

資料 7-7 設計図面集

図面目録

| 図面番号 | 図面名称 | 枚数 |
|-----------|-----------------|----|
| CG-BD-A1 | 目次 | 1 |
| CG-BD-B1 | 位置図 | 1 |
| CG-BD-C1 | 標準断面 | 2 |
| CG-BD-D1 | 平面・縦断図 | 18 |
| CG-BD-D19 | 交差点平面図 | 2 |
| CG-BD-E1 | 排水工 1：U型側溝 | 1 |
| CG-BD-E2 | 排水工 2：集水枿 | 1 |
| CG-BD-E3 | 排水工 3：ボックスカルバート | 1 |
| CG-BD-F1 | 付帯工 1：バス停 | 2 |
| CG-BD-F3 | 付帯工 2：駐車帯 | 1 |
| CG-BD-F4 | 付帯工 3：非常駐車帯 | 2 |
| CG-BD-F6 | 付帯工 4：取付道路 | 3 |
| CG-BD-F9 | 付帯工 5：防護柵 | 1 |
| CG-BD-F10 | 付帯工 6：交通標識 | 2 |
| CG-BD-F12 | 付帯工 7：区画線 | 1 |
| CG-BD-F13 | 付帯工 8：縁石 | 1 |
| CG-BD-F14 | 付帯工 9：擁壁 | 1 |
| CG-BD-F15 | 付帯工 10：鉄道横断 | 2 |
| 合 計 | | 43 |

L'ETUDE PREPARATOIRE
POUR
LE PROJET DE REHABILITATION ET DE MODERNISATION
DE L'AVENUE DES POIDS LOURDS A KINSHASA
EN
REPUBLIQUE DEMOCRATIQUE DU CONGO

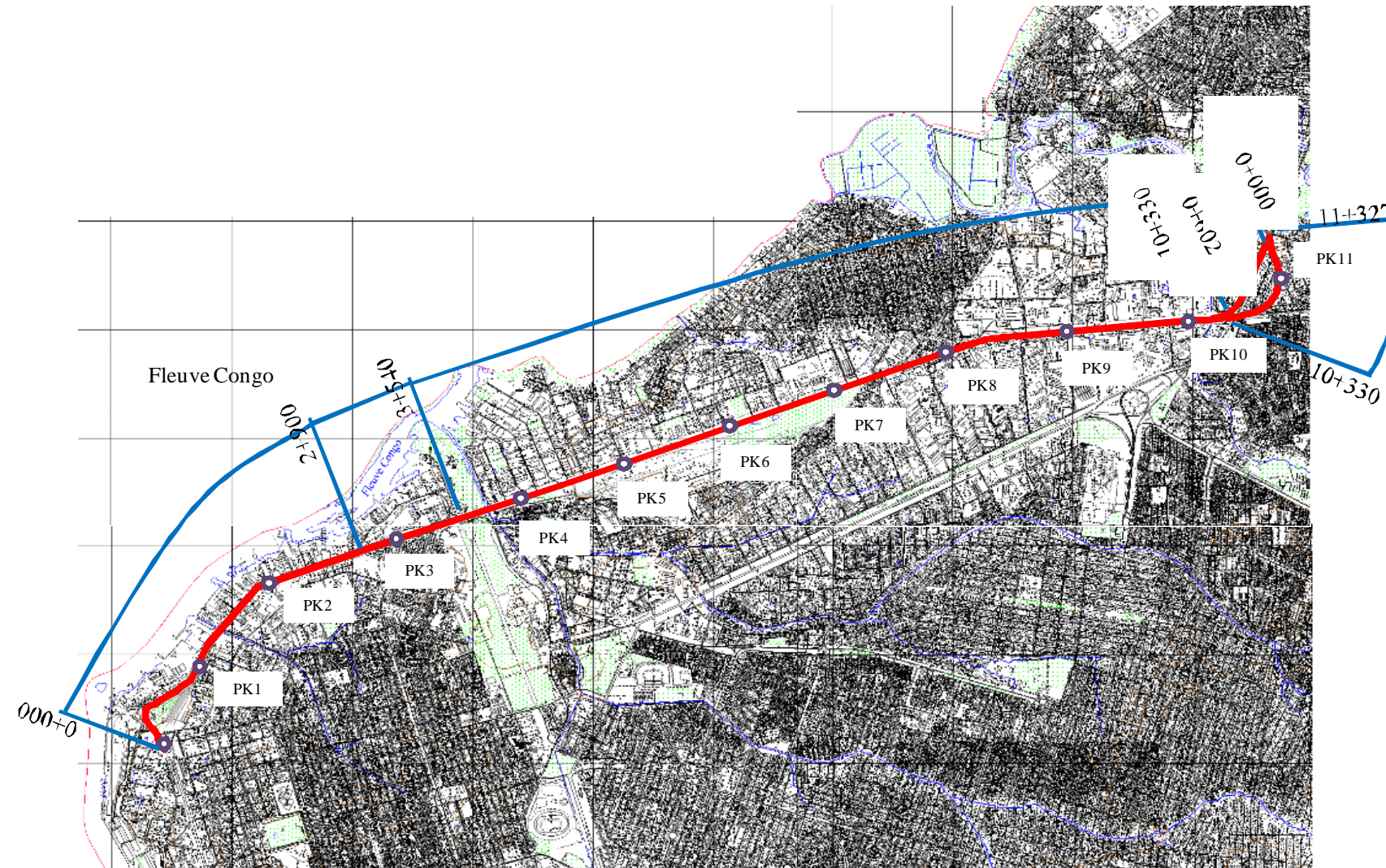
PLANCHES

2009

AGENCE JAPONAISE DE COOPERATION INTERNATIONALE
INGEROSEC CORPORATION, JAPON

TABLE DES MATIÈRES

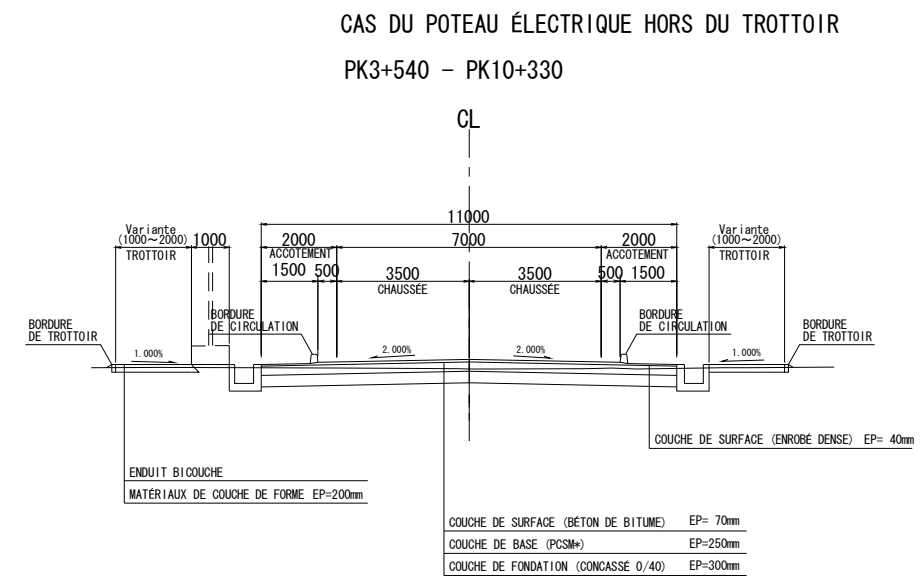
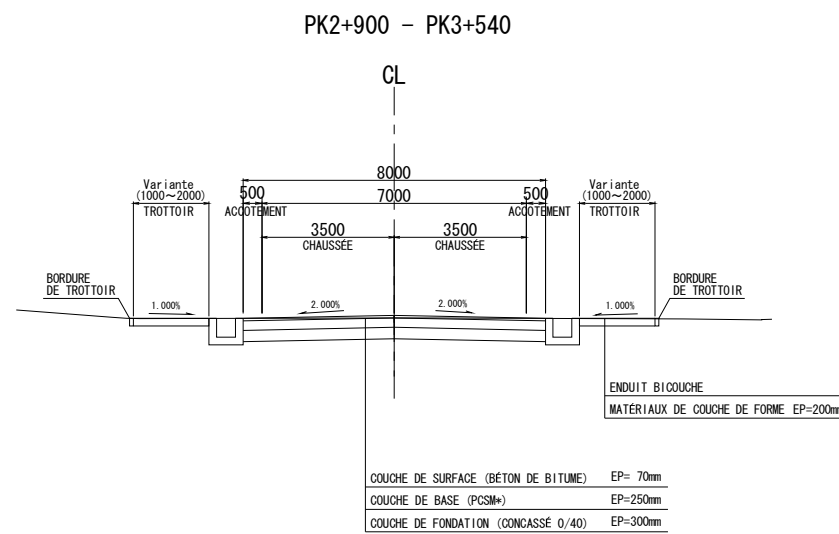
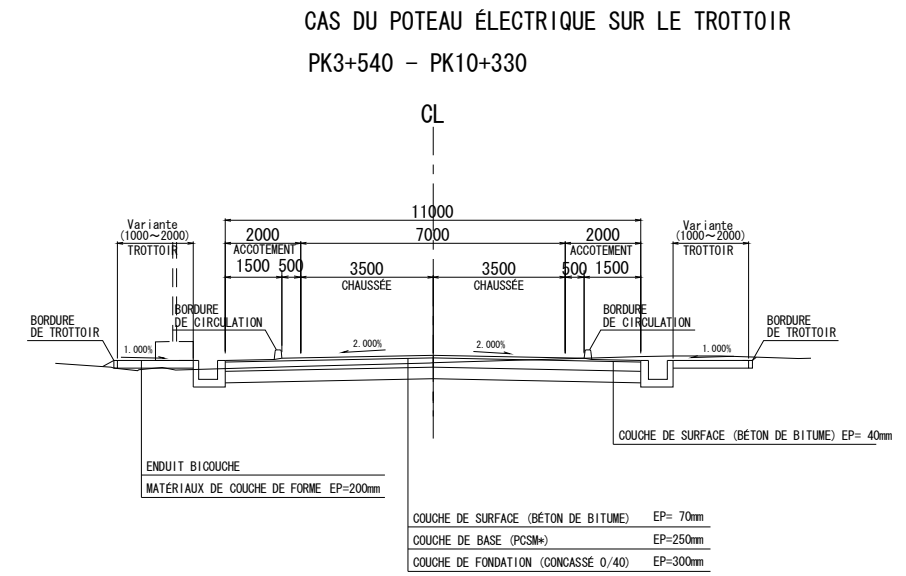
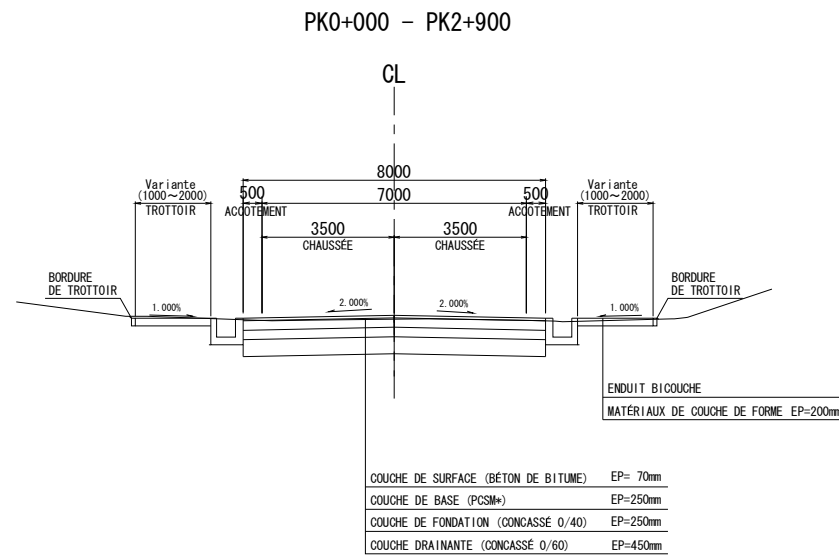
| NO. PLAN | TITLE DES PLANS |
|----------------|---------------------------------------|
| CG-BD A1 | TABALE DES MATIERES |
| CG-BD B1 | PLAN DE POSITIONNEMENT |
| CG BD C1 | PROFILS EN TRAVERS TYPE-1 |
| CG BD C3 | PROFILS EN TRAVERS TYPE -2 |
| CG BD C3 | PROFILS EN TRAVERS TYPE -3 |
| CG BD D1 - D18 | PLAN ET PROFIL(1/18)-(18/18) |
| CG BD D19 | PLAN DU CARREFOUR FORCE NAVAL |
| CG BD D20 | PLAN DU CARREFOUR 14em RUE |
| CG BD E1 | DRAINAGE (1) |
| CG BD E2 | DRAINAGE (2) |
| CG BD E3 | DRAINAGE (3) |
| CG BD F1 | PLAN DE ARRET DE BUS (TYPE1) |
| CG BD F2 | PLAN DE ARRET DE BUS (TYPE2) |
| CG BD F3 | PLAN DE L'AIRE DE STATIONNEMENT |
| CG BD F4 | PLAN D'AIRE D'ARRET D'URGENCE (TYPE1) |
| CG BD F5 | PLAN D'AIRE D'ARRET D'URGENCE (TYPE2) |
| CG BD F6 | ROUTE D'ACCES (TYPE1) |
| CG BD F7 | ROUTE D'ACCES (TYPE2) |
| CG BD F8 | ROUTE D'ACCES (TYPE3) |
| CG BD F9 | GARDE BALISE |
| CG BD F10 | PANNEAU DE SIGNALISATION (1) |
| CG BD F11 | PANNEAU DE SIGNALISATION (2) |
| CG BD F12 | MARQUAGES AU SOL |
| CG BD F13 | BORDURE |
| CG BD F14 | DETAILS DU PASSAGE A NIVEAU |
| CG BD F15 | DETAILS DU PASSAGE A NIVEAU |



| | | | | | | | | |
|---|-------------------------------------|--|---------------------------------|--------------|-----------------------|----------|------|----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | PLAN DE POSITONNEMENT | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | COMME VU | 2009 | CG-BD-A2 |
| | | | | VERIFIE PAR: | | | | |

PROFIL EN TRAVERS TYPE

ECHELLE A1 1 : 100
A3 1 : 200

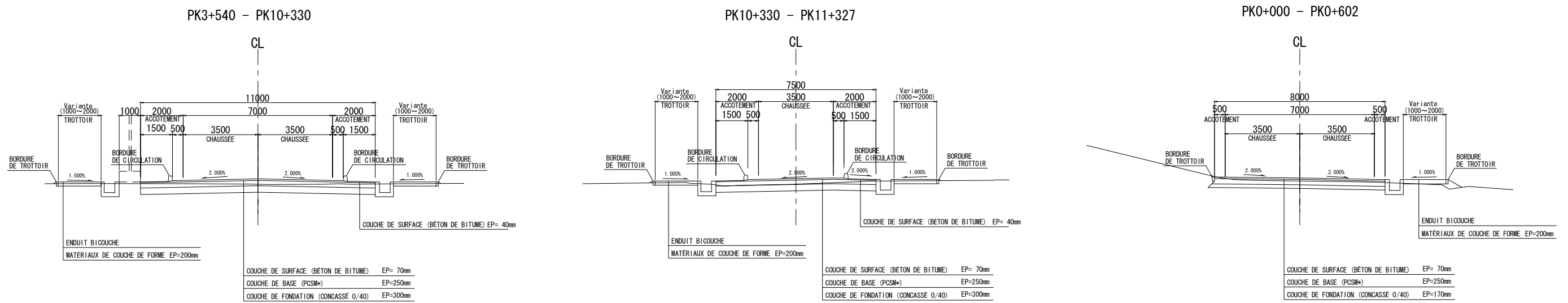


PCSM* : PIERRES CONCASÉES POUR STABILISATION MÉCANIQUE

| | | | | | | | | |
|--|----------------------------------|---|------------------------------|--------------|--------------------------------|----------|------|----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | PROFILS EN TRAVERS TYPES (1/2) | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | COMME VU | 2009 | CG-BD-C1 |
| | | | | VERIFIE PAR: | | | | |

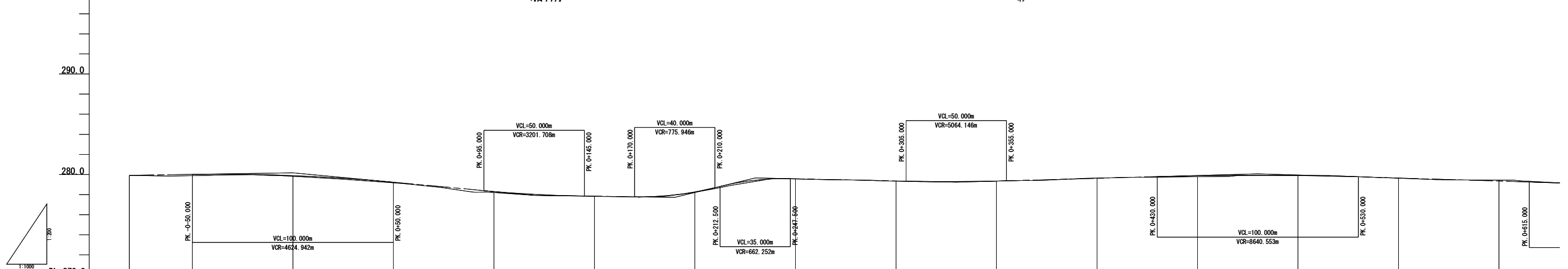
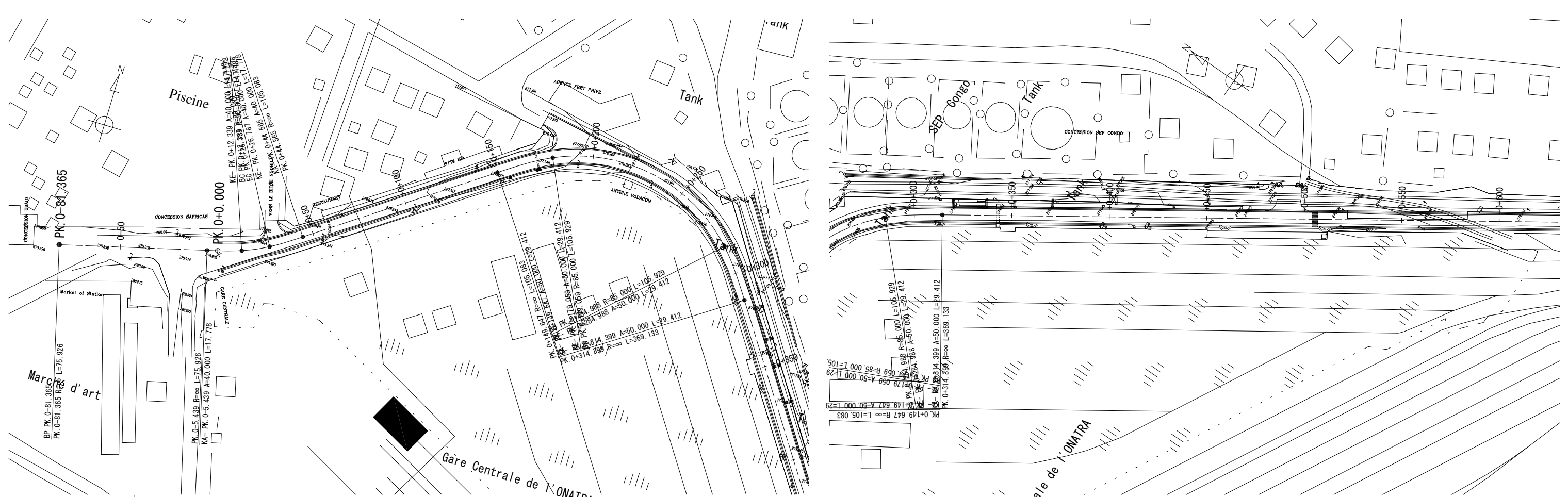
PROFIL EN TRAVERS TYPE

