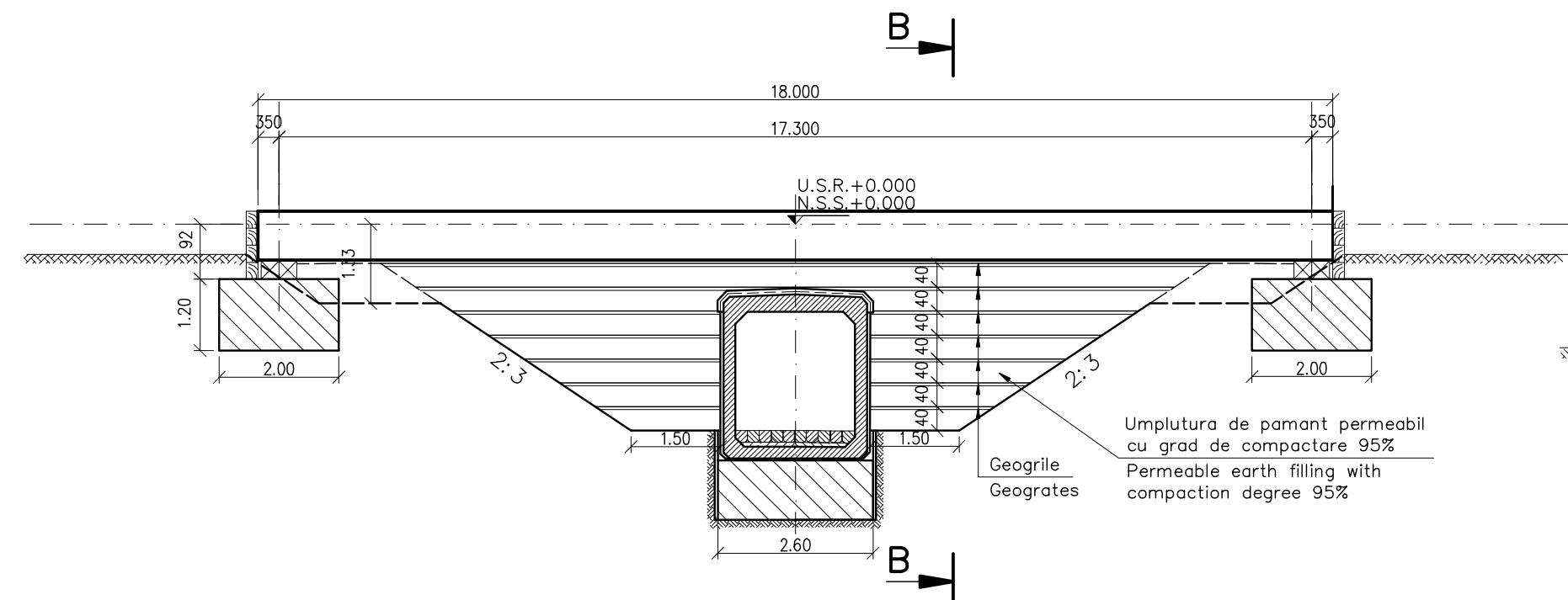
