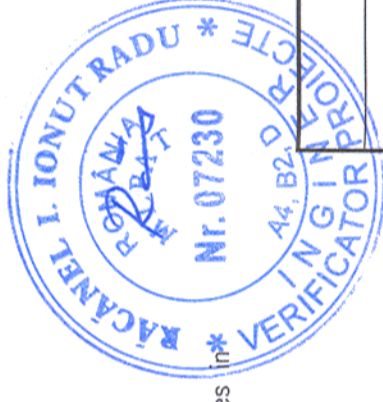


- ETAPA I:**
- Se executa sapatura cu sprijiniri pentru realizarea culeelor.
 - Se executa culeele, inclusiv zidurile intoarase.
 - Pe suprafetele din beton in contact cu pamantul se vor aplica 2 straturi de emulsie din bitum filerizat.
- ETAPA II:**
- Se executa sapatura sub nivelul terenului natural pentru inlaturarea stratului vegetal, cu jumatate de metru;
 - Se scoot sprijinirile.
 - Se executa umplutura din balast stabilizat cu ciment la cota.
 - Se executa hidroizolatia pe spatele culeelor.
 - Se executa fundatia drenului conform detaliilor din proiect.
 - Se executa sistemul drenant (geodren, geotextil si tub).
- ETAPA III:**
- Se executa pe amplasamentul definitiv suprastructura tip DGMI.
 - Se executa hidroizolatia protejata de sapa hidrofuga pe dala.
 - Se completeaza umplutura in corpul terasamentului, conform caietului de sarcini si se monteaza calea la cota NSS proiectat si pozitia din proiect.
 - Se asigura continuitatea circuitelor de cale, se asigura electroizolarea sinelor si se asigura protectia electrica.
 - Se pune sub tensiune linia de contact, si se deschide circulatia in trepte de viteza pe traseul proiectat.

- PHASE I:**
- Executing excavation with prop-ups for executing the abutments.
 - Executing the abutments, including wing walls.
 - Applying 2 layers of fillmassed asphaltic emulsion on the concrete surfaces in contact with the soil.
- PHASE II:**
- Executing excavation below the level of natural soil, for removing the vegetal soil layer, about half of a meter;
 - Removing the prop-ups.
 - Executing at quota the ballast filling stabilized with cement.
 - Executing the waterproofing on the backside of abutments.
 - Executing the drain foundation according to design details.
 - Executing the drainage system (geo-drain, geo-textile and tube).

- PHASE III:**
- Executing the superstructure type DGMI on the final location.
 - Executing the waterproofing protected by the waterproofed blanket on slab.
 - Supplementing the filling inside the embankment, according the Technical Specifications and mounting the track at the designed NSS (top of the rail) and design position.
 - Ensuring the continuity of track circuits, electric insulation of rails and electric protection.
 - Restoring the voltage on the contact line and reopening the traffic on the designed route with speed limits.

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



Verificator / Expert Checker / Expert	Semnatura Signature

PROIECTANT / DESIGNER:	
Aprobat Approved	C. Teodorescu
Verificat Checked	R. Tudorascu
Subcontractant / Subcontractor	
Aprobat Approved	A.M. Baicu
Proiectat Designed	A. Popa

Denumire desen / Drawing name:	
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Scara / Scale	1:200
Revizia / Revision	1 / 04.2013
Cod desen / Drawing Code	PT.02.02.17.PO.14.04
Nr / No	04

Aprobat Approved		Data Date	
C. Teodorescu		01.2013	
Verificat Checked		01.2013	
R. Tudorascu			
Subcontractant / Subcontractor			
A.M. Baicu		01.2013	
A. Popa		01.2013	
"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componenta a coridorului IV Pan - European pentru circulatia trenurilor cu viteza maxima de 160 km/h" Tronsonul 2-C : cap Y Ilteu - cap Y Gurasada		Project 9i 35311.1	
"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-C : end Y Ilteu - end Y Gurasada		Faza / Phase: PTH+CS / TD+TS	