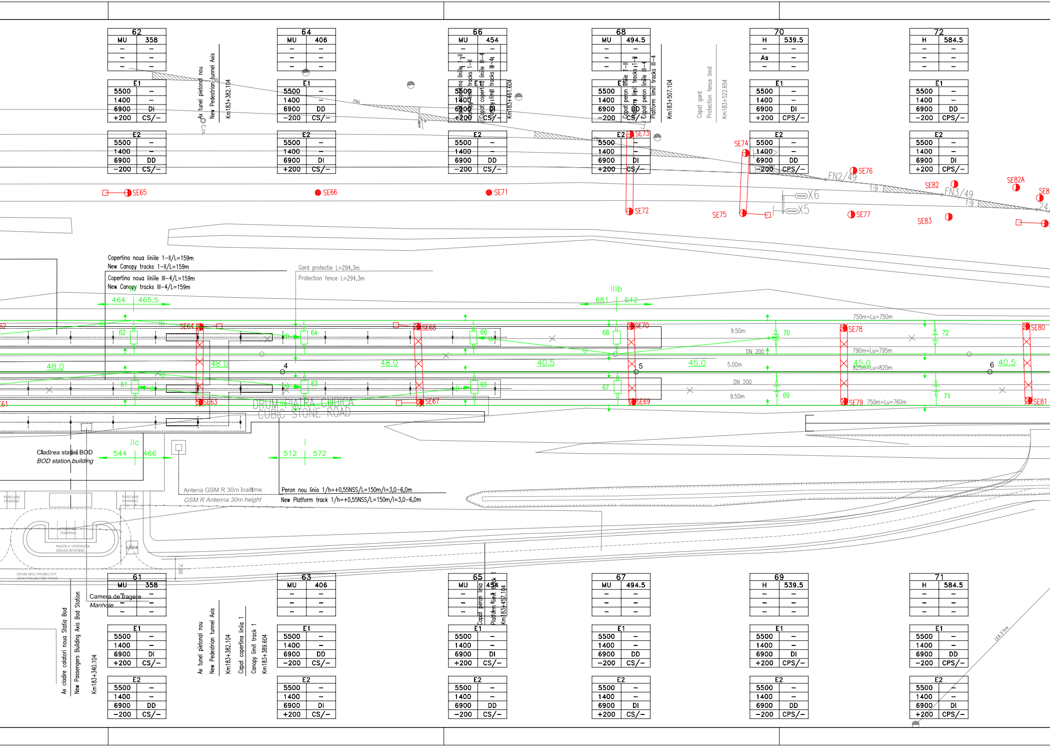
51	
H	130
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+250	CPS/–

