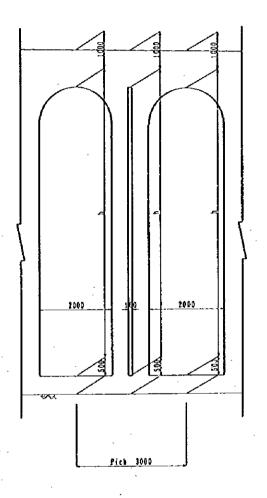
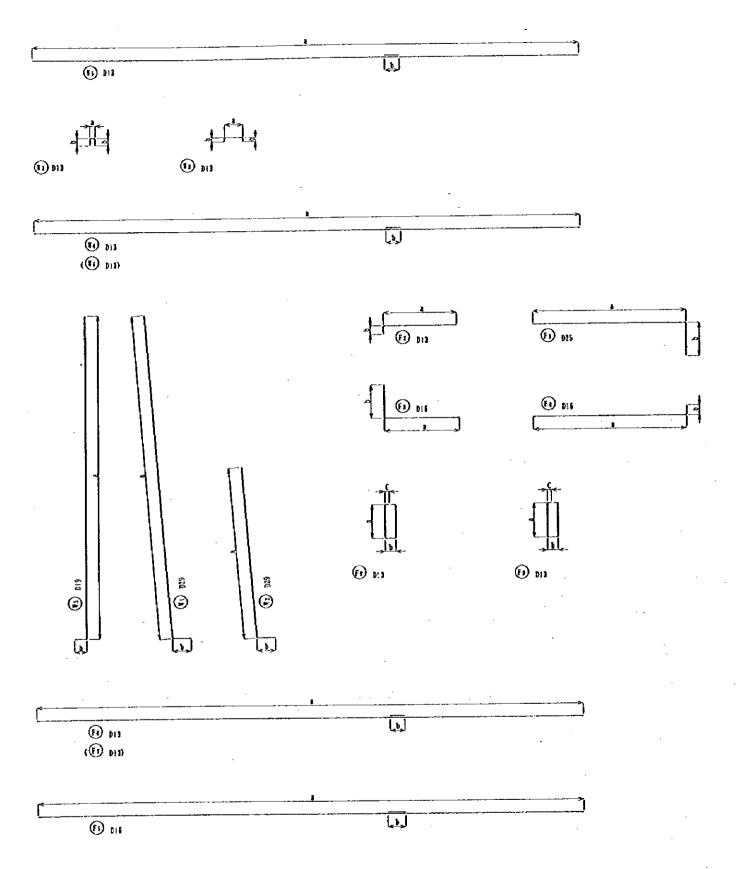


		Ţ	\bigcirc	
		a – a		b ~ b
-	Hal	8 1 3 2	ньі	7 865
	Ha2	6 732	H b 2	6 4 6 5
Α	Há3	260250 = 6500	£1 b 3	250250 = 6 250
1	Ha4	120250	H b 4	118250
L	Ha5	2 3 2	нъ5	2 1 5
-	Bai	8 2 6	B b 1	803
I	8 a 2	3 3 7 4	B b 2	3 3 9 7
N	B a 3	5 7 6	B b 3	5 5 3
E	Ba4	20396 = 792	В b 4	20384.5 = 759
_	Ba5	20119.0	B b 5	20130.5 = 261
	B a 6	100300	В ъ 6	106300
	Ba7	694	B 5 7	671
	B a 8	20168. 0 = 336	B b 8	2@179.5 = 359
			-1)	
		a – a		b – b
	Ha 3	8 1 3 2	ньі	7 8 6 5
	Ha 2	6 732	H b 2	6 4 6 5
В	Ha3	26@250 = 6500	ньз	250250 = 6 250
1	H a 4	120250 = 3 000	Н Ь 4	110250 = 2750
L	Ha S	2 3 2	H b 5	215
	Bal	8 2 6	B b 1	803
ľ	В в 2	3 3 7 4	B b 2	3 3 9 7
N	ВаЗ	5.7.6	Вьз	5 5 3
E	Ba4	20396 = 792	В b 4	20384.5 = 769
	Ba 5	20119.0 = 238	въѕ	20130.5 = 261
	8 8 6	100300	8 b 6	100300
			١, , ,	
	Ba7	694 20168.0	8 b 7	671



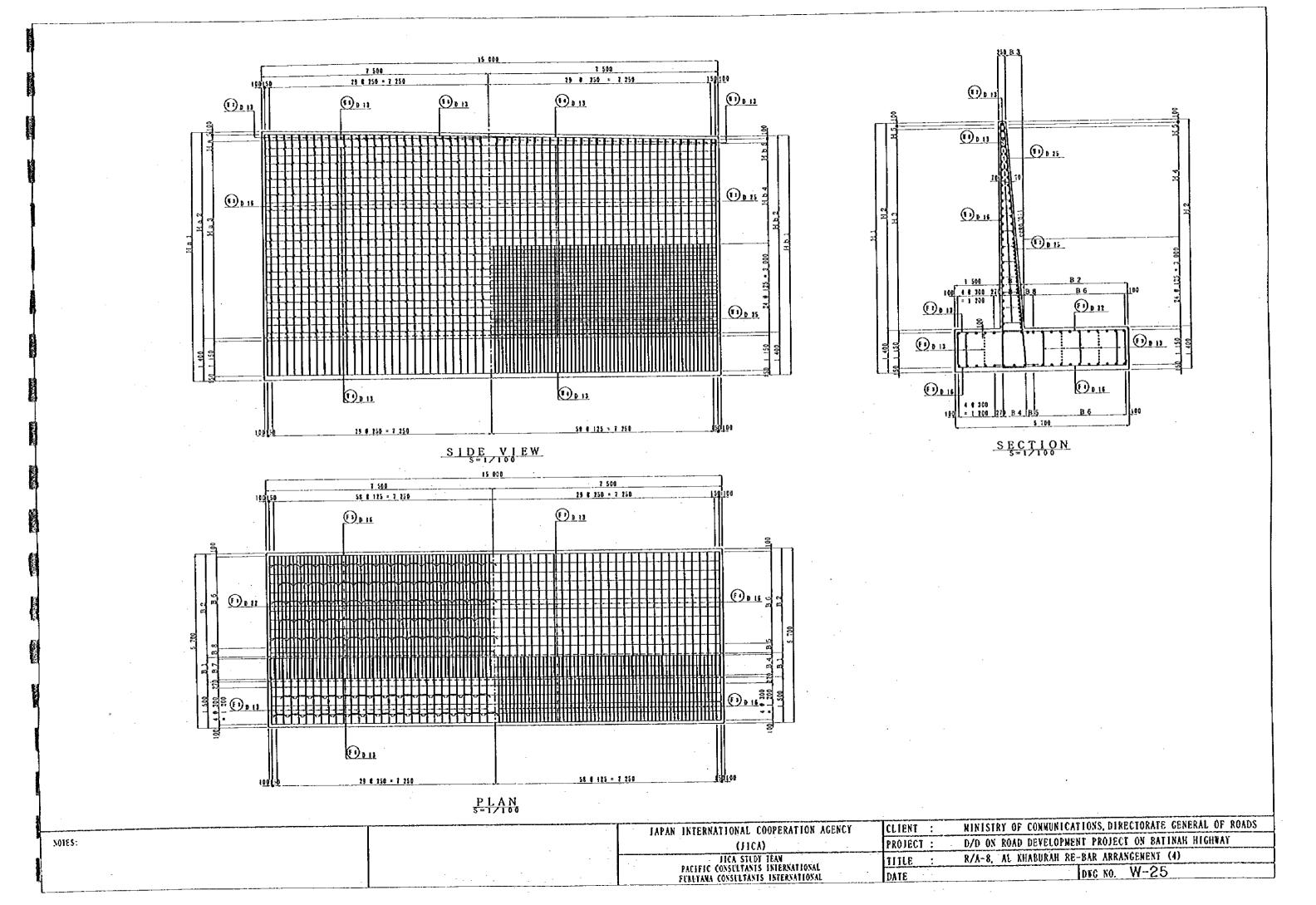
Stit Shape in Front of Vall (Thickness 1=30 mm)



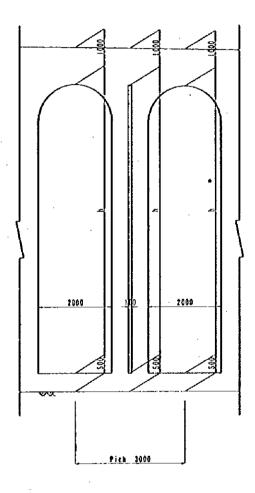
REI ND		φ (31)	LEXCIR (ra)		<u> </u>	
1						
T	ī	D 25	1 720	7 511~7 613	435	
	2	•	\$ 11\$	4 667	435	l . <u></u> _
	3	D 15	8 040	7 882~7 615	285	
	4	B 13	15 190	14 800	390	
	\$	•	13 250	12 860	350	I'''
	•	,	15 200	14 806	390	
	7	•	500	110	195	
-	1	,	674	718~162	111	
F	ī	0 25	5 250	4 998	1 (50	
	1	D 13	1 340	2 145	195	T
	3	D 16	1 960	1 \$10	1 150	
	1	,	4 270	4 030	240	
	5	D 15	15 379	14 800	\$70	<u> </u>
	í	0 13	15 194	14 800	390	
	7	7	15 150	14 800	399	
	1	•	2 860	1 178	178	111
	3	,	2 810	1 184	284	111

