



FAZA III - LUCRARI PENTRU EXECUTAREA PODULUI NOU:

- Sub circulatie cu restrictie de viteza de 30km/h la adaptatul podurilor provizorii pe linia I si II;
- Se demoleaza podul existent;
- Se executa sapaturile cu sprijiniri pentru fundatiile noi;
- Se betonaza fundatia podului pentru restul elementelor prefabricate;

FAZA IV - LUCRARI PENTRU EXECUTAREA PODULUI NOU:

- In inchiderea de circulatie pe linia II si circulatie cu restrictie de viteza de 30km/h pe linia I;
- Se scoate de sub tensiune linia de contact si se asigura protectia electrica a liniei II de pe podul provizoriu;
- Se scoate din cale podul provizoriu si fundatiile prefabricate ale acestuia;
- Se introduce cu macarua elementele prefabricate 9-13 (elementul prefabricat 13 se monteaza in prize de circulatie si cu scoaterea de sub tensiune a liniei I);
- Se executa umpluturile prin retroagerea sprijinilor din lungul podului si se executa sistemul drenant, inclusiv hidroizolatia pe toata lungimea podului;
- Se executa umpluturile ramase de la nivelul sistemului drenant, in straturi bine compactate, conform calculului de sarcini;
- Se realizeaza calea pe zona podului nou;
- Se dau in circulatie linia I si II protectate cu viteza normala.

FAZA V - ALTE TIPURI LUCRARI:

- Sub circulatie cu viteza normala pe ambele linii proiectate si in inchiderea de circulatie pe linia I si II;
- Se scoate de sub tensiune linia de contact si se asigura protectia electrica a liniei I existente;
- Se scoate din cale podul provizoriu si fundatiile prefabricate ale acestuia;
- Se scoate din cale podul provizoriu si fundatiile prefabricate ale acestuia;
- Se demoleaza camera de colectare a apei a podului existent;
- Se executa pereti in pod si inre aripi;
- Se executa amenajarea obiei in amonte;
- Se executa salteaua din amocement la capatul din aval al podului;
- Se defecteaza platformele, accesele din zona de lucru, organizarea de santier.

STAGE III - WORKS TO EXECUTE THE NEW CULVERT:

- During traffic with speed limit of 30km/h under line protection of temporary bridges on lines I and II;
- Demolishing the existing culvert;
- Executing the excavations with prop-ups for the new foundations;
- Concreting the foundation of the culvert for the rest of the precast elements.

STAGE IV - WORKS TO EXECUTE THE NEW CULVERT:

- During traffic closure on line II and traffic with speed limit of 30km/h on line I;
- Cutting-off the voltage on the contact line and ensuring the electric protection of the track on the temporary bridge;
- Removing from the track the temporary bridge, its precast foundations;
- Placing into the track by help of crane, the precast elements 9-13 (the 13th precast element is mounted during traffic breaks and while cutting-off the voltage on line I);
- Executing the fillings by removing the prop-ups from along the culvert and ensuring the drainage system, including the waterproofing on the entire length of the culvert;
- Executing the fillings left from the level of the drainage system into well-compacted layers, according to the Technical Specifications;
- Restoring the track on the area of the new culvert;
- Returning operative the designed lines I and II with normal speed.

STAGE V - OTHER TYPE OF WORKS:

- During traffic with normal speed on both designed lines and on temporary bridges on line I and II;
- Cutting-off the voltage on the contact line and ensuring the electric protection;
- Demolishing the track on the temporary bridge, its precast foundations;
- Removing from the track the temporary bridge, its precast foundations;
- Demolishing waters' collecting chamber of the existing culvert;
- Executing the pitching in the culvert and between the wings;
- Profiling the pitching on downstream according to the design on both sides of the culvert;
- Executing the riprap mattress on the downstream of the culvert;
- Closing-down the platforms, access to the work areas, the site organization.

TECHNOLOGICAL WORKS:

- During traffic with speed on both lines;
- Arrangement of the access road, technological platform and site organization;
- Execution of protection and/or deviation works at the signaling and telecommunication installations;
- Removing from the track the existing precast wings with longitudinal propping-ups at the Symon's level;
- Executing the excavations with prop-ups for the new foundations;
- Concreting the foundation of the culvert for the first 8 precast elements;
- Placing into the track, by help of crane, the precast elements 1-8;
- Mounting the precast wings on downstream;
- Executing the fillings by removing the prop-ups from along the culvert and executing the drainage system, including the waterproofing on the entire length of the culvert;
- Executing the fillings left from the level of the drainage system into well-compacted layers, according to the Technical Specifications.

STAGE II - WORKS FOR PLACING THE TEMPORARY BRIDGE TYPE G12 TRACK ON THE MIDDLE INTO THE TRACK:

- During traffic closure on line I and speed limit of 50km/h on line II;
- Cutting-off the voltage on the contact line and ensuring the electric protection of the line I;
- Sectioning and cutting-off the voltage on the existing railway line I;
- Executing the excavation in order to place into the track the temporary foundations and the temporary bridge G12;
- Removing from track the precast frames corresponding to the line I and mounting the propping-ups;
- Placing into the track the temporary foundations and the temporary bridge G12 at the existent URL (top of the rail);
- Renewing the track on the temporary bridge. No mechanical joints are allowed on the temporary bridge. They will be placed at minimum 3.00m away from the ends of the temporary bridge;
- Checking the works of electric protection at the temporary bridge placed into the track and ensuring the electric insulation;
- Restoring the voltage on the contact line, respecting the traffic with speed limit of 30 km/h;
- Restoring the bridge on the sections in force and keeping under surveillance the temporary bridge during its operation, while remedying the eventual defects and restoring them to the allowed limit of tolerance;
- During traffic with speed limit of 30km/h on line I and traffic closure on line II;
- Cutting-off the voltage on the contact line and ensuring the electric protection of the line I;
- Sectioning and cutting-off the voltage on the existing railway line I;
- Executing the excavation in order to place into the track the temporary foundations and the temporary bridge G12;
- Demolishing the precast frames corresponding to the line II and introducing the propping-ups;
- Placing into the track the temporary foundations and the temporary bridge G12 at the existent URL (top of the rail);
- Renewing the track on the temporary bridge. No mechanical joints are allowed on the temporary bridge. They will be placed at minimum 3.00m away from the ends of the temporary bridge;
- Checking the works of electric protection at the temporary bridge placed into the track and ensuring the electric insulation;
- Restoring the bridge on the sections in force and keeping under surveillance the temporary bridge during its operation, while remedying the eventual defects and restoring them to the allowed limit of tolerance.

