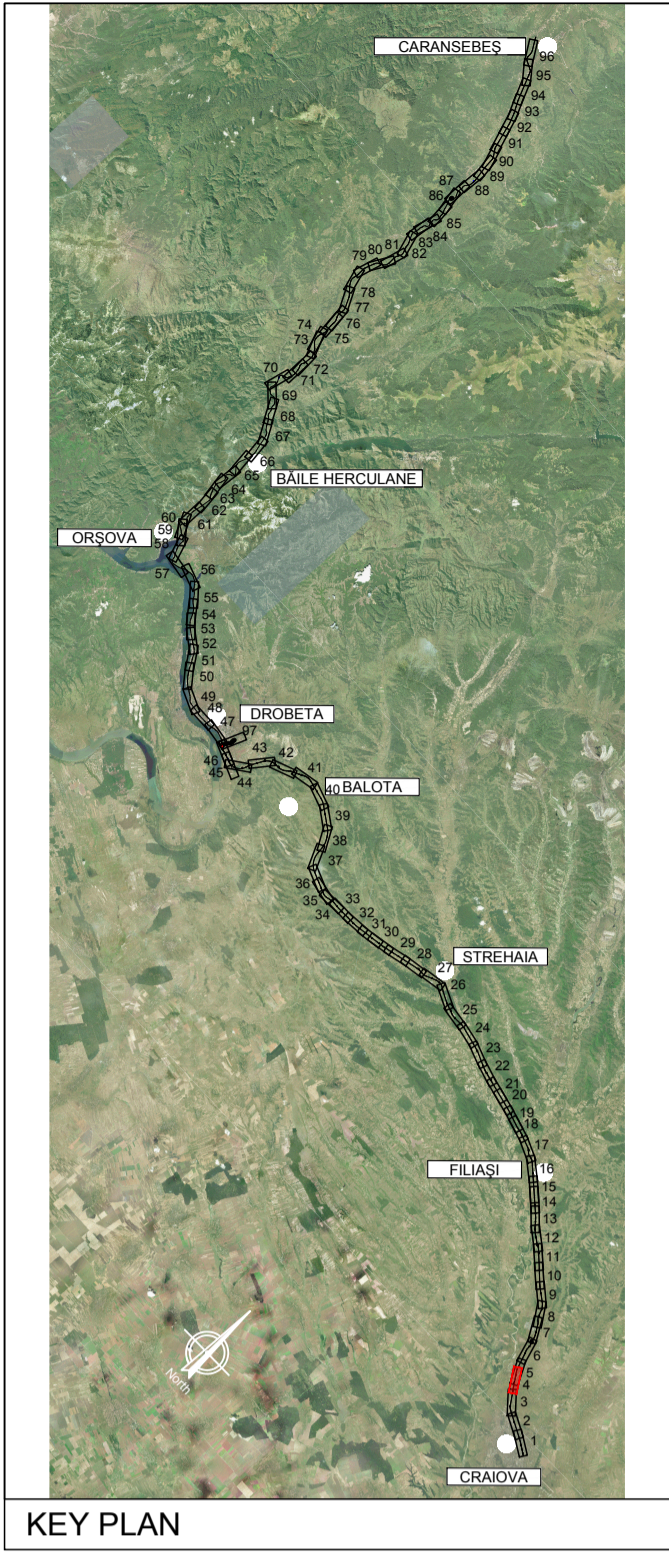
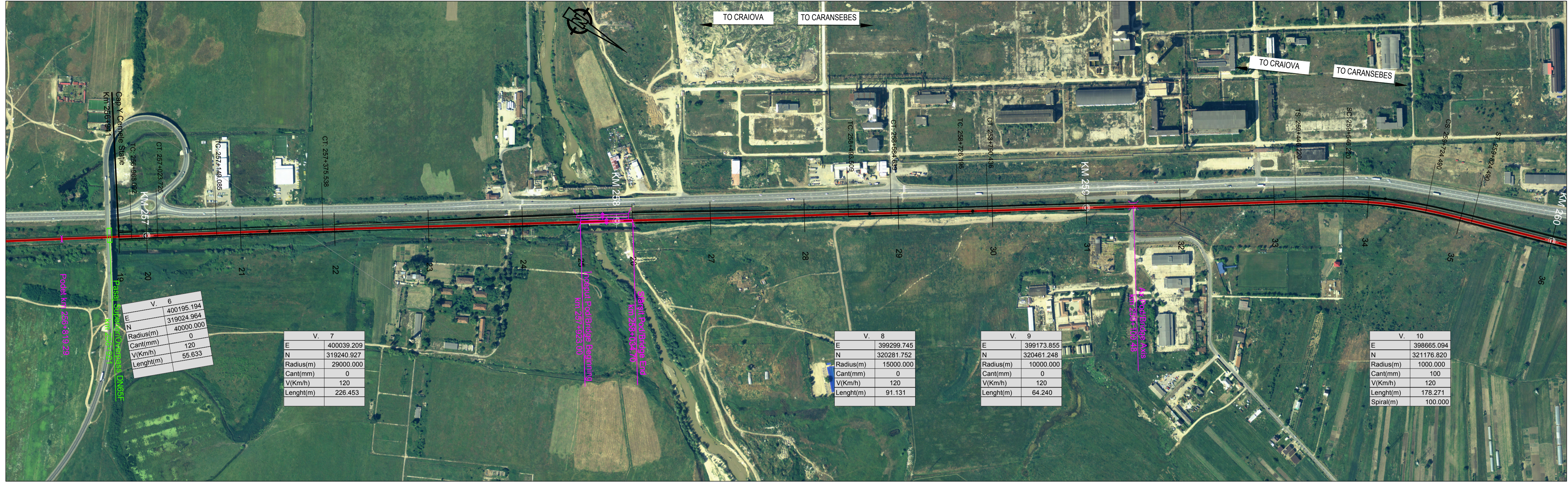


