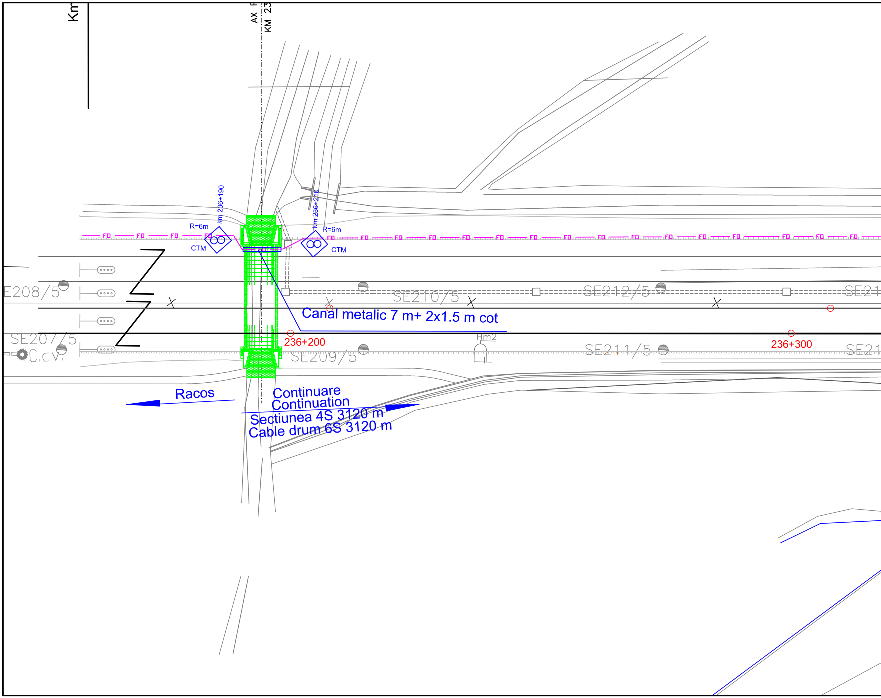
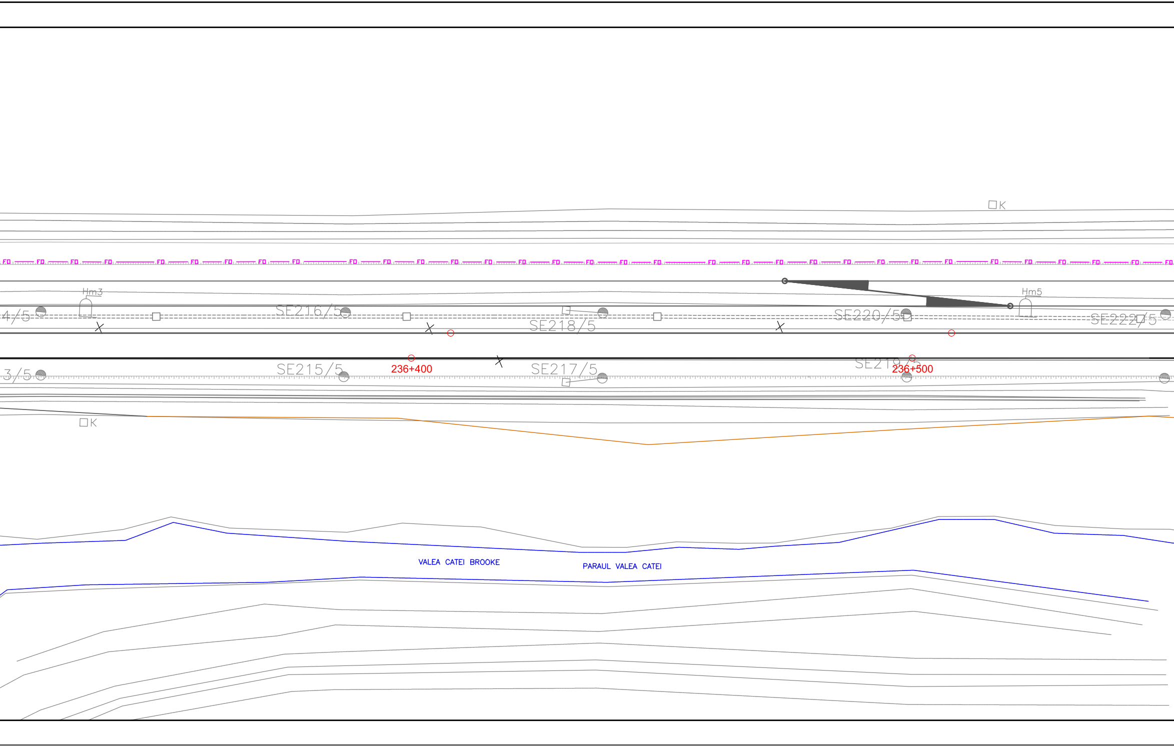
