PROJECT AD-3

RT. 4 KHOK KLOY - PHANGNGA

CHANGWAT: PHANGNGA

3.9 Route No. 4 Kok Kloi - Phangnga (AD-3)

1) Summary

The aim of the project is to facilitate inter regional traffic flow between Phuket and Surat Thani/Krabi.

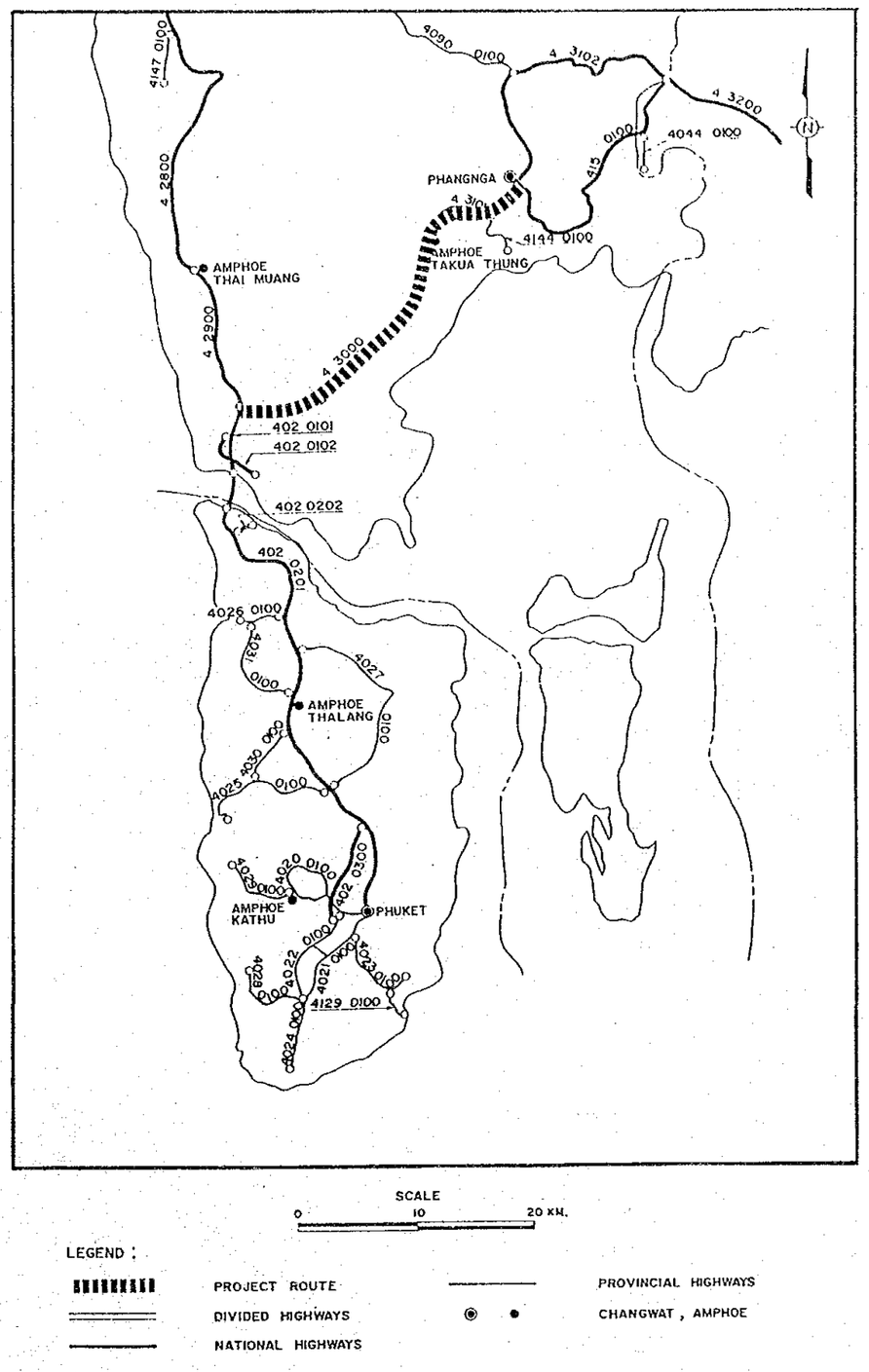
The existing highway is "P3" standard with carriageway width of 6.0 meters and shoulders of 2.0 meters on both sides. Additional two lane highway with 7.0 meter carriageway is to be constructed on a separated embankment along the existing highway which will constitute another two lanes for opposite direction.

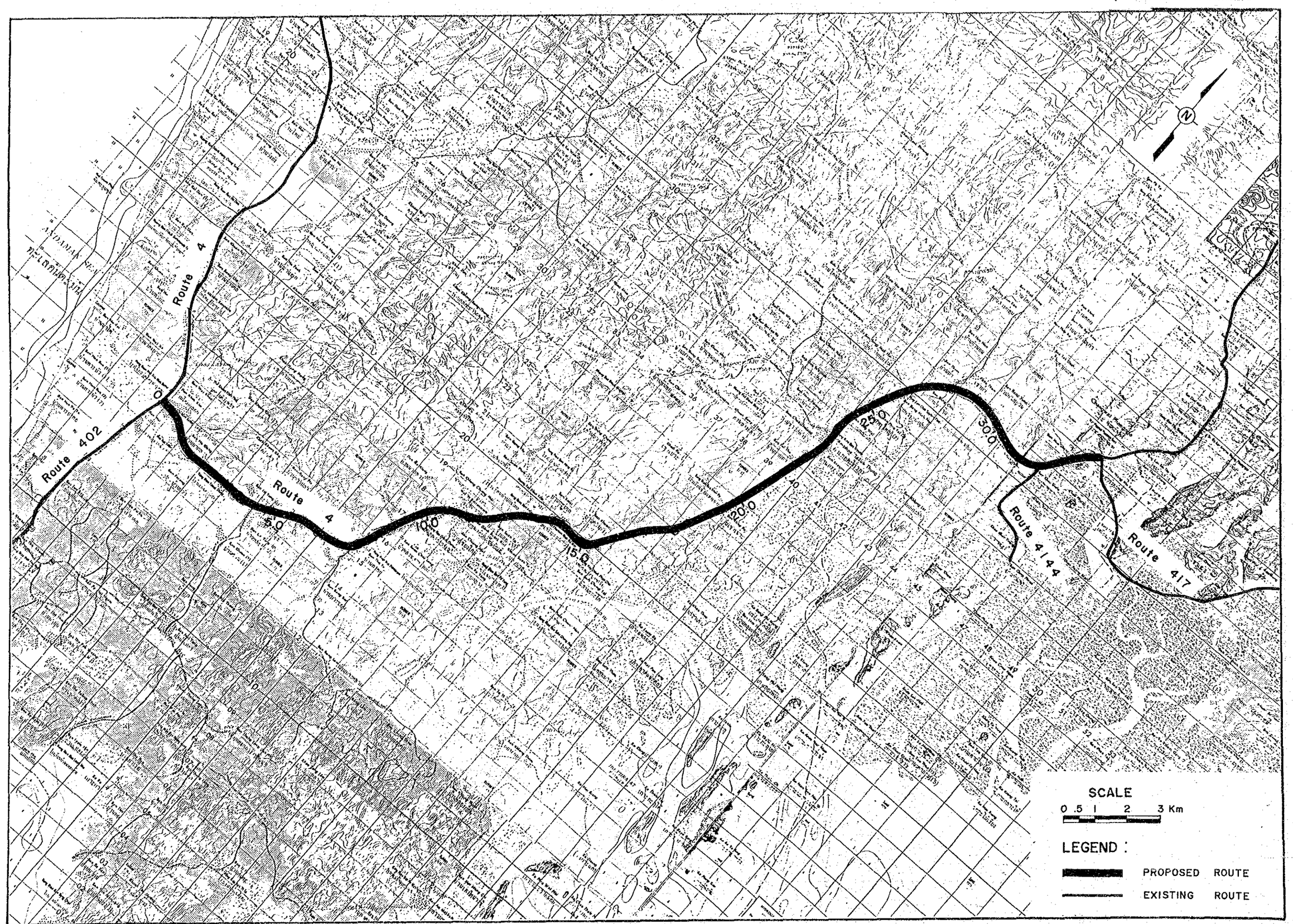
The project starts from Amphoe Kok Kloi at the intersection with Route 402 and ends at Amphoe Phangnga at the intersection with Route 417. The total length amounts to 35.6 kilometers. The project is situated in hilly terrain for about 70 % and in flat terrain for the remaining 30 %. Land use along the highway is mostly rubber plantation.

