

NO. 158 existing bridge condition

Location		Road No.	Name of road	Km Post
Province	District			
North-west	Chilaw	B473	Vennappuwa-Kirimetiya	3/3

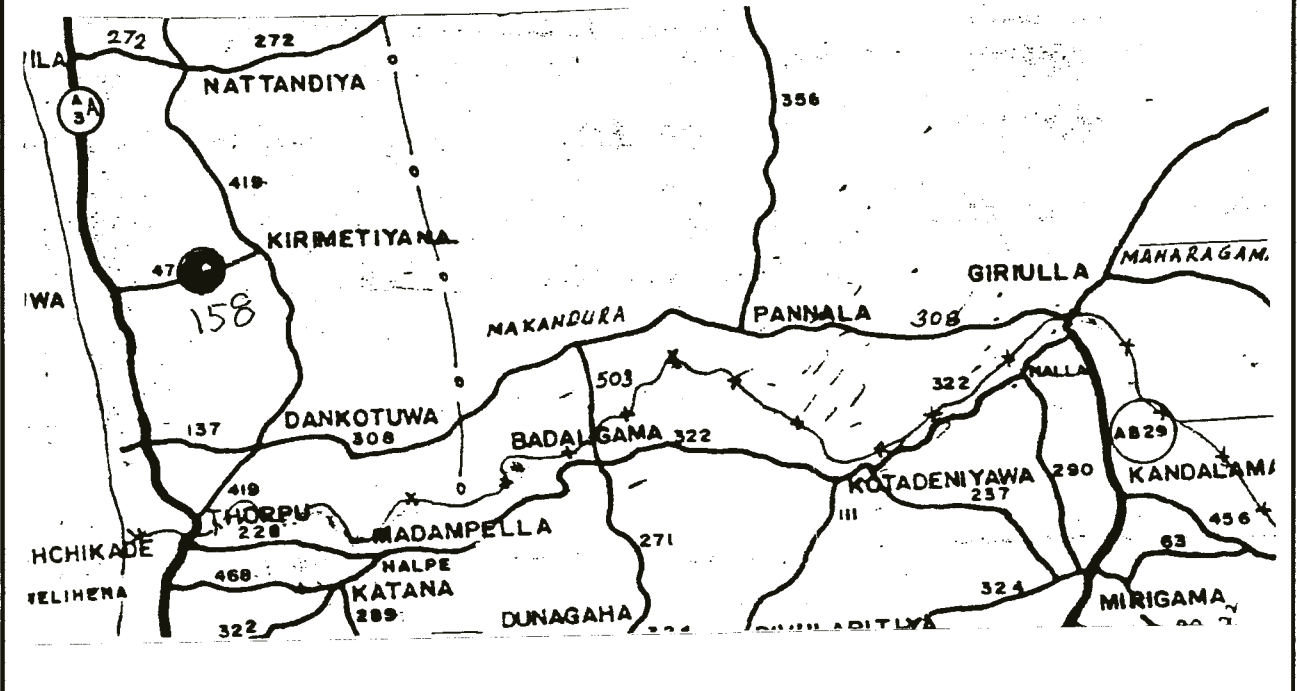
Outline of route

The B473 road is a B-class National Highway that branches at Wennappuwa at a 47 km point of the A-class National Highway 3 (A3) and connects to Lunuwila.

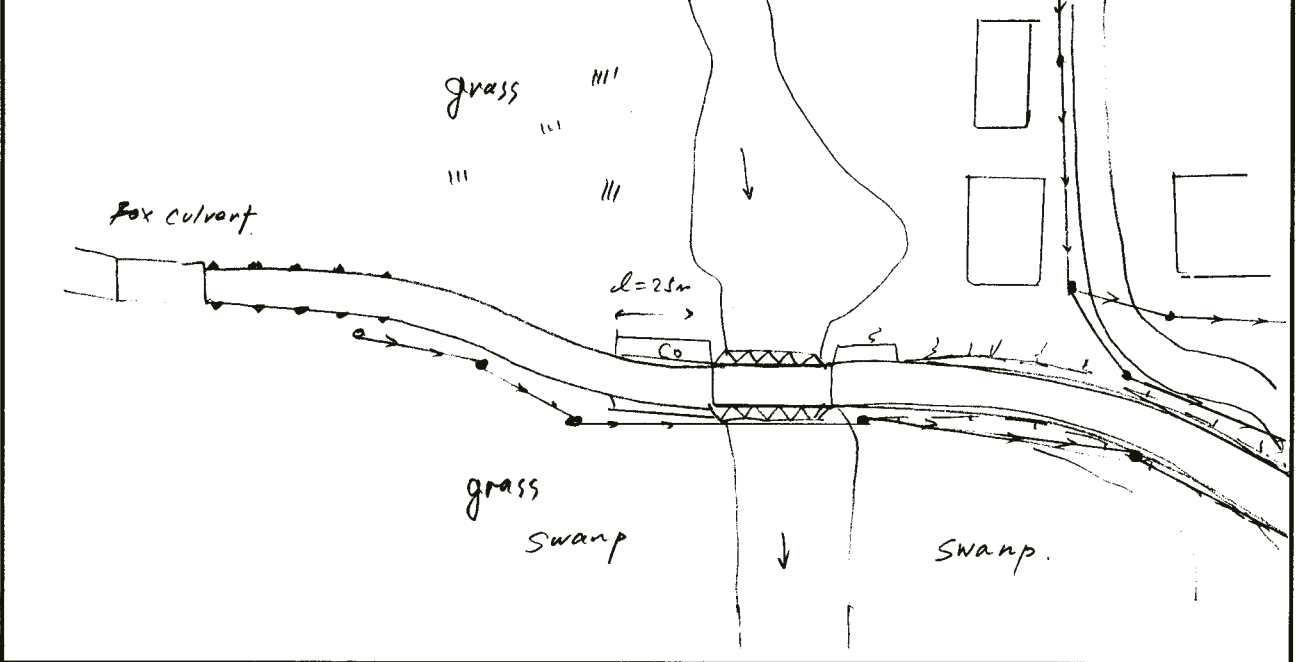
Lunuwila is located approximately midway between Negombo and Chilaw and distanced only about 3 km from the A3 road. The road is distanced about 30 km from Negombo and 40 km from Chilaw. In Lunuwila, there is a railway station on a line connecting Colombo and Puttalam. There is also a canal constructed during the German reign. It appears that this town has been a strategic point of traffic for a long time. This bridge crosses over the canal.

