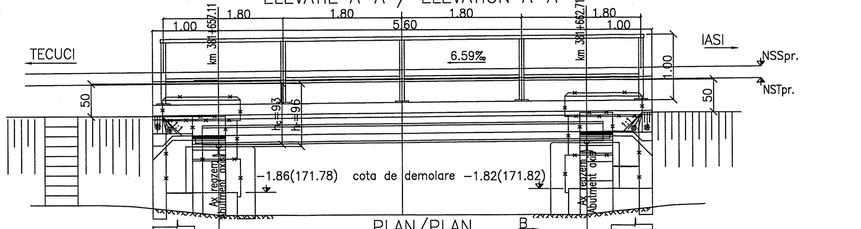
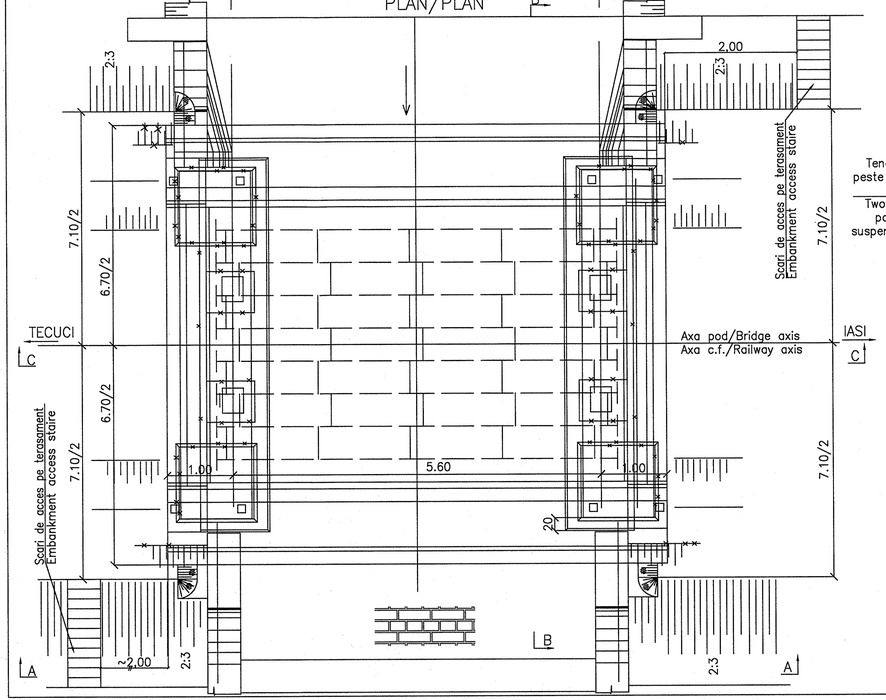
ELEVATIE A–A / ELEVATION A–A

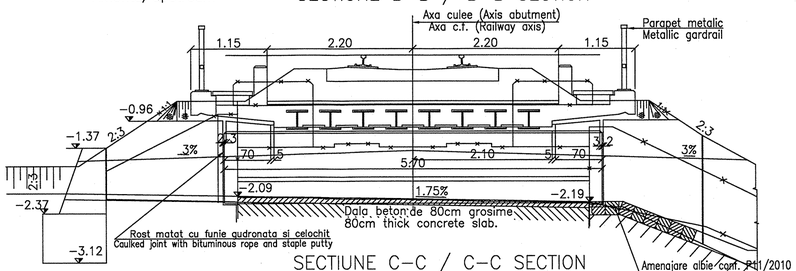


PLAN/PLAN

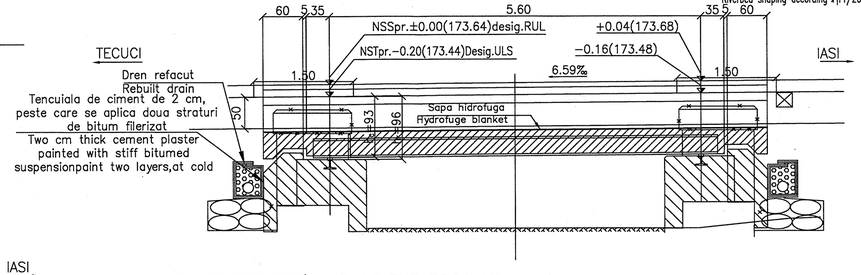


SECTIUNE B–B / B–B SECTION

Amonte/Upstream — Aval/Downstream



SECTIUNE C–C / C–C SECTION



PLANURILE PROIECTULUI/NAME OF THE PROJECT

Nr. crt.	DENUMIREA PLANULUI / NAME OF THE DRAWING	Nr.plan
1	Plan de situatie / General plan	P01/2010
2	Dispozitie generala / General disposition	P02/2010
3	Grinzi metalice / Metallic girders	P03/2010
4	Plan cofraj suprastructura / Superstructure shuttering	P04/2010
5	Plan armare suprastructura / Superstructure reinforcement	P05/2010
6	Parapet metalic / Metallic parapet	P06/2010
7	Esafofaj / Scaffold	P07/2010
8	Plan cofraj culei / Abutments shuttering drawing	P08/2010
9	Plan armare culei / Abutments reinforcement drawing	P09/2010
10	Proces tehnologic / Technological process	P10/2010
11	Amenajare albie / Riverbed shaping	P11/2010

LEGENDA BETOANELOR/CONCRETE LIST

Beton in dalele tablierelor
Concrete in the deck slabs
C 30/37–T4–G 150–P^{10}_{4}–CEM II/A–S 42,5 –A/C=0,45–0:16

