| 2 | |
|---|---|
| H | 026.5 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 4 | |
|---|---|
| H | 067 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| –650 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| 6 | |
|---|---|
| H | 112 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1300 | – |
| 6800 | DCA |
| –250 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 2000 | – |
| 7500 | DCA |
| +250 | CO/– |

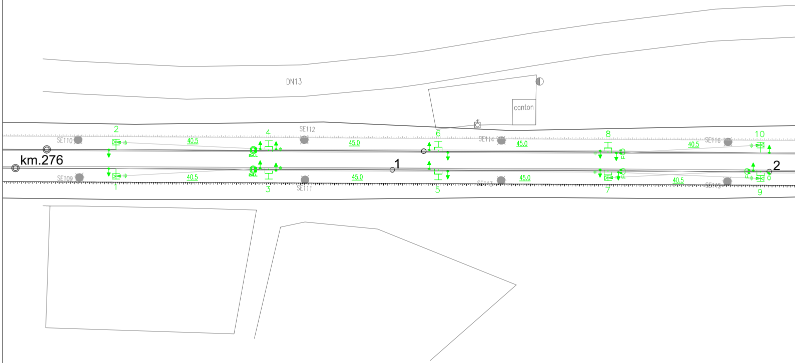
| 8 | |
|---|---|
| H | 157 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +150 | CO/– |

| E2 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| +650 | CO/– |

| 10 | |
|---|---|
| H | 197.5 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |


DN13
canton
km.276
1
2
SE110
SE109
SE112
SE111
SE114
SE113
SE116
SE115
2
4
6
8
10
1
3
5
7
9
40.5
45.0
45.0
40.5
40.5
45.0
45.0
40.5

| 1 | |
|---|---|
| H | 026.5 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 3 | |
|---|---|
| H | 067 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| +650 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +150 | CO/– |

| 5 | |
|---|---|
| H | 112 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 2000 | – |
| 7500 | ICA |
| +250 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1300 | – |
| 6800 | ICA |
| –250 | CO/– |

| 7 | |
|---|---|
| H | 157 |
| – | – |
| An | – |
| – | – |

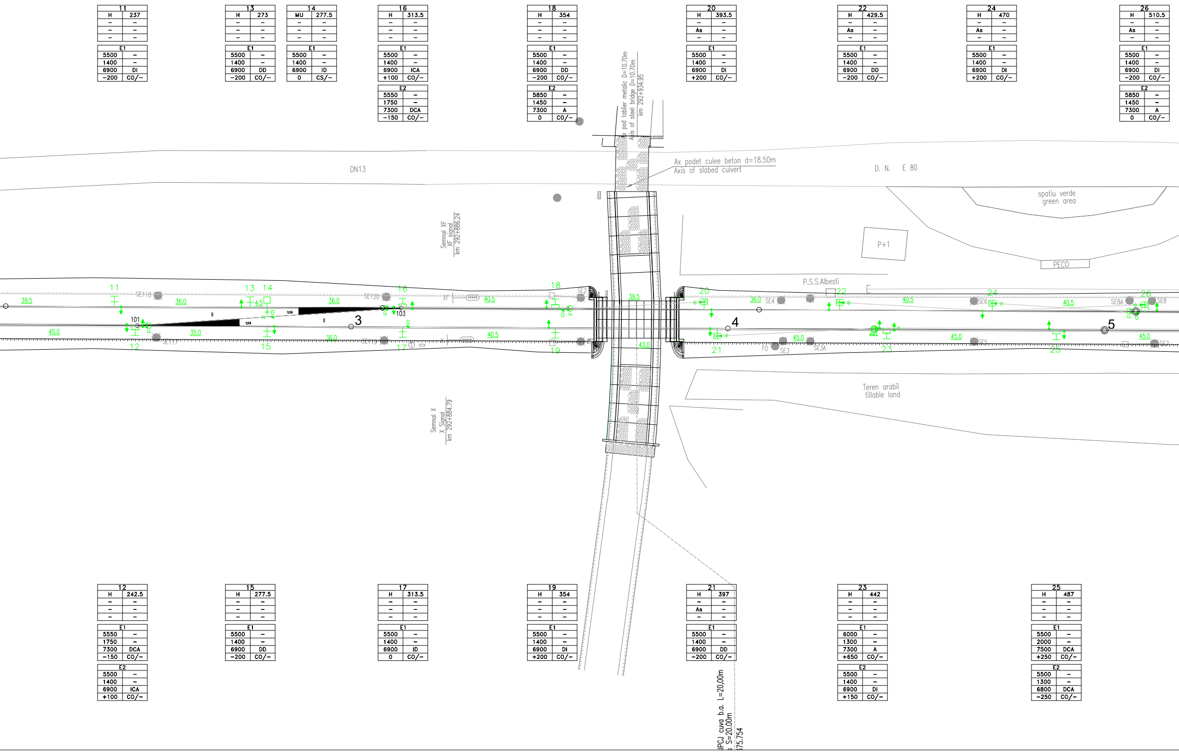
| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| E2 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| –650 | CO/– |

| 9 | |
|---|---|
| H | 197.5 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| 0 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | A |
| 0 | CO/– |



