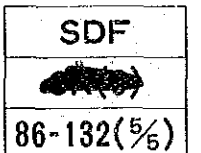
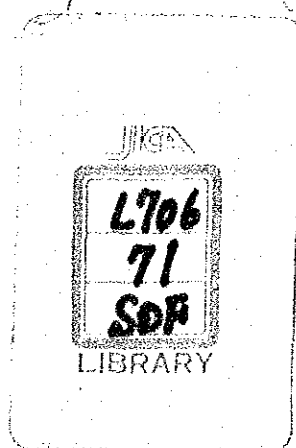


**FINAL REPORT**

**PRELIMINARY ENGINEERING PLANS**

**DECEMBER 1986**

**JAPAN INTERNATIONAL COOPERATION AGENCY**



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**THE FEASIBILITY STUDY  
ON  
GUAYAQUIL CITY  
URBAN TRANSPORTATION PLAN  
IN  
THE REPUBLIC OF ECUADOR**

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**FINAL REPORT**

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**PRELIMINARY ENGINEERING PLANS**

**DECEMBER 1986**

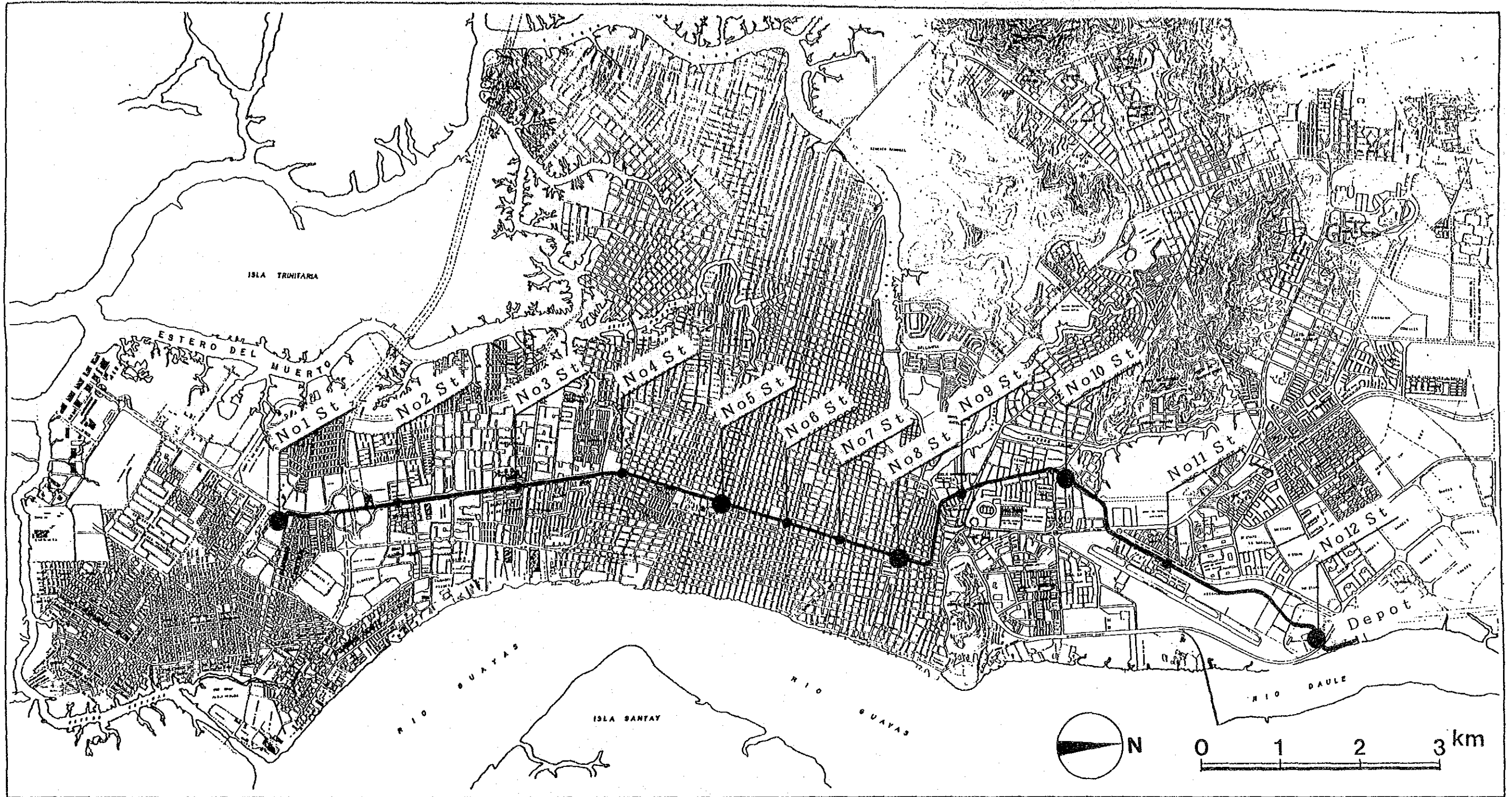
**JAPAN INTERNATIONAL COOPERATION AGENCY**

国際協力事業団	
受入 月日 '87. 1. 20	L706
登録 No. 15798	71 SDF

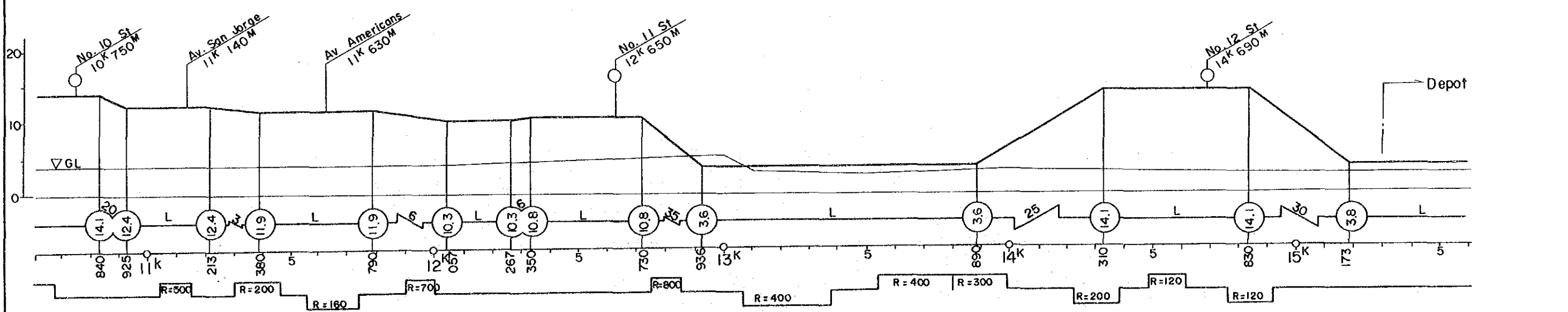
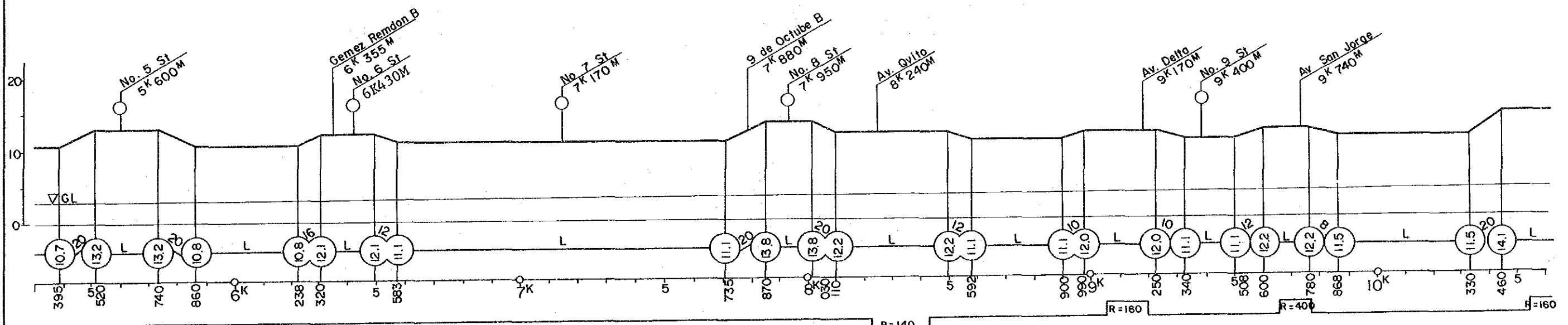
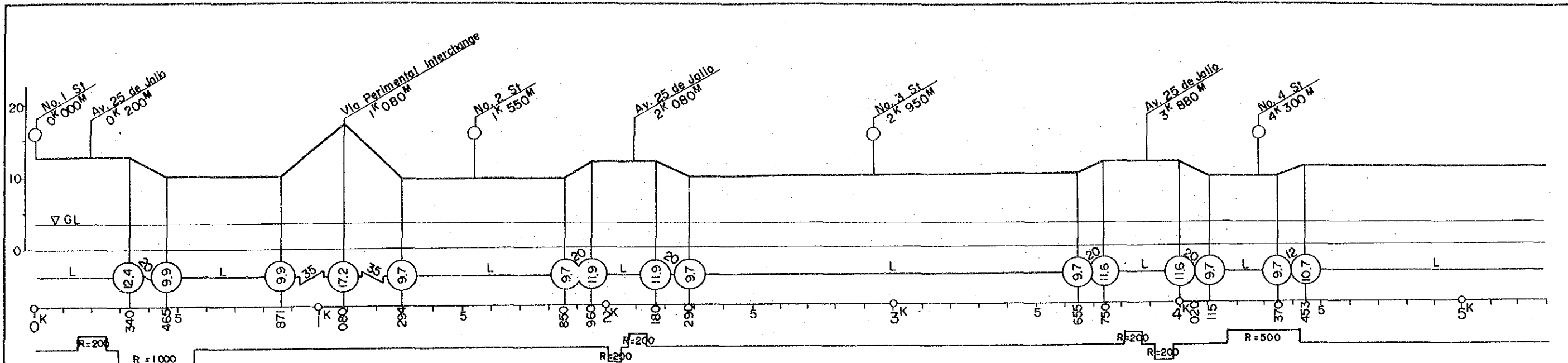
PRELIMINARY ENGINEERING PLANS

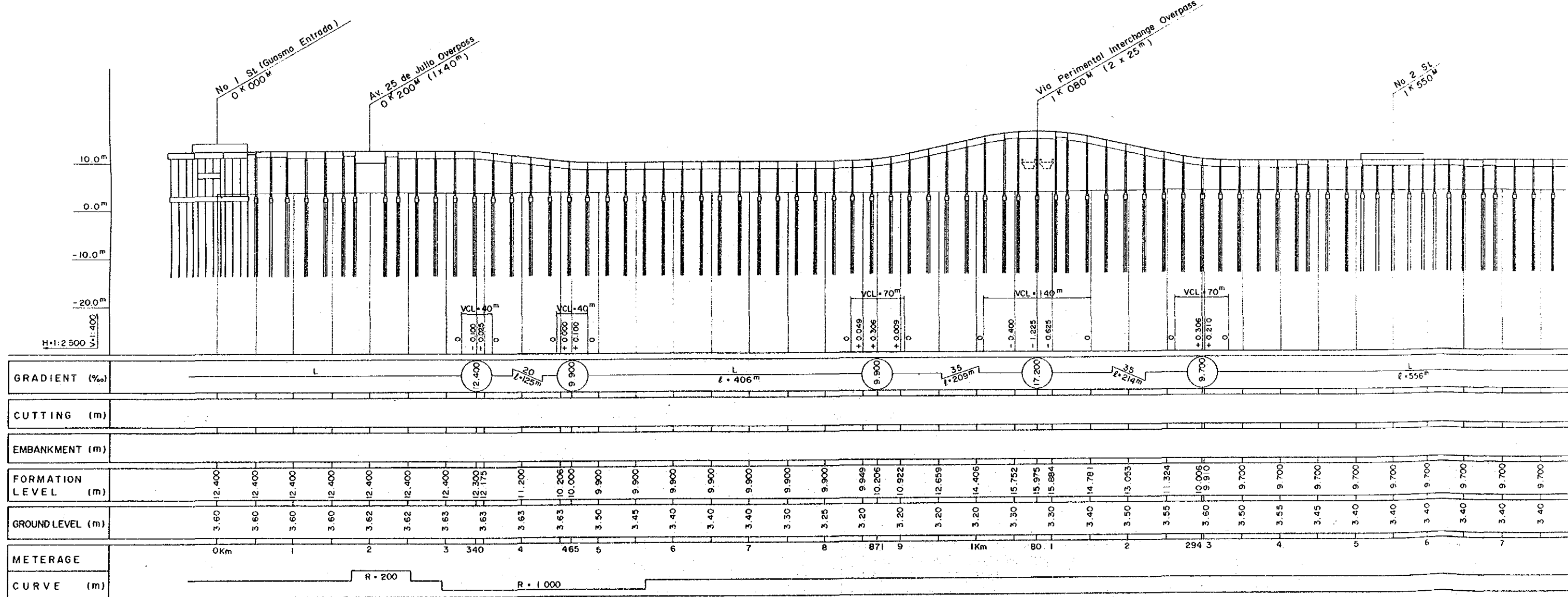
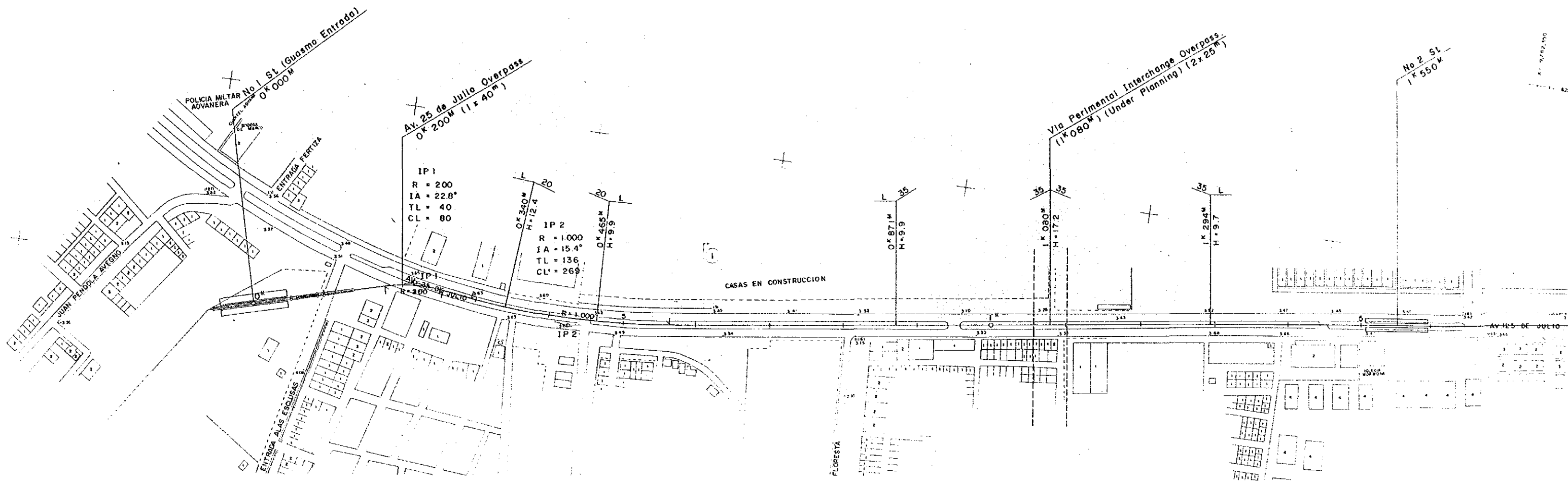
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● Main Station	● Standard Station	Kilometerage of Stations			
		No. 1 ST (0 K 000 M)	No. 2 " (1 K 550 M)	No. 3 " (2 K 950 M)	No. 4 " (4 K 500 M)
		No. 5 " (5K 600 M)	No. 6 " (6K 430 M)	No. 7 ST (7K 170 M)	No. 8 " (7 K 950 M)
		No. 9 " (9 K 400 M)	No. 10 " (10K 750 M)	No. 11 " (12K 650 M)	No. 12 " (14K 690 M)







No 2 St  
1 x 550 M

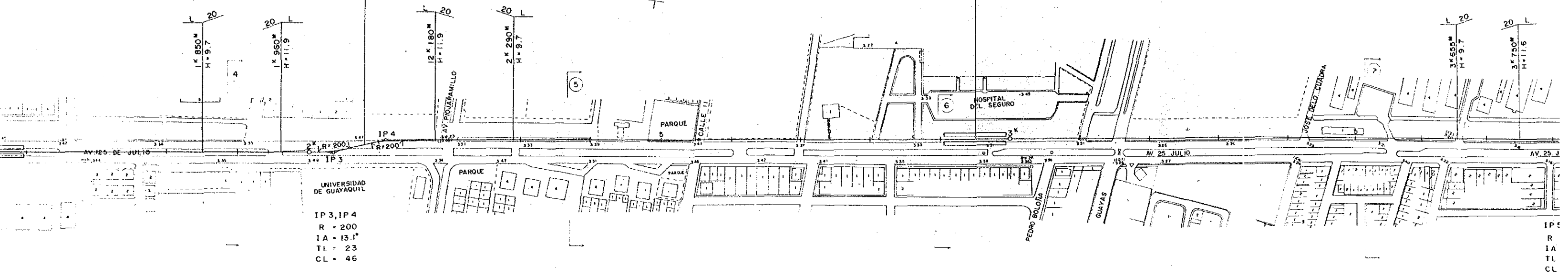
622,630

Av. 25 de Julio Overpass  
2 x 080 M (2 x 35 M)

No 3 St  
2 x 950 M

622,400

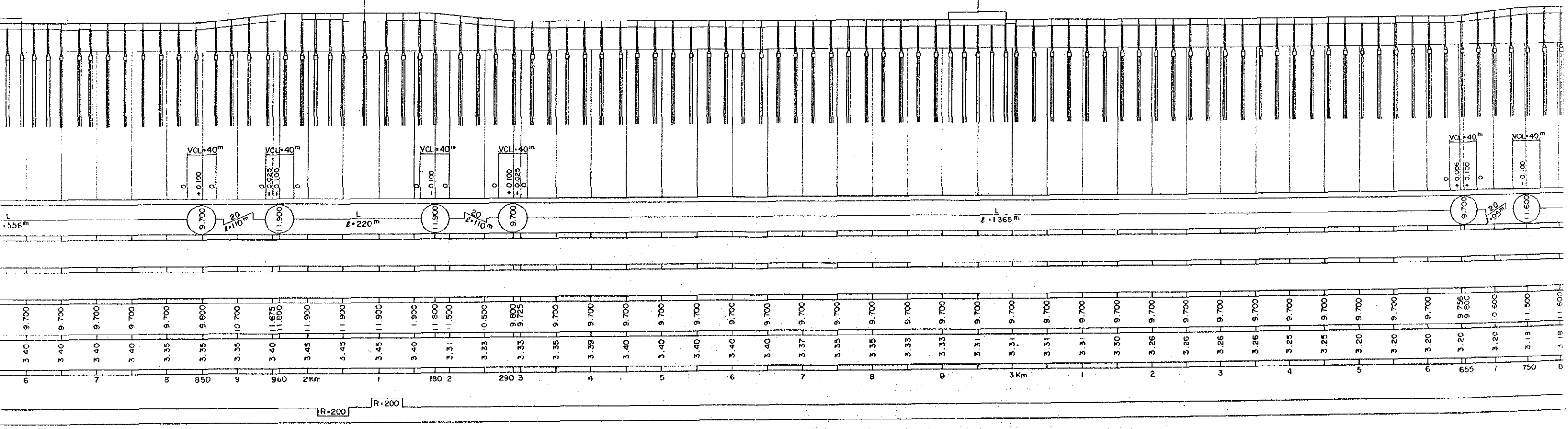
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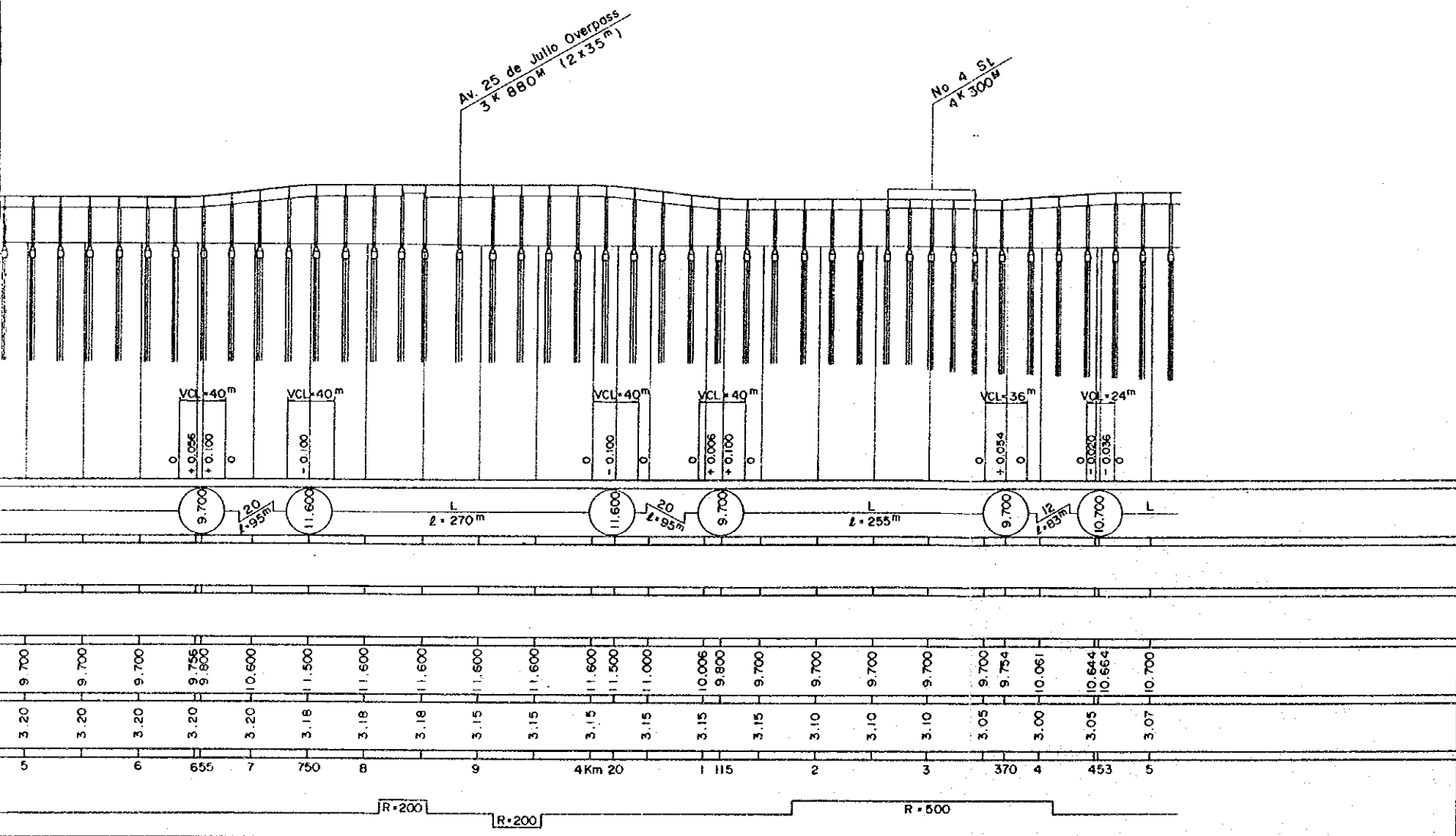
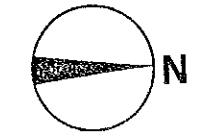
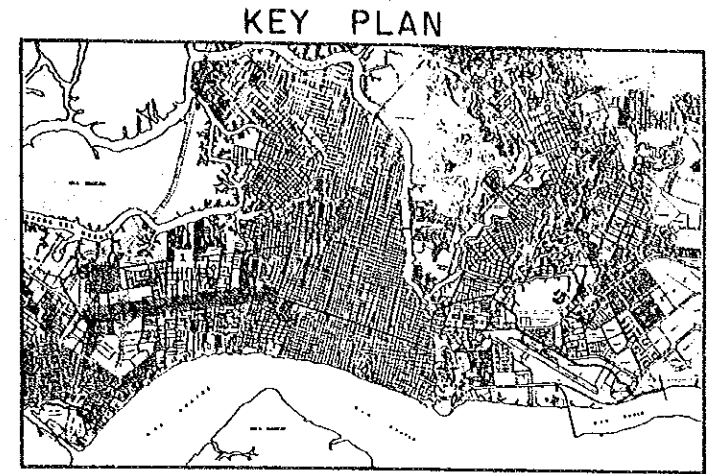
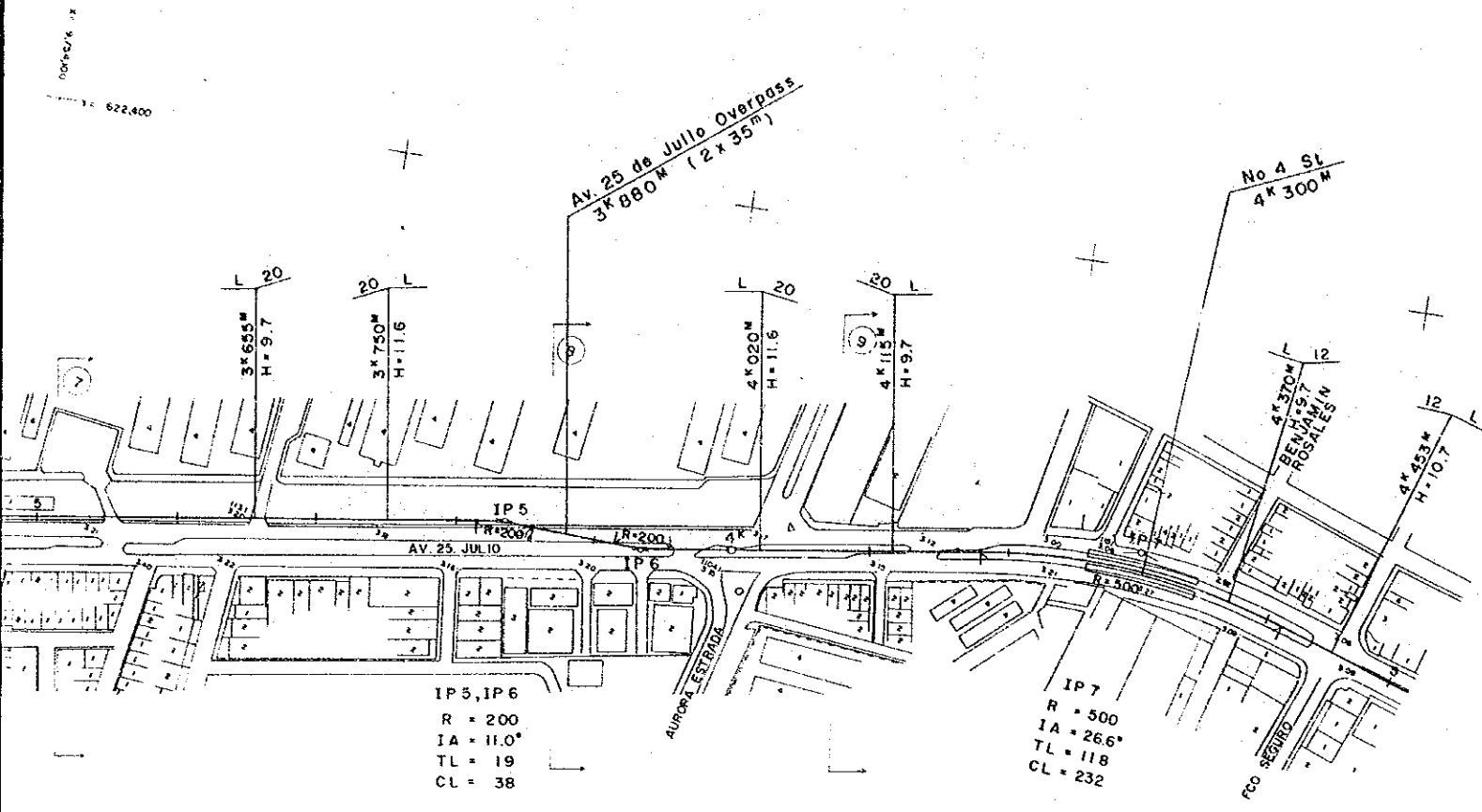


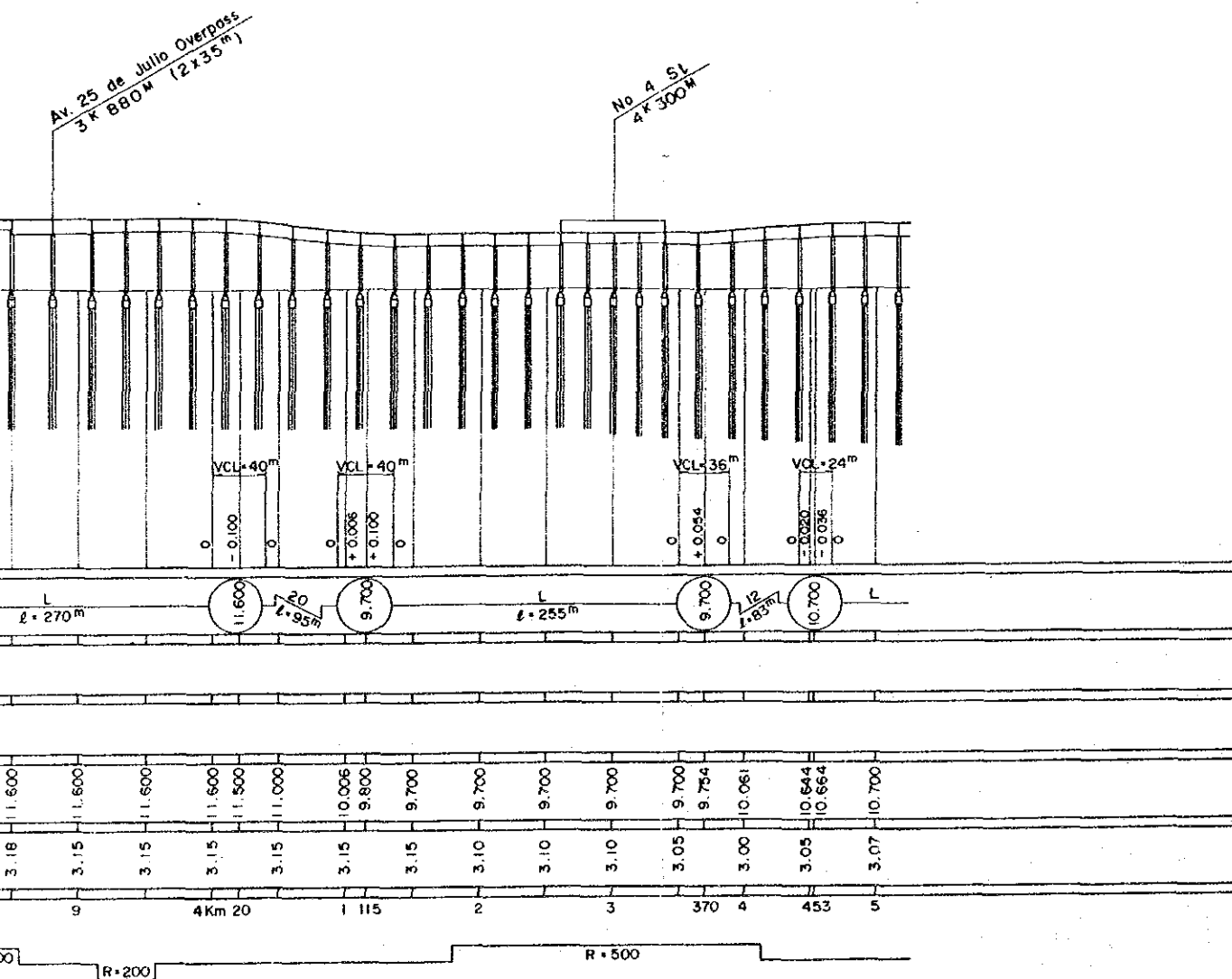
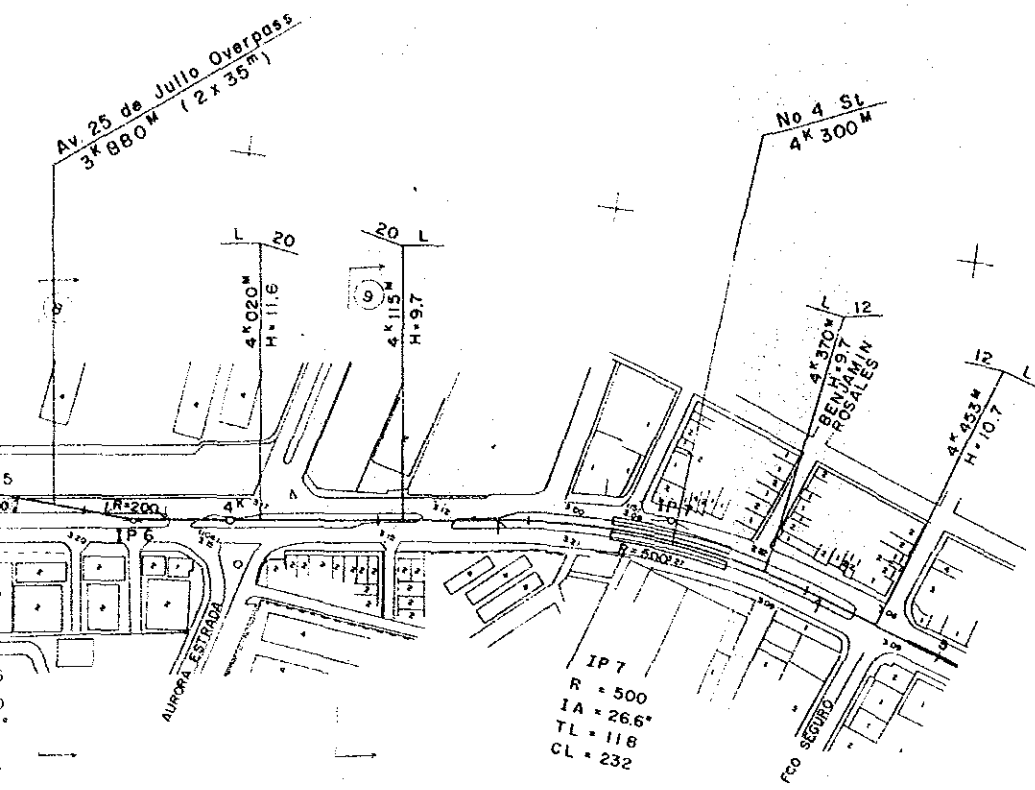
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1 x 550 M

