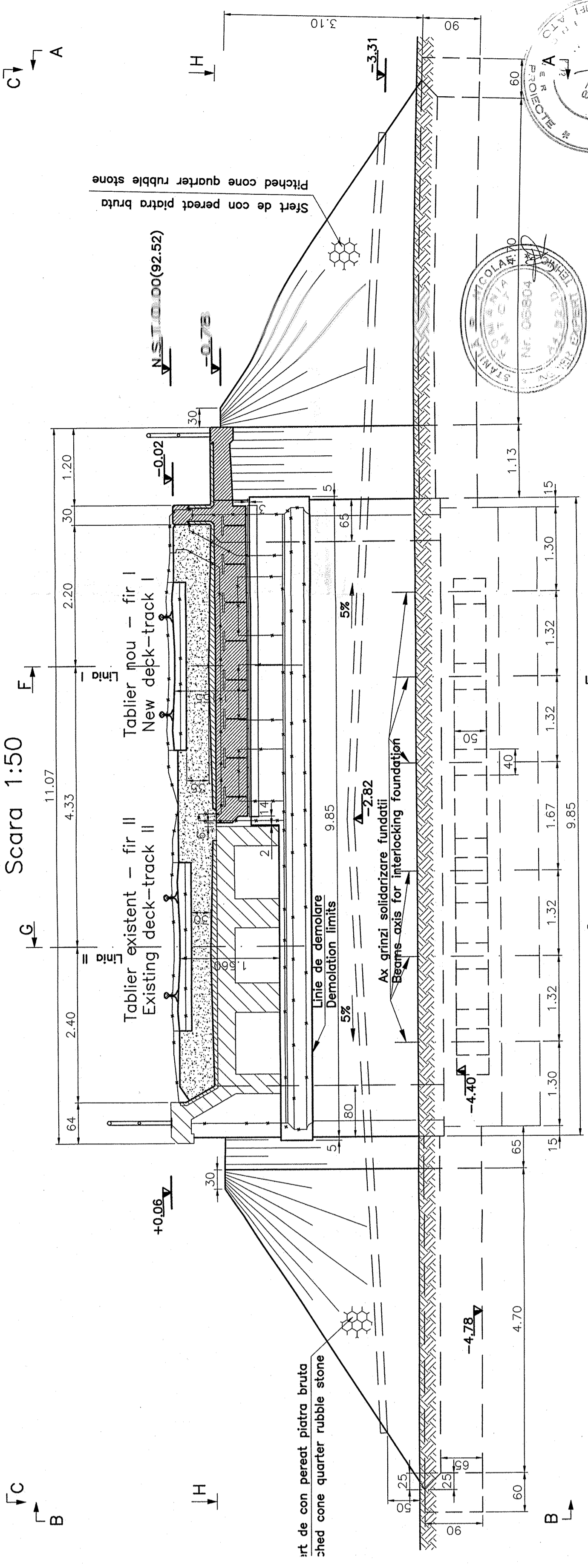