DN13
D. N. E 80
Ax pod tablier metalic D=10.70m
Axis of steel bridge D=10.70m
km 292+934.95
Ax podet culee beton d=18.50m
Axis of slabed culvert
spatiu verde
green area
P+1
PECO
P.S.S.Albesti
Semnal XF
XF signal
km 292+886.24
Semnal X
X Signal
km 292+884.79
Teren arabil
tillable land
PCJ cuva b.a. L=20,00m
S=20.00m
75.754
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
101
103
3
4
5
SE118
SE117
SE120
SE119
SE2
SE4
SE3
SE3A
SE6
SE5
SE8A
SE8
SE7
FO
XF
X
39.5
36.0
4.5
36.0
45.0
35.0
36.0
40.5
40.5
39.5
43.0
36.0
45.0
40.5
45.0
40.5
45.0
1:14
1:14

| 11 | |
|---|---|
| H | 237 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| –200 | CO/– |

| 13 | |
|---|---|
| H | 273 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 14 | |
|---|---|
| MU | 277.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | ID |
| 0 | CS/– |

| 16 | |
|---|---|
| H | 313.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | ICA |
| +100 | CO/– |
| E2 | |
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| –150 | CO/– |

| 18 | |
|---|---|
| H | 354 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |
| E2 | |
| 5850 | – |
| 1450 | – |
| 7300 | A |
| 0 | CO/– |

| 20 | |
|---|---|
| H | 393.5 |
| – | – |
| As | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 22 | |
|---|---|
| H | 429.5 |
| – | – |
| As | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 24 | |
|---|---|
| H | 470 |
| – | – |
| As | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 26 | |
|---|---|
| H | 510.5 |
| – | – |
| As | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| –200 | CO/– |
| E2 | |
| 5850 | – |
| 1450 | – |
| 7300 | A |
| 0 | CO/– |

| 12 | |
|---|---|
| H | 242.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| –150 | CO/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | ICA |
| +100 | CO/– |

| 15 | |
|---|---|
| H | 277.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 17 | |
|---|---|
| H | 313.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | ID |
| 0 | CO/– |

| 19 | |
|---|---|
| H | 354 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 21 | |
|---|---|
| H | 397 |
| – | – |
| As | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 23 | |
|---|---|
| H | 442 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 6000 | – |
| 1300 | – |
| 7300 | A |
| +650 | CO/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +150 | CO/– |

| 25 | |
|---|---|
| H | 487 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 2000 | – |
| 7500 | DCA |
| +250 | CO/– |
| E2 | |
| 5500 | – |
| 1300 | – |
| 6800 | DCA |
| –250 | CO/– |

| 28 | |
|---|---|
| H | 546.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| –150 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | ICA |
| +100 | CO/– |

| 31 | |
|---|---|
| H | 587 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 33 | |
|---|---|
| H | 627.5 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| 0 | CO/– |

| 35 | |
|---|---|
| H | 663.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5850 | – |
| 1450 | – |
| 7300 | A |
| 0 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 36 | |
|---|---|
| H | 695.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | ICA |
| +150 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DCA |
| –100 | CO/– |

| 38 | |
|---|---|
| MU | 718.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 39 | |
|---|---|
| SECP6 | 721.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| 0 | CO/– |

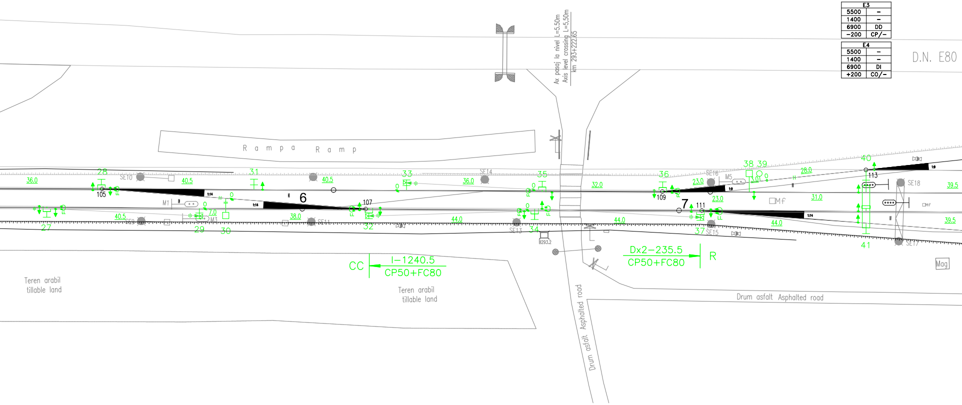
| 40 | |
|---|---|
| SECP6 | 749.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| E3 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CP/– |

