2	
H	319.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

4	
H	409.5
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
–750	CO/–

E2	
5500	–
1400	–
6900	DD
–250	CO/–

6	
H	409.5
–	–
–	–
–	–

E1	
5500	–
1300	–
6800	DCM
–250	CO/–

E2	
5500	–
2000	–
7500	DCM
+250	CO/–

8	
H	459
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

E2	
6000	–
1300	–
7300	A
+650	CO/–

1	
H	319.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CO/–

3	
H	409.5
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+750	CO/–

E2	
5500	–
1400	–
6900	DI
+250	CO/–

5	
H	409.5
–	–
–	–
–	–

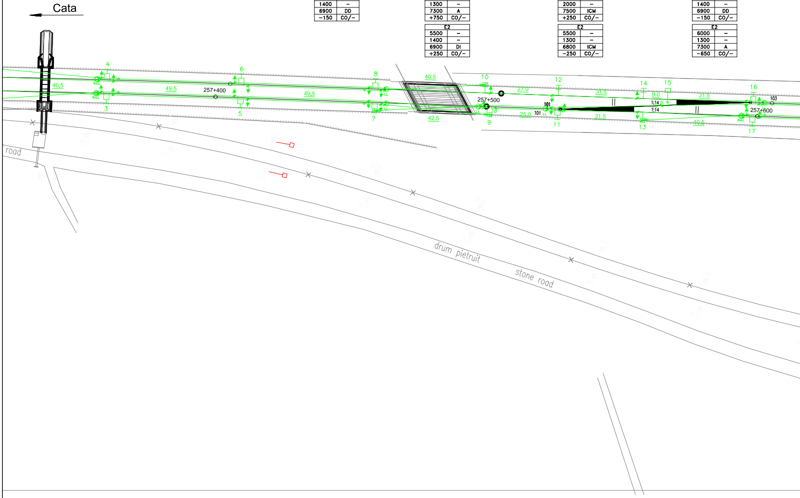
E1	
5500	–
2000	–
7500	ICM
+250	CO/–

E2	
5500	–
1300	–
6800	ICM
–250	CO/–

7	
H	459
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CO/–

E2	
6000	–
1300	–
7300	A
–650	CO/–


Cata
40.5
4
3
49.5
6
5
257+400
49.5
8
7
40.5
42.5
10
9
257+500
27.0
25.0
12
11
101
101
31.5
31.5
14
13
15
9.0
1:14
1:14
31.5
16
17
103
257+600
40.5
road
drum pietruit
stone road