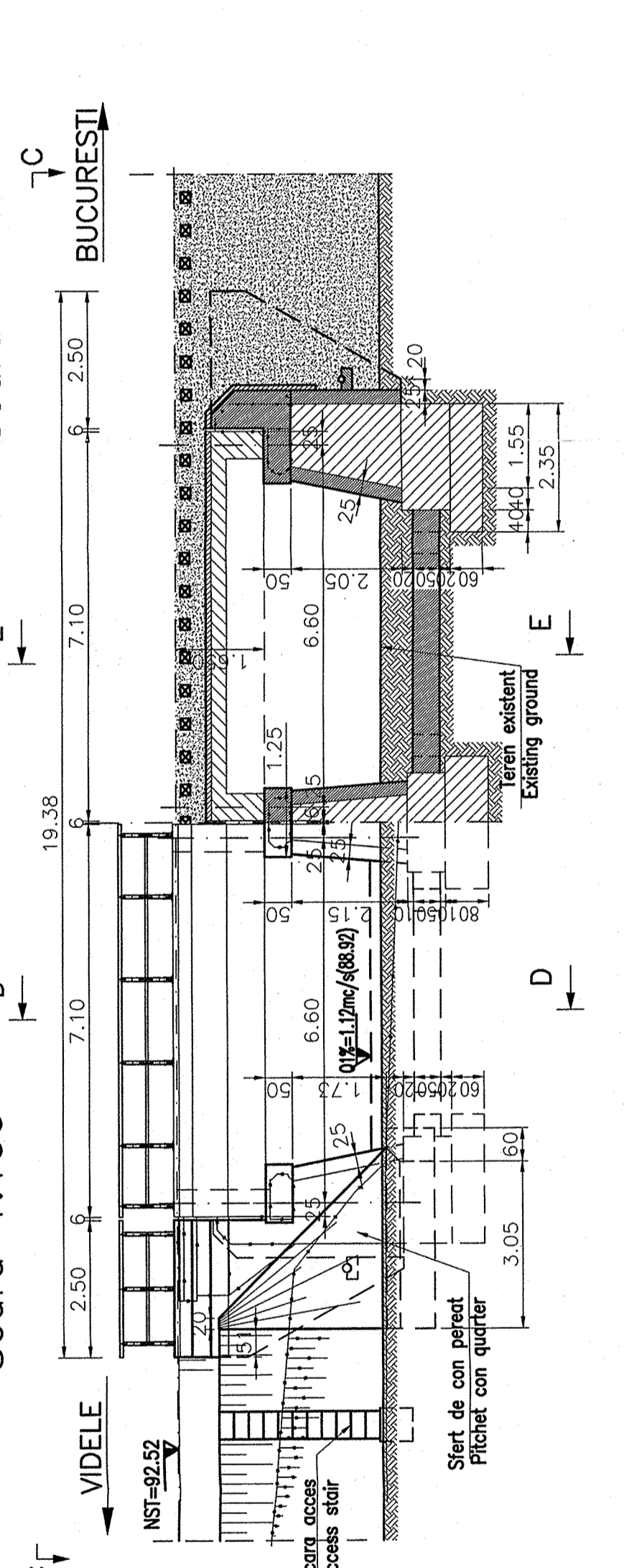


