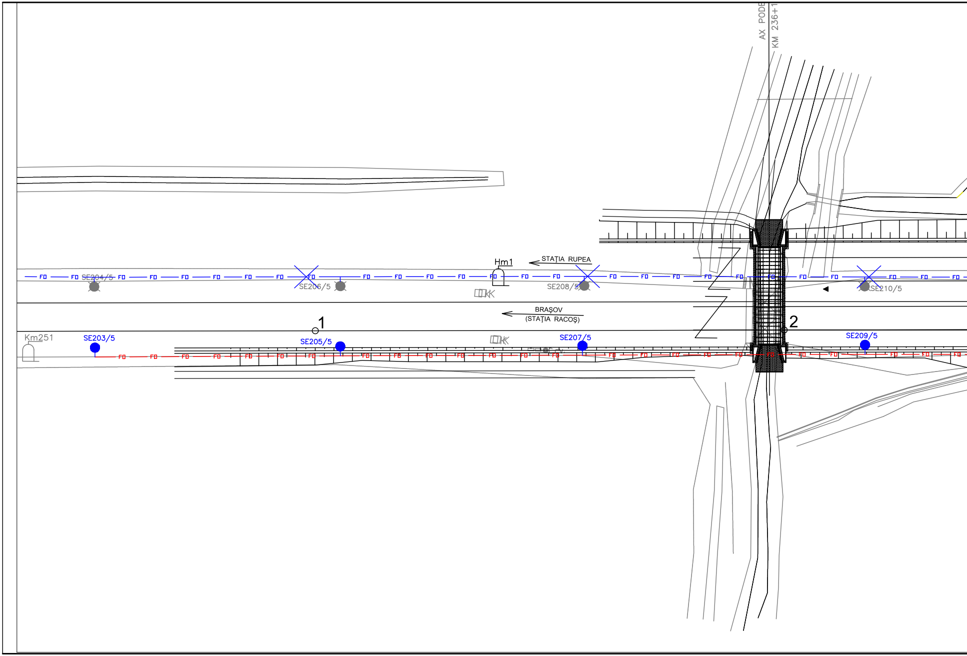
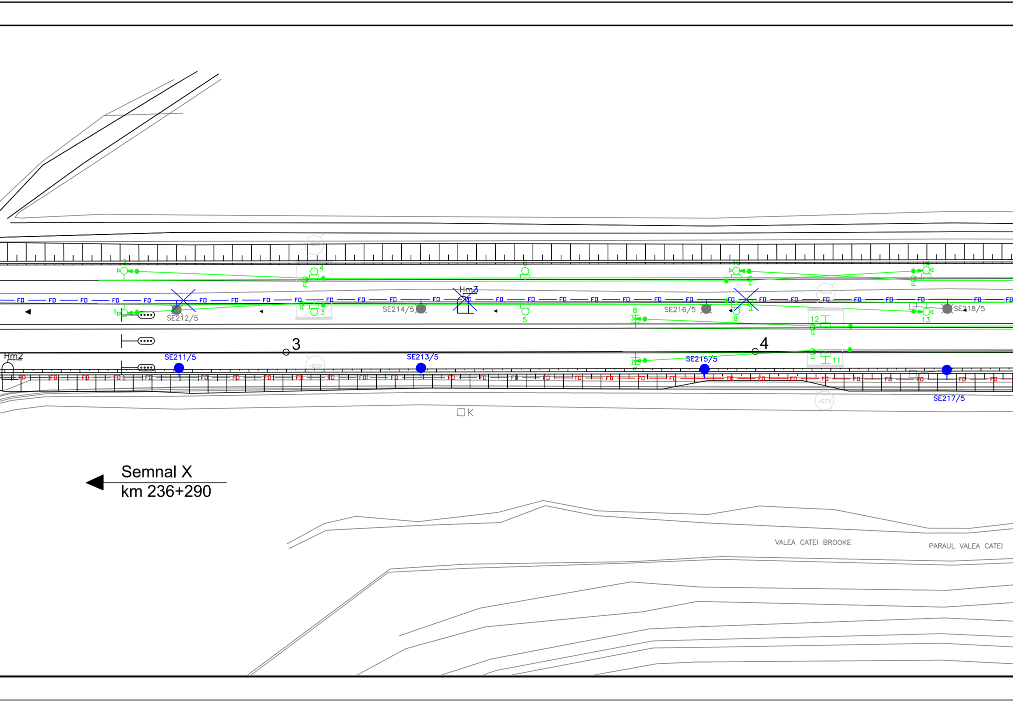
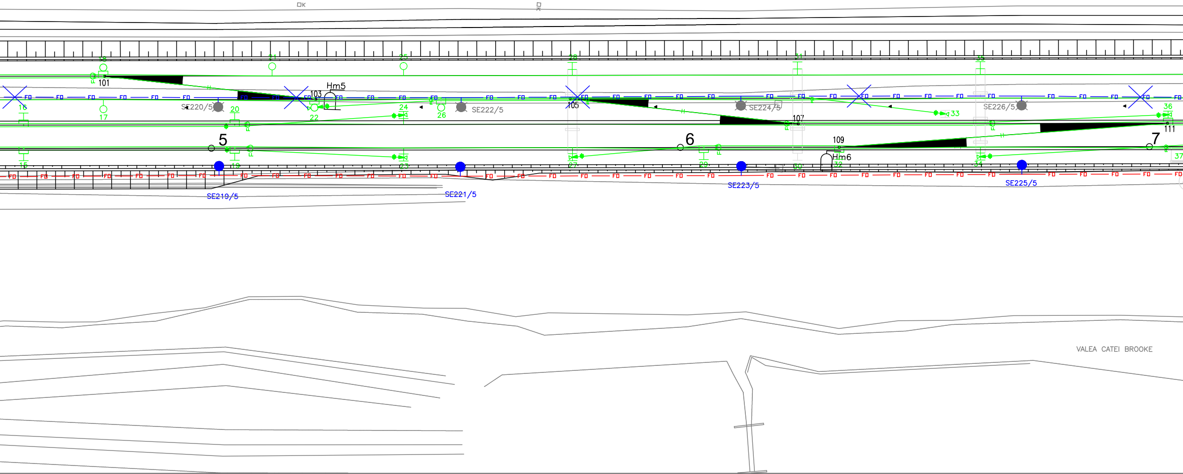
