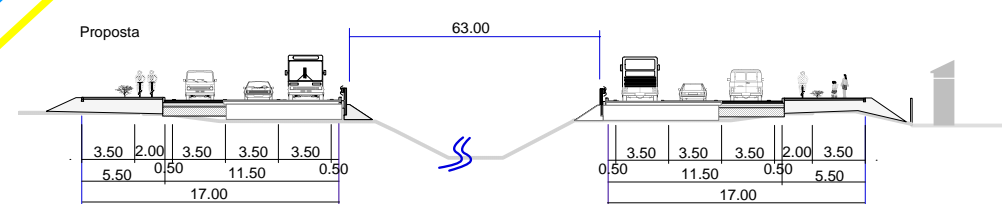
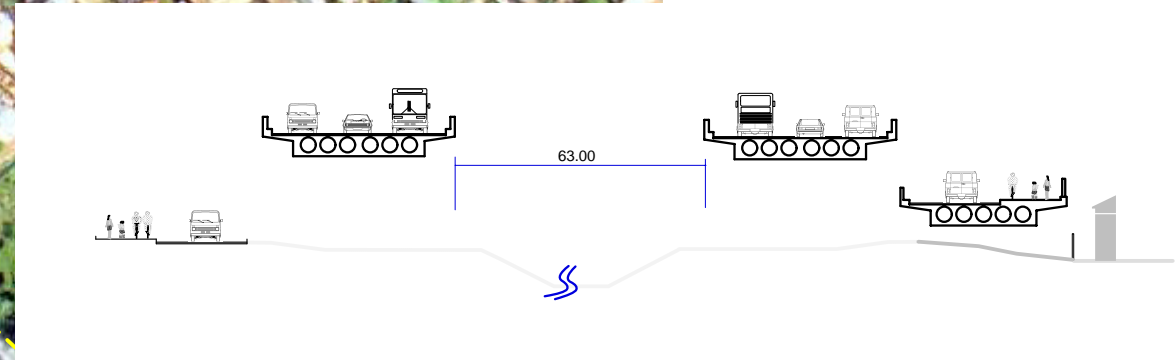
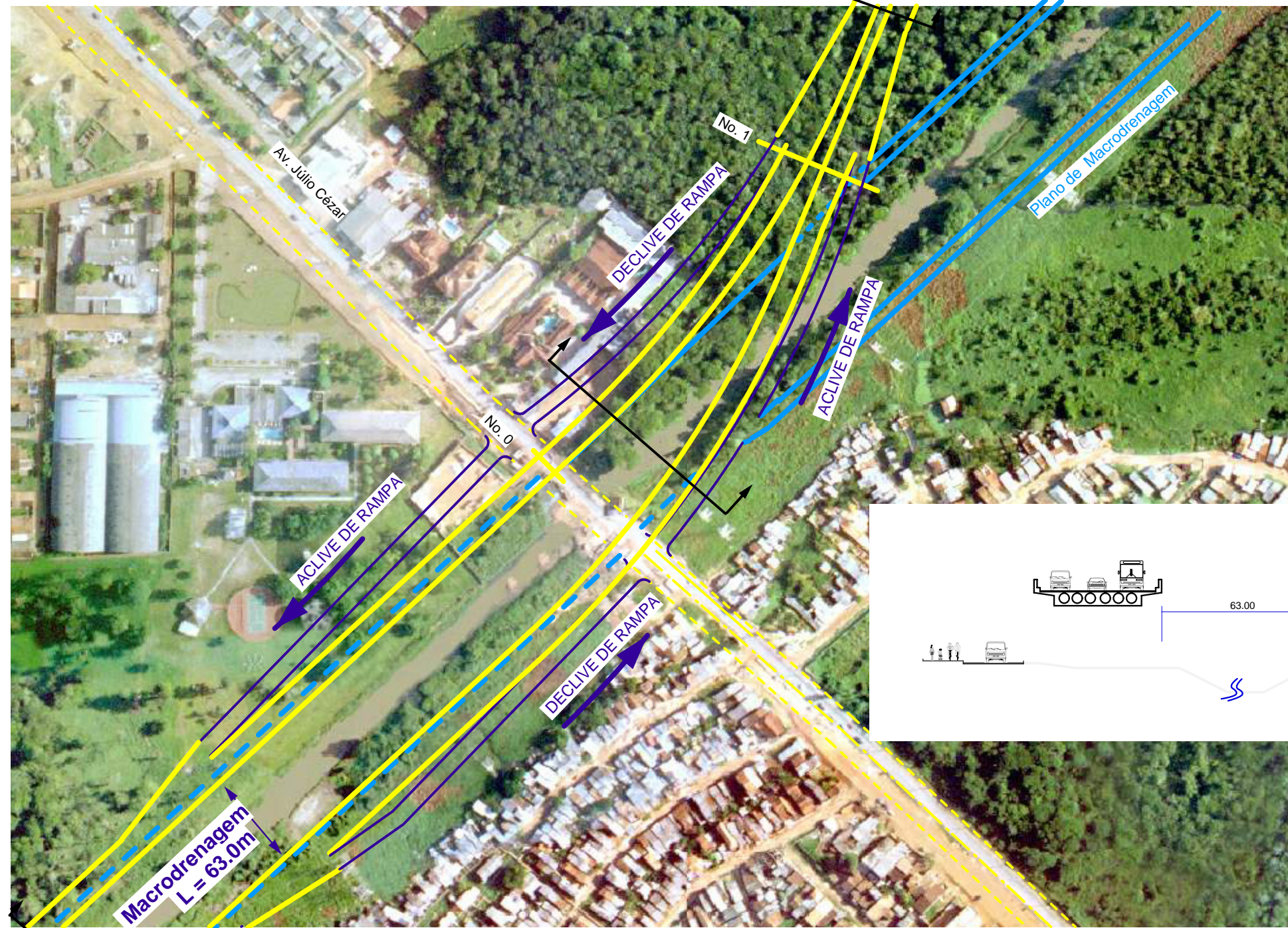
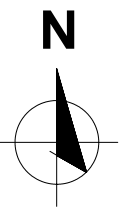
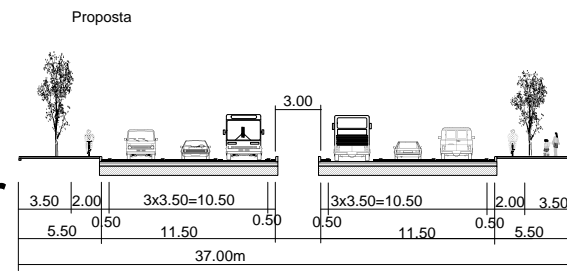


Planta de Interseção

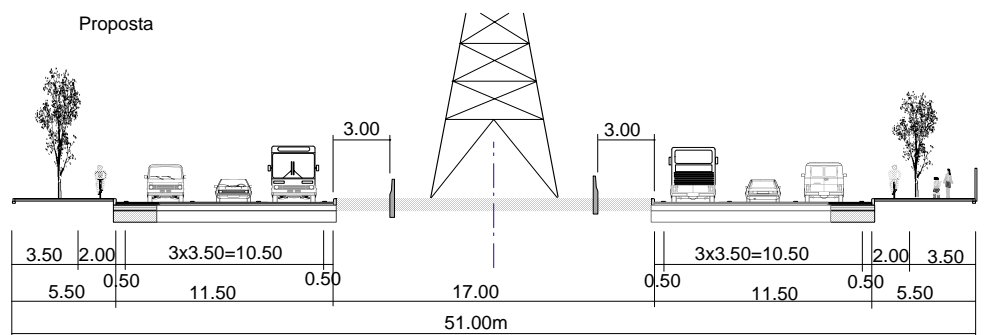
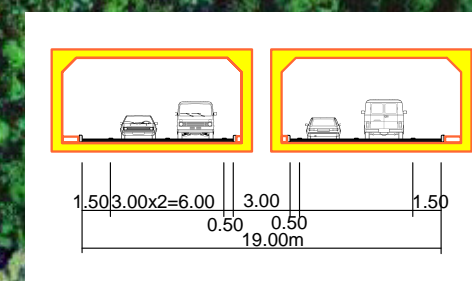
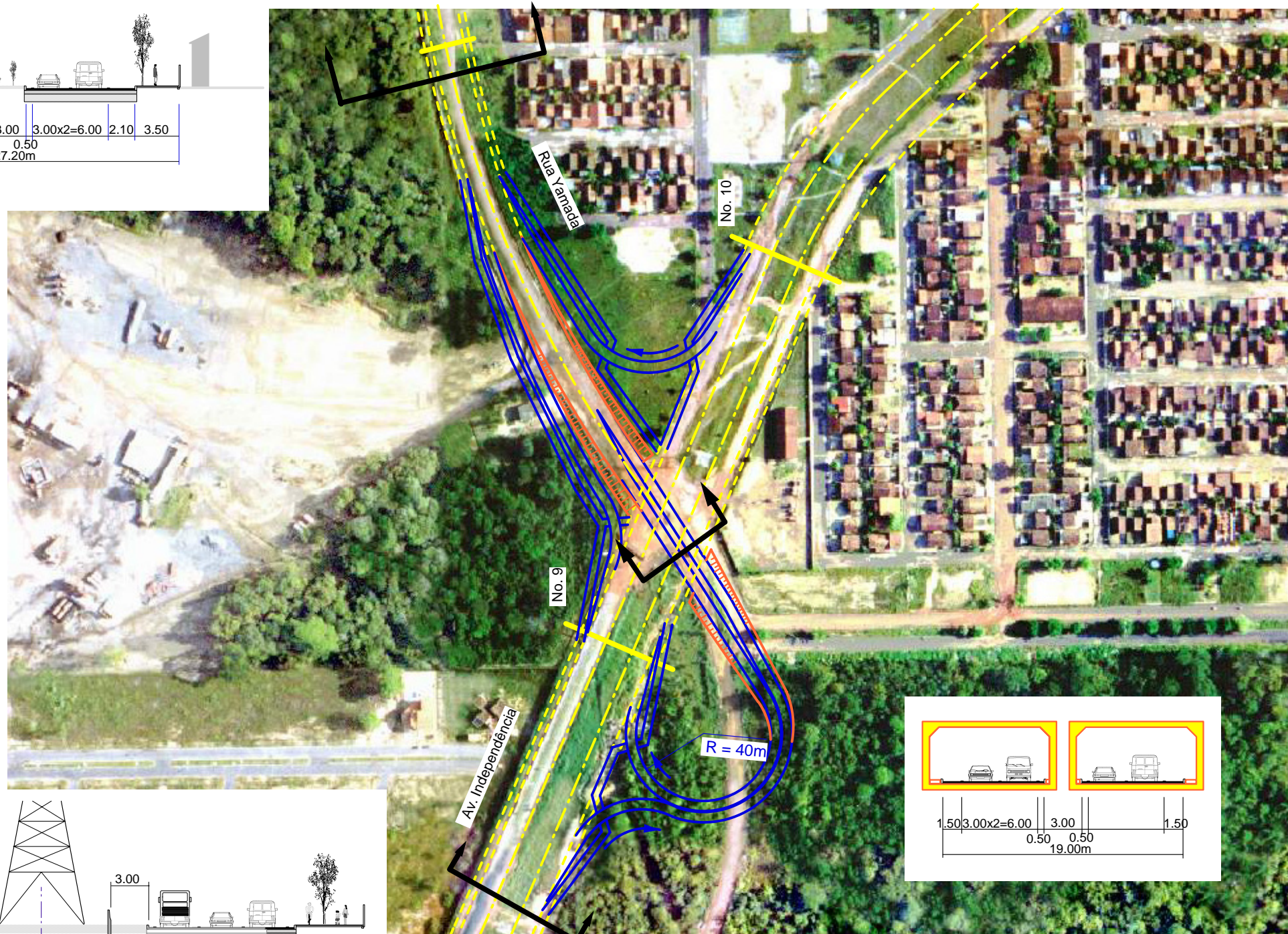
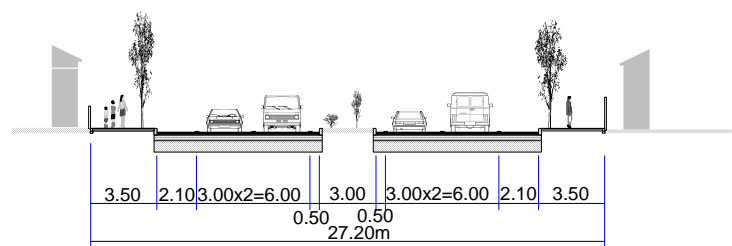
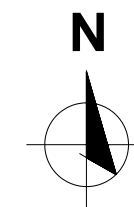
Avenida Independência x Avenida Júlio César



| | | | | |
|---|--|---|--|---------------|
| Planta de Interseção Avenida Independência x Avenida Júlio César | GOVERNO DO ESTADO DO PARÁ SECRETARIA ESPECIAL DE ESTADO DE INTEGRAÇÃO REGIONAL (SEIR) | AGÊNCIA DE COOPERAÇÃO INTERNACIONAL DO JAPÃO (JICA) | ESTUDO DE VIABILIDADE ECONÔMICA DE PROJETOS PARA O MELHORAMENTO DO SISTEMA DE TRANSPORTE NA REGIÃO METROPOLITANA DE BELÉM | |
| | | | DATA | DESENHO No. |
| | | ESCALA | S = 1 : 3,000 | PÁGINA No. 34 |

Planta de Interseção

Avenida Independência x Rua Yamada



Planta de Interseção
Avenida Independência x Rua Yamada

GOVERNO DO ESTADO DO PARÁ
SECRETARIA ESPECIAL DE ESTADO DE
INTEGRAÇÃO REGIONAL
(SEIR)

AGÊNCIA DE COOPERAÇÃO
INTERNACIONAL DO JAPÃO
(JICA)

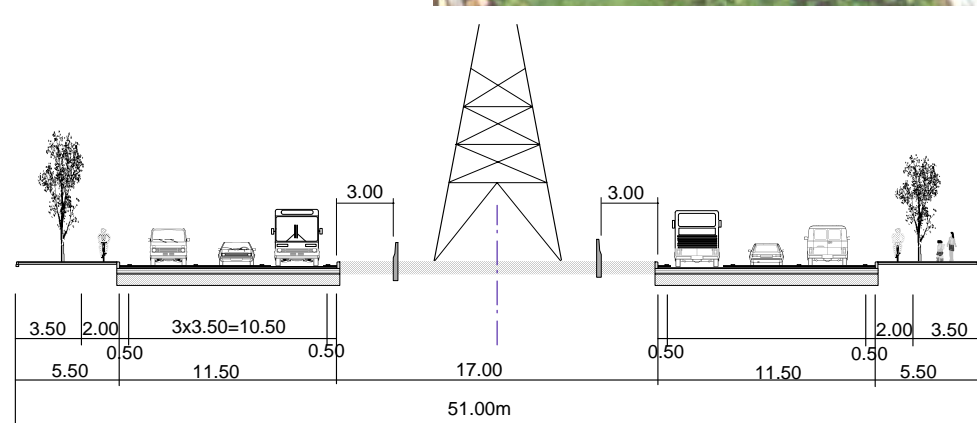
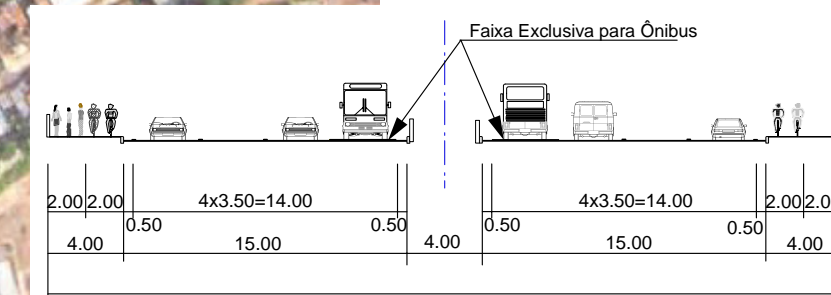
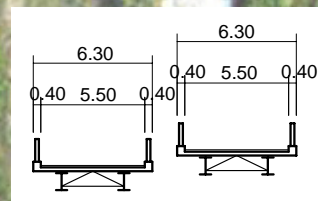
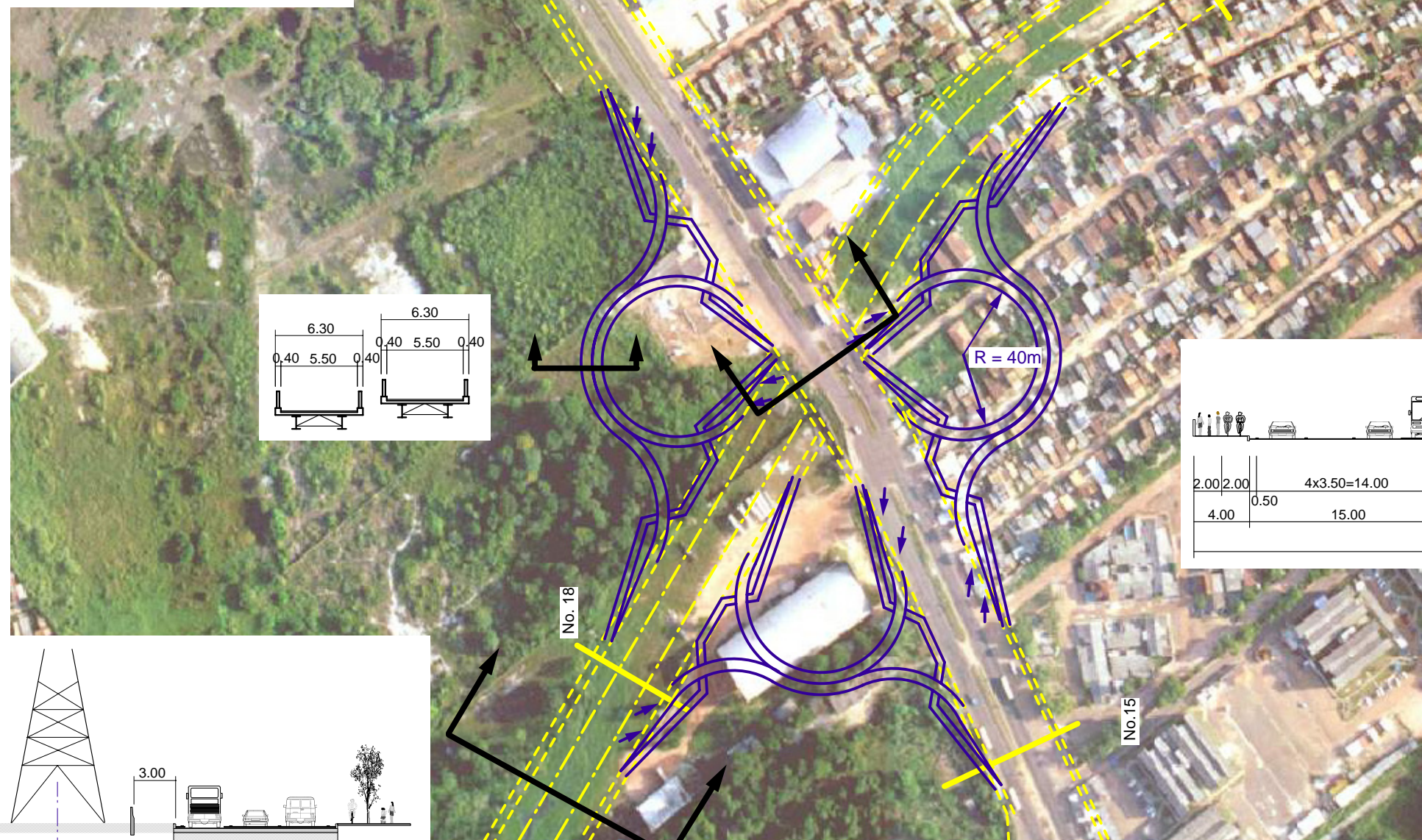
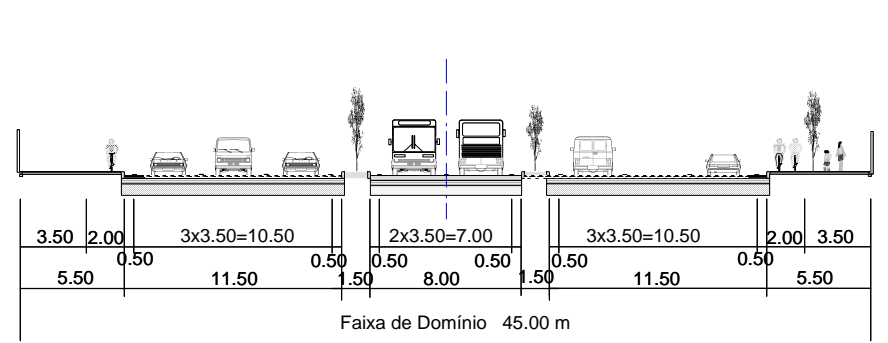
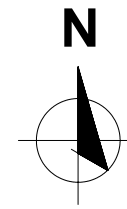
ESTUDO DE VIABILIDADE ECONÔMICA DE PROJETOS PARA O MELHORAMENTO
DO SISTEMA DE TRANSPORTE NA REGIÃO METROPOLITANA DE BELÉM