SECTIUNIE TRANSVERSALA D-D
CROSS SECTION
Scara 1:50

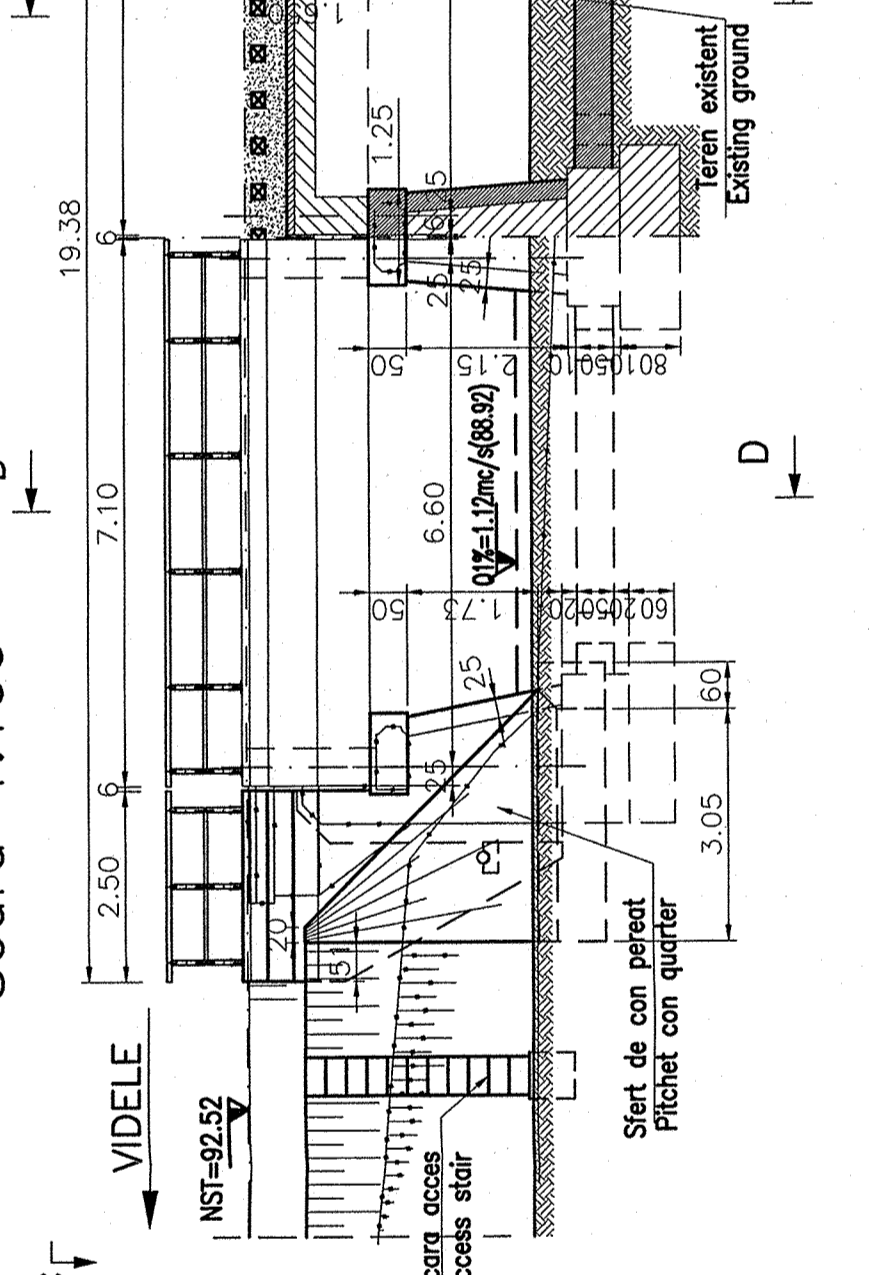


1. Prezentul plan a fost întocmit în conformitate cu:
 - Expertiza tehnică;
 - Fișa POPULUI pusă la dispozitie de sectia L1 Bucuresti;
 - Studii topografice;
 - Date culuse de pe teren;
 - Adresa INHGA privind debitele maxime nr.3985/10.07.2008;
 - Inceperea executiei se va face numai dupa trasarea pe teren a lucrarilor, si verificarea de catre executant daca nu au intervenit modificari fata de datele de proiectare si se vor face adaptari la dimensiunile si cotele reale;
 - Pentru punerea in siguranta a podului se vor executa urmatoarele lucrari:
 - inlocuirea suprastructurii de pe firul I cu o dala cu grinzii metalice inglobate in beton si cuva de balast;
 - racordarea hidroizolatiei si a sistemelor de evacuare a apelor din cuva de balast existenta pe intruchetii cutitelor, si inlocuirea reazemelor actuale cu reazeme noi pe ambele fire de circulatie la ambele culci;
 - comasarea elevatiilor culeilor si pitei cu beton armat, si refacerea hidroizolatiei din spatiele culeilor;
 - pe zona podului se vor executa lucrari de calibrare a albiei raului pentru a se asigura scurgerea fluenta a apelor; - racordurile cu terasamentele se vor face cu sterturi de con perate cu piatra bruta.
 - lucrari de reparatii si protectii la suprastructura existenta din grinzii de beton armat de pe firul II.
 4. La executie se vor respecta cu strictete prevederile din "Codul de practica pentru executarea lucrarilor din beton, beton armat si beton precomprimat", indicativ NE 012-2007, "Codul de practica pentru executia elementelor din beton, beton armat si beton precomprimat", indicativ NE 013-2002, din "Instruciunile tehnice privind procedeele de remediere a defectelor pentru elementele de beton si beton armat" indicativ C149-87, din "Normativul pentru verificarea calitatii si receptia lucrarilor de constructii arerente" indicativ C56-85 si a Caietului de Sarcini.

