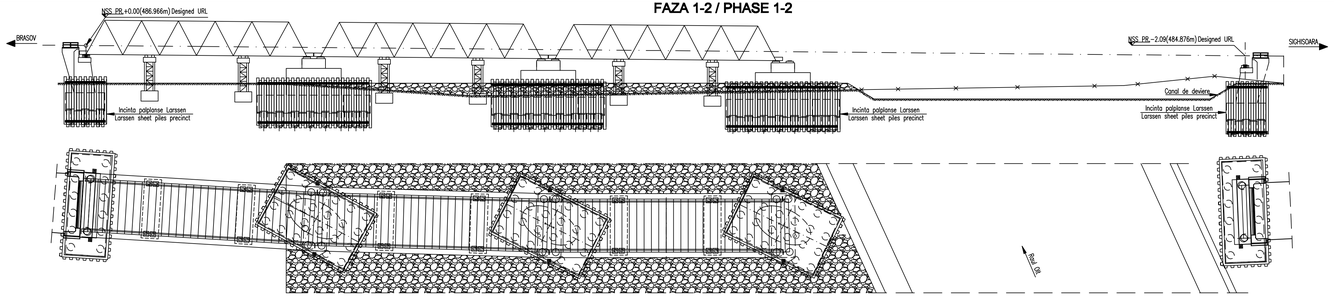
FAZA 1-2 / PHASE 1-2



FAZA 1

1. Se curata si se pregateste terenul din amplasamentul podului;
2. Se degajeaza de obstacole, cabluri si conducte;
3. Se trasesza radierele culeelor, pilelor si pozitie coloanelor acestora;
4. Se executa coloanele forate de 1.50m diametru si se fac incercari;
5. Se bat palplanselе ce vor alcatui incinitele pentru fundatii;
6. Se sapa groplile de fundatie pentru radierele culeilor si pilelor;
7. Se realizeaza cele doua culei si 4 pile de cale ferata dubla ;
8. Se realizeaza umpultura din spatele culeilor, drenul si racordarile cu terasamentul;
9. Se scot palplanselе;

FAZA 2

1. Se realizeaza canalul de traversare al Oltului prin deschiderile 4 si 5;
2. Se realizeaza platforme pe deschiderile 2 si 3;
3. Se monteaza paselе in dreptul jonturilor la tablierele 1,2 si 3;
4. Se monteaza pe pasel tablierele;
5. Se coboara tablierele pe reazame definitive;
6. Se demonteaza paselе;
7. Se armeaza, se cofreaza si se betoneaza cuvele la deschiderile 1,2 si 3;
8. Se realizeaza hidroizolatia la deschiderile 1,2 si 3;

