FAZA I: LUCRARI PREGATITOARE/ STAGE I: PRELIMINARY WORKS

VEDERE ELEVATIE LINIA I / ELEVATION TRACK I

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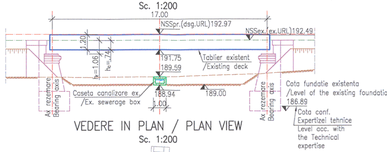
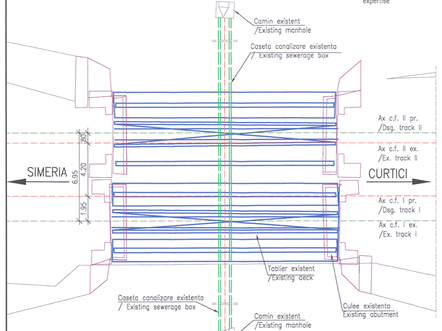


VEDERE IN PLAN / PLAN VIEW

Sc. 1:200



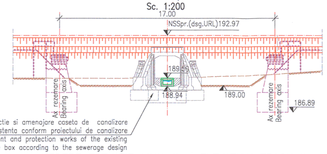
FAZA I: LUCRARI PREGATITOARE
Linia I: circulatie cu viteza normala;
Linia II: circulatie cu viteza normala;
1. Se amenajeaza drumul de acces si platforma tehnologica.
2. Se realizeaza organizarea de santier.
3. Se identifica, se picheteaza si se pun in siguranta cablurile SCB, TTR de pe zona lucrarilor.
4. Se executa lucrari de protectie si/sau deviere instalatii de semnalizare si telecomunicatii.
5. Se decapeaza terenul vegetal pe adancimea de aproximativ 50cm pe amprize terasamentului.

STAGE I: PRELIMINARY WORKS
Line I: normal speed traffic;
Line II: normal speed traffic;
1. Arranging the access road and the technological platform.
2. Executing the site organisation.
3. Identifying, pegging-out and putting in safety the SCB and TTR cables from the area of the works.
4. Executing the protection and/or deviation works of the signalling and telecommunication installations.
5. Scraping the vegetal earth on a depth of approximately 50cm on the embankment work location.

FAZA II: LUCRARI DEZAFECTARE POD LINIA I/ STAGE II: CLOSSING-DOWN WORKS BRIDGE ON TRACK I

VEDERE ELEVATIE LINIA I / ELEVATION TRACK I

Sc. 1:200



VEDERE ELEVATIE LINIA II / ELEVATION TRACK II

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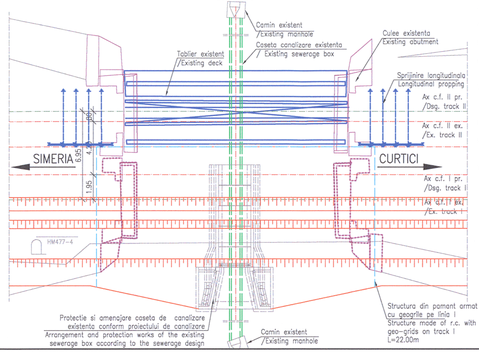
VEDERE IN PLAN / PLAN VIEW

Sc. 1:200



FAZA II: LUCRARI DEZAFECTARE LINIA I
Linia I: inchidere de circulatie feroviara;
Linia II: restricte de viteza de 30 km/h;
1. Se scoate de sub tensiune linia I si se asigura protectia electrica.
2. Se sectionaza si se detensionaza linia, se demonteaza suprastructura c.f. pe zona podului, pe linia I, pe o lungime de 25.00 m.
3. Se scoate din cale tablierul de pe linia I si se transporta in depozit.
4. Se montaza sprijiniri longitudinale pe linia II in pauze de circulatie feroviara.
5. Se demoleaza infrastructurile existente pe linia I pana la cota prevazuta in proiect.
6. Se executa lucrarile de amenajare si protectie a casetei de canalizare existente pentru realizarea subtraversarii acesteia, conform cu proiectul de subtraversare si acesteia.
7. Se executa terasamentul nou sub linia I pana la cota 192.00 din pomant armat cu geogrii, la fiecare nivel montandu-se plase care se asigure legatura cu terasamentul de sub linia II.
8. Se executa umplutura din pamant armat pe linia I, completandu-se terasamentul nou.
9. Se montaza suprastructura c.f. pe terasament la cota NSS existent iar capetele se racordeaza la situatia existenta..
10. Se repune sub tensiune linia de contact si se redesfasoe circulatia, cu restrictie de viteza de 30 km/h conform instructiilor c.f. in vigoare.

