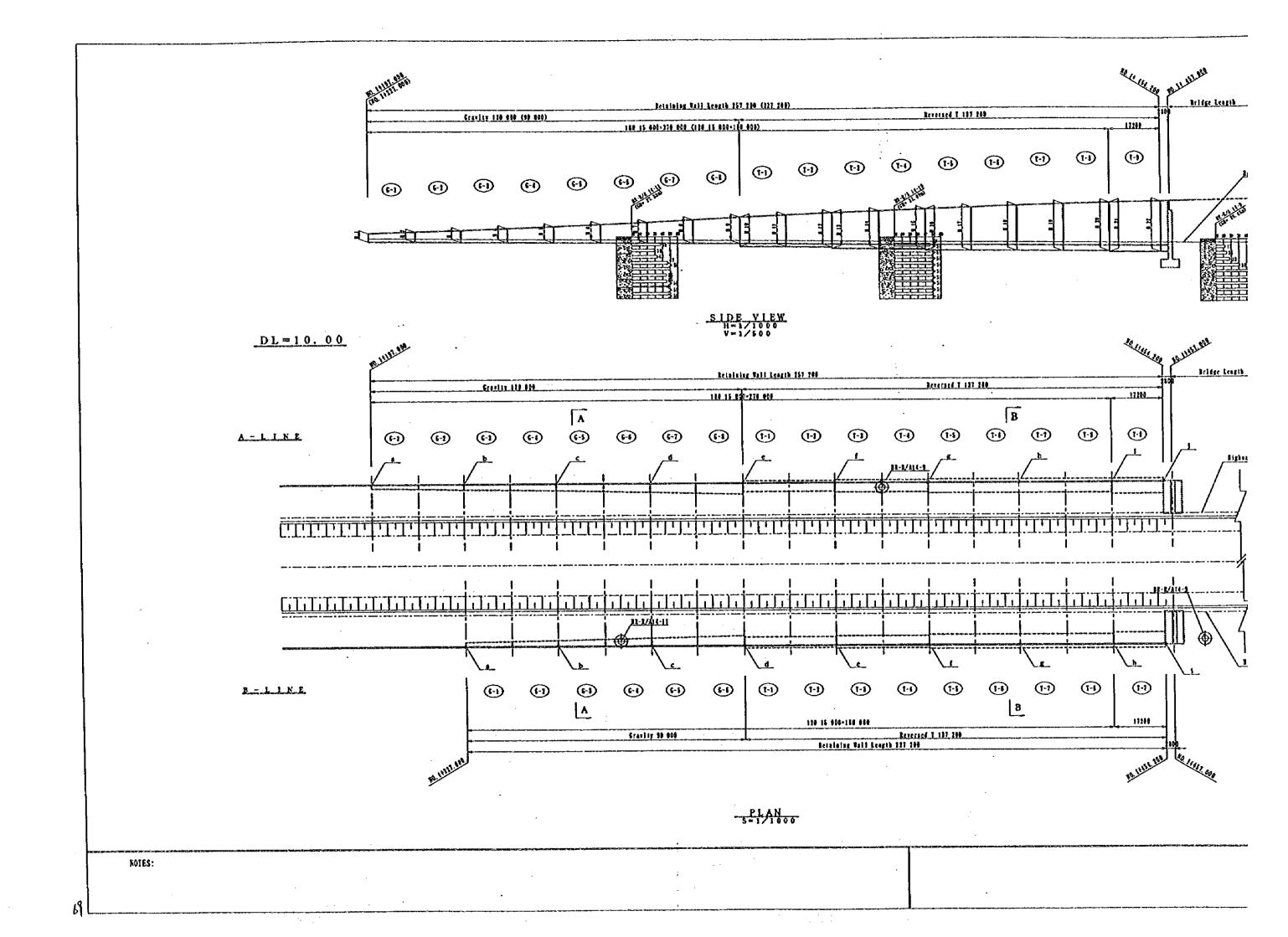
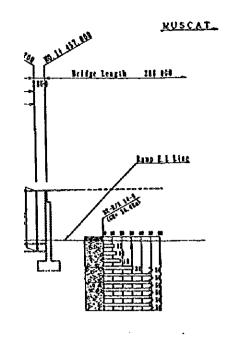
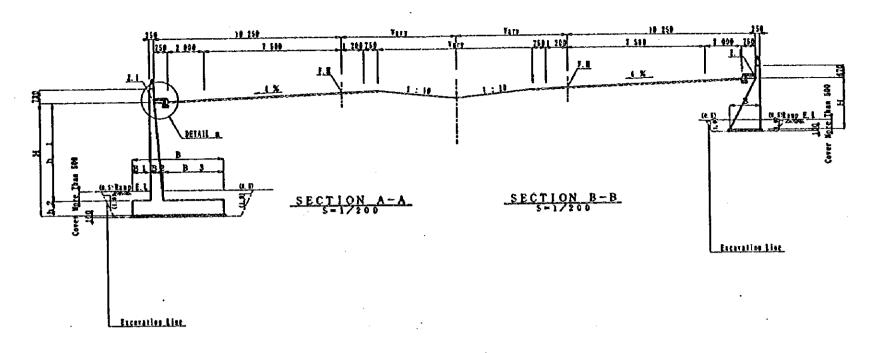
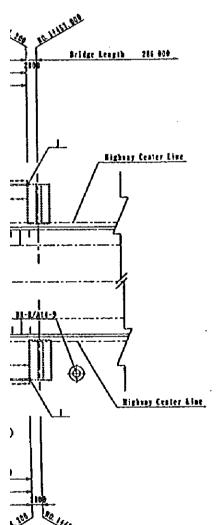
STRUCTURE -RETAINING WALL

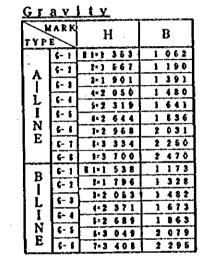


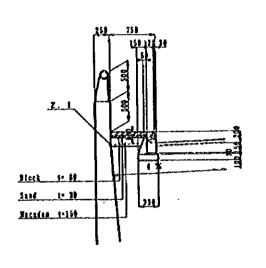






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DETAIL a

JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT: WINISTRY OF CONNU	INICATIONS, DIRECTORATE GENERAL OF ROADS
(JICA)	PROJECT: D/O ON ROAD DEVEL	OPMENT PROJECT ON BATINAH HIGHTAY
JICA STUDI TEAN		QABAIL GENERAL VIEW FOR WALL (1)-1
PACIFIC CONSULTANTS INTERNATIONAL	DATE	DYG NO. W-1

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E	+ 460342.38251	+ 460356.93974	+ 460372.16181	+ 460388.03879		7 460421. 713.2	21 071	31.658	32.161	32.581	32.813
2	27.736	28.053	28.481	29.019					+2701347 37027		
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F	+ 460346.24864	+ 460362.30342	+ 460378.98126	+ 460396. 27190	+ 460414. 16473	+ 460432.64875	+ 460451.71263	+ 4504/1.54404			
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JAPAN INTERNATIONAL COOPERATION AGENCY

(11CA)

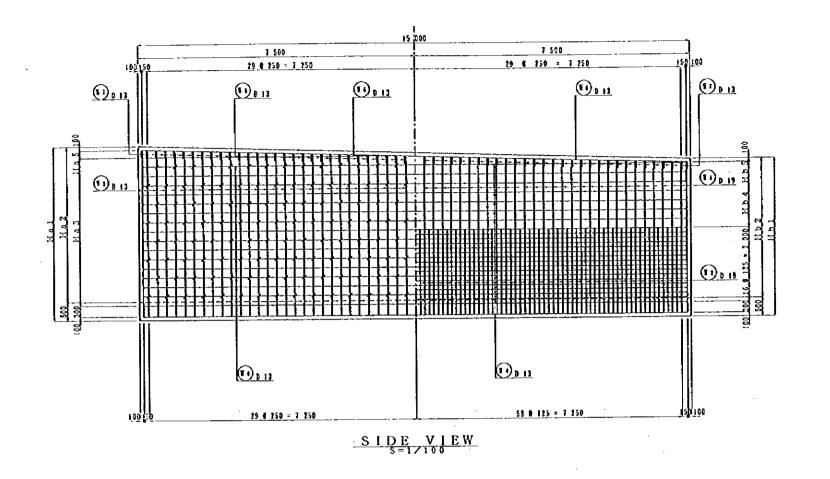
PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

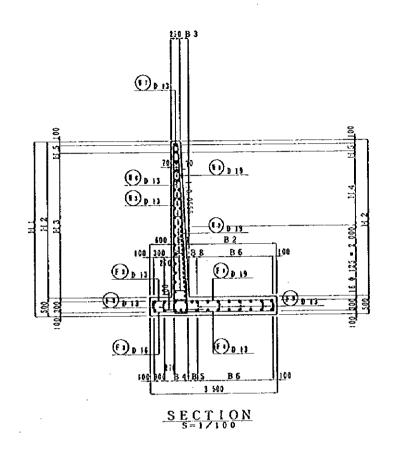
PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

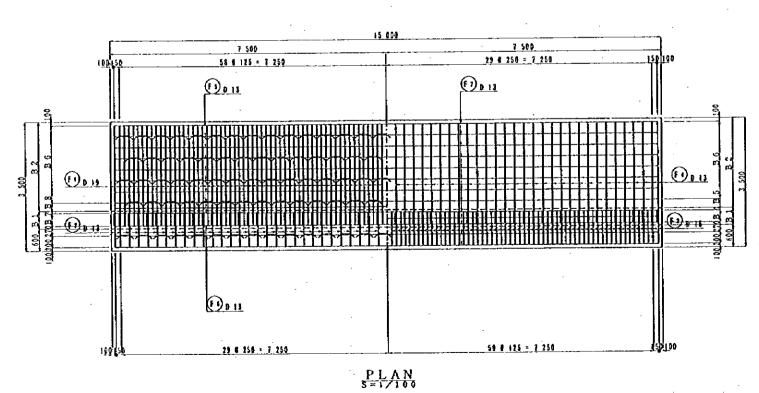
ITTLE: R/A-14, PALAJ AL QABAIL GENERAL VIEW FOR WALL (1)-2

PACIFIC CONSULTANTS INTERNATIONAL DATE

DWG NO.W-2

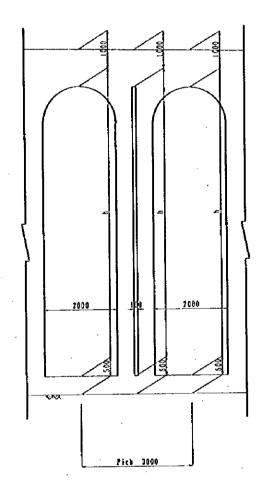






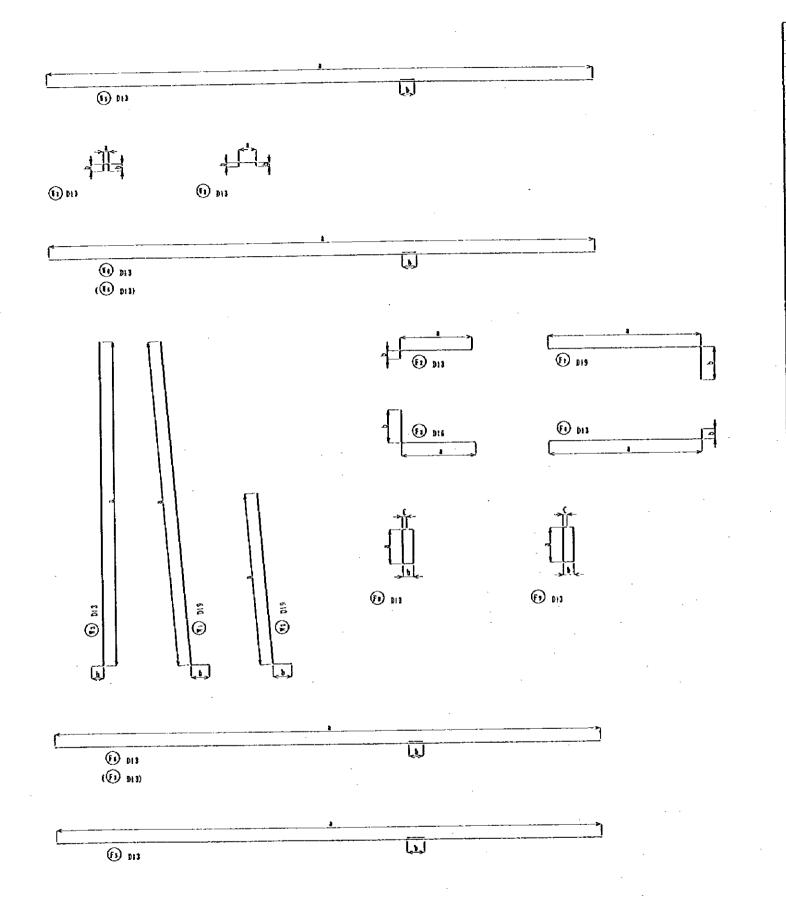
JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
(JICA)	PROJECT :	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
JICA STUDY TEAM	TITLE :	R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (1)
PACIFIC CONSULTANTS INTERNATIONAL FURLYAMA CONSULTANTS INTERNATIONAL	DATE	DEC NO.W-3

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١		11 c 2	4 1 1 4	11 Б 2	3 7 5 9	Ha2	3 7 5 9	H b 2	3 3 9 4	
	Α	Ha3	168250	Н Ь З	158250	НаЗ	140250	H b 3	130250	
١	1	Ha4	8 0 2 5 0 = 2 0 0 0	НЪ4	78250 = 1750	Ha4	60250 = 1500	Н Ъ 4	5@250 = 1 250	
-	Ì	Ha5	114	Н ъ 5	9	На5	20129. 5 = 259	нь 5	144	
١	L	Ba1	5 3 9	B b 1	4 5 9	Bal	459	8 b 1	4 3 9	
١	I	Ba2	2 361	В в 2	2 4 4 1	B a 2	2 4 4 1	8 b 2	2 4 5 1	
١	N	Ва 3	289	въз	209	Ba3	209	B b 3	189	
١	Е	Ba4	20210.5	B b 4	20170.5 = 341	8 a 4	20170.5 = 341	B b 4	20160.5 = 321	
١		Ba5	20104.5 = 209	B b 5	20144.5 = 289	B a 5	2 0 1 4 4 . 5 = 2 8 9	B 6 5	20154.5	
١		B a 6	7 G 3 O O = 2 1 O O	В Б 6	7 @ 3 0 0 = 2 1 0 0	Ваб	79300 = 2100	вь 6	70300 = 2100	
-		B a 7	404	8 b 7	3 2 4	B a 7	3 2 4	Вь7	3 0 4	
İ		Ва8	20113 = 226	в ь 8	20153 = 306	Ва8	20153	Вь8	20163 = 326	
Ì			(T-	1))		<u> </u>	€-	12)	,	
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	١	11 a 4	70250	H b 4	$ \begin{array}{r} 16250 \\ = 1750 \end{array} $	Ha4	7 @ 2 \$ 0	НЬ4	= 1 500	
1	l.	Наэ́	20133.5 = 257	H b 5	1 5 9	11 a 5	159	Hb5		
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į	1	B a 2	2 4 2 7	B b 2	2 4 3 3	Ba2	2 4 3 3	В 6 2	{	
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	Ε	Ba4	= 355	004	= 343	Ва4	= 349 26140.5	504	= 334	
		Ba5	20137.5	B b 5	= 201	Ba 5	= 281 79300	B 0 3	= 296 20300	
		B a 6	7 @ 3 0 0 = 2 1 0 0	856	7 2 3 0 0 = 2 1 0 0	Ваб	= 2 100	В ъ 6	= 2 100	
		Ba7	1	В ъ 7		Ba?	20149 0	Bb7	20156 5	
	L	Ba8	20146.0 = 292	B b 8	20149.0	Вав	= 298	ВЪВ	= 313	



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

JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
(IICA)		D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
JICA ŠTEDY TEAN		R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (2)
PACIFIC CONSULTANTS INTERNATIONAL FLAUYANA CONSULTANTS INTERNATIONAL	DATE	DVG NO. W-4



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	÷	-,-	470	344~143	111			
F	•	D 15	3 260	2 952	360			
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T 2								
ì	÷	D 13	£ 680	4 758~4 423	785			
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		1	8 680	8 880				
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_	- <u>*</u>	 	500	110	195			
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EIN)	5 (11)	FENCIR	,	Ъ	c
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<u> </u>		4 350	4 222~2 834	285	
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	D 13	15 190	14 800	390	
\$		7 470	7 463		
- 1	<u> </u>	15 200	14 806	330	
1		500	110	195	
8	-	500	352~185	111	
1	D 19	3 460	1 394	1 156	
2	D 13	1 680	2 476	195	
3	D 16	2 600	1 450	1 150	
7		1 53€	2 330	195	
5	D 13	15 190	14 890	390	
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*			331	769	131
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1	D 13	4 670	4 548~4 122	185	<u> </u>
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. 3		4 679	4 541~4 215	285	
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6	•	15 200	14 806	330	
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-		508	369~176	111	
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-;	D 13) 110	907	195	
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JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

(JICA)

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

JICA SILDY TEAN

PACIFIC CONSULTANIS INTERNATIONAL

FERLYAMA CONSULTANIS INTERNATIONAL

DATE

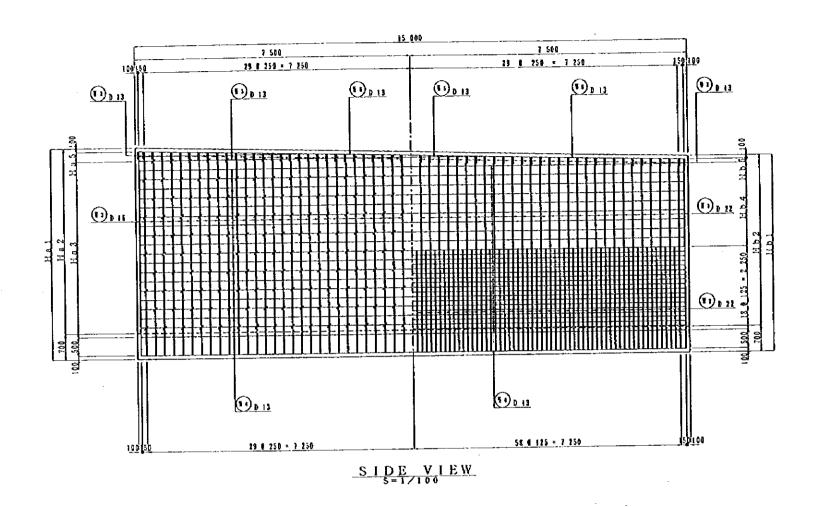
CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

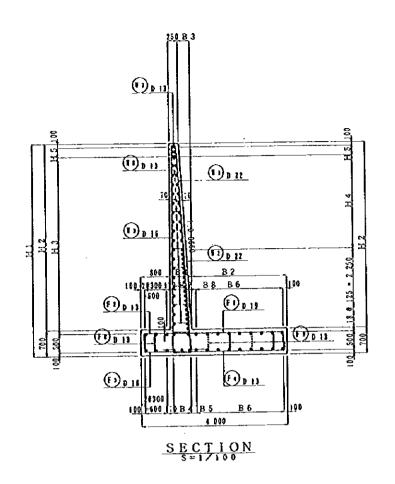
PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

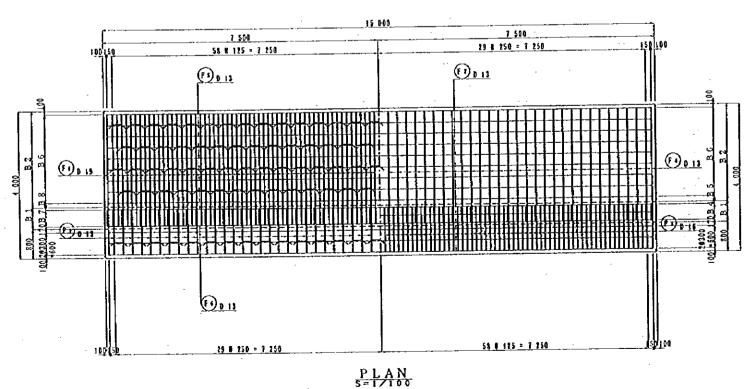
TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (3)

DATE

DATE







SOTES:

JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

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

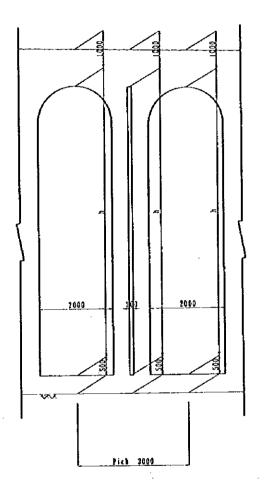
JICA SILDY TEAN
PACIFIC CONSULTANTS INTERNATIONAL
FIRMLYANA CONSULTANTS INTERNATIONAL
DATE

DATE

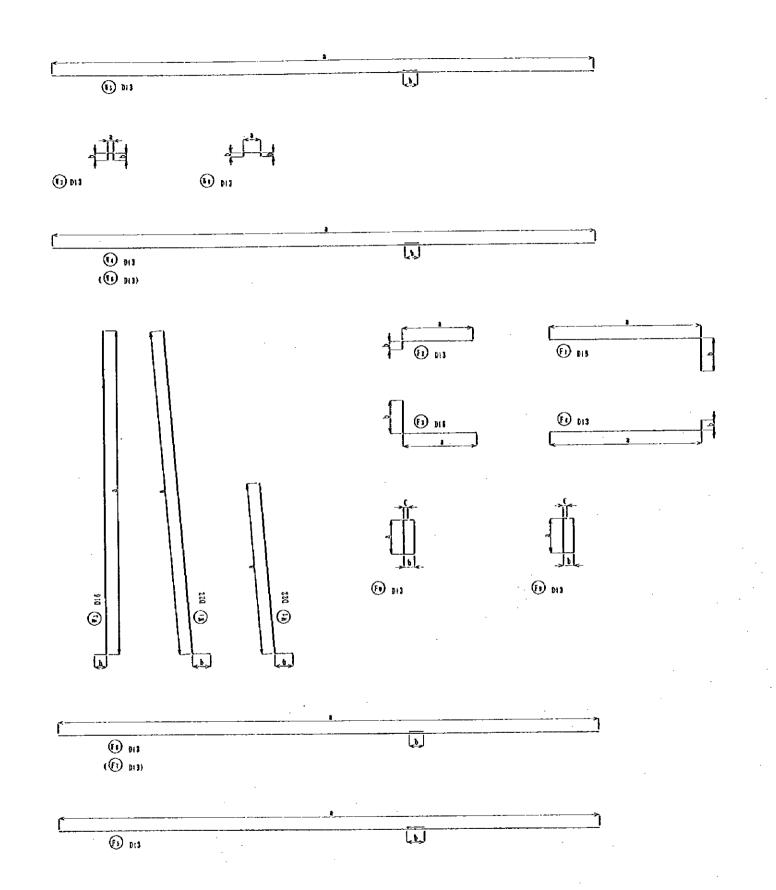
DATE

DATE

		(T-	3)		(1-4)				
		a - a	<u> </u>	b - b		a – a		b - b	
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I	Ba2	2 6 5 6	B b 2	2 6 3 7	Ba 2	2 6 3 7	B b 2	2 6 1 7	
N	ВаЗ	294	ВЬЗ	3 1 3	ВаЗ	3 1 3	B b 3	3 3 3	
E	Ba4	20221.5	B b 4	20231.0	8 a 4	2 0 2 3 1 . 0	Въ4	20241.0 = 482	
ב	Ba 5	187	8 b 5	168	B a 5	168	В Б 5	148	
	Ba6	80300 = 2400	Б ь б	8 0 3 0 0 = 2 4 0 0	Ваб	8 2 3 0 0 = 2 4 0 0	В Ъ 6	86300 = 2400_	
	Ba?	410	В b 7	429	Ba7	4 2 9	В Б 7	449	
	Ba8	220	B 6 8	2 0 1	B a 8	201	B b 8	181	
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	11 a 2	4 5 2 8	нь2	4 8 1 4	Ha 2	4 8 1 4	НЬ2	5 0 6 0	
В	Ha 3	189250	Ньз	186250	Ha 3	$190250 \\ = 4750$	ньз	= 4 13V	
1	Ha4	90250	H b 4	9 @ 2 5 0 = 2 2 5 0	Ha4	100250 = 2500	H b 4	100250	
ı	H a 5		ньѕ	2 8 1 5 7 = 3 1 4	11 a 5	6 4	н ъ 5	20155 = 310	
	Bal	5 4 9	Въз	5 6 8	Bai	568	Вьз	584	
1	B a 2	2 6 5 1	В Ь 2	2 6 3 2	Ba2	2 6 3 2	Вь2	2 6 1 6	
N	ВвЗ	299	B b 3	3 1 8	ВаЗ	3 1 8	вьз		
E	Ba 4	2 @ 2 2 4 . 0 = 4 4 8	B b 4	20233.5 = 467	Ва 4	20233.5 = 467	B b 4	20241.5 = 483	
˜	Ba 5		B b 5	163	Ва5	<u> </u>	В b 5		
	Bat	8 2 3 0 0	Вьб	8 0 3 0 0 = 2 4 0 0	Ba 6	80300 = 2400	B b 6	8 @ 3 0 0 = 2 4 0 0	
	Bai		В Б 7		8 a 7	434	8 b 7	450	
	Ва	2 1 5	868	196	Ba8	196	вь 8	180	



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

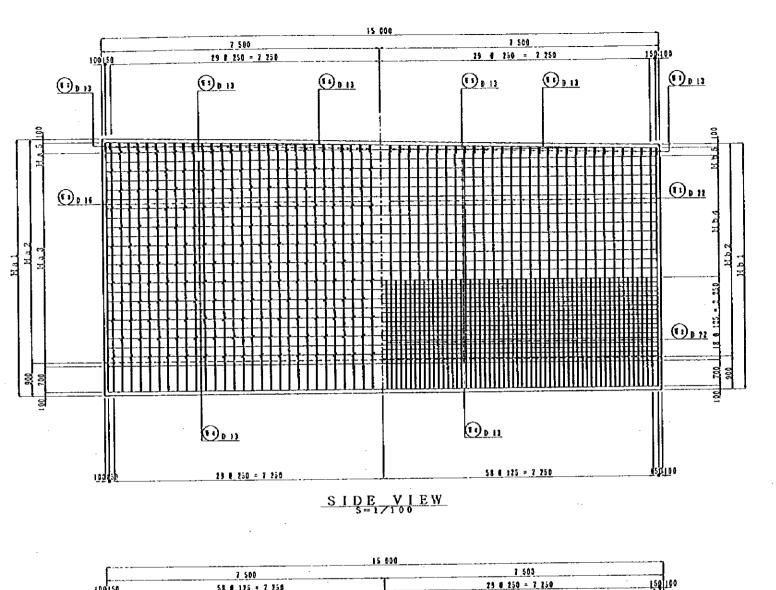


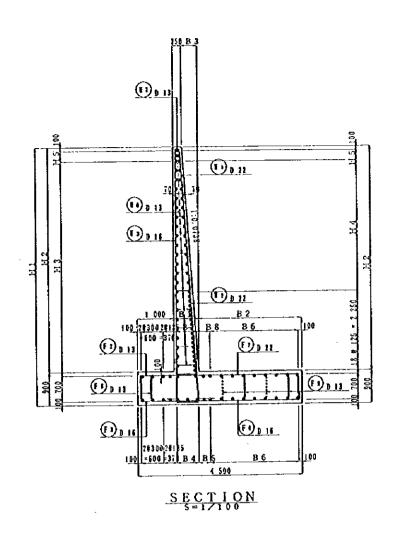
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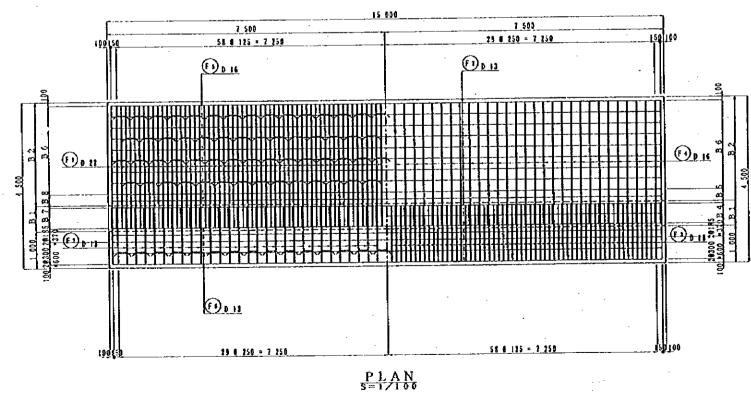
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	5	•	12 730	12 333	398	
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	7		500	110	195	
	ı	,	520	445~148	111	
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	2	D 13	1 380	1 184	195	
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	ŧ		15 130	14 500	190	
	7		15 158	14 800	390	
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	9	•	1 560	529	279	111
ī	1	D 22	5 740	S 550~5 256	330	<u></u> -
•	i	9 11	3 090	1 756	330	
	3	D 16	5 610	\$ 538~5 245	240	
	÷	D 13	15 190	14 800	390	
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5		1 130	8 124		
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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
JICA SILDY TEAN	TITLE :	R/A-14, FALAS AL QABAIL RE-BAR ARRANGEMENT (6)
PACIFIC CONSULTANTS INTERNATIONAL FUREYAMA CONSULTANTS INTERNATIONAL	DATE	DWG NO.W-8



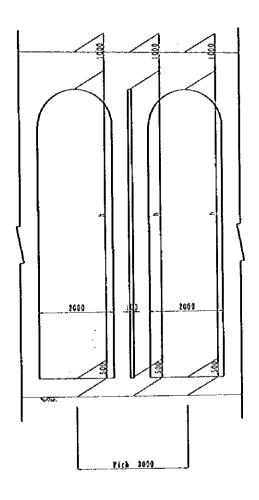




JAPAN INTERNATIONAL COOPERATION AGENCY

(J1CA)

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A	Ha3	200250	11 b 3	200250	Ha3	210250	нь з	210250 = 5 250	На 3	220250 = 5 500	II b 3	2 2 0 2 5 0 = 5 5 0 0	На3	22@250 = 5 500	нь з	= 5 7 5 0 1 4 @ 2 5 0
١,	lla 4	11@250 = 2750	НЪ4	116250 = 2750	II a 4	1 2 @ 2 5 0 = 3 0 0 0	Нъ4	128250	Ha4	$\begin{array}{r} 13@250 \\ = 3.250 \end{array}$	H b 4	130250	Ha4	139250 = 3 250	Н Ь 4	= 3 5 0 0
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L	Bal	6 2 2	B b 1	690	Bal	690	Bbl	659	Bal	659	въз	674	Bal	674	B b 1	690
I	B a 2	2 8 7 8	B b 2	2860	Ba2	2860	Въ2	2 8 4 1	Ba2	2 8 4 1	B b 2	2 8 2 6	B a 2	2 8 2 6	Bb2	2 8 1 0
N	B a 3	372	8 b 3	390	B a 3	390	B b 3	409	ВаЗ	409	въз	4 2 4	Ba3	424	B b 3	440
E	Ba 4	20270.5 = 541	B b 4	20279.5	Ba4	20279.5	Bb4	20289.0 = 578	8 a 4	20289.0 = 578	B b 4	20296.5 $= 593$	Ba4	20296.5	B b 4	= 609 20160.5
"	Ba 5	20194.5	B b 5	20185.5	Ba5	20185.5 = 371	8 b 5	26176.0 = 352	Ва 5	2@176.0 = 352	B b 5	20176.0 $= 352$	Ba5	20176.0	В ъ 5	= 321 80300
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L	Bal	623	Вьі	642	Bal	6 4 2	8 b 1	6 5 7	Ba 1	657	В Ъ 1	672	l		<u> </u>	
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N	Ba	373	Въз	3 9 2	Ba3	392	B b 3	I	B a 3	·	В Ь 3		<u> </u>	<u> </u>	<u> </u>	
l E	Ва	20271.0	B b 4	2 @ 2 8 0 . 5 = 5 6 1	Bas	2 @ 2 8 0. 5 = 5 6 1	B b 4	20288.0 = 576	Ba 4		В Ь 4	20295.5 $= 591$	<u> </u>	<u> </u>		
`	Ba	20194 0	B b 5	20194 5	B a 5	20184.5 = 369	Въ	= 334	Ba 5		B b 5	<u>i</u>	.l			
	Ва	90300	8 b 6	80300	Ваб	80300 = 2400	В ъ 6	8@300 = 2 400	Ba6	8 @ 3 0 0 = 2 4 0 0	Въб	8 Ø 3 0 0 = 2 4 0 0		<u> </u>	ļ	· · · · · · · · · · · · · · · · · · ·
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Slit Shape in Front of Vail (Thickness (=30 ma)

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-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (8)

PACIFIC CONSULTANTS INTERNATIONAL DATE

DATE

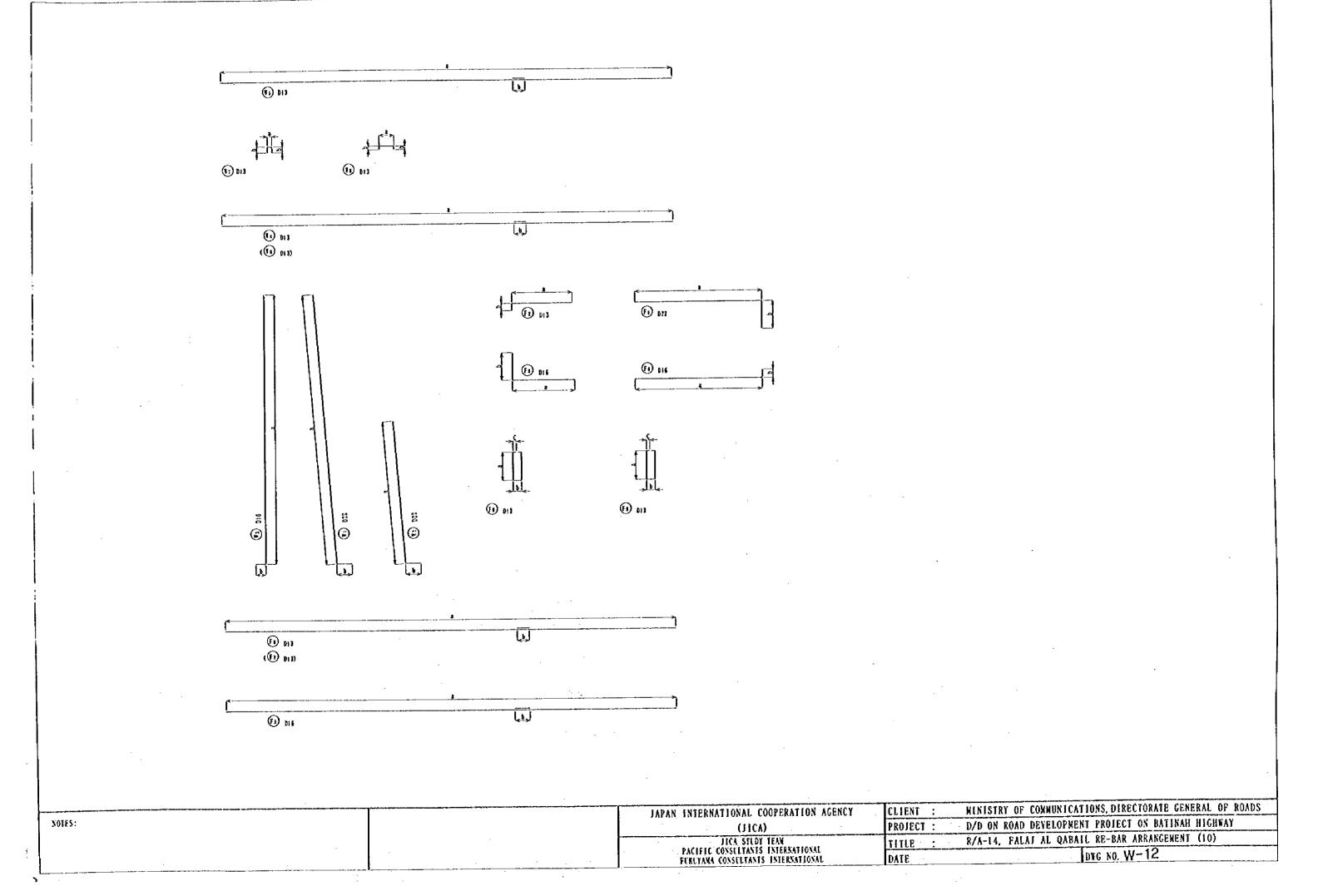
DATE

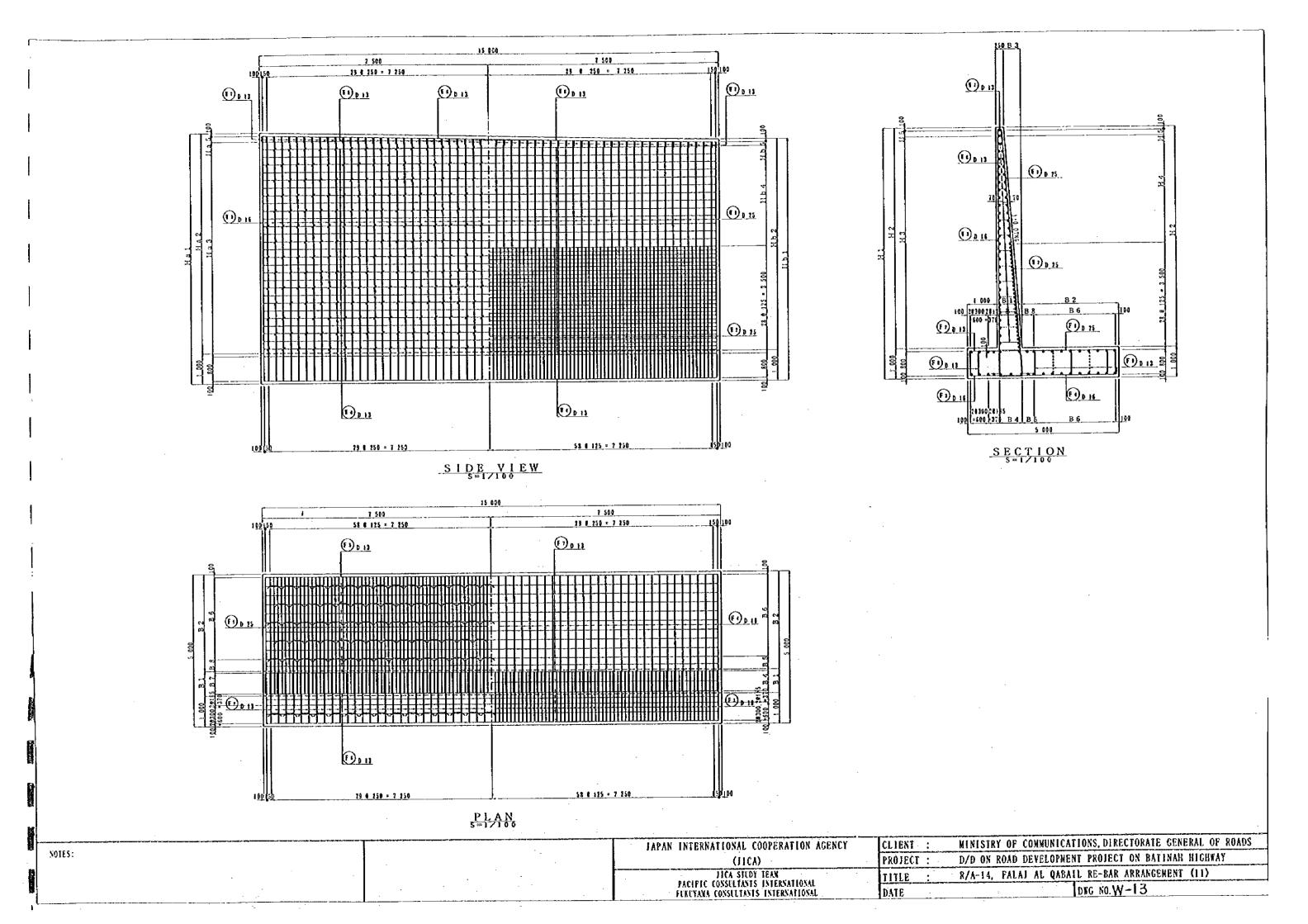
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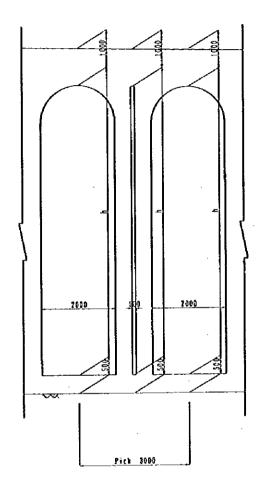
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JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT: WINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS	_
(JICA)	PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY	_]
JICA STUDY TEAN	TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (9)	
PACIFIC CONSULTANTS INTERNATIONAL FULLYMAL CONSULTANTS INTERNATIONAL	DATE DEC NO. W - 11	