AD-3	Description
Changwat	: Phangnga
Name or Location	: Rt.4 Khok Kloi - Phangnga
Road Class	: PD (P3)
Cross Section (m)	: <2.5+7.0+1.5>x2 (2.0+7.0+2.0)
Surface Type	: SA /ASC/SA (SA /ASC/SA)
Surface Condition	: (G and G/F)
Length: Total	: 35.6 km
DOH Road	: 35.6 km
AADT<'96/'01/'06>	: 6,300 / 9,600 / 14,100
Financial Cost	: 273.9 million baht
NPV	: 1,496 million baht (12% discount rate)
B/C	: 12.4 (12% discount rate)
EIRR	: 51.0 %

( ): Existing Condition or Value

2) ROUTE MAP




Route 4
Route 402
Route 4144
Route 417
5.0
10.0
15.0
20.0
25.0
30.0
N
SCALE
0 .5 1 2 3 Km
LEGEND :
PROPOSED ROUTE
EXISTING ROUTE

4) PROFILE OF PROJECT

PROJECT NO. AD-3 ROUTE NO. 4 KHOK KLOY - PANGNGA

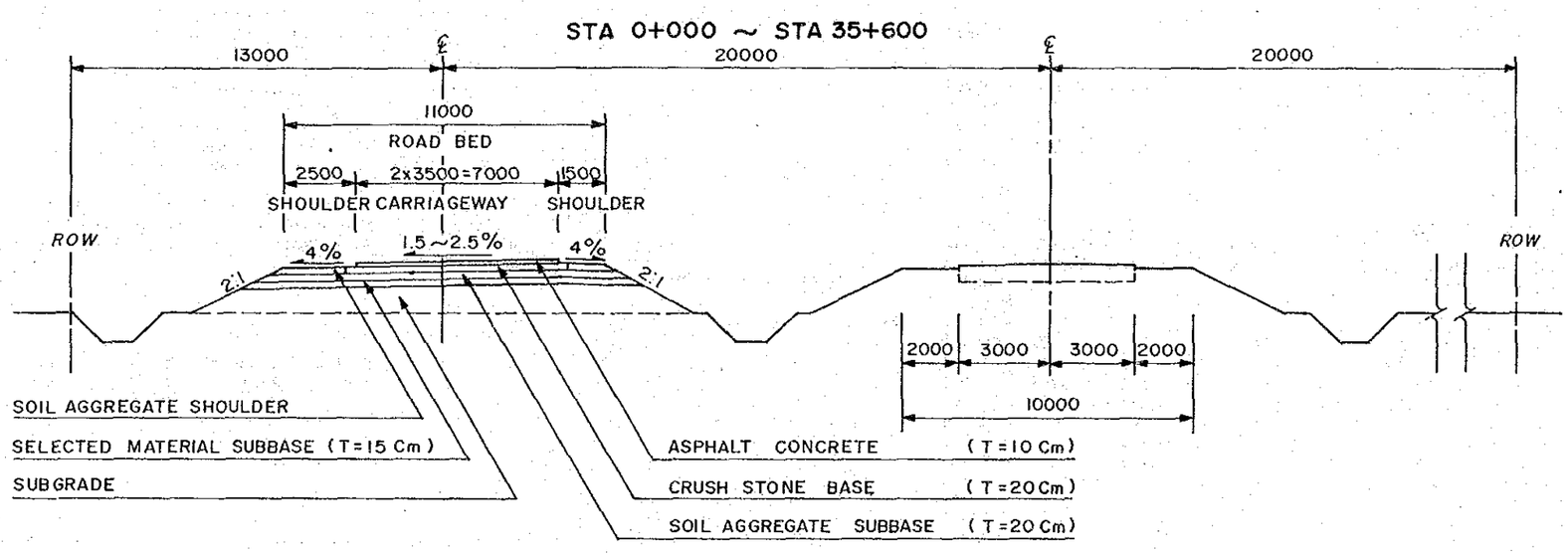
(1/2)

