1	
H	252
–	–
An	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

3	
H	292.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

5	
H	333
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

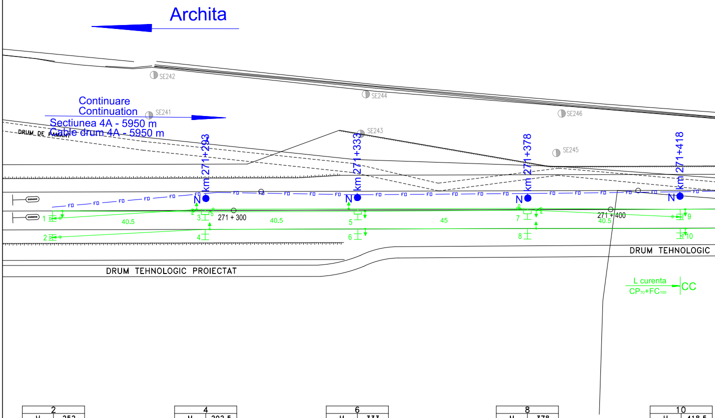
7	
H	378
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

9	
H	418.5
–	–
An	–
–	–

E1	
–	–
–	–
–	–
–	CO/–


Archita
Continuare
Continuation
Sectiunea 4A - 5950 m
Cable drum 4A - 5950 m
DRUM DE PAMANT
SE241
SE242
SE243
SE244
SE245
SE246
km 271+293
km 271+333
km 271+378
km 271+418
N
N
N
N
FO
1
2
3
4
5
6
7
8
9
10
40.5
271 + 300
40.5
45
271 + 400
40.5
DRUM TEHNOLOGIC PROIECTAT
DRUM TEHNOLOGIC
L curenta
CP70+FC100
CC

2	
H	252
–	–
An	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

4	
H	292.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

6	
H	333
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

8	
H	378
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

10	
H	418.5
–	–
An	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

12	
H	495
–	–
An	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

14	
H	531
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

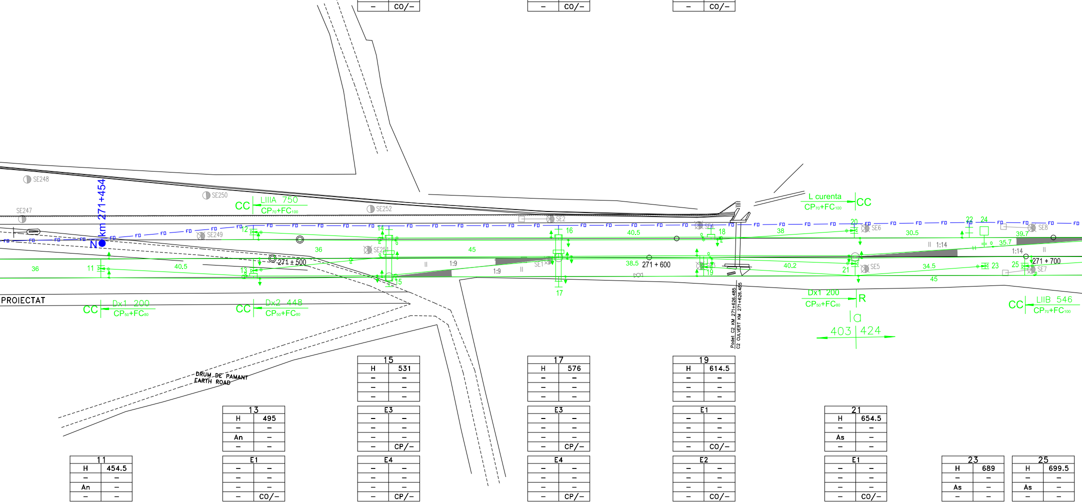
16	
H	576
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