REIN NO.	\$ (10)	LENGIA (es)	1	b	t
11					
1 1	D 23	1 220	7 911~7 643	435	
2	•	5 110	4 657	435	
3	9 19	8 040	1 852~7 615	285	
4	Ð 13	15 190	14 800	390	
5		13 250	12 860	390	—
	•	15 200	14 BOS	390	
1		500	119	195	
	•	670	718~162	11)	
F 1	b 25	5 250	4 098	1 150	
1	D 13	2 340	2 (45	195	i
3	B 16	2 960	1 514	1 150	
-1		4 270	4 630	240	<u> </u>
5	D 15	15 370	14 800	\$20	
	D 13	15 190	t4 800	390	
<u>_</u>	,	15 190	14 800	390	
	,	2 850	1 171	278	111
9	,	2 880	1 184	284	111
		L			·

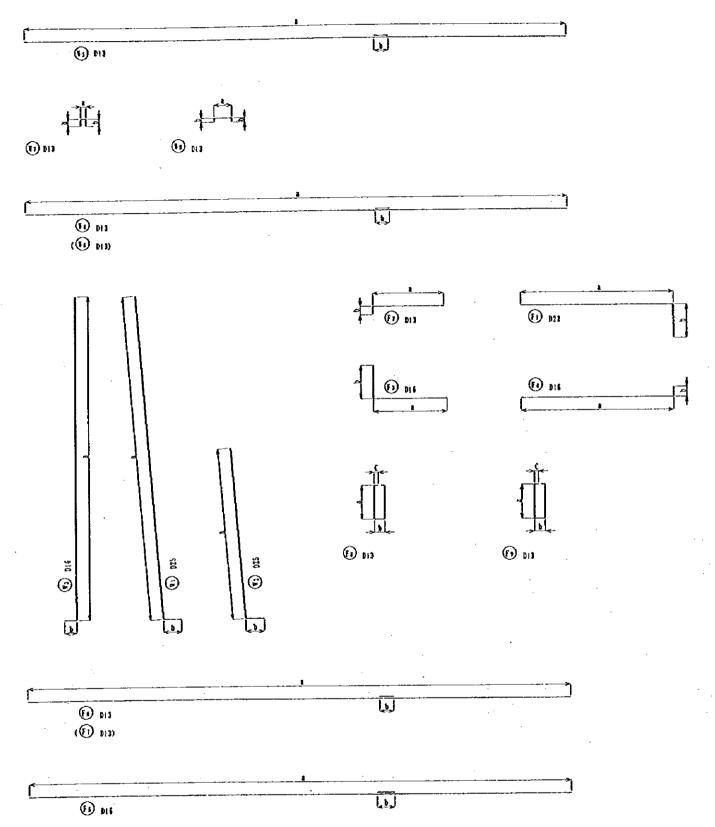
NOTES:	JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)		MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
	JICA STEDY 1EAN PACIFIC CONSELTANTS INTERNATIONAL FUNCTIONAL CONSELTANTS INTERNATIONAL	TITLE : DATE	R/A-8, AL KHABURAH RE-BAR ARRANGEMENT (3) DWG NO. W-24



٢			(T-	- 2)			(T-	-3)			Ţ	-4)	
			a - a		b - b		a – a		ბ — ხ		a – a		b - b
l		Ha 1	7 8 6 5	H b 1	7 5 9 8	Hal	7 5 9 8	ньі	7 3 3 1	li a il	7 3 3 1	ньі	7 018
l		H a 2	6 4 6 5	Hb2	6 198	Ha2	5 1 9 8	H P S	5 931	Ha2	5 9 3 1	нь2	5 618
	Α	На 3	25@250 = 6 250	ньз	240250 = 6 000	НаЗ	240250	H b 3	230250	Ha3	230250 = 5750	нь3	2 2 0 2 5 0 = 5 5 0 0
	1	Ha4	13@250 = 3 250	H b 4	120250	На4	120250	II b 4	110250 = 2750	H s 4	110250	H b 4	100250
		Ha5	215	H b 5	198	Ha 5	198	H b 5	181	Ha5	181	Н Ъ 5	118
l	L	Bal	789	B b 1	766	Bal	766	8 b 1	774	Bal	774	B b 1	718
l	I	Ba2	3 4 1 1	В ъ 2	3 4 3 4	Ba2	3 4 3 4	B b 2	3 4 5 6	B a 2	3 4 5 6	В b 2	3 4 8 2
l	N	Ba3	5 3 9	B b 3	516	- Ва3	516	В b 3	. 494	Ba3	494	вьз	468
	E	Ba4	20378. 0 = 756	В Ъ 4	20366.5 = 733	Ba4	20366.5	B b 4	20355.5 = 711	B a 4	20355.5 = 711	B b 4	20342.5 = 685
l		Ba5	2@137.0 = 274	въѕ	20148. 5 = 297	8 a 5	20148.5	В Ь 5	20159.5	8 a 5	20159. 5 = 319	В Ъ 5	20172.5 = 345
l		Ba6	100300	В Ъ 6	100300	8 a 6	100300	В в 6	100300	8 a 6	100300	B b 6	100300
		Ba7	660	B b 7	637	Ba7	637	B b 7	615	8 a 7	615	В Б 7	589
1		B a 8	20185.0	В Ь 8	20196.5	Ba8	20196.5 = 393	8 t 8	20207.5 = 415	8 a 8	20207.5 $= 415$	В ь 8	20220.5 = 441
			(T-	-2)				3)			(1	<u> </u>	·
۱			a a		b - b		a a		b – b		a - a		b – b
l		Hal	7 8 6 5	ньі	7 598	Ha 1	7 5 9 8	ньі	7 3 3 1	Ha 1	7 3 3 1	H b 1	7 0 1 8
		H a 2	6 4 6 5	ир 3	6 1 9 8	HaŻ	6 1 9 8	Hb2	5 9 3 1	lia 2	5 9 3 1	H b 2	5 6 1 8
	В	11 a 3	250250 = 6 250	11 ь з	240250 = 6000	НаЭ	248250 = 6 000	H b 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Ha 3	230250 = 5 750	ньз	220250
	ì	Ha4	130250 = 3250	H b 4	120250	Ha4	120250 = 3 000	11 b 4	110250	Ha4	116250	Н Б 4	100250
	L	Ha 5	215	H b 5	198	11 a 5	198	H b 5	181	Ha 5	181	11 b 5	118
1	•	Bal	789	B b 1	766	Bal	766	B b 1	774	Bal	774	ВЬІ	718
	i	Ва 2	3 4 1 1	вь2	3 4 3 4 .	Ba2	3 4 3 4	В в 2	3 4 5 6	Ba2	3 4 5 6	В Ъ 2	3 4 8 2
١	N	Ba3	5 3 9	въз	516	B a 3	516	B b 3	494	Ba3	494	Вьз	468
	E	8 a 4	20378. 0 = 756	B b 4	20366.5 = 733	Ba4	20366.5 = 733	В в 4	20355.5 $= 711$	Ba4	2 6 3 5 5 . 5 = 7 1 1	ВЬ4	20342.5 = 685
I	-	Ba5	20137.0	В b 5	20148.5 = 297	B a 5	20148.5 = 297	B b 5	20159.5 = 319	Ba5	2 @ 1 5 9 5 = 3 1 9	В Ь 5	20172.5 = 345
		B a 6	100300	B b 6	100300 = 3000	B a 6	10@300	В Ъ б	100300 = 3000	B a 6	100300 = 3000	ВЬБ	10@300 = 3 000
ı		Ba7	660	B b 7	637	B a 7	637	B b 7	615	Ba?	615	B 6 7	589
		B a 8	20185.0 = 370	B b 8	20196.5 = 393	B a 8	20196.5 = 393	В в 8	20207.5	Ba8	20207.5 = 415	B b 8	20220.5 = 441



