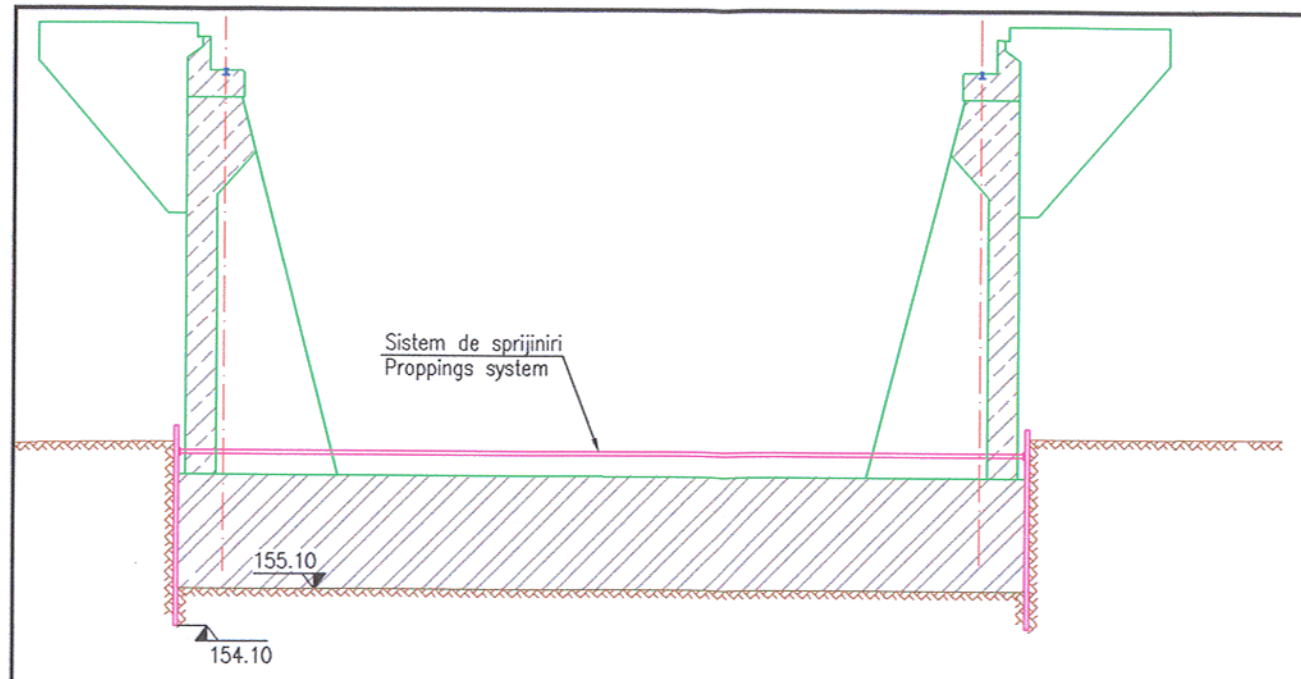
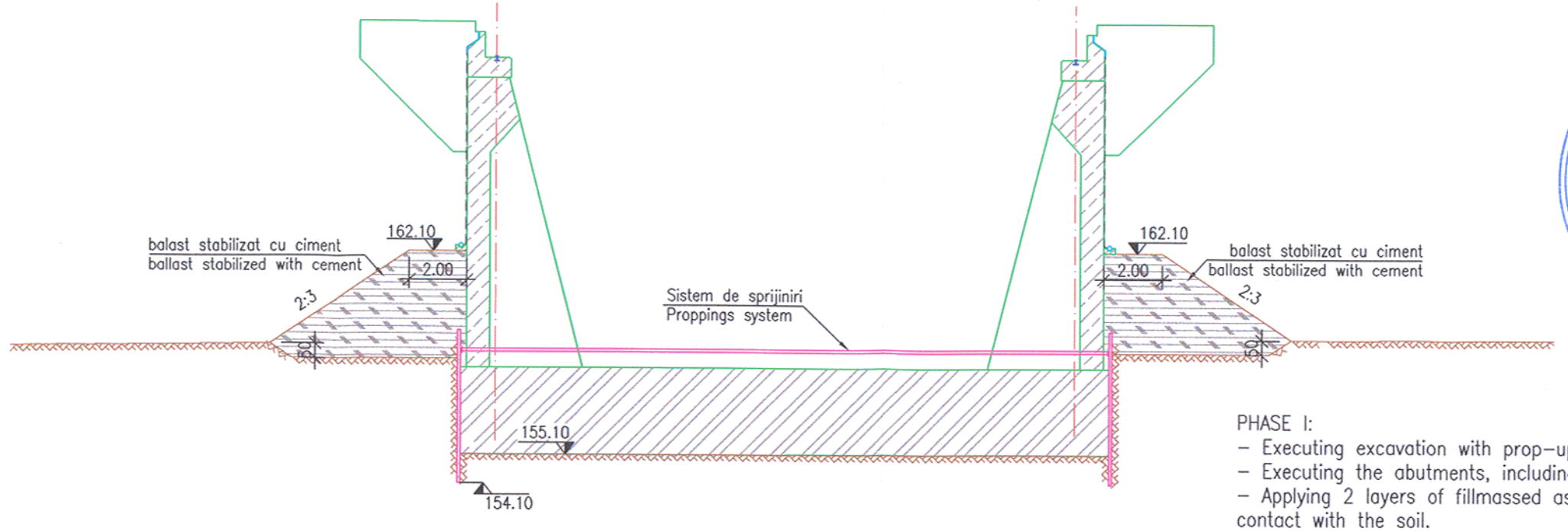


