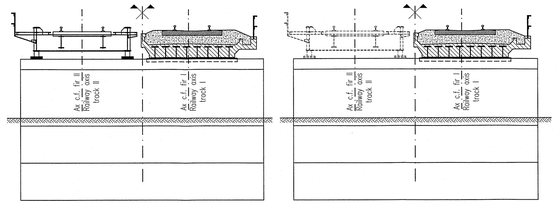
SITUATIE EXISTENTA
Sc. 1:100

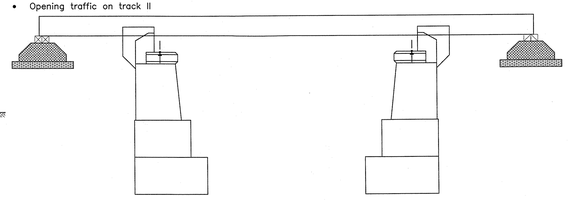


FAZA I / PHASE I

- Cu inchidere totala circulatie si scoatere de sub tensiune
- Scoaterea din cale a tablierului de pe firul II cu ajutorul unei macarale auto
- Deschiderea circulatiei pe firul I
- With total traffic closure and taking off tension
- Taking the deck on track II off track with the help of a derrick
- Opening traffic on track I

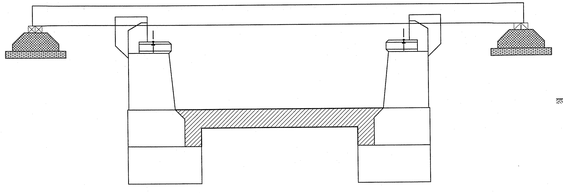
FAZA II / PHASE II

- In inchidere de linie pe firul II si restrictive de 30km/h pe firul I
- Demolarea partiala a zidului de garda de pe firul II
- Montarea podului provizoriu G21 cu macara auto
- Montarea suprastructurii CF pe pod cu racordarea ei cu suprastructura de pe terasamente
- Deschiderea circulatiei pe firul II
- In line closure on track II and speed limit of 30km/h on track I
- Partial demolishing of guard wall on track II
- Mounting the temporary bridge G21 with the derrick
- Mounting the railway superstructure on the bridge and connecting it with the superstructure on the embankments
- Opening traffic on track II



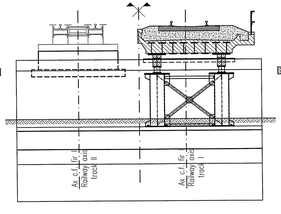
FAZA III / PHASE III

- Cu circulatie pe ambele fire cu restrictie de viteza de 30km/h
- La adapostul podului provizoriu
- Pregatirea suprafetelor betonului la culei in contact cu radierul
- Montarea armaturilor si turnarea betoanelor in radier
- With traffic on both tracks with speed limit of 30km/h
- Under the temporary bridge
- Preparing the superstructure of the concrete at the abutments in contact with the foundation slab.
- Mounting the fittings and casting the concretes in the foundation slab.



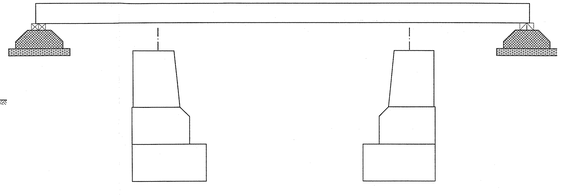
FAZA IV / PHASE IV

- Cu circulatie cu viteza de 30km/h pe firul II si inchidere de linie firul I
- Montarea turnurilor de ridicare a tablierului de pe firul I
- Ridicarea tablierului de pe firul I cu 50 cm
- With traffic with speed limit of 30km/h on track II and line closure on track I
- Mounting the tower lifts of the deck on track I
- Lifting the deck on track I with 50 cm



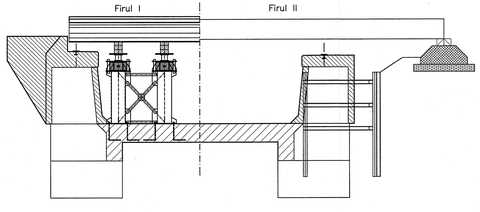
FAZA V / PHASE V

- Cu circulatie cu viteza de 30km/h pe firul II si inchidere de linie firul I
- Demolare bancheta, zid de garda si zid intors pe ambele fire
- With traffic with speed limit of 30km/h on track II and line closure on track I
- Demolishing of the bench, guard wall and inverted wall on both tracks



