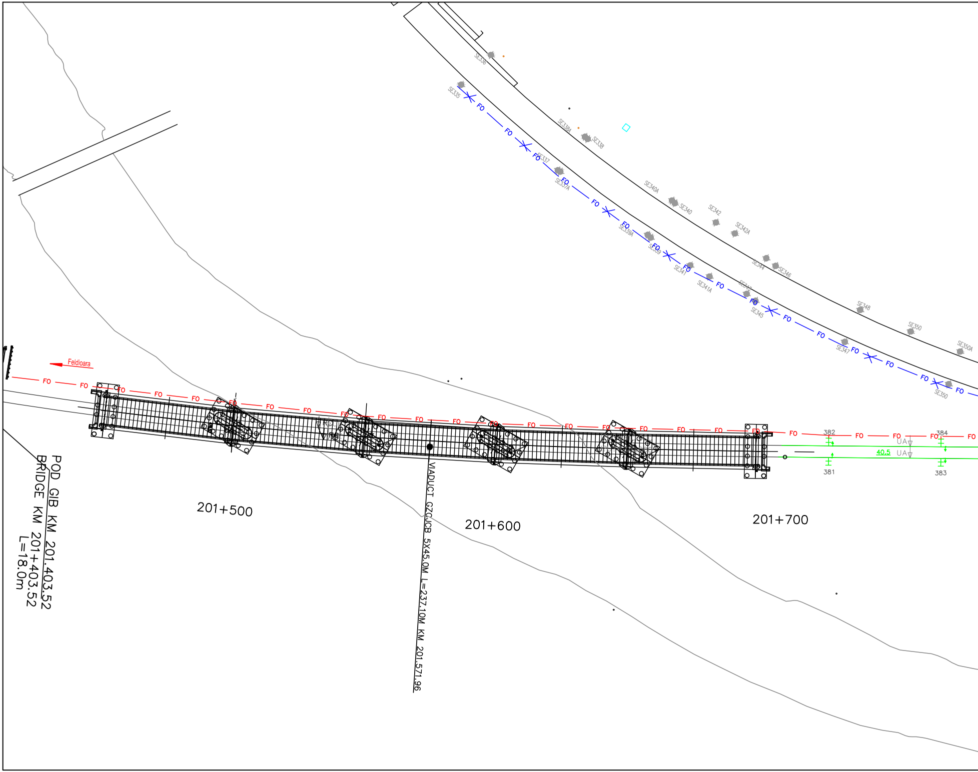
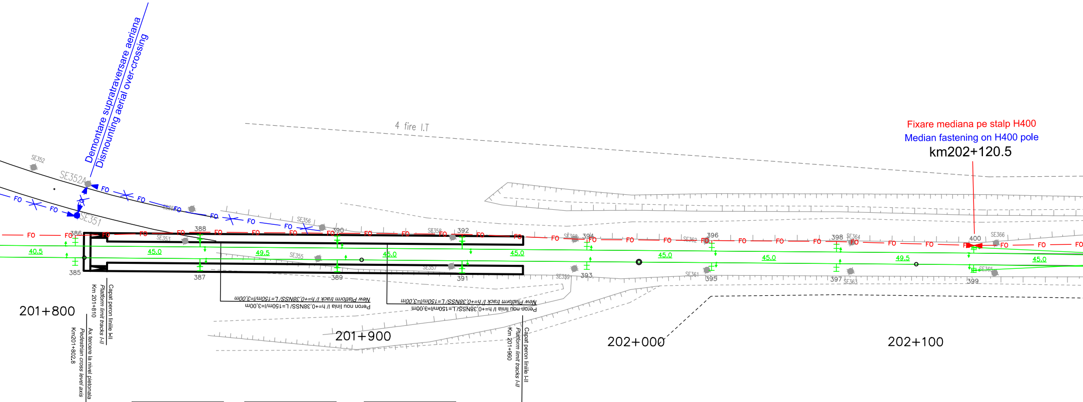