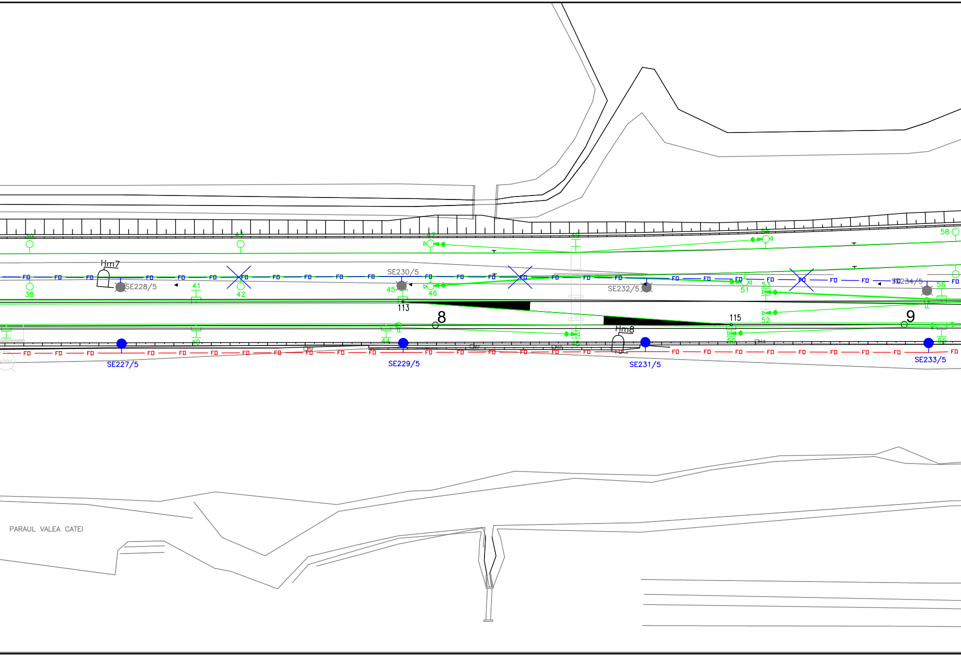
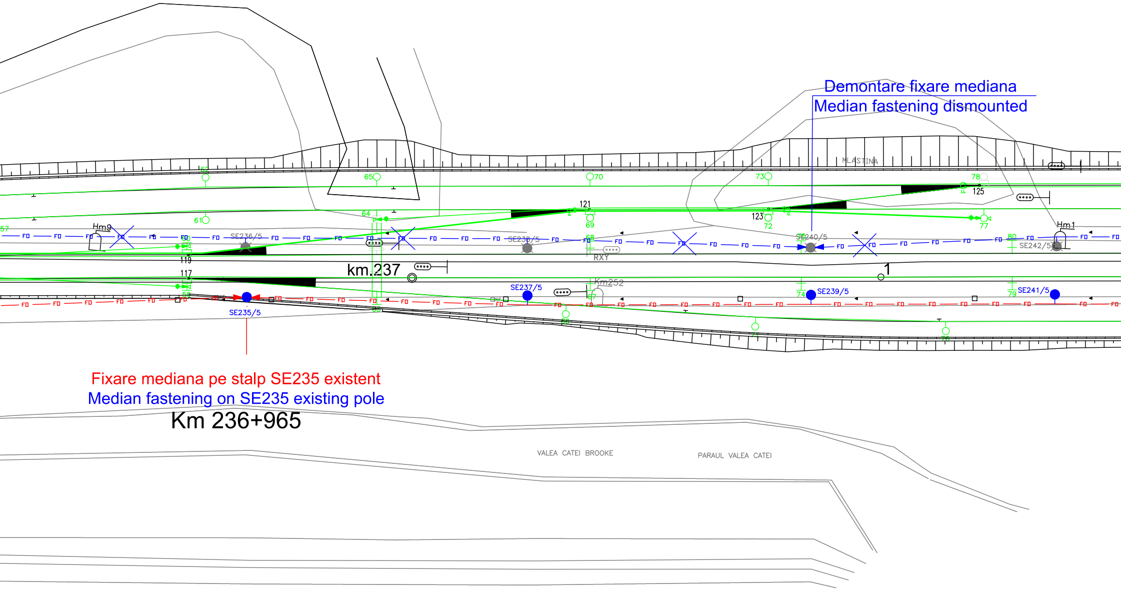

