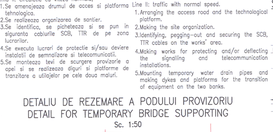
FAZA I: LUCRARI PREGATITOARE
Linia I: circulatie cu viteza normala;
Linia II: circulatie cu viteza redusa;
1.Se amenajeaza drumul de access si platforma tehnologica.
2.Se realizeaza organizarea de santier.
3.Se identifica, se pshtesteaza si se pun in siguranta cablurile SCB, TTR de pe zona lucrarilor.
4.Se executa lucrari de protectie si/sau devieri (retelele de semnalizare si telecomunicatii).
5.Se montaza level de scurgere provizorie a apei si se realizeaza digul si platforma de transfer a utilajelor pe cele doua maluri.

STAGE I: PRELIMINARY WORKS
Line I: traffic with normal speed;
Line II: traffic with normal speed.
1.Arranging the access road and the technological platform.
2.Making the site organization.
3.Identifying, pegging-out and securing the SCB, TTR cables on the works' area.
4.Making works for protecting and/or deflecting the signalling and telecommunication installations.
5.Mounting temporary water drain pipes and making dykes and platforms for the transition of equipment on the two banks.

DETALIU DE REZEMARE A PODULUI PROVIZORIU
DETAIL FOR TEMPORARY BRIDGE SUPPORTING

Sc. 1:50



DESCHIDEREA CIRCULATIEI FEROVIARE PE PODURILE PROVIZORII SE VA FACE ASTFEL:
– In primele 24h se va lasa viteza redusa la trenuri de 5km/h, se fine sub observatie permanenta si se rectifica nivelela si tasarile aparute in exploatare; pe durata exploatarii podului provizoriu in cele doasta se trie sub observatie permanenta, iar eventualele deficiente aparute se remediaza imediat.
– dupa 24h de la ridicare in exploatare a podului provizoriu se va circula cu restrictie de viteza de 30 km/h.
THE REOPENING OF THE TRAFFIC ON THE TEMPORARY BRIDGES WILL BE CARRIED AS FOLLOWING:
– In the first 24 hours the speed is raised in stages of 5 km/h, the level is permanently kept under observation and there are rectified the level and settlings that occur during the operations. While the temporary bridge is in operation on the rail it is kept under permanent surveillance and the eventual deficiencies are instantly remedied.
–after 24 hours since the temporary bridge is in operation the traffic will be under speed restriction of 30 km/h.

NOTA 1:
Prezentul plan s-a intocmit in baza urmatoarelor date:
– ridicare topografica,
– studiu hidrologic,
– date culese de teren.
Cota de fundare a fost stabilita conform Expertiza.

NOTA 2:
1. CONVOAIE DE CALCUL PENTRU PODURILE PROVIZORII: G19T8.5;
2. Podurile provizorii se gasesc in dotarea Beneficiarului si pot fi puse la dispozitia Constructorului.
3. Circulatia pe podurile provizorii se face cu maxim 30 km/h;

NOTE 2:
1. CALCULATION CONVOY FOR THE TEMPORARY BRIDGES: G19T8.5;
2. Temporary bridges are in the endowment of the Beneficiary and can be made available to the Contractor;
3. Traffic on the temporary bridges takes place with maximum 30 km/h;

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

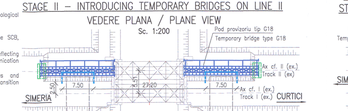
NOTE 3:
The details presented in this plan are not compulsory and can be modified or adapted depending on the contractor's endeavours by observing the execution conditions of the final works provided in the Technical Specifications.

NOTE 1:
This plan has been drawn up on the basis of the following data:
– topo layout;
– the hydrology study;
– acquisition of data to area.
The foundation level was established according with the Technical Expertise.

NOTE 2:
1. Temporary bridge load convoy: G19T8.5;
2. The temporary bridges are in the endowment of the Beneficiary and can be made available to the Contractor;
3. Traffic on the temporary bridges takes place with maximum 30 km/h;

FAZA II – INTRODUCERE PODURI PROVIZORII PE LINIA II
STAGE II – INTRODUCING TEMPORARY BRIDGES ON LINE II
VEDERE PLANA / PLANE VIEW

Sc. 1:200



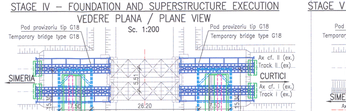
SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION

