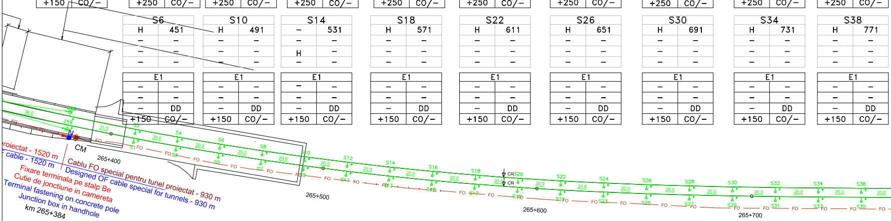
S2		S4		S8		S12		S16		S20		S24		S28		S32		S36	
H	411	H	431	H	471	H	511	H	551	H	591	H	631	H	671	H	711	H	751
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD
+150	CO/–	+250	CO/–	+250	CO/–	+250	CO/–	+250	CO/–	+250	CO/–	+250	CO/–	+250	CO/–	+250	CO/–	+250	CO/–

S6		S10		S14		S18		S22		S26		S30		S34		S38	
H	451	H	491	–	531	H	571	H	611	H	651	H	691	H	731	H	771
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	H	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD
+150	CO/–	+150	CO/–	+150	CO/–	+150	CO/–	+150	CO/–	+150	CO/–	+150	CO/–	+150	CO/–	+150	CO/–


roiectat - 1520 m
cable - 1520 m
Cablu FO special pentru tunel proiectat - 930 m
Designed OF cable special for tunnels - 930 m
Fixare terminala pe stalp Be
Terminal fastening on concrete pole
Cutie de jonctiune in camereta
Junction box in handhole
km 265+384
CM
N
265+400
265+500
265+600
265+700
36.0
31.5
260
259
20.0
FO
CR
S1
S2
S3
S4
S5
S6
S7
S8
S10
S12
S14
S16
S18
S20
S22
S24
S26
S28
S30
S32
S34
S36

S3		S7		S11		S15		S19		S23		S27		S31		S35	
H	431	H	471	H	511	H	551	H	591	H	631	H	671	H	711	H	751
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD
−250	CO/–	−250	CO/–	−250	CO/–	−250	CO/–	−250	CO/–	−250	CO/–	−250	CO/–	−250	CO/–	−250	CO/–

S1		S5		S9		S13		S17		S21		S25		S29		S33		S37	
H	411	H	451	H	491	H	531	H	571	H	611	H	651	H	691	H	731	H	771
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD
−150	CO/–	−150	CO/–	−150	CO/–	−150	CO/–	−150	CO/–	−150	CO/–	−150	CO/–	−150	CO/–	−150	CO/–	−150	CO/–

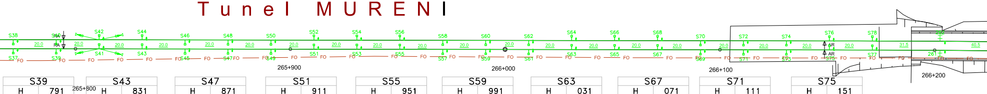
S40		S44		S48		S52		S56		S60		S64		S68		S72		S76		262	
H	791	H	831	H	871	H	911	H	951	H	991	H	031	H	071	H	111	H	151	H	202.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5500	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1400	–
–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	6900	DI
+250	CO/–	–50	CO/–	+150	CO/–	–50	CO/–	–50	CO/–	+150	CO/–	–50	CO/–	–50	CO/–	+150	CO/–	–50	CO/–	+100	CO/–

S42		S46		S50		S54		S58		S62		S66		S70		S74		S78	
H	811	H	851	H	891	H	931	H	971	H	011	H	051	H	091	H	131	H	171
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD
–150	CO/–	+50	CO/–	+50	CO/–	–150	CO/–	+50	CO/–	+50	CO/–	–150	CO/–	+50	CO/–	+50	CO/–	–150	CO/–