STAGE II: CLOSING-DOWN WORKS ON LINE I
Line I: closure of the railway traffic;
Line II: closure of the railway traffic;
1. Cutting off under the voltage line I and ensuring the electric protection.
2. Sectioning and removing the stress of line, mounting the railway superstructure on the area of the passage, on line I, on a length of 92.00 m.
3. Removing the deck from the track which is situated on line I and transporting it in the store.
4. Mounting the longitudinal propping on line II during railway traffic breaks.
5. Dismantling the existing infrastructures on line I up to the level mentioned in the design.
6. Making the works for arranging and protecting the existing sewerage manhole in order to execute its undercrossing, according to its undercrossing design.
7. Making the new embankment under line I up to level 192.00 at soil reinforced with geo-grid, mounting webs at each level to ensure the connection with the embankment under line II.
8. Making the reinforced soil filling on line I, by completing the new embankment.
9. Mounting the railway superstructure on the embankment and deck at the level of the designed top of the rail and adapting the ends at the existing situation.
10. Restoring the voltage of the contact line and re-opening the traffic, with speed restrictions of 30 km/h according to the instructions in force.

FAZA III: LUCRARI DEZAFECTARE POD LINIA II / STAGE III: CLOSSING-DOWN WORKS BRIDGE ON TRACK II

SECTIUNE TRANSVERSALA /CROSS SECTION

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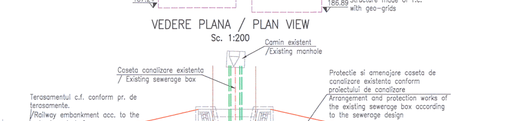
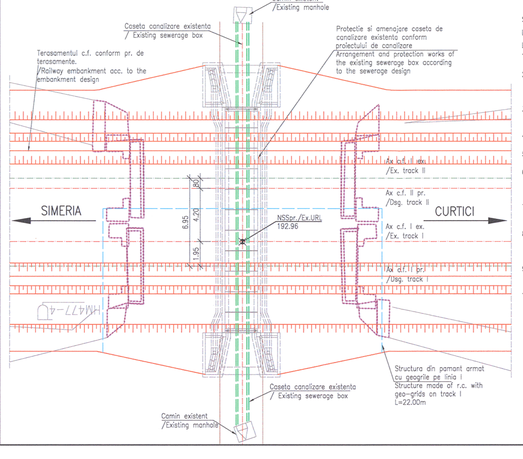


VEDERE PLANA / PLAN VIEW

Sc. 1:200



FAZA III: LUCRARI DEZAFECTARE LINIA II
Linia I: restricte de viteza de 30 km/h;
Linia II: inchidere de circulatie feroviara;
1. Se scoate de sub tensiune linia II si se asigura protectia electrica.
2. Se sectionaza si se detensionaza linia, se demonteaza suprastructura c.f. pe zona pasajului, pe linia II, pe o lungime de 25.00 m.
3. Se scoate din cale tablierul de pe linia II si se transporta in depozit.
4. Se montaza sprijinirile longitudinale corespunzatoare liniei II.
5. Se demoleaza infrastructurile existente pana la cota prevazuta in proiect, pe linia II.
6. Se executa lucrarile de amenajare si protectie a casetei de canalizare existente pentru realizarea subtraversarii acesteia, conform cu proiectul de subtraversare si acesteia.
7. Se executa terasamentul nou, asigurandu-se legatura acestuia cu terasamentul din pamant armat de pe linia I.
8. Se montaza suprastructura c.f. pe terasament si tabler la cota NSS existent iar capetele se racordeaza la situatia existenta.
9. Se asigura continuitatea circuitelor de cale, se asigura electroizolarea sinelor si protectia catodica.
10. Se deschide circulatia in trepte de viteza, conform instructiilor c.f. in vigoare, cu viteza normala pe ambele linii.