DATA _____
ESCALA S = 1 : 3,000

DESENHO No. _____
PÁGINA No. 35

Planta de Interseção

Rodovia Augusto Montenegro x Avenida Independência



Planta de Interseção

Rodovia Augusto Montenegro x Avenida Independência

GOVERNO DO ESTADO DO PARÁ
SECRETARIA ESPECIAL DE ESTADO DE
INTEGRAÇÃO REGIONAL
(SEIR)

AGÊNCIA DE COOPERAÇÃO
INTERNACIONAL DO JAPÃO
(JICA)

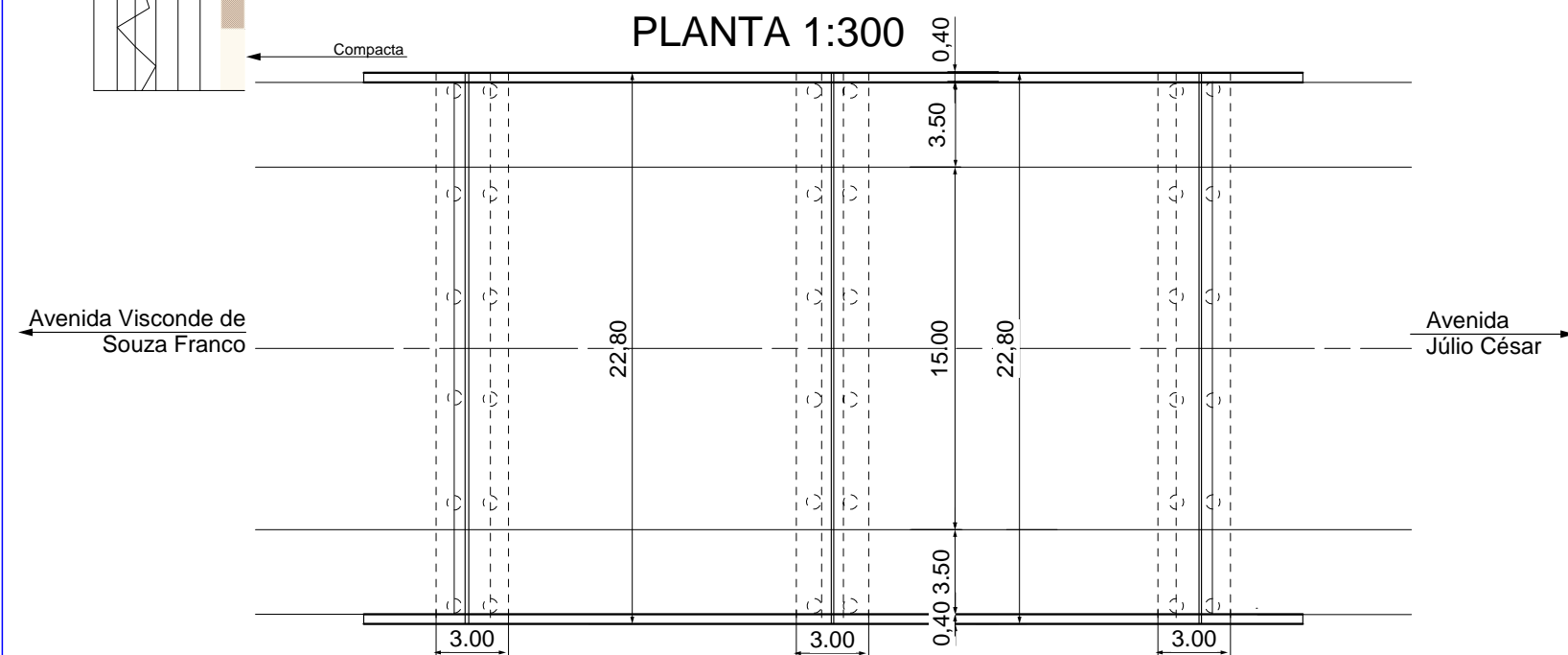
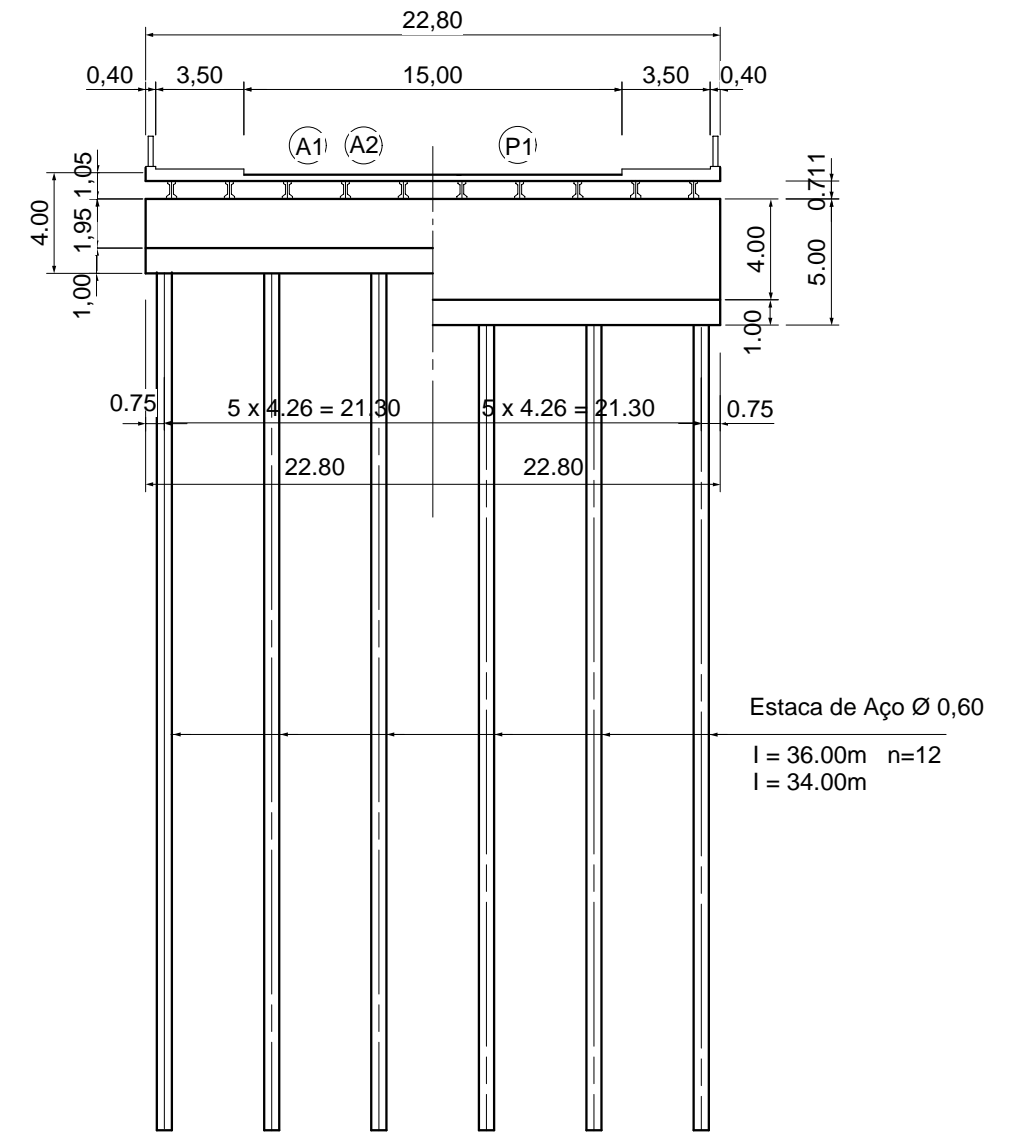
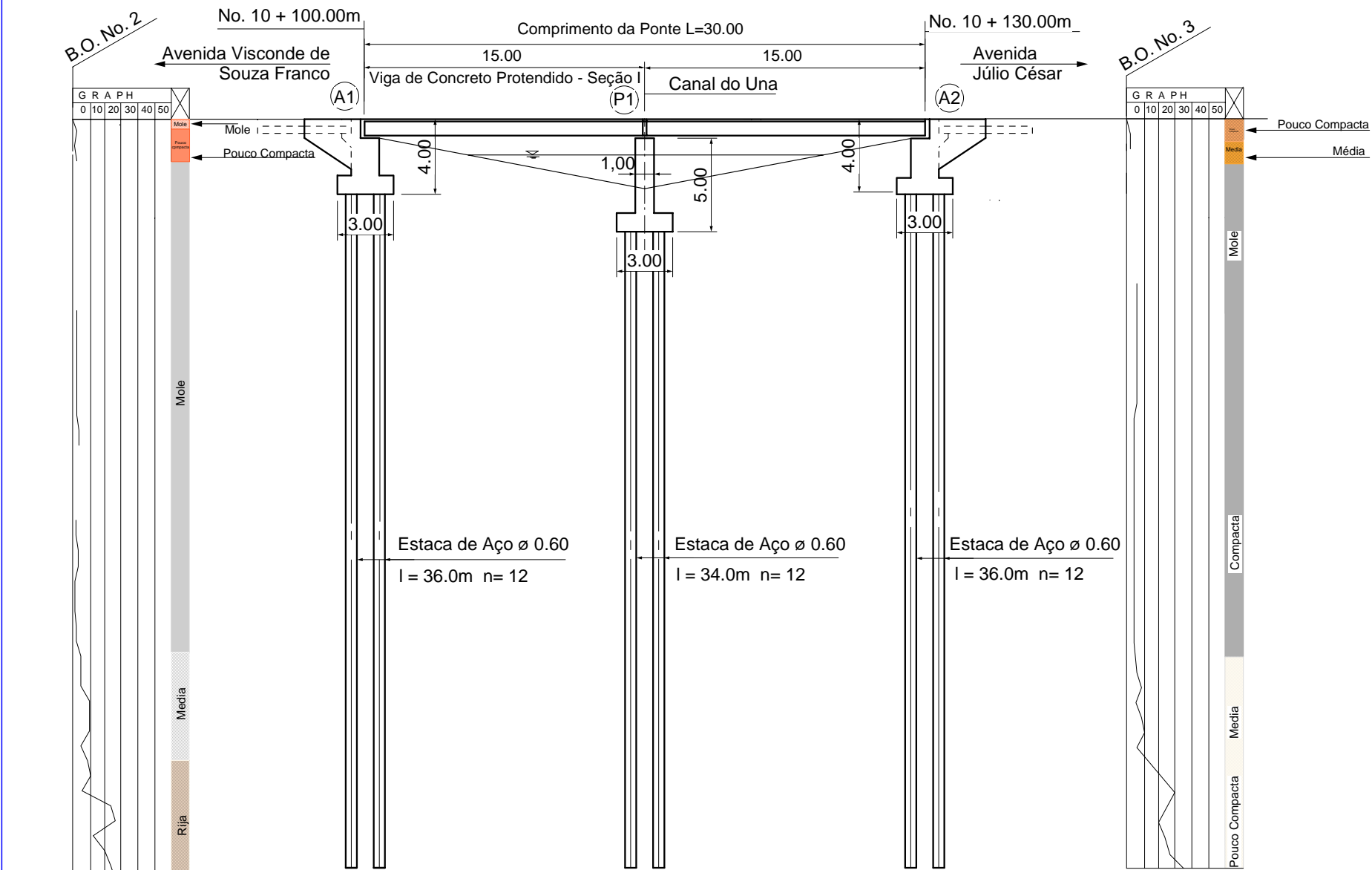
ESTUDO DE VIABILIDADE ECONÔMICA DE PROJETOS PARA O MELHORAMENTO
DO SISTEMA DE TRANSPORTE NA REGIÃO METROPOLITANA DE BELÉM

DATA
ESCALA S = 1 : 3,000

DESENHO No.
PÁGINA No. 36

ELEVAÇÃO 1:300 Avenida Independência - Ponte 1

SEÇÃO 1:300



Avenida Independência
Ponte 1

GOVERNO DO ESTADO DO PARÁ
SECRETARIA ESPECIAL DE ESTADO DE
INTEGRAÇÃO REGIONAL
(SEIR)