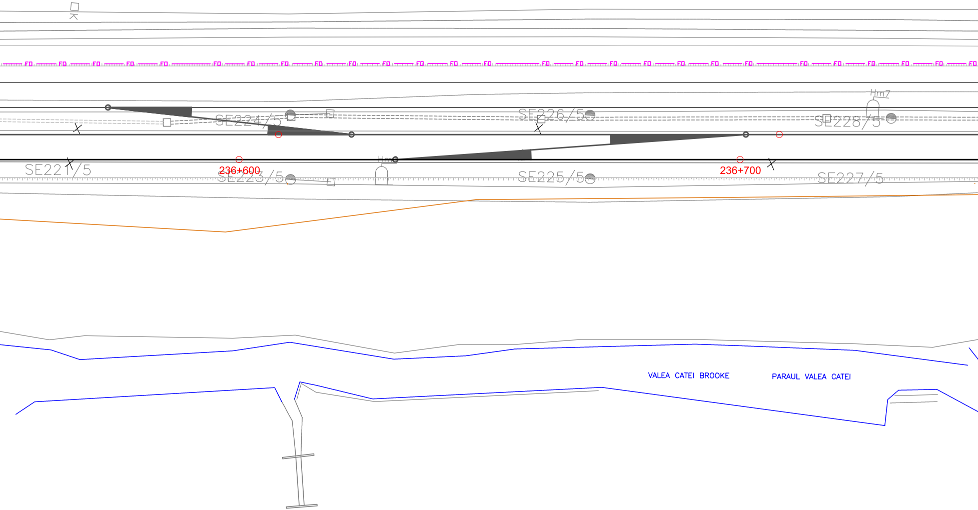
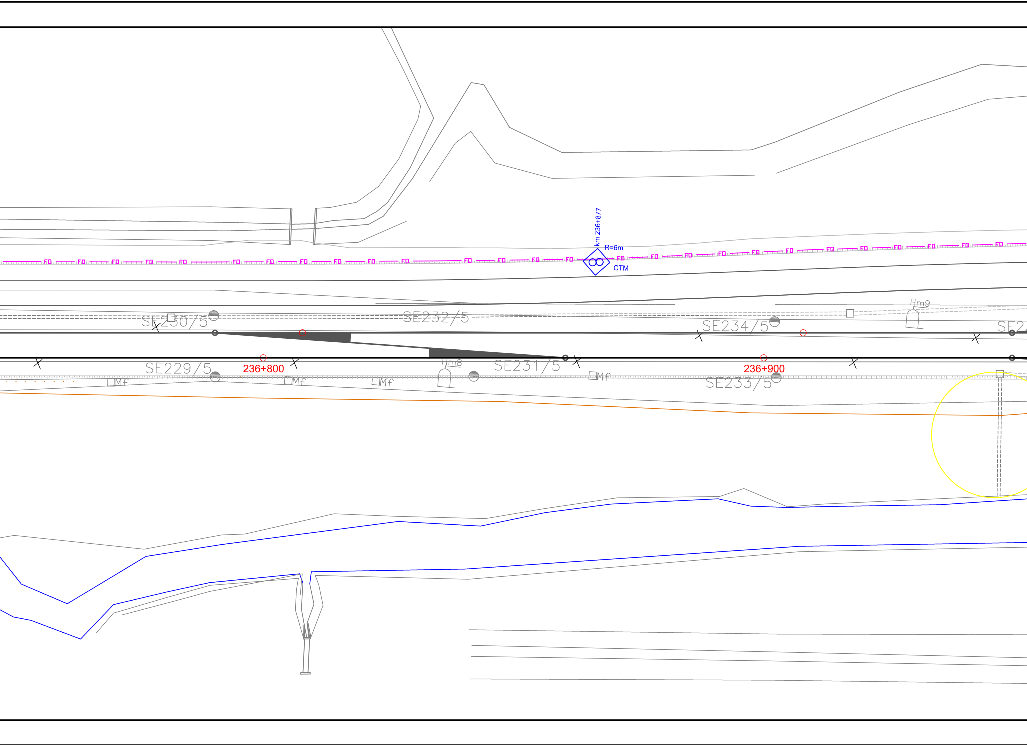
