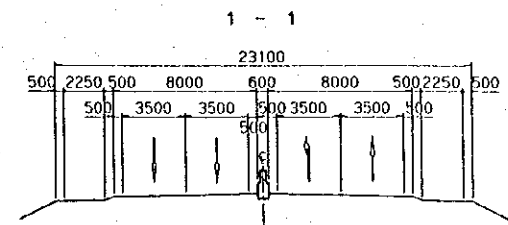
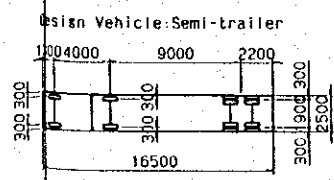
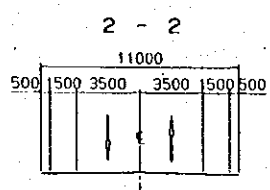
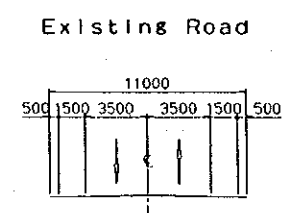
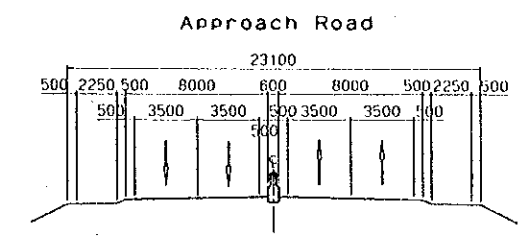
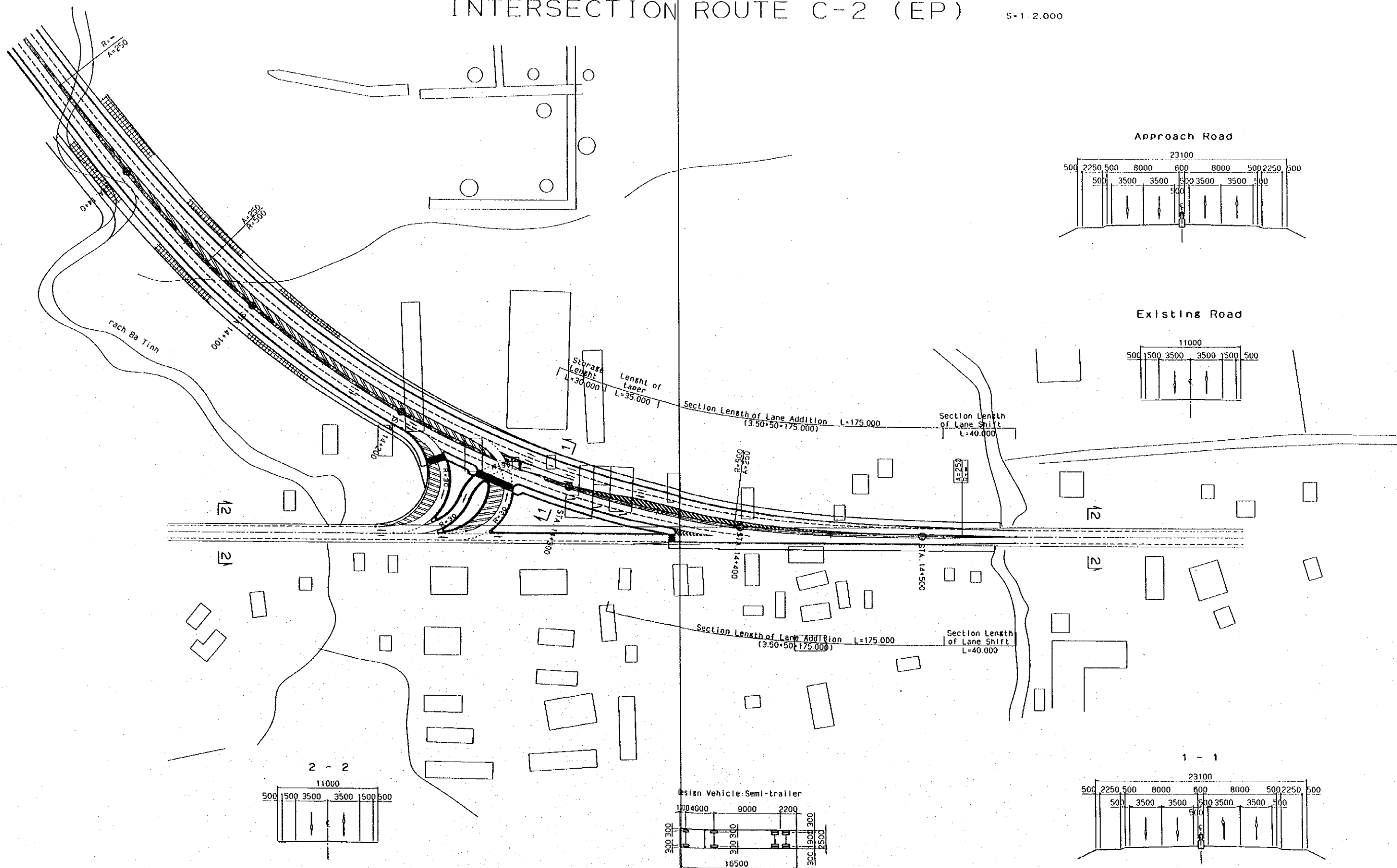


INTERSECTION ROUTE C-2 (EP)

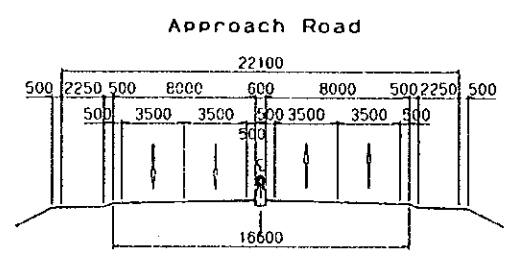
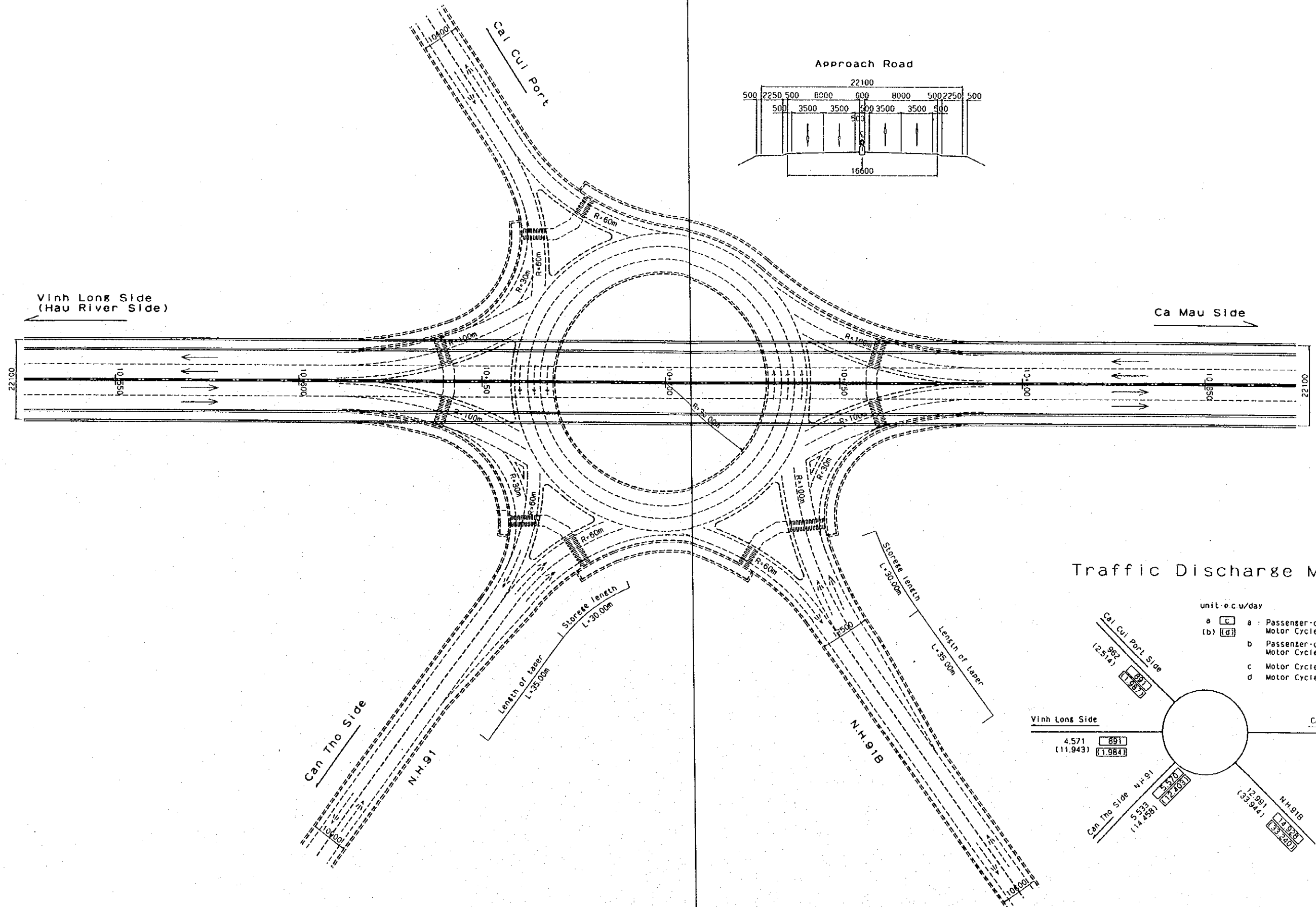
S=1:2,000



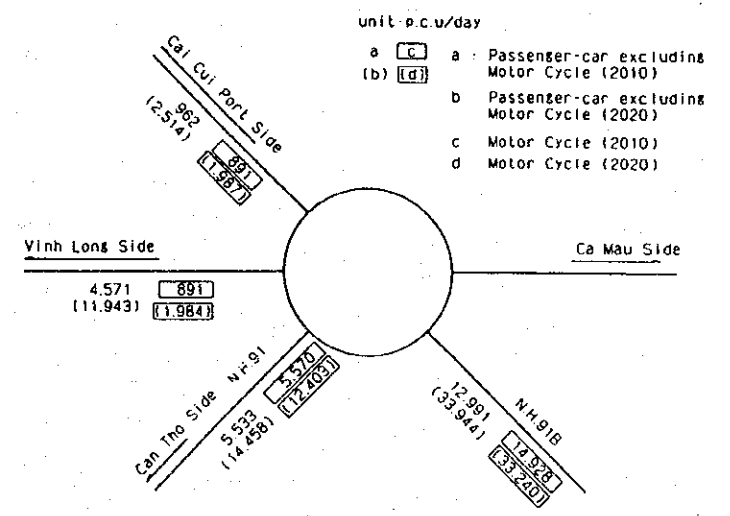
JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	INTERSECTION (ROUTE C-3 EP)	SCALE S=1:2000	DWG.No. 17
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INTERSECTION ROUTE C-3 (ROTARY)

5:1 1:000

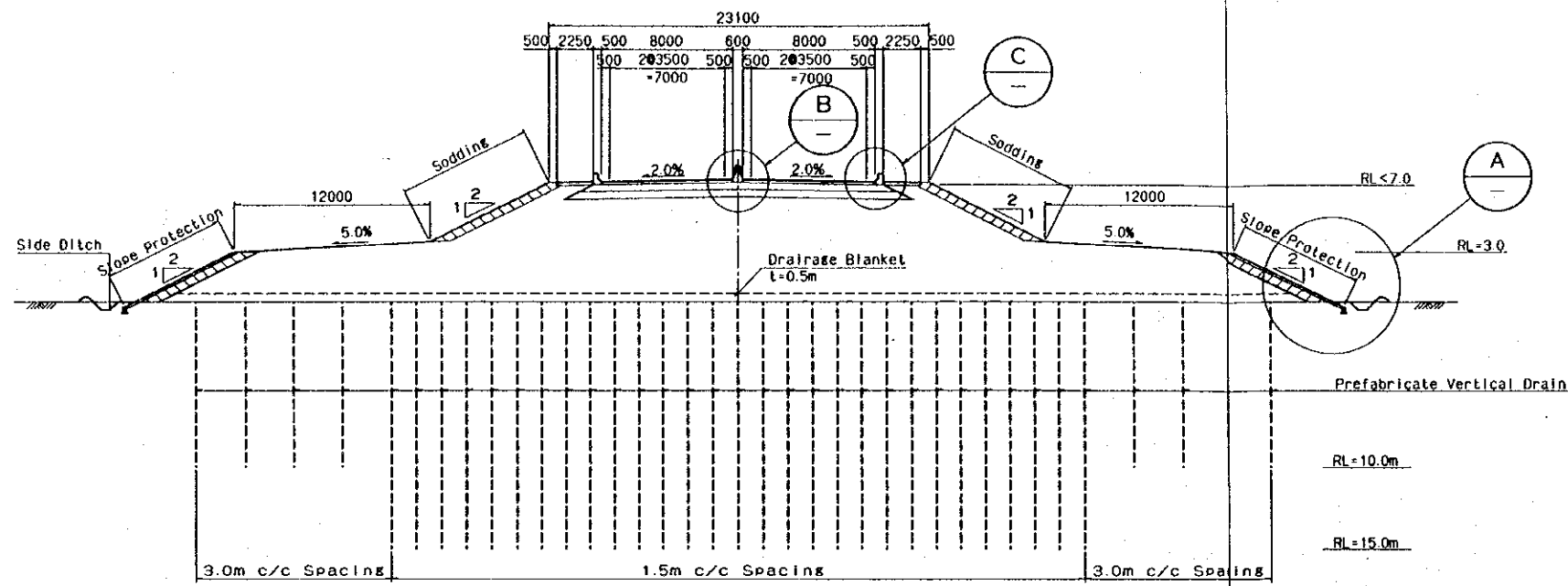


Traffic Discharge Map



MISCELLANEOUS WORKS(1)

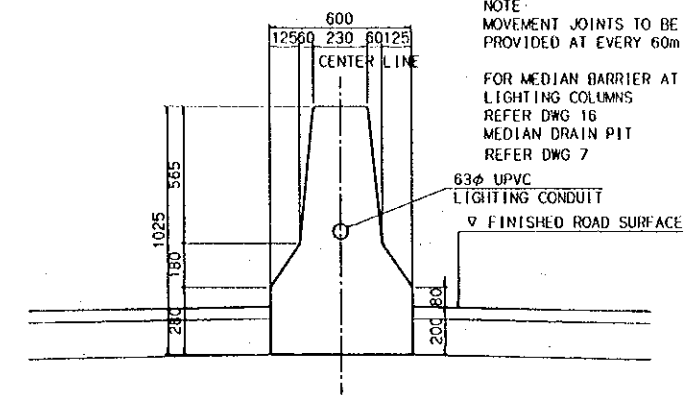
TYPICAL CROSS SECTION



DETAIL B

1:20

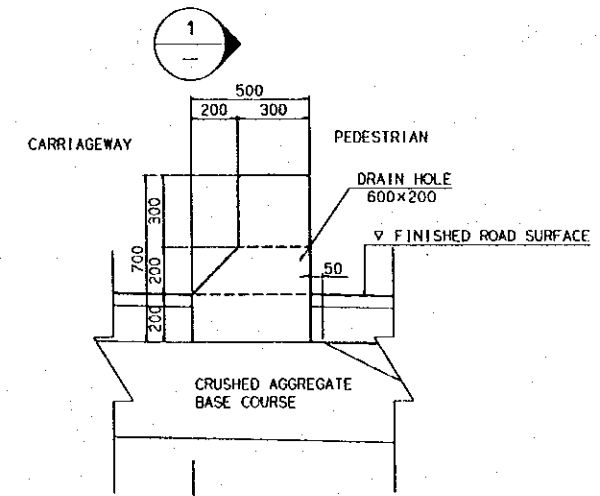
MEDIAN BARRIER



DETAIL C

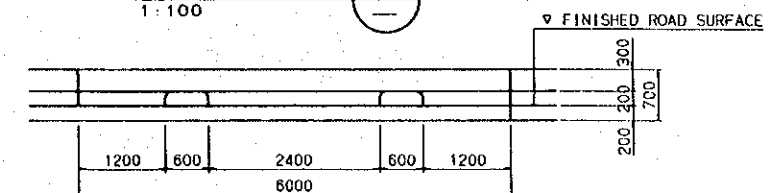
1:20

PEDESTRIAN BARRIER BLOCK



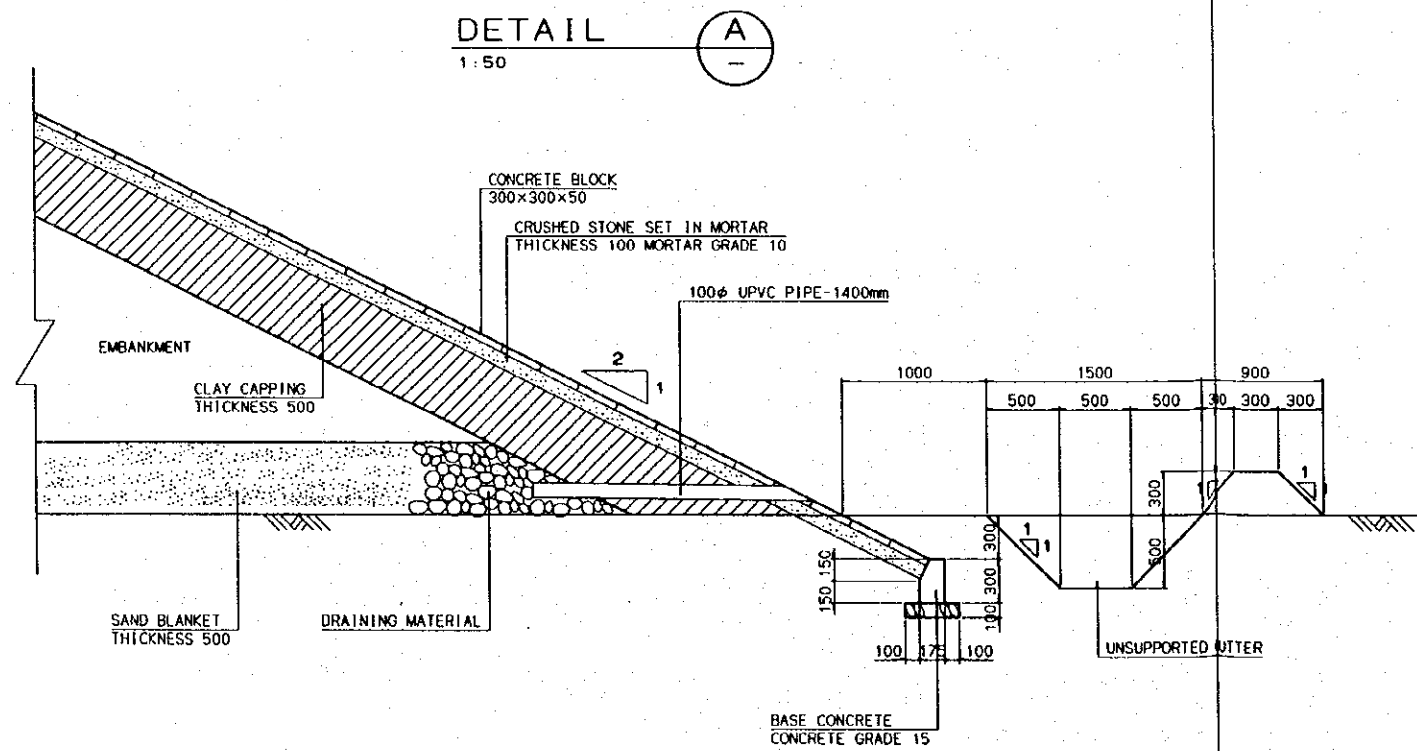
SECTION 1

1:100



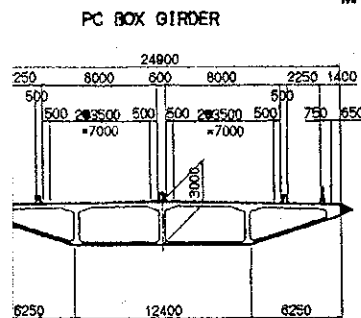
DETAIL A

1:50

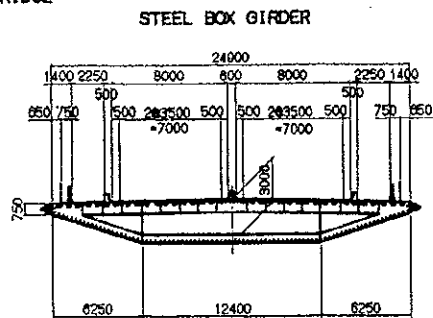


JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	MISCELLANEOUS WORKS(1)	SCALE AS SHOWN	DWG.No. 19
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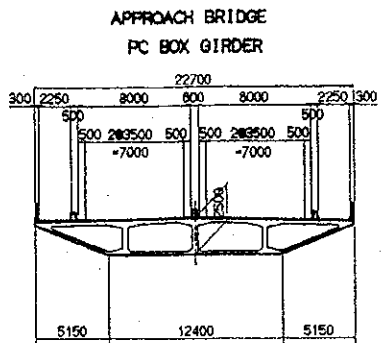
SUPER STRUCTURE SCALE 1:500



