
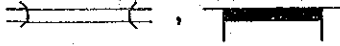

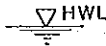



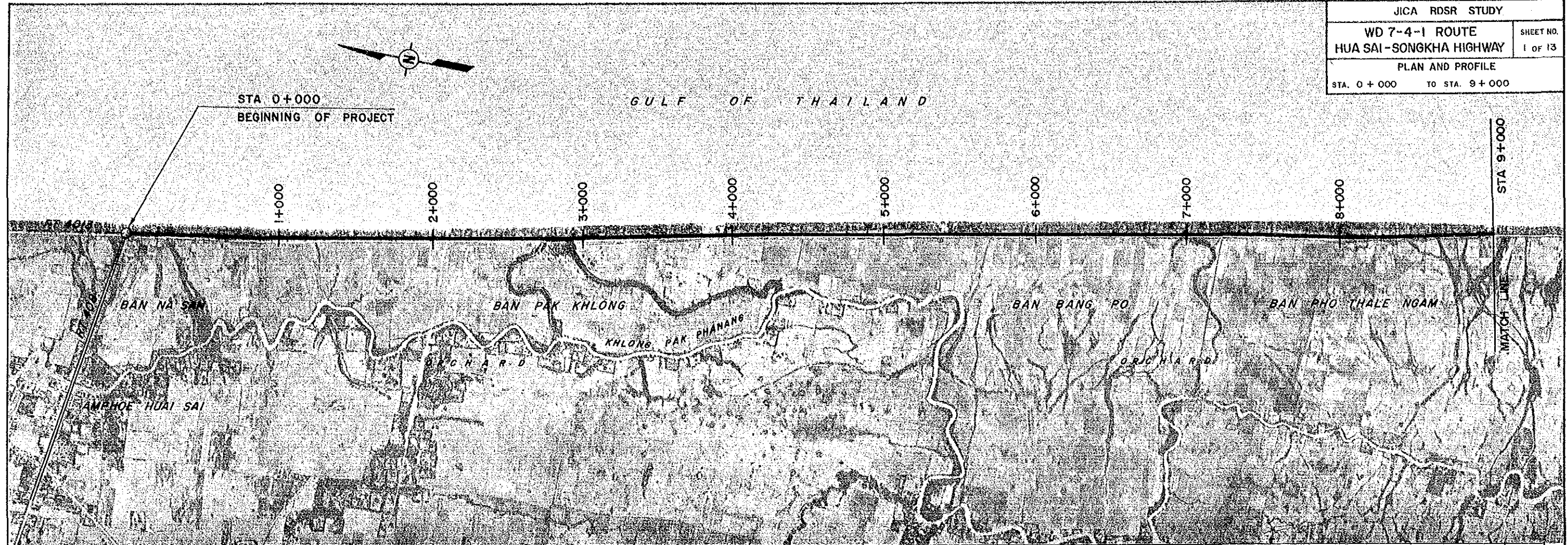
6.7 Drawings

1) WD7-4-1
Drawing

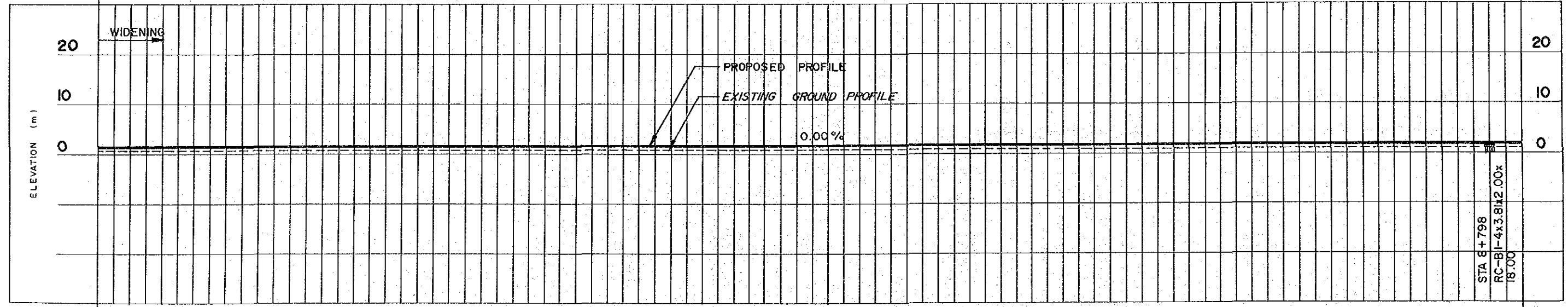
SHEET NO.	LIST OF DRAWINGS
1. - 11.	Plan and Profile
12.	Box Culvert
13.	Pipe Culvert