| E4 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |


D.N. E80
Ax pasaj la nivel L=5,50m
Axis level crossing L=5,50m
km 293+222.65
R a m p a   R a m p
28
31
33
35
36
38 39
40
105
107
109
111
113
6
7
SE10
SE14
SE16
SE18
SE9
SE11
SE13
SE15
SE17
M1
M3
M5
Mf
27
29
30
32
34
37
41
36.0
40.5
40.5
36.0
32.0
23.0
28.0
39.5
23.0
31.0
38.0
44.0
44.0
44.0
7.0
13.0
39.5
B293.2
1:14
1:9
CC
I–1240.5
CP50+FC80
Dx2–235.5
CP50+FC80
R
Mag
Teren arabil
tillable land
Teren arabil
tillable land
Drum asfalt Asphalted road
Drum asfalt Asphalted road

| 27 | |
|---|---|
| H | 532 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| E2 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| –650 | CO/– |

| 29 | |
|---|---|
| H | 572.5 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| 0 | CO/– |

| 30 | |
|---|---|
| MU | 579.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| 0 | CS/– |

| 32 | |
|---|---|
| H | 617.5 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| –150 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | ICA |
| +100 | CO/– |

| 34 | |
|---|---|
| H | 661.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 6000 | – |
| 1600 | – |
| 7600 | A |
| +200 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| 0 | CO/– |

| E3 | |
|---|---|
| 5850 | – |
| 1450 | – |
| 7300 | A |
| –200 | CO/– |

| 37 | |
|---|---|
| H | 705.5 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | ICA |
| +150 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DCA |
| –100 | CO/– |

| 41 | |
|---|---|
| H | 749.5 |
| – | – |
| – | – |
| – | – |

| 42 | |
|---|---|
| H | 789 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 44 | |
|---|---|
| H | 823.5 |
| – | – |
| As | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –250 | CO/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 46 | |
|---|---|
| H | 855 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| 0 | CPS/– |
| E2 | |
| 5850 | – |
| 1450 | – |
| 7300 | A |
| 0 | CO/– |
| E3 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

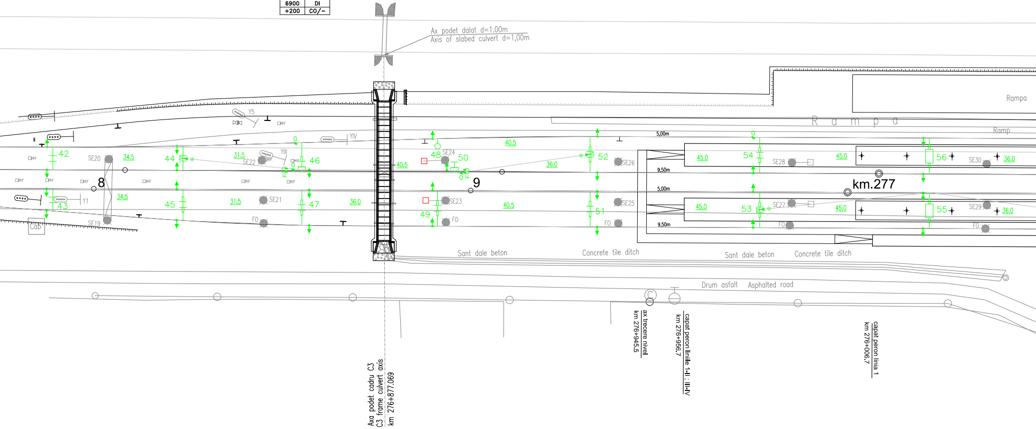
| 48 | |
|---|---|
| SECP6 | 891 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +250 | CO/– |

| 50 | |
|---|---|
| H | 895.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |
| E2 | |
| 5850 | – |
| 1450 | – |
| 7300 | A |
| 0 | CO/– |

| 52 | |
|---|---|
| H | 931.5 |
| – | – |
| As | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +150 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CPS/– |

| 54 | |
|---|---|
| H | 976.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| 0 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CPS/– |

| 56 | |
|---|---|
| MU | 021.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CPS/– |