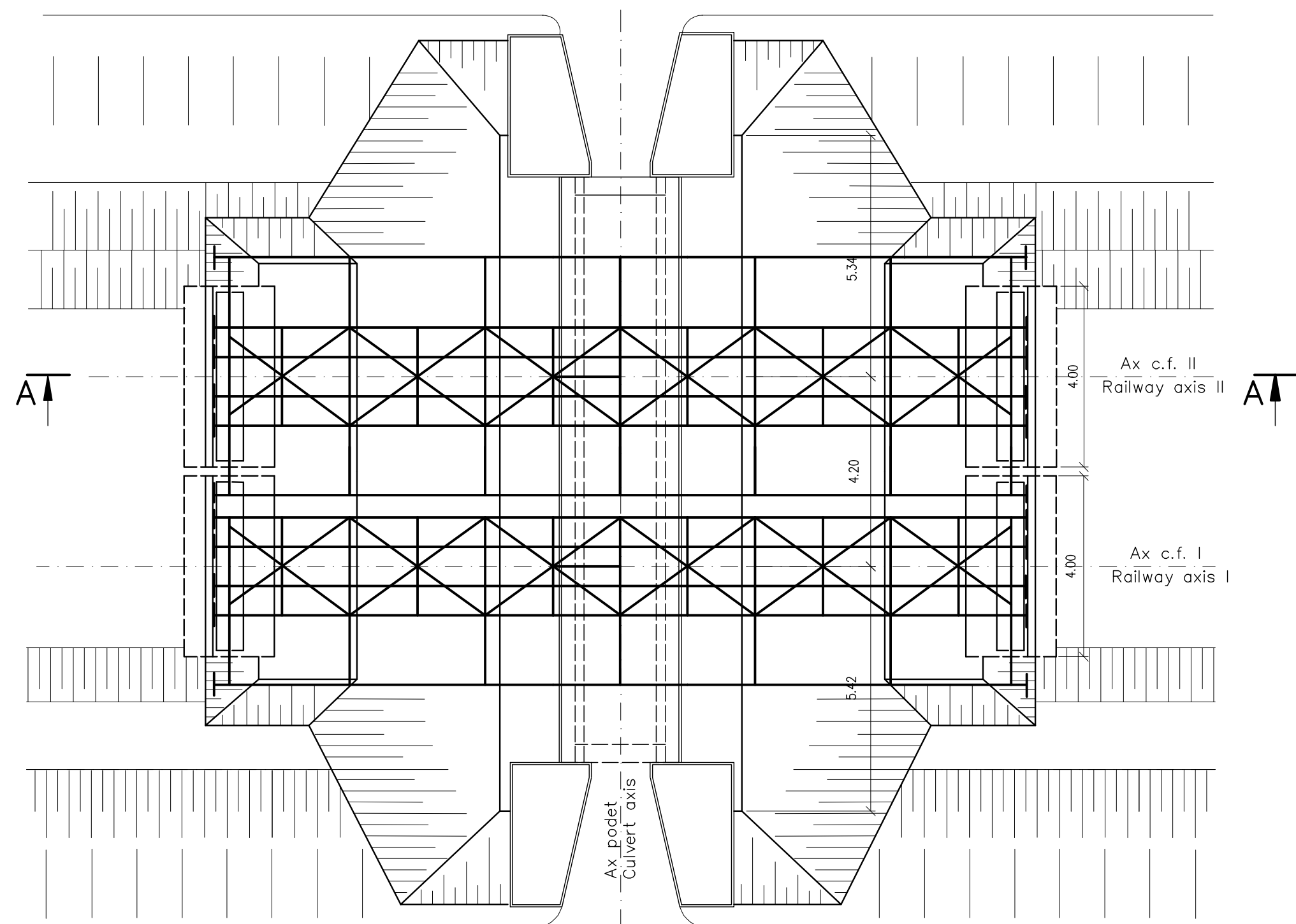


