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Babaa Aanta and a star and a sta	 1-Contractor should take all precautions during running way route, not to damage any under damage occurs, it will be the responsibility o the damage at his own expense. Any under should be properly protected or transferred, relevant authorities . 2- it is the contractors responsibility to obtain the different utilities in order to avoid dam and protect 3- The contractor shall be responsible to coor authorities to arrange for the relocation/re- of existing utilities crossing the BRT runnin conduits, manholesEtc. 4- The relocation works shall be implemented 	g excavation for the BRT rground utilities. If any f the contractor to fix ground utilities found in coordination with In the exact position of hage during construction, rdinate with all relevant routing where needed ing way thru special
	owner of the utility, as coordinated. Other clear at this stage that do not have separ BOQ, shall be covered by the relevant pro- LEGEND:- VALL & STAIRS VALL & STAIRS V	S AS LIST BELOW AND DRAWING Tovisional sum in BOQ. S AS LIST BELOW AND DRAWING DISMANTLED AND THE CONCERNED UMBS) UMBS) UMBS) UMBS) CKING TILE MEDIAN CKING TILE SIDEWALK REA WHERE SIDEWALK REA PHALT A CURBSTONE PHALT PAVEMENT T PAVEMENT T PAVEMENT CT PAVEMENT C
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Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: PLAN & PROFILE FOUNTAIN AREA Consultant: Steer davies gleave Consultant: Design: Y.M. Scale: Y.M. CAD Checked: T.A. Scale: Y.M. CAD Checked: T.A. Scale: Y.M. Date: MAR.2018 MAR.2018 METERS Drawing Number: R-101 Q		Client: أمانة عمّان GREATER AMMAN MUNICIPALITY
STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: PLAN & PROFILE FOUNTAIN AREA Consultant: Steer davies gleave Package: Y.M. Cadd Tritle: Design: Y.M. CAD W.Z. 0 10 Date: MAR.2018 METERS Drawing Number: Rev.: 0		Project:
Package: Package: PACKAGE 8 & 9 B OMAR MATAR Title: PLAN & PROFILE FOUNTAIN AREA Consultant: Steer davies gleave Consultant: Design: Y.M. Drawn by: CAD T.A. Scale: Y 1:100 H 1:1000 MAR.2018 Proved: W.Z. Drawing Number: R-101 Rev.: 0		STRUCTURAL DESIGN SERVICES FOR AMMAN BRT
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Title: PLAN & PROFILE FOUNTAIN AREA Consultant: Steer davies gleave Orawn by: Checked: Y.M. Drawn by: Checked: Scale: Y 1:100 Date: Approved: MAR.2018 W.Z. Marce of the second s		PACKAGE 8 & 9 B OMAR MATAR
PLAN & PROFILE FOUNTAIN AREA Consultant: Steer davies gleave Orawn by: Checked: Y.M. Drawn by: Checked: V.M. Date: Approved: W.Z. MAR.2018 W.Z. 0 10 20 30 40 50 60 70 80 90 100 METERS Drawing Number: Rev.: Rev.: 0 0 0		Title:
FOUNTAIN AREA Consultant: steer davies gleave O engicon Design: Drawn by: Checked: V.M. Drawn by: Checked: V.M. Drawn by: Checked: V.M. Drawn by: Checked: V 1:100 Date: Approved: MAR.2018 W.Z. 0 10 20 30 40 50 60 70 80 90 100 METERS Drawing Number: Rev.: R-101 0		PLAN & PROFILE
Consultant: Steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave Image: steer davies gleave <td></td> <td>FOUNTAIN AREA</td>		FOUNTAIN AREA
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RMATAR	R308					A0 R309			RV RV R309 R309 R309 R309 R309 R309 R309	AA R310				Side Road.	84 CH LINE S	48 310 10 10 10 10 10 10 10	Para Salar		EGEND:- PROPOSED INTERLOCKING TILE MEDIAN Image: Proposed Interlocking Tile Sidewalk PROPOSED INTERLOCKING TILE SIDEwalk Image: Parking Entrance And Exit Parking Entrance And Exit Image: Parking Entrance And Exit Parking Entrance And Exit Image: Parking Entrance And Exit Parking Entrance And Exit Image: Parking Entrance And Exit Parking Entrance And Exit Image: Parking Entrance And Exit Parking Entrance And Exit Image: Parking Entrance And Exit Parking Entrance And Exit Image: Parking Entrance And Exit Parking Entrance And Exit Image: Parking Entrance And Exit Proposed Brt Asphalt & Curbstone Image: Proposed Concrete Parkement Proposed Concrete Parkement Image: Parking Entrance Of Road Edge of Parkement Image: Parking Entrance Of Road Edge of Parkement Image: Proposed Retaining Wall Proposed Retaining Wall Image: Parking Entrance Consing Image: Parking Entrance Consing Image: Parking Entrance Consender Image: Pa
									HIGH PT S HIGH PT PVI ST PVI EL K: LV(SCS: 1+043.50	BTA: 1+056.8 ELEV: 771.9 A:1+056.00 EV:771.98 30.56 C:25.00 EV:25.	82 LOCE: 771.93 A A OT 25 BVCS: 1+072.00 A A OT 25 BVCE: 771.01 A A	/ PT STA: 1 V PT ELEV: VI STA:1+03 VI ELEV:77 K:20.24 LVC:20.0 F6:122 HOC:20.0 F6:122 HOC:20.0	+079.73 771.90 32.00 1.88 0	0.61%	BVCE: 772.34 Ad OT	PT STA: 1+1 PT ELEV: 77 STA:1+173. I ELEV:772.4 K:31.52 LVC:30.00	EVCE: 772.66 C1 00.82 00.82 00.82 00.82 00.82 00.82		MATURAL GROUND PGE CENTER LINE LEFT SIDE RIGHT SIDE
			0.	44%														Pui Clie Pro	rpose Of Issue Rev. Date Approved ent: المحافة ا
0+840	0+860	0+880	006+0	0+920	0+940	096+0	0+980	1+000	1+020 1+040	1+060	1+080	1+100	1+120	1+140	1+160	1+180	1+200	Title P	OMAR MATAR e: PLAN & PROFILE - MAIN ROAD SHEET 2 OF 3
771.01	771.11	771.21	771.22	771.30	771.40	771.47	771.61	771.68	771.72	771.85	771.84	771.94	772.08	772.13	772.27	772.49	772 RN		Steer davies gleave
771.03	771.12	771.21	771.30	771.38	771.47	771.56	771.64	771.73	771.82	771.95	771.90	771.99	772.11	772.23	772.35	772.55	772 אה	Des	sign: Drawn by: Checked:
0.03	0.01	0.00	0.08	0.08	0.07	0.08	0.03	90.0	0.00	0.10	0.06	0.04	0.03	0.10	0.08	90.0	0 N5	Sca	Y.M. CAD T.A. ale: V 1:100 Date: Approved: H 1:1000 MAR.2018 W.Z.
L =	-188.148	I				F	R: 200.000 L: 68.922		L =7	5.497	1	R: 350.000 L: 18.454	I	L =58.121	R: C	350.000 16.507		0	10 20 30 40 50 60 70 80 90 100 METERS
			UL 2.0%		LL 2.4% 922.102 RL -2.4%	LL 3.2% 945.102 -3.2%	 LL 3.2% 998,692	-3.2% LL 2.4%	RL -2.4% LL 2.0% 1033.797 RL -2.0%	HL -2.0% RL -2.0% LL 2.2%	1009.108 RL -2.2% LL 2.6%	1088.188 -2.6% LL 2.6%	-2.6% LL 2.2%	RL -2.2% LL 2.0% 1124.852 RL -2.0%				Dra	wing Number: Rev.: 0



