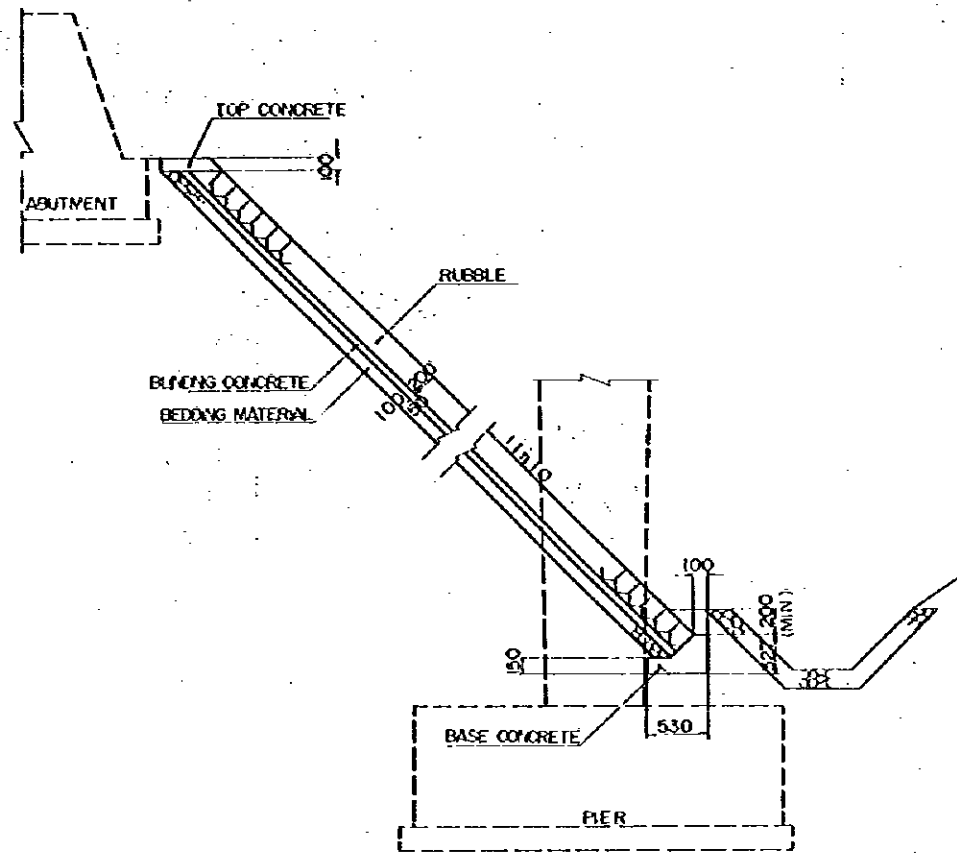
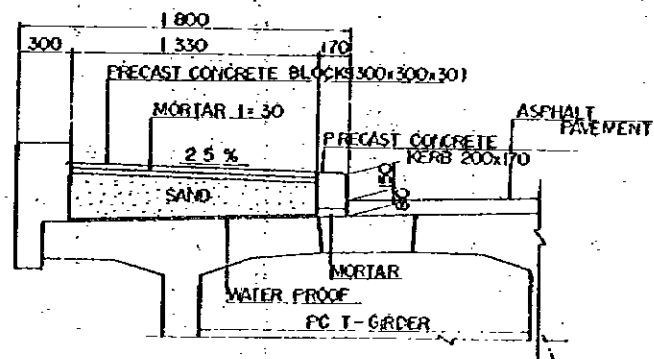


**MISCELLANEOUS WORKS
AND FURNISHINGS**

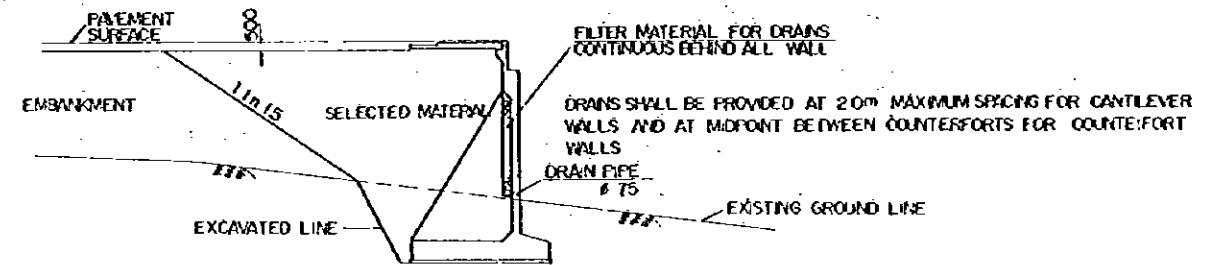


STONE MASONRY P-TYPE DETAILS

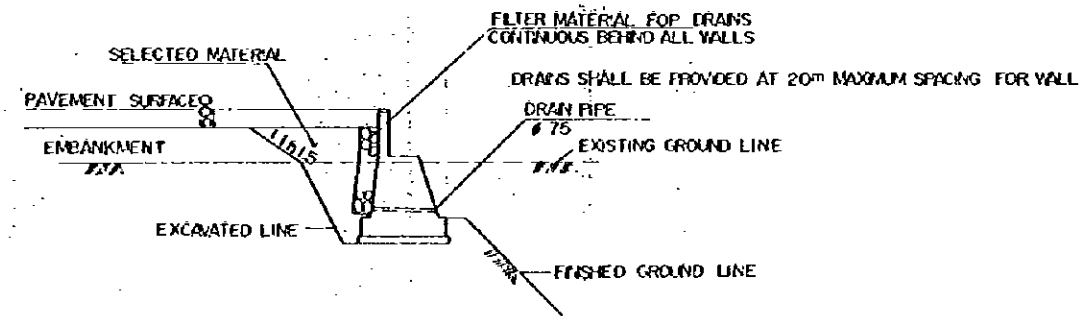


FOOTPATH DETAILS SCALE 1:20

FILLING MATERIAL BEHIND ABUTMENT



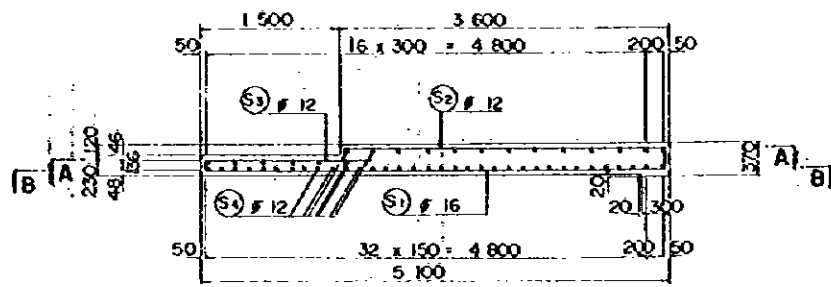
CANTILEVER OR COUNTERFORT TYPE ABUTMENT



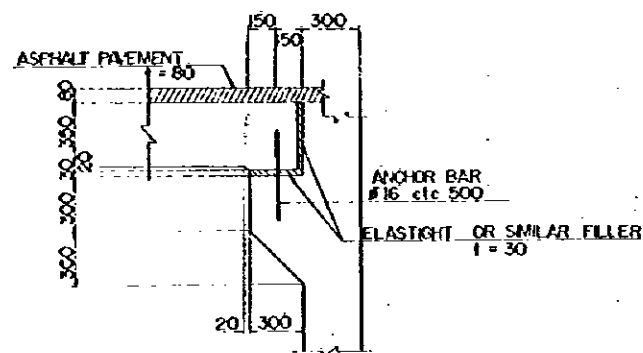
GRAVITY TYPE ABUTMENT

REDUCED PLAN
THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY

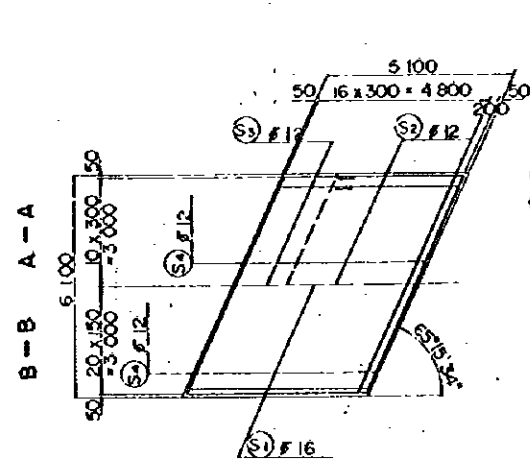
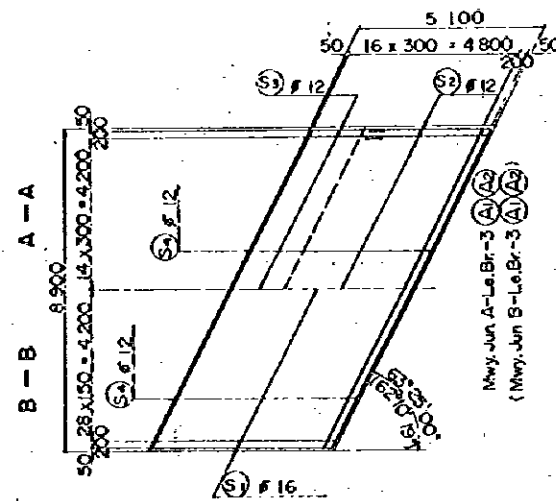
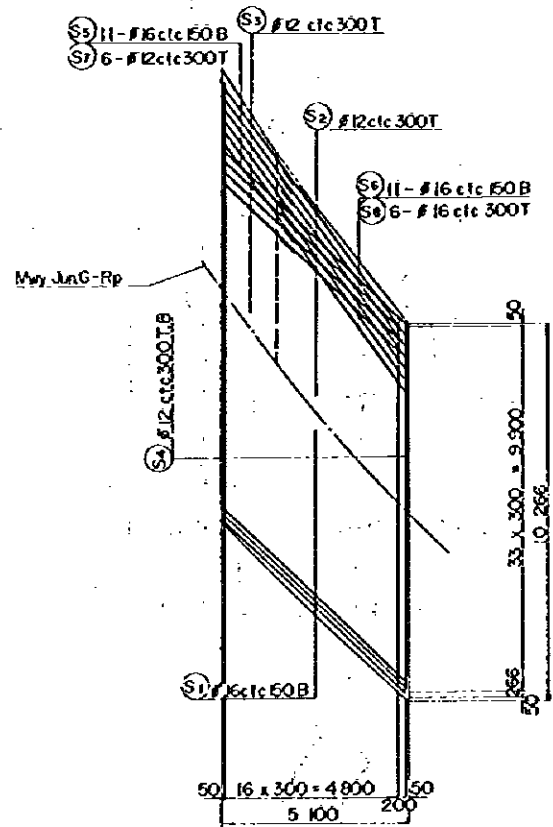
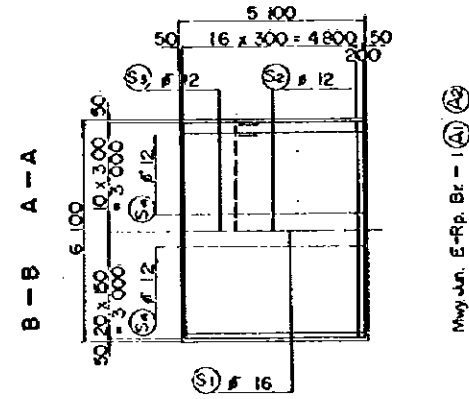
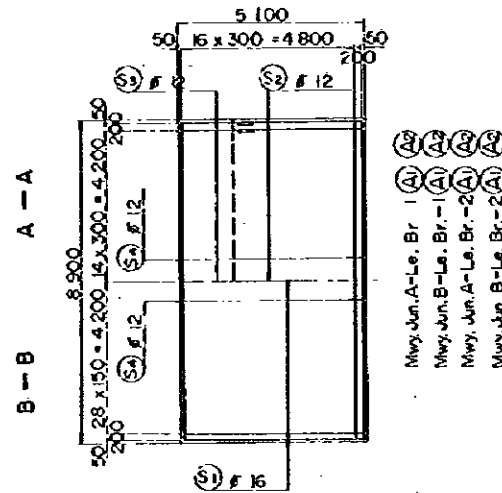
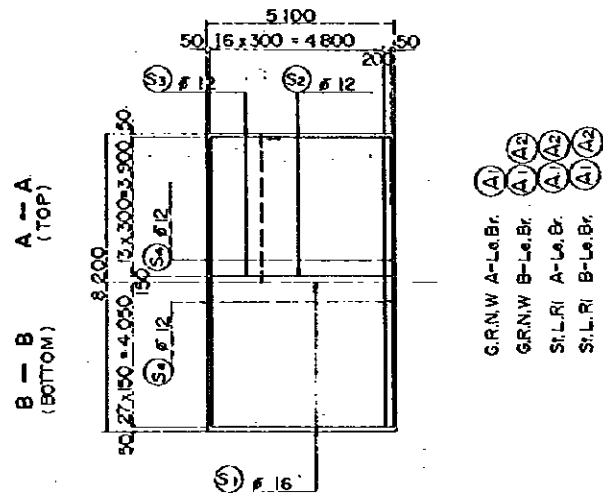
AFRICAN DEVELOPMENT BANK GOVERNMENT OF MAURITIUS	
BEAU BASSIN - PORT LOUIS LINK ROAD FINAL DESIGN	
MISCELLANEOUS WORKS	
Scale 1:20	SHEET NO. MF/01
Date:	1980
JAPAN INTERNATIONAL COOPERATION AGENCY	



