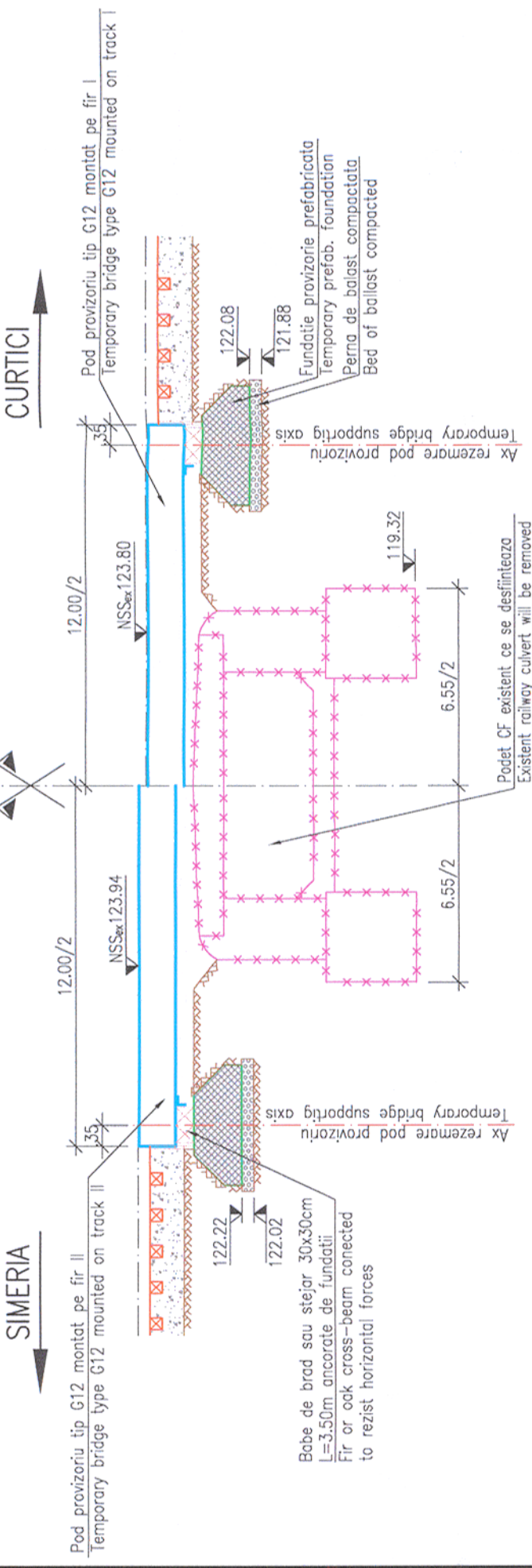


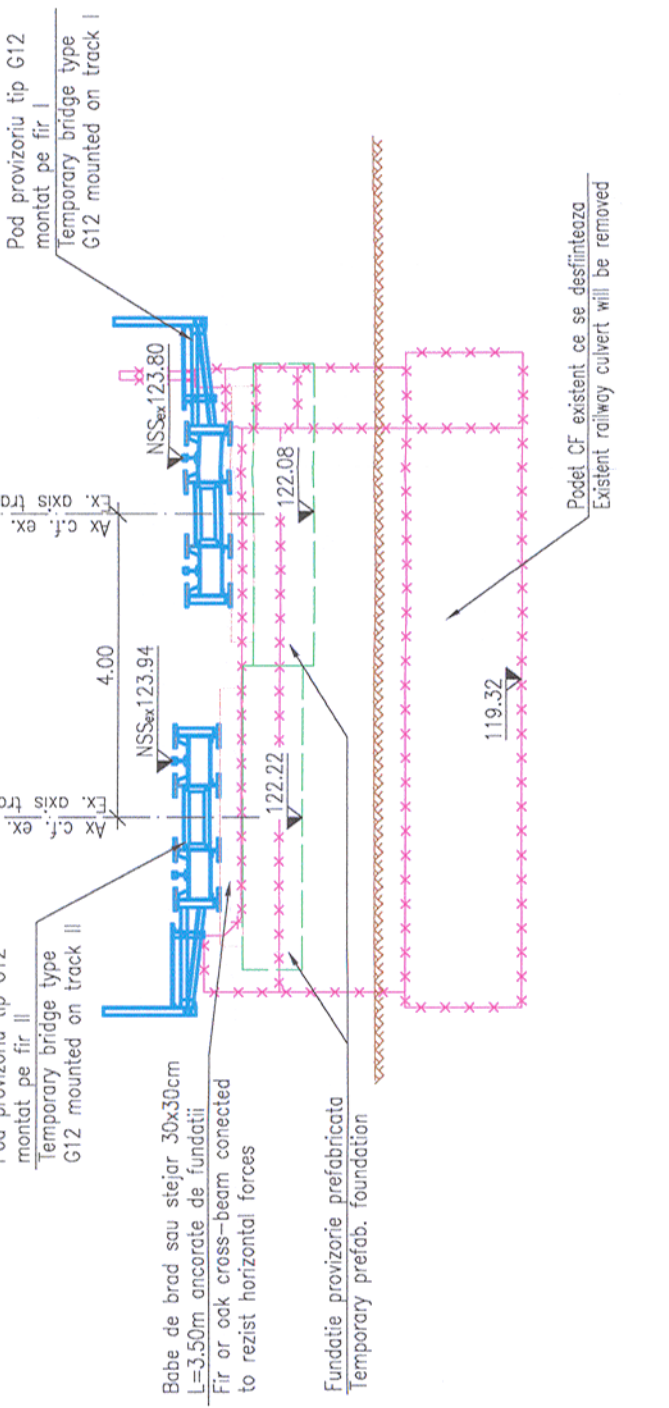
FAZA I – LUCRARI PREGATOARE  
STAGE I – PRELIMINARY WORKS

SECTIUNE FIR II / SECTION TRACK II  
Sc. 1:100



FAZA II si III – MONTAREA PODURILOR PROVIZORII  
