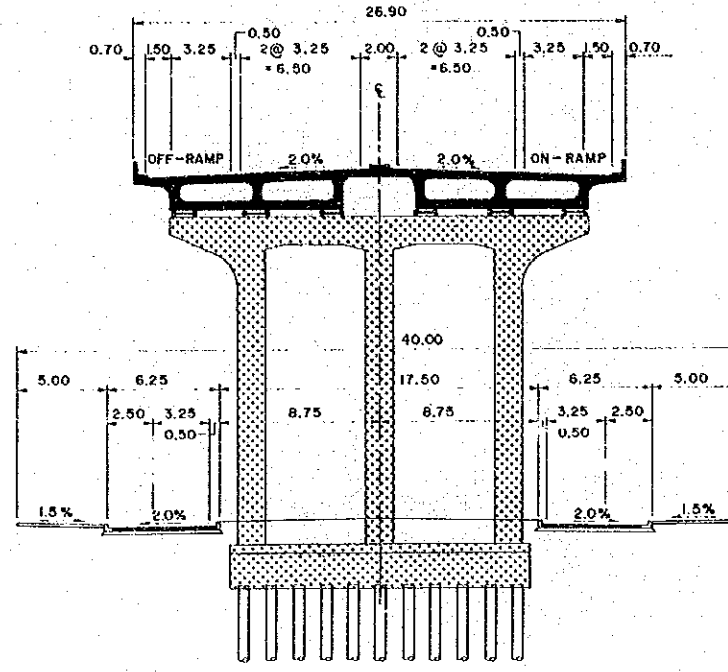
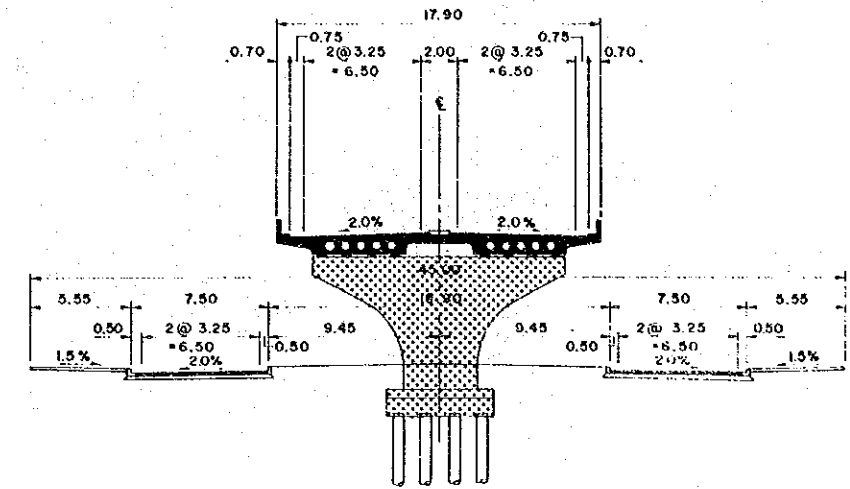