Principal industrial products of this area are agricultural products, such as rice and coconuts.

Route map



Map of condition around the bridge



No. 158

Serial No.158

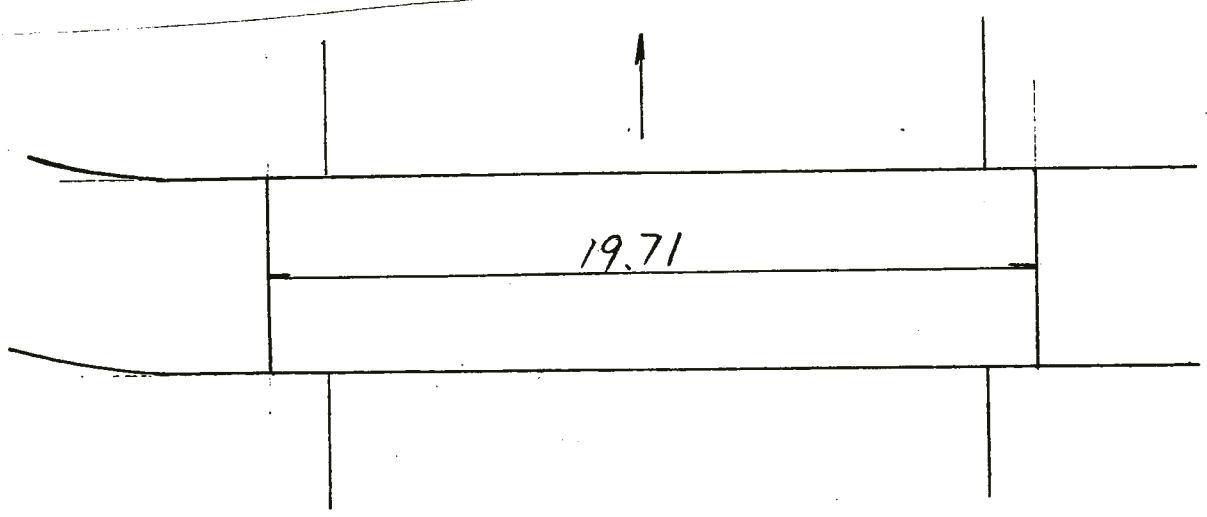
The general view (longitudinal direction to the bridge axis)



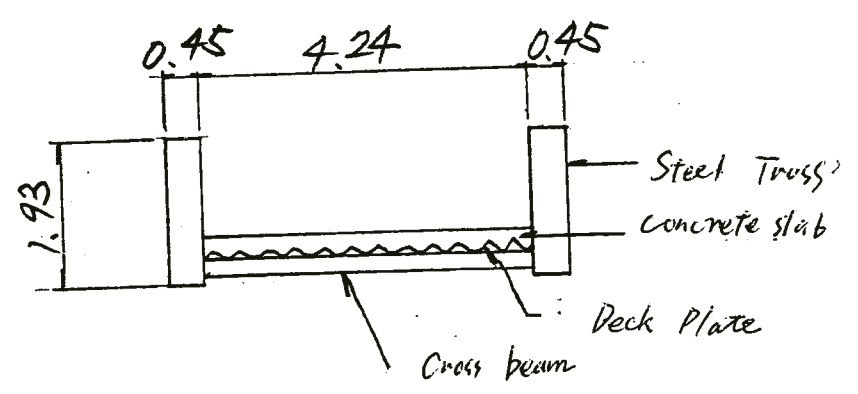
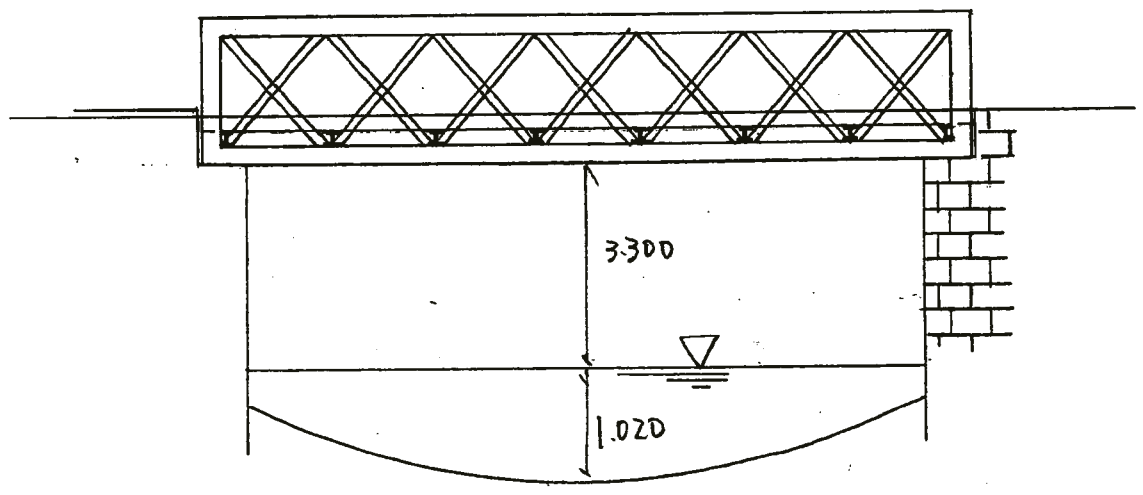
The side view (perpendicular direction to the bridge axis)



