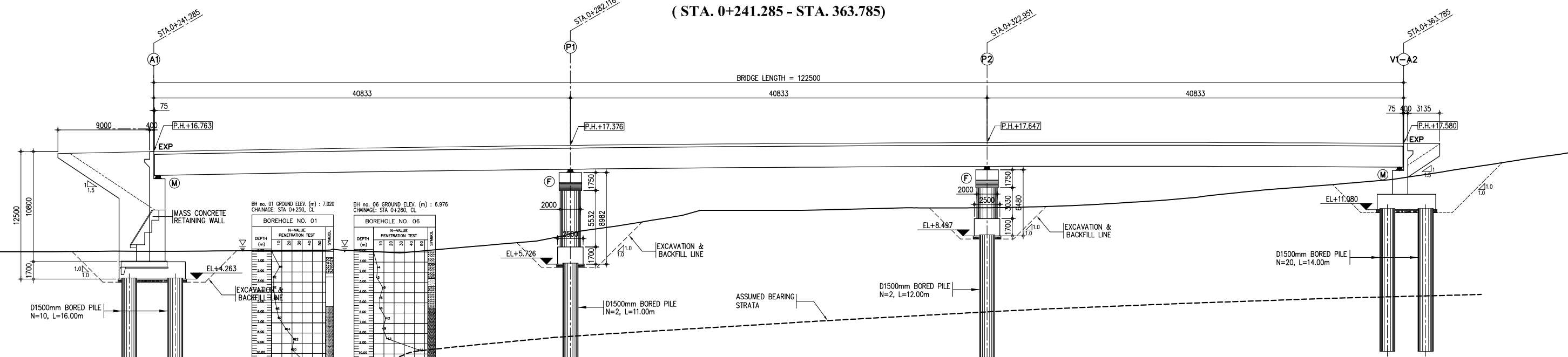
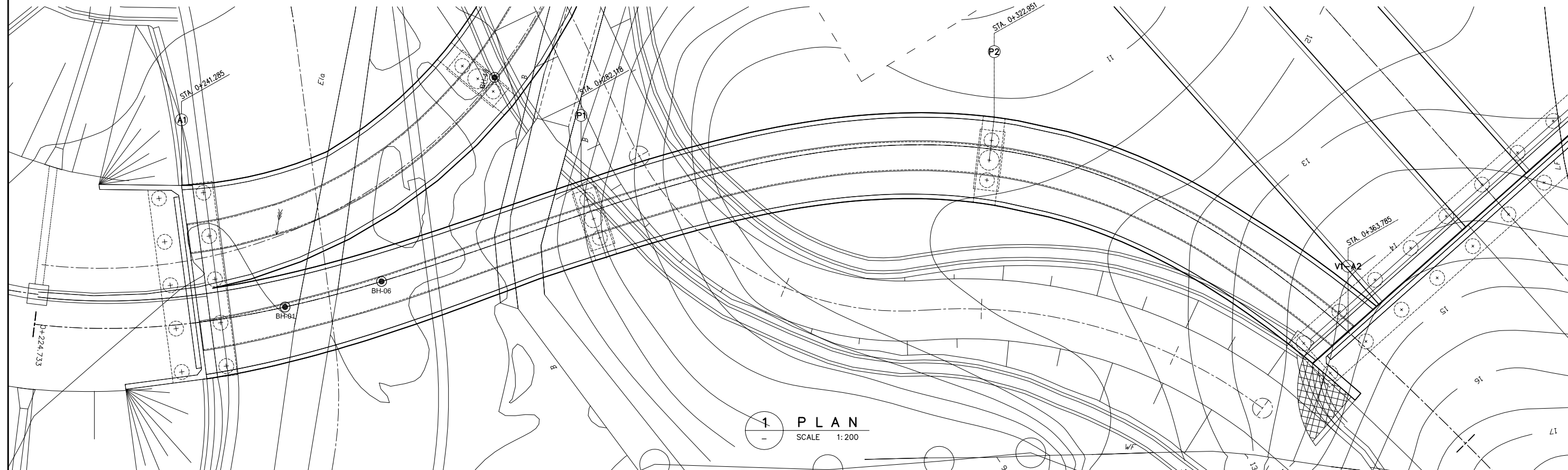


# **K11** VIADUCT NO.5(V5)-A1 IC RAMP-2 BRIDGE

# VIADUCT NO.5 (V5-R2) A1 INTERCHANGE VIADUCT ( STA. 0+241.285 - STA. 363.785 )

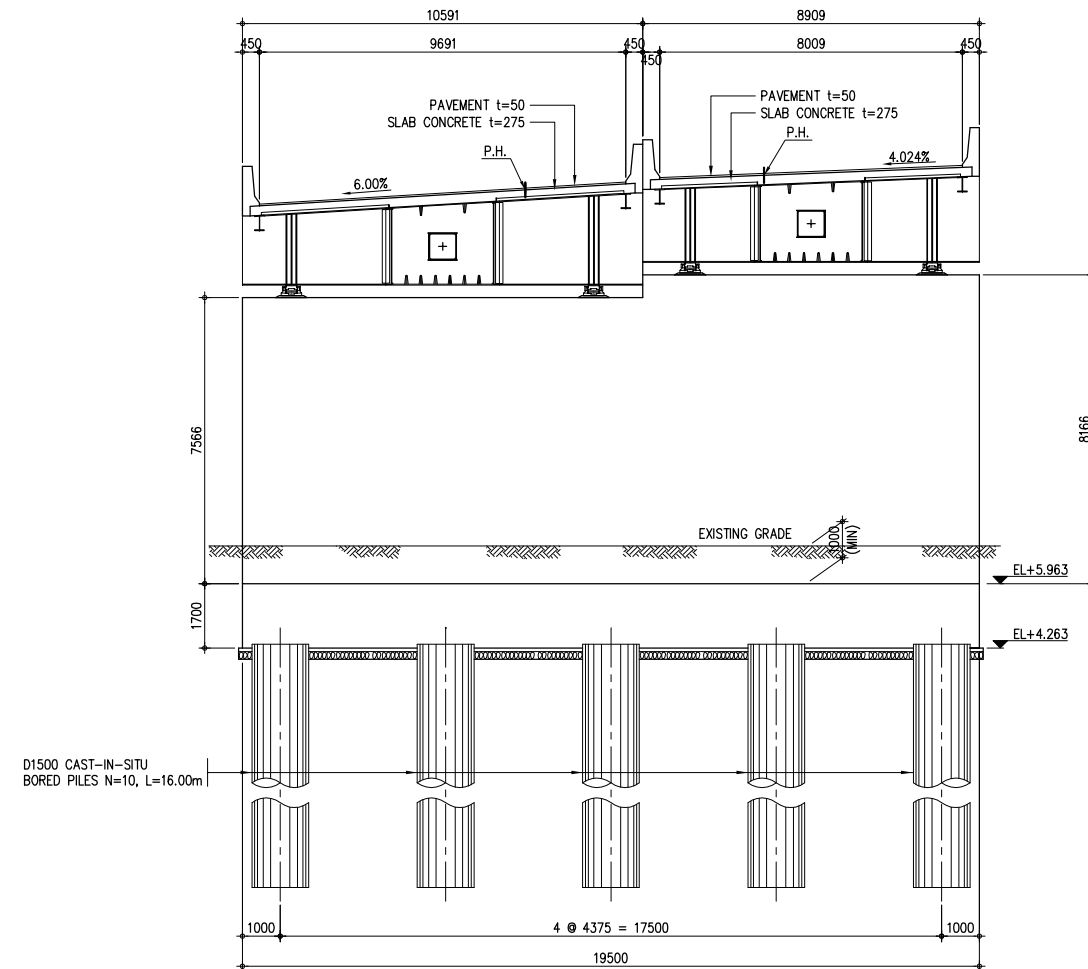


GRADE	FINISHED ROAD LEVELS	EXISTING GROUND LEVELS	STATION (km)	CURVE BAND	SUPERELEVATION
	16.738	7.00	0+240		+6.0%
	17.097	7.10	0+260		+6.0%
	17.353	8.23	0+280		
	17.537	11.00	0+300		
	17.639	11.25	0+320		+6.0%
	17.659	11.98	0+340		-6.0%
	17.997	13.81	0+360		+2.50%
					-7.50%

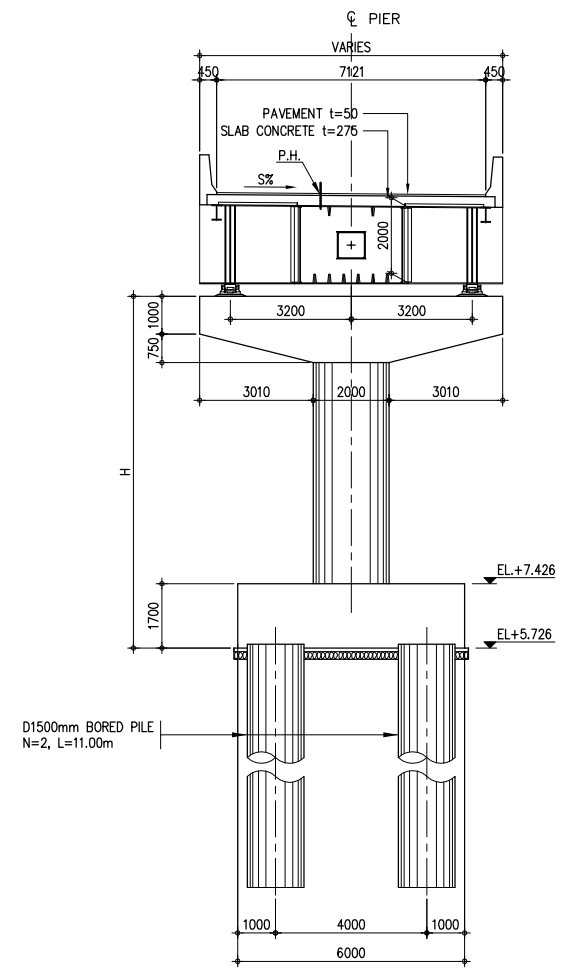


No	REVISION	DATE

DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K11-00-A

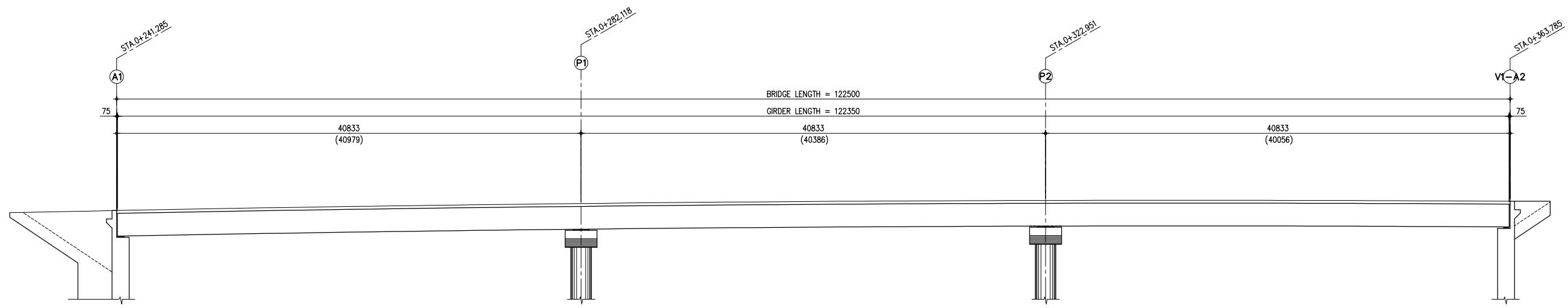


**A** CROSS SECTION OF ABUTMENT  
SCALE 1:100



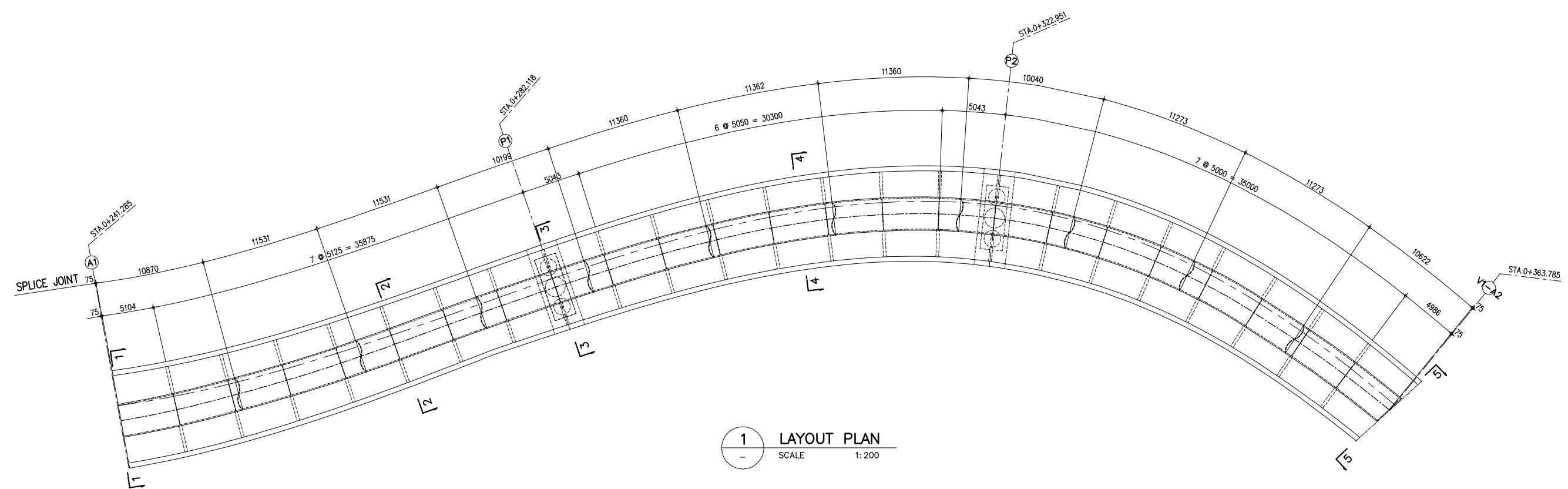
**B** TYPICAL CROSS SECTION OF PIER  
SCALE 1:100

TABLE FOR P.H	
PIER NO.	P.H.
P1	17.376
P2	17.647
ABUT. A1	16.763
ABUT. V1-A2	17.580



**2 ELEVATION**  
SCALE 1:200

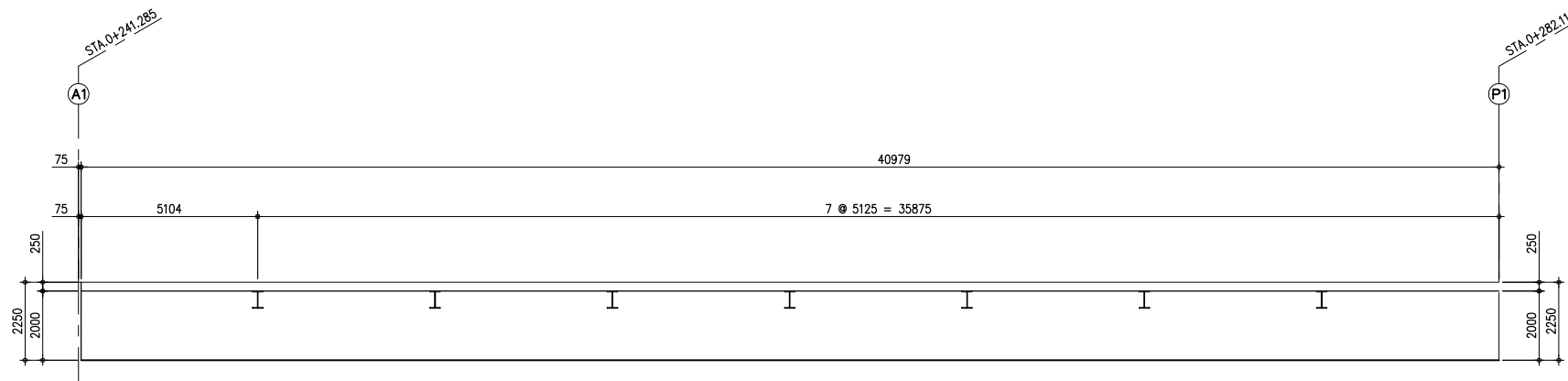
NOTE: ( ) DIMENSIONS MEAN ALONG CENTERLINE OF GIRDER



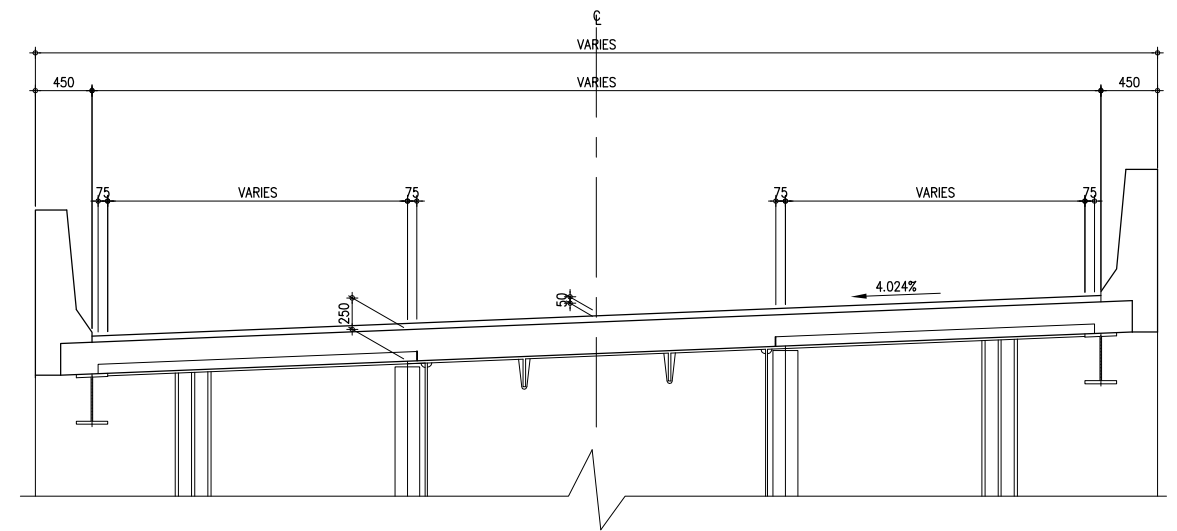
**1 LAYOUT PLAN**  
SCALE 1:200

No	REVISION	DATE

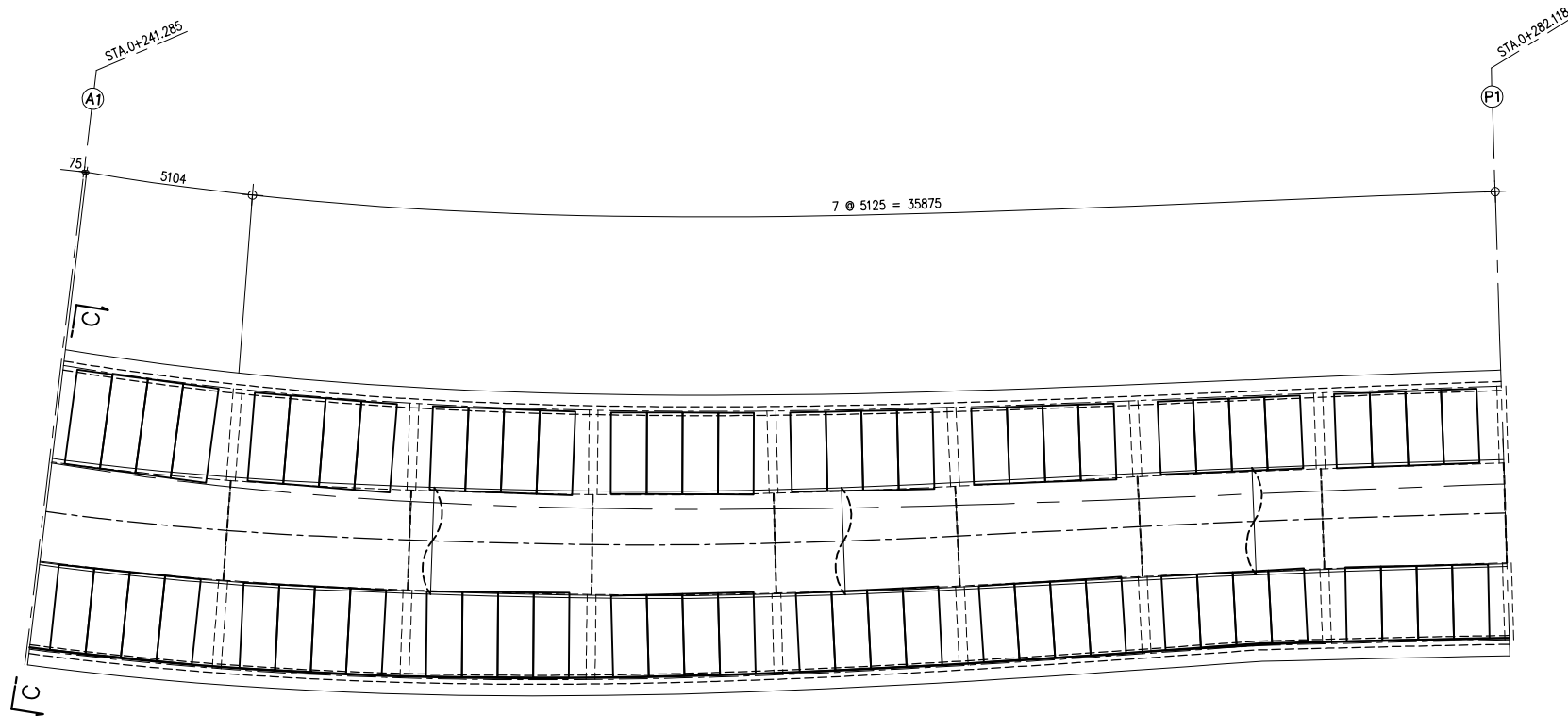
DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K11 - 01



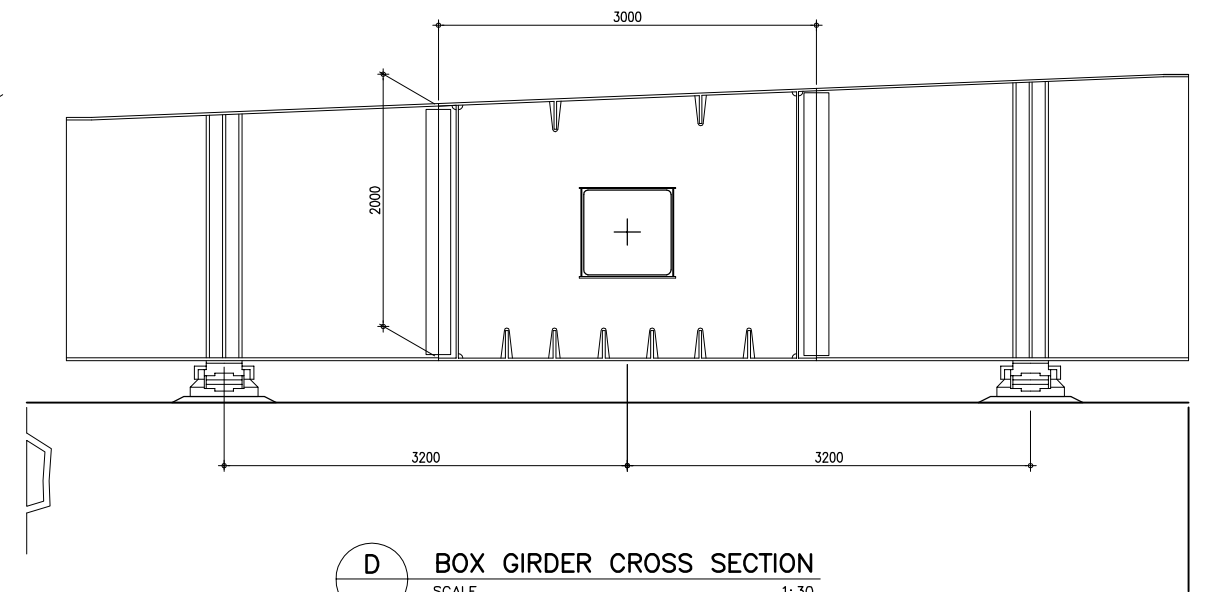
**B ELEVATION**  
SCALE 1:100



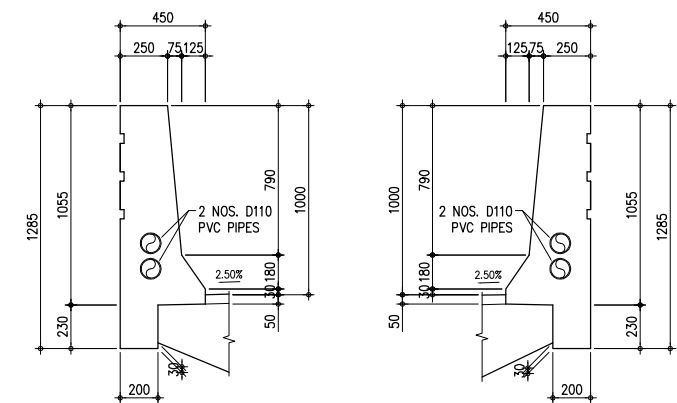
**C CROSS SECTION**  
SCALE 1:30



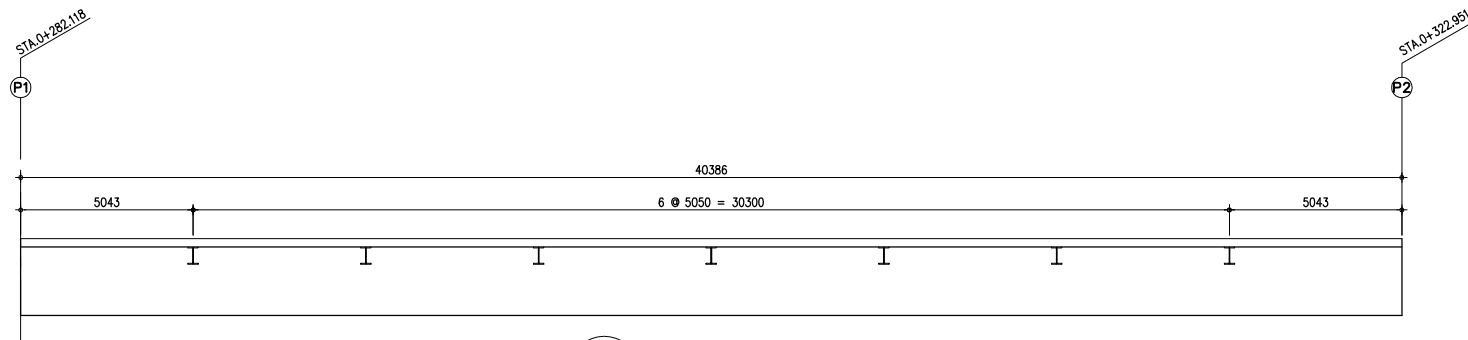
**A PLAN**  
SCALE 1:100



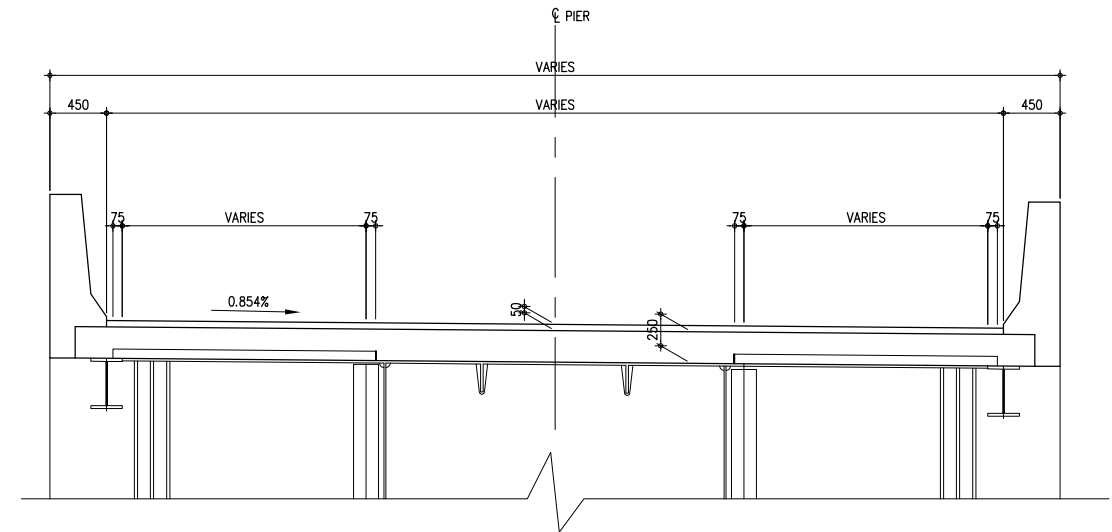
**D BOX GIRDER CROSS SECTION**  
SCALE 1:30



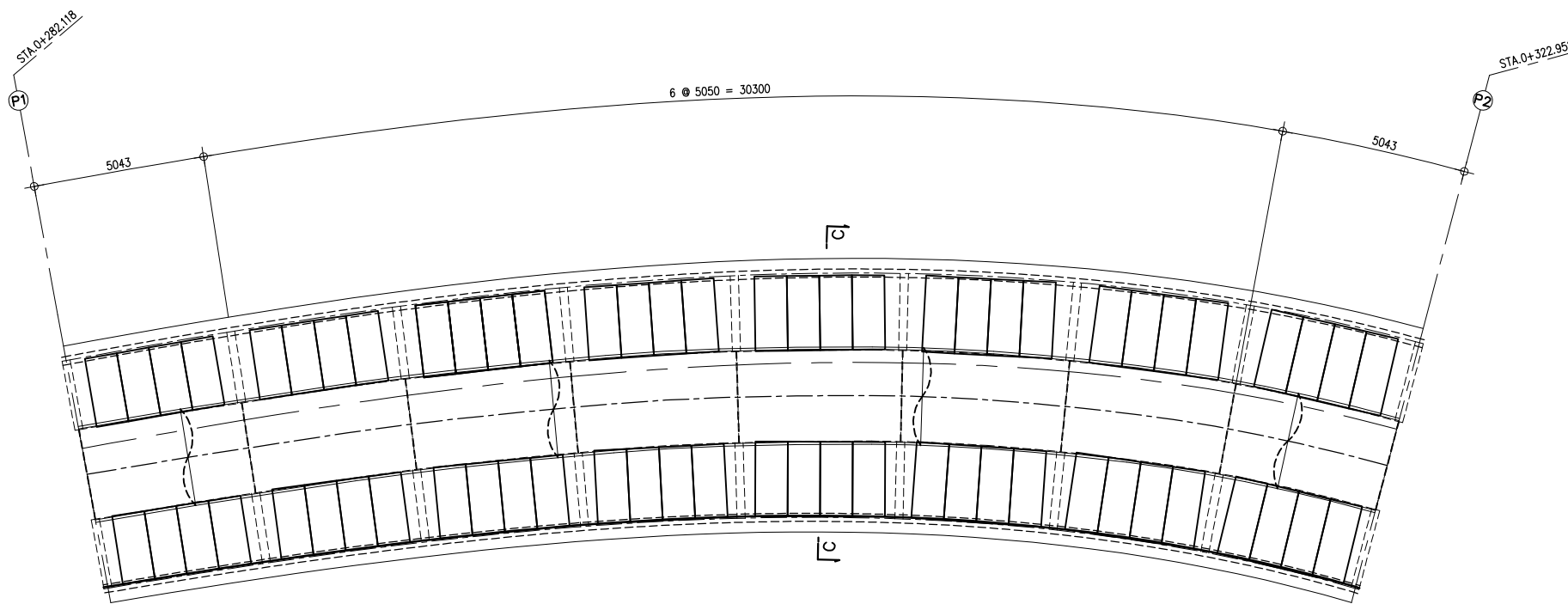
**E BRIDGE BARRIER**  
SCALE 1:20



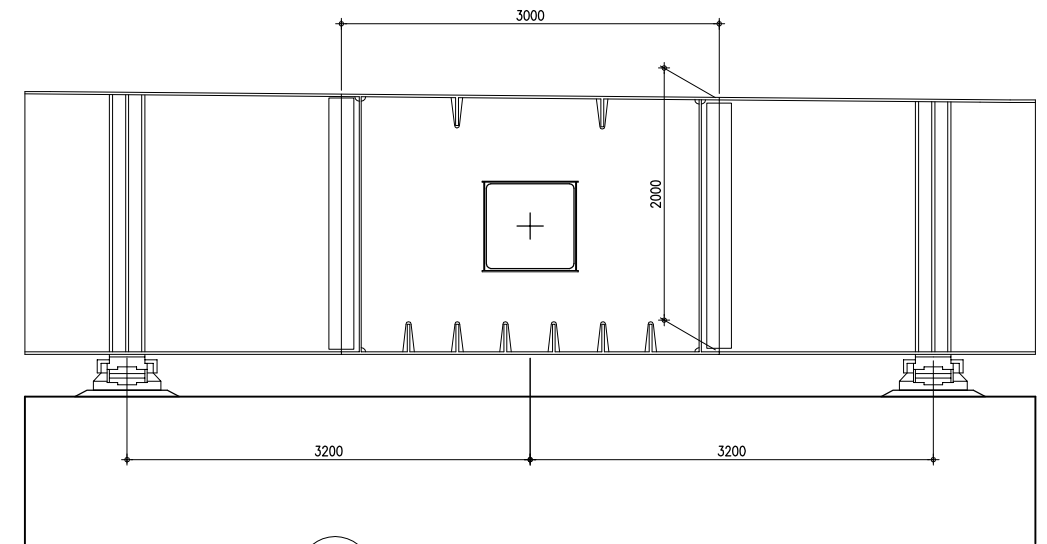
**B ELEVATION**  
SCALE 1:100



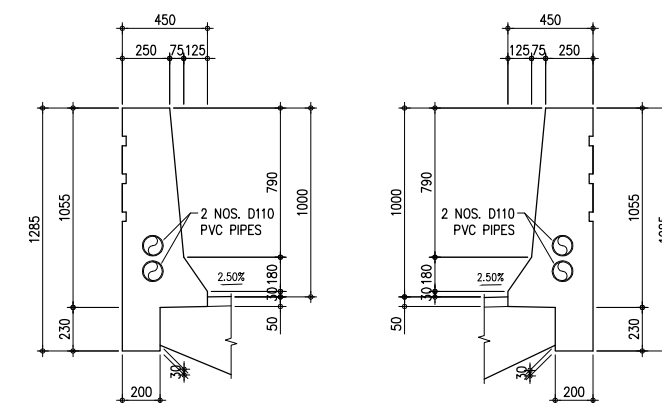
**C CROSS SECTION**  
SCALE 1:30



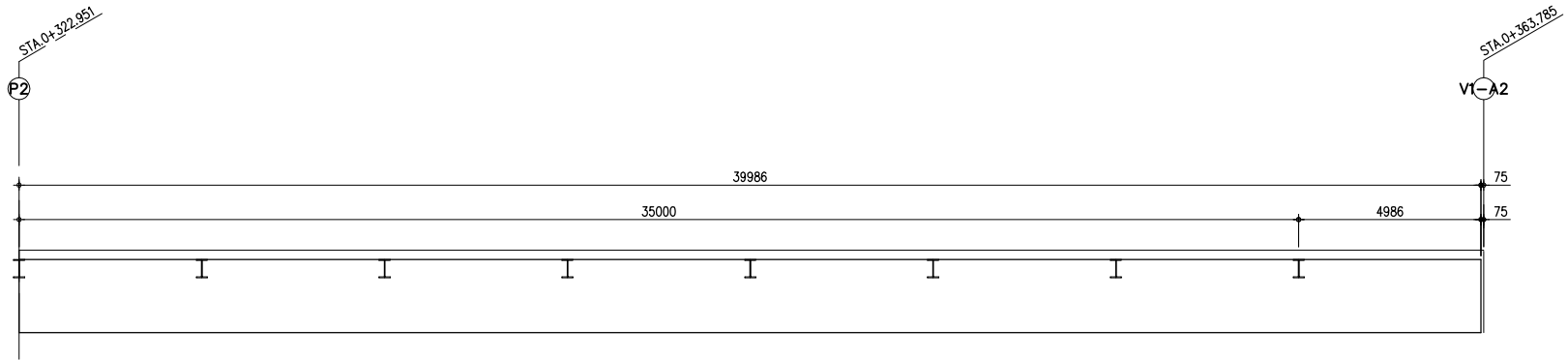
**A PLAN**  
SCALE 1:100



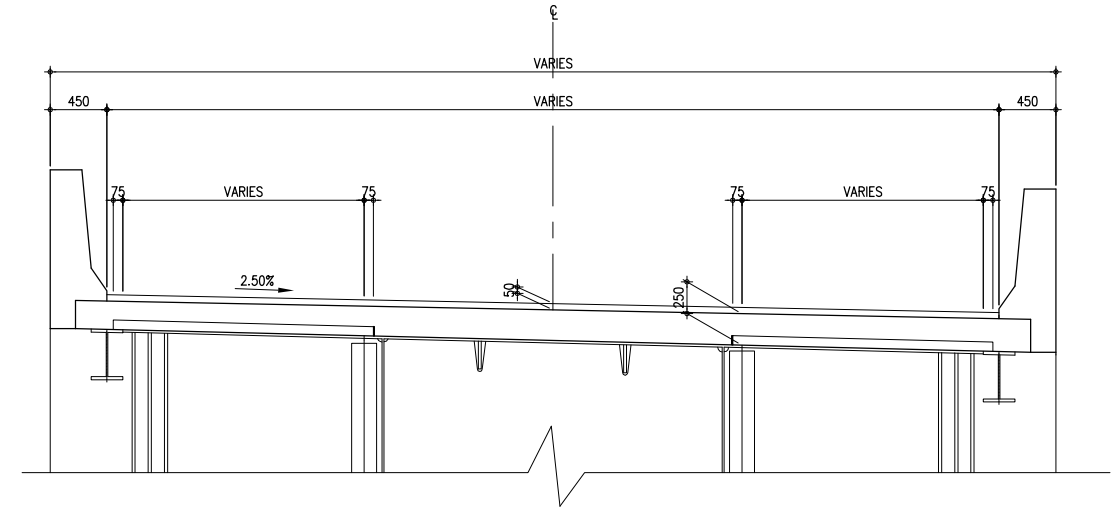
**D BOX GIRDER CROSS SECTION**  
SCALE 1:30



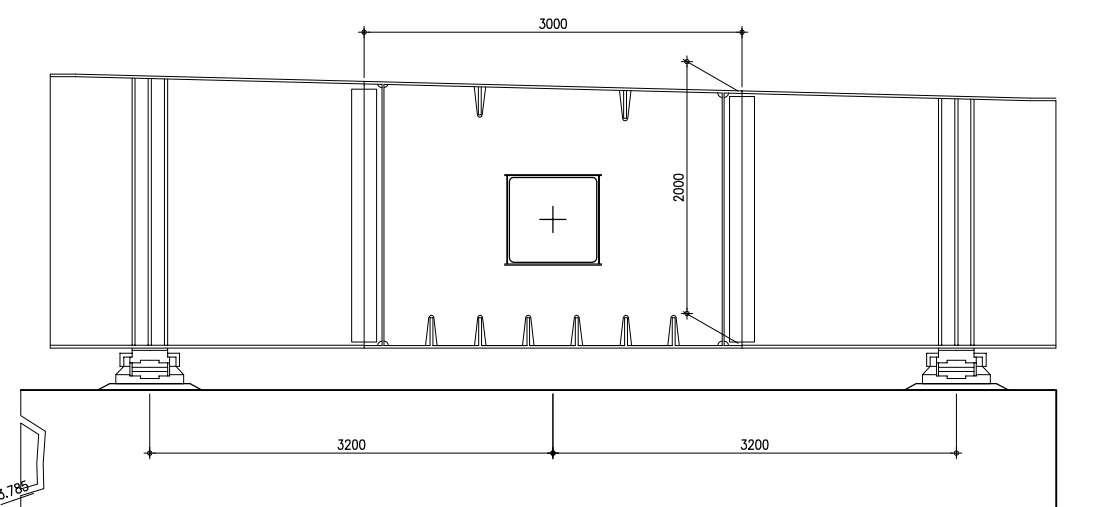
**E BRIDGE BARRIER**  
SCALE 1:20



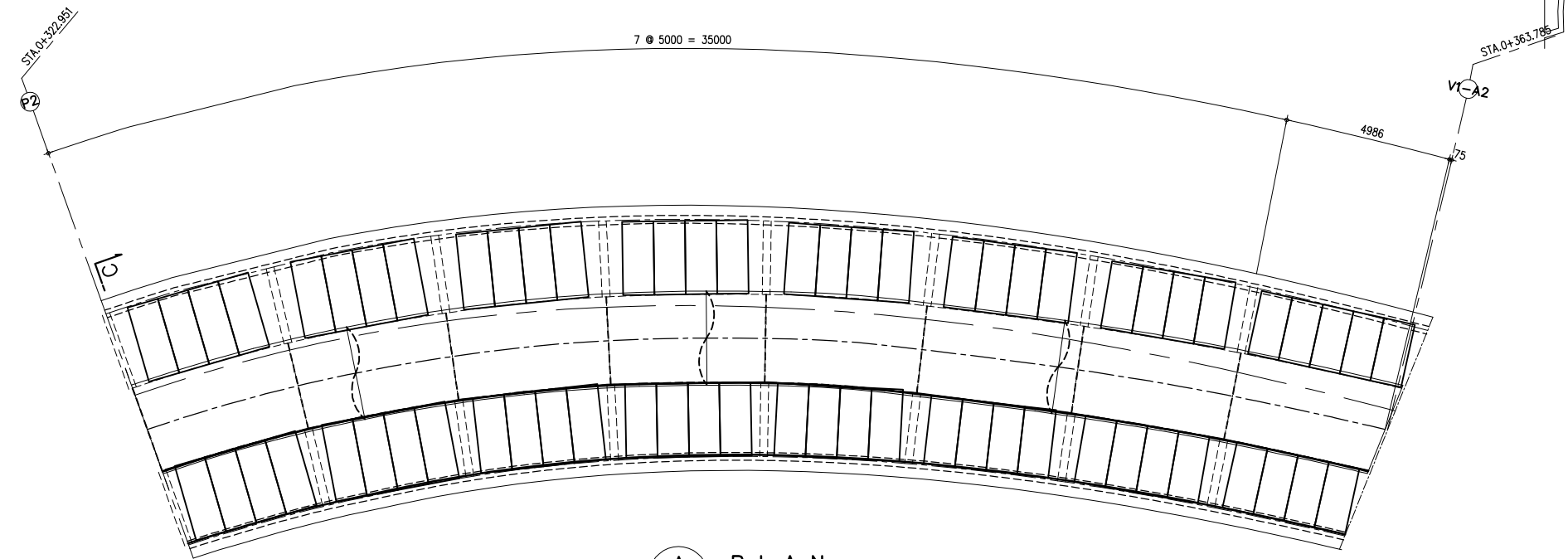
**B ELEVATION**  
SCALE 1:100



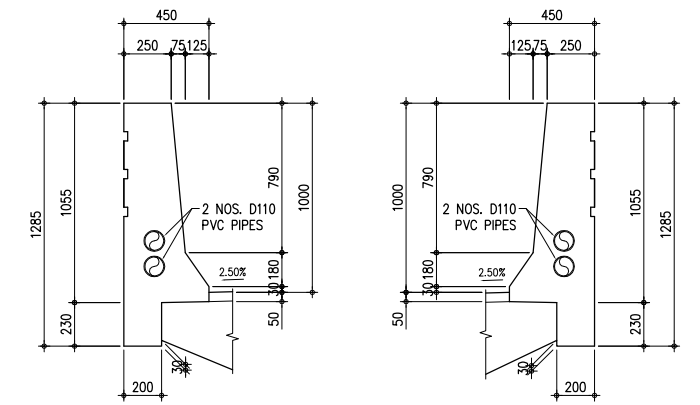
**C CROSS SECTION**  
SCALE 1:30



**D BOX GIRDER CROSS SECTION**  
SCALE 1:30



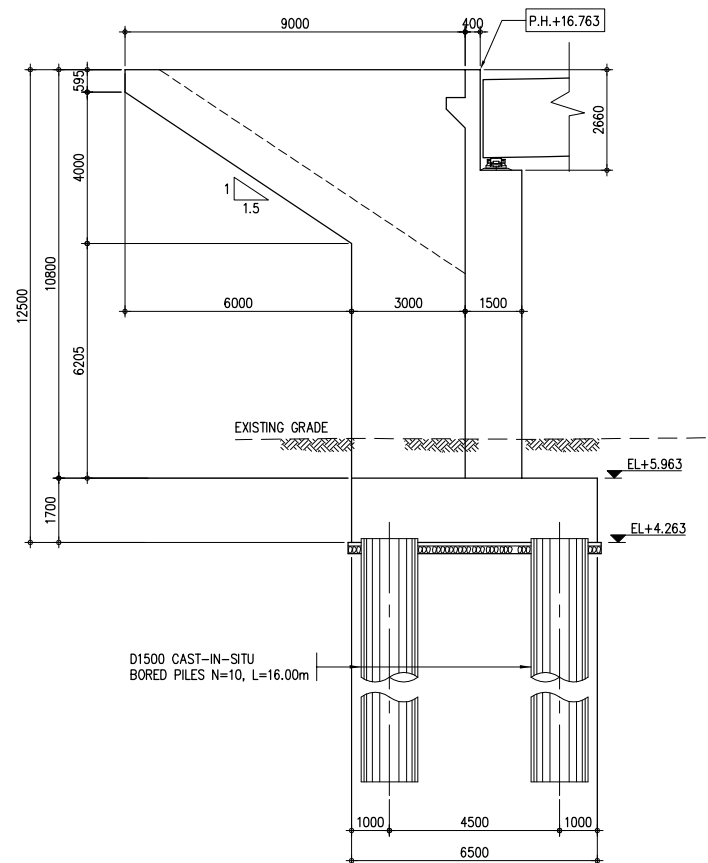
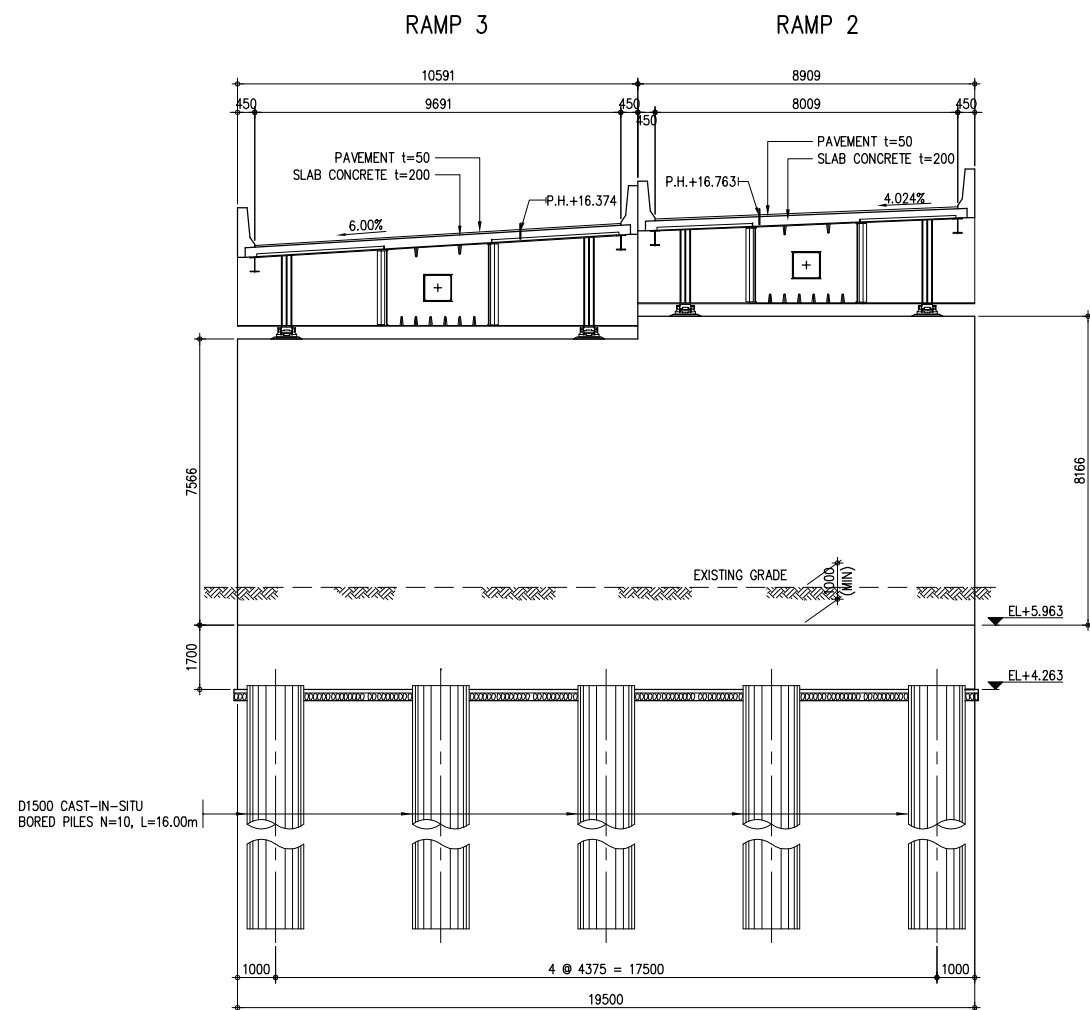
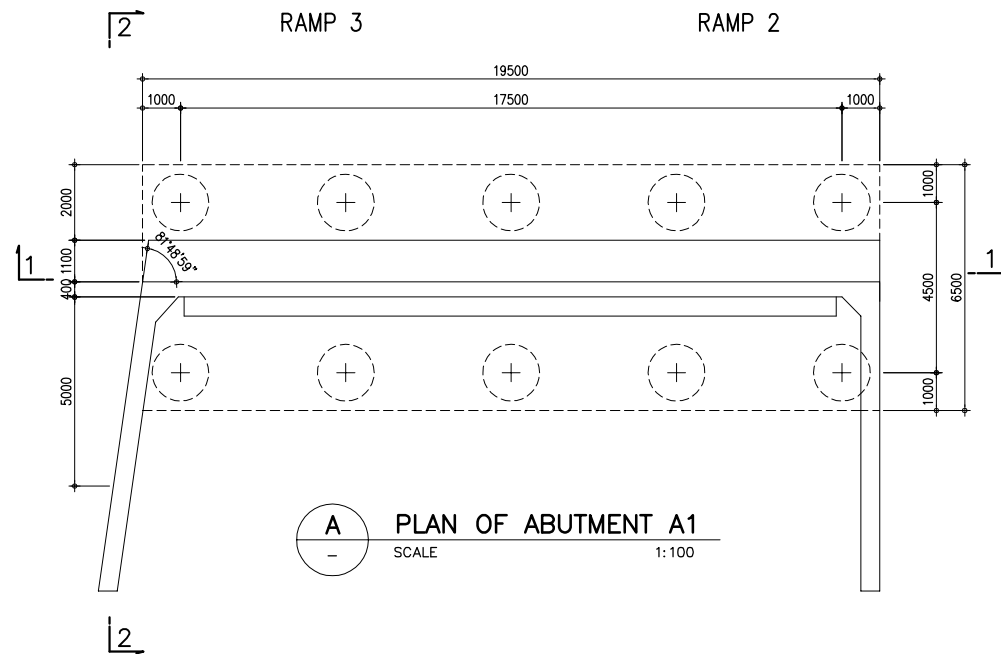
**A PLAN**  
SCALE 1:100



**E BRIDGE BARRIER**  
SCALE 1:20

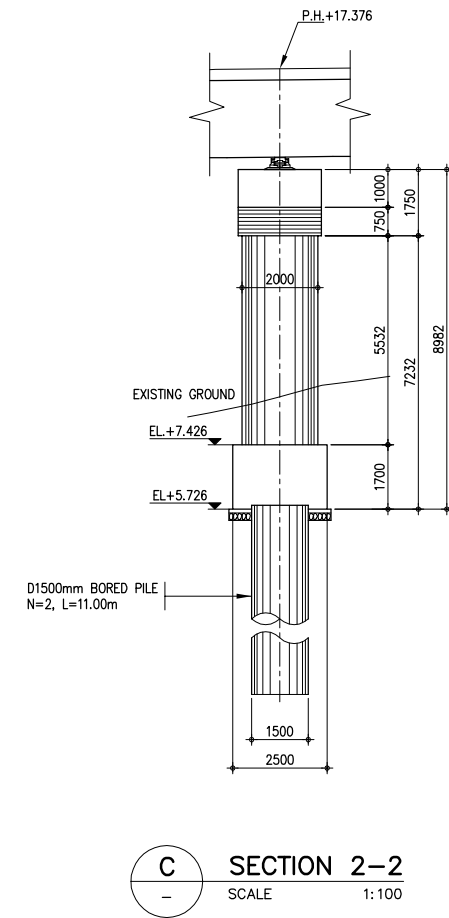
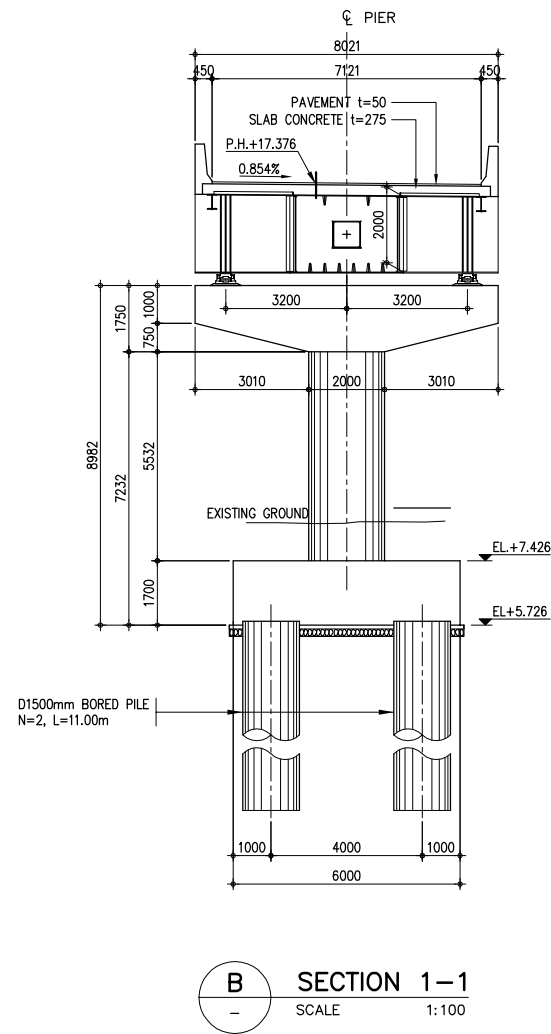
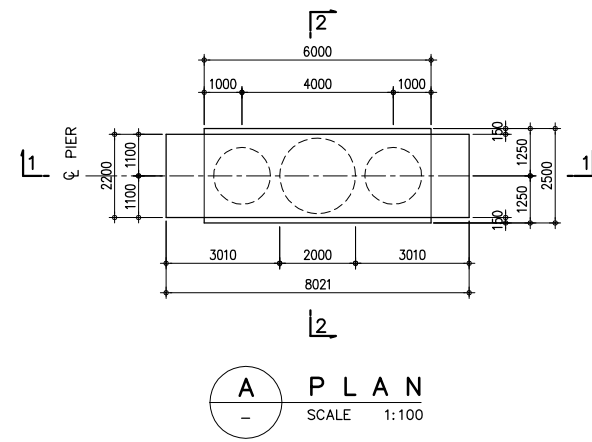
No	REVISION	DATE

DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K11 - 04

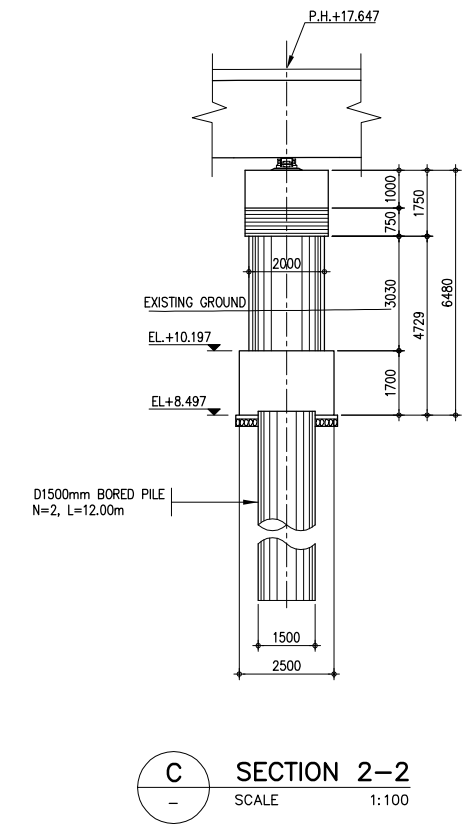
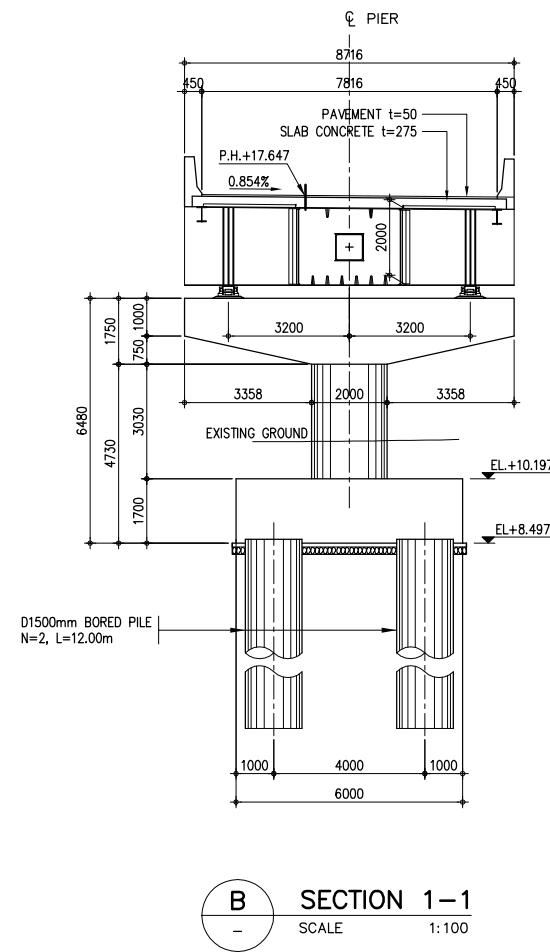
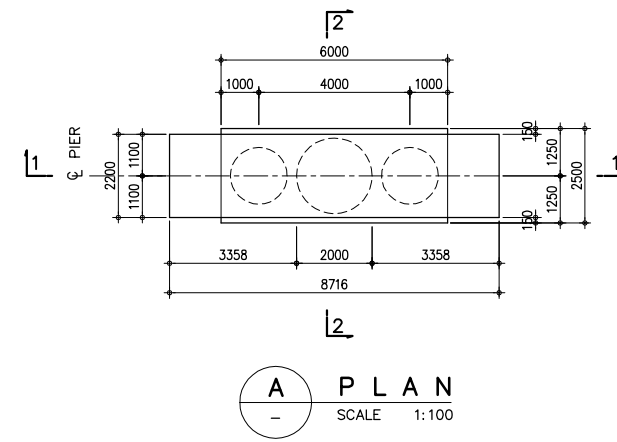


**1 DIMENSION DETAIL FOR ABUTMENT A1**  
SCALE AS SHOWN





**1 DIMENSION DETAILS FOR PIER P1**  
SCALE AS SHOWN



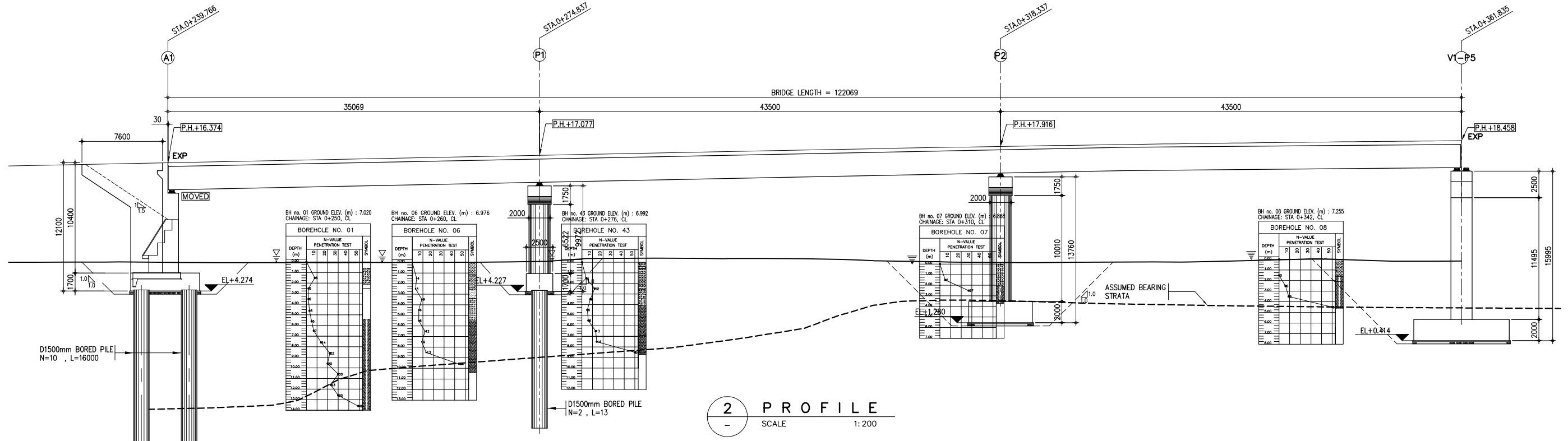
**2 DIMENSION DETAILS FOR PIER P2**  
SCALE AS SHOWN

No	REVISION	DATE

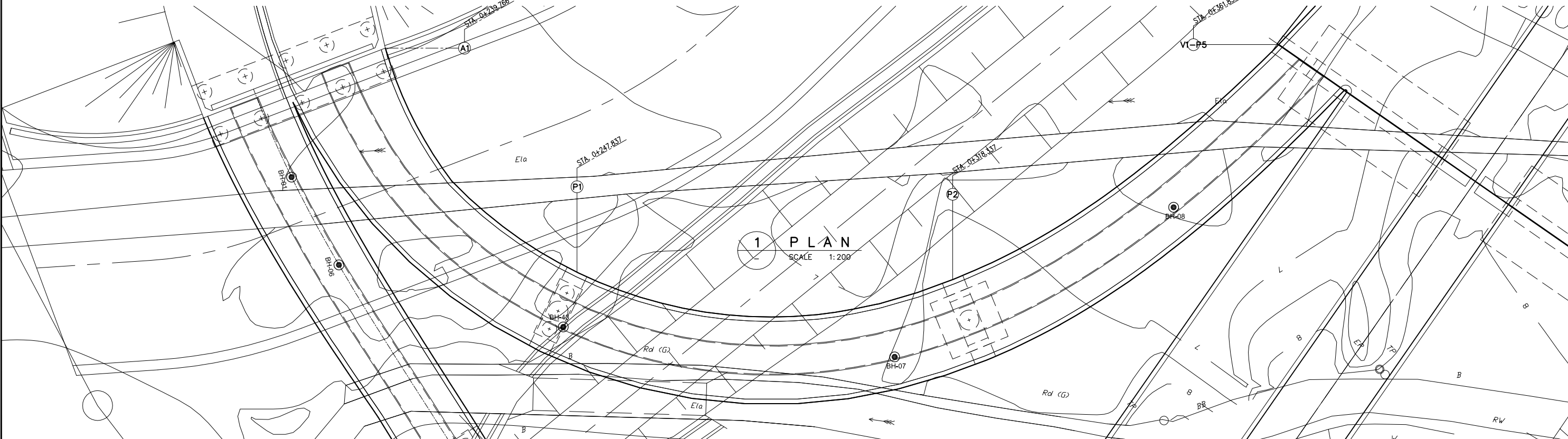
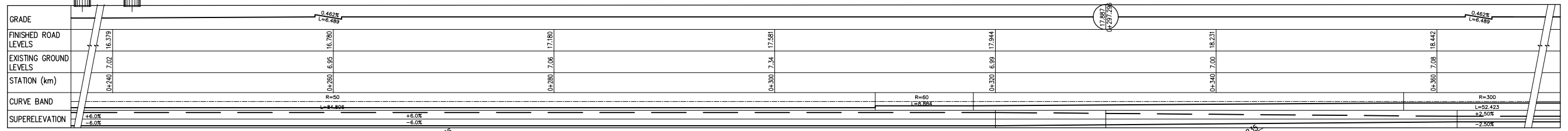
**K12** VIADUCT NO.6(V6)-A1 IC RAMP-3 BRIDGE