SE336
SE335
FO
SE338A
SE338
SE337
SE337A
SE340A
SE340
SE342
SE342A
SE339A
SE339
SE341
SE341A
SE344
SE346
SE343
SE345
SE348
SE350
SE347
SE350A
SE350
Feldioara
FO
382
384
381
383
40.5
UA
UA
201+500
201+600
201+700
POD GIB KM 201.403.52
BRIDGE KM 201+403.52
L=18.0m
VIADUCT GZCJCB 5X45.0M L=237.10M KM 201.571.96

382		384		386		388		390		392		394		396	
H	715	H	756	H	796.5	H	841.5	H	891	H	936	H	981	H	026
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E		E		E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–


Demontare supratraversare aeriana
Dismounting aerial over-crossing
4 fire I.T
Fixare mediana pe stalp H400
Median fastening on H400 pole
km202+120.5
SE352
SE352A
SE351
SE353
SE355
SE356
SE357
SE358
SE359
SE360
SE361
SE362
SE363
SE364
SE365
SE366
FO
386
388
390
392
394
396
398
400
385
387
389
391
393
395
397
399
40.5
45.0
49.5
45.0
45.0
45.0
45.0
45.0
49.5
45.0
201+800
201+900
202+000
202+100
Capat peron liniile I-II
Platform limit tracks I-II
Km 201+810
Ax traversare la nivel pietonala
Pedestrian cross level axis
Km201+802.8
New Platform track I/ h=+0,38NSS/ L=150m/ l=3,00m
Peron nou linia I/ h=+0,38NSS/ L=150m/ l=3,00m
New Platform track I/ h=+0,38NSS/ L=150m/ l=3,00m
Peron nou linia I/ h=+0,38NSS/ L=150m/ l=3,00m
Capat peron liniile I-II
Platform limit tracks I-II
Km 201+960

381		383		385		387		389		391		393		395	
H	715	H	756	H	796.5	H	841.5	H	891	H	936	H	981	H	026
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E		E		E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–

398	
H	071
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

400	
H	120.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
–	CO/–

402	
H	165.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	DD
200	CO/–

404	
H	210.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	ID
200	CO/–

406	
H	255.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

408	
H	305
–	FCB
–	–
–	–

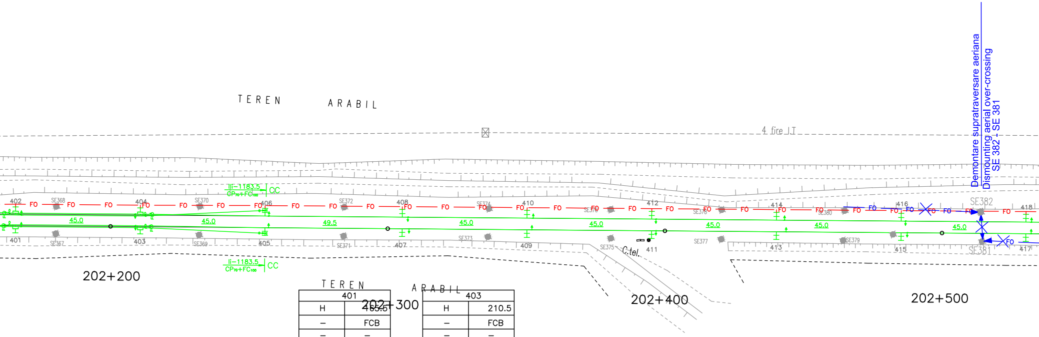
E	
–	–
–	–
–	ID
200	CO/–

410	
H	350
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

412	
H	395
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–


TEREN ARABIL
Demontare supratraversare aeriana
Dismounting aerial over-crossing
SE 382 - SE 381
4 fire JT
Ili–1183.5
CP70+FC100
CC
402
404
406
408
410
412
414
416
418
FO
SE368
SE370
SE372
SE374
SE376
SE378
SE380
SE382
45.0
49.5
401
403
405
407
409
411
413
415
417
SE367
SE369
SE371
SE373
SE375
SE377
SE379
SE381
C.tel.
Ili–1183.5
CP70+FC100
CC
202+200
TEREN ARABIL
202+300
202+400
202+500

