1	
H	252
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

3	
H	292.5
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+650	CO/–

E2	
5500	–
1400	–
6900	DI
+150	CO/–

5	
H	333
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	DCM
+250	CO/–

E2	
5500	–
1300	–
6800	DCM
−250	CO/–

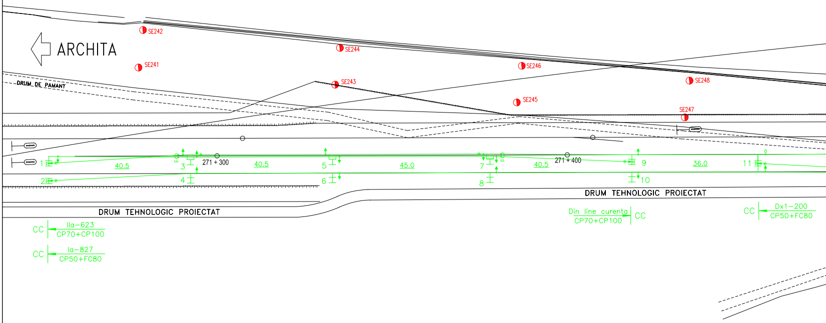
7	
H	378
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−150	CO/–

E2	
6000	–
1300	–
7300	A
−650	CO/–

9	
H	418.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–


ARCHITA
SE242
SE241
SE244
SE243
SE246
SE245
SE248
SE247
DRUM DE PAMANT
1
2
3
4
5
6
7
8
9
10
11
40.5
40.5
45.0
40.5
36.0
271 + 300
271 + 400
DRUM TEHNOLOGIC PROIECTAT
DRUM TEHNOLOGIC PROIECTAT
CC
IIa−623
CP70+CP100
CC
Ia−827
CP50+FC80
Din line curenta
CP70+CP100
CC
CC
Dx1−200
CP50+FC80

2	
H	252
–	–
An	–
–	–

4	
H	292.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

6	
H	333
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

8	
H	378
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

10	
H	418.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

11	
H	454.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/–

E2	
5500	–
1400	–
6900	DD
−200	CO/–

12	
H	495
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

14	
H	531
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
–650	CO/–
E2	
5500	–
1400	–
6900	DD
–150	CO/–

16	
H	576
–	–
–	–
–	–
E1	
5500	–
1300	–
6800	DCM
–250	CO/–
E2	
5500	–
2000	–
7500	DCM
+250	CO/–

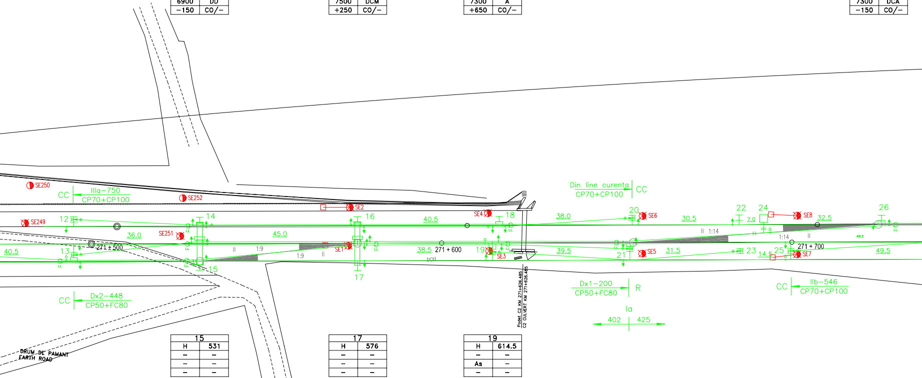
18	
H	616.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+150	CO/–
E2	
6000	–
1300	–
7300	A
+650	CO/–