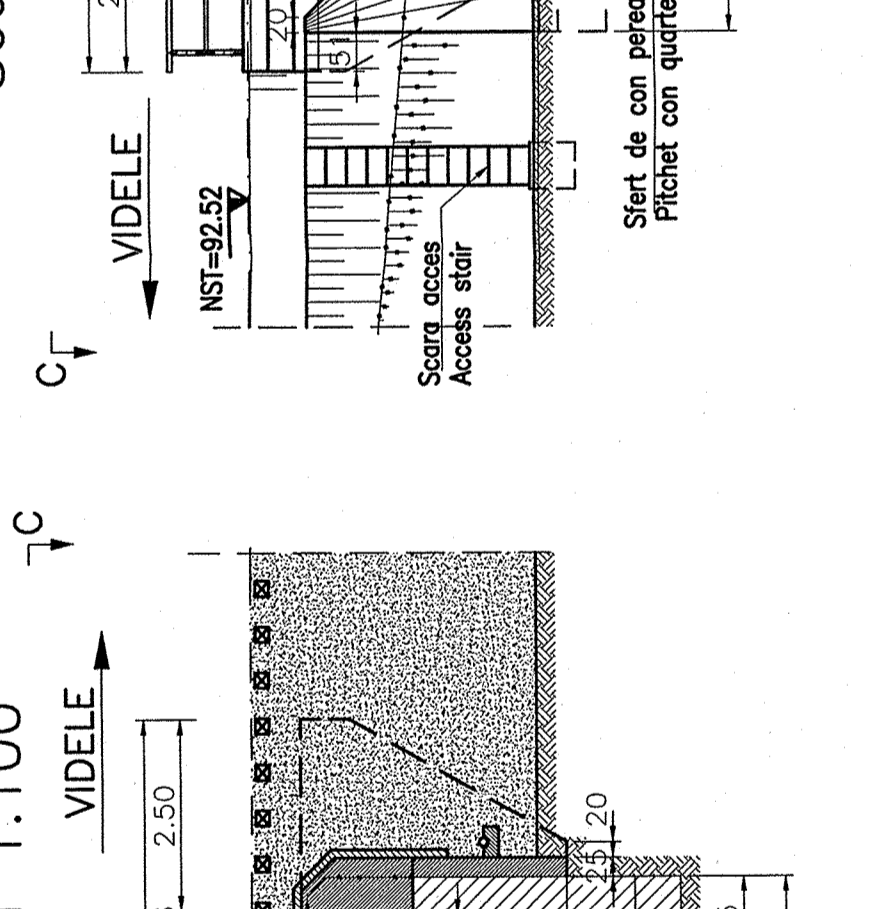
ELEVATIE A-A/ELEVATION A-A
Scara 1:100



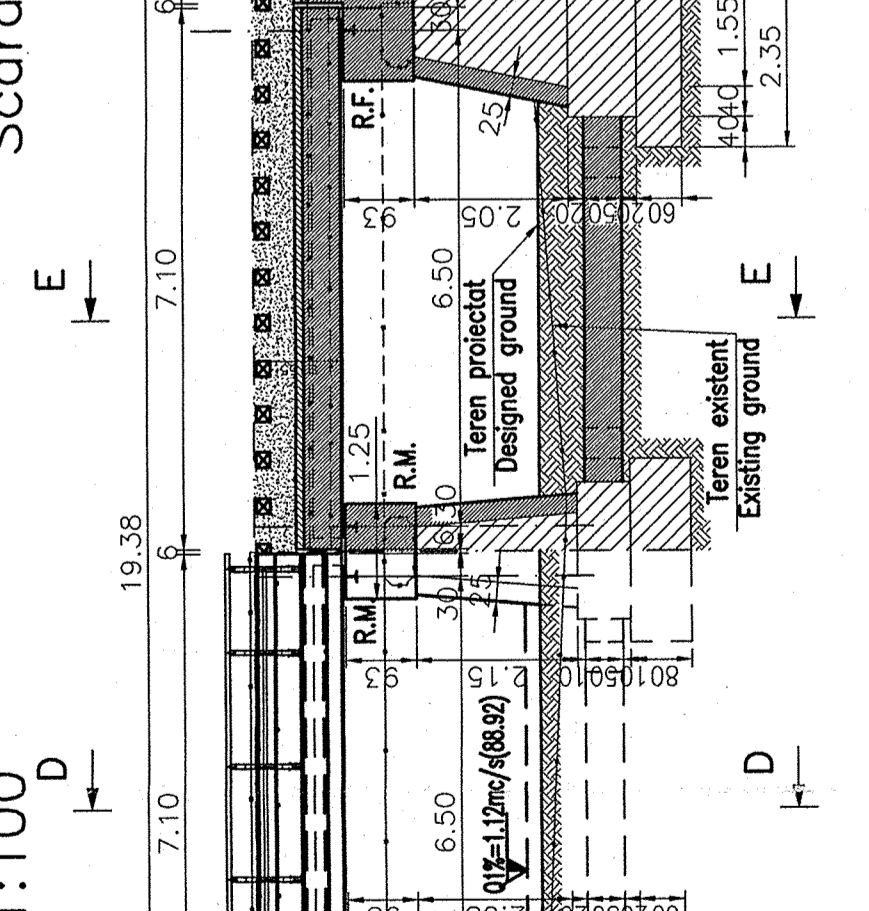
ELEVATIE B-B/ELEVATION B-B
Scara 1:100



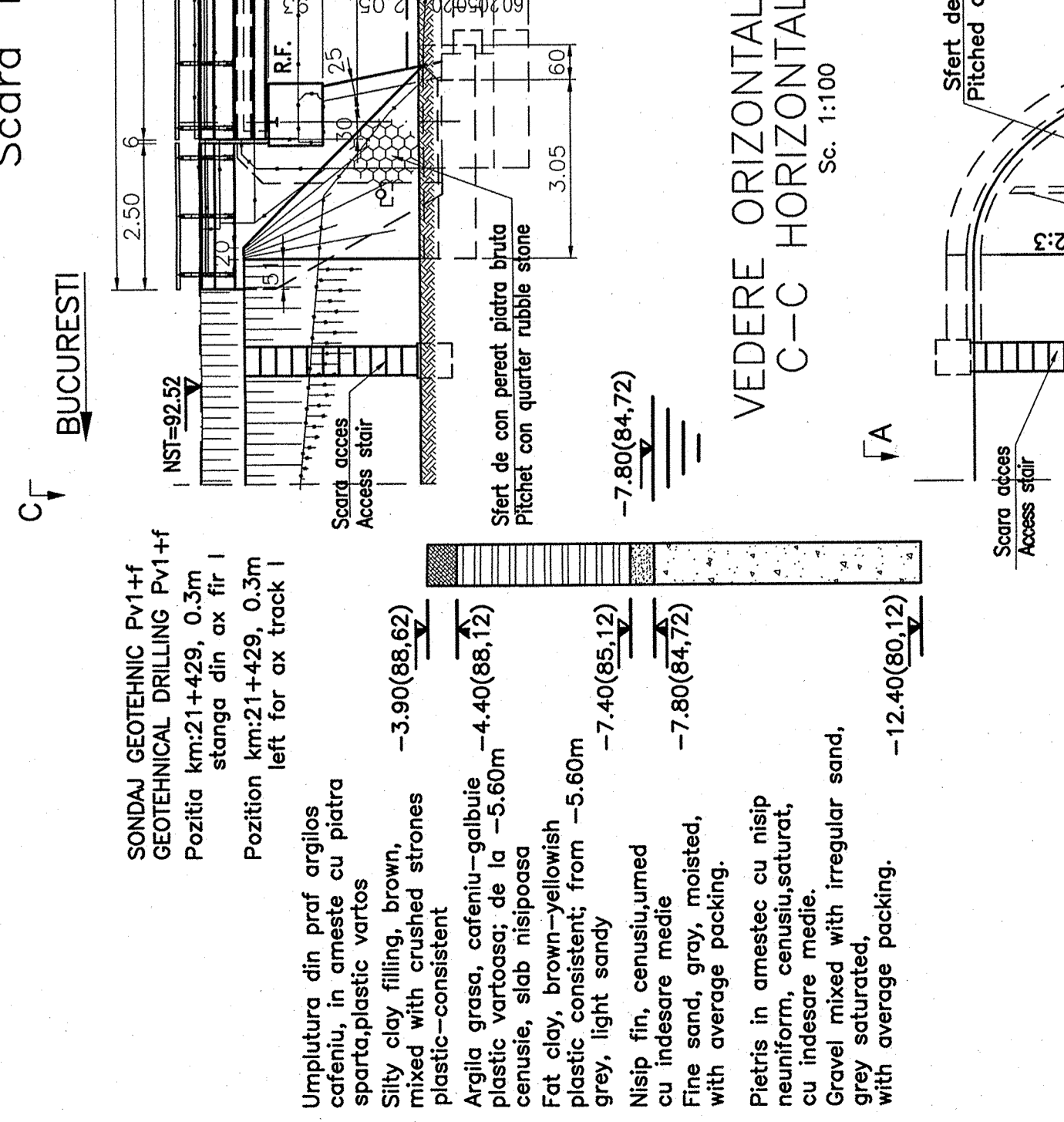
ELEVATIE C-C/ELEVATION C-C
Scara 1:100



ELEVATIE D-D/ELEVATION D-D
Scara 1:100

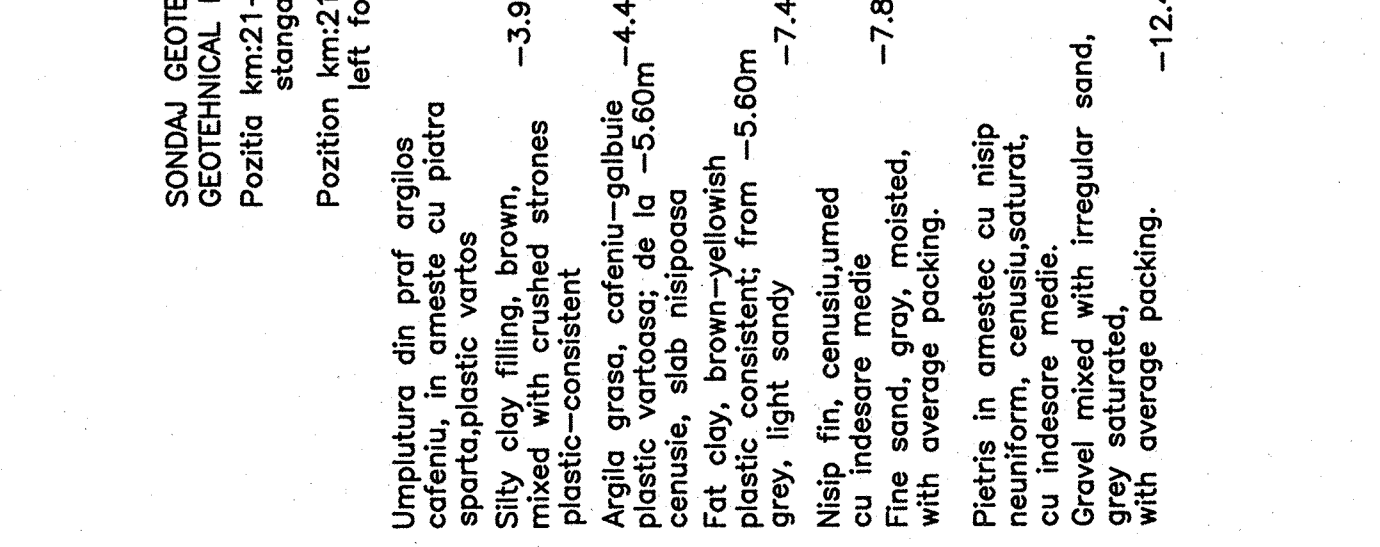


SECTIUNIE TRANSVERSALA E-E
CROSS SECTION
Scara 1:50



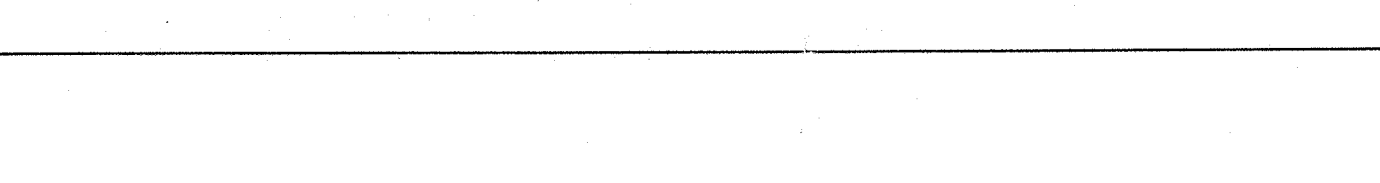
1. This plan has been drawn up on the basis of the following data:
 - Technical expertise;
 - Bridge observation sheet from Section L1 Bucuresti;
 - Topo studies;
 - Geotechnical study;
 - Data from site;
 - Hydrological study elaborated by INHGA nr.3985/10.07.2008;
 - Works execution will start only after works setting-out and checking by the Contractor if there are no changes comparing to the design data and in this case there will be adapted to the real dimensions and quota;
 3. In order to put the bridge in safety, the following works will be executed:
