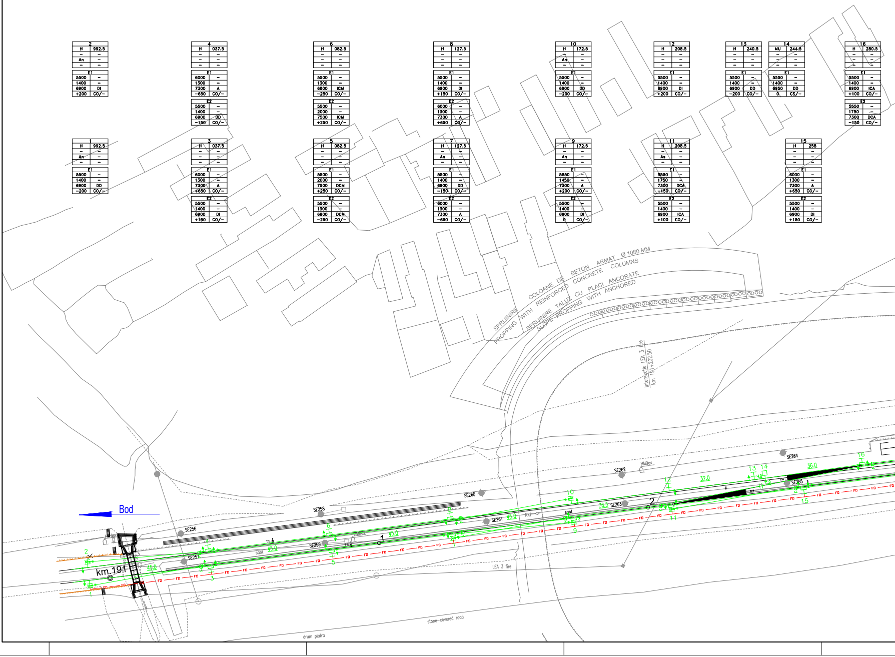

SPRIJINIRE COLOANE DE BETON ARMAT Ø 1080 MM
PROPPING WITH REINFORCED CONCRETE COLUMNS
SPRIJINIRE TALUZ CU PLACI ANCORATE
SLOPE PROPPING WITH ANCHORED
Intersectie LEA 3 fire
km 191+202.50
Bod
km.191
SE256
SE257
SE258
SE259
SE260
SE261
SE262
SE263
SE264
SE265
HM9ex
RXI
sont
TS
45.0
36.5
32.0
4.0
36.0
FD
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
LEA 3 fire
stone-covered road
drum piatra
E

