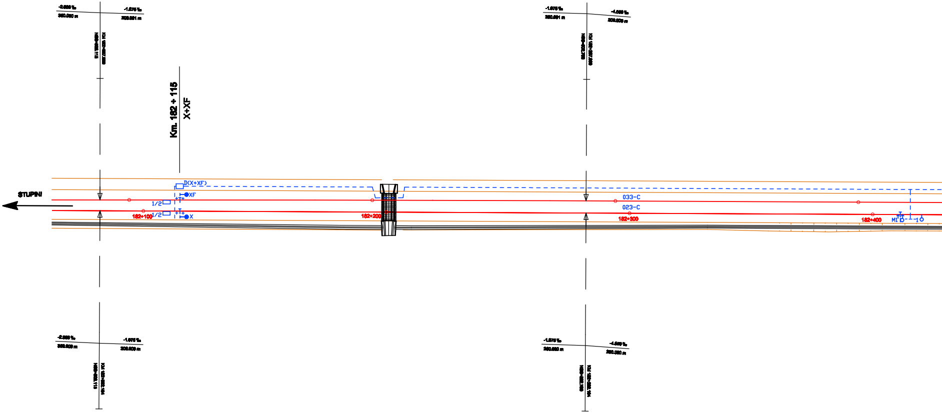
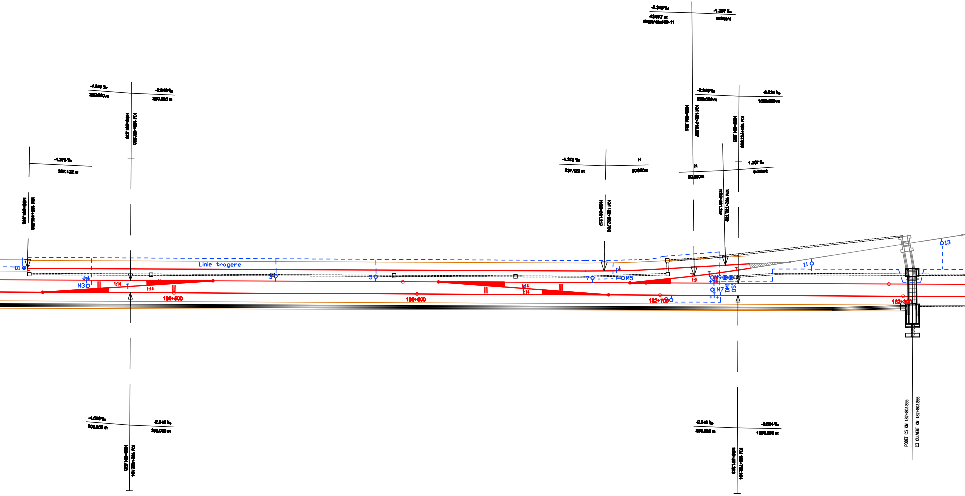
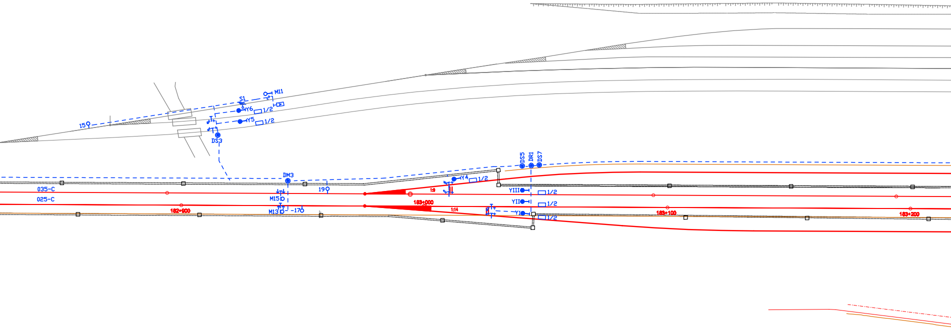
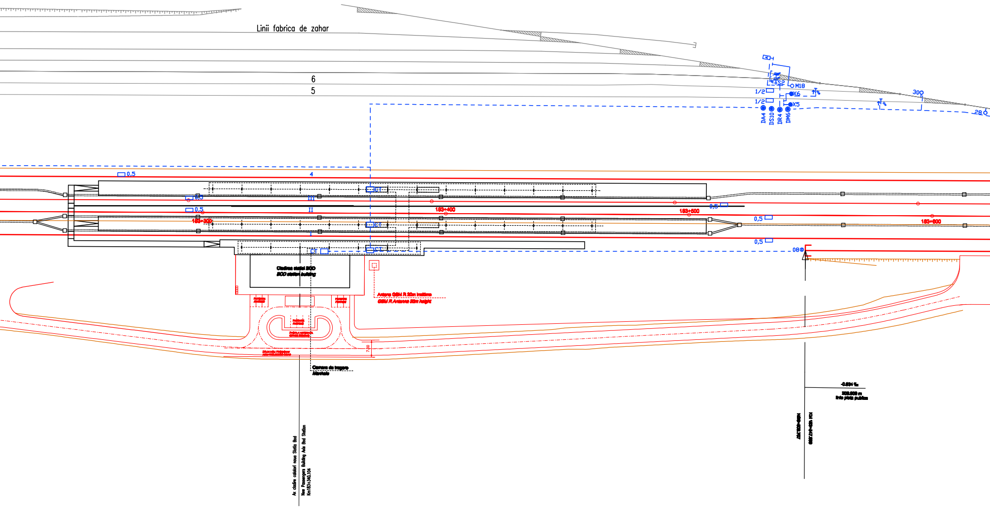
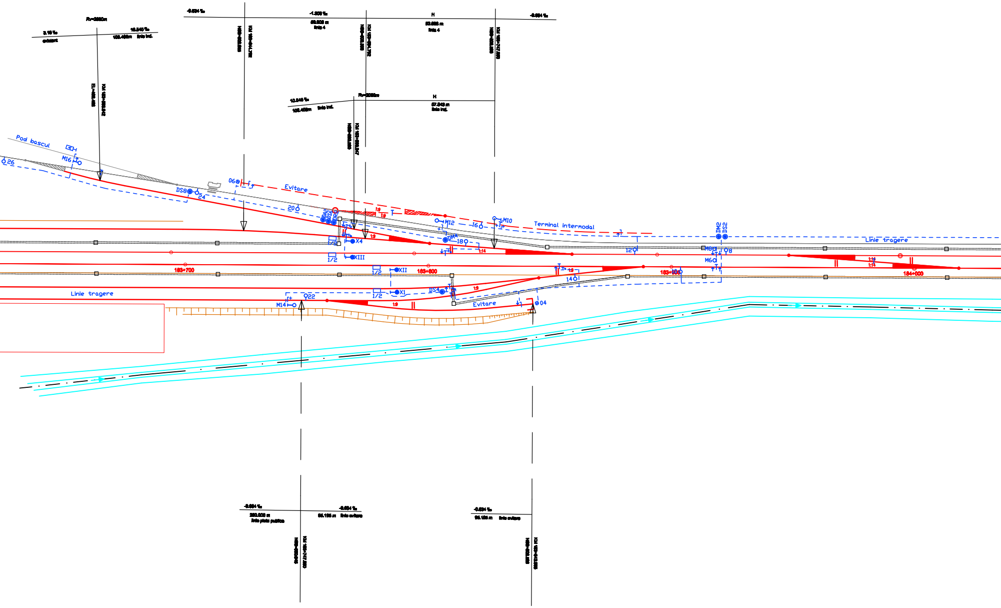