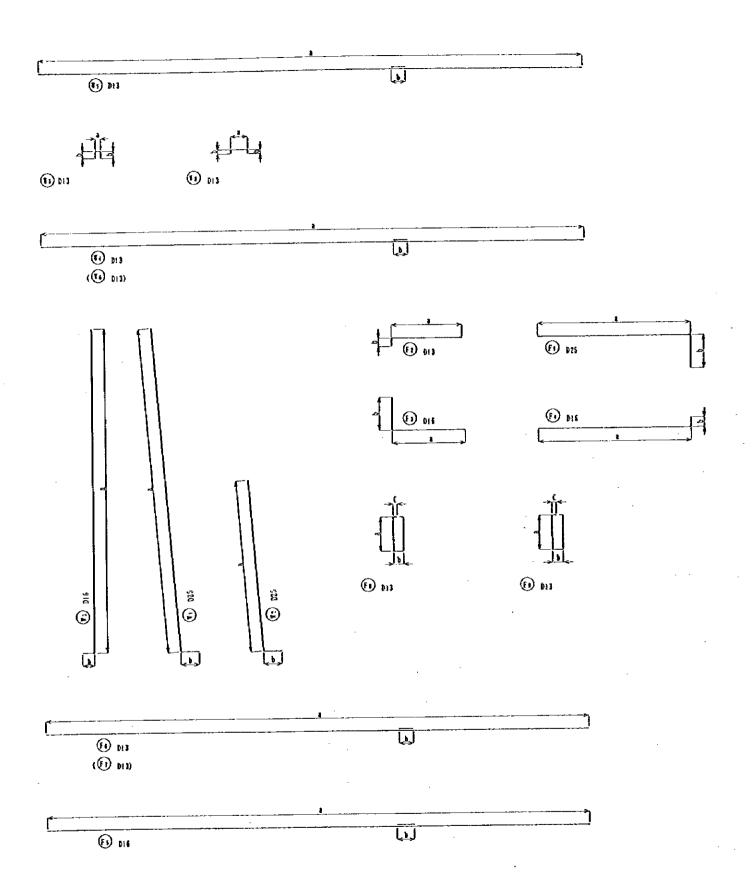


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Slit Shape in Front of Wall (Thickness 1=30 mm)

(JICA) PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY JICA SILOT TEAN TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (12)	٦	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS	
PACIFIC CONSULTANTS INTERNATIONAL TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (12)	1		PROJECT :	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY	
PACIFIC CONSULTANTS INTERNATIONAL	ļ				
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JAPAN INTERNATIONAL COOPERATION AGENCY		MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
(JICA)		D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
JICA STUDY TEAN	TITLE :	R/A-14. FALAJ AL QABAIL RE-BAR ARRANGEMENT (13)
PACIFIC CONSULTANTS INTERNATIONAL FUNUAMA CONSULTANTS INTERNATIONAL	DATE	DWG NO.W-15

A-LINE SELS O (ma) LENGTH SOBINAL SLUB U DEICHT BEHARKS T 1 D 19 4 S40 2. 235 51 58 5. 785 335. 8 1 590 4 548 £ | 3, 6 15.099 573. 8 15 190 D. 394 33 5 110 5. 073 10. 2 15. 163 30. 2 15 200 500 0. 497 30.3 271 0. 167 103. 2 479 61. 0 —) 67. 3 — F 1 D 18 3 160 2, 135 113 7. 116 61 1. 103 i i10 0.554 2 D 13 3 D 16 1 210 1.552 115 1.927 236.5 L_ 4, 603 281. t 2 914 15 198 0. 994 15.099 151.4 \$ D 13 45. 3 15 190 15.099 15 150 15.099 211.4 25 33, 4 Õ 1. (51 1 160 1 160 1.153 133, 7 4 348. 2 4 880 2, 235 - 61 10.907 665. B 153. 0 2 590 58 6. 027 10. 184 663. 5 4 B 13 15 190 D. 334 15. 695 E04. 0 40 17.7 2. B27 8 150 15 200 15. 105 30. 3 0. 437 500 3 120 2. 235 119 0. 537 118. 7 856. 4 7.197 2 D 13 1 150 0. 994 1 280 1,552 115 1, 517 235.5 ... 3 D 18 265. 3 3 010 4. 683 15 190 0.994 15.099 151.0 10 15.093 45. 3 15 (90 14 15.093 311.4 33. 4 U 1. 153 29 1 160 1 160 1. 153 | 133. 7 | U 4 566.4 D 19 4 979.4 D 16 1 040. 0 D 13 2 835, 2 TOTAL BEIGHT \$ 854.6

REAN NO.	\$ (88)	LENGIA (en)	RENGET	NUB	TELCHT	161681	STAFKEE
11	D 15	4 350	2. 235	61	9. 122	593. 0	1
1 1 2	0 (3	2 550	2. 200	51	5. 789	135. 1	
3		4 340	•	61	5. 106	\$\$1. 7	
4	D 13	15 190	0.954	36	15.035	543. 6	
5	•	3 470		2	7, 425	14. 5 30. 7	
	•	15 200 500	•	51	15. I D9 0. 497	30. 3	
8	•	500		132	0. 497	\$5. 4	
FÍ	D 19	3 280	2. 235	113	7. 331	178. 3	
1	D 12	(630	0. 994	61	1.083	66. 1	<u></u>
3	D 15	1 280	1. 552	115). 911	236. 5	<u> </u>
		2 170		61	4. 609	281.1	
- 5	D 13	15 190	0.994	10	15. 099 15. 099	151.0 45.3	
- 6		15 190 15 198		1 10	15. 699	111. 6	
		1 160	•	25	1.153	33. 4	O
9	•	1 160		116	1.153	133.7	0
						4 265, 7	
							
11	h 10	1 272	2. 135	61	10.437	635, 7	l i
7 1	D 19	4 670 2 590	1. 1.65	- 58	5. 789	335. 8	1
3	 	4 670		61	10.437	638. 7	1
4	D 13	15 150	0.554	38	15.099	571.8	
5	•	11 340	•	2	11. 272	22. 5	
- 1		15 200	•	1	15, 105	30. 2	
7	-	500		221	0.497	30.3 105.8	-
F I	D 19	3 268	2. 235	113	7. 186	167.0	
2	D 13	1 110	0. 994	117	1.102	67. 3	
3	D 16	1 280	1.552	115	1. 517	236. \$	<u> </u>
4	•	2 970	•	61	4, 603	281. 1	
5	D 13	15 190	D. 994	10	15.099	151. 0	
- 6	-	15 190	'	14	15. 099 15. 099	45. 3	
1	-	1 165	 	23	1. 153	33. 4	0
,	.	1 160		116	1, 153	133. 7	Ü
	·					4 497. 5	
				·		<u> </u>	
13		T		1	11 125	670. 3	Ιī
1 1	D 15	2 590	3.042	61 58	11, 130 5, 789	135.1	1
3	-	4 970		61	13.108	677. 6	1 1
1	D 13	15 130	0. 994	38			
\$	•	7 170		2	· · · · · · · · · · · · · · · · · · ·	14. 3	
- 1		15 200		7		30. 2	
	<u> </u>	500 520		221		30. 3	
B F I	7 D 19	3 254		119	+	861.4	4
1		 -	·	51	1	67. 5	
3	0 16	1 280	1, 551	113	1. 987	236. 5	
4	,	1 970	 	61	4. 609	+	
5	0 13	15 190		1		 	
	*	15 190		13	 	+	
7	1	15 150 1 160		123			
;	+	1 160		116		4	
Ľ	<u> </u>					4 479. 9	
					D 13		
ì			_ 		D 16		
	D 13 4 165. 6						
-							
		-		1	OTAL DESCRI	13 [45. 1	

JAPAN INTERNATIONAL COOPERATION AGENCY		MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
(FICA)		D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HICHWAY
JICA SILDY TEAN	TITLE :	R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (14)
PACIFIC CONSULTANTS INTERNATIONAL FUKUYANA CONSULTANTS INTERNATIONAL	DATE	DWG NO. W-16

REIN O (as) LENGTE KONTRAL NINE C TEIGHT REPARTS 16,548 1 009.4 8,400 545.2 8, 283 \$85. 6 4 D 13 13 199 0. 994 15. DS9 £64. 4 25. 3 11.654 12 730 15.109 15 200 30. 3 9. 497 0. \$1 T 520 981. 4 2. 235 115 8. 241 D 13 0.954 83. 7 2 9 13 1. 507 310.2 L... 3 9 16 3. 211 195.9 4 D 13 3 230 0. 394 151. D 15. 095 15 150 15. 095 69.4 () 15. 099 216.5 15 1 569 1.551 45. 0 1.551 179. 3 5 174. 2 3, 400 \$45. 2 3 890 2. 235 8.753 533. 9 5 440 1 D 13 15 190 0. 954 45 15.033 679.5 7. 236 7 280 15.109 39. 2 15 200 4. 497 30. 3 500 150.4 0.537 549 2. 235 916.0 3 600 1. 392 84. 9 0.994 5 400 3 0 16 1 689 1.551 2.607 319.2 185. 9 4 9 13 3 230 0. 994 3. 211 15 190 15 190 60.4 15.033 226. 5 15 150 15.095 Ü 1.551 1 560 173.5 U D 22 3 164.9 D 19 1 957.4 D 16 1 455.5 D 13 2 670. 1 TOTAL TEIGHT 10 453. 1

B - 1	LI	<u>I E</u>	ē				
IEIN NO.	∂ (28)	LESCIA (ma)	NOMINAL RELGET	SUB	E reicht	BEIGHT	REXARES
7.4					_		
TI	0 11	5 520	3.042	61	16. 792	1 024.3	t
1	,	3 690	•	58	9, 400	545. 1	l L
3	D 16	\$ 120	1.552	61	- 8,412	\$13.1	
	D 13	15 190	0.994	95	15. 039	673.5	
5	,	\$ 139	•	7	8. 081	16.2	
1		15 200	,	,	35. [93	30. 2	
7	•	500		61	0.437	30.3	
		530	,	251	0.517	132.3)
F 1	D 19	3 650	2.235	115	8. 215	\$78. L	
1	D 13	1 390	0.994	61	1.382	84.3	Γ-
3	D 16	1 650	1.551	113	2, 607	310.2	L_
	D 13	3 230	0.994	51	3. 211	195. 5	
5		15 190	,	10	15.009	151.0	
	,	15 190	,	4	15.099	60.4	
—		15 190		15	15.099	226.5	
1 3	-	1 560		13	1.551	45.0	Ų
- 3		1 560		116	1,551	179.9	Ü
		1	<u> </u>			5 203.1	
							
1							
3 5 8 L	D 12	5 780	3, 642	0	17, 513	1 072.6	l i
<u> </u>	,	3 090	2. 47.	51	9.400	545.2	i
1	D 16	5 630	1.552	11	8, 815	517. 1	
1	D 13	15 190	0. 994	1 17	15.059	189.7	
5	13	9 330	0.335	 `	9. 274	18.5	
	 	15 20D	 	 ;	15.109	36. 2	
-		500		61	0.497	30. 3	
1	- ; -	540	} ;	280	0.537	150.4	
++	D 19	3 660	2.235	119	8.160	973.4	
FI			0.534	1 11	1, 491	85. 5	
	D 13	1 116		113	7.507	310.1	
3	D 16	1 680	1.552	61	3. 211	195. 9	
-	D 13			1 1	15. 039	151.0	
\$		15 190	<u> </u>	1 4	15. 099	60.4	
	-	15 190			15. 093	176.5	<u> </u>
1 7	-	15 190	;-	15		45.0	0
	-	1 560		29	1. \$\$1	179.9	0
, ,	•	1 560		116	1.891	5 312.4	<u></u>
}			 		·	2 281. 4	
]							
—					D 22	3 187.3	
1				<u> </u>	D 15	1 352.2	
<u> </u>					D 15	1 671.2	—
 				·	D 13	3 714.8	
<u> </u>					n 13	2 114. 8	
ļ	<u>:</u>				0211 BC LCP*	16 635 6	
				ī.	TROTAL JASO	10 525.5	
ļ					····		
L							

A-LINE

NOTES:

REIN	A-LINE										
T D 22 G 214 D 3.042 G1 D 3.043 G1	RELS	δ (m)			NUMB	C BELGHT	TEIGET	REKARLS			
1											
2		D 22	6 214	3 842	61	18.891	1 152.4	ī			
3 D 16 6 110 1.552 61 3.483 578.5					58	10.008	580. 5	i			
## D 13		21 6		1.552	61	3, 413	5 î 8. S				
\$ " 8 \$20 " 4 8 .463 16.9					44	15. 099	139. 9				
15 200				,		8. 463	15. 9				
7		,		,	2	15. 103	10. 2				
## 1		- ;		,	61	0.497	30.3				
F D 22			588	•	135	8.577	170.2	-			
2 D 13 1 660 D. 934 61 1. 650 100.7	F	0 21		3, 042	119	12.776	1520.3	7			
D 16				D. 994	()	1.650	100.7				
4 " 2570 " 51 5.541 339.0			2 080	1.552	11)	3. 221	384. 1	L			
6 D 13 15 150 0.314 5 15.059 75.5 — 7 " 15 150 " 13 15.059 256.7 — 8 " 1 360 " 29 1.348 56.5 CJ 3 " 1 370 " 116 3.353 227.1 CJ ** ** 1 16 3.353 227.1 CJ * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *			3 570	,	63	5. \$41	339. B				
7		,	15 280	-		23.715	160.5				
#	•	D 13	15 190	0.534	5	15.099	75.5				
\$ " 1 176 " 116 1.358 227.1 13 14 15 15 17 15 17 18 18 18 18 18 18 18	7	,	15 190	,	13	15. 055	256. 7				
# 518.7 # 1 B 22 6 479 3.042 41 20.047 1 222.9 1 2	1	,	1 360	•	29	1. 518	56.5	Ü			
T \$ 1	3	,	1 176	,	116	1. 358	227. 3	L)			
II D 22 6 6 19 3.042 61 20.047 1 272.9 1 2 " 3 290 " 58 12.168 705.7 1 3 D 18 E 260 1.552 61 10.057 813.5 j 4 D 13 15 130 0.994 51 15.053 724.8 — 5 " 8 580 " 2 7.562 31.8 — 6 " 15 200 " 2 15.103 30.2 — 7 " 500 " 61 0.431 30.3 a 8 " 600 " 255 0.598 175.8 — F 1 D 22 4 180 3.042 115 12.716 1543.2 — 2 D 13 1 630 0.994 61 1.570 101.9 — 3 D 16 2 080 1.552 11				·			6 511.7				
II D 22 6 6 19 3.042 61 20.047 1 272.9 1 2 " 3 290 " 58 12.168 705.7 1 3 D 18 E 260 1.552 61 10.057 813.5 j 4 D 13 15 130 0.994 51 15.053 724.8 — 5 " 8 580 " 2 7.562 31.8 — 6 " 15 200 " 2 15.103 30.2 — 7 " 500 " 61 0.431 30.3 a 8 " 600 " 255 0.598 175.8 — F 1 D 22 4 180 3.042 115 12.716 1543.2 — 2 D 13 1 630 0.994 61 1.570 101.9 — 3 D 16 2 080 1.552 11					•						
2 " 3 290 " 58 12.188 705.7 1 3 D 18 8 260 1.552 61 19.657 613.5] 4 D 12 15 130 0.994 51 15.083 724.8 5 " 8 580 " 2 7.562 31.8 6 " 15 200 " 2 15.103 30.2 7 " 500 " 61 0.437 30.3 a 8 " 100 " 295 0.596 175.8 F 1 D 22 4 180 3.042 115 12.715 1513.2 2 D 13 1 680 0.954 61 1.670 101.9 3 D 16 2 303 1.552 119 3.218 344.1 4 " 3 510 " 61 5.541 238.0 5 " 15 260 " 14 23 715 260.9 4 D 13 15 190 0.994 5 15.093 75.5 6 D 13	1 1							-			
3 D 16	Τį	D 22	6 419	3.042	- 61	20,047	1 272.5				
4 B 12 15 130 0.994 51 15.053 724.8 — 5 7 8 580 7 2 7.562 31.8 — 6 7 15 200 7 2 15.103 30.2 — 7 7 500 7 61 0.491 30.3 a 8 7 100 7 295 0.594 175.8 — F 1 D 22 4 180 3.042 113 12.715 1513.2 — 2 D 13 1 650 0.934 61 1.670 101.9 — 3 D 16 2 080 1.552 119 3.288 384.1 L 4 7 3 579 7 61 5.541 230.0 — 5 2 15 260 7 31 23 715 260.9 — 6 D 13 15 190 0.994 5 15.093 75.5 — 7 15 190 7 17 15.093 256.7	2	,	3 299	•	58	12.168	705. J	1			
5 7 8 580 7 2 7,562 31.8	3	D 16	E 360	1.552	61	10.057	\$13.5	<u> </u>			
6	4	D 13	15 190	0.994	ŞI	15. 099	724. 8				
7	\$,	8 580	•	2	7. 562	31.8				
8 * \$6.6 * 295 0.596 \$175.8 * F 1 D 22 4 180 3.042 115 12.716 1513.2 * 2 D 13 1 680 0.954 61 1.670 101.9 * 3 D 16 2 010 1.552 119 3.218 384.1 * 4 * 3 570 * 61 5.541 231.0 * 5 * 15 260 * 11 22 715 260.9 * 6 D 13 15 190 0.934 5 15.935 75.5 * 7 * 15 190 * 17 15.933 75.5 * 8 * 1 560 * 29 1.948 56.5 \$ 9 * 1 970 * 116 1.958 227.1 \$	6	,	15 200	,	2	15, 103	30. 2				
F 1 D 22 4 180 3.042 115 12.715 1513.2	7	,	500	,	61	0.497	30. 3				
2 D 13 1 680 0.954 61 1.670 101.9 r- 3 D 16 2 080 1.552 119 3.218 384.1 L- 4 r 3 570 r 61 5.541 231.0 5 r 15 260 r 11 22 715 280.9 6 D 13 15 190 D.934 5 15.093 75.5 7 r 15 190 r 17 15.093 256.7 8 r 1 560 r 29 1.948 56.5 13 9 r 1 970 r 116 1.958 227.1 63	8	,	603	,	295	0.596	175. B				
3 D 16 2 010 1.552 119 3.218 384.1 L 4 * 3 578 * 61 5.541 331.0	F 1	D 22	4 180	3,042	115	12.716	1513.2				
4	2	D 13	1 680	Ď. 994	61	1. 570	101.9	r-			
\$ = 15 280	3	D 16	2 083	1.552	119	3, 218	384.1	<u> </u>			
6 D 13 15 150 D 954 5 15 055 75.5 77 15 150 0 17 15 053 75.5 77 15 150 0 17 15 053 75.5 77 15 150 0 17 15 053 75.5 15 15 15 15 15 15 15 15 15 15 15 15 15	4	•	3 574		61	5. 541	338. D				
7 " 15 150 " 17 15.035 256.7 ————————————————————————————————————	5	•	15 280		11	13 715	260.9				
8 " 1 560 " 25 1.948 56.5 [] 9 " 1 970 " 164 1.958 227.1 []	6	D 13	15 190	0.954	5	15.033	75. 5				
9 * 1 970 * 116 1.958 227.1 G	7		15 150		11	15.093	256. 7				
	8	1	1 560		29	1.948	56. 5	O			
6 620.5	9		1 970	•	1115	1.958	227.1	L C			
							6 620.5				