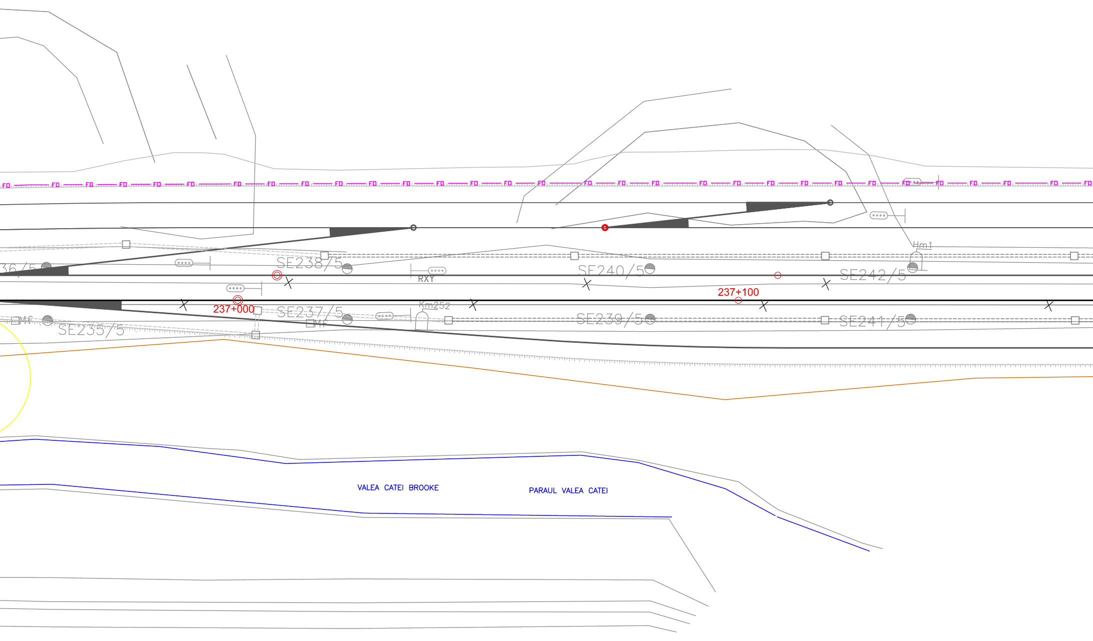
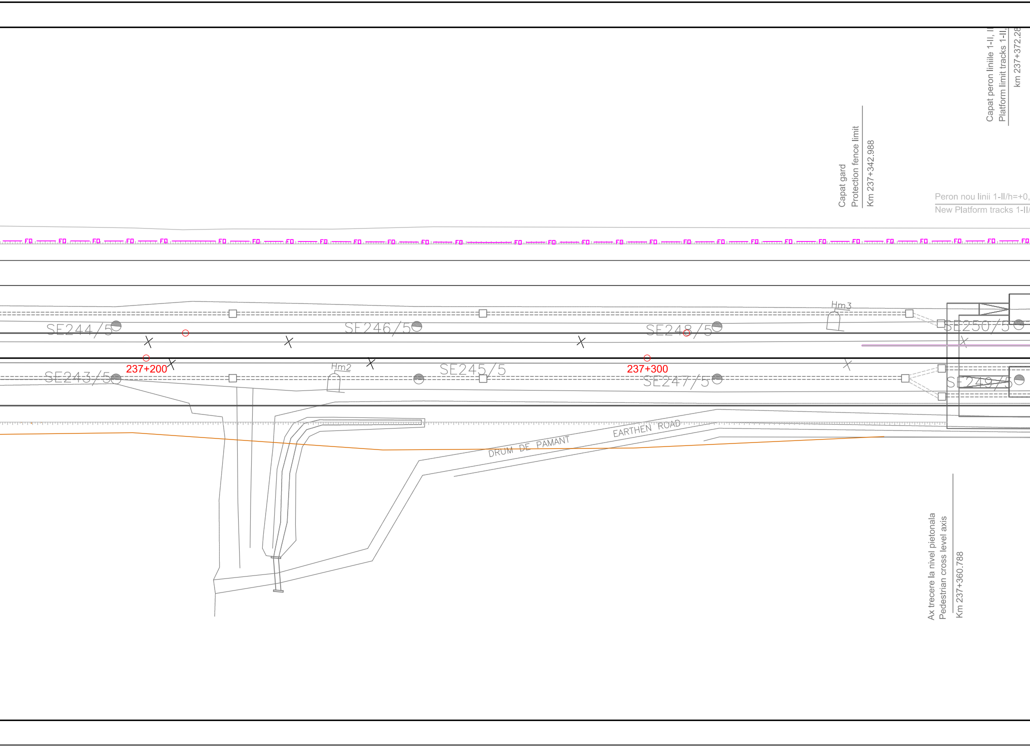