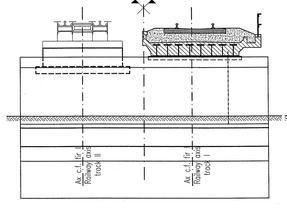
FAZA VI / PHASE VI

- Cu circulatie cu viteza de 30km/h pe firul II si inchidere de linie firul I
- Sapaturi cu sprijinire pentru realizarea camasuielii si drenului
- Armare si turnare beton in bancheta si camasuiala pe ambele fire
- Armare si turnare betoane in zid de garda si zid intors pe firul I
- Refacerea drenului din spatele culeelor
- With traffic with speed limit of 30km/h on track II and line closure on track I
- Digging with suspensions for realizing the coating and drain
- Reinforcing and casting concrete in the bench and coating on both tracks
- Reinforcing and casting concretes in guard wall and inverted wall on track I
- Rebuilding the drain behind the abutments



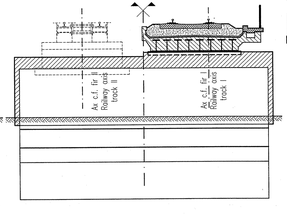
FAZA VII / PHASE VII

- Cu circulatie cu viteza de 30km/h pe firul II si inchidere de linie firul I
- Turnare hidroizolatie si protectie pe firul I
- Coborarea suprastructurii in pozitie definitiva
- Echiparea tablierului de pe firul I cu ballast, traverse, sine
- Racordarea suprastructurii CF de pe firul I cu suprastructura de pe terasamente
- Deschiderea circulatiei pe firul I
- With traffic with speed limit of 30km/h on track II and line closure on track I
- Casting waterproofing and protection on track I
- Lowering the superstructure in final position on track I
- Equipping the deck on track I with ballast, sleepers, tracks
- Connecting the railway superstructure on track I with the superstructure on the embankments
- Opening traffic on track I



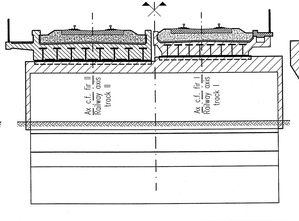
FAZA VIII / PHASE VIII

- Cu inchidere totala circulatie si scoatere de sub tensiune
- Scoaterea din cale a podului provizoriu G21
- With total traffic closure and taking off tension
- Taking off track the temporary bridge G21



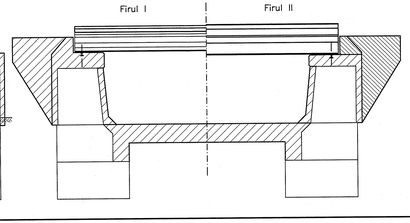
FAZA IX / PHASE IX

- Cu inchidere totala linie (pe firul I in ferestre de circulatie)
- Montarea suprastructurii noi pe firul II
- With total traffic closure (on track I in traffic breaks)
- Mounting the new superstructure on track II



FAZA X / PHASE X

- Cu circulatie cu viteza de 30km/h pe firul I si inchidere de linie firul II
- Realizarea zidului de garda si azidului intors pe firul II
- Echiparea tablierului de pe firul II cu balast, traverse, sine
- Racordarea suprastructurii CF de pe firul II cu suprastructura de pe terasamente
- Deschiderea circulatiei pe firul II
- Cu circulatie cu viteza de 30km/h pe firul I si inchidere de linie firul II
- Realizing the guard wall and inverted wall on track II
- Equipping the deck on track II with ballast, sleepers, tracks
- Connecting the railway superstructure on track II with the superstructure on the embankments
- Opening traffic on track II



B			
A			
Data / Date	Modificare / Modification / Revision		

BENEFICIAR / BENEFICIARY: AUTORITATEA DE IMPLEMENTARE/ IMPLEMENTING AUTHORITY
ROMANIAN RAILWAY NATIONAL COMPANY — Ministerul Transporturilor / Ministry of Transports

AUTORITATEA CONTRACTANTA / CONTRACTING AUTHORITY
Ministerul Economiei si Finantelor Oficiul de Plati si Contractare Phare / Ministry of Economy and Finances Phare Payments &Contracting Office
UNIUNEA EUROPEANA / Project financed by EUROPEAN UNION
OFCU — POS Transport 2007- 2013

Contract / Contract: 1303/2007
Faza / Phase: FTH+DDE/ TH+DE

PORTOFOLIU DE PROIECTE PHARE CES 2005 / PHARE CES 2005 PROJECTS PORTFOLIO
LOT I
Asistenta tehnica pentru pregatirea unor lucrari de reabilitare pentru tuneluri si poduri de cale ferata / Technical assistance for preparing rehabilitation works required by railway tunnels and bridges

Intocmit / Designed	Ing.Liviu Bucur	Scara / Scale: 1:100	
Verificat / Checked	Ing. Bogdan Sandu	Data / Date: MAI 2009 / MAY 2009	Cod desen / Drawing Code: PD 15
Sef echipa / Team leader	Ing. Stelian Vara-Oros	Denumire desen / Drawing Title: Racordul Km 214+000 Linia 200 si Racordul Linia 4 Ploiesti Nord cu Linia 200 Bucharest-Videle / Pod / Bridge Km 214+000 PROCES TEHNOLOGIC / TECHNOLOGICAL PROCESS	Nr. / No.: 11