401	
H	165.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	ID
200	CO/–

403	
H	210.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	DD
200	CO/–

397	
H	071
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

399	
H	120.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

405	
H	255.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

407	
H	305
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

409	
H	350
–	FCB
–	–
–	–

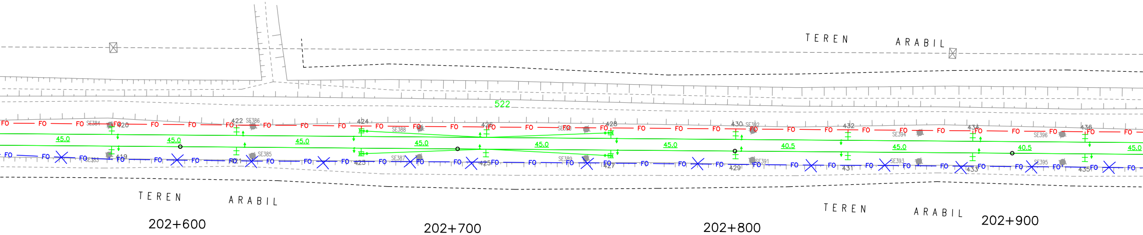
E	
–	–
–	–
–	ID
200	CO/–

411	
H	395
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

414		416		418		420		422		424		426		428		430	
H	440	H	485	H	530	H	575	H	620	H	665	H	710	H	755	H	800
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E		E		E		E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	–	CO/–	200	CO/–	200	CO/–	200	CO/–


TEREN ARABIL
TEREN ARABIL
TEREN ARABIL
522
45.0
40.5
FO
419
420
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
SE383
SE384
SE385
SE386
SE387
SE388
SE389
SE391
SE392
SE393
SE394
SE395
SE396
202+600
202+700
202+800
202+900

413		415		417		419		421		423		425		427		429	
H	440	H	485	H	530	H	575	H	620	H	665	H	710	H	755	H	800
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E		E		E		E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–

432	
H	840.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

434	
H	885.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

436	
H	926
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

438	
H	971
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

440	
H	016
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

442	
H	061
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

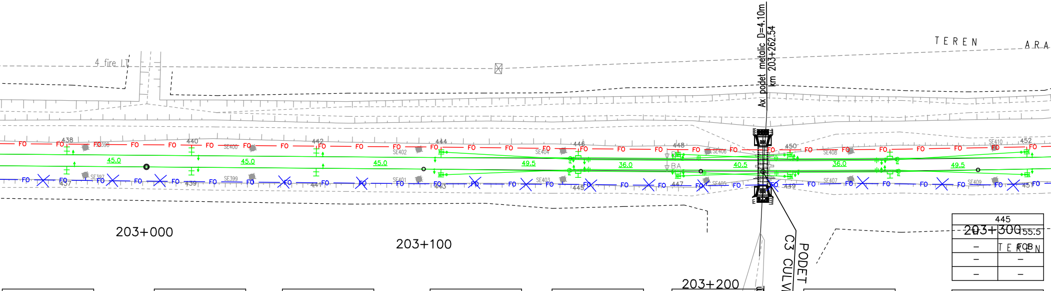
444	
H	106
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

446	
H	155.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	DD
200	CO/–


4 fire LT
T E R E N
A R A
Ax podet metalic D=4.10m
km 203+262.54
FO
438
SE398
440
SE400
442
444
SE402
446
SE404
448
SE406
450
SE408
SE410
452
45.0
45.0
45.0
49.5
36.0
40.5
36.0
49.5
BA
437
SE397
439
SE399
441
SE401
443
SE403
445
447
SE405
449
SE407
SE409
451
203+000
203+100
203+200
203+300
T E R E N
PODET C3 KM 203+222.43
C3 CULVERT KM 203+222.43
Subtraversare conducta apa D=0.60m
km 203+262.54