Av. 25 de Julio Overpass  
2 x 080 M (2 x 35 M)

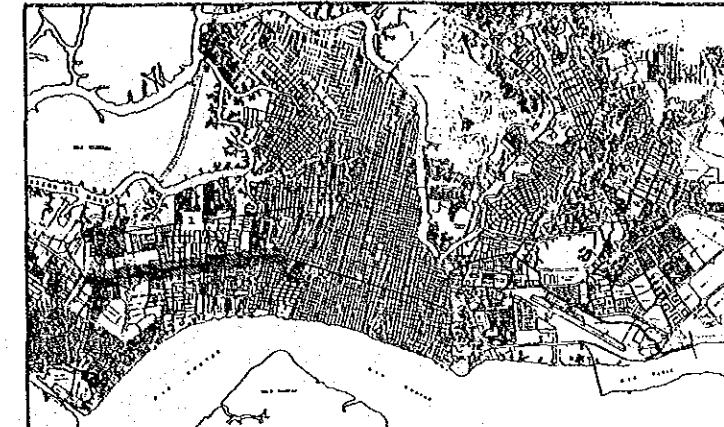
No 3 St  
2 x 950 M

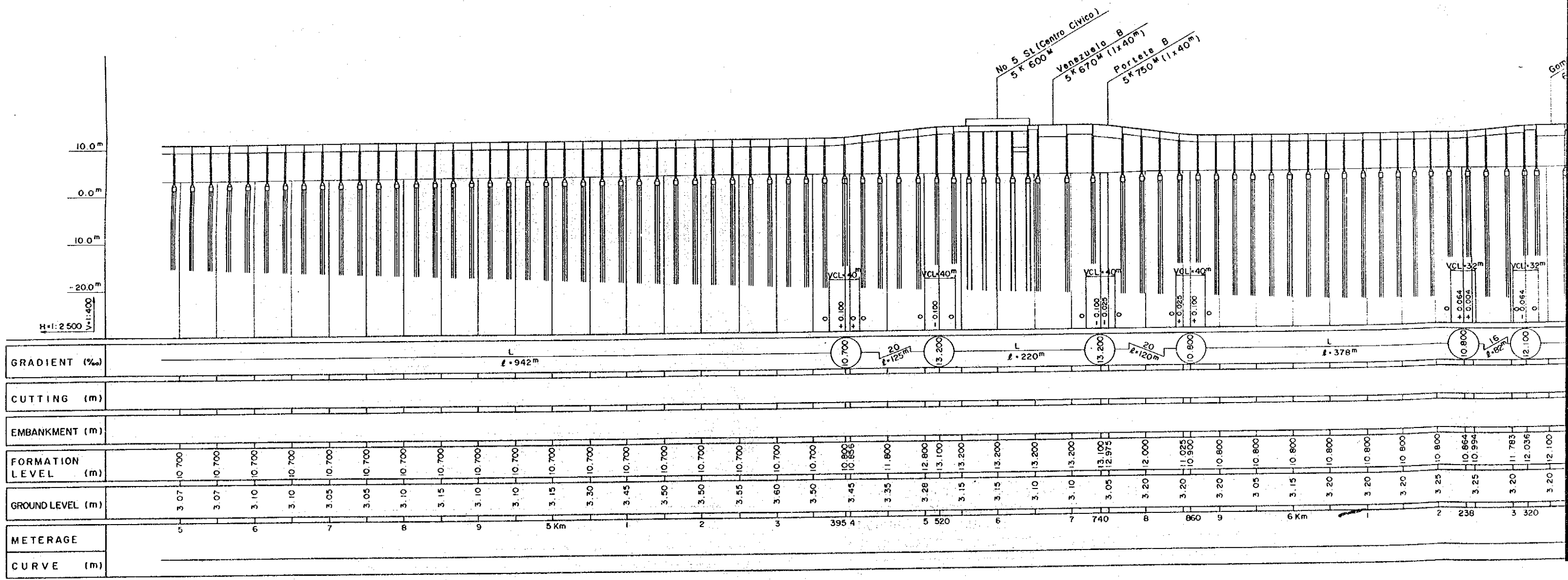
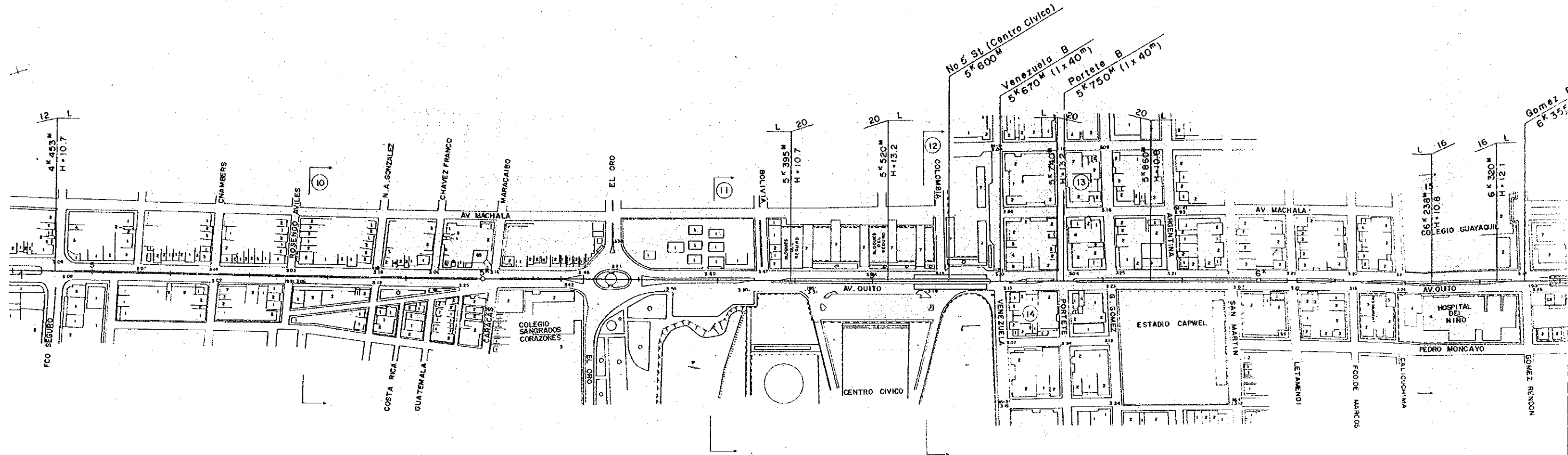


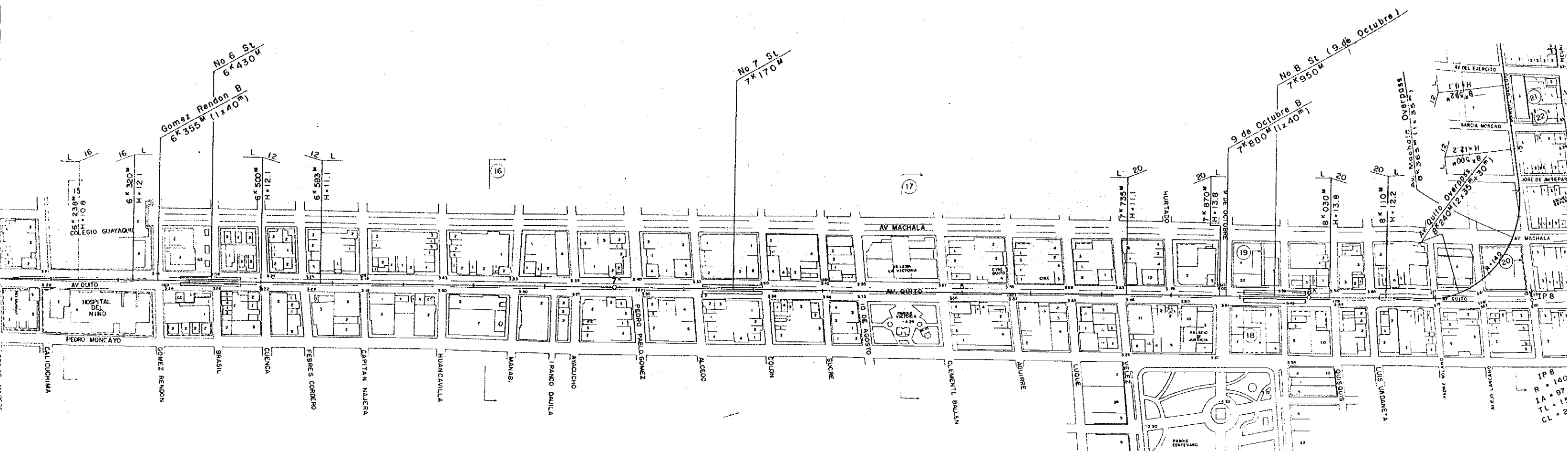




KEY PLAN







No 6 St  
6 x 430 M  
Gomez Rendon B  
6 x 355 M (1 x 40 M)

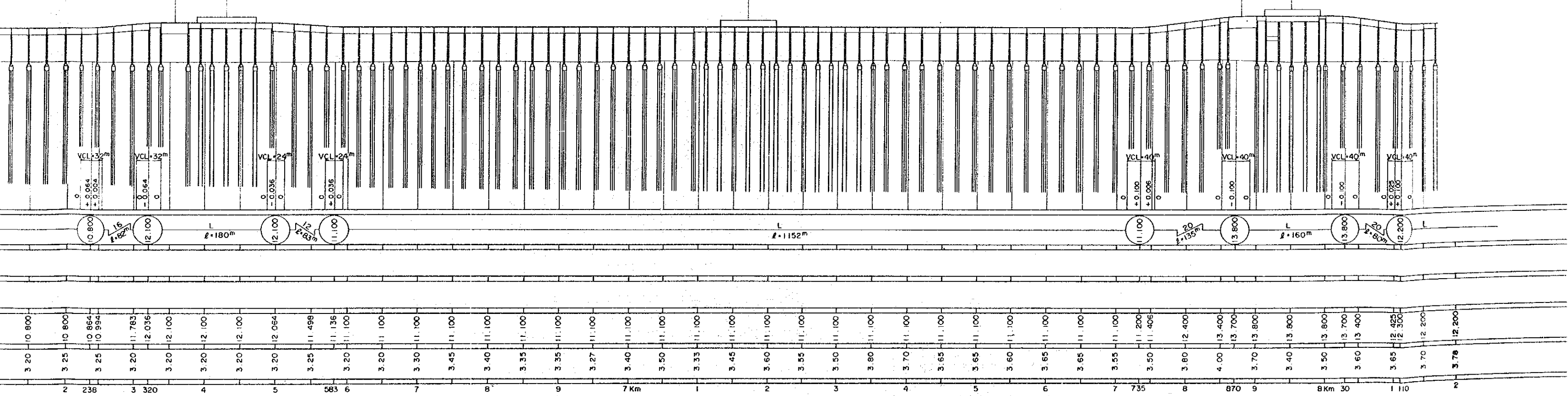
No 7 St  
7 x 170 M

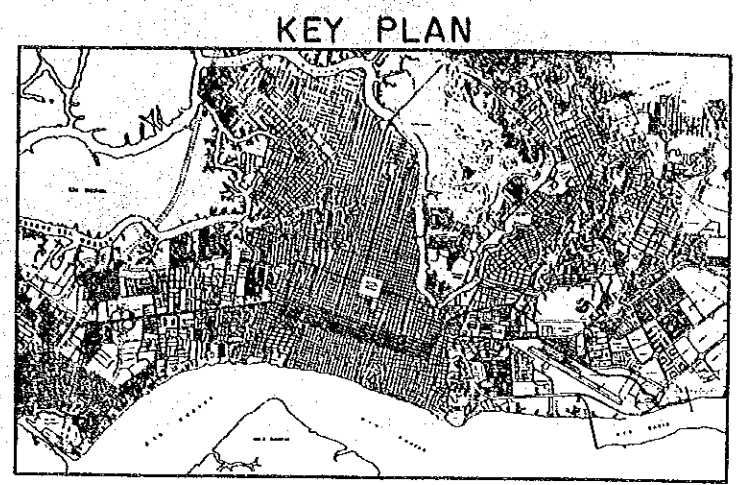
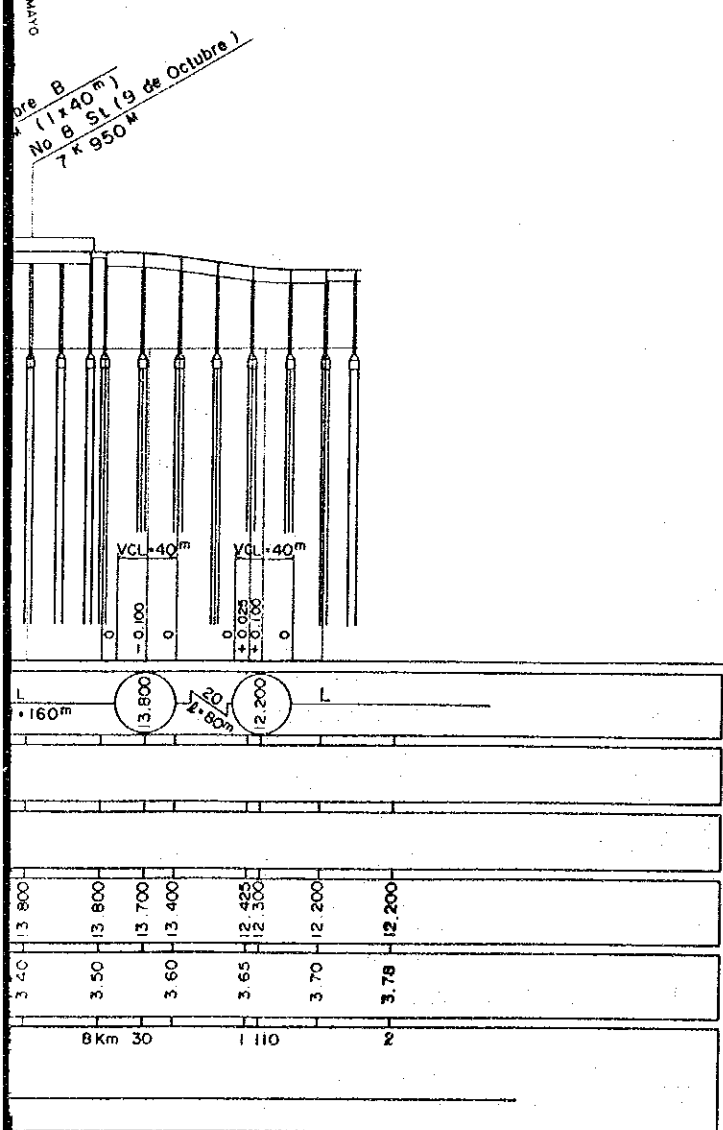
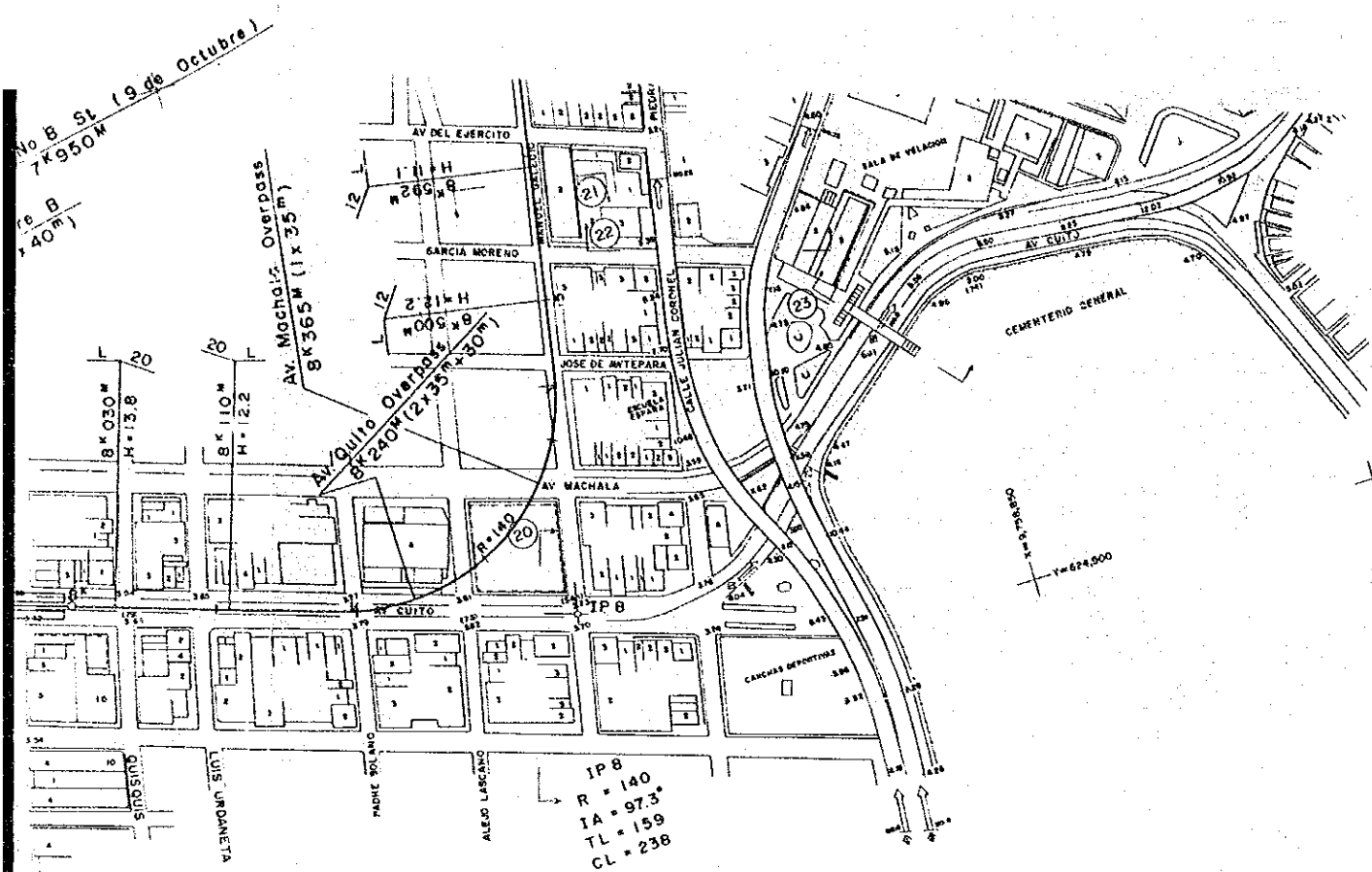
No 8 St (9 de Octubre)  
7 x 950 M  
9 de Octubre B  
7 x 880 M (1 x 40 M)

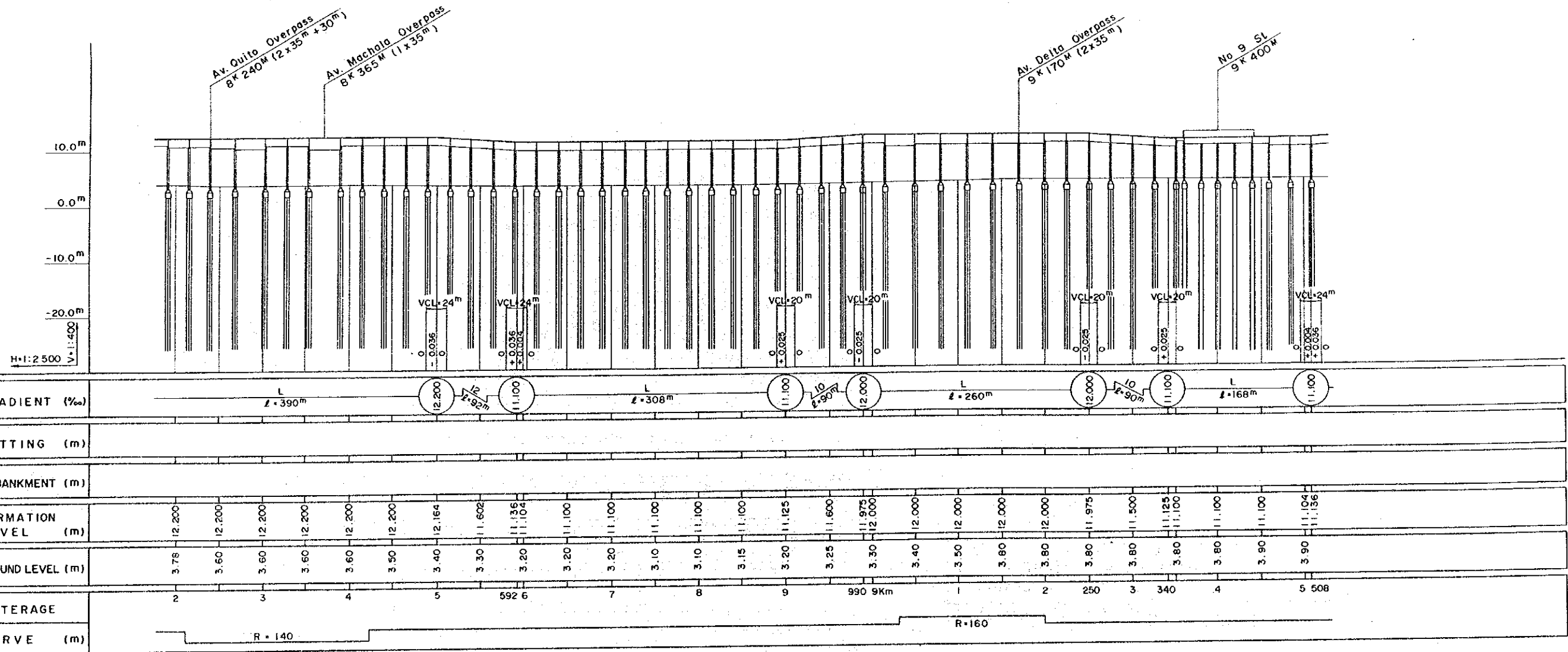
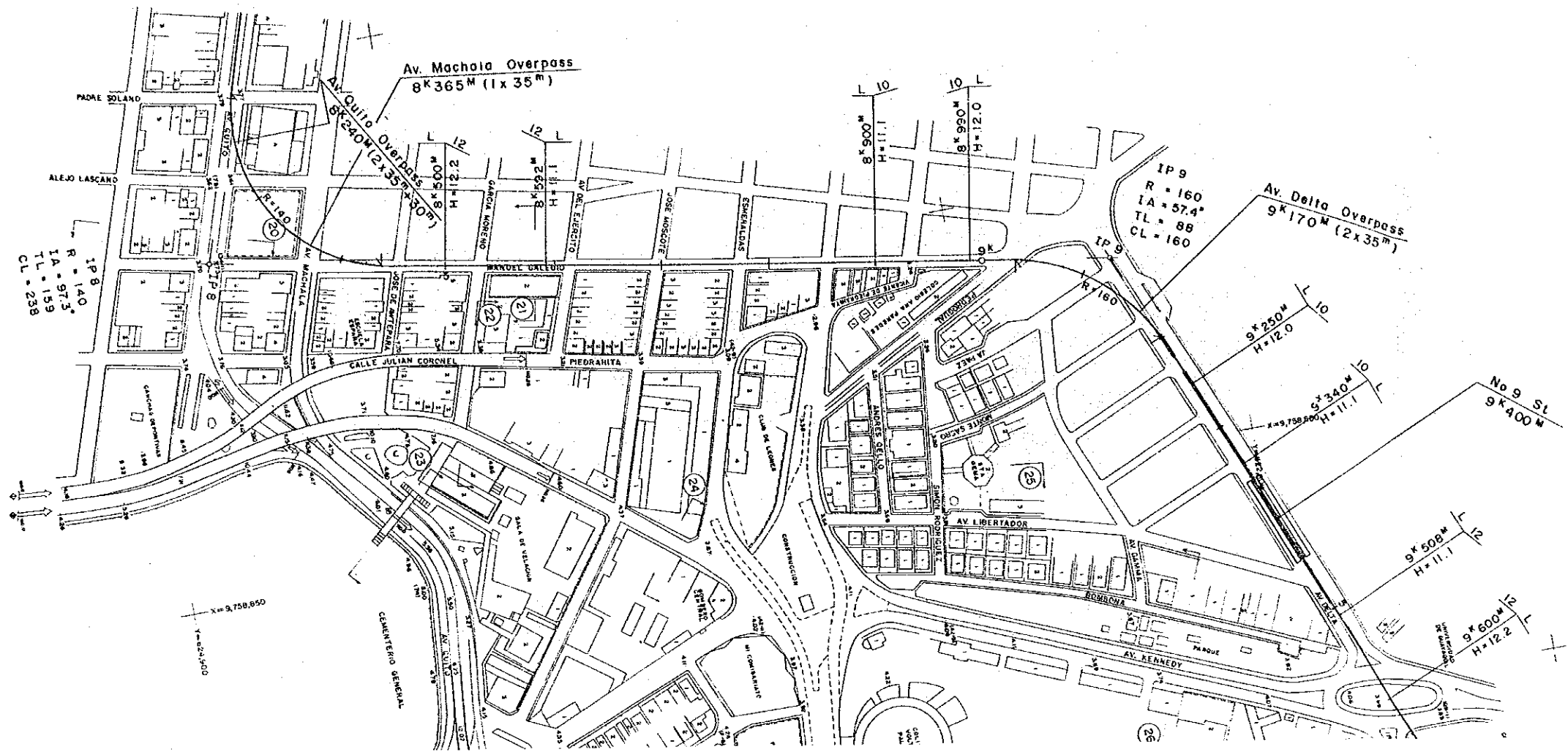
Gomez Rendon B  
6 x 355 M (1 x 40 M)  
No 6 St  
6 x 430 M

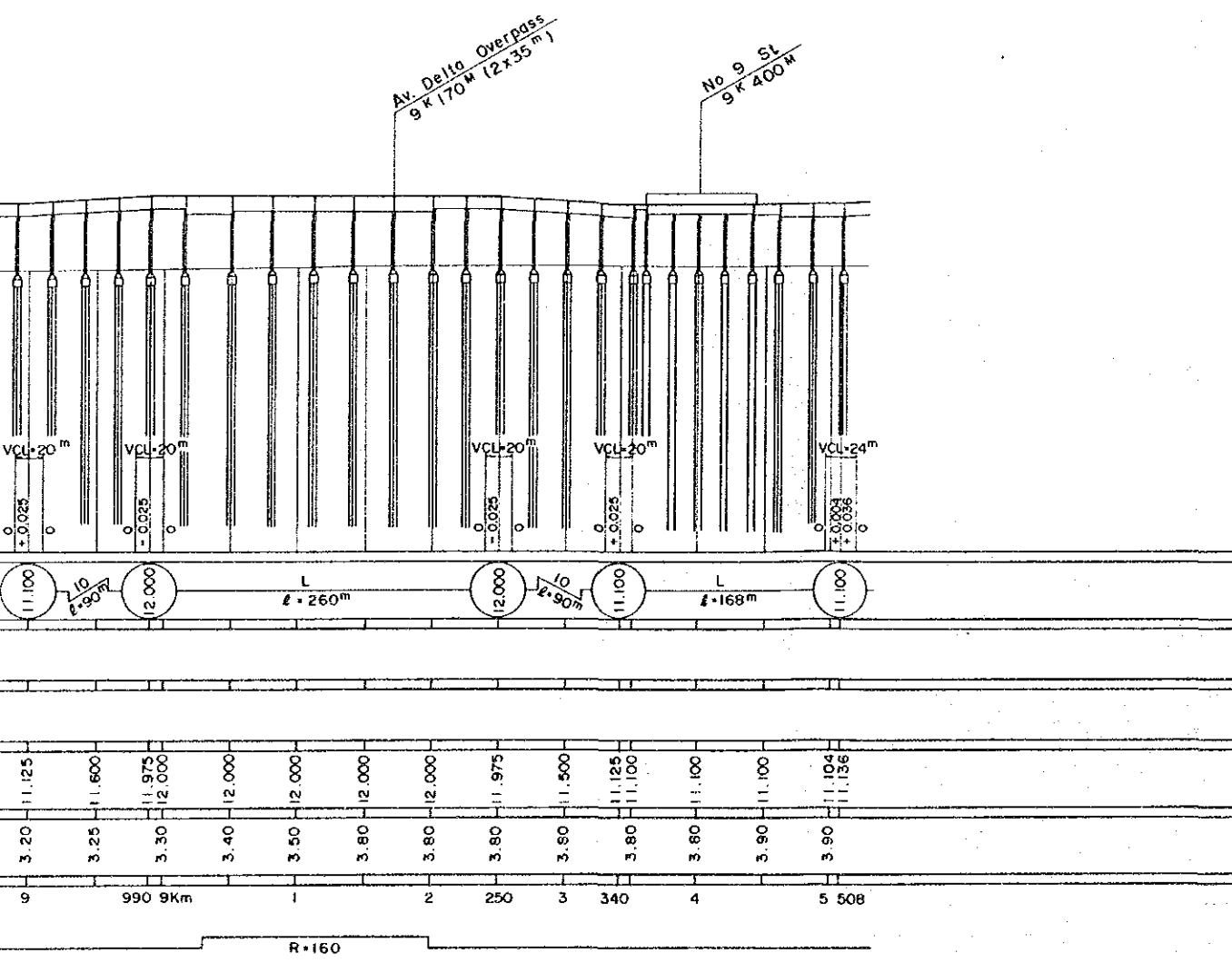
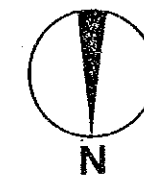
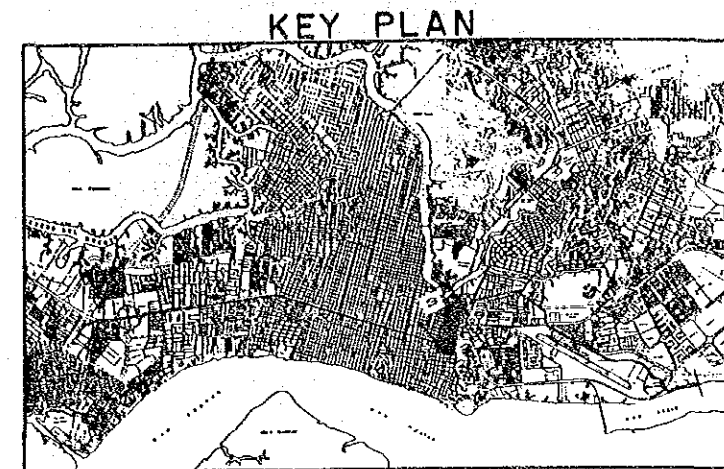
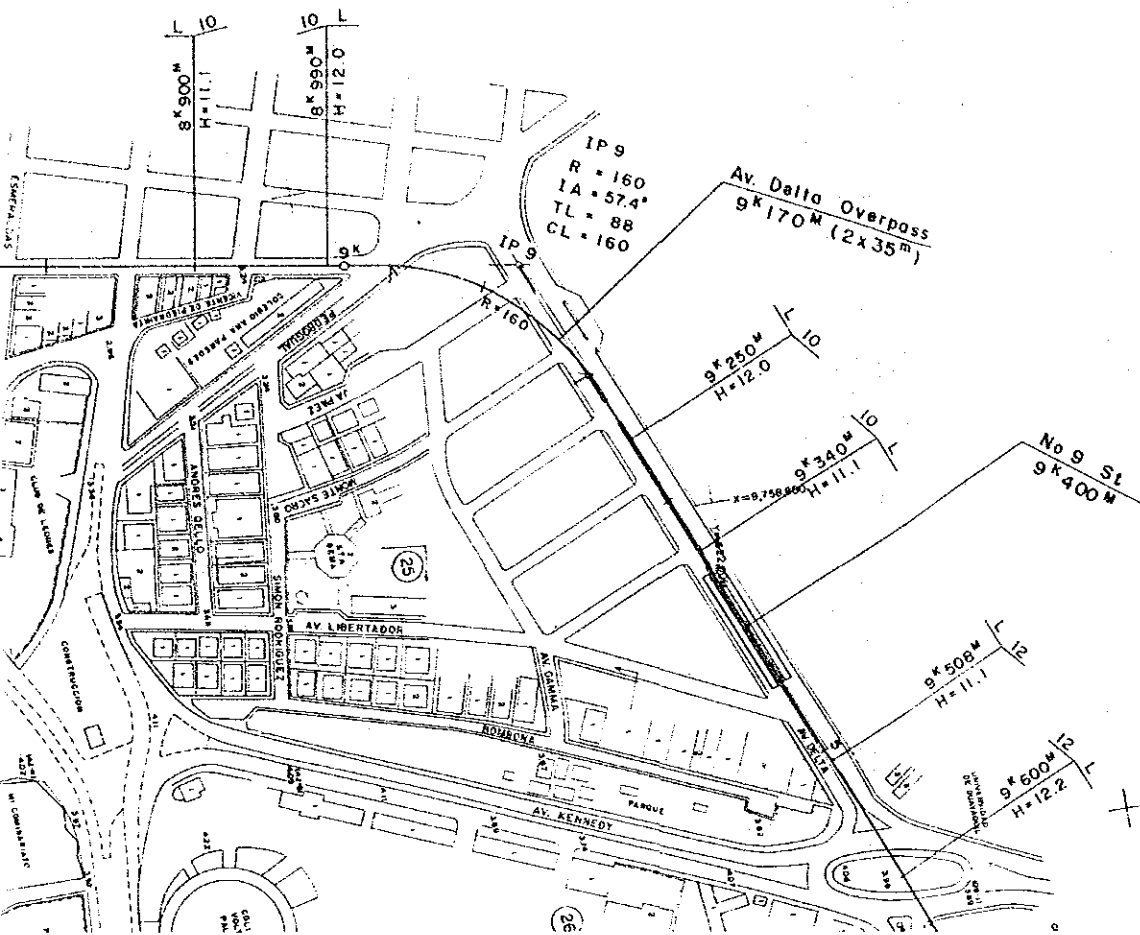
No 7 St  
7 x 770 M

