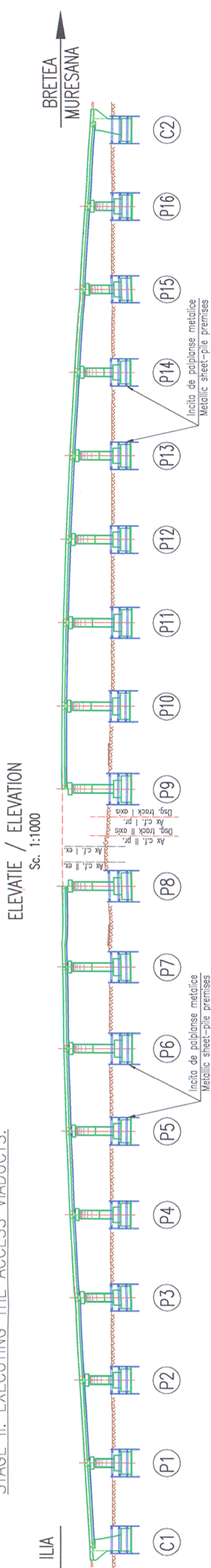
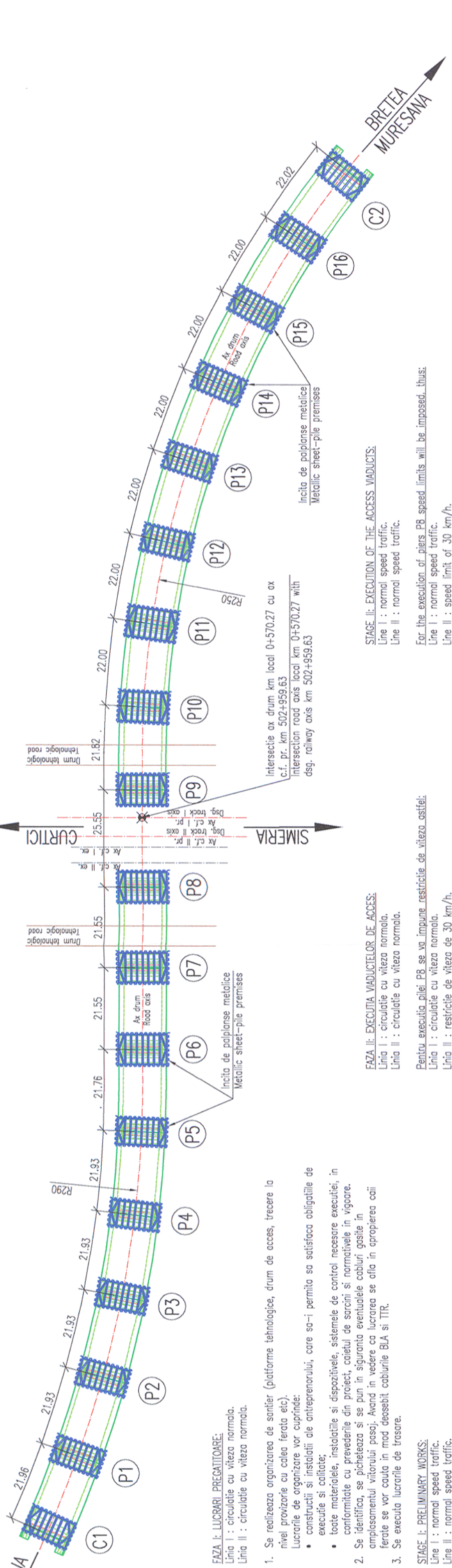


FAZA I: LUCRARI PREGATOARE:
STAGE I: PRELIMINARY WORKS:

FAZA II: EXECUTIA VIADUCTELOR DE ACCES:
STAGE II: EXECUTING THE ACCESS VIADUCTS:



VEDERE PLANA / PLAN VIEW
Sc. 1:1000



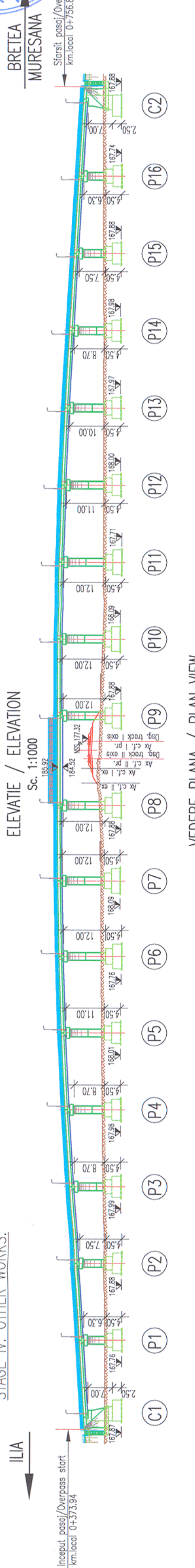
- FAZA I: LUCRARI PREGATOARE:
Line I : circulatie cu viteza normala.
Line II : circulatie cu viteza normala.
- Se realizeaza organizarea de santier (platforme tehnologice, drum de acces, trecere la nivel provizorie cu calea ferata etc).
 - Lucrari de amenajare ale santierului, care sa-i permita sa satisfaca obligatiile de executie si calitate:
 - toate materialele, instalatiile si dispozitivele, sistemele de control necesare executiei, in conformitate cu prevederile din proiect, calitatii de surciti si normativile in vigoare.
 - Se identifica, se parcheteaza si se pun in siguranta eventualele cabluri gasite in amplasamentul viaductului pasaj. Aun in vedere ca lucrarea se afla in apropierea caili ferate se vor cauta in mod deosebit cablurile BIA si TTR.
 - Se executa lucrarile de trasare.

STAGE I: PRELIMINARY WORKS:
Line I : normal speed traffic.
Line II : normal speed traffic.

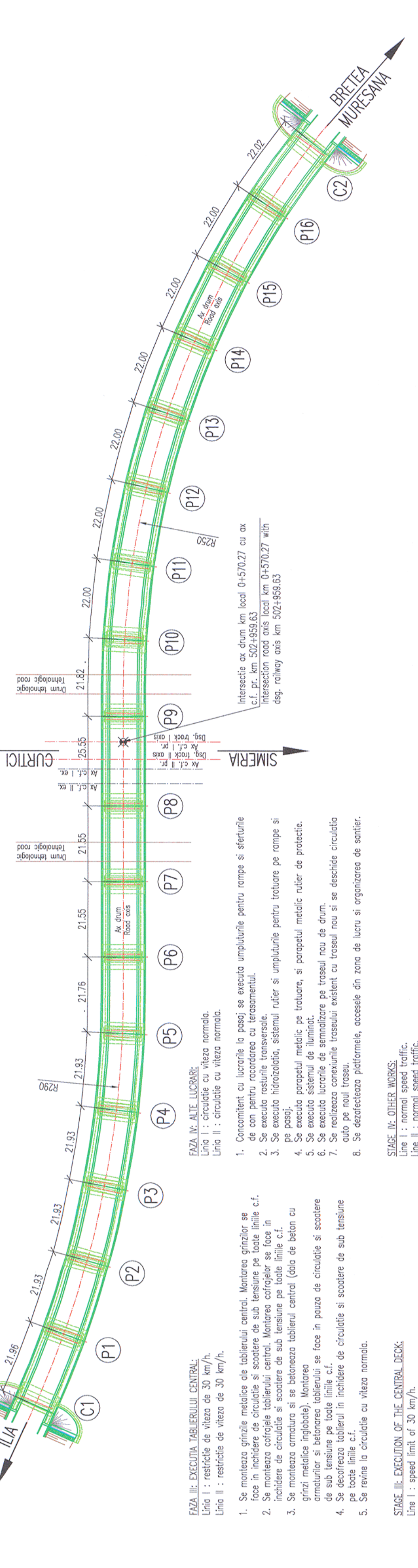
- Making the site organization (technological platforms, access road, temporary level crossing with the railway track etc).
- The organizations works will comprise:
- constructions and installations of the contractor, that allow him to meet the execution and quality liabilities;
- all materials, installations and devices, control systems needed for the execution, in compliance with the project provisions, the technical specification and the norms in force.
- Identifying, parking-out and ensuring the eventual cables found on the location of the viaduct and TTR into account that the work is located near the railway track BIA and TTR cables will be especially searched out.
- Executing the marking-out works.