2	
H	992.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

4	
H	037.5
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
–650	CO/–
E2	
5500	–
1400	–
6900	DD
–150	CO/–

6	
H	082.5
–	–
–	–
–	–
E1	
5500	–
1300	–
6800	ICM
–250	CO/–
E2	
5500	–
2000	–
7500	ICM
+250	CO/–

8	
H	127.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+150	CO/–
E2	
6000	–
1300	–
7300	A
+650	CO/–

10	
H	172.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

12	
H	208.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

13	
H	240.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

14	
MU	244.5
–	–
–	–
–	–
E1	
5550	–
1400	–
6950	DD
0	CS/–

16	
H	280.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	ICA
+100	CO/–
E2	
5550	–
1750	–
7300	DCA
–150	CO/–

1	
H	992.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

3	
H	037.5
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
+650	CO/–
E2	
5500	–
1400	–
6900	DI
+150	CO/–

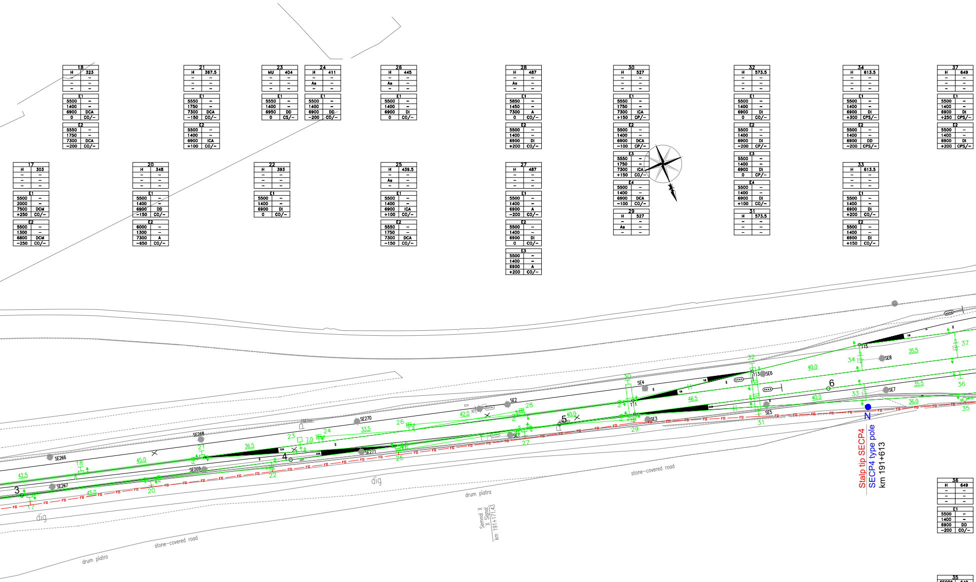
5	
H	082.5
–	–
–	–
–	–
E1	
5500	–
2000	–
7500	DCM
+250	CO/–
E2	
5500	–
1300	–
6800	DCM
–250	CO/–

7	
H	127.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–150	CO/–
E2	
6000	–
1300	–
7300	A
–650	CO/–

9	
H	172.5
–	–
An	–
–	–
E1	
5850	–
1450	–
7300	A
+200	CO/–
E2	
5500	–
1400	–
6900	DI
0	CO/–

11	
H	208.5
–	–
As	–
–	–
E1	
5550	–
1750	–
7300	DCA
–150	CO/–
E2	
5500	–
1400	–
6900	ICA
+100	CO/–

15	
H	258
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
+650	CO/–
E2	
5500	–
1400	–
6900	DI
+150	CO/–



Stalp tip SECP4
SECP4 type pole
km 191+613
Semnal X
X Signal
km 191+171.43
drum piatra
stone-covered road
dig
N
SE2
SE3
SE4
SE5
SE6
SE7
SE8
SE266
SE267
SE268
SE269
SE270
SE271
3
4
5
6
17
18
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
42.5
45.0
45.0
36.5
33.5
7.0
42.0
40.0
46.5
40.0
40.0
35.5
35.5
36.0
FD

17	
H	303
–	–
–	–
–	–
E1	
5500	–
2000	–
7500	DCM
+250	CO/–
E2	
5500	–
1300	–
6800	DCM
–250	CO/–

18	
H	323
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DCA
0	CO/–
E2	
5550	–
1750	–
7300	DCA
–200	CO/–

20	
H	348
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–150	CO/–
E2	
6000	–
1300	–
7300	A
–650	CO/–

21	
H	367.5
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	DCA
–150	CO/–
E2	
5500	–
1400	–
6900	ICA
+100	CO/–

22	
H	393
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–

23	
MU	404
–	–
–	–
–	–
E1	
5550	–
1400	–
6950	DD
0	CS/–

24	
H	411
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

25	
H	439.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	ICA
+100	CO/–
E2	
5550	–
1750	–
7300	DCA
–150	CO/–

26	
H	445
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–

27	
H	487
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	A
–200	CO/–
E2	
5500	–
1400	–
6900	DI
0	CO/–
E3	
5500	–
1400	–
6900	A
+200	CO/–

28	
H	487
–	–
As	–
–	–
E1	
5850	–
1450	–
7300	A
0	CO/–
E2	
5500	–
1400	–
6900	DI
+200	CO/–

29	
H	527
–	–
As	–
–	–

30	
H	527
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	ICA
+150	CP/–
E2	
5500	–
1400	–
6900	DCA
–100	CP/–
E3	
5550	–
1750	–
7300	ICA
+150	CO/–
E4	
5500	–
1400	–
6900	DCA
–100	CO/–

