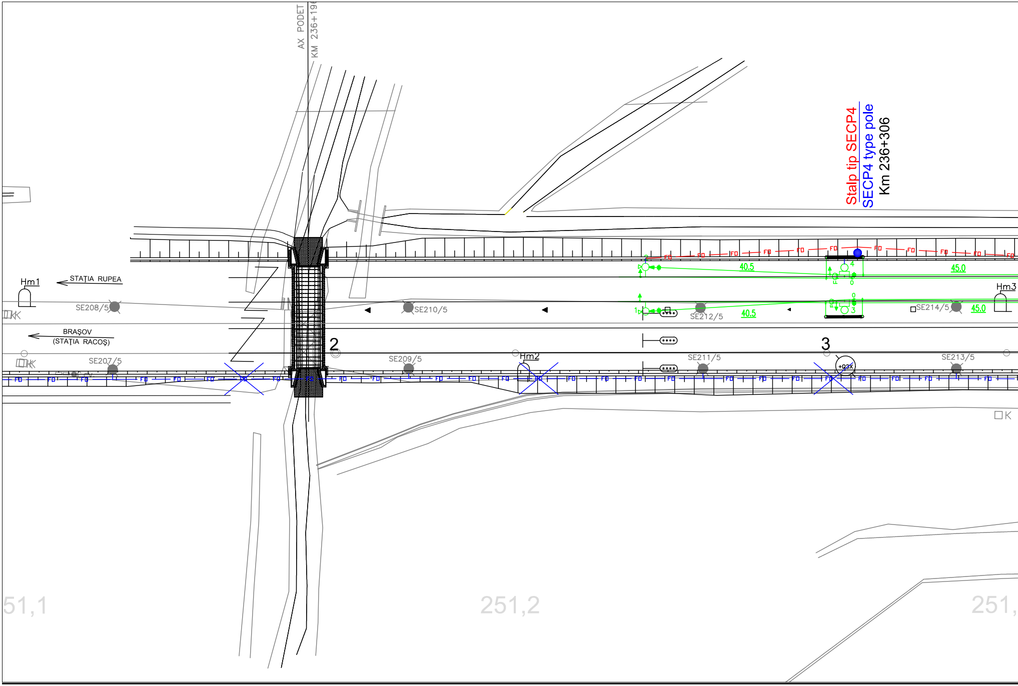
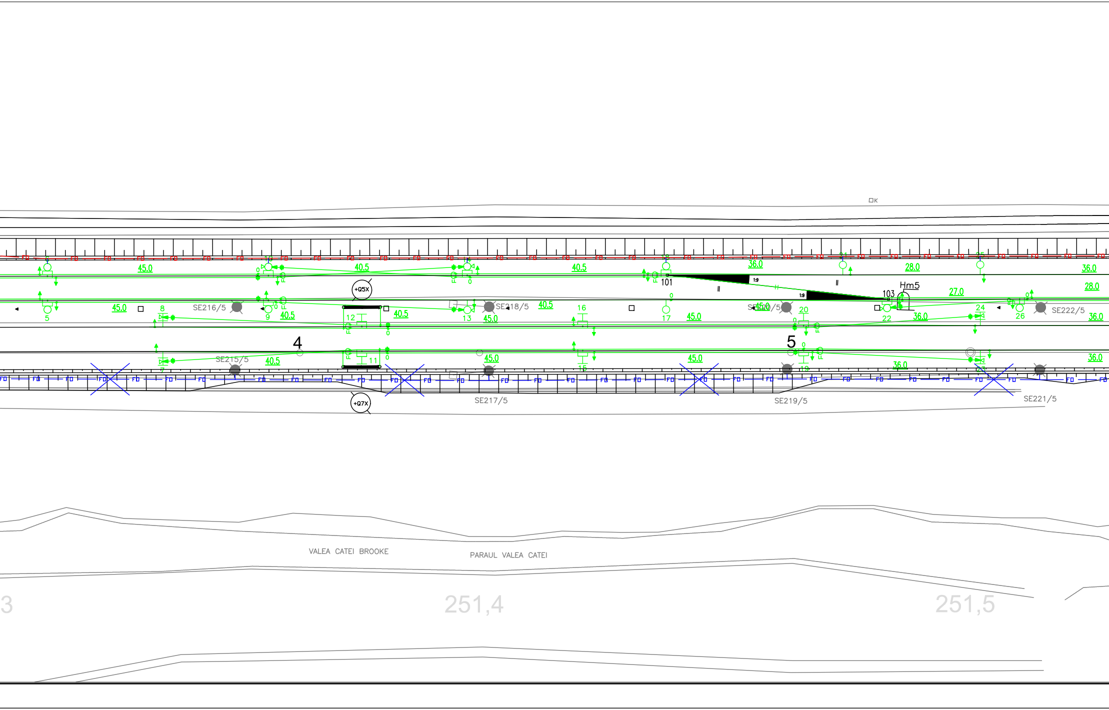
