V18	
–	216.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V20	
–	247.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
−200	CO/–

V22	
–	279
–	–
–	–
–	–

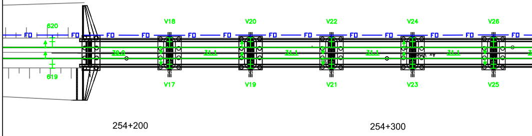
E1	
–	–
–	–
–	DI
+200	CO/–

V24	
–	310
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
−200	CO/–

V26	
–	341
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–


620
FD
V18
V20
V22
V24
V26
30.0
31.1
31.1
31.1
31.1
619
V17
V19
V21
V23
V25
254+200
254+300

V17	
–	216.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
−200	CO/–

V19	
–	247.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V21	
–	279
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
−200	CO/–

V23	
–	310
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V25	
–	341
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
−200	CO/–

V28	
–	372
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V30	
–	403
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V32	
–	434
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V34	
–	465.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V36	
–	496.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V38	
–	527.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V40	
–	558.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V42	
–	590
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V44	
–	652
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V46	
–	652
–	–
–	–
–	–

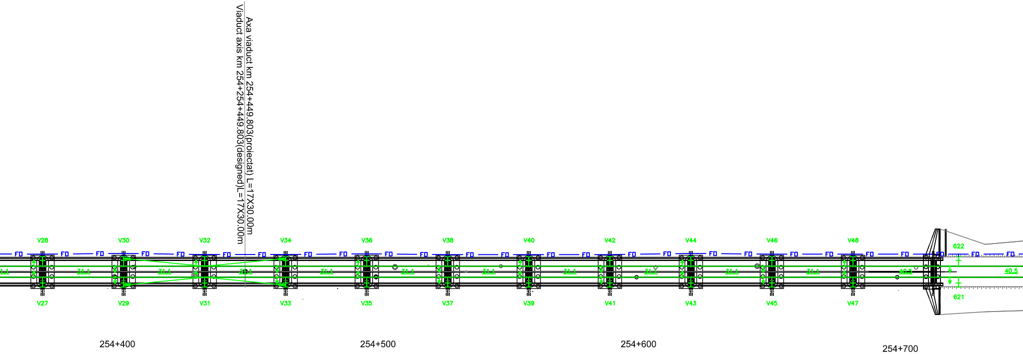
E1	
–	–
–	–
–	DI
+200	CO/–

V48	
–	683
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

622	
H	723.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	–
+200	CO/–


Axa viaduct km 254+449.803(proiectat) L=17X30.00m
Viaduct axis km 254+254+449.803(designed)L=17X30.00m
V28
V30
V32
V34
V36
V38
V40
V42
V44
V46
V48
622
FD
31.1
40.5
V27
V29
V31
V33
V35
V37
V39
V41
V43
V45
V47
621
254+400
254+500
254+600
254+700

V27	
–	372
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V29	
–	403
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V31	
–	434
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V33	
–	465.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V35	
–	496.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V37	
–	527.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V39	
–	558.5
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V41	
–	590
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V43	
–	652
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

V45	
–	652
–	–
–	–
–	–

E1	
–	–
–	–
–	DD
–200	CO/–

V47	
–	683
–	–
–	–
–	–

E1	
–	–
–	–
–	DI
+200	CO/–

621	
H	723.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

624	
H	764
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

626	
H	809
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

628	
H	854
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

630	
H	899
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

634	
H	948.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−150	CO/–

636	
H	998
–	–
–	–
–	–

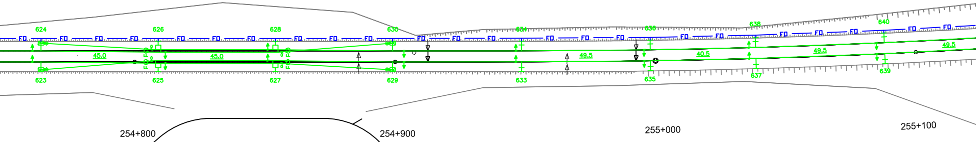
E1	
5500	–
1400	–
6900	DI
+250	CO/–

638	
H	038.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
−50	CO/–

640	
H	088
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–


624
626
628
630
634
636
638
640
FD
45.0
45.0
49.5
40.5
49.5
49.5
623
625
627
629
633
635
637
639
254+800
254+900
255+000
255+100

