

NOTA

Suprastructura liniei cf este realizata in sistem de cale fara joanta, cu sine tip 65 pe traversa de beton, cu exceptia podului unde sunt amplasate 6 traversa speciale de lemn (pe fiecare fir in parte), in amonte (pe partea stanga a liniei) sunt amplasate santuri perete in lungul liniei. Racordurile cu traversa speciale sunt realizate cu sterturi de con.

Cu ocazia deplasarii la teren pentru inspectia podului, s-au constat urmatoarele:

- santurile amplasate in interiorul podului si pe toata lungimea santurilor amplasate din amonte de pod;
- componentele culorilor au degradari in zonele de rezonare a pachetelor de sine si pe toate suprafețele vizibile datorate
- racordurile culorilor din amonte si oval sunt partial distruse.

Pe partea dreapta a liniei (in sensul cresterii kilometrajului, ce corespunde zonei oval a podului) pe tratamentul de serviciu sunt amplasate cabluri de sarmalizare feroviară (BLA) protejate in teci metalice.

In amonte (pe partea stanga a liniei), la circa 12,0m de capatul amonte a podului, sunt amplasate doua trasee de cabluri din care unul este protejat cu teava metalica (BLA) iar celalalt protejat cu teava PVC (Fibra Optica).

NOTE

The railway line superstructure is executed as continuous welded track with rail type 65 placed on concrete sleepers, except for the culvert where the rails are on wooden sleepers.

The connections to the embankments are executed with concrete quaters.

On the occasion of the site visit in view of inspecting the culvert, the following were noticed:

- The riveted is clogged inside the culvert and on the entire length of the ditches arranged in the culvert upstream area;
- The connections of the embankments are degraded at the areas where rail packages are propped up and on all areas visible due to water infiltrations;

The connections of upstream and downstream abutments are damaged due to the water infiltrations.

On the right side of the line (in the direction of the kilometer counting, corresponding to the downstream area of the culvert), on the left side of the line (in the direction of the kilometer counting, corresponding to the downstream area of the culvert), on the left side of the line, two cables are protected in metallic sheaths.

The cables are protected with metallic pipe (AB), from the upstream end of the culvert there are two cable bundles, out of which is protected with metallic pipe (AB), and the other one is protected with PVC pipe (optical fiber).

Podul de cale ferata cabla de la km 318+924 pe linia Ploiesti-Viceni, intre statiile Itești si Golbeni are deschiderea L=2,50m, lumina Lu=2,0m, si este construita cu pachete de sine (2 x 7buc tip 49) pentru fiecare linie.

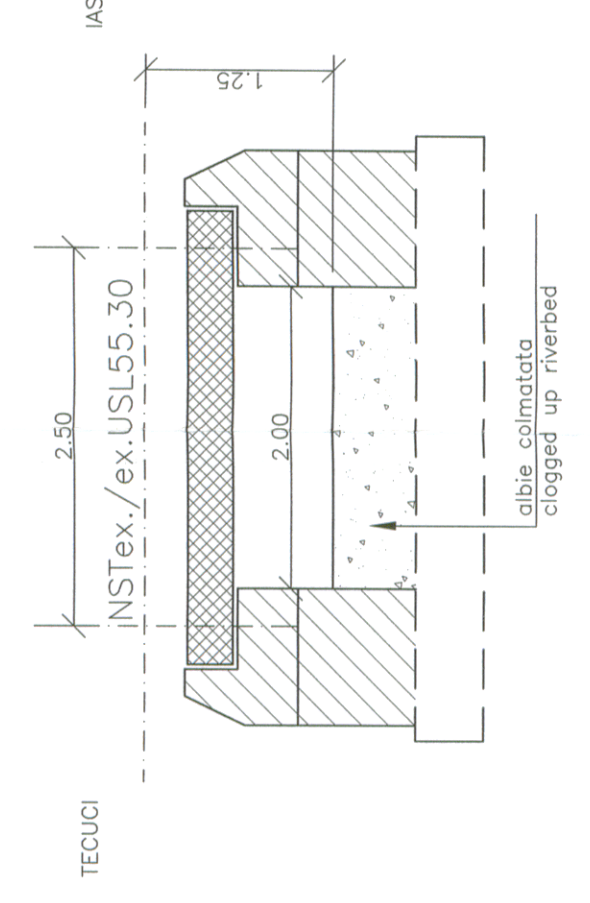
Podul a fost construit in anul 1975 si asigura evacuarea apelor din podul adiacentului podului ceea ce este in alinament si palier.