ECHELLE A1 1 : 100
A3 1 : 200

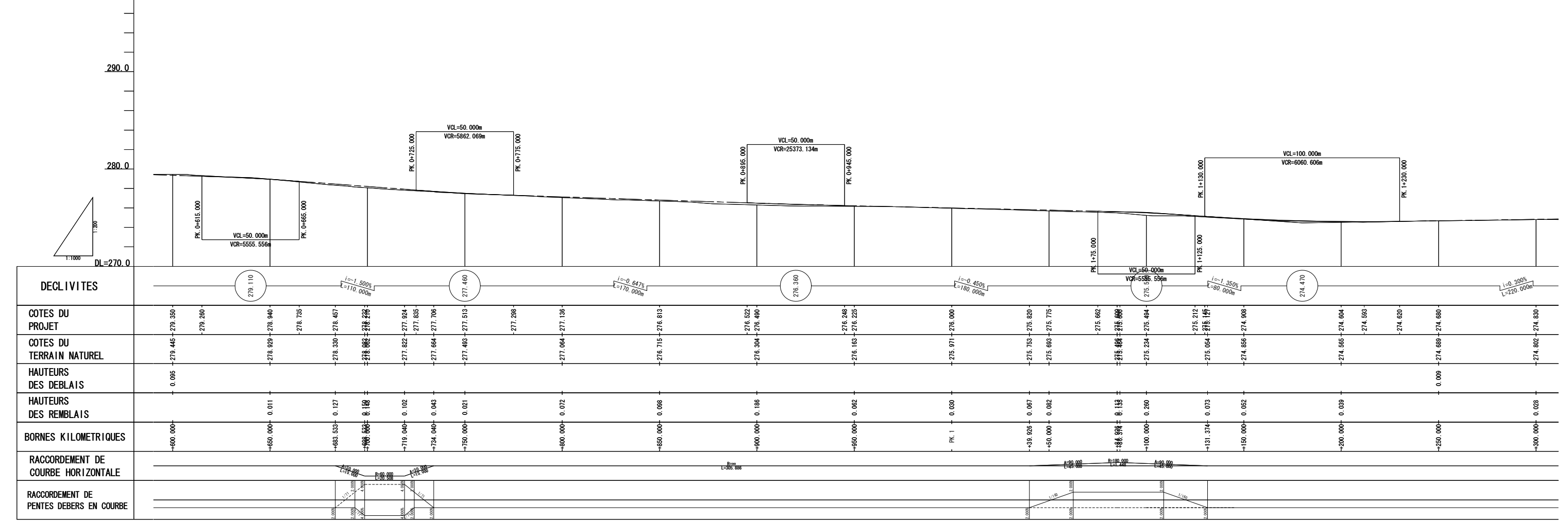
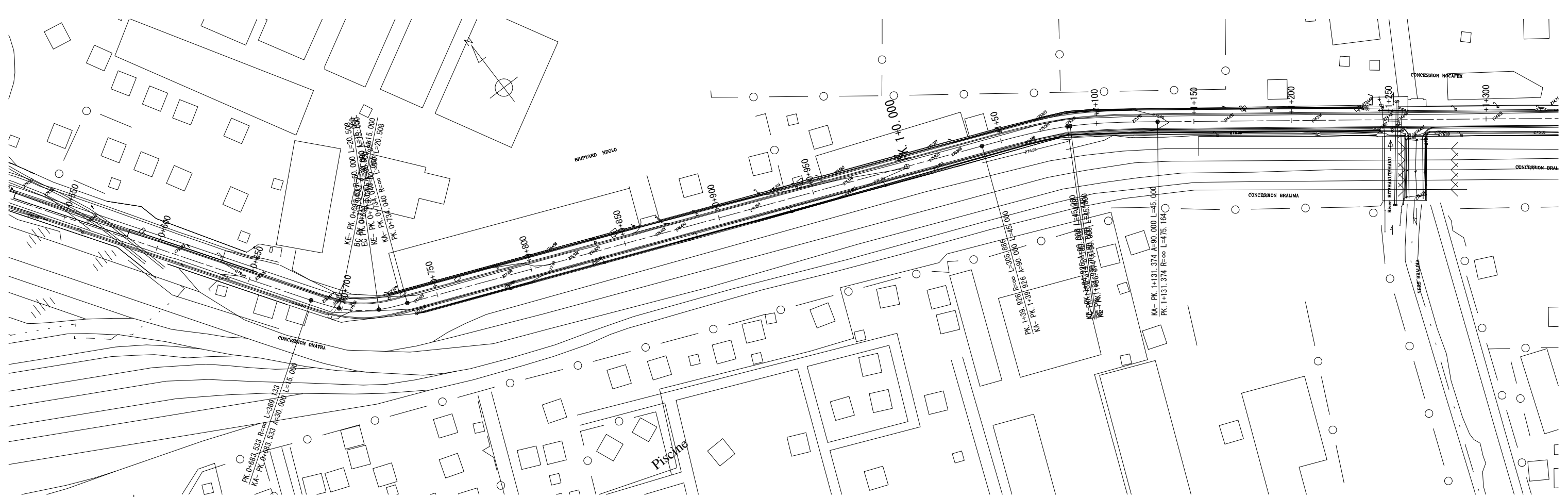


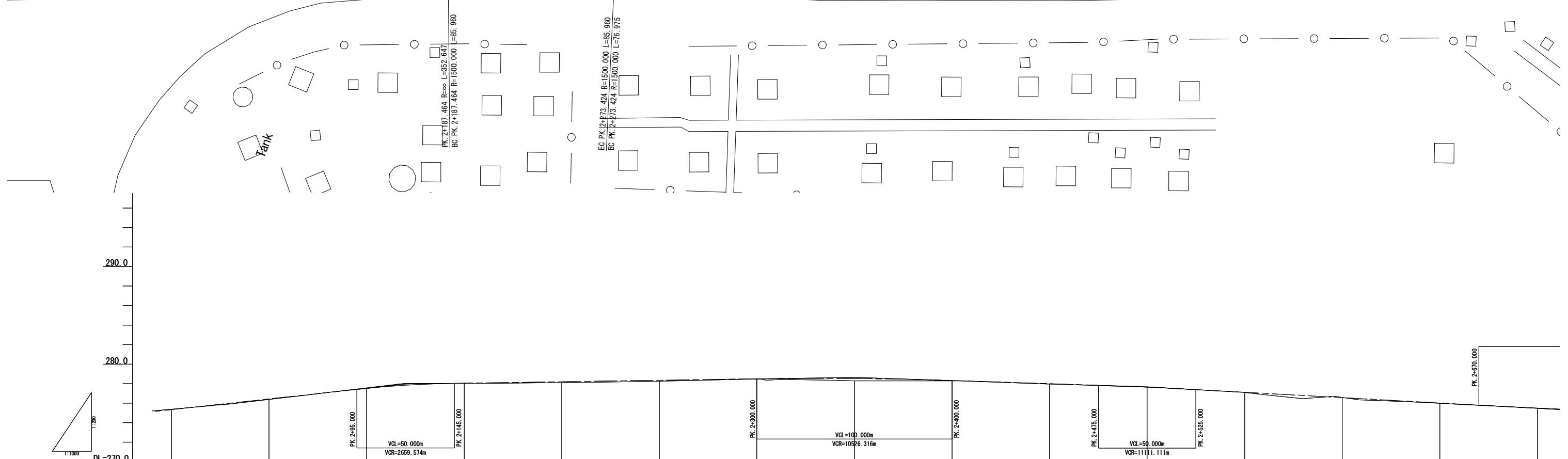
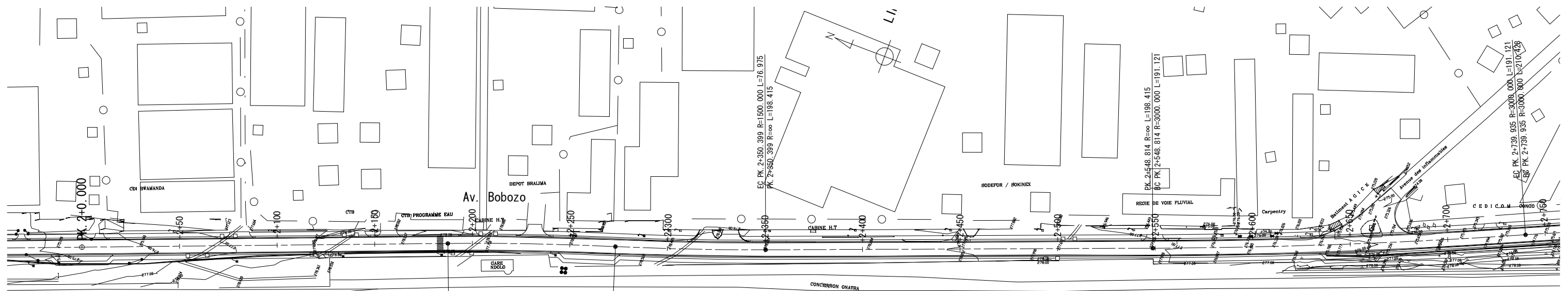
PCSM* : PIERRES CONCASSÉES POUR STABILISATION MÉCANIQUE

| | | | | | | | | |
|--|----------------------------------|---|------------------------------|--------------|--------------------------------|----------|------|----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | PROFILS EN TRAVERS TYPES (2/2) | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | COMME VU | 2009 | CG-BD-C2 |
| | | | | VERIFIE PAR: | | | | |

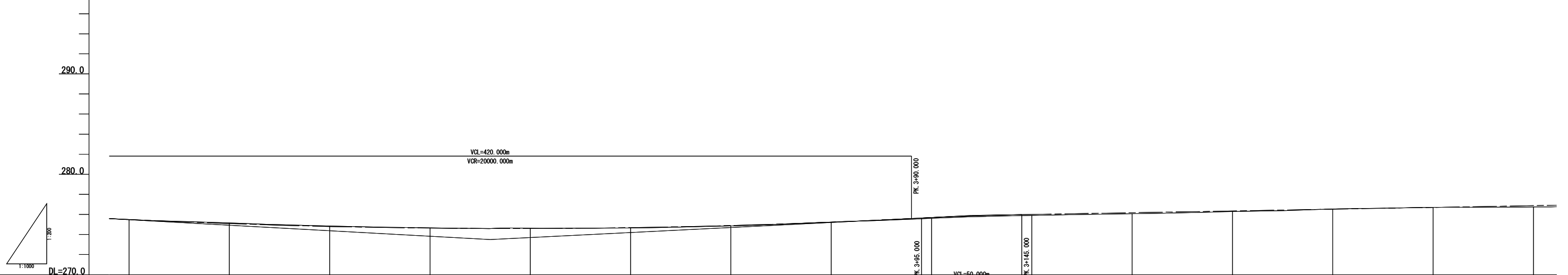


| DECLIVITES | 279.921 | 280.166 | 277.932 | 277.722 | 279.664 | 279.234 | 280.070 | 279.260 |
|---|---------|---------|---------|---------|---------|---------|----------|----------|
| COTES DU PROJET | 279.921 | 279.935 | 278.397 | 277.857 | 279.595 | 279.428 | 279.791 | 279.350 |
| COTES DU TERRAIN NATUREL | 279.921 | 279.886 | 278.207 | 277.833 | 279.559 | 279.342 | 279.715 | 279.445 |
| HAUTEURS DES DEBLAIS | 0.000 | 0.059 | 0.101 | 0.004 | 0.019 | 0.005 | 0.000 | 0.095 |
| HAUTEURS DES REMBLAIS | 0.000 | 0.133 | 0.101 | 0.004 | 0.019 | 0.005 | 0.000 | 0.095 |
| BORNES KILOMETRIQUES | -5.439 | PK 0 | +12.339 | +26.787 | +44.565 | +50.000 | +179.059 | +200.000 |
| RACCORDEMENT DE COURBE HORIZONTALE | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | |

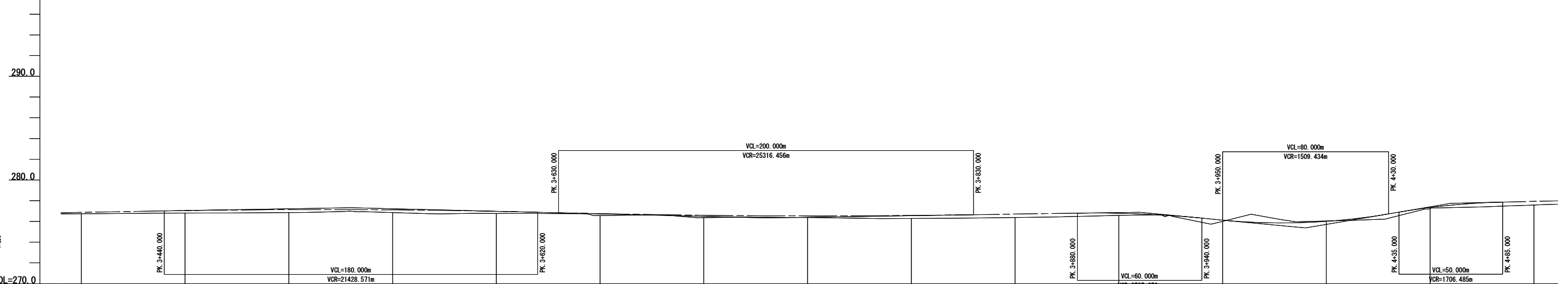
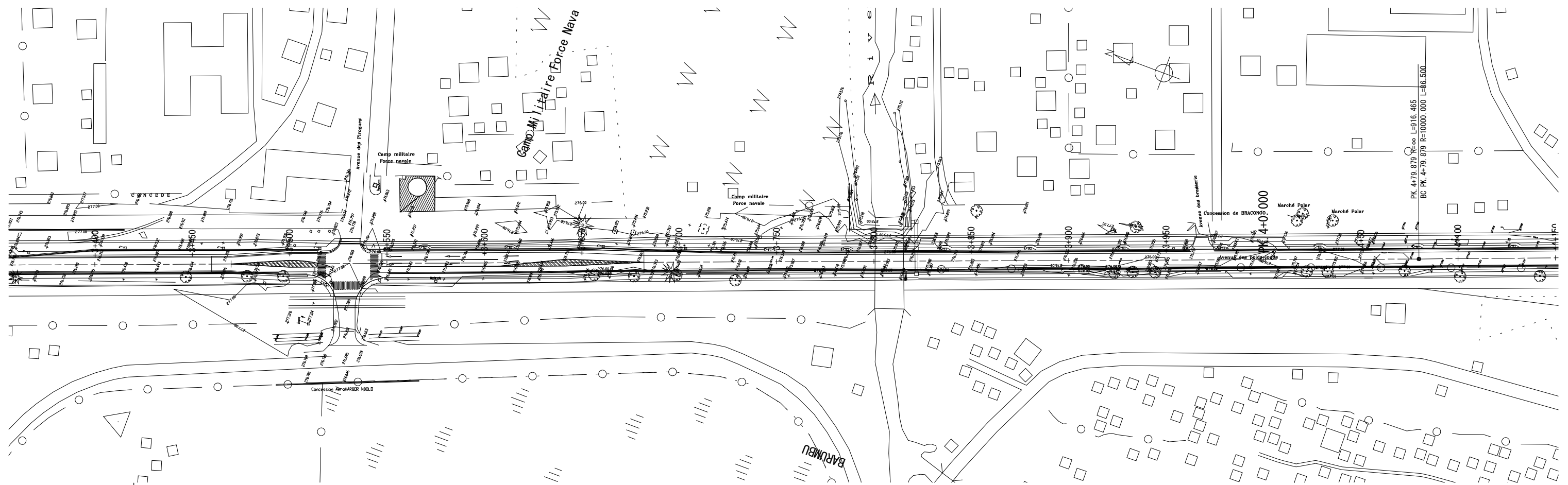




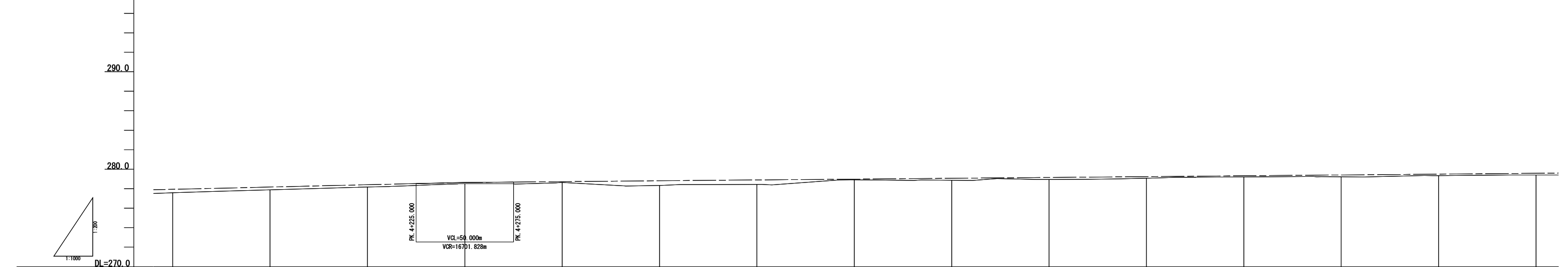
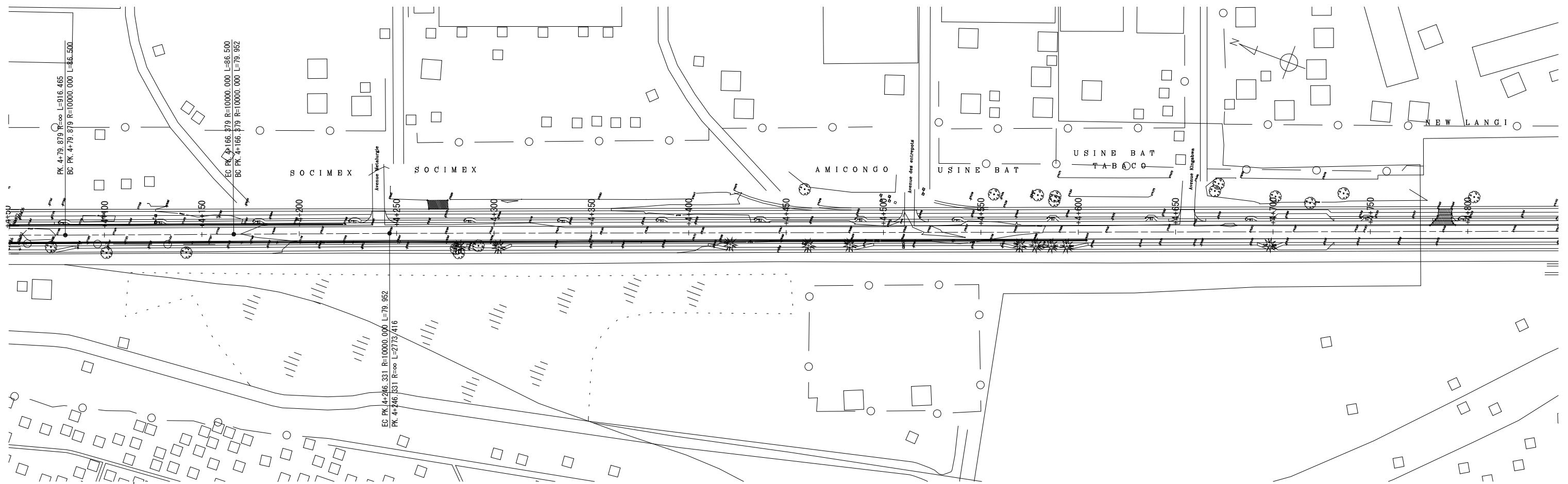
| | | | | | | | | | | | | | | | |
|---|-----------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| DECLIVITES | $i=2.180\%$ $L=180.000m$ | | | | | | | | | | | | | | |
| COTES DU PROJET | | | | | | | | | | | | | | | |
| COTES DU TERRAIN NATUREL | | | | | | | | | | | | | | | |
| HAUTEURS DES DEBLAIS | | | | | | | | | | | | | | | |
| HAUTEURS DES REMBLAIS | | | | | | | | | | | | | | | |
| BORNES KILOMETRIQUES | | | | | | | | | | | | | | | |
| RACCORDEMENT DE COURBE HORIZONTALE | $R=352.647$ | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | $R=1500.000$ | | | | | | | | | | | | | | |



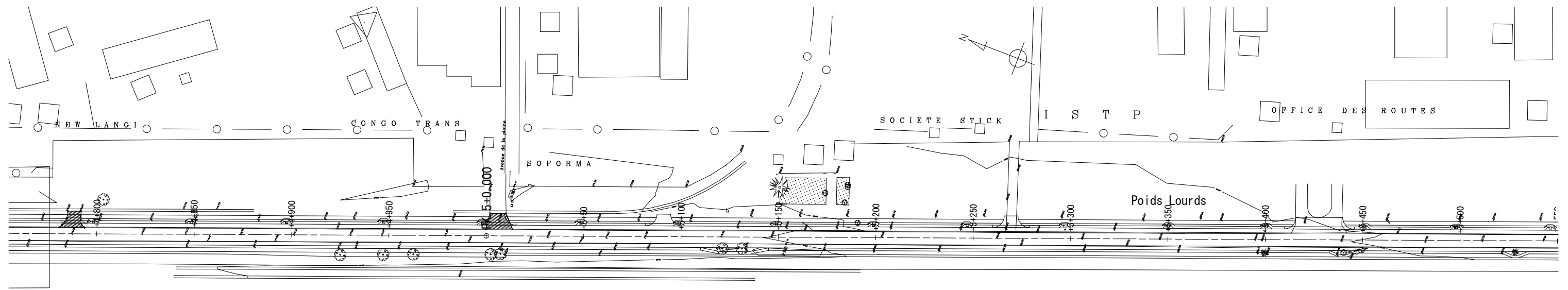
| DECLIVITES | 1:1000 1,000m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|--|--|
| COTES DU PROJET | -275.490 | -275.497 | -275.157 | -275.084 | -274.797 | -274.634 | -274.594 | -274.596 | -274.663 | -274.684 | -274.886 | -274.970 | -275.234 | -275.534 | -275.594 | -275.644 | -275.692 | -275.882 | -275.999 | -276.046 | -276.174 | -276.349 | -276.524 | -276.699 | -276.874 | | | | | |
| COTES DU TERRAIN NATUREL | -275.490 | -275.497 | -275.157 | -275.084 | -274.797 | -274.634 | -274.594 | -274.596 | -274.663 | -274.684 | -274.886 | -274.970 | -275.234 | -275.534 | -275.594 | -275.644 | -275.692 | -275.882 | -275.999 | -276.046 | -276.174 | -276.349 | -276.524 | -276.699 | -276.874 | | | | | |
| HAUTEURS DES DEBLAIS | | | 0.059 | 0.076 | 0.052 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | 0.031 | | | | | |
| HAUTEURS DES REMBLAIS | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | | | | | |
| BORNES KILOMETRIQUES | +700.000 | +739.935 | +750.000 | +800.000 | +850.000 | +900.000 | +950.000 | +100.000 | +112.533 | +12.533 | +50.000 | +83.914 | +100.000 | +150.000 | +163.415 | +200.000 | +250.000 | +300.000 | +350.000 | +400.000 | | | | | | | | | | |
| RACCORDEMENT DE COURBE HORIZONTALE | R=3000.000 | | | | | | | | | | | | | | | R=3000.000 | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | L=210.000 | | | | | | | | | | | | | | | L=210.000 | | | | | | | | | | | | | | |



