THE REPUBLIC OF SOUTH SUDAN

WESTERN EQUATORIA STATE

MARIDI - EMBAI ACCESS ROAD DESIGN

EMPLOYER:



CONSULTANT:



LEGEND / ABBREVATION :

\approx	-RIVER	⊢ →	DEINIGODOED COMODETE DIDE CHILVEDT
~ ==	-PROJECTED ROAD	F	-REINFORCED CONCRETE PIPE CULVERT
<u>===</u>		_	-EASTING, EXTERNAL DISTANCE
Ψ	-CONTROL POINTS	RCPC	-REINFORCED CONCRETE PIPE CULVERT
	-SLAB CULVERT/FORD	RCSC	-REINFORCED CONCRETE SLAB CULVERT
ą.	-CENTER LINE	LM	-LINEAR METER
	-HOUSE/HUT	m	-METER/METERS
AZIM	-AZIMUTH	PI	-POINT OF INTERSECTION
BM	-BENCH MARK	PC	-POINT OF CURVATURE
mm	-MILLIMETER	PT	-POINT OF TANGENCY
Da	-DEGREE OF CURVE	PVI	-POINT OF VERTICAL INTERSECTION
Ø	-DIAMETER	PVC	-POINT OF VERTICAL CURVATURE
е	-SUPER ELEVATION	PVT	-POINT OF VERTICAL TANGENCY
EL.ELE	-ELEVATION	R	-RADIUS OF CURVATURE
g	-GRADE	WW	-WING WALL
	-DEFLECTION ANGLE	СВ	-CATCHMENT BASIN
KPH	-KILOMETER PER HOUR	М	-MIDDLE ORDINATE
KM	-KILOMETER		-ELECTRIC POLE
rxivi	-NILUIVIETER	Ø	-WATER PIPE MARKS
LC	-LENGTH OF CURVE	Y	-WATER FIFE WANKS

GENERAL NOTES

DIMINSIONING

- a) UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS WHICH INCLUDE DISTANCE BETWEEN CONTROL POINTS AND DIMENSION OF DRAINAGE STRUCTURE ARE MEASURED AND EXPRESSED IN METERS

STATIONING

- a) THE ROAD STATIONS AND ELEMENTS ARE REFFERED TO THE CENTER LINE OF THE ROAD
- b) STATION OF THE PROJECT ROADS ARE IN KMS WITH OR WITHOUT DECIMALS

ELEVATION AND GRADES

- a) FINISHED GRADE ELEVATIONS SHOWN IN THE PLAN AND PROFILE SHEETS, REFER TO THE FINISHED ROAD ELEVATION AS SHOWN ON THE TYPICAL ROAD WAY SECTION
- b) ORIGINAL GROUND ELEVATION SHOWN IN THE PLAN AND PROFILE SHEETS, REFERS TO THE ELEVATION OF EXISTING GROUND ALONG THE CENTER LINE OF THE PROFILE OF THE ROAD

HORIZONTAL CONTROL

- a) HORIZONTAL CONTROLS ARE CONCRETE MONUMENTS WITH 10mm REINFORCING BARS OR BOULDER USUALLY MARKED CP (CONTROL POINTS)
- c) ALL COORDINATES WERE MEASURED FROM THE ASSUMED ELEVATION ASSUMED TO BM-1

VERTICAL CONTROL

FMPI OYFR

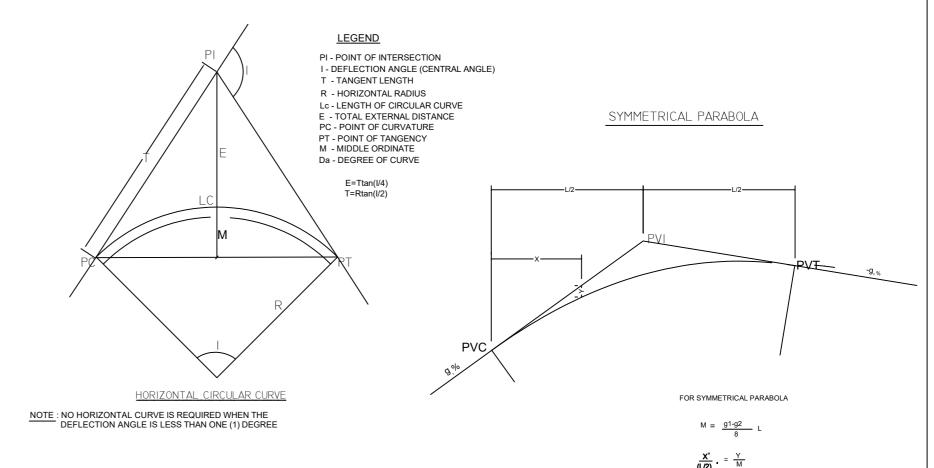
-a) VERTICAL CONTROLS WERE ESTABLISHED APPROXIMATELY EVERY 500m ALONG THE ROAD .
THESE WERE LOCATED MOSTLY ON CONCERTE MONUMENTS WITH REINFORCING BAR AT MIDDLE
OR BOULDER USUALLY MARKED CP (CONTROL POINTS)

-b) ELEVATIONS ARE BASED ON ASSUMED READING

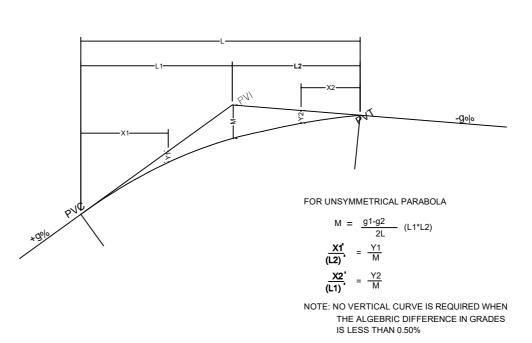
CROSS DRAINAGE AND SLOPE PROTECTION WORKS

- -a) EXACT LOCATION POSITION AND ELEVATION OF THE DRAINAGE STRUCTURES MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER TO SUIT ACTUAL FIELD CONDITION.
- -b) PROVISION OF HEADWALLS, WING WALLS AND OTHER STRUCTURAL COMPONENTS FOR REINFORCED CONCRETE CULVERTS (RCPC & RCBC) ARE DISTINCTLY SPECIFIED ON THE PLAN AND DRAWING SCHEDULE
- -c) LIMITS OF SLOPE PROTECTION WORKS MAY BE ADJUSTED BY THE ENGINEER TO SUIT ACTUAL FIELD CONDITION. THE ENGINEER MAY ALSO PROPOSE ADDITIONAL SLOPE PROTECTION WORKS IF HE/SHE THINKS NECESSARY.

DESIGNED/PREPARED BY



UNSYMMETRICAL PARABOLA



PROJECT TITLE:

LEGEND

PVI - POINT OF VERTICAL INTERSECTION

PVC - POINT OF VERTICAL CURVATURE

PVT - POINT OF VERTICAL TANGENCY

L - LENGTH OF VERTICAL CURVATURE

g - GRADE IN PERCENT

M - MIDDLE ORDINATE

 $\mathsf{X}\$ - DISTANCE FROM PVC/PVT TO ANY POINT OF CURVE

Y - VERTICAL OFFSET FROM CURVE TO TANGENT

LENGTH OF VERTICAL CURVATURE:

REVISIONS:

FOR ALGEBRAIC GRADE DIFFERENCES OF 2.00% AND GREATER, AND THE DESIGN SPEED EQUAL TO OR GREATER THAN 60KPH THE MINIMUM LENGTH OF VERTICAL CURVATURE IN METER SHOULD BE EQUAL TO 2V.WHER V=DESIGN SPEED.

DWG. NO.

FOR ALGEBRAIC DIFFERENCE OF LESS THAN 2.00% OR THE DESIGN SPEED LESS THAN 60KPH THE VERTICAL CURVE LENGTH SHOULD NOT BE A MINIMUM OF 80m

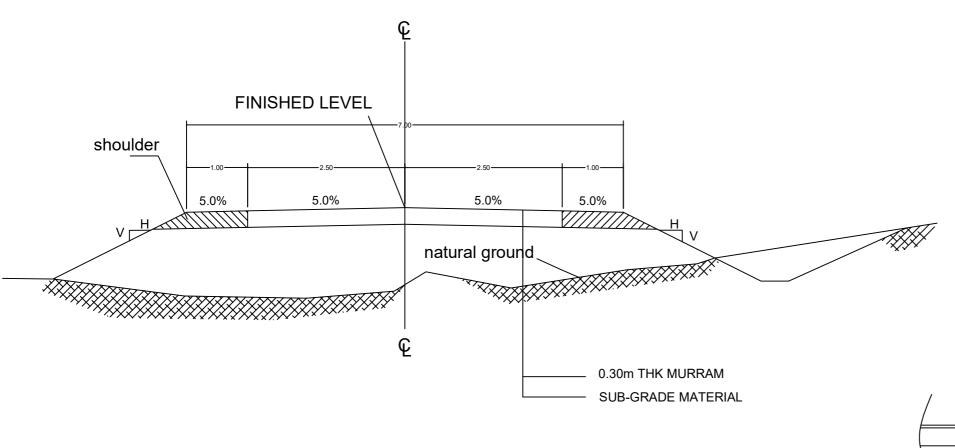
CAD/DRAWN BY

EMI EGTET.	DEGIGNED/THEFTHED DT.			
	T 04400040F0F0	MARIDI - EMBAI ACCESS ROAD		
ACTED South Sudan	Tel: +211920105359	SHEET CONTENT:		(02)
Western Equatoria State	Email: ladderedi@gmail.com	GENERAL NOTES	DWG. Scale: AS SHOWN	
The Republic of South Sudan	LADDER Juba, The Republic of South Sudan			CULTET 1 OF 0 CULTETO
	CONSULTANCY [CONSTRUCTION] IT SOLUTIONS GENERAL TRADING		DATE: FEBRUARY 2023	SHEET I_UF_Z_SHEETS

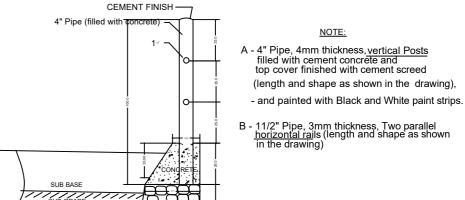
APPROVED BY

SLOPE RATIO TABLE (HOR:VER)

	HEIGHT OF SLOPE	CUT	FILL
EARTH	0.0m - I.0m	3:1	3:1
OR SOIL	1.0m - 2.0m	2:1	2:1
	OVER 2.0M	3:2	3:2
	0.0m - 2.0m	1:2	
ROCK	OVER 2.0M	1:4	

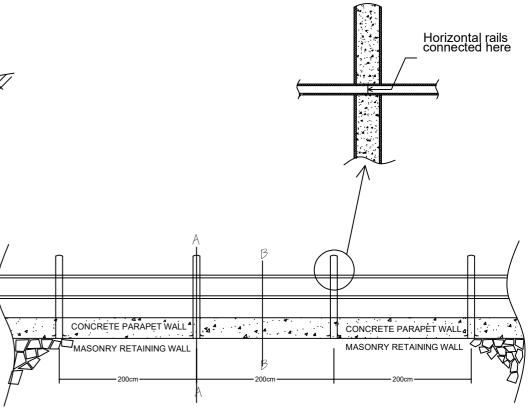


DETAIL OF GUARD RAIL



SECTION A - A

TYPICAL GUARD RAIL SECTION
All dimensions are in cm.



EMPLOYER:		
	ACTED	ACTED South Sudan Western Equatoria State The Republic of South Sudan

DESIGNED/PREPARED BY:
LADDER
CONSULTANCY CONSTRUCTION IT SOLUTIONS

Tel: +211920105359 Email: ladderedi@gmail.com Juba, The Republic of South Sudan APPROVED BY:

	PROJECT TITLE:	REVISIONS:	CAD/DRAWN BY:
	MARIDI - EMBAI ACCESS ROAD		
	SHEET CONTENT:		
	TYPICAL SECTION AND DETAILS		DWG. Scale: AS SHOWN
П			

DWG. NO.

FEBRUARY 2023

02)

SHEET 2_OF_2_SHEETS

SUPERELEVATION & RUN-OFF LENGTH

No	RADIUS	V=36	OKPH	V=40	KPH	V=50	KPH	V=60	KPH	V=70	KPH	V=8	OKPH	V=9	KPH	V=10	ОКРН	V=11	ОКРН	V = 12	ОКРН
	R	е	ᆫ	е	┙	е	L	е	┙	е	L	е	L	е	L	е	L	е	L	е	L
1	7000	NC	0	NC	٥	NC	٥	NC	0	NC	0	NC	0	NC	0	NC	٥	NC	0	NC	0
2	5000	NC	٥	NC	0	NC	٥	NC	0	NC	0	NC	0	NC	0	0.0	0	RC	0	NC	0
3	3000	N	0	NC	0	NC	0	NC	0	NC	0	NC	0	0.0	0	RC	56	RC	61	RC	67
4	2500	S	٥	NC	0	NC	0	NC	0	NC	0	NC	0	RC	50	RC	56	RC	61	RC	67
5	2000	NC	٥	NC	0	NC	0	NC	0	RC	0	RC	44	RC	50	RC	56	RC	61	RC	67
6	1500	S	٥	NC	0	NC	0	NC	0	RC	39	RC	44	RC	50	RC	56	3.9	61	4.6	67
7	1400	ĸ	0	NC	0	NC	0	0	0	RC	39	RC	44	RC	50	3.6	56	4.1	61	4.9	67
8	1300	S	0	NC	0	NC	0	RC	33	RC	39	RC	44	RC	50	3.8	56	4.4	61	5.2	67
9	1200	NC	0	NC	0	NC	0	RC	33	RC	39	RC	44	RC	50	4.1	56	4.7	61	5.6	67
10	1000	NC	٥	NC	0	RC	28	RC	33	RC	39	RC	44	4.0	50	4.8	56	5.5	61	6.5	67
11	900	NC	٥	NC	0	RC	28	RC	33	RC	39	3.7	44	4.4	50	5.2	56	6.0	61	7.1	67
12	800	NC	٥	NC	0	RC	28	RC	33	RC	39	4.1	44	4.8	50	5.7	56	6.5	61	6.00	68
13	700	NC	٥	RC	22	RC	28	RC	33	3.8	39	4.5	44	5.3	50	6.3	56	7.2	62	6.00	72
14	600	NC	0	RC	22	RC	28	RC	33	4.3	39	5.1	44	6.0	50	6.9	56	7.7	66	R mir	=655
15	500	RC	٥	RC	22	RC	28	RC	33	4.9	39	5.8	44	6.7	51	7.6	61	8.0	69		
16	400	RC	17	RC	22	3.6	28	RC	33	5.7 39 6.6 48 7.5 57 8.0 64 R min=500											
17	300	RC	17	RC	22	4.5	28	RC	33	6.7 44 7.6 55 R min=305 R min=395											
18	250	RC	17	4.0	22	5.1	28	3.9	33	7.3	48	7.9	57					•			
19	200	RC	17	4.6	24	5.8	31	4.7	33	7.9	52	R mir	1=230	1							
20	175	RC	17	5.0	26	6.2	33	5.6	34	8.0	52										
21	150	3.8	17	5.4	28	6.7	36	6.2	37	R mir	=175										
22	140	4.0	18	5.6	29	6.9	37	7.0	42												
23	130	4.2	19	5.8	30	7.1	38	7.4	44	ĺ											
24	120	4.4	20	6.0	31	7.3	39	7.8	47	1											
25	110	4.7	23	6.3	32	7.6	41	7.9	47	1											
26	100	4.9	23	6.5	33	7.8	42	8.0	48	1											
27	90	5.2	25	6.9	36	7.9	43	R min	=125	1											
28	80	5.5	26	7.2	37	8.0	43			•											
29	70	5.90	28	7.5	39	R mi	n=80	1													
30	60	6.4	31	7.8	40			•													
31	50	6.9	33	8.0	emax = 8% R = Radius of curvature																
32	40	7.5	36	R mir	=50	v	= 0	ssum	ned (desig	n sp	eed									
33	30	8.0	38					ate o ninim					off(de	oes r	ot i	nclud	e ta	ngent	trun	out)	
		R mir	=30	1		N	c =	norn	nal d	rown			•					•		•	
	RC = remove adverse crown super elevation at normal crown slope.																				

REF. AASHTO-GEOMETRIC DESIGN OF HIGHWAYS AND STREETS

RELATIONSHIP OF DESIGN SPEED TO MAXIMUM RELATIVE PROFILE GRADIENT

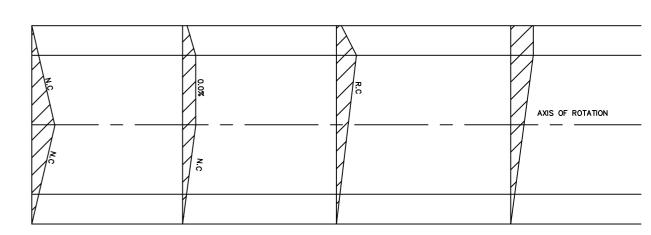
REERTIVE TROTTEE GRADIETT										
DESIGN SPEED (KPH)	MAXIMUM RELATIVE GRADIENTS (AND EQUIVALENT MAXIMUM RELATIVE SLOPES)FOR PROFILES BETWEEN THE EDGE OF TRAVELLED WAY AND THE CENTERLINE (X)									
30	0.75 (1:133)									
40	0.70 (1:143)									
50	0.65 (1:150)									
60	0.60 (1:1.67)									
70	0.55 (1:182)									
80	0.50 (1:200)									
90	0.48 (1:210)									
100	0.45 (1:222)									
110	0.42 (1:238)									
120	0.48 (1:250)									

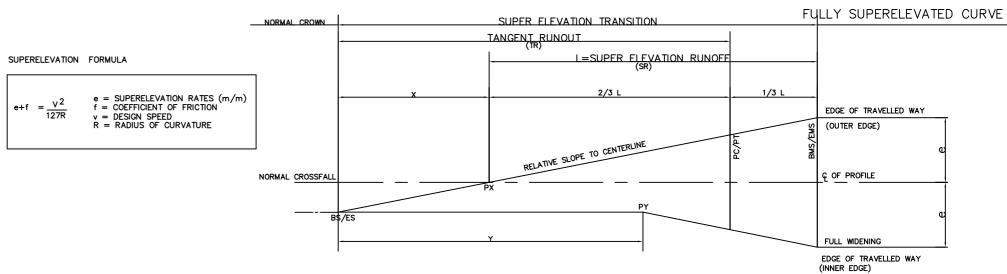
REF. AASHTO-GEOMETRIC DESIGN OF HIGHWAYS & STREETS (1994,Page 178)

WIDENING FOR CURVATURE

DEGREE OF CURVE	1	2	3	4	5	6.	7	8	9.	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28-30
WIDENING	NIL	NIL	NIL	NIL	NIL	0.60	0.8	0.9	0.9	0.9	0.9	0.9	0.9	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.2	1.3	1.3	1.3	1.4	1.4	1.4	1.5

REF. ETHIOPIAN STANDARD





MAXIMUM ALLOWABLE FRICTION

DESIGN SPEED (KPH)	FRICTION (f)					
30	0.17					
40	0.17					
50	0.16					
60	0.15					
70	0.14					
80	0.14					
90	0.13					
100	0.12					
110	0.11					
120	0.09					

REF.CALTRANS HIGHWAY DESIGN MANUAL FIFTH EDITION

PI
L= WIDENING TRANSITION LW= LENGTH WITH FULL WIDENING W = WIDENING
WIDENING WHEN TRANSITION IS NOT USED

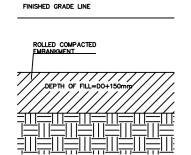
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X	ACTED	ACTED South Sudan Western Equatoria State The Republic of South S



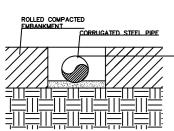
Tel: +211920105359
Email: ladderedi@gmail.com
Juba, The Republic of South Sudan

APPROVED BY:

PROJECT TITLE:	REVISIONS:	CAD/DRAWN BY:	DWG. NO.		
MARIDI - EMBAI ACCESS ROAD		,	<u>(3)</u>		
SHEET CONTENT:					
SUPER ELEVATION AND CURVE WIDENING DETAILS		DWG. Scale: AS SHOWN			
		DATE: FEBRUARY 2023	SHEET 1_OF_1_SHEETS		

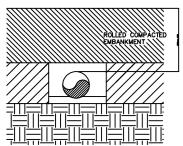


FINISHED GRADE LINE

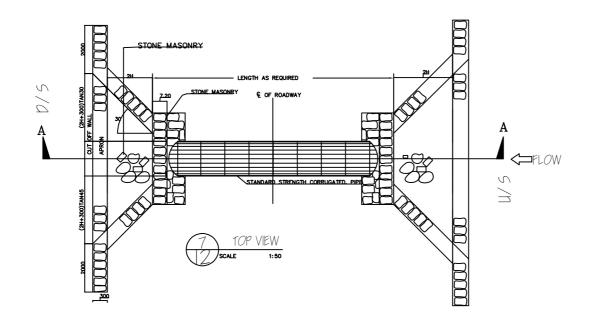


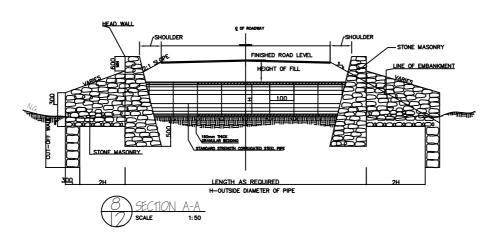
TRENCH THROUGH THIS COMPACTED EMBANKMENT AND INSTALL PIPE OVER GRANULAR BEDDING BACK FILL WITH COMPACTED GRANULAR MATERIAL

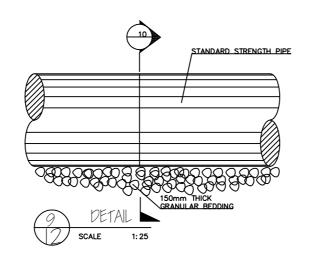
FINISH GRADE LINE

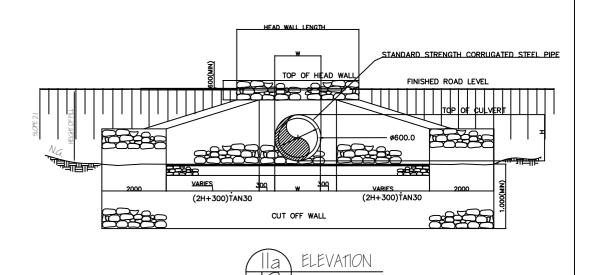


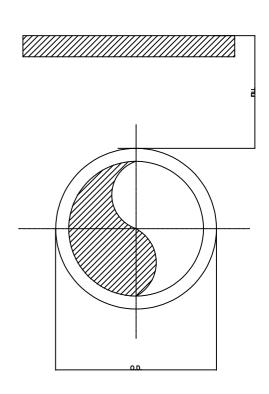












- THIS IS FOR SINGLE PIPE, THE SAME APPLIES TRUE FOR DOUBLE PIPES AS WELL

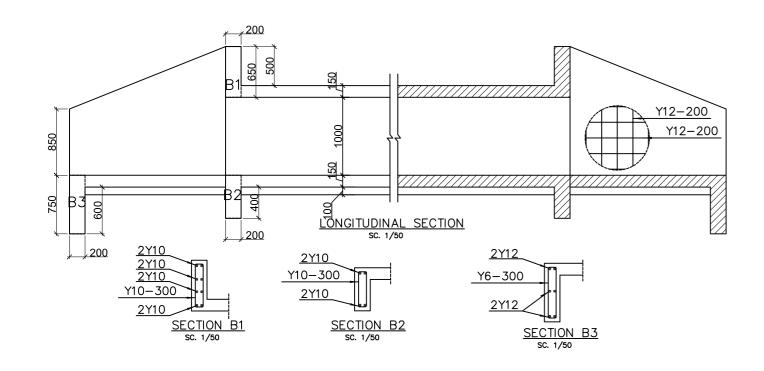


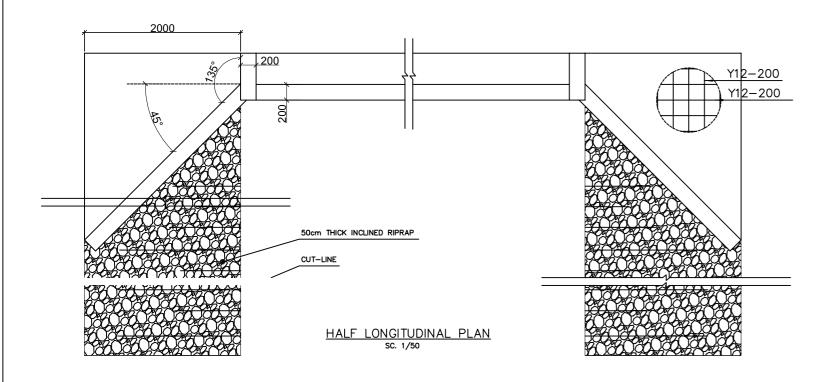


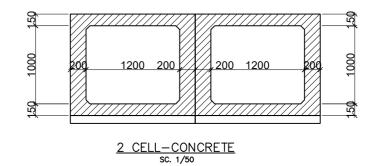
Tel: +211920105359
Email: ladderedi@gmail.com
Juba, The Republic of South Sudan

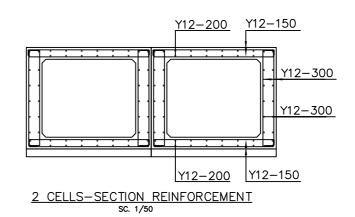
APPROVED BY:

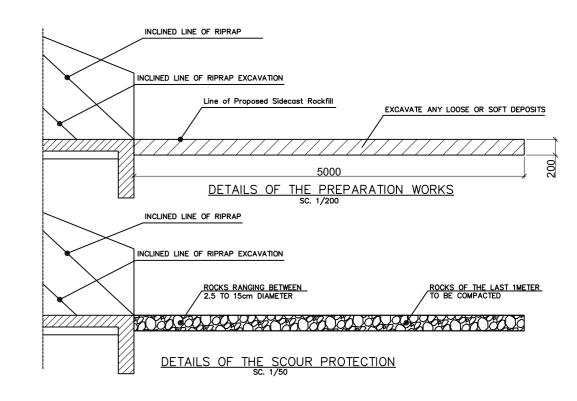
PROJECT TITLE:	REVISIONS:	CAD/DRAWN BY:	DWG. NO.
MARIDI - EMBAI ACCESS ROAD			(04)
SHEET CONTENT:			
CORRUGATED STEEL PIPE DETAILS		DWG. Scale: AS SHOWN	
		DATE: FEBRUARY 2023	SHEET 1_OF_1_SHEETS