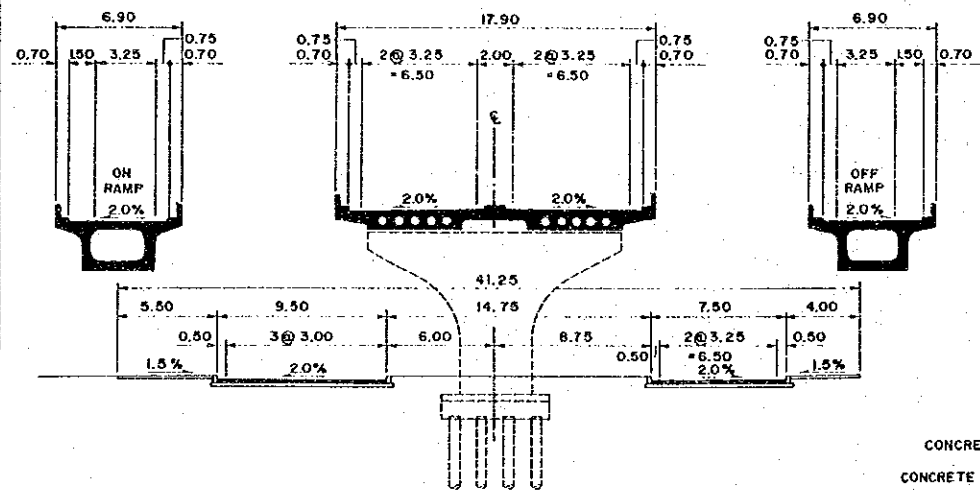
STA. 1 + 60.00
SCALE 1 : 200



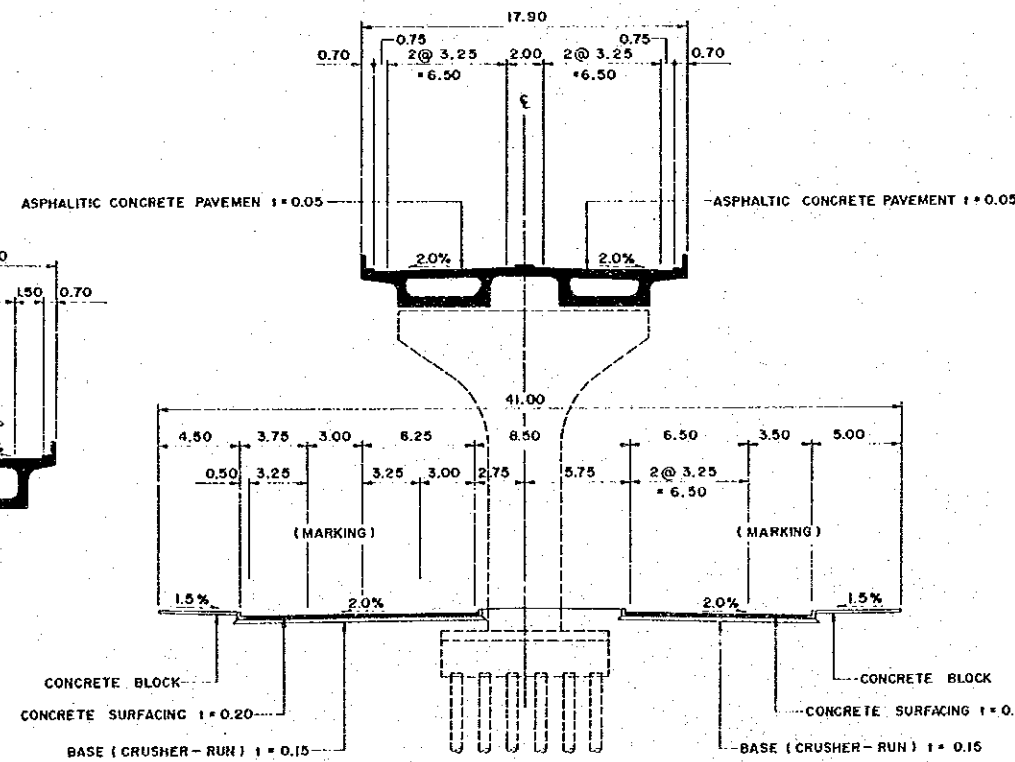
STA. 13 + 63.45
SCALE 1 : 200



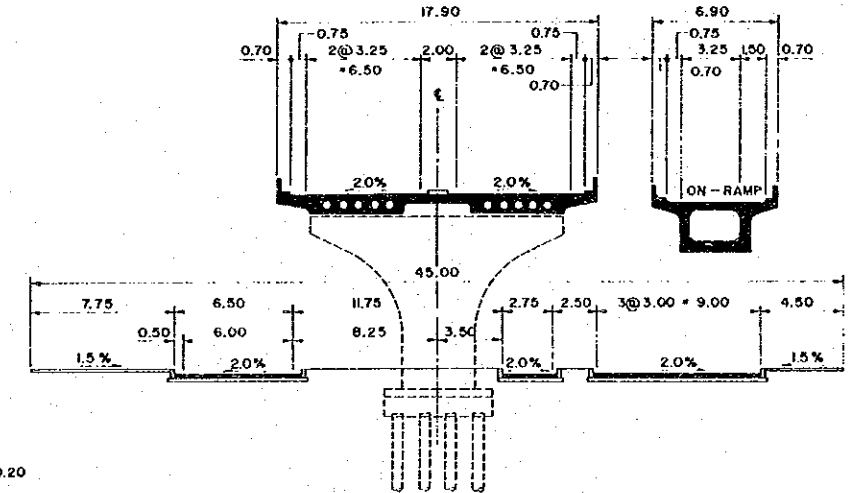
STA. 16 + 67.50
SCALE 1 : 200



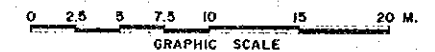
STA. -1 + 00.00
SCALE 1 : 200

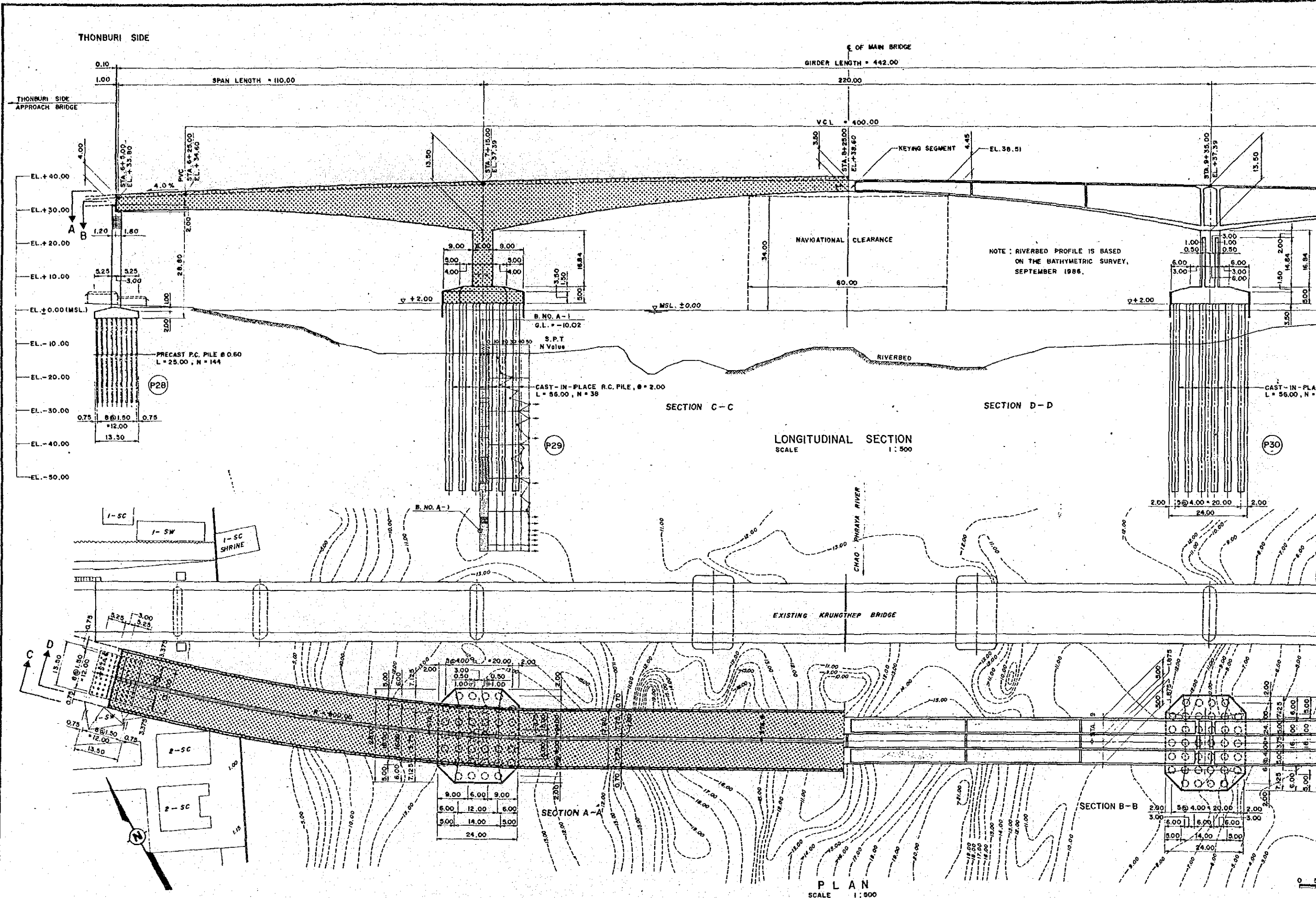


STA. 2 + 70.00
SCALE 1 : 200



STA. 16 + 00.00
SCALE 1 : 200

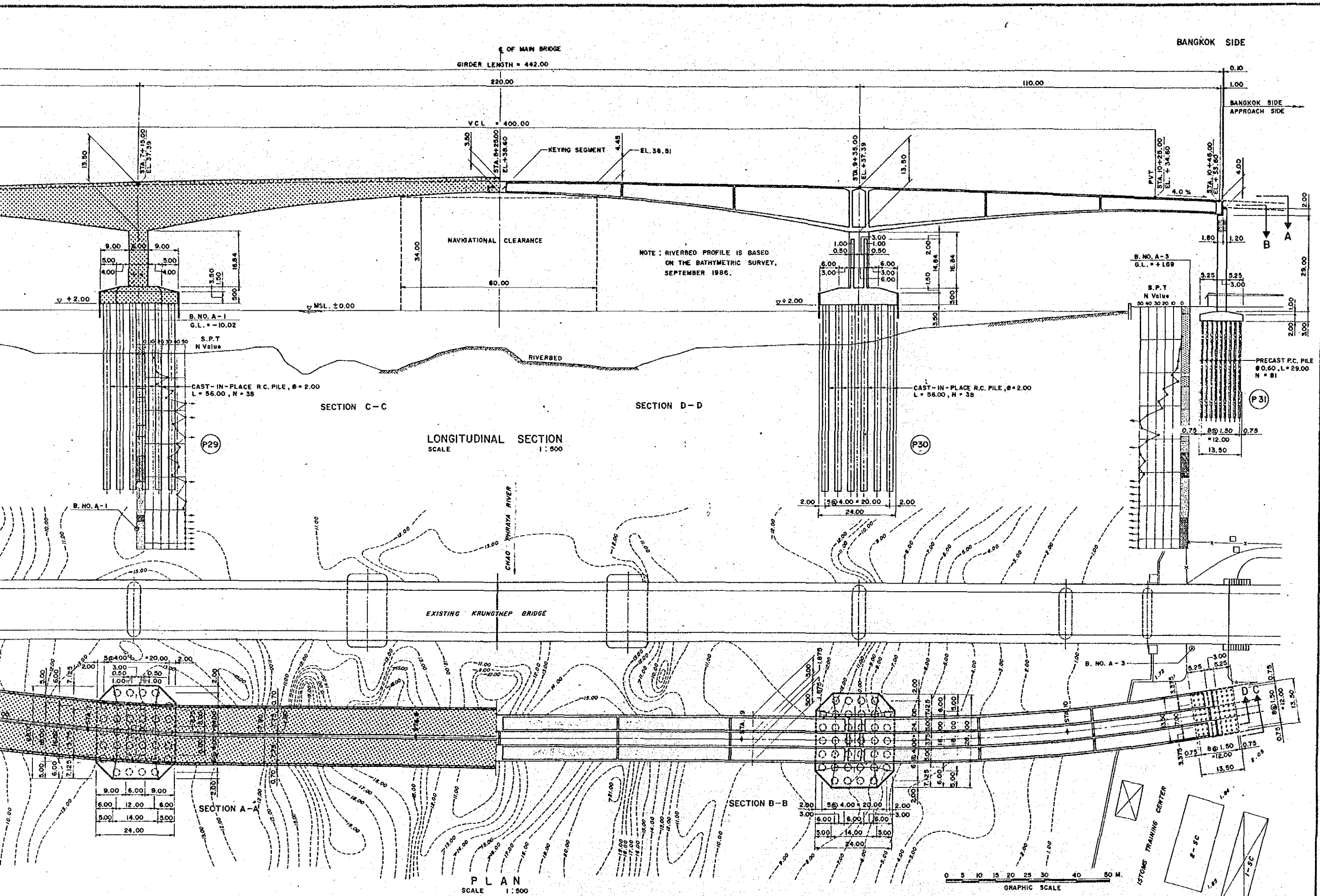


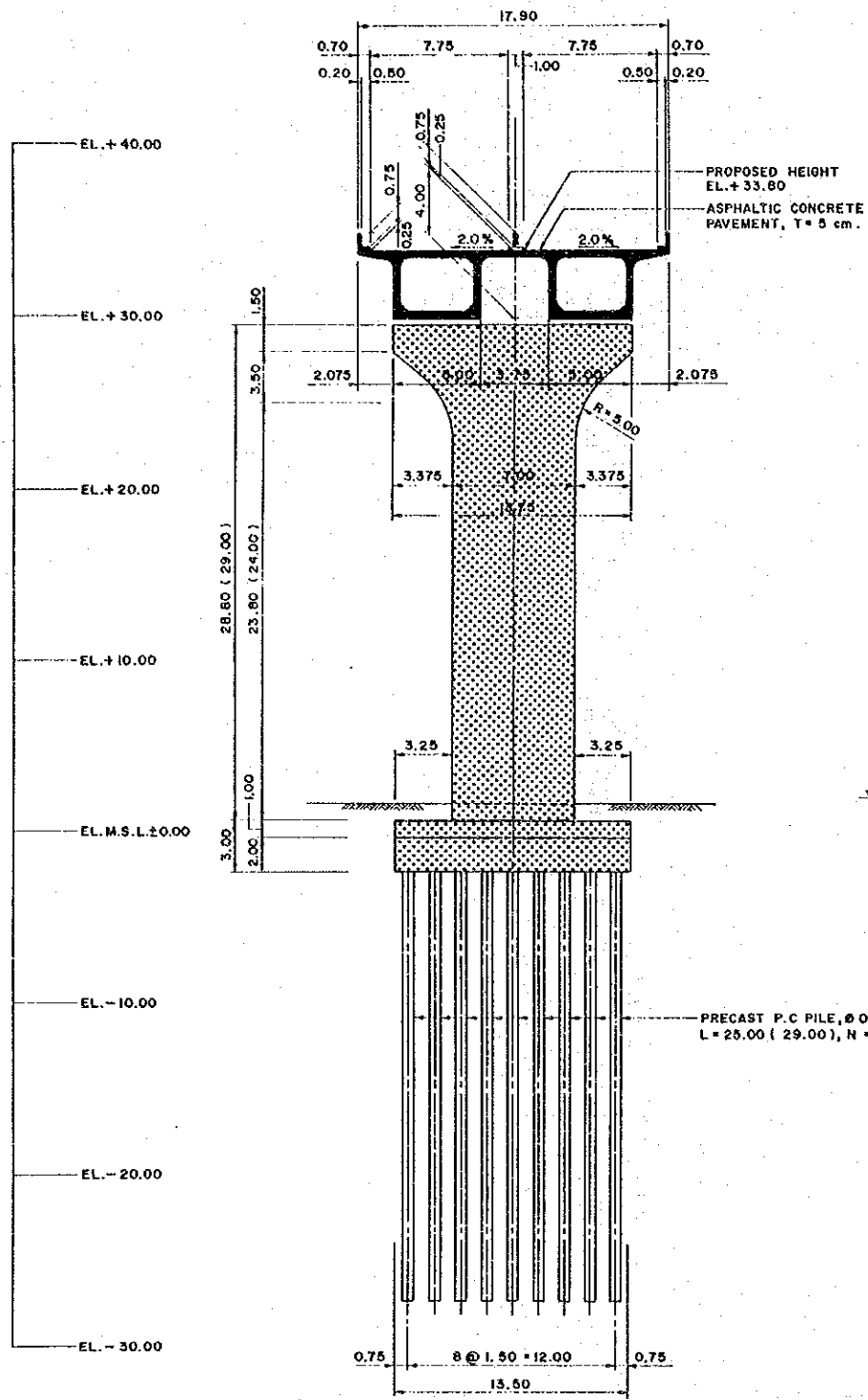


KINGDOM OF THAILAND
MINISTRY OF INTERIOR PUBLIC WORKS DEPARTMENT

FEASIBILITY STUDY
ON
NEW KRUNGTHEP BRIDGE CONSTRUCTION AND THONBURI ROAD EXTENSION

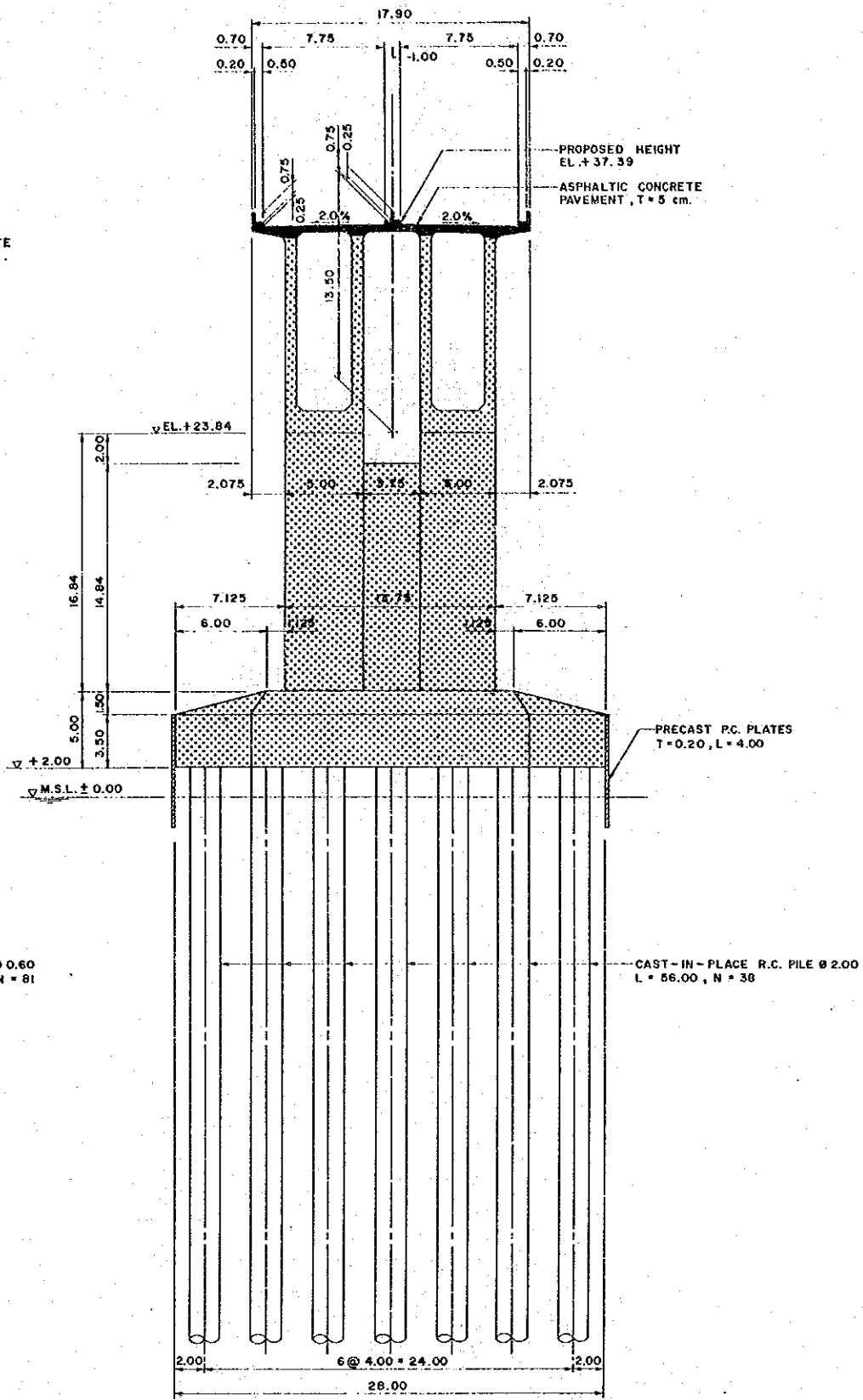
JAPAN INTERNATIONAL
COOPERATION AGENCY



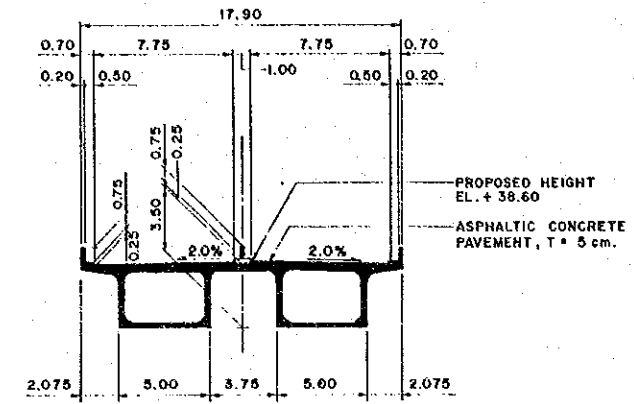


END PIER SECTION, (P28) & (P31)
SCALE 1:200

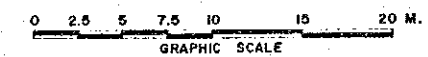
NOTE: FIGURES IN PARENTHESES SHOW BANGKOK SIDE PIER, (P31)

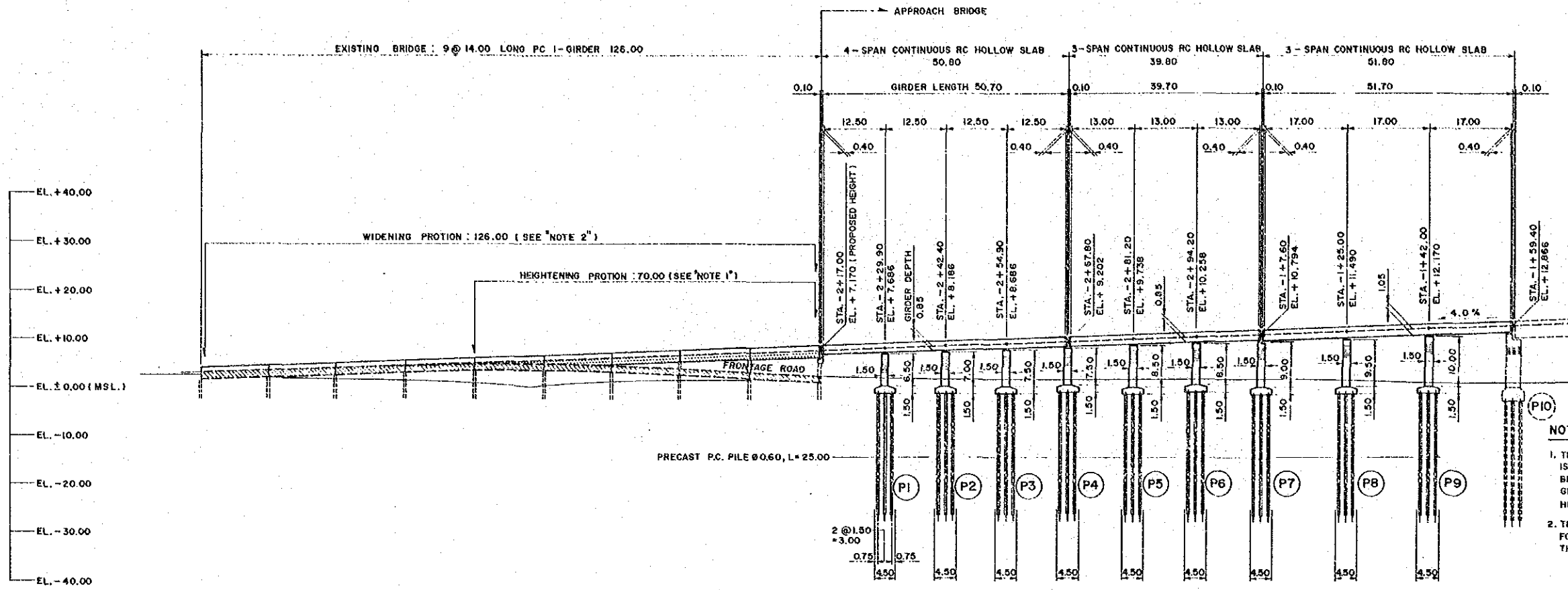


INTERMEDIATE PIER SECTION, (P29) & (P30)
SCALE 1:200



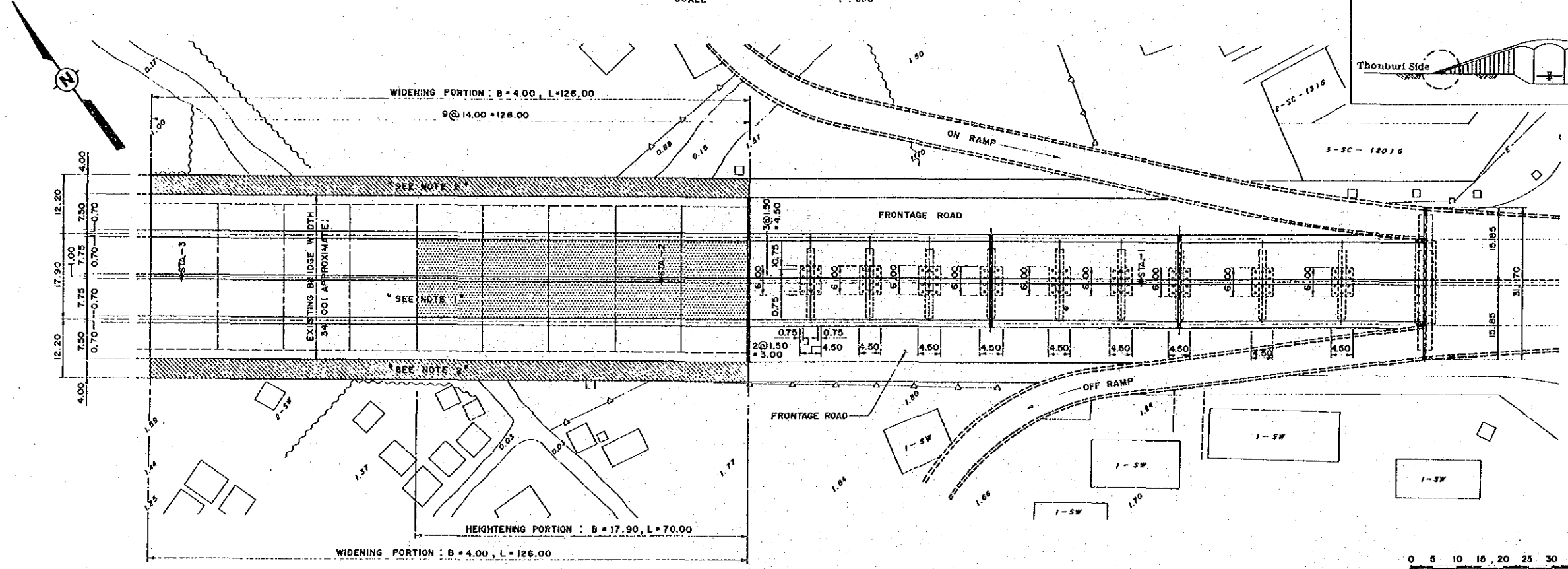
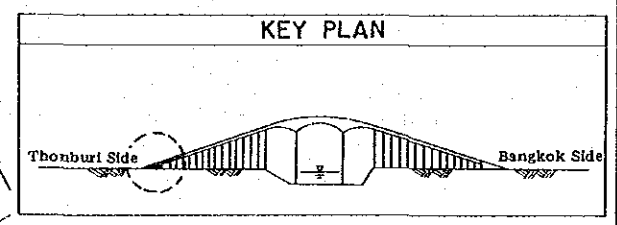
MID-SPAN SECTION
SCALE 1:200



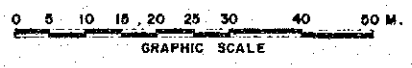


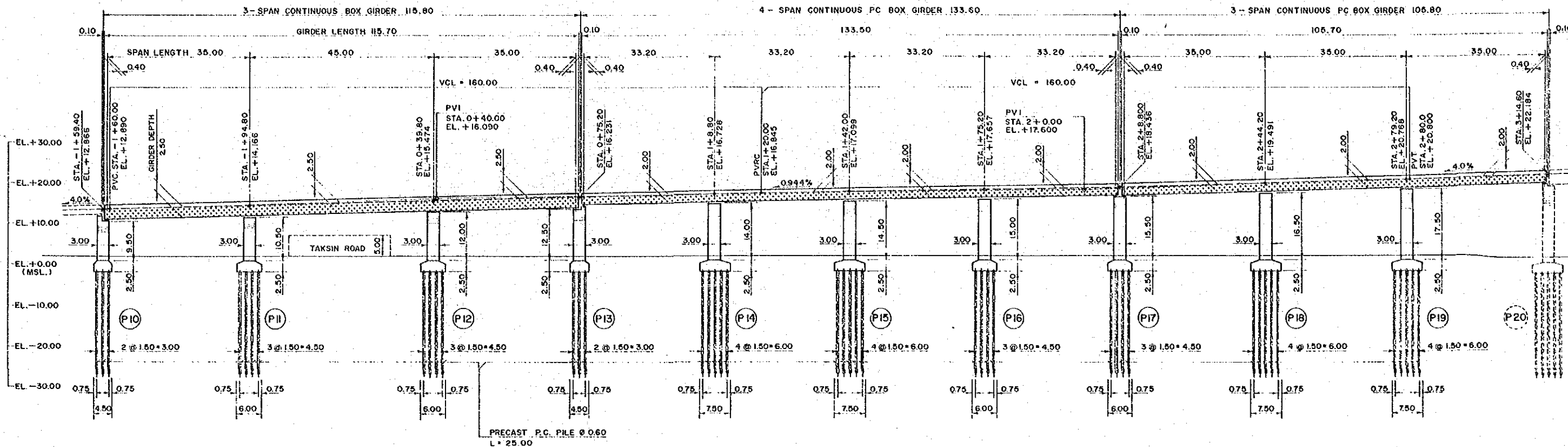
- NOTES:**
1. THE EXISTING BRIDGE (PC 1-GIRDERS) IS UTILIZED AS A PART OF APPROACH BRIDGE BY MEANS OF HEIGHTENING GIRDERS TO THE ELEVATION OF PROPOSED HEIGHT OF THE PROJECT.
 2. THE EXISTING BRIDGE IS WIDENED FOR THE USE OF PEDESTRIANS ON THE FRONTAGE ROAD.

