

<p>FAZA II: EXECUTIE VIADUCTE DE ACCES STAGE II: EXECUTING THE ACCESS VIADUCTS</p> <p>ELEVATIE / ELEVATION Sc. 1:1500</p>		<p>FAZA IV: EXECUTIE TABLIER CENTRAL STAGE IV: EXECUTING THE CENTRAL DECK</p> <p>ELEVATIE / ELEVATION Sc. 1:1500</p>	<p>VEDERE IN PLAN / PLANE VIEW Sc. 1:1500</p>	<p>VEDERE IN PLAN / PLANE VIEW Sc. 1:1500</p>	<p>Verificator / Expert Checker / Expert</p> <p>European Investment Bank</p>	<p>Ceștia Requirement</p> <p>MINISTERUL TRANSPORTURILOR</p> <p>BENEFICIAR / BENEFICIARY : COMPANIA NAȚIONALĂ DE CĂI FERATE "CFR" SA</p>	<p>Semnatura Signature</p> <p>Referat / Expertise Report / Expertise</p>
<p>FAZA III: MONTAREA LEGATURII DINTRE LINA II SIMERIA-CURTICI SI LINA 3 ILIA-LUGOJ Line II Simeria-Curtici: restricție de viteză de 30 km/h; Line II Simeria-Curtici: închidere de circulație feroviară; Line 3 Ilia-Lugoj: închidere de circulație feroviară; Line 3 Ilia-Lugoj: închidere de circulație feroviară; 1. Se realizează lucrările necesare asigurării legăturii dintre liniile II Simeria-Curtici și line 3 Ilia-Lugoj după pașaj înspre Curtici, cu ajutorul unui "S". Înainte de pașaj, înspre Simeria, legătura se va realiza pe schimbătorii de cale din capatul Y al stărilor ilia. Lucrările se vor realiza în pauze de circulație pe line 3 Ilia-Lugoj. 2. Se repune sub tensiune linia de contact și se redeschide circulația pe linia II în trepte de viteză, cu restricție de viteză de 30 km/h conform instrucțiunilor c.f. în vigoare.</p>							

FAZA II: EXECUTIE VIADUCTE DE ACCES
STAGE II: EXECUTING THE ACCESS VIADUCTS

1. Se realizeaza organizarea de santier (platforme tehnologice, drum de acces, trecere la nivel provizorie cu calea ferata etc).
The organization works will comprise:
- constructions and installations of the contractor, that allow him to meet the execution and quality liabilities, - all materials, installations and devices, control systems needed for the execution, in compliance with the project provisions, the technical specification and the norms in force.
2. Identifying, pegging-out and securing the eventual cables found on the location of the future passage. Taking into account that the work is located near the railway track, BIA and TIR cables will be especially searched out.
3. Executing the marking-out works.
STAGE III: EXECUTING THE ACCESS VIADUCTS
1. Cutting-off the voltage of line I and ensuring the electric protection.
2. Sectioning and removing the voltage of line I and line ilia - Lugoj, dismantling the railway superstructure on the passage area, on a length of 50m.
7. Executing the excavation for introducing in the track the temporary precast foundation and the temporary bridges type G18 under the protection of propping-ups along the railway track.
8. Making the precast foundation of the temporary bridge type G18.
9. Introducing in the track the temporary bridge and connecting it at the ends to the existing situation. The railway superstructure will be mounted at existing NSS (top of rail) level.
10. Mounting the railway superstructure on the temporary bridge and connecting it at the ends to the existing situation. The railway superstructure will be mounted at existing NSS (top of rail) level.
11. Making the electric protection works for the temporary bridges introduced in the track and checking the electric insulation.
12. Restoring the voltage to the contact line and reopening the traffic, with speed limit of 30 km/h according to the railway instructions in force.
13. Monitoring the temporary bridges during the entire operation period, by remedying the eventual defects and bringing them to the admitted tolerance level.
14. Making the work platforms of the drilling equipment.
15. Executing the columns (excavations, reinforcement, covering the columns with concrete) with Benotto equipment up to the level in the design.
16. Making the sheet-pile premises consolidated with metallic frames for all infrastructures. The frames are mounted as the excavation progresses. The sheet-piles are driven during successive traffic breaks and while the voltage is cut-off.
17. Casting the levelling concrete and dismantling the last frame from the bottom side after reaching 80% of the concrete class.
18. Uncovering the columns and dismantling the areas with degraded concrete ensuring 20 cm of fixity in the slab foundation.
19. Mounting the insulation for testing the columns and making the testing, according to the testing design.
20. Mounting the formwork, the reinforcement and covering with concrete the slab foundations of the infrastructures.
21. Mounting the formwork, the reinforcement and covering with concrete the elevations of the infrastructures but only after reaching the minimum class of the concrete in the previously executed slab foundations.
22. Extracting during successive traffic breaks and while cutting-off the voltage.
23. Extracting the slabs with embedded metallic grids afferent to the access viaducts.
24. Cutting-off the voltage of line I and ensuring the electric protection.
25. Dismantling the railway superstructure afferent to temporary bridges.
26. Removing from the track the temporary precast foundation, the temporary bridges type G18 and the longitudinal propping along the line.
27. Renewing the embankment and the track on line I and reopening the traffic.