STATION (Km)			0 · 2 · 4 · 4+500 · 6 · 8 · 10 · 12 · 14 · 16 · 16+200 · 18 · 20 · 20+500 · 21+500 · 22 · 22+500 · 24 · 24+500 · 24+828 · 26 · 26+500 · 28 · 28+500 · 30
VILLAGE ROAD INTERSECTION			KHOK KLOY · LO YOUNG · THA YOU · CHANG MAI · KARAI · KUAN KARAI · KAO PO · KAO PO · BANG LUK · KASOM TAKUATUNG · PRN PRU YAI · TAM · BANG YUANG
LAND USE			RUBBER, RICE, 24 KM (95%) ALREADY DEVELOPED / RUBBER, OTHERS
TERRAIN			FLAT : 7.0 KM ROLLING : 17.8 KM / FLAT 4.0 KM
FLOODING LENGTH			NO FLOODING REPORTED / NO FLOODING REPORTED
EXISTING CONDITIONS	RIGHT OF WAY		40.00 M (20.00+20.00) / 40.00 M (20.00+20.00)
	ALIGNMENT	HOR.	NA / NO OF CURVES 44
		VER.	NA / NO OF CURVES 43
	CROSS SECTION		P3 2.00+6.00+2.00 = 10.00 M / P3 2.00+6.00+2.00
	SURFACE		SA+ASC (GOOD)+SA / SA+ASC (G/F)+SA
	BRIDGES AND (Type – Width – Length (m)) BOX CULVERTS (Width – Height – Length (m))		4+992 RC9.2x3x9.3 · 8+385 RC9.2x3x5.0 · 10+032 RC9.2x3x7.0 · 12+133 RC9.2x3x9.3 · 16+133 RC8.0x3x6.0 · 19+266 RC9.2x3x8.3 · 19+916 RC9.2x3x8.3 · 21+112 RC9.2x3x7.3 · 22+159 RC9.2x3x7.3 · 24+464 RC9.2x7x9.7 · 28+247 RC7.0x5x9.2 · 28+900 RC10.0x3x7.0 · 29+825 RC11.0x5x12.0
PROPOSED CONDITIONS	CROSS SECTION		PD (2.50+7.00+1.50)+EXISTING ROAD
	TYPE OF IMPROVEMENT		AD 35.600 M
	BRIDGES (Type – Width – Length (m))		0+000 RC11.0x3x9.3 · RC11.0x3x5.0 · RC11.0x3x7.0 · RC11.0x3x9.3 · RC11.0x3x6.0 · RC11.0x3x8.3 · RC11.0x3x8.3 · RC11.0x3x7.3 · RC11.0x3x7.3 · RC11.0x7x9.7 · RC11.0x5x9.2 · RC11.0x3x7.0 · RC11.0x5x12.0

PROJECT NO. AD-3 ROUTE NO. 4 KHOK KLOY – PANGNGA

STATION (Km)			30 — 31+500 — 32 — 33+000 — 34 — 35+600 — 36 — 38 — 40 — 42 — 44 — 46 — 48 — 50 — 52 — 54 — 56 — 58 — 60
VILLAGE ROAD INTERSECTION			BANG YUANG; J. Rt. 4144 NA KOK; KAO PHUNG; WANG MO KAEN
LAND USE			100% DEVELOPED
TERRAIN			ROLLING 6.8 KM
FLOODING LENGTH			NO FLOODING REPORTED
EXISTING CONDITIONS	RIGHT OF WAY		40.00 M (20.00+20.00)
	ALIGNMENT	HOR.	NO. OF CURVES 44
		VER.	NO. OF CURVES 43
	CROSS SECTION		P3 2.00+6.00+2.00
	SURFACE		SA+ASC (G/F)+SA
	BRIDGES AND (Type – Width – Length (m))		30+520; 32+062
	BOX CULVERTS (Width – Height – Length (m))		RC 10.0x3x8.0; RC 10.0x3x10.0
PROPOSED CONDITIONS	CROSS SECTION		PD 11.00+EXISTING ROAD
	TYPE OF IMPROVEMENT		AD
	BRIDGES (Type – Width – Length (m))		35+600; RC 11.0x3x8.0; RC 11.0x3x10.0

5) TYPICAL CROSS SECTION



6) CONSTRUCTION QUANTITIES AND COSTS

CONSTRUCTION QUANTITIES AND COSTS
(Project AD -3 Length = 35.600 Km)
(Improved Length 35.600 Km)

ITEM	Unit	Financial Unit Cost Baht	Quantity	Financial Total cost 1000 Baht	Economic cost %	Economic cost 1000 Baht	Residual Value %	Residual Value 1000 Baht
EARTH WORK					83		90	
Clearing & Grubbing	SQ.M	1	605,200	605				
Roadway Excavation(Unclassified)	CU.M	30	0	0				
Embankment(Borrowed Material)	CU.M	100	462,978	46,298				
Slope Protection(Stripe Sodding)	SQ.M	6	238,805	1,433				
Sand Mat (t=0.5m)	SQ.M	50	0	0				
Excavate Existing								
Surface	SQ.M	2	0	0				
Thickness Over 10Cm (2 Lay)	SQ.M	14	0	0				
SUB TOTAL				48,336		40,119		36,107
SUBBASE AND BASE					83		50	
Subbase(Selected Material)	CU.M	190	72,624	13,799				
Subbase(Soil Aggregate)	CU.M	190	96,832	18,398				
Base Coarses(Crush Stone)	CU.M	280	54,112	15,151				
Shoulder(Soil Aggregate)	CU.M	190	24,208	4,600				
SUB TOTAL				51,948		43,116		21,558
SURFACE					83		50	
Asphaltic Prime coat	SQ.M	13	249,200	3,240				
Asphaltic Tack coat	SQ.M	7	249,200	1,744				
Asphalt concrete Surfacing	CU.M	1,900	24,920	47,348				
SUB TOTAL				52,332		43,436		21,718
STRUCTURES(Equivalent)					83		50	
RC Pipe Culvert(D= 600 m)	M	1,380	425	587				
(D= 800 m)	M	1,950	391	762				
(D=1000 m)	M	2,650	748	1,982				
(D=1200 m)	M	3,850	17	65				
RC Box Culvert(2-2.40*2.40 m)	M	11,400	0	0				
RC Bridge Wideing	SQ.M	9,600	0	0				
RC Bridge (W=13.0 m)	M	83,200	452	37,631				
PC Bridge (W= m)	M		0	0				
SUB TOTAL				41,028		34,053		17,027
TOTAL (a)				193,643		160,724		96,409
Miscellaneous Works [(a)*7%]	Ls	1		13,555		11,251		6,749
CONTRACT AMOUNT (b)				207,198		171,975		103,158
PHYSICAL CONTINGENCIES [(b)*10%] (c)	Ls	1		20,720		17,197		10,316
ENGINEERING & SUPERVISION [((b)+(c))*10%] (d)	Ls	1		22,792	85	19,373	0	0
LAND ACQUISITION(Average) (e)	SQ.M	50	462,800	23,140	100	23,140	100	23,140
PROJECT COST [(b)+(c)+(d)+(e)]				273,850		231,685		136,614
AVERAGE COST PER KM				7,692				

