2	
H	429.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

4	
H	474.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

6	
H	524
–	–
–	–
–	–

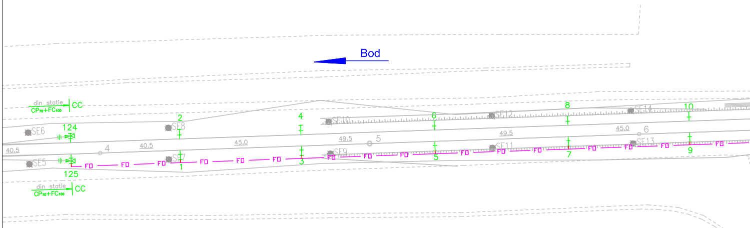
E1	
5500	–
1400	–
6900	DD
–200	CO/–

8	
H	573.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

10	
H	618.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–


Bod
din statie
CP70+FC100
CC
SE6
124
SE5
125
din statie
CP70+FC100
CC
40.5
4
40.5
SE8
2
SE7
1
45.0
4
3
SE10
SE9
49.5
5
6
5
SE12
49.5
SE11
8
7
SE14
45.0
6
SE13
10
9
FD
184 + 400

1	
H	429.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

3	
H	474.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

5	
H	524
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

7	
H	573.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

9	
H	618.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

12	
H	668
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

14	
H	717.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

16	
H	762.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

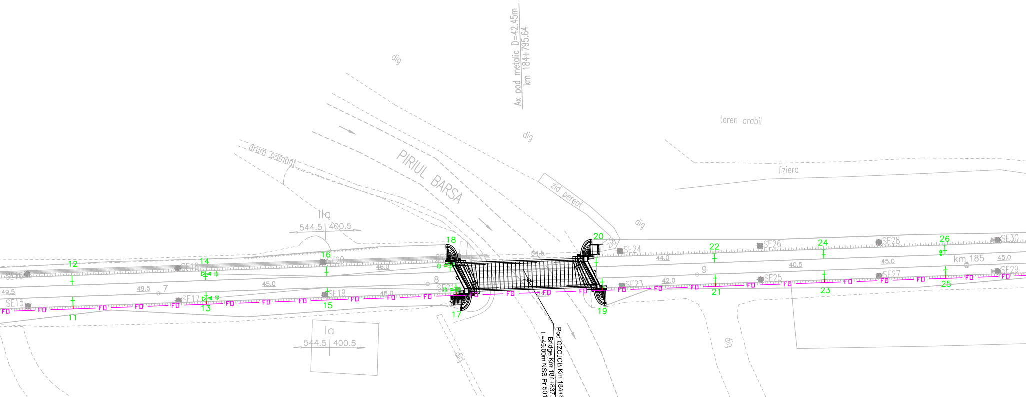
18	
H	808.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

20	
H	862.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

22	
H	906.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

24	
H	947
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

26	
H	992
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
0	CO/–


Ax pod metalic D=42.45m
km 184+795.64
dig
dig
dig
dig
dig
dig
teren arabil
liziera
PIRIUL BARSA
PIRIUL BARSA
drum pamant
zid pereat
IIa
544.5 | 400.5
Ia
544.5 | 400.5
Pod GZCJCB Km 184+837.54
Bridge Km 184+837.54
L=45.00m NSS Pr 501.094
km 185
SE15
SE16
SE17
SE18
SE19
SE20
SE21
SE22
SE23
SE24
SE25
SE26
SE27
SE28
SE29
SE30
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
7
8
9
49.5
49.5
45.0
46.0
48.0
54.5
44.0
42.0
40.5
45.0
45.0
FO