TYPICAL CROSS SECTION

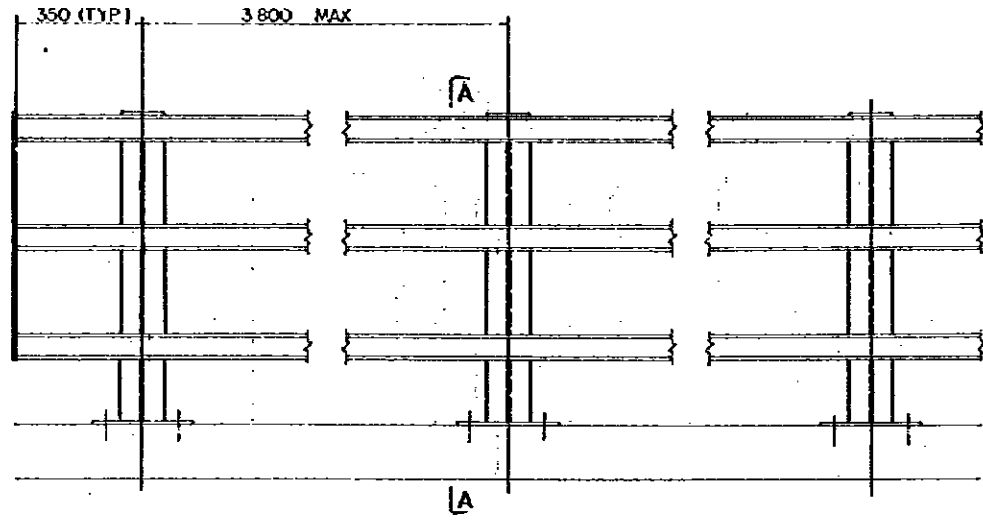


CONNECTION DETAIL

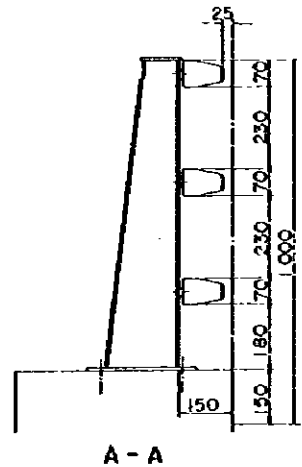


REDUCED PLAN
THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY

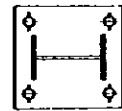
AFRICAN DEVELOPMENT BANK GOVERNMENT OF MAURITIUS	
BEAU BASSIN - PORT LOUIS LINK ROAD FINAL DESIGN	
APPROACH SLAB DETAILS	
Scale 1 : 100	SHEET NO. MF / 02
Date: 1980	
JAPAN INTERNATIONAL COOPERATION AGENCY	



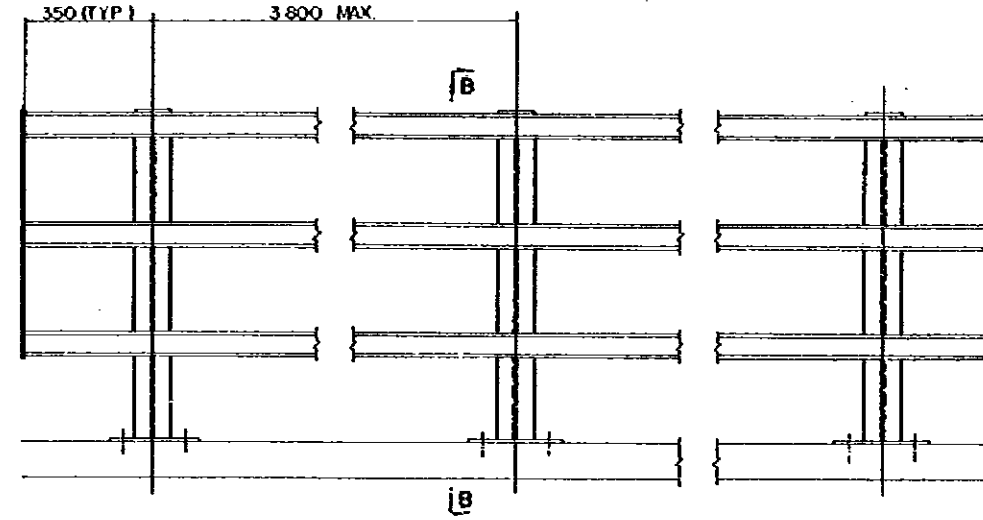
P1 VEHICLE PARAPET SCALE 1:10



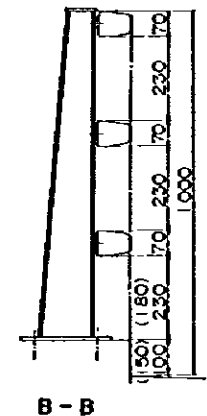
A - A



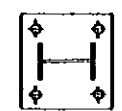
BASE PLATE



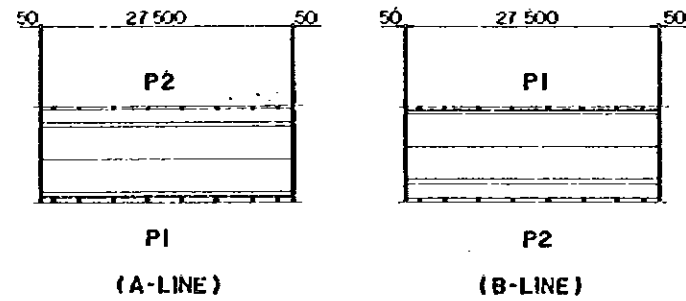
P2 (P2') VEHICLE PEDESTRIAN PARAPET SCALE 1:10
Note: () shows dimensions of P2' parapet



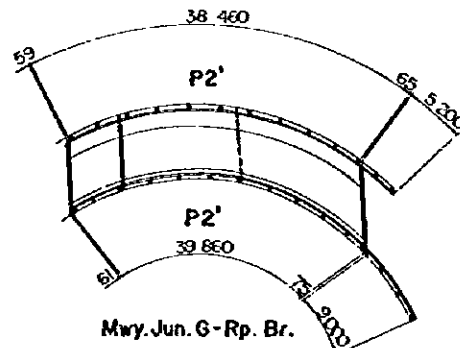
B - B



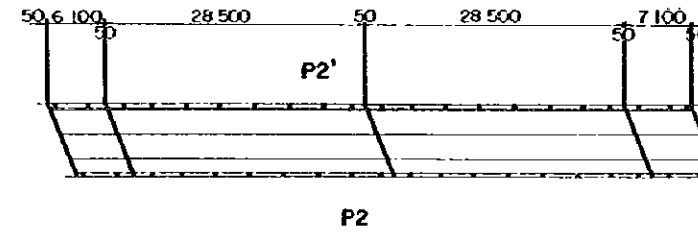
BASE PLATE



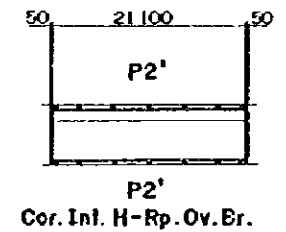
NAME	LINE	NUMBER OF SPANS
St.L.Ri	A	1
	B	3
G.R.N.W.	A	7
	B	7



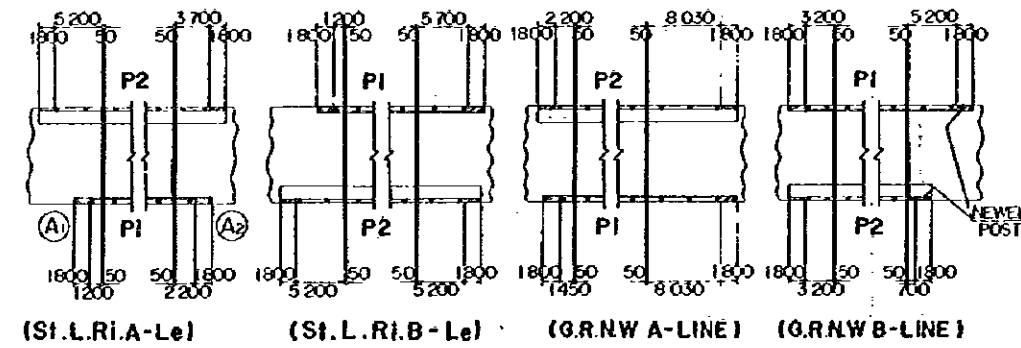
Mwy. Jun. G-Rp. Br.



COROMANDEL Ov. Br.

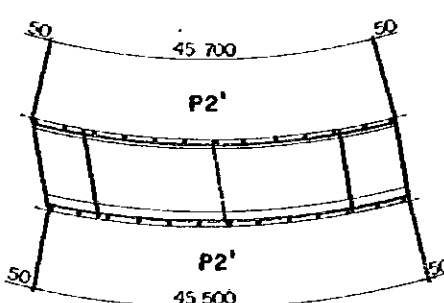


Cor. Inf. H-Rp. Ov. Br.

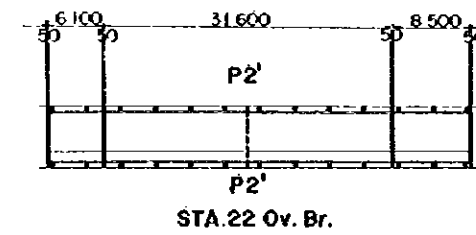


(St.L.Ri.A-Le) (St.L.Ri.B-Le) (G.R.N.W. A-LINE) (G.R.N.W. B-LINE)

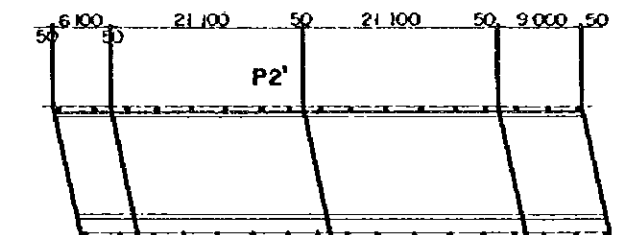
ON WINGWALL
St.L.Ri.Br. AND G.R.N.W. Br.