ABBREVIATION AND SYMBOLS FOR PROFILE AND PLAN

	: Alignment of Proposed Route
	: Proposed Bridge
	: Proposed Box Culvert
	: High Water Level
	: Water Level
No.	: Number
R	: Radius of Curvature
L	: Length of Curve
BR.RC.SP.SL L	: Reinforced Concrete Bridge (Bridge Length)
BR.PC.GRDR L	: Prestressed Concrete Bridge (Bridge Length)
BR.ST.SP.TR L	: Steel Bridge (Bridge Length)
RC-B m - n x a x b x i	: Box Culvert (No. of Locations - No. of Cells x Clear Span x Depth x Length)

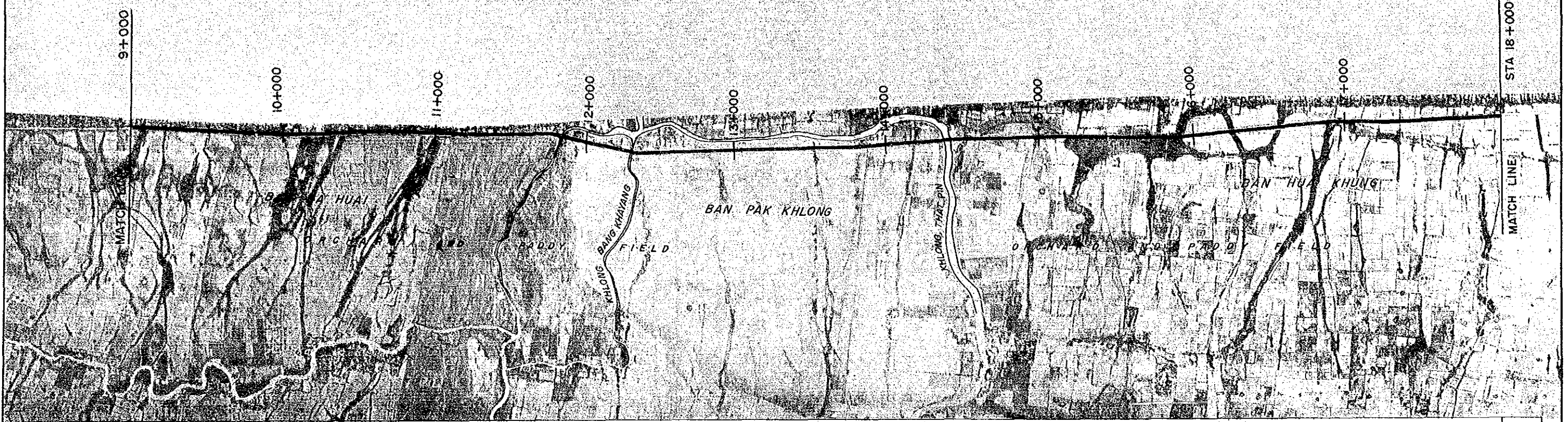


TERRAIN	FLAT	
PAVEM'T	Type	AC PAVEMENT
	Existing Condition	GOOD / FAIR
FLOODING	Length (Km.)	—
	Height (m.)	FLOOD
RIGHT OF WAY (m.)	L	15.00
	R	35.00



CURVA-TURE BAND	Existing Alignment	L=113 R=819	L=73 R=1,146	L=84 R=955
	Proposed Alignment	L=113 R=819	L=73 R=1,146	L=84 R=955
		R=∞		R=∞
STATION (Km.) 0+000 1+000 2+000 3+000 4+000 5+000 6+000 7+000 8+000 9+000				