AX PODE
KM 236+1
STAȚIA RUPEA
Hm1
SE204/5
SE206/5
SE208/5
SE210/5
FO
BRAȘOV
(STAȚIA RACOȘ)
1
2
Km251
SE203/5
SE205/5
SE207/5
SE209/5


Hm2
Hm3
SE211/5
SE212/5
SE213/5
SE214/5
SE215/5
SE216/5
SE217/5
SE218/5
3
4
1
2
3
4
5
6
7
8
9
10
11
12
13
14
FO
K
Semnal X
km 236+290
VALEA CATEI BROOKE
PARAUL VALEA CATEI


18
21
25
28
31
35
101
Hm5
103
105
107
109
111
FD
16
17
SE220/5
20
22
24
26
SE222/5
SE224/5
33
SE226/5
36
5
6
7
Hm6
15
19
23
27
29
30
32
34
37
SE219/5
SE221/5
SE223/5
SE225/5
VALEA CATEI BROOKE

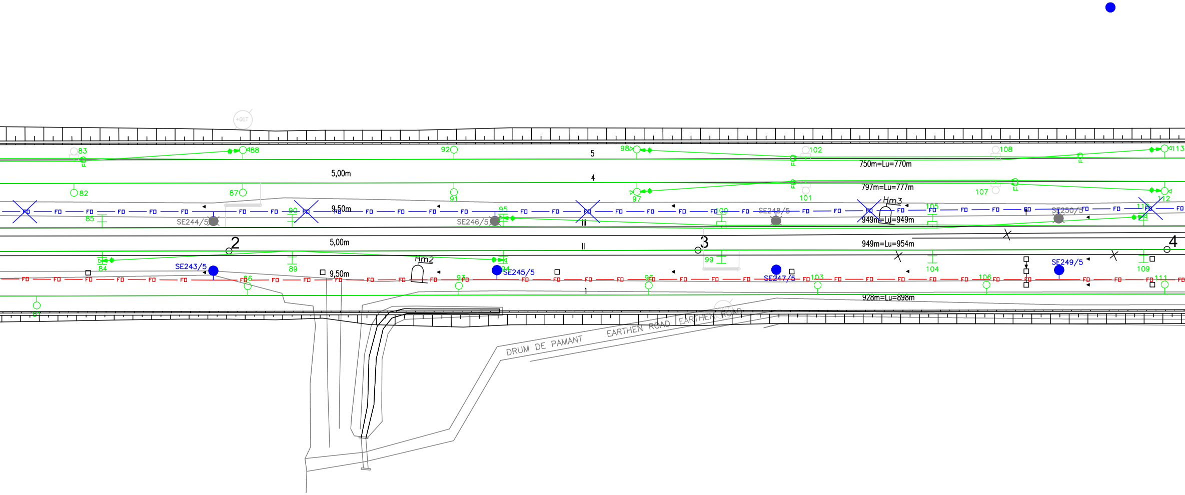

Hm7
SE228/5
38
39
41
42
43
SE230/5
45
46
47
113
8
49
SE232/5
51
52
53
54
115
56
58
SE234/5
9
Hm8
40
44
48
50
55
SE227/5
SE229/5
SE231/5
SE233/5
FO
PARAUL VALEA CATEI


