–	–
–	–

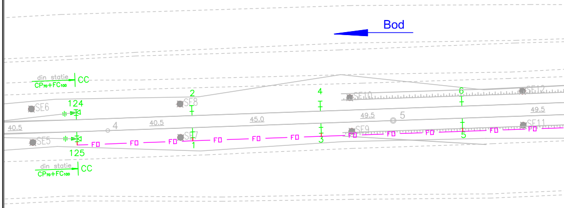
E1	
5500	–
1400	–
6900	DD
−200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–


Bod
din statie
CP70+FC100
CC
124
125
SE6
SE5
SE7
SE8
SE9
SE10
SE11
SE12
2
4
6
1
3
5
4
5
40.5
40.5
45.0
49.5
49.5
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/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

An	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

An	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

–	–
–	–

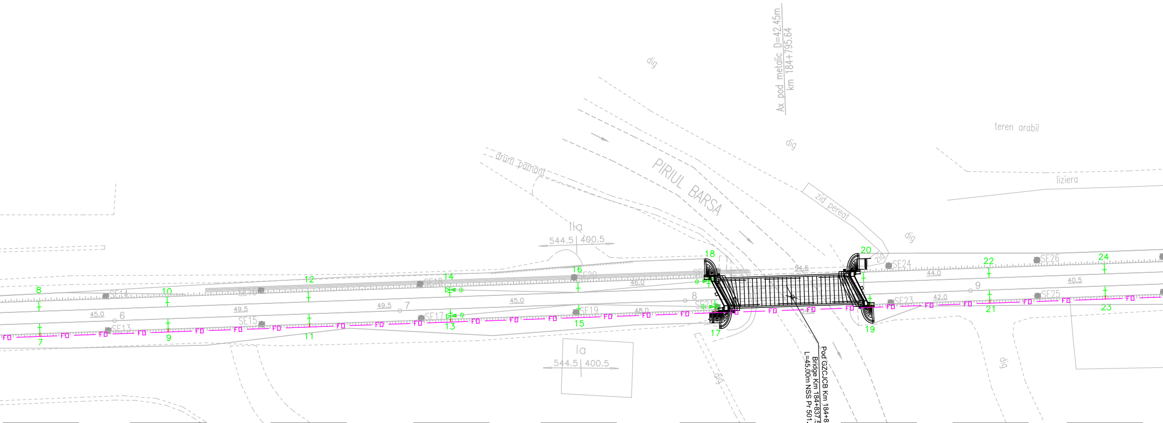
E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–


dig
Ax pod metalic D=42.45m
km 184+795.64
dig
teren arabil
drum pamant
PIRIUL BARSA
zid pereat
liziera
dig
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
dig
dig
dig
zid
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
SE13
SE14
SE15
SE16
SE17
SE18
SE19
SE20
SE21
SE23
SE24
SE25
SE26
45.0
49.5
49.5
45.0
46.0
48.0
54.5
44.0
42.0
40.5
6
7
8
9
FO

7	
H	573.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

9	
H	618.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

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/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/–

An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

–	–
–	–

E1	
5850	–
1450	–
7300	A
+1280	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

An	–
–	–

E1	
5500	–
2000	–
7500	DCM
−50	CO/–

E2	
5550	–
1250	–
6800	ICM
−550	CO/–

An	–
–	–

E1	
5550	–
1250	–
6800	ICM
−550	CO/–

E2	
5500	–
2000	–
7500	DCM
−50	CO/–

–	–
–	–

E1	
5850	–
1450	–
7300	A
+1250	CO/–

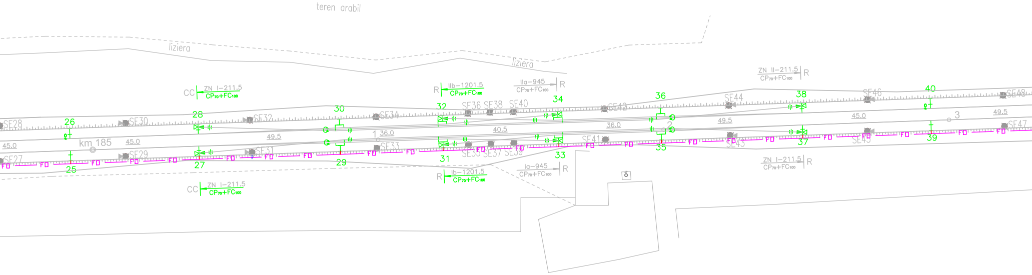
E2	
5500	–
1400	–
6900	DI
+200	CO/–

An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–


teren arabil
liziera
liziera
CC ZN I–211.5 CP70+FC100
CC ZN I–211.5 CP70+FC100
R IIb–1201.5 CP70+FC100
R Ib–1201.5 CP70+FC100
IIa–945 CP70+FC100 R
Ia–945 CP70+FC100 R
ZN II–211.5 CP70+FC100 R
ZN I–211.5 CP70+FC100 R
SE27
SE28
SE29
SE30
SE31
SE32
SE33
SE34
SE35 SE36 SE37 SE38 SE39 SE40
SE41
SE42
SE43
SE44
SE45
SE46
SE47
SE48
km 185
45.0
45.0
49.5
36.0
40.5
36.0
49.5
45.0
49.5
1
2
3
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
FO