10	
H	500.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

12	
H	526.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

14	
H	557.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

15	
MU	566.5
–	–
–	–
–	–

E1	
5550	–
1400	–
6950	DD
0	CS/–

16	
H	598
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	ICA
+100	CO/–

E2	
5550	–
1750	–
7300	DCA
–150	CO/–

18	
H	642
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DCA
–200	CO/–

E2	
5550	–
1750	–
7300	DCA
0	CO/–

22	
H	685.5
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	DCA
–150	CO/–

E2	
5500	–
1400	–
6900	ICA
+100	CO/–

24	
MU	717
–	–
–	–
–	–

E1	
5550	–
1400	–
6800	DD
0	CS/–

26	
H	726
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

28	
H	757.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

32	
H	802.5
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

34	
H	845.5
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	ICA
+150	CO/–

E2	
5500	–
1400	–
6900	DCA
–100	CO/–

36	
H	876.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5500	–
1400	–
6900	DD
–200	CP/–

E3	
5500	–
1400	–
6900	DD
–200	CP/–

E4	
5500	–
1400	–
6900	DI
+200	CO/–

37	
H	876.5
–	–
–	–
–	–

9	
H	501.5
–	–
An	–
–	–

E1	
5850	–
1450	–
7300	A
+200	CO/–

E2	
5500	–
1400	–
6900	DD
0	CO/–

11	
H	526.5
–	–
–	–
–	–

E1	
5550	–
1750	–
7300	DCA
–150	CO/–

E2	
5500	–
1400	–
6900	ICA
+100	CO/–

13	
H	557.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

17	
H	598
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+650	CO/–

E2	
5500	–
1400	–
6900	DI
+150	CO/–

19	
H	642
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	DCM
+250	CO/–

E2	
5500	–
1300	–
6800	DCM
–250	CO/–

21	
H	685.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CO/–

E2	
6000	–
1300	–
7300	A
–650	CO/–

25	
H	726
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/–

29	
H	757.5
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	ICA
+100	CO/–

E2	
5550	–
1750	–
7300	DCA
–150	CO/–

31	
H	802.5
–	–
–	–
–	–

E1	
6000	–
1600	–
7600	A
–200	CO/–

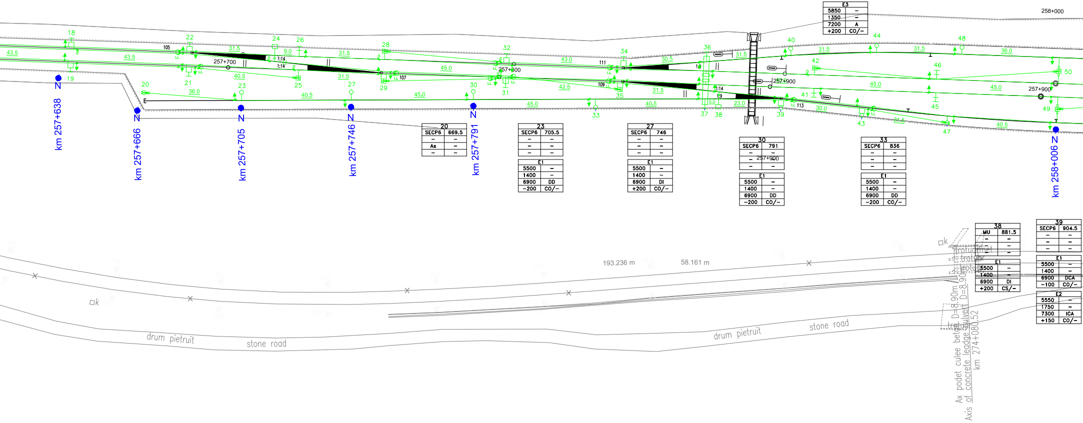
E2	
5500	–
1400	–
6900	DI
0	CO/–

E3	
5850	–
1350	–
7200	A
+200	CO/–

35	
H	845
–	–
As	–
–	–

E1	
5500	–
1400	–
6900	DCA
–100	CO/–

E2	
5550	–
1750	–
7300	ICA
+150	CO/–


258+000
18
22
24
26
28
32
34
36
40
44
48
43.5
43.5
31.5
9.0
31.5
105
257+700
1:14
1:14
45.0
43.0
111
30.5
31.5
31.5
31.5
36.0
257+800
107
40.5
31.5
42.5
109
31.5
257+900
45.0
45.0
257+900
1:14
1:9
5.0
23.0
113
30.0
31.5
40.5
42
46
50
41
45
49
47
43
39
37
38
33
35
31
30
29
27
25
23
21
20
19
36.0
40.5
45.0
45.0
40.5
km 257+638
km 257+666
km 257+705
km 257+746
km 257+791
km 258+006
193.236 m
58.161 m
drum pietruit
stone road
drum pietruit
stone road
k
k
trotuar
Ax podet culee beton D=8.90m
Axis of concrete leadge culvert D=8.90m
km 274+080.52

