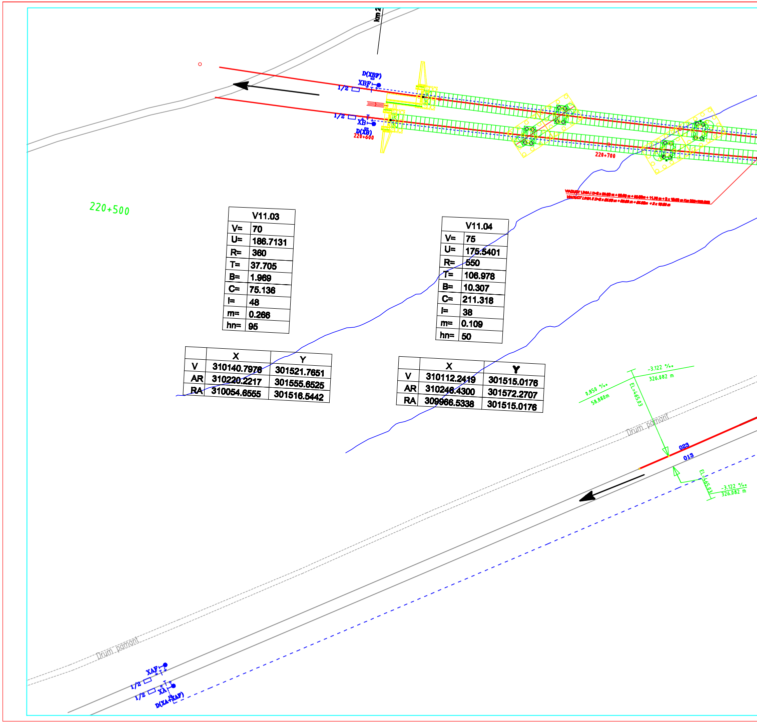


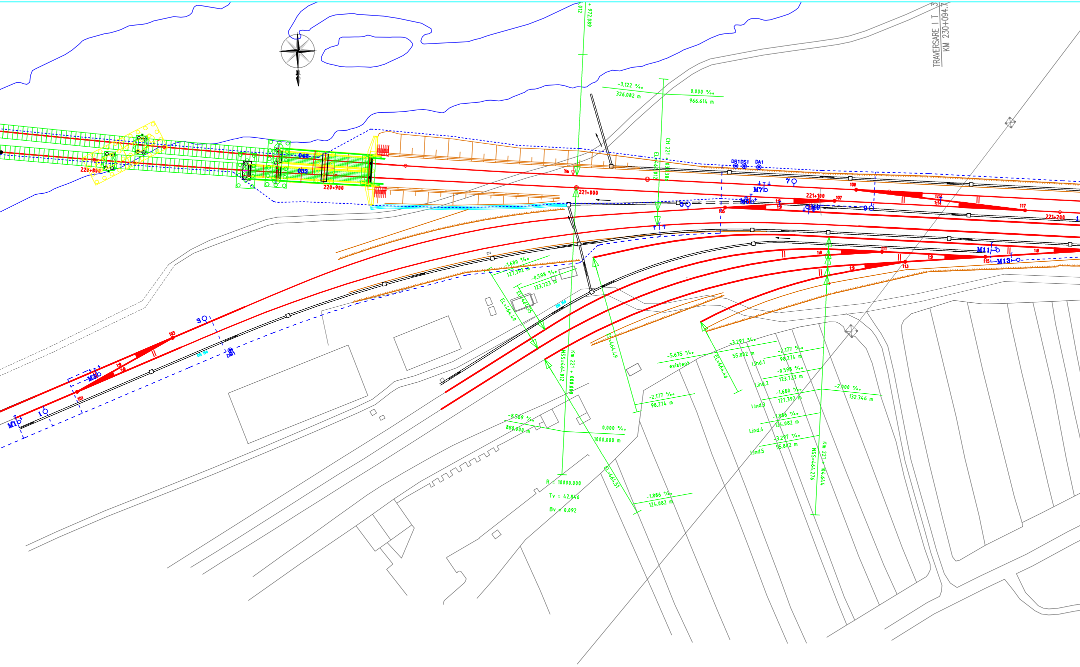
km 2
D(XBF)
XBF
1/2
1/2
XB
D(XB)
220+600
220+700
VIADUCT LINIA I
VIADUCT LINIA II
220+500
0.850 ‰
58.880m
-3.122 ‰
326.082 m
EL=465.03
Drum pamant
023
013
EL=465.03
-3.122 ‰
326.082 m
Drum pamant
XAF
1/2
1/2
XA
D(XA+XAF)