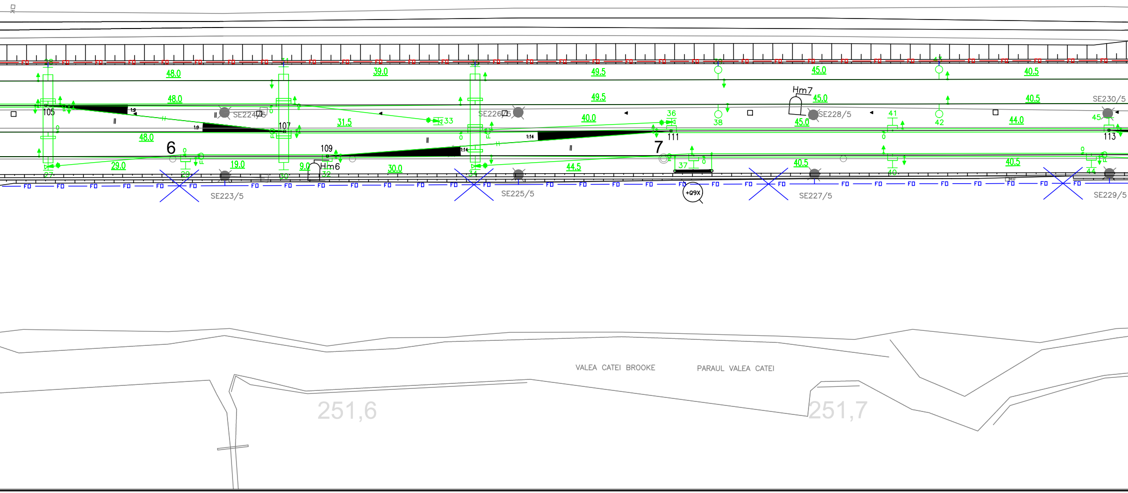
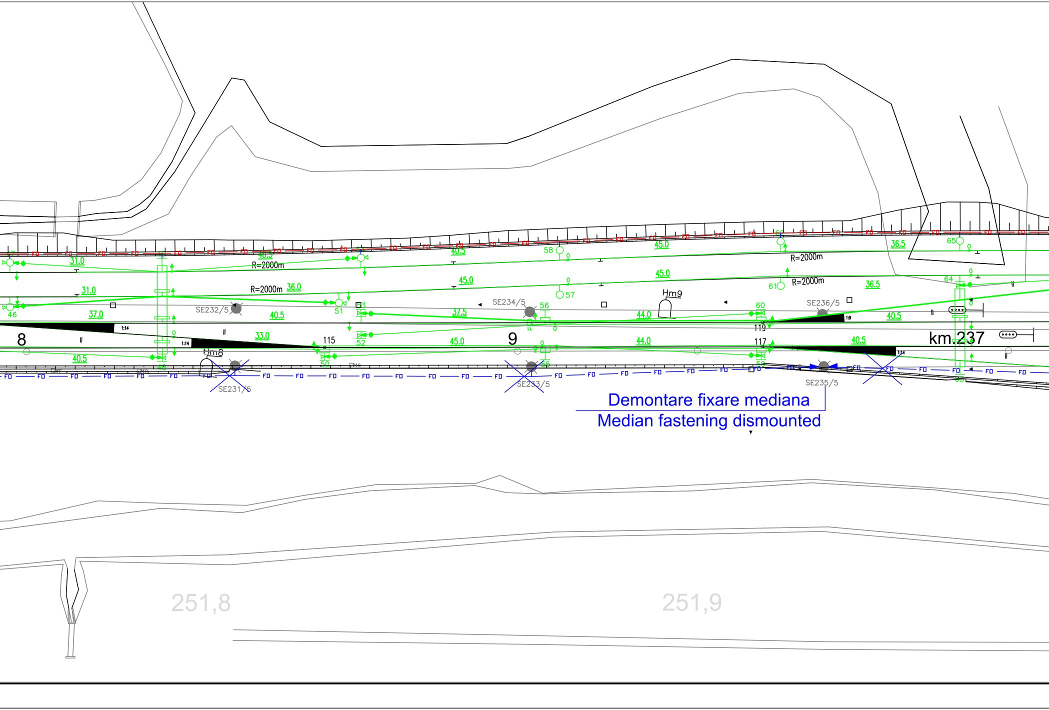

