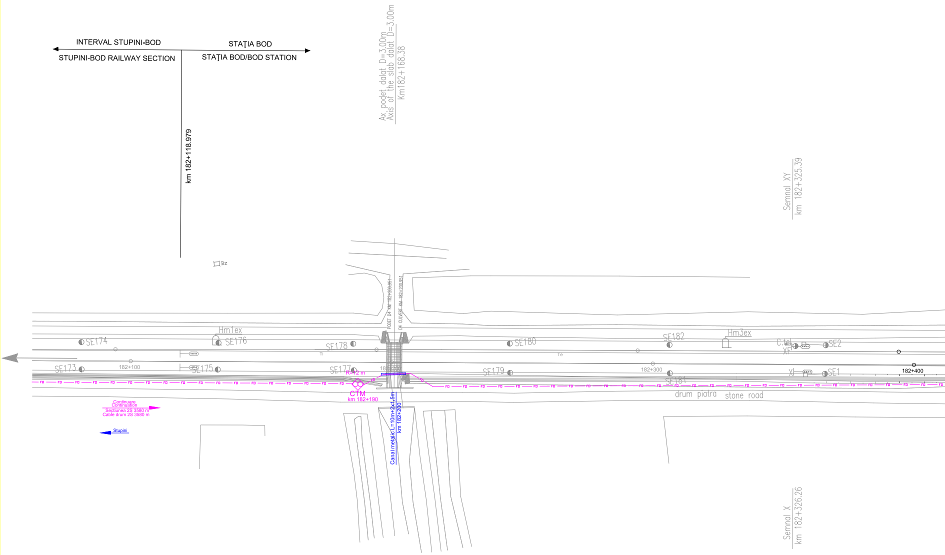
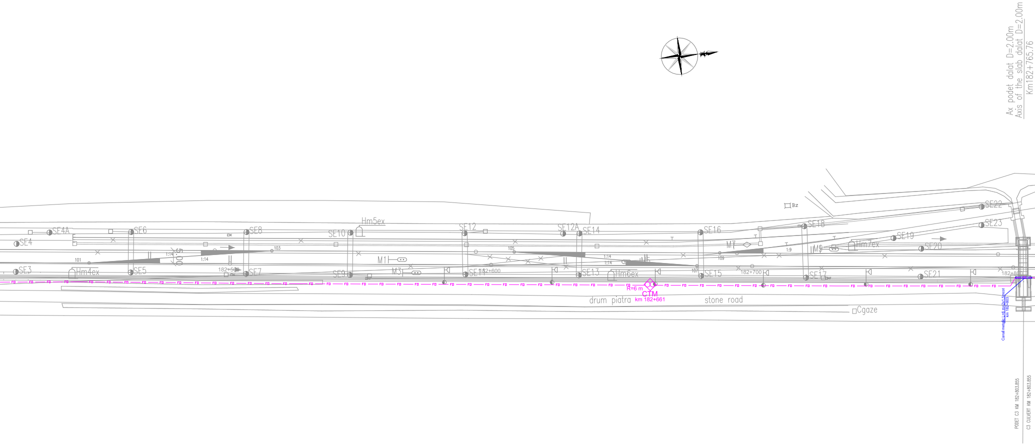