LONGITUDINAL SECTION
SCALE 1:500

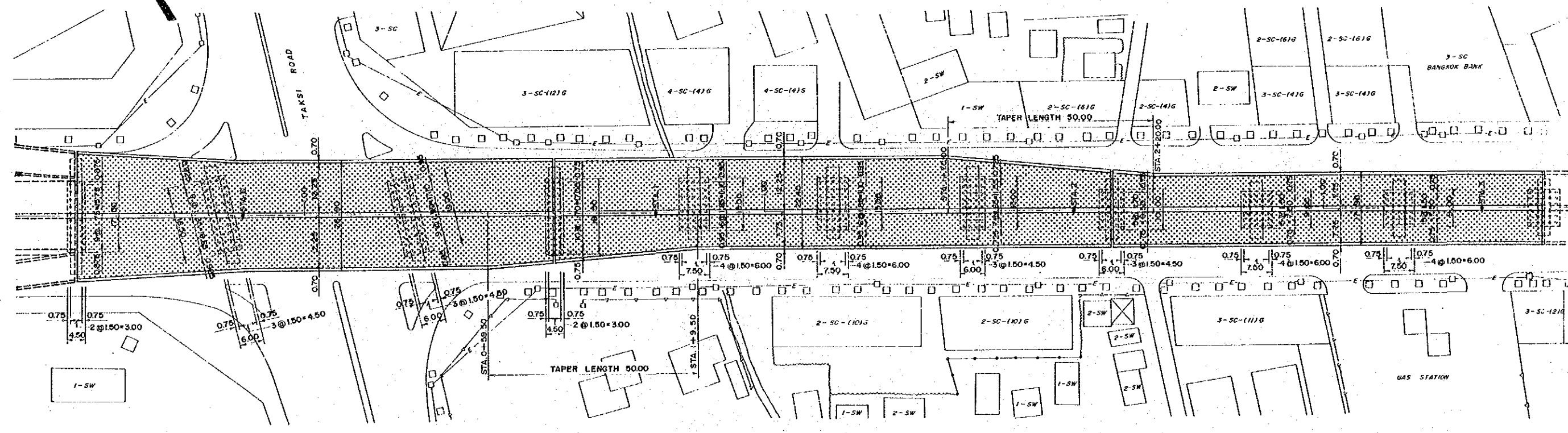
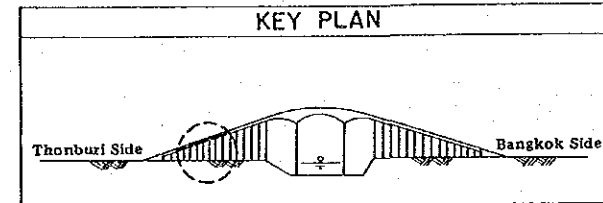


PLAN
SCALE 1:500

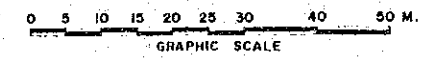




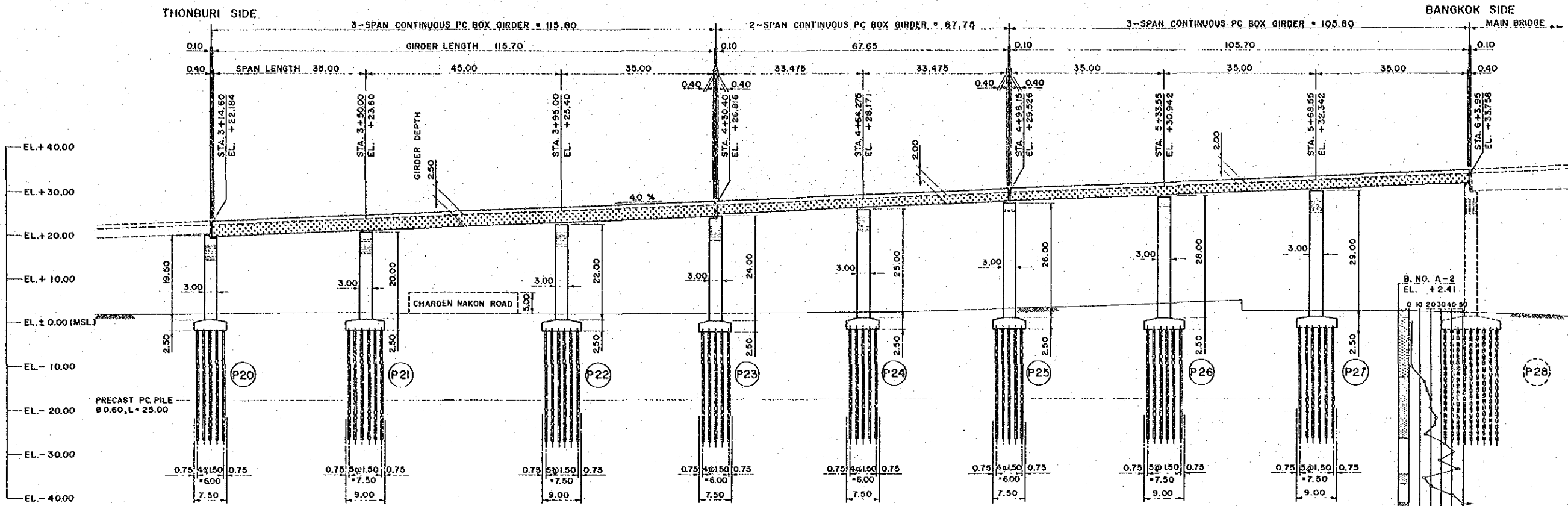
LONGITUDINAL SECTION
SCALE 1:500



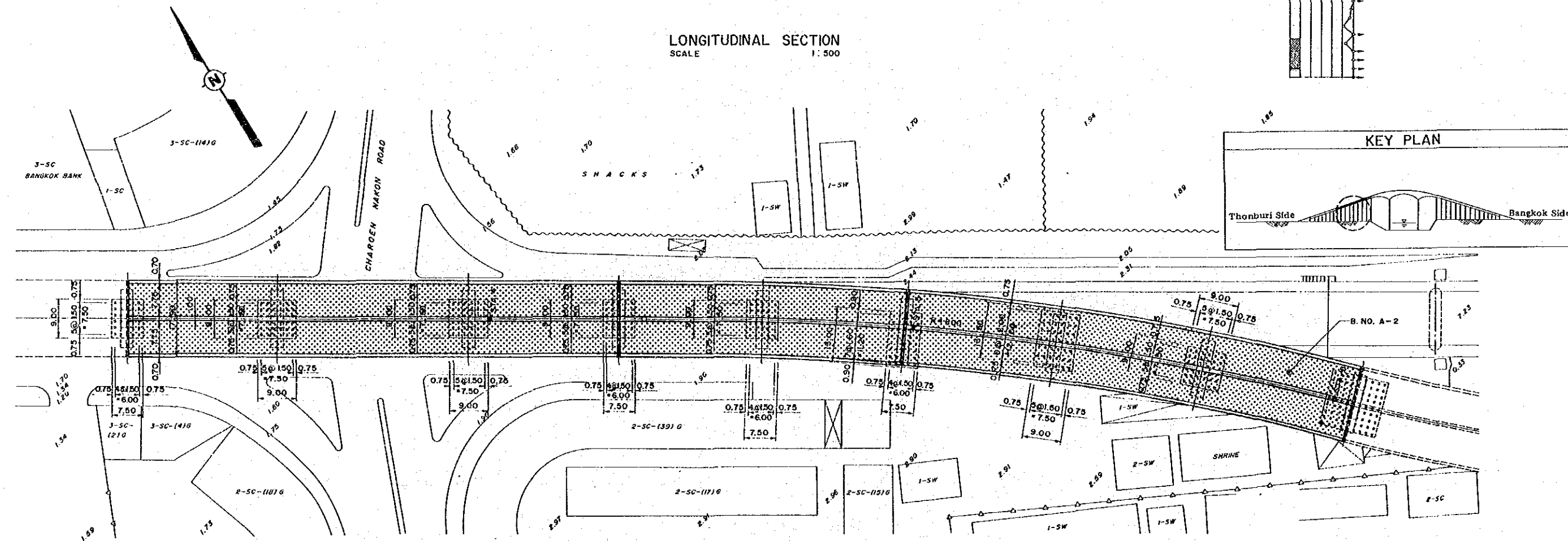
PLAN
SCALE 1:500

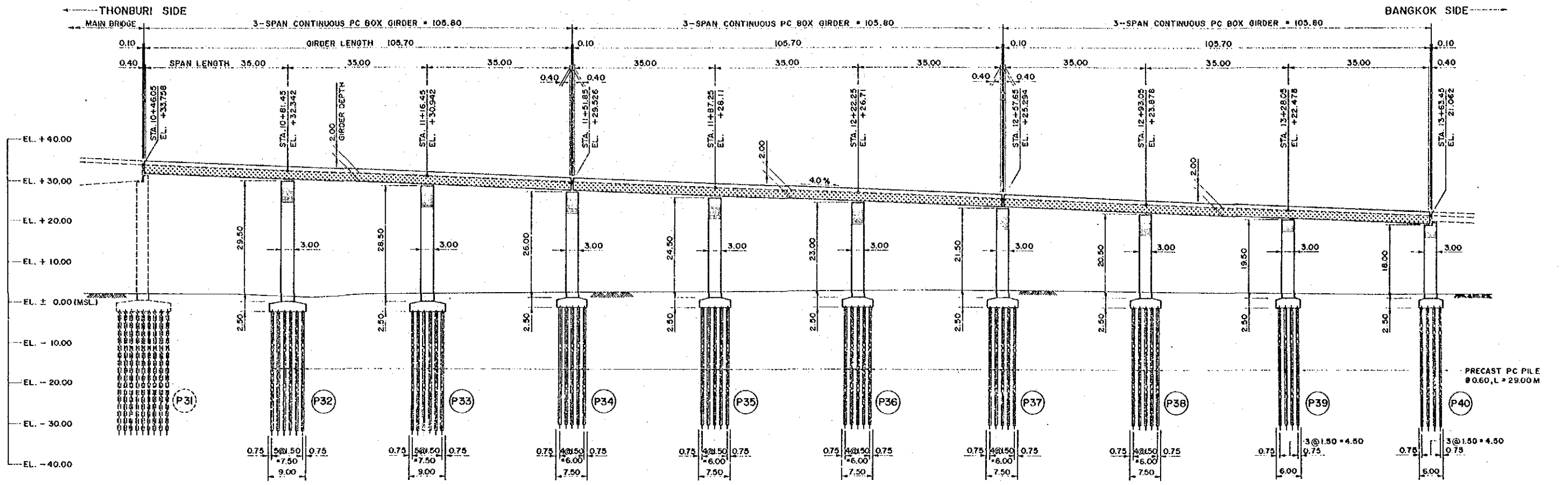


KINGDOM OF THAILAND MINISTRY OF INTERIOR PUBLIC WORKS DEPARTMENT	FEASIBILITY STUDY ON NEW KRUNGTHEP BRIDGE CONSTRUCTION AND THONBURI ROAD EXTENSION	JAPAN INTERNATIONAL COOPERATION AGENCY	THONBURI SIDE APPROACH BRIDGE GENERAL LAYOUT PLAN-(2)	DATE MARCH 1987	SHEET NO. 8/47
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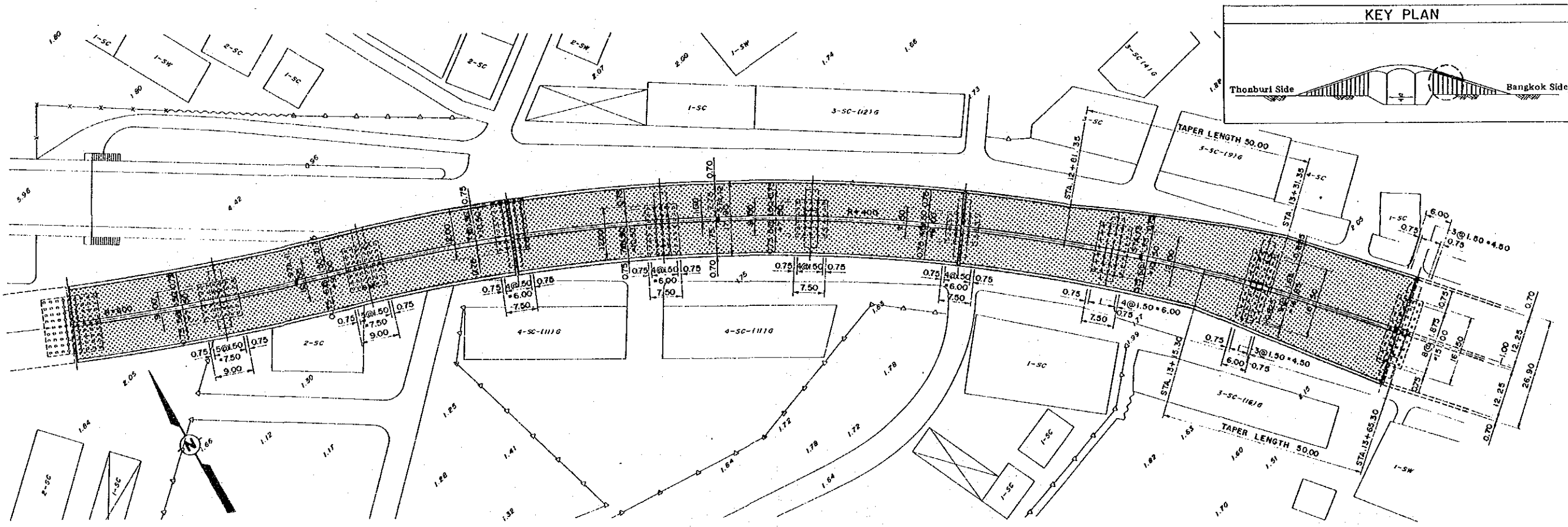


LONGITUDINAL SECTION
SCALE 1:500

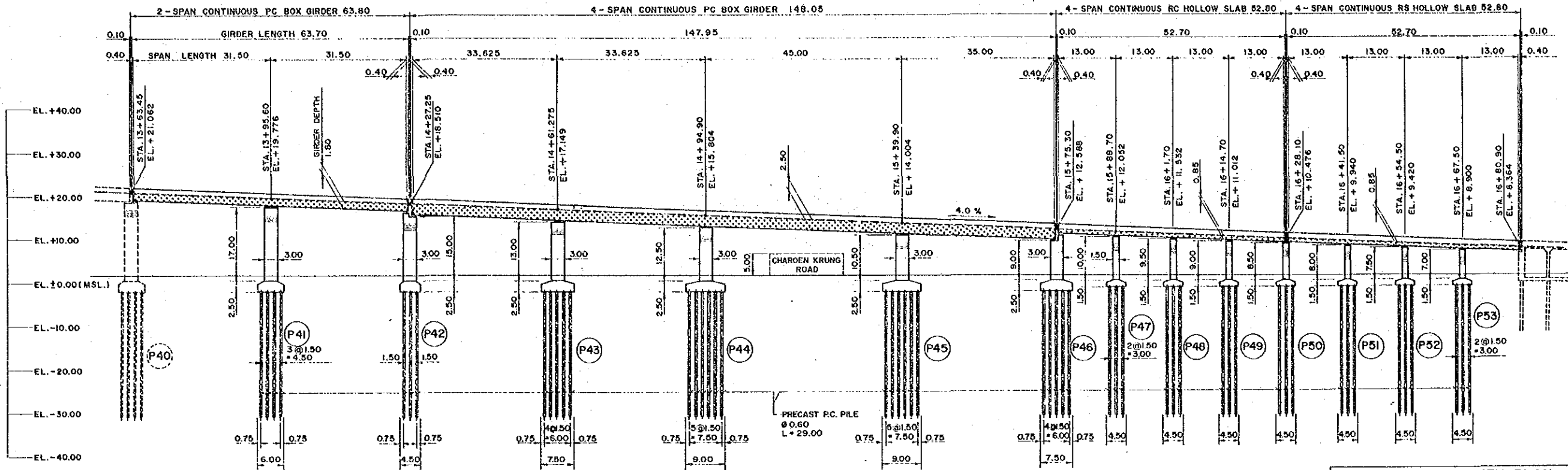




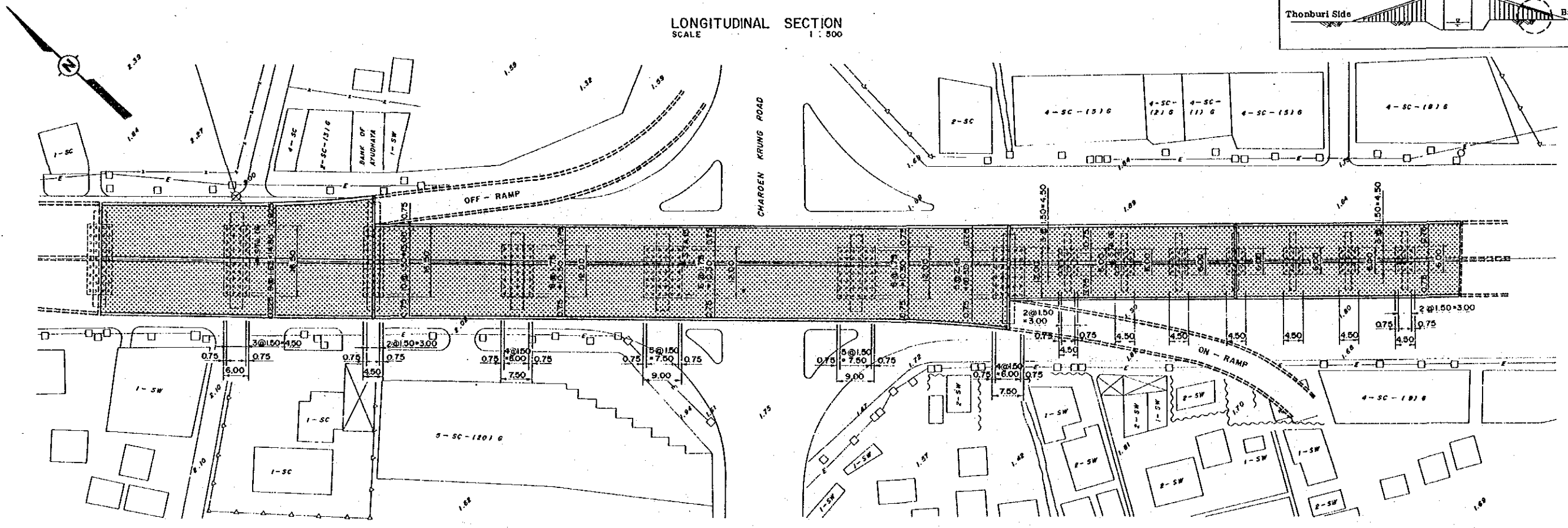
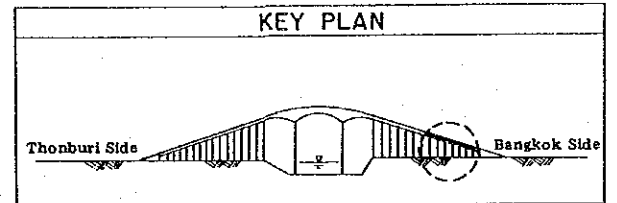
LONGITUDINAL SECTION
SCALE 1:500