MAIN BRIDGE

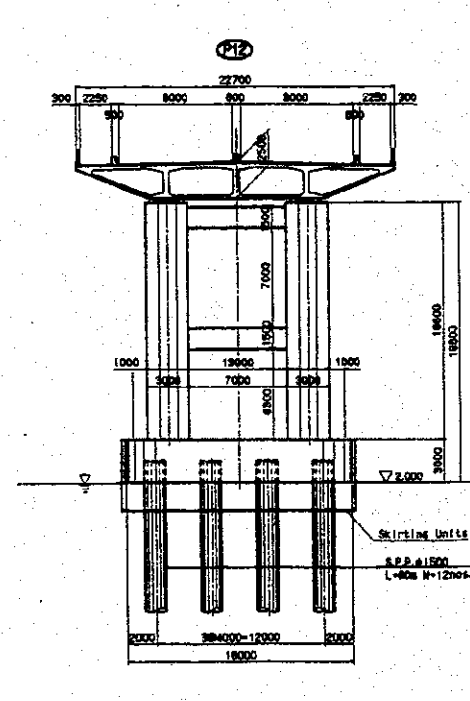
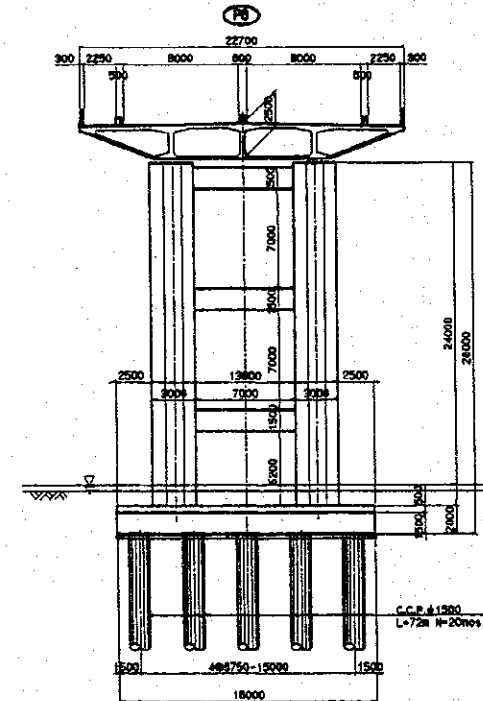
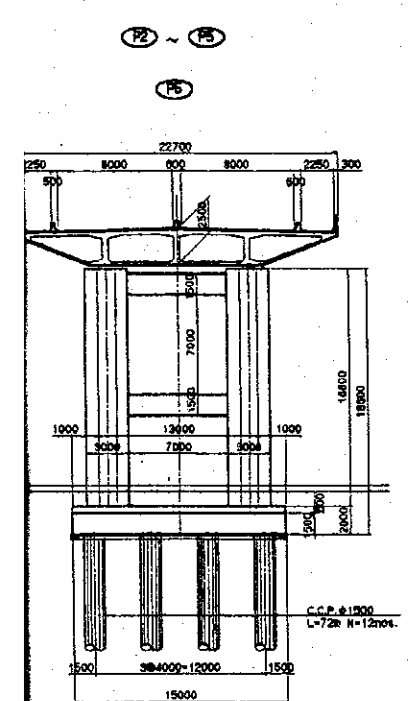
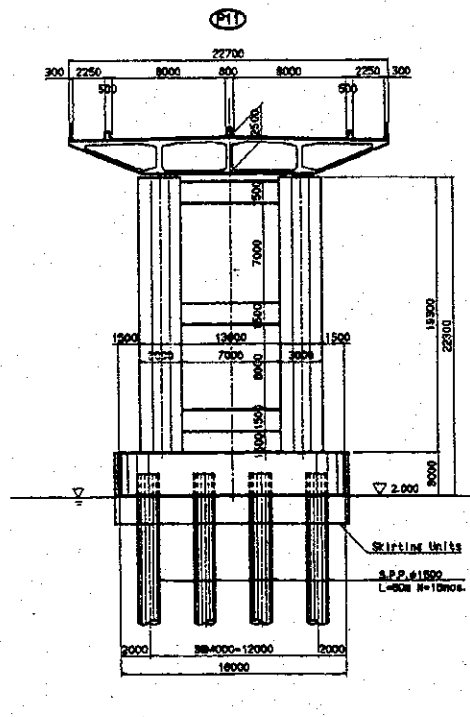
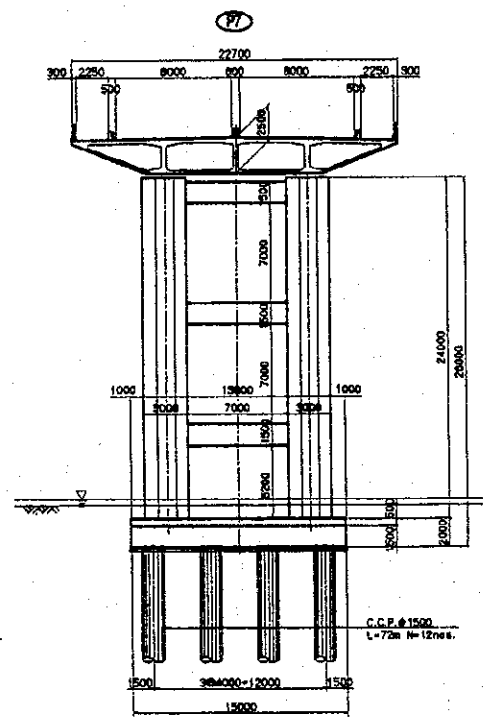
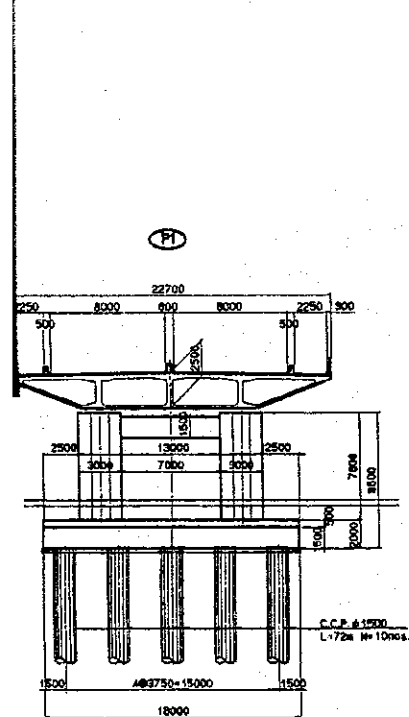


PC BOX GIRDER



APPROACH BRIDGE

SUBSTRUCTURE SCALE 1:500



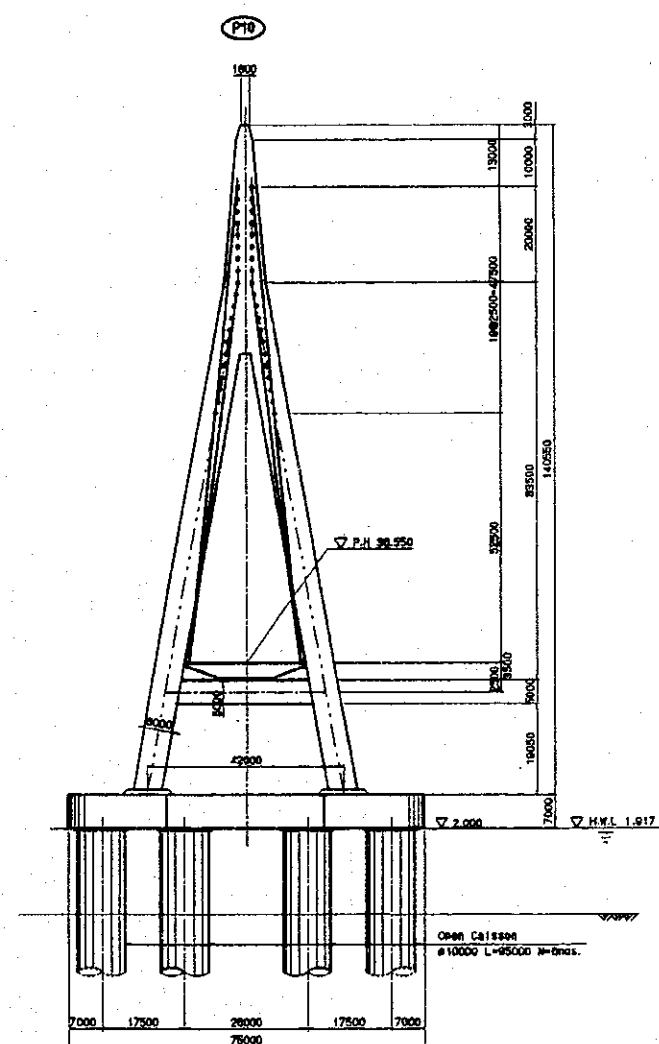
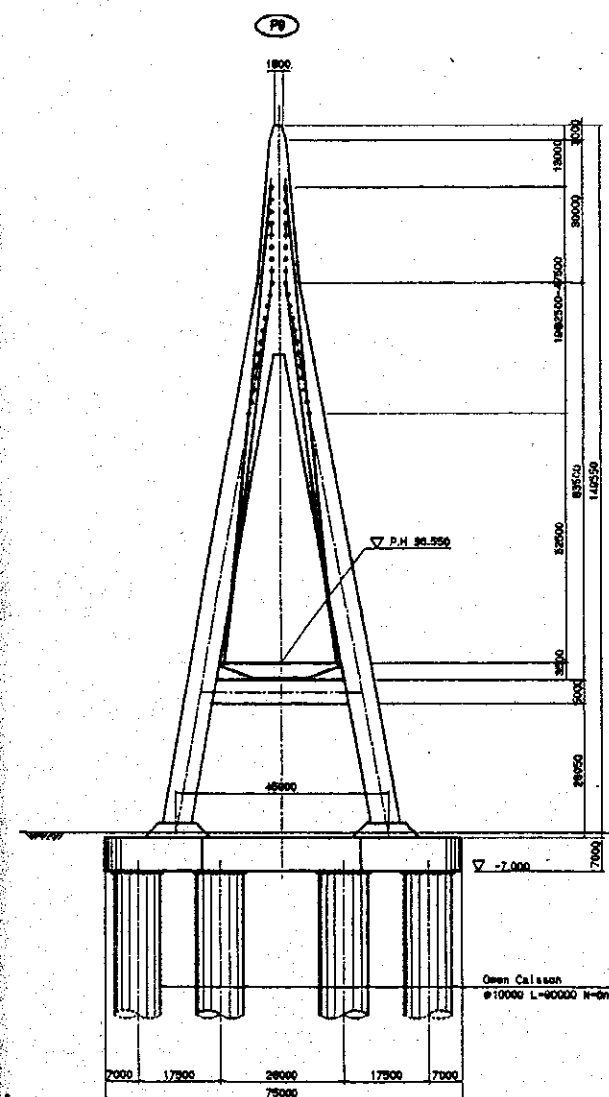
DESIGN CRITERIA

TYPE	MAIN BRIDGE	HYBRID CABLE STAYED BRIDGE
APPROACH BRIDGE	CONTINUOUS PC BOX GIRDER	
BRIDGE LENGTH	MAIN BRIDGE	L=1040.0m
APPROACH BRIDGE	L=350.0m	
SPAN LENGTH	MAIN BRIDGE	70m+200m+500m+200m+70.0m
APPROACH BRIDGE	70.50m	
WIDTH	CARRIAGEWAY	206.0m+16.0m
SIDEWALK	202.25+4.5m	
DESIGN LOAD	H30 (VIETNAM STANDARD) , B-LIVE (JRA STANDARD)	
SIDEWALK LIVE LOAD	350kg/m ²	
RADIUS OF CURVATURE	R=∞	
LONGITUDINAL SLOPE	4.5% V.C.L+900m (R=3300m)	

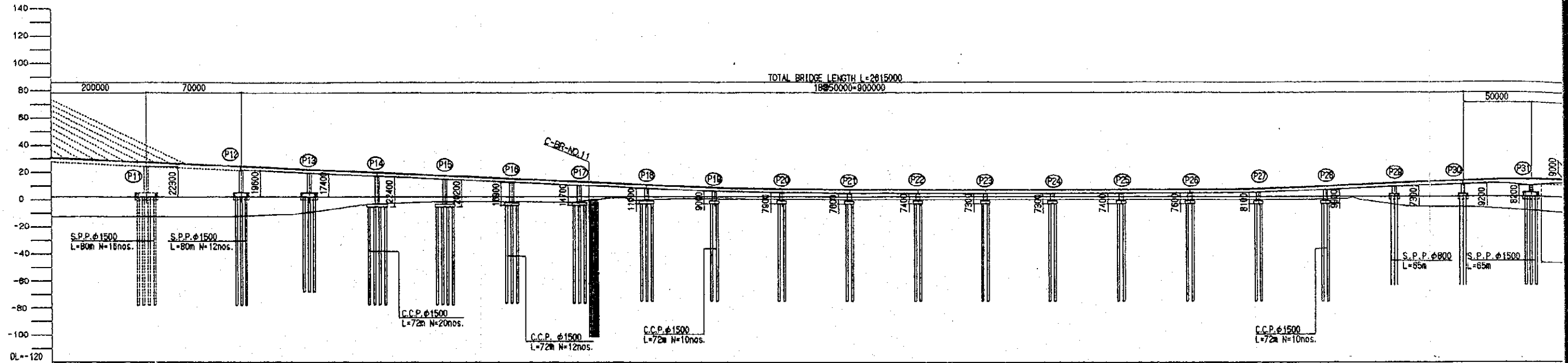
MATERIALS

SUPERSTRUCTURE	σ _{ck} =500kgf/cm ² , σ _{ck} =400kgf/cm ²
SUBSTRUCTURE	σ _{ck} =240kgf/cm ²
CONCRETE	σ _{ck} =240kgf/cm ²
PILE CAP	σ _{ck} =240kgf/cm ²
FOUNDATION	σ _{ck} =240kgf/cm ²
STRUCTURAL STEEL	SM400
MINI. TENSILE STRENGTH	400-510N/mm ²
SM490	MINI. TENSILE STRENGTH 490-610N/mm ²
SM570	MINI. TENSILE STRENGTH 570-710N/mm ²
PC STEEL	INNER CABLE
STAY CABLE	H 4511MB
REINFORCEMENT BAR	S722S YIELD POINT STRENGTH 295-390N/mm ²
	S754S YIELD POINT STRENGTH 345-440N/mm ²

SUBSTRUCTURE SCALE 1:1500

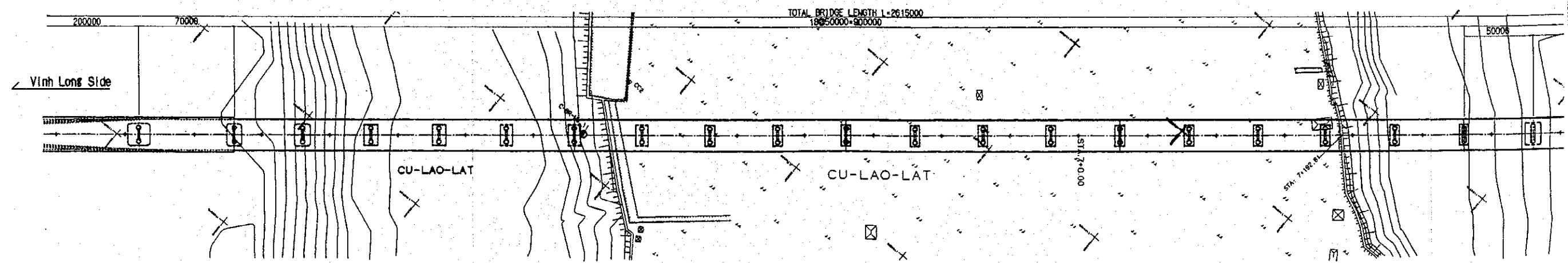


SIDE ELEVATION SCALE 1:3000

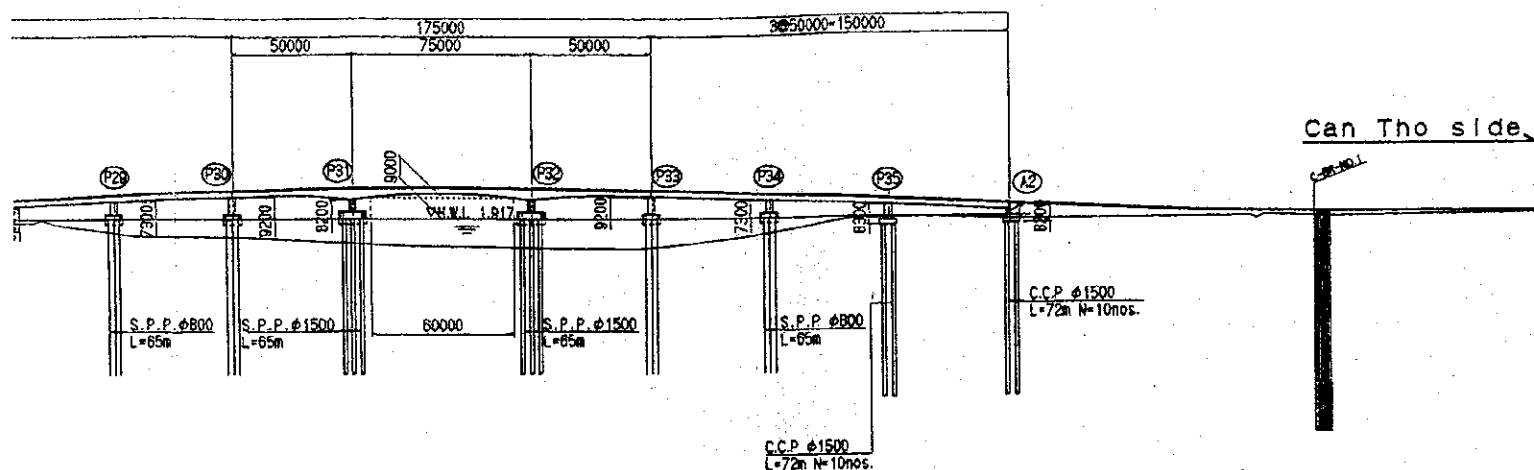


GRADE	I=4.500%		7.750		I=0.375%		7.000		I=0.322%		7.895		I=5.000%																									
PROPOSED HEIGHT	26.000	27.350	24.400	23.500	22.150	19.900	18.000	15.400	14.500	13.150	10.900	10.000	8.650	8.266	7.720	7.563	7.450	7.263	7.188	7.107	7.066	7.113	7.164	7.263	7.426	7.517	7.866	8.266	9.646	10.625	11.500	12.066	13.974	14.481	15.016	15.100		
GROUND HEIGHT	-12.34	-12.34	-11.10	-11.50	-5.50	-1.45	-1.45	-1.43	-1.43	-1.39	-0.09	-0.09	-0.19	0.19	0.24	0.24	0.21	0.16	0.16	0.21	0.21	0.19	0.19	0.16	0.28	0.28	0.07	0.07	0.21	0.21	-5.11	-5.11	-6.97	-6.97	-9.13	-9.13		
DISTANCE	0+300.0	0+310.0	0+390.0	0+400.0	0+430.0	0+490.0	0+500.0	0+530.0	0+580.0	0+600.0	0+660.0	0+700.0	0+730.0	0+750.0	0+780.0	0+800.0	0+860.0	0+880.0	0+900.0	0+950.0	0+980.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	0+990.0	
STATION	6+300.0	6+310.0	6+390.0	6+400.0	6+430.0	6+490.0	6+500.0	6+530.0	6+580.0	6+600.0	6+660.0	6+700.0	6+730.0	6+750.0	6+780.0	6+800.0	6+860.0	6+880.0	6+900.0	6+950.0	6+980.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	6+990.0	
CURVE ELEMENT																																						

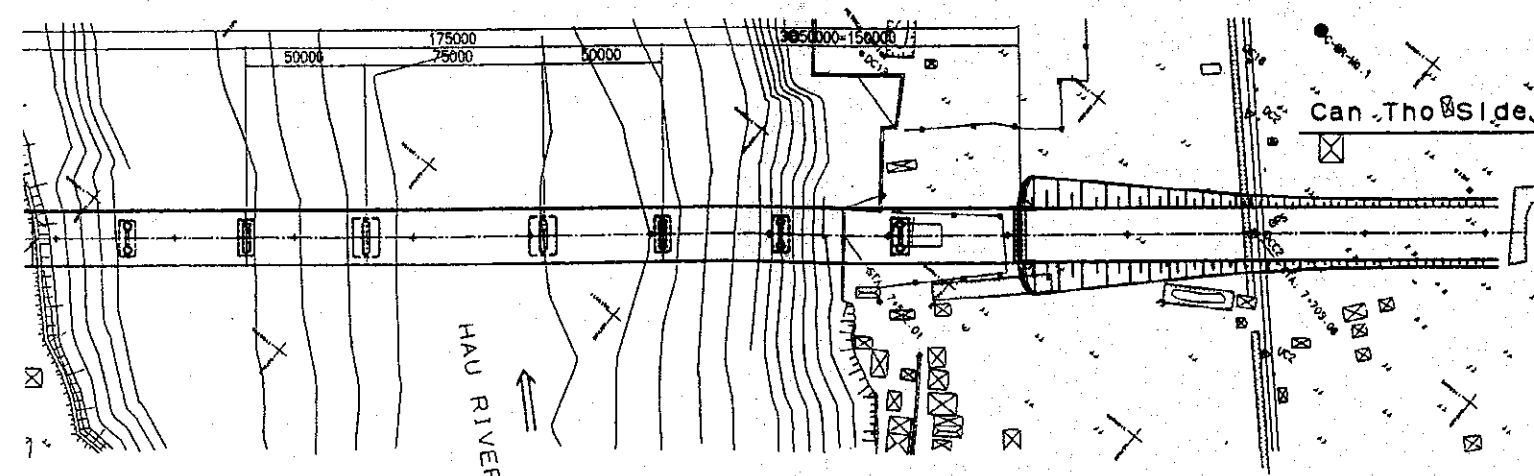
PLAN SCALE 1:3000



GENERAL VIEW (2/2)

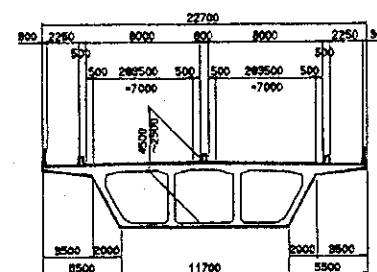


10.023	11.500	12.086	13.974	14.491	15.016	15.102	15.016	13.974	12.324	12.086	11.500	9.825	7.575	7.125	3.125	2.500	
0.21	-5.11	-5.11	-6.97	-6.97	-9.13	-9.13	-9.45	-9.45	-5.00	-5.00	-5.00	1.77	0.71	0.71	1.25	0.58	
71200.07200.000	71217.57217.500	71230.07230.000	71280.07280.000	71300.07300.000	71330.07330.000	71337.57337.500	71367.57367.500	71400.07400.000	71405.07405.000	71455.07455.000	71500.07500.000	71505.07505.000	71517.57517.500	71555.07555.000	71600.07600.000	71700.07700.000	71800.07800.000

