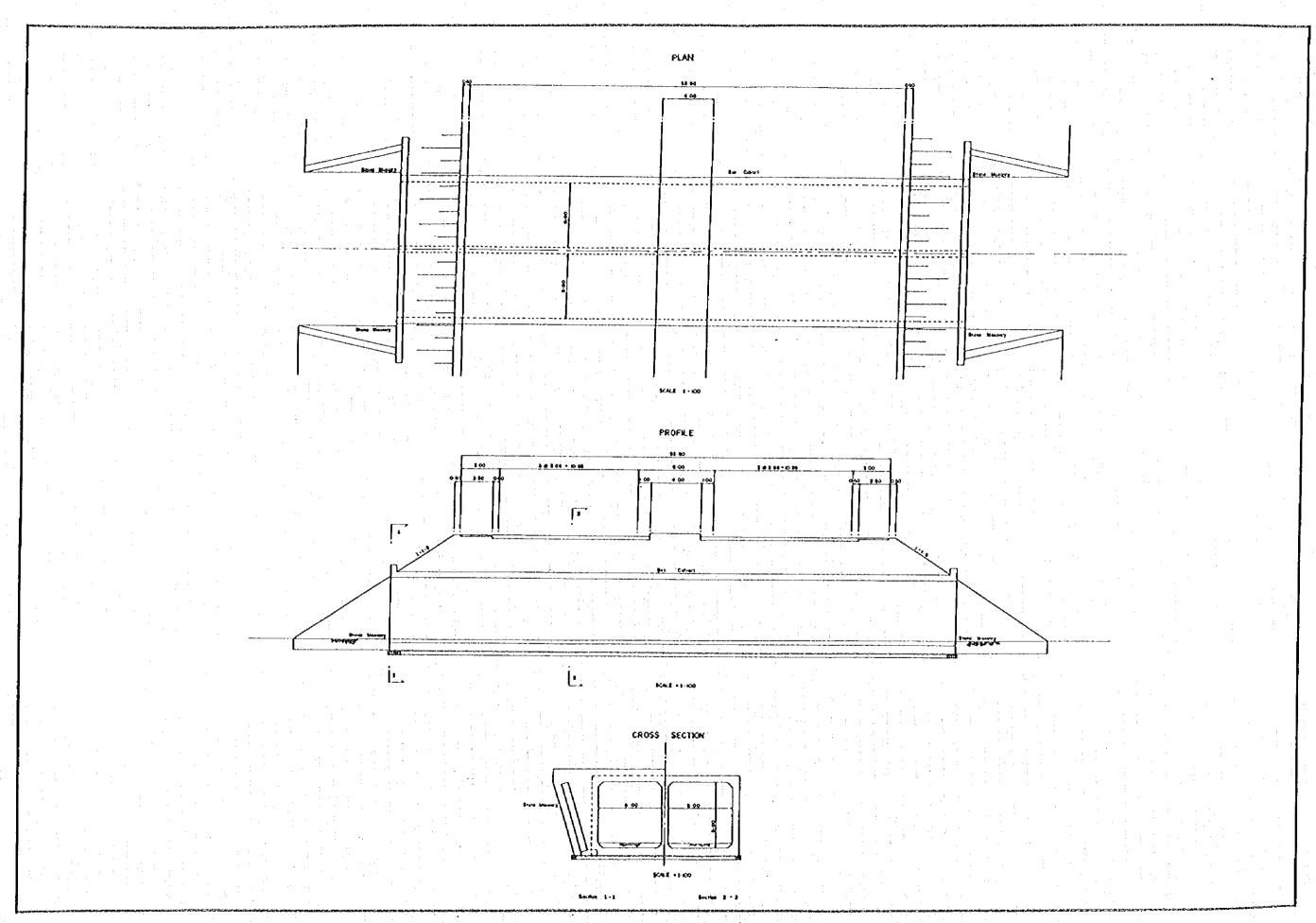
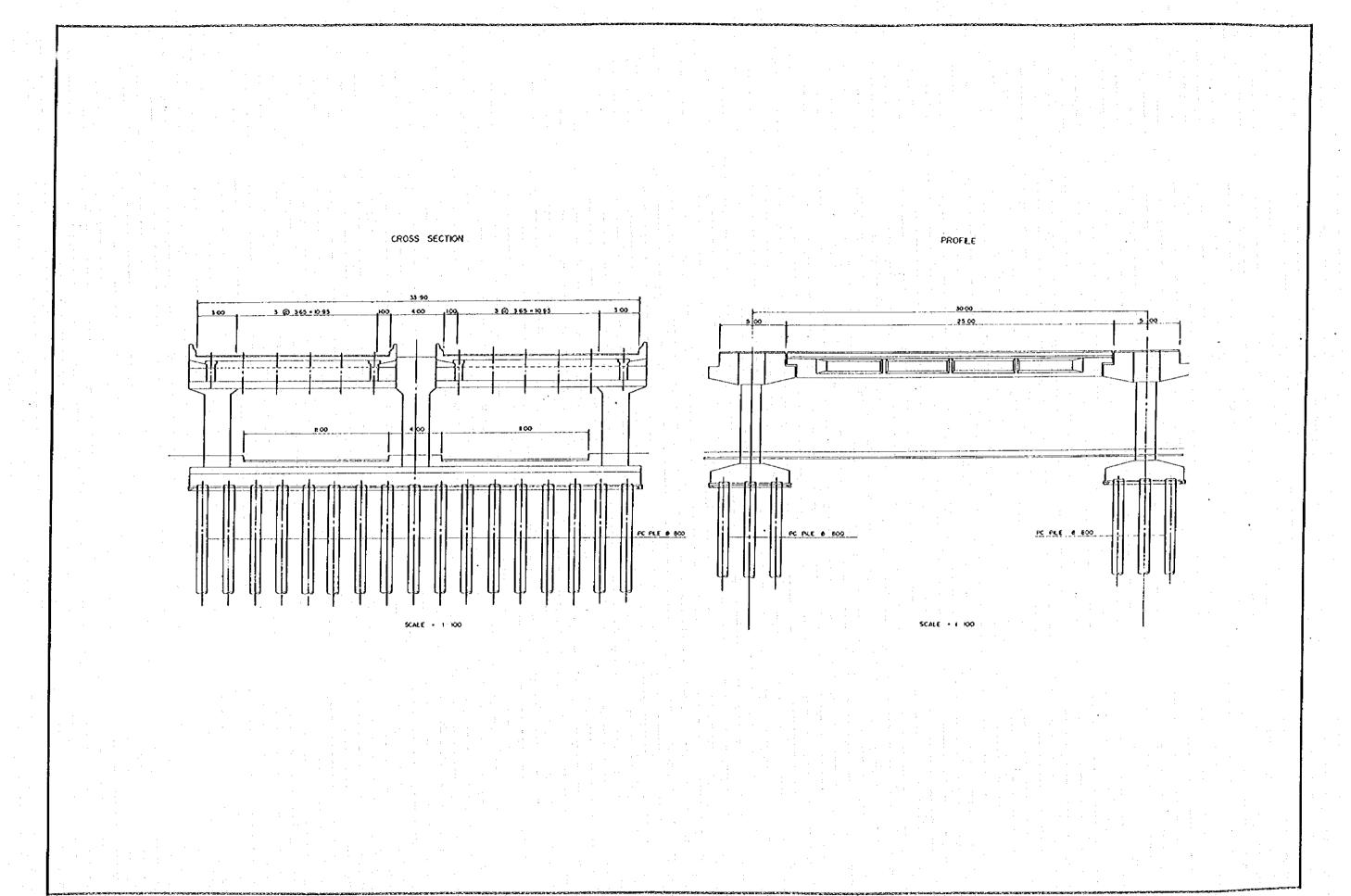
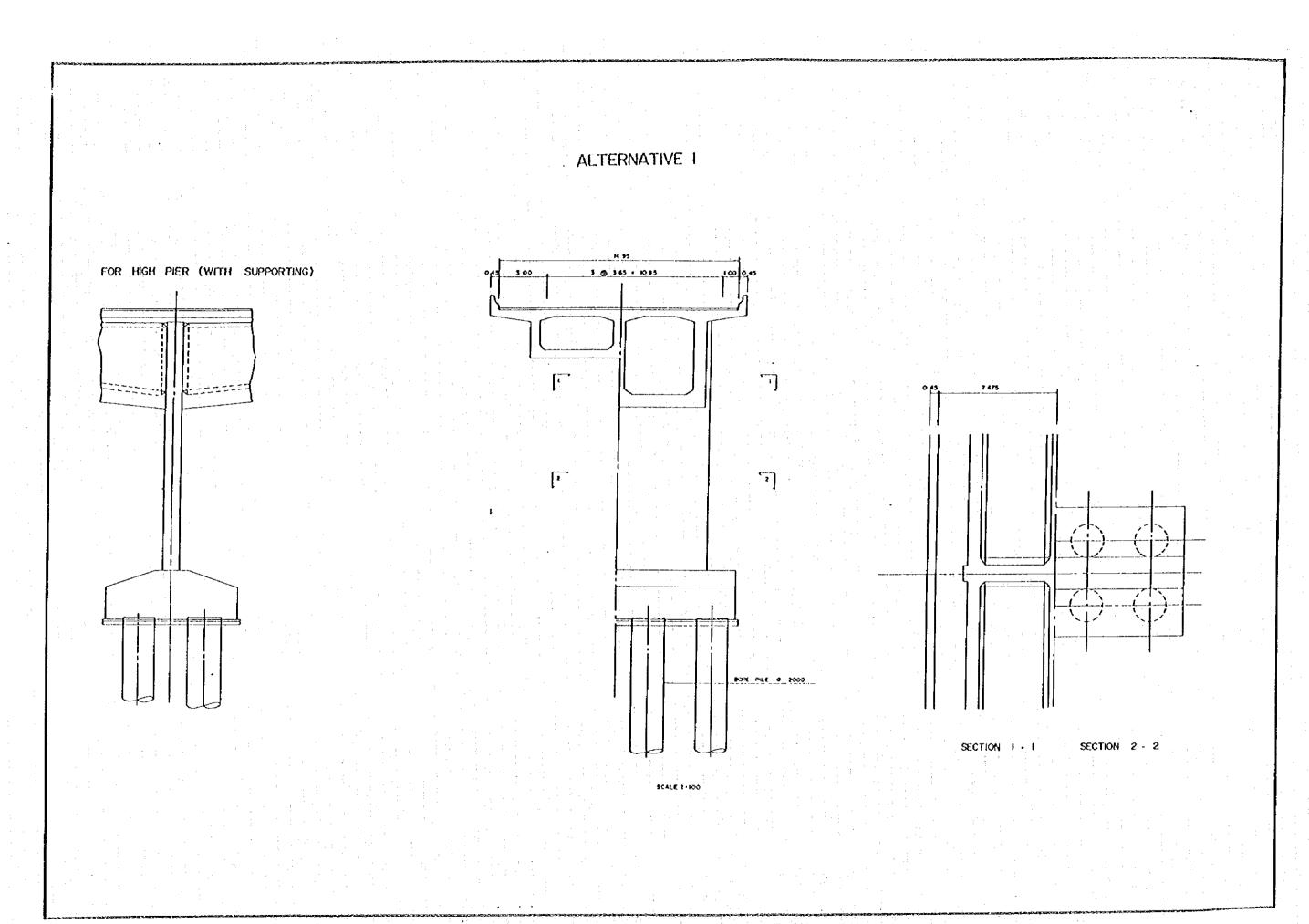