MAINTENANCE BUDGET CALCULATION

Project Road No, AD -3 Na= 8,200 Baht/Km/year
(Existing Road) Km= 1.001
Length = 35.600 Km

Asphalt Pavement

	ITEMS		Existing Condition	Existing Factor
1.	Surface /Base Type	X1	AC	0.00
2.	Subgrade CBR	X2	4 %	0.50
3.	A.D.T	X3	6,300	2.25
4.	Service Life (year)	X4	10	1.40
5.	Pavement Width (m)	X5	6 m	0.05
6.	R-O-W Width (m)	Y1	40 m	0.00
7.	Shoulder,Access,Median Width (m)	Y2	2.0 m	0.00
8.	Traffic Service Operation Topography	Y3	0 - 3 %	0.00
9.	Drainage Topography	Y4	0 - 3 %	0.00
10.	Bridge Quantity (m/Km)	Y5	12	0.00
11.	NO. Of Lanes		2	

Ka(Existing) =1+0.5(X1+X2+X3+X4+X5+Y1+Y2+Y3+Y4+Y5)= 3.100
Maintenance cost + Overhead= Ka * Km * Na *1.28 = 32,570 Baht/Km/year
Total Cost(Existing) =Length *(Baht/Km/year)= 1,159,497 Baht/year
Financial Cost = 1,159,000 Baht/year
Economic Cost = 962,000 Baht/year
(961,970)Baht/year

Project Road No, AD -3 Na= 8,200 Baht/Km/year
(Proposed Road) Km= 1.001
Length = 35.600 Km

Asphalt Pavement

	ITEMS		Proposed Road Condition	Proposed Road Factor
1.	Surface /Base Type	X1	AC	0.00
2.	Subgrade CBR	X2	4 %	0.50
3.	A.D.T	X3	3,200(6,300)	1.14
4.	Service Life (year)	X4	5	0.40
5.	Pavement Width (m)	X5	7 m * 2	0.38
6.	R-O-W Width (m)	Y1	50 m	0.05
7.	Shoulder,Access,Median Width (m)	Y2	2.5 m * 2	0.10
8.	Traffic Service Operation Topography	Y3	0 - 3 %	0.00
9.	Drainage Topography	Y4	0 - 3 %	0.00
10.	Bridge Quantity (m/Km)	Y5	12	0.00
11.	NO. Of Lanes		4	

Ka(Existing) =1+0.5(X1+X2+X3+X4+X5+Y1+Y2+Y3+Y4+Y5)= 2.285
Maintenance cost + Overhead= Ka * Km * Na * 1.28 = 24,007 Baht/Km/year
Total Cost(Existing) =Length *(Baht/Km/year)= 854,661 Baht/year
Financial Cost = 855,000 Baht/year
Economic Cost = 710,000 Baht/year
(709,650)Baht/year

7) Construction Schedule

Project AD-3 Route No. 4 Kok Kloi - Phangnga

year and Month / Work Items	First Year 1 2 3 4 5 6 7 8 9 10 11 12	Second Year 1 2 3 4 5 6 7 8 9 10 11 12	Third Year 1 2 3 4 5 6 7 8 9 10 11 12
Land Acquisition	==========		
Preparatory Works	==========		
Earth Works	==========	==========	======
Pavement Works		==========	
Bridge Works	==========	==========	
Miscellaneous Works	=========	=========	======
Clearing -Up			==========
Percentage Of Disbursement (%)	20 %	51 %	29 %

8) Economic Evaluation

Project AD-3 Route No. 4 Kok Kloi - Phangnga

(unit ; 1000 Baht)

Year	Construction Cost	Maintenance Cost	Total Cost	VOC Saving	Time Saving	Balance	Sensi. Analysis Benefit= 0.8 Cost= 1.2
1990	0	0	0	0	0	0	0
1991	0	0	0	0	0	0	0
1992	0	0	0	0	0	0	0
1993	60,543	0	60,543	0	0	(60,543)	(72,652)
1994	113,424	0	113,424	0	0	(113,424)	(136,108)
1995	57,719	0	57,719	0	0	(57,719)	(69,262)
1996	0	(159)	(159)	3,442	41,324	44,925	36,004
1997	0	(159)	(159)	17,693	91,733	109,585	87,732
1998	0	(159)	(159)	31,944	142,142	174,246	139,460
1999	0	(159)	(159)	46,196	192,552	238,906	191,189
2000	0	(159)	(159)	60,447	242,961	303,567	242,917
2001	0	(159)	(159)	74,698	293,370	368,227	294,645
2002	0	(159)	(159)	123,430	399,164	522,753	418,266
2003	0	(159)	(159)	172,162	504,958	677,280	541,887
2004	0	(159)	(159)	220,895	610,753	831,806	665,509
2005	0	(159)	(159)	269,627	716,547	986,333	789,130
2006	0	(159)	(159)	318,359	822,341	1,140,859	912,751
2007	0	(159)	(159)	318,359	822,341	1,140,859	912,751
2008	0	(159)	(159)	318,359	822,341	1,140,859	912,751
2009	0	(159)	(159)	318,359	822,341	1,140,859	912,751
2010	0	(159)	(159)	318,359	822,341	1,140,859	912,751
Total	231,686	(2,385)	229,301	2,612,329	7,347,209	9,730,238	7,692,470
			EIRR =			50.96%	42.39%
			NPV (i;12%) =			1,496,134	
			B/C (i;12%) =			12.37	

PROJECT AD-4

RT. 4 / 43 PHATTHALUNG - HAT YAI

CHANGWAT: PHATTHALUNG, SONGKHLA

3.10 Route No. 4 and 43 Phatthalung - Hat Yai (AD-4)

1) Summary

The project is a part of the highway development policy of the Government that the whole stretch of the highway from Bangkok to the Malaysian border should be developed into a four lane highway by the end of the Seventh Five Year Plan period. The aim of the policy is to boost the Southern economy by way of facilitating international as well as inter- regional traffic to and from the Southern Region.

