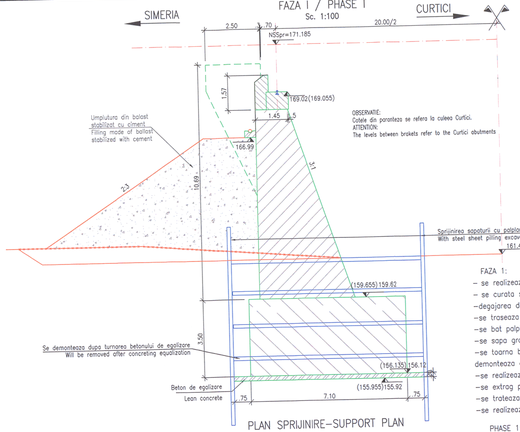
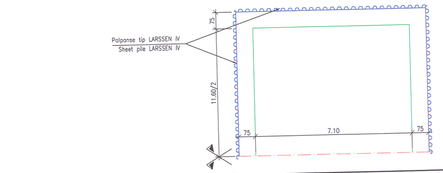
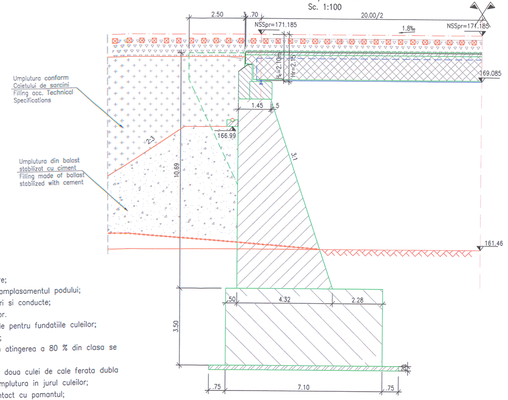
FAZA I / PHASE I
Sc. 1:100



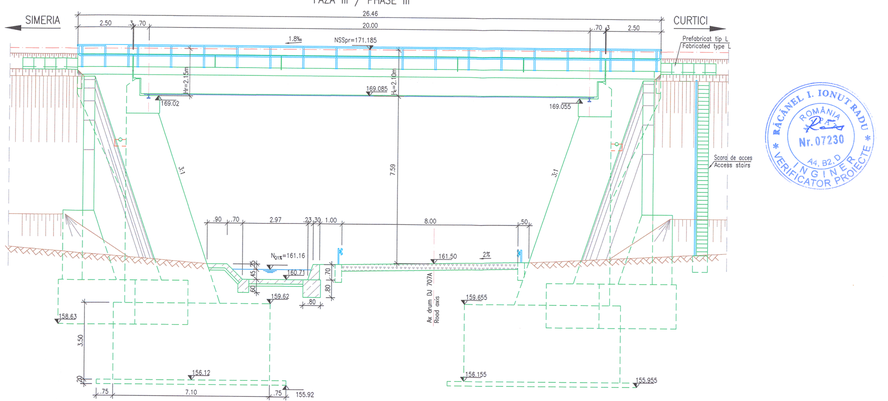
PLAN SPRIJININE–SUPPORT PLAN



FAZA II / PHASE II
Sc. 1:100



FAZA III / PHASE III



FAZA 1:
– se realizeaza drumul de acces la lucrare;
– se curata si se pregateste terenul din amplasamentul podului;
–degajarea de obstacole, devieri de cabluri si conducte;
–se traseaza fundatiile culeilor si a aripilor.
–se bat palplanse ce vor alcatui incintele pentru fundatiile culeilor;
–se sapa gropile de fundatie pentru culei;
–se toarna betonul de egalizare, ior dupa atingerea a 80 % din clasa se demonteaza cadrele de la baza.
–se realizeaza fundatiile si elevatiile celor doua culei de cale ferata dubla
–se extrag palplanse si se realizeaza umplutura in jurul culeilor;
–se trateaza suprafetele din beton in contact cu pamantul;
–se realizeaza zidurile intoarse, hidroizolatia pe culei si drenul;

PHASE 1:
– making the access road to the work;
– clearing and preparing the land site on the bridge location;
– clearing the obstructions, cables and pipelines deviations;
– marking–out the foundations of the abutments and wings;
– driving the sheet–piles which will form an enclosure for the abutments foundation;
– excavating the foundation pits for abutments;
– casting the lean concrete and dismantling the base frames after reaching 80 % of the class;
– making the foundations and elevations of the two abutments for double railway;
– removing the sheet–piles and carrying–out the filling around the abutments;
– applying emulsion on the concrete surfaces coming in contact with earth;
– making the wing walls, the waterproofing on the abutments and the drain.