NOTE:
 1. Pozitiile kilometrice prezentate (km) se referă la pozițiile proiectate pe frul I. / The reported kilometeric positions (km) refer to designed positions on track I.
 2. În profilul longitudinal, podețele și lucrările de consolidare nu sunt reprezentate. / In the longitudinal profile, culverts and consolidation works are not represented.
 3. Pentru tronsoanele în care traseu orizontal este neschimbat în comparație cu cel existent, cotele terenului corespund cu cotele substratului căii. / For the sections where the horizontal alignment is unchanged compared to the existing, the ground levels correspond with the existing sub-ballast level.



| | |
|-----------|------------|
| V | 6 |
| E | 400195.194 |
| N | 319244.964 |
| Radius(m) | 40000.000 |
| Cant(mm) | 0 |
| V(Km/h) | 120 |
| Length(m) | 55.633 |

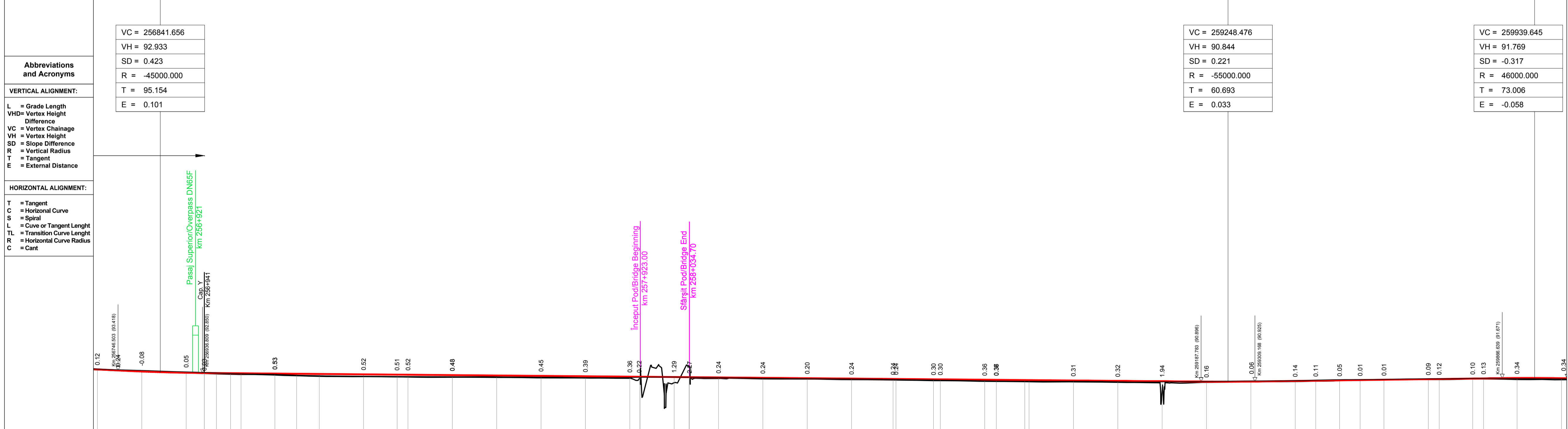
| | |
|-----------|------------|
| V | 7 |
| E | 400039.209 |
| N | 319240.927 |
| Radius(m) | 29000.000 |
| Cant(mm) | 0 |
| V(Km/h) | 120 |
| Length(m) | 226.453 |

| | |
|-----------|------------|
| V | 8 |
| E | 399299.745 |
| N | 320281.752 |
| Radius(m) | 15000.000 |
| Cant(mm) | 0 |
| V(Km/h) | 120 |
| Length(m) | 91.131 |

| | |
|-----------|------------|
| V | 9 |
| E | 399173.855 |
| N | 320461.248 |
| Radius(m) | 10000.000 |
| Cant(mm) | 0 |
| V(Km/h) | 120 |
| Length(m) | 64.240 |

| | |
|-----------|------------|
| V | 10 |
| E | 398665.094 |
| N | 321176.820 |
| Radius(m) | 1000.000 |
| Cant(mm) | 100 |
| V(Km/h) | 120 |
| Length(m) | 178.271 |
| Spiral(m) | 100.000 |