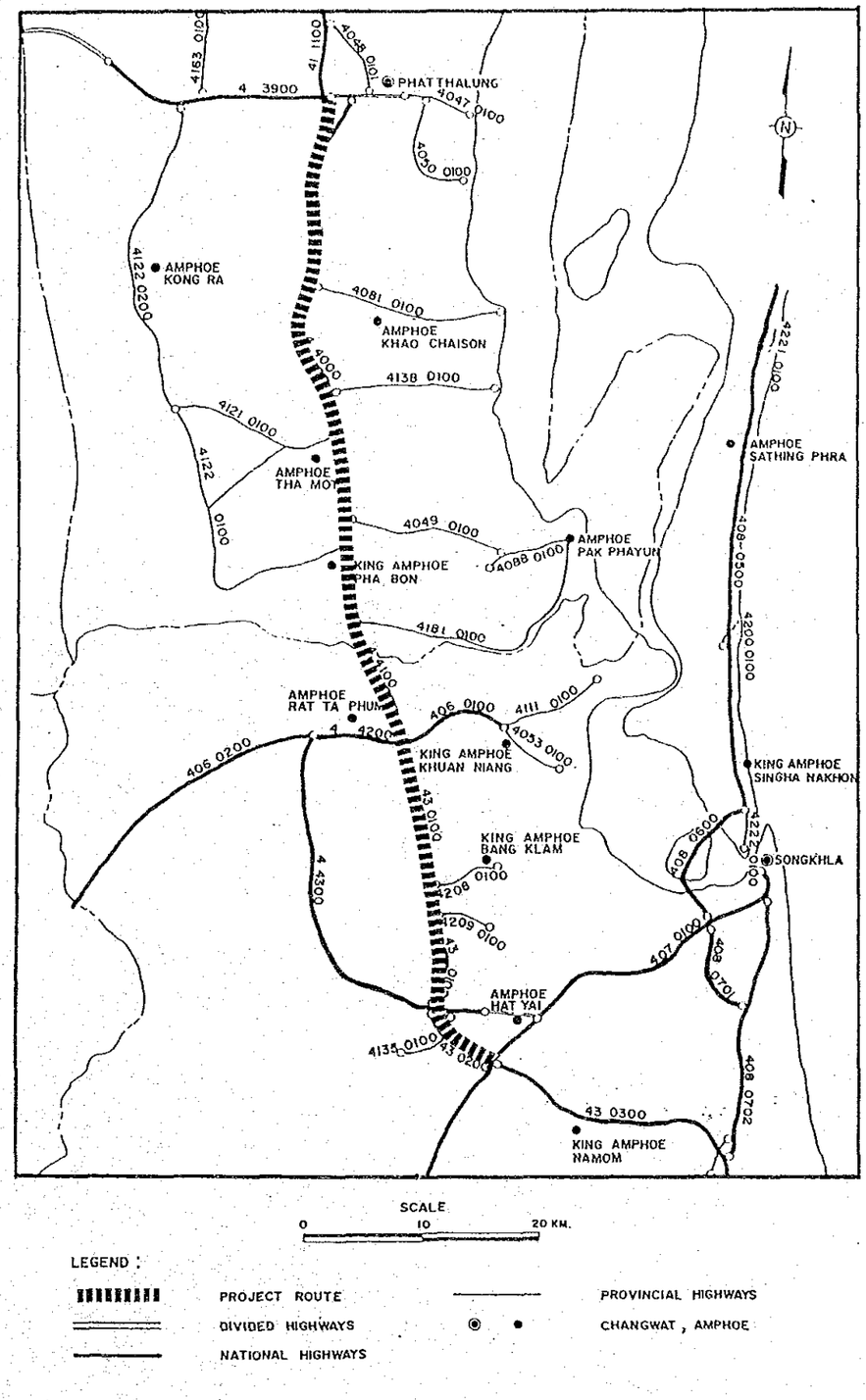
The existing highway condition is "P2" and "P3" standards with carriageway width of more than 6 meters. Of whole section of the project, surface condition over a distance of 65.2 kilometers from Phatthalung side is judged "fair to poor". This part needs improvement when additional two lanes are constructed. Surface condition of the remaining part is judged "good to fair", so that no particular improvement works will be needed. Additional two lanes of 7.0 meter wide carriageway is to be constructed on a separated embankment along the existing highway.

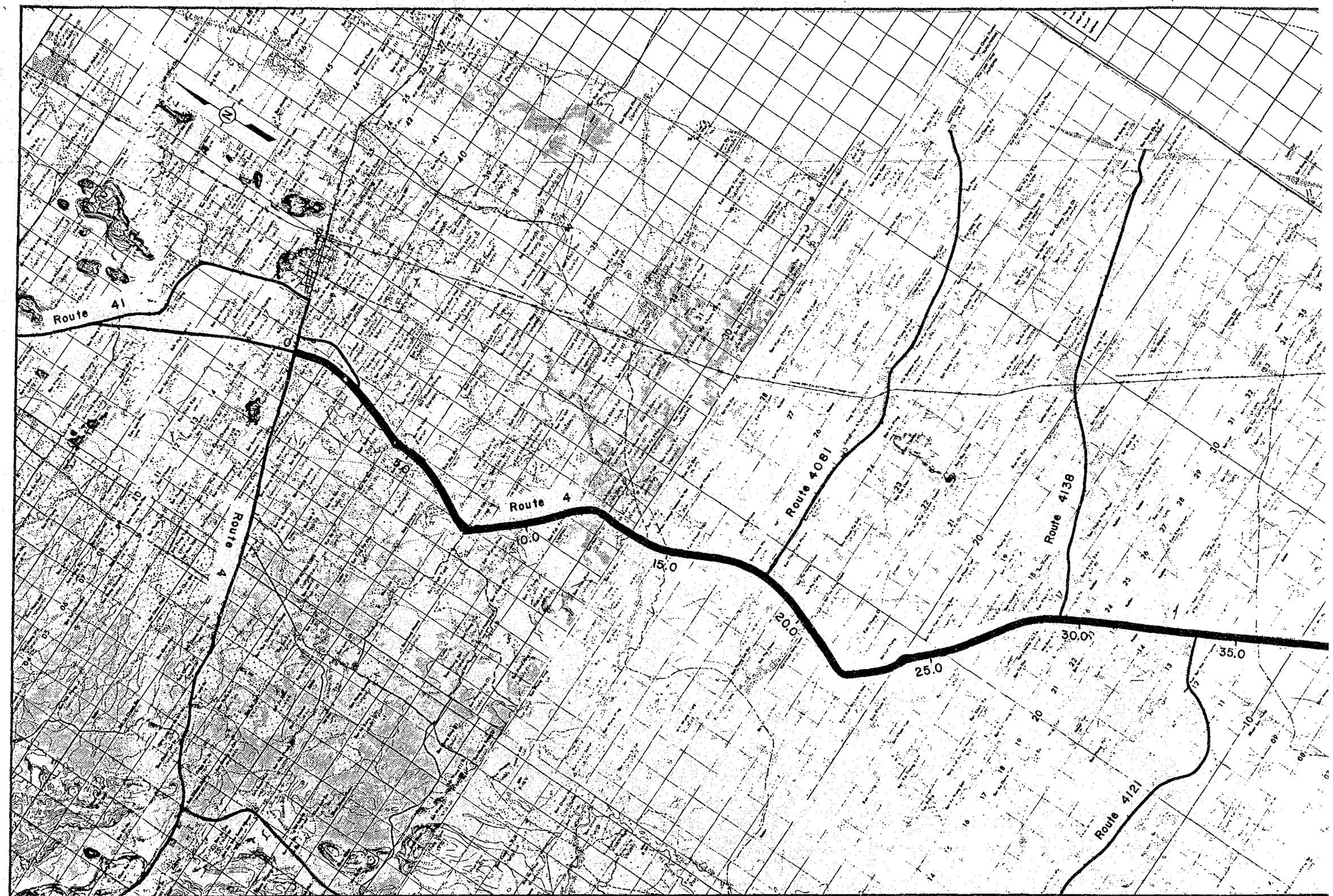
The project starts from the junction with Route 41 near Phatthalung and ends at the intersection of Route 43 and 4 directing to the Malaysian border. The total length is 95.4 kilometers. The project lies in flat terrain for about 80 % and in hilly terrain for the remaining. The corridor area of the highway has been well developed, mainly used for rubber plantation and paddy field.