25	
H	992
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

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	–
–	–

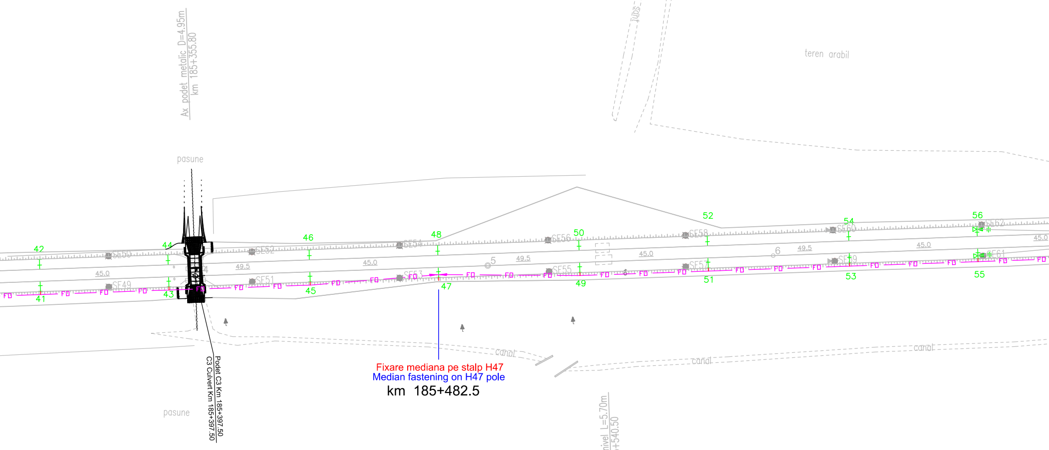
E1	
5500	–
1400	–
6900	DD
−200	CO/–

39	
H	293.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–	–	–	–	–	–	–	–	–	–	–	–	–	An	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
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/−


Ax podet metalic D=4.95m
km 185+355.80
tubs
teren arabil
pasune
42
44
46
48
50
52
54
56
SF50
SF52
SF54
SF56
SF58
SF60
SF62
45.0
49.5
45.0
49.5
45.0
5
6
49.5
45.0
45.0
SF49
SF51
SF53
SF55
SF57
SF59
SF61
FO
41
43
45
47
49
51
53
55
canal
canal
canal
Fixare mediana pe stalp H47
Median fastening on H47 pole
km 185+482.5
Podet C3 Km 185+397.50
C3 Culvert Km 185+397.50
pasune
Ax pod la nivel L=5.70m
km 185+540.50

41		43		45		47		49		51		53		55	
H	343	H	388	H	437.5	H	482.5	H	532	H	577	H	626.5	H	671.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	An	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
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/−

–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−

An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−

–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−

–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−

–	–
–	–

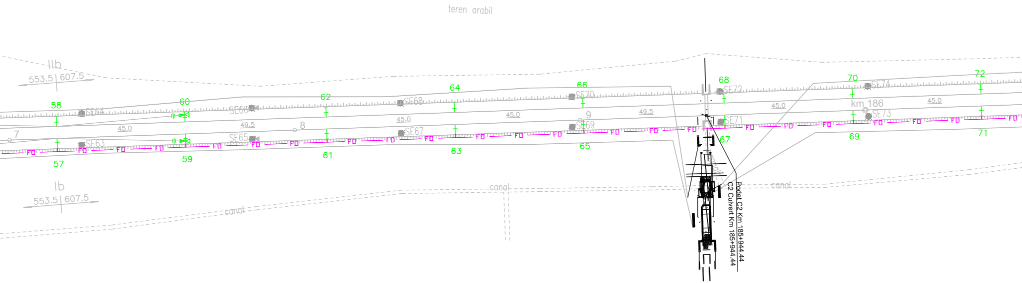
E1	
5500	–
1400	–
6900	DI
+200	CO/−

–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−


teren arabil
IIb
553.5 | 607.5
Ib
553.5 | 607.5
canal
canal
canal
58
60
62
64
66
68
70
72
57
59
61
63
65
67
69
71
7
8
9
SE63
SE64
SE65
SE66
SE67
SE68
SE69
SE70
SE71
SE72
SE73
SE74
45.0
49.5
45.0
45.0
49.5
45.0
45.0
km 186
FO
Podet C2 Km 185+944.44
C2 Culvert Km 185+944.44