# VIADUCT NO.6 (V6-R3) A1 INTERCHANGE VIADUCT

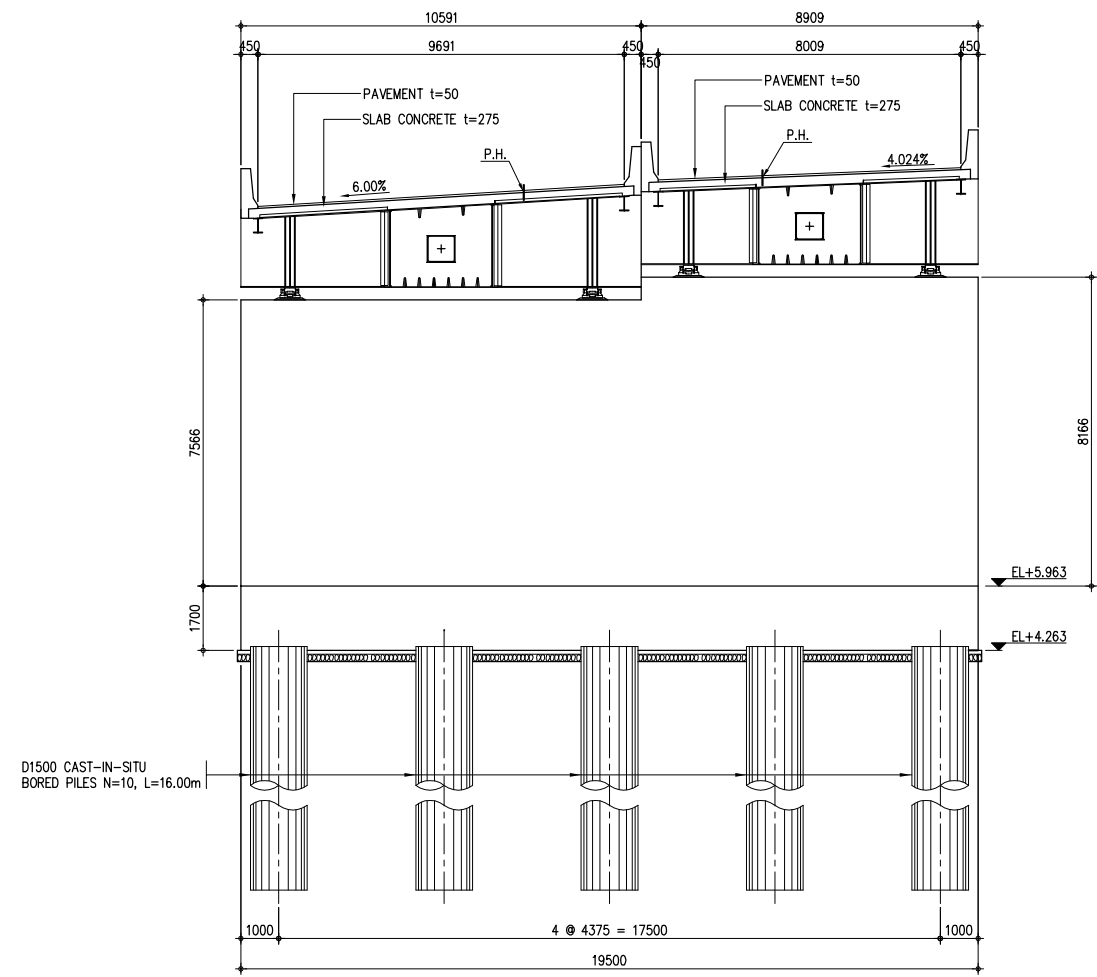
( STA. 0+239.766 - STA. 361.835 )



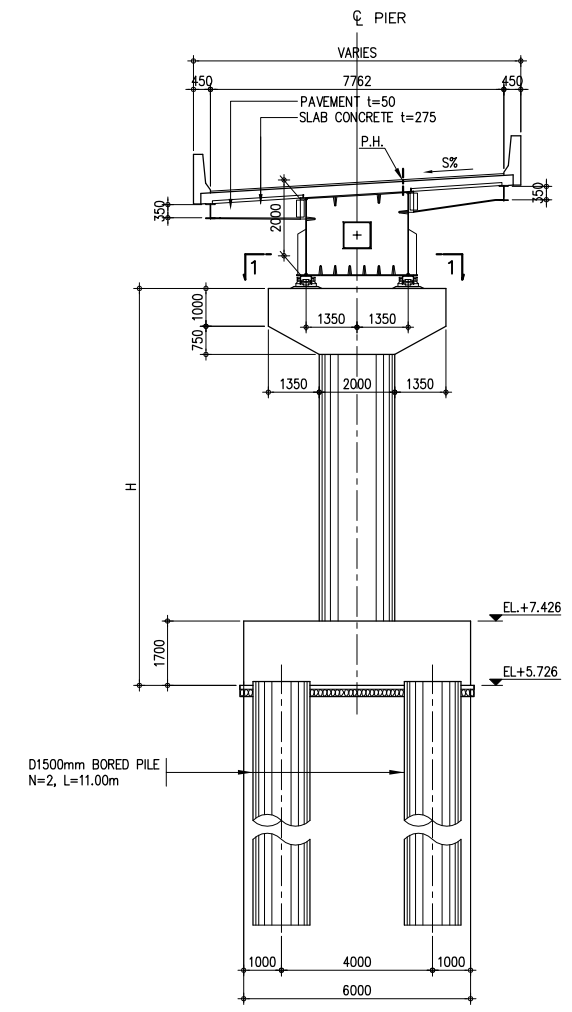
**2 PROFILE**  
SCALE 1:200



**1 PLAN**  
SCALE 1:200

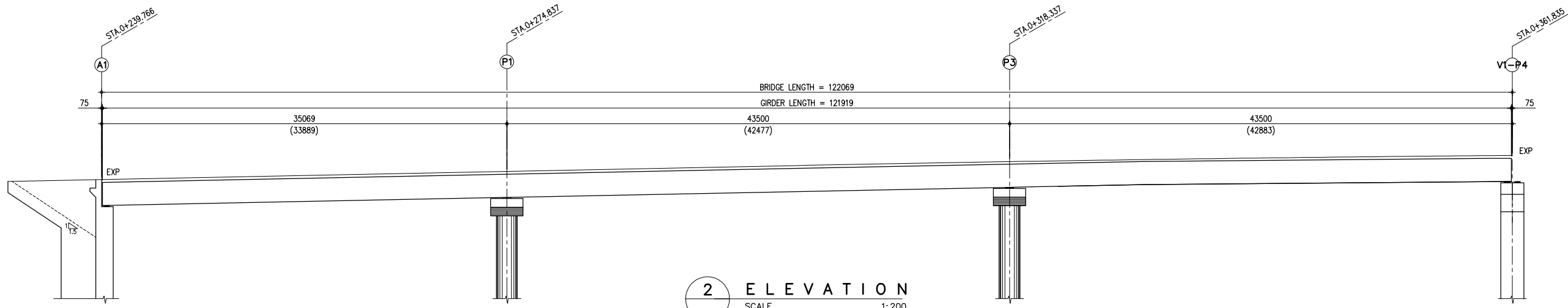


**A** CROSS SECTION OF ABUTMENT  
SCALE 1:100



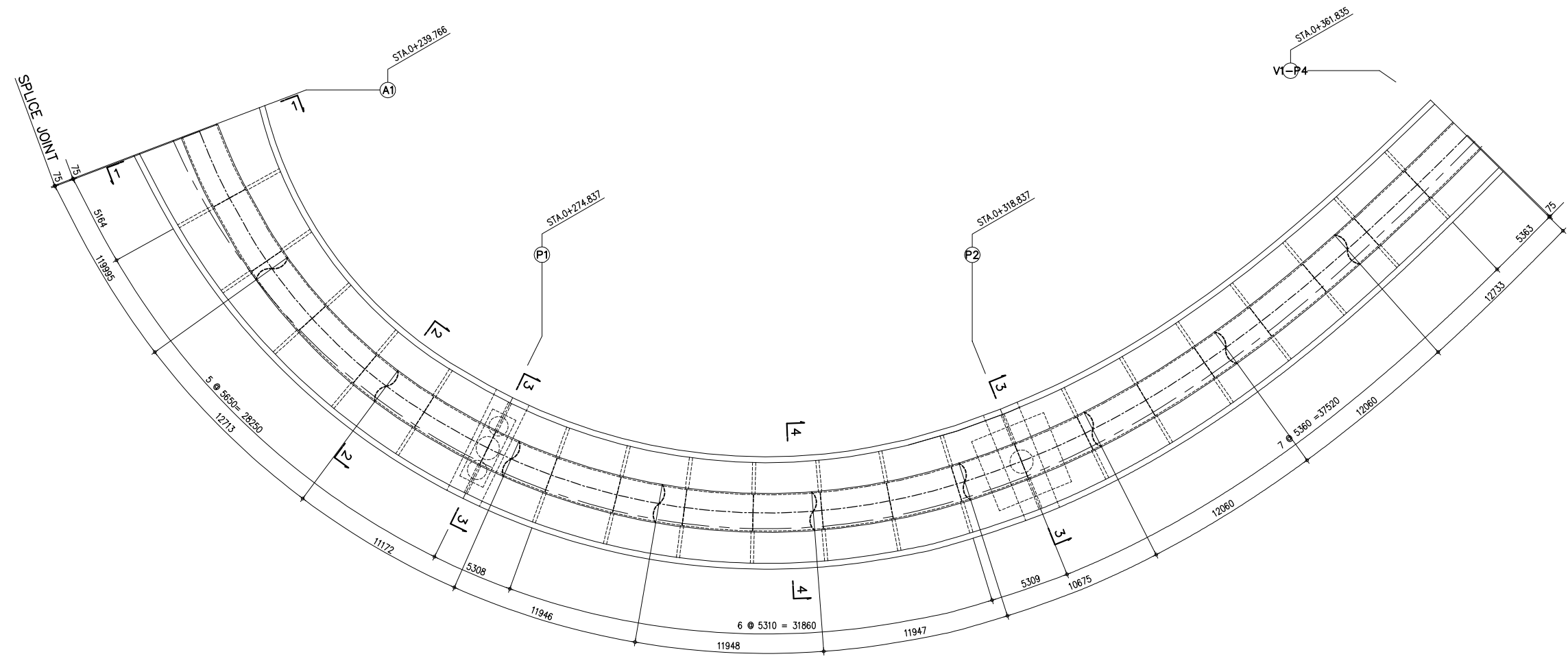
**B** TYPICAL CROSS SECTION OF PIER  
SCALE 1:100

TABLE FOR P.H	
PIER NO.	P.H.
P1	17.077
P2	17.916
ABUT. A1	16.374
V1-P5	18.458



**2 ELEVATION**  
SCALE 1:200

NOTE: ( ) ALL DIMENSIONS MEAN ALONG CENTER LINE OF GIRDER



**1 LAYOUT PLAN**  
SCALE 1:200

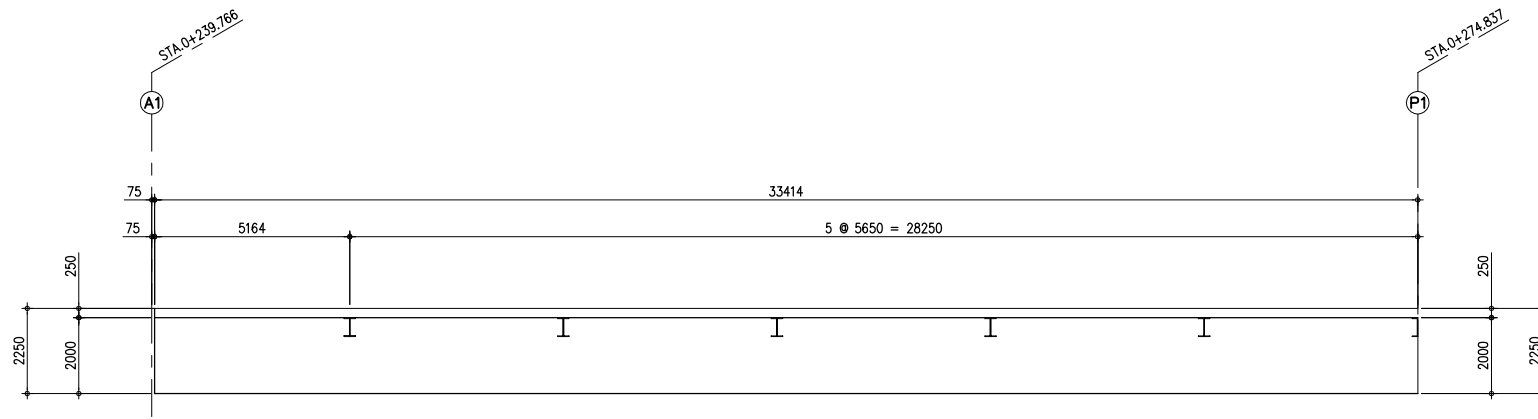
THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA  
MINISTRY OF HIGHWAYS & ROAD DEVELOPMENT  
**Road Development Authority**

**JICA** JAPAN INTERNATIONAL COOPERATION AGENCY  
**ORIENTAL CONSULTANTS COMPANY LIMITED**  
in association with  
**PACIFIC CONSULTANTS INTERNATIONAL**

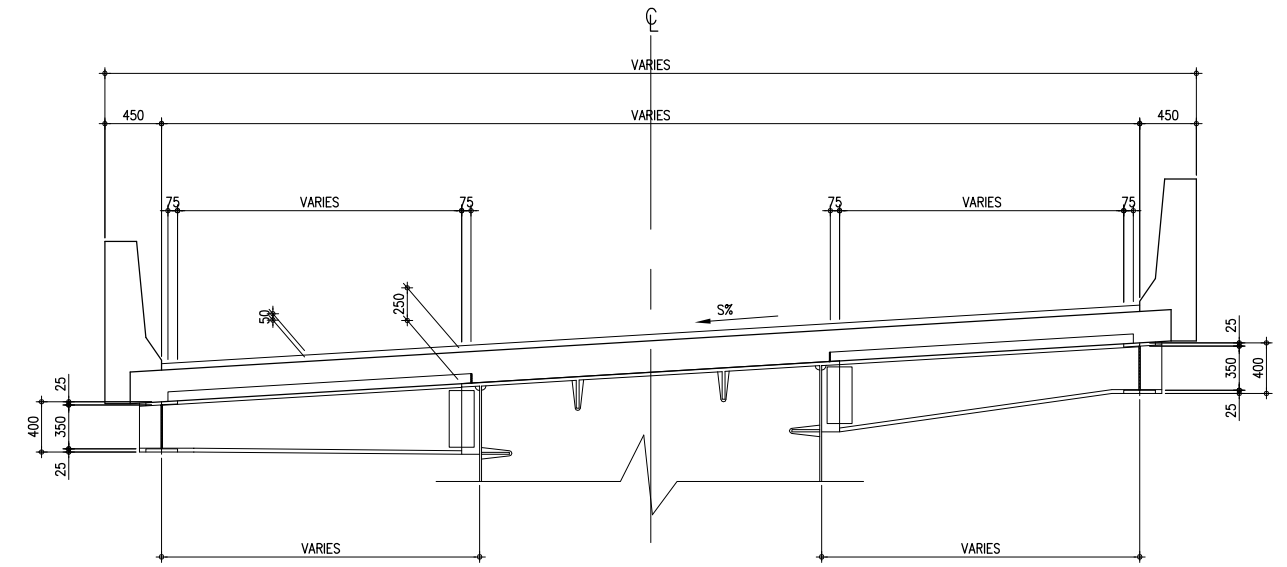
No	REVISION	DATE

**COLOMBO OUTER CIRCULAR HIGHWAY PROJECT**  
(NORTHERN SECTION 1)  
**VIADUCT NO.6 (V6) A1 IC RAMP-3 BRIDGE**  
LAYOUT PLAN

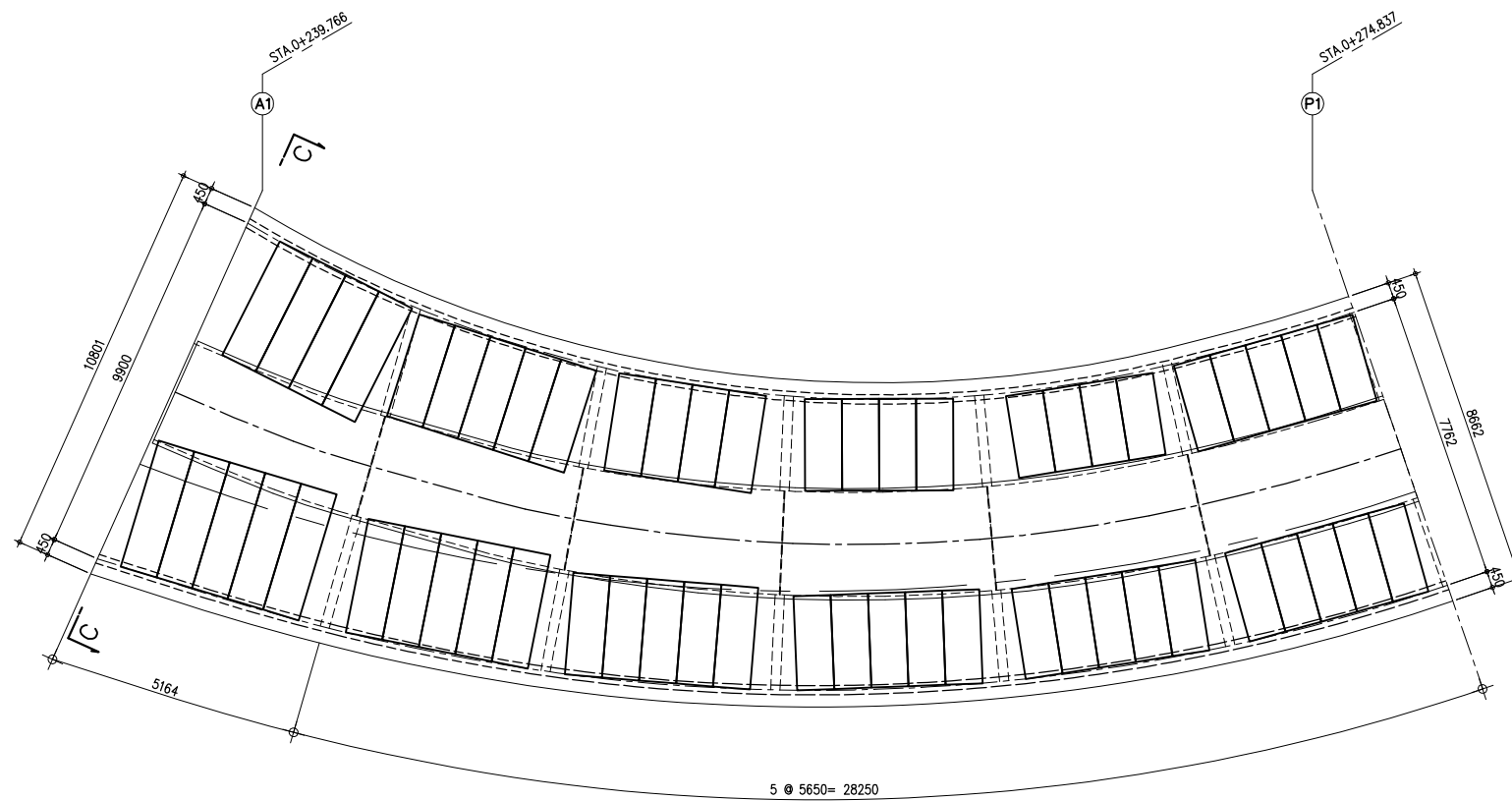
DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K12 - 01



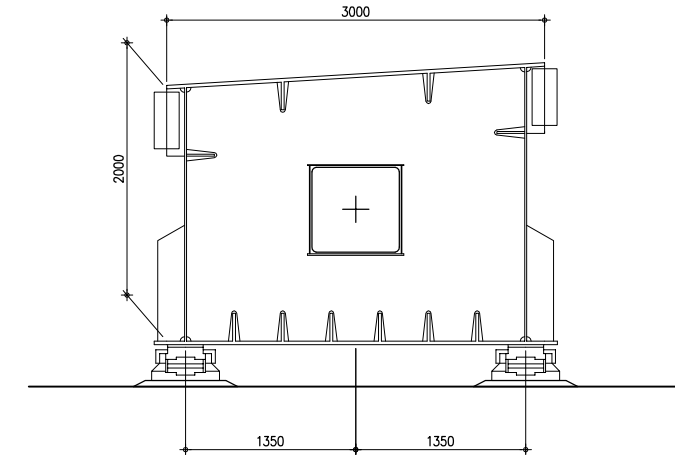
**B ELEVATION**  
SCALE 1:100



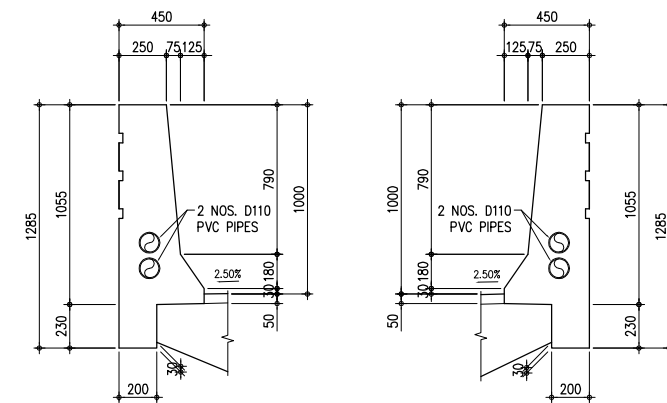
**C CROSS SECTION**  
SCALE 1:30



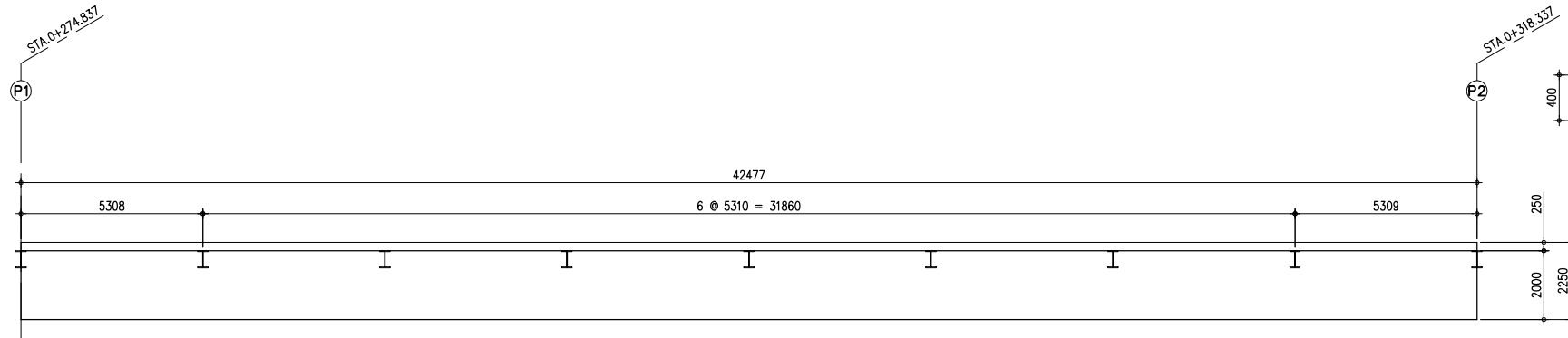
**A PLAN**  
SCALE 1:100



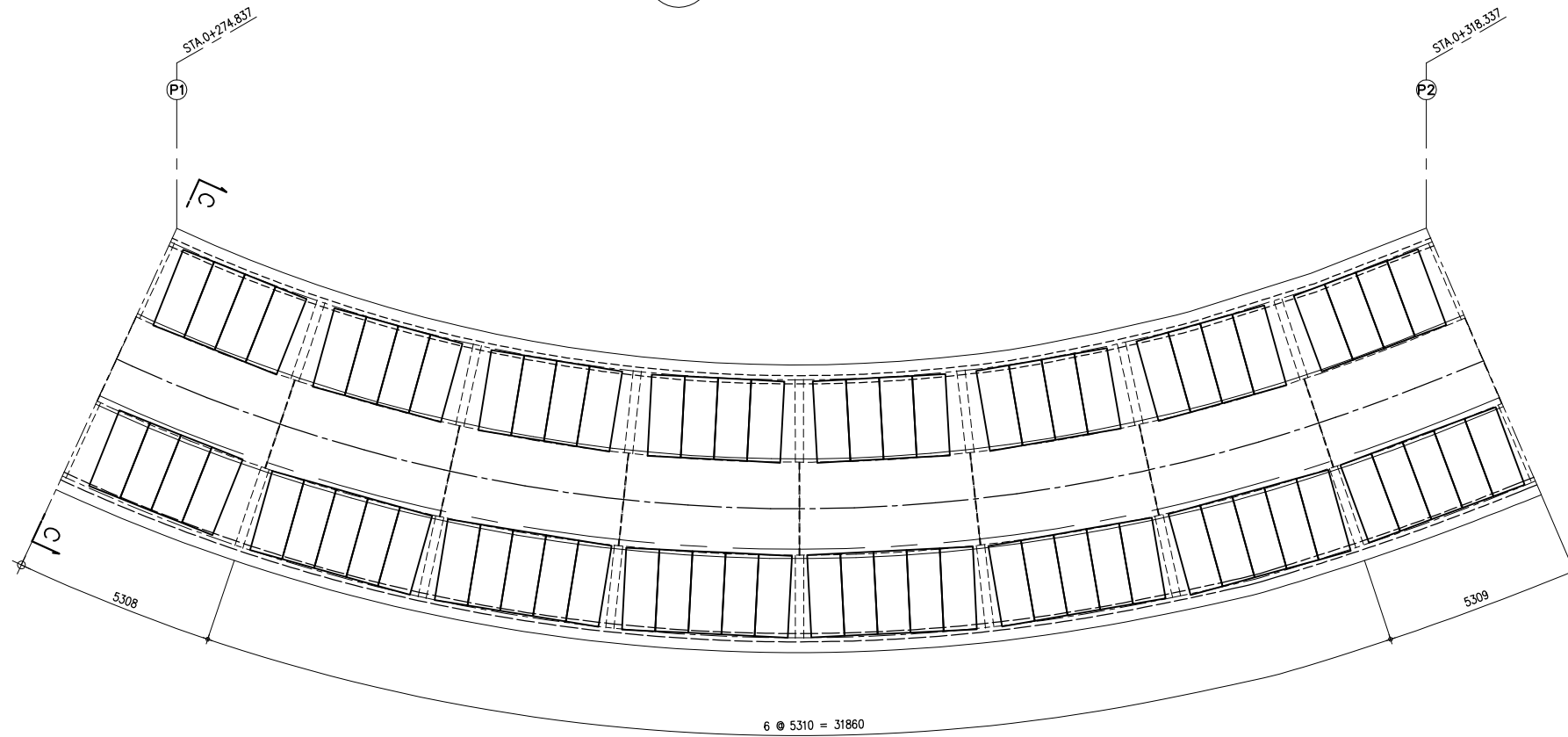
**D BOX GIRDER CROSS SECTION**  
SCALE 1:30



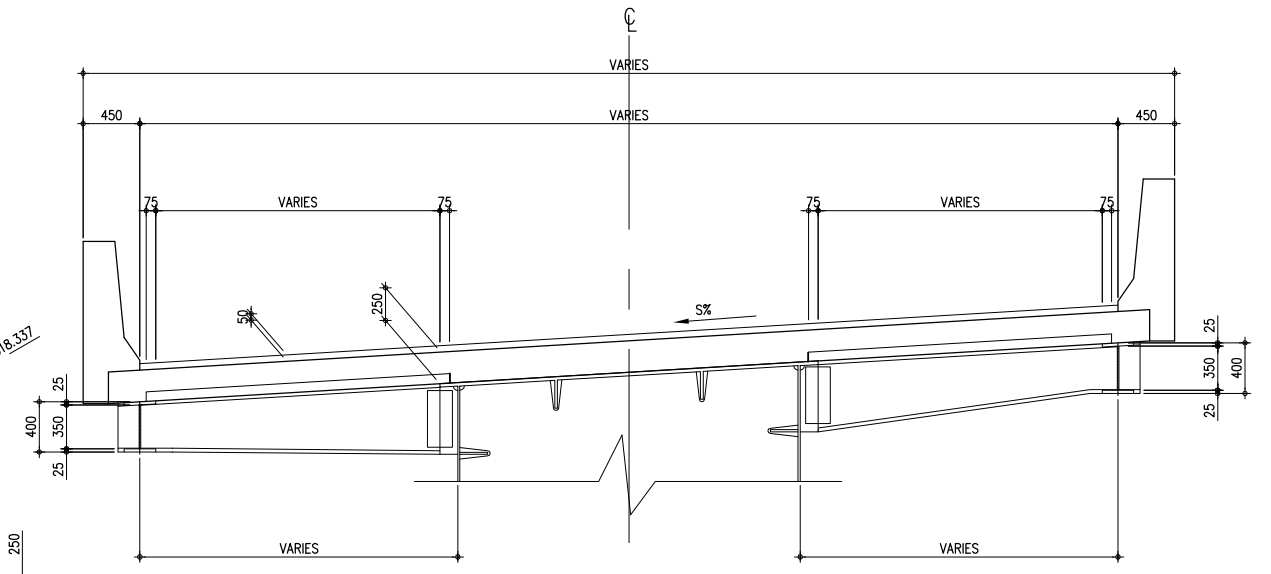
**E BRIDGE BARRIER**  
SCALE 1:20



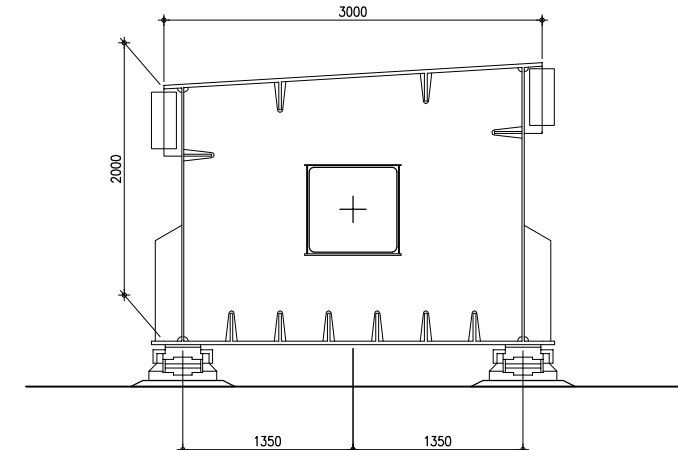
**B ELEVATION**  
SCALE 1:100



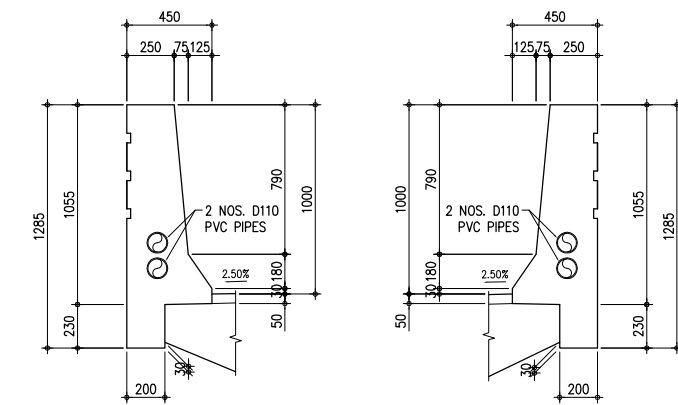
**A PLAN**  
SCALE 1:100



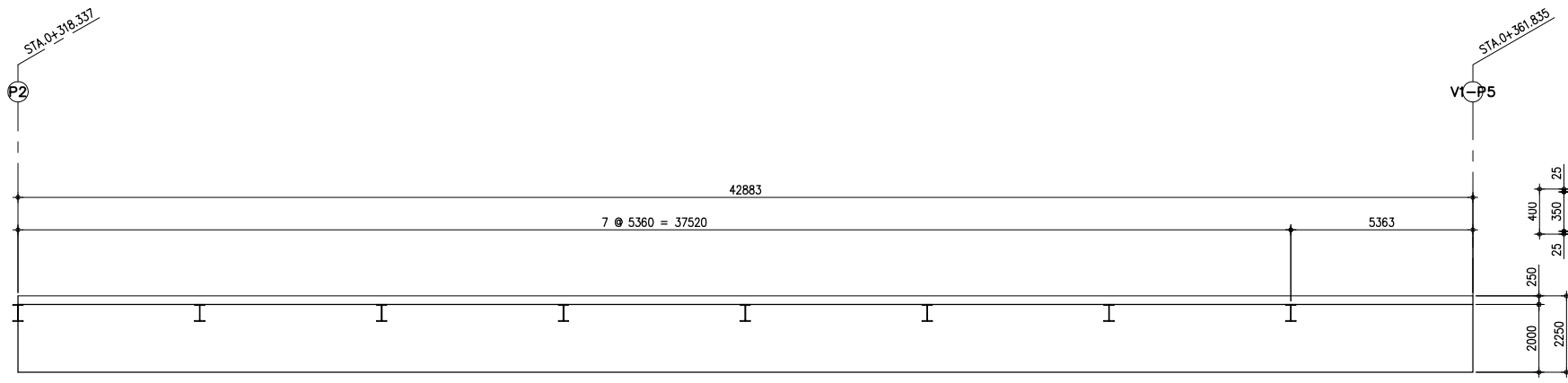
**C CROSS SECTION**  
SCALE 1:30



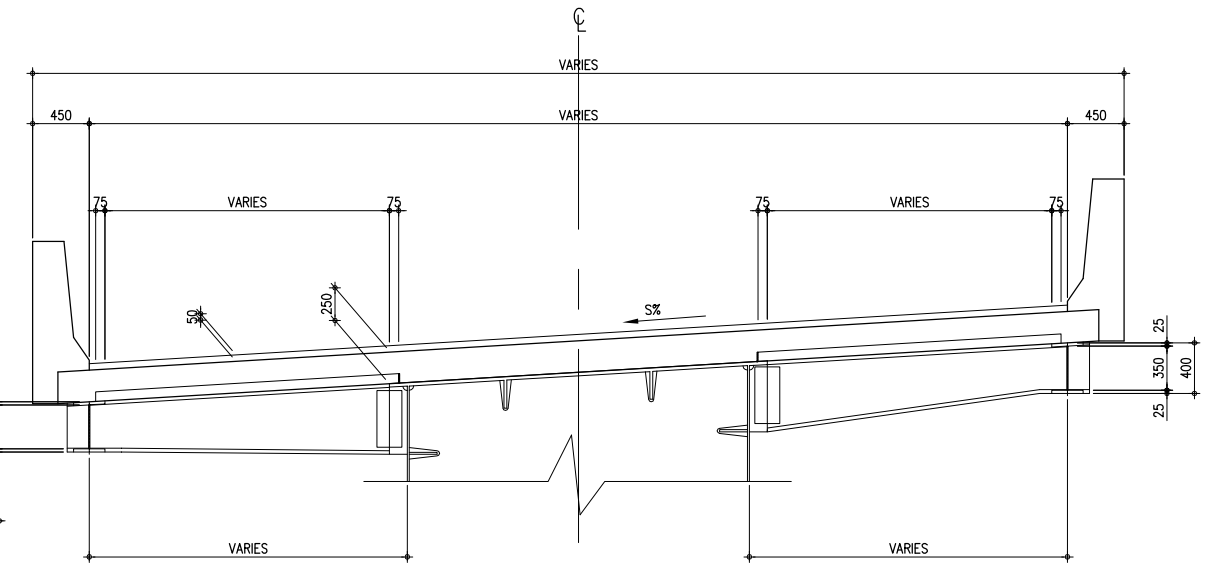
**D BOX GIRDER CROSS SECTION**  
SCALE 1:30



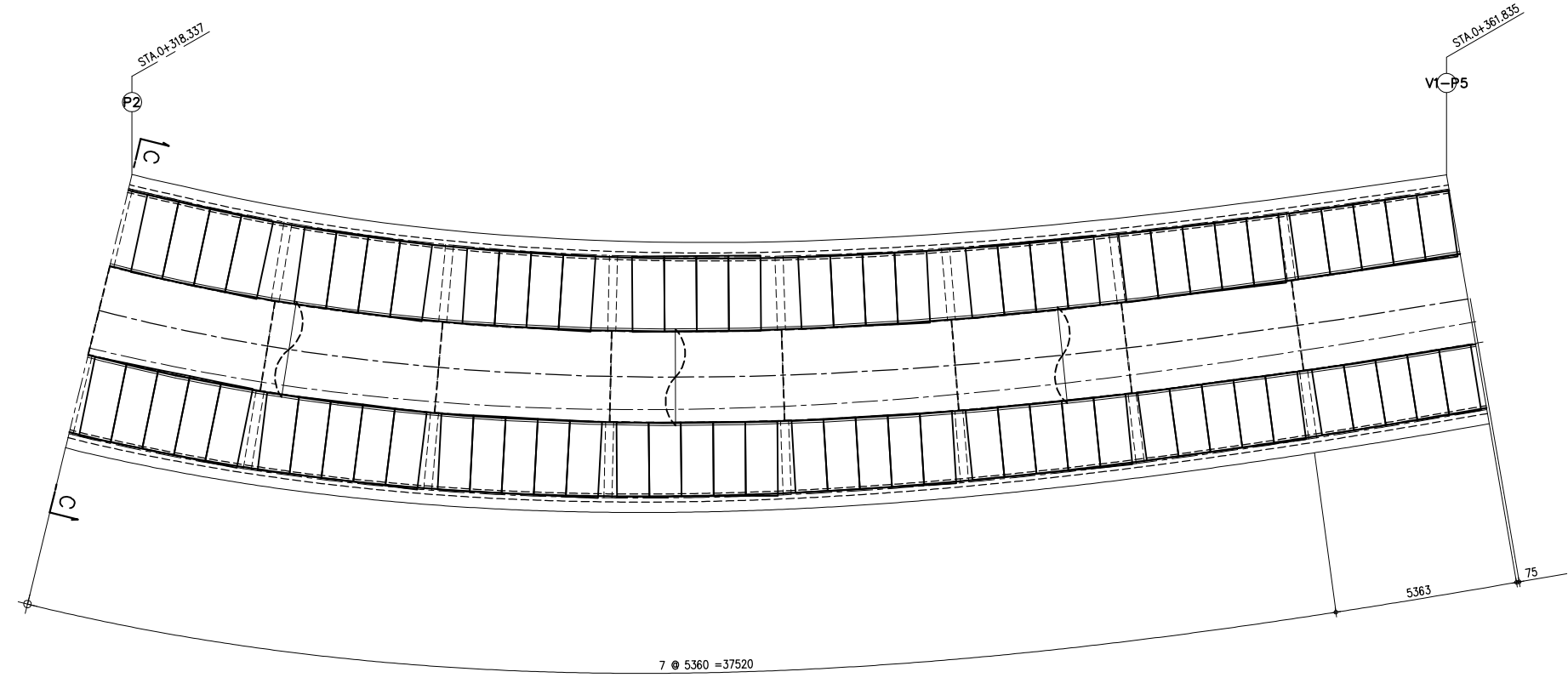
**E BRIDGE BARRIER**  
SCALE 1:20



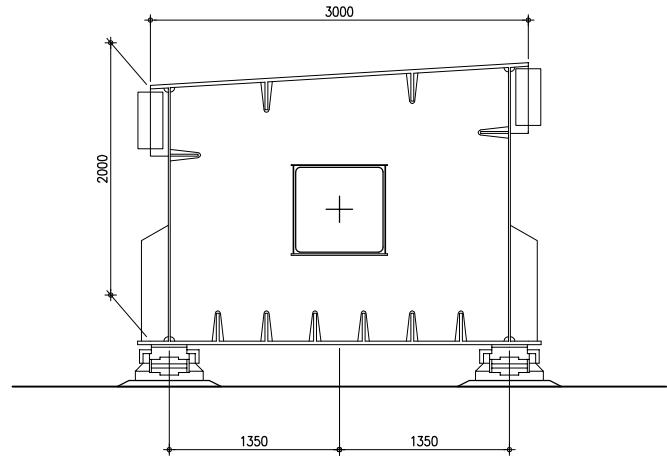
**B ELEVATION**  
SCALE 1:100



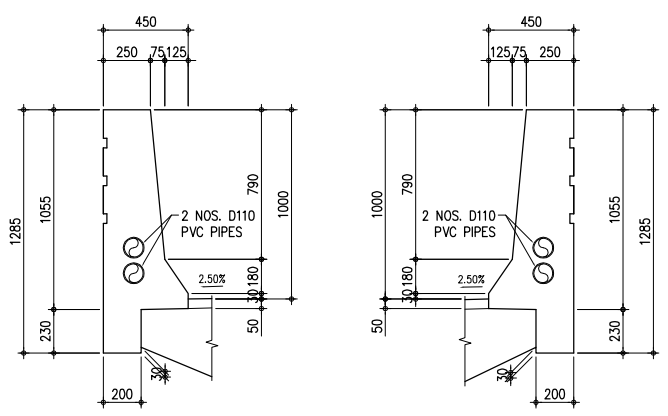
**C CROSS SECTION**  
SCALE 1:30



**A PLAN**  
SCALE 1:100



**D BOX GIRDER CROSS SECTION**  
SCALE 1:30

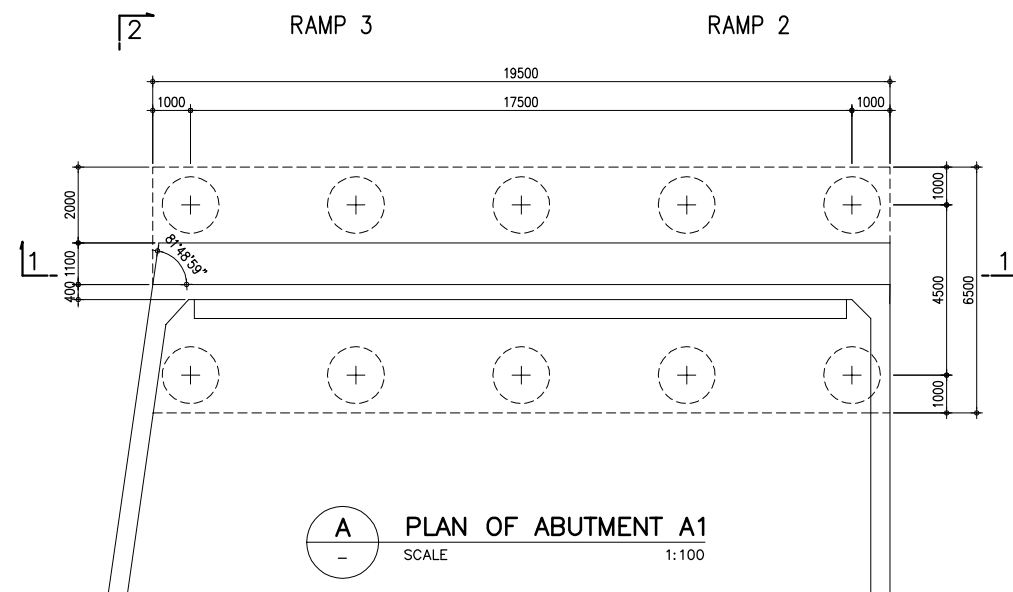


**E BRIDGE BARRIER**  
SCALE 1:20

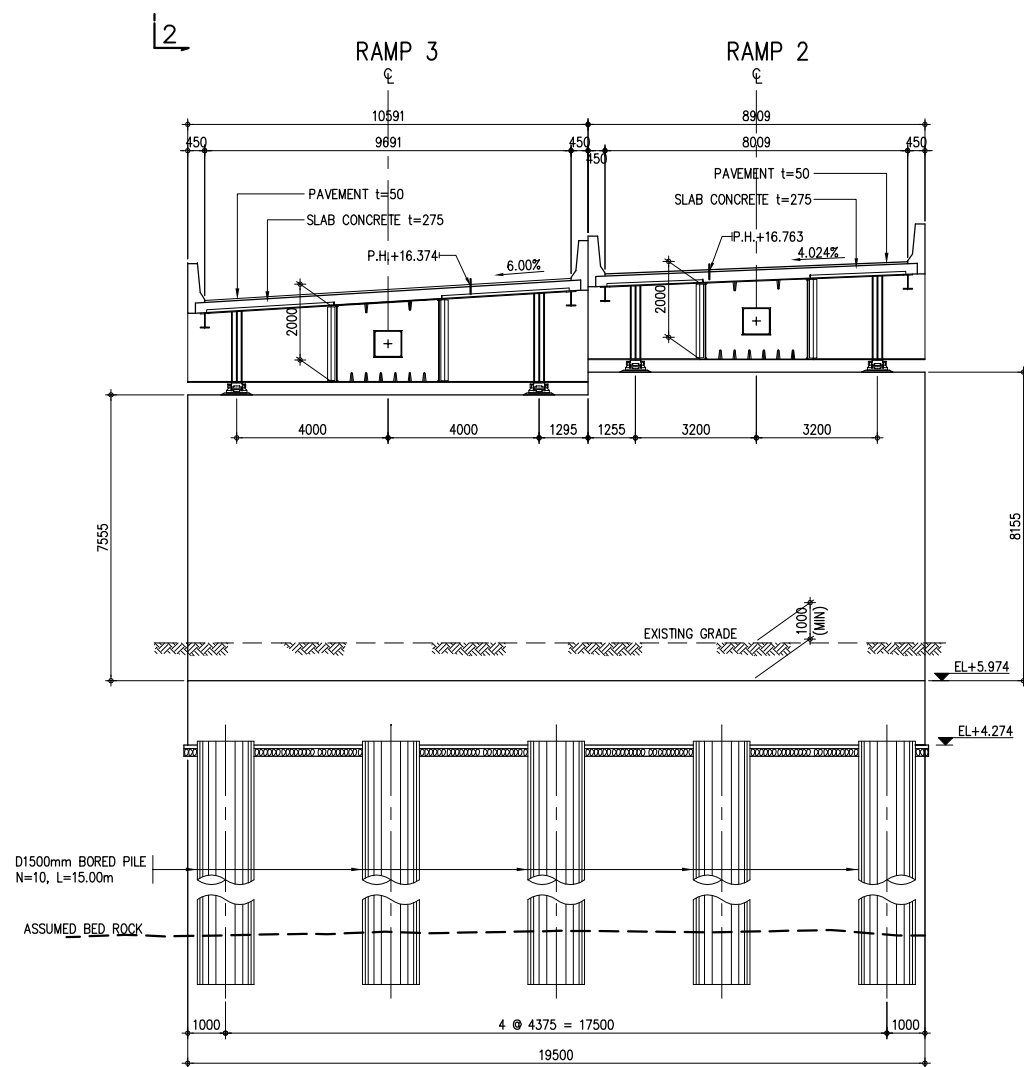
No	REVISION	DATE

DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K12 - 04

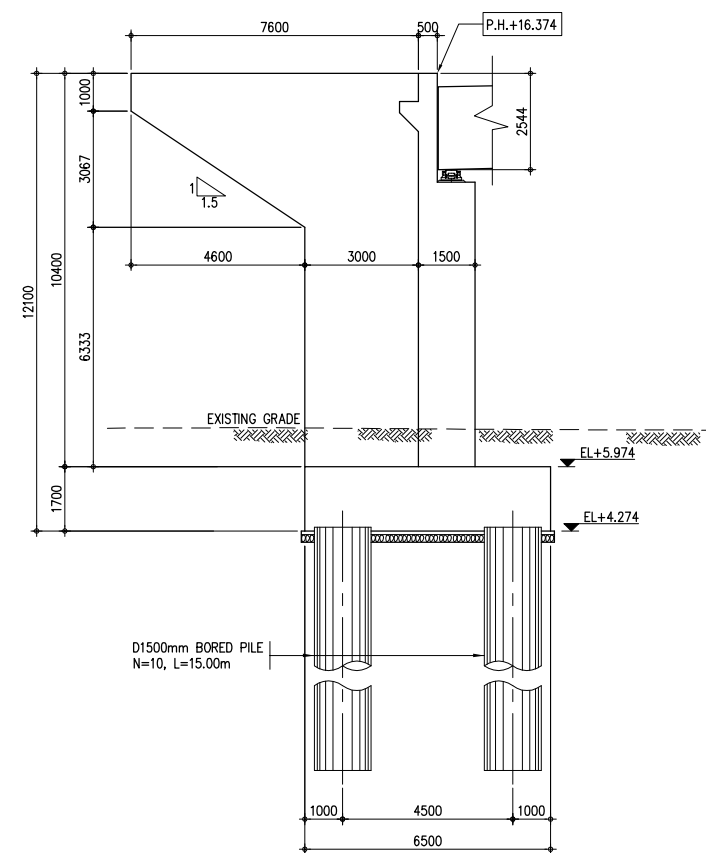




**A** PLAN OF ABUTMENT A1  
SCALE 1:100

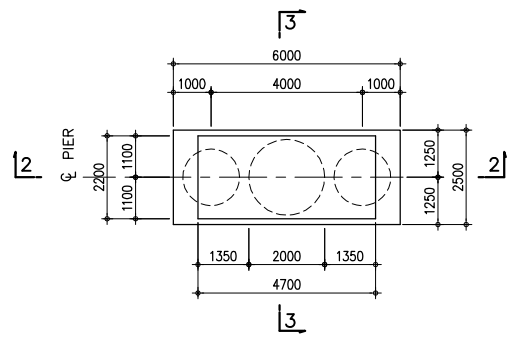


**B** SECTION 1-1  
SCALE 1:100

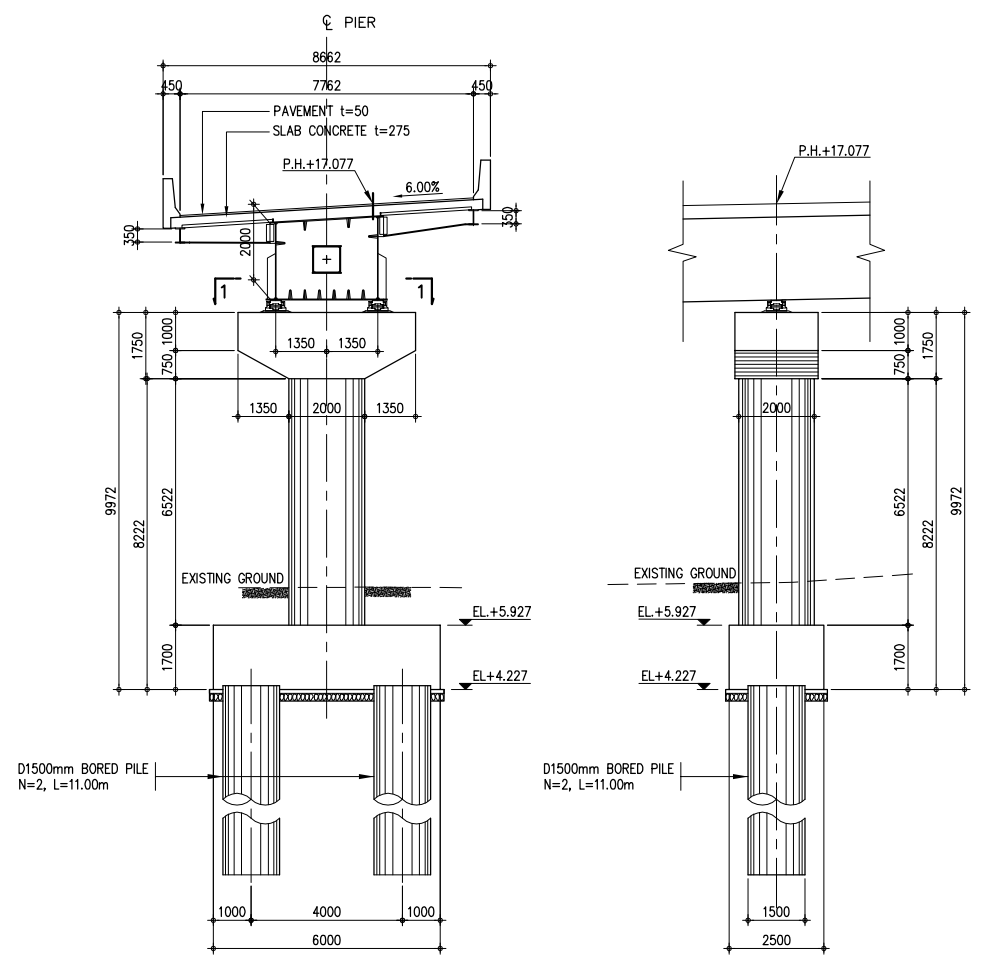


**C** SECTION 2-2  
SCALE 1:100

**1** DIMENSION DETAIL FOR ABUTMENT A1  
SCALE 1:100



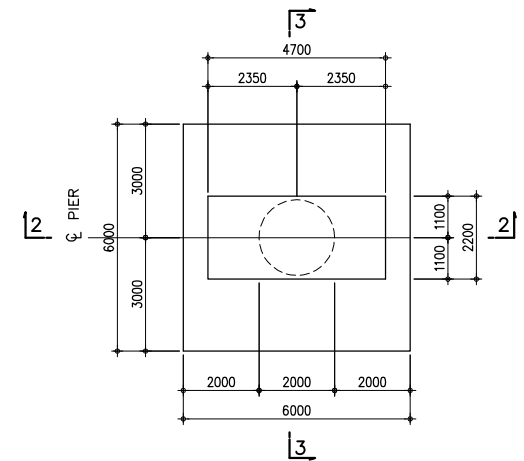
**A PLAN 1-1**  
SCALE 1:100



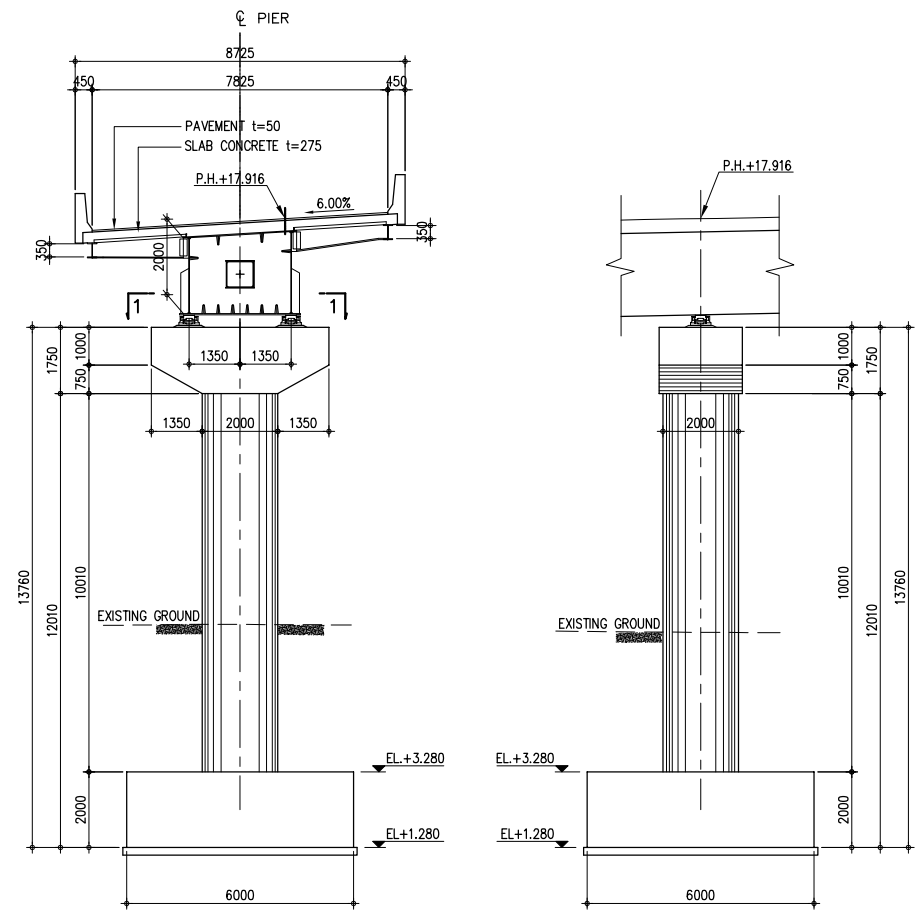
**B SECTION 2-2**  
SCALE 1:100

**C SECTION 3-3**  
SCALE 1:100

**1 DIMENSION DETAILS FOR PIER P1**  
SCALE AS SHOWN



**A PLAN 1-1**  
SCALE 1:100



**B SECTION 2-2**  
SCALE 1:100

**C SECTION 3-3**  
SCALE 1:100

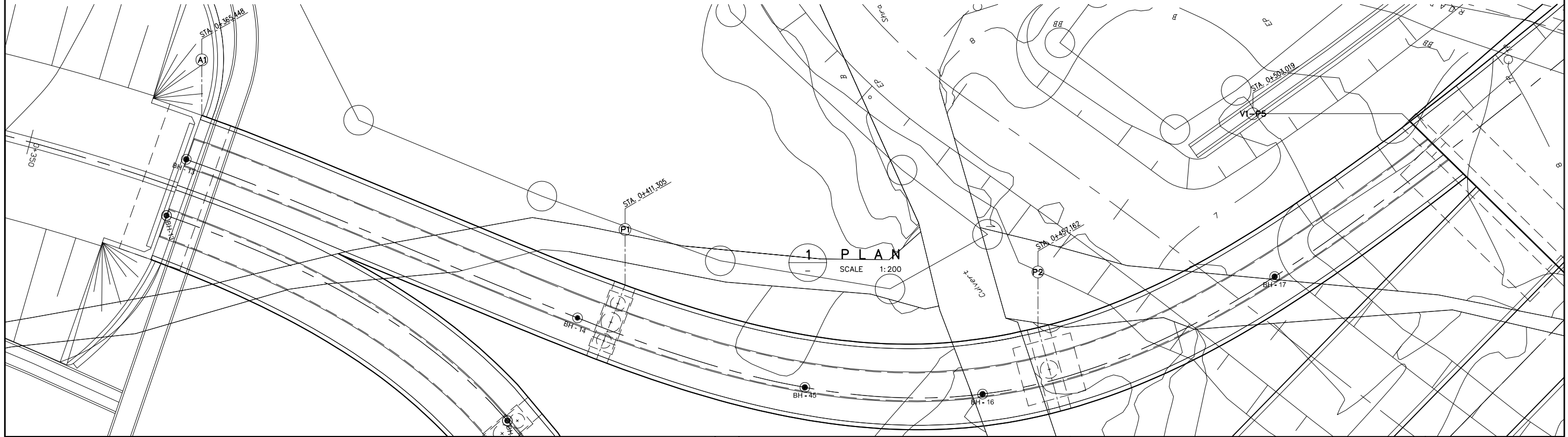
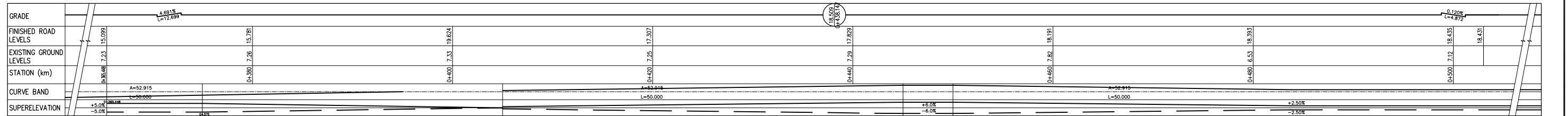
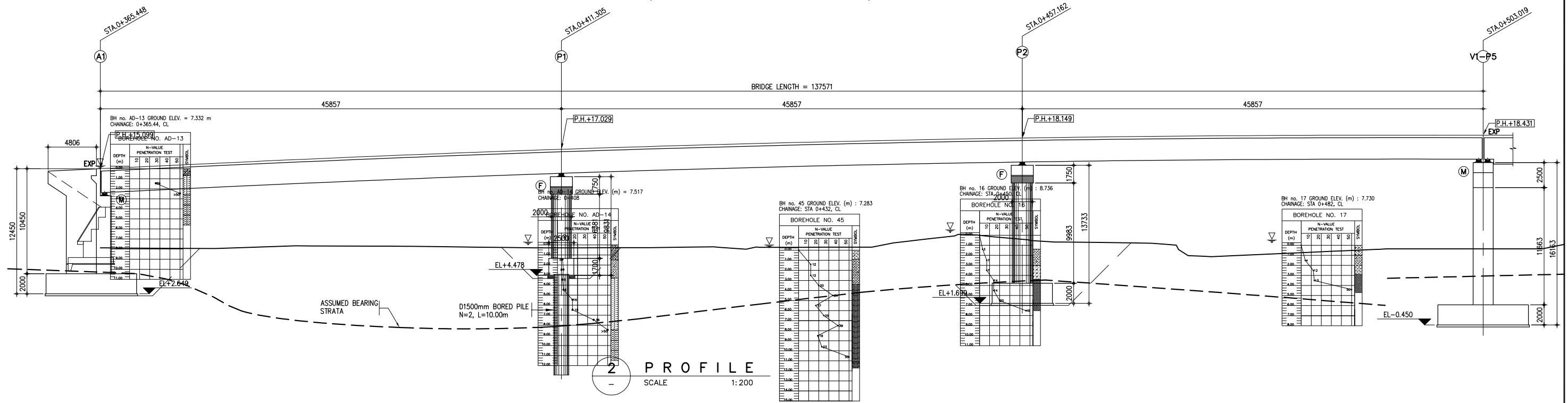
**2 DIMENSION DETAILS FOR PIER P2**  
SCALE AS SHOWN

No	REVISION	DATE

**K14** VIADUCT NO.8(V8)-A1 IC RAMP-6 BRIDGE

# VIADUCT NO.8(V8-R6) A1 INTERCHANGE VIADUCT

( STA. 0+365.448 - STA. 0+503.019 )



THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA  
MINISTRY OF HIGHWAYS & ROAD DEVELOPMENT  
**Road Development Authority**