AX PODET
KM 236+19
Stalp tip SECP4
SECP4 type pole
Km 236+306
Hm1
STAȚIA RUPEA
BRAȘOV
(STAȚIA RACOȘ)
SE208/5
SE207/5
SE210/5
SE209/5
Hm2
SE212/5
SE211/5
40.5
40.5
45.0
45.0
2
3
SE214/5
SE213/5
Hm3
FO
K
51,1
251,2
251,



K
FO
45.0
40.5
40.5
36.0
28.0
36.0
101
1:9
1:9
103
Hm5
27.0
28.0
+Q5X
5
45.0
8
SE216/5
9
40.5
12
40.5
13
45.0
SE218/5
40.5
16
17
45.0
SE220/5
45.0
20
22
36.0
24
26
SE222/5
36.0
4
SE215/5
40.5
7
11
45.0
15
5
19
45.0
36.0
36.0
+Q7X
SE217/5
SE219/5
SE221/5
VALEA CATEI BROOKE
PARAUL VALEA CATEI
3
251,4
251,5



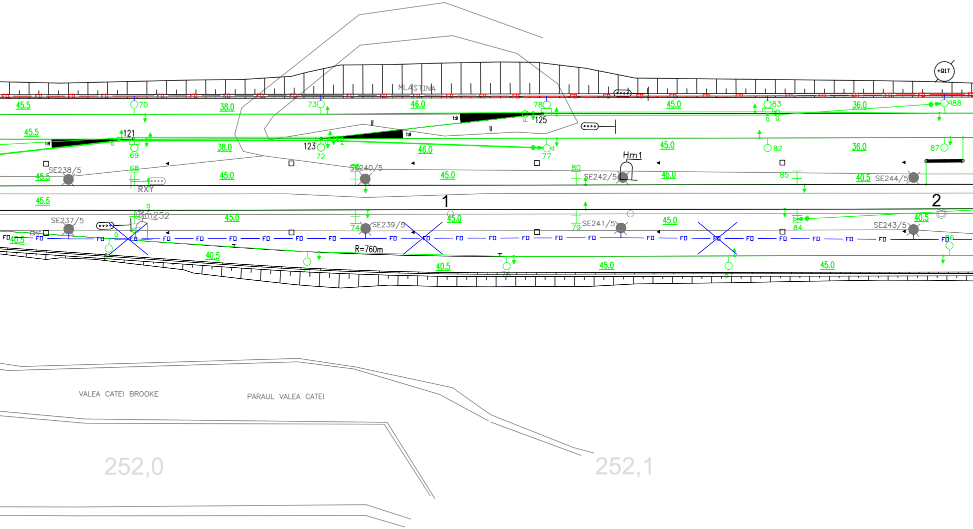
48.0
39.0
49.5
45.0
40.5
48.0
49.5
45.0
40.5
SE230/5
105
SE224/5
SE226/5
SE228/5
Hm7
33
36
40.0
38
41
42
44.0
45
107
31.5
45.0
113
48.0
111
6
7
109
29.0
19.0
9.0
Hm6
30.0
44.5
37
40.5
40.5
27
29
30
32
34
40
44
SE223/5
SE225/5
SE227/5
SE229/5
+Q9X
1:9
1:14
FO
VALEA CATEI BROOKE
PARAUL VALEA CATEI
251,6
251,7