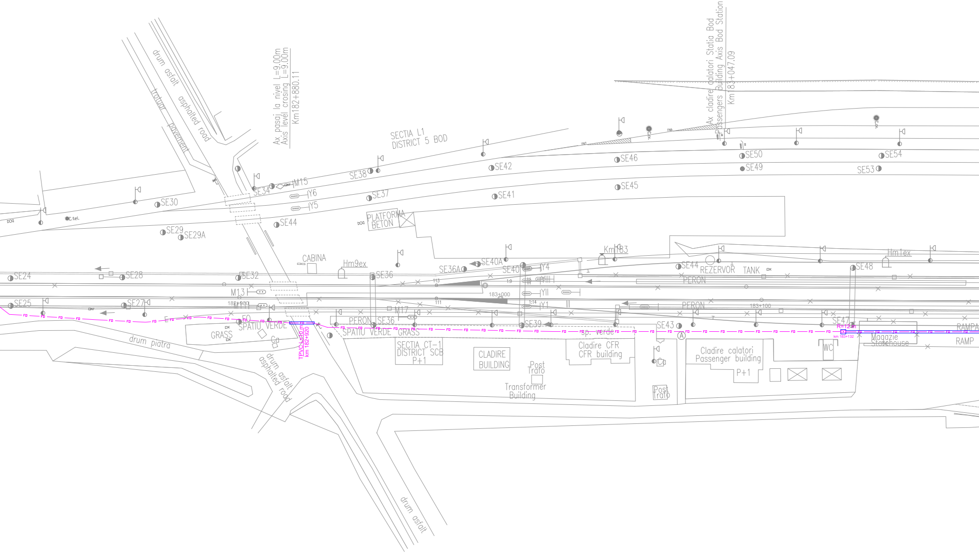
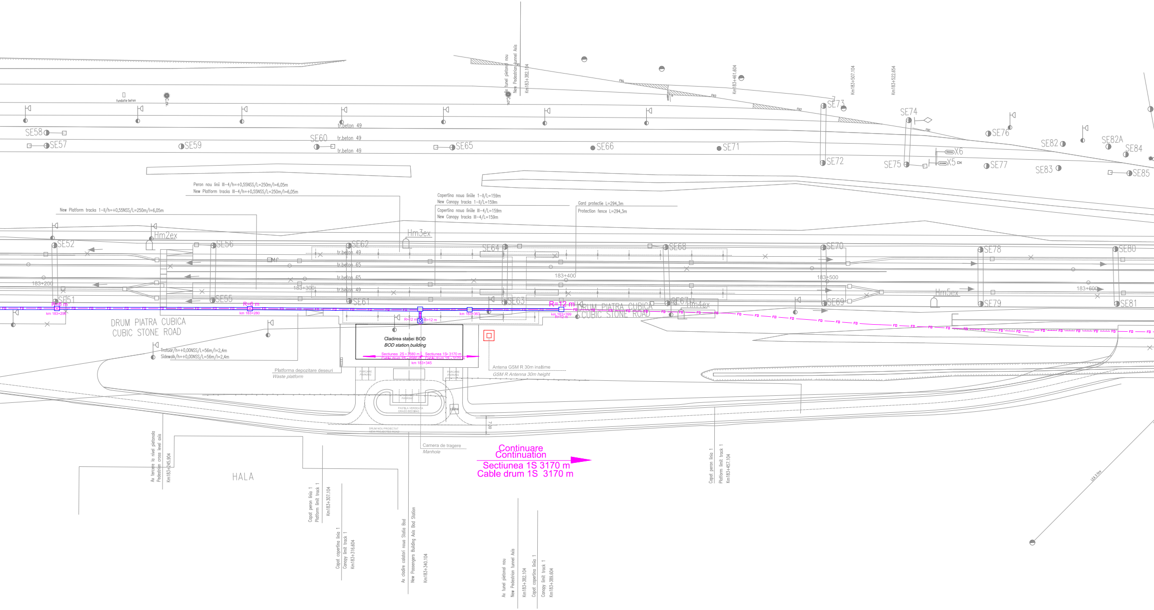