Ax podet dalat D=3.00m
Axis of slabed culvert D=3,00m
km 293+436.78
Ax podet dalat d=1.00m
Axis of slabed culvert d=1,00m
Y5
YIV
YIII
Y1
SE20
SE22
SE21
SE19
SE24
SE23
SE26
SE25
SE28
SE27
SE30
SE29
F0
8
9
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
34.5
31.5
36.0
40.5
45.0
5,00m
9,50m
Cab
Rampa
R a m p a
Ramp
km.277
Sant dale beton
Concrete tile ditch
Drum asfalt
Asphalted road
ax trecere nivel
km 276+945.5
capat peron liniile 1-II ; III-IV
km 276+956.7
capat peron linia 1
km 276+006.7
Axa podet cadru C3
C3 frame culvert axis
km 276+877.069

| 43 | |
|---|---|
| H | 789 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +50 | CO/– |

| 45 | |
|---|---|
| H | 823.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| +200 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +250 | CPS/– |

| 47 | |
|---|---|
| H | 855 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +250 | CPS/– |

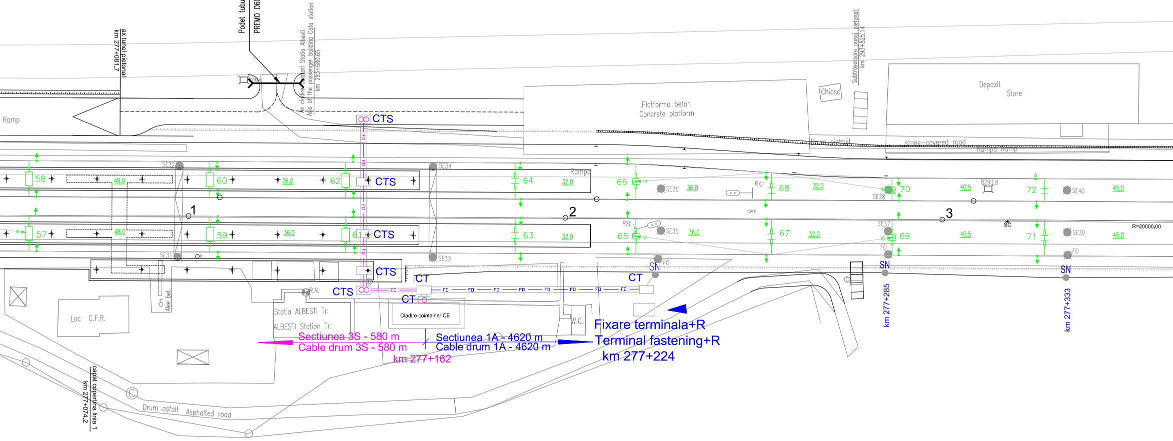
| 49 | |
|---|---|
| H | 891 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CPS/– |

| 51 | |
|---|---|
| H | 931.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CPS/– |

| 53 | |
|---|---|
| H | 976.5 |
| – | – |
| As | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CPS/– |

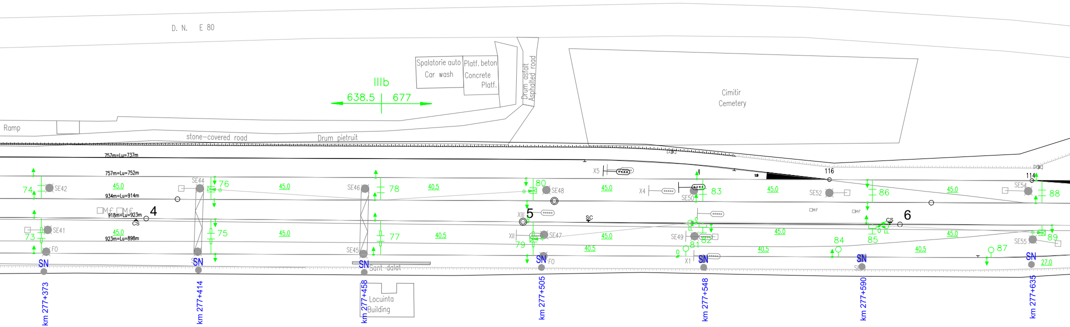
| 55 | |
|---|---|
| MU | 021.5 |
| – | – |
| – | – |
| – | – |
| E1 | |
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CPS/– |
| E2 | |
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CPS/– |

| 58 | | 60 | | 62 | | 64 | | 66 | | 68 | | 70 | | 72 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MU | 057.5 | MU | 105.5 | MU | 141.5 | H | 186.5 | H | 218.5 | H | 254.5 | H | 286.5 | H | 327 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| – | – | – | – | – | – | – | – | As | – | – | – | As | – | – | – |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| E1 | | E1 | | E1 | | E1 | | E1 | | E1 | | E1 | | E1 | |
| 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DD | 6900 | DI |
| +200 | CPS/– | –200 | CPS/– | +200 | CPS/– | –200 | CPS/– | +250 | CPS/– | –200 | CO/– | –200 | CO/– | 0 | CO/– |
| E2 | | E2 | | E2 | | E2 | | E2 | | E2 | | E2 | | E2 | |
| 5500 | – | 5500 | – | | | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1400 | – | | | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 6900 | DD | 6900 | DI | | | 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DI |
| –200 | CPS/– | +200 | CPS/– | | | +200 | CPS/– | –200 | CPS/– | +200 | CPS/– | –200 | CO/– | +200 | CO/– |