GULF OF THAILAND



TERRAIN	FLAT	
PAVEM'T	Type	AC PAVEMENT
	Existing Condition	GOOD / FAIR FAIR
FLOODING	Length(Km) Height (m.)	FLOOD —
RIGHT OF WAY (m.)	L	15.00
	R	35.00
ELEVATION (m)	PROPOSED PROFILE	20
	EXISTING GROUND PROFILE	10
SLOPE		0.00% +0.06% +0.04% +0.07% +0.02% 0.00%
CURVA-TURE BAND	Existing Alignment	L=90 R=1,146 L=98 R=1,432 L=80 R=1,432 L=85 R=572 L=88 R=716
	Proposed Alignment	R=∞ L=90 R=1,146 R=∞ R=∞ L=80 R=1,432 R=∞ L=85 R=572 R=∞ L=88 R=716 R=∞
STATION (Km)	9+000	10+000 11+000 12+000 13+000 14+000 15+000 16+000 17+000 18+000

STA 11+775
 (KHONG PAK WA WA)
 BR RC SP SL L=59.00

STA 12+265
 (KHONG BANG KHAIANG)
 BR RC SP SL L=27.00

STA 12+863
 RC-BI-4x2.10x1.80x14.00

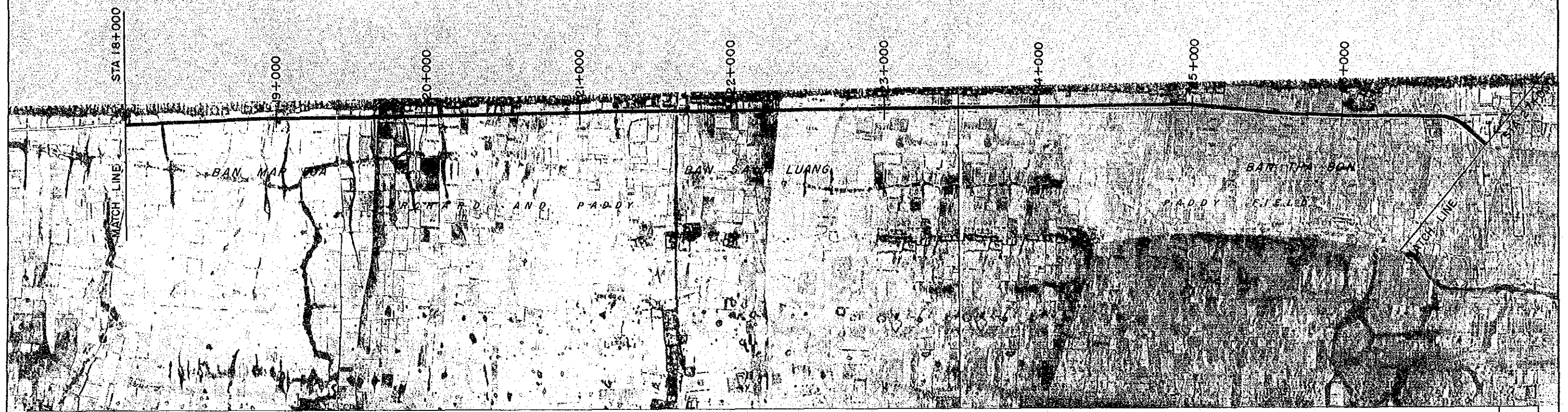
STA 14+429
 (KHONG THAI PIN)
 BR RC SP SL L=50.00