4.0 STRUCTURAL DESIGN

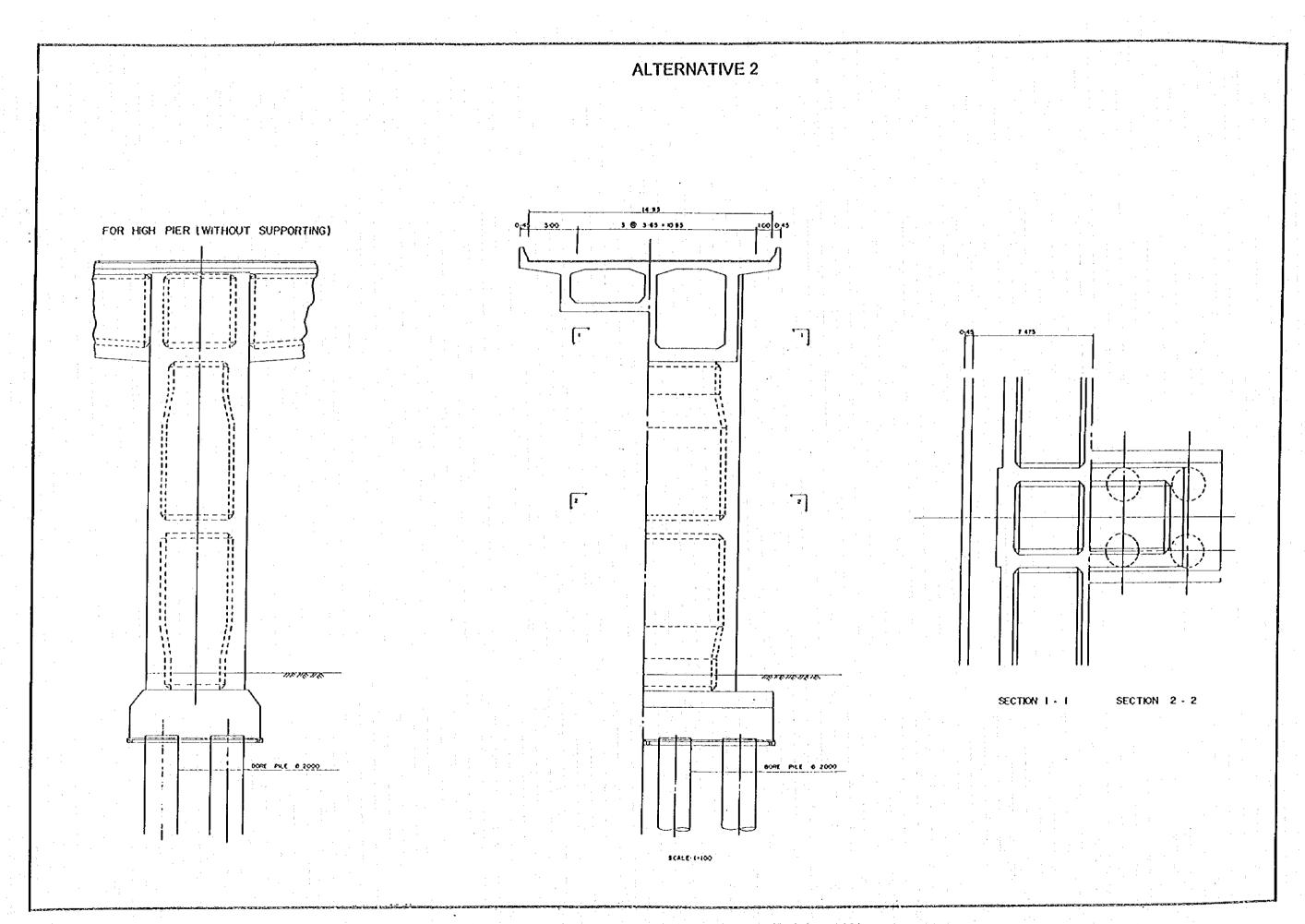


4.1 Box Culvert

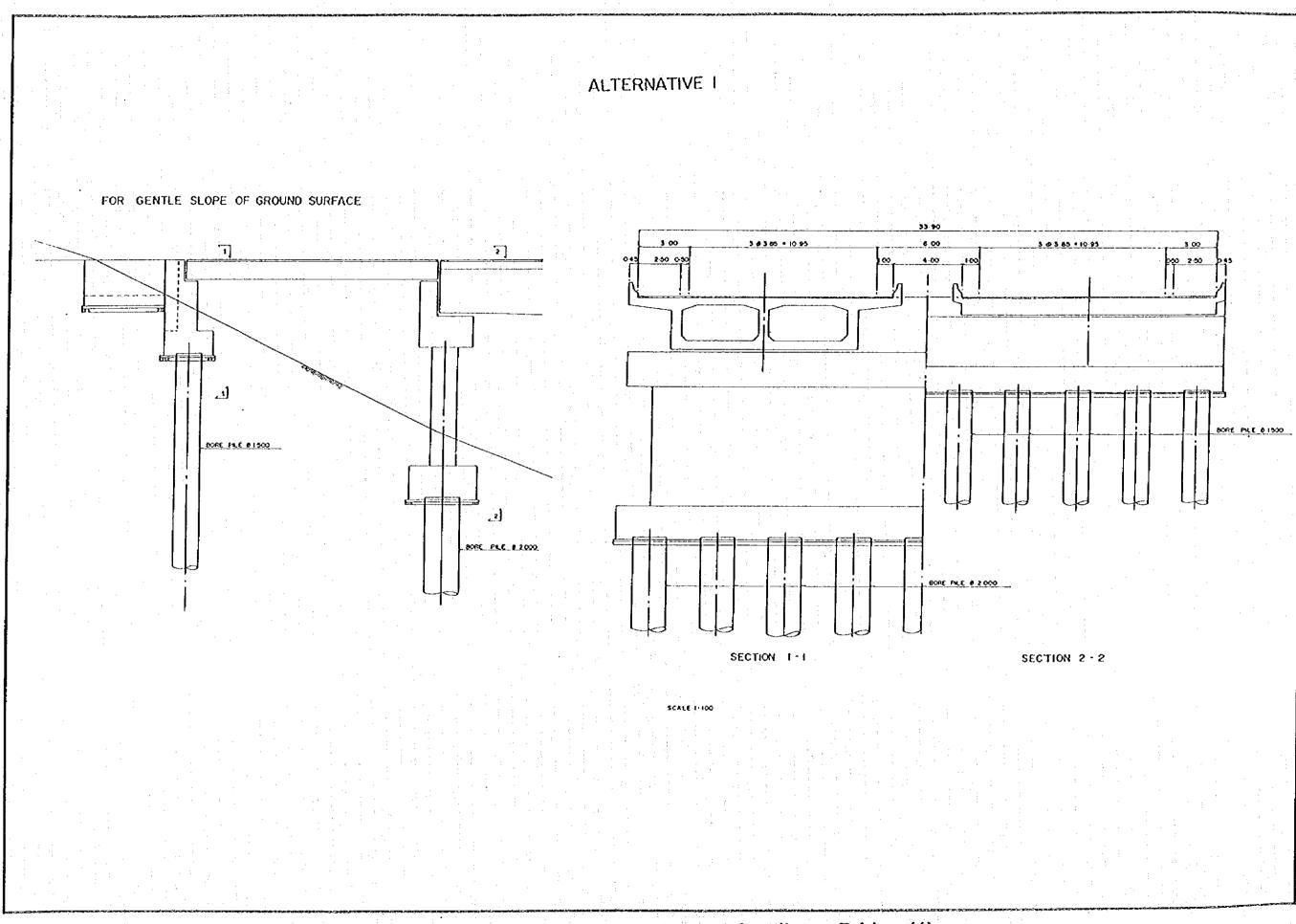




4.3 Pier for Balanced Cantilever Bridge (1)



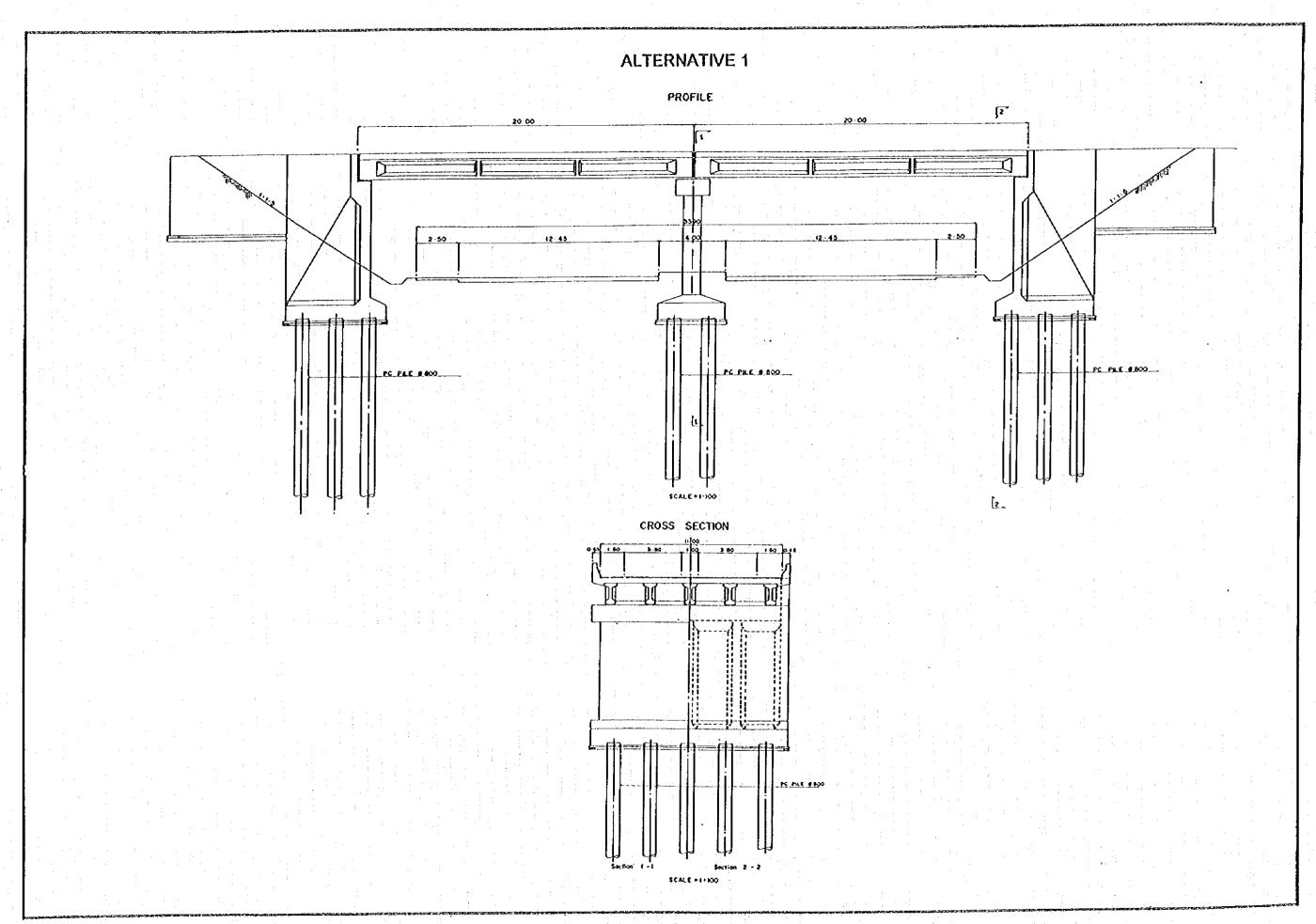
4.4 Pier for Balanced Cantilever Bridge (2)