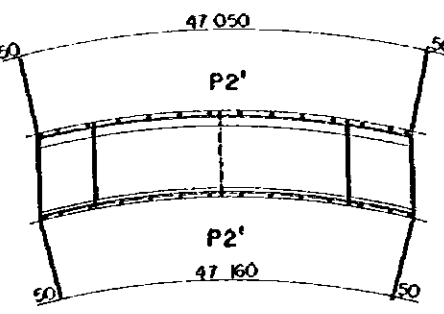
Cor. Inf. E-Rp. Br.



STA.22 Ov. Br.

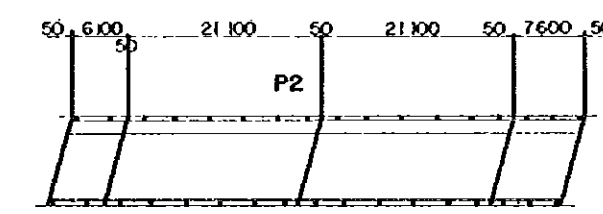


P2
AI-ROAD Ov. Br.



Cor. Inf. F-Rp. Br.

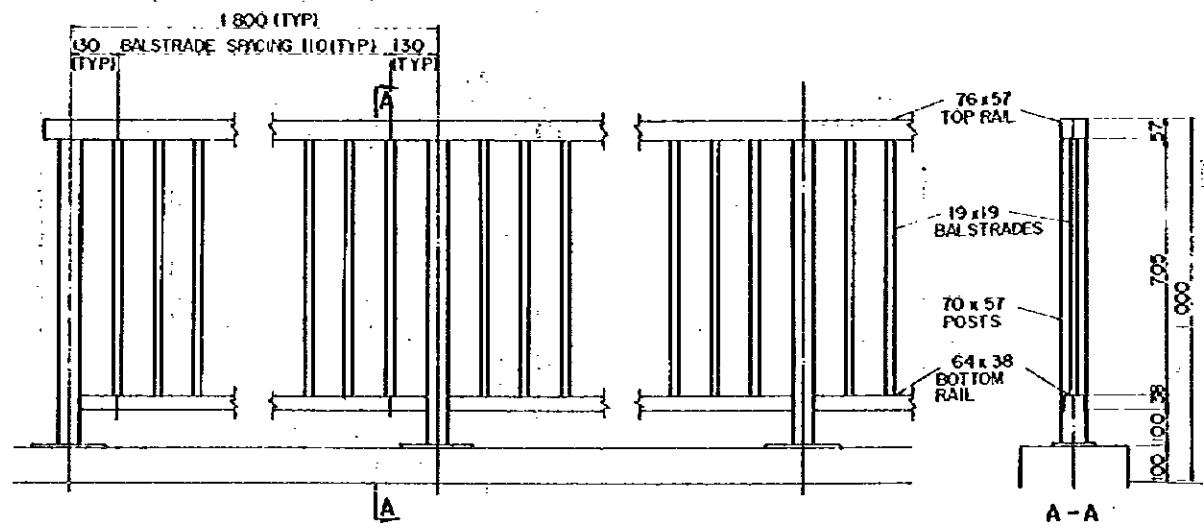
KEY PLAN NO SCALE



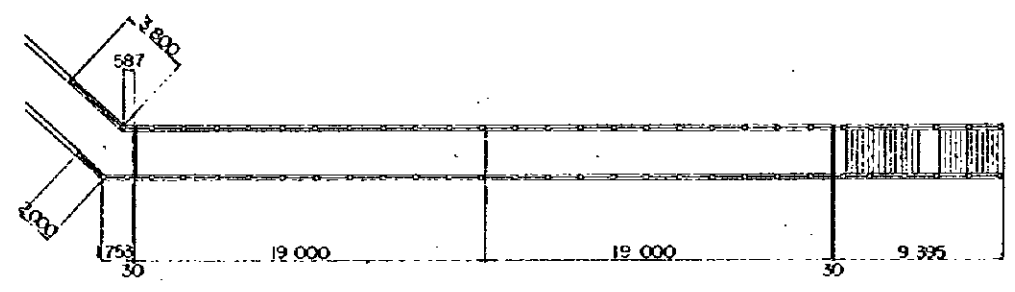
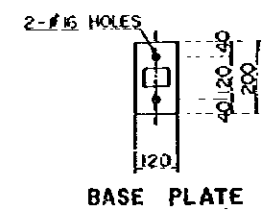
P2'
PAILLES Ov. Br.

REDUCED PLAN
THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY.

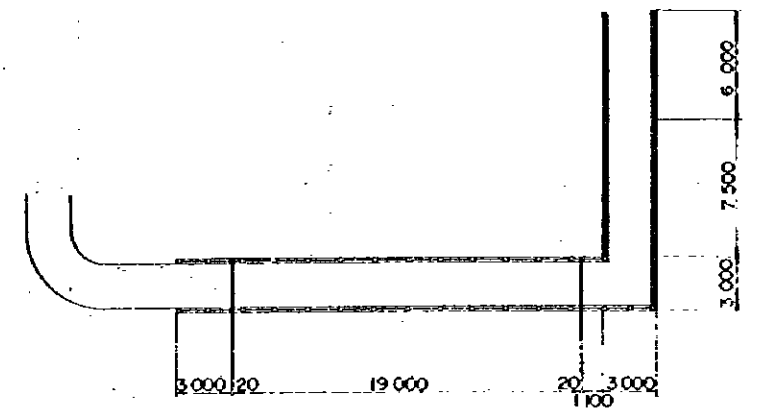
AFRICAN DEVELOPMENT BANK GOVERNMENT OF MAURITIUS	
BEAU BASSIN - PORT LOUIS LINK ROAD FINAL DESIGN	
VEHICLE PARAPET DETAILS 1/3	
Scale 1:10	SHEET NO. MF/03
Date: 1980	
JAPAN INTERNATIONAL COOPERATION AGENCY	



P4 PEDESTRIAN PARAPET SCALE 1:10



Hn. TEMPLE Ped. Br.

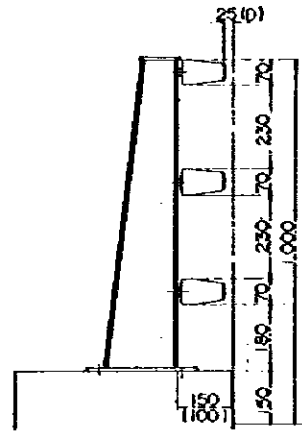
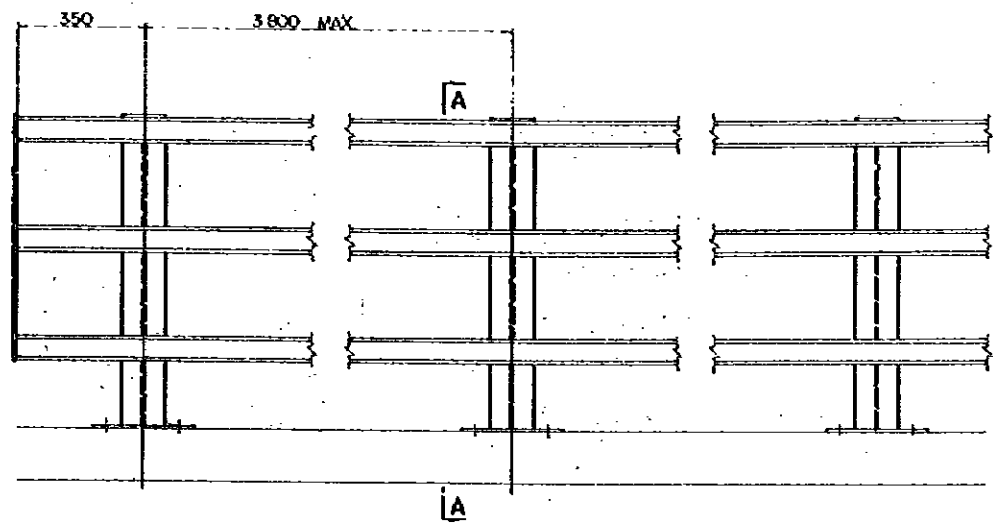


B. B. Ped. Br.

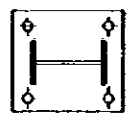
KEY PLAN SCALE 1:200

REDUCED PLAN
 THE REDUCTION SCALE USED
 IS 1/20 TO THE ORIGINAL
 PLAN AND APPLYS TO THE
 ORIGINAL PLANS ONLY.

AFRICAN DEVELOPMENT BANK GOVERNMENT OF MAURITIUS	
BEAU BASSIN - PORT LOUIS LINK ROAD FINAL DESIGN	
VEHICLE PARAPET DETAILS 2/3	
Scale 1:200, 10	SHEET NO. M.F/04
Date:	1980
JAPAN INTERNATIONAL COOPERATION AGENCY	



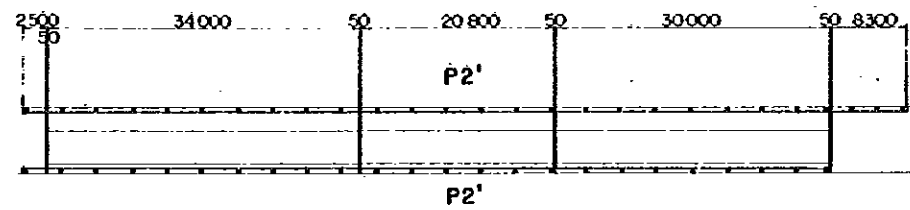
A - A



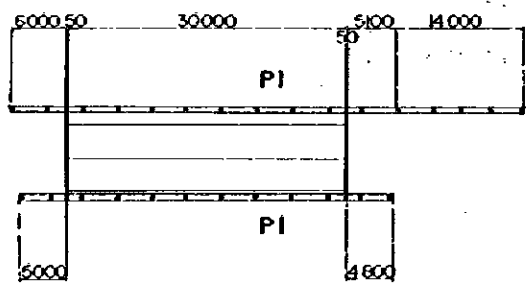
BASE PLATE

**P1 VEHICLE PARAPET
(P2' VEHICLE PEDESTRIAN PARAPET)**

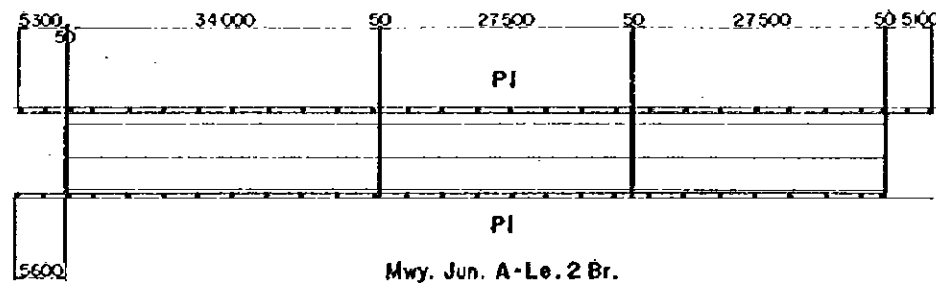
SCALE 1:10



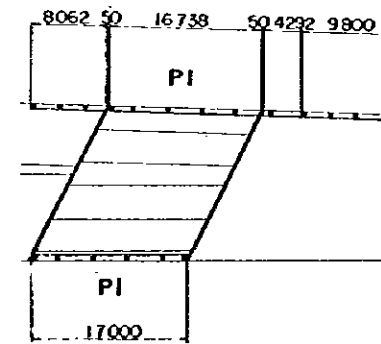
Mwy. Jun. E-Rp. Br.