REIN		LENGTE	SONINAL				
NO.	\$ (EL)	(E4)	TEIGHT	MUNB	C REICHT	REIGHT	RENARE:
17							
T 1	D 22	6 650	3. 042	11	20, 225	1 234.0	<u> </u>
2	•	3 190	•	58	19. 008	\$80.5	Ł
3	D 16	6 540	1. 552	61	19. 150	\$13.2	3
- 1	D 13	15 190	0.994	51	15. Ø39	860.2	
S				—			
	•	15 190	,	1	15. D39	30.2	
	,	500	,	£1	0, 497	30. 3	
- 1	,	600		325	0.596	193.7	3
F 1	D 22	4 160	3. 041	119	12.655	1 505. 9	
1	D 13	1 700	0.991	61	1.690	193. 1	7
3	D 16	2 080	1.552	119	3. 228	384. 1	L_
1		3 580	•	§ 1	5, \$56	331. 3	
5	•	15 285	,	11	23, 715	260. 3	
	D 13	15 150	D. \$94	5	15. 059	75. 5	
- -	,	15 190	,	17	15.093	256. T	
		1 540	,	29	1, 945	\$6.7	O
3	,	1 970	•	116	1. 958	217. 1	0
	l				1	6 697. 0	
1 8					······································		
1 1	D 22	6 840	3. 042	()	20.868	1 272.9	Ιί
2	,	3 290	,	58	10.003	580. \$	l i
3	D 16	£ 750	1. 552	61	10.476	639. 6	1
4	D 13	15 190	0.994	53	15. 099	800. 2	
5	•	10 470	,	2	10.407	20. 8	
5	-	15 200	, ,	2	15. 109	30. 2	
7	·	500	,	61	0. 497	30.3	• .
1	•	590		325	0. 586	150.5	
FB	D 22	4 159	3. 042	113	12. 624	1 502.3	
1	D 13	1 710	0.994	61	1.780	103.7	_
	D 16	2 080	1.552	119	3, 221	384.1	L
1		3 580	,	61	5. 556	338. 5	
5	•	15 280	,	11	13, 715	260.9	
6	0 13	15 190	0. 994	5	15. 099	75.5	
1	,	15 190	,	17	15. 999	256. 7	
8	-	1 360	,	29	1, 548	56.7	0
9		1 570	,	116	1, 958	227.1	U
	-		•		-r	6 770.3	
-							
		-			· · · · · · ·		
1					D 22	13 123.6	
					D 16	6 172.6	
					D 13	7 910. 3	
						· · · · · ·	
				1	OFAL BEIGHT	26 606. 5	

B-LINE

<u> </u>	<u>, 1 1, </u>	<u> </u>					
RE 13 50.	₫ (6B)	(ENGTB	SOVINAL TEIGHT	NT 113	E BEICHT	REIGHI	REXARES
16			<u> </u>			L	
言首	D 22	6 230	3.041	61	15. 617	1 135.6	- 1
;		3 750		58	12.168	795. 7	i
	D 16	6 130	1.551	\$1	9. 128	569.4	i i
1	D 13	15 190	8. 954	- 44	15. D99	664.4	
- ;		9 220	*	1	1. 698	17. 4	
- 1		15 200		1	15.103	30. 2	
	-	500		61	9, 497	30, 3	•
	,	580	,	266	0.577	153.5	n
FI	D 22	4 200	3,042	113	12. 776	1520.3	$\overline{}$
- 1	D 13	1 660	0.931	61	1. 156	100.7	L-
	D 16	2 080	1.552	113	3. 228	354. 1	L
	-	3 570	1.071	61	5. 541	338.0	
	-	15 280		1	13, 715	160.3	
	D 13	15 190	0, 594	- :-	15. 099	15, \$	
	,	15 190	0.323	17	15, 093	256.7	
	 -	1 960		29	1. 543	\$6, \$	0
	,	1 970	-	116	1. 958	217.1	0
		1 311	L	111		6 525. T	
							
7 1							
1 1	D 12	6 460	3, 047	- 61	19. 854	1.101.7	Г
1		3 290	 ` ; ` 	58	12.168	705. 7	
	D 16	6 350	1,552	61	9. 954	607. 1	ì
- 4	D 11	15 190	0.594	48	15, 093	724.1	
5		3 390	•	1	8. 360	16.7	
Ť	-	15 200		1	15. 103	30.1	
7	-	500		11	0.457	10.3	1
		600		255	8.616	(61.5	
Fi	0 12	4 189	3.042	113	12, 716	1 513.2	
	9 13	1 680	0.551	61	1.670	101. 9	-
	0 16	1 080	1.552	113	3, 228	384.1	L_
- 4	,	3 570		81	5. \$41	338.0	
, \$		15 Z8D		11	23, 715	250.5	
	0 13	15 190	6.594		15. 099	75.5	
7	'''	15 190	, , , , ,	117		256.7	
8	,	1 360	-	29	1. 141	16.5	O
9	-	1 579	,	116	1. 9\$8	227.1	Ü
	L	L	1	<u>,</u>		6 486.3	
						- 77.7	
<u> </u>							
L							

	~—						
REIN No.	\$ (11)	(ea)	FOXINAL BELCHT	NEXB	U DEIGHT	RESCRI	REXALKS
t	1						
8 1	B 22	6 660	3. 042	61	20. 260	1 235. 5	
7		3 190	•	58	10,008	580.5	ι
1	B 16	6 569	1, 552	61	19.181	61 i. 0	
	D 13	15 150	0. 934	Se	15. 693	785.1	
							
	,	15 13B		7	15.035	30.2	
	,	SOD		- 13	0.497	36.3	•
	,	600		325	0.596	193.7	n
F	D 12	4 160	3.042	119	12.655	1 505.9	7
1	D 13	1 590	0.534	6)	1.680	102.5	
	D IS	2 080	1.552	113	3. 228	384.1	L
		3 570	,	63	\$.541	238.0	
1		15-210	,	II.	23. 715	260.9	
	D 13	15 190	9. 994	ş	15.093	15. 5	
		15 190	••	11	15.099	251. 7	
		1 350	2	13	1.943	56.5	O_
	,	1 370	,	116	1.958	127. 1	U
						6 683.9	
					D 22	5 871. 6	
					D-16	4 751. 6	
	-				D 19	5 672.7	
_							
				10	TAL BEIGHT	13 695. 9	
	_				·		
			·				

MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS JAPAN INTERNATIONAL COOPERATION AGENCY CLIENT : D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HICHWAY (JICA)

JICA STEDY TEAN

PACIFIC CONSULTANTS INTERNATIONAL
FURLYANA CONSULTANTS INTERNATIONAL PROJECT: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (16) DNG NO.W-18 A-IINF

NOTES:

<u>A – </u>	<u>LIN</u>	<u> 1 E</u>					
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8	•	620		363	6, 616	227.3	-
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3	D 16	2 050	1.551	319	3. 221	384, 1	<u> </u>
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JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

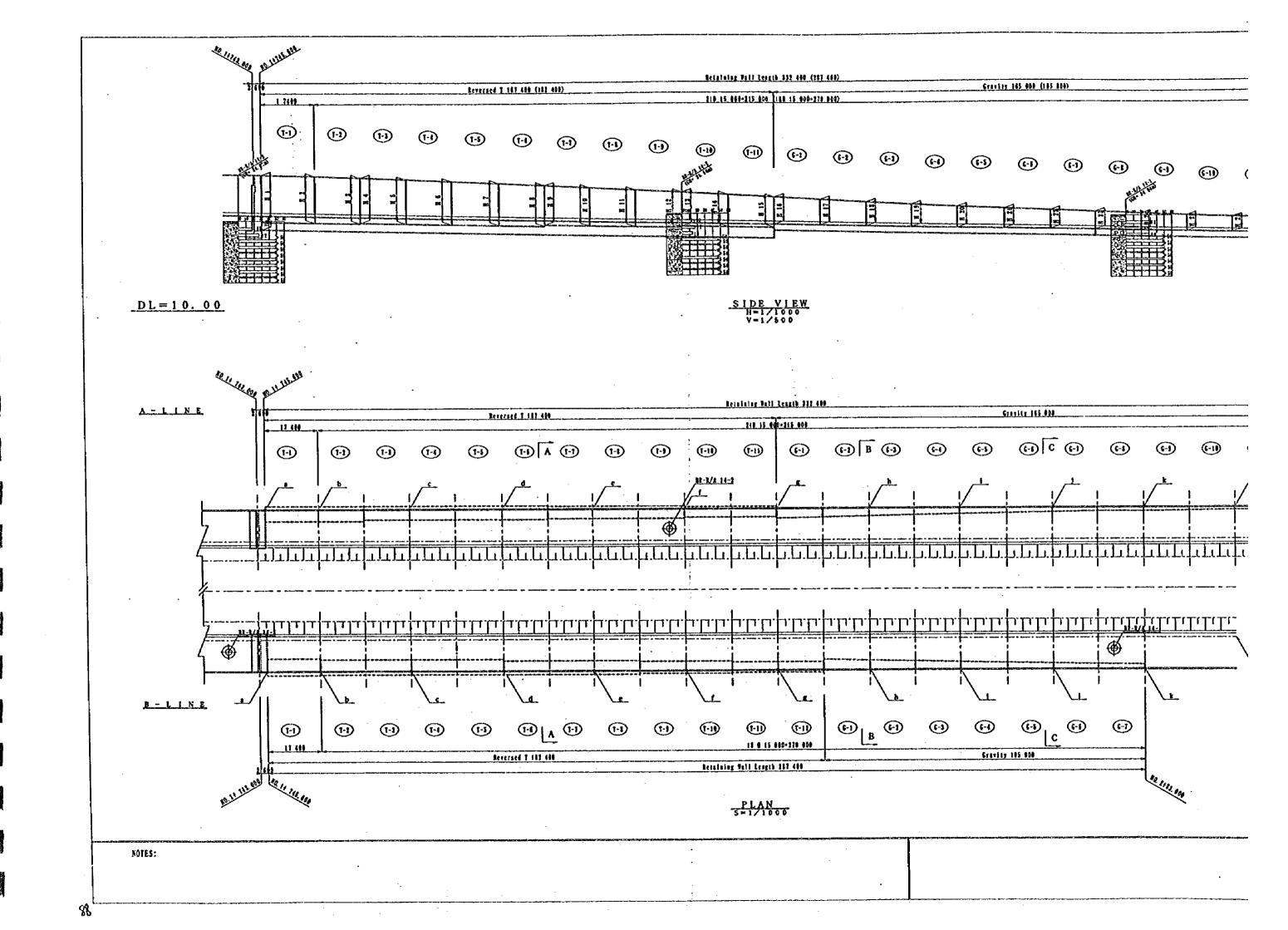
TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (17)

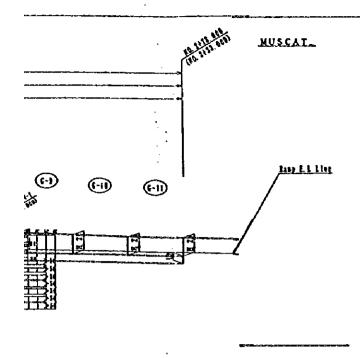
PACIFIC CONSULTANTS INTERNATIONAL

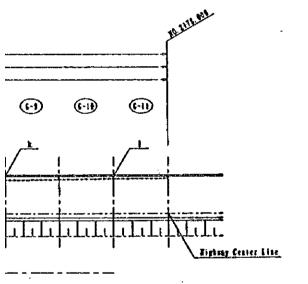
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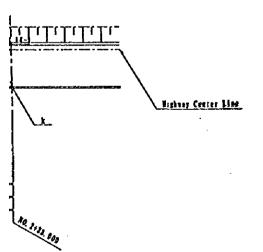
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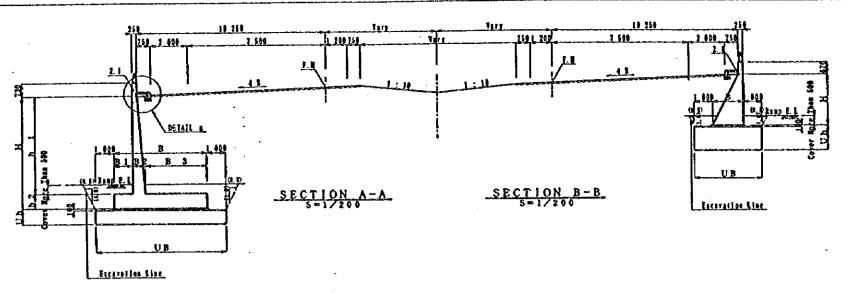
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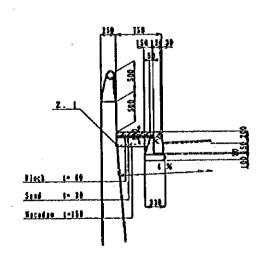






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DETAIL

Ī	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT	:	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
		PROJECT	-;	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAR RIGHTAY
ŀ	AICA STUDY TEAM	71116	:	R/A-14, FALAJ AL QABAIL GENERAL YIEV FOR WALL (2)-1
	PACIFIC CONSULTANTS INTERNATIONAL FUKUYAWA CONSULTANTS INTERNATIONAL	BTAD		DTG NO. W - 20
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JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

JICA STUDY TEAN

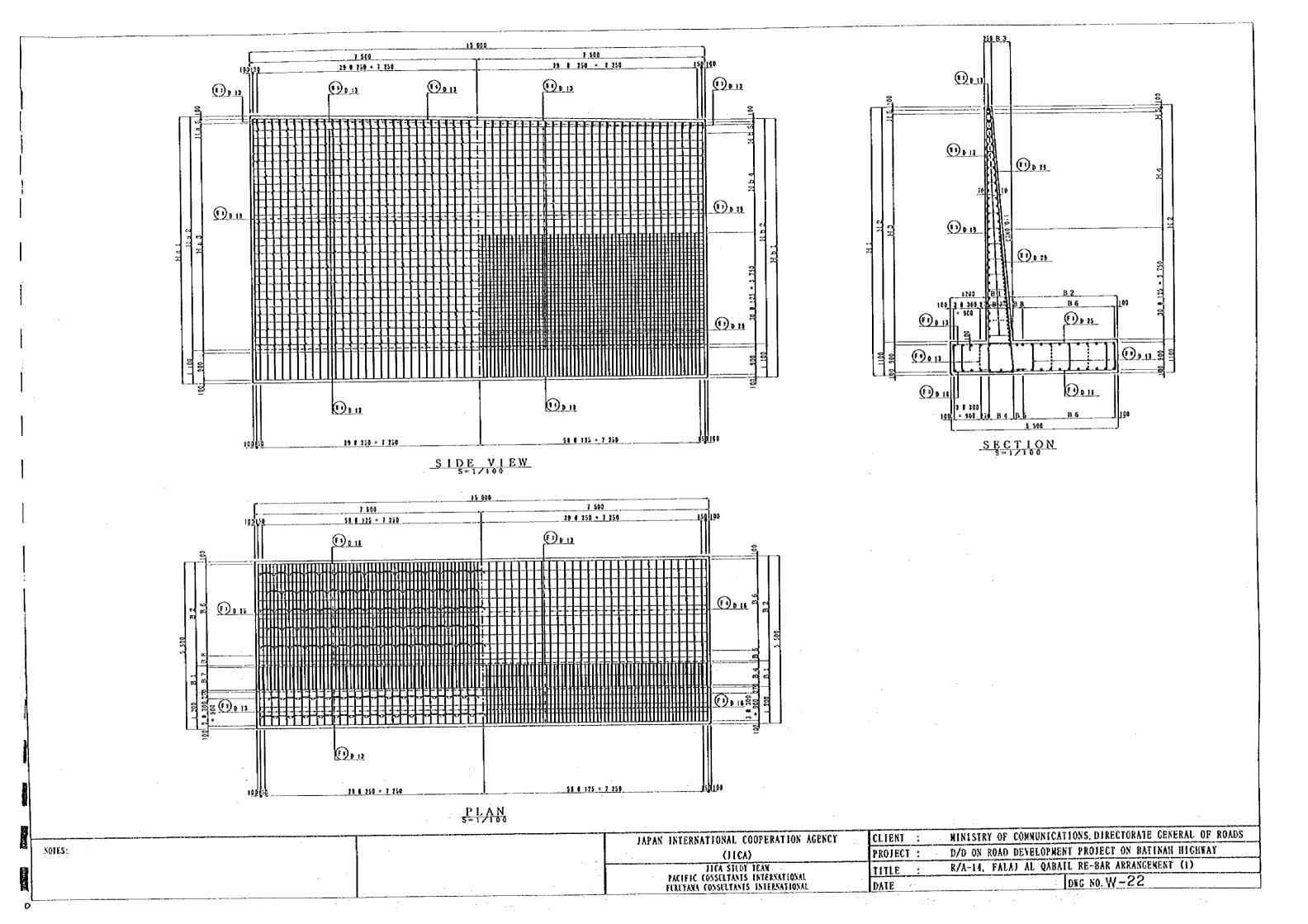
PACIFIC CONSULTANTS INTERNATIONAL
FUNUYANA CONSULTANTS INTERNATIONAL

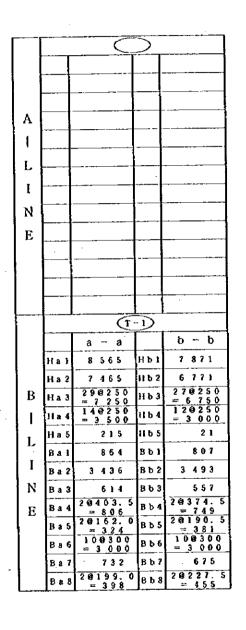
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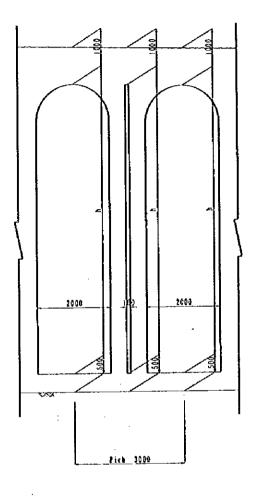
MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS CLIENT : D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HICHWAY

R/A-14, FALAJ AL QABAIL GENERAL VIEW FOR WALL (2)-2

DWG NO. W-21 PROJECT: TITLE :