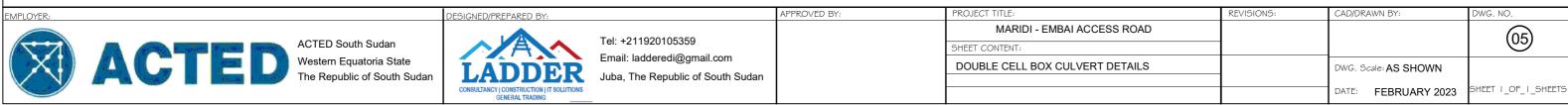




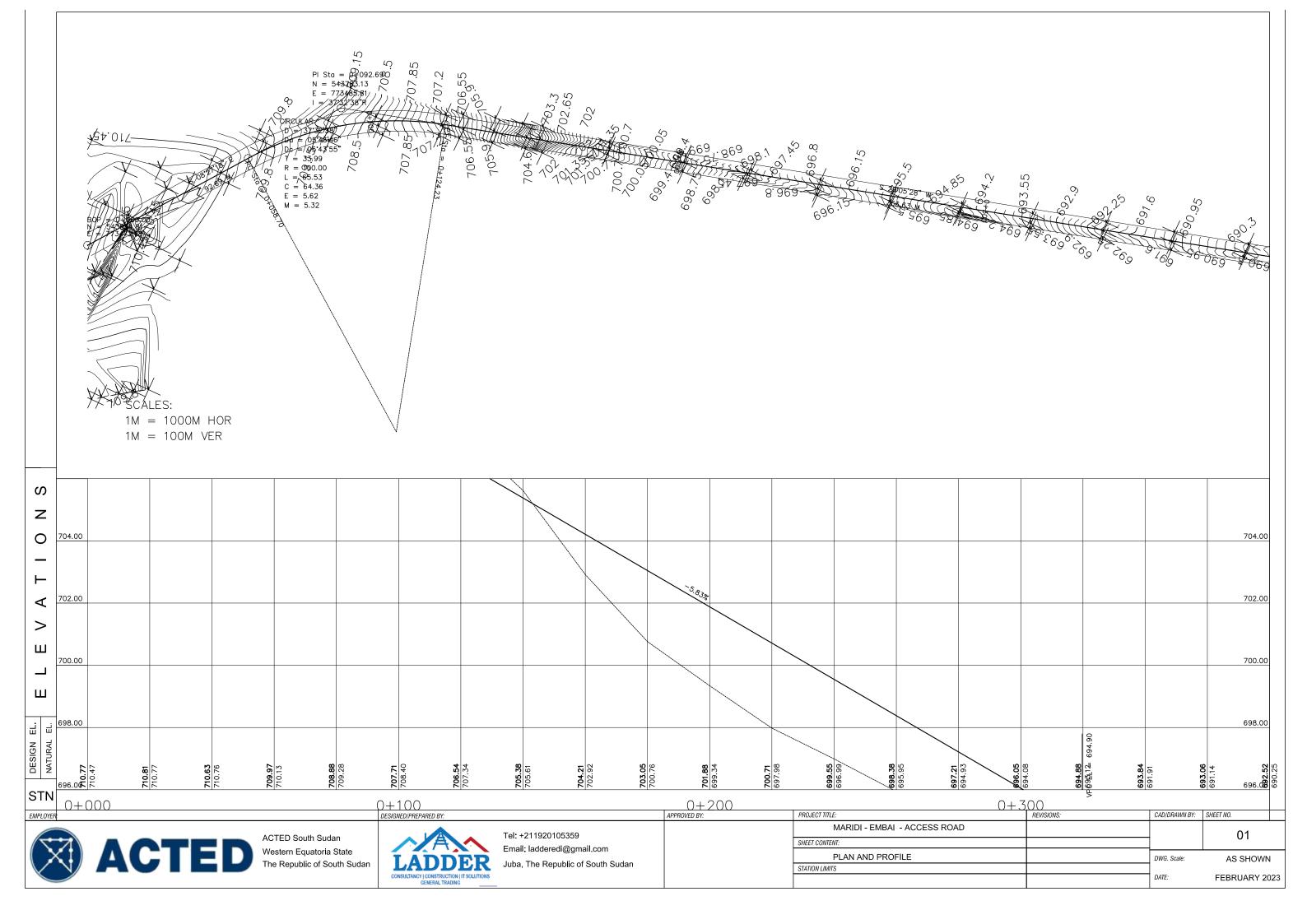


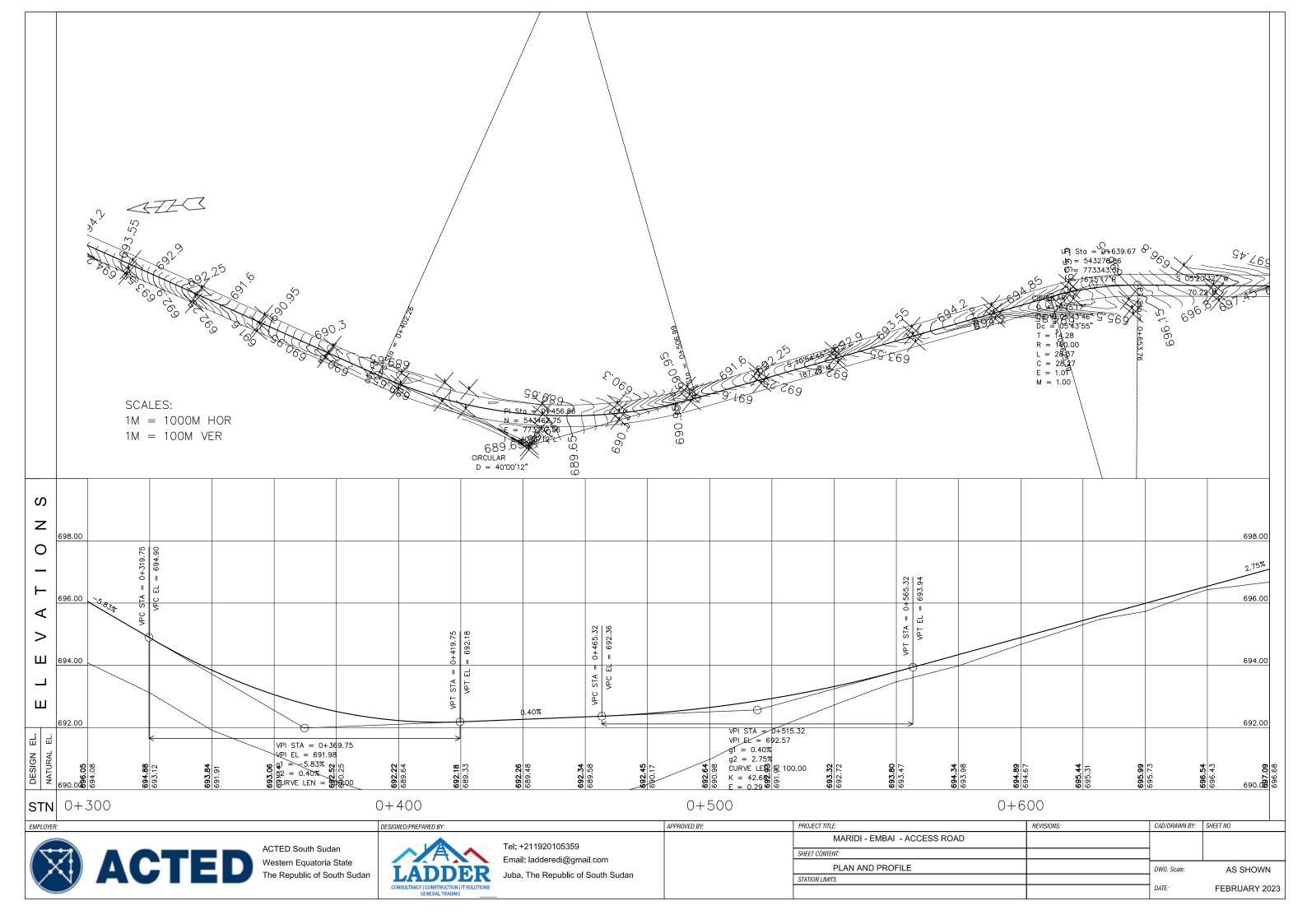


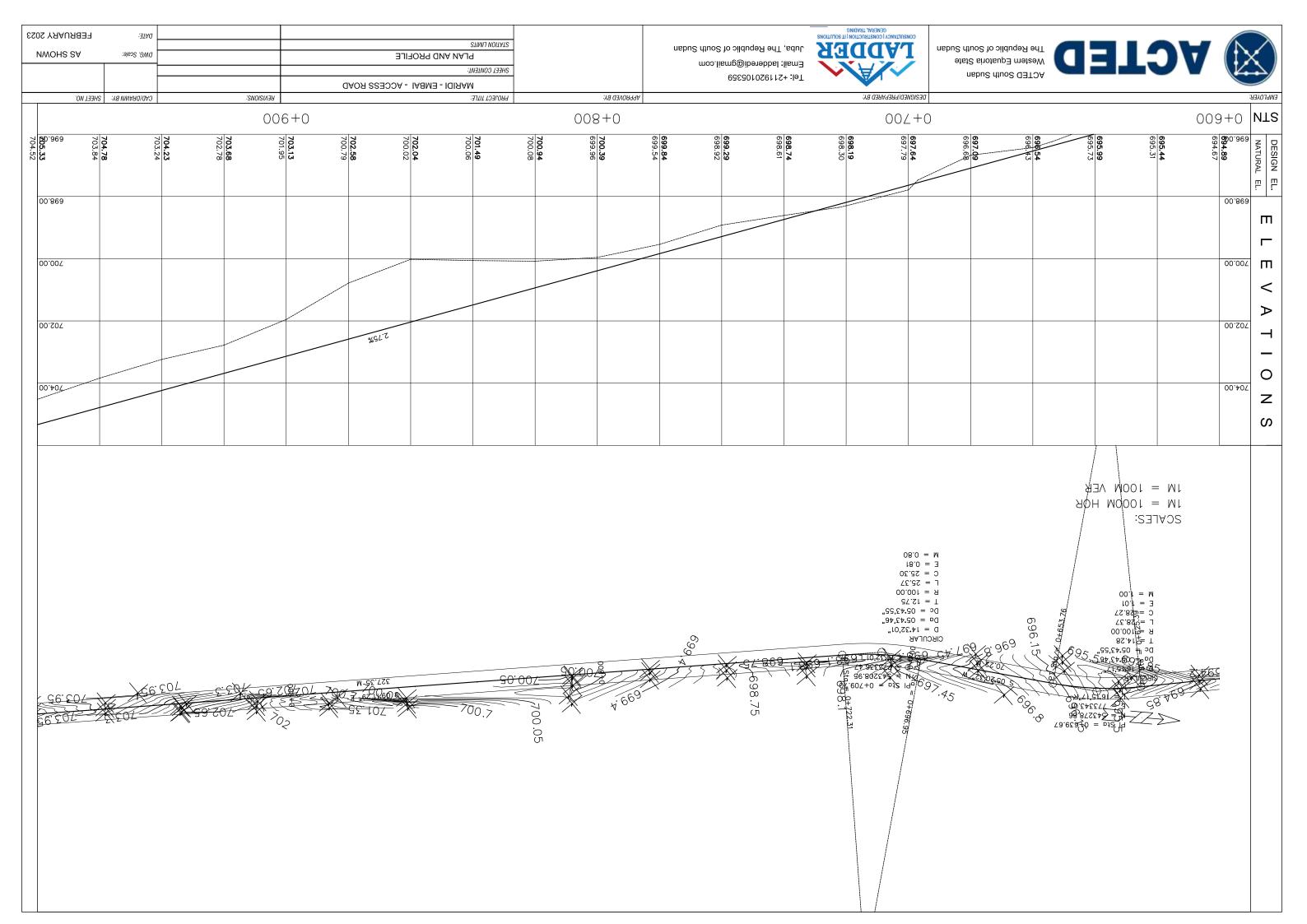
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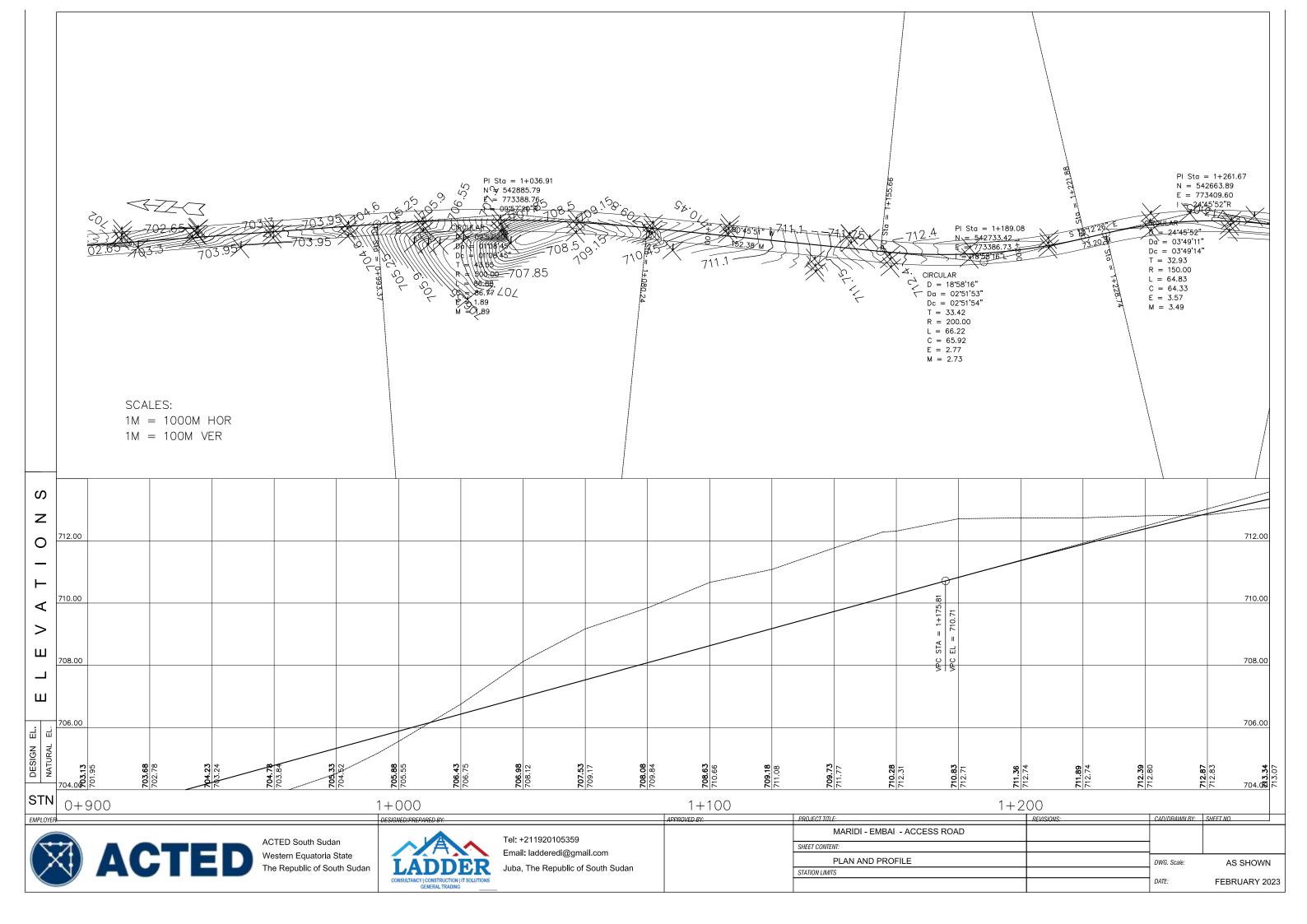


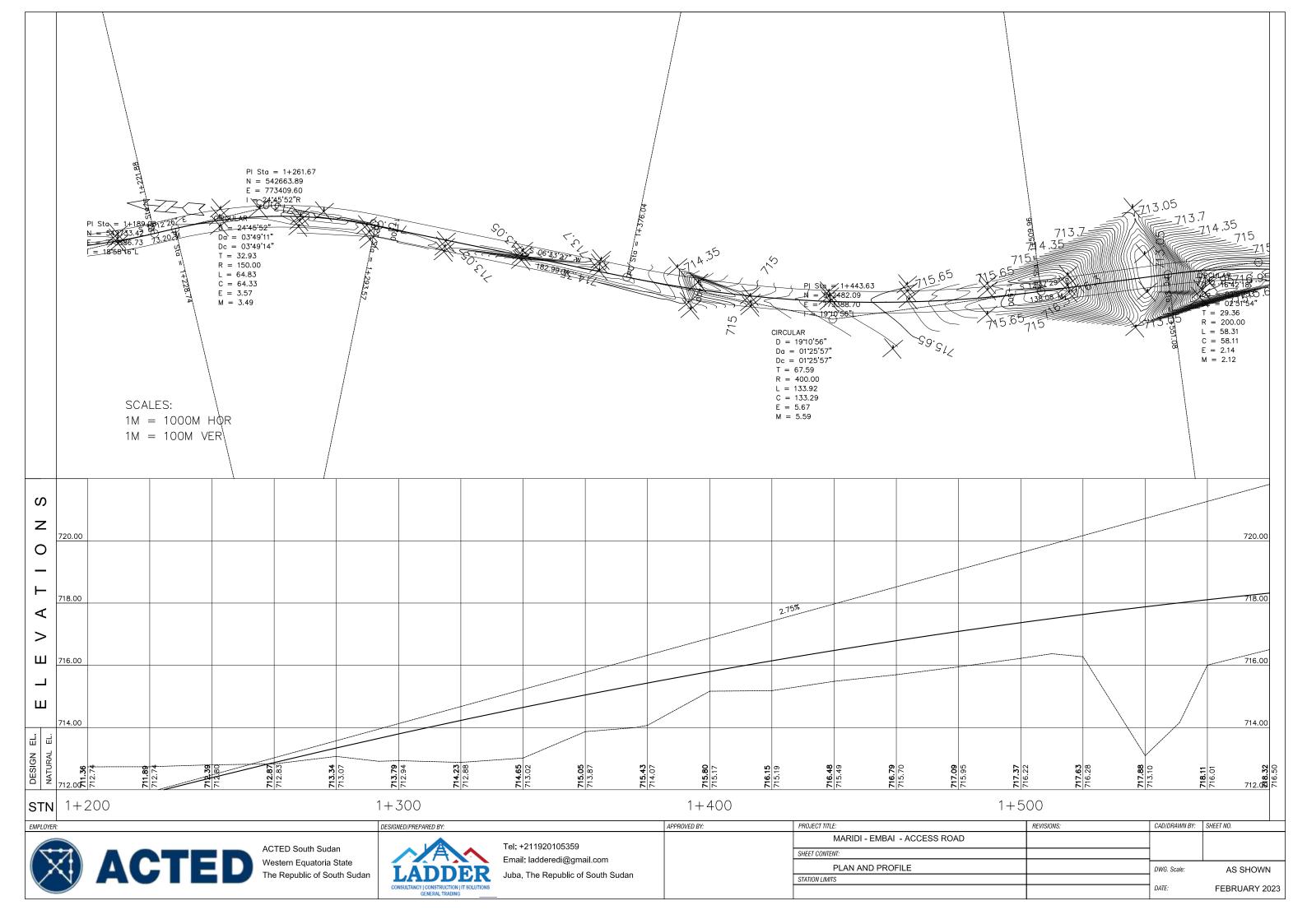
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									ERENCE POII		_		
						BM 1		EASTING 773473.750		543861.23	0	711.000	
		/_\				BM 2 BM 3 BM 4		773490.730 773305.950 773346.730		543777.93 543464.24 543249.29	.0	709.150 689.160 696.940	
						BM 5 BM 6		773391.730 773396.730		542777.29 542526.29	0	712.000 715.380	
						BM 7 BM 8		773406.420 773422.730		542382.19 542208.29	0	712.510 717.570	
1						B.M 9 BM 10		773473.750 773515.730 773522.730		542086.23 541910.29	0	717.000 712.000 714.000	
			\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			BM 11 BM 12 BM 13		773525.750 773515.750		541792.29 541613.23 541499.23	0	715.000 715.000 713.000	
1						BM 14 BM 15		773508.750 773544.750		541247.23 541156.23	0	708.000 704.000	
			1			BM 16 BM 17		773568.750 773707.730		541030.23 540849.29	0	701.000 701.990	
						BM 19 BM 22		773763.130 773897.010		540617.69 539981.41	.0	695.710 705.030	
						BM 23 BM 24 BM 25		773932.740 773931.730 774023.750		539639.20 539274.29 538717.23	0	713.140 728.860 726.000	
						BM 27 BM 28		774259.750 774561.750		537836.23 537560.23	0	733.000 736.000	
	$\mid \int \mid$					BM 29 BM 30		774575.600 775454.620		537569.89 536479.23	0	736.000 736.070	
						BM 31 BM 32		775805.440 775974.730		535822.89 535639.29	0	758.070 766.000	
						BM 33 BM 34 BM 35		776180.600 776591.750 777492.350		535367.79 534862.23 534242.91	0	765.300 754.000 765.750	
						BM 36 BM 37		777616.880 778240.910		534161.69 533502.30	0	761.470 742.440	
						M 38 A M 38 B		779142.820 779137.700		532327.10 532331.97	10	745.680 745.950	
						BM 39 BM 40		779423.790 779664.750		531839.57 531621.23	0	744.730 751.000	
						BM 41 BM 42 BM 43		779710.360 780238.310 780403.360		531075.62 529538.65 528970.62	0	755.000 752.630 766.840	
						BM 44 BM 45		780394.360 780217.360		527293.62 526876.62	.0	767.460 774.560	
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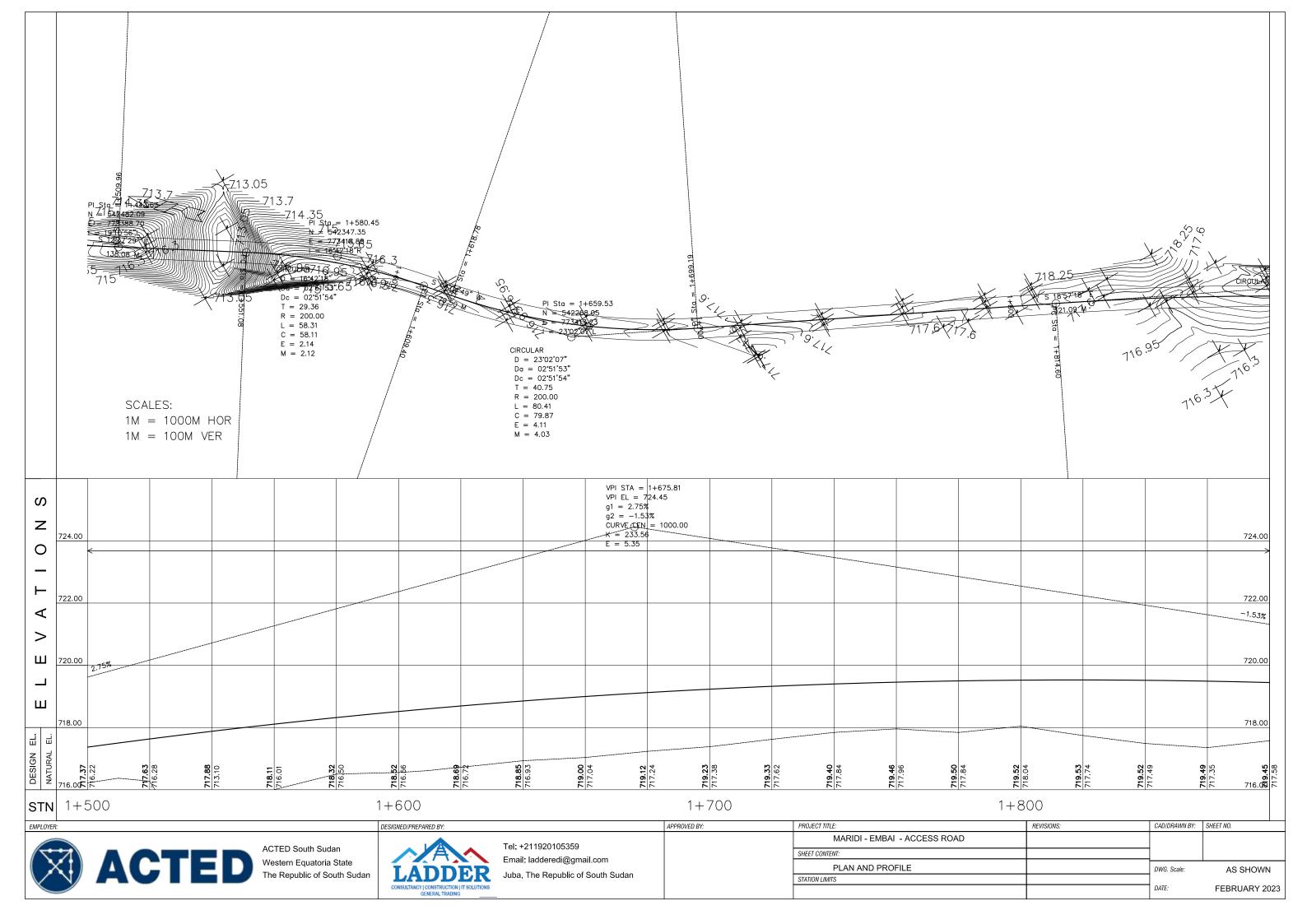


