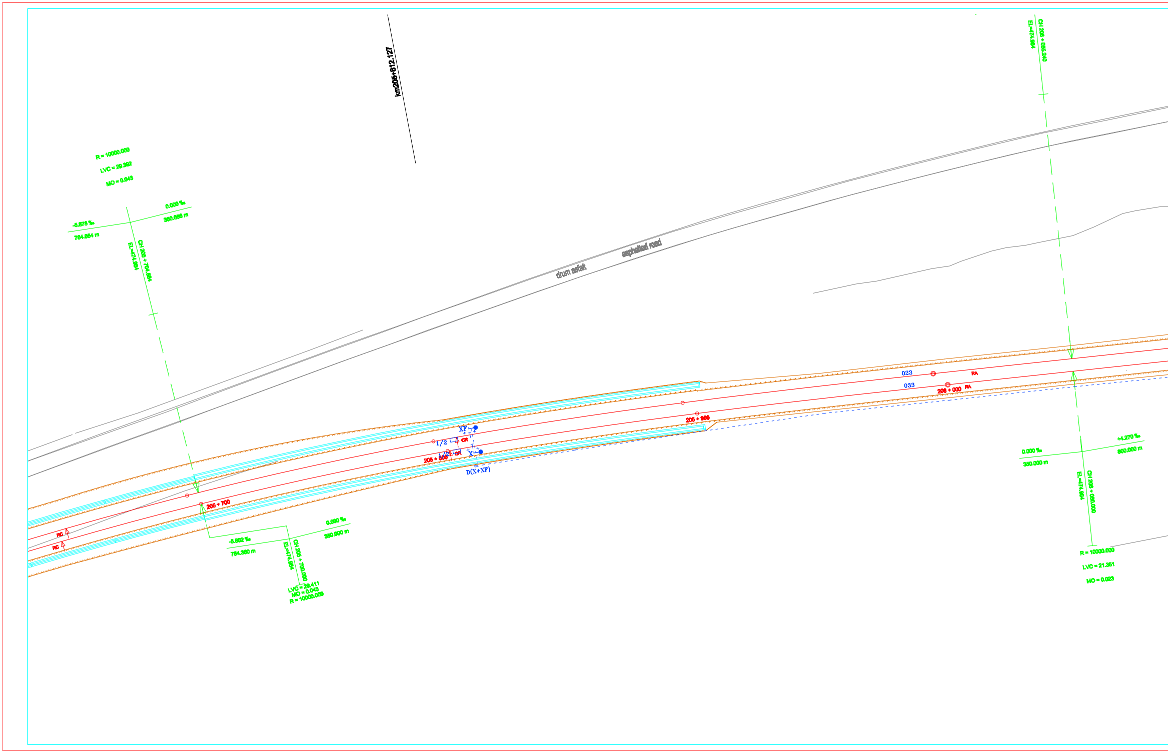
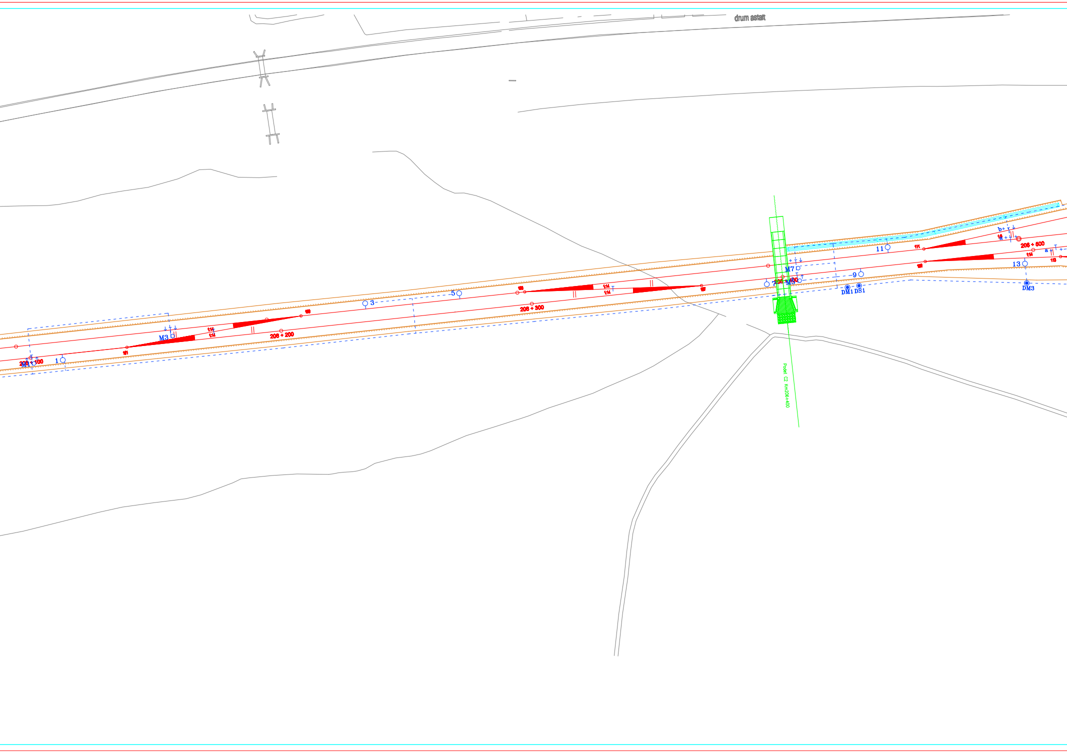