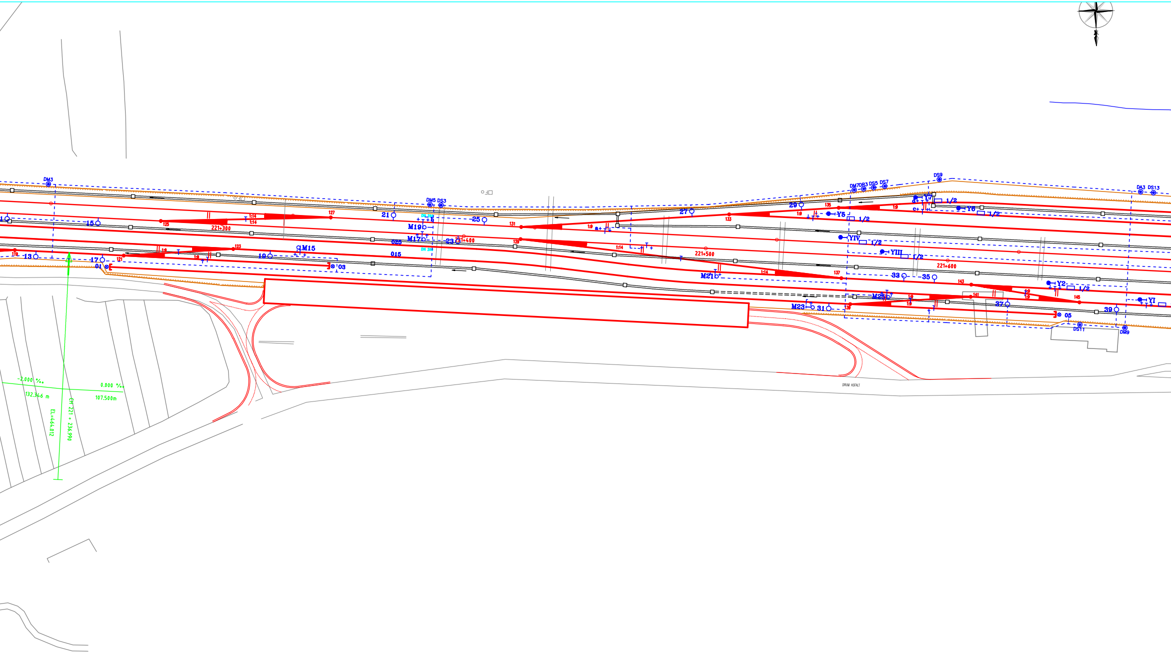
V11.03	
V=	70
U=	186.7131
R=	360
T=	37.705
B=	1.969
C=	75.136
l=	48
m=	0.266
hn=	95

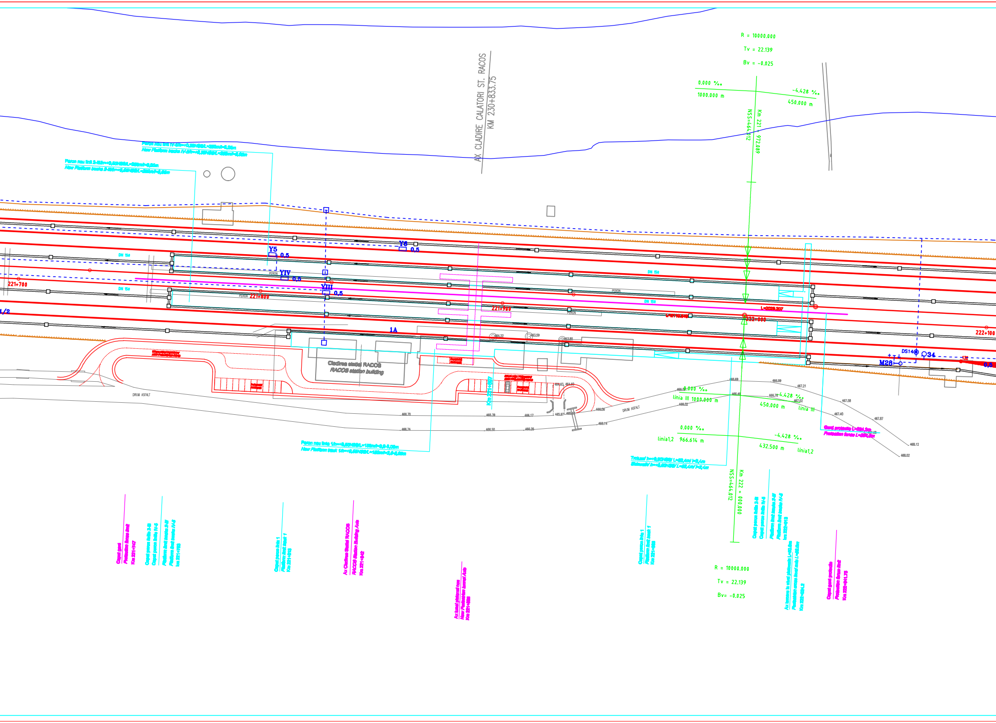
	X	Y
V	310140.7976	301521.7651
AR	310220.2217	301555.6525
RA	310054.6555	301516.5442

