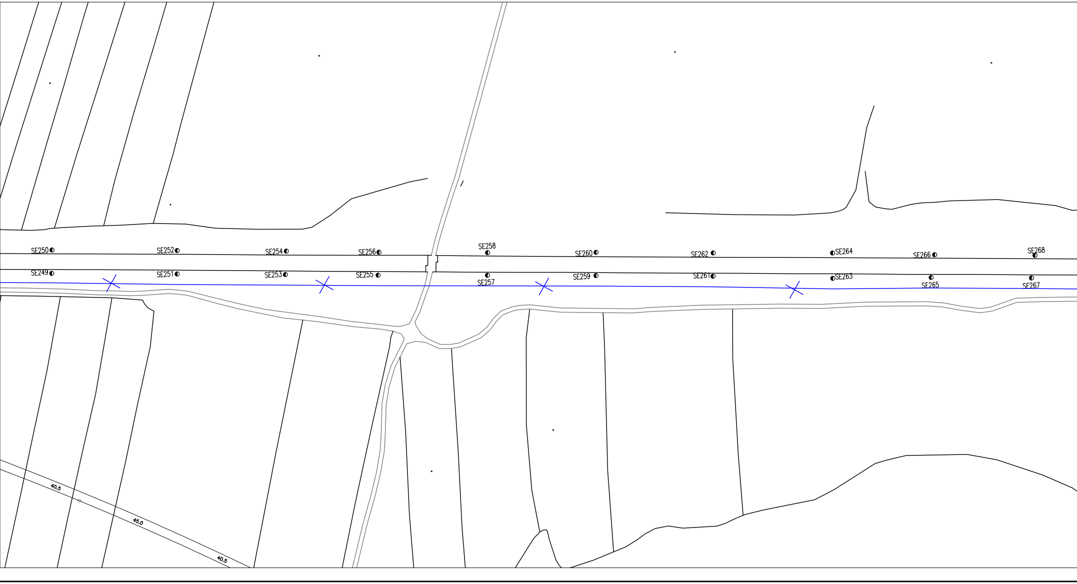
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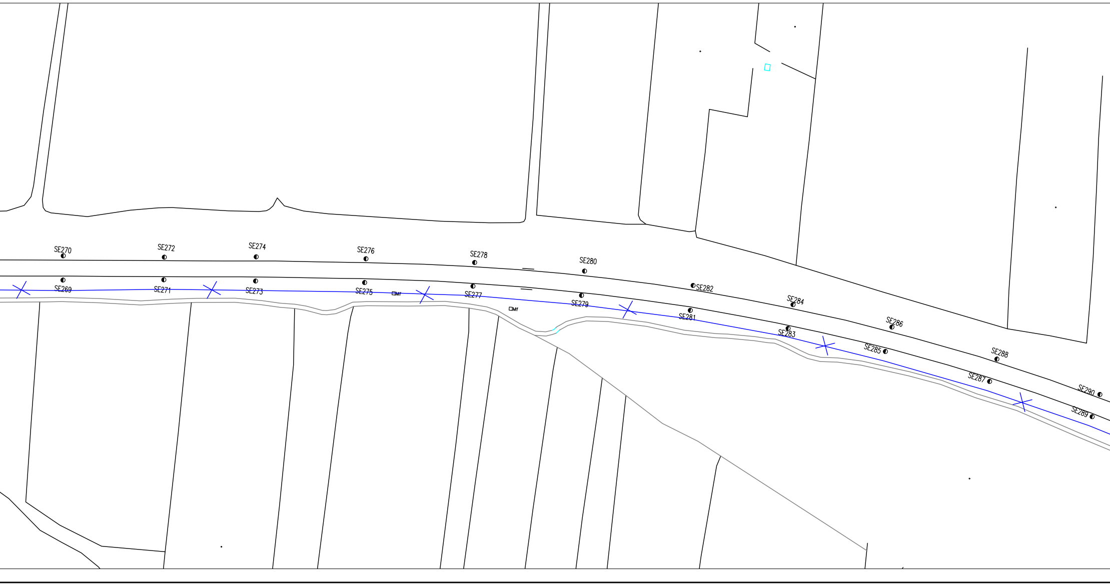
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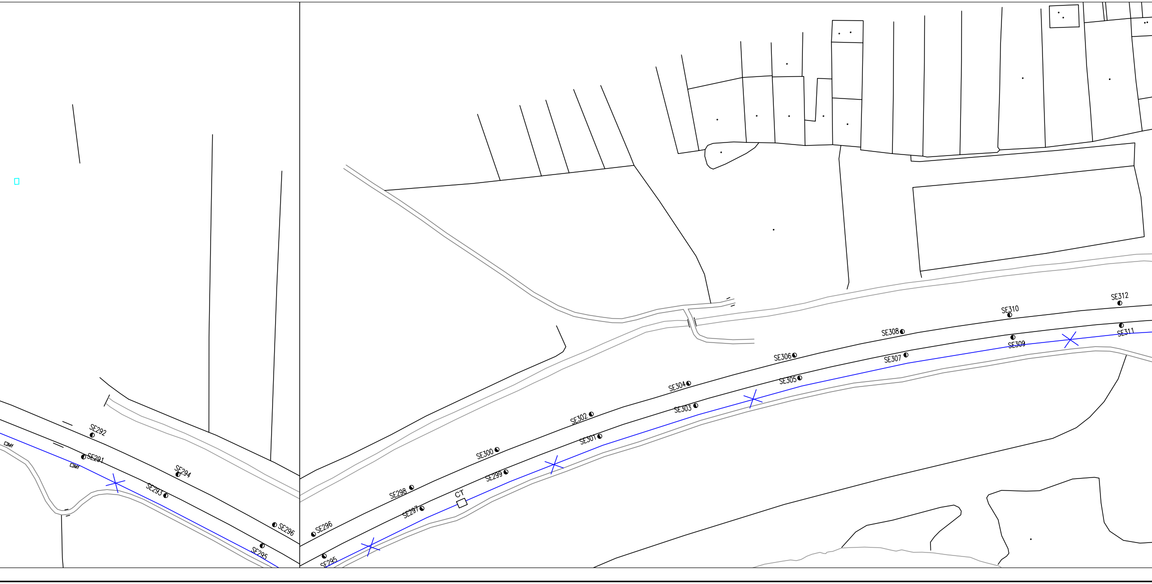
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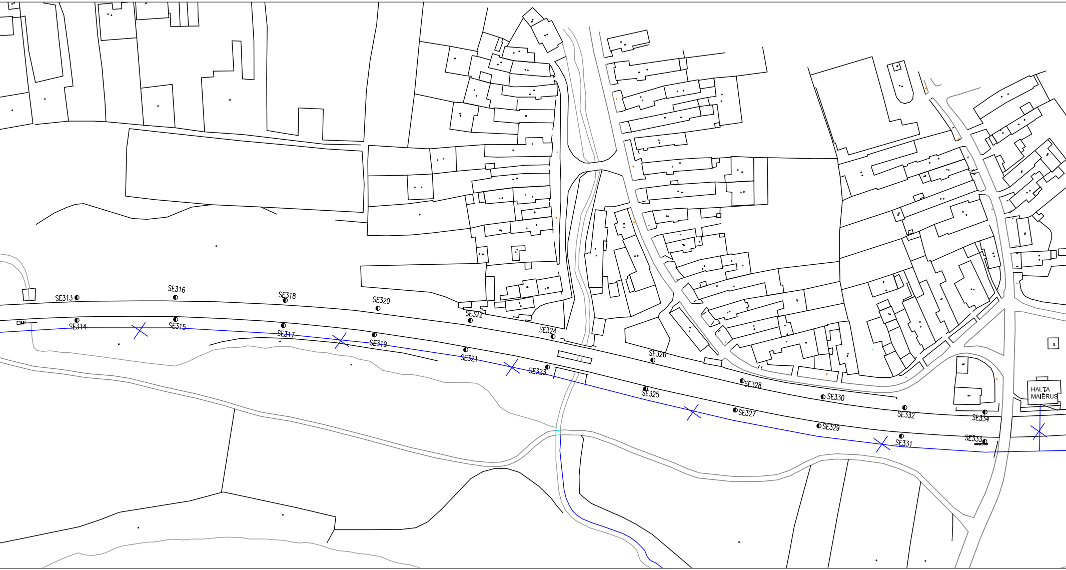
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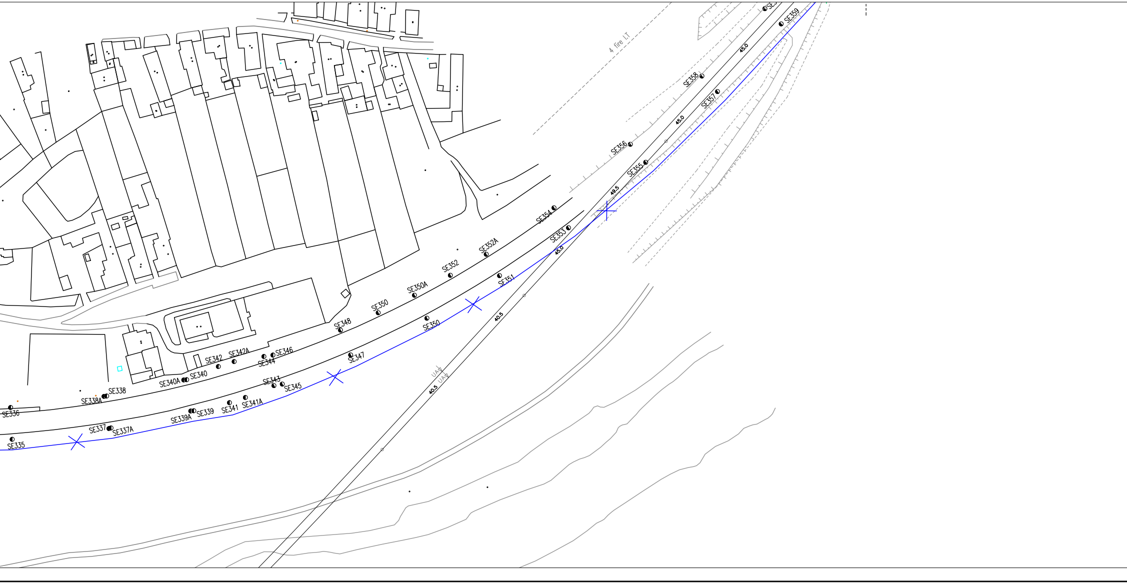
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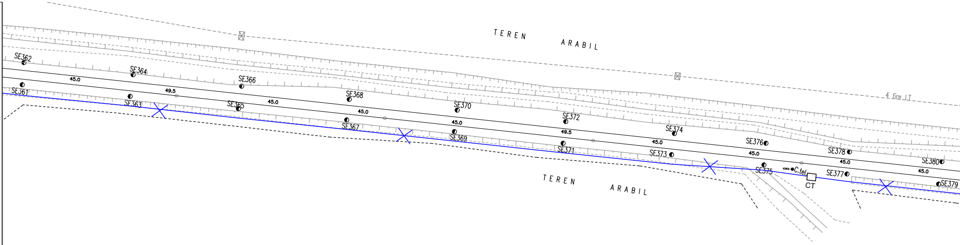
