

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

MINISTRY OF COMMUNICATION, TRANSPORT,
POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

THE FEASIBILITY STUDY
ON
THE CONSTRUCTION OF THE MEKONG BRIDGE AT PAKSE
IN
THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

FINAL REPORT

VOLUME III
DRAWINGS

JUNE 1996



NIPPON KOEI CO., LTD.
CONSTRUCTION PROJECT CONSULTANTS, INC.

U12
615
SF

LIBRARY

S S F

96-064 (4)

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

MINISTRY OF COMMUNICATION, TRANSPORT,
POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

THE FEASIBILITY STUDY
ON
THE CONSTRUCTION OF THE MEKONG BRIDGE AT PAKSE
IN
THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

FINAL REPORT

**VOLUME III
DRAWINGS**

JUNE 1996

NIPPON KOEI CO., LTD.
CONSTRUCTION PROJECT CONSULTANTS, INC.

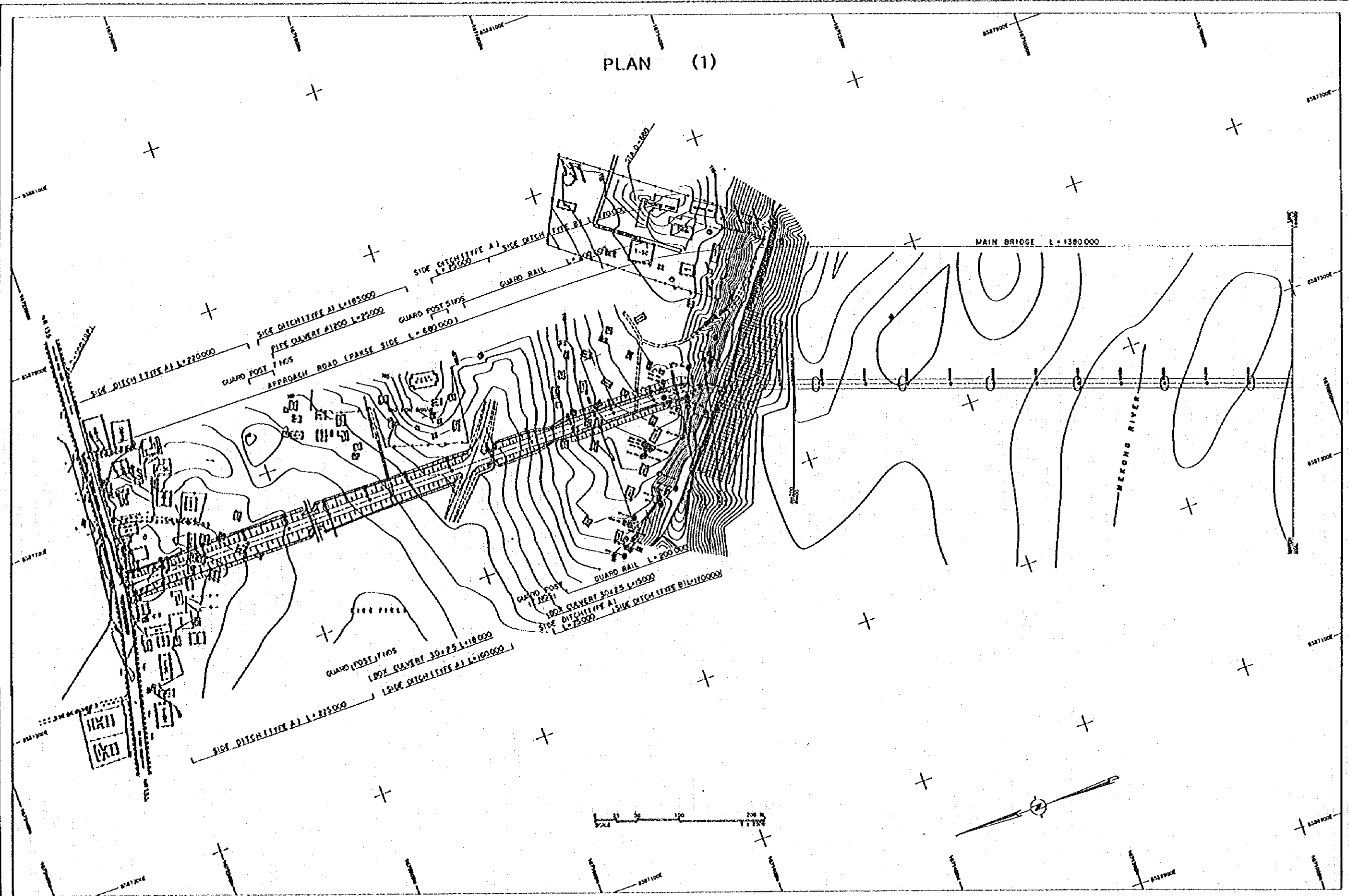


1131630(4)

CONTENTS OF DRAWINGS

TITLE	SHEET NO.
Location of the Project	1
Plan (1)	2
Plan (2)	3
Plan (3)	4
Profile (1)	5
Profile (2)	6
Profile (3)	7
General View (1)	8
General View (2)	9
Dimension of Superstructure (1)	10
Dimension of Superstructure (2)	11
Dimension of Superstructure (3)	12
Miscellaneous (1)	13
Miscellaneous (2)	14
Dimension of Sub-structure	15
Typical Cross Section of Approach Road	16
Cross Section (1)	17
Cross Section (2)	18
Cross Section (3)	19
Cross Section (4)	20
Cross Section (5)	21
Cross Section (6)	22
Box Culvert (1)	23
Box Culvert (2)	24

PLAN (1)



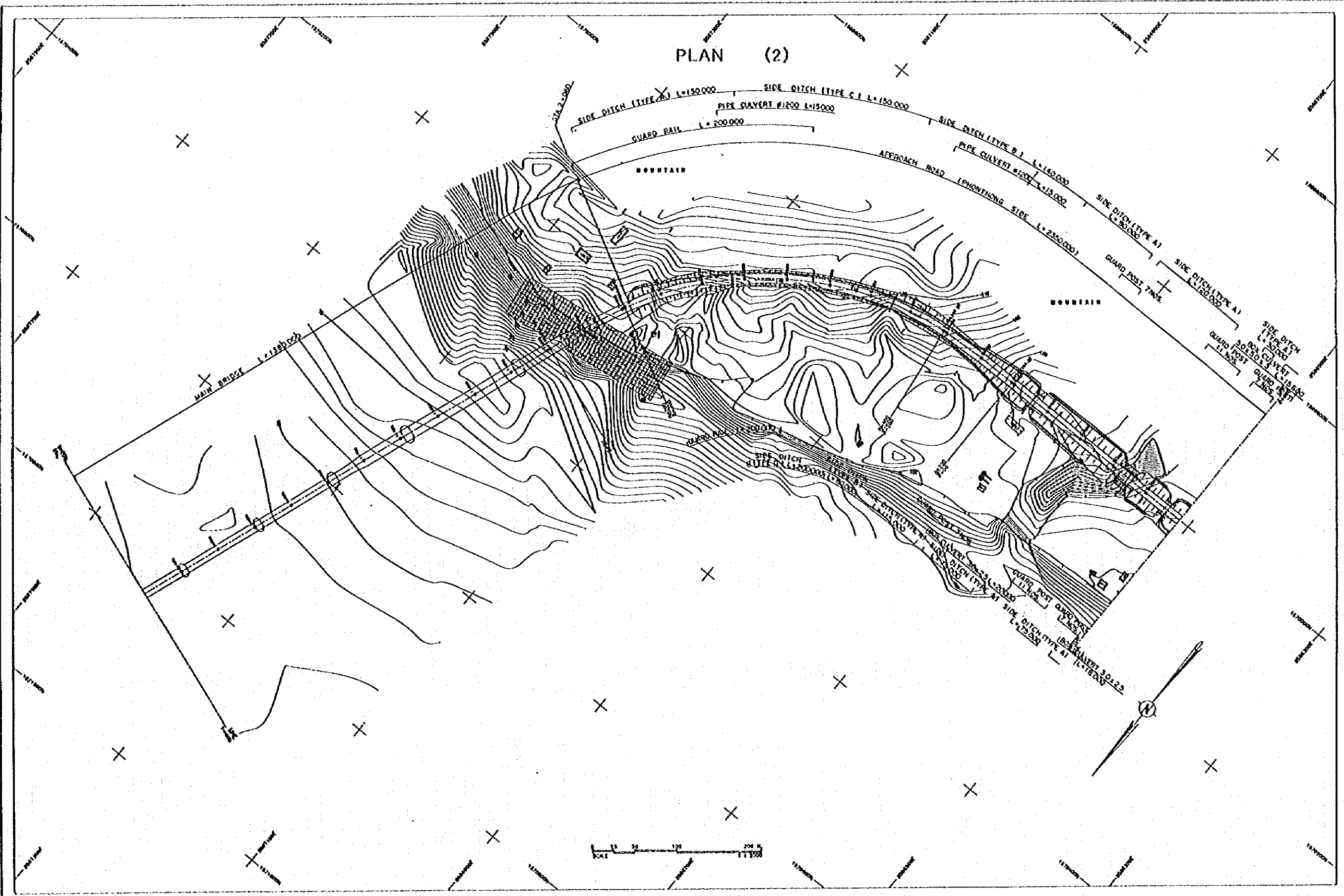
MINISTRY OF COMMUNICATION TRANSPORT POST AND CONSTRUCTION

THE FEASIBILITY STUDY ON THE CONSTRUCTION OF THE HEKONG BRIDGE
AT PAXE IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

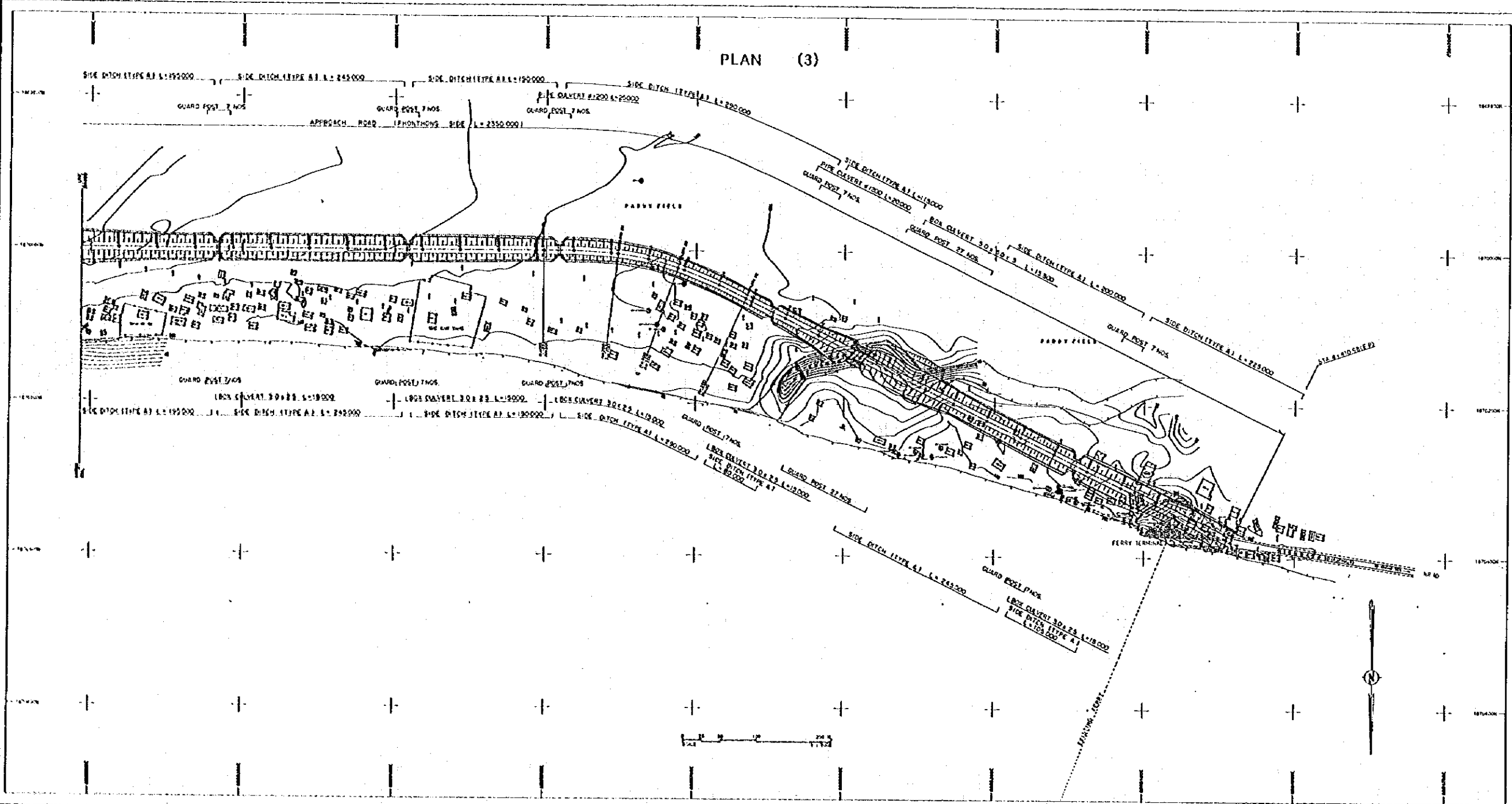
JICA
JAPAN INTERNATIONAL COOPERATION AGENCY

PLAN (1)

DATE	SHEET NO.
	2



PLAN (3)