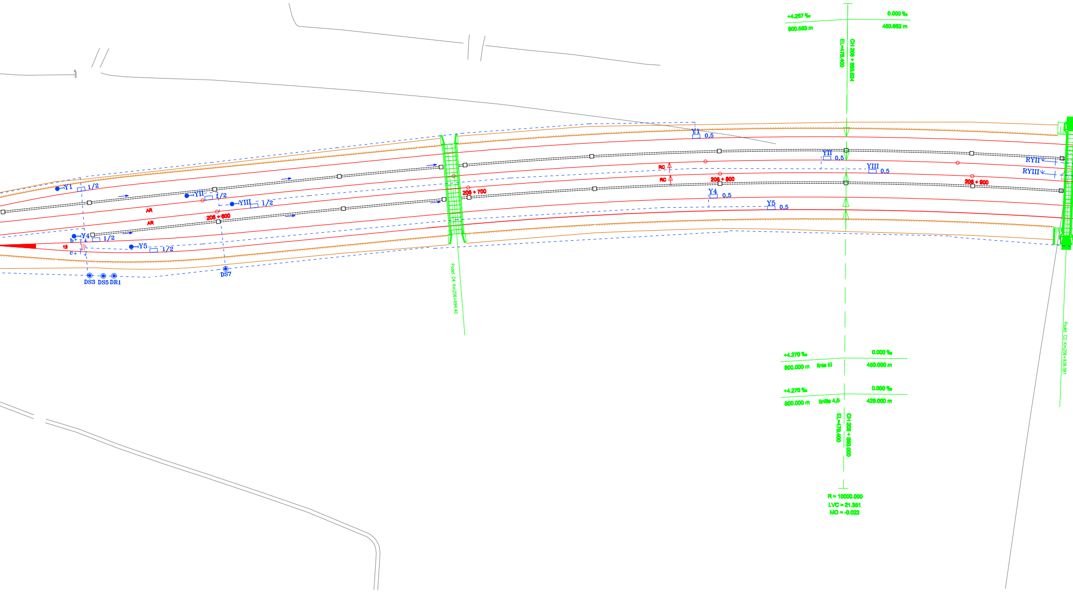