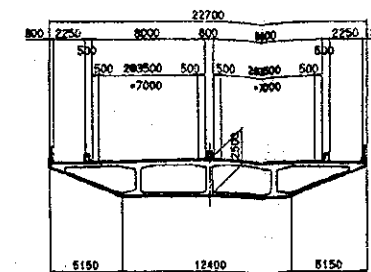


SUPERSTRUCTURE SCALE 1:500

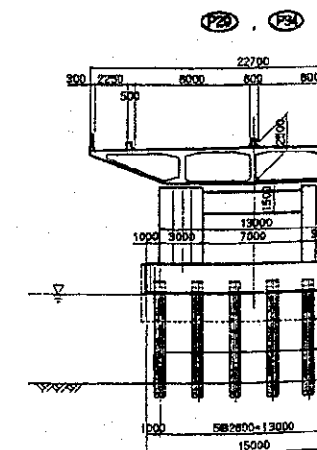
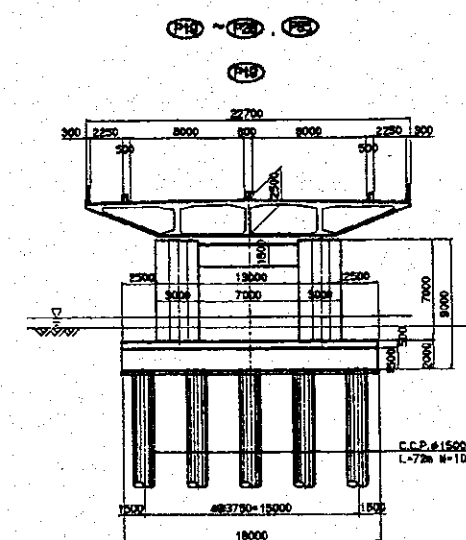
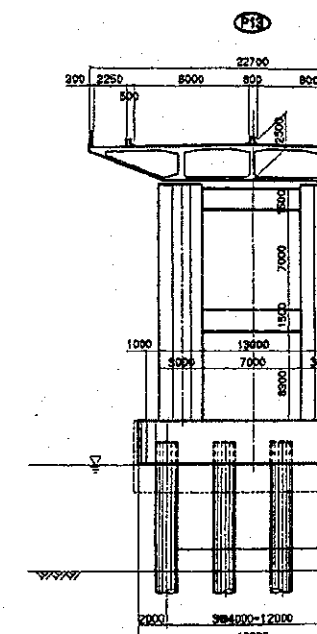
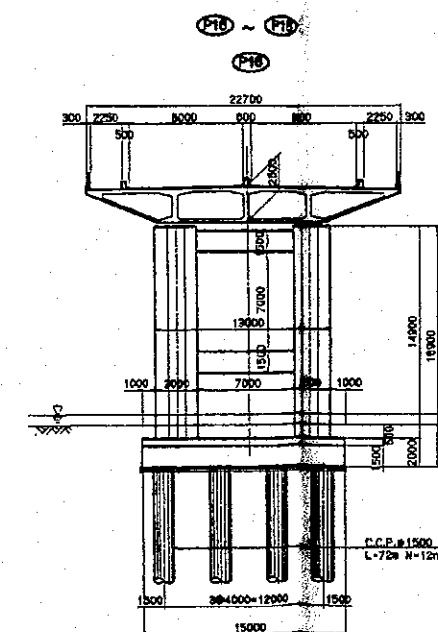
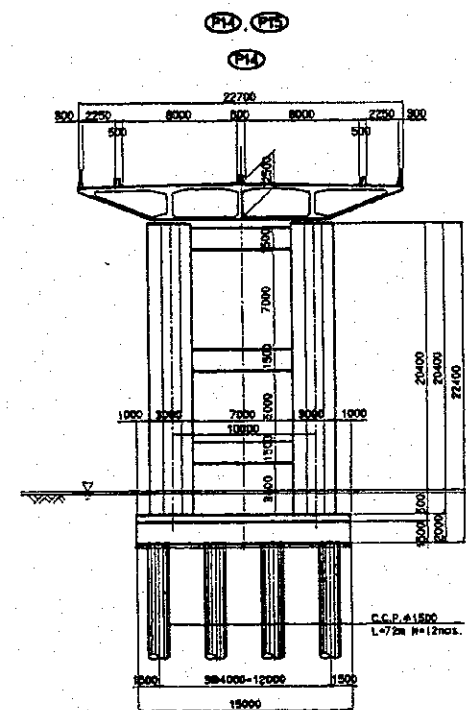
MAIN BRIDGE OF SUB-STREAM
PC BOX GIRDER



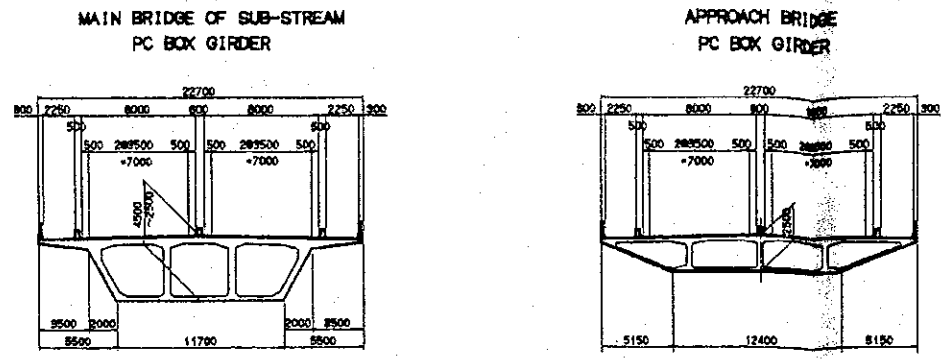
APPROACH BRIDGE
PC BOX GIRDER



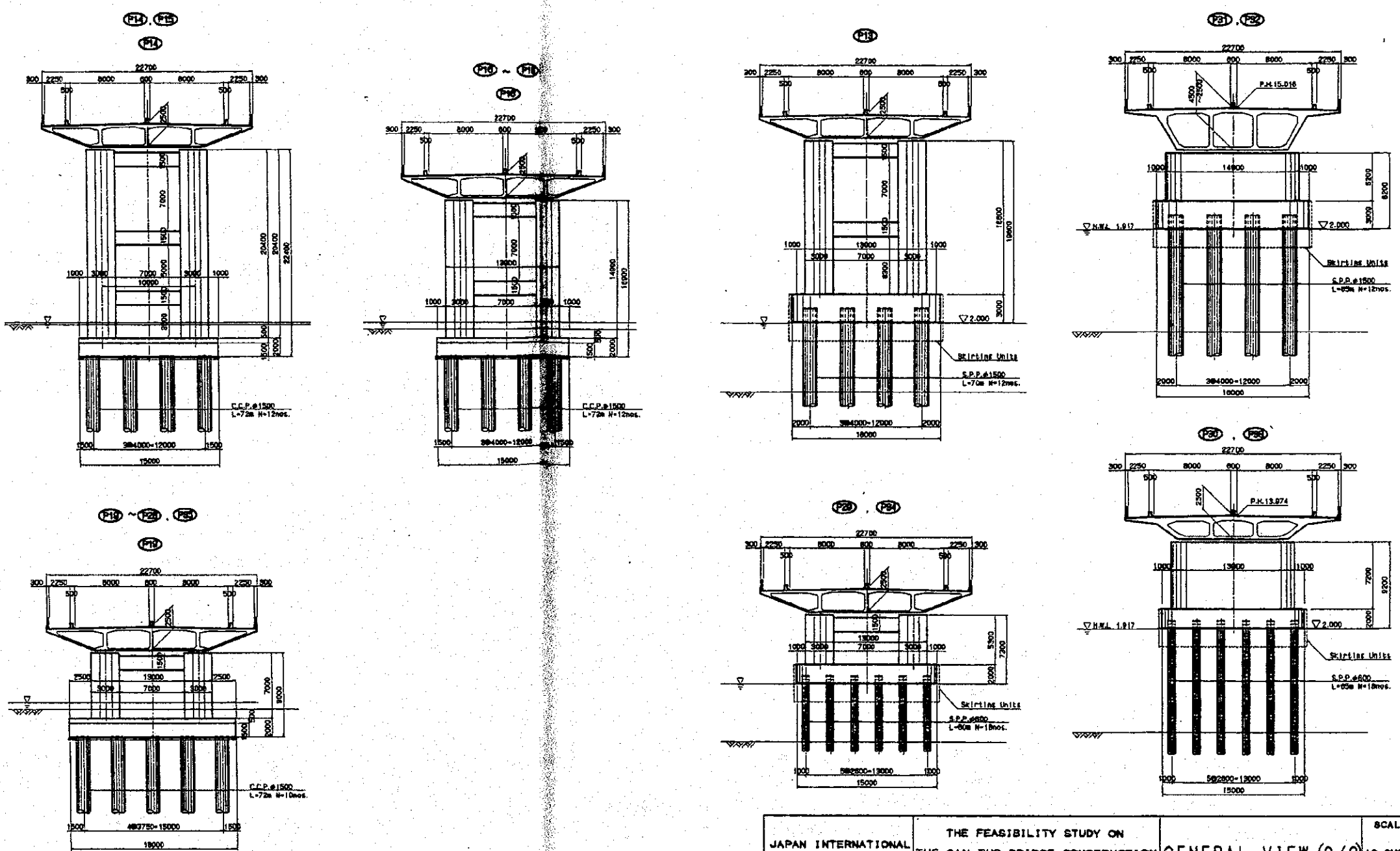
SUBSTRUCTURE SCALE 1:500



SUPERSTRUCTURE SCALE 1:500



SUBSTRUCTURE SCALE 1:500

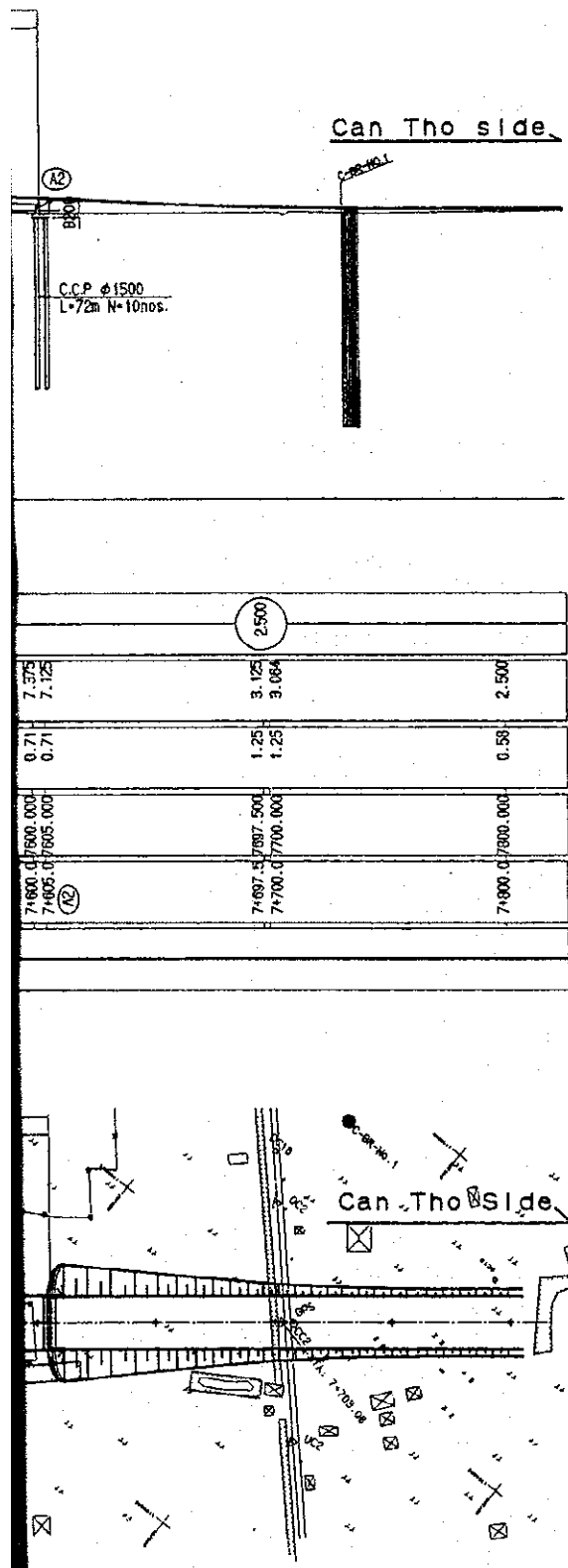


DESIGN CRITERIA

TYPE	MAIN BRIDGE	CONTINUOUS PC BOX GIRDER
	APPROACH BRIDGE	CONTINUOUS PC BOX GIRDER
BRIDGE LENGTH	MAIN BRIDGE	L=178.0m
	APPROACH BRIDGE	L=900.0m L=150.0m
SPAN LENGTH	MAIN BRIDGE	50m+75m+50m
	APPROACH BRIDGE	18x50m. 3x50
WIDTH	CARRIAGEWAY 2x6.0m=12.0m	
	SIDEWALK 2x2.25=4.5m	
DESIGN LOAD	XB-80.B-LIVE (JRA STANDARD)	
	SIDEWALK LIVE LOAD=850kgf/m ²	
RADIUS OF CURVATURE	R=∞	
LONGITUDINAL SLOPE	4.5% V.C.L=100m 0.375% V.C.L=100m 0.325% V.C.L=100m 5.0% V.C.L=300m 5.0%	

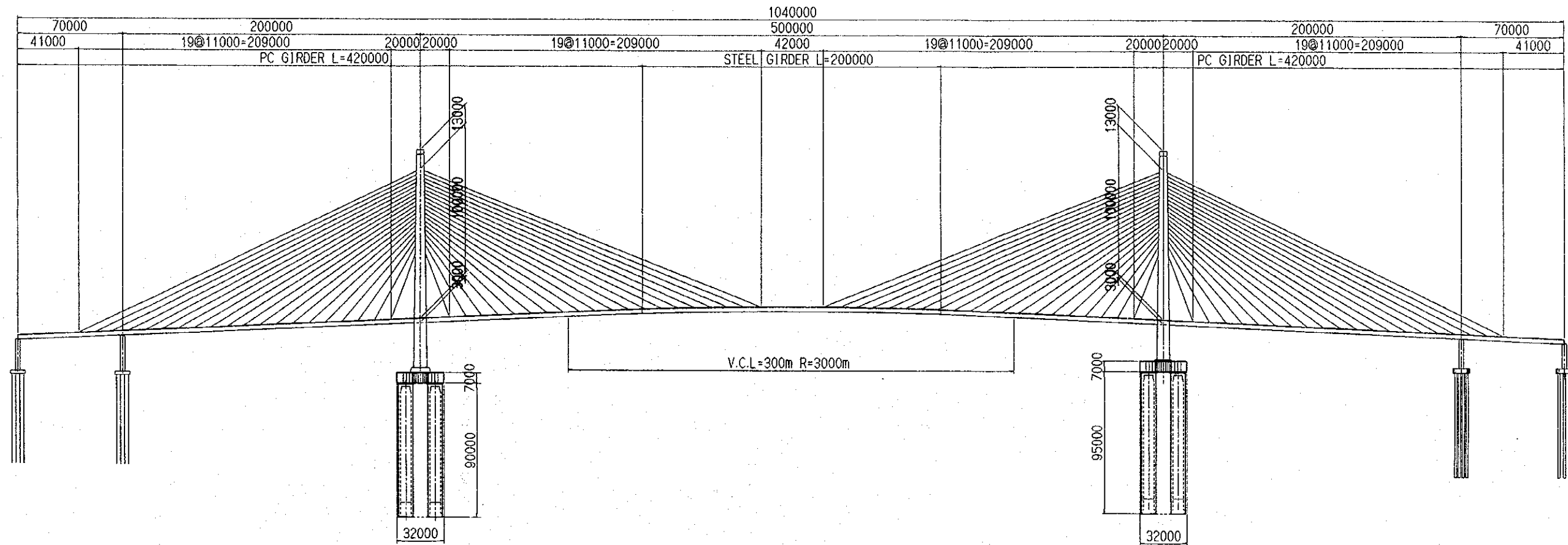
MATERIALS

SUPERSTRUCTURE	σ _{ck} =500kgf/cm ² σ _{ck} =400kgf/cm ²
SUBSTRUCTURE	σ _{ck} =240kgf/cm ²
CONCRETE	σ _{ck} =240kgf/cm ²
PILE CAP	σ _{ck} =240kgf/cm ²
PC STEEL	19S15.2
EXTRA-DOSED CABLE	19S15.2
INNER CABLE	12S15.2
REINFORCEMENT BAR	SD295 YIELD POINT STRENGTH 295-380N/mm ²
	SD345 YIELD POINT STRENGTH 345-440N/mm ²

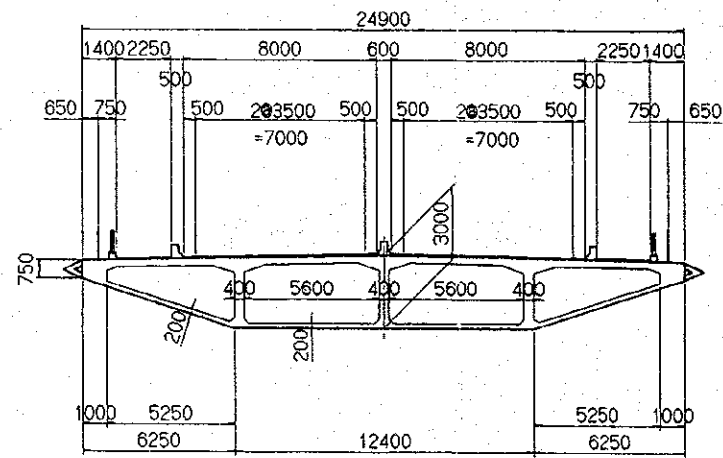


SUPERSTRUCTURE OF MAIN BRIDGE (1)

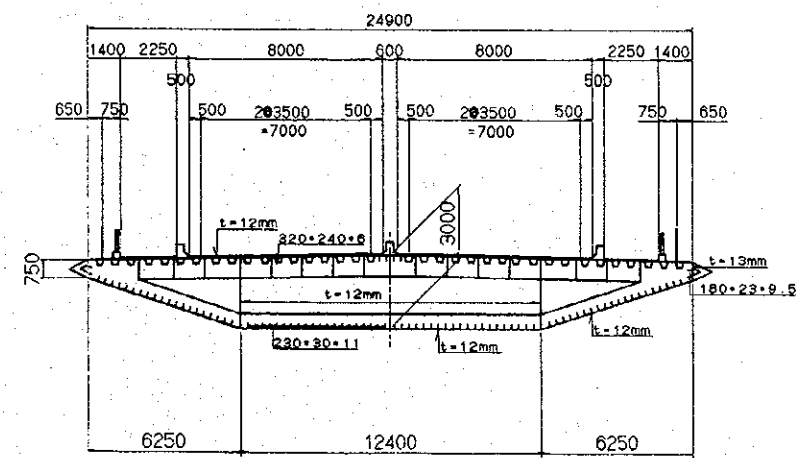
SIDE ELEVATION SCALE 1:3000



PC GIRDER SCALE 1:300

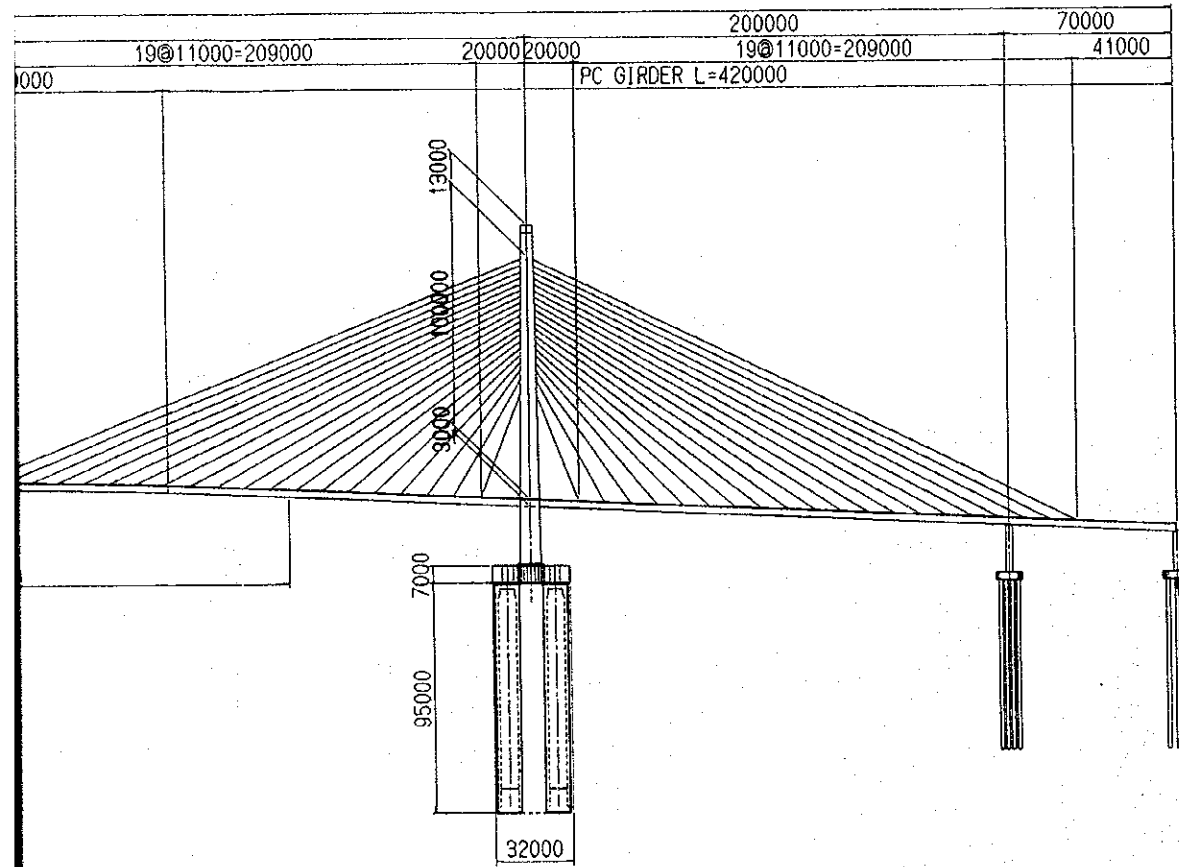


STEEL GIRDER SCALE 1:300

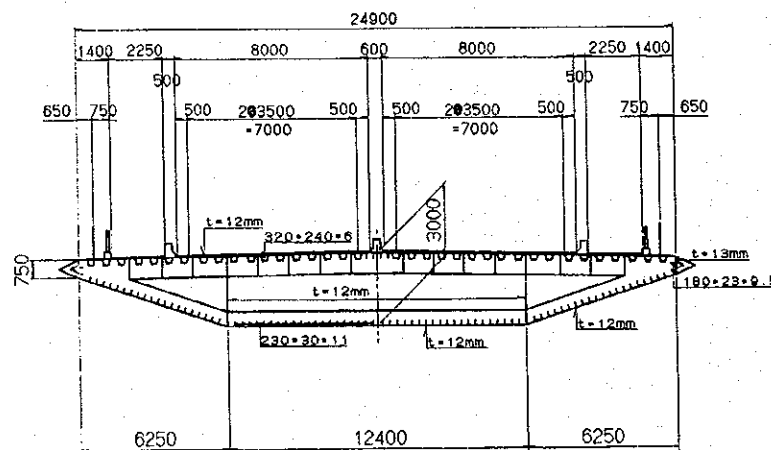


SUPERSTRUCTURE OF MAIN BRIDGE (1)