Beton în bancheta cuzinetilor, in zidurile de garda
si in protectia hidroizolatiei
Concrete in cushions banch, in guard
and hidrofuge blancket protection
C 25/30–T4–G150–P^{10}_{4} –CEM II/A–S 42,5 –A/Cmax=0,45 –0÷16mm

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NOTA:

1. Prezentul plan s–a intocmit pe baza urmatoarelor date:
   – Raport de Expertiza Tehnica din 22 mai 2008;
   – Plan de situatie ST01(SC–CONSIS PROIECT–SRL) P01/2010(ISPCF)
   – Date culese pe teren
2. Pentru reabilitarea podului se vor executa urmatoarele lucrari:
   La infrastructura:
   –se modifica partea superioara a culeelor existente (zidul de garda, zidurile intoarse si cuzinetii;
   –se refac drenurile din spatele culeelor;
   –suprafetele vizibile de beton se trateaza cu materiale de impermeabilizare;
   La suprastructura:
   –se inlocuieste suprastructura existenta, tabliere metalice inima plina cale sus, cu suprastructura din grinzi metalice inglobate in beton;
3. Lucrarile se vor executa in pauze de circulatie, inchideri de circulatie, si sub circulatie cu restrictie de viteza de 30km/h la adapostul unui pod provizoriu G18;
4. Daca la executie se vor constata neconcordante intre situatia existenta pe teren si cea din proiect, se va anunta proiectantul.
5. La executie se vor respecta cu strictete prevederile din normativul "Codul de practica pentru executarea lucrarilor din beton, beton armat si beton precomprimat", NE 012–1999 si cele din Caietul de Sarcini, iar verificarea calitatii lucrarilor si receptionarea lor se va face conform normativului C56–1985.
6. Constructia se incadreaza in categoria B de importanta, "Constructii de importanta deosebita", modelul 1 de asigurare a calitatii, conform HG 766/97.
7. Proiectul va fi verificat la exigentele A4.2; B2.2; D2.2.
8. Suprastructura podului corespunde convoiului de calcul T8,5.

NOTE:

1. This plan was drawn based on the following data:
   – Technical appraisal from22–04–2008;
   – General plan–ST01(SC–CONSIS PROIECT–SRL) P01/2010(ISPCF)
   – Site data;
2. The following woks have been provided to rehabilitate the bridge structure:
   For the infrastructure:
   –the upper parts of abutments are to be replaced (bearings, bearing seats, guard wall and reverted walls)
   –the drains behind the abutments on the demolished area are to be remade,
   –cleaning and repairing the infrastructure concrete surfaces
   –all visible concrete surfaces of the infrastructure shall be waterproofed.
   For the superstructure:
   –the existing superstructure out of plain web, upper track metallic decks shall be replaced with metallic girders embedded in concrete.
3. The rehabilitation works shall be carried out using temporary bridges 18 mounted on the two tracks. The traffic speed on both lines shall be restricted at max.30 km/h.
4. When carring out the works, the Norm "Practice code for the concrete works execution, reinforced and prestressed concrete"NE 012–1999 and Technical specifications of this project, shall be carefully observed; the quality of the works shall be verified; the works shall be took over according to Norm C 56–1985.
5. In case during the execution there will be found out any discrepancies between the existing situation on site and project,the designer will be anounced.
6. This construction belongs to works importance category B – Special importanceu constructions, the quality complying with model 1 according to HG 766/97.
7. The project shall be checked complying with the requirements: A4.2; B2.2; D2.2.
8. The superstructure correspond to T8,5 convoy.

SUPRASTRUCTURA PODULUI CORESPUNDE CONVOIULUI T8,5.
BRIDGE SUPERSTRUCTURE CORESPOND TO CONVOY T8,5.

B			
A			
	Data / Date	Modificare / Modification / Revision	

BENEFICIAR/ BENEFICIARY: ROMANIAN RAILWAY NATIONAL COMPANY
AUTORITATEA DE IMPLEMENTARE/ IMPLEMENTUNG AUTHORITY: Ministerul Transporturilor / Ministry of Transports
AUTORITATEA CONTRACTANTA / CONTRACTING AUTHORITY: CFCU — Ministerul Economiei si Finantelor Oficiul de Plati si Contractare Phare / Ministry of Economy and Finances Phare Payments &Contracting Office
Contract / Contract: 1303/2007
Proiect finantat de UNIUNEA EUROPEANA / Project financed by EUROPEAN UNION
POS Transport 2007- 2013
Faza / Phase: PTh+DE

prointec — CONSIS PROIECT

Intocmit / Designed	th. C. Vasiliu		Scara / Scale :	1:50
Verificat / Checked	ing. M. Saracin		Data / Date :	05.2009
Sef echipa / Team leader	Ing. Ioan Dachin			

PORTOFOLIU DE PROIECTE PHARE CES 2005 / PHARE CES 2005 PROJECTS PORTFOLIO LOT 1
Asistenta tehnica pentru pregatirea unor lucrari de reabilitare pentru tunelurii si poduri de cale ferata / Technical assistance for preparing rehabilitation works required by railway tunnels and bridges
Denumire desen / Drawing Title : Sucursala RCF / Railway district IASI. Linia cf /Railway line 507 Bacau -Bicaz
Podet / Culvert km 381+600
Dispozitie generala / General Disposition
Cod desen / Drawing Code: PT215
Nr. / No: 2/11