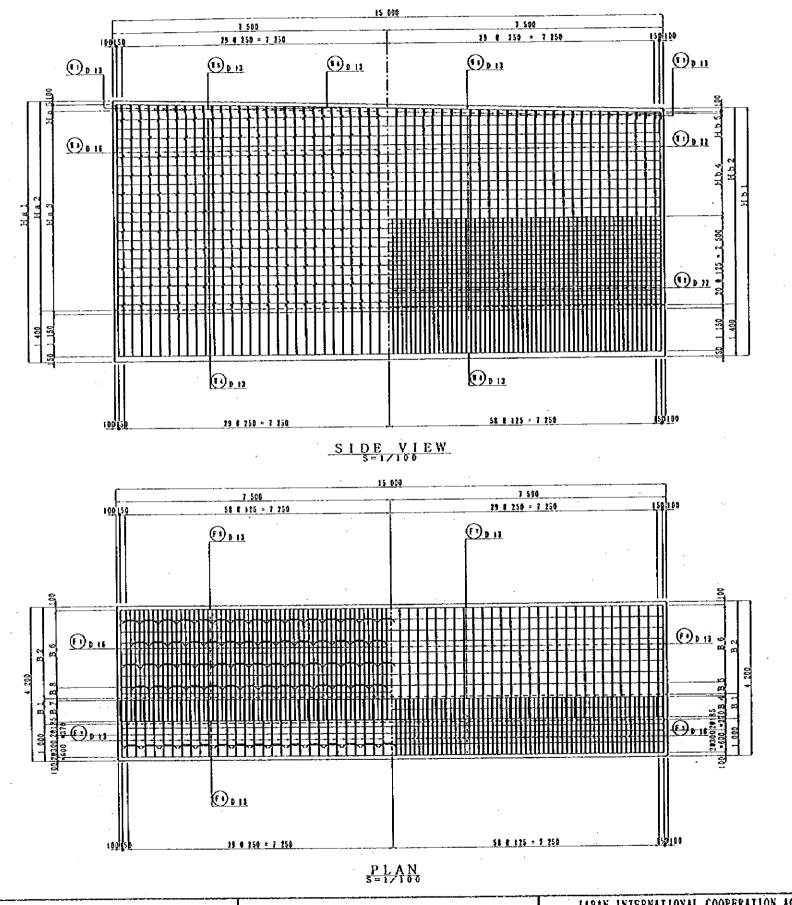
Slif Shape in Front of Vall (Thickness f=30 mm)

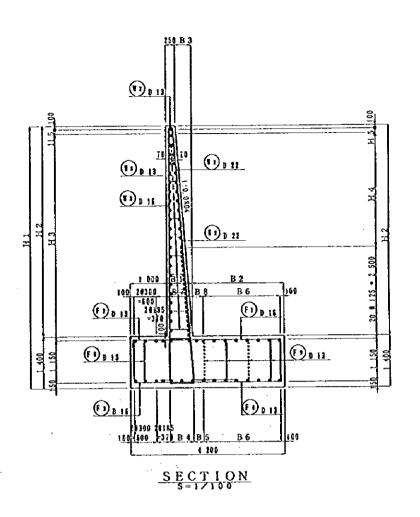


RELA					
	φ (za)	LENGIR	1	ì	c
NV. I	. ((28)			
12	D 25	7 890	2 641~7 373	375	
			4 164	175	
	-	4 540	7 615~1 348	240	
	D 16	7 730	14 600	390	
	D 13	15 190	11 311	390	
- 5		12 310		390	
		15 200	14 806		
1	•	\$60	110	135	
!	-	650	1717-171	111	
<u>f 1</u>	D 22	\$ 200	4 043	L 150	
1	0 13	2 310	2 107	195	
3	D 18	2 960	1 810) 156	
4	•	4 274	4 039	135	
5	,	15 280	14 800	480	<u> </u>
6	D 13	15 190	E4 800	399	
7		15 190	14 800	390	
1	•	2 860	1 171	278	(11)
		2 870	1 182	201	111
				L	L
13					
	0 25	7 620	7 373~1 106	375	I — — —
	3 13	4 540	4 164	375	
- 7		7 460	7 348~7 081	240	
	0 16			390	
4	B 13	15 130	14 890		
\$ 1	-	11 370	19 575	390	ļ <u>-</u>
•	,	15 200	14 892	399	
1	,	500	. 110	135	
8		620	648~148	111	
FI	B 16	5 220	4 064	1 350	
1	D 18	2 300	2 100	195	
1	D 16	2 560	1 819	1 150	
4	•	4 279	4 030	140	
5	*	15 190	14 800	190	
6	D 13	15 190	t4 800	190	
7	,	15 190	14 800	198	
. 8	,	2 860	1 171	279	111
,	, ·	2 870	1 181	292	110
· ·	J	1	·		
7.4					
1 1	D 25	7 330	6 145~6 469	375	T
2	0 23	4 549	3 662	375	T
	H -	7 170	7 DB1~6 768	210	
	D 16	7 210	}	 	
3	7	16 868	14 200	149	
- 4	0 13	15 190	14 800	399	
- 4	0 13	11 110	14 465~8 558	390	
- 4 5	,	11 110 15 200	14 469~8 558 14 803	390 - 390	
- 4 5 4	,	11 110 15 200 500	14 469~8 558 14 803 119	390 - 390 195	
- 4 5 4 7 8	,	11 110 15 200 500 600	14 469~8 558 14 803 118 626~126	390 350 195 111	
- 4 5 6 7 8 F 1	D 12	11 110 15 200 500 600 5 240	14 469~8 558 14 803 119 626~126 4 038	390 390 195 611	
- 4 5 6 7 8 F 1	D 22 D 13	11 110 15 200 500 600 5 240 2 290	14 469~8 558 14 803 118 626~226 4 088 2 096	390 - 390 195 (1) 1 150 155	
- 4 5 6 7 8 F 1	D 22 D 13 D 16	\$1 \$10 \$5 200 \$00 \$00 \$ 240 \$ 290 \$ 560	14 469~8 558 14 803 11 6 626~126 4 038 2 091 1 810	390 390 195 11) 1 150 155 1 150	
- 4 5 6 7 8 F 1	D 22 D 13	11 110 15 200 500 600 5 240 2 290	14 459~8 558 14 803 118 626~126 4 038 2 091 1 810 4 030	390 390 195 111 1 150 155 1 150 240	
4 5 4 7 8 F 1 2	D 22 D 13 D 16	\$1 \$10 \$5 200 \$00 \$00 \$ 240 \$ 290 \$ 560	14 469~8 558 14 803 11 6 626~126 4 038 2 091 1 810	390 390 195 111 1 150 155 1 150 240 480	
- 4 5 8 F 1 2	D 12 D 13 D 16	\$1 \$10 \$5 200 \$00 \$00 \$ 240 2 290 2 560 4 270	14 459~8 558 14 803 118 626~126 4 038 2 091 1 810 4 030	390 390 195 111 1 150 155 1 150 240	
- 4 5 6 7 8 F 1 2 3	B 22 B 13 B 16	11 110 15 200 500 600 5 240 1 290 2 560 4 270 45 180	14 459~8 558 14 803 11\$ 526~12\$ 4 038 2 09\$ 1 810 4 030 14 600	390 390 195 111 1 150 155 1 150 240 480	
-4 5 6 7 8 F 1 2 3 4 5	0 22 9 13 9 16	11 10 15 200 500 600 5 248 2 290 2 560 4 276 15 280 15 190	14 459~8 558 14 803 115 626~126 4 038 2 096 1 810 4 030 14 800	390 390 195 111 1 150 195 1 150 240 480 390	
4 5 6 7 8 8 F 1 2 3 4 5 6	0 12 0 13 0 16	11 10 15 200 500 600 5 248 2 290 2 560 4 270 15 280 15 190	14 459~8 558 14 803 115 526~126 4 038 2 091 1 810 4 030 14 800 14 800	390 390 195 111 1 150 195 1 150 240 480 390	
- 4 5 6 7 8 F 1 2 3 4 5 8	B 22 B 13 D 16	11 10 15 200 500 600 5 240 2 290 2 560 4 270 15 280 15 190 2 860	14 459~8 558 14 803 115 626~126 4 038 2 091 1 810 4 030 14 800 14 800 1 4 800	390 390 195 111 1 250 155 1 250 240 480 390 399	
- 4 5 6 7 8 F 1 2 3 4 5 8	B 22 B 13 D 16	11 10 15 200 500 600 5 240 2 290 2 560 4 270 15 280 15 190 2 860	14 459~8 558 14 803 115 626~126 4 038 2 091 1 810 4 030 14 800 14 800 1 4 800	390 390 195 111 1 250 155 1 250 240 480 390 399	

ψ (tz)	(18) (1843)	4)	· ·
D 25	7 \$90	3 641~7 373	375	
•	4 540	4 164	175	
D 15	7 730	7 615~7 348	248	
		14 800	390	[
			390	l
-				
				 ==
		i		
D 15		\$		
•	4 270	!- 		
*	15 280	14 889		
D 13	15 190	14 880	390	
	15 190	14 600	398	
•	2 860	1 178	278	111
,	2 810	1 182	282	111
	·	i		
				1
B 95	7 620	7 777 - 7 186	375	
		1		
				