20	
H	654.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

22	
H	685
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

24	
MU	692
–	–
–	–
–	–
E1	
5550	–
1400	–
6950	DD
0	CS/–

26	
H	725.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	ICA
+100	CO/–
E2	
5550	–
1750	–
7300	DCA
–150	CO/–


SE250
CC
IIIa–750
CP70+CP100
SE252
SE2
SE249
12
14
16
40.5
SE4
18
38.0
Din line curenta
CP70+CP100
CC
20
SE6
30.5
22
24
7.0
SE8
32.5
26
36.0
SE251
45.0
1:14
1:14
49.5
40.5
13
271 ± 500
1:9
1:9
SE1
38.5
271 + 600
19
SE3
39.5
21
SE5
31.5
23
14.5
25
SE7
271 + 700
49.5
15
17
Podet C2 KM 271+626.485
C2 CULVERT KM 271+626.485
Dx1–200
CP50+FC80
R
CC
IIb–546
CP70+CP100
CC
Dx2–448
CP50+FC80
Ia
402
425
DRUM DE PAMANT
EARTH ROAD

15	
H	531
–	–
–	–
–	–
E3	
6000	–
1300	–
7300	A
–350	CP/–
E4	
5500	–
1400	–
6900	DD
–150	CP/–
E5	
5550	–
1750	–
7300	DCA
–150	CO/–
E6	
5500	–
1400	–
6900	ICA
+100	CO/–

17	
H	576
–	–
–	–
–	–
E3	
5500	–
1400	–
6900	ICA
+100	CP/–
E4	
5550	–
1750	–
7300	DCA
–150	CP/–
E5	
5850	–
1750	–
7600	A
–100	CP/–
E6	
5500	–
1400	–
6900	DD
–200	CO/–

19	
H	614.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	ICA
0	CO/–
E2	
5550	–
1650	–
7200	DCA
+200	CO/–
E3	
5850	–
1750	–
7600	A
–200	CO/–
E4	
5500	–
1400	–
6900	DD
–200	CO/–

13	
H	495
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–
E2	
5850	–
1450	–
7300	A
0	CO/–
E3	
5500	–
1400	–
6900	DI
+200	CO/–

21	
H	653.5
–	–
As	–
–	–
E1	
5550	–
1750	–
7300	DCA
–150	CO/–
E2	
5500	–
1400	–
6900	ICA
+100	CO/–
E3	
5500	–
1400	–
6900	DI
+200	CO/–

23	
H	685
–	–
As	–
–	–

25	
H	699.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DD
0	CPS/–

28	
H	755
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	DD
0	CO/–
E2	
5500	–
1400	–
6900	DD
–200	CO/–

29	
H	782
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	DI
+200	CO/–
E2	
5500	–
1400	–
6900	DI
0	CO/–

31	
H	813
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	DCA
–150	CO/–
E2	
5500	–
1400	–
6900	ICA
+100	CO/–

33	
MU	848.5
–	–
–	–
–	–
E1	
5550	–
1400	–
6950	DD
0	CS/–

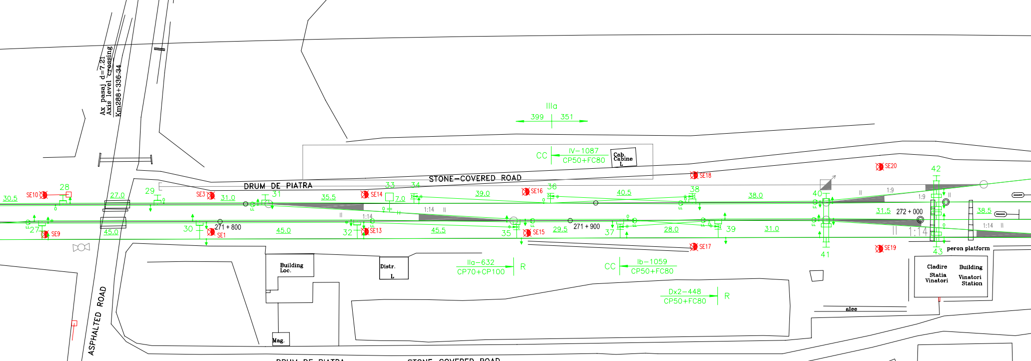
34	
H	855.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