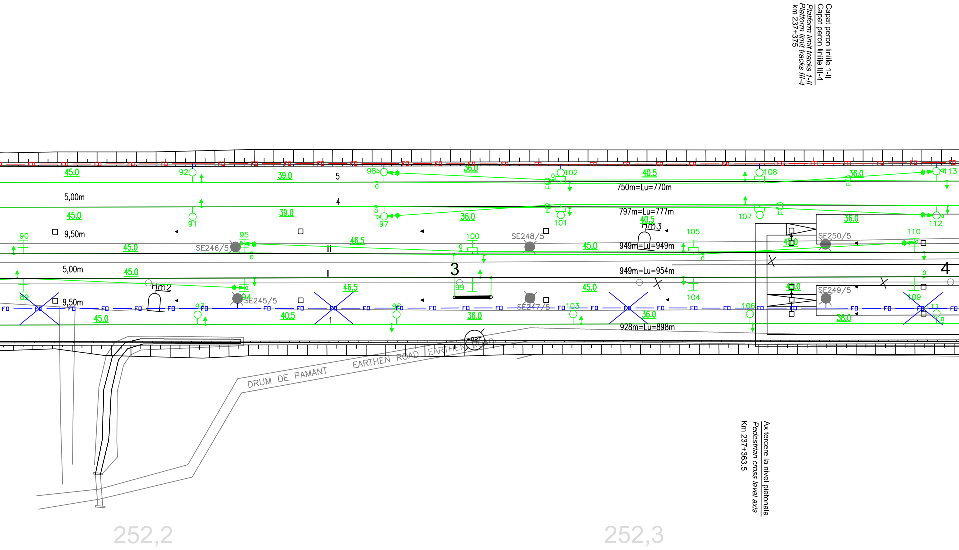


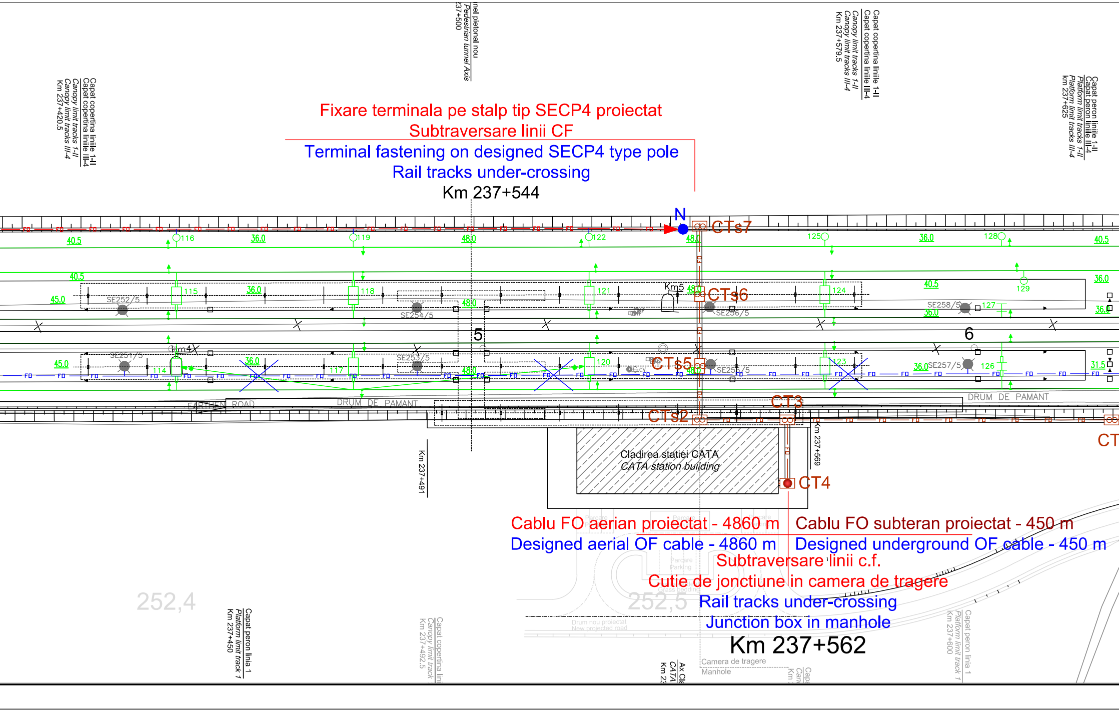
Demontare fixare mediana

Median fastening dismounted

31.0
40.5
R=2000m
40.5
58
45.0
36.5
65
R=2000m
31.0
R=2000m
36.0
45.0
45.0
57
61
R=2000m
36.5
64
46
37.0
SE232/5
40.5
51
37.5
SE234/5
56
Hm9
44.0
60
SE236/5
40.5
1:14
8
1:14
33.0
115
52
45.0
9
119
44.0
117
40.5
1:9
1:14
km.237
Hm8
40.5
50
55
59
SE231/5
SE233/5
SE235/5
FO
251,8
251,9


+Q1T
MLASTINA
45.5
70
38.0
73
46.0
78
45.0
83
36.0
88
121
125
1:9
123
69
72
77
82
87
Hm1
68
SE238/5
SE240/5
80
SE242/5
85
40.5
SE244/5
RXY
1
2
km252
SE237/5
74
SE239/5
79
SE241/5
84
SE243/5
86
FO
66
71
R=760m
76
81
VALEA CATEI BROOKE
PARAUL VALEA CATEI
252,0
252,1


Capat peron liniile 1-II
Capat peron liniile III-4
Platform limit tracks 1-II
Platform limit tracks III-4
km 237+375
5,00m
9,50m
5,00m
9,50m
5
4
III
II
1
3
4
45.0
39.0
36.0
40.5
36.0
45.0
39.0
36.0
40.5
36.0
46.5
45.0
45.0
45.0
46.5
45.0
40.5
36.0
36.0
45.0
38.0
45.0
750m=Lu=770m
797m=Lu=777m
949m=Lu=949m
949m=Lu=954m
928m=Lu=898m
SE246/5
SE245/5
SE248/5
SE247/5
SE250/5
SE249/5
Hm2
Hm3
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
FO
DRUM DE PAMANT
EARTHEN ROAD
EARTHEN ROAD
Ax tercere la nivel pietonala
Pedestrian cross level axis
Km 237+363.5
252,2
252,3