 - renewing the superstructure from the track with a concrete and metal girders and ballast pan;
 - waterproofing existing and renewing the existing bearings with new bearings on both tracks, at both abutments;
 - covering the abutments and pier elevations with reinforced concrete and waterproofing renewing behind the abutments;
 - works of riverbed calibration will be executed on bridge area in order to ensure water discharging;
 - embankments connection will be executed with quarter cones pitched with rough stone;
 - repairing and protection works at the existing superstructure of reinforced concrete beams on track II.
 4. During work construction it will strictly applied the provisions of the technical prescription NE 012-2007 "Practice code for the concrete works execution, reinforced and pre-stressed concrete", "Practice code for execution of concrete prefabricated elements, reinforced concrete and pre-stressed concrete", NE 013-2002, from technical provisions for methods in defects repair for concrete and reinforced concrete elements C149-87, from "Normative for quality checking and inspection of the different constructions" C56-85 and from technical Specifications.

SECTIUNIE TRANSVERSALA F-F
CROSS SECTION
Scara 1:50



1. This plan has been drawn up on the basis of the following data:
 - Technical expertise;
 - Bridge observation sheet from Section L1 Bucuresti;
 - Topo studies;
 - Geotechnical study;
 - Data from site;
 - Hydrological study elaborated by INHGA nr.3985/10.07.2008;
 - Works execution will start only after works setting-out and checking by the Contractor if there are no changes comparing to the design data and in this case there will be adapted to the real dimensions and quota;
 3. In order to put the bridge in safety, the following works will be executed:
 - renewing the superstructure from the track with a concrete and metal girders and ballast pan;
 - waterproofing existing and renewing the existing bearings with new bearings on both tracks, at both abutments;
 - covering the abutments and pier elevations with reinforced concrete and waterproofing renewing behind the abutments;
 - works of riverbed calibration will be executed on bridge area in order to ensure water discharging;
 - embankments connection will be executed with quarter cones pitched with rough stone;
 - repairing and protection works at the existing superstructure of reinforced concrete beams on track II.
 4. During work construction it will strictly applied the provisions of the technical prescription NE 012-2007 "Practice code for the concrete works execution, reinforced and pre-stressed concrete", "Practice code for execution of concrete prefabricated elements, reinforced concrete and pre-stressed concrete", NE 013-2002, from technical provisions for methods in defects repair for concrete and reinforced concrete elements C149-87, from "Normative for quality checking and inspection of the different constructions" C56-85 and from technical Specifications.