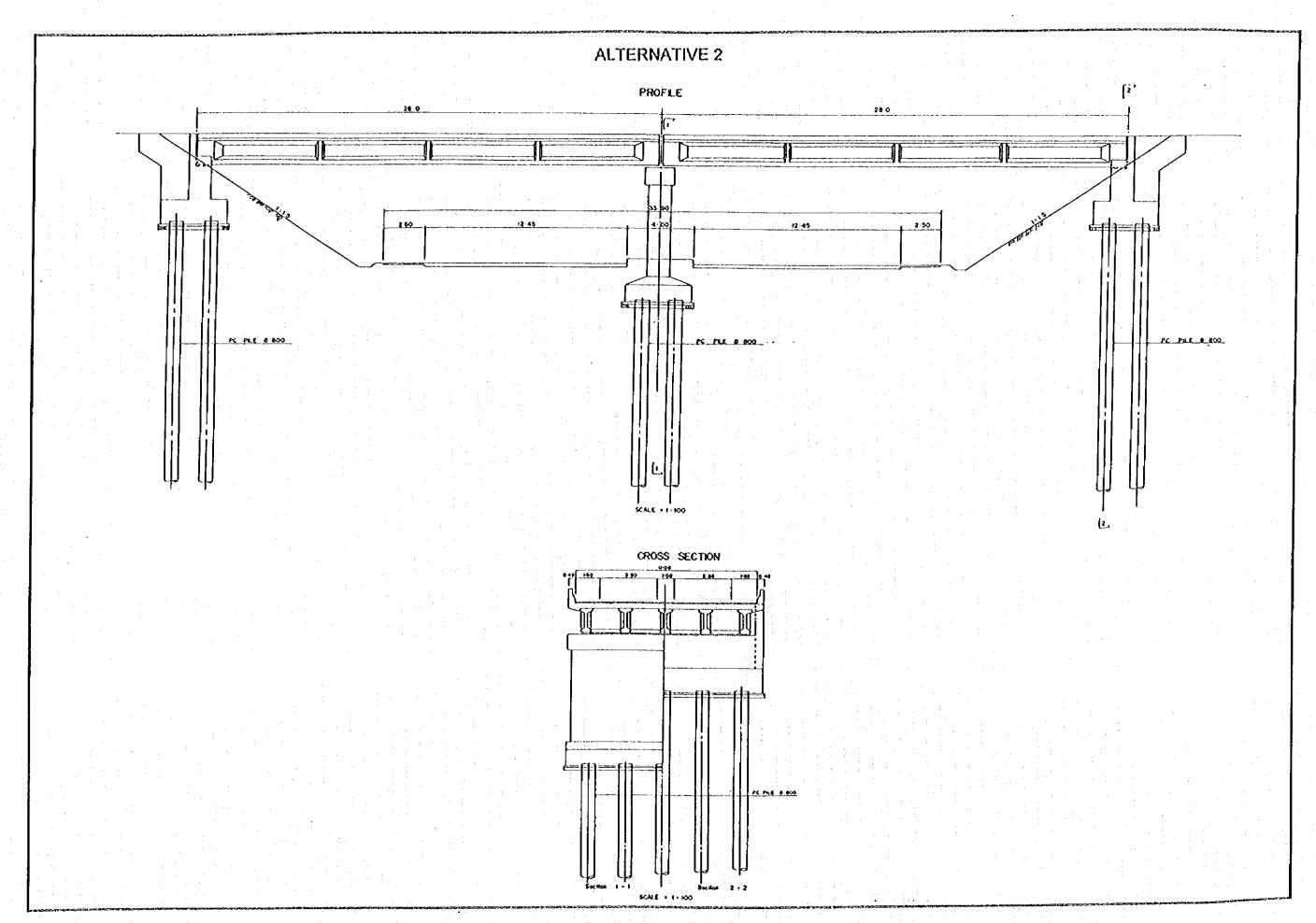
4.5 Abutment for Balanced Cantilever Bridge (1)

ALTERNATIVE 2 FOR STEEP SLOPE OF GROUND SURFACE

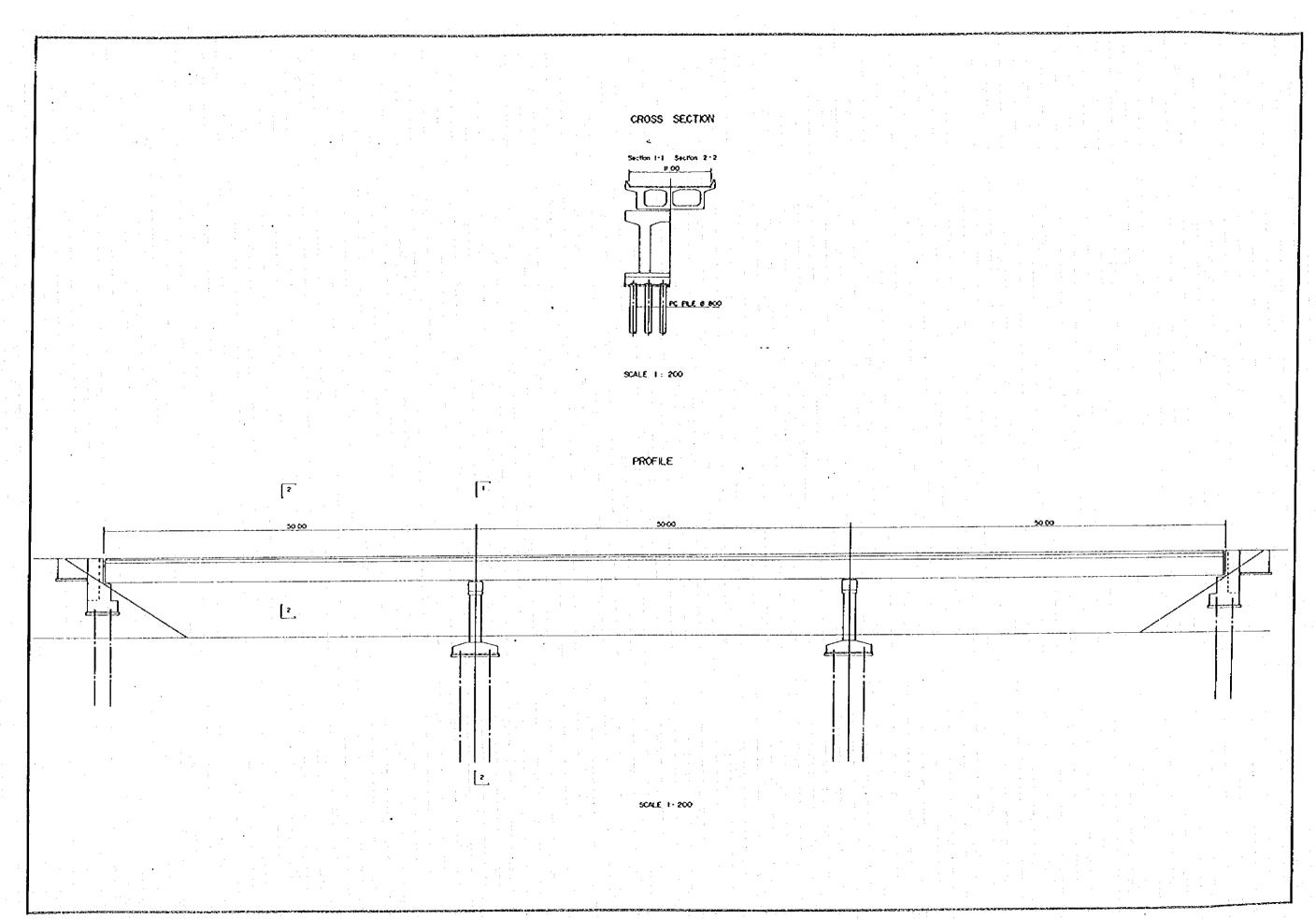
4.6 Abutment for Balanced Cantilever Bridge (2)



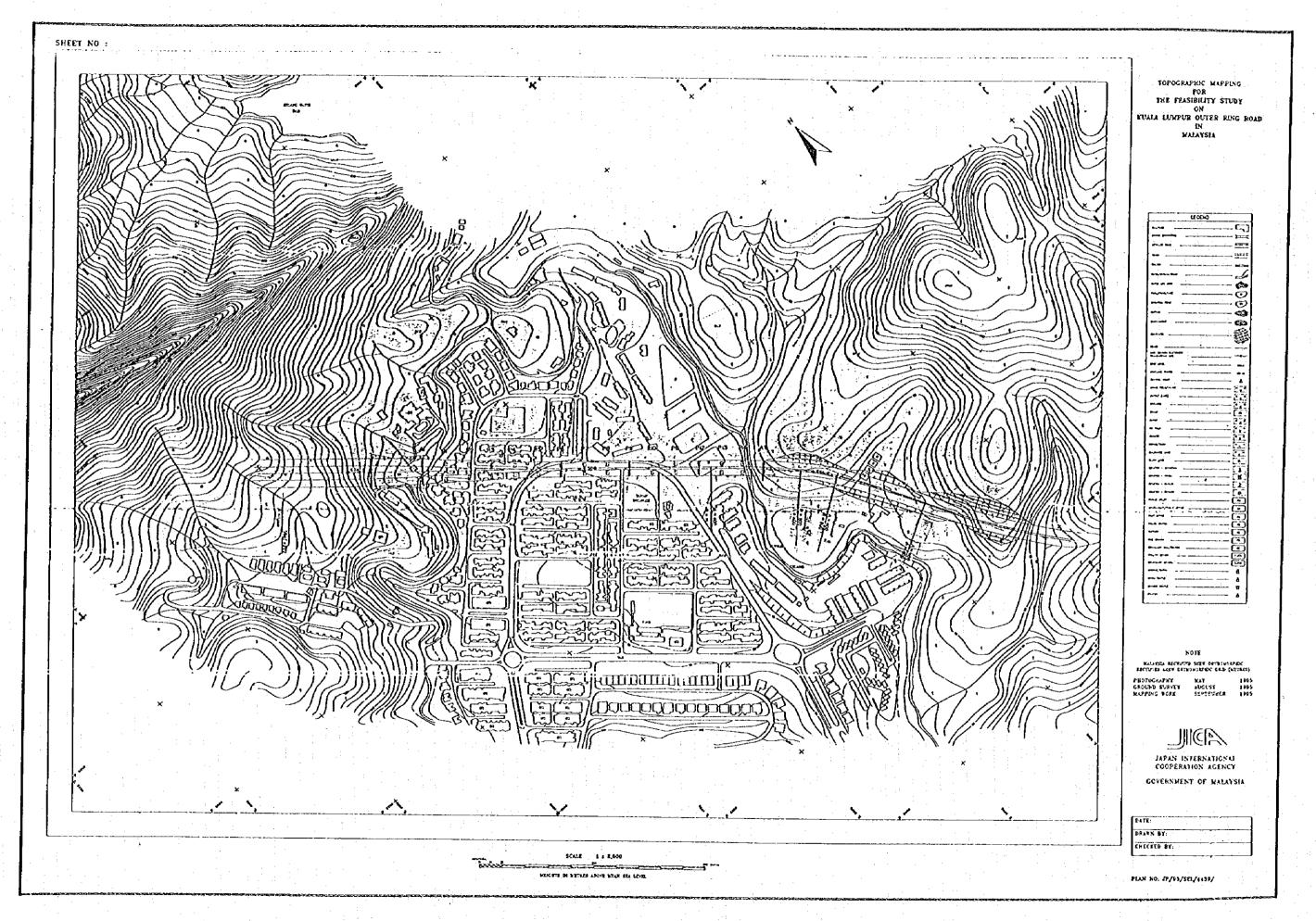
4.7 Flyover (1)