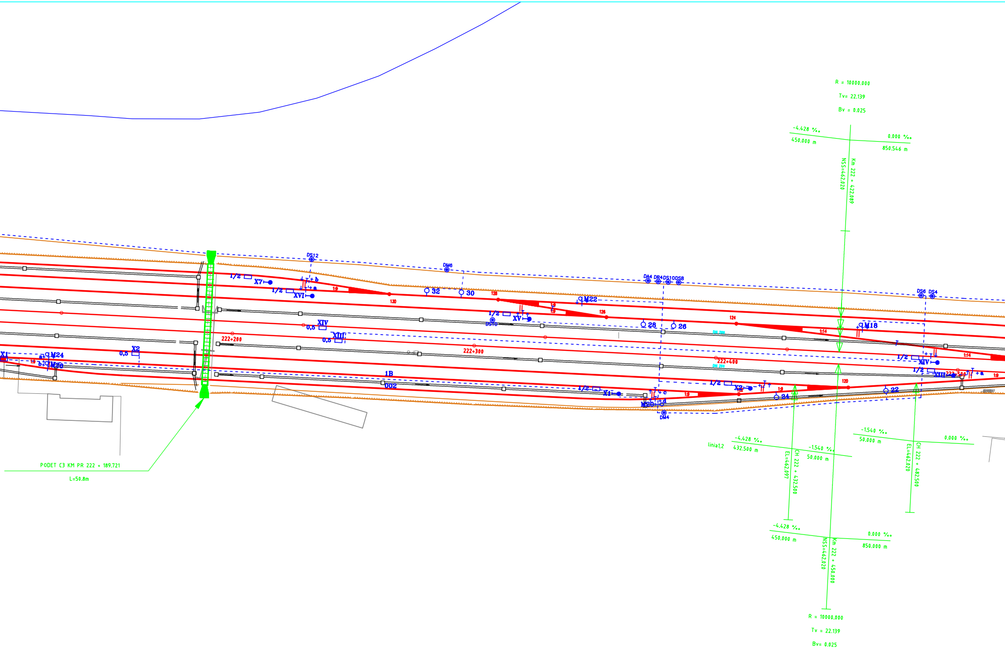
V11.04	
V=	75
U=	175.5401
R=	550
T=	106.978
B=	10.307
C=	211.318
l=	38
m=	0.109
hn=	50