NOTES:- 1- ALL DIME OTHERW 2- FOR ROA TO DWG 3- FOR SET DWG'S No 4- FOR ROA DWG No. 5- FOR ROA 6- FOR RET DWG No.	ENSIONS ARE IN M VISE INDECATED. AD SECTIONS REF No. R-301 TO R-31 TING OUT DATA R D. R-201 TO R-206 AD PROFILES REFE R-101 TO R-106. AD DETAILS REFEF AINING WALLS DE S-104 & S-105.	ETERS U ER 3. EFER TC ER TO R TO DWO TAILS R	JNLESS) G. No. R-31 EFER TO	4 TO R-316 .
	PROPOSED INTE PROPOSED INTE PARKING ENTRA ROAD EXTENSIO ISLANDS & PAVE & REPLACED BY PROPOSED BRT PROPOSED BRT PROPOSED COM R.O.W. CENTER LINE OI EDGE OF PAVEM PROPOSED SIDE PROPOSED RET BRT LANE BRT TRAFFIC DI OTHER TRAFFIC DI OTHER TRAFFIC DI OTHER TRAFFIC DI OTHER TRAFFIC DI OTHER TRAFFIC DI PEDESTRIAN CF BRT PLATFORM	RLOCKIN NCE AND NCE AND NAREA MENT AF ASPHAL ASPHAL CA	NG TILE ME NG TILE SID D EXIT WHERE SII RE REMOV T & CURBS T PAVEMENT PAVEMENT NALL N NALL N TION	EDIAN DEWALK ED STONE ENT
	NATURAL GROU PGE CENTER LINE LEFT SIDE RIGHT SIDE	JND		
Purpose Of		Pay	Date	Approved
Client:	أمانــة عمّان الكبرى ATER AMMA		NICIPA	LITY
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Title: PLAN &	OMAR N & PROFIL SHEET	E - N 3 Of	R MAIN F = 3	ROAD
Consultant:	teer dav	/ies	gleav	/e
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Drawing Num	METE nber: R-	-104	 1	Rev.: 0



