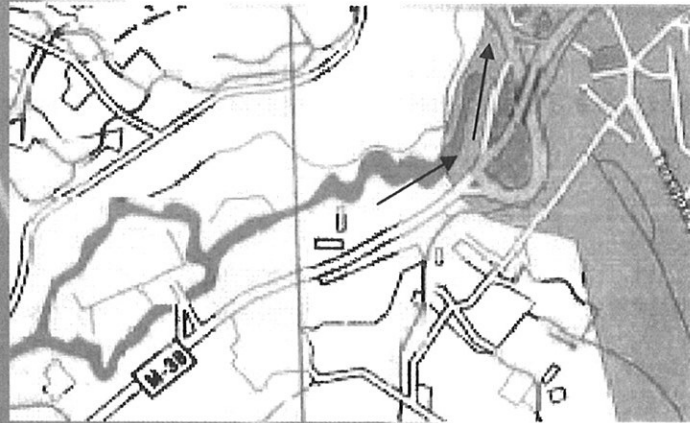


Km 27 Ht line 220kv 8m+
Km 30 several Ht lines 220kv 10m+
110 kv 8m+

Km 32 Bridge 25m single span.

Km 35 bridge 3 section followed by
2 x 220kv at only 8m ht.

Km39 leave ring road to join M39.
(coming into Tashkent this road has to be
taken going against the flow of traffic as
shown)



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Km21.0 高架橋あり 5m の高さ。 220KV 電線頭上 10m。
図のようにバイパス有り。

Km24.0 1 枚構造 25m の橋をすぎるとすぐ 3 枚構造 1 枚 25m の橋有り。
その後に 110KV 電線頭上。

Km 43 leave M39 for by pass to join "old" road M 34 to Samarkand. This is necessary due to several low overhead rail bridge crossings (-4.6m.)

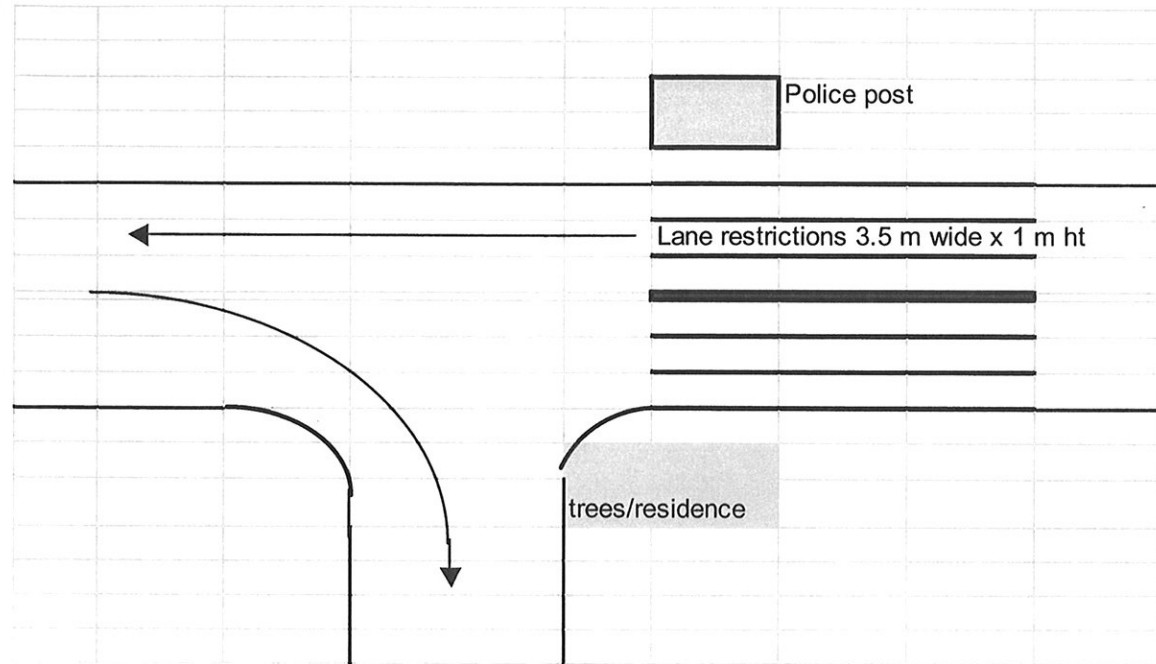
By pass shown is min 7m wide passes through suburban area with following restrictions.

Km 49 50mm water line to be cut.

HT line 220kv

Electrified rail crossing with hump immediately followed by **junction to M39 with police block which will require dismantling or a change of platform driving direction for long transports.**

Km 50 bridge single span 20m long road width 12m.



Km27.0 220KV 電線頭上8m。

Km30.0 さまざまな電線。220KV 電線頭上10m。110KV 電線頭上8m。

Km32.0 1 x 25mの橋。

Km35.0 3枚構造のはしを過ぎると220KV 電線2本頭上8m。

Km39.0 環状線をすぎてM39 にはいる。

Km 58 Bridge 3 section
12,24,12m width 10m.

Km 67 various HT lines 9m+

Km 69 low 35kv lines



Km 80 Controlled electrified rail crossing
With hump followed by 50mm overhead
waterline at 5.5m.

Km 83 steel beam construction at 5.9m
Km 91 50mm waterline
Km 91.5 controlled double electrified rail
line crossing.



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