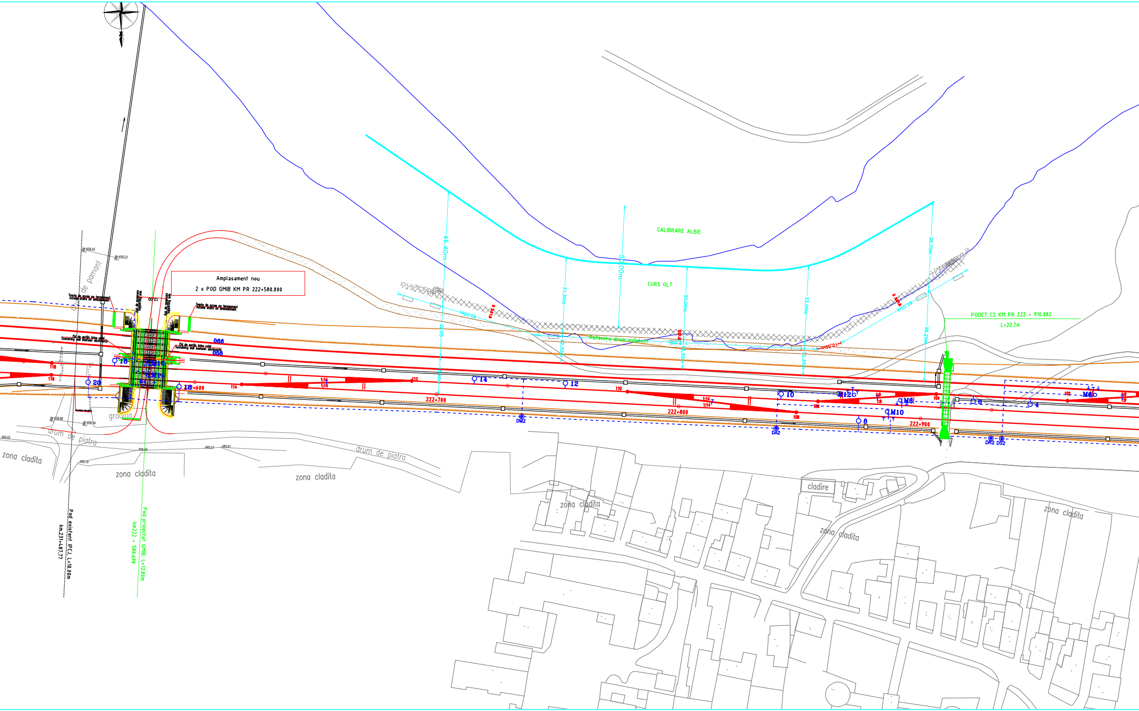
	X	Y
V	310112.2419	301515.0176
AR	310248.4300	301572.2707
RA	309966.5338	301515.0176