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

IAPAN INTERNATIONAL COOPERATION AGENCY

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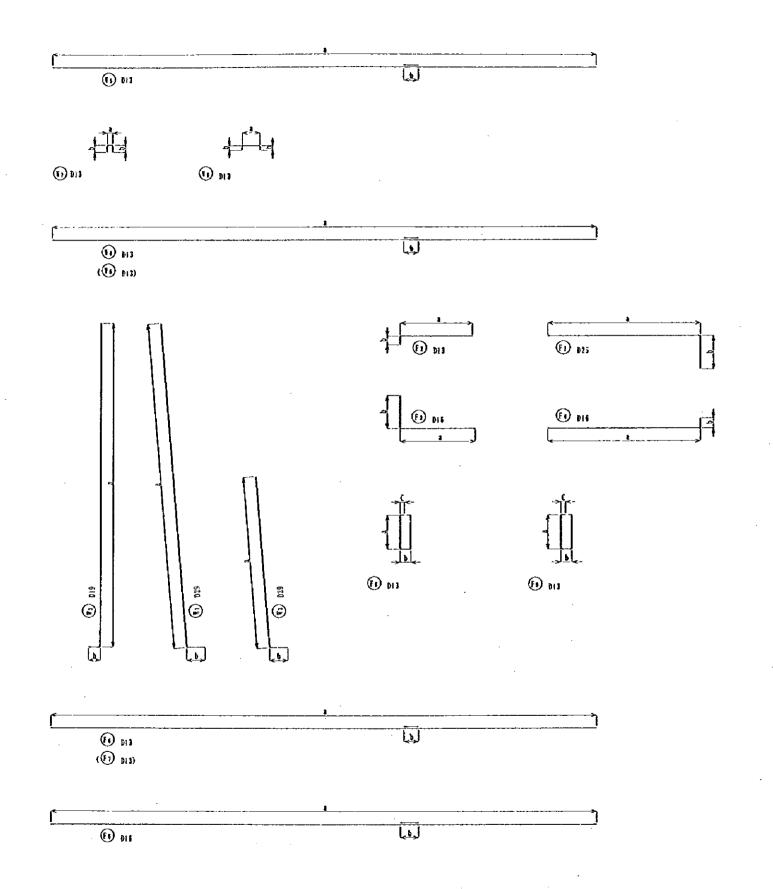
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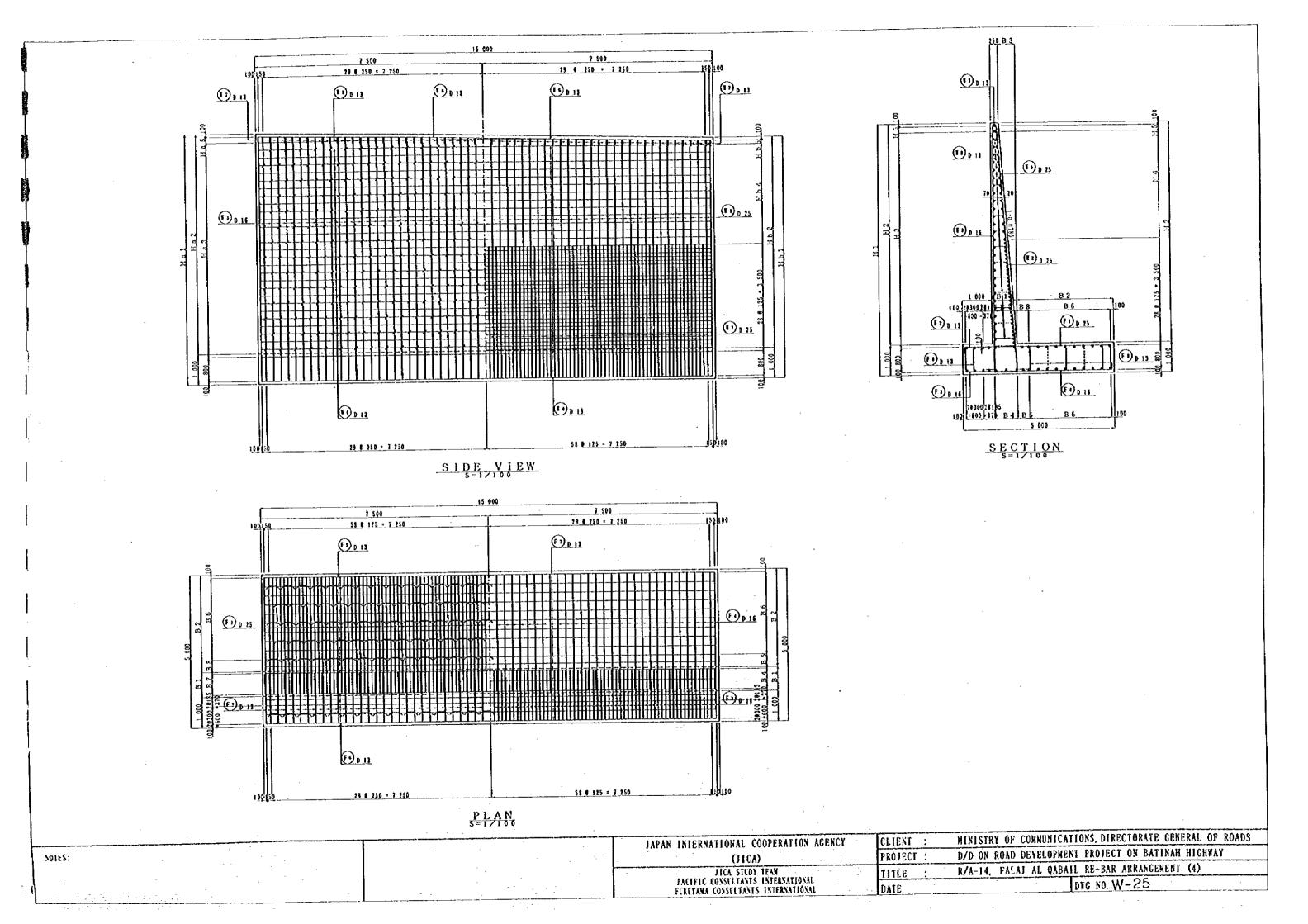
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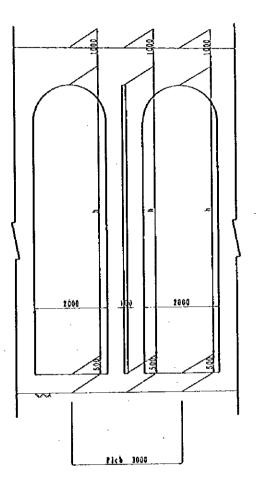


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JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
(JICA)	PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HICHWAY
JICA STUDY TEAN	TITLE: R/A-14, FALAI AL QABAIL RE-BAR ARRANGEMENT (3)
PACIFIC CONSULTANTS INTERNATIONAL FUNLYANA CONSULTANTS INTERNATIONAL	DATE DNG NO. W-24



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E	Ba 4	= 126 20202.0	B b 4	= 671 2@229.5	Bas	= 671 20229.5	В Ь 5	= 655 20237.5								
1	Ba 5	= 404 90300	865	= 459 90300	Ваб	= 459 90300	B b 6	= 475 100300			-					
	Ba 6	= 2 700	B b 6	= 2 100	Ba 7	= 2 7 0 0 6 0 8	B b 7	= 3 000 592	-							
	Ba7	663	B b 7	20261.0	8 a 8	20261.0	В 6 8	20269.0							-	
	Bas	3 = 4.01	- 2)	= 522	020	= 522	-3)	= 538		(T-	4)			Ţ	- 5	
	}		<u>- 27</u>	h - b	}	a - a	<u> </u>	b - b		a - a		b b		a – a		b b
Ì		a - a	ньі		Hal	7 5 7 2	1161	7 3 7 2	Ha 1	7 3 7 2	—— Н Б 1	7 132	Ha 1	7 1 3 2	ньі	6 8 8 2
	Hal		Нь2		11 a 2		нь2	6 3 7 2	Ha2	6 3 7 2	H b 2	6 1 3 2	Ha 2	6 1 3 2	Нь2	5 8 8 2
B	II a 2	269250	нь з	26@250	На 3	250250	Нь3	25@250	На3	25@250	Н Ь З	240250	11 a 3	24@250 = 6000	ньз	230250
[[lla 3	1 20250	11 6 4	120250	Ha4	118250	И Б 4	110250	Ha4	110250	— Н b 4	100250	На4	100250	H b 4	90250
	Ha4	26135 5		= 3 000	Ha 5	20161.0	нья	= 2 /3 U	На5	122	H b 5	132	Ha5	1 3 2	H b 5	132
L	Bal	= <u>271</u> 782	B b 1		Bal	= 3 2 2 7 6 7	Вы	751	Bal	751	8 b 1	7 3 2	Ba1	7 3 2	B b 1	712
1	Ba 2	l	Въг	 -	8 a 2		8 в 2	3 2 4 9	B a 2	3 2 4 9	ВЬ2	3 268	Ba2	3 2 5 8	B b 2	3 2 8 8
$ _{N}$	Ba 3		Вьз		ВаЗ		Вьз	501	Ba3	5 0 1	В b 3	482	ВаЗ	4 8 2	Въз	462
	Bad	28356.5		20349.0	.	20349.0	В Ь 4	20341.0	B s 4	20341.0	B b 4	2@331.5	Ba 4	2 @ 3 3 1. 5 = 6 6 3	B b 4	20321.5
E	Bas	2 @ 2 0 8. 5		20216.0		20216.0		20224 0	Ba 5	20224.0	В ъ 5	26222 5	Ba 5	20233.5	B b 5	20243 0
	Bat	90300	Вьб	96300	Ba 6	96300	B b 6	98300	Ba6	96300	В Ъ б	90300	Ва 6	90300	B b 6	90300
	Bai	- 2 100	8 b 7	= 2.700	B a 7	1 = 2 100	B b 7	- 2 100	Ba7	619	B b 7	600	Ba?	600	В Б 7	580
1	<u> </u>	20240.		20247.5		20247. 5		20255.5	Ba 8	20255.5 = 511	B b 8	20265.0 = 530	B a 8	20265.0 = 530	вь8	20275.0
L	Bat	3 = 480	1000	9 = 495	1500	<u>' = 495</u>	ــــــــــــــــــــــــــــــــــــــ	' = 511	ــــــــــــــــــــــــــــــــــــــ	_ = 311	L	1 - 230	·	1		

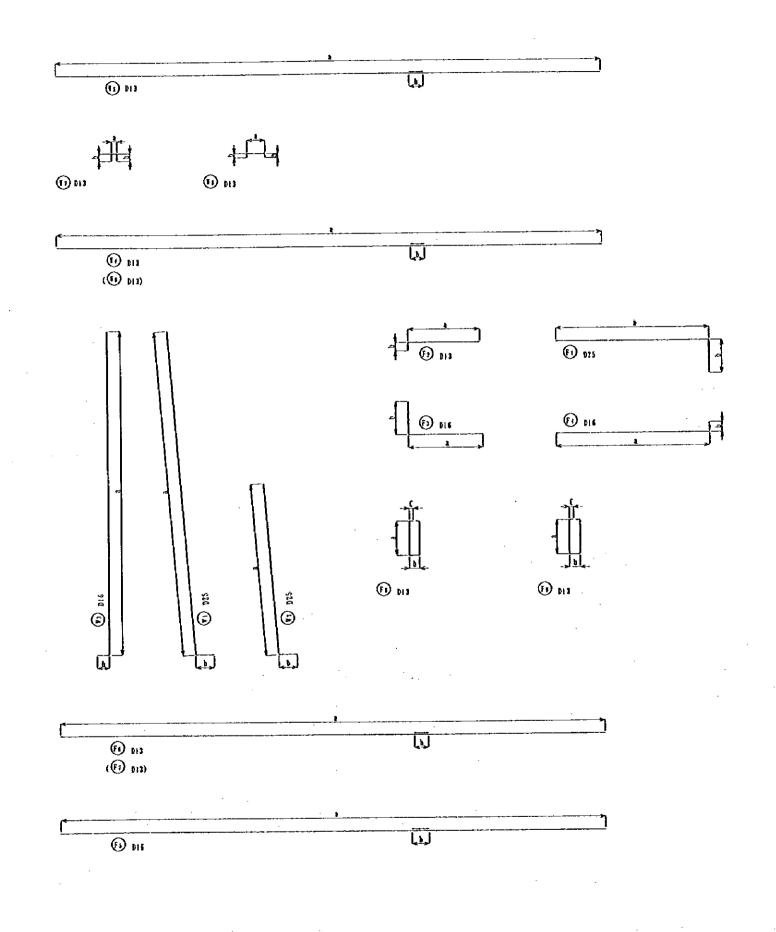


Slit Shape in Front of Vail (Thickness t=30 mm)

EIV NO.	\$ (31)	LESGIB (ce)	ą	<u> </u>	· ·
<u></u>					
<u> </u>	D 25	7 790	7 759~7 057	315	
- 7		4 690	(313	375	
3	0 16	7 630	7 735~7 435	240	
- 7	0 17	15 190	E4 200	390	
- 5		3 590	3 911~14 483	390	
.	-	15 210	14 817	390	
7		500	310	195	
8		650	677-166	111	
F	D 25	4 780	3 980	800	
1	D 13	1 800	1 598	195	
	D 16	2 180	1 330	800	
	,	4 070	3 130	240	
- 3	D 13	15 190	14 890	390	T
	-	15 190	14 800	390	
7		15 190	14 800	390	<u> </u>
- 1		2 (60	828	278	111
	 ,	1 180	834	284	131
	<u></u>		J		····
T 2			· · · · ·		
<u> </u>	B 25	7 330	1 857~ 6 851	375	T
- 1		4 690	4 313	375	
	D 16	7 180	7 035~6 830	240	
_ <u>;</u>	D 13	15 190	14 EOD	390	
	-		t	 	
<u> </u>	0 13	15 200	14 806	390	
- 7	1	500	110	195	
·	 , -	630	622~190	RI	
FI	D 25	4 780	3 980	800	
1		1 750	1 561	195	
		1 180	1 380	800	T
 i		1 070	3 530	240	
<u></u> 5		15 199	16 800	190	T
		15 150	14 860	390	
— 		15 190	14 800	390	T
		2 860	1 171	279	11)
	-	2 860	1 171	279	113
		<u> </u>	<u> </u>		
9					
					

X0. 1	♦ (112)	LENGIE (mm)		b	٠.
11					
1 1	B 25	7 870	T 594~7 235	375	
1		4 690	4 313	175	
3	B 16	7 720	1 575~7 395	240	
$\vec{}$	D 13	15 190	14 800	390	
- :		10 670	10 077	399	
-	- ,	15 200	14 801	390	
7	- ,	500	- 110	195	
	-	650	664~192	111	
FI	0 25	4 740	3 538	600	
1	D 13	1 800	1 605	195	
3	D 16	2 180	1 280	809	
- -	-	4 079	3 830	240	
- -	D 13	15 190	14 800	390	
 -	-	15 199	14 800	390	
;	1	15 190	14 800	390	
_ <u>-</u> ;		2 165	928	278	(1)
	 	2 380	834	284	111
1 3		3 \$70	7 205~7 184	175	
1 1	D 25	7 670	7 395~7 154	375 375	
T 1		4 690	4 313	375	
1 1 2 3	b ii	4 690 7 520	4 313	375 240	
1 1 3 4	D 15	4 690 7 520 15 190	4 313 7 372~7 172 14 800	375	
1 1 3 4 5	D 15	4 690 7 520 15 190 12 310	4 313 7 372~7 172 14 800 11 914	375 240 390	
1 1 2 3 4 5	D 15	4 690 7 520 15 190 12 310 15 206	4 313 7 372~7 172 14 800	375 Z40 390 390	
T 1 3 3 4 5 6 1	D 15	4 690 7 520 15 190 12 310 15 200 500	4 313 7 372~7 172 14 800 14 914 14 801 110	375 Z40 390 390 390	
T 1 2 3 4 5 6 7 2 8	D 16 D 13	4 690 7 520 15 190 12 310 15 200 500	4 318 7 372~7 172 14 800 14 914 14 801 110 643~177	375 240 390 390 390 390	
T 1 3 3 4 5 6 7 7 8 F 1	D 15	4 690 7 520 15 190 12 310 15 200 500 640 4 160	4 318 7 372~7 172 14 800 11 314 14 801 110 643~177 3 953	375 240 390 390 390 195	
1 1 3 4 5 6 7 2 F t	D 16 0 13	4 690 7 526 15 190 12 310 15 206 500 649 4 169 1 790	4 318 7 372~7 172 14 800 14 314 14 801 110 643~177 3 553 1 589	375 240 390 390 390 390 195 181	
1 1 2 3 4 5 6 7 2 F 1	D 15 0 13 0 13 0 25 D 13	4 690 7 528 15 150 12 310 15 200 500 649 4 760 2 180	4 318 7 372~7 172 14 800 11 314 14 801 110 643~177 3 953	375 240 390 390 390 195 111 800	
T 1 2 3 4 5 6 7 8 F 1 2 4 4	D 16 D 17 D 25 D 25 D 13	4 690 7 528 15 150 12 310 15 208 500 649 4 165 1 790 2 180 4 079	4 318 2 372~7 172 14 800 14 914 14 801 110 643~177 3 953 1 589 1 380 3 830	375 240 390 390 390 195 111 800 155	
T 1 2 3 4 5 5 6 7 1 2 2 F 1 2 3 4 5 5 5 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	D 16 0 13 " " D 25 D 13 D 16	4 690 7 528 15 150 12 310 15 208 500 649 4 769 2 180 4 079 15 190	4 318 7 372~7 172 14 800 14 914 14 801 10 643~177 3 953 1 589 1 380	375 240 390 390 390 195 111 800 155 800 249	
T 1 3 4 5 6 7 8 F 1 3 4 5 6 6 6 6 7 6 6 6 7 6 6 6 6 6 6 6 6 6 6	D 16 0 13 " " D 25 D 13 D 16	4 690 7 528 15 150 12 310 15 208 500 649 4 765 1 790 2 180 4 079 15 190	4 318 2 372~7 172 14 800 14 914 14 801 110 643~177 3 953 1 589 1 380 3 830 14 600 14 300	375 240 390 390 390 195 111 800 155 808 249	
T 1 2 3 4 5 5 6 7 1 2 2 F 1 2 3 4 5 5 5 6 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	D 15 0 13 " D 25 D 13 D 16	4 690 7 528 15 150 12 310 15 208 500 649 4 769 2 180 4 079 15 190	4 318 2 372~7 172 14 800 14 914 14 801 110 643~177 3 953 1 589 1 380 3 830 14 600	375 240 390 390 390 195 111 800 155 800 249	

RE LS NO.	6 (EE)	(EE)	1	Ъ	
1(
TI	D 25	7 450	7 154~6 553	375	
3	,	4 696	4 313	375	
3	0 13	3 300	7 171~6 932	240	
4	•	15 190	14 809	390	
\$	•	7 530	7 523		
	*	ES 200	14 806	390	
1	•	500	110	195	
		620	633~161	111	
FI	D 25	4 789	3 971	\$00	
1	D 13	1 710	1 572	135	
1	D 16	7 180	1 380	600	
<u> </u>		4 010	3 830	240	
5	D 13	15 190	14 800	390	
	,	15 190	14 800	390	
	•	(5 190	14 800	390	
ı.	-	2 160	678	278	ш
-	,	2 180	B34	284	111
1.5			T . sca- e .ca	375	
7 1	D 25	7 219	6 953~6 703	975	
		4 690	£ 313	+	
	0 16	1 050	6 932~6 683	390	
	0 13	15 690	14 800	379	<u> </u>
5	<u> </u>	7 #20	7 314	390	<u>-</u>
- 6	-	15 200	14 806	195	
7	-	500	£15~142	111	
. 1	1 1	600 4 790	3 990	800	
F 1	D 25	1 750	1 552	195	
2	0 13	2 180	1 380	800	
3		4 070	3 830	240	
	1	15 190	11 800	390	T
- 5		15 190	14 800	390	<u> </u>
7	+	15 150	14 800	390	
		2 150	828	178	111
		2 180	834	284	111
- آ					



JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

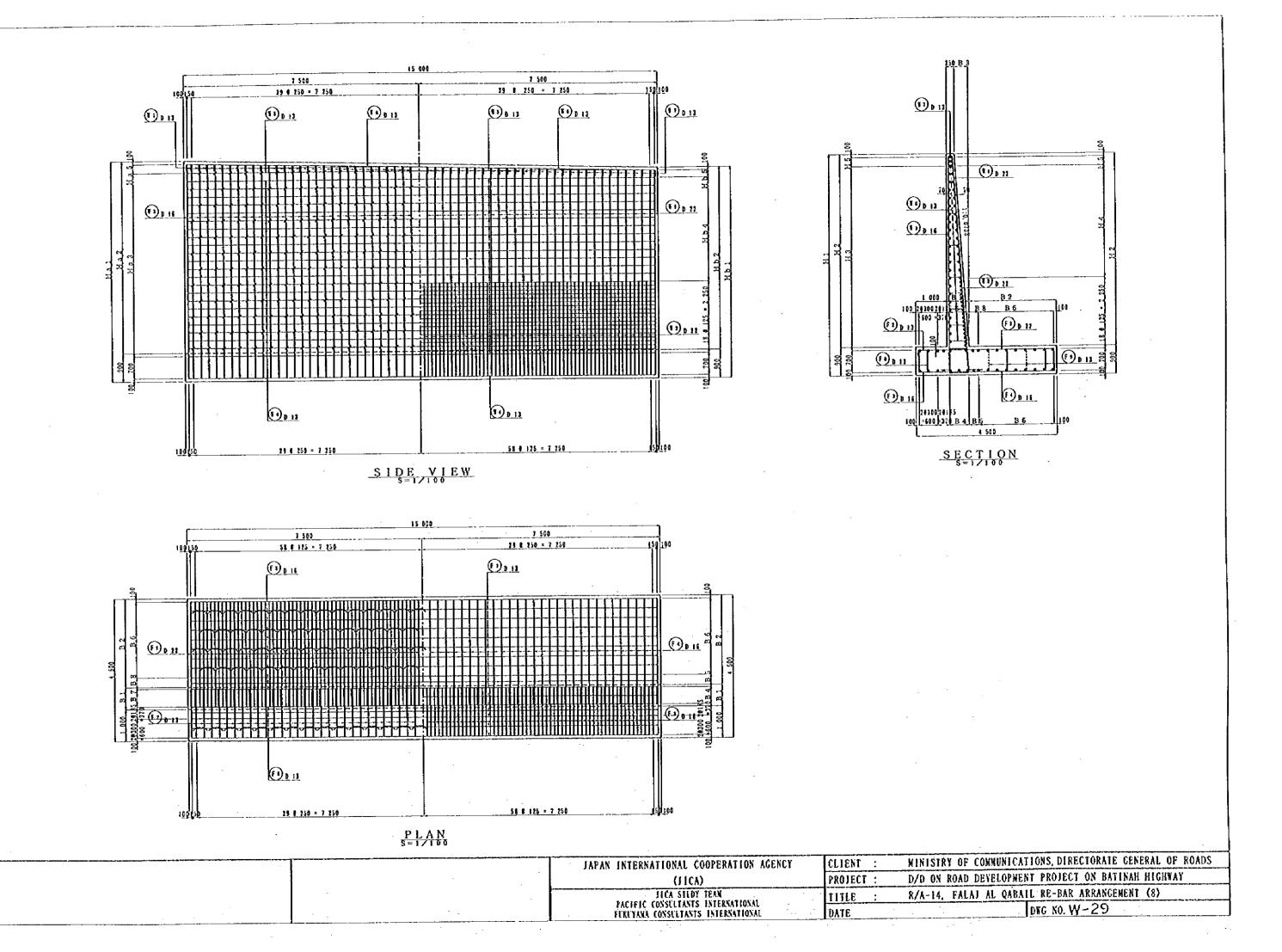
TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (7)