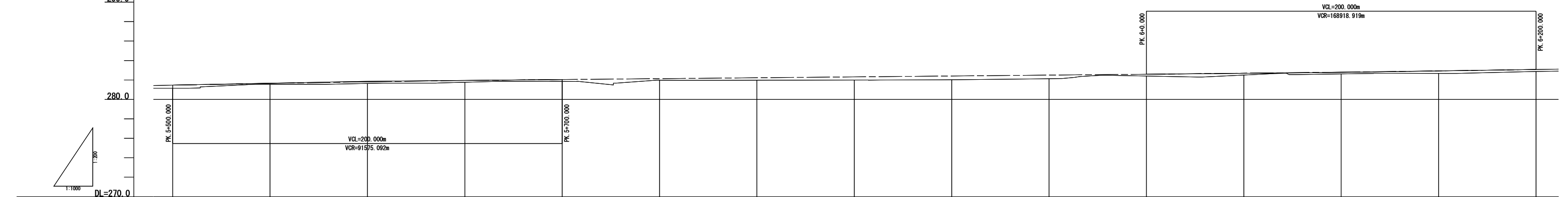
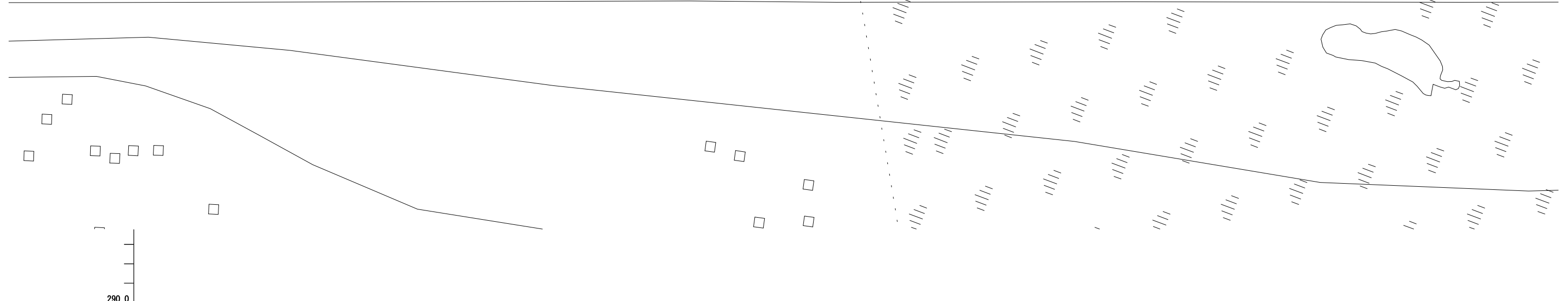
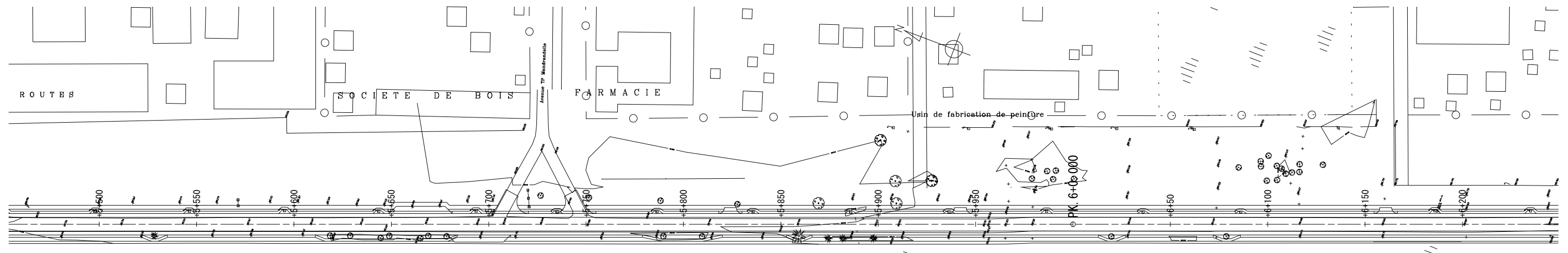
| DECLIVITES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| COTES DU PROJET | 276.874 | 277.014 | 277.047 | 277.140 | 277.145 | 277.117 | 276.977 | 276.888 | 276.839 | 276.749 | 276.593 | 276.535 | 276.535 | 276.577 | 276.649 | 276.709 | 276.799 | 276.811 | 276.786 | 276.819 | 276.129 | 275.857 | 276.007 | 276.729 | 276.889 | 277.343 | 277.437 | 277.835 | 277.866 | 277.937 | |
| COTES DU TERRAIN NATUREL | 276.741 | 276.874 | 277.014 | 277.140 | 277.145 | 277.117 | 276.977 | 276.888 | 276.839 | 276.749 | 276.593 | 276.535 | 276.535 | 276.577 | 276.649 | 276.709 | 276.799 | 276.811 | 276.786 | 276.819 | 276.129 | 275.857 | 276.007 | 276.729 | 276.889 | 277.343 | 277.437 | 277.835 | 277.866 | 277.937 | |
| HAUTEURS DES DEBLAIS | | | | | | | | | | | | | | | | | | | | | | | 0.032 | | | | | | | | |
| HAUTEURS DES REMBLAIS | 0.133 | 0.240 | 0.240 | 0.279 | 0.257 | 0.257 | 0.204 | 0.176 | 0.176 | 0.227 | 0.149 | 0.149 | 0.226 | 0.226 | 0.330 | 0.330 | 0.199 | 0.199 | 0.117 | 0.117 | | | | | 0.094 | 0.094 | 0.398 | 0.398 | 0.347 | | |
| BORNES KILOMETRIQUES | +400.000 | +450.000 | +500.000 | +550.000 | +600.000 | +650.000 | +700.000 | +750.000 | +800.000 | +850.000 | +900.000 | +950.000 | +1000.000 | +1050.000 | +1100.000 | +1150.000 | +1200.000 | +1250.000 | +1300.000 | +1350.000 | +1400.000 | +1450.000 | +1500.000 | +1550.000 | +1600.000 | +1650.000 | +1700.000 | +1750.000 | +1800.000 | +1850.000 | +1900.000 |
| RACCORDEMENT DE COURBE HORIZONTALE | L=180.000m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



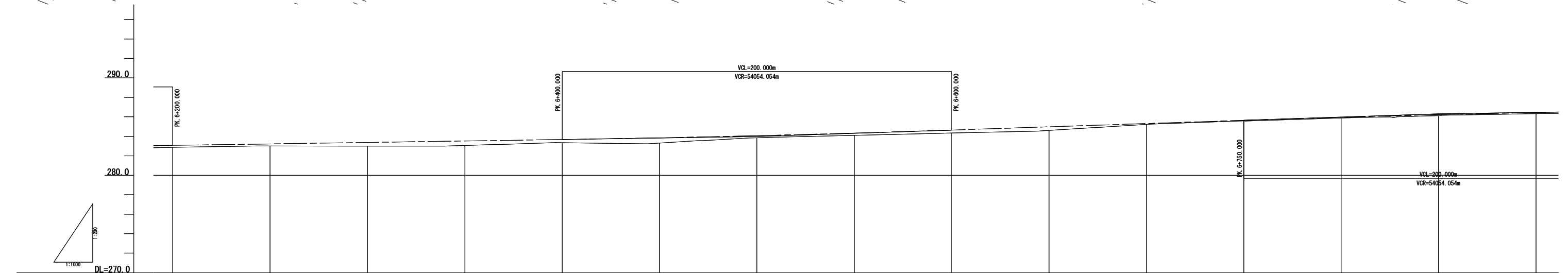
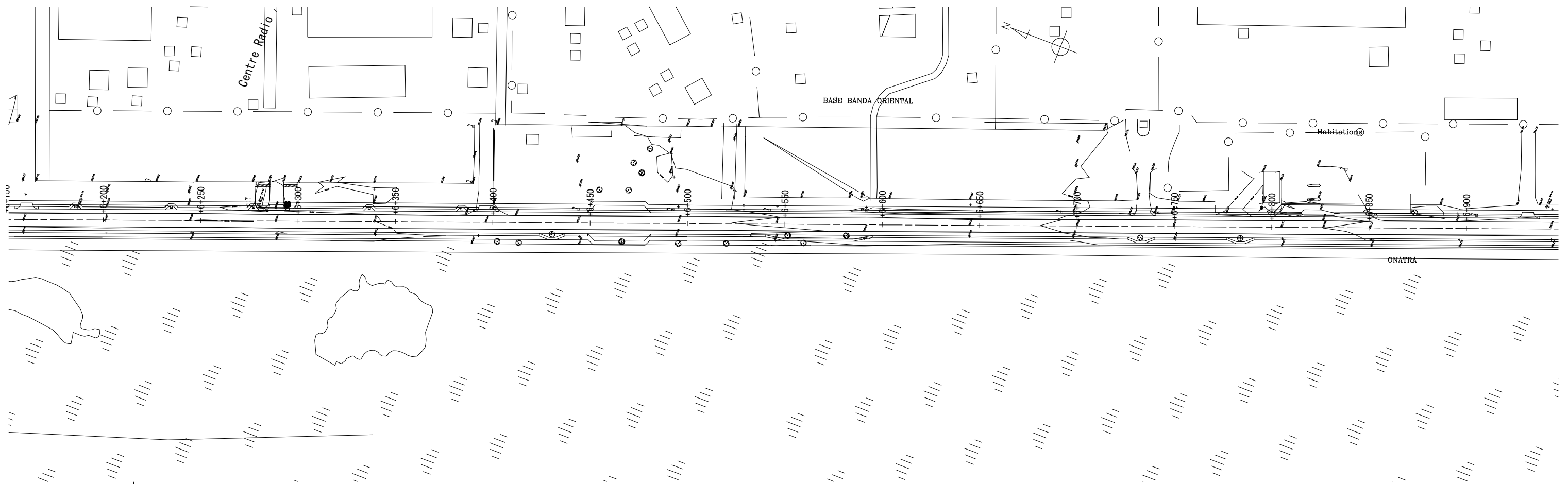
| DECLIVITES | $i=0.470\%$ $L=190.000m$ | | | | | | | | | | | | | | | $i=0.171\%$ $L=950.000m$ | | | | | | | | | | | | | | | | | | | | | |
|---|-----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------------------------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| COTES DU PROJET | -277.990 | -277.937 | -277.880 | -278.172 | -277.916 | -278.249 | -278.169 | -278.407 | -278.524 | -278.498 | -278.611 | -278.509 | -278.623 | -278.685 | -278.639 | -278.727 | -278.329 | -278.813 | -278.443 | -278.896 | -278.911 | -278.983 | -278.867 | -279.069 | -278.947 | -279.154 | -279.078 | -279.239 | -279.207 | -279.325 | -279.222 | -279.410 | -279.339 | -279.495 | -279.406 | -279.580 | |
| COTES DU TERRAIN NATUREL | -277.990 | -277.937 | -277.880 | -278.172 | -277.916 | -278.249 | -278.169 | -278.407 | -278.524 | -278.498 | -278.611 | -278.509 | -278.623 | -278.685 | -278.639 | -278.727 | -278.329 | -278.813 | -278.443 | -278.896 | -278.911 | -278.983 | -278.867 | -279.069 | -278.947 | -279.154 | -279.078 | -279.239 | -279.207 | -279.325 | -279.222 | -279.410 | -279.339 | -279.495 | -279.406 | -279.580 | |
| HAUTEURS DES DEBLAIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| HAUTEURS DES REMBLAIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| BORNES KILOMETRIQUES | +100.000 | +150.000 | +166.379 | +200.000 | +246.331 | +250.000 | +300.000 | +350.000 | +400.000 | +450.000 | +500.000 | +550.000 | +600.000 | +650.000 | +700.000 | +750.000 | +800.000 | +850.000 | +900.000 | +950.000 | +1000.000 | +1050.000 | +1100.000 | +1150.000 | +1200.000 | +1250.000 | +1300.000 | +1350.000 | +1400.000 | +1450.000 | +1500.000 | +1550.000 | +1600.000 | +1650.000 | +1700.000 | +1750.000 | |
| RACCORDEMENT DE COURBE HORIZONTALE | R=10000.000 | | | | | | | | | | | | | | | R=10000.000 | | | | | | | | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



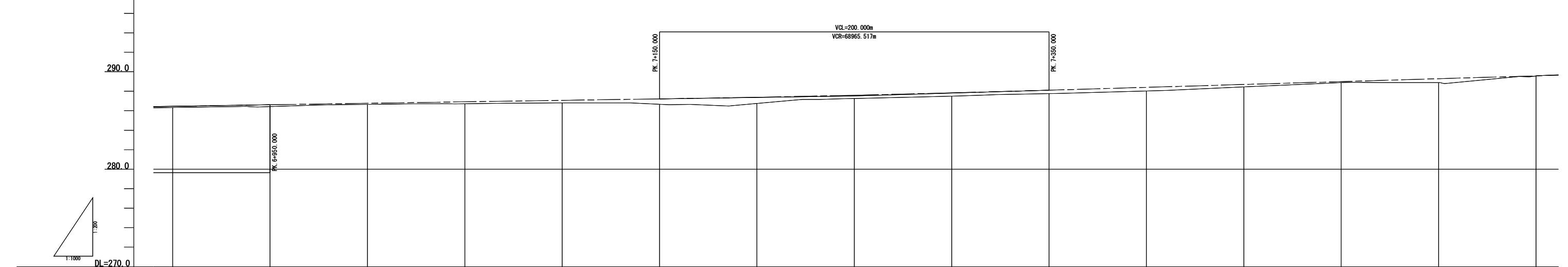
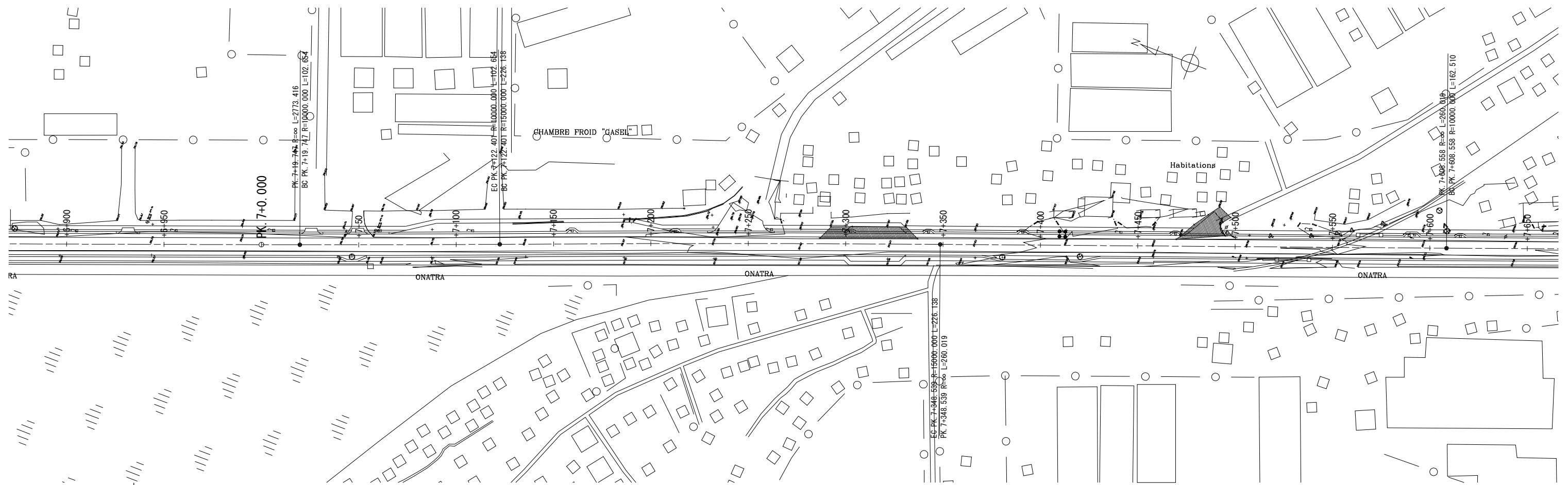
| DECLIVITES | | | | | | | | | | | | | | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| COTES DU PROJET | | | | | | | | | | | | | | | |
| COTES DU TERRAIN NATUREL | -279.406 | -279.482 | -279.528 | -279.581 | -279.616 | -279.655 | -279.705 | -280.027 | -280.171 | -280.392 | -280.478 | -280.681 | -280.830 | -281.005 | -281.154 |
| HAUTEURS DES DEBLAIS | | | | | | | | | | | | | | | |
| HAUTEURS DES REMBLAIS | 0.175 | 0.184 | 0.225 | 0.255 | 0.408 | 0.353 | 0.297 | 0.165 | 0.149 | 0.086 | 0.165 | 0.182 | 0.233 | 0.258 | 0.309 |
| BORNES KILOMETRIQUES | +800.000 | +850.000 | +900.000 | +950.000 | PK.5 | +100.000 | +150.000 | +200.000 | +250.000 | +300.000 | +350.000 | +400.000 | +450.000 | +500.000 | |
| RACCORDEMENT DE COURBE HORIZONTALE | | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | | | | | | | | |



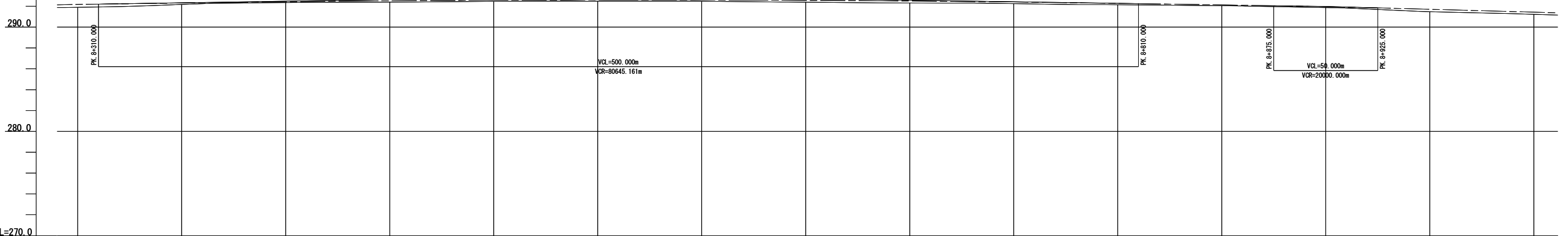
| DECLIVITES | | | | | | | | | | | | | | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------|---------|----------|----------|----------|
| COTES DU PROJET | 281.463 | 281.649 | 281.808 | 281.940 | 282.045 | 282.135 | 282.226 | 282.317 | 282.408 | 282.499 | 282.589 | 282.688 | 282.801 | 282.928 | 283.071 |
| COTES DU TERRAIN NATUREL | 281.154 | 281.653 | 281.638 | 281.760 | 281.855 | 281.976 | 282.026 | 282.190 | 282.028 | 282.130 | 282.409 | 282.409 | 282.627 | 282.676 | 282.889 |
| HAUTEURS DES DEBLAIS | | | | | | | | | | | | | | | |
| HAUTEURS DES REMBLAIS | 0.309 | 0.087 | 0.173 | 0.180 | 0.190 | 0.160 | 0.255 | 0.327 | 0.380 | 0.369 | 0.181 | 0.168 | 0.173 | 0.252 | 0.202 |
| BORNES KILOMETRIQUES | +500.000 | +650.000 | +800.000 | +650.000 | +700.000 | +750.000 | +800.000 | +850.000 | +900.000 | +950.000 | PK. 6 | +50.000 | +100.000 | +150.000 | +200.000 |
| RACCORDEMENT DE COURBE HORIZONTALE | | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | | | | | | | | |



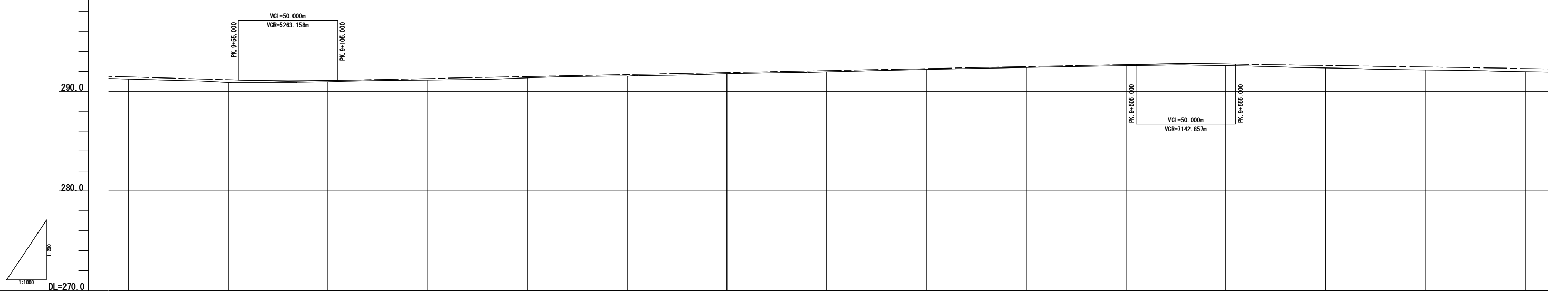
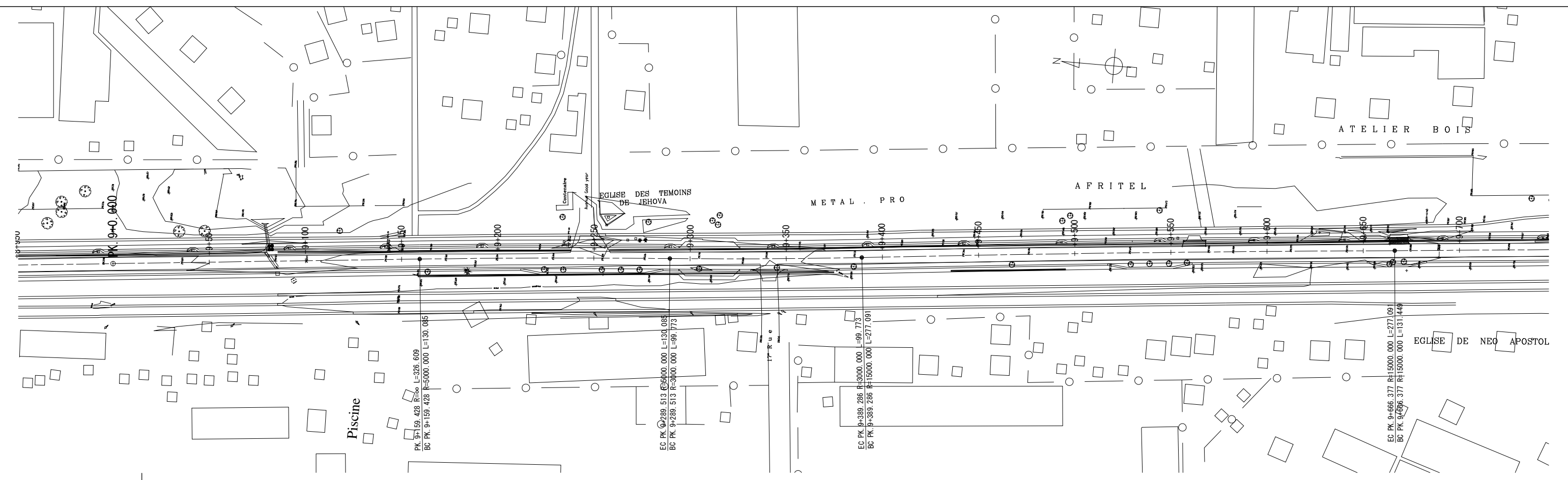
| DECLIVITES | | | | | | | | | | | | | | | | |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| COTES DU PROJET | 282.889 | 283.071 | 283.221 | 283.371 | 283.521 | 283.671 | 283.844 | 284.063 | 284.329 | 284.641 | 284.976 | 285.311 | 285.646 | 285.958 | 286.223 | 286.443 |
| COTES DU TERRAIN NATUREL | 282.889 | 283.071 | 283.221 | 283.371 | 283.521 | 283.671 | 283.844 | 284.063 | 284.329 | 284.641 | 284.976 | 285.311 | 285.646 | 285.958 | 286.223 | 286.443 |
| HAUTEURS DES DEBLAIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| HAUTEURS DES REMBLAIS | 0.202 | 0.219 | 0.377 | 0.460 | 0.321 | 0.535 | 0.211 | 0.223 | 0.300 | 0.371 | 0.062 | 0.053 | 0.075 | 0.100 | 0.118 | 0.118 |
| BORNES KILOMETRIQUES | 200.000 | 250.000 | 300.000 | 350.000 | 400.000 | 450.000 | 500.000 | 550.000 | 600.000 | 650.000 | 700.000 | 750.000 | 800.000 | 850.000 | 900.000 | 900.000 |
| RACCORDEMENT DE COURBE HORIZONTALE | - | | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | - | | | | | | | | | | | | | | | |



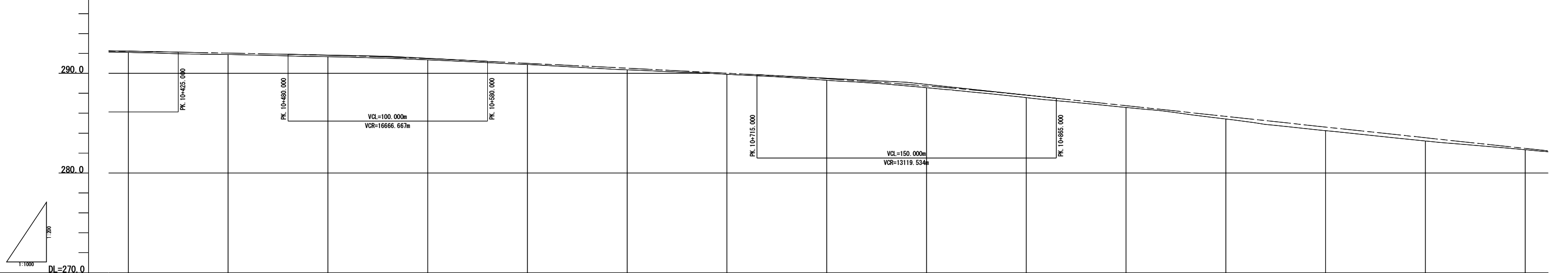
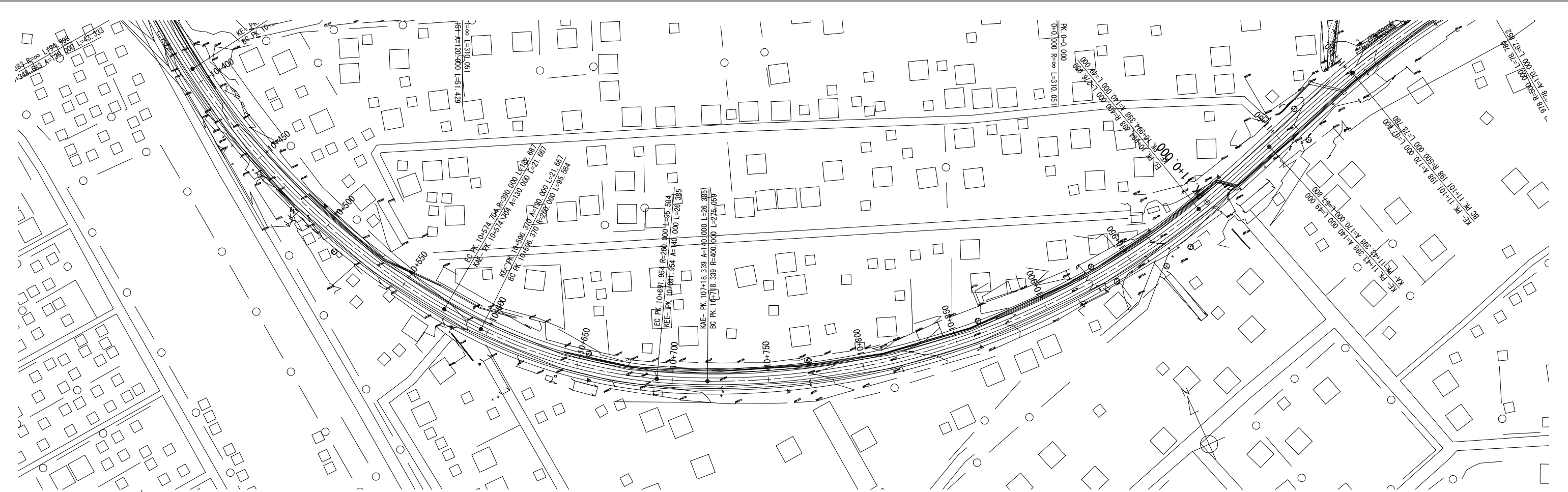
| DECLIVITES | $i=0.300\%$ $L=400.000m$ | | | | | | | | | | | | | | | | | |
|---|--|----------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| COTES DU PROJET | 286.443 | 286.616 | 286.766 | 286.825 | 286.916 | 287.066 | 287.133 | 287.216 | 287.384 | 287.516 | 287.629 | 287.902 | 288.401 | 288.696 | 288.991 | 289.286 | 289.581 | 289.631 |
| COTES DU TERRAIN NATUREL | 286.325 | 286.422 | 286.648 | 286.703 | 286.718 | 286.797 | 286.801 | 286.669 | 286.742 | 287.259 | 287.465 | 287.748 | 288.030 | 288.441 | 288.686 | 288.889 | 289.553 | 289.660 |
| HAUTEURS DES DEBLAIS | | | | | | | | | | | | | | | | | | |
| HAUTEURS DES REMBLAIS | 0.118 | 0.194 | 0.120 | 0.123 | 0.198 | 0.269 | 0.333 | 0.547 | 0.642 | 0.331 | 0.334 | 0.355 | 0.371 | 0.255 | 0.105 | 0.397 | 0.018 | 0.028 |
| BORNES KILOMETRIQUES | +900.000 | +950.000 | PK.7 | +19.747 | +50.000 | +100.000 | +122.401 | +150.000 | +200.000 | +250.000 | +300.000 | +348.630 | +400.000 | +450.000 | +500.000 | +550.000 | +600.000 | +608.558 |
| RACCORDEMENT DE COURBE HORIZONTALE | $R=1000.000$ $R=1500.000$ $R=2000.000$ | | | | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | $L=300.019$ | | | | | | | | | | | | | | | | | |



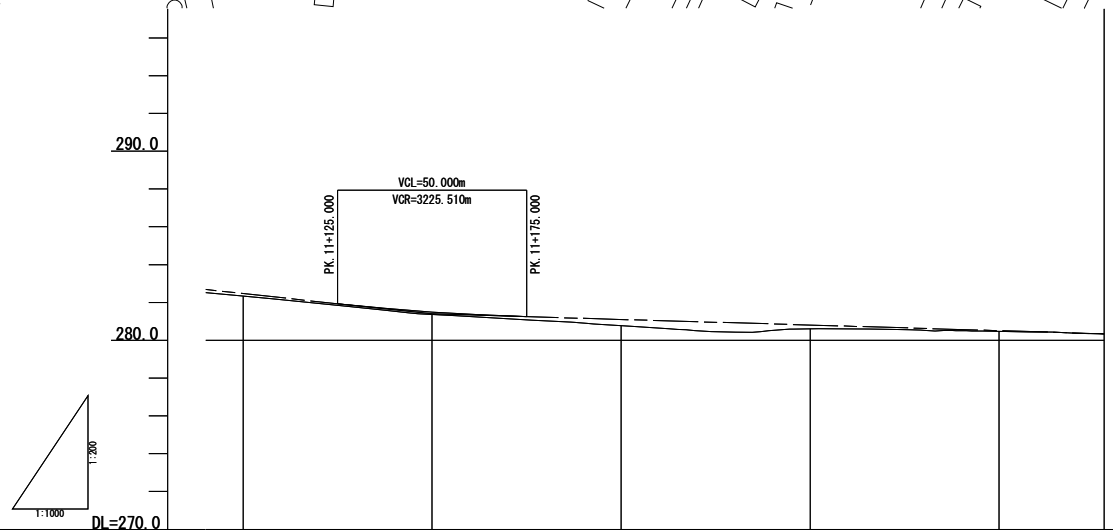
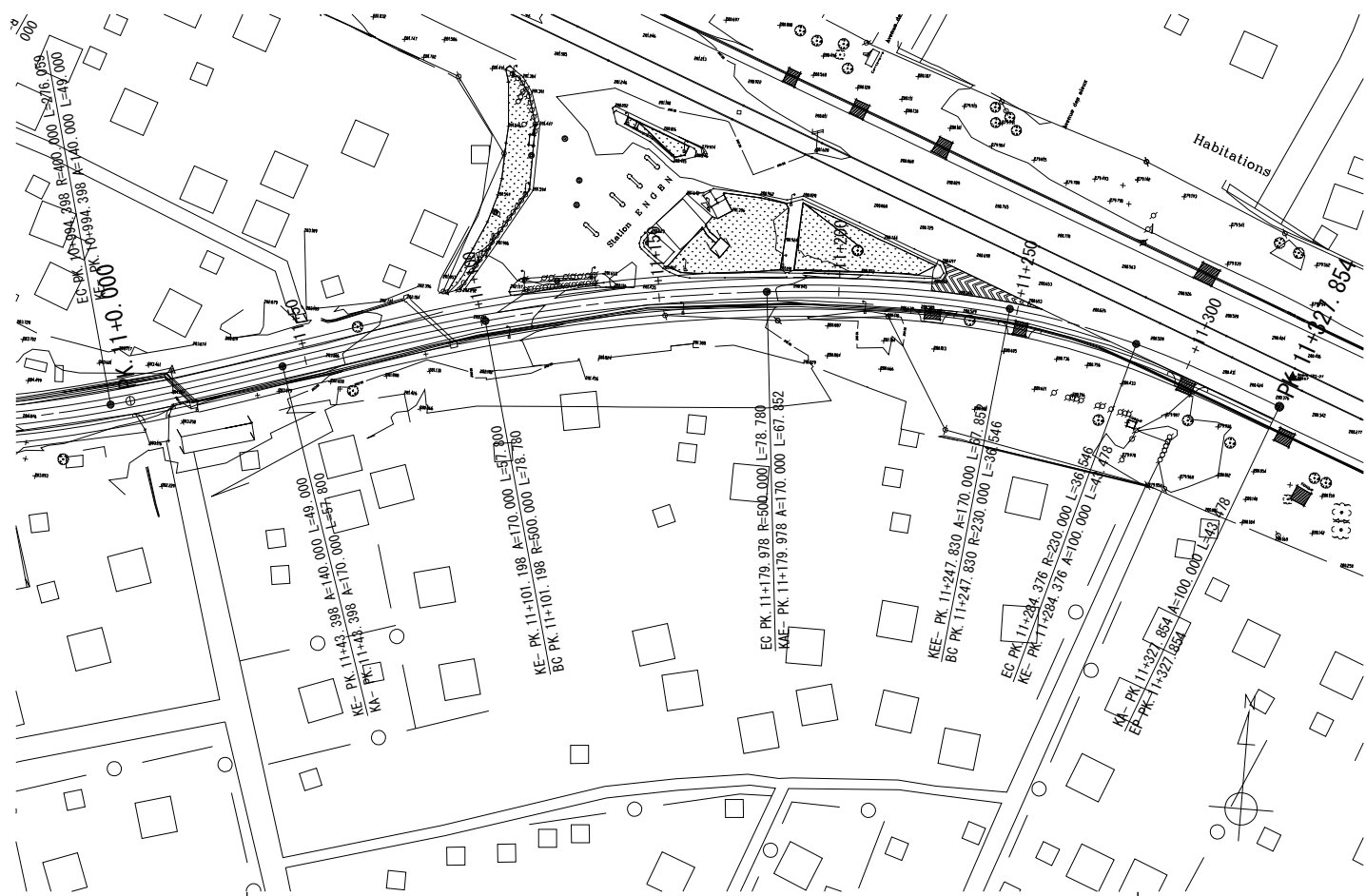
| DECLIVITES | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| COTES DU PROJET | -291.809 | -292.172 | -292.204 | -292.322 | -292.442 | -292.530 | -292.547 | -292.588 | -292.615 | -292.617 | -292.611 | -292.575 | -292.509 | -292.482 | -292.412 | -292.283 | -292.254 | -292.186 | -292.134 | -292.059 | -291.968 | -291.846 | -291.709 | -291.434 |
| COTES DU TERRAIN NATUREL | -291.809 | -292.172 | -292.204 | -292.322 | -292.442 | -292.530 | -292.547 | -292.588 | -292.615 | -292.617 | -292.611 | -292.575 | -292.509 | -292.482 | -292.412 | -292.283 | -292.254 | -292.186 | -292.134 | -292.059 | -291.968 | -291.846 | -291.709 | -291.434 |
| HAUTEURS DES DEBLAIS | | | | | | | | | | | | | | | | | | | | | | | | |
| HAUTEURS DES REMBLAIS | 0.263 | 0.147 | 0.088 | 0.128 | 0.132 | 0.110 | 0.129 | 0.125 | 0.168 | 0.190 | 0.173 | 0.161 | 0.142 | 0.093 | 0.062 | 0.088 | 0.233 | 0.211 | | | | | | |
| BORNES KILOMETRIQUES | -300.000 | -350.000 | -400.000 | -450.000 | -461.967 | -500.000 | -550.000 | -600.000 | -650.000 | -700.000 | -715.629 | -750.000 | -800.000 | -832.819 | -850.000 | -900.000 | -950.000 | | | | | | | |
| RACCORDEMENT DE COURBE HORIZONTALE | | | | | | | | | | | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | | | | | | | | | | | | | | | | | |



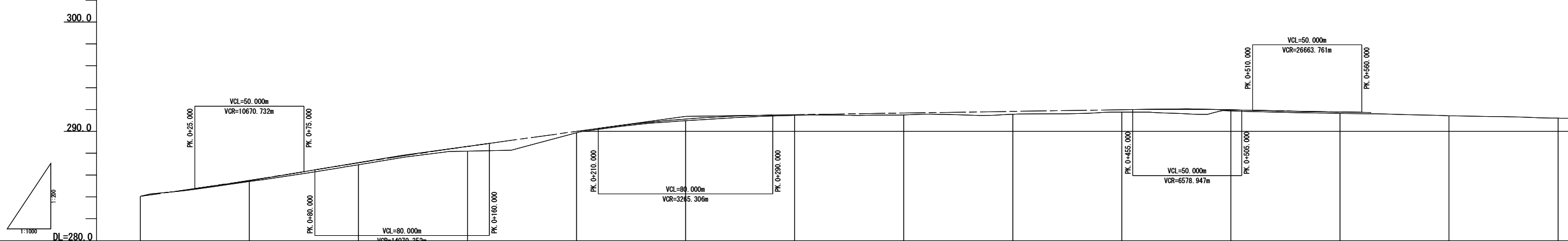
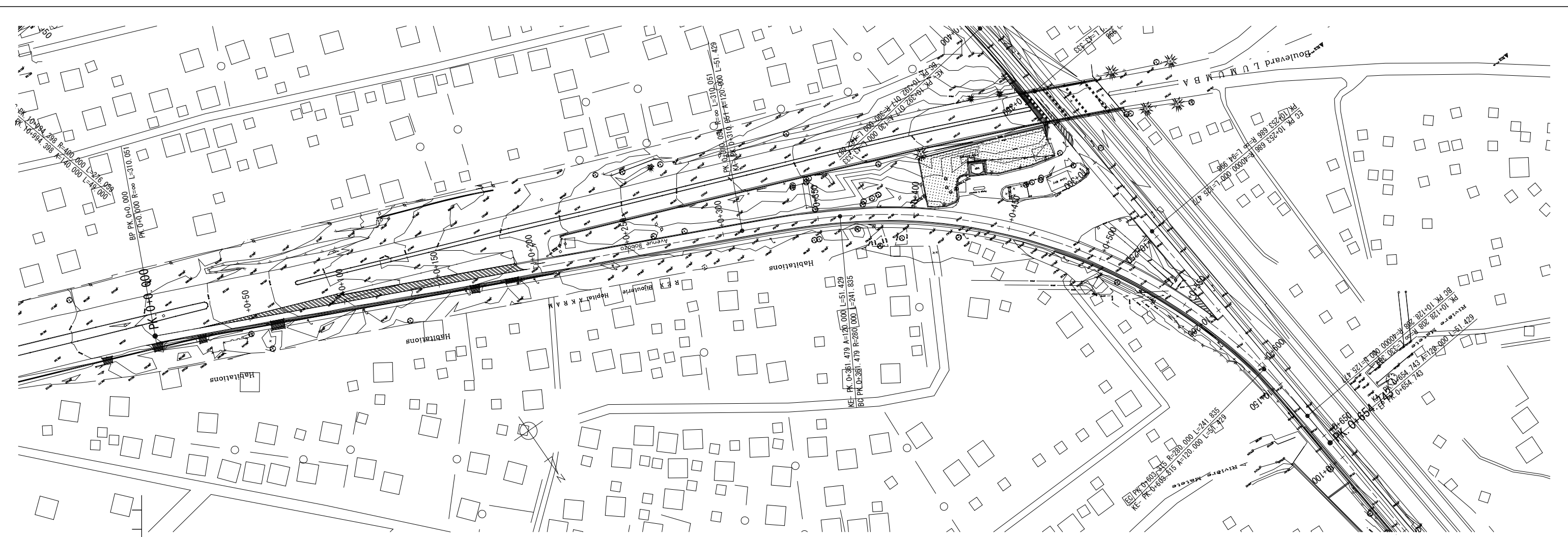
| DECLIVITES | $i = 0.550\%$ $L = 1.000m$ | | $i = 0.400\%$ $L = 450.000m$ | $i = -0.300\%$ $L = 310.000m$ | | | | | | | | | | | |
|---|--|---------|---------------------------------|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| COTES DU PROJET | 291.434 | 291.159 | 291.076 | 291.274 | 291.674 | 292.074 | 292.231 | 292.474 | 292.674 | 292.751 | 292.732 | 292.984 | 292.434 | 292.385 | 292.284 |
| COTES DU TERRAIN NATUREL | 291.223 | 290.884 | 290.858 | 291.127 | 291.519 | 291.688 | 291.756 | 291.941 | 292.146 | 292.192 | 292.558 | 292.694 | 292.132 | 292.102 | 291.866 |
| HAUTEURS DES DEBLAIS | | | | | | | | | | | | | | | |
| HAUTEURS DES REMBLAIS | 0.211 | 0.265 | 0.121 | 0.147 | 0.155 | 0.144 | 0.118 | 0.133 | 0.085 | 0.082 | 0.116 | 0.245 | 0.302 | 0.283 | 0.318 |
| BORNES KILOMETRIQUES | PK 9 | +50.000 | +100.000 | +150.000 | +200.000 | +250.000 | +300.000 | +350.000 | +389.286 | +400.000 | +450.000 | +500.000 | +600.000 | +650.000 | +700.000 |
| RACCORDEMENT DE COURBE HORIZONTALE | $R = 5000.000$ $R = 3000.000$ $R = 15000.000$ $R = 5000.000$ | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | | | | | | | | |



| DECLIVITES | $i = -0.400\%$ $L = 180.000m$ $i = -1.000\%$ $L = 260.000m$ $i = -2.143\%$ $L = 360.000m$ | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------|
| COTES DU PROJET | 292.241 | 292.219 | 292.134 | 291.914 | 291.822 | 291.678 | 291.487 | 291.266 | 291.214 | 290.954 | 290.884 | 290.804 | 290.614 | 290.354 | 290.114 | 289.739 | 289.506 | 289.256 | 288.756 | 288.685 | 288.473 | 288.363 | 288.541 | 288.449 | |
| COTES DU TERRAIN NATUREL | 292.138 | 292.107 | 292.034 | 291.892 | 291.678 | 291.359 | 290.984 | 290.554 | 290.084 | 290.014 | 289.906 | 289.719 | 289.530 | 289.313 | 288.967 | 288.564 | 288.119 | 287.506 | 286.756 | 285.434 | 285.685 | 284.370 | 284.733 | 284.613 | 283.541 |
| HAUTEURS DES DEBLAIS | 0.103 | 0.112 | 0.142 | 0.146 | 0.131 | 0.126 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | |
| HAUTEURS DES REMBLAIS | 0.103 | 0.112 | 0.142 | 0.146 | 0.131 | 0.126 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | 0.128 | |
| BORNES KILOMETRIQUES | 392.017 | 400.000 | 450.000 | 500.000 | 550.000 | 600.000 | 650.000 | 700.000 | 750.000 | 800.000 | 850.000 | 900.000 | 950.000 | 1000.000 | 1050.000 | 1100.000 | 1150.000 | 1200.000 | 1250.000 | 1300.000 | 1350.000 | 1400.000 | 1450.000 | 1500.000 | |
| RACCORDEMENT DE COURBE HORIZONTALE | | | | | | | | | | | | | | | | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | | | | | | | | | | | | | | | | | | |

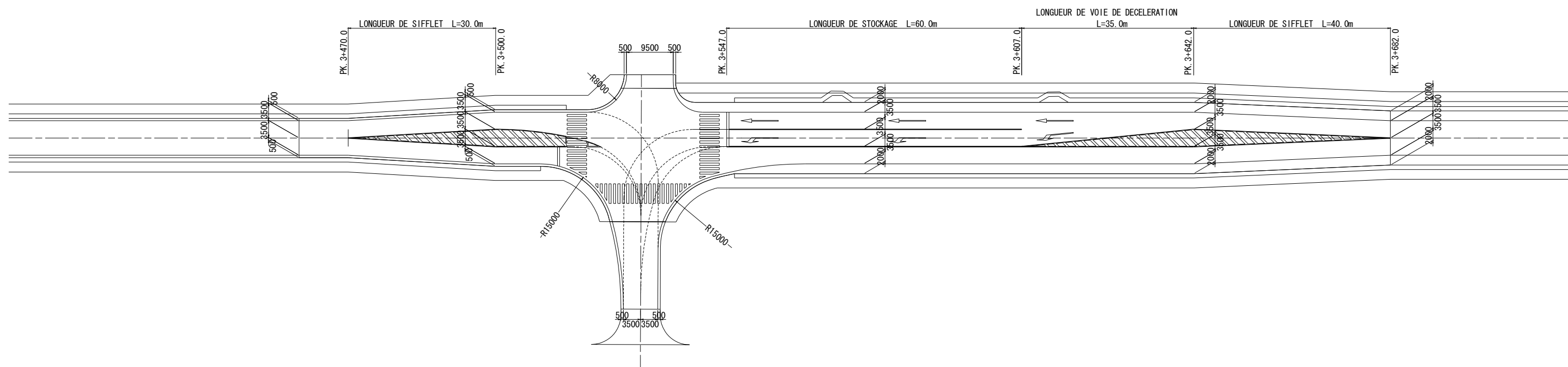


| | | | | | | | | | | |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| DECLIVITES | | | | | | | | | | |
| COTES DU PROJET | 282.478 | 281.934 | 281.495 | 281.250 | 281.220 | 281.101 | 280.808 | 280.601 | 280.508 | 280.343 |
| COTES DU TERRAIN NATUREL | 282.877 | 281.361 | 281.027 | 280.774 | 280.808 | 280.596 | 280.471 | 280.508 | | |
| HAUTEURS DES DEBLAIS | | | | | | | | | | |
| HAUTEURS DES REMBLAIS | 0.131 | 0.133 | 0.193 | 0.327 | 0.716 | 0.095 | 0.038 | | | |
| BORNES KILOMETRIQUES | 100.000 | 150.000 | 179.979 | 200.000 | 250.000 | 284.376 | 300.000 | | | |
| RACCORDEMENT DE COURBE HORIZONTALE | | | | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | | | | |



| DECLIVITES | 284.053 | 285.478 | 287.801 | 291.376 | 292.066 | 291.813 | 291.733 |
|---|---------|---------|----------|----------|----------|----------|----------|
| COTES DU PROJET | 284.053 | 285.410 | 286.945 | 290.968 | 291.503 | 291.874 | 291.427 |
| COTES DU TERRAIN NATUREL | 284.053 | 285.410 | 286.945 | 290.968 | 291.503 | 291.874 | 291.414 |
| HAUTEURS DES DEBLAIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| HAUTEURS DES REMBLAIS | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| BORNES KILOMETRIQUES | No. 0 | +50.000 | +100.000 | +150.000 | +200.000 | +250.000 | +300.000 |
| RACCORDEMENT DE COURBE HORIZONTALE | | | | | | | |
| RACCORDEMENT DE PENTES DEBERS EN COURBE | | | | | | | |

PLAN DU CARREFOUR DES FORCE NAVALE

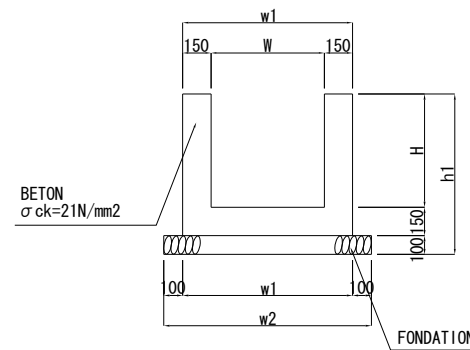


| | | | | | | | | |
|--|----------------------------------|--|------------------------------|--------------|------------------------------------|----------|------|-----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE LA MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | PLAN DU CARREFOUR DES FORCE NAVALE | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | A1-1:400 | 2009 | CG-BD-D19 |
| | | | | VERIFIE PAR: | | A3-1:800 | | |

PLAN DE DRAINAGE (1) FOSSÉ

ECHELLE A1 1:20
A3 1:40

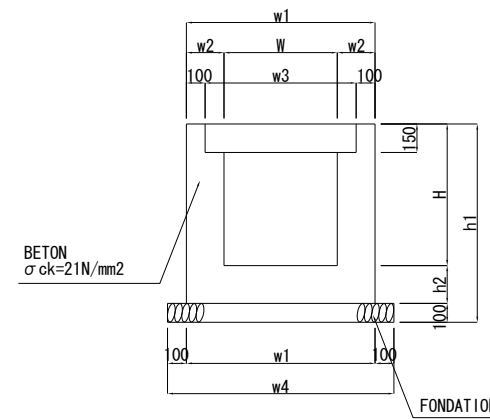
FOSSÉ EN "U"



LISTE DES PRINCIPALES

| ARTICLE | DIMENSIONS | | | | | REMARQUES |
|----------------|------------|-----|------|------|------|-----------|
| | W | H | w1 | w2 | h1 | |
| W 300 - H 400 | 300 | 400 | 600 | 800 | 650 | |
| W 400 - H 400 | 400 | 400 | 700 | 900 | 650 | |
| W 500 - H 500 | 500 | 500 | 800 | 1000 | 750 | |
| W 500 - H 600 | 500 | 600 | 800 | 1000 | 850 | |
| W 600 - H 600 | 600 | 600 | 900 | 1100 | 850 | |
| W 800 - H 500 | 800 | 500 | 1100 | 1300 | 750 | |
| W 800 - H 800 | 800 | 800 | 1100 | 1300 | 1050 | |
| W 900 - H 900 | 900 | 900 | 1200 | 1400 | 1150 | |
| W 1100 - H 500 | 1100 | 500 | 1400 | 1600 | 750 | |

FOSSÉ EN "U" AVEC COUVERTURE



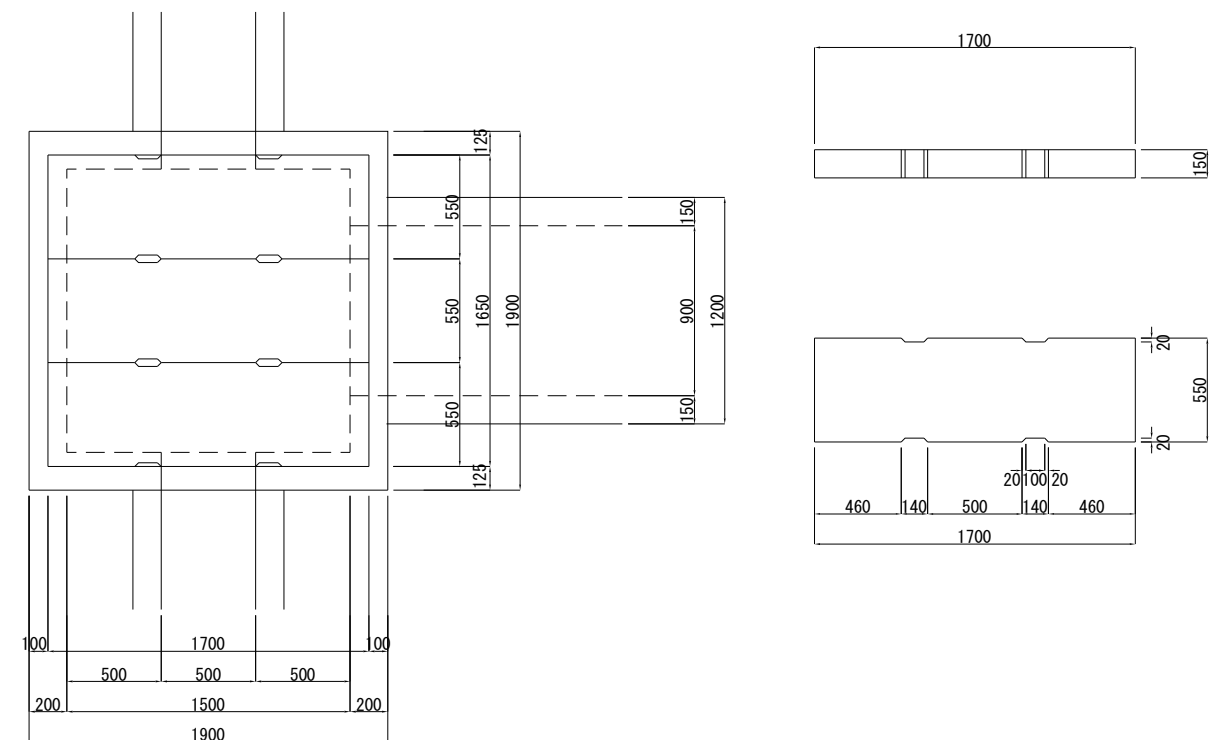
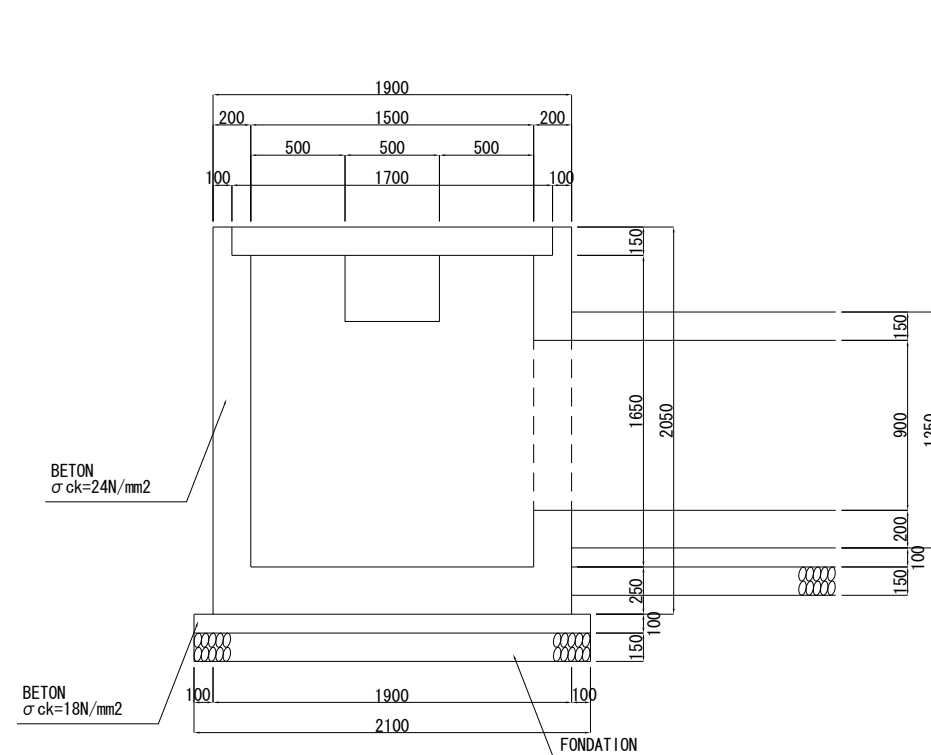
LISTE DES PRINCIPALES

| ARTICLE | DIMENSIONS | | | | | | | | | REMARQUES |
|----------------|------------|------|------|-----|------|------|------|-----|--|-----------|
| | W | H | w1 | w2 | w3 | w4 | h1 | h2 | | |
| W 300 - H 550 | 300 | 550 | 600 | 150 | 400 | 800 | 800 | 150 | | |
| W 500 - H 650 | 500 | 650 | 900 | 200 | 700 | 1100 | 950 | 200 | | |
| W 600 - H 750 | 600 | 750 | 1000 | 200 | 800 | 1200 | 1050 | 200 | | |
| W 800 - H 950 | 800 | 950 | 1200 | 200 | 1000 | 1400 | 1250 | 200 | | |
| W 900 - H 1050 | 900 | 1050 | 1300 | 200 | 1100 | 1500 | 1350 | 200 | | |

LISTE DES PRINCIPALES

| ARTICLE | DIMENSIONS | | REMARQUES |
|----------------|------------|-----|-----------|
| | w3 | w5 | |
| W 300 - H 550 | 400 | 130 | |
| W 500 - H 650 | 700 | 280 | |
| W 600 - H 750 | 800 | 330 | |
| W 800 - H 950 | 1000 | 430 | |
| W 900 - H 1050 | 1100 | 480 | |

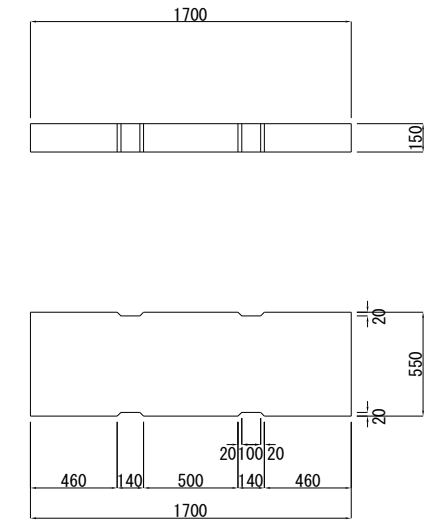
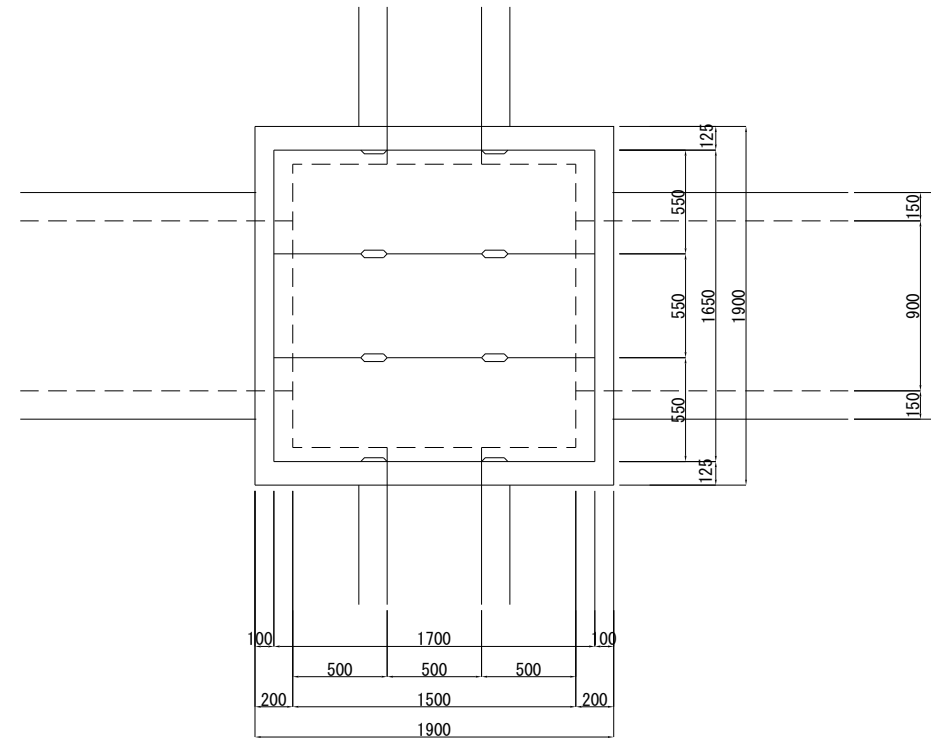
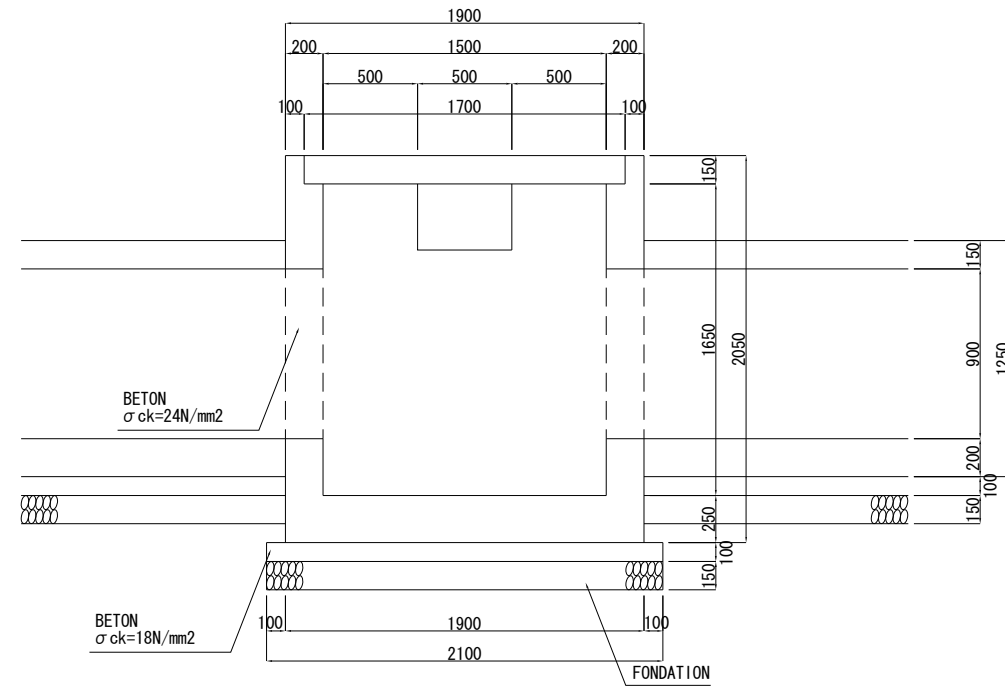
PUISARD TYPE 1



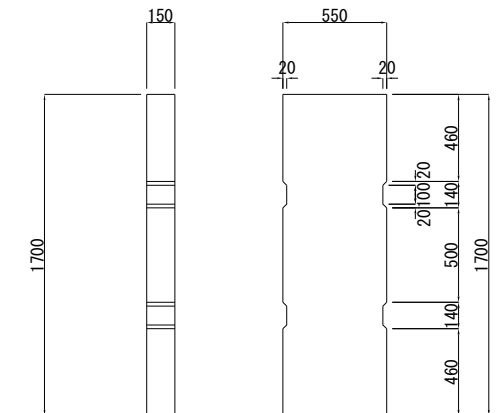
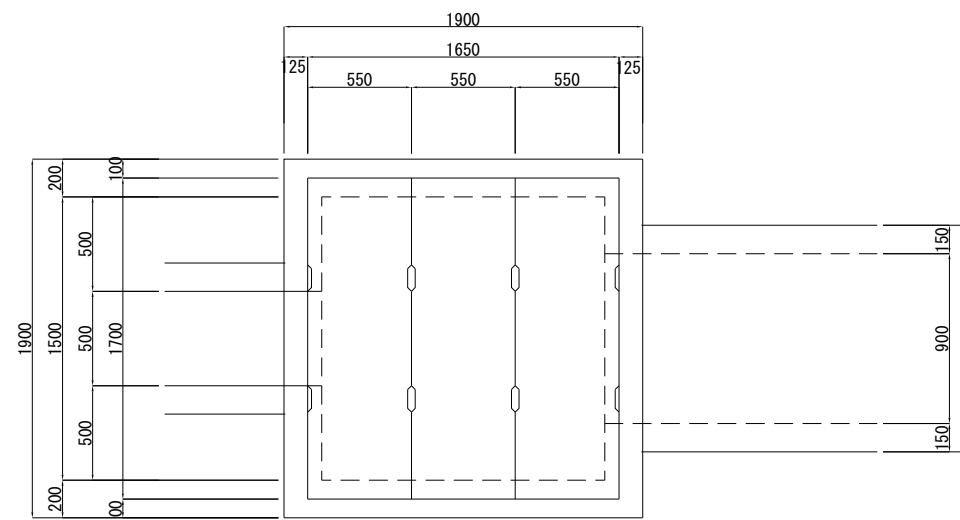
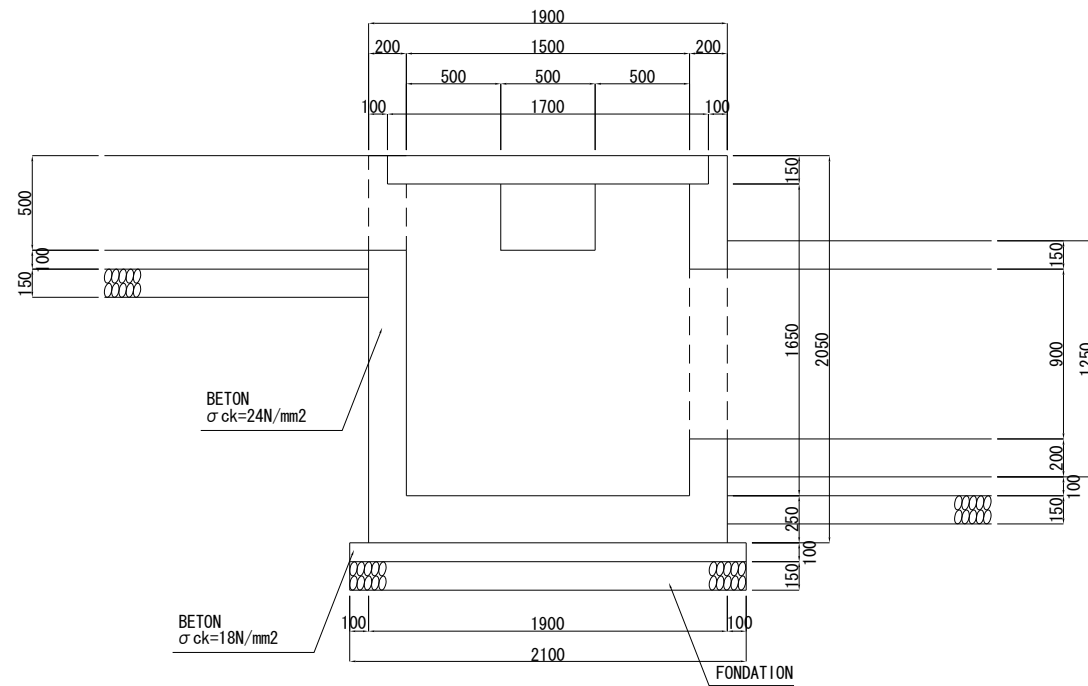
PLAN DE DRAINAGE (2)