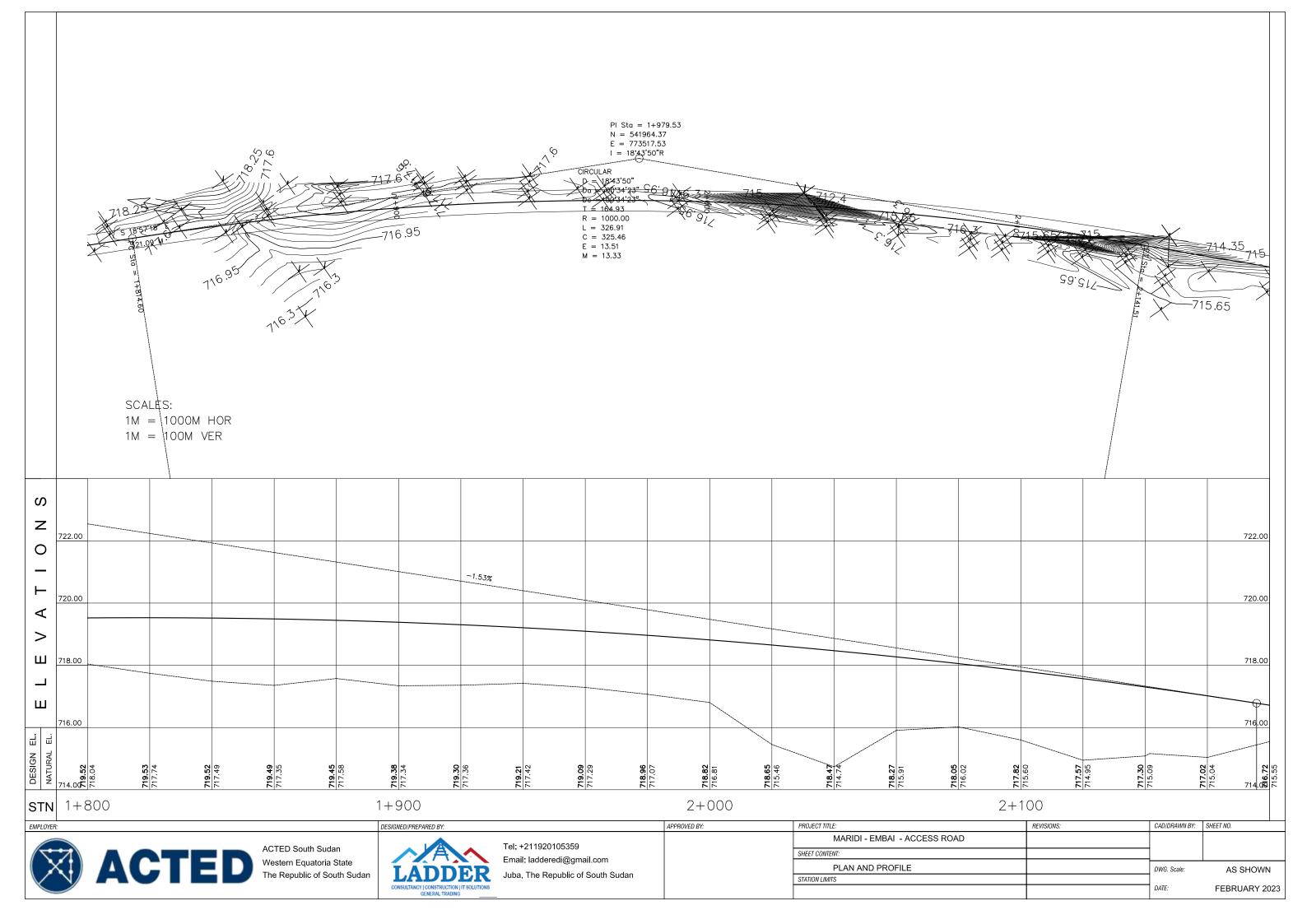


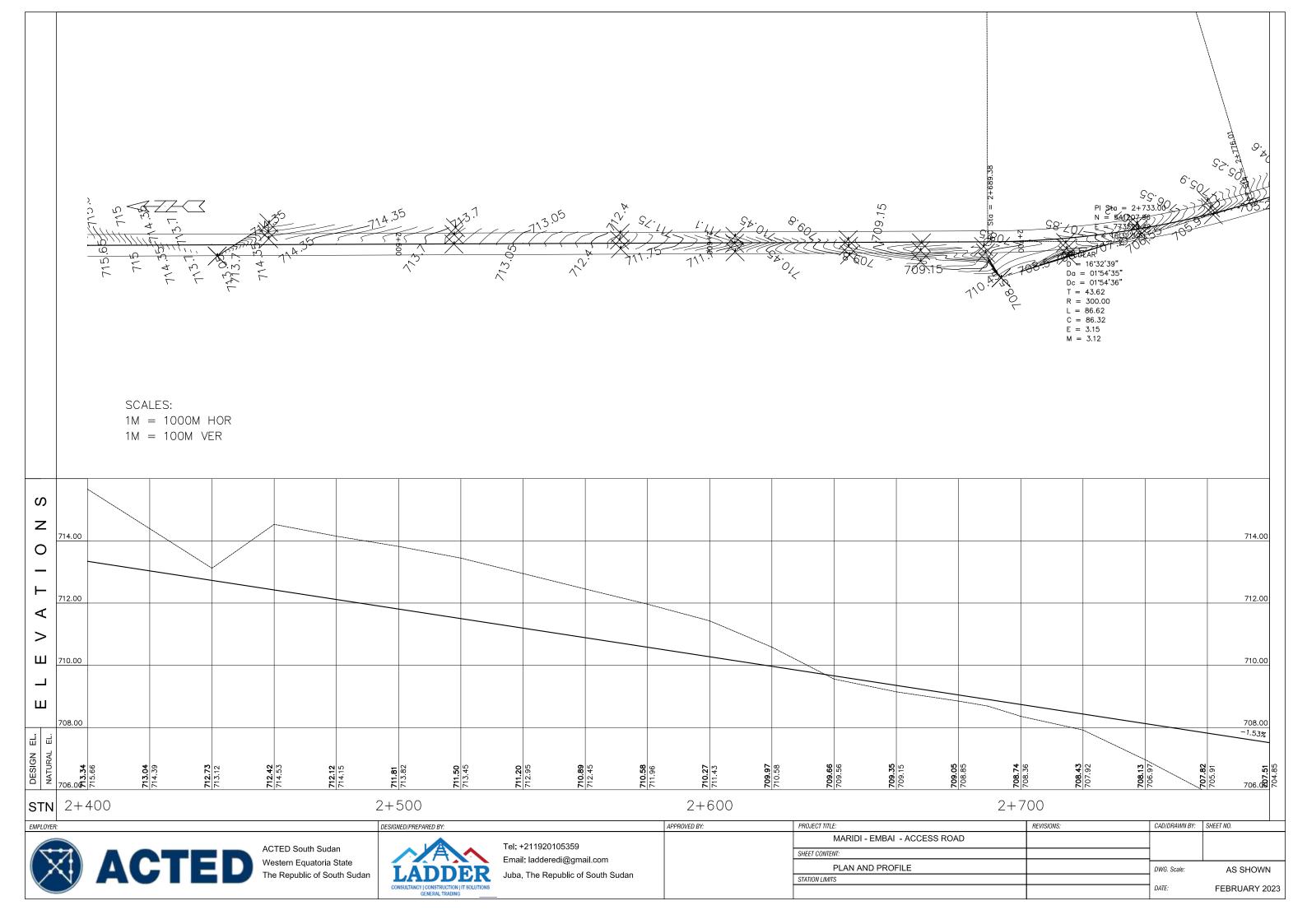


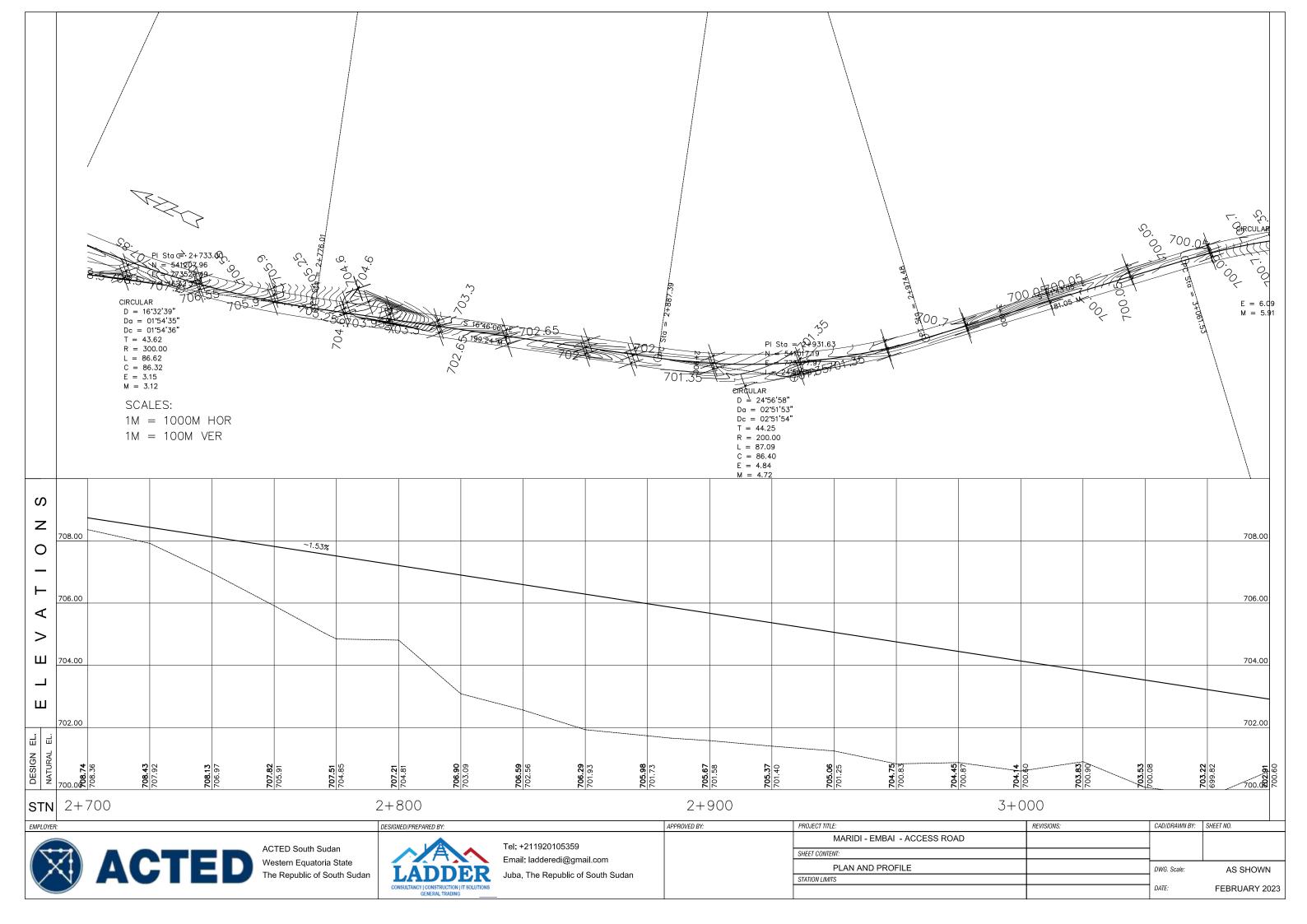


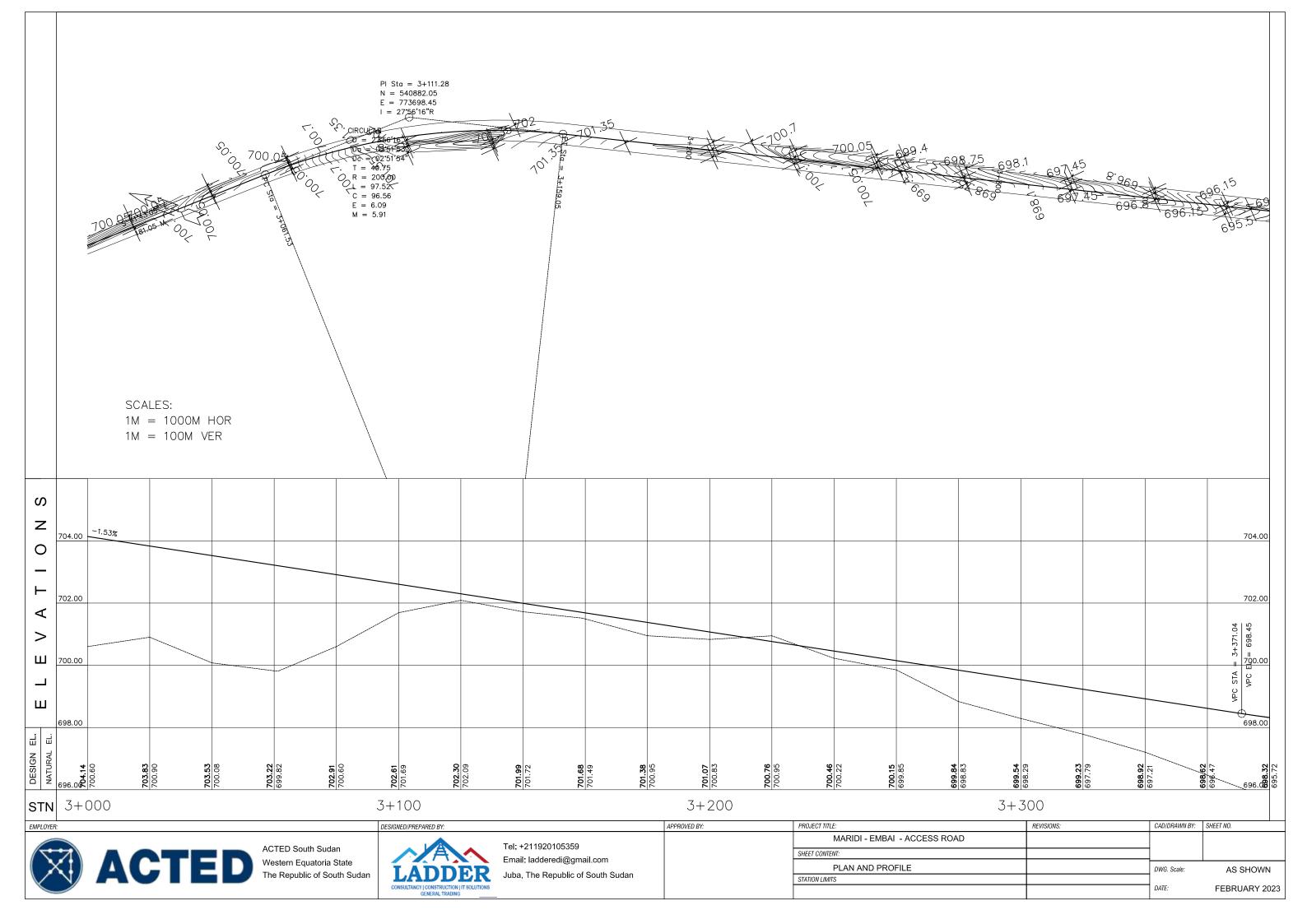


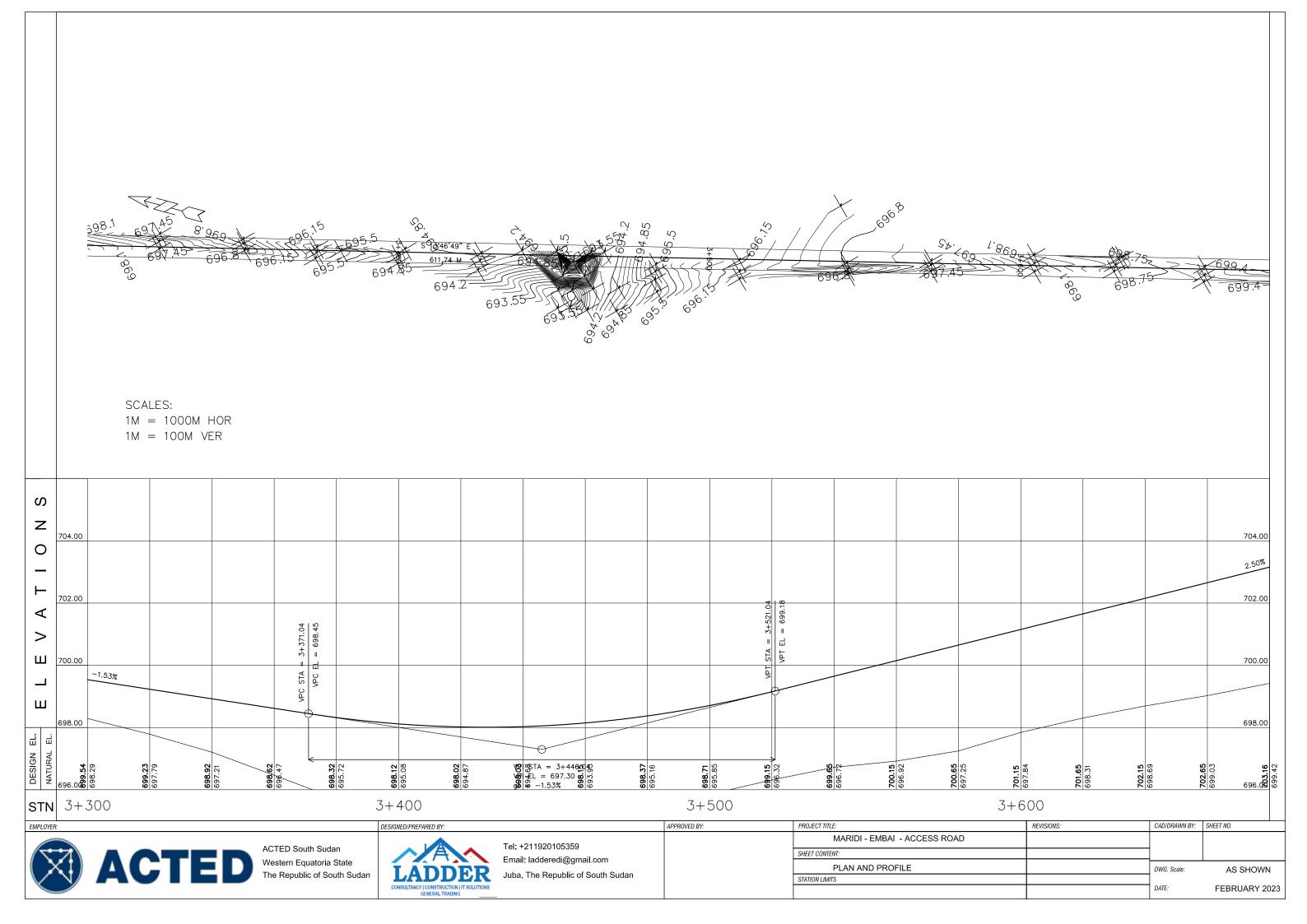


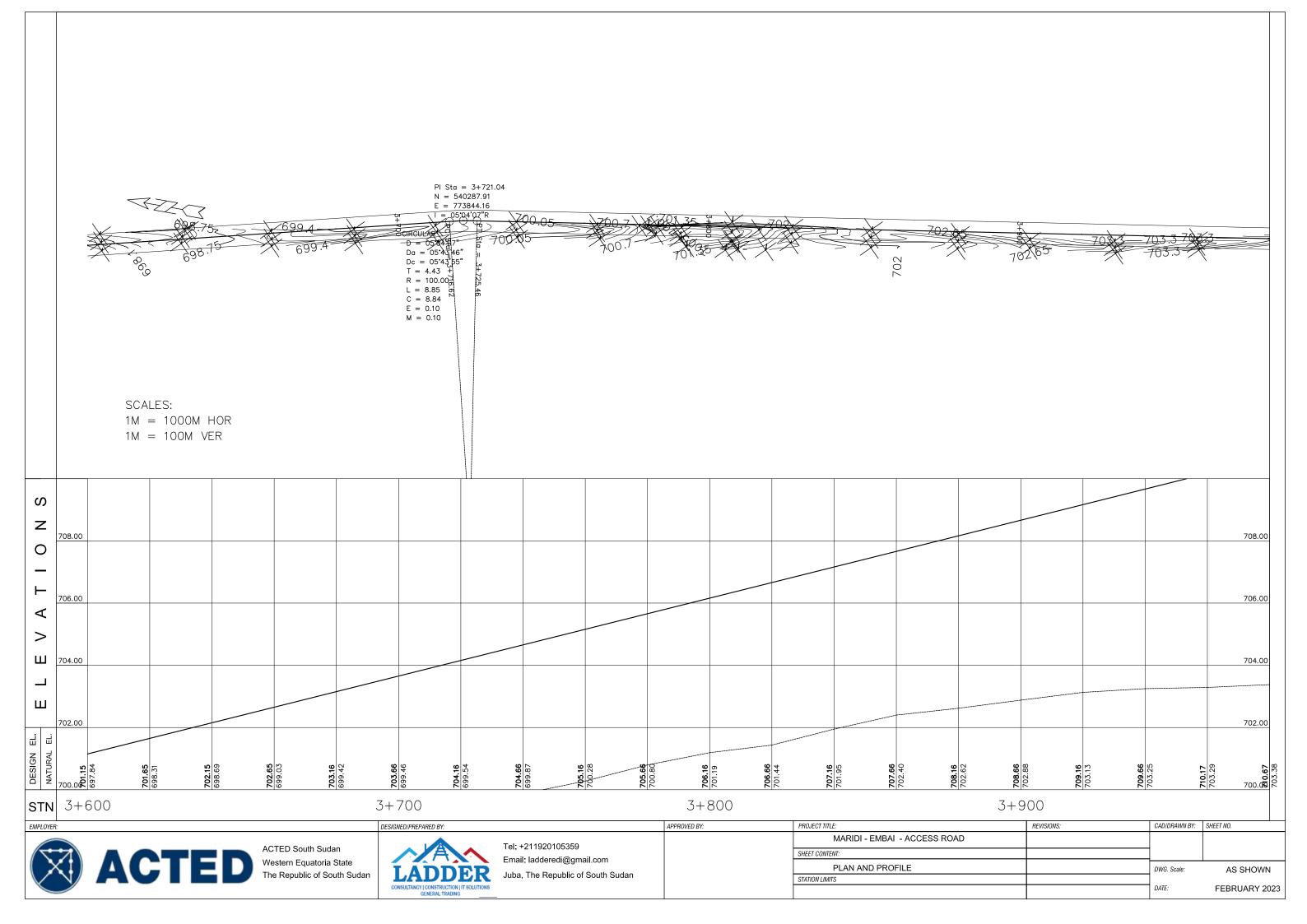


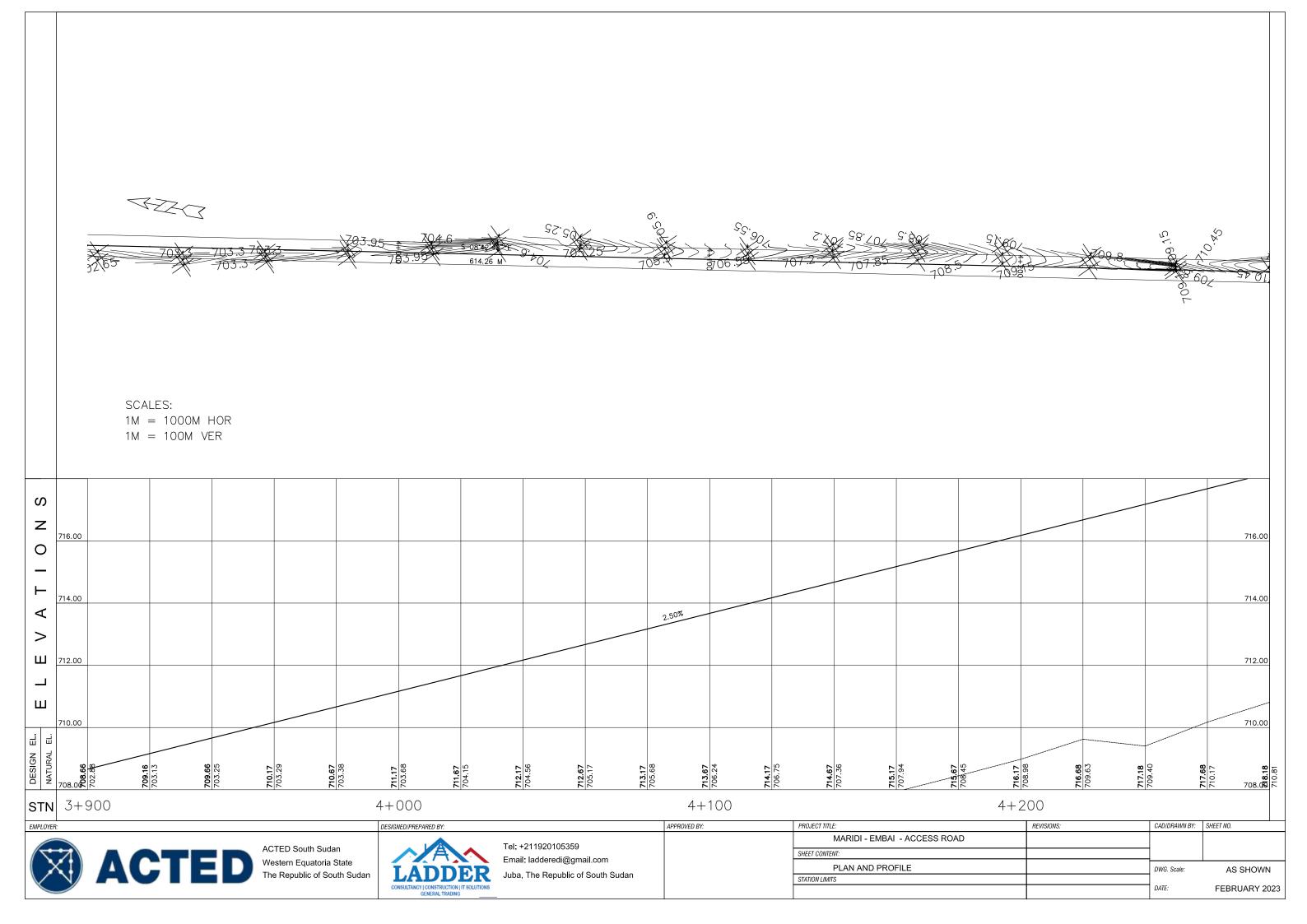


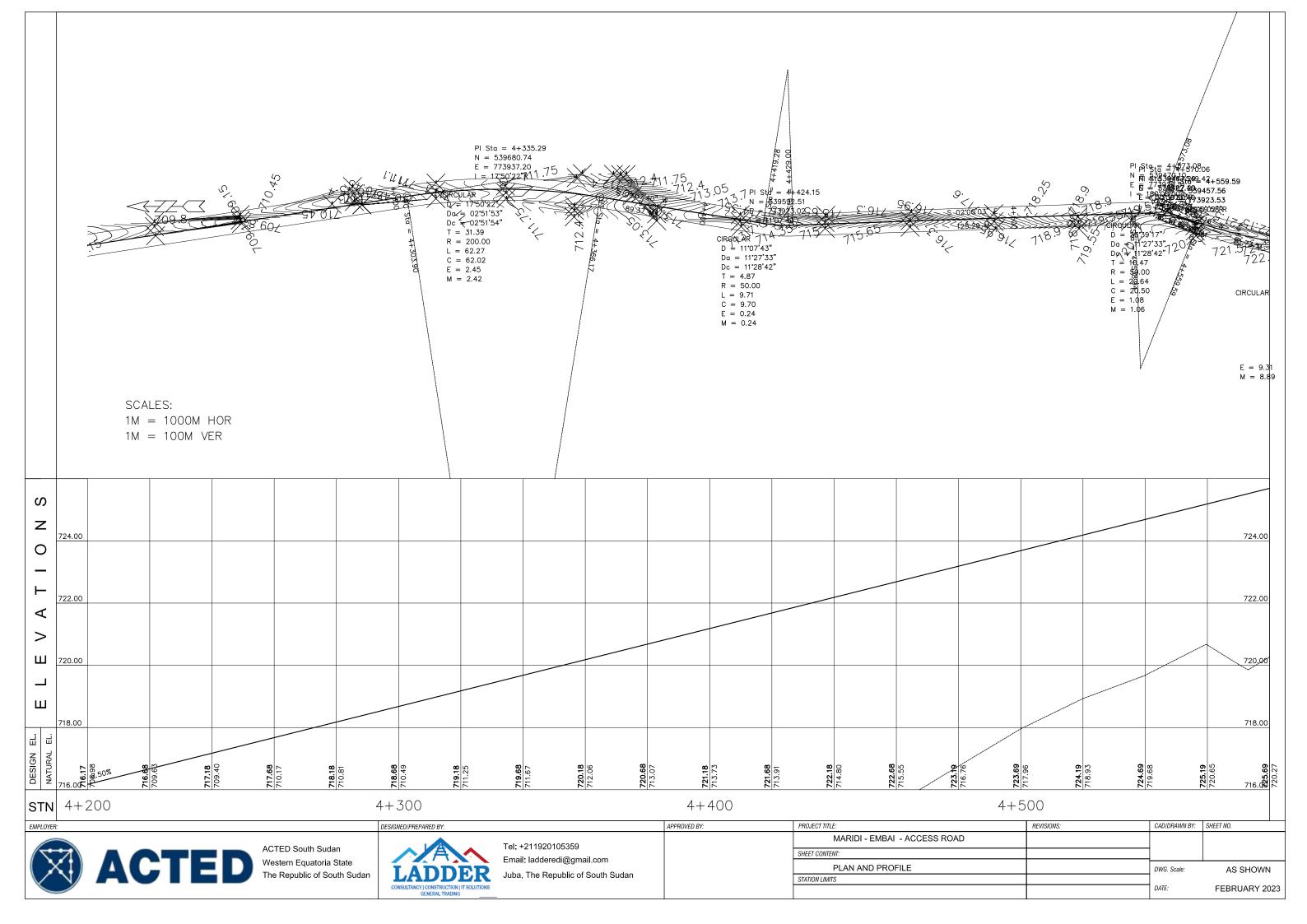


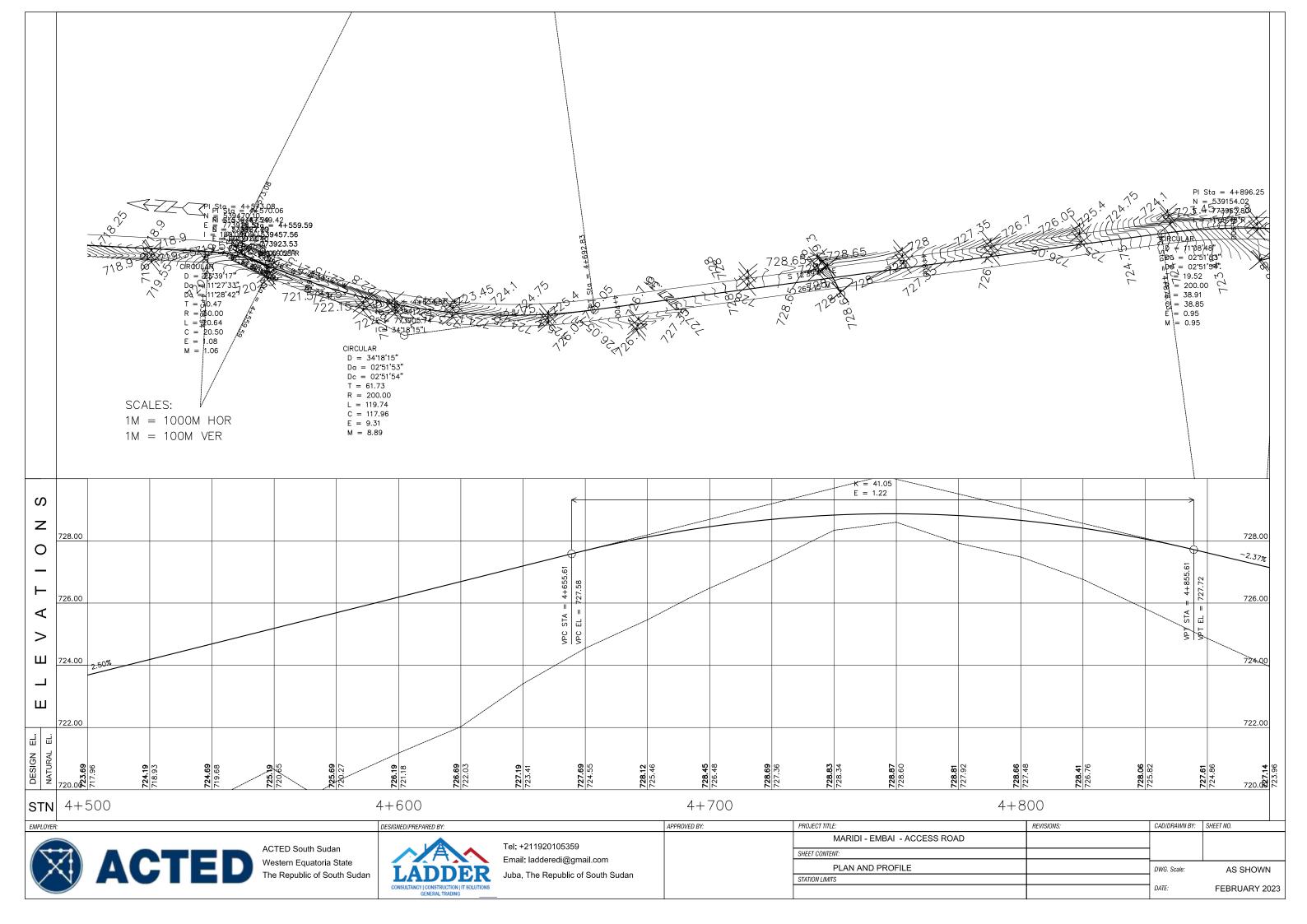


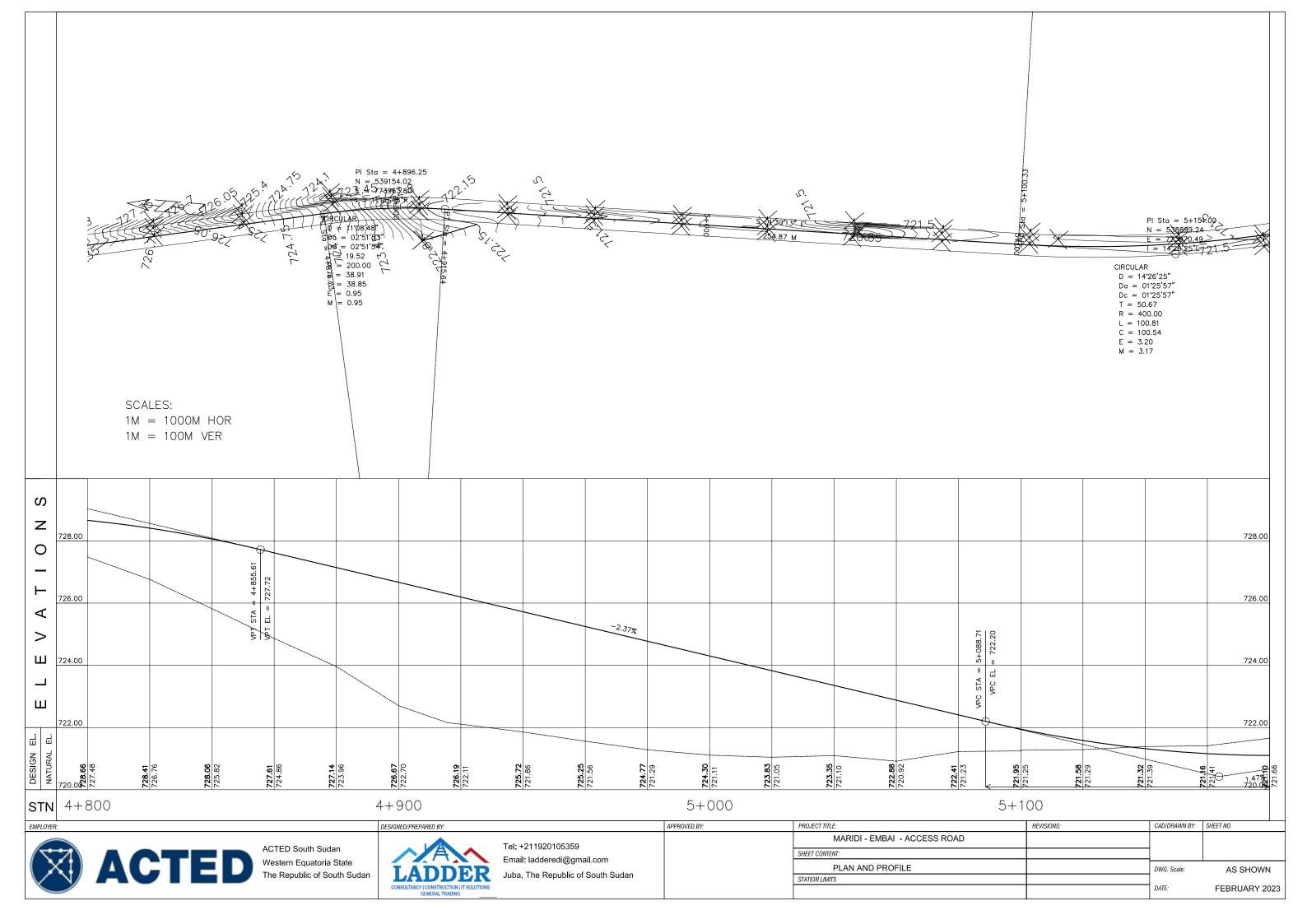


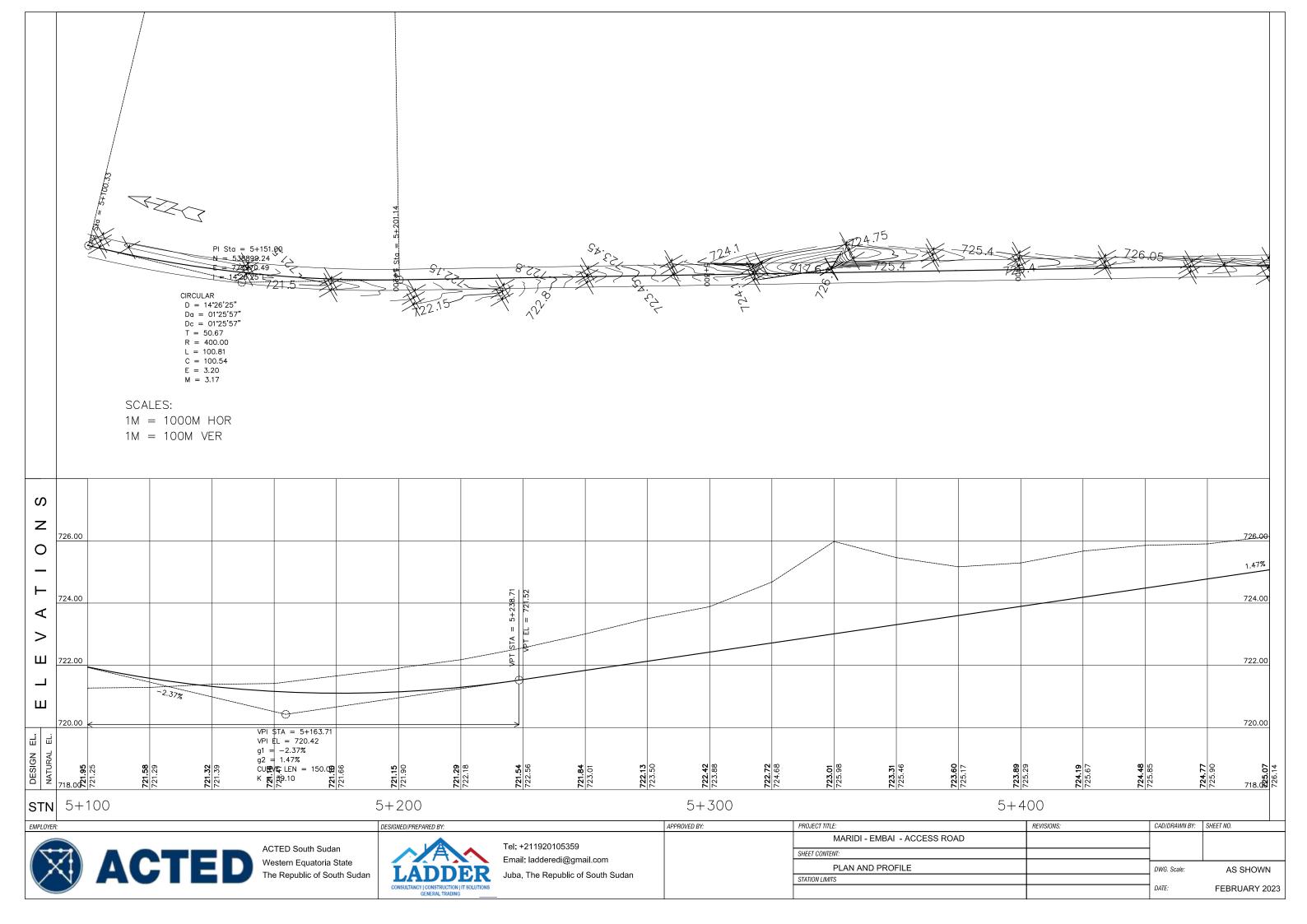


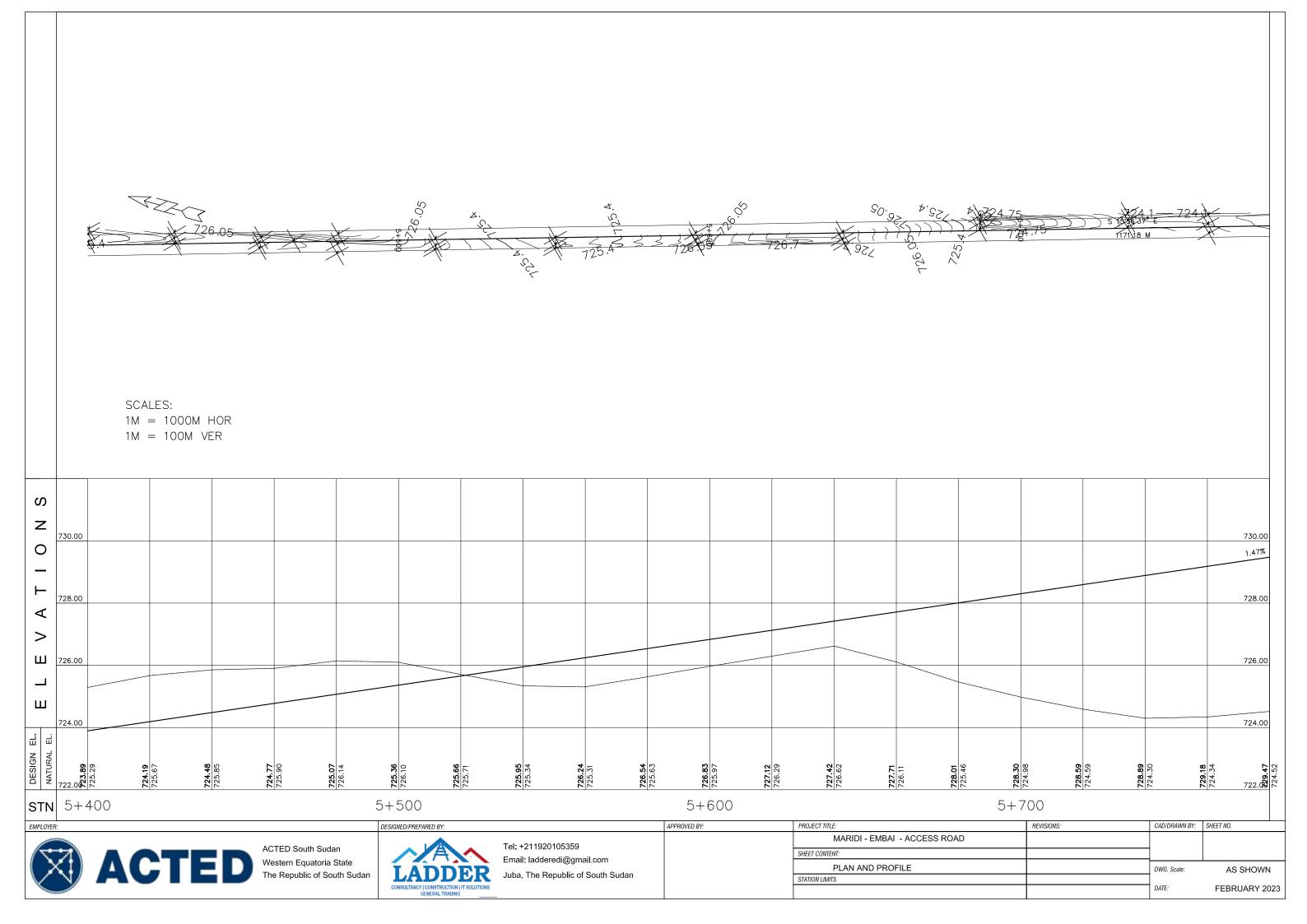


