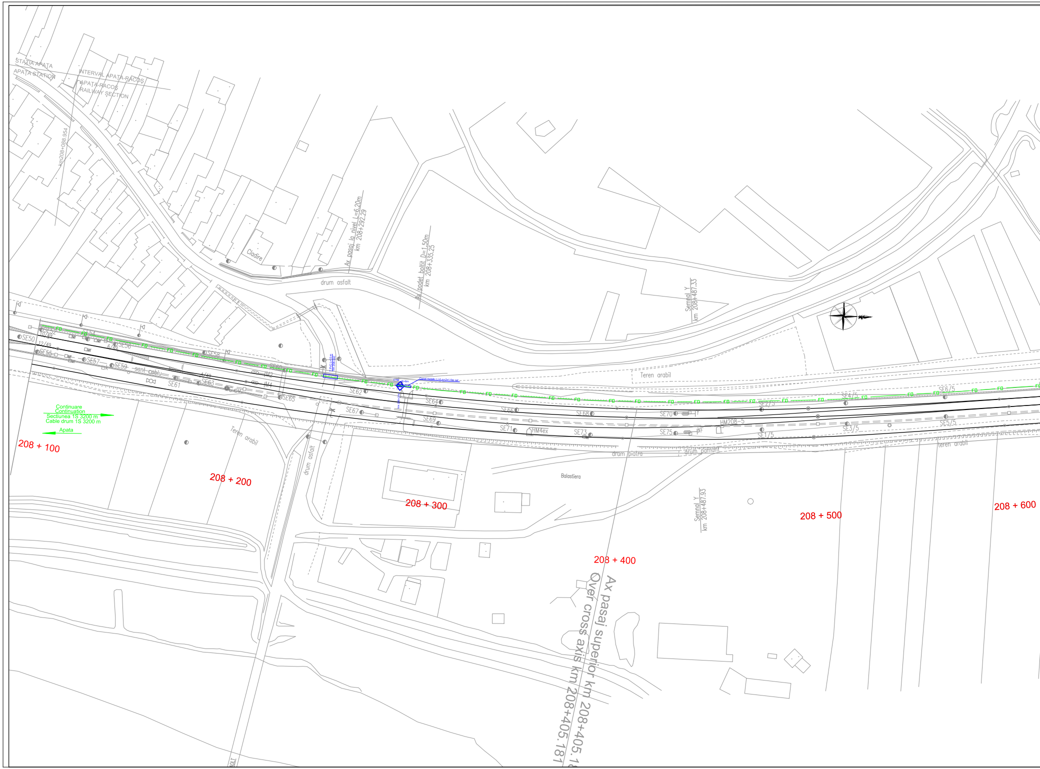
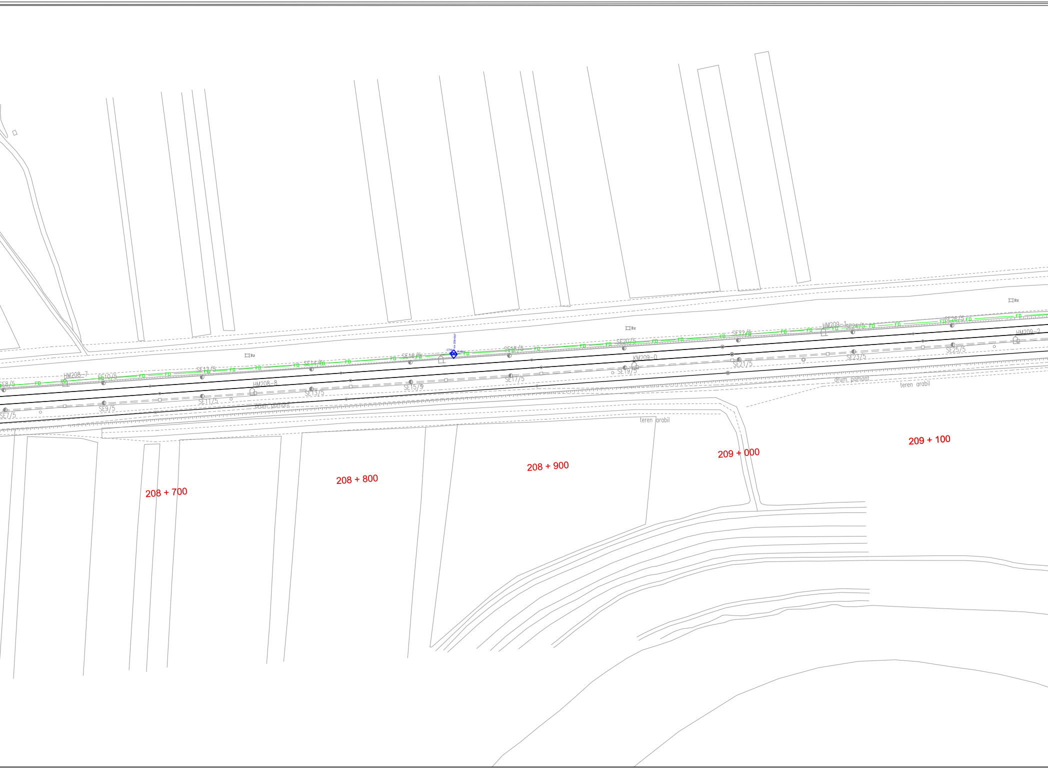