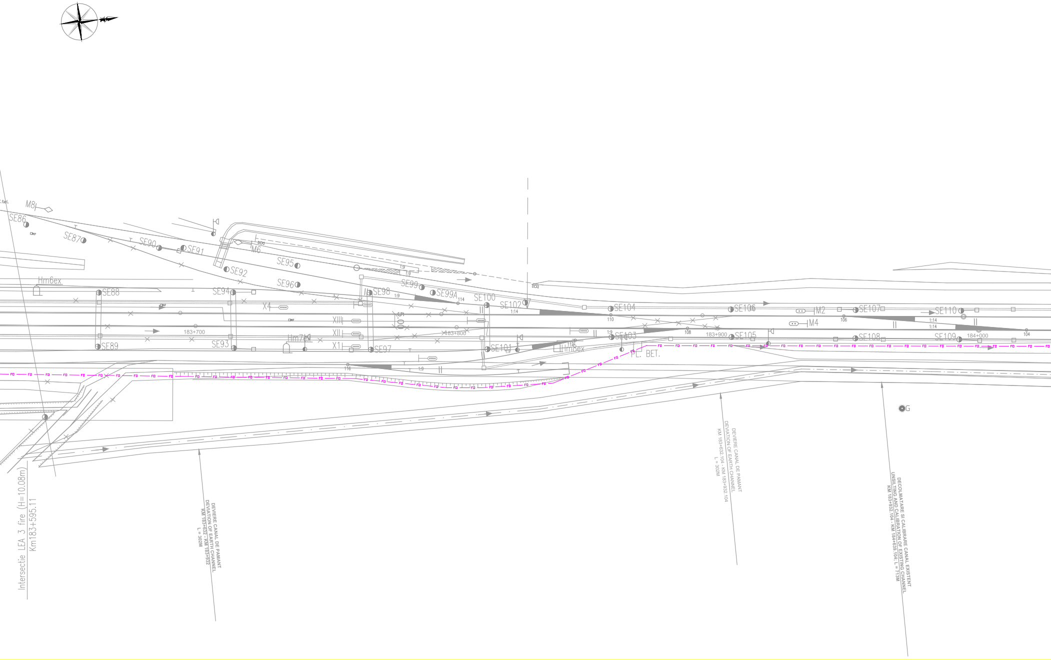
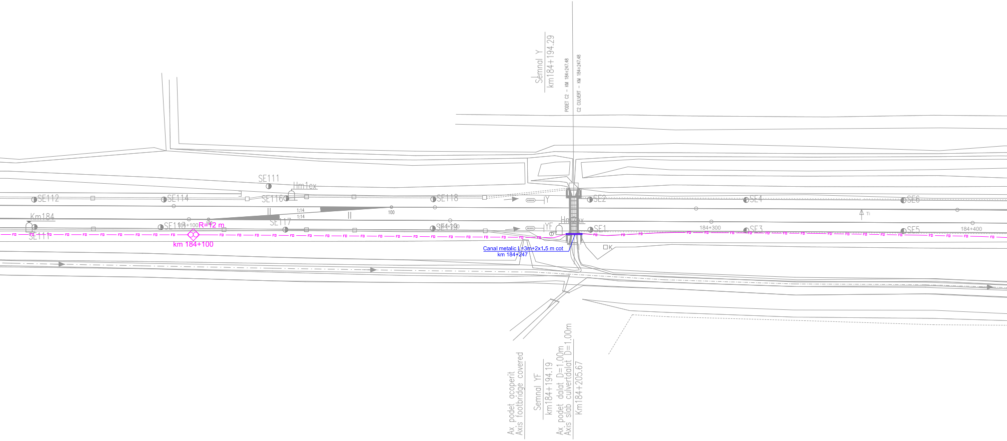