AD-4	Description
Changwat	: Phatthalung and Songkhla
Name or Location	: Rt.4/43 Phatthalung - Hat Yai
Road Class	: PD (P2 and P3)
Cross Section (m)	: <2.5+7.0+1.5>x2 (2.0+6.0+2.0)
Surface Type	: SA /ASC/SA (SA/UPM/SA)
Surface Condition	: (F/P and G/F)
Length: Total	: 95.5 km
DOH Road	: 95.5 km
AADT<'96/'01/'06>	: 10,600 / 15,500 / 21,400
Financial Cost	: 994.0 million baht
NPV	: 1,785 million baht (12% discount rate)
B/C	: 4.8 (12% discount rate)
EIRR	: 42.9 %

( ): Existing Condition or Value

2) ROUTE MAP




N
Route 41
Route 4
Route 4
Route 4081
Route 4138
Route 4121
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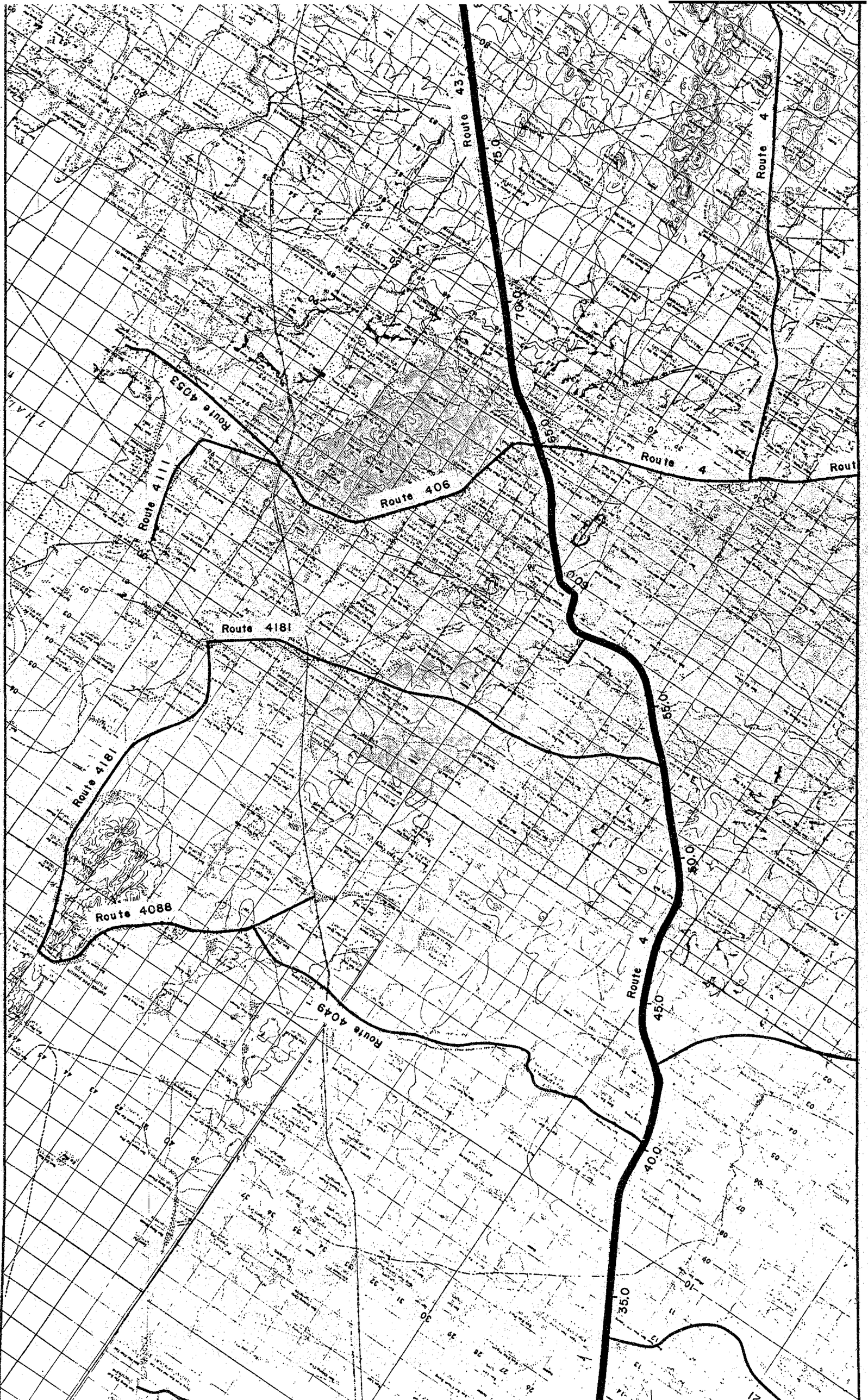
15.0
20.0
25.0
30.0
35.0