MINISTRY OF COMMUNICATION TRANSPORT POST AND CONSTRUCTION

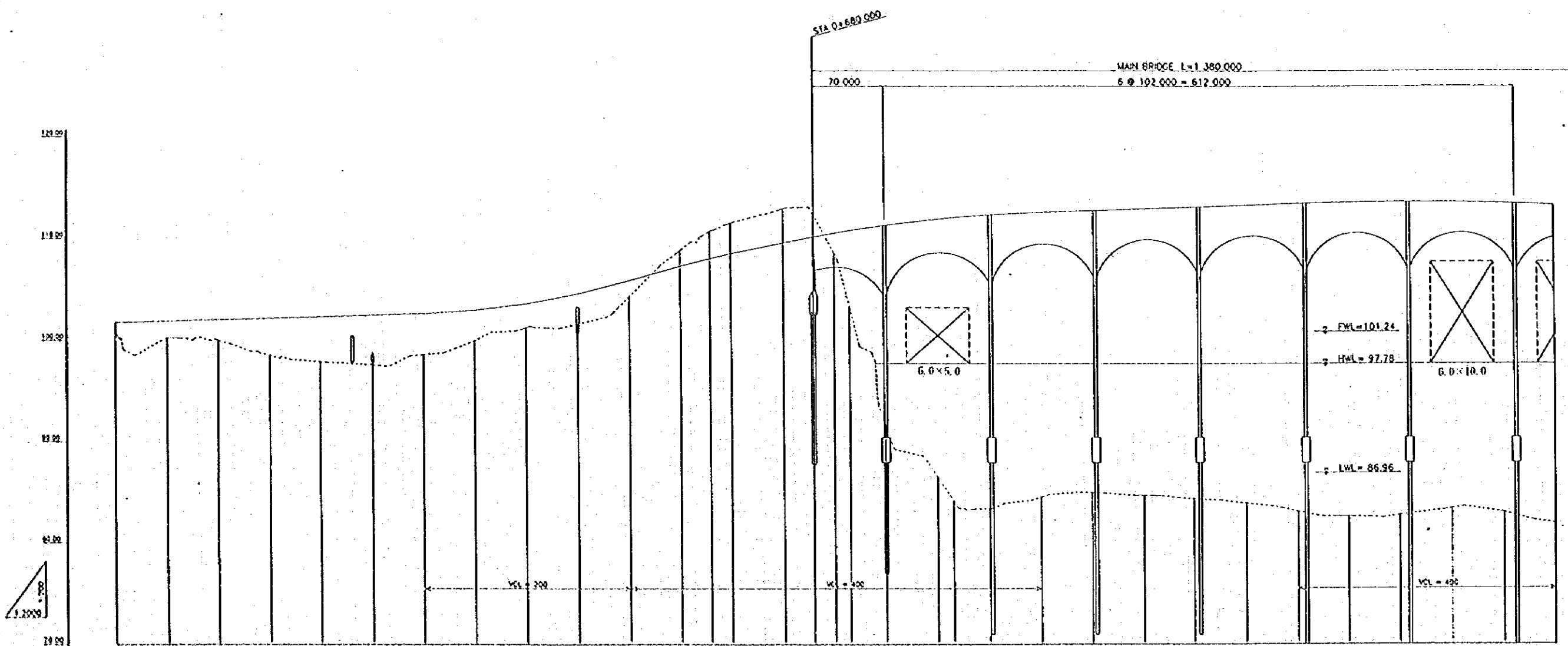
THE FEASIBILITY STUDY ON THE CONSTRUCTION OF THE MEKONG BRIDGE AT PARSE IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

JICA
JAPAN INTERNATIONAL COOPERATION AGENCY

PLAN (3)

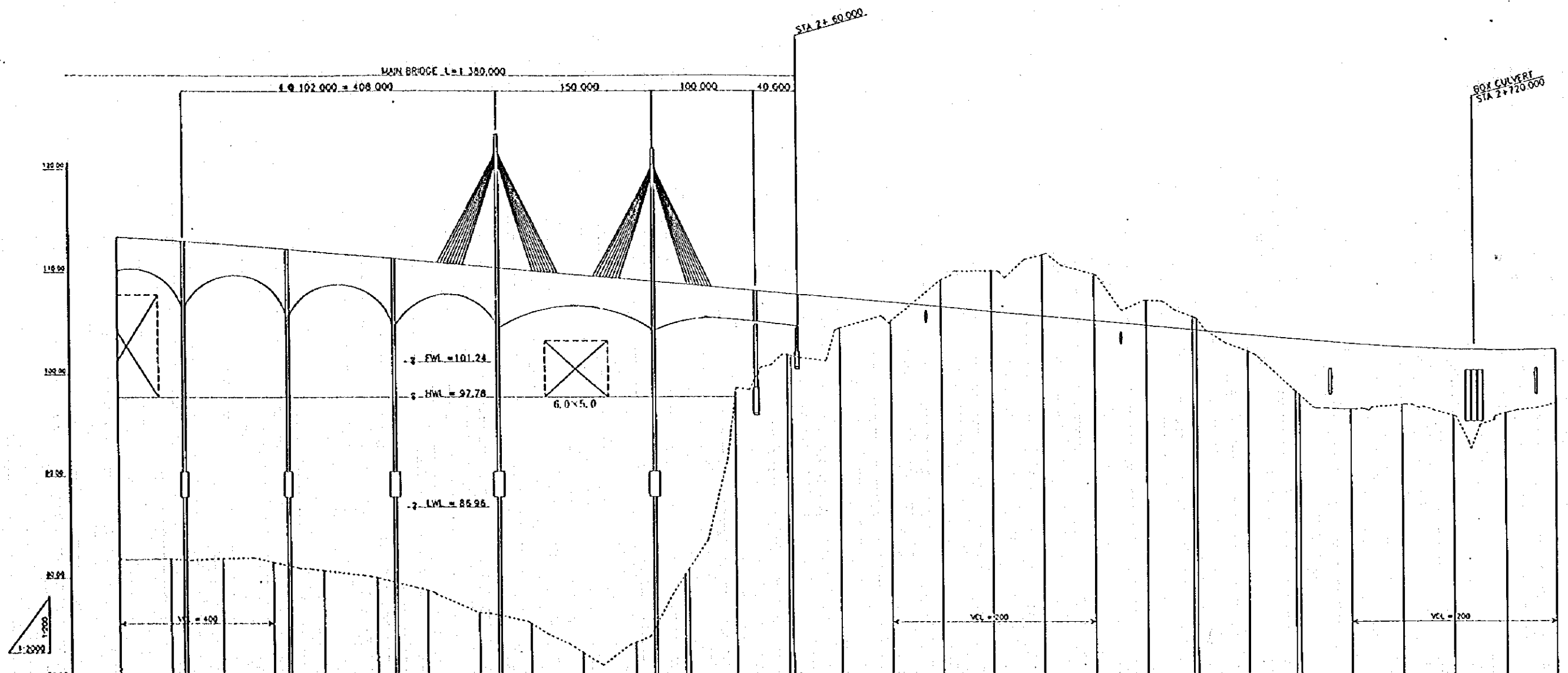
DATE	SHEET No.
	4

PROFILE (1)



GRADIENT	+0.20%		-0.20%		+0.20%		-0.20%		+0.20%		-0.20%		+0.20%		-0.20%		+0.20%		-0.20%		+0.20%		
PROPOSED LEVEL	97.75	98.00	98.25	98.50	98.75	99.00	99.25	99.50	99.75	100.00	100.25	100.50	100.75	101.00	101.25	101.50	101.75	102.00	102.25	102.50	102.75	103.00	
GROUND LEVEL	97.81	98.27	98.88	99.34	97.86	97.81	98.82	99.89	99.39	97.04	98.38	99.88	100.88	101.28	102.00	102.88	103.78	104.78	105.78	106.78	107.78	108.78	109.78
ACCUMULATED DISTANCE	0.00	50.00	100.00	150.00	200.00	250.00	300.00	350.00	400.00	450.00	500.00	550.00	600.00	650.00	700.00	750.00	800.00	850.00	900.00	950.00	1000.00	1050.00	1100.00
DISTANCE	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
STATION	0+000.00	0+050.00	0+100.00	0+150.00	0+200.00	0+250.00	0+300.00	0+350.00	0+400.00	0+450.00	0+500.00	0+550.00	0+600.00	0+650.00	0+700.00	0+750.00	0+800.00	0+850.00	0+900.00	0+950.00	1+000.00	1+050.00	1+100.00
HORIZONTAL ALIGNMENT																							

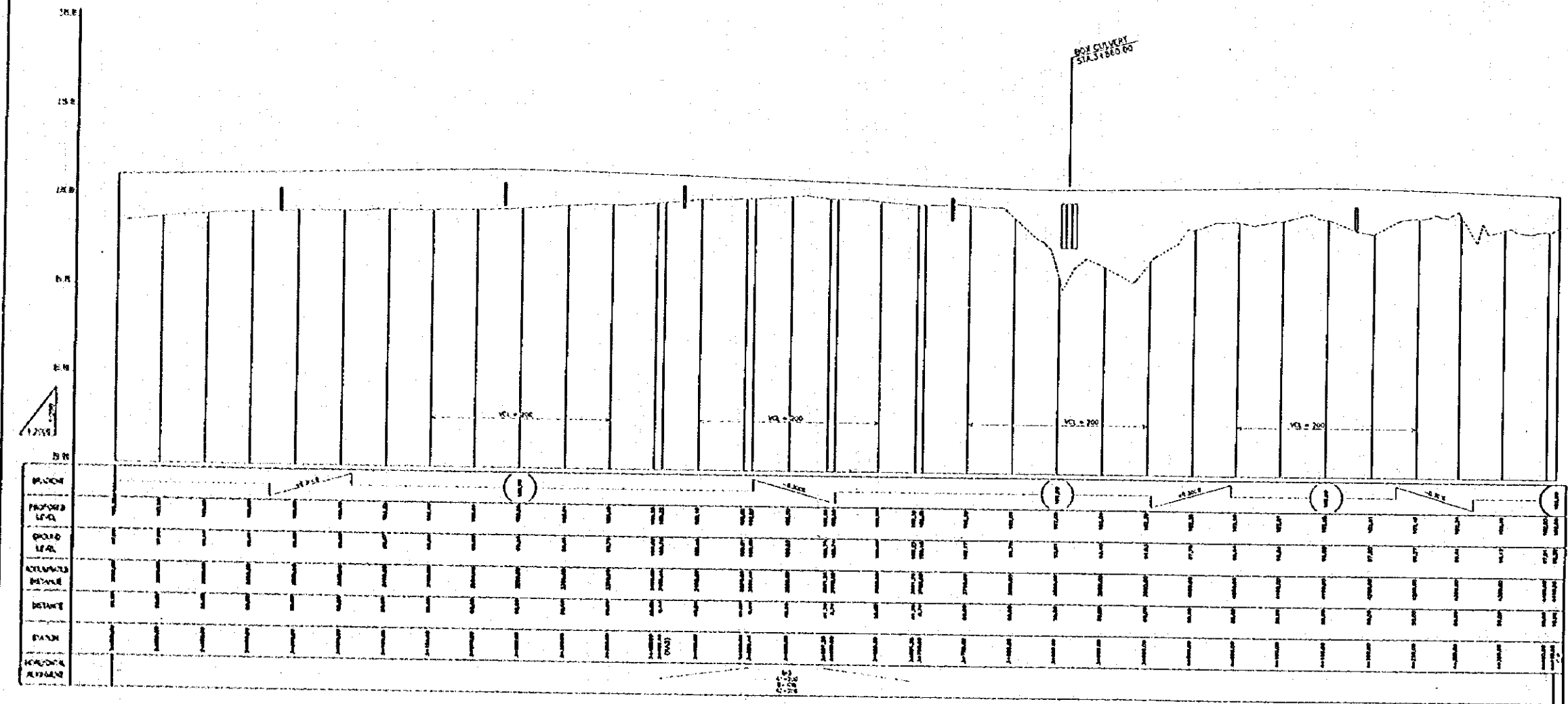
PROFILE (2)

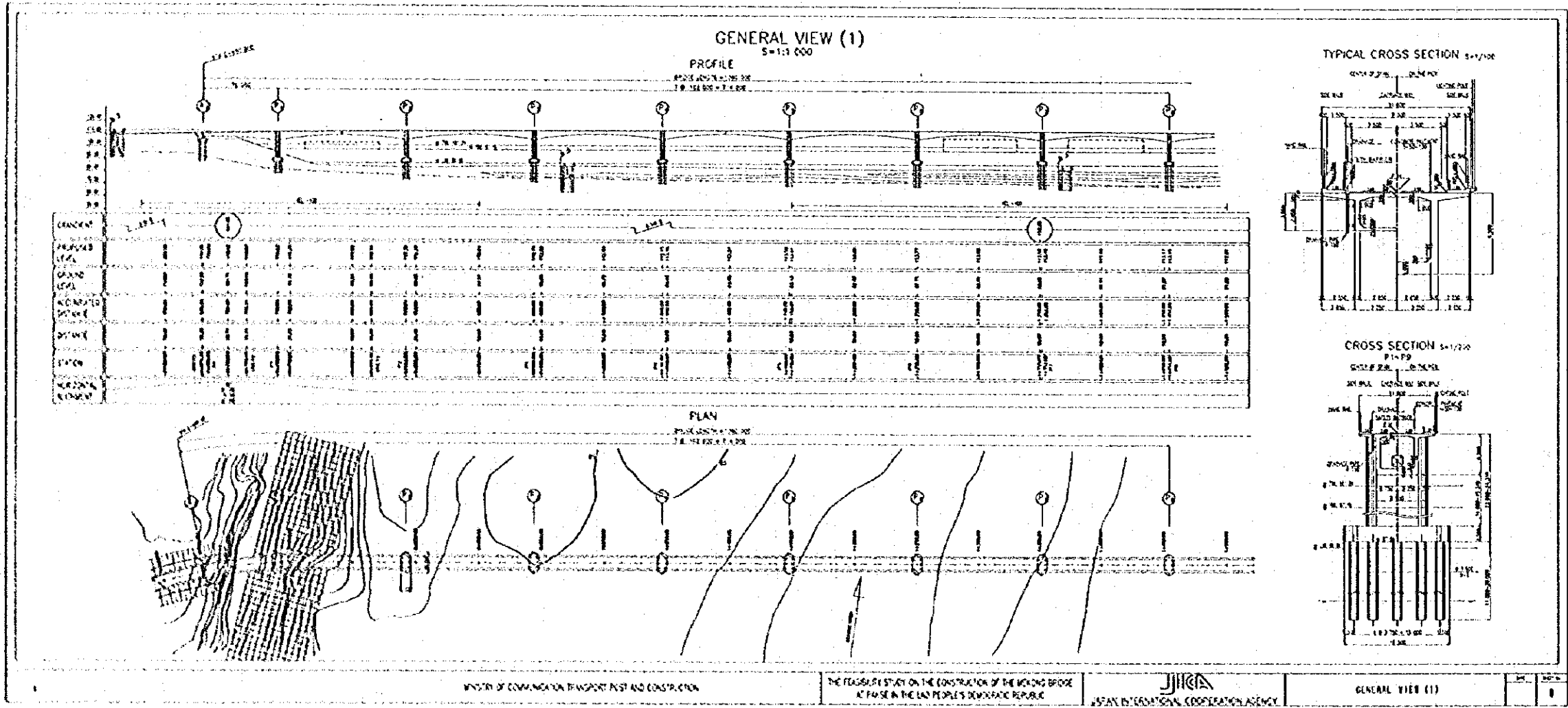


CRACKENT	-2.8%																										
PROPOSED LEVEL	111.20	111.20	112.21	112.21	111.19	111.24	111.26	110.00	108.11	107.25	106.25	107.00	106.55	106.10	105.65	105.20	104.75	104.30	103.85	103.40	102.95	102.50	102.05	101.60	101.15	100.70	
GROUND LEVEL	84.81	84.81	87.20	87.20	88.70	79.97	78.71	76.40	75.16	73.87	72.58	71.29	69.99	68.70	67.41	66.12	64.83	63.54	62.25	60.96	59.67	58.38	57.09	55.80	54.51	53.22	51.93
ACCUMULATED DISTANCE	100.00	100.00	150.00	150.00	300.00	450.00	600.00	750.00	900.00	1050.00	1200.00	1350.00	1500.00	1650.00	1800.00	1950.00	2100.00	2250.00	2400.00	2550.00	2700.00	2850.00	3000.00	3150.00	3300.00	3450.00	3600.00
DISTANCE	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00	50.00
STATION	1+000.00	1+050.00	1+100.00	1+150.00	1+200.00	1+250.00	1+300.00	1+350.00	1+400.00	1+450.00	1+500.00	1+550.00	1+600.00	1+650.00	1+700.00	1+750.00	1+800.00	1+850.00	1+900.00	1+950.00	2+000.00	2+050.00	2+100.00	2+150.00	2+200.00	2+250.00	2+300.00
HORIZONTAL ALIGNMENT	[Profile line showing elevation changes]																										