20	
SECP6	669.5
–	–
As	–
–	–

23	
SECP6	705.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

27	
SECP6	746
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

30	
SECP6	791
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

33	
SECP6	836
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

38	
MU	881.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CS/–

39	
SECP6	904.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DCA
–100	CO/–

E2	
5550	–
1750	–
7300	ICA
+150	CO/–

40	
SECP6	907.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–

42	
H	916.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
0	CO/–

44	
SECP6	939
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CO/–

48	
SECP6	970.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

46	
H	961.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

50	
H	006.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

52	
H	051.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

54	
H	101
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

56	
H	146
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+150	CPS/–
E2	
5500	–
1400	–
6900	DD
–150	CPS/–

58	
MU	186.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CS/–
E2	
5500	–
1400	–
6900	DI
+250	CS/–

60	
MU	234.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–50	CS/–
E2	
5500	–
1400	–
6900	DI
+50	CS/–

41	
H	916.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

45	
H	961.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+250	CO/–

49	
H	006.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+250	CPS/–

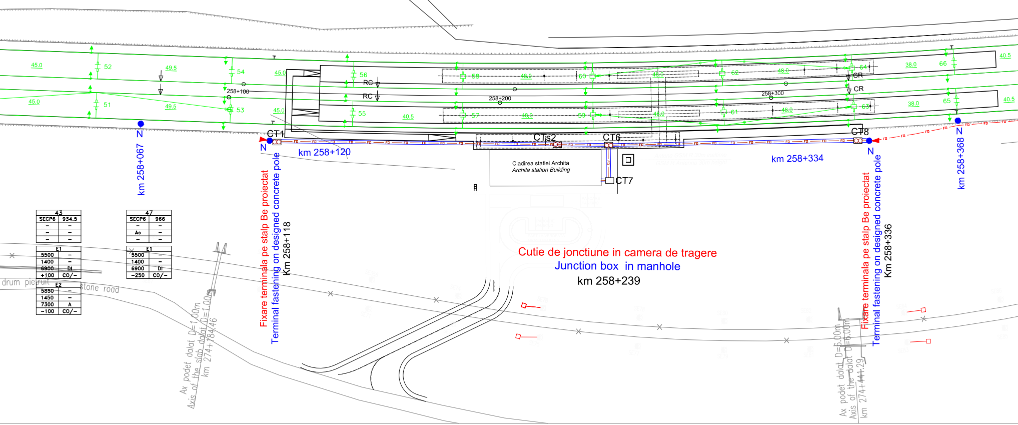
51	
H	051.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CPS/–
E2	
5500	–
1400	–
6900	DD
–200	CPS/–

53	
H	101
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CPS/–
E2	
5500	–
1400	–
6900	DI
+200	CPS/–

55	
H	146
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+150	CPS/–
E2	
5500	–
1400	–
6900	DD
–150	CPS/–

57	
MU	186.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–250	CS/–
E2	
5500	–
1400	–
+250	DI
+250	CS/–

59	
MU	234.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–50	CS/–
E2	
5500	–
1400	–
6900	DI
+50	CS/–


45.0
52
49.5
54
45.0
56
58
48.0
60
62
48.0
64
CR
38.0
66
40.5
258+100
RC
RC
258+200
258+300
CR
45.0
51
49.5
53
45.0
55
40.5
57
48.0
59
61
48.0
63
38.0
65
40.5
N
km 258+067
CT1
N
km 258+120
CTs2
CT6
CT8
N
km 258+334
N
km 258+368
Cladirea statiei Archita
Archita station Building
CT7
drum pietruit
stone road
Ax podet dalat D=1.00m
Axis of the slab dalat D=1.00m
km 274+184.46
Ax podet dalat D=6.00m
Axis of the dalat D=6.00m
km 274+441.29