No. 158



A03



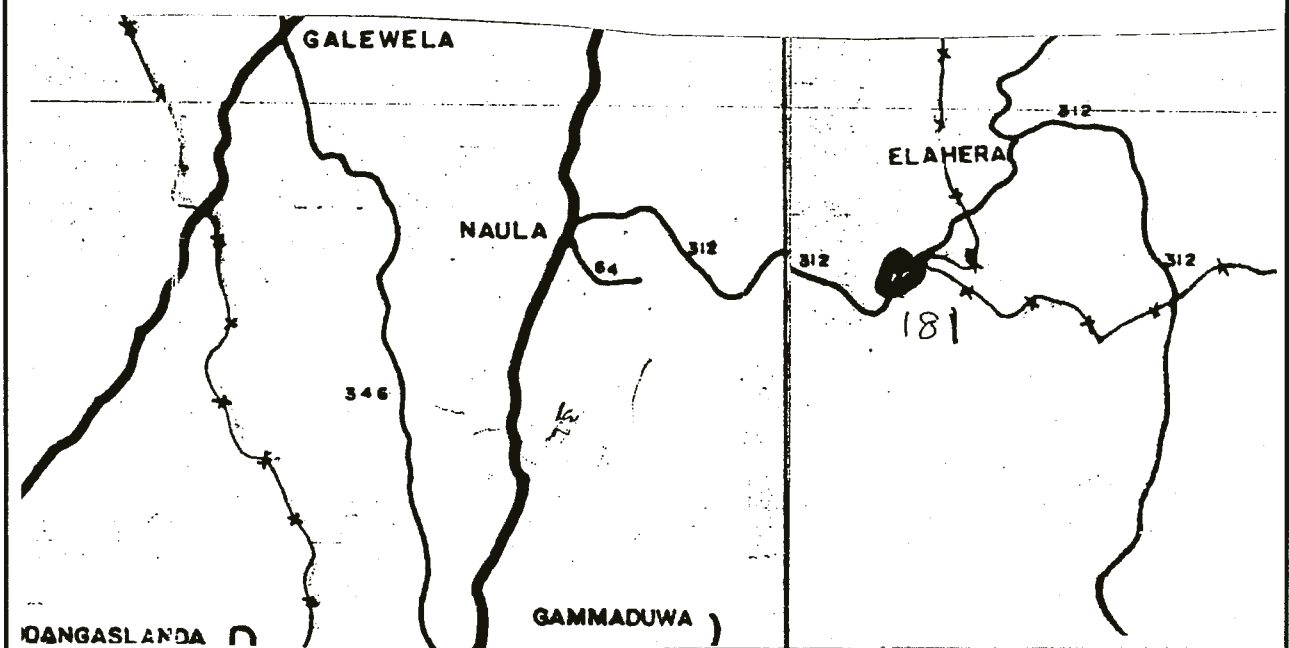
NO. 181 existing bridge condition

Location		Road No.	Name of road	Km Post
Province	District			
Middle	Matale	B312	Naula-Elahera-Kaluganga	11/5

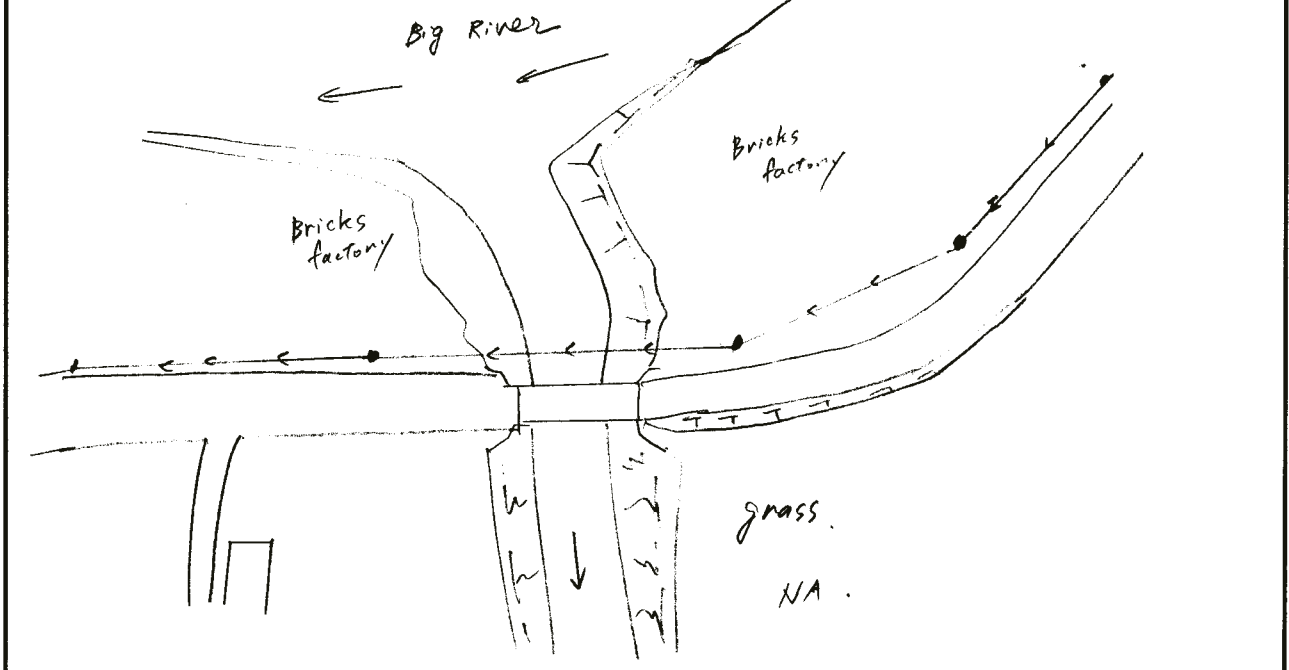
Outline of route

This road branches from the A-class Road 9 (A9) at Naula and runs toward Polnaruwa via Kongahawela and Elahera. Though there are not any large towns along this road, there is an apparel-related factory at a point about 9 km from Naula. The road section from Naula to a point near this factory is well paved, but the pavement condition deteriorates gradually after that. Along the route, there are houses of settlers engaged in agricultural development pushed forward by the Mahaweri Authority (according to the report of RDA). It appears however that full-scale development is not yet started.