Demontare fixare mediana
Median fastening dismounted
MLASTINA
Hm9
Hm1
SE236/5
SE238/5
SE240/5
SE242/5
SE235/5
SE237/5
SE239/5
SE241/5
km.237
1
RXY
Km252
FO
57
61
62
64
65
69
70
72
73
77
78
121
123
125
119
117
66
67
68
71
74
76
79
80
VALEA CATEI BROOKE
PARAUL VALEA CATEI

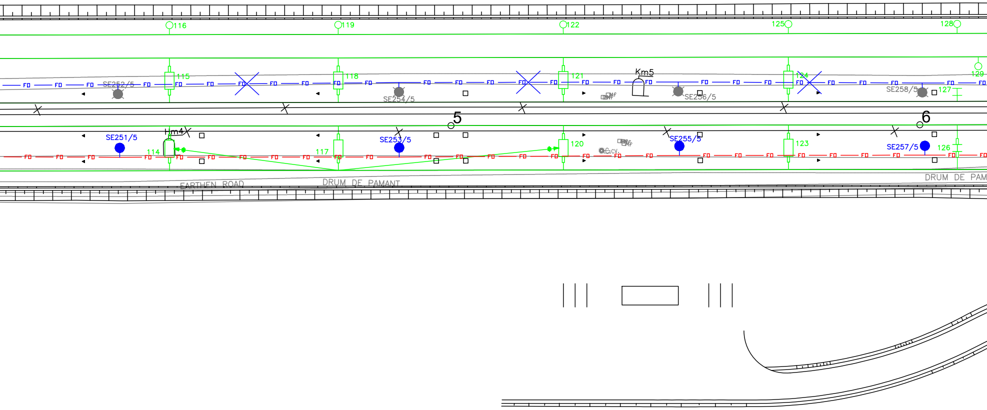