**JICA** JAPAN INTERNATIONAL COOPERATION AGENCY  
**ORIENTAL CONSULTANTS COMPANY LIMITED**  
in association with  
**PACIFIC CONSULTANTS INTERNATIONAL**

No	REVISION	DATE

**COLOMBO OUTER CIRCULAR HIGHWAY PROJECT**  
(NORTHERN SECTION 1)  
**VIADUCT NO. 8 (V8) A1 IC RAMP-6 BRIDGE**  
GENERAL VIEW (STA.0+365.448 - STA.0+503.019)

DESIGNED BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
APPROVED BY: \_\_\_\_\_  
DWG. NO. K14-00-A

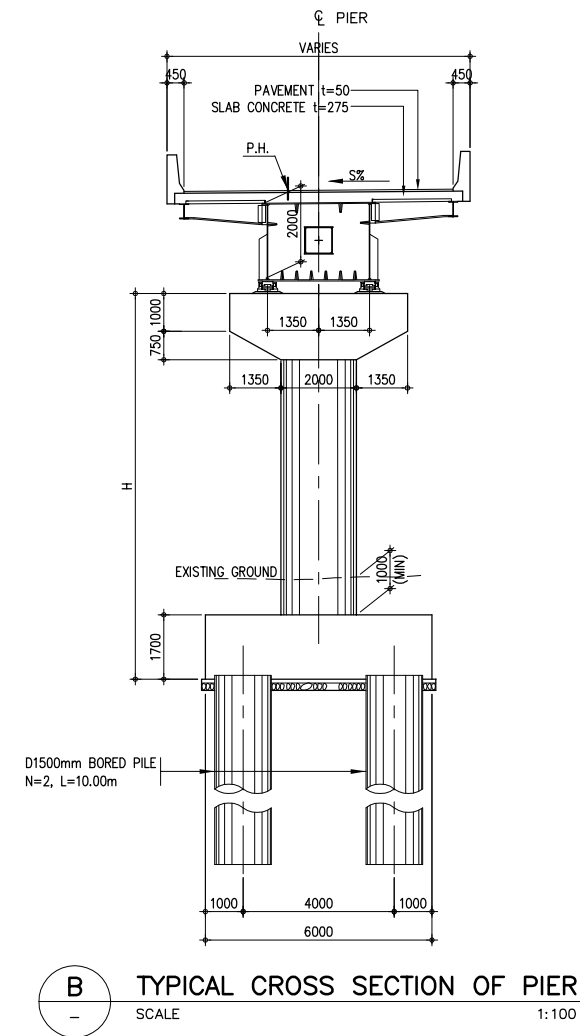
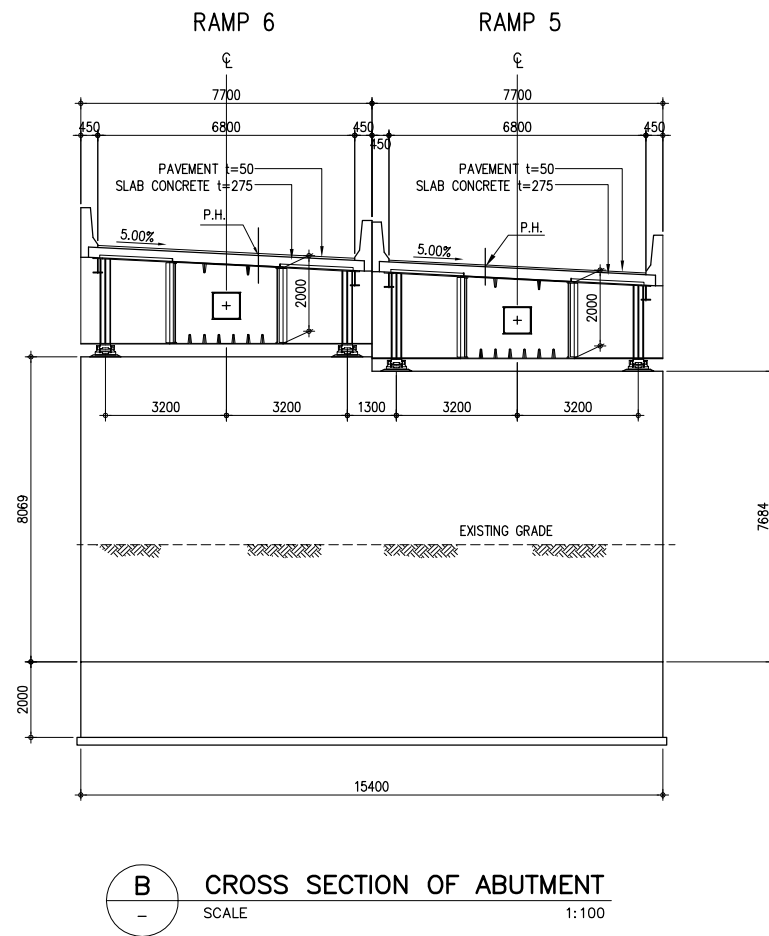
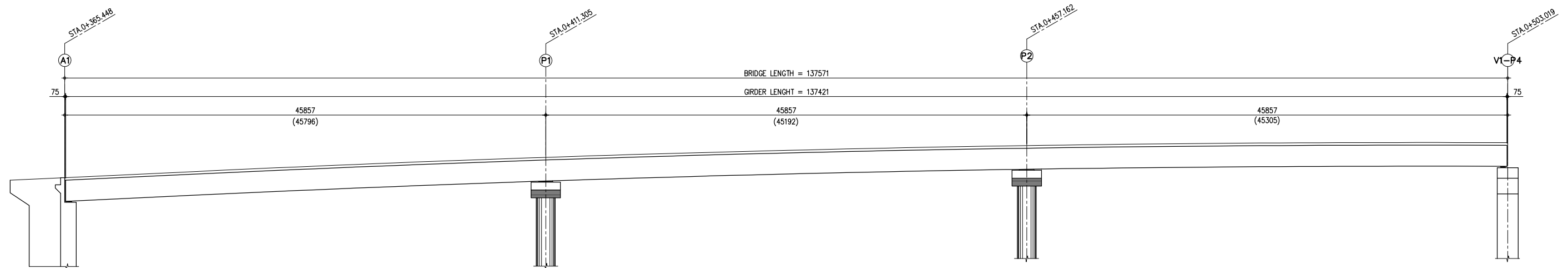
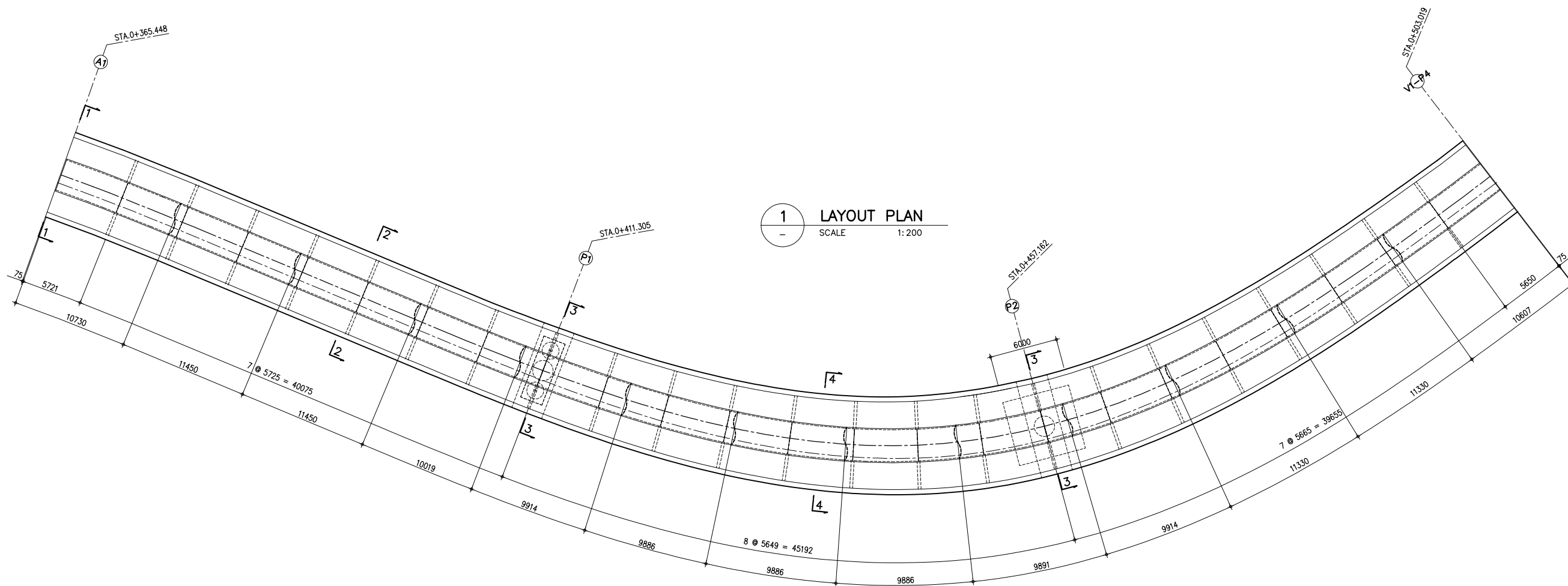


TABLE FOR P.H	
PIER NO.	P.H.
P1	17.029
P2	18.149
ABUT. A1	15.099
V1-P5	18.431



**2 ELEVATION**  
SCALE 1:200

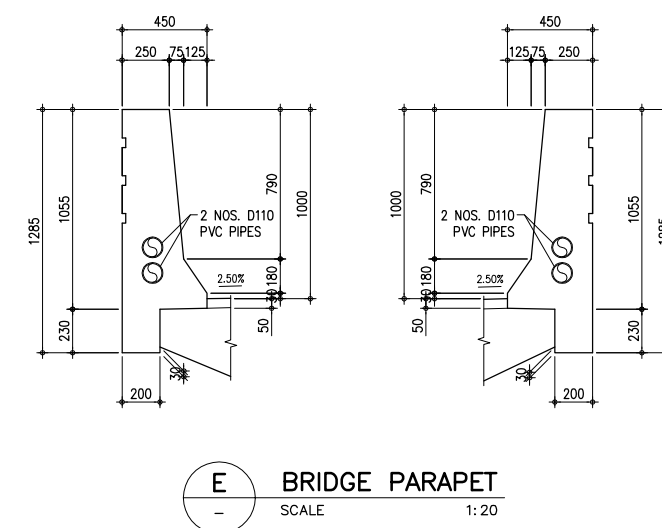
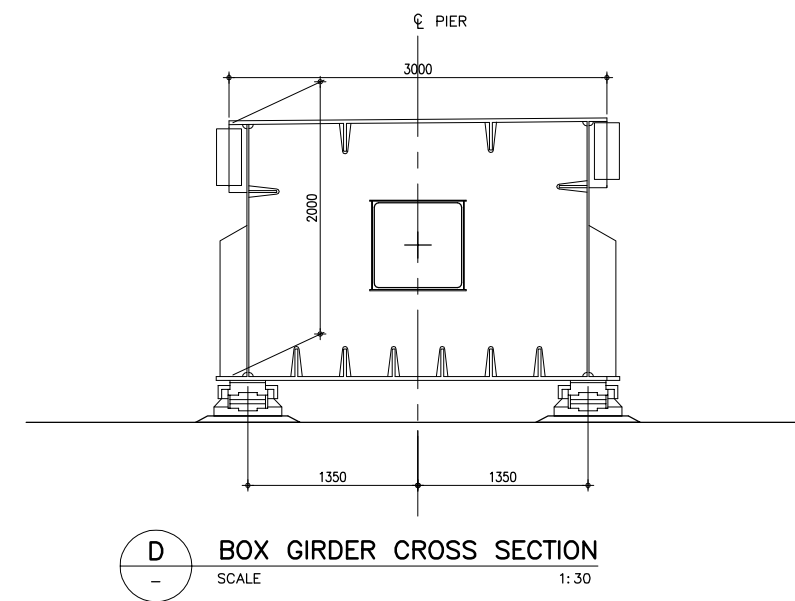
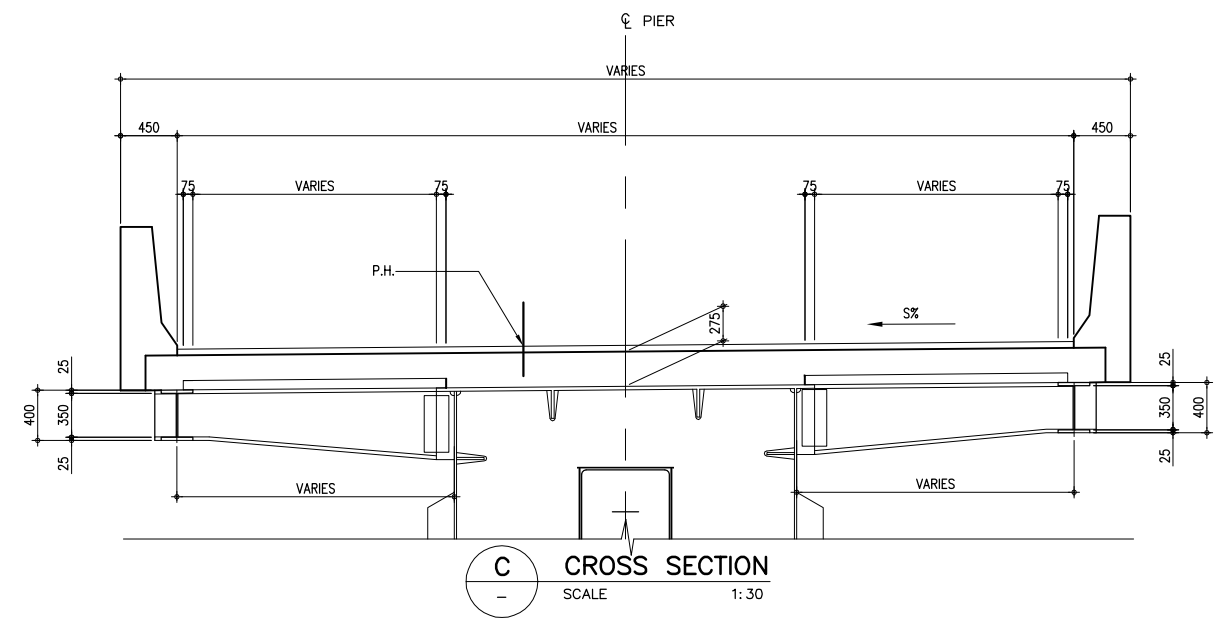
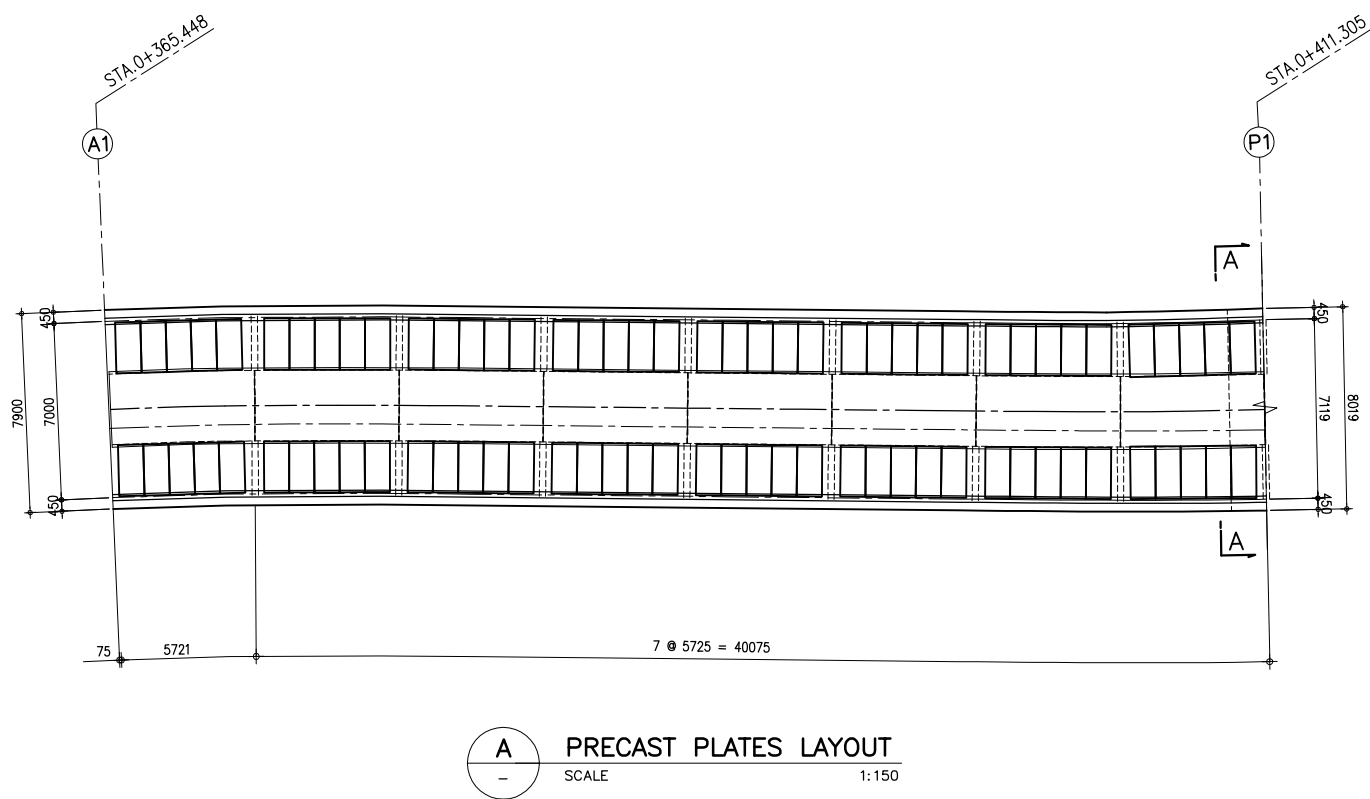
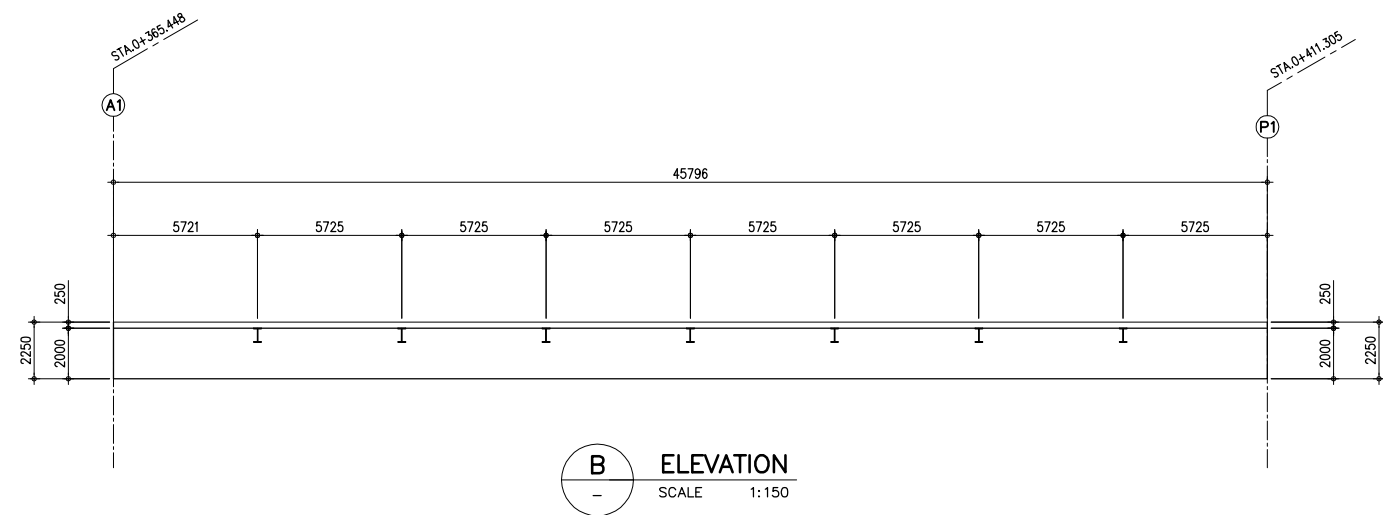
NOTE: ( ) DIMENSIONS MEAN ALONG CENTER LINE OF GIRDER

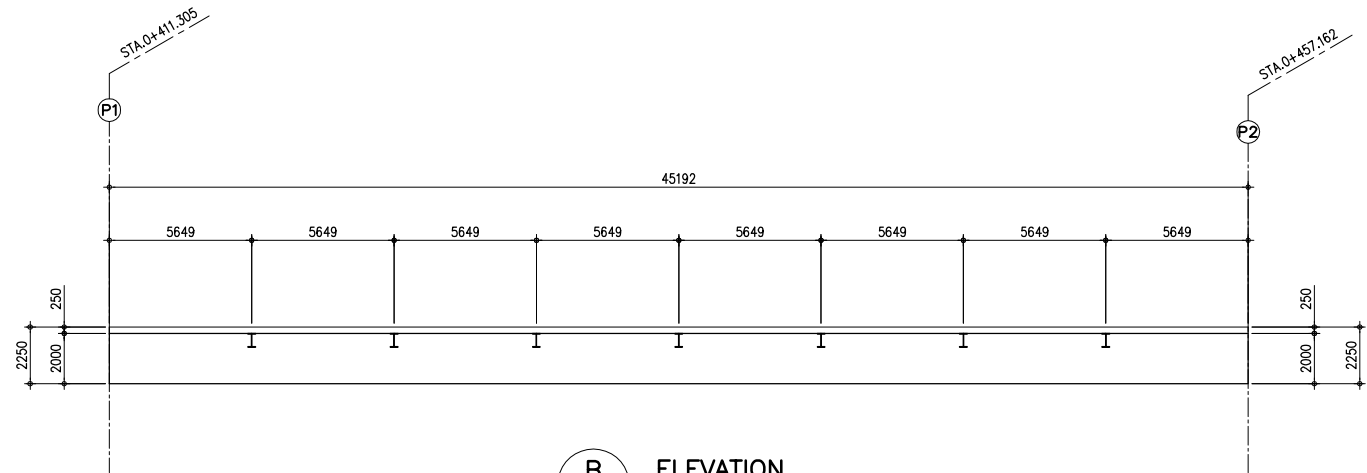


**1 LAYOUT PLAN**  
SCALE 1:200

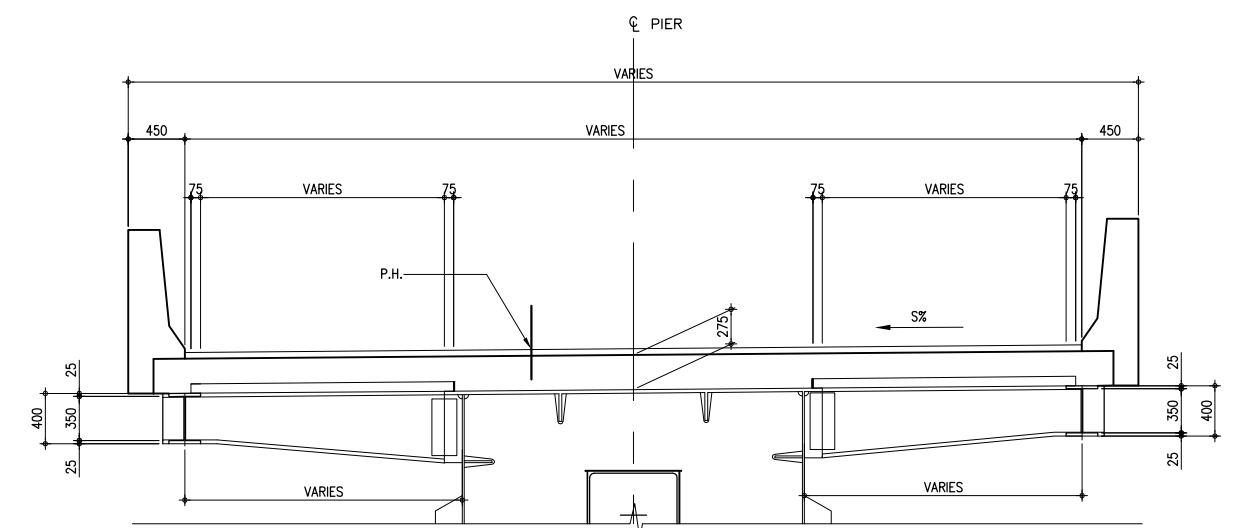
No	REVISION	DATE

DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K14 - 01

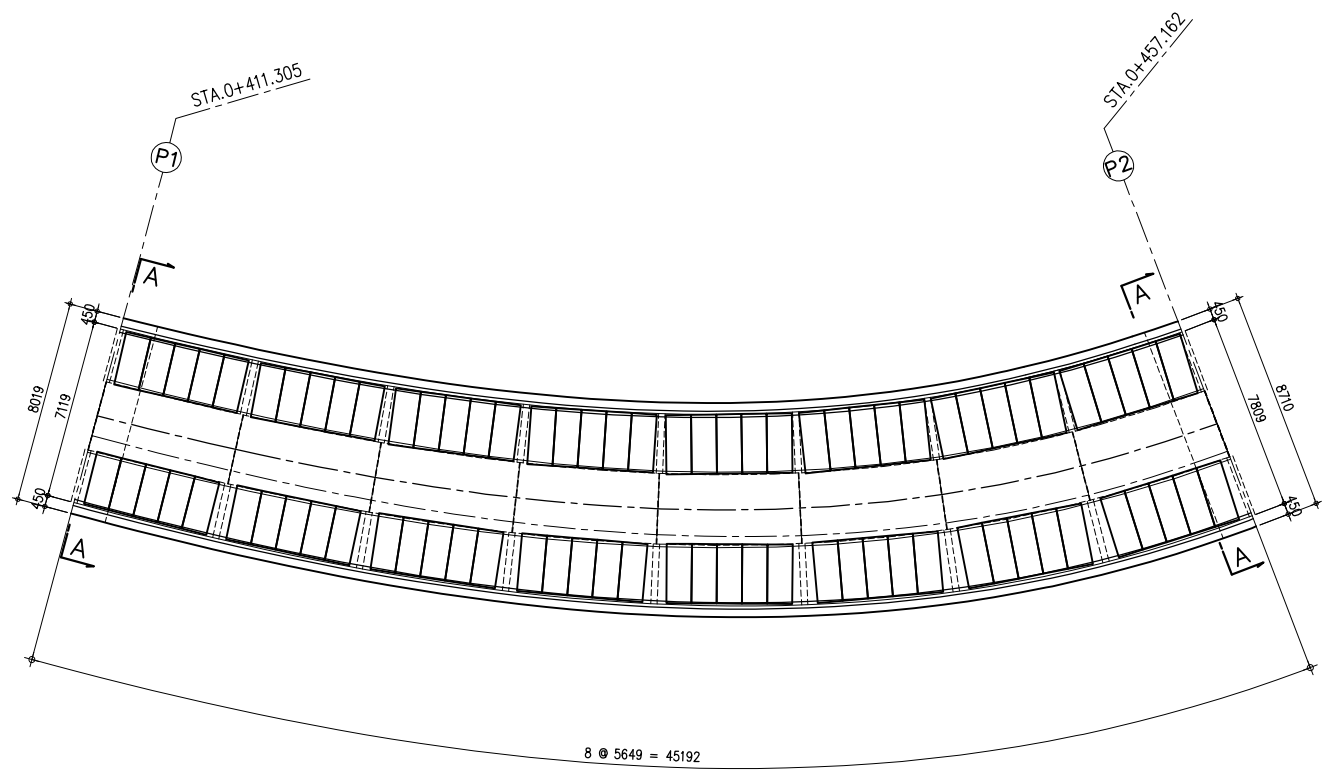




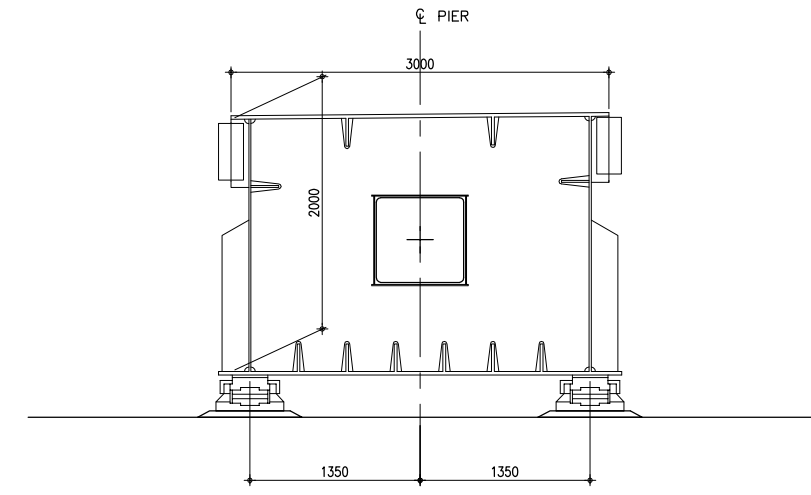
**B ELEVATION**  
SCALE 1:150



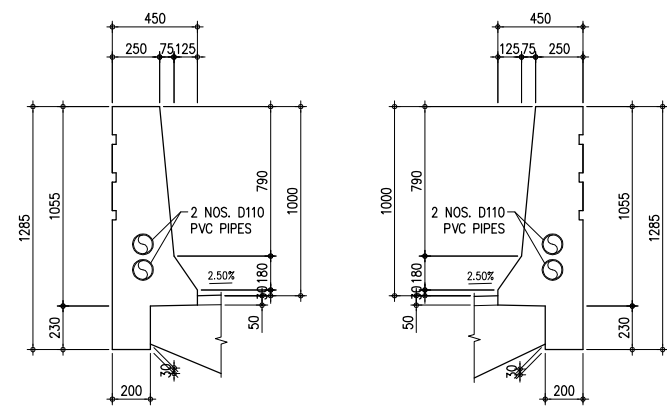
**C CROSS SECTION**  
SCALE 1:30



**A PRECAST PLATES LAYOUT**  
SCALE 1:150

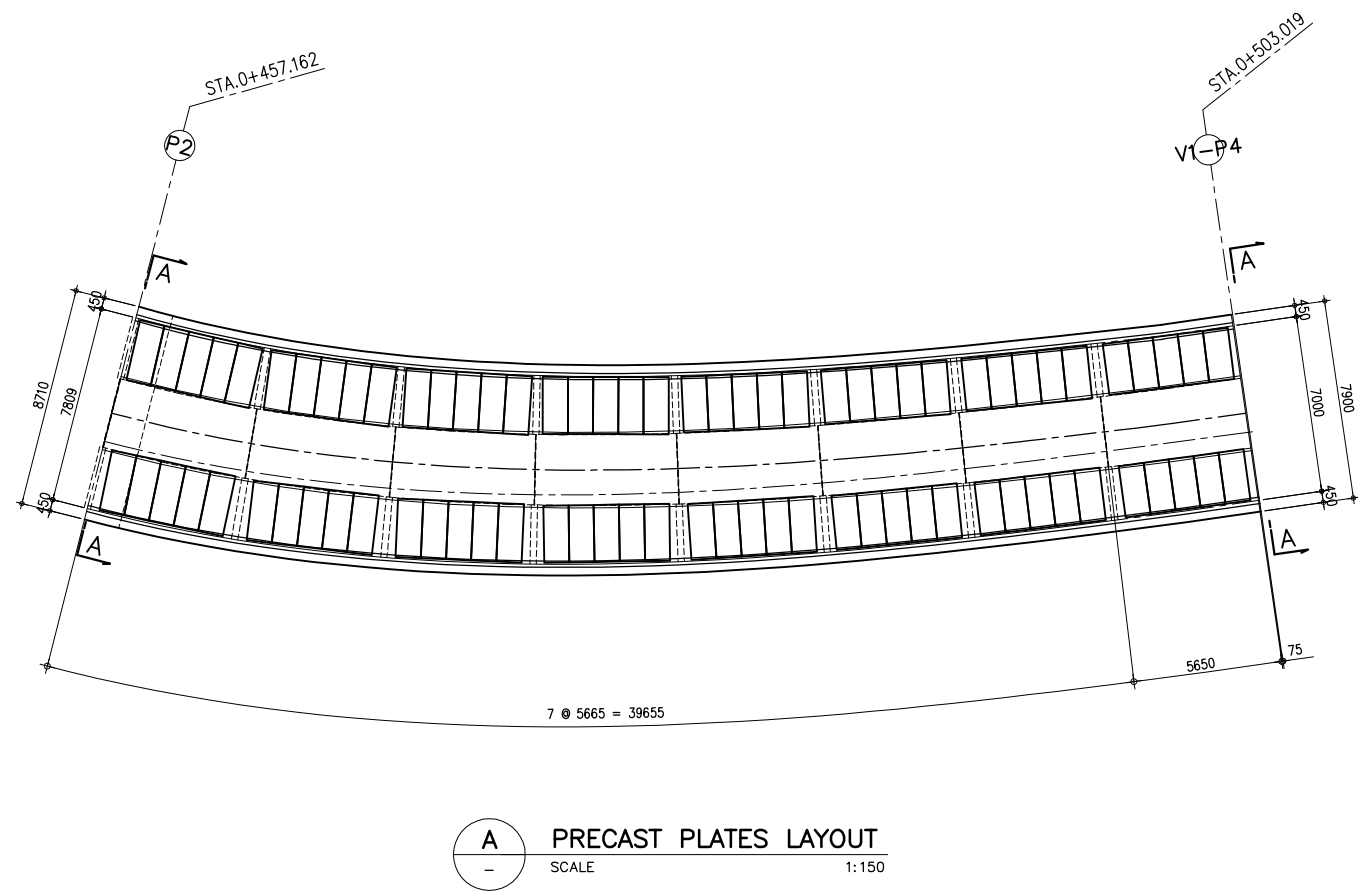
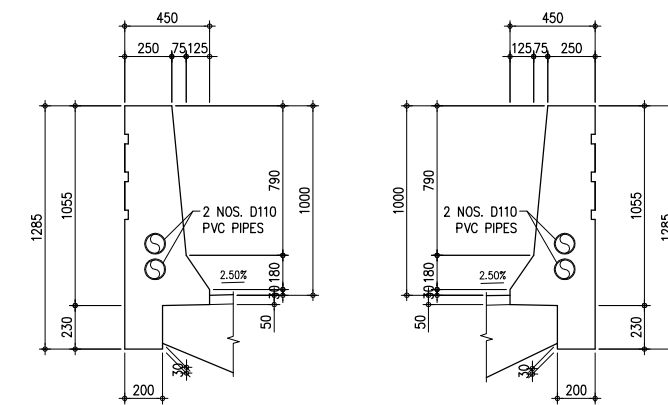
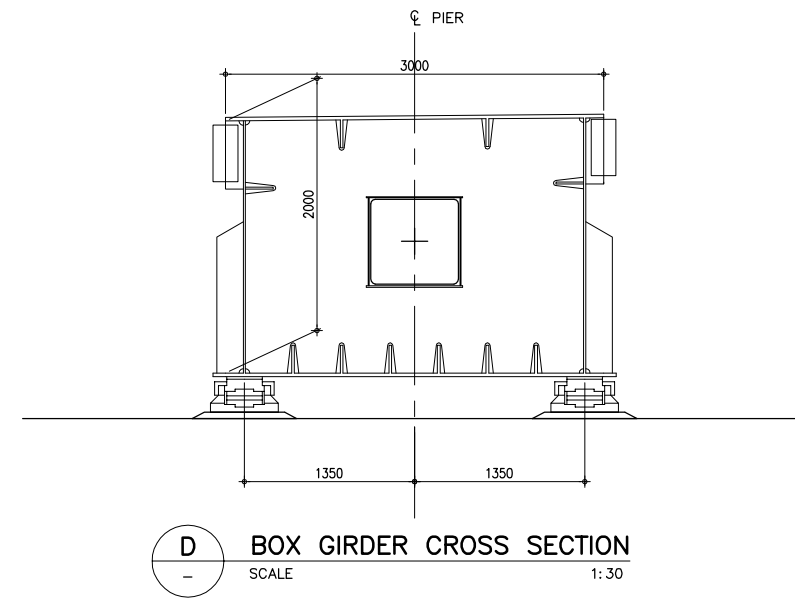
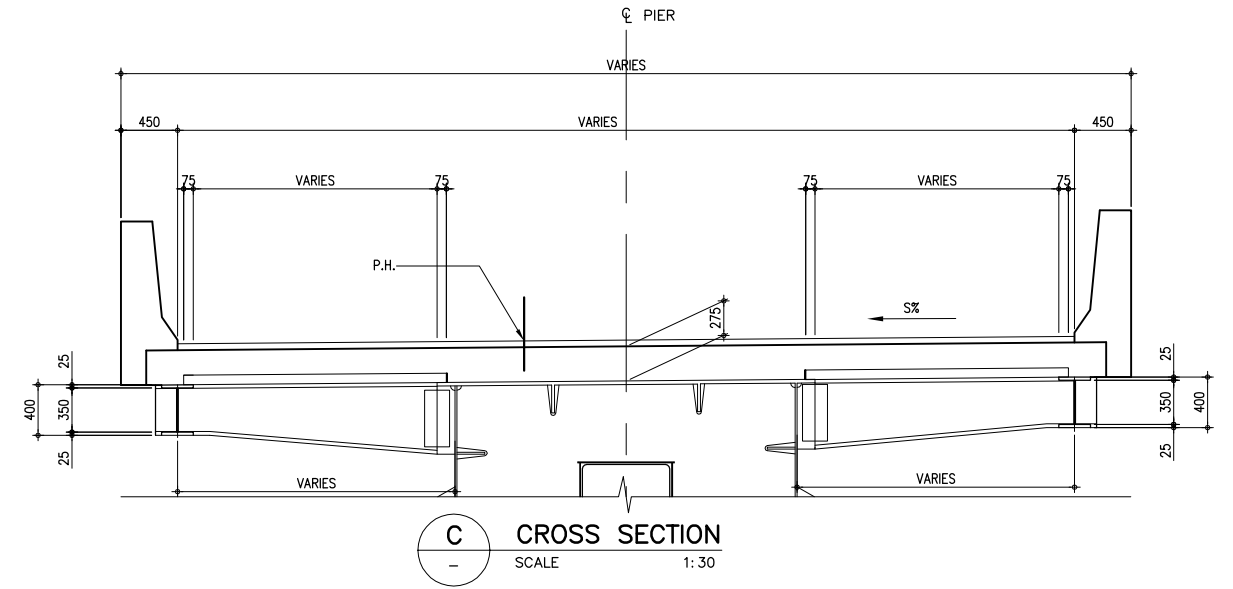
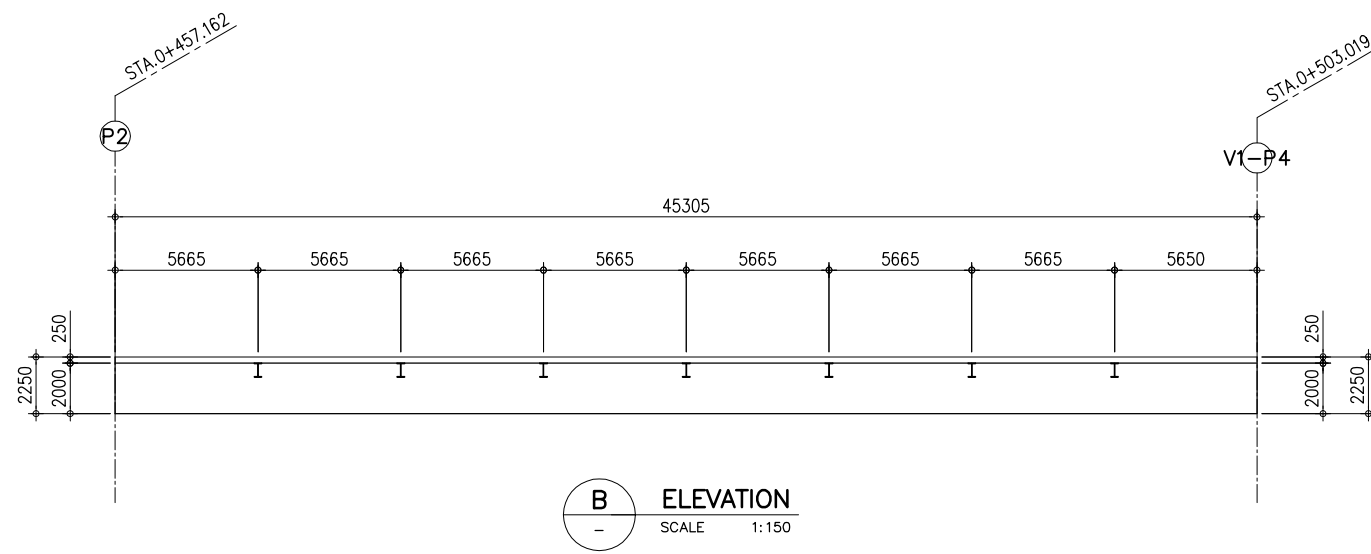


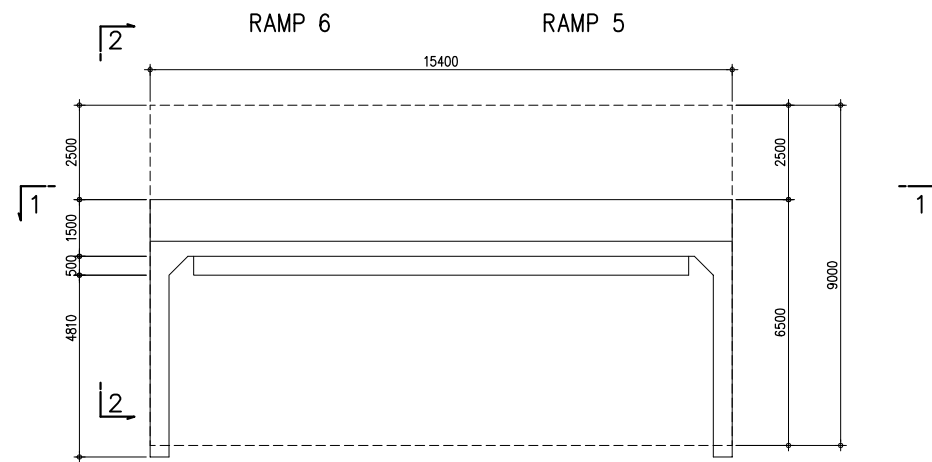
**D BOX GIRDER CROSS SECTION**  
SCALE 1:30



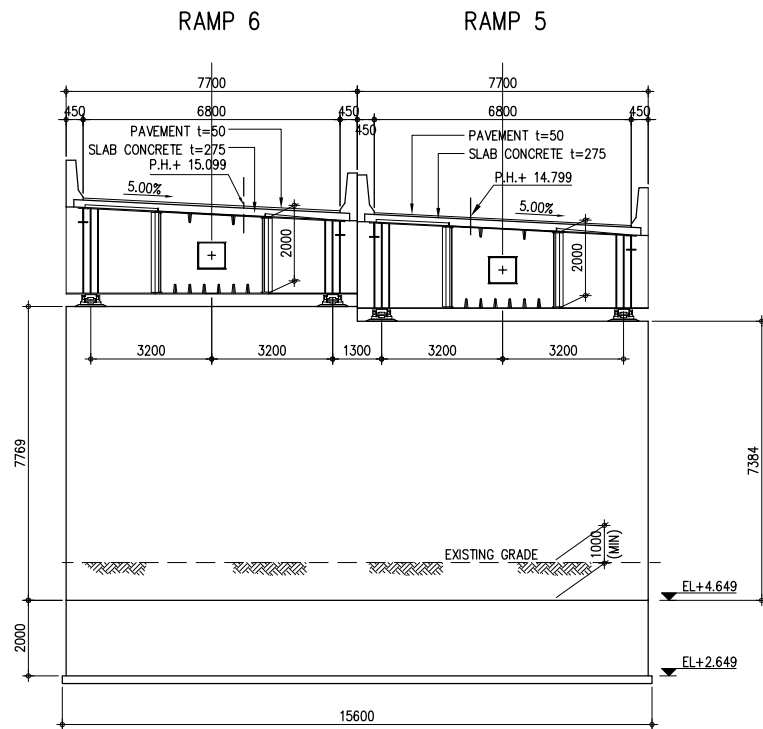
**E BRIDGE PARAPET**  
SCALE 1:20



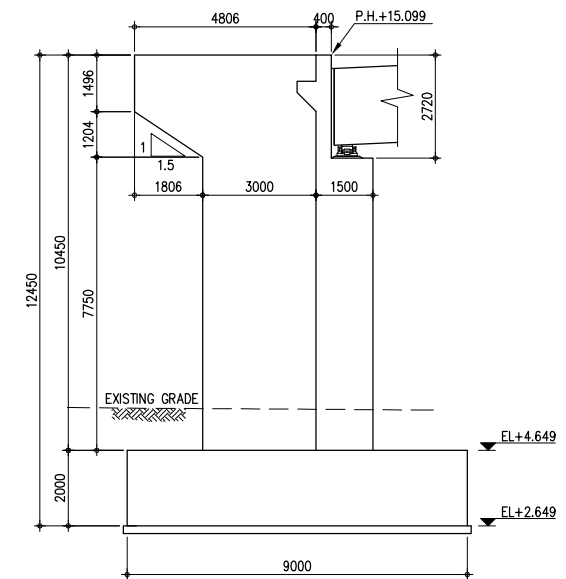




**A** PLAN  
SCALE 1:100

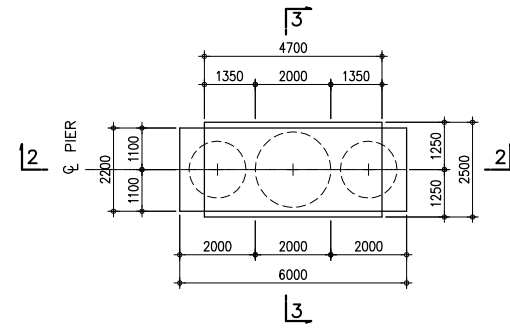


**B** SECTION 1-1  
SCALE 1:100

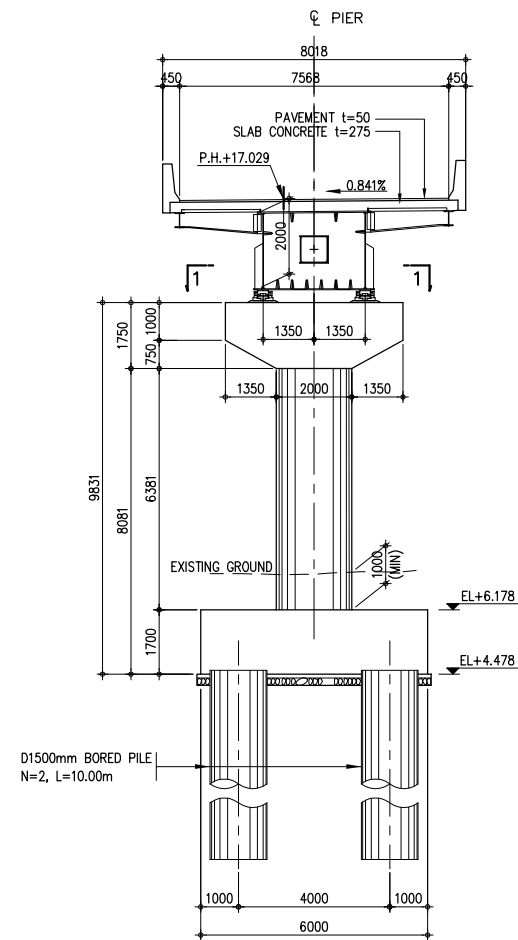


**C** SECTION 2-2  
SCALE 1:100

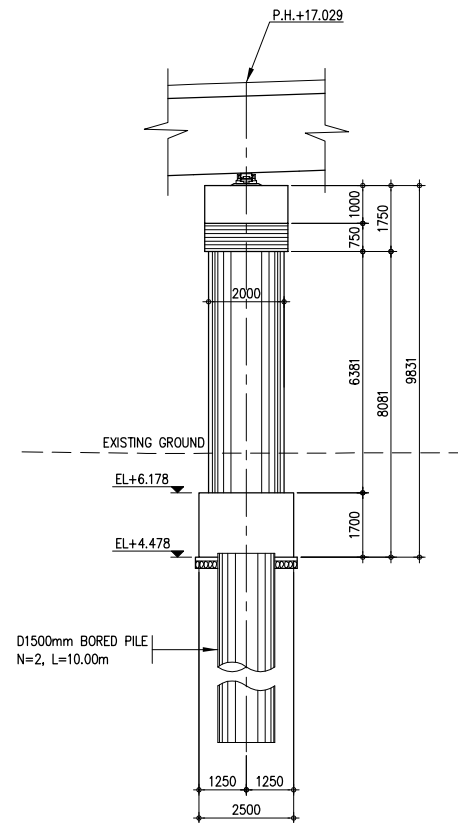
**1** DIMENSION DETAIL OF ABUTMENT A1  
SCALE 1:100



**A** PLAN 1-1  
SCALE 1:100

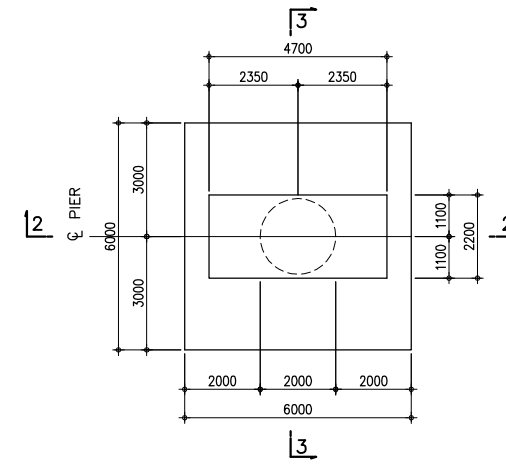


**B** SECTION 1-1  
SCALE 1:100

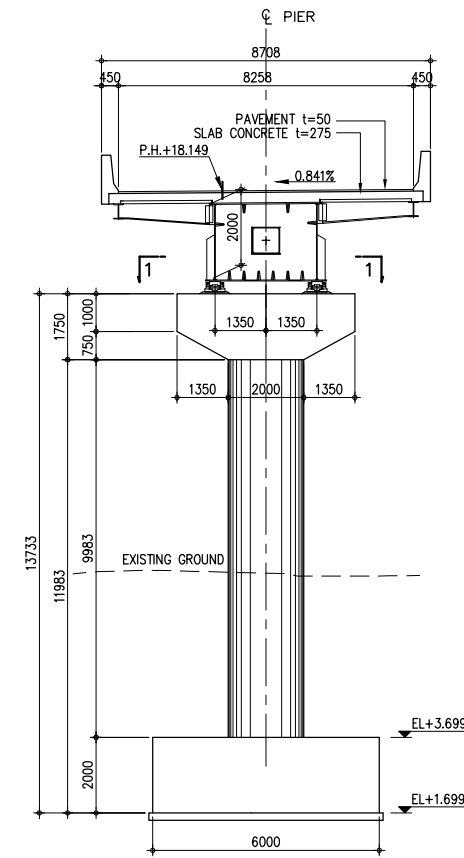


**C** SECTION 2-2  
SCALE 1:100

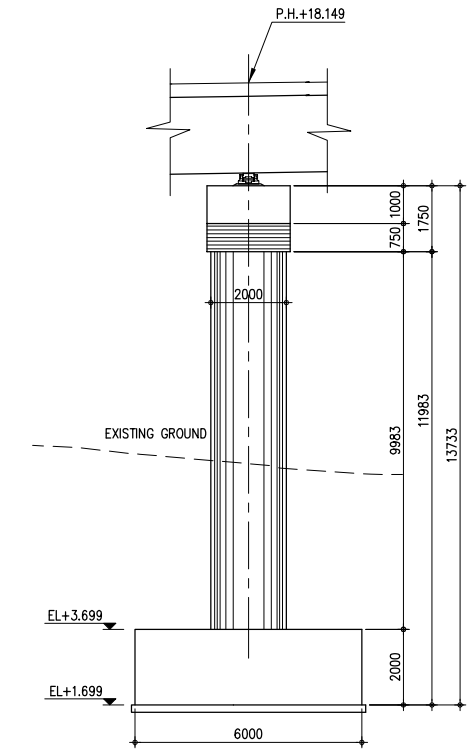
**1** DIMENSION DETAILS FOR PIER P1  
AS SHOWN



**A** PLAN 1-1  
SCALE 1:100



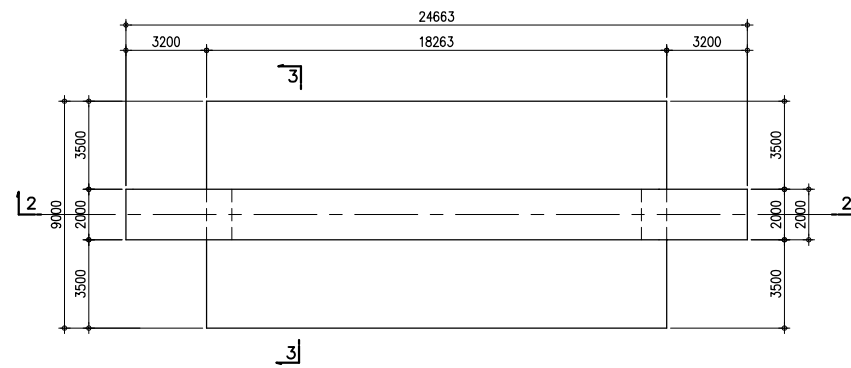
**B** SECTION 1-1  
SCALE 1:100



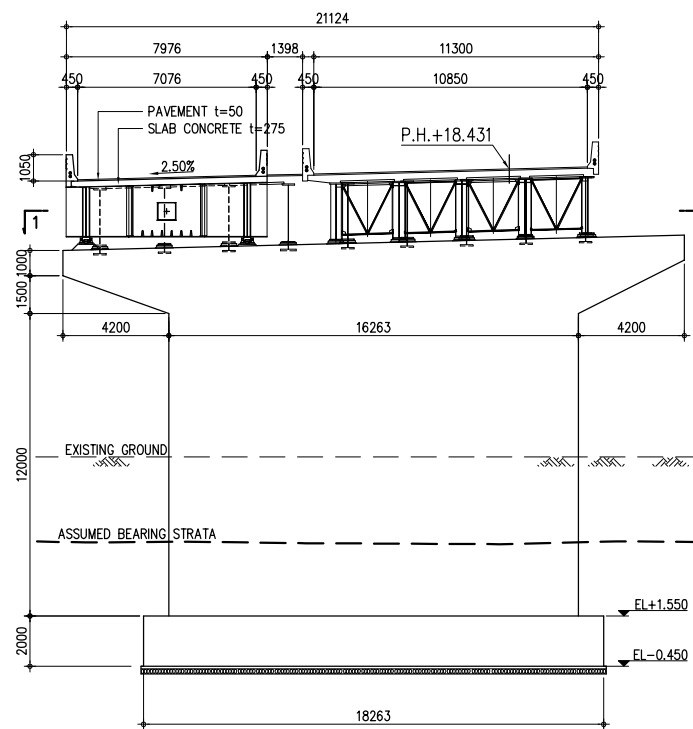
**C** SECTION 2-2  
SCALE 1:100

**2** DIMENSION DETAILS FOR PIER P2  
AS SHOWN

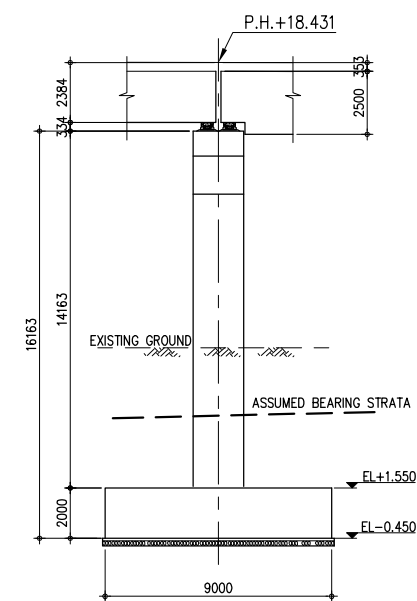
No	REVISION	DATE



**A** PLAN 1-1  
SCALE 1:150



**B** SECTION 2-2  
SCALE 1:150



**C** SECTION 2-2  
SCALE 1:150

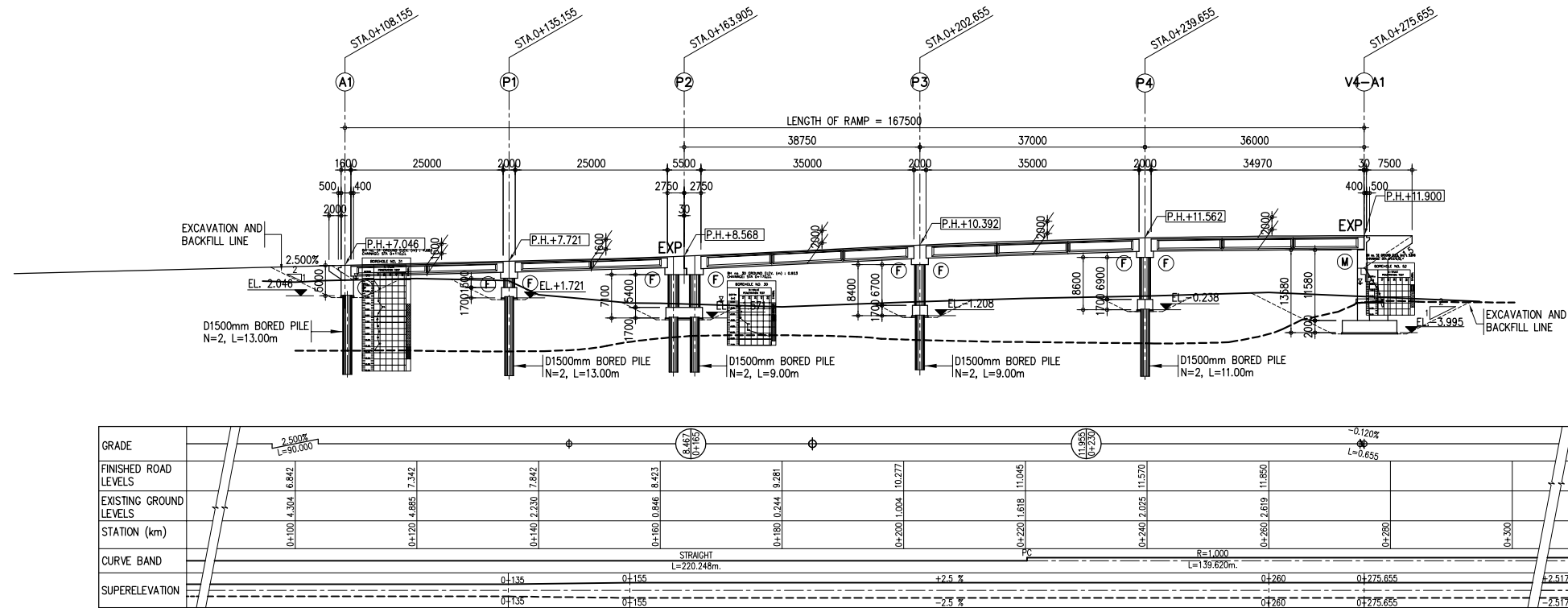
No	REVISION	DATE

DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K14 - 07

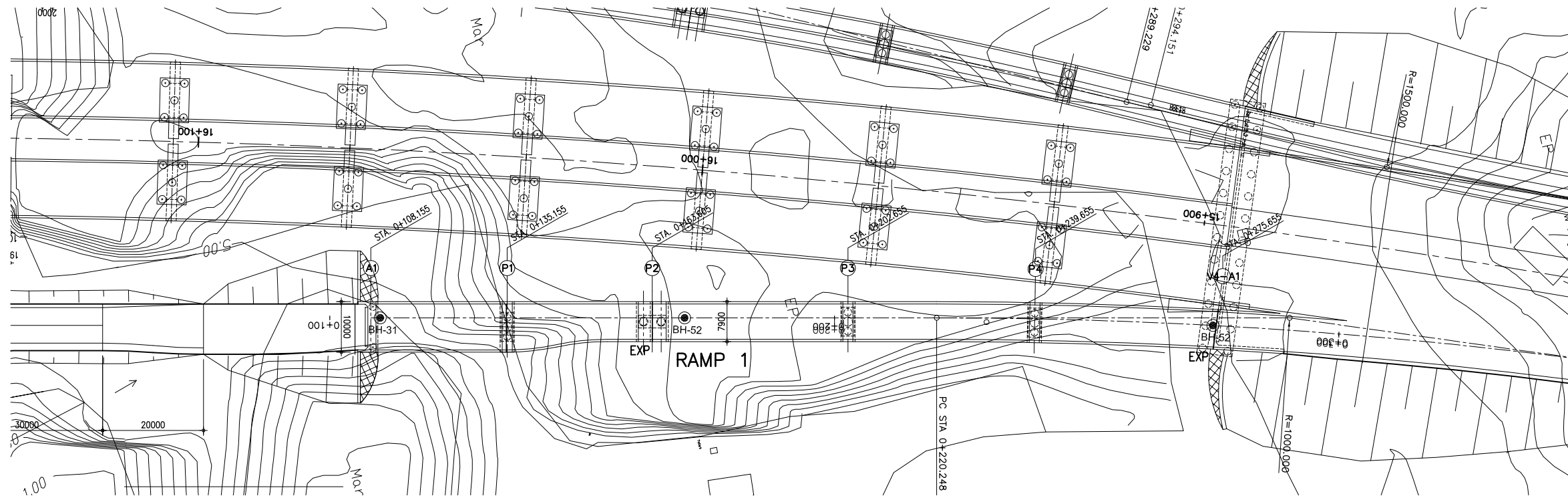
# **K15** VIADUCT NO.9(V9)-B214 IC RAMP-1 BRIDGE

# VIADUCT NO. 9 (V9) - B214 IC RAMP-1 BRIDGE

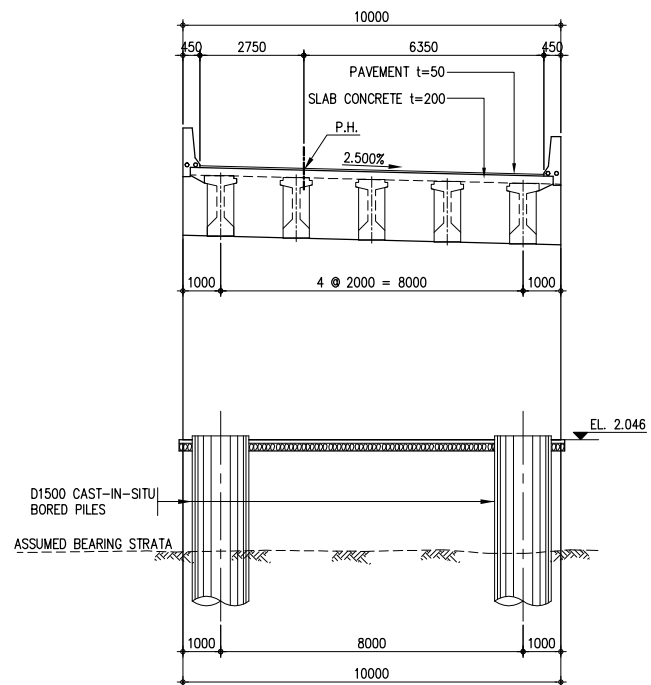
GENERAL VIEW ( STA. 0+073.330 - STA. 0+312.830 )