31	
H	573.5
–	–
–	–
–	–

32	
H	573.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–
E2	
5500	–
1400	–
6900	DI
–200	CP/–
E3	
5500	–
1400	–
6900	DI
0	CP/–
E4	
5500	–
1400	–
6900	DI
+100	CO/–

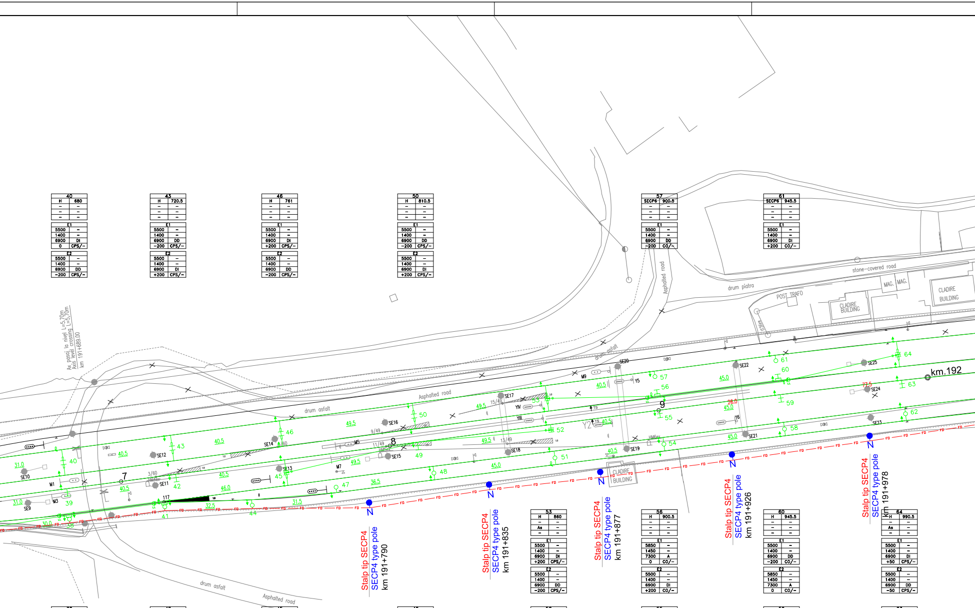
33	
H	613.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–
E2	
5500	–
1400	–
6900	DI
+150	CO/–

34	
H	613.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+300	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

35	
SECP6	649
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

36	
H	649
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

37	
H	649
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–


Ax pasaj la nivel L=5,70m
Axis level crossing L=5,70m
km 191+689.00
drum asfalt
Asphalted road
stone-covered road
drum piatra
POST TRAFO
CLADIRE BUILDING
MAG.
MAG.
km.192
7
8
9
M1
M3
M5
M7
M9
Y5
Y6
Y2
YIV
YIII
SE9
SE10
SE11
SE12
SE13
SE14
SE15
SE16
SE17
SE18
SE19
SE20
SE21
SE22
SE23
SE24
SE25
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
117
3/60
9/49
11/49
13/49
15/49
14/60
FD
N
Stalp tip SECP4
SECP4 type pole
km 191+790
Stalp tip SECP4
SECP4 type pole
km 191+835
Stalp tip SECP4
SECP4 type pole
km 191+877
Stalp tip SECP4
SECP4 type pole
km 191+926
Stalp tip SECP4
SECP4 type pole
km 191+978

