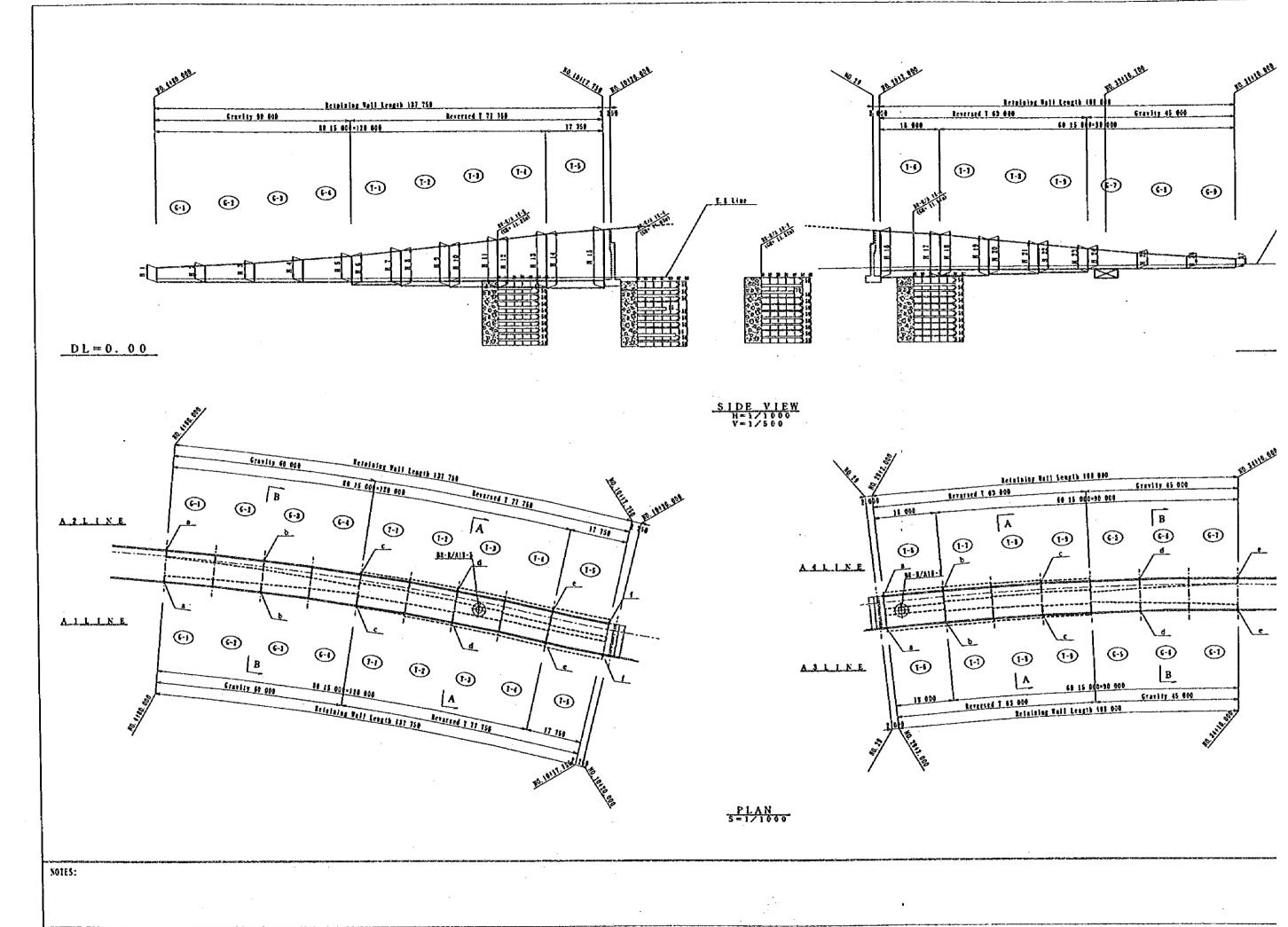
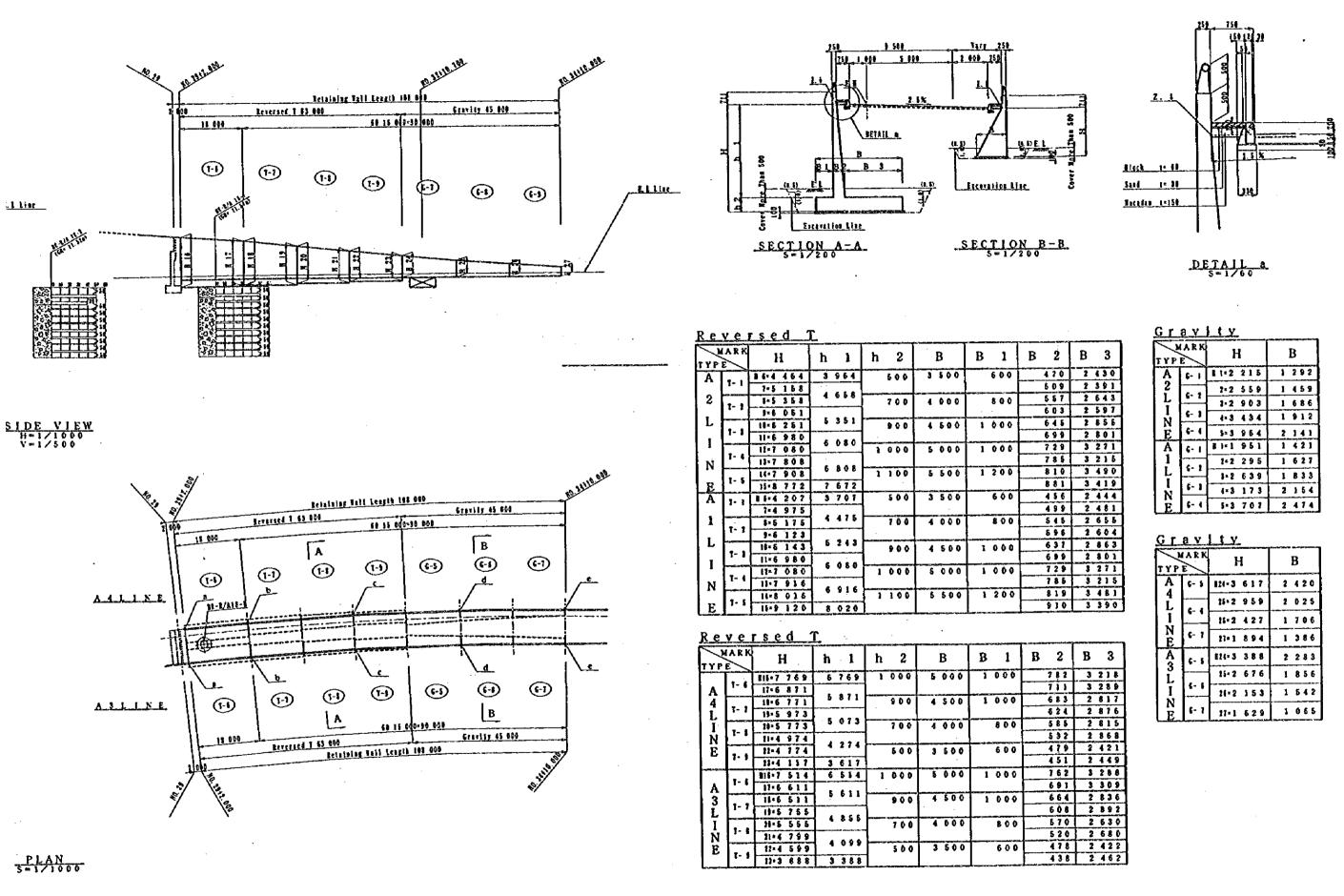
STRUCTURE -RETAINING WALL



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	-	· · · · · · · · · · · · · · · · · · ·	
⋺⋓⋤⋺⋳⋬⋓⋐⋎⋵⋵⋵⋳⋳⋇⋰⋎⋕⋬⋤⋵⋓⋳⋬⋐⋻⋽⋈⋶⋽⋹⋵⋹⋕⋎⋇,⋇⋇⋇⋺⋳⋇⋼⋸⋶⋇∊⋹⋳⋳∊⋳∊⋳∊⋳∊⋳∊⋳∊⋳∊⋳∊⋳∊⋳⋳⋳⋳⋳⋽⋳⋎⋳⋎⋳⋎⋳⋎⋳⋳⋳⋳⋇⋹⋎⋹⋇⋳⋴∊⋳∊∊∊⋳∊⋳∊⋳∊⋳∊∊⋳∊∊∊ ⋰	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNIC.
		PROJECT :	D/D ON ROAD DEVELOPN
	1 3115 31101 1050	TITLE :	R/A-18, AQR GENERAL
	FUELYANA CONSULTANTS INTERNATIONAL	DATE	
	JICA STUDY TEAM PACIFIC CONSULTANTS INTERNATIONAL	<u>title</u> :	ومقدي والبواطية فبجر ومعتقرت فيتباوك والتراجع

Gravity						
TYP	E	Н	В			
A	G- 1	11:2 215	1 2 9 2			
2	6- 2	2=2 5 5 9	1 4 5 9			
L I N	6- 7 6- 1	1-2 903	1 6 8 6			
		4-3 434	1 9 1 2			
Ē	6- 6	5=3 964	2 1 4 1			
A	6-1	# 1=1 951	1 4 2 1			
1	6-1	1-2 295	1 6 2 7			
Ļ		1-2 639	1 8 3 3			
N	6-1	4=3 173	2 1 5 4			
Ē.	6- i	5=3 707	2 4 7 4			

<u>Gravity</u>						
TYP	E	Н	В			
A	ç- \$	12(-3 617	2 4 2 0			
4 L	·	11=2 9 5 9	2025			
1	6- 6 	15-2 4 2 7	1706			
N E		27+1 894	1 3 8 6			
A	5- S	E24=3 388	2 2 8 3			
3 L	<u>{-</u>	15+2 676	1 8 5 6			
I		21-2 153	1 5 4 2			
N E	f- 1	27=1 629	1 0 6 5			

CATIONS, DIRECTORATE GENERAL OF	ROADS
NENT PROJECT ON BATINAH HIGHWAY	í
, VIEW FOR WALL (1)-1	
DYG NO.W-1	

$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Poin	o i n t	a	b.	c	đ	e	I
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	<u> </u>	8	+2742804.89888	+2742822.61680	+2742857.40655	+ 2742888. 15436	+2742907.96140	+2742924. 8610
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		E	+ 443540.74743	+ 443526.68390	+ 443511.73731	+ 443945.92456	+ 443479.43635	+ 443458.7412
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	N 2	2	- 	<u></u>		r		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	A	+	+2742810.16910	+2742836.65672	+2742862.66139	+2142888.15436	+2742913.21700	+2742930. 1153
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		E	+ 443549.28507	+ 443535.20235	+ 443520.24662	+ 443504.43442	+ 443487.94680	+ 443477.2496
L N $+2743361.63812$ $+2743334.39512$ $+2743306.78481$ $+2743278.83242$ $+2743260.02007$ A X $+2743294.63747$ $+443307.19735$ $+443318.92774$ $+443329.81790$ $+443336.60626$ I E $+443294.63747$ $+443307.19735$ $+443318.92774$ $+443329.81790$ $+443336.60626$ K Z 14.049 15.096 16.519 18.031 19.039 A X $+2743364.96161$ $+2743337.70660$ $+2743282.13236$ $+2743263.31932$ A X $+2743304.13335$ $+443316.66720$ $+443328.37953$ $+443339.25986$ $+443346.04633$ I E $+443304.13335$ $+443316.66720$ $+443328.37953$ $+443339.25986$ $+443346.04633$		1						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		- x		+2743334. 39512	+2743306. 78481	+2743278. 83242	+2743260.02007	
X Z 14.049 15.096 16.519 18.031 19.039 A N +2743364.96161 +2743337.70660 +2743310.08860 +2743282.13236 +2743263.31932 A N +2743304.13335 + 443316.66720 + 443328.37953 + 443339.25986 + 443346.04633 I E + 443304.13335 + 443316.66720 + 443328.37953 + 443346.04633	3 L	E						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		7						
E + 443304.13335 + 443316.66720 + 443328.37953 + 443339.25986 + 443346.04633				+2743337.70660	+2743310.08860	+ 2743282. 13236	+2743263. 31932	
		z						
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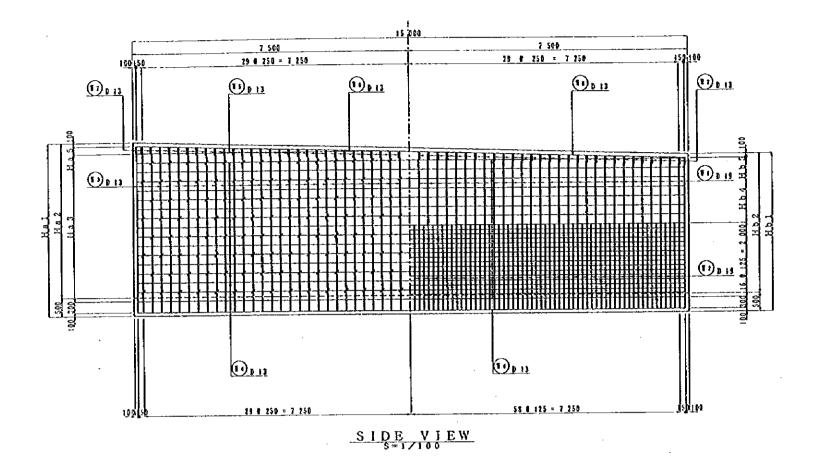
-		JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY O
NOTES:		(JICA)	PROJECT :	D/D ON ROA
		JICA SILDY TEAN	TITLE :	R/A-18, AC
		PACIFIC CONSULTANTS INTERNATIONAL FUNLYANA CONSULTANTS INTERNATIONAL	DATE	

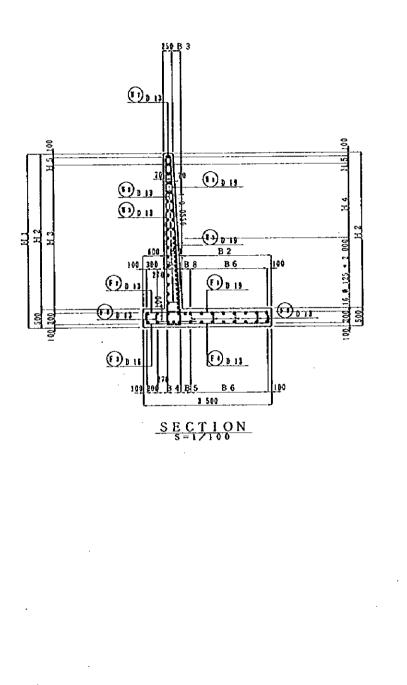
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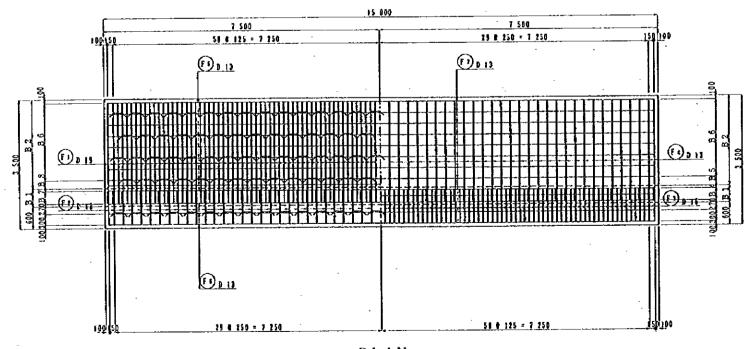
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0F	COMMUNICA	TIONS DIRECTORATE CENERAL OF ROADS
OAD	DEVELOPHE	NT PROJECT ON BATINAH HIGHWAY
AQR	GENERAL V	IEW FOR WALL (1)-2
	,	DWG NO. W-2

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 $\frac{PLAN}{S=1/100}$

	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINIST
NOTES:	(JICA)	PROJECT :	D/D ON
- -	JICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL	TITLE :	R/A-18
	FURLYANA CONSULTANTS INTERNATIONAL	DATE	· · · · · · · · · · · · · · · · · · ·
		•	

ISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY -18, AQR RE-BAR ARRANGEMENT (1) DTG NO.W-3

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	2000		LEDA	2000	
I		<u>Picb 30</u> (0		1

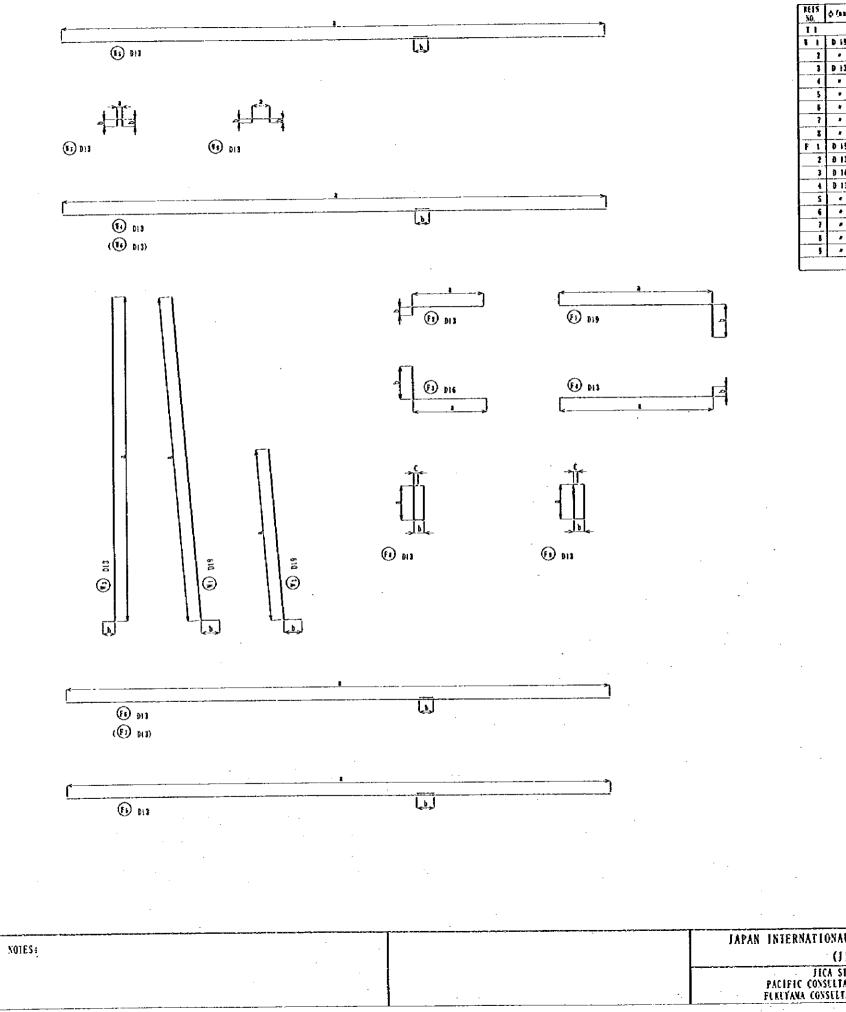
Slit Shape in Front of Vall (Thickness 1=30 mm)

		<u>(1-1)</u>						
		a – a		b – b				
	Hal	4 4 6 4	H & 1	\$ 1 5 8				
	Ha 2	3 9 8 4	H b 2	4 6 5 8				
A	H = 3	150250 = 3750	нъз	18@250 = 4500				
1	Н 8 4	70250 = 1750	H b 4	100250 = 2500				
2	Ha 5	214	H b 5	158				
L	Bal	470	B b 1	509				
Ι	Ba2	2 4 3 0	В Ъ 2	2 3 9 1				
N	Ba 3	220	B b 3	259				
	Ba4	20176.0 = 352	B b 4	20195.5 = 391				
E	Ba5	20139.0 = 278	8 b 5	20119.5 = 239				
	Ba 6	70300 = 2100	B b 6	70300 = 2100				
	Ba7	335	867	374				
	B a 8	20147.5 = 295	8 b 8	20128.0 = 256				
			-1)					
		a – a		b – b				
	Ha 1	4 207	н 6 1	4 9 7 5				
Å	11 8 2	3 7 0 7	НЪ2	4 4 7 5				
	Ha 3	140250 = 3 500	H b 3	170250 = 4 250				
ł	На 4	6 @ 2 5 0 = 1 5 0 0	H b 4	99250 = 2250				
1	H a 5	207	H b 5	225				
L	Bal	455	B b 1	499				
I	Ba 2	2 4 4 4	B b 2	2 4 0 1				
N	Ba 3	206	вьз	249				
E	Ba4	28169.0 = 338	864	20190.5 = 381				
C	Ba 5	20146.0 = 292	B b 5	28124.5 = 249				
	Ba6	70300 = 2100	ВЬ6	70300 = 2100				
	Ba7	321	867	364				
	B a 8	20154.5 = 309	868	20133.0 = 266				

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NOTES:	JAPAN INTE	RNATIONAL COOPERATION AGENCY (JICA)	PROJECT : D/D ON	Y OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
	PACIFI FUKUYA	JICA STUDY TEAN IC CONSULTANTS INTERNATIONAL NA CONSULTANTS INTERNATIONAL	<u>TITLE : R/A-18,</u> DATE	AQR RE-BAR ARRANGEMENT (2) DVG NO. W-4

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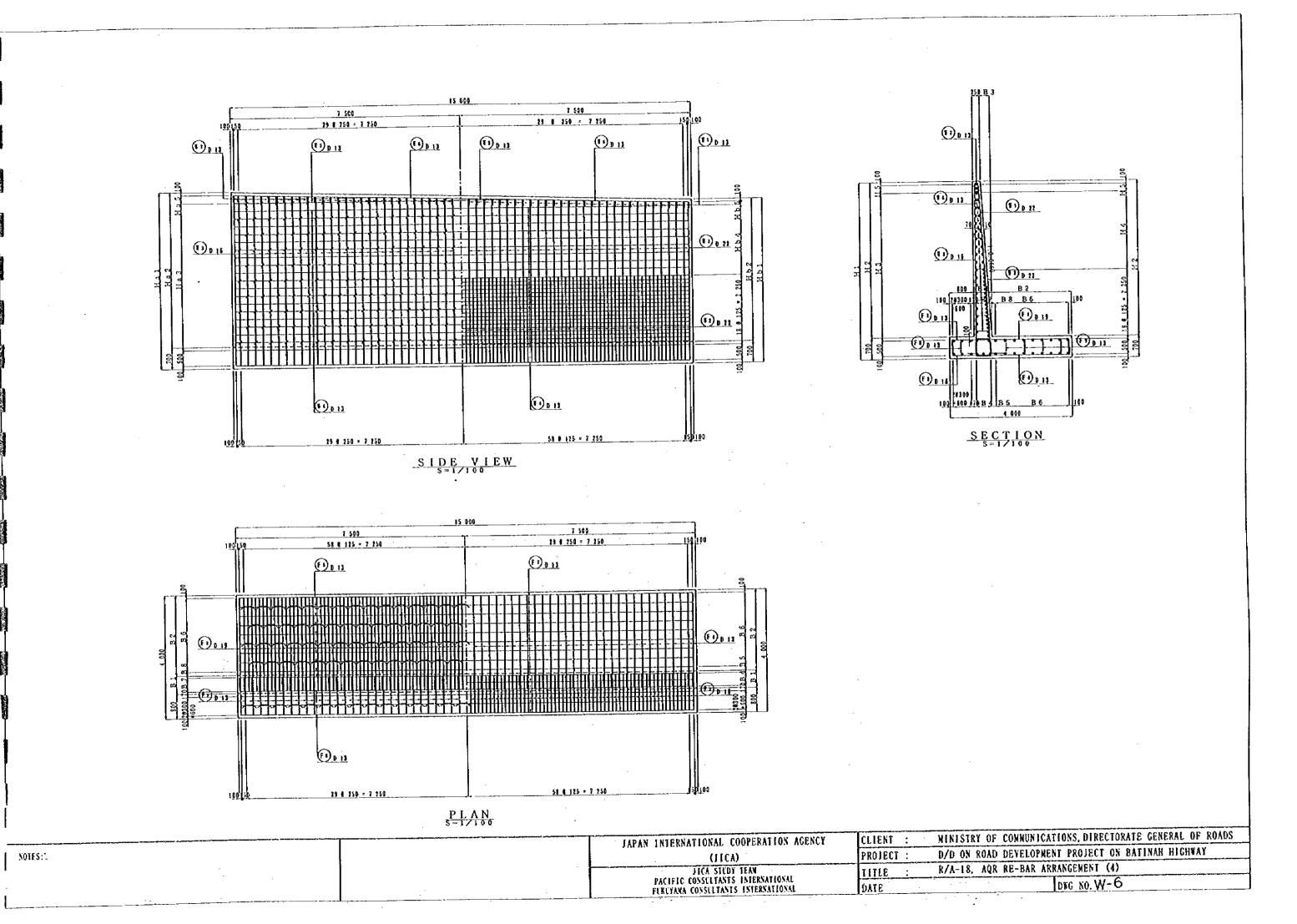
REES NO.	φ (m)	LENGIB (ER)	•	b	٤
11					
11	D 15	4 690	4 782~4 913	285	
1		2 590	2 304	285	
3	D 13	4 599	4 275~4 005	240	
4		15 190	14 800	399	
5		3 559	4 336~13 171	390	
F		15 219	14 120	390	
7		500	118	195	—
8		- 411	337~170	111	
F 1	0 13	3 260	2 958	300	
2	013	110	508	195	
3	Ð 16	1 280	980	300	
4	B 13	2 930	2 730	195	
S	•	35 150	14 600	390	
6		15 190	14 500	390	
1		15 190	14 800	390	
		1 160	328	271	411
,		1 160	329	173	111
	•				