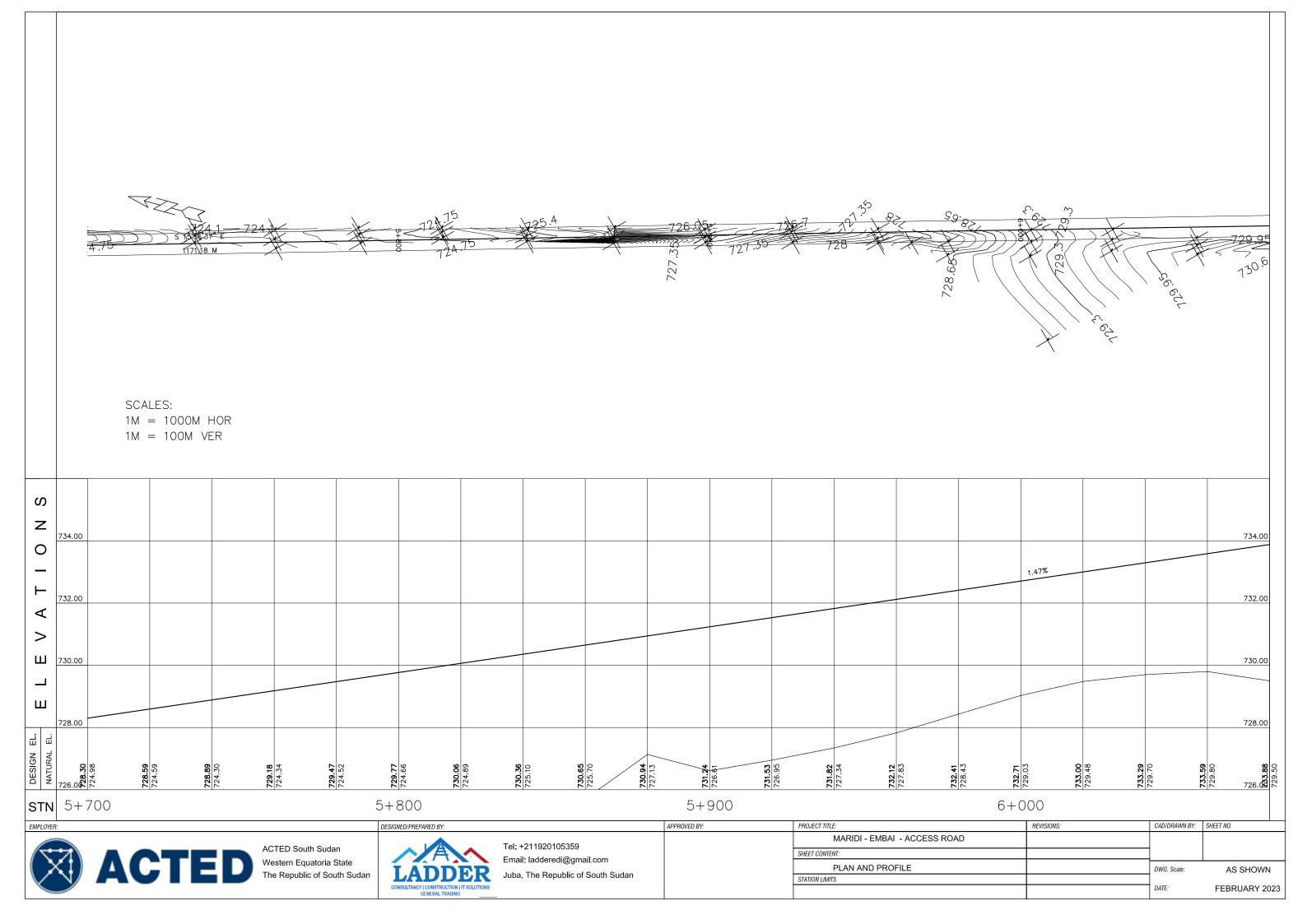


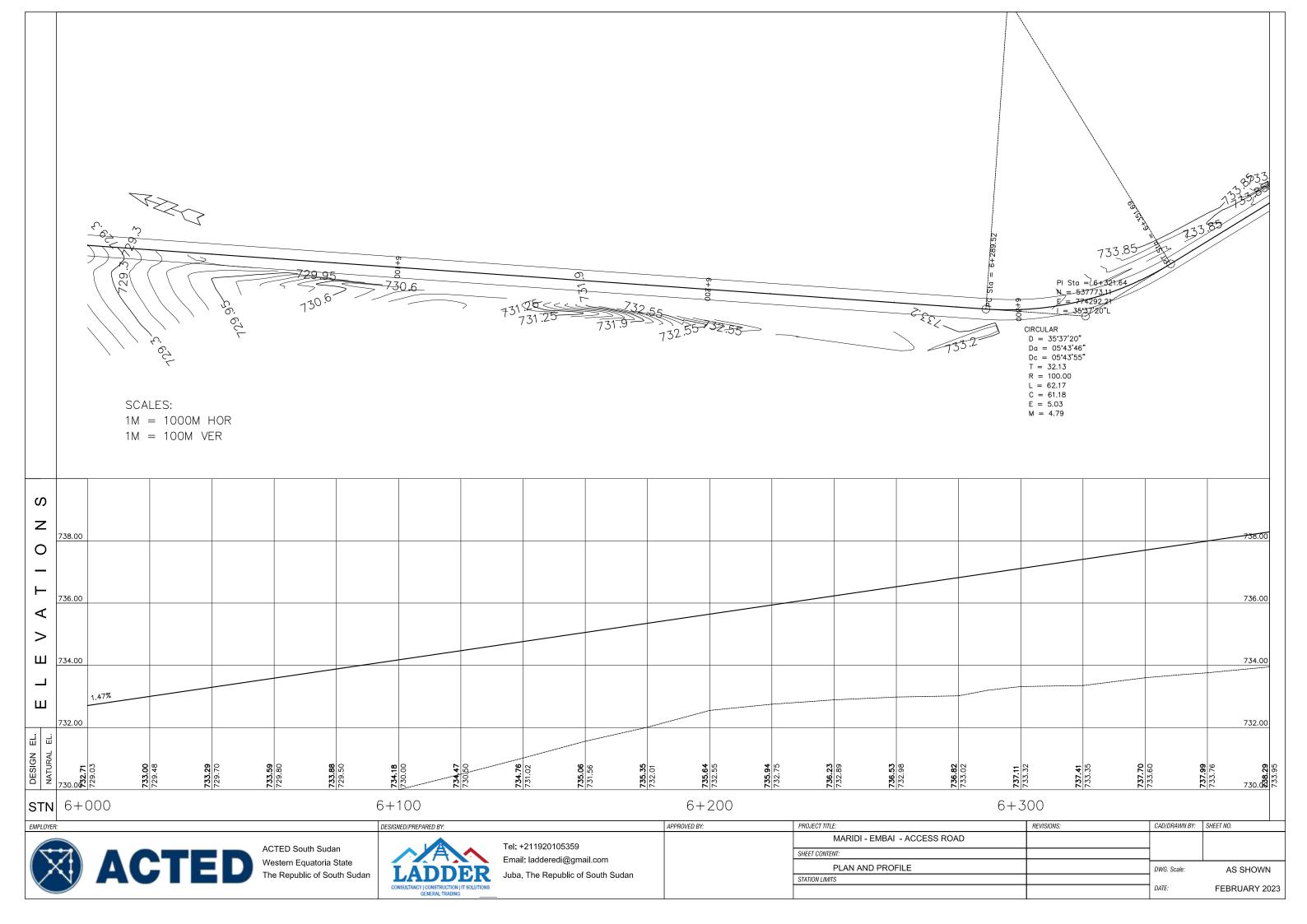


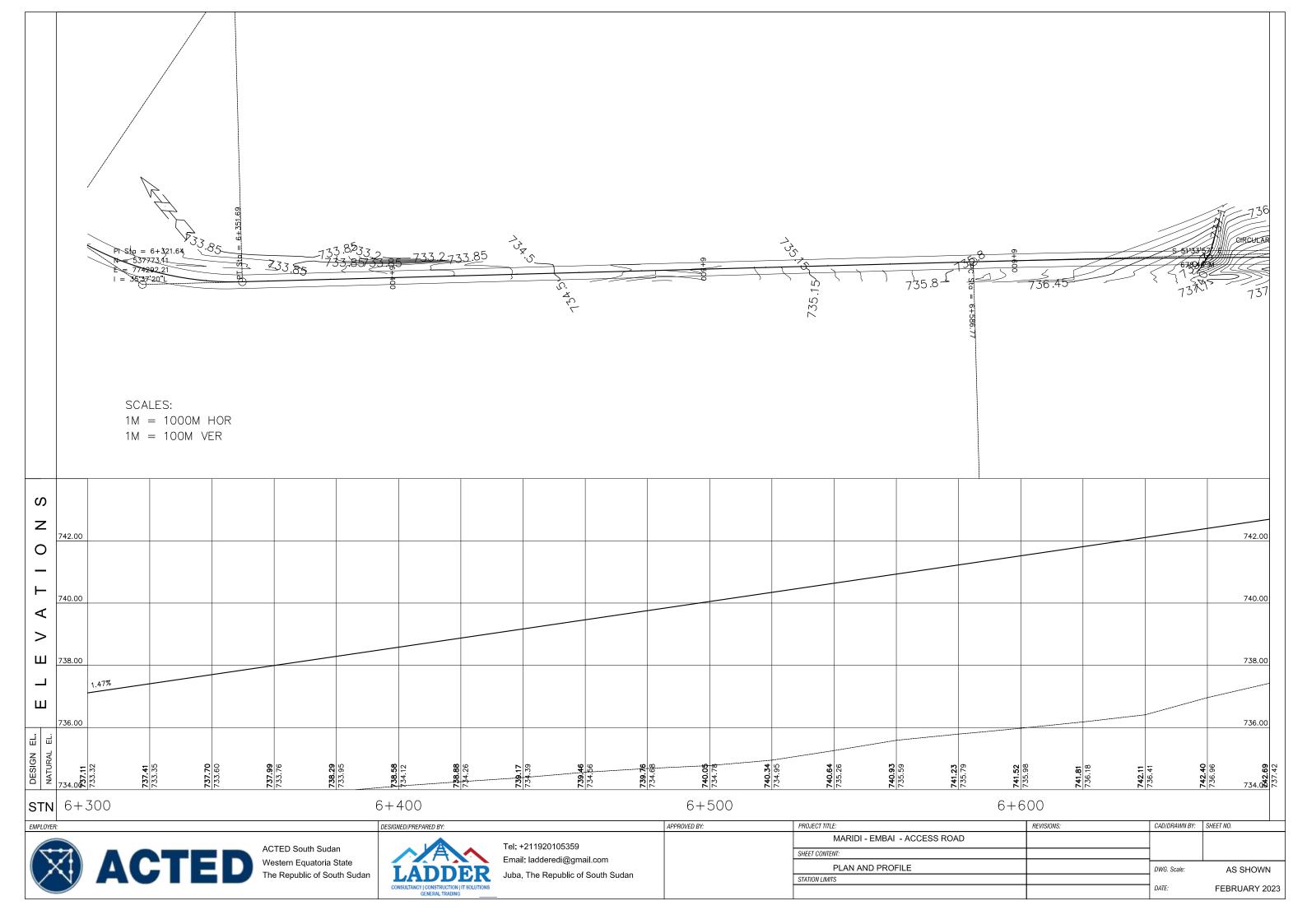


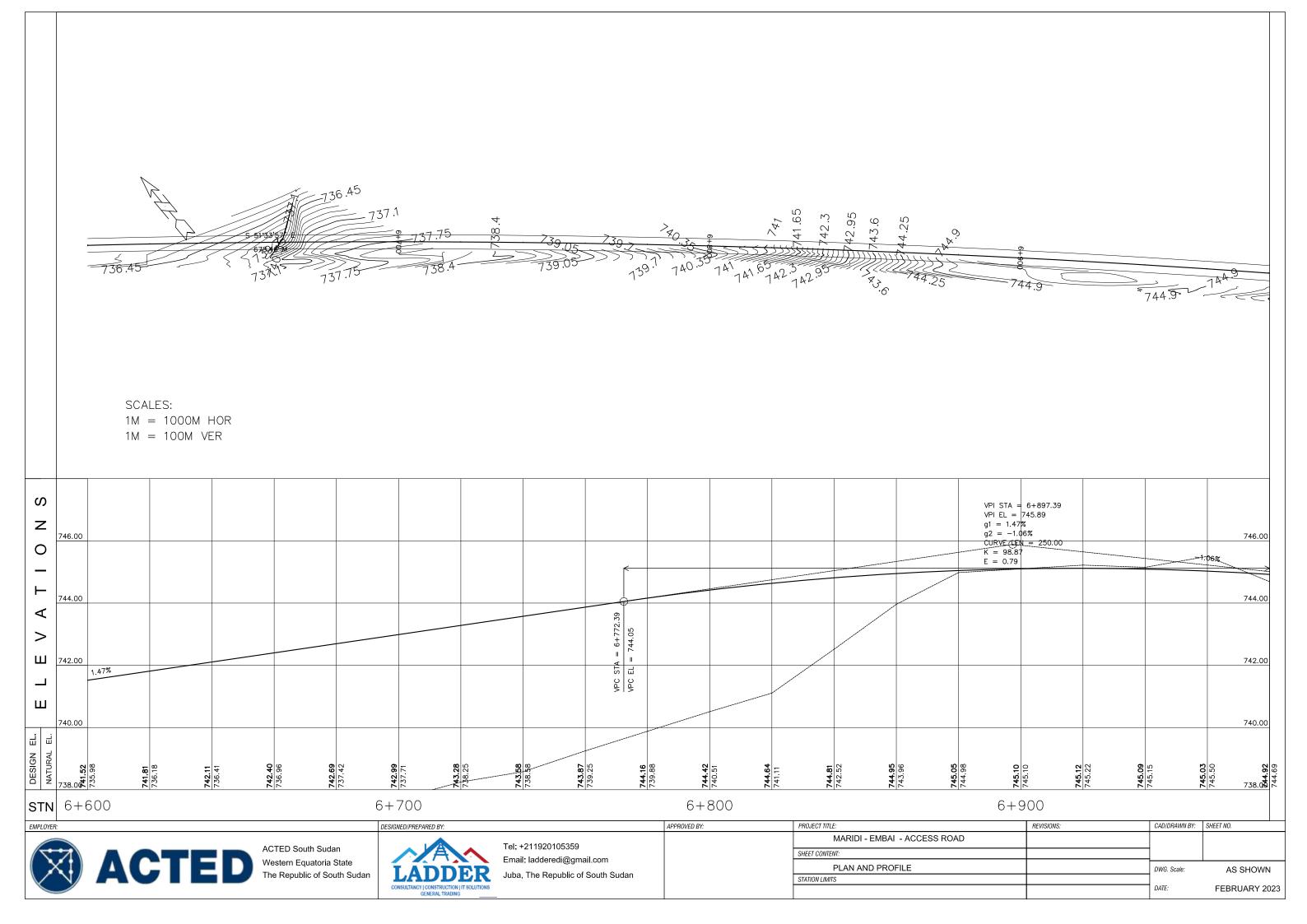


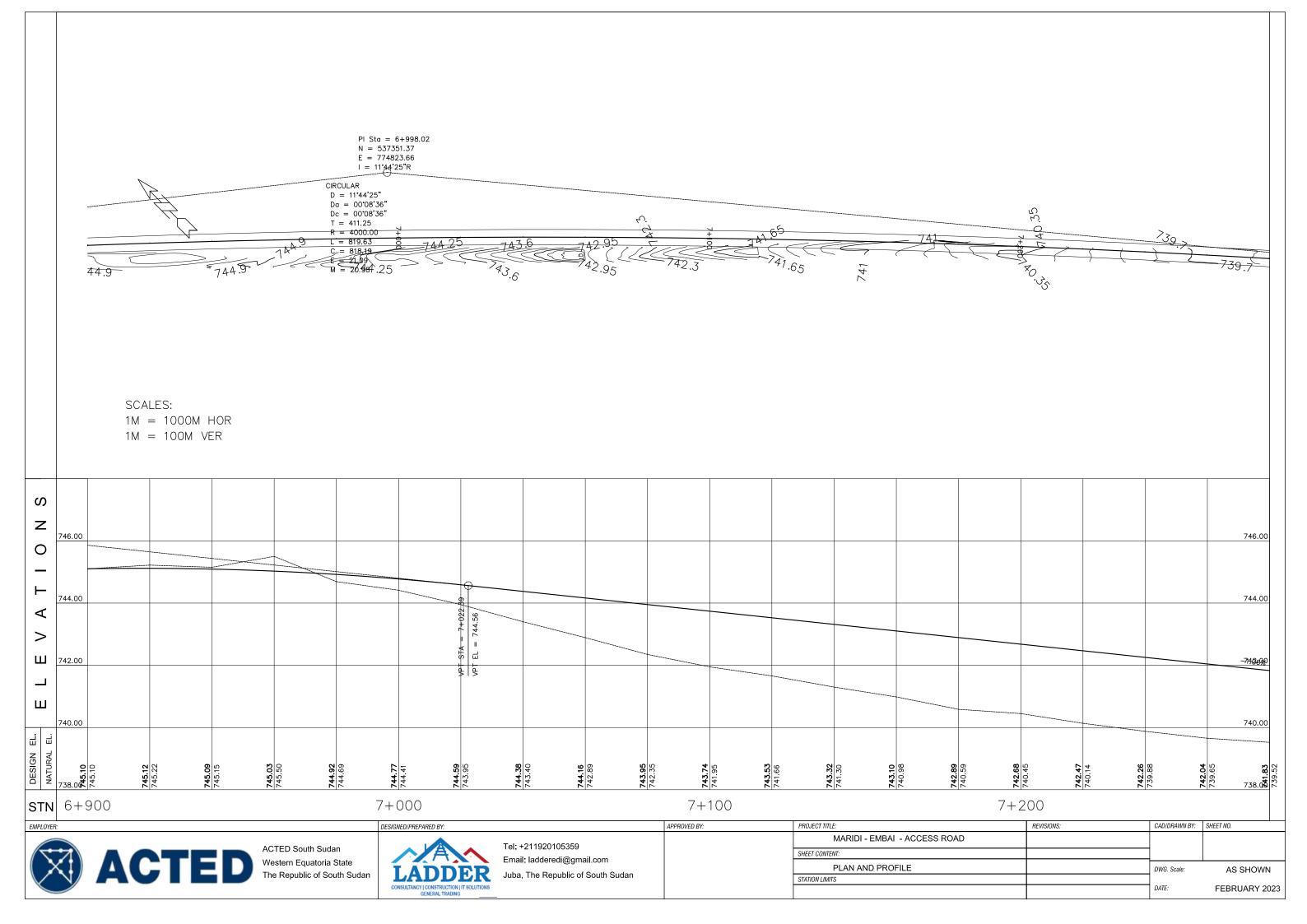


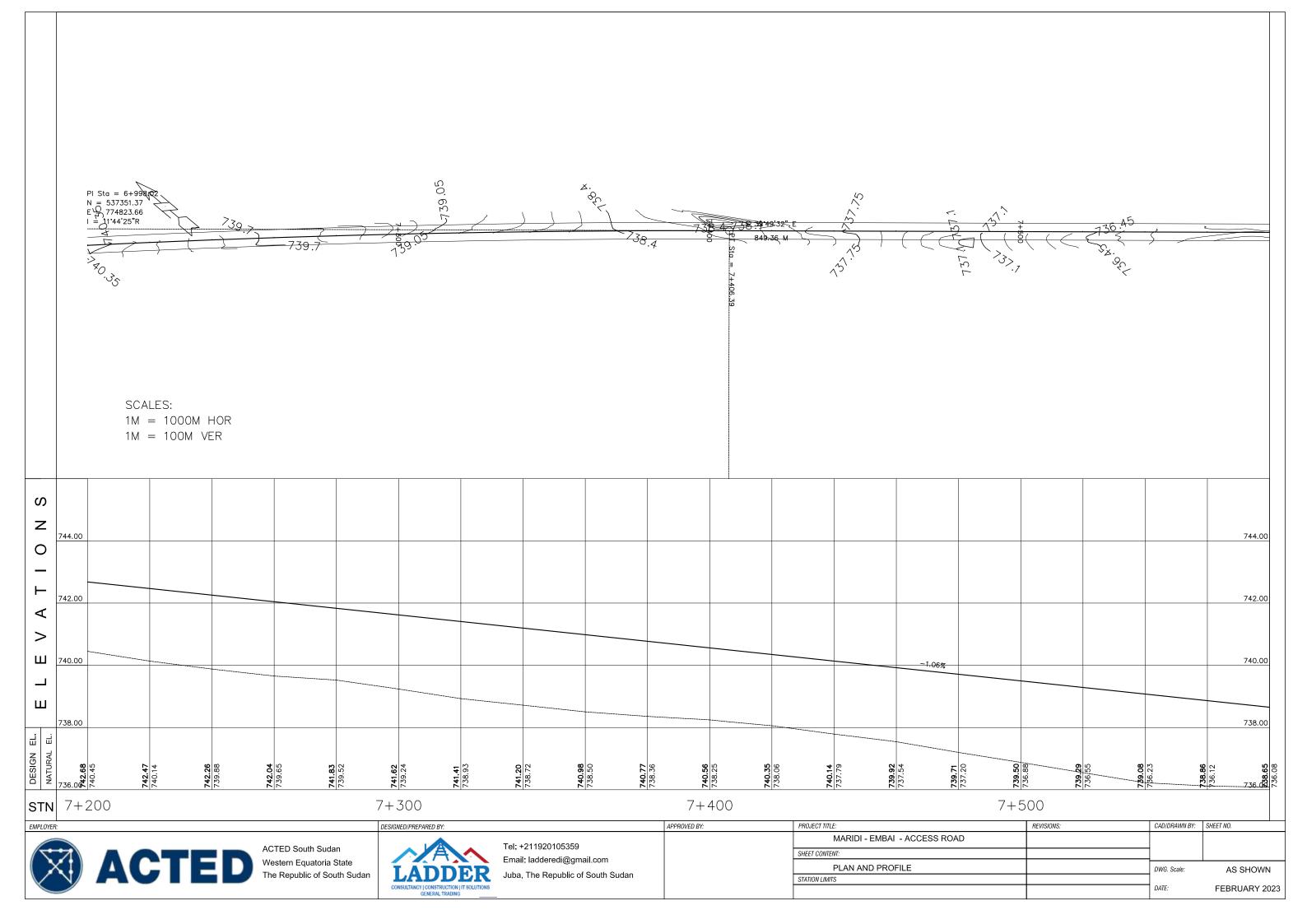


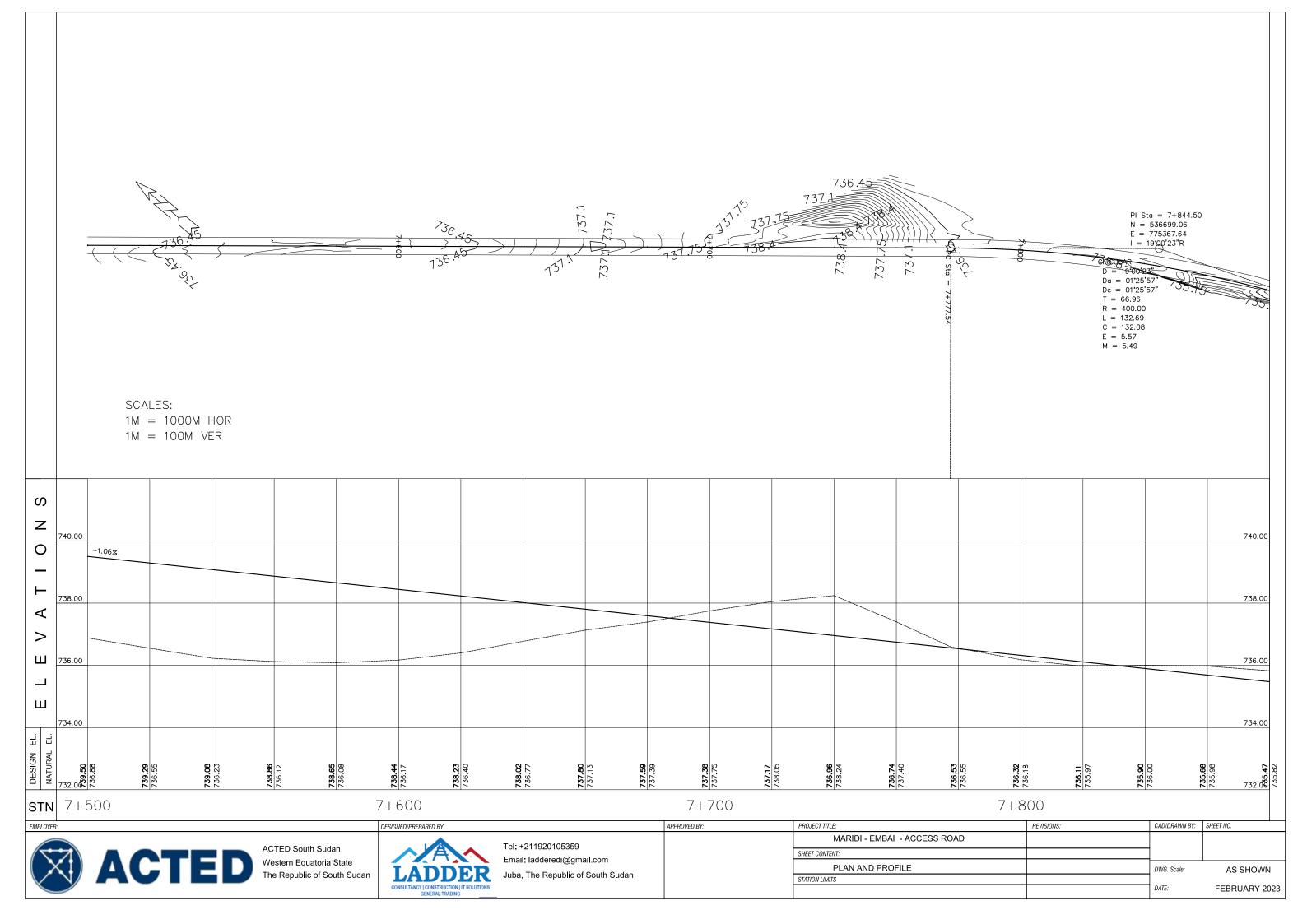


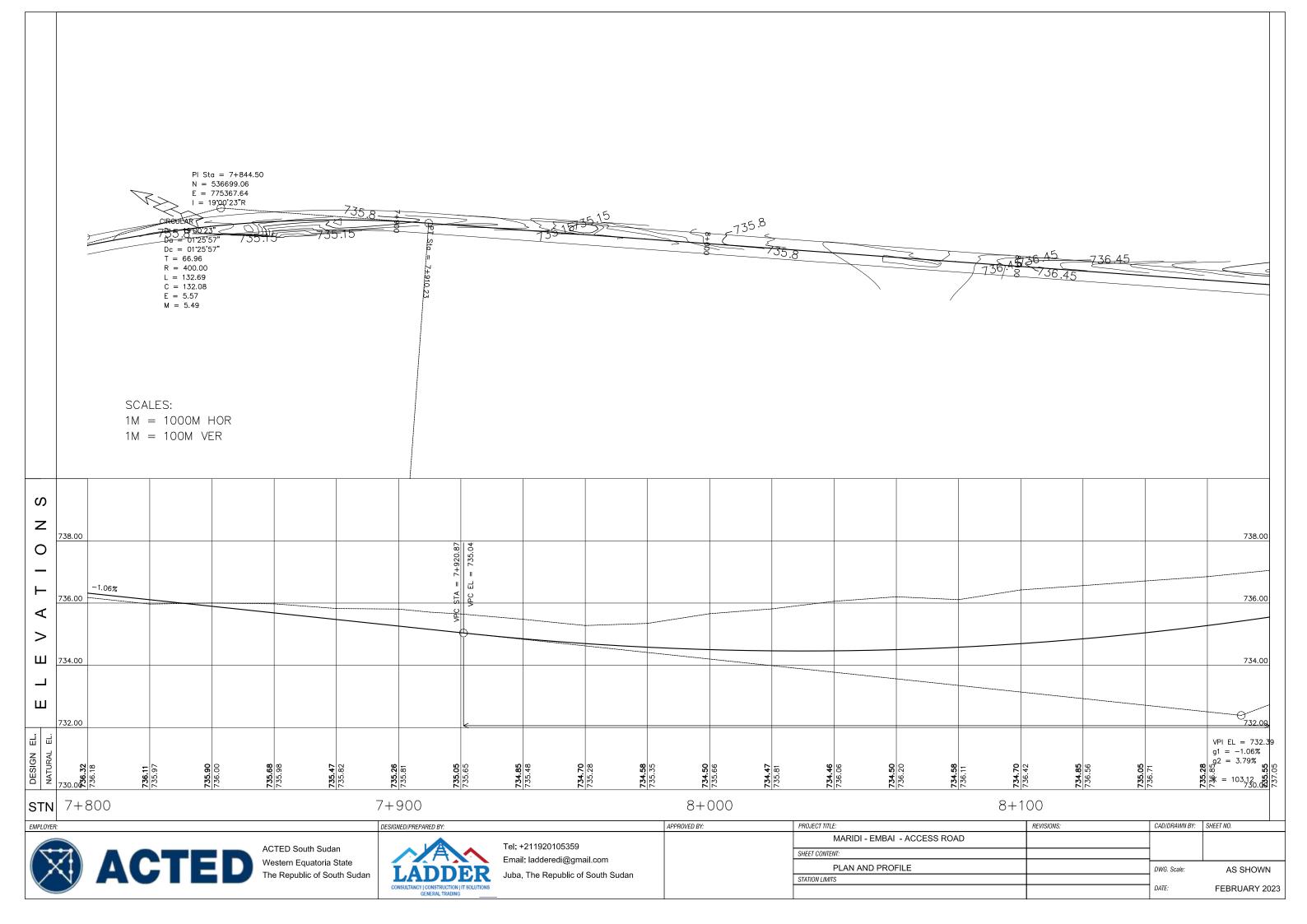


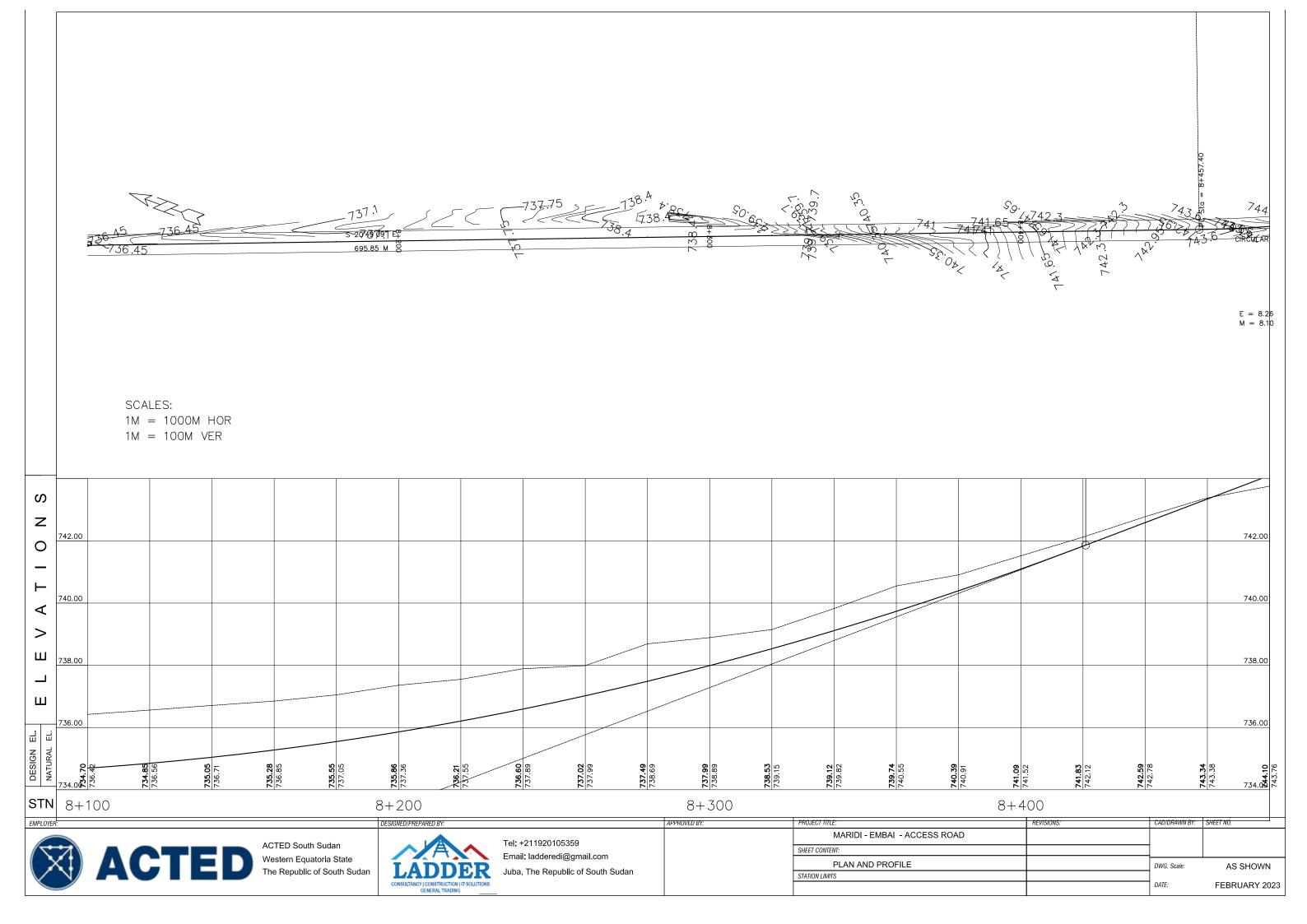


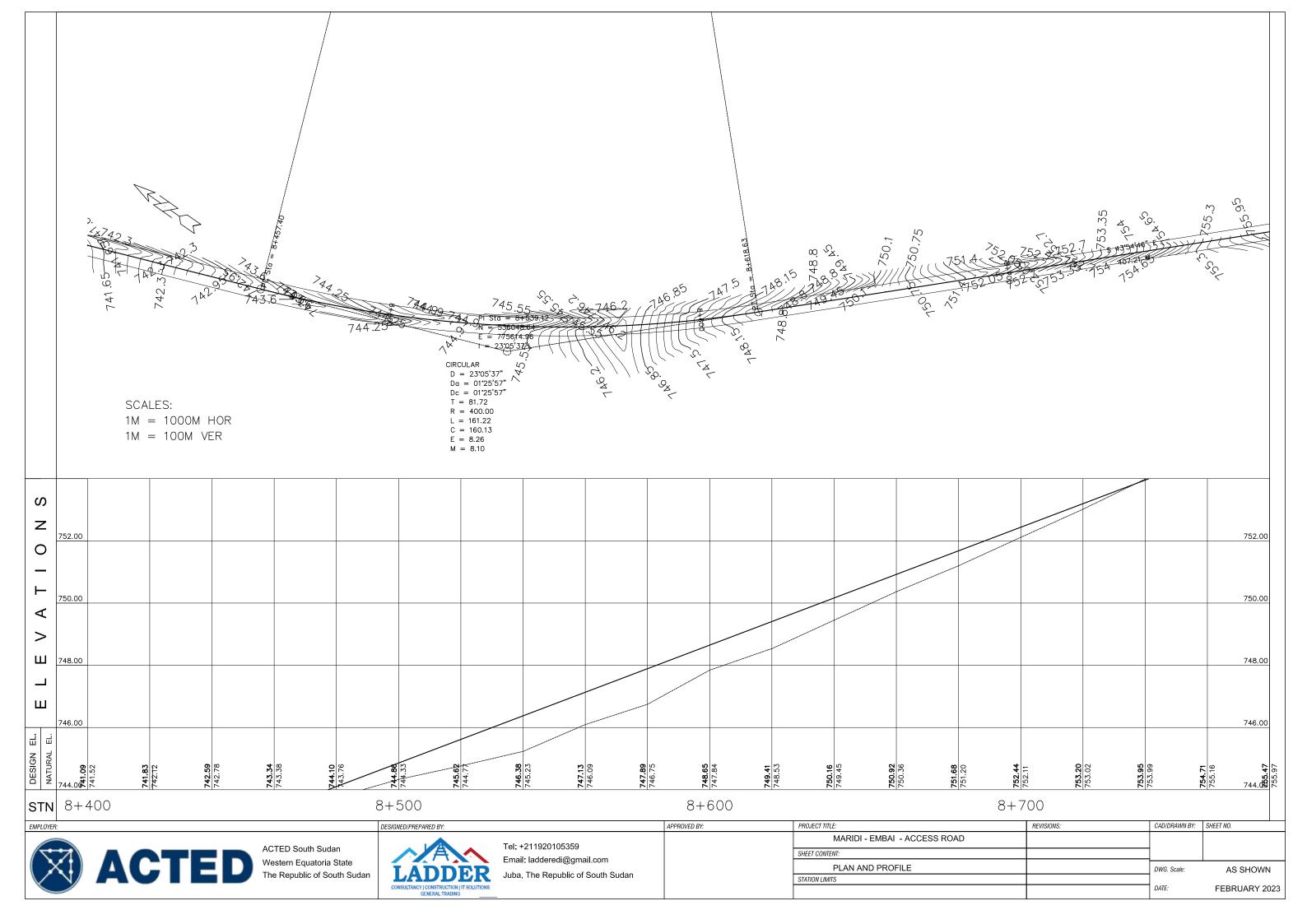


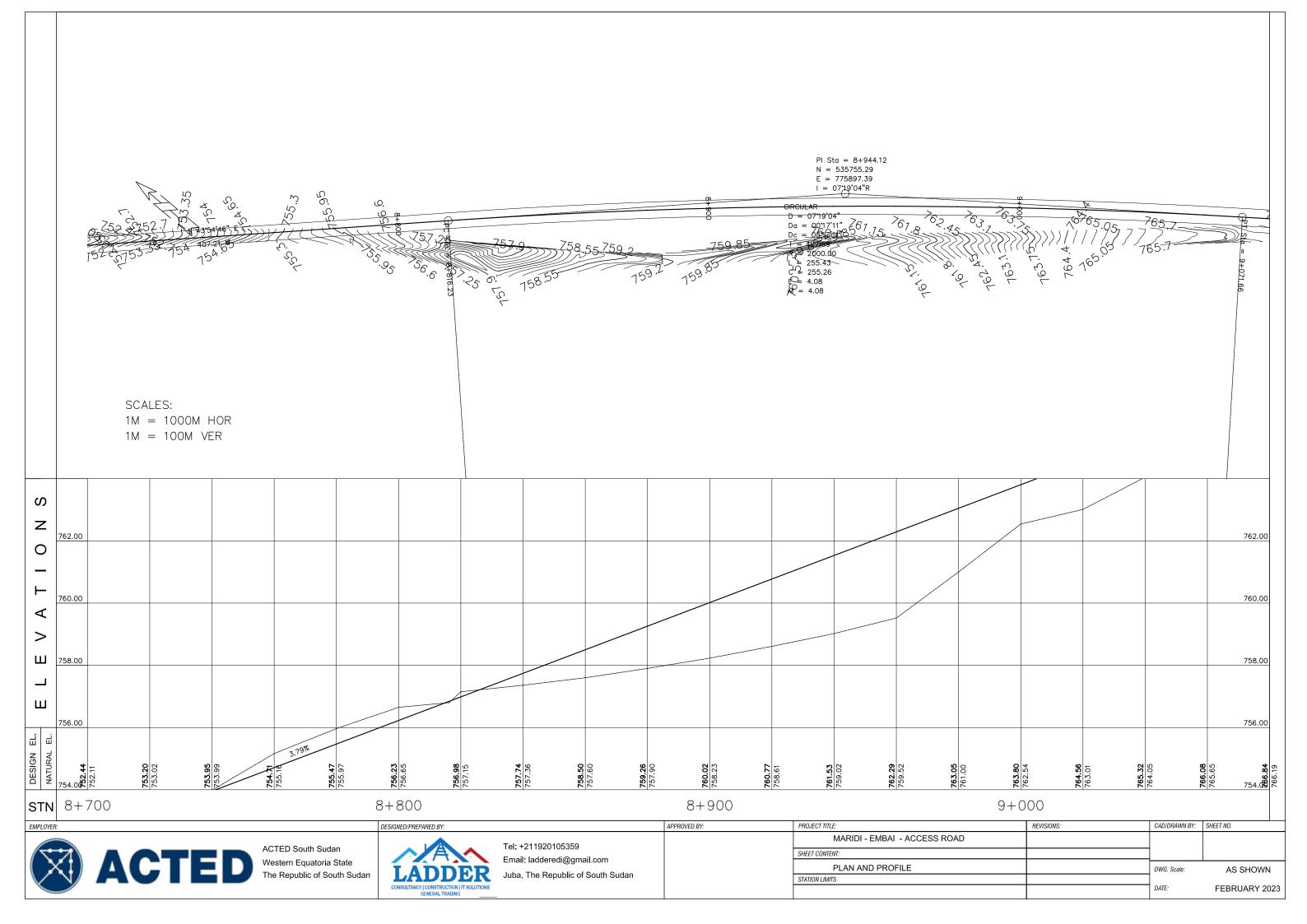


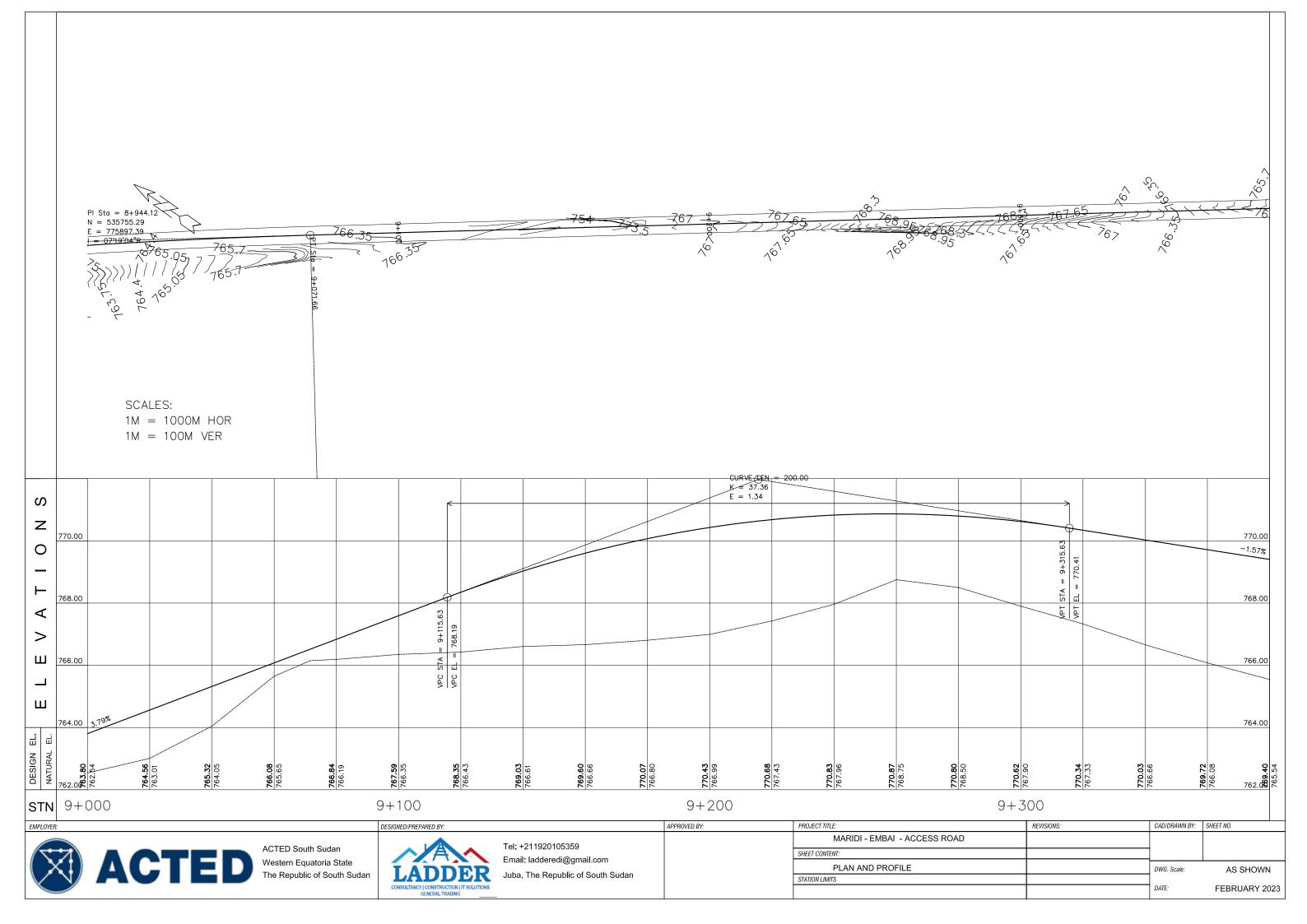