Fixare mediana pe stalp SE235 existent

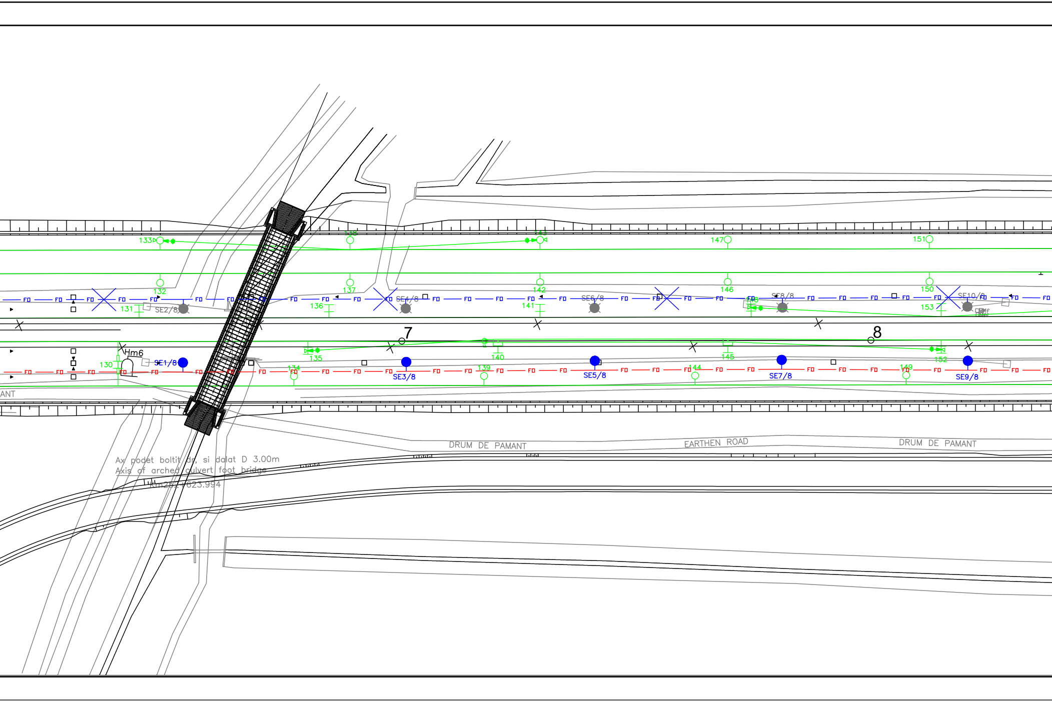
Median fastening on SE235 existing pole

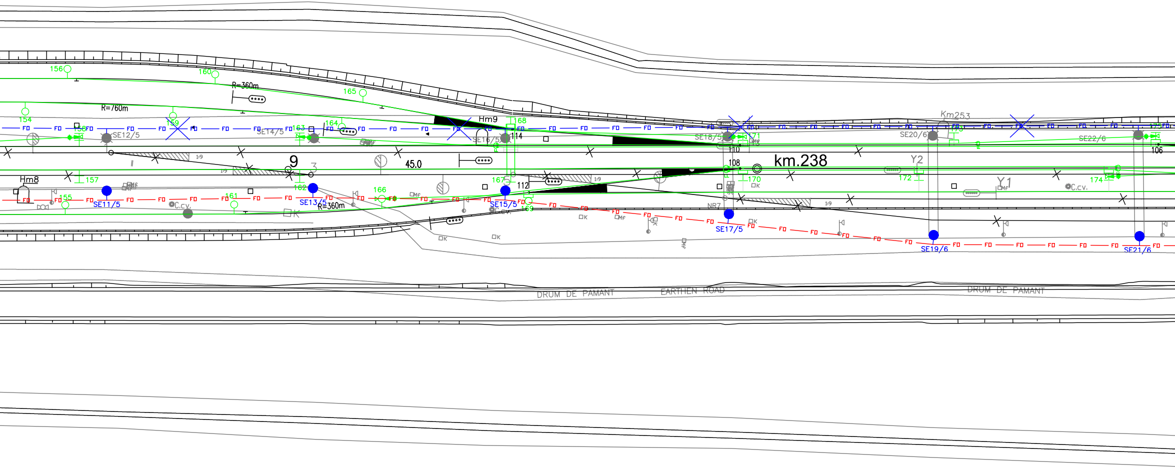
Km 236+965

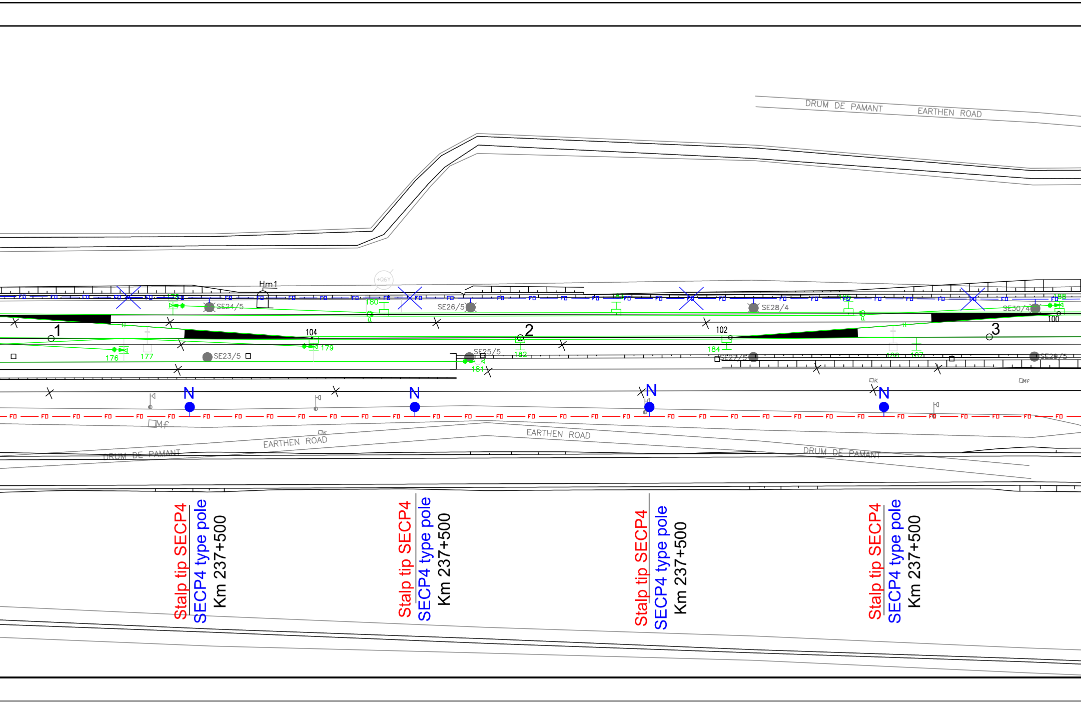


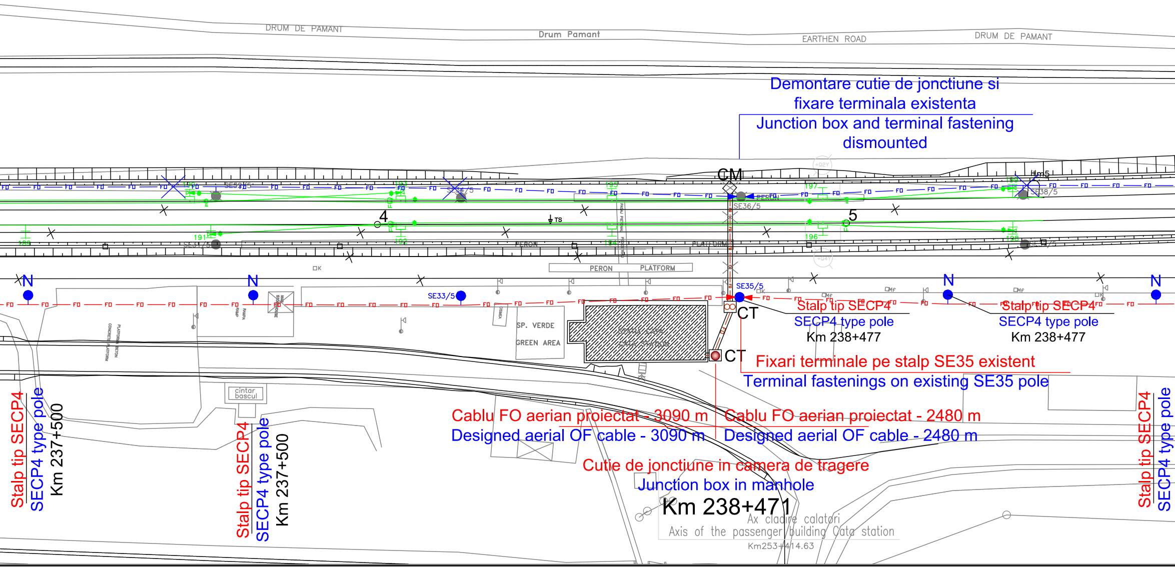
83
88
92
5
98
102
108
113
750m=Lu=770m
5,00m
4
82
87
91
97
101
107
797m=Lu=777m
112
Hm3
9,50m
85
SE244/5
90
SE246/5
95
III
100
SE248/5
105
SE250/5
110
949m=Lu=949m
2
5,00m
II
3
949m=Lu=954m
4
84
SE243/5
89
Hm2
94
SE245/5
99
104
SE249/5
109
9,50m
86
93
96
SE247/5
103
106
111
1
928m=Lu=898m
81
DRUM DE PAMANT
EARTHEN ROAD
EARTHEN ROAD
FO