JAPAN INTERNATIONAL COOPERATION AGENCY CLIENT : PROJECT : MINISTRY (JICA) JICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL FURUYANA CONSULTANTS INTERNATIONAL D/D ON R/A-18, TITLE • DATE . -

NE No		\$ (ez)	LENGTB (sa)	3	Ъ	٢
1	1					
ŧ	1	213	1 1 1	4 276~3 770	285	
	1	•	1 590	2 304	285	
	3	D 13	4 219	4 264~3 764	195	
	ł	,	15 190	14 800	390	<u> </u>
	5	•	8 778	4 677~12 071	390	
	6	•	15 200	E4 808	390	
	1		\$00	110	195	
	l		\$14	380~185	111	
F	1	D 13	3 250	2 946	300	
	2	0 13	1 120	929	195	
	3	D 16	1 280	530	390	
	4	D 13	2 930	2 739	195	
	5		15 190	14 808	390	
	1		13 190	14 800	390	
	7	•	LS 150	14 209	390	
	ĩ		1 160	328	278	m
		. [1 160	223	279	111

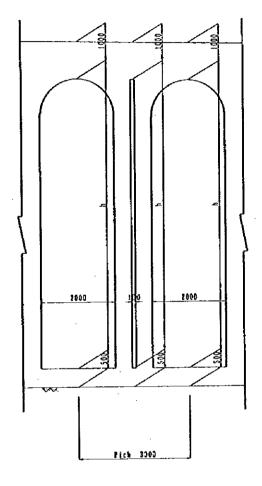
Y OF	CONMUNICATI	ONS, DIRECTORATE GENERAL OF ROADS
ROAD	DEVELOPMENT	PROJECT ON BATINAH HIGHWAY
AQR	RE-BAR ARRA	ANGEMENT (3)
		NEG NO W-5

•



		(1-	2)	
	т	a – a	<u>گ</u>	b – b
	Hall	5 3 5 8	ньі	6 0 5 1
	Ha 2	4 6 5 8	нь 2	5 3 5 1
Α	11 a 3	180250	ньз	208250
1	11 = 4	<u>= 4 500</u> 90250	Hb 4	= 5000 110250
2	Ha 5	= 2 250 158	НЬ 5	= 2.750 20175.5
L	Ba1	557	B b 1	= 351 603
	Ba2	2 6 4 3	в b 2	2 5 9 7
I	Ba3	307	8 b 3	353
N	Ba4	28228	B b 4	20251
Ε	Bas	<u>= 456</u> 174	865	= 502 128
	Ba6	89300	B b 6	80300
	Ba7	<u>= 2 400</u> 423	вь7	= 2 400 4 6 9
	Ba 8	207	868	161
	<u> </u>	T	- 2)	· ·
		a – a		b - b
	Hal	5 1 7 5	НЬ1	6 1 2 3
	lia 2	4 4 7 5	НЬ 2	5 2 4 3
Α	Ha 3	170250 = 4 250	нь з	200250 = 5000
I	Ha4	80250 = 2000	НЪ4	139250 = 2750
1	11 a 5	2 2 5	H b 5	2 4 3
L	Bal	545	B b 1	595
I	B a 2	2655	822	2 6 0 4
N	8 8 3	295	B b 3	346
	Ba4	20222.0 = 444	864	20247.5
E	8 a 5	186	B b 5	135
	B a 6	80300 = 2400	8 b 6	80300 = 2400
-	Ba7	411	867	462
	Bað	219	в в 8	168

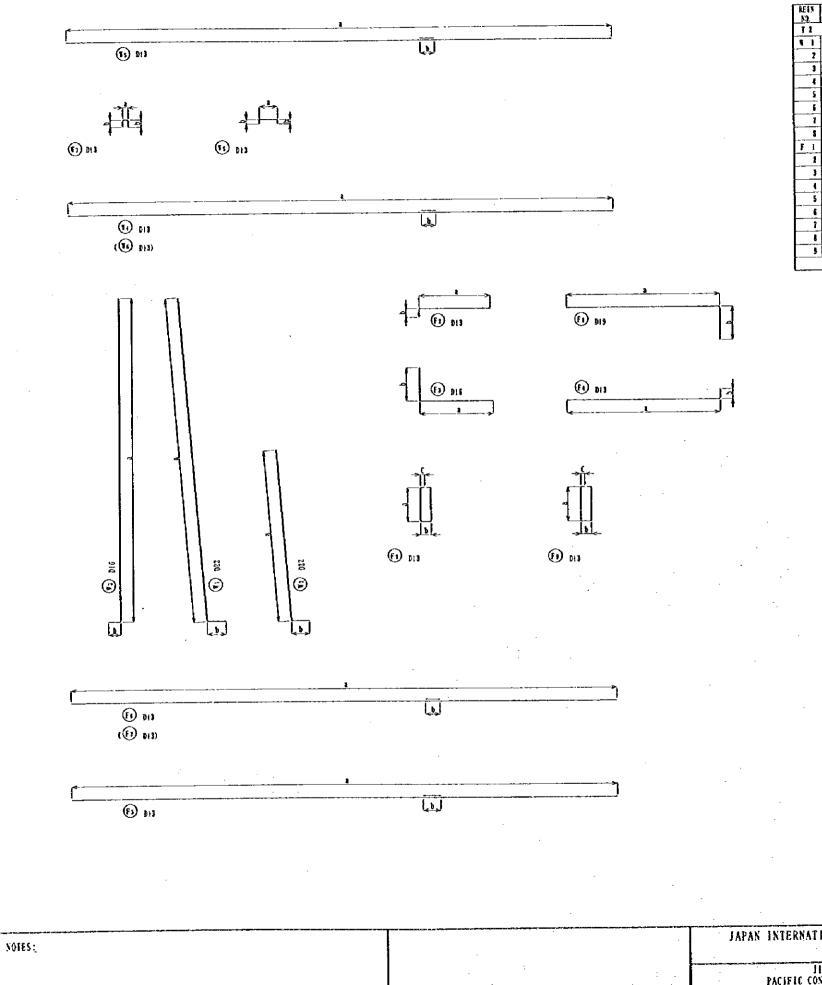
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Slif Shape in Front of Fall (Thickness f=30 mm)

		JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT : MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
NOTES:		(JICA)	PROJECT : D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
		JICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL FURCYANA CONSULTANTS INTERNATIONAL	TITLER/A-18. AQR RE-BAR ARRANGEMENT (5)DATEDAG NO. W - 7
	l	· · · · · · · · · · · · · · · · · · ·	

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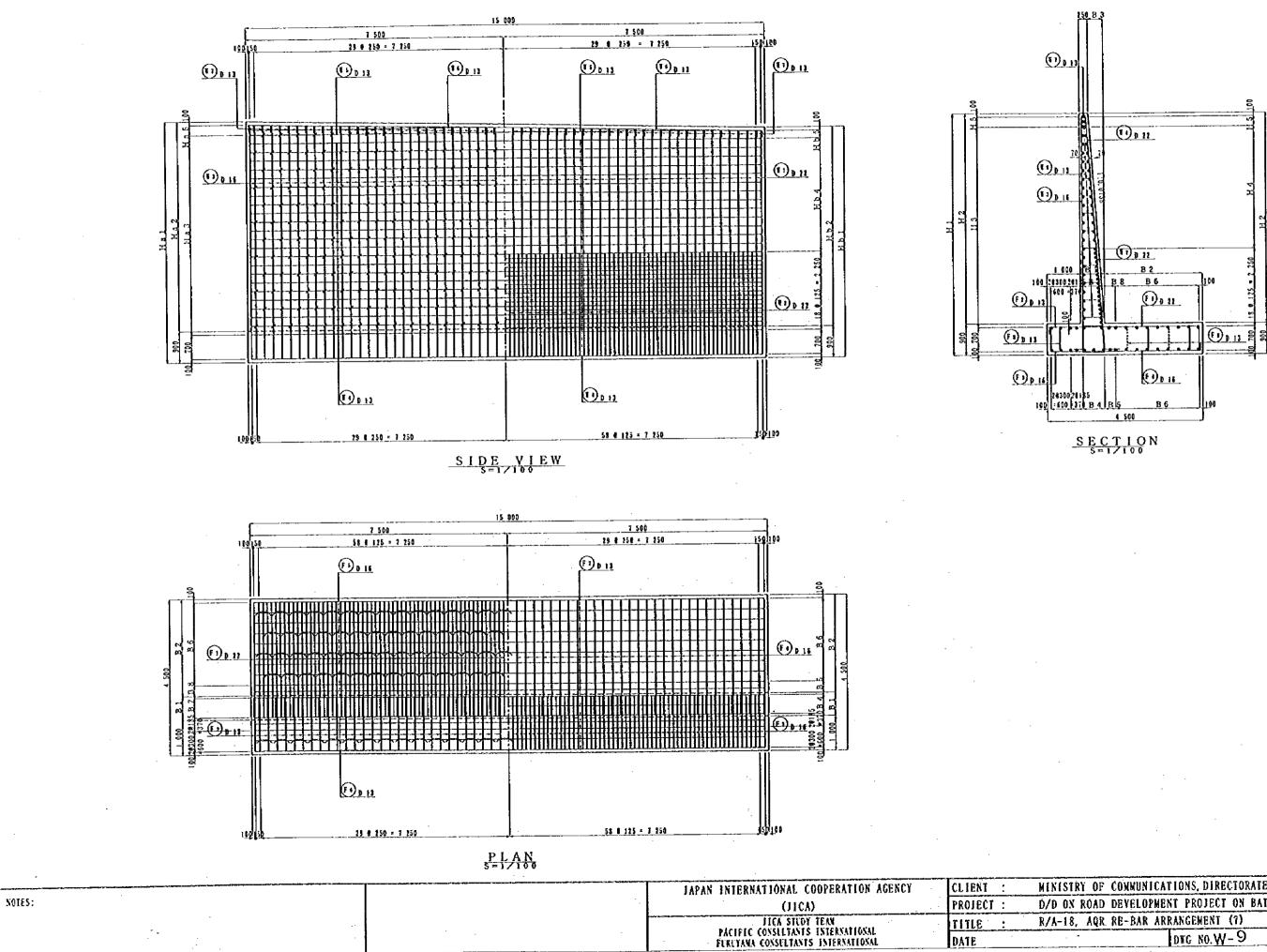


REIN NO.	¢ (68)	LENGTE (ra)	a	b	۲.
11					
11	0 11	\$ 800	5 936-4 956	330	
2	,	3 090	2 756	330	
3	D 16	5 690	5 921~4 975	Z40	
4	0 13	15 190	14 800	393	
ş		1 090	3 794~11 600		I —
	•	15 200	14 896	190	<u> </u>
1	1	500	110	195	
8		540	465~169	111	
F 1	D 19	3 670	3 164	500	
1	D 13	1 400	1 201	195	
3	D 16	1 690	1 180	500	
4	D 13	3 230	3 030	195	
5		15 190	14 800	390	
6		15 190	14 800	390	
1		15 190	E4 800	290	
1		1 560	528	278	111
3	•	1 560	523	279	0

JAPAN INTERNATIONAL COOPERATION AGENCY CLIENT : (JICA) JICA SILOY TEAN PACIFIC COSSULTANTS INTERNATIONAL FURLYANA CONSULTANTS INTERNATIONAL PROJECT : TITLE DATE

REIN (¢ (es)	8128333 (es)	1	6	c
12					
T I	D 22	5 850	5 864~5 169	330	
7	•	3 698	1 755	330	
1	016	5 750	5 851~5 158	249	
4	Ð 13	15 190	14 800	390	
S	•	\$ 690	3 745~12 835	390	
í		25 210	14 826	390	
1		\$60	114	195	
8		550	473~176	10	
E E	D 16	. 1 660	3 154	500	
1	013	5 410	1 210	195	
1	D-16	1 680	1 180	500	
4	D 13	3 230	3 030	195	
5		15 190	14 800	390	
ī		15 198	14 BOD	390	
1		15 190	14 890	398	
1	•	1 560	528	176	111
,		1 550	\$29	219	111

MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY R/A-18, AQR RE-BAR ARRANGEMENT (6) DEC NO.W-8



RY OF	CONNUNICATIONS, DIRECTORATE GENERAL OF ROADS
ROAD	DEVELOPMENT PROJECT ON BATINAH HIGHWAY
, AQR	RE-BAR ARRANGEMENT (7)
-	DTG NO.W-9

			- 3)	
	1	a – a		b - b
	Hal	6 2 5 1	11.5.1	6 9 8 0
	11 a 2	5 3 5 1	H b 2	6 0 8 0
Α	II a 3	210250 = 5250	ньз	230250 = 5750
1	Ha4	120250 = 3000	НЪ4	140250 = 3500
2	Ha 5	101	НЪ5	20165 = 330
L	Bal	645	B b 1	699
I	Ba2	2 8 5 5	B b 2	2 8 0 1
N	Ba 3	395	B b 3	449
E	8 a 4	20282 = 564	B b 4	20309 = 618
ذا	Bas	20183 = 366	8 b 5	20156 = 312
	B a 6	80300 = 2400	B b 6	80300 = 2400
	Ba7	512	B 6 7	566
	Bað	20209 = 418	B & 8	= 364
		<u>(</u>	-3)	r
		a - a		b - b
	Hal	6 1 4 3	16.6.1	6980
А	Ha 2	5 2 4 3 2 0 0 2 5 0	Н Ь 2 — ——	6 0 8 0 2 3 0 2 5 0
ł	Ha 3	= 5000 110250	НЬЗ	= 5750 140250
	Ha4	= 2 7 5 0	Hb4	= 3500 20165
1	Ha 5	243	H b 5	= 330
L	Bal	637	861	699
I	Ba2	2863	В Ь 2	2 8 0 1
N	8 8 3	387	B b 3	449
E	8 = 4	= 537	864	= 618 20156.0
	Ba 5	= 393	8 8 5	= 312 80300
	Ba6	= 2 4 0 0	8 6 6	= 2 400
	Ba7	504	867	566 20182
	Bað	= 426	вья	= 364

A STATEMENT

Same Number

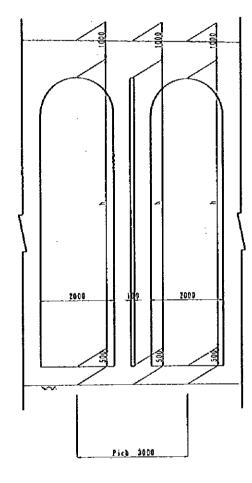
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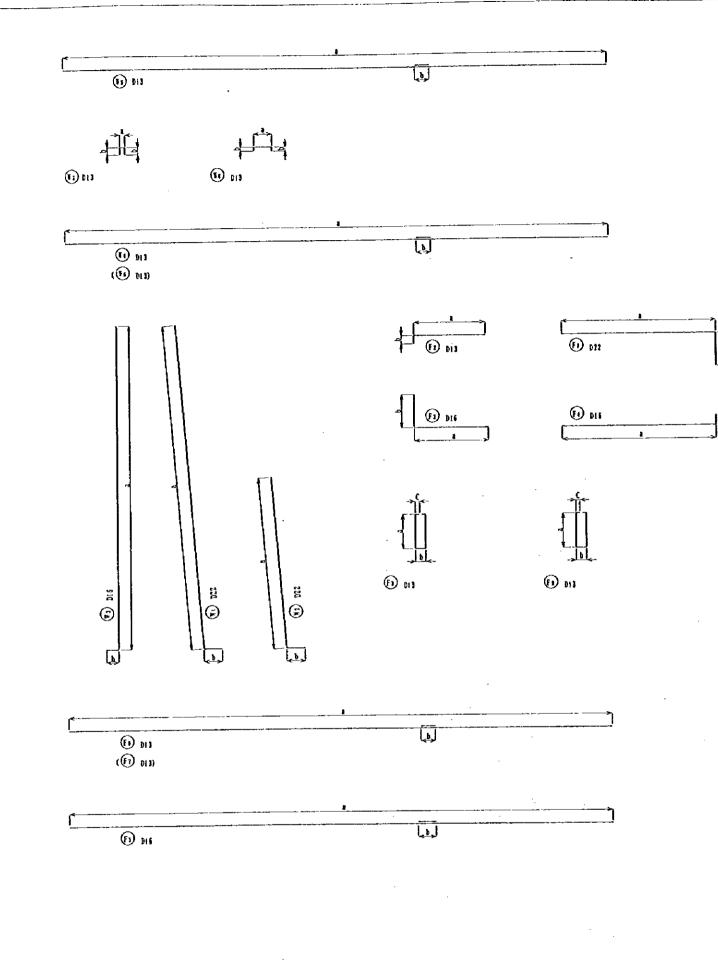
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Slit Shape in Front of Fall (Thickness 1=30 mm)

	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT : MINISTRY O
NOTES:	(11¢A)	PROJECT : D/D ON ROA
	HICA SIUDY TEAN	TITLE : R/A-18, AQ
	PACIFIC CONSULTANTS INTERNATIONAL FUKUYAWA CONSULTANTS INTERNATIONAL	DATE
		· · ·

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		_
Y OF	COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS	:
ROAD	DEVELOPMENT PROJECT ON BATINAH HIGHWAY	
AQR	RE-BAR ARRANGEMENT (8)	
	DIG NO.W-10	



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DE LS - SQ	\$ (1 II)	117731 (m)	3	1	د
11	· · · · · ·				
11	D 22	6 718	6 798~5 559	338	
1		3 290	2 958	338	<u> </u>
3	D 16	\$ 619	6 785~5 343	248	
4	D 13	15 190	14 800	390	
5		9 190	2 518~14 676	330	
1	•	15 230	14 840	39P	
1		500	110	195	
ł		620	550~711	111	
FI	0 22	4 160	3 455	700	
2	0 13	1 100	1 491	135	
3	9 16	2 030	1 350	700	
4	•	3 570	3 330	249	
5		15 280	14 805	480	
6	\$ 13	15 190	14 800	390	
1		15 190	14 800	394	
8	1	1 950	728	271	111
3		1 \$74	732	282	111
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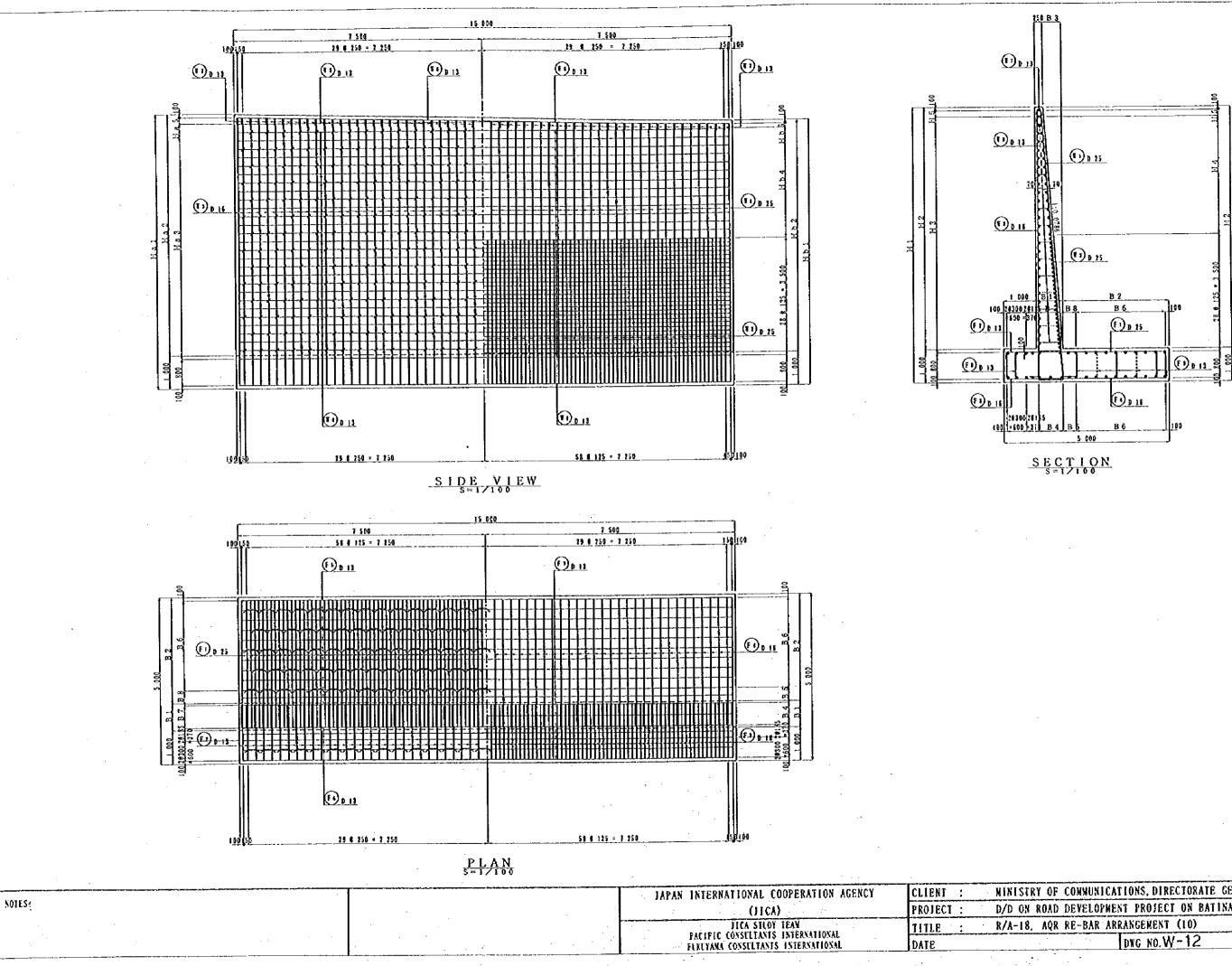
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	JAPA	N INTERNATIONAL COOPERATION AGENCY		NINISTRY OF CONMUNICATIONS, DIRECTORATE GENERAL OF ROADS
NOTES:		(JICA)		D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
		PACIFIC CONSULTANTS INTERNALIONAL	TITLE : DATE	R/A-18, AQR RE-BAR ARRANGEMENT (9) DWG NO.W-11

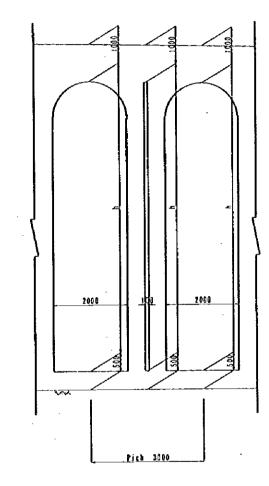
¢ (18)	LENGTH (28)	1 1	b	¢
D 22	6 760	\$ 758 6 057	239	
	3 290	2 358	230	
P 16	6 560	6 780~6 051	240	
013	15 190	14 809	390	
-	7 960	3 350~11 775	337	
	15 210	14 815	350	
•	500	111	195	
-	620	586~211	111	
D 22	4 160	3 451	100	
D 13	1 700 -	> 502	195	
0 16	1 050	1 380	700	
	3 570	3 430	240	
	15 280	14 800	450	
0 13	15 190	14 800	390	
•	15 190	14 800	390	
•	1 960	728	278	111
	1 970	132	282	111