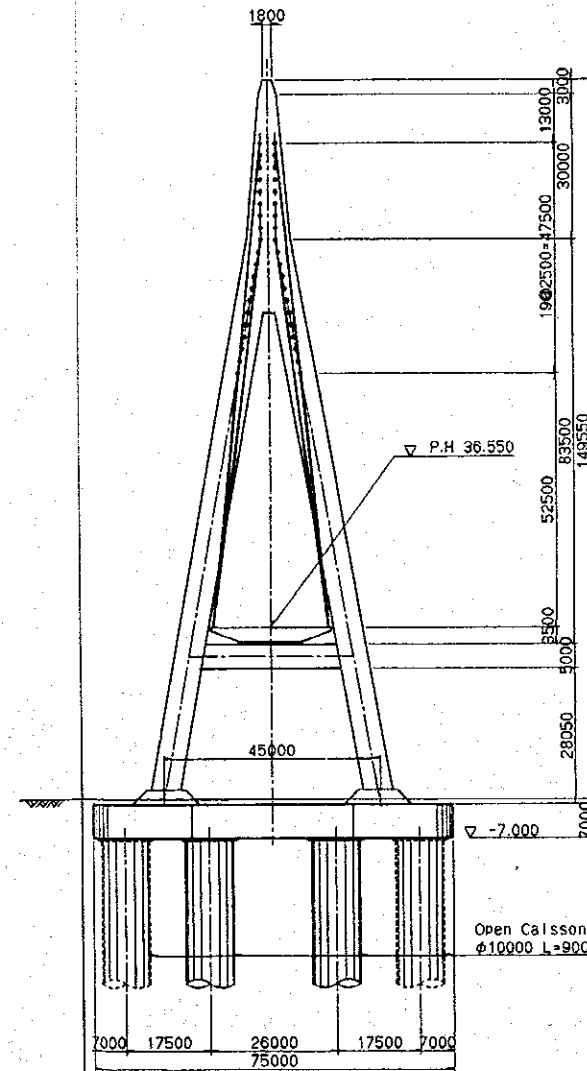
SCALE 1:3000



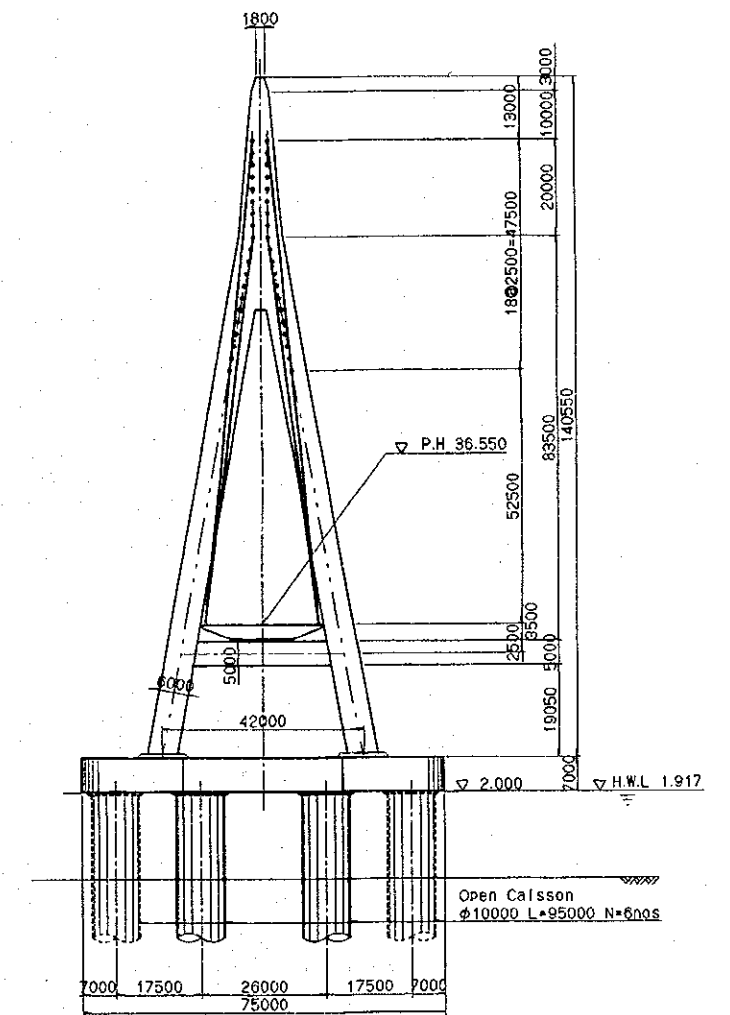
STEEL GIRDER SCALE 1:300



P9 SCALE 1:1500



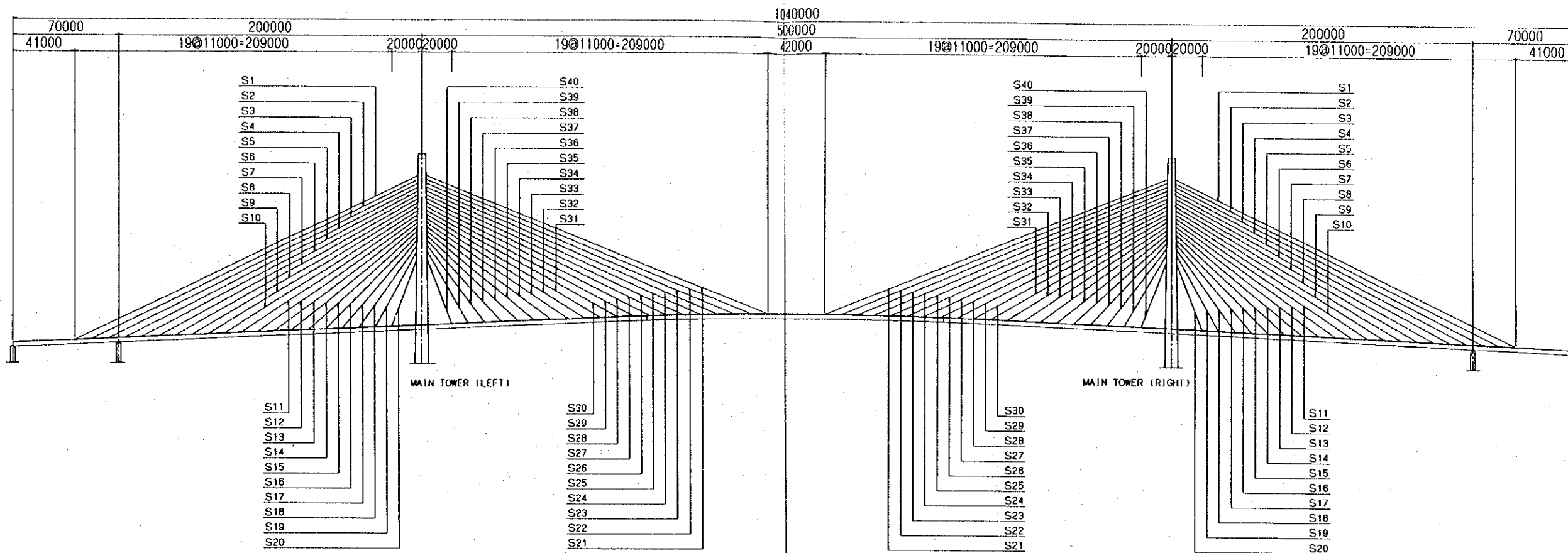
P10 SCALE 1:1500



JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON	SUPERSTRUCTURE OF MAIN BRIDGE (1)	SCALE	DWG.No.
	THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM		AS SHOWN	23

SUPERSTRUCTURE OF MAIN BRIDGE (2)

STAY CABLE ARRANGEMENT SCALE 1:3000



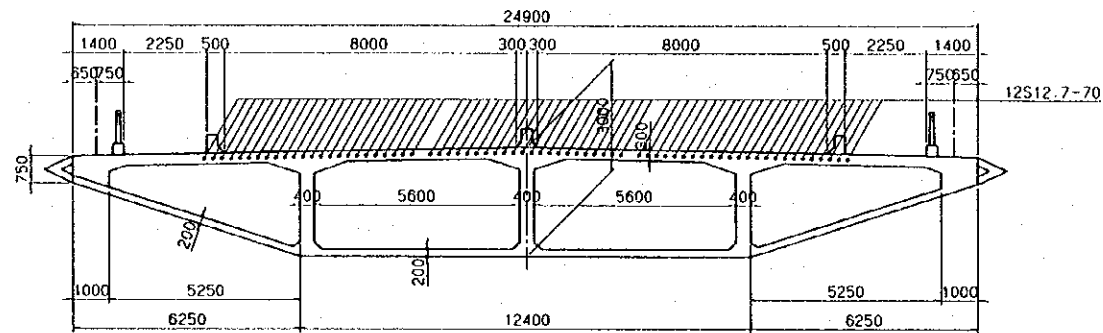
STAY CABLE

MAIN TOWER							
No.	LENGTH (m)	Nos	REMARK	No.	LENGTH (m)	Nos	REMARK
S1	254.2	4	PC GIRDER	S21	246.7	4	STEEL GIRDER
S2	243.0	4	"	S22	235.6	4	"
S3	231.8	4	"	S23	224.6	4	"
S4	220.6	4	"	S24	213.5	4	"
S5	209.5	4	"	S25	202.6	4	"
S6	198.4	4	"	S26	191.6	4	"
S7	187.3	4	"	S27	180.7	4	"
S8	176.3	4	"	S28	169.9	4	"
S9	165.3	4	"	S29	159.1	4	PC GIRDER
S10	154.4	4	"	S30	148.5	4	"
S11	143.6	4	"	S31	138.0	4	"
S12	132.8	4	"	S32	127.4	4	"
S13	122.2	4	"	S33	117.1	4	"
S14	111.8	4	"	S34	107.0	4	"
S15	101.5	4	"	S35	97.1	4	"
S16	91.5	4	"	S36	87.5	4	"
S17	81.9	4	"	S37	78.3	4	"
S18	72.7	4	"	S38	69.7	4	"
S19	64.4	4	"	S39	61.9	4	"
S20	57.0	4	"	S40	55.3	4	"

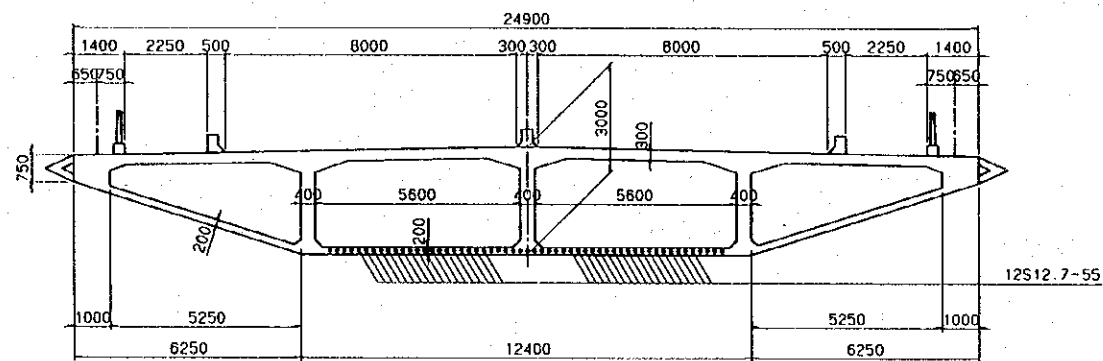
SUPERSTRUCTURE OF MAIN BRIDGE (3)

GIRDER SECTION SCALE 1:100

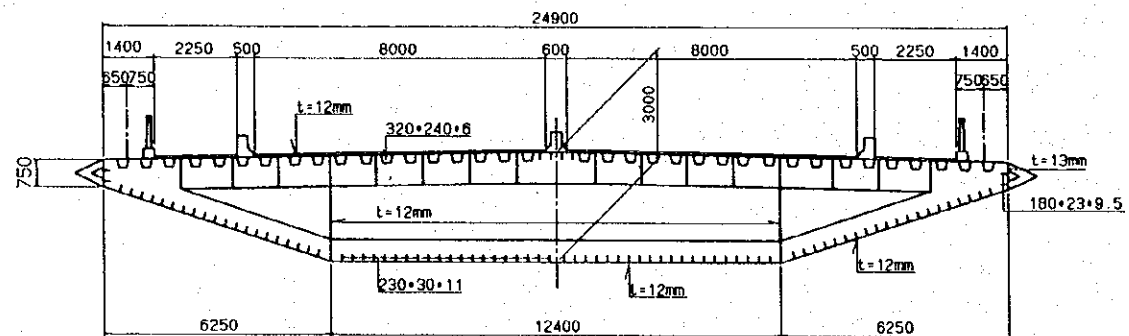
INNER CABLE OF PC GIRDER AT Mmin



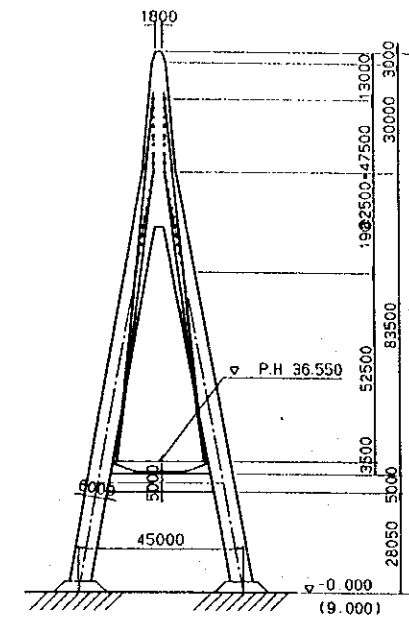
INNER CABLE OF PC GIRDER AT Mmax



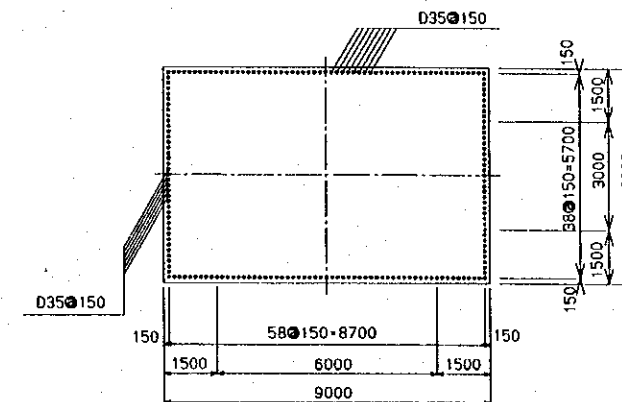
STEEL GIRDER



MAIN TOWER SCALE 1:2000



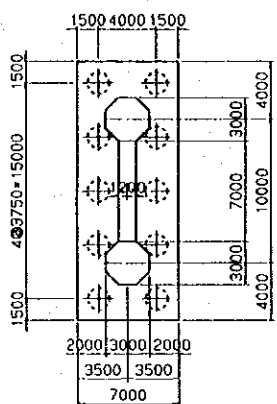
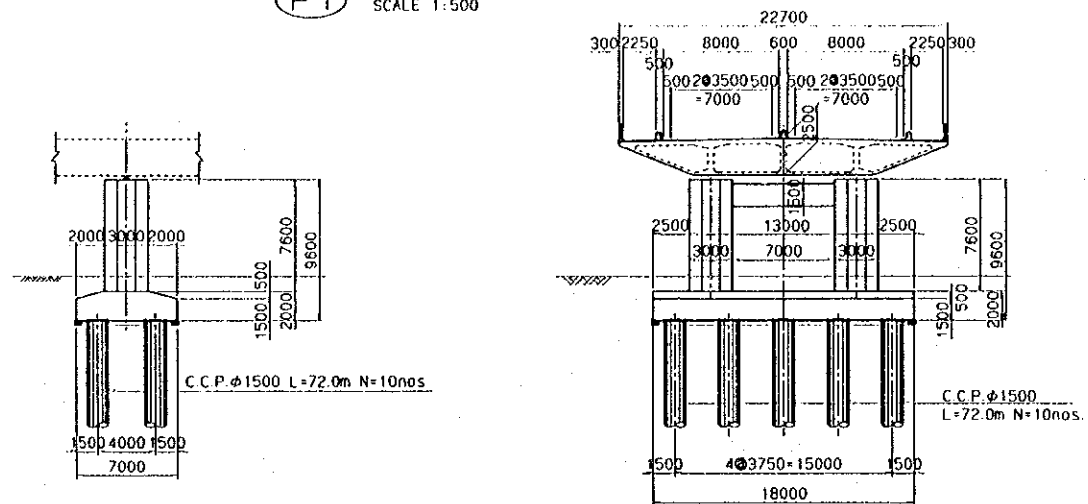
TOWER SECTION RE-BAR ARRANGEMENT SCALE 1:200



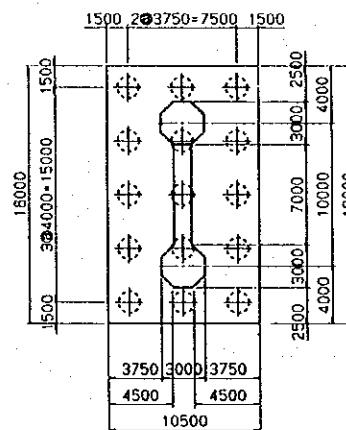
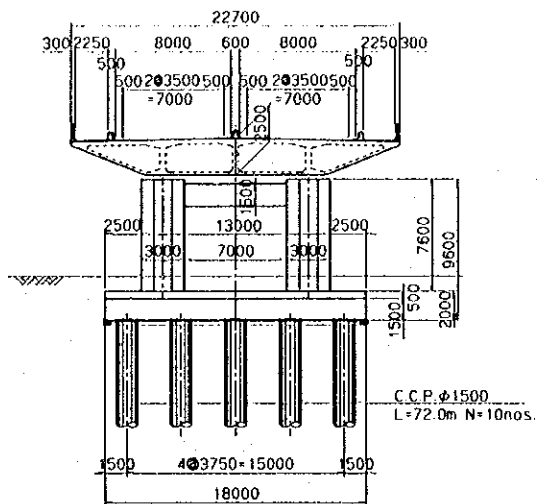
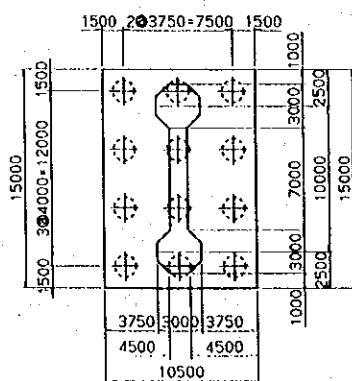
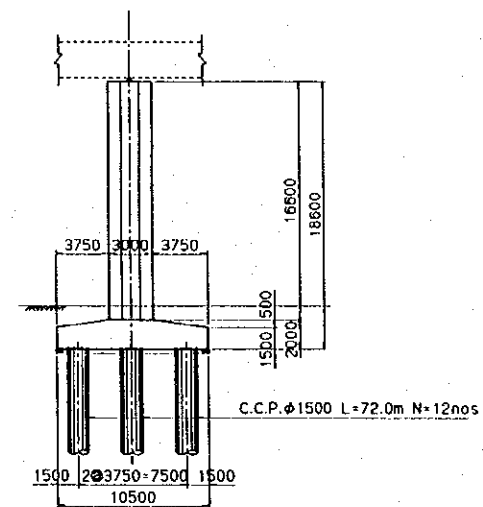
JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	SUPERSTRUCTURE OF MAIN BRIDGE (3)	SCALE AS SHOWN	DWG.No. 25
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SUBSTRUCTURE (1)

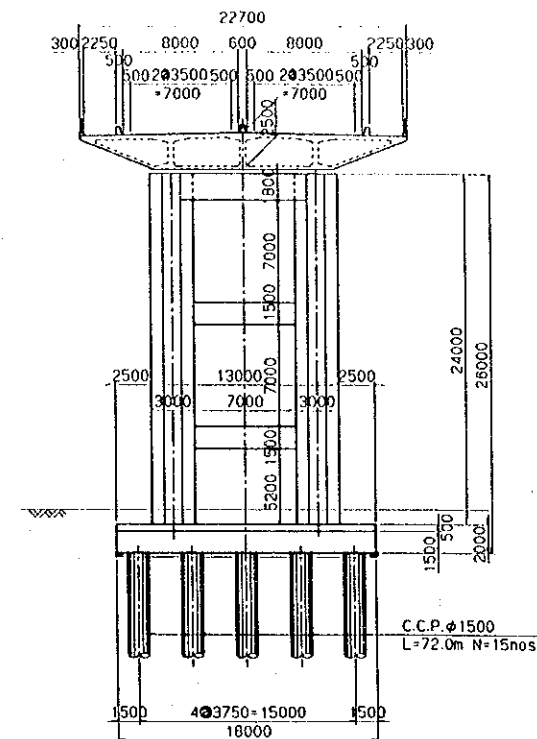
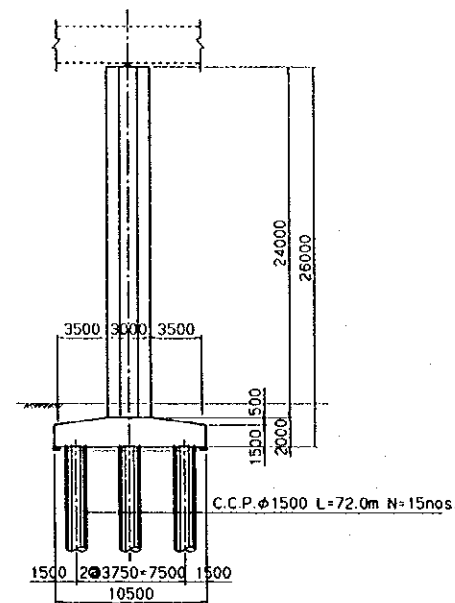
P1 SCALE 1:500