Km
AX F
KM 23
km 236+190
km 236+210
R=6m
R=6m
CTM
CTM
FO
E208/5
SE207/5
C.cv.
SE209/5
SE210/5
SE212/5
SE21
SE211/5
SE21
Hm2
236+200
236+300
Canal metalic 7 m+ 2x1.5 m cot
Racos
Continuare
Continuation
Sectiunea 4S 3120 m
Cable drum 6S 3120 m

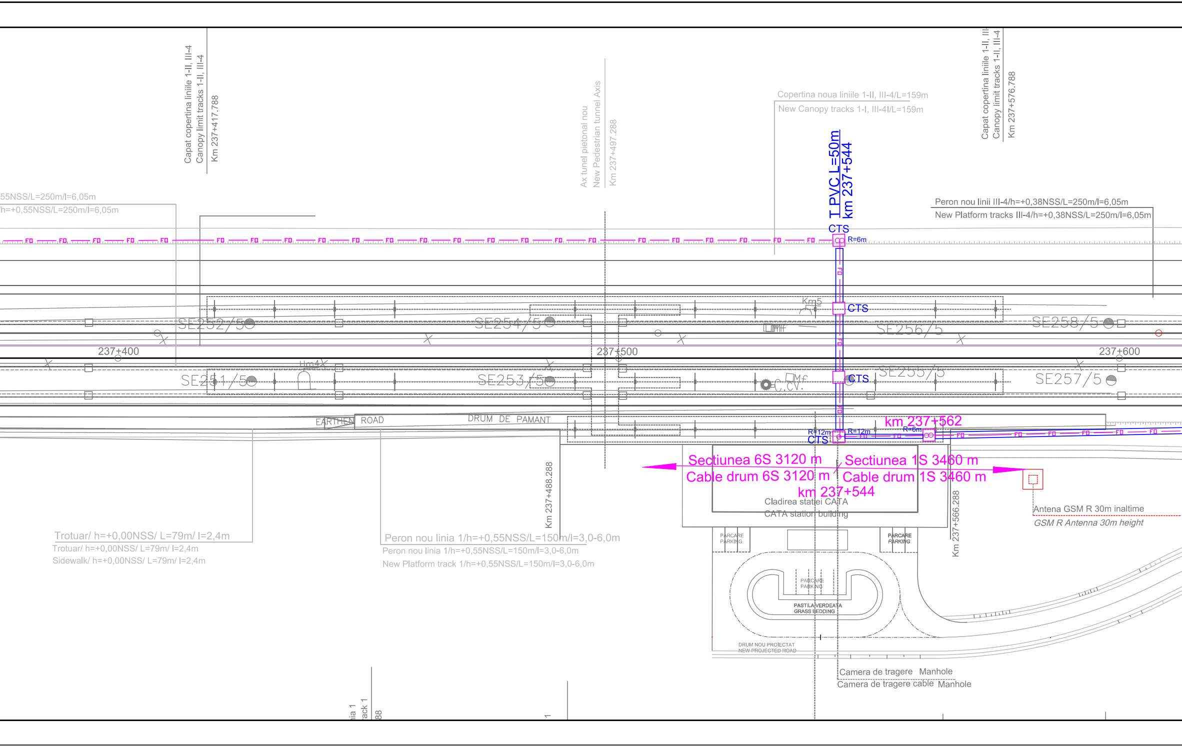

K
FO
Hm3
Hm5
4/5
SE216/5
SE218/5
SE220/5
SE222/5
3/5
SE215/5
236+400
SE217/5
SE219/5
236+500
K
VALEA CATEI BROOKE
PARAUL VALEA CATEI