SECTIUNIE TRANSVERSALA G-G
CROSS SECTION
Scara 1:50



1. This plan has been drawn up on the basis of the following data:
 - Technical expertise;
 - Bridge observation sheet from Section L1 Bucuresti;
 - Topo studies;
 - Geotechnical study;
 - Data from site;
 - Hydrological study elaborated by INHGA nr.3985/10.07.2008;
 - Works execution will start only after works setting-out and checking by the Contractor if there are no changes comparing to the design data and in this case there will be adapted to the real dimensions and quota;
 3. In order to put the bridge in safety, the following works will be executed:
 - renewing the superstructure from the track with a concrete and metal girders and ballast pan;
 - waterproofing existing and renewing the existing bearings with new bearings on both tracks, at both abutments;
 - covering the abutments and pier elevations with reinforced concrete and waterproofing renewing behind the abutments;
 - works of riverbed calibration will be executed on bridge area in order to ensure water discharging;
 - embankments connection will be executed with quarter cones pitched with rough stone;
 - repairing and protection works at the existing superstructure of reinforced concrete beams on track II.
 4. During work construction it will strictly applied the provisions of the technical prescription NE 012-2007 "Practice code for the concrete works execution, reinforced and pre-stressed concrete", "Practice code for execution of concrete prefabricated elements, reinforced concrete and pre-stressed concrete", NE 013-2002, from technical provisions for methods in defects repair for concrete and reinforced concrete elements C149-87, from "Normative for quality checking and inspection of the different constructions" C56-85 and from technical Specifications.

- SONDAJ GEOTEHNIC Pv1+H
 Pozitia km:21+429, 0.3m
 stanga din ax fir I
 Pozition km:21+429, 0.3m
 left for ax track I
- 3.90(88,62)
 - 4.40(88,12)
 - 5.60m
 - 7.40(85,12)
 - 7.80(84,72)
 - 12.40(80,12)
- Umplutura din praf argilos
 cafeniu, in ameste cu piatra
 sporta: plastic vartos
 mixed with crushed stones
 plastic-consistent
- Argila grasa, cafeniu-galbui
 plastic vartos; de la -5.60m
 cenusie, slab nisipoasa
- Fat clay filling, brown,
 plastic consistent; from
 grey, light sandy
- Nisip fin, cenuziu, umed
 cu indasare medie
- Fine sand, gray, moisted,
 with average packing.
- Pietris in amestec cu nisip
 neuniform, cenuziu, saturat,
 cu indasare medie.
- Gravel mixed with irregular sand,
 gray saturated,
 with average packing.

CATEGORIA DE IMPORTANTA: B
 ZONARE SEISMICA: ag=0.24g
 CONVOI DE CALCUL: A4, B2
 EXIGENTA DE VERIFICARE: A4, B2.
 IMPORTANCE CLASS: B
 SEISMIC AREA: ag=0.24g
 CALCULUS CONVOY: LM71
 QUALITY REQUIREMENT : A4, B2.

BENEFICIAR/CLIENT: ROMANIA ROMANIAN REPUBLIC NATIONAL COMPANY Ministry of Economy and Financial Affairs Ministry of Transport		MONTATOR/INSTALLER: PROMTEC Ing. Cătălina Coman Ing. Jean Deatini Ing. Vlad Stancu		DATA/DATE: 05.2009		PROIECT/PROJECT: POS Transport 2007-2013		CONTRACT/CONTRACTOR: CFU Ministry of Economy and Financial Affairs Ministry of Transport ROMANIAN REPUBLIC NATIONAL COMPANY		CATEGORIE DE PROIECT/PROJECT CATEGORY: POS Transport 2007-2013		CATEGORIE DE PROIECT/PROJECT CATEGORY: POS Transport 2007-2013		CATEGORIE DE PROIECT/PROJECT CATEGORY: POS Transport 2007-2013	
PROIECTANT/DESIGNER: Ing. Cătălina Coman		VERIFICATOR/CHECKER: Ing. Jean Deatini		DATA/DATE: 05.2009		PROIECT/PROJECT: POS Transport 2007-2013		CONTRACT/CONTRACTOR: CFU Ministry of Economy and Financial Affairs Ministry of Transport ROMANIAN REPUBLIC NATIONAL COMPANY		CATEGORIE DE PROIECT/PROJECT CATEGORY: POS Transport 2007-2013		CATEGORIE DE PROIECT/PROJECT CATEGORY: POS Transport 2007-2013		CATEGORIE DE PROIECT/PROJECT CATEGORY: POS Transport 2007-2013	
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