Side Road-1

Side Road-2

NOTES:-			
	DUND		
PGE			
CENTER LINE			
Purpose Of Issue	Rev.	Date	Approved
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GREATER AMMA	N MU	INICIPA	LITY
AMMA	GN S N BR	⊏KVICE T	SFUK
Package:		• -	
	Е 8 & Лат∆	9 B R	
Title:			
SIDE RO	DAD	-1,	
SIDE ROAD-	2 PF	ROFILI	es
Consultant:			
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	nes.	gica	vC
	gi	con	
Design: Drawn by:		Checke	ed:
Y.M.	CAD	Δηριτού	T.A. /ed [.]
V 1:100 H 1:1000	R.2018		W.Z.
0 10 20 30 40 50) 60	70 80	90 100
МЕТЕ	ERS		
Drawing Number:			Rev.:
	10	5	0
R-	10	5	0



Side Road-3



Side Road-4

NOTES:-
LEGEND (PROFILE):- MATURAL GROUND PGE CENTER LINE LEFT SIDE RIGHT SIDE
LEGEND (PROFILE):-
LEGEND (PROFILE):-
LEGEND (PROFILE):- MATURAL GROUND PGE CENTER LINE LEFT SIDE RIGHT SIDE
LEGEND (PROFILE):- MATURAL GROUND PGE CENTER LINE LEFT SIDE RIGHT SIDE
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LEGEND (PROFILE):- MATURAL GROUND PGE CENTER LINE LEFT SIDE RIGHT SIDE
LEGEND (PROFILE):- NATURAL GROUND PGE CENTER LINE LEFT SIDE RIGHT SIDE
 NATURAL GROUND PGE CENTER LINE LEFT SIDE RIGHT SIDE
PGE CENTER LINE LEFT SIDE RIGHT SIDE
LEFT SIDE RIGHT SIDE
Purpose Of Issue Rev Date Approved
Client:
عمّان
عرف الكبرى
GREATER AMMAN MUNICIPALITY
AMMAN BRT
Package: PACKAGE 8 & 9 B
OMAR MATAR
l itle:
SIDE ROAD-3,4 & 5 PROFILE
SIDE ROAD-3,4 & 5 PROFILE
SIDE ROAD-3,4 & 5 PROFILE Consultant: Steer davies gleave
SIDE ROAD-3,4 & 5 PROFILE Consultant: Steer davies gleave
SIDE ROAD-3,4 & 5 PROFILE Consultant: Steer davies gleave Considering of the second
SIDE ROAD-3,4 & 5 PROFILE Consultant: Steer davies gleave Conspired of the steer davies of the steer da
SIDE ROAD-3,4 & 5 PROFILE Consultant: Steer davies gleave Consultant: Steer davies gleave Consultant: Steer davies gleave Consultant: Checked: T.A. Scale: V 1:100 H 1:1000 Date: MAR.2018 Checked: W.Z.
SIDE ROAD-3,4 & 5 PROFILE Consultant: steer davies gleave of checked: cab Design: Checked: cab Y.M. Drawn by: cAD Checked: T.A. Scale: V 1:100 Date: MAR.2018 Approved: W.Z. 0 10 20 30 40 50 60 70 80 90 100
SIDE ROAD-3,4 & 5 PROFILE Consultant: Steer davies gleave Consultant: Design: Y.M. Drawn by: Y.M. CAD Checked: T.A. Scale: V 1:100 H 1:1000 Date: MAR.2018 V 2. Checked: W.Z. Date: MAR.2018 Checked: W.Z. Checked: MAR.2018 Checked: W.Z.
SIDE ROAD-3,4 & 5 PROFILE Consultant: Steer davies gleave Orawn by: Pesign: Y.M. Y.M. CAD Scale: Y 1:100 MAR.2018 MZ. 0 10 20 30 40 50 60 70 80 90 100 METERS Drawing Number: Rev.: R-106