11	
H	668
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

13	
H	717.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

15	
H	762.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

17	
H	810.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

19	
H	864.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

21	
H	906.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

23	
H	947
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

25	
H	992
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

28	
H	037
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CO/−

30	
H	086.5
–	–
–	–
–	–
E1	
5850	–
1450	–
7300	A
+1280	CO/−
E2	
5500	–
1400	–
6900	DI
+200	CO/−

32	
H	122.5
–	–
An	–
–	–
E1	
5500	–
2000	–
7500	DCM
−50	CO/−
E2	
5550	–
1250	–
6800	ICM
−550	CO/−

34	
H	163
–	–
An	–
–	–
E1	
5550	–
1250	–
6800	ICM
−550	CO/−
E2	
5500	–
2000	–
7500	DCM
−50	CO/−

36	
H	199
–	–
–	–
–	–
E1	
5850	–
1450	–
7300	A
+1250	CO/−
E2	
5500	–
1400	–
6900	DI
+200	CO/−

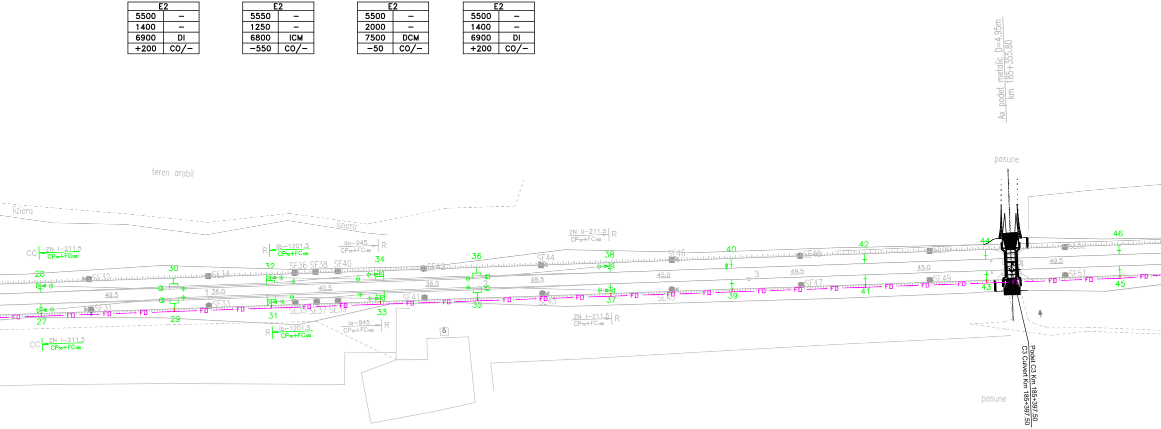
38	
H	248.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CO/−

40	
H	293.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/−

42	
H	343
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CO/−

44	
H	388
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/−

46	
H	437.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CO/−


Ax podet metalic D=4.95m
km 185+355.80
pasune
teren arabil
liziera
liziera
ZN I–211.5
CP70+FC100
CC
IIb–1201.5
IIa–945
R
ZN II–211.5
Ia–945
Ib–1201.5
ZN I–211.5
SE32
SE34
SE36 SE38
SE40
SE42
SE44
SE46
SE48
SE50
SE52
SE31
SE33
SE35 SE37 SE39
SE41
SE43
SE45
SE47
SE49
SE51
FO
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
49.5
36.0
40.5
36.0
49.5
45.0
49.5
45.0
49.5
Podet C3 Km 185+397.50
C3 Culvert Km 185+397.50
pasune