Route map



Map of condition around the bridge



No. 181

Serial No.181

The general view (longitudinal direction to the bridge axis)

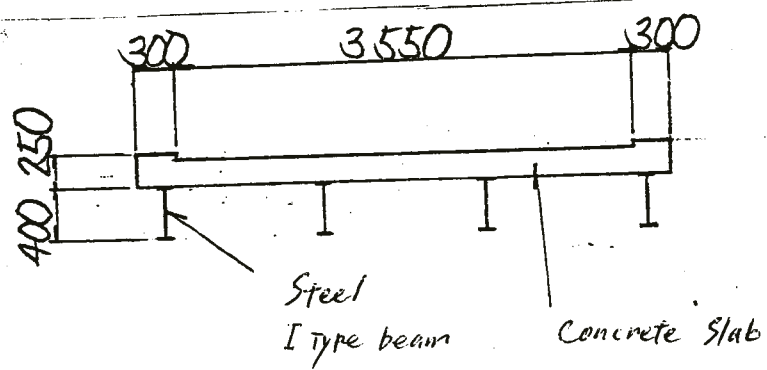
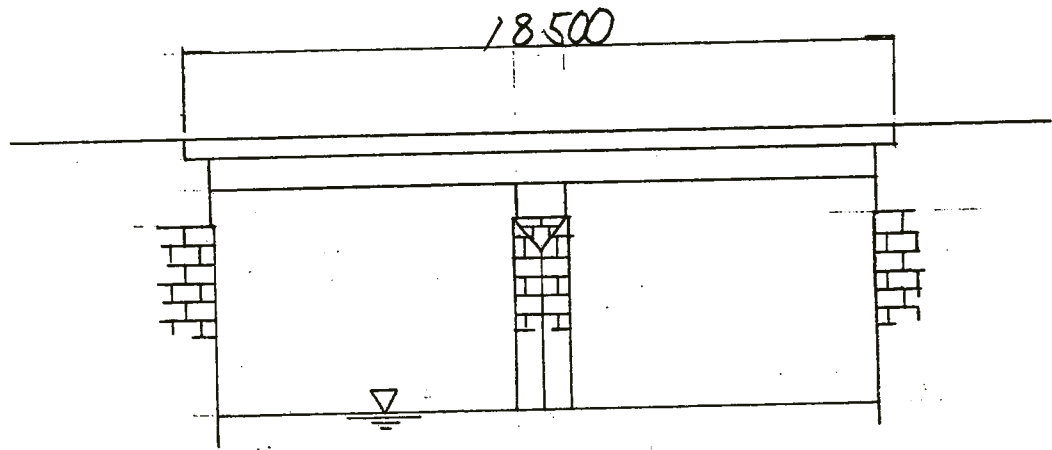
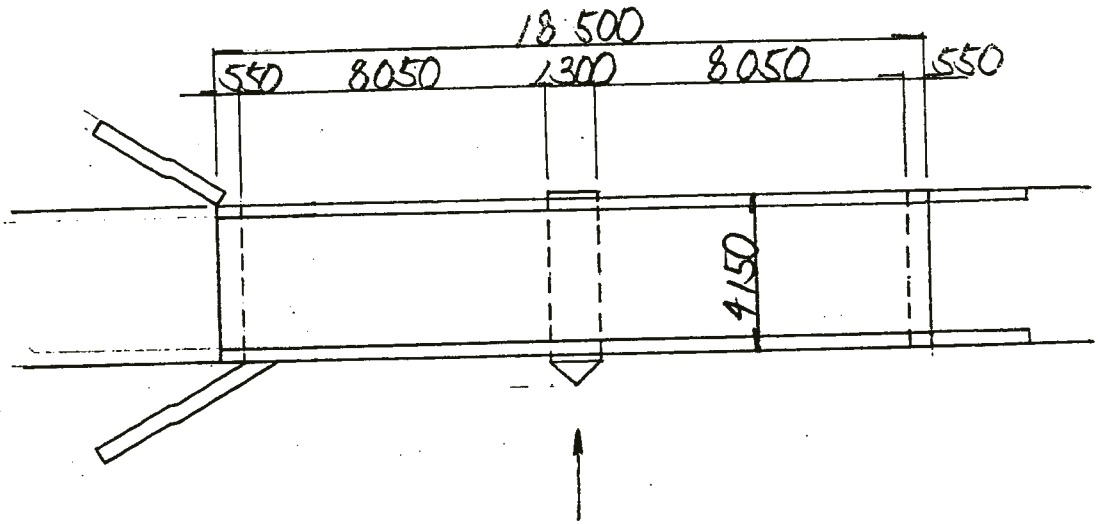


The side view (perpendicular direction to the bridge axis)