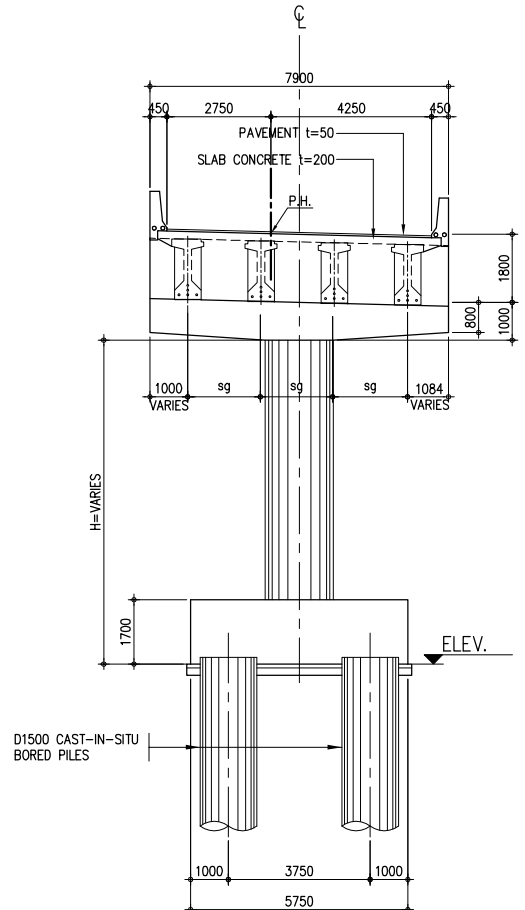
2 PROFILE OF RAMP 1 (STA. 0+108.155-STA. 0+275.655) SCALE 1:500



1 GENERAL PLAN OF RAMP 1 (STA. 0+108.155-STA. 0+275.655) SCALE 1:500

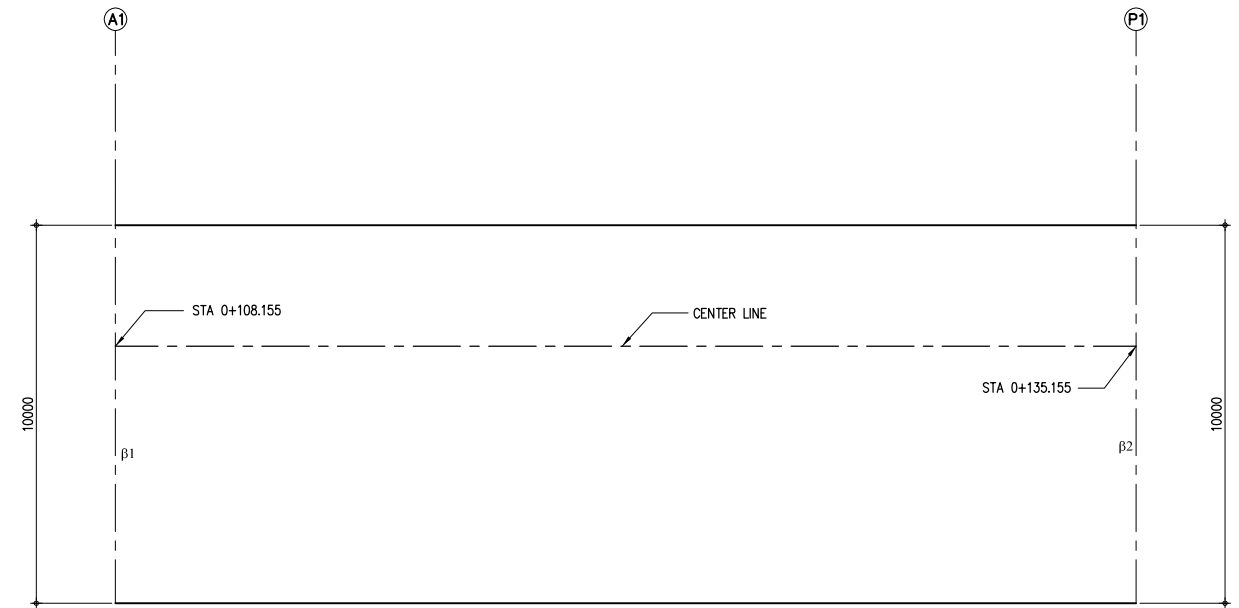
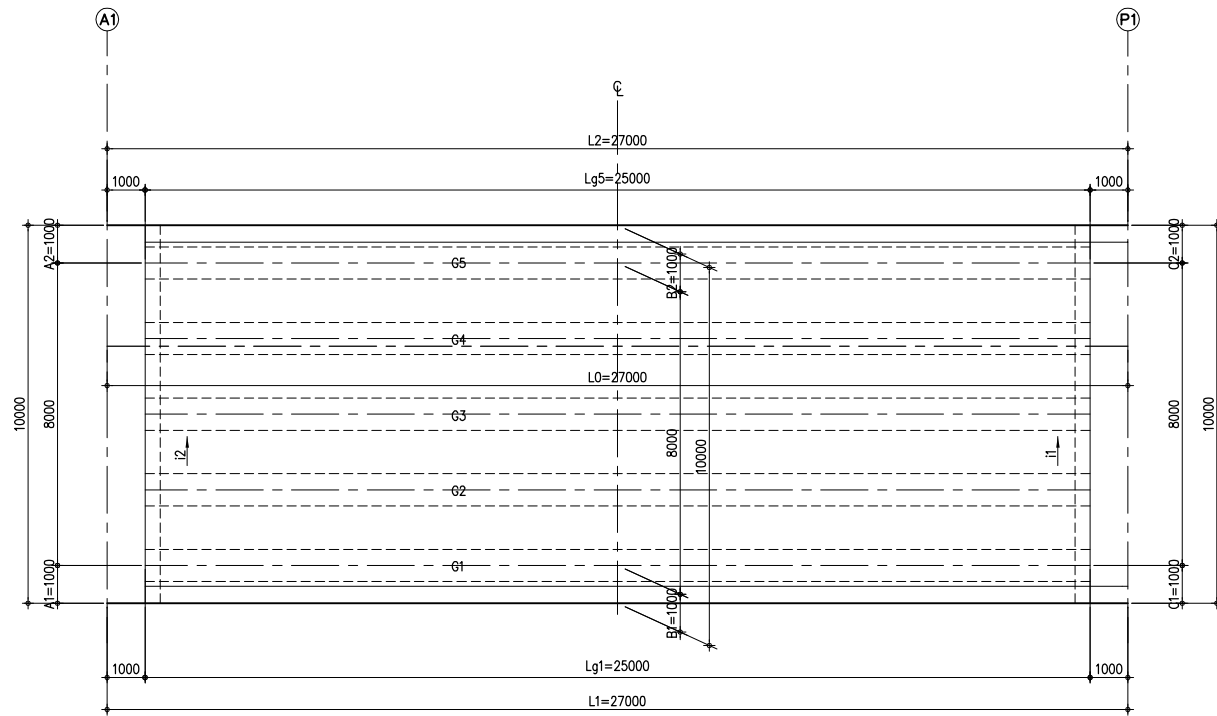


**1** CROSS SECTION OF ABUTMENT  
SCALE 1:100



**2** TYPICAL CROSS SECTION OF PIER  
SCALE 1:100

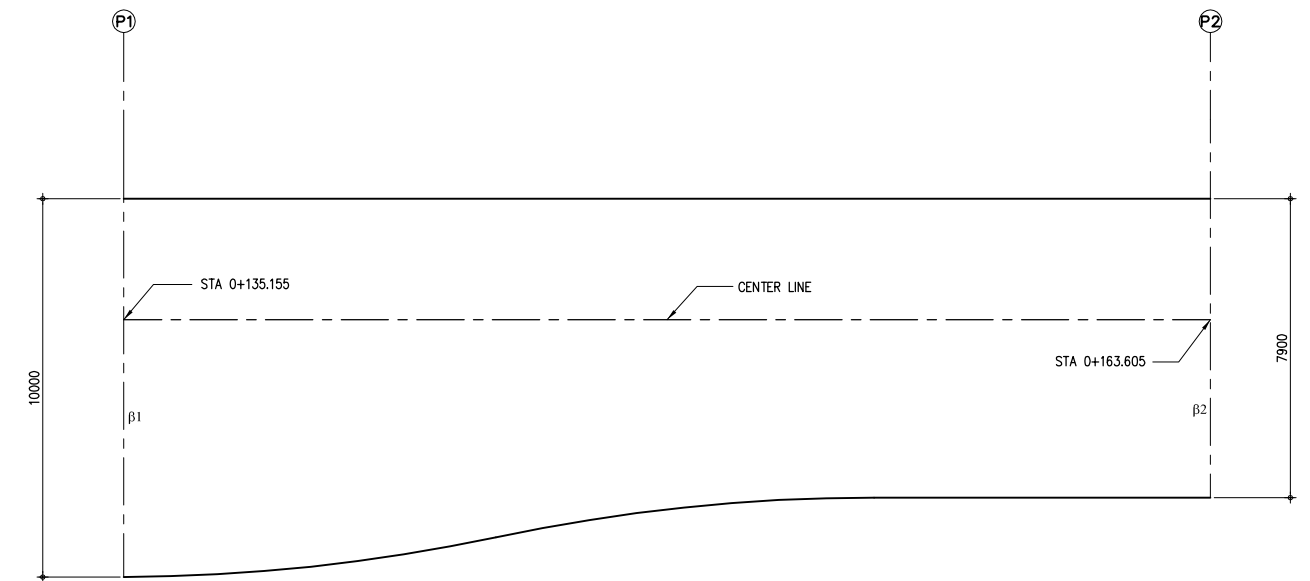
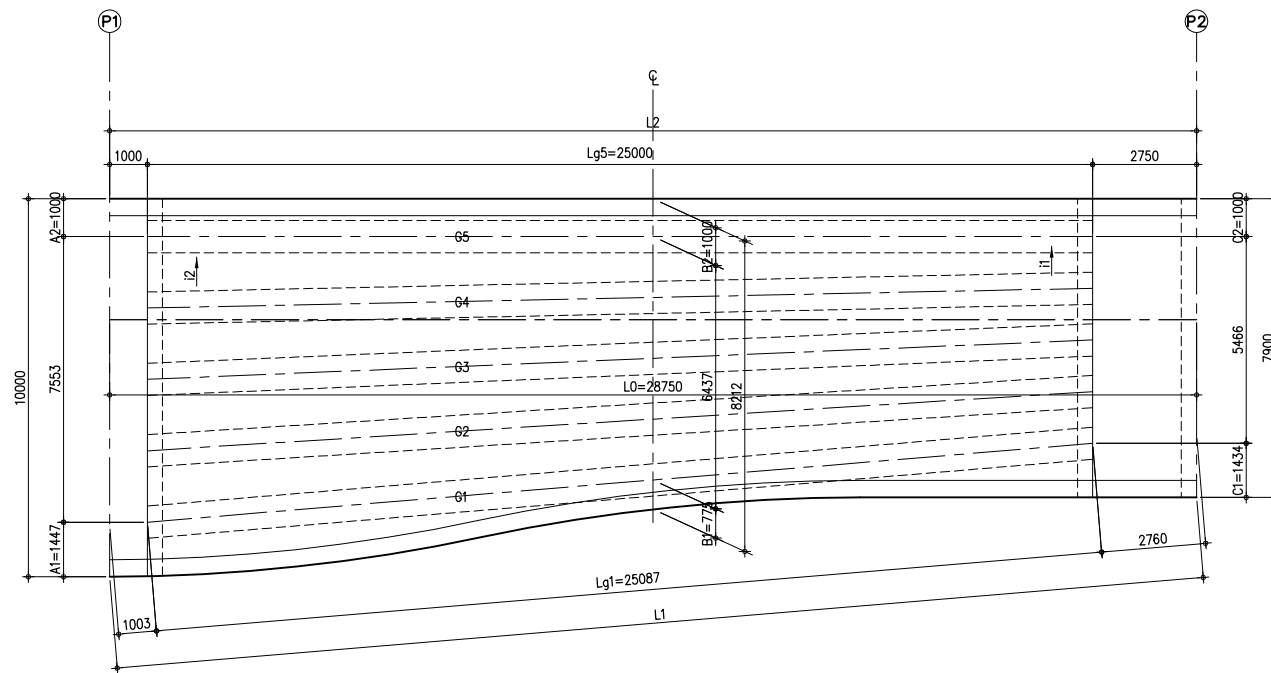
TABLE FOR P.H	
PIER NO.	P.H.
P1	7.721
P2	8.451
P3	10.392
P4	11.562
ABUT. A1	7.046
ABUT. V4-A1	11.900



1 LAYOUT PLAN  
SCALE 1:100

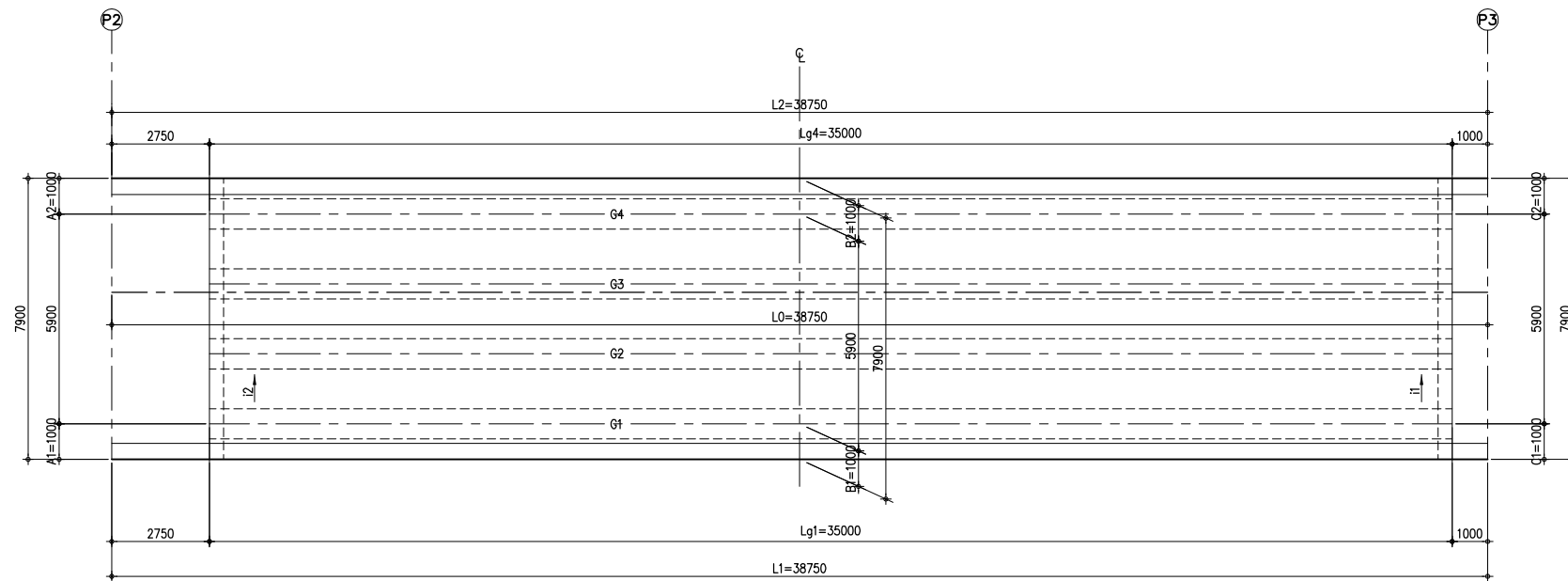
	SPAN LENGTH	
	A1~P1	
Lo (m)	27.000	
L1 (m)	27.000	
L2 (m)	27.000	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	0°0'0"	
i1 (%)	2.000	
i2 (%)	2.000	
A1/A2 (mm)	1000/1000	
B1/B2 (mm)	1000/1000	
C1/C2 (mm)	1000/1000	
Lg1 (m)	25.000	
Lg2 (m)	25.000	
Lg3 (m)	25.000	
Lg4 (m)	25.000	
Lg5 (m)	25.000	
SPAN LENGTH (m)	L=27.000	
REMARKS		





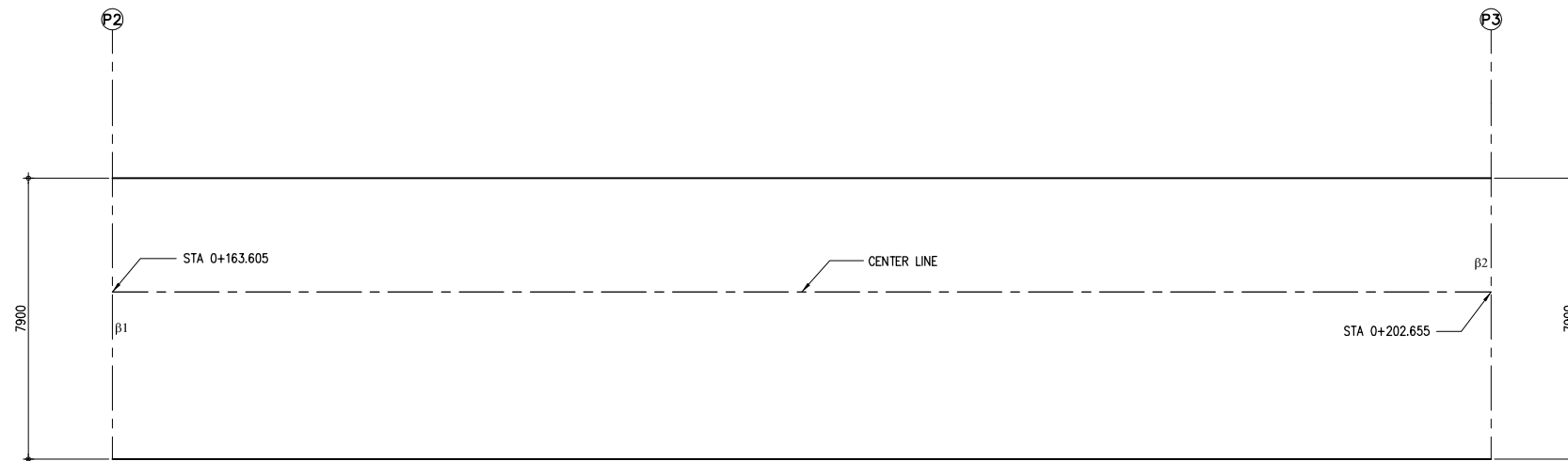
1 LAYOUT PLAN  
SCALE 1:100

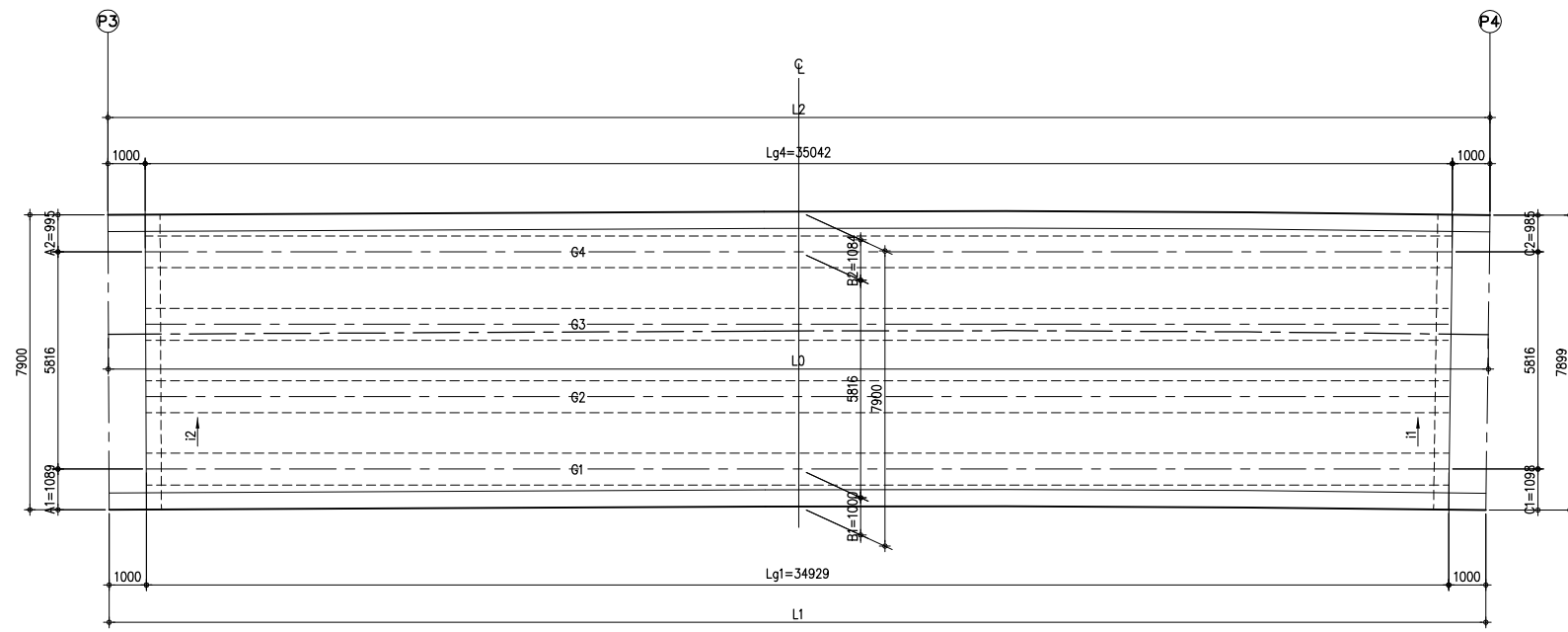
	SPAN LENGTH	
	P1~P2	
Lo (m)	28.750	
L1 (m)	28.897	
L2 (m)	28.750	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	0°0'0"	
i1 (%)	2.072	
i2 (%)	2.500	
A1/A2 (mm)	1447/1000	
B1/B2 (mm)	775/1000	
C1/C2 (mm)	1434/1000	
Lg1 (m)	25.087	
Lg2 (m)	25.049	
Lg3 (m)	25.022	
Lg4 (m)	25.005	
Lg5 (m)	25.000	
SPAN LENGTH (m)	L=28.750	
REMARKS	▨	



**1 LAYOUT PLAN**  
SCALE 1:100

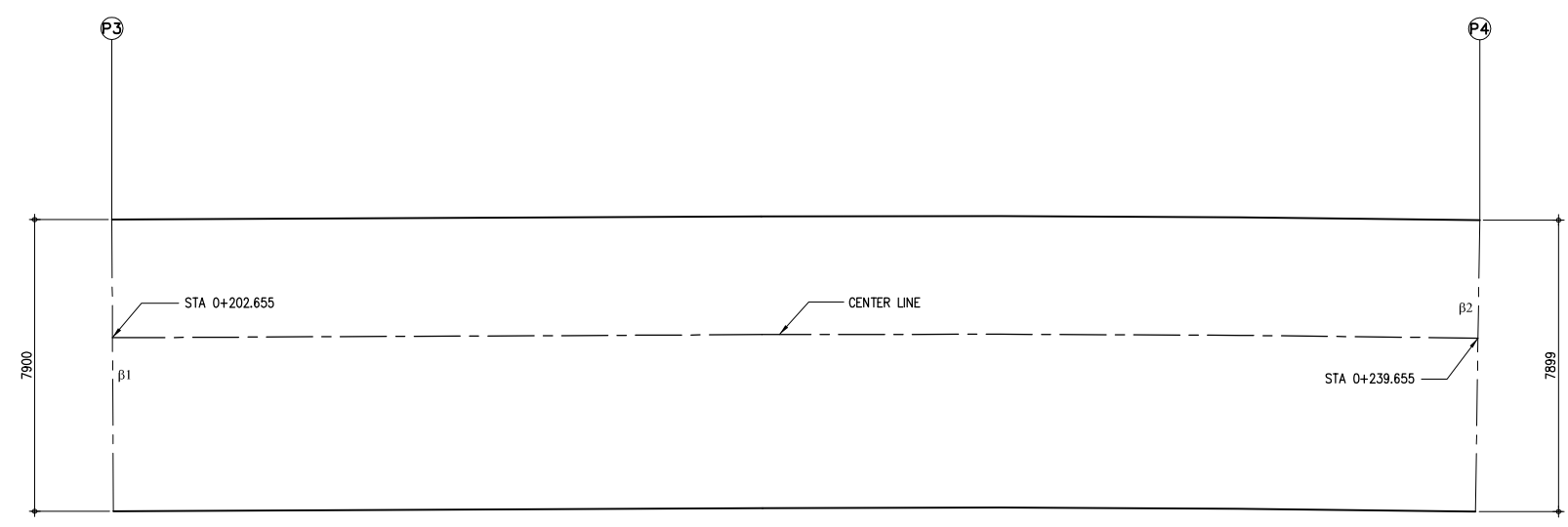
	SPAN LENGTH	
	P2~P3	
Lo (m)	38.750	
L1 (m)	38.750	
L2 (m)	38.750	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	0°0'0"	
i1 (%)	2.072	
i2 (%)	2.500	
A1/A2 (mm)	1000/1000	
B1/B2 (mm)	1000/1000	
C1/C2 (mm)	1000/1000	
Lg1 (m)	35.000	
Lg2 (m)	35.000	
Lg3 (m)	35.000	
Lg4 (m)	35.000	
SPAN LENGTH (m)	L=38.750	
REMARKS		

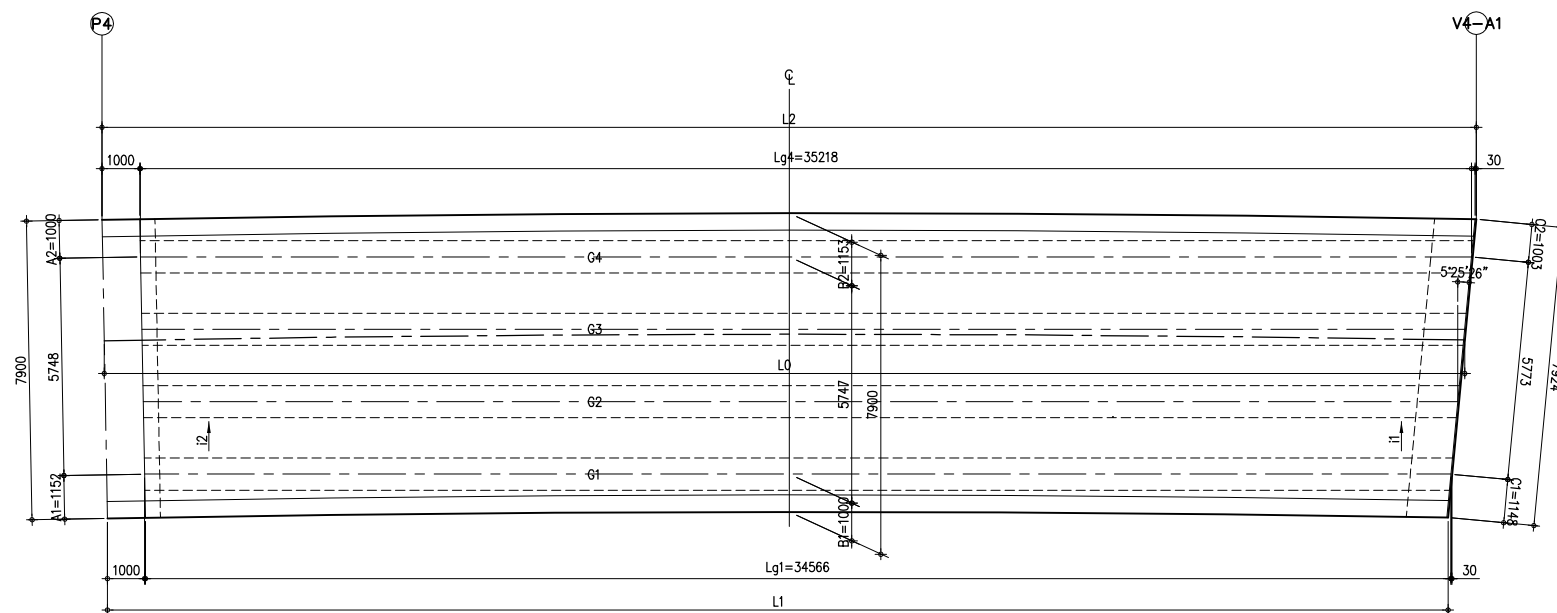




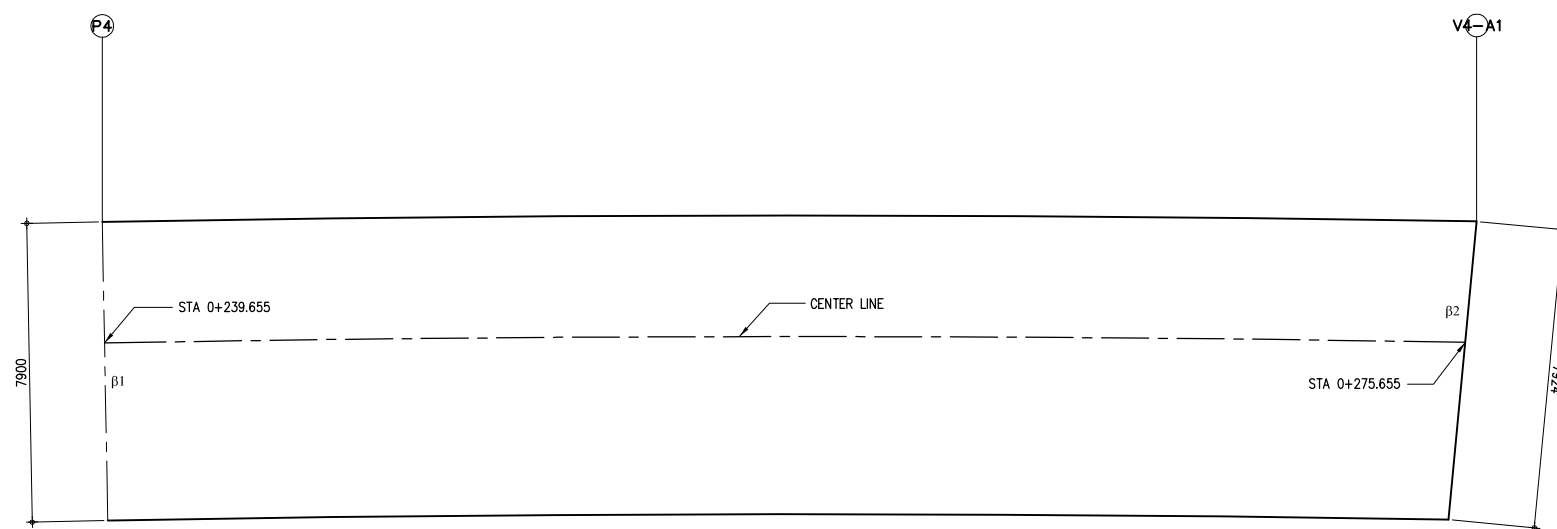
**1 LAYOUT PLAN**  
SCALE 1:100

	SPAN LENGTH	
	P3-P4	
Lo (m)	37.000	
L1 (m)	36.909	
L2 (m)	37.062	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	0°0'0"	
i1 (%)	2.072	
i2 (%)	2.500	
A1/A2 (mm)	1089/995	
B1/B2 (mm)	1000/1084	
C1/C2 (mm)	1098/985	
Lg1 (m)	34.929	
Lg2 (m)	34.929	
Lg3 (m)	34.929	
Lg4 (m)	35.042	
SPAN LENGTH (m)	L=37.000	
REMARKS	▨	

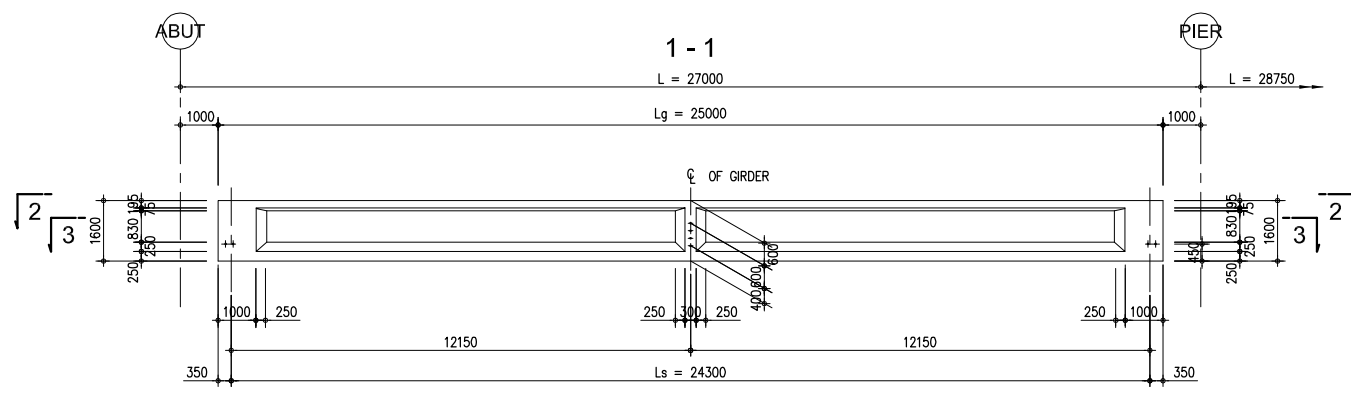




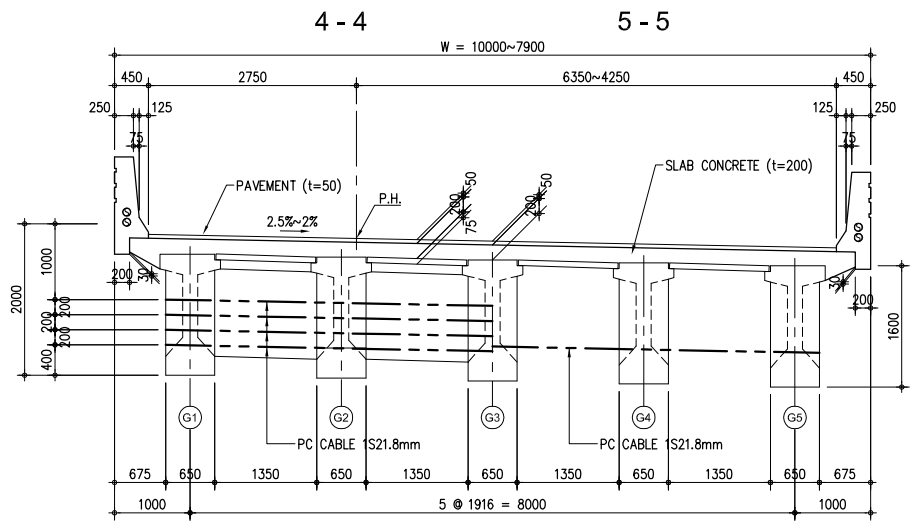
1 LAYOUT PLAN  
SCALE 1:100



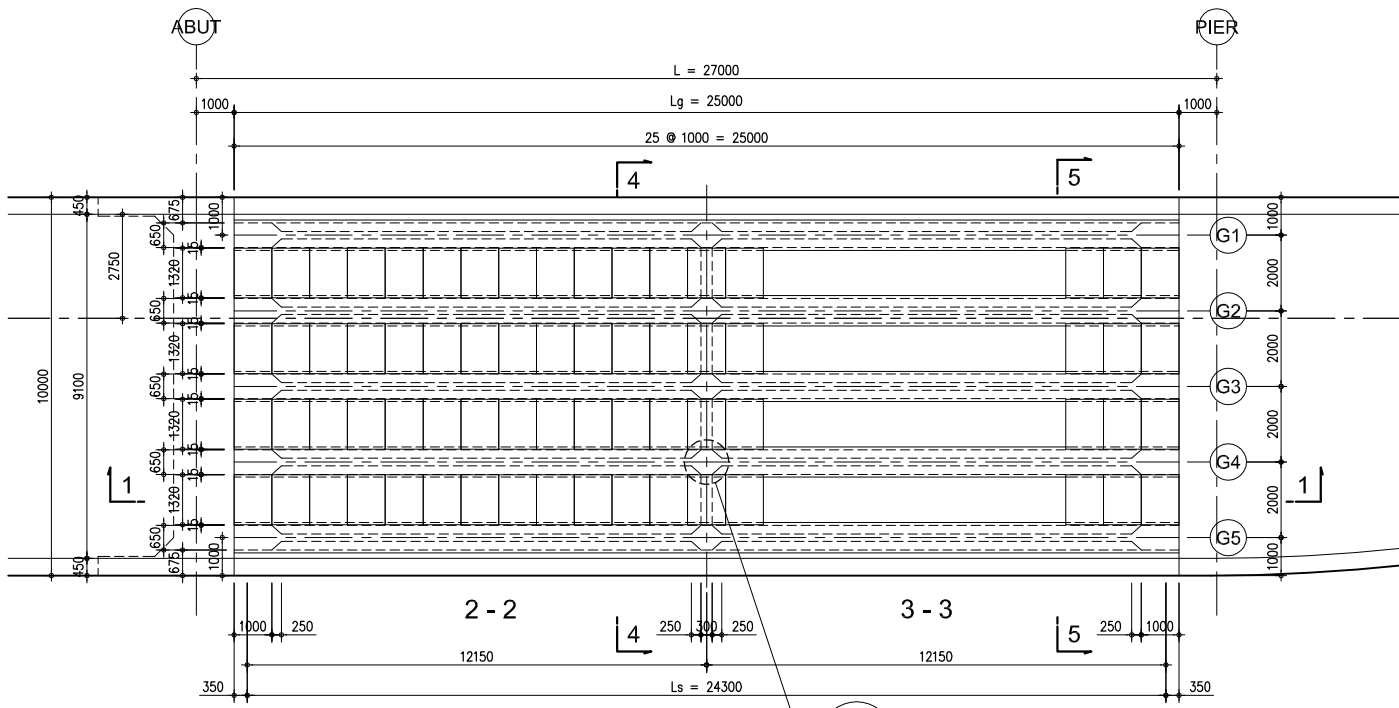
	SPAN LENGTH	
	P4-V4-A1	
Lo (m)	36.000	
L1 (m)	35.467	
L2 (m)	36.363	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	5°25'26"	
i1 (%)	2.072	
i2 (%)	2.500	
A1/A2 (mm)	1152/1000	
B1/B2 (mm)	1000/1153	
C1/C2 (mm)	1148/1003	
Lg1 (m)	34.566	
Lg2 (m)	34.783	
Lg3 (m)	35.000	
Lg4 (m)	35.218	
SPAN LENGTH (m)	L=36.000	
REMARKS	▨	



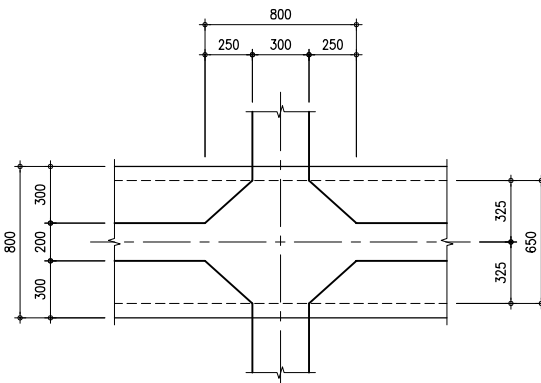
**B** SIDE VIEW  
SCALE 1:100



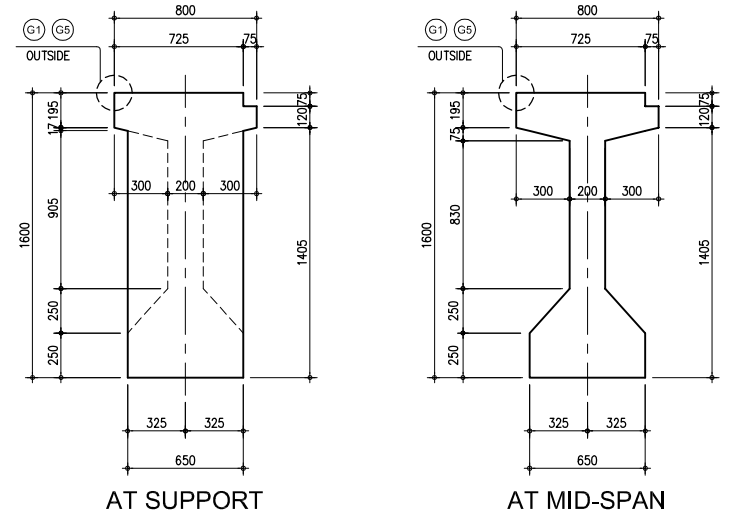
**C** CROSS SECTION (TYPICAL)  
SCALE 1:50



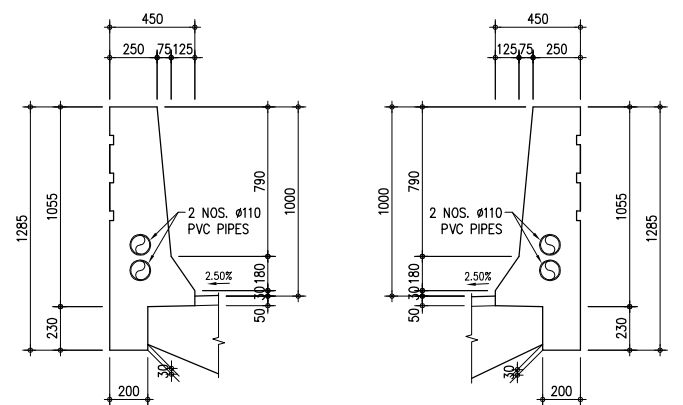
**A** TYPICAL PLAN  
SCALE 1:100



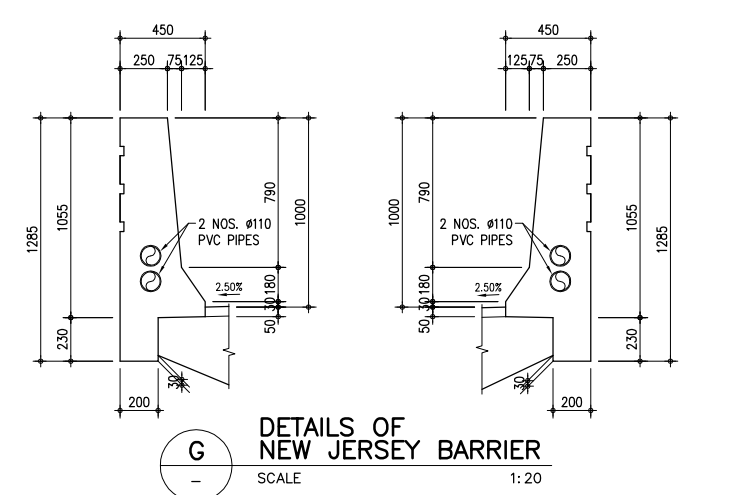
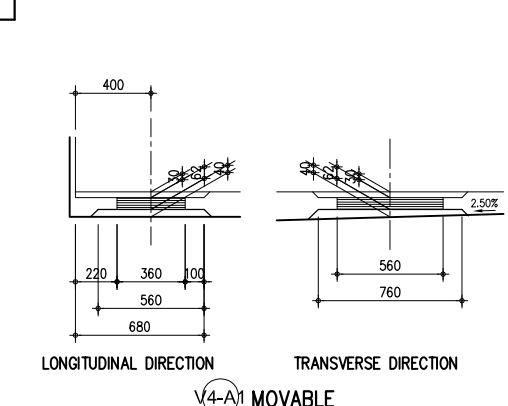
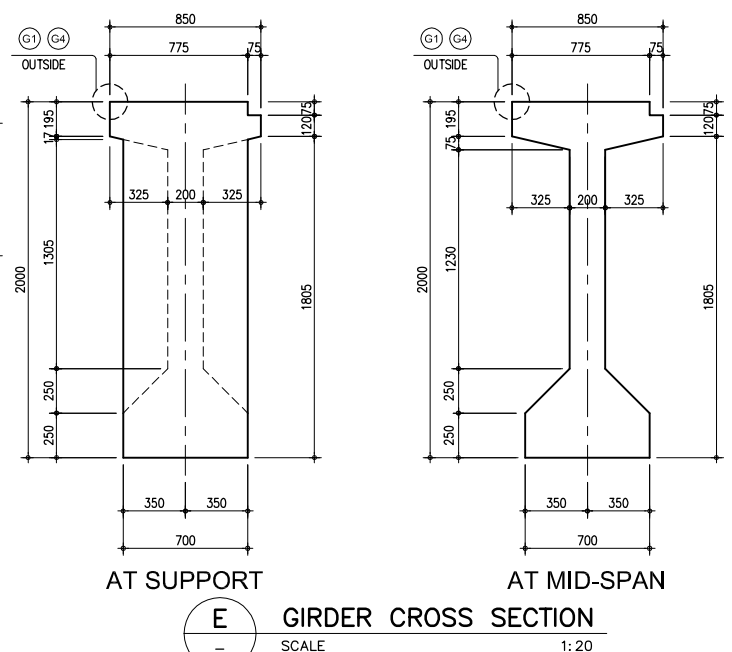
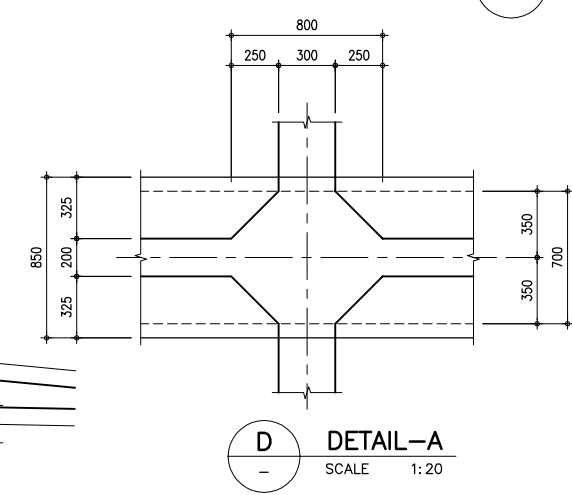
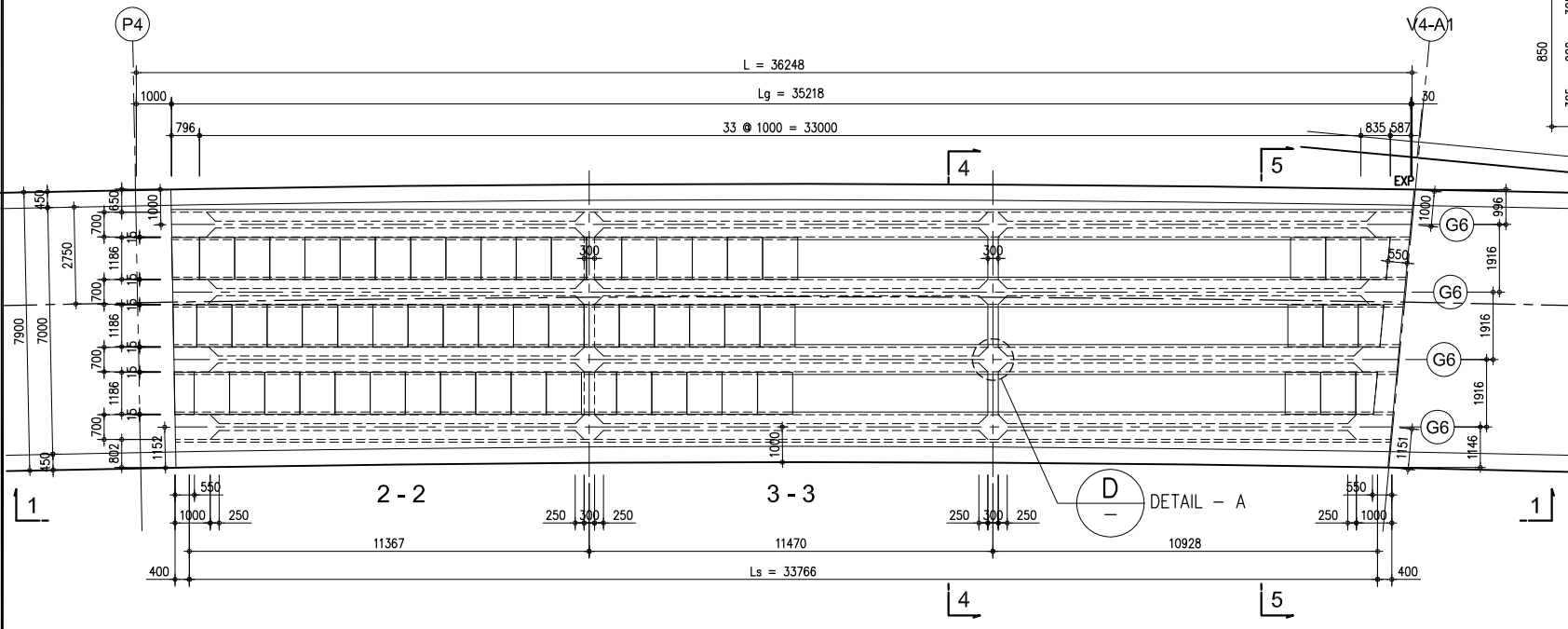
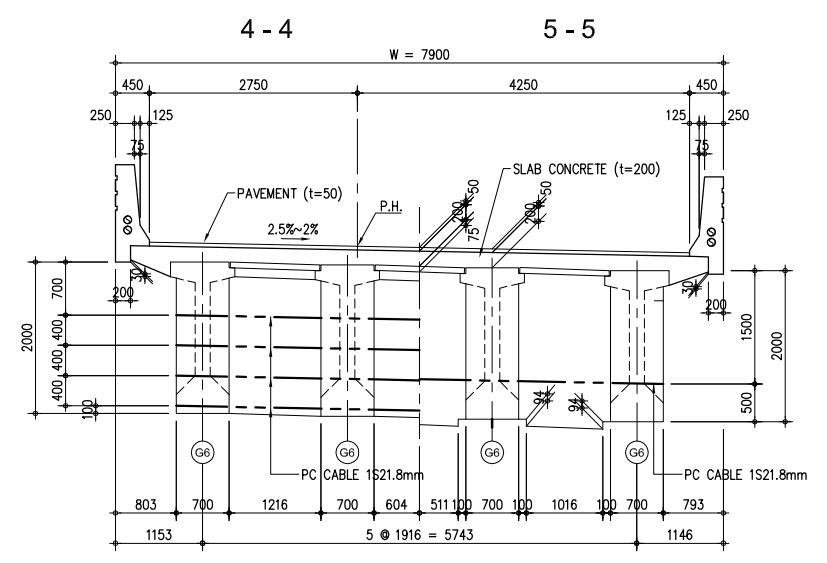
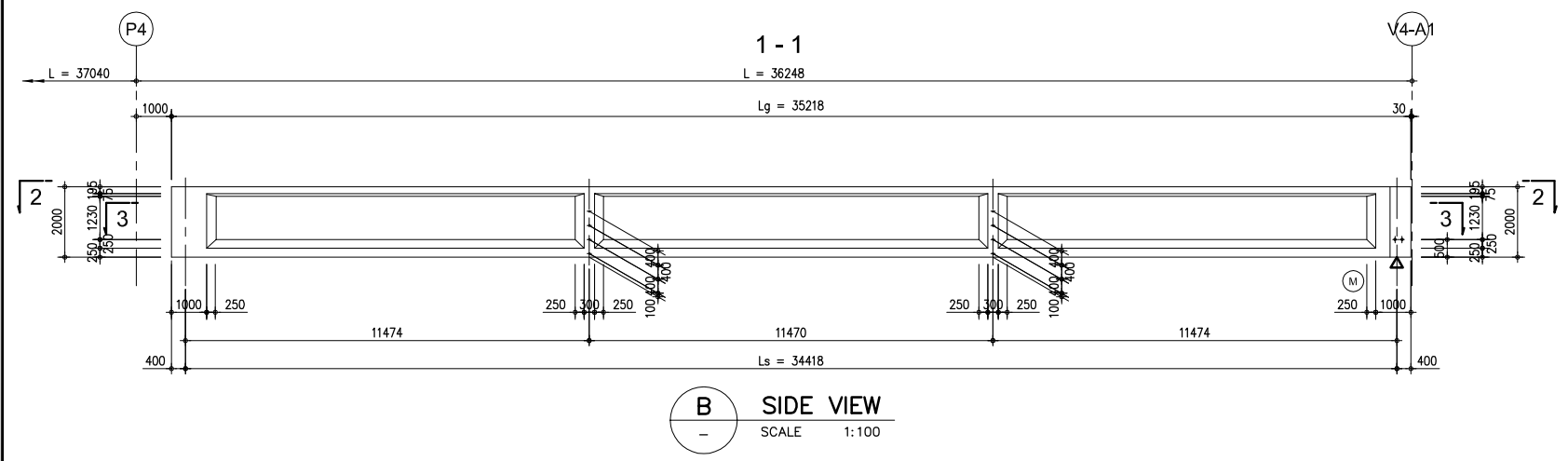
**D** DETAIL-A  
SCALE 1:20