27	
H	037
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CO/−

29	
H	086.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/−
E2	
5850	–
1450	–
7300	A
+1250	CO/−

31	
H	122.5
–	–
An	–
–	–
E1	
5500	–
2000	–
7500	DCM
−50	CO/−
E2	
5550	–
1250	–
6800	ICM
−550	CO/−

33	
H	163
–	–
An	–
–	–
E1	
5550	–
1250	–
6800	ICM
−550	CO/−
E2	
5500	–
2000	–
7500	DCM
−50	CO/−

35	
H	199
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/−
E2	
5850	–
1450	–
7300	A
+1280	CO/−

37	
H	248.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CO/−

39	
H	293.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/−

41	
H	343
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/−

43	
H	388
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
−200	CO/−

45	
H	437.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/−

48	
H	482.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

50	
H	532
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

52	
H	577
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

54	
H	626.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

56	
H	671.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

58	
H	716.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

60	
H	761.5
–	–
An	–
–	–

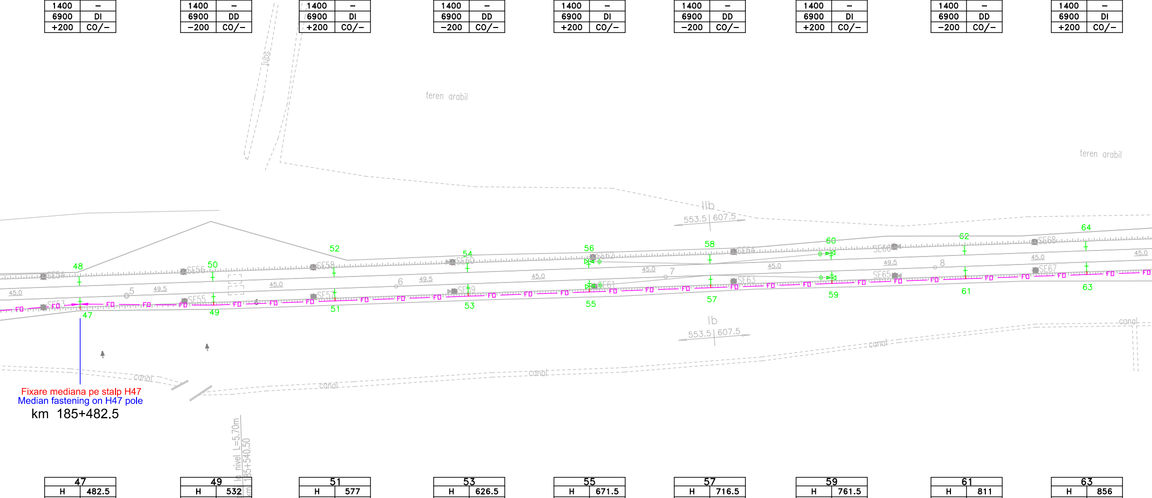
E1	
5500	–
1400	–
6900	DI
+200	CO/–

62	
H	811
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

64	
H	856
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–


teren arabil
teren arabil
Ilb
553.5 | 607.5
Ib
553.5 | 607.5
canal
canal
canal
canal
canal
45.0
49.5
FO
SE54
SE53
SE55
SE56
SE57
SE58
SE59
SE60
SE61
SE62
SE63
SE64
SE65
SE66
SE67
SE68
5
6
7
8
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
Ax pod la nivel L=5.70m
km 185+540.50

Fixare mediana pe stalp H47
Median fastening on H47 pole
km 185+482.5

47	
H	482.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

49	
H	532
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

51	
H	577
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

53	
H	626.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

55	
H	671.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

57	
H	716.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

59	
H	761.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

61	
H	811
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

63	
H	856
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

66	
H	901
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

68	
H	950.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

70	
H	995.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

72	
H	040.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

74	
H	090
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

76	
H	135
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

78	
H	180
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

80	
H	197.5
–	–
–	–
–	–

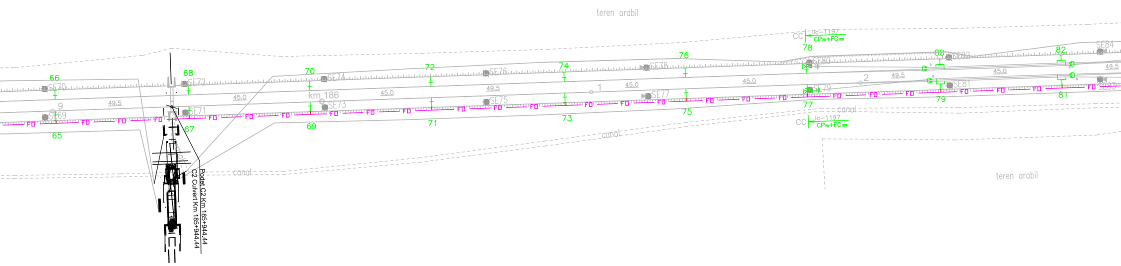
E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

82	
H	274.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–


teren arabil
CC
llc−1197
CP70+FC100
78
80
SE82
82
SE84
76
SE78
74
SE76
72
70
SE74
68
SE72
66
SE70
9
49.5
45.0
km 186
45.0
49.5
1
45.0
45.0
2
49.5
45.0
49.5
SE80
SE79
SE81
SE83
SE77
SE75
SE73
SE71
SE69
FO
65
67
69
71
73
75
77
79
81
canal
CC
llc−1197
CP70+FC100
canal
canal
teren arabil
Podet C2 Km 185+944.44
C2 Culvert Km 185+944.44