FAZA III: INTRODUCERE PODURI PROVIZORII PE LINIA I
Linia I: Incidence 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 sectionesc si se dezmembreaza linii, se demonteaza suprastructura c.f. pe zona podului, pe linia I, pe o lungime de 100m.
3.Se demoleaza partial zidurile de garda ale culeelor, pe linia I, pentru a permite introducerea in cala a podurilor provizorii tip G18.
4.Se defiinteaza perelii de poplanse pentru incinte. Poplansele de pe zona linie II se vor bate in pouse de circulatie cu scootere de sub tensiune.
5.Se reamplasesaz stalpii liniei de contact efectuti de lucrarile de introducere a podurilor provizorii;
6.Se executa sapatura pentru introducerea in cala a fundatiilor prefabricate provizorii si a podurilor provizorii tip G18 sub protectia sprijinitor din lungul cail ferate;
7.Se introduc in cala fundatiile prefabricate ale podurilor provizorii tip G18, corespunzatoare liniei I;
8.Se introduc in cala podurile provizorii tip G18;
9.Se montaza suprastructura c.f. pe podurile provizorii si se racordeaza la capete la ulutaile existente. Montarea suprastructurii c.f. se va face la cota NSS existent;
10. Se executa lucrarile de protectie electrica si podurilor provizorii introduse in cale si se verifica electrizarea.
11. Se repune sub tensiune linia de contact pe linia I proiectata si se deschide circulatia, cu restricte de viteza de 30 km/h conform instructiilor c.f. in vigoare.
12. Se in sub observatie podurile provizorii pe toata durata de exploatare, cu remediere eventualelor defecte si aducerea lor in limite admise de tolerante.

STAGE II: INTRODUCTION OF THE TEMPORARY BRIDGES ON LINE I
Line I: speed limit of 50 km/h;
Line II: railway traffic closure;
1.Cutting-off the voltage of line II and ensuring the electric protection.
2.Sectioning and cutting-off the voltage of the line, dismantling the railway superstructure on the bridge area, on the line I, on a length of 100m.
3.Partially dismantling the guard walls of the abutments, on line I, in order to allow the introduction in the track of the temporary bridges.
4.Defiinting the perelii of the abutments on the line I, in order to allow the introduction in the track of the temporary bridges type G18.
5.Mounting the railway superstructure on the temporary bridges and connecting at the ends to the existing situation. The railway superstructure will be mounted at existing NSS (top of rail) level.
6.Making the works for the electric protection of the temporary bridges introduced in the track and checking the electric insulation.
7.Introducing in the track the temporary bridges type G18.
8.Mounting the railway superstructure on the temporary bridges and connecting at the ends to the existing situation. The railway superstructure will be mounted at existing NSS (top of rail) level.
9.Making the works for the electric protection of the temporary bridges introduced in the track and checking the electric insulation.
10. Restoring the voltage to the contact line and reopening the traffic with speed limit of 30 km/h according to the railway instructions in force.
12. Monitoring the temporary bridges during the entire operation period, by remedying the eventual defaults and bringing them to the admitted tolerance limit.

FAZA IV – EXECUTIE FUNDATII SI SUPRASTRUCTURA
STAGE IV – FOUNDATION AND SUPERSTRUCTURE EXECUTION
VEDERE PLANA / PLANE VIEW

Sc. 1:200



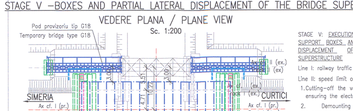
SECTIUNE LONGITUDINALA / LONGITUDINAL SECTION

FAZA IV: EXECUTIE FUNDATII SI ELEMENTE CULEE
Linia I: Incidence 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 sectionesc si se dezmembreaza linii, se demonteaza suprastructura c.f. pe zona podului, pe linia I, pe o lungime de 100m.
3.Se demoleaza partial zidurile de garda ale culeelor, pe linia I, pentru a permite introducerea in cala a podurilor provizorii tip G18.
4.Se defiinteaza perelii de poplanse pentru incinte. Poplansele de pe zona linie II se vor bate in pouse de circulatie cu scootere de sub tensiune.
5.Se reamplasesaz stalpii liniei de contact efectuti de lucrarile de introducere a podurilor provizorii;
6.Se executa sapatura pentru introducerea in cala a fundatiilor prefabricate provizorii si a podurilor provizorii tip G18 sub protectia sprijinitor din lungul cail ferate;
7.Se introduc in cala fundatiile prefabricate ale podurilor provizorii tip G18, corespunzatoare liniei I;
8.Se introduc in cala podurile provizorii tip G18;
9.Se montaza suprastructura c.f. pe podurile provizorii si se racordeaza la capete la ulutaile existente. Montarea suprastructurii c.f. se va face la cota NSS existent;
10. Se executa lucrarile de protectie electrica si podurilor provizorii introduse in cale si se verifica electrizarea.
11. Se repune sub tensiune linia de contact pe linia I proiectata si se deschide circulatia, cu restricte de viteza de 30 km/h conform instructiilor c.f. in vigoare.
12. Se in sub observatie podurile provizorii pe toata durata de exploatare, cu remediere eventualelor defecte si aducerea lor in limite admise de tolerante.