Structural data																											
Structure type :	<Superstructure> Continuous I-girder bridge (RC slab) <Abutment> Stone masonry block structure <Pier> Stone masonry block structure																										
Bridge length :	18.5m Span split : 209.25m																										
Width composition :	Effective width 3.55m																										
Alignment :	Straight bridge																										
Year of construction :	1960 (It appears that only the superstructure was replaced. The substructure is thought to be much older.)																										
Damage condition																											
Superstructure :	Corrosion of main girder (steel I-girder) and crack in slab concrete																										
Substructure :	Damage in stone masonry block																										
Accessories :	Shoe seat surface fixed with bricks																										
Others :	Insufficient road width																										
Traffic volume (): Pedestrians																											
1996	363 vehicles/day																										
2000	660 vehicles/day (196)																										
Natural conditions																											
Topographical features	Relative flat land without much undulation																										
Geological features :	Rock mass observed in riverbed, which may indicate that the bearing stratum is at a relatively shallow level.																										
River :	Details will be understood through in-situ survey. The runoff coefficient at a time of flood is considered to be high.																										
Others :	None in particular																										
Surrounding environment																											
The bridge crosses over a small tributary of the Amban Ganga. Houses of settlers are dotted before and after the bridge. It is said that the population from this bridge to Erahera is 2000 households (5000 people). There is only a primary school. The secondary school is in Naura. Hospital, police stations, and other agencies are only in Naura.																											
Site condition																											
Utilities to be transferred :	None in particular																										
Bypass :	None																										
Precipitation (Unit:mm)	Annual rain: 900 mm Monthly max: 200 mm Month with max: November																										
<table border="1"> <caption>Monthly Precipitation Data (mm)</caption> <thead> <tr> <th>Month</th> <th>Precipitation (mm)</th> </tr> </thead> <tbody> <tr><td>1</td><td>~100</td></tr> <tr><td>2</td><td>~50</td></tr> <tr><td>3</td><td>~50</td></tr> <tr><td>4</td><td>~100</td></tr> <tr><td>5</td><td>~50</td></tr> <tr><td>6</td><td>~50</td></tr> <tr><td>7</td><td>~50</td></tr> <tr><td>8</td><td>~50</td></tr> <tr><td>9</td><td>~50</td></tr> <tr><td>10</td><td>~100</td></tr> <tr><td>11</td><td>200</td></tr> <tr><td>12</td><td>~100</td></tr> </tbody> </table>		Month	Precipitation (mm)	1	~100	2	~50	3	~50	4	~100	5	~50	6	~50	7	~50	8	~50	9	~50	10	~100	11	200	12	~100
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11	200																										
12	~100																										
Current site map																											
Shown in following page																											

No. 181



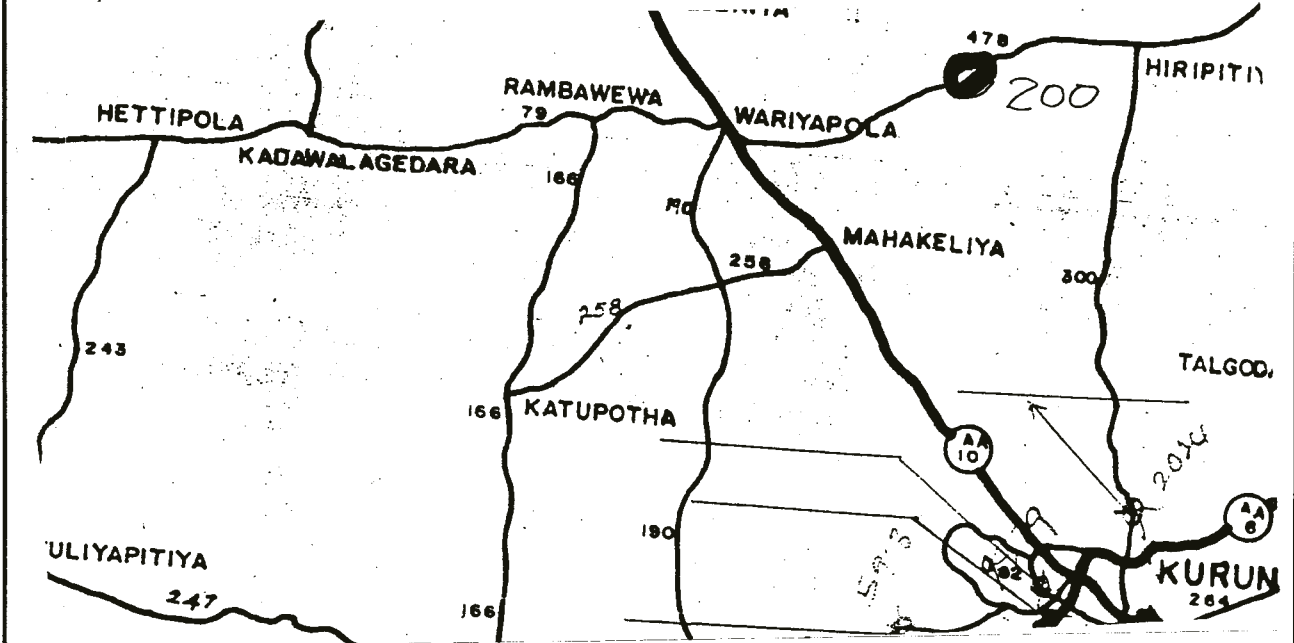
NO. 200 existing bridge condition

Location		Road No.	Name of road	Km Post
Province	District			
North-west	Kurunegala	B478	Wilakatupotha-Ganewattha-Kubukgete	10/1