RY OF	COMMUNICAT	TIONS, DIRECTORATE GENERAL OF ROADS
ROAD	DEVELOPMEN	AT PROJECT ON BATINAH HIGHWAY
AQR	RE-BAR ARI	RANGEMENT (10)
		DWG NO.W-12

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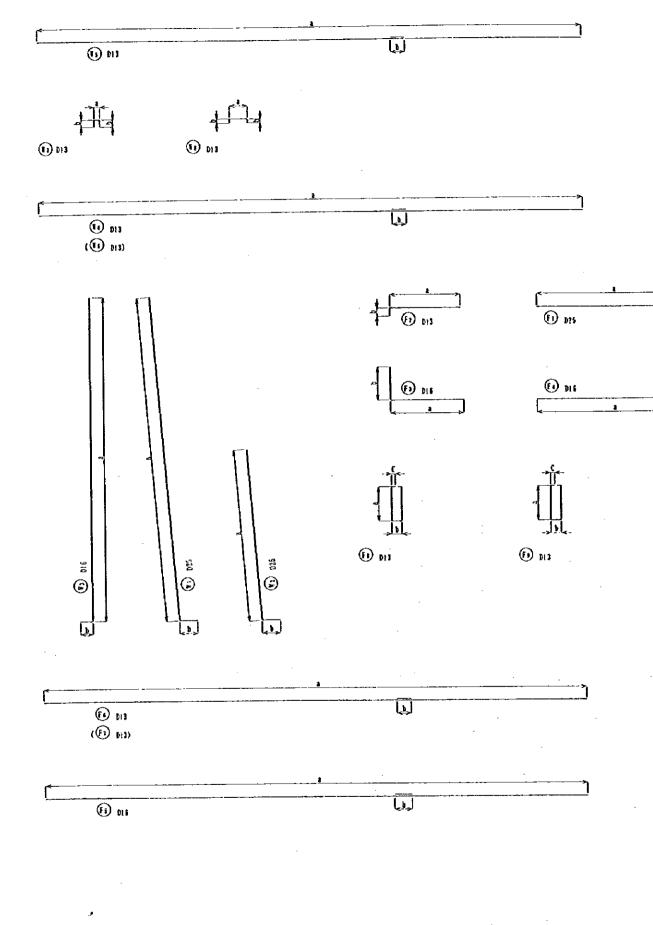
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	r	<u>(</u> 1-	<u>ッ</u>	
		a – a		<u>ა-ა</u>
	Hall	1 0 8 0	H b 1	7 8 0 8
	H a 2	6 0 8 0	H b 2	6 8 0 8
Α	НаЗ	240250 = 6000	H b 3	260250 = 6500
1	11 8 4	100250 = 2500	H b 4	120250 = 3000
2	Ha 5	80	НЬ5	20154 = 308
L	Bal	729	8 b 1	785
I	Ba2	3 2 7 1	B b 2	3 2 1 5
N	8 a 3	479	863	535
	Ba4	20328 = 656	B b 4	20358 = 716
E	Ba5	26231 = 474	B b 5	20207 = 414
	Ba6	99300 = 2700	B b 6	99300 = 2700
	Ba7	597	Bb7	653
	B a 8	20266.5 = 53.3	B b 8	20238.5
		T	-1)	
	[]	a – a		b - b
	Hal	7 0 8 0	нь 1	7 916
	H a 2	6 0 8 0	H b 2	6916
Α	li a 3	249250 = 6 000	нь з	278250 = 6750
ł	Ha4	100250 = 2500	НЪ4	130250 = 3250
1	Наб	80	НЪ5	165
L	Bal	729	861	785
1	Ba2	3 2 7 1	B b 2	3 2 1 5
N	8 a 3	479	B b 3	544
Į	Ba4	20330 = 660	8 b 4	20358 = 716
E	Ba5	22235 = 470	B & 5	20207 = 414
	8 a 6	98300	B b 6	90300 = 2700
1	Ba7		867	- 653
	8 2 8	20266.5 = 533	ВЪ8	20238.5 = 477



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

•			
		JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT : MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
ł	NOTES:	() ICA)	PROJECT : D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
l		DICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL	TITLE : R/A-18, AQR RE-BAR ARRANGEMENT (11)
ļ		FUKEYANA CONSULTANTS INTERNATIONAL	DATE DEC NO. W-13

120



RE I NO.	5	¢ (63)	LENGTH (es)	2	١	¢
14						
1	1	D 25	7 100	7 740~6 901	375	
	2		4 690	4 313	375	
-	1	DIE	7 \$40	7 716~6 880	240	
	4	D 13	15 190	14 800	390	
	5		7 160	2 939~11 790	399	
	6		15 220	14 824	350	
	7		500	110	195	
	1		680	667~235	HI	
E	ī	9 25	4 760	3 955	808	
	2	Ð 13	1 790	1 517	195	
	3	B 16	2 180	1 380	800	
	4	,	4 070	3 830	240	
	\$	D 13	15 150	14 800	390	
	4		15 190	14 800	390	<u> </u>
	1		15 190	T4 800	390	
	8		1 160	828	278	111
	9		2 180	834	284	111

CLIENT : JAPAN INTERNATIONAL COOPERATION AGENCY NOTES; (JICA) JICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL FURLYANA CONSULTANTS INTERNATIONAL PROJECT : <u>TITLE</u> DATE .

121

Ł

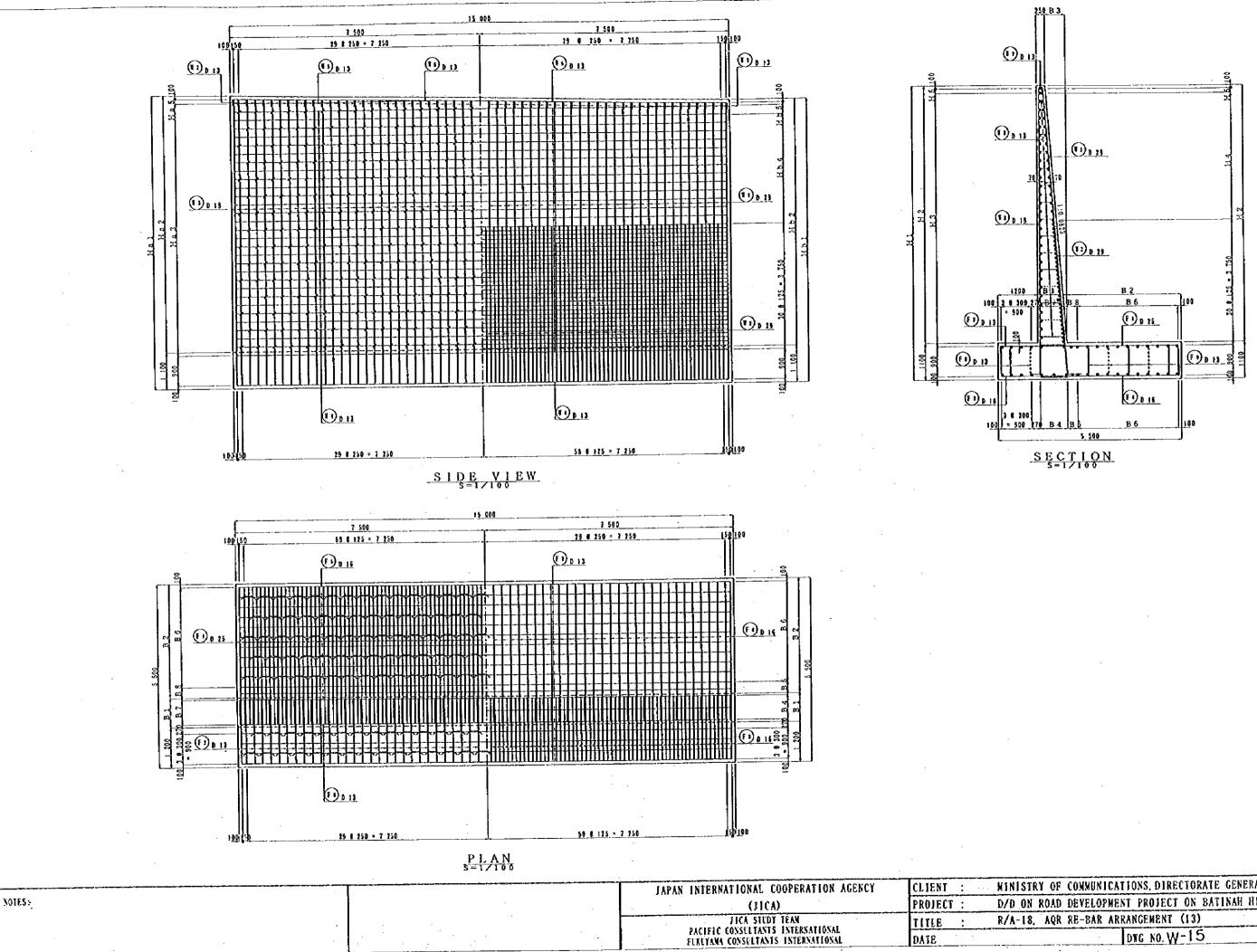
CHANGED IN COLORING

14 and 10

RE M	8	¢(u)	LENGTH (ex)	*	Ъ	٤
T	4					
T	1	D 25	7 658	7 631~6 901	375	
-	1		4 690	4 313	175	
	3	D 16	7 (30	7 608~6 850	240	
	4	013	15 190	14 800	390	
	5	•	7 630	3 131~11 344	399	
-	6	•	15 210	14 818	390	
	7		500	210	195	
	8		650	667-235	Ш	
F	I	D 25	4 760	3 355	800	
	1	D 13	1 790	1 587	195	
-	3	D 16	2 190	1 350	800	
	•		4 470	3 830	240	
	5	011	13 190	14 800	398	
	í		15 199	14 800	390	
	7		15 190	14 800	390	
	1	•	1 160	\$28	278	HI
	3		2 130	- 834	284	11

MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY R/A-18, AQR RE-BAR ARRANGEMENT (12) DIG NO.W-14

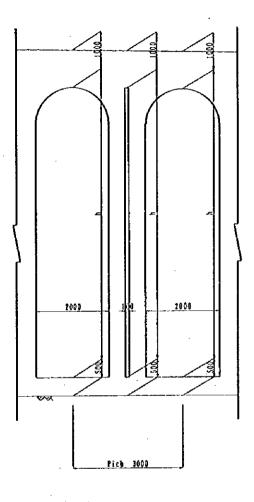
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(OF	COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
ROAD	DEVELOPMENT PROJECT ON BATINAH HIGHWAY
AQR	RE-BAR ARRANGEMENT (13)
	DIG NO. W-15

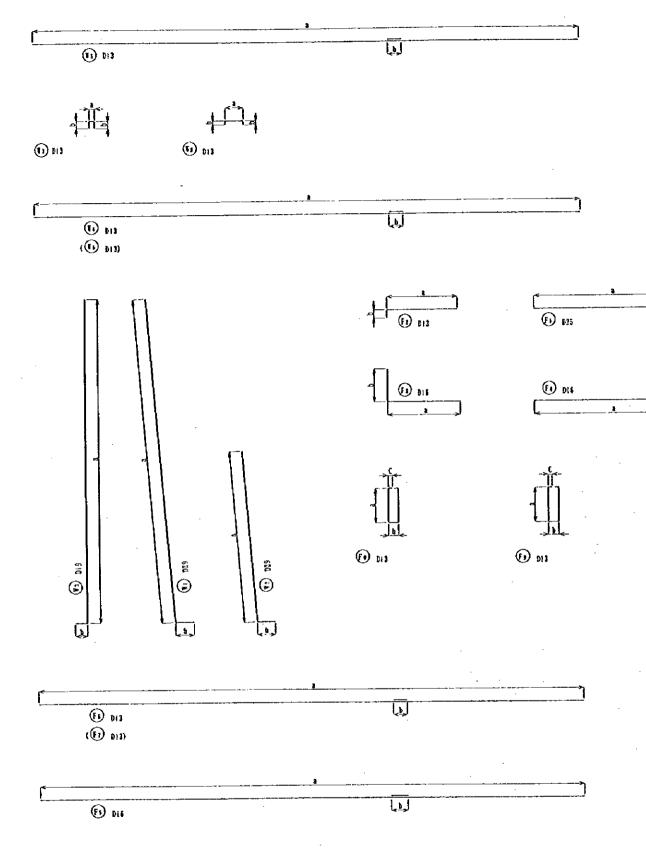
		Ţ	- 5	
		a – a		b - b
	lia 1	7 9 0 8	H b 1	8772
	Ha 2	6 8 0 8	H b 2	7 6 7 2
Α	Ha 3	278250	II b 3	308250
I	11 a 4	120250 = 3000	H b 4	158250 = 3750
2	li a S	58	нь 5	172
L	B a 1	810	861	881
I	Ba 2	3 4 9 0	B b 2	3 4 1 9
N	Ba 3	560	вьз	631
	Ba4	20376.0 = 752	B b 4	20411.5 = 823
E	Ba 5	20189.0 = 378	В 6 5	20153.5 = 307
	B a 6	100300 = 3000	B b 6	100300 = 3000
	Ba7	678	B b 7	149
	B a 8	20226.0	8 6 8	2@190.5 = 381
		Ţ	-5)	
		a – a		b – b
	Hal	8016	нь 1	9120
•	Ha 2	6916	il b 2	8 0 2 0
A	11 a 3	278250	нъз	31250 = 7750
	H a 4	129250 = 3000	H b 4	160250 = 4 000
1	Ha5	166	нь5	20135
L	Bal	819	B b 1	910
I	Ba2	3 4 8 1	В Ь 2	3 3 9 0
N	B a 3	569	вьз	660
Е	Ba4	20380.5 = 761	B b 4	20426.0 = 852
4	8 8 5	20184.5 = 369	8 b Ş	20139.0 = 278
	Ba6	100300 = 3000	866	100300 = 3000
	Ba7	687	B b 7	778
	Bað	20221.5 = 443	868	20176.0 = 352

• •



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

	·		
		JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT : MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
NOIES:		()1(A)	PROJECT : D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
		JICA STEDY TEAN	TITLE : R/A-18, AQR RE-BAR ARRANGEMENT (14)
		PACIFIC CONSULTANTS INTERNATIONAL FUNUYANA CONSULTANTS INTERNATIONAL	DATE DTC NO. W-16
	· · · ·		



NEIN SQ.	\$ (11)	188613 (en)	1	Þ	t
15					
11	D 23	8 140	8 950~7 842	435	
1		\$ 114	4 666	435	
1	D 13	8 450	8 920~7 516	285	
- 1	D 13	15 190	14 800	399	
5		\$ 140	L 810~13 674	390	
	•	15 240	14 841	390	
7		500	114	195	—
1		110	795~178	111	
F 1	D 25	5 050	4 148	900	—
2	D 13	2 090	1 1 1 1 1 1	195	
3	D 16	2 489	1 530	900	
4		4 379	4 130	240	
\$		15 280	14 800	480	
6	D 13	15 190	14 800	390	
ĩ		15 194	14 800	390	
8	•	2 360	926	278	m
9	•	2 380	\$34	284	111

•		

 JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY
(11CA)	PROJECT :	D/D ON RO
JICA SILDY TEAN PACIFIC CONSULTANTS INTERNATIONAL FUKUYANA CONSULTANTS INTERNATIONAL	TITLE : DATE	R/A-18, A

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NOTES

kensterel.

IELX NO.	¢ (52)	LENGIB (es)	1	b	C
T 5					
11	0 23	6 61 B	8 601~7 734	435	
2		5 110	4 666	435	
3	D 13	I 439	8 572~7 788	285	
4	B 13	15 190	14 800	390	
\$	J	7 629	2 946~11 511	390	
6		15 220	14 125	330	
?	•	500	110	195	
1		\$50	766~145	113	
F 1	D 25	\$ \$74	4 (67	900	
2	013	2 080	1 175	195	
1	0 16	2 4EQ	1 580	900	
4		4 370	4 130	240	
\$		15 280	14 825	480	
1	D (3	15 190	14 800	390	
1		15 190	14 500	390	
ł		2 360	921	271	111
9	•	2 380	938	284	

Y OF	COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
ROAD	DEVELOPMENT PROJECT ON BATINAH HIGHWAY
AQR	RE-BAR ARRANGEWENT (15)
	DEC NO. W-17

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IELN		LEXCIE	MAILAN	85°83	T BEICHT	TELCET	BENABES
8	\$ (z#)	(12)	TEIGHT	SEID	C TELCHT	TEIGHT	BERAFES
<u>11</u>						·····	
1	D 19	4 690	2.235	- 61	10.482	639. 4	l
1	-	2 590		58	5, 769	335.8	<u> </u>
3	0 18	4 539	0. 994	61	4. 562	278.3	1
4		15 190		31	15. 899	\$43. 6	
5		\$ 550	•	6	9. 193	57.0	
•		15 214	•	1	15, 119	30. 2	
7		500	r	61	0, 497	30. 3	•
8		480		192	0. 477	91.6	
FI	919	3 260	1. 235	113	7, 286	985. 8	
2	0 13	1 110	0. 554	£ 1	1, 103	67.3	<u> </u>
3	D 16	1 289	1.552	113	1. 587	236, 5	٤
4	0 13	2 930	0, 994	វា	2, 912	177.6	
5		15 150	•	19	15.099	151.0	
6		15 150		3	15.033	45. 3	
1		15 190		14	15.093	111.4	
l	,	1 169		29	1.153	33. 4	U
	,	1 160		116	1, 153	133.7	Û
						4 018.4	
T 1					· · · · · · · · · · · · · · · · · · ·		
11	D 22	\$ 800	2.442	h	17.64	1 076.3	1
1		3 090		58	9.400	\$45. 2	1
	D 15	5 650	1. 552	- 61	8. 831	\$38.7	<u> </u>
	D 13	15 190	0. 334	43	15.099	649.2	
5		8 090		6	8.041	(1, 1	
		15 220		1	15.129	39. 3	
7		508			6. 497	30.3	
- 1		540		251	0.537	134.8	-
F 1	D 19	3 110	2. 235	113	8. 202	976.0	
1 1	D 13	1 400	0. 994	61	1. 192	84.5	-
	D 16	1 680	1. 557	113	2. 107	310.2	
- 3	D 13	3 230	0. 334	11	3. 111	195.9	---
		15 190	• •	10	15.099	151.0	
		15 190	<u> </u>	1	15.095	69.4	
	⊢ ;−	15 190		1 15	15.039	111.5	
1		15 190		29	[~~~	L	+ , .
					1 1 5 5 1	45.0	
				1 · -	1.551	45.0	0
\$	•	1 560		116	1.551	179.9	0
	·			1 · -	f		<u> </u>
5	-			1 · -	f	179.9	<u> </u>
\$ T 3	1) 560			1.551	179.9	<u> </u>
5 T 3 T 1	D 22) 560 6 719	3. 042	<u> </u>	1.551	179.9 5 282.9	
5 T 3 T 1 2	D 22) 560 6 319 3 293	3. 042	116 61 58	1.551 20.412 30.003	179.9 5 282.9 1 245.1 560.5	0
5 T 3 5 1 2 3	D 22 	6 314 8 314 8 299 6 619	3. 042 # 1. 552	E 1 5 8 6 1	1.551 20.412 30.008 10.259	179.9 5 282.9 1 245.1 560.5 625.8	
5 1 3 5 1 2 3 4	D 22 	6 714 6 714 9 299 6 619 15 190	3. 042 	51 51 51 61 45	1.551 20.432 80.008 10.259 15.099	179.9 \$ 282.9 1 245.1 \$60.5 \$25.8 735.9	
5 T 3 T 1 7 3 4 5	9 12 • • • • •	6 714 6 714 2 259 6 619 15 150 9 159	3. 042 # 1. 552 0. 354 #	51 51 51 61 45 8	1.551 20.412 30.008 10.259 15.099 9.135	179.9 5 282.9 5 282.9 5 80.5 6 25.8 7 35.9 7 2.1	
5 1 3 1 3 1 2 3 4 5 6	D 22 	6 714 6 714 2 259 6 619 15 150 9 150 15 220	3. 042 	51 58 61 45 8 2	1.551 20.412 30.008 10.259 15.099 3.135 15.133	179.9 5 282.9 5 282.9 5 80.5 6 25.8 7 35.9 7 3.1 30.3	
5 T 3 T 1 2 3 4 5 6 7	D 22 	6 719 6 719 8 719 6 619 15 150 9 150 15 230 500	3. 042 . 552 0. 354	51 51 58 61 45 8 2 51	1.551 20.412 80.008 10.259 15.039 5.135 15.133 0.497	179.9 \$ 282.9 \$ 282.9 1 245.1 \$ 60.5 6 25.8 7 39.9 72.1 30.3 30.3	
5 1 3 1 3 1 2 3 4 5 6	D 22 	6 719 6 719 8 719 6 619 15 150 9 150 15 230 500 6 29	3. 042 1. 552 0. 354	51 58 61 45 8 2 61 310	1.551 20.412 80.008 10.259 15.099 3.135 15.139 6.497 0.616	179.9 \$ 282.9 \$ 282.9 1 245 1 \$ 60.5 6 25.8 7 39.9 72.1 30.3 1 30.3 1 31.6	
5 T 3 T 1 7 3 4 5 6 7 8	D 22 	6 719 6 719 8 719 8 719 6 619 15 150 9 150 15 230 500 6 29 6 166	3. 042 	116 51 58 61 45 8 2 61 310 115	1. 551 20. 412 80. 008 10. 259 15. 039 9. 135 15. 133 0. 417 0. 616 12. 655	179.9 \$ 282.9 \$ 282.9 1 245 1 560.5 625.8 739.9 72.1 30.3 10.3 131.0 1 545.9	
5 T 3 T 1 7 3 4 5 6 7 8	D 22 	6 719 6 719 8 719 6 619 15 150 9 150 15 230 500 6 29	3. 042 	116 51 58 61 45 8 2 61 310 115 61	1.551 20.412 80.008 10.259 15.039 9.135 15.139 0.417 0.616 12.655 1.690	179.9 \$ 282.9 \$ 282.9 1 245.1 560.5 625.8 739.9 72.1 30.3 131.0 1 545.9 103.1	
5 T 3 5 1 2 3 4 5 5 6 7 8 F 1	D 22 P 16 D 13 P P P P 22	6 719 6 719 8 719 8 719 6 619 15 150 9 150 15 230 500 6 29 6 166	3. 042 	116 51 58 41 45 51 41 51 61 310 115 61 215	1.551 20.412 80.008 10.259 15.039 3.135 15.133 6.437 0.616 12.655 1.690 3.228	179.9 \$ 282.9 \$ 282.9 1 245.1 560.5 625.8 739.9 72.1 30.3 131.0 1 545.9 103.1 384.1	
5 1 3 1 1 2 3 4 5 6 7 8 F 1 2	D 22 = D 16 D 13 = = D 22 D 22 D 13) 550 6 719 2 259 6 619 15 150 15 230 500 620 4 166 1 760	3. 042 	116 51 58 61 45 8 2 61 310 115 61	1.551 20.412 80.008 10.259 15.039 9.135 15.133 0.417 0.616 12.655 1.690 3.228 5.541	179.9 \$ 282.9 \$ 20.3 \$ 30.3 \$ 30.3 \$ 30.9 \$ 30.9 \$ 30.9 \$ 30.9 \$ 191.0 \$ 193.1 \$ 384.1 \$ 338.0	
5 7 3 5 7 3 4 5 5 6 7 8 7 8 F 1 2 3	D 22 D 16 D 13) 550 6 710 2 259 6 619 15 150 9 150 15 210 500 628 4 166 1 760 2 080	3. 042 	116 51 58 41 45 51 41 51 61 310 115 61 215	1.551 20.412 80.008 10.259 15.039 3.135 15.133 6.437 0.616 12.655 1.690 3.228	179.9 \$ 282.9 \$ 20.3 \$ 30.3 \$ 30.3 \$ 30.9 \$ 30.9 \$ 30.9 \$ 30.9 \$ 191.0 \$ 193.1 \$ 384.1 \$ 338.0	
5 1 3 1 1 2 3 4 5 6 7 8 F 1 2 3 4 4	D 22 9 16 D 13 D 22) 550 6 719 2 259 5 619 15 150 9 150 15 210 500 628 4 168 1 760 2 080 3 570	3. 042 	116 51 58 41 45 51 41 51 61 115 61 115 61 51 51	4.551 20.412 80.008 10.259 15.039 5.135 15.139 0.616 12.655 1.690 3.228 5.541 23.715	179.9 \$ 282.9 \$ 282.9 \$ 282.9 \$ 560.5 \$ 625.8 7 33.9 7 3.0.3 30.3 1 30.3 1 535.9 1 03.1 3 84.5 \$ 338.0 2 40.9	
5 13 13 12 23 4 5 6 7 8 F 1 2 3 4 5 5 5	D 22 9 16 D 13 * D 22 D 13 5 16 - -	+ 560 = 714 3 259 5 619 15 150 9 150 5 230 5 230 6 29 6 160 1 760 2 080 3 570 15 280	3. 042 * 1. 552 0. 354 * * * * * * * * * * * * * * * * * * *	516 58 61 45 8 2 510 510 510 510 61 115 61 510 51 51 51 51 51 51 51 51 51 51 51 51 51	4.551 20.412 80.008 10.259 15.039 9.135 15.139 0.417 0.616 12.655 1.690 3.228 5.541 23.715 15.038	179.9 5 282.9 5 282.9 5 282.9 5 282.9 7 2 5 7 2 5 7 5 7 2 5 7 2 5 7 2 5 7 2 5 7 2 5 7 2 5 7 2 5 7 2 7 7 7 7	
5 13 12 3 4 5 6 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 8 8 5 5 5	D 22)) 560 6 714 3250 3 250 610 15 150 9150 15 210 500 622 4166 1700 2 080 3510 15 280 1595	3. 042 * 1. 552 0. 354 * * 3. 042 0. 354 1. 552 * * 0. 354	516 51 58 61 45 8 2 2 61 510 61 119 61 119 61 119 61 119 5	1.551 20.412 80.008 10.259 15.039 9.135 15.139 0.616 12.655 1.690 3.228 5.541 23.715 15.039	179.9 5 282.9 5 282.9 5 282.9 5 282.9 7 25.8 7 25.9 7 2	
5 7 3 1 1 2 3 4 5 5 5 7 8 1 2 7 8 8 1 2 3 4 5 5 5 5 5 7 7	D 22)) 560 6 714 3 259 6 619 15 150 15 150 500 624 4 166 1 780 2 2080 3 520 15 252 15 150 15 250 15 150	3. 042 * 1. 552 0. 354 * * 3. 042 0. 354 1. 552 * * 0. 354 * * 0. 354 *	116 51 58 61 45 8 2 61 516 516 516 61 115 61 115 5 117	1.551 20.412 80.008 10.259 15.039 9.135 15.139 0.616 12.655 1.690 3.228 5.541 23.715 15.059 1.5059 1.948	179.9 5 282.9 5 282.9 5 282.9 5 282.9 7 25.8 7 25.9 7 2	