STAGE IV: EXECUTION OF FOUNDATIONS AND ABUTMENTS
Line I: speed limit of 30 km/h;
Line II: speed limit of 30 km/h;
1.Sectioning and cutting-off the voltage of the line, dismantling the railway superstructure on the bridge area, on line I, on a length of 100m.
3.Partially dismantling the guard walls of the abutments, on line I, in order to allow the introduction in the track of the temporary bridges type G18.
4.Completing the sheet pile walls for the premises. The sheet piles from the area of line II will be driven during traffic breaks by cutting off the voltage.
5.Relocating the poles of the contact lines which were affected by the works for introducing the temporary bridges.
6.Making the excavation for introducing in the track the temporary precast foundation and the temporary bridges type G18 under the protection of propping along the railway track;
7.Introducing in the track the precast foundation of the temporary bridges type G18, corresponding to line I;
8.Introducing in the track the temporary bridges type G18.
9.Mounting the railway superstructure on the temporary bridges and connecting at the ends to the existing situation. The railway superstructure will be mounted at existing NSS (top of rail) level.
10. Making the works for the electric protection of the temporary bridges introduced in the track and checking the electric insulation.
11. Restoring the voltage to the contact line and reopening the traffic with speed limit of 30 km/h according to the railway instructions in force.
12. Monitoring the temporary bridges during the entire operation period, by remedying the eventual defaults and bringing them to the admitted tolerance limit.

FAZA V – EXECUTIE BANCHETE CUZINETI SI RIPARE PARTIALA A SUPRASTRUCTURII PODULUI
STAGE V –BOXES AND PARTIAL LATERAL DISPLACEMENT OF THE BRIDGE SUPERSTRUCTURE
VEDERE PLANA / PLANE VIEW

Sc. 1:200



SECTIUNE TRANSVERSALA / TRANSVERSAL SECTION

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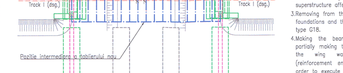

FAZA V: EXECUTE BANCHETE CUZINETI SI RIPARE PARTIALA A SUPRASTRUCTURII PODULUI
Linia I: Incidence de circulatie feroviara;
Linia II: restricte de viteza de 30 km/h;
1.Se scoate de sub tensiune linia I si se asigura protectia electrica;
2.Se demontezaza suprastructura c.f. aferenta liniei I;
3.Se scot din cale fundatiile prefabricate ale podurile provizorii tip G18;
4.Se executa banchetele cuzinetilor, partial ridicate de garda si zidurile intarcere pe pe linia I (pentru executia zidurilor intarcere dinspre linia II se vor lasa mustatii de armatura);
5.Dupa atingerea clasei betonului din elementele executate, se vor executa drenurile si urmarile din spatele culeelor cu observatia ca aceia care linia II ocestea se vor executa pana la gabaritul podului provizoriu;
6.Se extrag poplansele metalice corespunzatoare liniei I pana la limita permisa de gabaritul podului provizoriu de pe linia II. Poplansele din apropiere linie II se vor extrage in pouse de circulatie si cu scootere de sub tensiune.
7.Se desfacteaza supraimpraviurile si podurile de pe linia I si se transporta in depozit;
8.Se demoleaza zidurile intarcere de la culeele existente dinspre linia II;
9.Se ridicaza tablierul pana la gabaritul limite permis de linia II (minim 3.00 de la faza grinzii principale pana in axul cf II). Dupa incheierea procesului de ridare tablierul se va asigura impotriva deplasarii transversale accidentale.
10. Se executa terasamentul nou si cales pentru linia I proiectata pana la zidurile de garda ale culeelor pe care se va executa ulutaile de sprijin ale noii linii.
11. Se esteme pe tablierul metalic un strat de pietra sparta cu grosimea de 30cm.
12. Se executa betonarea unei placi de beton armat cu grosimea de 20cm.
13. Se executa ulutaile de sprijin ale noii linii I proiectate pe zidurile de garda ale culeelor.
14. Se executa betonarea placii de beton armat cu grosimea de 20cm.
15. Se executa betonarea placii de beton armat cu grosimea de 20cm.
16. Se executa betonarea placii de beton armat cu grosimea de 20cm.