53	
H	179.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

55	
H	224.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

57	
MU	269.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CS/–
E2	
5500	–
1400	–
6900	DD
–200	CS/–

59	
MU	310
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
–200	CS/–
E2	
5500	–
1400	–
6900	DI
+200	CS/–


62
MU 358
E1
5500 –
1400 –
6900 DI
+200 CS/–
E2
5500 –
1400 –
6900 DD
–200 CS/–
64
MU 406
E1
5500 –
1400 –
6900 DD
–200 CS/–
E2
5500 –
1400 –
6900 DI
+200 CS/–
66
MU 454
E1
5500 –
1400 –
6900 DI
+200 CS/–
E2
5500 –
1400 –
6900 DD
–200 CS/–
68
MU 494.5
E1
5500 –
1400 –
6900 DD
–200 CS/–
E2
5500 –
1400 –
6900 DI
+200 CS/–
70
H 539.5
As
E1
5500 –
1400 –
6900 DI
+200 CPS/–
E2
5500 –
1400 –
6900 DD
–200 CPS/–
72
H 584.5
E1
5500 –
1400 –
6900 DD
–200 CPS/–
E2
5500 –
1400 –
6900 DI
+200 CPS/–
Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km183+382.104
Capat copertina liniile 1–II
Canopy limit tracks 1–II
Capat copertina liniile III–4
Canopy limit tracks III–4
Km183+461.604
Capat peron liniile 1–II
Platform limit tracks 1–II
Capat peron liniile III–4
Platform limit tracks III–4
Km183+507.104
Capat gard
Protection fence limit
Km183+522.654
FN4
FN2/49
FN3/49
1:9
X6
X5
SE65
SE66
SE71
SE72
SE73
SE74
SE75
SE76
SE77
SE82
SE82A
SE83
Copertina noua liniile 1–II/L=159m
New Canopy tracks 1–II/L=159m
Copertina noua liniile III–4/L=159m
New Canopy tracks III–4/L=159m
Gard protectie L=294,3m
Protection fence L=294,3m
464 465.5
IIIb
681 642
750m=Lu=750m
790m=Lu=795m
825m=Lu=820m
750m=Lu=760m
9.50m
5.00m
9.50m
DN 200
DN 200
SE64
SE68
SE70
SE78
SE80
SE63
SE67
SE69
SE79
SE81
62
64
66
68
70
72
61
63
65
67
69
71
48.0
48.0
48.0
40.5
45.0
45.0
40.5
4
5
6
DRUM PIATRA CUBICA
CUBIC STONE ROAD
IIc
544 466
I
512 572
Cladirea statiei BOD
BOD station building
Antena GSM R 30m inaltime
GSM R Antenna 30m height
Peron nou linia 1/h=+0,55NSS/L=150m/l=3,0–6,0m
New Platform track 1/h=+0,55NSS/L=150m/l=3,0–6,0m
PARCARE
PARKING
PASTILA VERDEATA
GRASS BEDDING
cabina
DRUM NOU PROIECTAT
NEW PROJECTED ROAD
7.00
Camera de Tragere
Manhole
Ax cladire calatori noua Statia Bod
New Passengers Building Axis Bod Station
Km183+340.104
Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km183+382.104
Capat copertina linia 1
Canopy limit track 1
Km183+389.604
Capat peron linia 1
Platform limit track 1
Km183+457.104
LEA 3 fire
61
MU 358
E1
5500 –
1400 –
6900 DI
+200 CS/–
E2
5500 –
1400 –
6900 DD
–200 CS/–
63
MU 406
E1
5500 –
1400 –
6900 DD
–200 CS/–
E2
5500 –
1400 –
6900 DI
+200 CS/–
65
MU 454
E1
5500 –
1400 –
6900 DI
+200 CS/–
E2
5500 –
1400 –
6900 DD
–200 CS/–
67
MU 494.5
E1
5500 –
1400 –
6900 DD
–200 CS/–
E2
5500 –
1400 –
6900 DI
+200 CS/–
69
H 539.5
E1
5500 –
1400 –
6900 DI
+200 CPS/–
E2
5500 –
1400 –
6900 DD
–200 CPS/–
71
H 584.5
E1
5500 –
1400 –
6900 DD
–200 CPS/–
E2
5500 –
1400 –
6900 DI
+200 CPS/–

74	
H	625
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CPS/–

E2	
5500	–
1400	–
6900	DD
–200	CPS/–

75	
SECP6	659
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/–

76	
SECP6	660.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

79	
SECP6	682.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

80	
SECP6	696.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

79A	
SECP6	713.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

80A	
SECP6	735.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

79B	
SECP6	742.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

86	
H	751
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CPS/–

E2	
5500	–
1400	–
6900	DI
+200	CPS/–

87	
H	770
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

88	
H	791.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

90	
H	823
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CPS/–

E2	
5500	–
1400	–
6900	ICA
–100	CO/–

E3	
5500	–
1800	–
7300	ICA
–150	CO/–

92	
H	823
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–300	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