623	
H	764
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

625	
H	809
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DD
−200	CO/–

627	
H	854
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

629	
H	899
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

633	
H	948.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

635	
H	998
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−250	CO/–

637	
H	038.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
+50	CO/–

639	
H	088
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−150	CO/–

642	
H	137.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

644	
H	187
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+50	CO/–

646	
H	236.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

648	
H	281.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+50	CO/–

650	
H	326.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

652	
H	376
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+50	CO/–

654	
H	425.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

656	
H	470
–	–
–	–
–	–

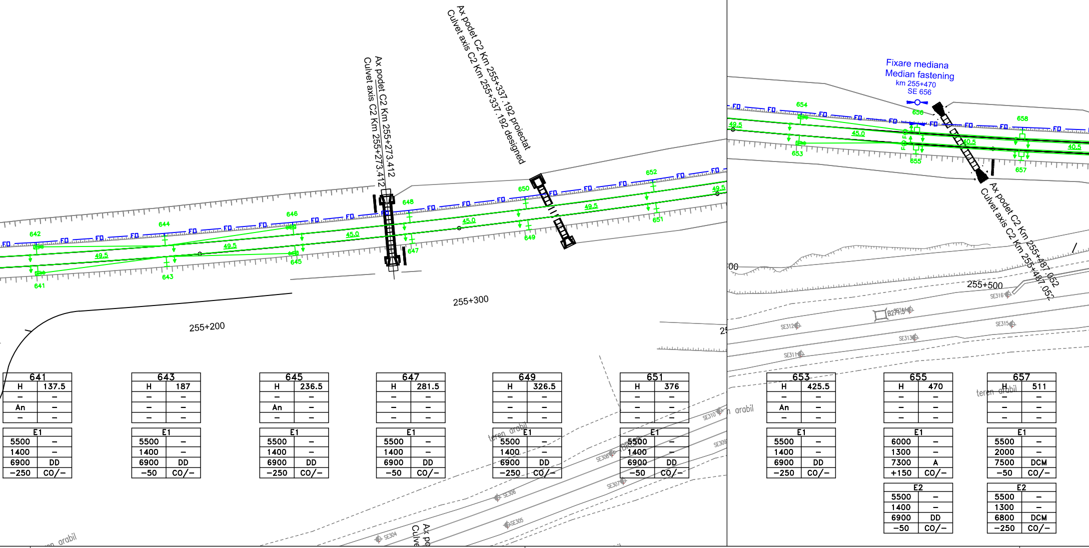
E1	
6000	–
1300	–
7300	A
–150	CO/–

E2	
5500	–
1400	–
6900	DI
+50	CO/–

658	
H	511
–	–
–	–
–	–

E1	
5500	–
1300	–
6800	ICM
+50	CO/–

E2	
5500	–
2000	–
7300	ICM
+250	CO/–


Ax podet C2 Km 255+273.412
Culvet axis C2 Km 255+273.412
Ax podet C2 Km 255+337.192 proiectat
Culvet axis C2 Km 255+337.192 designed
Fixare mediana
Median fastening
km 255+470
SE 656
Ax podet C2 Km 255+487.052
Culvet axis C2 Km 255+487.052
255+200
255+300
255+500
FD
49.5
45.0
40.5
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
teren arabil
SE304
SE305
SE306
SE307
SE308
SE309
SE310
SE311
SE312
SE313
SE315
SE316