T u n e l   M U R E N I


S38
S40
S42
S44
S46
S48
S50
S52
S54
S56
S58
S60
S62
S64
S66
S68
S70
S72
S74
S76
S78
S37
S39
S41
S43
S45
S47
S49
S51
S53
S55
S57
S59
S61
S63
S65
S67
S69
S71
S73
S75
S77
20.0
31.6
40.6
RA
AR
FO
265+800
265+900
266+000
266+100
266+200

Cablu FO special pentru tunel
Designed OF cable special for

S39		S43		S47		S51		S55		S59		S63		S67		S71		S75	
H	791	H	831	H	871	H	911	H	951	H	991	H	031	H	071	H	111	H	151
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD
–250	CO/–	+50	CO/–	–150	CO/–	+50	CO/–	+50	CO/–	–150	CO/–	+50	CO/–	+50	CO/–	–150	CO/–	+50	CO/–

S41		S45		S49		S53		S57		S61		S65		S69		S73		S77		261	
H	811	H	851	H	891	H	931	H	971	H	011	H	051	H	091	H	131	H	171	H	202.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5500	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1400	–
–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	–	DD	6900	DD
+150	CO/–	–50	CO/–	–50	CO/–	+150	CO/–	–50	CO/–	–50	CO/–	+150	CO/–	–50	CO/–	–50	CO/–	+150	CO/–	–100	CO/–

264	
H	243
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–200	CO/–

266	
H	292.5
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
–350	CO/–

E2	
5500	–
1400	–
6900	DD
–150	CO/–

268	
H	340.5
–	–
–	–
–	–

E1	
5500	–
1300	–
6800	DD
–350	CO/–

E2	
5500	–
2000	–
7500	DD
–150	CO/–

270	
H	391
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

E2	
6000	–
1300	–
7300	A
+50	CO/–

272	
H	435
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CO/–

274	
H	480
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CO/–

276	
H	520.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CO/–

278	
H	553.5
–	–
–	–
–	–

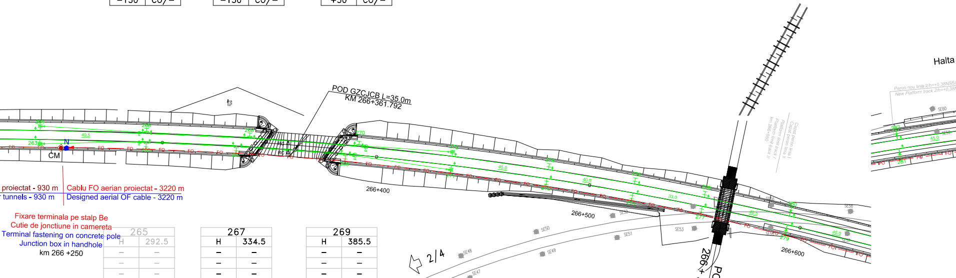
E1	
5500	–
1400	–
6900	DD
–250	CO/–

280	
H	594
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–150	CPS/–

282	
H	639
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
–250	CPS/–


POD GZCJCB L=35.0m
KM 266+361.792
266+400
266+500
266+600
CM
N
FO
263
266
268
270
277
279
282
49.5
45.0
40.5
33.0
2/4
SE47
SE48
SE49
SE50
SE51
SE53
SE60
Halta
Peron nou linia 2/h=+0,38NSS
New Platform track 2/h=+0,38
PODET D5
266 + 563.082

proiectat - 930 m
tunnels - 930 m

Cablu FO aerian proiectat - 3220 m
Designed aerial OF cable - 3220 m

Fixare terminala pe stalp Be
Cutie de jonctiune in camereta
Terminal fastening on concrete pole
Junction box in handhole
km 266 +250