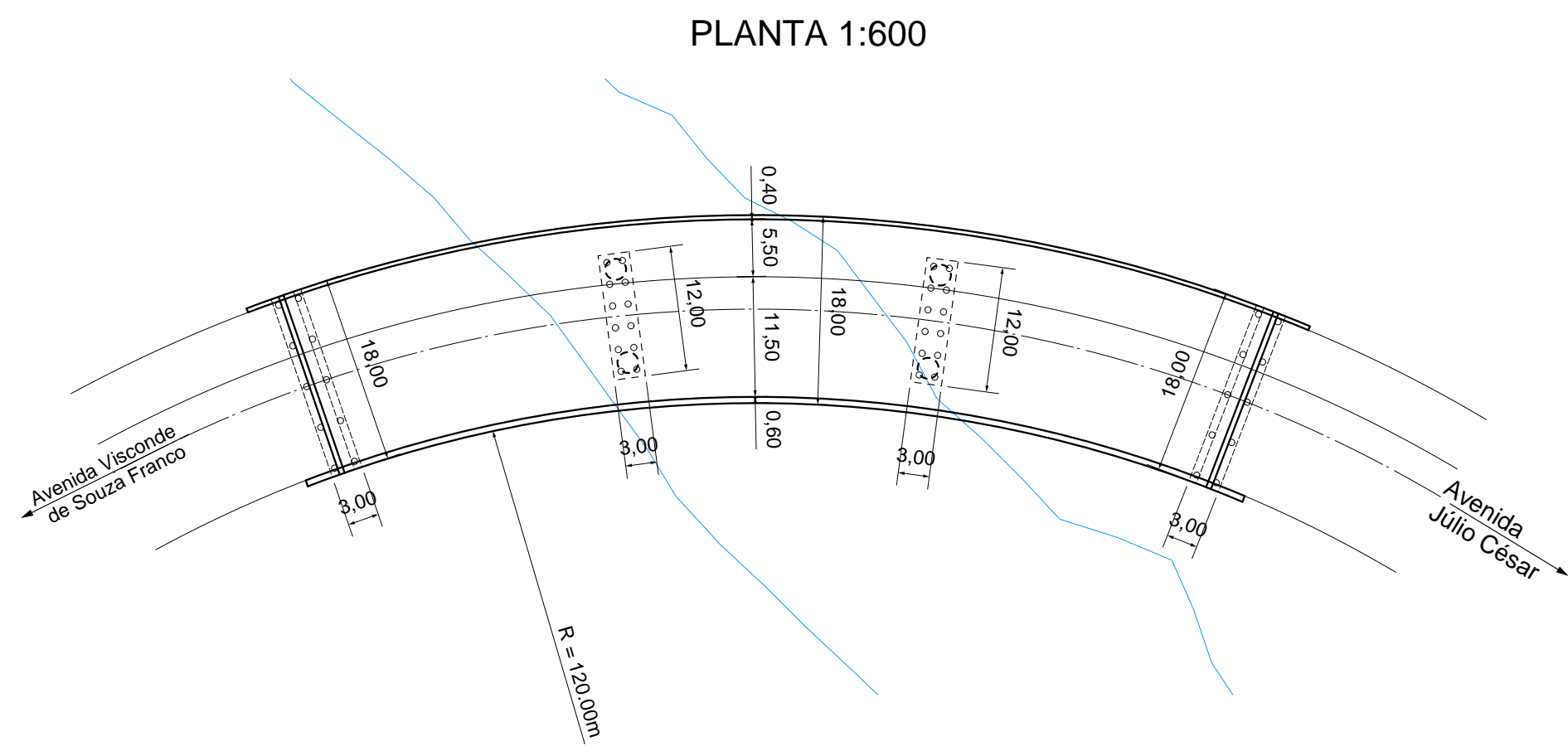
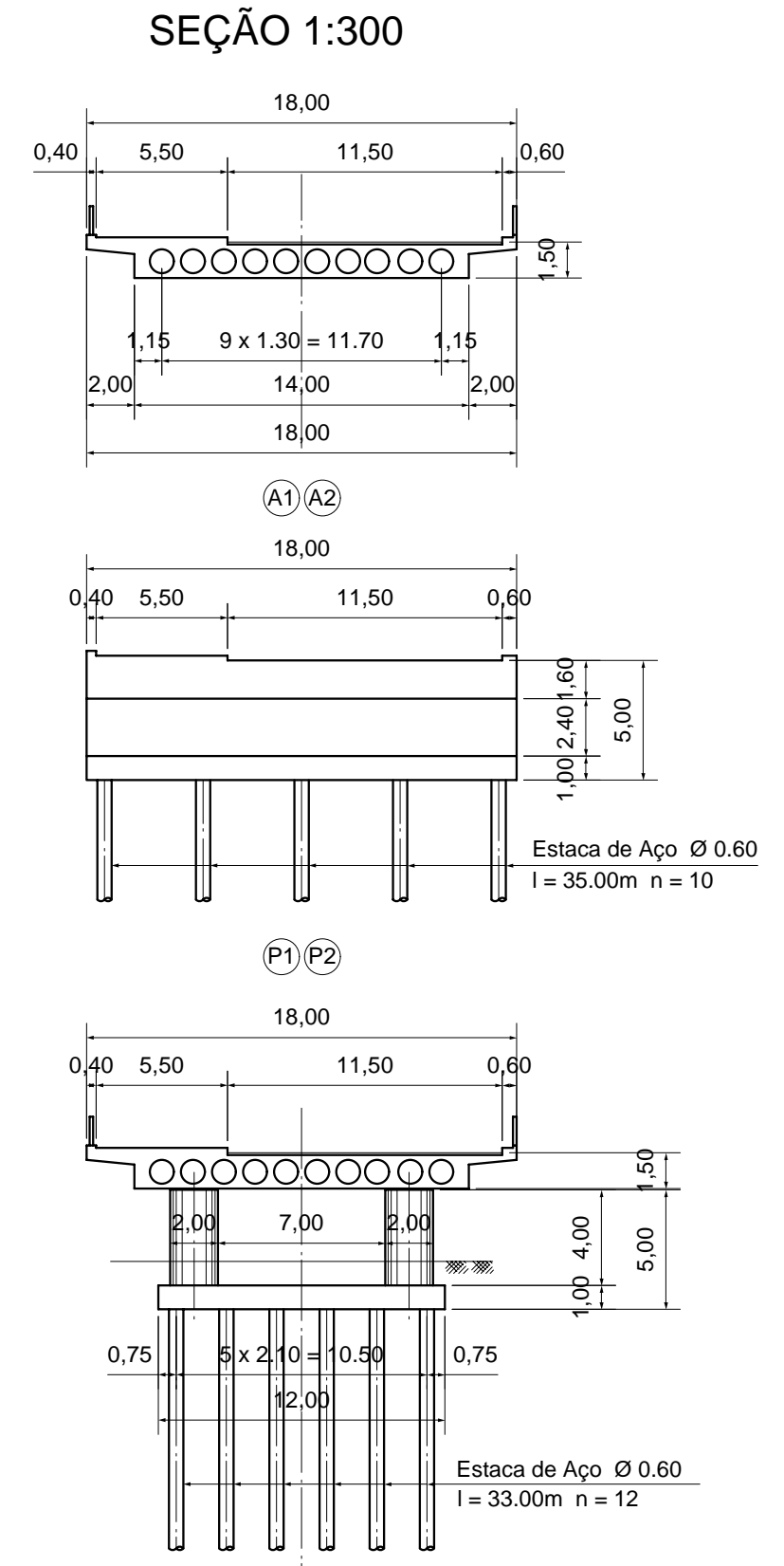
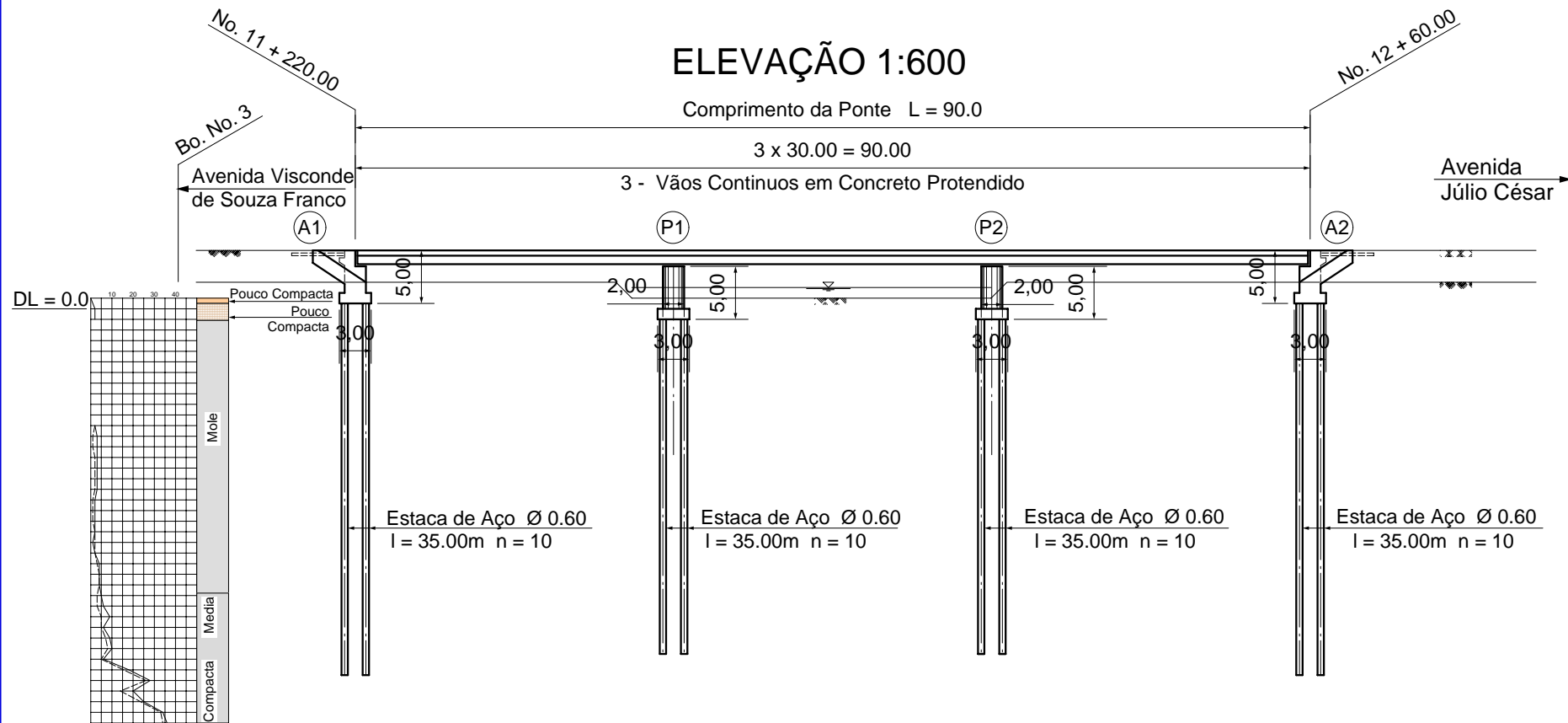
AGÊNCIA DE COOPERAÇÃO
INTERNACIONAL DO JAPÃO
(JICA)

ESTUDO DE VIABILIDADE ECONÔMICA DE PROJETOS PARA O MELHORAMENTO
DO SISTEMA DE TRANSPORTE NA REGIÃO METROPOLITANA DE BELÉM

DATA
ESCALA

DESENHO No.
PÁGINA No. 37

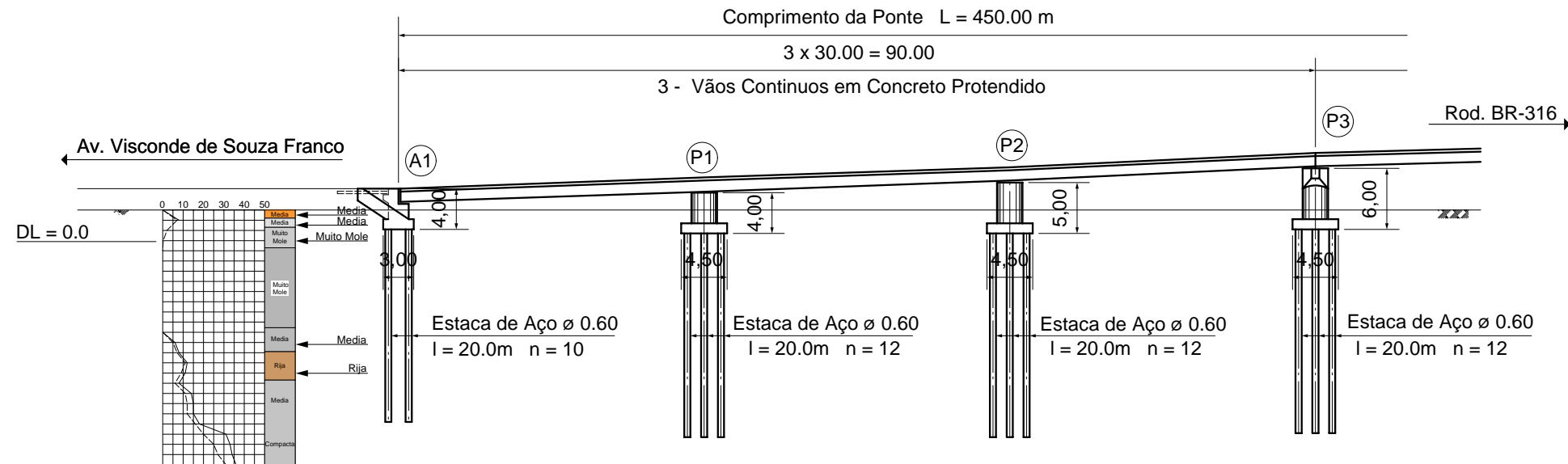
Avenida Independência - Ponte 2



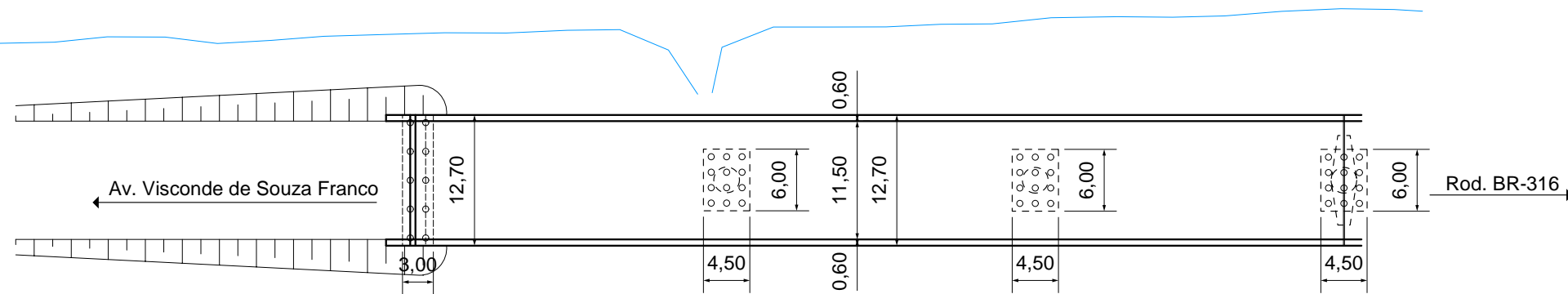
Avenida Independência - Ponte 3 - (1/7)

(A partir da Avenida Visconde de Souza Franco)

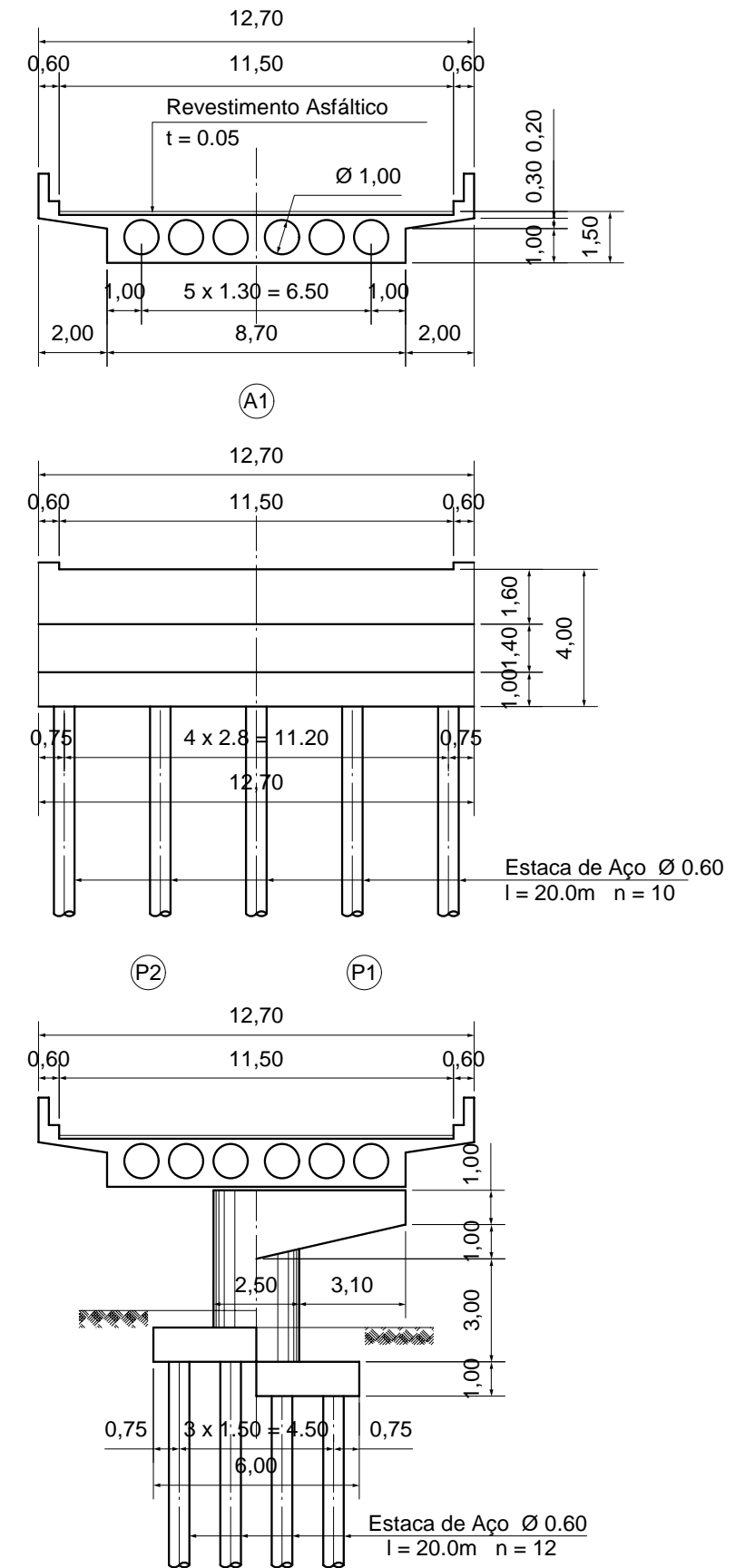
ELEVAÇÃO 1:600



PLANTA 1:600



SEÇÃO 1:200

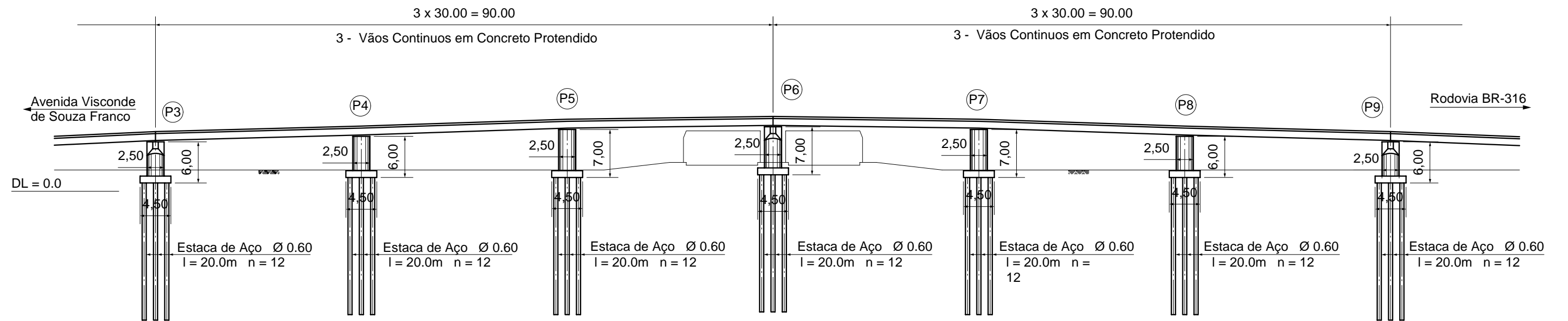


Avenida Independência - Ponte 3 - (2/7)

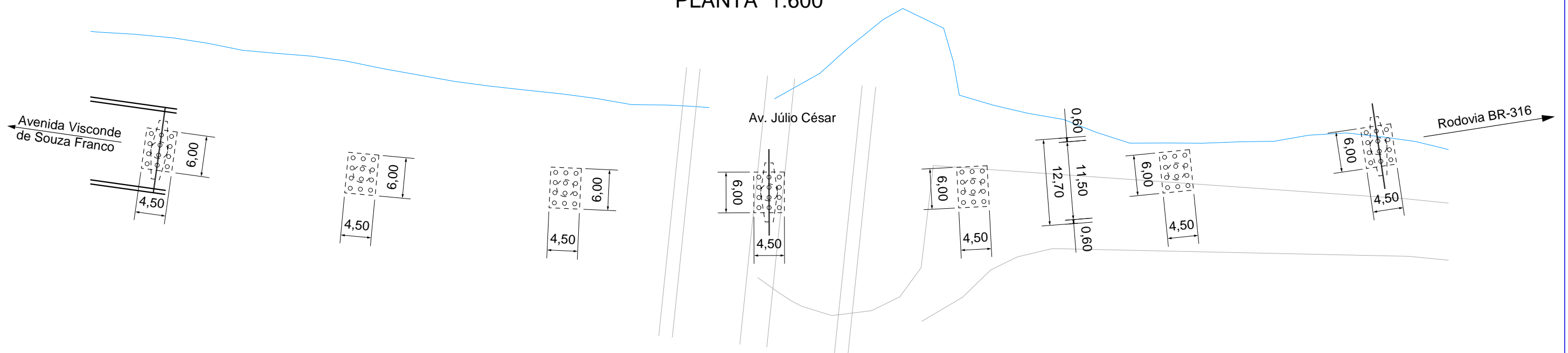
(A partir da Avenida Visconde de Souza Franco)

ELEVAÇÃO 1:600

Comprimento da Ponte L = 450.00



PLANTA 1:600

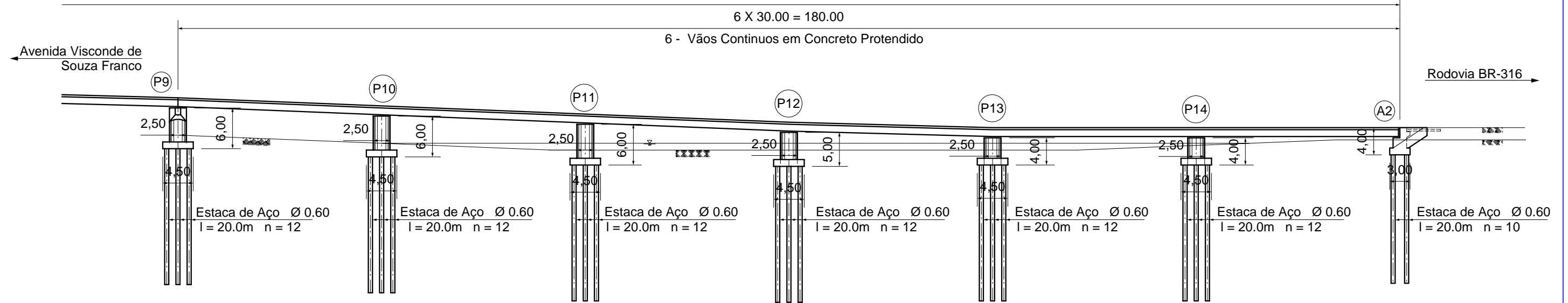


Avenida Independência - Ponte 3 - (3/7)