445	
	155.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	ID
200	CO/–

431	
H	840.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

433	
H	885.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

435	
H	926
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

437	
H	971
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

439	
H	016
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

441	
H	061
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

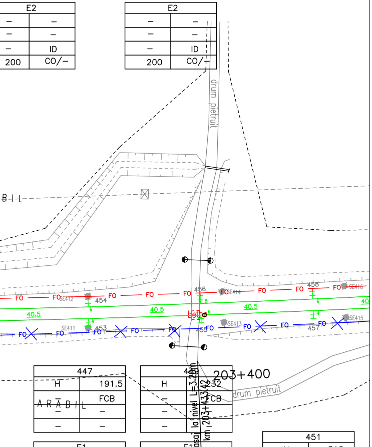
443	
H	106
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

448		450		452	
H	191.5	H	232	H	318
–	FCB	–	FCB	–	FCB
–	–	–	–	–	–
–	–	–	–	–	–

E1		E1		E	
–	–	–	–	–	–
–	–	–	–	–	–
–	DD	–	A	–	DD
200	CO/–	0	CO/–	200	CO/–

E2		E2	
–	–	–	–
–	–	–	–
–	ID	–	ID
200	CO/–	200	CO/–



A B I L
drum pietruit
FO
SE412
454
456
SE414
458
SE416
40.5
SE411
453
455
SE413
457
SE415
beton
203+400
drum pietruit
Ax pasaj la nivel L=3,20m
km 203+433,42
A R A B I L

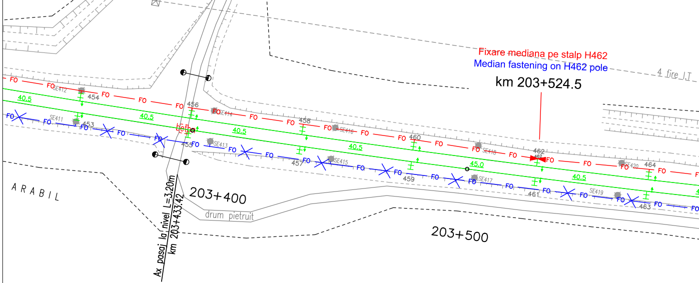
447		449		451	
H	191.5	H	232	H	318
–	FCB	–	FCB	–	FCB
–	–	–	–	–	–
–	–	–	–	–	–

E1		E1		E	
–	–	–	–	–	–
–	–	–	–	–	–
–	DD	–	A	–	ID
200	CO/–	0	CO/–	200	CO/–

E2		E2	
–	–	–	–
–	–	–	–
–	ID	–	DD
200	CO/–	200	CO/–

454		456		458		460		462		464	
H	358	H	398.5	H	439	H	479.5	H	524.5	H	565
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–

E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–
–	ID	–	DD	–	ID	–	DD	–	ID	–	DD
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–



A B I L
drum pietruit
4 fire IT
FO
SE412
454
456
SE414
458
SE416
460
SE418
462
SE420
464
40.5
45.0
SE411
453
455
SE413
457
SE415
459
SE417
461
SE419
463
beton
A R A B I L
203+400
drum pietruit
203+500
Ax pasaj la nivel L=3,20m
km 203+433,42

Fixare mediana pe stalp H462
Median fastening on H462 pole
km 203+524.5

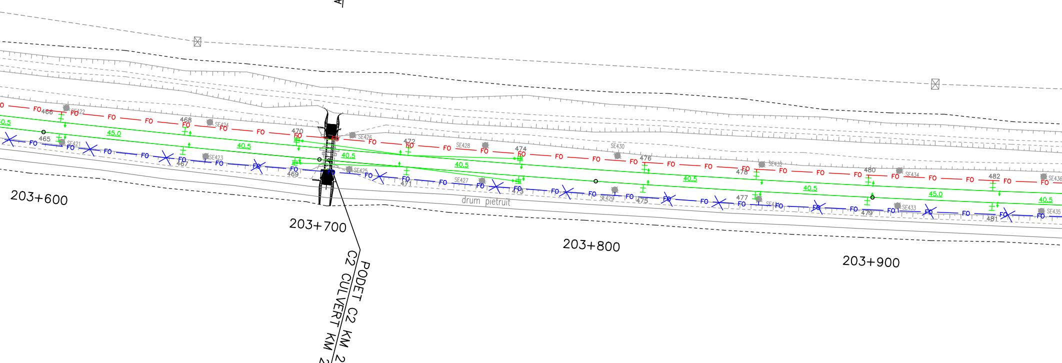
453		455		457		459		461		463	
H	358	H	398.5	H	439	H	479.5	H	524.5	H	565
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–