PROCES TECHNOLOGIC:

- Sub circulatie cu viteza normala pe ambele linii;
- Demolarea podului existent si organizarea de santier;
- Executarea sapaturilor de protectie si/sau deviere inadecvate semnalizare si timpanului;
- Se scoate din cale aripile prefabricate existente cu sprijiniri longitudinale la nivelul timpului;
- Se executa sapaturile cu sprijiniri pentru fundatiile noi;
- Se betonaza fundatia podului pentru primele 8 elemente prefabricate;
- Se introduce cu macarua elementele prefabricate 1-8;
- Se monteaza aripile prefabricate in aval;
- Se executa umpluturile prin retroagerea sprijinilor din lungul podului si se executa sistemul drenant, inclusiv hidroizolatia pe toata lungimea podului;
- Se executa umpluturile ramase de la nivelul sistemului drenant, in straturi bine compactate, conform calculului de sarcini.

FAZA II - LUCRARI PENTRU INTRODUCEREA IN CALA A PODURILOR PROVIZORII TIP G12 C.M.:

- In inchiderea de circulatie pe linia I si restrictie de viteza de 50km/h pe linia II;
- Se scoate de sub tensiune linia de contact si se asigura protectia electrica a liniei I;
- Se scoate din cale cadrele prefabricate aferente liniei I si se monteaza sprijiniri provizorii G12;
- Se introduce in cale fundatiile provizorii si podul provizoriu G12 la NSS existent;
- Se refacut calea pe podul provizoriu. Nu se admiti jointe mecanice pe podul provizoriu. Ele se vor ampara la minim 3,00m de capetele podului provizoriu;
- Se executa lucrari de protectie electrica a podului provizoriu introdus in cale si se verifica izolarea electrica;
- Se restabileste tensiunea la contact, se reedificat circulatia, cu restrictie de viteza 30 km/h conform instructiunilor de in vigoare si se face sub observatie podul provizoriu pe toata durata de exploatare, cu remedierea eventualelor defecte si conducerea lor in limita admisă de tolerante;
- Sub circulatie cu restrictie de viteza de 30km/h pe linia I si inchiderea de circulatie pe linia II;
- Se scoate din cale restul cadrelor prefabricate si se introduce provizoriu si a podului provizoriu G12;
- Se scoate din cale restul cadrelor prefabricate si se introduce provizoriu si a podului provizoriu G12;
- Se introduce in cale fundatiile provizorii si podul provizoriu G12 la NSS existent al liniei II;
- Se refacut calea pe podul provizoriu. Nu se admiti jointe mecanice pe podul provizoriu. Ele se vor ampara la minim 3,00m de capetele podului provizoriu;
- Se executa lucrari de protectie electrica a podului provizoriu introdus in cale si se verifica izolarea electrica;
- Se restabileste tensiunea la contact, se reedificat circulatia, cu restrictie de viteza 30 km/h conform instructiunilor de in vigoare si se face sub observatie podul provizoriu pe toata durata de exploatare, cu remedierea eventualelor defecte si conducerea lor in limita admisă de tolerante.

STAGE II - WORKS FOR INTRODUCING THE TEMPORARY BRIDGE TYPE G12 TRACK ON THE MIDDLE INTO THE TRACK:

- During traffic closure on line I and speed limit of 50km/h on line II;
- Cutting-off the voltage on the contact line and ensuring the electric protection of the line I;
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- Removing from track the precast frames corresponding to the line I and mounting the propping-ups;
- Placing into the track the temporary foundations and the temporary bridge G12 at the existent URL (top of the rail);
- Renewing the track on the temporary bridge. No mechanical joints are allowed on the temporary bridge. They will be placed at minimum 3.00m away from the ends of the temporary bridge;
- Checking the works of electric protection at the temporary bridge placed into the track and ensuring the electric insulation;
- Restoring the voltage on the contact line, respecting the traffic with speed limit of 30 km/h;
- Restoring the bridge on the sections in force and keeping under surveillance the temporary bridge during its operation, while remedying the eventual defects and restoring them to the allowed limit of tolerance;
- During traffic with speed limit of 30km/h on line I and traffic closure on line II;
- Cutting-off the voltage on the contact line and ensuring the electric protection of the line II;
- Sectioning and cutting-off the voltage on the existing railway line I;
- Executing the excavation in order to place into the track the temporary foundations and the temporary bridge G12;
- Demolishing the precast frames corresponding to the line II and introducing the propping-ups;
- Placing into the track the temporary foundations and the temporary bridge G12 at the existent URL (top of the rail);
- Renewing the track on the temporary bridge. No mechanical joints are allowed on the temporary bridge. They will be placed at minimum 3.00m away from the ends of the temporary bridge;
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- Executing the riprap mattress on the downstream of the culvert;
- Closing-down the platforms, access to the work areas, the site organization.

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