E3	
5500	–
1400	–
6900	DD
–200	CP/–

96	
H	860
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
–300	CO/–

E2	
5500	–
1400	–
6900	DCA
–100	CO/–

E3	
5550	–
1750	–
7300	ICA
+150	CO/–

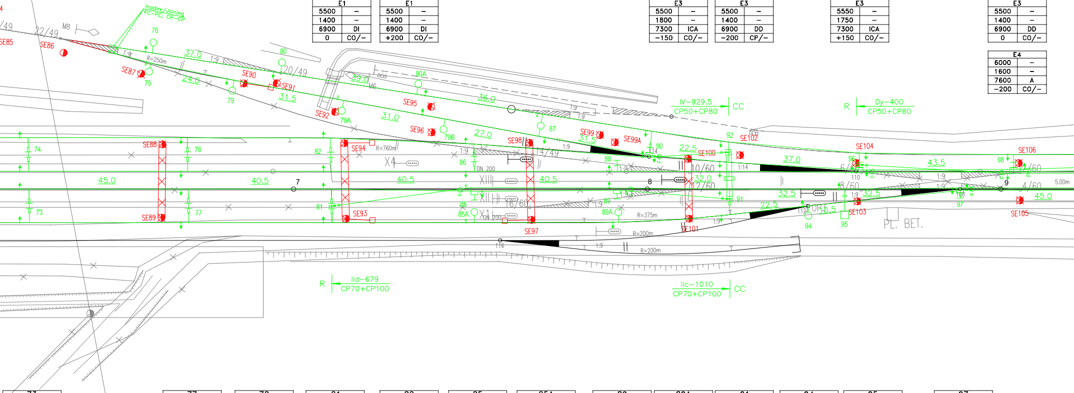
98	
H	903.5
–	–
–	–
–	–

E1	
5850	–
1350	–
7200	A
+200	CO/–

E2	
5500	–
1400	–
6900	DD
–250	CO/–

E3	
5500	–
1400	–
6900	DD
0	CO/–

E4	
6000	–
1600	–
7600	A
–200	CO/–



Inadire/Joining
FC–FC; CP–CP
22/49
M8
SE85
SE86
SE87
SE88
SE89
SE90
SE91
SE92
SE93
SE94
SE95
SE96
SE97
SE98
SE99
SE99A
SE100
SE101
SE102
SE103
SE104
SE105
SE106
R=250m
R=760m
R=375m
R=200m
1:9
1:14
37.0
24.0
31.5
39.0
36.0
31.0
27.0
22.5
43.5
45.0
40.5
32.0
32.5
20/49
14/49
10/60
12/60
16/60
6/60
8/60
4/60
2/60
M6
80A
79A
79B
X4
XIII
XII
X1
DN 200
5.00m
IV–929.5
CP50+CP80
CC
R
Dy–400
CP50+CP80
IId–679
CP70+CP100
IIc–1010
CP70+CP100
CC
PL. BET.
73
74
75
76
77
78
79
80
81
82
85
85A
86
87
88
89
89A
90
91
92
94
95
96
97
98
7
8
9
110
112
116