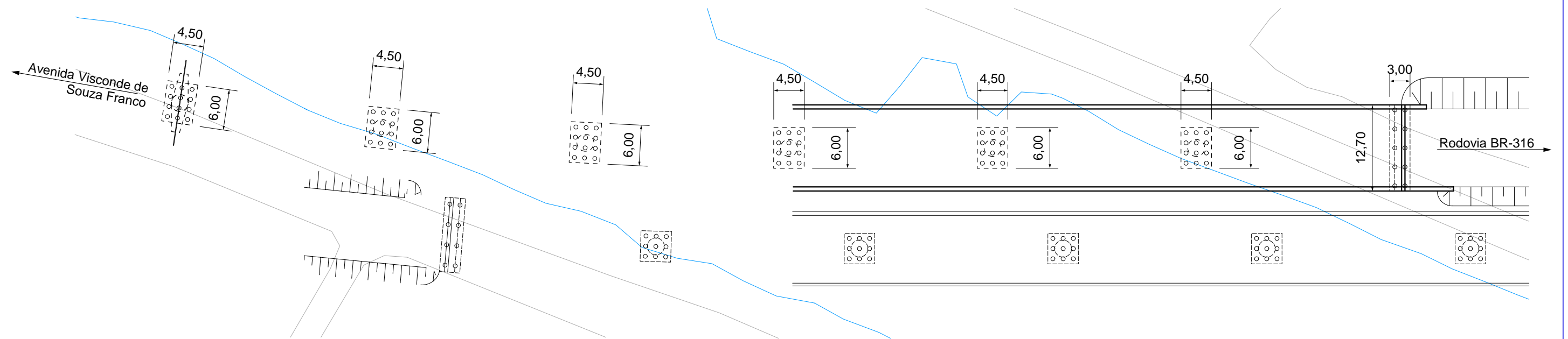
(A partir da Avenida Júlio César)

ELEVAÇÃO 1:600

Comprimento da Ponte L = 450.00



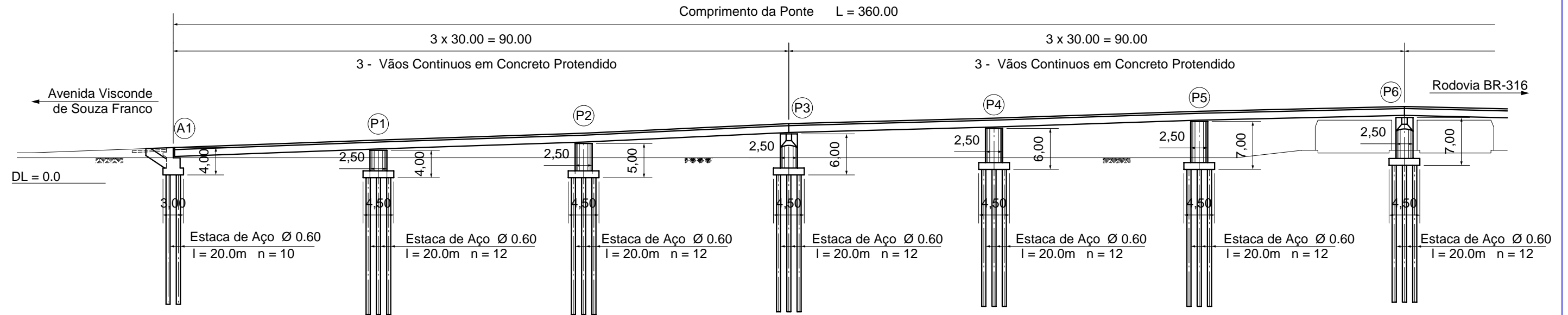
PLANTA 1:600



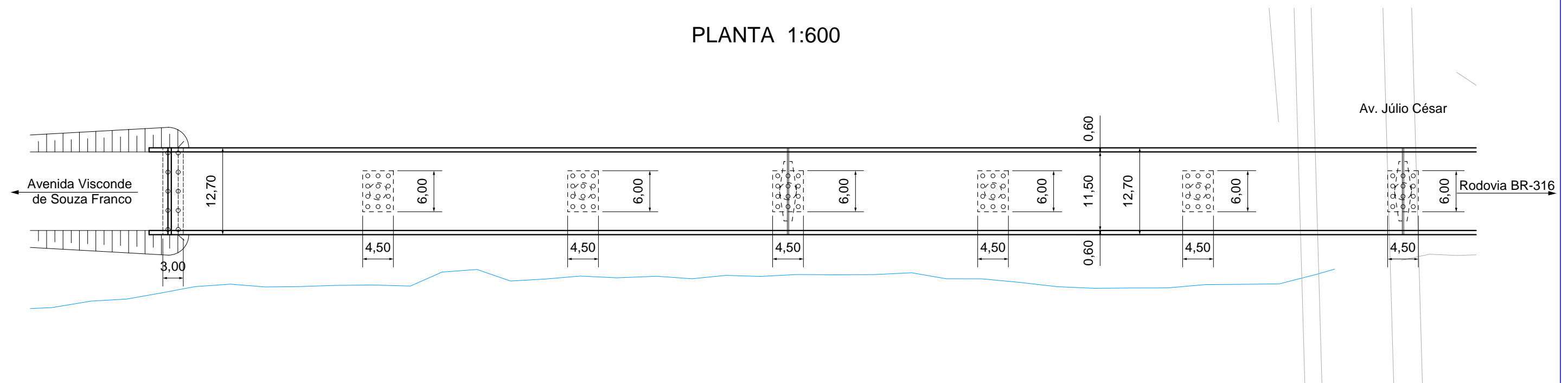
Avenida Independência - Ponte 3 - (4/7)

(A partir da Rodovia BR-316)

ELEVAÇÃO 1:600



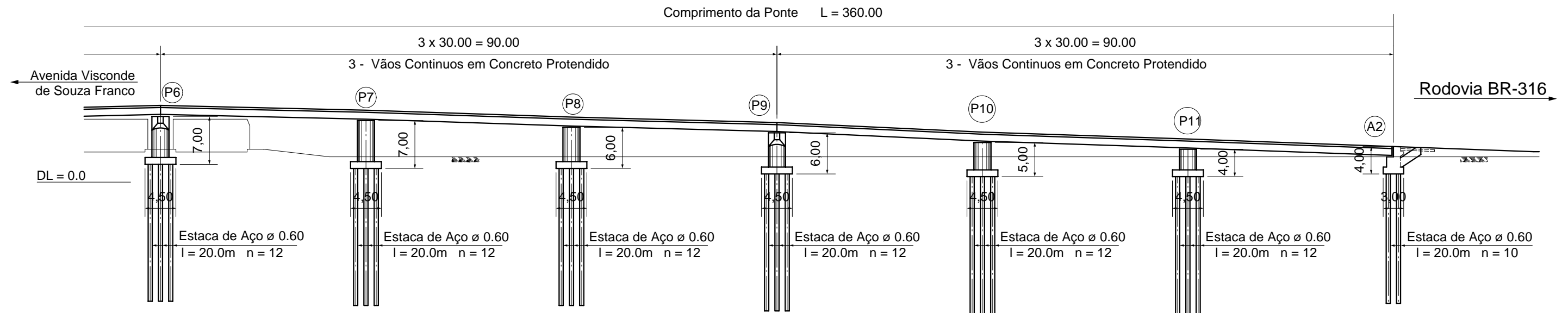
PLANTA 1:600



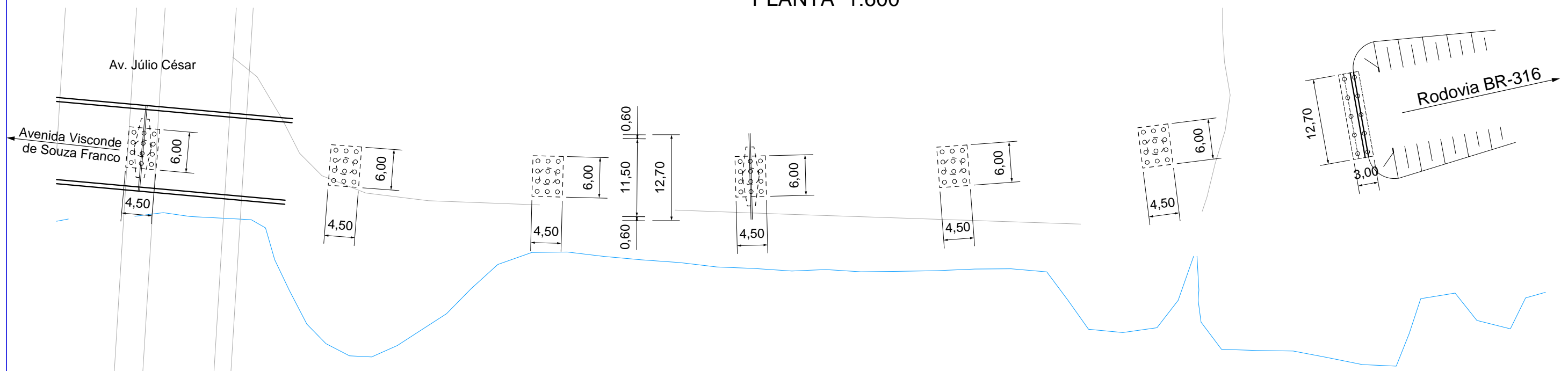
Avenida Independência - Ponte 3 - (5/7)

(A partir da Rodovia BR-316)

ELEVAÇÃO 1:600



PLANTA 1:600



Avenida Independência - Ponte 3 - (6/7)

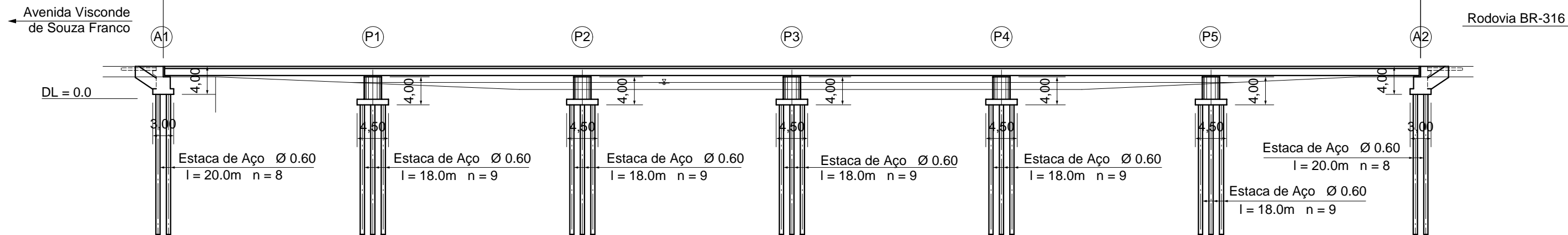
(A partir Avenida Júlio César)

ELEVAÇÃO 1:600

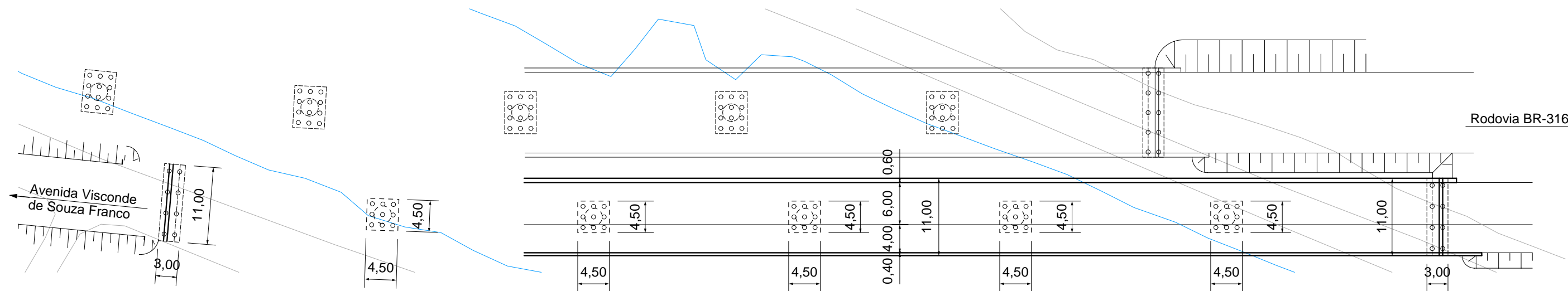
Comprimento da Ponte L = 180.00m

6 x 30.00 = 180.00

6 - Vãos Contínuos em Concreto Protendido



PLANTA 1:600



Avenida Independência
Ponte 3 - (6/7)

GOVERNO DO ESTADO DO PARÁ
SECRETARIA ESPECIAL DE ESTADO DE
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(SEIR)

AGÊNCIA DE COOPERAÇÃO
INTERNACIONAL DO JAPÃO
(JICA)

ESTUDO DE VIABILIDADE ECONÔMICA DE PROJETOS PARA O MELHORAMENTO
DO SISTEMA DE TRANSPORTE NA REGIÃO METROPOLITANA DE BELÉM

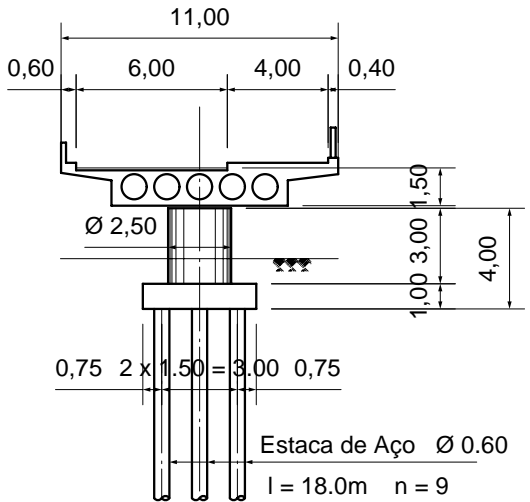
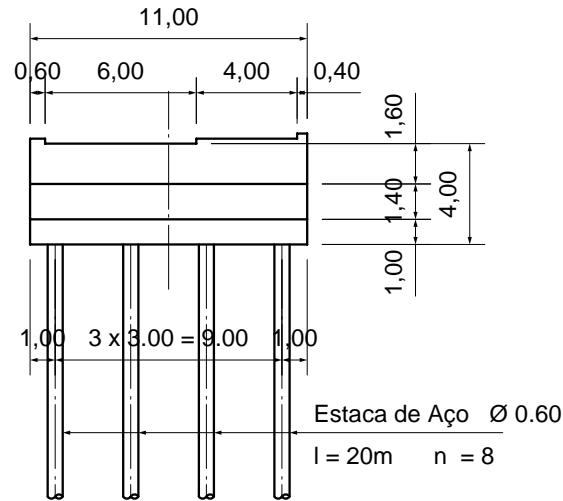
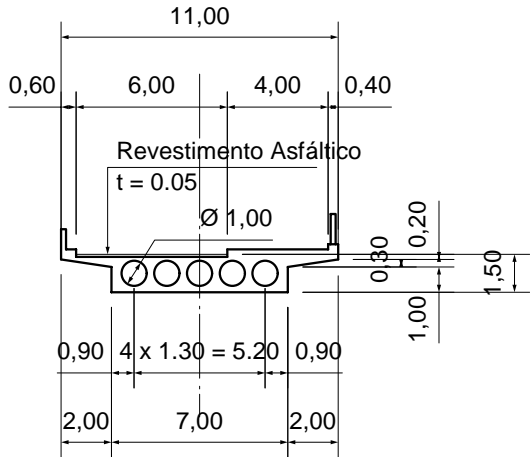
DATA
ESCALA