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/−

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/−

-	-
-	-

E1	
5500	-
1400	-
6900	DD
-200	CO/-

-	-
-	-

E1	
5500	-
1400	-
6900	DI
+200	CO/-

An	-
-	-

E1	
5500	-
1400	-
6900	DD
-200	CO/-

-	-
-	-

E1	
5850	-
1450	-
7300	A
0	CO/-

E2	
5500	-
1400	-
6900	DI
+200	CO/-

-	-
-	-

E1	
5500	-
1400	-
6900	DD
-200	CO/-

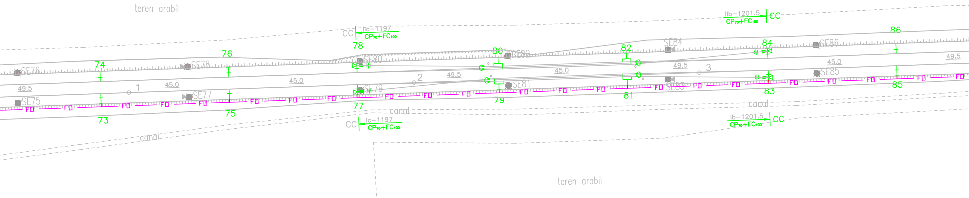
E2	
5850	-
1450	-
7300	A
0	CO/-

An	-
-	-

E1	
5500	-
1400	-
6900	DI
+200	CO/-

-	-
-	-

E1	
5500	-
1400	-
6900	DD
-200	CO/-


teren arabil
CC
IIc-1197
CP70+FC100
78
76
74
80
SE76
SE78
SE80
SE82
82
SE84
IIb-1201.5
CP70+FC100
CC
86
84
SE86
49.5
45.0
1
2
3
49.5
45.0
49.5
45.0
49.5
SE75
SE77
SE79
SE81
SE83
SE85
FO
73
75
77
79
81
83
85
canal
CC
Ic-1197
CP70+FC100
canal
Ib-1201.5
CP70+FC100
CC
teren arabil

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/-

83	
H	324
-	-
An	-
-	-

E1	
5500	-
1400	-
6900	DD
-200	CO/-

85	
H	369
-	-
-	-
-	-

E1	
5500	-
1400	-
6900	DI
+200	CO/-

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

–	–
–	–

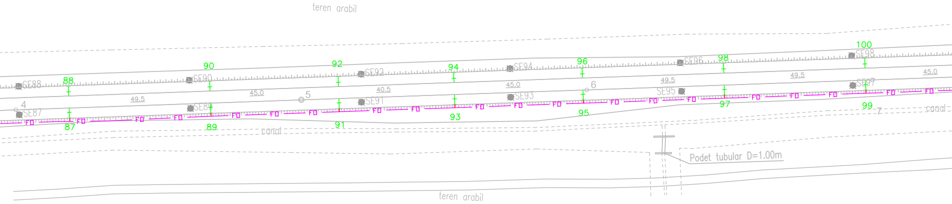
E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–


teren arabil
100
SE98
90
92
SE92
94
SE94
96
SE96
98
SE88
88
SE90
49.5
45.0
40.5
45.0
49.5
45.0
5
6
SE95
SE97
4
SE87
SE89
SE91
SE93
FO
87
89
91
93
95
97
99
7
canal
canal
Podet tubular D=1.00m
teren arabil

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/–

99	
H	697.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

–	–
–	–

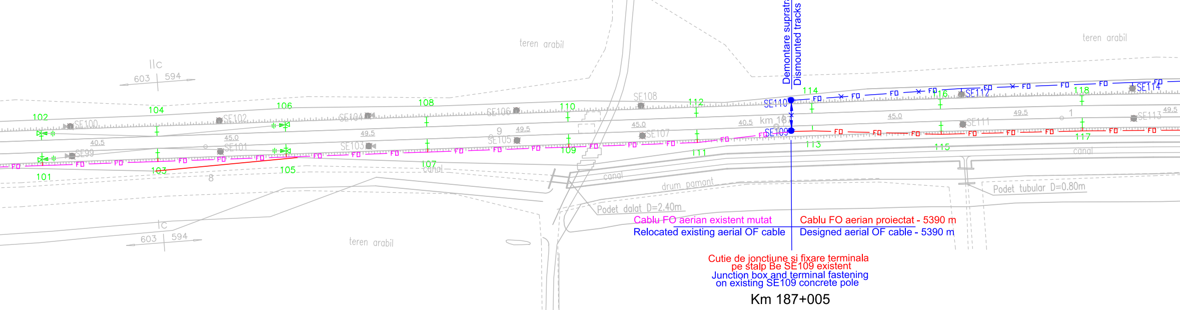
E1	
5500	–
1400	–
6900	DD
−200	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
−250	CO/–