E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	ID	–	DD	–	ID	–	DD	–	ID
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–

466		468		470		472		474		476		478		480		482	
H	605.5	H	650.5	H	691	H	731.5	H	772	H	817	H	857.5	H	898	H	943
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E		E		E		E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–

Ax podet metalic D=4.30m
km 203+738.45



FO
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
SE421
SE422
SE423
SE424
SE425
SE426
SE427
SE428
SE429
SE430
SE432
SE433
SE434
SE435
SE436
40.5
45.0
203+600
203+700
203+800
203+900
drum pietruit

PODET C2 KM 203+703.43
C2 CULVERT KM 203+703.43

465		467		469		471		473		475		477		479		481	
H	605.5	H	650.5	H	691	H	731.5	H	772	H	817	H	857.5	H	898	H	943
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E		E		E		E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–

484	
H	983.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

486	
H	024
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

488	
H	064
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

490	
H	105
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

492	
H	150
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

494	
H	190.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

496	
H	231
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	DD
200	CO/–

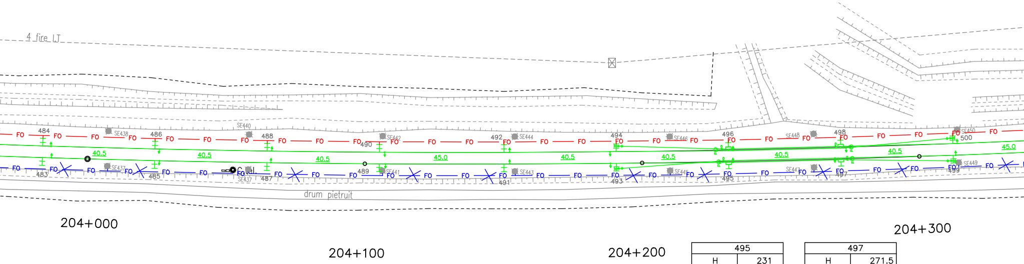
498	
H	271.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	ID
200	CO/–

500	
H	312
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–


4 fire LT
FO
40.5
45.0
484
486
488
490
492
494
496
498
500
483
485
487
489
491
493
495
497
499
SE437
SE438
SE440
SE441
SE442
SE443
SE444
SE445
SE446
SE447
SE448
SE449
SE450
drum pietruit
204+000
204+100
204+200
204+300

495	
H	231
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	ID
200	CO/–

497	
H	271.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	DD
200	CO/–

483	
H	983.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

485	
H	024
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

487	
H	064
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

489	
H	105
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

491	
H	150
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

493	
H	190.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

499	
H	312
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

502	
H	357
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

504	
H	397.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

506	
H	438
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

508	
H	478.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

510	
H	523.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

512	
H	564
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

514	
H	609
–	FCB
–	–
–	–

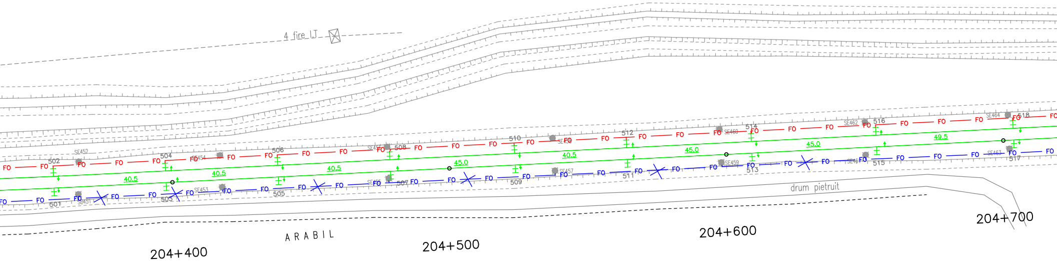
E	
–	–
–	–
–	ID
200	CO/–

516	
H	654
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

518	
H	703.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–


4 fire LT
FO
SE452
502
504
SE454
506
SE456
508
510
SE458
512
SE460
514
SE462
516
SE464
518
40.5
40.5
40.5
45.0
40.5
45.0
45.0
49.5
501
SE451
503
SE453
505
SE455
507
509
SE457
511
SE459
513
SE461
515
SE463
517
drum pietruit
ARABIL
204+400
204+500
204+600
204+700