36	
H	894.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–

38	
H	935
–	–
As	–
–	–
E1	
5850	–
1450	–
7300	A
0	CO/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

40	
H	973
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	ICA
+150	CO/–
E2	
5500	–
1400	–
6900	DCA
–100	CO/–

42	
H	004.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CP/–
E2	
5500	–
1400	–
6900	DD
–100	CP/–



Ax pasaj d=7.21
Axis level crossing
Km288+336-34
IIIa
399
351
CC
IV–1087
CP50+FC80
Cab. Cabine L
DRUM DE PIATRA
STONE–COVERED ROAD
SE10
28
30.5
27.0
29
SE3
31.0
31
35.5
33
34
SE14
7.0
39.0
SE16
36
40.5
SE18
38
38.0
SE20
42
40
1:9
1:9
31.5
272 + 000
38.5
27
SE9
45.0
30
271 + 800
SE1
45.0
32
SE13
1:14
1:14
45.5
35
SE15
29.5
271 + 900
37
28.0
39
31.0
SE17
41
SE19
1:14
1:14
43
peron platform
Building Loc.
Distr. L
IIa–632
CP70+CP100
R
CC
Ib–1059
CP50+FC80
Dx2–448
CP50+FC80
R
Cladire Statia Vinatori
Building Vinatori Station
alee
Mag.
ASPHALTED ROAD
DRUM DE PIATRA
STONE–COVERED ROAD
DRUM ASFALTAT

27	
H	749
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
+650	CO/–
E2	
5500	–
1400	–
6900	DI
+150	CO/–
E3	
5500	–
1400	–
6900	DD
–200	CO/–

30	
H	794
–	–
–	–
–	–
E1	
5500	–
2000	–
7500	DCM
+250	CO/–
E2	
5500	–
1400	–
6900	DCM
–250	CO/–
E3	
5500	–
1400	–
6900	DI
+200	CO/–

32	
H	839
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–150	CO/–
E2	
6000	–
1300	–
7300	A
–650	CO/–
E3	
5500	–
1400	–
6900	DD
–200	CO/–

35	
H	884.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	ICA
+100	CO/–
E2	
5550	–
1750	–
7300	DCA
–150	CO/–
E3	
5500	–
1400	–
6900	DI
+200	CO/–

37	
H	914.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–
E2	
5850	–
1450	–
7300	A
0	CO/–
E3	
5500	–
1400	–
6900	DD
–200	CO/–

39	
H	942.5
–	–
As	–
–	–
E1	
5850	–
1450	–
7300	A
0	CO/–
E2	
5500	–
1400	–
6900	DI
+200	CO/–
E3	
5500	–
1400	–
6900	DI
+200	CO/–

41	
H	973
–	–
–	–
–	–
E3	
5550	–
1750	–
7300	ICA
+150	CP/–
E4	
5500	–
1400	–
6900	DCA
–100	CP/–
E5	
5500	–
1400	–
6900	DD
–200	CO/–

43	
H	004.5
–	–
–	–
–	–
E3	
5500	–
1400	–
6900	DD
–100	CP/–
E4	
5500	–
1400	–
6900	DI
0	CP/–
E5	
5500	–
1400	–
6900	DD
+200	CO/–