P5 SCALE 1:500



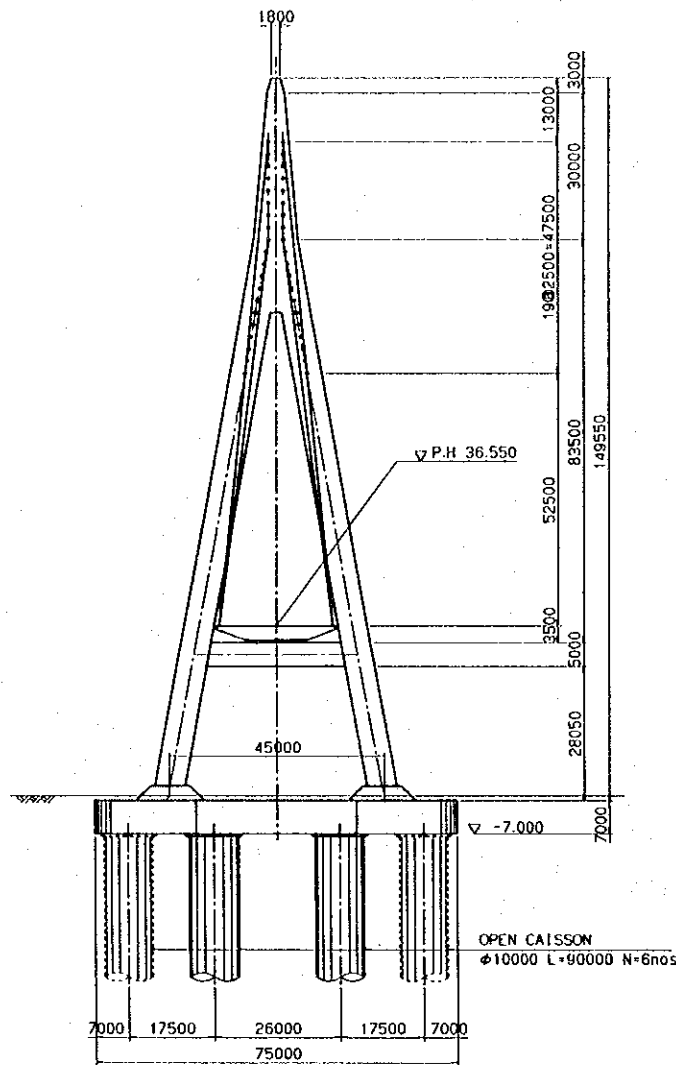
P8 SCALE 1:500



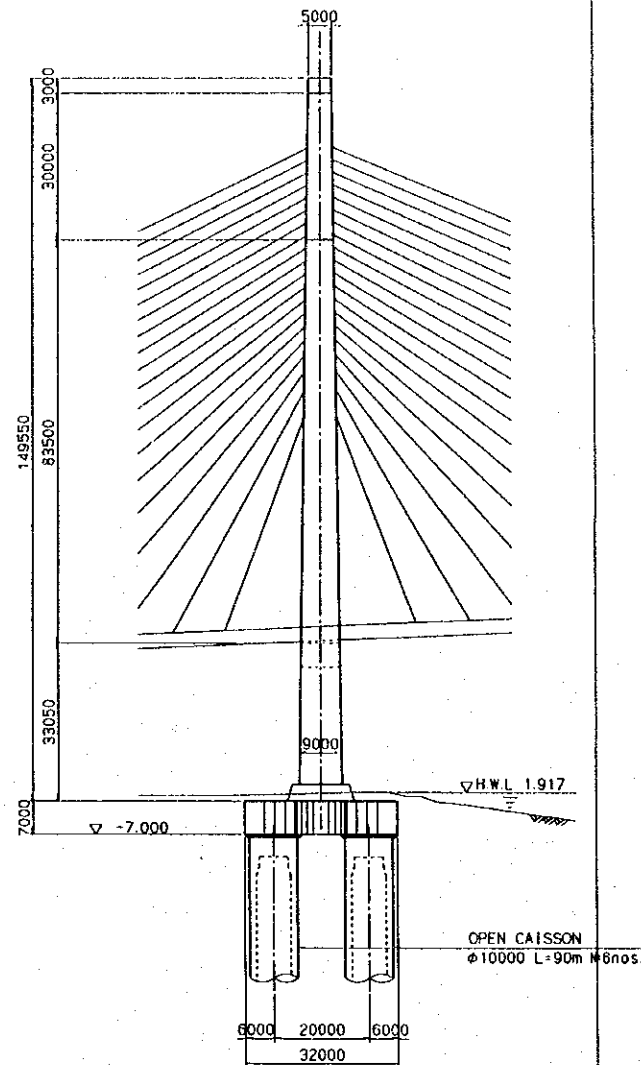
SUBSTRUCTURE (2)

P9 SCALE 1:1500

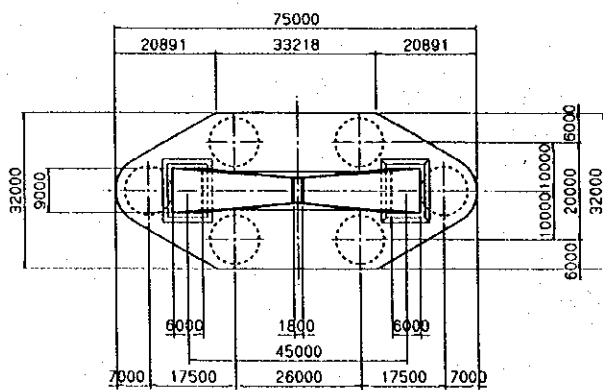
FRONT ELEVATION



SIDE ELEVATION

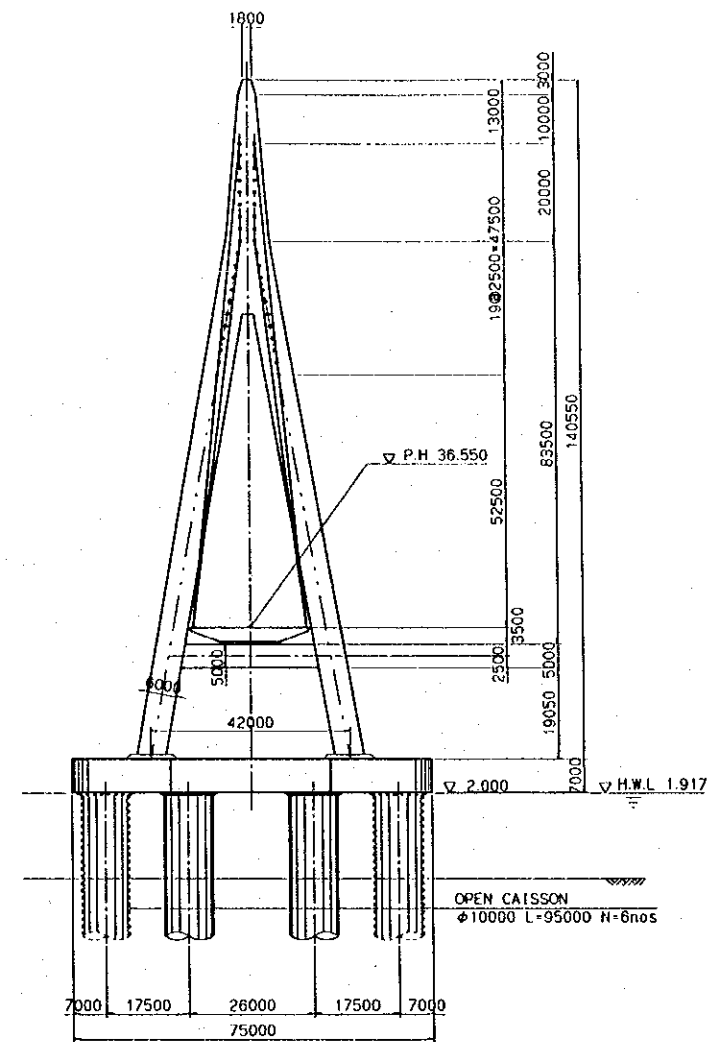


PLAN

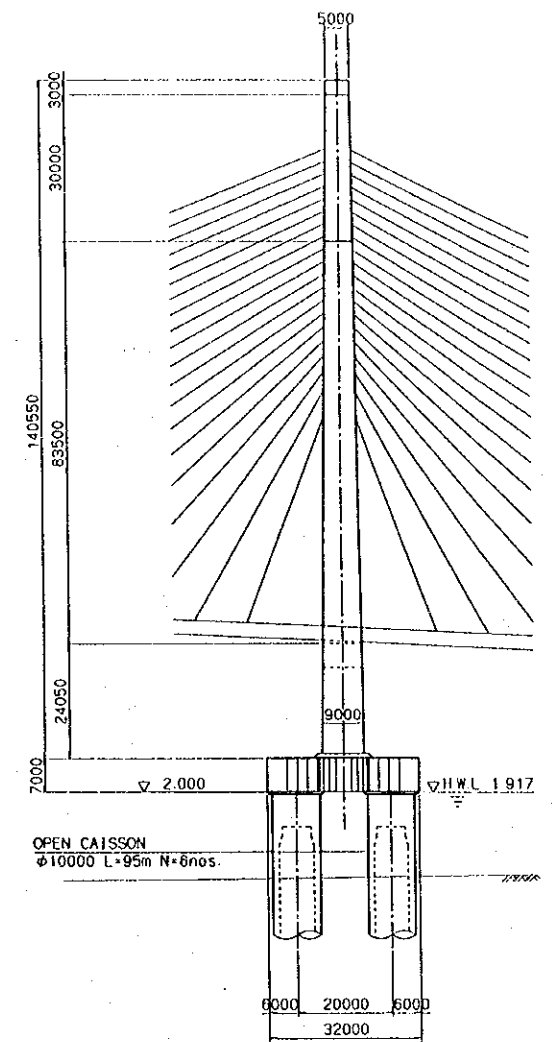


P10 SCALE 1:1500

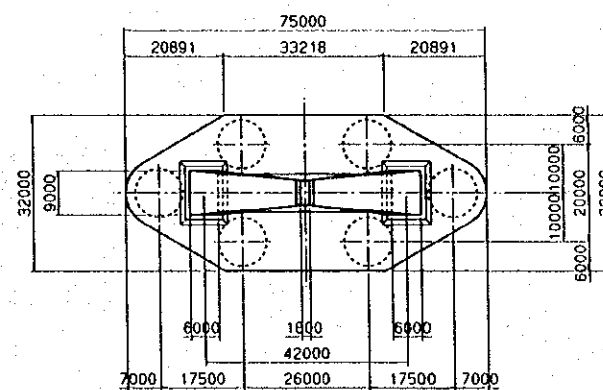
FRONT ELEVATION



SIDE ELEVATION

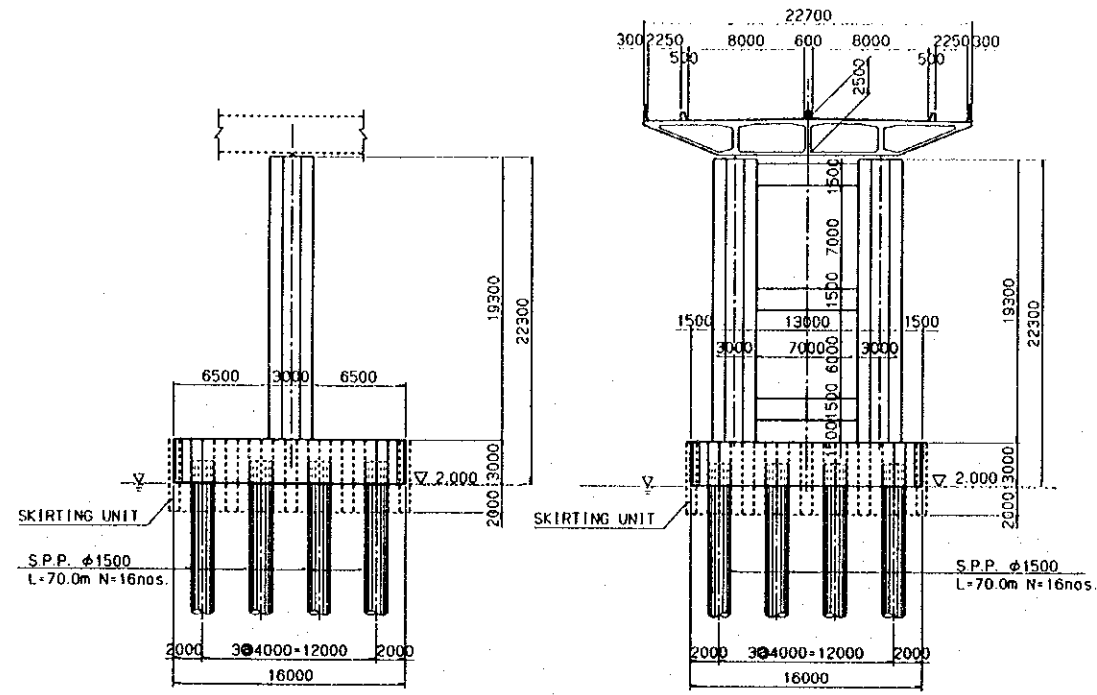


PLAN

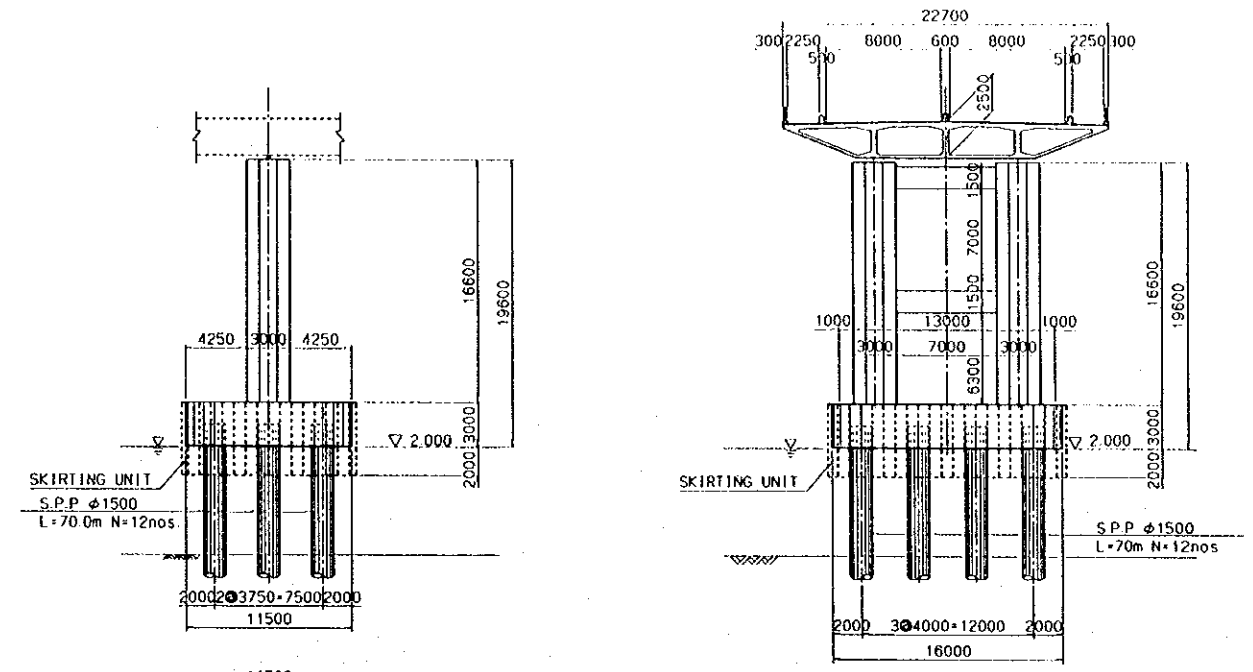


SUBSTRUCTURE (3)

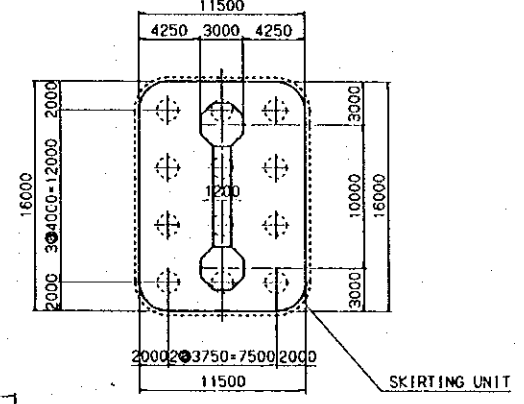
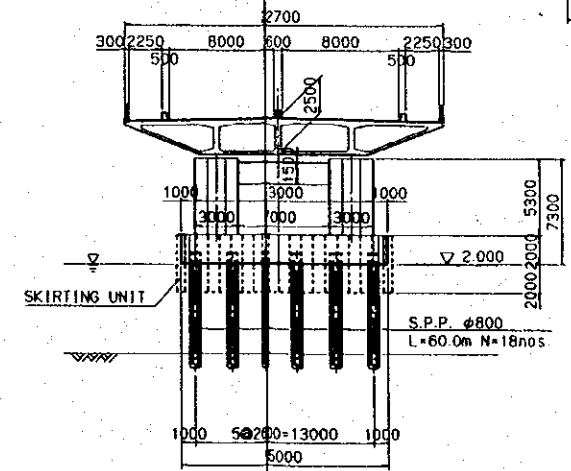
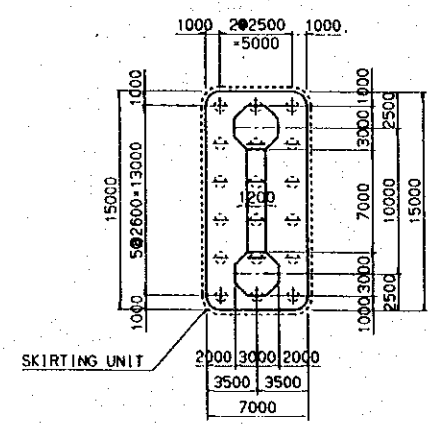
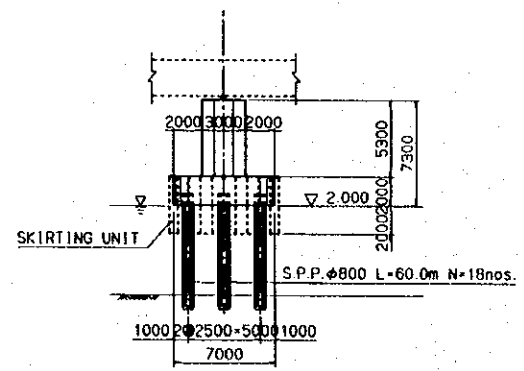
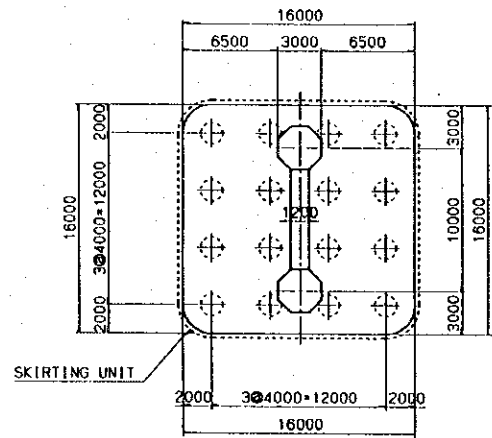
P11 SCALE 1:500



P13 SCALE 1:500



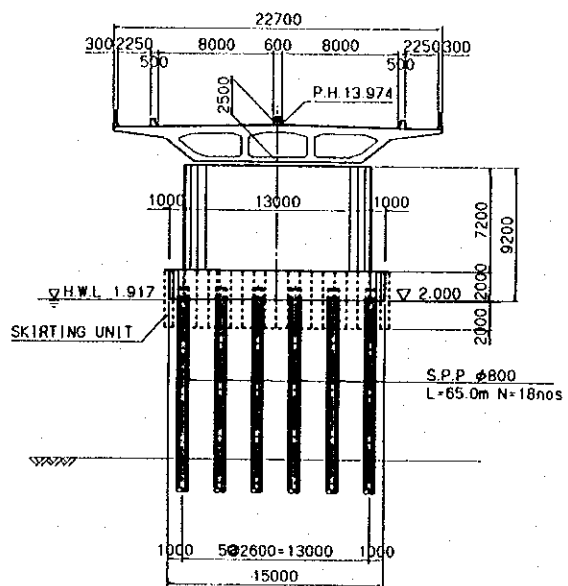
P29 SCALE 1:500



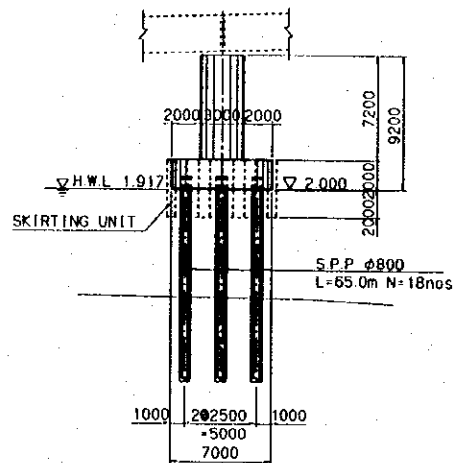
SUBSTRUCTURE (4)

(P30) (P33) SCALE 1:500

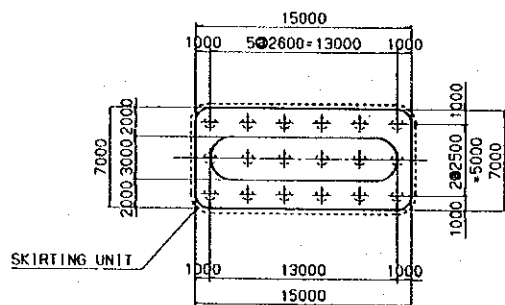
FRONT ELEVATION



SIDE ELEVATION

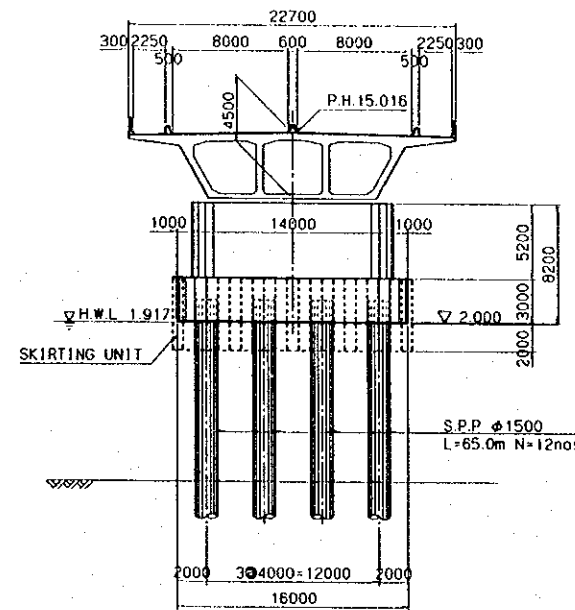


PLAN

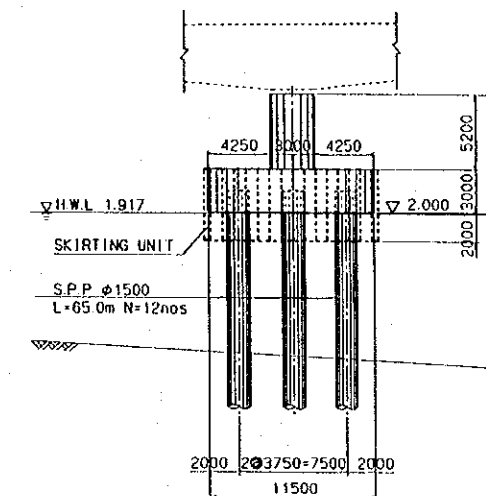


(P31) (P32) SCALE 1:500

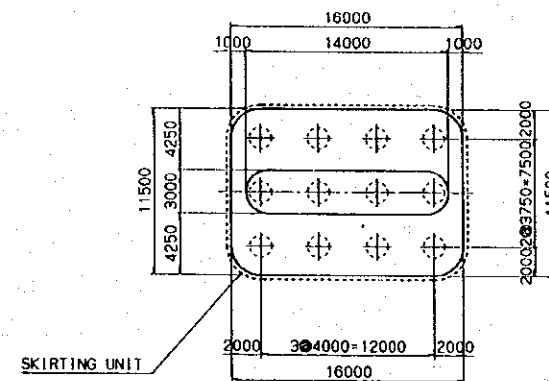
FRONT ELEVATION



SIDE ELEVATION



PLAN



SUBSTRUCTURE (5)