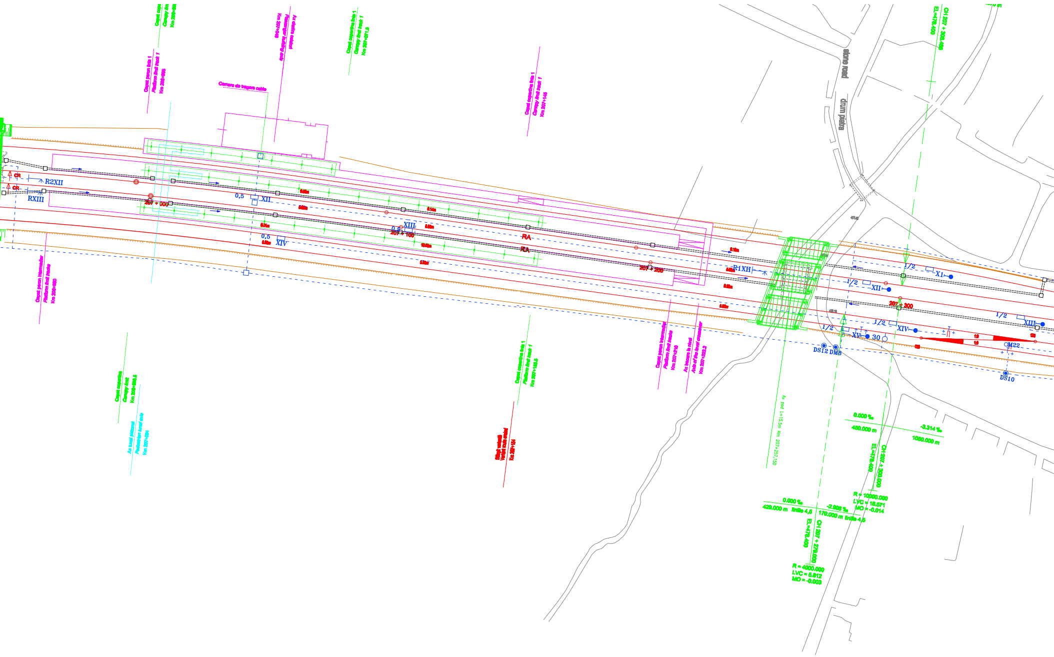
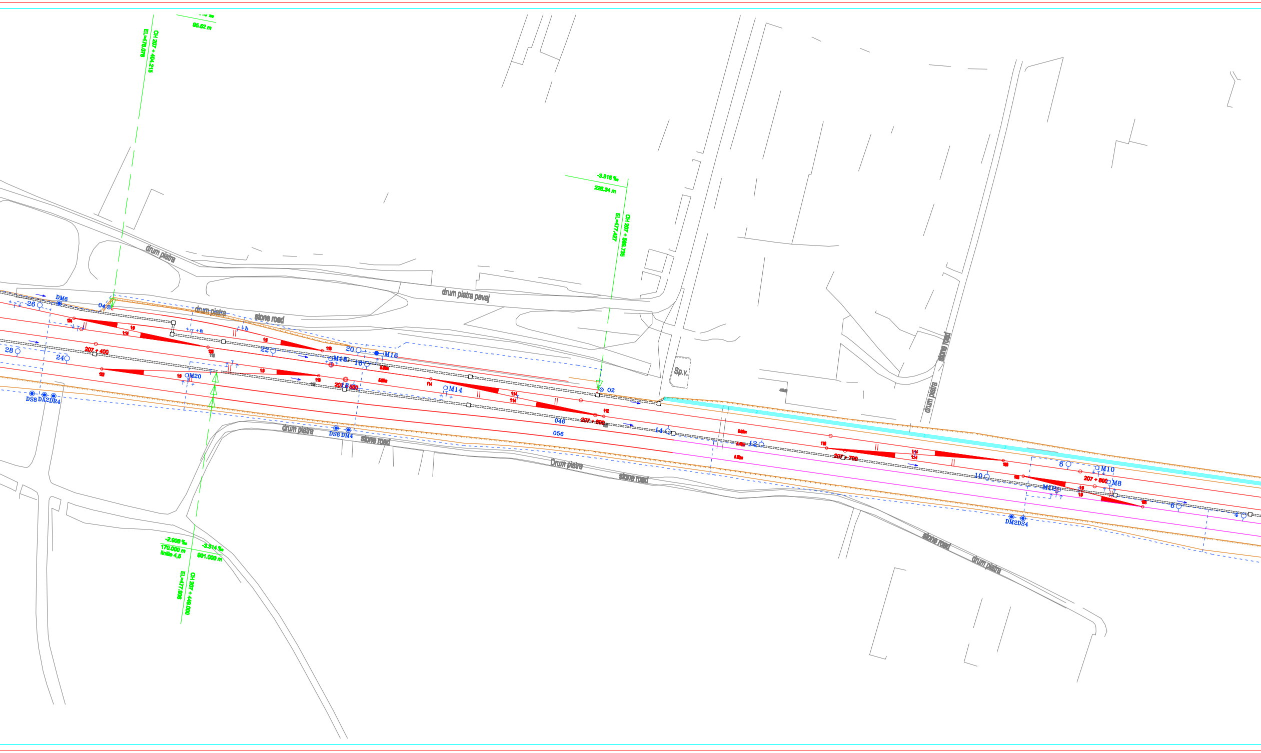