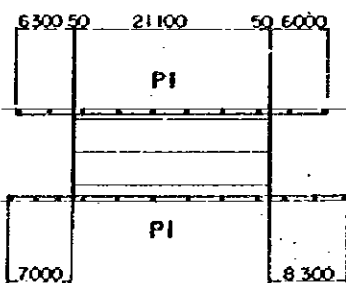
Mwy. Jun. A-Le. 1 Br.



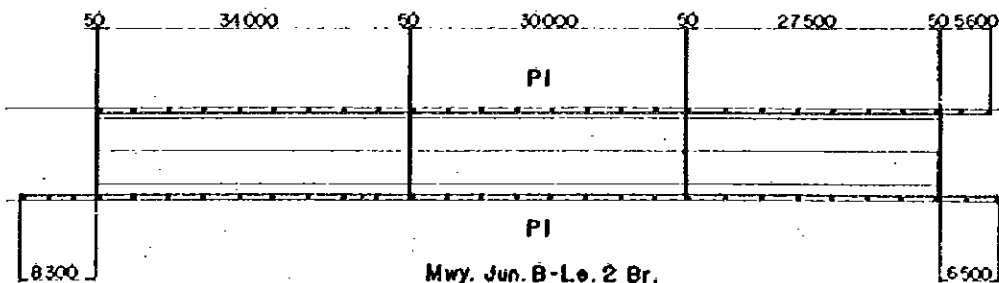
Mwy. Jun. A-Le. 2 Br.



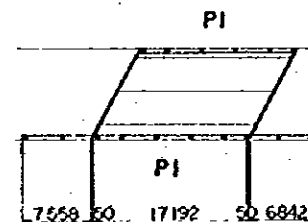
Mwy. Jun. A-Le. 3 Br.



Mwy. Jun. B-Le. 1 Br.



Mwy. Jun. B-Le. 2 Br.

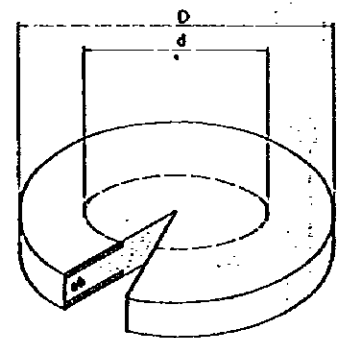


Mwy. Jun. B-Le. 3 Br.

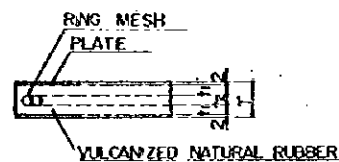
KEY PLAN SCALE 1:400

REDUCED PLAN
THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY.

AFRICAN DEVELOPMENT BANK GOVERNMENT OF MAURITIUS	
BEAU BASSIN - PORT LOUIS LINK ROAD FINAL DESIGN	
VEHICLE PARAPET DETAILS 3/3	
Scale 1 : 10, 400	Sheet NO. MF/05
Date:	1980
SPAN INTERNATIONAL COOPERATION AGENCY	

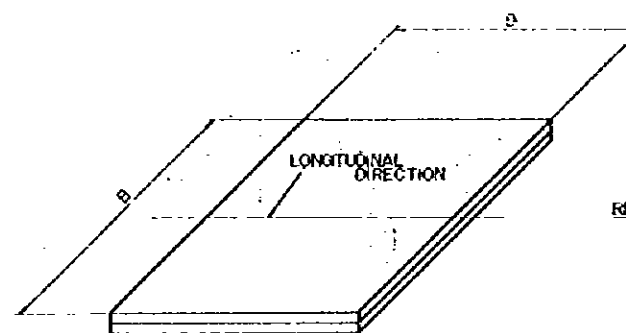


RUBBER RING SHOE
(TYPE-A,B,C)

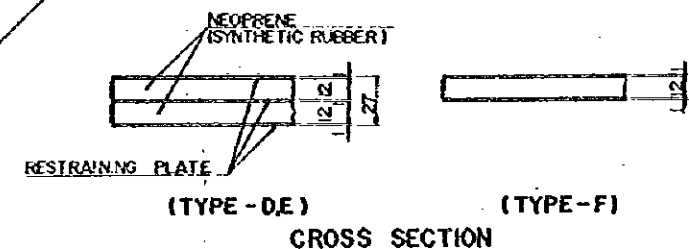


CROSS SECTION

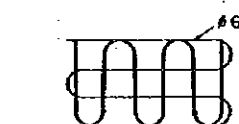
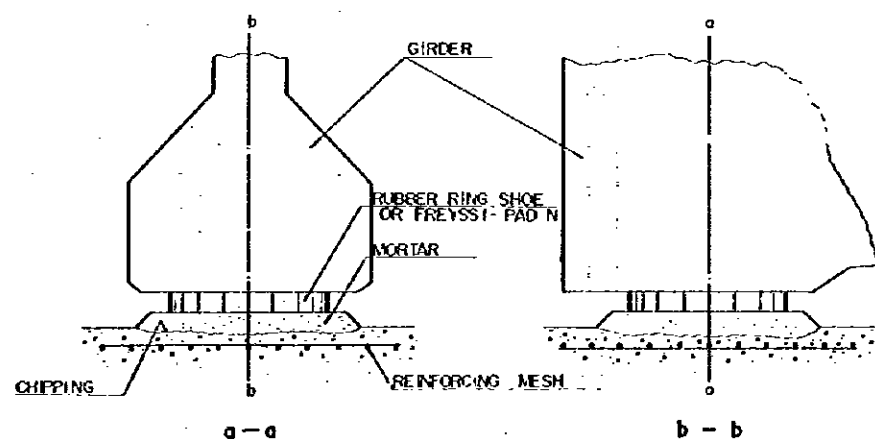
TYPE	A (R60-19)	B (R50-17)	C (R70-10)
D	∅ 400	∅ 370	∅ 430
d	∅ 240	∅ 220	∅ 250
F	42	38	25
f ₁	12.5	12.5	—
f ₂	13	9	—



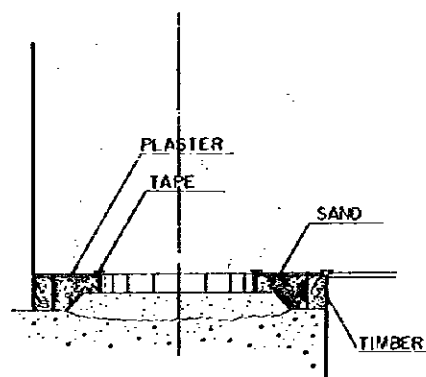
FREYSSI-PAD N
(TYPE-D,E,F)



	TYPE-D	TYPE-E	TYPE-F
B	380	260	280
D	340	250	250



REINFORCING MESH NO SCALE



INSTALLATION METHOD

	RUBBER RING SHOE	FREYSSI-PAD N
	NATURAL RUBBER	NEOPRENE
SHEAR MODULUS (kg/cm ²)	13.5 ± 2	8
HARDNESS	60 ± 5	50 ± 5
TENSILE STRENGTH (kg/cm ²)	175 (min)	175 ± (min)
ULTIMATE ELONGATION (%)	400	400
HEAT RESISTANCE CHANGE IN DURETOMETER HARDNESS	MAX. POINT + 10	MAX. POINT + 15
X-1 CHANGE IN TENSILE STRENGTH MAX (%)	(-25)	(-15)
X-1 CHANGE IN ULTIMATE ELONGATION MAX (%)	(-25)	(-40)
COMPRESSION SET (100°C) 22 HOURS AT (69.9°C) MAX (%)	(25)	(35)
OZONE 25 ppm OZONE IN AIR BY VOLUME 20% STRAIN (37.7°C ± 1°C) 168 HOURS	NO CRACK	—
100 ppm OZONE IN AIR BY VOLUME 20% STRAIN (7°C ± 1°C) 100 HOURS	—	NO CRACK
ADHESION (kg/m ²)	714	714
BOND MADE DURING VULCANIZATION	714	714
LOW TEMPERATURE TEST BRITTLENESS AT -40°C	NO FAILURE	DURO NO FAILURE

NOTE X-1: 70 HOURS AT (69.9°C) (100°C)

MATERIAL STANDARD

- NOTE
- 1: LOCATION OF EACH BEARING TYPE ARE SHOWN IN THE ABUTMENT AND PIER DEMONSTRATION OF EACH BRIDGES
 - 2: THICKNESS OF MORTAR SHALL BE DECIDED BY RELATIVE DRAWINGS.

REDUCED PLAN
THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY.

AFRICAN DEVELOPMENT BANK
GOVERNMENT OF MAURITIUS

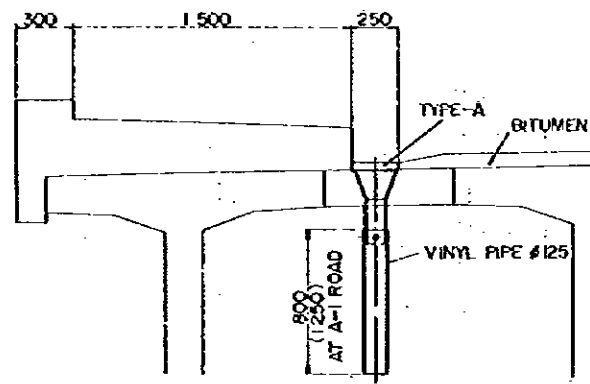
BEAU BASSIN - PORT LOUIS
LINK ROAD
FINAL DESIGN

BEARING DETAILS

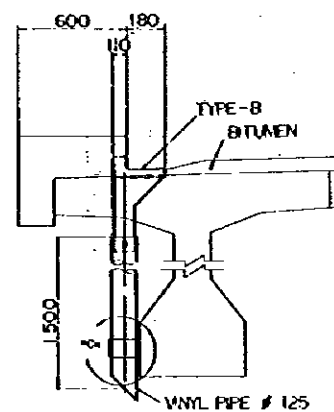
Scale 1: NO SCALE | NO. M.F./06

Date: 1980

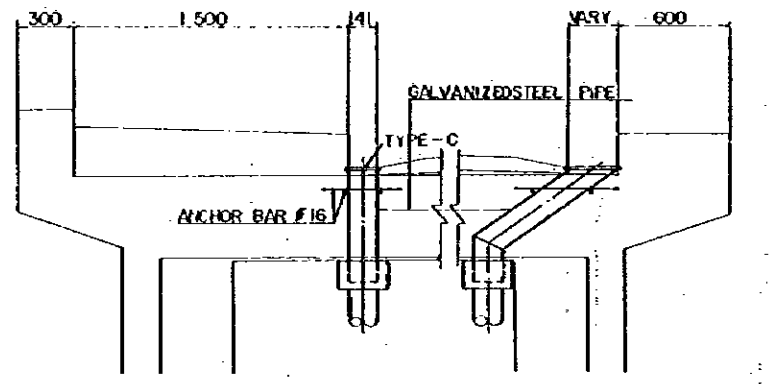
JAPAN INTERNATIONAL COOPERATION AGENCY



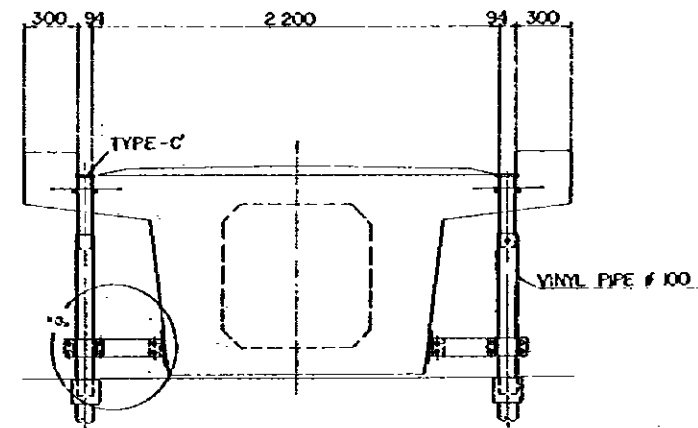
AI-ROAD Ov. Br. (P2)
St.L.Ri. A-Le. Br. GR.N.W.A.B-Le. Br.