ECHELLE A1 1:20
A3 1:40

PUISARD TYPE 2



PUISARD TYPE 3

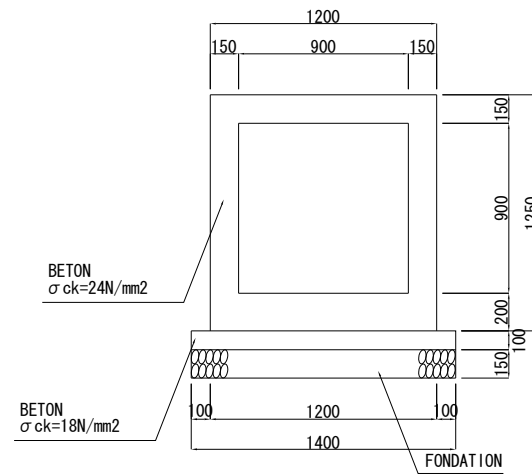


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|--|----------------------------------|---|------------------------------|--------------|----------------------|----------|------|----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | PLAN DE DRAINAGE (2) | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | COMME VU | 2009 | CG-BD-E2 |
| | | | | VERIFIE PAR: | | | | |

PLAN DE DRAINAGE (3)

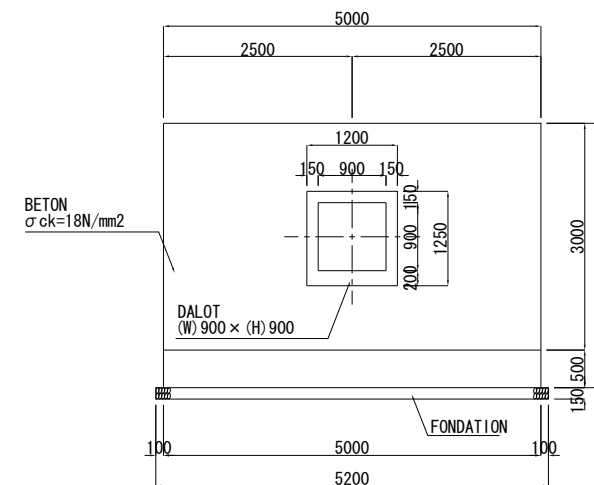
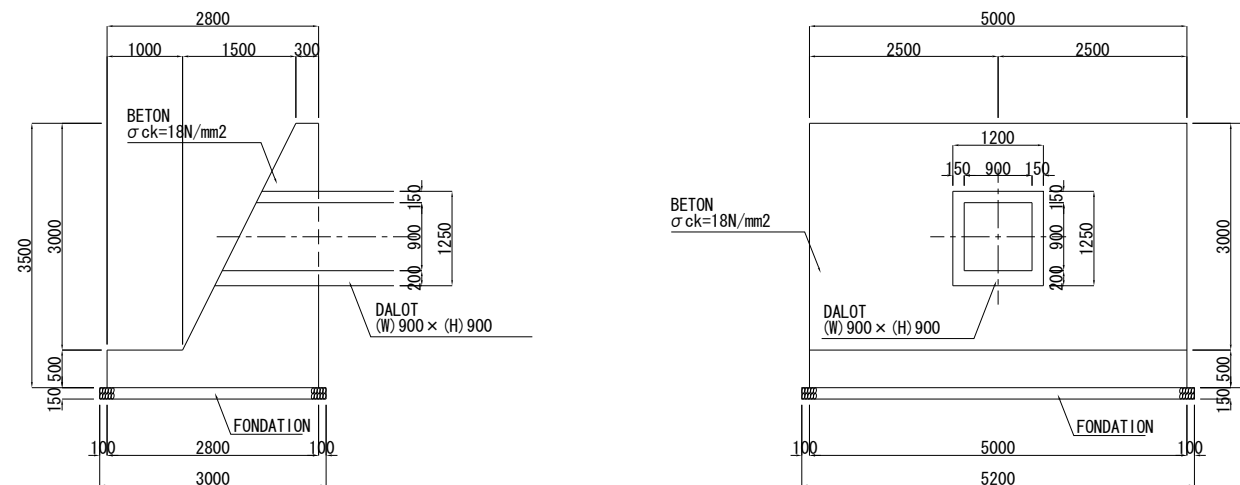
DALOT

ECHELLE A1 1:20
A3 1:40



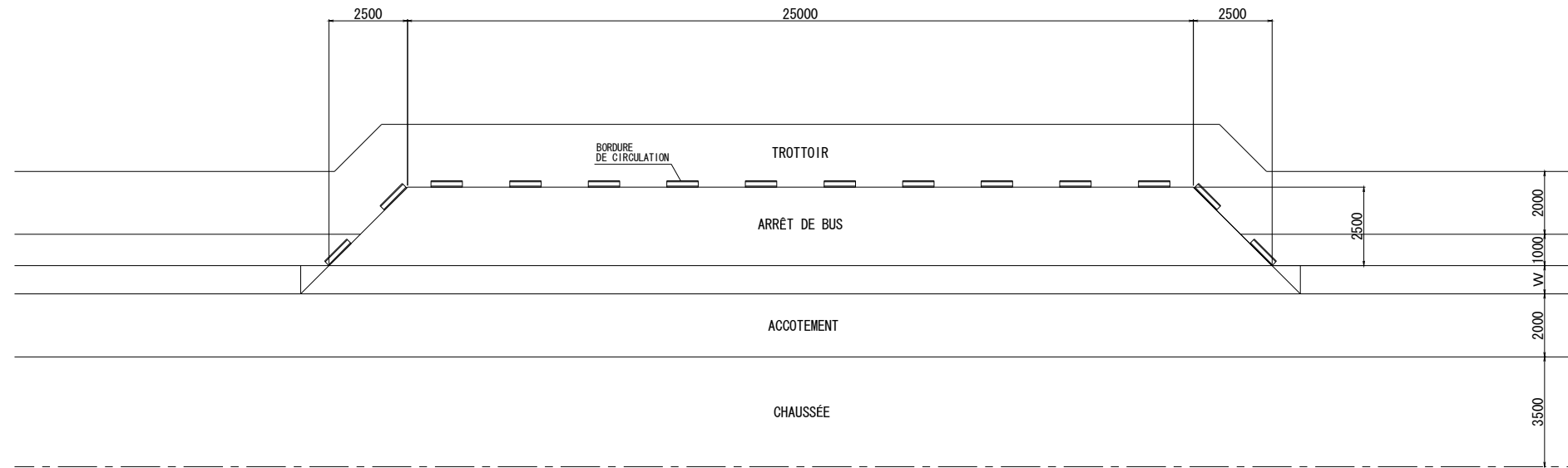
EXUTOIRE

ECHELLE A1 1:50
A3 1:100

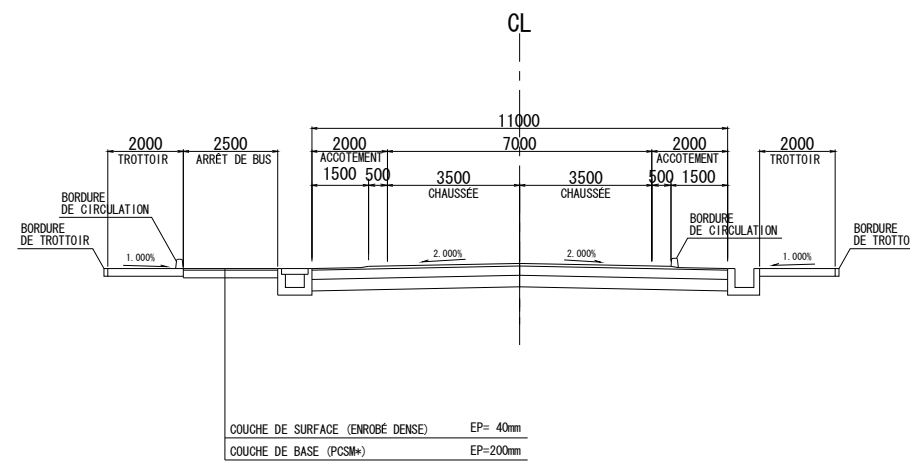


PLAN DE ARRÊT DE BUS (TYPE1)

PLAN



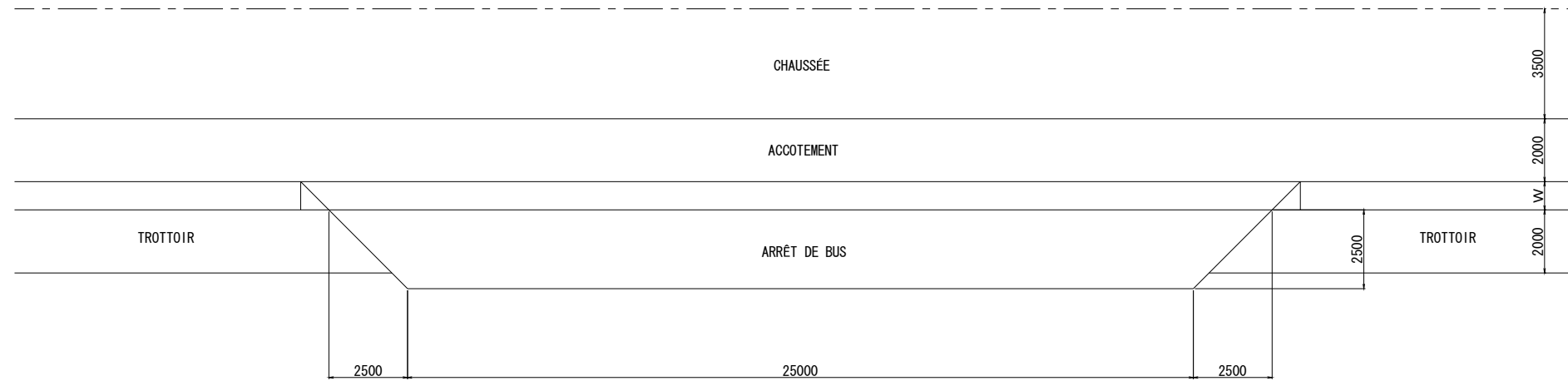
PROFIL EN TRAVERS



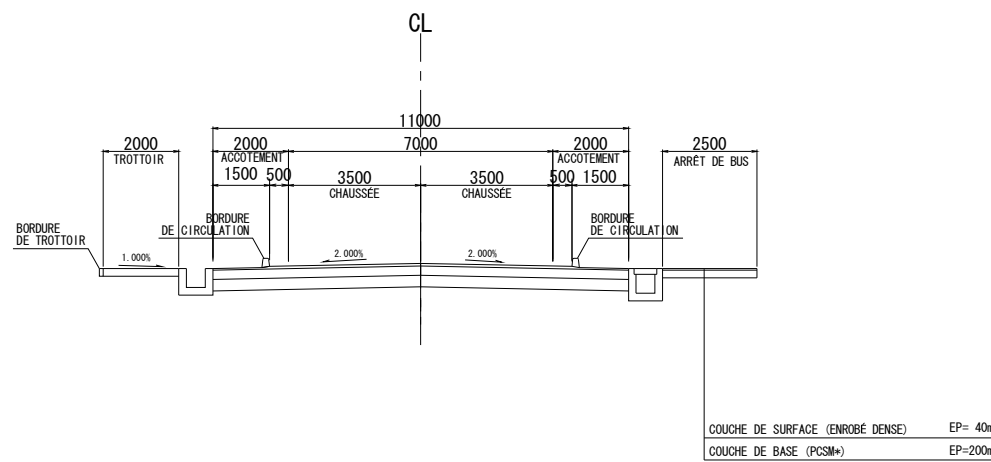
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|--|----------------------------------|---|------------------------------|--------------|------------------------------|------------|------|----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | PLAN DE ARRÊT DE BUS (TYPE1) | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | A1 1 : 200 | 2009 | CG-BD-F1 |
| | | | | VERIFIE PAR: | | | | |

PLAN DE ARRÊT DE BUS (TYPE2)

PLAN



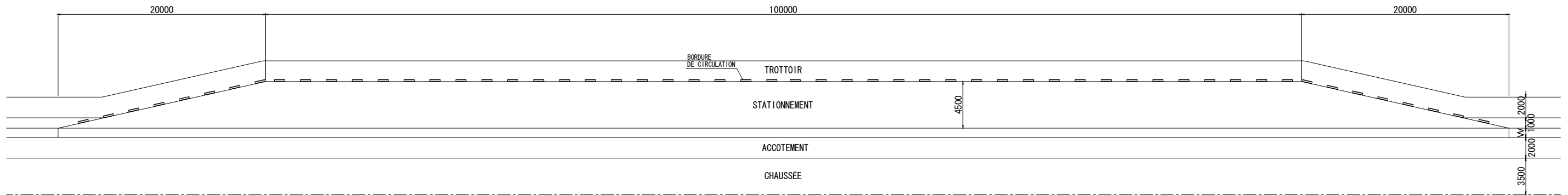
PROFIL EN TRAVERS



PLAN DE L' AIRE DE STATIONNEMENT

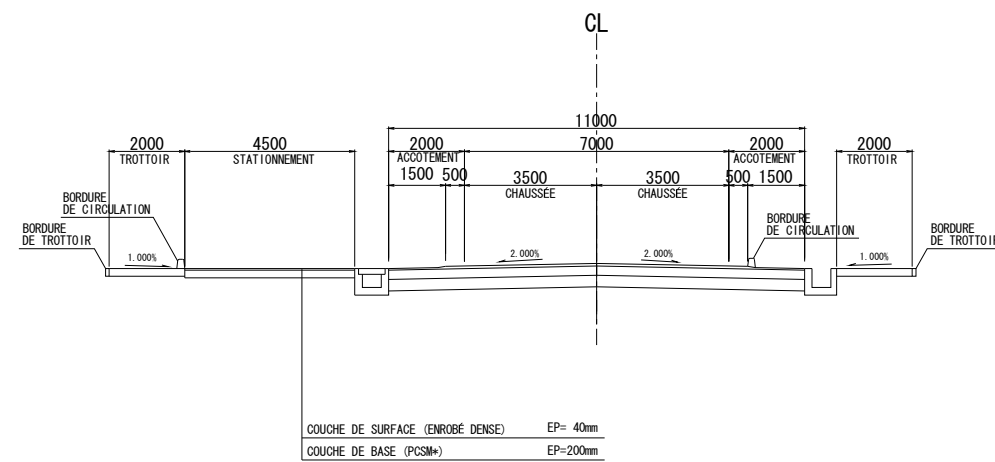
PLAN

ECHELLE A1 1 : 200
A3 1 : 400



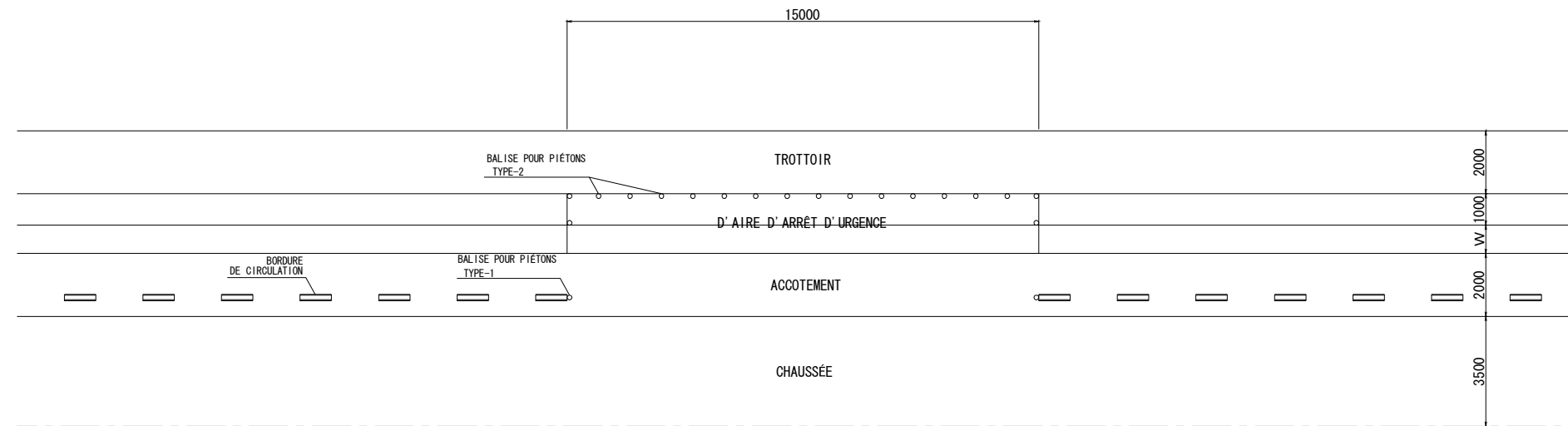
PROFIL EN TRAVERS

ECHELLE A1 1 : 100
A3 1 : 200

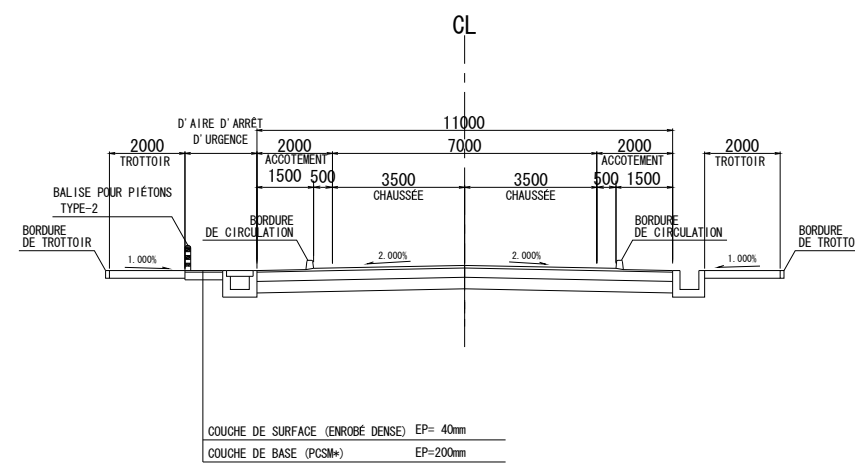


PLAN D' AIRE D' ARRÊT D' URGENCE (TYPE1)

PLAN

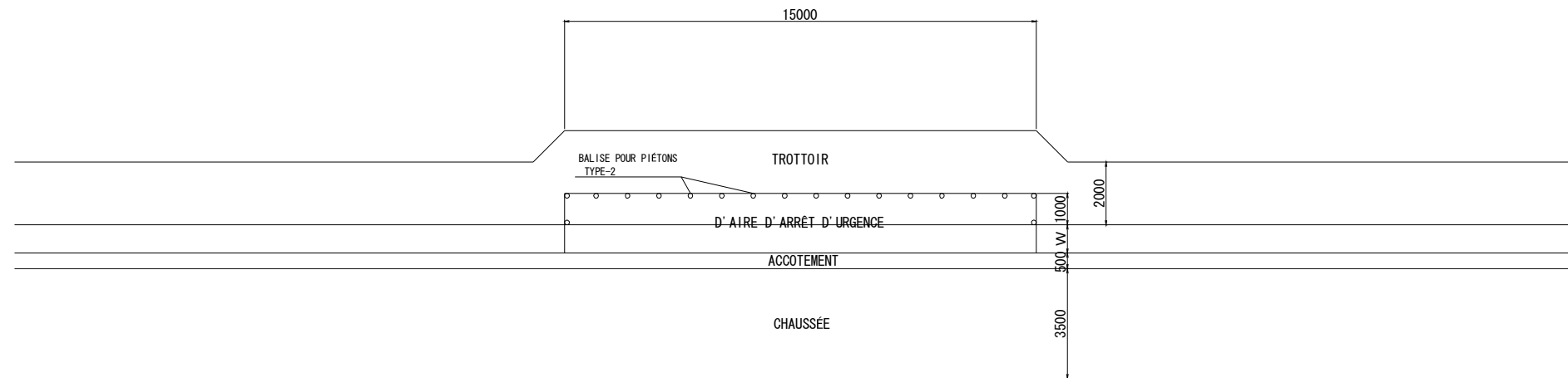


PROFIL EN TRAVERS

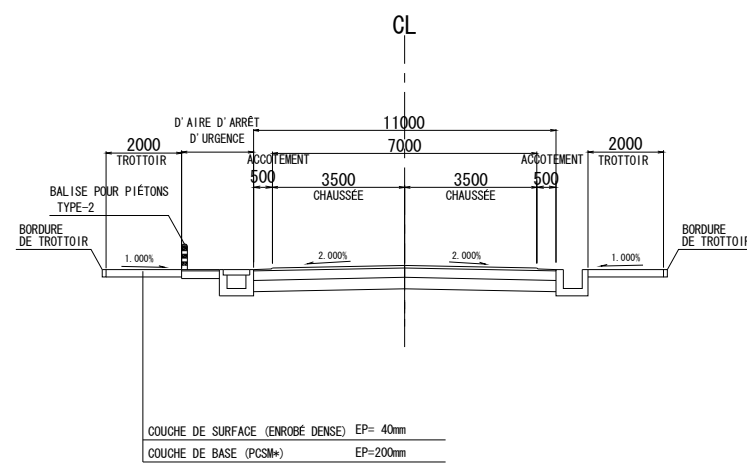


PLAN D' AIRE D' ARRÊT D' URGENCE (TYPE2)