9 de Octubre B  
7 x 880 M (1 x 40 M)  
No 8 St (9 de Octubre)  
7 x 950 M

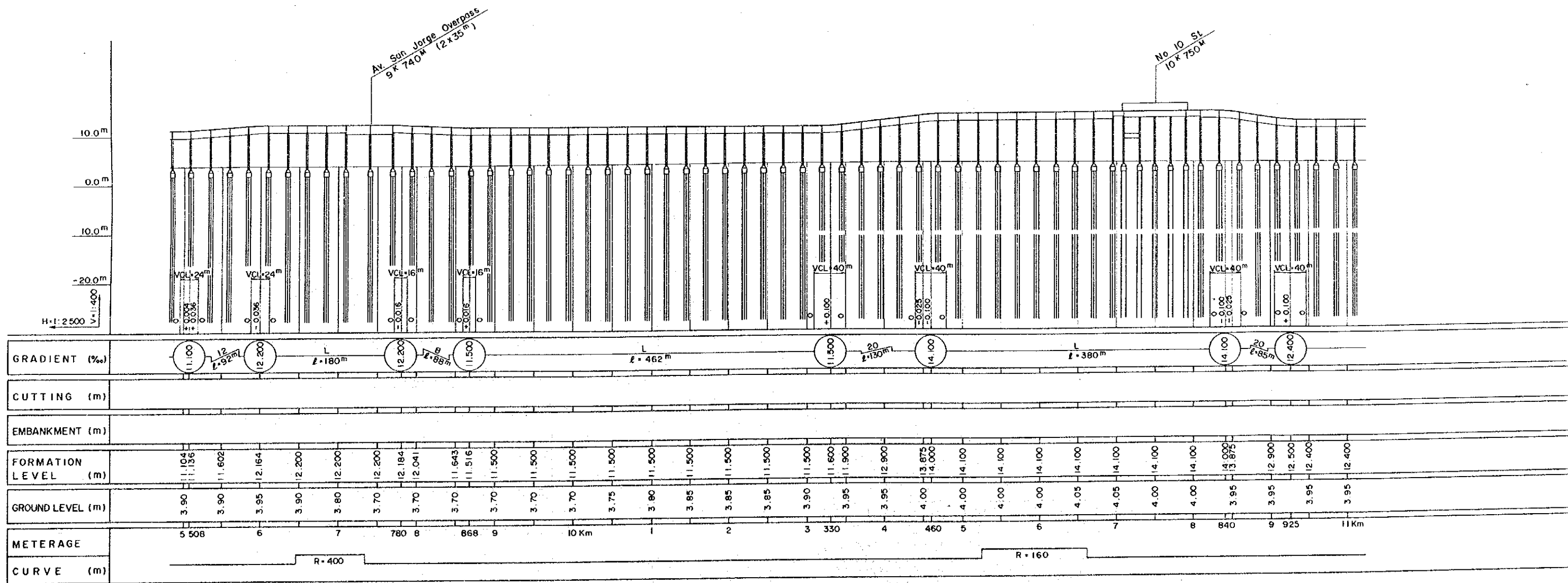
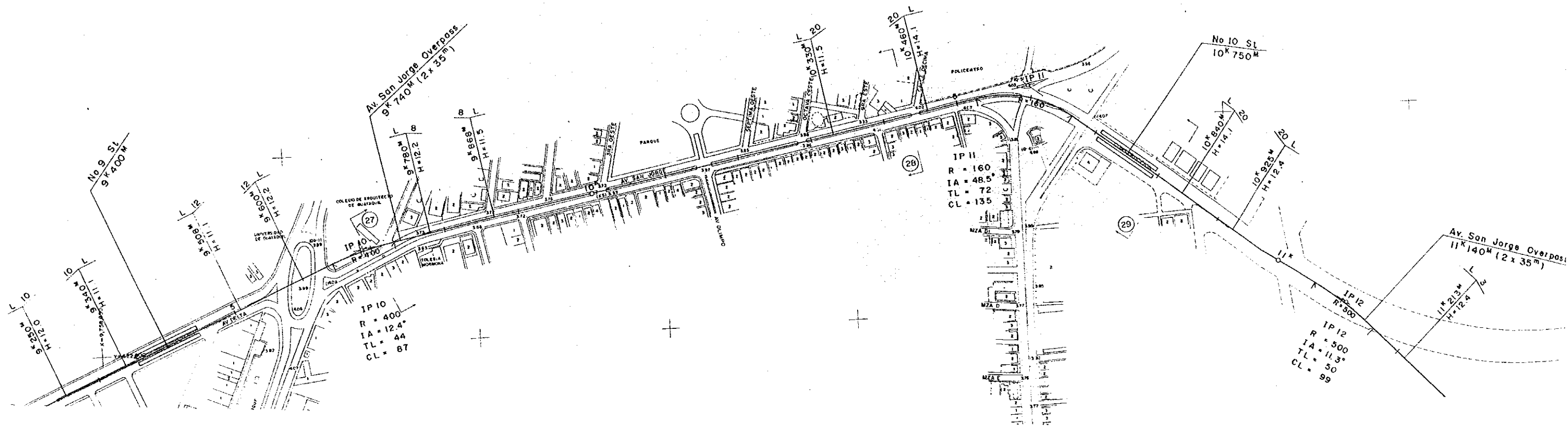


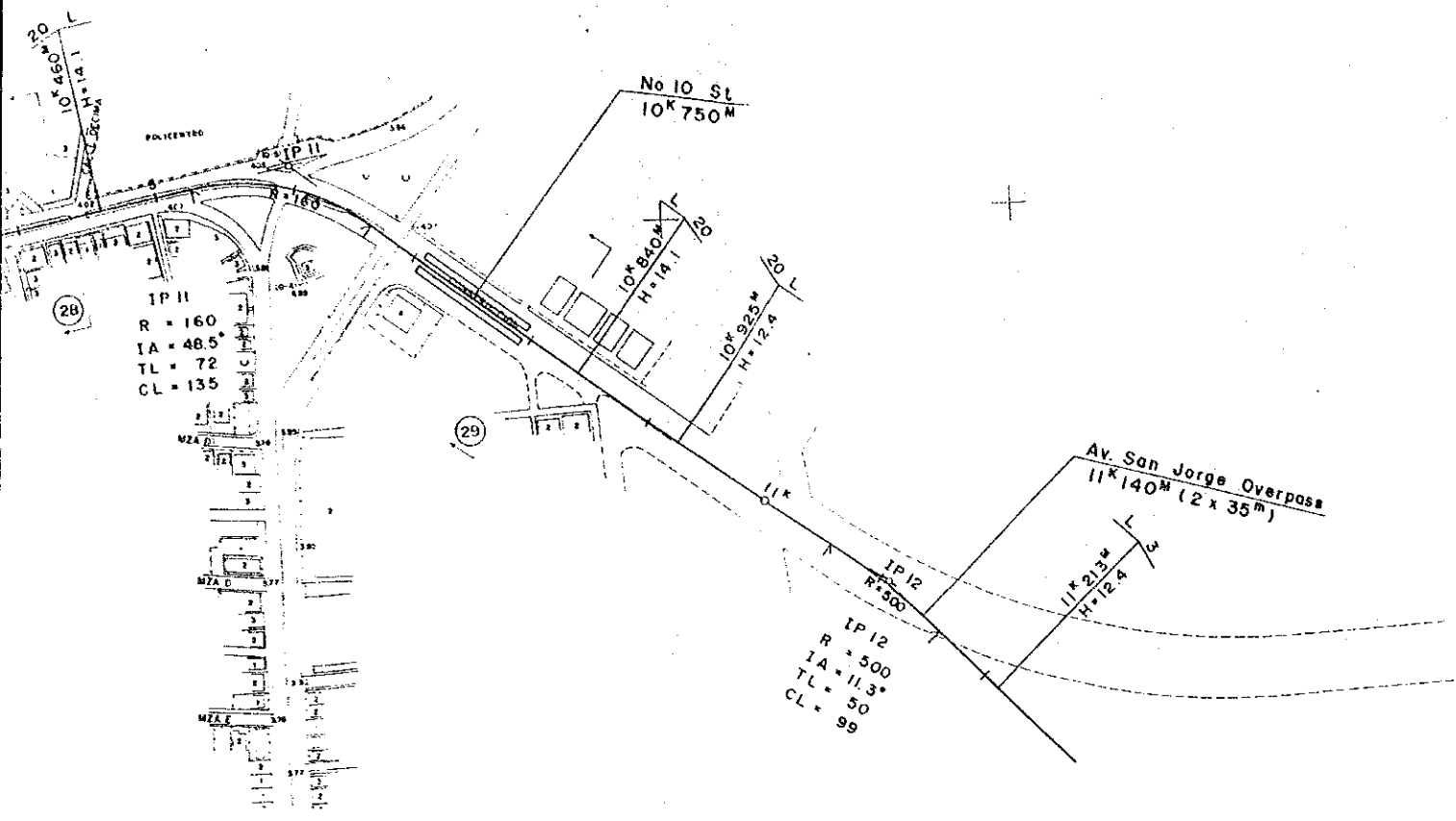




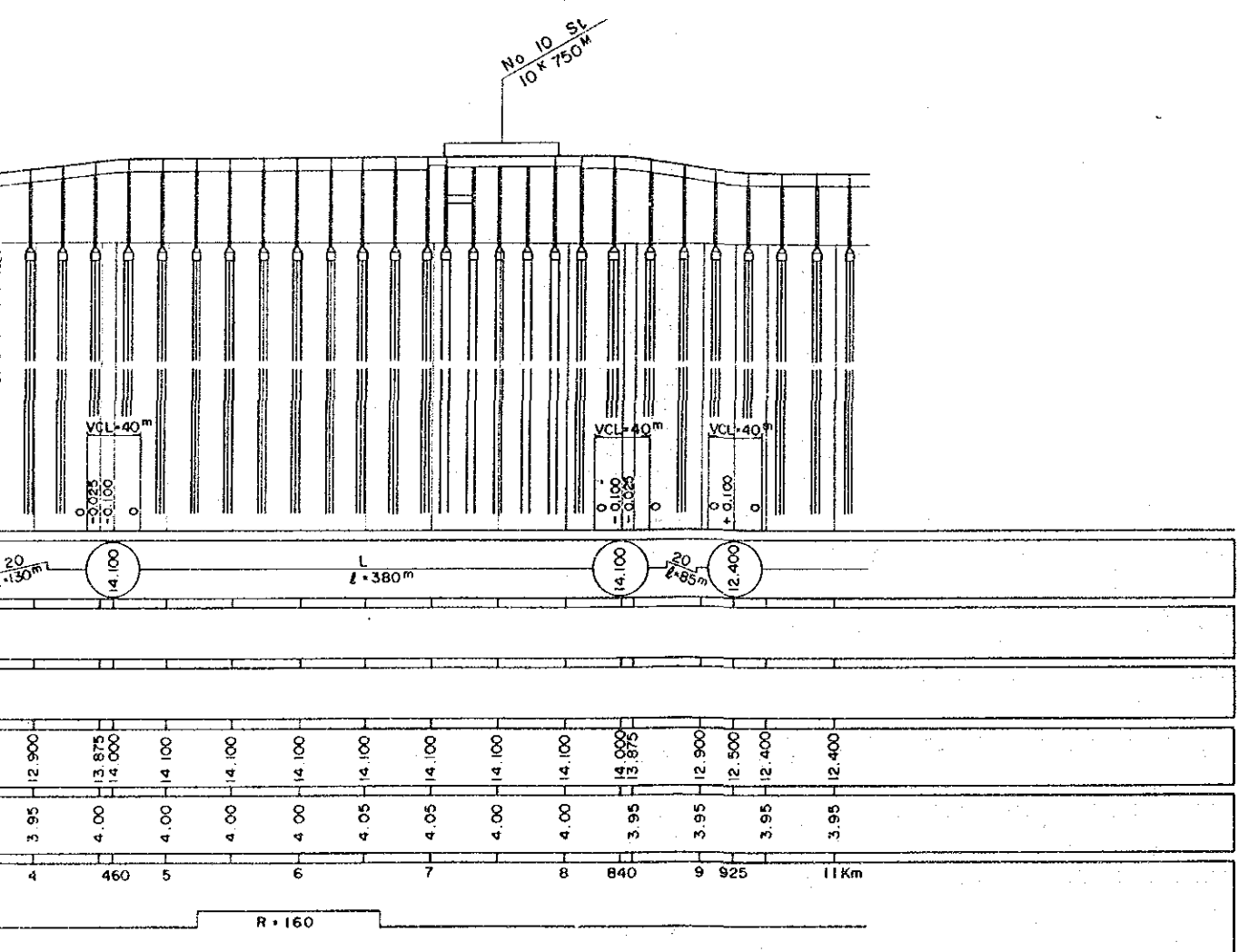
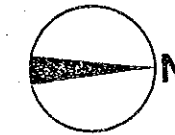
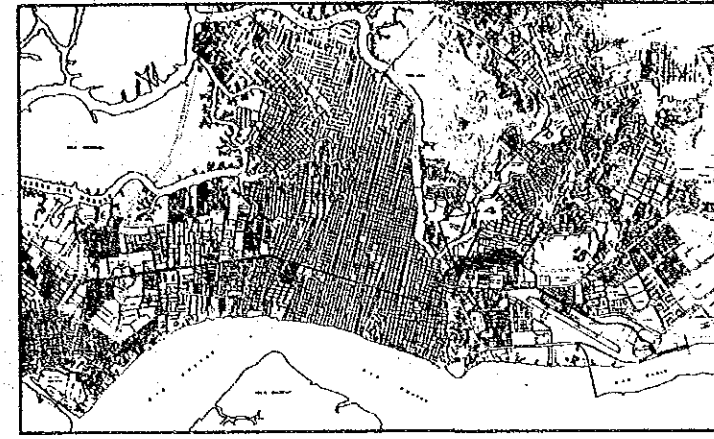


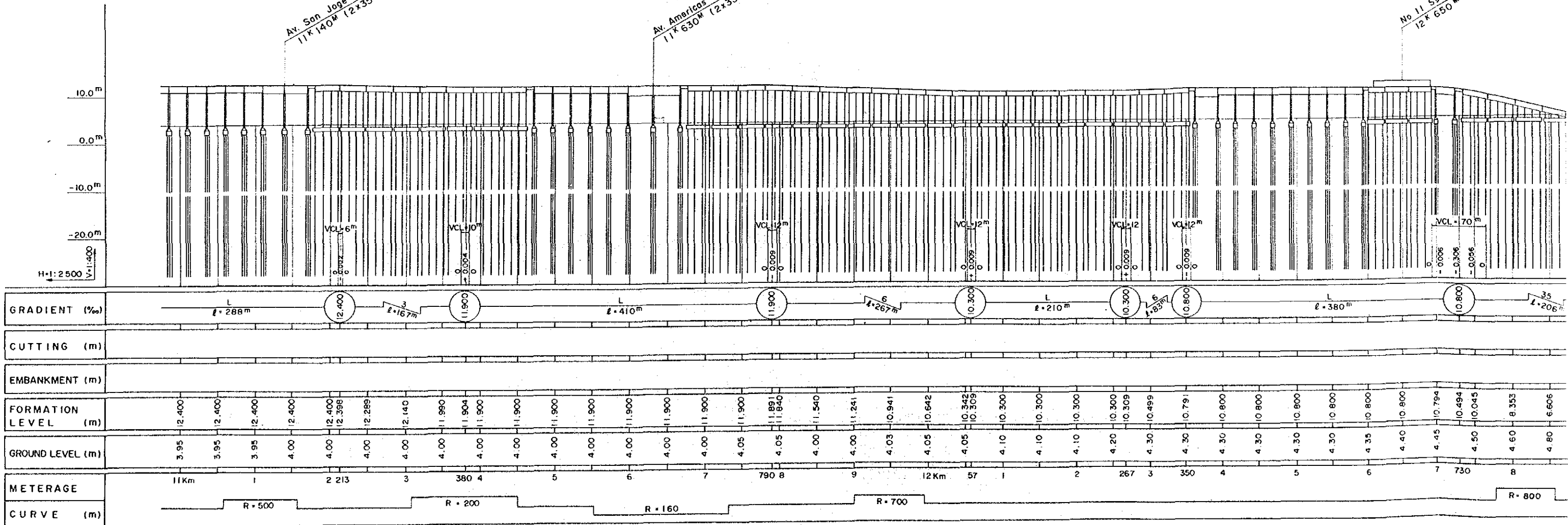
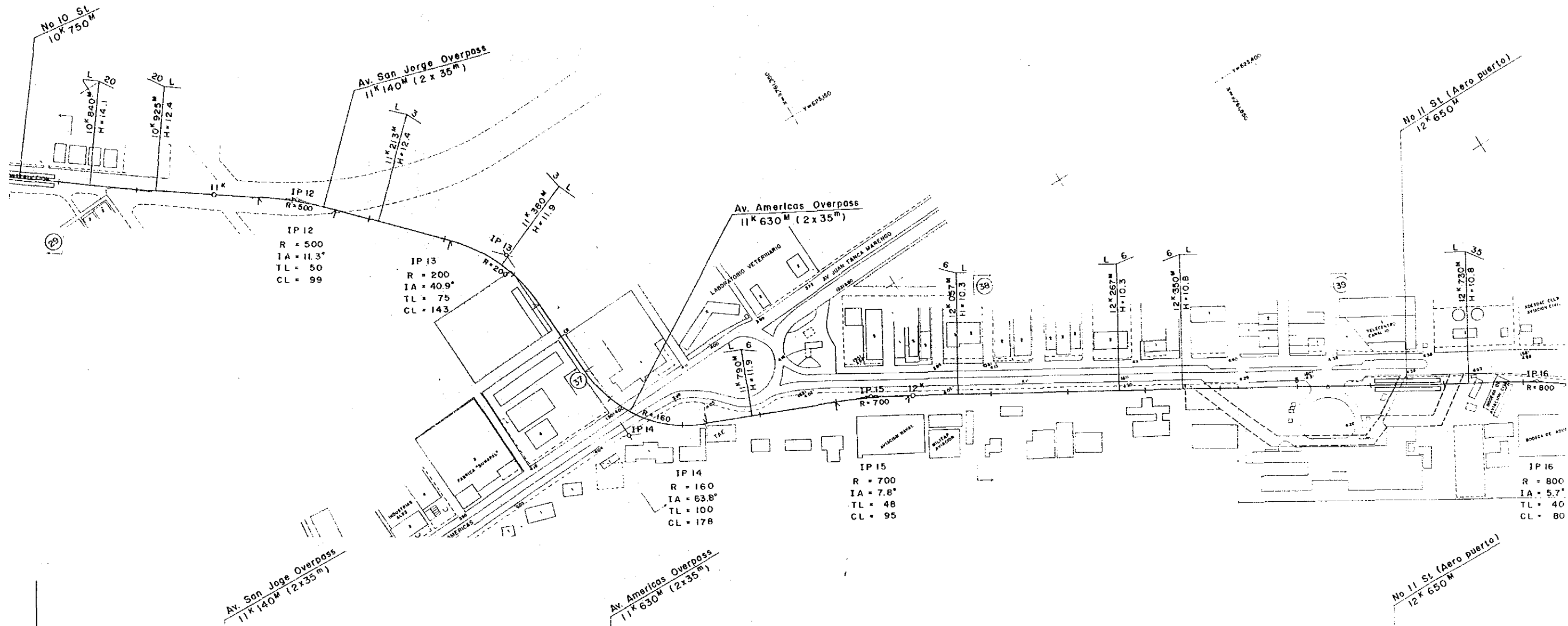




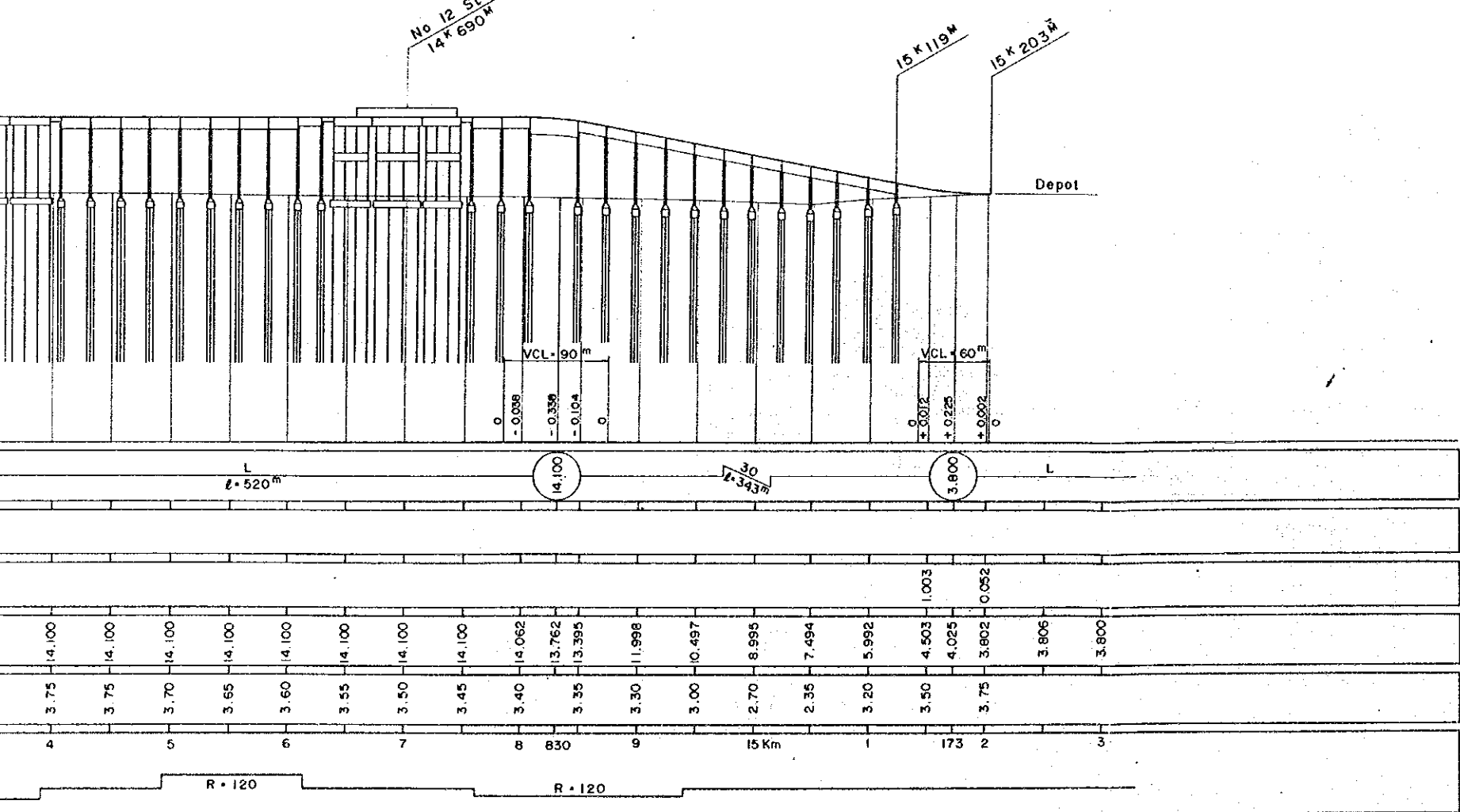
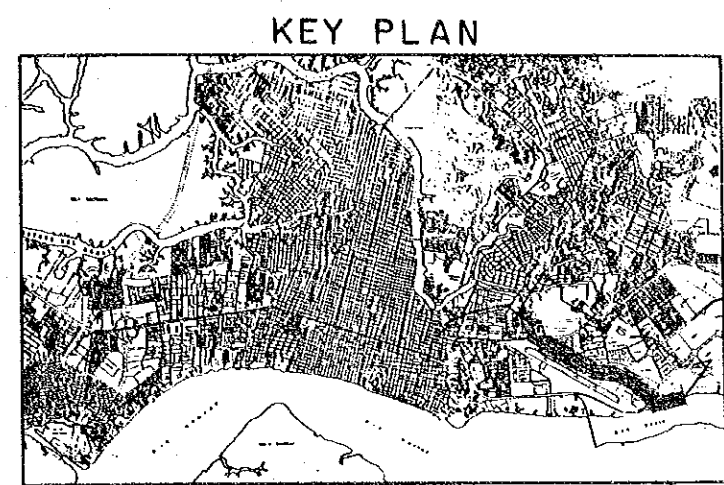
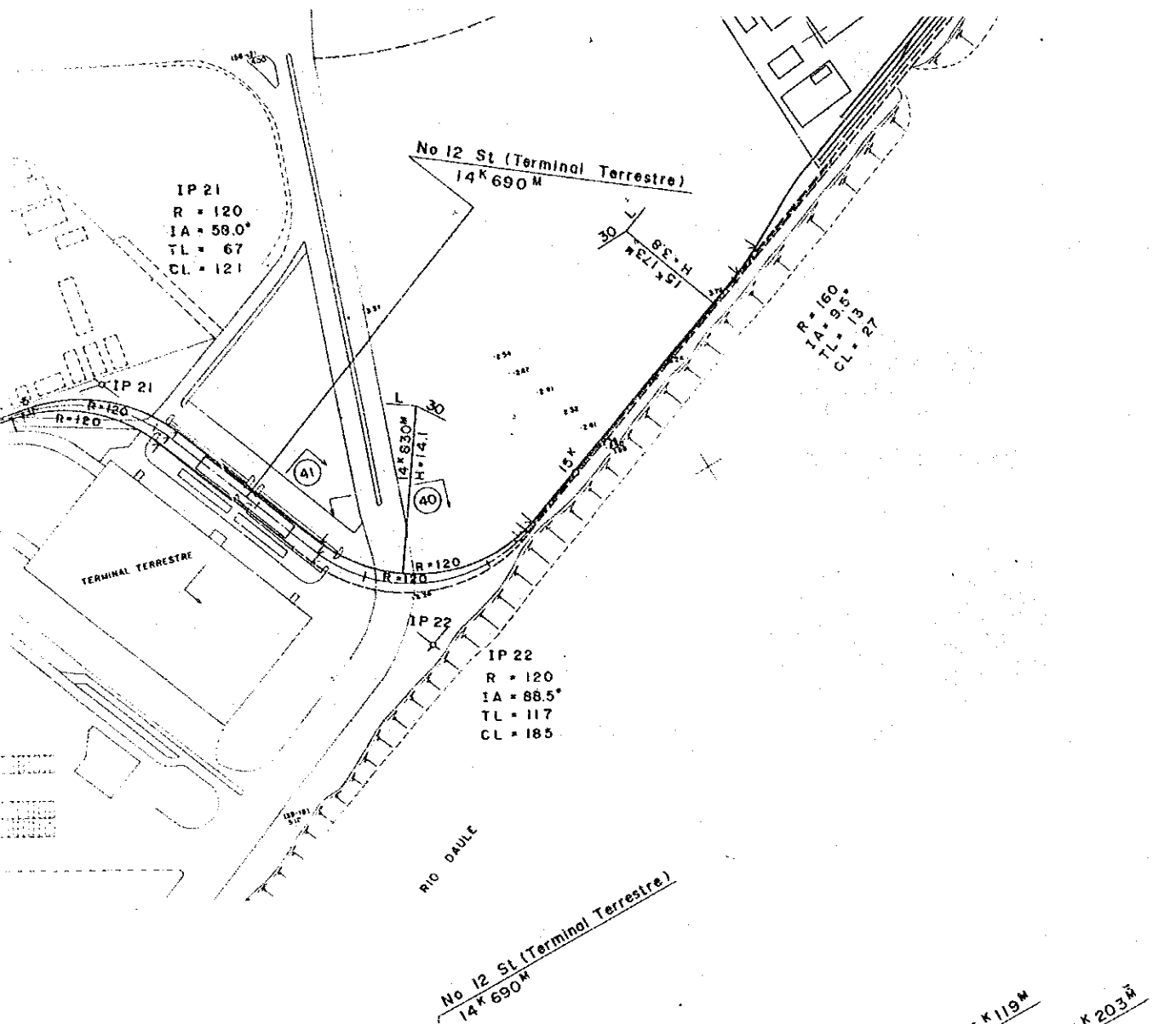