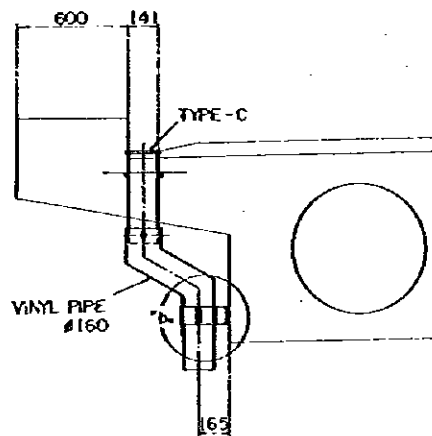
St.L.Ri. B-Le. Br.



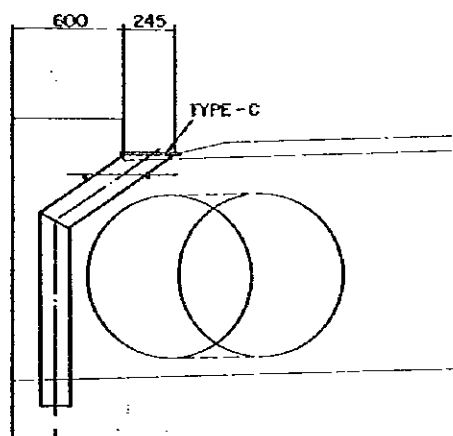
COROMANDEL Ov. Br. PAILLES Ov. Br. COROMANDEL Ov. Br.
AI-ROAD Ov. Br. (A1) PAILLES Ov. Br.



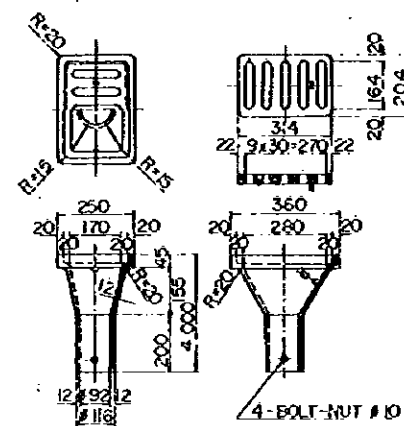
B.B., Hn.TEMPLE Ped. Br.



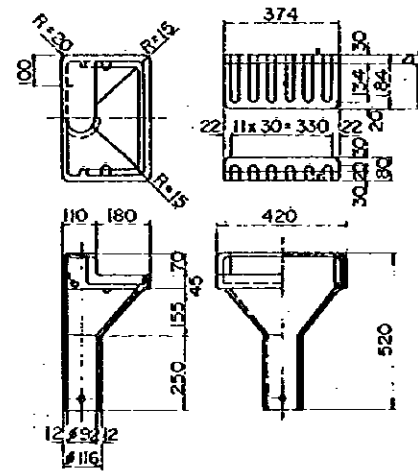
Mwy. Jun. B-Rp. Br. (P2)
Cor. Int. E-Rp. Br. (P2) (P3)



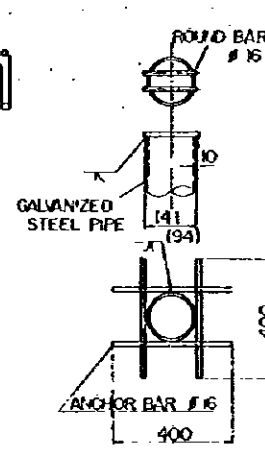
Mwy. Jun. G-Rp. (P2)



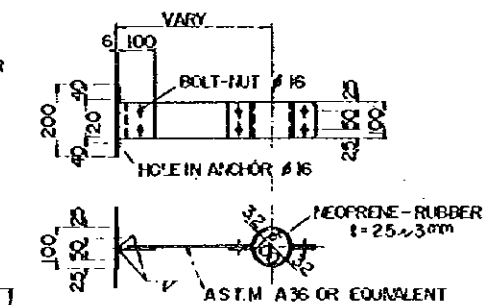
TYPE-A NO SCALE



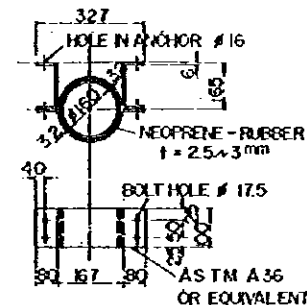
TYPE-B NO SCALE



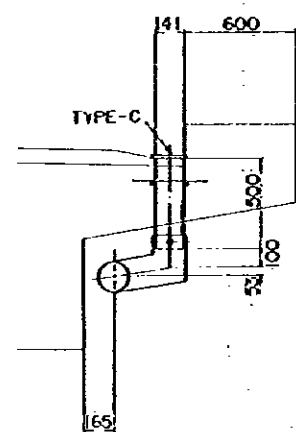
(TYPE-C')
TYPE-C NO SCALE



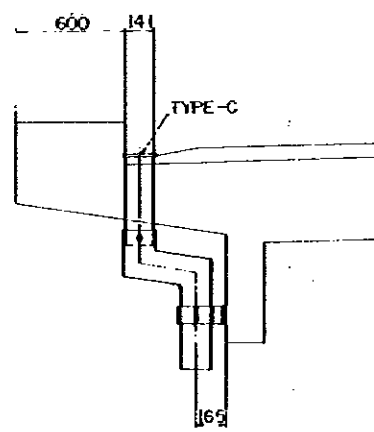
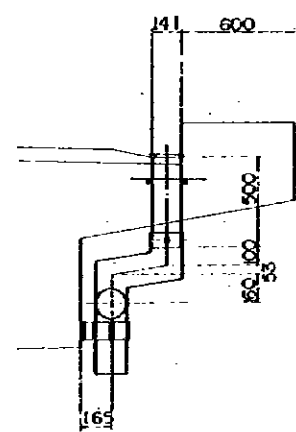
DETAIL a NO SCALE



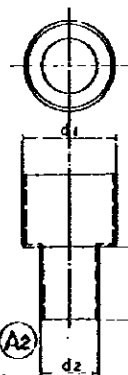
DETAIL b NO SCALE



Cor. Int. F-Rp. Br. (P2)



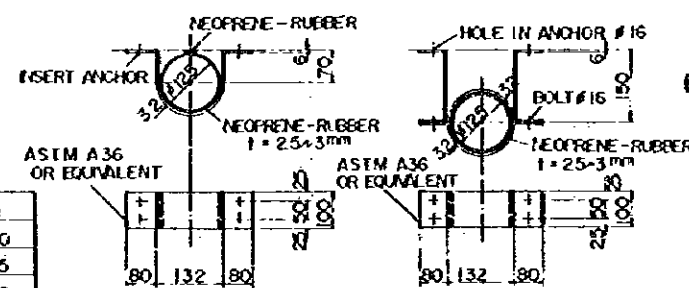
STA. 22 Ov. Br. Mwy. Jun. B-Rp. Br. (A1), (A2)
Cor. Int. E-Rp. Br. (P1)
Cor. Int. F-Rp. Br. (P1)



DOWNSPOUT DETAIL SCALE 1:10

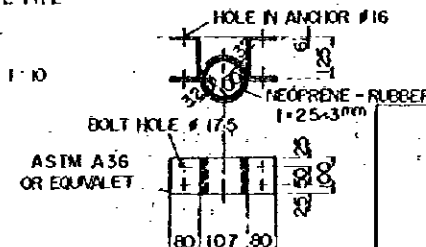
TYPE	d1	d2
D1	φ 260	φ 160
D2	φ 225	φ 125
D3	φ 200	φ 100

DOWNSPOUT IS THE SAME MATERIAL AS VINYL PIPE



DETAIL c NO SCALE

DETAIL d NO SCALE

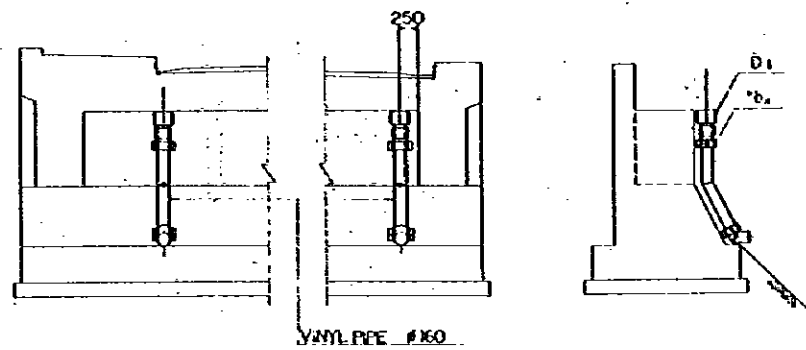


DETAIL e SCALE 1:10

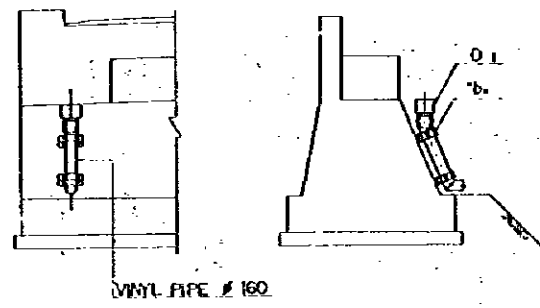
REDUCED PLAN
THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY.

- NOTE:
- DRAINAGE LOCATIONS ARE SHOWN IN EACH "GENERAL VIEW" AND DRAWING NO. MF/08, MF/09
 - SIZE AND MATERIAL OF GALVANIZED STEEL PIPE SHALL BE CONFORMED TO BS. 1387.
 - MATERIAL OF INLET (TYPE-A AND B) SHALL BE GRAY IRON CASTING.