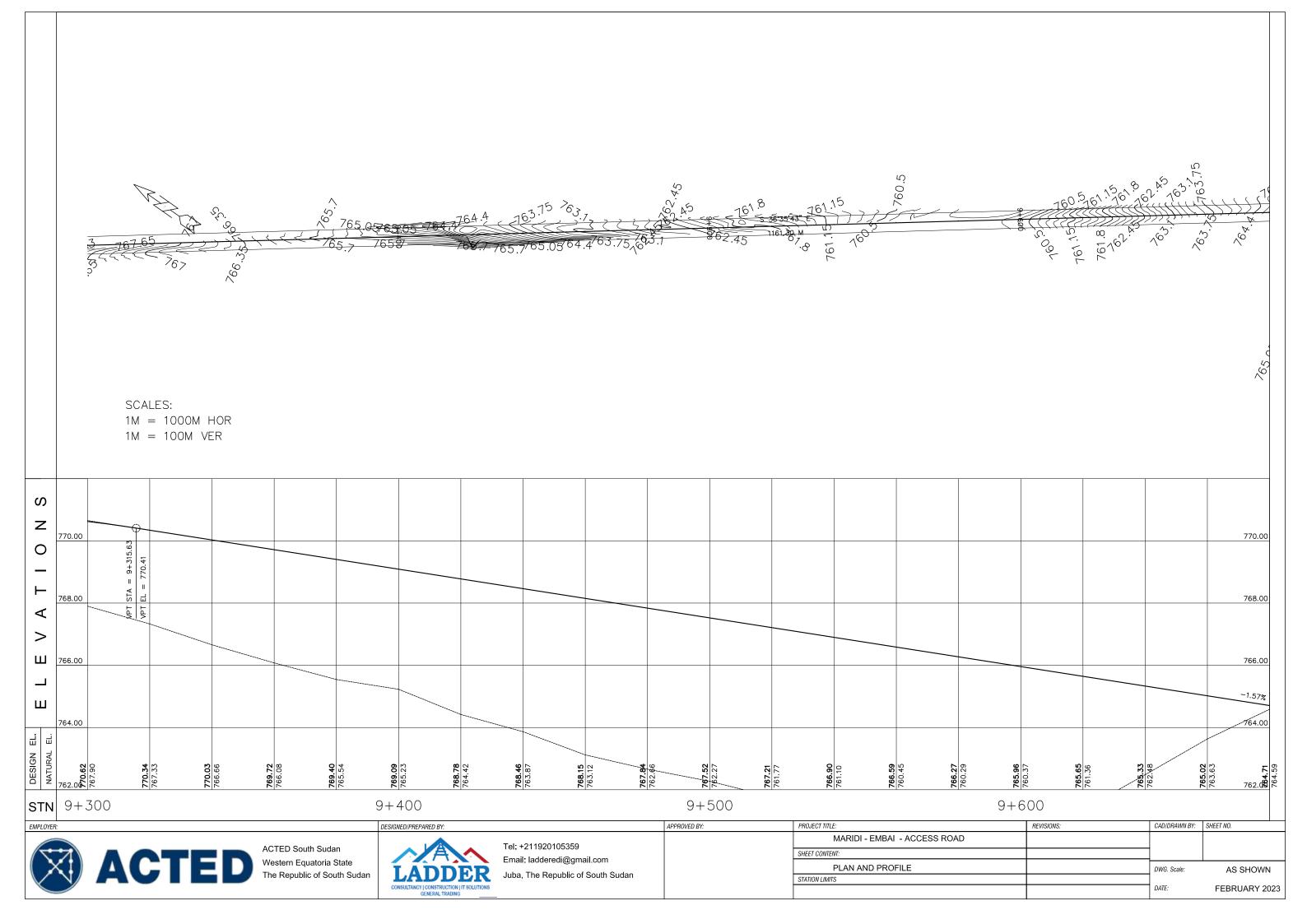


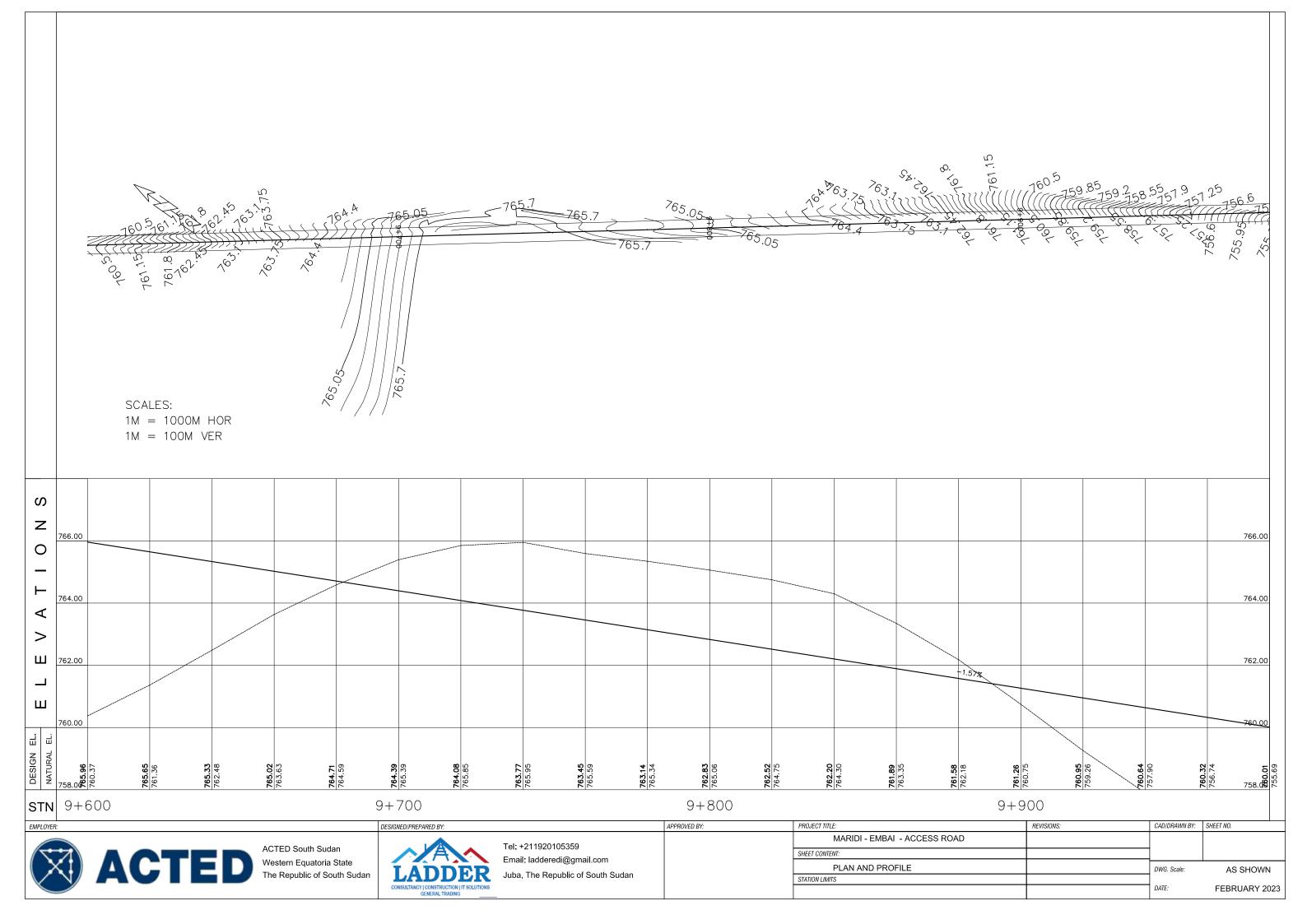


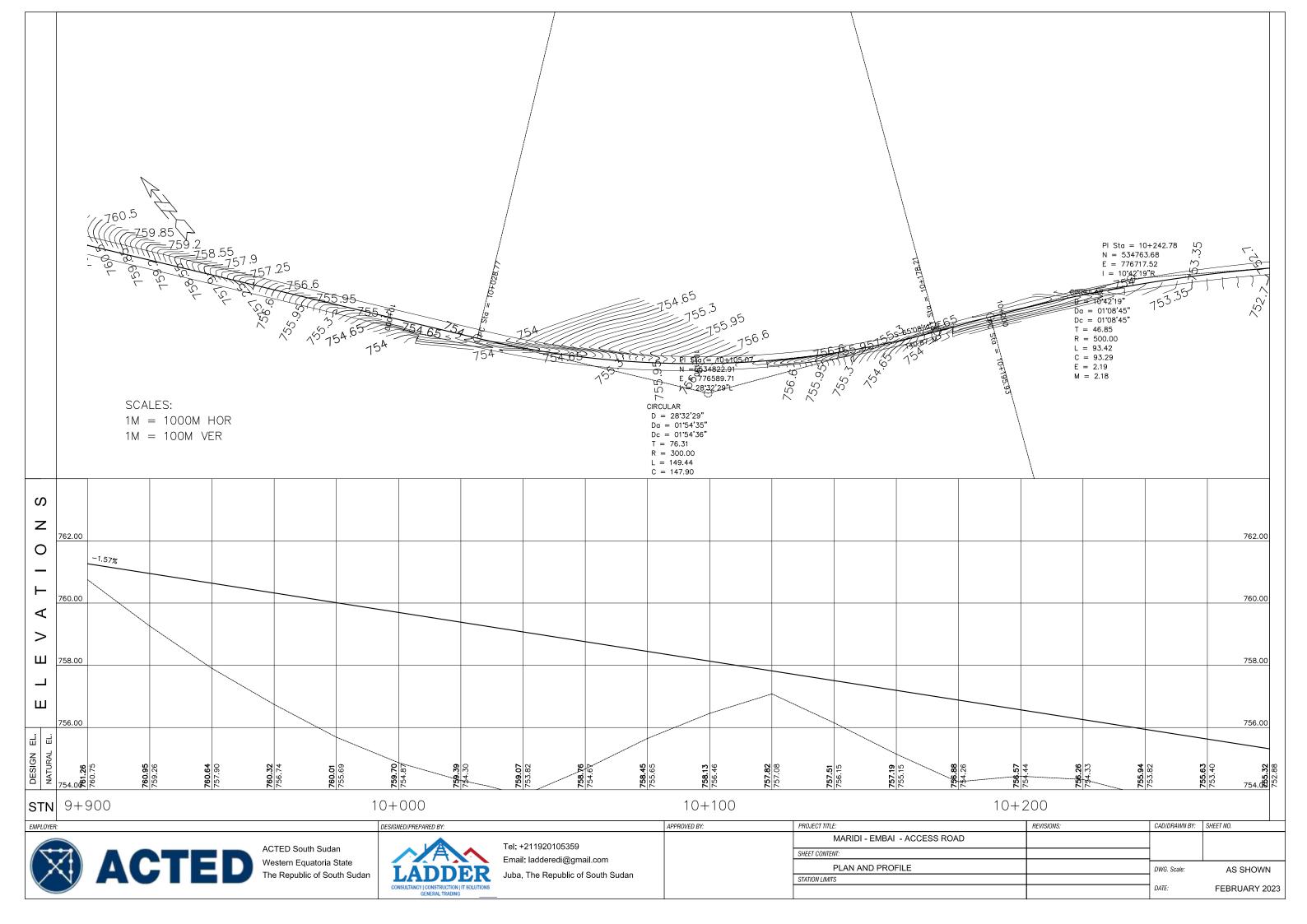


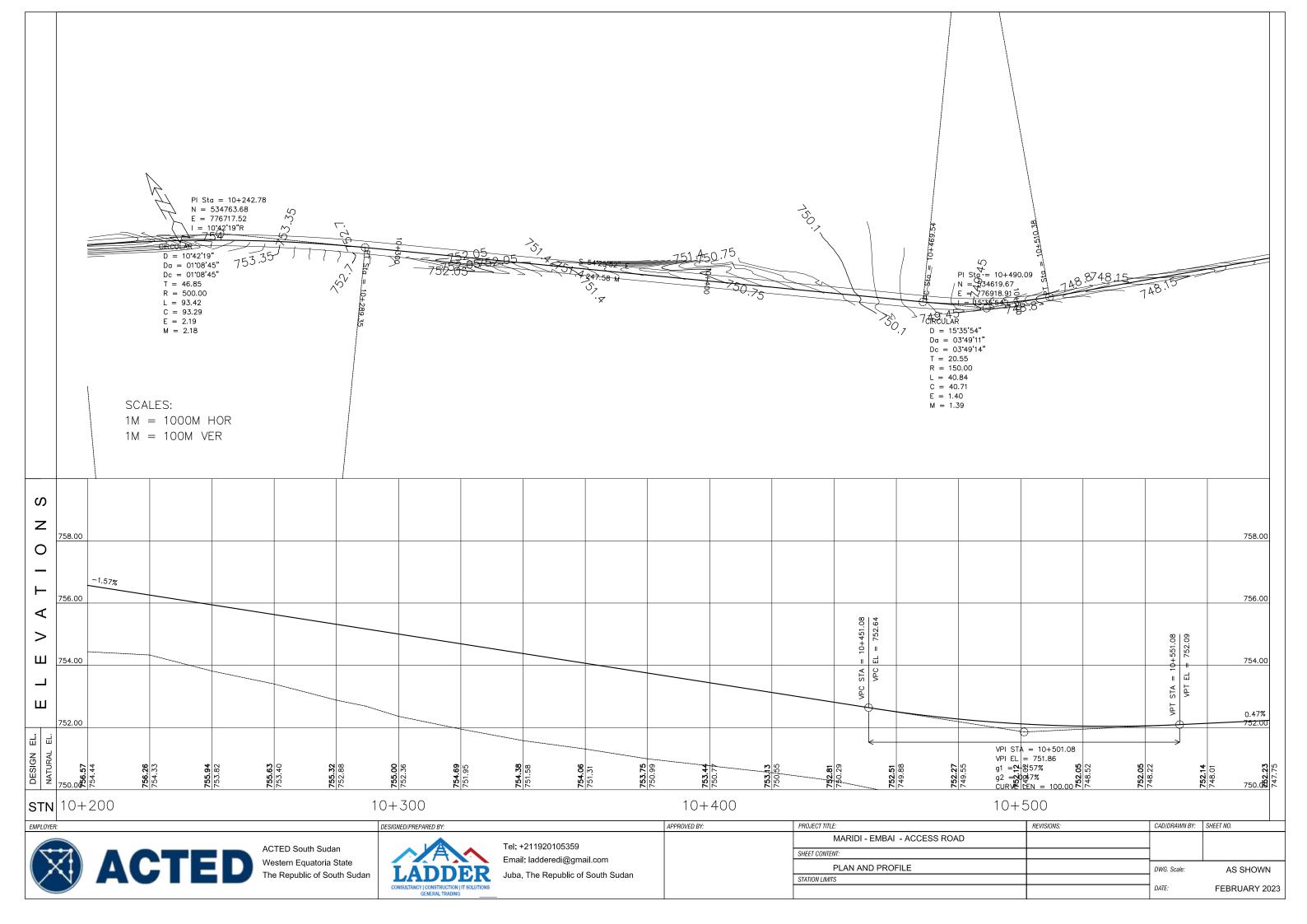


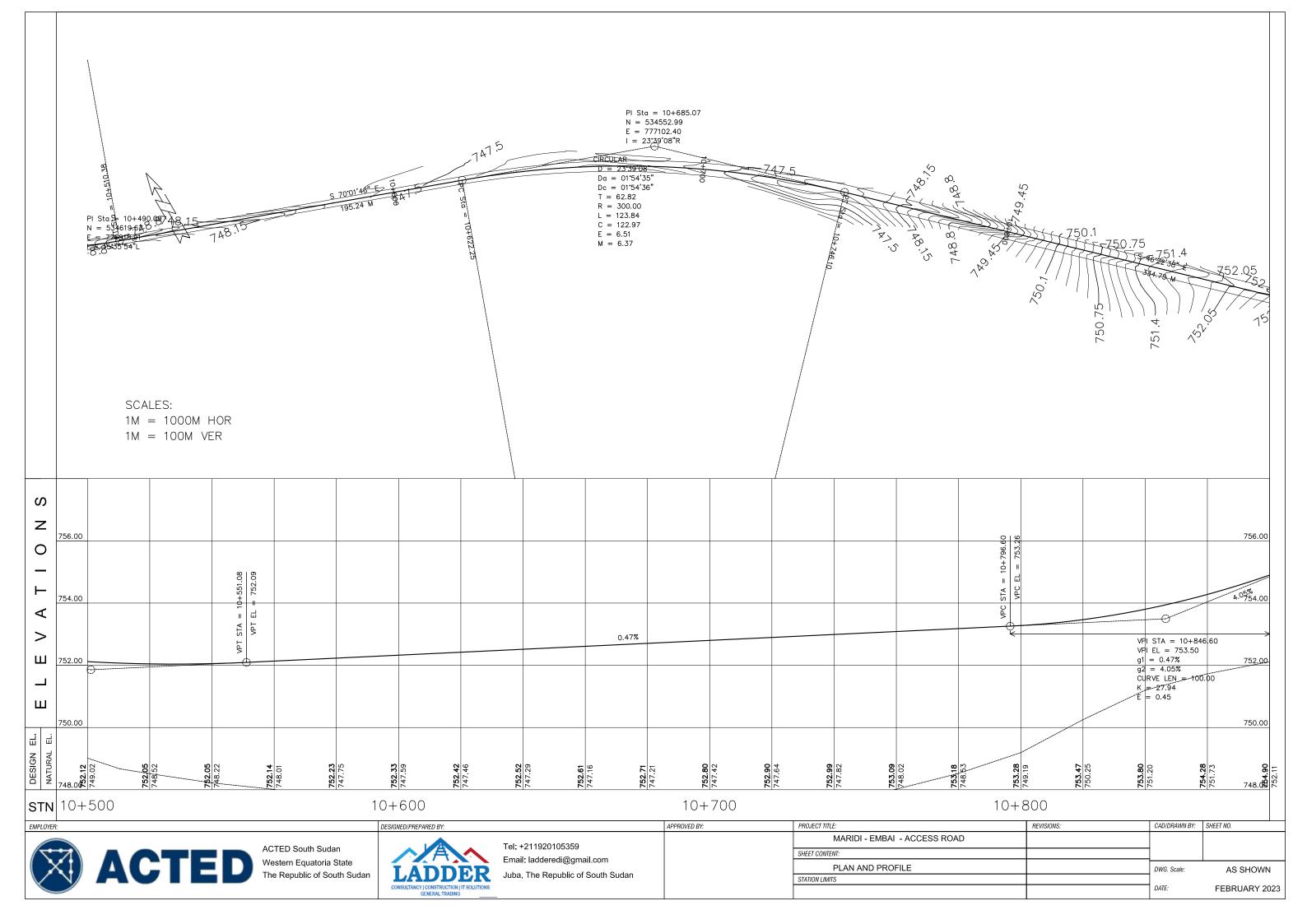


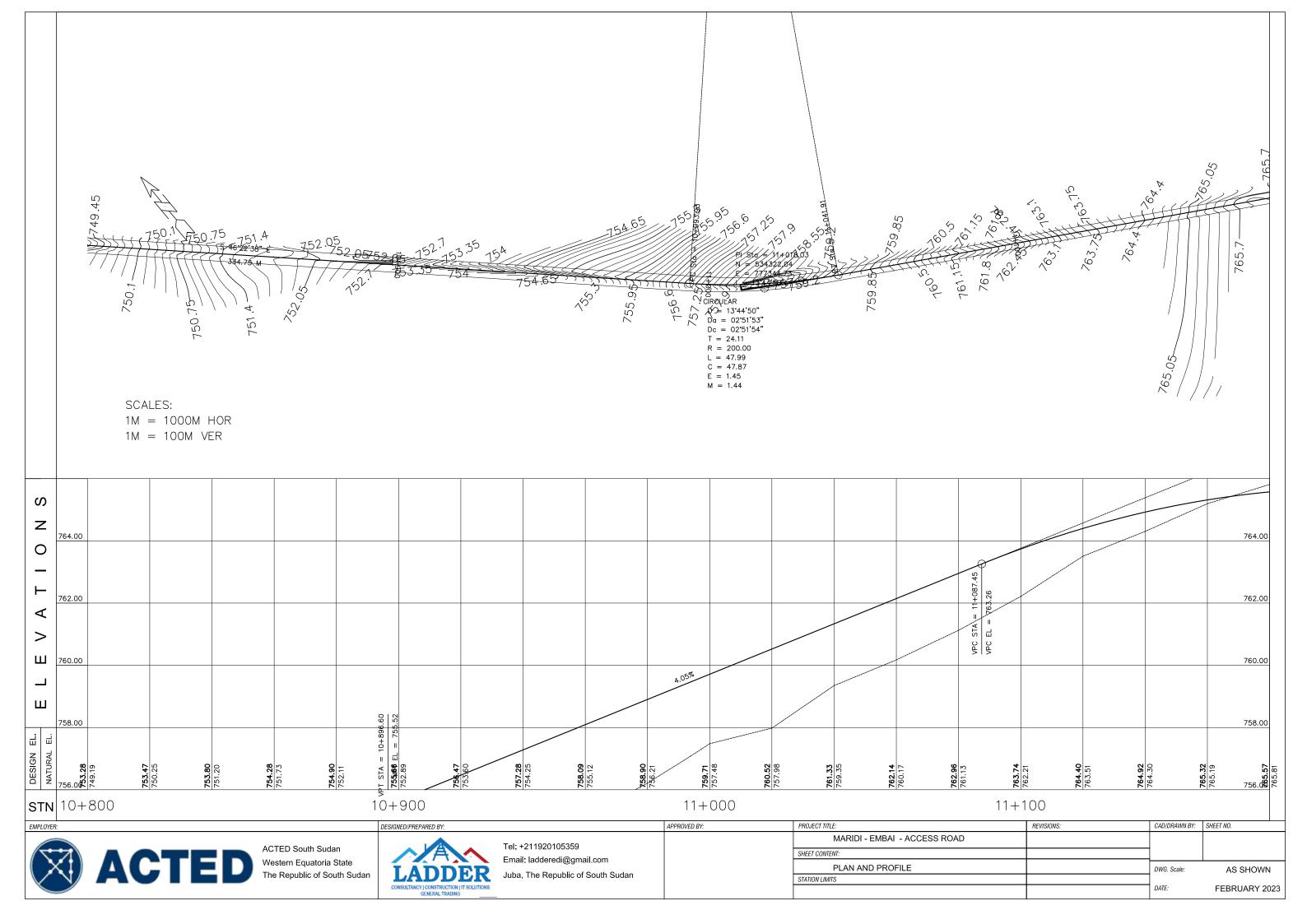


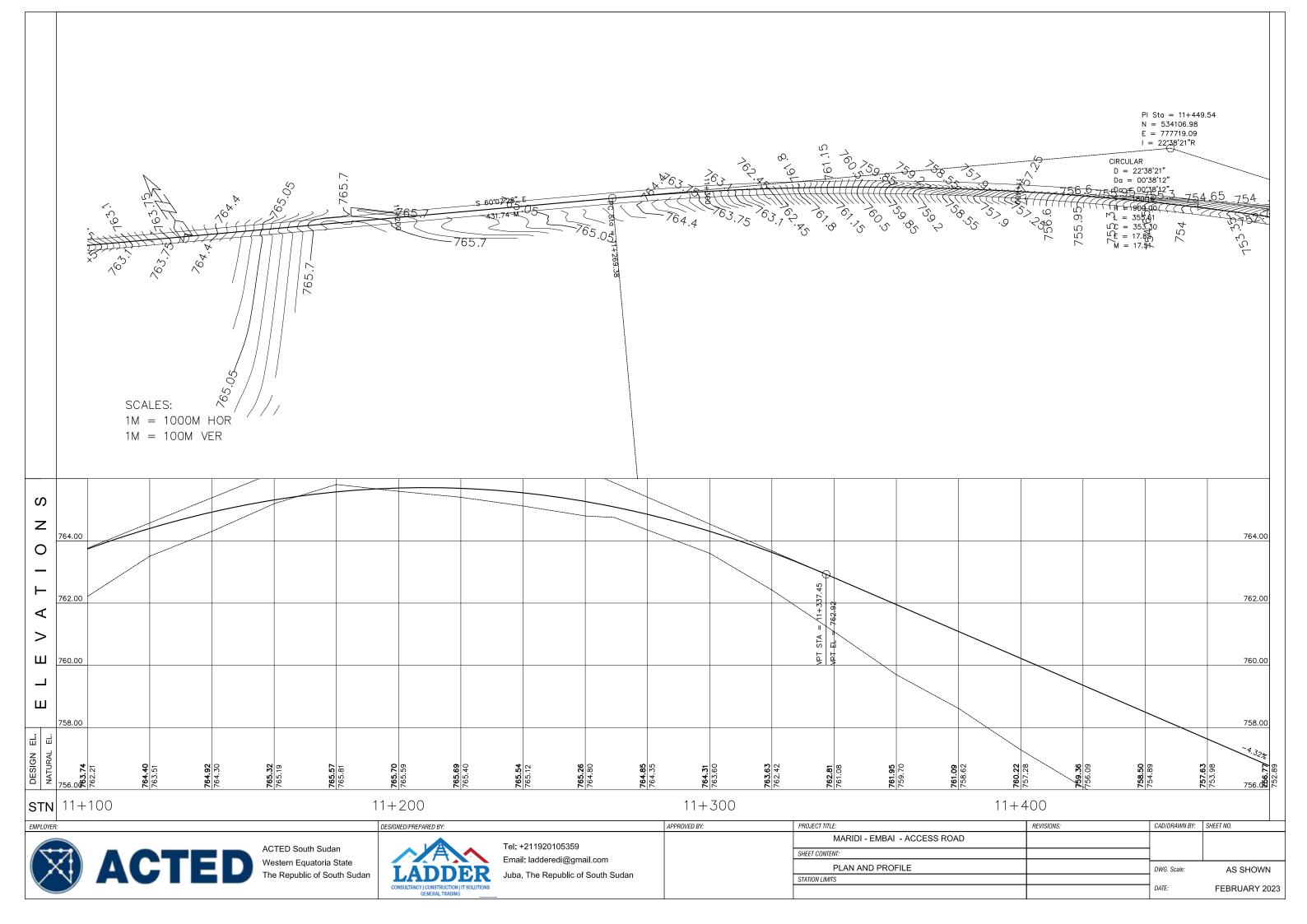


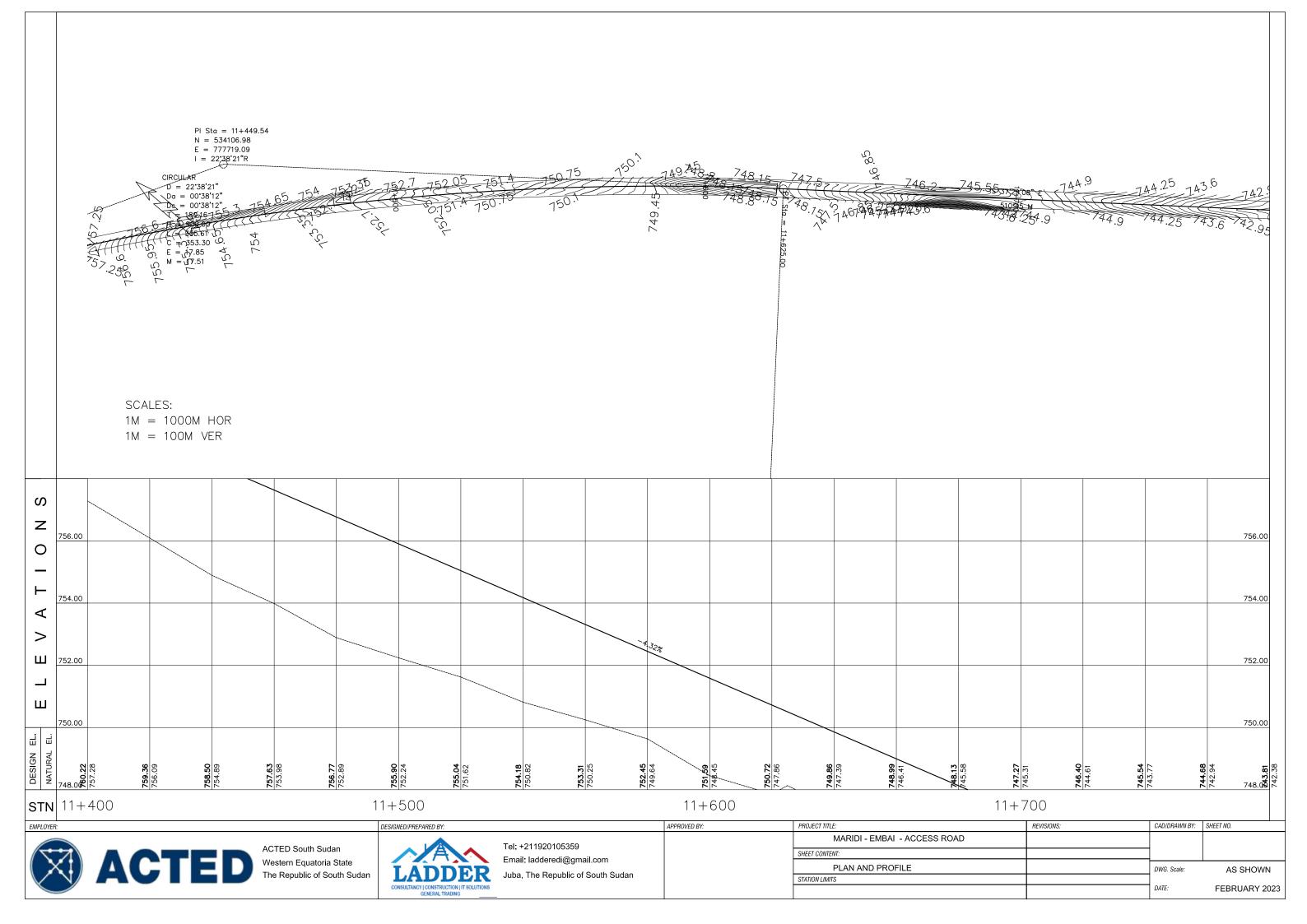


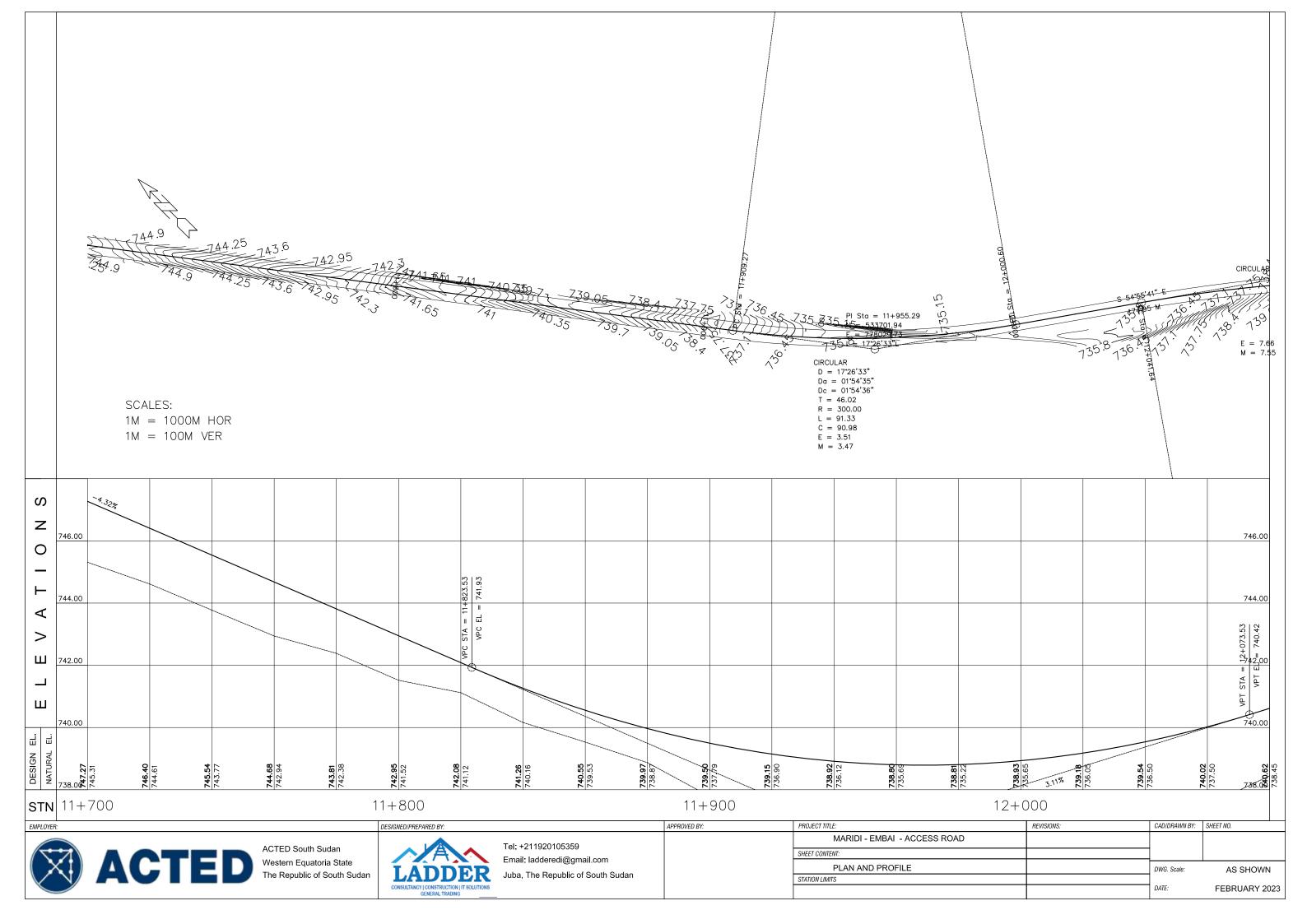


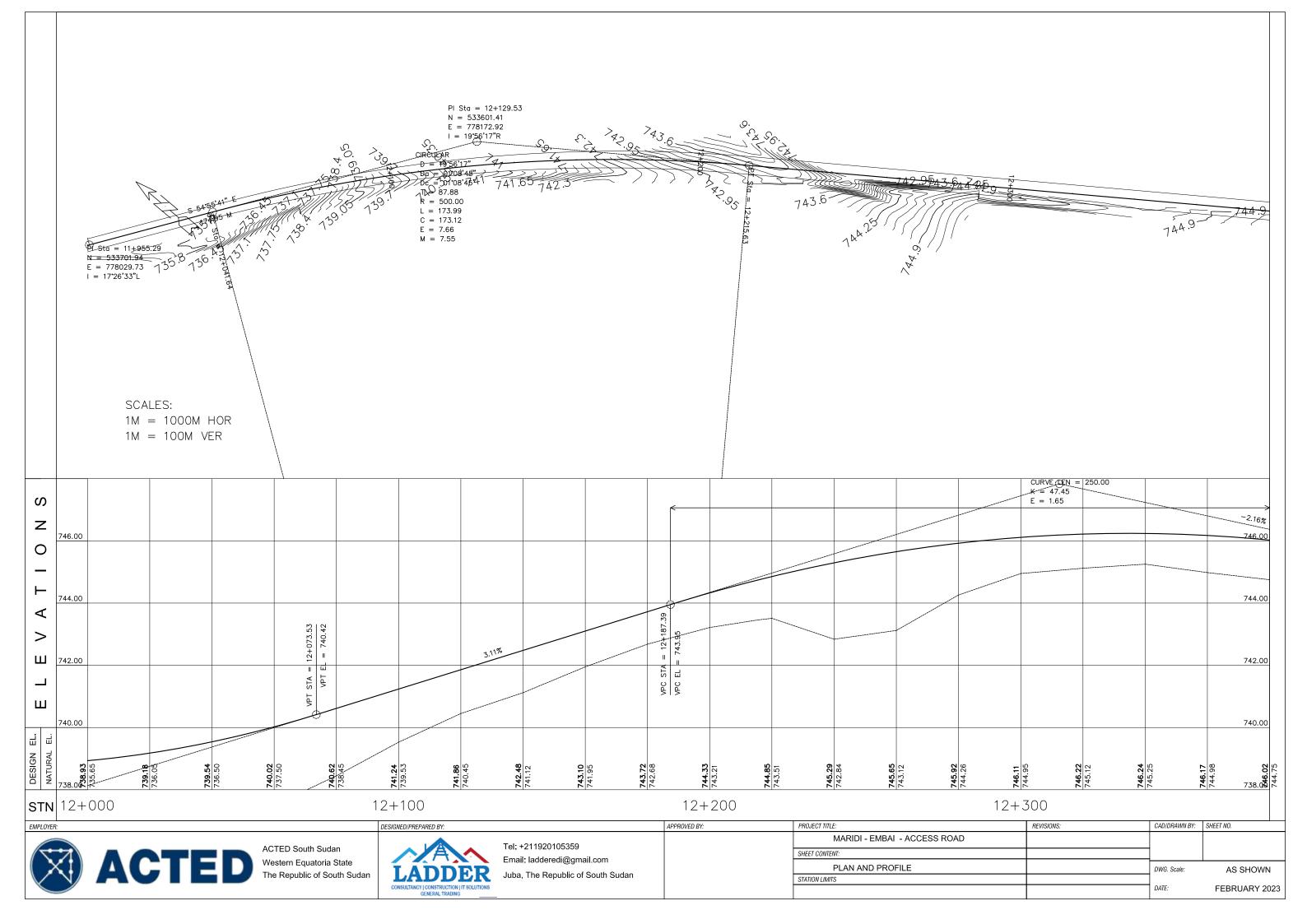


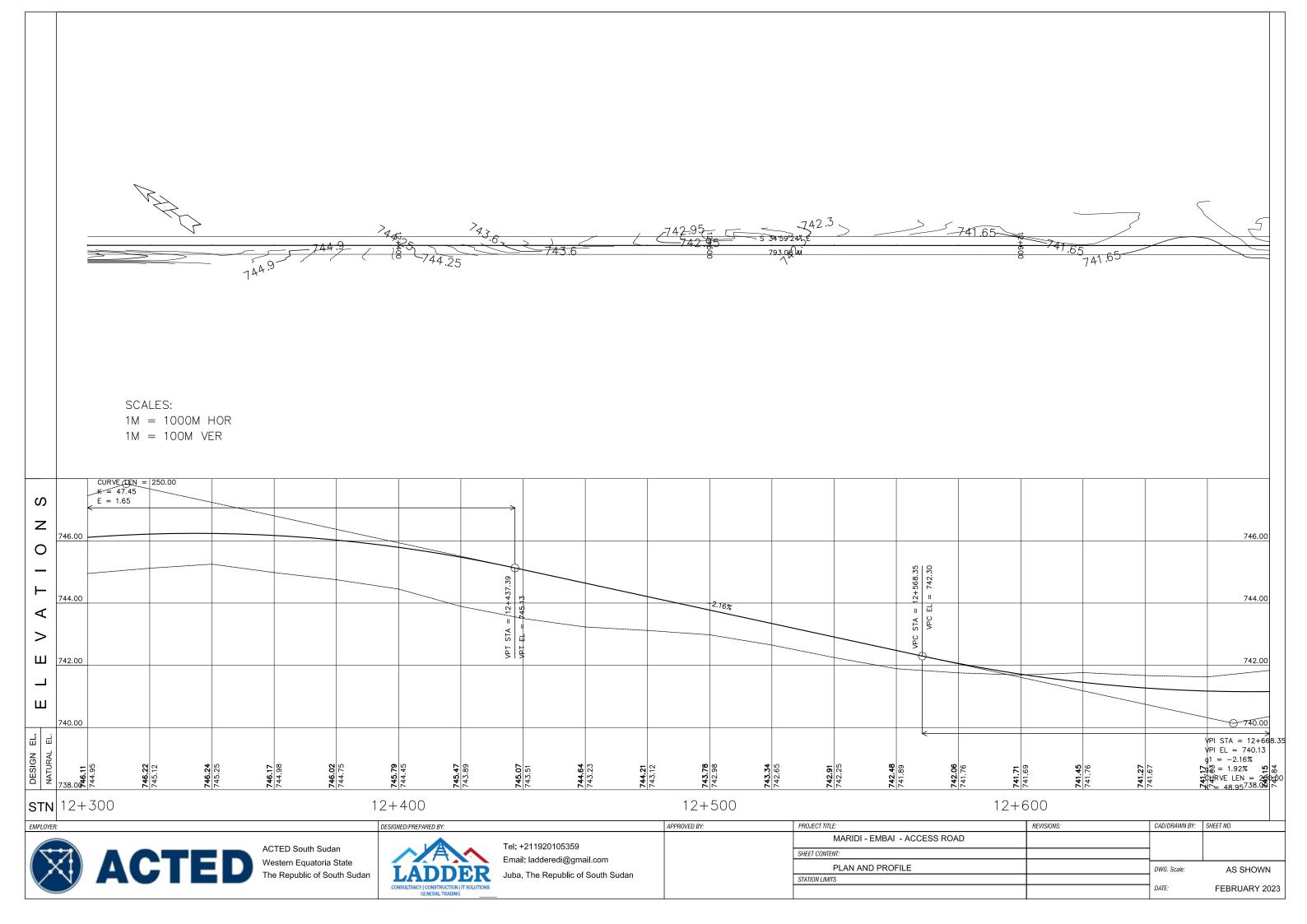


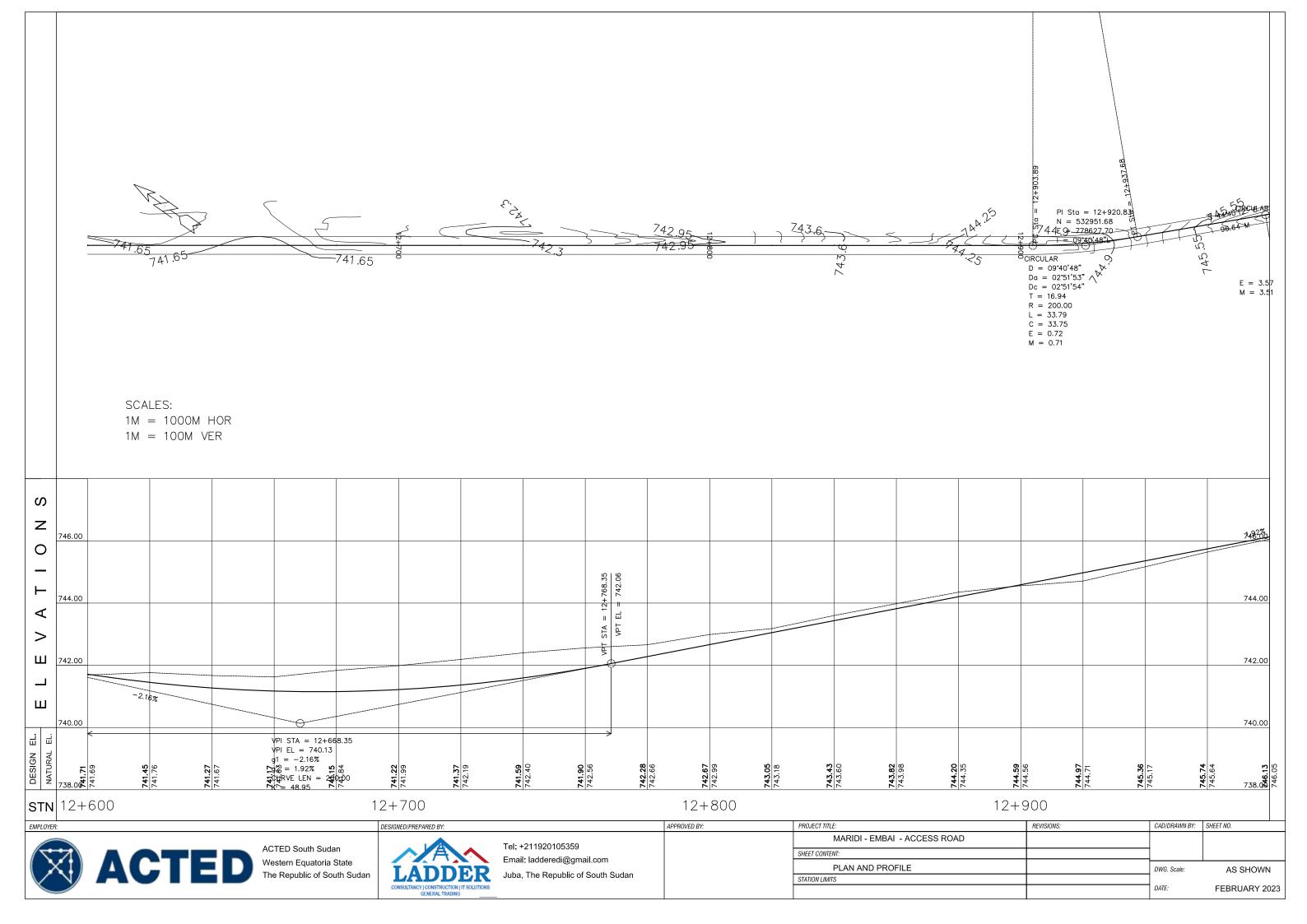