641	
H	137.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

643	
H	187
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–50	CO/–

645	
H	236.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

647	
H	281.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–50	CO/–

649	
H	326.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

651	
H	376
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–50	CO/–

653	
H	425.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

655	
H	470
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+150	CO/–

E2	
5500	–
1400	–
6900	DD
–50	CO/–

657	
H	511
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	DCM
–50	CO/–

E2	
5500	–
1300	–
6800	DCM
–250	CO/–

660	
H	551.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

E2	
6000	–
1300	–
7300	A
+450	CO/–

662	
H	596.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

664	
H	637.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

666	
H	680
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–100	CO/–

668	
H	738
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

670	
H	780.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

672	
H	818.5
–	–
–	–
–	–

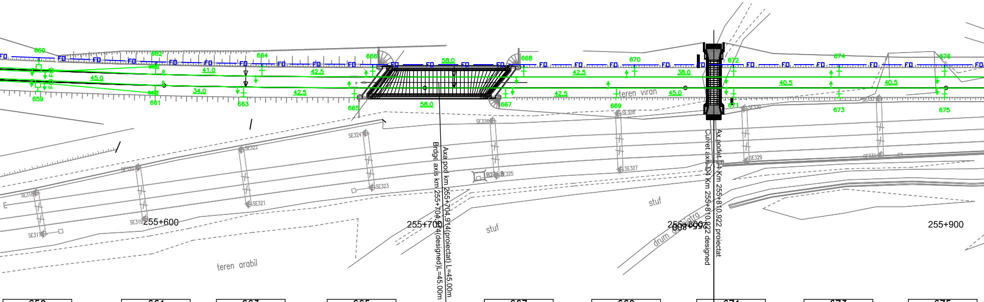
E1	
5500	–
1400	–
6900	DI
+200	CO/–

674	
H	859
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

676	
H	899.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–


660
662
664
666
668
670
672
674
676
659
661
663
665
667
669
671
673
675
FD
45.0
41.0
34.0
42.5
58.0
38.0
45.0
40.5
teren viran
teren arabil
stuf
drum de exploatare
255+600
255+700
255+800
255+900
Axa pod km 255+704.914(proiectat) L=45.00m
Bridge axis km 255+704.914(designed)L=45.00m
Ax podet D4 Km 255+810.922 proiectat
Culvert axis D4 Km 255+810.922 designed
SE317
SE318
SE319
SE320
SE321
SE322
SE323
SE324
SE325
SE326
SE327
SE328
SE329
SE330
SE331
SE332

659	
H	551.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

E2	
6000	–
1300	–
7300	A
–450	CO/–

661	
H	596.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/–

663	
H	630.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

665	
H	673
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+100	CO/–

667	
H	731
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

669	
H	773.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

671	
H	818.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

673	
H	859
–	–
–	–
–	–

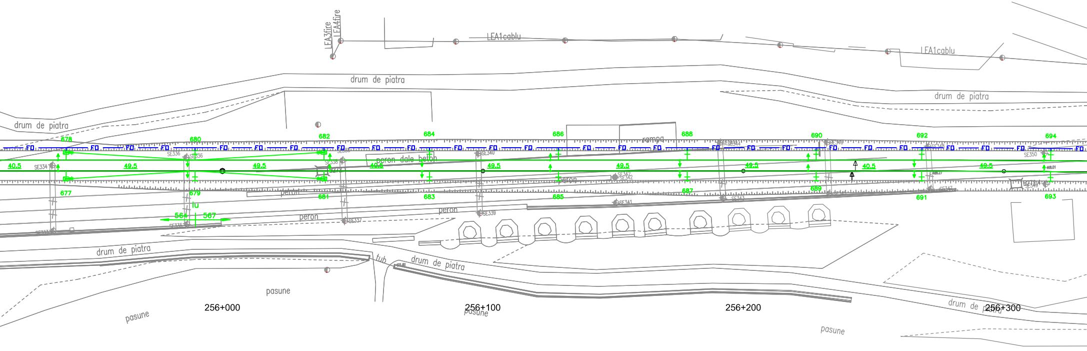
E1	
5500	–
1400	–
6900	DI
+200	CO/–

675	
H	899.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

678		680		682		684		686		688		690		692		694	
H	940	H	989.5	H	039	H	079.5	H	129	H	178.5	H	228	H	268.5	H	318
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
An	–	–	–	An	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD
−200	CO/−	+200	CO/−	−200	CO/−	+200	CO/−	−200	CO/−	+200	CO/−	−200	CO/−	+150	CO/−	−250	CO/−


LEA3fire
LEA4fire
LEA1cablu
LEA1cablu
drum de piatra
drum de piatra
drum de piatra
drum de piatra
drum de piatra
rampa
peron dale beton
peron
peron
peron
peron
tub
pasune
pasune
pasune
pasune
FD
40.5
49.5
40.5
678
680
682
684
686
688
690
692
694
677
679
681
683
685
687
689
691
693
584
587
SE334
SE336
SE340
SE350
SE339
SE341
256+000
256+100
256+200
256+300

677		679		681		683		685		687		689		691		693	
H	940	H	989.5	H	039	H	079.5	H	129	H	178.5	H	228	H	268.5	H	318
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
An	–	–	–	An	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI
+200	CO/−	−200	CO/−	+200	CO/−	−200	CO/−	+200	CO/−	−200	CO/−	+200	CO/−	−150	CO/−	+250	CO/−