18	
H	616.5
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

20	
H	654.5
–	–
As	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

22	
H	685
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

24	
MU	689
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CS/–



SE248
SE250
SE247
km 271+454
N
CC
LIIIA 750
CP70+FC100
SE249
SE252
SE2
SE251
SE1
SE4
SE3
SE6
SE5
SE8
SE7
12
11
13
14
15
16
17
18
19
20
21
22
24
23
25
36
36
40.5
45
40.5
38.5
38
30.5
39.7
35.7
40.2
34.5
45
271 ± 500
271 + 600
271 + 700
1:9
1:9
1:14
1:14
FD
PROIECTAT
CC
Dx1 200
CP50+FC80
CC
Dx2 448
CP50+FC80
L curenta
CP70+FC100
CC
Dx1 200
CP50+FC80
R
Ia
403
424
CC
LIIB 546
CP70+FC100
Podet C2 KM 271+626.485
C2 CULVERT KM 271+626.485
DRUM DE PAMANT
EARTH ROAD

11	
H	454.5
–	–
An	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–

13	
H	495
–	–
An	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–
E3	
–	–
–	–
–	–
–	CO/–

15	
H	531
–	–
–	–
–	–
E3	
–	–
–	–
–	–
–	CP/–
E4	
–	–
–	–
–	–
–	CP/–
E5	
–	–
–	–
–	–
–	CO/–
E6	
–	–
–	–
–	–
–	CO/–

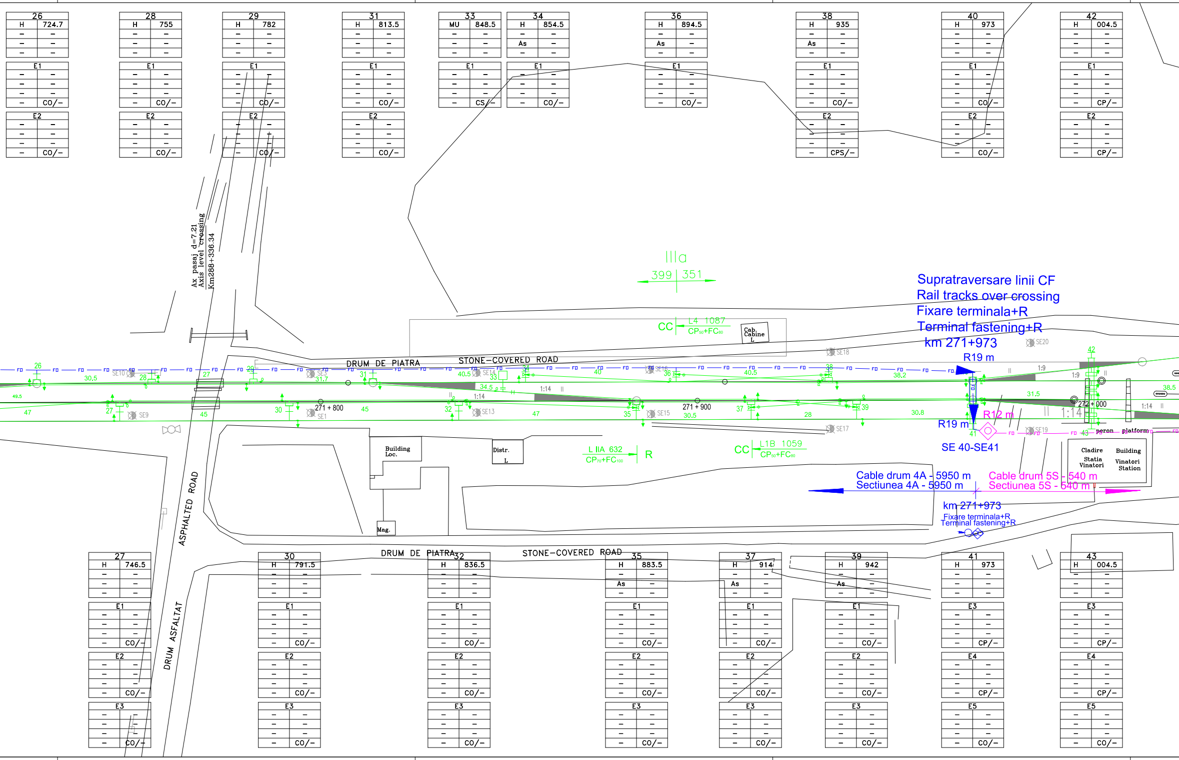
17	
H	576
–	–
–	–
–	–
E3	
–	–
–	–
–	–
–	CP/–
E4	
–	–
–	–
–	–
–	CP/–
E5	
–	–
–	–
–	–
–	CP/–
E6	
–	–
–	–
–	–
–	CO/–

