

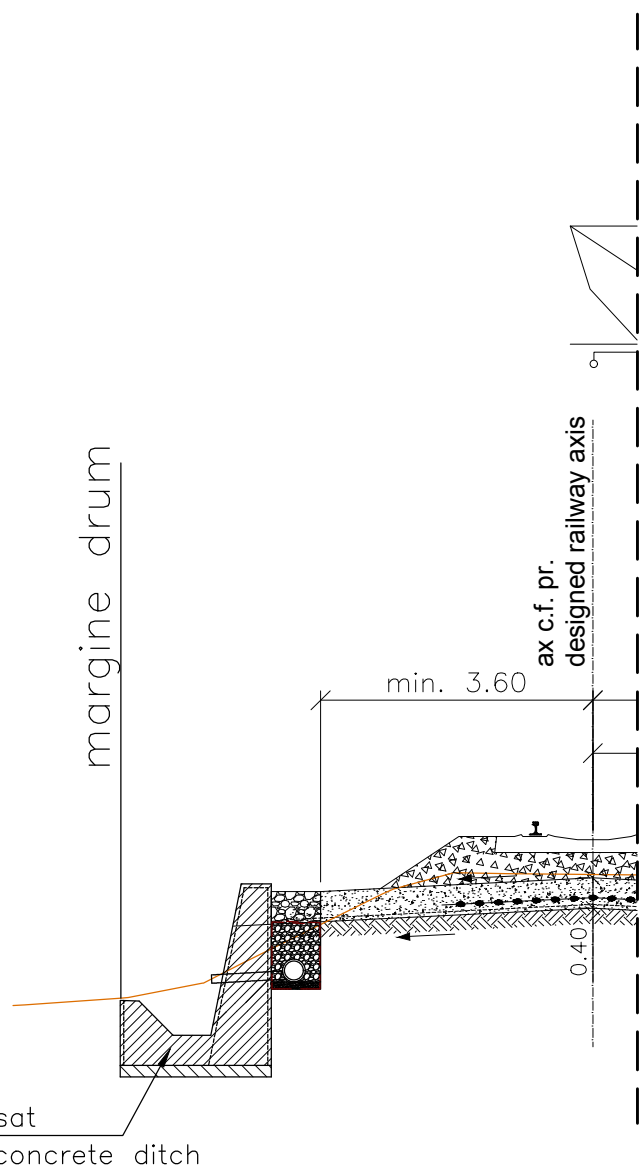


LEGENDA/LEGEND

-  Beton armat clasa C30/37  
Reinforced concrete class C30/37
-  Beton simplu clasa C16/20  
Plain concrete class C16/20



INTERVALE KILOMETRICE / KILOMETER INTERVALS

CALE SIMPLA / SIMPLE TRACK

TOPLET – BAILE HERCULANE

km 400+050.00 – km 400+250.00

Scara 1:100/Scale 1:100



CLIENT / CLIENT

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



CONSULTANT / CONSULTANT

| Faza<br>Phase          | Positia<br>Position                   | Nume<br>Name     | Data<br>Date | Semnatura<br>Signature |
|------------------------|---------------------------------------|------------------|--------------|------------------------|
| Aprobat<br>Approved    | Manager de Proiect<br>Project Manager | Sergio MENICHINI | 06.2020      |                        |
| Verificat<br>Checked   | Expert Cheie<br>Key Expert            | Lorenzo SABINI   | 06.2020      |                        |
| Întocmit<br>Elaborated | Proiectant<br>Designer                | Giovanni VOIRO   | 06.2020      |                        |

SUBCONSULTANT / SUBCONSULTANT

|                        |  |  |  |  |
|------------------------|--|--|--|--|
| Aprobat<br>Approved    | Responsabil Subconsultant<br>Subconsultant Responsible |  |  |  |
| Întocmit<br>Elaborated | Proiectant<br>Designer                                 |  |  |  |

*Studiu de Fezabilitate pentru Reabilitarea liniei feroviare Craiova - Drobeta Turnu Severin - Caransebes, parte a Coridorului Orient/Est Mediteranean - Feasibility Study For The Rehabilitation Of The Railway Line Craiova - Caransebes*

Proiect/Project  
74 / 2018  
Faza/Phase  
S.F.

Denumire / Title :

Profil transversal tip, consolidari Km pr. 400+050÷400+250 (Linia simpla)

Cross section type, consolidation works Km pr. 400+050÷400+250 (Simple line)

Codificare / Codification System

E 2 1 8 I S F 4 1 M A C T 0 0 4 0 0 1 A

Istoricul reviziilor / Revision History

| Rev. | Data/Date | Descriere Modificare / Modification description |
|------|-----------|---|
| 1    |           |   |
| 2    |           |   |
| 3    |           |   |
| 4    |           |   |

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