501	
H	357
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

503	
H	397.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

505	
H	438
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

507	
H	478.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

509	
H	523.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

511	
H	564
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

513	
H	609
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

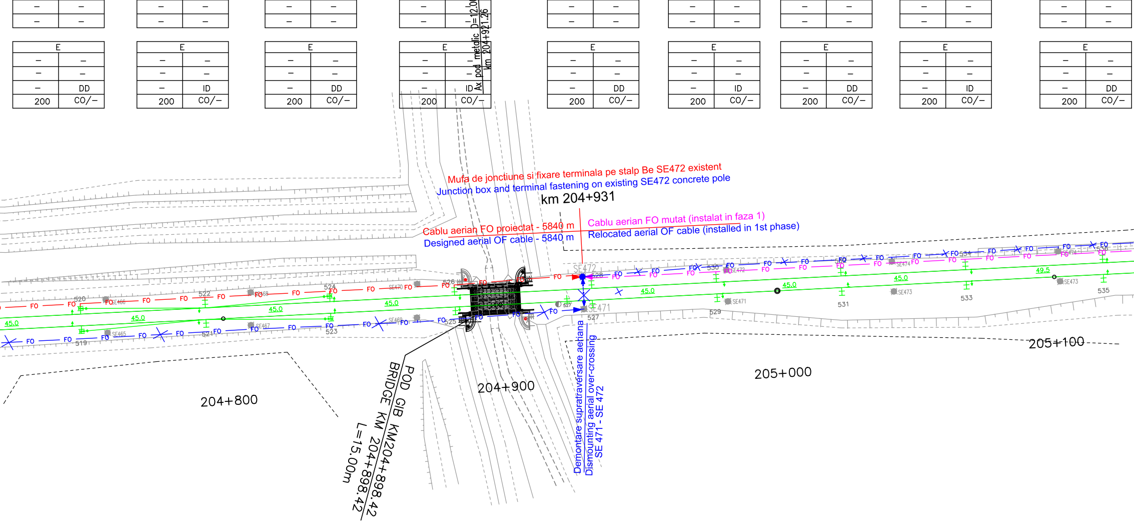
515	
H	654
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

517	
H	703.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

520	522	524	526	528	530	532	534	536
H 748.5	H 793.5	H 839	H 883.5	H 933	H 978	H 023	H 068	H 117.5
– FCB	– FCB	– FCB	– FCB	– FCB	– FCB	– FCB	– FCB	– FCB
– –	– –	– –	– –	– –	– –	– –	– –	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –
E	E	E	E	E	E	E	E	E
– –	– –	– –	– –	– –	– –	– –	– –	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –
– DD	– ID	– DD	– ID	– DD	– ID	– DD	– ID	– DD
200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–


Ax pod metalic D=12.00m
km 204+921.26
Mufa de jonctiune si fixare terminala pe stalp Be SE472 existent
Junction box and terminal fastening on existing SE472 concrete pole
km 204+931
Cablu aerian FO proiectat - 5840 m
Designed aerial OF cable - 5840 m
Cablu aerian FO mutat (instalat in faza 1)
Relocated aerial OF cable (installed in 1st phase)
SE472
SE471
Demontare supratraversare aeriana
Dismounting aerial over-crossing
SE 471 - SE 472
POD GIB KM204+898.42
BRIDGE KM 204+898.42
L=15.00m
204+800
204+900
205+000
205+100
45.0
49.5
FO
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
SE465
SE466
SE467
SE468
SE469
SE470
SE473
SE474

519	521	523	525	527	529	531	533	535
H 748.5	H 793.5	H 839	H 883.5	H 933	H 978	H 023	H 068	H 117.5
– FCB	– FCB	– FCB	– FCB	– FCB	– FCB	– FCB	– FCB	– FCB
– –	– –	– –	– –	– –	– –	– –	– –	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –
E	E	E	E	E	E	E	E	E
– –	– –	– –	– –	– –	– –	– –	– –	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –
– ID	– DD	– ID	– DD	– ID	– DD	– ID	– DD	– ID
200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–	200 CO/–