44	
H	043
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+300	CO/–

E2	
5500	–
1400	–
6900	DD
–200	CPS/–

46	
H	079
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+300	CPS/–

E2	
5500	–
1400	–
6900	DI
+200	CPS/–

48	
H	119
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CPS/–

E2	
5500	–
1400	–
6900	DD
–200	CPS/–

50	
SECP6	155
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

52	
H	164
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

54	
SECP6	200
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

56	
H	209
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

58	
H	245
–	–
As	–
–	–

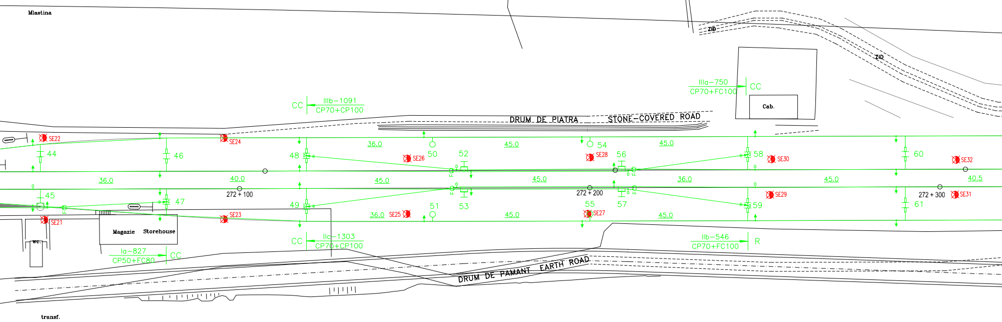
E1	
5500	–
1400	–
6900	DI
+200	CPS/–

E2	
5500	–
1400	–
6900	DI
0	CPS/–

60	
H	290
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CPS/–

E2	
5500	–
1400	–
6900	DI
+200	CPS/–


Mlastina
ZID
ZID
IIIa–750
CP70+FC100
CC
Cab.
CC
IIIb–1091
CP70+CP100
DRUM DE PIATRA
STONE–COVERED ROAD
SE22
SE24
44
46
36.0
48
50
SE26
52
45.0
54
SE28
56
45.0
58
SE30
60
SE32
36.0
40.0
45.0
45.0
36.0
45.0
40.5
45
272 + 100
47
49
51
53
272 + 200
55
57
SE29
59
272 + 300
SE31
61
SE21
SE23
36.0
SE25
45.0
SE27
45.0
Magazie
Storehouse
wc.
CC
IIc–1303
CP70+CP100
IIb–546
CP70+FC100
R
Ia–827
CP50+FC80
CC
DRUM DE PAMANT
EARTH ROAD
transf.

45	
H	043
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

E2	
5500	–
1800	–
7300	ICA
+150	CO/–

E3	
5500	–
1400	–
6900	DCA
–100	CO/–

47	
H	079
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CPS/–

E2	
5500	–
1400	–
6900	DI
+250	CPS/–

49	
H	119
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CPS/–

E2	
5500	–
1400	–
6900	DI
+250	CPS/–

51	
SECP6	155
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

53	
H	164
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DD
–200	CO/–

55	
SECP6	200
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

57	
H	209
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

59	
H	245
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CPS/–

E2	
5500	–
1400	–
6900	DD
–200	CPS/–

61	
H	290
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CPS/–

E2	
5500	–
1400	–
6900	DI
+200	CPS/–

62	
H	330.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

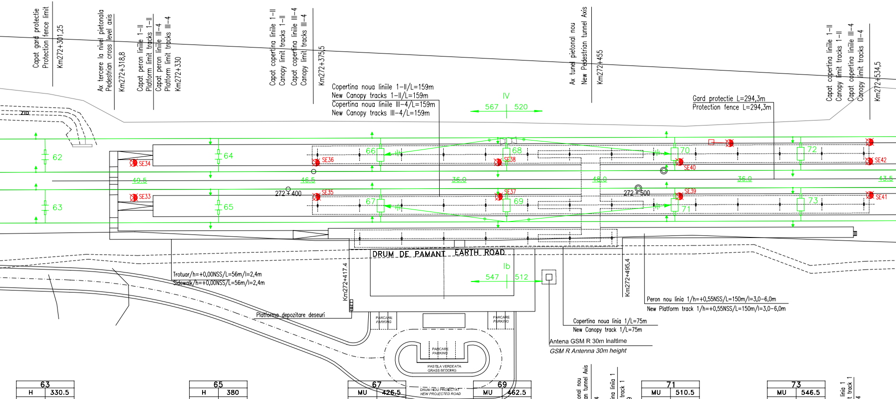
64	
H	380
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