km205+812.127
R = 10000.000
LVC = 29.392
MO = 0.043
0.000 ‰
360.656 m
-5.578 ‰
764.654 m
CH 205 + 704.584
EL=474.984
drum asfalt
asphalted road
CH 206 + 055.240
EL=474.984
RC
RC
205 + 700
-5.862 ‰
764.360 m
0.000 ‰
350.000 m
CH 205 + 700.000
EL=474.984
LVC = 29.411
MO = 0.043
R = 10000.000
XF
1/2
CR
1/2
CR
X
205 + 800
D(X+XF)
205 + 900
023
033
RA
206 + 000
RA
0.000 ‰
350.000 m
+4.270 ‰
800.000 m
CH 206 + 080.000
EL=474.984
R = 10000.000
LVC = 21.351
MO = 0.023


drum asfalt
M1
206 + 100
1
M3
206 + 200
3
5
206 + 300
7
M5
M7
9
11
DM1
DS1
13
DM3
b
a
206 + 500
Podet C2 Km206+400

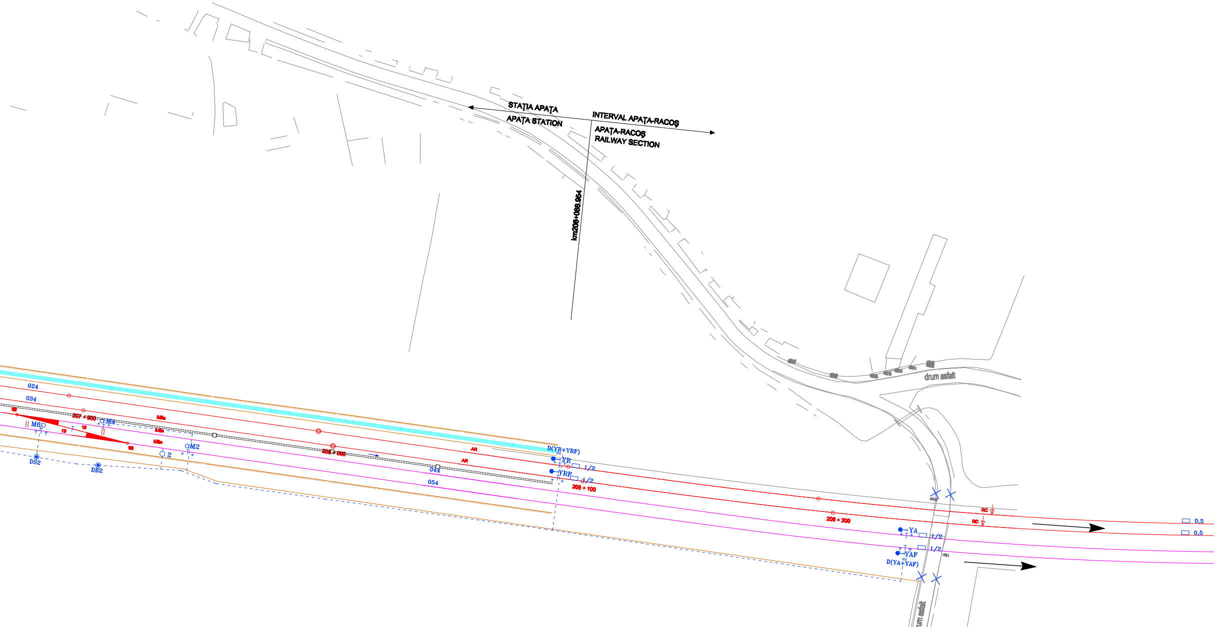

+4.267 ‰
800.583 m
0.000 ‰
450.662 m
EL=478.400
CH 206 + 855.824
Y1
1/2
YII
1/2
YIII
1/2
AR
AR
206 + 600
Y4
1/2
b+
c+
t1
Y5
1/2
DS3
DS5
DR1
DS7
206 + 700
Podet D4 Km206+694.40
Y1
0,5
YII
0,5
YIII
0,5
RC
RC
206 + 800
Y4
0,5
Y5
0,5
206 + 900
RYII
RYIII
Podet C2 Km206+938.381
+4.270 ‰
0.000 ‰
800.000 m
linia III
450.000 m
+4.270 ‰
0.000 ‰
800.000 m
liniile 4,5
429.000 m
EL=478.400
CH 206 + 860.000
R = 10000.000
LVC = 21.351
MO = -0.023