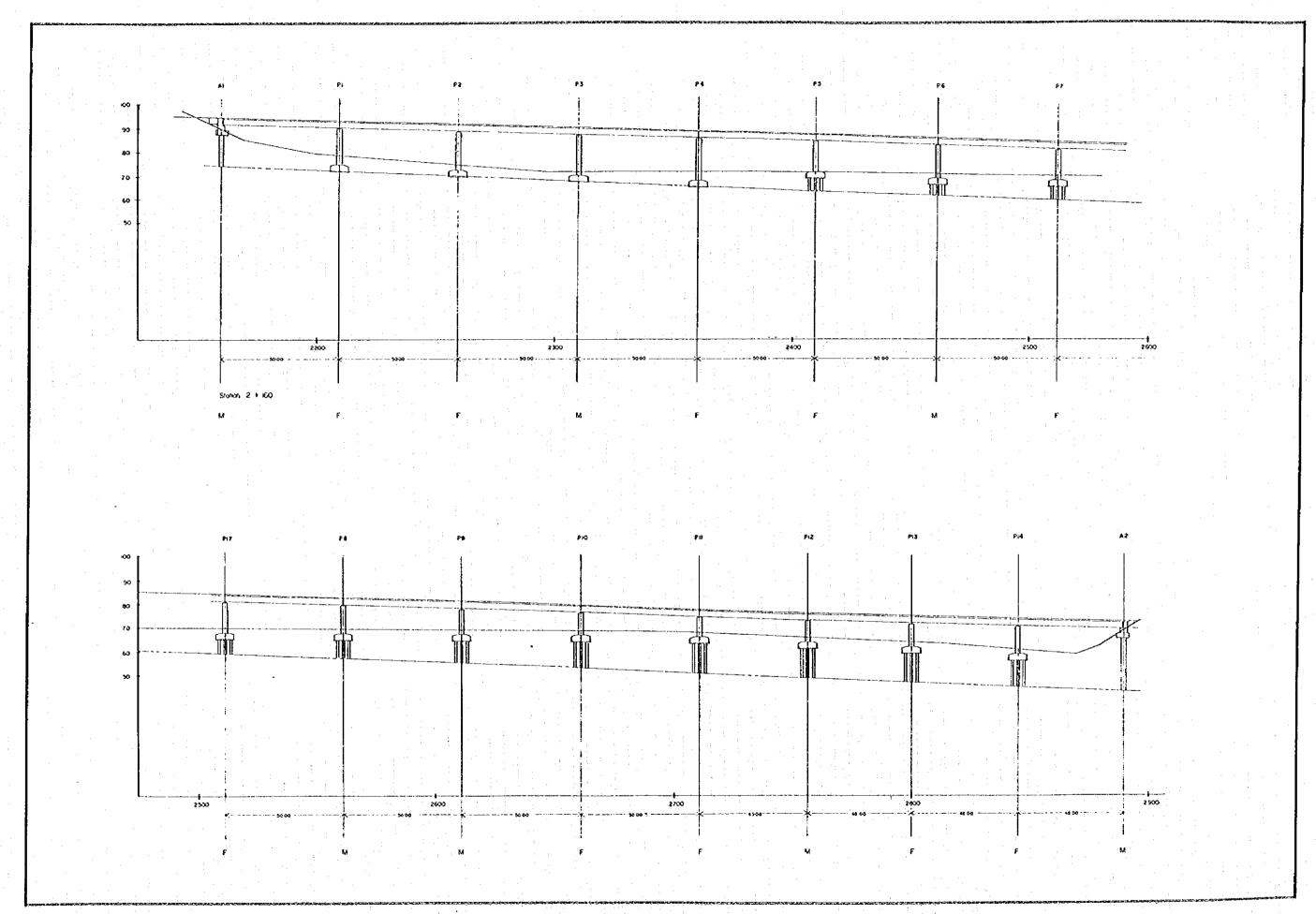
4.8 Flyover (2)



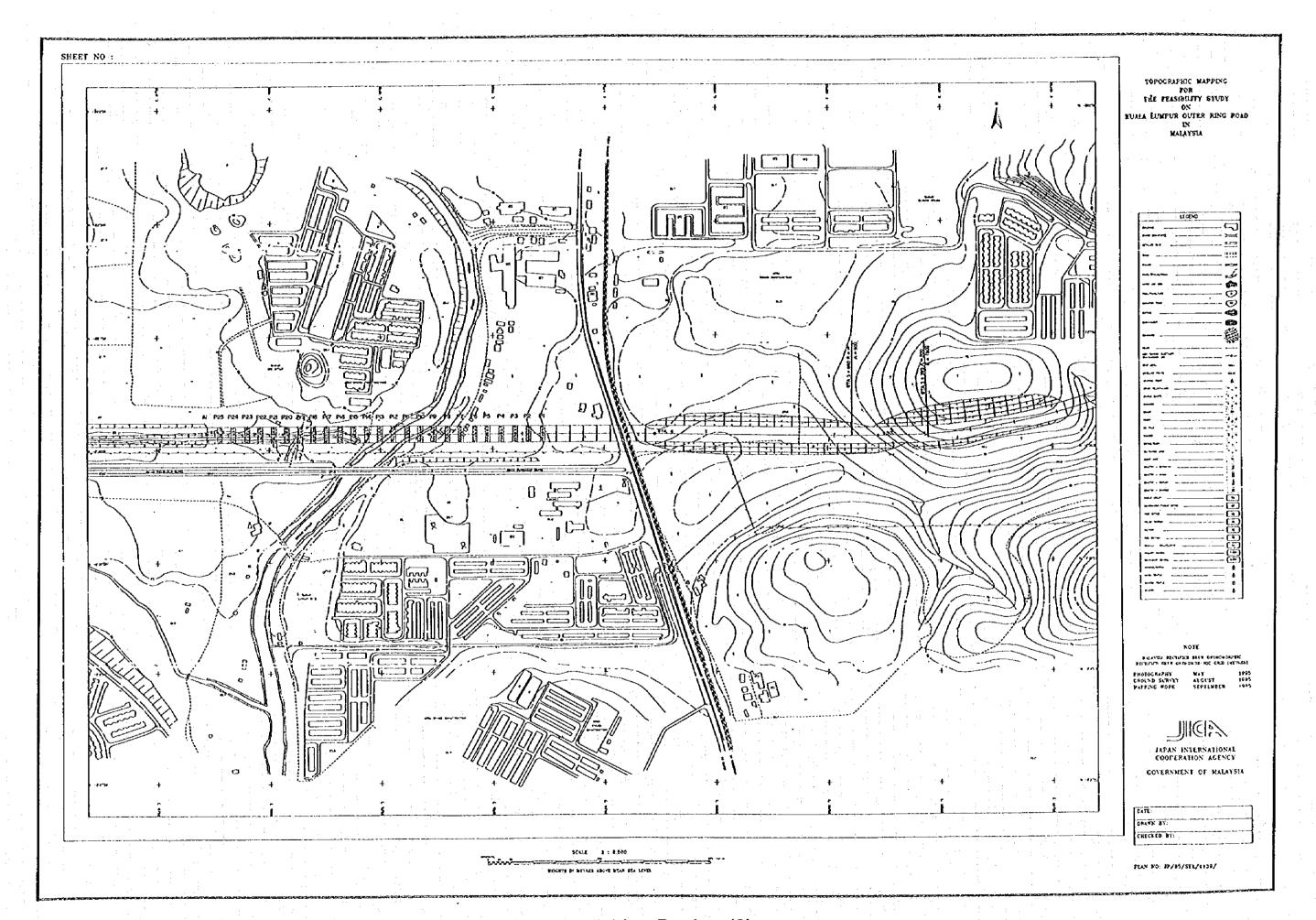
4.9 Three Span Continuous Box Girder Bridge