STA 15+206
 RC-BI-4x2.10x1.80x16.00

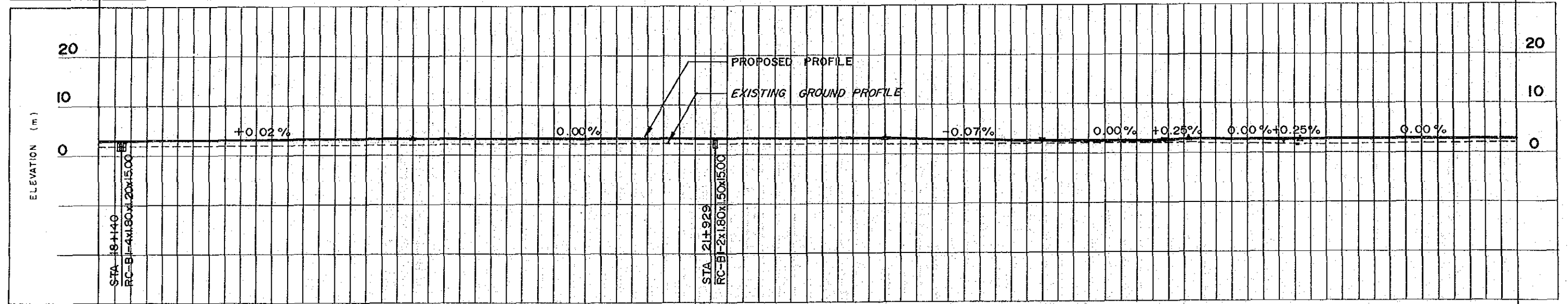
STA 17+043
 RC-BI-4x2.10x1.80x15.00



GULF OF THAILAND



TERRAIN	FLAT	
PAVEM'T	Type	AC PAVEMENT
	Existing Condition	FAIR
FLOODING	Length (km.) Height (m.)	-
RIGHT OF WAY (m.)	L	15.00
	R	35.00

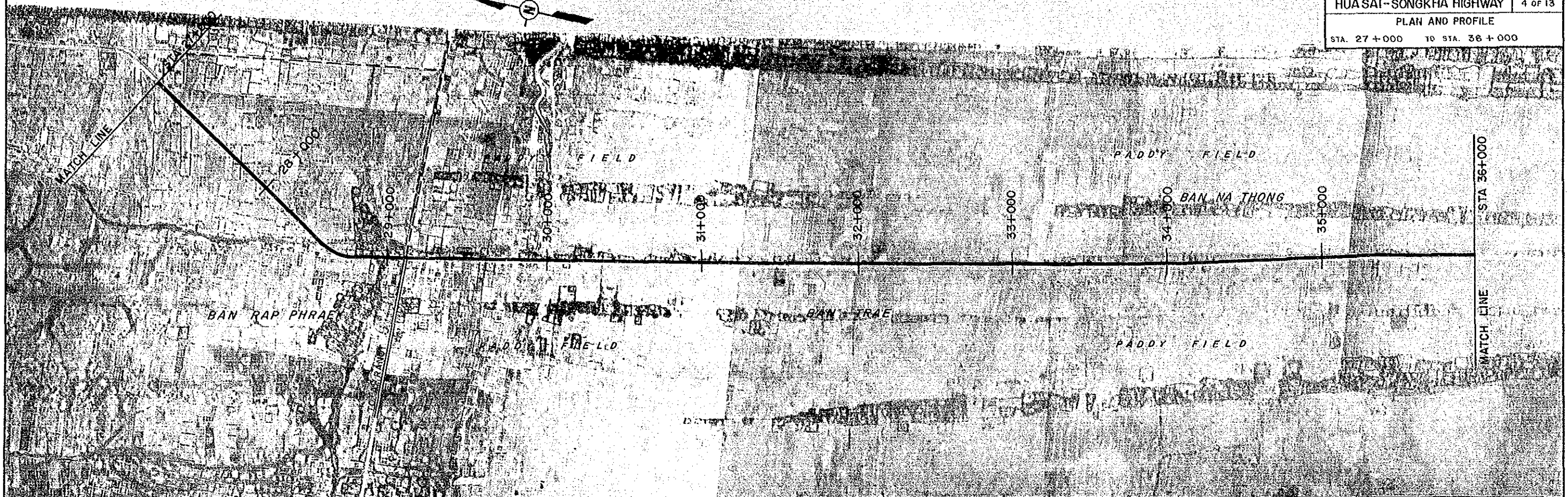


CURVA-TURE BAND	Existing Alignment	- - - - -
	Proposed Alignment	—————
		R = 00
		L=78 R=954
		R = 00
		L=78 R=954
		L=167 R=299