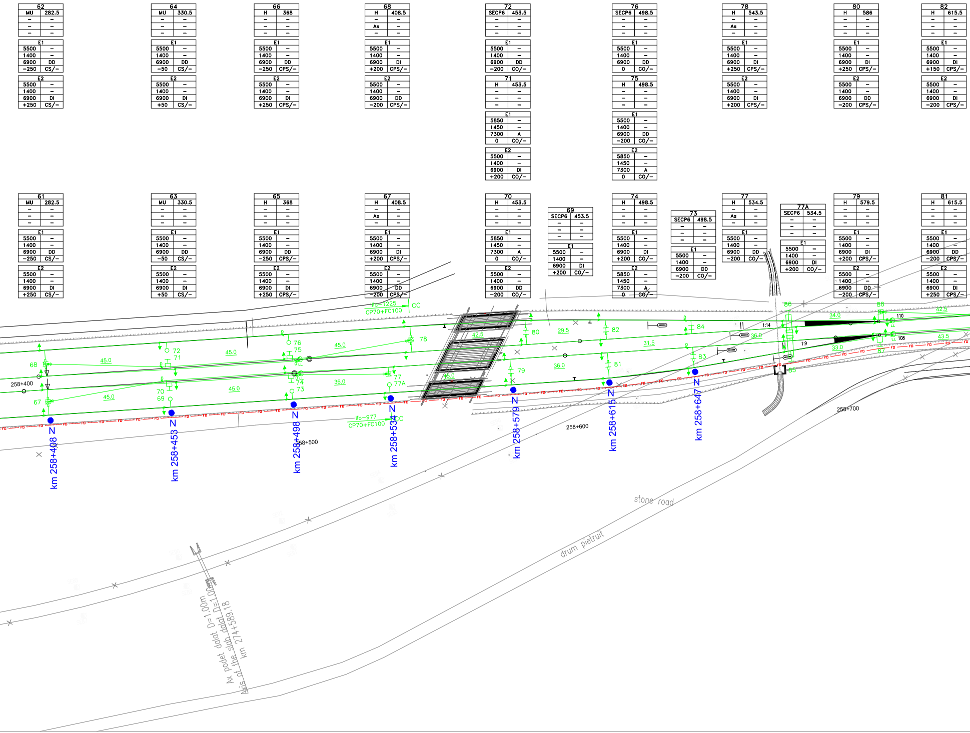
Fixare terminala pe stalp Be proiectat
Terminal fastening on designed concrete pole
Km 258+118

Cutie de jonctiune in camera de tragere
Junction box in manhole
km 258+239

Fixare terminala pe stalp Be proiectat
Terminal fastening on designed concrete pole
Km 258+336