The double track culvert of km 318+924, situated on Ploiesti-Viceni railway line, between Itești and Golbeni stations, has a span L=2.50m and a clear height Lu=2.0m. It is built with 2x7 rails type 49 for each track.

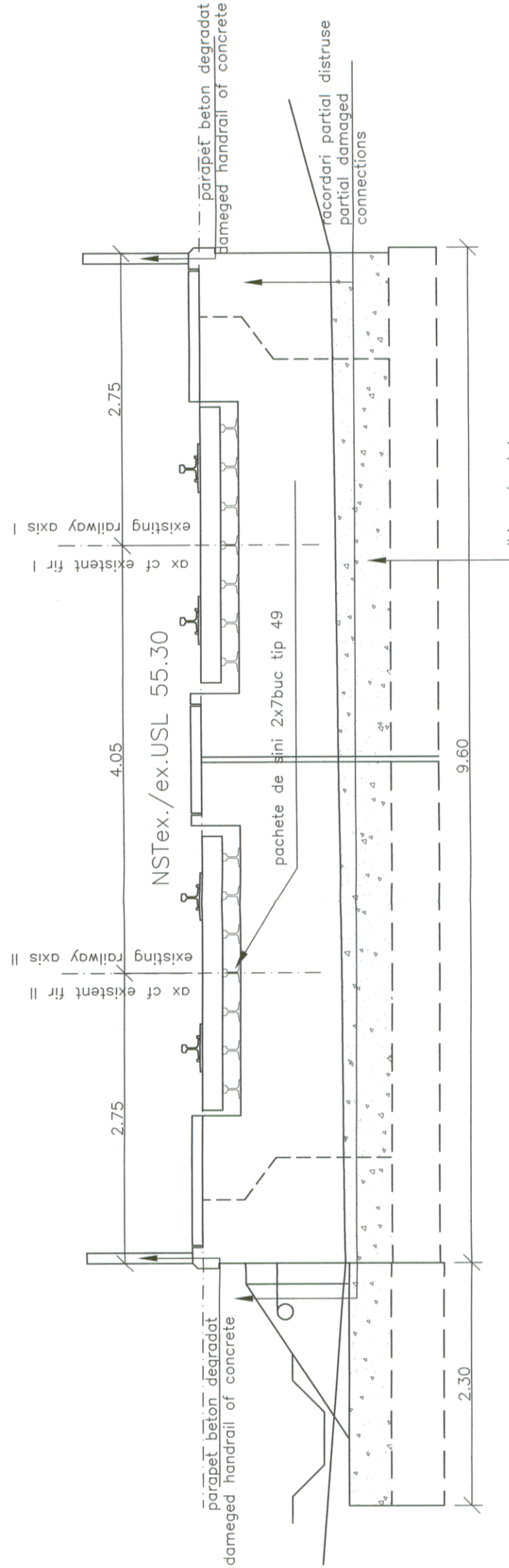
The culvert is built in 1975 and ensures the drainage of the water in the area.

The culvert is crossed by a double line which are in alignment, and are perpendicular on the culvert axis.