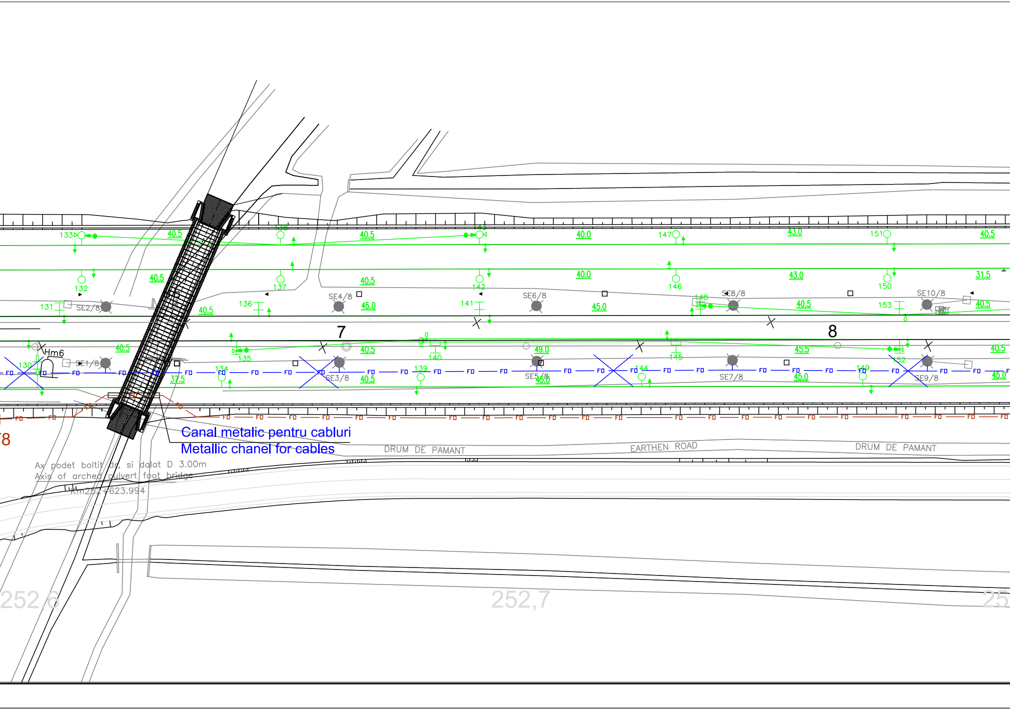
Capat copertina liniile 1-II
Capat copertina liniile III-4
Canopy limit tracks 1-II
Canopy limit tracks III-4
Km 237+420.5
nel pietonal nou
Pedestrian tunnel Axis
237+500
Capat copertina liniile 1-II
Capat copertina liniile III-4
Canopy limit tracks 1-II
Canopy limit tracks III-4
Km 237+579,5
Capat peron liniile 1-II
Capat peron liniile III-4
Platform limit tracks 1-II
Platform limit tracks III-4
km 237+625
N
CTs7
CTs6
CTs5
CTs2
CT3
CT4
CT
Km5
Km4
116
119
122
125
128
115
118
121
124
129
127
114
117
120
123
126
SE252/5
SE254/5
SE256/5
SE258/5
SE251/5
SE253/5
SE255/5
SE257/5
40.5
36.0
48.0
45.0
31.5
5
6
FO
EARTHEN ROAD
DRUM DE PAMANT
Cladirea statiei CATA
CATA station building
Km 237+491
Km 237+569
252,4
252,5
Parcare
Parking
Grass bedding
Drum nou proiectat
New projected road
Camera de tragere
Manhole
Capat peron linia 1
Platform limit track 1
Km 237+450
Capat copertina lini
Canopy limit track
Km 237+492,5
Ax Cla
CATA
Km 23
Capa
Can
Km
Capat peron linia 1
Platform limit track 1
Km 237+600

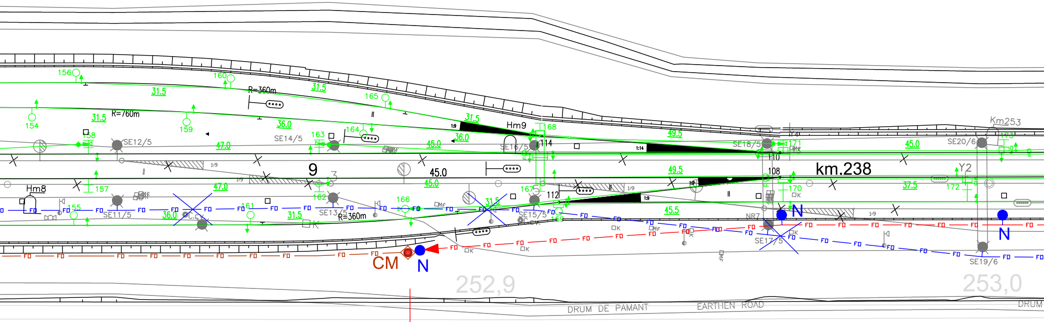
Fixare terminala pe stalp tip SECP4 proiectat
Subtraversare linii CF
Terminal fastening on designed SECP4 type pole
Rail tracks under-crossing
Km 237+544

Cablu FO aerian proiectat - 4860 m
Designed aerial OF cable - 4860 m

Cablu FO subteran proiectat - 450 m
Designed underground OF cable - 450 m

Subtraversare linii c.f.
Cutie de jonctiune in camera de tragere
Rail tracks under-crossing
Junction box in manhole
Km 237+562


Canal metalic pentru cabluri
Metallic chanel for cables
Ax podet boltit dr. si dalat D 3.00m
Axis of arched culvert foot bridge
Km252+623.994
DRUM DE PAMANT
EARTHEN ROAD
DRUM DE PAMANT
Hm6
7
8
SE1/8
SE2/8
SE3/8
SE4/8
SE5/8
SE6/8
SE7/8
SE8/8
SE9/8
SE10/8
130
131
132
133
134
135
136
137
139
140
141
142
144
145
146
147
148
149
150
151
152
153
40.5
40.0
43.0
31.5
45.0
45.5
49.0
37.5
FO
252,6
252,7