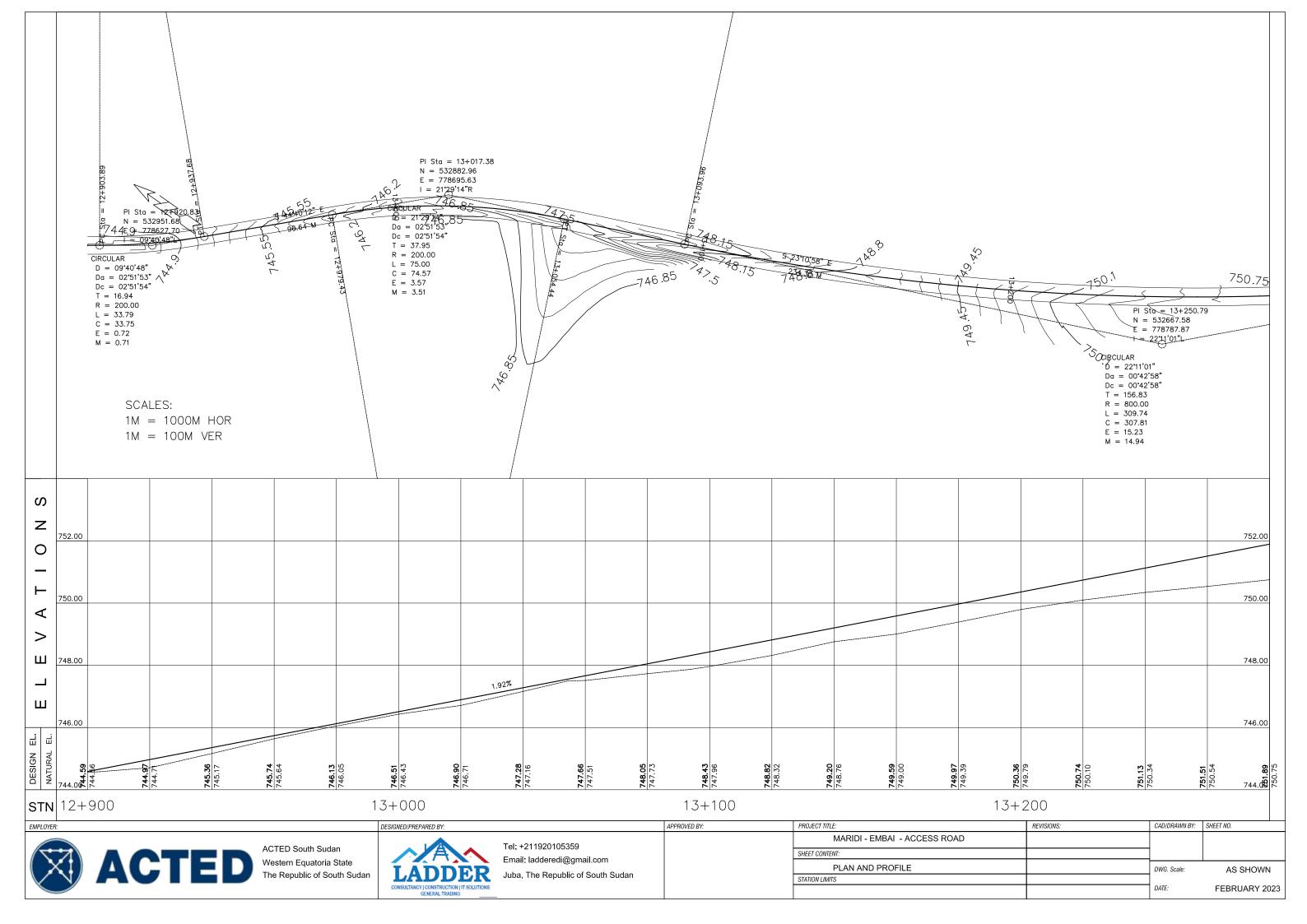


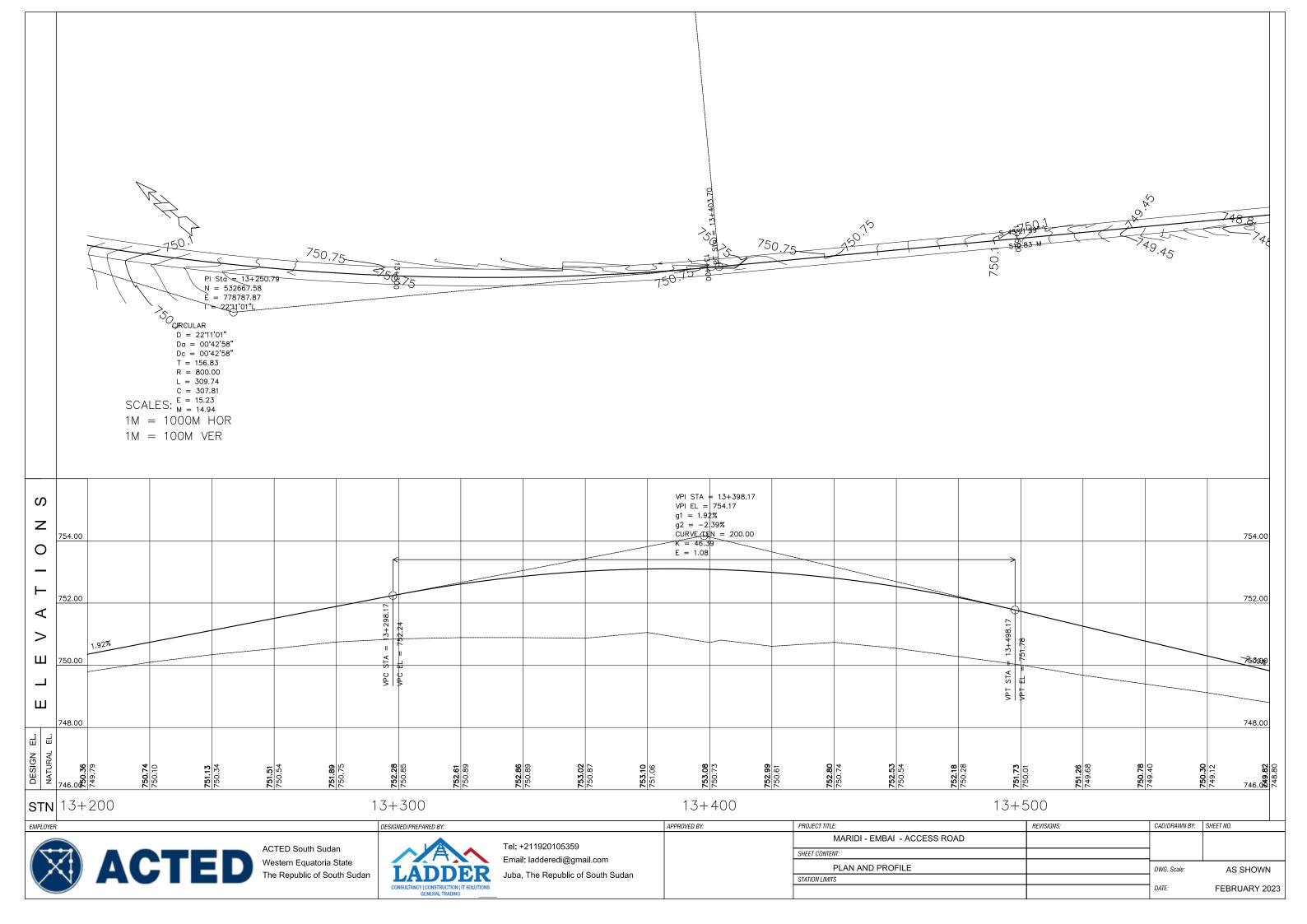


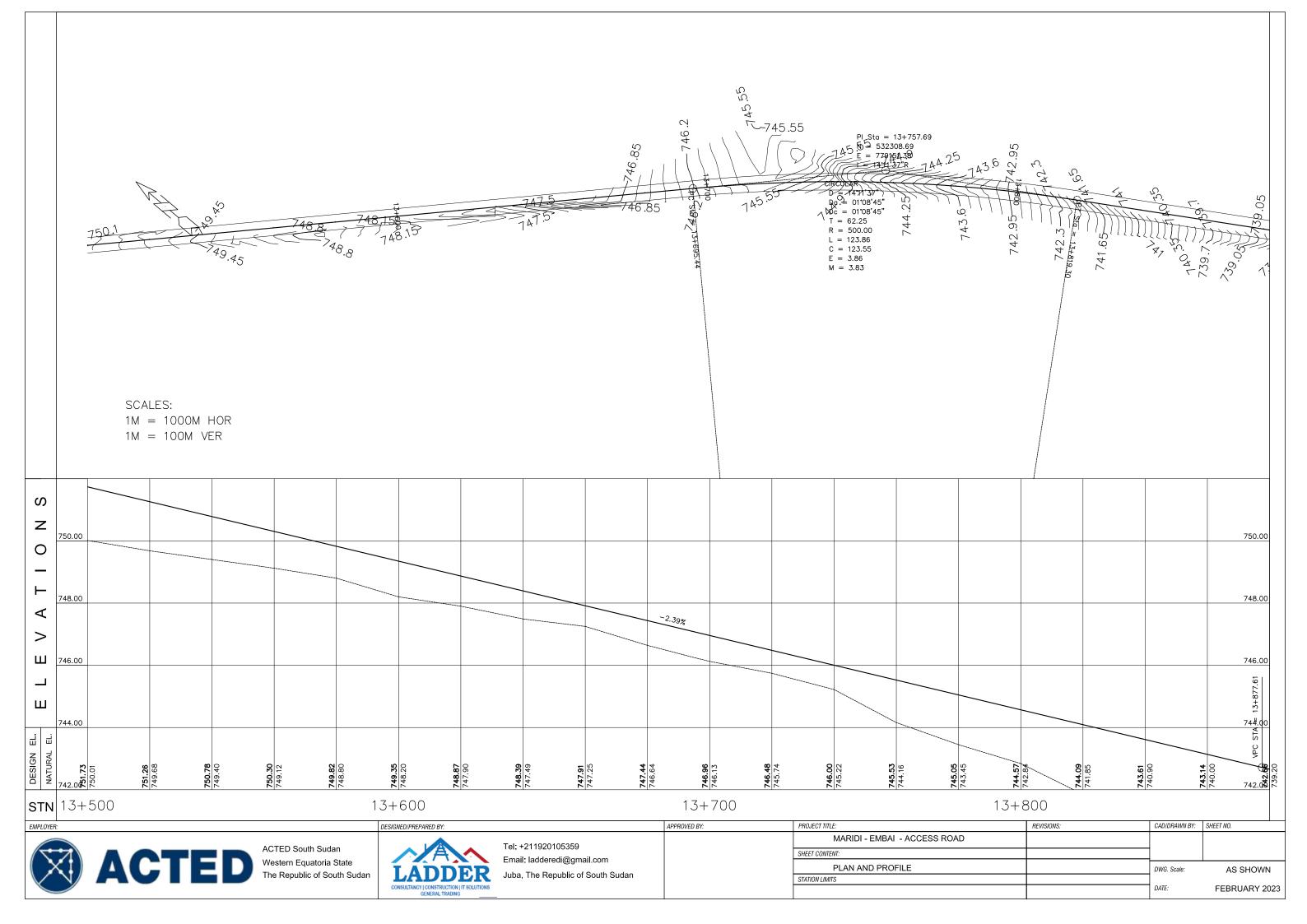


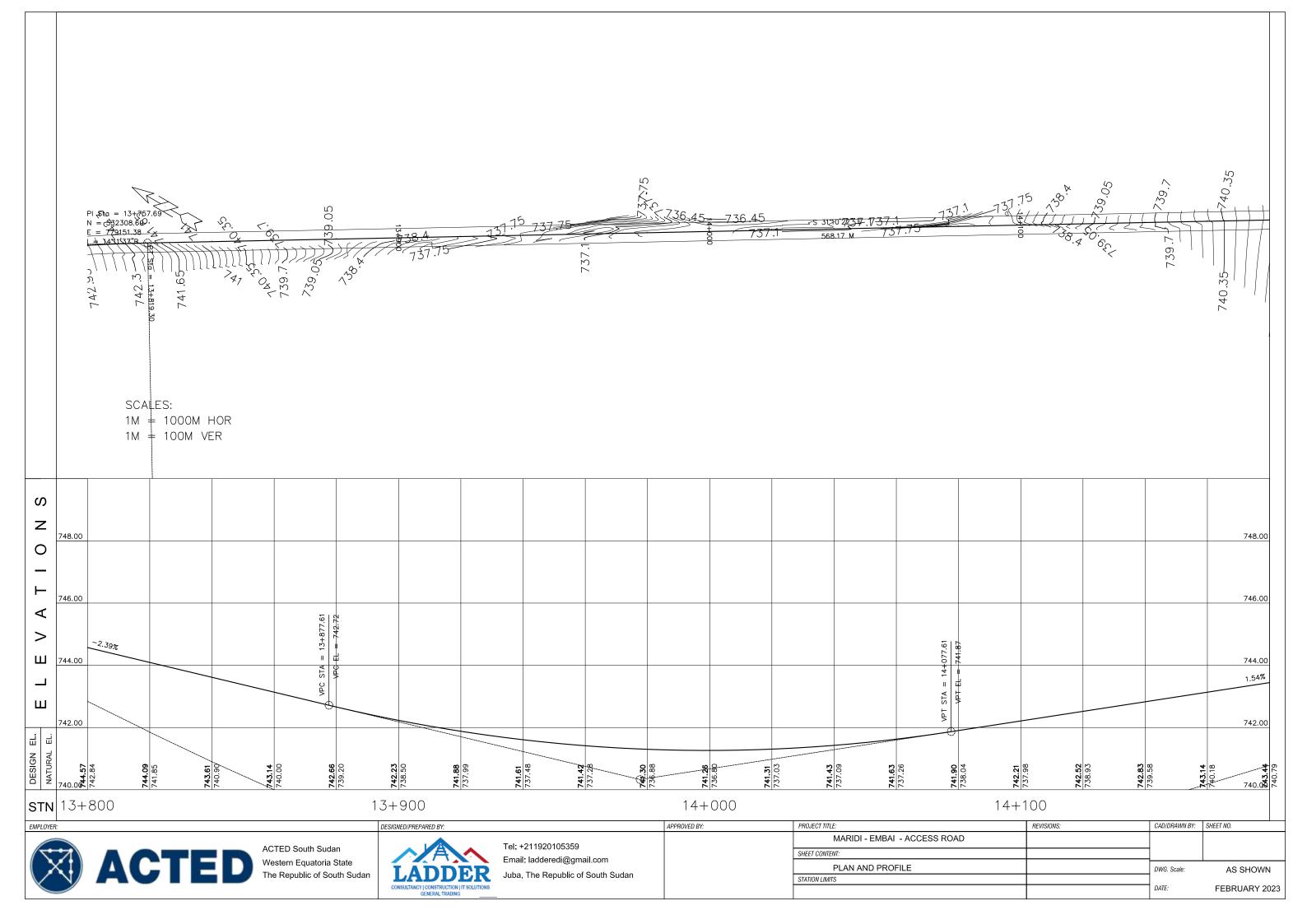


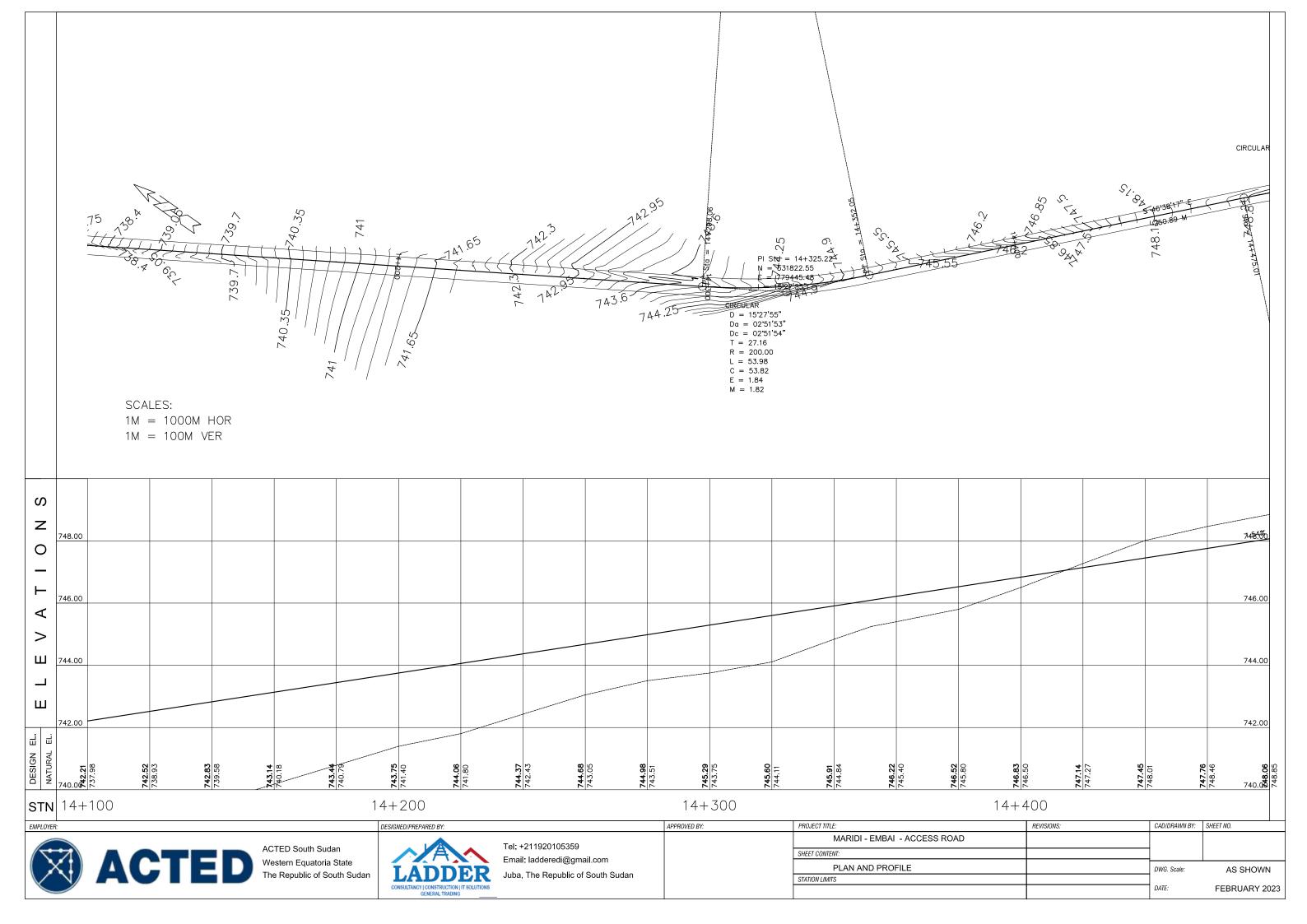


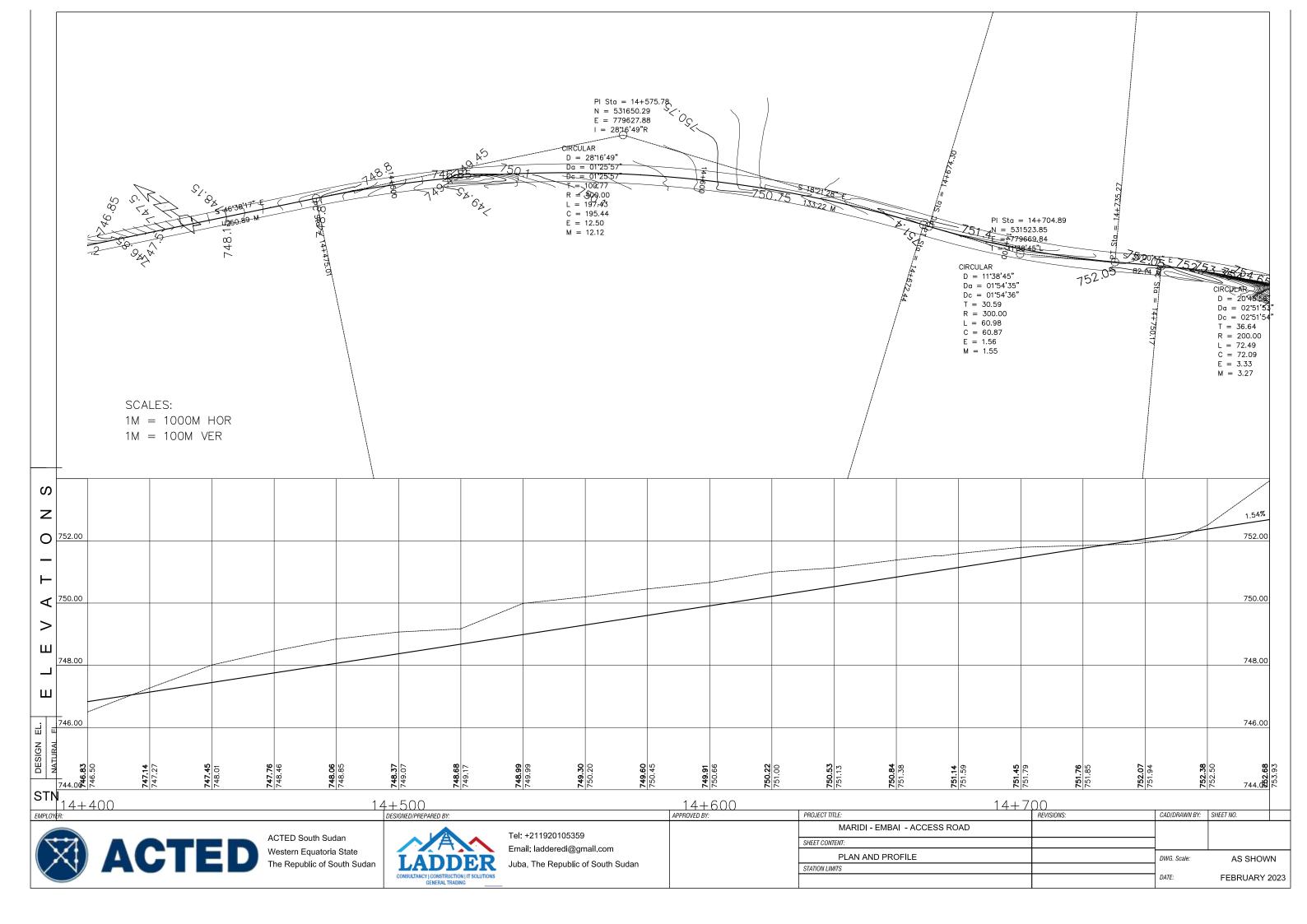


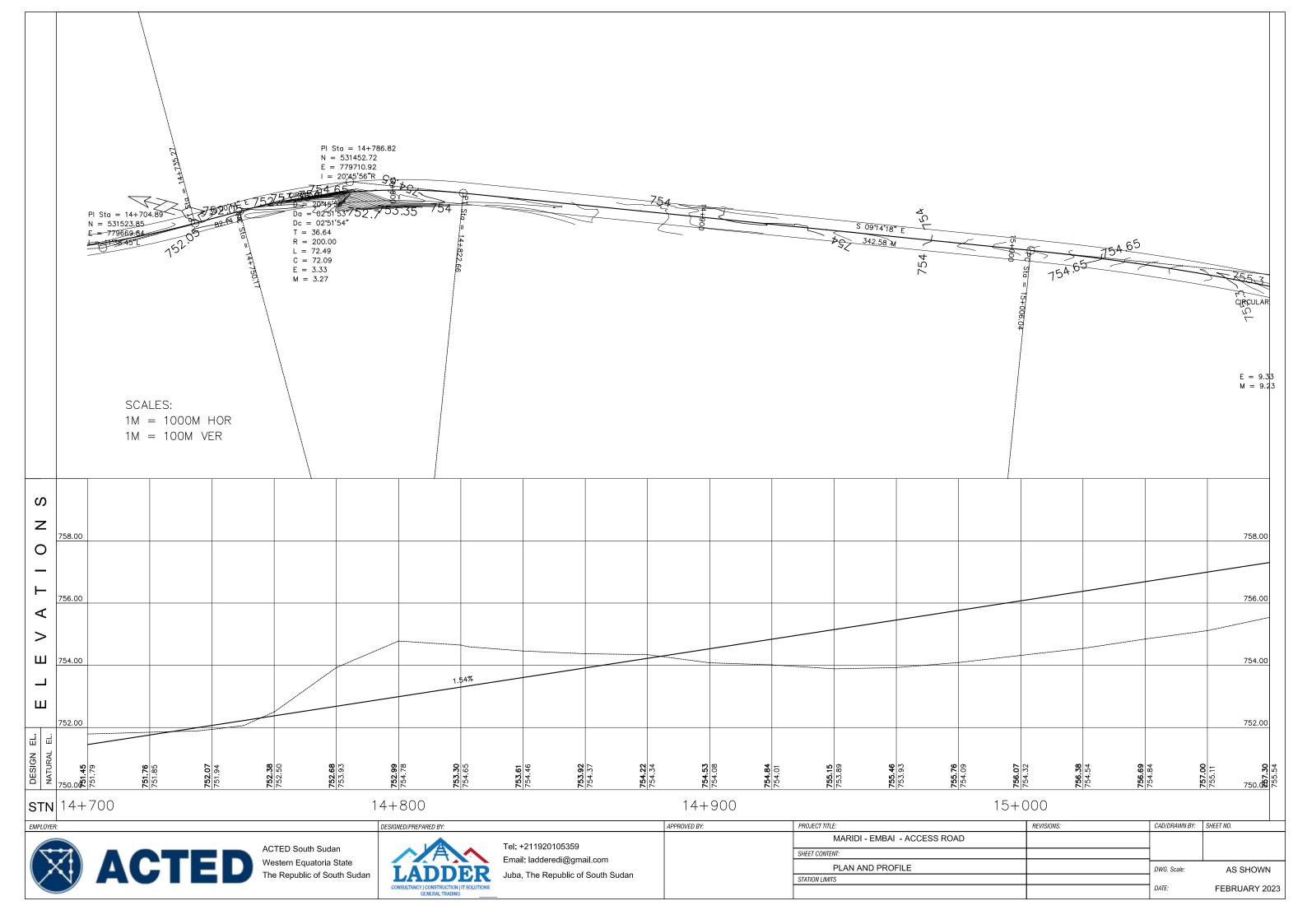


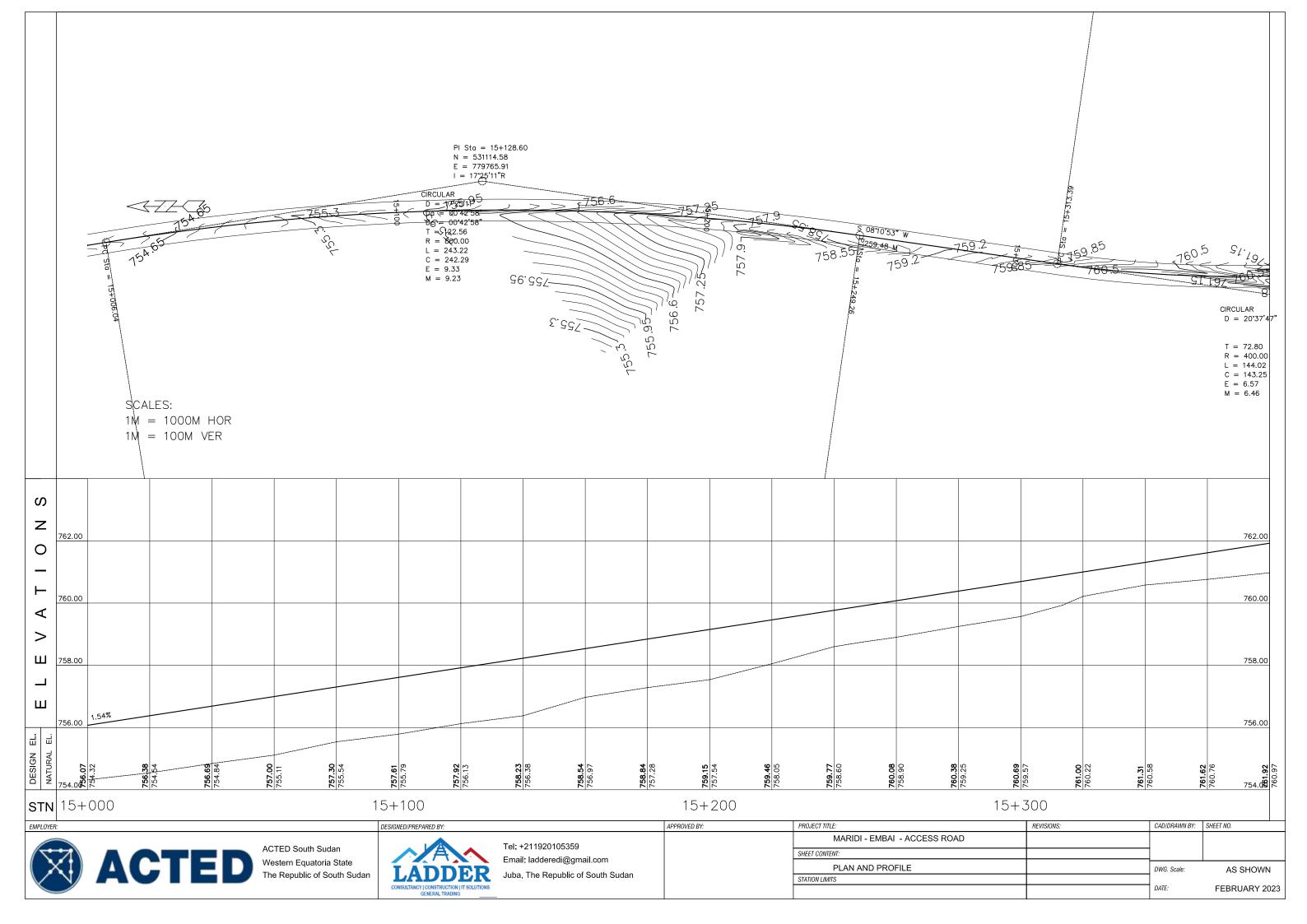


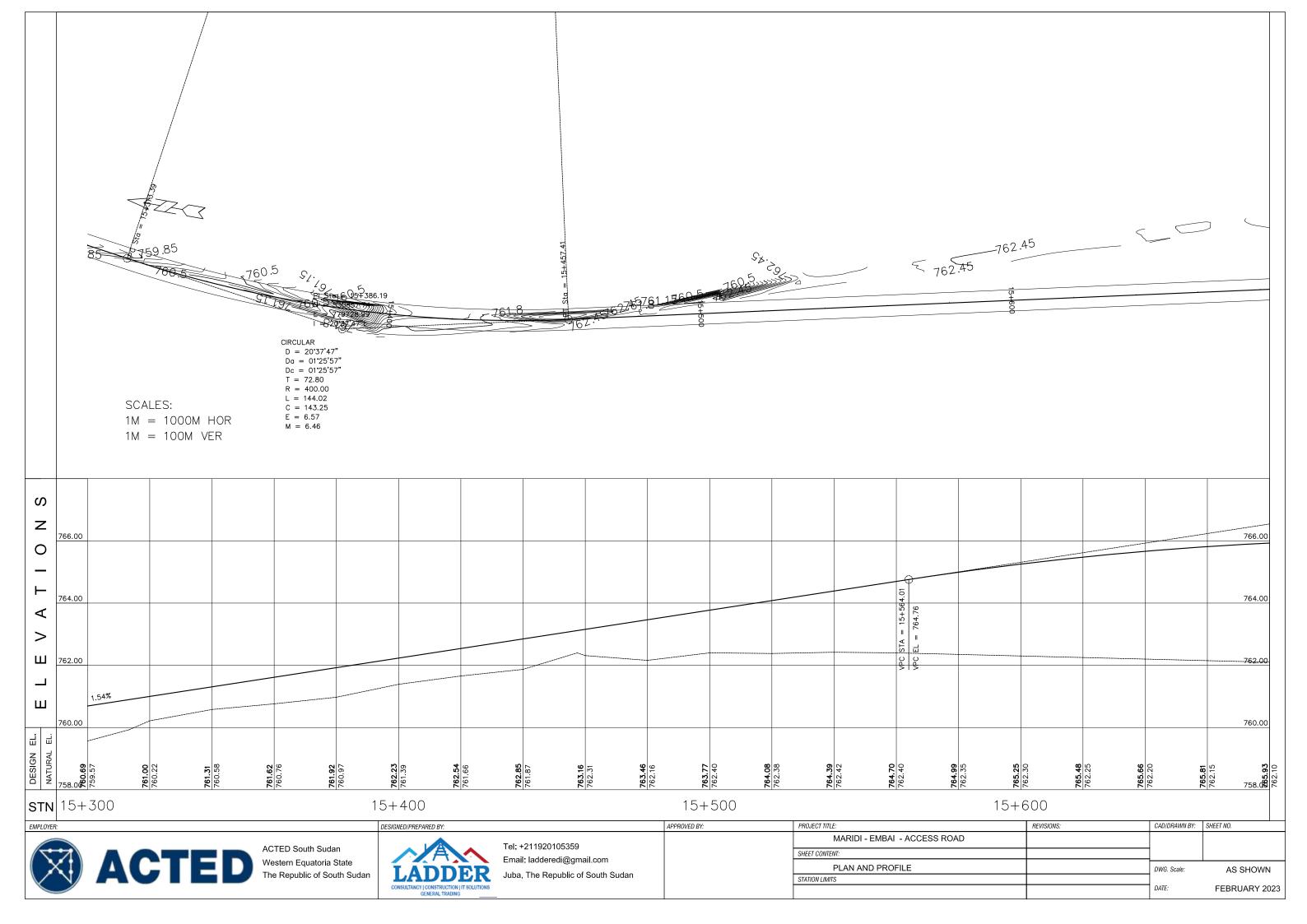


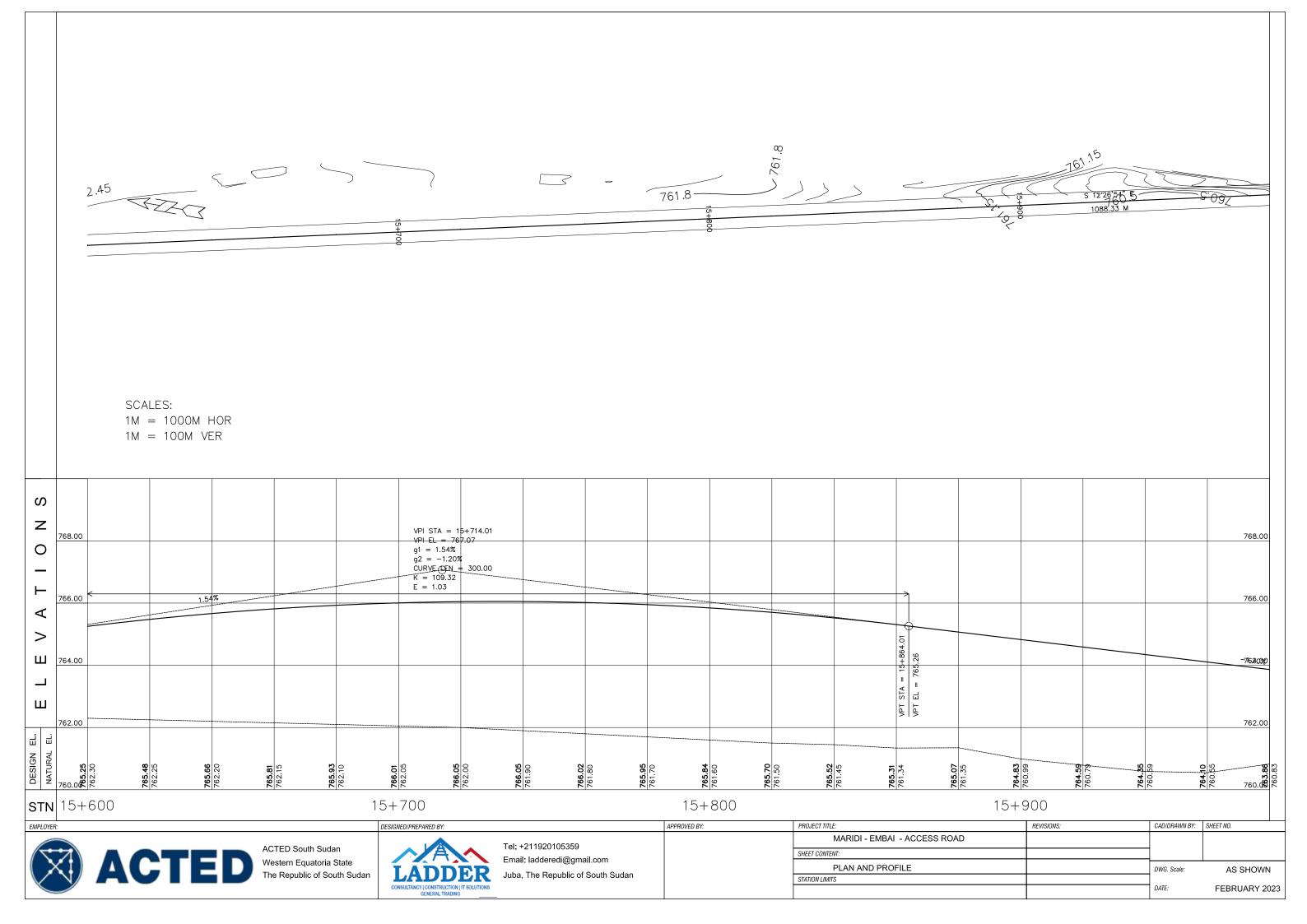


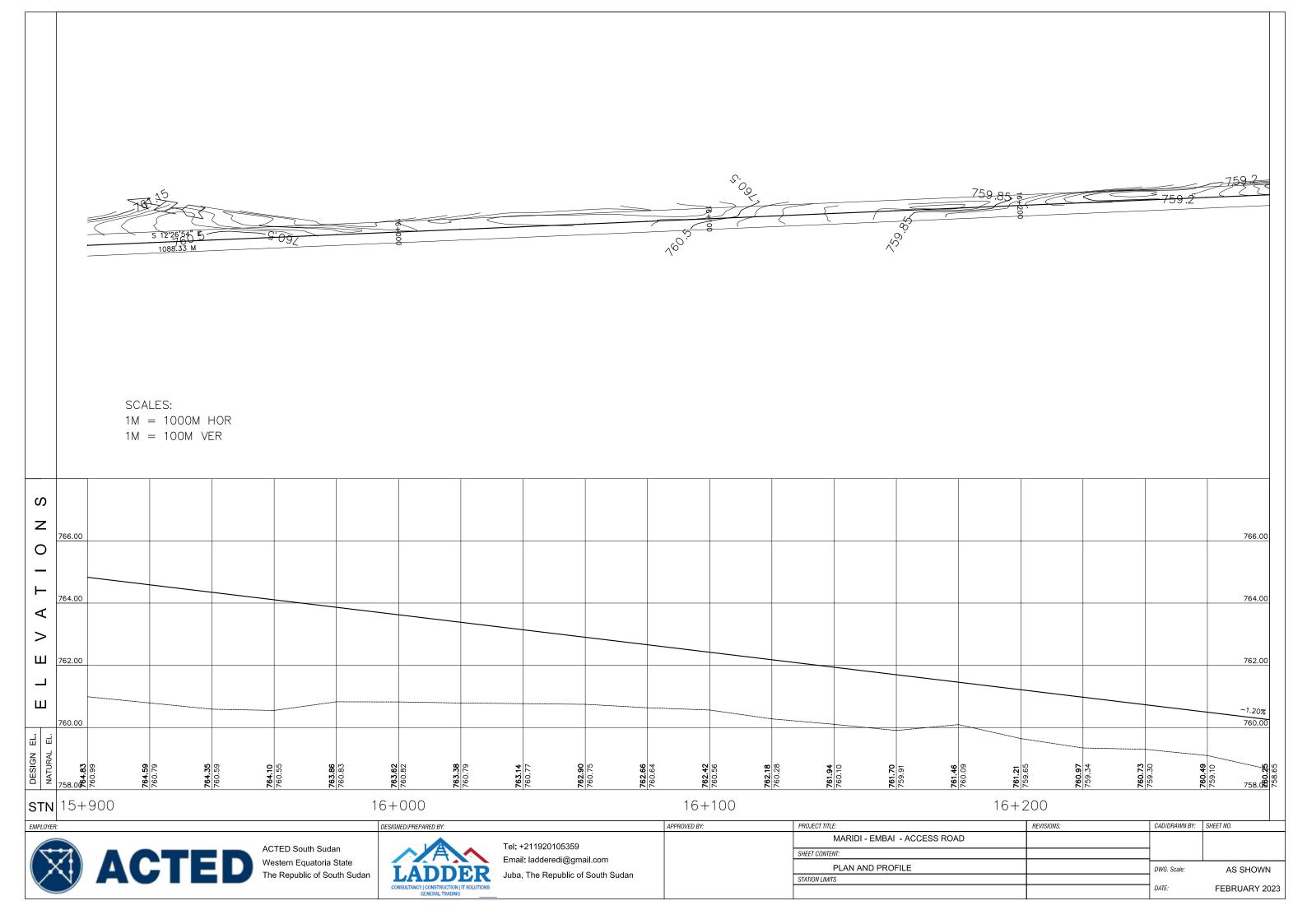


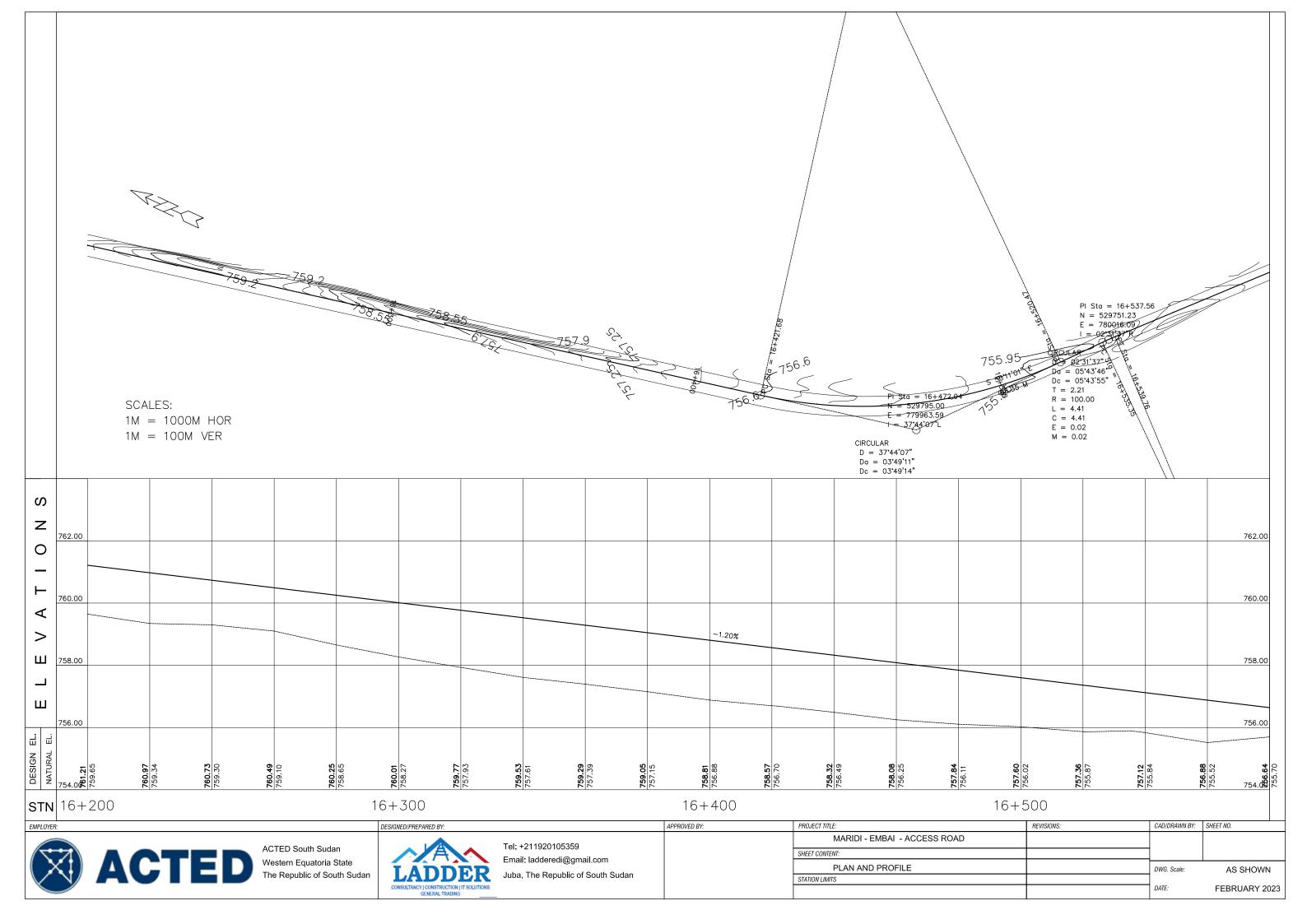