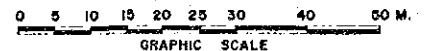
PLAN
SCALE 1:500

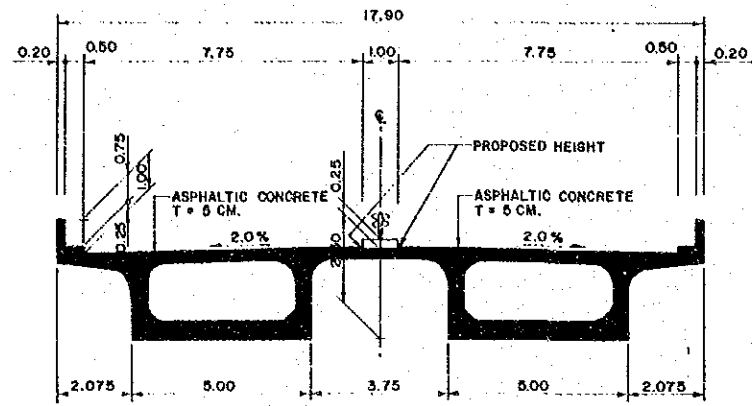


LONGITUDINAL SECTION
SCALE 1:500

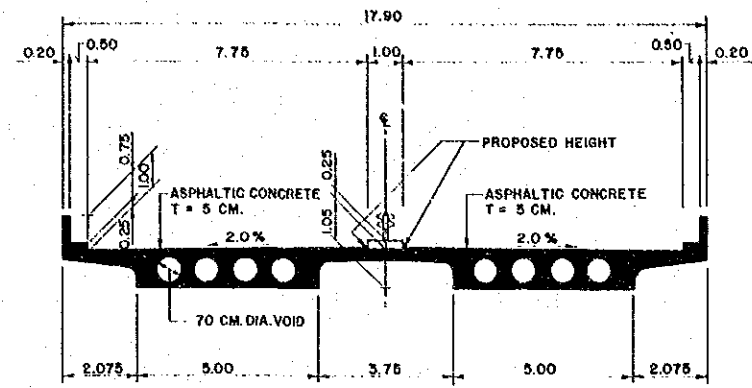


PLAN
SCALE 1:500

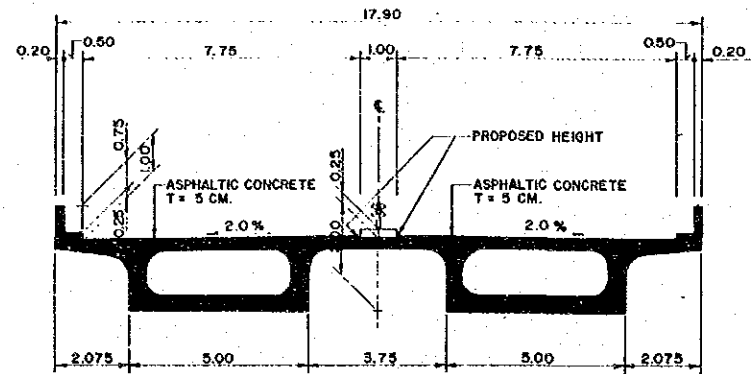




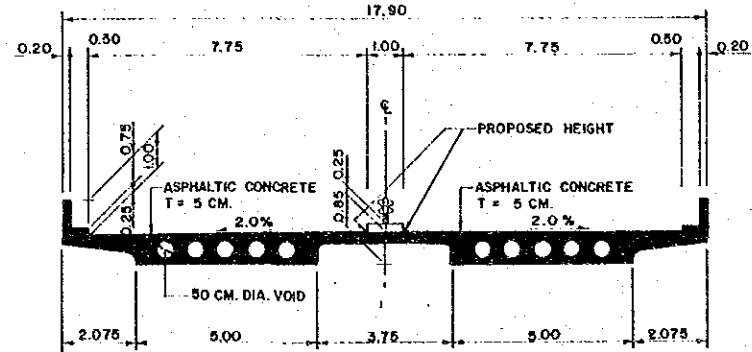
45 M SPAN CONTINUOUS PC. BOX GIRDER
SCALE 1:100



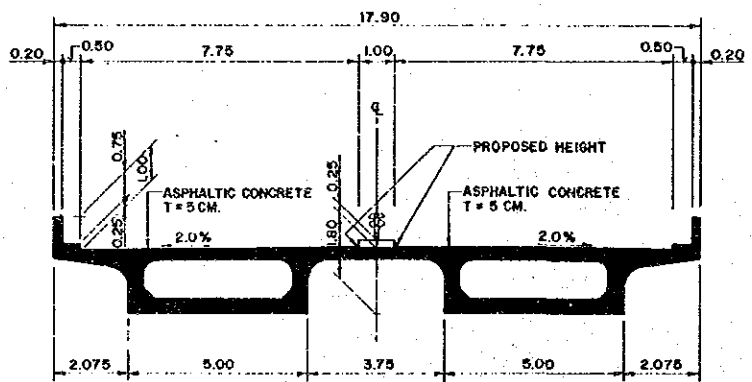
17 M SPAN CONTINUOUS RC. HOLLOW SLAB
SCALE 1:100



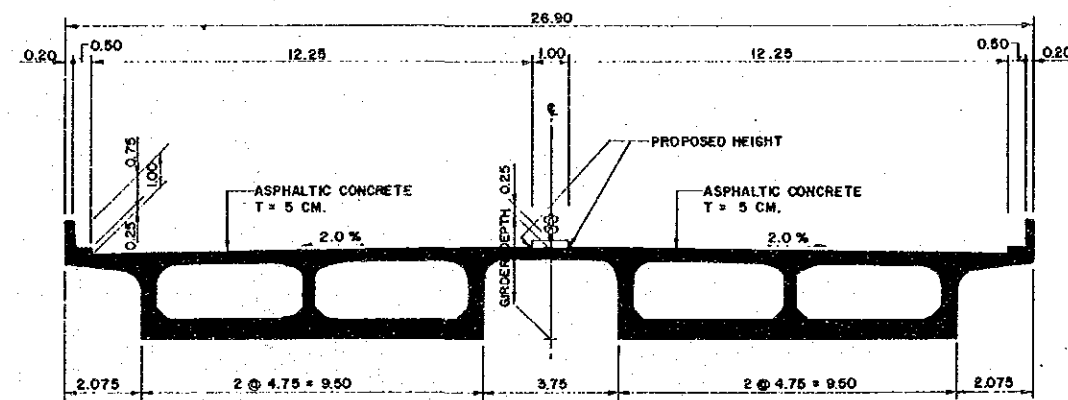
35 M SPAN CONTINUOUS PC. BOX GIRDER
SCALE 1:100



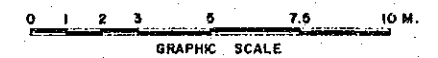
13 M SPAN CONTINUOUS RC. HOLLOW SLAB
SCALE 1:100

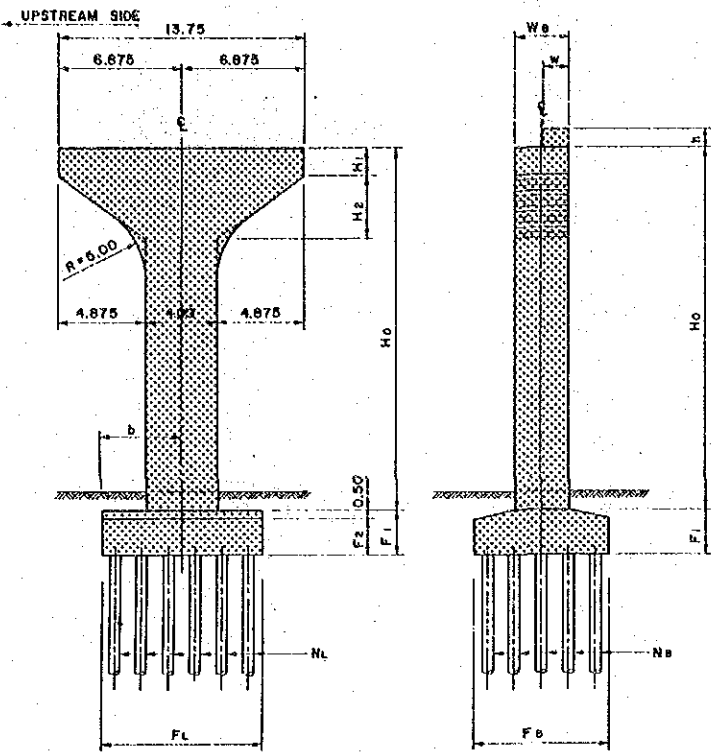


31.5 M SPAN PC. BOX GIRDER
SCALE 1:100

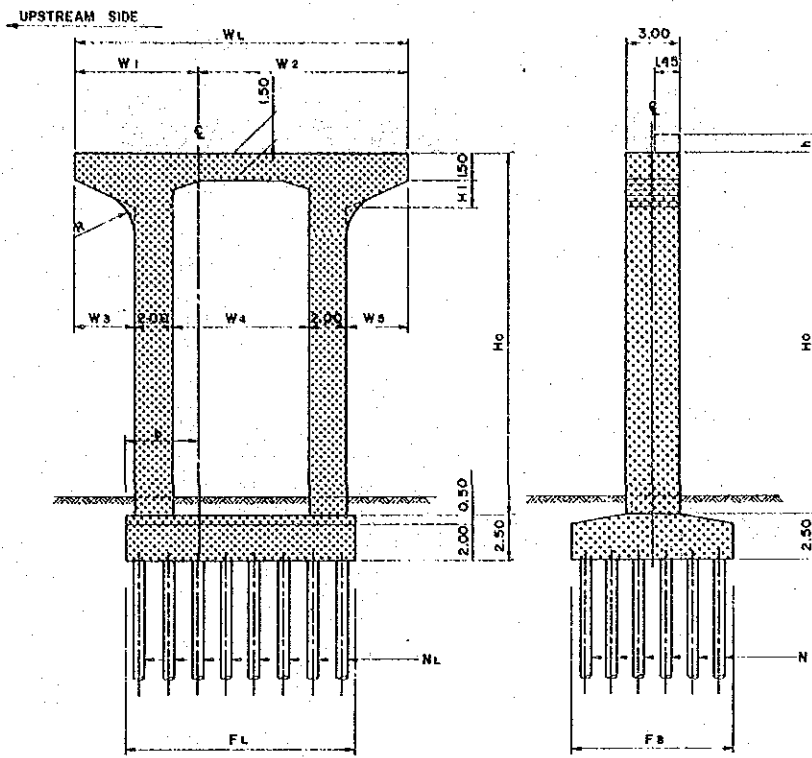


TYPICAL CROSS SECTION INCLUDING SPEED CHANGING LANES
SCALE 1:100

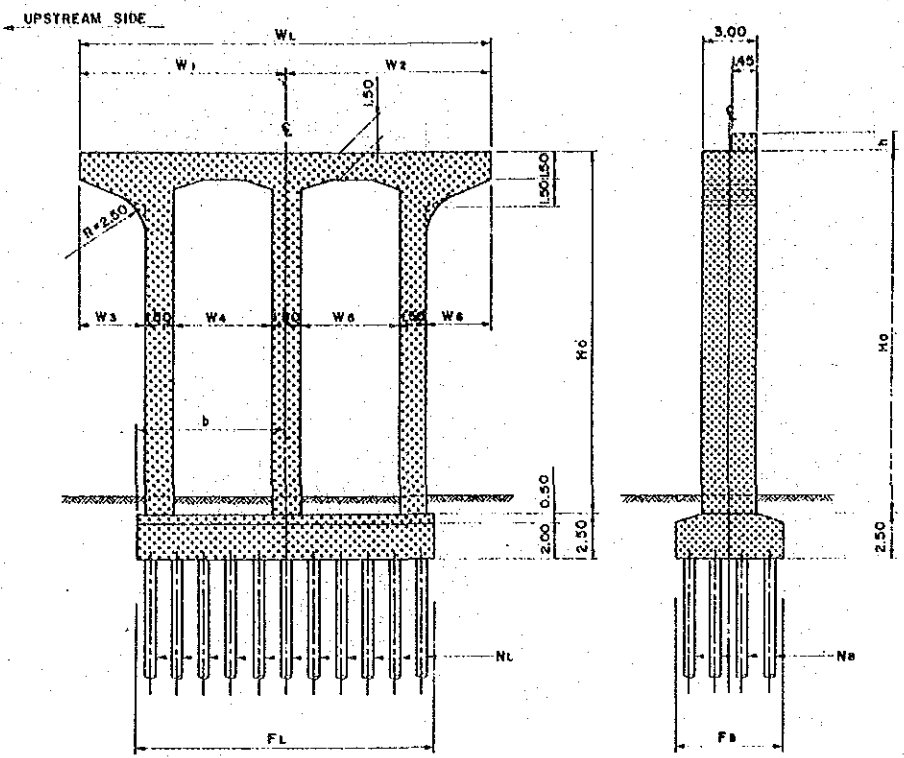




TYPE "A"



TYPE "B"



TYPE "C"

TYPE "A"

Pier No.	W _b	H ₀	H ₁	H ₂	h x w	b	FL	F _a	F ₁	F ₂	N _L	N _b	N	L
P 1	1.50	6.50	1.00	2.50	—	3.00	6.00	4.50	1.50	1.00	4	3	10	25.00
2	"	7.00	"	"	—	"	"	"	"	"	"	"	"	"
3	"	7.50	"	"	—	"	"	"	"	"	"	"	"	"
4	"	"	"	"	—	"	"	"	"	"	"	"	"	"
5	"	8.50	"	"	—	"	"	"	"	"	"	"	"	"
6	"	"	"	"	—	"	"	"	"	"	"	"	"	"
7	"	9.00	"	"	0.20x0.70	"	"	"	"	"	"	"	"	"
8	"	9.50	"	"	—	"	"	"	"	"	"	"	12	"
9	"	10.00	"	"	—	"	"	"	"	"	"	"	"	"
18	3.00	16.50	1.50	3.50	—	4.50	9.00	7.50	2.50	2.00	6	5	30	"
19	"	17.50	"	"	—	"	"	"	"	"	"	"	"	"
20	"	19.00	"	"	0.50x1.45	"	"	"	"	"	"	"	"	"
21	"	20.00	"	"	—	"	"	9.00	"	"	"	6	36	"
22	"	22.00	"	"	—	"	"	"	"	"	"	"	"	"
23	"	23.50	"	"	0.50x1.45	"	"	7.50	"	"	"	5	30	"
24	"	25.00	"	"	—	"	"	"	"	"	"	"	"	"
27	"	29.00	"	"	—	"	"	9.00	"	"	"	6	36	"
32	"	29.50	"	"	—	"	"	"	"	"	"	"	"	29.00
33	"	28.50	"	"	—	3.00	10.50	"	"	"	7	6	42	"
36	"	23.00	"	"	—	4.50	9.00	7.50	"	"	6	5	30	"
37	"	21.50	"	"	—	3.75	7.50	"	"	"	5	"	25	"
47	1.50	10.00	1.00	2.50	—	3.00	6.00	4.50	1.50	1.00	4	3	12	"
48	"	9.50	"	"	—	"	"	"	"	"	"	"	"	"
49	"	9.00	"	"	—	"	"	"	"	"	"	"	10	"
50	"	8.50	"	"	—	"	"	"	"	"	"	"	"	"
51	"	8.00	"	"	—	"	"	"	"	"	"	"	"	"
52	"	7.50	"	"	—	"	"	"	"	"	"	"	"	"
53	"	7.00	"	"	—	"	"	"	"	"	"	"	"	"

TYPE "B"

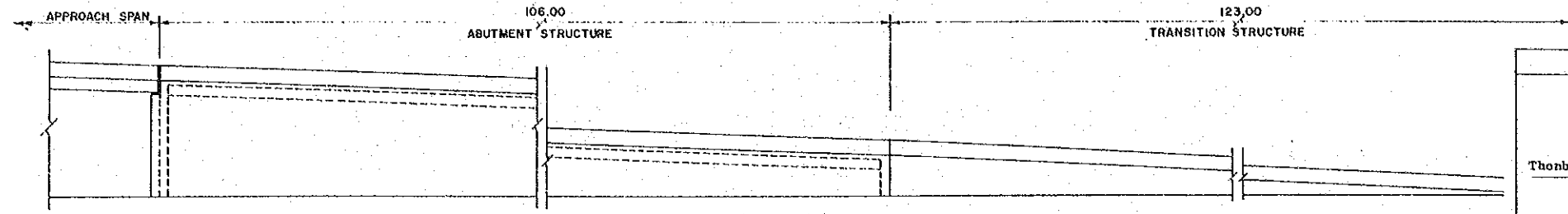
Pier No.	W _L	W ₁	W ₂	W ₃	W ₄	W ₅	R	H ₀	H ₁	h	b	FL	F _a	N _L	N _b	N	L
P 14	18.25	11.375	6.875	3.375	6.00	2.875	2.50	14.00	1.50	—	8.50	13.00	7.50	7	5	35	25.00
15	"	"	"	"	"	"	"	14.50	"	—	"	"	"	"	"	"	"
16	17.75	10.875	"	2.875	"	"	"	15.00	"	—	"	"	6.00	8	4	32	"
17	14.76	7.885	"	2.88	5.00	2.88	"	15.50	"	—	5.505	10.00	"	6	4	24	"
25	15.875	6.875	9.00	3.875	8.00	0.00	5.00	26.50	3.50	—	3.50	13.00	7.50	8	5	40	"
26	13.875	7.00	6.875	0.00	8.00	1.975	2.50	28.00	0.50	—	7.50	13.50	9.00	7	6	42	"
34	14.875	8.00	"	"	6.50	4.375	5.00	26.00	3.50	—	8.75	12.00	7.50	8	5	40	29.00
35	14.375	6.875	7.50	3.375	7.00	0.00	"	24.50	"	—	4.00	"	"	"	"	"	"
38	16.900	"	10.025	2.70	7.50	2.70	2.50	20.50	1.30	—	4.425	"	"	7	5	35	"
43	18.25	"	11.375	3.375	"	3.375	"	13.50	"	—	3.75	"	"	"	"	"	"
44	"	"	"	"	"	"	"	12.50	"	—	"	"	9.00	"	6	42	"
45	"	"	"	"	"	"	"	10.50	"	—	"	"	"	"	"	"	"
46	21.20	"	14.325	"	"	6.325	"	9.00	"	1.85	"	"	7.50	6	5	30	"

TYPE "C"