STAGE III: CLOSING-DOWN WORKS ON LINE II

Line I: speed restriction of 30 km/h;
Line II: closure of the railway traffic;
1. Cutting off under the voltage line II and ensuring the electric protection.
2. Sectioning and removing the stress of line, mounting the railway superstructure on the area of the passage, on line II, on a length of 95.00 m.
3. Removing the deck from the track which is situated on line II and transporting it in the store.
4. Dismantling the longitudinal propping corresponding to line II.
5. Dismantling the existing infrastructure up to the level mentioned in the design, on line II.
6. Making the works for arranging and protecting the existing sewerage manhole in order to execute its undercrossing, according to its undercrossing design.
7. Executing the new embankment, ensuring the its connection with the reinforced soil embankment from line I.
8. Mounting the railway superstructure on the embankment and deck at the level of the designed top of the rail and adapting to the existing situation.
9. Ensuring the continuity of track circuits, ensuring the electric-insulation of the rails and the cathode protection.
10. Opening the traffic in levels of normal speed on both lines according to the railway instructions in force

FAZA IV: ALTE TIPURI DE LUCRARI
Linia I: circulatie cu viteza normala;
Linia II: circulatie cu viteza normala;
1. Se reface integral terasamentul cale ferate conform proiectului de terasamente.
2. Se dezafectezaza platforma tehnologica si drumul tehnologic de acces.
3. Se dezafectezaza organizarea de santier.

STAGE IV: OTHER TYPE OF WORKS
Line I: normal speed traffic;
Line II: normal speed traffic;
1. Renewing completely the embankment of the railway according to the design of the embankments.
2. Closing-down the technological platform and access road.
3. Closing-down the site organization.

NOTA 1:
Prezentul plan s-a intocmit in baza urmatoarelor date:
– ridicarea topografica,
– studiu geotehnic
– date cuiese pe teren.
Cota de fundare a fost stabilita conform Expertizei Tehnice.
NOTE 1:
This plan has been drawn up on the basis of the following data:
– topo layout;
– geotechical study,
– acquisition of data to area.
The foundation level was established according with the Technical Expertise.

NOTA 2:
1. Lucrarile de dezafectare se vor executa obligatoriu inainte de executia lucrarilor de linie.
2. Lucrarile de subtraversare a casetei de canalizare existente se vor realiza obligatoriu inainteaa lucrarilor de dezafectare a podului existent.
3. Lucrarile de subtraversare a casetei de canalizare existente fac obiectul unui proiect separat.

NOTE 2:
1. The deallocation works will be obligatorily carried-out before making the line works.
2. The works for undercrossing the existing sewerage manhole will be obligatorily carried-out before the works for deallocating the existing bridge.
3. The works for undercrossing the existing sewerage manhole are the object of a different design.

NOTA 3:
Detaliile prezentate in acest plan nu sunt obligatorii si pot fi modificate sau adaptate in functie de datarile constructorului cu respectarea conditiilor de realizare a lucrarilor definitive prevazute in caietele de sarcini si programul de executie al lucrarilor de linie.

NOTE 3:
The details presented in this plan are not compulsory and can be modified or adapted depending on the constructor's endowments by observing the execution conditions of the
final works provided in the Technical Specifications.

NOTA4:
Orice neconcordanta intre elementele avute in vedere la elaborarea proiectului si teren va fi anuntata proiectantului pentru adaptare la situatia existenta.

NOTE4:
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.

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INGINER
VERIFICATOR POST

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

CHIRICA C. ANTON
ROMANIA
Nr. 4563
Verificator Expertiza
Report / Expertise
VERIFICATOR POST

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. Tudorașcu	01.2013	
Subcontractant / Subcontractor VIOTOP				
Aprobat Approved	Adjunct Sef de echipa Deputy Team leader	A.M. Baicu	01.2013	
Proiectat Designed	Inginer Engineer	R.Tănăsescu	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 3: Gurasada - Simeria

"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 3: Gurasada - Simeria

Project 9i 35311.1

Faza / Phase: PTH+CS / TD+TS

Denumire desen / Drawing name:
TEHNOLOGIE DE EXECUTIE / TECHNOLOGICAL PROCESS
dezafectare POD / BRIDGE deallocation
KM.PR.(DSG.) 477+417.00 / KM.EX.(EX.) 477+414.00

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code	Nr / No
1:200	1 / 04.2013	PT.03.02.27.PO.08.04	04