ax tunel pietonal
km 277+081.7
Podet tubular tub PREMO D600
PREMO D600 tubular culvert
Ax cladire calatori Statia Albesti
Axis of the passenger building Cata station
km 293+680.65
Ramp
CTS
Platforma beton
Concrete platform
Chiosc
Subtraversare pasaj pietonal
km 293+825.14
Depozit
Store
Drum pietruit
stone-covered road
Rampa Ramp
SE32
SE34
58
48.0
60
36.0
62
CTS
64
32.0
Rampa
66
SE36
36.0
RXII
68
32.0
SE38
70
40.5
B293.8
72
SE40
45.0
1
2
3
57
48.0
59
36.0
61
CTS
63
32.0
65
RXII
SE35
36.0
67
32.0
SE37
69
40.5
SC
71
SE39
45.0
R=20000.00
SE31
SE33
CTS
CT
SN
FO
CT
SN
CTS
CT
R.N.
Statia ALBESTI Tr.
ALBESTI Station Tr.
Cladire cointainer CE
W.C.
Loc C.F.R.
Alee bet
Fixare terminala+R
Terminal fastening+R
km 277+224
km 277+285
km 277+333
Sectiunea 3S - 580 m
Cable drum 3S - 580 m
km 277+162
Sectiunea 1A - 4620 m
Cable drum 1A - 4620 m
capat copertina linia 1
km 277+074.2
Drum asfalt
Asphalted road

| 57 | | 59 | | 61 | | 63 | | 65 | | 67 | | 69 | | 71 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MU | 057.5 | MU | 105.5 | MU | 141.5 | H | 186.5 | H | 218.5 | H | 254.5 | H | 286.5 | H | 327 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| – | – | – | – | – | – | – | – | As | – | – | – | As | – | – | – |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| E1 | | E1 | | E1 | | E1 | | E1 | | E1 | | E1 | | E1 | |
| 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD |
| +200 | CPS/– | –200 | CPS/– | +200 | CPS/– | –200 | CPS/– | +200 | CPS/– | –200 | CPS/– | +200 | CPS/– | –200 | CPS/– |
| E2 | | E2 | | E2 | | E2 | | E2 | | E2 | | E2 | | E2 | |
| 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DI |
| –200 | CPS/– | +200 | CPS/– | –200 | CPS/– | +200 | CPS/– | –200 | CPS/– | +200 | CPS/– | –200 | CPS/– | +200 | CPS/– |

| 74 | | 76 | | 78 | | 80 | | 83 | | 86 | | 88 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| H | 372 | H | 417 | H | 462 | H | 502.5 | H | 547.5 | H | 592.5 | H | 637.5 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| – | – | As | – | – | – | As | – | – | – | – | – | – | – |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| E1 | | E1 | | E1 | | E1 | | E1 | | E1 | | E1 | |
| 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 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/– | +150 | CO/– |
| E2 | | E2 | | E2 | | E2 | | E2 | | E2 | | E2 | |
| 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 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/– | –150 | CO/– |


km 277+385
D. N. E 80
Spalatorie auto
Car wash
Platf. beton
Concrete
Platf.
Drum asfalt
Asphalted road
Cimitir
Cemetery
IIIb
638.5
677
Ramp
stone–covered road
Drum pietruit
757m=Lu=737m
757m=Lu=752m
934m=Lu=914m
918m=Lu=923m
923m=Lu=898m
CS
4
5
6
SC
CS
116
114
X5
X4
X1
XIII
XII
SE41
SE42
SE44
SE45
SE46
SE47
SE48
SE49
SE50
SE52
SE54
SE55
FO
FO
Mf
Mf
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
45.0
45.0
45.0
45.0
40.5
40.5
45.0
45.0
45.0
40.5
45.0
45.0
40.5
45.0
45.0
40.5
27.0
SN
SN
SN
SN
SN
SN
SN
km 277+373
km 277+414
km 277+458
km 277+505
km 277+548
km 277+590
km 277+635
Locuinta
Building
Sant dalat