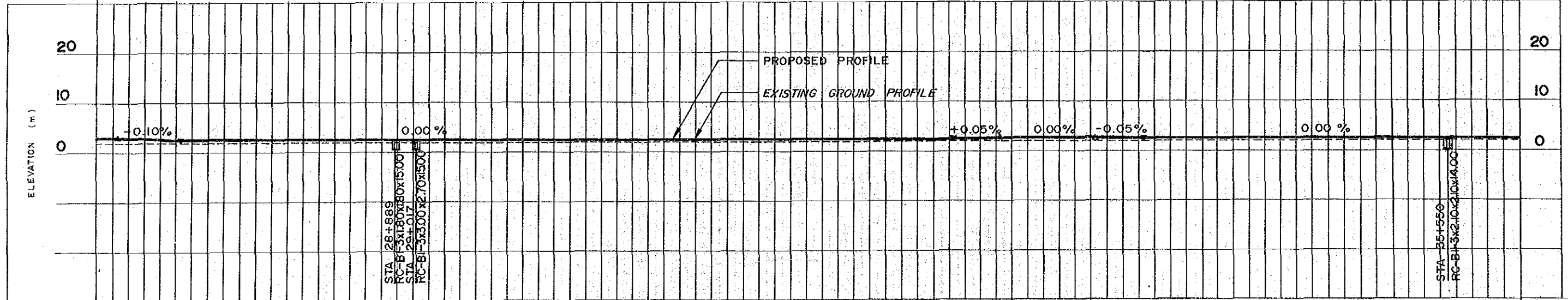
STATION (Km.) 18+000 19+000 20+000 21+000 22+000 23+000 24+000 25+000 26+000 27+000