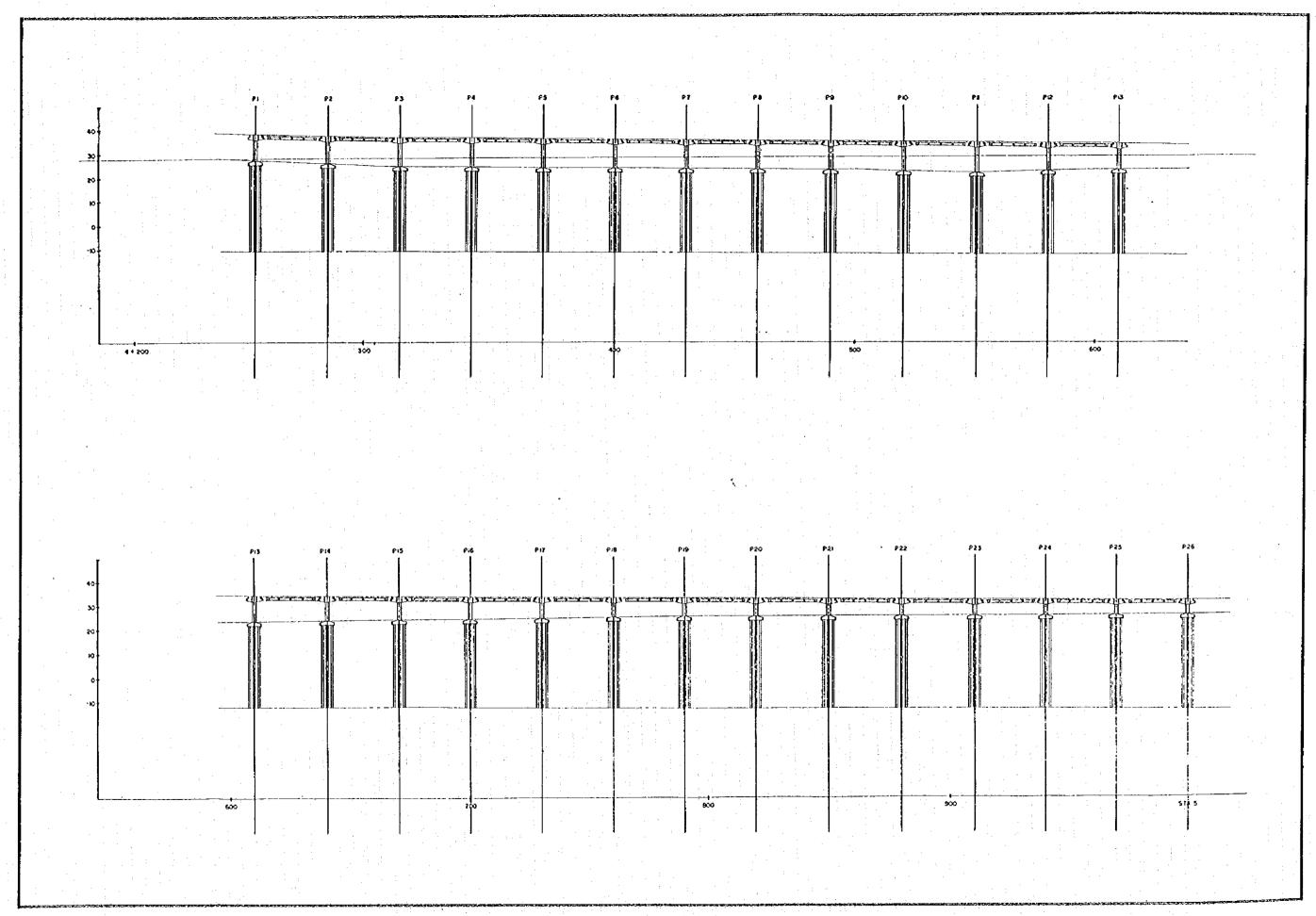
4.10 Bridge Design (1)

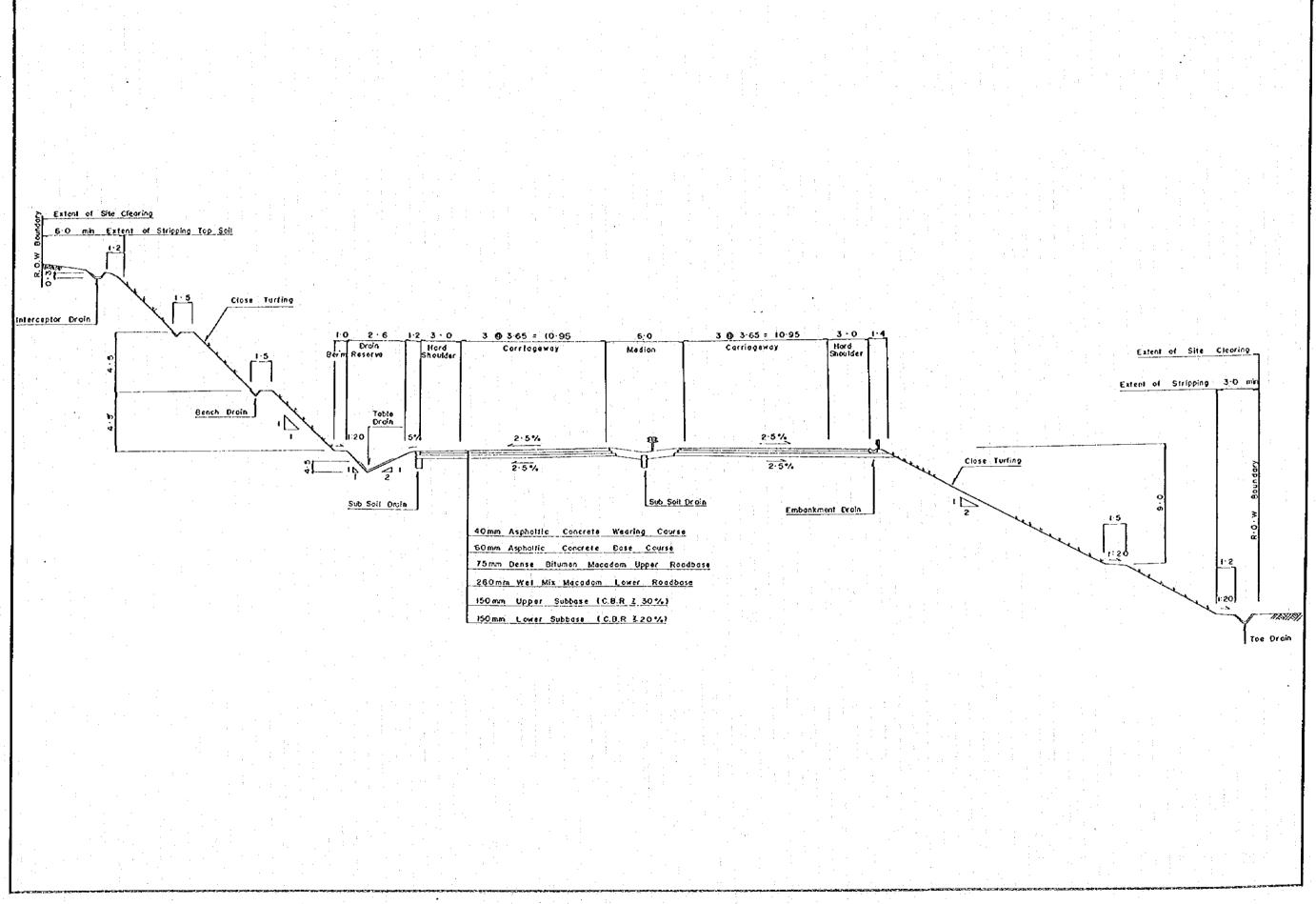


4.11 Side View



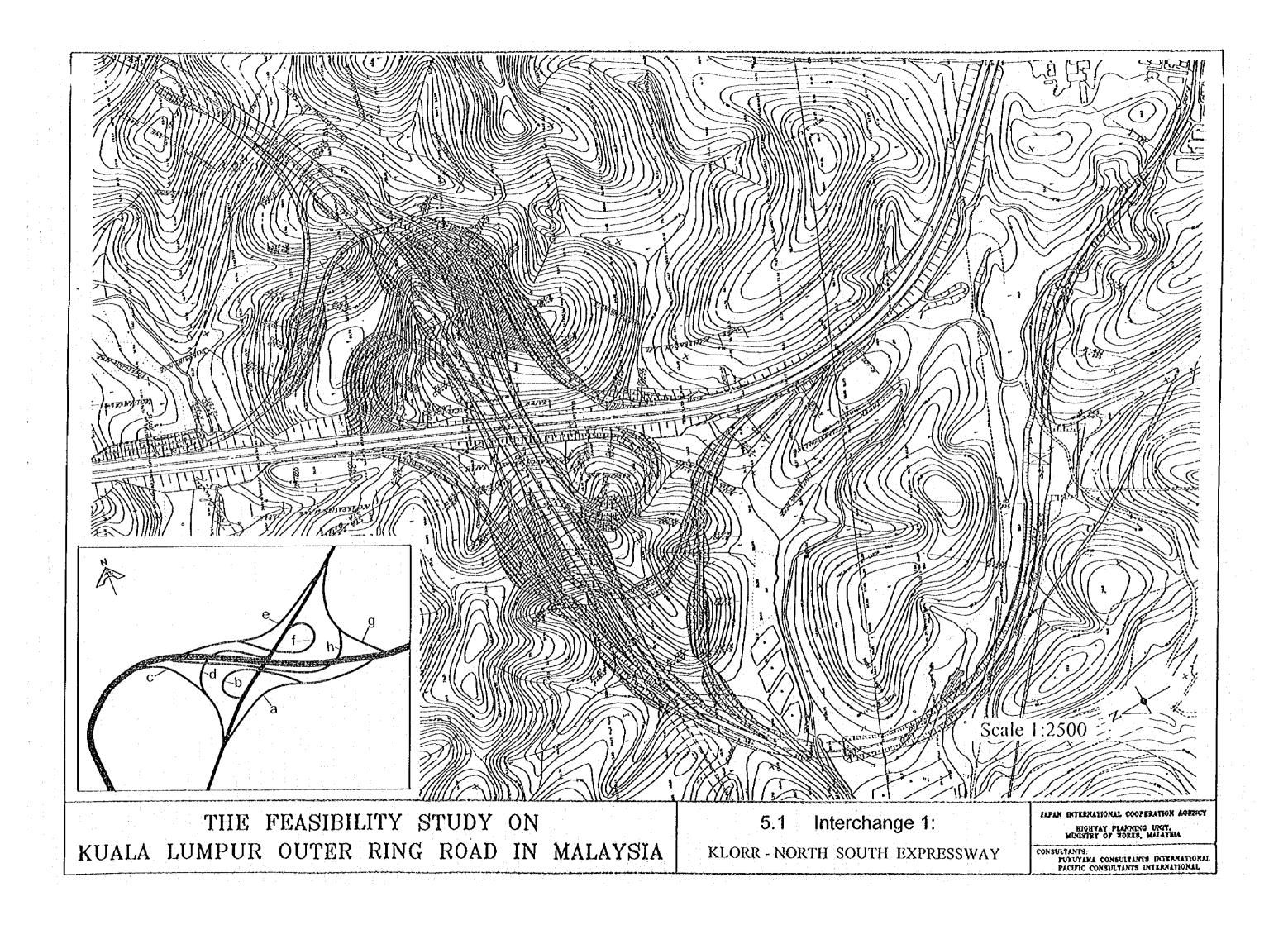
4.12 Bridge Design (2)