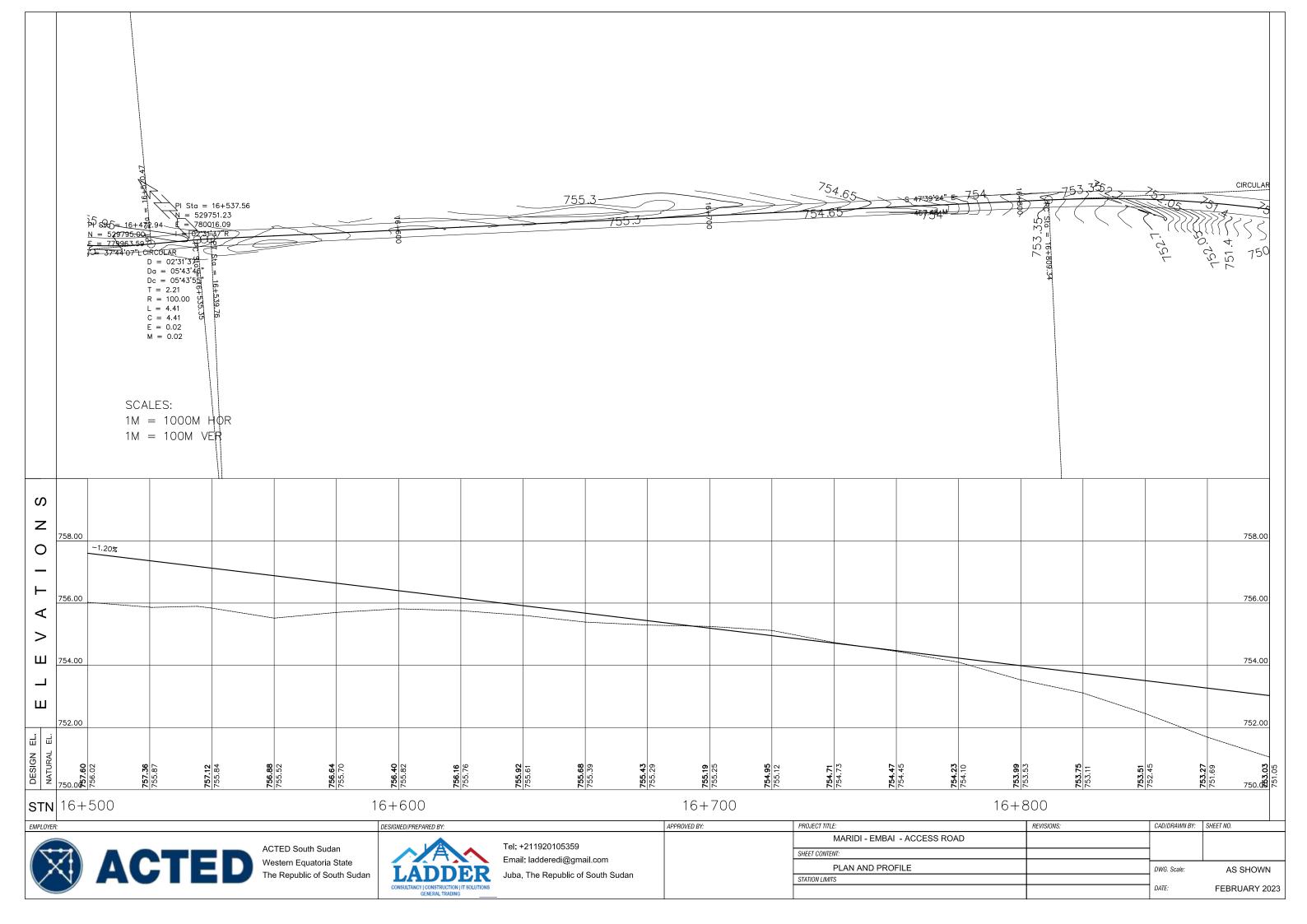


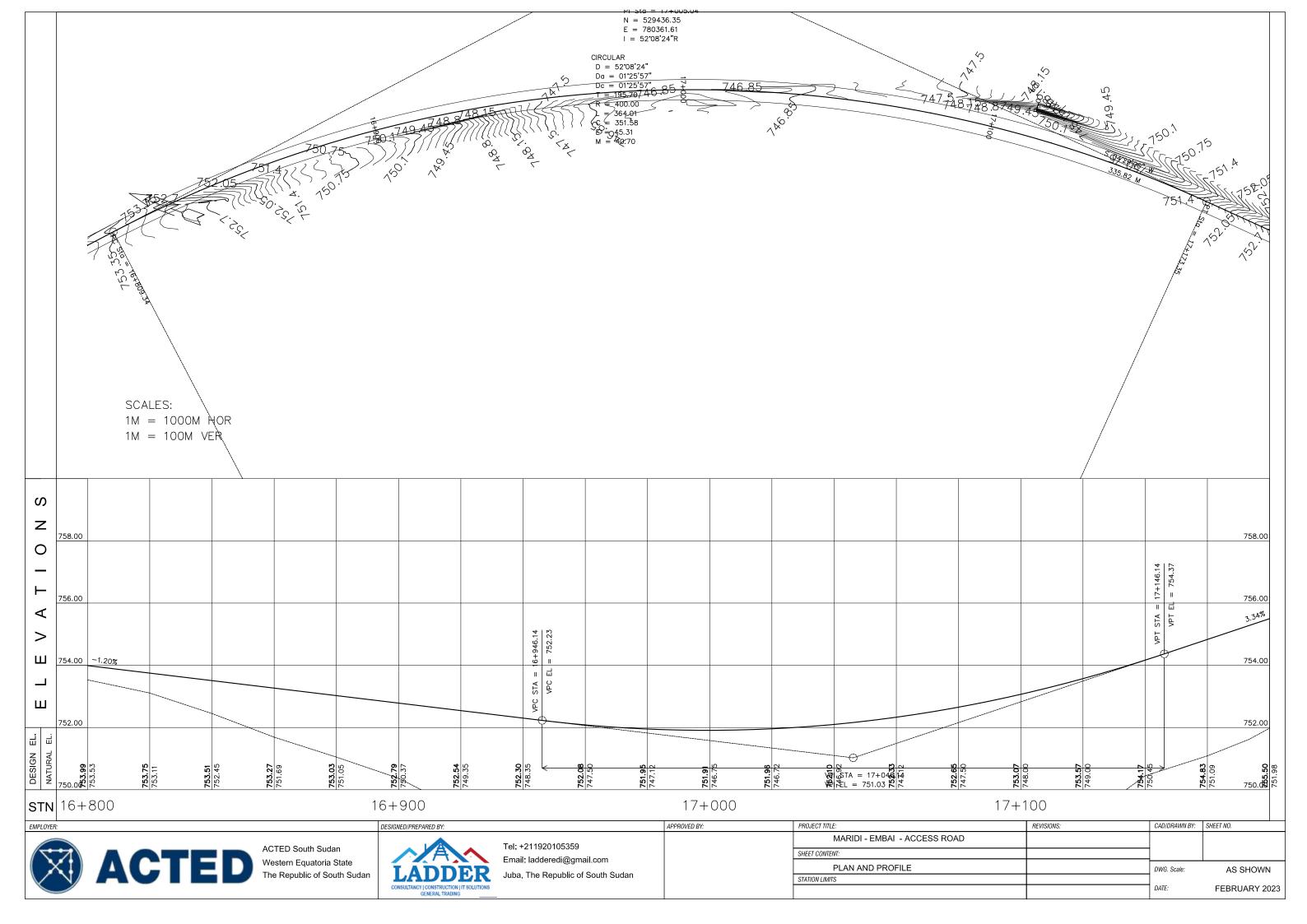


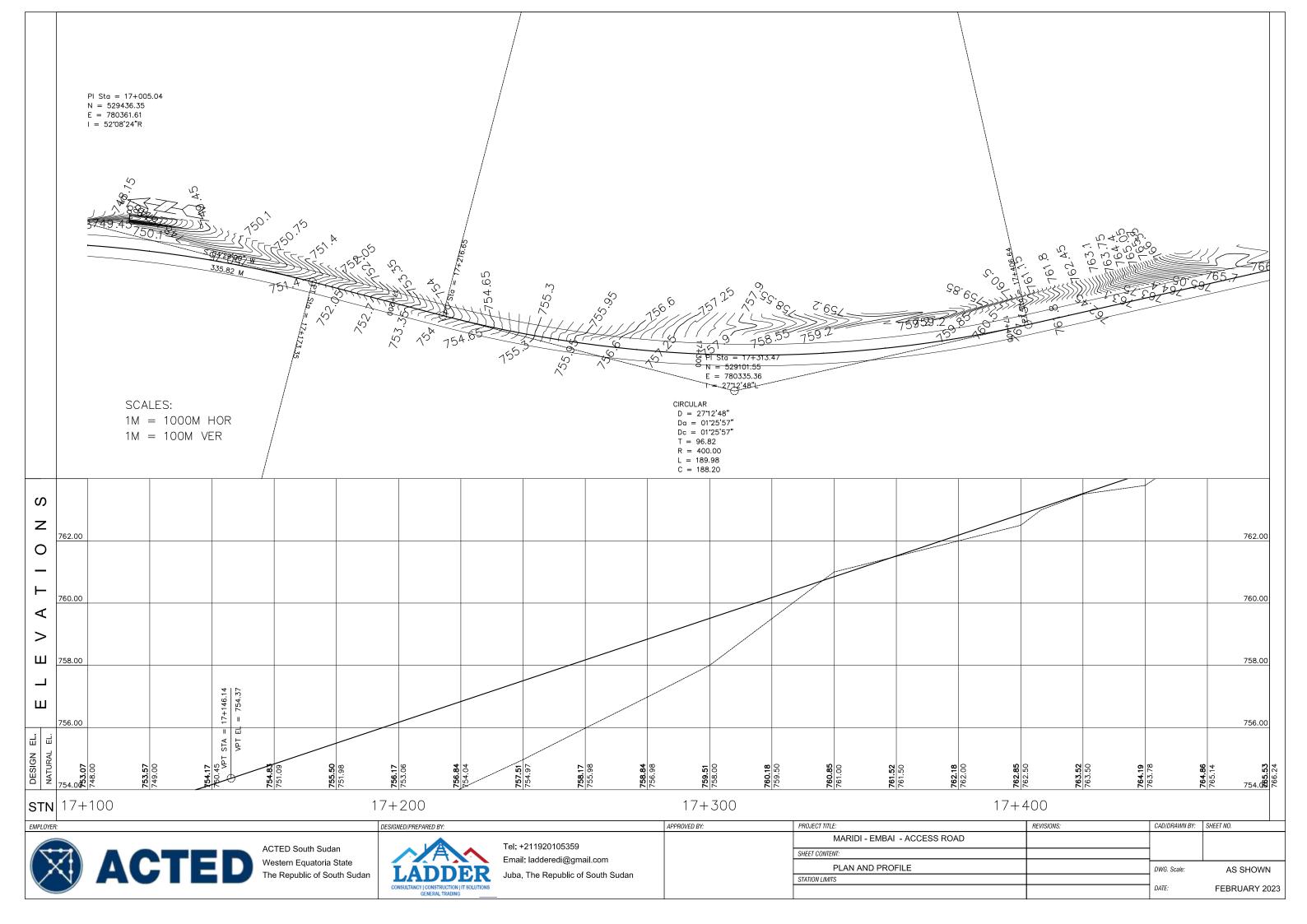


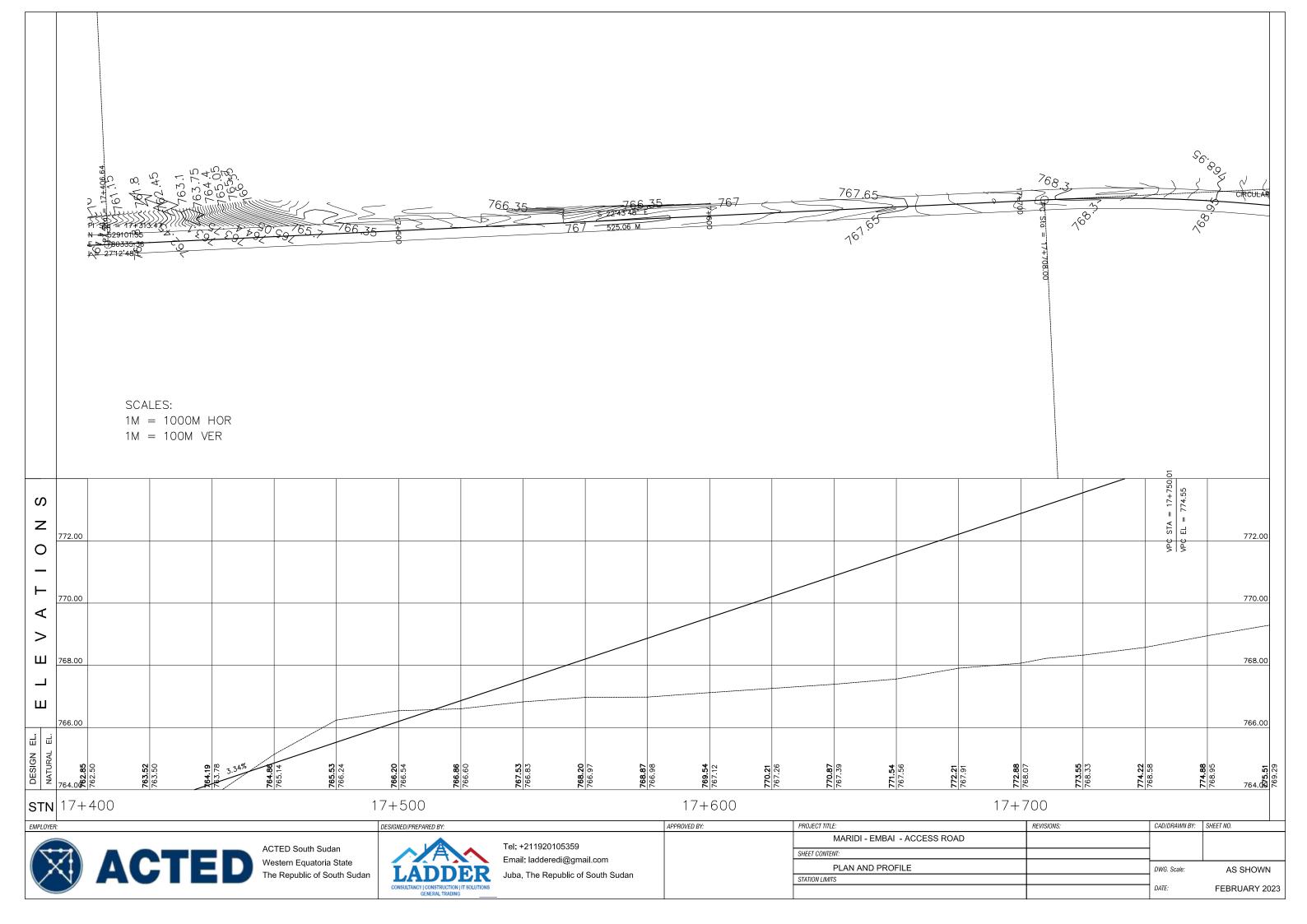


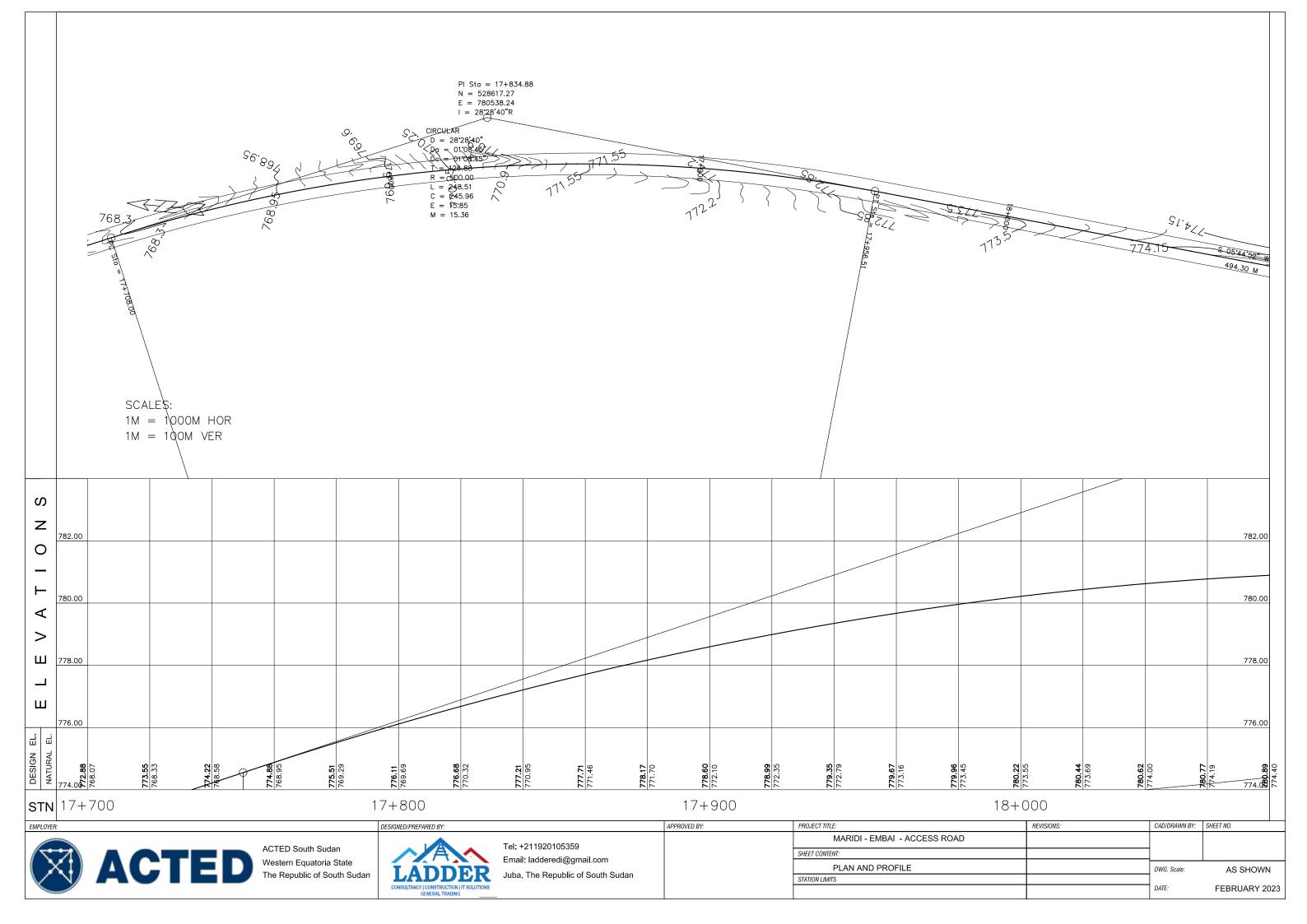


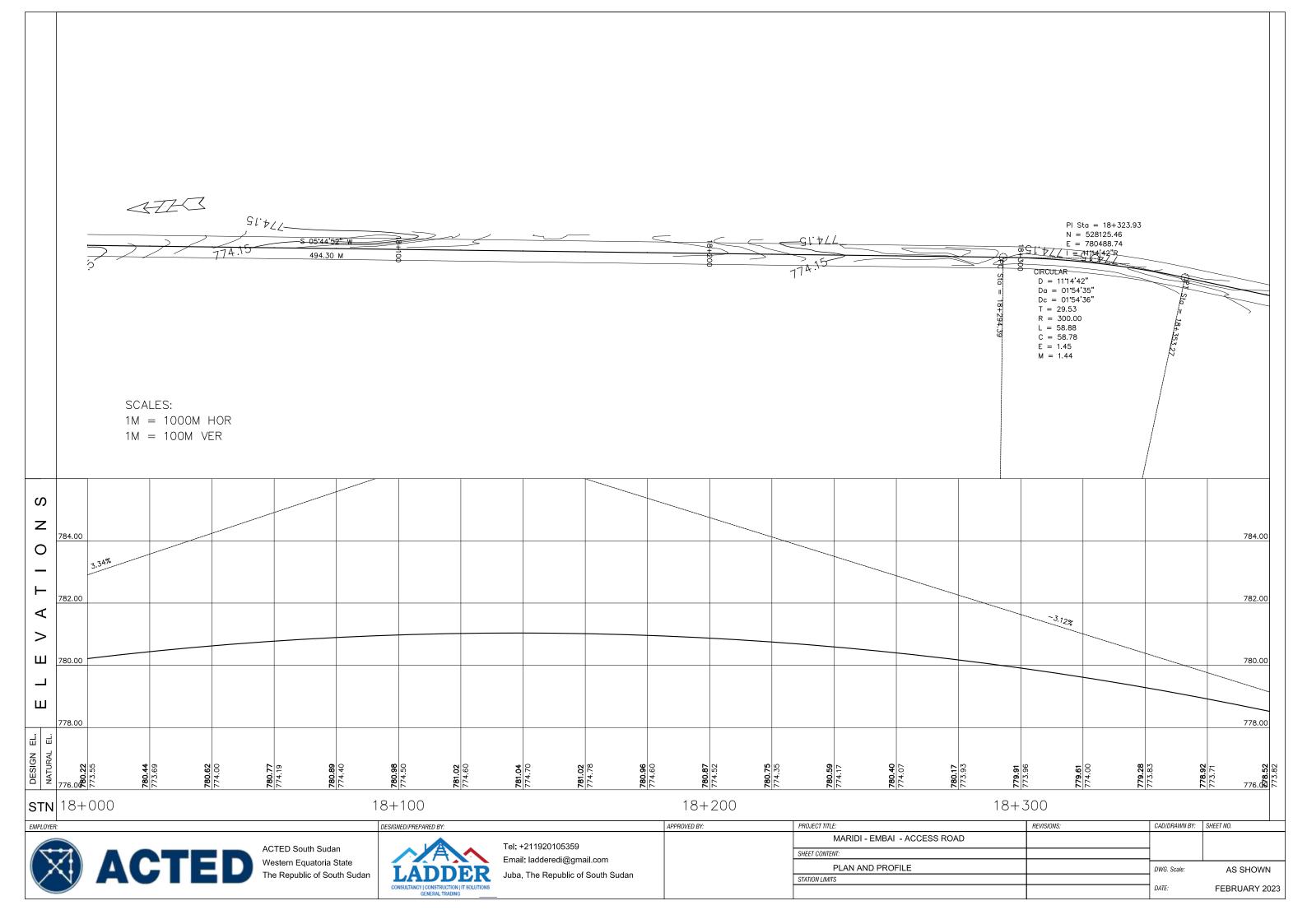


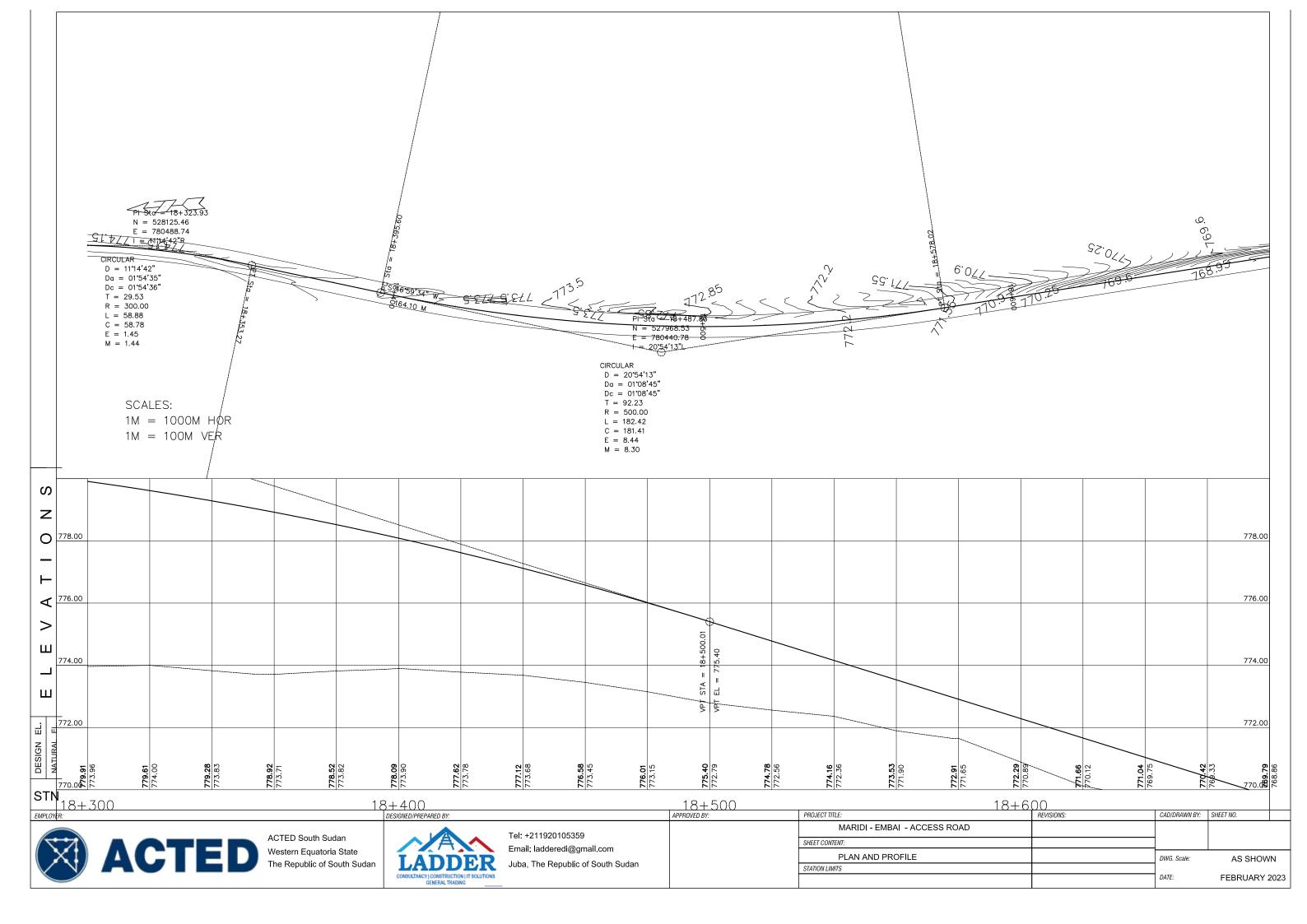


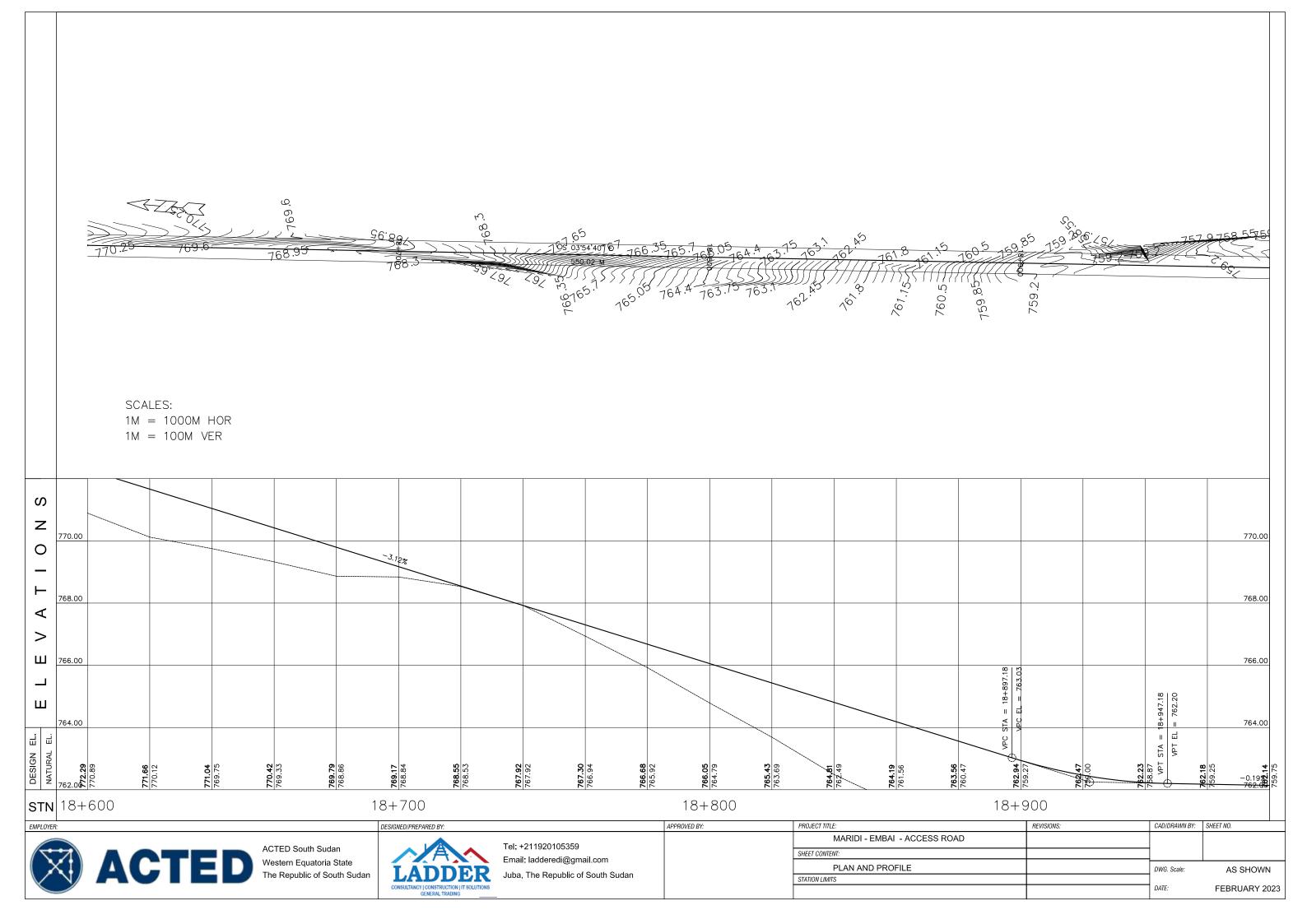


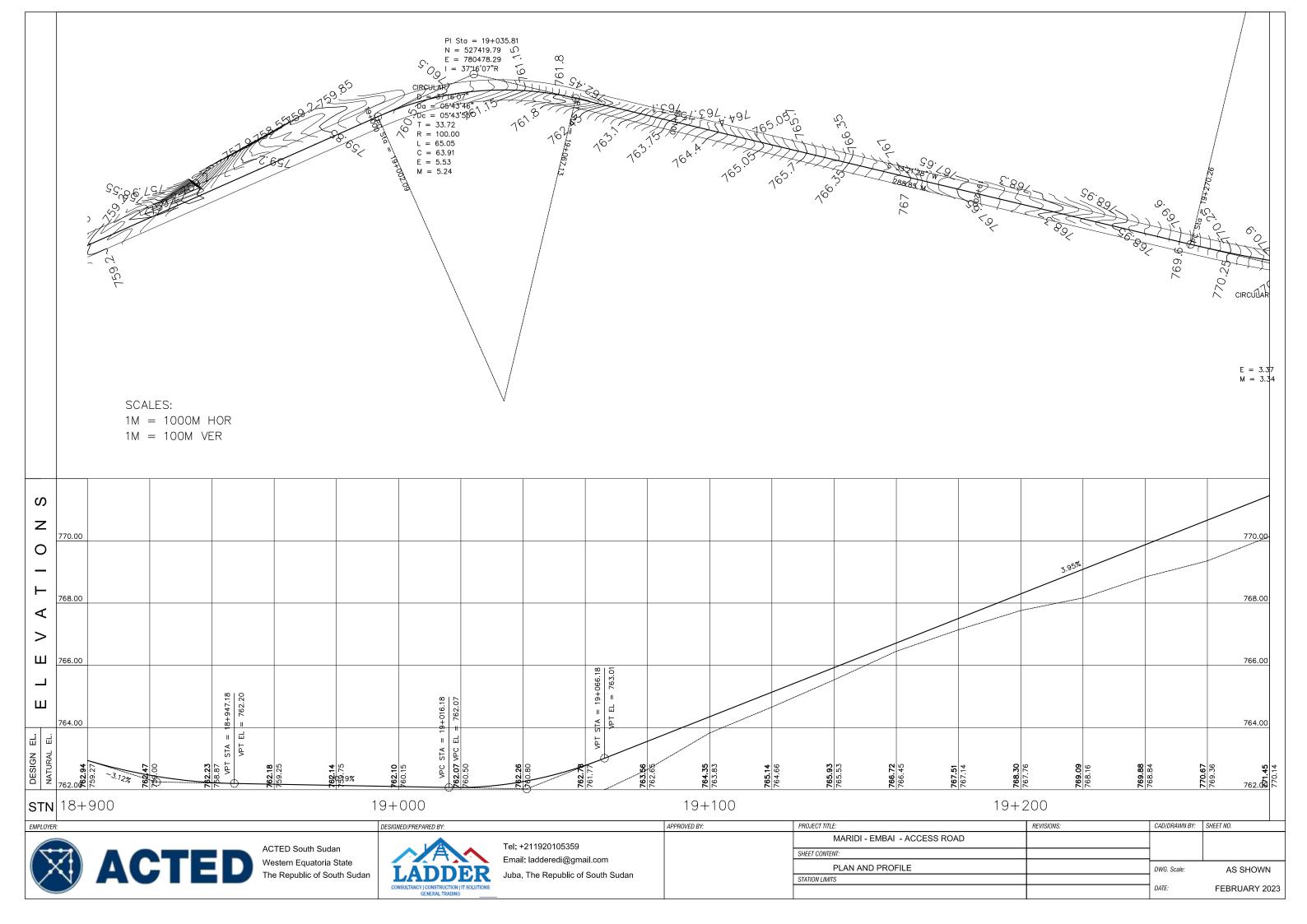


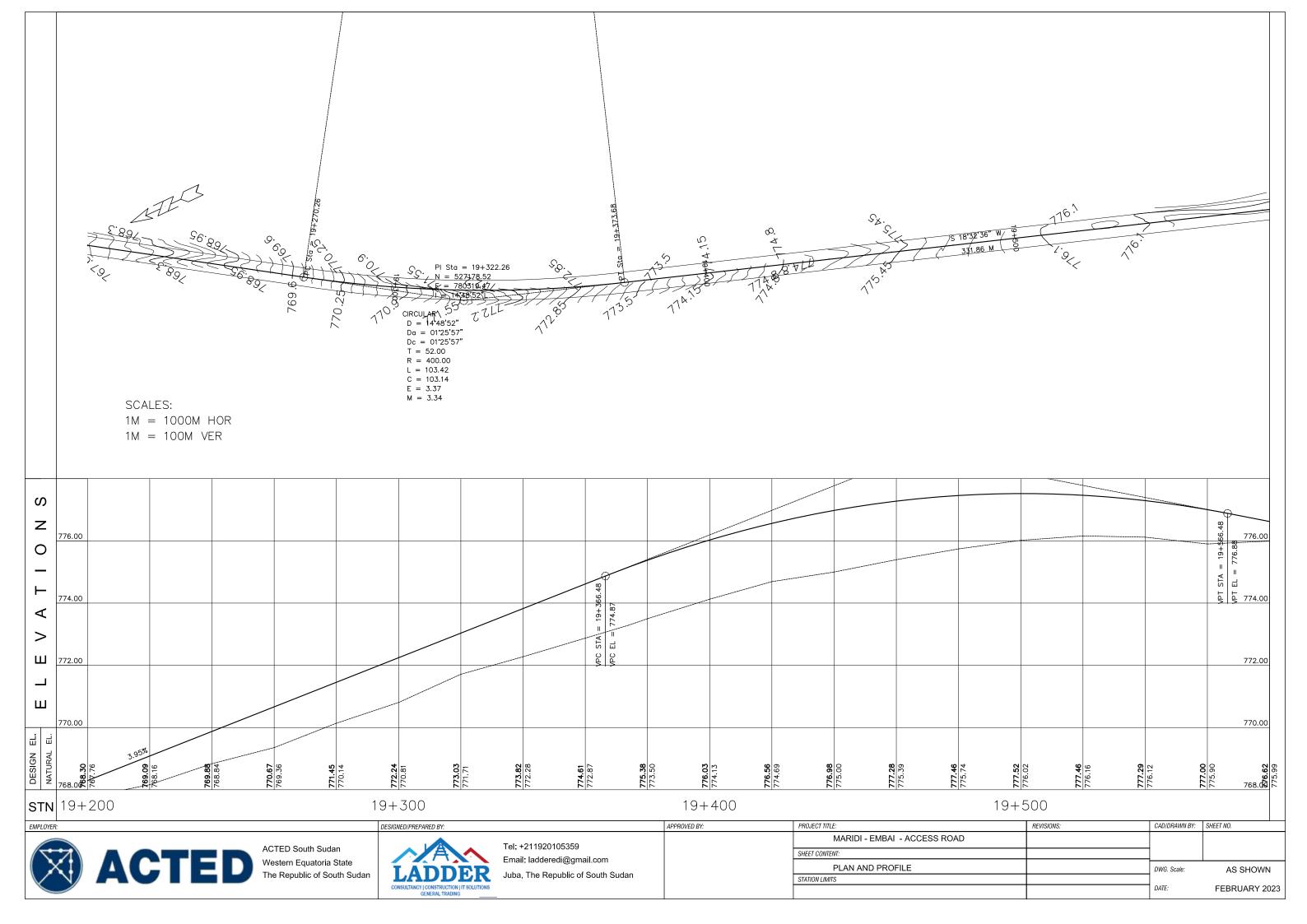


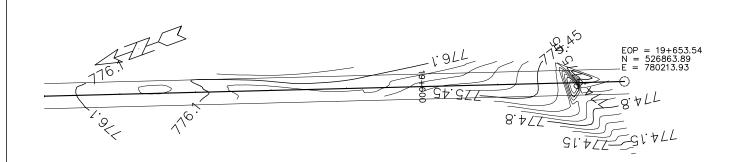






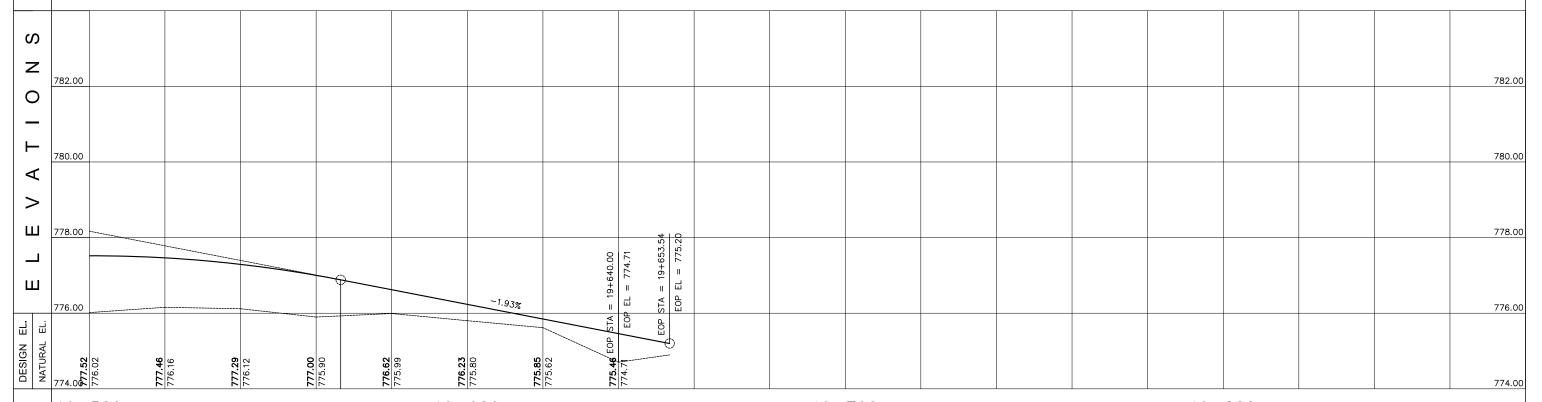






SCALES:

1M = 1000M HOR1M = 100M VER

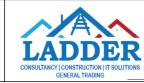


APPROVED BY:

| STN | 19+500 19+600 19+700 19+800



ACTED South Sudan Western Equatoria State The Republic of South Sudan



DESIGNED/PREPARED BY:

Tel: +211920105359 Email: ladderedi@gmail.com Juba, The Republic of South Sudan

PROJECT TITLE:	REVISIONS:	CAD/DRAWN BY:	SHEET NO.	
MARIDI - EMBAI - ACCESS ROAD				
SHEET CONTENT:				
PLAN AND PROFILE	•	DWG. Scale:	AS SHOWN	
STATION LIMITS				
		DATE:	FEBRUARY 2023	