DATE

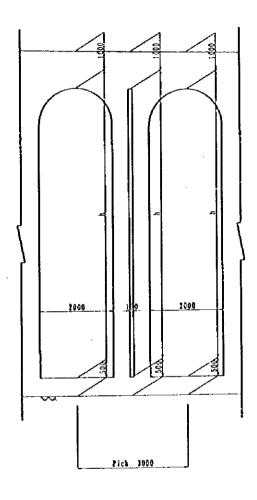
DATE

DATE

DATE



<u>_</u>	(T-3) (T-4)			(1-3)				(T-6)								
	-	a - a		b - b		a - a		b - b		a – a		b - b		a – a		b - b
	Ha 1	6 9 3 0	Hb1	6 7 2 4	Ha 1	6 7 2 4	H b 1	6 4 7 7	Hal	5 477	Нь 1	6 220	Ha 1	6 2 2 0	ньі	5 9 4 0
	Ha 2	6 0 3 0	Нъ2	5 8 2 4	Ha 2	5 8 2 4	H b 2	\$ 577	ll a 2	5 5 7 7	11 b 2	5 320	Ha2	5 3 2 0	нь 2	5 0 4 0
Α	H a 3	238250	ньз	230250	lia 3	238250	нь з	220250	Ha 3	210250 = 5 250	ньз	210250 = 5250	НаЗ	20@250 = 5 000	Hb 3	200250
1	11 a 4	146250	H b 4	140250	lla 4	144250	Hb4	130250	H a 4	120250	11 b 4	120250	li a 4	$\begin{array}{c} 11@250 \\ = 2750 \end{array}$	H b 4	110250 = 2750
1 .	Ha 5	28140.0 = 280	нь5	104	Ha5		нь 5	7 7	Ha 5	20163.5	Н ъ 5	7.0	Ha S	20160.0 = 320	нь 5	4 0
L	Bab	695	B b 1	680	Bal	680 4	ъ76 1	662	Bal	662	Въз	6 4 3	Bal	643	Выл	6 2 2
I	B a 2	2 8 0 5	8 b 2	2 8 2 0	Ba2	2 8 2 9 5	В76 2	2 8 3 8	8 a 2	2 8 3 8	В Ь 2	2 8 5 7	B a 2	2 8 5 7	В в 2	2 8 7 8
N	ВаЗ	4 4 5	В b 3	430	ВаЗ	430	В в 3	412	Ba3	412	Вь3	393	8 a 3	393	Въз	372
Е	Ba4	20307.0	В Ъ 4	20299.5 = 599	Ba4	2 6 2 9 9 . 5 = 5 9 9	8 b 4	2 @ 2 9 0. 5 = 5 8 1	Ba4	20290.5 $= 581$	B b 4	20281.0 = 562	Ba4	- , , , ,	В Б 4	= 541 $= 34.5$
	Ba5	26158.0	В b 5	2@191.5 = 383	Bas	20191.5 = 383	В Б 5	20174.5 = 349	B a 5	20174.5 = 349	B & 5	20184.0	Ba5	20184.0 = 368 80300	Bb5	= 389 80300
l	8 a 6	88300 = 2400	В ъ 6	80300 = 2400	B a 6	86300 = 2400	B b 6	80300 = 2400	Ba6	80300 = 2400	866	8 3 3 0 0 = 2 4 0 0	Ваб	= 2 400	B b 6	= 2 400
	Ba7	562	В Б 7	5 4 7	Ba?	5 4 7	B b 7	5 2 9	B a 7	5 2 9	B b 7	510	8 a 7	510 2@210	B b 7	489
	Ва 8	2 @ 1 8 4 . 0 = 3 6 8	B b 8	20191.5 = 383	Ba8	20191.5 = 383	В Ъ 8	20200.5 = 401	Ba8	20200.5 = 401	Въ 8	2 @ 2 1 0 = 4 2 0	Ba8	= 420	B b 8	= 441
			-6)			Ţ	1)			<u></u>	- 8)				<u> </u>	· · · · · ·
1		a - a		b - b		a – a		b - b		a a		b - b		· · · · · ·		
	Hal	6 782	ньз	5 6 8 5	Ha I	6 6 8 5	H b 1	6 5 8 7	Hal	6 5 8 7	Hb 1	6 0 6 8	<u> </u>			· · · · · ·
	Ha2	5 8 8 2	H b 2	5 785	На2	5 785	H P S		Ha2	5 687	HP 5	5 168 200250		- 	ļ	
В	На3	238250	Н Б З	238250 = 5750	ii a 3	2 2 8 2 5 0 = 5 5 0 0	Нь3	220250	Ha3	= 5500 $= 30250$	Н Ъ З	= 5 000 11@250	ļ			
	Ha4	146250 = 3500	II b 4	140250	На4	136250 = 3 250	H b 4	130250	Ha4	= 3 2 5 0	H b 4	= 2 750	ļ		 	
$ _{L}$	Ha 5	1 3 2	Нbэ	3 5	Ha5	20142.5 = 285	Нь5	187	Ha5	187	Hb5	168	<u> </u>		ļ <u>-</u>	
	B a 1	684	B b 1	677	Bal	677	B b 1	670	8 a 1	670	B b 1	631				
'	B a 2	2816	Въ2	2 8 2 3	B a 2	2 8 2 3	В Ъ 2	2 8 3 0	Ba 2	2830	B b 2	2 8 6 9	-			
N	ВаЗ	J	В Ь З		Ba3	427	Вьз	420	Ba3	420 20294.5	Вьз	381 20275.0	<u> </u>		╂	<u></u>
E	Ba4	26301.5	В в 4	- 330	Ba4	<u> </u>	Bb4	= 589 $= 689$	Ba 4	= 589 20170.5	В ь 4	= 550		 	·	<u> </u>
ĺ	Ва5	= 321	Въ5	= 334	B a 5	20167.0 = 334	В 6 5	= 341 80300	Ba5	8 3 3 0 0	B b 5	80300		<u> </u>	 	
	Ba6	86300 = 2400	866	= 2 400	Ba6	8 2 3 0 0 = 2 4 0 0	866	= 2 400	Ba6	= 2 400	B b 6	= 2 400		 	 	
	B a 7		В Б 7	100101 0	Ba7	26102 0	B b 7	20106 5	Ba7	537 20196.5	ВЬ7	498			┨──	
	8 a 8	2 @ 1 8 9 . 5 = 3 7 9	Вь 8	2 0 1 9 3. 0 = 3 8 6	Ва8	= 386	B b 8	= 393	Ba8	= 393	868	= 432		L.,,	J	<u></u>



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

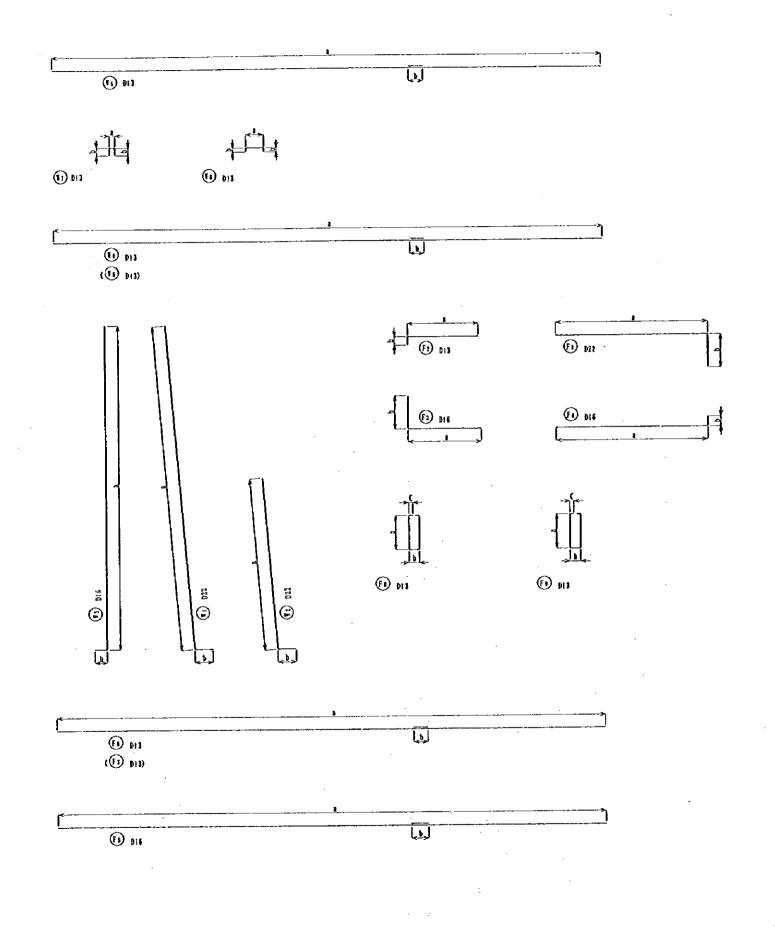
JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
(11CA)	PROJECT :	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
JICA STUDY TEAN	TITLE :	R/A-14, FALAI AL QABAIL RE-BAR ARRANGEMENT (9)
PACIFIC CONSULTANTS INTERNATIONAL FUNUYANA CONSULTANTS INTERNATIONAL	DATE	DEG NO. W-30

REIX	φ (ex)	LESGIB	ı	Ъ	- с
<u> 13</u>		<u>(11)</u>	L		
11	D 22	6 930	6 728~6 542	330	
1	•	3 796	1 958	330	
3	B 16	6 870	6 730-6 524	240	
1	D 13	15 190	14 800	390	
5		10 450	10 058	390	
	,	15 200	14 803	390	
7	•	şeq	119	195	
- i l	,	600	576~17B	111	
FI	D 22	4 140	3 435	780	[
2	D 13	1 720	1 518	195	
3	D 16	2 030	1 380	700	
4		3 570	3 330	240	
		15 280	14 800	480	
-	D 13	15 190	14 800	390	1 = - 1
	-	15 190	14 880	390	
		1 360	728	178	10
	ł		732	282	111
9		1 970	131	1	· ''
1 (
F 1	D 22	£ 750	8 542~6 294	339	
- ;	 	3 299	2 958	330	†— <u>—</u>
3	D 16	£ 650	6 524~6 277	285	†
	D 13	15 150	14 800	390	
<u>4</u> 5	1	6 240	F 232		
	 	15 200	14 803	390	
	├	500	110		
7		608	561~192	111	
	1 2 2 2 2	 	3 452	700	
F 1	D 22	4 160		195	
	0 13	2 410	1 581 1 330	700	
3	D 16	3 190		248	
-	-	3 570	3 330	430	
- 5		15 280	14 890	390	
		15 190	14 800		
	+	15 190	14 800	390	111
8	+	1 960	728	278	111
- 9	<u> </u>	1 970	732	282	1111
1 5					
1 1	D 22	6 500	6 294~6 036	330	T
٠;		3 190	2 953	330	
 		6 390	6 277~6 920	249	
;	 	15 190	14 B00	390	
		9 420	9 416		
		15 200	14 803	- 350	
-		500	110	195	
		550	524~192	111	
}	· 		3 471	700	
-		1	1 483	195	
	D 13		1 386	700	
-			1 330	240	
_	! -:	3 570	14 800	480	1
	<u> </u>	15 280		390	
	i D !3		14 800		
	<u> </u>	15 190	14 800	390	
	<u> </u>	1 960	728	278	111
	3	1 970	732	282	111
\vdash					

131 08		ð (m)	LENGTB (Eg)	1 .	b	ŧ
1	<u> </u>					
T	1	D 22	€ 230	6 036~5 756	330	
	2	,	3 290	2 958	3 3 0	
	3	D 19	£ 120	6 820~5 740	740	
	1	D 13	15 190	14 800	390	
	\$,	1 460	8 457		
	7	•	15 200	14 803	399	
	7		500	110	195	
	1	•	580	524~192	111	
F	$\overline{}$	D 22	4 200	3 431	700	
	2	Ď 13	2 440	2 233	195	
_	3	D 16	3 190	2 040	160	
	4	,	3 570	3 330	240	
_	5	•	15 288	14 800	480	
-	6	D 13	15 190	14 #00	390	
	7	,	15 190	14 800	390	
	1	•	1 960	728	178	111
_	9	,	1 576	732	282	111
	<u> </u>	<u> </u>		<u> </u>		-

					·
NO.	ф (e1)	168618 (ea)	•	ъ	,
16		75.00			
	N 44	6 190	£ 600~£ 503	330	
	D 22			339	
1	-	3 190	2 958		
3	D 15	6 780	6 552~6 485	240	
~ ()	D 13	15 196	14 800	390	
5					
- 6	D 13	IS 200	14 803	390	
	-	500	310	195	
				111	
- 1		\$90	585~159		
<u>F</u> I	D 55	4 150	3 443	700	
2	D 13	1 710	1 511	195	
3	D 16	2 080	1 38D	700	
4		3 570	3 336	240	
- 5	-	15 280	14 800	430	
_				390	
- 6	D 13	15 150	14 600		
7	,	IS 190	14 800	390	
		1 960	711	278	113
3	F	1 970	732	282	111
17					
	D 22	6 790	4 503~6 404	330	$\Gamma = \Gamma$
			 	338	
1	<u> </u>	3 290	2 958		
3	D 16	6 680	6 485~6 387	240	ļ <u> —</u>
4	D 13	15 190	14 800	390	
5					<u> </u>
- 6	D 13	15 190	14 804	190	T
1	 	300	110	135	
			551~183	111	
1_	 - -	600			
FI	D 55	4 150	3 150	700	ļ
2	D 13	1 700	1 504	195	1
3	D 16	2 080	2 040	700	<u> </u>
4	•	3 570	3 336	140	l _
5	-	15 280	14 600	480	———
-	 	15 350	14 890	390	
	0 13		14 800	390	t
1	<u> '-</u>	15 190	4	···-	
8			728	176	1 113
		1 960	↓		
9	;	1 570	732	112	(1)
	├ ──				1 (1)
	├ ──				(1)
11	<u> </u>	1 570			III
3 11 11	D 22	1 570 6 480	732 6 404~5 884	282	m
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JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
	PROJECT :	D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
(JICA)		R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (10)
PACIFIC CONSULTANTS INTERNATIONAL	TITLE :	
FIRLYAVA CONSULTANTS INTERNATIONAL	DATE	DTG NO. W-31



IAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

PACIFIC CONSULTANIS INTERNATIONAL
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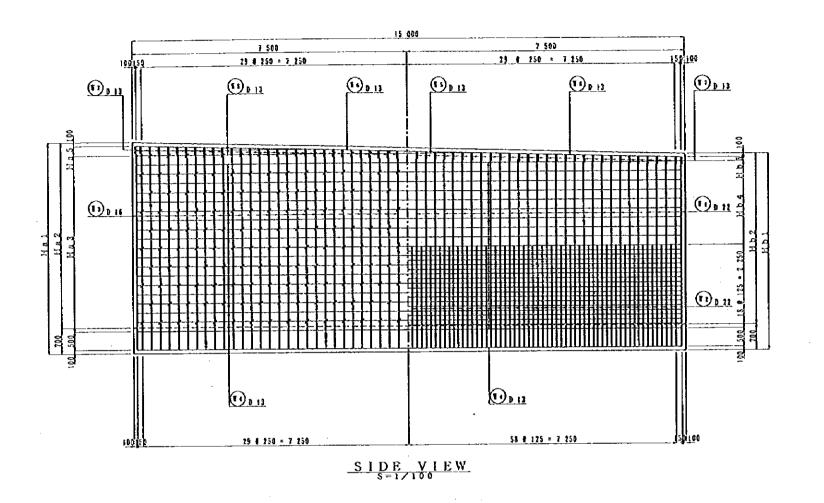
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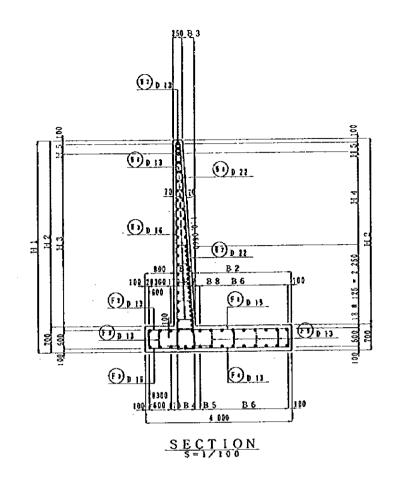
CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

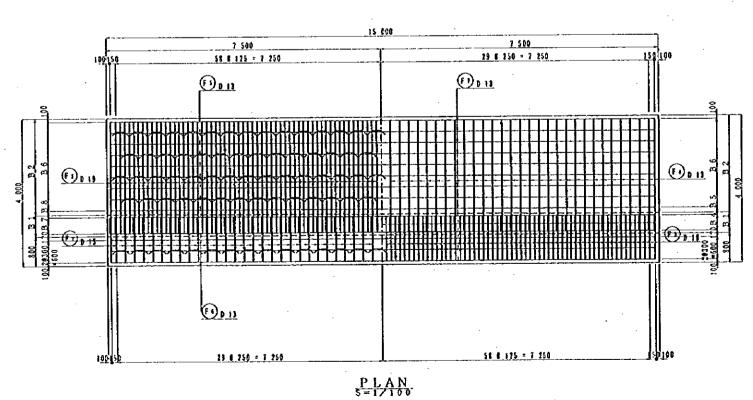
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DATE

DVG NO.W-32







JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

FACIFIC CONSULTANTS INTERNATIONAL
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DIRECTORATE GENERAL OF ROADS

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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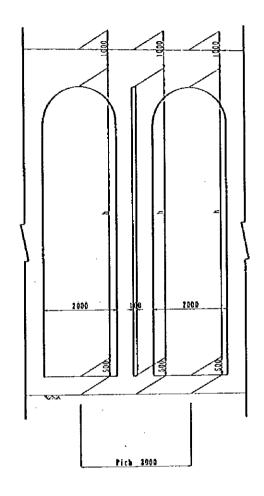
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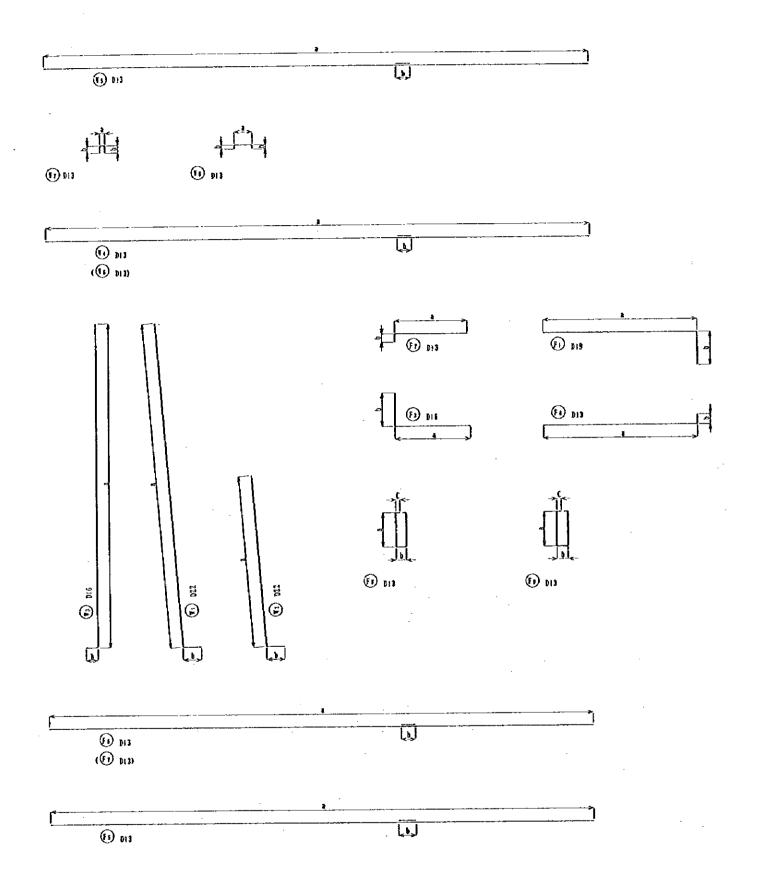
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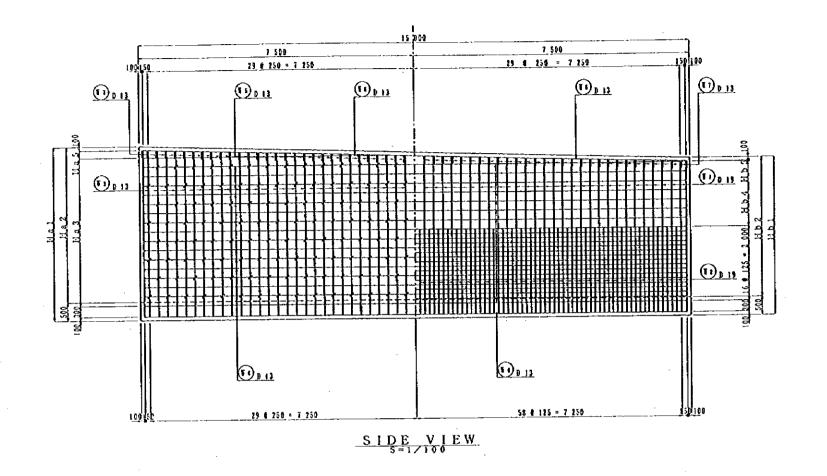
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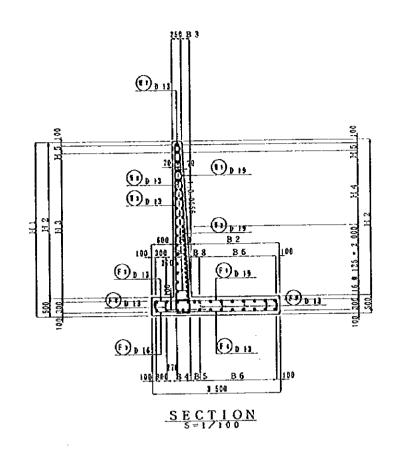