FAZA 2:
–se monteaza grinzile metalice pe reazemele definitive;
–se realizeaza dala, hidroizolatia si sapa de protectie;
–se executa aripile din beton monolit;
–se realizeaza racordarile cu terasamentul
–se balasteaza cuva si se realizeaza calea pe traverse de beton;
–se realizeaza electroizolarea podului de pe ambele linii, prin legarea la o priza de impamantare cu valoarea de 4Ω;
–se pune sub tensiune linia de contact;
–se deschide circulatia cu viteza de 30km/h si se ridica restrictia de viteza in trepte conform instructiilor c.f. in vigoare pana la viteza proiectata;

PHASE 2:
– mounting the metallic girders on the final bearings;
– making the slab, the waterproofing and the protection blanket;
– making the monolith concrete wings;
– making the connections to the embankment;
– covering the vat with ballast and carrying–out the track on concrete sleepers;
– making the electric insulation of the bridge on both tracks, with a 4Ω grounded outlet;
– restoring the voltage to the contact line;
– opening the traffic with speed of 30km/h and removing the speed limit in stages according to the railway instructions in force up to the designed speed.

FAZA 3:
– se definitiveaza lucrarile de amenajare a albiei;
– se amenajeaza drumul judetean in zona podului;
– se executa treptele si balustrada de acces;
– se dezafecteaza platformele de lucru si organizarea de santier si se redau terenurile ocupate temporar circulatiei initial.

PHASE 3:
– completing the riverbed arrangement works;
– arranging the county road in the bridge area;
– making the access stairs and railing;
– dismantling the work platforms and the site organization are and restoring the temporarily occupied lands to initial circuit.

NOTA:
1. Prezentul plan s–a intocmit in baza urmatoarelor date:
   – Plan de situatie,
   – Diapozitiv generala.
2. Lucrarile la pod se vor corela cu lucrarile de suprastructura c.f. si cu lucrarile de linie de contact.
3. Sprijinirile sapaturilor trebuiesc executate cu multa ingrijire incat sa nu permita scurgerea pamantului in spatele lor. Dimensiunile elementelor ce alcatuiesc sprijinirile (dulapi, cadre), se vor alege in functie de natura terenului si adancimea sapaturilor.
4. Orice neconcordanta intre elementele ovute in vedere la elaborarea proiectului si teren va fi anuntata proiectantului pentru adaptare la situatia existenta.
5. Detaliile prezentate in acest plan nu sunt obligatorii si pot fi modificate sau adaptate in functie de dotarile constructorului cu respectarea conditiilor de realizare a lucrarilor definitive prevazute in cuietele de sarcini.

NOTE:
1. This plan has been drawn up on the basis of the following data:
   – Layout,
   – General layout.
2. The bridge works will be correlated with the railway superstructure works and with the contact line works.
3. The reinforcing excavations must be built with a lot of care in order not to allow the earth leakage behind them. The elements which form the support (planks, framed structures) dimensions will be chosen according to the nature of soil and to the digging depth.
4. Any incongruity between the elements considered when preparing the design and the site will be announced to the designer for adaptation to the existent situation.
5. The details presented in this plan are not compulsory and can be modified or adopted depending on the constructor's endowments by observing the execution conditions of the final work provided in the Technical Specifications.

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Nr. 07230
INSTITUTUL NAȚIONAL DE EXPERTIZĂ TEHNICĂ JUDICIARĂ ȘI CRIMINALISTICĂ
EXPERT EXPERTIZĂ PROIECTE

CHIRICA CANTEMIR
ROMÂNIA
CAMERA CONSILIERILOR ECONOMICI
CONSILIER ECONOMIC

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

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

European Investment Bank

MINISTERUL TRANSPORTURILOR

BENEFICIAR / BENEFICIARY :

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	Ingiher Engineer	C. Mihali	01.2013	

"Reabilitarea liniei c.f. Frontier à - Curtici - Simeria , parte componentă a coridorului IV Pan - European pentru circula ția trenurilor cu viteză maximă de 160 km/h" Tronsonul 2-C : cap Y liteu - cap Y Gurasada
"Rehabilitation of the Railway Line Border - Curtici - Simeria , part component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h" Section 2-C : end Y liteu - end Y Gurasada

Project 9i 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:
TEHNOLOGIE DE EXECUTIE/ TECHNOLOGICAL PROCESS
PASAJ INFERIOR / UNDERPASS KM PR. 521+350

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:100	1 / 04.2013	PT.02.02.17.PO.08.04	04