73	
H	625
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CPS/–

E2	
5500	–
1400	–
6900	DD
–200	CPS/–

77	
H	670
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CPS/–

E2	
5500	–
1400	–
6900	DI
+200	CPS/–

78	
H	670
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CPS/–

E2	
5500	–
1400	–
6900	DI
+200	CPS/–

81	
H	710.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CPS/–

E2	
5500	–
1400	–
6900	DD
–200	CPS/–

82	
H	710.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CPS/–

E2	
5500	–
1400	–
6900	DI
–200	CPS/–

85	
H	751
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CP/–

E2	
5500	–
1400	–
6900	DD
–200	CP/–

85A	
H	751
–	–
–	–
–	–

E5	
5500	–
1400	–
6900	DI
0	CO/–

89	
H	791.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CP/–

E2	
5850	–
1450	–
7300	A
0	CP/–

89A	
H	791.5
–	–
–	–
–	–

E6	
5500	–
1400	–
6900	DI
+300	CO/–

91	
H	823
–	–
As	–
–	–

E4	
5500	–
1400	–
6900	DD
–200	CO/–

E5	
5500	–
1400	–
6900	DI
+250	CPS/–

94	
SECP6	845.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

95	
MU	856
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CS/–

97	
H	888.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DCA
–100	CO/–

E2	
5550	–
1750	–
7300	ICA
+150	CO/–

100	
H	947
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5550	–
1750	–
7300	DCA
–150	CO/–

E3	
5500	–
1400	–
6900	ICA
+100	CO/–

102	
H	984.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

E2	
5500	–
1400	–
6900	DD
–200	CO/–

104	
H	020
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
6000	–
1300	–
7300	A
–650	CO/–

E3	
5500	–
1400	–
6900	DD
–150	CO/–

106	
H	060.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

E2	
5500	–
1300	–
6800	ICM
–250	CO/–

E3	
5500	–
2000	–
7500	ICM
+250	CO/–

108	
H	101
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

E2	
5500	–
1400	–
6900	DI
+150	CO/–

E3	
6000	–
1300	–
6800	A
+650	CO/–

110	
SECP6	132.5
–	–
As	–
–	–

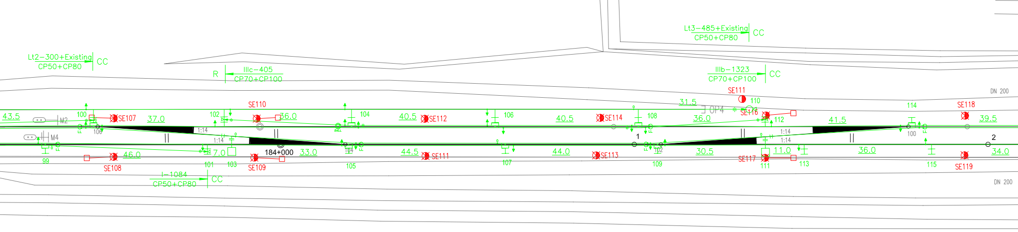
112	
H	137
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

114	
H	178.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	ICA
+100	CO/–

E2	
5550	–
1750	–
7300	DCA
–150	CO/–


Lt2–300+Existing
CP50+CP80
CC
R
IIIc–405
CP70+CP100
Lt3–485+Existing
CP50+CP80
CC
IIIb–1323
CP70+CP100
CC
SE111
DN 200
43.5
M2
100
SE107
37.0
102
SE110
36.0
104
40.5
SE112
106
40.5
SE114
108
31.5
OP4
110
SE116
36.0
112
41.5
114
SE118
39.5
106
1:14
1:14
M4
LL
2xLL
1
100
2
99
SE108
46.0
7.0
101
103
SE109
184+000
33.0
104
105
44.5
SE111
107
44.0
SE113
102
109
30.5
SE117
111
11.0
113
36.0
115
SE119
34.0
DN 200

