FAZA II.1 si II.2
SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION
Sc. 1:100

NOTA:
1. Lucrările de retinere a podetului vor incepe inainte de executia lucrarilor la tinc.
2. Lucrarile la podet se vor corela cu cele de tinc.
3. Orice reparatiuni cu pranzitul la executia se va aduce la cunostinta proiectantului pentru a stabili solutia.
4. Consultati doc oficial pentru podurile provizorii: D.978.5.
5. Circulatia pe podurile provizorii se face cu viteza de maxim 30 km/h

NOTE:
1. The culvert will be monolithically executed before the execution of the line works.
2. Culvert works will be correlated to those from lines.
3. Any incongruity at executions with the design will be notified to the designer in order to find a solution.
4. Consultation convoy for the temporary bridges: D.978.5.
5. Traffic on the temporary bridges takes place with maximum speed 30 km/h.

SIMERIA

CURTICI

Pod provizoriu fg. D15 montat pe N05or
Temporary bridge type D15 mounted on dwg.UNL folio

15,00
14,20
27,330(NS pr. fir \(\Delta \) deg.UNL)
26,63(NS pr. fir \(\Delta \) deg.UNL)
Ax proiectat fir 1
Designed axis track 1
Ax existent fir 1
Existent axis track 1
Ax proiectat fir 2
Designed axis track 2
Ax existent fir 2
Existent axis track 2
Fundatie provizorie prefabricata
Temporary prefab. foundation
Beton de egal nivelare 20cm grosime
Levelling concrete 20cm thick
Balast sau 20 cm thickness
Ax autostrada
Motorway axis
Beton de brat sau stalpi 30x30cm
Concrete arm or pillars 30x30cm
Fir or cale cross-beam 30x30cm connected to resist horizontal forces
Podet existent ce se dezafiseaza
Existent culvert will be demolish

FAZA III.1, III.2
SECTIUNE TRANSVERSALA / CROSS SECTION
Sc. 1:100

SIMERIA

CURTICI

15,00
14,20
27,330(NS pr. fir \(\Delta \) deg.UNL)
26,63(NS pr. fir \(\Delta \) deg.UNL)
120,41
Ax autostrada
Motorway axis
Fundatie provizorie prefabricata
Temporary prefab. foundation
Fundatie podet existent
Existing culvert foundation
Pereti prefabricati tip CEN cu CEN precast element
Temporary prop-ram
Structura conform Detaliul de sarcini
According with Technical Specification
Fundatia podet nou
New culvert foundation
Beton de brat sau stalpi 30x30cm
Concrete arm or pillars 30x30cm
Fir or cale cross-beam 30x30cm connected to resist horizontal forces

PROCES TEHNOLOGIC:

FAZA I – LUCRARI PREGATITOARE:
1. Sub circulatia cu viteza normala se pompeaza (a);
– Amenajarea platformei de lucru, organizarea tehnologica si organizarea de santier;
– Se executa lucrari de protectie a/sau deviere instalatii aeriene/subterane si telecomunicatii;
FAZA II – LUCRARI PENTRU INTRODUCEREA PODURILOR PROVIZORII TIP D15 C.M. IN FAZA I
1. La inchidere de circulatie pe linia 1 si restrictie de viteza de 30km/h pe linia 2:
– Se executa de sub terasarea linia de contact si se asigura protectia electrica si linia 1;
– Se sectionseaza si detemineaza linia 1 c.f. existenta;
– Se ridica nivelety liniei in dreptul lucrarii de utila la cota proiectata asigurand racordarea la existent;
– Se realizeaza excavatiile (2) pentru a corespunde nivelul nivel;
– Se desfiinteaza cales pe zona pe care se va introduce podul provizoriu;
– Se executa asezarea pentru introducerea in cale a fundatiilor provizorii si a podului provizoriu D15;
– Se introduc in cale fundatiile provizorii si podul provizoriu D15 in NS5 proiectat;
– Se reface cales pentru podul provizoriu. Nu se admit joante mecanice pe podul provizoriu. Se ver vergiliza la minim 3,00m de capetele podului provizoriu.
– Se executa lucrarile de protectie electrica si podul provizoriu introdus in cale si se verifica electrificarea;
– Se reparte sub terasare linia de contact, se redestinde circuitul, cu restrictie de viteza 30 km/h conform instructiilor of in vigoare si se line sub observatie podul provizoriu pe toata durata de explozitiune, cu remedierea eventualelor defecte si sabuiere tor in limita admise de tolerante.
2. La inchidere de circulatie pe linia 2 si restrictie de 30km/h pe linia 1 pe traficul pe linia 2:
– Se executa de sub terasare linia de contact si se asigura protectia electrica si liniei 2;
– Se sectionseaza si detemineaza linia 1 c.f. existenta;
– Se ridica nivelety liniei in dreptul lucrarii de utila la cota proiectata asigurand racordarea la existent;
– Se executa excavatiile (2) pentru a corespunde nivelul nivel;
– Se desfiinteaza cales pe zona pe care se va introduce podul provizoriu;
– Se executa asezarea pentru introducerea in cale a fundatiilor provizorii si a podului provizoriu D15;
– Se introduc in cale fundatiile provizorii si podul provizoriu D15 in NS5 proiectat;
– Se reface cales pentru podul provizoriu. Nu se admit joante mecanice pe podul provizoriu. Se ver vergiliza la minim 3,00m de capetele podului provizoriu.
– Se executa lucrarile de protectie electrica si podul provizoriu introdus in cale si se verifica electrificarea;
– Se reparte sub terasare linia de contact, se redestinde circuitul, cu restrictie de viteza 30 km/h conform instructiilor of in vigoare si se line sub observatie podul provizoriu pe toata durata de explozitiune, cu remedierea eventualelor defecte si sabuiere tor in limita admise de tolerante.