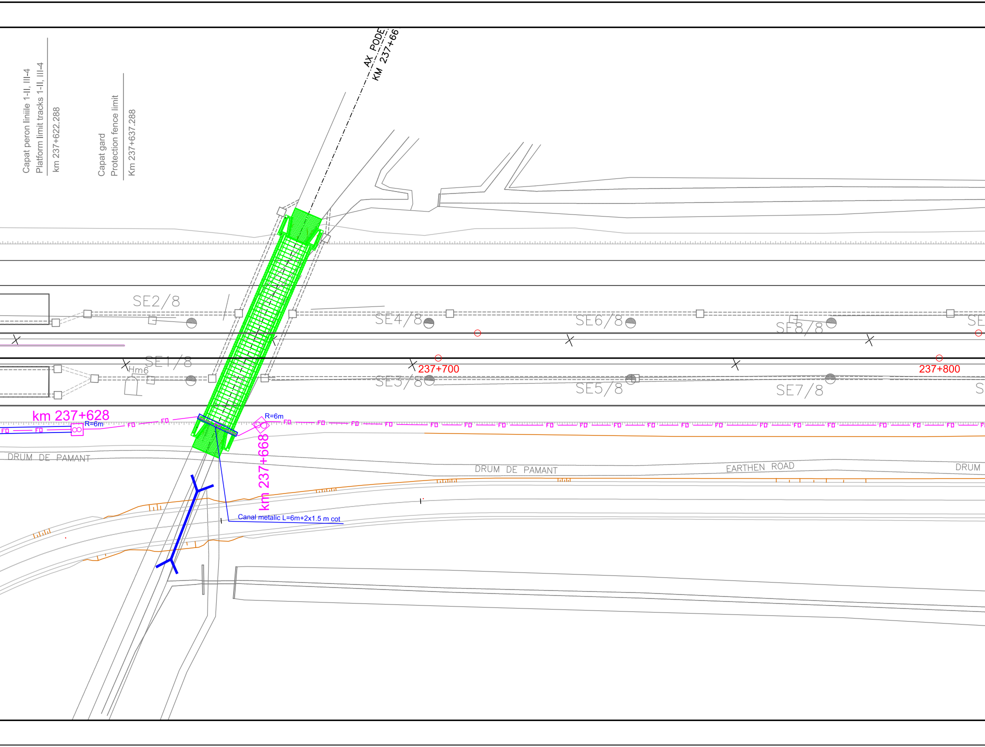

K
FO
Hm7
SE224/5
SE226/5
SE228/5
SE221/5
236+600
SE223/5
Hm
SE225/5
236+700
SE227/5
VALEA CATEI BROOKE
PARAUL VALEA CATEI

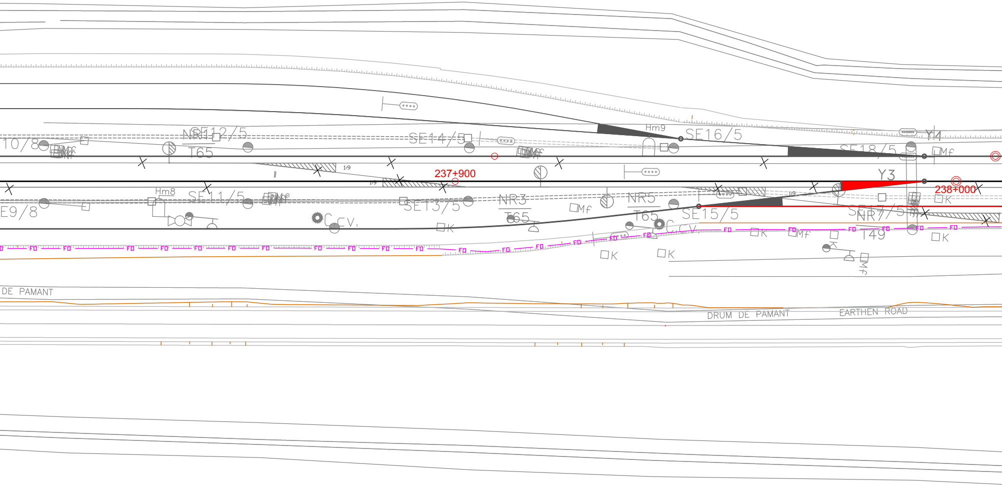

km 236+877
R=6m
CTM
FO
SE230/5
SE232/5
SE234/5
SE2
Hm9
SE229/5
236+800
Mf
Hm8
SE231/5
236+900
SE233/5