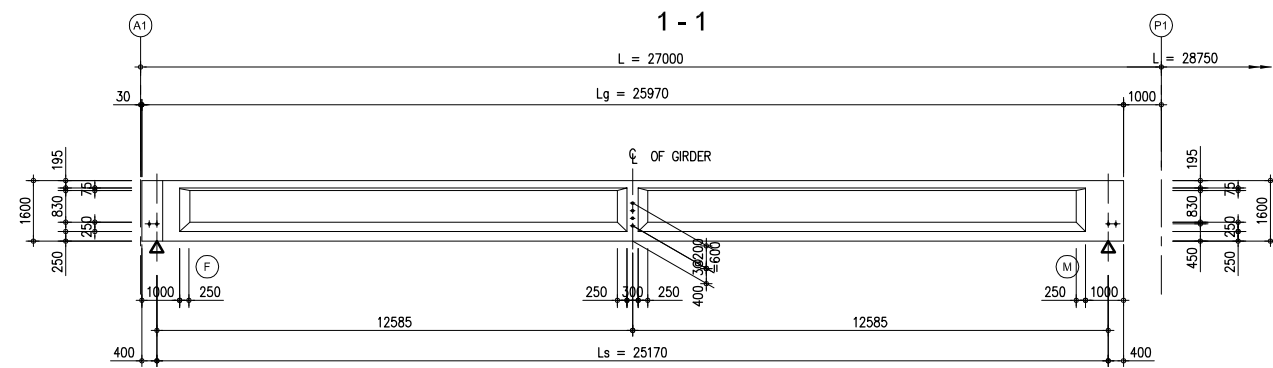


**E** GIRDER CROSS SECTION  
SCALE 1:20

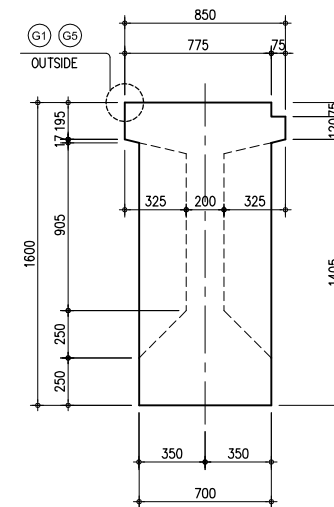


**F** DETAILS OF NEW JERSEY BARRIER  
SCALE 1:20

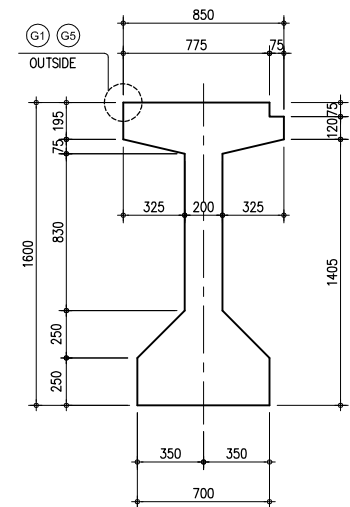




**B** SIDE VIEW  
SCALE 1:100

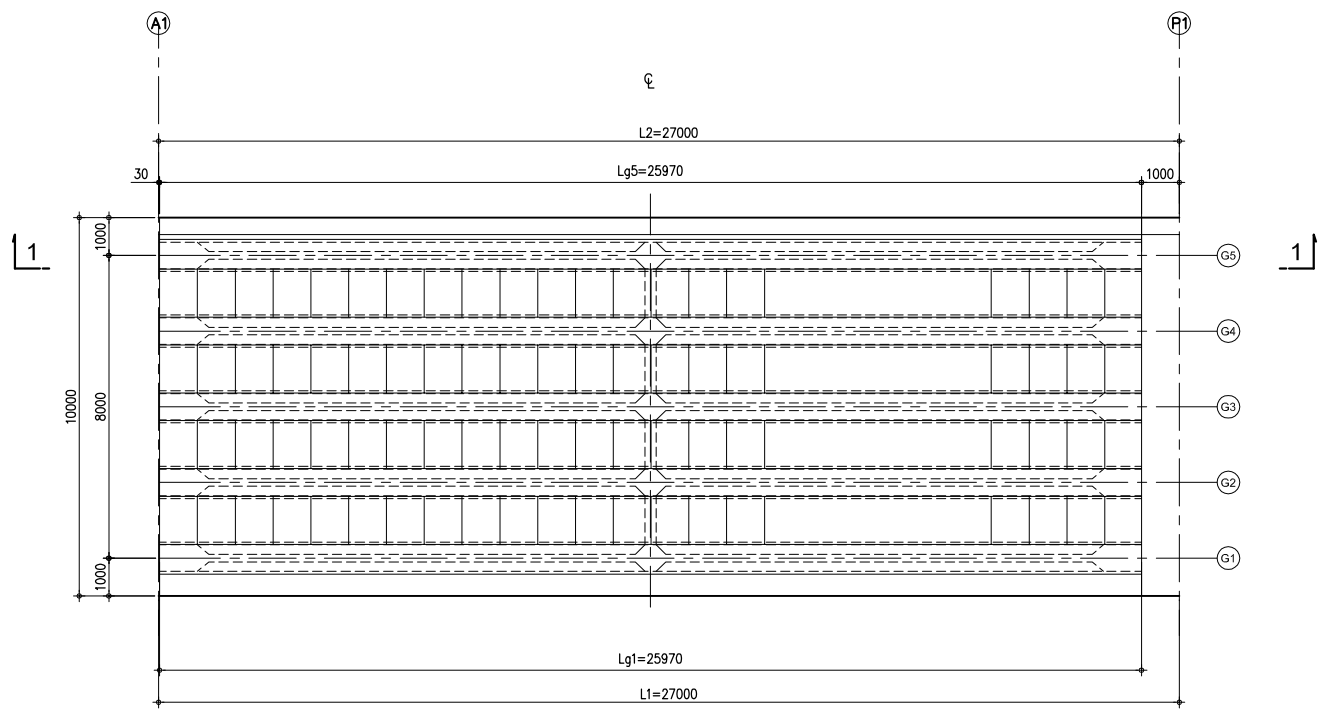


AT SUPPORT

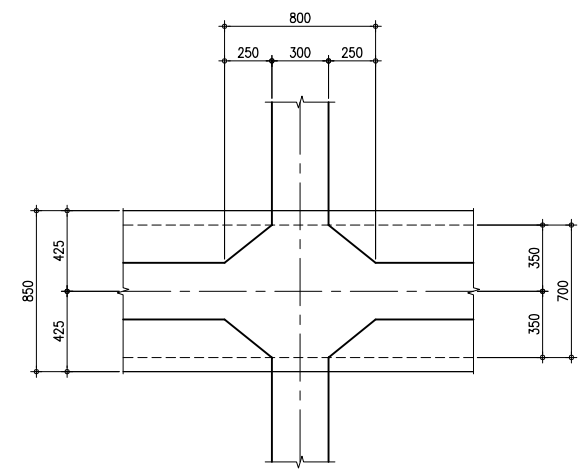


AT MID-SPAN

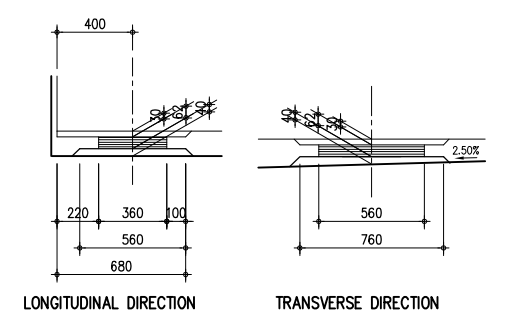
**C** GIRDER CROSS SECTION  
SCALE 1:20



**A** PLAN  
SCALE 1:100



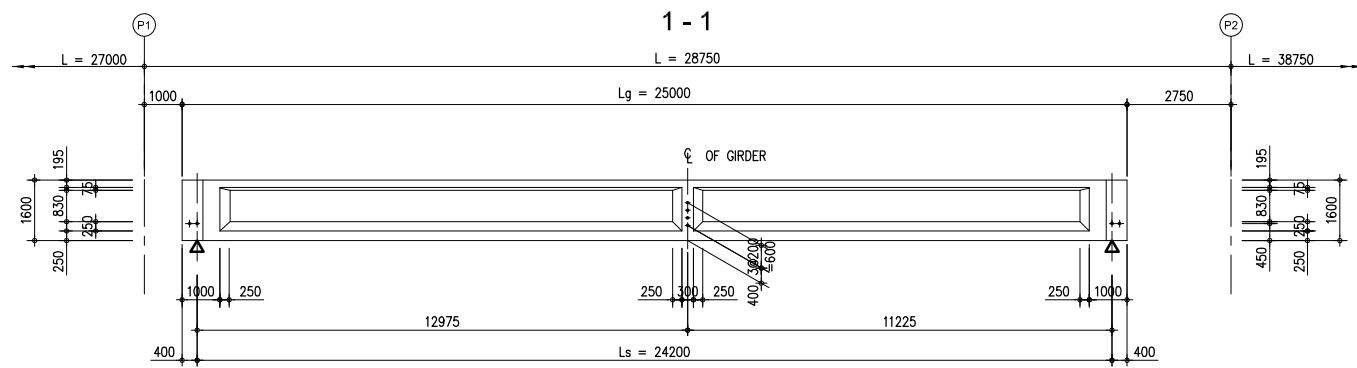
**D** DETAIL-A  
SCALE 1:20



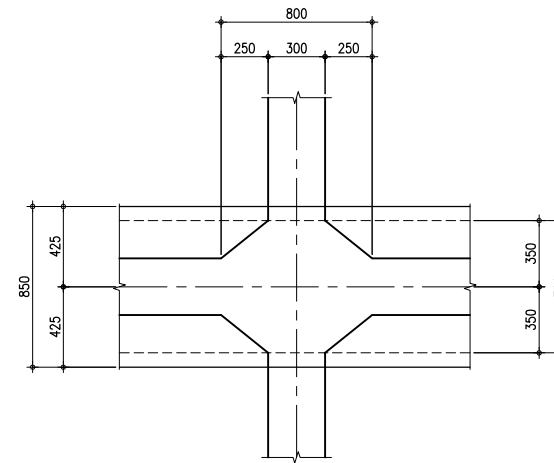
LONGITUDINAL DIRECTION TRANSVERSE DIRECTION  
**A1** MOVABLE

**E** BEARING DETAILS  
SCALE 1:20

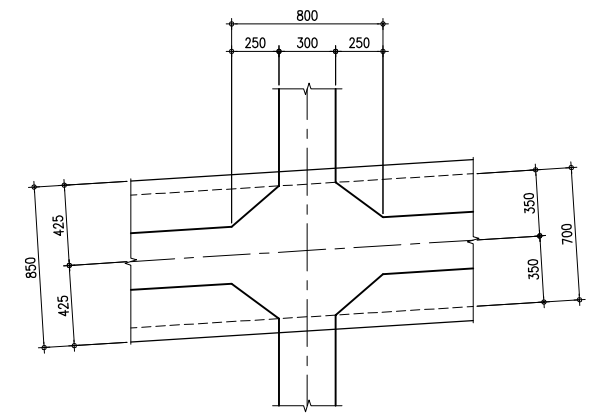
No	REVISION	DATE



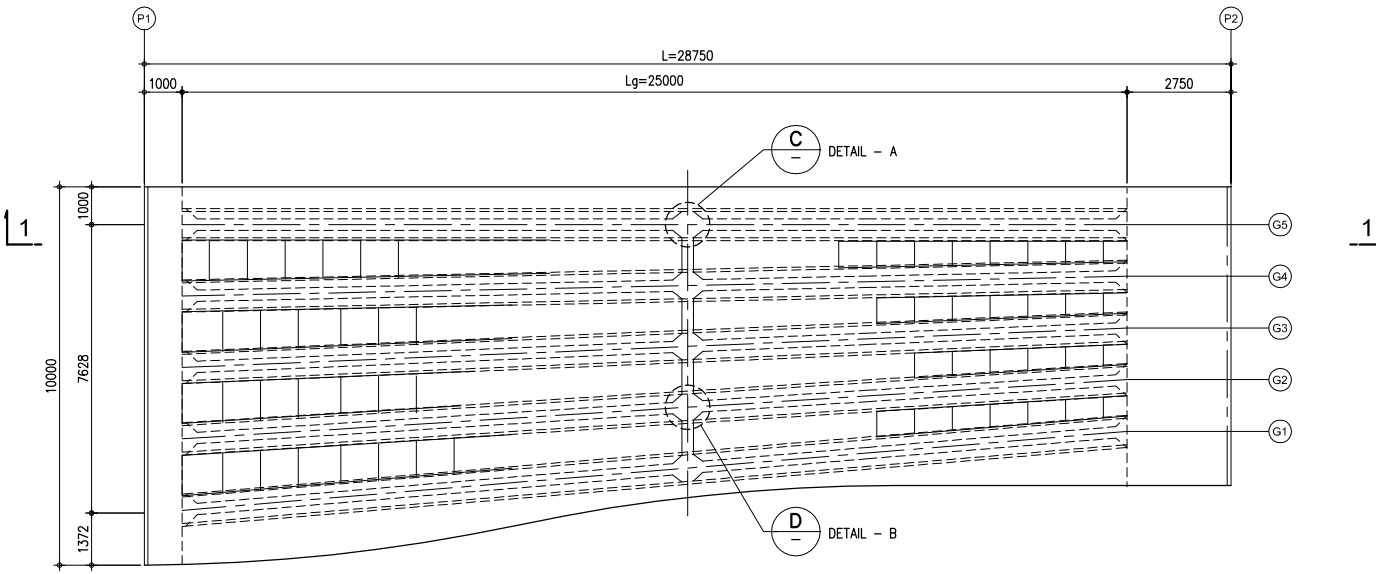
**B** SIDE VIEW  
SCALE 1:100



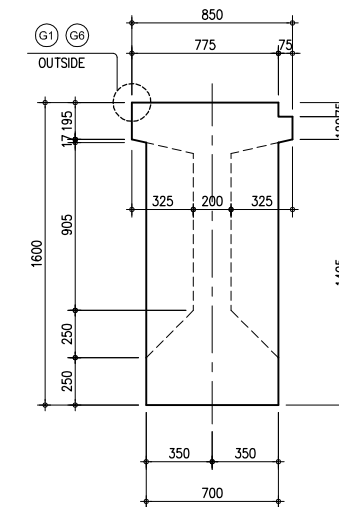
**C** DETAIL-A  
SCALE 1:20



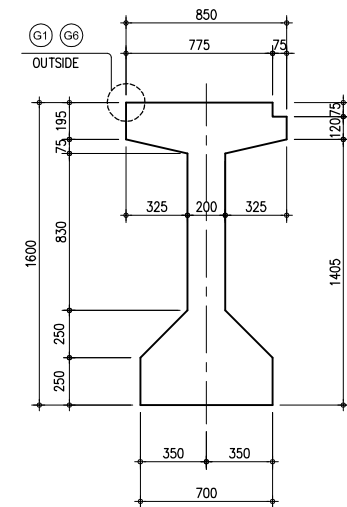
**D** DETAIL-B  
SCALE 1:20



**A** PLAN  
SCALE 1:50



AT SUPPORT

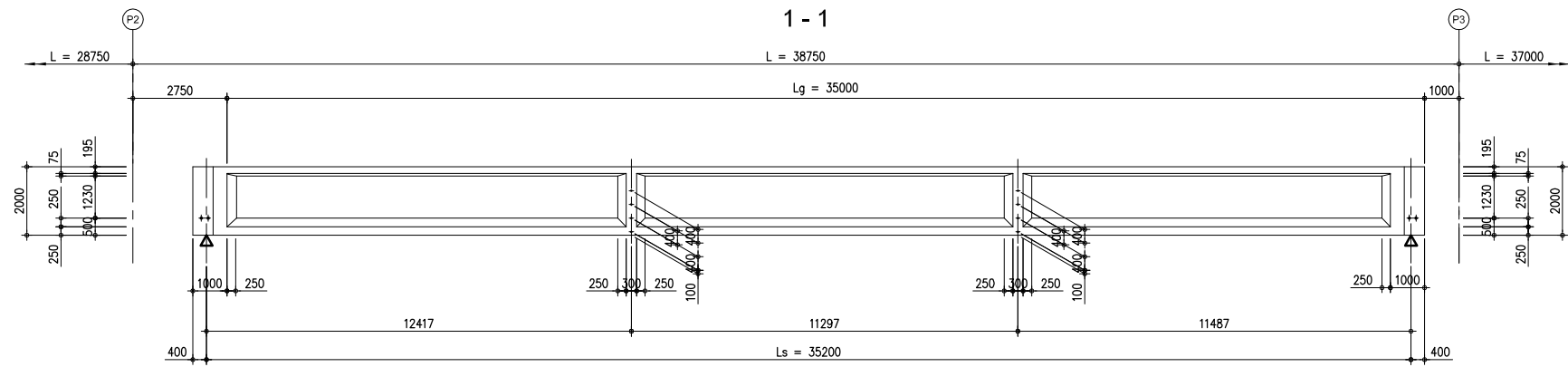


AT MID-SPAN

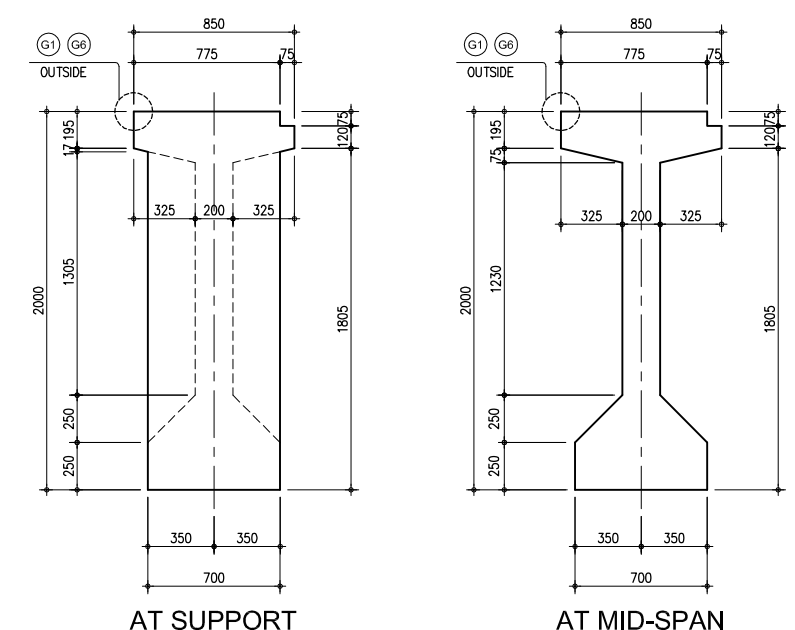
**E** GIRDER CROSS SECTION  
SCALE 1:20

No	REVISION	DATE

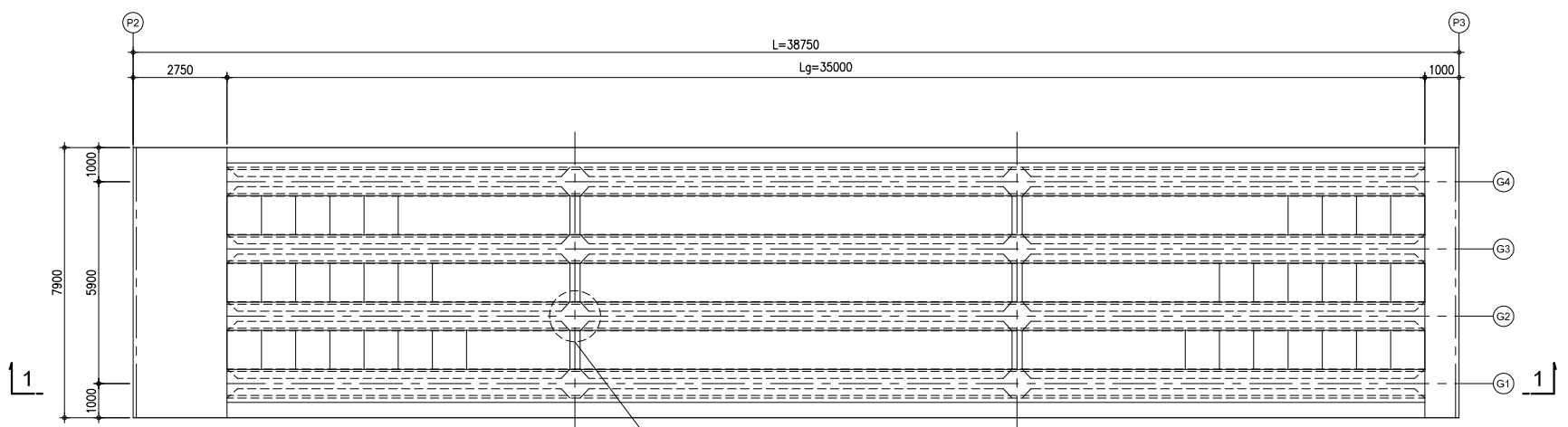




**B** SIDE VIEW  
SCALE 1:100

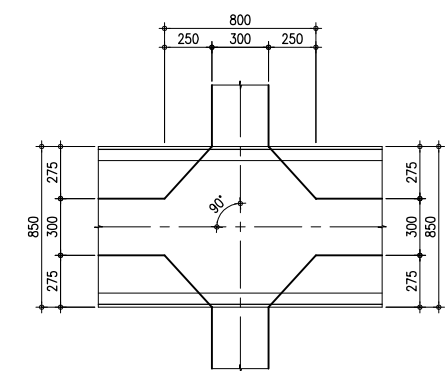


**D** GIRDER CROSS SECTION  
SCALE 1:20

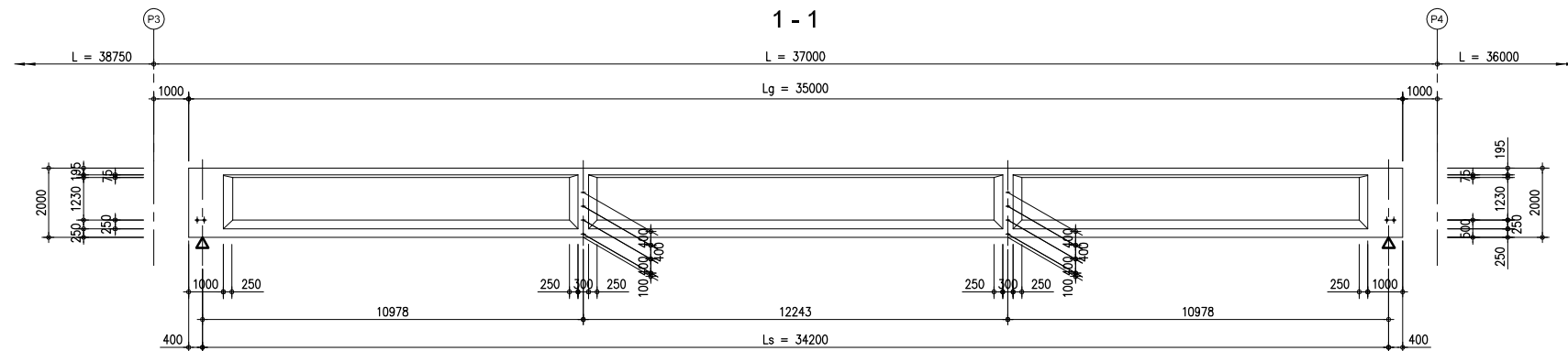


**D** DETAIL - A

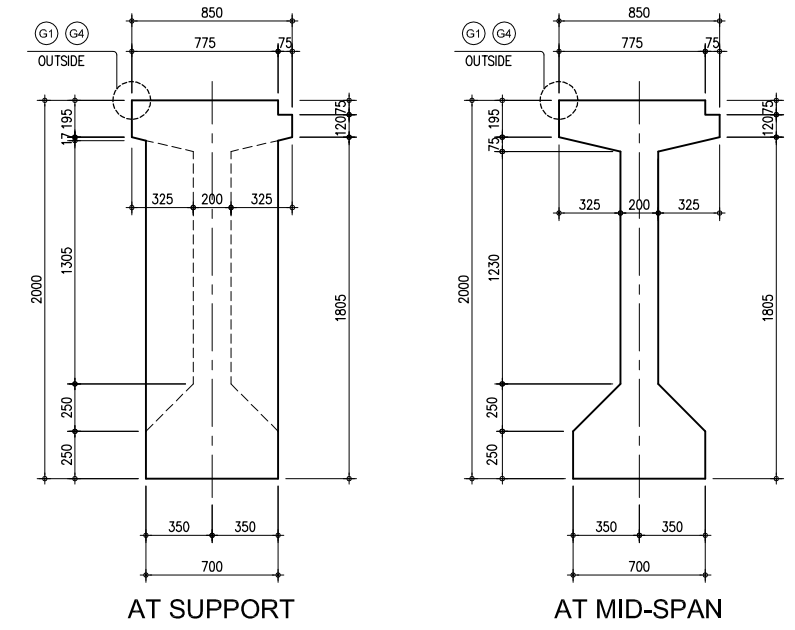
**A** PLAN  
SCALE 1:100



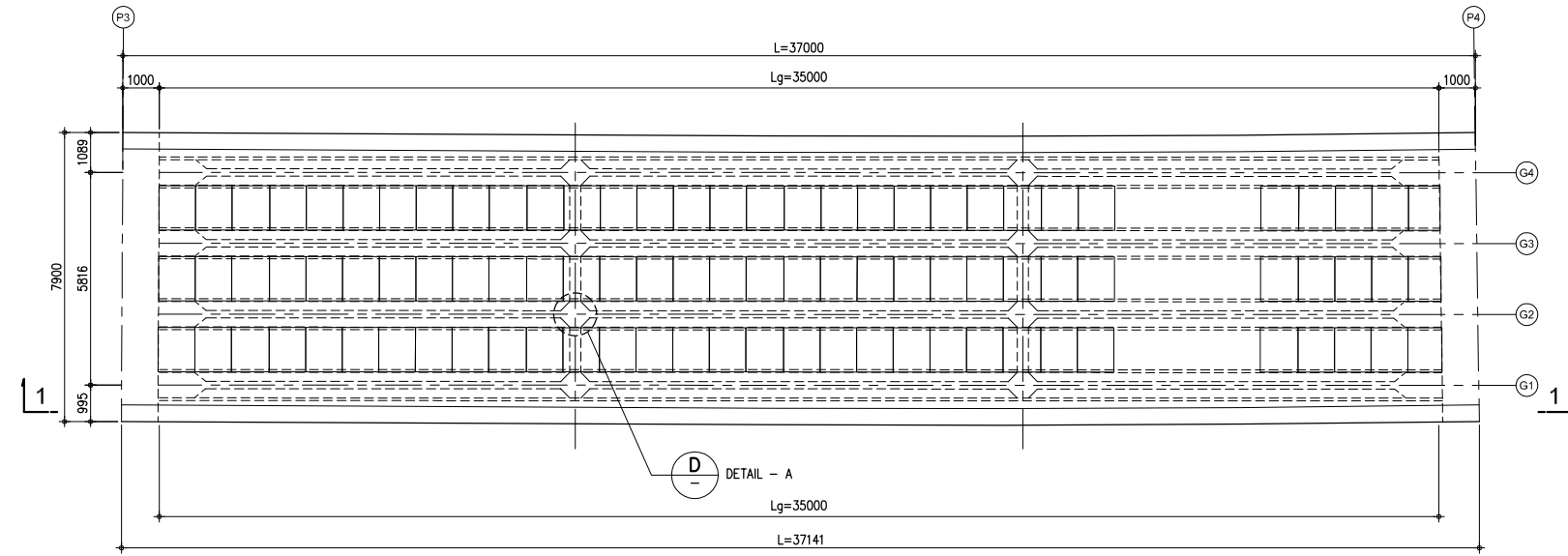
**C** DETAIL - A  
SCALE 1:20



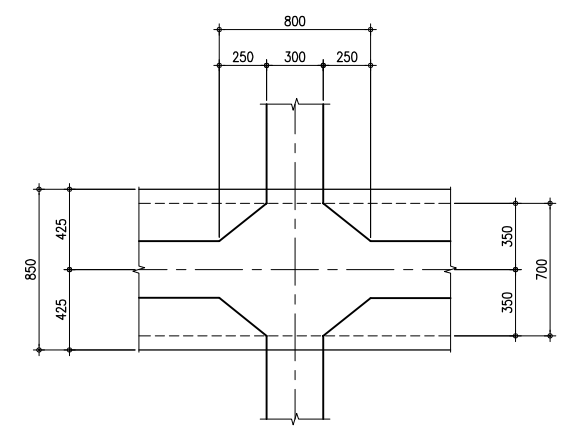
**B** SIDE VIEW  
SCALE 1:100



**C** GIRDER CROSS SECTION  
SCALE 1:20



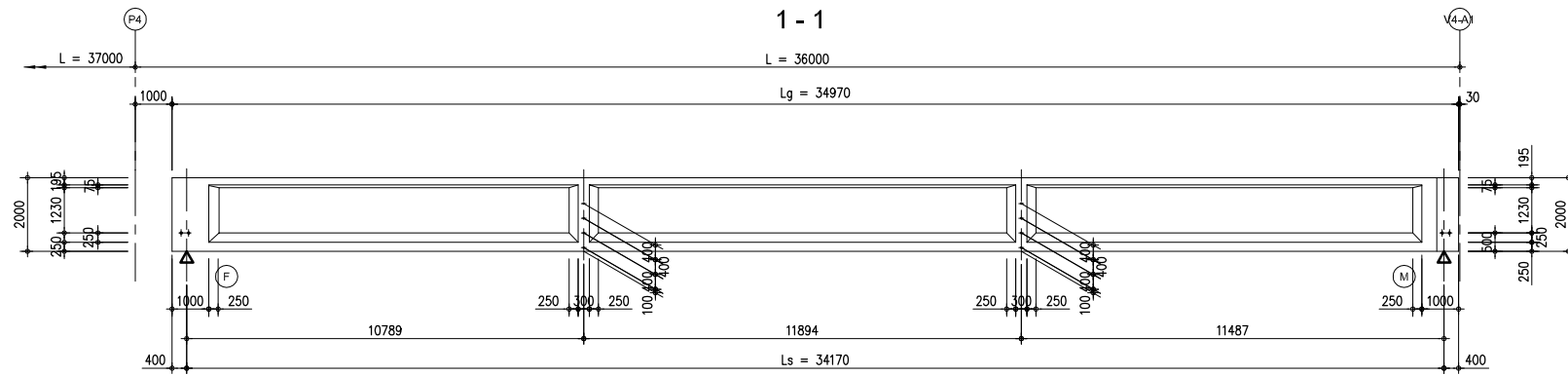
**A** PLAN  
SCALE 1:100



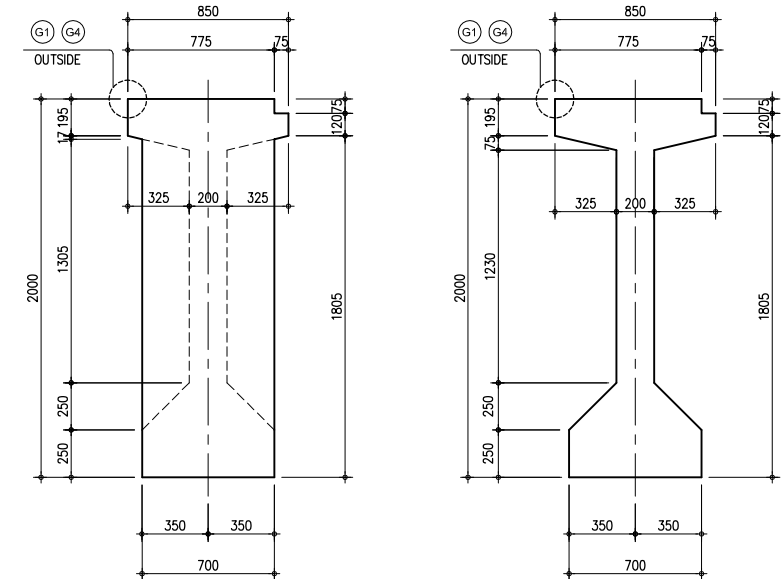
**D** DETAIL-A  
SCALE 1:20

No	REVISION	DATE

DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K15-11

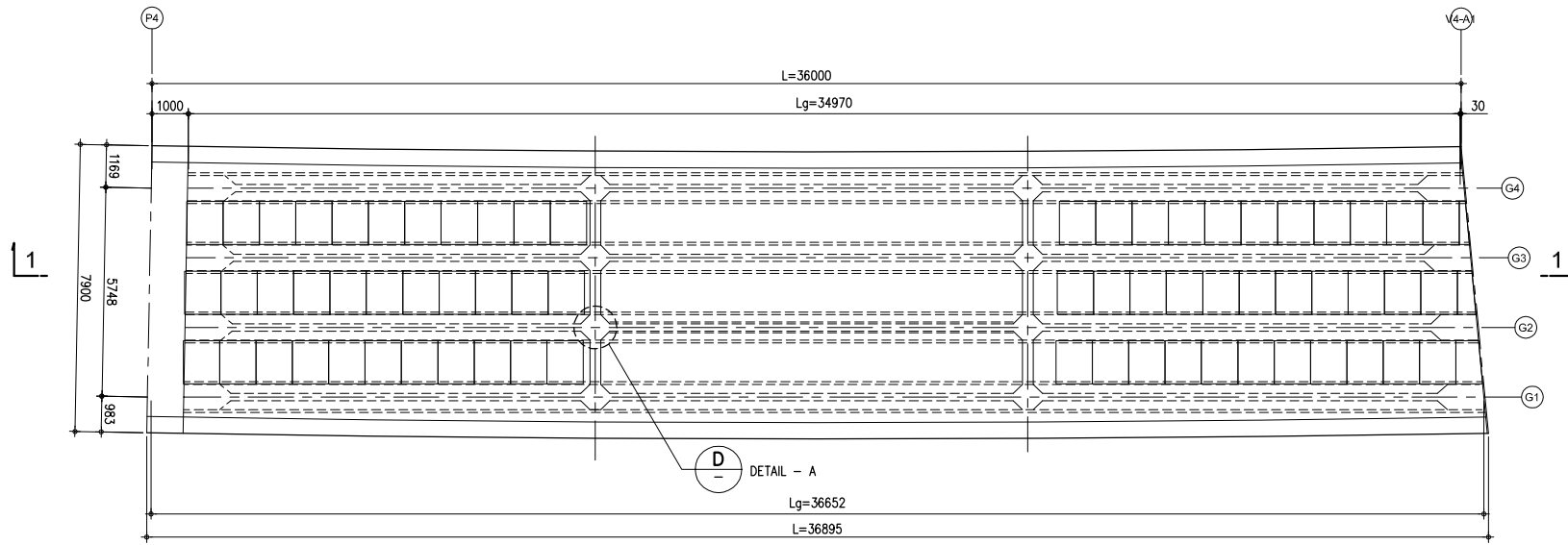


**B** SIDE VIEW  
SCALE 1:100

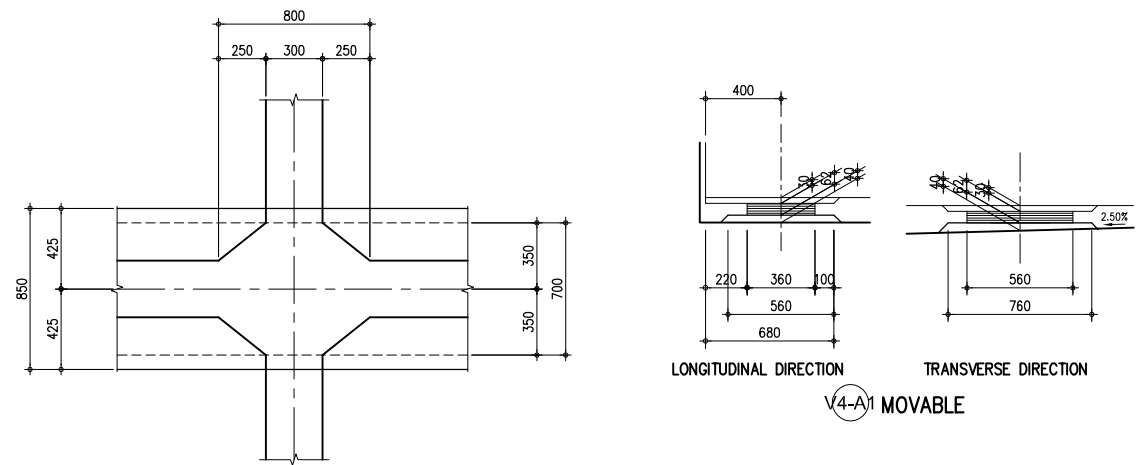


AT SUPPORT AT MID-SPAN

**C** GIRDER CROSS SECTION  
SCALE 1:20

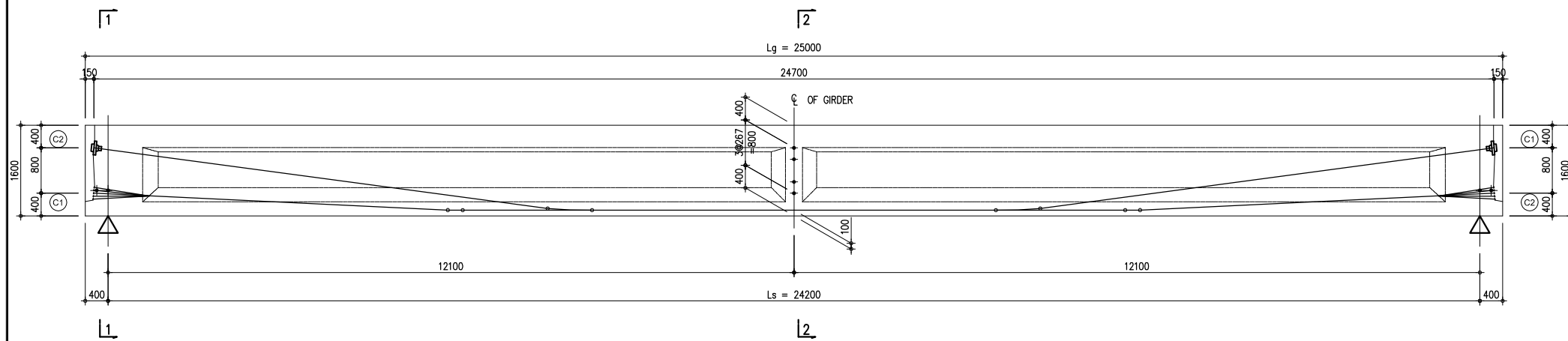


**A** PLAN  
SCALE 1:100

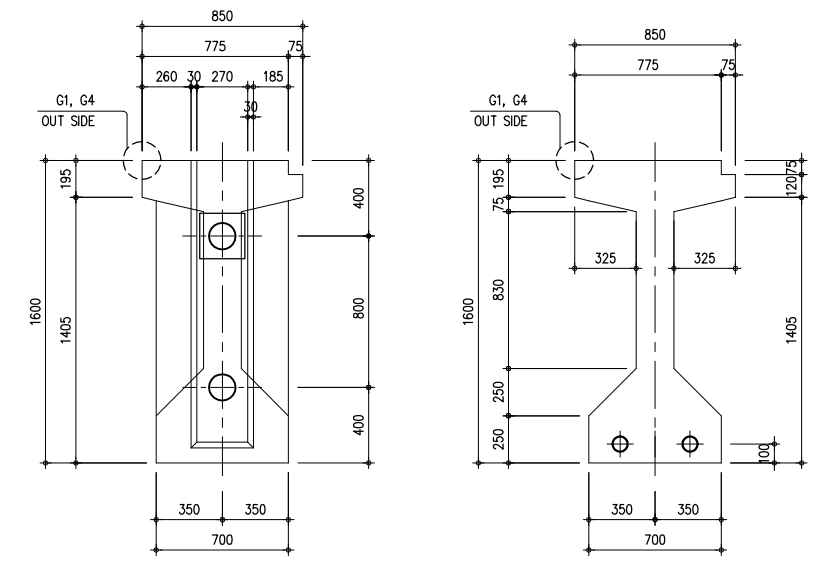


**D** DETAIL-A  
SCALE 1:20

**E** BEARING DETAILS  
SCALE 1:20

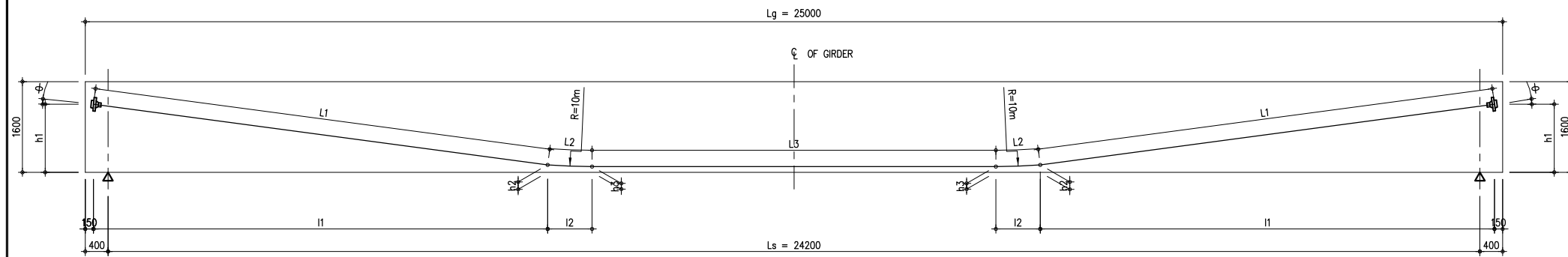


**A** CABLE ARRANGEMENT  
SCALE 1:50

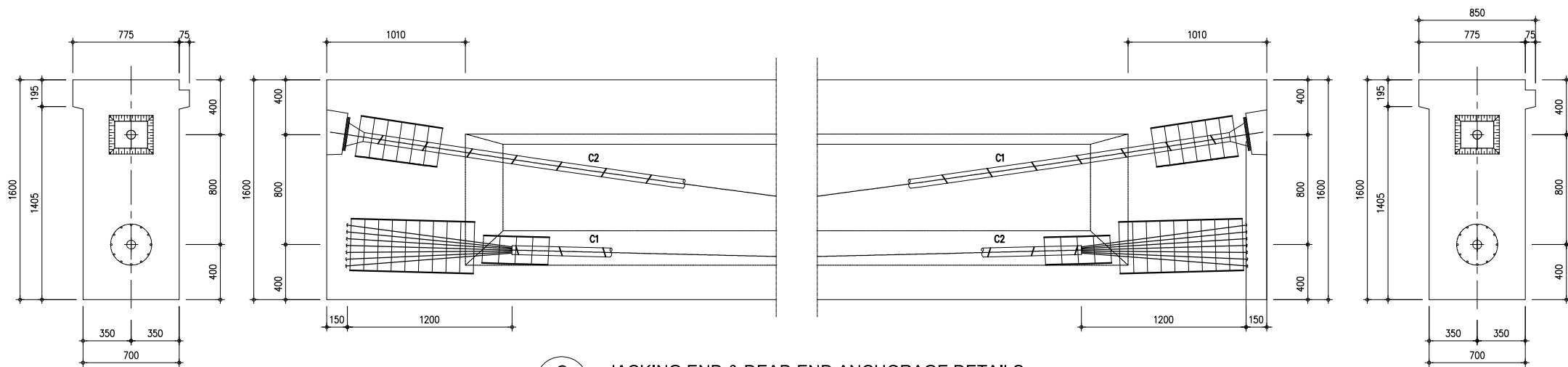


**1-1** **2-2**

**B** GIRDER CROSS SECTION  
SCALE 1:20

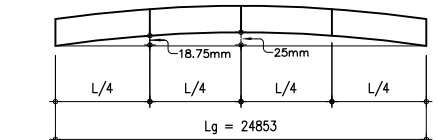


**C** JACKING END & DEAD END ANCHORAGE DETAILS  
SCALE 1:20

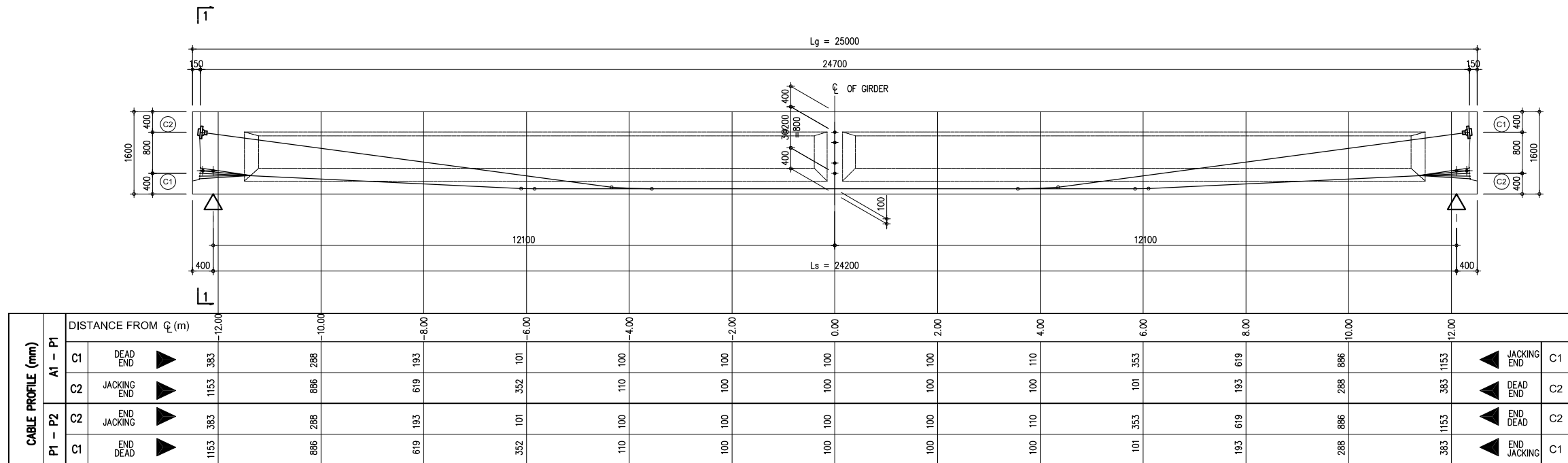


**NOTES:**

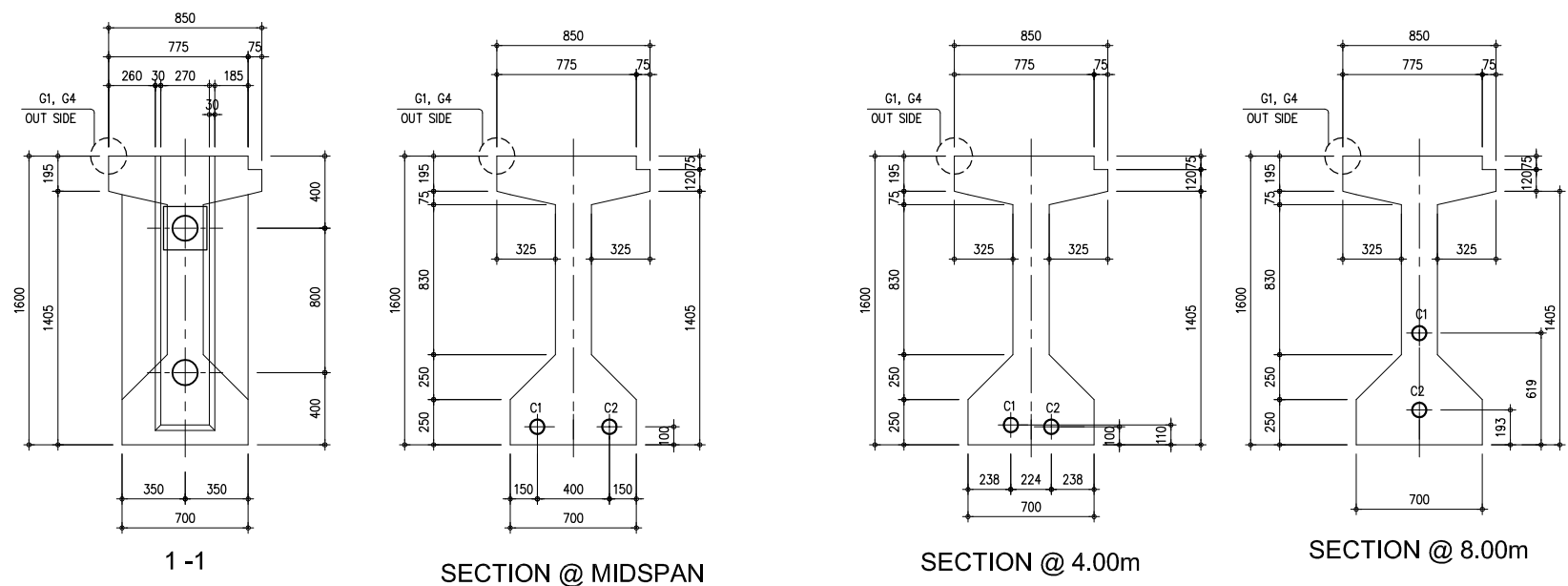
- PRESTRESSED CONCRETE:**
  - \* CONCRETE CUBE STRENGTH,  $f_{cu} = 50 \text{ MPa}$
  - \* AT TRANSFER OF PRESTRESS,  $f_{ci} = 36 \text{ MPa}$
- PRESTRESSING STRANDS:**
  - \* 1 -D12.7 IS A 7 - WIRE STRAND WITH NOMINAL TENSILE STRENGTH,  $f_{pu} = 1860 \text{ MPa}$
  - \* TOTAL NO. OF STRANDS =  $2 \times 12 \times 12.7 = 24 - D12.7$
  - \* JACKING STRESS,  $f_{po} = 1302 \text{ MPa}$
  - \* TOTAL JACKING FORCE,  $P_o = 2268 \text{ KN}$
  - \* CABLE DUCT INSIDE DIAMETER (12-D12.7) = 65mm.
- REINFORCING STEEL :**
  - \* ALL REINFORCING STEEL SHALL BE GRADE 460 WITH MINIMUM CHARACTERISTIC STRENGTH,  $f_y = 460 \text{ MPa}$
- GIRDER PRE-CAMBER PRIOR TO STRESSING SHALL BE AS SHOWN BELOW



5. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.



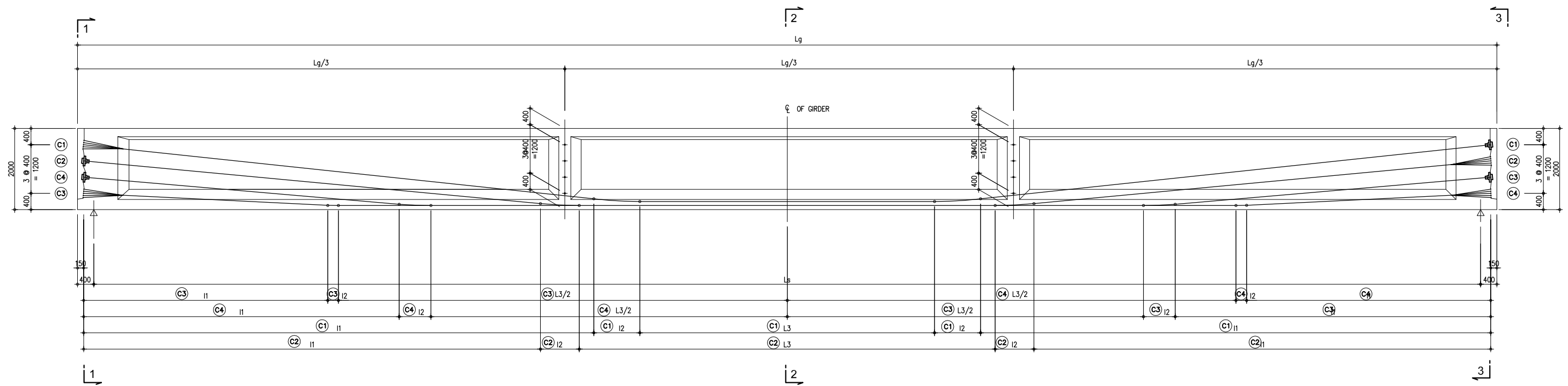
**A** PROFILE OF CABLES  
SCALE 1:50



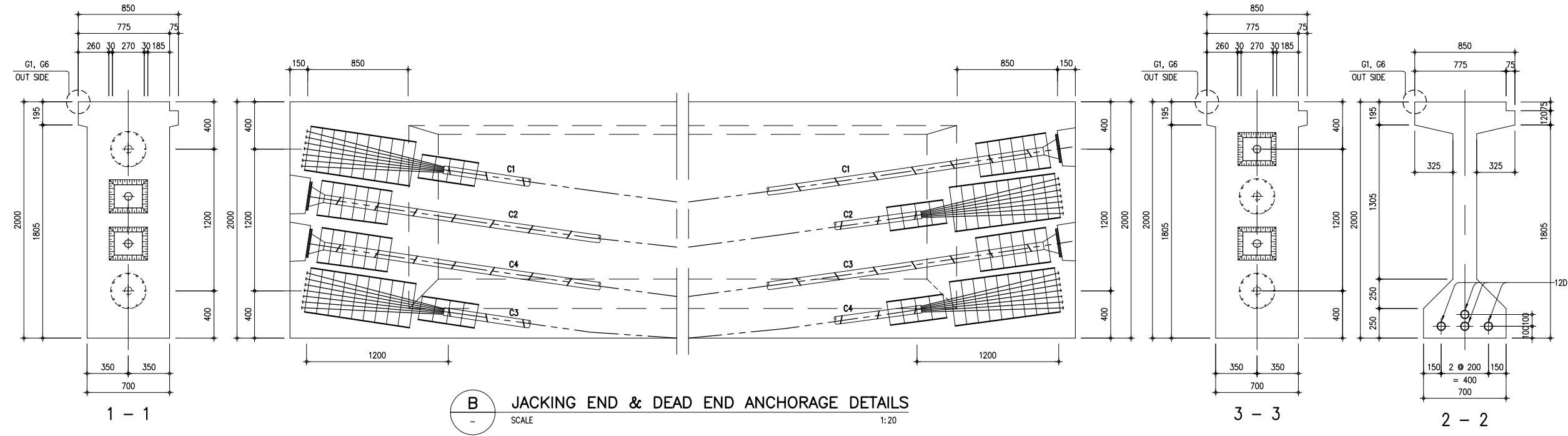
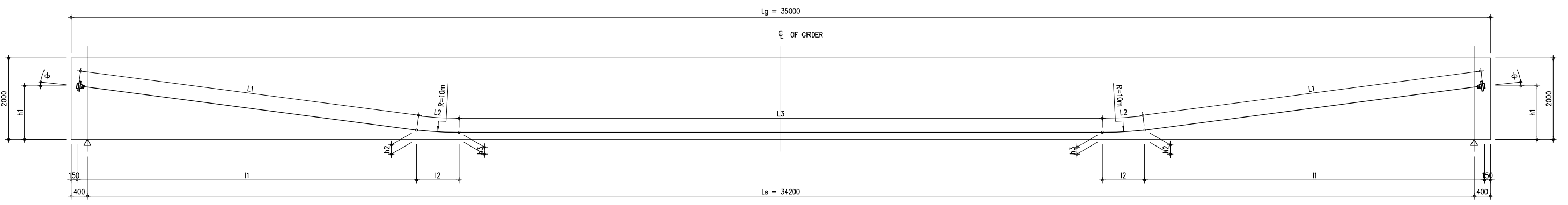
**B** GIRDER CROSS SECTION  
SCALE 1:20

No	REVISION	DATE

DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K15-14

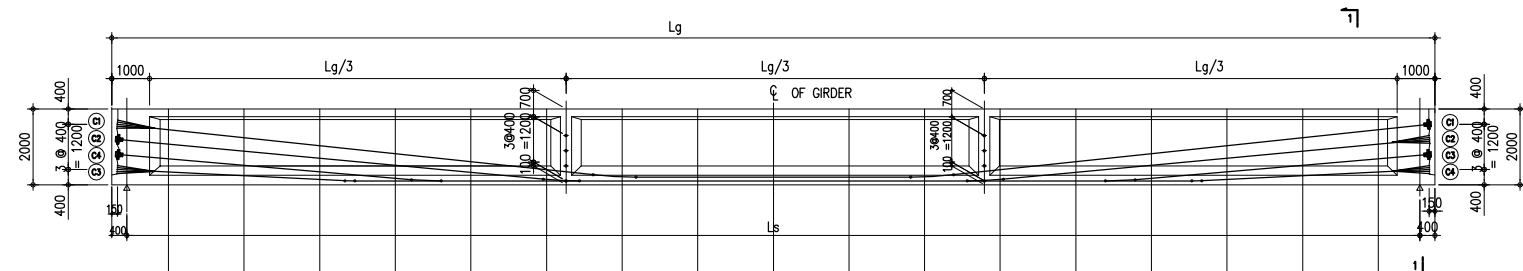


**A CABLE ARRANGEMENT**  
SCALE 1:50



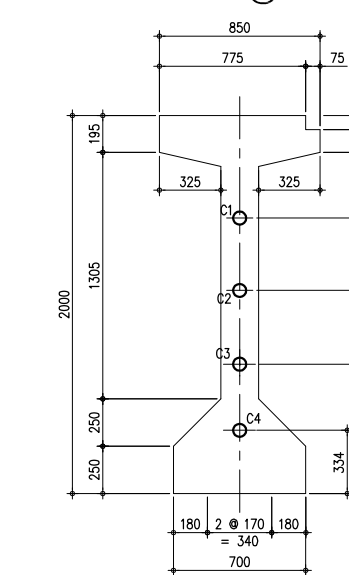
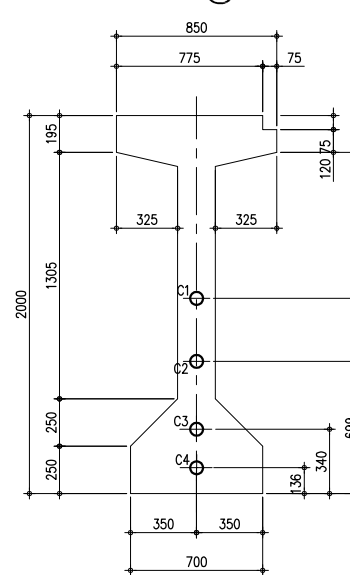
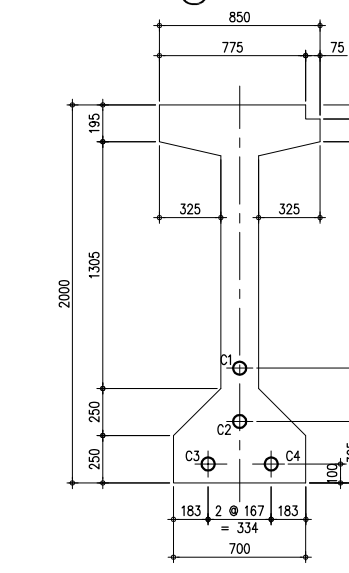
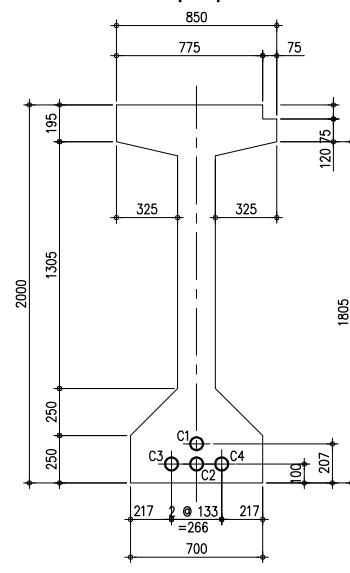
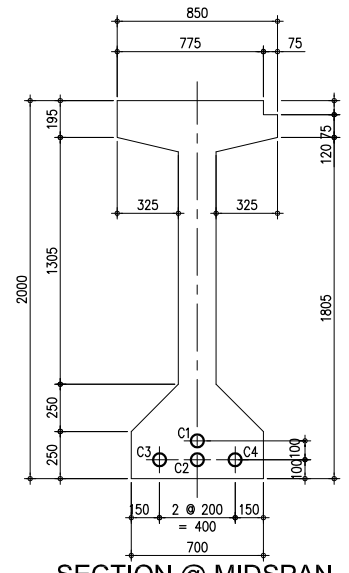
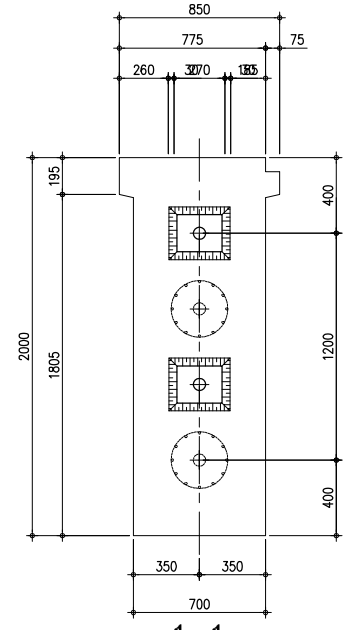
**B JACKING END & DEAD END ANCHORAGE DETAILS**  
SCALE 1:20

- NOTES:**
- PRESTRESSED CONCRETE:**
- \* CONCRETE CUBE STRENGTH,  $f_{cu} = 50 \text{ MPa}$
  - \* AT TRANSFER OF PRESTRESS,  $f_{ci} = 36 \text{ MPa}$
- PRESTRESSING STRANDS:**
- \* 1 -  $\phi 12.7$  IS A 7 - WIRE STRAND WITH NOMINAL TENSILE STRENGTH,  $f_{pu} = 1860 \text{ MPa}$
  - \* TOTAL NO. OF STRANDS =  $4 \times 12012.7 = 48012.7$
  - \* JACKING STRESS,  $f_{po} = 1302 \text{ MPa}$
  - \* TOTAL JACKING FORCE,  $P_o = 4536 \text{ KN}$
  - \* CABLE DUCT INSIDE DIAMETER (12-D12.7) = 65mm.
- REINFORCING STEEL :**
- \* ALL REINFORCING STEEL SHALL BE GRADE 460 WITH MINIMUM CHARACTERISTIC STRENGTH,  $f_y = 460 \text{ MPa}$
- GRIDER PRE-CAMBER PRIOR TO STRESSING SHALL BE AS SHOWN BELOW
- 
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.



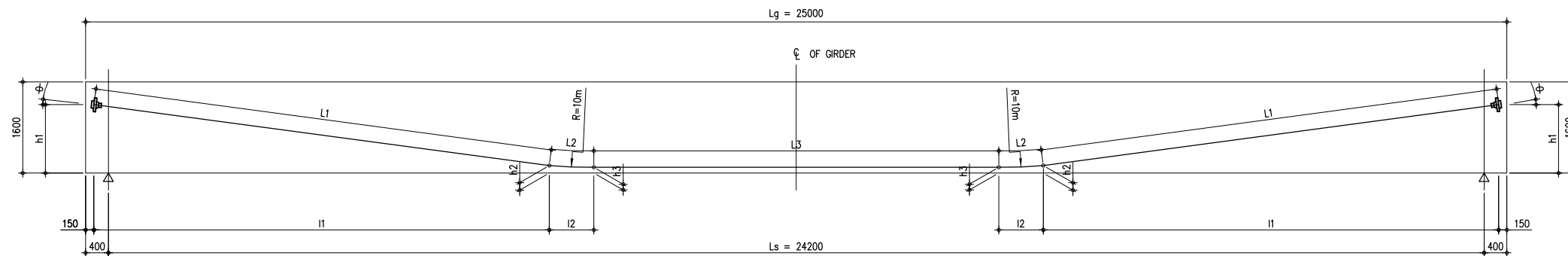
CABLE PROFILE (mm)	DISTANCE FROM C (m)	P2 - P3				P3 - P4				P4 - (W-A1)			
		C1	C2	C3	C4	C1	C2	C3	C4	C1	C2	C3	C4
	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00
	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00	14.00
	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00

**A** PROFILE OF CABLES  
SCALE 1:100

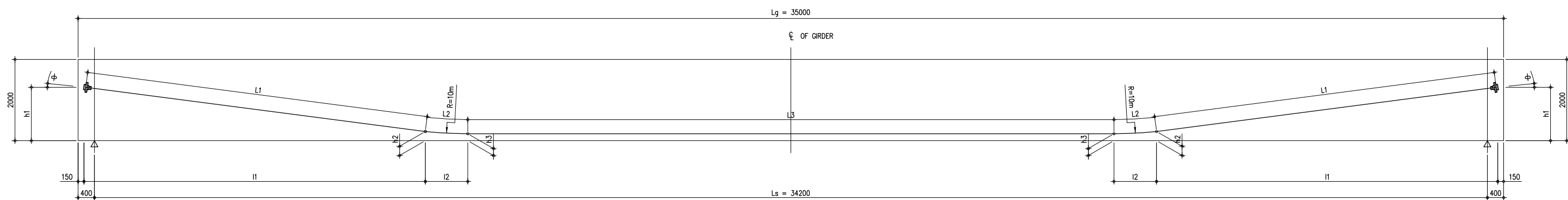


**B** GIRDER CROSS SECTION  
SCALE 1:20

SPAN	Lg	Ls	CABLE NO.	I1	I2	L1	L2	L3	$\frac{2L_1^2}{L_2} + 3$	h1	h2	h3	$\phi = (\text{degree})$	TOTAL LENGTH	TOTAL WEIGHT
A1 - P1	25000	24200	C1	18498	785	18541	785	4632	43285	1400	131	100	3°55'	82.97 m.	770.61 kg./ 1girder
			C2	14977	262	14980	262	9199	39683	400	103	100	1°08'		
P1 - P2	25000	24200	C1	18498	785	18541	785	4632	43285	1400	131	100	3°55'	82.97 m.	770.61 kg./ 1girder
			C2	14977	262	14980	262	9199	39683	400	103	100	1°08'		
P2 - P3	35000	34200	C1	25166	1132	25201	1134	7270	59941	1600	264	200	3°02'	232.77 m.	2161.92 kg./ 1girder
			C2	21035	958	21061	960	11749	55792	1200	146	138	2°52'		
			C3	15561	785	15575	785	17569	50290	800	131	100	2°28'		
			C4	32040	262	32041	262	2136	66743	400	103	100	0°32'		
P3 - P4	35000	34200	C1	25166	1132	25201	1134	7270	59941	1600	264	200	3°02'	232.77 m.	2161.92 kg./ 1girder
			C2	21035	958	21061	960	11749	55792	1200	146	138	2°52'		
			C3	15561	785	15575	785	17569	50290	800	131	100	2°28'		
			C4	32040	262	32041	262	2136	66743	400	103	100	0°32'		
P4 - (V4-A1)	34970	34170	C1	25136	1132	25171	1134	7270	59881	1600	264	200	3°02'	232.53 m.	2159.70 kg./ 1girder
			C2	21005	958	21031	960	11749	55732	1200	146	138	2°52'		
			C3	15531	785	15545	785	17569	50230	800	131	100	2°28'		
			C4	32010	262	32011	262	2136	66683	400	103	100	0°32'		

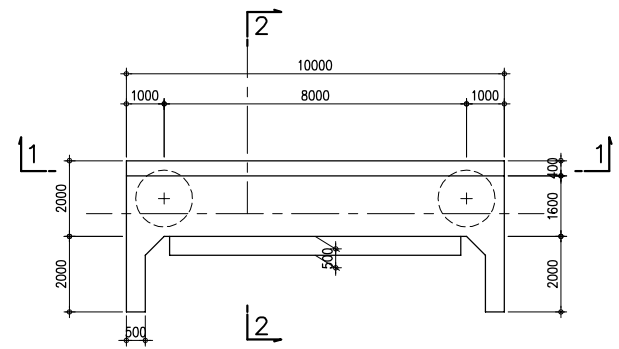


A CABLE LAYOUT  
SCALE 1:50

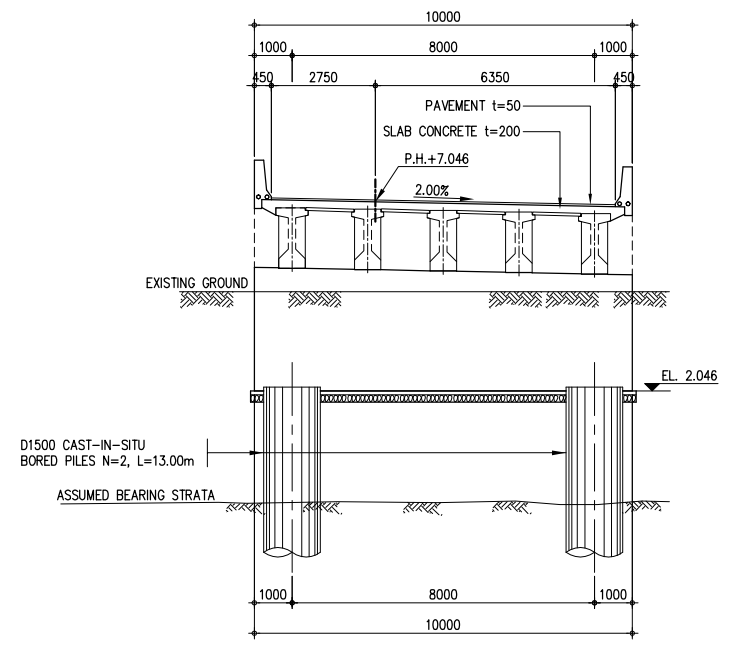


A CABLE LAYOUT  
SCALE 1:50

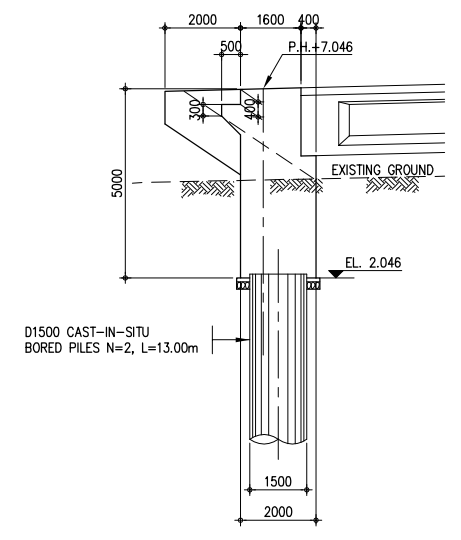




**A PLAN**  
SCALE 1:100

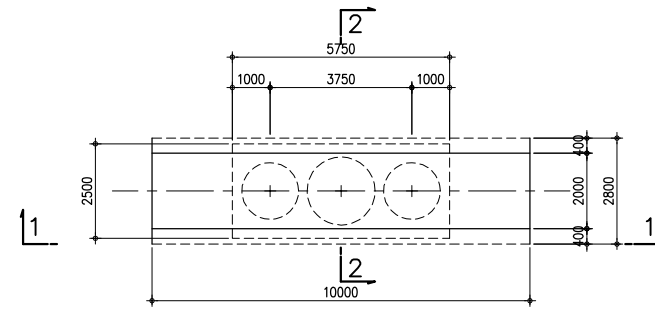


**B SECTION 1-1**  
SCALE 1:100

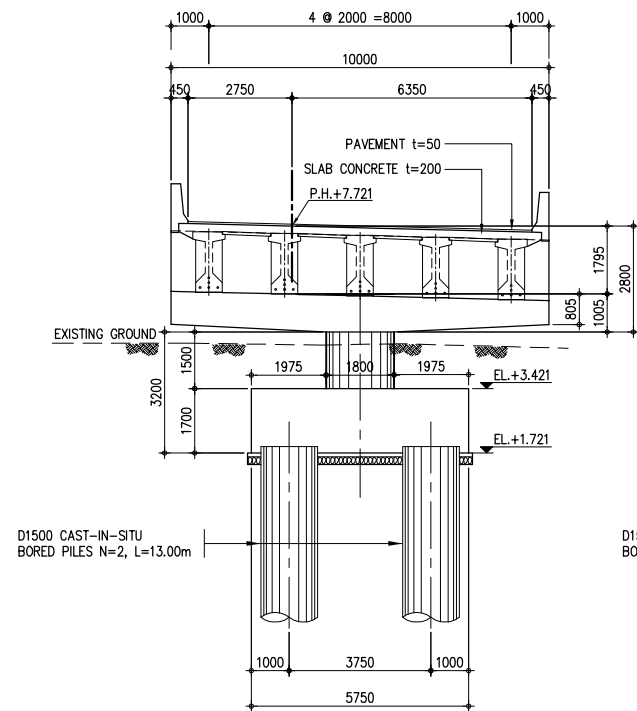


**C SECTION 2-2**  
SCALE 1:100

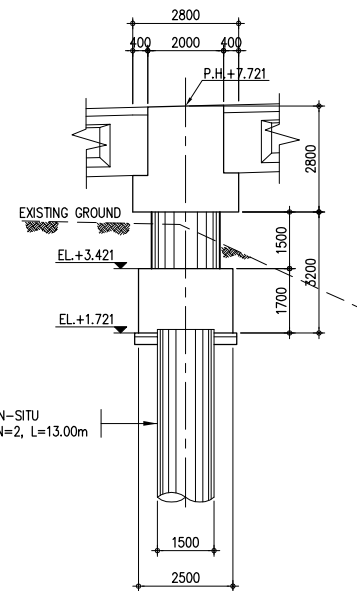
**1 DIMENSION DETAIL OF ABUTMENT A1**  
SCALE AS SHOWN