99	
H	933.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

101	
H	979.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

103	
MU	986
–	–
–	–
–	–

E1	
5550	–
1400	–
6950	DD
0	CS/–

105	
H	019
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	ICA
+100	CO/–

E2	
5550	–
1750	–
7300	DCA
–150	CO/–

107	
H	063.5
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	DCA
0	CO/–

E2	
5500	–
1400	–
6900	DCA
–200	CO/–

109	
H	106.5
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	DCA
–150	CO/–

E2	
5500	–
1400	–
6900	ICA
+100	CO/–

111	
MU	137
–	–
–	–
–	–

E1	
5550	–
1400	–
6950	DD
0	CS/–

113	
H	148
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

115	
H	184
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

116	
H	218
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

E2	
5850	–
1450	–
7300	A
+200	CO/–

118	
H	258.5
–	–
An	–
–	–

E1	
6000	–
1300	–
7300	A
−650	CO/–

E2	
5500	–
1400	–
6900	DD
−150	CO/–

120	
H	303.5
–	–
–	–
–	–

E1	
5500	–
1300	–
6800	ICM
−250	CO/–

E2	
5500	–
2000	–
7500	ICM
+250	CO/–

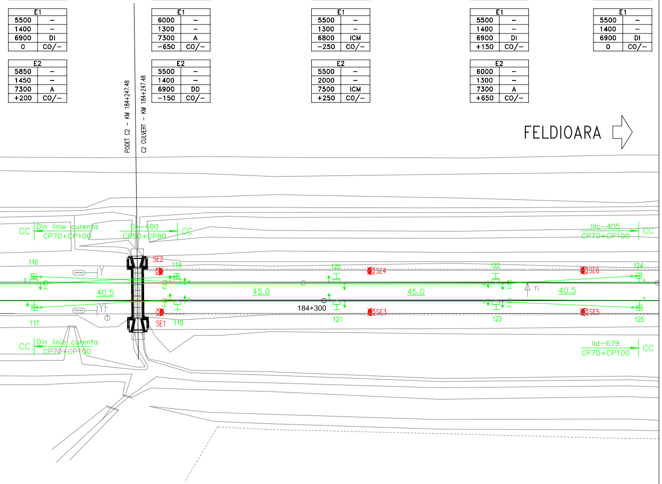
122	
H	348.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

E2	
6000	–
1300	–
7300	A
+650	CO/–

124	
H	389
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–


PODET C2 – KM 184+247.48
C2 CULVERT – KM 184+247.48
FELDIOARA
CC
Din linie curenta
CP70+CP100
Dy–400
CP50+CP80
CC
IIIc–405
CP70+CP100
CC
116
118
SE2
120
SE4
122
SE6
124
40.5
45.0
45.0
Ti
40.5
184+300
117
SE1
119
121
SE3
123
SE5
125
CC
Din linie curenta
CP70+CP100
IId–679
CP70+CP100
CC

117	
H	218
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

119	
H	258.5
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+650	CO/–

E2	
5500	–
1400	–
6900	DI
+150	CO/–

121	
H	303.5
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	DCM
+250	CO/–

E2	
5500	–
1300	–
6800	DCM
−250	CO/–

123	
H	348.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−150	CO/–

E2	
6000	–
1300	–
7300	A
−650	CO/–

125	
H	389
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/–

LEGENDA / LEGEND

- Stâlp metalic H cu o consolă / Metallic H pole with one cantilever
- Stâlp metalic H cu două console / Metallic H pole with two cantilevers
- Stâlp metalic H cu trei console / Metallic H pole with three cantilevers
- Stâlp metalic H cu două console jumelate / Metallic H pole with two twin cantilevers
- Stalp metalic H cu ancora pentru catenara / Metallic H pole with anchoring for catenary
- Stâlp metalic Mu cu o consolă specială / Metallic Mu pole with one special cantilever
- Consolă pe pinten metalic / Cantilever on drop bracket
- 2 console pe pinten metalic / 2 cantilevers on drop bracket
- 3 console pe pinten metalic / 3 cantilevers on drop bracket
- Traversă metalică pe stâlpi metalici tip H / Gantry beam on metallic H poles
- Izolator de secționare / Sectioning insulator
- Izolator de separare electrică în suspensia catenară / Insulator for electric separation into catenary
- Linie de contact proiectată / Projected contact line
- Stâlp existent care se va demonta / Existing pole that will be desmounted
- Stâlp existent cu ancoră, care se va demonta / Existing pole with anchor that will be desmounted
- Traversă metalică pe stâlpi din beton, care se va demonta / Gantry beam on concrete poles, that will desmounted
- **Stâlp** SECP6 nou / New SECP6 pole

H	Stâlp metalic H / Metallic H pole
Mu	Stâlp metalic MU / Metallic MU pole
An	Ancoră la nivel / Level anchor
As	Ancoră supraînălțată / Superelevated anchor
DD	Fixator direct tip DD / Pull-off steady arm type DD
DCM	Fixator direct tip DCM / Pull-off steady arm type DCM
DCA	Fixator direct tip DCA / Pull-off steady arm type DCA
DI	Fixator invers tip DI / Push-off steady arm type DI
ICM	Fixator invers tip ICM / Push-off steady arm type ICM
ICA	Fixator invers tip ICA / Push-off steady arm type ICA
FID	Fixator izolat pe stâlp metalic MU / Insulated steady arm on MU pole
A	Fixator de ancorare / Anchoring steady arm
CO	Consolă cu izolator compozit / Cantilever with compozit insulator
CS	Consolă specială pentru stâlp MU / Special cantilever for MU pole
CP	Consolă izolată pentru pinten metalic / Insulated cantilever for metallic drop tube
CPS	Consolă izolată cu prelungitor scurt / Insulated cantilever with short stand-off bracket
CPL	Consolă izolată cu prelungitor lung / Insulated cantilever with long stand-off bracket