66	
MU	426.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CS/–
E2	
5500	–
1400	–
6900	DD
–200	CS/–

68	
MU	462.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CS/–
E2	
5500	–
1400	–
6900	DI
+200	CS/–

70	
MU	510.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CS/–
E2	
5500	–
1400	–
6900	DD
–200	CS/–

72	
MU	546.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CS/–
E2	
5500	–
1400	–
6900	DI
+200	CS/–


Capat gard protectie
Protection fence limit
Km272+301,25
Ax tercere la nivel pietonala
Pedestrian cross level axis
Km272+318,8
Capat peron liniile 1–II
Platform limit tracks 1–II
Capat peron liniile III–4
Platform limit tracks III–4
Km272+330
Capat copertina liniile 1–II
Canopy limit tracks 1–II
Capat copertina liniile III–4
Canopy limit tracks III–4
Km272+375,5
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
IV
567
520
Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km272+455
Gard protectie L=294,3m
Protection fence L=294,3m
Capat copertina liniile 1–II
Canopy limit tracks 1–II
Capat copertina liniile III–4
Canopy limit tracks III–4
Km272+534,5
ZID
62
63
64
65
66
67
68
69
70
71
72
73
SE33
SE34
SE35
SE36
SE37
SE38
SE39
SE40
SE41
SE42
49.5
46.5
36.0
48.0
36.0
43.5
272+400
272+500
DRUM DE PAMANT EARTH ROAD
Ib
547
512
Km272+417.4
Km272+495,4
Trotuar/h=+0,00NSS/L=56m/l=2,4m
Sidewalk/h=+0,00NSS/L=56m/l=2,4m
Platforma depozitare deseuri
PARCARE
PARKING
PARCARE
PARKING
PARCARE
PARKING
PASTILA VERDEATA
GRASS BEDDING
DRUM NOU PROIECTAT
NEW PROJECTED ROAD
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
Copertina noua linia 1/L=75m
New Canopy track 1/L=75m
Antena GSM R 30m Inaltime
GSM R Antenna 30m height

63	
H	330.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

65	
H	380
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

67	
MU	426.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CS/–
E2	
5500	–
1400	–
6900	DD
–200	CS/–

Ax cladire calatori noua Statia Vanatori
New Passengers Building Axis Vanatori Station
Km272+444.40

69	
MU	462.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CS/–
E2	
5500	–
1400	–
6900	DI
+200	CS/–

Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km272+486.4

Capat copertina linia 1
Canopy limit track 1
Km272+493.9

71	
MU	510.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CS/–
E2	
5500	–
1400	–
6900	DD
–200	CS/–

73	
MU	546.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CS/–
E2	
5500	–
1400	–
6900	DI
+200	CS/–

Capat peron linia 1
Platform limit track 1
Km272+561.4

74	
H	590
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
−200	CPS/–

76	
H	635
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

78	
H	674
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
−200	CPS/–

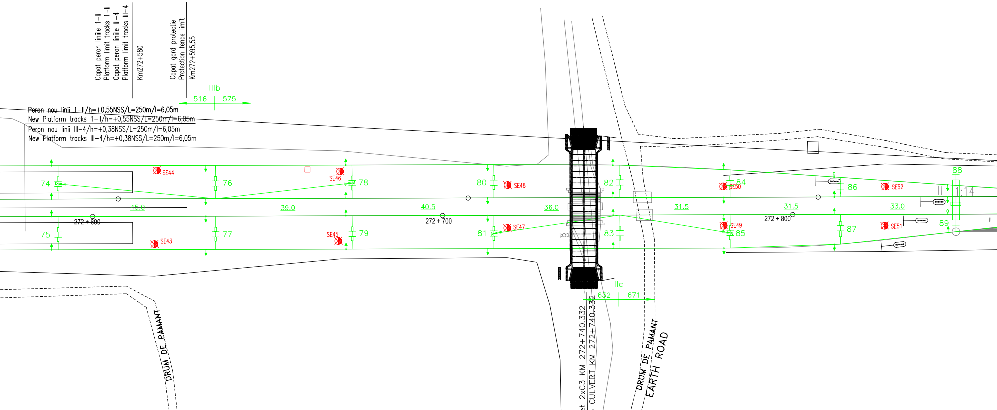
80	
H	714.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

82	
H	750.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CPS/–
E2	
5500	–
1400	–
6900	DD
−200	CPS/–

84	
H	782
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+150	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

86	
H	813.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–
E2	
5500	–
1400	–
6900	DD
−200	CO/–

88	
H	846.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–
E2	
5500	–
1400	–
6900	DD
−200	CP/–


Capat peron liniile 1–II
Platform limit tracks 1–II
Capat peron liniile III–4
Platform limit tracks III–4
Km272+580
Capat gard protectie
Protection fence limit
Km272+595,55
IIIb
516
575
Peron nou linii 1–II/h=+0,55NSS/L=250m/l=6,05m
New Platform tracks 1–II/h=+0,55NSS/L=250m/l=6,05m
Peron nou linii III–4/h=+0,38NSS/L=250m/l=6,05m
New Platform tracks III–4/h=+0,38NSS/L=250m/l=6,05m
74
SE44
76
SE46
78
80
SE48
82
84
SE50
86
SE52
88
1:14
45.0
39.0
40.5
36.0
31.5
31.5
33.0
272 + 600
272 + 700
272 + 800
75
SE43
77
SE45
79
81
SE47
83
SE49
85
87
SE51
89
IIc
632
671
DRUM DE PAMANT
Podet 2xC3 KM 272+740.332
2xC3 CULVERT KM 272+740.332
DRUM DE PAMANT
EARTH ROAD