STUPINI
Km. 182 + 115
X+XF
D(X+XF)
XF
X
1/2
1/2
182+100
182+200
182+300
182+400
033-C
023-C
M1
1

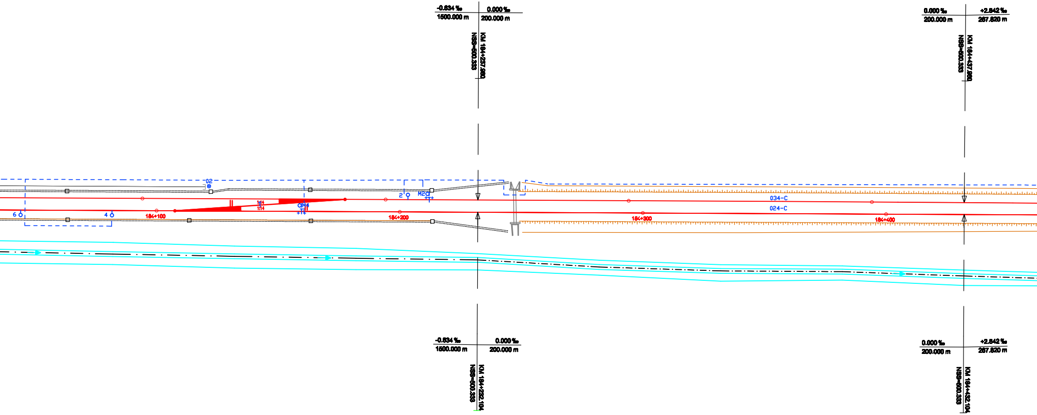

-1.278 ‰
237.122 m
-4.659 ‰
200.600 m
-2.349 ‰
280.050 m
Linie tragere
01
M3
1:14
1:14
182+500
3
5
182+600
1:14
1:14
-1.278 ‰
237.122 m
H
50.600m
KM 182+682.789
-2.349 ‰
43.677 m
diagonala109-11
-1.267 ‰
existent
-2.349 ‰
250.000 m
-0.634 ‰
1500.000 m
H
50.050m
1.267 ‰
existent
KM 182+732.780
7
M5
1:9
M9
M7
DM1
DS1
182+700
11
13
182+800
-4.659 ‰
200.600 m
-2.349 ‰
280.050 m
-2.349 ‰
250.000 m
-0.634 ‰
1500.000 m
PODET C3 KM 182+803.855
C3 CULVERT KM 182+803.855