40	
H	680
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

43	
H	720.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

46	
H	761
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

50	
H	810.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

57	
SECP6	900.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

61	
SECP6	945.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

53	
H	860
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

56	
H	900.5
–	–
–	–
–	–
E1	
5850	–
1450	–
7300	A
0	CO/–
E2	
5500	–
1400	–
6900	DI
+200	CO/–

60	
H	945.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–
E2	
5850	–
1450	–
7300	A
0	CO/–

64	
H	990.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
+50	CPS/–
E2	
5500	–
1400	–
6900	DD
–50	CPS/–

39	
H	680
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

42	
H	720.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

45	
H	761
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

49	
H	810.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

52	
H	860
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

55	
H	900.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

59	
H	945.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

63	
H	990.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+50	CO/–

38	
SECP6	680
–	–
–	–
–	–
E1	
5850	–
1450	–
7300	A
–250	CO/–
E2	
5500	–
1400	–
6900	DD
–50	CO/–

41	
SECP6	714.5
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	ICA
+150	CO/–
E2	
5500	–
1400	–
6900	DCA
–100	CO/–

44	
SECP6	747
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–100	CO/–

47	
SECP6	778.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+300	CO/–

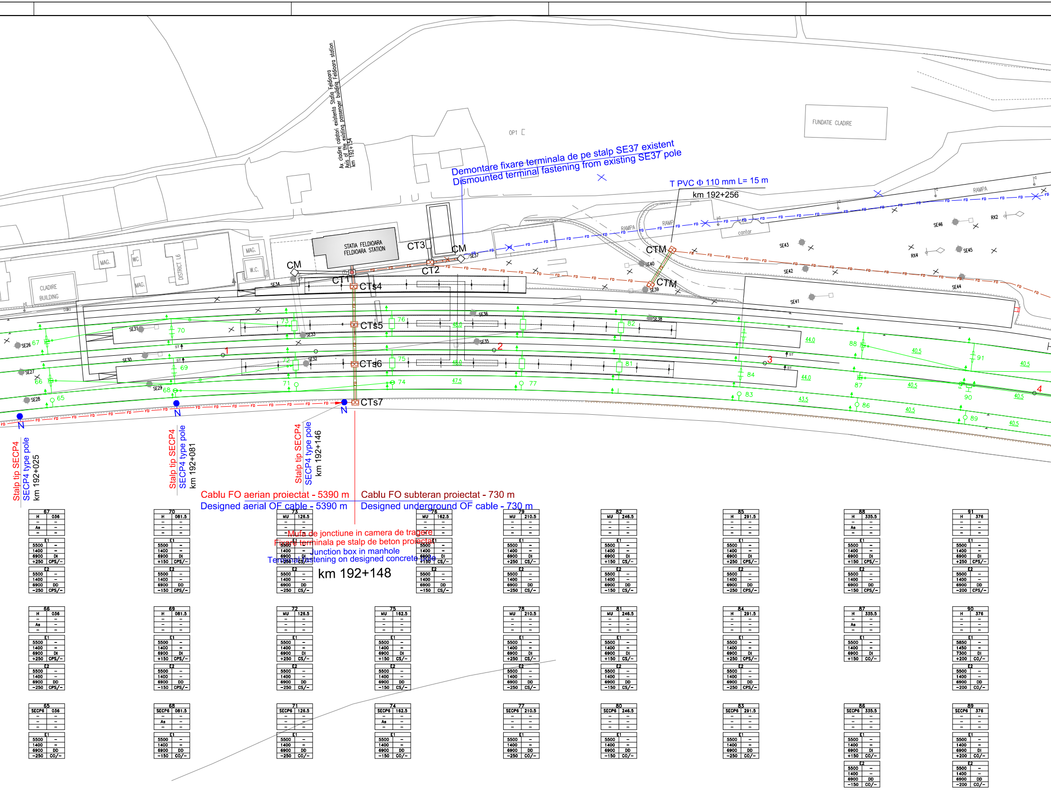
48	
SECP6	815
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–
E2	
5500	–
1400	–
6900	DD
–200	CO/–