Hm8
Hm9
R=760m
R=360m
SE11/5
SE12/5
SE13/5
SE14/5
SE15/5
SE16/5
SE17/5
SE18/5
SE19/6
SE20/6
NR7
Y1
Y2
9
45.0
km.238
Km253
CM
N
N
N
FO
252,9
253,0
DRUM DE PAMANT
EARTHEN ROAD
DRUM

Cablu FO subteran proiectat - 450 m

Designed underground OF cable - 450 m

Cablu FO aerian proiectat - 2580 m

Designed aerial OF cable - 2580 m

Cutie de jonctiune in cameretа

Fixare terminala pe stalp tip SECP4 proiectat

Junction box in handhole

Terminal fastening on designed SECP4 type pole

Km 237+921

Stalp tip SECP4

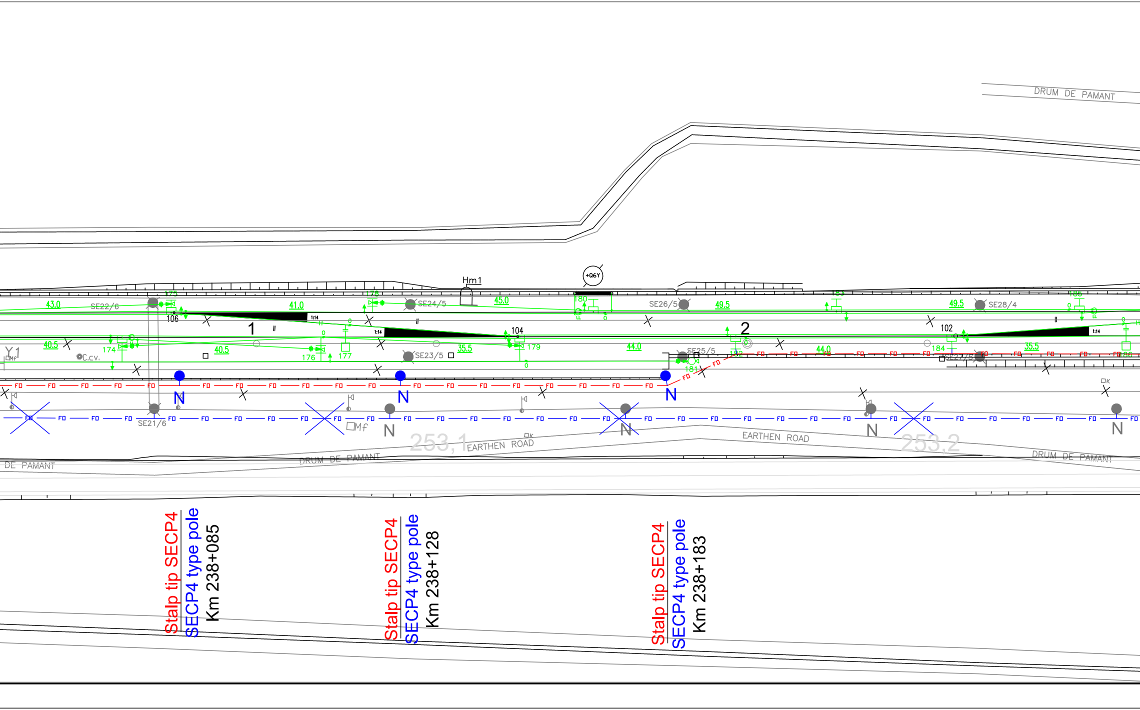
SECP4 type pole