DESENHO No.
PÁGINA No. 44

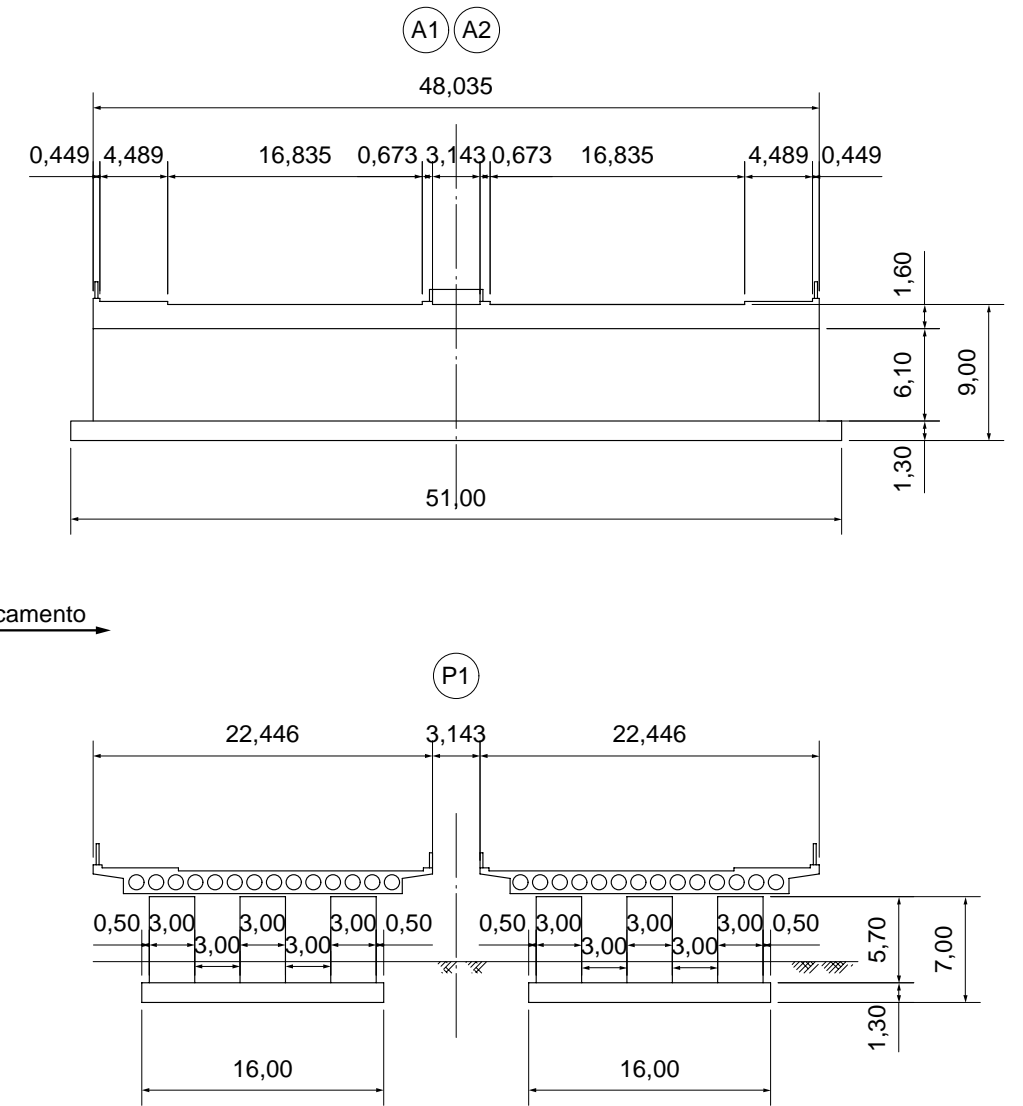
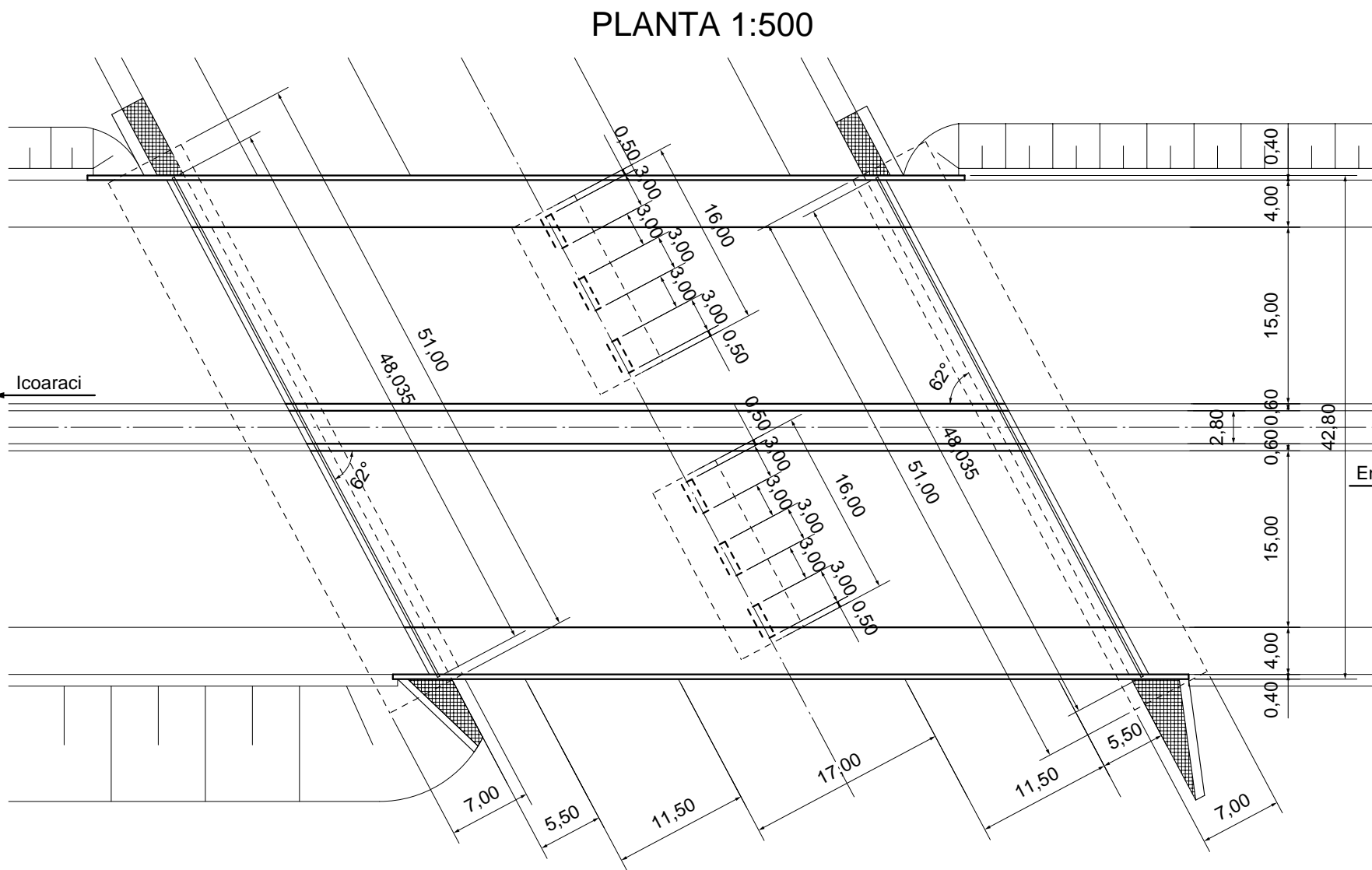
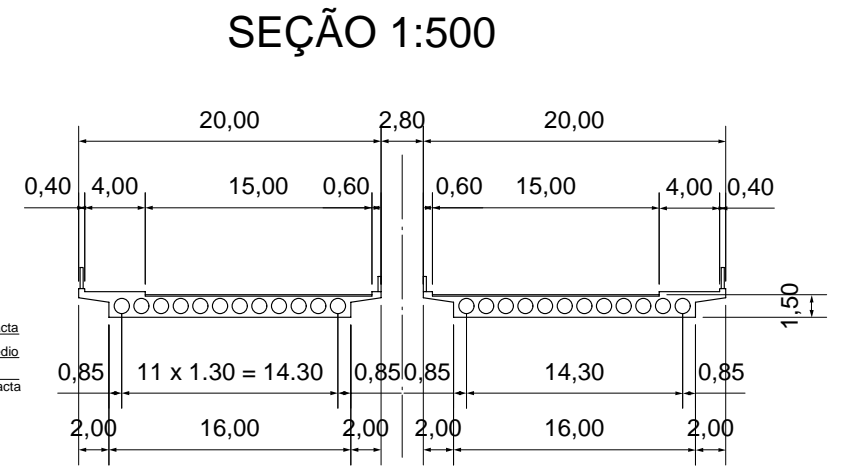
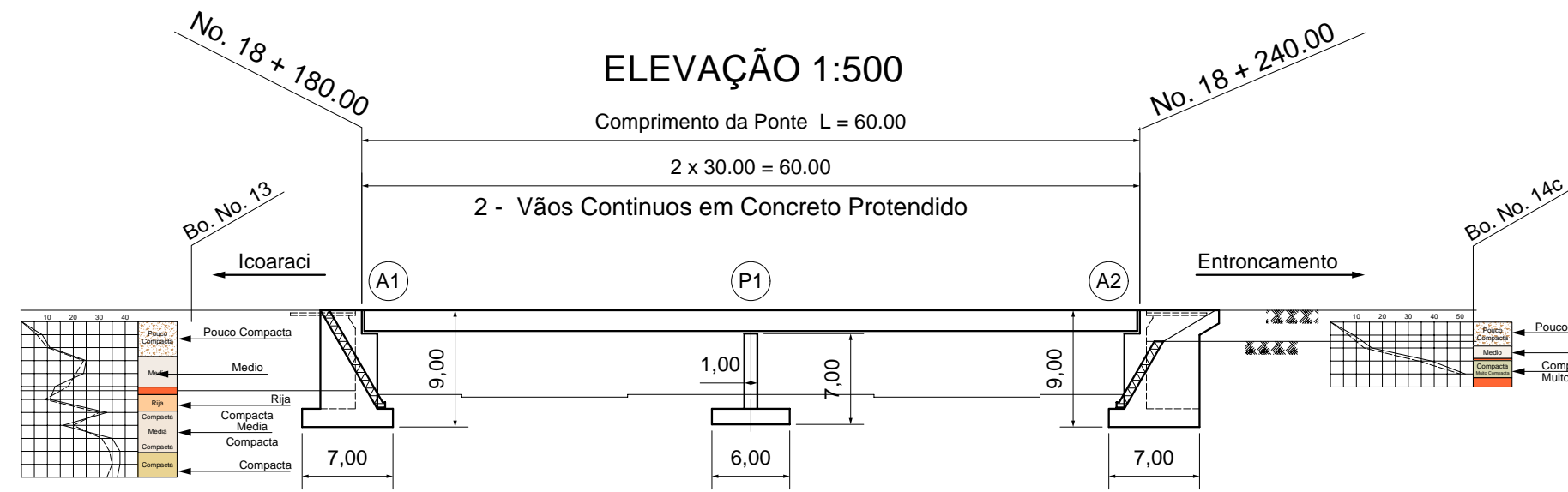
Avenida Independência - Ponte 3 - (7/7)

(A partir da Avenida Júlio César)

SEÇÃO 1:300



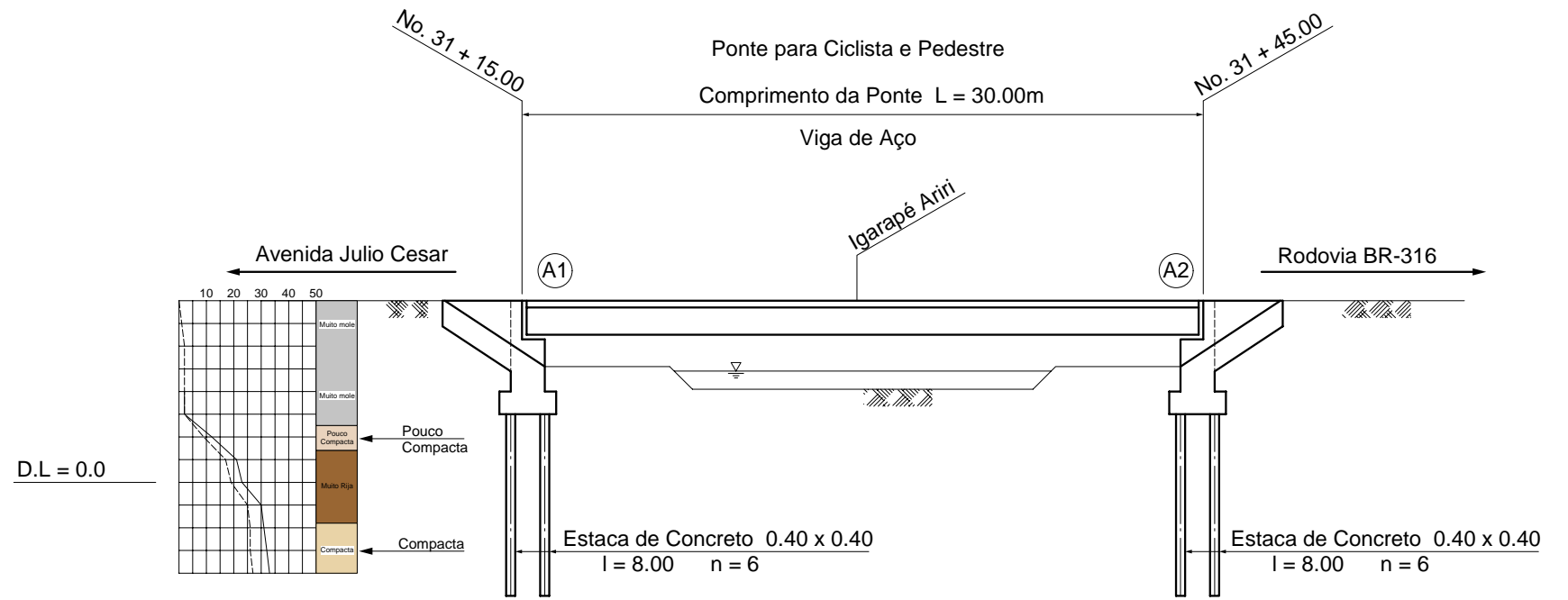
Avenida Independência - Ponte 4



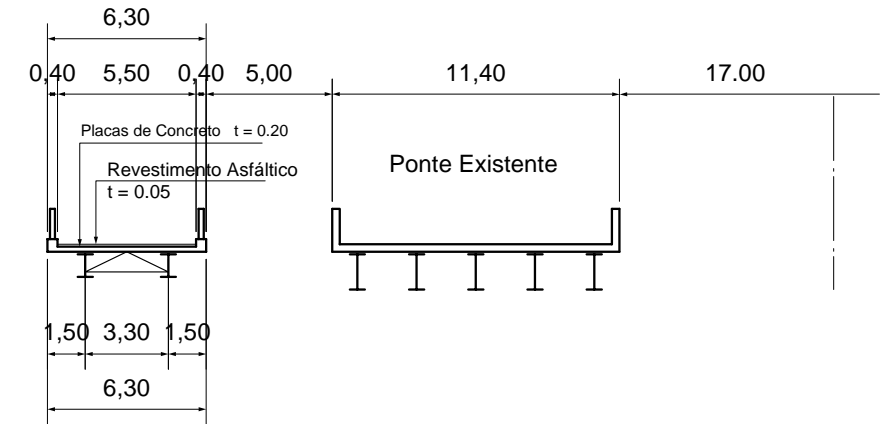
Avenida Independência - Ponte 5 - (1/2)

(A partir da Rodovia BR-316)

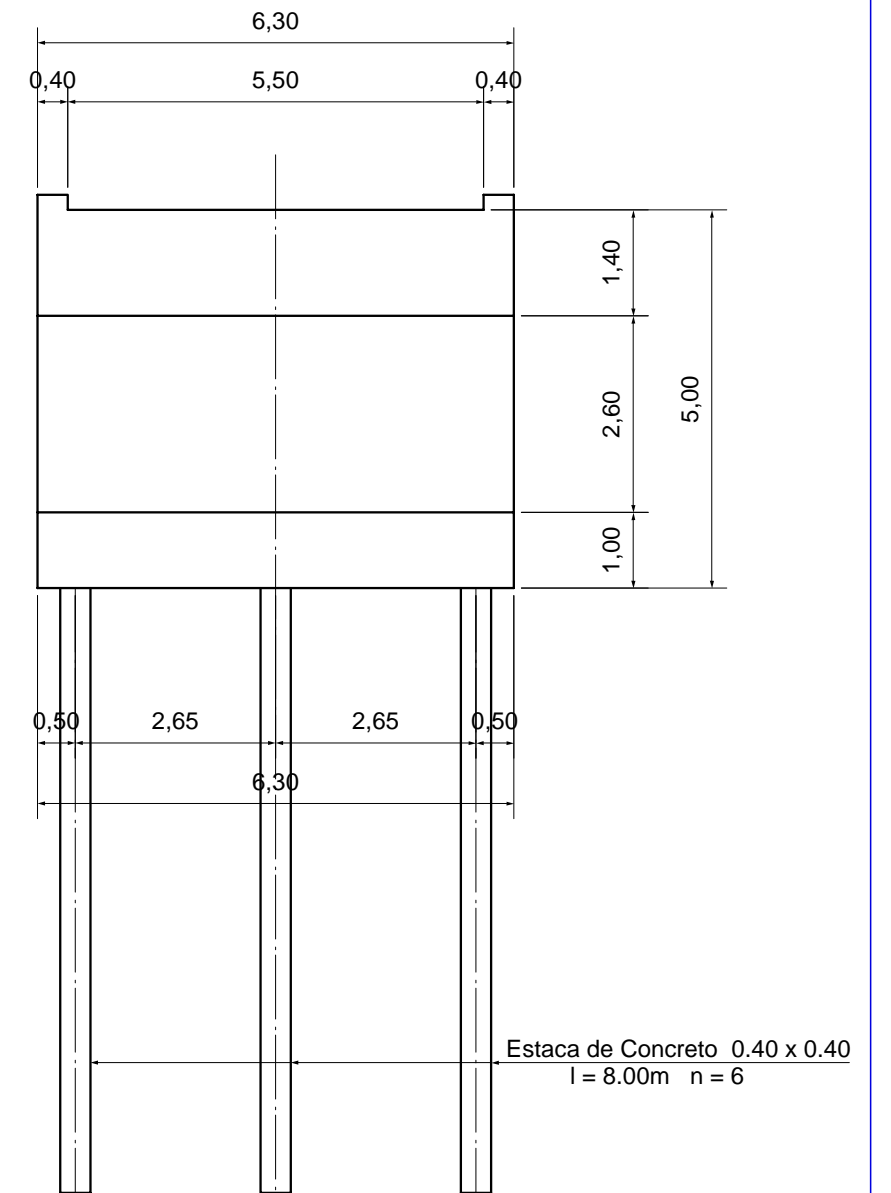
ELEVAÇÃO 1:300



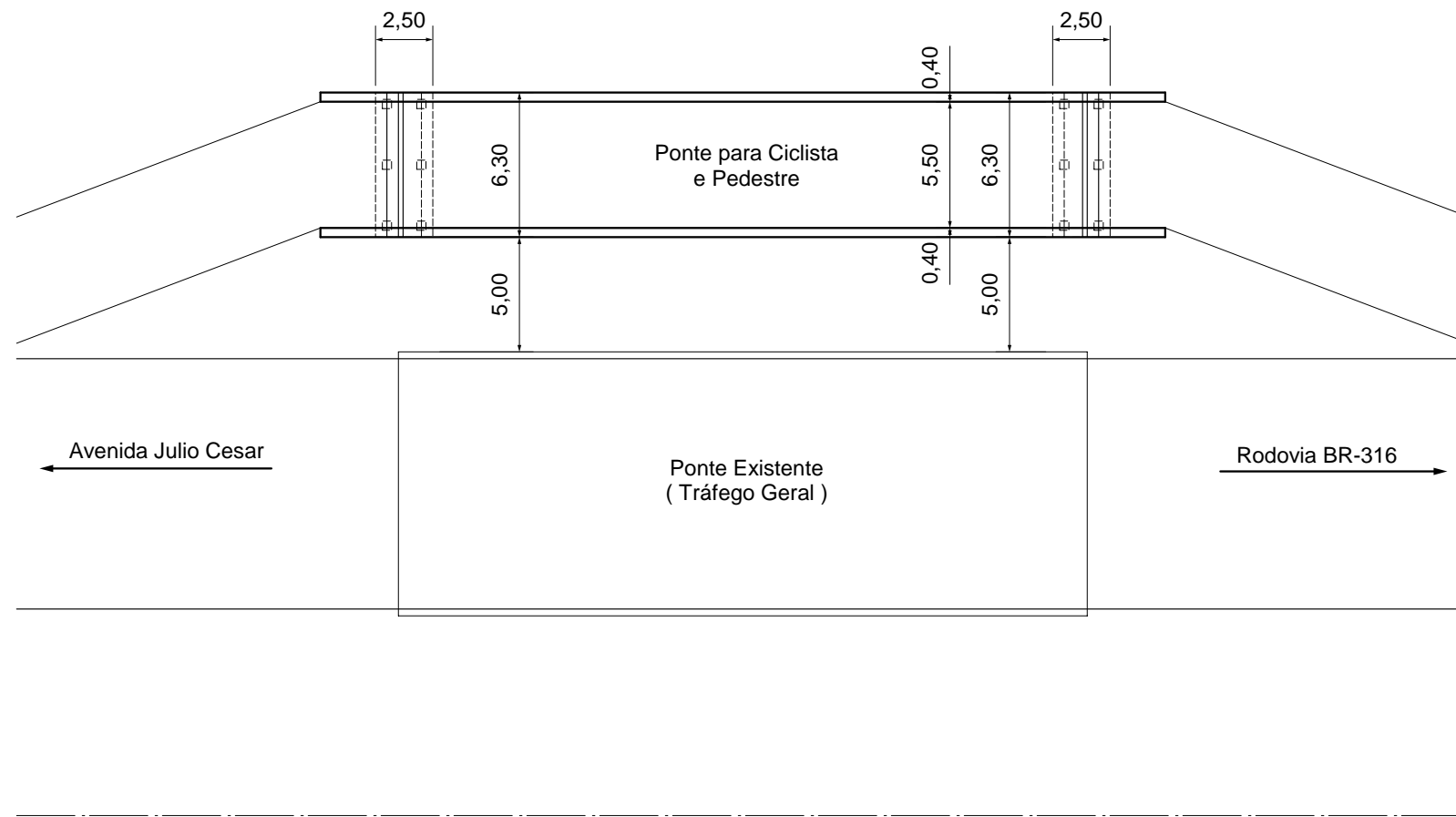
SEÇÃO TRANSVERSAL - SUPERESTRUTURA 1:200