75	
H	590
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
−200	CPS/–

77	
H	635
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

79	
H	674
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
−200	CPS/–

81	
H	714.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

83	
H	750.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
−200	CPS/–

85	
H	782
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CPS/–
E2	
5500	–
1400	–
6900	DI
+300	CPS/–

87	
H	813.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DI
+300	CPS/–

89	
H	846.5
–	–
–	–
–	–
E3	
5500	–
1400	–
6900	DD
0	CO/–
E4	
5500	–
1400	–
6900	DD
−200	CO/–

90	
H	891.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DCA
–100	CO/–
E2	
5550	–
1750	–
7300	ICA
+150	CO/–

93	
H	935.5
–	–
–	–
–	–
E1	
5850	–
1350	–
7200	A
+200	CO/–
E2	
5500	–
1400	–
6900	DI
0	CO/–
E3	
6000	–
1600	–
7600	A
–200	CO/–

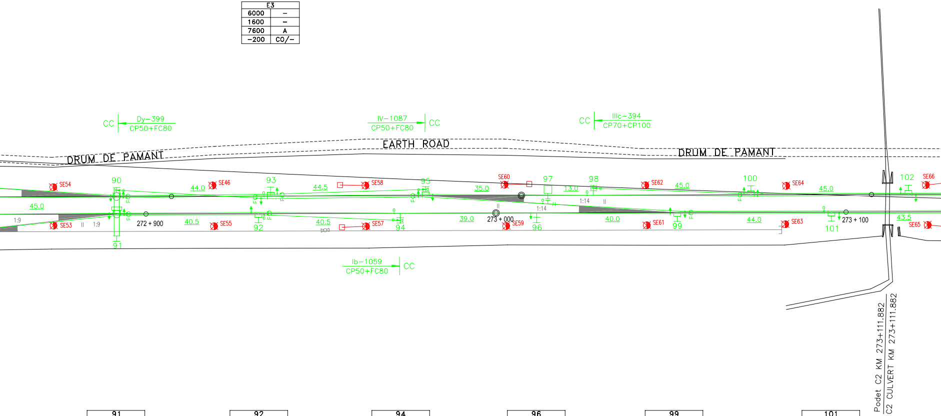
95	
H	980.5
–	–
As	–
–	–
E1	
5550	–
1750	–
7300	DCA
–150	CO/–
E2	
5500	–
1400	–
6900	ICA
+100	CO/–

97	
MU	015
–	–
–	–
–	–
E1	
5550	–
1400	–
6950	DD
0	CS/–

98	
H	028
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–

100	
H	073
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
–650	CO/–
E2	
5500	–
1400	–
6900	DD
–150	CO/–

102	
H	118
–	–
–	–
–	–
E1	
5500	–
1300	–
6800	ICM
–250	CO/–
E2	
5500	–
2000	–
7500	ICM
+250	CO/–


CC
Dy–399
CP50+FC80
IV–1087
CP50+FC80
CC
CC
IIIc–394
CP70+CP100
DRUM DE PAMANT
EARTH ROAD
DRUM DE PAMANT
90
SE54
44.0
SE46
93
44.5
SE58
95
SE60
35.0
97
13.0
98
SE62
45.0
100
SE64
45.0
102
SE66
45.0
1:9
SE53
1:9
272 + 900
40.5
SE55
40.5
SE57
39.0
273 + 000
SE59
1:14
1:14
40.0
SE61
44.0
SE63
273 + 100
43.5
SE65
91
92
94
96
99
101
Ib–1059
CP50+FC80
CC
Podet C2 KM 273+111.882
C2 CULVERT KM 273+111.882