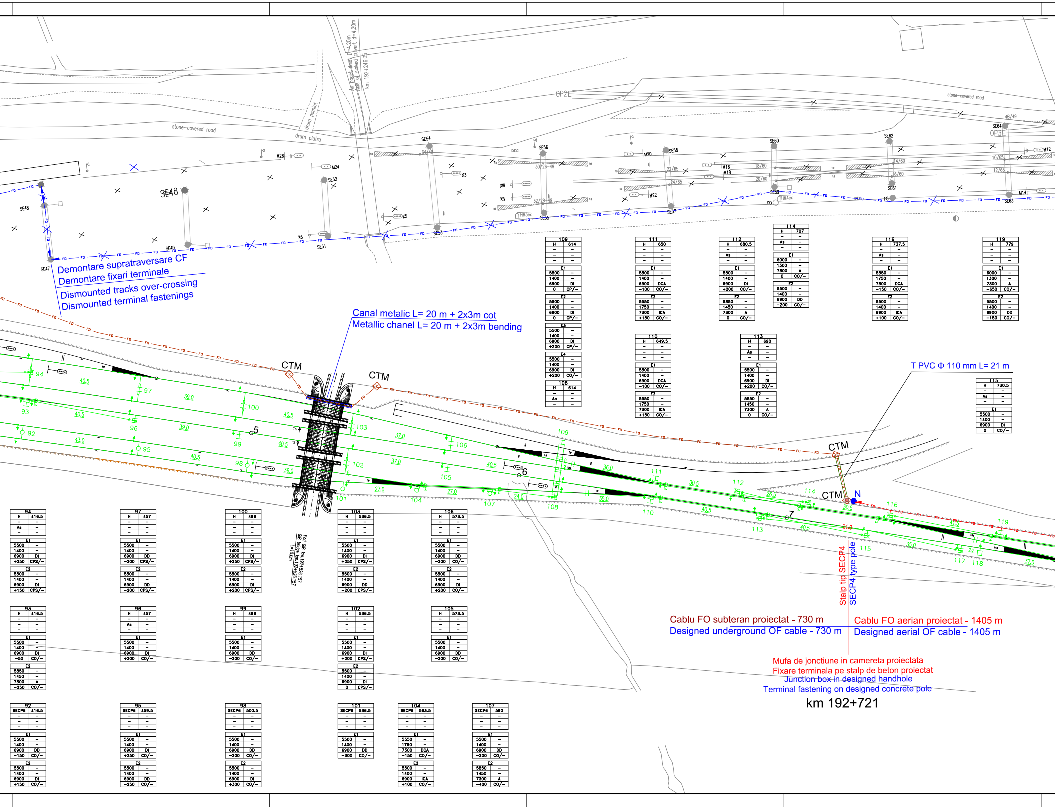
51	
SECP6	860
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–
E2	
5500	–
1400	–
6900	DD
0	CO/–

54	
SECP6	900.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–
E2	
5500	–
1400	–
6900	DI
+200	CO/–

58	
SECP6	945.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–
E2	
5500	–
1400	–
6900	DD
–200	CO/–

62	
SECP6	990.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+50	CO/–
E2	
5500	–
1400	–
6900	DD
–50	CO/–


Ax cladire calatori existenta Statia Feldioara
Axis of the existing passenger building Feldioara station
km 192+154
Demontare fixare terminala de pe stalp SE37 existent
Dismounted terminal fastening from existing SE37 pole
T PVC Φ 110 mm L= 15 m
km 192+256
FUNDATIE CLADIRE
OP1
STATIA FELDIOARA
FELDIOARA STATION
CLADIRE BUILDING
DISTRICT L6
MAG.
WC
W.C.
RAMPA
RAMP
cantar
CM
CT1
CT2
CT3
CTs4
CTs5
CTs6
CTs7
CTM
SE26
SE27
SE28
SE29
SE30
SE31
SE32
SE33
SE34
SE35
SE36
SE37
SE38
SE39
SE40
SE41
SE42
SE43
SE44
SE45
SE46
RX2
RX4
1
2
3
4
N
Stalp tip SECP4
SECP4 type pole
km 192+025
Stalp tip SECP4
SECP4 type pole
km 192+081
Stalp tip SECP4
SECP4 type pole
km 192+146
Cablu FO aerian proiectat - 5390 m
Designed aerial OF cable - 5390 m
Cablu FO subteran proiectat - 730 m
Designed underground OF cable - 730 m
Mufa de jonctiune in camera de tragere
Fixare terminala pe stalp de beton proiectat
Junction box in manhole
Terminal fastening on designed concrete pole
km 192+148