19	
H	614.5
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–
E3	
–	–
–	–
–	–
–	CO/–
E4	
–	–
–	–
–	–
–	CO/–

21	
H	654.5
–	–
As	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–
E3	
–	–
–	–
–	–
–	CO/–

23	
H	689
–	–
As	–
–	–

25	
H	699.5
–	–
As	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–


26 H 724.7 E1 CO/– E2 CO/–
28 H 755 E1 CO/– E2 CO/–
29 H 782 E1 CO/– E2 CO/–
31 H 813.5 E1 CO/– E2 CO/–
33 MU 848.5 E1 CS/–
34 H 854.5 As E1 CO/–
36 H 894.5 As E1 CO/–
38 H 935 As E1 CO/– E2 CPS/–
40 H 973 E1 CO/– E2 CO/–
42 H 004.5 E1 CP/– E2 CP/–
Ax pasaj d=7.21
Axis level crossing
Km288+336.34
IIIa
399 | 351
Supratraversare linii CF
Rail tracks over crossing
Fixare terminala+R
Terminal fastening+R
km 271+973
R19 m
CC L4 1087 CP50+FC80
Cab. Cabine L
DRUM DE PIATRA
STONE-COVERED ROAD
SE10
SE5
SE14
SE16
SE18
SE20
SE19
SE17
SE15
SE13
SE9
SE1
271 + 800
271 + 900
272 + 000
1:14
1:9
R12 m
SE 40-SE41
peron
platform
Cladire Statia Vinatori
Building Vinatori Station
Building Loc.
Distr. L
Mag.
L IIA 632 CP70+FC100
R
CC L1B 1059 CP50+FC80
Cable drum 4A - 5950 m
Sectiunea 4A - 5950 m
Cable drum 5S - 540 m
Sectiunea 5S - 540 m
km 271+973
Fixare terminala+R
Terminal fastening+R
ASPHALTED ROAD
DRUM ASFALTAT
27 H 746.5 E1 CO/– E2 CO/– E3 CO/–
30 H 791.5 E1 CO/– E2 CO/– E3 CO/–
32 H 836.5 E1 CO/– E2 CO/– E3 CO/–
35 H 883.5 As E1 CO/– E2 CO/– E3 CO/–
37 H 914 As E1 CO/– E2 CO/– E3 CO/–
39 H 942 As E1 CO/– E2 CO/– E3 CO/–
41 H 973 E3 CP/– E4 CP/– E5 CO/–
43 H 004.5 E3 CP/– E4 CP/– E5 CO/–