Route 43
Route 4
Route 4053
Route 4111
Route 406
Route 4181
Route 4088
Route 4049
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70.0
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55.0
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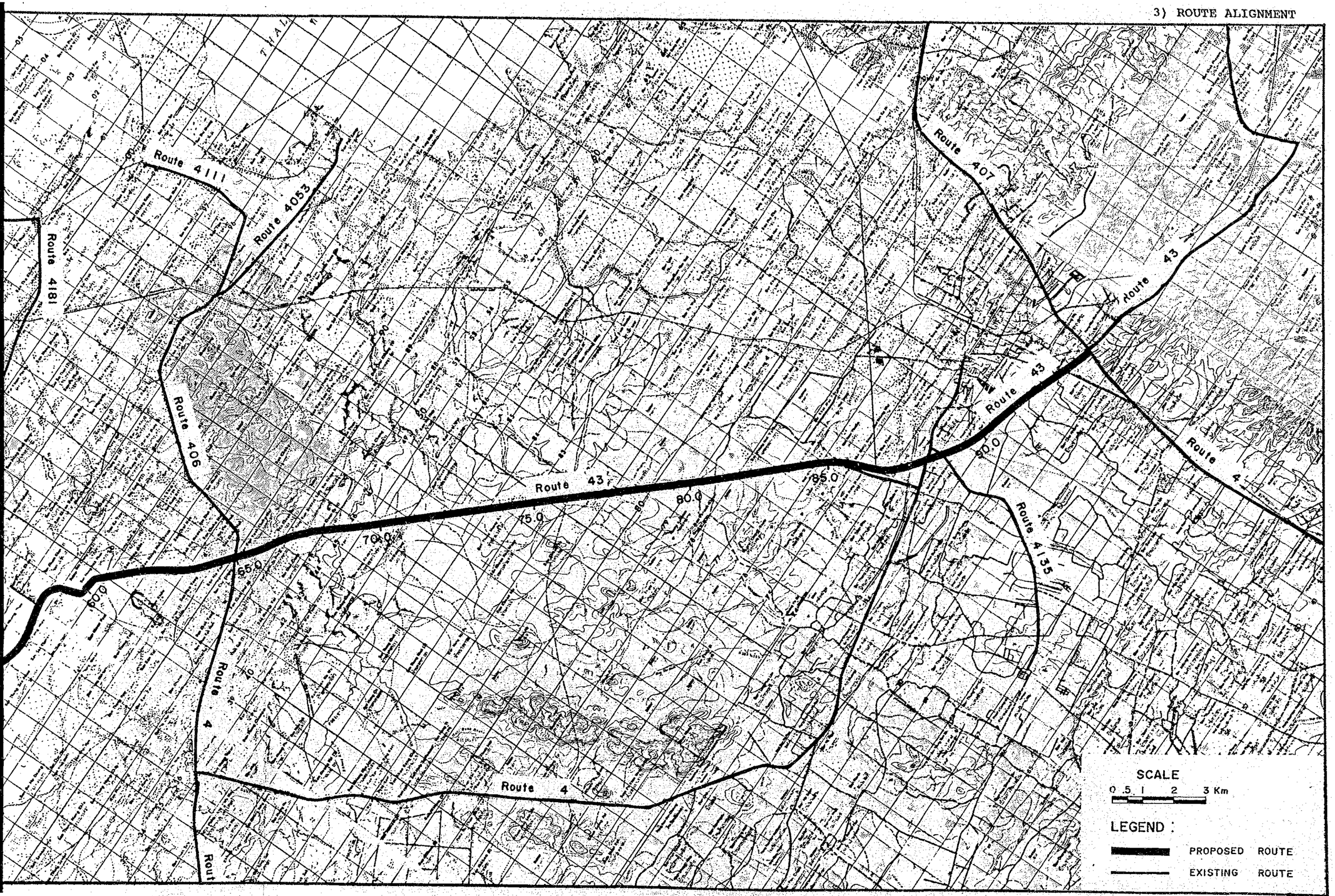
35.0


Route 4111
Route 4053
Route 4181
Route 406
Route 407
Route 43
Route 4135
Route 4
Route 43
Route 43
Route 4
Route 4
Route 4
90.0
85.0
80.0
75.0
70.0
65.0
60.0
SCALE
0 .5 1 2 3 Km
LEGEND :
PROPOSED ROUTE
EXISTING ROUTE

4) PROFILE OF PROJECT

PROJECT NO. AD – 4 ROUTE NO. 4 AND 43 PHATTHALUNG – HAT YAI

STATION (Km)			0 · 0+728 · 2 · 4 · 5+228 · 6 · 8 · 8+228 · 10 · 12 · 13+728 · 14 · 14+628 · 16 · 18 · 18+278 · 18+428 · 20 · 20+228 · 22 · 23+228 · 24 · 26 · 28 · 30
VILLAGE ROAD INTERSECTION			PHATTHALUNG · KHUAN PRONG · THAKHAE · PLUAKLON · NAMTOK · NANOTE · J.RT. 4081 THANANGPROM · HUARANG · LANCHANG
LAND USE			RUBBER, RICE, 80% DEVELOPED
TERRAIN			FLAT 40.0 KM
FLOODING LENGTH			FLOODING REPORTED AT 10 LOCATIONS OF 14.1 KM IN TOTAL LENGTH
EXISTING CONDITIONS	RIGHT OF WAY		40.00 M (20.00+20.00)
	ALIGNMENT	HOR.	NUMBER OF HORIZONTAL CURVES 52
		VER.	NUMBER OF VERTICAL CURVES 0
	CROSS SECTION		P3 2.00+6.00+2.00=10.00M
	SURFACE		SA+UPM (FAIR/POOR)+SA
	BRIDGES AND (Type – Width – Length (m)) BOX CULVERTS (Width – Height – Length (m))		0+578 BX3-2.4x2.4x12.0; 0+786 BX3-2.4x2.1x12.0 · 4+942 RC6.0x4x9.0 · 9+493 RC8.0x1x10.0 · 10+661 BX3-2.4x2.1x10.0; 10+994 RC8.0x3x7.0; 11+207 BX3-2.4x2.4x10.0 · 12+476 RC8.0x7x8.0; 12+868 RC8.0x4x9.0 · 15+429 RC8.0x3x6.0 · 16+948 RC6.0x3x7.0; 17+138 BX3-3.0x3.0x13.0; 17+684 BX3-2.4x2.4x12.0; 18+078 BX3-2.4x2.4x12.0; 18+630 BX3-2.7x2.7x12.0 · 20+050 RC8.0x3x8.7 · 24+238 BX3-2.4x2.4x10.0; 24+528 BX3-3.3x3.0x12.0 · 26+631 RC8.0x3x8.0 · 29+300 RC8.0x5x9.2
PROPOSED CONDITIONS	CROSS SECTION		PD (2.50+7.00+1.50)x2
	TYPE OF IMPROVEMENT		AD (1) 40,038 M
	BRIDGES (Type – Width – Length (m))		0+000 · RC11.0x4x9.0 · RC11.0x1x10.0 · RC11.0x7x8.0; RC11.0x4x9.0 · RC11.0x3x6.0 · RC11.0x3x7.0 · RC11.0x3x8.7 · RC11.0x3x8.0 · RC11.0x5x9.2