stone–covered road
drum pamint
drum piatra
Ax podet dalat D=4,20m
Axis of slabed culvert d=4,20m
km 192+246,06
OP2E
OP3E
SE47
SE48
SE49
SE51
SE52
SE53
SE54
SE55
SE56
SE57
SE58
SE59
SE60
SE61
SE62
SE63
SE64
M14
M16
M18
M20
M22
M24
M26
X3
X5
X6
XIII
XIV
CTM
FO
Pod GB km 192+526,157
GB bridge km 192+526,157
L=10,0m
N

Demontare supratraversare CF
Demontare fixari terminale
Dismounted tracks over-crossing
Dismounted terminal fastenings

Canal metalic L= 20 m + 2x3m cot
Metallic chanel L= 20 m + 2x3m bending

T PVC Φ 110 mm L= 21 m

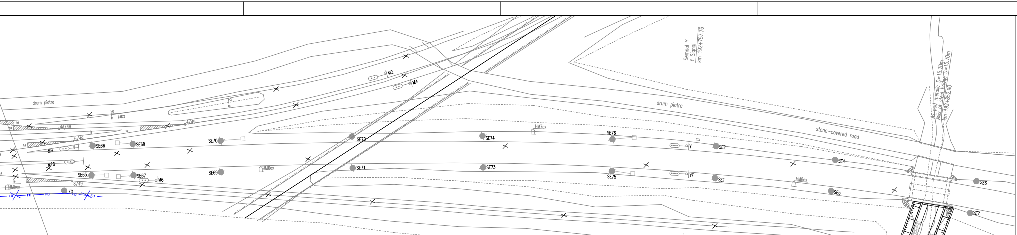
Stalp tip SECP4
SECP4 type pole

Cablu FO subteran proiectat - 730 m
Designed underground OF cable - 730 m

Cablu FO aerian proiectat - 1405 m
Designed aerial OF cable - 1405 m

Mufa de jonctiune in camereta proiectata
Fixare terminala pe stalp de beton proiectat
Junction box in designed handhole
Terminal fastening on designed concrete pole

km 192+721


drum piatra
4A/49
6/49
4/49
8/49
M2
M4
M6
M8
M10
SE65
SE66
SE67
SE68
SE69
SE70
SE71
SE72
SE73
SE74
SE75
SE76
SE1
SE2
SE4
SE5
SE6
SE7
HM5ex
HM6ex
HM7ex
HM8ex
FO
FO
Y
YF
Semnal Y
Y Signal
km 192+757.76
drum piatra
stone-covered road
Ax pod metalic D=15.70m
Axis of steel bridge D=15.70m
km 192+852.90
Semnal YF
YF Signal
km 192+758.56