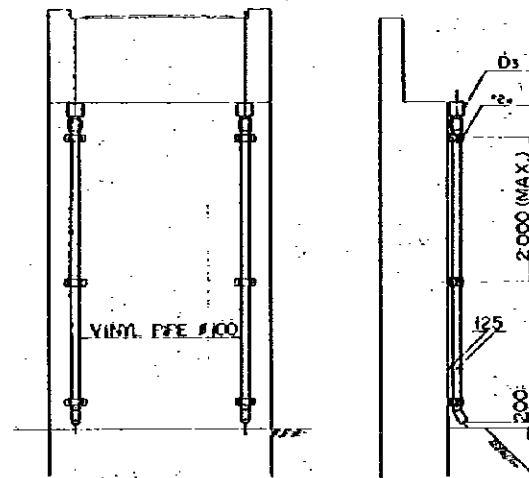
AFRICAN DEVELOPMENT BANK
GOVERNMENT OF MAURITIUS
BEAU BASSIN - PORT LOUIS
LINK ROAD
FINAL DESIGN
DRAINAGES 1/3
Scale 1: NO SCALE SHEET NO. MF/07
Date: 1980
JAPAN INTERNATIONAL COOPERATION AGENCY



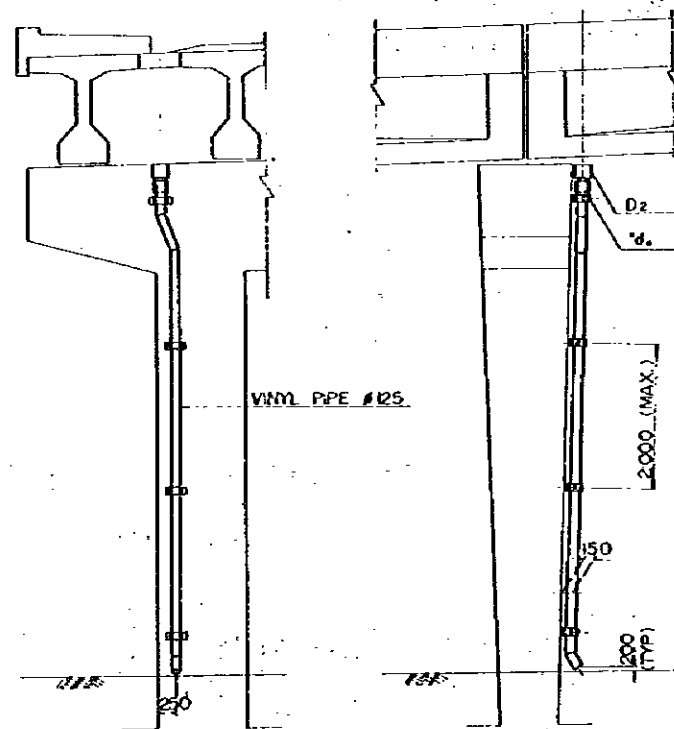
PAILLES Ov. Br. (A1)
 AI-ROAD Ov. Br. (A1)
 COROMANDEL Ov. Br. (A1)



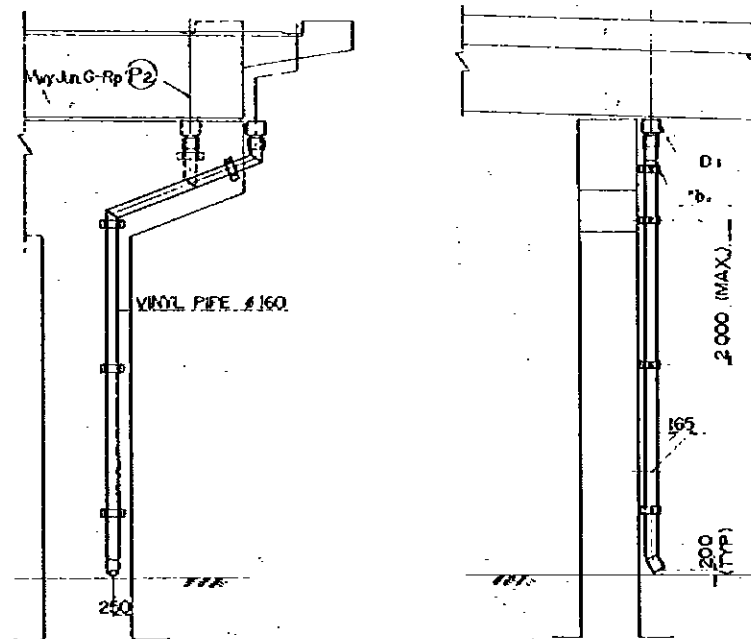
STA. 22 Ov. Br. (A1)
 Mwy.Jun. B-Rp. Br. (A1) (A2)
 Mwy.Jun. G-Rp. Br. (A1)



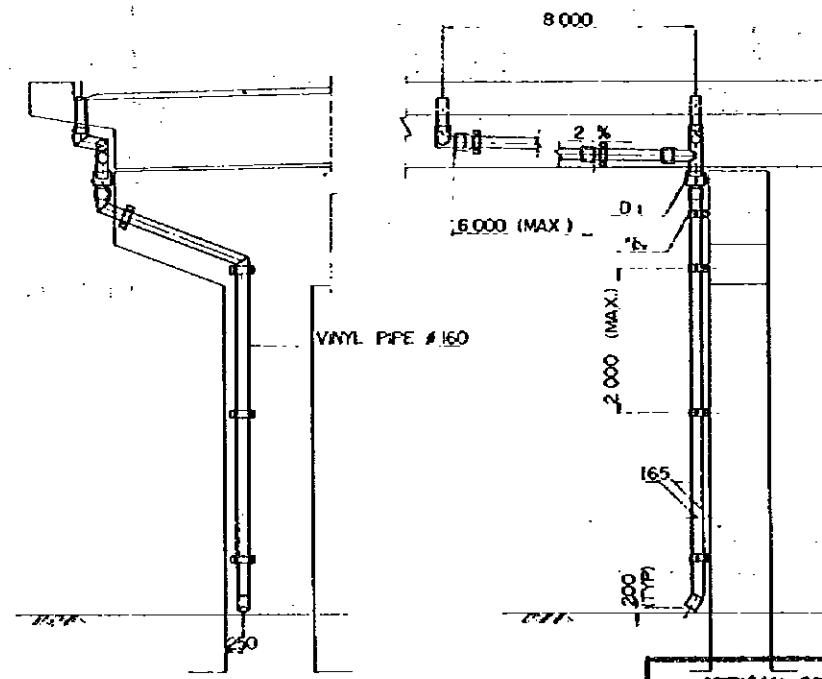
Hin. TEMPLE Ped. Br. (A2)
 B. B. Ped. Br. (A1) (A2)



AI-ROAD Ov. Br. (P2)



Mwy. Jun. B-Rp. Br. (P2) Mwy. Jun. G-Rp. Br. (P2)
 Cor. Int. E-Rp. Br. (P1) (P2) (P3) Cor. Int. F-Rp. Br. (P1)

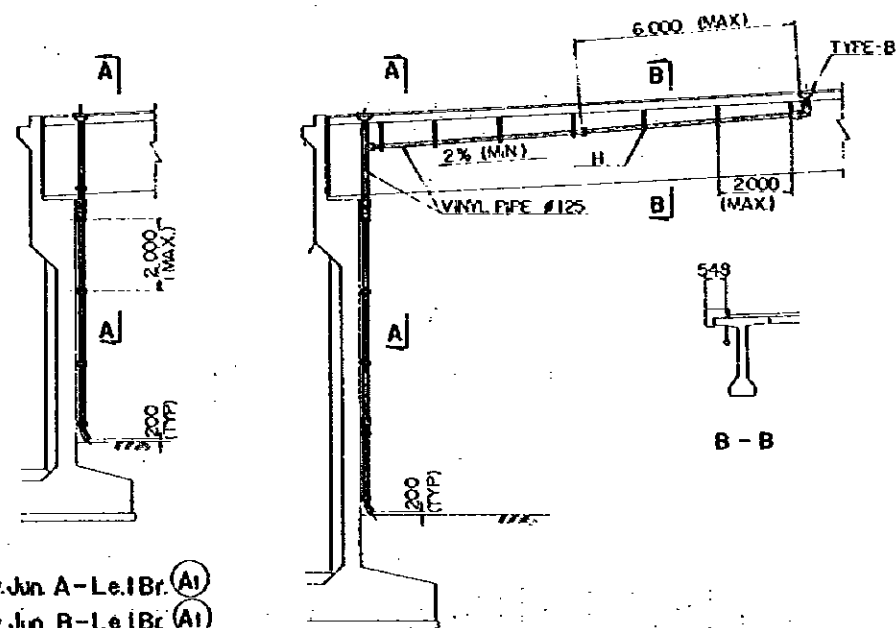


Cor. Int. F-Rp. Br. (P2)

- NOTE.
- FOR THE DETAILS OF DOWNSPOUT (D1, D2, D3) AND SUPPORT (S1, S2, S3), SEE DRAWING NO. MF/07
 - DRAINAGE LOCATIONS ARE SHOWN IN EACH "GENERAL VIEW"

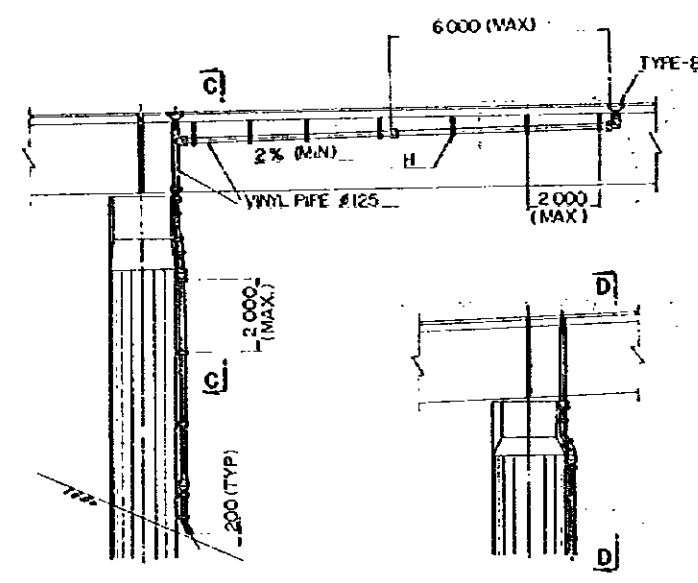
REDUCED PLAN
 THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY.

AFRICAN DEVELOPMENT BANK GOVERNMENT OF MAURITIUS	
BEAU BASSIN - PORT LOUIS LINK ROAD FINAL DESIGN	
DRAINAGES 2/3	
Scale 1 : NO SCALE	SHEET NO. MF / 08
Date :	1980
JAPAN INTERNATIONAL COOPERATION AGENCY	



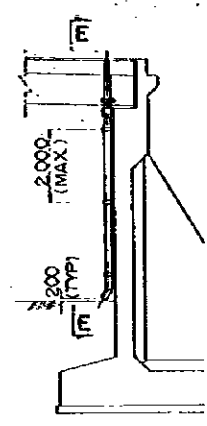
Mwy Jun. A - Le. 1 Br. (A1)
 Mwy Jun. B - Le. 1 Br. (A1)
 Mwy Jun. E - Rp. Br. (A1)

Mwy Jun. A - Le. 2 Br. (A1) (A2)
 Mwy Jun. B - Le. 2 Br. (A1) (A2)



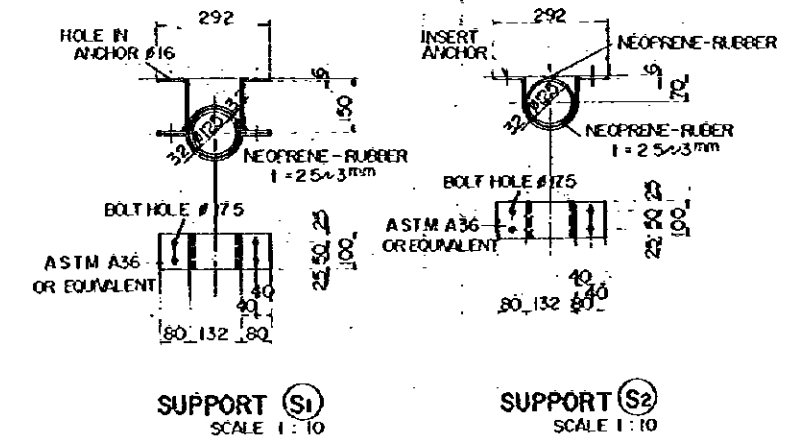
Mwy Jun. A - Le. 2 Br. (P2)
 Mwy Jun. B - Le. 2 Br. (P1) (P2)

Mwy Jun. E - Rp. Br. (P2)



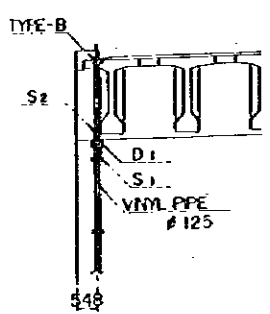
Mwy Jun. A - Le. 3 Br. (A2)
 Mwy Jun. B - Le. 3 Br. (A2)

SECTION E - E

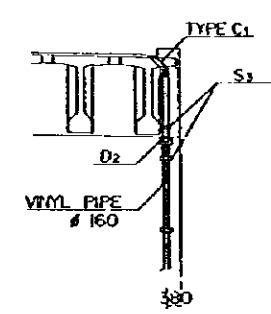


SUPPORT (S1)
SCALE 1:10

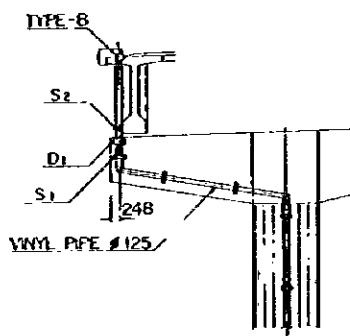
SUPPORT (S2)
SCALE 1:10



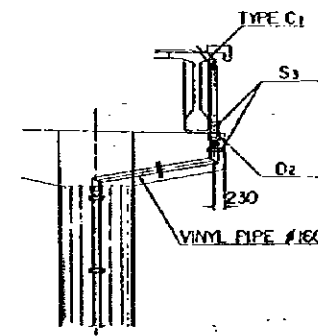
(Mwy Jun. A - Le. 1, 2 Br.)
 (Mwy Jun. B - Le. 1, 2 Br.)