696	
H	367.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
–100	CO/–

698	
H	417
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
–450	CO/–

E2	
5500	–
1400	–
6900	DD
–250	CO/–

700	
H	462
–	–
–	–
–	–

E1	
5500	–
1300	–
6800	DCM
–250	CO/–

E2	
5500	–
2000	–
7300	DCM
–50	CO/–

702	
H	507
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CO/–

E2	
6000	–
1300	–
7300	A
+50	CO/–

704	
H	556.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

706	
H	606
–	–
–	–
–	–

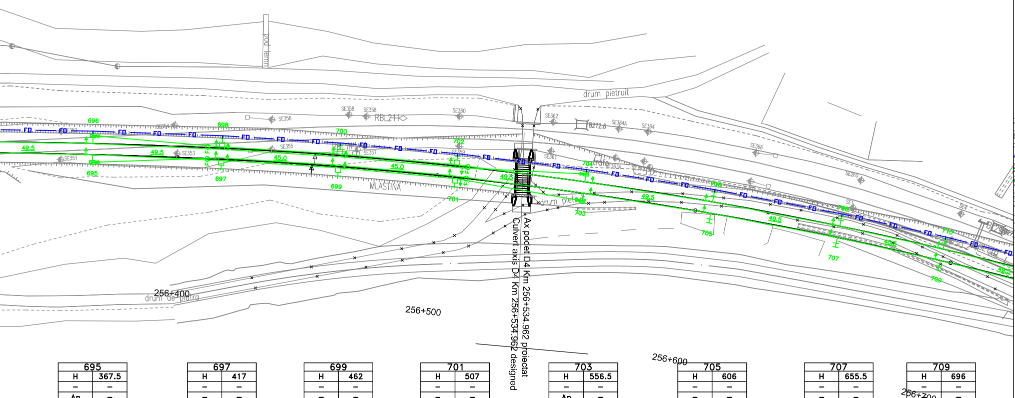
E1	
5500	–
1400	–
6900	DD
–250	CO/–

708	
H	655.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

710	
H	696
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–


pod ferm
drum pietruit
SE356
SE358
SE358
RBL211
SE360
SE362
B272.6
SE364A
SE364
SE366
SE353
SE355
SE357
SE359
SE361
SE351
FD
696
698
700
702
704
706
708
710
695
697
699
701
703
705
707
709
49.5
45.0
MLASTINA
drum pietruit
256+400
drum de piatra
256+500
256+600
256+700
Ax podet D4 Km 256+534.962 proiectat
Culvert axis D4 Km 256+534.962 designed

695	
H	367.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+100	CO/–

697	
H	417
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+450	CO/–

E2	
5500	–
1400	–
6900	DD
+250	CO/–

699	
H	462
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	ICM
+250	CO/–

E2	
5500	–
1300	–
6800	ICM
+50	CO/–

701	
H	507
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

E2	
6000	–
1300	–
7300	A
–50	CO/–

703	
H	556.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

705	
H	606
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

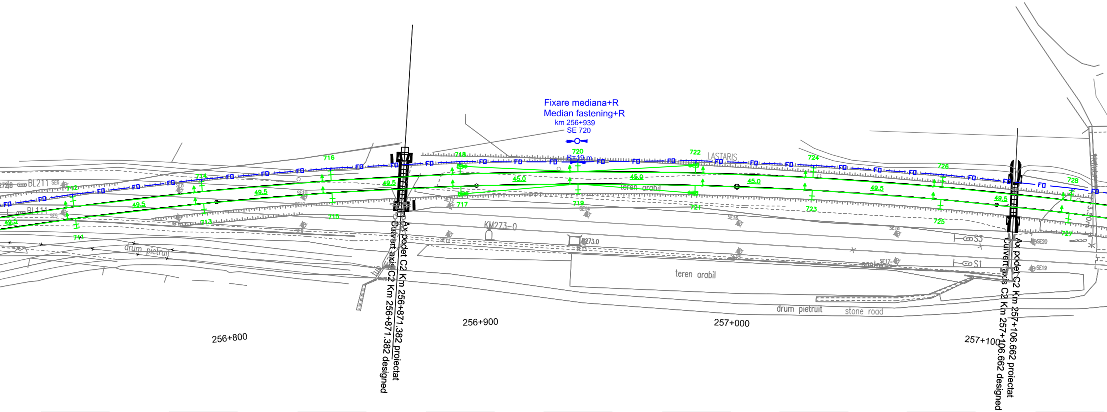
707	
H	655.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