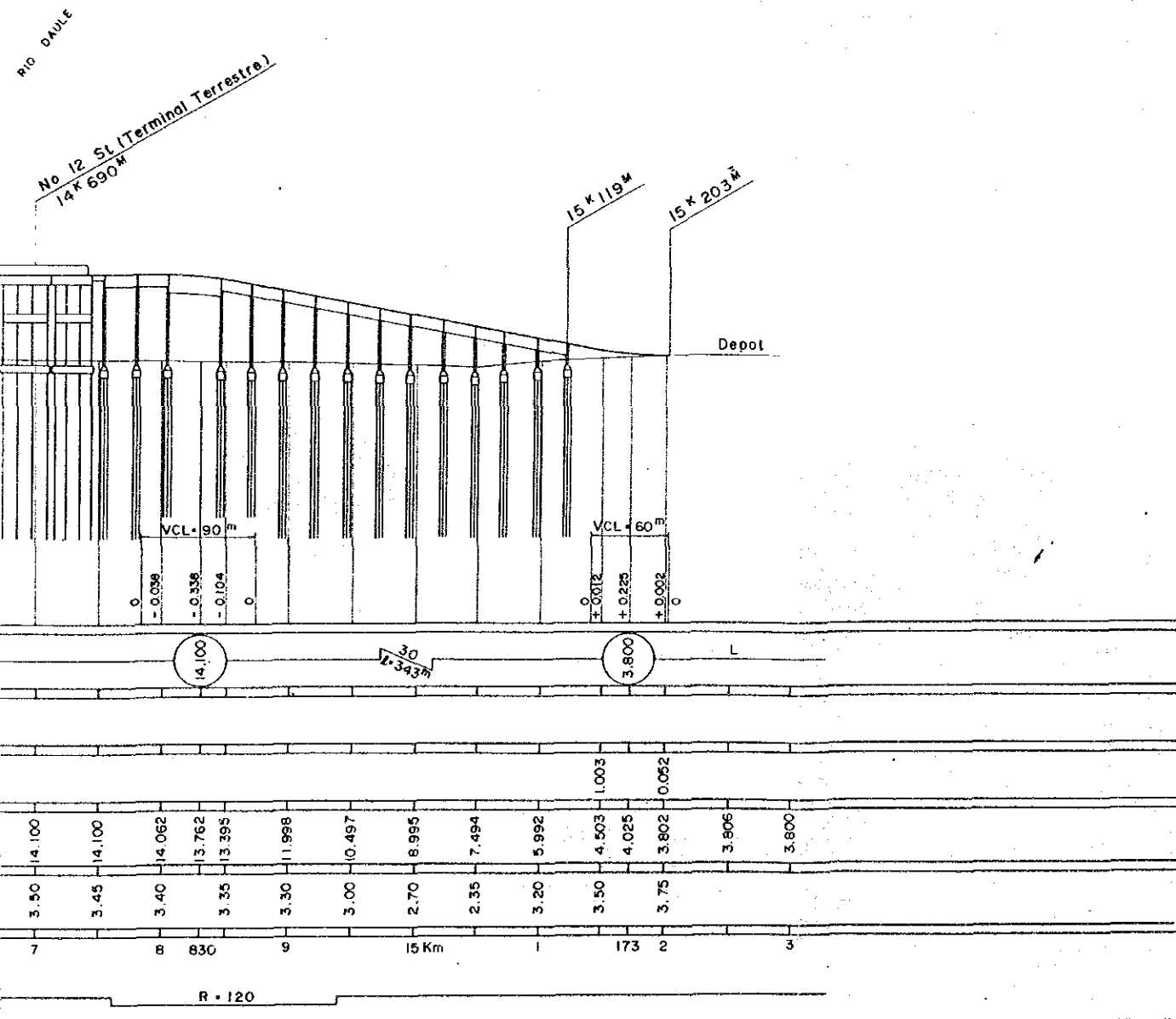
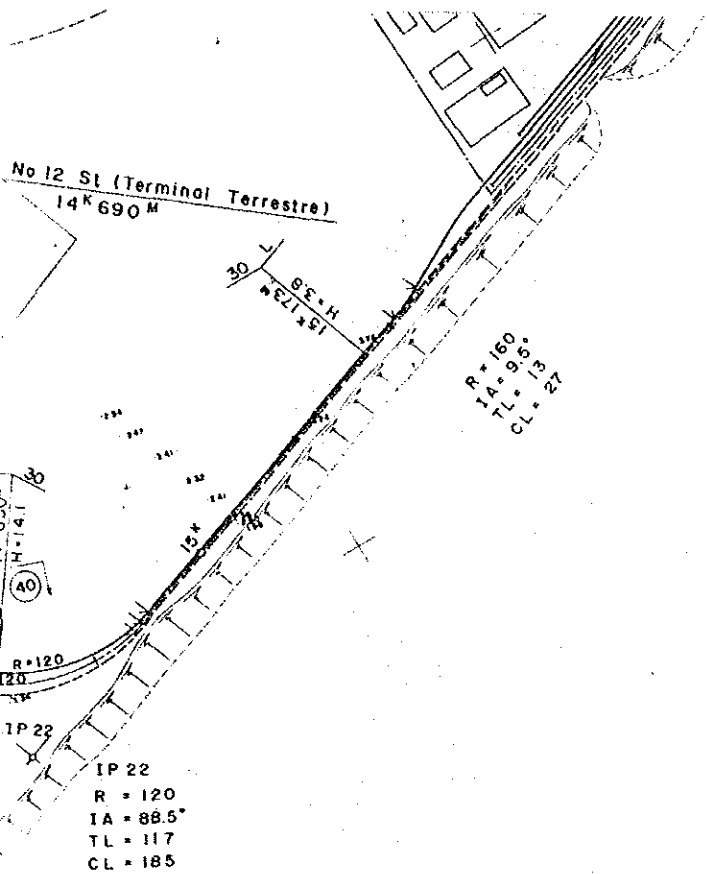
KEY PLAN



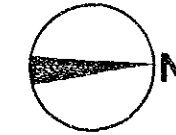
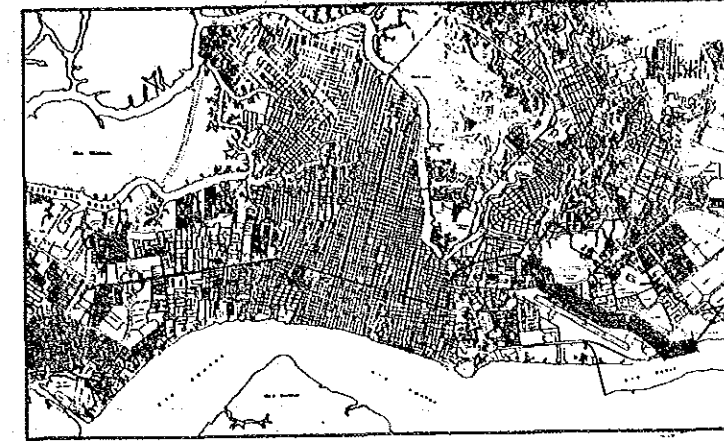


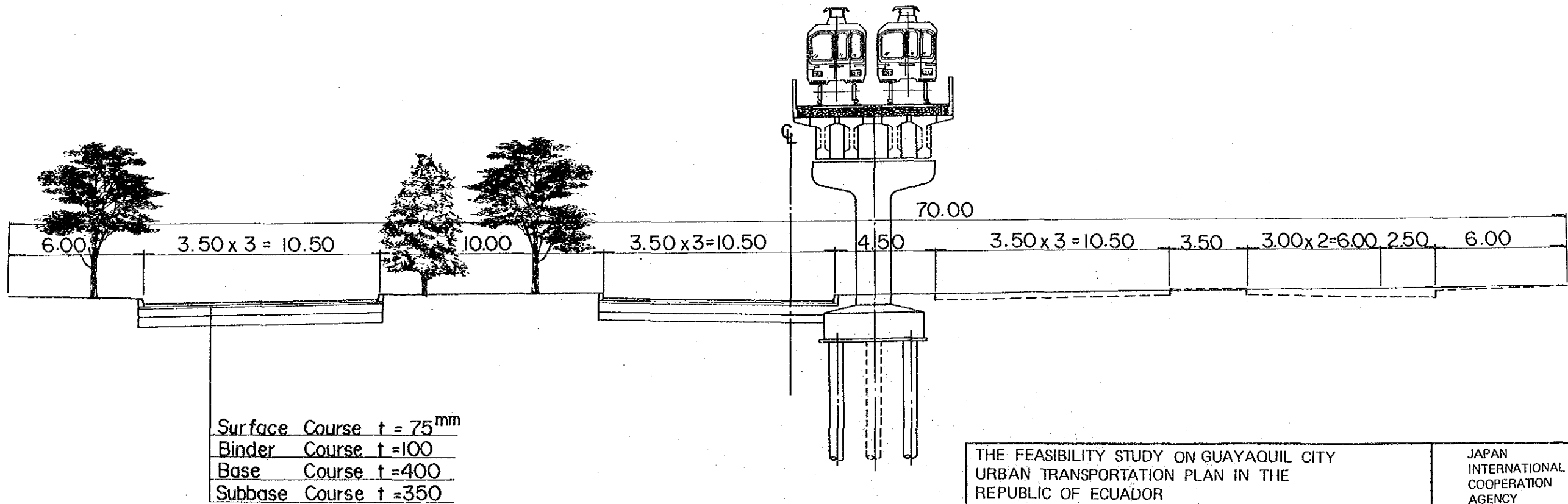
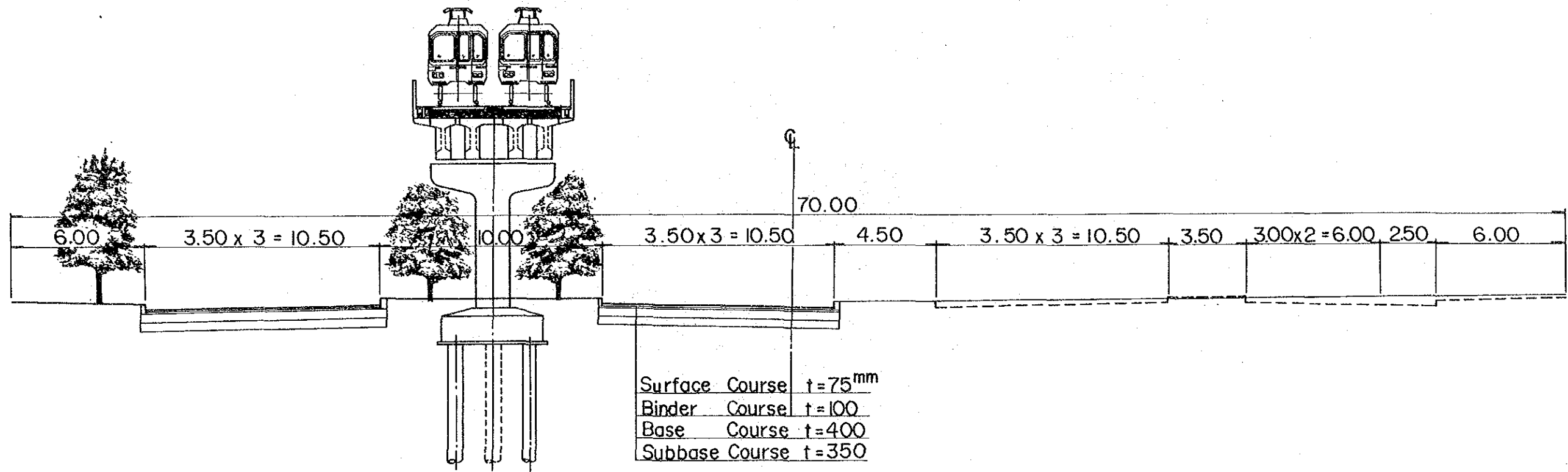






KEY PLAN





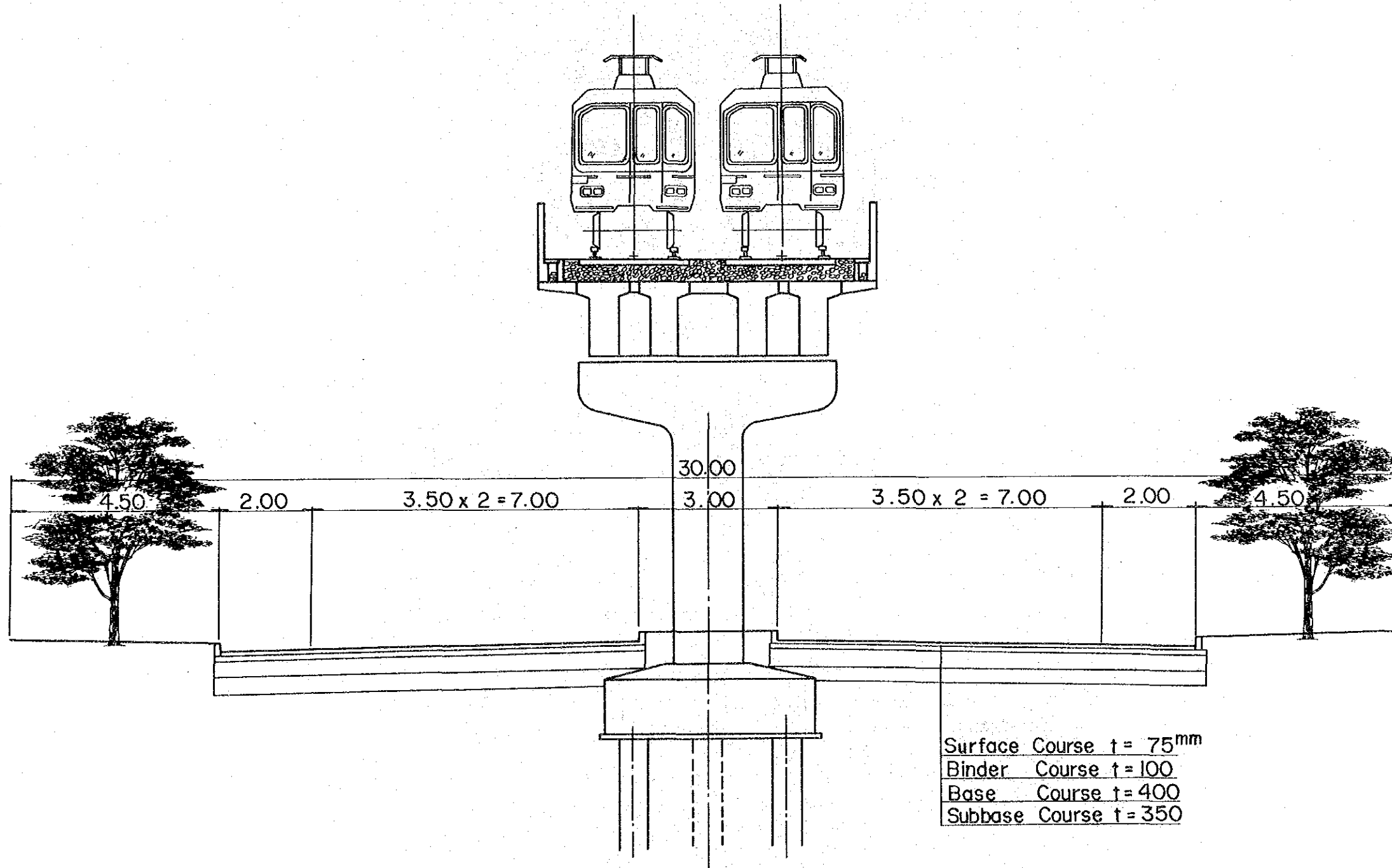
THE FEASIBILITY STUDY ON GUAYAQUIL CITY  
 URBAN TRANSPORTATION PLAN IN THE  
 REPUBLIC OF ECUADOR

JAPAN  
 INTERNATIONAL  
 COOPERATION  
 AGENCY

TYPICAL CROSS SECTION 1

Av. Quito

S = 1:100

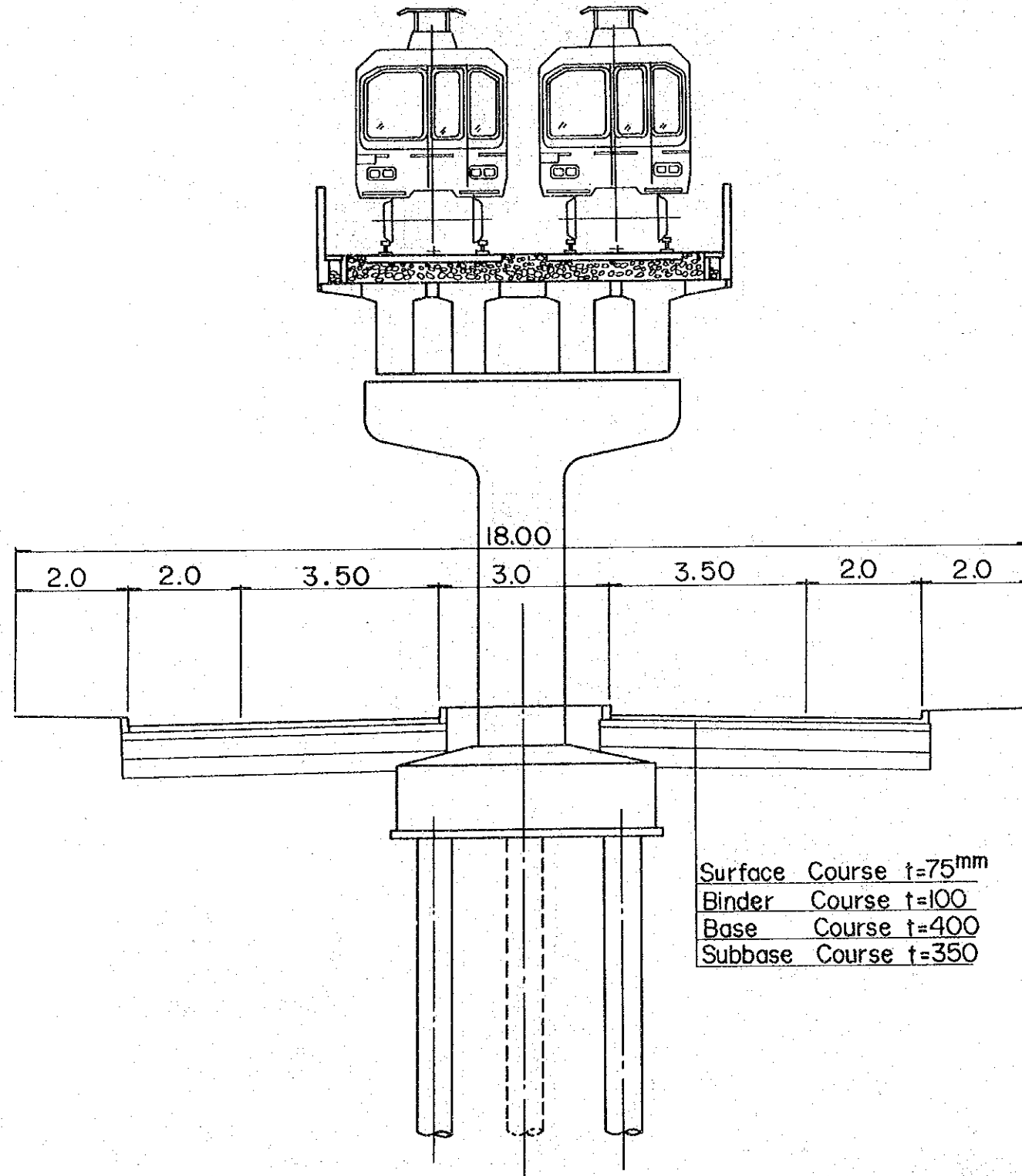


THE FEASIBILITY STUDY ON GUAYAQUIL CITY  
URBAN TRANSPORTATION PLAN IN THE  
REPUBLIC OF ECUADOR

JAPAN  
INTERNATIONAL  
COOPERATION  
AGENCY

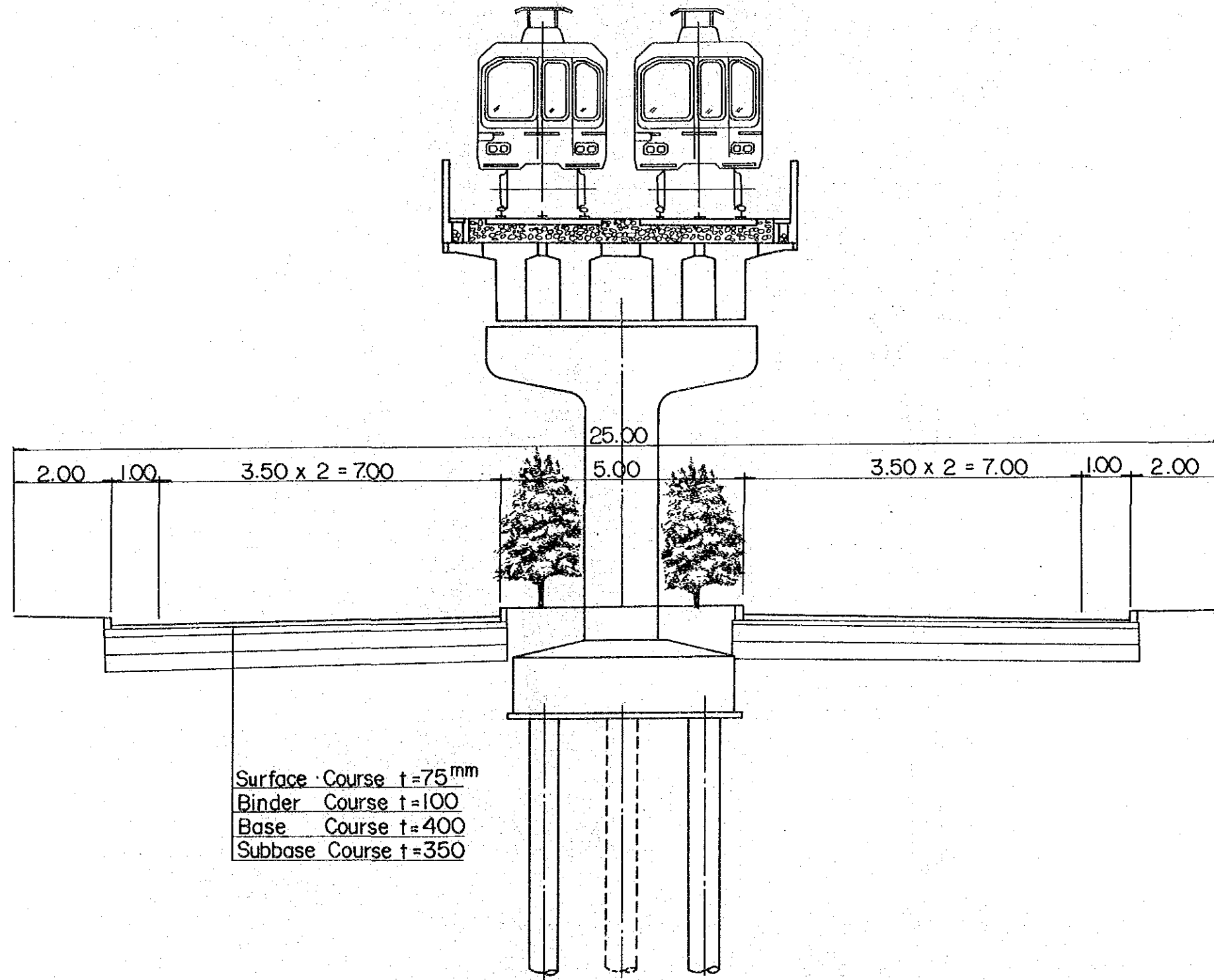


Calle Manuel Garcio S = 1:100

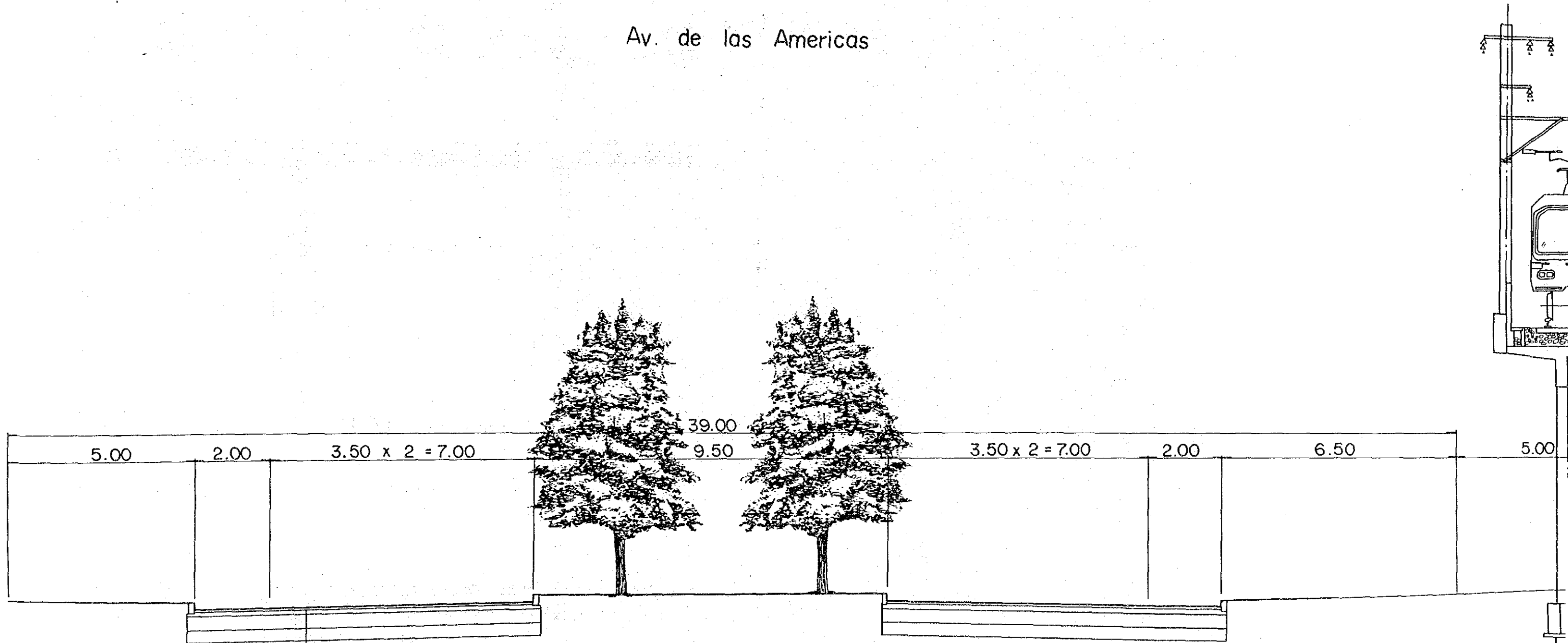


Surface Course t=75<sup>mm</sup>  
 Binder Course t=100  
 Base Course t=400  
 Subbase Course t=350

Av. San Jorge S=1:100

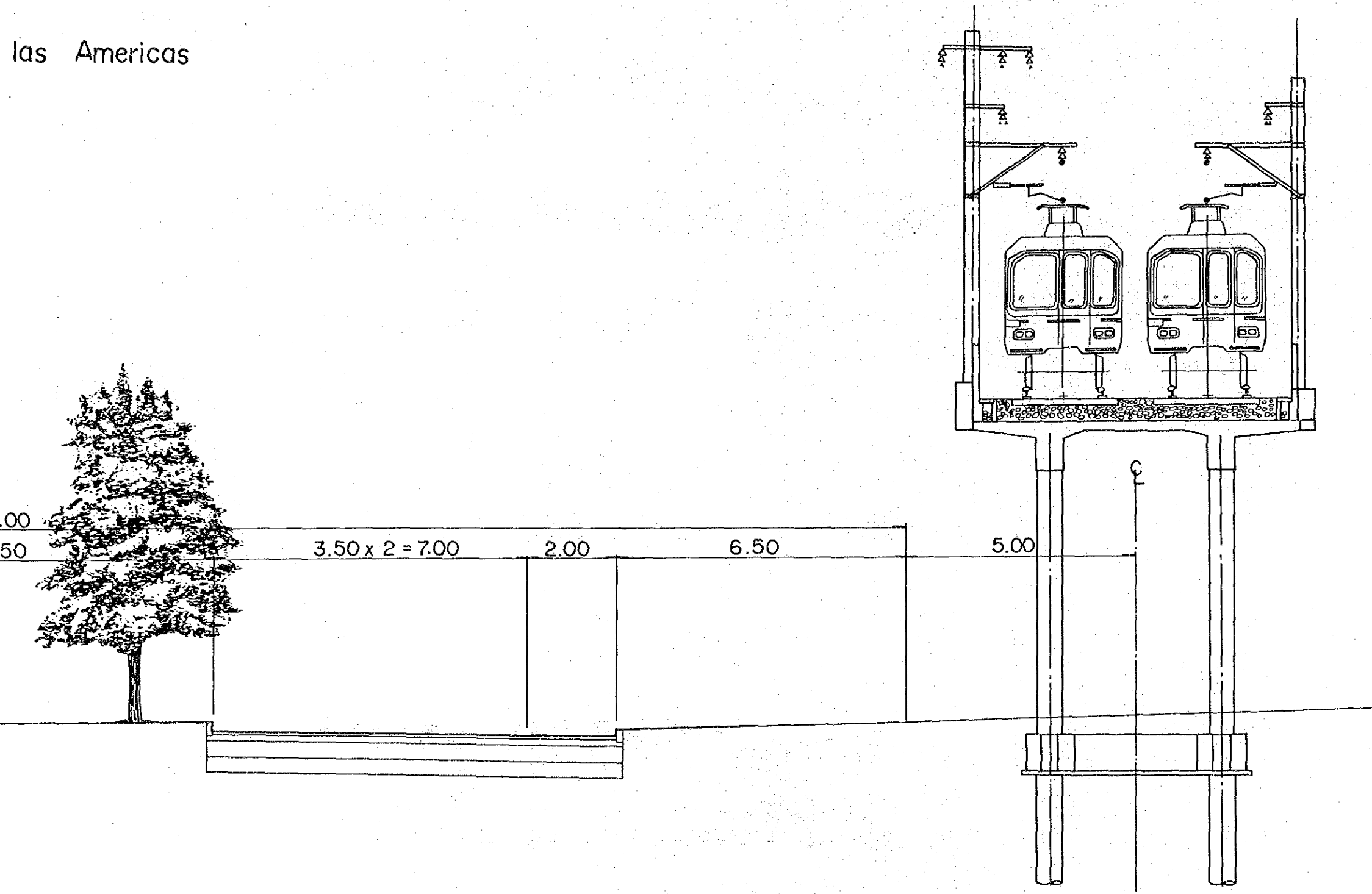


Av. de las Americas

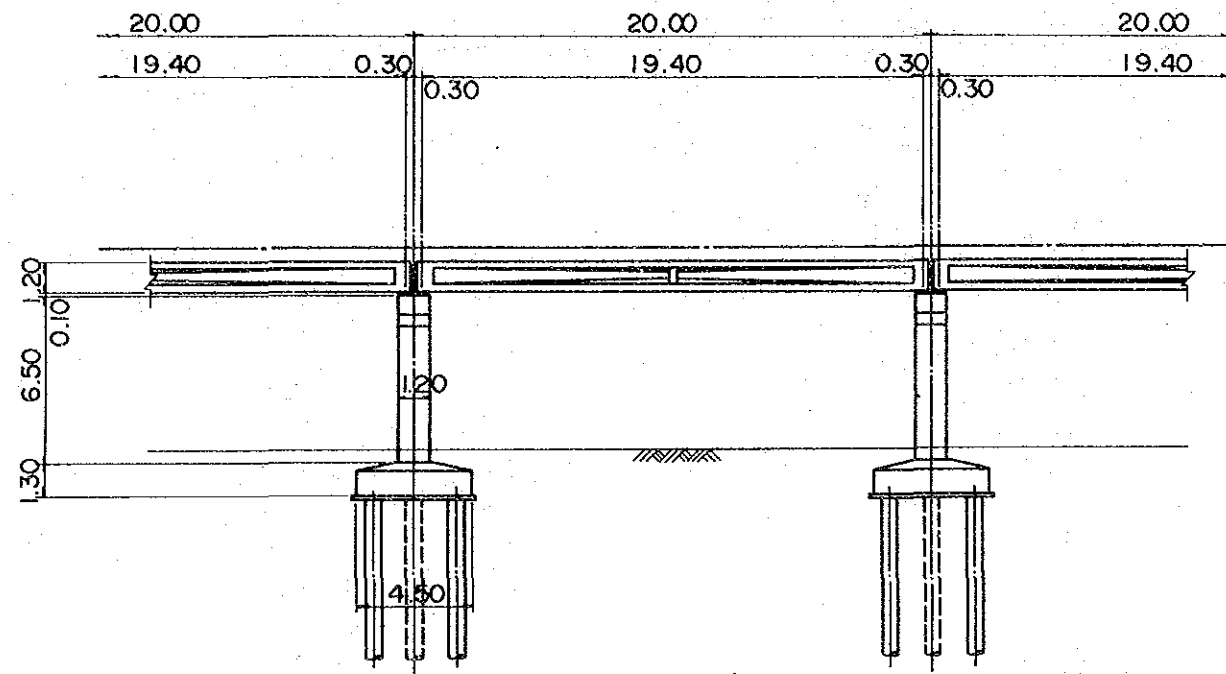


Surface Course t=75 mm  
Binder Course t=100  
Base Course t=400  
Subbase Course t=350