538	
H	162.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

540	
H	207.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

542	
H	252.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

544	
H	297.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	DD
200	CO/–

546	
H	347
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

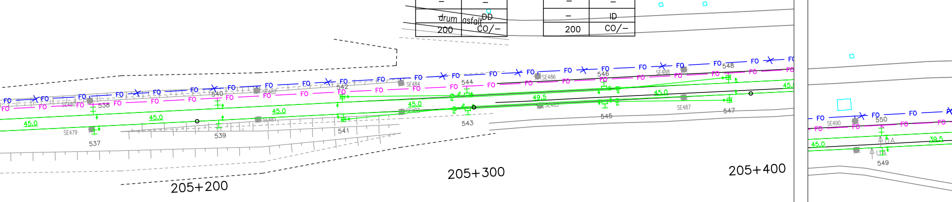
E2	
–	–
–	–
–	ID
200	CO/–

548	
H	392
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

550	
H	437
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–


drum asfalt
FO
45.0
49.5
39.5
537
538
539
540
541
542
543
544
545
546
547
548
549
550
SE479
SE480
SE481
SE482
SE483
SE484
SE485
SE486
SE487
SE488
SE490
205+200
205+300
205+400

543	
H	297.5
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	ID
200	CO/–

545	
H	347
–	FCB
–	–
–	–

E1	
–	–
–	–
–	A
0	CO/–

E2	
–	–
–	–
–	DD
200	CO/–

537	
H	162.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

539	
H	207.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	ID
200	CO/–

541	
H	252.5
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

547	
H	392
–	FCB
–	–
–	–

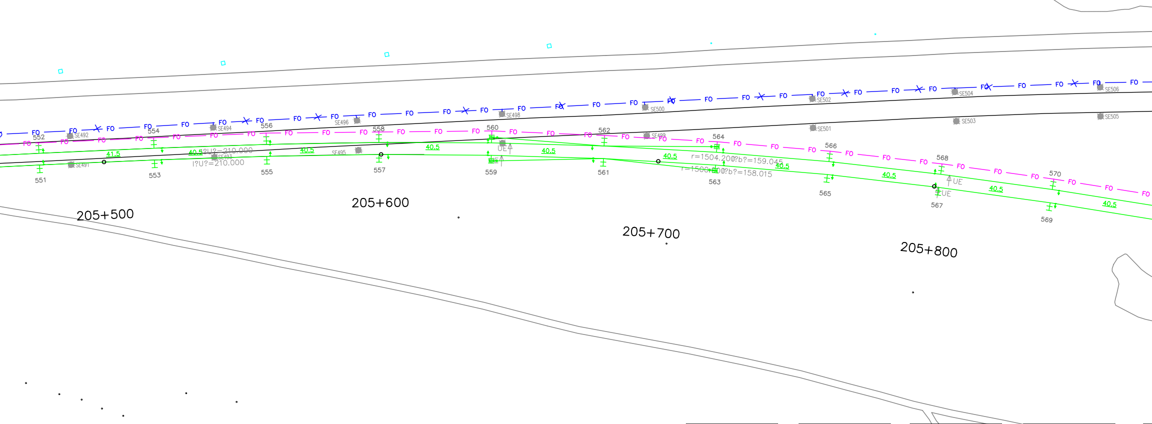
E	
–	–
–	–
–	ID
200	CO/–

549	
H	437
–	FCB
–	–
–	–

E	
–	–
–	–
–	DD
200	CO/–

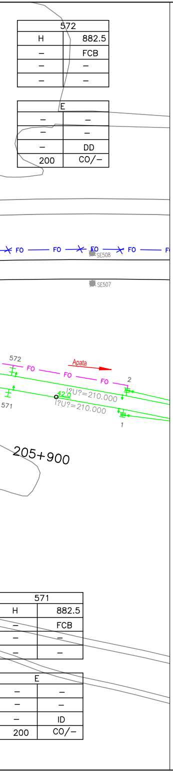
552		554		556		558		560		562		564		566		568		570	
H	476.5	H	518	H	559	H	599.5	H	639.5	H	680	H	720.5	H	761	H	801.5	H	842
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E		E		E		E		E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–