1:1
1:2000

PROFILE (3)





MINISTRY OF COMMUNICATION, TRANSPORT AND CONSTRUCTION

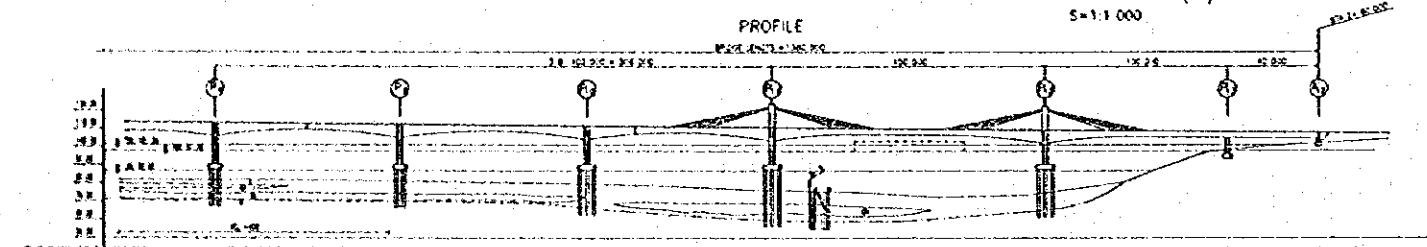
THE FEASIBILITY STUDY ON THE CONSTRUCTION OF THE BOKING BRIDGE
AT FOU SE IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

VIET-LAO INTERNATIONAL COOPERATION AGENCY

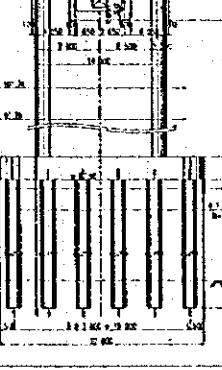
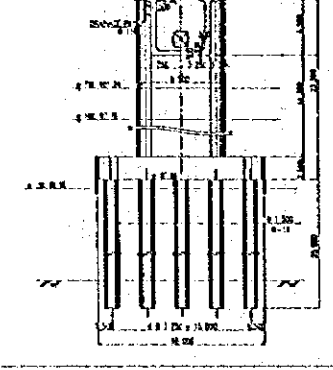
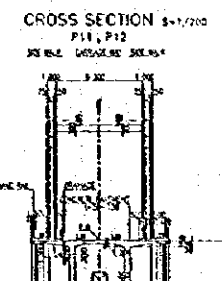
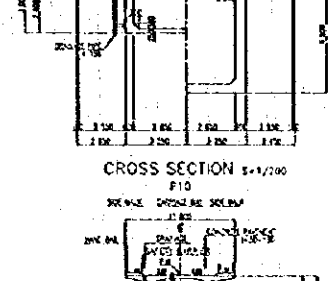
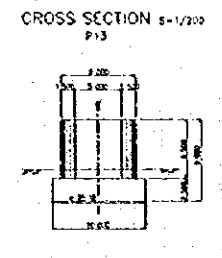
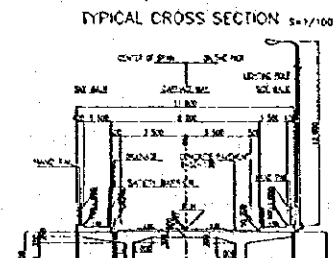
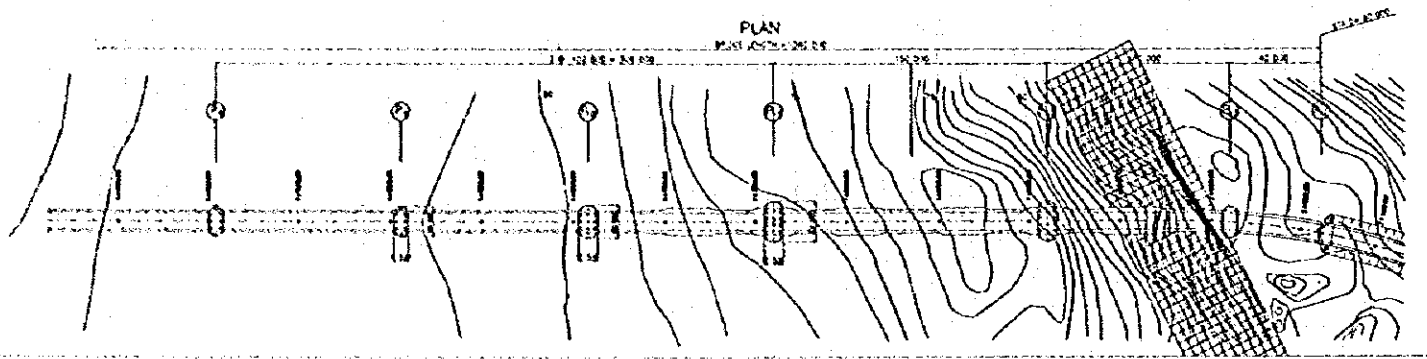
GENERAL VIEW (1)

1/1

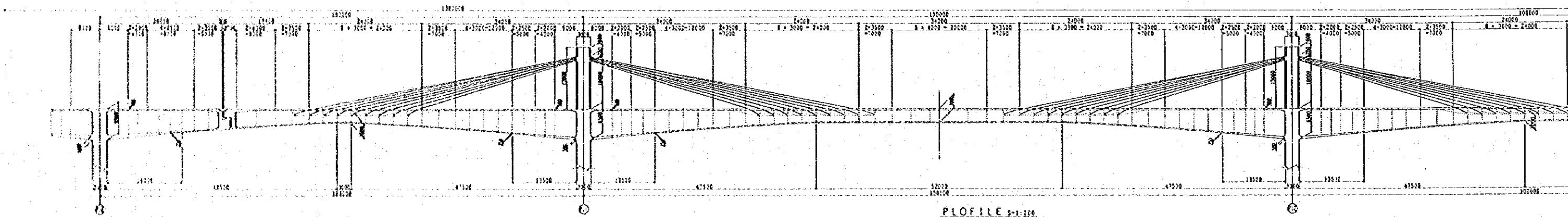
GENERAL VIEW (2)
S=1:1 000



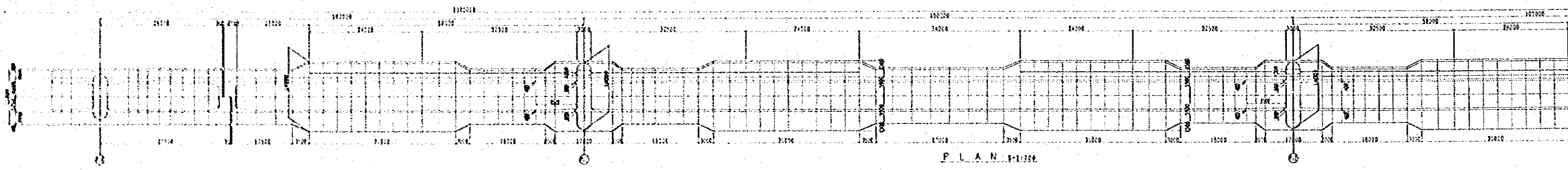
GRADIENT	1+00	1+25	1+50	1+75	2+00	2+25	2+50	2+75	3+00	3+25	3+50	3+75	4+00	4+25	4+50	4+75	5+00
PROPOSED LEVEL	11.80	11.75	11.70	11.65	11.60	11.55	11.50	11.45	11.40	11.35	11.30	11.25	11.20	11.15	11.10	11.05	11.00
GROUND LEVEL	11.80	11.75	11.70	11.65	11.60	11.55	11.50	11.45	11.40	11.35	11.30	11.25	11.20	11.15	11.10	11.05	11.00
ACCUMULATED DISTANCE	0.00	25.00	50.00	75.00	100.00	125.00	150.00	175.00	200.00	225.00	250.00	275.00	300.00	325.00	350.00	375.00	400.00
DISTANCE		25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00
STATION	1+00	1+25	1+50	1+75	2+00	2+25	2+50	2+75	3+00	3+25	3+50	3+75	4+00	4+25	4+50	4+75	5+00
HORIZONTAL ALIGNMENT																	



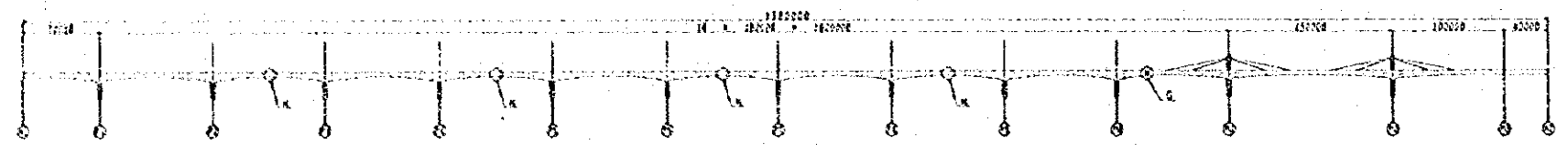
DIMENSION OF SUPERSTRUCTURE (2)



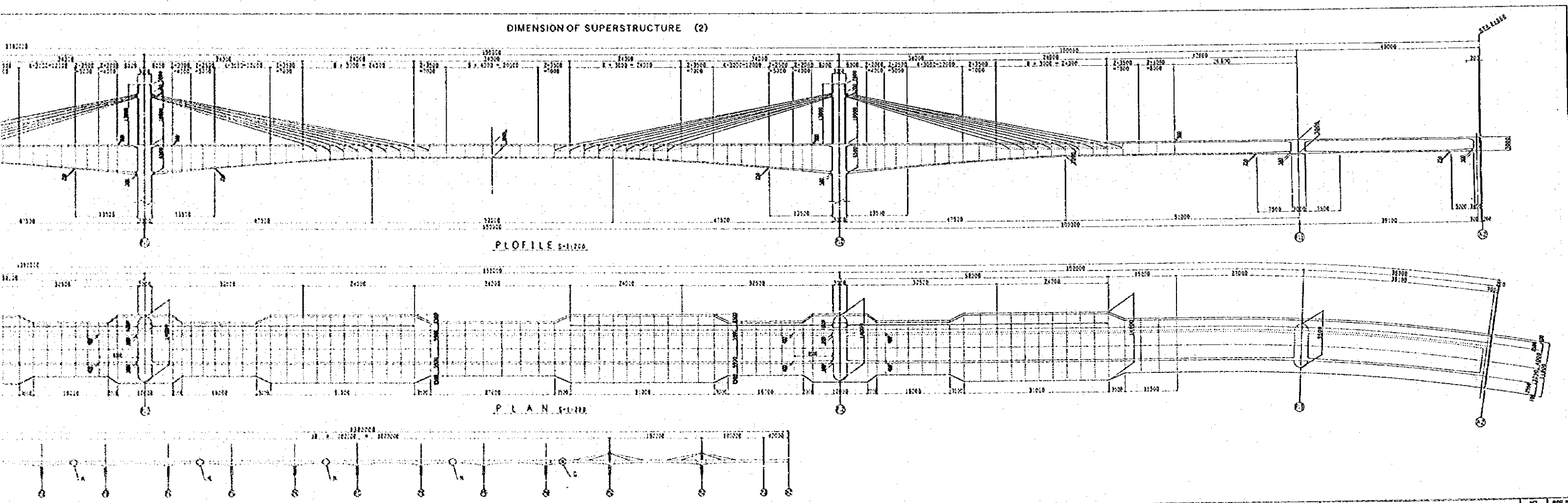
PROFILE 5-1:250



PLAN 5-1:250



DIMENSION OF SUPERSTRUCTURE (2)