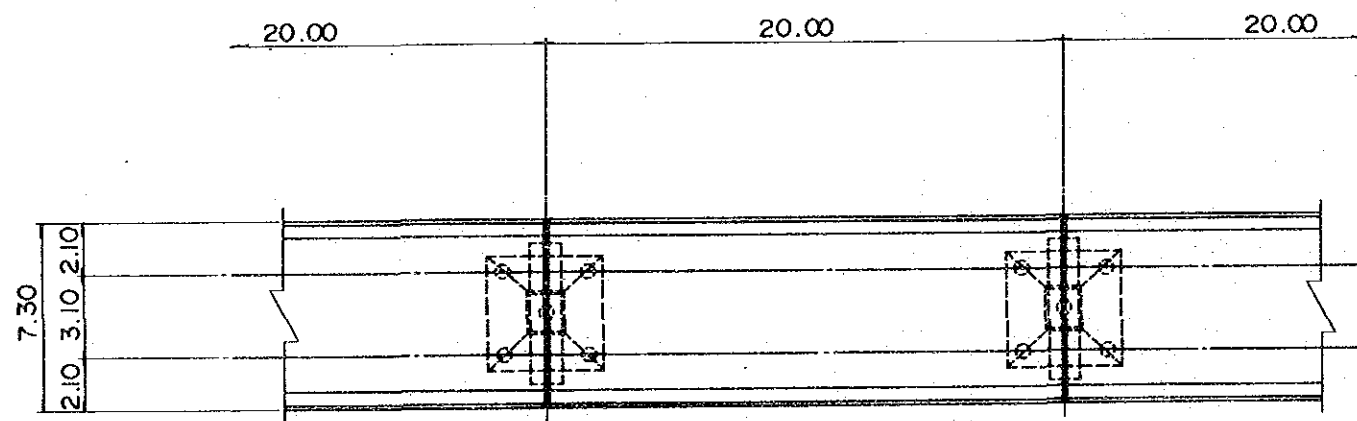
las Americas



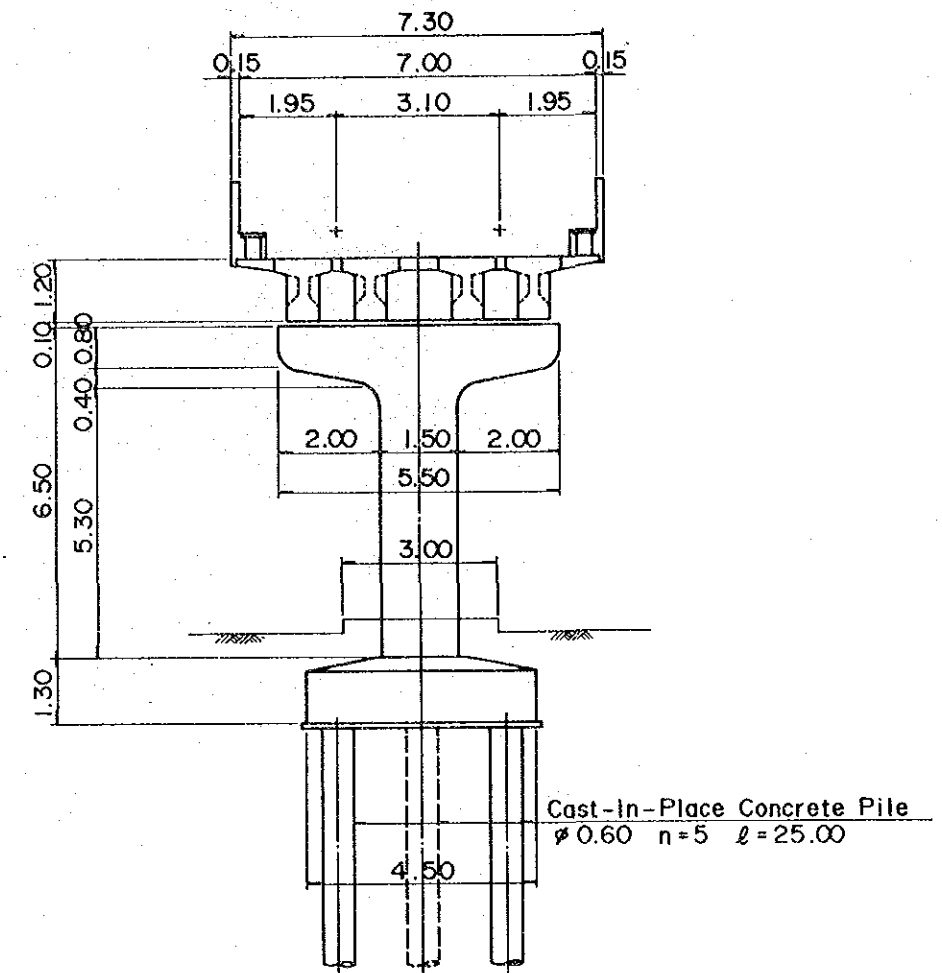
SIDE VIEW S = 1:200



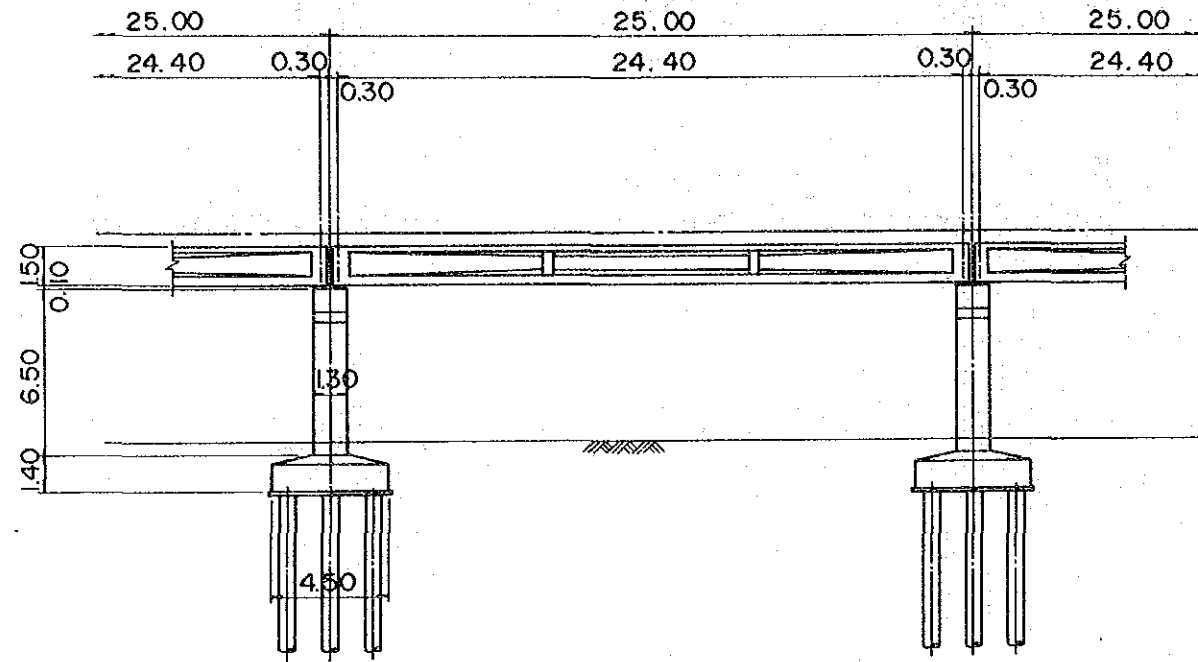
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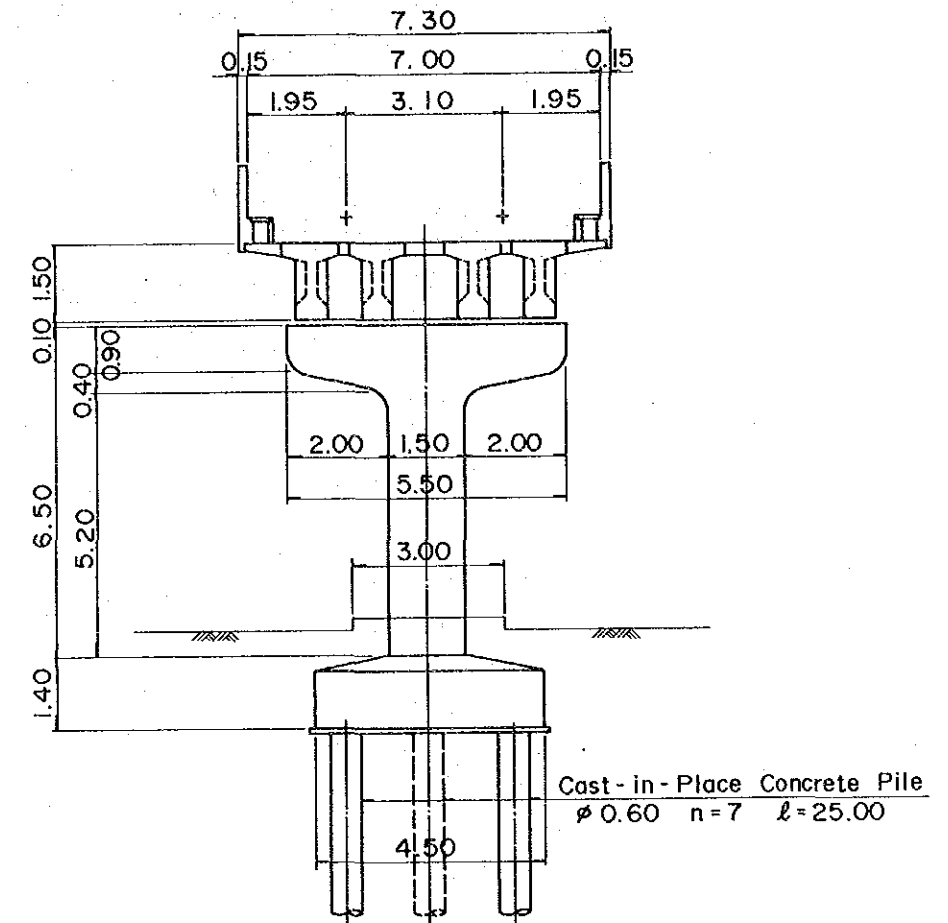
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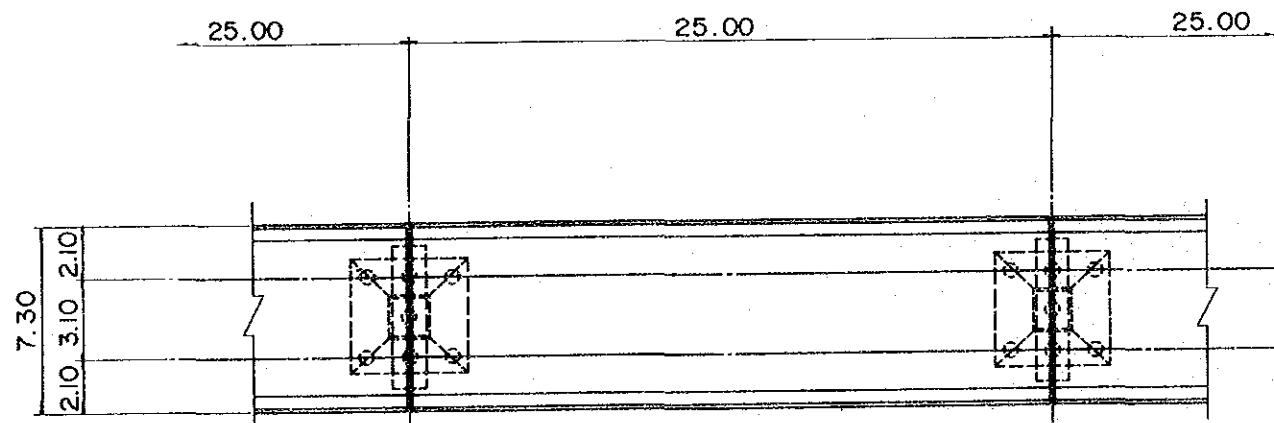
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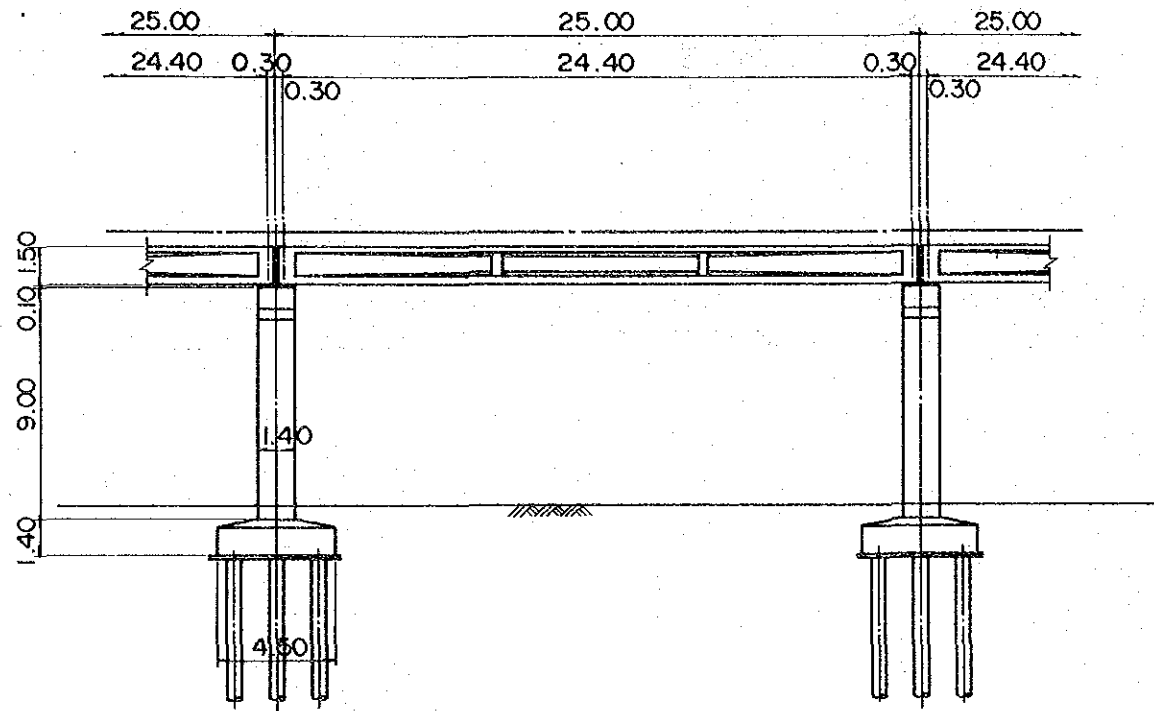
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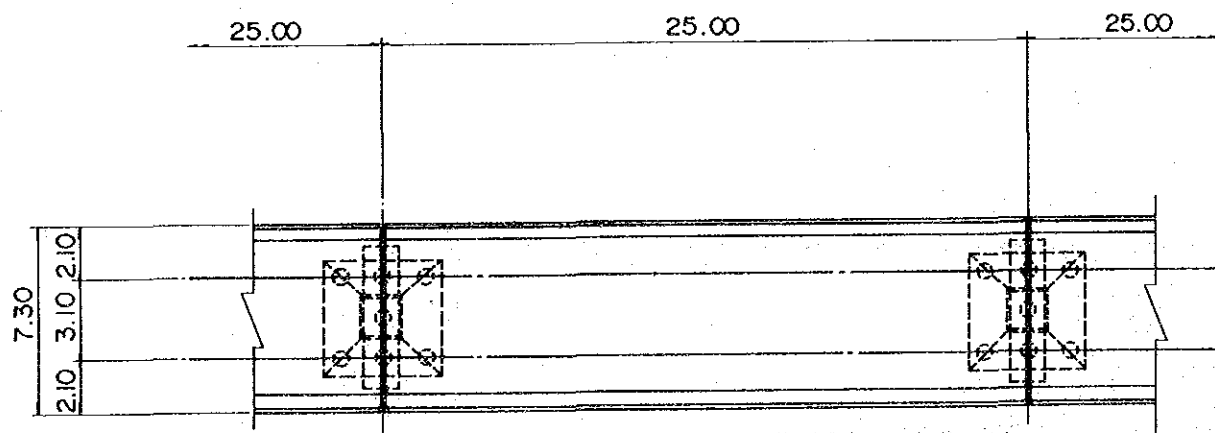
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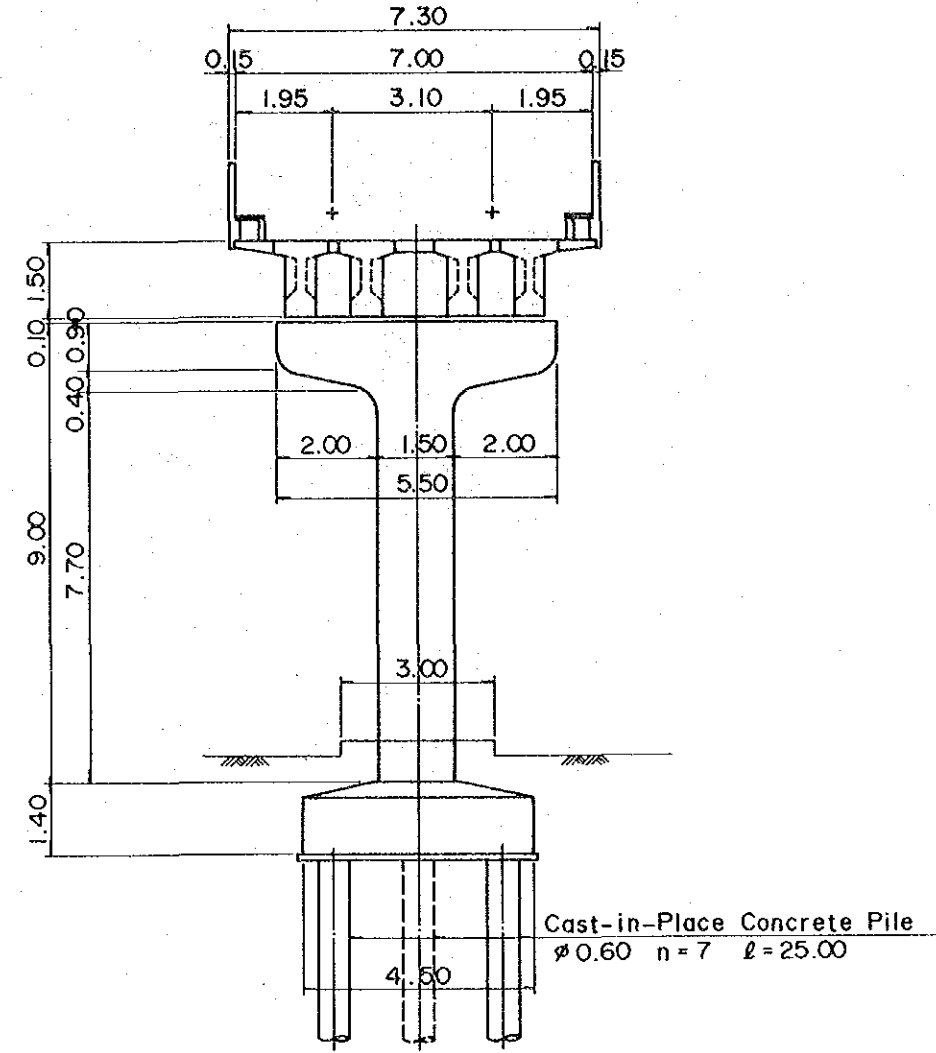
SIDE VIEW S=1:200