INTERVAL STUPINI-BOD
STUPINI-BOD RAILWAY SECTION
STAŢIA BOD
STAŢIA BOD/BOD STATION
km 182+118.979
Ax. podet dalat D=3.00m
Axis of the slab dalat D=3.00m
Km182+168.38
Semnal XY
km 182+325.39
Bz
PODET D4 KM 182+200.951
D4 CULVERT KM 182+200.951
Hm1ex
SE174
SE176
SE178
SE180
SE182
Hm3ex
C.tel
XF
SE2
SE173
182+100
SE175
SE177
182+200
SE179
182+300
SE181
X
SE1
182+400
Ti
Te
R=12 m
FD
CTM
km 182+190
drum piatra
stone road
Continuare
Continuation
Sectiunea 2S 3580 m
Cable drum 2S 3580 m
Stupini
Canal metalic L=10m+2x1.5m
km 182+200
Semnal X
km 182+326.26

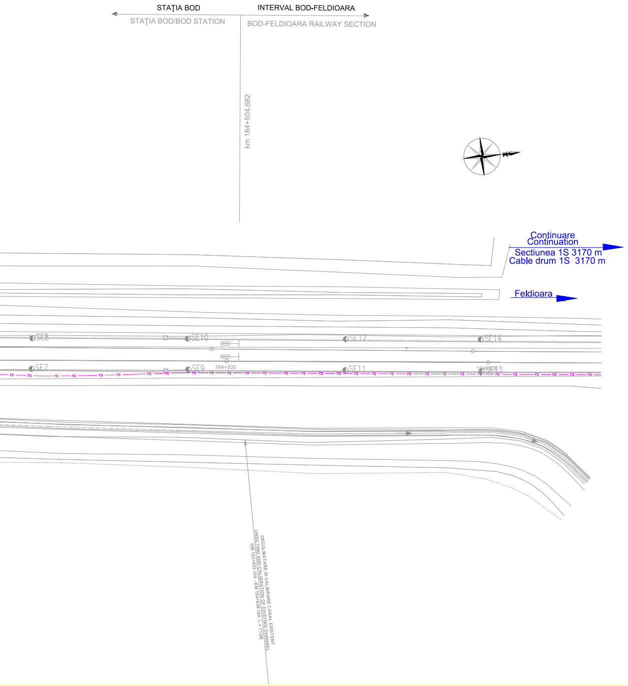

Ax podet dalat D=2.00m
Axis of the slab dalat D=2.00m
Km182+765.76
SE4A
SE4
SE6
SE8
SE10
Hm5ex
SE12
SE12A
SE14
SE16
SE18
SE22
SE23
SE19
SE20
Bz
M7
1:9
M9
Hm7ex
101
103
105
107
109
1:14
1:14
500
1:14
1:14
M1
M3
M5
SE3
Hm4ex
SE5
182+500
SE7
SE9
SE11
182+600
SE13
Hm6ex
SE15
182+700
SE17
SE21
182+800
FO
R=6 m
CTM
km 182+661
drum piatra
stone road
Cgaze
Canal metalic L=8 m+2x1.5mcat
km 182+803
PODET C3 KM 182+803.855
C3 CULVERT KM 182+803.855


drum asfalt
asphalted road
trotuar
pavement
Ax pasaj la nivel L=9.00m
Axis level crosing L=9.00m
Km182+880.11
SECTIA L1
DISTRICT 5 BOD
Ax cladire calatori Statia Bod
Passengers Building Axis Bod Station
Km183+047.09
SE24
SE25
SE27
SE28
SE29
SE29A
SE30
SE32
SE34
SE36
SE36A
SE37
SE38
SE39
SE40
SE40A
SE41
SE42
SE43
SE44
SE45
SE46
SE47
SE48
SE49
SE50
SE53
SE54
M13
M15
M17
Y1
YII
YIII
Y4
Y5
Y6
PLATFORMA BETON
CABINA
Hm9ex
Km183
Hm1ex
183+000
183+100
REZERVOR TANK
PERON
SPATIU VERDE GRASS
GRASS
drum piatra
drum asfalt
asphalted road
TPVC L=40 m
km 182+920
SECTIA CT-1
DISTRICT SCB
P+1
CLADIRE
BUILDING
Post Trafo
Transformer Building
Cladire CFR
CFR building
Sp. verde
Ca
Post Trafo
Cladire calatori
Passenger building
P+1
WC
Magazie
Storehouse
R=12m
km 183+132
RAMPA
RAMP


fundatie beton
Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km183+382.104
Km183+461.604
Km183+507.104
Km183+522.654
FN4
FN3
FN2
FN1
SE58
SE57
SE59
SE60
SE65
SE66
SE71
SE73
SE72
SE74
SE75
X6
X5
SE76
SE77
SE82
SE82A
SE83
SE84
SE85
tr.beton 49
tr.beton 49
tr.beton 49
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
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
Hm2ex
Hm3ex
Hm4ex
Hm5ex
SE52
SE56
SE62
SE64
SE68
SE70
SE78
SE80
SE51
SE55
SE61
SE63
SE67
SE69
SE79
SE81
Mf
tr.beton 49
tr.beton 65
tr.beton 65
tr.beton 49
183+200
183+300
183+400
183+500
183+600
R=6 m
km 183+200
R=6 m
km 183+280
R=12 m
R=12 m
km 183+363
R=12 m
km 183+399
R=12 m
FO
DRUM PIATRA CUBICA
CUBIC STONE ROAD
DRUM PIATRA CUBICA
CUBIC STONE ROAD
Trotuar/h=+0,00NSS/L=56m/l=2,4m
Sidewalk/h=+0,00NSS/L=56m/l=2,4m
Cladirea statiei BOD
BOD station building
Sectiunea 2S - 3580 m
Cable drum 2S - 3580 m
Sectiunea 1S - 3170 m
Cable drum 1S - 3170 m
km 183+345
Antena GSM R 30m inaltime
GSM R Antenna 30m height
Platforma depozitare deseuri
Waste platform
PARCARE
PARKING
PARCARE
PARKING
PARCARE
PARKING
PASTILA VERDEATA
GRASS BEDDING
cabina
DRUM NOU PROIECTAT
NEW PROJECTED ROAD
7.00
Camera de tragere
Manhole
Continuare
Continuation
Sectiunea 1S 3170 m
Cable drum 1S 3170 m
HALA
Ax tercere la nivel pietonala
Pedestrian cross level axis
Km183+245.904
Capat peron linia 1
Platform limit track 1
Km183+307.104
Capat copertina linia 1
Canopy limit track 1
Km183+316.604
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