_				
9 13				
				<u> </u>
	1\$ 200	14 801		<u> </u>
	500	110	195	
	620	648~148	111	ļ <u></u>
D 16	S 270	4 064	1 129	
0 13	2 300	1 100	195	<u> </u>
D-16	2 940	\$ E3D	1 150	1
•	4 270	4 030	140	<u> </u>
,	15 190	14 890	390	I
D 13	15 190	14 800	390	
•	15 190	14 800	390	
,		1	279	111
	!	1 182	2 62	111
l	1	.t		
N ==	7 575	£ \$45~£ 463	37.5	
				
				
	t			+
013	t — —			·
-				
<u> </u>	15 200	14 893		+
<u> • </u>	500	110		
. *	600	626~176		
D 22	5 240	4 088	1 150	
9 13	2 250	1 091	195	
0 16	2 960	1 110	1 150	1
•	4 270	4 030	240	1 =
•	15 280	14 800 -	480	
		14 800	190	
-			390	T —
 -				111
-	2 8670	1 112	192	111
	D 25 , D 16 0 13 , , D 27 D 16 D 13 D 16 , , D 17 D 17 D 18 D 18 D 19 D	D 25	D 25	D 25

		_	
	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
	(J1CA)	PROJECT :	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
ı	JICA STUDY TEAN	TITLE :	R/A-8, AL KHABURAH RE-BAR ARRANCEMENT (6)
	PACIFIC CONSULTANTS INTERNATIONAL	DATE	DEC NO. W-27





JAPAN INTERNATIONAL COOPERATION AGENCY
(JSCA)

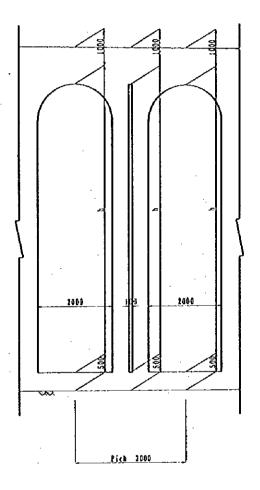
(JSCA)
JICA STUDY TEAN
PACIFIC CONSULTANTS INTERNATIONAL
FUKUYANA CONSULTANTS INTERNATIONAL

CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

TITLE: R/A-8. AL KHABURAH RE-BAR ARRANGEMENT (7)

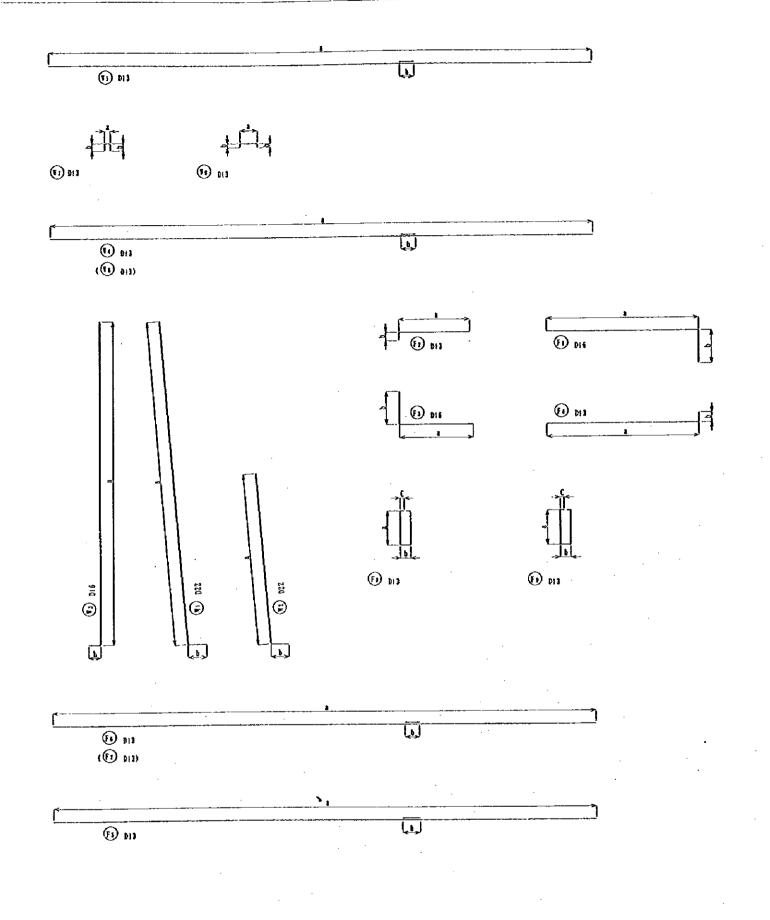
DATE DVG NO. W-28

		(T-	5)			Ţ-	6			(T-	-D	
		a – a		b - b		a – a		b - b		a – a		b - b
	li a 1	7 0 1 8	нь 1	6 7 0 7	Hal	6 707	нъз	6 3 5 0	13 a 1	6 3 5 0	ньі	5 9 9 3
	Ha2	5 6 1 8	Нъ2	5 307	На2	5 3 9 7	H b 2	4 9 5 0	Ha2	4 9 5 0	НЬ2	4 5 9 3
Α	H a 3	220250 = 5500	ньз	210250 = 5 250	На 3	208250	нь з	198250	НаЗ	19@250 = 4 750	нь з	18@250 = 4500
1 1.	H a 4	120250	Н в 4	110250	H & 4	100250	H b 4	90250 = 2 250	Ha4	9@250 = 2 250	11 Б 4	80250 = 2000
;	Ha S	118	Нъ5	5 7	Ha 5	20153.5 = 307	11 b 5	2 0 Ò	Ha5	200	нь 5	9 3
L	Bal	702	B b 1	677	Bal	677	Bbi	648	Ba1	6 4 8	861	619
I	Ba2	2 4 9 8	B b 2	2 5 2 3	8 a 2	2 5 2 3	В b 2	2 5 5 2	Ва2	2 5 5 2	В b 2	2 581
N	Ba3	452	B b 3	427	Ba3	4 2 7	В b 3	398	ВаЗ	398	В в 3	369
Е	8 a 4	20331.5	B b 4	20319.0 = 638	B a 4	20319.0 = 638	В b 4	20304.5 $= 609$	Ba4	20304.5 $= 609$	В Б 4	2 6 2 9 0 = 5 8 0
	8 a 5	20133.5 = 267	B b 5	20146.0	Ва5	20146.0	B b 5	20160.5	B a 5	20160.5 $= 321$	вь 5	20175.0 = 350
	Ваб	70300	В в 6	70300	Ваб	70300 = 2100	B b 6	7@300 = 2 100	Ba6	70300 = 2 100	В Ь б	76300 = 2100
	Bai	570	867	5 4 5	8 a 7	5 4 5	B b 7	516	Ba7	5 1 6	867	487
	B a 8	20180 = 360	868	20192. 5 = 385	B a 8	20192.5 = 385	Вь 8	20207 = 414	Ba8	20207 = 414	В Ь 8	2 0 2 2 1. 5 = 4 4 3
		(T-	-5)		(7-6)			(1-1)				
		a – a	<u> </u>	b - b		a – a		b - b		a - a	 	b b
l	fla 1	7 0 1 8	ньі	6 7 0 7	ila l	6 7 0 7	НЪЗ	6 3 5 0	li a 1	6 3 5 0	ньі	5 9 9 3
	H a 2	5 6 1 8	11 b 2	5 3 0 7	ila 2	5 3 6 7	Н Ъ 2	4 9 5 0	H & 2	4 9 5 0	НЬ 2	4 5 9 3
В	H a 3	22@250 = 5 500	нь з	218250 = 5250	Ha3	208250 = 5 000	нь з	196250 = 4750	Ha3	190250	нь з	180250 = 4500
1	H a 4	120250	H b 4	$ \begin{array}{r} 110250 \\ = 2750 \end{array} $	Ha4	100250	H b 4	9 @ 2 5 0 = 2 2 5 0	H a 4	90250 = 2250	H b 4	80250 = 2000
L	На5	118	ньѕ	5 7	На 5	20153.5 = 307	H b 5	200	Ha5	200	Н Ъ 5	9 3
1	Ba1	702	B b 1	677	Bai	677	Въл	648	Bal	648	B b 1	619
'	B a 2	2 4 9 8	В в 2	2 5 2 3	8 a 2	2 5 2 3	B b 2	2 5 5 2	Ba2	2 5 5 2	В Б 2	2 5 8 1
N	Ba3	452	Вьз	427	ВвЗ	427	B b 3	398	Ba3	398	Вьз	369
E	B a 4	20331.5 = 663	B b 4	26319.0 = 638	Ba4	2 @ 3) 9. 0 = 6 3 8	B b 4	2 @ 3 0 4. 5 = 6 0 9	Ba4	2 @ 3 0 4 . 5 = 6 0 9	B b 4	2 0 2 9 0 = 5 8 0
	8 a 5	20133.5 = 267	Въ 5	20146.0 = 292	B a 5	- 232	B b 5	20160.5 = 321	Ba5	20160.5	Въ5	20175. 0 = 350
	B a 6	70300 = 2100	B b 6	70300 = 2100	B a 6	7 2 3 0 0 = 2 1 0 0	B 6 6	79300 = 2100	8 a 6	70300 = 2100	866	70300 = 2100
	B 8 7	570	B b 7	5 4 5	8 a 7	5 4 5	867	516	B a 7	516	8 b 7	487
	B a 8	20180 = 360	868	20192.5 = 385	B a 8	20192.5 = 385	В в 8	20207 = 414	B a 8	20207 = 414	868	26221.5 = 443