263	
H	243
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

265	
H	292.5
–	–
–	–
–	–

E1	
6000	–
1300	–
7300	A
+350	CO/–

E2	
5500	–
1400	–
6900	DI
+150	CO/–

267	
H	334.5
–	–
–	–
–	–

E1	
5500	–
2000	–
7500	DI
+350	CO/–

E2	
5500	–
1300	–
6800	DI
+150	CO/–

269	
H	385.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

E2	
6000	–
1300	–
7300	A
+50	CO/–

271	
H	435
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

273	
H	480
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

275	
H	520.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/–

277	
H	553.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/–

279	
H	594
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CPS/–

281	
H	639
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CPS/–

284	
H	684
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−150	CPS/−

286	
H	729
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−250	CPS/−

288	
H	769.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−150	CO/−

290	
H	814.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−250	CO/−

292	
H	859.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
0	CO/−

294	
H	900
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−

296	
H	940.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/−

298	
H	990
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−

300	
H	039.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−

302	
H	089
–	–
–	–
–	–

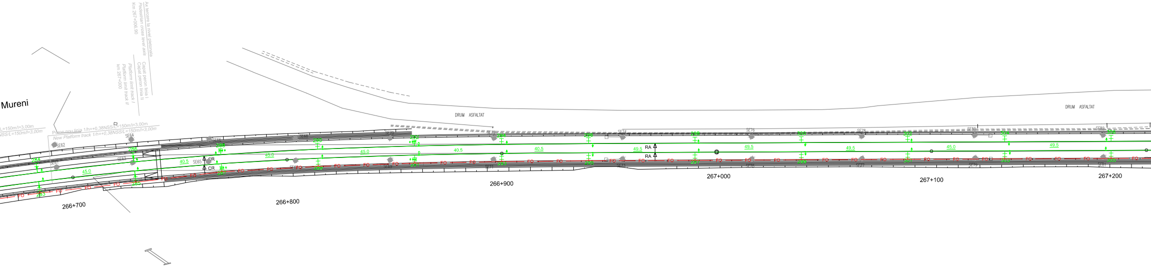
E1	
5500	–
1400	–
6900	DD
−200	CO/−

304	
H	134
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−

306	
H	183.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−


Mureni
DRUM ASFALTAT
DRUM ASFALTAT
266+700
266+800
266+900
267+000
267+100
267+200
49.5
45.0
40.5
FO
RA
CR
SE62
SE64
SE65

283	
H	684
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CPS/−

285	
H	729
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CPS/−

287	
H	769.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+150	CO/−

289	
H	814.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+250	CO/−

291	
H	859.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
0	CO/−

293	
H	900
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−

295	
H	940.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−150	CO/−

297	
H	990
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−

299	
H	039.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−

301	
H	089
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−

303	
H	134
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/−

305	
H	183.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/−

308

H	233
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

310

H	282.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

312

H	327.5
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

314

H	377
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

316

H	426.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

318

H	476
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

320

H	525.5
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DI
+200	CO/–

322

H	575
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

324

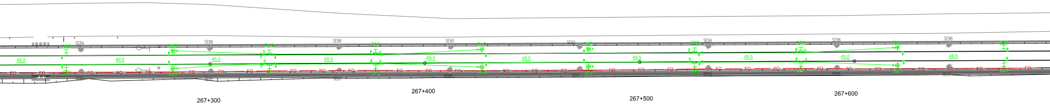
H	620
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