**A PLAN**  
SCALE 1:100

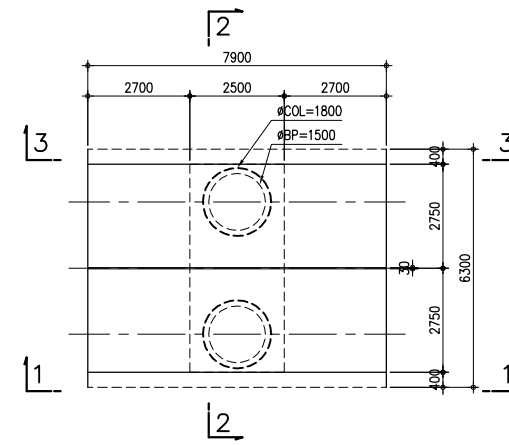


**B SECTION 1-1**  
SCALE 1:100

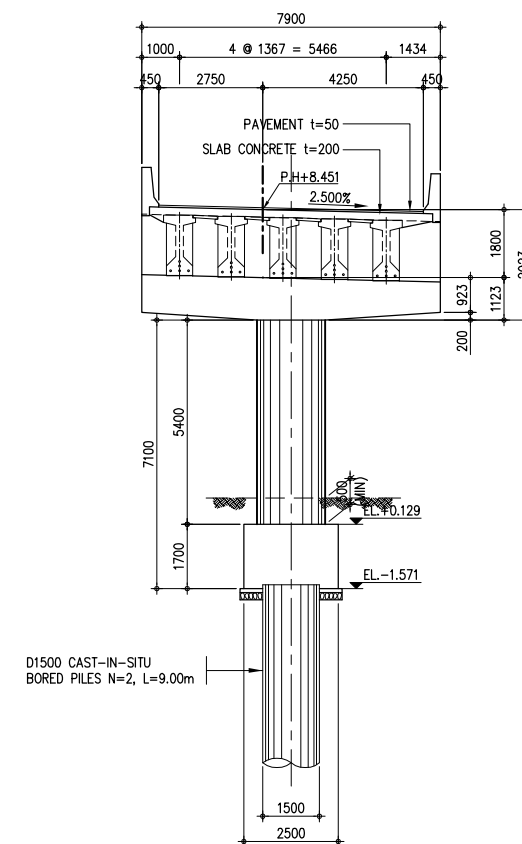


**C SECTION 3-3**  
SCALE 1:100

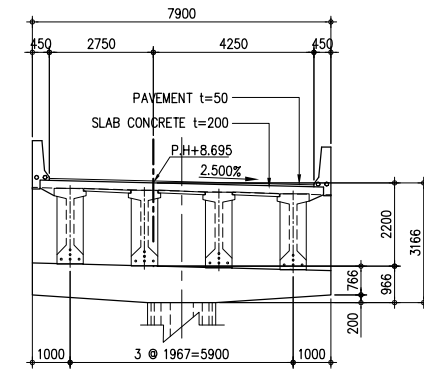
**1 DIMENSION DETAIL OF PIER P1**  
SCALE AS SHOWN



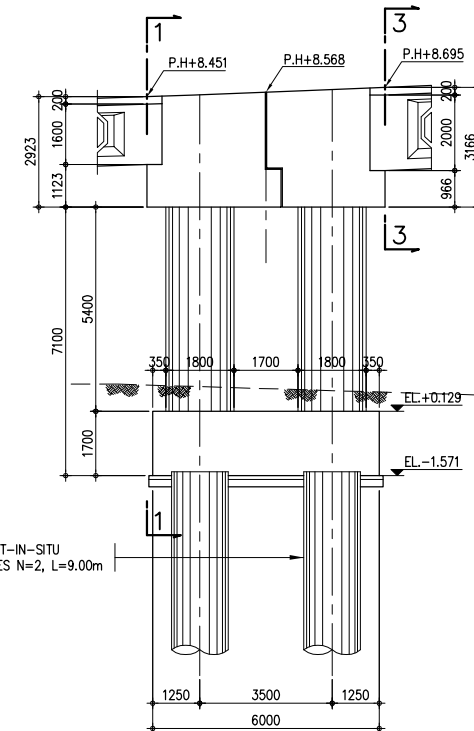
**A PLAN**  
SCALE 1:100



**B SECTION 1-1**  
SCALE 1:100

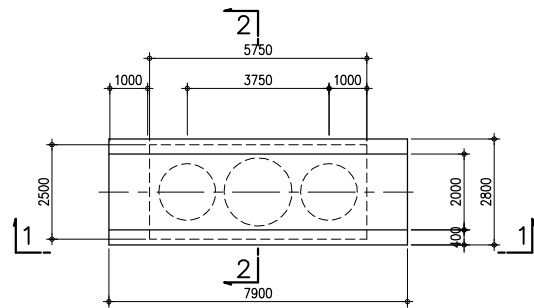


**D SECTION 3-3**  
SCALE 1:100

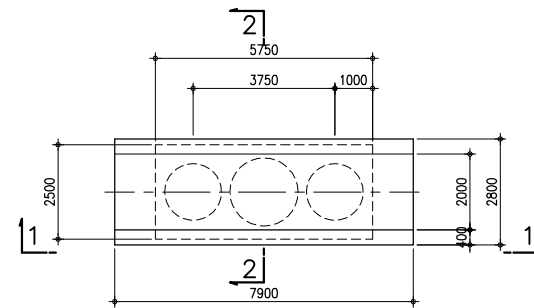


**C SECTION 2-2**  
SCALE 1:100

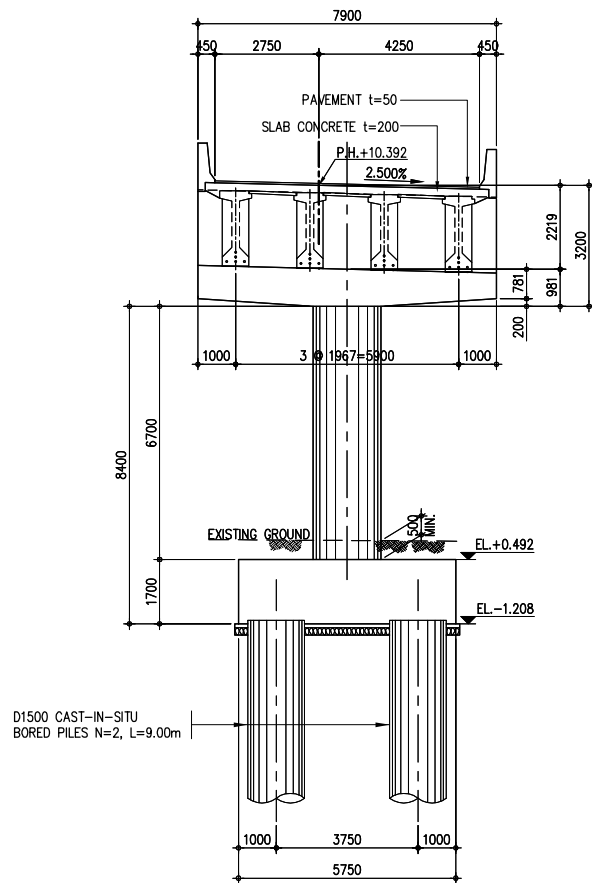
**2 DIMENSION DETAIL OF PIER P2**  
SCALE AS SHOWN



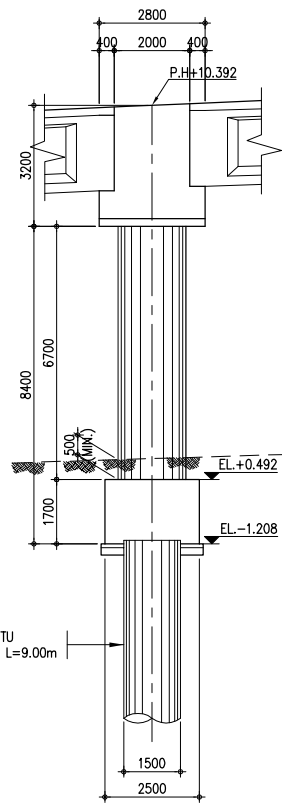
**A** PLAN  
SCALE 1:100



**A** PLAN  
SCALE 1:100

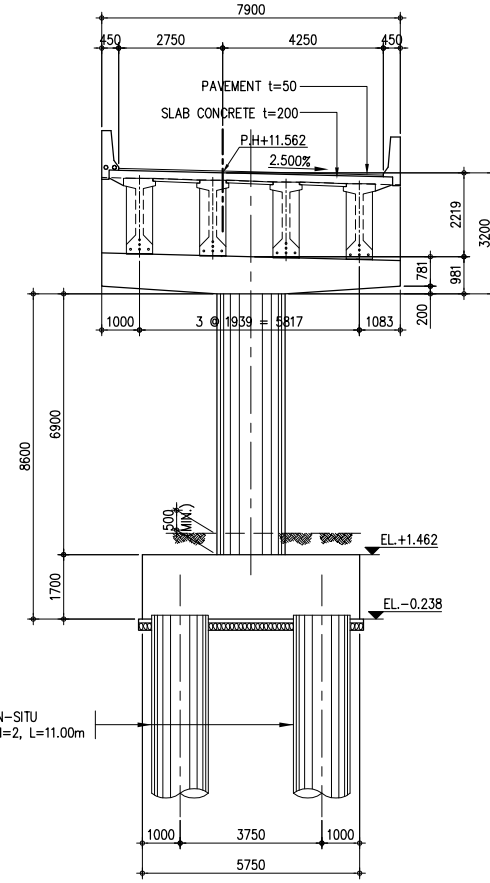


**B** SECTION 1-1  
SCALE 1:100

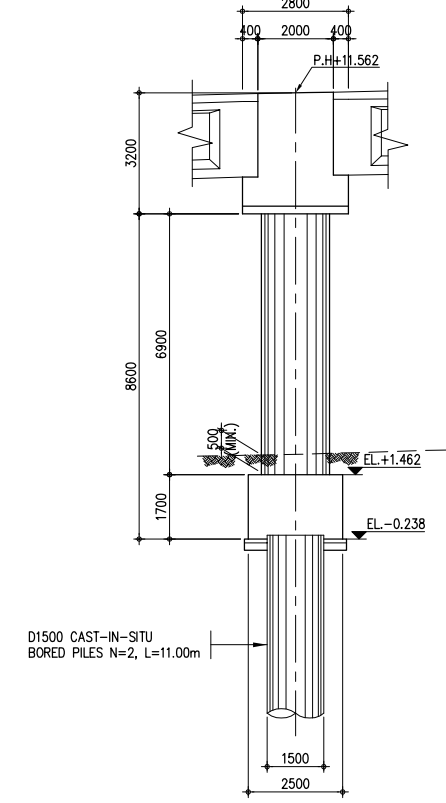


**C** SECTION 2-2  
SCALE 1:100

**1** DIMENSION DETAIL OF PIER P3  
SCALE AS SHOWN



**B** SECTION 1-1  
SCALE 1:100



**C** SECTION 2-2  
SCALE 1:100

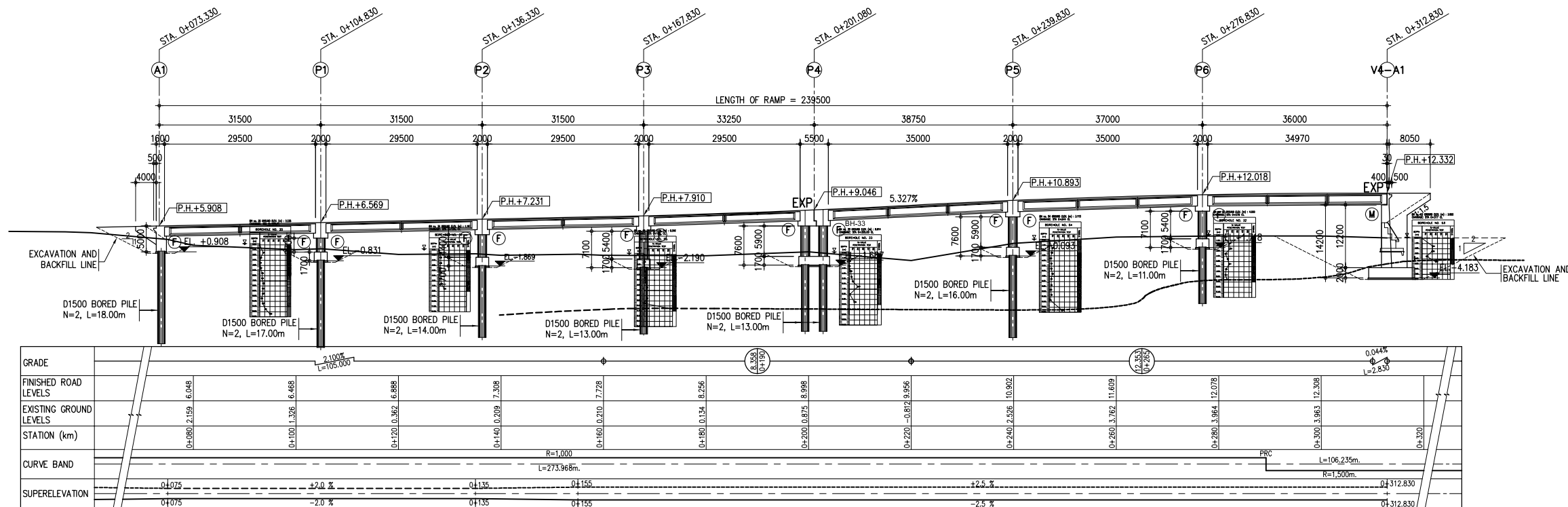
**2** DIMENSION DETAIL OF PIER P4  
SCALE AS SHOWN

No	REVISION	DATE

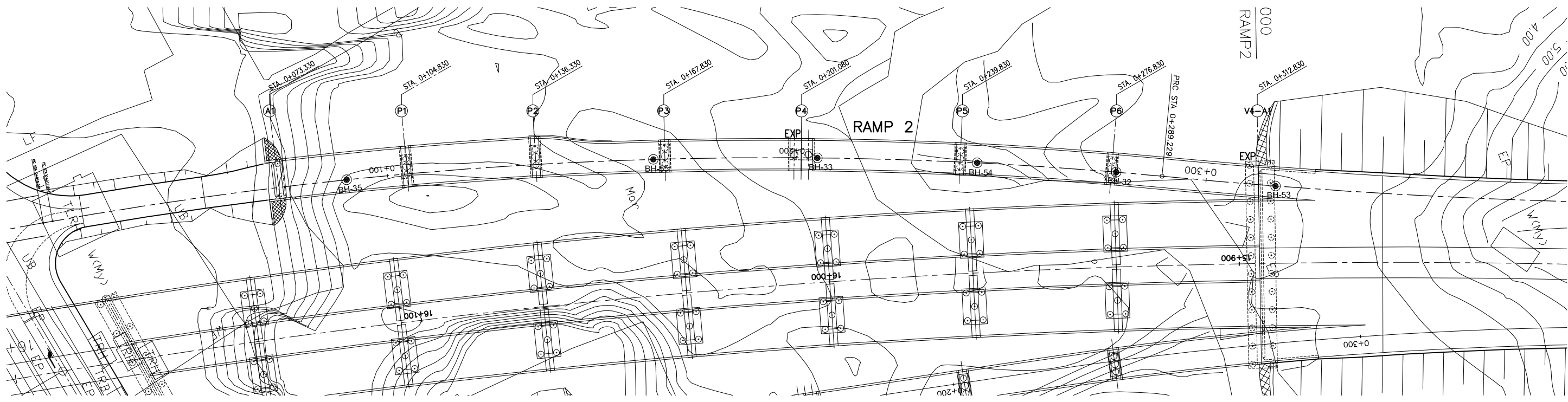
**K16** VIADUCT NO.10(V10)-B214 IC RAMP-2  
BRIDGE

# VIADUCT NO. 10 (V10) - B214 IC RAMP-2 BRIDGE

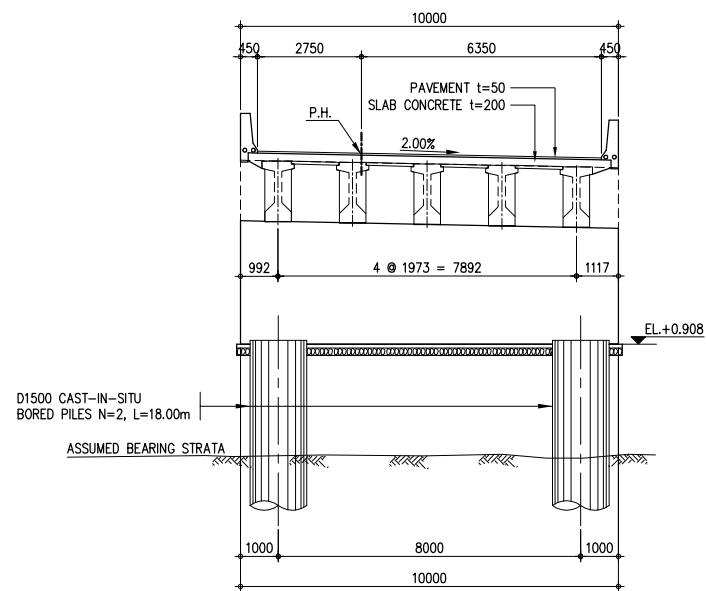
GENERAL VIEW ( STA. 0+073.330 - STA. 0+312.830 )



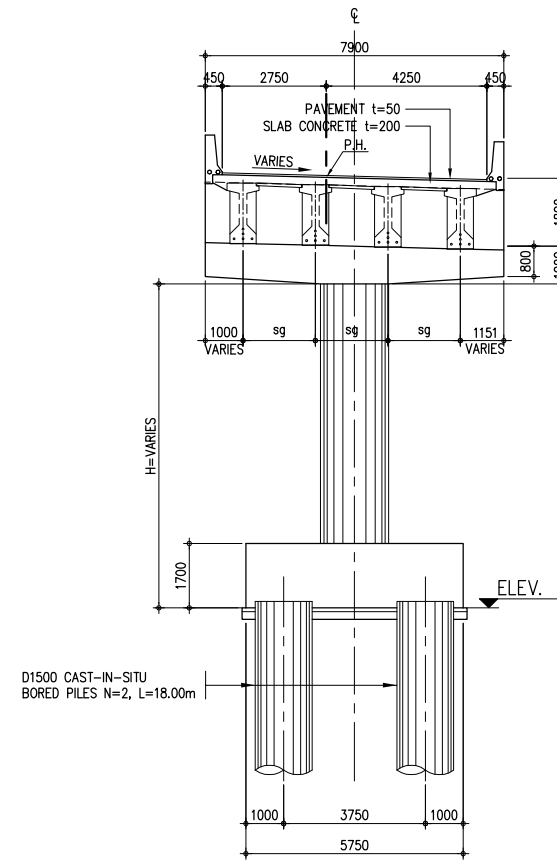
2 PROFILE OF RAMP 2 (STA. 0+073.330-STA. 0+312.830) SCALE 1:500



1 GENERAL PLAN OF RAMP 2 (STA. 0+073.330-STA. 0+312.830) SCALE 1:500

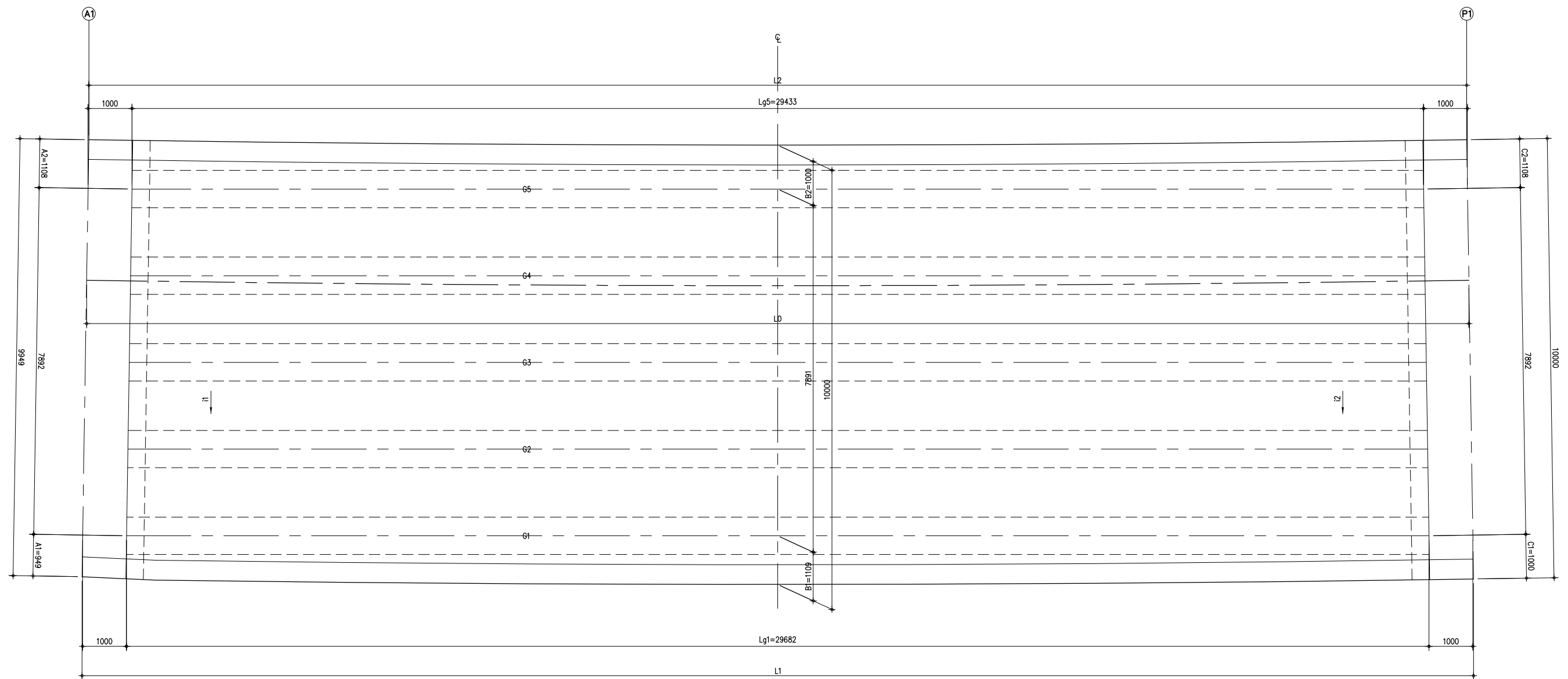


1 CROSS SECTION OF ABUTMENT  
SCALE 1:100

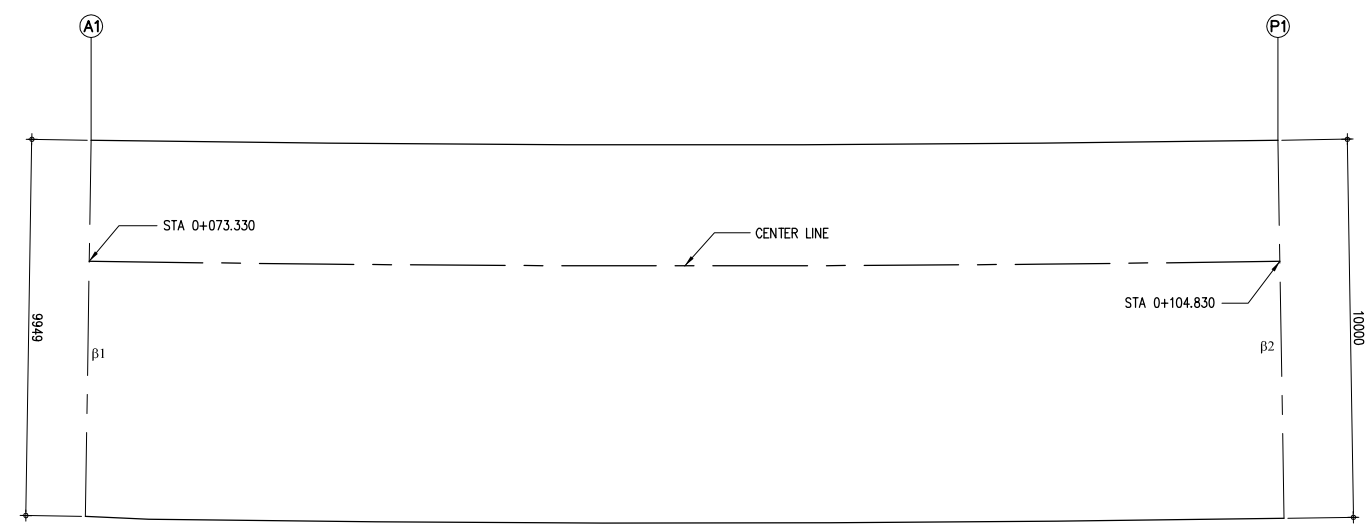


2 TYPICAL CROSS SECTION OF PIER  
SCALE 1:100

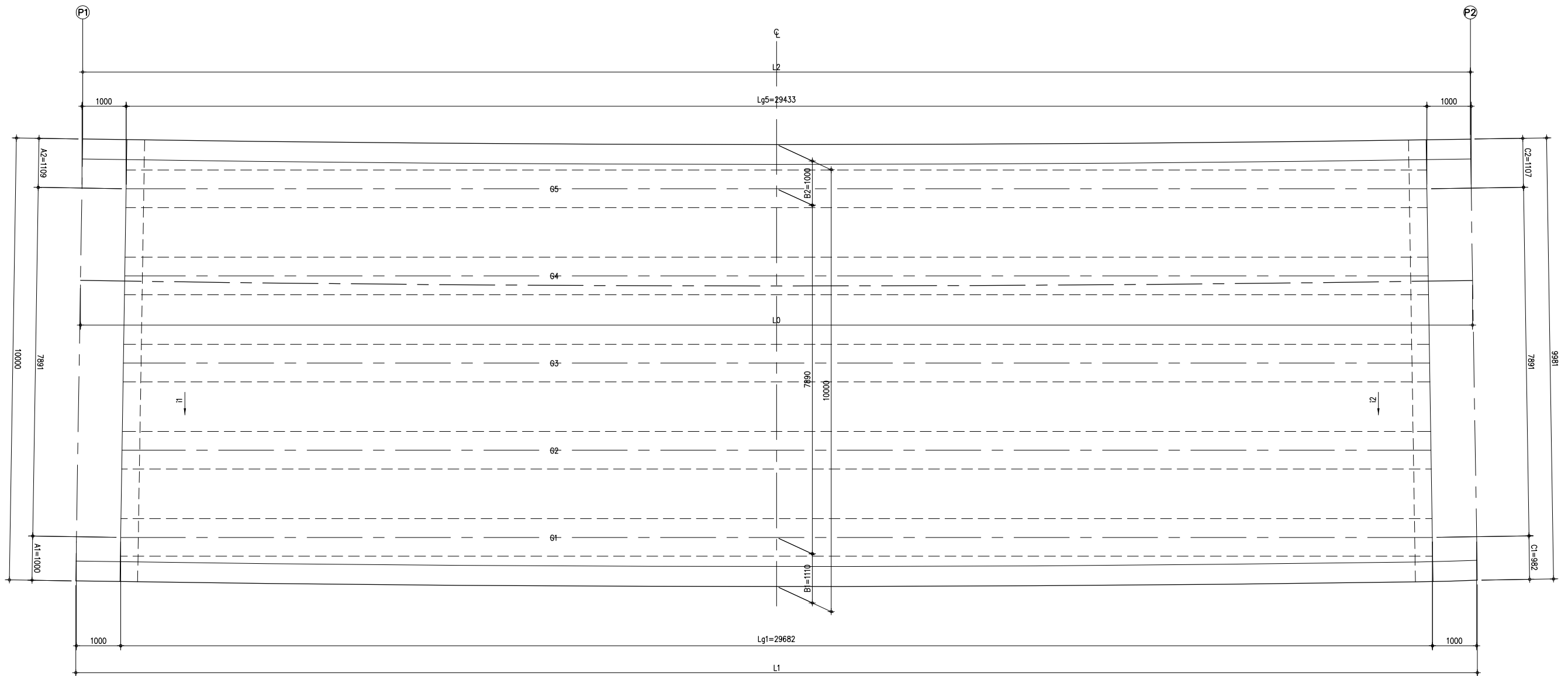
TABLE FOR P.H	
PIER NO.	P.H.
P1	6.569
P2	7.231
P3	7.910
P4	8.913
P5	10.893
P6	12.018
ABUT. A1	5.908
ABUT. V4-A1	12.332



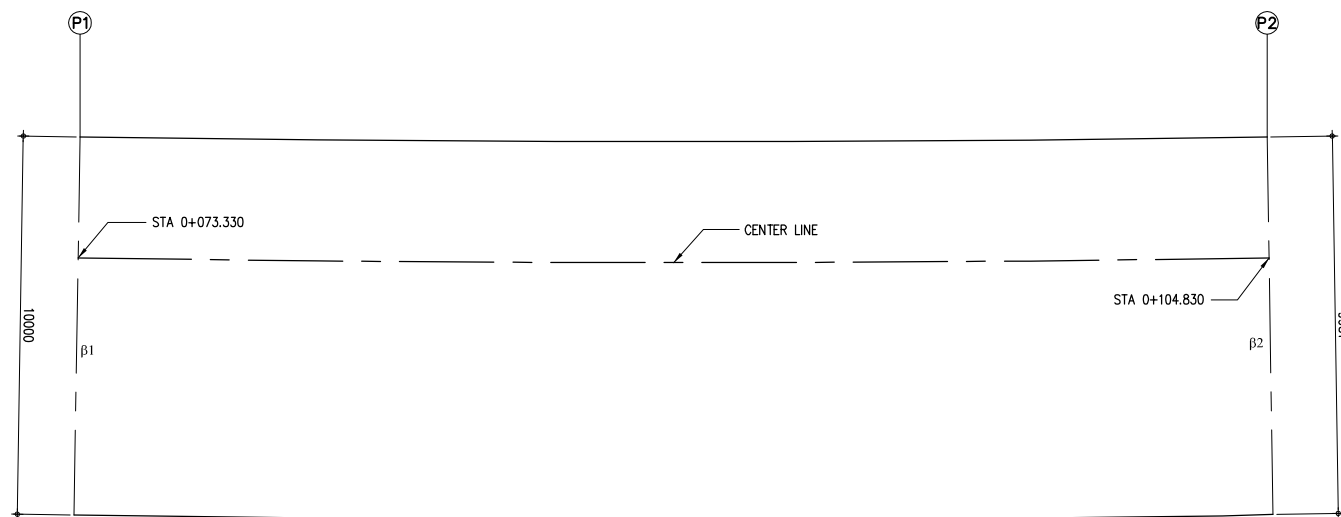
**1 LAYOUT PLAN**  
SCALE 1:50



	SPAN LENGTH	
	A1~P1	
L <sub>0</sub> (m)	31.500	
L <sub>1</sub> (m)	31.715	
L <sub>2</sub> (m)	31.399	
β <sub>1</sub> (°)	0°0'0"	
β <sub>2</sub> (°)	0°0'0"	
i <sub>1</sub> (%)	2.000	
i <sub>2</sub> (%)	2.000	
A <sub>1</sub> /A <sub>2</sub> (mm)	949/1108	
B <sub>1</sub> /B <sub>2</sub> (mm)	1109/1000	
C <sub>1</sub> /C <sub>2</sub> (mm)	1000/1108	
L <sub>g1</sub> (m)	29.682	
L <sub>g2</sub> (m)	29.619	
L <sub>g3</sub> (m)	29.557	
L <sub>g4</sub> (m)	29.495	
L <sub>g5</sub> (m)	29.433	
SPAN LENGTH (m)	L=31.500	
REMARKS		

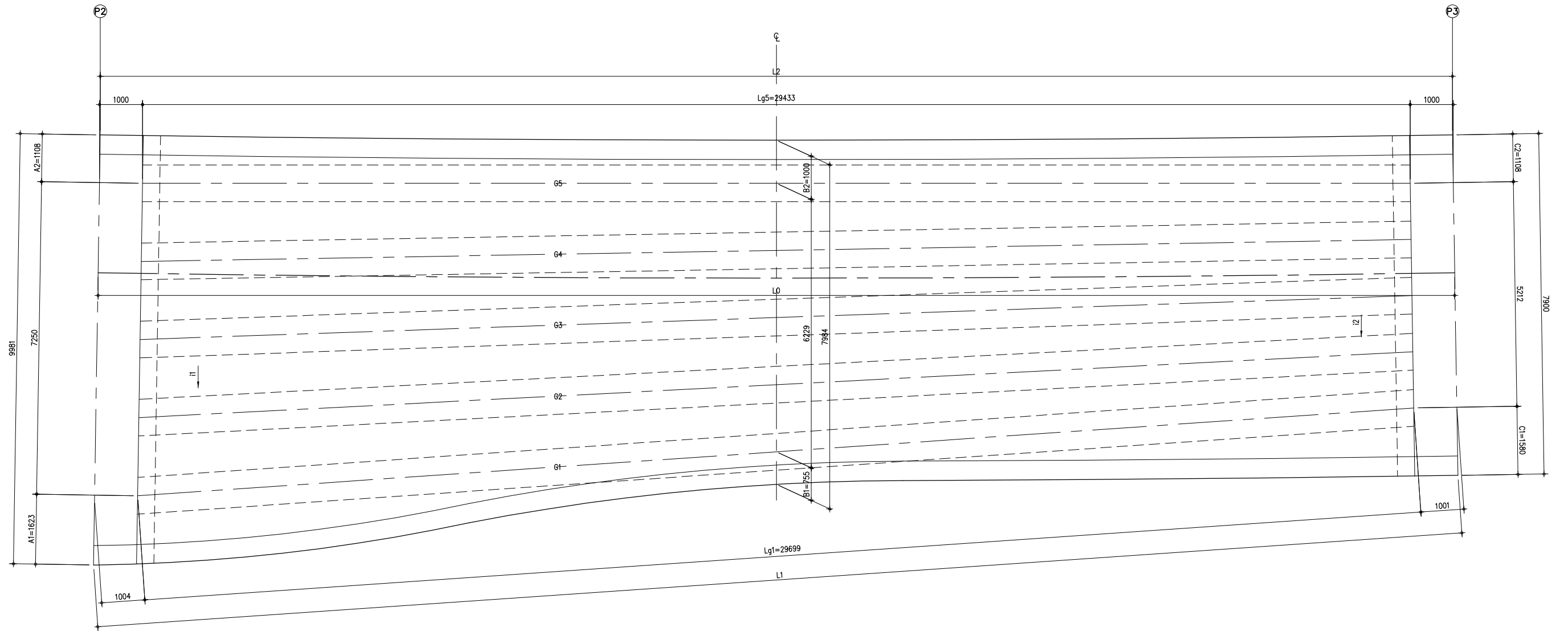


1 LAYOUT PLAN  
SCALE 1:50

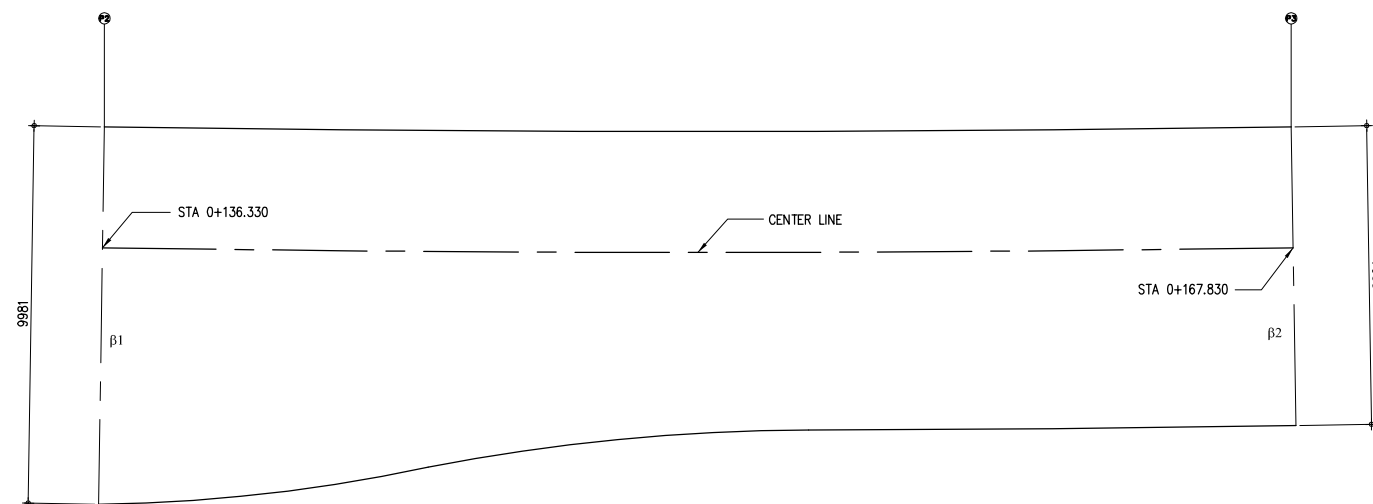


	SPAN LENGTH	
	P1~P2	
Lo (m)	31.500	
L1 (m)	31.714	
L2 (m)	31.399	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	0°0'0"	
$i1$ (%)	2.000	
$i2$ (%)	2.000	
A1/A2 (mm)	1000/1109	
B1/B2 (mm)	1110/1000	
C1/C2 (mm)	982/1107	
Lg1 (m)	29.682	
Lg2 (m)	29.619	
Lg3 (m)	29.557	
Lg4 (m)	29.495	
Lg5 (m)	29.433	
SPAN LENGTH (m)	L=31.500	
REMARKS		

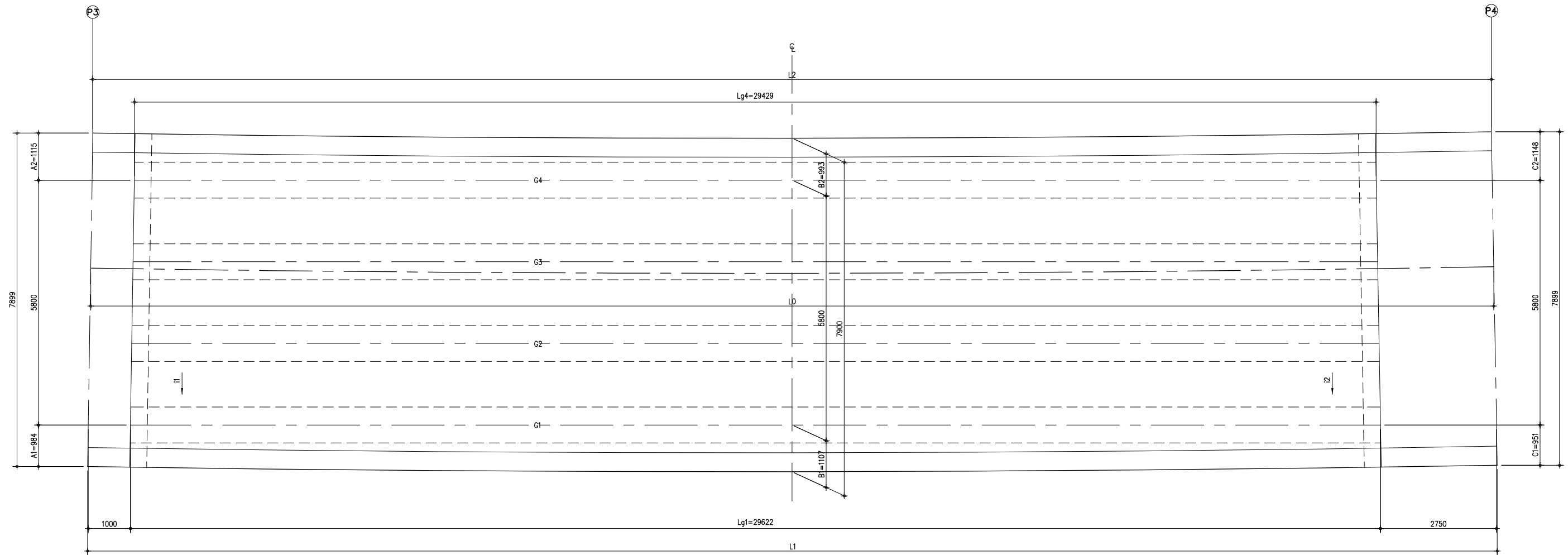




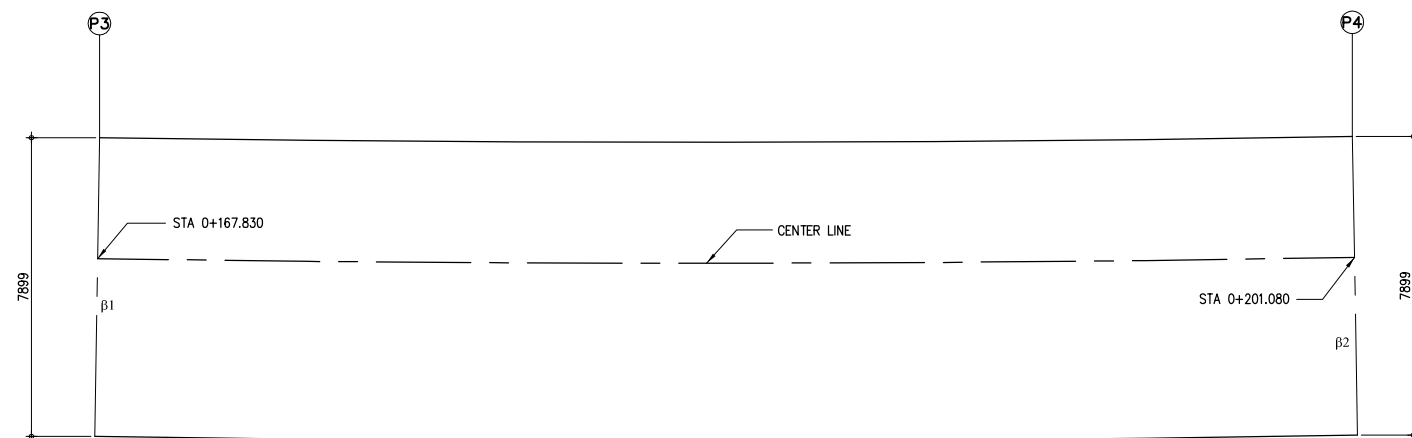
1 LAYOUT PLAN  
SCALE 1:50



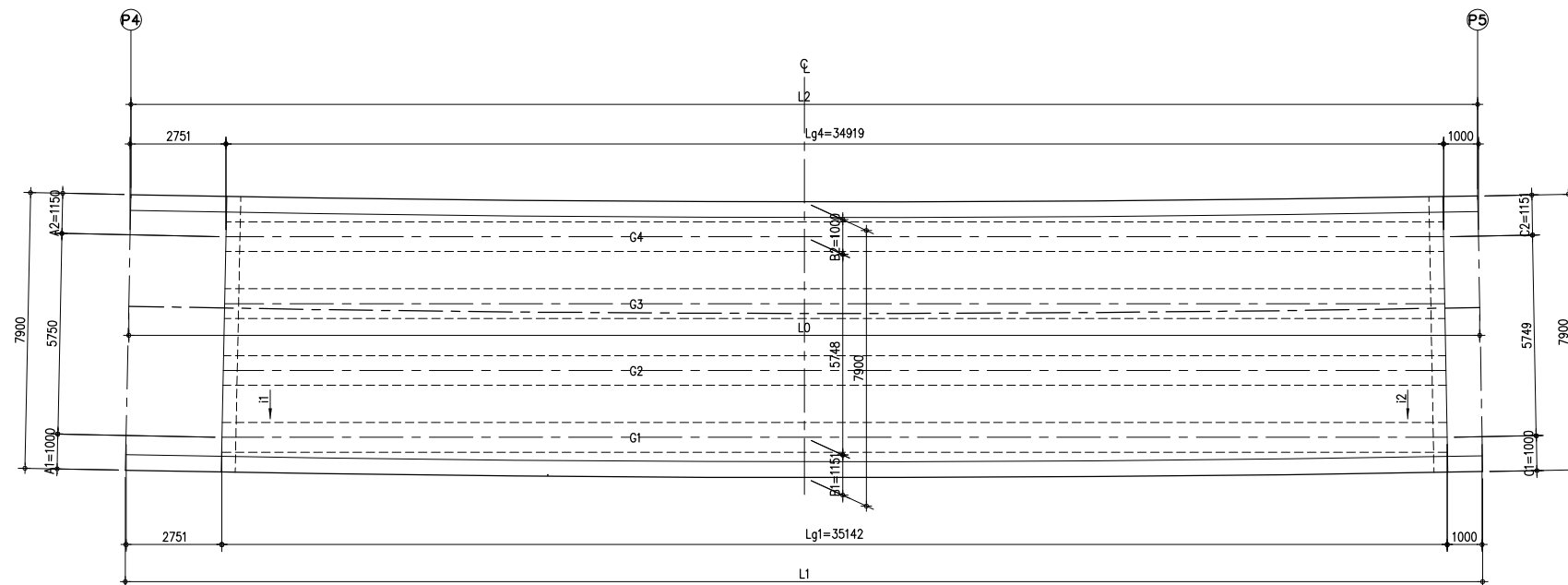
	SPAN LENGTH	
	P2~P3	
Lo (m)	31.500	
L1 (m)	31.812	
L2 (m)	31.399	
β1 (°)	0°0'0"	
β2 (°)	0°0'0"	
i1 (%)	2.000	
i2 (%)	2.000	
A1/A2 (mm)	1623/1108	
B1/B2 (mm)	755/1000	
C1/C2 (mm)	1580/1108	
Lg1 (m)	29.699	
Lg2 (m)	29.620	
Lg3 (m)	29.549	
Lg4 (m)	29.487	
Lg5 (m)	29.433	
SPAN LENGTH (m)	L=31.500	
REMARKS		



1 LAYOUT PLAN  
SCALE 1:50

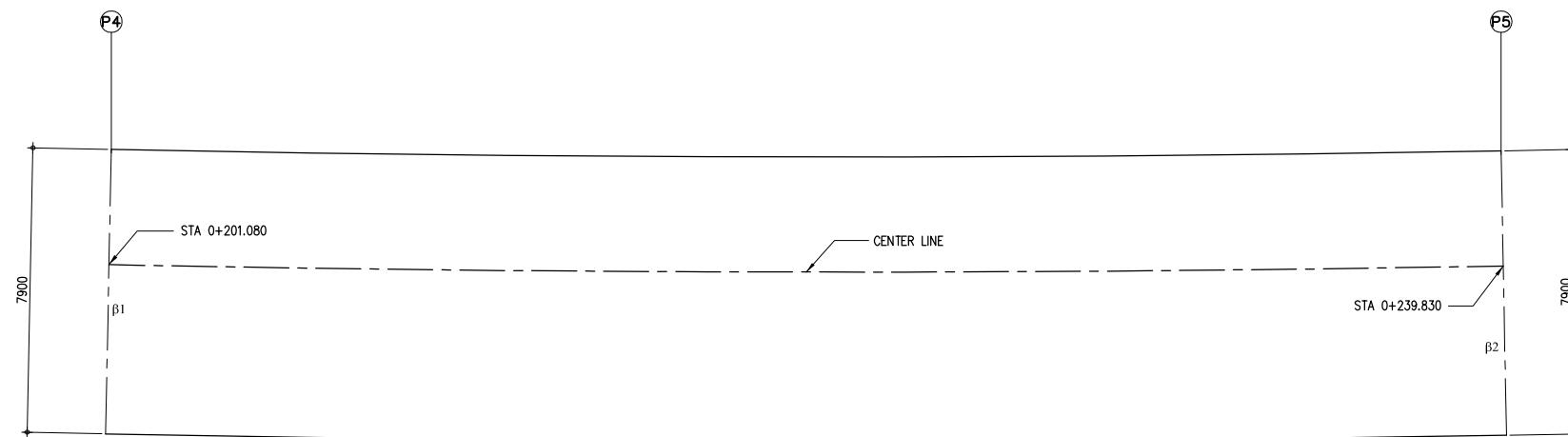


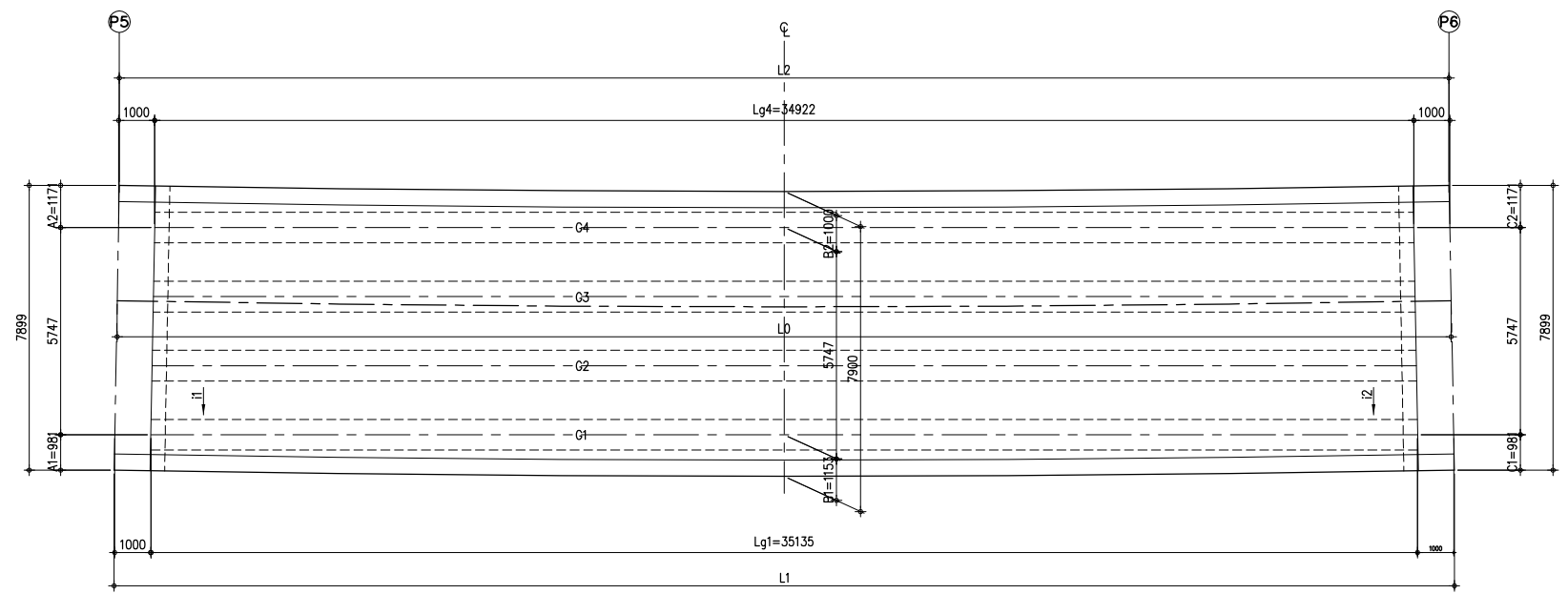
	SPAN LENGTH	
	P3~P4	
Lo (m)	33.250	
L1 (m)	33.406	
L2 (m)	33.144	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	0°0'0"	
i1 (%)	2.000	
i2 (%)	2.000	
A1/A2 (mm)	984/1115	
B1/B2 (mm)	1107/993	
C1/C2 (mm)	951/1146	
Lg1 (m)	29.622	
Lg2 (m)	29.558	
Lg3 (m)	29.493	
Lg4 (m)	29.429	
SPAN LENGTH (m)	L=33.250	
REMARKS		



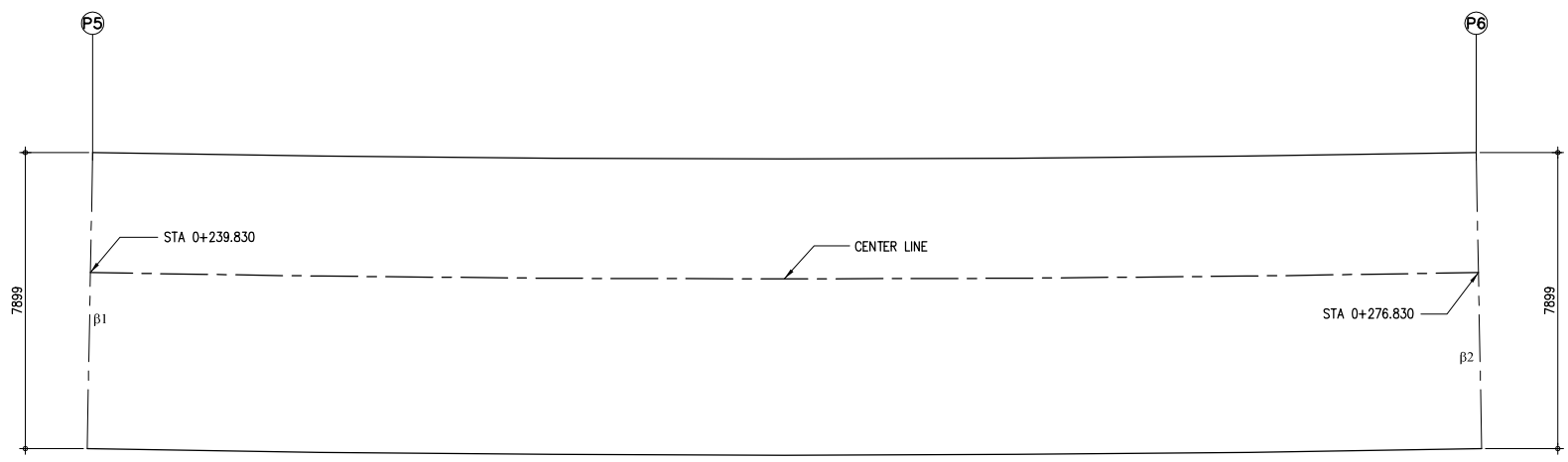
1 LAYOUT PLAN  
SCALE 1:100

	SPAN LENGTH	
	P4~P5	
Lo (m)	38.750	
L1 (m)	38.932	
L2 (m)	38.626	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	0°0'0"	
i1 (%)	2.000	
i2 (%)	2.000	
A1/A2 (mm)	1000/1150	
B1/B2 (mm)	1151/1000	
C1/C2 (mm)	1000/1151	
Lg1 (m)	35.142	
Lg2 (m)	35.067	
Lg3 (m)	34.993	
Lg4 (m)	34.919	
SPAN LENGTH (m)	L=38.750	
REMARKS	▨	

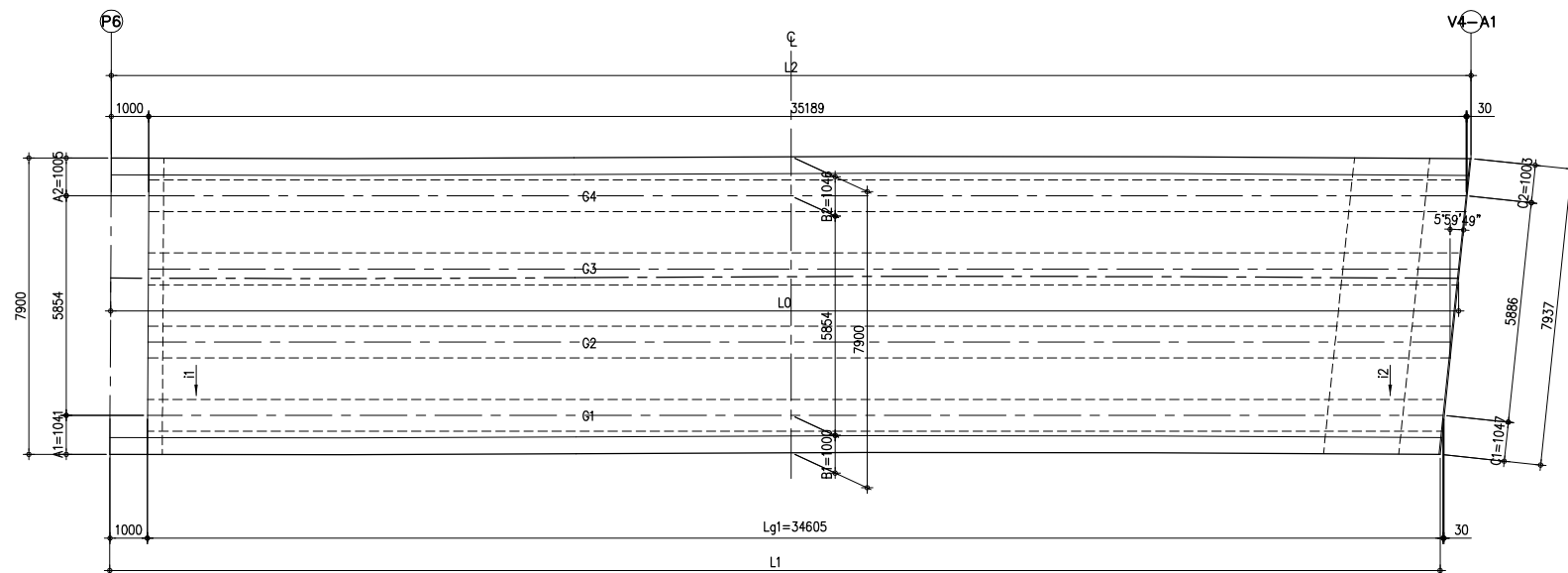




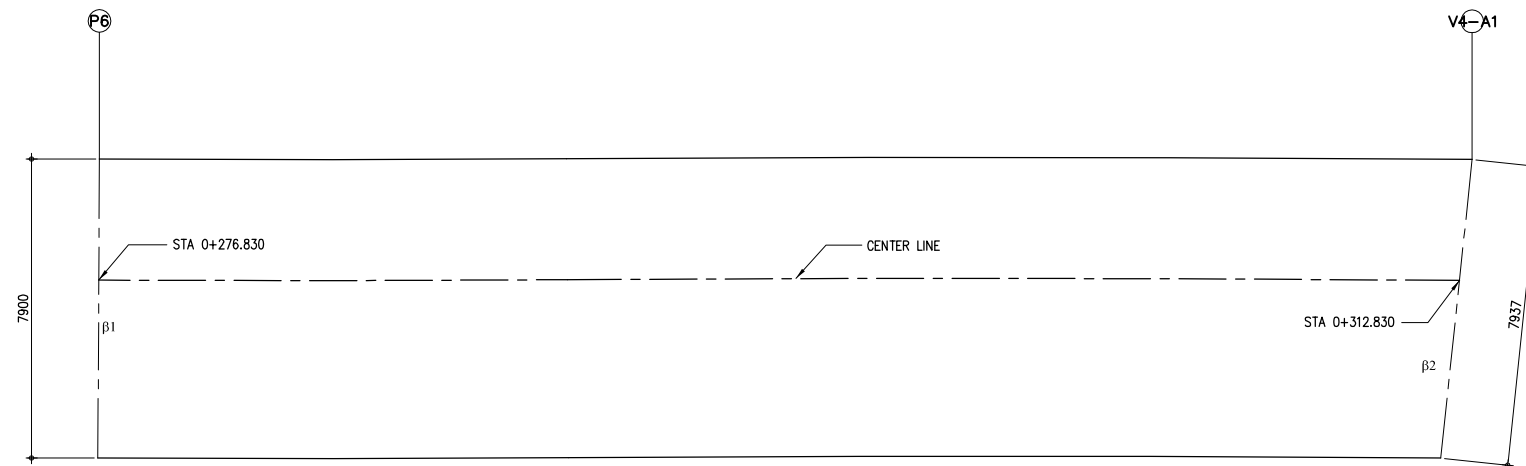
1 LAYOUT PLAN  
SCALE 1:100



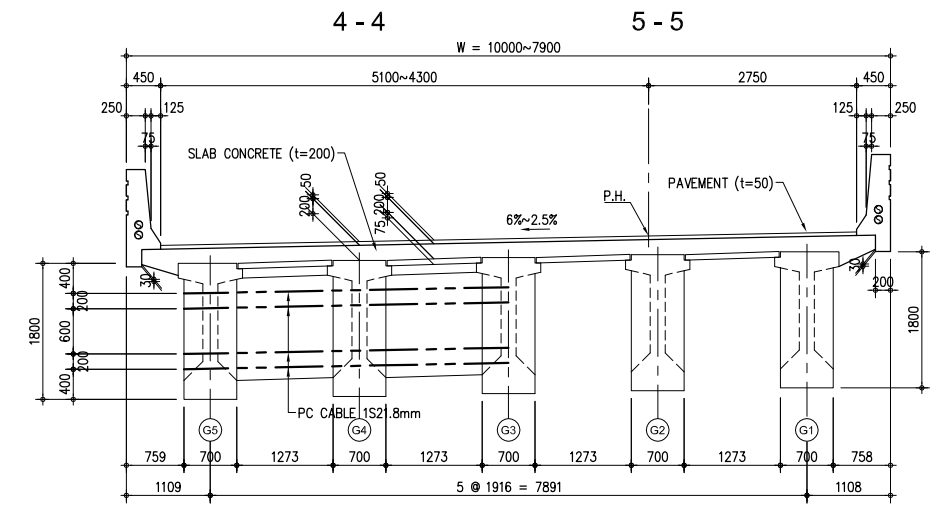
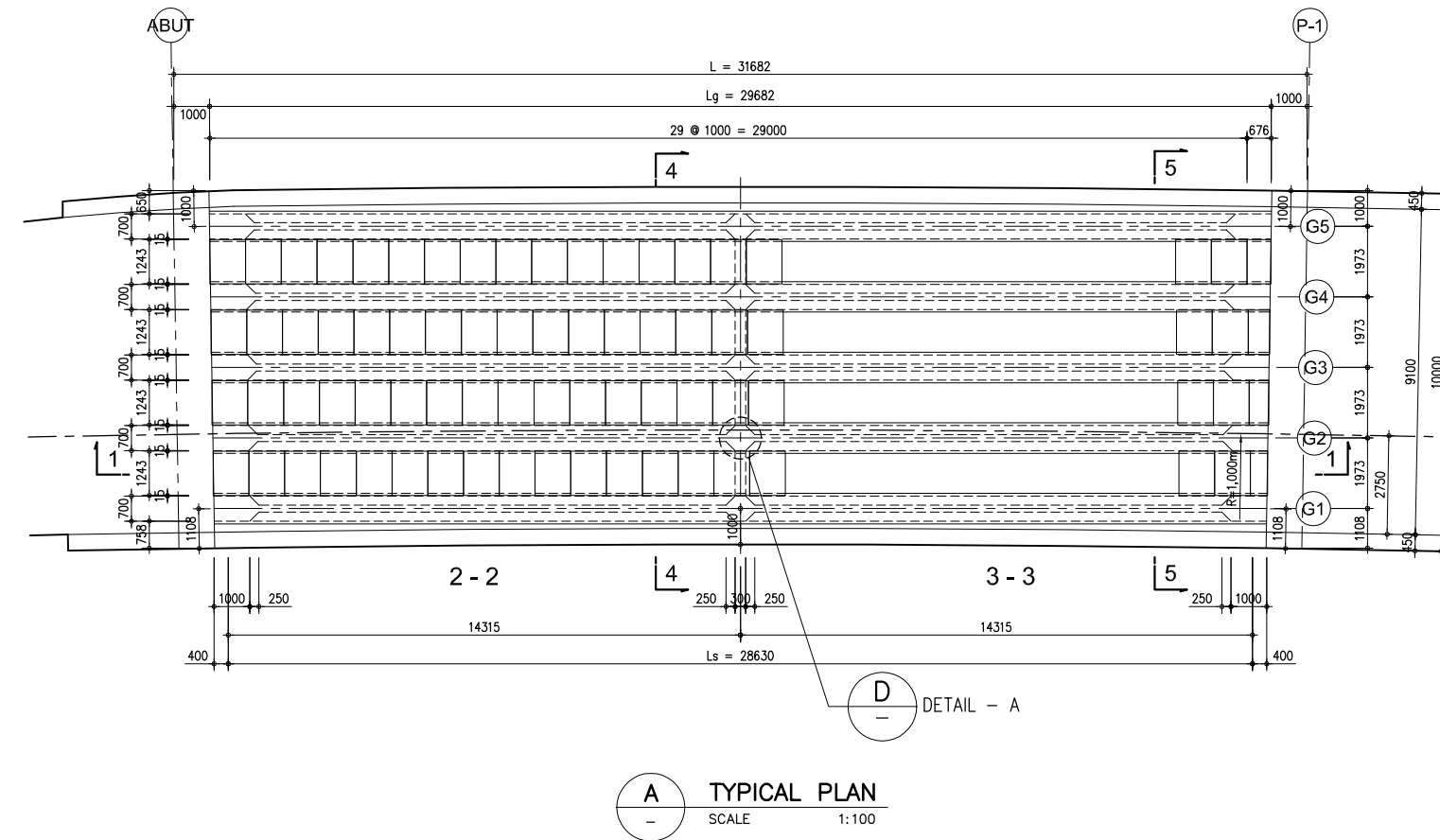
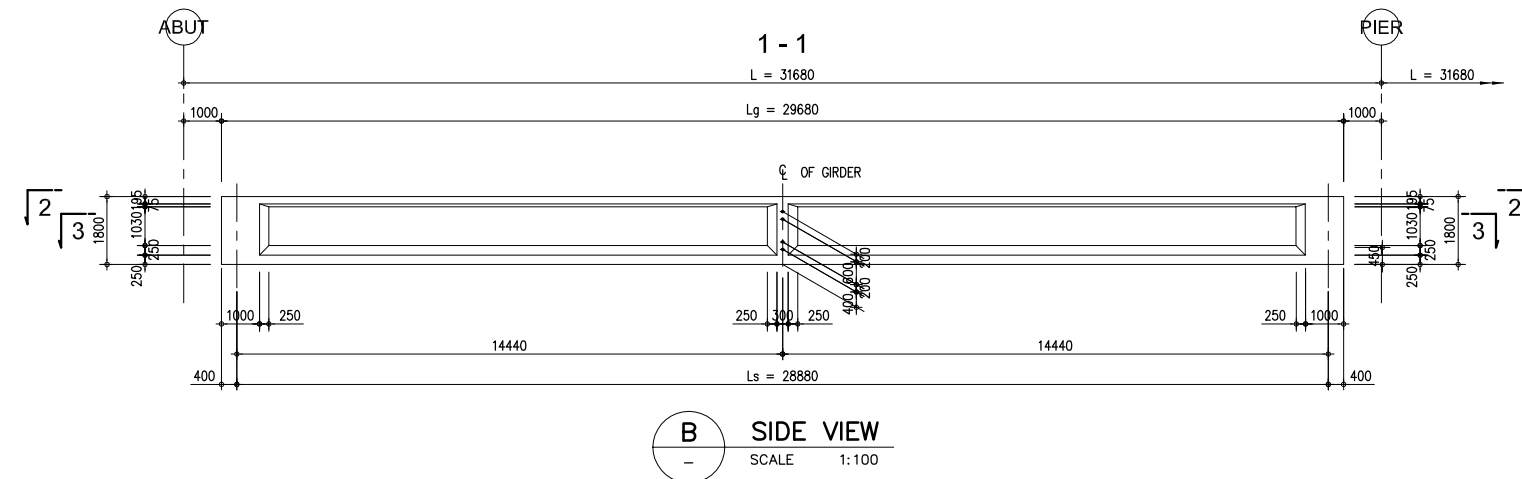
	SPAN LENGTH	
	P5~P6	
Lo (m)	37.000	
L1 (m)	37.174	
L2 (m)	36.882	
$\beta 1$ (°)	0°0'0"	
$\beta 2$ (°)	0°0'0"	
i1 (%)	2.000	
i2 (%)	2.000	
A1/A2 (mm)	981/1171	
B1/B2 (mm)	1153/1000	
C1/C2 (mm)	981/1171	
Lg1 (m)	35.135	
Lg2 (m)	35.064	
Lg3 (m)	34.993	
Lg4 (m)	34.922	
SPAN LENGTH (m)	L=37.000	
REMARKS		