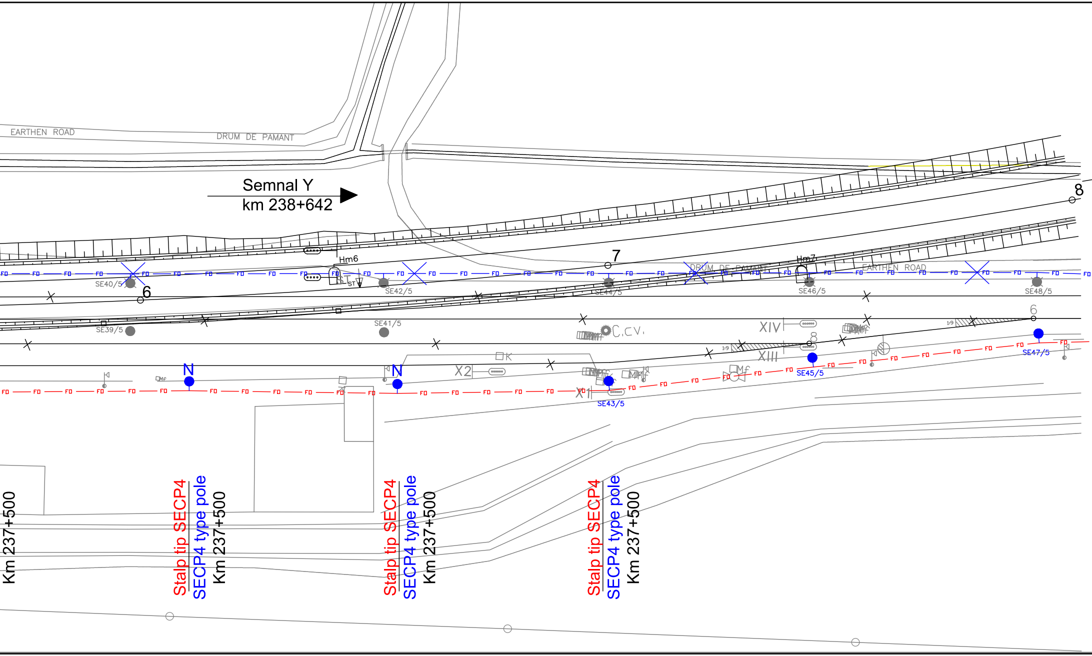

116
119
122
125
128
115
118
121
124
129
127
Km5
SE252/5
SE254/5
SE256/5
SE258/5
FO
5
6
Hm4
SE251/5
SE253/5
SE255/5
SE257/5
114
117
120
123
126
EARTHEN ROAD
DRUM DE PAMANT
DRUM DE PAM

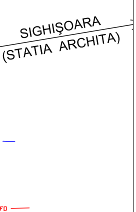

Ax podet boltit dr, si dalat D 3.00m
Axis of arched culvert foot bridge
Km251+623.994
DRUM DE PAMANT
EARTHEN ROAD
DRUM DE PAMANT
ANT
Hm6
7
8
SE1/8
SE2/8
SE3/8
SE4/8
SE5/8
SE6/8
SE7/8
SE8/8
SE9/8
SE10/8
FD
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153


156
160
R=360m
165
154
R=760m
159
Hm9
168
FD
SE12/5
SE14/5
163
164
SE16/5
114
SE18/5
171
110
SE20/6
Km253
173
SE22/6
175
106
1:9
9
3
45.0
108
km.238
Y2
Hm8
157
162
167
112
170
172
Y1
174
C.cv.
Mf
K
155
SE11/5
161
SE13/5
R=360m
166
SE15/5
169
NR7
SE17/5
SE19/6
SE21/6
DRUM DE PAMANT
EARTHEN ROAD
DRUM DE PAMANT


DRUM DE PAMANT
EARTHEN ROAD
Hm1
SE24/5
SE26/5
SE28/4
SE30/4
SE23/5
SE25/5
SE27/5
SE29/5
1
2
3
104
102
100
176
177
178
179
180
181
182
184
186
187
188
N
N
N
N
FO
Mf
K
EARTHEN ROAD
DRUM DE PAMANT
EARTHEN ROAD
DRUM DE PAMANT
Stalp tip SECP4
SECP4 type pole
Km 237+500
Stalp tip SECP4
SECP4 type pole
Km 237+500
Stalp tip SECP4
SECP4 type pole
Km 237+500
Stalp tip SECP4
SECP4 type pole
Km 237+500


DRUM DE PAMANT
Drum Pamant
EARTHEN ROAD
DRUM DE PAMANT
Demontare cutie de jonctiune si fixare terminala existenta
Junction box and terminal fastening dismounted
CM
Hm5
SE36/5
SE38/5
SE31/5
4
5
TS
PERON
PLATFORM
N
N
N
N
SE33/5
SE35/5
CT
CT
Stalp tip SECP4
SECP4 type pole
Km 238+477
Stalp tip SECP4
SECP4 type pole
Km 238+477
SP. VERDE
GREEN AREA
cintar bascul
Fixari terminale pe stalp SE35 existent
Terminal fastenings on existing SE35 pole
Cablu FO aerian proiectat - 3090 m
Designed aerial OF cable - 3090 m
Cablu FO aerian proiectat - 2480 m
Designed aerial OF cable - 2480 m
Cutie de jonctiune in camera de tragere
Junction box in manhole
Km 238+471
Ax cladire calatori
Axis of the passenger building Cata station
Km253+414.63
Stalp tip SECP4
SECP4 type pole
Km 237+500
Stalp tip SECP4
SECP4 type pole
Km 237+500
Stalp tip SECP4
SECP4 type pole
FO


EARTHEN ROAD
DRUM DE PAMANT
Semnal Y
km 238+642
8
7
6
Hm6
Hm7
ST
SE39/5
SE40/5
SE41/5
SE42/5
SE43/5
SE44/5
SE45/5
SE46/5
SE47/5
SE48/5
DRUM DE PAMANT
EARTHEN ROAD
C.CV.
XIV
XIII
X2
X1
K
N
N
FO
Km 237+500
Stalp tip SECP4
SECP4 type pole
Km 237+500
Stalp tip SECP4
SECP4 type pole
Km 237+500
Stalp tip SECP4
SECP4 type pole
Km 237+500