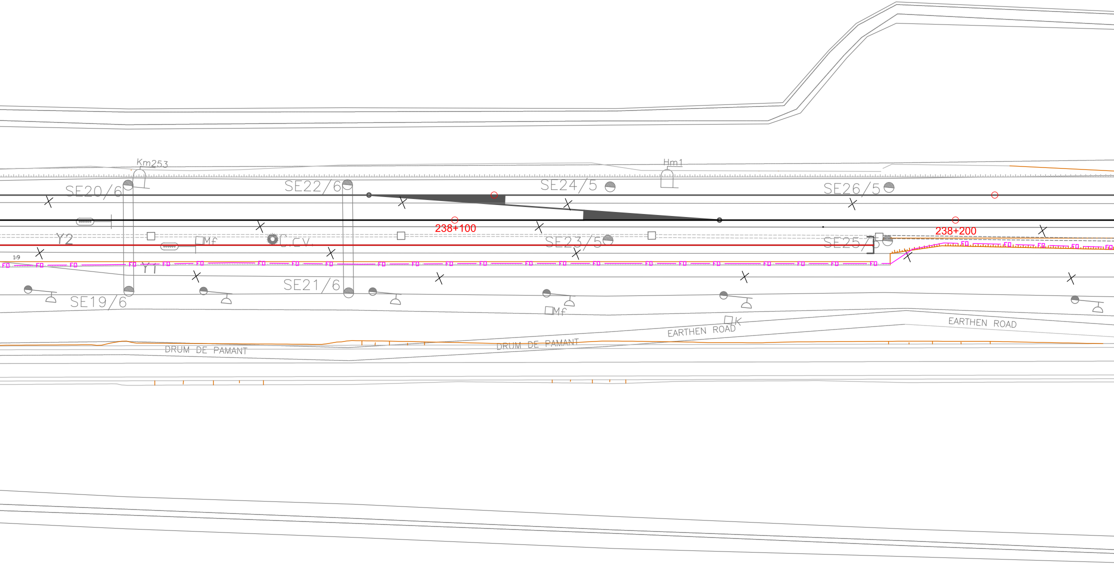

FO
36/5
SE238/5
SE240/5
SE242/5
Hm1
RXY
237+100
237+000
Km252
SE237/5
SE239/5
SE241/5
SE235/5
Mf
MF
VALEA CATEI BROOKE
PARAUL VALEA CATEI

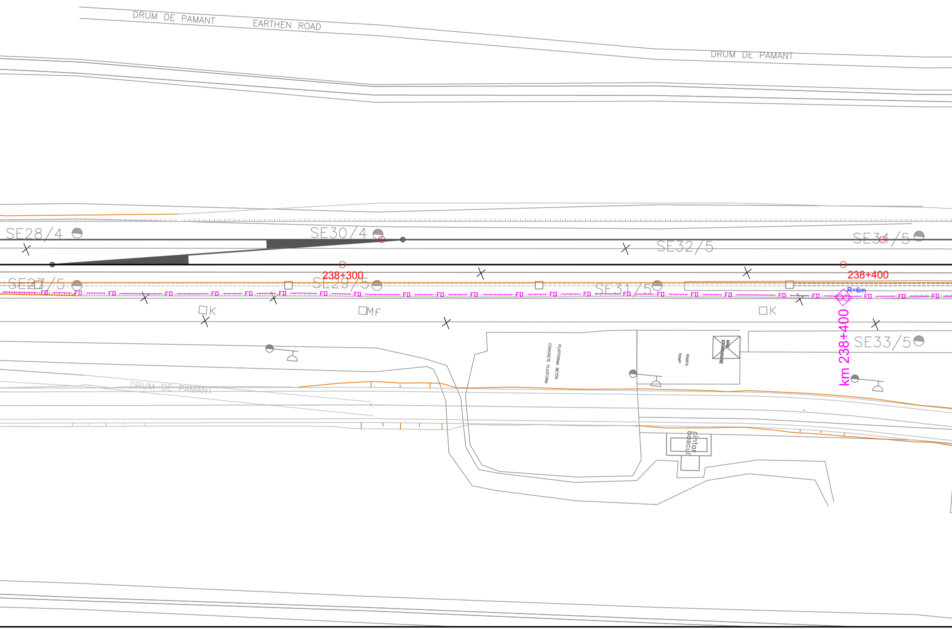

Capat gard
Protection fence limit
Km 237+342.988
Capat peron liniile 1-II, I
Platform limit tracks 1-II,
km 237+372.28
Peron nou linii 1-II/h=+0,
New Platform tracks 1-II/
FO
Hm3
SE244/5
SE246/5
SE248/5
SE250/5
237+200
237+300
Hm2
SE243/5
SE245/5
SE247/5
SE249/5
DRUM DE PAMANT
EARTHEN ROAD
Ax trecere la nivel pietonala
Pedestrian cross level axis
Km 237+360.788