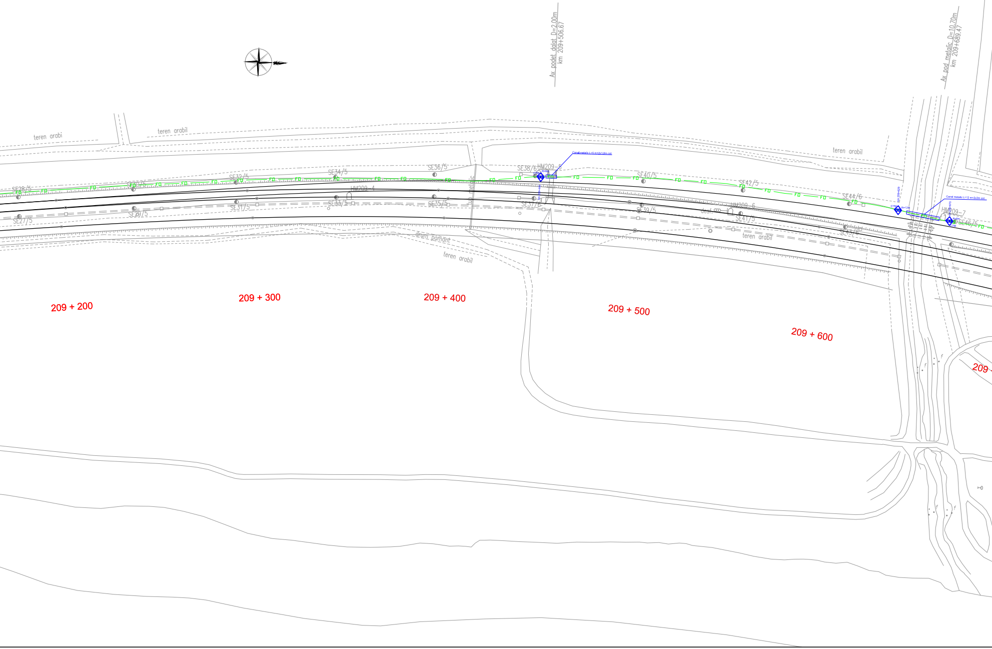
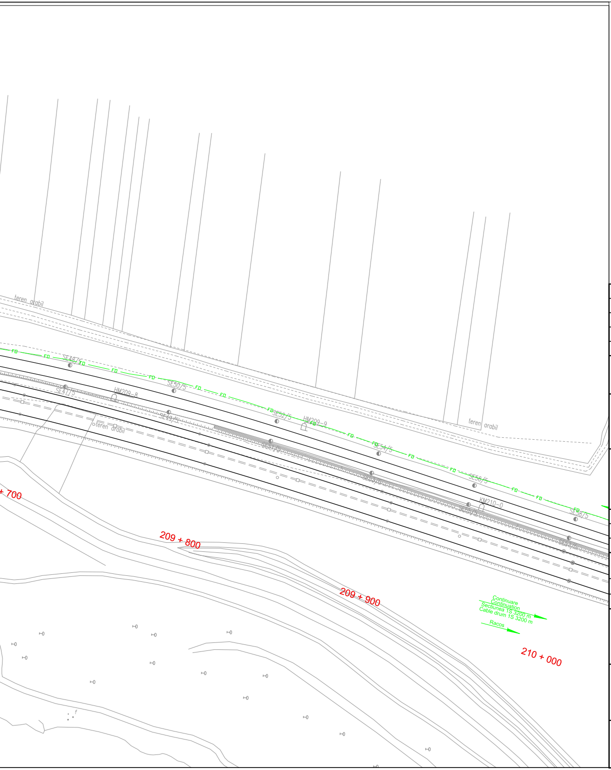