Stit Shape in Front of Tall (Thickness t=30 mm)

! ;			
	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
NOTES:	(\$1CA)	PROJECT :	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHTAY
1	IICA STUDY TEAN	TITLE	R/A-8, AL KHABURAH RE-BAR ARRANGENENT (8)
	PACIFIC CONSULTANTS INTERNATIONAL FUNCTION CONSULTANTS INTERNATIONAL	DATE	DNG NO. W-29

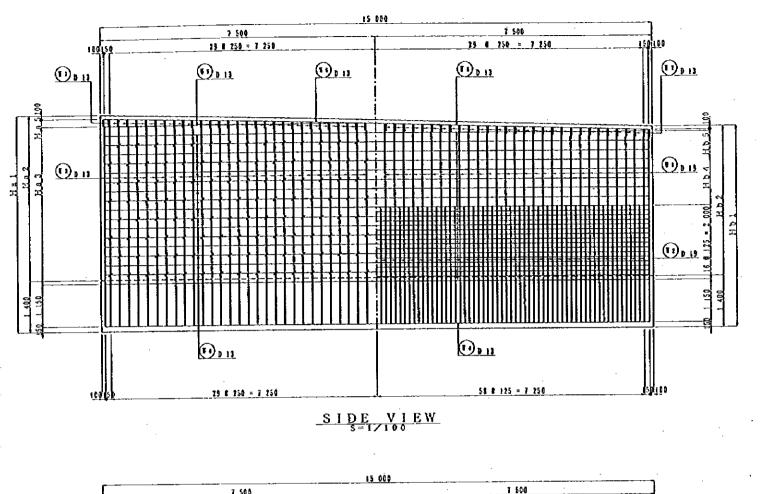


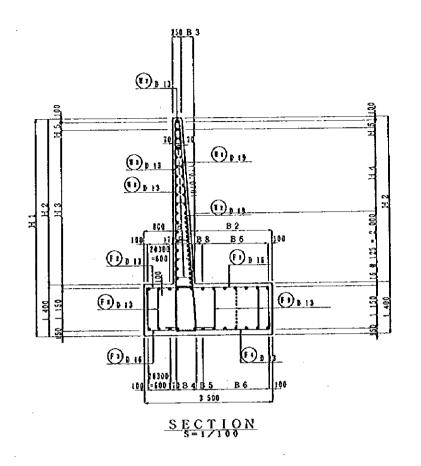
Notes:

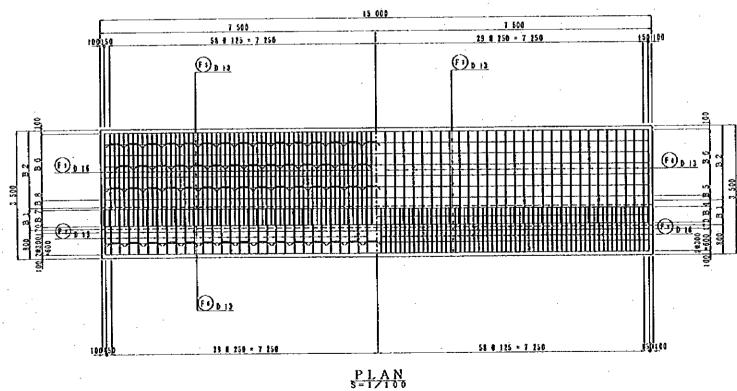
DELY:		LEKGTE			
REIN NO.	♦(±±)	(11)	1		· ·
15					
T 1-1	D 22	6 978	6 750~6 178	130	
1-2		\$ 349	\$ 456~5 184		
1-1		4 000	3 550	339	_===
2-1	,-	2 443	2 43\$		
-	 	6 863	6 768~6 457	740	
3-1	D 16		·		
3-2	'	5 333	\$ 478~\$ 167	300	
	•	15 190	t4 80 d	390	
5		8 980	11 564~5 615	390	
<u> </u>	•	14 810	14 803	390	
2		500	110	195	
- 1		610	582~188	111	
FL	9 15	4 10	2 953	1 150	
2	D 13	1 729	1 520	195	
3	D 16	2 465	1 310	1 150	
1	D 13	3 230	3 030	195	
5-1		9 800	3 860		
5-2	1 .	3 800	3 800		
	-	9 800	9 800		
6-1		3 800	3 800		
6-2	<u> </u>		9 800	330	
7-1	0 22	3 800	[330	
7-2		3 800	3 800		
<u> </u>	9 15	1 460	1 171	171	111
9	B 13	2 860	1 171	271	111
L					<u>-</u>
16			, ,		
8 1	D 21	6 830	6 476~6 120	130	
2	•	4 000	3 167	330	
3	D 16	\$ 529	6 457~6 100	240	
4	B 13	15 190	14 890	390	
5	•	9 940	12 727~6 364	390	
1	,	15 200	14 804	390	
1	,	509	110	195	
		600	557~135	111	
FI	D (i	4 130	2 580	I 150	
- ;	0 13	724	1 493	195	
+ 5	+	1 460	1 310	1 150	
_	D 16	1 230	3 030	135	
1.	D 13		14 800		
1 5	<u> </u>	15 190		399	
1	-	15 190	14 800	390	
1 - 1	ļ	15 190	14 800	390	
1	<u> </u>	2 865	1 171	278	111 -
3	1	2 860	1 131	271	111
ļ					
17		r:	1		
¥ 1	+	6 280	6 126~5 762	330	
2	*	4 000	3 662	330	
3		1 178	£ 100~5 743	240	
4	9 13	15 190	[4 800	- 390	
5	,	8 300	2 291		
6		15 200	14 804	390	
3		500	i1 ¢	195	
- 1	1	570	528~166	111	
Fi		4 150	3 009	1 150	1
2		1 658	1 464	195	
1		2 458	1 310	1 150	
		3 236	3 830	135	
1 4	1 . 10] -	14 800	390	
1-				·—	
- 5		15 190	14 958	130	
5	•	15 190	14 800	190	
\$ -{ -1	,	15 190 15 190	14 200	190	
5 - 6 - 7	1	15 190 15 190 2 860	14 800 1 178	290 171	- 116
\$ -{ -1	1	15 190 15 190	14 200	190	- 111

REUX	¢ (10)	FERCIE	ı		c
10.	V (14)	(60)	·		
1 5 5 1-1	D 22	6 920	6 790~6 418	330	
1-3	4	\$ 340	\$ 436~5 184	~~~	
7-1	4	1 000	1 650	330	
2-2	•	7 (18	1 438		
3-1	D 16	6 866	6 768~8 457	240	
3-2		5 330	5 478~5 167		
	,	15 190	14 800	390	
\$	•	1 580	11 564~5 615	390	
•	,	t4 819	14 803	390	
7	•	500	110	195	
8		616	582~180	111	
Fi	D 16	4 119	2 953	1 150	
7	D 13	1 729	1 520	195	
3	D 16	2 460	1 310	1 150	
	D 13	3 230	3 030	195	
5-1		9 800	9 800		
5-1	,	3 800	3 890		
f-1	,	5 800	9 800		
6-2	,	3 800	3 800		
7-1	D 22	\$ 800	3 800	330	
7-7	•	3 800	3 800	336	
- 1	0 16	2 869	1 178	270	111
,	D 13	2 660	1 178	218	111
<u> </u>					
16	1 7			220	,
11	D 22	6 630	6 478~6 128	330	
1	2	4 000	3 662 C 457= C 105	330 240	
1 3	D 16	6 520 15 190	6 457~£ 100	390	
 - -	1017	3 340	12 127~6 364	390	† l
5	.	15 200	14 804	399	
-	-	500	130	195	†
	 	600	557~195	111	
Fi	D 16	€ 130	2 580	1 150	
2	D 11	1 720	1 493	195	
2	D 16	2 450	1 310	1 150	
4	D 13	3 230	3 630	195	
5	7	15 190	14 800	394	I
-	,	15 199	14 800	390	
		15 190	14 800	190	
		5 869	1 178	278	111
9		2 860	1 179	271	111
L					
17	1	Y	1	1 	
1 1	D 11	6 280	6 120~5 762	330	<u> </u>
1		4 000	3 862	330	
1		6 1 1 9	6 100~5 743	240	 _
	D 13	15 (99 E 300	14 800 8 292	390	+
- \$	-	 	14 801	390	1 ===
1 4	1	15 200 500	315	195	
8	 -	\$10	528~166	111	
F 1	D 15	4 160	3 009	1 150	
	D 13	1 660	1 161	195	t
-	_	2 460	1 310	1 150	T
	D 13	3 239	3 030	135	T
-		15 150	14 800	390	T
 		15 190	14 800	390	
7		15 190	14 800	390	1
1 1	+	2 860	1 178	278	111
!	 -	2 860	1 178	278	111
<u></u>			<u></u>		