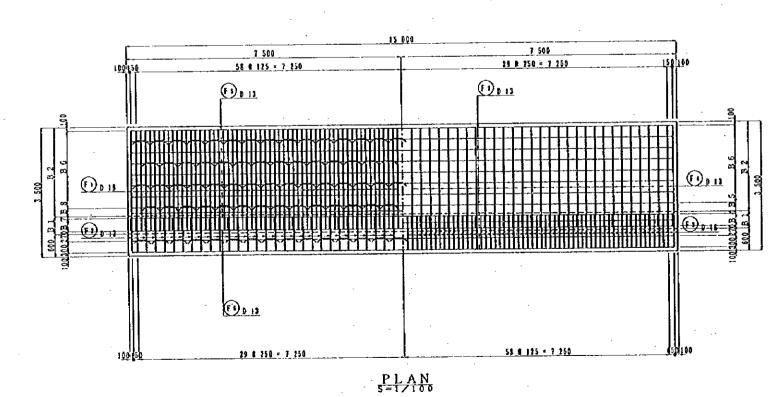
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VANAL INTERNATIONAL COMPRESSION ACCURA	CLIENT :	MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
JAPAN INTERNATIONAL COOPERATION AGENCY		D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
(JICA)	PROJECT :	· · · · · · · · · · · · · · · · · · ·
JICA STUDY TEAM	TITLE :	R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (14)
PACIFIC CONSULTANTS INTERNATIONAL FURUMANA CONSULTANTS INTERNATIONAL	DATE	DVG NO. W-35







JAPAN INTERNATIONAL COOPERATION AGENCY

(JECA)

TICA STUDY TEAN
PACIFIC CONSULTANTS INTERNATIONAL
FUNUYANA CONSULTANTS INTERNATIONAL

CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

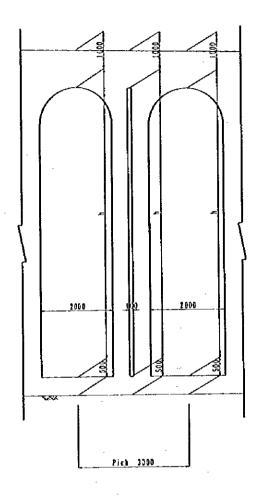
TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (15)

DATE

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N	ВаЗ	289	B b 3	209	8 a 3	209	863	189	
E	8 a 4	20210.5 = 421	B b 4	20170.5	Ba4	20170.5 = 341	B b 4	$\begin{array}{c} 20160.5 \\ = 321 \end{array}$	
"	Ba5	20104.5 = 209	B b 5	20144.5	Ba5	20144.5 = 289	Въ5	2 @ 154.5 $= 309$	
ļ	Ваб	7 @ 3 0 0 = 2 1 0 0	8 b 6	70300	Ваб	7 9 3 0 0 = 2 1 0 0	B b 6	7 9 3 0 0 = 2 1 0 0	
	Ba7	404	B b 7	3 2 4	Ba7	3 2 4	Въ7	304	
	Вав	2@113 = 226	Въ8	20153	Ba8	20153	В b 8	2 Q 1 6 3 = 3 2 6	
			1))		(1-12)				
	 	a - a		b - b		a – a		b - b	
	Hal	4 5 1 7	H b 1	4 4 0 9	Ha 1	4 4 0 9	ньі	4 0 8 7	
	Ha2	4 0 1 7	H b 2	3 9 0 9	11 a 2	3 9 0 9	нь 2	3 5 8 7	
В	Ha 3	150250 = 3750	нь 3	150250 = 3750	Ha3	150250	нь з	140250	
lт	Ha4	1 70250	H b 4	70250 = 1750	Ha4	7 @ 2 5 6 = 1 7 5 0	H b 4	60250 $= 1500$	
	Ha 5	1201111 5	Hb5	159	li e 5	159	H b 5	8 7	
L	Bai		Въз	467	Bal	467	B b 1	449	
]]	Ba 2	2 4 2 7	B b 2	2 4 3 3	B a 2	2 4 3 3	Вь 2	2 4 5 1	
N	ВаЗ	2 2 3	В в 3	217	Ba3		В в 3	13	
E	Ba4	20177.5 = 355	В Ъ 4	20174.5	Ba4	20174.5 = 349	B b 4	= 334	
	B a 5	20137 5	B b 5	20140.5 = 281	Ba5	20140 5	В ь 5	~ 4 7 0	
	Bat	70300	B b 6	70100	Ваб	1 20 200	866	7 @ 3 0 0 = 2 1 0 0	
	Ba7	1	B b 7	3 3 2	Ba?	3 3 2	В Б 7	1	
	Ва	2 @ 1 4 6 . 0 = 2 9 2	Въ8	2 0 1 4 9. 0 = 2 9 8	Ba8	20149.0 = 298	В Ъ 8	$\begin{array}{c} 2 @ 1 5 6. 5 \\ = 3 1 3 \end{array}$	



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

JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

(JICA)

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

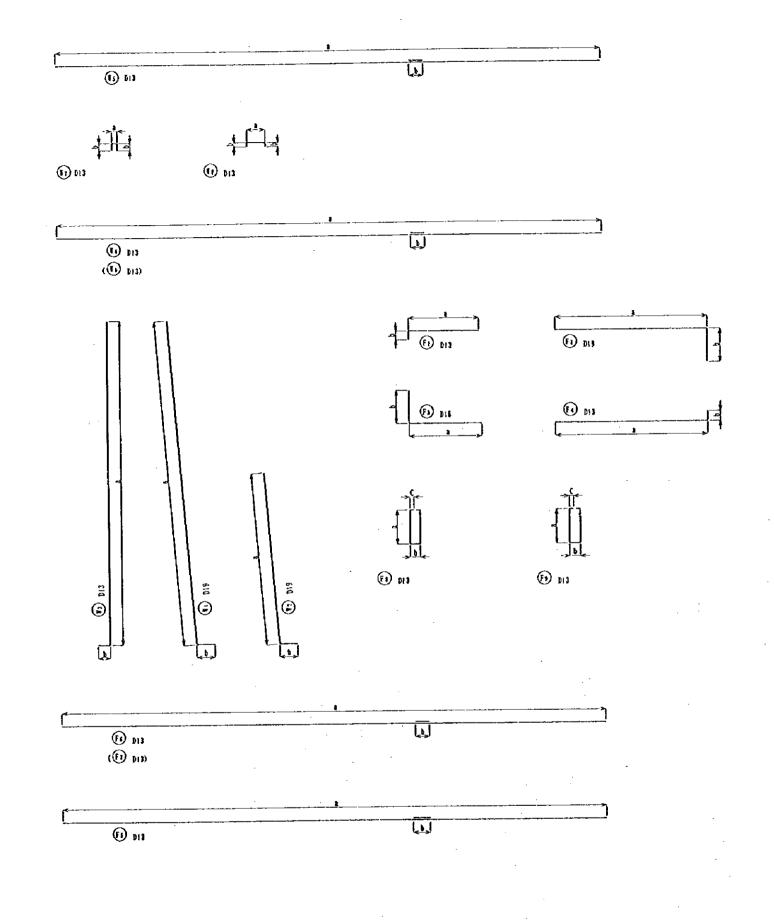
TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (16)

PACIFIC CONSULTANTS INTERNATIONAL

FIXLYAMA CONSULTANTS INTERNATIONAL

DATE

DWG NO. W -37



REIN NO.	Ø (es)	(EB)		•	£				
<u>.vv</u> T 10			<u> </u>						
111	D 13	4 530	4 421~4 065	285					
- ;	-	2 590	2 304	185					
- 3	-,-	4 530	4 414~4 455	185					
	D 13	15 190	14 800	390					
\$	* **	7 470	3 374~19 774	390					
	,	15 200	14 803	390					
7	,	500	110	195					
- 1	•	550	423~128	111					
FI	0 13	3 240	2 936	300					
1	D 13	1 130	929	195					
3	D 16	1 289	032	300					
- -		1 979	2 230	240					
- 1	D 13	15 190	14 800	390					
	W 13	15 194	14 800	390					
7		15 190	14 800	390					
	 	13 150	328	118	111				
3	- 	1 160	331	281	111				
	<u> </u>	1 130			L				
1 B	D 15	4 170	4 065~3 700	285					
	7 13	1 59D	2 304	285					
3	- -	1 170	4 059~3 694	285					
	D 13	15 190	14 800	390	 				
	-	1 179	5 251~10 502	196					
	-	15 200	11 806	390					
7		500	119	195					
	-	490	343~176	111					
	D 13	3 299	1 986	300	 				
F 1	D 13	1 080	879	135					
1	D 16	1 280	980	300					
		2 970	2 730	249	 				
	D 13	15 190	14 800	390					
;	D 10	15 190	14 600	390					
 	 ;-	15 190	14 800	390					
 	 	13 150	328	278	111				
	ļ <u>.</u>	1 170	331	281	111				
} ,		4	J :::-		<u> </u>				
 									
<u> </u>			···						
L									

RE	11	тт	LENGTH	1		
M		\$ (FF)	(8.8)	1	b	
ī	11					
ı	ı	B 19	4 560	4 324~4 215	185	
_	?		1 550	1 304	285	
_	3	D 13	4 550	4 317~4 209	285	
	4		15 190	14 E00	390	
_	ş	欠者				
	•	D 13	15 200	14 805	390	
	7	•	500	110	195	
	1	,	490	357~162	m.	
F	1	D 19	3 270	2 965	300	
_	2	B 13	1 100	900	195	
	3	D 16	1 280	980	300	
	1		2 979	2 730	240	
	5	D 13	15 190	t4 800	290	
	-	•	15 190	14 B00	350	
	7	,	15 150	14 800	398	
	Ť		1 160	328	278	Bt
	<u>;</u>	,	1 170	331	261	111
	÷	L				:
ī	12					
Ī	<u> </u>	D 13	4 345	4 215~1 893	285	
	<u>:</u>	•	2 590	2 304	285	
_			4 349	4 209~3 887	285	
	4	9 13	15 130	14 800	390	<u> </u>
	5	,	7 310	7 308		
	- 6	—	15 200	14 804	390	I — —
	7	-	504	110	195	
			430	351~184	111	
F	- "	D 13	3 250	2 976	300	<u> </u>
-	÷	D 13	1 780	888	195	
		0 11	1 750	- 580	300	T
-	<u>:</u>	· · ·	2 970	2 730	240	
-	-	D 13	15 190	14 800	390	T
-	Ť	· · ·	15 190	E4 800	190	
-	<u> </u>	,	15 150	14 860	390	1
-	- <u>;</u>	 	1 160	328	271	131
-	9	 -	- 1 170	331	281	111
-		ــــــــــــــــــــــــــــــــــــــ		1		<u> </u>
H						
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℄						

JAPAN INTERNATIONAL COOPERATION AGENCY	0 D L D	MINISTRY OF COMMUNICATIONS, DIRECTORATE CENERAL OF ROADS
		D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
HEA STUDY TEAM	TITLE :	R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (17)
PACIFIC CONSULTANTS INTERNATIONAL FUNCYANA CONSULTANTS INTERNATIONAL	DATE	DWG NO. W - 38

B-LINE

NOTES:

<u>R – </u>	B-LINE								
RELN NO.	ψ (επ)	LENGIH (xn)	KONIKAL VEIGBT	NINB	E TEIGHT	TELENT	BERYBES		
11									
Ŧ t	D 29	8 489	5. 051	- 11	43, 500	2 616.3			
2		5 110	•	53	25, 253	1 439.4	1		
3	D 13	1 350	2. 135	61	18.573	1 133.0			
4	D 13	15 190	0. 994	63	15. 099	1 841.8			
· s	•	7 269		4	7, 216	28. 9			
5	,	15 200	•	1	15. 169	30. 1			
7	•	500	•	- Fi	9. 497	30. 3	•		
	•	710	•	413	0. 106	291. f	-		
Fl	D 25	5 080	3. 573	119	20.183	2 (01. 8			
2	D 13	2 470	0. 594	11	2. 058	125. 5			
3	0 16	2 480	1.551	111	3. 849	335. O	<u> </u>		
1	,	4 370	,	61	6. 782	413.7			
5	,	15 280	,	13	23, 745	308. 3			
	D 13	15 190	0. 994	5	15.099	75. \$			
1	-	15 190	•	13	15. 099	286. 3			
8	,	2 363	,	58	2. 346	136. 1	0		
9	-	2 386	,	145	2. 356	343.1	<u> </u>		
1						11 102.0			
 					D 29	4 116.3			
-					D 23	1 401. 1			
_	-				D 19	L 133. 0			
					D 18	1 061. 9			
					D 13	2 389. 9			
				10	TAL BEIGHT	11 102. 0			
							-		

MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS CLIENT : JAPAN INTERNATIONAL COOPERATION AGENCY D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HICHWAY PROJECT : (JICA)

TICA STEDY TEAN

PACIFIC CONSULTANIS INTERNATIONAL
FUXUMA CONSULTANIS INTERNATIONAL R/A-14, FALAI AL QABAIL RE-BAR ARRANGEMENT (18) DTG NO.W-39 DATE

A-LINE REIN O (an) LENGTH SONINAL NEWS C BEIGHT BEIGHT REMARKS 1 1 D 25 7 790 3. 573 51 38. 550 4 590 # 58 18. 533 1 688.0 1 080.7 122.4 3 D 16 **6**1 11. 512 1 630 | 1.552 15 190 0. 594 E3 15. 095 \$51.2 4 D 13 57. 2 _____ 5 9 590 9. 532 2 15 200 15.109 30. 1 , 30.3 0. 497 500 113 0, 645 266. 8 650 18. \$72 2 245. 8 4 750 1.551 F 1 D 25 119 1 800 0. 994 1. 785 109. 1 51 2 D 13 482.6 3 D 16 3. 725 2 180 1. 552 113 ii 2 714 385. 3 4 070 • 18). 2 15. 993 5 D 13 15 190 0.394 11 5 15.099 15. \$ 15 190 _, 271.8 15. 099 15 193 Ü 29 145 • 2. 137 62. 2 2 160 314.2 U 2. 167 2 189 7 330 3.973 61 29,122 1 775.4 T 1 D 25 • 4 690 58 18, 633 1 080.7 2 61 11. 113 679.7 1. 551 3 D 16 1 180 4 D 13 IS 150 936.1 0. 934 36 15.099 6 D 13 15 200 0 994 30. 2 15.109 a 500 ---61 4. 457 30. 3 . 221.6 B. 626 630 354 F 1 D 15 3. 973 119 18. 391 2 260. D 4 780 106.7 H 1. 749 2 0 13 1 160 0.994 3 D 16 2 150 1.552 113 3. 383 403.6 315.3 6. 317 4 070 61 5 0 13 181.2 15 150 0. 594 12 15. 099 15. 093 75. \$ 15 150 271. 8 18 15. 899 15 390 O 2 160 29 1, 147 62.3 Ø 314. 2 145 2. (67 8 814.5 D 25 10 331. 6 D 16 2 377. 5 D 13 4 575. 7 TOTAL BESCHT 17 BES. 2

EIS	φ (12)	TEXEIR	NONINAL	SLVB	T BEEGRT	161681	REMARK
<u> </u>	0 (11)	(11)	TEIGHT	[]			
11			. 115	6	31. 268	1 907.3	
1	D 25	7 870	1. 235	- [1	18, 633	1 980.7	
. 1	•	4 690		58		130.8	1
3	916	7 729	1, \$52	61	11.381	996.5	
	D 13	15 190	9. 994	- 66	15. 033		
- 5	•	10 470		1	19. 407	41. 6	
6		15 ZQQ		1	15. 103	30. 1	
1	•	560		61	9. 437	30. 3	
8		650		334	0. 141	243. 1	
F)	D 25	4 140	3.911	119	18.831	2 241.4	
	D 13	1 809	0.991	<u> </u>	1.789	109.1	
3	D 16	2 180	1. 552	119	3. 383	401.6	<u> </u>
4	•	4 070		61	6.317	385.3	
5	D 13	15 150	0.994	12	15.093	181.3	
- 6	•	15 190	*	5	15, 095	75. 5	
7	•	15 190		18	15. 039	271. 8	
8	•	2 160	•	23	2. 147	62.3	O
9	,	2 160	,	145	2. 157	314.2	U
	J	L				9 168.5	
1 1							
1 1	D 25	7 610	3, 973	61	10.413	1 \$58.9	1
<u> </u>	-	4 650		58	14.633	1 080.7	ī
`	D 16	7 510	1.552	1 51	11.671	711.3	l i
;	D 13	15 190	0.514	1 11	15,099	966.3	 _
	1000	12 310	V. 77.	1	12. 236	24.5	<u> </u>
- 5	 - -			+ -	15.103	30, 1	-
<u></u>	+	15 200		1 61	0.497	30, 3	-
7	<u> </u>	500	ļ		0. 636	240.2	
	+	640		384		1 250.4	
F	D 25	4 760	3.973	119	18.911	 	 -
2	-		0.991	(1)	1. 773	108.5	-
	D 16	2 1E0	1.557	111	3. 383	462.6	+=_
- 4		4 070		1 11	6. 317		<u> </u>
5	D 13	15 190	0.994	12	15.099	181.2	1-
6	<u> </u>	45 190		5		15.5	
7		15 190	<u> </u>		15.099		4
	1	3 160		25			
. ,	è	2 119	<u> </u>	145	1.167		<u>) o</u>
	_					8 598. 8	
1	4			-			· .
¥ 1		7 450	3. 973	61			
1	1	4 650	•	58	18.633	1 080.7	<u> </u>
	D 16			61			
 -	D 13			64	15. 099	366.3	
		7 530	+	1			
	1	15 200		1	- 1 -		
	-	500		11			
_	1	624		369			
	D 2	-+		119			
	D						
				111		-	
_	3 9 11			61			-+
⊢ −	•	4 471				- +	
	5 D 1						
	<u> </u>	15 190					
	7 '	15 130		1 11			1
_	1 .	2 150		25			
1	3 .	2 180	<u> </u>	_ 143	1.16		
						£ 906. I	E