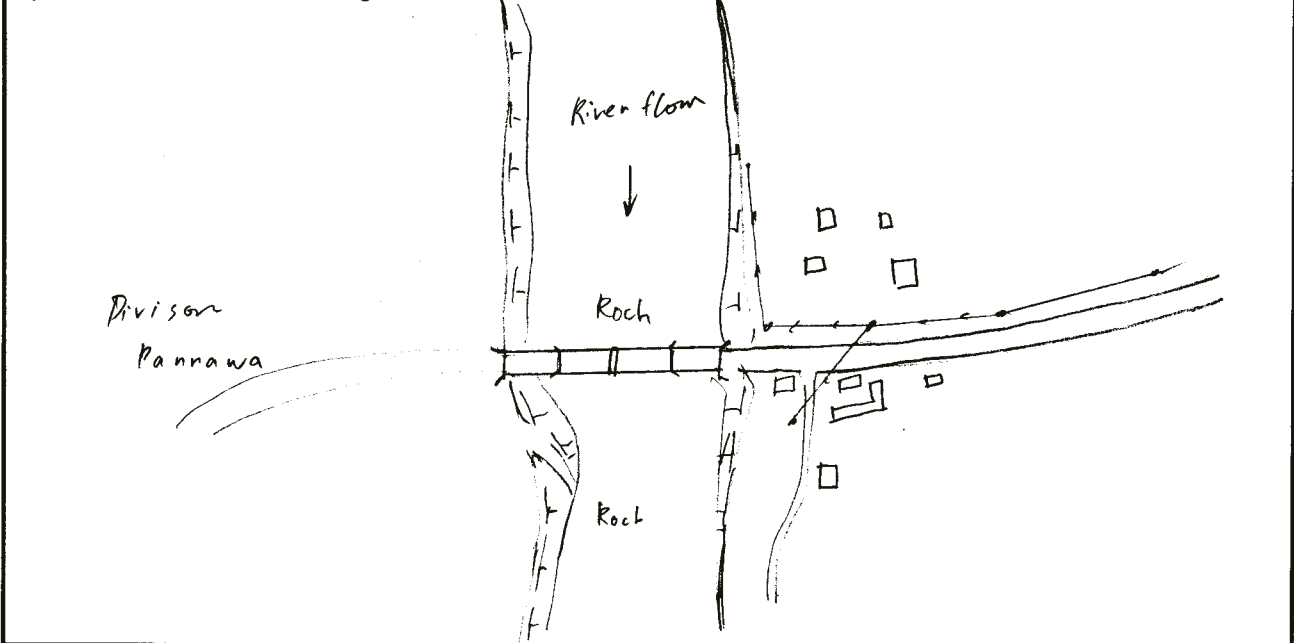
Outline of route

This road is a part of ring road starting from Kurunegala, connecting principal towns in the suburb of Kurunegala, including Wariyapola, Ganewattha, and Hiripitiya. Kurunegala connects to Wariyapola via the A-class National Highway 10 (A10), while Kurunegala connects to Hiripitiya via B300. The A10 Road section up to Wariyapola is of sufficient width and is well paved. For the B300 section up to Hiripitiya, road improvement is under way. Though no improvement work is made for B478 on which the bridge to be surveyed exists, the width was increased in certain bridges. It appears that improvement of the bridge has been started. This road intersects with the railway at Ganewattha where there is a station. Coconut plantations exist around this road. Coconuts are principal industrial products here.

Route map



Map of condition around the bridge



Serial No.200

The general view (longitudinal direction to the bridge axis)



The side view (perpendicular direction to the bridge axis)



Structural data

Structure type: <Superstructure>4-span simple steel truss girder bridge (deck slab for three spans and RC slab for <Abutment> Stone masonry block structure, reinforced concrete <Pier> Stone masonry block structure, reinforced concrete

Bridge length: 78.60m Span split: 19.7m+2@19.8m+19.0m

Width composition: Effective width 4.27m

Alignment: Straight bridge

Year of construction: 1930 (It appears that the span on the end point side has been reconstructed.)

Damage condition

Superstructure: Steel truss girder was repainted and no heavy corrosion was observed. Relatively new touch-up painting observed in a part of deck slab.

Substructure: Minor damage in stone material

Accessories: Truss girder settling in a pier of stone masonry block structure.

Others: Insufficient road width

Traffic volume

O: Pedestrians

1993	240 vehicles/day
2000	972 vehicles/day (66)

Natural conditions

Topographical features: Relatively flat topography in the savanna.

Geological features: Rock mass exposed in the river bed, which may indicate that the bearing stratum exists at a relatively shallow level.

River: Water level rises by about 5.5 m during rainy season, and the bridge is flooded to the truss bottom chord member.

Others: None in particular

Surrounding environment

Amunuguma village is on one side of the bridge, the Wariyapora side. Pannawa village is on the other side, the Hiripitiya side. The bridge crosses over the Dadulu river flowing along the boundary of the village.

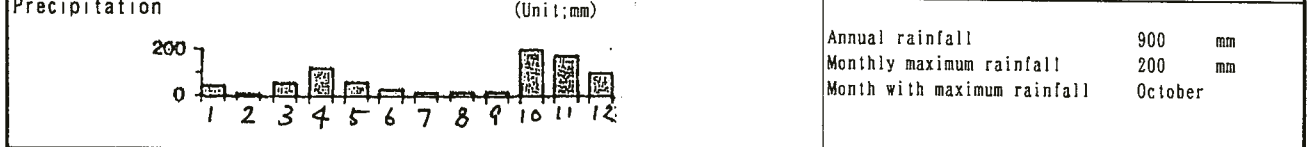
There are about 250 households (1000 people) in small villages on both sides of the bridge.

There is only a primary school. Secondary schools are in Wariyapora and Hiripitiya. There is a hospital in Wariyapora and Hiripitiya, but the larger hospital is in Kurunegala. The police station is only in Wariyapora.

Site condition

Utilities to be transferred Water pipe is installed.