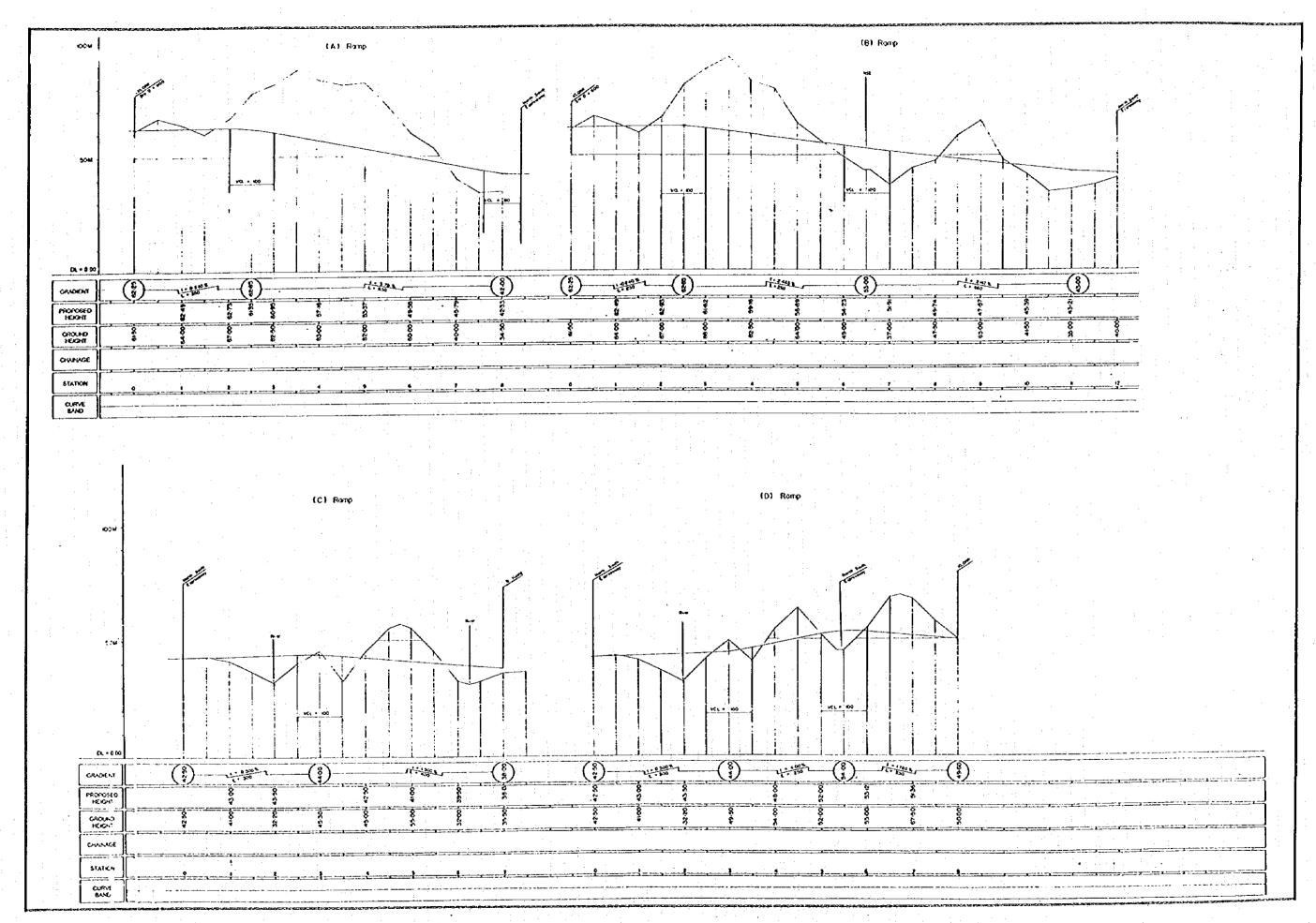




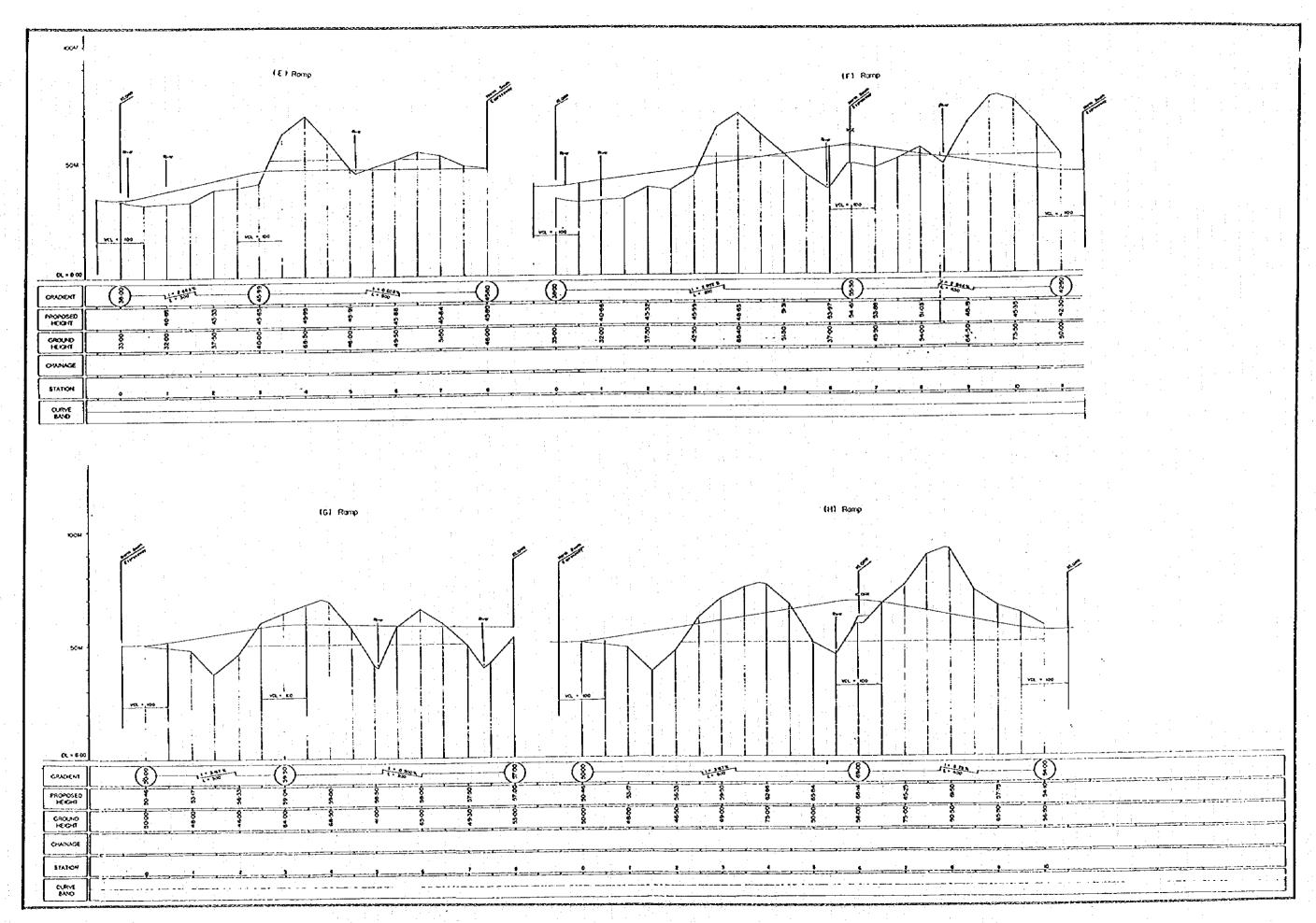
4.14 Pavement Design and Drainage

5.0 INTERCHANGE DESIGN

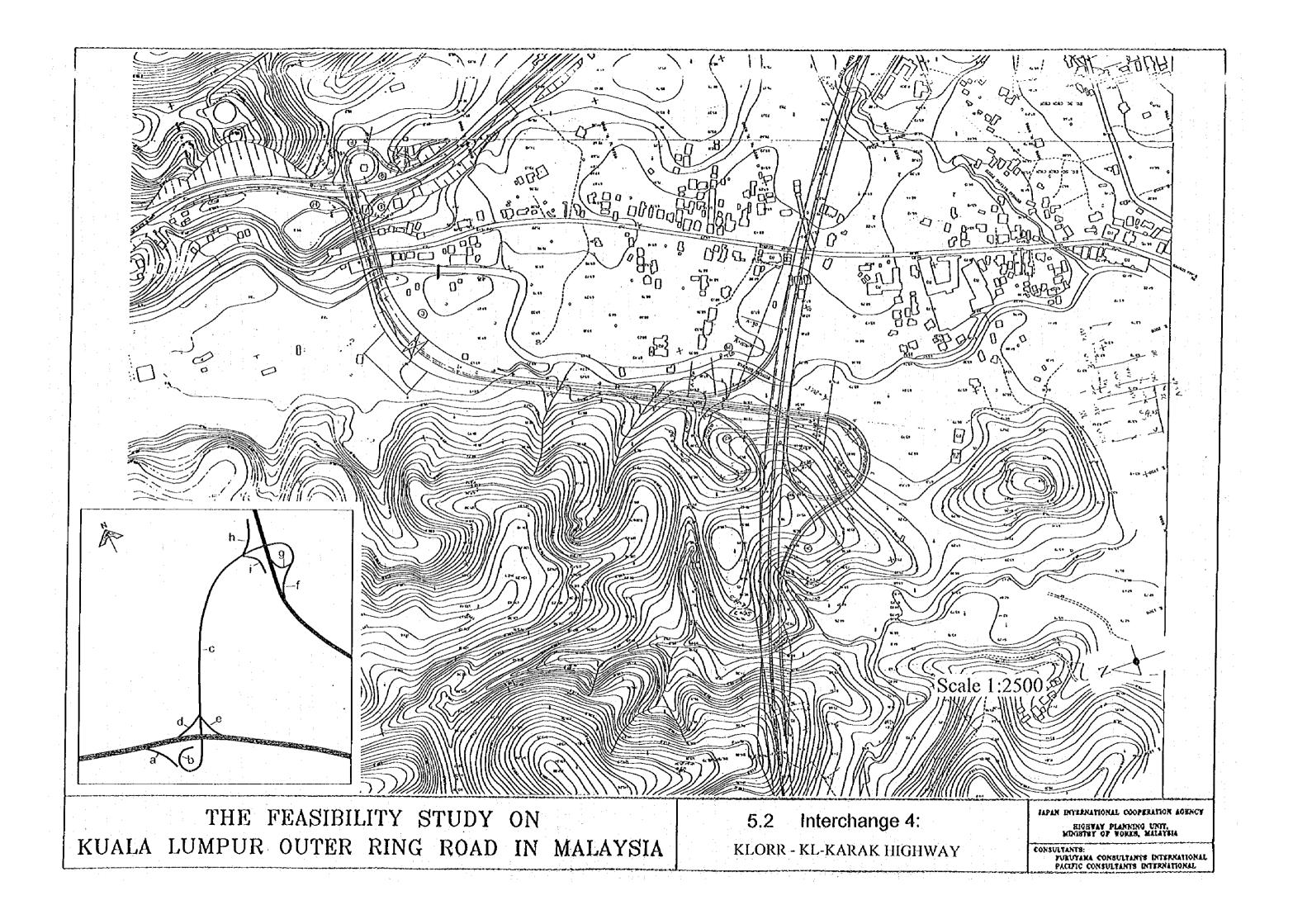


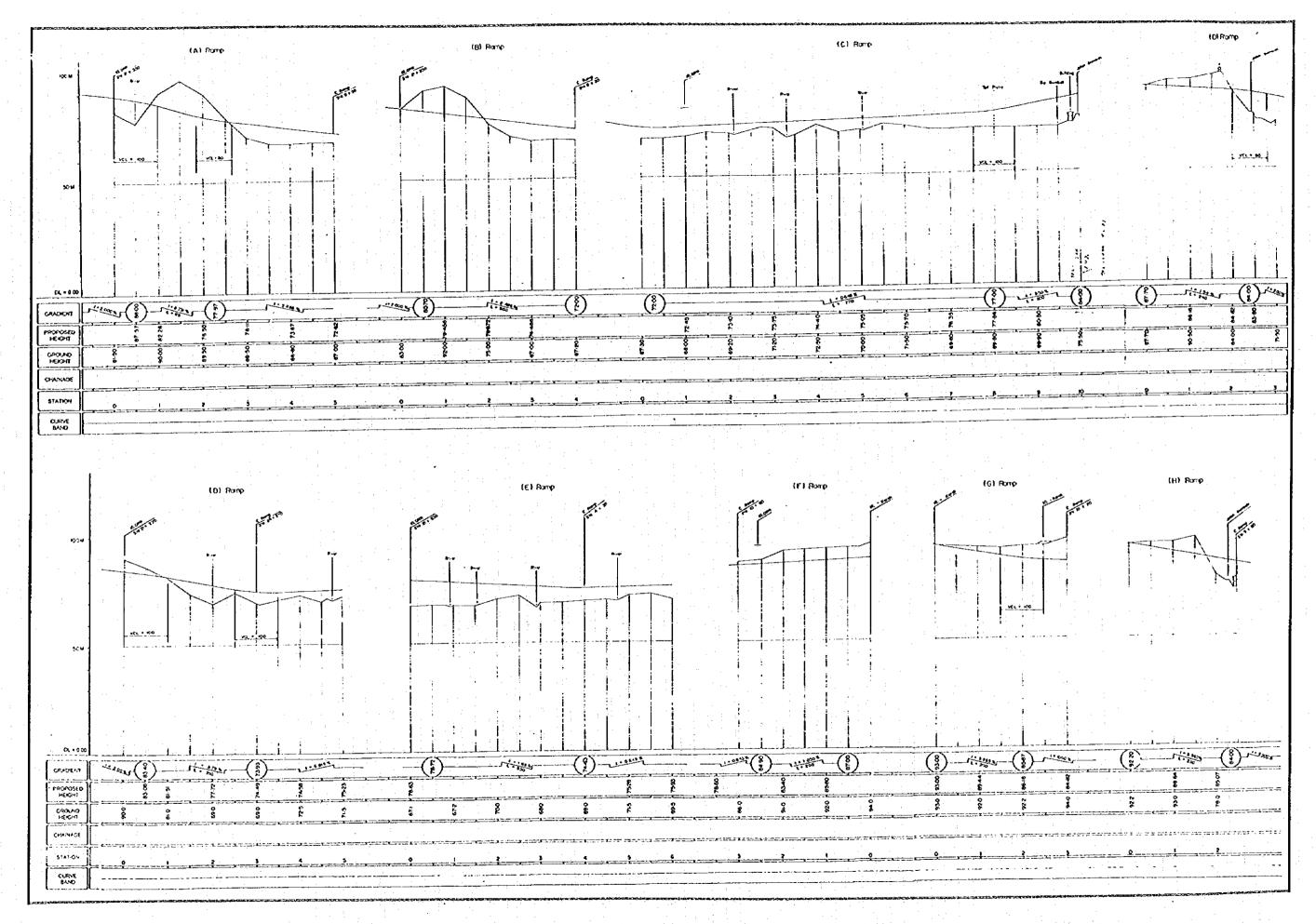