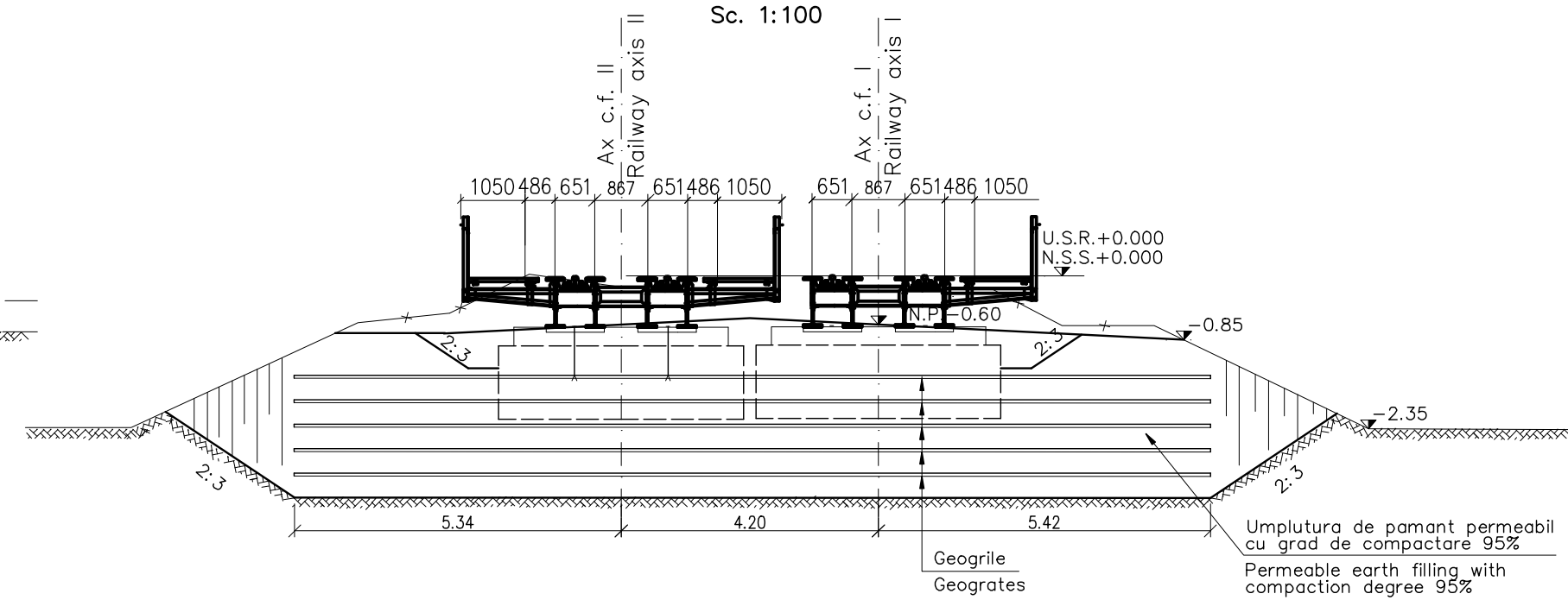
SECTIUNE A-A  
A-A CROSS SECTION  
Sc. 1:100