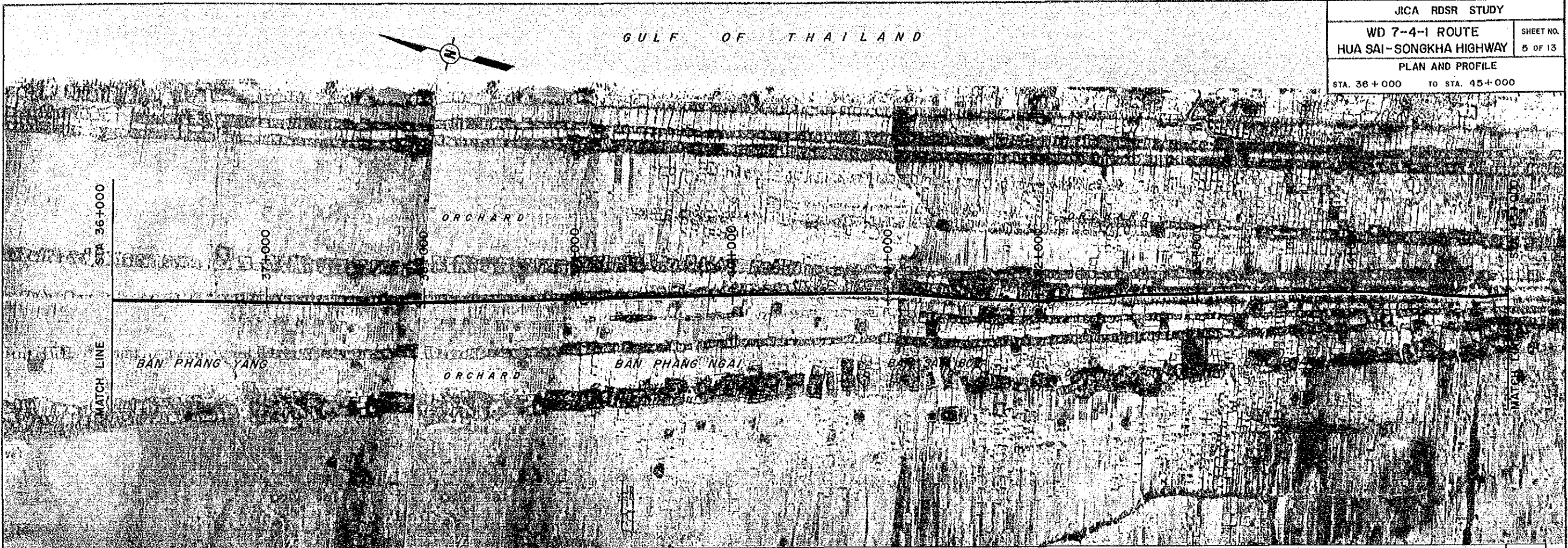
GULF OF THAILAND



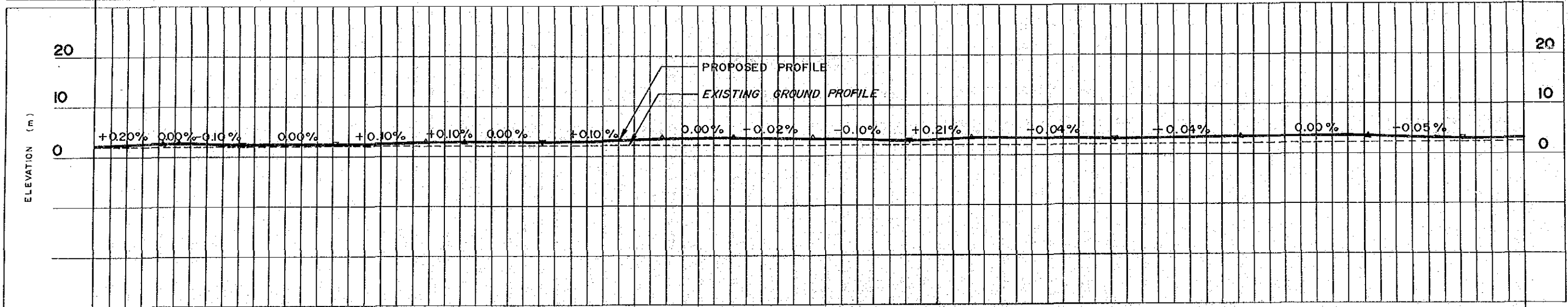
TERRAIN	FLAT	
PAVEM'T	Type	AC PAVEMENT
	Existing Condition	FAIR GOOD / FAIR
FLOODING	Length (Km.) Height (m.)	-
RIGHT OF WAY	L. (m.)	15.00 20.00 15.00
	R. (m.)	35.00 20.00 15.00
CURVA-TURE BAND	Existing Alignment	L=49 R=5,729 L=34 R=5,729 L=88 R=4,297 L=45 R=1,102 L=39 R=1,653 L=47 R=1,126
	Proposed Alignment	R=∞ L=133 R=267 R=∞ L=49 R=5,729 R=∞ L=34 R=5,729 R=∞ R=∞ L=45 R=1,102 R=∞ L=39 R=1,653 R=∞ L=47 R=1,126
STATION (Km.)		27+000 28+000 29+000 30+000 31+000 32+000 33+000 34+000 35+000 36+000



GULF OF THAILAND



TERRAIN	FLAT
PAVEM'T	AC. PAVEMENT
Existing Condition	GOOD / FAIR
FLOODING	---
Length (Km.)	
Height (m.)	
RIGHT OF WAY	15 : 00
L (m.)	
R (m.)	15 : 00



CURVA-TURE BAND	Existing Alignment	L=13 R=1,271	L=47 R=709	L=161 R=1,083	L=150 R=942.21	L=84 R=1,248	L=62 R=1,357	L=67 R=1,403	L=72 R=2,686	L=59 R=4,167	L=89 R=4,911	L=127 R=2,198	L=89 R=2,198	L=50 R=1,538	L=270 R=2,291	L=120 R=1,779	L=85 R=642	L=57 R=558
	Proposed Alignment	L=13 R=1,271	L=47 R=709	L=161 R=1,083	L=150 R=942.21	L=84 R=1,248	L=62 R=1,357	L=67 R=1,403	L=72 R=2,686	L=59 R=4,167	L=89 R=4,911	L=127 R=2,198	L=89 R=2,198	L=50 R=1,538	L=270 R=2,291	L=120 R=1,779	L=85 R=642	L=57 R=558
STATION (Km.)		36+000	37+000	38+000	39+000	40+000	41+000	42+000	43+000	44+000	45+000							