Demontare supratraversare CF
Dismounted tracks over crossing
teren arabil
teren arabil
teren arabil
IIc
603
594
Ic
603
594
102
104
106
108
110
112
114
116
118
101
103
105
107
109
111
113
115
117
SE99
SE100
SE101
SE102
SE103
SE104
SE105
SE106
SE107
SE108
SE109
SE110
SE111
SE112
SE113
SE114
FO
40.5
45.0
49.5
km 187
canal
drum pamant
Podet dalat D=2.40m
Podet tubular D=0.80m

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

101	
H	742.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

103	
H	783
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

105	
H	828
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

107	
H	877.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

109	
H	927
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

111	
H	972
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

113	
H	012.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

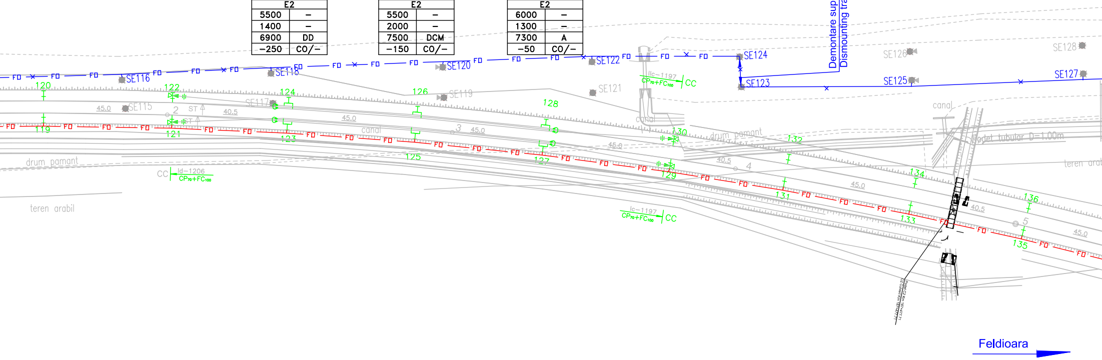
115	
H	057.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−150	CO/–

117	
H	107
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

–	–	An	–	–	–	–	–	–	–	An	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	6000	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1300	–	1300	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DD	6900	DD	7300	A	6800	DCM	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD
−100	CO/–	−250	CO/–	−450	CO/–	−350	CO/–	−250	CO/–	−250	CO/–	−250	CO/–	−250	CO/–	−250	CO/–
				E2		E2		E2									
				5500	–	5500	–	6000	–								
				1400	–	2000	–	1300	–								
				6900	DD	7500	DCM	7300	A								
				−250	CO/–	−150	CO/–	−50	CO/–								


Demontare supratraversare CF
Dismounting tracks over-crossing
SE115
SE116
SE117
SE118
SE119
SE120
SE121
SE122
SE123
SE124
SE125
SE126
SE127
SE128
FD
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
ST 4
45.0
40.5
canal
drum pamant
teren arabil
CC
Id–1206
CP70+FC100
Ic–1197
CP70+FC100
CC
podet tubular D=1.00m
Feldioara

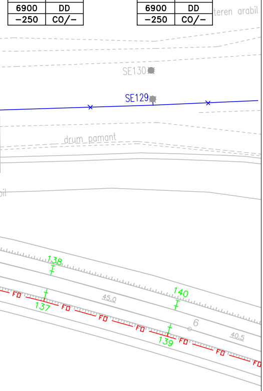
119		121		123		125		127		129		131		133		135	
H	156.5	H	201.5	H	242	H	287	H	332	H	377	H	417.5	H	462.5	H	503
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	An	–	–	–	–	–	–	–	An	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	6000	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1300	–	2000	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DI	6900	DI	7300	A	7500	ICM	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI
+100	CO/–	+250	CO/–	+450	CO/–	+350	CO/–	+250	CO/–	+250	CO/–	+250	CO/–	+250	CO/–	+250	CO/–
				E2		E2		E2									
				5500	–	5500	–	6000	–								
				1400	–	1300	–	1300	–								
				6900	DI	6800	ICM	7300	A								
				+250	CO/–	+150	CO/–	+50	CO/–								

–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–


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

137	
H	548
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

139	
H	593
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

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 n
linii c.f. pe întreg intervalul şi plantarea noilor stâlpi metalici ai linie de tracţiune, dup
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 c
fixare mediană pe stâlpul H47.

b) începând de la stâlpul SE109 se va instala un cablu cu fibre optice nou de-a lu
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 fa
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 p
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 metal
poles of the traction line as follows:

a) between the Y end of Bod station and the SE109 pole the existing fiber optic cable w
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 installe
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 place
on different sides of the railway tracks and that they preserve their position on the whole
distance between stations (without crossing the rail tracks).