5.1.1 I/C No.1 KLORR - N-S Exp. Profile

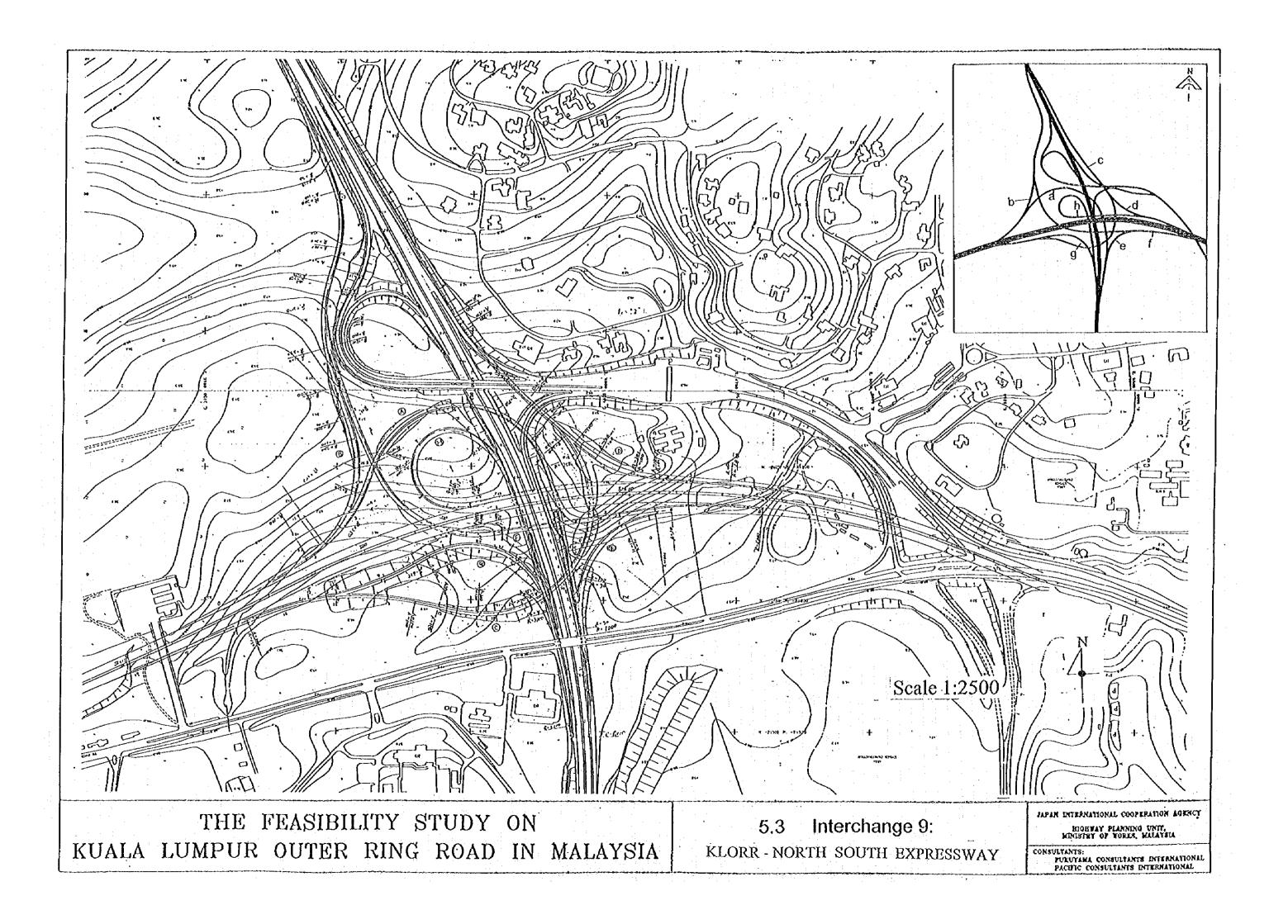


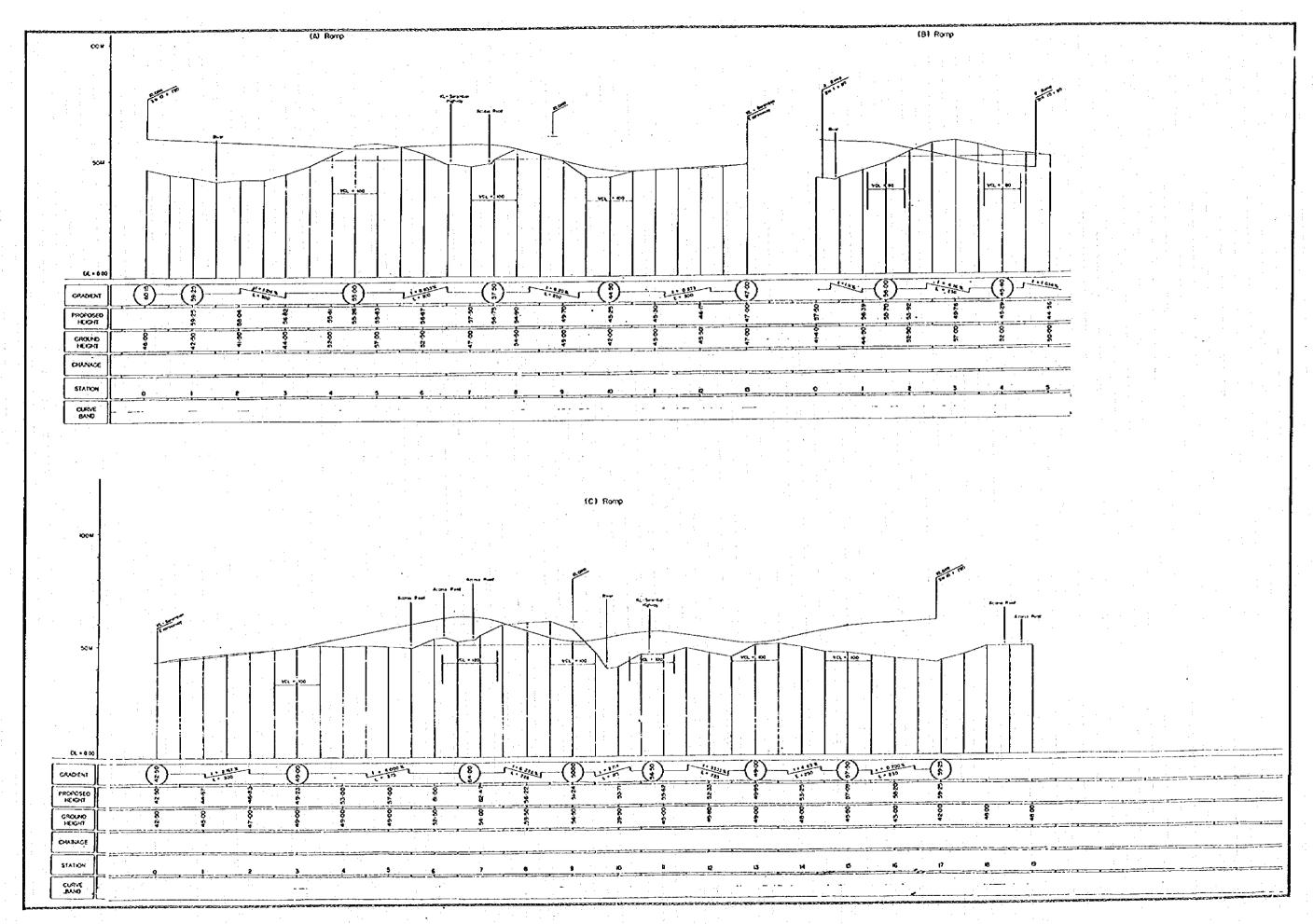
5.1.2 I/C No.1 KLORR - N-S Exp. Profile



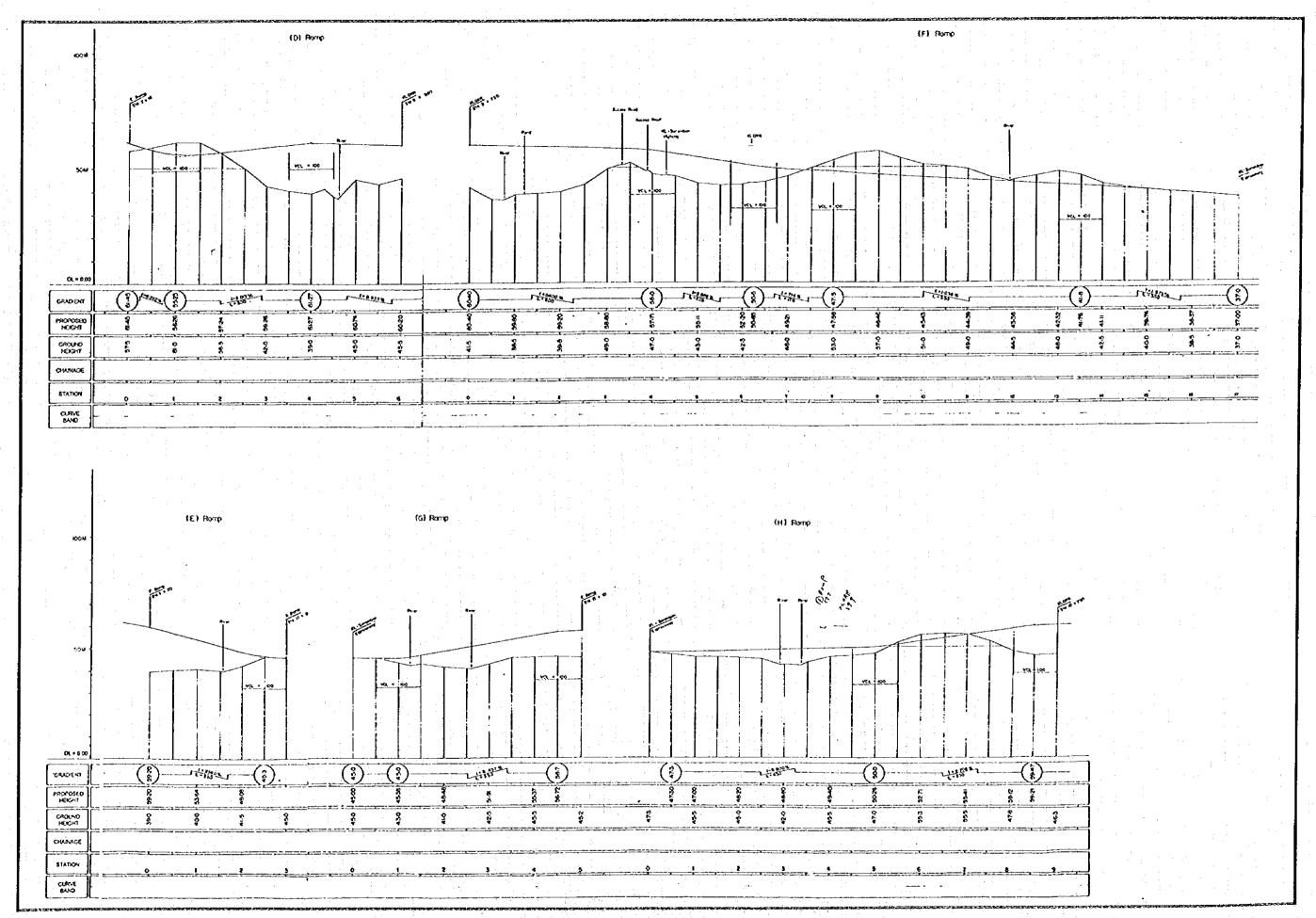


5.2.1 I/C No.4: KLORR - KL-Karak Highway Profile