A1 ABUTMENT SCALE 1:300

A2 ABUTMENT SCALE 1:300

ELEVATION

SECTION

ELEVATION

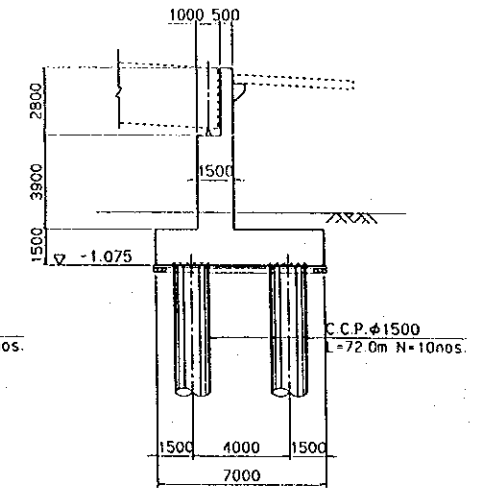
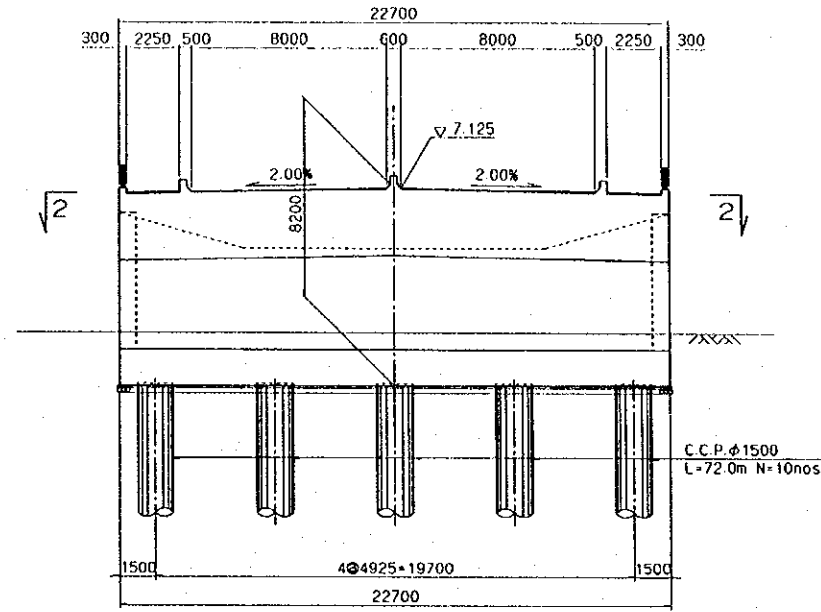
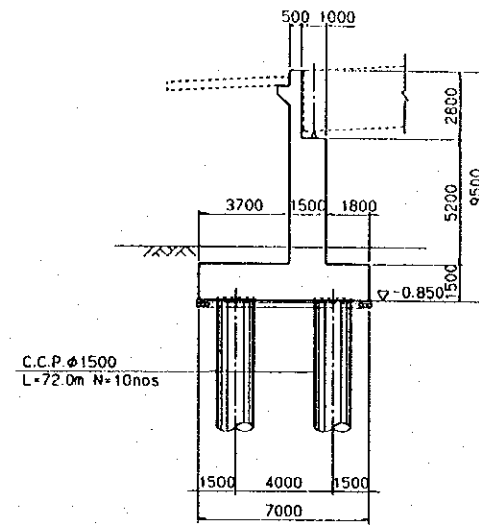
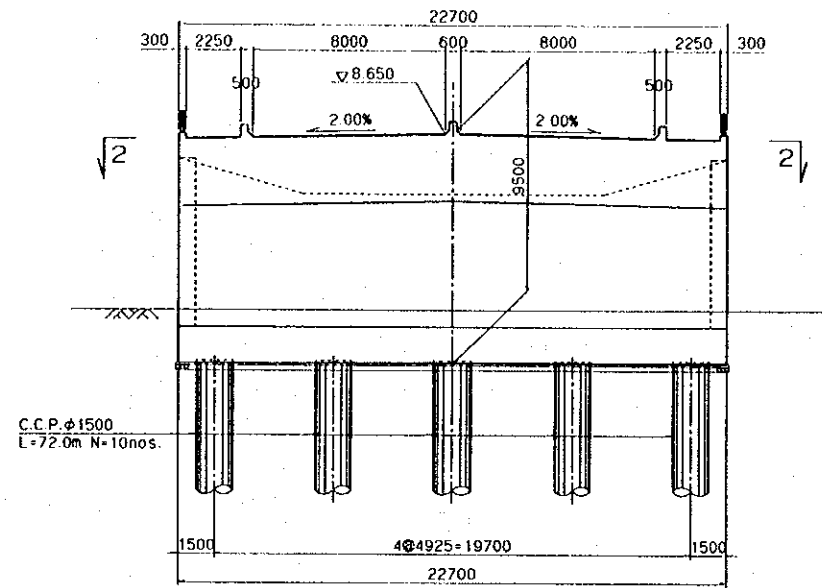
SECTION

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1 - 1

3 - 3

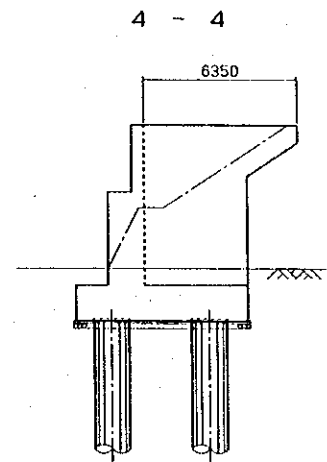
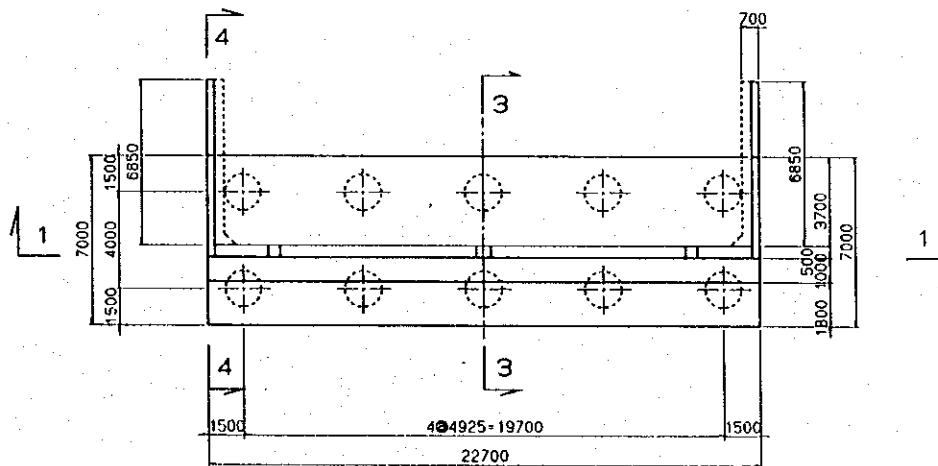
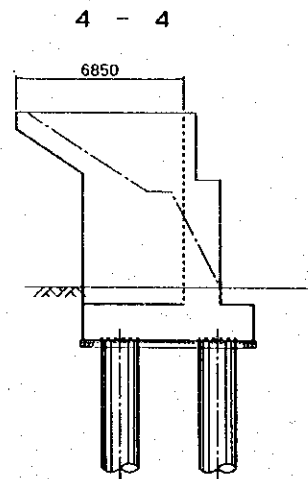
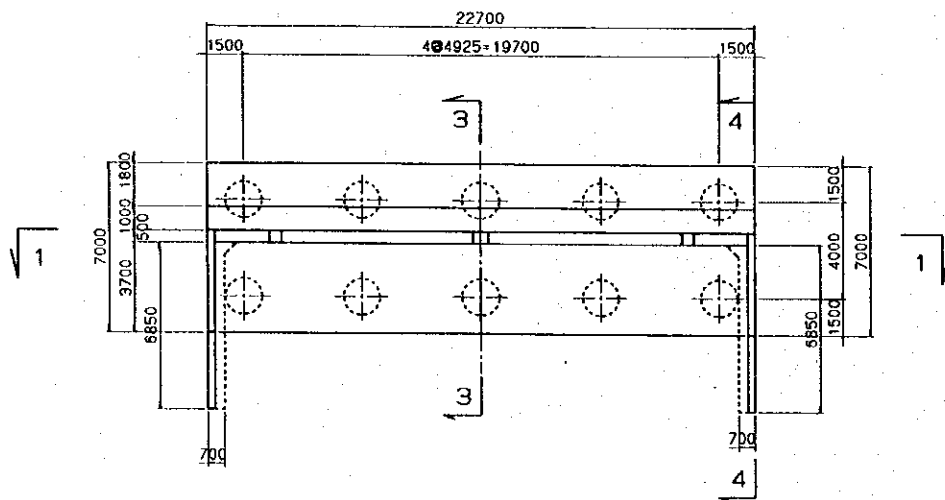


PLAN

PLAN

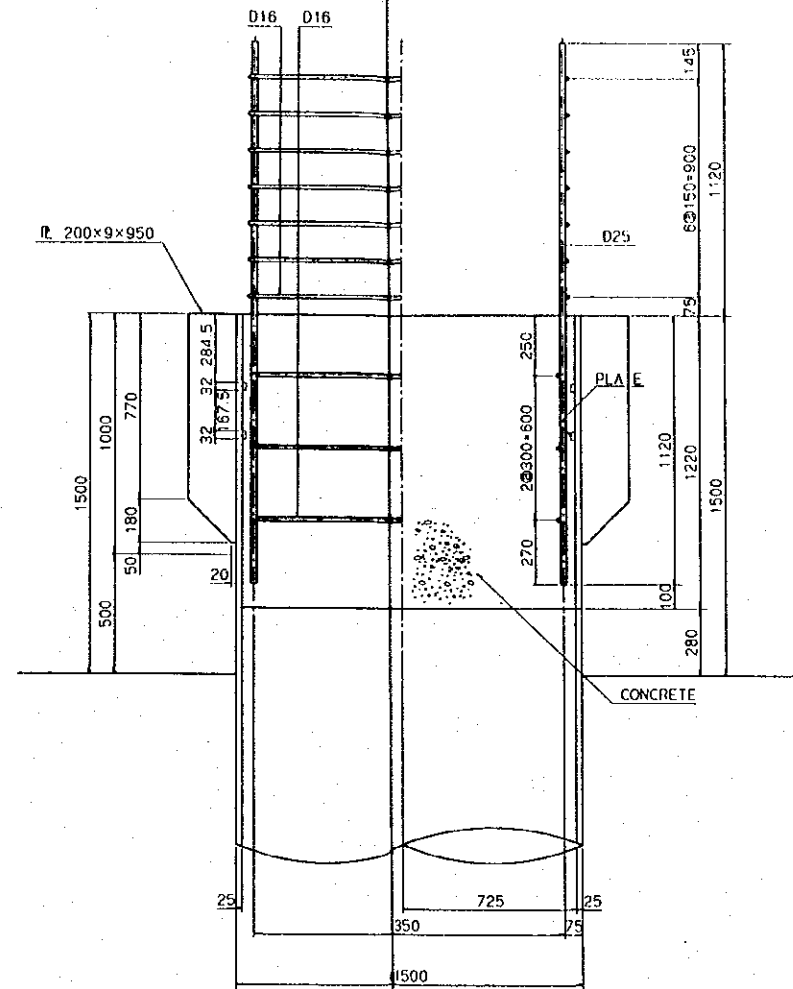
2 - 2

2 - 2

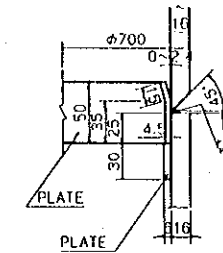


FOUNDATIONS (2)
STEEL PIPE PILE

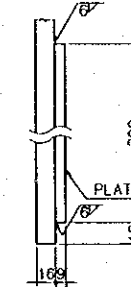
DETAIL OF "a" SCALE 1:30



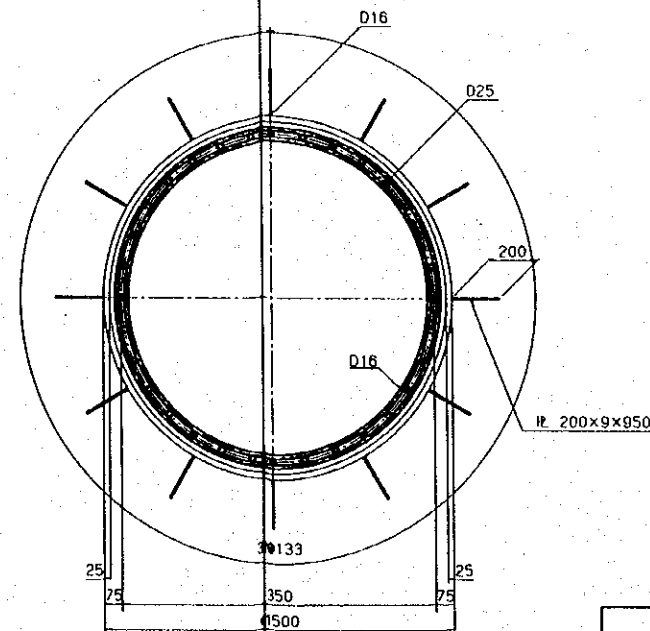
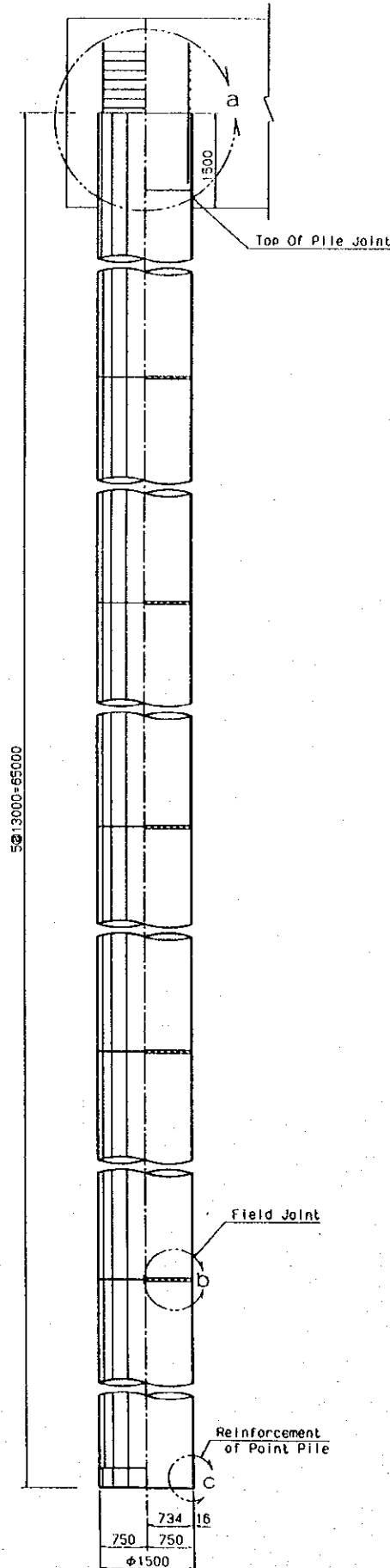
DETAIL OF "b" SCALE 1:6



DETAIL OF "c" SCALE 1:6



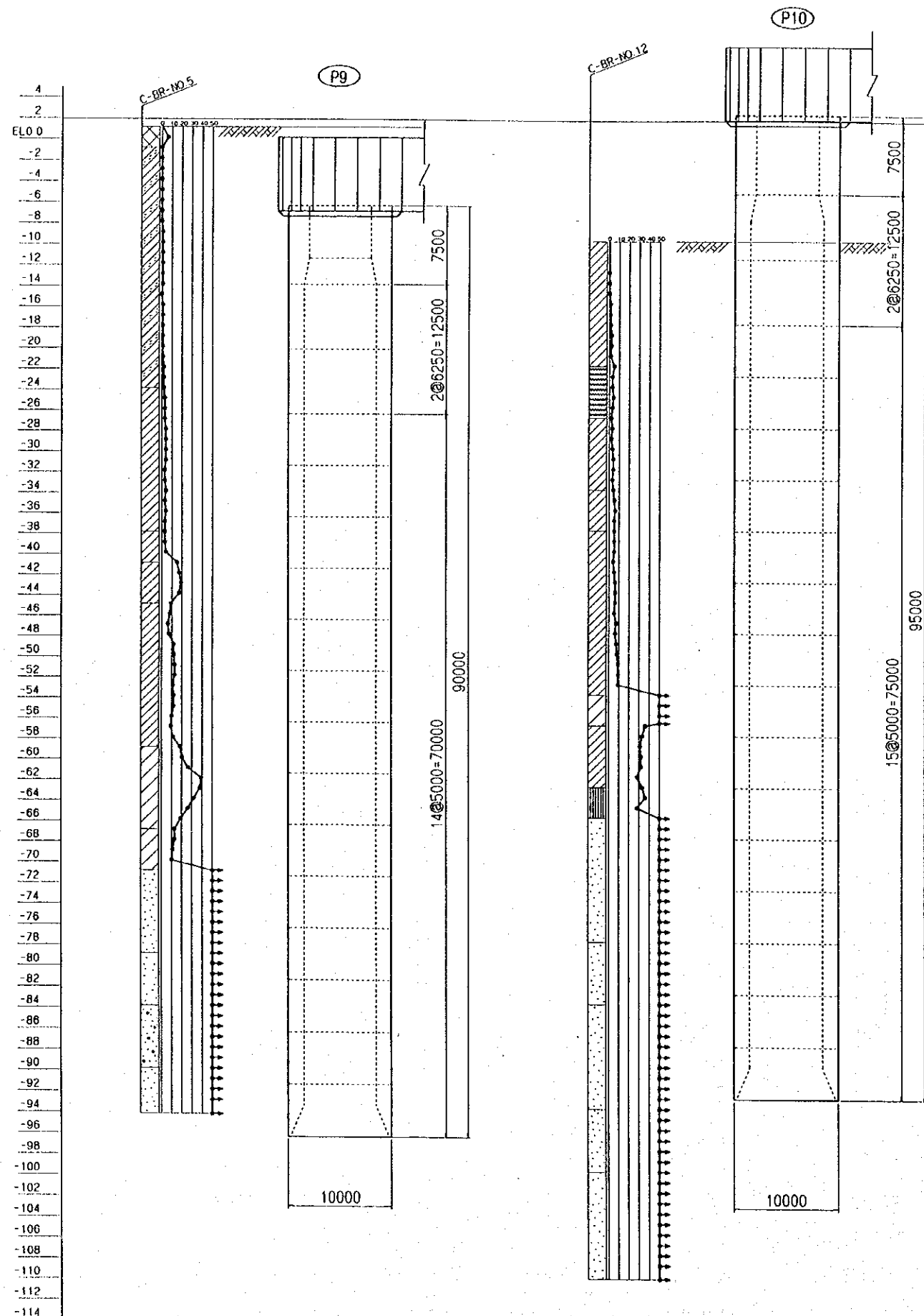
TYPE-3 SCALE 1:100



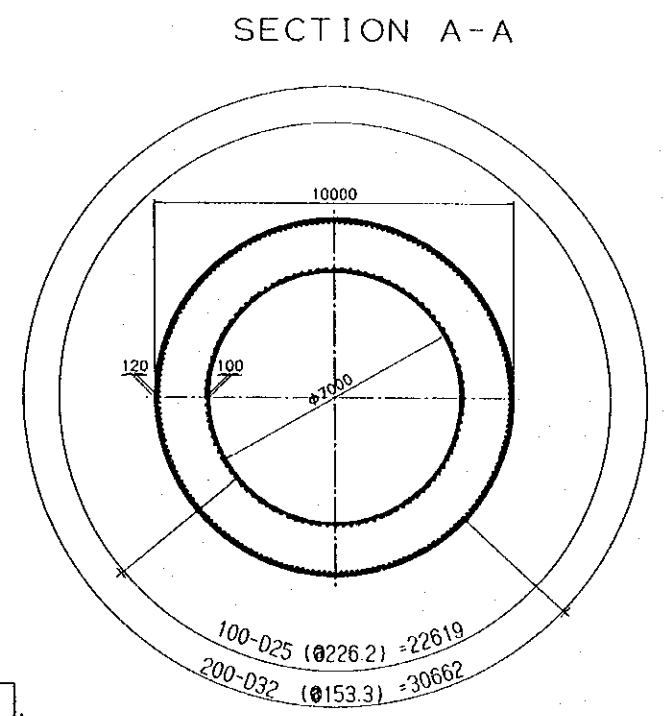
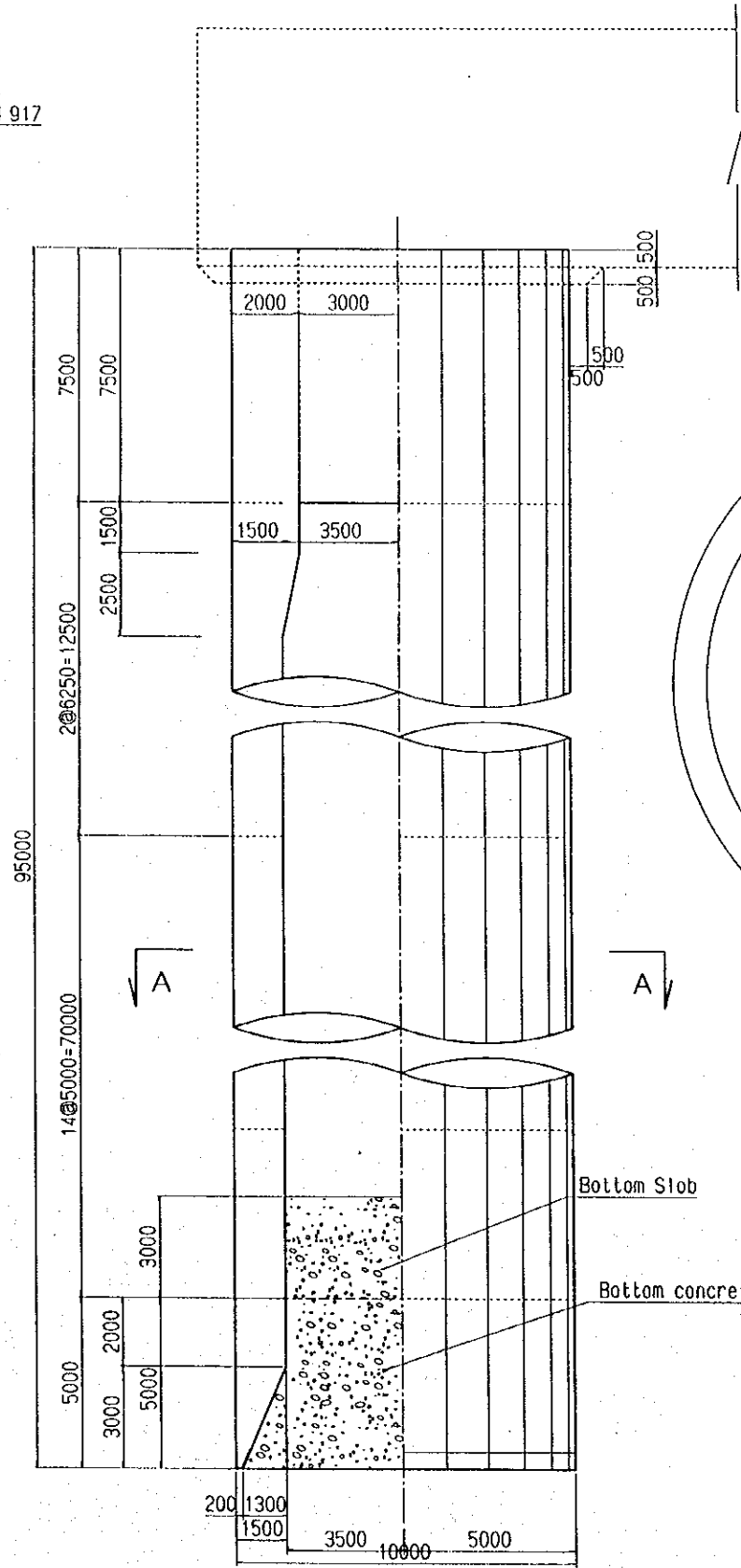
FOUNDATIONS (3)
OPEN CAISSON