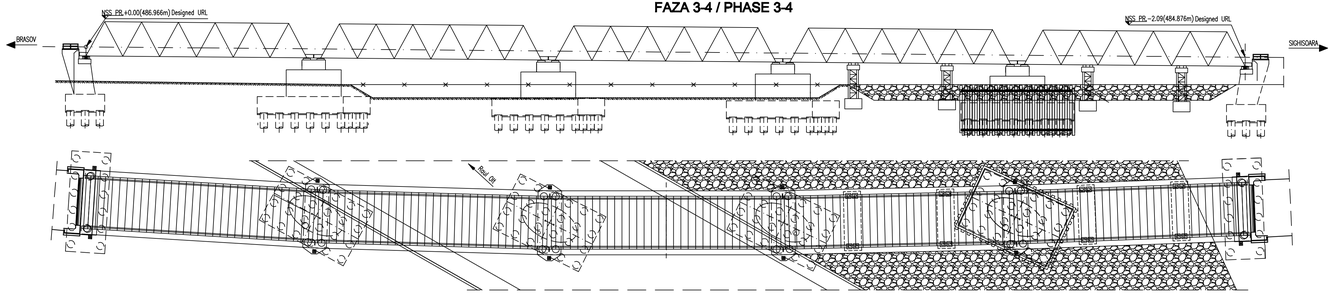
STAGE 1

1. The ground will be cleaned and prepared in the bridge location;
2. Any hindrances, cables and pipes will be removed;
3. The refts of abutments and of piers will be traced as well as the position of the efferent columns;
4. The drilled columns of 1.50m diameter will be built and tests will be performed;
5. The sheet piles will be driven to form the enclosures for foundations;
6. The foundation holes will be excavated for the refts of abutments and of piers;
7. The two abutments and 4 double-track piers will be also built;
8. The filling behind the abutments, the drain and the connections with the embankment will be carried out;
9. The sheet piles will be removed;

SATAGE 2

1. The crossing channel for Olt River will be built through the spans 4 and 5;
2. The platform will be built on the spans 2 and 3;
3. The bents will be mounted near the joints for the decks 1, 2 and 3;
4. The decks will be mounted on the bents;
5. The decks will be lowered on the final supports;
6. The bents will be demounted;
7. The boxes will be reinforced, moulded and concreted for the spans 1,2 and 3;
8. The waterproofing system will be built for the spans 1, 2 and 3;

FAZA 3-4 / PHASE 3-4



FAZA 3

1. Se realizeaza canalul de traversare al Oltului prin deschiderile 2 si 3;
2. Se realizeaza platforme pe deschiderile 4 si 5;
3. Se monteaza paselе in dreptul jonturilor la tablierele 4 si 5;
4. Se monteaza pe pasel tablierele;
5. Se coboara tablierele pe reazame definitive;
6. Se demonteaza paselе;
7. Se armeaza, se cofreaza si se betoneaza cuvele la deschiderile 4 si 5;
8. Se realizeaza hidroizolatia la deschiderile 4 si 5;
9. Se executa acoperirea de noe spre culei si intre tablere;
10. Se betoneaza cuva si se realizeaza calea pe traverse de beton cu sina tip 60;
11. Se realizeaza electroizolarea podului pe ambele linii , prin legarea la o priza de impamantare cu valoarea de 4Ω;

FAZA 4

1. Se excaveaza platforma din albie si se bareaza canalul de deviere pentru a se relua cursul initial al Oltului;

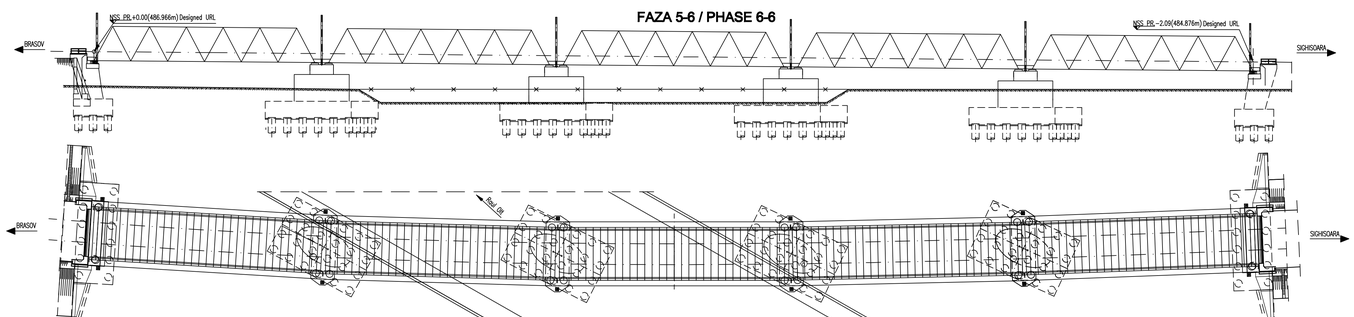
STAGE 3

1. The crossing channel for Olt River will be built through the spans 2 and 3;
2. The platform will be built on the spans 4 and 5;
3. The bents will be mounted near the joints for the decks 4 and 5;
4. The decks will be mounted on the bents;
5. The decks will be lowered on the final supports;
6. The bents will be demounted;
7. The boxes will be reinforced, moulded and concreted for the spans 4 and 5;
8. The waterproofing system will be built for the spans 4 and 5;
9. The joint towards the abutments and between the decks will be covered;
10. The box will be ballasted and the track will be built on the concrete sleepers with 60 type rail;
11. The electric insulation of the bridge on both lines will be carried out by connection to an earth plate with value of 4Ω;