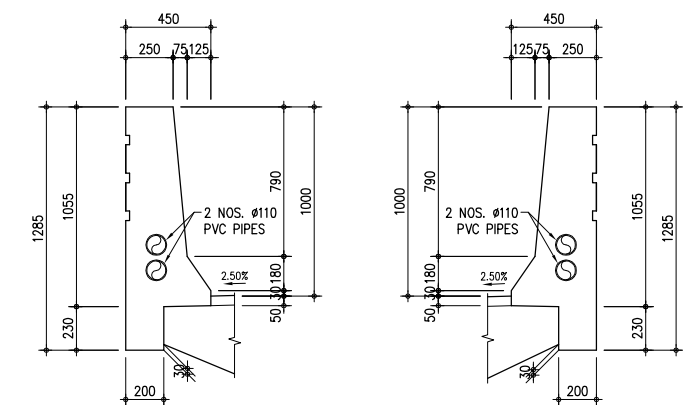
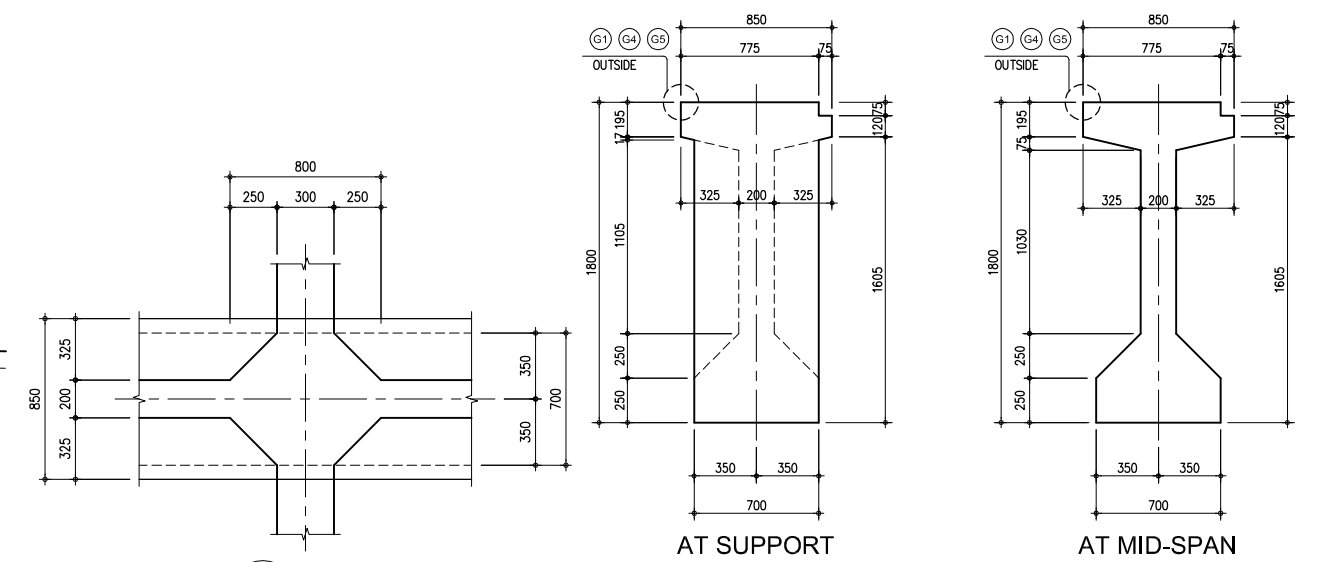
**1 LAYOUT PLAN**  
SCALE 1:100



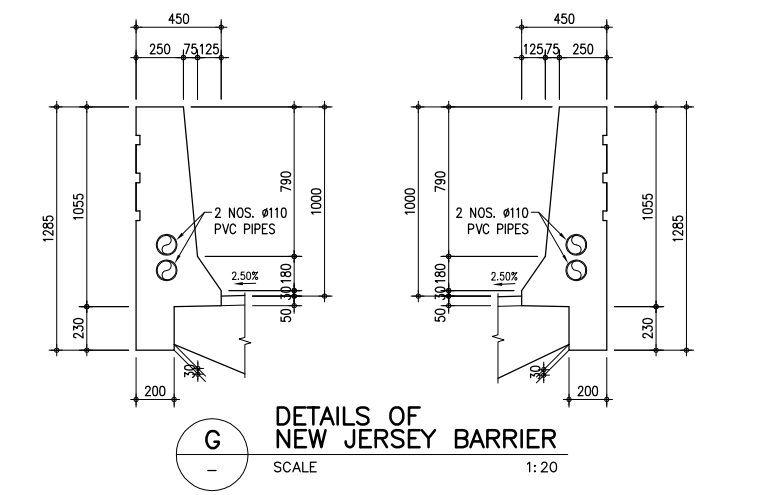
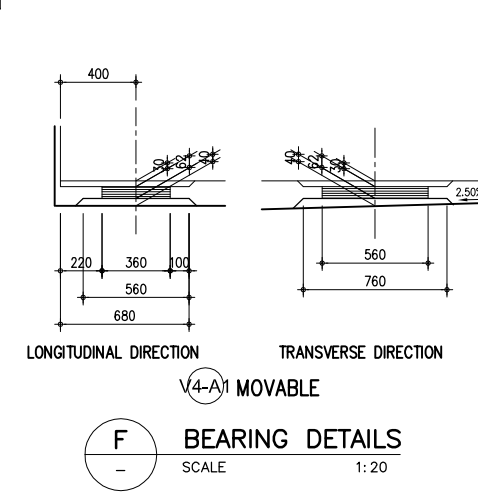
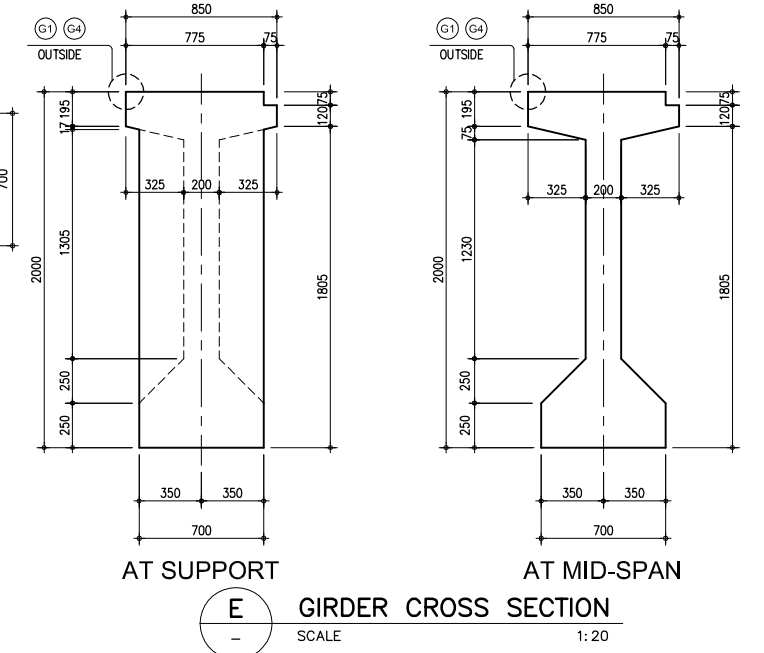
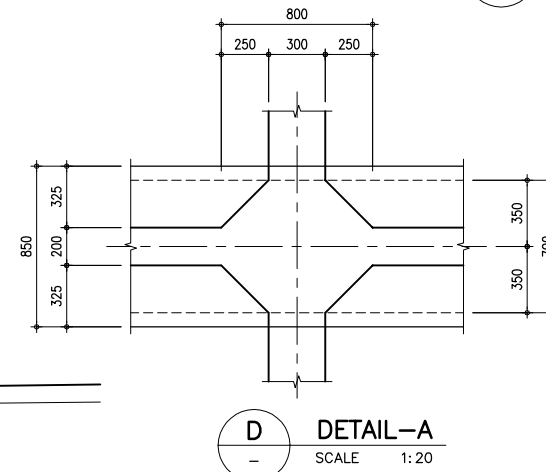
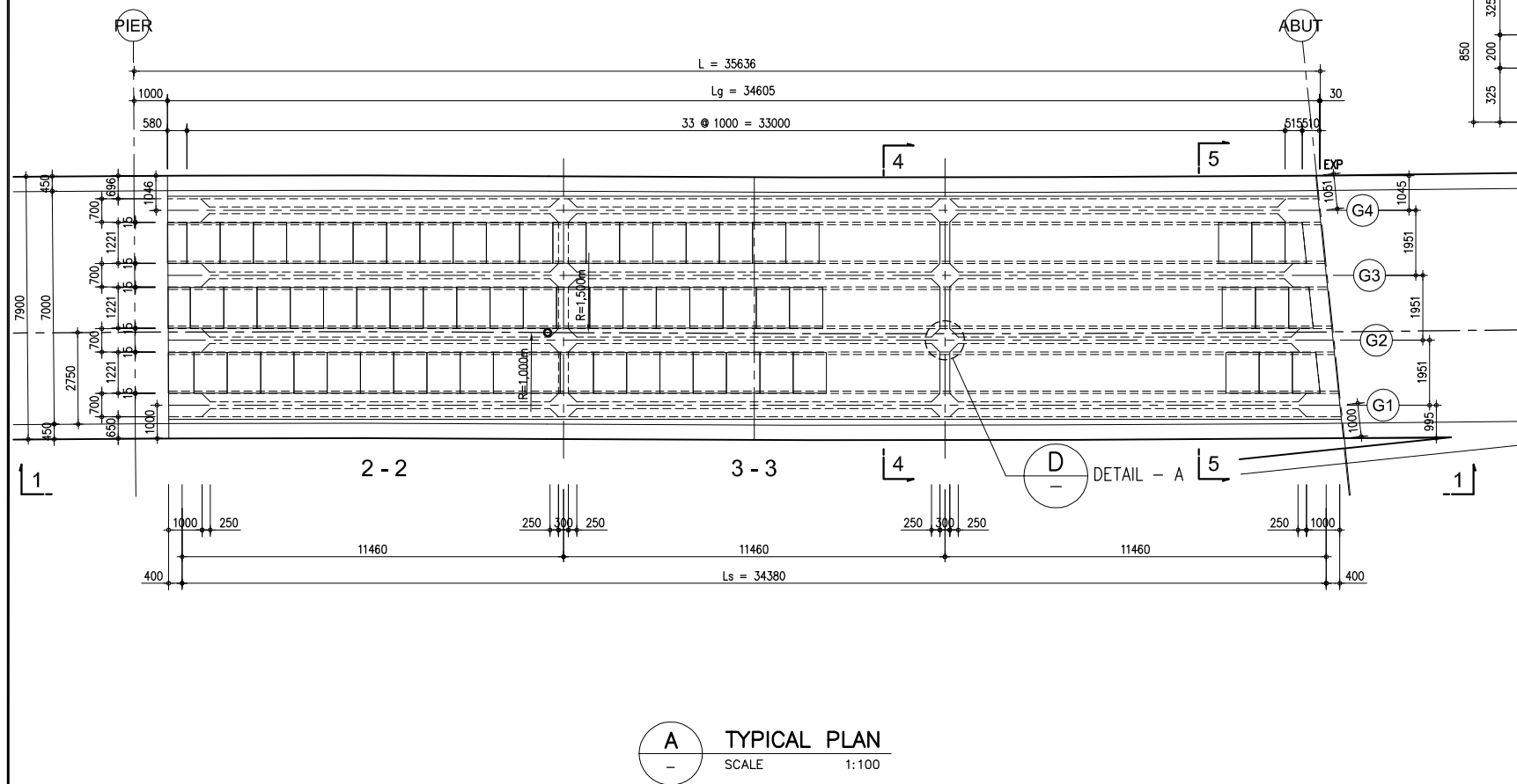
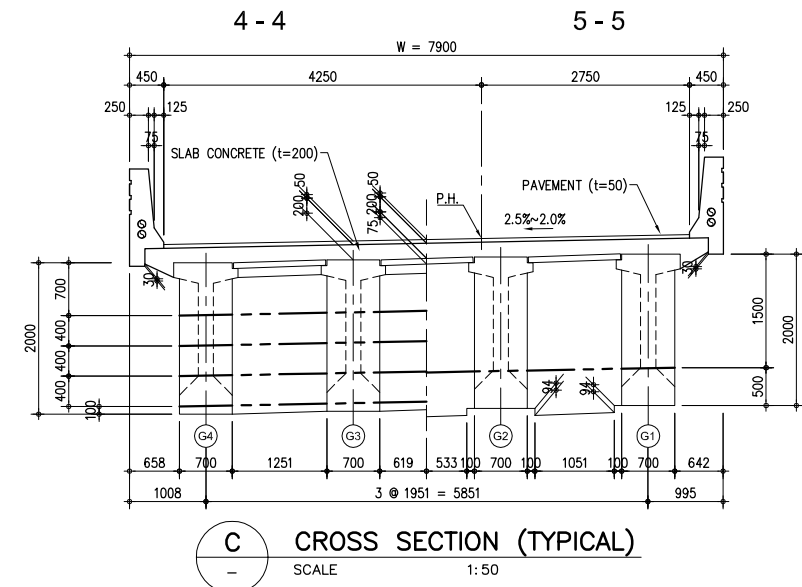
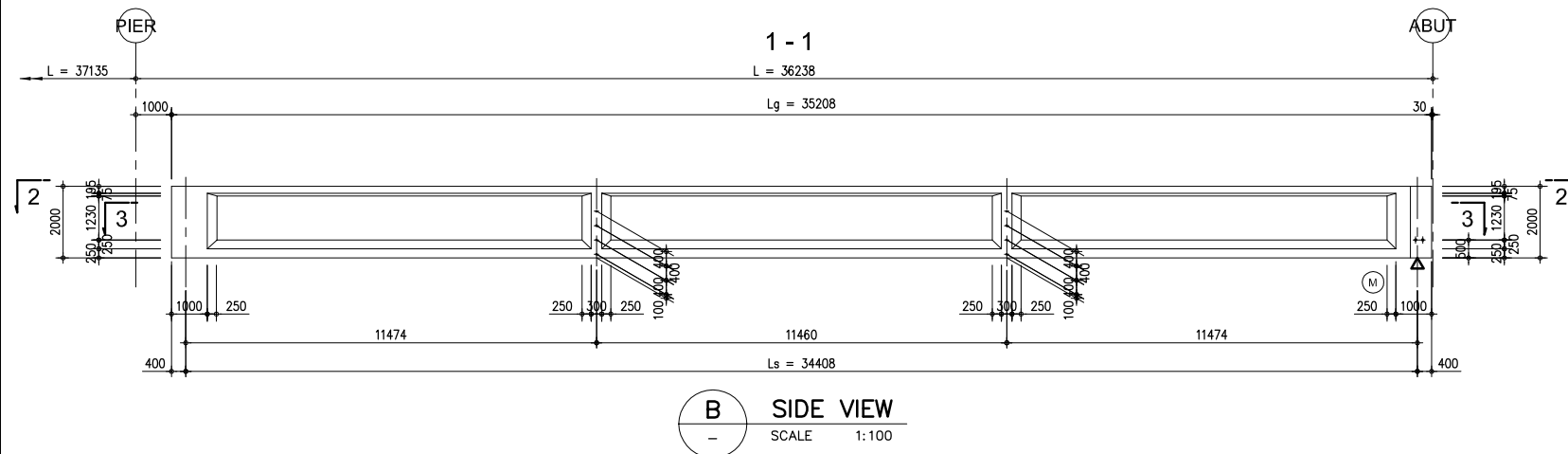
	SPAN LENGTH	
	P6~V4-A1	
$L_0$ (m)	36.000	
$L_1$ (m)	35.532	
$L_2$ (m)	36.319	
$\beta_1$ (°)	0°0'0"	
$\beta_2$ (°)	5°59'49"	
$i_1$ (%)	2.000	
$i_2$ (%)	2.000	
A1/A2 (mm)	1041/1005	
B1/B2 (mm)	1000/1046	
C1/C2 (mm)	1047/1003	
$Lg_1$ (m)	34.605	
$Lg_2$ (m)	34.800	
$Lg_3$ (m)	34.995	
$Lg_4$ (m)	35.189	
SPAN LENGTH (m)	L=36.000	
REMARKS		

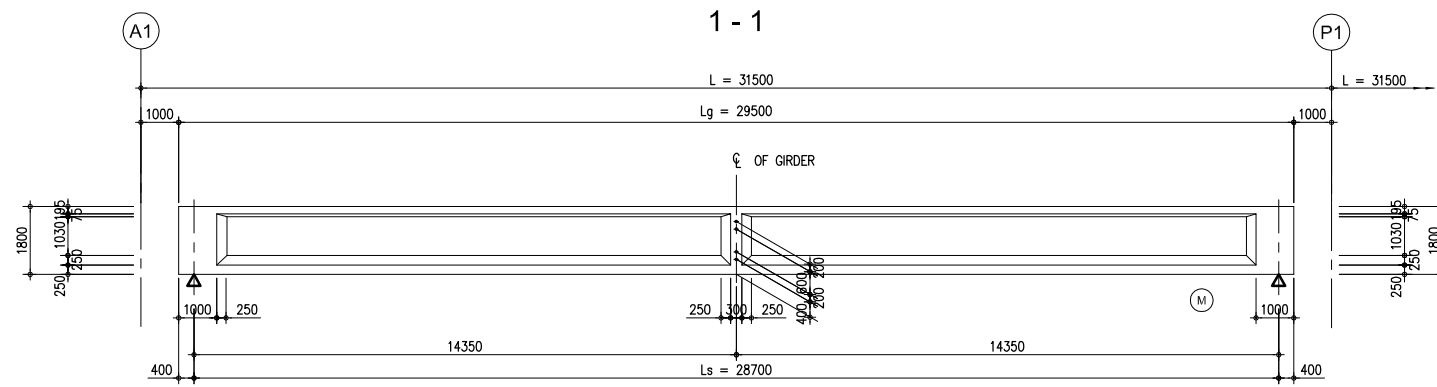


**C CROSS SECTION (TYPICAL)**  
 SCALE 1:50

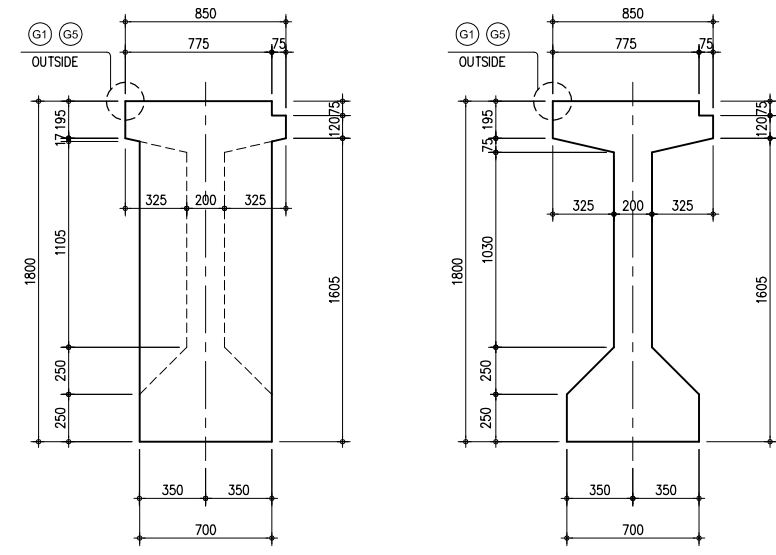


**F DETAILS OF NEW JERSEY BARRIER**  
 SCALE 1:20

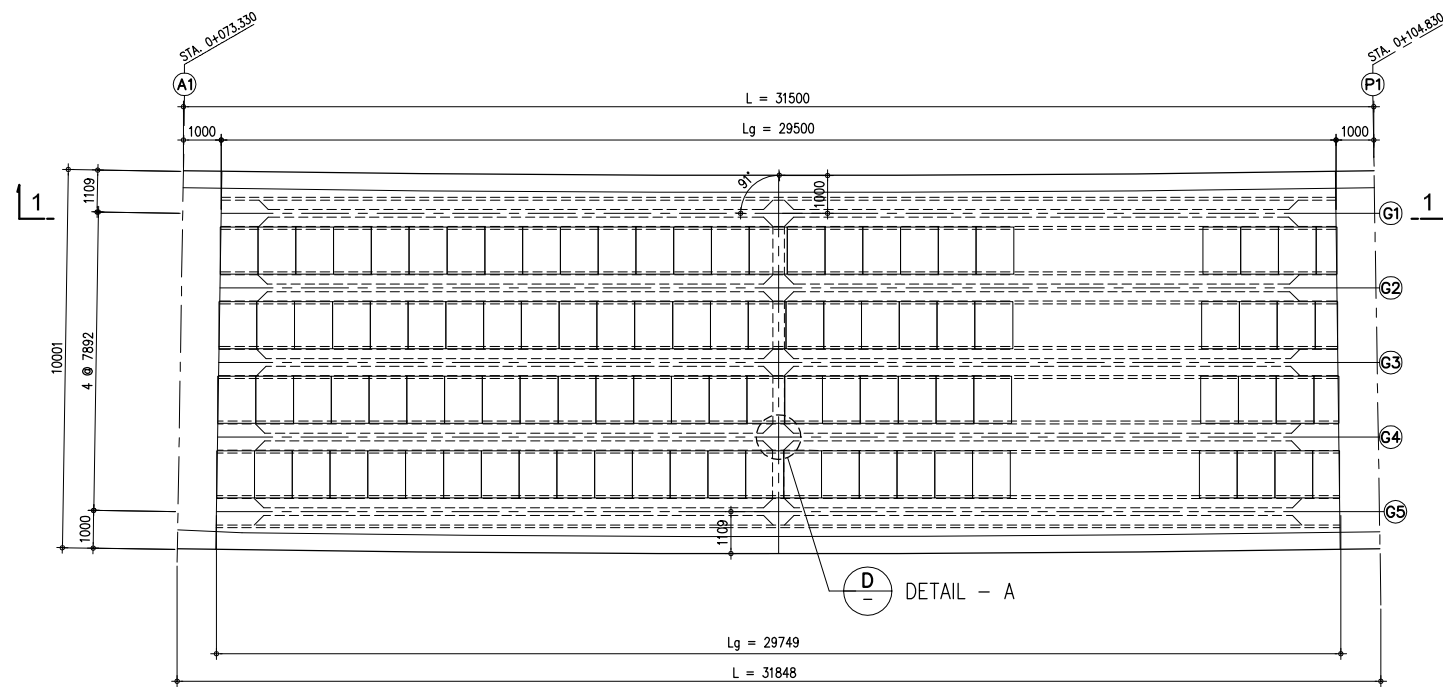




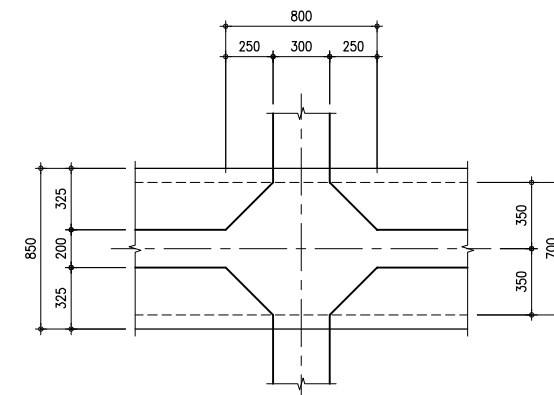
**B** SIDE VIEW  
SCALE 1:100



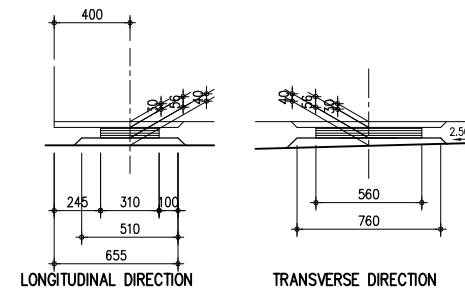
**D** GIRDER CROSS SECTION  
SCALE 1:20



**A** PLAN  
SCALE 1:100



**C** DETAIL-A  
SCALE 1:20

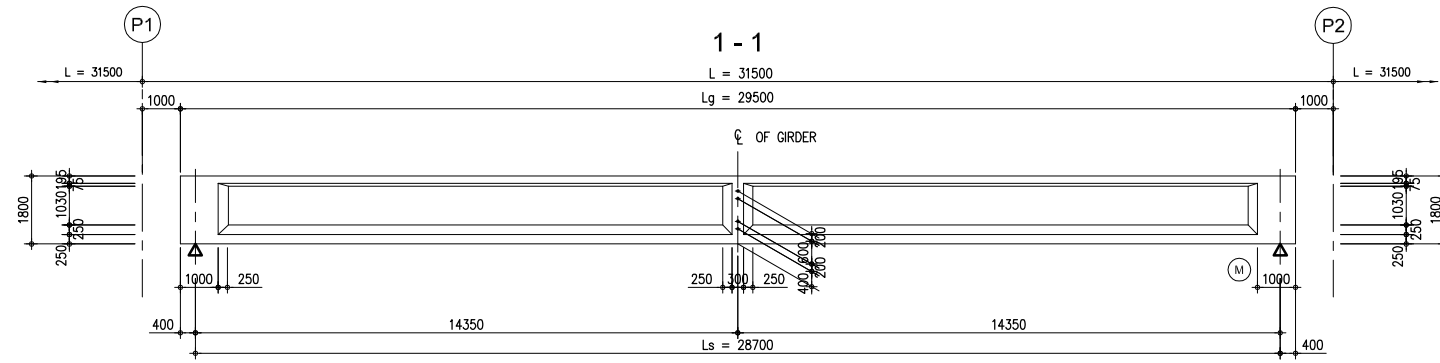


**E** BEARING DETAILS  
SCALE 1:20

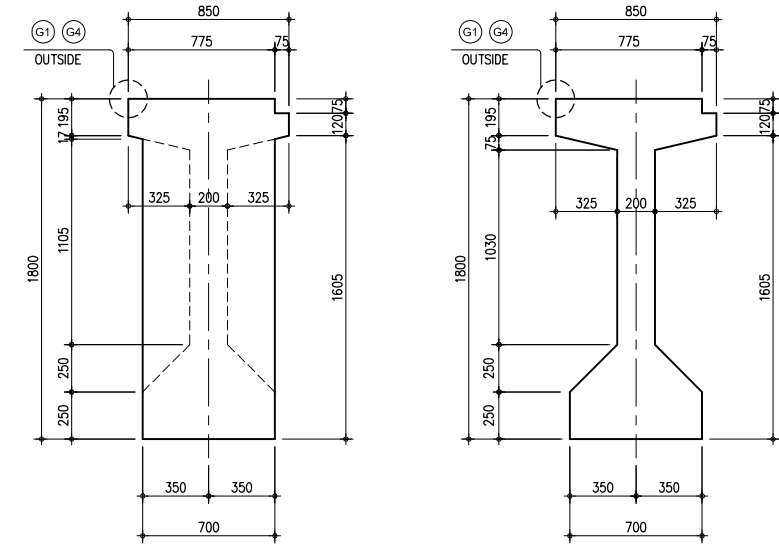
No	REVISION	DATE

DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K16-10

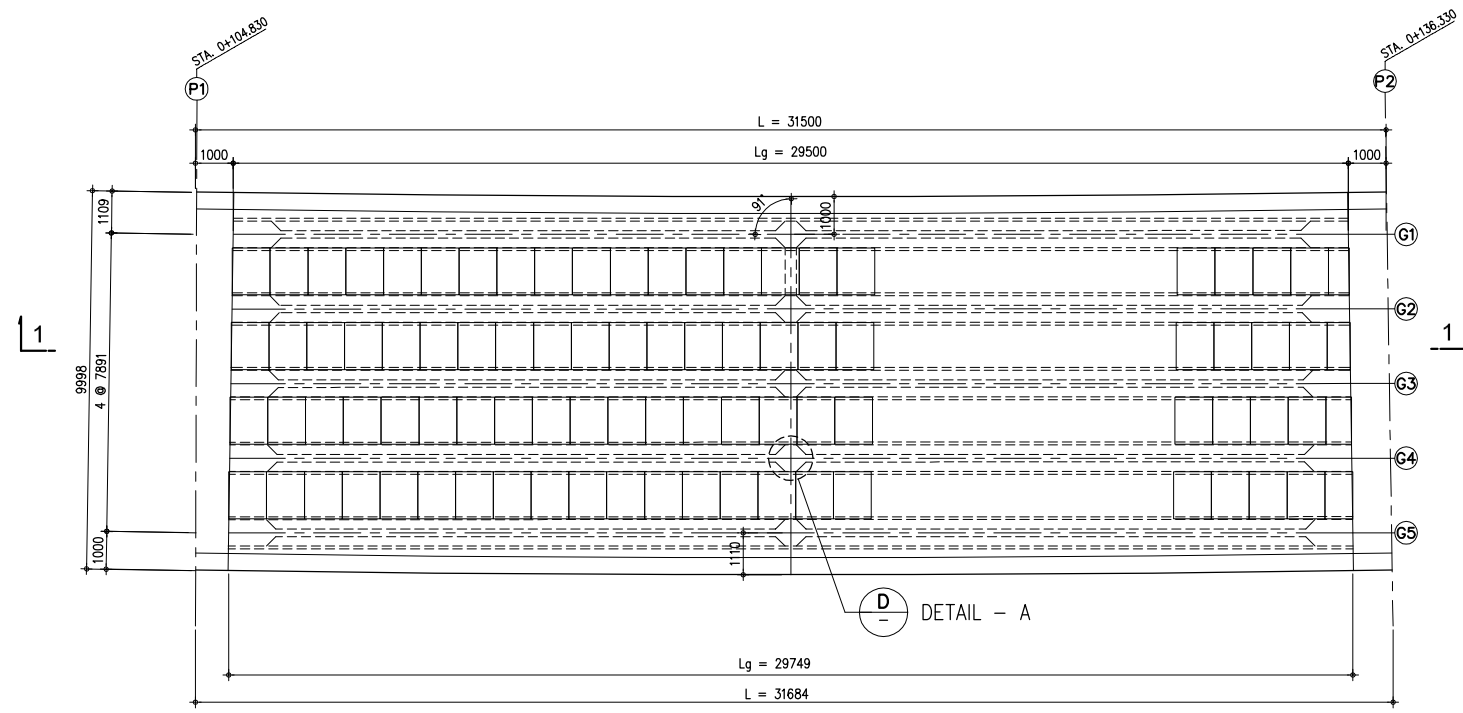




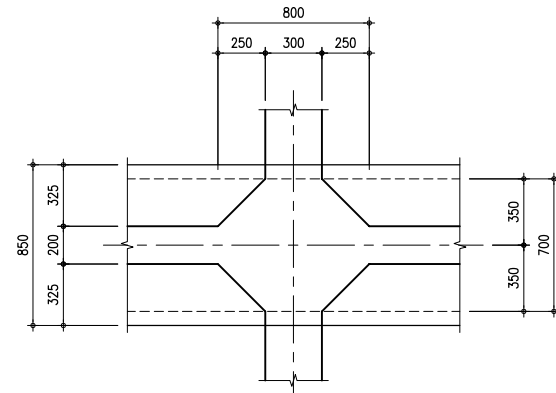
**B** SIDE VIEW  
SCALE 1:100



**D** GIRDER CROSS SECTION  
SCALE 1:20

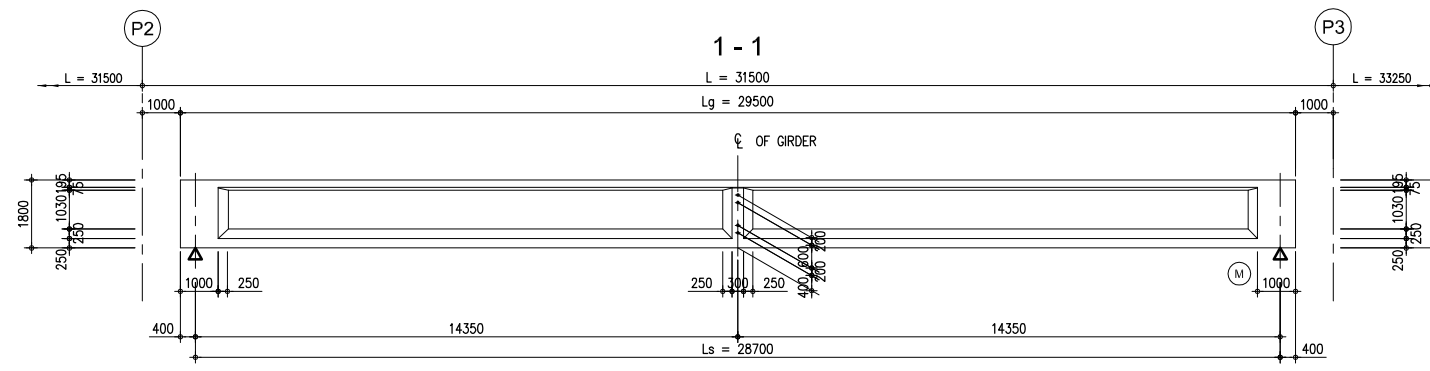


**A** PLAN  
SCALE 1:100

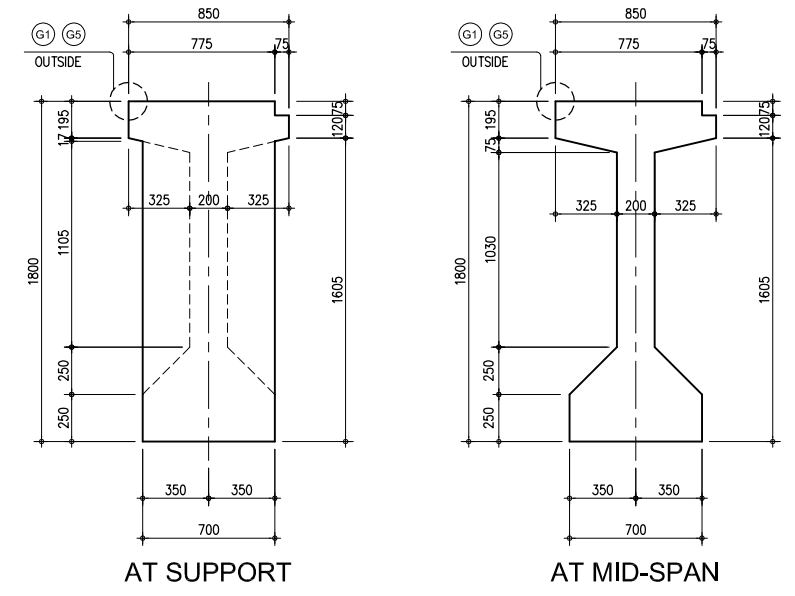


**C** DETAIL-A  
SCALE 1:20

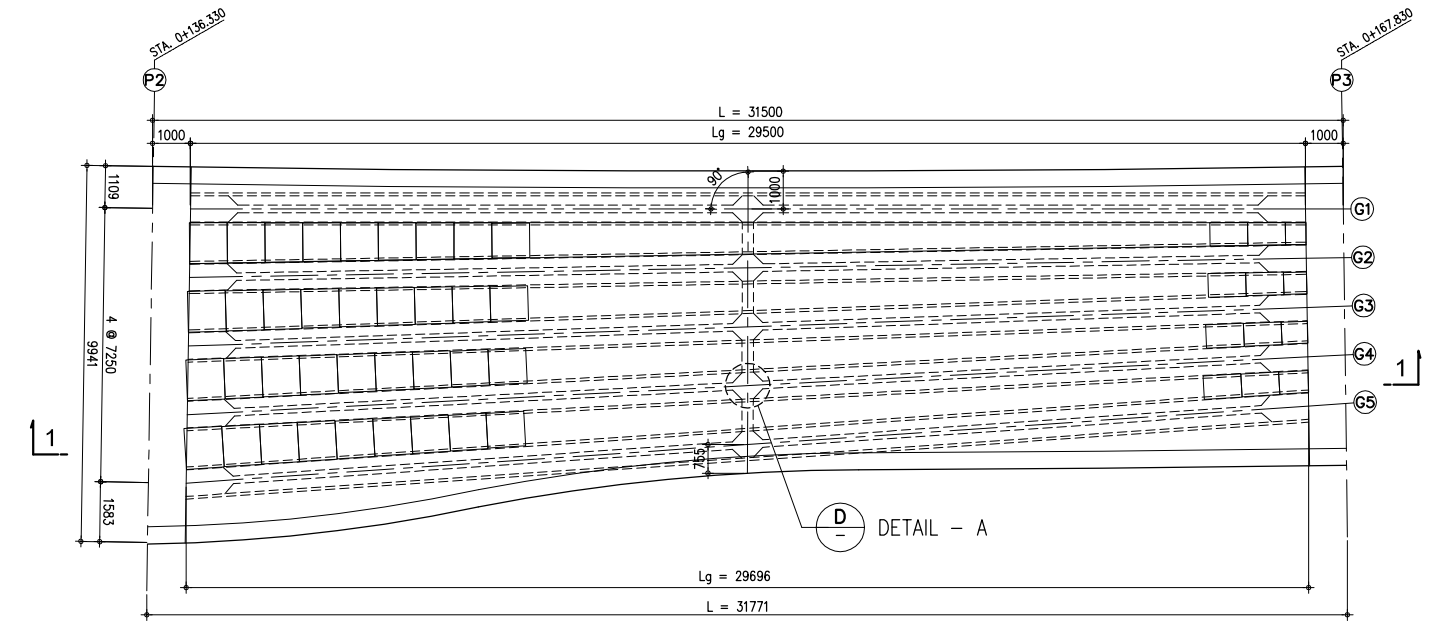
No	REVISION	DATE



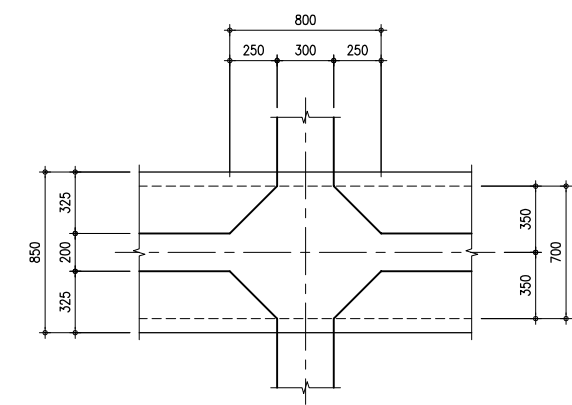
**B** SIDE VIEW  
SCALE 1:100



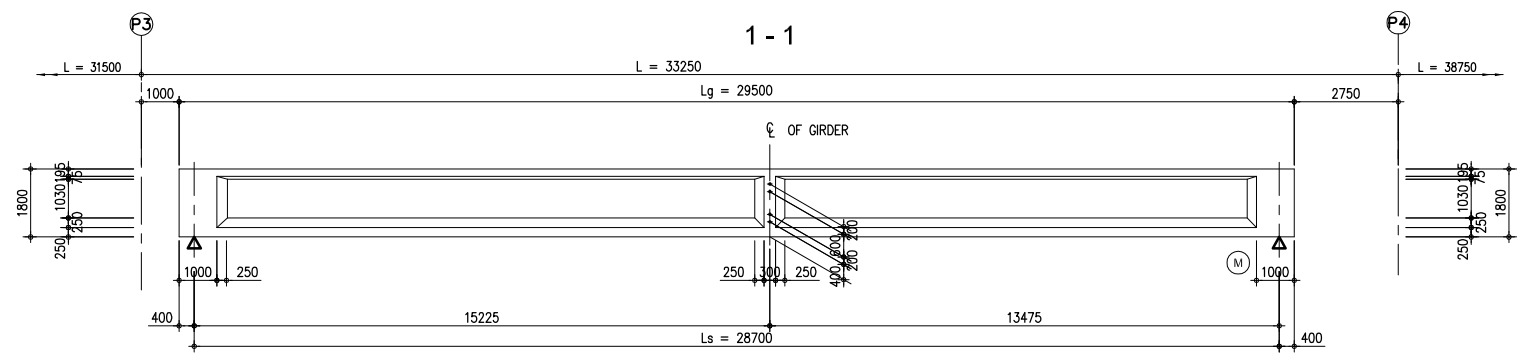
**D** GIRDER CROSS SECTION  
SCALE 1:20



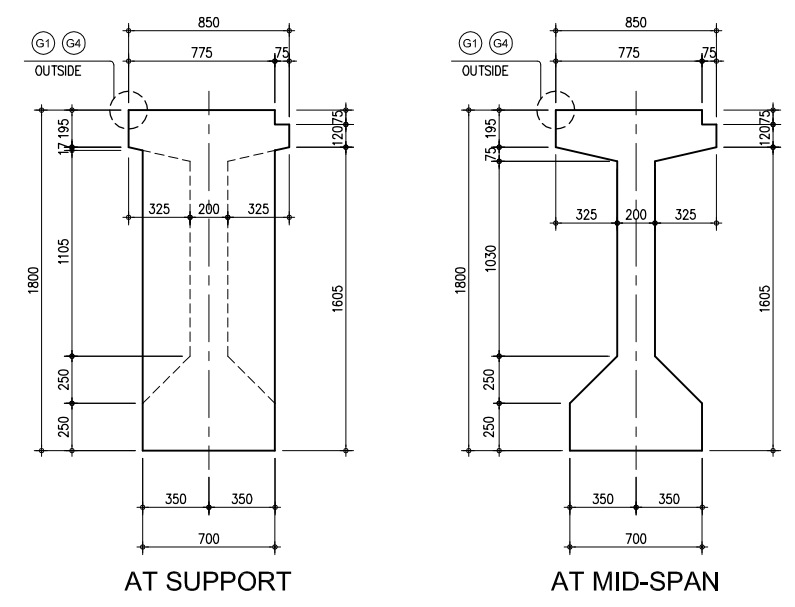
**A** PLAN  
SCALE 1:100



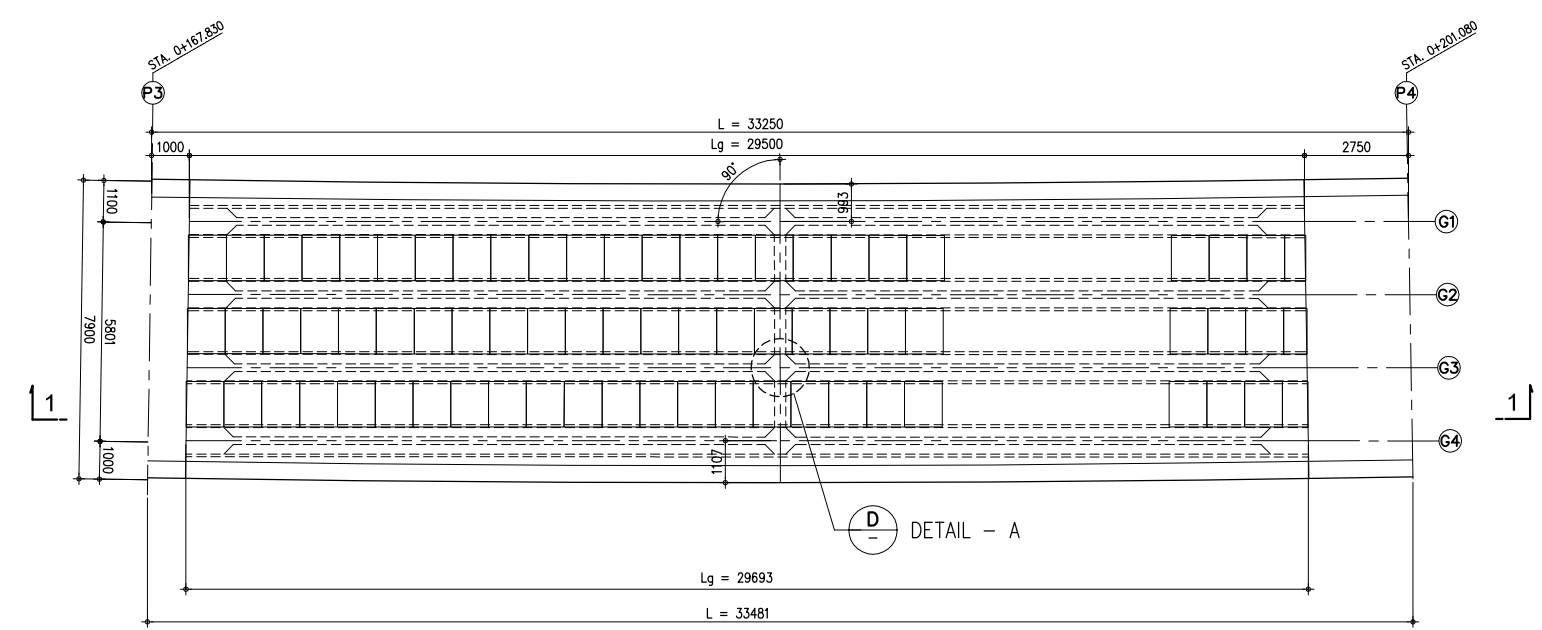
**C** DETAIL-A  
SCALE 1:20



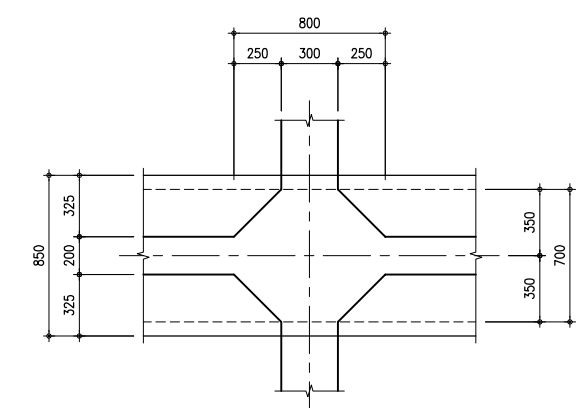
**B** SIDE VIEW  
SCALE 1:100



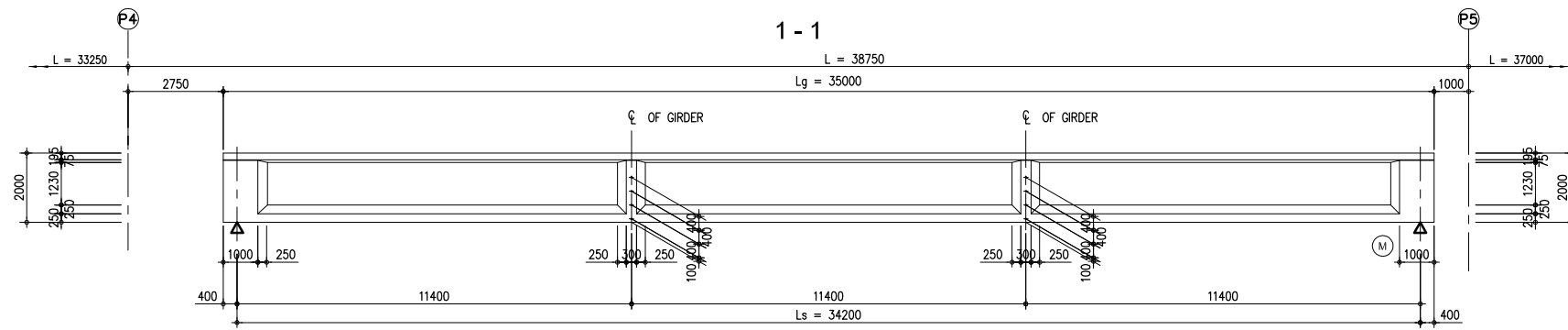
**D** GIRDER CROSS SECTION  
SCALE 1:20



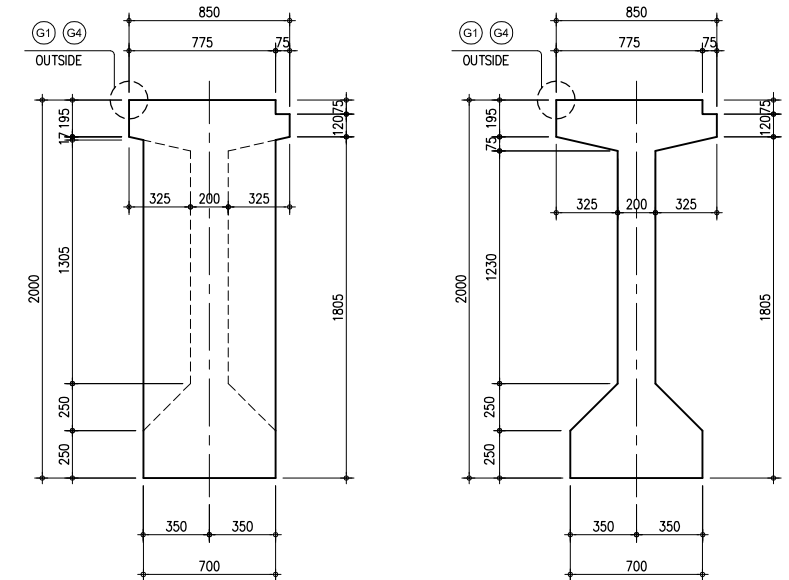
**A** PLAN  
SCALE 1:100



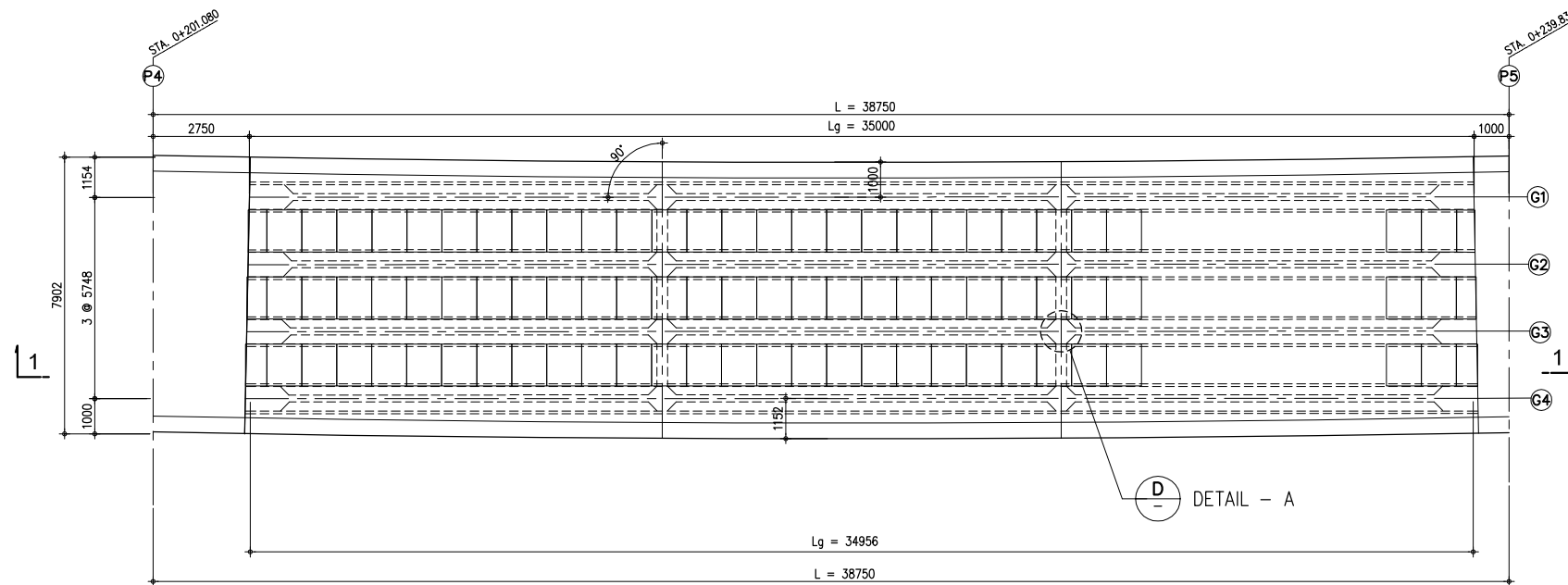
**C** DETAIL-A  
SCALE 1:20



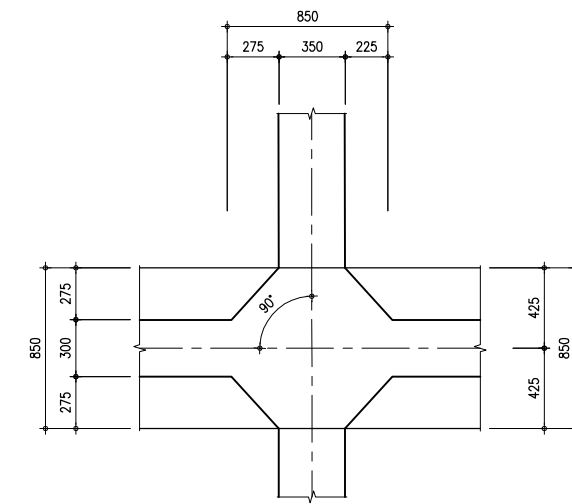
**B** SIDE VIEW  
SCALE 1:100



**D** GIRDER CROSS SECTION  
SCALE 1:20



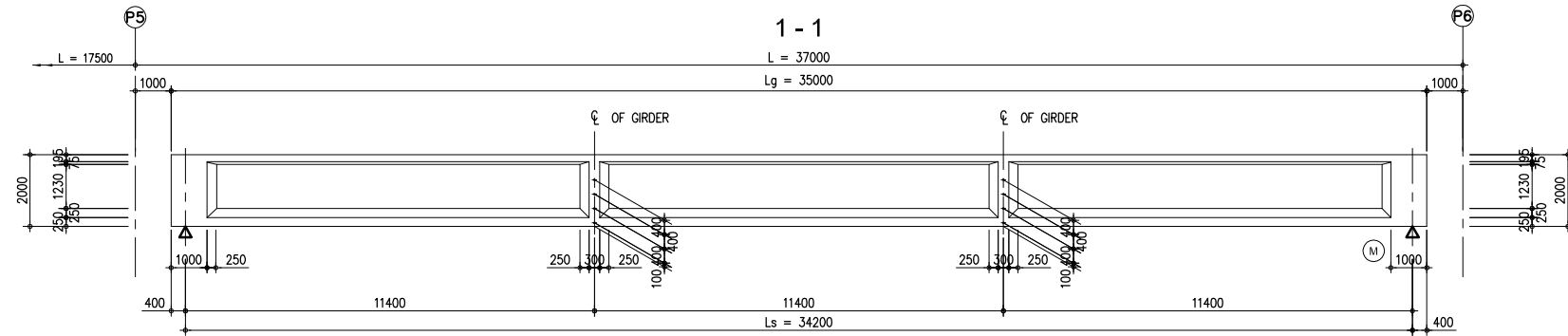
**A** PLAN  
SCALE 1:100



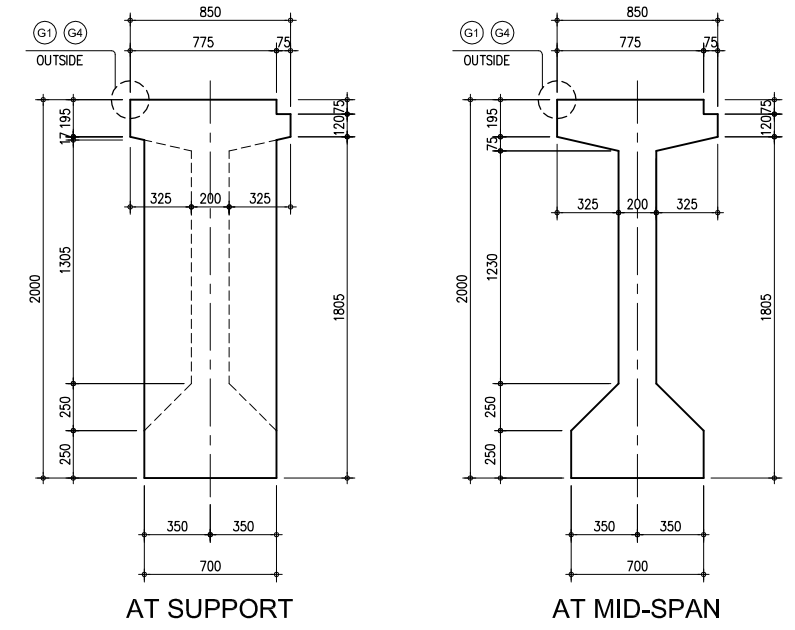
**C** DETAIL-A  
SCALE 1:20

No	REVISION	DATE

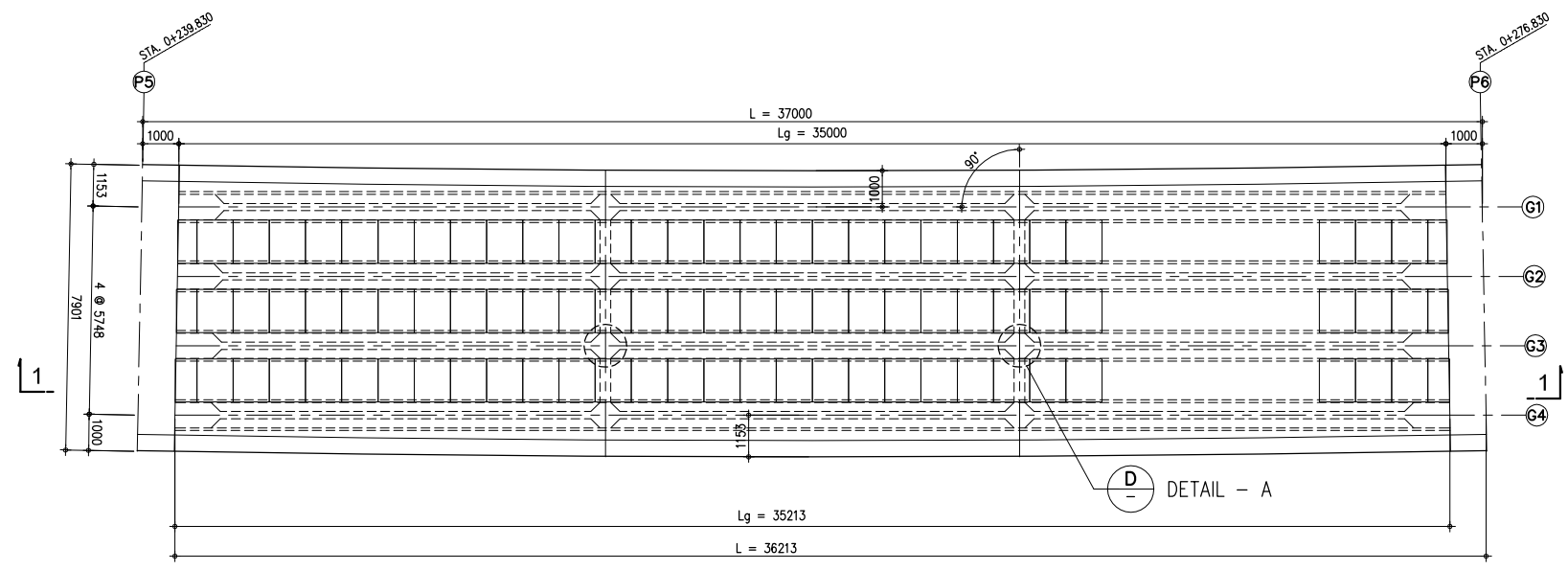
DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K16-14