SIGHIŞOARA
(STATIA ARCHITA)
FO

LEGENDA TELECOMUNICATII
TELECOMMUNICATIONS LEGEND:

—FO—FO—	Cablu FO aerian proiectat Designed aerial OF cable
—FO—FO—	Cablu FO existent OF existing cable
✕FO—FO✕	Demontare cablu FO aerian Dismounted aerial OF cable
N ●	Stalp de beton proiectat Designed concrete pole
●	Stalp de beton existent care se pastreaza Preserved existing concrete pole
●	Stalp de beton existent - demontat Dismounted existing concrete pole
CT ☐	Camera de tragere existenta / Existing manhole
CM ◇	Cameretа de beton existenta / Existing concrete handhole
═FO═FO═	Canalizatie telefonica cu tevi PVC Telephone conduit with PVC pipes

DESCRIEREA LUCRĂRILOR

Cablul cu fibre optice existent este instalat pe partea stângă a căii ferate şi este afectat de construirea noilor linii c.f. din staţie.
Lucrările de protejare a cablului cu fibre optice existent se vor realiza în 2 faze.

Faza 1
Operaţiile de reamplasare a cablului cu fibre optice pentru eliberarea amplasamentului se va executa înaintea începerii lucrărilor de construire a liniilor ferate, în următoarea ordine:

A. Capătul X al staţiei
- a) Instalarea unui cablu cu fibre optice nou pe partea dreaptă a căii ferate între semnalul de intrare X şi stâlpul SE35 de lângă clădirea staţiei Caţa. Menţionăm că instalarea cablului proiectat se va face începând de la stâlpul SE185 de pe intervalul Racoş - Caţa.
  Cablul va fi instalat pe stâlpii de beton existenţi ai liniei de contact şi pe stâlpii de beton proiectaţi.
- b) Introducerea cablului în sala de echipamente Tc din clădirea staţiei se va realiza prin canalizaţia telefonică existentă.
- c) După preluarea comunicaţiilor pe cablul cu fibre optice proiectat, se va demonta cablul existent.

B. Capătul Y al staţiei
- a) Instalarea unui cablu cu fibre optice nou între clădirea staţiei Caţa şi semnalul de intrare Y:
  - de la clădirea staţiei cablul se instalează în canalizaţia telefonică existentă până la stâlpul SE35
  - în continuare cablul se instalează pe partea dreaptă a căii ferate pe stâlpii de beton proiectaţi amplasaţi în afara zonei lucrărilor de construcţii şi pe stâlpii liniei de contact
- b) După preluarea comunicaţiilor pe cablul cu fibre optice proiectat se va demonta cablul existent.

DESCRIPTION OF WORKS

The existing fiber optic cable is installed on the left side of the railway tracks and it is affected by the construction of the new railway tracks of the station.
The protection of the existing fiber optic cable will be performed in 2 phases.

1st Phase
The works for the relocation of the fiber optic cable for setting free the works site will be performed before the beginning of the construction works of the new rail tracks in the following order:

A. X end of station
- a) Installation of a new fiber optic cable on the right side of the railway tracks between the X entrance signal and the SE35 pole near the station building. To mention that the installation of the designed cable will start from the SE185 from the Racoş - Caţa section.
  The cable will be installed on the existing concrete poles of the traction line and on the designed concrete poles.
- b) The introduction of the cable in the telecommunication equipment room from the station building will be performed through the existing telephone conduit.
- c) After taking over the communications on the designed fibre optic cable, the existing cable will be dismounted.

B. Y end of station
- a) Insertion of a new fiber optic cable between the Caţa station building and the Y entrance signal:
  - from the station building the cable will be installed in the existing telephone conduit up to the SE35 pole
  - further on the cable is isnatlled on the right side of the railway tracks on the designed concrete poles placed outside of the works area and on the traction line poles
- b) After taking over the communications on the designed fibre optic cable the existing cable will be dismounted.

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

CFR

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	10.2011	
Întocmit Elaborated	Proiectant Designer	Gabriela Trifan	10.2011	Trifan

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 1
Plan de situatie - statia CATA station - Layout Plan
Relocation and protection of existing OF cable - 1st Phase

Codificare / Codification System	Scara / Scale 1:500	LOT / LOT	Nr. / No 01 / 02

E A 5 1 | 0 1 | C | 1 3 | L 8 | T C | 0 6 | 9 | 1 | 0 0 1 | 1