44	
H	043
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CPS/–

46	
H	079
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–

48	
H	119
–	–
As	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–

50	
SECP6	155
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

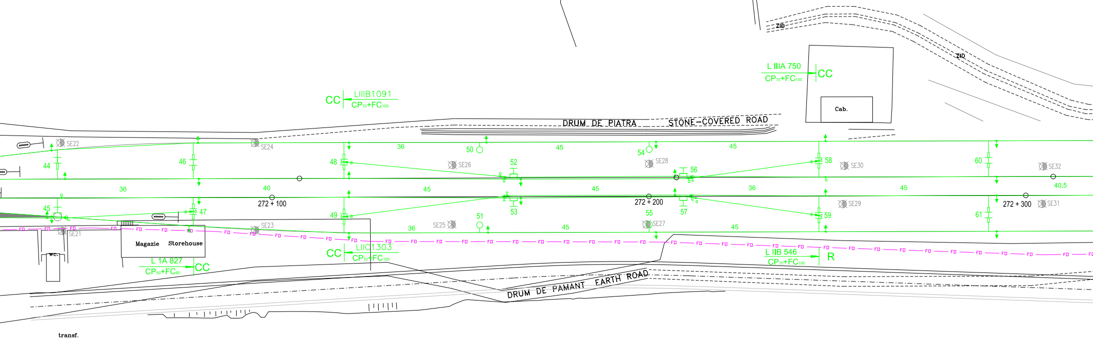
52	
H	164
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

54	
SECP6	200
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

56	
H	209
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

58	
H	245
–	–
As	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–

60	
H	290
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–


ZID
ZID
L IIIA 750
CP70+FC100
CC
Cab.
CC
LIIIB1091
CP70+FC100
DRUM DE PIATRA
STONE-COVERED ROAD
SE22
SE24
44
46
36
50
45
54
45
48
SE26
52
SE28
56
58
SE30
60
SE32
40,5
36
40
45
45
36
45
272 + 100
272 + 200
272 + 300
45
47
53
55
57
SE29
SE31
49
59
61
51
SE23
SE25
SE27
36
45
45
SE21
Magazie
Storehouse
wc.
L 1A 827
CP50+FC80
CC
CC
LIIC1303
CP70+FC100
L IIB 546
CP70+FC100
R
DRUM DE PAMANT
EARTH ROAD
FD
transf.

45	
H	043
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–
E3	
–	–
–	–
–	–
–	CO/–

47	
H	079
–	–
As	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–

49	
H	119
–	–
As	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–

51	
SECP6	155
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

53	
H	164
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

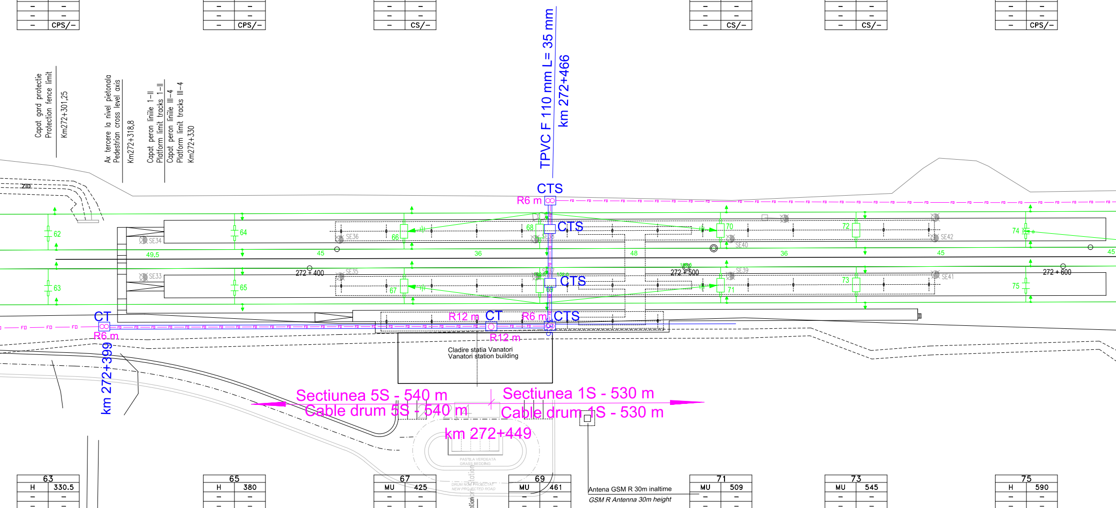
55	
SECP6	200
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