PROJECT NO. AD - 4 ROUTE NO. 4 AND 43 PHATTHALUNG - HAT YAI

STATION (Km)			30 · 31+178 · 32 · 33+376 · 34 · 34+028 · 36 · 38 · 40 · 40+038 · 42 · 42+228 · 43+428 · 44 · 44+728 · 46 · 48 · 50 · 51+028 · 52 · 53+028 · 53+052 · 54 · 55+528 · 55+728 · 56 · 58 · 59+728 · 60
VILLAGE ROAD INTERSECTION			J. Rt. 4138 · J. Rt. 4121 · MAEKHRI · BHUI SAI · J. Rt. 4122 · B. PA BON · B. PA BAK · B. KHUAN HIN THAEN J. Rt. 4181 · DISTRICT BORDER B. PHU PHO, - B. KHUAN KHAN · B. KHUAN - NAIPHAN
LAND USE			RUBBER, RICE, 80% DEVELOPED · RICE, RUBBER, FRUIT, 20 KM (90%) ALREADY DEVELOPED
TERRAIN			FLAT · FLAT 12.0 KM ROLLING 10.2 KM
FLOODING LENGTH			4 KM AT 7 LOCATIONS INNUNDATED
EXISTING CONDITIONS	RIGHT OF WAY		40.00 M (20.00+20.00) · 40.00 M (20.00+20.00)
	ALIGNMENT	HOR.	· NA
		VER.	· NA
	CROSS SECTION		P3 2.00+6.00+2.00 = 10.00 M · P3 1.50+6.00+1.50 = 9.00 M
	SURFACE		SA+UPM (FAIR/POOR)+SA · SA+UPM (FAIR/POOR)+SA
	BRIDGES AND (Type - Width - Length (m)) BOX CULVERTS (Width - Height - Length (m))		30+738 · 32+742 · 33+218 · 36+928 · 39+808 · 43+729 · 52+779 · 53+386 · 53+886 · 54+671 · 54+886 · 55+527 · 59+264 · 59+663
			BX3-2.4x2.4x12.0 · RC 8.0x2x8.0 · RC 8.0x4x7.5 · BX2-3.6x3.6x16.0 · BX1-3.3x3.3x12.0 · RC 7.0x3x12.0 · BX2-2.2x1.8x12.0 · RC 8.0x3x6.0 · RC 8.0x3x5.0 · RC 7.0x1x12.0 · BX1-3.3x3.3x12.0 · RC 7.0x3x12.0 · RC 10.0x4x10.0 · BX3-2.4x2.4x12.0
PROPOSED CONDITIONS	CROSS SECTION		PD (2.50+7.00+1.50) x 2
	TYPE OF IMPROVEMENT		AD (1) · AD (2) 25,190 M
	BRIDGES (Type - Width - Length (m))		40+038
			RC 11.0x2x8.0 · RC 11.0x4x7.5 · RC 11.0x3x12.0 · RC 11.0x3x6.0 · RC 11.0x3x5.0 · RC 11.0x1x12.0 · RC 11.0x3x12.0 · RC 11.0x4x10.0

PROJECT NO. AD – 4 ROUTE NO. 4 AND 43 PHATTHALUNG – HAT YAI

STATION (Km)			60 · 62 · 62+428 · 64 · 64+728 · 65+228 · 65+828 · 66 · 68 · 68+328 · 70 · 72 · 72+528 · 74 · 76 · 76+228 · 76+388 · 77+350 · 77+728 · 78 · 80 · 81+532 · 82 · 84 · 86 · 88 · 88+228 · 88+728 · 90
VILLAGE ROAD INTERSECTION			B. WANG SI YOM · B. KHU HA TAI · J. Rt. 406 B. KHU HA · B. KHUAN RU · B. NONG KHONG · B. PHAEK SU WON · J. Rt. 4208 B. PAK BANGSAKOB · J. Rt. 4209 · J. Rt. 4 B. KRONG ITAM
LAND USE			RICE, RUBBER, 80% DEVELOPED / RUBBER, RICE, 80% DEVELOPED
TERRAIN			FLAT 7.0 KM ROLLING 4.1 KM / FLAT 5.0 KM ROLLING 6.8 KM
FLOODING LENGTH			NO FLOODING REPORTED / NO FLOODING REPORTED
EXISTING CONDITIONS	RIGHT OF WAY		80.00 M (50.00+30.00) / 80.00 M (50.00+30.00)
	ALIGNMENT	HOR.	NUMBER OF CURVES 3 / NUMBER OF CURVES 3
		VER.	NUMBER OF CURVES 27 / NUMBER OF CURVES 30
	CROSS SECTION		P2 2.25+6.50+2.25 = 11.00 M / P2 2.25+7.00+2.25 = 11.50 M
	SURFACE		BT+ASC (GOOD)+BT / SA+ASC (GOOD/FAIR)+SA
	BRIDGES AND (Type – Width – Length (m)) BOX CULVERTS (Width – Height – Length (m))		63+428 RC 10.0x3x7.3 · 64+117 BX3-2.1x2.1x11.0 · 64+827 BX3-2.1x2.1x11.0 · 66+567 BX1-1.8x2.1x17.0 · 67+251 RC 8.0x8x10.0 · 69+451 RC 8.0x7x8.0 · 72+620 RC 8.0x5x8.0 · 75+035 BX2-1.5x1.8x17.0 · 76+148 BX2-2.1x2.4x21.0 / 79+043 BX2-2.1x2.4x16.0 · 79+790 BX2-1.5x1.8x21.0 · 80+868 RC 8.0x5x7.0 · 82+458 BX3-1.5x1.8x16.0 · 82+568 BX3-1.5x1.8x16.0 · 85+288 BX3-2.1x2.4x13.0 · 87+357 RC 8.0x3x10.0 · 87+849 BX1-1.2x1.5x15.0
PROPOSED CONDITIONS	CROSS SECTION		PD 11.00x2 / PD 11.00+EXISTING ROAD / PD 11.00+EXISTING ROAD
	TYPE OF IMPROVEMENT		AD (2) / AD (3) 11,160 M / AD (4) 11,840 M / AD (5)
	BRIDGES (Type – Width – Length (m))		65+228 · 76+388 · 88+228 · RC 11.0x3x7.3 · RC 11.0x8x10.0 · RC 11.0x56.0 · RC 11.0x40.0 · RC 11.0x35.0 · RC 11.0x30.0