| 73 | | 75 | | 77 | | 79 | |
|---|---|---|---|---|---|---|---|
| H | 372 | H | 417 | H | 462 | H | 502.5 |
| – | – | – | – | – | – | – | – |
| – | – | – | – | – | – | As | – |
| – | – | – | – | – | – | – | – |
| E1 | | E1 | | E1 | | E1 | |
| 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 6900 | DI | 6900 | DD | 6900 | DI | 6900 | DD |
| +200 | CPS/– | –200 | CPS/– | +200 | CPS/– | 0 | CPS/– |
| E2 | | E2 | | E2 | | E2 | |
| 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 6900 | DD | 6900 | DI | 6900 | DD | 6900 | DI |
| –200 | CPS/– | +200 | CPS/– | –200 | CPS/– | +200 | CPS/– |

| 81 | | 82 | | 84 | | 85 | | 87 | | 89 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SECP6 | 543 | H | 547.5 | SECP6 | 583.5 | H | 592.5 | SECP6 | 624 | H | 637.5 |
| – | – | – | – | – | – | – | – | – | – | – | – |
| – | – | – | – | – | – | – | – | – | – | As | – |
| – | – | – | – | – | – | – | – | – | – | – | – |
| E1 | | E1 | | E1 | | E1 | | E1 | | E1 | |
| 5500 | – | 5850 | – | 5500 | – | 5500 | – | 5500 | – | 5500 | – |
| 1400 | – | 1450 | – | 1400 | – | 1400 | – | 1400 | – | 1400 | – |
| 6900 | DD | 7300 | A | 6900 | DD | 6900 | DI | 6900 | DI | 6900 | DD |
| 0 | CO/– | 0 | CO/– | –200 | CO/– | +200 | CO/– | +250 | CO/– | –200 | CO/– |
| | | E2 | | | | E2 | | | | | |
| | | 5500 | – | | | 5850 | – | | | | |
| | | 1400 | – | | | 1450 | – | | | | |
| | | 6900 | DD | | | 7300 | A | | | | |
| | | –200 | CO/– | | | 0 | CO/– | | | | |

| 92 | |
|---|---|
| H | 674.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| 0 | CP/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CP/– |

| E3 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CP/– |

| E4 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +150 | CO/– |

| 94 | |
|---|---|
| H | 718.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DCA |
| –100 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | ICA |
| +150 | CO/– |

| 96 | |
|---|---|
| H | |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DI |
| 0 | CO/– |

| 97 | |
|---|---|
| – | |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| 0 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DD |
| –200 | CO/– |

| 99 | |
|---|---|
| – | |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DD |
| –350 | CO/– |

| 101 | |
|---|---|
| H | 852 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| 0 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 103 | |
|---|---|
| H | 888 |
| – | – |
| As | – |
| – | – |

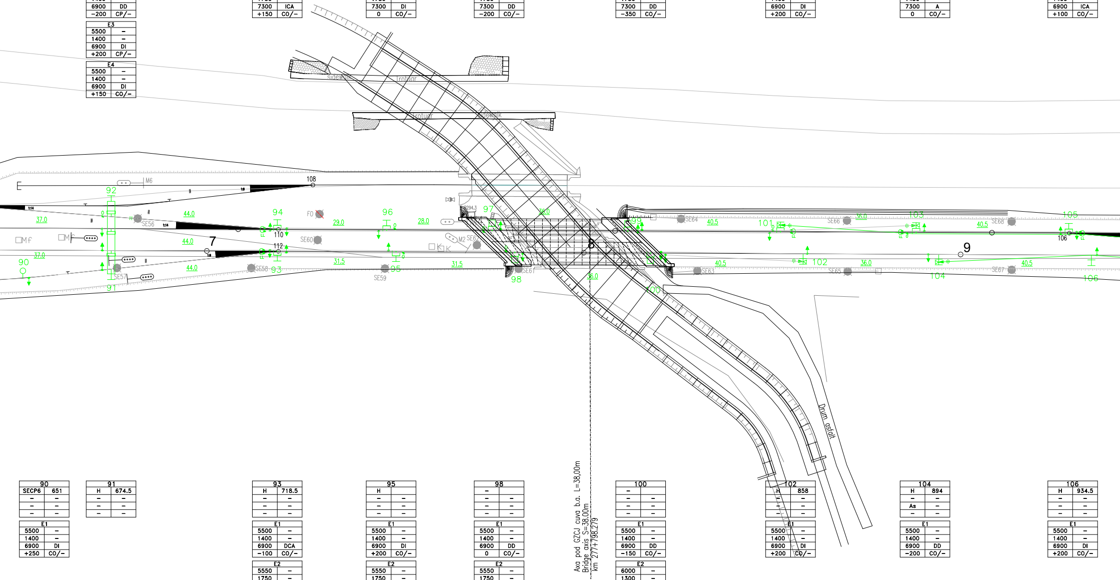
| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| E2 | |
|---|---|
| 5850 | – |
| 1450 | – |
| 7300 | A |
| 0 | CO/– |