57	
H	209
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

59	
H	245
–	–
As	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–

61	
H	290
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CPS/–
E2	
–	–
–	–
–	–
–	CPS/–

62		64		66		68		70		72		74	
H	330.5	H	380.5	MU	425	MU	461	MU	509	MU	545	H	590
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	As	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	CPS/–	–	CPS/–	–	CS/–	–	CS/–	–	CS/–	–	CS/–	–	CPS/–
E2		E2		E2		E2		E2		E2		E2	
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	CPS/–	–	CPS/–	–	CS/–	–	CS/–	–	CS/–	–	CS/–	–	CPS/–


Capat gard protectie
Protection fence limit
Km272+301,25
Ax tercere la nivel pietonala
Pedestrian cross level axis
Km272+318,8
Capat peron liniile 1–II
Platform limit tracks 1–II
Capat peron liniile III–4
Platform limit tracks III–4
Km272+330
TPVC F 110 mm L= 35 mm
km 272+466
ZID
CTS
R6 m
62
64
66
68
70
72
74
SE34
SE36
SE38
SE40
SE42
49.5
45
36
48
36
45
45
272 + 400
272 + 500
272 + 600
SE33
SE35
SE37
SE39
SE41
63
65
67
69
71
73
75
CTS
CTS
CT
R6 m
R12 m
CT
R6 m
CTS
R12 m
Cladire statia Vanatori
Vanatori station building
km 272+399
Sectiunea 5S - 540 m
Cable drum 5S - 540 m
Sectiunea 1S - 530 m
Cable drum 1S - 530 m
km 272+449
PASTILA VERDEATA
GRASS BEDDING
DRUM NOU PROIECTAT
NEW PROJECTED ROAD
Antena GSM R 30m inaltime
GSM R Antenna 30m height

63		65		67		69		71		73		75	
H	330.5	H	380	MU	425	MU	461	MU	509	MU	545	H	590
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	CPS/–	–	CPS/–	–	CS/–	–	CS/–	–	CS/–	–	CS/–	–	CPS/–
E2		E2		E2		E2		E2		E2		E2	
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	CPS/–	–	CPS/–	–	CS/–	–	CS/–	–	CS/–	–	CS/–	–	CPS/–

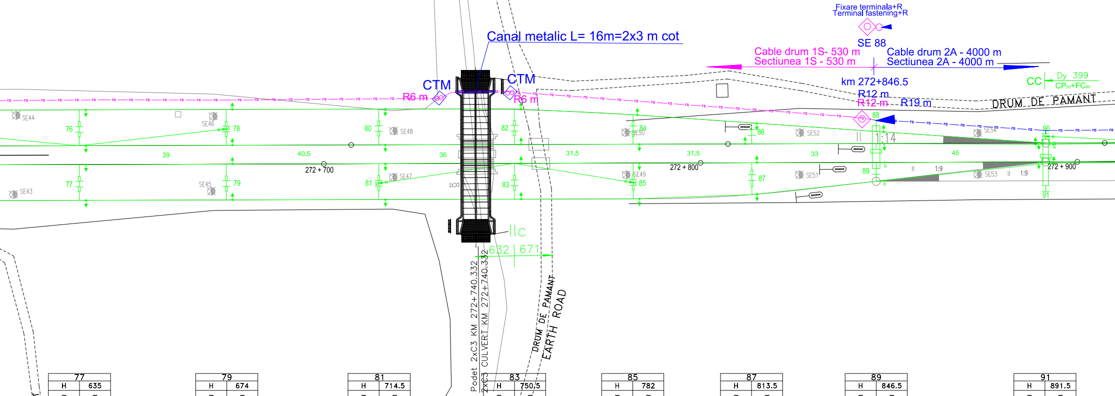
Ax cladire calatori noua Statia Vanatori
New Passengers Building Axis Vanatori Station
Km272+444.40

