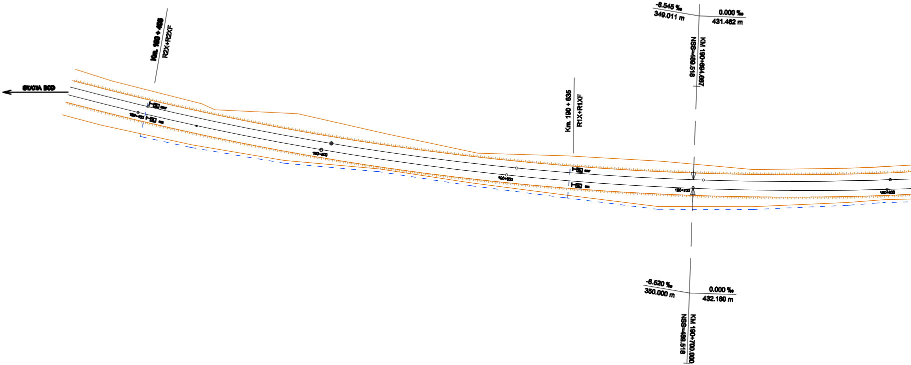
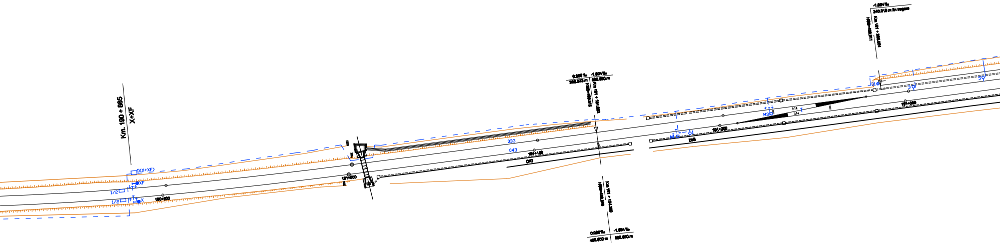
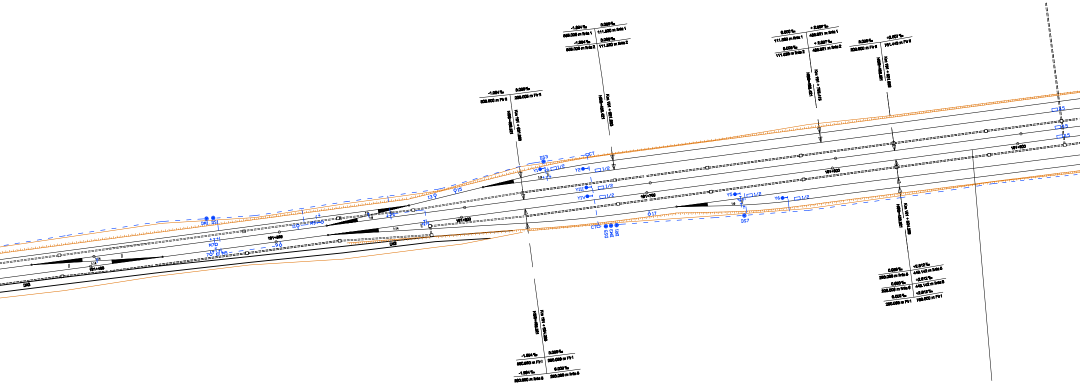
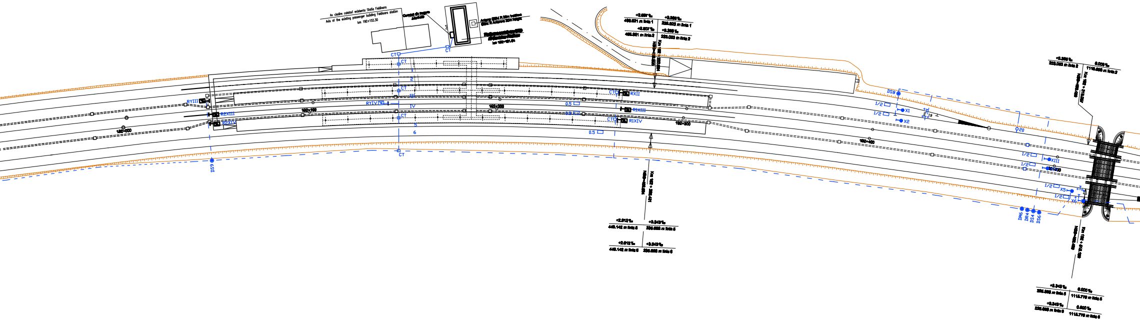
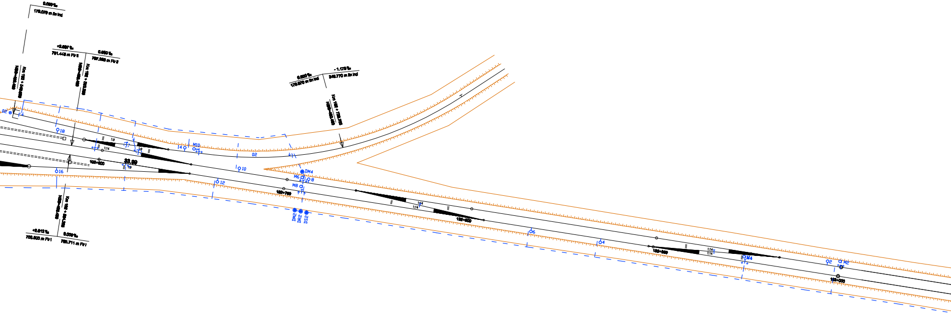
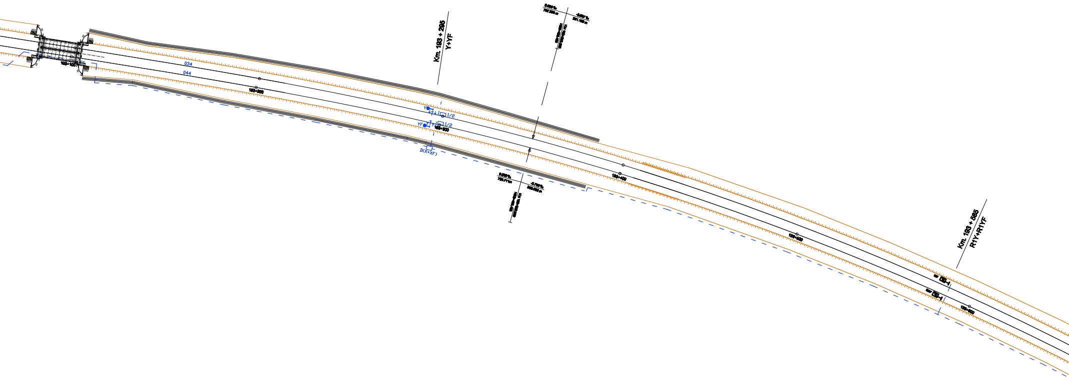