PEIS NO.	¢ (11)	(ma)	RETERI	PLAB	E SEIGRE	TEIGHT	RENARES
15							
iii	D 25	7 214	3, 173	6 L	28, 645	1 747.3	1
2	-	1 699		58	18. 633	1 089.7	
3	D 16	7 050	t. \$52	61	10. 942	617. \$	<u></u> j
	D 13	15 190	9. 991	68	15, 699	905. 3	
5		7 820	,	7	11. 807	23. 6	
-	-	15 200	•	7	15. 109	30.2	
1		500	,	61	9, 437	30.3	
	,	600	•	354	0.596	243. 9	^
FI	B 25	4 790	3. 373	115	19. 031	2 264.7	
7	D 13	1 750	0. 334	61	1. 740	196. 1	r
3	D 16	2 180	1. 551	119	3. 383	402.6	L
	,	4 070	,	61	6, 317	385. 3	
- 5	D 13	15 190	0. 191	12	15.095	111.2	
-	-	15 139	-	5	15.099	15.5	
i	,	15 190		11	15.099	271.8	
	 ,	2 160		23	2. 843	61.1	B.
-	 	1 180	 	145	2, 143	214.2	0
<u>_</u>	·		,			8 760.2	
 					D 25	20 657. 8	
<u> </u>					D 16	5 951.9	
					D 13	\$ 163.3	
 				Ţ	DIAL VEIGHT	35 774.0	
_							
-							

JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
	PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HICHWAY
LICA STEDY TEAN	TITLE : R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (19)
PACIFIC CONSULTANTS INTERNATIONAL 1	DATE DTC NO. W-40

A-LINE REIS & (au) LENGTH SONIANT MAS E BEIGHT TETENT LEMARES 61 21. 233 1 295. 2 1 1 9 21 1 . 3 790 58 10.008 \$80. \$, 3 D 15 - 650, 4 30. 662 6 870 1.552 15 190 15.099 830. 4 0. 354 55 20.8 10 450 10.317 15 200 15, 103 30.2 # 61 # 339 0. 497 38 3 500 4. 594 ~ 600 1 491.7 4 140 1.043 119 12.594 F 1 D 22 1 720 0.934 61 1,718 10.1 2 D 13 3.228 384. 1 2__ 7 680 1. 551 D 16 5. 541 338.0 ---3 570 260. 9 23. 715 15 280 11 15.5 ----256.1 ----15 190 0.994 15. 055 5 6 D 13 17 15. 999 15 190 56.5 D 1.948 29 1 960 227. 1 U 1. 951 20. 514 1 251. 6 6 750 3.042 2 a 3 D I i 3 290 19.008 580.5 1. 552 - 61 629.6 19. 321 6 650 800. 2 4 0 13 15 190 0.994 15.099 6. 203 32.4 6 240 5 . 30. 1 • 15 200 15. 109 1 . 0.497 30. 3 500 133.7 0.556 325 12. 655 1 505. 9 4 160 3.B42 119 F 1 D 22 2 D 13 1 700 0.994 1. \$90 3.228 384.1 L.__ 3 D 16 2 080 | 1.552 5. \$41 338. U 12 3 570 23, 315 260.9 15 288 15. 095 75.5 6 D 13 0.994 15 150 256. 7 15 150 15. 099 ---25 1.948 56.5 0 1 560 227.1 Ü 1 970 116 1.958 6 500 3.042 19.773 | 1 206.2 T 1 D 21 2 230 ---58 10.008 58D. S 2 4 9. 517 61 604. 3 3 0 16 6 399 1.552 15 190 0.994 51 4 0 13 15.099 770.0 9.363 9 420 • 15 209 15.109 30. 2 ____ 8. 497 30. 3 500 295 9. 577 170.2 580 3. 042 L19 12.716 1 513.1 F 1 0 22 3 390 101.3 61 1.678 2 D 13 1 740 - 0. 994 3, 228 384.1 7 600 1.552 115 3 D.16 338. D 61 5. 541 2 \$30 15 240 269.3 15. 899 75. \$ 15 150 0. 994 6 D 13 15.099 256, 7 15 190 7 . 56. \$ 29 3.948 2 860 117.1 0 2 860

181		φ (sz)	LENGIE (m)	TELGAT	MXB	r recent	TEIGET	BEHARES
	6							
•	Ì	D 22	\$ 130	3. D12	61	18, 352	1 156.1	1
	2	.•	3 259	•	. 58	1 D. 401	589. 5	<u> </u>
	3	D 16	6 120	1.551	61	9, 498	\$79.4	1
	4	D 13	15 190	0. 914	- 44	15.039	735. 5	
	\$,	E 460	•	4	6, 403	16. 6	
	6	,	15 200		2	15, 103	30. 2	_
_	7		500	,	61	0. 437	3D. 3	R
Ε.	1	•	589		266	0.577	170. 1	ſ
E	ī	D 22	4 200	3. 042	113	12.776	1 520. 3	
	2	D 13	1 460	0. 934	- 61	1. 650	100.7	_
-	3	D 16	1 010	1.552	119	3. 221	384. I	L
	4	-	3 510	,	- 61	5, 541	338.6	
	5	•	15 28B	•	11	23, 715	2 64. 3	
	6	D 13	15 190	9. 554	5	15. C93	75. \$	
┝┈	7	,	15 190	,	13	15.093	156.7	
┝╌	ı	•	1 350	,	23	1,948	56.5	D
l-	3	,	1 170	,	116	1.958	227. 1	D
H	_		L				£ 513. 2	
						-		
r	•							
ţ-						D 22	13 270. 2	
i-						D 16	6 396. 3	
						D 13	7 050. 5	
i –								
	_				. 1	TEREST LATE	26 127. 0	

3 – I	, I N	<u>! E</u>					,
BERS .	φ (mm)	LENCIE (11)	NOVINAL VEIGET	NEBB	T BEIGHT	TEIGHT	RENARES
16				1	50 874	. 530 €	
• 1	D 32	6 89D 1	3, 042	58	20, 959 10, 008	1 378. S 580. S	<u> </u>
- 1	D 16	4 780	1.552	11	10.523	641. 9	1
:	D 13	15 190	0.594	55	15.033	830. 4	
-	D 13	15 150	0.394	2	15.039	30. 1	
1		500	•	61	0.497	30.3	
- 6	_*	590		339	0,586	198.7	=
F 1	0 11	4 (50	3, 042	113	12. \$24 1. 700	1 502.3	<u>-</u> -
- ²	D 13	1 710	0. 994 1. \$52	119	3. 228	384.1	i_
-;	,	3 570	1. 441	5)	5, \$41	331.0	
- 3	,	15 288		11	23. 715	269.5	
- 6	D 13	15 190	0. 994	ş	15. 495	75.5	
3	•	15 150	•	11	15.099	256.7	
- 8	•	1 960		29	1.948	56.5	0
9	•	1 970		116	1.958	227.1	
						6 795.3	
17							
1 (1	D 12	£ 750	3. 642	- II	20. 655	1 260.4	[[_
` ;		1 790	,	58	16.008	580.5	
3	D 16	6 6 8 0	1.552	11	10.347	632.4	
4	D 13	15 198	0.994	53	15.093	809. 2	
5	久香					10.4	· · · · · · · ·
i	-	15 190	0.995	- 3	15.095 0.457	30. 2 30. 3	
		500 600		375	0.556	193.7	
- 8 F 1	0 22	4 150	3. 042	113	11.624	1 502.3	
	0 13	1 700	U. 994	\$1	1. 599	103.1	Γ-
3	ê 16	2 080	1.552	113	3, 221	384. 1	L
4		3 570		- 1 1	5, \$41	338.0	
5	,	15 280		11	23.715	260.3	
6	D 13	15 193	0. 994	5	15, 099 15, 099	75.5 256.7	
7	•	15 150 1 360	 -	29	1, 948	58.5	
		1 970		116	1. 958	227, 1	
- -	L			4		6 731.5	
1.8						· · · · · · · · · · · · · · · · · · ·	
T t	D 22	6 450	3.042	61	19, 712	+	+
. 1		3 290		58	10.008 9.886	580. 5 603. 6	 -
- 3	D 16	6 370	1,552 0.994	50	15.099	+	
5	D 13	15 190 9 290	V. 331	1	3. 234	 	- [
		15 200		1 2	15.103		
1	,	500	•	61	0.457	10. 1	•
B	•	\$90	•	31 D	0.586		
FI	D 22	4 163	3. 641	115	12.716		
3	9 13	1 689	0. 511	- 61	1.578		
3	0 11	2 089	1. 552	1115	3, 328	+·	
4	-	3 510 15 280		5 t	5. S41 23. 715		
5	0 11	15 190	9, 994	- 115	15. 999	· · · · · · ·	
7		15 190	*	17	15. 693	+	
1		2 860		29	1. 948	56.5	
3	*	2 160		116	1.558		
				.		<u> </u>	
L					D 11		
<u> </u>					D 18		
 -							
ļ					OTAL PECCET	20 145	. 6
 				-			

JAPAN INTERNATIONAL COOPERATION AGENCY CLIENT : WINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS	
	S
(IICA) PROJECT: D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY	
JICA STUDY TEAN TITLE RA-14, FALAJ AL QABATL RE-BAR ARRANGEMENT (20)	1
PACIFIC CONSULTANTS INTERNATIONAL DATE DEG NO. W-41	

A-LINE REIS O (as) LENGIR SCHINAL NURS E SEIGHT SEIGHT REMAIKS E (D 22 5 750 9. 400 545. 2 1 51 3 098 533. 9 3 D 16 1, 552 61 8, 753 5 640 103.7 4 D 13 15. 939 47 15 190 9. 994 15.2 7 640 30.2 15. 103 15 200 0. 497 30.3 560 158.4 0.537 540 1. 135 576.0 3 674 F 1 9 19 84. 9 1. 392 2 D 13 9. 954 61 1. 607 110.1 L. 1.551 3 0 16 1 680 137. 1 61 3, 231 4 D 13 3 750 0. 994 15. 099 15 150 15.093 60. L 15 190 15 15. 099 126.5 15 150 23 116 ā 1. \$\$1 45.1 1 560 179.5 (3) 1 560 1. 5\$1 \$ 212.5 61 16.548 1 009.4 1 1 D 22 5 446 3. 042 58 9, 400 545. 2 3 090 505. **6** \$ 340 1. 552 8. 188 3 D 15 43 15. 099 649.3 15 190 0. 534 4 9 13 37.1 9 320 9. 264 2P. 2 15, 109 15 200 500 9, 417 10 1 -9. 517 524 581.4 113 8. 247 E (D 19 2. 235 3. 372 13.7 0. 994 2 D 13 1 320 314 2 115 2. 607 1 680 1. 552 0. 334 3. 211 4 D 13 3 239 15. 099 151. D 15 150 15 190 15. 059 60. 4 15 225. 5 15. 939 15 190 45.4 1 560 1. 551 D 175.5 1. 551 3 56G 5 170.5 E 1 D 22 \$ 120 3.042 950.1 545.2 3, 100 3 690 51 3 D 16 5 620 1.552 7, 791 475.3 0.594 15. 099 619. I 41 4 B 13 (\$ 150 8 570 8, 515 17.6 15. 109 15 700 30.3 0. 497 500 0. 497 124.7 _____ 586. 7 D 19 3 710 2. 235 119 B. 252 82. 5 1 360 0.951 2 D 13 310.2 1 689 | 1. 552 113 1. 607 4 D 13 3 230 0. 994 11 3. 211 195.9 10 15. 099 153.4 15 190 15. 099 60. 4 15 190 216.5 15 15. 099 15 190 O 45.0 1 560 29 1. \$51 1. 551 179.5 Ð 1 560 5 030.0 D 22 4 662.1 D 19 2 944.1 D 16 2 445.4 D 13 5 452, 1 TOTAL TEIGRE 15 513. 8

B-LINE							
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1		3 890		58	9. 100	545.2	
	D 16	5 650	1. 235	61	8, 769	514.3	7
	D 13	15 190	0. 994	45	15. 099	679. S	
	-	8 730		1	3. 673	34. 7	
		15 200		2	15.109	38. 2	
		500		(1	0.497	30.3	
	,	550	,	251	4.517	137. 1	3
Fil	D 15	3 660	2. 235	113	8. 180	973.4	
	0 13	1 400	0, 994	61	1. 392	14. 9	r
1	D 16	1 680	1. \$52	119	2. 607	339. 2	_
4	D 13	1 250	9. 534	61	1. 231	137.1	
5	,	15 190	,	19	15.099	151.4	
4	•	15 190	-	4	15.099	69.4	
1		15 190	, –	15	15.033	226.5	
1	•	1 560	,	23	1. 551	45. 0	D
9		1 560	,	116	1. \$\$1	179.9	Ü
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7 10							
11	D 22	\$ 180	3.042	Li	15. 758	961.2	l
1		1 090	,	51	9. 400	545. 2	1
1	D 18	5 080	1. 552	61	7. 884	480.9	J
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1 5		6 410		4	6. 372	25.5	
 		15 210	,	2	15. 109	38. 2	
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1		550	•	236	0. 547	129. I	~
F 1	D 19	3 700	2. 235	115	1. 170	924. 1	
7	0 13	1 370	0. 954	61	1. 362	83. ì	.
3	9 16	1 580	1.551	119	2. 607	310.2	L_
4	D 13	3 230	0.554	- 61	3. 231	197. 1	
\$		15 150		14	15. 059	151. 0	<u> </u>
1	1	15 190		4	15.099	60.4	
7	•	15 190	•	15	15.099	226.5	
8	•	1 560	1	19	1. \$51	45.0	
9	1	1 560		116	1. 551	173. 9	D
						5 058.8	
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					9 22	3 118, 6	<u>.</u>
					D 15	1 957, 5	
					D 16		
					D 13	3 634, 8	
Ĭ		-				· - · · · ·	
				1	OTAL TEIGHT	18 346.3	

JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

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

JICA STUDY TEAN
PACIFIC CONSULTANTS INTERNATIONAL
FURLYANA CONSULTANTS INTERNATIONAL
DATE

CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (21)

DATE

DATE

A-LINE NEIN O (as) LENGTE BORINAL NEWS C TRIGHT REMARKS 4 535 2.235 66 10.125 58 5.789 1 I D 19 2 590 617.6 18. 125 4 530 15.499 573.1 15 190 0.994 33 29. 1 7 470 7. 425 15 200 30.3 500 137.3 8. 547 251 861. 7 2. 235 3 240 F 1 D 11 68.5 1, 123 0. 994 1 130 236.5 1 288 1.552 5, 747 350. 6 151. **4** 15 190 15.699 211. € 15 198 29 2.853 33. 4 1 160 O 2.863 134. 9 1 170 4 170 2 599 568.5 9. 320 9. 994 34 15.099 \$13.4 15 190 4 D 13 32.5 0. 220 8 270 30.2 15 200 0. 191 10 % 490 7, 353 875.0 3 290 65. 5 1 080 ð. 39 t 236.5 1 780 2 978 350.6 D. \$94 15 190 15.039 45. 3 15.099 211.4 15 190 Û 33. 4 1.153 114.9 U D 19 4 780. 5 D 16 1 174.2 D 13 2 787.6 FORAL SEIGHT 8 742.3

B-LINE							
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TH							
7 1	D 19	4 560	2, 235	61	10. 197	611.7	()
1		2 590	,	58	5. 185	335. 2	l
		4 550	•	61	10, 169	620.3	Ī
1	D 13	15 190	0.594	31	15.039	513.8	
1	D 13	10 100	0.221		10.000		
1		35 188		· · · · ·	16 188	30. 2	
1	D 13	15 190	0.594	1	15.103		
	•	500		6)	0.497	39. 1	B
	•	490		236	0.487	[14. 9	
[]	D 19	3 270	2, 235	113	7. 30 8	169.7	
1	0 13	1 100	0.994	- 61	1.093	56. 7	Γ-
3	D 16	1 260	1.552	115	1.987	216. 5	L_
4	•	2 970	•	61	5.747	350. G]
5	0 13	15 199	♦. §34	10	15.033	151, 0	
6		15 198		1	15.099	45. 3	-
	,	15 33B		14	15.059	211.4	
		1 160		25	1.153	33.4	Ð
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,		1 110	L	1 111	1. 143	•	L
						4 416.5	
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1 12	,		,	,	·		
7 L	D 19	4 340	2. 235	£1	3. 706	\$91.7	
1	•	2 590	•	\$1	5, 785	335. B	
7	•	4 340		\$1	9. 700	531.7]
1	D 13	15 190	0, 314	36	15. 093	\$13.6	
5	•	7 310	,	2	7. 256	14.5	
- -	, , -	15 200	, ,	2	35.199	39. 2	
1	, -	500		- 11	0. 197	30.3	
}	-	430		192	9.48?	93. 5	
	<u> </u>				7, 331	872.4	
FI	D 13	1 280	1.225	113			
1 1	D 13	1 090	0.994	61	1.083	66 1	 .
1	D 18	1 280	1. \$52	119	1, 917	226.5	<u> </u>
1_4		1 570	<u>'</u>	11	5. 741	359. 6	
5	D 13	15 199	0.994	19	15.099	151.0	
1		ES 190	•	3	15.059	45. 1	<u> </u>
7	 -	15 150	•	Н	15.053	311.4	
3	-	1 160	1	23	1. 153	13. 4	Ü
9	-	1 170	,	116	1.163	134.5	0
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<u> </u>					D 19	4 839, 1	
 							
			···		D 16	1 174.1	
ļ					D 13	1 746.1	
<u> </u>						·	
				1	OTAL VEIGHT	8 753. 4	
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JAPAN INTERNATIONAL COOPERATION AGENCY

(FICA)

PROJECT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

TITLE: R/A-14, FALAJ AL QABAIL RE-BAR ARRANGEMENT (22)

PACIFIC CONSULTANTS INTERNATIONAL
FUKUYANA CONSULTANTS INTERNATIONAL
DATE

DATE

CLIENT: MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS

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

DATE

DATE

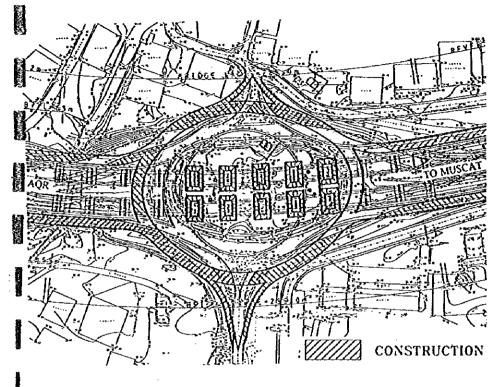
DWG NO. W - 43

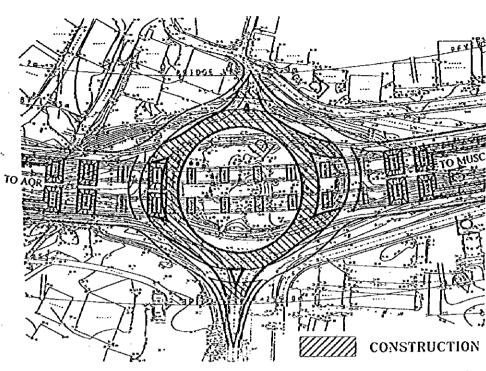
TEMPORARY WORKS

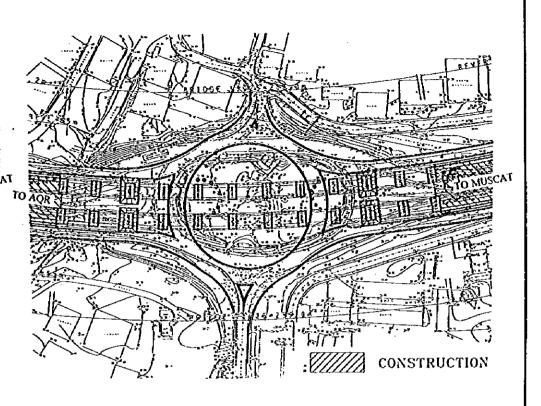
FIRST CONSTRUCTION STAGE

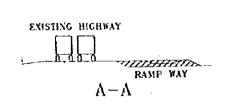
SECOND CONSTRUCTION STAGE

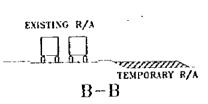
THIRD CONSTRUCTION STAGE

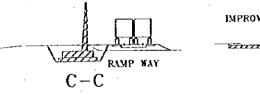


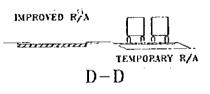


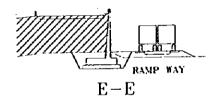


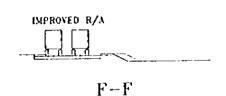












The traffic on the existing highway

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

LAKONFC1:	DAD OV KOVA P	ETELOT.HENT I	VO35	CI ON DAIMAN III
 TITLE	SPOUENCE OF	FALAJ AL OABIL	F/O	CONSTRUCTION

11116	SUQUENCE	VI.	TACAS AL QUOIS		CONSTINO	
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