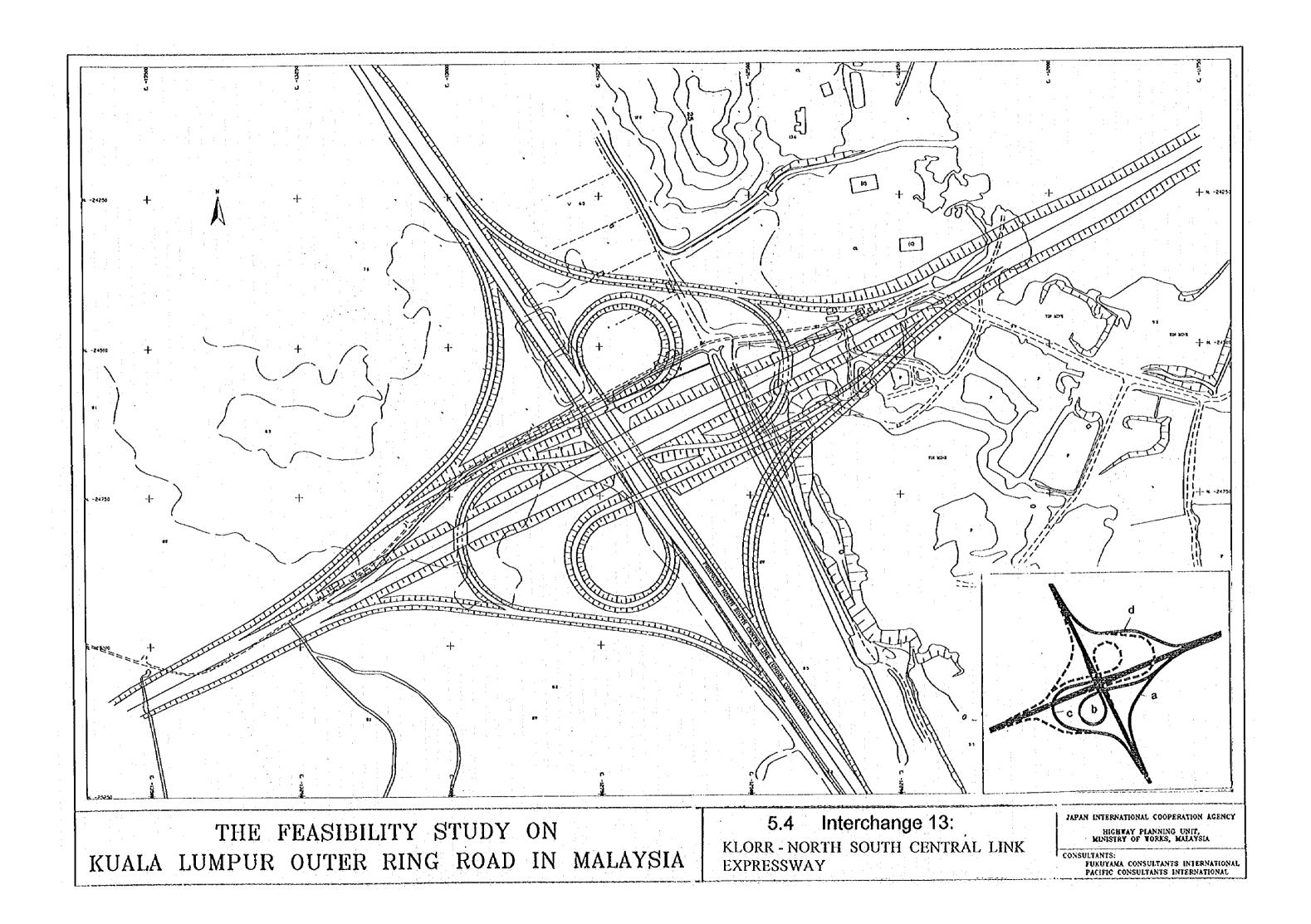


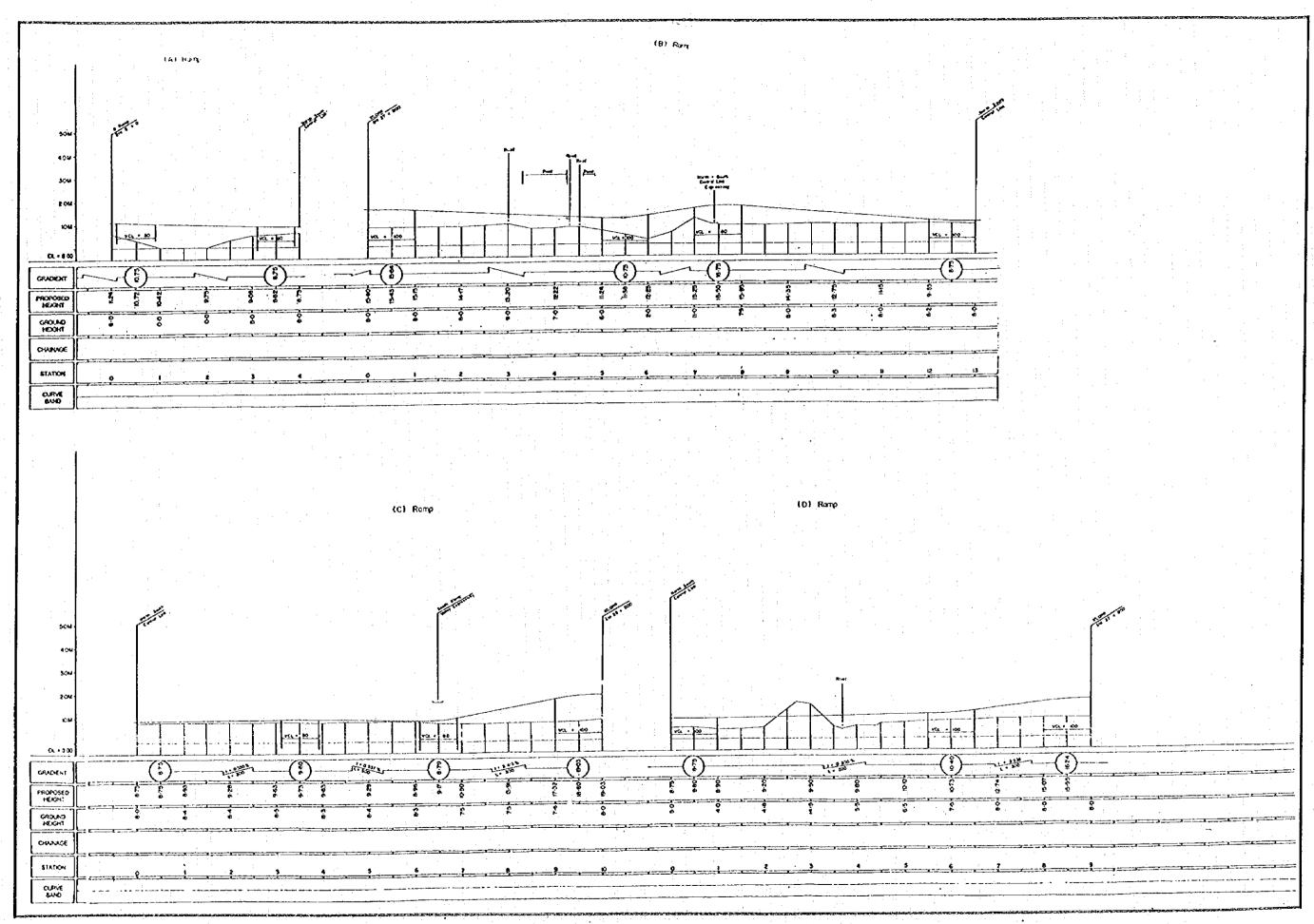


5.3.1 I/C No.9: KLORR - KL-Seremban Exp. Profile



5.3.2 I/C No.9: KLORR - KL-Seremban Exp. Profile





5.4.1 I/C No.13: KLORR - N-S Central Link Exp. Profile