Km 237+994

Stalp tip SECP4

SECP4 type pole

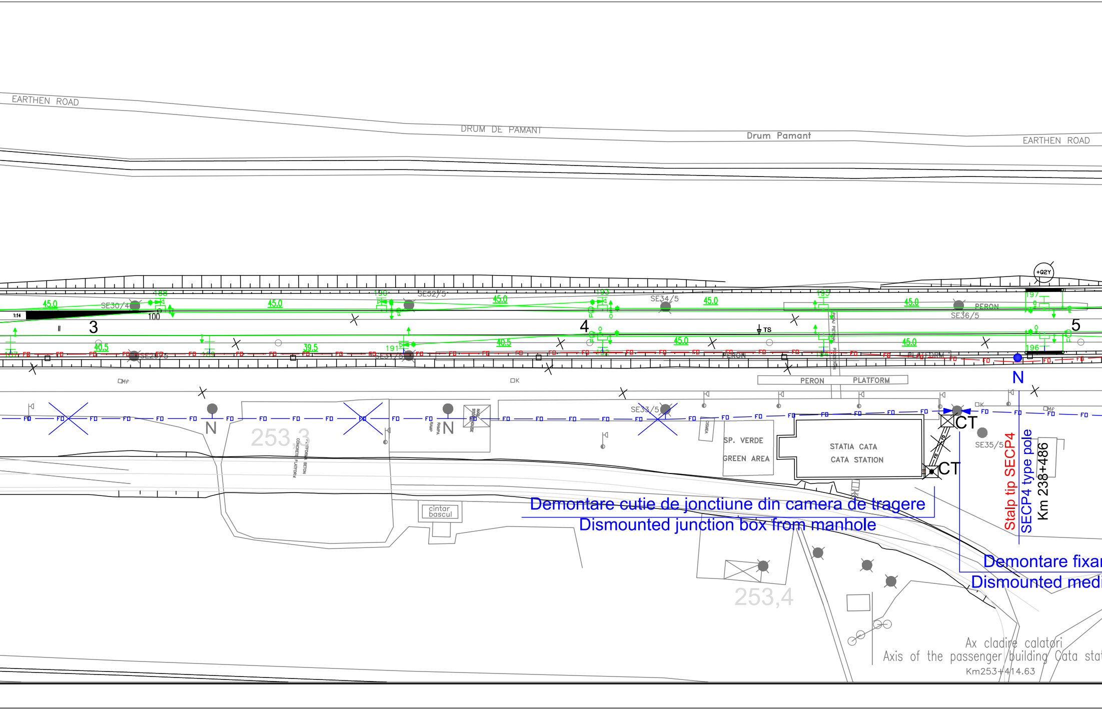
Km 238+040

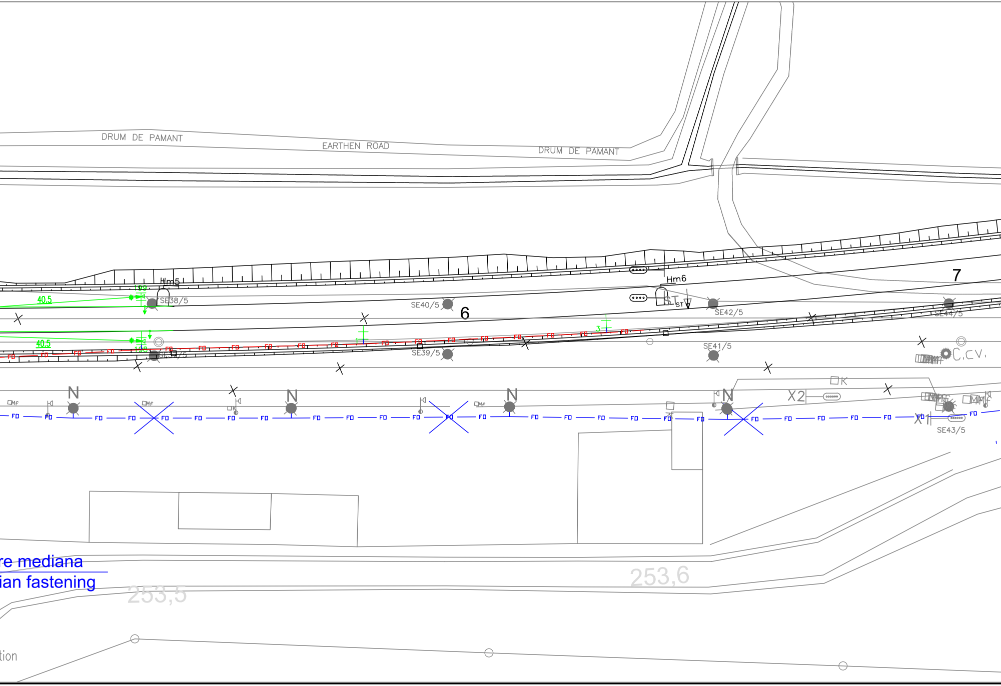

DRUM DE PAMANT
Hm1
+Q6Y
43.0
SE22/6
175
106
1
1:14
41.0
178
SE24/5
45.0
180
SE26/5
49.5
183
49.5
SE28/4
186
104
1:14
2
102
1:14
Y1
Mf
40.5
174
C.cv.
40.5
176
177
SE23/5
35.5
179
44.0
SE25/5
182
44.0
184
SE27/5
35.5
181
FD
N
N
N
N
N
N
SE21/6
Mf
253,1
EARTHEN ROAD
DRUM DE PAMANT
EARTHEN ROAD
253,2
DRUM DE PAMANT
DE PAMANT
K
K

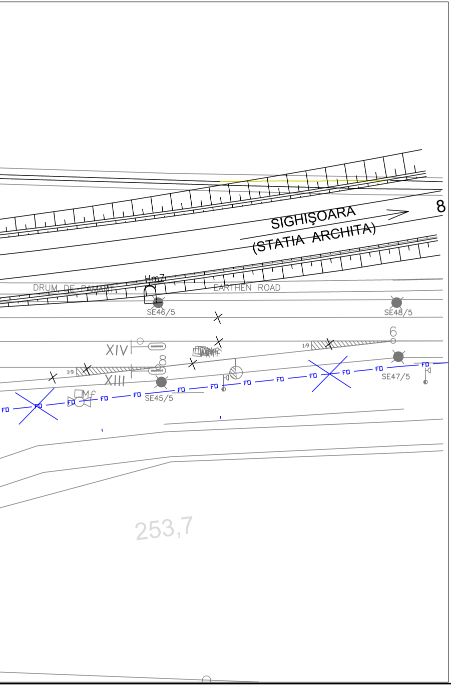
Stalp tip SECP4
SECP4 type pole
Km 238+085