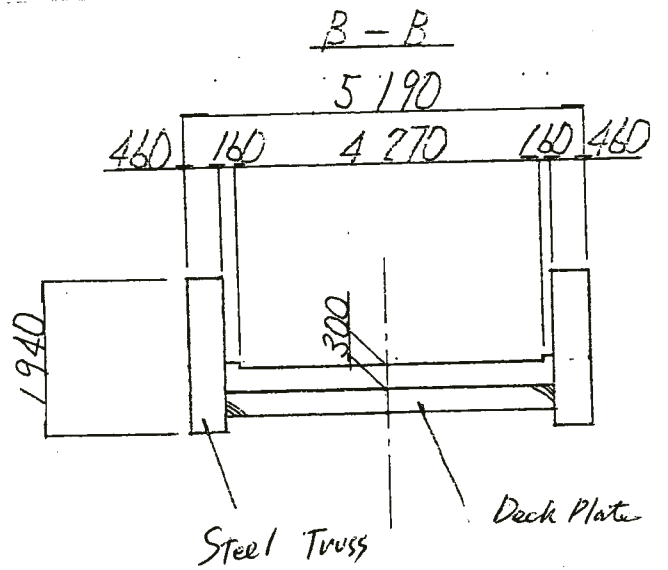
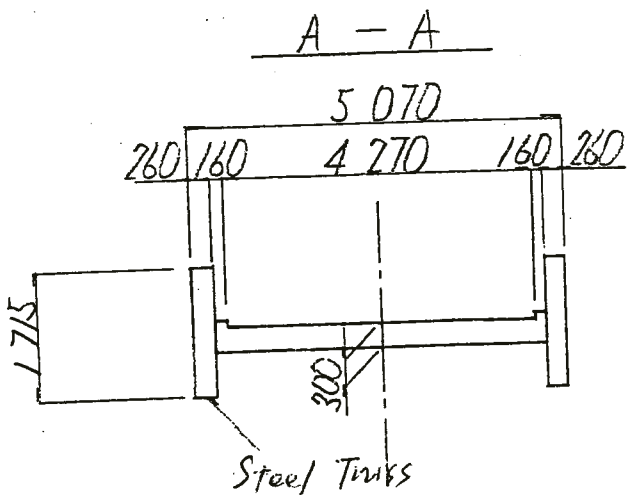
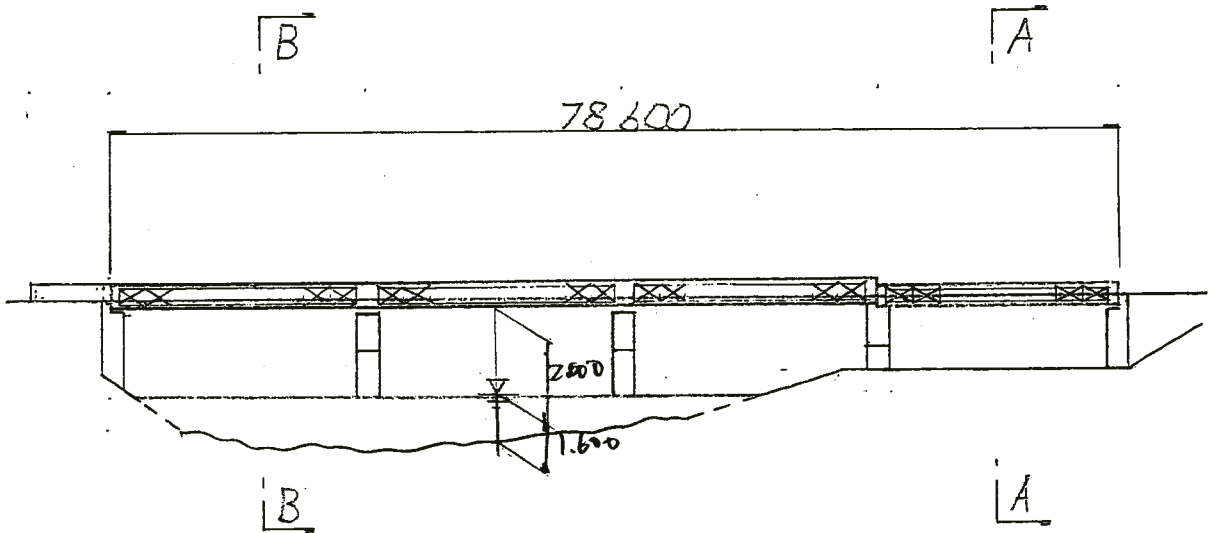
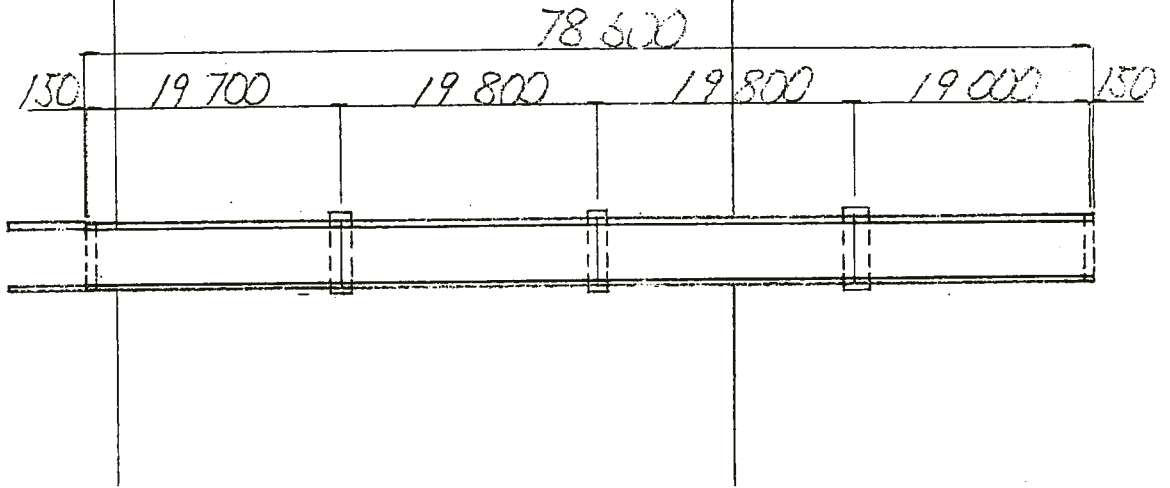
Bypass: To bypass the bridge, it is necessary to go to Kurunegala, requiring 50 km or more detouring.