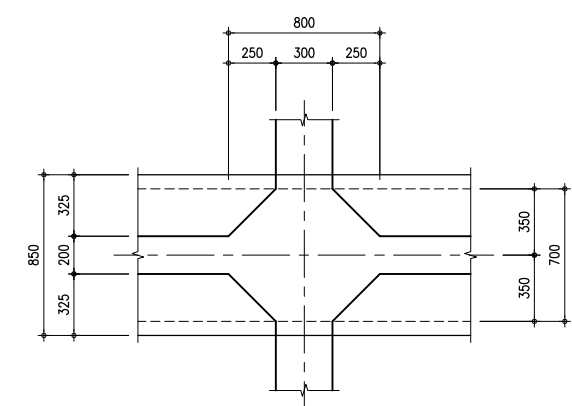
**B** SIDE VIEW  
SCALE 1:100



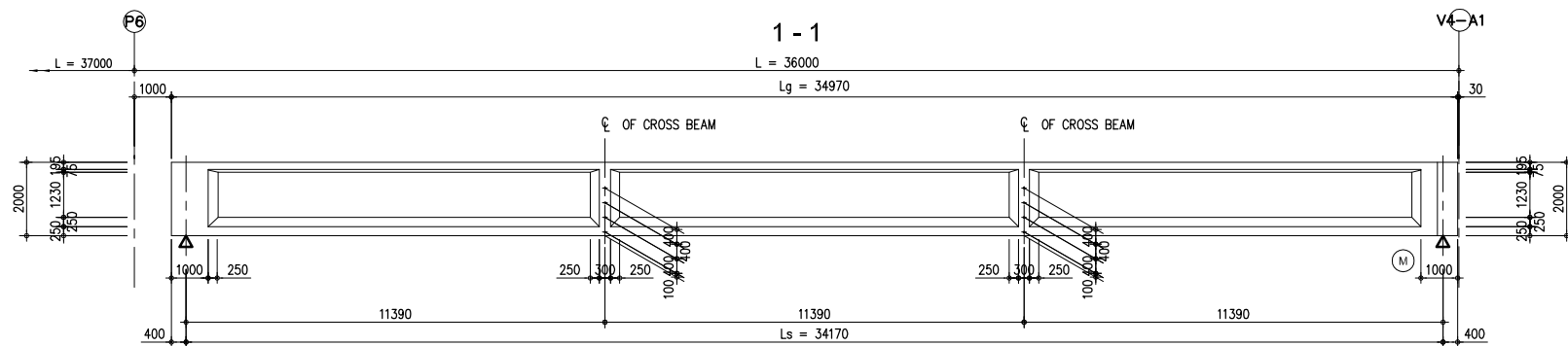
**D** GIRDER CROSS SECTION  
SCALE 1:20



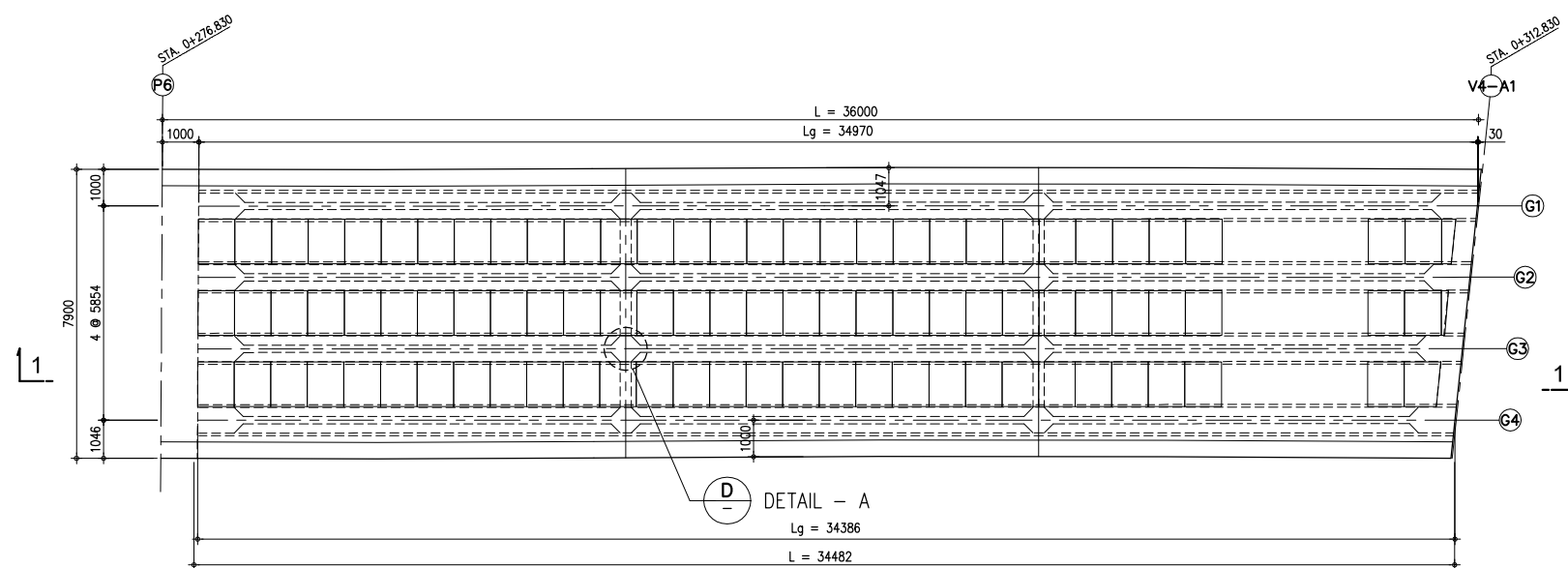
**A** PLAN  
SCALE 1:100



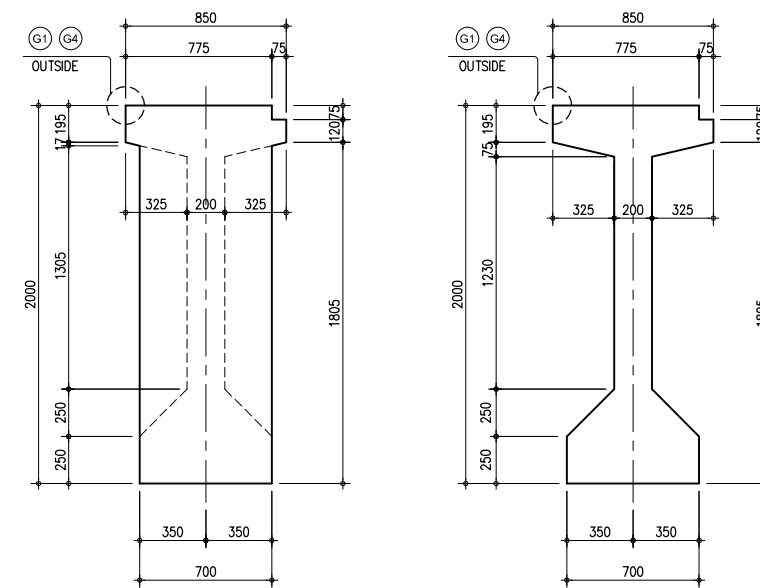
**C** DETAIL-A  
SCALE 1:20



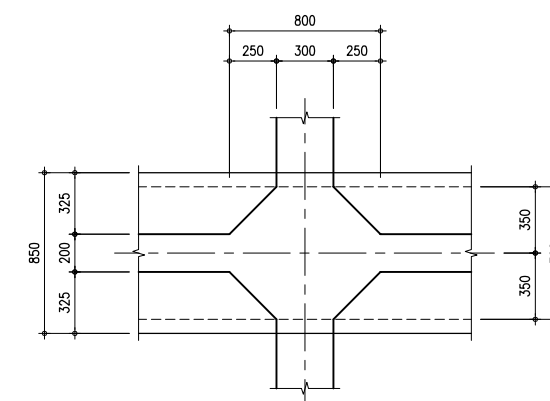
**B** SIDE VIEW  
SCALE 1:100



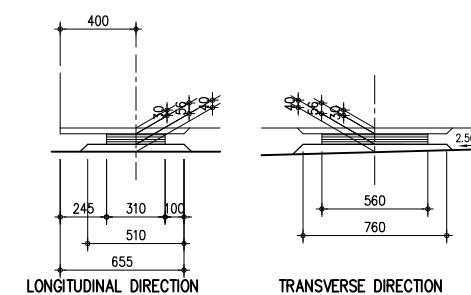
**A** PLAN  
SCALE 1:100



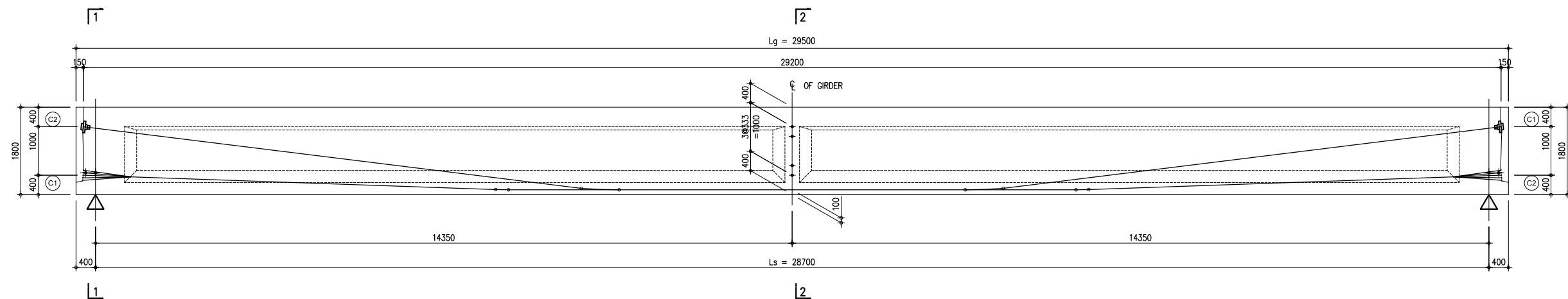
**D** GIRDER CROSS SECTION  
SCALE 1:20



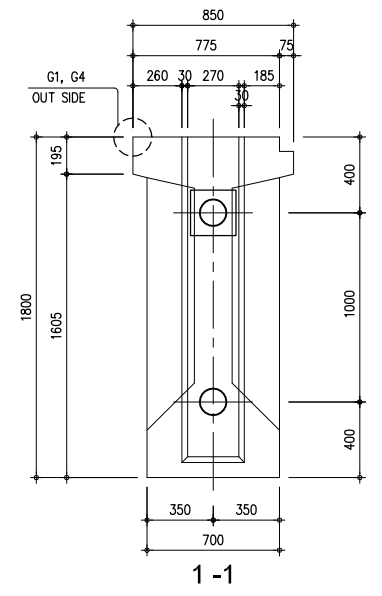
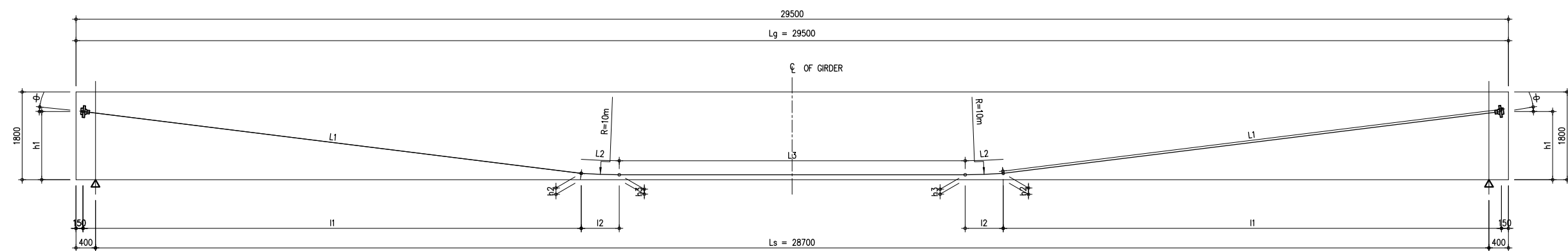
**C** DETAIL-A  
SCALE 1:20



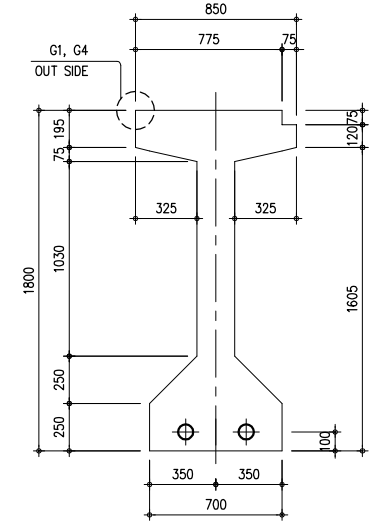
**E** BEARING DETAILS  
SCALE 1:20



**A** CABLE ARRANGEMENT  
SCALE 1:50

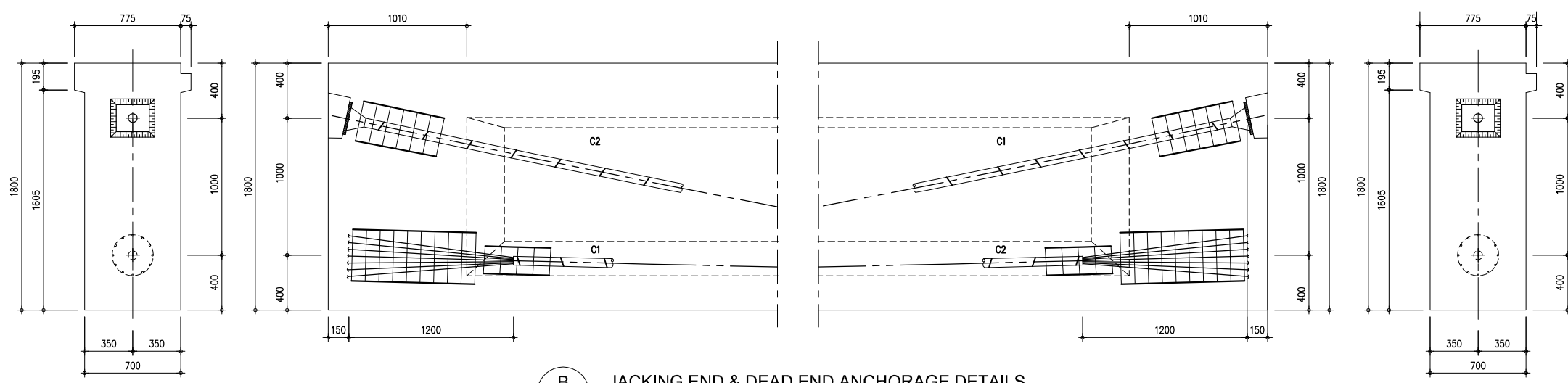


1-1



2-2

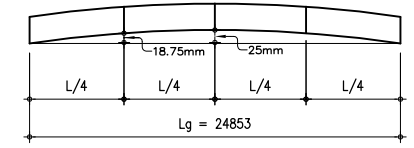
**B** GIRDER CROSS SECTION  
SCALE 1:20



**B** JACKING END & DEAD END ANCHORAGE DETAILS  
SCALE 1:20

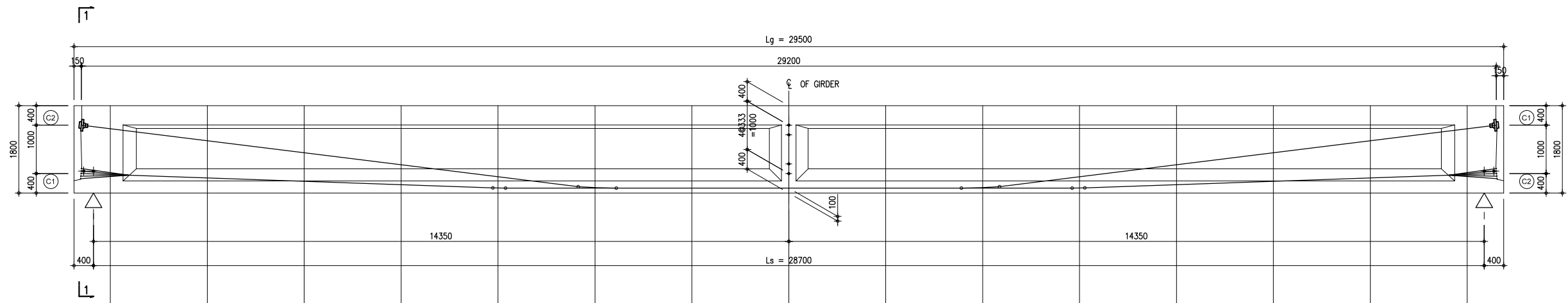
**NOTES:**

- PRESTRESSED CONCRETE:**
  - CONCRETE CUBE STRENGTH,  $f_{cu} = 50 \text{ MPa}$
  - AT TRANSFER OF PRESTRESS,  $f_{ci} = 36 \text{ MPa}$
- PRESTRESSING STRANDS:**
  - 1 - D12.7 IS A 7 - WIRE STRAND WITH NOMINAL TENSILE STRENGTH,  $f_{pu} = 1860 \text{ MPa}$
  - TOTAL NO. OF STRANDS =  $2 \times 12 \times 12.7 = 24 - D12.7$
  - JACKING STRESS,  $f_{po} = 1302 \text{ MPa}$
  - TOTAL JACKING FORCE,  $P_o = 2268 \text{ KN}$
  - CABLE DUCT INSIDE DIAMETER (12 - D12.7) = 65mm.
- REINFORCING STEEL :**
  - ALL REINFORCING STEEL SHALL BE GRADE 460 WITH MINIMUM CHARACTERISTIC STRENGTH,  $f_y = 460 \text{ MPa}$
- GIRDER PRE-CAMBER PRIOR TO STRESSING SHALL BE AS SHOWN BELOW



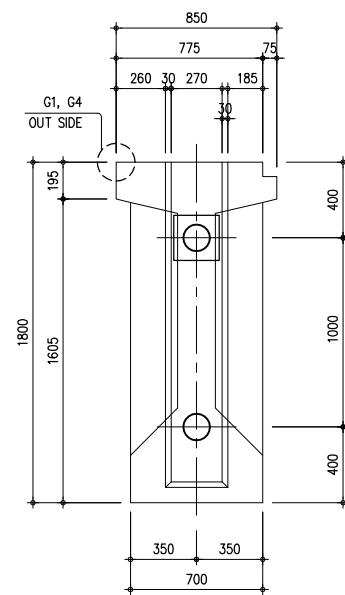
5. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.

No	REVISION	DATE

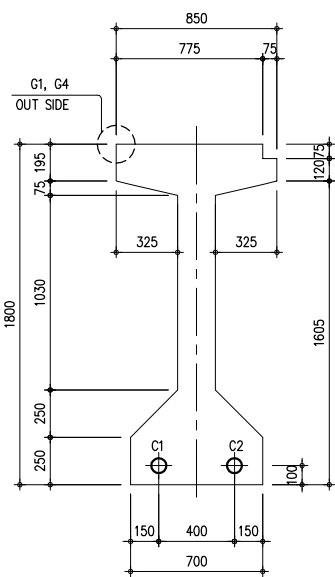


CABLE PROFILE (mm)	DISTANCE FROM $\phi$ (m)		DISTANCE FROM $\phi$ (m)																END	CABLE
	C1	C2	-14.00	-12.00	-10.00	-8.00	-6.00	-4.00	-2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00			
A1 - P1	C1	DEAD END	379	309	239	170	101	100	100	100	100	110	336	583	831	1078	1327	JACKING END	C1	
	C2	JACKING END	1327	1079	832	584	336	110	100	100	100	100	100	101	170	239	309	379	DEAD END	C2
P1 - P2	C1	DEAD END	379	309	239	170	101	100	100	100	100	110	336	583	831	1078	1327	JACKING END	C1	
	C2	JACKING END	1327	1079	832	584	336	110	100	100	100	100	101	170	239	309	379	DEAD END	C2	
P2 - P3	C1	DEAD END	379	309	239	170	101	100	100	100	100	110	336	583	831	1078	1327	JACKING END	C1	
	C2	JACKING END	1327	1079	832	584	336	110	100	100	100	100	101	170	239	309	379	DEAD END	C2	
P3 - P4	C1	DEAD END	379	309	239	170	101	100	100	100	100	110	336	583	831	1078	1327	JACKING END	C1	
	C2	JACKING END	1327	1079	832	584	336	110	100	100	100	100	101	170	239	309	379	DEAD END	C2	

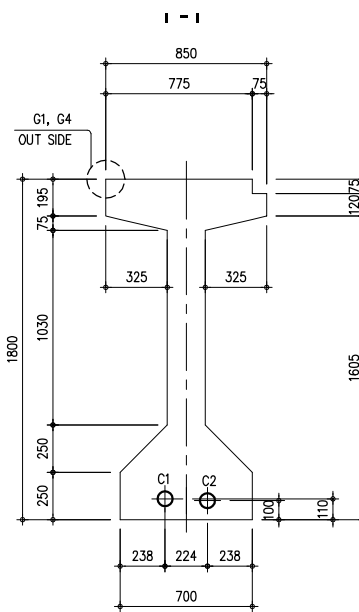
**A** PROFILE OF CABLES  
SCALE 1:50



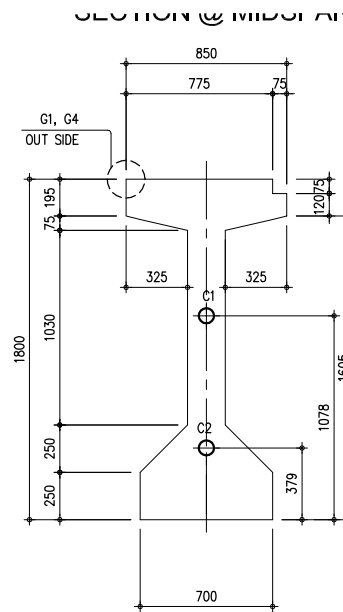
1-1



SECTION @ MIDSPAN



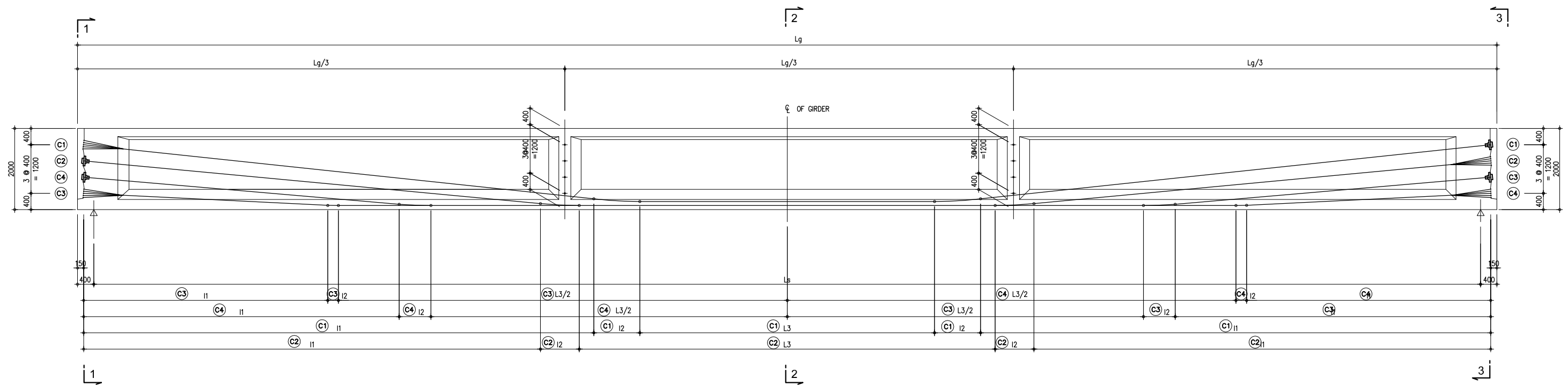
SECTION @ 4.00m



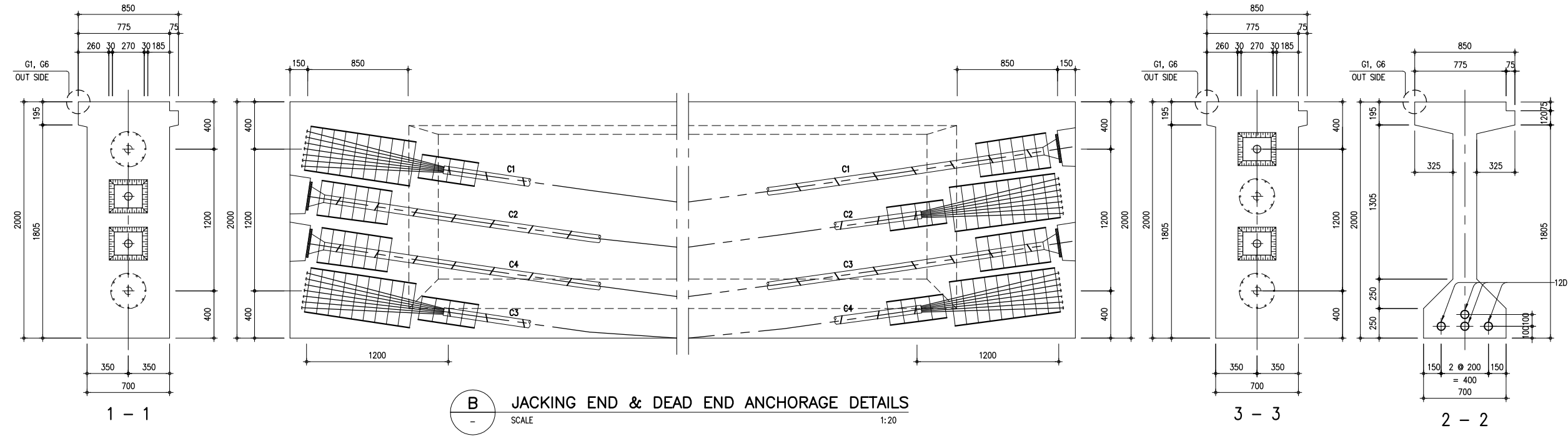
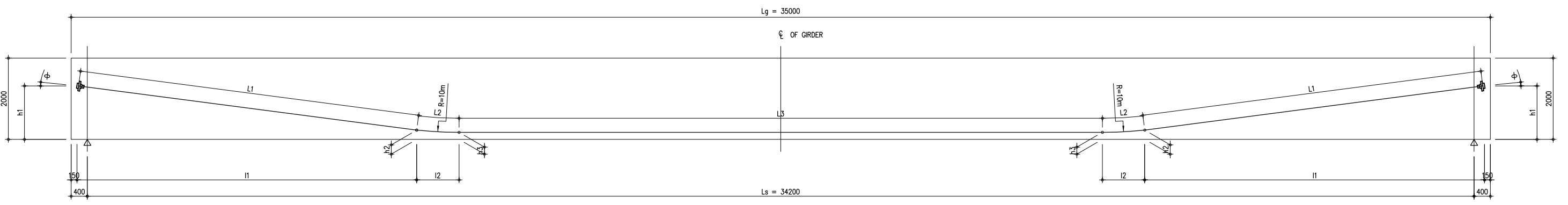
SECTION @ 12.00m

**B** GIRDER CROSS SECTION  
SCALE 1:20



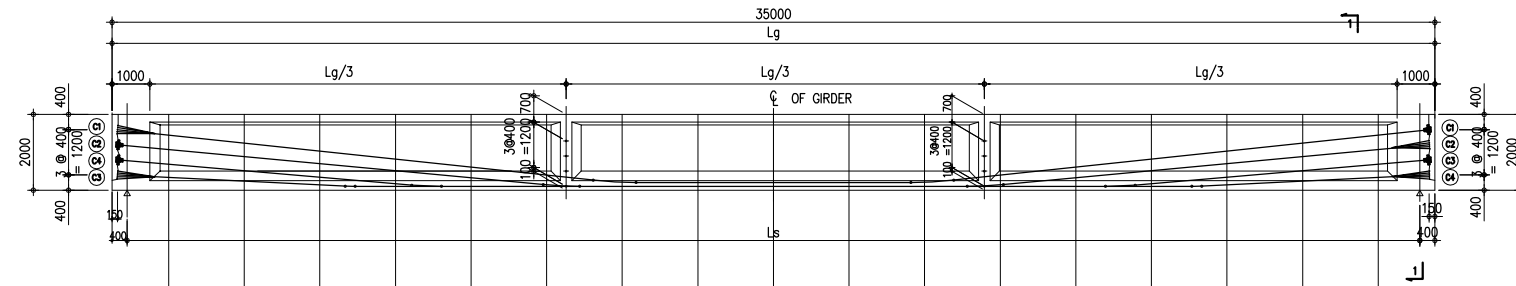


**A CABLE ARRANGEMENT**  
SCALE 1:50

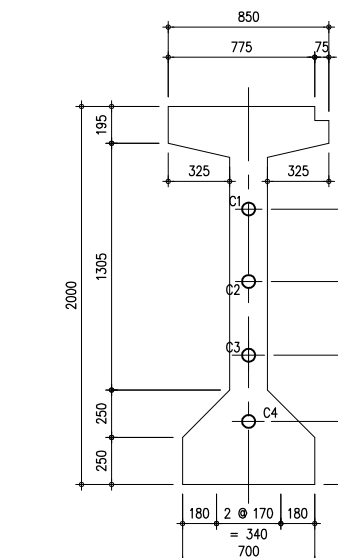
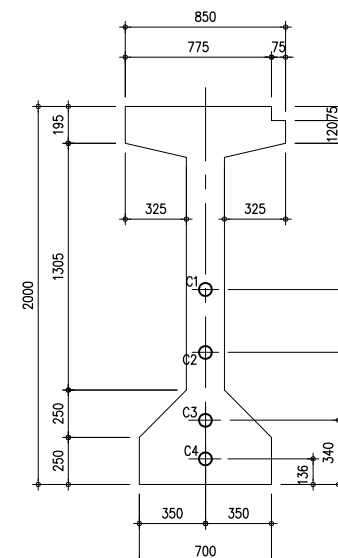
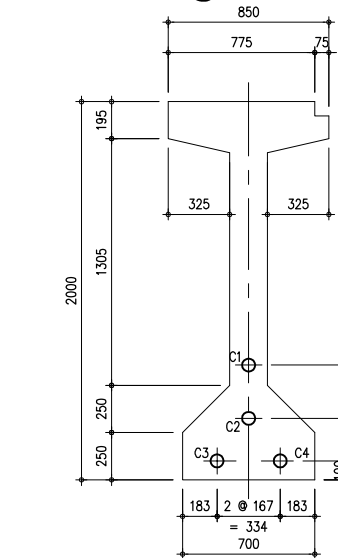
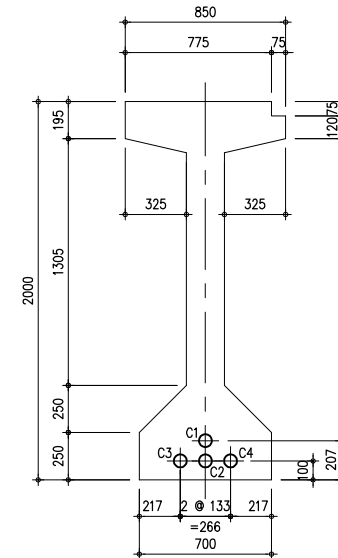
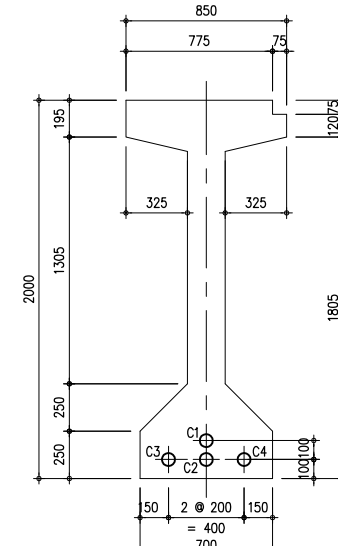
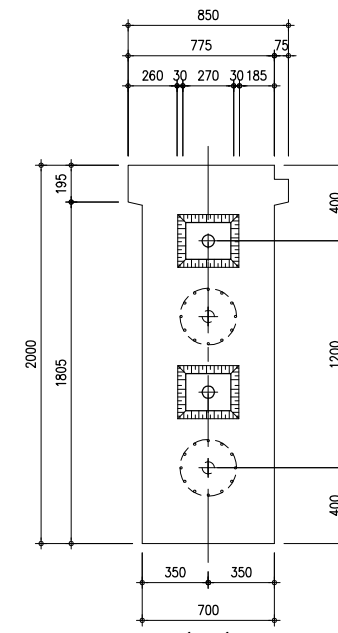


**B JACKING END & DEAD END ANCHORAGE DETAILS**  
SCALE 1:20

- NOTES:**
- PRESTRESSED CONCRETE:**
- \* CONCRETE CUBE STRENGTH,  $f_{cu} = 50 \text{ MPa}$
  - \* AT TRANSFER OF PRESTRESS,  $f_{ci} = 36 \text{ MPa}$
- PRESTRESSING STRANDS:**
- \* 1 -  $\phi 12.7$  IS A 7 - WIRE STRAND WITH NOMINAL TENSILE STRENGTH,  $f_{pu} = 1860 \text{ MPa}$
  - \* TOTAL NO. OF STRANDS =  $4 \times 12012.7 = 48012.7$
  - \* JACKING STRESS,  $f_{po} = 1302 \text{ MPa}$
  - \* TOTAL JACKING FORCE,  $P_o = 4536 \text{ KN}$
  - \* CABLE DUCT INSIDE DIAMETER ( $12 - D12.7$ ) = 65mm.
- REINFORCING STEEL :**
- \* ALL REINFORCING STEEL SHALL BE GRADE 460 WITH MINIMUM CHARACTERISTIC STRENGTH,  $f_y = 460 \text{ MPa}$
- GIRDER PRE-CAMBER PRIOR TO STRESSING SHALL BE AS SHOWN BELOW
- 
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED.

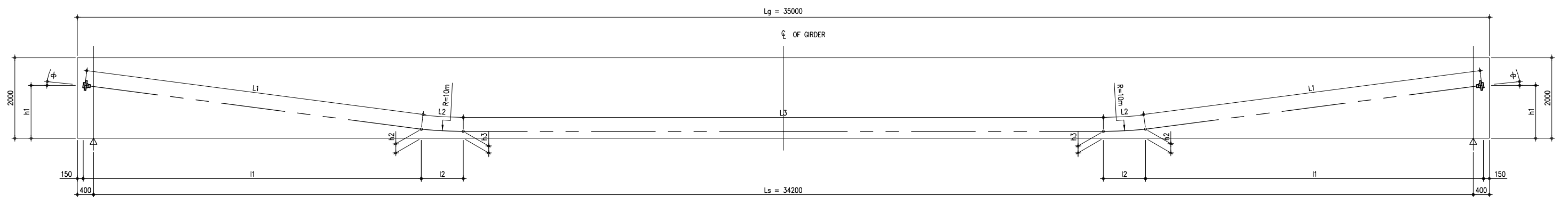
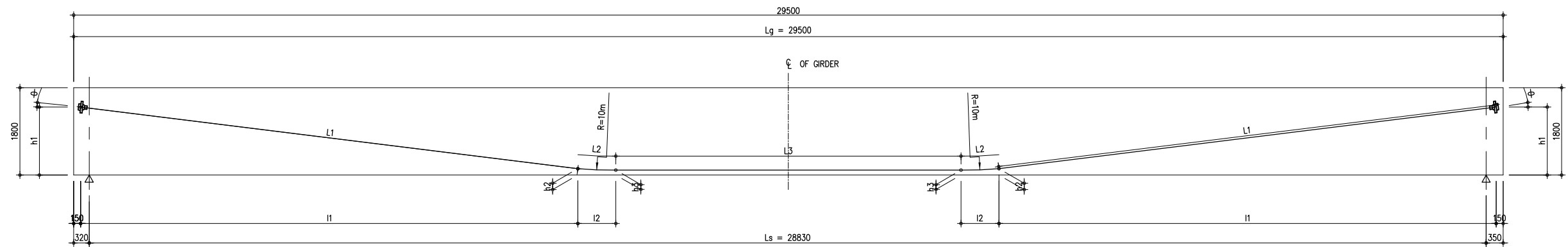


CABLE PROFILE (mm)		DISTANCE FROM C (m)																
P6 - (V1 - A1)	CABLE	P4 - P5																
		C1	C2	C3	C4	C1	C2	C3	C4	C1	C2	C3	C4	C1	C2	C3	C4	
	JACKING END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	DEAD END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	JACKING END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	DEAD END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	JACKING END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	DEAD END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	JACKING END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	DEAD END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	JACKING END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	DEAD END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	JACKING END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	DEAD END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	JACKING END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00
	DEAD END	16.00	14.00	12.00	10.00	8.00	6.00	4.00	2.00	0.00	2.00	4.00	6.00	8.00	10.00	12.00	14.00	16.00

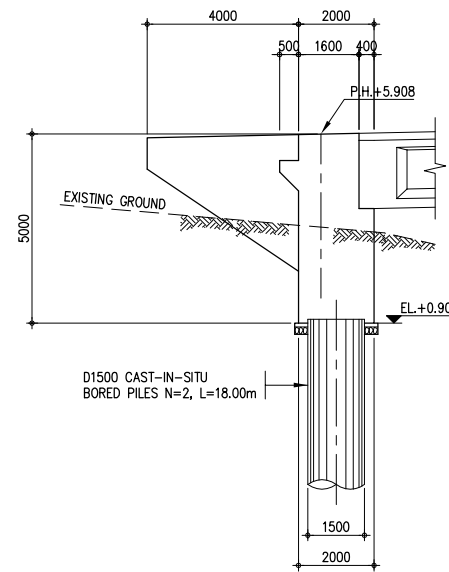
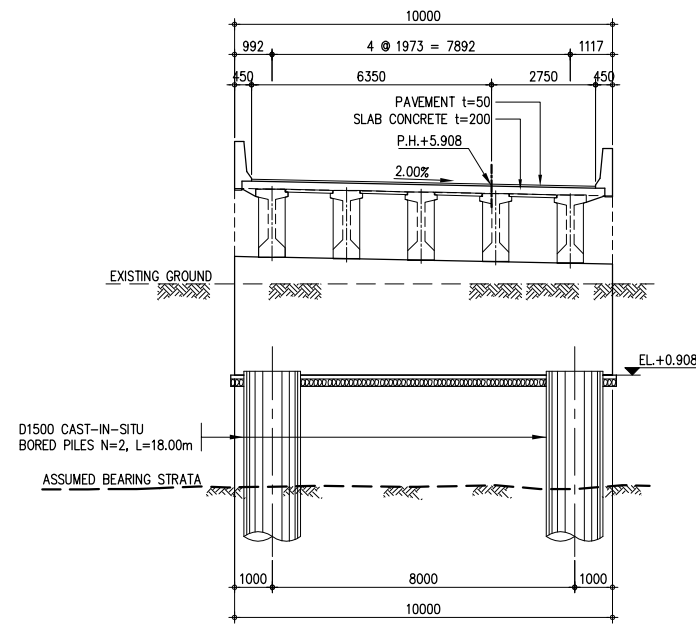
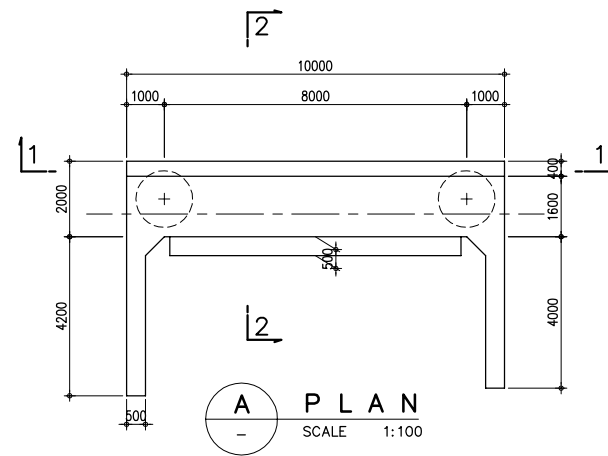


**B GIRDER CROSS SECTION**  
SCALE 1:20

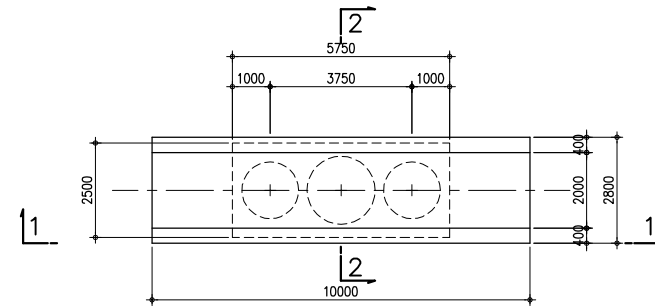
SPAN	Lg	Ls	CABLE NO.	I1	I2	L1	L2	L3	$2\bar{L} + 3$	h1	h2	h3	$\phi = (\text{degree})$	TOTAL LENGTH	TOTAL WEIGHT
A1 - P1	29500	28700	C1	20510	784	20549	786	7122	49792	1400	131	100	3'32'	105.99 m.	984.40 kg./ 1girder
			C2	26989	261	26991	262	1689	56194	400	103	100	0'38'		
P1 - P2	29500	28700	C1	20510	784	20549	786	7122	49792	1400	131	100	3'32'	105.99 m.	984.40 kg./ 1girder
			C2	26989	261	26991	262	1689	56194	400	103	100	0'38'		
P2 - P3	29500	28700	C1	20510	784	20549	786	7122	49792	1400	131	100	3'32'	105.99 m.	984.40 kg./ 1girder
			C2	26989	261	26991	262	1689	56194	400	103	100	0'38'		
P3 - P4	29500	28700	C1	20510	784	20549	786	7122	49792	1400	131	100	3'32'	105.99 m.	984.40 kg./ 1girder
			C2	26989	261	26991	262	1689	56194	400	103	100	0'38'		
P4 - P5	35000	34200	C1	25166	1132	25201	1134	7270	59941	1600	264	200	3'02'	232.77 m.	2161.92 kg./ 1girder
			C2	21035	958	21061	960	11749	55792	1200	146	138	2'52'		
			C3	15561	785	15575	785	17569	50290	800	131	100	2'28'		
			C4	32040	262	32041	262	2136	66743	400	103	100	0'32'		
P5 - P6	35000	34200	C1	25166	1132	25201	1134	7270	59941	1600	264	200	3'02'	232.77 m.	2161.92 kg./ 1girder
			C2	21035	958	21061	960	11749	55792	1200	146	138	2'52'		
			C3	15561	785	15575	785	17569	50290	800	131	100	2'28'		
			C4	32040	262	32041	262	2136	66743	400	103	100	0'32'		
P6 - (V1-A1)	34970	34170	C1	25136	1132	25171	1134	7270	59881	1600	264	200	3'02'	232.53 m.	2159.70 kg./ 1girder
			C2	21005	958	21031	960	11749	55732	1200	146	138	2'52'		
			C3	15531	785	15545	785	17569	50230	800	131	100	2'28'		
			C4	32010	262	32011	262	2136	66683	400	103	100	0'32'		



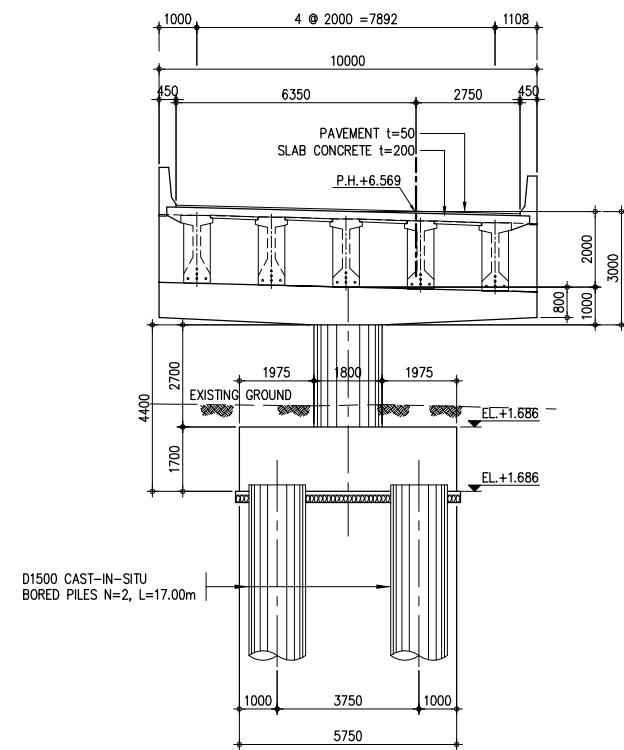
A CABLE LAYOUT  
SCALE 1:50



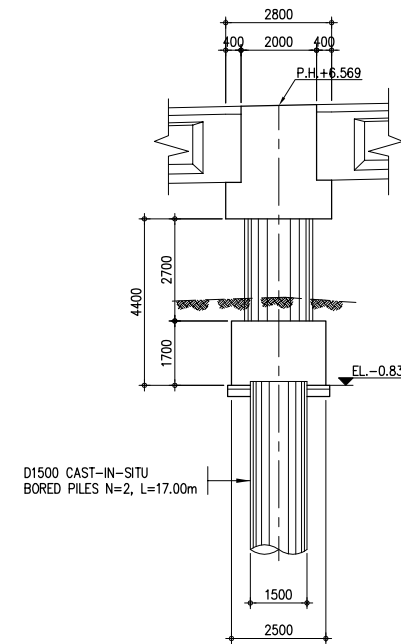
**1 DIMENSION DETAILS OF ABUTMENT A1**  
SCALE AS SHOWN



**A PLAN**  
SCALE 1:100

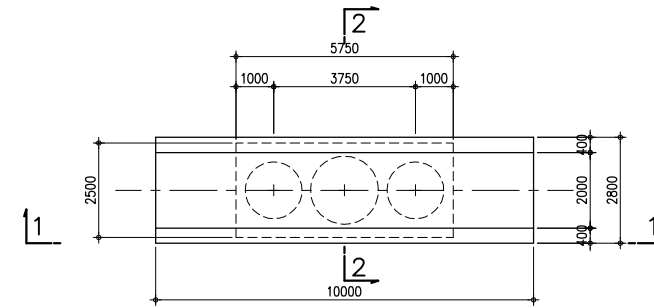


**B SECTION 1-1**  
SCALE 1:100

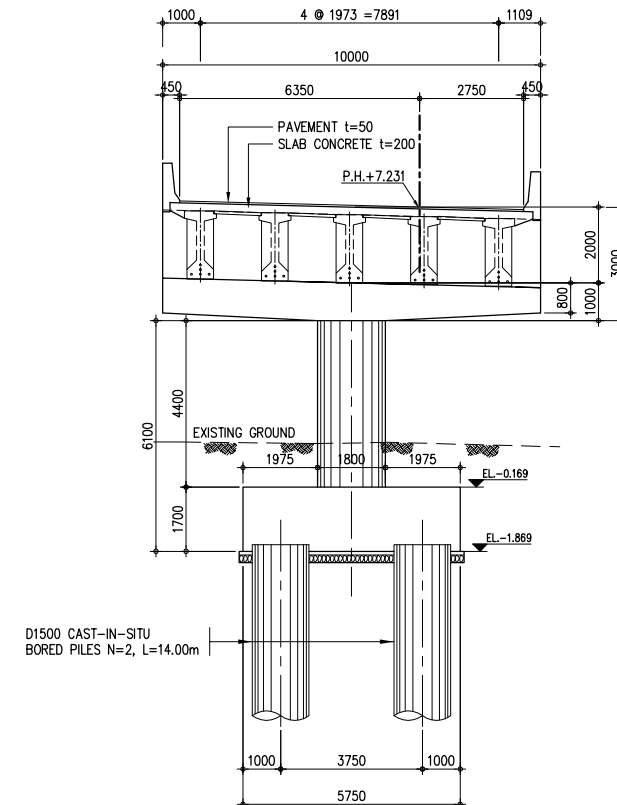


**C SECTION 3-3**  
SCALE 1:100

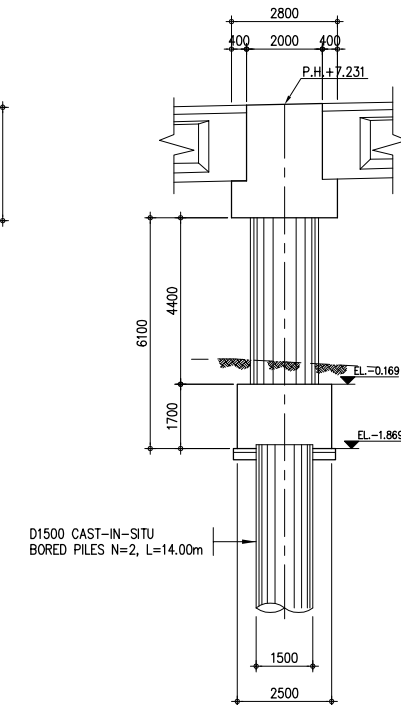
**1 DIMENSION DETAIL OF PIER P1**  
SCALE AS SHOWN



**A PLAN**  
SCALE 1:100



**B SECTION 1-1**  
SCALE 1:100

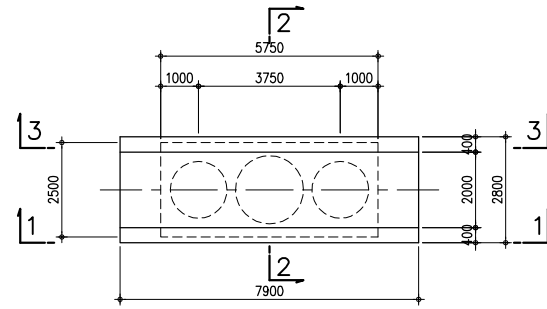


**C SECTION 3-3**  
SCALE 1:100

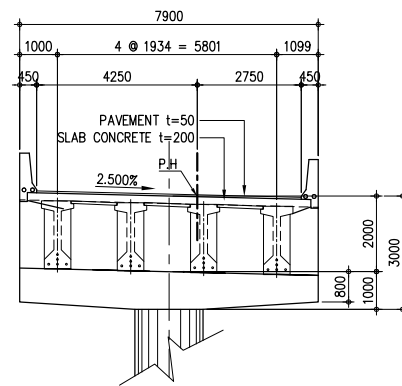
**2 DIMENSION DETAIL OF PIER P2**  
SCALE AS SHOWN

No	REVISION	DATE

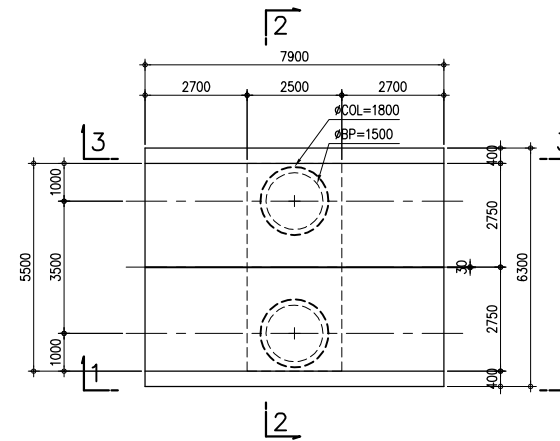
DESIGNED BY:	
CHECKED BY:	
APPROVED BY:	
DWG. NO.	K16-23



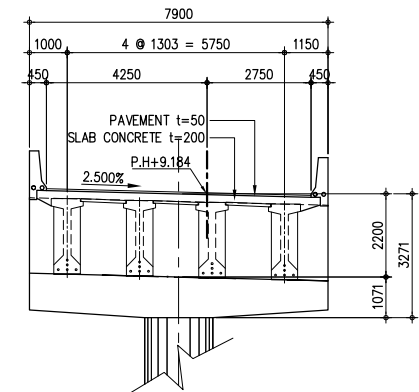
**A PLAN**  
SCALE 1:100



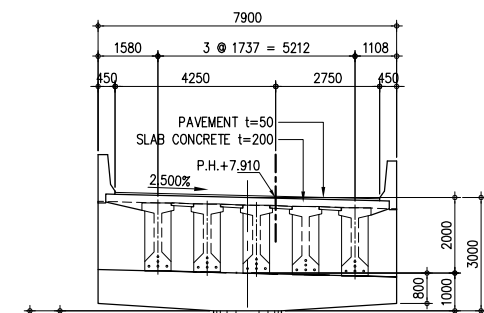
**C SECTION 3-3**  
SCALE 1:100



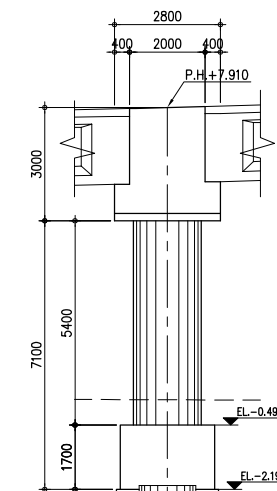
**A PLAN**  
SCALE 1:100



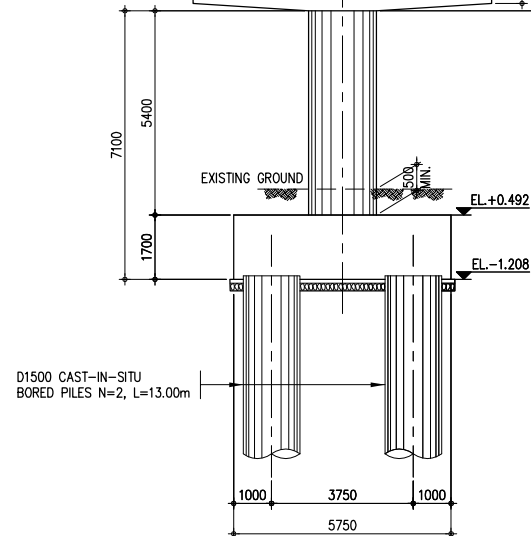
**C SECTION 3-3**  
SCALE 1:100



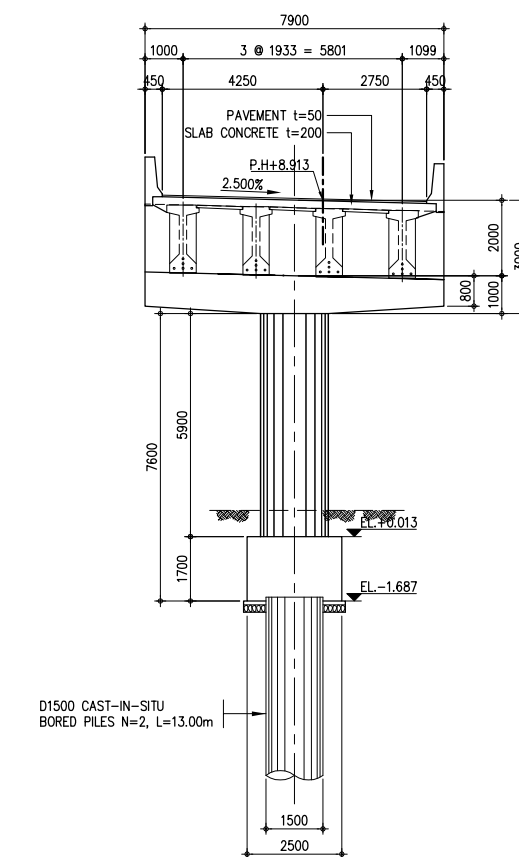
**B SECTION 1-1**  
SCALE 1:100



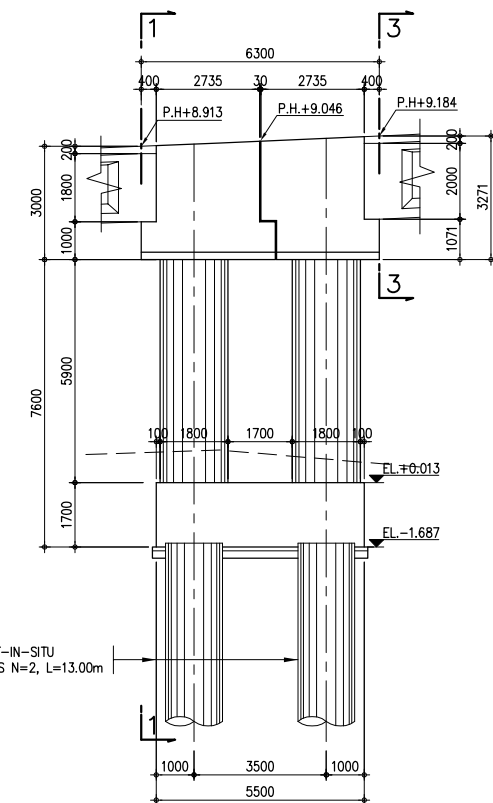
**D SECTION 2-2**  
SCALE 1:100



**1 DIMENSION DETAIL OF PIER P3**  
SCALE AS SHOWN

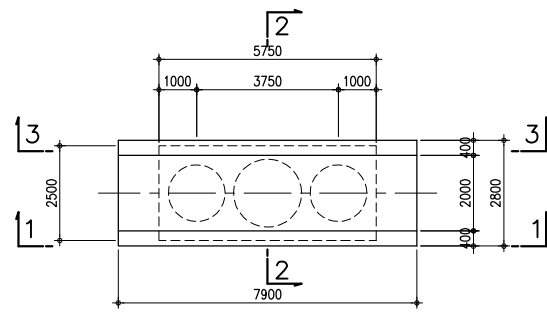


**B SECTION 1-1**  
SCALE 1:100

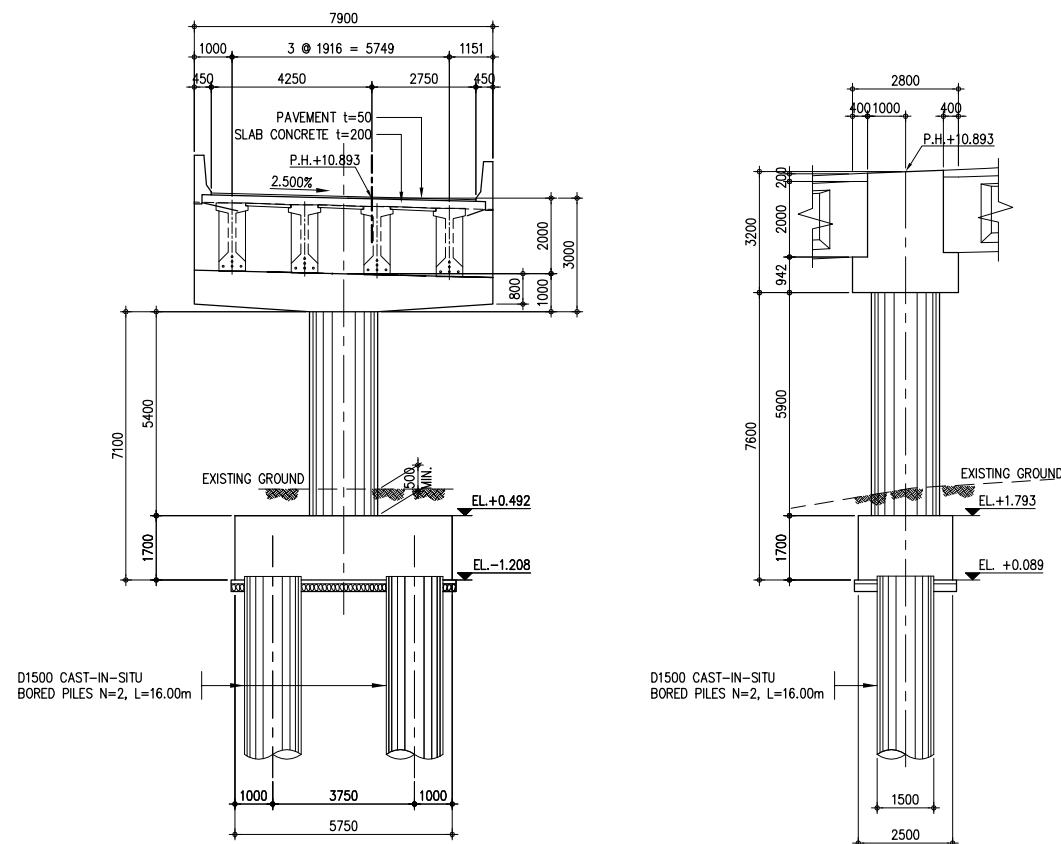


**D SECTION 2-2**  
SCALE 1:100

**2 DIMENSION DETAIL OF PIER P4**  
SCALE AS SHOWN



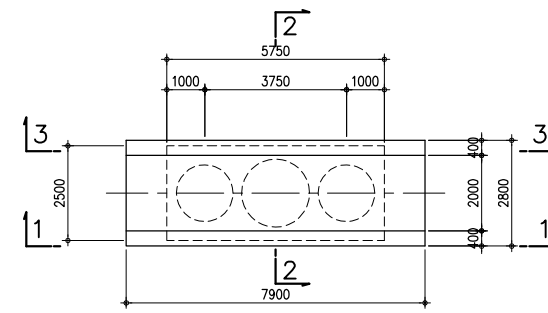
**A PLAN**  
SCALE 1:100



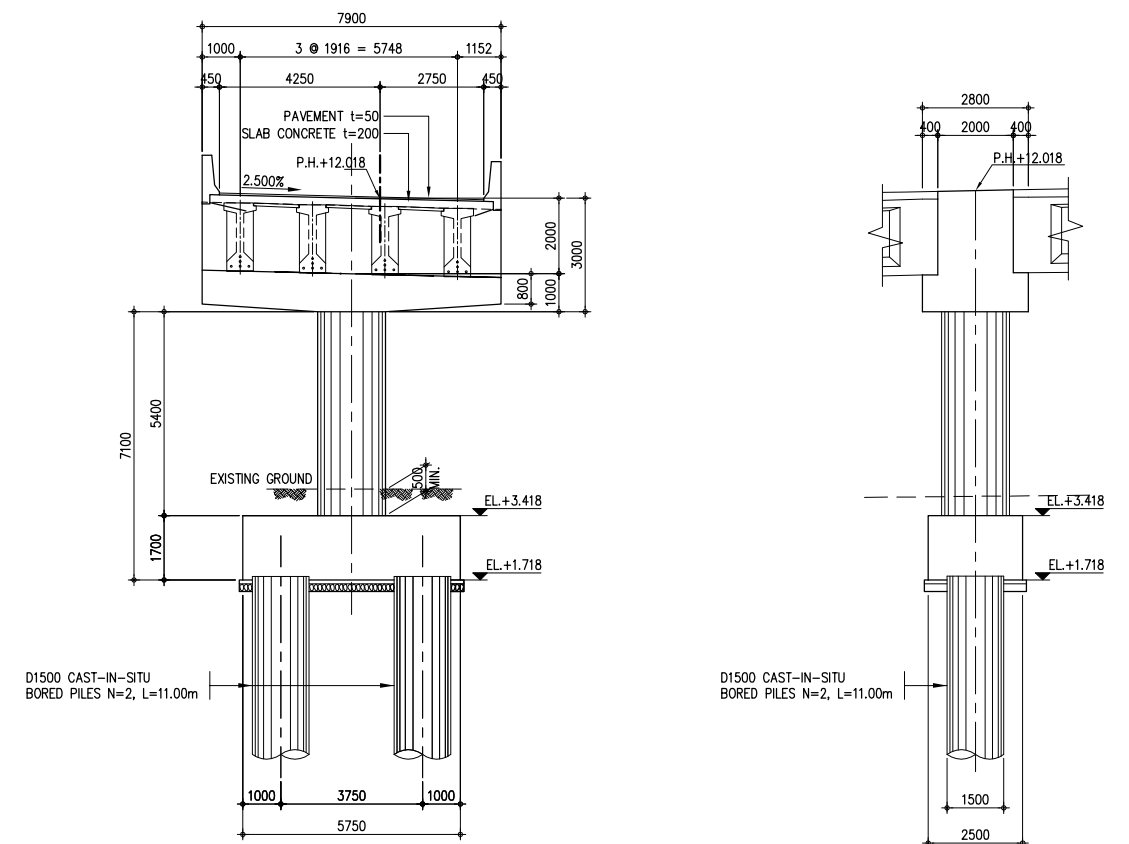
**B SECTION 1-1**  
SCALE 1:100

**C SECTION 2-2**  
SCALE 1:100

**1 DIMENSION DETAIL OF PIER P5**  
SCALE AS SHOWN



**A PLAN**  
SCALE 1:100



**B SECTION 1-1**  
SCALE 1:100

**C SECTION 2-2**  
SCALE 1:100

**2 DIMENSION DETAIL OF PIER P6**  
SCALE AS SHOWN