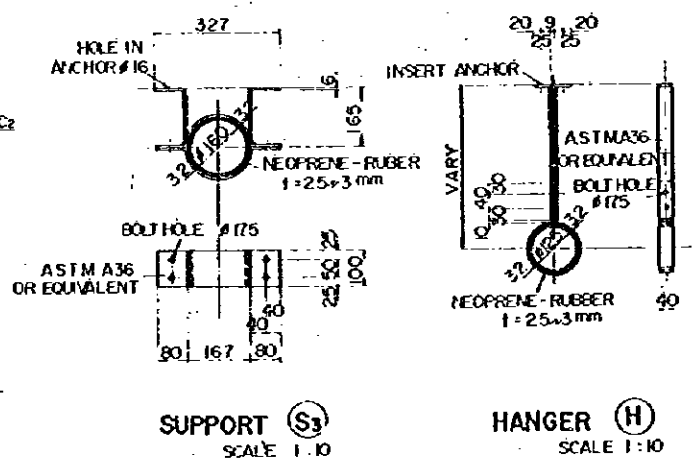
(Mwy Jun. E - Rp.)



SECTION C - C



SECTION D - D

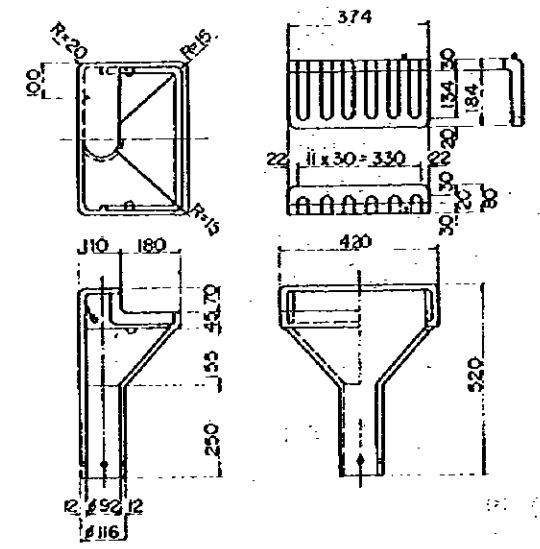


SUPPORT (S3)
SCALE 1:10

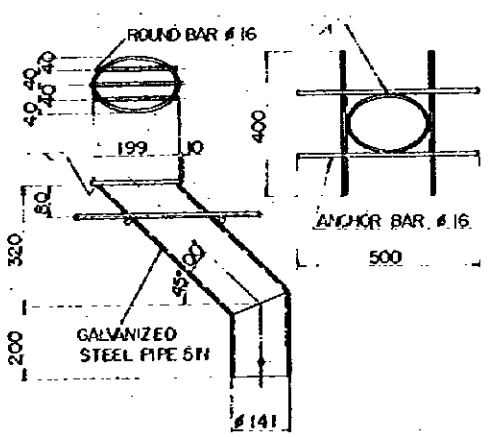
HANGER (H)
SCALE 1:10

NOTE
 1. DRAINAGE LOCATIONS ARE SHOWN IN EACH "GENERAL VIEW."
 2. SIZE AND MATERIAL OF GALVANIZED STEEL PIPE SHALL BE CONFORMED TO BS 1387.
 3. MATERIAL OF INLET (TYPE-B) SHALL BE GRAY IRON CASTING.

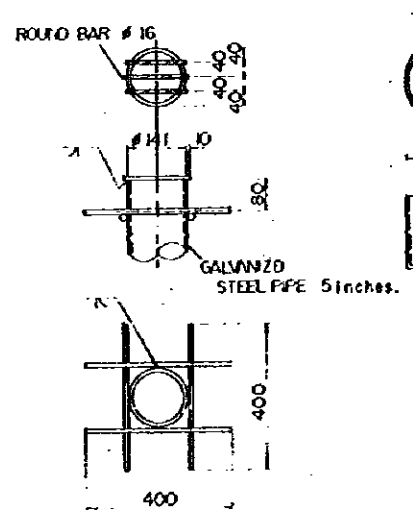
SECTION A - A



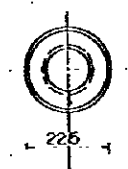
TYPE B SCALE 1:10



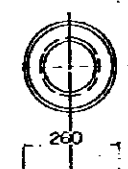
TYPE C1 SCALE 1:10



TYPE C2 SCALE 1:10



(D1)

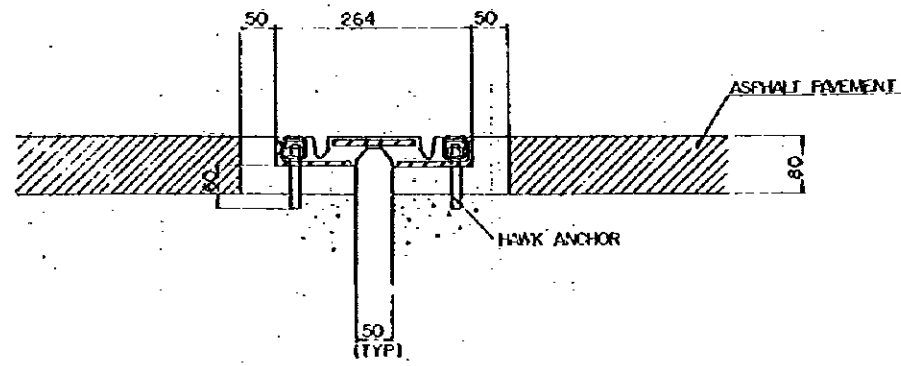


(D2)

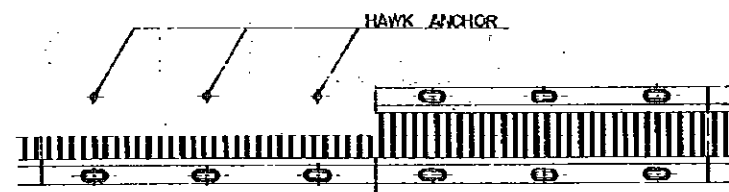
DOWNSPOUT SCALE 1:10
 DOWNSPOUT IS THE SAME MATERIAL AS VINYL PIPE

REDUCED PLAN
 THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY.

AFRICAN DEVELOPMENT BANK GOVERNMENT OF MAURITIUS	
BEAU BASSIN - PORT LOUIS LINK ROAD FINAL DESIGN	
DRAINAGES 3/3	
Scale 1:10	SHEET NO. M.F/09
Date: 1980	
JAPAN INTERNATIONAL COOPERATION AGENCY	



TYPICAL CROSS SECTION SCALE 1:5



PLAN SCALE 1:10

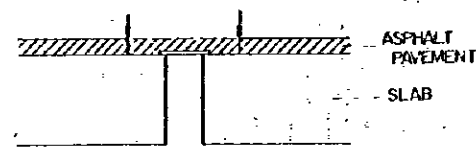


FIG.T-1

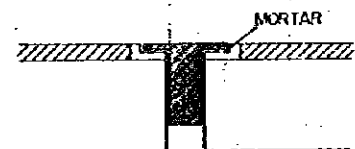


FIG.T-2

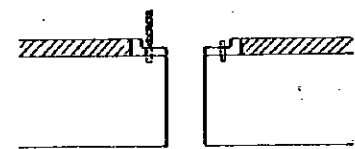
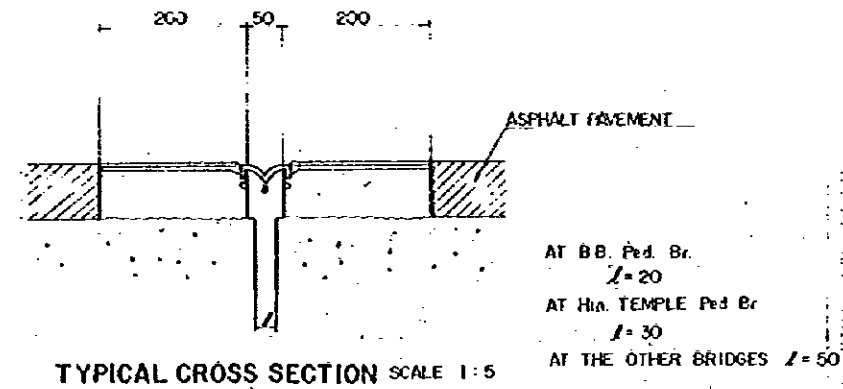
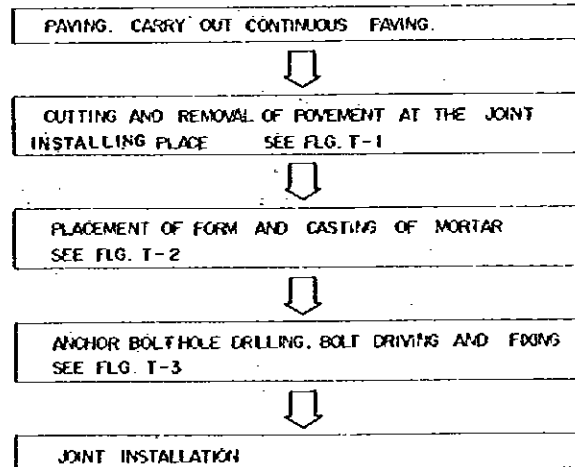


FIG.T-3

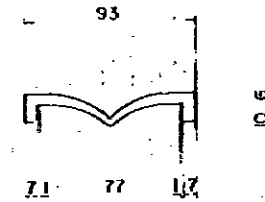
INSTALLATION METHOD

TRANSFLEX BRIDGE EXPANSION JOINT SEALS (TYPE-A)
(NO 50)

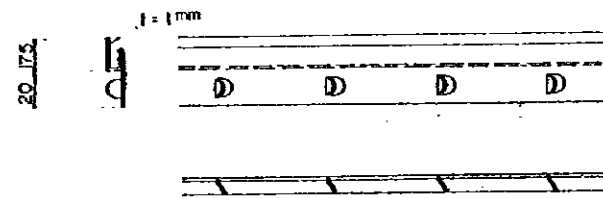


TYPICAL CROSS SECTION SCALE 1:5

AT B.B. Ped. Br. $L=20$
AT HIA. TEMPLE Ped Br $L=30$
AT THE OTHER BRIDGES $L=50$



M-TYPE JOINT SEAL
RUBBER DETAIL SCALE 1:2



CORNER CHANNEL DETAIL SCALE 1:2

JOINT SEAL RUBBER : EXCELLENT QUALITY CHLOROPRENE - TYPE RUBBER
S.B. MORTAR : IT'S FORMED BY MIXING SHO-BOND # 303 WITH SILICA SAND AT A WEIGHT RATIO OF 1:5.
SHO-BOND # 303 : IT USES EPOXY REIN AS ITS MAIN COMPONENT.
F.R.P. : FIBER-GRASS REINFORCED PLASTIC. THIS IS FORMED BY IMPREGNATING THE ORIGINAL LIQUID OF SHO-BOND # 303C WITH GLASS ROBBING CLOTH.