SEÇÃO 1:100



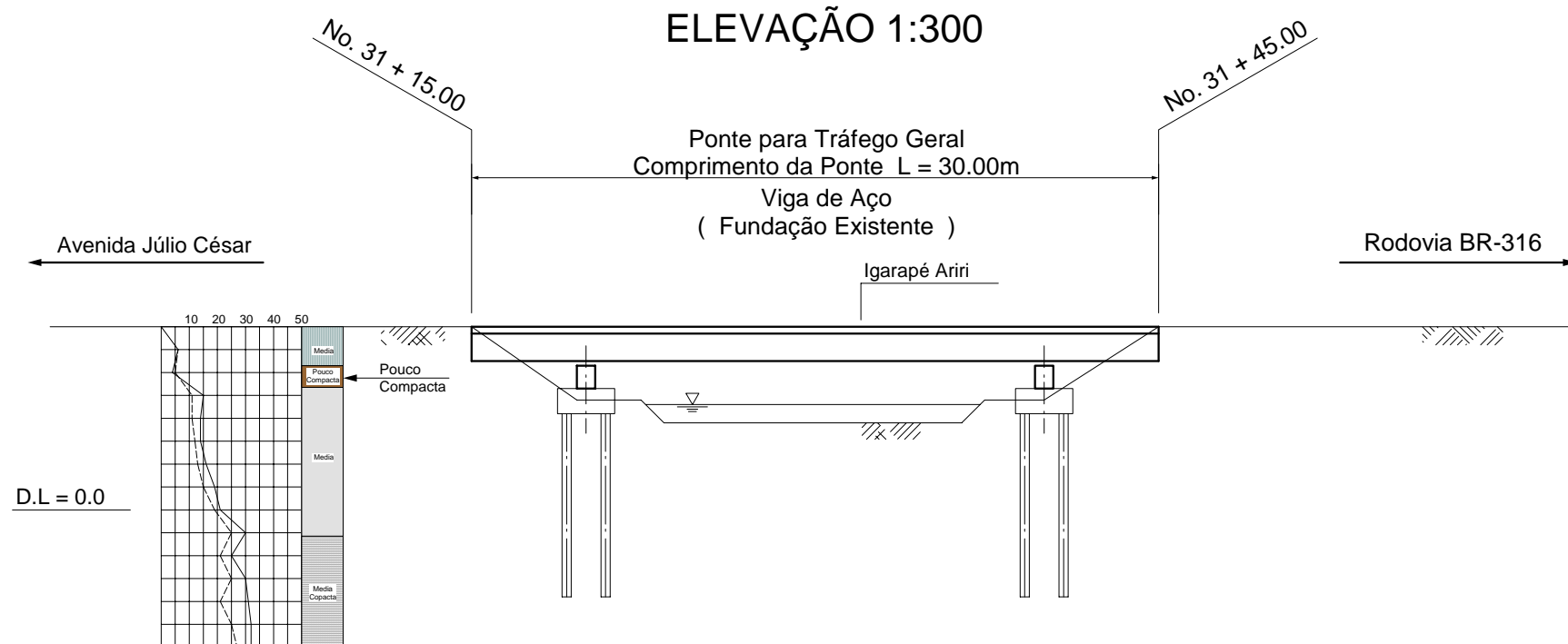
PLANTA 1:300



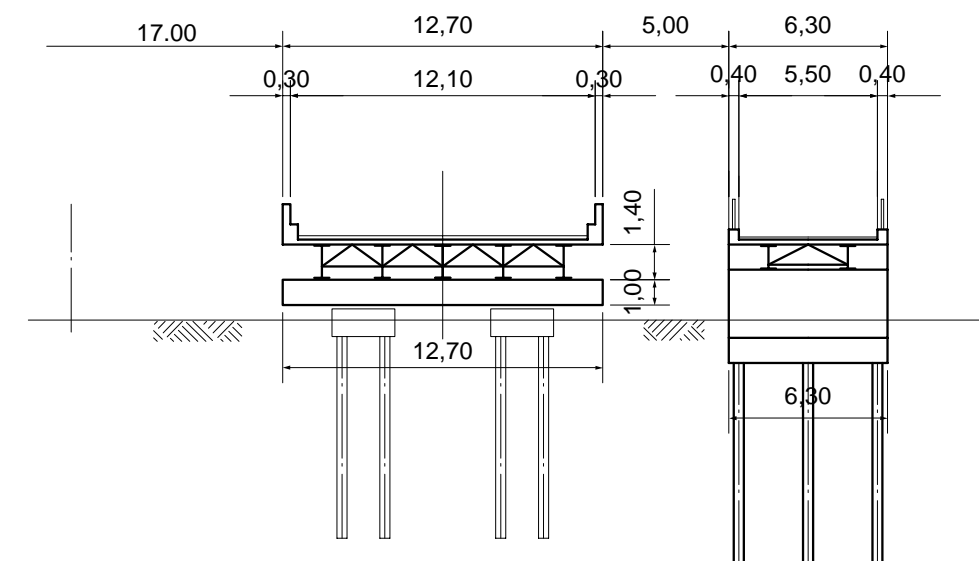
Avenida Independência - Ponte 5 - (2/2)

(A partir da Rodovia BR-316)

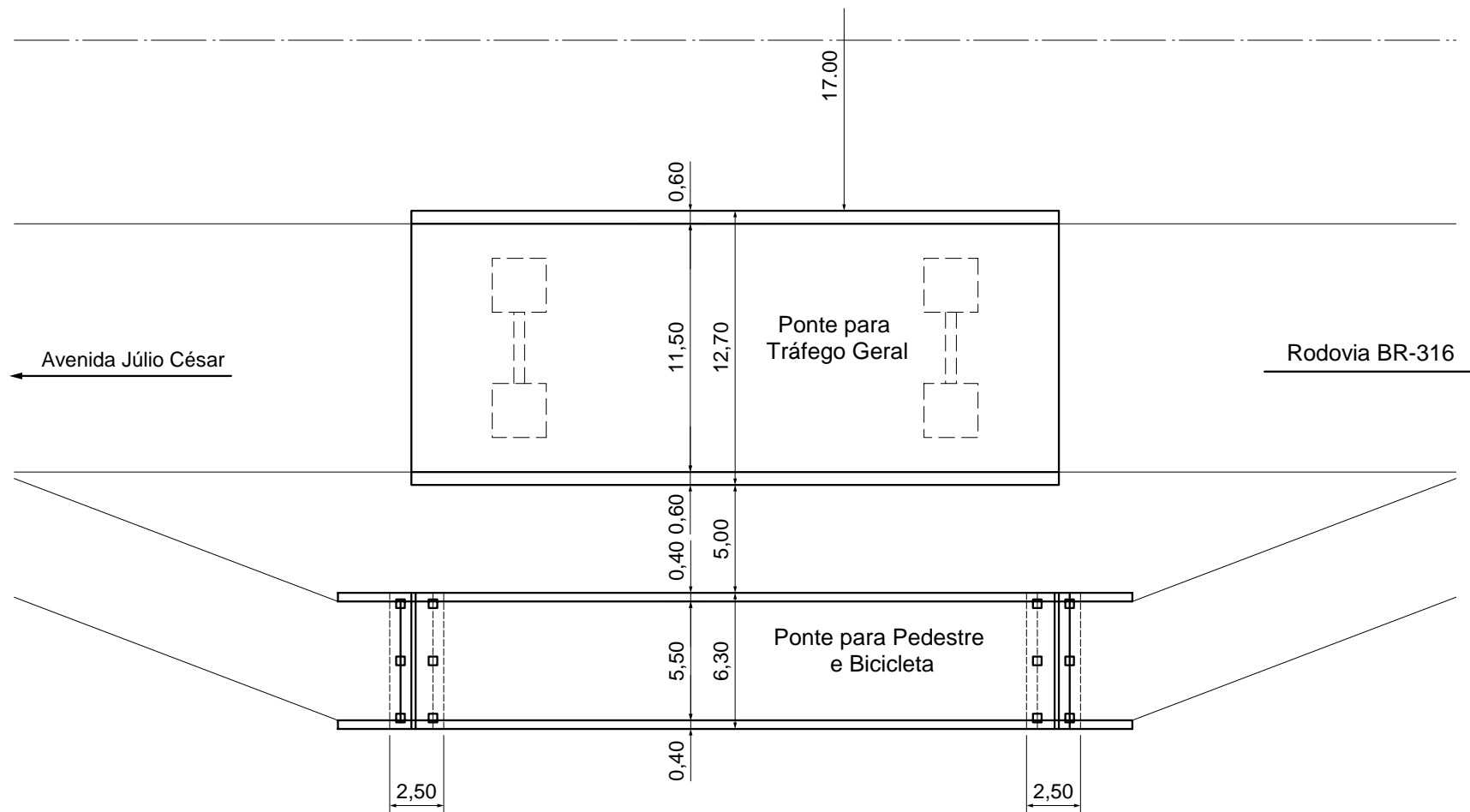
ELEVAÇÃO 1:300



SEÇÃO 1:300

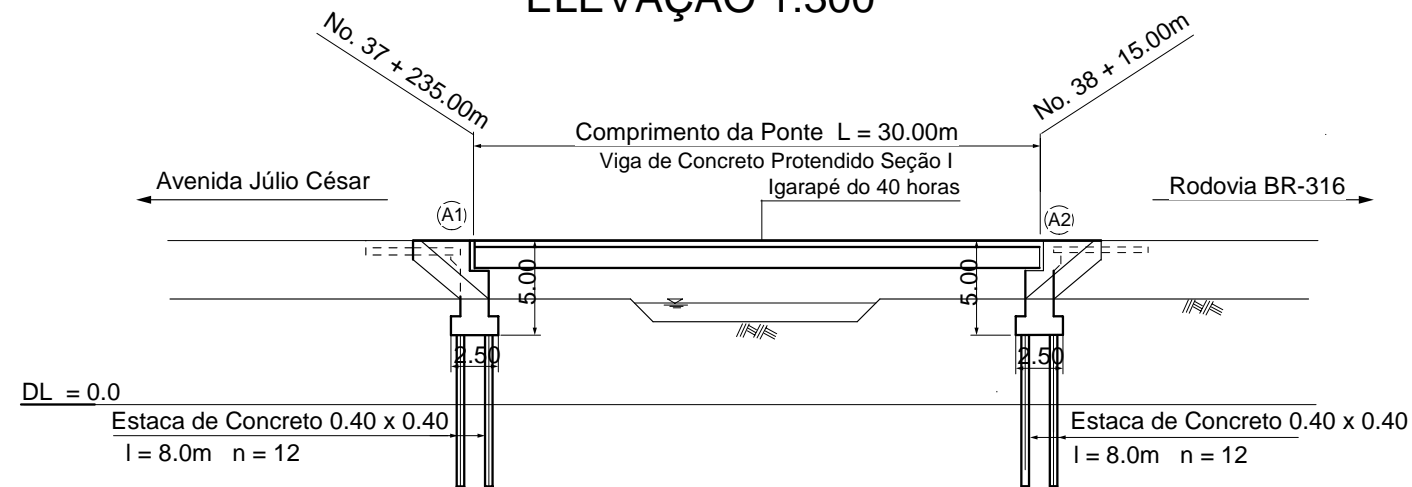


PLANTA 1:300

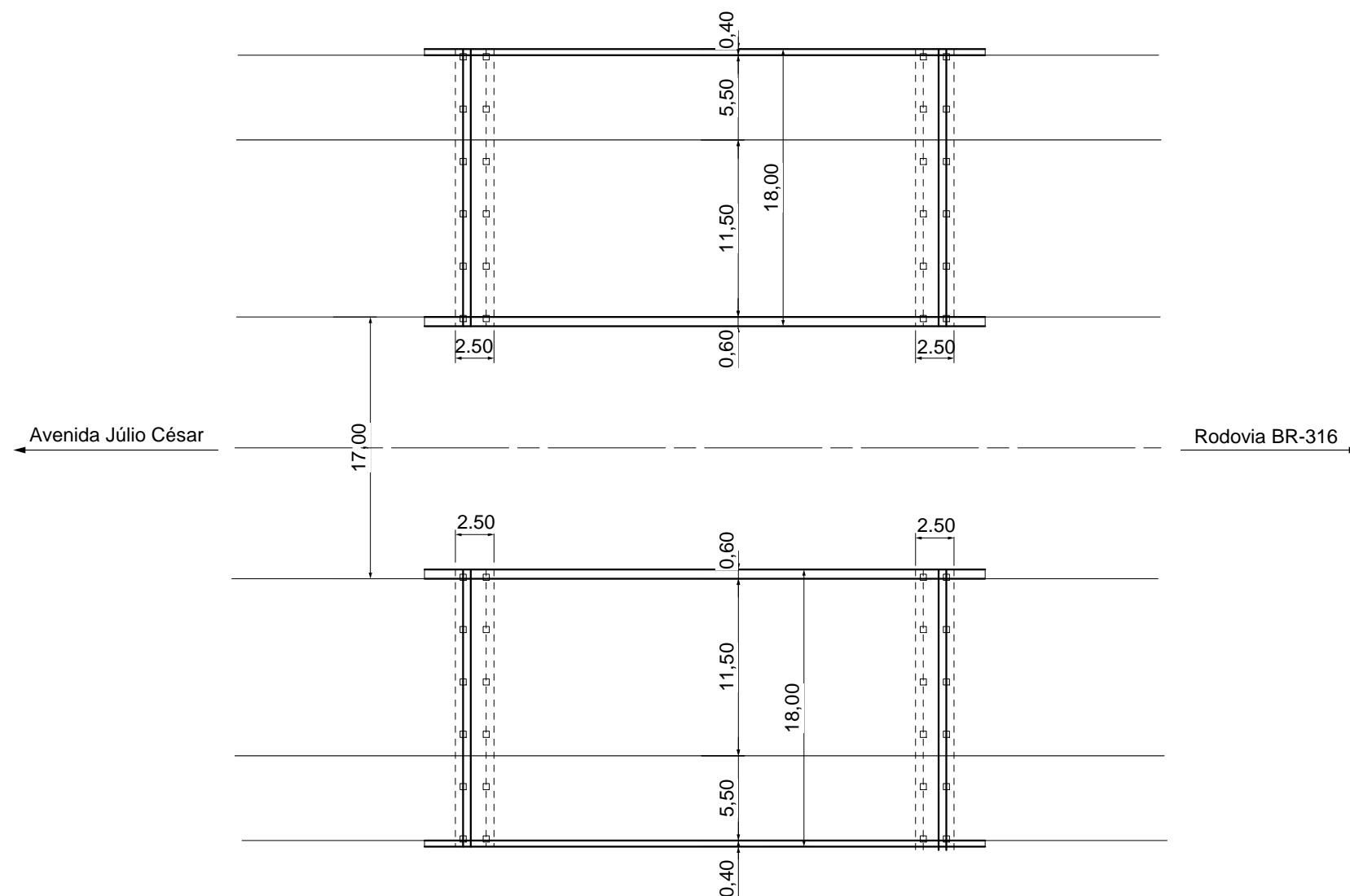


Avenida Independência - Ponte 6

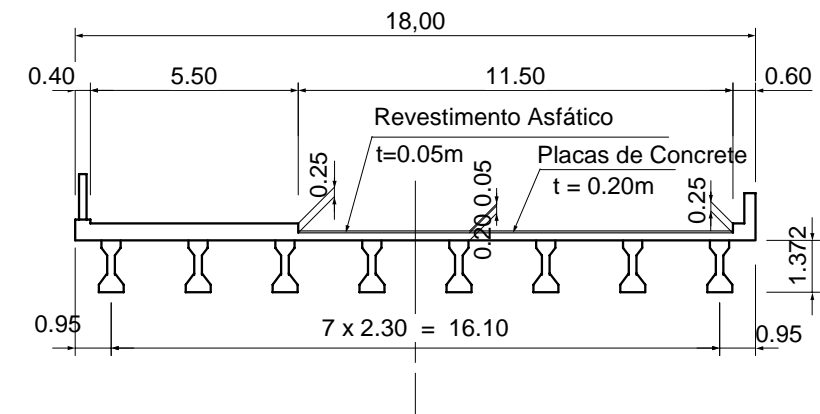
ELEVAÇÃO 1:300



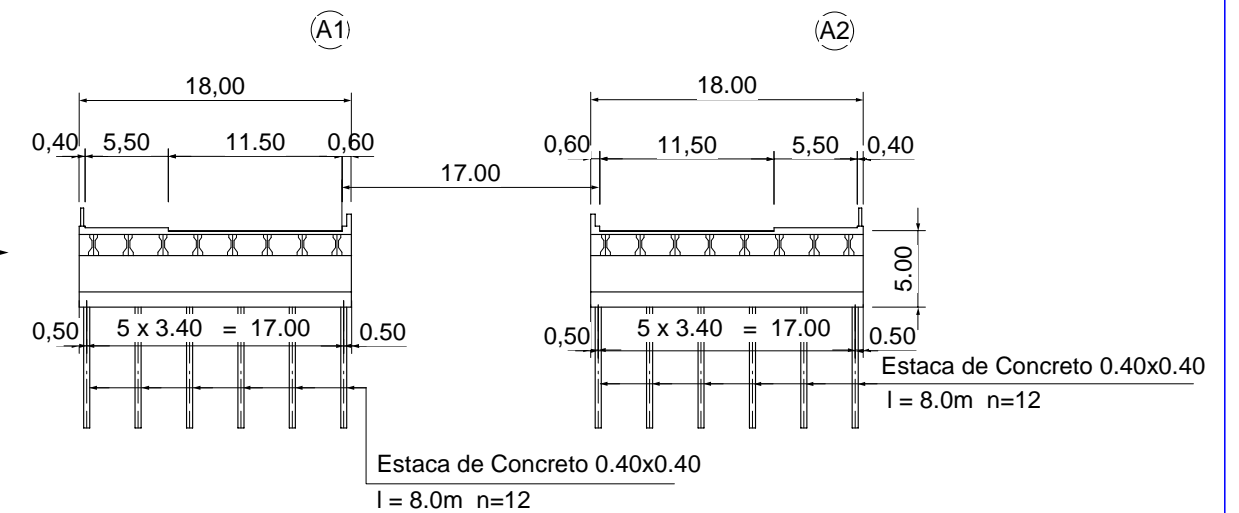
PLANTA 1:300



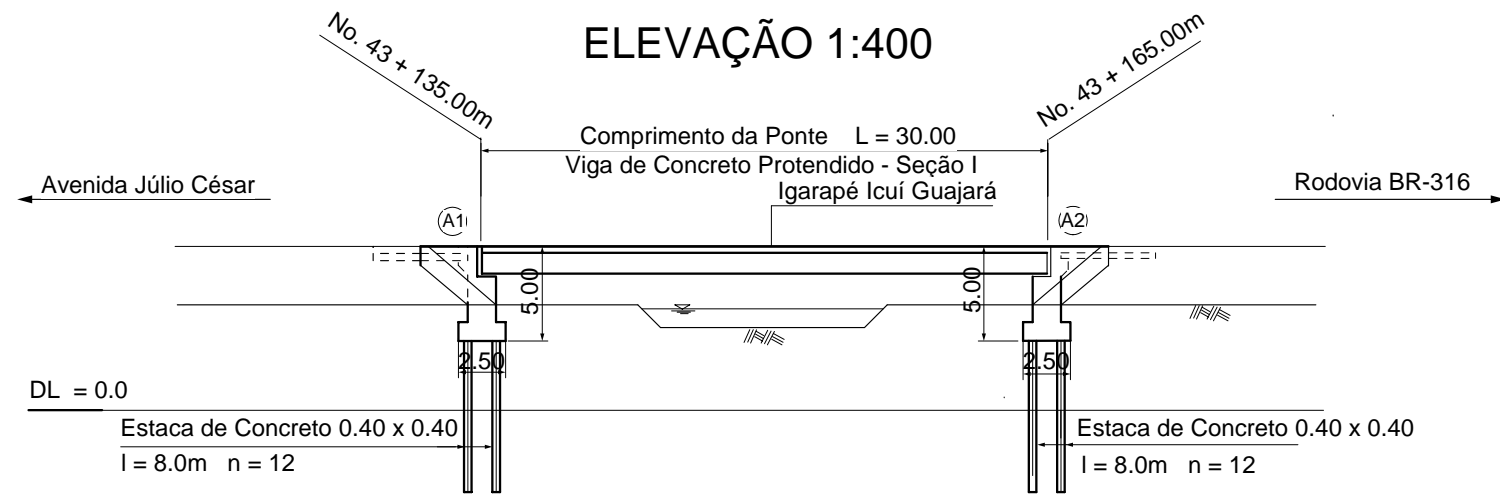
SEÇÃO TRANSVERSAL - SUPERESTRUTURA 1:200



