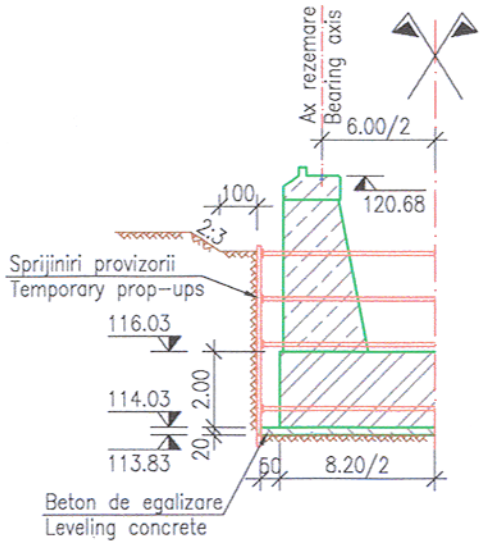
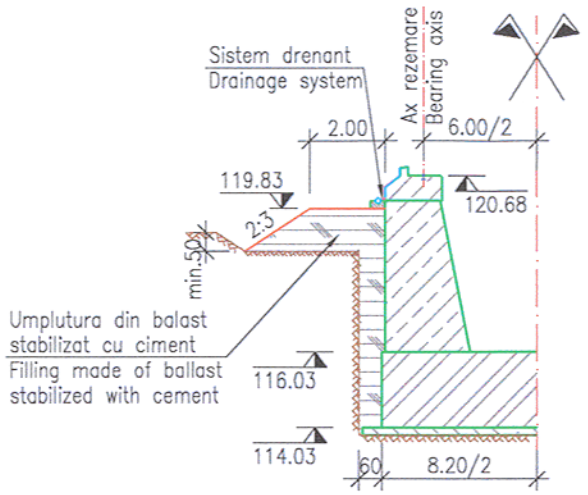


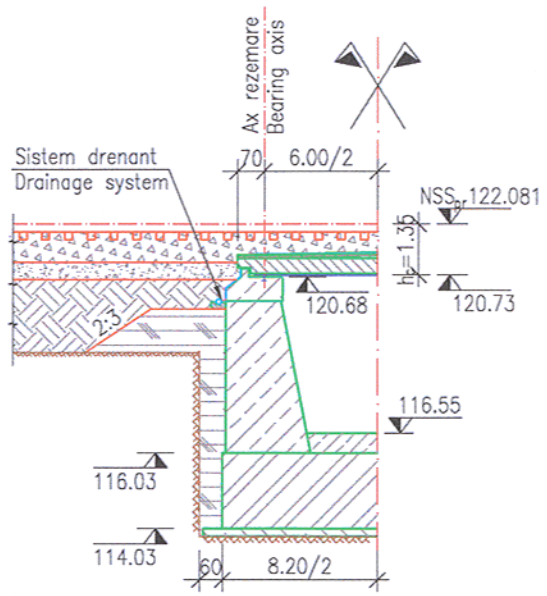
Faza I
1. Se amenajeaza drumul de acces, platforma tehnologica si organizarea de santier.
2. Se traseaza si picheteaza axele liniilor si infrastructurii podului.
3. Se realizeaza o platforma de lucru in zona podului.
4. Se executa sapatura cu sprijiniri pentru realizarea fundatiei noi.
5. Se toarna betonul de egalizare de sub talpa fundatiei si se demonteaza ultimul rand de cadre de sprijin dupa ce clasa betonului de egalizare a ajuns la 80%.
6. Se executa funatia culeelor si se scot sprijinirile.
7. Se executa elevatiile culeelor.
8. Pe suprafetele din beton in contact cu pamantul se vor aplica 2 straturi de emulsie din bitum filerizat.

Stage I
1. Arranging the access road, the technological platform and the site organization.
2. Marking-out and pegging the axes of lines and bridge infrastructure.
3. Executing a work platform in the area of the bridge.
4. Executing excavation with propping-ups for the new foundation.
5. The levelling concrete is cast from under the foundation flange and the last row of retaining frames is dismantled after the class of levelling concrete reaches 80%.
6. Executing the foundation of the abutments and removing the propping-ups.
7. Executing the elevations of abutments.
8. 2 layers of filler asphaltic emulsion will be applied on the concrete area that are in contact with soil.



Faza II
1. Se executa sapatura sub nivelul terenului natural in spatele culeelor.
2. Se executa umplutura din balast stabilizat cu ciment la cota.
3. Se executa fundatia drenului conform detaliilor din proiect.
4. Se executa sistemul drenant (geodren, geotextil si tub).

Stage II
1. Executing the excavation under the level of the natural soil.
2. Executing ballast filling stabilized with cement at level.
3. Executing the drain foundation according to the design details.
4. Executing the draining system (geo-drain, geo-textile and tube).



Faza III
1. Se monteaza grinzile metalice, se cofreaza si se monteaza armatura in amplasamentul final.
2. Se toarna dala cu tablierul rezemat direct pe reazemele definitive ale culeelor.
3. Se toarna betonul de panta , hidroizolatia si betonul de protectie.
4. Se executa terasamentul la cota finala proiectata.
5. Se executa calea conform proiectului de suprastructura CF.
6. Se deschide circulatia in trepte de viteza conform instructiilor CFR.

Stage III
1. Montage of metallic girders, shutter and montage of the reinforcement.
2. Cast of the slab with the deck directly propped on the final bearings of the abutments.
3. Cast of the slope concrete, waterproofing and protection concrete.
4. Executing the embankment at the final designed level.
5. Executing the track according to the railway superstructure project.
6. Opening the traffic with speed limits according to the CFR instructions.

Faza IV
1. Se executa lucrarile de amenajare a albiei.
2. Se desfiinteaza organizarea de santier si platforma de lucru.

Stage IV
1. Executing the arrangement works of the riverbed.
2. Removing the site organization and the work platform.

RĂCĂNEL I. IONUȚ RADU * VERIFICATOR PROIECTE * INGINER ROMÂNIA MEMBRAT Nr. 07230 A4, B2, D

Prezentul plan anuleaza si inlocuieste versiunea anterioara
This plan cancels and replaces previous version

C. ANTON CHIRICA ROMÂNIA MEMBRAT NR. 07230 INGINER VERIFICATOR PROIECTE

Verificator / Expert Checker / Expert	Cerinta Requirement	Semnatura Signature	Referat / Expertiza Report / Expertise

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

CFR

COMPANIA NAȚIONALĂ DE CĂI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY			Data Date	Semnatura Signature
Aprobat Approved	Sef de echipa Team leader	C. Teodorescu	01.2013	
Verificat Checked	Expert Cheie Key Expert	R. Tudorascu	01.2013	
Subcontractant / Subcontractor VIOTOP				
Aprobat Approved	Adjunct Sef de echipa Deputy Team leader	A.M. Baicu	01.2013	
Proiectat Designed	Inginer Engineer	A. Negrei	01.2013	

"Reabilitarea liniei c.f. Frontier ă - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circula ția trenurilor cu viteză maximă de 160 km/h"
Tronsonul 2-A : km 614 - cap Y Bârzava
"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 2-A : km 614 - end Y Bârzava

Project 9i 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:

TEHNOLOGIE DE EXECUTIE / EXECUTION TECHNOLOGY
POD / BRIDGE KM pr. 608+538 (KM ex. 611+458)

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:200	1 / 04.2013	PT.02.02.01.PO.04.04	04