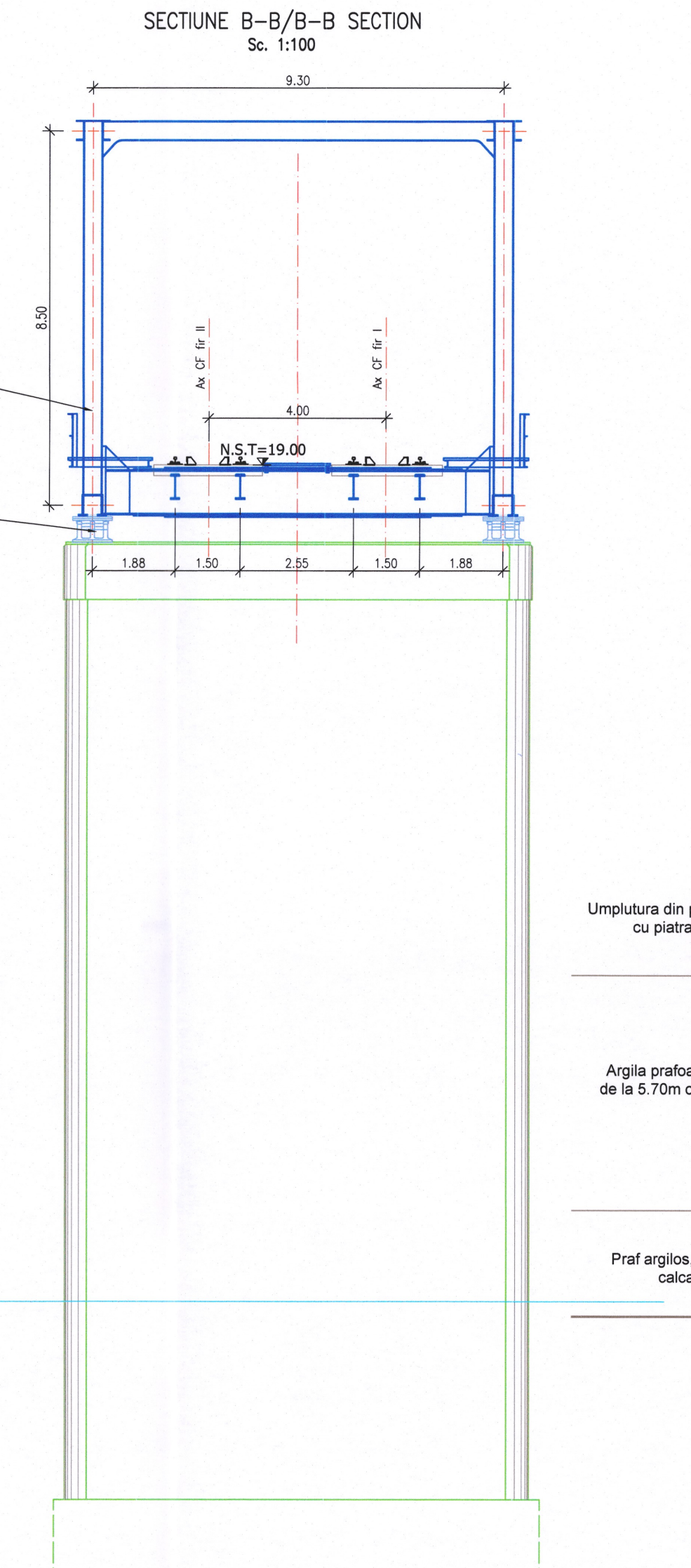
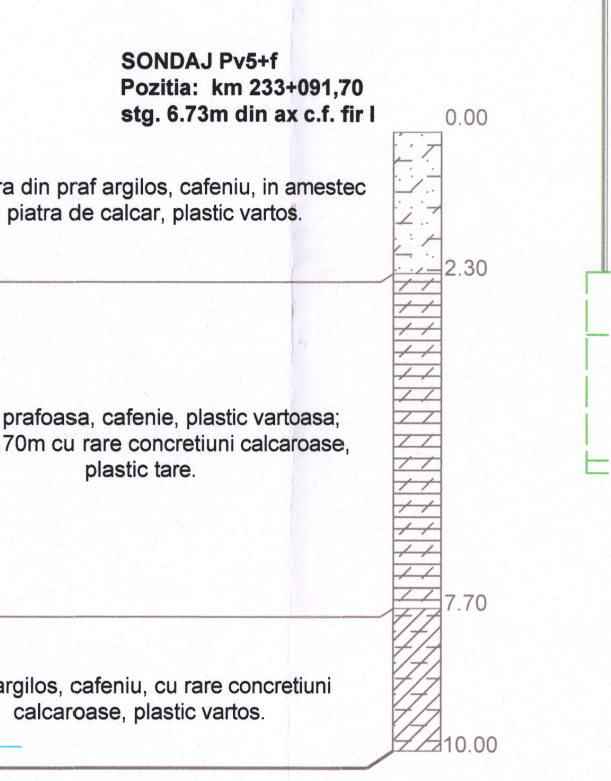
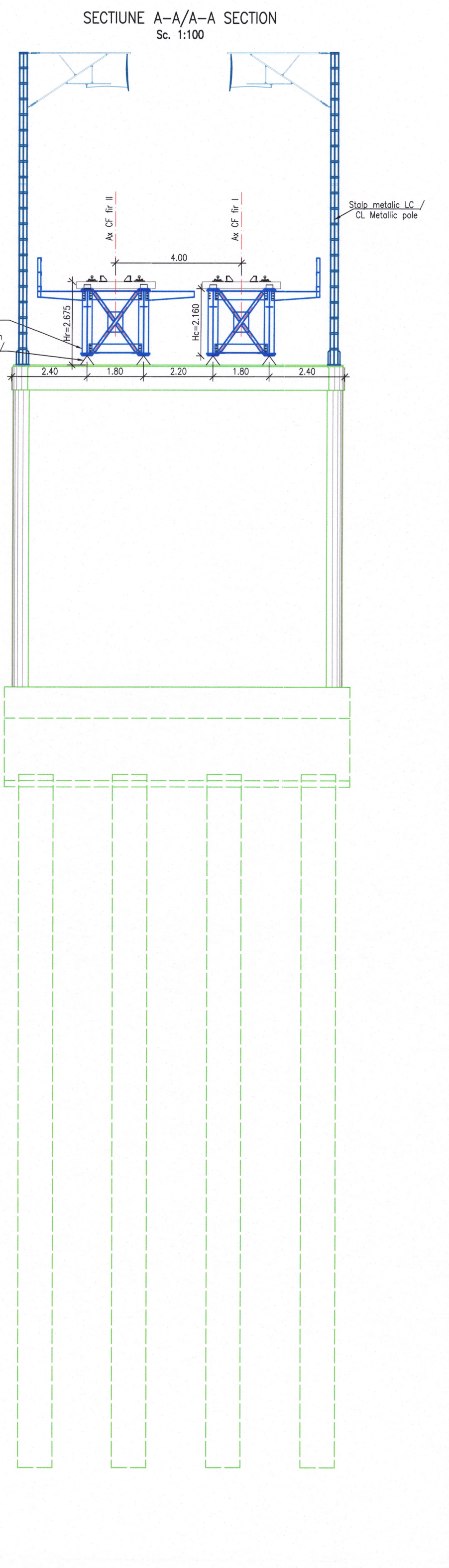
ELEVATIE/ELEVATION
Sc. 1:200
CONSTANTA
MANGALIA
N.S.S=19.42
N.S.S=19.41
N.S.T=19.00
17.50
354.70
5.45
30.00
54.00
65
95
90
30.325
30.65
30.925
54.80
8.50
I
II
III
IV
V
IV'
III'
II'
I'
1
2
3
4
5
4'
3'
2'
1'
0
0'
2:3
STALP LC/ CL POLE
Tablier metalic/Metallic deck GIPCS L=30.00m
TABLIER METALIC/Metallic deck L=54.00 GZCJS
GABARIT NAVIGATIE/ VERTICAL CLEARANCE
Elevatie culee din beton armat/ abutment elevation made of concrete
Elevatie pila din beton armat/ Pier elevavation made of concrete
Realizare scari de acces/ Access stairs
Aparat de reazem tip IX/ tipe IX bearing
0.00 NIVEL MAREA NEAGRA/ BLACK SEA LEVEL
PILA/PIER 1
PILA/PIER 2
PILA/PIER 3
PILA/PIER 4
PILA/PIER 5
PILA/PIER 6
PILA/PIER 7
PILA/PIER 8
PILA/PIER 9
-19.00
-10.00
-12.50
-15.50
-24.00
-29.00
A
B
VEDERE PLANA / PLAN VIEW
Sc. 1:200
Ax CF II proiectat Designed track II axis
Ax CF II existent Existing track II axis
Ax CF I existent Existing track I axis
Ax CF I proiectat Designed track I axis
4.00
STRADA/STREET PORTULUI
Acces ecluzo 1
Acces ecluzo 2
CANAL DUNARE-MAREA NEAGRA
DANUBE-BLACK SEA CHANNEL
PORT CONSTANTA
DRUM ASFALTAT