STATIA BOD
Km. 190 + 465
R2X+R2XF
190+400
190+500
190+600
Km. 190 + 635
R1X+R1XF
-6.545 ‰
349.011 m
0.000 ‰
431.462 m
KM 190+694.687
NSS=489.518
190+700
190+800
-6.520 ‰
350.000 m
0.000 ‰
432.180 m
KM 190+700.000
NSS=489.518

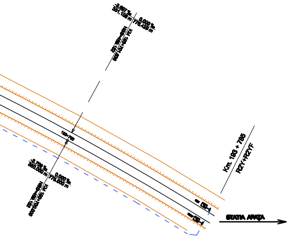

Km. 190 + 885
X+XF
D(X+XF)
XF
X
1/2
1/2
190+900
191+000
033
043
191+100
DIS
6.000 ‰
-1.894 ‰
290.373 m
550.650 m
Km 191 + 191.992
Km 191 + 194.380
0.000 ‰
-1.894 ‰
400.600 m
550.650 m
M3
1:14
1:14
II
191+200
DIS
191+300
-1.894 ‰
340.219 m in tangente
Km 191 + 385.054
01
3
5


DM1
DS1
M7
7
M5
M9
11
-9
13
15
DS3
CT
Y1
1/2
Y2
1/2
YIII
1/2
YIV
1/2
17
CT
DS5
DM3
DR1
Y5
1/2
Y6
1/2
DS7
0.5
0.5
0.5
1:14
1:9
1:14
1:9
1:9
1:9
191+400
191+500
191+600
191+700
191+800
191+900


Ax clădire călători existentă Stația Feldioara
Axis of the existing passenger building Feldioara station
km 192+152.30
CT
CT
CT
CT
CT
CT
CT
CT
1
2
II
IV
5
6
RYIII
RYIV
RXIII
RXIV
RXII
RIXIII
RIXIV
192+000
192+100
192+200
192+300
192+400
0.5
0.5
0.5
DS9
DS8
1/2
1/2
1/2
1/2
1/2
1/2
X1
X2
XIII
X5
X6
20
DM6
DR4
DS4
DS6
+2.912 ‰
+3.343 ‰
440.142 m linia 5
+2.912 ‰
+3.343 ‰
440.142 m linia 6
+3.343 ‰
0.000 ‰
1115.776 m linia 5
+3.343 ‰
0.000 ‰
1115.776 m linia 6


0.000 ‰
178.079 m lin ind
+2.887 ‰
791.443 m Fir II
0.000 ‰
797.288 m Fir II
0.000 ‰
178.070 m lin ind
- 1.175 ‰
348.770 m lin ind
Km 182 + 728.755
02
18
16
14
M10
1:9
1:14
33.99
182+600
10
12
02
DM4
M6
8
M8
182+700
DM2
DR2
DS2
1:14
182+800
6
4
182+900
M4
2
M2
183+000
+2.012 ‰
783.800 m Fir I
0.000 ‰
785.711 m Fir I


Km. 193 + 295
Y+YF
034
044
Y
1/2
YF
1/2
D(X+XF)
Km. 193 + 585
R1Y+R1YF


-3.997 ‰
351.109 m
0.000 ‰
776.435 m
KM 193+701.808
193+700
-3.700 ‰
350.000 m
0.000 ‰
776.000 m
Km. 193 + 785
R2Y+R2YF
STATIA APATA

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
	Semnal de avertizare rutiera Stop signal
	Sabot de deraiere centralizat Derailer
⊗	Opritor Dead end
	Joante izolante Insulated joints
CT ☐	Camera de tragere Pulling chamber
◉	Cutie distribuitor pentru cabluri Distributor box
⏚	Priza de pamant Earth ground
▬	Mufa Muffe
	Electromecanism de macaz Point machine
☐	Dulap semnal Signal cabin
— — —	Cablu in sapatura Cable grove
———	Cablu in canal Main cable channel

8					
6					
B					
A					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANTAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

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

CLIENT / CLIENT

ITALFERR
GRUPPO FERROVIE DELLO STATO

Scott Wilson

OBERMEYER

TECNIC
Consulting Engineers

CONSULTANT / CONSULTANT

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	P. Aurelio	[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

Project/Proiect
[illegible]

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

Denumire desen / Drawing Title:

Statie / Station FELDIOARA
Plan de situatie [illegible]
Layout plan

Codificare / Codification System

B A S 1 | 0 1 | C | 0 7 | L S | S E | 0 0 | 7 | 2 | 0 0 2 | 2