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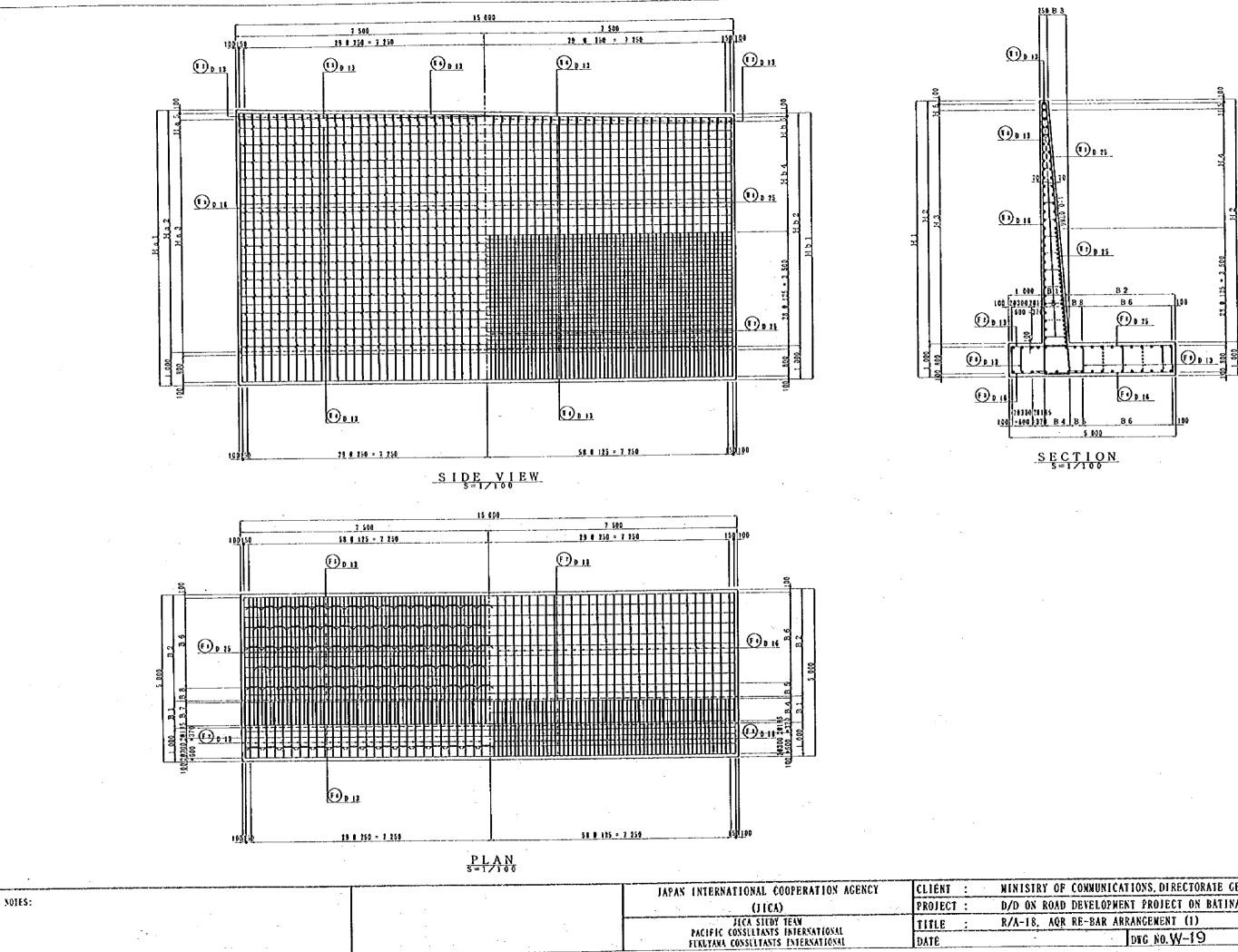
1815 30.	¢ (63)	LENGTH (ER)	XOXINAL Telght	NUNB	E TEIGBE	TEIGHT	REVALES
<u></u> 							
1 1	D 25	1 700	3, 973	61	30. 592	1 466.1	1
			a, 214	58	11. (33	1 050. 2	
2	•	4 699					<u> </u>
3	D 16	2 540	1.551	<u> 61</u>	11. 782	713.1	
•	0 11	15 159	8 . 994	62	15.099	936.1	
5	•	1 760		í	2.713	46.3	
E.	•	15 220		2	15, 123	30.3	
1		508	•	ร์เ	0. 437	30.3	
	•	680	•	363	ð. 176	243.4	<u> </u>
8 1	D 25	4 269	3, 373	119	18, 911	2 250.4	1
2	D 13	1 799	8. 994	- 61	1, 179	LD8. S	
3	D 16	2 183	1. \$52	113	2.353	402.6	L
		4 470	1	61	6.317	385.3	·J
5	0 13	15 190	0. \$94	11	15.099	181.2	
		15 190		5	15.093	75.5	
		15 150		- ii	15, 095	271.8	
i		2 360			1. 147	\$2.3	0
				115	2. 147	314.3	
		7 160	· · · ·	110			
-						5 004. 8	· · · · · ·
					`		
15							r .
<u>¶ </u>	D 53	8 840	5. 955	- 11	44.711	2 728.4	<u> </u>
1		\$ 111		51	25.851	1 495.4	<u> </u>
3	619	8 660	2, 235	61	19.355	1 130.7	
<u>i 4</u>	0 13	ES 190	0. 994	63	15.053	1 441.3	
5		8 140	,	18	1.051	80. 3	
1		15 240		1	15,143	30. 3	
1	•	500		- f t	9, 497	30, 1	•
\$	•	710	,	443	5. 706	312.4	-
F 1	D 25	\$ 050	3, 973	119	20. 054	2 337.6	<u> </u>
1	610	1 090	4. 994	- 11	18.685	1 135.8	
1	D 35	2 (80	1.557	119	3. 843	451.4	L
	,	4 370		61	6. 711	(13.1	
5		15 280		- 13	22. 715	303.3	
	D 13	15 150	0.994	5	15.053	75.5	
1		15 194		11	15.053	286.9	
	· · ·	1 369		\$1	2. 145	135 1	U
	<u> </u>				2. 344	<u> </u>	
	<u>.</u>	1 389	I	115	1 1. 338	343.1 2 453.2	IU
						FE 933. 6	
							-
	<u> </u>				D 29	4 217.4	
		- · ·	·		D 25	7 514.4	
				<u>. </u>	D 22	4 953.0	
					D 19	4 117.5	
					D 16	\$ 375. 5	
					D 13	11 254.1	
				ī	TRATER INTO	37 S13. 1	
					· · ·		

AT 1	T	INE	SOMESAL	NINR	U DEIGHT	TEICET	REVARSS
<u>NØ.</u>	6 (ss)	(11)	TEIGHT	ALAD	0 5150	TETERI	
11							
<u>1 </u>	D 19	4 310	2.235		1.633	\$\$7.6	
1		2 590		58	5.789	335. 8	
_1	0 13	4 210	0.934	<u></u>	4, 185	855. 3	<u> </u>
		15 190		33	15. 099	573.1	
<u> </u>	-	1 770		\$	8. 717	<u>\$2. 1</u>	
1		15 200	.	2	15, 149	30. 2	
1		500	8	6 1	0, 437	30, 3	P
8		510		m	0.507	112.6	<u> </u>
F 1	0 19	3 250	1. 235	119	2,864	<u> </u>	
1	0 13	1 120	0.391	61	1.113	17.9	Г
3	916	1 280	1. \$52	113	1.987	236.5	
4	0 13	2 930	0. 594	<u>()</u>	2.912	117.6	L
<u> </u>		15 (94		18	15.099	151.0	
<u> </u>		15 190		3	LS. 099	45.1	
7		15 199	*	14	15.099	111.4	
	-	1 150		19	1, 151	33.4	0
. 9		1 160	*	116	1.153	133.7	0
						3 899, 1	
	<u></u>						
11				r			····
<u> </u>	D 22	5 850	3. 41	11	17.800	1 085.8	L .
1	*	3 090		51	9.400	\$45.2	<u> </u>
1	D 16	5 750	1.552	<u> </u>	8.924	\$11.4	<u> _ </u>
	1 11	15 150	0. 994		15.095	673.5	
	-	1 690	,	1	8.638	51.8	
- 1		15 114		1	15, 119	30.2	
		500		<u>FI</u>	0.497	30.3	
	•	550		280	0.547	153.2	
FI	P 15	3 66D	2. 235	119	8.110	573.4	
_1	D 13	E 410	0.994	6	1.402	85.5	
	D 16	1 630	1.552	119	1. \$97	310.1	
- 1	D 13	3 230	D. 994	61	1.211	195.9	
		55 190		10	15.059	151.0	
	-	15 150		4	15.059	<u>60.4</u>	
-!		15 199		15	15.055	226.5	0
_ <u>-</u> !-		1 540		29	1.551	45.0 179.9	
9	<u></u>	1 560		116	1. 991	5 348.2	<u> </u>
				-			
			·				
11	N 11	6 760	2 041	T-41	20,564	1 254.4	
	D 12	3 290	3.042	<u>61</u> 58	10.008	580.5	
	7 12		2. 235	- 38 61	10. 136	\$30.5	
1	D 16	6 660 15 180	0.994	51	15. 099	770.0	
4	D 11	15 190 7 960	0.334		7. 112		
		15 210		- 1	15.139	30.3	
7		500		61	0. 497	30.3	
		628		310	9.616	191.0	
F I	0 22	4 169	3. 042	113	12. 655	1 505.9	
2	0 13	1 700	0.994	<u> </u>	1. 690	103.1	· ·
3	0 16	1 010	1.551	119	3. 128	184.1	L_
4	4 16	3 570	1. 201	61	5. 541	138.4	
		15 210		13	22.715		
		15 280	0.994	6	35,019	25.5	
	B 11	15 190	0.231	19	15.093		
1	· · · ·			51	1.941	55.5	1
1		1 \$40	1	<u> </u>	· · · · · · · · · · · · · · · · · · ·		
9	_	1 979		145	1.958	117.1	0

ź.		and the second	
		JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT : MINISTRY OF COMMUNICAT
R	NOTES:	(11CA)	PROJECT : D/D ON ROAD DEVELOPMEN
1		JICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL	TITLE : R/A-18, AQR RE-BAR ARR
100		FERUYAVA CONSULTANTS INTERNATIONAL	DATE
_ر د د د	·····		
			-

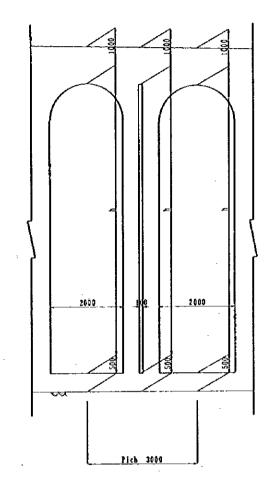
REAN NO.	\$ (13)	LENGIS (m)	NOUINAL Teigbi	NEX8	TEISIT J	VE1681	RENARTS
14				+			
1	D 25	7 650	3. 173	61	30, 393	1 \$54.0	
1		4 690		58	18. 633	1 430.7	<u> </u>
3	916	1 490	1.552	61	H, 624	709.1	
- 4	0 13	15 190	0_994	68	15. 095	<u>936.1</u>	
5		7 630	•	2	7, \$84	45.5	
6		15 214		1 1	35, 113	30.2	
?		500		11	0, 497	30.3	
		680		413	0. 616	245.4	
<u>F 1</u>	D 25	\$ 200	3. 573	119	18, 911	1 250.4	
2	D 13	2 410	0.994	61	3, 393	108.5 402.6	<u> </u>
3	D 16	3 100	1.551	- 61	6_317	365. 3	
4 5	D 13	4 270 15 280	0.854	17	15.099	111.1	
		(5 190		5	15.099	15.5	
	-	15 190		11	15.099	271.8	
8	,	2 861	,	29	2. 143	62.3	0
9	,	2 889		145	2. 163	314. 2	0
					· · · ·	8 987. 1	
					-		
T 5							
8 8	D 21	B 610	5. 053	61	(1. 551	2 657.0	
1	,	\$ 110	•	58	25. 851	1 433.4	<u> </u>
3	D 13	B 430	2. 235	61	18. 441	1 149.3	
- 1	013	15 390	0.954	- 69	15.099	1 041.8	L
5		7 620	· · ·	<u> </u>	7. \$74	45.0	
F	· ·	15 220		2	15.119	30.3	
		500	· · · ·	11	0.497	30.3 293.5	
		680 5 070	1 471	443	0. 676	1 397.0	
<u>F 1</u> 2	D 25 D 13	2 080	3, 973	61	2.063	126.1	
	D 16	2 430	1.552	<u> </u>	3. 859	458.0	
	,	4 378		1 10	6. 711	413.7	
		15 230		11	23. 715	308.3	
	D 13	15 190	D. 994	5	15.039	75.5	
1		15 130	•	19	15.055	286. 9	
Į		2 110		58	2. 346	136. 1	0
5		2 380		145	2. 366	343, 1	0
						11 297.7	<u>. </u>
					<u>.</u>		
					D 19	4 156.4	. <u>.</u>
					D 25 D 22	7 582.1	
-					D 19	3 910.5	
					D 15	5 381. 6	
					D 13	10 272.0	
	·····				TAL TEIGHT	35 274.4	
-	• •						
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OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY AQR RE-BAR ARRANGEMENT (16) DWG NO. W-18 · · · · ·



RY OF	CONNU	NICA	IONS	, DI RE	CTÓR	ATE	GENE	RAL	ÓF	ROADS
ROAD	DEVEL	OPHE	NT PR	OJECT	ON	BAT	NAH	HIG	ITAY	,
AQR	RE-BA	R AR	RANGE	NENT	(1)					
			D¥Ġ	NO.W	-19					

		T	6	
		a – a		b – b
	Ha 1	7 769	H b 1	6 8 7 1
	ila 2		H b 2	5 8 7 1
A	Ha 3	268250 = 6 500	11 b 3	230250 = 5750
1	H a 4	120250 = 3000	H b 4	90250 = 2250
4	Ita S	2034.5 = 269	НЬ5	121
L	Bal	782	B b 1	711
I	B a 2	3 2 1 8	В Ь 2	3 2 8 9
N	Ba 3	532	в в з	461
E	Ba4	20356.5 = 713	B b 4	20321.0 = 642
E	Ba 5	20208.5 = 417	865	20244.0 = 488
	Ba6	90300 = 2700	856	98300
	8a7	650	867	579
	8 a 8	202240.0 = 480	в в 8	20275.5 = 551
		T	6	
		a – a		b – b
	Hal	7 514	път	6 6 1 1
۸	H a 2	6 5 1 4	H & 2	5 6 1 1
л 1	Ha 3	250250 = 5250	ньз	220250
1	Ha4	$ \begin{array}{r} 1 & 1 & 0 & 2 & 5 & 0 \\ $	H b 4	80250 = 2000
3	Ha 5	26132 = 264	нь5	111
L	Bal	762	B b 1	691
I	Ba 2	3 2 8 8	B b 2	3 3 0 9
N	Ba 3	512	B b 3	441
E	8 a 4	20346.5 = 693	864	29311.0 = 622
'n	8 a 5	20218.5 = 437	BbS	20254.0 = 508
	B a 6	98300	B b 6	90300 = 2700
	Ba7	630	867	559
	B a 8	20250 = 500	B b 8	20285.5 = 571



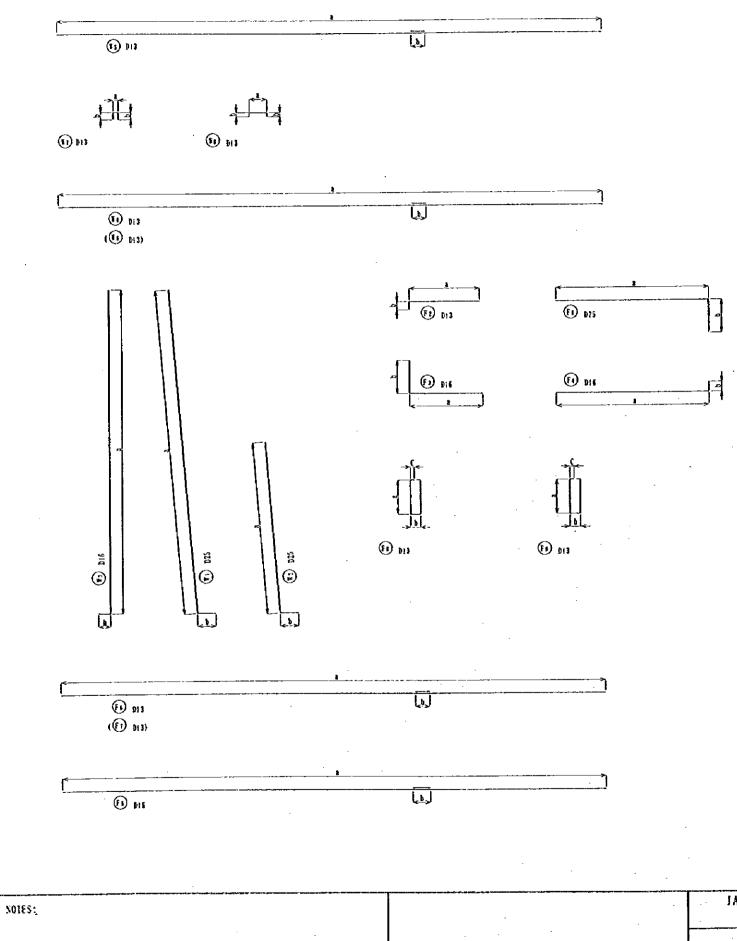
Slif Shape in Front of Wall (Thickness 1=30 mm)

┍╷ <u>╼╸╴</u> ╅┥┓┝╪╋╍╼╸┍┅┑╖═╼╾┑╊┵╫╴╬╘╉┦┚╌┇┿┇┑╊╴╼╶╖╼╾╖╼╼╼╼			JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF CO
			(11CA)	PROJECT :	D/D ON ROAD DE
		.	HCA SILDY TEAN	TITLE :	R/A-18, AQR RE
			PACIFIC CONSULTANTS INTERNATIONAL FUKUYANA CONSULTANTS INTERNATIONAL	DATE	· · · · · · · · · · · · · · · · · · ·

77

NOTES:

OF CONVENT	CATIONS, DIRE		GNERAL A	FROADS
AD DEVELOPH	NENT PROJECT	I ON BATH		
QR RE-BAR /	ARRANGEMENT	(2)		
	DKG NO.W	1-20		



RE LN NO.	\$ (11)	LENGIR (11)	1	<u>)</u>	¢
16					
1	D 75	7 260	7 337~6 431	375	
1		4 \$50	4 313	375	
1	D 16	7 110	2 314~6 411	240	
(D 13	15 190	14 800	390	
-		7 140	2 163~11 522	390	
	1	15 220	14 878	390	——
		500	113	195	
	, T	650	\$44~212	ш	
F 1	D 25	3 450	1 300	1 150	
÷	D 13	1 680	1 430	195	
) D 16	2 600	1 450	1 150	
	:	2 530	2 3 30	195	
	5 D 13	15 190	14 800	390	—
		15 190	14 800	390	
	1	15 190	14 800	390	
		2 169	828 ·	271	111
		2 180	834	284	111