[CC*]
[CC]
[SC]
[R]

N-L Zonă de ancorare
CP+FC Anchoring area

CC	ancorare complet compensată cu contragreutăți din beton / full compensated anchoring with concrete counterweights
CC*	ancorare complet compensată cu contragreutăți din fonta / full compensated anchoring with cast iron counterweights
SC	ancorare semi-compensată cu contragreutăți din beton / half compensated anchoring with concrete counterweights
R	ancorare rigidă / rigid anchoring
N	numărul zonei / area number
L	lungimea zonei / area lenght
CP+FC	tipul catenarei / catenary type

		C		
NUMĂR STÂLP POLE NUMBER				
TIP STÂLP TYPE OF POLE	1	2		PICHET STÂLP (POZIȚIA HECTOMETRICĂ) POLE LOCATION
GABARIT STÂLP GAUGE	3	4		TIP FUNDAȚIE STÂLP TYPE OF POLE FOUNDATION
TIP ANCORĂ TYPE OF ANCHOR	5	6		H STÂLP (DISTANTA DINTRE NSS ȘI VÂRF) MOUNTING HEIGHT OF POLE (DISTANCE FROM TOP OF RAIL TO TOP OF MAST)
TIP FUNDAȚIE ANCORĂ TYPE OF ANCHOR FOUNDATION	7	8		LUNGIME STÂLP LENGHT OF POLE

	E		
HFC CONTACT WIRE HEIGHT	1	2	D (DISTANTA DINTRE BRIDELE CONSOLEI) D (INSTALLATION HEIGHT)
ÎNALTIME CONSTRUCTIVA SYSTEM HEIGHT	3	4	SUPRAÎNALTAREA CAII SUPER ELEVATION
HCP MESSENGER WIRE HEIGHT	5	6	TIP FIXATOR STEADY ARM TYPE
ZIG-ZAG CONTACT WIRE STAGER	7	8/9	TIP CONSOLA / TIP PENDULA (ÎN NOD) CANTILEVER TYPE / DORPPERS TYPE

NOTA / NOTE:

SEMNIFICAȚIA CULORILOR FOLOSITE ÎN PREZENTAREA PLANULUI DE LINIE DE CONTACT ESTE URMĂTOAREA:

- verde - elemente noi ale liniei de contact aeriene
- rosu- elemente existente ale liniei de contact aeriene
- negru - elemente noi care aparțin altor specialități
- gri - elemente existente ale planului de situație

THE SIGNIFICATION OF COLORS USED TO PRESENT THE CONTACT LINE DRAWING:

- green - new elements of the overhead contact line
- red- existent elements of the overhead contact line
- black - new elements of others specialities
- grey - existing elements of the layout plan

Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

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	Șef proiect Project manager	R. Liuzza	12.2011	
Aprobat Approved	Coordonator Secțiune 1 Section 1 Coordinator	C. Gambelli	12.2011	
Verificat Checked	Expert Verificator Checking Expert	G. Buffarini	12.2011	

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat Approved	Responsabil Subcontractant Subcontractor Responsible	A. Stanciu - Dinulescu	12.2011	
Întocmit Elaborated	Proiectant Designer	D. Dan	12.2011	

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

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

Faza / Phase:
P.Th. / T.D.

Denumire desen / Drawing Title :

Stația Bod - Plan de situație Linie de Contact Demontări-Montări
Bod Station - OCL layout plan Dismounting-Mounting
Km 182+250 ÷ Km 184+400

Codificare / Codification System	Scara / Scale 1:500	LOT / LOT	Nr. / No 01 / 01
E A 5 1 · 0 1 · C · 0 5 · L 8 · L C · 0 0 · 5 · 1 · 0 0 2 · 1			

420 x 4750