PROFILE S-1.250

P.L.A.N. S-1.250

MINISTRY OF COMMUNICATION TRANSPORT POST AND CONSTRUCTION

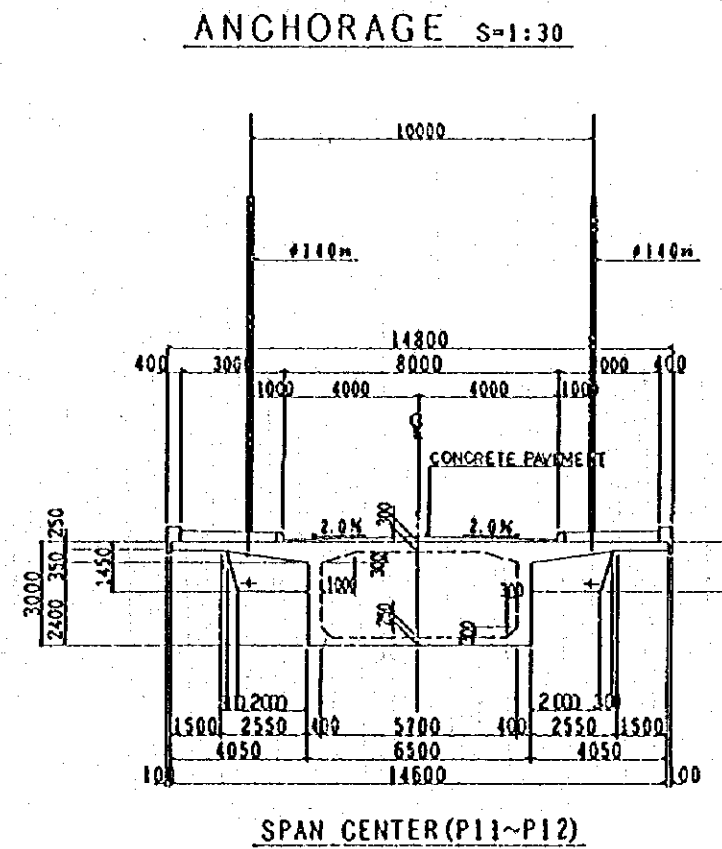
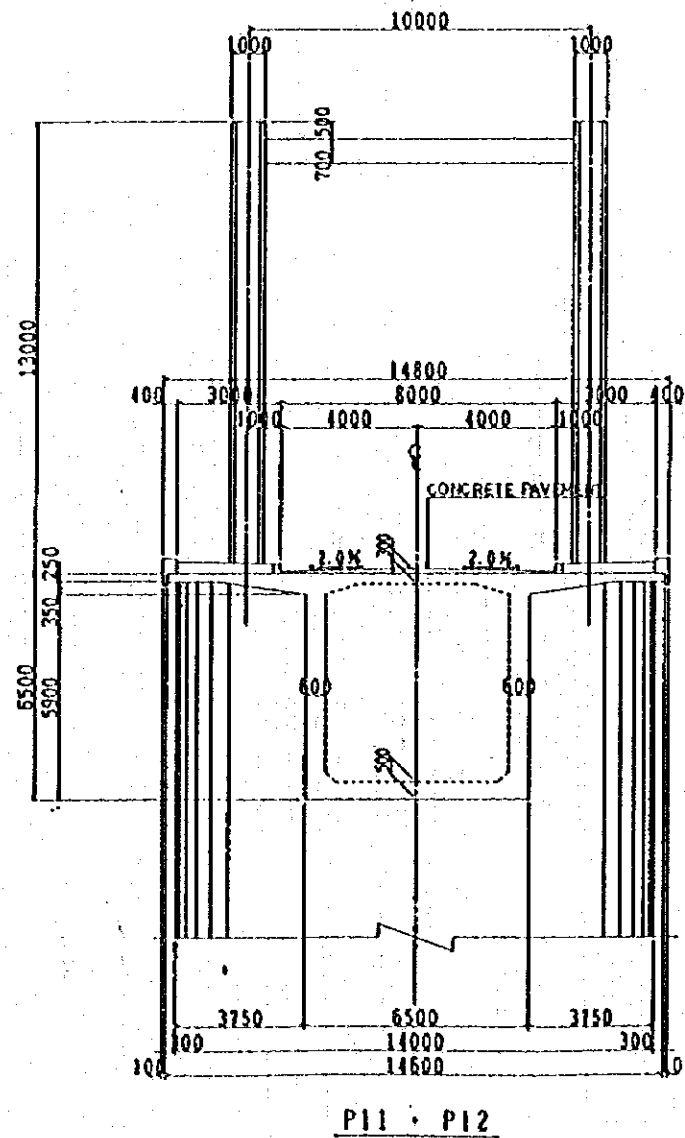
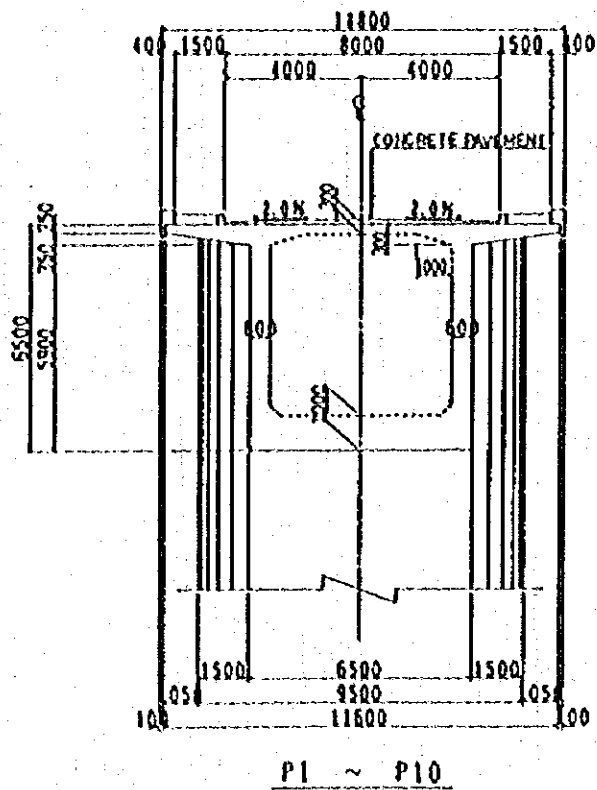
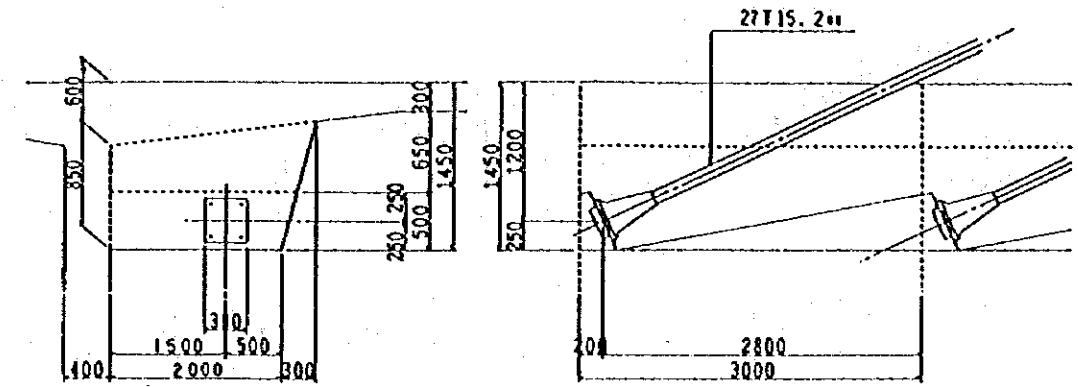
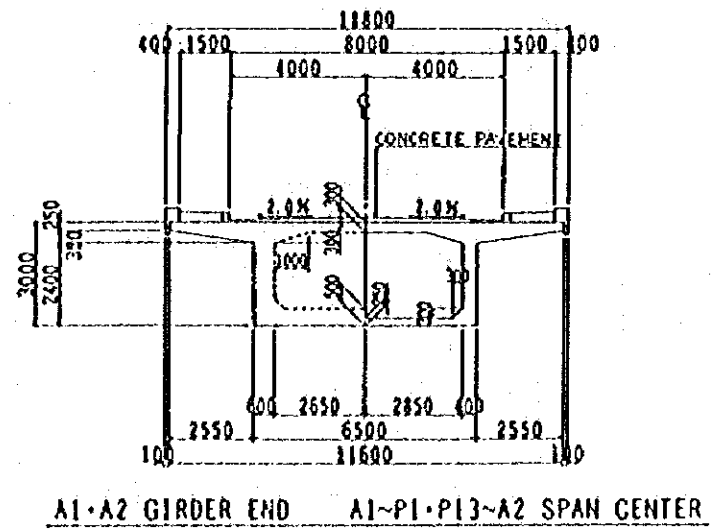
THE FEASIBILITY STUDY ON THE CONSTRUCTION OF THE HEADING BRIDGE AT PAUSE IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

JICA
JAPAN INTERNATIONAL COOPERATION AGENCY

DIMENSION OF SUPERSTRUCTURE (2)

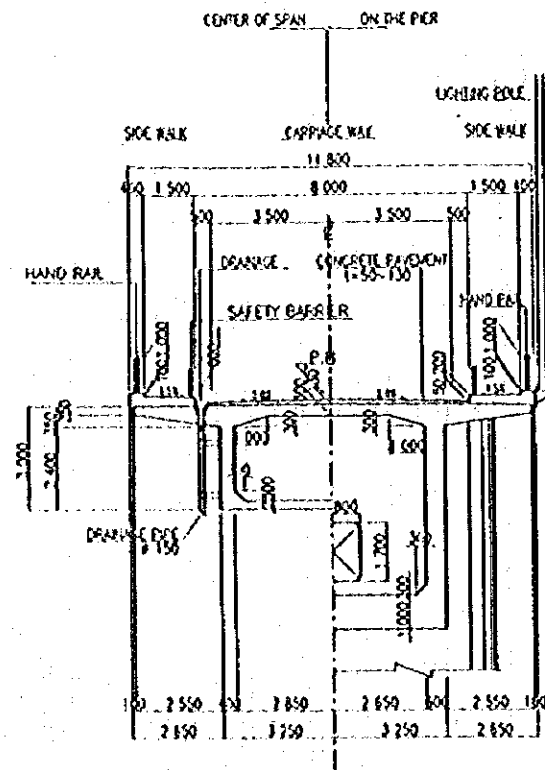
11

DIMENSION OF SUPERSTRUCTURE (3)

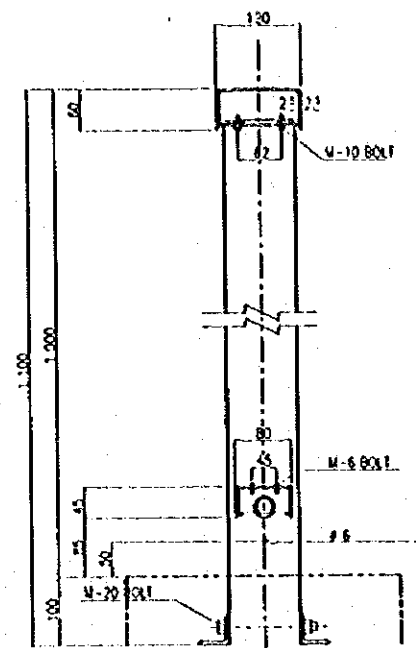


MISCELLANEOUS (1)

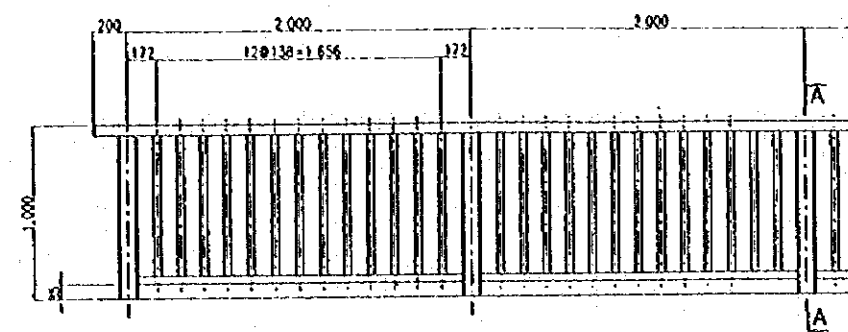
TYPICAL CROSS SECTION
S=1:100



A - A
S=1:5

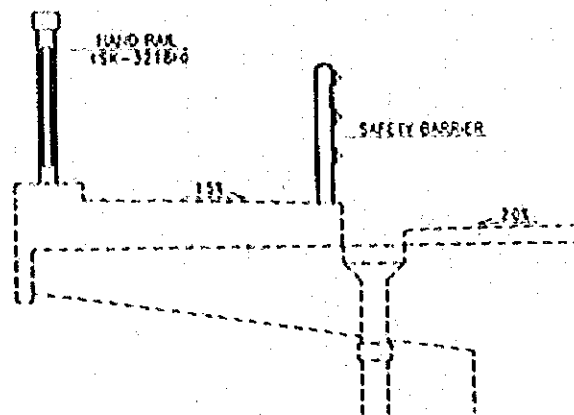


HAND RAIL
S=1:20

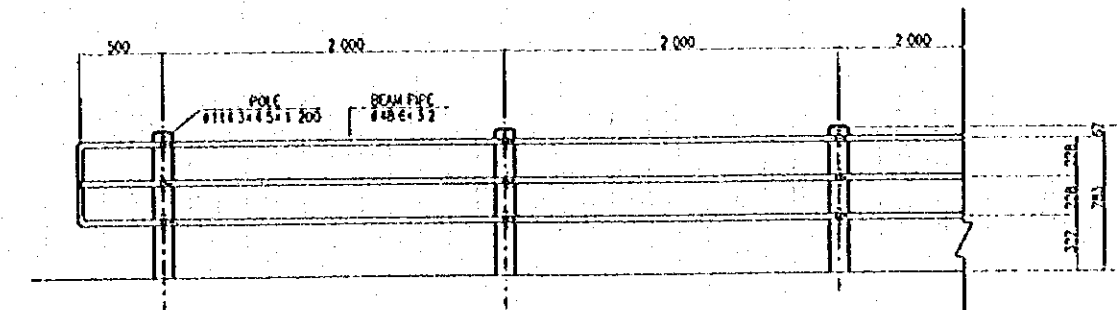
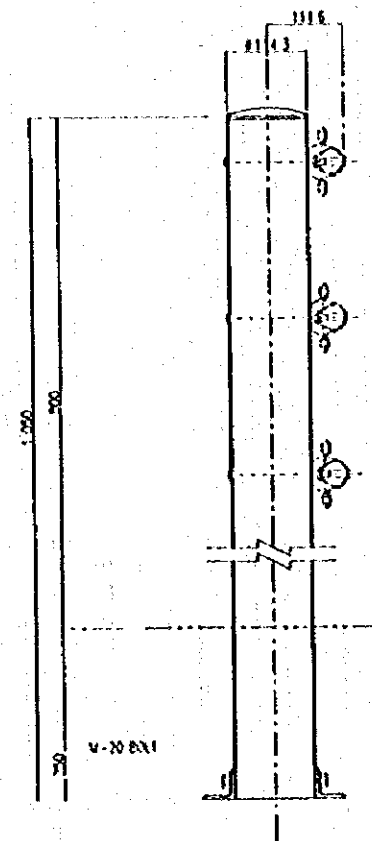