PLAN

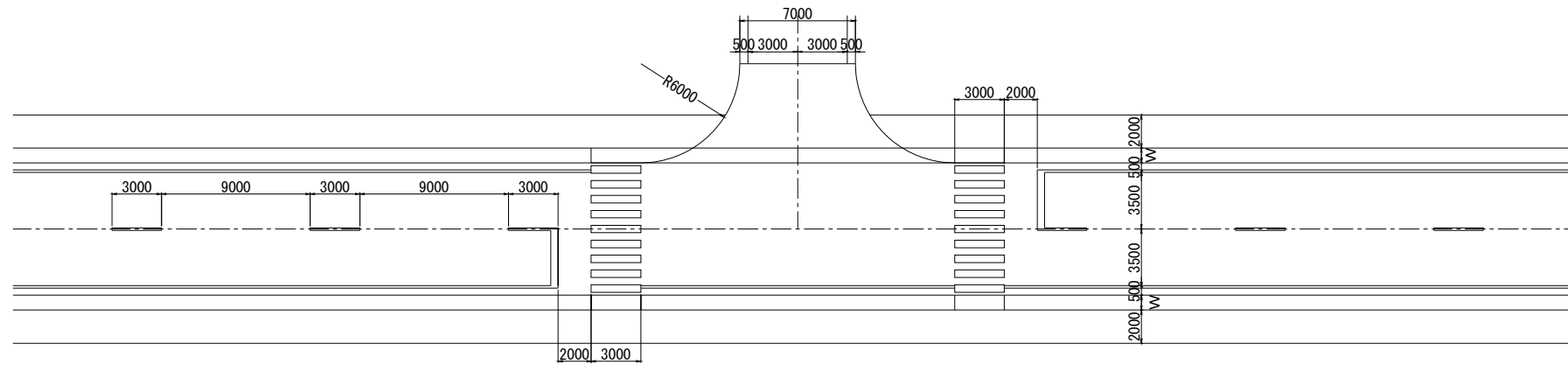


PROFIL EN TRAVERS

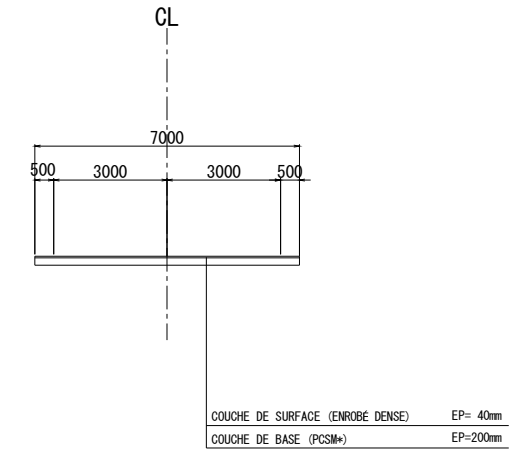


ROUTE D'ACCÈS (TYPE2)

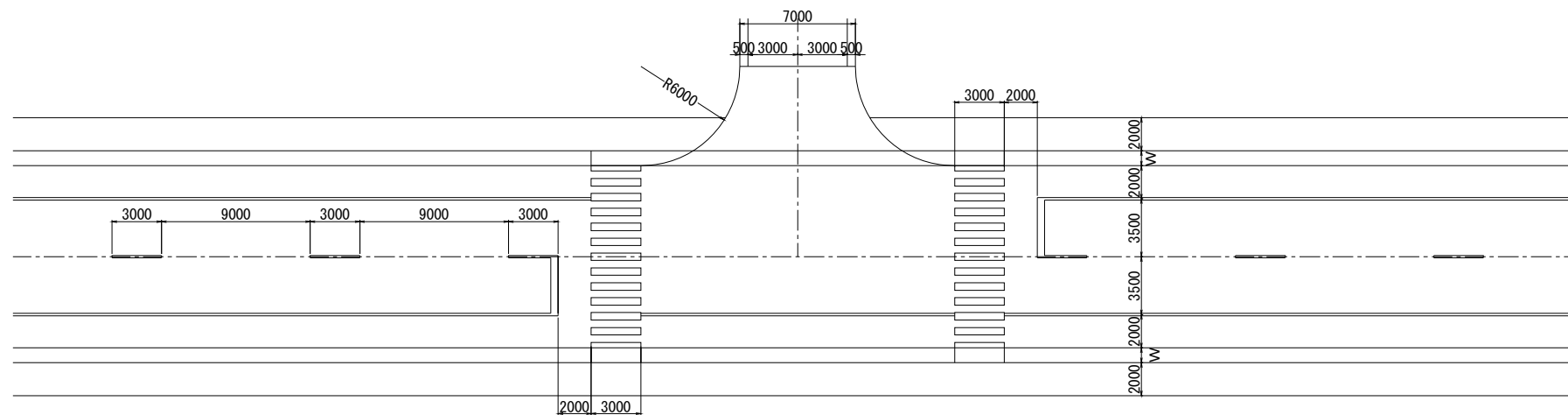
PK0+000 - PK3+540



PROFIL EN TRAVERS ECHELLE A1 1:100
A3 1:200



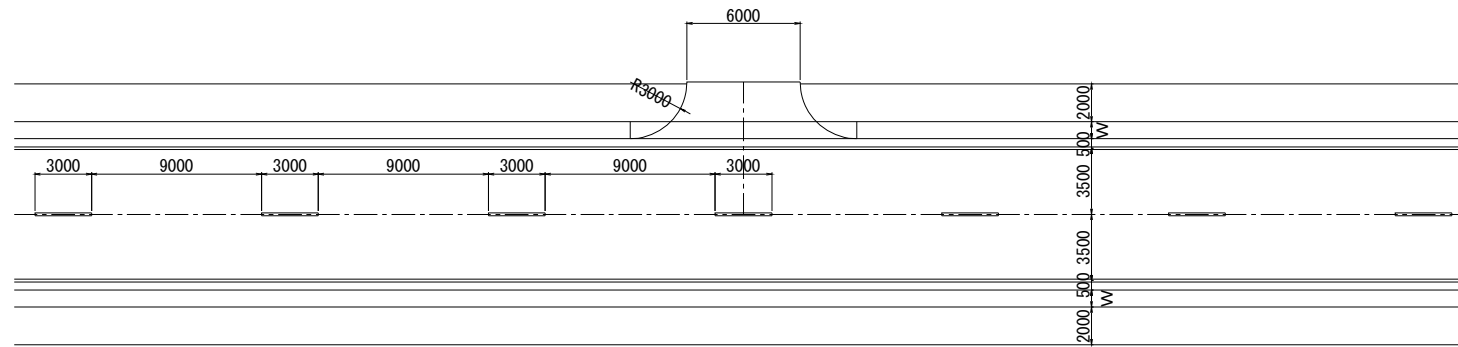
PK3+540 - PK10+330



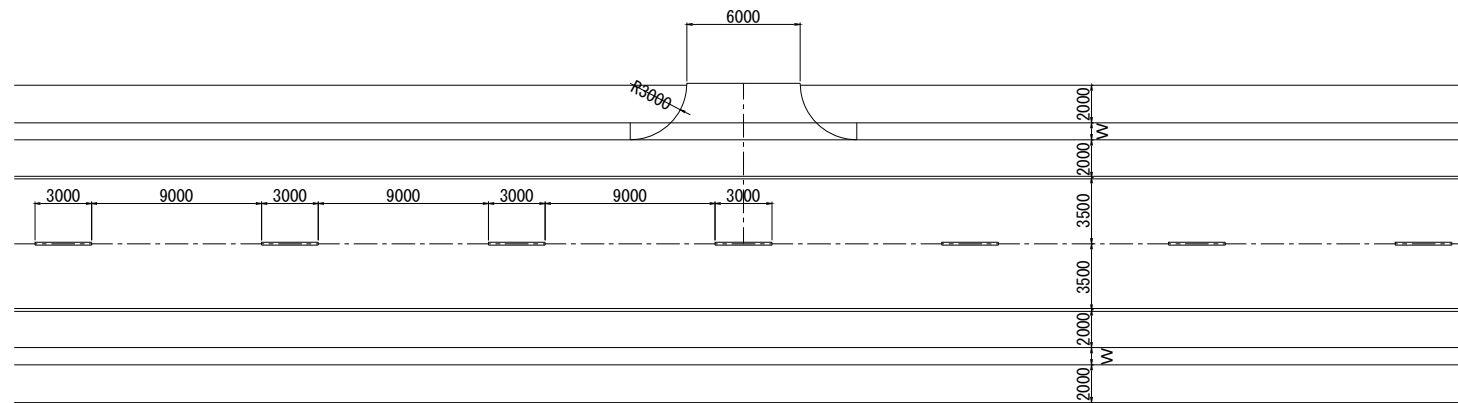
| | PK | CG/CD | Remarks |
|---|--------|-------|----------------------|
| 1 | 0+865 | CG | |
| 2 | 2+230 | CG | BRALIMA |
| 3 | 3+830 | CG | |
| 4 | 4+240 | CG | Avenue metalurgie |
| 5 | 4+515 | CG | Avenue des entrepots |
| 6 | 4+655 | CG | Avenue kingabwa |
| 7 | 5+090 | CG | |
| 8 | 5+430 | CG | Office des route |
| 9 | 10+450 | CD | |

ROUTE D'ACCÉS (TYPE3)

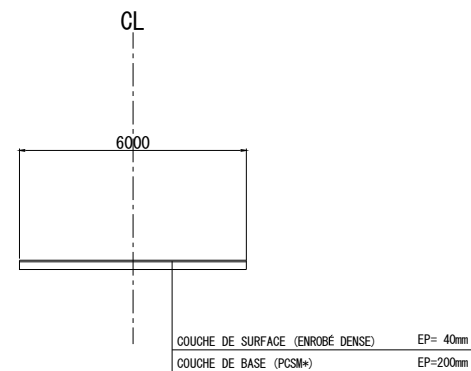
PK0+000 - PK3+540



PK3+540 - PK10+330



PROFIL EN TRAVERS ECHELLE A1 1:100
A3 1:200



| | PK | CG/CD | Remarks |
|----|-------|-------|------------------------|
| 1 | 0+140 | CG | BIA |
| 2 | 0+490 | CG | Sep CONGO |
| 3 | 0+950 | CG | |
| 4 | 1+340 | CG | |
| 5 | 1+370 | CG | Harbor Orgaman |
| 6 | 1+405 | CG | Factory Montage Toyota |
| 7 | 1+470 | CG | Factory Montage Toyota |
| 8 | 1+515 | CG | AMTO Frere |
| 9 | 1+545 | CG | AMTO Frere |
| 10 | 1+595 | CG | |
| 11 | 1+610 | CG | Harbor TFCE |
| 12 | 1+700 | CG | ENTRIAC |
| 13 | 1+740 | CG | NOGUERA |
| 14 | 1+750 | CG | NOGUERA |
| 15 | 1+790 | CG | NOGUERA |
| 16 | 1+820 | CG | LOMATA |
| 17 | 1+850 | CG | LOMATA |
| 18 | 1+900 | CG | BATA |
| 19 | 1+970 | CG | |
| 20 | 2+010 | CG | |
| 21 | 2+080 | CG | BCT |
| 22 | 2+145 | CG | CTB |
| 23 | 2+160 | CG | CTB |
| 24 | 2+200 | CG | |
| 25 | 2+330 | CG | |
| 26 | 2+450 | CG | |
| 27 | 2+550 | CG | |
| 28 | 2+725 | CG | CEDICIM |
| 29 | 2+770 | CG | INTRAPLAST |
| 30 | 2+875 | CG | |
| 31 | 2+890 | CG | AGETRAF |
| 32 | 4+790 | CG | New Langi |
| 33 | 5+270 | CG | Societe STICK |
| 34 | 5+830 | CG | |
| 35 | 5+940 | CG | Usin de peinture |

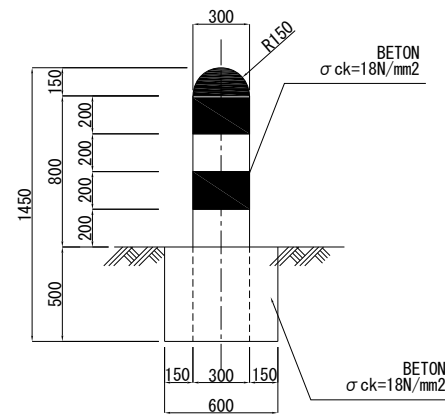
| | PK | CG/CD | Remarks |
|----|--------|-------|--------------|
| 36 | 6+160 | CG | |
| 37 | 6+290 | CG | IVECO |
| 38 | 6+395 | CG | |
| 39 | 6+750 | CG | UN Base |
| 40 | 6+800 | CG | Fuel Stand |
| 41 | 6+930 | CG | |
| 42 | 7+025 | CG | |
| 43 | 7+050 | CG | |
| 44 | 7+120 | CG | |
| 45 | 7+785 | CG | |
| 46 | 8+585 | CG | |
| 47 | 8+765 | CG | |
| 48 | 8+930 | CG | |
| 49 | 9+560 | CG | |
| 50 | 9+670 | CG | Atelier Bois |
| 51 | 9+780 | CG | |
| 52 | 9+870 | CG | SAFRICAS |
| 53 | 11+005 | CD | |
| 54 | 11+225 | CD | |
| 55 | 11+250 | CD | |
| 56 | 11+300 | CD | |
| 57 | 0+0 | CD | |
| 58 | 0+25 | CD | |
| 59 | 0+65 | CD | |
| 60 | 0+170 | CD | |
| 61 | 0+190 | CD | |

CG : Côté gauche
CD : Côté droit

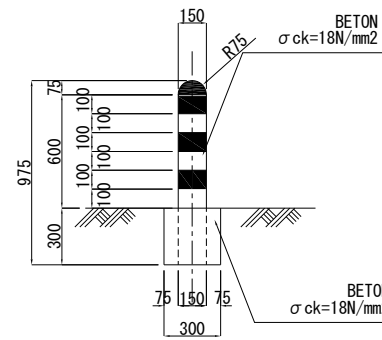
GARDE BALISE

ECHELLE A1 1:20
A3 1:40

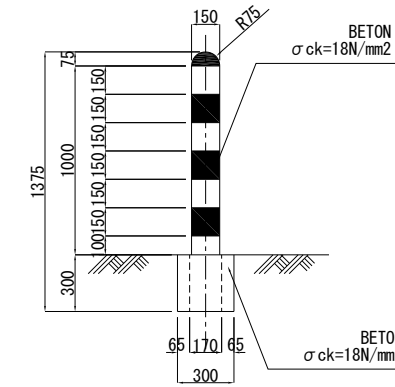
BALISE DE SÉ CURITÉ ROUTIÈRE



BALISE POUR PIÉTONS TYPE 1



BALISE POUR PIÉTONS TYPE 2



| | PK | | CG/CD | Quantité |
|---|-------|---------|-------|----------|
| 1 | 0+250 | - 0+362 | CG | 56 |
| 2 | 0+700 | - 0+710 | CD | 5 |

CG : Côté gauche
CD : Côté droit

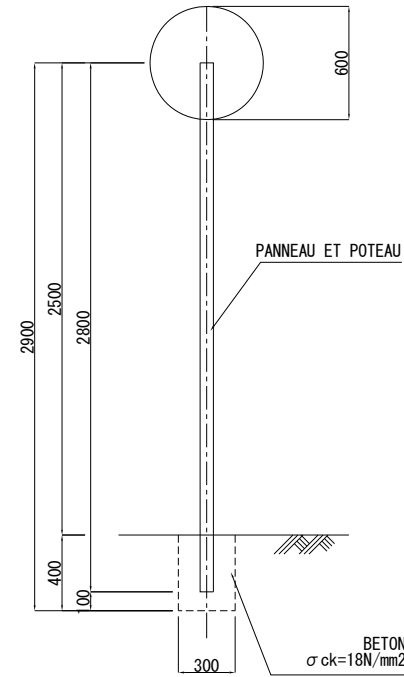
| | PK | CG/CD | Quantité | |
|----|--------|-------|----------|-------|
| | | | Type1 | Type2 |
| 1 | 0+470 | CG/CD | 4 | 36 |
| 2 | 1+300 | CD | 2 | 18 |
| 3 | 1+950 | CG/CD | 4 | 36 |
| 4 | 2+400 | CG | 2 | 18 |
| 5 | 2+800 | CG/CD | 4 | 36 |
| 6 | 3+000 | CG/CD | 4 | 36 |
| 7 | 3+850 | CG/CD | 4 | 36 |
| 8 | 4+350 | CG/CD | 4 | 36 |
| 9 | 4+850 | CG/CD | 4 | 36 |
| 10 | 5+350 | CG/CD | 4 | 36 |
| 11 | 5+850 | CG/CD | 4 | 36 |
| 12 | 6+350 | CG/CD | 4 | 36 |
| 13 | 6+980 | CG/CD | 4 | 36 |
| 14 | 7+400 | CG/CD | 4 | 36 |
| 15 | 7+850 | CG/CD | 4 | 36 |
| 16 | 8+350 | CG/CD | 4 | 36 |
| 17 | 8+850 | CG/CD | 4 | 36 |
| 18 | 9+400 | CG/CD | 4 | 36 |
| 19 | 9+950 | CG/CD | 4 | 36 |
| 20 | 10+500 | CD | 2 | 18 |

CG : Côté gauche
CD : Côté droit

PANNEAU DE SIGNALISATION (1)

ECHELLE A1 1:20
A3 1:40

PANNEAU DE SIGNALISATION

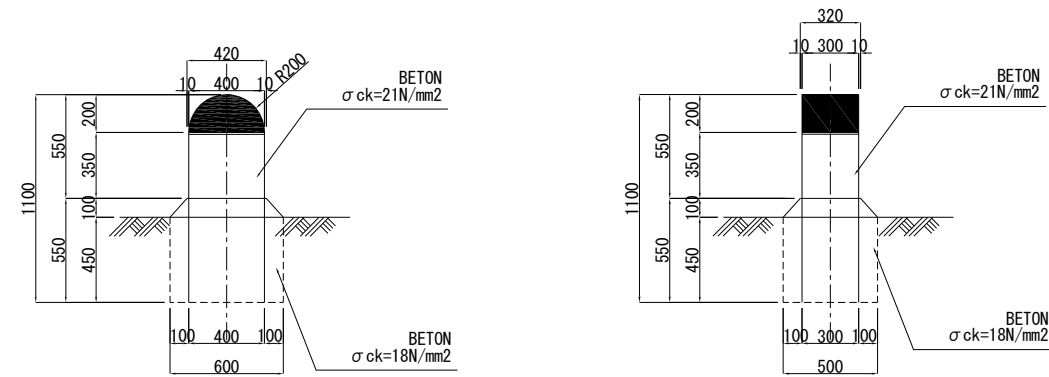


| A1a | A1b | A11a | A22a | A22b | A27a | B2a | C6 | C14 | C21 | E9 | E13a | E19 | E23 | D1a |
|---------|---------|---------|---------|---------|---------|----------|---------|---------|----------|---------|----------|---------|---------|----------|
| 0+400CG | 0+080CD | 3+900CD | 1+370CG | 0+080CD | 0+400CD | 10+220CG | 2+830CD | 0+000CD | 0+370CD | 5+670CG | 10+300CD | 1+690CD | 7+060CD | 11+150CD |
| 0+400CD | | 4+200CG | 3+380CD | 0+400CG | 0+700CG | | 2+950CG | 3+347CG | 0+570CG | | | 2+020CD | 7+200CG | 0+300CG |
| 0+840CG | | 7+000CD | 3+700CG | 1+150CD | 1+920CD | | | 3+700CD | 1+200CD | | | 2+270CD | | |
| | | 7+450CG | | 7+870CD | 2+350CG | | | 4+200CG | 1+850CD | | | 2+660CD | | |
| | | 7+700CD | | 8+200CG | 7+400CD | | | 4+700CD | 2+050CG | | | 3+317CD | | |
| | | | | | | | | 5+200CG | 2+500CG | | | 3+347CG | | |
| | | | | | | | | 5+700CD | 2+700CD | | | 3+980CD | | |
| | | | | | | | | 6+200CG | 2+900CG | | | 4+010CG | | |
| | | | | | | | | 6+700CD | 2+900CD | | | 4+725CG | | |
| | | | | | | | | 7+200CG | 3+100CG | | | 4+725CD | | |
| | | | | | | | | 7+700CD | 3+750CD | | | 5+705CD | | |
| | | | | | | | | 8+200CG | 3+950CG | | | 6+470CG | | |
| | | | | | | | | 8+700CD | 4+250CD | | | 6+470CD | | |
| | | | | | | | | 9+200CG | 4+450CG | | | 7+320CG | | |
| | | | | | | | | 9+700CD | 4+750CD | | | 7+320CD | | |
| | | | | | | | | | 4+950CG | | | 8+225CG | | |
| | | | | | | | | | 5+250CD | | | 8+225CD | | |
| | | | | | | | | | 5+450CG | | | 8+670CG | | |
| | | | | | | | | | 5+750CD | | | 8+670CD | | |
| | | | | | | | | | 5+950CG | | | 9+300CG | | |
| | | | | | | | | | 6+250CD | | | 9+300CD | | |
| | | | | | | | | | 6+450CG | | | | | |
| | | | | | | | | | 6+880CD | | | | | |
| | | | | | | | | | 7+080CG | | | | | |
| | | | | | | | | | 7+300CD | | | | | |
| | | | | | | | | | 7+500CG | | | | | |
| | | | | | | | | | 7+750CD | | | | | |
| | | | | | | | | | 7+950CG | | | | | |
| | | | | | | | | | 8+250CD | | | | | |
| | | | | | | | | | 8+450CG | | | | | |
| | | | | | | | | | 9+300CD | | | | | |
| | | | | | | | | | 9+500CG | | | | | |
| | | | | | | | | | 9+850CD | | | | | |
| | | | | | | | | | 10+050CG | | | | | |
| | | | | | | | | | 10+400CD | | | | | |