121	
H	824
–	–
–	–
–	–

E1	
5500	–
1300	–
6800	ICM
-250	CO/–

E2	
5500	–
2000	–
7500	ICM
+250	CO/–

124	
H	869
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

E2	
5500	–
1400	–
6900	A
+650	CO/–

126	
H	904.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
-200	CO/–

129	
H	936
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

131	
H	968.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	ICA
+100	CO/–

E2	
5550	–
1750	–
7300	DCA
-150	CO/–

133	
H	994.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/–

E2	
5850	–
1450	–
7300	A
+200	CO/–

135	
H	031
–	–
An	–
–	–

E1	
6000	–
1300	–
7300	A
-650	CO/–

E2	
5500	–
1400	–
6900	DD
-150	CO/–

137	
H	071.5
–	–
–	–
–	–

E1	
5500	–
1300	–
6800	ICM
-250	CO/–

E2	
5500	–
2000	–
7500	ICM
+250	CO/–

139	
H	116.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

E2	
6000	–
1300	–
7300	A
+650	CO/–

141	
H	161.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
-200	CO/–

120	
H	809
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	ICA
+100	CO/–

E2	
5550	–
1750	–
7300	DCA
-150	CO/–

122	
H	854
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	DCA
0	CO/–

E2	
5500	–
1400	–
6900	DCA
-200	CO/–

125	
H	896.5
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	DCA
-150	CO/–

E2	
5500	–
1400	–
6900	ICA
+100	CO/–

127	
MU	932
–	–
–	–
–	–

E1	
5550	–
1400	–
6950	DD
0	CS/–

128	
H	936
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
-200	CO/–

130	
H	968.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

132	
H	994.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
-200	CO/–

134	
H	031
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+650	CO/–

E2	
5500	–
1400	–
6900	DI
+150	CO/–

136	
H	071.5
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	DCM
+250	CO/–

E2	
5500	–
1300	–
6800	DCM
-250	CO/–

138	
H	116.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
-150	CO/–

E2	
6000	–
1300	–
7300	A
-650	CO/–

140	
H	161.5
–	–
An	–
–	–

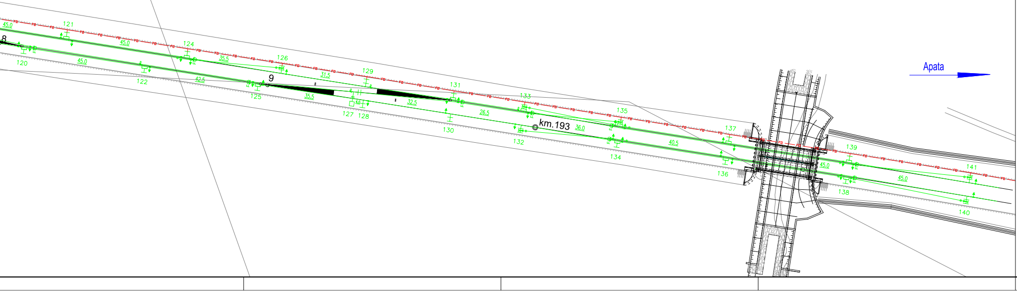
E1	
5500	–
1400	–
6900	DI
+200	CO/–

117	
H	765.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
-200	CO/–

118	
MU	772.5
–	–
–	–
–	–

E1	
5550	–
1400	–
6950	DD
0	CS/–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127
128
32.5
131
130
26.5
133
km.193
36.0
132
135
134
40.5
137
136
139
45.0
138
45.0
141
140
FO
Apata

LEGENDA TELECOMUNICATII
TELECOMMUNICATIONS LEGEND:

— FO — FO —	Cablu FO aerian proiectat Designed aerial OF cable
— FO — FO —	Cablu FO existent OF existing cable
— FO — FO —	Cablu FO subteran proietat Designed underground OF cable
—✕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 Preserved existing concrete pole
●	Stalp de beton existen - demontat Dismounted existing concrete pole
CT □	Camera de tragere existenta (Faza 1)/ Existing manhole (1st Phase)
CM ◇	Camereta de beton existenta(Faza 1) / Existing concrete handhole(1st Phase)
CM ◇	Camereta de beton proiectata / Designed concrete handhole
═FO═FO═	Canalizatie telefonica cu tevi PVC Telephone conduit with PVC pipes
▭	Subtraversare linii CF / drum cu tevi PVC Rail track / road under-crossing with PVC pipes
▭	Teava de otel de 2,5" Steel pipe of 2,5"

DESCRIEREA LUCRĂRILOR

Lucrările de protejare a cablului cu fibre optice existent se vor realiza în 2 faze.