DEPTH OF CAISSON SCALE 1:500

DETAIL OF CAISSON SCALE 1:200



W.L. = 1.917

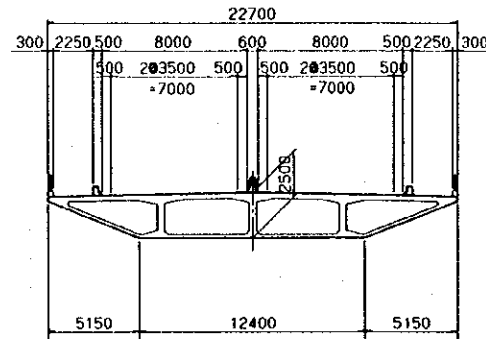


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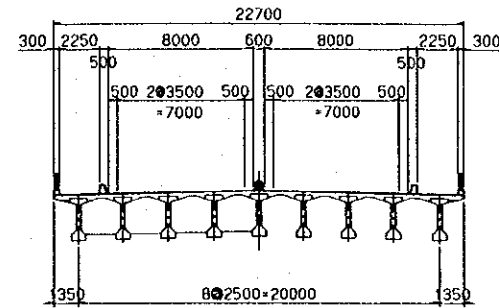
LIST OF MINOR BRIDGE

TYPICAL CROSS SECTION SCAL 1:400

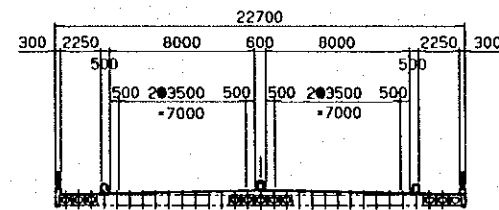
PC BOX GIRDER



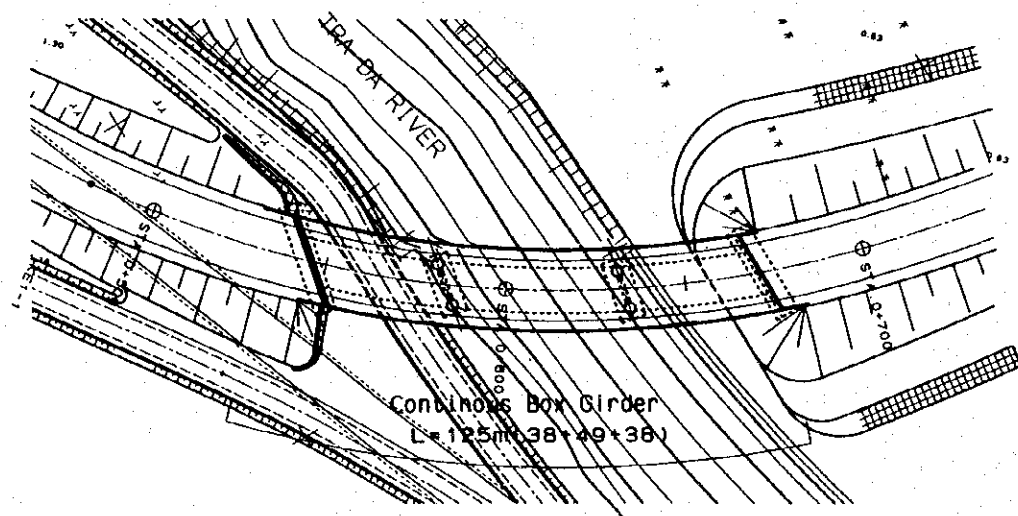
PC COMPOSITE GIRDER



PC PRE-TENSION GIRDER



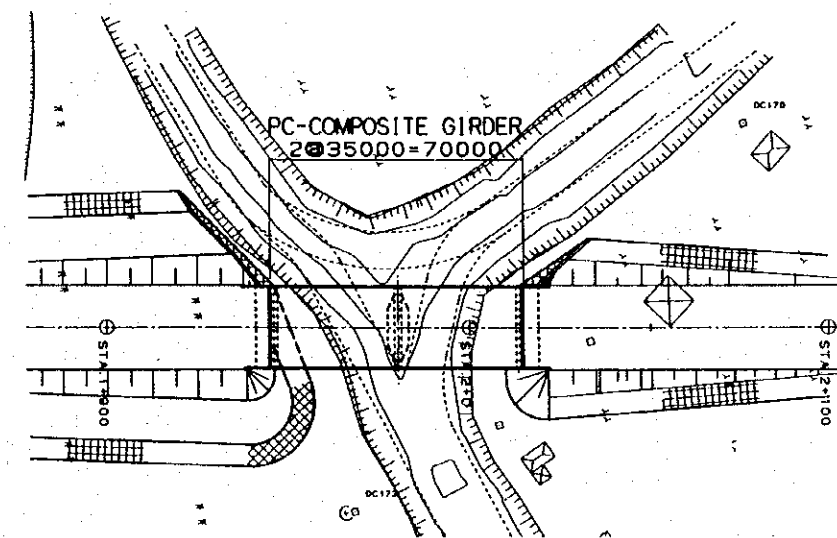
① STA 0+545~670 SCALE 1:2000



LIST OF MINOR BRIDGE

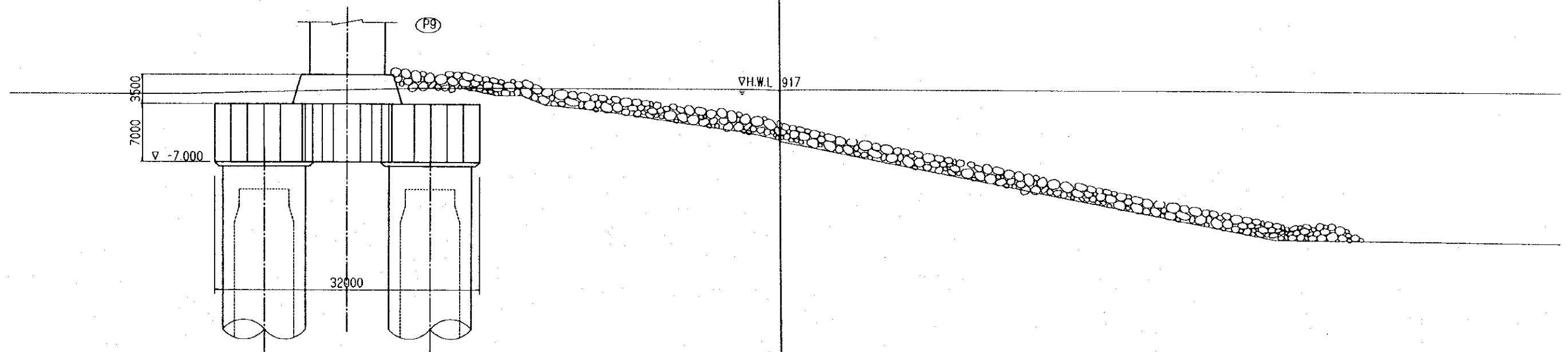
No	STATION	LENGTH(m)	SPAN(m)	BRIDGE TYPE	REMARK
1	0+545~ 0+670	125	38+49+38	PC-BOX GIRDER	Tra Da River
2	0+990~ 1+ 25	35	35	PC-COMPOSITE GIRDER	
3	1+849~ 1+869	20	20	PC PRE-TENSION GIRDER	
4	1+945~ 2+ 15	70	2035	PC-COMPOSITE GIRDER	
5	2+323~ 2+348	25	25	PC-COMPOSITE GIRDER	
6	2+788~ 2+808	20	20	PC PRE-TENSION GIRDER	
7	3+ 45~ 3+065	20	20	PC PRE-TENSION GIRDER	
8	3+483~ 3+618	135	3045	PC-BOX GIRDER	Tra Da River
9	3+988~ 4+ 23	35	35	PC-COMPOSITE GIRDER	
10	4+506~ 4+536	30	30	PC-COMPOSITE GIRDER	
11	8+454~ 8+484	30	30	PC-COMPOSITE GIRDER	
12	9+513~ 9+523	10	10	PC PRE-TENSION GIRDER	
13	10+353~10+413	60	2030	PC-COMPOSITE GIRDER	Cai Da Canal
14	11+ 56~11+091	35	35	PC-COMPOSITE GIRDER	
15	11+854~11+864	10	10	PC PRE-TENSION GIRDER	
16	12+315~12+385	105	2035	PC-COMPOSITE GIRDER	Cai Nai Canal
17	13+183~13+323	140	4035	PC-COMPOSITE GIRDER	Cai Rang River
18	13+945~13+955	10	10	PC PRE-TENSION GIRDER	Vach Ba Tinh

④ STA 1+945~2+15 SCALE 1:2000

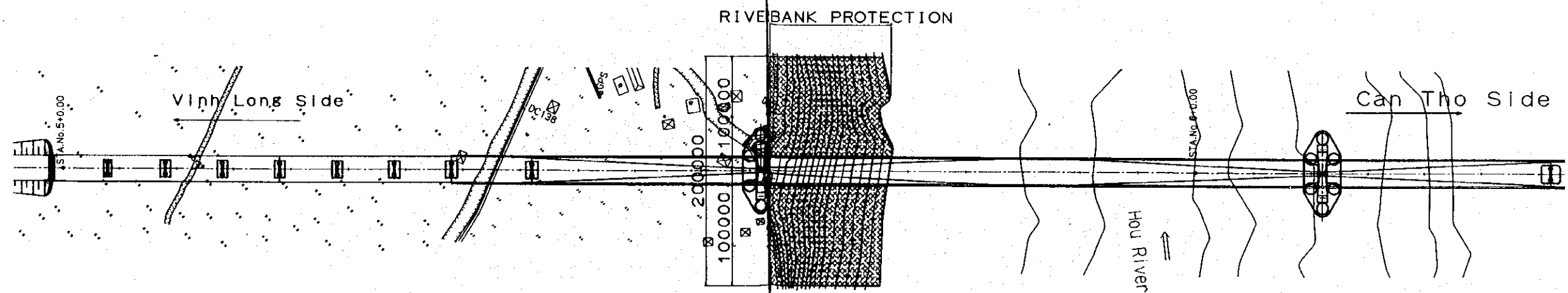


RIVERBANK PROTECTION

SECTION SCALE 1:500



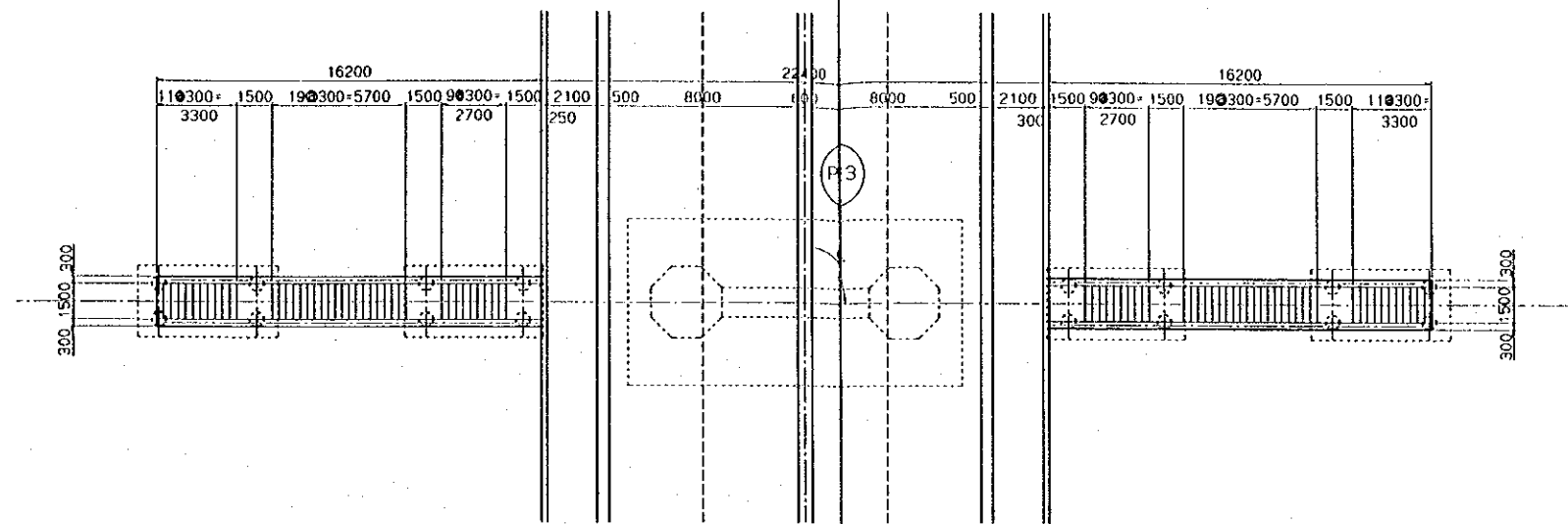
PLAN SCALE 1:4000



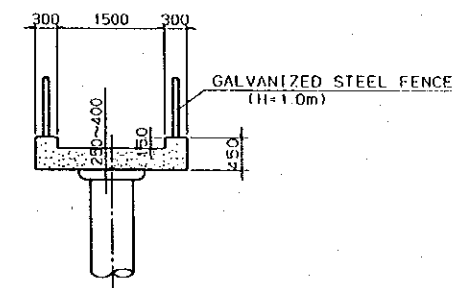
JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	RIVERBANK PROTECTION	SCALE AS SHOWN	DWG.No. 35
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LAYOUT OF STAIRS

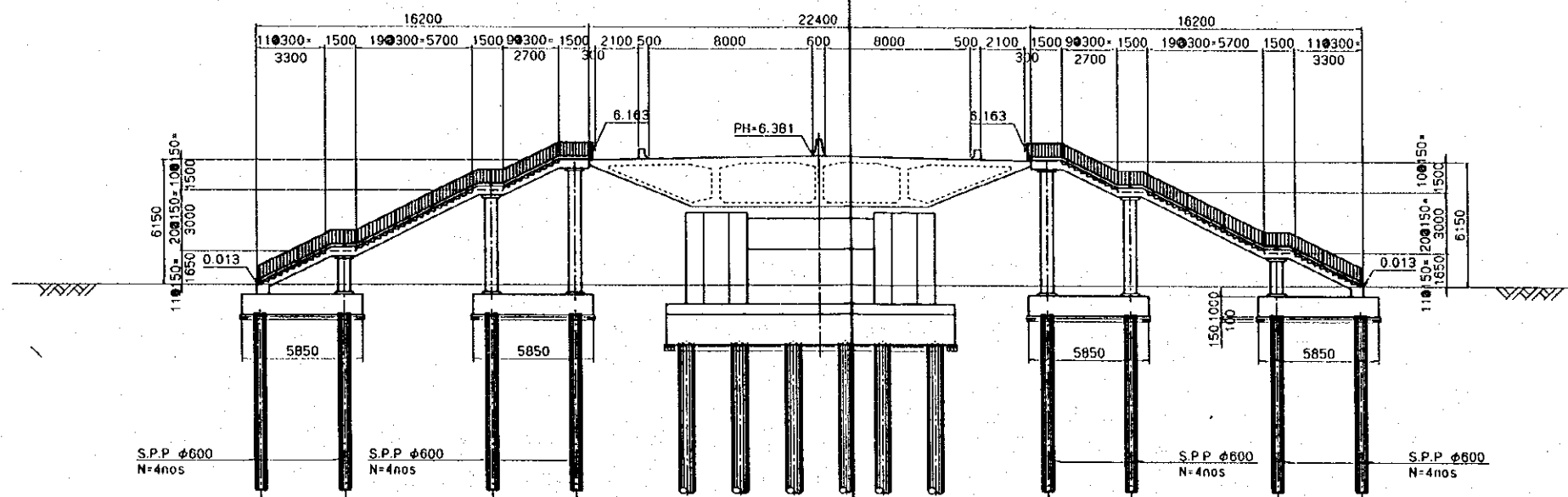
PLAN SCALE 1:300



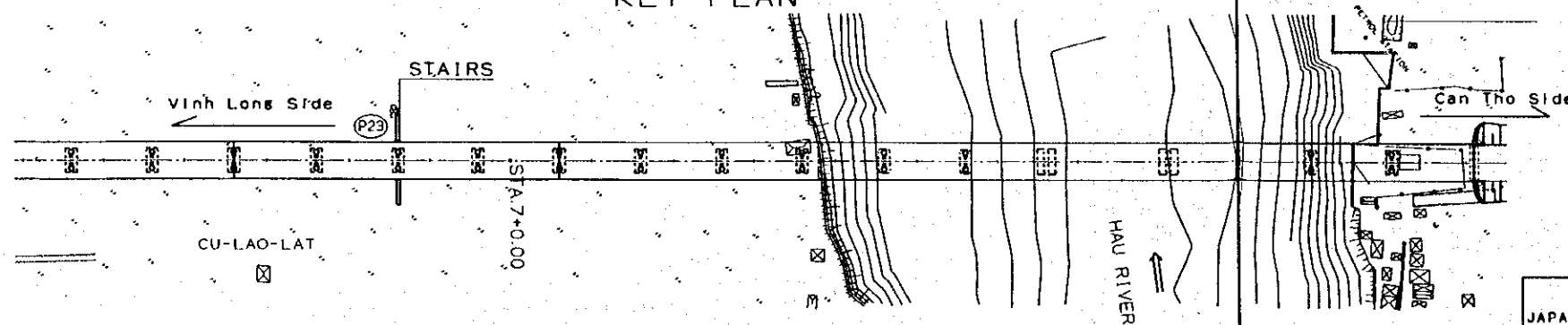
SECTION SCALE 1:100



SIDE ELEVATION SCALE 1:300



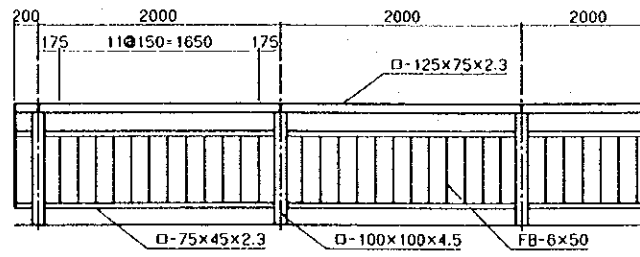
KEY PLAN



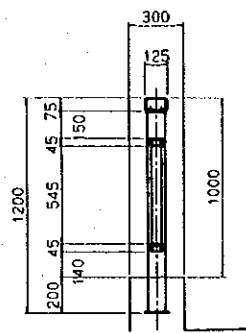
JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	LAYOUT OF STAIRS	SCALE AS SHOWN	DWG.No. 36
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HANDRAIL AND EXPANSION JOINT

HANDRAIL SCALE 1:30

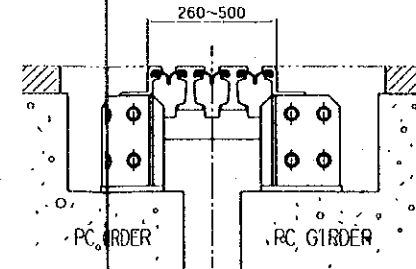


SECTION SCALE 1:20

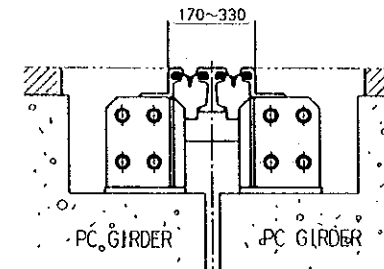


EXPANSION JOINT

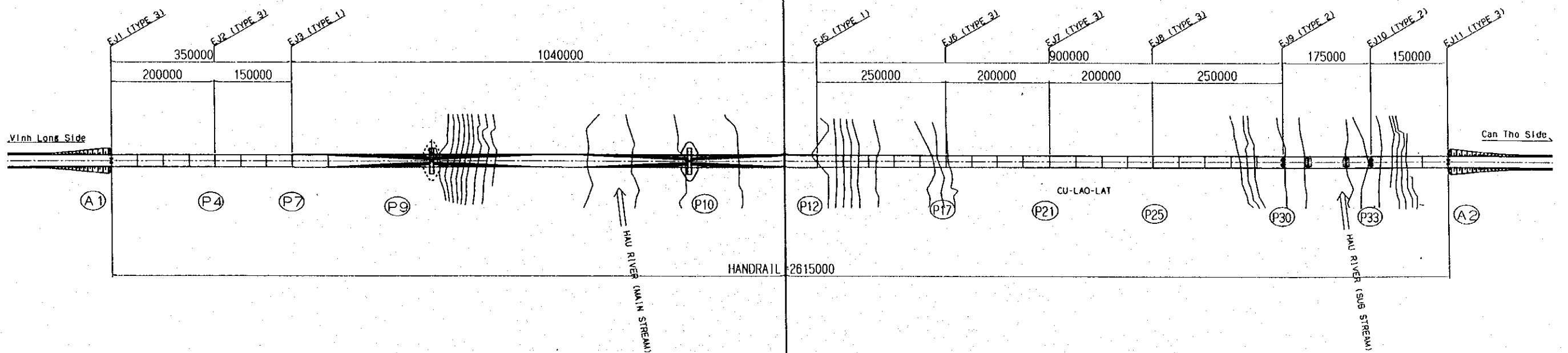
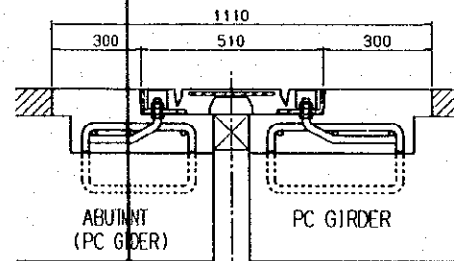
TYPE 1 SECTION