Ax tunel pietonal nou
New Pedestrian tunnel Axis
Km272+486.4

Capat copertina liniia 1
Canopy limit track 1
Km272+493.9

Capat peron linia 1
Platform limit track 1
Km272+561.4

76		78		80		82		84		86		88		90	
H	635	H	674	H	714.5	H	750.5	H	782	H	813.5	H	846.5	H	891.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	As	–	–	–	–	–	–	–	–	–	–	–	As	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CO/–	–	CO/–	–	CO/–
E2		E2		E2		E2		E2		E2		E2		E2	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CO/–	–	CP/–	–	CO/–


Fixare terminala+R
Terminal fastening+R
SE 88
Canal metalic L= 16m=2x3 m cot
Cable drum 1S- 530 m
Sectiunea 1S - 530 m
Cable drum 2A - 4000 m
Sectiunea 2A - 4000 m
CTM
CTM
R6 m
R6 m
km 272+846.5
R12 m
R12 m
R19 m
CC
Dy 399
CP₅₀+FC₈₀
DRUM DE PAMANT
SE44
SE46
SE48
SE50
SE52
SE54
SE43
SE45
SE47
SE49
SE51
SE53
76
78
80
82
84
86
88
90
77
79
81
83
85
87
89
91
39
40.5
36
31.5
31.5
33
45
272 + 700
272 + 800
272 + 900
1:14
1:9
1:9
C
632
671
Podet 2xC3 KM 272+740.332
2xC3 CULVERT KM 272+740.332
DRUM DE PAMANT
EARTH ROAD
DRUM DE PAMANT

77		79		81		83		85		87		89		91	
H	635	H	674	H	714.5	H	750.5	H	782	H	813.5	H	846.5	H	891.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	As	–	–	–	As	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E3		E3	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CO/–	–	CP/–
E2		E2		E2		E2		E2		E2		E4		E4	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CPS/–	–	CO/–	–	CP/–
]

93	
H	935.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

E3	
–	–
–	–
–	–
–	CO/–

95	
H	980.5
–	–
As	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

97	
MU	018.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CS/–

98	
H	028
–	–
As	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

100	
H	073
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

102	
H	118
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

104	
H	163
–	–
–	–
–	–

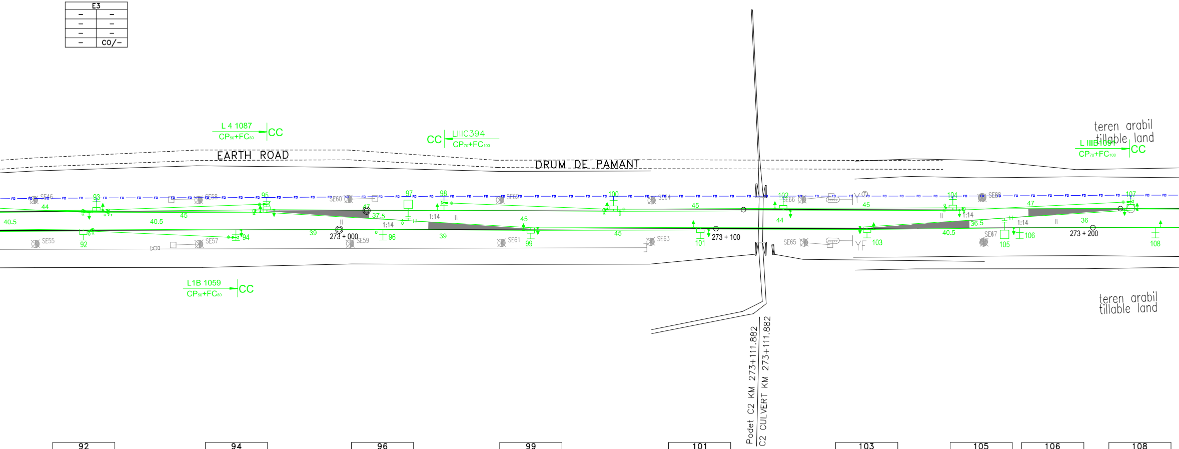
E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