326

H	669.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–


SE84
SE86
SE88
SE90
SE92
SE94
SE96
SE98
49.5
45.0
49.0
FO
267+300
267+400
267+500
267+600

307

H	233
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

309

H	282.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

311

H	327.5
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DD
−200	CO/–

313

H	377
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

315

H	426.5
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DD
−200	CO/–

317

H	476
–	–
An	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

319

H	525.5
–	–
–	–
–	–

E1	
5850	–
1450	–
7300	A
0	CO/–

E2	
5500	–
1400	–
6900	DD
−200	CO/–

321

H	575
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

E2	
5850	–
1450	–
7300	A
0	CO/–

323

H	620
–	–
An	–
–	–

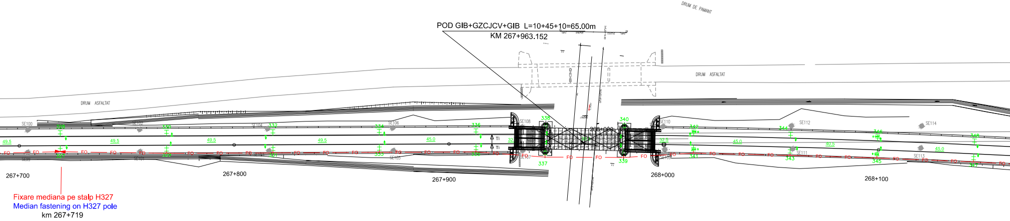
E1	
5500	–
1400	–
6900	DD
−200	CO/–

325

H	669.5
–	–
–	–
–	–

E1	
5500	–
1400	–
6900	DI
+200	CO/–

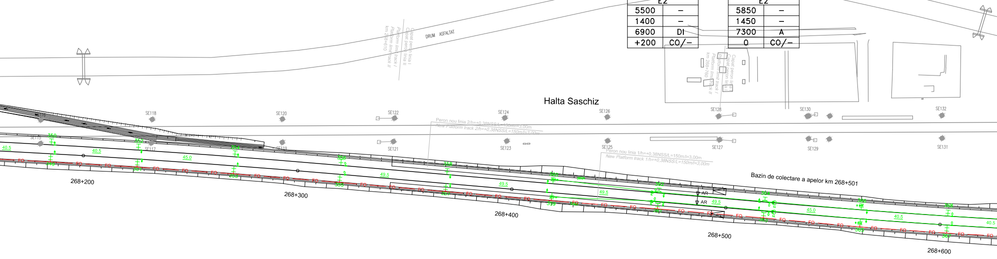
328		330		332		334		336		338		340		342		344		346		348	
H	719	H	768.5	H	818	H	867.5	H	912.5	H	944.5	H	981	H	013.5	H	058.5	H	099	H	144
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	An	–	–	–	An	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI
+200	CO/–	−200	CO/–	+200	CO/–	−200	CO/–	+200	CO/–	−200	CPS/–	+200	CPS/–	−200	CO/–	+200	CO/–	−200	CO/–	+200	CO/–


DRUM DE PAMANT
POD GIB+GZCJCV+GIB L=10+45+10=65.00m
KM 267+963.152
DRUM ASFALTAT
DRUM ASFALTAT
268+000
267+700
267+800
267+900
268+000
268+100
FO
49.5
45.0
336
337
338
339
340
SE108
SE110
SE112
SE114

Fixare mediana pe stalp H327
Median fastening on H327 pole
km 267+719

327		329		331		333		335		337		339		341		343		345		347	
H	719	H	768.5	H	818	H	867.5	H	912.5	H	944.5	H	981	H	013.5	H	058.5	H	099	H	144
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	An	–	–	–	An	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD	6900	DI	6900	DD
−200	CO/–	+200	CO/–	−200	CO/–	+200	CO/–	−200	CO/–	+200	CPS/–	−200	CPS/–	+200	CO/–	−200	CO/–	+200	CO/–	−200	CO/–

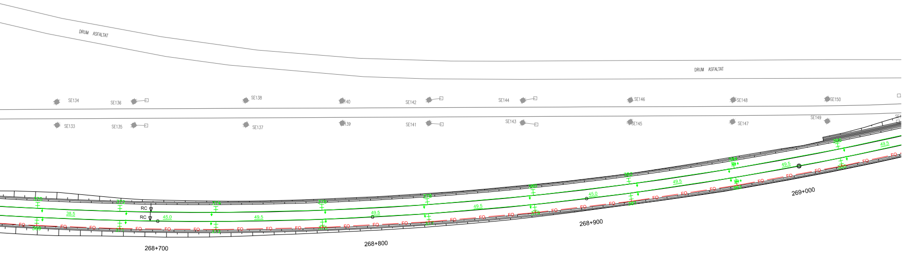
350		352		354		356		358		360		362		364		366		368	
H	184.5	H	225	H	270	H	319.5	H	369	H	418.5	H	468	H	517.5	H	562.5	H	603
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	An	–	–	–	–	–	An	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5850	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1450	–	1400	–	1400	–	1400	–
6900	DD	6900	DI	6900	DD	6900	DI	6900	DI	6900	DD	7300	A	6900	DD	6900	DI	6900	DI
−200	CO/−	+200	CO/−	−200	CO/−	0	CO/−	+200	CO/−	−200	CO/−	0	CO/−	−200	CO/−	+200	CO/−	0	CO/−
												E2		E2					
												5500	–	5850	–				
												1400	–	1450	–				
												6900	DI	7300	A				
												+200	CO/−	0	CO/−				