NOTE
1 TRANSFLEX (NO 50) SHALL BE USED ON GRNWBs, SIL RIBs, May Jun A,B-Le.Brs. AND May Jun E-Rp.Br. ON THE OTHER BRIDGES, CUT OFF JOINT SHALL BE USED.

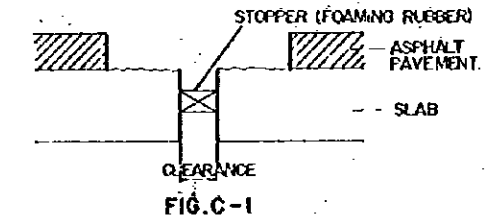


FIG.C-1

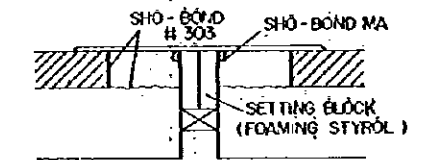


FIG.C-2

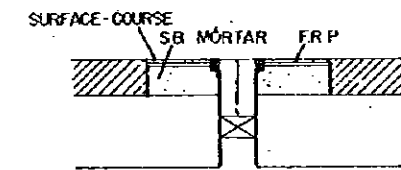
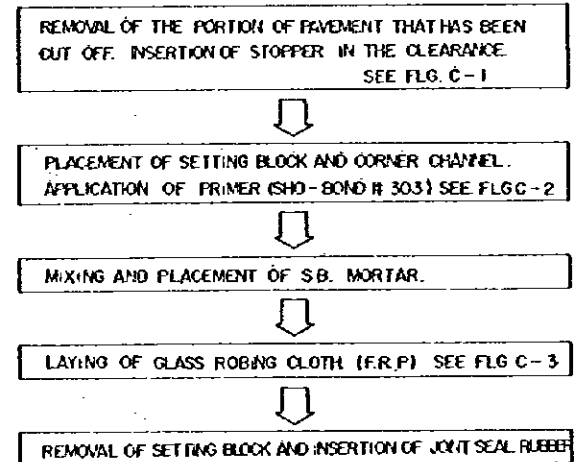


FIG.C-3

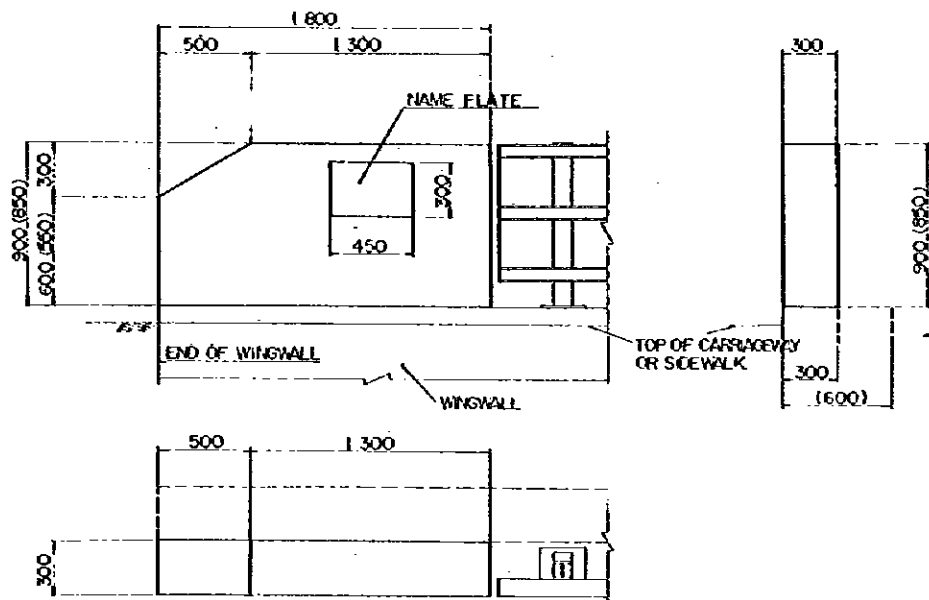


INSTALLATION METHOD

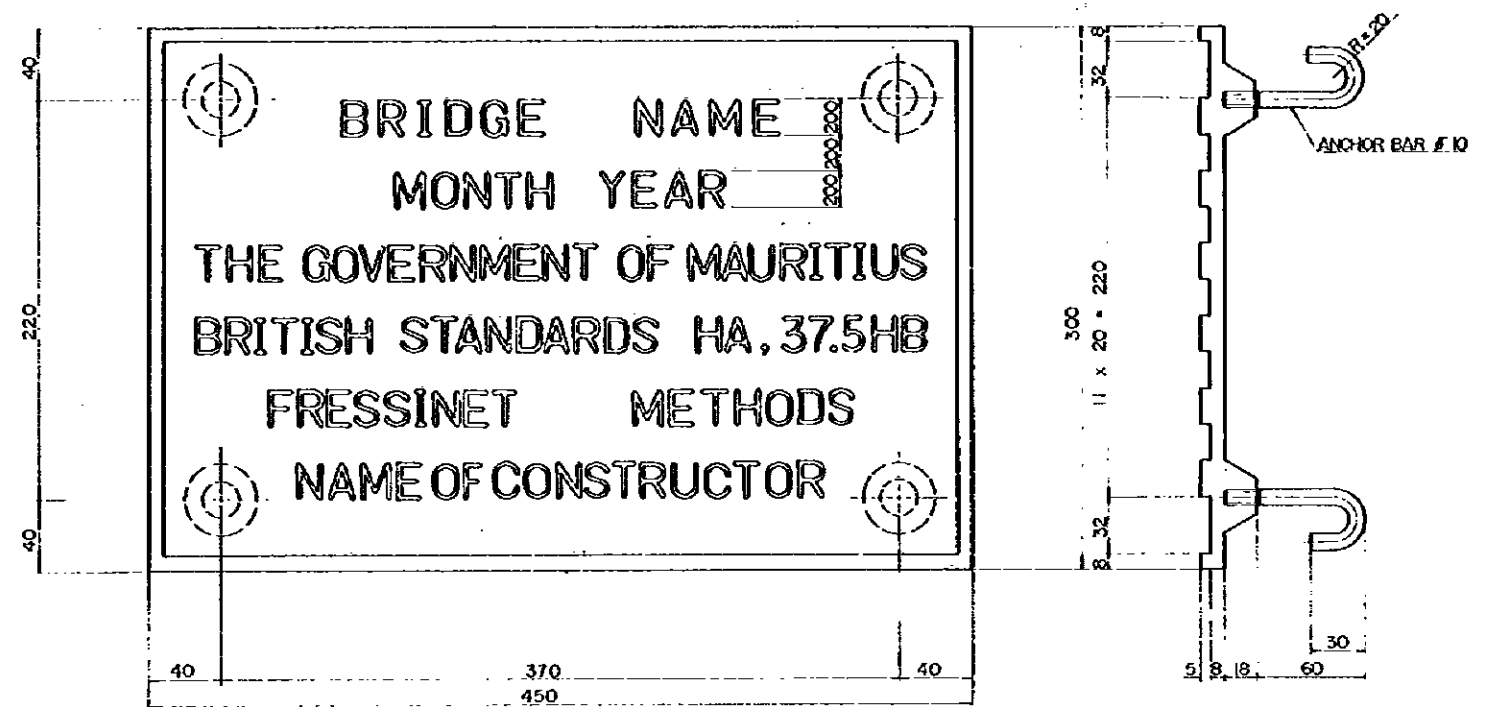
SHO-BOND CUT OFF JOINT (TYPE-B)
(M-2)

REDUCED PLAN
THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY.

AFRICAN DEVELOPMENT BANK GOVERNMENT OF MAURITIUS	
BEAU BASSIN - PORT LOUIS LINK ROAD FINAL DESIGN	
EXPANSION JOINTS	
Scale 1:10,5,2	SHEET NO. MF/10
Date: 1980	
JAPAN INTERNATIONAL COOPERATION AGENCY	

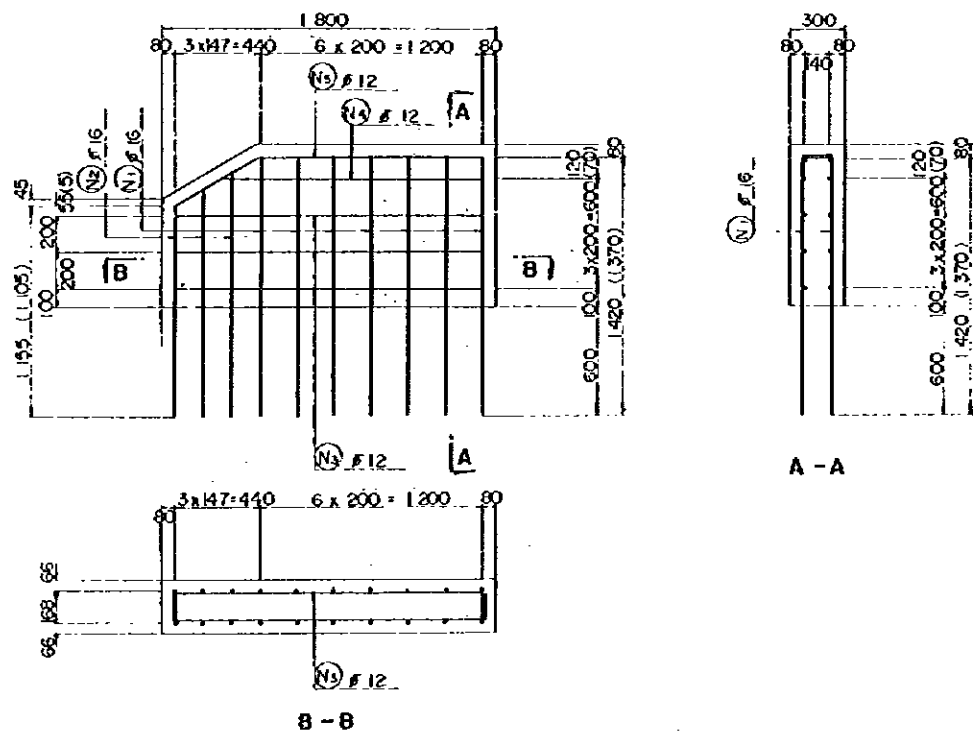


NEWEL POST DIMENSIONS SCALE 1:20



NAME PLATE SCALE 1:2

- NOTE
1. MATERIAL: CAST BRONZE
 2. NAME PLATE SHALL BE SET ON NEWEL POST THAT ADJOIN FOOT WAY AND THAT IS AT THE SIDEWALK



NEWEL POST REINFORCEMENT DETAILS SCALE 1:20

- NOTE.
1. NEWEL POST SHALL BE LOCATED ON THE WING WALL OF BRNW Br. AND ST L. RI. Br.
 2. DIMENSIONS IN () SHALL BE APPLIED IN CASE OF THE NEWEL POSTS ADJOIN THE CARRIAGE WAY.

REDUCED PLAN

THE REDUCTION SCALE USED IS 1/20 TO THE ORIGINAL PLAN AND APPLYS TO THE ORIGINAL PLANS ONLY.

AFRICAN DEVELOPMENT BANK
GOVERNMENT OF MAURITIUS
BEAU BASSIN - PORT LOUIS
LINK ROAD
FINAL DESIGN

NEWEL POST

Scale 1:20.2

SHEET NO.
MF/11

Date: 1980

JAPAN INTERNATIONAL COOPERATION AGENCY

JICA