65	
H	901
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

67	
H	950.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

69	
H	995.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

71	
H	040.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

73	
H	090
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

75	
H	135
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

77	
H	180
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

79	
H	197.5
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DD
−200	CO/–

81	
H	274.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

84	
H	324
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

86	
H	369
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

88	
H	418.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

90	
H	468
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

92	
H	513
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

94	
H	553.5
–	–
–	–
–	–

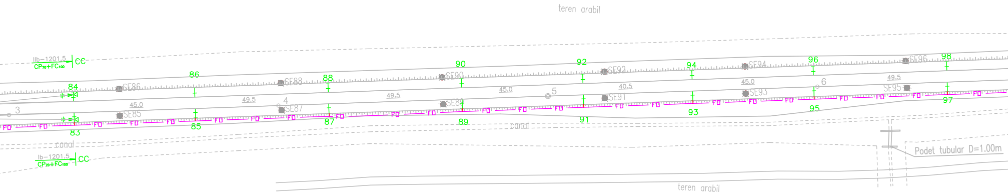
E1	
5500	–
1400	–
6900	DD
–200	CO/–

96	
H	598.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

98	
H	648
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–


teren arabil
llb–1201.5
CP70+FC100
CC
84
SE86
86
SE88
88
90
SE90
92
SE92
94
SE94
96
SE96
98
3
45.0
SE85
49.5
4
SE87
49.5
SE89
45.0
5
40.5
SE91
45.0
SE93
6
49.5
SE95
83
85
87
89
91
93
95
97
FD
canal
lb–1201.5
CP70+FC100
CC
Podet tubular D=1.00m
teren arabil

83	
H	324
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

85	
H	369
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

87	
H	418.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

89	
H	468
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

91	
H	513
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

93	
H	553.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

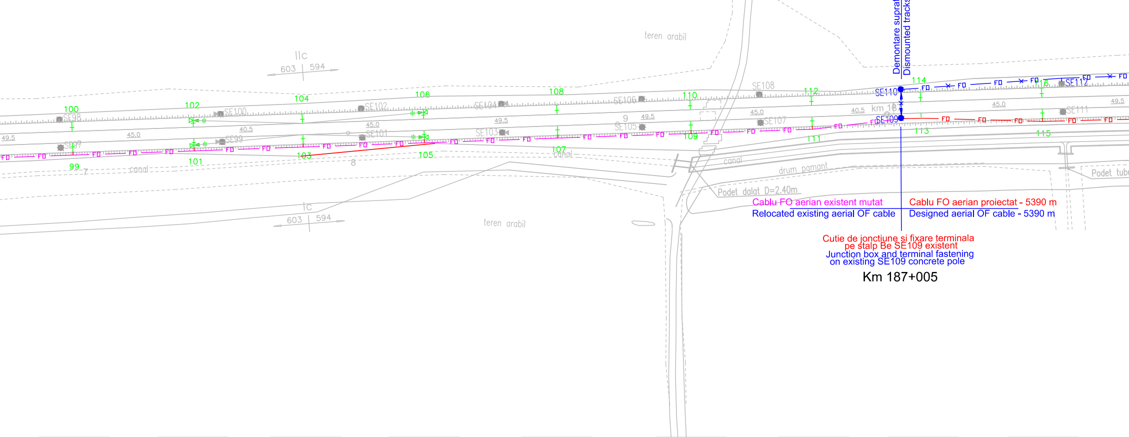
95	
H	598.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

97	
H	648
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

100		102		104		106		108		110		112		114		116	
H	697.5	H	742.5	H	783	H	828	H	877.5	H	927	H	972	H	012.5	H	057.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	An	–	–	–	An	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI
+200	CO/–	–200	CO/–	+200	CO/–	–200	CO/–	+200	CO/–	–200	CO/–	+200	CO/–	–200	CO/–	+150	CO/–


Ax pasaj la nivel L=70m
km 186+902
teren arabil
IIc
603
594
Demontare suprastructura CF
Dismounted tracks crossing
100
102
104
106
108
110
112
114
116
SE98
SE100
SE102
SE104
SE106
SE108
SE110
SE112
SE97
SE99
SE101
SE103
SE105
SE107
SE109
SE111
49.5
45.0
40.5
km 187
FO
99
101
103
105
107
109
111
113
115
canal
drum pamant
Podet dalat D=2.40m
Podet tub
Ic
603
594
teren arabil

Cablu FO aerian existent mutat
Relocated existing aerial OF cable

Cablu FO aerian proiectat - 5390 m
Designed aerial OF cable - 5390 m

Cutie de jonctiune si fixare terminala
pe stalp Be SE109 existent
Junction box and terminal fastening
on existing SE109 concrete pole