SONDAJ Pv5+f
Pozitia: km 233+091,70
stg. 6.73m din ax c.f. fir I
0.00
2.30
7.70
10.00
Umplutura din praf argilos, cafeniu, in amestec cu piatra de calcar, plastic vartos.
Argila prafoasa, cafenie, plastic vartoasa; de la 5.70m cu rare concretiuni calcaroase, plastic tare.
Praf argilos, cafeniu, cu rare concretiuni calcaroase, plastic vartos.


SECTIUNE A-A/A-A SECTION
Sc. 1:100
Ax CF fir II
Ax CF fir I
4.00
Stalp metalic LC / CL Metallic pole
Tablier metalic/ metallic deck GIPCS L=30.00m
Aparat de reazem/ bearing tip/tipe III B
Hr=2.675
Hc=2.160
2.40
1.80
2.20
1.80
2.40

NOTA:

1. Prezentul plan s-a inctomit in baza urmatoarelor date:
- Studiu topografic
- Studiu geotehnic
- Expertiza tehnica
- Fisa Podului
- Releveu
- Date culese de pe teren

2. Lucrari prevazute constau in:
- Componentele metalice ale suprastructurii podului se vor curata la luciu metalic si se va reface protectia anticoroziva a acestora si se vor revopsi.
- In urma sablarii se va realiza o inspectie amanuntita asupra tutuoror elementelor structurale ale suprastructurii.
- Daca se vor gasi piese/prinderi ale acestora afectate sever de coroziune se vor inlocui
- Evidentierea defectelor depistate in urma sablarii si remedierea acestora se va face pe baza unui proiect proiect tehnic
- Se va schimba tabla striata
- Se vor schimba traverselor/prinderile degradate.
- Se vor reface carucioarelor si scarilor de inspectie pentru ambele tabliere centrale.
- Se vor curata si unge aparatelor de reazem.
- Toate suprafetele de beton ale infrastructurii se vor repara si trata ulterior cu substante de protectie.
- Pilele ce sunt situate in apa se vor trata astfel incat sa asigure protectie impotriva actiunii compusilor chimici/saruri ce se regasesc in apa marina.

NOTE:

1. This pllan was prepared based on the next data:

- Topo survey
- Geo technical study.
- Technical expertise
- Shet of the bridge
- Bridge measurement
- Data colected on the site.

2. The works for this bride are as fallows:
- The metal components of the bridge superstructure will be cleaned to a metallic lustre and their anti-corrosion protection will be restored and they will be repainted.
- After sandblasting, an inspection will be carried out on all the structural elements of the superstructure
- If parts severely affected by corrosion are found, they will be replaced
- The identification of defects found after sandblasting and their remedy will be done on the basis of a technical project
- The checkered steel board will be changed
- The broken railway sleeper will be changed.
- The inspection mechanism for both central platforms will be restored..
- They will clean and grease the bearing devices
- All concrete surfaces of the infrastructure will be repaired and treated with protective substances..
- The piles that are located in the water will be treated in such a way as to ensure protection against the action of chemical compounds/salts found in sea water.

Cofinanţat de Mecanismul pentru Interconectarea Europei al Uniunii Europene
Instrumente Structurale 2014-2020

ENTITATE CONTRACTANTA
BENEFICIARY
COMPANIA NAȚIONALĂ DE CĂI FERATE "C.F.R." S.A.
ROMANIAN NATIONAL RAILWAY COMPANY

CONTRACTANT/CONTRACTOR
ASOCIEREA/JV
BAICONS IMPEX S.R.L.
J40/9877/2001
I.S.P.C.F. S.A.
J40/248/1992

DENUMIRE INVESTIȚIE/ INVESTMENT NAME	"Studiu de Fezabilitate pentru Electrificarea şi Reabilitarea liniei de cale ferată Constanţa - Mangalia" "Feasibility Study for Electrification and Rehabilitation of the Constanta - Mangalia Railway Line"	
SECTIUNE/ SECTION	INTERVAL / SECTION AGIGEA ECLUZĂ - EFORIE NORD	
SPECIALITATE/ SPECIALITY	PODURI/PODEȚE / BRIDGE/CULVERT	
OBIECT/ OBJECT	POD / BRIDGE km pr./dsg. 233+337 (km ex. 233+341)	
DENUMIRE PLAN/ NAME PLAN	DISPOZIȚIE GENERALĂ/ GENERAL LAYOUT	

	NUME/NAME	SEMNĂTURA/ SIGNATURE
PROIECTAT/ DESIGNED	ing. Marius HAZAPARU	Cly
VERIFICAT/ VERIFIED	dr. ing. Carmen BĂLAN	
AVIZAT/ ADVICED	ing. Marin BAICU	

DATĂ/DATE:	SCARĂ/SCALE:	COD PLAN/ PLAN CODE:								
09.2023	1:200, 1:100, 1:10		SF	6	SF	06	P	01	02	R4