VEDERE PLANA  
PLAN VIEW  
Sc. 1:100



SECTIUNE B-B  
B-B CROSS SECTION  
Sc. 1:100



PROCES TEHNOLOGIC

- In pauze de circulatie pe liniile I si II, cu restrictie de viteza  $V_{max}=30$  Km/h:
  - se vor monta podetele provizorii U5 pe liniile I si II, in vederea executarii fundatiilor podurilor provizorii G12/G15/G18;
  - se vor executa sapaturile cu sprijiniri pentru fundatiile podurilor provizorii.
  - se vor executa fundatiile de beton ale podurilor provizorii.
- Cu inchiderea circulatiei pe liniile I si II si scoaterea acestora de sub tensiune:
  - se vor scoate din cale podetele provizorii U5 de pe liniile I si II.
  - se vor introduce in cale podurile provizorii G12/G15/G18, pe liniile I si II.
- Sub circulatie pe liniile I si II, cu restrictie de viteza  $V_{max}=30$  Km/h :
  - se va executa sapatura la adapostul podurilor provizorii G12/G15/G18;
  - se vor demola podetel aripile existente si fundatiile acestora, in amonte si aval;
  - se vor executa sapaturile cu sprijiniri pentru fundatiile noi ale podetului si aripilor din amonte si aval;
  - se vor executa fundatiile de beton ale podetului si aripilor, din amonte si aval;
- Cu inchiderea circulatiei pe linia I si scoaterea acesteia de sub tensiune,restrictie de viteza  $V_{max}=30$ km/h pe linia II:
  - se va scoate podul provizoriu de pe linia I si se vor monta elementele prefabricate pana in podul provizoriu de pe linia II;
  - se va executa hidrozolatia pe podet;
  - se vor aseza pe fundatiile noi aripile prefabricate din aval cu automacaraua.
  - se va introduce podul provizoriu G12/G15/G18 pe linia I;
- Cu inchiderea circulatiei pe linia II si scoaterea acesteia de sub tensiune,restrictie de viteza  $V_{max}=30$ km/h pe linia I:
  - se va scoate podul provizoriu de pe linia II si se vor monta restul elementelor prefabricate;
  - se va executa hidrozolatia pe restul elementelor prefabricate;
  - se vor monta pe fundatiile noi aripile prefabricate din amonte cu automacaraua.
  - se va introduce podul provizoriu pe linia II;
- In pauze de circulatie pe liniile I si II,cu restrictie de viteza  $V_{max}=30$ km/h:
  - se va incepe refacerea terasamentului din zona podetului, prin compactarea straturilor de pamint si montarea geogriurilor pina la limita permisa de podurile provizorii.
- Cu inchiderea circulatiei pe liniile I si II si scoaterea acestora de sub tensiune:
  - se vor scoate din cale podurile provizorii G12/G15/G18.
  - se vor completa terasamentul si geogriurile pina la N.S.S.
  - se va deschide circulatia pe liniile I si II.
- In pauze de circulatie pe liniile I si II,cu restrictie de viteza  $V_{max}=30$ km/h:
  - se vor introduce in cale podetele provizorii U5 in vederea demolarii fundatiilor podurilor provizorii G12/G15/G18;
  - se vor demola fundatiile si se va refaca terasamentul;
  - se vor scoate din cale podetele U5 de pe liniile I si II;
- Cu viteza normala pe liniile I si II:
  - se va executa radierul in podet, intre aripi si in spatele lor;
  - se vor executa blocajele de anrocamente la capetele podetului;