PANNEAU DE SIGNALISATION (2)

ECHELLE A1 1:20
A3 1:40

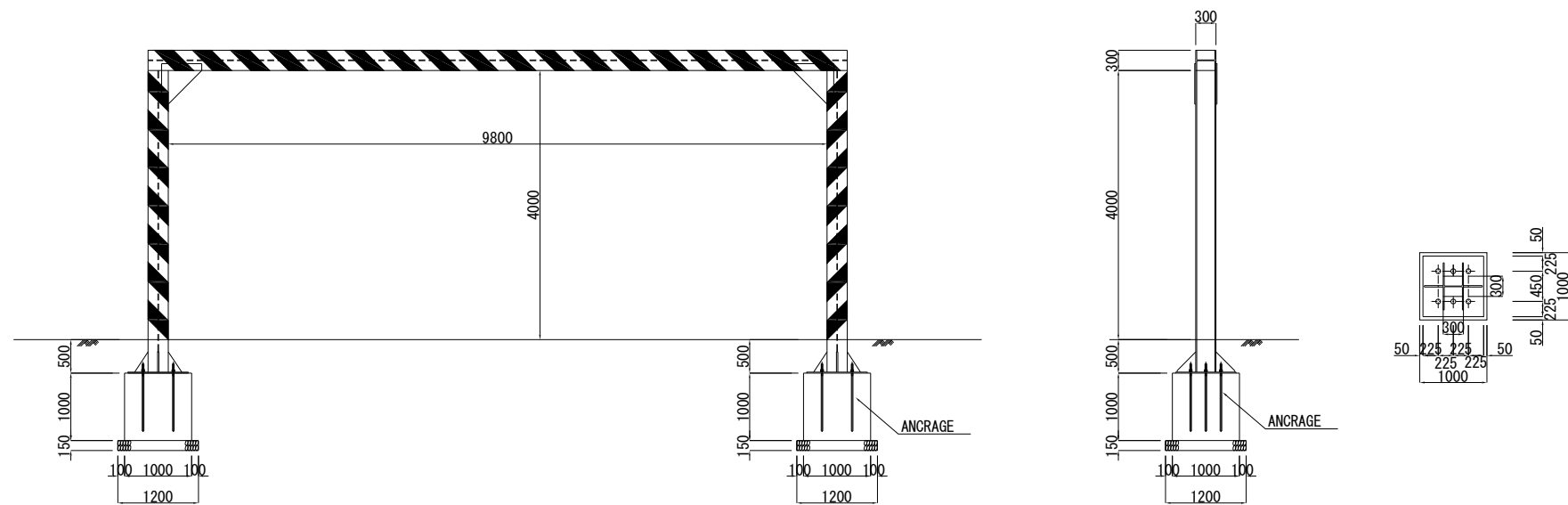
BORNE KILOMETRIQUES



| | PK | | Quantité |
|---|-------|----------|----------|
| 1 | 0+000 | - 3+460 | 4 |
| 2 | 3+460 | - 7+940 | 5 |
| 3 | 7+940 | - 11+330 | 4 |

PORTIQUE DE CALIBRAGE

ECHELLE A1 1: 50
A3 1:100



| | PK | Quantité |
|---|-------|----------|
| 1 | 2+880 | 1 |
| 2 | 2+910 | 1 |

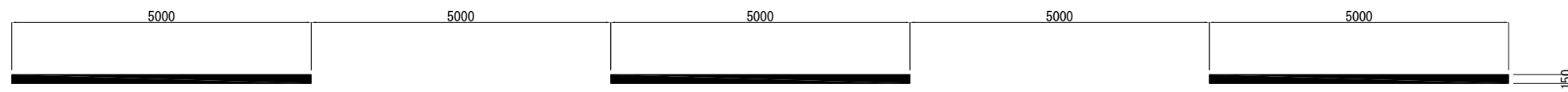
MARQUAGES AU SOL

ECHELLE A1 1: 50
A3 1:100

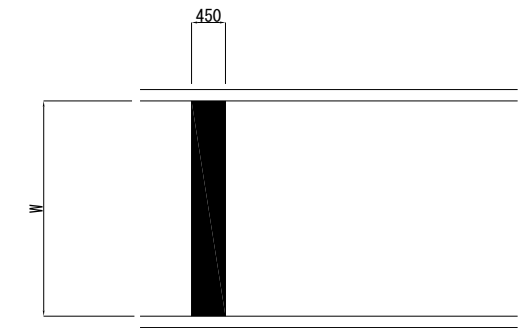
LIGNE EXTERIEURE



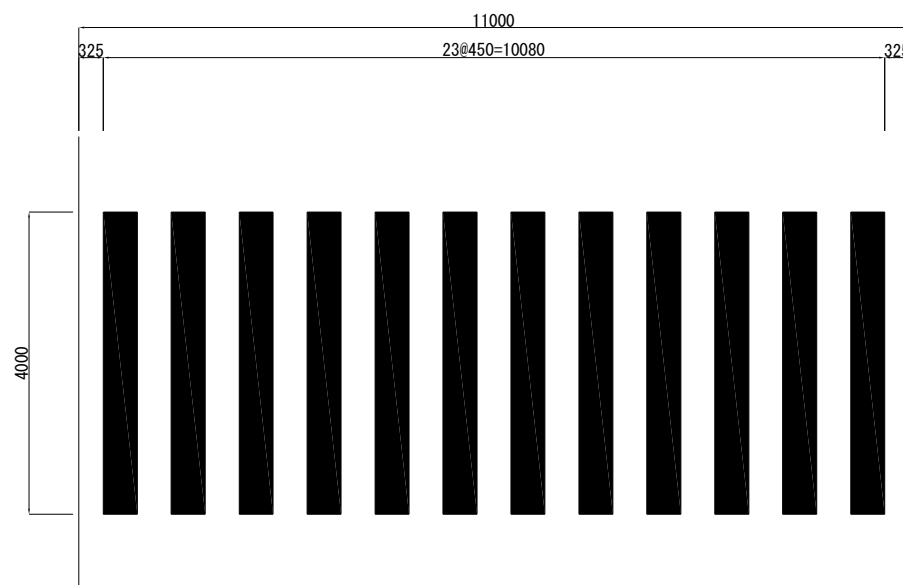
LIGNE CENTRALE



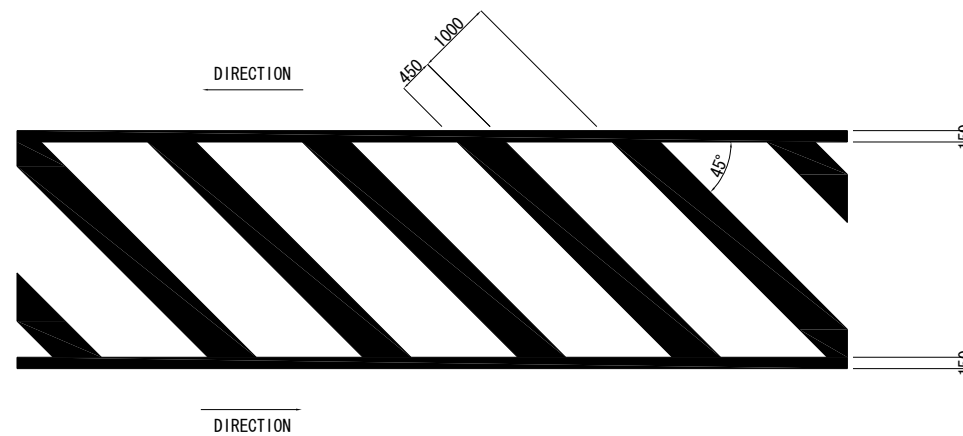
BANDE D'ARRÊT



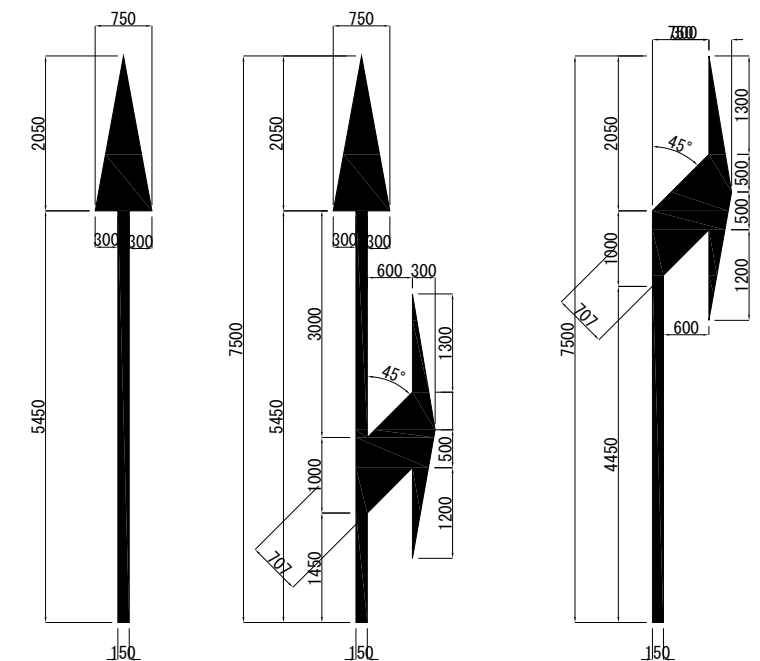
PASSAGE PIETONS



ZEBRA



FLECHES DE PRESIGNALISATION

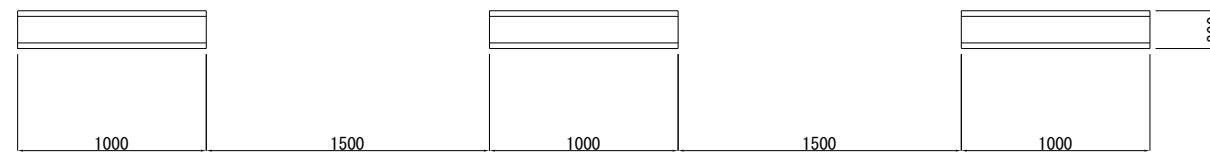
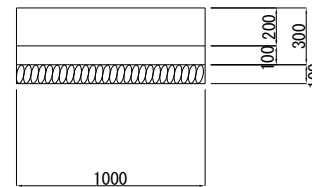
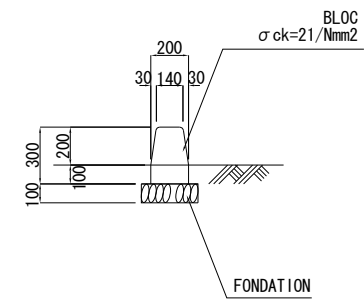


| | | | | | | | | |
|--|----------------------------------|---|------------------------------|--------------|------------------|----------|------|-----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | MARQUAGES AU SOL | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | COMME VU | 2009 | CG-BD-F12 |
| | | | | VERIFIE PAR: | | | | |

BORDURE

ECHELLE A1 1:20
A3 1:40

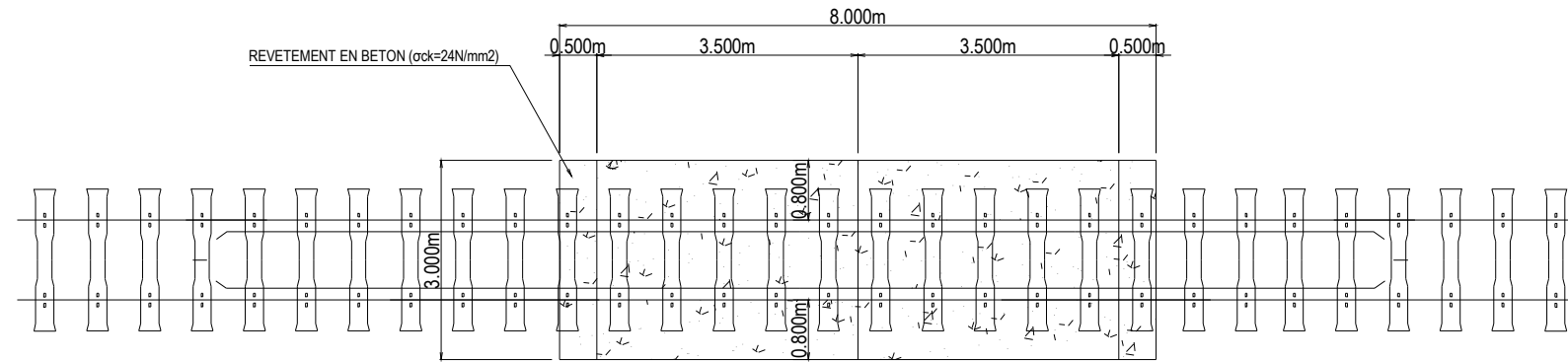
BLOC



| | | | | | | | | |
|---|-------------------------------------|--|---------------------------------|--------------|---------|----------|------|-----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | BORDURE | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | COMME VU | 2009 | CG-BD-F13 |
| | | | | VERIFIE PAR: | | | | |

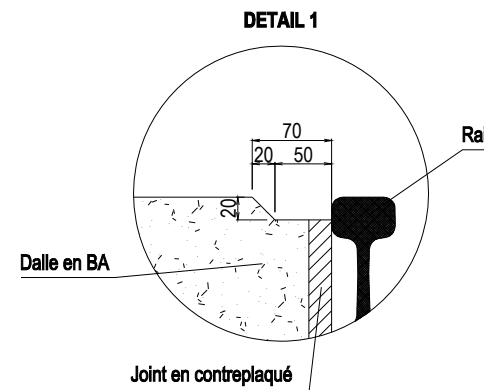
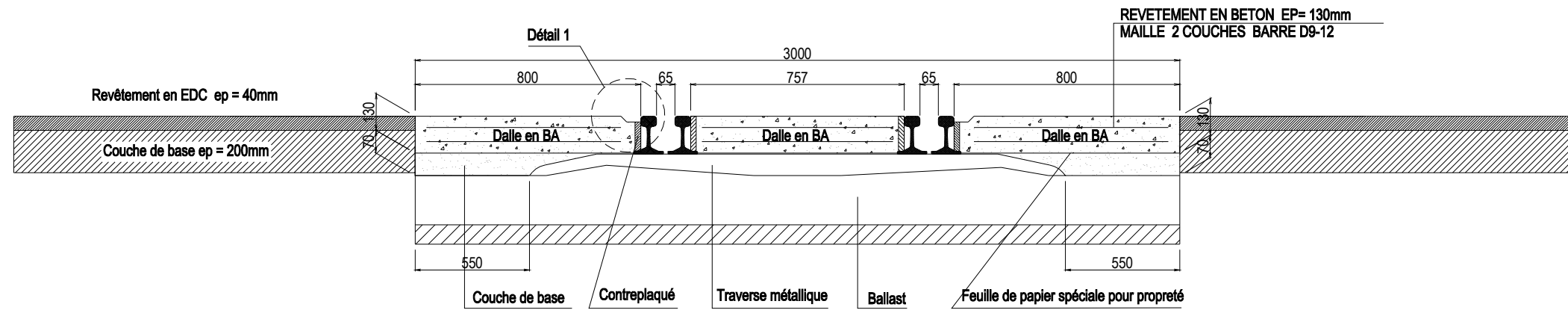
PLAN DU PASSAGE A NIVEAU (CARREFOUR DES FORCE NAVALE)

ECHELLE A1 - 1:50
A3 - 1:100



DETAILS DU PASSAGE A NIVEAU

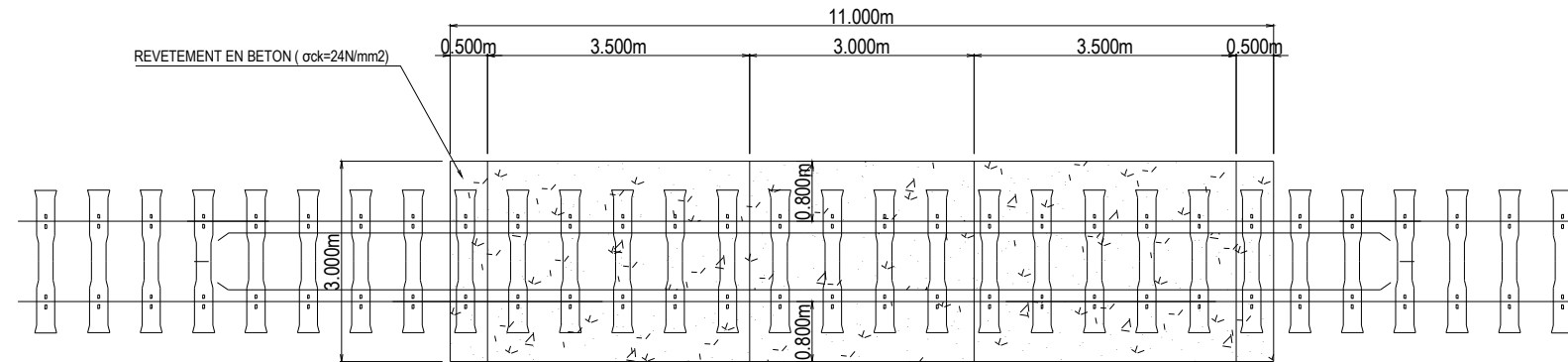
ECHELLE A1 - 1:10
A3 - 1:20



| | | | | | | | | |
|--|----------------------------------|---|------------------------------|--------------|--|----------|------|-----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | DETAILS DU PASSAGE A NIVEAU (CARREFOUR DES FORCE NAVALE) | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | COMME VU | 2009 | CG-BD-F15 |
| | | | | VERIFIE PAR: | | | | |

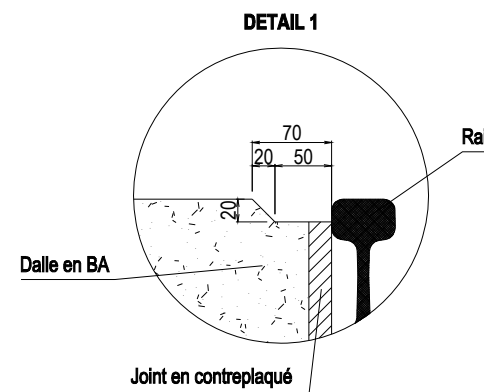
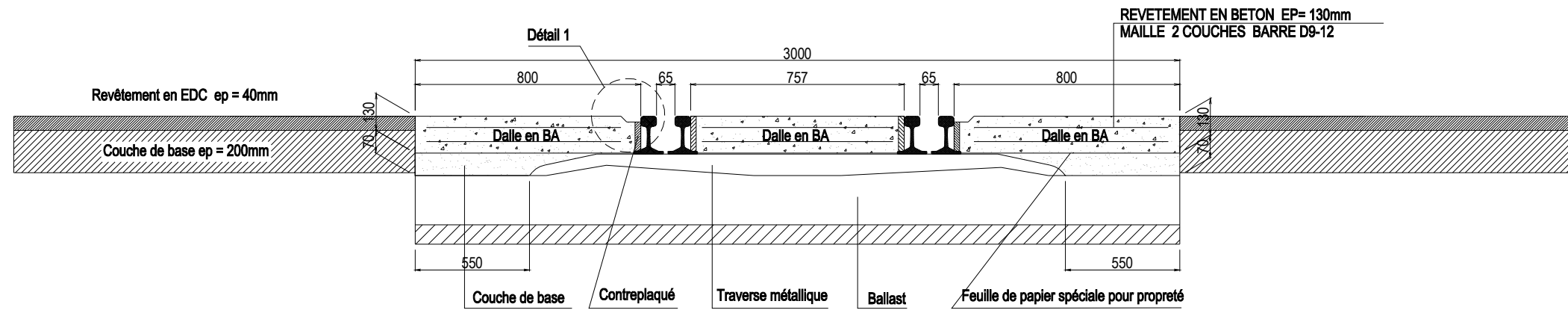
PLAN DU PASSAGE A NIVEAU (CARREFOR DE LA 14^{ème}RUE)

ECHELLE A1 - 1:50
A3 - 1:100



DETAILS DU PASSAGE A NIVEAU

ECHELLE A1 - 1:10
A3 - 1:20



| | | | | | | | | |
|--|----------------------------------|---|------------------------------|--------------|--|----------|------|-----------|
| AGENCE JAPONAISE DE COOPERATION INTERNATIONALE | REPUBLIQUE DEMOCRATIQUE DU CONGO | L'ETUDE PREPARATOIRE POUR LE PROJET DE REHABILITATION ET DE MODERNISATION DE L'AVENUE DES POIDS LOURDS A KINSHASA | INGEROSEC CORPORATION, JAPON | DATE: | DETAILS DU PASSAGE A NIVEAU (CARREFOR DE LA 14 ^{ème} RUE) | ECHELLE | DATE | N° |
| | | | | PREPARE PAR: | | COMME VU | 2009 | CG-BD-F16 |
| | | | | VERIFIE PAR: | | | | |