SAFETY BARRIER
S=1:20

HAND RAIL
S=1:20

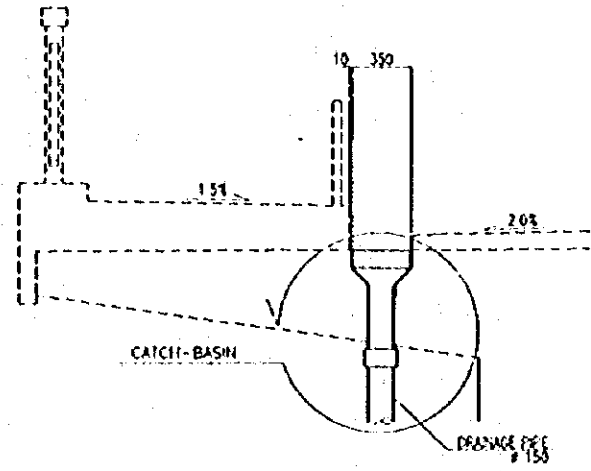


B - B
S=1:5

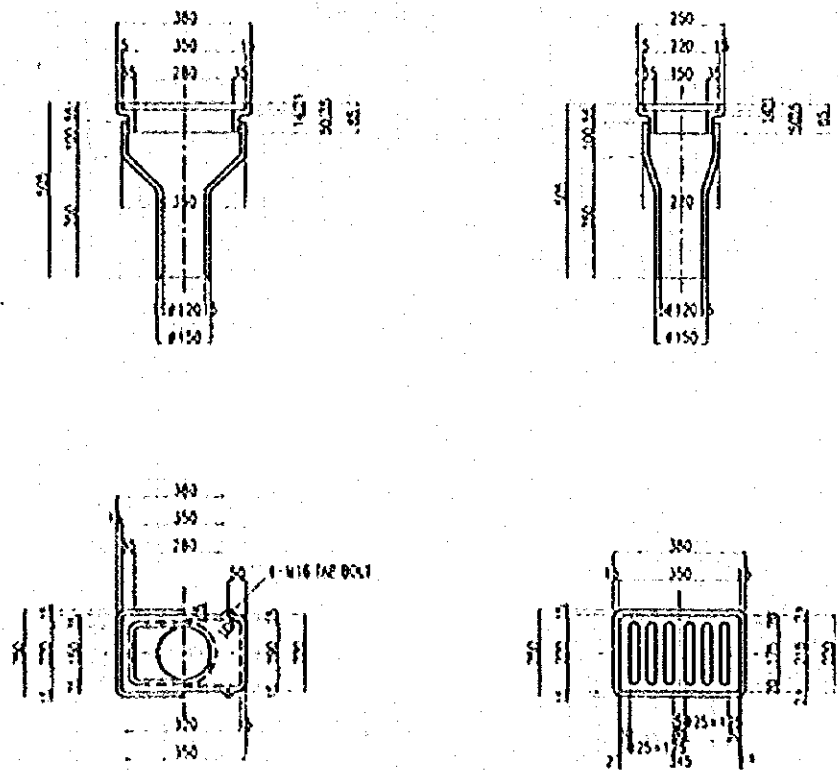


MISCELLANEOUS (2)

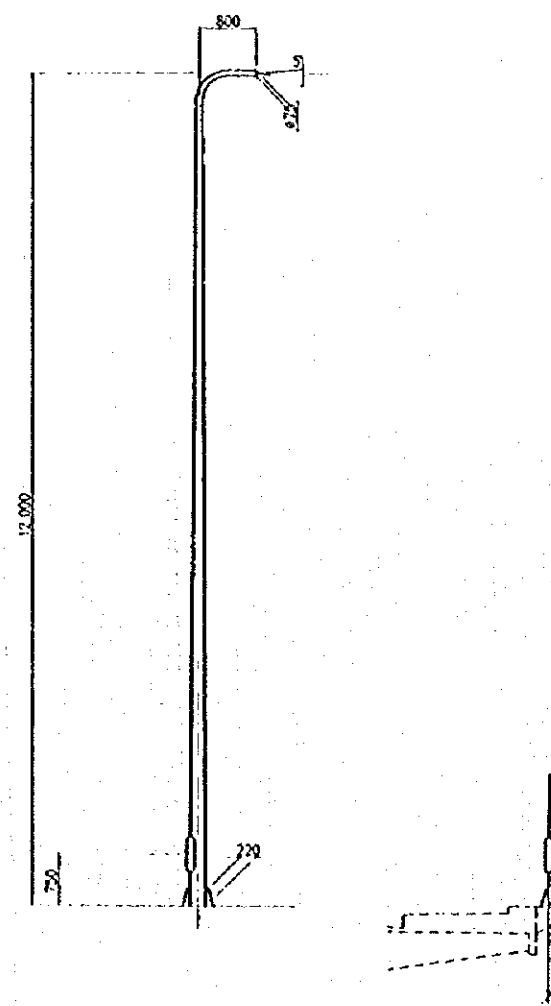
DRAINAGE
S=1:20



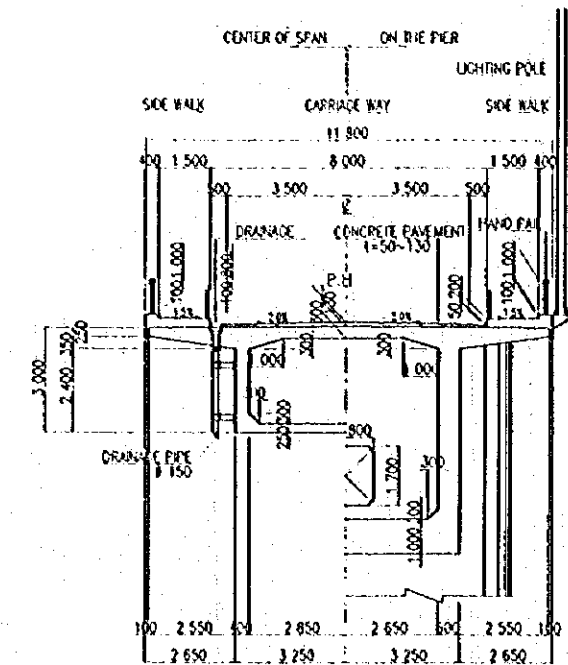
DETAIL
S=1:5



LIGHTING POLE
S=1:50

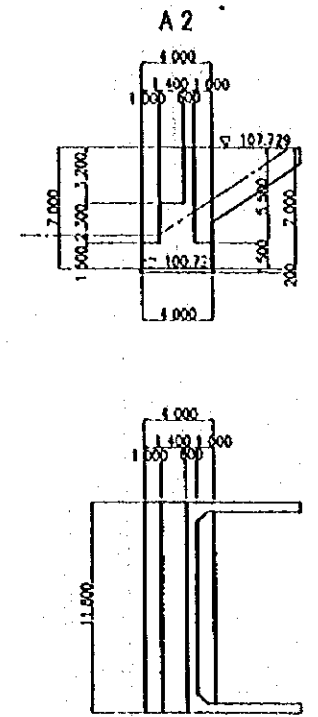
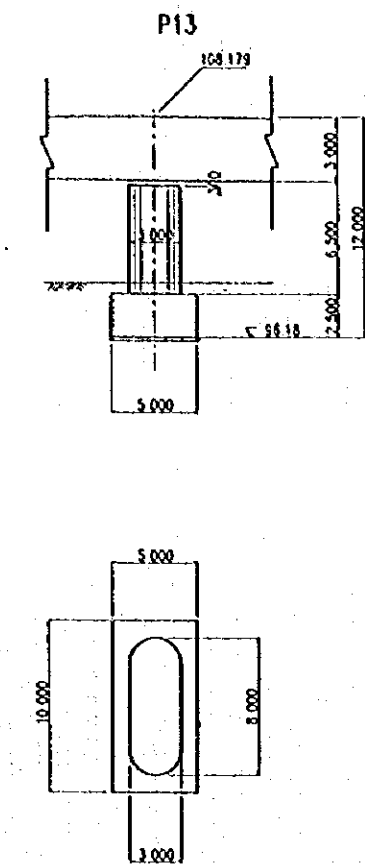
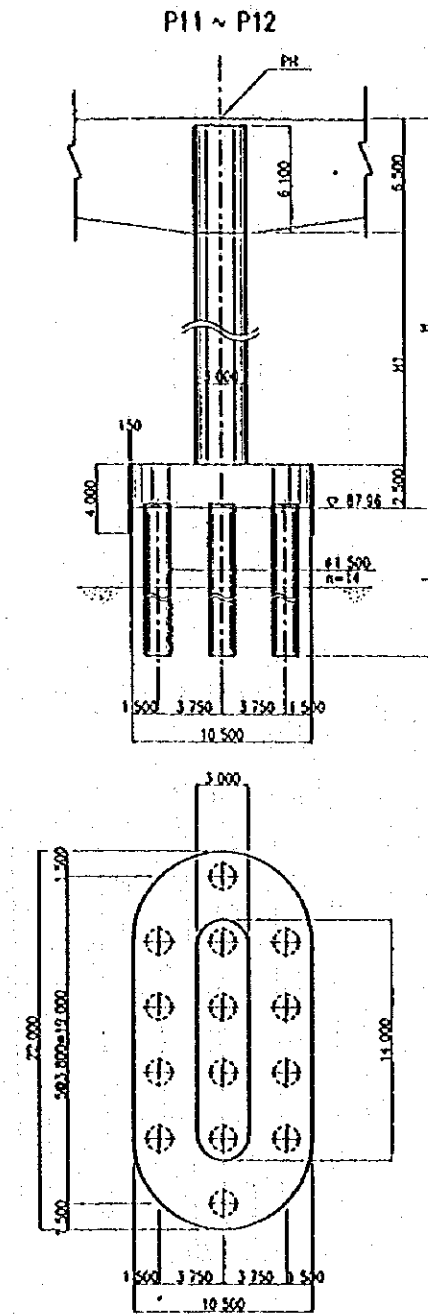
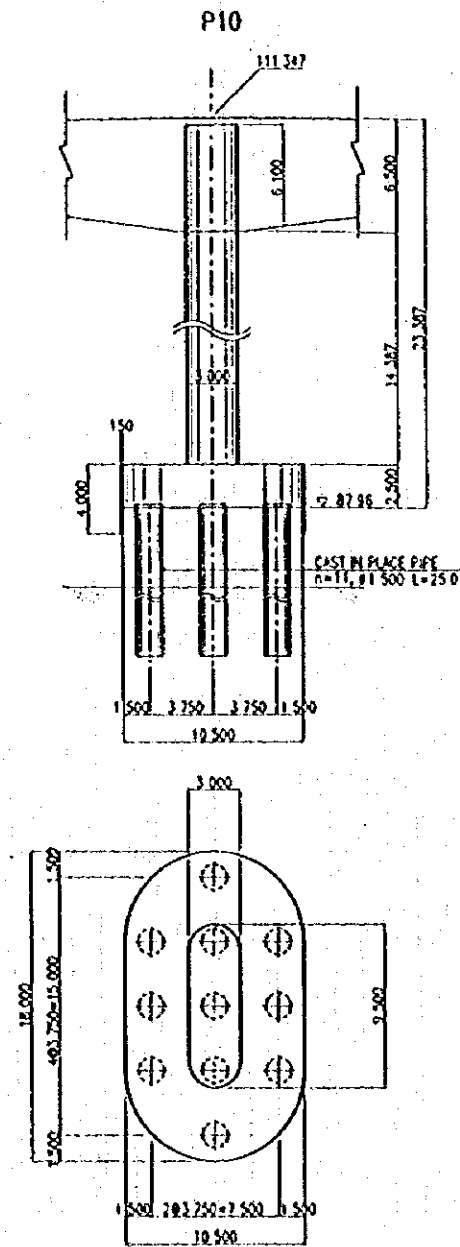
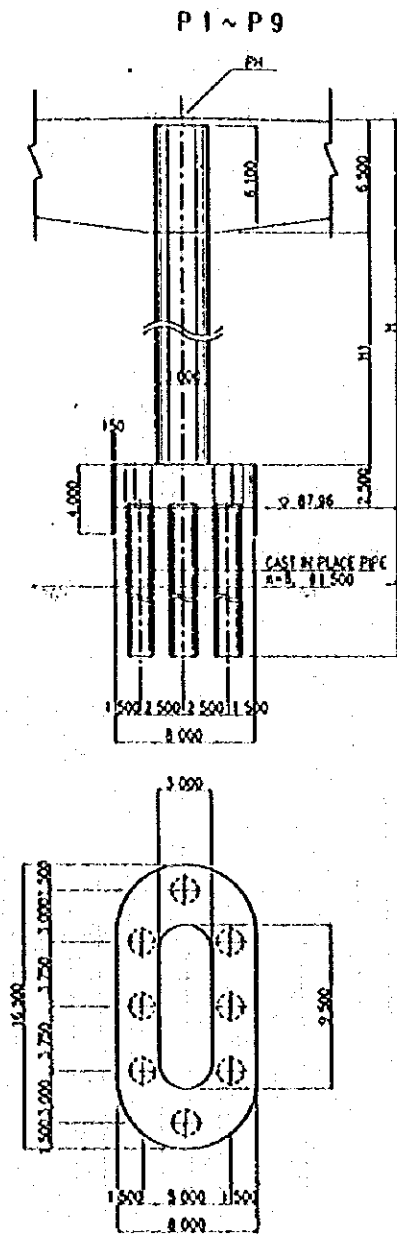
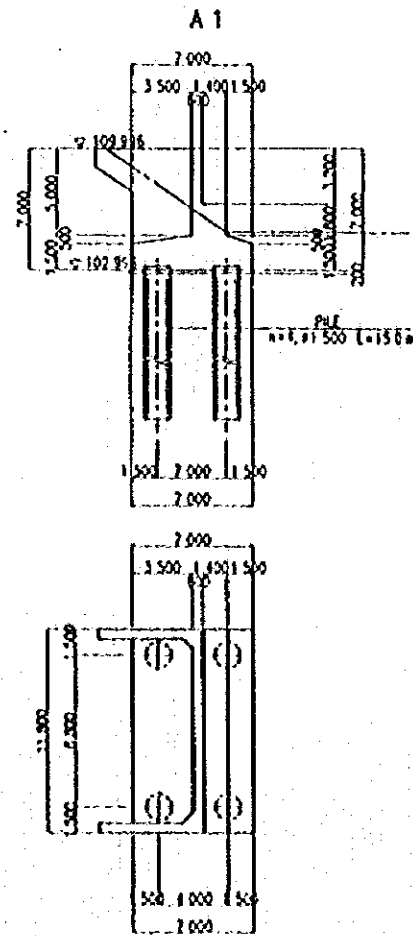