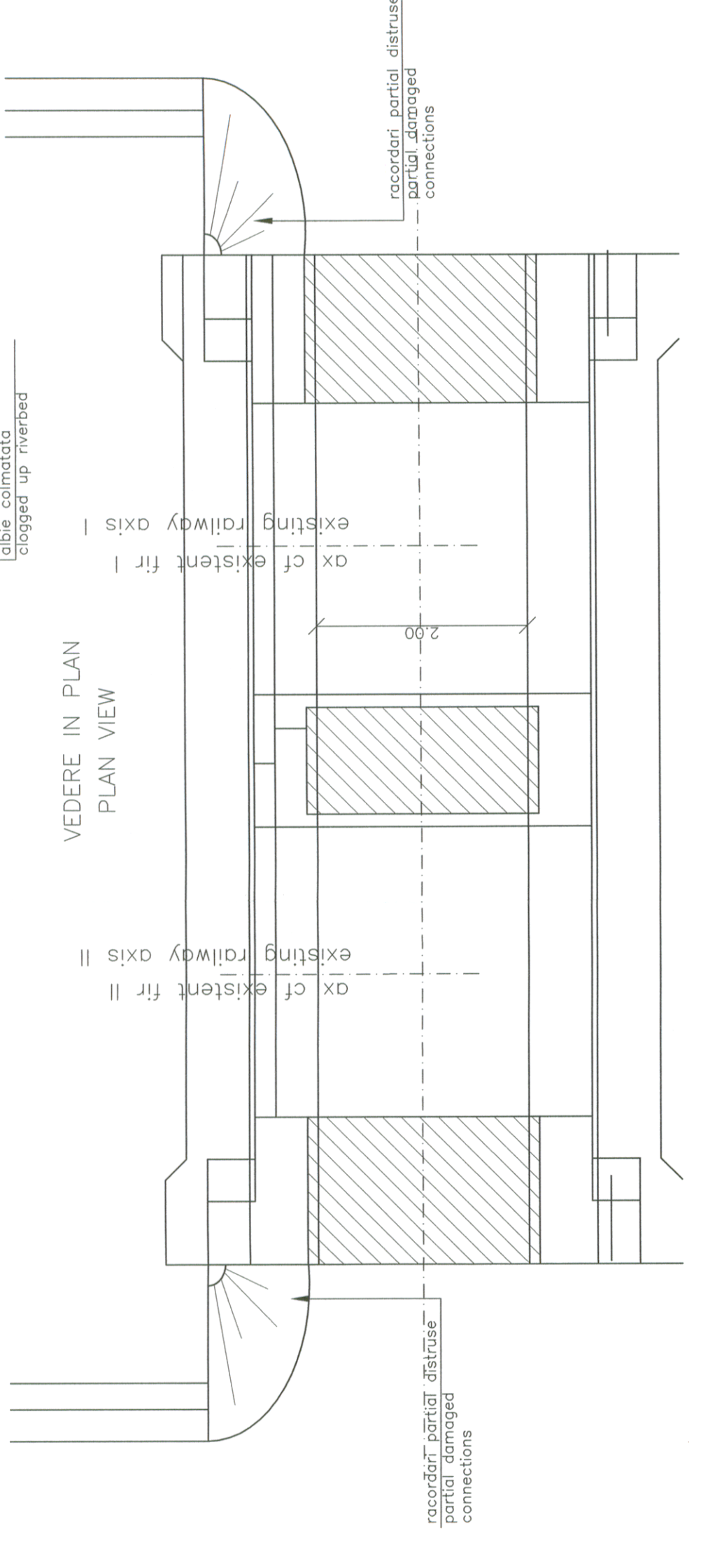
SECTIUNE TRANSVERSALA
CROSS SECTION



SECTIUNE LONGITUDINALA
LONGITUDINAL SECTION



VEDERE IN PLAN
PLAN VIEW



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Proiectant / Designer: ING. VERA-OROS CRISTINA Proiectant / Designer: ING. VERA-OROS CRISTINA		Verificat / Checked: ING. SARIU BOGDAN Verificat / Checked: ING. SARIU BOGDAN		Proiectat / Drawn: ING. STILIAN VERA-OROS Proiectat / Drawn: ING. STILIAN VERA-OROS	
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PORTULUI DE PROIECTA PENTRU CEE 2009 PROJECTS PORTFOLIO LOT 1

Proiectul este parte dintr-un proiect de servicii pentru furnizarea de servicii de proiectare si servicii de inginerie pentru proiectarea si construirea unei linii feroviare de mare viteza in Romania.

The project is part of a service project for the provision of design and engineering services for the design and construction of a high speed railway line in Romania.