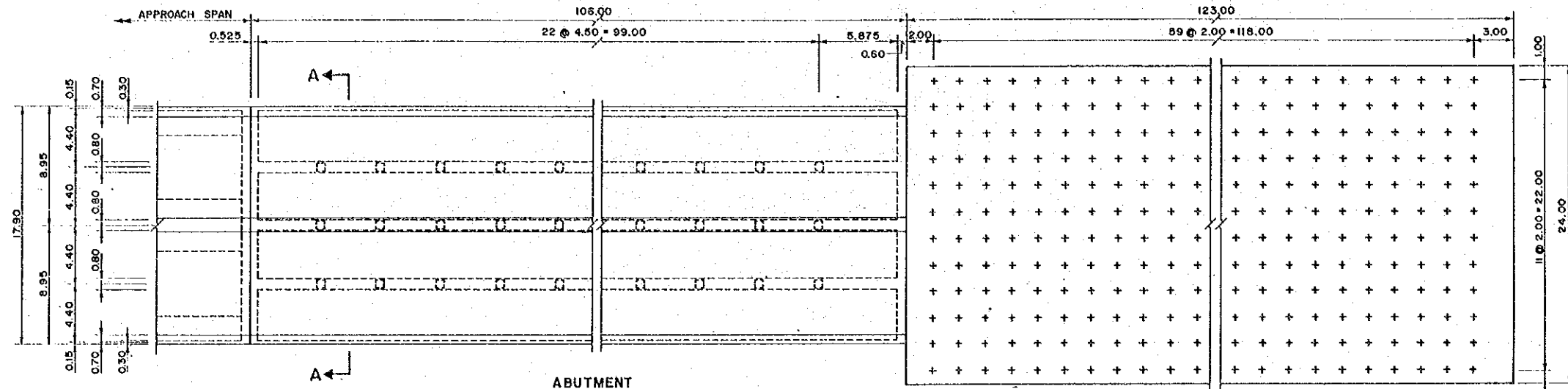
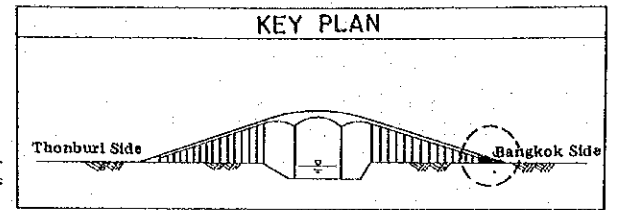
Pier No.	W _L	W ₁	W ₂	W ₃	W ₄	W ₅	W ₆	H ₀	h	b	FL	F _a	N _L	N _b	N	L
P 10	28.50	14.25	14.25	6.00	6.75	5.50	5.75	9.50	1.65	6.625	17.50	4.50	10	3	30	25.00
11	24.25	12.25	11.75	3.50	8.00	4.75	3.50	10.50	—	9.375	18.50	6.00	"	4	40	"
12	23.75	12.00	"	"	5.50	8.00	2.25	12.00	—	9.00	19.00	"	"	"	"	"
13	21.45	11.45	10.00	3.45	5.75	7.00	0.75	12.50	0.50	7.375	18.50	4.50	11	3	33	"
39	19.70	11.00	8.70	3.25	5.50	5.50	0.95	19.50	—	8.25	16.50	6.00	10	4	40	29.00
40	22.75	11.375	11.375	3.625	"	"	3.625	18.00	0.20	"	"	"	9	"	36	"
41	"	"	"	"	"	"	"	17.00	—	"	"	"	10	"	40	"
42	25.625	14.25	"	6.55	"	"	"	15.00	0.70	8.20	"	4.50	11	3	33	"

NOTES:

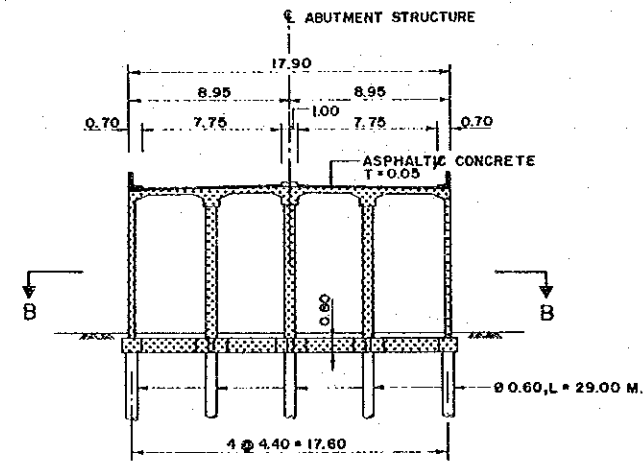
- N_L, N_b = NOS OF PILE ROWS.
- N = TOTAL NOS OF PILES.
- L = LENGTH OF PILE.
- PILES SHOWN ON THE DRAWING ARE 60 CM DIA. PRECAST PC PILES.
- ξ = CENTER LINE OF ROAD.



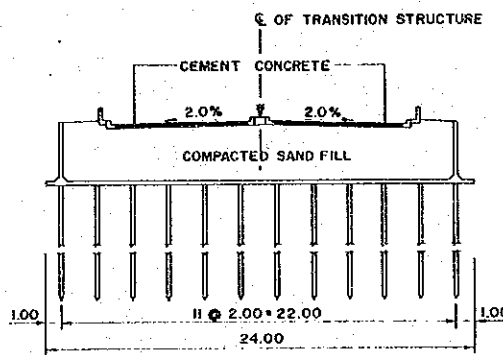
ELEVATION
SCALE 1:200



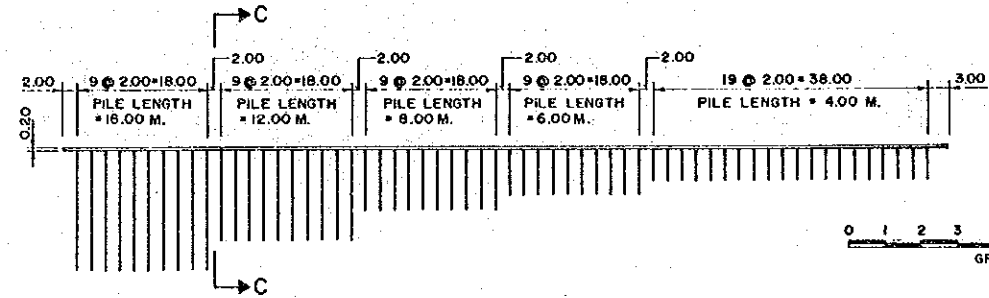
PLAN
SCALE 1:200



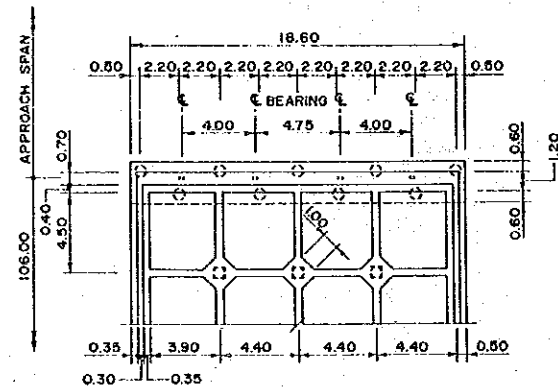
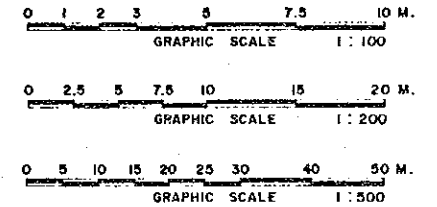
SECTION A - A
SCALE 1:200



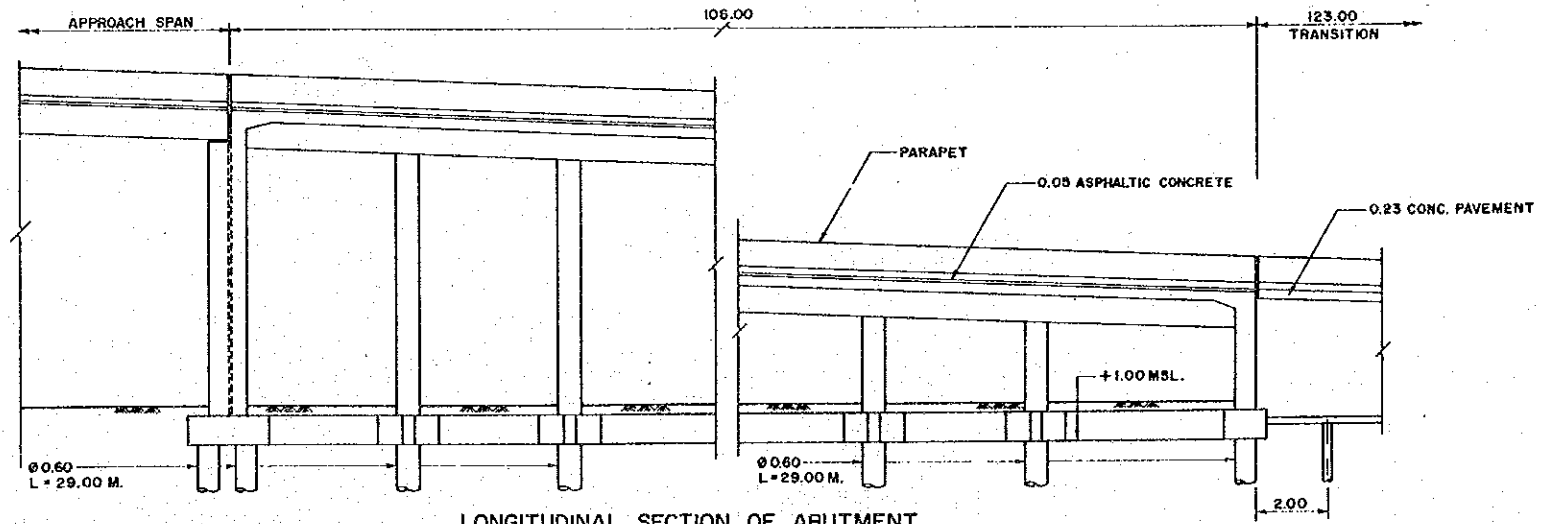
SECTION C - C
SCALE 1:200



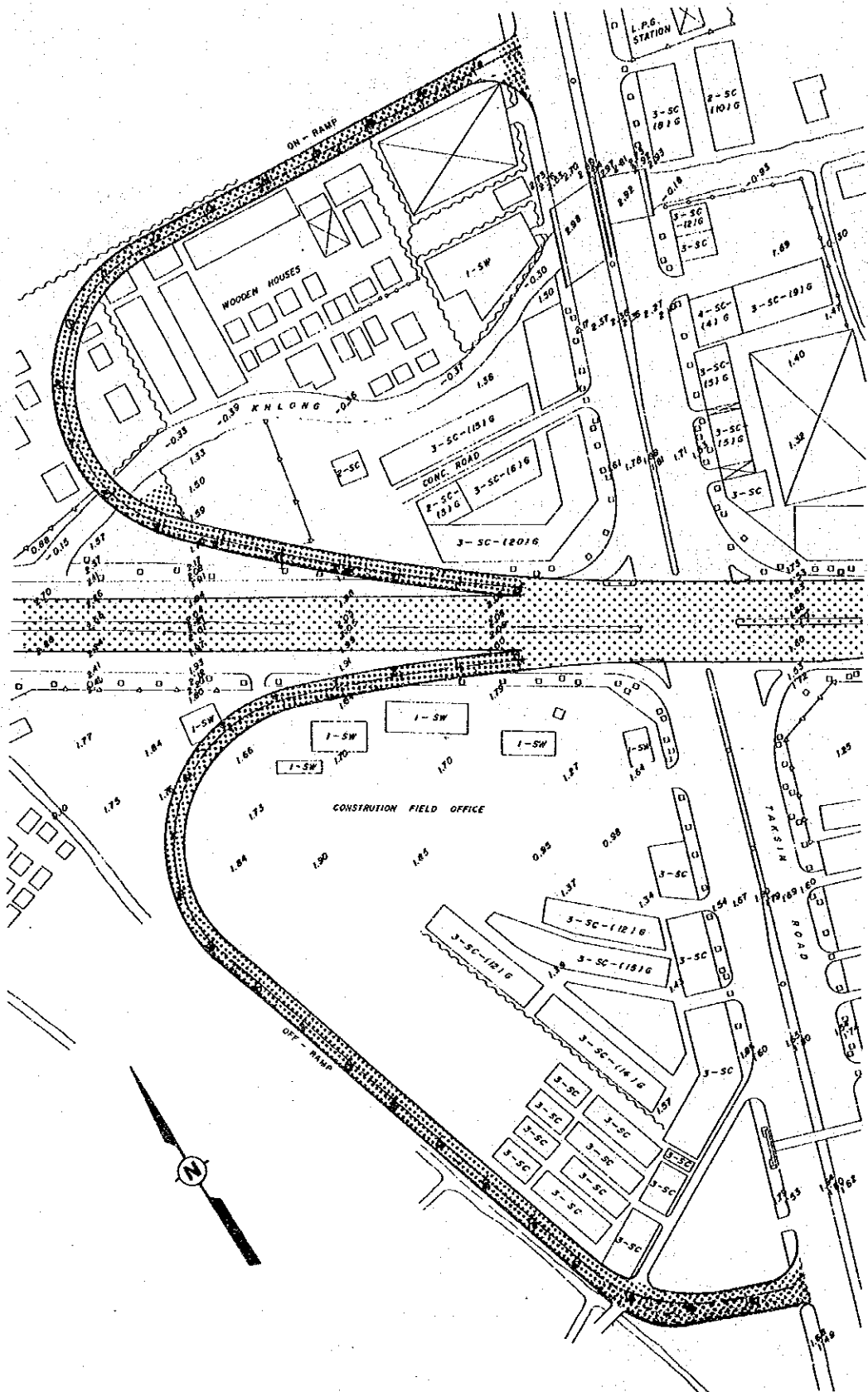
LONGITUDINAL SECTION OF TRANSITION
SCALE 1:500



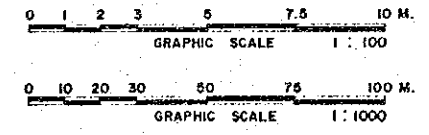
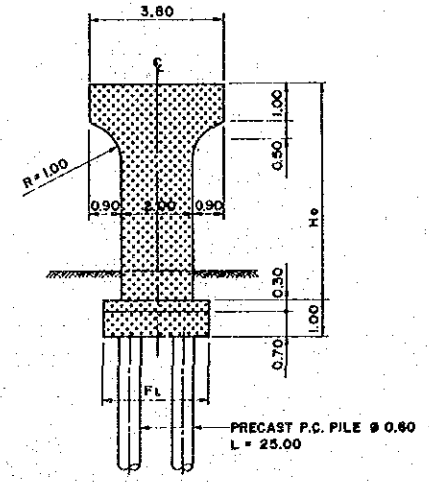
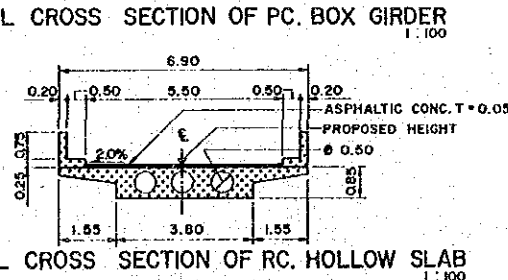
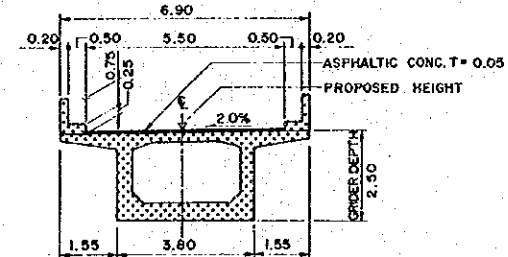
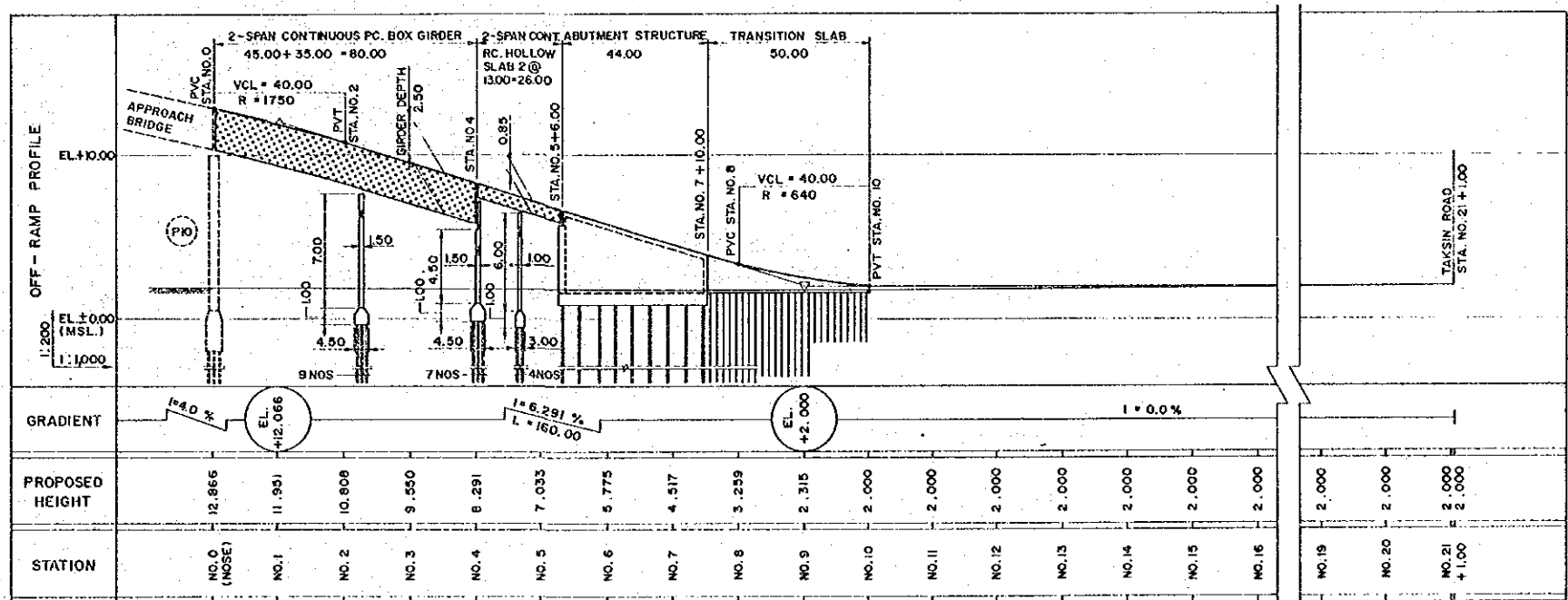
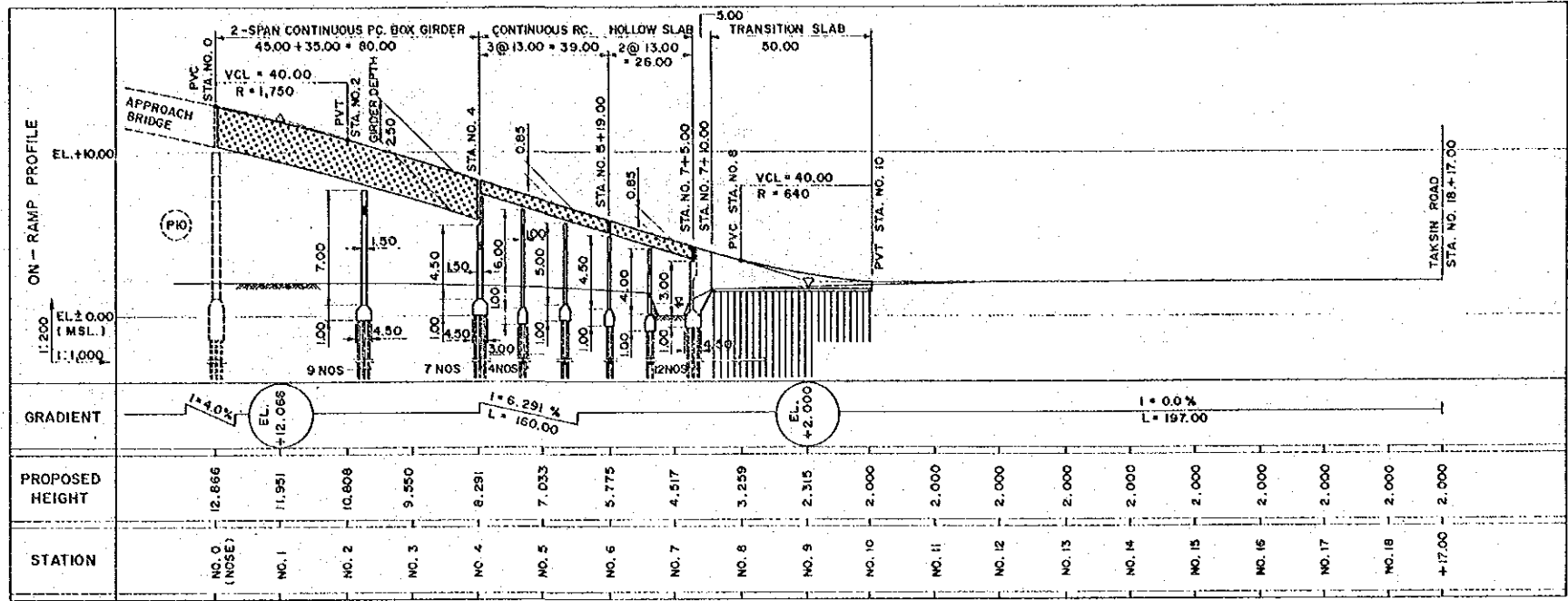
SECTION B - B
SCALE 1:200