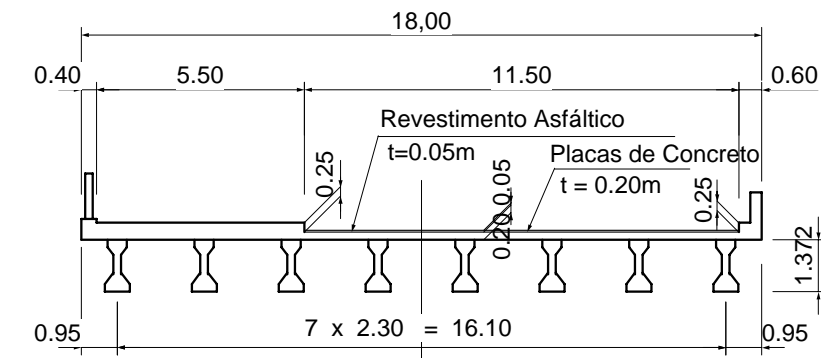
SEÇÃO 1:500



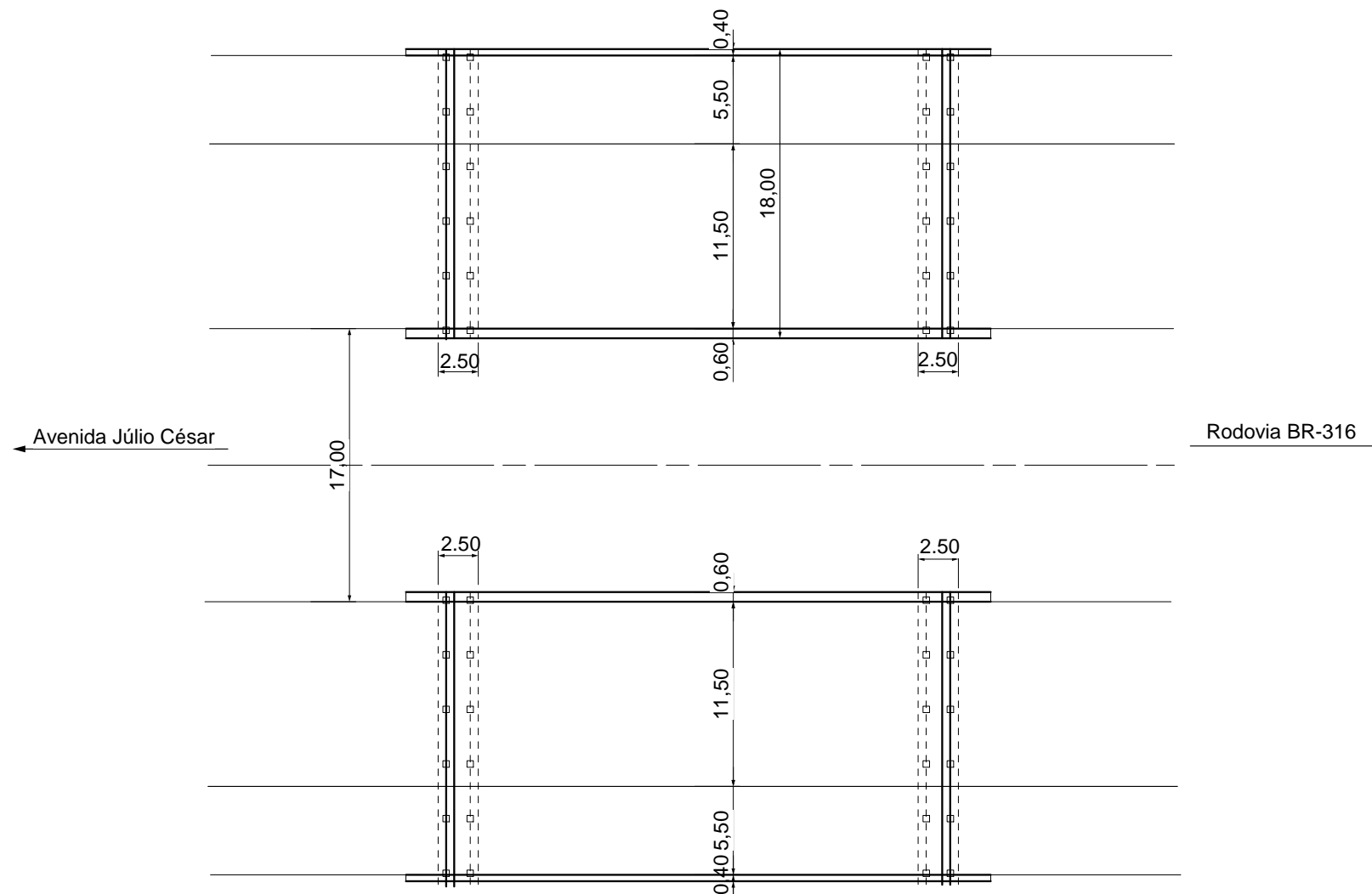
Avenida Independência - Ponte 7



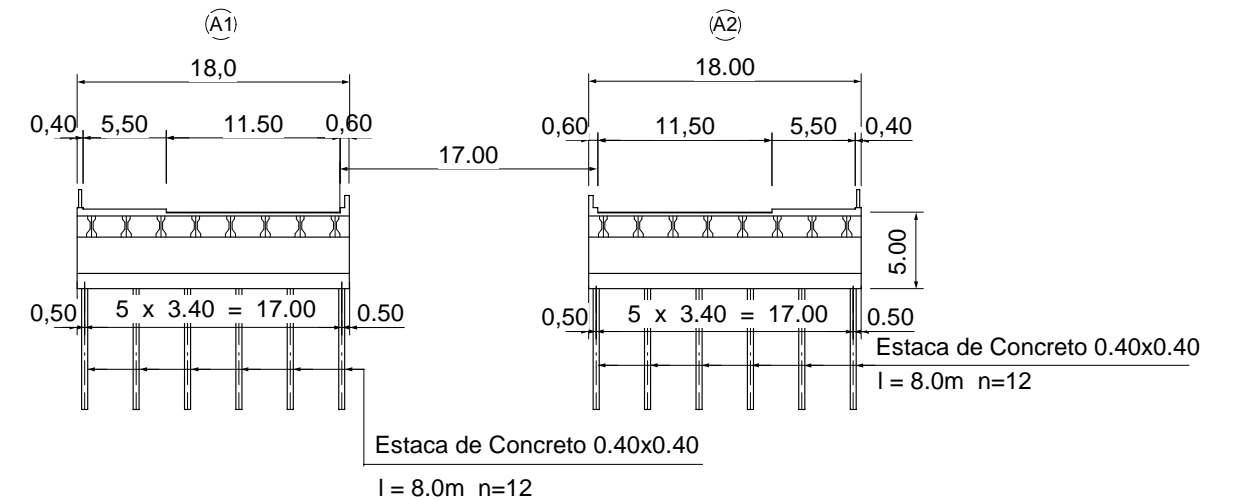
SEÇÃO TRANSVERSAL - SUPERESTRUTURA 1:200



PLANTA 1:400

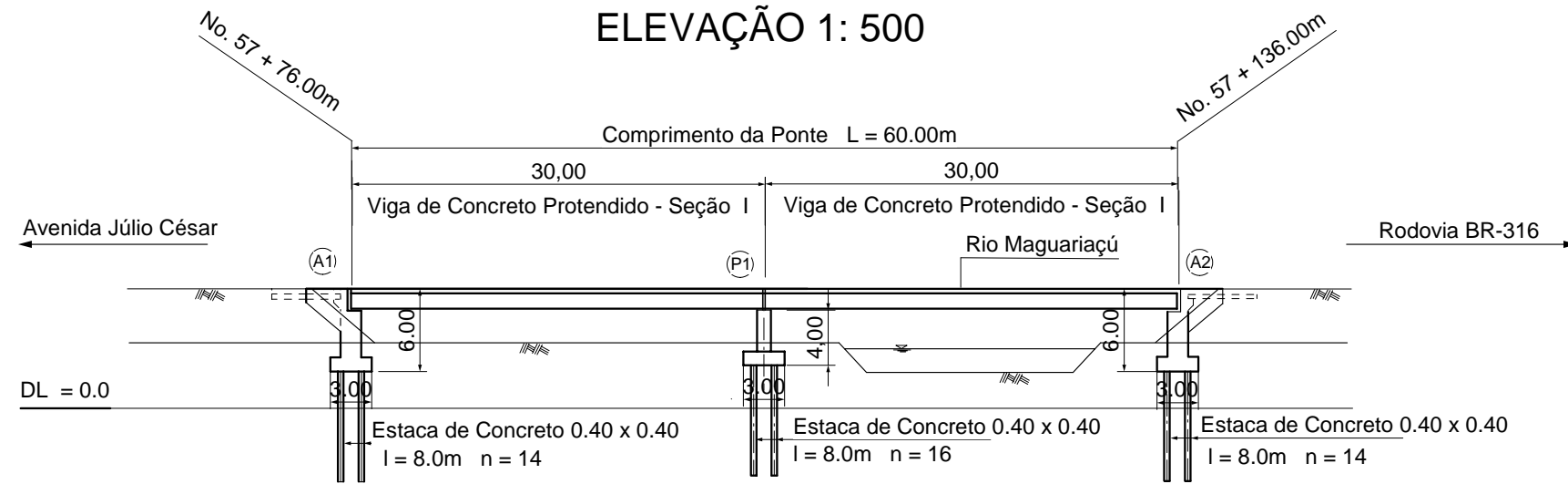


SEÇÃO 1:500

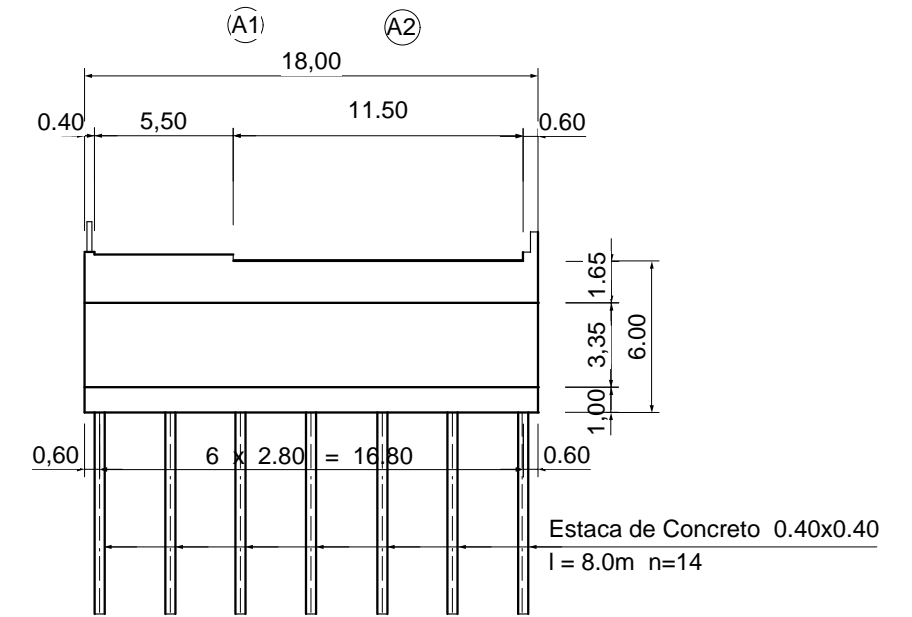


Avenida Independência - Ponte 8

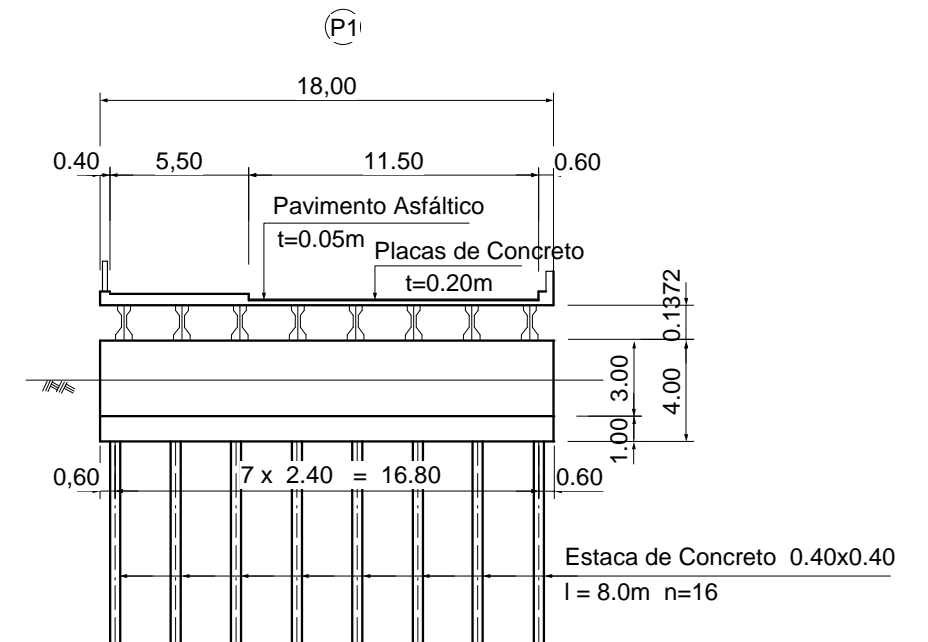
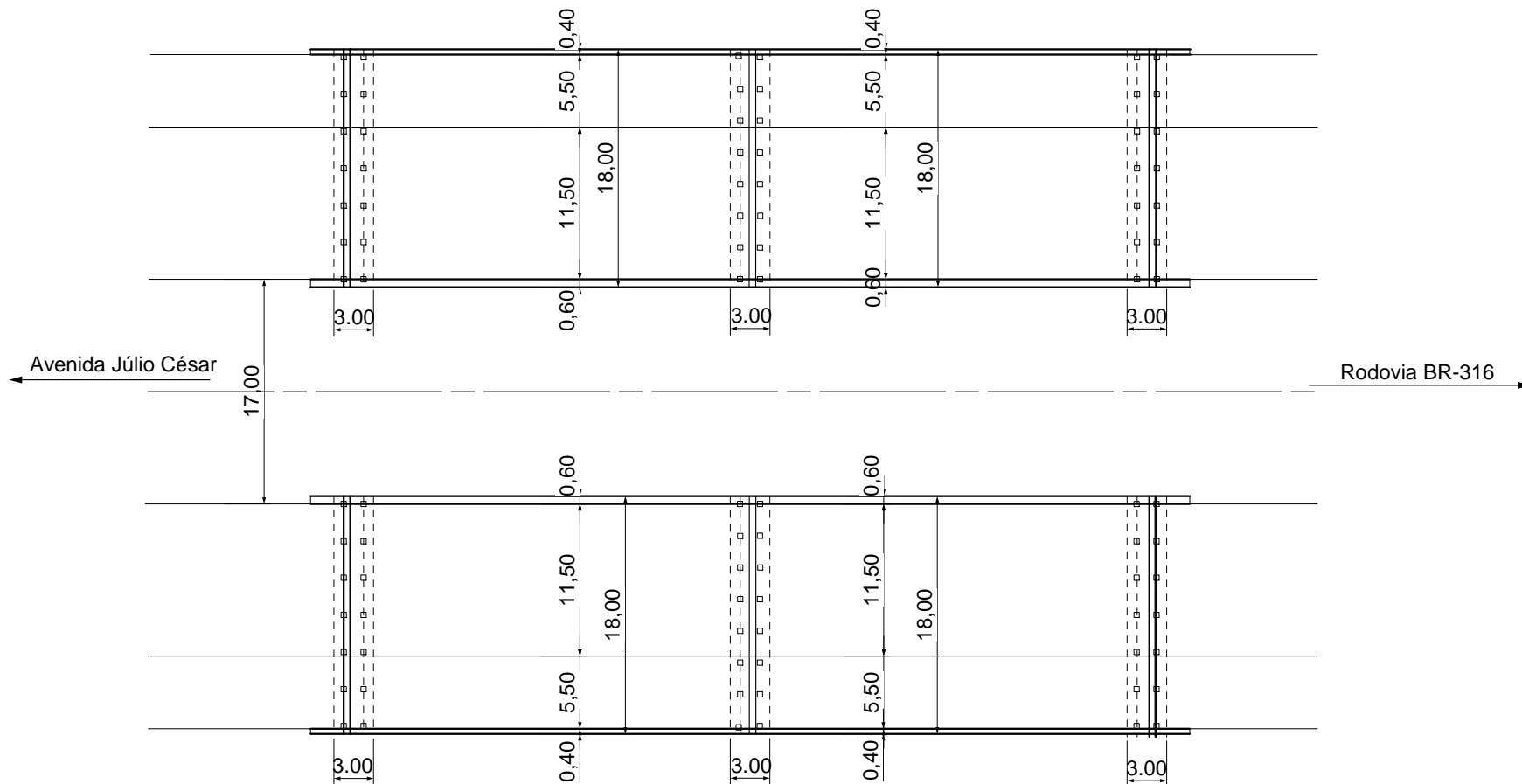
ELEVAÇÃO 1: 500