43	
SECP6	934.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+100	CO/–
E2	
5850	–
1450	–
7300	A
–100	CO/–

47	
SECP6	966
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
–250	CO/–


62 MU 282.5 – – – – – –
E1 5500 – 1400 – 6900 DD −250 CS/–
E2 5500 – 1400 – 6900 DI +250 CS/–
64 MU 330.5 – – – – – –
E1 5500 – 1400 – 6900 DD −50 CS/–
E2 5500 – 1400 – 6900 DI +50 CS/–
66 H 368 – – – – – –
E1 5500 – 1400 – 6900 DD −250 CPS/–
E2 5500 – 1400 – 6900 DI +250 CPS/–
68 H 408.5 – – As – – –
E1 5500 – 1400 – 6900 DI +200 CPS/–
E2 5500 – 1400 – 6900 DD −200 CPS/–
72 SECP6 453.5 – – – – – –
E1 5500 – 1400 – 6900 DD −200 CO/–
71 H 453.5 – – – – – –
E1 5850 – 1450 – 7300 A 0 CO/–
E2 5500 – 1400 – 6900 DI +200 CO/–
76 SECP6 498.5 – – – – – –
E1 5500 – 1400 – 6900 DD 0 CO/–
75 H 498.5 – – – – – –
E1 5500 – 1400 – 6900 DD −200 CO/–
E2 5850 – 1450 – 7300 A 0 CO/–
78 H 543.5 – – As – – –
E1 5500 – 1400 – 6900 DI +250 CPS/–
E2 5500 – 1400 – 6900 DI +200 CPS/–
80 H 586 – – – – – –
E1 5500 – 1400 – 6900 DI +250 CPS/–
E2 5500 – 1400 – 6900 DD −200 CPS/–
82 H 615.5 – – – – – –
E1 5500 – 1400 – 6900 DI +150 CPS/–
E2 5500 – 1400 – 6900 DI −200 CPS/–
61 MU 282.5 – – – – – –
E1 5500 – 1400 – 6900 DD −250 CS/–
E2 5500 – 1400 – 6900 DI +250 CS/–
63 MU 330.5 – – – – – –
E1 5500 – 1400 – 6900 DD −50 CS/–
E2 5500 – 1400 – 6900 DI +50 CS/–
65 H 368 – – – – – –
E1 5500 – 1400 – 6900 DD −250 CPS/–
E2 5500 – 1400 – 6900 DI +250 CPS/–
67 H 408.5 – – As – – –
E1 5500 – 1400 – 6900 DI +200 CPS/–
E2 5500 – 1400 – 6900 DD −200 CPS/–
70 H 453.5 – – – – – –
E1 5850 – 1450 – 7300 A 0 CO/–
E2 5500 – 1400 – 6900 DD −200 CO/–
69 SECP6 453.5 – – – – – –
E1 5500 – 1400 – 6900 DI +200 CO/–
74 H 498.5 – – – – – –
E1 5500 – 1400 – 6900 DI +200 CO/–
E2 5850 – 1450 – 7300 A 0 CO/–
73 SECP6 498.5 – – – – – –
E1 5500 – 1400 – 6900 DD −200 CO/–
77 H 534.5 – – As – – –
E1 5500 – 1400 – 6900 DD −200 CO/–
77A SECP6 534.5 – – – – – –
E1 5500 – 1400 – 6900 DI +200 CO/–
79 H 579.5 – – – – – –
E1 5500 – 1400 – 6900 DI +200 CPS/–
E2 5500 – 1400 – 6900 DD −200 CPS/–
81 H 615.5 – – – – – –
E1 5500 – 1400 – 6900 DD −200 CPS/–
E2 5500 – 1400 – 6900 DI +250 CPS/–
IIIa–1225
CP70+FC100
CC
IIb–977
CP70+FC100
CC
68
67
258+400
72
71
70
69
76
75
74
73
78
77
77A
45.0
45.0
45.0
45.0
45.0
45.0
45.0
36.0
42.5
45.0
80
79
29.5
36.0
82
81
31.5
84
83
36.0
1:14
1:9
86
85
34.0
33.0
88
87
110
108
42.5
43.5
LL
LL
km 258+408 N
km 258+453 N
km 258+498 N
258+500
km 258+534 N
km 258+579 N
258+600
km 258+615 N
km 258+647 N
258+700
stone road
drum pietruit
Ax podet dalat D=1,00m
Axis of the slab dalat D=1,00m
km 274+589.18

84	
H	647
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–
E2	
5500	–
1400	–
6900	DD
–200	CO/–

86	
H	683
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
–200	CO/–
E2	
5500	–
1400	–
6900	DD
–200	CP/–
E3	
5500	–
1400	–
6900	DD
–200	CP/–
E4	
5500	–
1400	–
6900	DI
+200	CO/–

88	
H	717
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DCA
–100	CO/–
E2	
5550	–
1750	–
7300	ICA
+150	CO/–

90	
H	759.5
–	–
–	–
–	–
E1	
5850	–
1350	–
7200	A
+200	CO/–
E2	
5500	–
1400	–
6900	DI
0	CO/–
E3	
6000	–
1600	–
7600	A
–200	CO/–