STATIA APATA
APATA STATION
INTERVAL APATA-RACOS
APATA-RACOS
RAILWAY SECTION
km208+088.954
Cladire
drum asfalt
Ax pasaj la nivel L=6.20m
km 208+292.29
Ax podet boltit D=1.50m
km 208+335.25
Semnal Y
km 208+487.33
Teren arabil
SE50
SE52
10/49
SE54
12/49
SE55
SE56
6/49
SE57
SE58
SE59
sant cablu
SE60
4/49
SE61
SE63
C.cv
IM2
IM4
SE65
SE62
SE67
CTM
Canal metalic L=4 m+2x1.5m car
SE64
SE66
SE69
SE68
SE71
HM4ex
SE73
SE70
SE75
HM208-5
SE2/5
SE1/5
SE4/5
SE3/5
SE6/5
SE5/5
teren arabil
FO
Continuare
Continuation
Sectiunea 1S 3200 m
Cable drum 1S 3200 m
Apata
208 + 100
208 + 200
Teren arabil
drum asfalt
208 + 300
drum piatra
drum pamant
Balastiera
Semnal Y
km 208+487.93
208 + 400
208 + 500
208 + 600
Ax pasaj superior km 208+405.18
Over cross axis km 208+405.181


Bz
Bz
Bz
SE8/5
HM208-7
SE10/5
SE12/5
SE14/5
SE16/5
CTM
SE18/5
SE20/5
SE22/5
HM209-1
SE24/5
SE26/5
HM209-2
SE7/5
SE9/5
SE11/5
HM208-8
SE13/5
SE15/5
SE17/5
KM209-0
SE19/5
SE21/5
SE23/5
SE25/5
FO
drum pamant
drum pamant
teren arabil
teren arabil
208 + 700
208 + 800
208 + 900
209 + 000
209 + 100


Ax podet dalat D=2,00m
km 209+506,67
Ax pod metalic D=10,70m
km 209+689,47
teren arabi
teren arabil
teren arabil
teren arabil
teren arabil
drum pamant
SE28/5
SE30/5
SE32/5
SE34/5
SE36/5
SE38/6
HM209-5
SE40/5
SE42/5
SE44/6
HM209-7
SE46/5
SE27/5
SE29/5
SE31/5
SE33/5
SE35/5
SE37/6
SE39/5
SE41/5
SE43/6
HM209-4
HM209-6
FD
CTM
R=6m
R=12m
Canal metalic L=6 m+2x1,5m cot
Canal metalic L=12 m+2x3m cot
km 209+620
km 209+670
209 + 200
209 + 300
209 + 400
209 + 500
209 + 600
209


teren arabil
teren arabil
teren arabil
FO
SE48/5
SE47/5
SE50/5
HM209-8
SE49/5
SE52/5
HM209-9
SE54/5
SE56/5
KM210-0
SE58/5
+ 700
209 + 800
209 + 900
210 + 000
Continuare
Continuation
Sectiunea 1S 3200 m
Cable drum 1S 3200 m
Racos

LEGENDA
LEGEND

CTM ◇	Camereta cu mufa de jonctiune Handhole with junction box
CTM ◇	Camereta cu rezerva Handhole with cable reserve
CT ☐	Camera de tragere cu mufa de jonctiune Manhole with junction box
CT ☐	Camera de tragere cu rezerva Manhole with cable reserve
CTS ☐	Camera de tragere speciala pentru subtraversare Special manhhole for undercrossing
— FO —	Cablu cu fibre optice subteran Underground optical fiber cable
—▭—	Teava PVC Φ 110 mm / canal metalic PVC pipe Φ 110 mm / metallic chanel
— FO —	Cablu cu fibre optice special pentru tunel protejat in duct HDPE Φ 40 mm instalat in conductele pentru cabluri din tunel Special OF cable for tunnels proteated in HDPE duct Φ 40 mm installed in tunnel pipes

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 FINANȚAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

CLIENT / CLIENT

CFR

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

ITALFERR
GRUPPO FERROVIE DELLO STATO
Joint Venture leader

Scott Wilson

OBERMEYER
PLANEN + BERATEN GmbH

TECNIC

CONSULTANT / CONSULTANT			Data Date	Semnătură Signature
Aprobat Approved	Şef proiect Project manager	R. Liuzza		
Aprobat Approved	Coordonator Secţiune 1 Section 1 Coordinator	C. Gambelli		
Verificat Checked	Expert Cheie Key Expert	Pino Amodio		

SUBCONTRACTANT / SUBCONTRACTOR

AREX

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	01.2012	
Întocmit Elaborated	Proiectant Designer	Gabriela Trifan	01.2012	Trifan

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:

Denumire desen / Drawing Title :

Interval - APATA - RACOS - Section
CABLU CU FIBRE OPTICE PENTRU TELECOMUNICATII
Plan de situatie
FIBER OPTIC CABLE FOR TELECOMMUNICATION
Layout Plan

Codificare / Codification System	Scara / Scale 1:1000	LOT / LOT	Nr. / No 01 / 05

E A 5 1 | 0 1 | C | 1 0 | L 7 | T C | 0 5 | 4 | 1 | 0 0 1 | 0