Stalp tip SECP4
SECP4 type pole
Km 238+128

Stalp tip SECP4
SECP4 type pole
Km 238+183


EARTHEN ROAD
DRUM DE PAMANT
Drum Pamant
EARTHEN ROAD
+Q2Y
1:14
SE30/4
188
100
3
45.0
190
SE32/5
45.0
193
SE34/5
45.0
195
45.0
PERON
SE36/5
197
4
TS
5
40.5
39.5
191
40.5
45.0
45.0
196
SE29/5
SE31/5
PERON
PLATFORM
PERON
PLATFORM
FO
N
N
N
253,3
SE33/5
SP. VERDE
GREEN AREA
STATIA CATA
CATA STATION
CT
CT
SE35/5
Stalp tip SECP4
SECP4 type pole
Km 238+486
cintar bascul
Demontare cutie de jonctiune din camera de tragere
Dismounted junction box from manhole
Demontare fixar
Dismounted medi
253,4
Ax cladire calatori
Axis of the passenger building Cata stat
Km253+414.63


DRUM DE PAMANT
EARTHEN ROAD
DRUM DE PAMANT
Hm5
Hm6
7
6
40.5
40.5
SE38/5
SE40/5
SE42/5
SE44/5
SE39/5
SE41/5
SE43/5
ST
C.C.V.
N
N
N
N
X2
X1
K
Mf
FO
re mediana
ian fastening
253,5
253,6
tion


SIGHIŞOARA
(STATIA ARCHITA)
8
Hm7
DRUM DE PAMANT
EARTHEN ROAD
SE46/5
SE48/5
6
XIV
1:9
8
XIII
SE47/5
SE45/5
FO
253,7

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

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 ai linie de tracţiune, după cum urmează:

A. Capătul X al staţiei

Instalarea noului cablu cu fibre optice din capătul X al staţiei se va face după cum urmează:

a) între semnalul de intrare X şi până în dreptul noii clădiri a staţiei Caţa cablul se va instala aerian pe stâlpii de beton proiectaţi ai liniei de contact de pe partea stângă a căii ferate.

b) Cablul cu fibre optice se va fixa terminal pe un stâlp de beton proiectat şi va subtraversa liniile c.f. până la peronul liniei 1 la km 237+544.

c) Introducerea cablului cu fibre optice în sala de echipamente Tc se va realiza prin canalizaţia telefonică proiectată.

d) După preluarea comunicaţiilor pe cablul cu fibre optice proiectat, se va demonta cablul instalat în faza 1.

B. Capătul Y al staţiei

Cablul cu fibre optice proiectat din capătul Y al staţiei se va instala atât subteran, cât şi aerian după cum urmează:

a) Incepând de la clădirea staţiei se va poza un cablu cu fibre optice de tip subteran:
- de la clădirea staţiei până la capătul peroanelor cablul se va poza în canalizaţia telefonică proiectată
- de la capătul peroanelor şi până la camereta proiectată km 237+921 cablul se va instala în săpătură
- în cameretă km 237+921 cablul de tip subteran se va joncţiona cu cablul de tip aerian

b) De la stâlpul de beton proiectat lângă cameretă km 237+921 cablul se va instala aerian de-a lungul căii ferate pe stâlpii metalici ai liniei de contact şi pe stâlpii de beton proiectaţi de pe partea dreaptă a căii ferate până la semnalul de intrare Y

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

DESCRIPTION OF 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

The installation of the new fiber optic cable in the X end of station will be made as follows:

a) between the X entrance signal and up to opposite the new station building the cable will be installed aerial on the designed concrete poles of the contact line on the left side of tracks.

b) the fiber optic cable will have terminal fastening on a concrete pole and it will under-crossing the railway tracks up to the platform of the track 1.

c) The introduction of the fiber optic cable in the telecommunication equipment room will be made through the designed telephone conduit at km 237+544.

d) After taking over the communications on the designed fibre optic cable it will be dismounted the cable installed in the 1st phase.

B. Y end of station

The new fiber optic cable in the Y end of station will be installed both underground and aerial as follows:

a) beginning on the station building it will be installed a underground type fiber optic cable:
- from the station building up to the platform's end the cable will be installed in the designed telephone conduit
- from the platform's end up to the designed handhole at km 237+921 the cable will be installed in trench
- in the handhole at km 237+921 the underground type cable will be jointed with the aerial type cable

b) from the designed concrete pole near the handhole at km 237+921 the cable will be installed aerial on the right side the of rail tracks of the traction line and on the designed concrete poles up to the Y entrance signal

c) After taking over the communications on the designed fibre optic cable it will be dismounted the cable installed in the 1st phase.

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

CFR

C.N.C.F. "C.F.R." - S.A.

CLIENT / CLIENT

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	

Reabilitarea liniei de cale ferata Brasov - Simeria, parte componentă a coridorului IV Pan European, pentru circulatia trenurilor cu viteza maximă 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 - statia CATA station - Layout Plan
Relocation and protection of existing OF cable - 2nd Phase

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

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