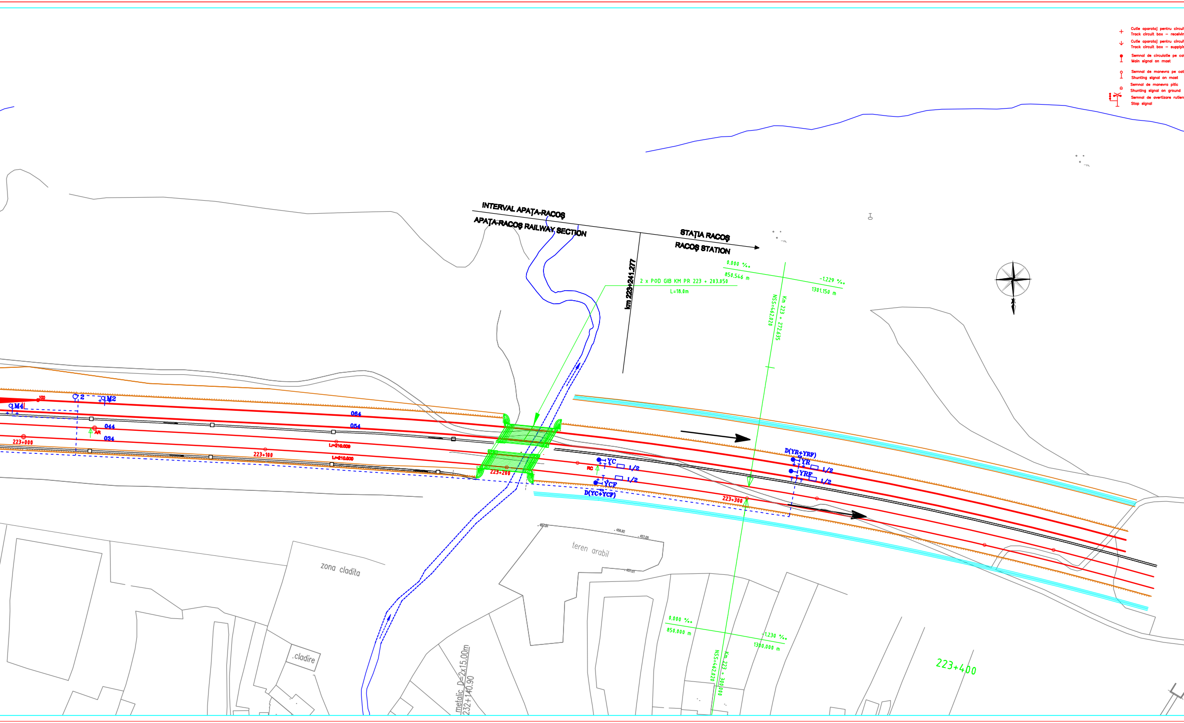

TRAVERSARE I T 3
KM 230+094.7
972.089 +
.012
-3.122 ‰
326.082 m
0.000 ‰
966.614 m
CH 221 + 033.386
EL=464.012
DR1
DS1
DA1
048
033
220+800
220+900
221+000
221+100
221+200
7
M7
5
M5
M9
9
105
107
109
111
113
115
117
1:9
1:14
M11
M13
3
1
M1
M3
101
103
DM1
DN 150
-1.680 ‰
127.392 m
-0.598 ‰
123.723 m
EL=464.49
EL=464.35
EL=464.49
EL=464.46
EL=464.51
Km 221 + 000.000
NSS=464.012
-5.635 ‰
existent
-3.297 ‰
55.802 m
-2.177 ‰
98.274 m
l.ind.1
-0.598 ‰
123.723 m
l.ind.2
-1.680 ‰
127.392 m
l.ind.3
-1.886 ‰
124.082 m
l.ind.4
-3.297 ‰
55.802 m
l.ind.5
-2.000 ‰
132.346 m
-2.177 ‰
98.274 m
-8.569 ‰
880.000 m
0.000 ‰
1000.000 m
R = 10000.000
Tv = 42.846
Bv = 0.092
-1.886 ‰
124.082 m
Km 221 + 104.644
NSS=464.276


DM3
DM5
DS3
DM7
DR3
DS5
DS7
DS9
DA3
DS13
DS11
DM9
11
13
15
17
19
21
23
25
27
29
31
33
35
37
39
M15
M17
M19
M21
M23
M25
01
03
05
015
025
DN 200
DN 200
119
121
123
125
127
129
131
133
135
137
139
141
143
145
1:14
1:14
1:9
1:9
1:9
1:14
1:14
1:9
1:9
1:9
1:9
1:9
1:9
221+300
221+400
221+500
221+600
a+
c+
d+
Y5
Y6
Y7
YIV
YIII
Y2
YI
1/2
1/2
1/2
1/2
1/2
1/2
-2.000 ‰
132.346 m
0.000 ‰
107.500m
EL=464.012
CH 221 + 236.990
DRUM ASFALT


AX CLADIRE CALATORI ST. RACOS
KM 230+833.75
R = 10000.000
Tv = 22.139
Bv = -0.025
0.000 ‰
1000.000 m
-4.428 ‰
450.000 m
NSS=464.012
Km 221 + 972.089
Y5
0.5
Y6
0.5
YIV
0.5
YIII
0.5
1A
221+700
221+800
221+900
222+000
222+100
PERON
DN 154
Cladirea statiei RACOS
RACOS station building
DRUM ASFALT
DS14
34
M28
0.5
466.70
466.74
466.69
466.99
467.21
467.58
467.40
467.87
468.12
468.02
466.76
467.02
466.32
0.000 ‰
linia III 1000.000 m
-4.428 ‰
450.000 m
linia III
0.000 ‰
linia1,2
966.614 m
-4.428 ‰
432.500 m
linia1,2
Km 222 + 000.000
NSS=464.012
R = 10000.000
Tv = 22.139
Bv= -0.025
RACOS Station Building Axis


R = 10000.000
Tv= 22.139
Bv = 0.025
-4.428 ‰
450.000 m
0.000 ‰
850.546 m
NSS=462.020
Km 222 + 422.089
DS12
DM6
DA4
DR4
DS10
DS8
DS6
DS4
1/2
X7
XVI
+ b
+ a
1:9
130
32
30
128
M22
1/2
XV
DS10
126
28
26
124
M18
1:14
XIV
0,5
XIII
0,5
222+200
222+300
222+400
222+500
DN 200
1/2
XIV
1/2
XIII
+ a
1:9
X1
M24
M20
a
b
1:9
X2
0,5
1B
002
1/2
X1
+ c
+ d
M20
DM4
1:9
1/2
X2
122
1:9
24
120
22
PODET C3 KM PR 222 + 189.721
L=50.8m
linia1,2
-4.428 ‰
432.500 m
-1.540 ‰
50.000 m
EL=462.097
CH 222 + 432.500
-1.540 ‰
50.000 m
0.000 ‰
EL=462.020
CH 222 + 482.500
-4.428 ‰
450.000 m
0.000 ‰
850.000 m
NSS=462.020
Km 222 + 450.000
R = 10000.000
Tv = 22.139
Bv= 0.025