TYPICAL CROSS SECTION
S=1:100



DIMENSION OF SUB-STRUCTURE

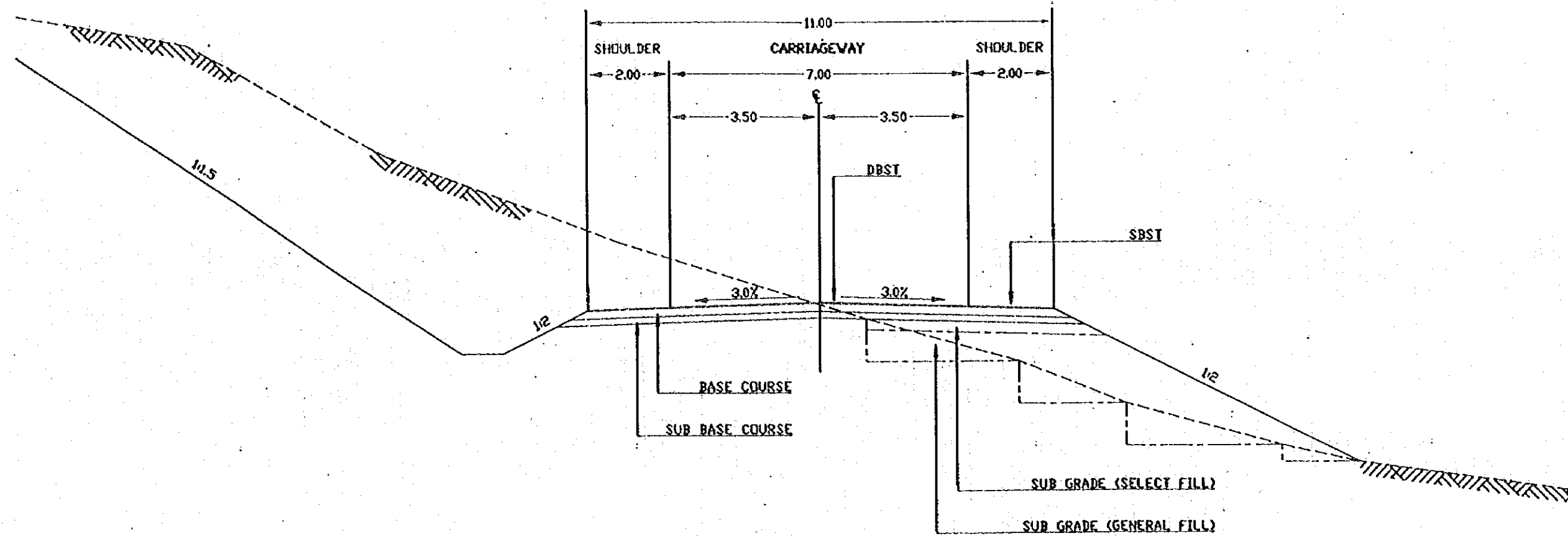
S=1:200



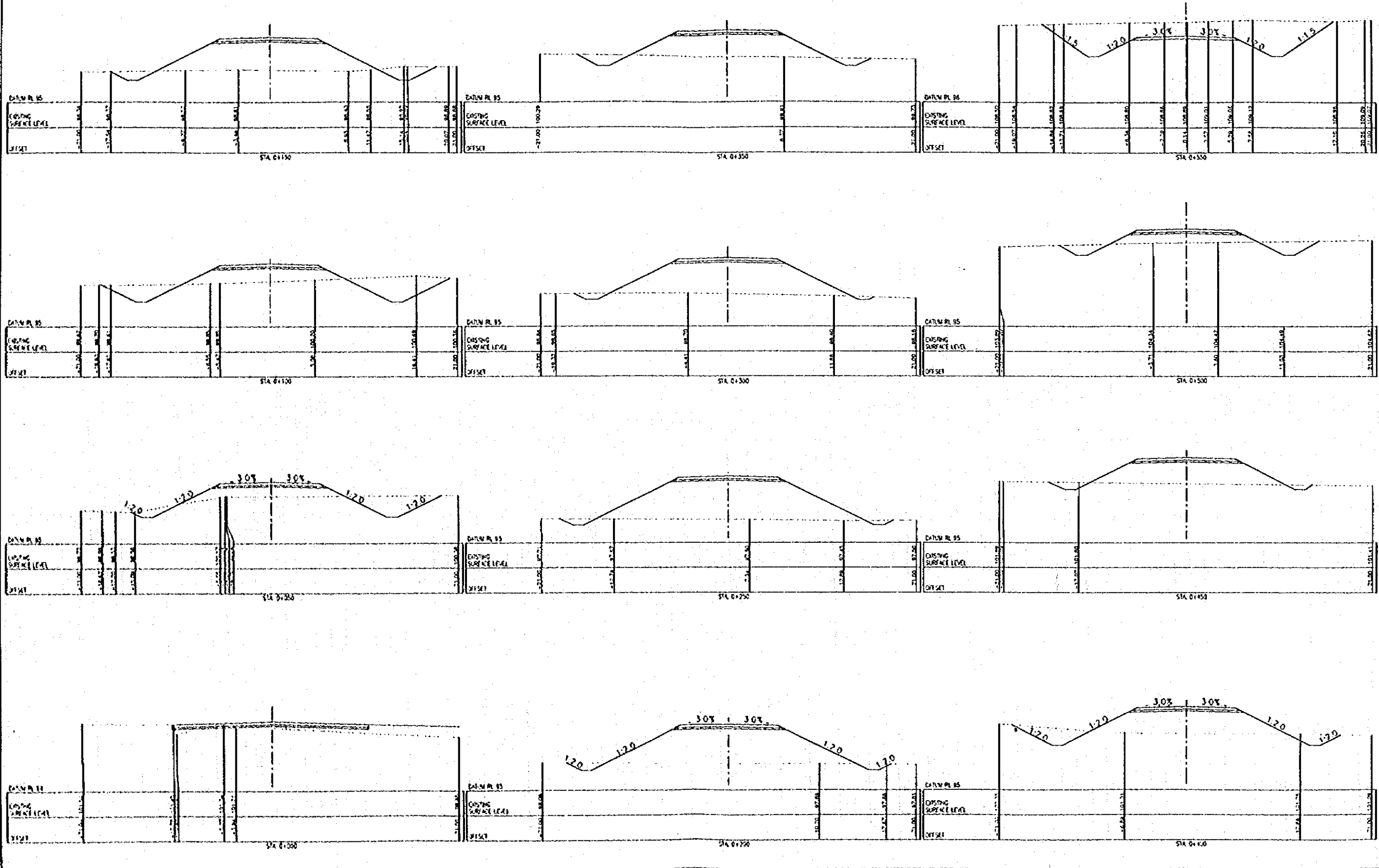
	P1	P2	P3	P4	P5	P6	P7	P8	P9
PH	111 918	112 200	112 798	112 137	112 500	112 772	112 991	112 251	112 265
H	22 028	24 310	24 431	25 187	25 512	25 812	25 911	25 181	24 202
H1	14 058	15 310	15 031	14 182	14 252	14 412	14 431	14 181	13 305
L	11 000	12 000	11 000	12 000	11 500	11 000	11 000	20 000	20 000

	P11	P12
PH	110 478	109 528
H	22 452	21 619
H1	13 452	12 619
L	11 000	22 000

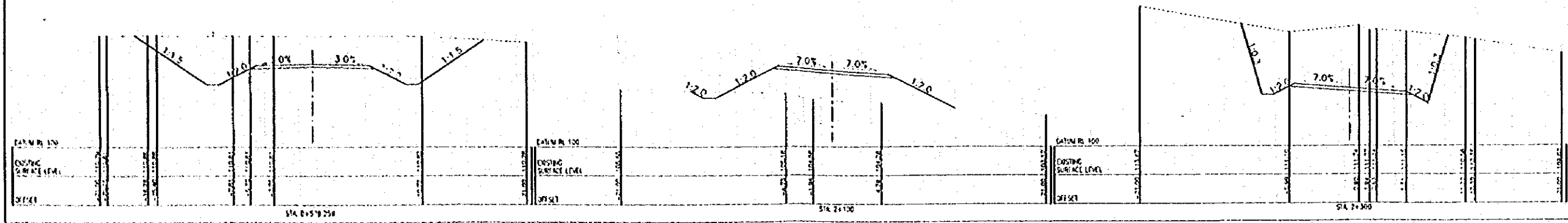
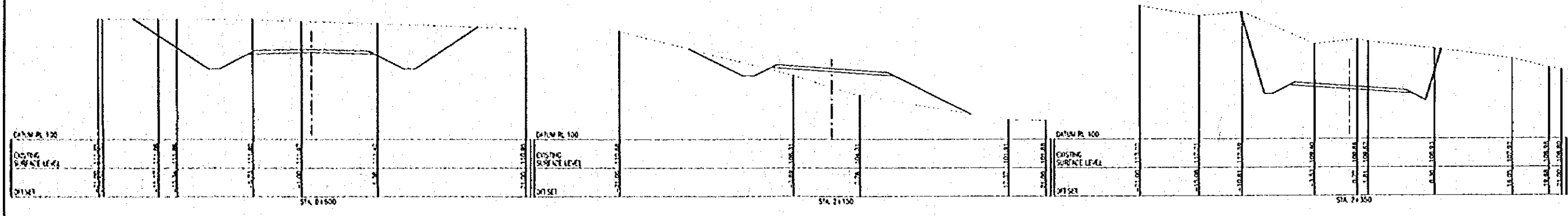
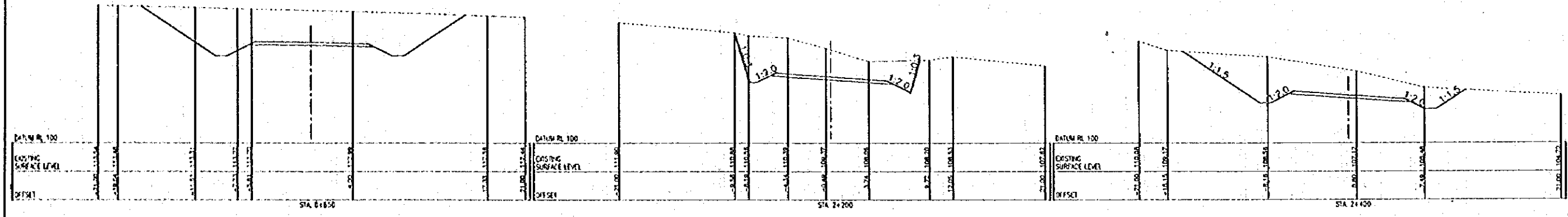
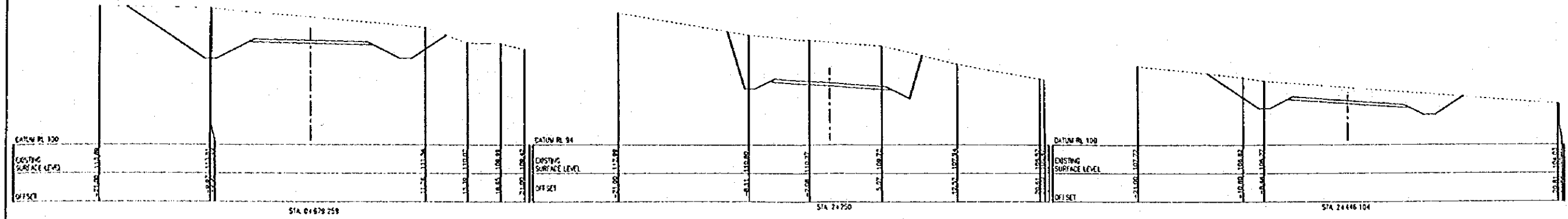
TYPICAL CROSS SECTION OF APPROACH ROAD



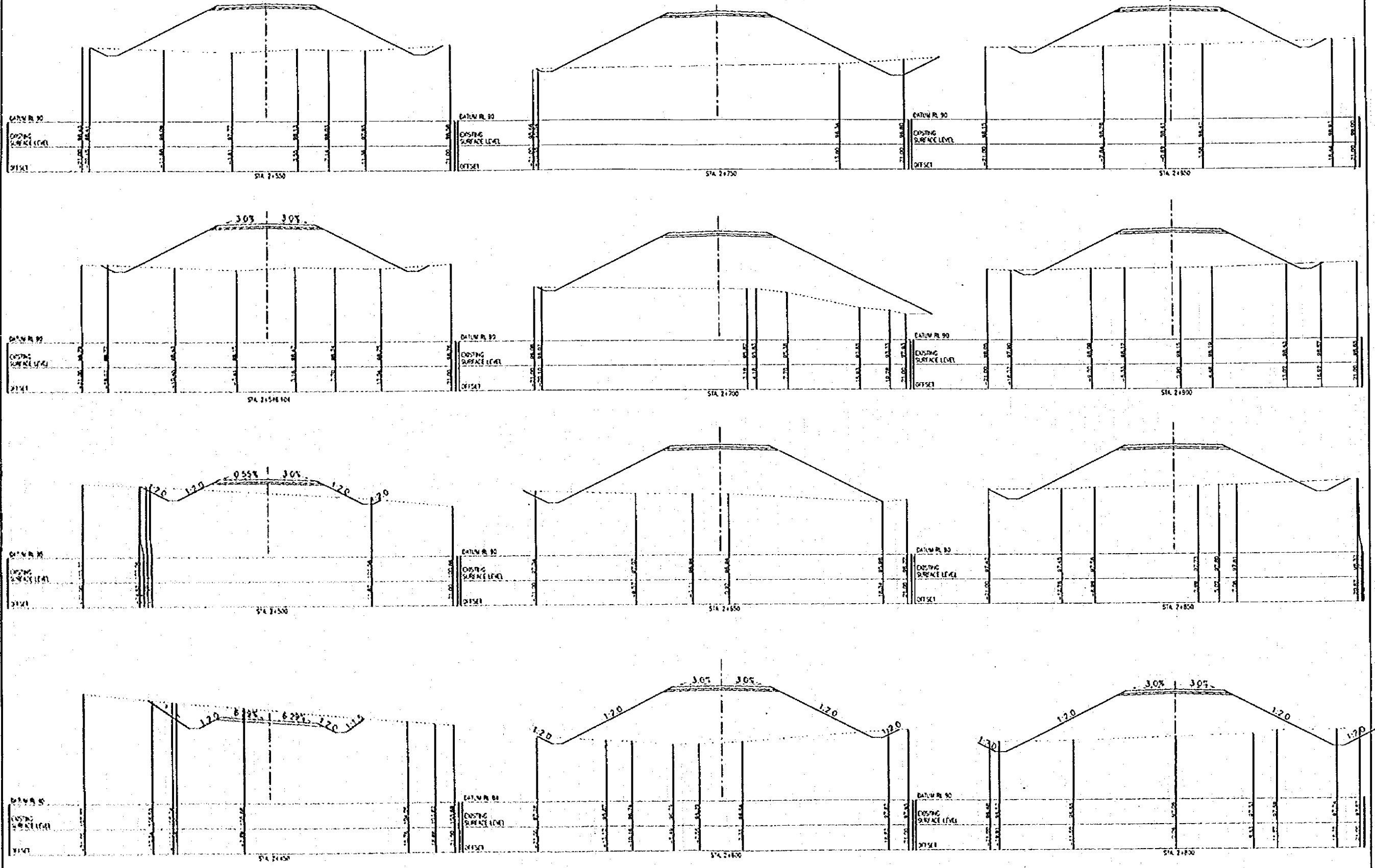
CROSS SECTION (1)