Capat copertina liniile 1-II, III-4
Canopy limit tracks 1-II, III-4
Km 237+417.788
Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km 237+497.288
Copertina noua liniile 1-II, III-4/L=159m
New Canopy tracks 1-I, III-4I/L=159m
T PVC L=50m
km 237+544
Capat copertina liniile 1-II, III-
Canopy limit tracks 1-II, III-4
Km 237+576.788
55NSS/L=250m/l=6,05m
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
CTS
R=6m
FO
CTS
Km5
SE252/5
SE254/5
SE256/5
SE258/5
237+400
237+500
237+600
Um4
SE251/5
SE253/5
CTS
C.CV.
Mf
SE255/5
SE257/5
EARTHEN ROAD
DRUM DE PAMANT
km 237+562
R=12m
CTS
R=12m
R=6m
Sectiunea 6S 3120 m
Cable drum 6S 3120 m
Sectiunea 1S 3460 m
Cable drum 1S 3460 m
km 237+544
Cladirea statiei CATA
CATA station building
Antena GSM R 30m inaltime
GSM R Antenna 30m height
Km 237+488.288
Km 237+566.288
Trotuar/ h=+0,00NSS/ L=79m/ l=2,4m
Trotuar/ h=+0,00NSS/ L=79m/ l=2,4m
Sidewalk/ h=+0,00NSS/ L=79m/ l=2,4m
Peron nou linia 1/h=+0,55NSS/L=150m/l=3,0-6,0m
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
PARCARE
PARKING
PARCARE
PARKING
PASTILA VERDEATA
GRASS BEDDING
DRUM NOU PROIECTAT
NEW PROJECTED ROAD
Camera de tragere Manhole
Camera de tragere cable Manhole
ia 1
ack 1
88

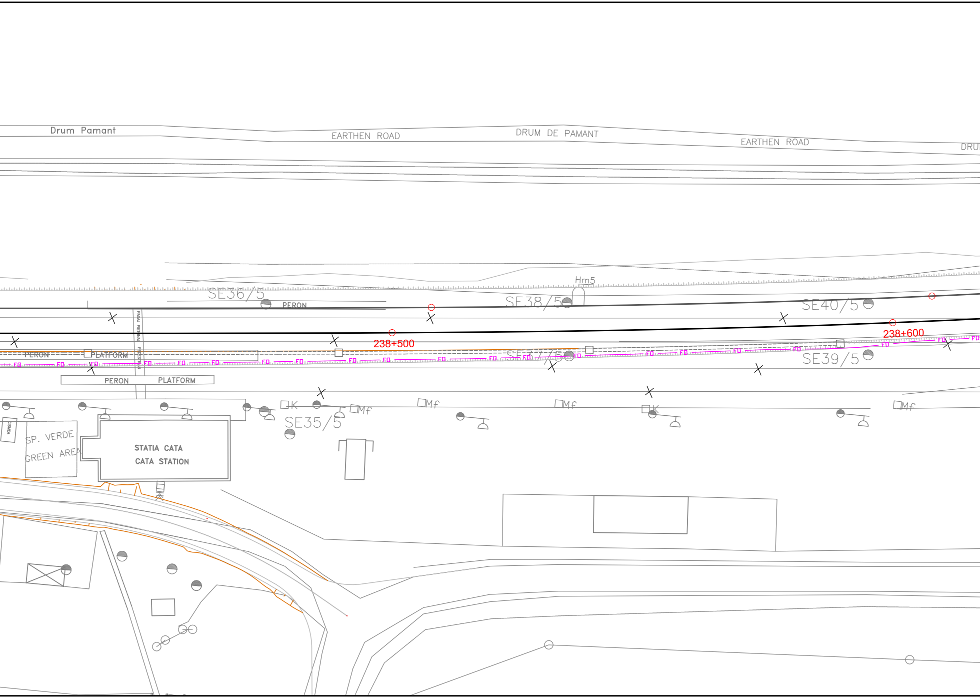

Capat peron liniile 1-II, III-4
Platform limit tracks 1-II, III-4
km 237+622.288
Capat gard
Protection fence limit
Km 237+637.288
AX PODE
KM 237+66
SE2/8
SE4/8
SE6/8
SE8/8
SE
SE1/8
Hm6
SE3/8
SE5/8
SE7/8
S
237+700
237+800
km 237+628
R=6m
R=6m
FO
km 237+668
DRUM DE PAMANT
DRUM DE PAMANT
EARTHEN ROAD
DRUM
Canal metalic L=6m+2x1.5 m cot