FAZA III: EXECUTIA TABLIERULUI CENTRAL:
STAGE III: EXECUTING THE CENTRAL DECK:

FAZA IV: ALTE LUCRARI:
STAGE IV: OTHER WORKS:



VEDERE PLANA / PLAN VIEW
Sc. 1:1000



- FAZA III: EXECUTIA TABLIERULUI CENTRAL:
Line I : restictie de viteza de 30 km/h.
Line II : restictie de viteza de 30 km/h.
- Se monteaza grinda metalica ale tablului central. Montarea grinzilor se face in inchidere de circulatie si scoatere de sub tensiune pe toate liniile c.f.
 - Se monteaza cofrajul tablului central. Montarea cofrajelor se face in inchidere de circulatie si scoatere de sub tensiune pe toate liniile c.f.
 - Se monteaza armatura si se betonaza tablul central (dolo de beton cu grinzii metalice inglobate). Montarea armaturii si betonarea tablului se face in pauza de circulatie si scoatere de sub tensiune pe toate liniile c.f.
 - Se cofreaza tablul in inchidere de circulatie si scoatere de sub tensiune pe toate liniile c.f.
 - Se reampla la circulatie cu viteza normala.

STAGE III: EXECUTION OF THE CENTRAL DECK:
Line I : speed limit of 30 km/h.
Line II : speed limit of 30 km/h.

- Mounting the metallic girders of the central deck. The girders are mounted during traffic closure and while the voltage is cut-off.
- Mounting the formwork of the central deck. The formwork is mounted during traffic closure and while the voltage is cut-off on all railway lines.
- Mounting the reinforcement and covering with concrete the central deck (the reinforced concrete slab). The reinforcement is mounted and the deck is covered with concrete during traffic closure.
- Mounting the formwork, the reinforcement and covering with concrete the central deck (the reinforced concrete slab). The reinforcement is mounted and the deck is covered with concrete during traffic closure.
- Mounting the reinforcement and covering with concrete the wing walls from the abutments.
- Mounting the drainage system on the abutments.
- Extracting the sheet-piles and executing the earth filling around the infrastructures. The sheet-piles according to piers P8 a will be extracted during traffic breaks and while the voltage is cut-off.
- Restoring the normal speed.

NOTA:
1. Proiectul tehnologic prezentat in acest plan nu este obligatoriu si poate fi modificat sau adaptat in functie de datele constructorului cu respectarea conditiilor de realizare a lucrarilor definitive prevazute in caietele de sarcini.
2. Realizarea lucrarilor la pasaj si suprasstructura peste linii se va executa obligatoriu inainte de executia lucrarilor de linii.
3. Oricand neconcordanta intre elementele date in vedere la elaborarea proiectului si teren va fi anuntata proiectantului pentru a fi luata in calcul la situatia existenta.

NOTA:
1. The technological process presented in this plan is not mandatory and may be changed or adapted depending on the contractor's endowments by observing the conditions for carrying-out the final works provided in the technical specifications.
2. The execution of the works at the passage and the superstructure above the designed lines will be obligatorily carried-out before the performance of line works.
3. Any incongruity between the elements taken into account when preparing the design and the site will be announced to the designer in order to adapt the design to the existing situation.

PROIECTANT / DESIGNER:		Data Date		Semnatura Signature
C. Teodorescu		01.2013		
R. Tudorascu		01.2013		
Subcontractant / Subcontractor				
A.M. Baicu				
A. Negrei				
"Reabilitarea liniei c.f. Frontiera - Curtici - Simeria, parte componenta a Coridorului IV Pan - European pentru circulatia trenurilor cu viteza maxima de 160 km/h"				
"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				
Denumire desen / Drawing name:				
PASAJ SUPERIOR / OVERPASS				
K.M.PR.(DSG). 502+959.63				
Cod desen / Drawing Code				
PT.03.02.22.PO.01.04				
Nr / No				
04				

Scara / Scale	Revizia / Revision	Cod desen / Drawing Code
1:1000	1 / 04.2013	PT.03.02.22.PO.01.04