PLAN S=1:200

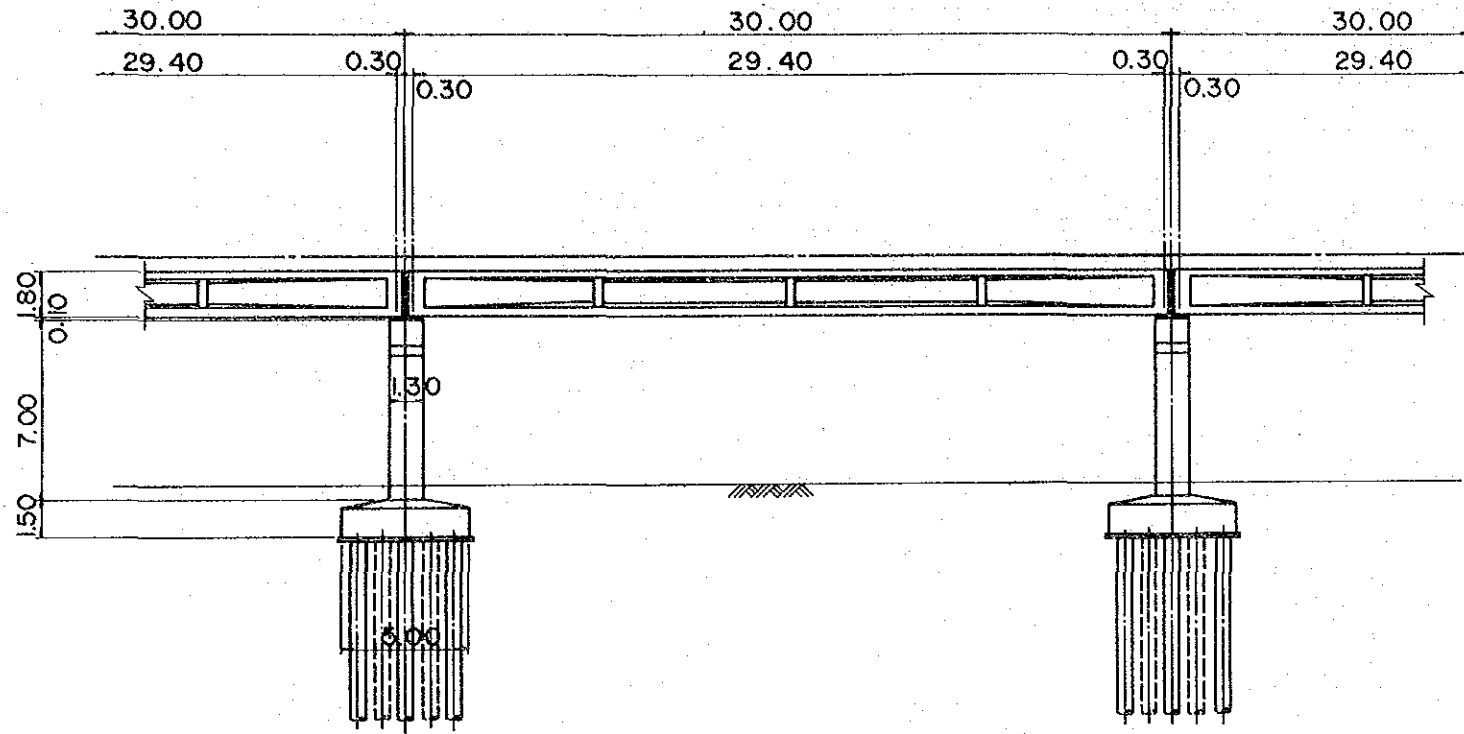


CROSS SECTION S=1:100

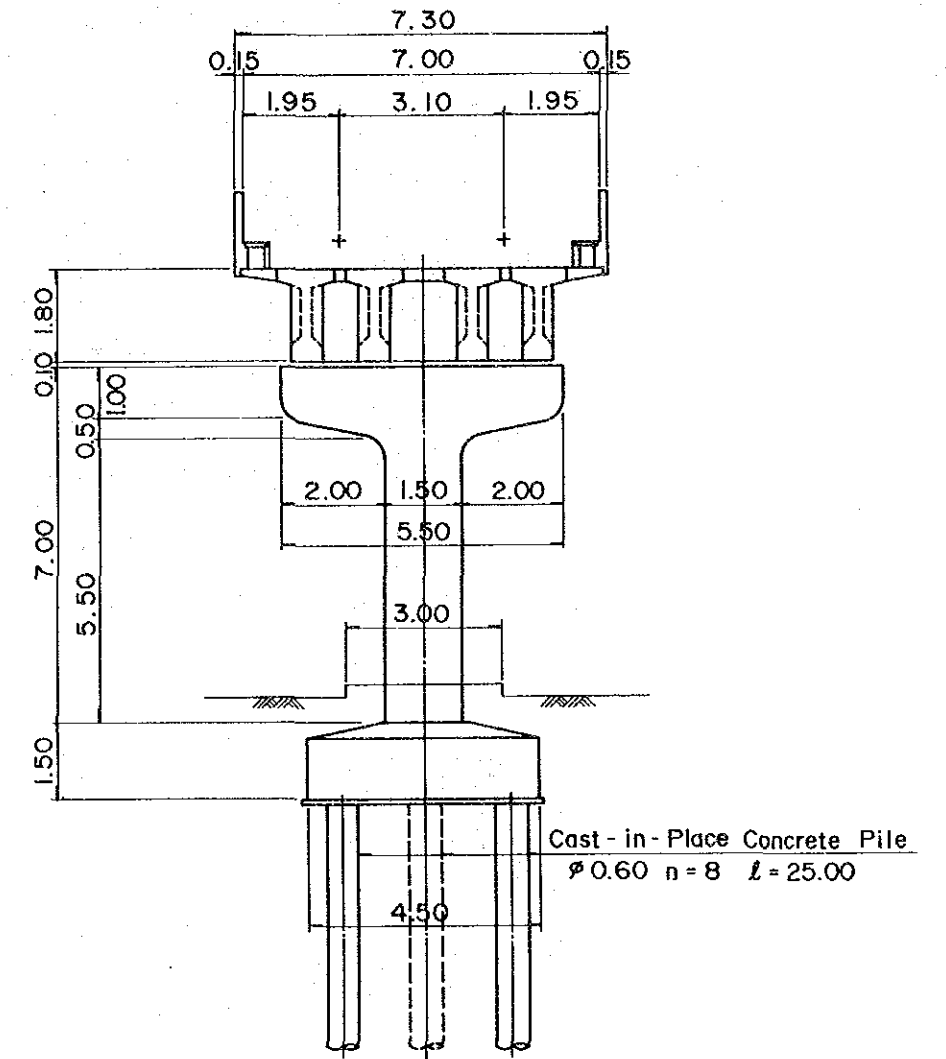


Cast-in-Place Concrete Pile  
φ 0.60 n = 7 l = 25.00

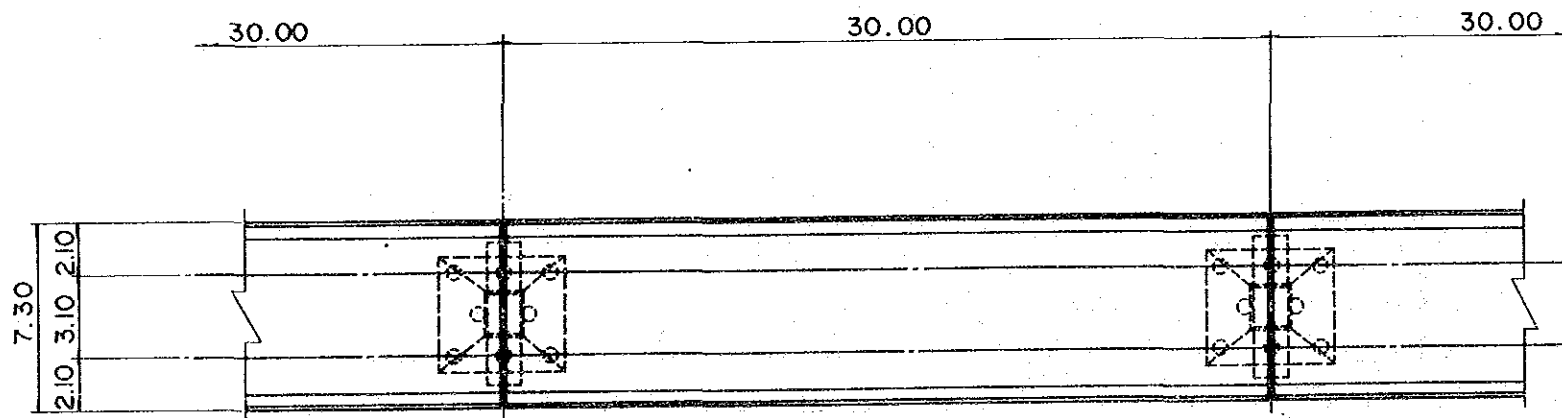
SIDE VIEW s = 1:200



CROSS SECTION s = 1:100

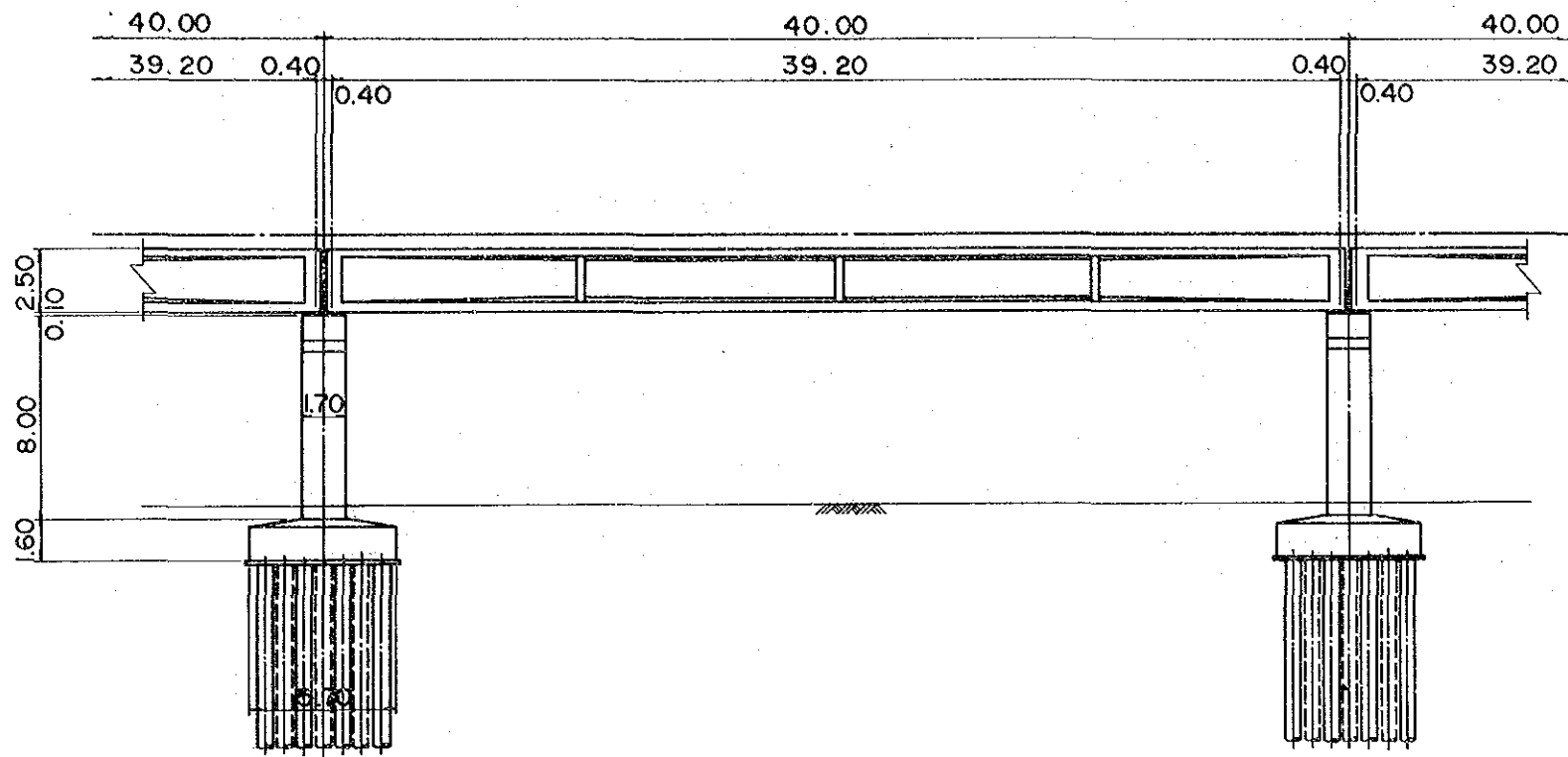


PLAN s = 1:200

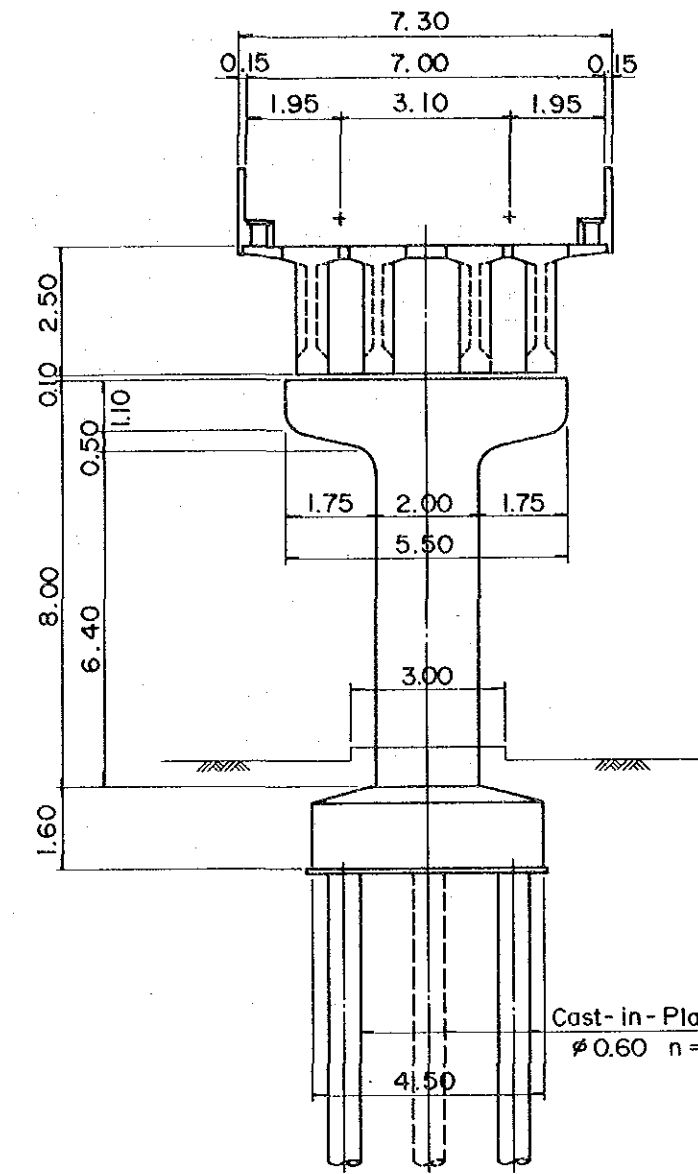




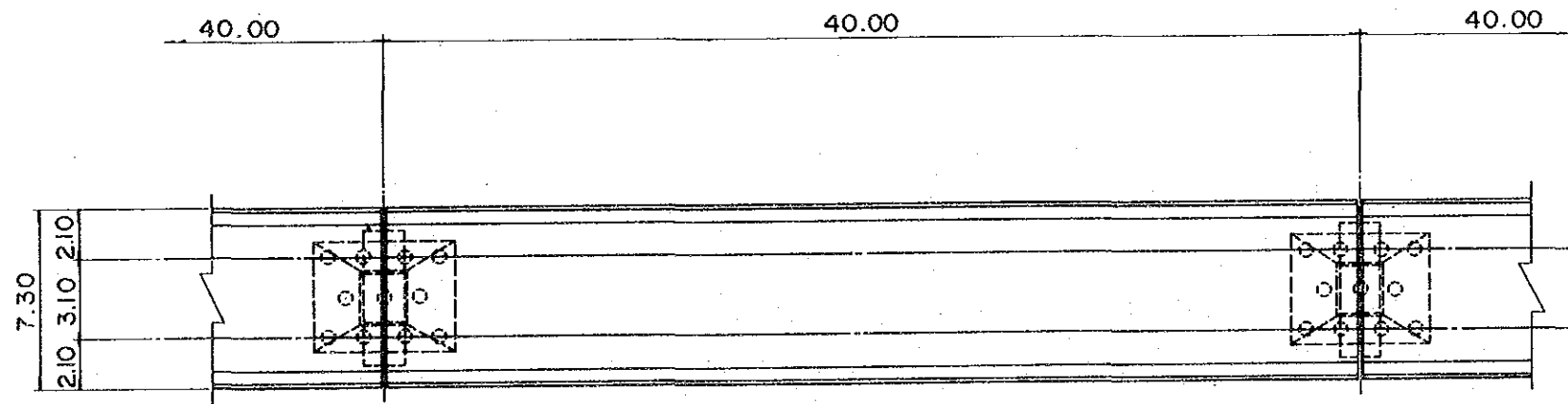
SIDE VIEW S = 1 : 200



CROSS SECTION S = 1 : 100

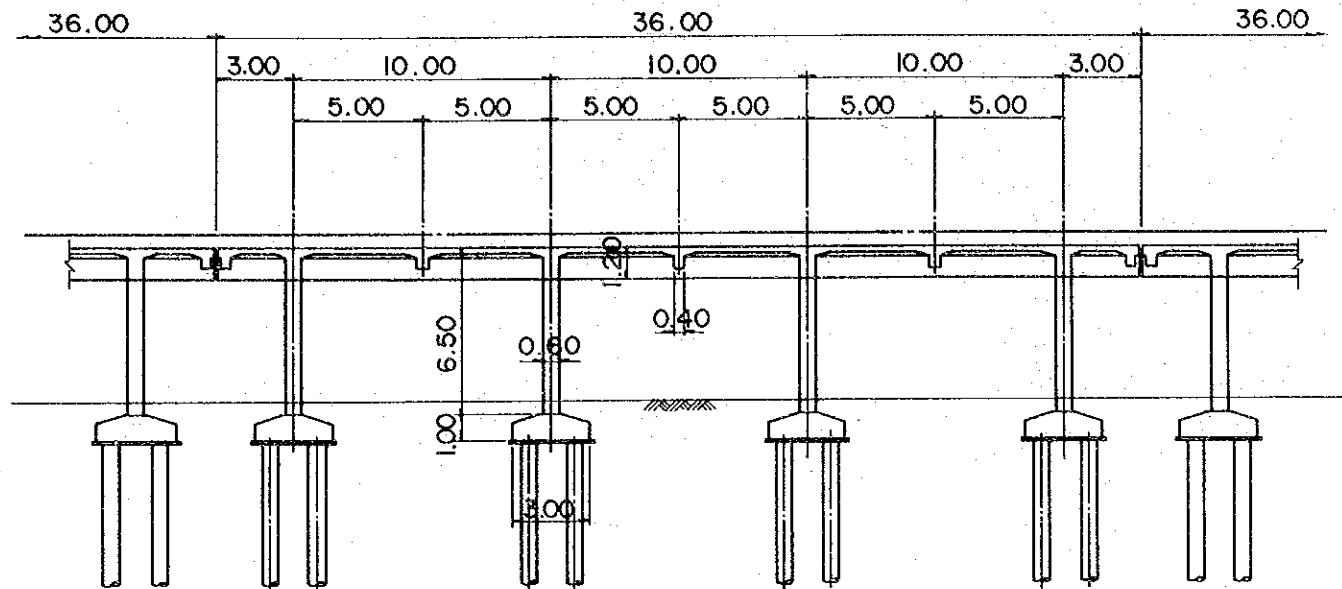


PLAN S = 1 : 200

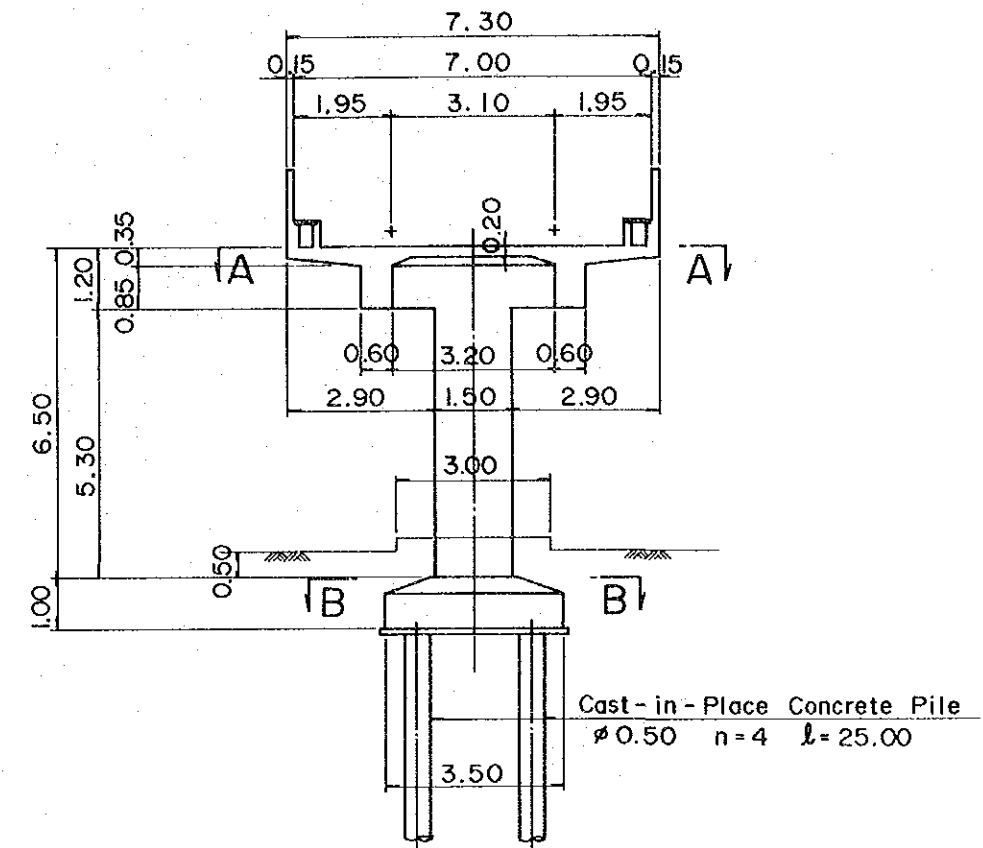


Cast-in-Place Concrete Pile  
 $\phi 0.60$   $n=11$   $l=25.00$

SIDE VIEW s = 1:200

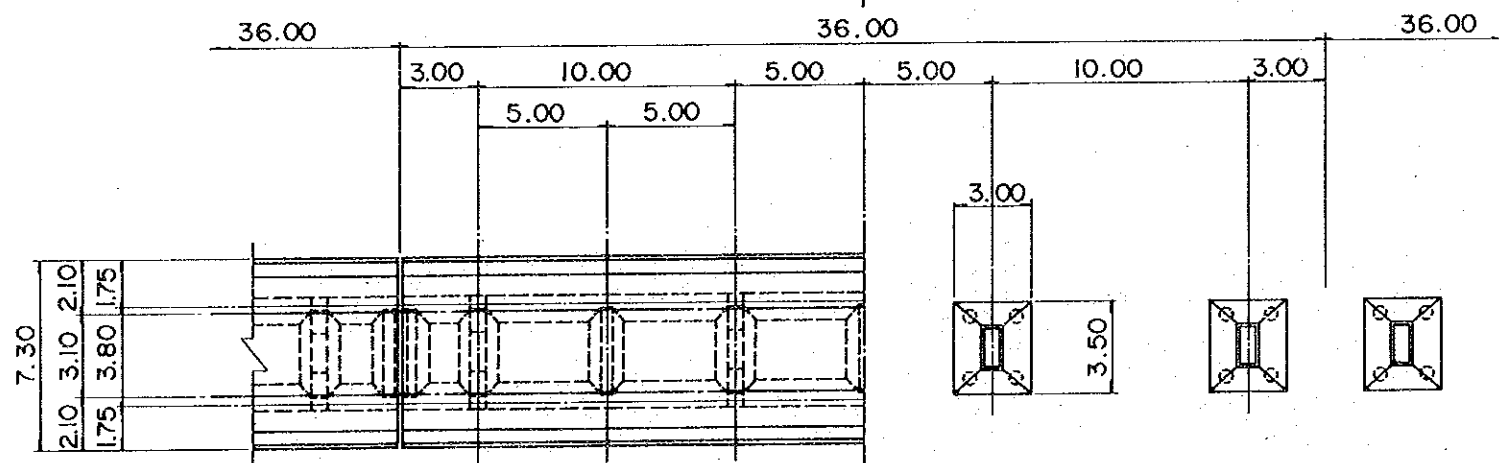


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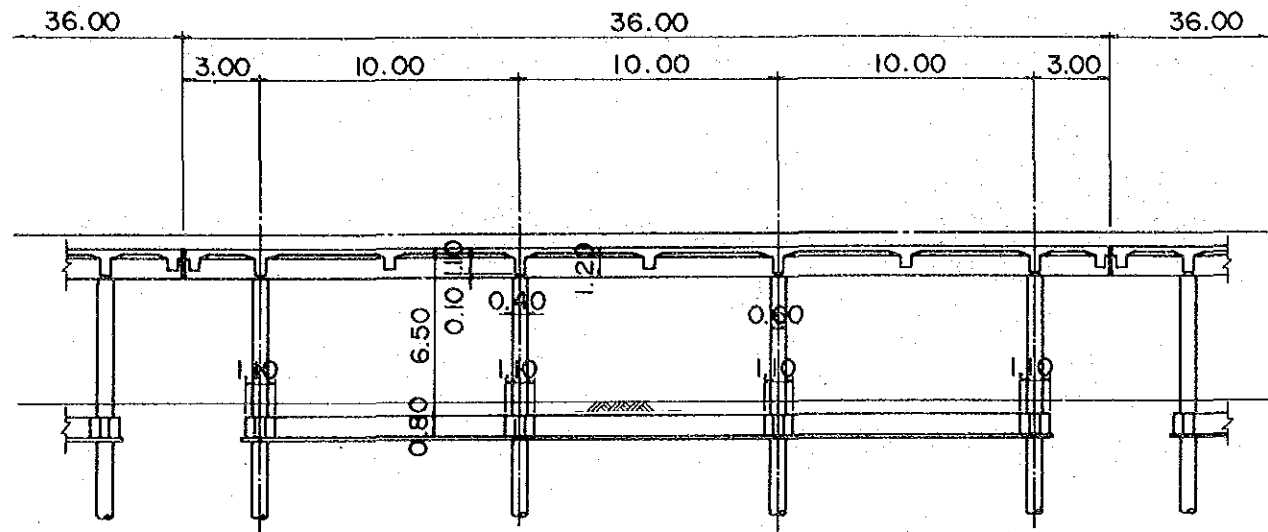


PLAN s = 1:200

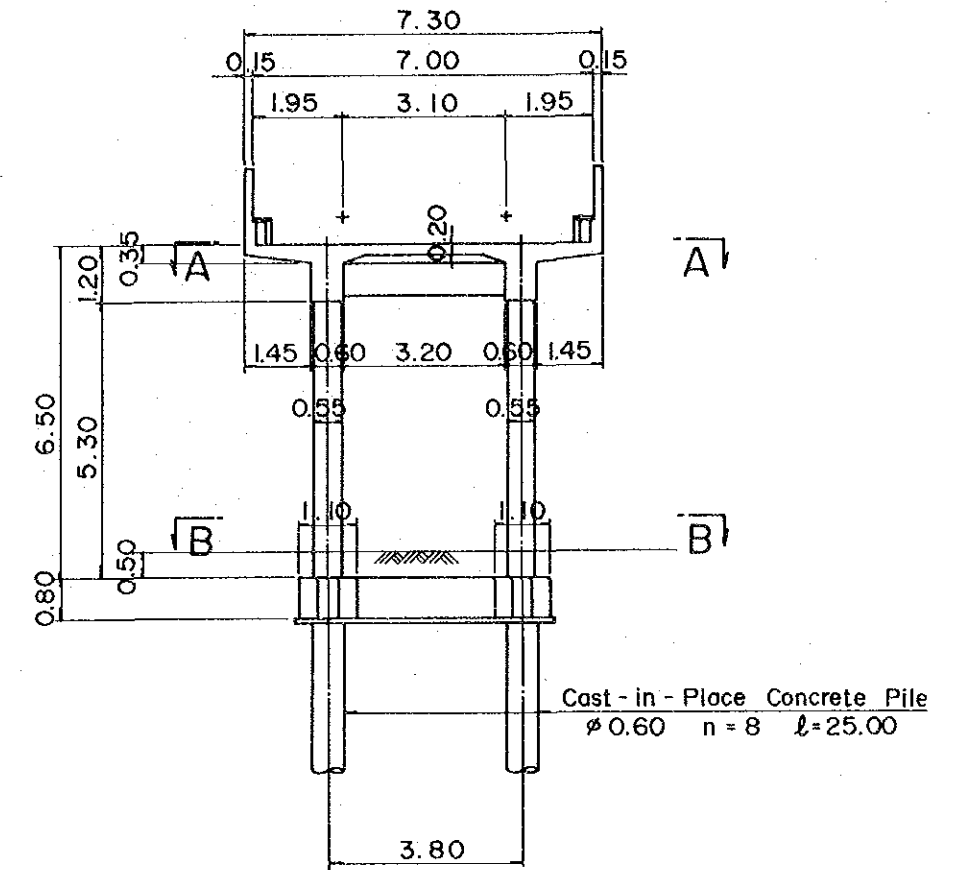
SECTION A-A SECTION B-B



SIDE VIEW S = 1:200

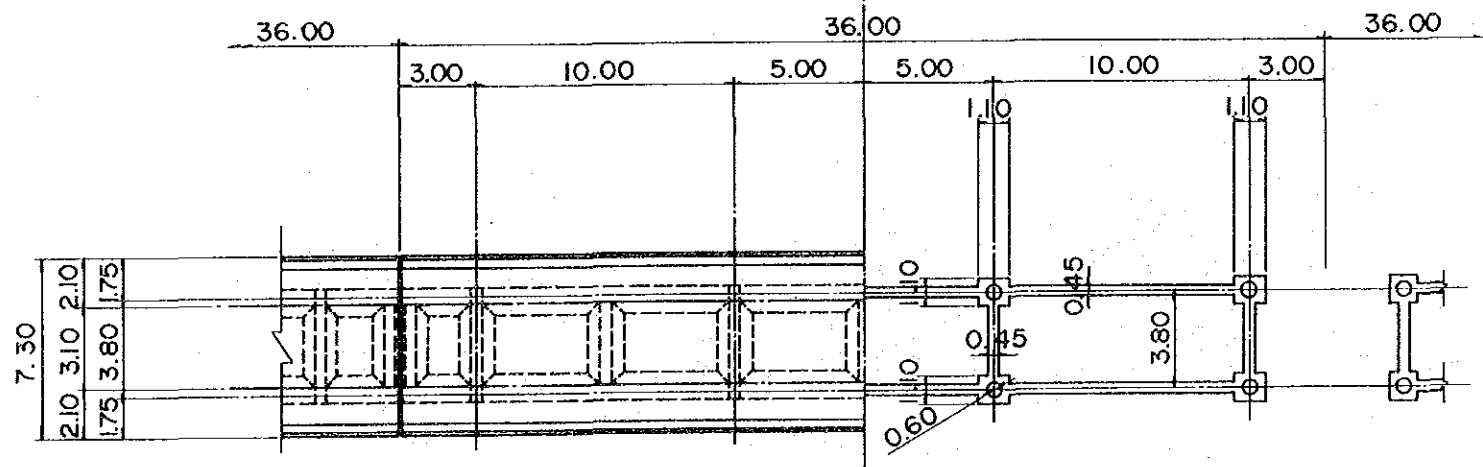


CROSS SECTION S = 1:100

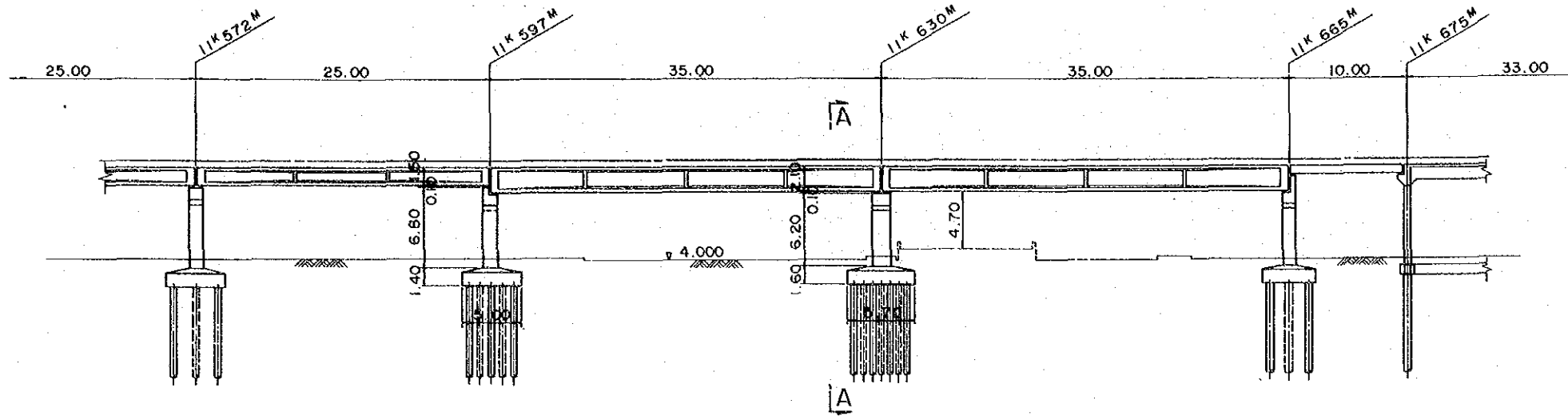


PLAN S = 1:200

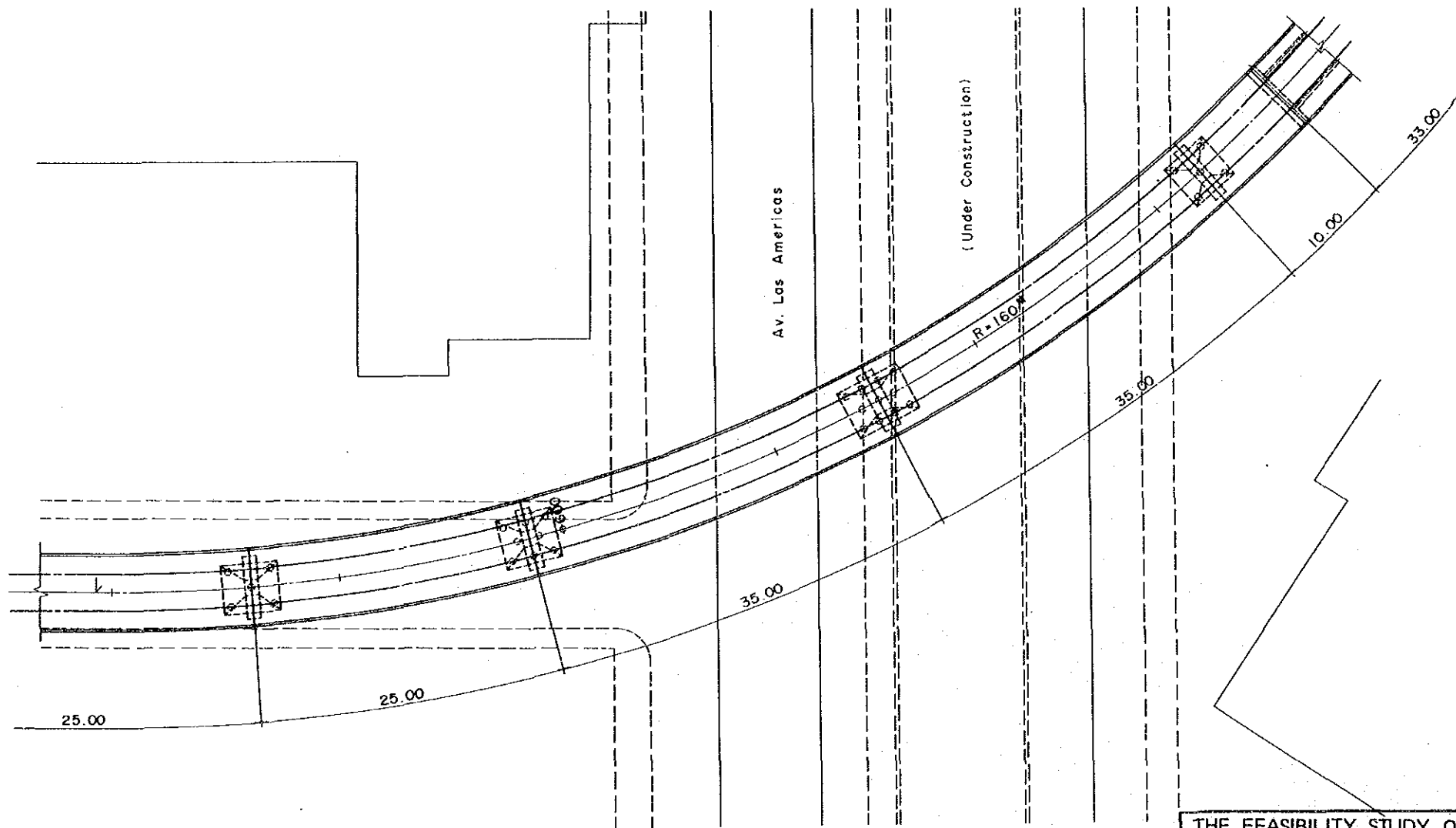
SECTION A-A SECTION B-B



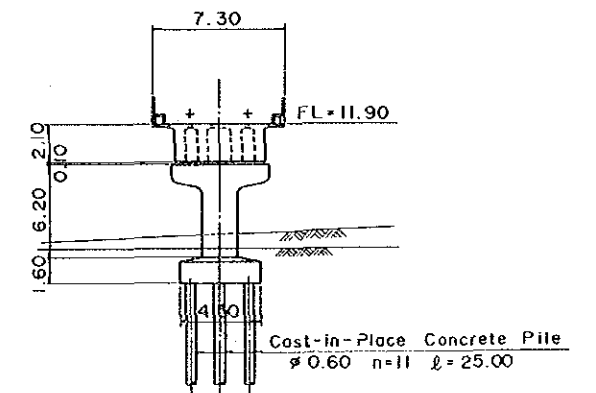
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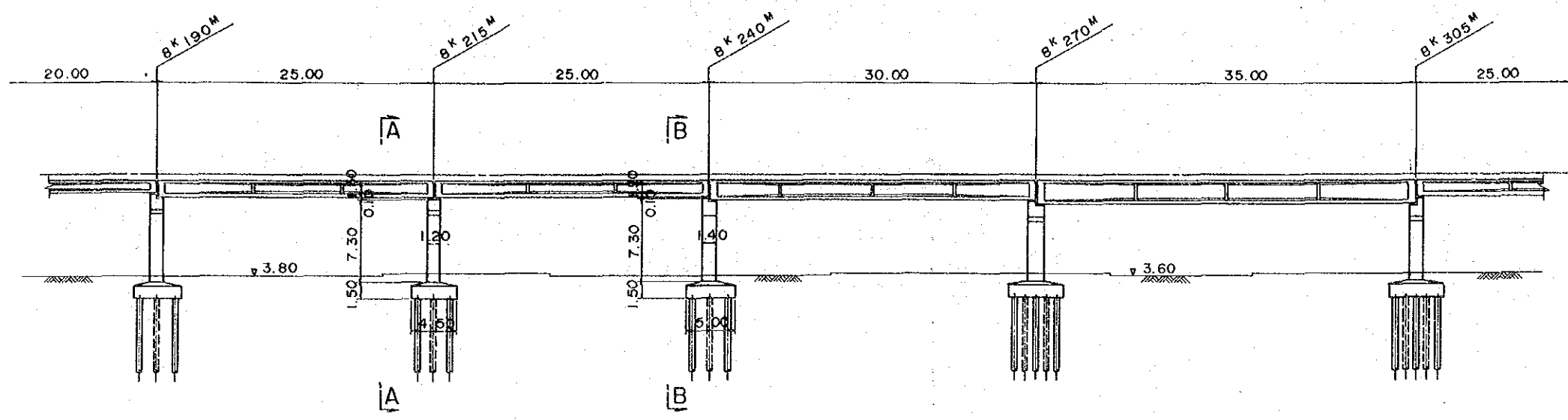
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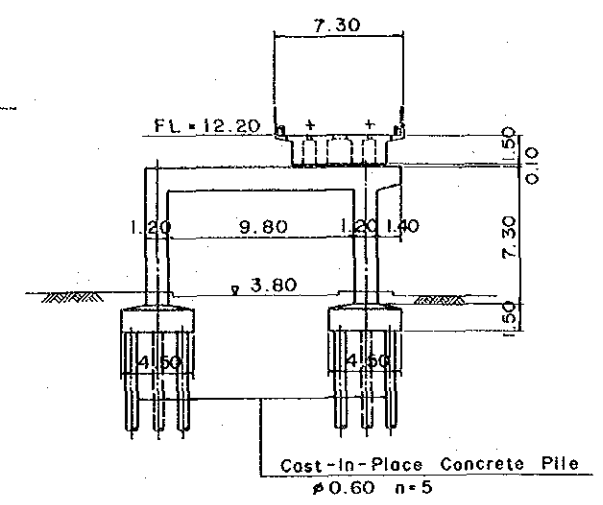
SECTION A-A S = 1:200



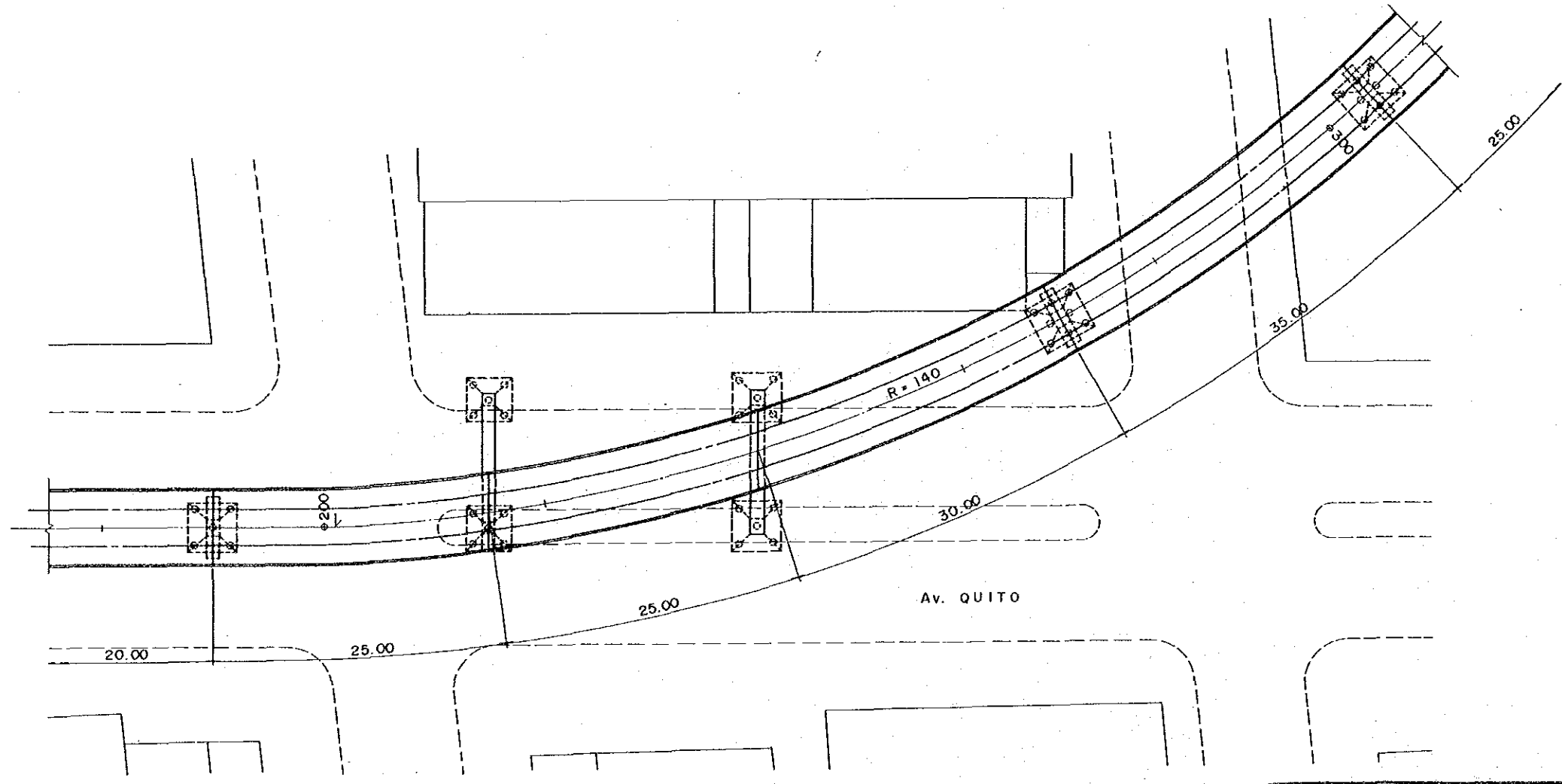
SIDE VIEW s=1:250



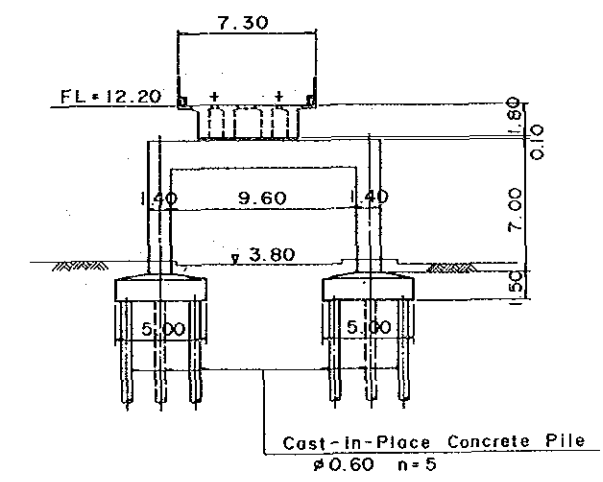
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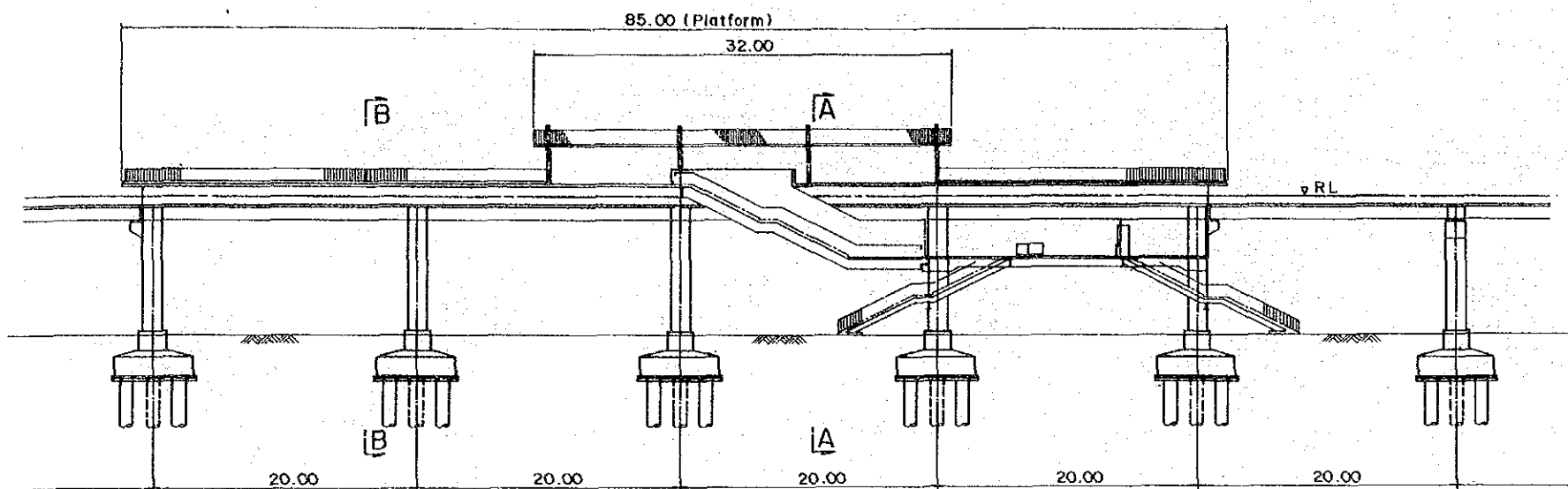
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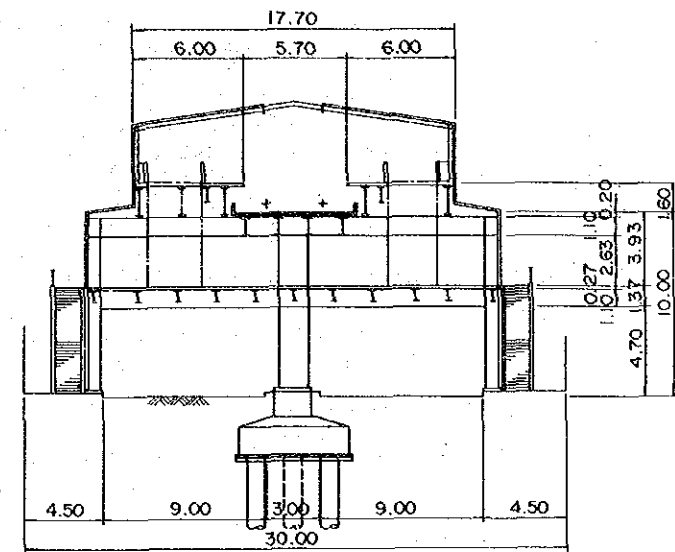
SECTION B-B s=1:200