TYPE 2 SECTION



TYPE 3 SECTION SCALE 1:10

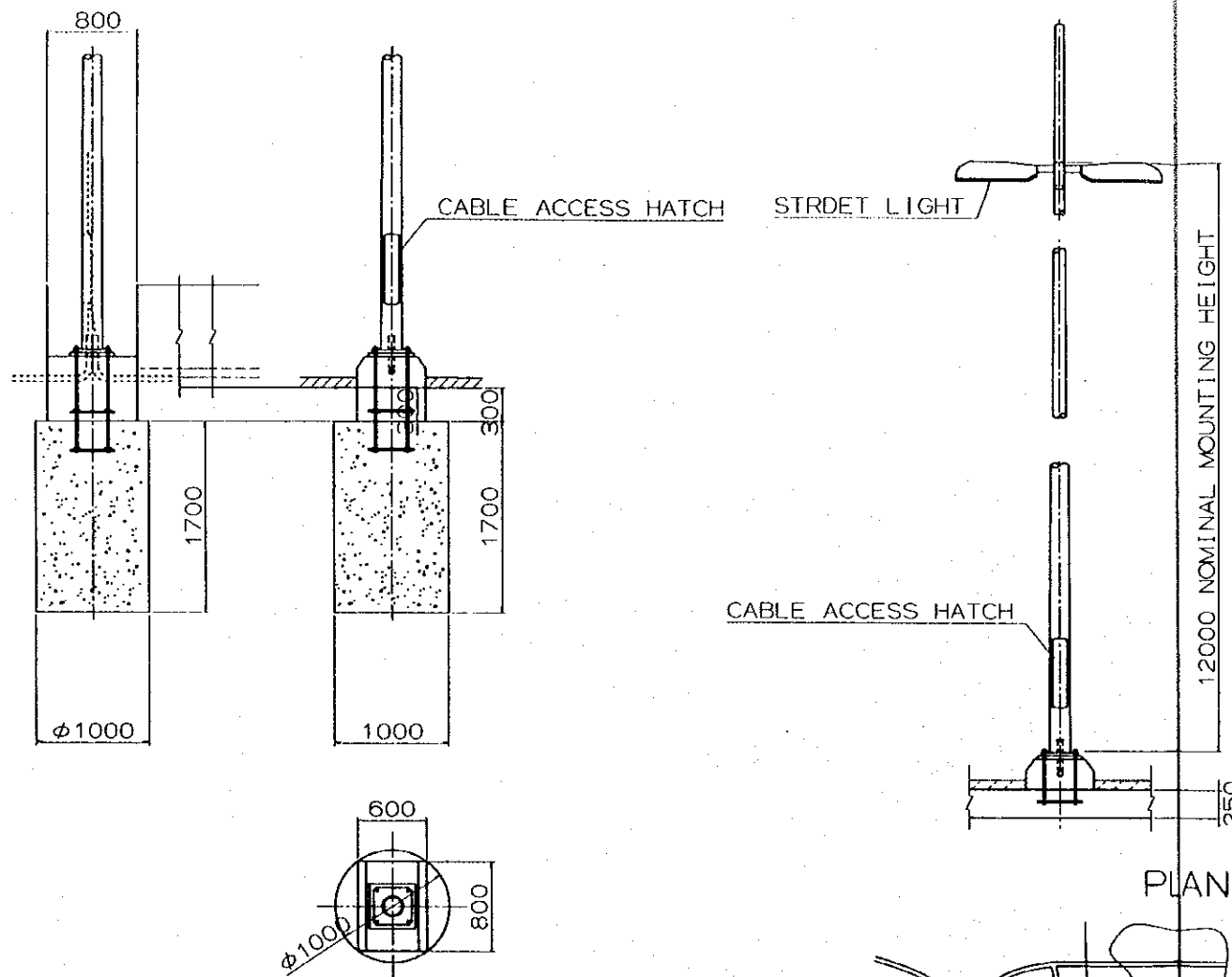


JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	HANDRAIL AND EXPANSION JOINT	SCALE	DWG.No.
			AS SHOWN	37

ROAD LIGHTING

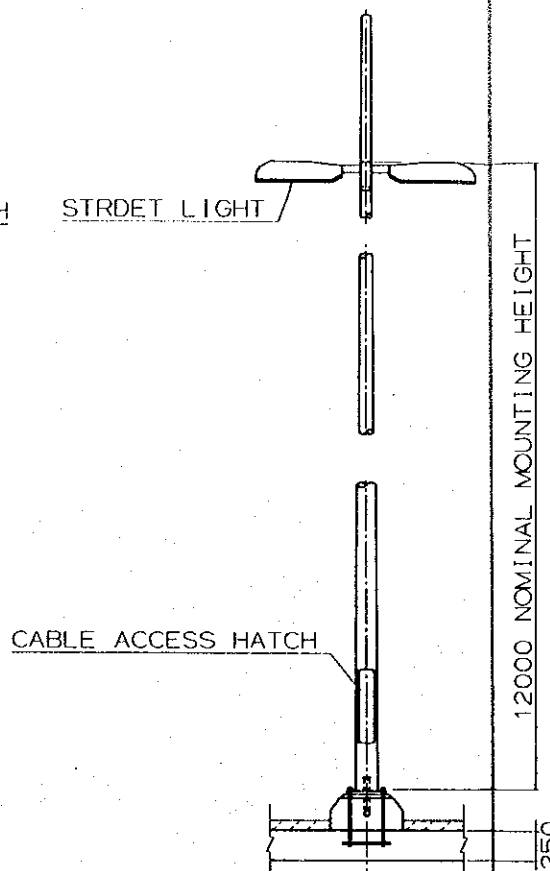
LIGHTING COLUMN ANCHORAGE FOR ROAD EMBANKMENT

SCALE 1:60



LIGHTING COLUMN ANCHORAGE FOR BRIDGE

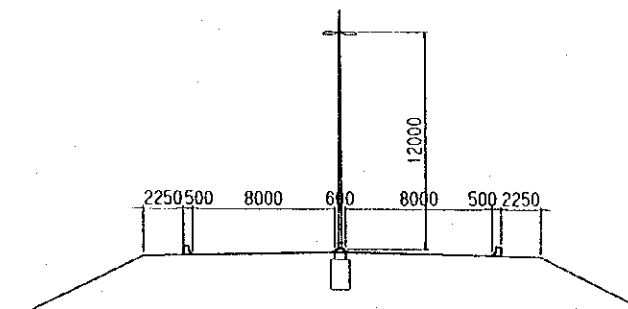
SCALE 1:60



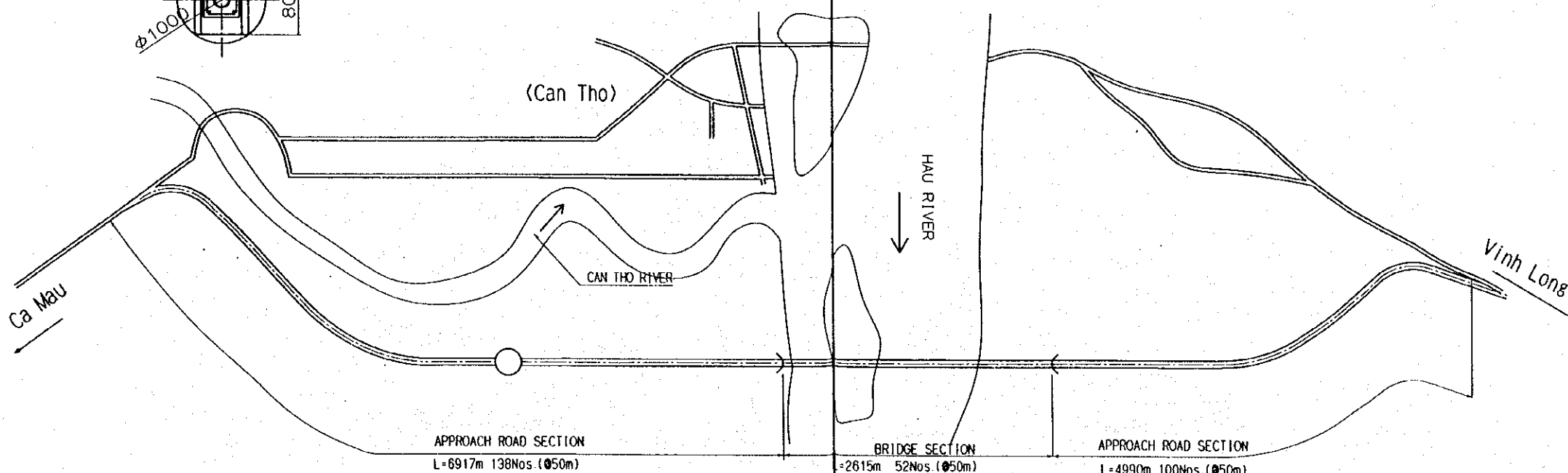
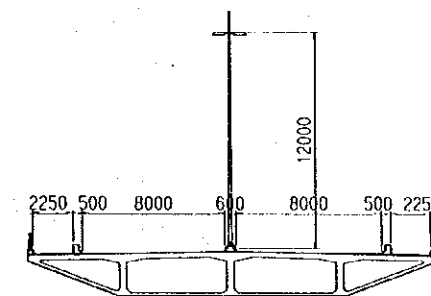
PLAN

SECTION SCALE 1:400

EMBANKMENT



BRIDGE



APPROACH ROAD SECTION
L=6917m 138Nos. (0.50m)

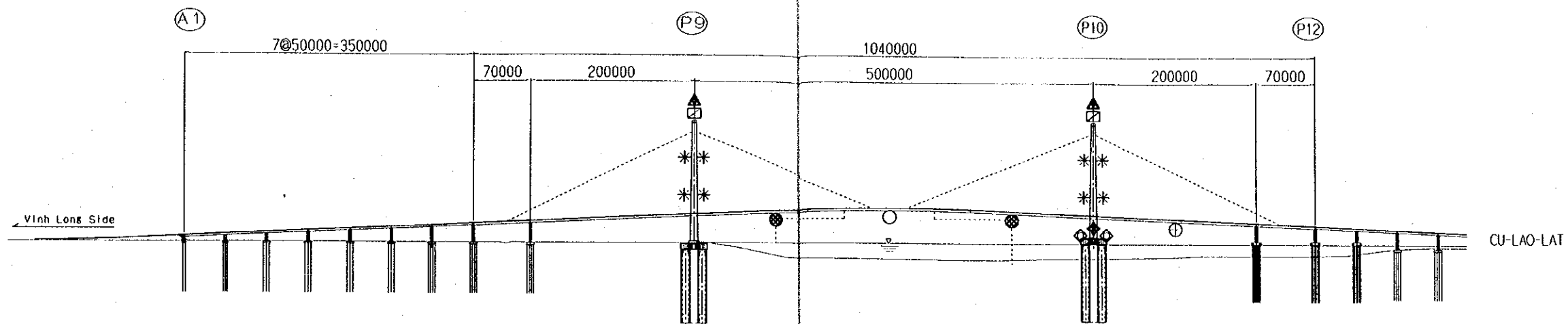
BRIDGE SECTION
L=2615m 52Nos. (0.50m)

APPROACH ROAD SECTION
L=4990m 100Nos. (0.50m)

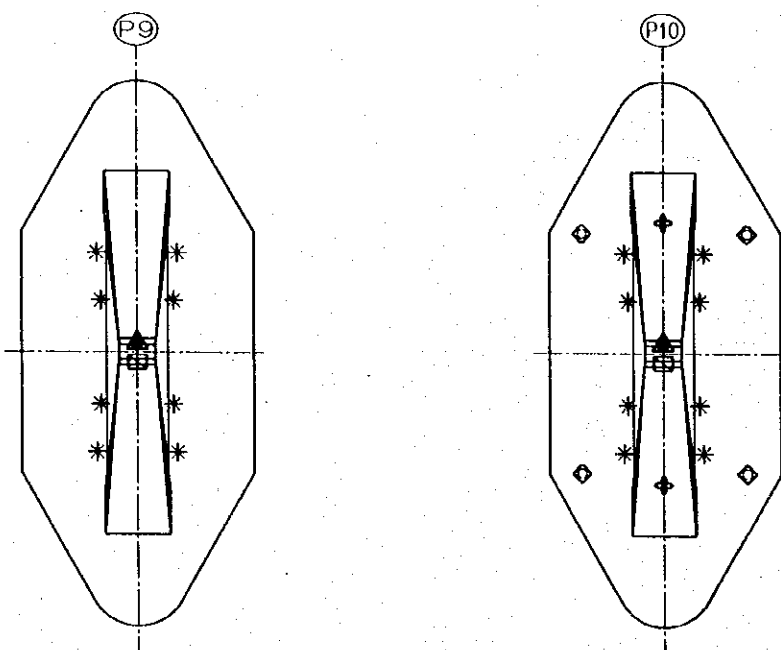
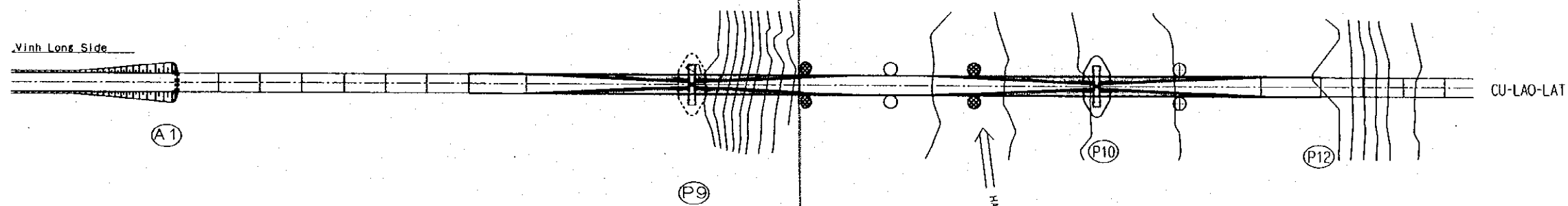
JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	ROAD LIGHTING	SCALE	DWG. NO.
			AS SHOWN	38

NAVIGATION SIGNALS

SIDE ELEVATION



PLAN



LEGEND

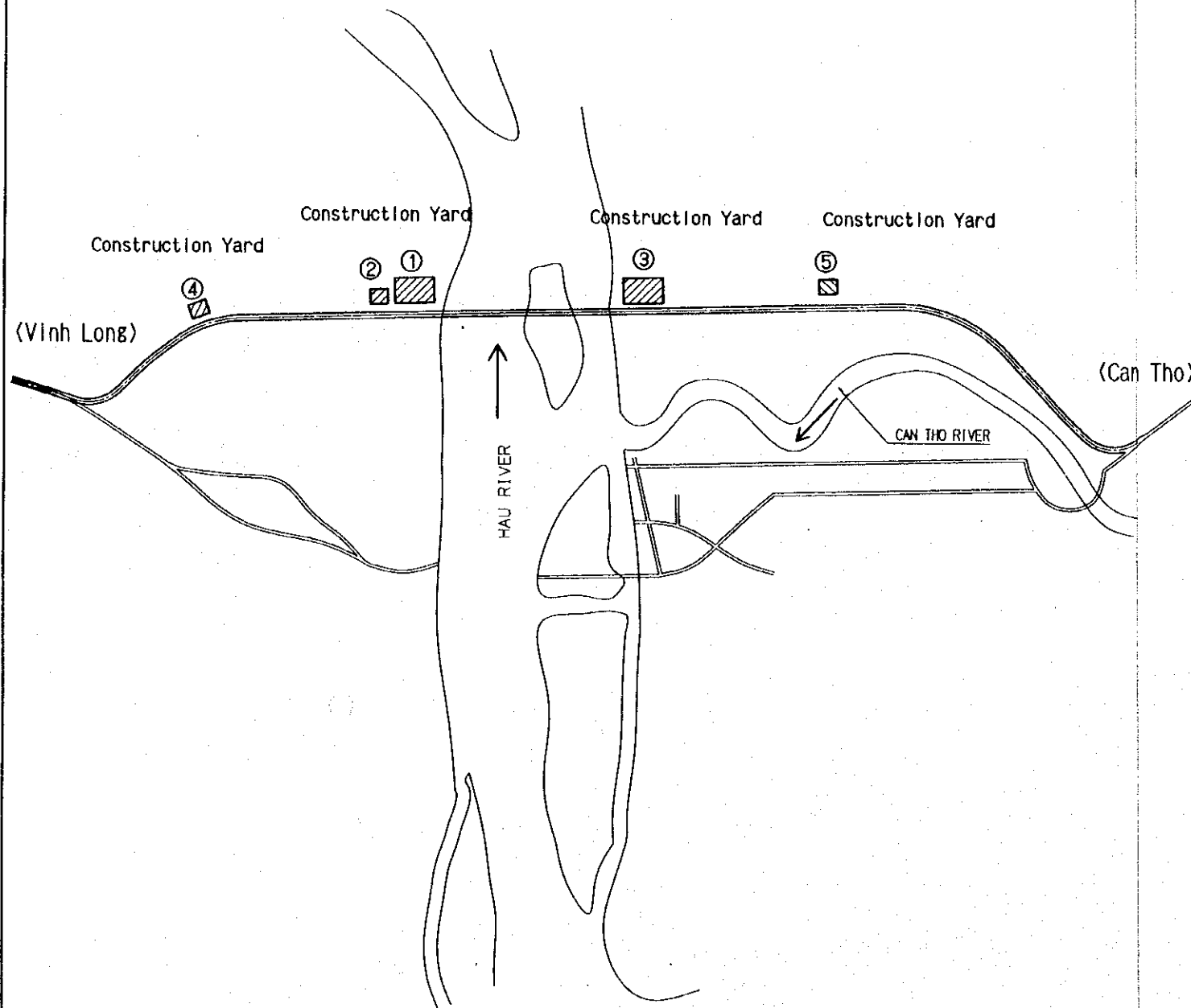
○	Center Signal (Green: Flashing Light)	▲	Caution Light of Airway (White: Glint Light)
●	Side Signal (Red: Flashing Light)	◻	Caution Light of Airway (Red: Flashing Light)
⊕	Side Signal (Red)	*	Caution Light of Airway (Red: Flashing Light)
◆	Caution Light of Pire Cap		
⬆	Caution Light of Pire		

Note: The requirement of navigation signals and precaution light of air-traffic are in accordance with marine beacon standard and civil aeronautics law respectively.

JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	NAVIGATION SIGNALS	SCALE AS SHOWN	DWG. NO. 39
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CONSTRUCTION YARD

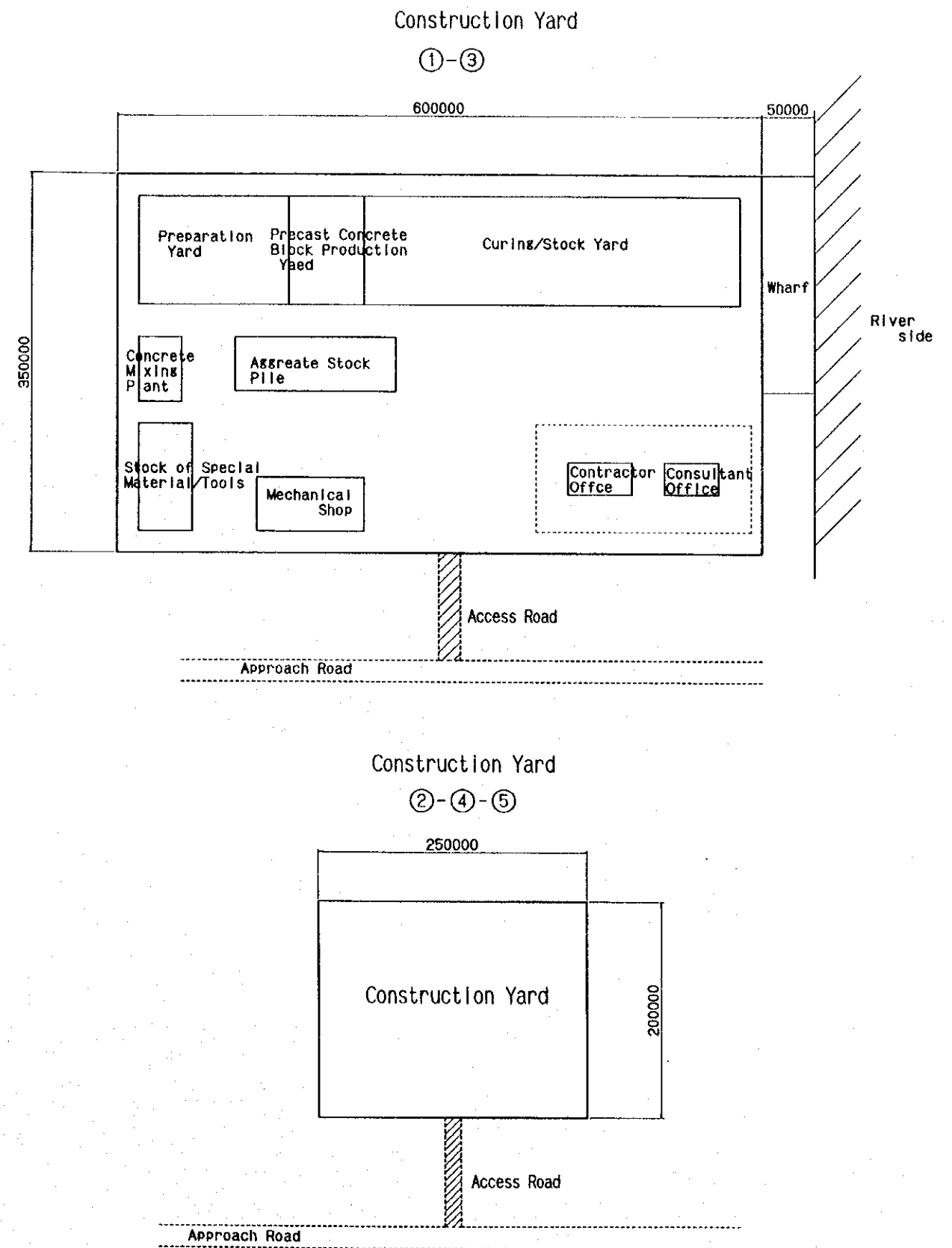
ARRANGEMENT OF CONSTRUCTION YARD



note

- ①: Package-1 Main Bridge
- ②: Package-2 Approach Bridge on Vinh Long side
- ③: Package-3 Approach Bridge on Can Tho side
- ④: Package-4 Approach Road on Vinh Long side
- ⑤: Package-5 Approach Road on Can Tho side

LAYOUT OF CONSTRUCTION YARD



JAPAN INTERNATIONAL COOPERATION AGENCY	THE FEASIBILITY STUDY ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM	CONSTRUCTION YARD	SCALE AS SHOWN	DWG. No. 40
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JICA