FO
SE491
SE492
SE493
SE494
SE495
SE496
SE498
SE499
SE500
SE501
SE502
SE503
SE504
SE505
SE506
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
41.5
40.5
?U?=210.000
I?U?=210.000
r=1504.200 ?b?=159.045
r=1500.000 ?b?=158.015
UE
205+500
205+600
205+700
205+800

551		553		555		557		559		561		563		565		567		569	
H	476.5	H	518	H	559	H	599.5	H	639.5	H	680	H	720.5	H	761	H	801.5	H	842
–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB	–	FCB
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E		E		E		E		E		E		E		E		E		E	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD	–	ID	–	DD
200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–	200	CO/–


572
H
882.5
–
FCB
E
DD
200
CO/–
FO
SE508
SE507
572
FO
Apata
2
1
42.0
!?U?=210.000
!?U?=210.000
571
205+900
571
H
882.5
FCB
E
ID
200
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 Preserved existing concrete pole
●	Stalp de beton existen - demontat Dismounted existing concrete pole

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. pe întreg intervalul şi plantarea noilor stâlpi metalici ai linie de tracţiune,

a) de-a lungul noii linii c.f. dintre staţia Feldioara şi stâlpul SE41 se instalează un cablu cu fibre optice nou pe stâlpii metalici de pe partea stângă a căii ferate.

b) între stâlpii SE41 - SE237 cablul cu fibre optice instalat în faza 1 pe partea stângă a căii ferate se va muta pe stâlpii metalici. Fixările mediane se vor reface pe stâlpii H100, H152 şi H214.

c) între stâlpii SE237 - SE472 se va instala un cablu cu fibre optice nou de-a lungul noii linii c.f. şi linia c.f. refăcută pe stâlpii metalici de pe partea dreaptă a căii ferate. Cablul proiectat va avea fixări mediane pe stâlpii metalici H334, H400 şi H462.

d) între stâlpul SE472 şi staţia Apaţa cablul cu fibre optice instalat în faza 1 se va muta pe stâlpii metalici de pe partea dreaptă a căii ferate.

g) După preluarea comunicaţiilor pe noile cabluri cu fibre optice, cablul provizoriu se va demonta.

NOTA: La stabilirea soluţiei s-a avut în vedere reducerea la minim a numărului de joncţionări a cablului cu fibre optice.

DESCRIPTION OF THE WORKS

The protection works 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 on the whole interval and the planting of the new metallic poles of the traction line as follows:

a) along the new railway tracks between Feldioara station and the SE41 pole it will be installed o new fiber optic cable on the metallic poles on the left side of tracks.

b) between the SE41 - SE237 poles the fiber optic cable installed in the 1st phase on the left side of tracks will be relocated on the metallic poles. The median fastenings will be remade on the H100, H152 and H214 poles.

c) between the SE237 - SE472 poles it will be installed o new fiber optic cable along the new railway tracks and along the remade tracks on the metallic poles on the right side of tracks.
The designed cable will have median fastenings on the H334, H400 and H462 metallic poles.

d) between the SE472 pole and Apaţa station the fiber optic cable installed in the 1st phase will be relocated on the metallic poles placed on the right side of tracks.

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

NOTE: Also the solution was established taking into account the diminution at minimum of the number of junctions of the fiber optic cable.

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	ªef proiect Project manager	R. Liuzza		
Aprobat Approved	Coordonator Secþiune 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	Trifan

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European,
pentru circulația 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 - int.Feldioara - Apata; Feldioara- Apata section - Layout Plan
Relocation and protection of existing OF cable - 2nd Phase

Codificare / Codification System	Scara / Scale 1:1000	LOT / LOT	Nr. / No 05 / 05

E	A	5	1	0	1	C	0	8	L	7	T	C	0	4	1	1	0	0	1	1