| | | | |
|--|--------------|------------|------------|
| PROFIL LONGITUDINAL / VERTICAL ALIGNMENT | L = 2406.820 | 691.169 | |
| Grade = | -2.089 | 0.925 | |
| PROFIL KILOMETRICE / VERTICAL CHAINAGE | 256841.656 | 259248.476 | 259939.645 |



| | | | | | | | | | | | | | | | | | | | |
|---|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| SCARA / SCALE | X= 5000 | Y= 500 | | | | | | | | | | | | | | | | | |
| Plan de Referință | 70.00 m | | | | | | | | | | | | | | | | | | |
| N. SECTIUNE / SECTION NUMBER | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | |
| NIVEL SUPERIOR SINA (NSS) / TOP OF RAIL (TOR) | 93.08 | 93.18 | 92.90 | 92.85 | 92.82 | 92.82 | 92.81 | 91.99 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 |
| COTA TEREN (CT) / GROUND LEVEL (GL) | 93.14 | 93.26 | 92.85 | 92.82 | 92.82 | 92.82 | 92.81 | 91.99 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 |
| NSS EXISTENTA / EXISTING TOR | 93.07 | 93.05 | 92.85 | 92.82 | 92.82 | 92.82 | 92.81 | 91.99 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 | 91.89 |
| KILOMETRAJ / KILOMETERS | 256700.00 | 256800.00 | 256900.00 | 257000.00 | 257100.00 | 257200.00 | 257300.00 | 257400.00 | 257500.00 | 257600.00 | 257700.00 | 257800.00 | 257900.00 | 258000.00 | 258100.00 | 258200.00 | 258300.00 | 258400.00 | 258500.00 |
| POZITII KILOMETRICE / CHAINAGE | 46.51 | 257 | | | | | | 258 | | | | | | 259 | | | | | 260 |
| TRASEU IN PLAN / HORIZONTAL ALIGNMENT | [Diagram showing horizontal alignment curves and tangents] | | | | | | | | | | | | | | | | | | |

LEGENDĂ / LEGEND

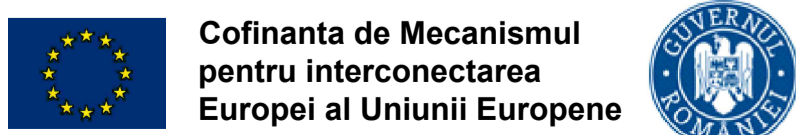
- Traseu C.F. Linie Dubla Railway Alignment Double Line
- Traseu C.F. Linie Simpla Railway Alignment Single Line
- Viaduct
- Pod Underpass
- Pasaj superior Overpass
- Podet Culvert
- Podet existent Existing Culvert
- Pod existent Existing Bridge
- Tunel Tunnel
- Area de siguranta si strada de acces Safety area and access path
- Lucrări de consolidari Consolidation Works
- Drumuri Deviate Diverted Roads
- Treceri La Nivel Level crossing

Scara / Scale 1: 5.000

SISTEM DE COORDONATE DE REFERINȚĂ
 Punct de Origină Pentru Sistem de Coordonate: S-42
 Unitatea de Măsură România: metri
 Proiecție: Stereio 70
COORDINATE REFERENCE SYSTEM
 Datum: S-42 Romania Units: meters
 Projection: Stereo 70

| REV. | DATA/DATE | DESCRIERE MODIFICARE / MODIFICATION DESCRIPTION |
|------|-----------|---|
| A | Mai 2020 | Prima ediție SFF / FFS First submission |
| B | Sept 2020 | Conform solicitărilor Beneficiarului din act nr.11/2/504/2020 |
| C | | |
| D | | |

| FAZA PHASE | NUME NAME | SEMNAȚURA SIGNATURE |
|---------------------|----------------|--------------------------------|
| APROBAT APPROVED | S. Menichini | [Signature] |
| VERIFICAT CHECKED | S. Menichini | [Signature] |
| INTOCMIT ELABORATED | F. Sorge | [Signature] |
| SCARA SCALE | 1:5000 / 1:500 | FOAIE SHEET 4 din 97 / 4 of 97 |
| DATA DATE | Mai 2020 | |



Cofinanța de Mecanismul pentru interconectarea Europei al Uniunii Europene

CLIENT CLIENT
C.N.C.F. "C.F.R." - S.A.
 CONSULTANT CONSULTANT
ITALFERR
 GRUPUL FERROVIAR DELLO STATO ITALIANO
 L&P Accidents

STUDIU DE FEZABILITATE PENTRU REABILITARE A LINIEI FERROVIARE CRAIOVA - CARANSEBES / FEASIBILITY STUDY FOR THE REHABILITATION OF THE RAILWAY LINE CRAIOVA - CARANSEBES

CLIENT CLIENT
CFR
 CONSULTANT CONSULTANT
ISP CF Fondat in 1947
ITALROM
 INGINIERI INTERNATIONALA S.R.L.

DENUMIRE / TITLE:
Interval Cernele St. - Ișalnița St. - km 256+941 - km 260+910 - 1 din 2
Interval Cernele St. - Ișalnița St. - km 256+941 - km 260+910 - 1 of 2

CODIFICARE / CODIFICATION SYSTEM:
 E218 | I | SF | 04 | K5 | AL | 0 | 05 | 004 | B