	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT	: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
-	(31CA)	PROJECT	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
	JICA STUDY TEAM	TITLE	: R/A-8, AL KHABURAH RE-BAR ARRANGENENT (9)
-	PACIFIC CONSELEANTS INTERNATIONAL FUNCTIONAL CONSELEANTS INTERNATIONAL	DATE	DWG NO. W-30







JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

TITLE: R/A-8. AL KHABURAH RE-BAR ARRANGEMENT (10)

PACIFIC CONSULTANTS INTERNATIONAL

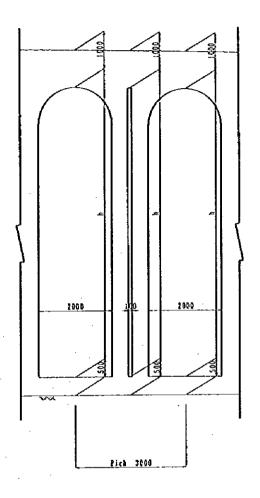
FIRTYANA CONSULTANTS INTERNATIONAL

DATE

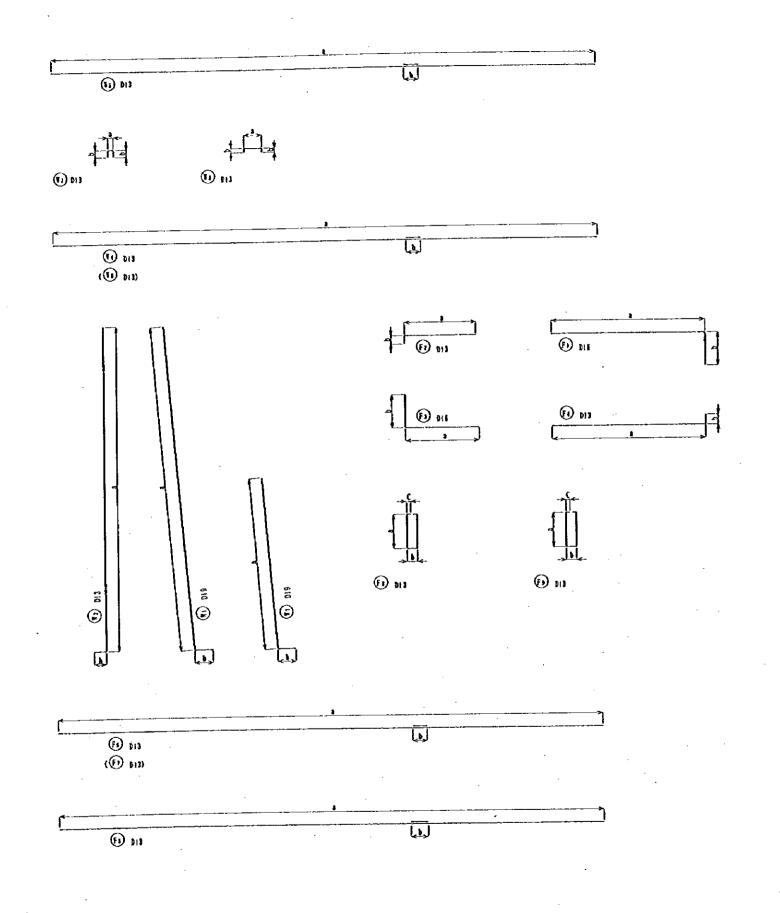
DATE

DATE

<u> </u>	Γ	(1-	8)	<u> </u>		(T-	<u>9</u>			(T-	10	
		a - a		b - b		a - a		b - b		a – a		b - b
	lla 1	5 9 9 3	ньі	\$ 591	Hai	5 5 9 1	Hbi	5 189	Hal	5 189	ньі	4 753
	H a 2	4 5 9 3	H b 2	4 1 9 1	Ra 2	4 1 9 1	нь2	3 7 8 9	Ha2	3 7 8 9	H b 2	3 3 5 3
A	H a 3	170250	H b 3	160250	Ha 3	160250	Н b 3	150250	11 a 3	140250	ньз	130250 = 3 250
l ,	lla 4	98250	II b 4	80250	H & 4	89250 = 2000	H b 4	7 @ 2 5 0 = 1 7 5 0	Ha4	60250 = 1500	Н Ъ 4	50250 = 1 250
;	Ha 5	20171.5 = 343	Hb5	191	Ha S	191	H b 5	3 9	Ha5	20144.5	Н Ъ 5	103
L	Ba 1	600	Bbl	569	Bal	569	8 b 1	5 3 8	Ba 1	538	B b 1	5 0 5
I	Ba2	2 100	B b 2	2 1 3 1	Ba 2	2 131	В Ь 2	2 162	Ba 2	2 1 6 2	B b 2	2 195
N	Ba3	350	B b 3	319	ВаЗ	319	в в 3	288	ВаЗ	288	Вьз	2 5 5
E	Ba4	20277.5	8 b 4	20262	Ba4	20262	B b 4	20246.5 = 493	Ba4	20246.5 = 493	В в 4	2 @ 2 3 0 ≈ 4 6 0
	Ba5	175	B b 5	206	Ba5	206	В b 5	237	Ba 5	2 3 7	B b 5	2 7 0
	Ba6	60300 = 1800	B b 6	60300 = 1800	Ba 6	60300	В b 6	60300 = 1800	Ba6	60300 = 1800	в ь 6	6@300 = 1_800
	B a 7	468	B b 7	4 3 7	Ba?	4 3 7	вь 7	406	Ba7	406	въ7	3 7 3
	Ba 8	20131.0	Въ8	20146.5	Ba8	20146.5	B b 8	20162.0 = 324	B a 8	20162.0 = 324	868	20178.5
			8			(1-	9)			(T-	10	
		a - a		b - b		a → a		b - b		a - a		b - b
	H a H	5 9 9 3	нъı	5 5 9 1	Hai	5 5 9 1	ньі	5 189	Ha 3	5 189	Нь 1	4 7 5 3
	Ha2	4 5 9 3	Н ъ 2	4 191	На2	4 191	Hb2	3 7 8 9	Ha2	3 7 8 9	Hb2	3 3 5 3
В	lia 3	170250	Н Ъ З	16@250 = 4 000	Ha 3	160250	Нъз	15@250 = 3750	Ha3	140250 = 3500	нь з	136250
lт	Ha 4	90250	Н Ь 4	8 0 2 5 0 = 2 0 0 0	H a 4	80250 = 2000	нь4	70250 = 1 750	li a 4	$6 & 2 & 5 & 0 \\ = 1 & 5 & 0 & 0$	Н Б 4	50250 = 1 250
L	lla 5	20171.5 = 343	нь5	191	Ha 5	191	Нъ5	3 9	Ha 5	2 @ 1 4 4 . 5 = 2 8 9	H b 5	103
	Bal	600	B b 1	569	Bal	5 6 9	B b 1	5 3 8	Bal	538	861	5 0 5
1	Ba 2	2 1 0 0	B b 2	2 1 3 1	Ba 2	2 1 3 1	В Ъ 2	2 162	B a 2	2 1 6 2	B b 2	2 195
N	ВаЗ	3 5 0	Въз	319	ВаЗ	319	Вь3	288	ВвЗ	288	вьз	255
E	Ba 4	20277.5 = 555	B b 4	2 0 2 6 2 = 5 2 4	Ba4	20262 = 524	В Ъ 4	2 @ 2 4 6 . 5 = 4 9 3	804	2 @ 2 4 6 5 = 4 9 3	В ъ 4	2 @ 2 3 0 == 4 6 0
	Ba 5	175	В b 5	206	B a 5	206	B b 5	2 3 7	Ba 5	2 3 7	В в 5	270
	Ваб	68300 = 1800	Вьб	60300 = 1800	8 8 6	60300	866	6@300 = 1 800	Ваб	60300 = 1800	B b 6	6 @ 3 0 0 = 1 8 0 0
	Ba?	468	8 b 7	437	Ba?	437	В Б 7	406	B a 7	406	B & 7	373
	Ba8	2 Q 1 3 1. 0 = 2 6 2	8 6 8	20146.5 = 293	B a 8	20146.5 = 293	B b 8	2 0 1 6 2. 0 = 3 2 4	B a 8	$ \begin{array}{r} 2 & 6 & 1 & 6 & 2 & . & 0 \\ & & & & 3 & 2 & 4 \end{array} $	868	2 0 1 7 8 . 5 = 3 5 7



Slit Shape in Front of Wall (Thickness 1=30 mm)



SOIES:

E 15 50.	\$ (EE)	(ze) FEXELR	1	<u> </u>	t
F \$					
1	D 19	\$ 850	5 760~5 856	285	
1		3 450	3 159	265	
3	D 13	\$ 740	5 743~5 341	155	
-	``	15 190	14 800	394	
5	-,	3 170	12 \$28~6 314	390	
- 1		15 200	14 B05	390	
- 7		500	110	195	
-:		\$70	478~112	111	
<u> </u>	D 16	≱ 720	1 561	1 150	
2	D 13	1 110	1 215	195	
3	D 16	2 760	1 110	1 150	
		2 730	2 530	195	
	D 13	35 190	14 800	390	
- 5			14 800	330	
	-	15 150	14 805	390	
		15 150	<u> </u>	273	111
	•	2 865	1 171	279	111
9		1 160	1 118	413	1
13			1 . 374 . 375	102	
1 1	D 13	\$ 430	5 356~4 353	285	l
1		3 450	3 159	785	
1	D 16	5 340	\$ 341~4 939	195	<u> </u>
	D 13	15 150	11 800	390	<u> </u>
5		7 840	7 031		
6	•	15 200	14 805	390	
7	*	500	119	195	
		\$40	447~181	111	
FI	D 16	3 740	2 589	1 150	
1	D 13	1 380	1 184	135	
1	D 16	2 260	1 110	1 150	
4	D 13	3 730	2 530	195	
5	1	1\$ L90	[4 800	398	
. 6		15 190	14 800	390	
7	<u> </u>	15 150	14 800	390	
1	•	1 260	1 178	279	111
•		2 160	1 178	279	111
1 14				·	
T î	D 19	5 020	4 953~4 515		
1	1	3 450	3 159	285	
3	D 13	4 920	4 939~4 503	195	<u> </u>
4	,	15 190	11 800	390	<u> </u>
5	•	9 360	9 810~4 505	390	
	•	15 200	14 805	390	T
7	, ,	500	110	195	
8	 	510	416~150	111	
F 1	0 18	3 780	2 621	1 150	
1	+	1 350	1 152	195	T
3		2 260	1 110	1 150	
		2 130	2 530	195	
4		15 190	14 800	390	1
5		+	14 809	190	
	_	15 190		390	
		15 190	14 800		111
		3 860	1 178	17\$	111
		2 860	1 171	178	1
•					

È15 ((es)	LEKGTA (ea)	1	5	¢
1					
ГÜ	0 19	\$ 859	5 760~5 356	285	
2		3 459	3 159	285]
3	2 13	5 740	\$ 243~5 341	195	
4	-	15 150	14 800	398	
		9 870	12 628~6 314	390	
5	-			390	
-6		15 200	14 805		
		500	110	195	
1		510	478~212	113	
F 1	D 16	3 720	2 568	1 150	
Ź	D 13	3 418	1 215	195	
1	D 16	2 26D	1 110	1 150	
4	D 13	1 730	2 530	195	
5	•	15 190	14 800	390	
1	٠,	15 190	14 800	190	
7	-	15 190	14 800	190	
8		2 860	1 175	279	111
		2 850	1 174	279	111
9		1 694			
1 9					
1	D 19	\$ 410	5 356~4 553	285	
1	-;;	3 450	3 155	185	
	D 16	5 340	\$ 341~4 939	195	
	D 13	15 190	14 800	390	
		7 040	7 B31		
			14 805	390	
		15 200		195	
- 1		500	110		 -<u>:</u>
- 8		\$40	447~181	111	ļ -
FI	Dis	3 740	2 589	1 150	
2	D 13	1 380	1 184	195	ļ
3	0 15	2 760	1 114	1 150	
4	9 13	2 739	1 530	195	
5		15 190	14 800	390	
5		15 150	14 800	390	<u> </u>
$-\frac{1}{1}$	•	15 130	14 809	390	
1	•	2 850	1 178	279	(1)
		- 2 860	1 178	279	111
					
TID				,	, –
1 1	0 19	5 020	4 953~4 516	265	
2	5	3 450	3 155	285	
3	D 13	4 920	4 939~4 503		
		IS 190	14 800	390	
	-:-		1	150	
- 5	- <u></u> -	3 360	3 8 10~4 305	390	
		15 200	18 835		+
7		500	119	195	
1_		514	4:6~150	111	
<u> </u>	D 16	3 780	2 621	1_150	
2	0 13	1 350	1 153	195	
3	D 16	2 260	1 118	1 150	
4	D 13	2 730	1 530	195	
5	,	15 190	14 800	390	<u> </u>
<u> </u>	- ;	15 150	14 800	390	
7	-	15 190	14 800	390	T
	-	2 860	1 178	278	1111
- 1	 -			278	111
•	1	2 860	1 178	1	<u></u>

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 JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
(11¢A)	PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
JICA STEDY TEAN	TITLE: R/A-8. AL KHABURAH RE-BAR ARRANGEMENT (12)
PACIFIC CONSULTANTS INTERNATIONAL FURLYANA CONSULTANTS INTERNATIONAL	DATE DVG NO. W-33

A-LINE REIN (42) LENGTH SOUTHAL NEWS E TELEST RELIGHT REWARKS \$ 220 S. 059 S 110 # 41, 585 25, 851 1455. 4 3 7 19 1 041 2. 235 17, 369 1096. 1 566. 3 15. 093 15 150 0.594 13. 171 13 250 30. 2 15. 109 15 200 0. 457 39. 3 500 155.7 0, 666 \$ 250 3.973 20. 858 2482.1 · 111.3 ____ 2 340 0.994 2. 326 545.7 L 2 369 1.552 4, 534 401.2 6. 627 4 270 15 370 2.235 451.6 90.6 15. 095 15 ISB 285. \$ 15 190 15. 099 2. 843 2. 863 164.5 2 860 415.1 U 4 036. I 2 437. i 1 542.7 D 16 350. 9 2 408.2 13 420.0 TOTAL BEIGHT

REIN	φ (x s)	RENGIR		NUKB	T TELCHT	TERRIE	RENARES
NO		(EB)	SEIGRT				!
11							
11	D 29	8 220	5, 053	- 61	41. 585	2536. 7	1
2		5 110	•	58	25, 851	1495. 4	<u> </u>
3	b 19	8 040	1. 235	. 61	17, 163	1096. L	
- 4	D 13	15 190	0. 394	64	15, 893	356.3	
	•	13 259	•	1	13, 171	26.3	
	•	15 200		1	15.109	19. 2	
1	•	500		61	0. 497	10.3	1
1		670		384	0. 666	155. 7	
FI	D 25	5 250	3. 173	119	20. 851	2482.1	
1	D 13	2 340	0. 194	61	2, 324	141, \$	ş
3	D 16	2 360	1. 557	119	4, 554	546. 7	L_
4	•	4 170	0. 934	F1	4. 527	414.1	
5	0 13	15 370	2. 235	13	34, 353	416.6	
6	9 13	15 190	0. 594		15. 899	30.4	
7		15 130	,	19	15. 099	285. 5	
8	•	2 \$60	•	58	2, \$43	164. 3	0_
,		2 889	•	145	2. 863	415.1	U
						11424.0	
				D 25		4 936. 1	
			-	D 15		1 482. 1	
				D 19		1 \$41.7	
-					954. 9		
 				D 13		2 491.2	
<u> </u>			TOTAL	TERRIST	-	11 420. G	
\vdash							

JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

JICA STEDY TEAN
FACIFIC CONSELTANTS INTERNATIONAL
FIRWYANA CONSULTANTS INTERNATIONAL
DATE

CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

TITLE: R/A-8, AL KHABURAH RE-BAR ARRANGEMENT (13)

DWG NO. W-34

NE LENGTH (ax)	0.994 , , 3.973 , 1.552 0.994	51 MS 61 S8 61 69 2 2 61 365 115 61 123 6 20 58 145 61 58 61 58 61 58 61 58	31.347 18.497 11.497 13.997 15.895 12.236 15.189 0.4497 0.646 15.818 2.256 4.594 6.617 23.715 15.099 2.843 2.853 30.274 18.031 19.575 15.099 11.302 15.099	1 912. 2 1 912. 2 1 046. 1 731. 8 905. 9 24. 5 30. 3 238. 4 1882. 2 440. 1 546. 7 464. 2 301. 3 90. 6 302. 0 154. 9 413. 7 5 122. 2 1 846. 2 1 045. 1 7 05. 3 1 05. 3	L L L L L L L L L L
\$ 7 894 4 \$48 5 7 238 5 15 190 12 310 15 290 2 5 260 3 2 310 6 2 \$60 4 278 3 15 190 15 280 3 15 190 15 280 3 15 190 15 190 1 2 860 4 278 5 6 \$592 6 \$592 6 \$592 6 \$592 6 \$592 6 \$592 6 \$592 6 \$592 6 \$592 6 \$592 6 \$592 6 \$592	3.973 1.552 9.954 7 7.042 0.954 1.552 7 1.552 7 1.552 7 1.552	61 58 61 69 2 2 61 369 119 61 123 6 20 58 145	31. 347 18. 437 11. 937 15. 935 12. 236 15. 109 0. 487 0. 646 15. 818 2. 236 4. 534 6. 627 23. 715 15. 939 2. 843 2. 858 30. 274 18. 937 19. 575 15. 939 11. 302 15. 413	1 912 2 1 046 1 731,8 905.9 24.5 30.2 10.3 238.4 1882.2 446.3 546.7 484.2 301.3 59.6 392.6 154.9 413.7 5 172.2	
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JAPAN INTERNATIONAL COOPERATION AGENCY

(11CA)

(11CA)