STAGE 4

1. The platform in the riverbed will be excavated and the deviation channel will be blocked to return to the initial course of Olt River;

FAZA 5-6 / PHASE 6-6



FAZA 5

1. Se monteaza calea;
2. Se monteaza linia de contact si se pune sub tensiune;
3. Se deschide circulatia alternativ, pe cate o linie, in functie de tehnologia de reconstaire a liniior de pe pod la terasamentul existent;
4. Se deschide circulatia cu viteza de 50km/h si se ridica restricta de viteza in trepte conform instructiilor in vigoare;

FAZA 6

Sub circulatie feroviara pe ambele linii protejate.

1. Se dezafectesaza platformele de montaj si organizare de santier si se radau terenurile ocupate temporar circulatul initial;
2. Dupa atingerea tonajului de stabilitate se executa calea fara joante pe ambele linii si circulatia feroviara se efectuaeza la viteza proiectata;

STAGE 5

1. The track will be mounted;
2. The contact line will be mounted and put under voltage;
3. The traffic will be opened in an alternating mode, on each railway line, depending on the technology to fink the lines on the bridge with the existing embankment;
4. The traffic will be opened at 50km/h speed and the speed restriction will be removed with speed steps, according to the railway instructions in force;

STAGE 6

Under railway traffic on both designed lines

1. The mounting platforms and the site organization will be closed down and the temporarily occupied lands will be restored to the initial destination;
2. After reaching the stability tonnage, the jointless track will be built on both lines and the railway traffic will run at the designed speed;

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Indice Index	Data Date	Modificare Modification/Revision	Proiectant Designer	Aprobat Consultant Approved Consultant	Aprobat CFR Approved CFR
D					
C					
B					
A					

GUVERNUL ROMANIEI
ROMANIAN GOVERNMENT

PROIECT FINANTAT DE UNIUNEA EUROPEANĂ
EUROPEAN UNION FINANCED PROJECT

CLIENT / CLIENT

C.N.C.F. "C.F.R." - S.A.

ITALFERR GRUPPO FERROVIE DELLO STATO
Joint Venture leader

Scott Wilson

OBERMEYER PLANEN + BERATEN GmbH

TECNIC Consulting Engineers

CONSULTANT / CONSULTANT

			Data Date	Semnătura Signature
Aprobat Approved	Şef proiect Project manager	R. Liuzza		
Aprobat Approved	Coordonator Sec.fune 1 Section 1 Coordinator	C. Gambelli		
Verificat Checked	Expert Cheie Key Expert	V.Kallidromitis		

SUBCONTRACTANT / SUBCONTRACTOR

AREX CONTROL

Aprobat Approved	Responsabil Subconsultant Subconsultant Responsible	A. Dinulescu Stanciu	12.2011	
Întocmit Elaborated	Proiectant Designer	Olar Mihai Adrian	12.2011	

Reabilitarea liniei de cale ferata Braşov - Simeria, parte componentă a coridorului IV Pan European, pentru circulaţia trenurilor cu viteza maximă de 160 km/h,
Tronsonul : Braşov - Sighişoara
Rehabilitation of the railway line Braşov - Simeria, component Part of the IV Pan-European Corridor, for the trains circulation with maximum speed of 160 km/h,
Section : Braşov - Sighişoara

Proiect/Project
2004/RO/16/P/PA/003

Faza / Phase:
P.Th. / T.D.

Denumire desen / Drawing Title :

VIADUCT Km.Pr 201+573.56, L=236.2m / PROCES TEHNOLOGIC
VIADUCT Design Km.201+573.56, L=236.2m / TECHNOLOGICAL PROCESS

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