Faza 2

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

A. Capătul X al staţiei

a) Instalarea unui cablu cu fibre optice nou, între semnalul de intrare X (începând de la stâlpul SE109 de pe intervalul Bod - Feldioara) şi clădirea staţiei Feldioara, de-a lungul noului dispozitiv de linii c.f. al staţiei pe stâlpii metalici de pe partea dreaptă a căii ferate.
Pe porţiunea unde stâlpii LC sunt între linii se vor planta stâlpi de beton în afara liniilor c.f.

b) Pentru introducerea cablului cu fibre optice în sala de echipamente Tc din clădirea de călători se va realiza o subtraversare a liniilor c.f. în dreptul clădirii.

c) După preluarea comunicaţiilor pe cablul cu fibre optice proiectat pe intervalul Bod -Feldioara, se va demonta cablul instalat în faza 1.

B. Capătul Y al staţiei

Instalarea de cabluri cu fibre optice nou de-a lungul noului dispozitiv de linii c.f. din capătul Y al staţiei.

a) Un cablu cu fibre optice de tip subteran instalat între clădirea staţiei şi stâlpul proiectat de la km 192+721:
- cablul subteran se pozează în canalizaţia telefonică şi în săpătură
- la subtraversări de linii CF sau drumuri cablul se protejează cu ţevi PVC, iar pe poduri cu ţevi de oţel
- în punctele de schimbare a direcţiei se vor monta camerete.

b) Un cablul cu fibre optice de tip aerian se va instala între stâlpul proiectat de la km 192+721 semnalul de intrare Y (fiind final pe stâlpul SE41 de pe intervalul Feldioara - Apaţa).de-a lungul căii ferate pe stâlpii metalici de pe partea stângă a căii ferate.
Joncţionarea cablului subteran cu cel aerian se va face în cameretа de lîngă stâlpul proiectat km 192+721.

c) După preluarea comunicaţiilor pe cablurile cu fibre optice proiectate, se va demonta cablul existent.

DESCRIPTION OF THE WORKS

The protection of the existing fiber optic cable will be performed in 2 phases.

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 and the planting of the new metallic poles of the traction line as follows:

A. X end of station

a) Installation of a new fiber optic cable between the X entrance signal (further on the SE109 pole from the Bod - Feldioara section) and Feldioara station building, along the new railway tracks on the metallic poles placed on the right side of tracks.
On the portion where the contact line poles are between tracks it will be planted concrete poles outside the rail tracks.

b) For the cable introduction in the telecommunication equipment room in the station building it will be performed a under-crossing of the railway tracks in front of the building.

c) After taking over the communications on the designed fibre optic cable on the Bod - Feldioara section, the cable installed in the 1st phase will be dismounted.

B. Y end of station

Installing new fiber optic cables along the new railway tracks in the Y end of station.

a) One underground type fiber optic cable installed between the station building and the designed pole at km 192+721:
- the underground cable is laid in the telephone conduit and in trench.
- at the railways or roads under-crossing the cable will be protected with PVC pipes and on the bridges with steel pipes
- In the direction change points it will be mounted handholes.

b) One aerial type fiber optic cable will be installed between the designed pole at km 192+721 and the Y entrance signal (being final on the SE41 pole from the Feldioara - Apaţa section) along the new railway tracks on the metallic poles placed on the left side of tracks
The junction of the underground and aerial cables will be made in the handhole placed near the designed pole km 192+721.

c) After taking over the communications on the designed fibre optic cables, the existing cable will be dismounted.

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. Gambeli		
Verificat Checked	Expert Verificator Checking Expert	Pino Amodio		

SUBCONTRACTANT / SUBCONTRACTOR

AREX

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

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulaţia trenurilor cu viteza maximă de 160 km/h,
Tronsonul : Braşov - Sighişoara
Rehabilitation of the railway line Braşov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h,
Section : Braşov - Sighişoara

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 - statia FELDIOARA station - Layout Plan
Removal and protection of existing OF cable - 2nd Phase

Codificare / Codification System	Scara / Scale 1:500	LOT / LOT	Nr. / No 02 / 02
EA51 01 C 07 L8 TC 03 3 1 001 2			