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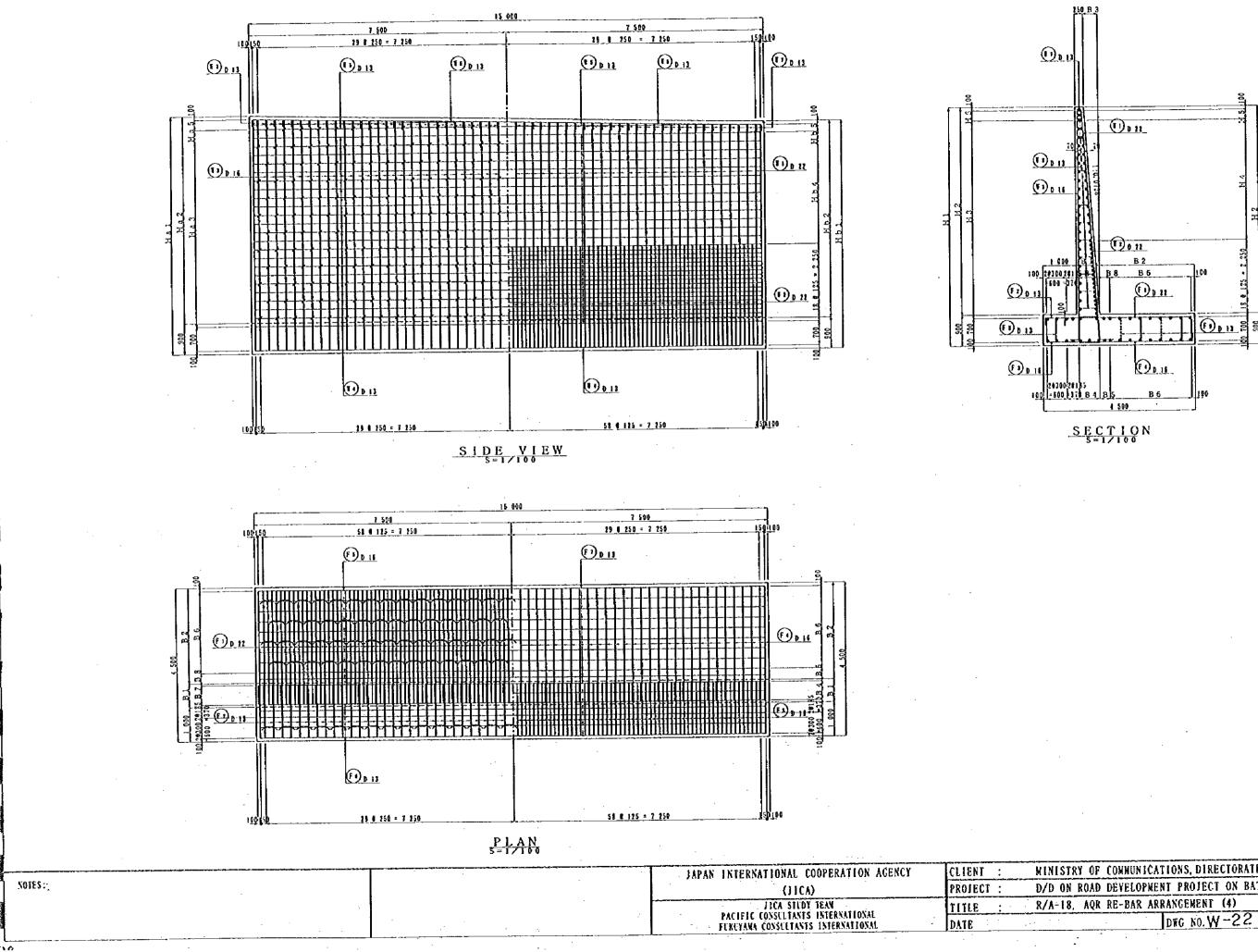
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JAPAN INTERNATIONAL COOPERATION AGENCY CLIENT : MINISTRY (JICA) JICA SILDY TEAN PACIFIC CONSULTANIS INTERNATIONAL FURLYANA CONSULTANIS INTERNATIONAL PROJECT : D/D ON RO R/A-18, TITLE DATE

RETS NO.	6 (LU)	ÉESGIB (ER)	4	b	c
16					-
1 1	D 22	T 520	2 592~6 697	375	
2		4 690	4 313	375	
3	D 16	1 360	7 563~6 671	24 0	
4	513	15 190	14 800	395	
5	•	7 840	2 217~12 614	390	
1		15 220	14 827	390	
- 7	•	500	110	19\$	
	•	659	646~212	ш	
F ł	D 75	4 710	1 555	609	
2	013	1 189	1 577	195	<u> </u>
3	D 16	2 180	1 330	800	
4	•	4 079	3 130	240	
5	D 13	15 190	14 E00	396	
í	1.	15 190	14 800	298	
1	•	15 190	14 800	390	
8	•	2 160	828	tit	111
,		2 170	834	284	111

OF	COMMUN	CATIONS	, DIRE	CTOR	ATE	GENE	RAL	0F	ROADS	
		PHENT PE		ON	BATI	NAH	HIGH	TAY	i	
AQR	RE-BAR	ARRANGE	MENT	(3)					•••	
		DEG	NO. W	-2	1					_

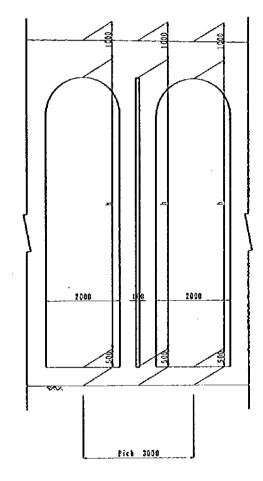


TRY OF	CONMUNICATIONS, DIRECTORATE GENERAL OF ROADS
N ROAD	DEVELOPMENT PROJECT ON BATINAH HIGHWAY
8, AQR	RE-BAR ARRANGEMENT (4)
	DHG NO. W-22

	Γ	(T-	$\overline{0}$			
		a – a		b – b		
-	Hal	6771	H b 1	5937		
	Ha 2	5 8 7 1	Н Ь 2	5 0 7 3		
Α	Ha 3	230250 = 5750	11 b 3	208250		
I	Ha4	140250 = 3500	H b 4	110250 = 2750		
4	lla 5	121	НЪ\$	73		
L	8 8 1	683	861	624		
I	8 a 2	2 8 1 7	B b 2	2 8 7 6		
N	B ± 3	433	B b 3	374		
Ē	8 a 4	20301.0 = 602	B b 4	20271.5 = 543		
15	8 a S	20164.0 = 328	8 b 5	20193.5 = 387		
	B a 6	88300 = 2400	8 b 6	89300 = 2400		
	Ba7	550	ВЬ7	491		
	B a 8	20190 = 380	В В 8	20219.5 = 439		
		1	- <u>D</u>			
		a – a		b - b		
	11 a 1	6 5 1 1	Н Б І	5755		
А	11 a 2	5 6 1 1	11 b 2	4 8 5 5		
	Ha 3	220250 = 5 500	11 6 3	199250 = 4750		
	Ha4	130250 = 3250	НЪ4	100250 = 2500		
3	Ha 5	111	11 6 5	105		
L	Bal	654	8 b 1	608		
I	Ba 2	2836	B b 2	2 8 9 2		
N	Ba3	414 20291.5	вьэ	358		
Е	Ba4	- 583	B b 4	= 527 20201.5		
	B a 5	= 347	ВЪ5	= 403 80300		
	B a 6	86300 = 2400	8 b 6	= 2 4 0 0		
	Ba7	531 20199.5	Bb7	475		
	Ba8	= 399	B b 8	= 455		

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

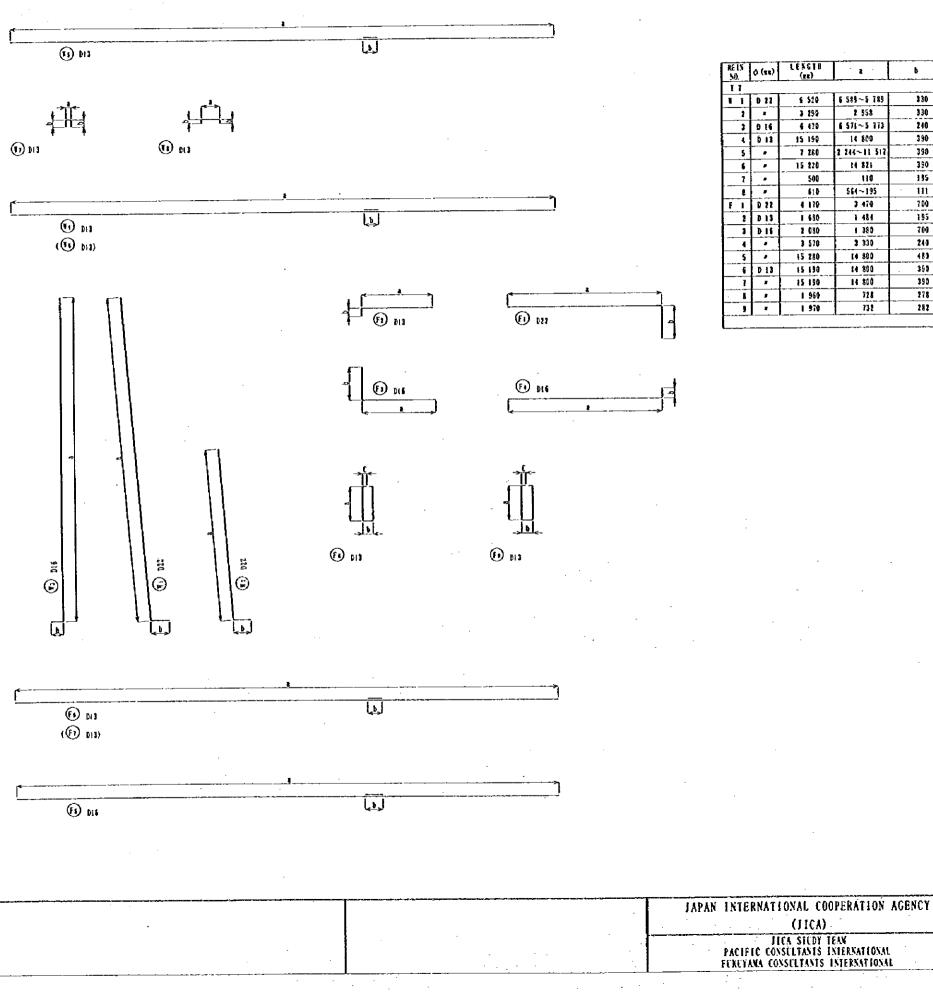
 JAPAN INTERNATIONAL COOPERATION AGENCY
 CLIENT : MINISTRY OF

 (JICA)
 PROJECT : D/D ON ROAD

 JICA STUDY TEAN
 JITLE : R/A-18, AQR

 PACIFIC CONSULTANTS INTERNATIONAL
 DATE

OF	COMMUNI	ICAT IONS	5. DIRE	CTORA	TE GENE	RAL OI	ROADS
JAD	DEVELOS	PMENT P	OJECT	ON B	ATINAH	HIGHW/	Υ
QR	RE-BAR	ARRANGE	ENENT	(5)			
	·	D¥G	NO. W	-23)		



\$ (12)	1.6%GTB (pr)	2	b	¢
0 22	\$ \$20	6 589 ~ 5 789	\$30	
I	3 292	2 558	330	
916	6 420	6 571~5 173	240	
0 13	15 190	14 800	390	
	7 280	2 244~11 517	390	·
	15 220	14 826	390	
•	500	110	195	
	610	564~195	· 111	
0 22	4 179	3 474	700	
D 13	1 680	1 484	195	
D 16	1 080	1 380	700	
	3 570	3 330	240	
	15 280	14 800	480	
D 13	15 190	14 800	390	
1 1	15 190	14 800	390	
1	1 950	728	278	HI
1	1 979	132	282	11

RE M		ð (sa)	LEN (1
t	1		
ĩ	L	D 22	6
	2		1
	3	D 16	6
	4	D 13	15
	5		1
	6		15
	?		
	1	T I	
F	1	D 22	4
	2	D 13 -	1
-	3	D 16	2
	4	•	3
	5		15
	6	D 13	15
	1	•	15
	1		1
	1	•	1

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CLIENT :

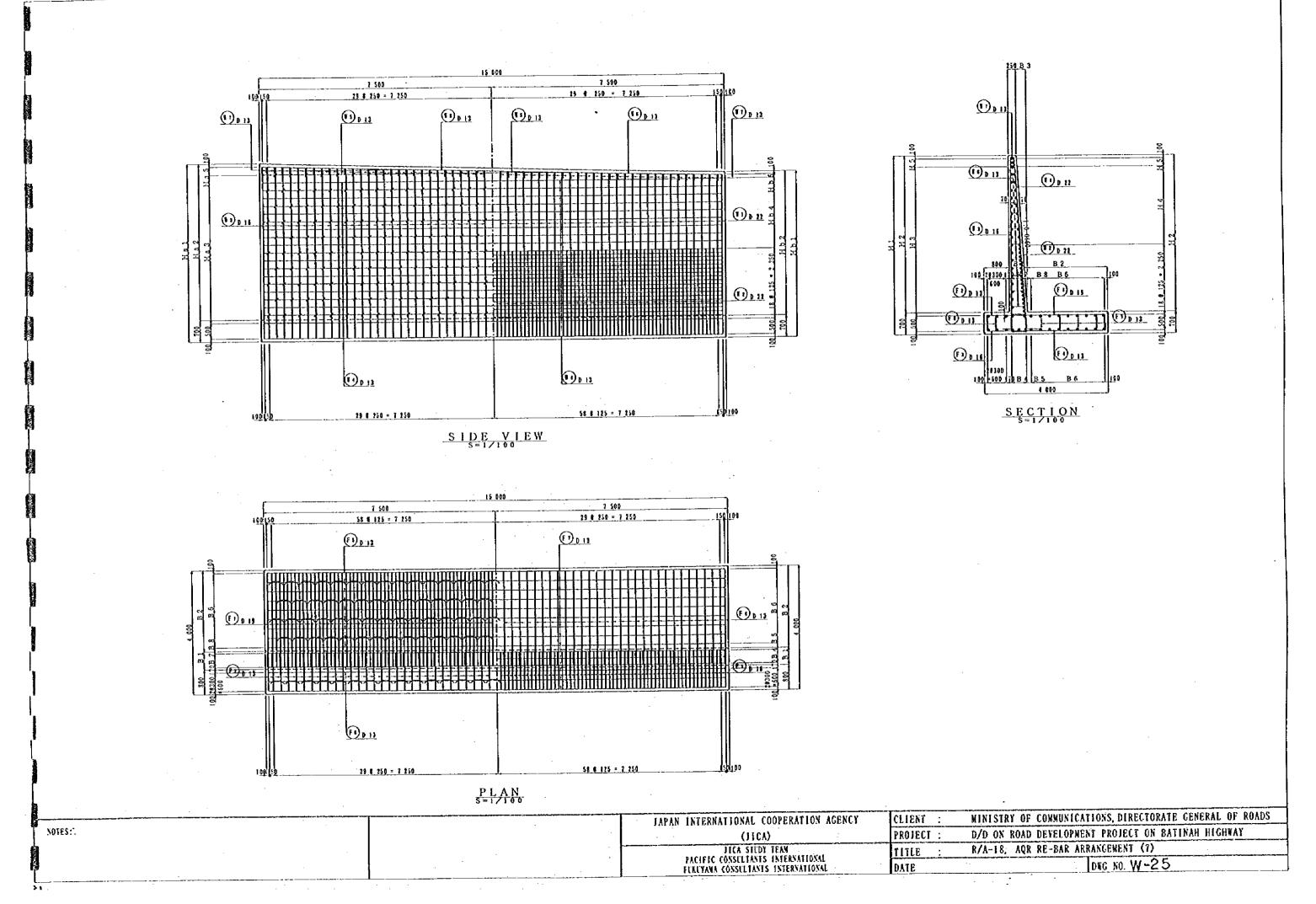
PROJECT :

THTLE

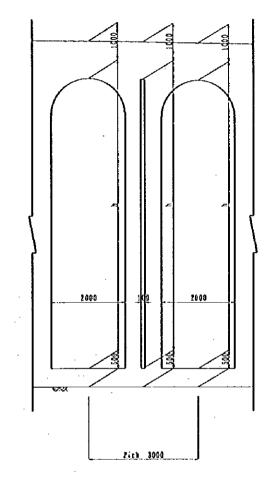
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NGTH se)	2)	e
280	6 328~5 570	330	
290	2 958	330	
180	6 311~5 555	240	
190	14 800	390	
460	2 173~11 565	390	
210	16 813	390	
500	110	195	
610	515-213	in in	
190	3 483	200	
670	3 466	195	
080	1 380	708	
570	3 330	240	
280	14 800	480	
190	14 800	399	
190	14 600	390	
560	721	278	- 11)
970	131	282	111
•			

MINISTRY OF CONMUNICATIONS, DIRECTORATE GENERAL OF ROADS
D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
R/A-18, AQR RE-BAR ARRANGEMENT (6)
DIG NO. W-24



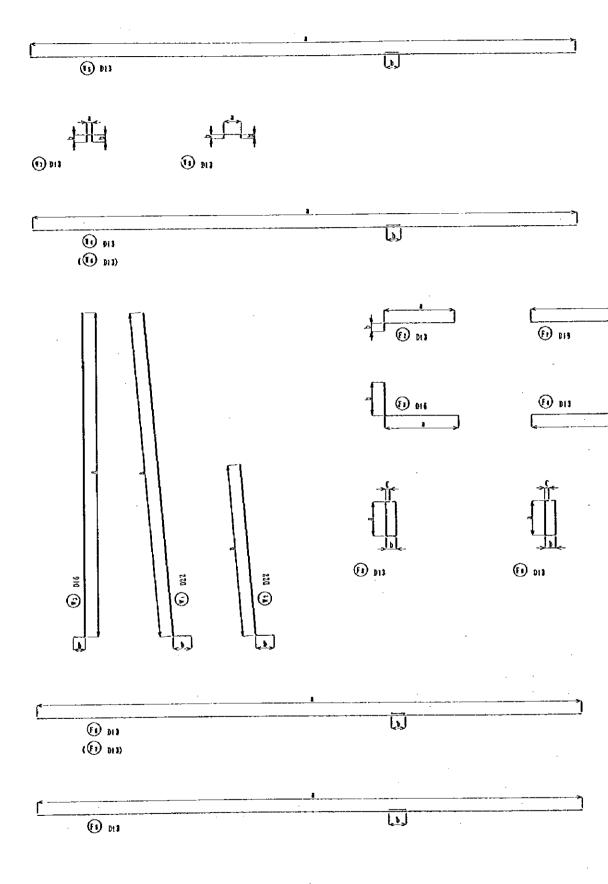
		<u>(1-8)</u>								
		a – a		b - b						
	Hal	5773	H b 1	4 9 7 4						
Ι.	H a 2	5073	K b 2	4 2 7 4						
A	Ha 3	190250 = 4750	ньз	178250						
	H a 4	100250 = 2500	H b 4	80250 = 2000						
4	H a 5	20161.5 = 323	нь 5	24						
L	Bal	5 \$ 5	B b 1	532						
1	Ba2	2 8 1 5	ВЬ2	2 8 6 8						
N	Ba3	335	в Б З	282						
E	8 a 4	20242.0 = 484	Bb4	20215.5 = 431						
^Б	B a 5	146	B b 5	199						
	8 a 6	80300 = 2400	8 b 6	8@300 = 2400						
	Ba7	451	867	398						
	B a 8	179	868	232						
		(T	-8							
		a - a		b - b						
	flal	5 5 5 5	Н 6 1	4799						
A	H a 2	4 8 5 5	НЪŻ	4 0 9 9						
	Ha3	190250 = 4750	НЪЗ	160250 = 4000						
	H a 4	100250 = 2500	H b 4	70250 = 1750						
3	Ha 5	105	НЪ5	99						
L	B a 1	. 570	861	520						
1	Ba 2	2 6 3 0	B b 2	2 6 8 0						
N	B a J	320	863	270						
E	Ba4	20234.5 = 469	864	26209.5 = 419						
1.	Ba5	151	855	211						
[Ba6	89300 = 2400	B b 6	= 2400						
·	827	436	B b 7	386						
	8 a 8	194	B b 8	244						



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

MINIST D/D ON JAPAN INTERNATIONAL COOPERATION AGENCY CLIENT : NOTES: (JICA) JICA SILOY TEAN PACIFIC CONSELTANTS INTERNATIONAL FURLYANA CONSELTANTS INTERNATIONAL PROJECT : R/A-1 title : DATE • £\$.

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R	<u> </u>	CONMUN	1641	2001	DIRF	CTORA	TE CF	NERAL	OF R	DADS
		DEVELO								
L i			an a			(0)				
, i ;,	AQR	RE-BAR	ARF	RANGE	MENT	-26	· · · · · · · · · · · · · · · · · · ·			



RELS MO.	¢ (13)	1886TH (++)	1	•	۲
11					
T I	D 22	5 529	5 585~4 784	330	
2	•	3 090	2 756	930	
3	D 16	\$ 419	5 573-4 774	240	
+	5 13	15 190	14 800	390	
ş	•	7 204	2 995~10 614	390	
1	- , 1	15 220	14 \$22	390	
ī	,	500	110	195	
8	,	560	467~203	m	
1 3	0 19	3 710	3 265	500	
1	D 13	1 190	1 189	195	
3	D 16	1 1 1 1 1	1 180	500	
1	D 13	1 230	1 0 30	195	
		15 190	14 600	390	
	T	15 190	14 800	390	
1		15 190	14 800	393	
1	,	1 550	528	271	11
- ;		1 560	529	173	HI

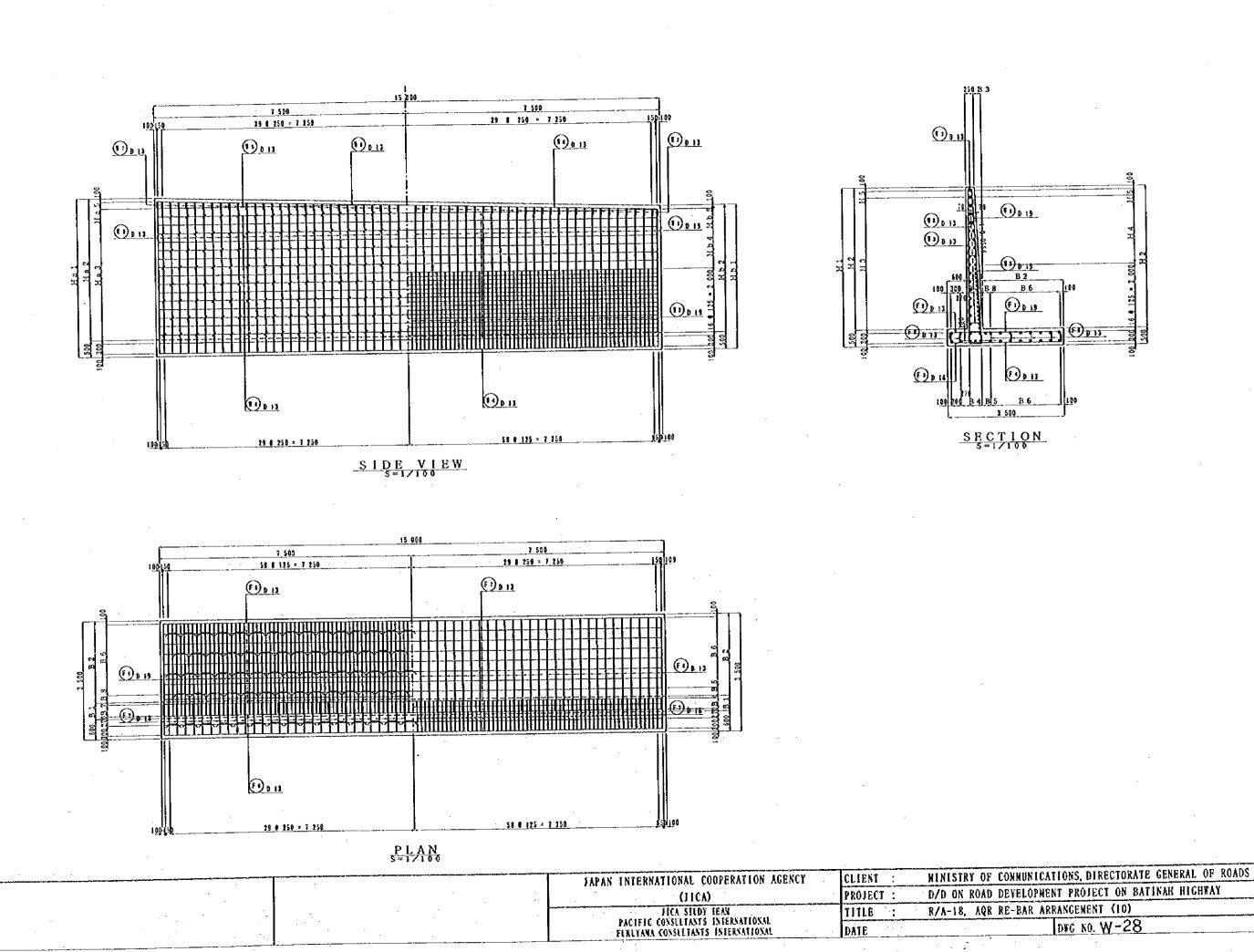
JAPAN INTERNATIONAL COOPERATION AGENCY CLIENT : PROJECT : (FICA) FICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL FUKUYANA CONSULTANTS INTERNATIONAL <u>TITLE :</u> DATE

NOTES:

¢ (12)	LENGIA (EN)	3	•	¢
D 22	5 329	5 367~4 609	330	
	3 690	2 756	338	
D 16	4 248	5 355~4 595	285	
D 13	15 150	14 ECO	390	
,	7 340	2 056~11 844	390	
	15 218	14 819	190	
	500	110	195	
•	550	452~188	111	
D 19	3 490	3 189	500	
9 13	1 370	1 175	135	
5 15	1 680	3 180	500	
9 13	1 230	3 030	195	
	15 190	14 500	390	
	15 190	14 800	390	
•	15 190	14 800	390	
•	1 560	528	175	
	1 560	529	279	- 10
••				

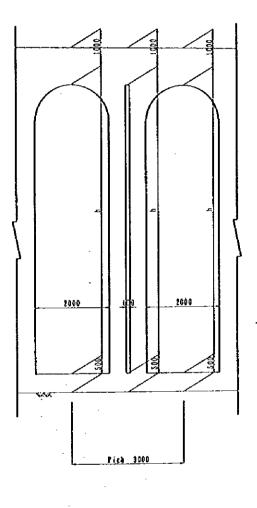
WINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
R/A-18, AQR RE-BAR ARRANGEMENT (9)
DNG NO. W-27

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NOTES:

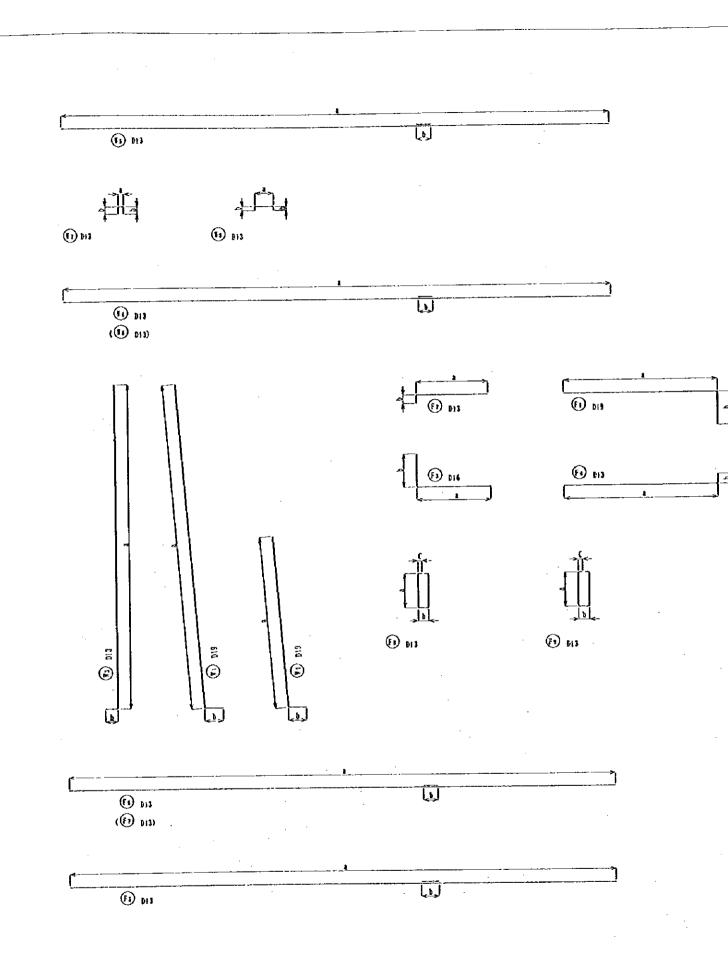
	<u>(T-9)</u>							
		a – a		b - b				
	Hal	4 7 7 4	НЪ 1	4 1 1 7				
	11 a 2	4 1 1 7	H b 2	3 6 1 7				
Α	H a 3	160250 = 4000	НЪЗ	140250 = 3500				
I	H a 4	80250 = 2000	H b 4	60250 = 1 500				
L	II a 5	117	НЪ\$	117				
	B # 1	479	861	451				
Ι	B a 2	2 4 2 1	8 b 2	2 4 4 9				
Ν	B a 3	229	B b 3	201				
Е	B a 4	20180.5	Bb4	20166.5 = 333				
	8a5	20134.5 = 269	B b 5	20148.5 = 297				
	Bać	70300	B b 6	70300				
	Ba7	344	867	316				
	B a 8	20143 = 286	858	20157 = 314				
	<u>(1-9</u>)							
		a – 3		$\mathbf{b} = \mathbf{b}$				
	Hal	4 5 9 9	Hb 1	3 8 8 8				
	H a 2	4 0 9 9	H b 2	3 3 8 8				
В	Ha 3	160250 = 4000	нъз	139250 = 3250				
I	H a 4	88250 = 2000	11 b 4	50250 = 1250				
L	Ha 5	99	ньѕ	138				
	B a 1	478	В Ь 1	438				
I	Ba2	2 4 2 2	Bb2	2452				
N	Ba 3	228	8 b 3	188				
Ē	Ba4	20180 = 360	864	20160 = 320				
	Ba 5	20135 = 270	вь 5	20155 = 310				
	Ba6	70300	въе	70300 = 2100				
	Ba7	343	B b 7	303				
	8 8 8	20143.5 = 287	Bb8	20163.5 = 327				



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

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	NOIES:	JAPAN INTERNATIONAL COOPERATION AGENCY (JICA) CLIENT : MINISTRY OF COMMUNICATIONS, DIRECTORATE GENER D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH H	
		IICA SILOY IEAN PACIFIC CONSULTANTS INTERNATIONAL FUKUYANA CONSULTANTS INTERNATIONAL DATE DATE DATE DATE	· · · · · · · · · · · · · · · · · · ·
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TI	D 13	4 540	4 581~3 523	285	
2		2 590	2 304	285	·
1	013	4 430	4 574~3 917	135	
1	•	15 390	L4 800	390	<u> </u>
5	1	7 150	1 230~11 362	390	
6		15 210	14 \$15	390	
7	•	500	119	185	
1		490	361~167	141	
1 3	D 19	1 100	1 970	300	
1	D 13	1.374	895	195	
3	D 16	1 689	980	300	
4	D 13	2 930	2 7 30	195	<u> </u>
5		15 190	14 EDD	390	
6		15 190	14 800	390	
1		15 190	14 800	330	
1		2 160	328	176	- 111
3	1	1 160	323	273	111

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	JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY
NDIES:	(J1CA)	PROJECT :	D/D ON RO
	JICA STUDY TEAN	TITLE :	R/A-18, A
	PACIFIC CONSULTANTS INTERNATIONAL FURLYANA CONSULTANTS INTERNATIONAL	DATE	
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	1		2 590 -	2 364	285	
	3	D 13	4 240	4 399~3 658	195	
	4		15 150	14 800	390	
	\$		7 660	2 851~12 459	390	
	6		15 210	14 817	390	
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	ş		15 190	E4 800	390	
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	l		1 160	328	278	111
	9		1 160	325	279	111

RY OF	COMMUNI	ICATIONS, DIRECTORATE GENERAL OF ROADS	
		PNENT PROJECT ON BATINAH HIGHWAY	
		ARRANGEMENT (12)	
		DYG NO. W-30	

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4 b 12 15 15 0 5 1 740 r 8 7,634 175.1 5 r 740 r 8 7,634 17.63 18.123 183 7 r 500 r 1 15.123 183 1 7 r 500 r 1 18.123 183 1 7 r 500 r 11 18.13 18.13 2 18.17 2 18.17 17.17 1 11.10 1.552 113 3.831 402.1 L 1.11 1.11 1.11 1.11 1.11 1.11	2	+	4 690	•	51	18, 683	1 634.7	<u> </u>
5 7 7 8 7 15 15 15 18 3 6 r 15 200 r 1 15 123 18 3 7 r 500 r 61 e 437 30.3 e 8 r 168 r 10 15 20.3 20.2 113 1760 e 11 1763 186.7 r 18.7 18.7 18.7 18.7 18.7 18.7 18.7 r r 18.7 r <t< td=""><td>- 1</td><td>D 16</td><td>7 110</td><td>), \$51</td><td>- \$1</td><td>11.\$35</td><td>- 173.1</td><td></td></t<>	- 1	D 16	7 110), \$51	- \$1	11.\$35	- 173.1	
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7 8 900 ϵ 611 8.437 33.3 ϵ 8 ϵ 558 ϵ 359 0.564 231.4 ϵ 2 131 1760 0.934 13.431 221.1 ϵ	5		7 749		1	7, 694	D.1	
3 \cdot 624 \cdot 333 0.641 231.4 \cdot 3 1	6		15 200		1	15, 129	34. 3	
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4 3 3.210 2 61 2.211 23.2.2 5 - 15 250 - 11 23.715 260.3 6 D 13 15 190 0.534 5 15.099 255.7 7 - 15 190 - 17 15.099 255.7 8 - 1376 - 116 1.951 227.2 CD 5 - 1376 - 116 1.951 227.2 CD				╆╼╼ ╼┈─		+		f
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7 # 500 # 61 0.437 30.3 # 8 # 550 # 246 0.517 145.5 ** F 1 15 3 690 2.225 115 8.247 381.4 *** 2 1 1 1 270 0.394 61 1.365 131.4 **** 3 1 1 270 0.394 61 1.365 131.1 ***** 4 1 1 3 236 0.394 61 3.211 135.9 5 # 15 150 # 10 15.093 151.0 6 # 15 159 # 4 15.493 50.4 7 # 150 # 15 15.095 216.5 8 # 1 549 20.4 15 15.495 216.5 9 # 1 549 1 551 45.6 10			-					
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2		4 240	0.954	- 38 - 11	4. 215	251.1	· · · · · · · · · · · · · · · · · · ·
3	D 13	15 190	y, 324 J	34	15.099	513, 4	
4		7 550		1	7. 614	45.7	
3		15 210			15, 119	30.1	
1		500	<u>.</u>	- <u>-</u>	0, 197	30, 3	
+		190		121	9, 417	147. 5	
•	P 19	3 280	1.135	113	7, 313	872. 4	
2	D 13	1 0 90	0. 394	61	1.013	66.1	
3	D 16	1 150	1.552	119	3, 581	235.5	1
4	D 13	7 930	4. 934	61	2, 512	172.4	
		15 150	4.333	10	15.099	151. 0	
		15 190		3	15,059	45.3	
		15 190		1	15.099	211.4	
		1 160		19	1, 153	11.4	0
		1 160	, ,	115	1, 153	211.7	<u> </u>
				1		3 835.2	
				-			
	•			-	0 25	5 104.1	
	· ·				P 22	4 795.)
					0 19	2 781.	3
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A - 4 L I N E					
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1.1	لمستني	<u> </u>					
1	D 25	1 520	3. 973	61	29. 177	1 822.5	<u>ا</u>
-;		4 690		58	18. 633	1 080.7	1
i	D 16	7 364	1.551	61	11. 423	635. 1	·
-1	D 11	15 190	8.394	\$0	15,039	905. 3	
-		1 140		8	1, 793	62.3	
—-ł		15 120			15.125	12. 3	
		500		51	4, 497	10.3	
		650		381	4. 546	213.1	
8			3. 973	119	10.051	2 155.2	
	D 25	4 778	0.354	6)	1. 761	107.9	
-1	D 13		1.552	119	3. 391	402.1	
	016	2 180		61	6.317	385.3	
4		4 070		- 12	15.099	101.2	
- 5	013	15 190	6. <u>1</u> 96	5	15.099	75.5	
		15 190			15. 099	271.8	
- 7		15 190		- 18	1.147	11.1	0
		2 169		<u></u>	2.167	314.1	0
		2 170	•	145	4.101	8 932.9	L
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11			2 845		19.834	1 205.5	<u> </u>
1	Đ 22	6 520	3. 042	61	10.008	580.5	
2		3 290		51	30.008	\$07.8	<u>-</u>
1	D 16	6 420	1.552		15. 039	719.5	
4	D 13	15 199	0.994	45	7, 236	43.4	
		1 280		<u> _</u>			
		15 220	····	1 1	15.129	30.3	
1		500		1 11	0.457	197.0	·
8	-	610		325	D. 696		
F I	D 33	4 170	3. 042	113	12.685	1 583.5	<u> '</u> _'
1	D 13	1 \$20	0. 594	<u> (1</u>	1.670	384.1	<u> </u>
3	D 16	2 089	1. 551	115	3. 128	335.0	┝╘╾╌╌
	· ·	3 570	*	61	5.541	260.9	+
5		15 220		- 11	13. 715	306.1	
	<u> </u>	15 190	4. 594	5	15.099	75.5	
7	ļ."	15 190	<i>*</i>	17	15.099	256.7	<u> </u>
	<u> </u>	1 960		29	1. 548	56.5	1
9	<u>.</u> .	1 970		116	1, 958	117.1	
					· ·	£ £19.3	
		5 520	3. 042	1	16. 792	1 014.1	1
<u> </u>	0 22	3 920	3. 415	58	9. 400	545.1	
<u>7</u>	· · · ·	\$ 420	1, 552	6	3. 412	\$13.1	\uparrow
- 2	4			43	15.099	645.3	
	D 13		·}		1.157	11.6	
<u> </u>		7 200		1	15.129	30.3	
		15 320			0.497	38.3	
7		500		266	1	148.2	
1		560		+			
	D 19			119			
1	D 13		0. 594	61	1. 382		
3	·			113			
4	D 13				3.211	195. 3	
5		1\$ 190		10	15.099		1
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1	1	15 190		15			
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5	<u>.</u>	1 560	<u></u>	111	1. 551		_2
						5 225.1	<u>.</u>

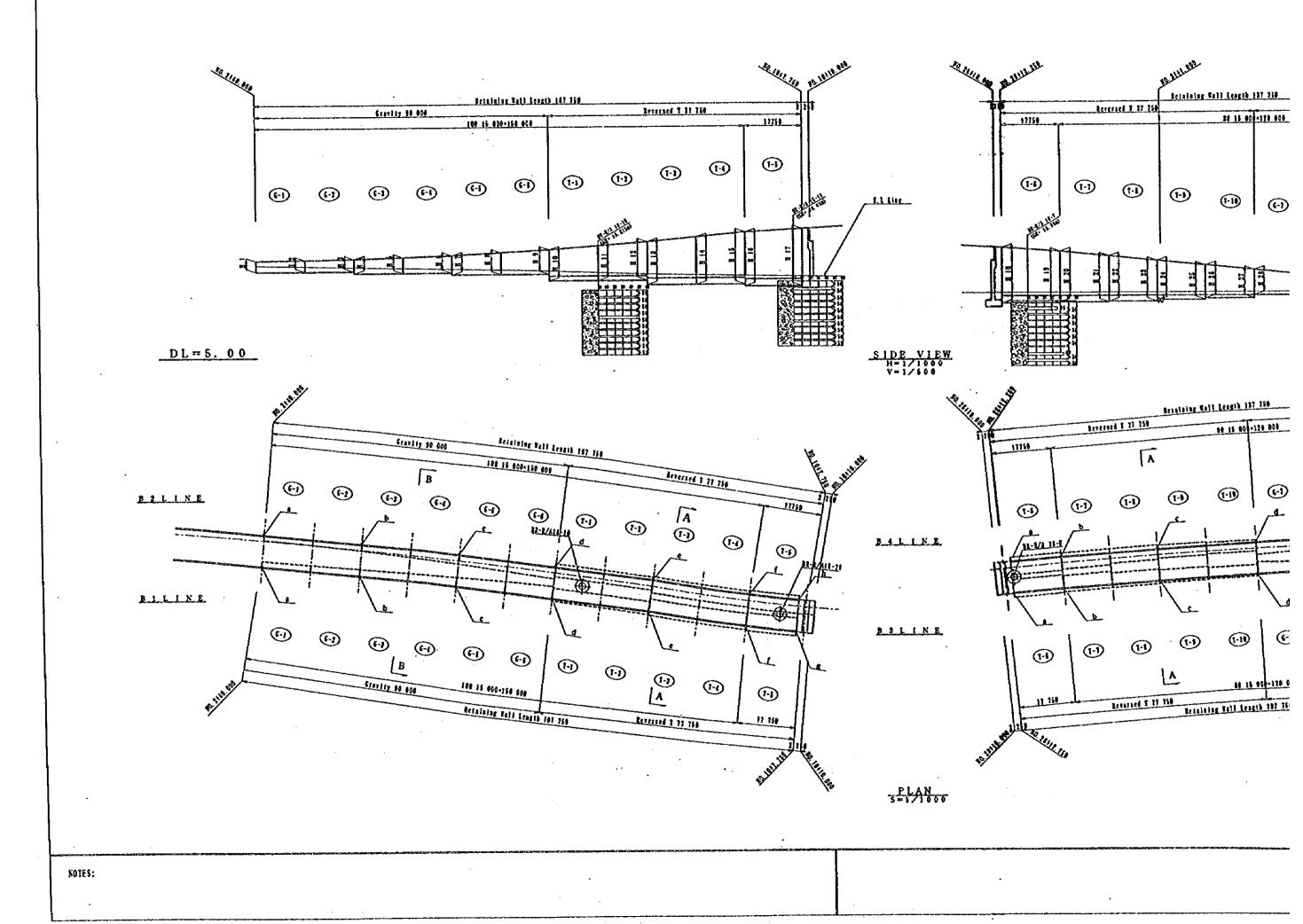
JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT : MINISTRY OF CONNUNICATIONS, DIRECTORATE GENERAL OF ROADS
(J1CA)	PROJECT : D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY
JICA STUDY JEAN	TITLE : R/A-18, AQR RE-BAR ARRANGEMENT (13)
PACIFIC CONSULTANTS INTERNATIONAL FIRUYANA CONSULTANTS INTERNATIONAL	DATE DTG NO.W-31

SOTES:

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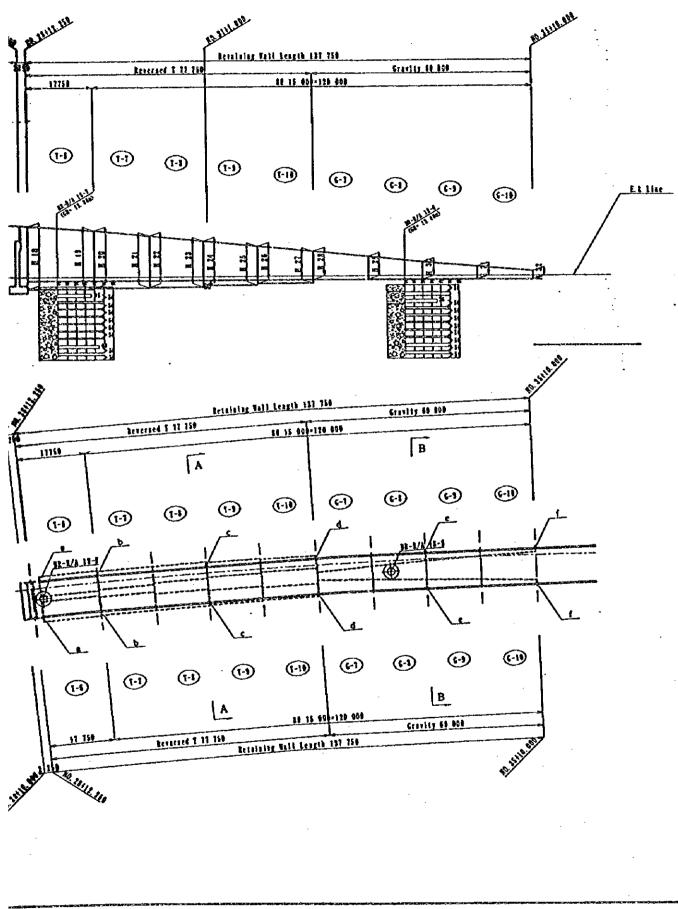
¢ (11)	LEXG18 (er)	NOXINAL Reloat	NDB .	E SEIGST	TEICET	REVARS
		1.6 6 6 6 1 3		J		
9 13	4 540	2, 235	61	10.147	613.0	1
	2 530		51	5.789	115.1	í.
D 13	4 450	0.535	- 51	4, 423	213.8	J
,	15 190		34	15.059	513.4	
	7 190	,	í	1.147	42.9	
,	15 210		2	15.113	30.2	
,	500	•	6 1	0. 697	30.3	8
•	490	•	111	0.477	91. I	5
B 15	3 274	1.225	113	7.308	\$13.7	<u> </u>
D 13	1 893	8. 594	- 11	1.053	H. 1	5
D 16	1 289	1.552	113	1. 997	238.5	L
D 13	2 980	8.994	61	2. 311	177.6	<u> </u>
	15 190		18	15. 035	151.0	
	15 190	,	3	15. 059	45.3	
	15 190		11	15.099	211.4	
	1 164	,	13	1.153	13.4	0
	1 160		116	1.153	133.1	0
				_	3 857.7	
		D 25		5 158.4		
		D 22		4 469.4		
		D 15		1 \$27.7		
		D 18		4 135.3		
		D 13		7 674 6		
	11	OTAL TEIGHT		24 \$15.1 <u> </u>		

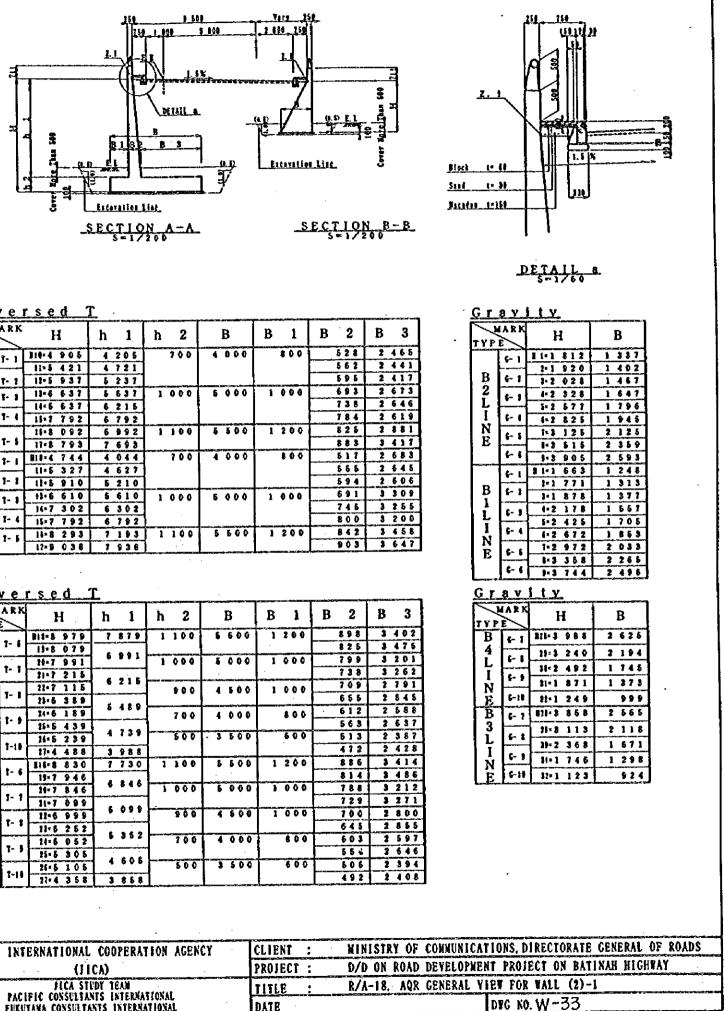
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$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		1-4	11-7 792	6792	l				784	
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- 1 To 14- Fi 19-0 A 1A 9 A 1A T 000 2 000 T 000 [L	1-1	11-6 610	5 6 1 0		000	5 0 0 0	1 0 0 0	691	L
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N 1-6 18-8 293 7 193 1 100 5 500 1 200 842	N	1	11-8 293	7 1 9 3		100	5 600	1 200	842	
E 17-5 038 7 938 903	Е	[. '	17-9 038	7 9 3 8]				903	L