SEÇÃO 1:300



PLANTA 1: 500

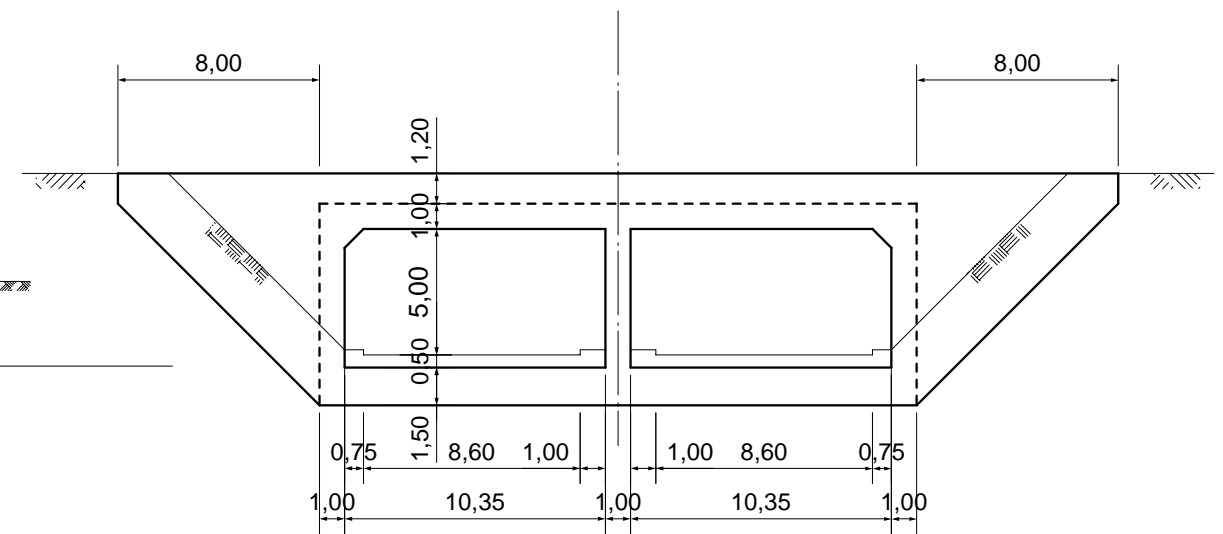
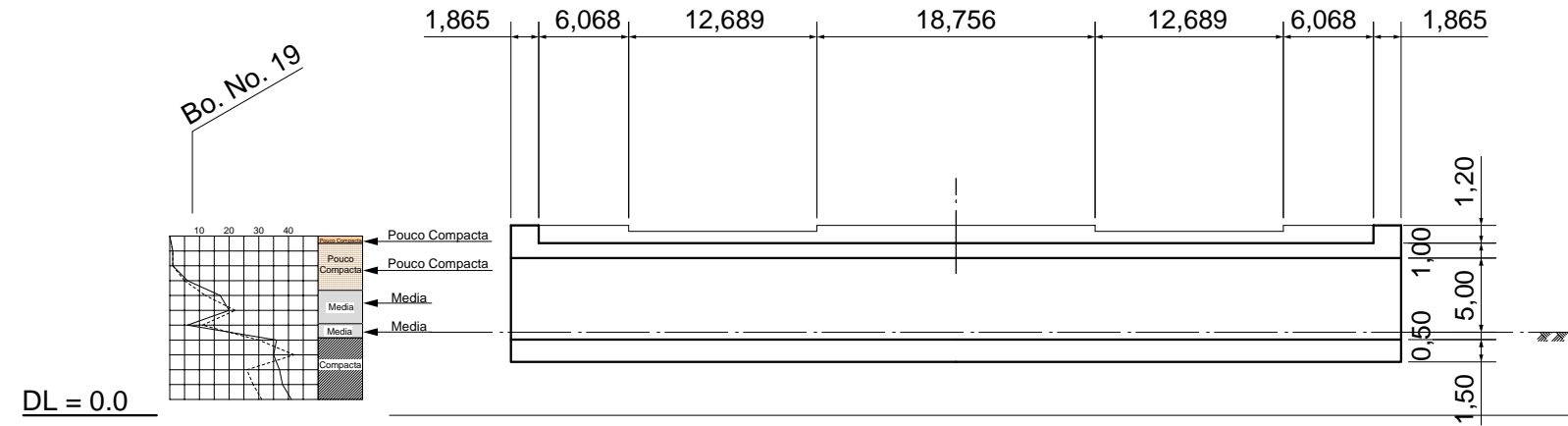


Avenida Independência - Detalhe de Ponte

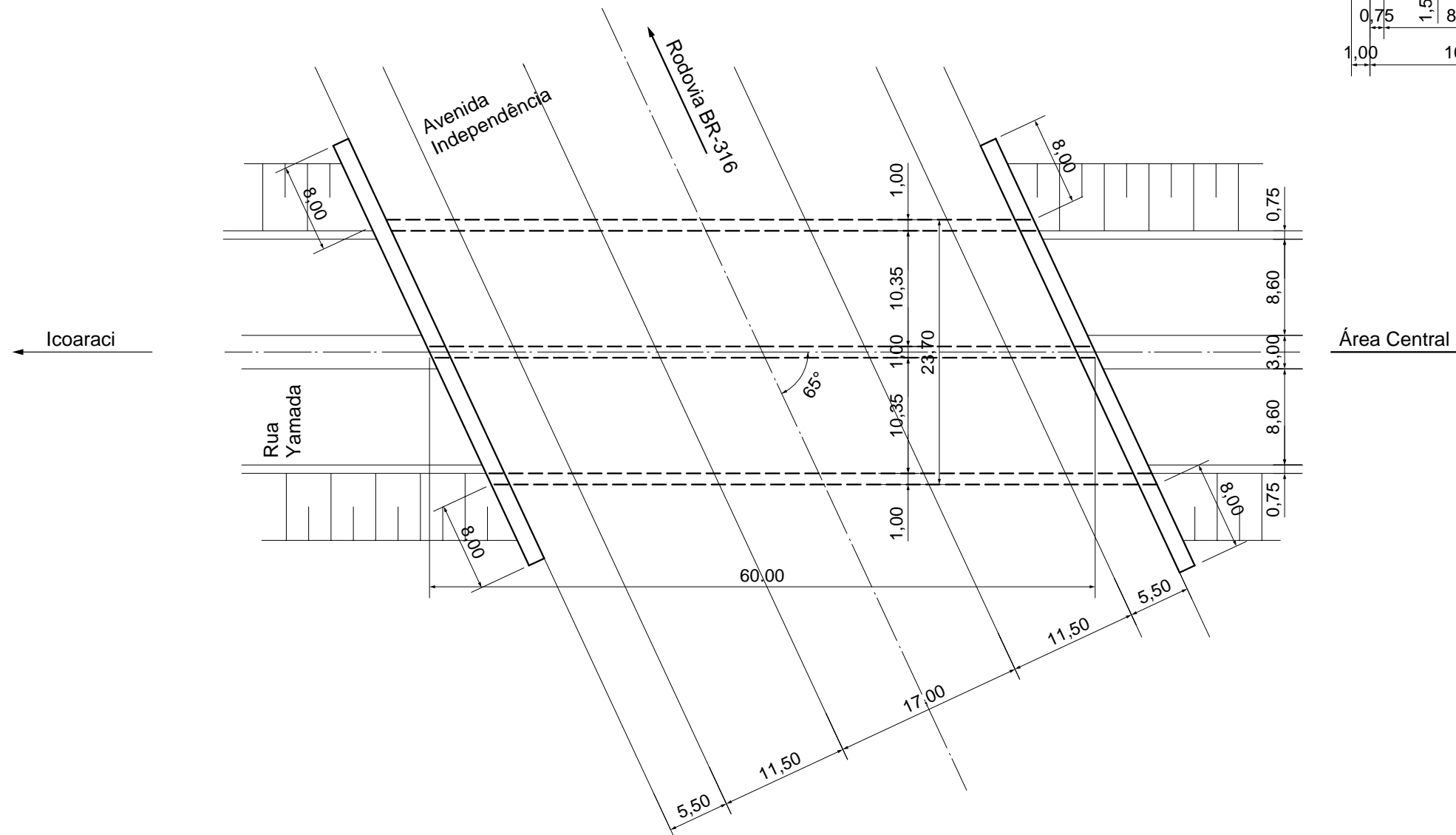
Estrutura Celular em Concreto Protendido

ELEVAÇÃO 1:500

SEÇÃO 1:300



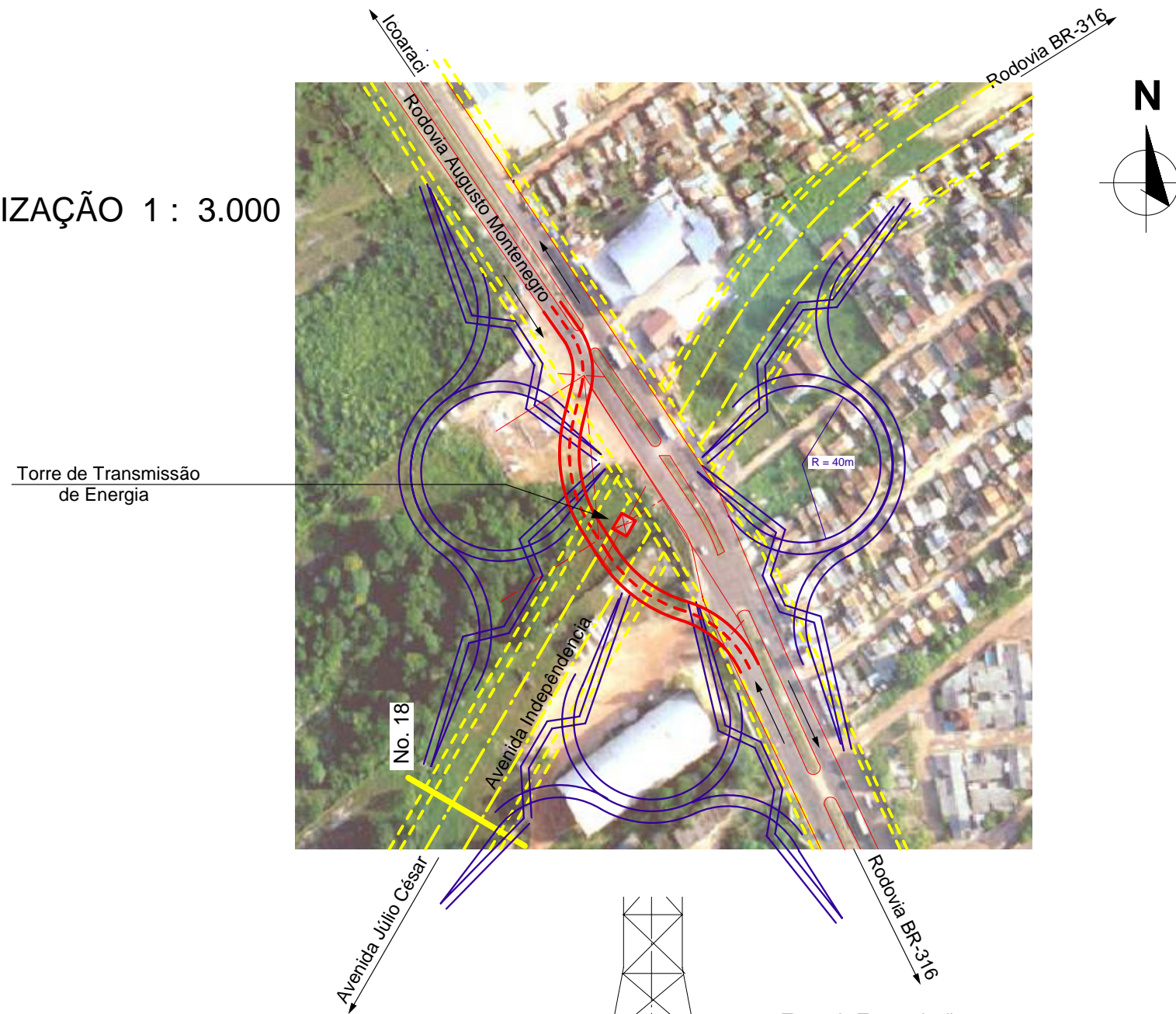
PLANTA 1:500



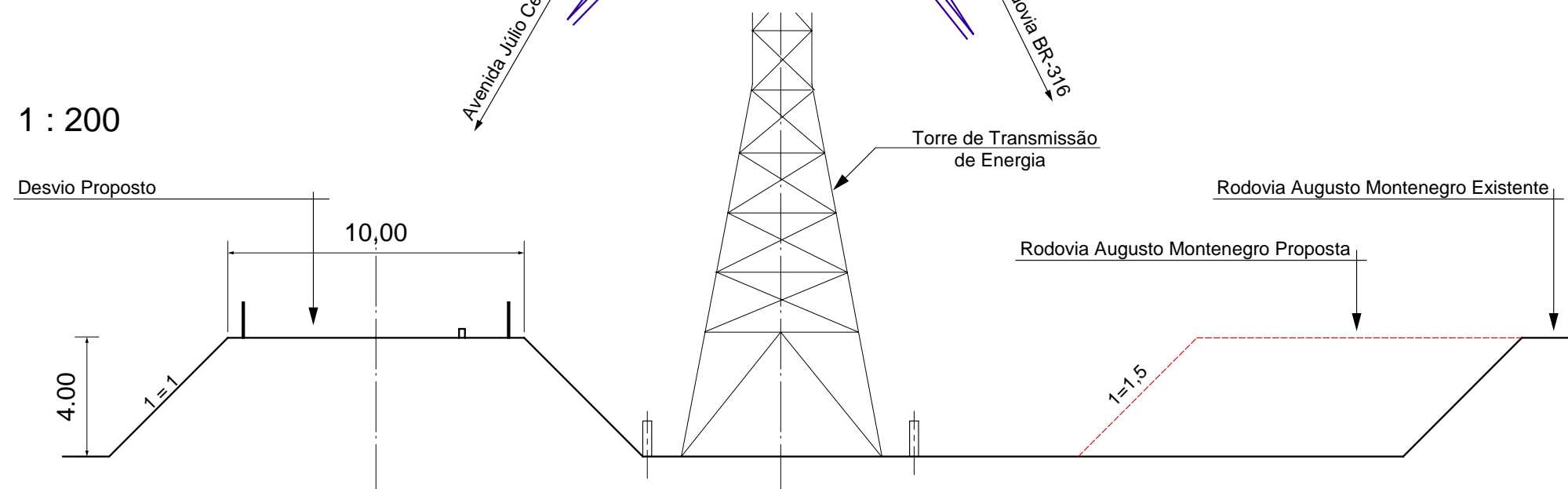
Desvio Alternativo

(Interseção Avenida Independência x Rodovia Augusto Montenegro)

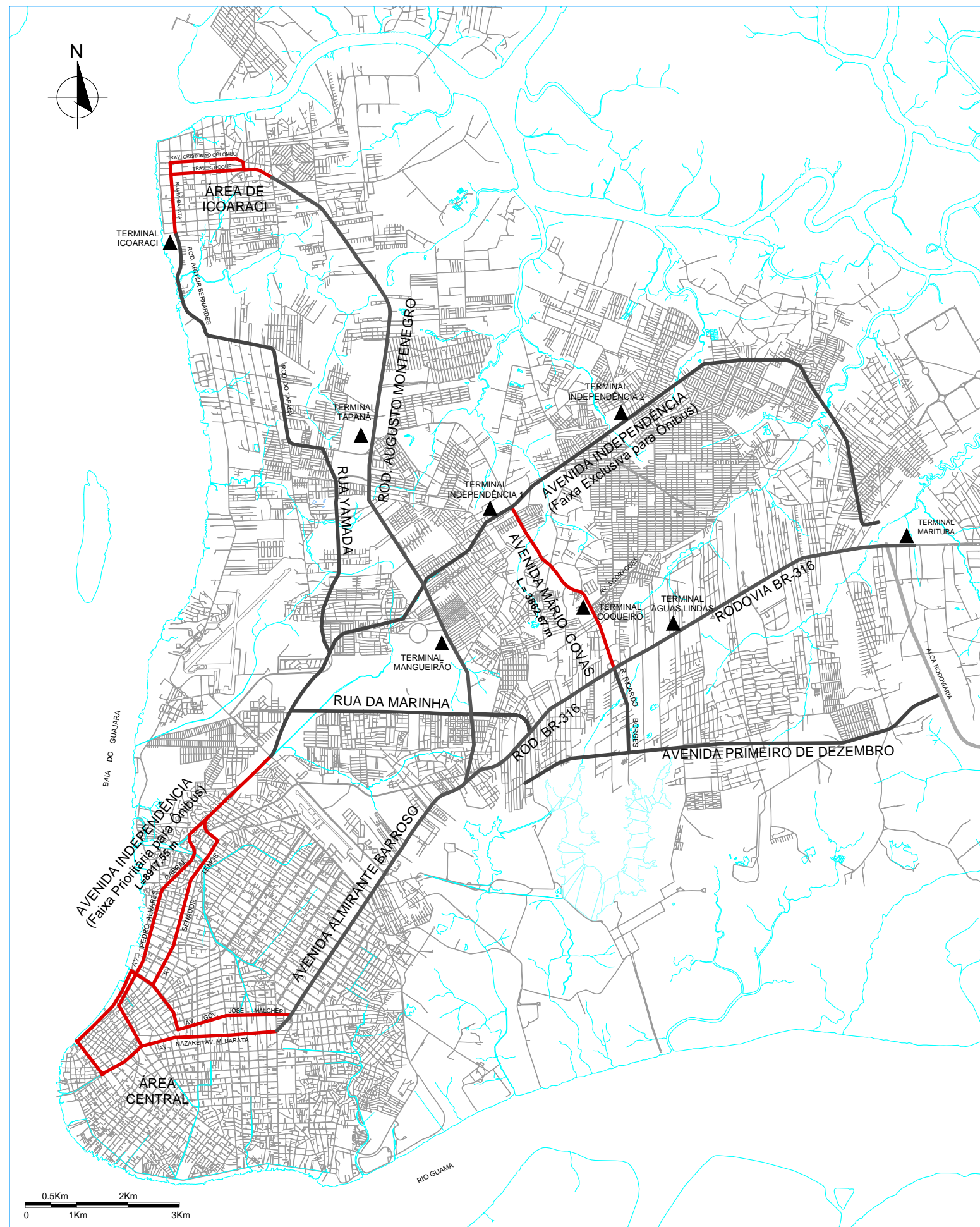
MAPA DE LOCALIZAÇÃO 1 : 3.000



SEÇÃO 1 : 200



Parte III. Projeto de Faixa Prioritária para Ônibus



Legenda:

- ▲ Terminal de Integração
- Faixa Prioritária para Ônibus
- Outros Projetos