91	
H	891.5
–	–
–	–
–	–
E3	
5500	–
1400	–
6900	ICA
+100	CP/–
E4	
5550	–
1750	–
7300	DCA
–150	CP/–

92	
H	932
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–
E2	
5850	–
1450	–
7300	A
0	CO/–

94	
H	972.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–

96	
H	011.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

99	
H	052
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	ICA
+100	CO/–
E2	
5550	–
1750	–
7300	DCA
–150	CO/–

101	
H	096
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	DCA
0	CO/–
E2	
5500	–
1400	–
6900	DCA
–200	CO/–

104	
H	163
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+150	CO/–
E2	
6000	–
1300	–
7300	A
+650	CO/–

107	
H	211
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	ICA
+100	CO/–
E2	
5500	–
1400	–
6900	DCA
–150	CO/–

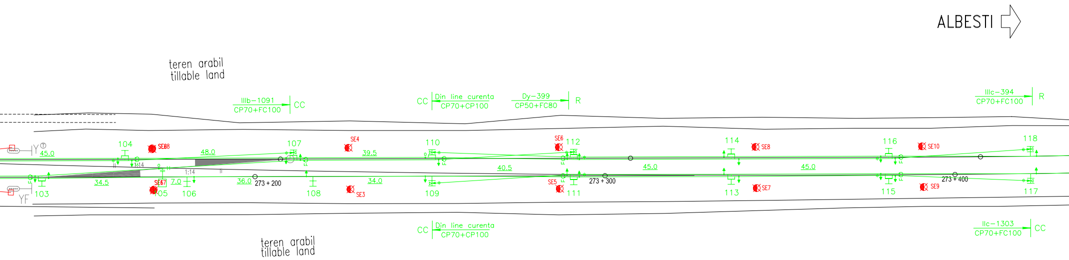
110	
H	250.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–
E2	
5850	–
1450	–
7300	A
+200	CO/–

112	
H	291
–	–
An	–
–	–
E1	
6000	–
1300	–
7300	A
–650	CO/–
E2	
5500	–
1400	–
6900	DD
–150	CO/–

114	
H	336
–	–
–	–
–	–
E1	
5500	–
1300	–
6800	ICM
–250	CO/–
E2	
5500	–
2000	–
7500	ICM
+250	CO/–

116	
H	381
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+150	CO/–
E2	
6000	–
1300	–
7300	A
+650	CO/–

118	
H	421.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
–100	CO/–


ALBESTI
teren arabil
tillable land
IIIb–1091
CP70+FC100
CC
CC
Din line curenta
CP70+CP100
Dy–399
CP50+FC80
R
IIIc–394
CP70+FC100
R
Y
104
SE68
45.0
48.0
107
SE4
39.5
110
SE6
112
114
SE8
116
SE10
118
1:14
1:14
40.5
45.0
45.0
34.5
SE67
7.0
36.0
273 + 200
34.0
SE5
273 + 300
273 + 400
SE9
SE3
SE7
YF
103
105
106
108
109
111
113
115
117
teren arabil
tillable land
CC
Din line curenta
CP70+CP100
IIc–1303
CP70+FC100
CC

103	
H	139
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	DCA
–150	CO/–
E2	
5500	–
1400	–
6900	ICA
+100	CO/–

105	
MU	173.5
–	–
–	–
–	–
E1	
5550	–
1400	–
6950	DD
0	CS/–

106	
H	180.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

108	
H	216.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

109	
H	250.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

111	
H	291
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
+650	CO/–
E2	
5500	–
1400	–
6900	DI
+150	CO/–

113	
H	336
–	–
–	–
–	–
E1	
5500	–
2000	–
7500	DCM
+250	CO/–
E2	
5500	–
1300	–
6800	DCM
–250	CO/–

115	
H	381
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–150	CO/–
E2	
6000	–
1300	–
7300	A
–650	CO/–

117	
H	421.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
+100	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 (DISTANȚA 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 (DISTANȚA DINTRE BRIDELE CONSOLEI) D (INSTALLATION HEIGHT)
ÎNALȚIME 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 Vânători - Plan de situație Linie de Contact Demontări-Montări
Vânători Station - OCL layout plan Dismounting-Mounting
Km 271+250 + Km 273+450

Codificare / Codification System	Scara / Scale 1:1000	LOT / LOT	Nr. / No 01 / 01

EA51 01 C 17 L8 LC 01 7 1 002 1

420 x 4800