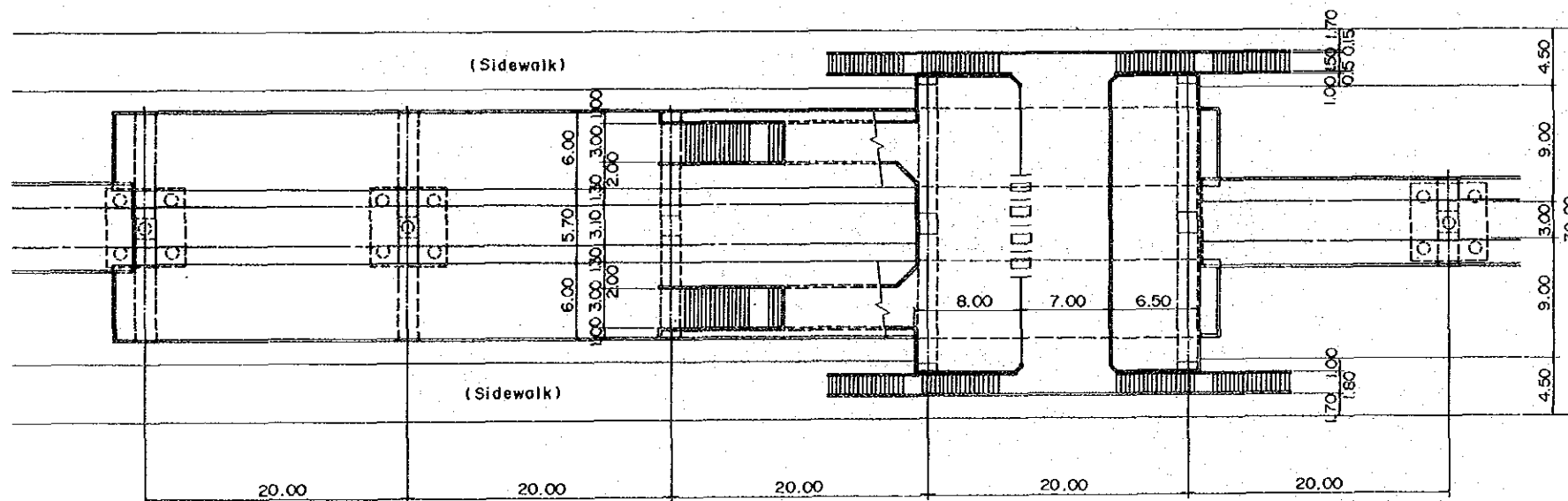
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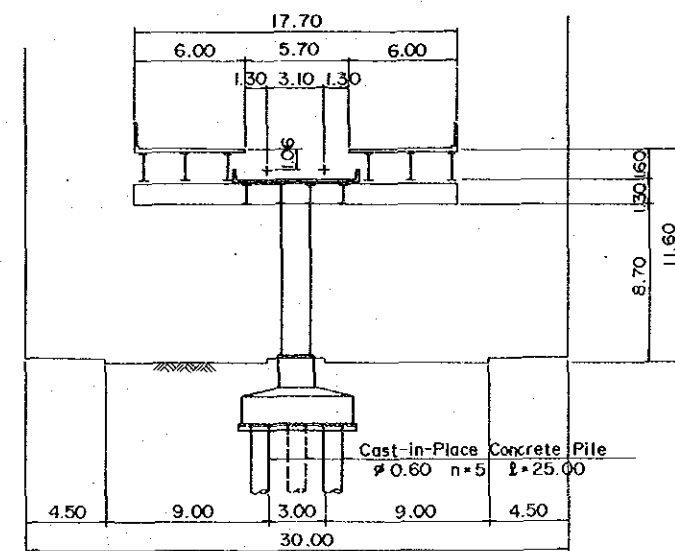
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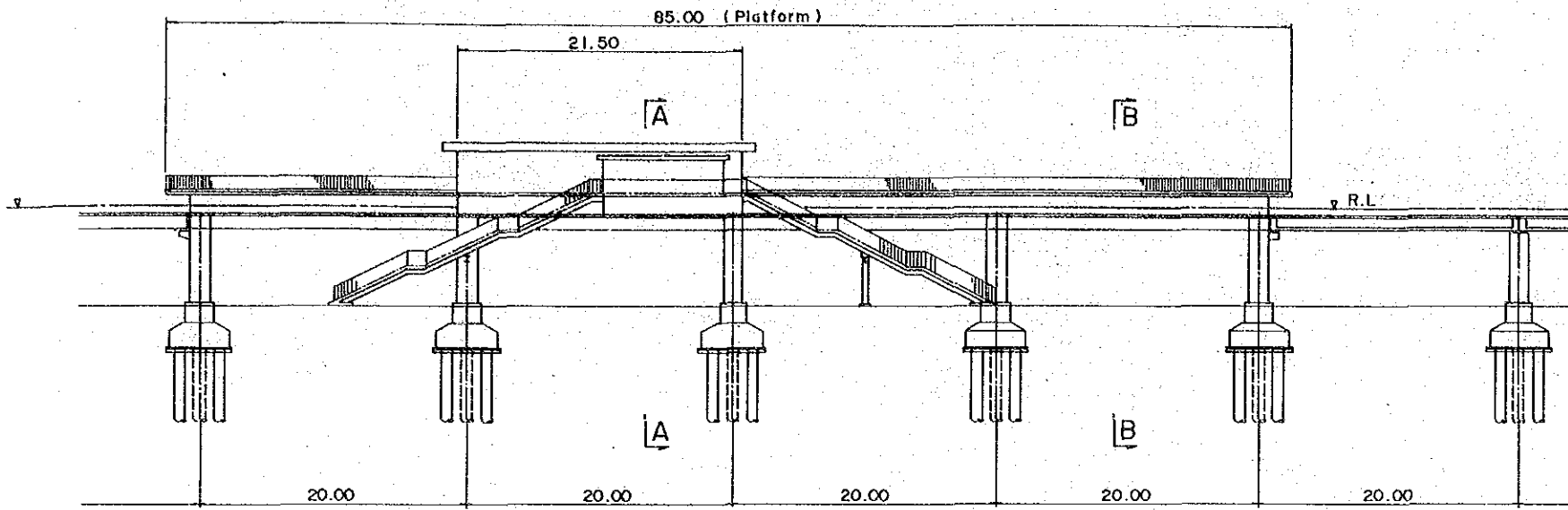
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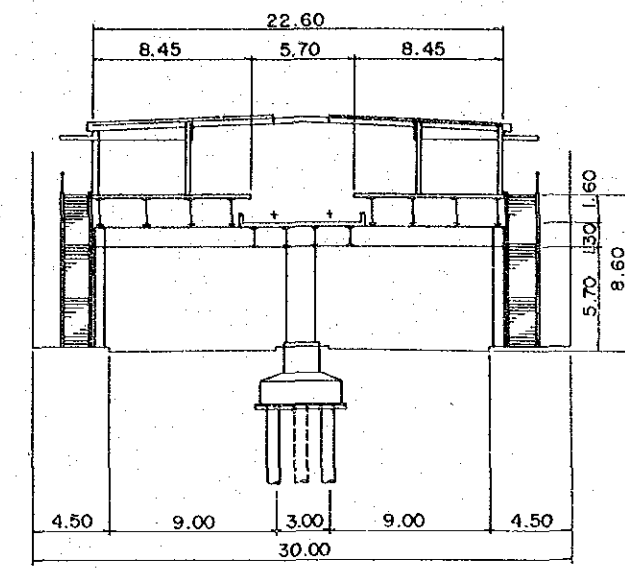
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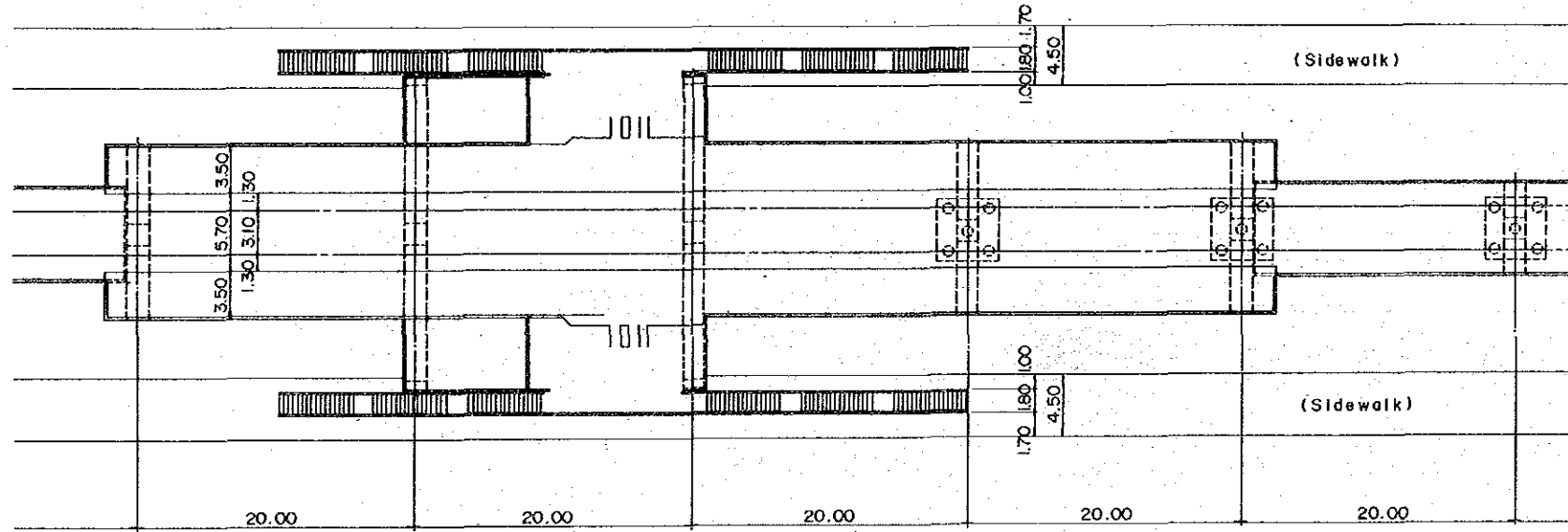
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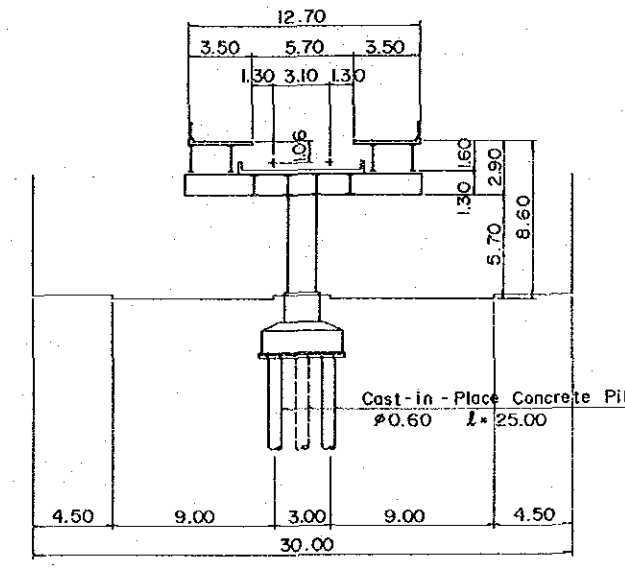
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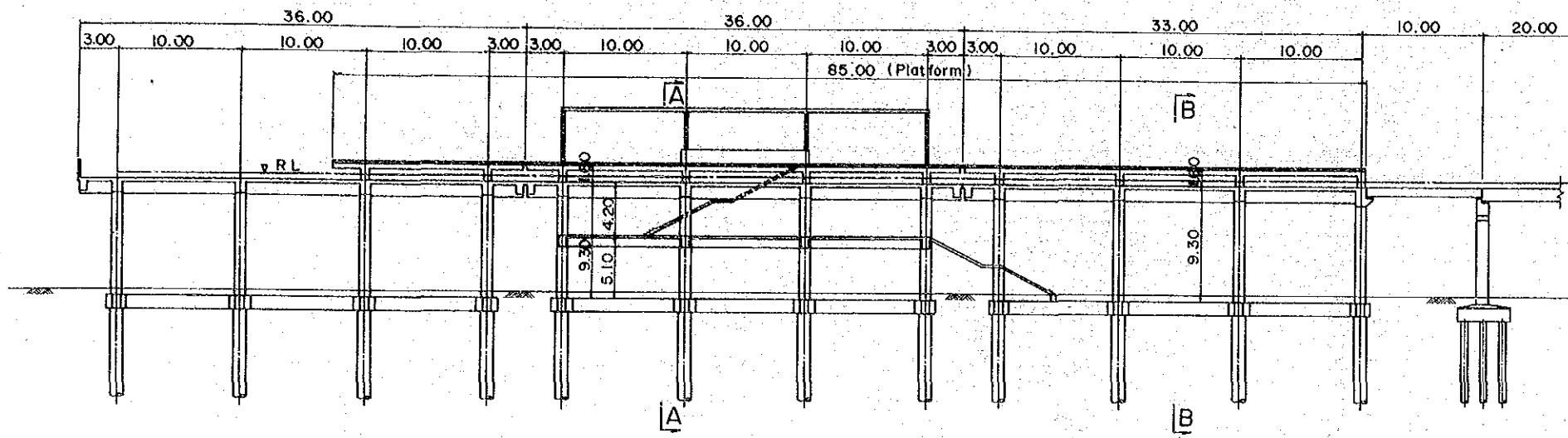
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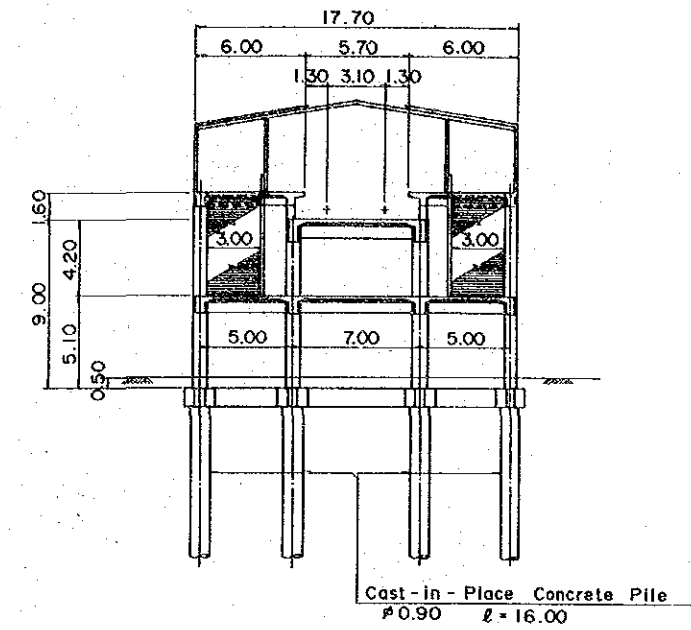
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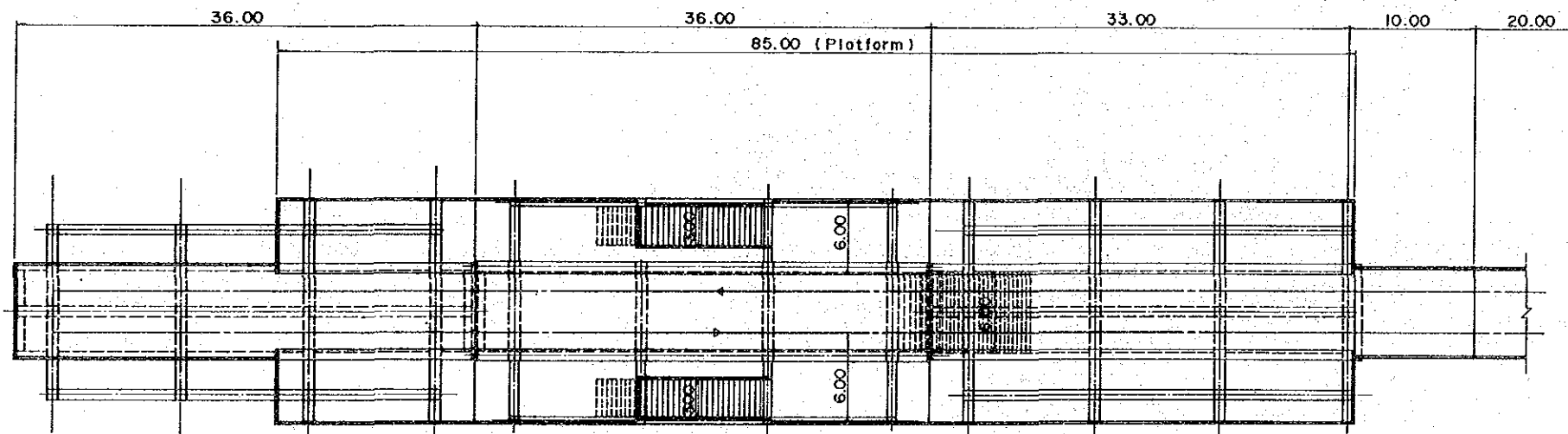
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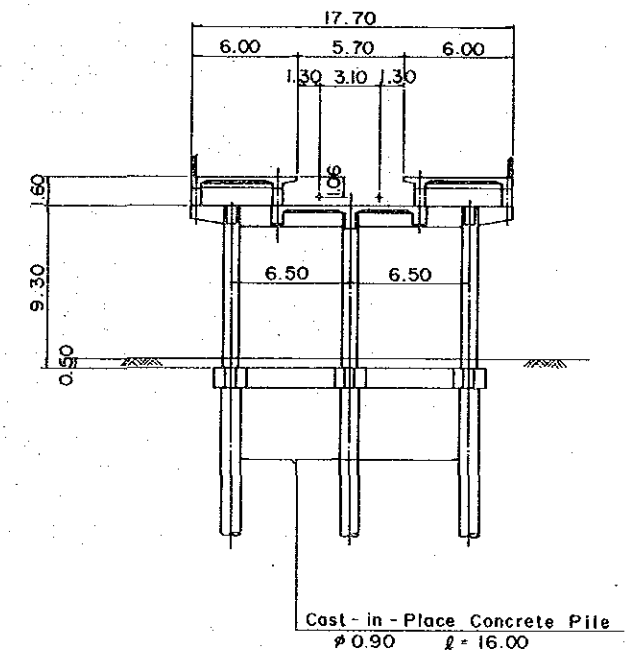
SECTION A-A S = 1:200



PLAN S = 1:250

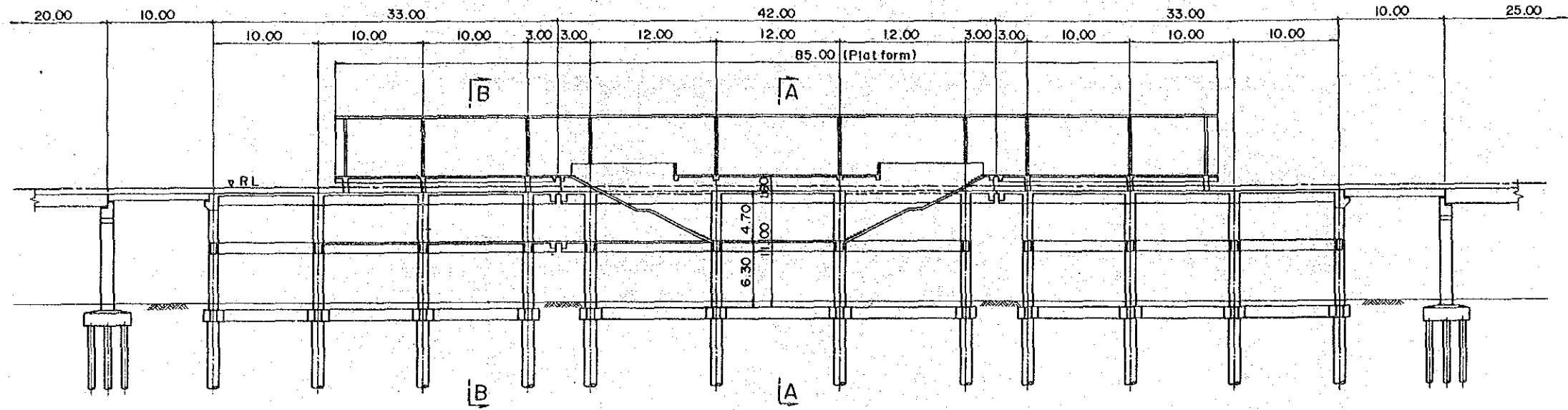


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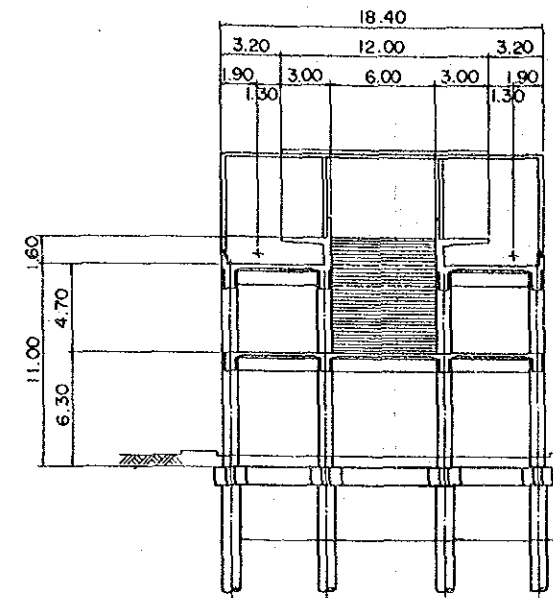




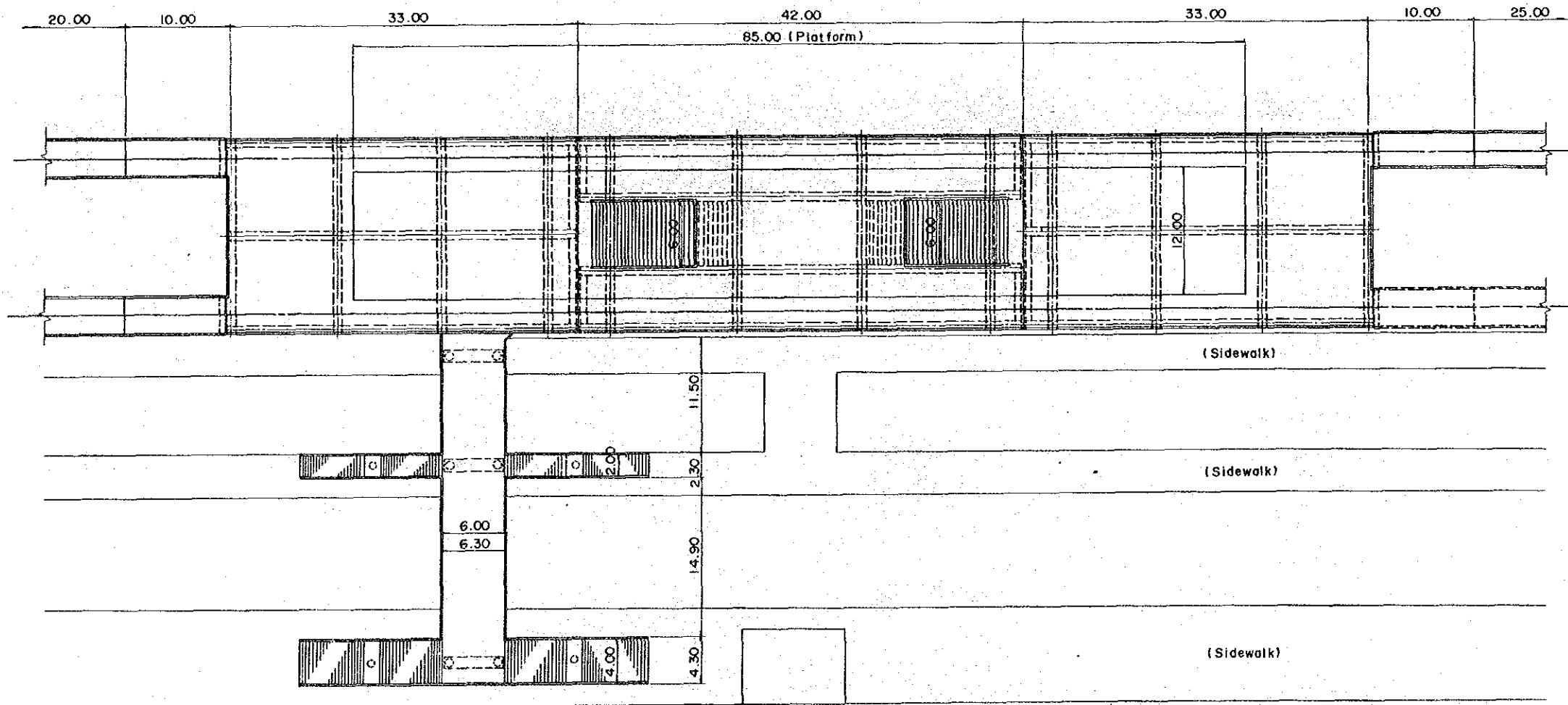
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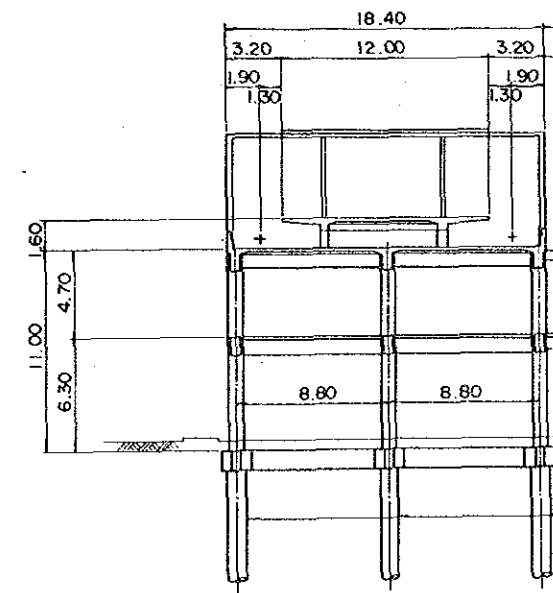
SECTION A-A