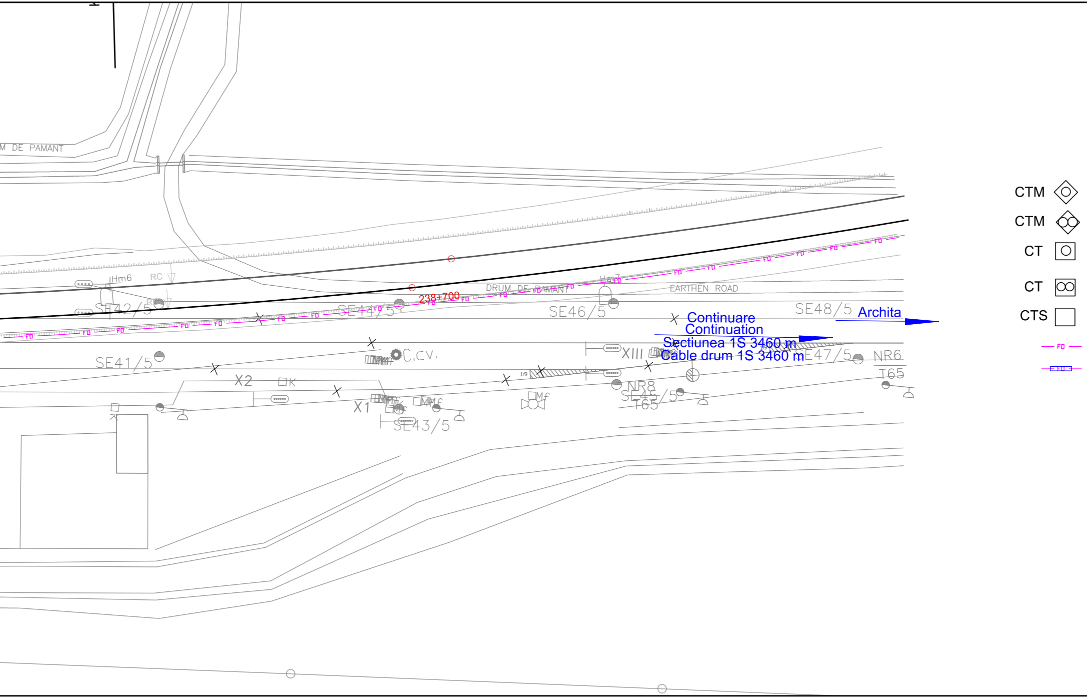

10/8
Mf
NR1
SE12/5
T65
SE14/5
Mf
Hm9
SE16/5
SE18/5
Y4
Mf
1:9
237+900
Y3
238+000
Hm8
E9/8
SE11/5
Mf
C
CV.
SE13/5
K
NR3
T65
Mf
NR5
T65
SE15/5
C
CV.
SE17/5
NR7
T49
K
K
K
Mf
K
Mf
K
FO
DE PAMANT
DRUM DE PAMANT
EARTHEN ROAD


Km253
Hm1
SE20/6
SE22/6
SE24/5
SE26/5
238+100
238+200
Y2
Mf
C.CV.
SE23/5
SE25/5
1:9
FO
Y1
SE21/6
SE19/6
Mf
K
EARTHEN ROAD
EARTHEN ROAD
DRUM DE PAMANT
DRUM DE PAMANT



DRUM DE PAMANT
EARTHEN ROAD
DRUM DE PAMANT
SE28/4
SE30/4
SE32/5
SE34/5
238+300
238+400
SE27/5
SE29/5
SE31/5
FO
R=6m
K
Mf
K
km 238+400
SE33/5
PLATFORMA BETON
CONCRETE PLATFORM
RAMPA
RAMP
MAG. STOREHOUSE
DRUM DE PAMANT
cintar bascul


Drum Pamant
EARTHEN ROAD
DRUM DE PAMANT
EARTHEN ROAD
DRU
Hm5
SE36/5
PERON
SE38/5
SE40/5
238+500
238+600
PERON
PLATFORM
SE37/5
SE39/5
FO
PASAJ PIETONAL PEDESTRIAN
PERON
PLATFORM
K
Mf
Mf
Mf
K
Mf
SE35/5
SP. VERDE
GREEN AREA
STATIA CATA
CATA STATION


M DE PAMANT
Hm6
RC
SE42/5
SE41/5
X2
K
SE44/5
238+700
C.CV.
X1
Mf
SE43/5
DRUM DE PAMANT
Hm7
EARTHEN ROAD
SE46/5
XIII
1:9
Mf
NR8
SE45/5
T65
SE48/5
Archita
Continuare
Continuation
Sectiunea 1S 3460 m
Cable drum 1S 3460 m
SE47/5
NR6
T65
FO
CTM
CTM
CT
CT
CTS

LEGENDA
LEGEND

Camereta cu mufa de jonctiune
Handhole with junction box

Camereta cu rezerva
Handhole with cable reserve

Camera de tragere cu mufa de jonctiune
Manhole with junction box

Camera de tragere cu rezerva
Manhole with cable reserve

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

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
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		
Întocmit Elaborated	Proiectant Designer	Gabriela Trifan	11.2011	

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 :

Statia - CATA - Station

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

Codificare / Codification System	Scara / Scale 1:500	LOT / LOT	Nr. / No 01 / 01

E A 5 1 | 0 1 | E | 1 3 | L 8 | S E | 0 5 | 0 | 7 | 0 0 2 | 0