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

TITLE: R/A-8, AL KHABURAH RE-BAR ARRANGEMENT (14)

PACIFIC CONSULTANTS INTERNATIONAL

PACIFIC CONSULTANTS INTERNATIONAL

DATE

DATE

DATE

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3	0 16	6 174	1. \$52	6 1	9, 576	514.1	
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£ 1	D 16	4 160	1, 552	110	6, 456	710.3	
2	D 13	1 660	0. 334	61	1, 650	100.7	-
3	D 16	2 460	1. 552	110	3.111	429. Q	L
4	D 13	3 730	0.354	61	3.111	195. 5	
\$		15 190	, -	10	15.093	151.0	
6		15 190	,	5	15.039	15.5	
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7		540 610	, ,	310	0.606	117.5	
		4 119	1.551	110	6.371	181.7	
<u>. F l</u>	0 16	1 710	0.534	61	1,710	104.3	
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3	·	3 460	1, \$52 0, 334	£1	3, 211	155.9	
4		3 230	9.334	11	3. 741	37, 4	
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6-1	1	9 800	 	5	3. 177	18. 9	
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7-1		3 800		15	3, 111	59. 4	
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2	•	4 800	•	58	12, 151	705.7	
3	D 16	6 174	1. \$52	-	9.576	584. 1	
4	9 13	15 199	8.591	4f	15.059	654. 6	
5	•	B 300	1	2	1, 250	16.5	
ş		15 200		1	15, 103	30. 1	
7		500	•	51	0.497	30, 3	
8		\$70	•	251	0.561	142.3	
FI	DIS	4 160	1. 552	110	6, 456	710.2	1
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1	D 13	3 230	D. 994	61	3. 111	195. 9	
5	•	15 190	•	10	15. 099	151.0	
1	•	15 190	•	5	15. 039	15. \$	
7		15 19Å	•	16	15. 459	2(), F	
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JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
(JICA)	PROJECT :	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
LICA STUDY TEAN	TITLE :	R/A-8, AL KHABURAH RE-BAR ARRANGEMENT (15)
PACIFIC CONSULTANTS INTERNATIONAL FLYCHAMA CONSULTANTS INTERNATIONAL	DATE	DWG NO. W - 36

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1 1	0 13 }	\$ 850 3 450	2. 135	58	7, 7(1	447.1	
-;	9 13	5 749	4. 994	11	5. 786	74 J. L]
4	•	15 150		40	15. 099	€ 84. B	
5		9 176		- 4	9, 111 15, 105	39. 2 10. 2	
- 6		15 100		11	9. 437	34.3	
	<u>-</u> -	570		236	9, 567	133.1	
F 3	D 16	3 720	1, \$51	113	5, 173	\$17.8	
_ 1	D 13	1 414	0. 994	61	1, 402 3, 508	15.5 417.5	
3	D 16	2 268	1.552 8.334	115	2, 714	165.6	
- 3	''	(5 190	•	3	15. 093	135. \$	
6	•	15 190	,	4	15.099	69.4	
7		15 190		12	15.099	101. 2 82. 4	Ü
8	-:-	2 369		29 87	1.843	247. 3	Ü
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3	0 13	5 34B	9. 534	11	5. 301	323.1	<u> </u>
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4		E\$ 130	,	31	15. 859	513.4	
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6		15 190		40	15. Q 59	504.0	
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				11	1, 714	165.6	
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5	•	15 190		3	15, 633	135.3	
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9		2 169	•	17	1, 843	147, 3	0
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ı		540		221	9. 537	118.7	<u> </u>
	D 15	3 740	1. \$51	115	5, 804	650.7	
3	9 13	1 330	0. 351	6i	1. 372	83. 3	<u></u>
3	D 16	2 260	1. 551	119	3. 508	417. 5	<u>L</u>
4	0 13	2 736	9. 994	- 51	2. 716	165. 6	
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SAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

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PACIFIC CONSULTANIS INTERNATIONAL
FERLYANA CONSULTANIS INTERNATIONAL
DATE

CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
DATE DATE DATE OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

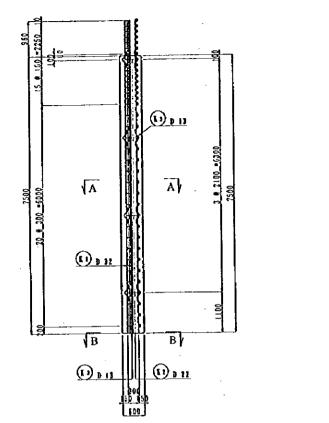
PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

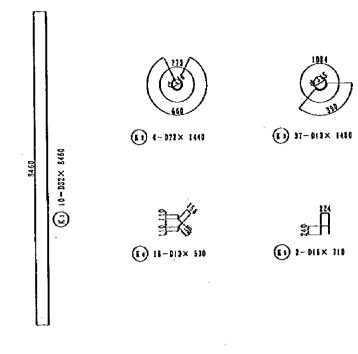
TITLE: R/A-8, AL KHABURAH RE-BAR ARRANGEMENT (16)

DATE

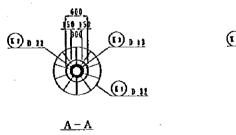
DATE

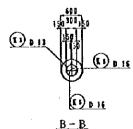
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3	D 13	1 (10	0.994	37	1.471	54.4	
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IAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

TITLE: R/A-8, AL KHABURAH RE-BAR ARRANGEMENT (17)

PACIFIC CONSULTANTS INTERNATIONAL

FUNDAMAN CONSULTANTS INTERNATIONAL

DATE

DATE

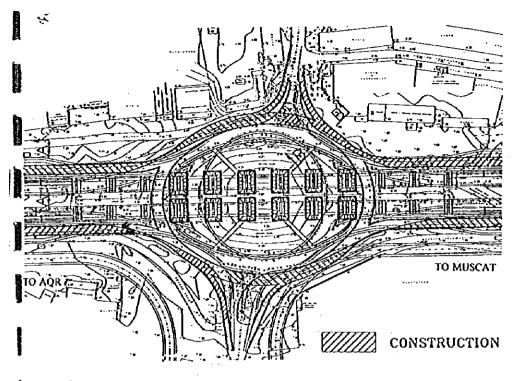
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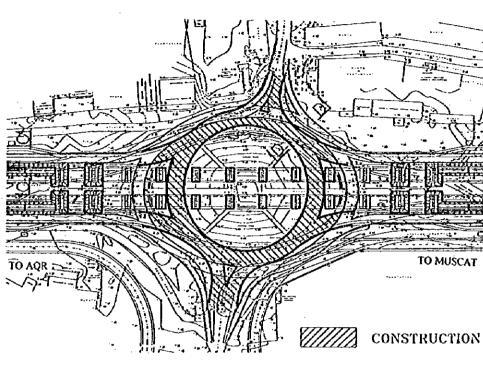
TEMPORARY WORKS

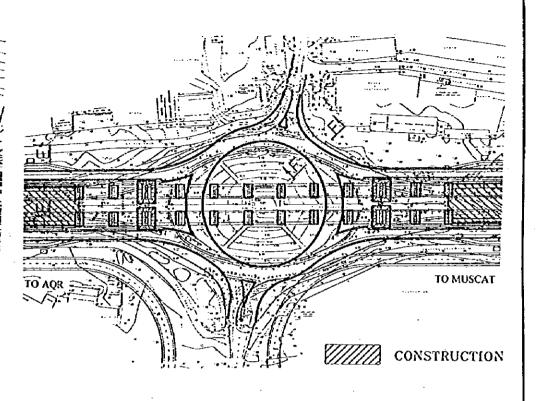
FIRST CONSTRUCTION STAGE

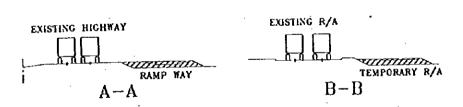
SECOND CONSTRUCTION STAGE

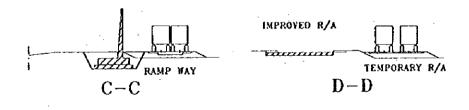
THIRD CONSTRUCTION STAGE

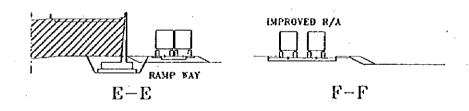












The traffic on the existing highway

Construction of ramp way (For temporary road)

Construction of temporary R/A

Construction of substructure (Internal area of existing R/A)

The traffic detour to ramp way and temporary road

Construction of substructure (External area of temporary R/A)
Construction of retaining wall
Construction for R/A improvement

The traffic detour to improved R/A

Construction of substructure (External area of improved R/A) Embankment for retaining wall section

NOTES:

JAPAN INTERNATIONAL COOPERATION AGENCY
(JICA)
JICA STUDY TEAM
PACIFIC CONSULTANTS INTERNATIONAL

FUKUYAMA CONSULTANTS INTERNATIONAL

CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINALI HIGHWAY

TITLE SEQUENCE OF ALKHABURAH F/O CONSTRUCTION

DATE

DWGNO. T-1