DRUM ASFALTAT
Capat peron linia I
Capat peron linia II
Platform limit track I
Platform limit track II
km 268+610
Halta Saschiz
SE115
SE117
SE118
SE119
SE120
SE121
SE122
SE123
SE124
SE125
SE126
SE127
SE128
SE129
SE130
SE131
SE132
Peron nou linia 2/h=+0.38NSS/L=150m/l=3,00m
New Platform track 2/h=+0.38NSS/L=150m/l=3,00m
Peron nou linia 1/h=+0.38NSS/L=150m/l=3,00m
New Platform track 1/h=+0.38NSS/L=150m/l=3,00m
Bazin de colectare a apelor km 268+501
268+200
268+300
268+400
268+500
268+600
40.5
45.0
49.5
AR
FO

349		351		353		355		357		359		361		363		365		367	
H	184	H	225	H	270	H	319.5	H	369	H	418.5	H	468	H	517.5	H	562.5	H	603
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	An	–	–	–	–	–	An	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
E1		E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5850	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1450	–	1400	–	1400	–	1400	–
6900	DI	6900	DD	6900	DI	6900	DD	6900	DD	6900	DI	7300	A	6900	DI	6900	DD	6900	DD
+200	CO/−	−200	CO/−	+200	CO/−	0	CO/−	−200	CO/−	+200	CO/−	0	CO/−	+200	CO/−	−200	CO/−	0	CO/−
												E2		E2					
												5500	–	5850	–				
												1400	–	1450	–				
												6900	DD	7300	A				
												−200	CO/−	0	CO/−				

370		372		374		376		378		380		382		384		386	
H	643.5	H	682	H	727	H	776.5	H	826	H	875.5	H	920.5	H	970	H	019.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	An	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DI	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI	6900	DI
+250	CO/–	+150	CO/–	+250	CO/–	+150	CO/–	+250	CO/–	+150	CO/–	+250	CO/–	+150	CO/–	+250	CO/–


DRUM ASFALTAT
DRUM ASFALTAT
SE134
SE136
SE138
SE140
SE142
SE144
SE146
SE148
SE150
SE133
SE135
SE137
SE139
SE141
SE143
SE145
SE147
SE149
RC
RC
38.5
45.0
49.5
49.5
49.5
45.0
49.5
49.5
49.5
FO
268+700
268+800
268+900
269+000

369		371		373		375		377		379		381		383		385	
H	643.5	H	682	H	727	H	776.5	H	826	H	875.5	H	920.5	H	970	H	019.5
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	An	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

E1		E1		E1		E1		E1		E1		E1		E1		E1	
5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–	5500	–
1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–	1400	–
6900	DD	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD	6900	DD
–250	CO/–	–150	CO/–	–250	CO/–	–150	–	–250	CO/–	–150	CO/–	–250	CO/–	–150	CO/–	–250	CO/–

DESCRIEREA LUCRARILOR

Lucrarile de protejare a cablului cu fibre optice existent se vor realiza in 2 faze.

Faza 2

Lucrările la cablul cu fibre optice in faza 2 vor fi executate după terminarea construcției firului 2 proiectat și 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 și subteran.