Km 187+005

99		101		103		105		107		109		111		113		115	
H	697.5	H	742.5	H	783	H	828	H	877.5	H	927	H	972	H	012.5	H	057.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	An	–	–	–	An	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD
–200	CO/–	+200	CO/–	–200	CO/–	+200	CO/–	–200	CO/–	+200	CO/–	–200	CO/–	+200	CO/–	–150	CO/–

118	
H	107
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–

120	
H	156.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–100	CO/–

122	
H	201.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–

124	
H	242
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
–450	CO/–
E2	
5500	–
1400	–
6900	DD
–250	CO/–

126	
H	287
–	–
–	–
–	–
E1	
5500	–
1300	–
6800	DCM
–350	CO/–
E2	
5500	–
2000	–
7500	DCM
–150	CO/–

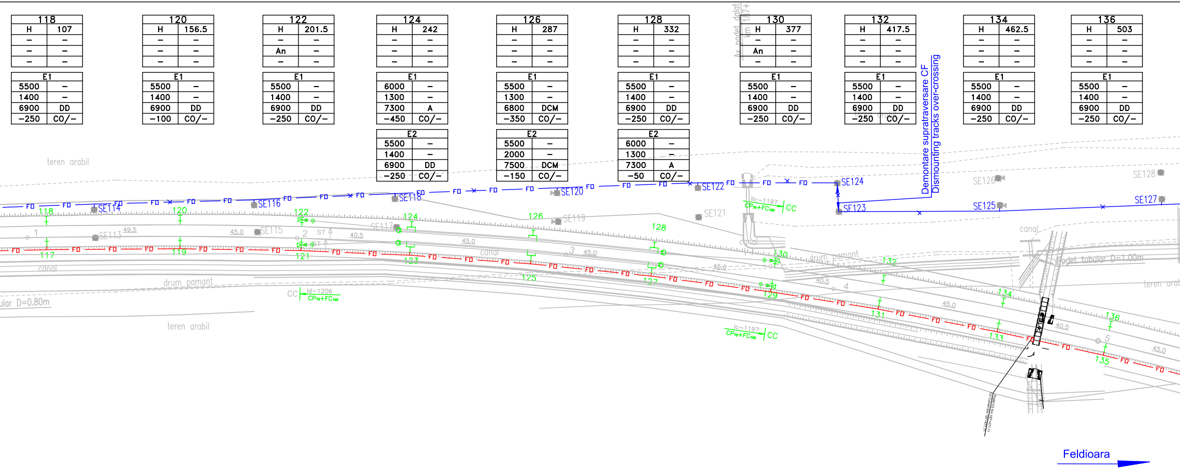
128	
H	332
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–
E2	
6000	–
1300	–
7300	A
–50	CO/–

130	
H	377
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–

132	
H	417.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–

134	
H	462.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–

136	
H	503
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–


Ax podet dalat km 187+
Demontare supratraversare CF
Dismounting tracks over-crossing
teren arabil
FD
SE113
SE114
SE115
SE116
SE117
SE118
SE119
SE120
SE121
SE122
SE123
SE124
SE125
SE126
SE127
SE128
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
1
2
3
4
5
49.5
45.0
40.5
ST
canal
drum pamant
ular D=0.80m
podet tubular D=1,00m
CC
ld–1206
CP70+FC100
Ilc–1197
Ic–1197
teren arabil
Feldioara

117	
H	107
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CO/–

119	
H	156.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+100	CO/–

121	
H	201.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CO/–

123	
H	242
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
+450	CO/–
E2	
5500	–
1400	–
6900	DI
+250	CO/–

125	
H	287
–	–
–	–
–	–
E1	
5500	–
2000	–
7500	ICM
+350	CO/–
E2	
5500	–
1300	–
6800	ICM
+150	CO/–

127	
H	332
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CO/–
E2	
6000	–
1300	–
7300	A
+50	CO/–

129	
H	377
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CO/–

131	
H	417.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CO/–

133	
H	462.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CO/–

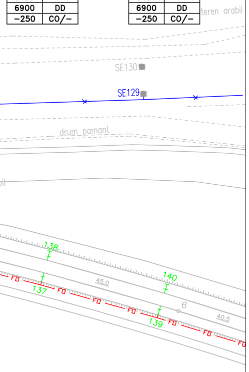
135	
H	503
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CO/–