| 105 | |
|---|---|
| H | 928.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| –150 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | ICA |
| +100 | CO/– |


sidewalk
Trotuar
Trotuar
sidewalk
M6
108
92
1:14
1:9
37.0
44.0
SE56
1:14
Mf
M
44.0
7
1:9
37.0
90
44.0
SE57
91
94
110
112
F0
29.0
SE60
SE58
93
96
28.0
M2
SE62
K
31.5
95
SE59
31.5
B294.3
97
36.0
98
SE61
8
36.0
99
SE64
40.5
101
SE66
36.0
103
40.5
SE68
105
106
9
102
36.0
104
40.5
SE63
SE65
SE67
40.5
106
100
Drum asfalt
Axa pod GZCJ cuva b.a. L=38,00m
Bridge axis S=38.00m
km 277+798.279

| 90 | |
|---|---|
| SECP6 | 651 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +250 | CO/– |

| 91 | |
|---|---|
| H | 674.5 |
| – | – |
| – | – |
| – | – |

| 93 | |
|---|---|
| H | 718.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DCA |
| –100 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | ICA |
| +150 | CO/– |

| 95 | |
|---|---|
| H | |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DI |
| 0 | CO/– |

| 98 | |
|---|---|
| – | |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| 0 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DD |
| –200 | CO/– |

| 100 | |
|---|---|
| – | |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| E2 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| –350 | CO/– |

| 102 | |
|---|---|
| H | 858 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 104 | |
|---|---|
| H | 894 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 106 | |
|---|---|
| H | 934.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 107 | |
|---|---|
| H | 970.5 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| 0 | CO/– |

| 110 | |
|---|---|
| H | 010.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| –650 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| 112 | |
|---|---|
| H | 055.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DCM |
| –250 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 2000 | – |
| 7500 | DCM |
| +250 | CO/– |

| 114 | |
|---|---|
| H | 098.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| –150 | CO/– |

| E2 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| +650 | CO/– |

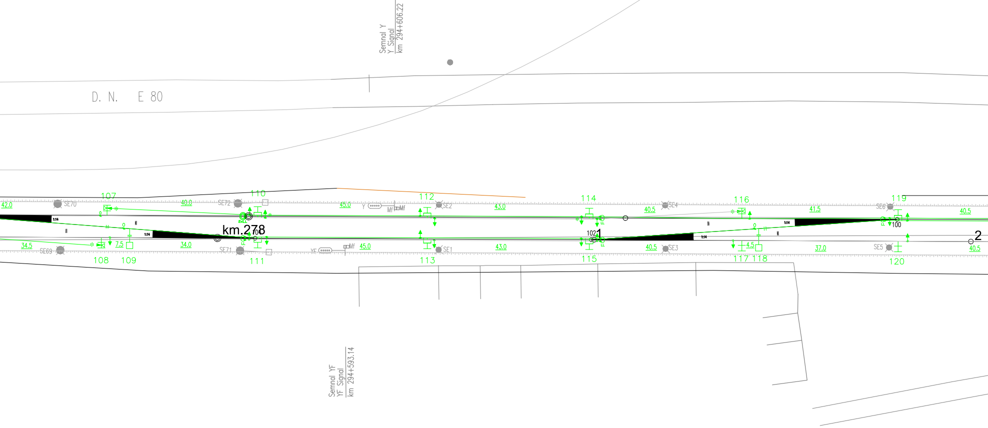
| 116 | |
|---|---|
| H | 139 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 119 | |
|---|---|
| H | 180.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | ICA |
| +100 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| –150 | CO/– |


Semnal Y
Y Signal
km 294+606.22
D. N. E 80
42.0
SE70
107
40.0
SE72
110
45.0
Y
Mf
Mf
112
SE2
43.0
114
40.5
SE4
116
41.5
SE6
119
40.5
1:14
km.278
100
102
1
2
34.5
SE69
7.5
34.0
SE71
YF
Mf
45.0
SE1
43.0
40.5
SE3
4.5
37.0
SE5
40.5
108
109
111
113
115
117 118
120
Semnal YF
YF Signal
km 294+593.14

| 108 | |
|---|---|
| H | 969 |
| – | – |
| As | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 109 | |
|---|---|
| MU | 976.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| 0 | CS/– |

| 111 | |
|---|---|
| H | 010.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | ICA |
| +100 | CO/– |

| E2 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| –150 | CO/– |

| 113 | |
|---|---|
| H | 055.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| +100 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DCA |
| –100 | CO/– |

| 115 | |
|---|---|
| H | 098.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5550 | – |
| 1750 | – |
| 7300 | DCA |
| –150 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | ICA |
| +100 | CO/– |

| 117 | |
|---|---|
| H | 139 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 118 | |
|---|---|
| MU | 143.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| 0 | CS/– |

| 120 | |
|---|---|
| H | 180.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| 121 | |
|---|---|
| H | 221 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| 0 | CO/– |

| E2 | |
|---|---|
| 5850 | – |
| 1450 | – |
| 7300 | A |
| +200 | CO/– |

| 123 | |
|---|---|
| H | 261.5 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| –650 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| 125 | |
|---|---|
| H | 306.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1300 | – |
| 6800 | ICM |
| –250 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 2000 | – |
| 7500 | ICM |
| +250 | CO/– |