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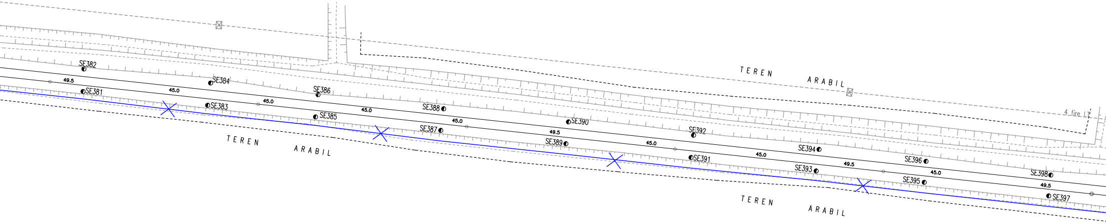
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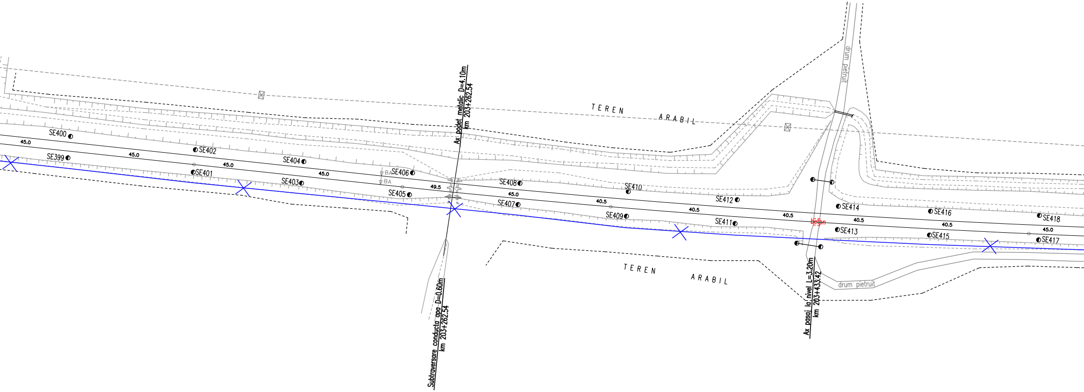
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km 203+262.54
Subtraversare conducta apa D=0.60m
km 203+262.54
drum pietruit
Ax pasaj la nivel L=3.20m
km 203+433.42
drum pietruit
TEREN ARABIL
beton
BA
BA
SE399
SE400
SE401
SE402
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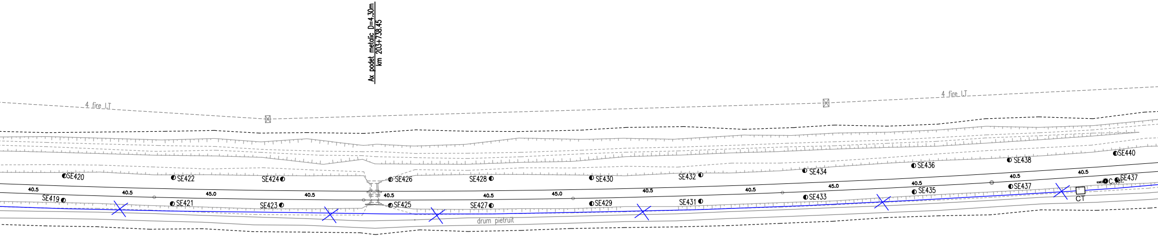