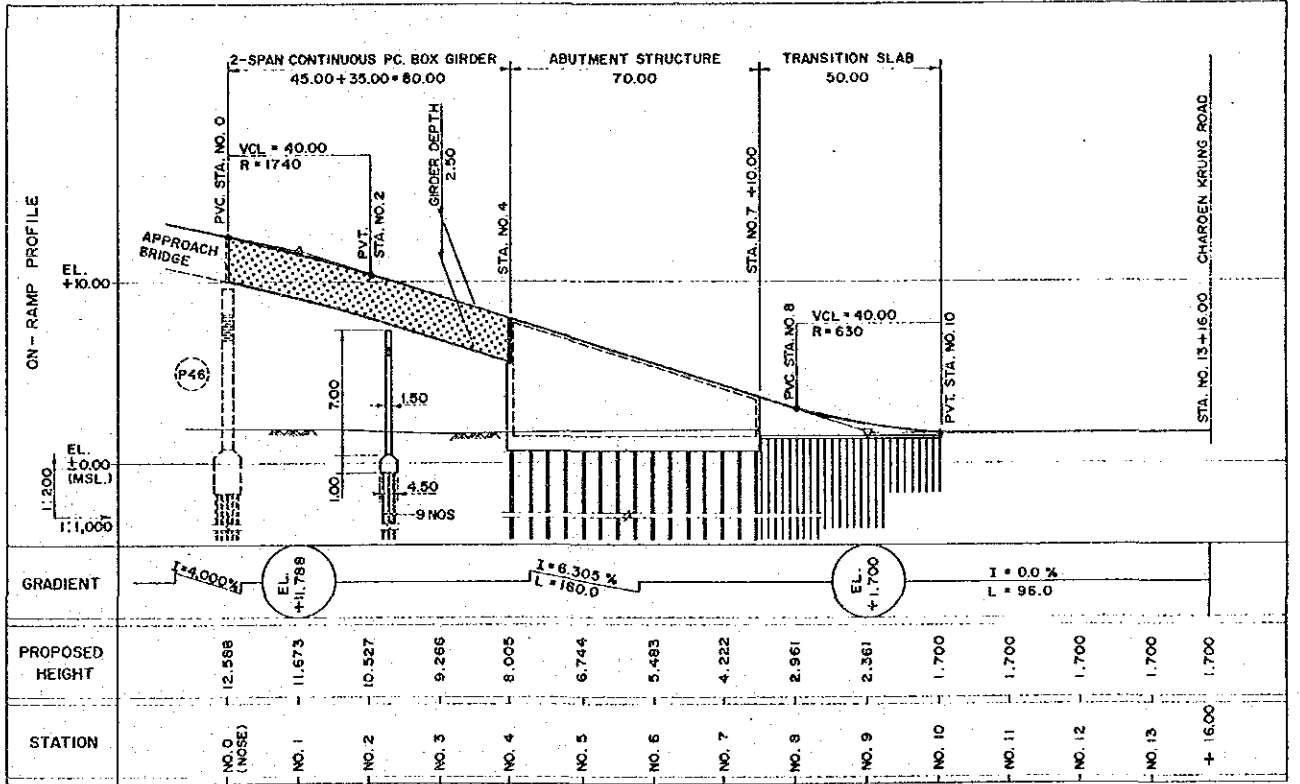
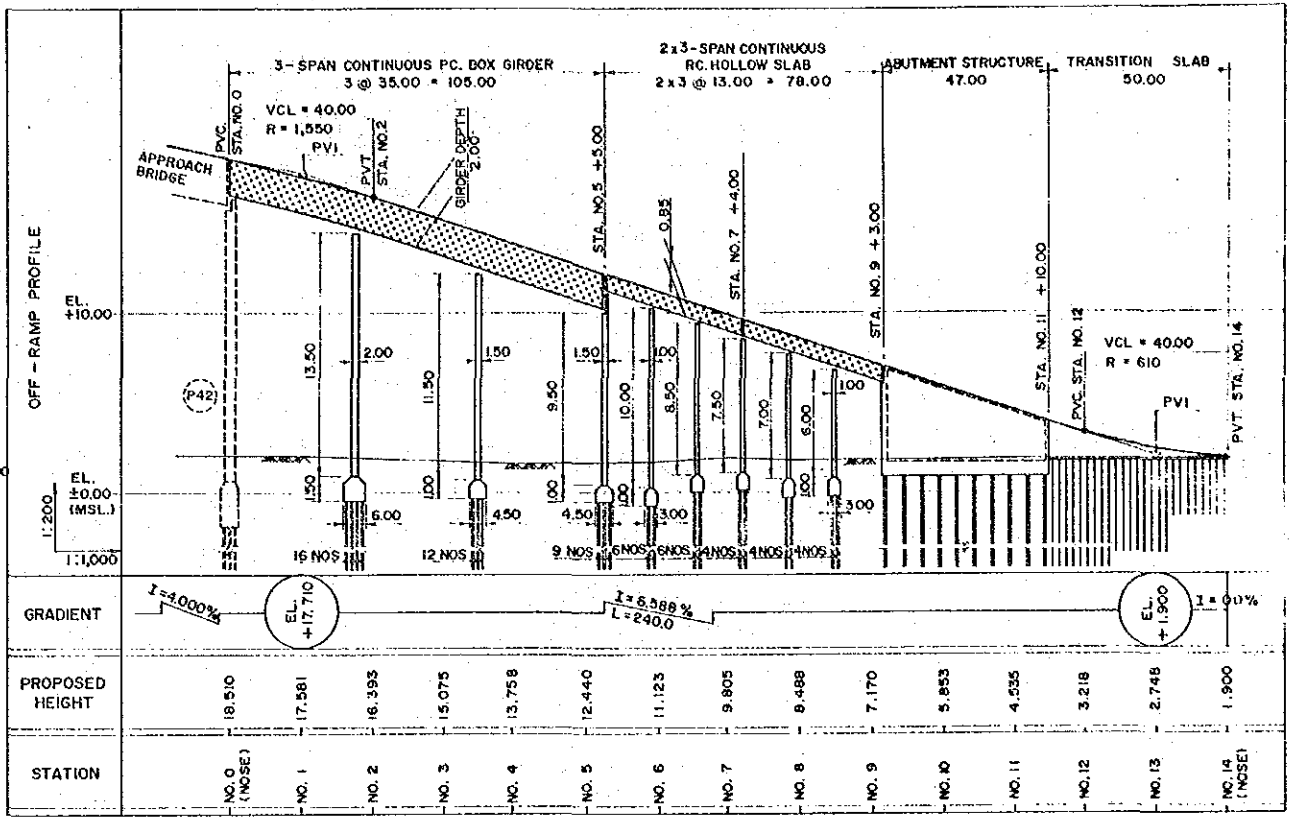
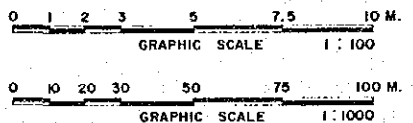
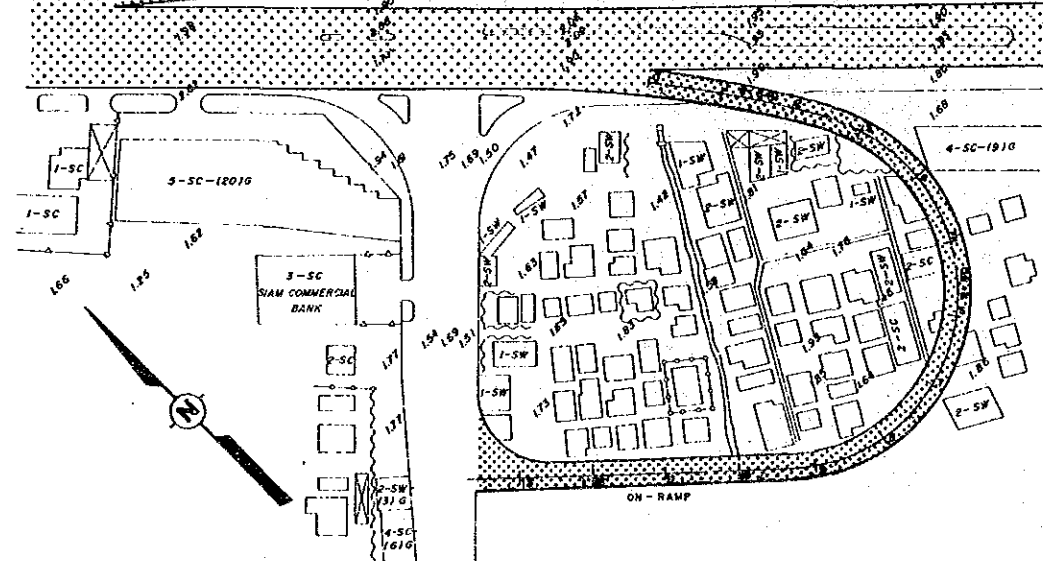
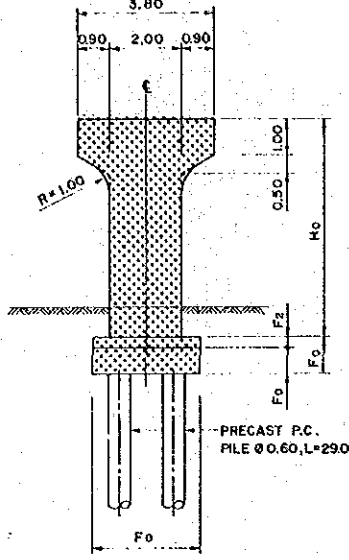
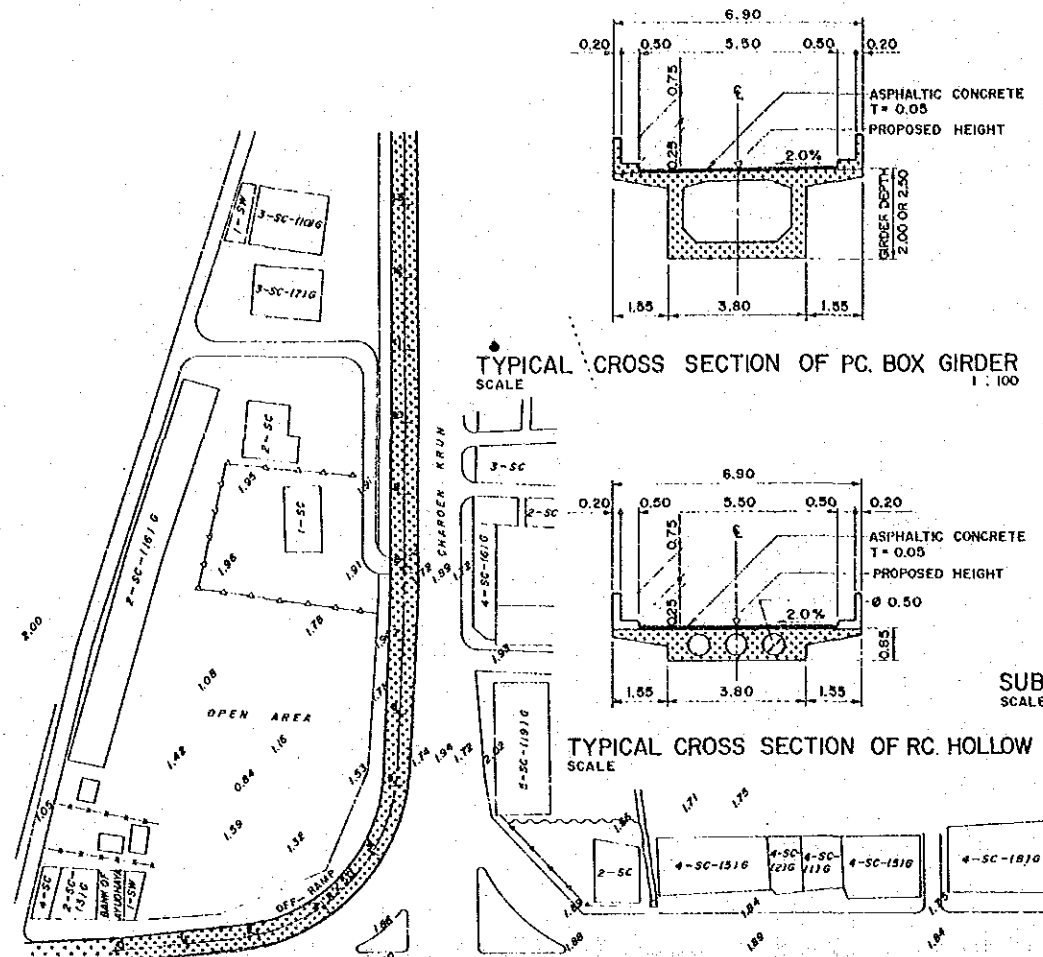


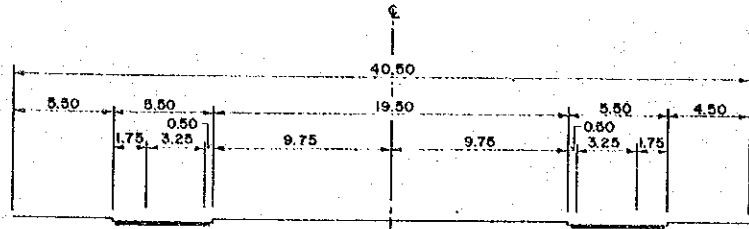
LONGITUDINAL SECTION OF ABUTMENT
SCALE 1:100