Cablul proiectat va avea 5 secțiuni, după cum urmează:

1) între capătul Y al stației Archita (secțiunea începe de la noua clădirea a stației Archita) și stâlpul H197 cablul aerian va avea fixări mediane pe stîlpii H23, H81 și H139; pe stâlpul H197 cablul se joncționează de secțiunea următoare
2) urmează o secțiune aeriană scurtă între stâlpii H197 și stâlpul proiectat la km 265+384 (intrarea în tunelul Mureni); în camereta de la km 265+384 cablul aerian se va joncționa de cablul special din tunel
3) în interiorul tunelului cablul special se va instala în canalul de beton pentru cabluri; în camereta de la km 266+250 (capăt Y tunel Mureni) cablul subteran se va joncționa cu cablul aerian al secțiunii următoare
4) între camereta de la km 266+250 și stâlpul H 389 cablul cu fibre optice se va instala aerian pe stâlpii metalici; cablul aerian va avea o fixare mediană pe stîlpul H327, iar pe stâlpul H 389 cablul se joncționează de secțiunea următoare
5) între stâlpul H389 și semnalul de intrare X stația Vânători, cablul aerian va avea o supratraversare a liniilor c.f. între stâlpii H453 - SN.

După preluarea comunicațiilor pe noul cablu, cablurile instalate în fazele precedente se vor demonta.

LEGENDA TELECOMUNICATII
TELECOMMUNICATIONS LEGEND:

— FO — FO —	Cablu FO aerian proiectat Designed aerial OF cable
— FO — FO —	Cablu FO special pentru tunel proiectat Designed special OF cable for tunnels
N ●	Stalp de beton proiectat Designed concrete pole
●	Stalp de beton existent - demontat Dismounted existing concrete pole
CM ◇	Camereta de beton proiectata / Designed concrete handhole

DESCRITION OF THE DESIGNED 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 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 aerial in the traction line poles and underground.

The designed cable will have 5 sections as follows:

1) between the Y end of station Archita (the section starts from the new station building Archita) and the H197 pole the aerial cable will have median fastenings on the H23, H81 and H139 poles; on the H197 pole the cable will be jointed to the next section
2) it continue with a short aerial section between the H197 pole and the designed pole at km 265+384 (entrance in the Mureni tunnel); in the handhole at km 265+384 the aerial cable will jointed with the special cable from tunnel
3) inside the tunnel the special cable will be installed in the concrete channel for cables; in the handhole at km 266+250 (Y end of Mureni tunnel) the special cable will be jointed with the aerial cable of the next section
4) between the designed pole at km 266+250 and the H389 the fiber optic cable will be installed aerial on the metallic poles; the aerial cable will have one median fastening on the H327 pole and on the H 389 pole the cable will be jointed to the next section
5) between the H389 pole and the X entrance signal station Vânători, the aerial cable will have one over-crossing of the rail tracks between the H453 and SN poles.
5) între stâlpul H389 şi semnalul de intrare X staţia Vânători, cablul aerian va avea o supratraversare a liniilor c.f. între stâlpii H453 - SN.

After taking over of the communications on the new fibre optic cable, the cables installed in the previous phases will be dismounted.

Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR
D					
C					
B					
A					

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. Gambelli		
Verificat Checked	Expert Verificator Checking Expert	Pino Amodio		

SUBCONTRACTANT / SUBCONTRACTOR AREX COMPANY

Aprobat Approved	Responsabil Subcontractant Subcontractor Responsible	A.Stanciu - Dinulescu	02.2012	
Întocmit Elaborated	Proiectant Designer	Gabriela Trifan	02.2012	Trifan

Reabilitarea liniei de cale ferata Brasov - Simeria, parte componentă a coridorului IV Pan European, pentru circulaţia 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 - interval ARCHITA-VANATORI Section - Layout Plan
Removal and protection of existing OF cable - 2nd Phase

Codificare / Codification System	Scara / Scale 1:1000	LOT / LOT	Nr. / No 05/ 06

E	A	5	1		0	1		C		1	6		L	7		T	C		0	8		9		1		0	0	1		1