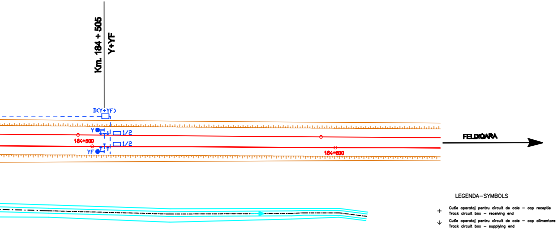

M11
S1
Y6
1/2
15
Y5
1/2
DS3
DS5
DR1
DS7
DM3
Y4
1/2
035-C
19
1:9
YIII
1/2
M15
025-C
183+000
YII
1/2
1:14
182+900
M13
-17
YI
1/2
183+100
183+200


Linii fabrica de zahar
6
5
1/2
1/2
S2
M18
X6
X5
DA4
DS10
DR4
DM6
30
28
0,5
4
III
II
I
0,5
0,5
0,5
0,5
0,5
CT
CT
CT
CT
183+300
183+400
183+500
183+600
08
Cladirea statiei BOD
BOD station building
Antena GSM R 30m inaltime
GSM R Antenna 30m height
7,00
Camera de tragere
Manhole
Ax cladire calatori noua Statia Bod
New Passengers Building Axis Bod Station
Km183+340.104
linie plata publica



Pod bascul
M16
26
DS8
24
06
Evitare
20
M12
16
M10
Terminal intermodal
DM4
18
X4
XIII
1/2
XII
X1
DS4
22
M14
Evitare
04
14
12
M8
M6
8
DM2
DS2
Linie tragere
Linie tragere
163+700
163+800
164+000
1:9
1:14
H
linia 4
linia ind.
linie evitare


-0.634 ‰
1500.000 m
0.000 ‰
200.000 m
KM 184+237.980
NSS=500.333
0.000 ‰
200.000 m
+2.842 ‰
267.820 m
KM 184+437.980
NSS=500.333
02
6
4
2
M2
M4
1:14
1:14
184+100
184+200
184+300
184+400
034-C
024-C
-0.634 ‰
1500.000 m
0.000 ‰
200.000 m
KM 184+282.104
NSS=500.333
0.000 ‰
200.000 m
+2.842 ‰
267.820 m
KM 184+432.104
NSS=500.333


Km. 184 + 505
Y+YF
D(Y+YF)
Y
YF
1/2
1/2
184+600
184+600
FELDIOARA

LEGENDA–SYMBOLS

+	Cutie aparataj pentru circuit de cale – cap receptie Track circuit box – receiving end
↓	Cutie aparataj pentru circuit de cale – cap alimentare Track circuit box – supplying end
●	Semnal de circulatie pe catarg Main signal on mast
○	Semnal de manevra pe catarg Shunting signal on mast
⌂	Semnal de manevra pitic Shunting signal on ground
◣	Sabot de deraiere centralizat Derailer
⊗	Opritor Dead end
∓ ∓	Joante izolante Insulated joints
CT ☐	Camera de tragere cabluri Cable manhole
◉	Cutie distribuitor pentru cabluri Distributor box
⏚	Priza de pamant Earth ground
▬	Mufa Muffe
○	Electromecanism de macaz Point machine
☐	Dulap semnal Signal cabinet
— — —	Cablu in sapatura Cable in trench

D					
C					
B					
A					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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

			[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	

SUBCONTRACTANT / SUBCONTRACTOR

[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	

Reabilitarea liniei de cale ferata Brasov - Simeria, parte componenta a Coridorului IV Pan-European, pentru circulatia trenurilor cu viteza maxima de 160 km/h, Tronsonul : Brasov - Sighisoara
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 : Brasov - Sighisoara

Proiect/Project
[illegible]

Faza / Phase:
P.Th. / T.D.

Denumire desen / Drawing Title :

Statia / Station BOD
Plan de situatie [illegible]
Layout plan

Codificare / Codification System									[illegible]		LOT / LOT		[illegible]
EA61	01	C	03	L6	SE	00	5				2	002	1