TECHNOLOGICAL PROCESS:
STAGE I – PRELIMINARY WORKS:
1. During traffic with normal speed on both lines
– Arrangement of the access road, technological platform and site organization;
– Execution of protection and/ or deviation works at the signalling and telecommunication installations;
STAGE II – WORKS FOR PLACING THE TEMPORARY BRIDGE TYPE D15 TRACK ON THE MIDDLE INTO THE STAGE I
1. During traffic closure on line 1 and speed limit of 30km/h on line 2:
– Cutting-off the voltage on the contact line and ensuring the electric protection of the line 1;
– Sectioning and cutting-off the voltage on the existing railway line 1;
– Lifting the line level from the structural work to the designed quota, ensuring the connection to the existent;
– Modifying the CL installation to correspond to the new level;
– Closing-down the track on the area where the temporary bridge will be placed;
– Executing the excavation in order to place into the track the temporary foundations and the temporary bridge D15;
– Placing into the track the temporary foundations and the temporary bridge D15 at the design NS5 (top of the mid);
– Renewing the track on the temporary bridge. No mechanical joints are allowed on the temporary bridge. They will be placed at minimum 3,00 m away from the ends of the temporary bridge.
– Executing the works of electric protection at the temporary bridge placed into the track and checking the electric insulation;
– Restoring the voltage on the contact line, reopening the traffic with speed limit of 30 km/h according to the railway instructions 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.
2. During traffic with speed limit of 30km/h on line 1 and traffic closure on line 2:
– Cutting-off the voltage on the contact line and ensuring the electric protection of the line 2;
– Sectioning and cutting-off the voltage on the existing railway line 2;
– Lifting the line level from the structural work to the designed quota, ensuring the connection to the existent;
– Modifying the CL installation to correspond to the new level;
– Closing-down the track on the area where the temporary bridge will be placed;
– Executing the excavation in order to place into the track the temporary foundations and the temporary bridge D15;
– Placing into the track the temporary foundations and the temporary bridge D15 at the design NS5 (top of the mid);
– Renewing the track on the temporary bridge. No mechanical joints are allowed on the temporary bridge. They will be placed at minimum 3,00 m away from the ends of the temporary bridge.
– Executing the works of electric protection of the temporary bridge placed into the track and checking the electric insulation;
– Restoring the voltage on the contact line, reopening the traffic with speed limit of 30 km/h according to the railway instructions 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.

FAZA III.1, III.2
SECTIUNE LONGITUDINALA
LONGITUDINAL SECTION
Sc. 1:100

Ax proiectat fir 1
Designed axis track 1
Ax existent fir 1
Existent axis track 1
Ax proiectat fir 2
Designed axis track 2
Ax existent fir 2
Existent axis track 2
3,94
7,33
4,20
4,20
4,20
4,20
7,33
3,94
1,23
1,23
1,23