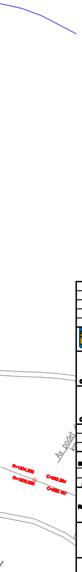

Amplasament nou
2 x POD GMIB KM PR 222+580.000
CALIBRARE ALBIE
CURS OLT
Refacere drum existent
PODET C2 KM PR 222 + 910.082
L=22.7m
46.40m
50.00m
31.30m
30.00m
33.00m
35.70m
38.20m
24.05
12.30m
60.00m
10.00m
12.00
drum de pamant
drum de piatra
gradina
zona cladita
cladire
Trepte de acces pe terasament
Access stairs on embankment
Zid de sprijin între culei
Sustaining wall between abutments
Axa de rezemare
Supporting axis
066
056
222+600
222+700
222+800
222+900
20
18
16
14
12
10
8
6
4
M16
M14
M12
M10
M8
M6
DM2
DA2
DR2
DS2
118
116
114
112
110
108
106
104
102
1:14
1:9
658.45
658.23
658.98
658.94
660.19
659.89
660.27
660.61
660.43
Pod existent IPCJ, L=10.00m
km.231+487.77
Pod proiectat GMIB, L=12.00m
km222 + 580.690


Cutie aparataj pentru circui
Track circuit box – receivin
Cutie aparataj pentru circui
Track circuit box – supplyi
Semnal de circulatie pe cat
Main signal on mast
Semnal de manevra pe cat
Shunting signal on mast
Semnal de manevra pitic
Shunting signal on ground
Semnal de avertizare rutier
Stop signal
INTERVAL APAȚA-RACOȘ
APAȚA-RACOȘ RAILWAY SECTION
STAȚIA RACOȘ
RACOȘ STATION
km 223+241.277
2 x POD GIB KM PR 223 + 203.050
L=18.0m
0.000 ‰
850.546 m
-1.229 ‰
1301.150 m
Km 223 + 272.635
NSS=462.020
100
2
M2
M4
064
054
044
034
AR
223+000
223+100
Lr=210.000
Lr=210.000
223+200
RC
YC
1/2
YCF
1/2
D(YC+YCF)
D(YR+YRF)
YR
1/2
YRF
1/2
223+300
457.01
456.92
457.05
457.01
teren arabil
zona cladita
cladire
metalic D=2x15.00m
232+140.90
0.000 ‰
850.000 m
-1.230 ‰
1300.000 m
Km 223 + 300.000
NSS=462.020
223+400

LEGENDA—SYMBOLS

t de cale – cap receptie
g end
t de cale – cap alimentare
ng end
larg
arg
a

	Sabot de deraiere centralizat Derailer
⊗	Opritor Dead end
	Joante izolante Insulated joints
CT ■ 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


R=1504.250
R=1500.000
C=532.264
C=530.167
Ax podet
km

D					
C					
B					
A					
Index Index	Data Date	Modificare Modification	Proiectat Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANȚAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

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

CLIENT / CLIENT

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	Manager proiect Project manager	R. Mason	12.12.2011	
Aprobat Approved	Coordonator Secțiune 1 Section 1 Coordinator	G. Santelli	12.12.2011	
Verificat Checked	[illegible]	P. Amodio	12.12.2011	

SUBCONTRACTANT / SUBCONTRACTOR

ARCEX

Aprobat Approved	Responsabil Subcontractant Subcontractor Responsible	A. [illegible]	12.12.2011	
Întocmit Elaborated	Proiectat Designer	Ing. Jugareanu Adriana	12.12.2011	

Reabilitarea liniei de cale ferată Brașov - Simeria, parte componentă a 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 RACOS
Plan de situatie la scară
Layout plan

Codificare / Codification System	Scara/Scale	LOT / LOT	Nr. file
E A 5 1 | 0 1 | C | 1 1 | L 8 | S E | 0 1 | 1 | 2 | 0 0 2 | 1			