138	
H	548
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

140	
H	593
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–


teren arabil
SE130
SE129
drum pamant
138
140
137
139
FO
45.0
40.5
6

137	
H	548
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

139	
H	593
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

LEGENDA TELECOMUNICATII
TELECOMMUNICATIONS LEGEND:

— FO — FO —	Cablu FO aerian proiectat Designed aerial OF cable
— FO — FO —	Cablu FO (Faza 1) mutat pe stalpii metalici OF cable (1st Phase) relocated on methallic poles
—✕FO — FO✕—	Demontare cablu FO aerian instalat in faza 1 Dismounted aerial OF cable installed in the 1st phase
●	Stalp de beton existent care se pastreaza Existing concrete pole which preserved
●	Stalp de beton existen - demontat Dismounted existing concrete pole

DESCRIEREA LUCRĂRILOR

Faza 2

Lucrările la cablul cu fibre optice din faza 2 se execută după terminarea execuţiei noilor linii c.f. pe întreg intervalul şi plantarea noilor stâlpi metalici ai linie de tracţiune, după cum urmează:

a) între semnalul de intrare Y al staţiei Bod şi stâlpul SE109 cablul cu fibre optice existent se va muta pe stâlpii metalici de pe partea dreaptă a căii ferate având o fixare mediană pe stâlpul H47.

b) începând de la stâlpul SE109 se va instala un cablu cu fibre optice nou de-a lungul noii linii c.f. pe stâlpii metalici de pe partea dreaptă a căii ferate.
Pe stâlpul SE109 cablul proiectat se va joncţiona cu cel existent.
Cablul proiectat va avea fixări mediane pe stâlpii metalici H171, H231 şi H291.

c) După preluarea comunicaţiilor pe noul cablu cu fibre optice, cablul instalat în faza 1 şi cablul existent dintre stâlpul SE109 şi staţia Feldioara se vor demonta.

NOTA: Noul cablu cu fibre optice este instalat pentru a se respecta cerinţa beneficiarului ca cele două cabluri instalate aerian (de telecomunicaţii şi de semnalizare) să fie amplasate pe câte o parte a căii ferate şi să-şi păstreze poziţia pe întreg intervalul dintre staţii (fără traversări de linii c.f.).

DESCRIPTION OF THE WORKS

2nd Phase

The works at the fiber optic cable in the 2nd phase will be performed after the finishing of construction of the new rail tracks on the whole interval and the planting of the new metallic poles of the traction line as follows:

a) between the Y end of Bod station and the SE109 pole the existing fiber optic cable will be relocated on the metallic poles placed on the right side of tracks having a median fastening on the H47 pole.

b) beginning on SE109 pole it will be installed a new fiber optic cable along the new railway tracks on the metallic poles on the right side of tracks.
On the SE109 pole the designed cable will be jointed with the existing cable.
The designed cable will have median fastenings on the H171, H231 and H291metallic poles.

c) After taking over the communications on the new fibre optic cables, the cable installed in the 1st phase and the existing cable between the SE109 pole and Feldioara station will be dismounted.

NOTE: The new fiber optic cable is necessary in order to comply with the beneficiary's request that the two cables installed aerial (telecommunication and signalling) to be placed on different sides of the railway tracks and that they preserve their position on the whole distance between stations (without crossing the rail tracks).

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 FINANŢAT 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	Şef proiect Project manager	R. Liuzza		
Aprobat Approved	Coordonator Secţiune 1 Section 1 Coordinator	C. Gambelli		
Verificat Checked	Expert Verificator Checking Expert	Pino Amodio		

SUBCONTRACTANT / SUBCONTRACTOR

AREX COMPANY

Aprobat Approved	Responsabil Subcontractant Subcontractor Responsible	A.Stanciu - Dinulescu	01.2012	
Întocmit Elaborated	Proiectant Designer	Gabriela Trifan	01.2012	

Reabilitarea liniei de cale ferata Brasov - Simeria, parte componentã a coridorului IV Pan European, pentru circulatia trenurilor cu viteza maximã 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

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

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

Denumire desen / Drawing Title :

Mutarea si protejarea cablului FO existent - Faza 2
Plan de situatie - interval Bod - Feldioara. Section - Layout Plan
Removal and protection of existing OF cable - 2nd Phase

Codificare / Codification System	Scara / Scale 1:1000	LOT / LOT	Nr. / No 02 / 03

E A 5 1 | 0 1 | C | 0 6 | L 7 | T C | 0 2 | 9 | 1 | 0 0 1 | 2