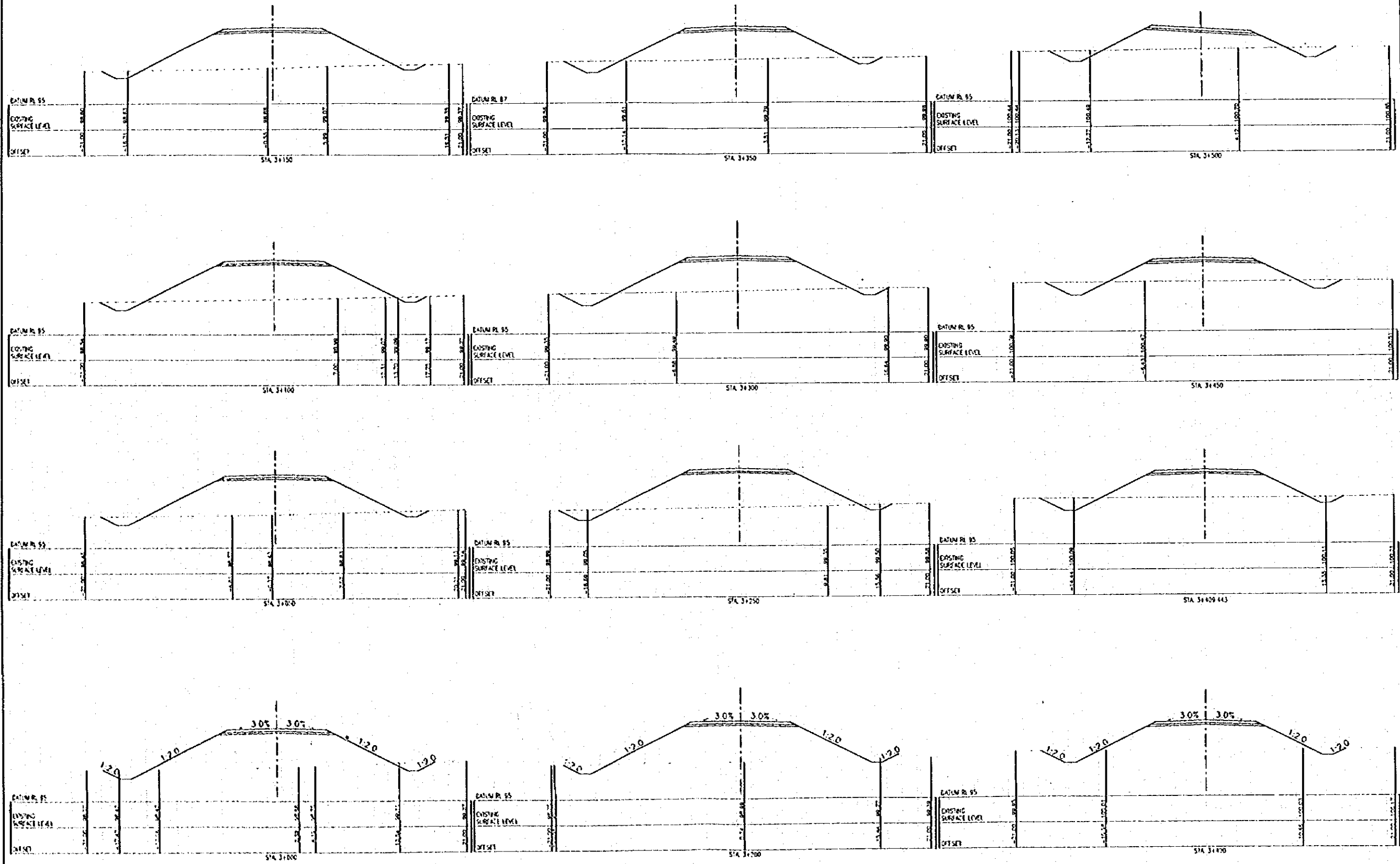
CROSS SECTION (2)



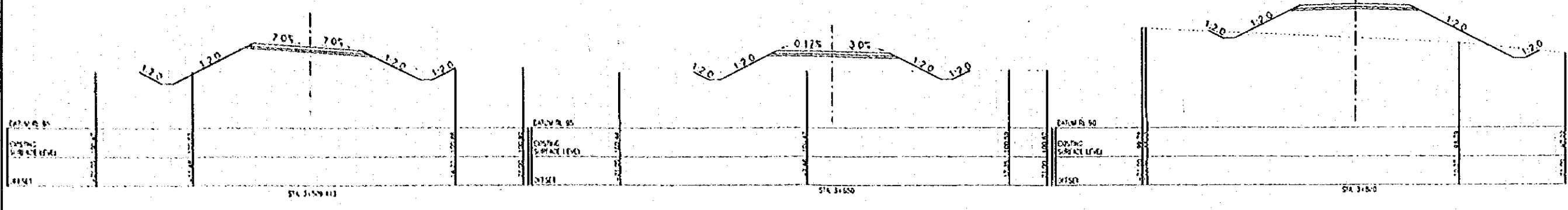
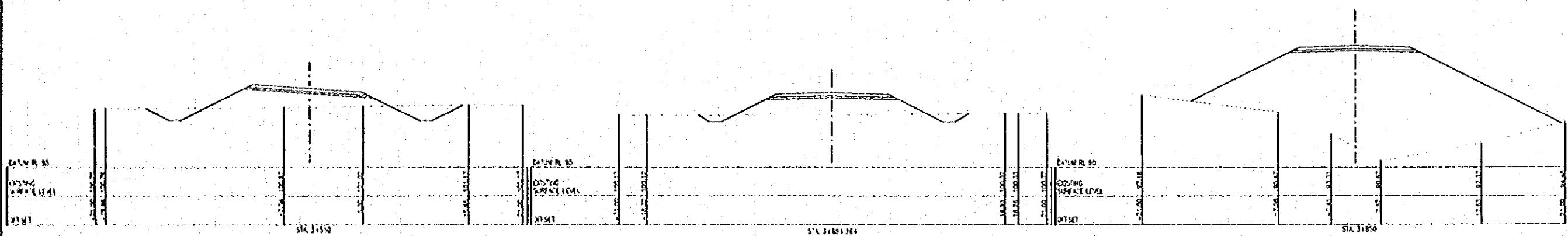
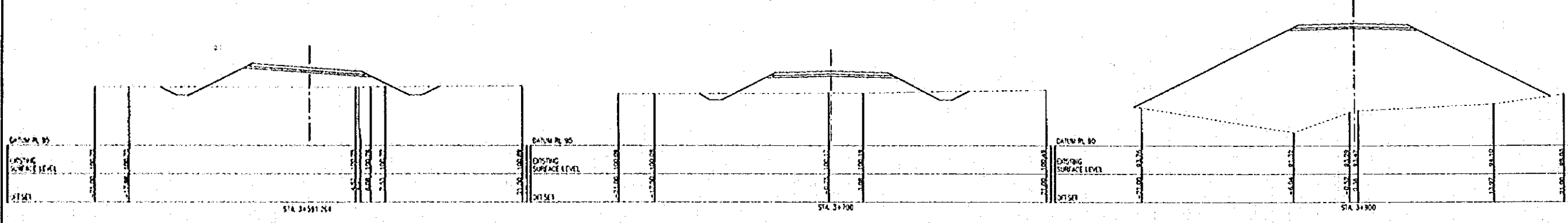
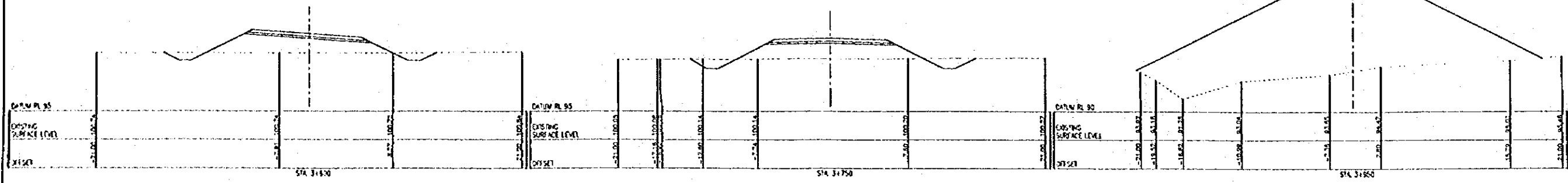
CROSS SECTION (3)



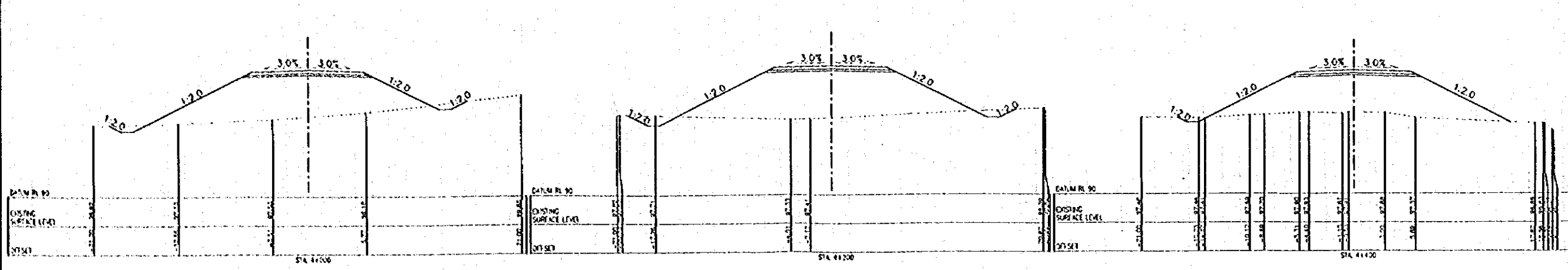
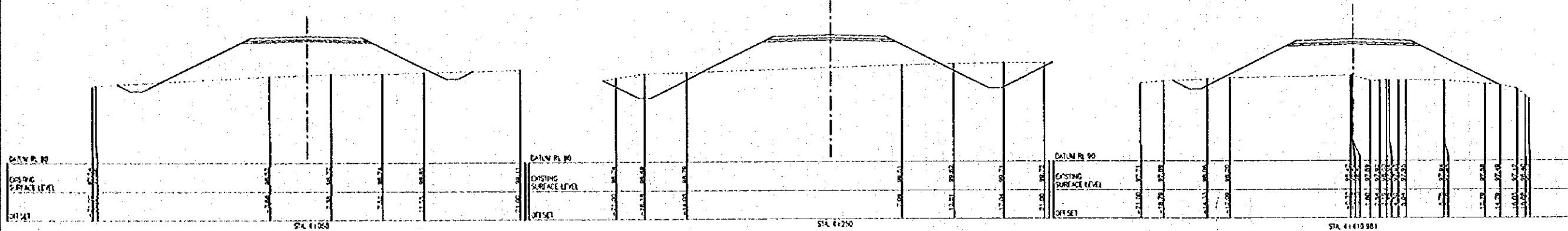
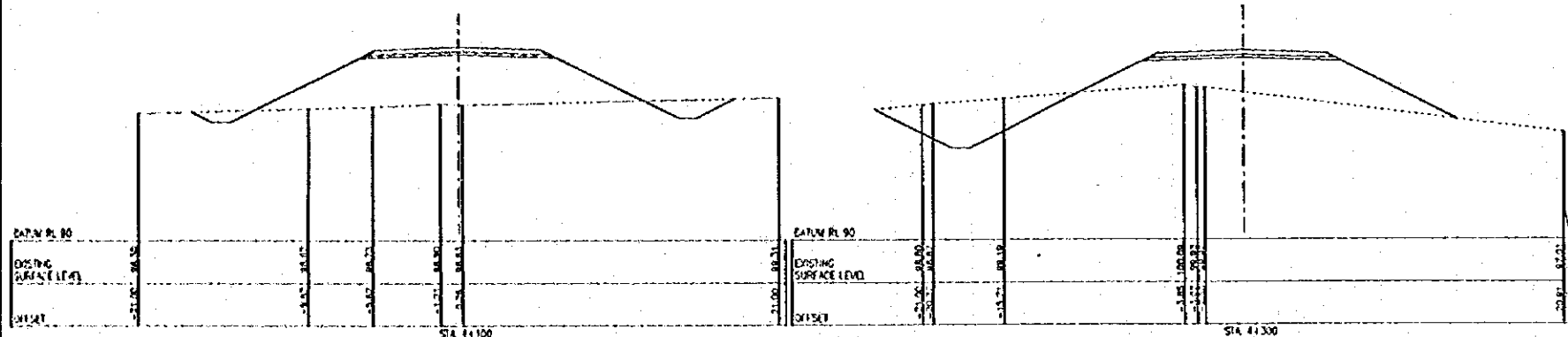
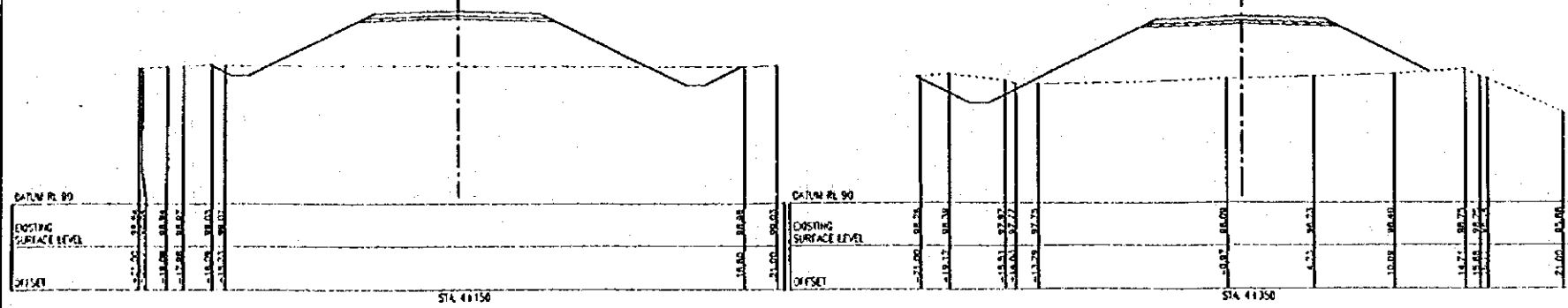
CROSS SECTION (4)