STAGE II and III – MOUNTING THE TEMPORARY BRIDGES

SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION  
Sc. 1:100



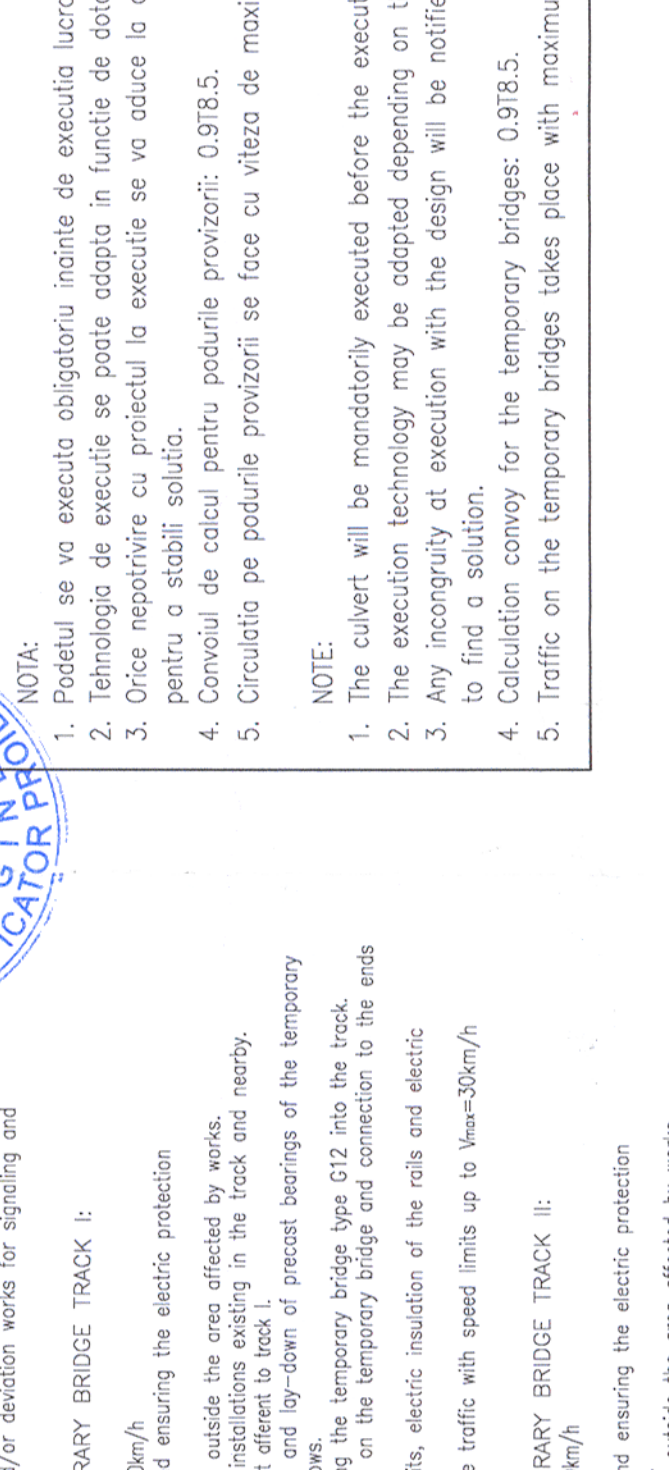
FAZA III – MONTAREA PODURILOR PROVIZORII PE FIR II  
STAGE III – MOUNTING THE TEMPORARY BRIDGE TRACK II

SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION  
Sc. 1:100



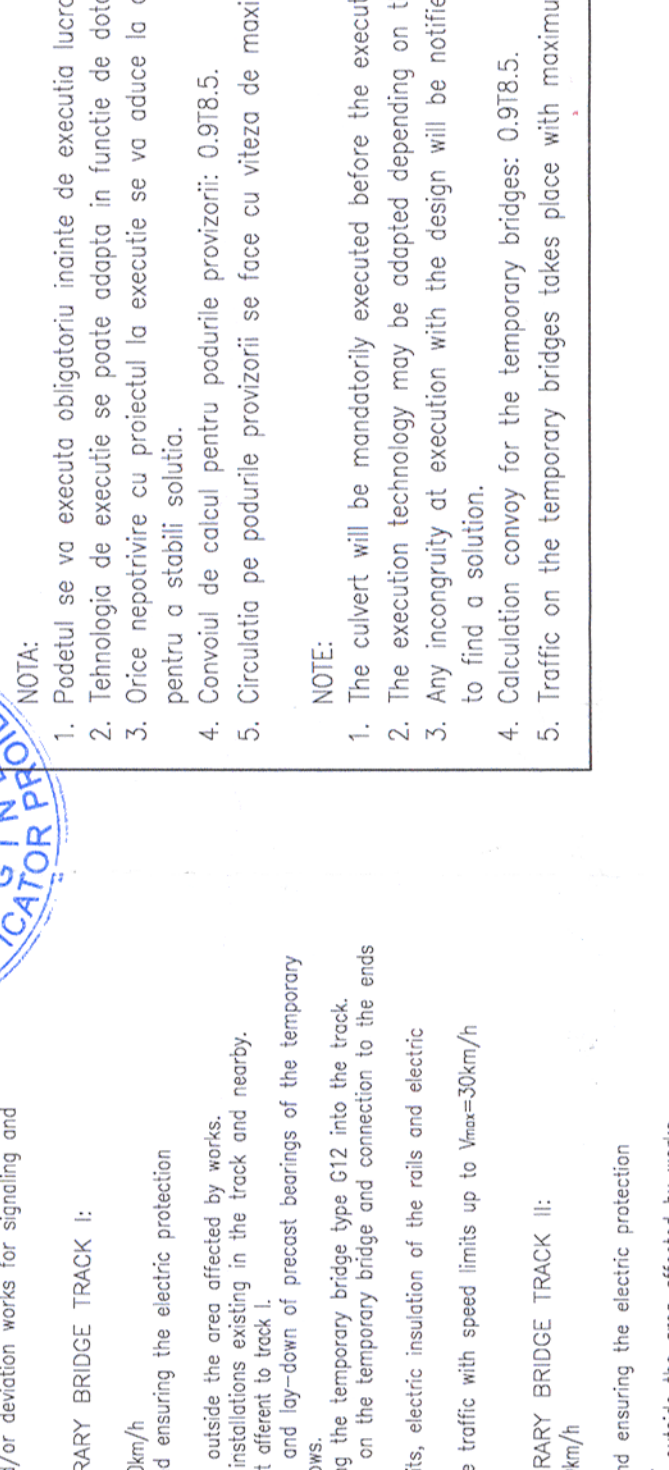
FAZA IV – DEMOLAREA PODULUI SI EXECUTIA FUNDATIEI NOU LA ADAPOSTUL PODURILOR PROVIZORII  
STAGE IV – DEMOLISHING THE EXISTING CULVERT AND EXECUTION OF THE FOUNDATION OF THE NEW CULVERT UNDER THE TEMPORARY BRIDGES

SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION  
Sc. 1:100



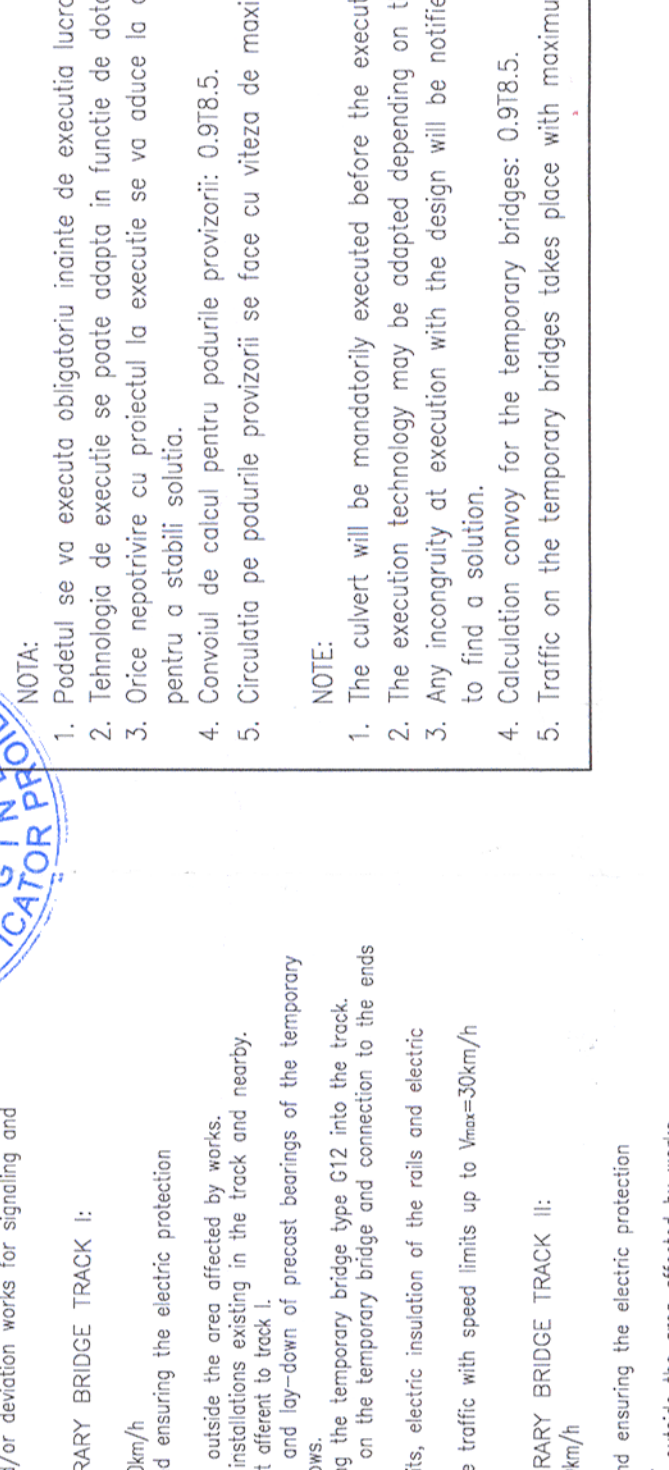
FAZA V – DEMONTAREA PODULUI SI EXECUTIA FUNDATIEI NOU LA ADAPOSTUL PODURILOR PROVIZORII  
STAGE V – DEMOUNTING THE TEMPORARY BRIDGE FROM TRACK II AND EXECUTING THE FOUNDATION OF THE NEW CULVERT UNDER THE TEMPORARY BRIDGES

SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION  
Sc. 1:100



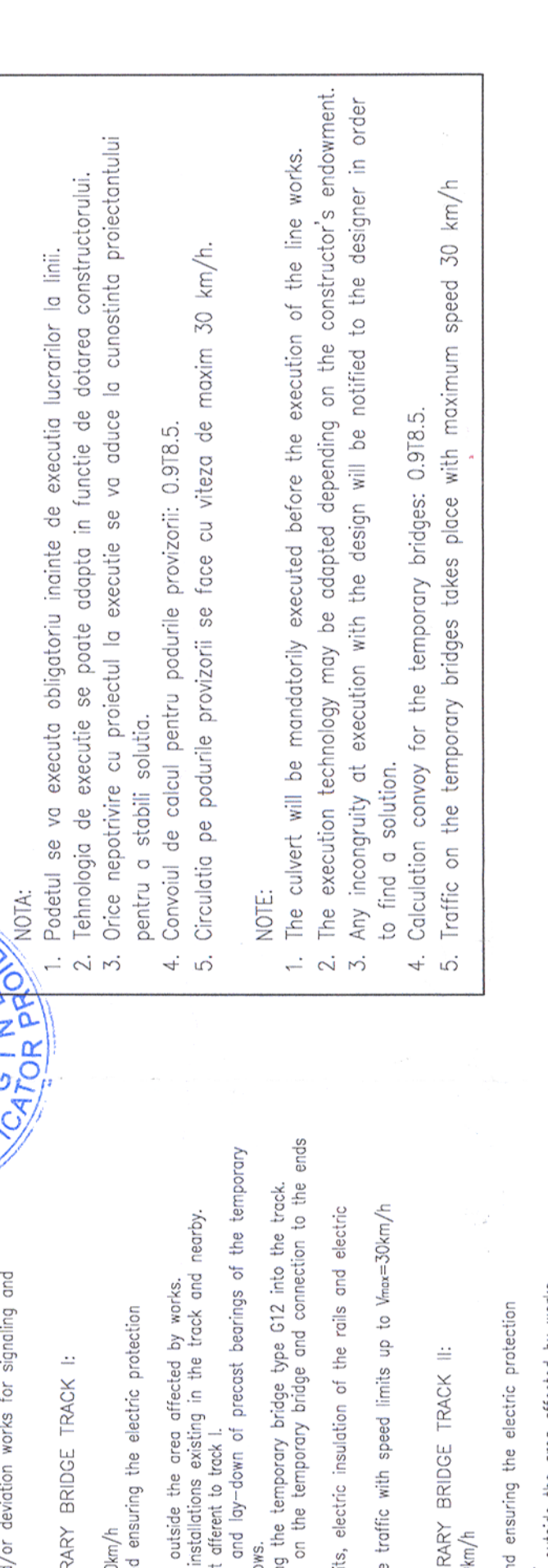
FAZA VI – DEMONTAREA PODULUI SI EXECUTIA FUNDATIEI NOU LA ADAPOSTUL PODURILOR PROVIZORII DE PE FIR I SI EXECUTIE PODULUI NOU AFERENT FIRULUI I  
STAGE VI – DEMOUNTING THE TEMPORARY BRIDGE FROM TRACK I AND EXECUTING THE NEW CULVERT AFFERENT TO TRACK I

SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION  
Sc. 1:100



FAZA VII – ALTE TIPURI LUCRARI  
STAGE VII – OTHER TYPES OF WORKS

SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION  
Sc. 1:100



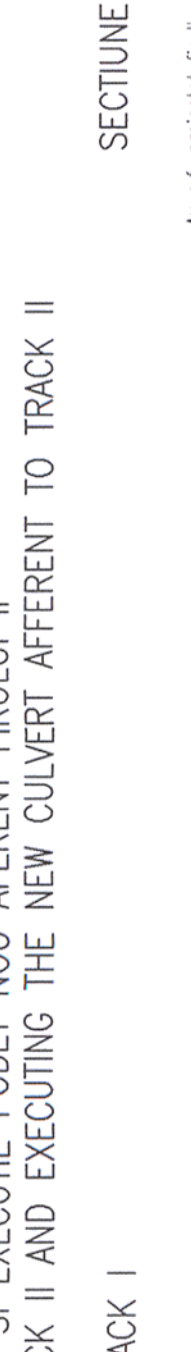
- NOTE:
- 1. Podul se va executa obligatoriu inainte de executia lucrurilor la limii.
  - 2. Tehnologia de executie se poate adapta in functie de dotarea constructivului.
  - 3. Orice neportivire cu protectia la executie se va aduce la cunostinta proiectantului pentru a stabili solutia.
  - 4. Convoaiul de calcul pentru podurile provizorii: 0.918.5.
  - 5. Circulatia pe podurile provizorii se face cu viteza de maxim 30 km/h.
- NOTE:
- 1. The culvert will be mandatorily executed before the execution of the line works.
  - 2. Any incongruity at execution may be adopted depending on the constructor's endorsement, to find a solution.
  - 3. Any incongruity with the design will be notified to the designer in order to find a solution.
  - 4. Calculation convey for the temporary bridges: 0.918.5.
  - 5. Traffic on the temporary bridges takes place with maximum speed 30 km/h.

- STAGE I – PRELIMINARY WORKS
- 1. Arranging the access road, the technological platform and the site organization.
  - 2. Executing pegging-out, protection and/or deviation works for signaling and telecommunication installations.
- STAGE II – MOUNTING THE TEMPORARY BRIDGE TRACK I:
- 1. Traffic with speed limits of 30km/h
  - 2. Cutting-off the voltage on track I and ensuring the electric protection
  - 3. Demolishing the culvert and reconstructing the embankment outside the area affected by works.
  - 4. Execution of protection works of the culvert different to track I.
  - 5. Demolishing the superstructure of the culvert different to track I.
  - 6. Mounting of the embankment and placing the temporary bridge on well-compacted embankment and lay-down of precast bearings of the temporary bridge on the embankment.
  - 7. Removing of the embankment and placing the temporary bridge type G12 into the track.
  - 8. Montage of the railway superstructure on the temporary bridge and connection to the ends on the embankment.
  - 9. Renovation of track circuits, electric insulation of the rails and electric protection of the temporary bridge.
  - 10. Restoring the voltage and opening the traffic with speed limits up to Vmax=30km/h according to the norms in force.
- STAGE III – MOUNTING THE TEMPORARY BRIDGE TRACK II:
- 1. Traffic with speed limits of 30km/h
  - 2. Cutting-off the voltage on track II and ensuring the electric protection
  - 3. Demolishing the culvert and reconstructing the embankment outside the area affected by works.
  - 4. Execution of protection works of the culvert different to track II.
  - 5. Demolishing the superstructure of the culvert different to track II.
  - 6. Execution of embankment excavations and lay-down of precast bearings of the temporary bridge on the embankment.
  - 7. Removing of the embankment and placing the temporary bridge type G12 into the track.
  - 8. Montage of the railway superstructure on the temporary bridge and connection to the ends on the embankment.
  - 9. Renovation of track circuits, electric insulation of the rails and electric protection of the temporary bridge.
  - 10. Restoring the voltage and opening the traffic with speed limits up to Vmax=30km/h according to the norms in force.
- STAGE IV – DEMOLISHING THE EXISTING CULVERT AND EXECUTION OF THE FOUNDATION OF THE NEW CULVERT UNDER THE TEMPORARY BRIDGES:
- 1. Under 30 km/h speed restriction traffic on both lines, under protection of the temporary bridges type G12
  - 2. Restoring the water flow on the culvert area.
  - 3. Ensuring the remaining embankment from around the culvert, demolishing the existing embankment.
  - 3. Performing the proposed excavations for executing the new foundations (culvert and wings).
  - 4. Connecting the culvert and wings foundations and introducing two asphalt board foils into the joints between foundations.
- STAGE V – DEMONTING THE TEMPORARY BRIDGE FROM TRACK II AND EXECUTING THE NEW CULVERT AFFERENT TO TRACK II:
- 1. Traffic with speed limits of 30km/h
  - 2. Cutting-off the voltage on track II and ensuring the electric protection
  - 3. Demolishing the culvert and reconstructing the embankment outside the area affected by works.
  - 4. Execution of protection works of the culvert different to track II.
  - 5. Demolishing the superstructure of the culvert different to track II.
  - 6. Execution of embankment excavations and lay-down of precast bearings of the temporary bridge on the embankment.
  - 7. Removing of the embankment and placing the temporary bridge type G12 into the track.
  - 8. Montage of the railway superstructure on the temporary bridge and connection to the ends on the embankment.
  - 9. Renovation of track circuits, electric insulation of the rails and electric protection of the temporary bridge.
  - 10. Restoring the voltage and opening the traffic with speed limits up to Vmax=30km/h according to the norms in force.
- STAGE VI – DEMONTING THE TEMPORARY BRIDGE FROM TRACK I AND EXECUTING THE NEW CULVERT AFFERENT TO TRACK I:
- 1. Traffic with speed limits of 30km/h
  - 2. Cutting-off the voltage on track I and ensuring the electric protection
  - 3. Demolishing the culvert and reconstructing the embankment outside the area affected by works.
  - 4. Execution of protection works of the culvert different to track I.
  - 5. Demolishing the superstructure of the culvert different to track I.
  - 6. Execution of embankment excavations and lay-down of precast bearings of the temporary bridge on the embankment.
  - 7. Removing of the embankment and placing the temporary bridge type G12 into the track.
  - 8. Montage of the railway superstructure on the temporary bridge and connection to the ends on the embankment.
  - 9. Renovation of track circuits, electric insulation of the rails and electric protection of the temporary bridge.
  - 10. Restoring the voltage and opening the traffic with speed limits up to Vmax=30km/h according to the norms in force.
- STAGE VII – OTHER TYPES OF WORKS:
- 1. Mounting the metallic guard rails
  - 2. Execution of the pitching in the culvert and between the wings.
  - 3. Execution of mattresses out of ballast stones at the ends of the culvert.
  - 4. Cabration of the culvert (rebed according to the design).
  - 5. Removing the site organization and the work platform.