FAZA III: MONTAREA LEGATURII DINTRE LINA II SIMERIA-CURTICI SI LINA 3 ILIA-LUGOJ
Line II Simeria-Curtici: restricție de viteză de 30 km/h;
Line II Simeria-Curtici: închidere de circulație feroviară;
Line 3 Ilia-Lugoj: închidere de circulație feroviară;
Line 3 Ilia-Lugoj: închidere de circulație feroviară;
1. Se realizează lucrările necesare asigurării legăturii dintre liniile II Simeria-Curtici și line 3 Ilia-Lugoj după pașaj înspre Curtici, cu ajutorul unui "S". Înainte de pașaj, înspre Simeria, legătura se va realiza pe schimbătorii de cale din capatul Y al stărilor ilia. Lucrările se vor realiza în pauze de circulație pe line 3 Ilia-Lugoj.
2. Se repune sub tensiune linia de contact și se redeschide circulația pe linia II în trepte de viteză, cu restricție de viteză de 30 km/h conform instrucțiunilor c.f. în vigoare.

FAZA IV: EXECUTIA TABLIERULUI CENTRAL
Line I Simeria-Curtici: restricție de viteză de 30 km/h;
Line II Simeria-Curtici: restricție de viteză de 30 km/h;
Line 3 Ilia-Lugoj: închidere de circulație feroviară;
Line 3 Ilia-Lugoj: închidere de circulație feroviară;
1. Se executa pazele provizorii pentru sprijinirea tablierului central. Pazele pe lei batute din zona liniilor de cale ferata se bat in pauze de circulație succesive si scoatere de sub tensiune.
2. Se monteaza tablierul metalic central nou.
3. Se demoleaza cofrajele, armatura si se coboara tablierul central pe pozitia definitiva.
4. Se monteaza aparatele de reazem si se coboara tablierul central pe pozitia definitiva.

FAZA V: ALTE LUCRARI
1. Concomitent cu lucrările la pașaj se executa umpluturile pentru rampe si sferturile de con pentru recordarea cu terasamentul;
2. Se executa restaurile transversale;
3. Se executa sistemul rufier si umpluturile pentru trecere pe rampe si pe pașaj;
4. Se executa sistemul rufier si umpluturile pentru trecere pe rampe si pe pașaj;
5. Se executa pașajul metalic;
6. Se realizeaza conexiunile traseului existent cu traseul nou si se deschide circulația auto pe noul traseu;
7. Se demoleaza drumul si pașajii existenți;
8. Se dezactiveaza platformele, accesele din zona de lucru si organizarea de santier.

STAGE IV: EXECUTING THE CENTRAL DECK
Line I Simeria-Curtici: speed limit of 30 km/h;
Line II Simeria-Curtici: speed limit of 30 km/h;
Line 3 Ilia-Lugoj: railway traffic closure.
1. Executing the temporary bents for propping the central deck. The bents on driven piles in the area of railway lines are driven during successive traffic breaks and by cutting-off the voltage.
2. Mounting the new central metallic deck.
3. Dismantling the formwork, the reinforcement and covering with concrete the slab in collaboration with the central metallic deck.
4. Mounting the bearing devices and lowering the central deck on the final position.

STAGE V: OTHER WORKS
1. Making the filling for ramps and the cone quarters for the connection with the embankment at the same time with the works at the passage.
2. Executing the transversal joints.
3. Executing the road system and the filling for footpaths on the ramps and on the passage.
4. Making the signalling works on the new road route.
5. Making the connections of the existing route with the new route and opening the car traffic on the new route.
6. Dismantling the existing road and the passage.
7. Closing-down the platforms, the accesses from the work area and the site organization.

NOTE:
1. The details presented in this plan are not compulsory and can be modified or adapted depending on the constructor's endorsements by observing the execution conditions of the final works provided in the technical specifications.
2. The present execution technology takes into account the execution of the works at the passage before the execution of the works at the railway track.
3. Any incongruity between the elements taken into account when preparing the design and the site will be announced to the designer so that he can adapt to the existing situation.
4. CALCULATION CONVOY FOR THE TEMPORARY BRIDGES: 0916.5
5. Temporary bridges are in the endorsement of the Beneficiary and can be made available to the Contractor.
6. Traffic on the temporary bridges takes place with maximum 30 km/h.
7. All the metallic element that will be mounted over the electrified railways will have electric protection.
8. A mesh will be mounted at the lower side of the metallic superstructure in order to protect the workers.

FAZA II: EXECUTIE VIADUCTE DE ACCES
STAGE II: EXECUTING THE ACCESS VIADUCTS

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STAGE III: EXECUTING THE ACCESS VIADUCTS
1. Cutting-off the voltage of line I and ensuring the electric protection.
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12. Restoring the voltage to the contact line and reopening the traffic, with speed limit of 30 km/h according to the railway instructions in force.
13. Monitoring the temporary bridges during the entire operation period, by remedying the eventual defects and bringing them to the admitted tolerance level.
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23. Extracting the slabs with embedded metallic grids afferent to the access viaducts.
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25. Dismantling the railway superstructure afferent to temporary bridges.
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27. Renewing the embankment and the track on line I and reopening the traffic.

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<p>Denumire desen / Drawing name: TEHNOLOGIE DE EXECUTIE / TECHNOLOGICAL PROCESS PASAJ SUPERIOR / OVERPASS KM.CF.PR.(DSG. RAILWAY KM.) 506+217.83 KM.LOCAL DNI7 0+623.27</p>		<p>Faza / Phase: PTH+CS / TD+TS</p>	
<p>Scara / Scale 1:1500</p>	<p>Revizia / Revision 1 / 04.2013</p>	<p>Cod desen / Drawing Code PT.03.02.21.PO.01.04</p>	<p>Nr / No 04</p>