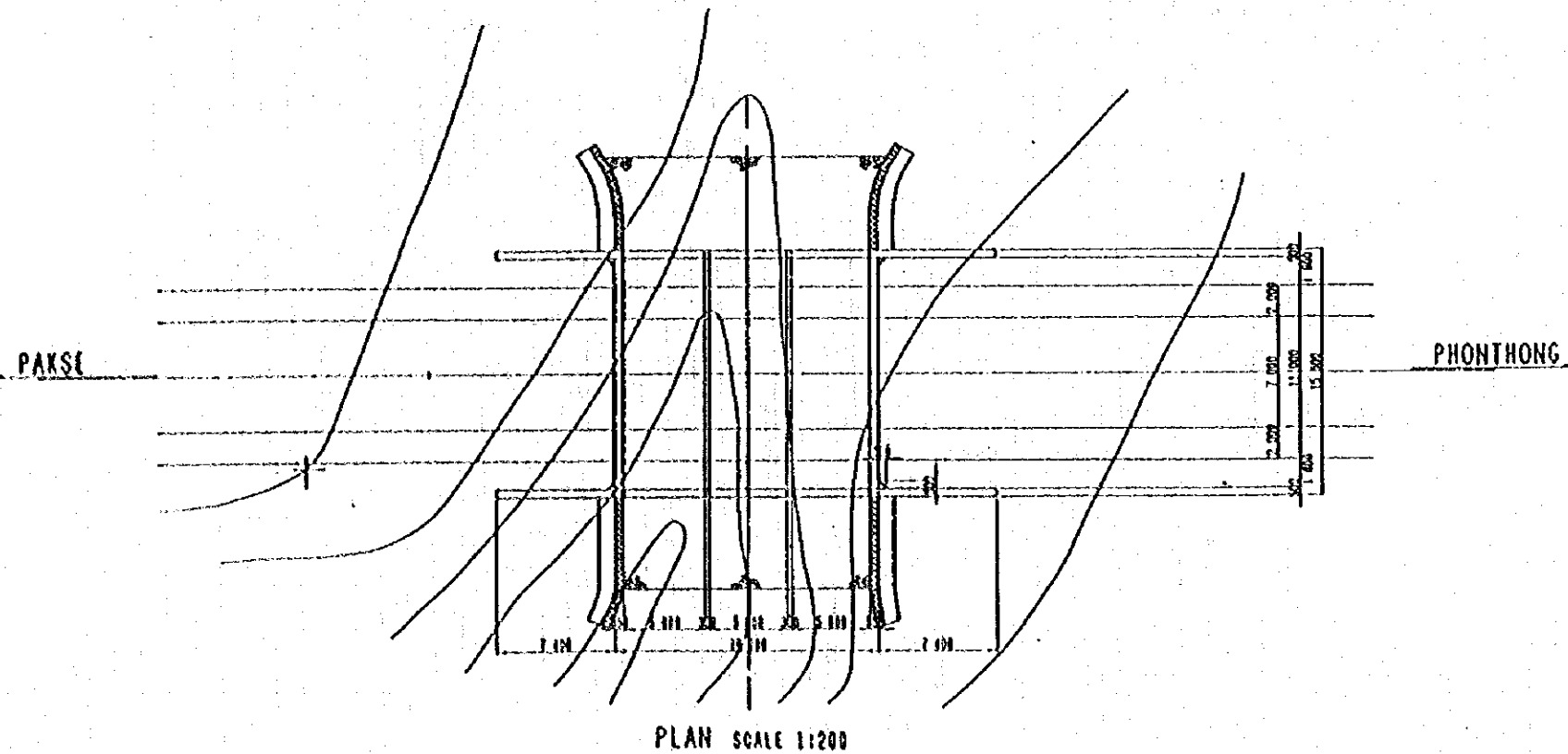
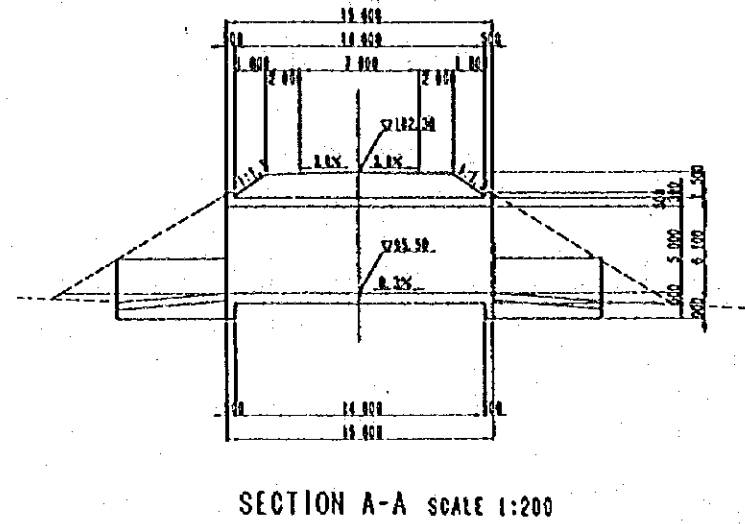
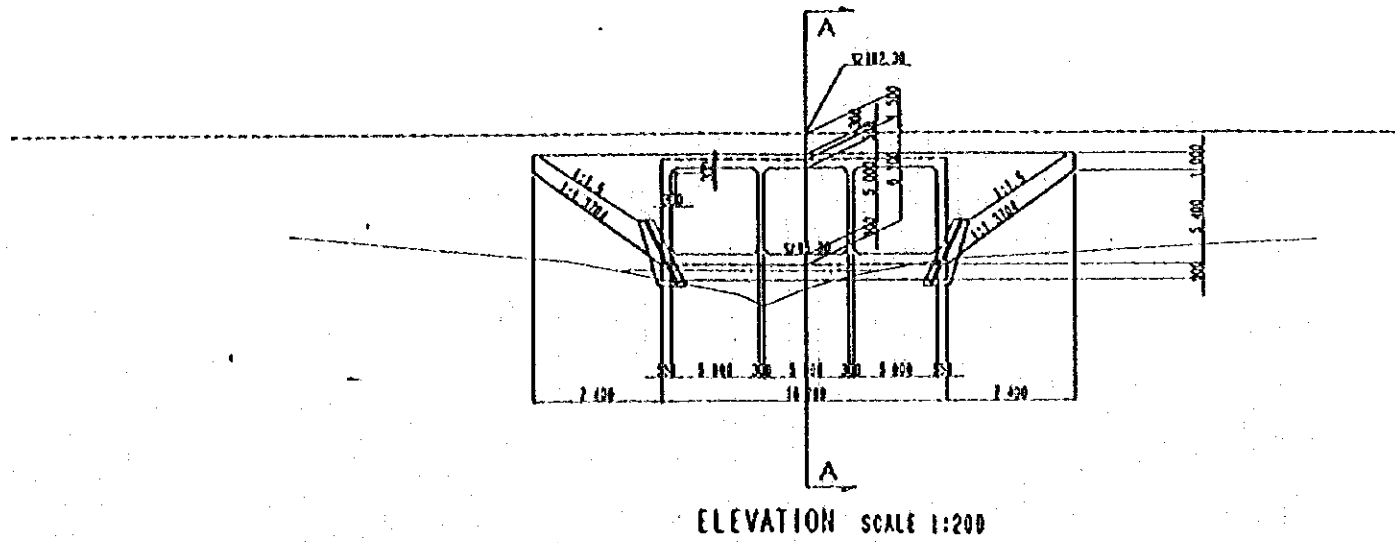
CROSS SECTION (5)



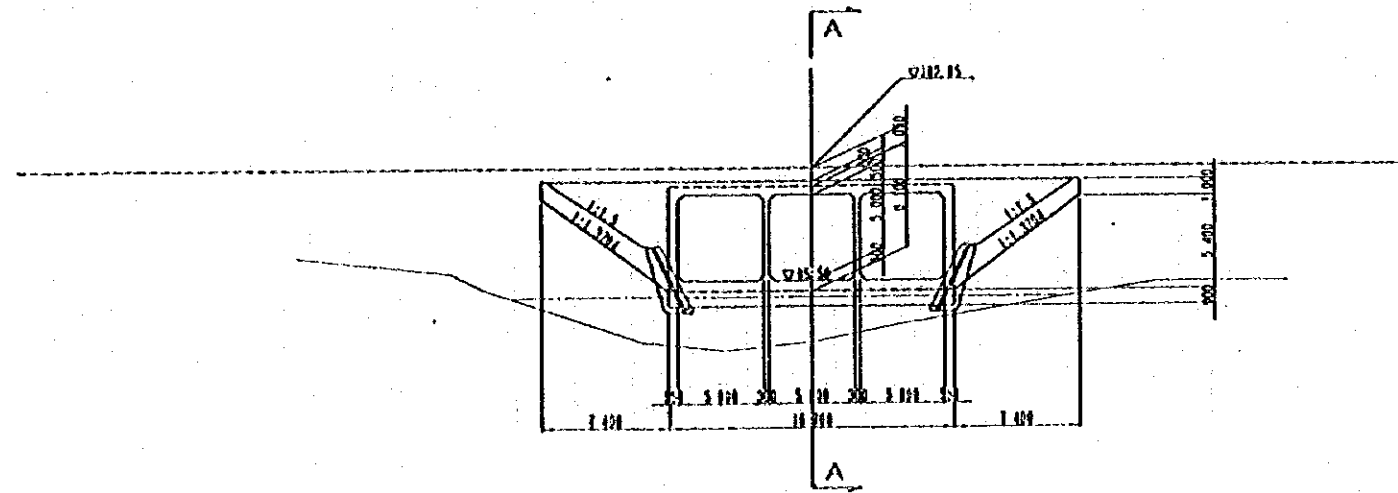
CROSS SECTION (6)



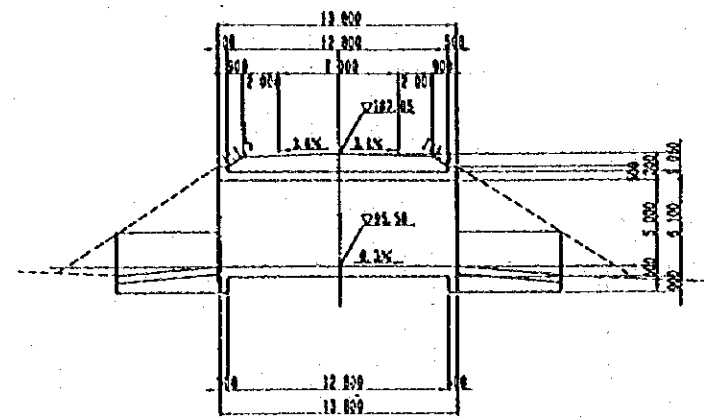
BOX CULVERT (1)
STA. 2+720



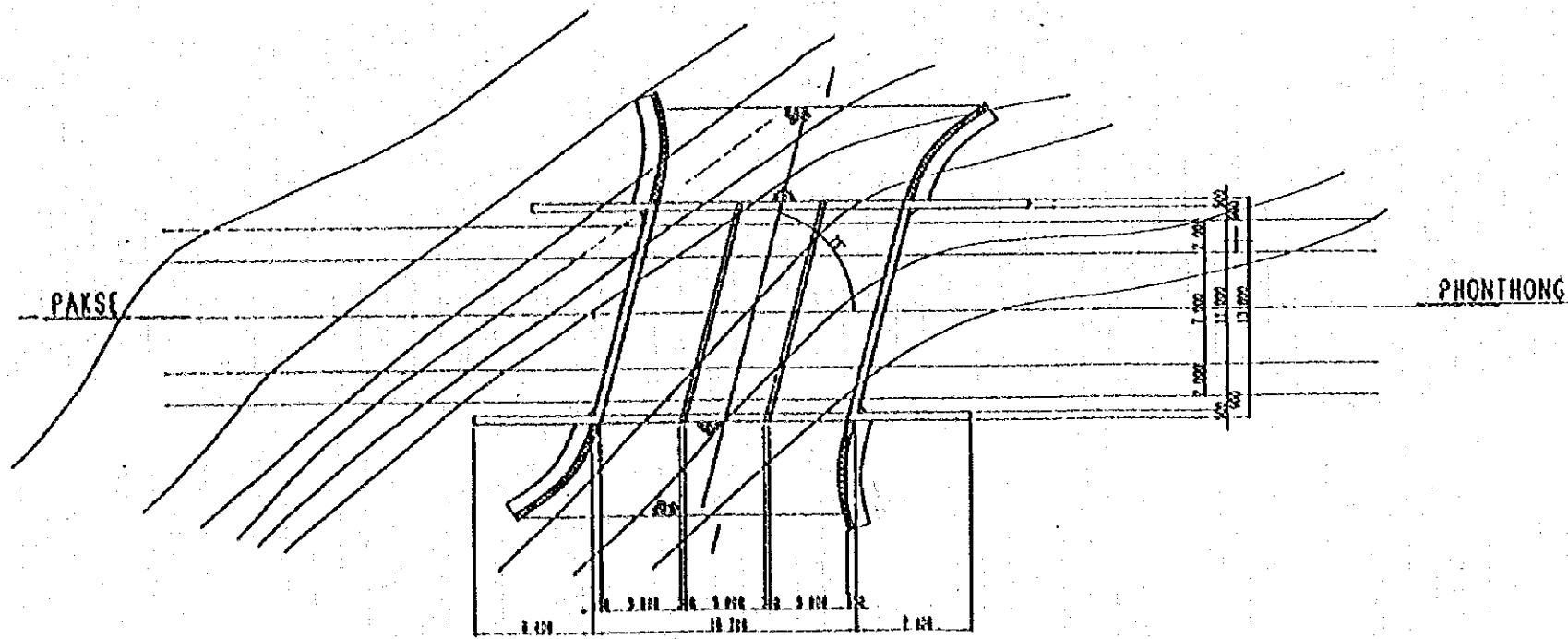
BOX CULVERT (2)
STA. 3+860



ELEVATION SCALE 1:200



SECTION A-A SCALE 1:200



PLAN SCALE 1:200

JICA