M8
SE86
SE87
SE90
SE91
M6
SE92
SE95
SE96
Hm6ex
SE88
SE94
X4
SE89
183+700
SE93
Hm7ex
XIII
XII
XI
SE97
SE98
SE99
SE99A
114
SE100
SE102
1:14
1:9
183+800
116
SE101
112
Hm8ex
PL. BET.
SE103
SE104
110
108
183+900
SE105
SE106
M2
M4
106
SE107
SE108
SE110
SE109
1:14
184+000
104
G
Intersectie LEA 3 fire (H=10.08m)
Km183+595.11
DEVIERE CANAL DE PAMANT
DEVIATION OF EARTH CHANNEL
KM 183+632 - KM 183+932
L = 302M
DEVIERE CANAL DE PAMANT
DEVIATION OF EARTH CHANNEL
KM 183+632.104 - KM 183+932.104
L = 302M
DECOLMATARE SI CALIBRARE CANAL EXISTENT
UNSILTING AND CALIBRATION OF EXISTING CHANNEL
KM 183+932.104 - KM 184+639.104; L = 713M


Semnal Y
km184+194.29
PODET C2 - KM 184+247.48
C2 CULVERT - KM 184+247.48
SE111
Hm1ex
SE112
SE114
SE116
SE118
Y
SE2
SE4
SE6
1:14
1:14
100
Ti
Km184
SE113
184+100
R=12 m
SE117
SE119
184+200
YF
Hm2ex
SE1
184+300
SE3
SE5
184+400
SE111
FO
km 184+100
Canal metalic L=3m+2x1.5 m cot
km 184+247
K
Ax. podet acoperit
Axis footbridge covered
Semnal YF
km184+194.19
Ax. podet dalat D=1.00m
Axis slab culvertdalat D=1.00m
Km184+205.67


STAŢIA BOD
STAŢIA BOD/BOD STATION
INTERVAL BOD-FELDIOARA
BOD-FELDIOARA RAILWAY SECTION
km 184+504.682
Continuare
Continuation
Sectiunea 1S 3170 m
Cable drum 1S 3170 m
Feldioara
SE8
SE10
SE12
SE14
SE7
SE9
184+500
SE11
184+600
SE13
FO
DECOLMATARE SI CALIBRARE CANAL EXISTENT
UNSILTING AND CALIBRATION OF EXISTING CHANNEL
KM 183+932.104 - KM 184+639.104; L = 713M

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
	—	Cablu cu fibre optice subteran Underground optical fiber cable
	—▭—	Teava PVC Φ 110 mm / canal metalic PVC pipe Φ 110 mm / metallic chanel

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	Verificator Verifier	Pino Amodio		

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A.Stanciu - Dinulescu	12.2011	
Întocmit Elaborated	Proiectant Designer	Gabriela Trifan	12.2011	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:
P.Th. / T.D.

Denumire desen / Drawing Title :

Statia - Bod - Station
CABLU CU FIBRE OPTICE (Cablul 2)
Plan de situatie
FIBER OPTIC CABLE (cable 2)
Layout Plan

Codificare / Codification System	Scara / Scale	LOT / LOT	Nr. / No 01 / 01

E A 5 1 | 0 1 | e | 0 5 | L 8 | S E | 0 1 | 8 | 7 | 0 0 2 | 2