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B	1- 4	11-8 079							1	25	L
		24-7 991	6	991	1	000	5 0 0 0	1 0 0 0		799	
4	1-1	21-7 215		215			-			738	L
L		21-7 115	0	215		900	4 5 0 0	1 0 0 0		709	L
1	1- I	21-6 389	5				• • • •			655	
_		24-6 189	6	489		700	4 0 0 0	800	· •	612	
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E		14=5 239	{ 4	739		500	- 3 500	500		513	L
	1-18	17-4 488	3	988	1					472	
		116-8 830	1	730	1	100	5 500	1200		886	L
B	t- •	13-7 946								814	L
		21-7 846	{ •	845	1	000	5000	3 0 0 0		788	L
3	1-1	11-7 099			1					729	l
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	1-1	11-6 252	—		1					645	l
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خا	3-14	21-4 3 5 8	3	858	1		[l .		492	I

JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	XINI
(JICA)	PROJECT :	D/D
FICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL	TITLE :	R/A-
FUKUYANA CONSULTANTS INTERNATIONAL	DATE	

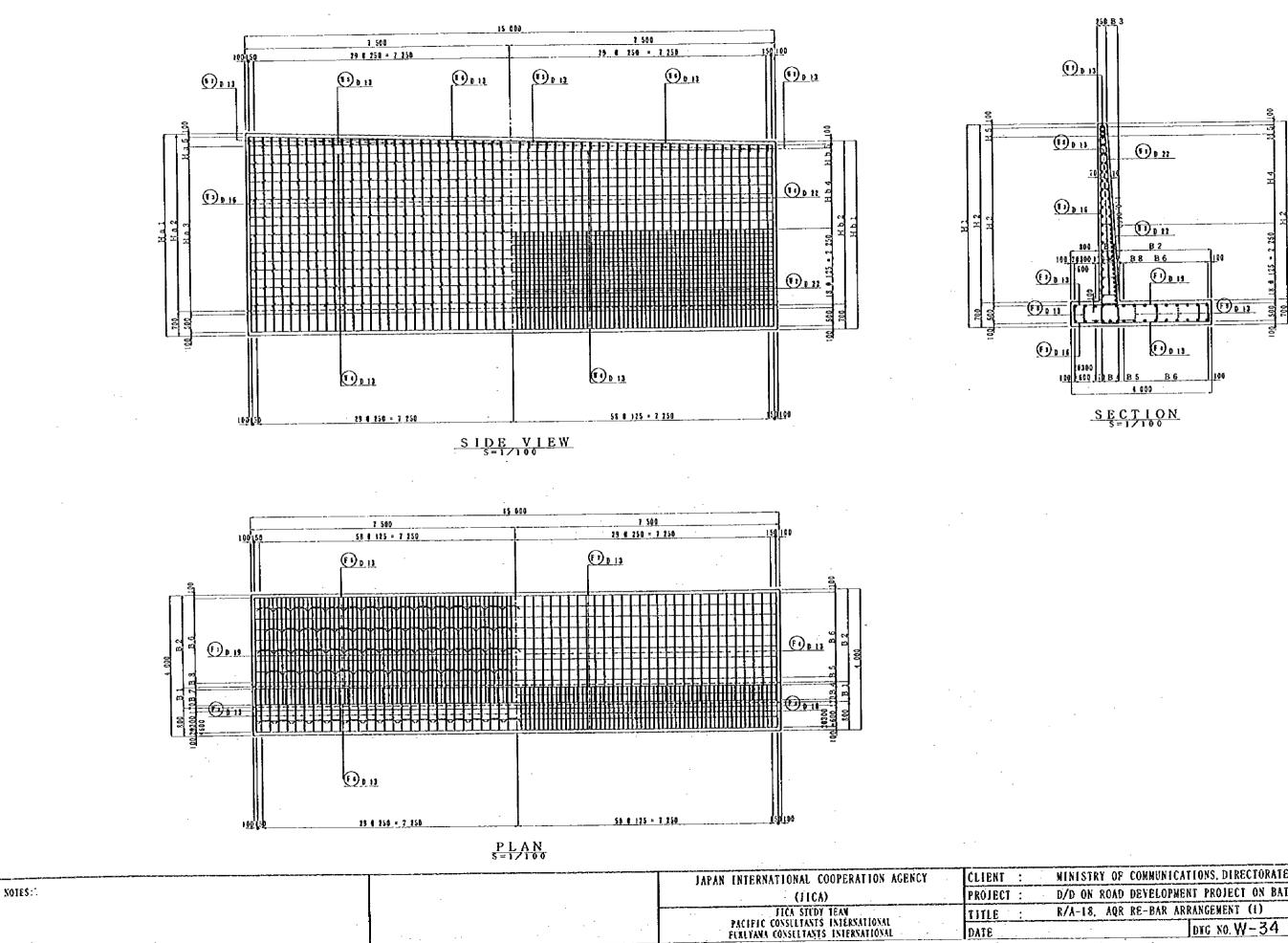
Poi	лt	a	b	c ·	d	e	f	<u>h</u>
8		+2743220.51814	+2743228.61191	+2743236. 12945	+ 2743243. 06777	+2743249. 42413	+2743255. 93535	+2743260. 8212
1	E	+ 442413.08534	+ 442441. 97238	+ 442471.01471	+ 442500. 20084	+ 442529.51922	+ 442568.51315	+ 442578.1962
N N	z	19.963	20.178	20.672	21.444	19.829	23.993	24.832
ь В	L N	42743210 84608		+ 2743226. 45939	+ 2 7 4 3 2 3 3. 3 9 2 9 1	+2743237.74056	+2743246. 26393	+2743251.1521
2 L		+ 442415 63773	+ 442444, 52395	+ 442473. 56651	+ 442502. 75377	+ 442532.07403	+ 442561. 35478	+ 442580.7477
I N	2	20. 112	20.328	20.825	21.605	22.637	23. 792	24.582
E B	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			+ 2743461. 88922	+2743445.45136	+2743428. 6404)	+2743417.22769	·
3 L		+ 443014 05196	+ 442988 47665	+ 442963. 13846	+ 442938.04304	+ 442913.19600	+ 442896.77204	
l N		15.093	16.338	17.828	19.322		21.812	
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		JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY OF COMMUNIC	ATIONS DIRECTO
NOTES:-		JAPAN INIEKNASTUNAL COURENATION ADENCI		D/D ON ROAD DEVELOPM	
1		LICA SILOY TEAN	TITLE	R/A-18, AQR GENERAL	VIEW FOR WALL
		PACIFIC CONSULTANTS INTERNATIONAL FUNUYANA CONSULTANTS INTERNATIONAL	DATE	······································	DAC NO. W-3
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ISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS ON ROAD DEVELOPMENT PROJECT ON BATINAH HICHWAY -18. AQR GENERAL VIEW FOR WALL (2)-2 DEC NO. W-33

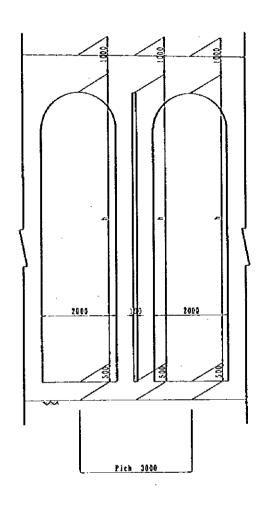


MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY

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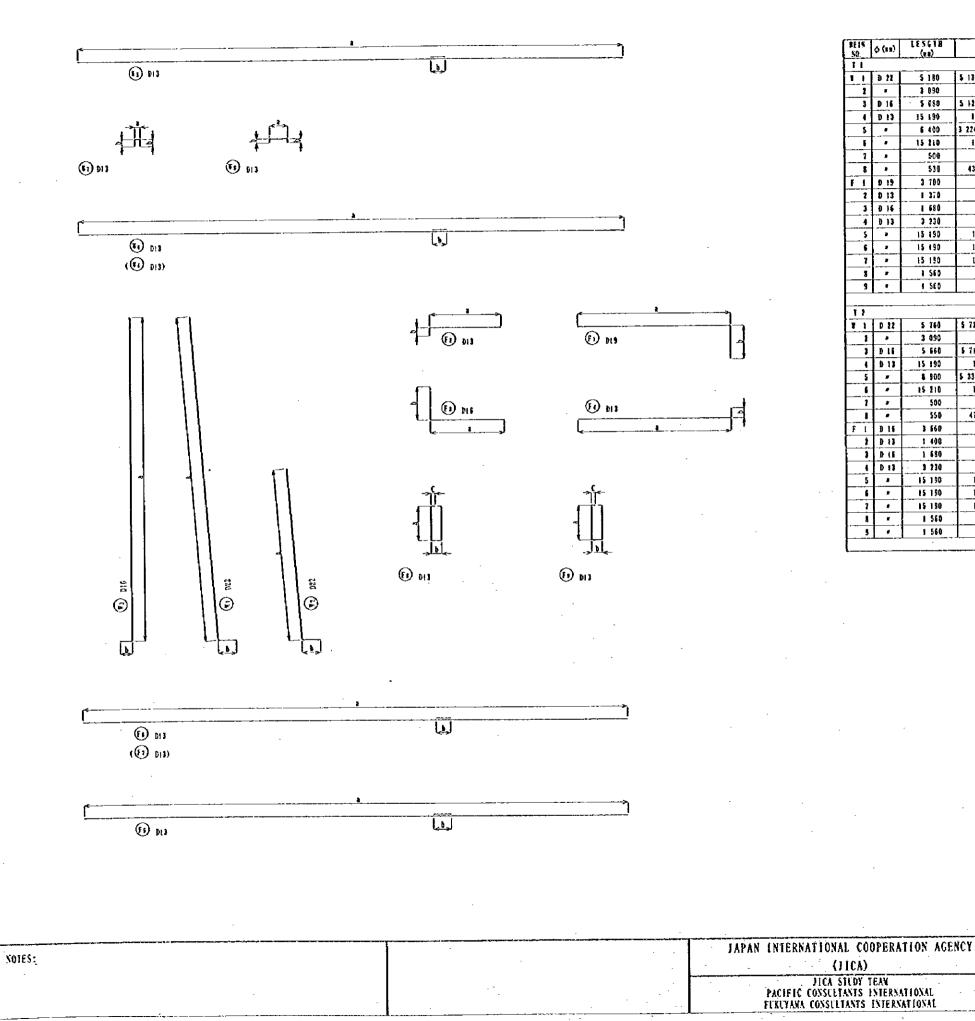
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		a – a		b - b		a – a		b - b
	Ha 1	4 9 0 5	ньі	5 4 2 1	Ha 1	5 4 2 1	нь 1	5 9 3 7
	il a 2	4 2 0 5	11 6 2	4 7 2 1	Ha 2	4721	H b 2	5 2 3 7
В	lla 3	160250 = 4000	ньз	180250 = 4500	Ha 3	180250 = 4500	НЪЗ	209250 = 5000
	Ha 4	78250 = 1750	H b 4	98250 = 2250	Ita 4	90250 = 2250	H b 4	110250 = 2750
2	Ha 5	205	нь 5	2 2 1	Ha 5	2 2 1	НЪБ	237
L	Bal	528	861	562	Bal	562	в в 1	595
Ī	B a 2	2 6 7 2	8 b 2	2 6 3 8	Ba 2	2 6 3 8	B b 2	2 6 0 5
	B 8 3	278	B b 3	312	Ba 3	312	B b 3	345
N	8 8 4	20213.5 = 427	B b 4	20230.5 = 461	B a 4	20230.5 = 451	8 b 4	20247.0 = 494
E	Ba 5	203	B b 5	169	825	169	8 b 5	136
	Ваб	80300 = 2400	8 b 6	80300 = 2400	Bað	80300 = 2400	B b 6	80300 = 2400
	Ba7	394	8 6 7	428	B a 7	428	B 6 7	461
	Ba 8	236	B b 8	202	Bað	202	B b 8	169
		Ţ	$\overline{)}$	L		Ţ	- 2)	
		a - a		b - b		a - a		b — b
	ila 1	4744	H b 1	5 3 2 7	Ha 1	5 3 2 7	нь 1	5 910
	ll a 2	4 0 4 4	H Ð 2	4 6 2 7	Ha 2	4 6 2 7	H & 2	
B	Ha 3	160250 = 4000	ньэ	180250 = 4 500	Ha 3	186250 = 4500	H b 3	200250 = 5000
	Ha4	70250	H b 4	98250 = 2250	Ha 4	90250 = 2250	нь4	119250 = 2750
1	Ha 5	44	H b 5	127	Ha 5	127	нь 5	210
L	Ba 1	517	861	555	Bal	555	В Ъ 1	594
I	Ba 2	2 6 8 3	В Ь 2	2 6 4 5	Ba2	2645	B b 2	2 6 0 6
N	Ba 3	267	B b 3	305	Ba 3	305	863	344
	Ba4	20208	8 b 4	20227.0 = 454	B 2 4	28227.0 = 454	Bb4	20246.5 = 493
E	Bas	214	855	176	Ba 5	176	B b 5	137
	Ba 6	80300 = 2400	B b 6	80300 = 2400	Ba6	80300 = 2400	866	80300 = 2400
	Ba 7	383	В Ь 7	421	817	421	8 b 7	460
ļ	Ba8	247	868	209	8 8 8	209	8 6 8	170



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

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		JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT : MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
NOIES:		(JICA)	PROJECT : D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHVAY
		JICA STUDY TEAN	TITLE : R/A-18, AQR RE-BAR ARRANGEMENT (2)
		PACIFIC CONSULTANTS INTERNATIONAL FURLYANA CONSULTANTS INTERNATIONAL	DATE DTG NO. W-35



50	\$ (m)	LESGIB (ex)	1	b	t
11					
1 1	D 21	\$ 180	\$ 138~4 554	330	
1		3 030	2 156	330	· · · · ·
3	D 16	5 080	5 127~4 544	240	·
1	D 13	15 190	14 800	390	·
\$	•	6 400	3 224~ 9 570	390	
1		15 210	14 811	390	
7		500	E10	195	
8	•	534	437~173	111	
F I	D 19	3 700	3 1 98	500	
2	D 13	1 370	1 165	195	I I
3	0 16	1 680	1 1 50	500	
	0 13	3 230	3 030	195	
\$		15 190	14 500	390	
5		15 190	14 800	390	
7		15 190	14 800	390	
8		1 560	528	218	111
9	•	1 560	529	279	
11					
	0.32	5 764	1 5 727~5 138	23.9	
11	D 22	5 760	\$ 722~5 138 2 756	339	
11	•	3 090	2 756		
1 1	• D 16	3 090	2 756 5 718~5 127	330	
¥ 1 2 3	• D 16 D 13	3 090 5 660 15 190	2 756 5 718~5 127 14 890	330 240 390	
1 1	• D 16	3 030 5 660 15 190 8 900	2 756 5 718~5 127	330 240	
¥ 1 2 3 4 5	• D 16 D 13	3 090 5 660 15 190	2 756 5 716~5 127 14 890 5 331~11 678	330 240 390 390	
¥ 1 2 3 4 5 6	• D 16 D 13 •	3 090 5 660 15 190 8 900 15 210	2 756 5 710~5 127 14 890 5 331~11 678 14 811	330 240 390 390 390	
¥ 1 3 4 5 6 7	> D 16 D 13 -	3 090 5 660 15 190 8 900 15 210 500	2 756 5 710~5 127 14 300 5 331~11 678 14 \$11 119	330 240 350 330 350 155	
¥ 1 2 3 4 5 6 7 8	> D 16 D 13 	3 090 5 660 15 190 8 900 15 210 500 550	2 756 5 710~5 127 14 890 5 331~11 678 14 811 110 476~119	330 240 350 390 350 185 181	
¥ 1 3 4 5 6 7 8 8 7 8 8 7	b 18 b 13 c	3 090 5 660 15 190 8 900 15 210 500 550 3 660	$\begin{array}{c} 2 \ 756 \\ 5 \ 710 \sim 5 \ 127 \\ 14 \ 800 \\ 5 \ 331 \sim 11 \ 675 \\ 14 \ 811 \\ \hline 810 \\ 476 \sim 179 \\ \hline 3 \ 150 \end{array}$	330 240 350 390 390 490 195 111 500	
¥ 1 3 4 5 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	 D 16 D 13 	3 090 5 660 15 190 8 900 15 210 500 550 3 660 1 406	$\begin{array}{c} 2 \ 756 \\ 5 \ 710 \sim 5 \ 127 \\ 14 \ 800 \\ 5 \ 331 \sim 11 \ 675 \\ 14 \ 810 \\ 14 \ 811 \\ 110 \\ 476 \sim 179 \\ 3 \ 150 \\ 1 \ 205 \end{array}$	230 240 350 390 390 390 195 111 500 855	
¥ 1 3 4 5 6 7 8 7 8 7 8 7 8 8 7 8 8 7 8 8 8 8 8 8	> D 16 D 13 - - D 15 D 13 D 15 D 13	3 090 5 660 15 190 8 900 15 210 500 550 3 660 1 406 1 680	$\begin{array}{c} 2 \ 756 \\ 5 \ 710 \sim 5 \ 127 \\ 14 \ 800 \\ 5 \ 331 \sim 11 \ 678 \\ 14 \ 810 \\ 14 \ 810 \\ 476 \sim 179 \\ 3 \ 160 \\ 1 \ 505 \\ 1 \ 180 \\ \end{array}$	330 240 350 390 350 185 185 181 500 855 500	
¥ 1 3 4 5 6 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8	> D 16 D 13 - - - - <	3 090 5 660 15 190 8 900 15 210 500 550 3 660 1 408 1 680 - 3 230	$\begin{array}{c} 2 \ 756 \\ 5 \ 716 \sim 5 \ 127 \\ 14 \ 800 \\ 5 \ 336 \sim 11 \ 678 \\ 14 \ 810 \\ 14 \ 810 \\ 14 \ 810 \\ 1676 \sim 179 \\ 3 \ 160 \\ 1 \ 205 \\ 1 \ 180 \\ 3 \ 030 \end{array}$	335 240 350 390 250 195 111 500 195 195 500 355	
¥ 1 3 4 5 6 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8		3 090 5 660 15 190 8 900 15 210 500 550 3 660 1 400 1 680 3 230 8 5 190	$\begin{array}{c} 2 \ 756 \\ 5 \ 716 \sim 5 \ 127 \\ 14 \ 800 \\ 5 \ 336 \sim 11 \ 678 \\ 14 \ 811 \\ \hline 110 \\ 476 \sim 179 \\ \hline 3 \ 850 \\ \hline 1 \ 205 \\ \hline 1 \ 180 \\ \hline 3 \ 030 \\ \hline 14 \ 800 \\ \end{array}$	335 240 350 350 350 185 185 185 185 500 185 500 195 390	
8 1 3 3 4 5 6 7 7 1 F 1 3 4 5 6 6 5 6 6	D 16 D 13 # # D 16 D 15 D 15 D 13 # #	3 090 5 660 15 190 8 900 15 210 500 550 3 660 1 406 1 680 3 230 15 190	$\begin{array}{c} 2 \ 756 \\ 5 \ 716 \sim 5 \ 127 \\ 14 \ 800 \\ 5 \ 336 \sim 11 \ 678 \\ 14 \ 811 \\ 110 \\ 476 \sim 179 \\ 3 \ 850 \\ 1 \ 205 \\ 1 \ 180 \\ 3 \ 930 \\ 14 \ 800 \\ 14 \ 800 \\ 14 \ 800 \\ \end{array}$	335 240 350 350 350 185 185 185 185 500 155 390 390	

CLIENT :

PROJECT :

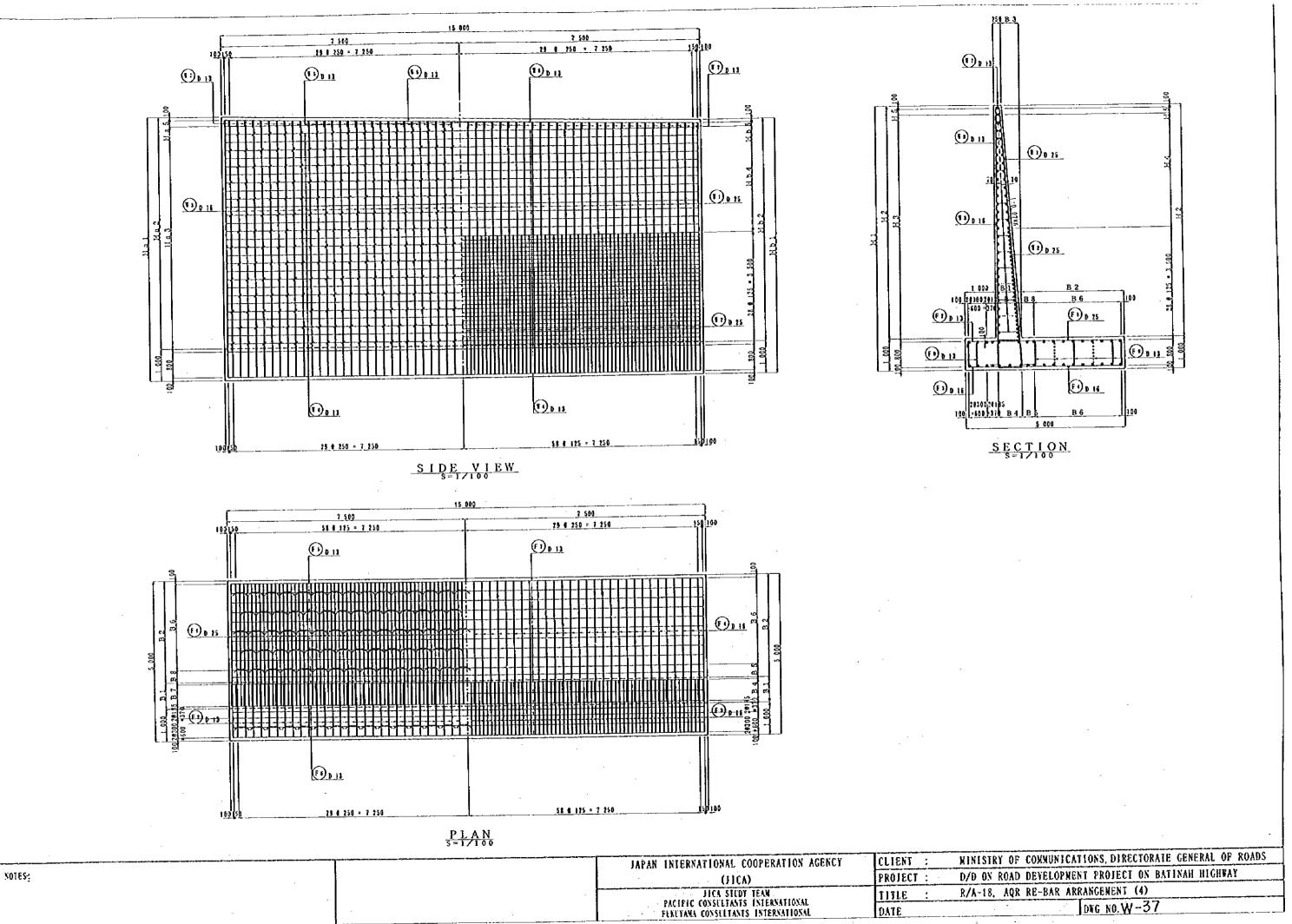
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DATE