92	
H	804.5
–	–
As	–
–	–
E1	
5550	–
1750	–
7300	DCA
–150	CO/–
E2	
5500	–
1400	–
6900	ICA
+100	CO/–

94	
H	836
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–

96	
H	976.5
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
–650	CO/–
E2	
5500	–
1400	–
6900	DD
–150	CO/–

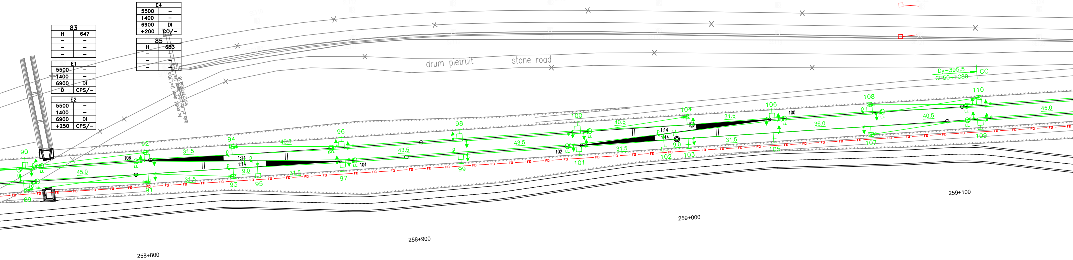
98	
H	920
–	–
–	–
–	–
E1	
5500	–
1300	–
6800	ICM
–250	CO/–
E2	
5500	–
2000	–
7500	ICM
+250	CO/–

100	
H	963.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+150	CO/–
E2	
6000	–
1300	–
7300	A
+650	CO/–

104	
H	004
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

83	
H	647
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CPS/–
E2	
5500	–
1400	–
6900	DI
+250	CPS/–

85	
H	683
–	–
–	–
–	–


drum pietruit
stone road
Ax podet dalat D=1.20m
Axis of the slab culvert D=1.20m
Dy-395.5
CC
CP80+FC80
90
92
94
96
98
100
104
106
108
110
89
91
93
95
97
99
101
102
103
105
107
109
45.0
31.5
40.5
43.5
36.0
9.0
1:14
258+800
258+900
259+000
259+100

87	
H	716
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DCA
–100	CO/–
E2	
5550	–
1750	–
7300	ICA
+150	CO/–

89	
H	759.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–
E2	
5850	–
1450	–
7300	A
0	CO/–

91	
H	804.5
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

93	
H	836
–	–
As	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–

95	
MU	945
–	–
–	–
–	–
E1	
5550	–
1400	–
6950	DD
0	CS/–

97	
H	976.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	ICA
+100	CO/–
E2	
5550	–
1750	–
7300	DCA
–150	CO/–

99	
H	920
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	DCA
0	CO/–
E2	
5500	–
1400	–
6900	DCA
–200	CO/–

101	
H	963.5
–	–
–	–
–	–
E1	
5550	–
1750	–
7300	DCA
–150	CO/–
E2	
5500	–
1400	–
6900	ICA
+100	CO/–

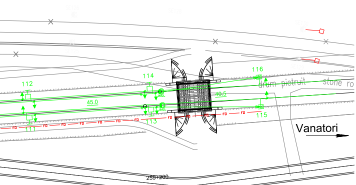
102	
MU	995
–	–
–	–
–	–
E1	
5550	–
1400	–
6950	DD
0	CS/–

103	
H	004
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

106	
H	035.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	ICA
+100	CO/–
E2	
5550	–
1750	–
7300	DCA
–150	CO/–

108	
H	071.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DI
0	CO/–
E2	
5850	–
1450	–
7300	A
+200	CO/–

110	
H	112
–	–
An	–
–	–
E1	
6000	–
1300	–
7300	A
–650	CO/–
E2	
5500	–
1400	–
6900	DD
–150	CO/–


112
111
45.0
114
113
40.5
116
115
FO
drum pietruit
stone ro
Vanatori
259+200

105	
H	035.5
–	–
–	–
–	–
E1	
5500	–
1400	–
6900	DI
+200	CO/–

107	
H	071.5
–	–
An	–
–	–
E1	
5500	–
1400	–
6900	DD
–200	CO/–

109	
H	112
–	–
–	–
–	–
E1	
6000	–
1300	–
7300	A
+650	CO/–
E2	
5500	–
1400	–
6900	DI
+150	CO/–

LEGENDA TELECOMUNICATII
TELECOMMUNICATIONS LEGEND:

	Cablu FO aerian proiectat Designed aerial OF cable
	Canalizatie telefonica cu tevi PVC Telephone conduit with PVC pipes
N	Stalp de beton proiectat Designed concrete pole
	Stalp de beton existent - demontat Dismounted existing concrete pole
CT ▭	Camera de tragere proiectata / Designed manhole
— FO — FO —	Cablu FO proiectat instalat subteran Designed OF cable installed underground

DESCRIEREA LUCRĂRILOR

Faza 2

Lucrările la cablul cu fibre optice in faza 2 vor fi executate după terminarea construcţiei firului 2 proiectat şi plantarea noilor stâlpi metalici ai liniei de contact.

Instalarea noului cablu cu fibre optice se va face pe partea dreaptă a căii ferate, atât aerian pe stâlpii liniei de contact, cât şi subteran, după cum urmează:

A. Capătul X al staţiei

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

a) între semnalul de intrare X şi până la noua clădire a staţiei Archita cablul se va instala aerian pe stâlpii metalici proiectaţi ai liniei de contact de pe partea dreaptă a căii ferate.

b) Cablul cu fibre optice se va fixa terminal pe stâlpul de beton proiectat la km 258+120 (capăt peron linia 1).

c) Prin canalizaţia telefonică proiectată cablul cu fibre optice se va introduce în sala de echipamente Tc din clădirea staţiei.

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

B. Capătul Y al staţiei

Cablul cu fibre optice de tip aerian proiectat din capătul Y al staţiei se va instala după cum urmează:

a) Incepând de la clădirea staţiei cablu cu fibre optice se va poza subteran prin canalizaţia telefonică proiectată până la capătul peronului liniei 1

b) De la stâlpul de beton proiectat la km 258+334 cablul se va instala aerian de-a lungul căii ferate pe stâlpii metalici ai liniei de contact 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 fazele precedente.

DESCRIPTION OF WORKS

2nd Phase

The works at the fiber optic cable in the 2nd phase will be performed after the finishing of construction of the designed track 2 and the planting of the new metallic poles of the traction line.

The installation of the new fiber optic cable will be made on the right side of the rail tracks both on the traction line poles and underground as follows:

A. X end of station

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

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

b) the fiber optic cable will have terminal fastening on the designed concrete pole at km 258+120 (end of 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.

d) After taking over the communications on the designed fibre optic cable it will be dismounted the cable installed previously.

B. Y end of station

The designed aerial type fiber optic cable in the Y end of station will be installed as follows:

a)beginning from the station building the fiber optic cable will be installed underground through the designed telephone conduit up to the end of platform track 1.

b) from the designed concrete pole at km 258+334 the cable will be installed aerial on the metallic poles of the traction line on the right side the of rail tracks 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 previous phases.

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

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

CLIENT / CLIENT

GRUPPO FERROVIE DELLO STATO
Joint Venture leader

CONSULTANT / CONSULTANT

			Data Date	Semnătură Signature
Aprobat Approved	Şef proiect Project manager	R. Liuzza	01.2012	
Aprobat Approved	Coordonator Secţiune 1 Section 1 Coordinator	C. Gambelli	01.2012	
Verificat Checked	Expert Verificator Checking Expert	Pino Amodio	01.2012	

SUBCONTRACTANT / SUBCONTRACTOR

Aprobat Approved	Responsabil Subcontractant Subcontractor Responsible	A.Stanciu - Dinulescu	01.2012	
Întocmit Elaborated	Proiectant Designer		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 ARCHITA- Layout Plan
Relocation and protection of existing OF cable - 2nd Phase

Codificare / Codification System	Scara / Scale	LOT / LOT	Nr. / No 03 / 03

E A 5 1 | 0 1 | C | 1 5 | L 8 | T C | 0 8 | 1 | 1 | 0 0 1 | 1