NOTA

Dupa introducerea in cale a podurilor provizorii, primele convoaie vor circula cu restrictie de viteza, primul convoi cu  $V=5$ Km/h si apoi, in urmatoarele 24 h cu  $V=10$ Km/h, timp in care podurile provizorii se tin sub supraveghere si se vor remedia eventualele tasari. Podurile provizorii se vor tine continuu sub observatie, iar daca se vor observa defectiuni ca tasari, alunecari de teren, care marcheaza aparitia fenomenului de instabilitate si vibratii sau sageti mari se vor lua masuri urgente de remediere, iar pina la inlaturarea cauzei care a provocat defectiunea se va inaspi restrictia de viteza.

LEGENDA BETOANELOR  
CONCRETE LIST

- Beton simplu in fundatiile elementelor prefabricate si ale podurilor provizorii  
Plain concrete in the prefabricated elements foundations and in the provisory bridges foundations  
C25/30-CEM II/A-S 32,5-(XF1)-A/C=0,50-Dmax 32-CI 0,20
- Beton in elementele prefabricate  
Concrete for prefabricated elements  
C35/45-CEM II/A-S32,5-(XC4+XF3+XA1)-A/C=0,50-Dmax22-CI0,20

TECHNOLOGICAL PROCESS

- In running of trains pauses on the tracks I and II, with speed restriction  $S_{max}=30$  Km/h :
  - there will be mounted U5 provisory culverts on track I and II, in order to execute the foundations of G12/G15/G18 provisory bridges;
  - there will be executed the excavations for the provisory bridges foundations, with proppings up.
  - there will be executed the concrete foundations of the provisory bridges;
- With the traffic closing on tracks I and II and their detensioning:
  - the U5 provisory culverts will be taken out of track from I and II lines;
  - there will be introduced G12/G15/G18 provisory bridges in track on I and II lines.
- Under traffic on the tracks I and II, with speed restriction  $S_{max}=30$  Km/h :
  - there will be executed excavations under the protection of G12/G15/G18 provisory bridge;
  - there will be demolished the culvert, the wings and their foundations upstream and downstream;
  - there will be executed the excavations for the new foundations of the culvert and the wings from upstream and downstream with proppings up;
  - there will be built the concrete foundations of the culvert and the wings from upstream and downstream;
- With the traffic closing on track I and its detensioning, speed restriction  $S_{max}=30$ km/h on track II:
  - G12/G15/G18 provisory bridge will be taken out of the track I and there will be mounted the prefab element to the provisory bridge from the track II;
  - the hidrofuge blanket will be executed on the mounted prefab element.
  - there will be laid the prefabricated wings from downstream on the new foundations with power crane truck
  - it will be introduced G12/G15/G18 provisory bridge in track on line I.
- With the traffic closing on track II and its detensioning, speed restriction  $S_{max}=30$ km/h on track I:
  - G12/G15/G18 provisory bridge will be taken out of the track II and there will be mounted the rest of the prefab element;
  - the hidrofuge blanket will be executed on the mounted prefab element.
  - there will be laid the prefabricated wings from upstream on the new foundations with power crane truck;
  - it will be introduced G12/G15/G18 provisory bridge in track on line II.
- In running of trains pauses on the tracks I and II, with speed restriction  $S_{max}=30$  Km/h :
  - it will be started the remaking of the embankment in the culvert area, compacting the earth layers and will be mounted the geogrates up to the limit allowed by the provisory bridges.
- With closing the traffic on tracks I and II and their detensioning:
  - G12/G15/G18 provisory bridges will be taken out of the track;
  - there will be completed the embankment and the geogrates up to U.S.R.;
  - the traffic will be opened on tracks I and II, with traffic speed.
- In running of trains pauses on the tracks I and II, with speed restriction  $S_{max}=30$  Km/h :
  - U5 provisory culverts will be introduced in track in order to demolish the foundations of G12/G15/G18 provisory bridges;
  - there will be demolished the foundations and rebuilt the embankment.
  - the U5 provisory culverts will be taken out of track from I and II lines;
- With normal speed on tracks I and II :
  - it will be built the stone packing in culvert, between and behind the wings;
  - there will be built the rockfills blockings at the culvert ends.

NOTE

After the provisory bridges introducing in track, the first convoy will run with speed restriction, the first convoy with  $S=5$  Km/h and then in the next 24 hours with  $S=10$ km/h, while the provisory bridges were supervised and there will be remedied the possible settlements. The provisory bridges will be continuously kept under observation and if there will be noticed defects as settlements, land slidings showing the appearance of the instability phenomenon, and vibration or big deflections there will be taken urgent remedying measures and till the defect will be eliminated the defect cause, the speed restriction will be increased.

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A	12.2011	REVIZIA 1	Carmen Balan		
Index	Date	Modificari	Proiectant	Aprobat Consultant	Aprobat CFR
		Modification/Revision	Designer	Approved Consultant	Approved CFR
		GUVERNUL ROMANIEI ROMANIAN GOVERNMENT		PROIECT FINANȚAT DE UNIUNEA EUROPEA EUROPEAN UNION FINANCED PROJECT	

CLIENT / CLIENT		C.N.C.F. "C.F.R." - S.A.	
GRUPPO FERROVIE DELLO STATO Joint Venture leader		PLANEN + BERATEN GmbH	
Scott Wilson		Consulting Engineers	

CONSULTANT / CONSULTANT				Data	Semnatura
Aprobat	Șef proiect		R. Liuzza		
Aprobat	Coordonator		C. Gambelli		
Verificat	Expert Chief		V. Kallidromitis		
Index	Date	Modificari	Proiectant	Aprobat Consultant	Aprobat CFR

SUBCONTRACTANT / SUBCONTRACTOR				Data	Semnatura
Aprobat	Responsabil		A. Dinulescu Stanciu	11.2011	
Aprobat	Subresponsabil				
Intocmit	Proiectant		Carmen Balan	11.2011	
Elaborat	Designer				
Reabilitarea liniei de cale ferata Brasov - Simeria, parte componentă a coridorului IV Pan European, pentru circulația trenurilor cu viteza maximă de 160 km/h, Tronsoanel: Brasov - Sighișoara Rehabilitation of the railway line Brasov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h, Section : Brasov - Sighișoara				Project/Project 2004/R018/P1A/003 Faza / Phase: P.Th. / T.D.	

Denumire desen / Drawing Title :					
Pod provizoriu G12/G15/G18 - Proces Tehnologic 2 G12/G15/G18 Provisory bridge - Technological Process 2					
Codificare / Codification System		Scara / Scale	LOT / LOT	Nr. / No	
		1:100		01 / 01	
E	A	5	1	E	0
0	1	E	0	0	B
A	P	O	0	0	0
0	2	1	1		