107	
H	210
–	–
As	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–


L 4 1087
CP50+FC80
CC
CC
LIIIC394
CP70+FC100
EARTH ROAD
DRUM DE PAMANT
teren arabil
tillable land
L IIIB 1051
CP70+FC100
CC
SE46
SE58
SE60
SE62
SE64
SE66
SE68
SE55
SE57
SE59
SE61
SE63
SE65
SE67
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
44
40.5
40.5
45
47
37.5
1:14
1:14
39
39
45
45
45
44
45
47
36
40.5
36.5
1:14
1:14
273 + 000
273 + 100
273 + 200
L1B 1059
CP50+FC80
CC
teren arabil
tillable land
Podet C2 KM 273+111.882
C2 CULVERT KM 273+111.882

92	
H	932
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

94	
H	972.5
–	–
As	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

96	
H	011.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

99	
H	050.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

101	
H	095.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

103	
H	139.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

E2	
–	–
–	–
–	–
–	CO/–

105	
MU	176.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CS/–

106	
H	180.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

108	
H	216.5
–	–
–	–
–	–

E1	
–	–
–	–
–	–
–	CO/–

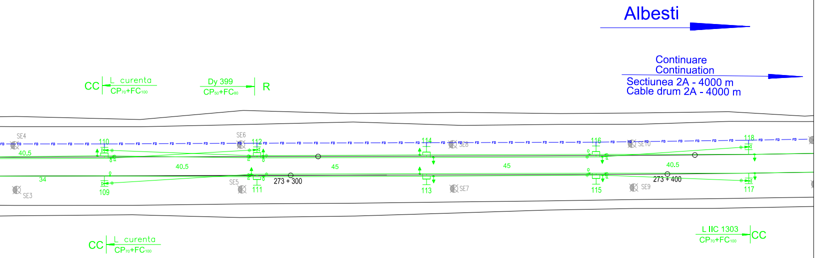
110	
H	250.5
–	–
An	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

112	
H	291
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

114	
H	336
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

116	
H	381
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

118	
H	421.5
–	–
An	–
–	–
E1	
–	–
–	–
–	–
–	CO/–


Albesti
Continuare
Continuation
Sectiunea 2A - 4000 m
Cable drum 2A - 4000 m
CC
L curenta
CP70+FC100
Dy 399
CP50+FC80
R
SE4
SE6
SE8
SE10
SE3
SE5
SE7
SE9
110
112
114
116
118
109
111
113
115
117
40.5
40.5
45
45
40.5
34
273 + 300
273 + 400
CC
L curenta
CP70+FC100
L IIC 1303
CP70+FC100
CC

109	
H	250.5
–	–
An	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

111	
H	291
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

113	
H	336
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

115	
H	381
–	–
–	–
–	–
E1	
–	–
–	–
–	–
–	CO/–
E2	
–	–
–	–
–	–
–	CO/–

117	
H	421.5
–	–
An	–
–	–
E1	
–	–
–	–
–	–
–	CO/–

LEGENDA
LEGEND

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
	▭	Teava PVC Φ 110 mm / canal metalic PVC pipe Φ 110 mm / metallic chanel

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.

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

Aprobat Approved	Responsabil Subcontractant Subcontractor Responsible	A. Stanciu - Dinulescu		
Întocmit Elaborated	Proiectant Designer	Gabriela Trifan	02.2012	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:
P.Th. / T.D.

Denumire desen / Drawing Title :

Statia - VANATORI - Station

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 01 / 01

E A 5 1 | 0 1 | E | 1 7 | L 8 | S E | 0 6 | 5 | 7 | 0 0 1 | 1