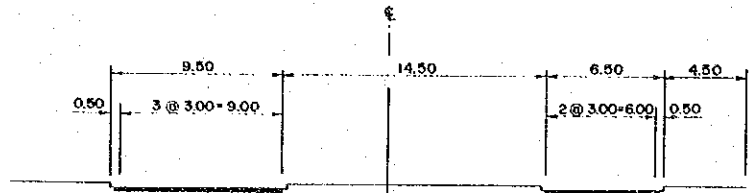
PLAN
SCALE 1:1,000



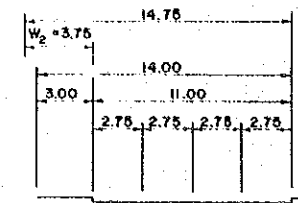




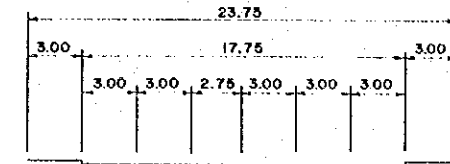
SECTION A - A
SCALE 1:200



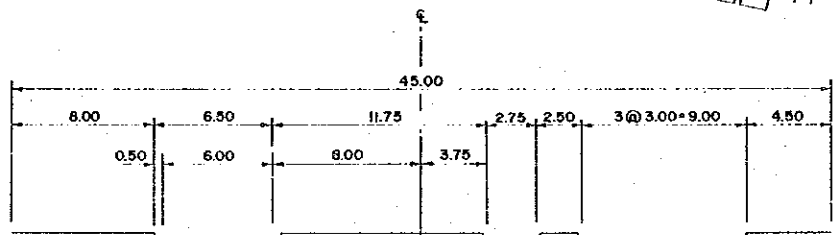
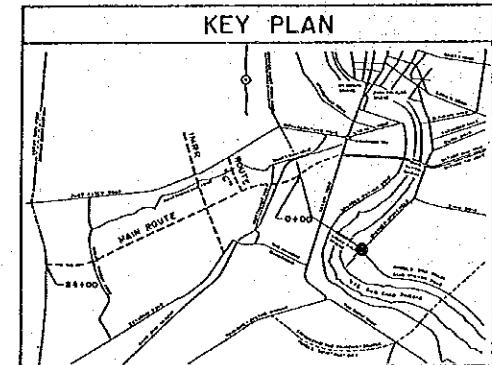
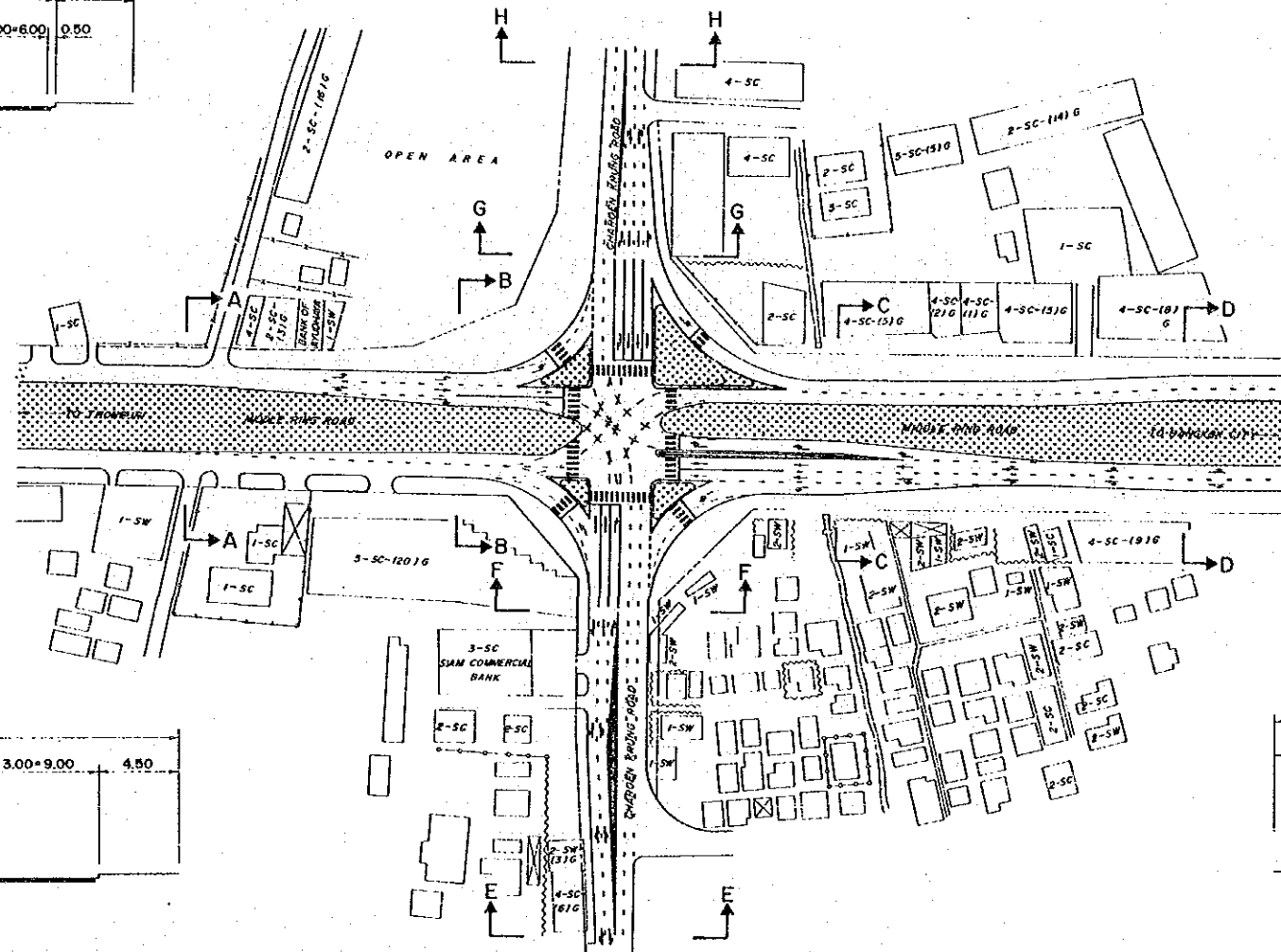
SECTION B - B
SCALE 1:200



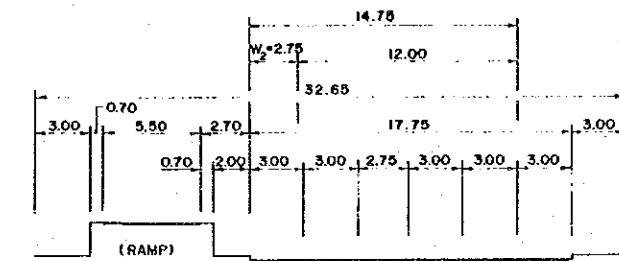
SECTION E - E
SCALE 1:200



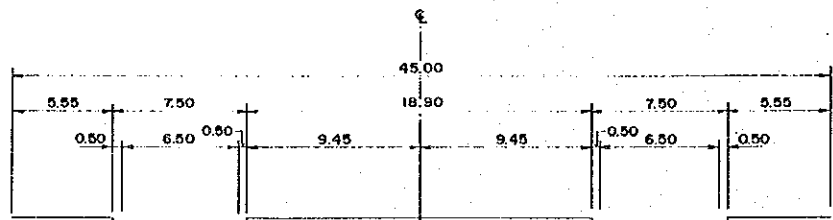
SECTION F - F
SCALE 1:200



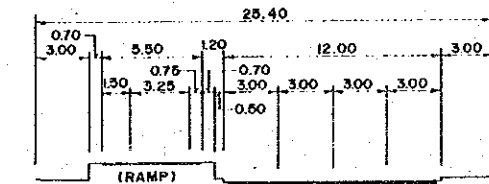
SECTION C - C
SCALE 1:200



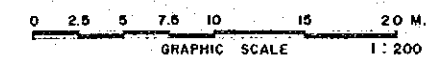
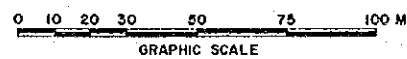
SECTION G - G
SCALE 1:200

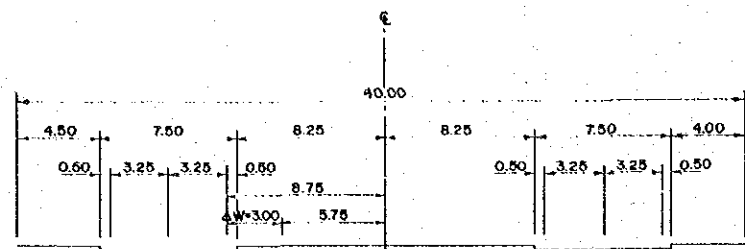


SECTION D - D
SCALE 1:200

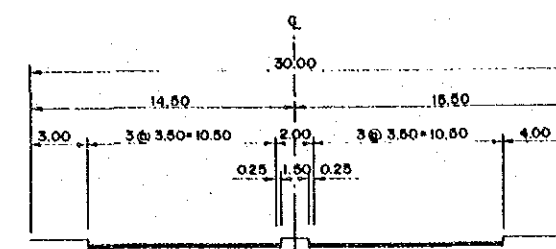


SECTION H - H
SCALE 1:200

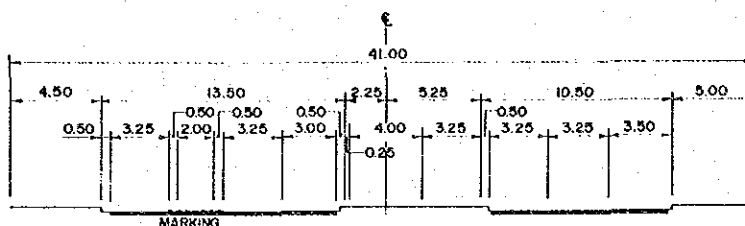




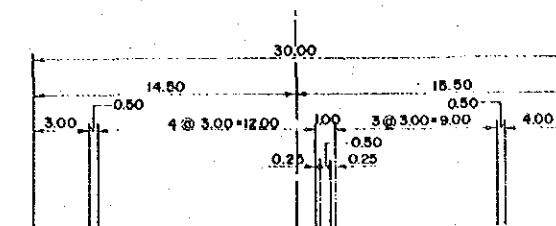
SECTION A - A
SCALE 1 : 200



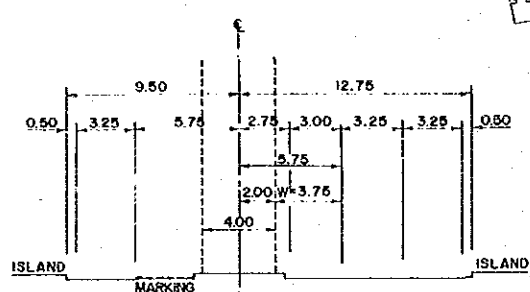
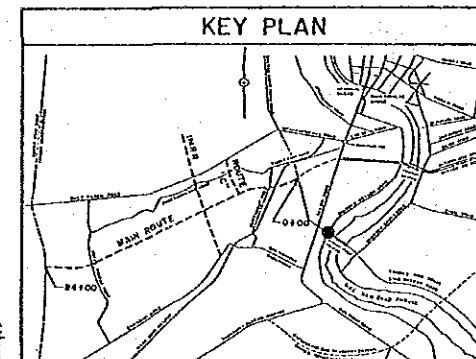
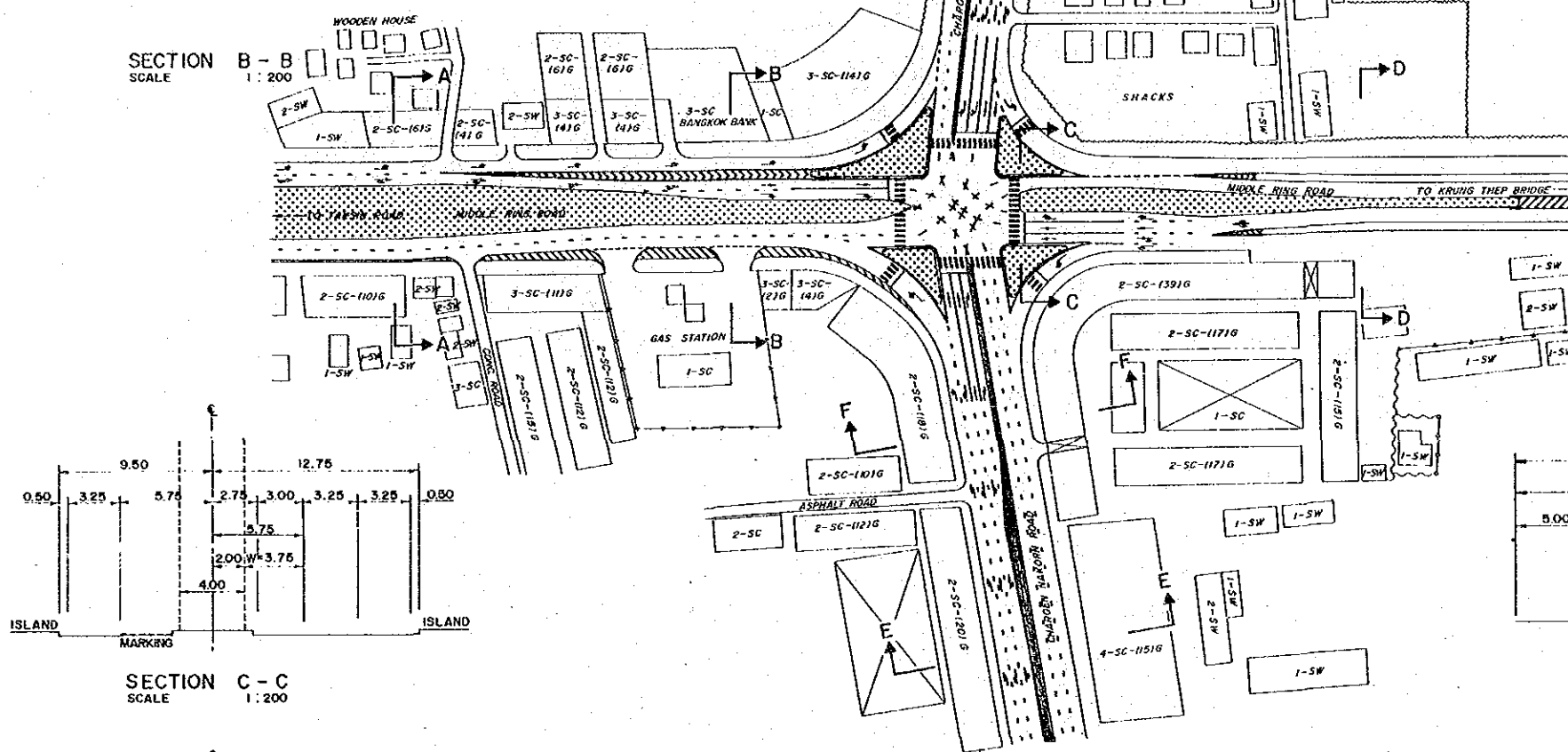
SECTION E - E
SCALE 1 : 200



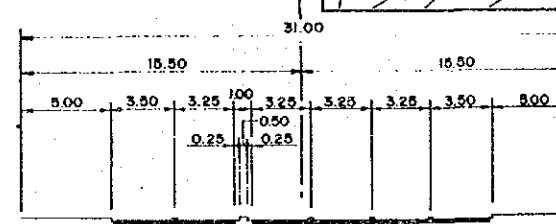
SECTION B - B
SCALE 1 : 200



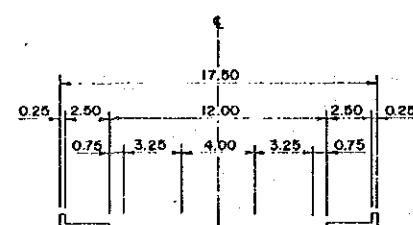
SECTION F - F
SCALE 1 : 200



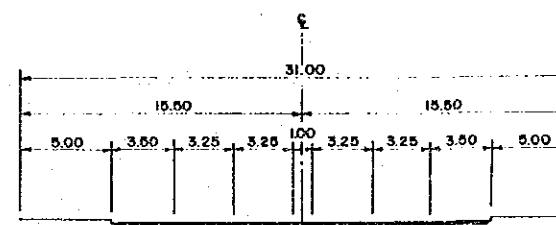
SECTION C - C
SCALE 1 : 200



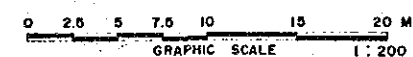
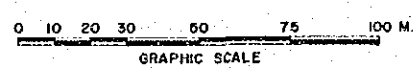
SECTION G - G
SCALE 1 : 200