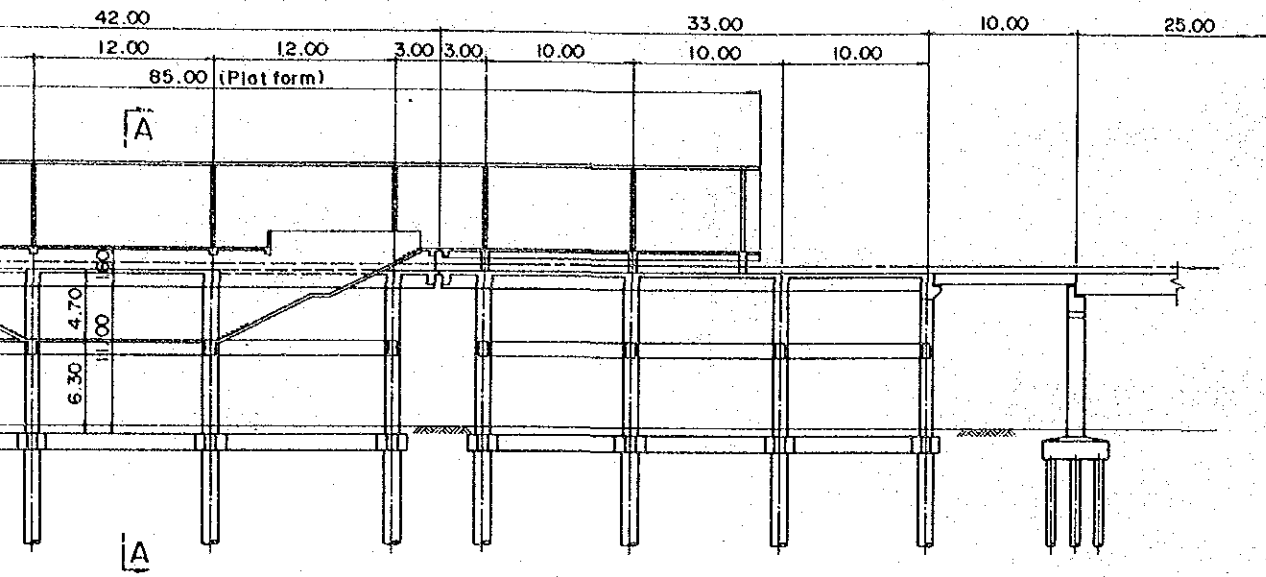
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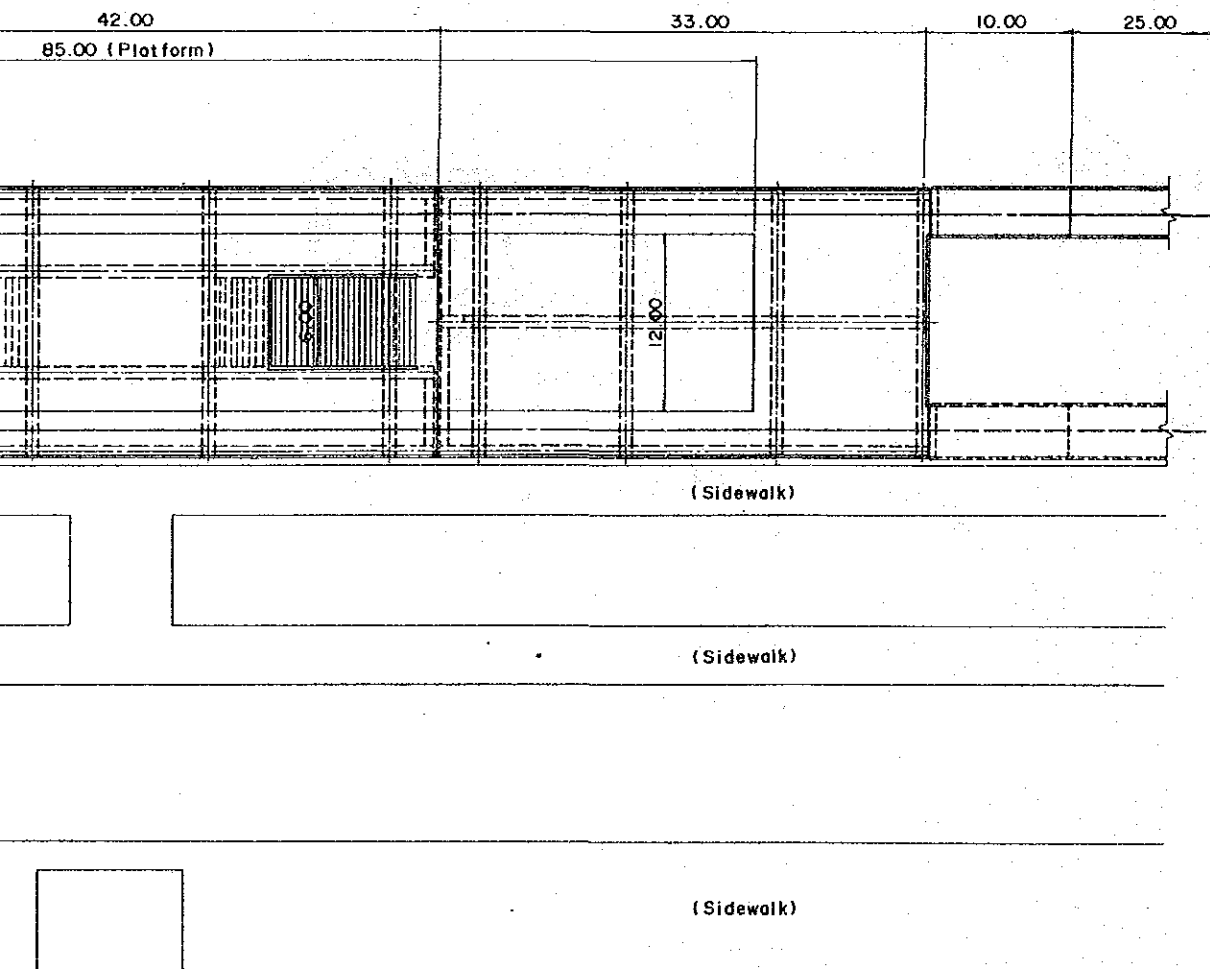
SECTION B-B



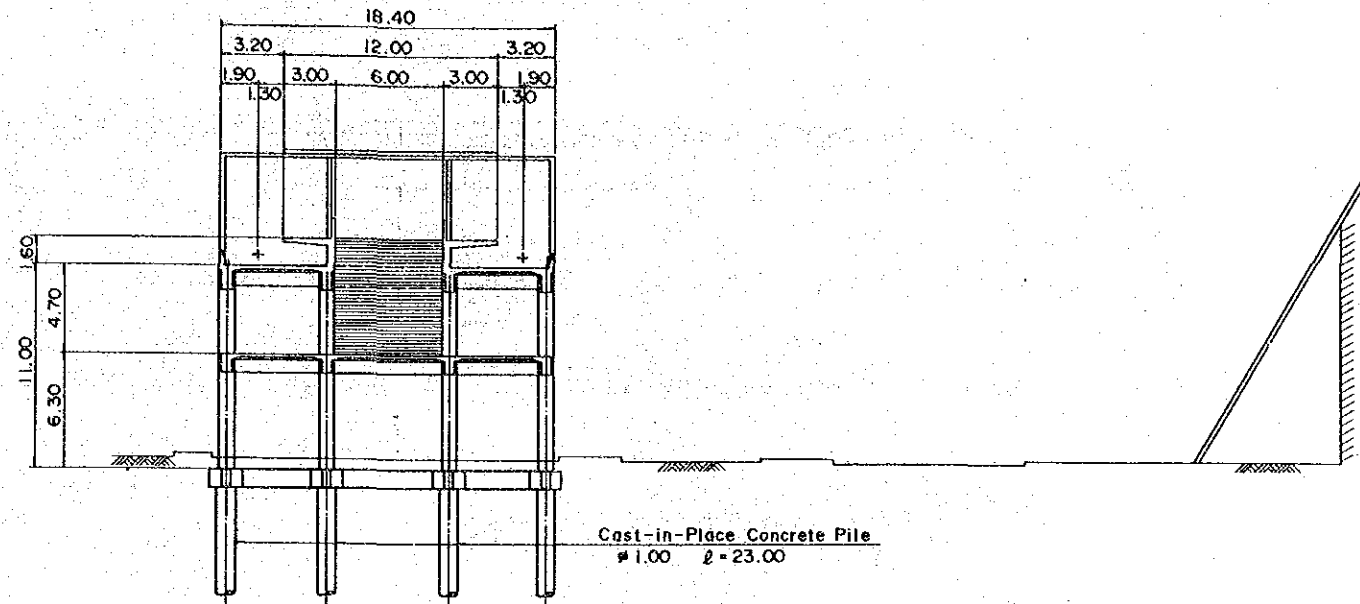
DE VIEW S = 1:250



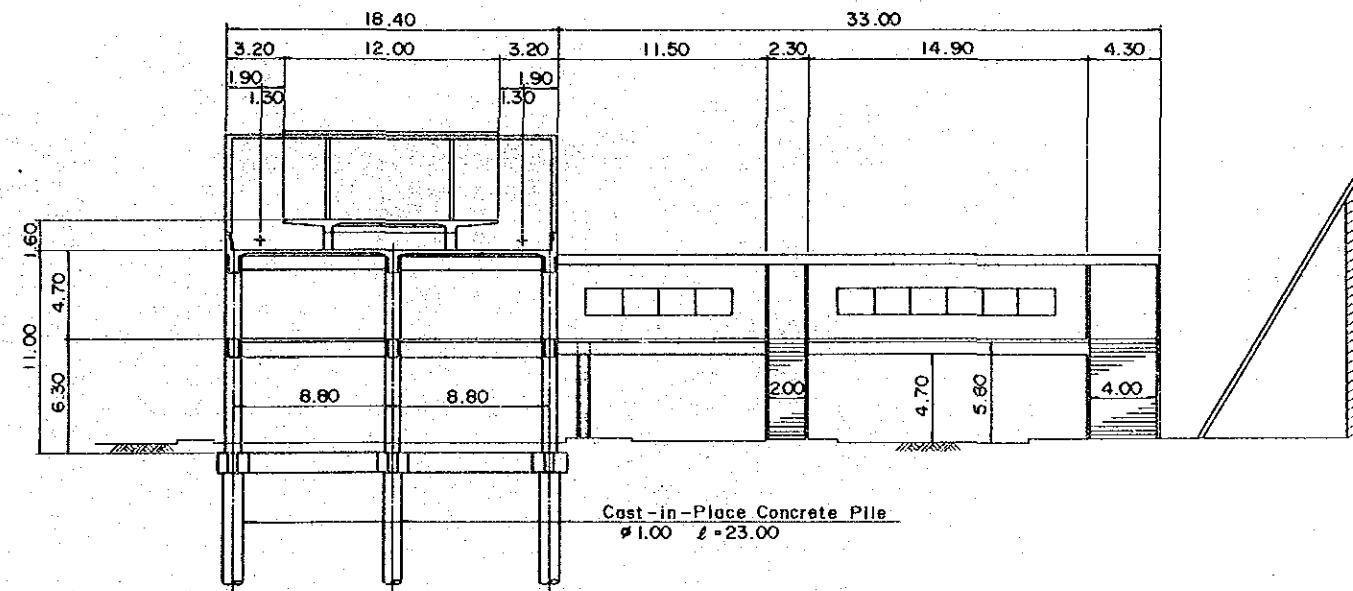
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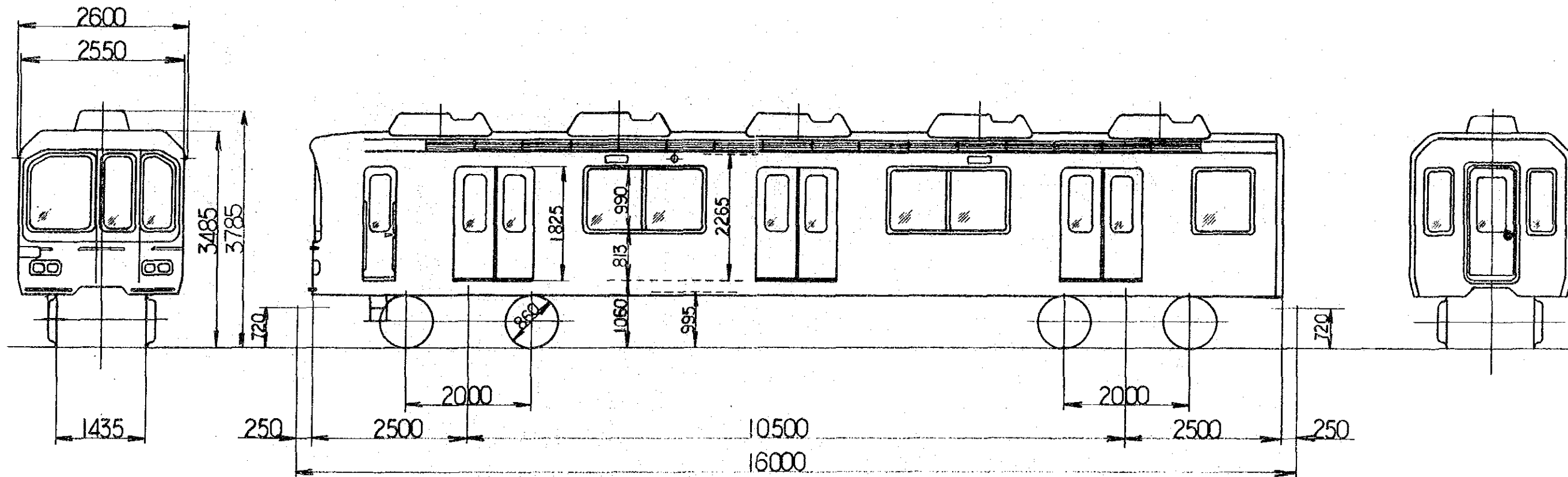
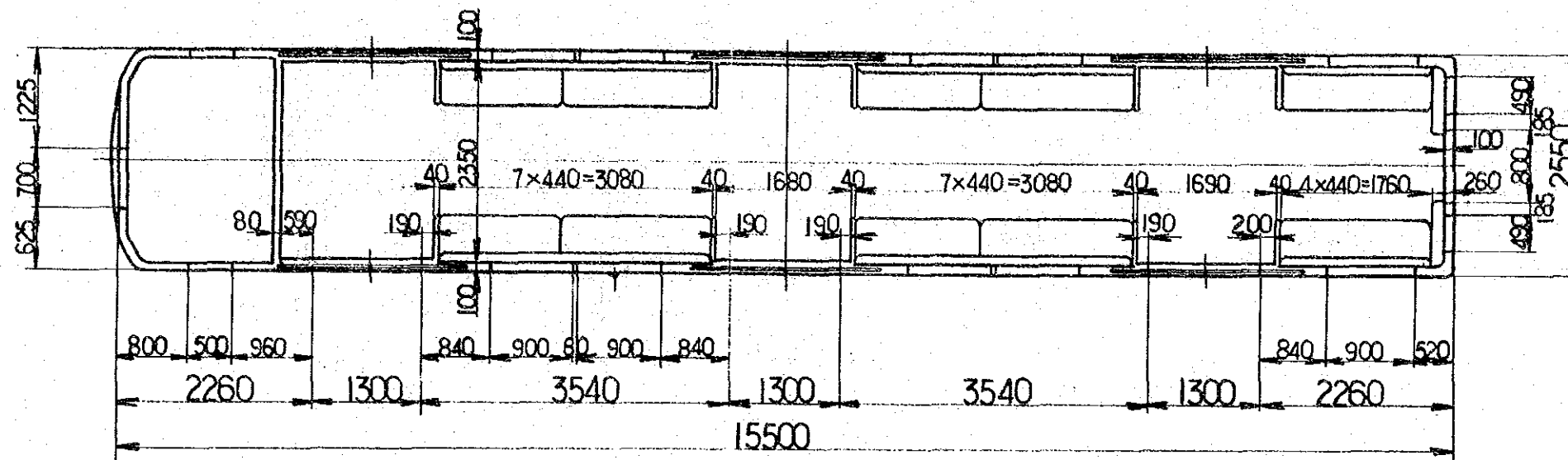


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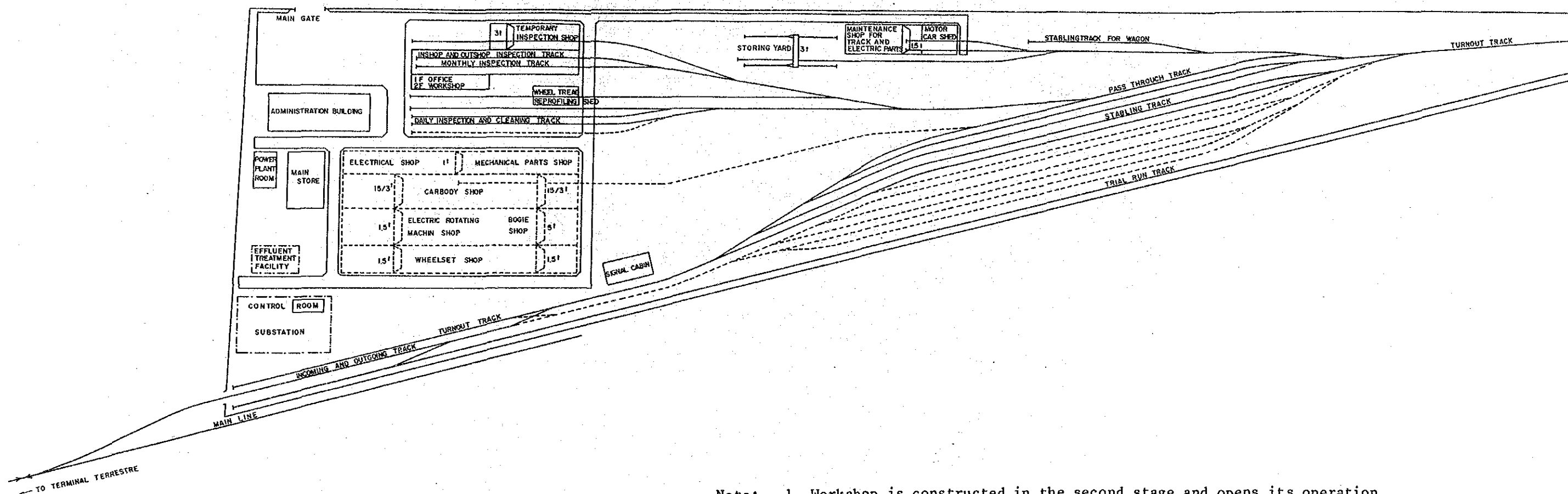
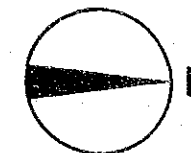


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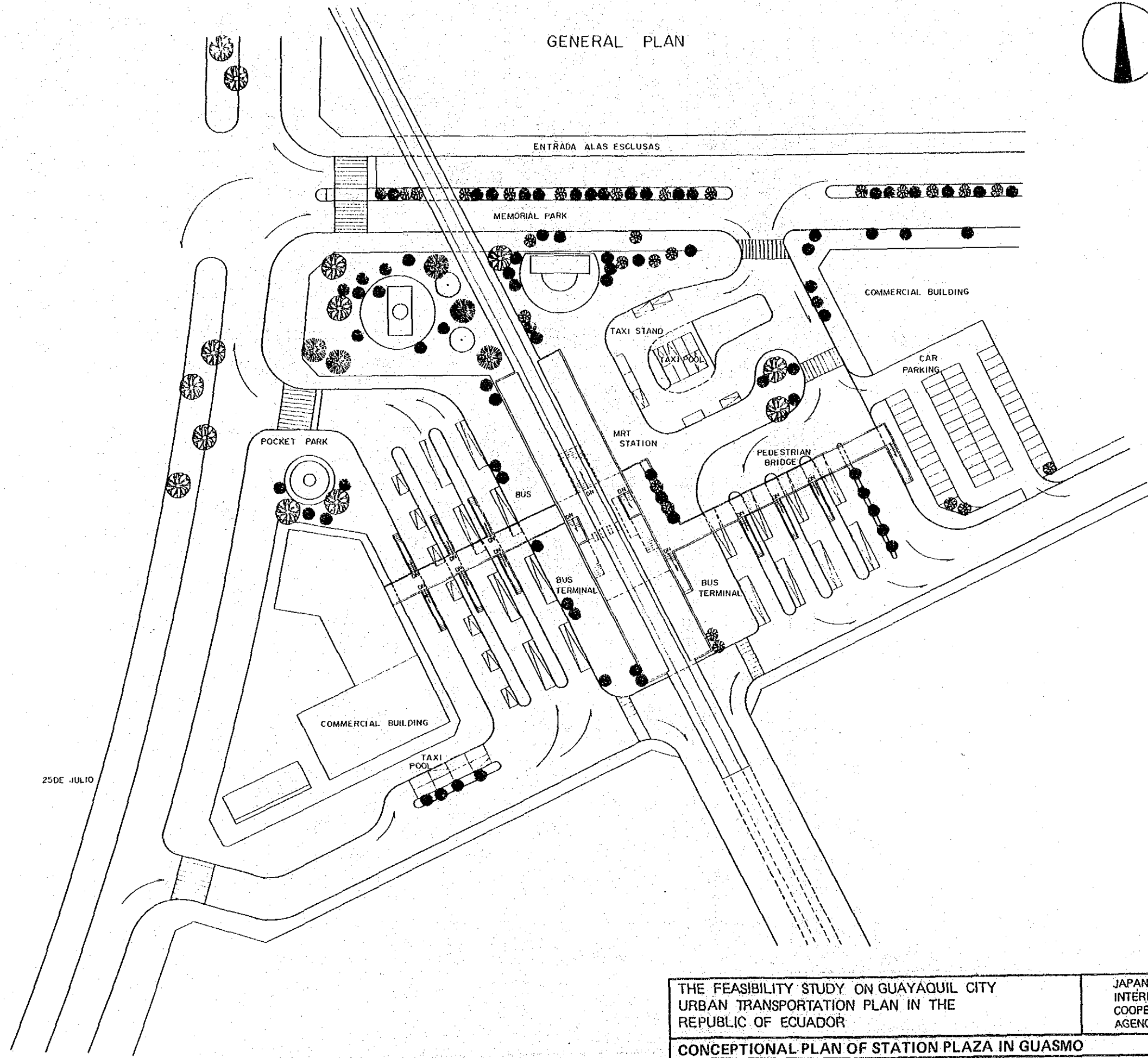
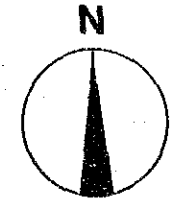






- Note:
1. Workshop is constructed in the second stage and opens its operation in 1993.
  2. Stabling tracks shown in dotted line are constructed in conformity with the increase of rolling stock.

GENERAL PLAN

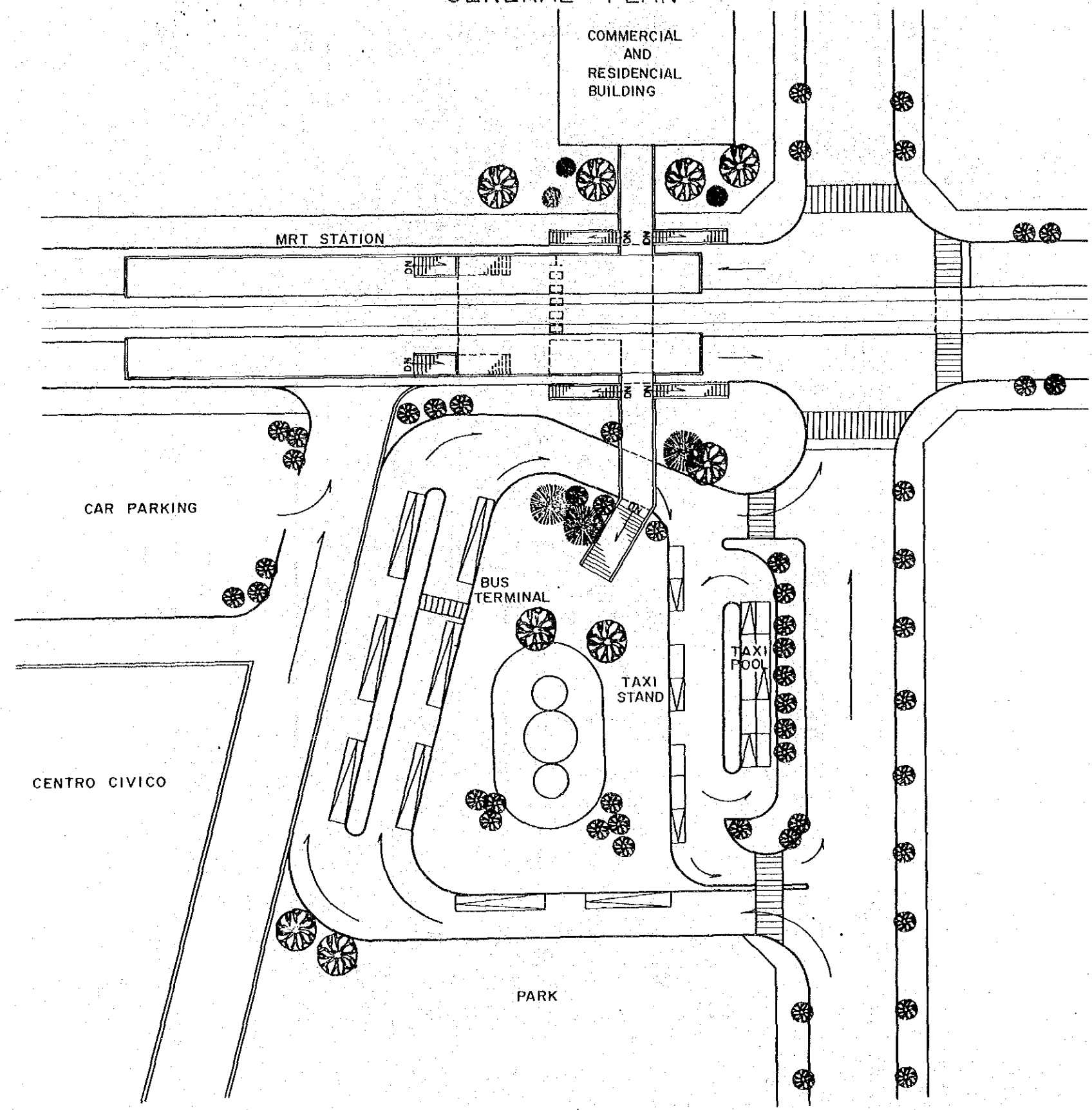
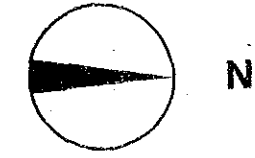


25 DE JULIO

THE FEASIBILITY STUDY ON GUAYAQUIL CITY  
URBAN TRANSPORTATION PLAN IN THE  
REPUBLIC OF ECUADOR  
CONCEPTIONAL PLAN OF STATION PLAZA IN GUASMO

JAPAN  
INTERNATIONAL  
COOPERATION  
AGENCY

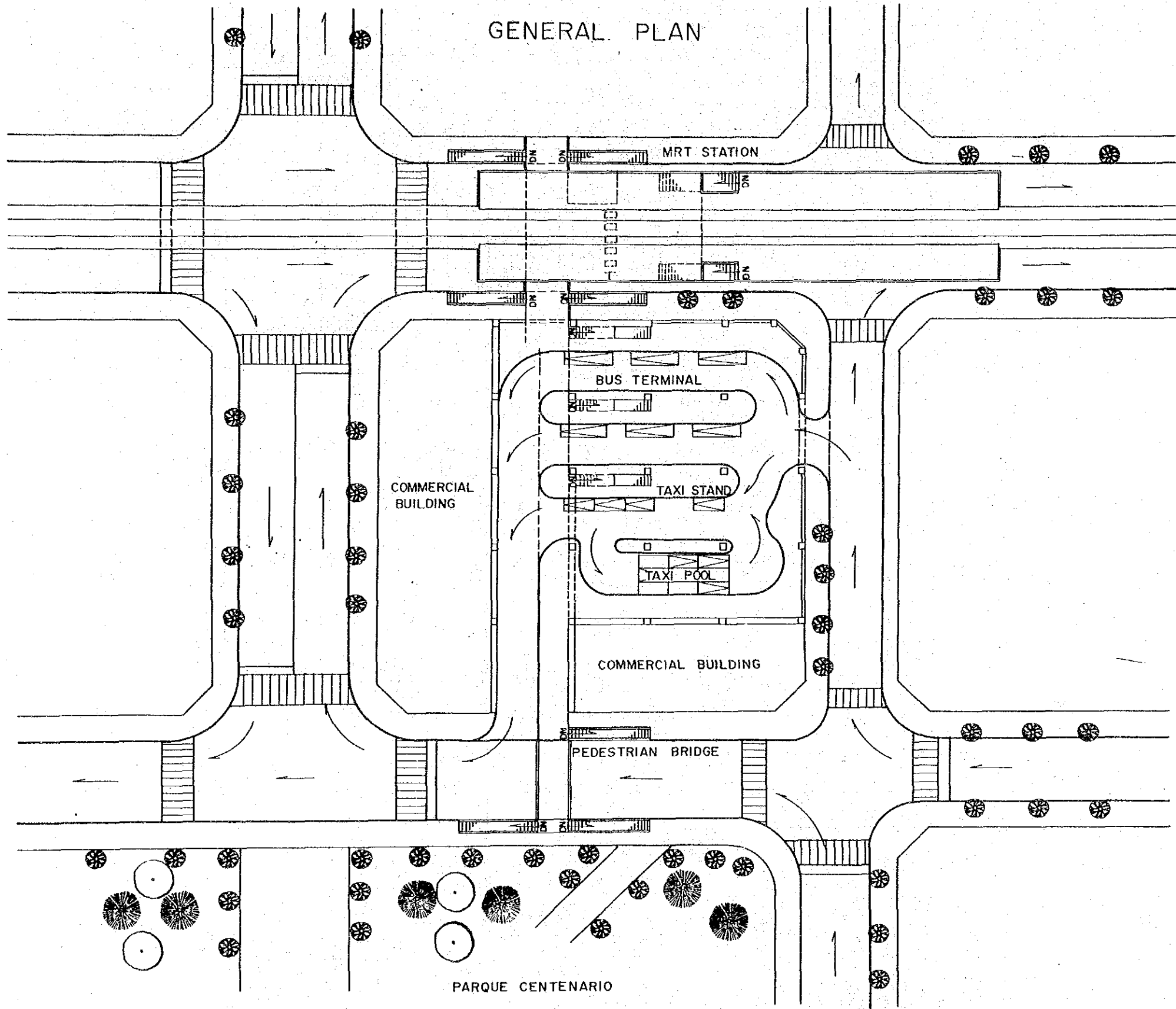
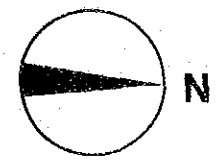
GENERAL PLAN



THE FEASIBILITY STUDY ON GUAYAQUIL CITY  
URBAN TRANSPORTATION PLAN IN THE  
REPUBLIC OF ECUADOR

JAPAN  
INTERNATIONAL  
COOPERATION  
AGENCY

GENERAL PLAN



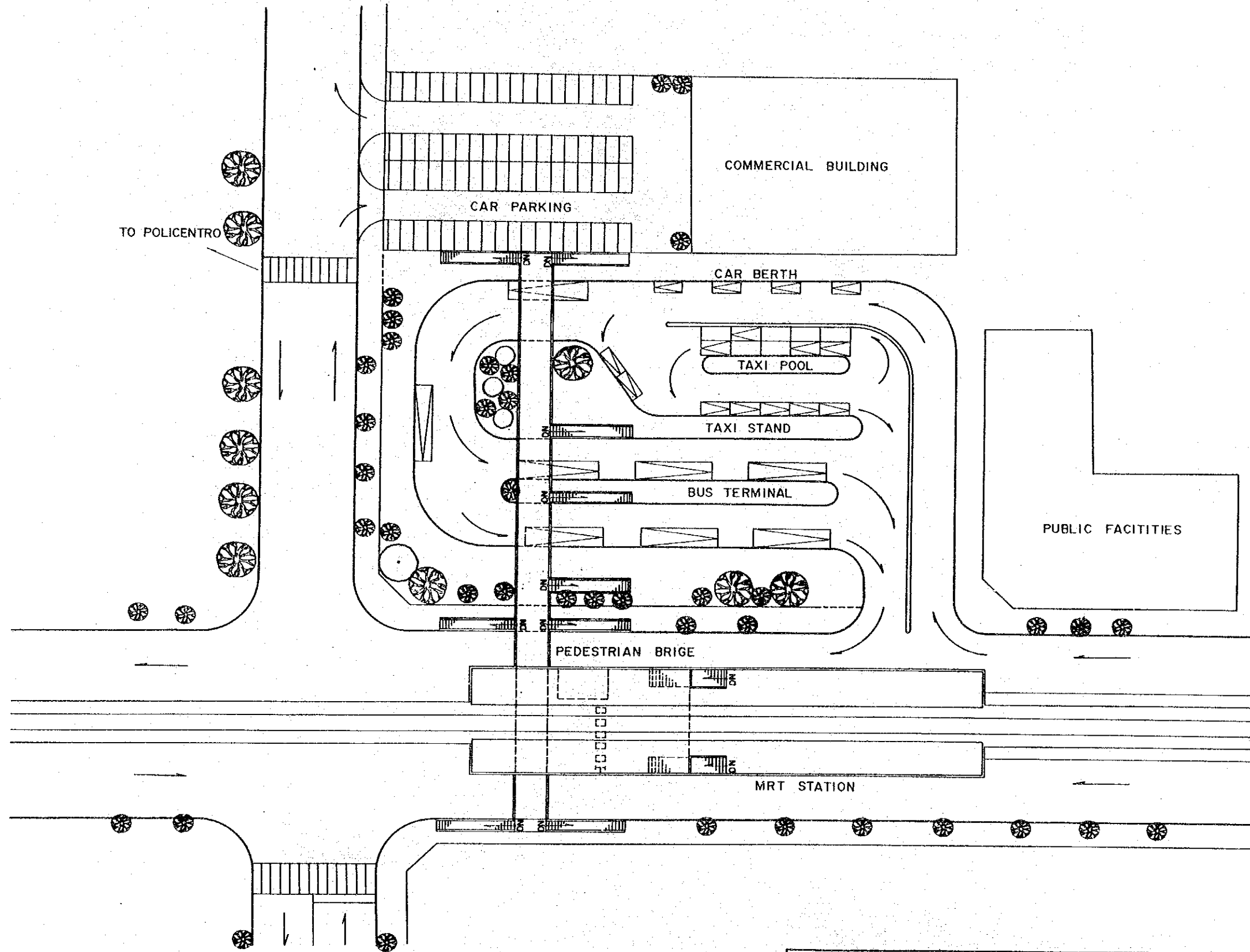
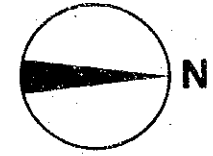
THE FEASIBILITY STUDY ON GUAYAQUIL CITY  
URBAN TRANSPORTATION PLAN IN THE  
REPUBLIC OF ECUADOR

JAPAN  
INTERNATIONAL  
COOPERATION  
AGENCY

CONCEPTIONAL PLAN OF STATION PLAZA AT 9 DE OCTUBRE



GENERAL PLAN





JICA