Capat peron linia 1
Platform limit track 1
Km 206+995
Camera de tragere cablu
Ax cladire calatori
Passenger building axis
Km 207+048
Capat copertina linia 1
Canopy limit track 1
Km 207+071,5
Capat copertina linia 1
Canopy limit track 1
Km 207+145
CR
CR
R2XII
RXIII
207 + 000
0,5
XII
0,5
XIII
207 + 100
0,5
XIV
RA
RA
207 + 200
R1XH
1/2
X1
1/2
XII
207 + 300
1/2
XIII
1/2
XIV
1/2
XV
30
DS12
DM8
M22
DS10
Capat peron intermediar
Platform limit tracks
Km 206+990
Capat copertina
Canopy limit
Km 206+998,5
Ax tunel pietonal
Pedestrian tunnel axis
Km 207+004
Capat copertina linia 1
Platform limit track 1
Km 207+155,5
Km 207+154
Capat peron intermediar
Platform limit tracks
Km 207+210
Ax trecere la nivel
Axis of the level crossover
Km 207+222,2
stone road
drum piatra
Ax pod L=15,5m Km 207+257,150
CH 207 + 308.485
EL=478.400
0.000 ‰
450.000 m
-3,314 ‰
1050.000 m
CH 207 + 300.000
EL=478.400
R = 10000.000
LVC = 16.571
MO = -0.014
0.000 ‰
429.000 m linii 4,5
-2,908 ‰
170.000 m linii 4,5
CH 207 + 279.000
EL=478.400
R = 4000.000
LVC = 5.812
MO = -0.003


95.52 m
CH 207 + 404.215
EL=478.078
-3.316 ‰
226.34 m
CH 207 + 889.795
EL=477.427
drum piatra
drum piatra pavaj
drum piatra
stone road
Sp.v.
stone road
drum piatra
DM6
26
04
28
24
22
20
18
16
M16
M18
M20
M14
207 + 400
207 + 500
207 + 600
207 + 700
207 + 800
02
046
056
14
12
10
8
6
4
M10
M8
M12
DS8
DA2
DR4
DS6
DM4
DM2
DS4
drum piatra
stone road
Drum piatra
stone road
stone road
drum piatra
-2.906 ‰
170.000 m
linia 4,5
-3.314 ‰
901.000 m
CH 207 + 449.000
EL=477.906

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


STAȚIA APAȚA
APAȚA STATION
INTERVAL APAȚA-RACOȘ
APAȚA-RACOȘ
RAILWAY SECTION
km206+088.964
drum asfalt
024
034
044
054
M6
M4
M2
2
DS2
DR2
207 + 900
208 + 000
208 + 100
208 + 200
AR
AR
D(YR+YRF)
YR
YRF
1/2
1/2
YA
YAF
D(YA+YAF)
1/2
1/2
RC
RC
0,5
0,5
um asfalt

D					
C					
B					
A					
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

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 Date	Semnătură Signature
Aprobat Approved	Sef proiect Project manager	R. Liuzza	12.12.2011	
Aprobat Approved	Coordonator Secțiunea 1 Section 1 Coordinator	C. Gambelli	12.12.2011	
Verificat Checked	Expert Cheie Key Expert	P. Amodio	12.12.2011	

SUBCONTRACTANT / SUBCONTRACTOR
AREX

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A. Stanciu - Dinulescu	12.12.2011	
Intocmit Elaborated	Proiectant Designer	Ing. Topala Madalin	12.12.2011	

Reabilitarea liniei de cale ferata Brașov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteza maximă de 160 km/h,
Tronsonul : Brașov - Sighișoara
Rehabilitation of the railway line Brașov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h,
Section : Brașov - Sighișoara

Proiect/Project
2004/RO/16/P/PA/003

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

Denumire desen / Drawing Title :

Statia / Station APATA
Plan de situatie la scară
Layout plan

Codificare / Codification System	Scara / Scale Fără / No scale	LOT / LOT	Nr. / No 01 / 01

E A 5 1 | 0 1 | C | 0 9 | L 8 | S E | 0 0 | 9 | 2 | 0 0 2 | 1

1470x297=0.44mp