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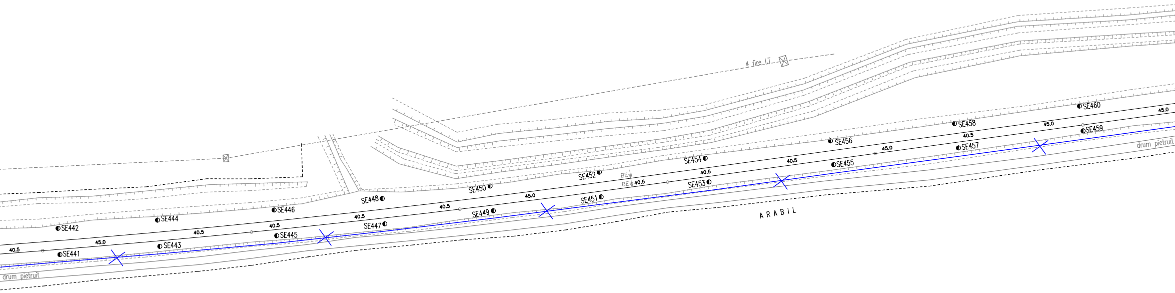
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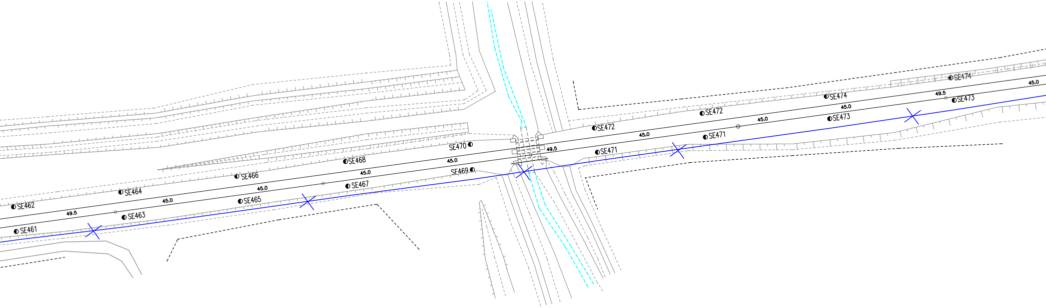
drum pietruit
ARABIL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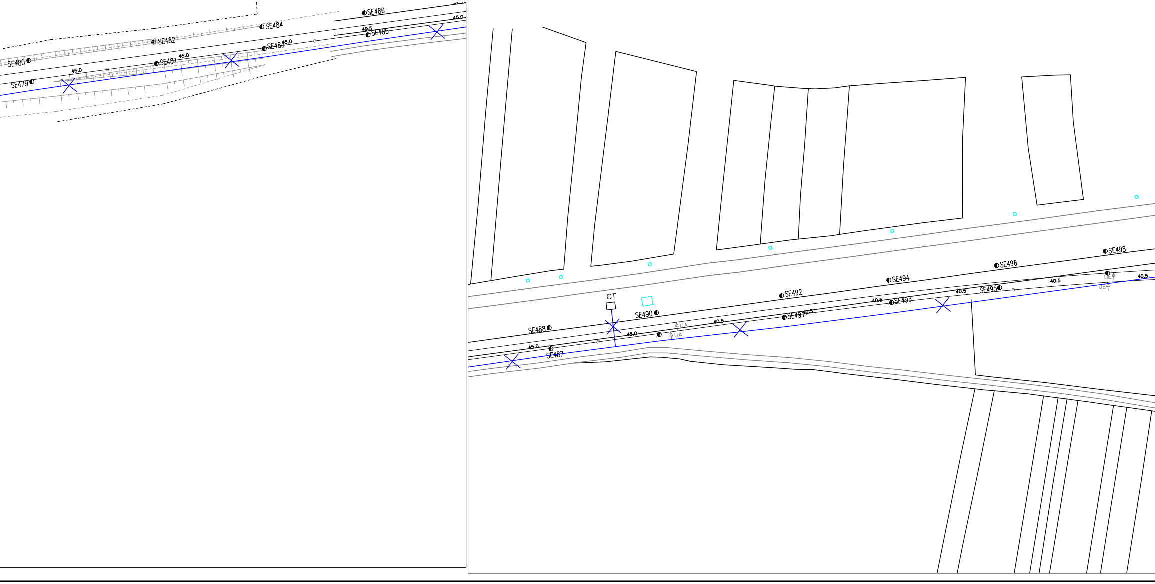
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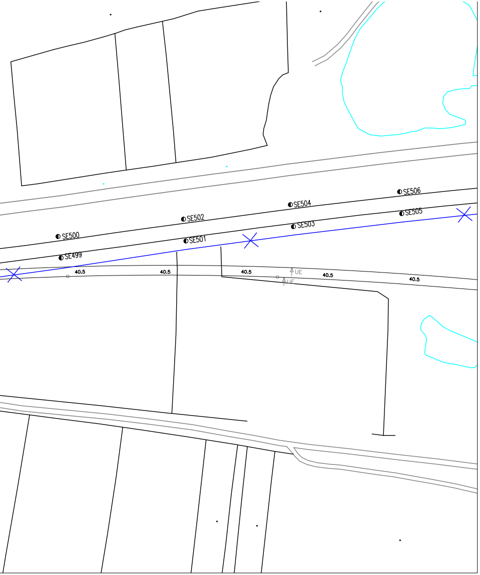
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UE
UE

LEGENDA / LEGEND

—×—×— Cablu telefonic de 19x4x1,2 mmϕ existent - demontat
Existing 19x4x1,2 mmϕ telephone cable - dismounted

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 FINANŢAT 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	Şef proiect Project manager	R. Liuzza		
Aprobat Approved	Coordonator Secţiune 1 Section 1 Coordinator	C. Gambelli		
Verificat Checked	Expert Verificator Checking Expert	Pino Amodio		

SUBCONTRACTANT / SUBCONTRACTOR AREX COMPANY

Aprobat Approved	Responsabil Subcontractant Subcontractor Responsible	A.Stanciu - Dinulescu	12.2011	
Întocmit Elaborated	Proiectant Designer	Stefania Archip	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:
P.Th. / T.D.

Denumire desen / Drawing Title :

Demontarea cablului telefonic interurban
Plan de situatie - interval Feldioara - Apata Section - Layout Plan
Dismounting of existing long-haul telephone cable

Codificare / Codification System	Scara / Scale 1:1000	LOT / LOT	Nr. / No 02 / 02

E A 5 1 | 0 1 | C | 0 8 | L 7 | T C | 0 4 | 1 | 1 | 0 0 2 | 1