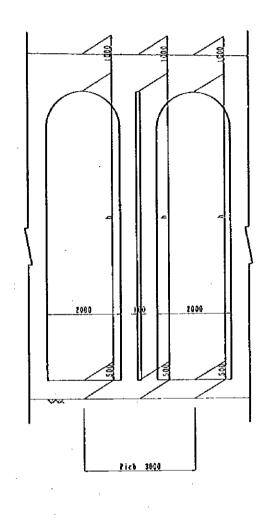
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N9.	\$ (12)	(11)	4	3	L
11					<u> </u>
11	D 22	\$ 310	5 232~4 715	330	
1		3 090	2 758	330	
1	D 14	5 2(0	5 221~4 705	240	
	0 13	15 190	14 8D0	390	
5		10 320	6 339~13 509	390	
1		15 200	14 809	390	
1		580	110	195	
1	•	540	444~180	HI	
F 1	D 19	3 690	3 189	500	
1	D 13	1 170	1 175	195	
3	D I I	1 630	1 180	\$00	
1	D 13	3 230	3 030	195	
5	1	15 190	14 800	390	
6	1	15 190	14 800	390	
1		15 130	14 100	390	<u>-</u>
1		1 560	\$28	178	131
3		1 560	529	279	- 111 _
11					
TI	D 11				
2		5 130	5 749-5 232	330	· · · · ·
	,	5 830 3 890	5 749~5 232	330 330	
3					
3		1 890	2 756	330	
1		1 890 5 720	2 758 5 737~5 221	330 149	
4	, d 16 d 13	3 890 5 720 15 190	2 758 5 737~5 221 14 800	330 149	
4	, D 16 D 13	3 690 5 720 15 190 10 790	2 758 5 737~5 221 14 800 6 826~13 968	330 249 390	
4	# D 16 D 13 #	3 890 5 720 15 190 10 750 15 200	2 758 5 737~5 221 14 800 6 826~13 968 14 809	330 240 390 390	
4 5 6 7	# D 16 D 13 # #	3 830 5 720 15 190 10 750 15 200 500	2 755 5 737~5 221 14 800 6 826~13 968 14 809 118	330 249 390 	
4 5 6 7 8	# D 16 D 13 # #	3 890 5 720 15 190 10 790 15 200 500 500	2 758 5 737~5 221 14 800 6 828~13 968 14 803 110 477~180	330 249 390 390 195 111	
4 5 6 7 8 F 1	# D 15 B 13 # # # # # D 13	3 890 5 720 15 190 10 790 15 200 500 500 560 3 660	2 758 5 737~5 221 14 800 6 826~13 968 14 803 118 477~180 3 156	330 249 390 390 195 111 500	
4 5 6 7 8 F L 2	# D 16 D 13 # # # # # # # # # # # # # # # # # # #	3 890 5 720 15 190 10 790 15 200 500 500 560 3 860 8 418	2 758 5 737~5 221 14 800 6 826~13 968 119 477~180 3 136 1 205	330 249 390 390 195 111 500 195	
4 5 6 7 8 F L 2 3	# D 16 D 13 # # # # # # # # # # # # # # # # # # #	3 859 5 720 15 150 10 750 15 200 500 560 3 869 4 418 5 89	2 758 5 737~5 221 14 800 6 828~13 968 119 472~180 3 136 1 205 1 180	330 249 330 195 111 500 195 155 500	
4 5 7 8 F 1 2 3 4	# D 15 D 13 # </th <th>3 659 5 720 15 159 10 750 15 280 500 3 669 4 418 1 688 3 230</th> <th>2 758 5 737~5 221 14 800 6 828~13 968 14 809 119 477~180 3 156 1 205 1 180 3 030</th> <th>330 249 330 195 111 500 195 195 195 195 195 500 195</th> <th></th>	3 659 5 720 15 159 10 750 15 280 500 3 669 4 418 1 688 3 230	2 758 5 737~5 221 14 800 6 828~13 968 14 809 119 477~180 3 156 1 205 1 180 3 030	330 249 330 195 111 500 195 195 195 195 195 500 195	
4 5 6 7 8 F L 2 3 4 5	# D 15 D 13 # # D 13 D 13 D 13 D 13 D 15 D 13 #	3 659 5 720 15 159 10 759 15 280 500 560 3 669 4 419 1 688 3 230 15 159	2 758 5 737~5 221 14 800 6 828~13 968 14 805 118 477~180 3 156 1 205 1 180 3 038 14 800	330 249 330 195 111 500 195 500 195 500 195 390	
4 5 6 7 8 F L 2 3 4 5 5 5	# D 16 D 13 # # D 13 D 13 D 13 D 13 D 16 D 13 # #	3 659 5 720 15 159 10 759 500 500 3 669 4 419 1 680 3 230 15 159	2 758 5 737~5 221 14 800 6 828~13 968 118 477~180 3 156 1 205 1 186 3 038 14 800 14 800	330 249 330 195 111 500 195 500 195 500 195 500 195 390 350	
4 5 6 7 8 F 1 2 3 4 5 5 5 7	# b 16 b 13 # b 13 b 13 b 13 b 13 b 13 b 13 b 13 b 14 b 13 w m m m m m m m m m m m m m	3 659 5 720 15 159 10 759 500 500 3 669 4 419 1 688 3 230 15 159 15 159 15 159	2 758 5 737~5 221 14 800 6 828~13 968 118 477~180 3 158 1 205 1 186 3 930 14 800 14 800 14 800	330 249 330 195 111 500 195 500 195 500 195 390 390 390	

MINISTRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS D/D ON ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY R/A-18, AQR RE-BAR ARRANGEMENT (3) DWG NO. W-36

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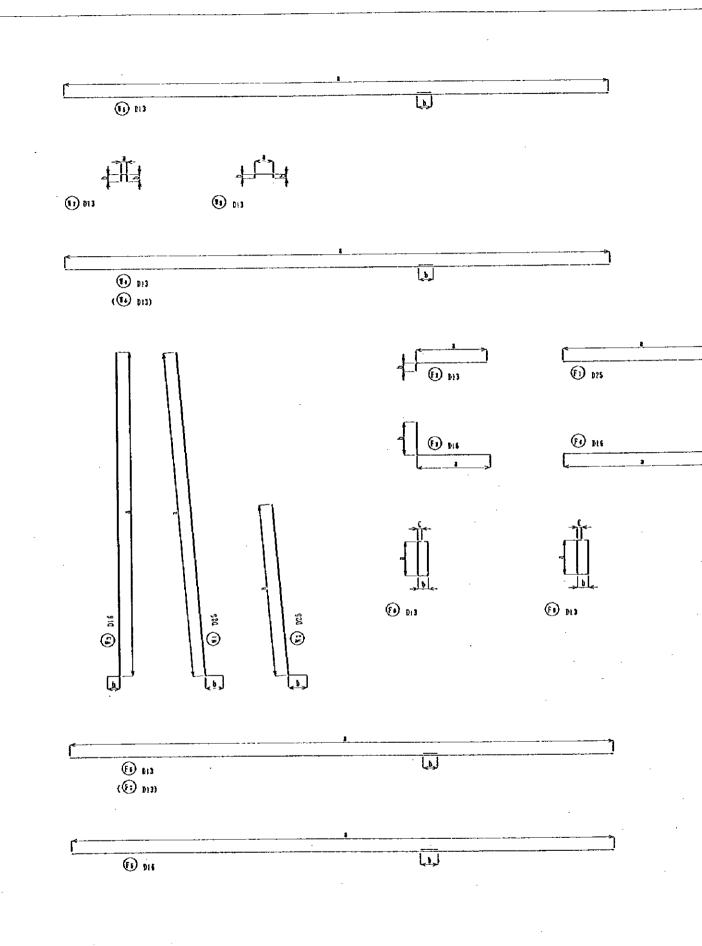
		(T-	3		(T-4)			
1		a - a		b - b		a – a		b – b
	Ha 1	6 6 3 7	нът	7 215	H a 1	7 215	Н Б 1	7 7 9 2
-	Ha 2	5 6 3 7	НЪ2	6 2 1 5	Ha 2	6 2 1 5	H b 2	6792
В	Ha 3	220250 = 5 500	H b 3	240250 = 6000	Ha 3	240250	НЪЗ	269250 = 6500
1	Ha4	80250 = 2000	НЪ4	100250 = 2500	H 8 4	100250 = 2500	H b 4	120250 = 3000
2	Ha 5	137	НЪ\$	215	H a 5	215	НЪ5	20146
L	Bal	693	861	738	Bal	738	B b 1	784
I	Ba2	3 3 0 7	8 6 2	3 2 6 2	B a 2	3 2 6 2	B b 2	3 2 1 6
N	Ba 3	443	B b 3	488	8 a 3	488	B b 3	534
	Ba4	20312.0 = 624	8 b 4	20334.5 = 669	814	20334.5 = 669	864	20357.5 = 715
E	Ba5	20253.0 = 506	8 b 5	20230.5 = 461	Ba S	20230.5 = 461	B b 5	20207.5
	B a 6	90300 = 2700	B b 6	90300	Bað	99300 = 2700	B 6 6	99300 = 2700
	B & 7	561	867	606	Ba7	606	B b 7	652
	Ba 8	20284.5 = 569	B b 8	20262.0	B 8 8	20262.0 = 524	вь8	20239.0 = 478
		(T	3			<u>(</u>	- 4	r
		a - a		b - b		a ⊢ a		b – b
	Hal	6 6 1 0	нъі	7 3 0 2	Наз	7 3 0 2	ньз	7 9 9 3
В	il a 2	5 6 1 0	H b 2	6302	Ha 2	6 3 0 2	11 b 2	6 9 9 3
_	НаЭ	220250 = 5 500	ньз	240250 = 6000	Ha 3	250250 = 6250	ньз	270250 = 6750
1	Ha 4	80250 = 2000	H b 4	100250 = 2500	ila 4	110250 = 2750	НЬ4	130250 = 3250
1	Ha 5	110	нь5	20151 = 302	II a 5	<u> 5 2</u>	нь5	243
L	Bal	691	861	745	Bal	745	861	800
I	Ba2	3 3 0 9	Bb2	3 2 5 5	Ba2	3 2 5 5	Bb2	3 2 0 0
N	Ba 3	I	B b 3		8 8 3	495	B 5 3	
E	B a 4	20313.0 = 522	8 b 4	20338.0 = 676	8 2 4	20338.0 = 676	B b 4	= 131
Б	825	= 508	8 b 5	= 4 5 4	Ba Ş	20227.0 = 454	8 6 5	= 3 3 3
	Ba6	90300 = 2700	B b 6	90300 = 2700	Ba6	90300 = 2700	B b 6	90300 = 2700
	B a 7	559	867		8 2 7		B b 7	
	B & 8	20285.5 = 57)	868	20258.5 = 517	BA8	20258.5 = 517	въз	22231.0 = 462



Slit Shape in Front of Tall (Thickness 1=30 pm)

NOTES: JAPAN INTERNATIONAL COOPERATION AGENCY (JICA) JICA SIEDY TEAN PACIFIC CONSULTANTS INTERNATIONAL FUREYAMA CONSULTANTS INTERNATIONAL DATE CLIENT : MINISTRN PROJECT : D/D ON M TITLE : R/A-18, DATE

Y OF	COMMUN	ICATIONS,	DIRECTORAT	E GENERAL OF	ROADS
ROAD	DEVELO	PMENT PRO	JECT ON BA	TINAH HIGHWA	<u>Υ</u>
AQR	RE-BAR	ARRANGEN			
		DNG N	10. W-38		

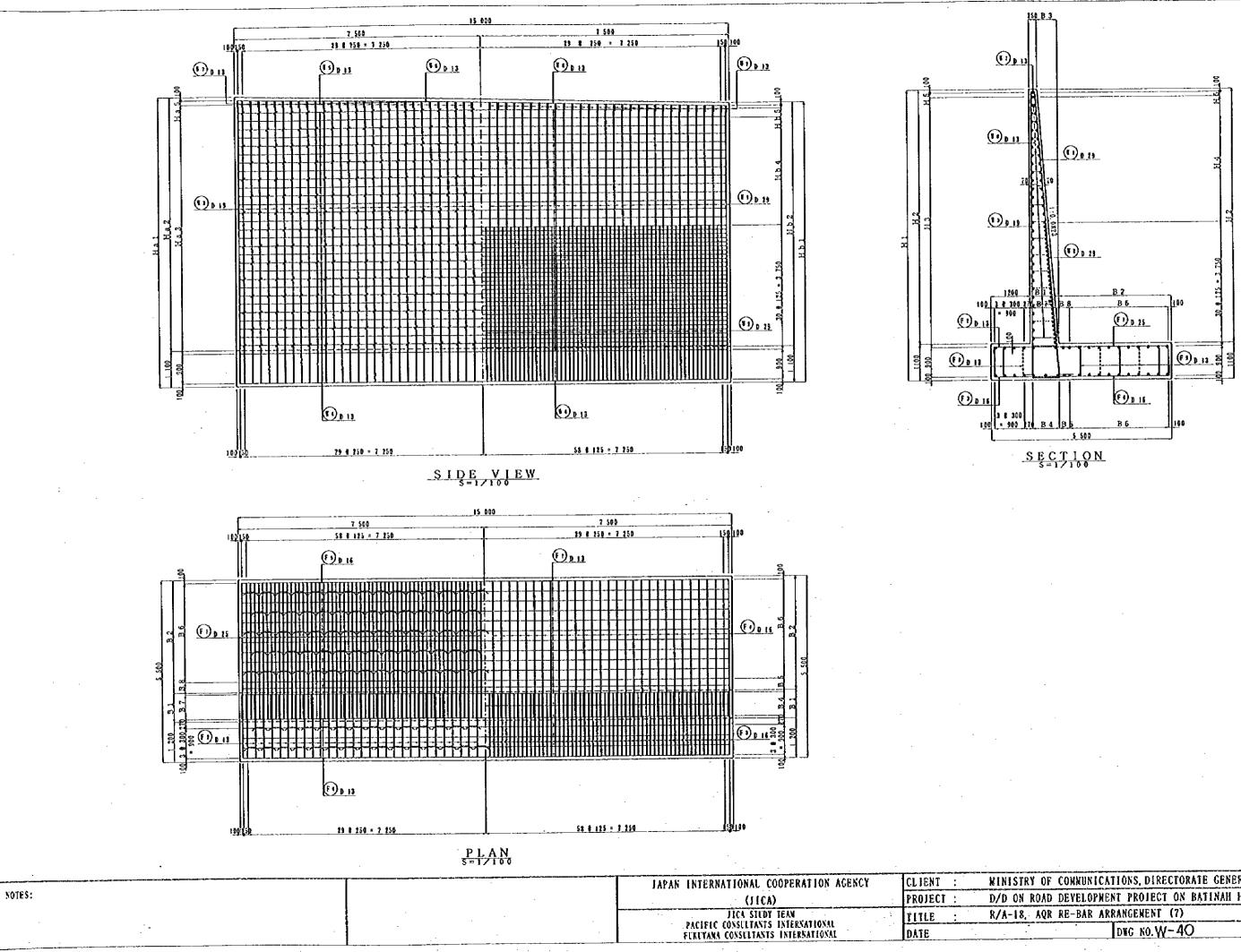


EIX NO.	\$ (EI)	LENGIA (EB)	1	1	ć
13	P		/ v		
	0 25	3 160	1 124-6 430	\$15	
1		4 690	4 313 -	375	
3	D 16	7 000	7 102~6 410	240	
1	D 13	15 190	14 809	390	
5		7 518	3 223~11 806	330	
		15 210	14 816	350	
1		500	110	195	
Ť		650	637-205	111	
	D 25	4 800	3 934	800	
	D 13	1 150	1 548	115	
;	DIE	1 180	1 330	801	
		4 679	3 130	240	
5	013	15 190	14 800	390	
		15 190	14 800	390	
1		15 150	14 800	390	
- i		2 160	828	271	111
				284	11
,		1 (80	\$34	603	
•		1 (80	<u> </u>		
9 14	D 25	2 (50	634 7 8)7∼7 124	315	······
14	·····		· · · · · · · · · · · · · · · · · · ·		
14	D 25	7 850	7 8)7~7 124	375	
14 11 2	D 25	7 850 4 690	7 817~7 124 4 313	375 375	
14 11 2 3	D 25	7 850 4 590 7 590	7 8)7~7 124 4 3)3 7 793~7 102	375 375 240	
14 1 2 3 4	D 25 	7 850 4 690 7 690 95 150	7 817~7 124 4 313 7 793~7 103 14 800	375 375 240	
14 1 2 3 4 5	D 25 - D 16 D 13 -	7 850 4 690 7 698 35 150 8 280	7 817~7 124 4 313 7 793~7 103 14 800 5 205~10 559	375 375 249 359	
14 1 2 3 4 5 4	D 25 P D 16 D 33 	7 859 4 699 7 699 15 150 8 280 15 190	7 817~7 124 4 313 7 793~7 102 14 800 5 205~10 559 14 818	315 375 740 330 330	
14 5 4 5 4 7	D 25 D 16 D 33 	7 859 4 699 7 699 95 159 8 280 15 199 500	7 817~7 124 4 323 7 793~7 102 14 800 5 205~10 559 14 816 1(9	315 315 740 350 350 195	
14 1 2 3 4 5 5 1 7 8	D 25 * D 16 D 13 * *	7 859 4 699 7 699 35 159 8 280 15 199 500 6 50	7 817~7 124 4 323 7 793~7 102 14 800 5 205~10 559 14 816 1(8 682~171	315 375 740 390 195 191	
14 5 4 5 6 7 8 7 8 7 8 8	D 25 D 16 D 33	7 859 4 699 7 699 35 159 8 289 15 199 500 6 50 4 743	7 817~7 124 4 313 7 793~7 102 14 800 5 205~10 559 14 815 110 682~171 3 940	315 315 249 399 390 195 111 809	
14 12 3 4 5 4 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7	D 25 - D 16 D 13 - - - - - - - - - - - - -	7 850 4 693 7 693 35 159 8 280 15 190 500 650 4 743 1 800	7 817~7 124 4 313 7 793~7 102 14 800 5 205~10 559 14 816 114 682~171 3 940 1 603	315 315 245 395 390 195 111 800 195	
14 12 3 4 5 4 7 8 7 8 7 8 7 8 7 1 2 3	D 25 D 16 D 13	7 850 4 693 7 693 35 159 8 280 15 190 500 650 4 740 1 800 2 180	7 817~7 124 4 313 7 793~7 102 14 800 5 205~10 559 14 815 114 682~171 3 948 1 603 1 390	315 375 249 399 195 111 800 135 809	
14 5 4 5 4 7 8 6 7 8 6 7 7 8 6 7 7 8 6 7 7 8 8 7 7 8 8 7 7 8 8 7 7 8 8 8 7 7 8	D 25 D 16 D 13	7 850 4 693 7 693 35 159 8 280 15 190 500 650 4 740 1 800 2 180 4 678	7 817~7 124 4 313 7 793~7 102 14 800 5 205~10 559 14 816 114 682~171 2 348 1 603 1 290 3 830	315 375 249 399 195 111 800 135 800 240	
14 5 3 4 5 5 5 5 7 1 6 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 8 7 7 7 7 8 7 7 7 7 8 7	D 25 P D 16 D 13 P P D 25 D 13 D 16 P 13 D 15 P 13	7 850 4 693 7 693 35 159 8 280 15 190 500 650 4 743 1 800 2 183 4 678 15 190	7 817~7 124 4 313 7 793~7 102 14 800 5 205~10 559 14 816 114 652~171 2 348 1 603 1 290 3 830 14 800	315 375 249 390 195 111 800 185 800 240 390	
14 12 3 4 5 4 7 6 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 8 8 8 9 8 10 11 12 13 14 15 16	D 25 P 16 D 16 D 33 P P 25 D 13 D 18 P D 19 P	7 859 4 699 7 698 15 150 8 280 15 190 500 6 50 4 743 1 800 2 183 4 678 15 190 1 5 190	7 817~7 124 4 313 7 793~7 102 14 800 5 205~10 559 14 816 119 682~171 3 949 1 603 1 290 3 830 14 800 14 800	375 375 245 399 195 191 800 195 191 800 240 390 390	

	r	 		JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY
NOTES:				(11CA)	PROJECT :	D/D ON R
				JICA STEDY TEAN	TITLE :	R/A-18,
		· •	· .	PACIFIC CONSULTANTS INTERNATIONAL FUKUYANA CONSULTANTS INTERNATIONAL	DATE	

ACIX		LESGIE			-
NETS 1 NO.	ð (m)	(13)	3	b	¢
13	· · · ·				
T I	D 25	7 130	7 037-6 457	375	
2		4 690	4 313	215	
1	0 16	6 970	7 015~5 437	240	
4	D 13	15 190	14 800	390	
ş	•	3 100	\$ 505~11 907	330	
i		15 210	EI 01	390	
1		500	110	(95	
1		639	620~158	in	
E I	D. 25	4 800	3 997	800	
1	D 13	1 760	1 556	195	
3	D 15	2 180	1 380	800	
i i		4 070	3 830	195	
5	B 13	15 190	34 800	390	
5		15 150	14 800	390	
7		15 190	14 800	390	•
		2 160	828	278	111
,		2 180	834	284	111
· · · · ·	ł				
			· · · · · ·		
13					
Ŧ I	D 25	7 710	7 615~7 037	375	
1	,	4 650	4 3 3	175	
3	D 16	7 710	7 592~7 015	240	
1	D 13	15 190	L4 80D	390	<u> </u>
5	1	5 270	3 745~13 902	3 9D	
. 6	•	15 Žid	11.83	390	·
1		500	ELD	195	
1	,	650	\$65~191	111	
FI	D 25	4 750	3 951	\$00	
2	D 13	1 790	I 591	195	<u> </u>
3	D 16	1 180	1 380	200	<u> </u>
4		4 070	3 830	195	
\$	D 13	15 190	14 800	390	<u> </u>
6		15 190	14 800	390	
7		15 190	14 800	390	
1		2 160	828	118	
5	Ŀ	2 180	\$34	184	111

TRY OF COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS N ROAD DEVELOPMENT PROJECT ON BATINAH HIGHWAY 8, AQR RE-BAR ARRANGEMENT (6) DIG NO. W-39



	· .	
l OF	COMMUNIC	ATIONS, DIRECTORATE GENERAL OF ROADS
IOAD	DEVELOPM	ENT PROJECT ON BATINAH HIGHTAY
AQR	RE-BAR A	RRANGENENT (7)
		DWG NO.W-40

	<u> </u>						
	<u>(1-5)</u>						
	a – a		b — b				
Hal	8 0 9 2	НЪ 1	8793				
Ka 2	6992	H b 2	7 6 9 3				
Ha 3	270250 = 6750	нь з	300250				
Ha4	$ \begin{array}{r} = 6 750 \\ 120250 \\ = 3 000 \end{array} $	н ь 4	150250 = 3750				
f1 a 5	242	H b 5	193				
8 a 1	825	B & 1	883				
B a 2	3 4 7 5	B b 2	3 4 1 7				
Ba 3	575	863	633				
Ba4	20383.5 = 767	8 b 4	20412.5 = 825 20151.5				
Ba5	20196.5 = 393	B b 5	= 303				
Ba6	100300 = 3000	B & 6	100300 = 3000				
Ba7	693	B b 7	751				
B a 8	20218.5 = 437	868	20189.5 = 379				
	T	-5					
	a – a		b - b				
Hal	8 2 9 3	нът	9 0 3 8				
Ha 2	7 1 9 3	H B 2	7 9 3 8				
11 a 3	280250 = 7000	ньз	31@250 = 7750				
ll a 4	$\begin{array}{r} 130250 \\ = 3250 \end{array}$	H b 4	169250 = 4000				
Ha 5	193	H b 5	188				
Bal	842	861	903				
Ba2	3 4 5 8	B b 2	3 6 4 7				
B a 3	592	в b 3	653				
B a 4	20392.0 = 784	864	20422.5 = 845				
885	26173.0 = 346	865	20142.5 = 285				
B a 6	10@300 = 3000	866	$ \begin{array}{r} 1 0 0 3 0 0 \\ = 3 0 0 0 \end{array} $				
Ba7	710	867	771				
B 8 8	2@210.0 = 420	B & 8	20179.5 = 359				

В

2 L I N E

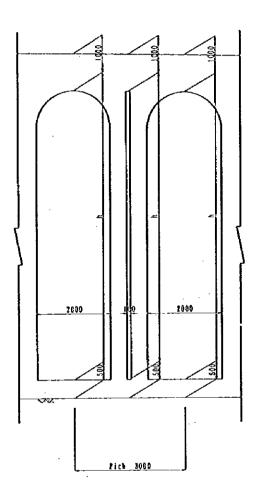
> B |

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N E

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Slit Shape in Froat of Tatt (Thickness t=30 mm)

					· •
			FUKUYANA CONSULTANTS INTERNATIONAL	DATE	·
		•	FICA STUDY TEAN PACIFIC CONSULTANTS INTERNATIONAL	TITLE :	R/A-18, AQ
NOIES:			(J1CA)	PROJECT :	D/D ON ROA
			JAPAN INTERNATIONAL COOPERATION AGENCY	CLIENT :	MINISTRY O

OF	COMMUNICATIONS, DIRECTORATE GENERAL OF ROADS
	DEVELOPMENT PROJECT ON BATINAH HIGHWAY
AQR	RE-BAR ARRANGEMENT (8)
	DIG NO. W-41