709	
H	696
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

712		714		716		718		720		722		724		726		728	
H	745.5	H	795	H	844.5	H	894	H	939	H	984	H	029	H	078.5	H	128
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	An	–	–	–	An	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DD	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD
−250	CO/−	−250	CO/−	−250	CO/−	−250	CO/−	−250	CO/−	−250	CO/−	−250	CO/−	−250	CO/−	−250	CO/−



Fixare mediana+R
Median fastening+R
km 256+939
SE 720
R=19 m
FD
LASTARIS
teren arabil
drum pietruit
stone road
KM273+0
273.0
BL211
BL111
S3
S1
45.0
49.5
Ax podet C2 Km 256+871.382 proiectat
Culvert axis C2 Km 256+871.382 designed
Ax podet C2 Km 257+106.662 proiectat
Culvert axis C2 Km 257+106.662 designed
256+800
256+900
257+000
257+100
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728

711		713		715		717		719		721		723		725		727	
H	745.5	H	795	H	844.5	H	894	H	939	H	984	H	029	H	078.5	H	128
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	An	–	–	–	An	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DI	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI
+250	CO/−	+250	CO/−	+250	CO/−	+250	CO/−	+250	CO/−	+250	CO/−	+250	CO/−	+250	CO/−	+250	CO/−

730	
H	173
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

732	
H	213.5
–	–
–	–
–	–

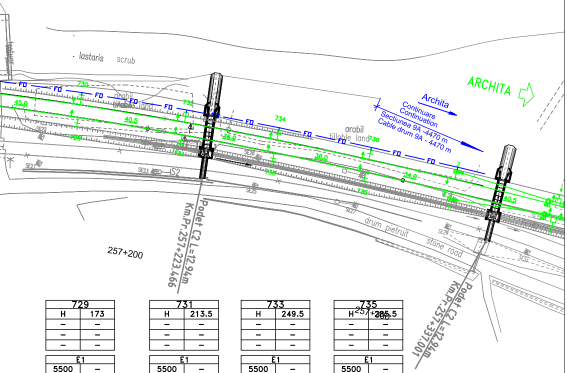
E1	
5500	–
1400	–
6900	DD
–200	CO/–

734	
H	249.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–50	CO/–

736	
H	285.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–


lastaris
scrub
ARCHITA
Archita
Continuare
Continuation
Sectiunea 9A -4470 m
Cable drum 9A - 4470 m
arabil
tillable land
arabil
tillable land
FO
730
732
734
736
729
731
733
735
45.0
40.5
36.0
36.0
34.0
40.5
SE21
SE22
SE23
SE25
SE26
SE27
SE29
SE31
SE32
IS2
drum pietruit
stone road
257+200
Podet C2 L=12.94m
Km.Pr.257+223.466
Podet C2 L=12.94m
Km.Pr.257+337.001
257+300

729	
H	173
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

731	
H	213.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

733	
H	249.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+50	CO/–

735	
H	285.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

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
	○	Fixare mediana Median fastening
	○◇	Fixare terminala Terminal fastening
	— FO —	Cablu cu fibre optice aerian Aerial optical fiber cable
	— FO —	Cablu cu fibre optice subteran Underground optical fiber cable
	— FO —	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 canal de beton al tunelului Special OF cable for tunnels proteated in HDPE duct Φ 40 mm installed in concrete channel of tunnel

NOTA / NOTE:

* Dupa instalarea cablurilor canalul de beton va fi umplut cu nisip

* After all cables installing the concrete channel will be filled up with sand

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

CFR

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

CLIENT / CLIENT

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	01.2012	
Aprobat Approved	Coordonator Secțiune 1 Section 1 Coordinator	C. Gambelli	01.2012	
Verificat Checked	Expert Verificator Checking Expert	Pino Amodio	01.2012	

SUBCONTRACTANT / SUBCONTRACTOR

AREX COMPANY

Aprobat Approved	Responsabil Subcontractant Subcontractor 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 circulația 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 :

Interval - CATA-ARCHITA - SECTION

CABLU CU FIBRE OPTICE (Cablul 1)
Plan de situatie
FIBER OPTIC CABLE (cable 1)
Layout Plan

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

E A 5 1 | 0 1 | E | 1 4 | L 7 | S E | 0 5 | 3 | 7 | 0 0 1 | 1