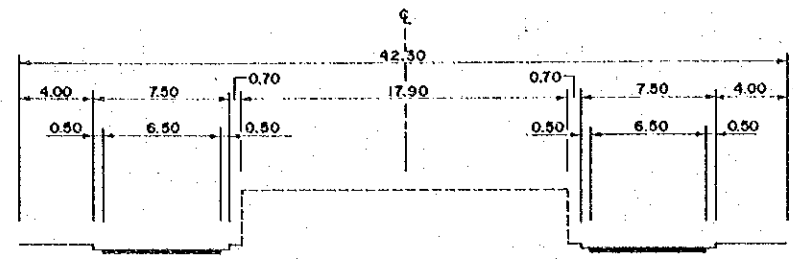


SECTION D - D
SCALE 1 : 200

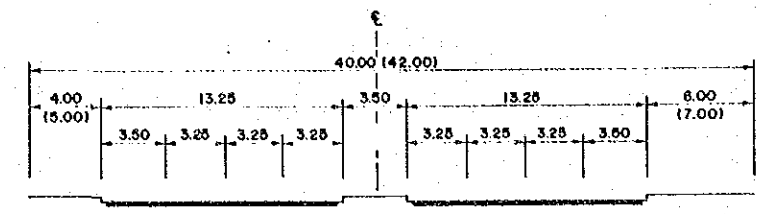


SECTION H - H
SCALE 1 : 200

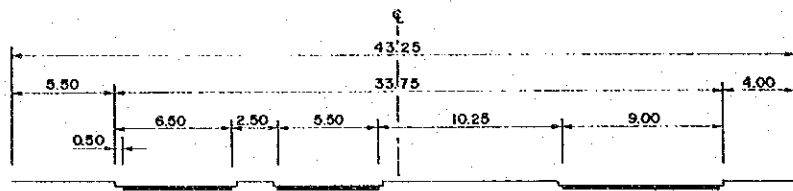




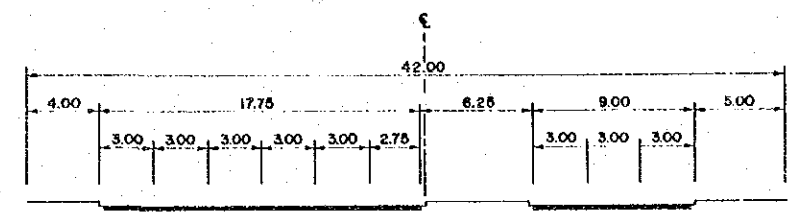
SECTION A-A
SCALE 1:200



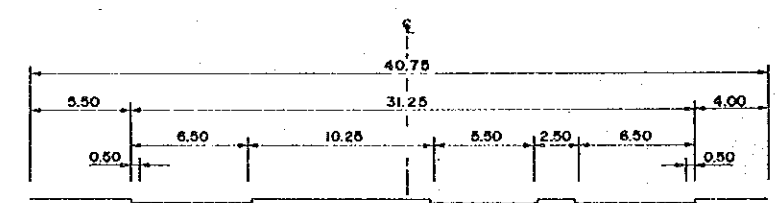
SECTION E-E & (H-H)
SCALE 1:200



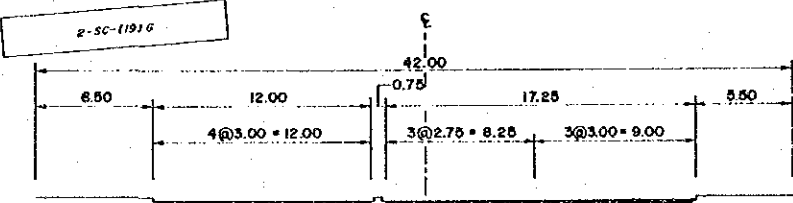
SECTION B-B
SCALE 1:200



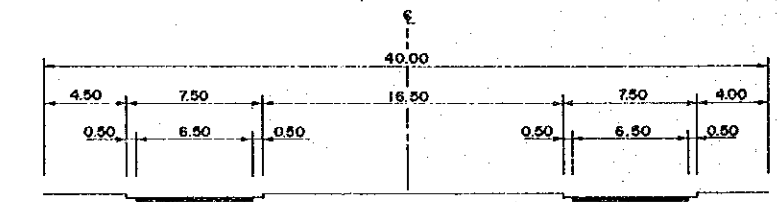
SECTION F-F
SCALE 1:200



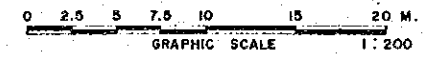
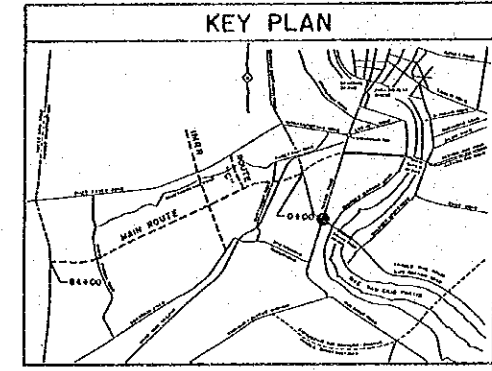
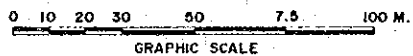
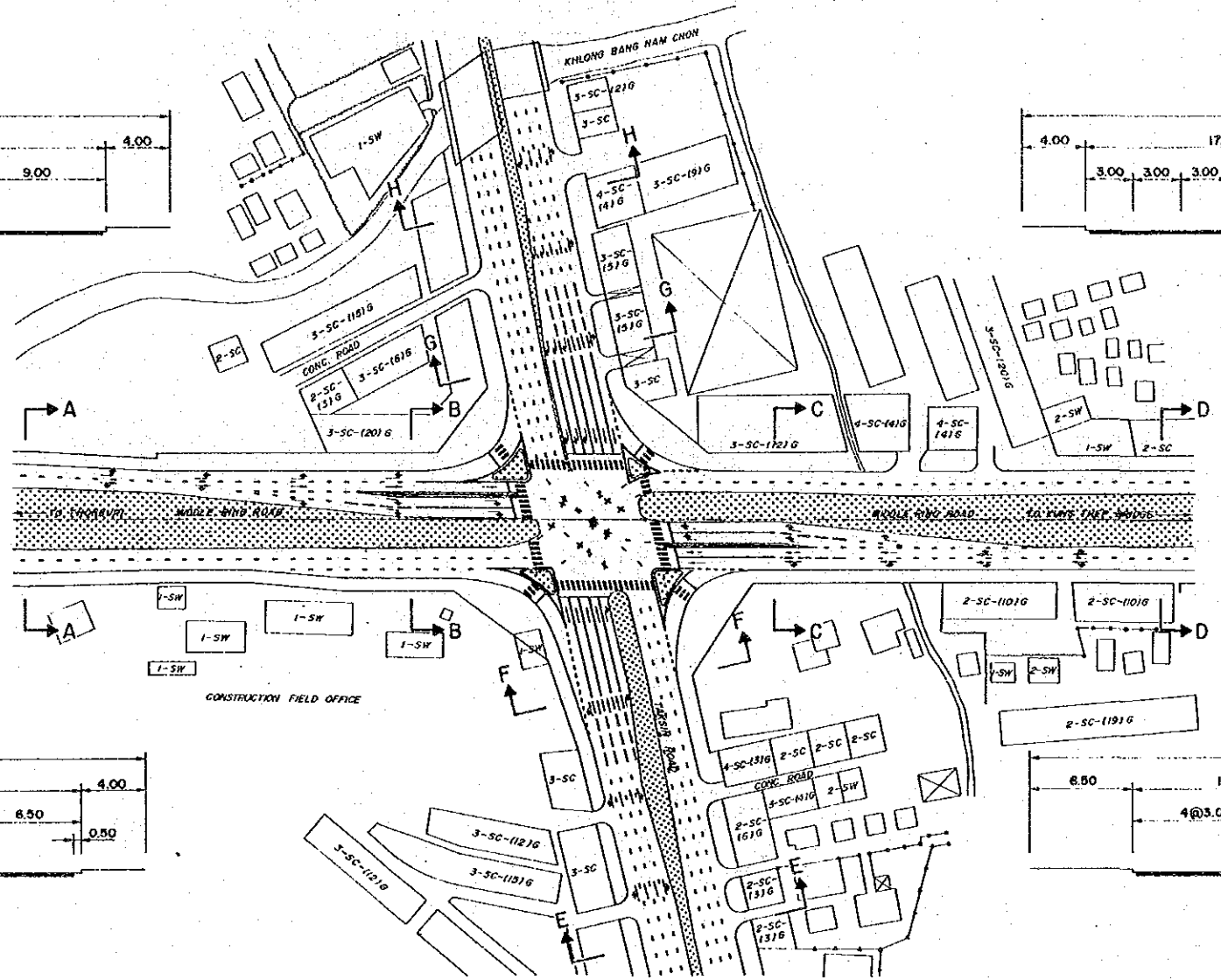
SECTION C-C
SCALE 1:200

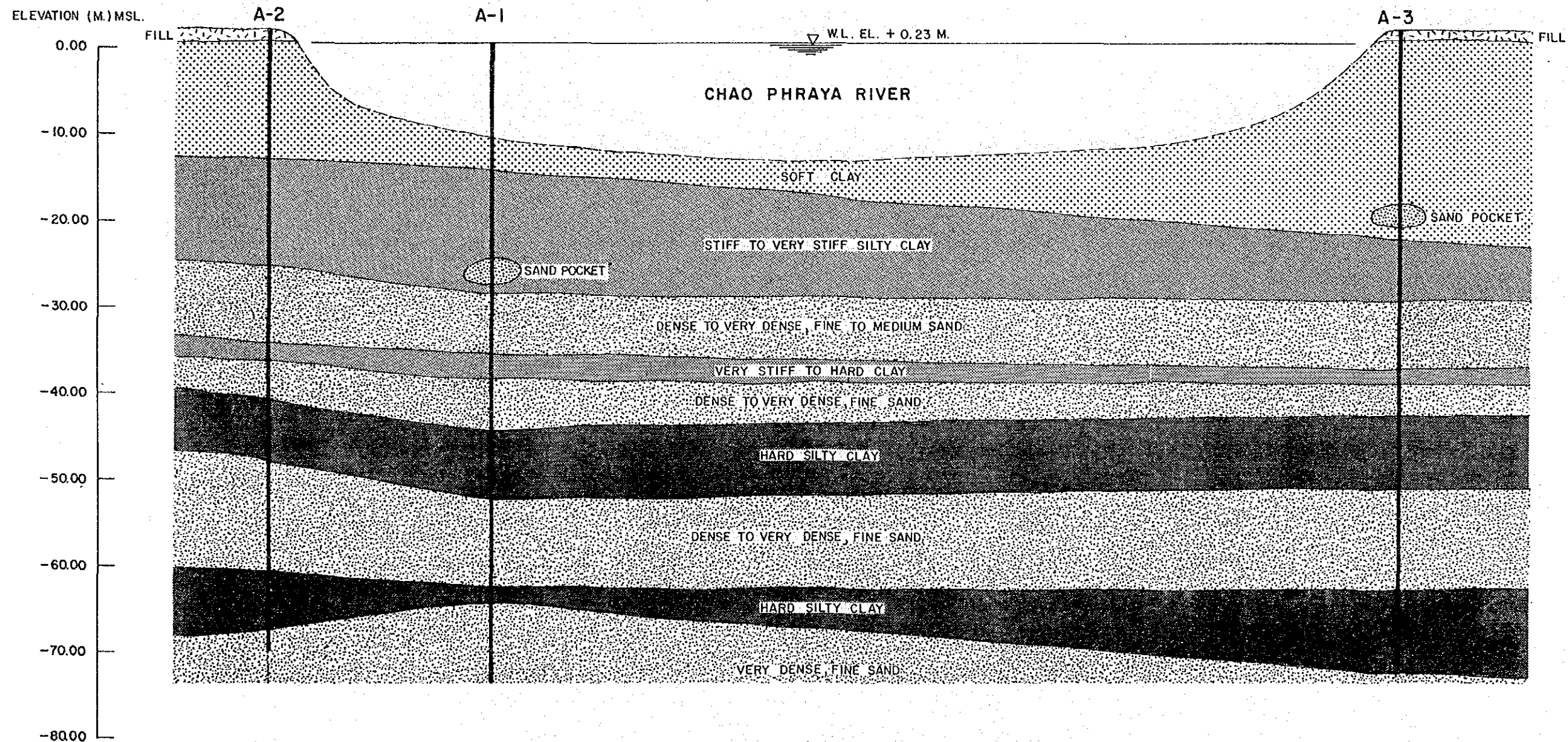
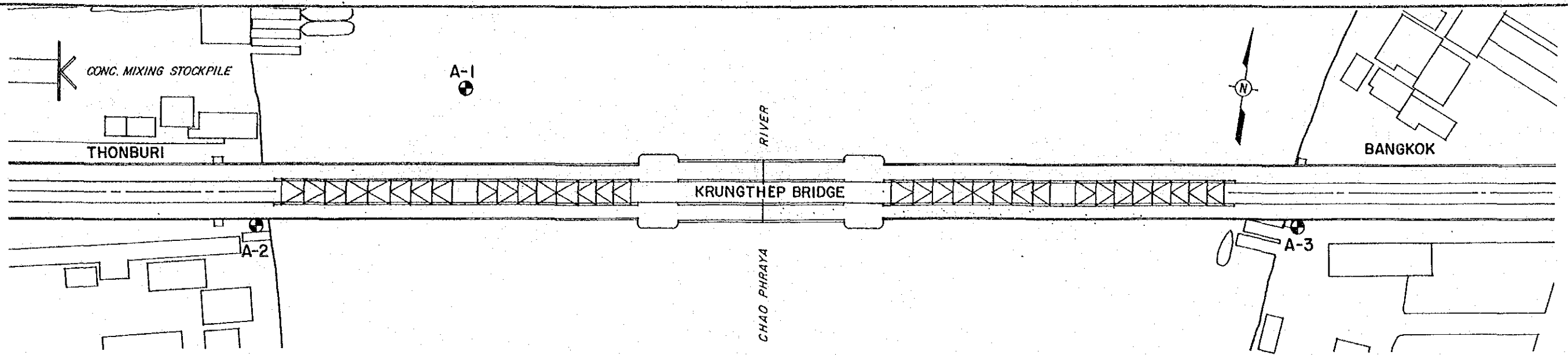


SECTION G-G
SCALE 1:200



SECTION D-D
SCALE 1:200





SOIL PROFILE ALONG NEW KRUNGTHAP BRIDGE ROUTE

SOIL DATA : BORING LOG AND BASIC PROPERTIES

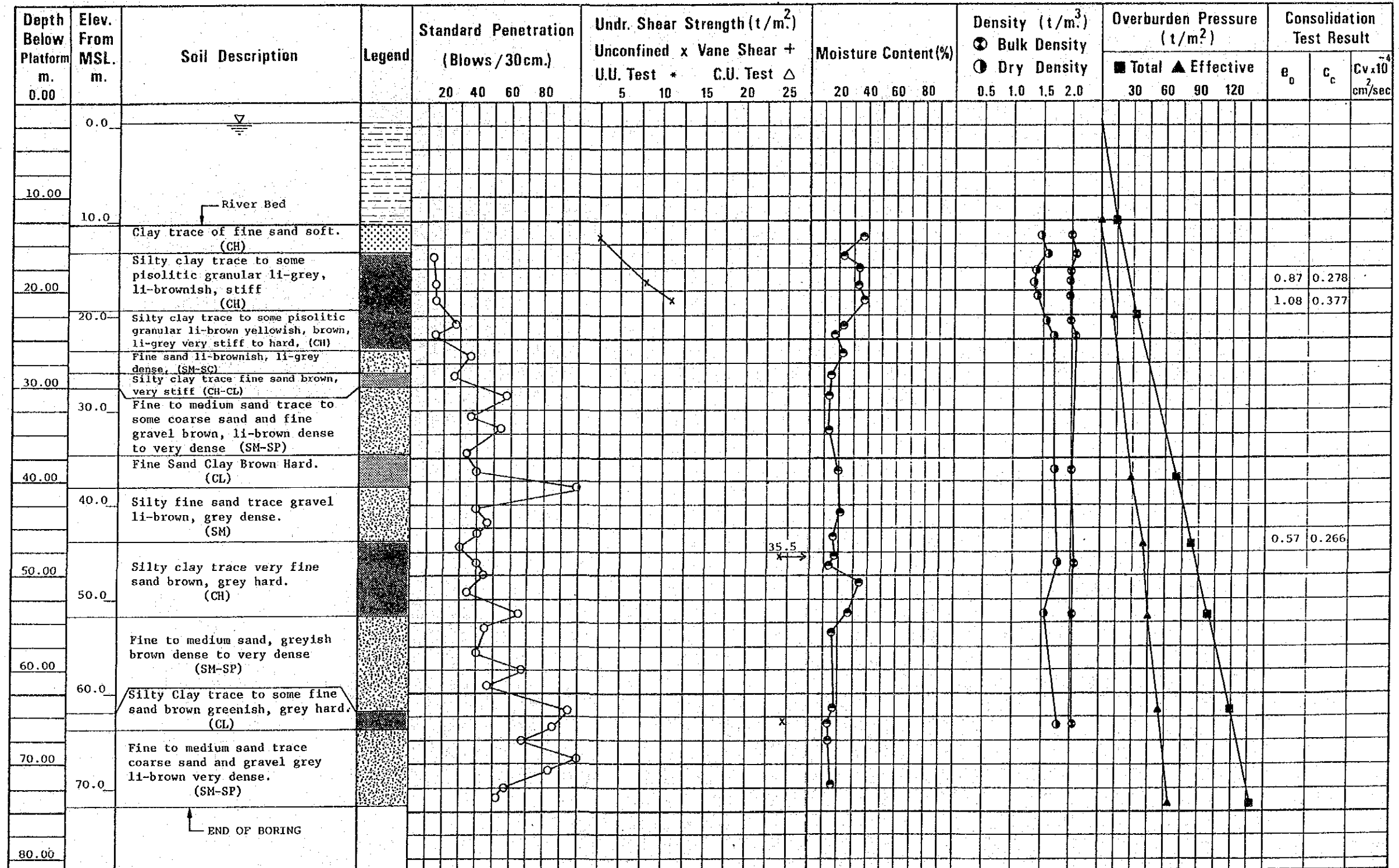
LOCATION
Krung Thep Bridge

BORING NO.
A-1

BORING	DAY	MONTH	YEAR
STARTED	14	Aug.	1986
COMPLETED	19	Aug.	1986

GROUND LEVEL
River Bed -10.02 m. MSL

GR. WATER LEVEL
River Water +0.23 m. MSL



SOIL DATA : BORING LOG AND BASIC PROPERTIES

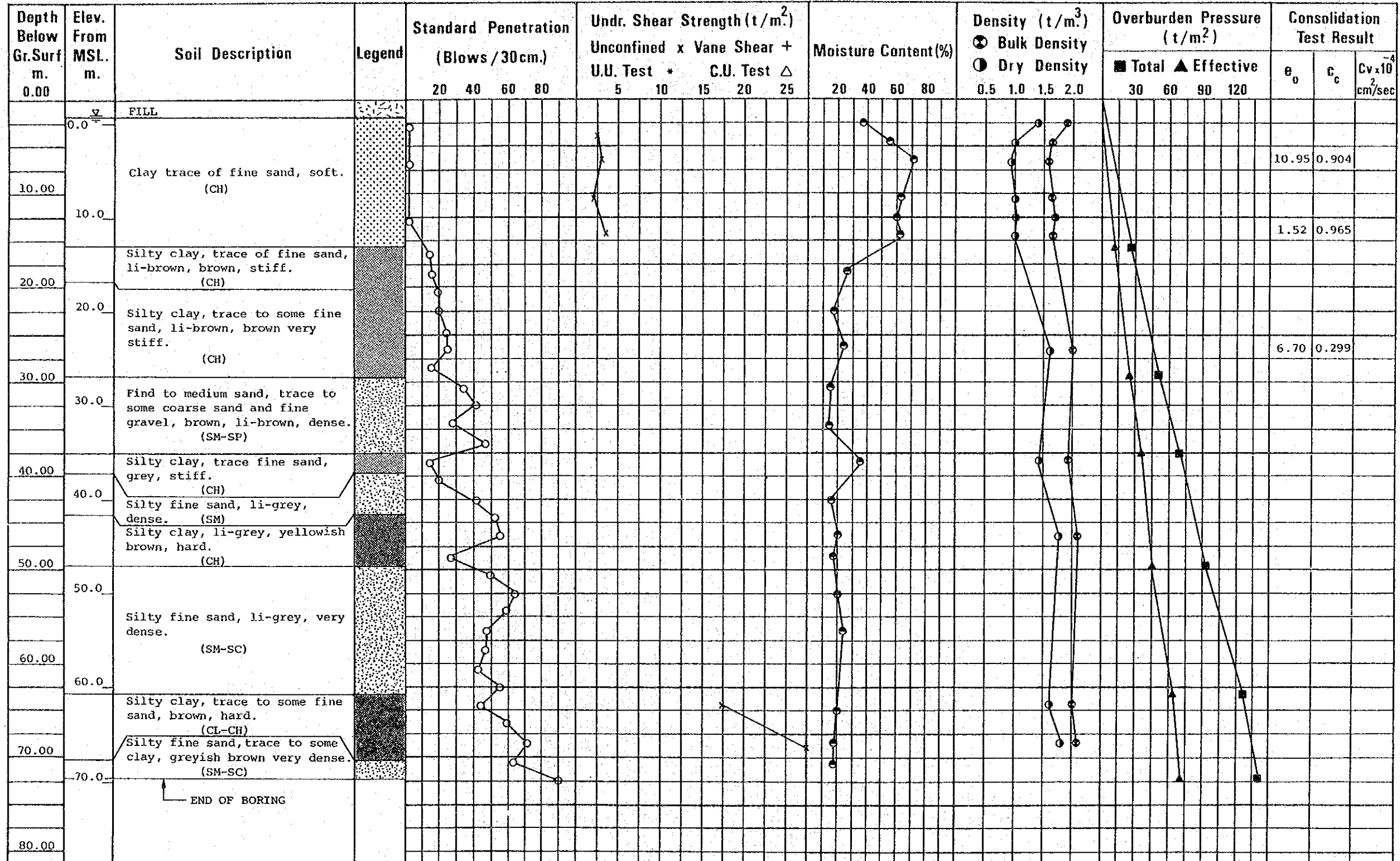
LOCATION
Krung Thep Bridge

BORING NO.
A-2

BORING	DAY	MONTH	YEAR
STARTED	19	Aug.	1986
COMPLETED	21	Aug.	1986

GROUND LEVEL
2.41 m. ABOVE MSL.

GR. WATER LEVEL
1.01 m. ABOVE MSL.



SOIL DATA : BORING LOG AND BASIC PROPERTIES

LOCATION
Krung Thep Bridge
BORING NO.
A-3

BORING	DAY	MONTH	YEAR
STARTED	21	Aug.	1986
COMPLETED	23	Aug.	1986

GROUND LEVEL
1.69 m. ABOVE MSL.

GR. WATER LEVEL
0.19 m. ABOVE MSL.

