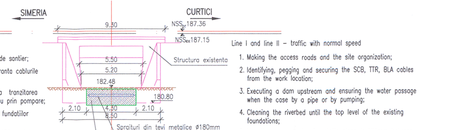
FAZA I–LUCRARI PREGATITOARE

ELEVATIE / ELEVATION
Sc. 1:200



Linia I si linia II –circulatie cu viteza normala

1. se fac drumurile de acces si organizarea de santier;
2. Se identifica, picheteaza si se pun in siguranta cablurile SCB, TTR, BLA din zona lucrarilor;
3. Se executa un dig in amonte si se asigura tranzitarea apei cand este cazul printr–o conducta sau prin pompare;
4. Se curata albia pana la nivelul superior al fundatiilor existente;
5. Se montheaza sprituri din tevi metalice Φ 180mm intre fiecare bloc de fundatie existenta, bine impanate cu echidistanta de 1,5m;
6. Se continua sapatura si se executa blocurile de fundatie pentru noul podet.

Line I and line II – traffic with normal speed

1. Making the access roads and the site organization;
2. Identifying, pegging and securing the SCB, TTR, BLA cables from the work location;
3. Executing a dam upstream and ensuring the water passage when the case by a pipe or by pumping;
4. Cleaning the riverbed until the top level of the existing foundations;
5. Mounting spurs made of metallic pipes Φ 180mm between each existing foundation block with equidistance of 1.5m;
6. Continuing the excavation and executing the foundation blocks for the new culvert.

FAZA II–INTRODUCERE POD PROVIZORIU PE LINIA II

FAZA II:

Linia II–Inchisa;

Linia I – se circula cu restrictie de viteza=50km/h;

1. Se scoate de sub tensiune linia II si se asigura protectia electrica;
2. Se sectionezza si se detensionezza linia dupa care se demonateaza suprastructura CF pe zona podului;
3. Se scoate din cale tablierul aferent liniei II;
4. Se montheaza restul de prefabricate C3;
5. Se demoleaza elevatiile existente la cota din proiect si aripile amonte;
6. Se executa drenurile, rocordarea cu terasamentele si hidroizolatia podului;
7. Se montheaza suprastructura CF pe linia I asigurandu–se racordarea in plan orizontal si vertical la situatia existenta;
8. Se repune sub tensiune linia I si se redeschide circulatia cu restrictie de viteza de 50 km/h, conform restrictiilor in vigoare.

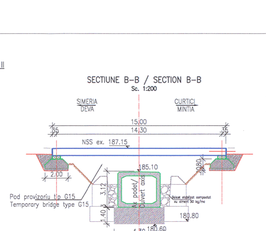
FAZA III:

Line II – Traffic with speed limit of 30km/h;

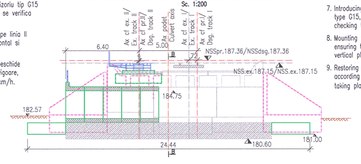
Line I – Closed;

1. Removing the voltage from line I and ensuring the electric protection;
2. Sectioning and removing the voltage from the line after which the railway superstructure is demounted on the bridge area;
3. Removing from the track the deck different to line I;
4. Mounting the rest of the precast elements type C3;
5. Dismantling the existing elevations at the dimension from the design and the upstream wings;
6. Executing the drains, the connection with the embankments and the waterproofing of the bridge;
7. Mounting the railway superstructure on line I ensuring the connection in horizontal and vertical plan to the existing situation;
8. Restoring the voltage on line I and reopening the traffic with speed limit of 50 km/h, according to the limits in force.

SECTIUNE B–B / SECTION B–B
Sc. 1:200



SECTIUNE LONGITUDINALA A–A / LONGITUDINAL SECTION A–A
Sc. 1:200



FAZA III–REALIZARE PODET NOU

FAZA III:

Linia II–Se circula cu restrictie de viteza de 30km/h;

Linia I– Inchisa;

1. Se scoate de sub tensiune linia I si se asigura protectia electrica;
2. Se sectionezza si se detensionezza linia dupa care se demonateaza suprastructura CF pe zona podului;
3. Se scoate din cale tablierul aferent liniei I;
4. Se montheaza restul de prefabricate C3;
5. Se demoleaza elevatiile existente la cota din proiect si aripile amonte;
6. Se executa drenurile, rocordarea cu terasamentele si hidroizolatia podului;
7. Se montheaza suprastructura CF pe linia I asigurandu–se racordarea in plan orizontal si vertical la situatia existenta;
8. Se repune sub tensiune linia I si se redeschide circulatia cu restrictie de viteza de 50 km/h, conform restrictiilor in vigoare.

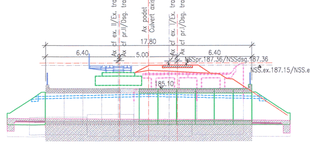
FAZA III:

Line II – Traffic with speed limit of 30km/h;

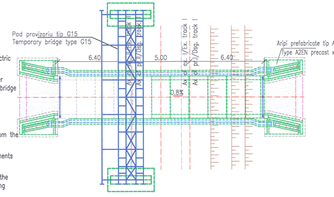
Line I – Closed;

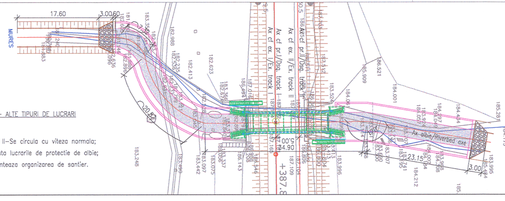
1. Removing the voltage from line I and ensuring the electric protection;
2. Sectioning and removing the voltage from the line after which the railway superstructure is demounted on the bridge area;
3. Removing from the track the deck different to line I;
4. Mounting the rest of the precast elements type C3;
5. Dismantling the existing elevations at the dimension from the design and the upstream wings;
6. Executing the drains, the connection with the embankments and the waterproofing of the bridge;
7. Mounting the railway superstructure on line I ensuring the connection in horizontal and vertical plan to the existing situation;
8. Restoring the voltage on line I and reopening the traffic with speed limit of 50 km/h, according to the limits in force.

SECTIUNE LONGITUDINALA A–A / LONGITUDINAL SECTION A–A
Sc. 1:200



VEDERE PLANA / PLAN VIEW
Sc. 1:100




17.60
3.00
3.00
Ax al cf. nr. 1/Ex. track 1
Ax al pl/Dep. track 1
Ax podet Culvert axis
Ax al cf. nr. 1/Ex. track 1
Ax al pl/Dep. track 1