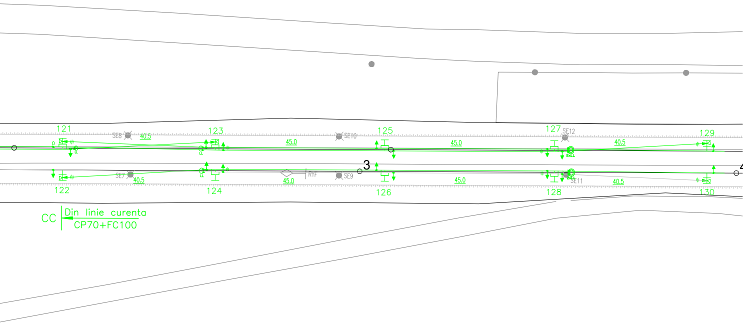
| 127 | |
|---|---|
| H | 351.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +150 | CO/– |

| E2 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7300 | A |
| +650 | CO/– |

| 129 | |
|---|---|
| H | 392 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |


121
SE8
40.5
123
45.0
SE10
125
45.0
127
SE12
40.5
129
SE7
40.5
RYF
45.0
SE9
3
45.0
SE11
40.5
122
124
126
128
130
CC
Din linie curenta
CP70+FC100

| | |
|---|---|
| FO | Cablu cu fibre optice aerian<br>Aerial optical fiber cable |
| FO | Cablu cu fibre optice subteran<br>Underground optical fiber cable |
| FO | Teava PVC Φ 110 mm / canal metalic<br>PVC pipe Φ 110 mm / metallic chanel |

| 122 | |
|---|---|
| H | 221 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –200 | CO/– |

| 124 | |
|---|---|
| H | 261.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 7500 | A |
| +650 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +150 | CO/– |

| 126 | |
|---|---|
| H | 306.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 2000 | – |
| 7500 | DCM |
| +250 | CO/– |

| E2 | |
|---|---|
| 5500 | – |
| 1300 | – |
| 6800 | DCM |
| –250 | CO/– |

| 128 | |
|---|---|
| H | 351.5 |
| – | – |
| – | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DD |
| –150 | CO/– |

| E2 | |
|---|---|
| 6000 | – |
| 1300 | – |
| 6900 | A |
| –650 | CO/– |

| 130 | |
|---|---|
| H | 392 |
| – | – |
| An | – |
| – | – |

| E1 | |
|---|---|
| 5500 | – |
| 1400 | – |
| 6900 | DI |
| +200 | CO/– |

| Indice<br>Index | Data<br>Date | Modificare<br>Modification/Revision | Proiectant<br>Designer | Aprobat Consultant<br>Approved Consultant | Aprobat CFR<br>Approved CFR |
|---|---|---|---|---|---|
| D | | | | | |
| C | | | | | |
| B | | | | | |
| A | | | | | |

**GUVERNUL ROMANIEI**
**ROMANIAN GOVERNMENT**

**PROIECT FINANȚAT 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<br>Date | Semnătură<br>Signature |
|---|---|---|---|---|
| Aprobat<br>Approved | Şef proiect<br>Project manager | R. Liuzza | | |
| Aprobat<br>Approved | Coordonator Secțiune 1<br>Section 1 Coordinator | C. Gambelli | | |
| Verificat<br>Checked | Expert Verificator<br>Checking Expert | Pino Amodio | | |

**SUBCONTRACTANT / SUBCONTRACTOR**

| | | | | |
|---|---|---|---|---|
| Aprobat<br>Approved | Responsabil Subcontractant<br>Subcontractor Responsible | A.Stanciu - Dinulescu | | |
| Întocmit<br>Elaborated | Proiectant<br>Designer | | | |

Reabilitarea liniei de cale ferata Bra°ov - 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 Brasov - 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 :

| Codificare / Codification System | Scara / Scale<br>1:500 | LOT / LOT | Nr. / No<br>01 / 01 |
|---|---|---|---|
| EA51 01 E 19 L8 SE 07 3 7 001 1 | | | |