ETAPA I:
- Se executa sapatura cu sprijiniri pentru realizarea culeelor.
- Se executa culeele, inclusiv zidurile intoarse.
- Pe suprafetele din beton in contact cu pamantul se vor aplica 2 straturi de emulsie din bitum filerizat.

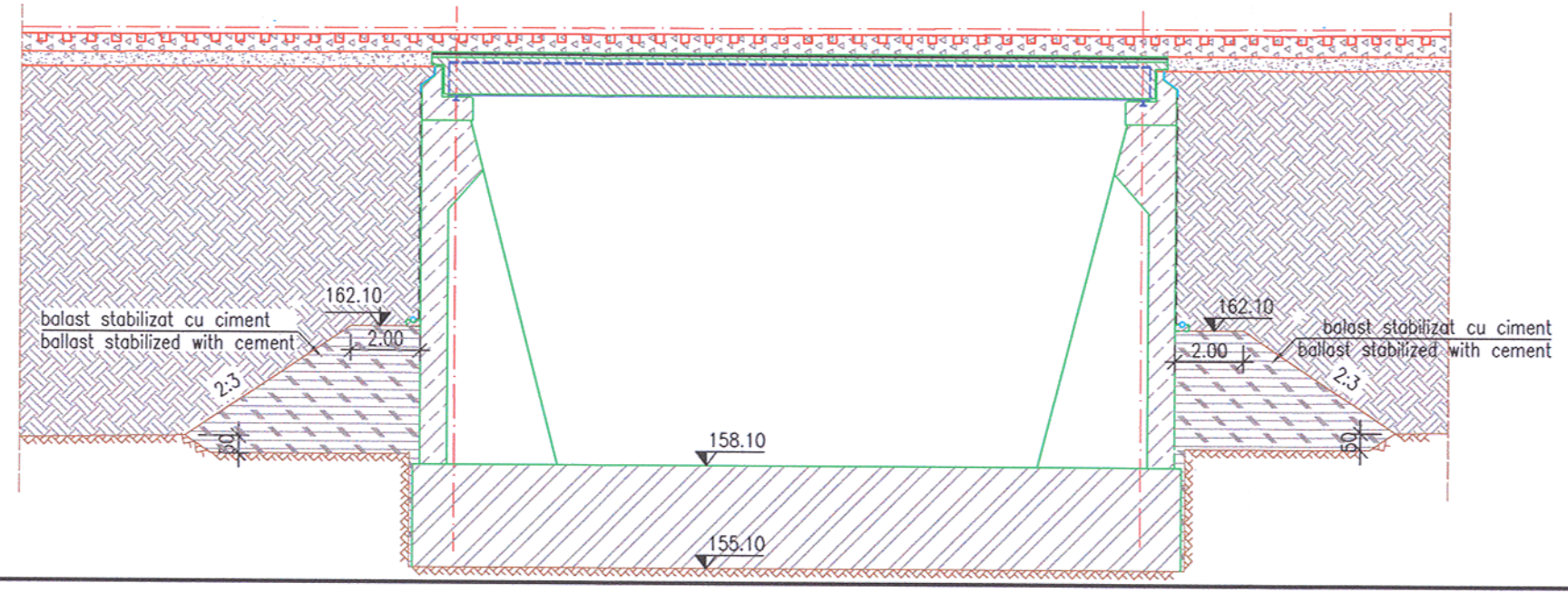
ETAPA II:
- Se executa sapatura sub nivelul terenului natural pentru inlaturarea stratului vegetal, cu jumatate de metru;
- Se scot sprijinirile.
- Se executa umplutura din balast stabilizat cu ciment la cota.
- Se executa hidroizolatia pe spatele culeelor.
- Se executa fundatia drenului conform detaliilor 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 în 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	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	Inginer Engineer	A. Popa	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-C : cap Y Ilteu - cap Y Gurasada
"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

Project 9i
35311.1

Faza / Phase:
PTH+CS / TD+TS

Denumire desen / Drawing name:

TEHNOLOGIE DE EXECUTIE / EXECUTION PHASES
POD / BRIDGE KM pr. 526+636

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:200	1 / 04.2013	PT.02.02.17.PO.17.04	04