VERIFICATOR / EXPERT  
CORINTHA  
REZERVAT  
REZERVAT  
REZERVAT

MINISTERUL TRANSPORTURILOR  
BENEFICIAR / BENEFICIARY:  
COMPANIA NATIONALA DE CAI FERATE "CFR" SA



SEMNAURA  
MINISTERUL TRANSPORTURILOR  
CORINTHA  
REZERVAT  
REZERVAT  
REZERVAT

PROIECTANT / DESIGNER:  
PÖYRY

SEF DE ECHEIPA  
TEODORESCU C.

VERIFICAT  
TUDORASCU R.

MIOTOP

PROIECTUL DE EXECUTIE / EXECUTION TECHNOLOGY  
PODET / CULVERT KM PR. 603+078 (KM EX. 606+426)

APROBAT / APPROVED	VERIFICAT / CHECKED	SEF DE ECHEIPA / TEAM LEADER	EXPERT / EXPERT	DATA / DATE	SEMNAURA / SIGNATURE
		C. Teodorescu	R. Tudorascu	01.2013	
				01.2013	
				01.2013	
				01.2013	
		A.M. Batcu	A. Negrei	01.2013	

REABILITAREA LINIILOR DE CURTICI - SIMERIA, PARTE COMPONENTA A CORIDORULUI IV  
REHABILITATION OF THE RAILWAY LINE BORDER - CURTICI - SIMERIA, COMPONENT PART OF THE IV  
Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h  
Section 5-A: km 614 - end Y Bărzava

REABILITAREA LINIILOR DE CURTICI - SIMERIA, PARTE COMPONENTA A CORIDORULUI IV  
REHABILITATION OF THE RAILWAY LINE BORDER - CURTICI - SIMERIA, COMPONENT PART OF THE IV  
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Section 5-A: km 614 - end Y Bărzava

REABILITAREA LINIILOR DE CURTICI - SIMERIA, PARTE COMPONENTA A CORIDORULUI IV  
REHABILITATION OF THE RAILWAY LINE BORDER - CURTICI - SIMERIA, COMPONENT PART OF THE IV  
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