Current site map

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No. 200



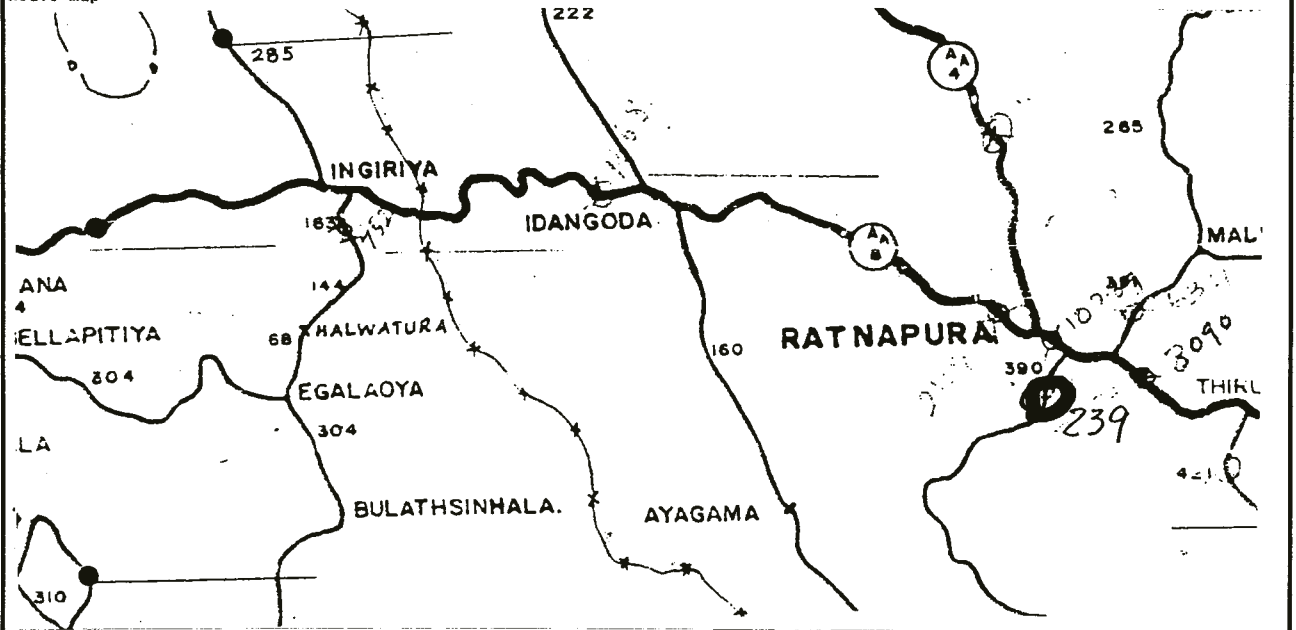
NO. 239 existing road condition

Location		Road No.	Name of road	Km Post
Province	District			
Sabaragamuwa	Ratnapura	B390	Ratnapura-Palawela-Karawita	1/3

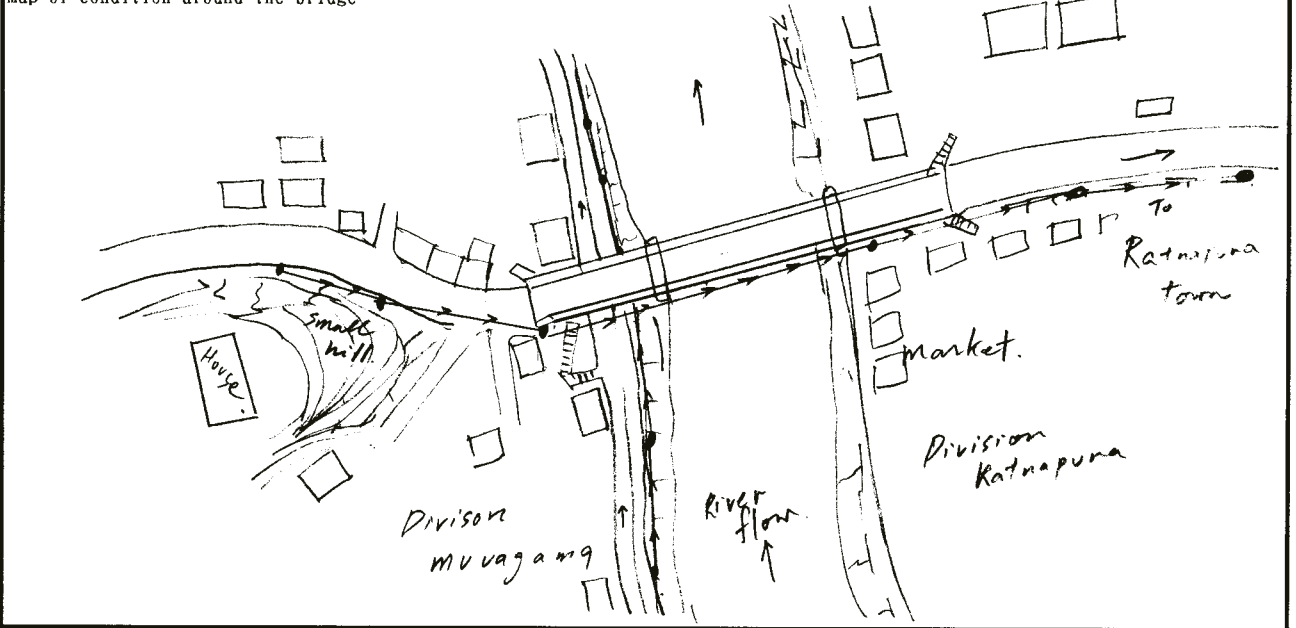
Outline of route

The B369 road branches from the A-class National Highway 4 (A4) in the approximate center of Ratnapura, passing through the Muvagama Division that is divided into halves by Kalu Ganga, then connects to Palawela and Karawita. From Karawita, the road passes through Nivitigala and connects to A4 Road. The roads passing through towns such as Kotamulla and Parawela provide short cut to Ratnapura or A4 Road. Rubber plantations exist between Kotamulla and Parawela, while 15 tea factories are located in the mountainous area to the west of Parawela. These products are considered to be transported via this road to Ratnapura or via A4 Road to Colombo. In the Muvagama Division on the bank opposite Ratnapura, there are many residential houses, government buildings, and schools along B369 and urbanization is in progress. Markets and stores are densely constructed on the Ratnaputra side.

Route map



Map of condition around the bridge



Serial No.239

The general view (longitudinal direction to the bridge axis)



The side view (perpendicular direction to the bridge axis)



No. 239