	NOTES:- 1- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE INDECATED. 2- FOR ROAD SECTIONS REFER TO DWG No. R-301 TO R-313. 3- FOR ROAD PROFILES REFER TO DWG No. R-101 TO R-106. 4- FOR ROAD DETAILS REFER TO DWG. No. R-314 TO IEGEND:- PROPOSED INTERLOCKING TILE MEDIA PROPOSED INTERLOCKING TILE SIDEW ROAD EXTENSION AREA WHERE SIDEW ISLANDS & PAVEMENT ARE REMOVED & REPLACED BY ASPHALT & CURBSTON PROPOSED BRT ASPHALT PAVEMENT PROPOSED CONCRETE PAVEMENT PROPOSED SIDEWALK PROPOSED SIDEWALK PROPOSED RETAINING WALL BRT LANE BRT TRAFFIC DIRECTION) R-316 . N ALK 'ALK, NE
	PEDESTRIAN CROSSING BRT PLATFORM (BUS STATION) X760.50 SPOT ELEVATION PUrpose Of Issue Rev. Date Ap Client:	proved
	مانـه عمّان GREATER AMMAN MUNICIPALIT Project:	Υ
	Package: PACKAGE 8 & 9 B OMAR MATAR	·UK
MATCHLIN	Title: SETTING OUT PLAN SHEET 1 OF 2	
TE SEE DW	Consultant:	
G. NO. R-202	Design: Y.M.Drawn by: CADChecked: Checked:Scale: 1:1000Date: MAR.2018Approved: Approved:	T.A. W.Z.
	0 10 20 30 40 50 60 70 80 90 METERS Drawing Number: R-201) 100 Rev.: 0

# 8 2236837.92 150673.67 350.00 16.51 8.25 HORD=16.51 002*4208" FC 003 8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	NOTES:- 1- ALL DIMENSIONS ARE IN MOTHERWISE INDECATED. 2- FOR ROAD SECTIONS REFTO DWG No. R-301 TO R-3 3- FOR ROAD PROFILES REFDWG No. R-101 TO R-106. 4- FOR ROAD DETAILS REFEI Image: Composed intervalue Image: Composed inter	IETERS UNLESS FR 13. ER TO R TO DWG. No. R-314 TO R-316. ERLOCKING TILE MEDIAN ERLOCKING TILE SIDEWALK ON AREA WHERE SIDEWALK, MENT ARE REMOVED (ASPHALT & CURBSTONE (ASPHALT PAVEMENT PHALT PAVEMENT PHALT PAVEMENT NCRETE PAVEMENT FROAD MENT EWALK TAINING WALL IRECTION C DIRECTION ROSSING (BUS STATION) N
7		
	Purpose Of Issue	Rev. Date Approved
	أمانـة عمّان الكبرى GREATER AMMA	N MUNICIPALITY
	Project: STRUCTURAL DES AMMA Package:	IGN SERVICES FOR N BRT
	PACKAGI OMAR I Title: SETTING (E 8 & 9 B MATAR OUT PLAN
	SHEET Consultant:	2 OF 2 vies gleave
	Design: Y.M.	CAD Checked:
	Scale: Date: 1:1000 MAR 0 10 20 30 40 50	Approved: R.2018 W.Z. 0 60 70 80 90 100
	мет Drawing Number: R -	-202 Rev.: 0

	Poil	nt Table	
Point #	Elevation	Easting	Northing
1	762.19	237901.64	150441.28
2	761.79	237901.64	150449.28
3	761.84	237901.64	150457.28
4	761.51	237909.64	150441.28
5	761.45	237909.64	150457.28
6	761.61	237909.64	150465.28
7	761.66	237909.64	150473.28
8	761.35	237917.64	150441.28
9	761.53	237917.64	150449.28
10	761.58	237917.64	150457.28
11	761.63	237917.64	150465.28
12	761.52	237917.64	150473.28
13	761.60	237917.64	150481.28
14	761.71	237917.64	150489.28
15	762.46	237917.64	150537.28
16	761.38	237925.64	150433.28
17	761.38	237925.64	150441 28
10	761.35	237 323.04	150440.28
10	761.00	201920.04	150449.20
19	701.00	237925.64	150457.28
20	701.65	237925.64	150465.28
21	761.70	237925.64	150473.28
22	761.75	237925.64	150481.28
23	761.61	237925.64	150489.28
24	761.76	237925.64	150497.28
25	762.14	237925.64	150505.28
26	762.48	237925.64	150537.28
27	761.20	237933.64	150425.28
28	761.25	237933.64	150433.28
29	761.39	237933.64	150441.28
30	761.64	237933.64	150449.28
31	761.47	237933.64	150457.28
32	761.50	237933.64	150465.28
33	761.53	237933.64	150473.28
34	761.58	237933.64	150481.28
35	761.82	237933.64	150489.28
36	761.87	237933.64	150497.28
37	761.75	237933.64	150505.28
38	761.98	237933.64	150513.28
39	762.17	237933.64	150521.28
40	762.31	237933.64	150529.28
41	762 69	237933 64	150537.28
42	761.03	237941 64	150433.28
13	761.00	2370/1 6/	150441 28
43	701.13	237941.04	150441.20
44	701.40	237941.04	150449.20
40	701.42	237044.04	150457.28
40	764.04	237941.64	150405.28
47	761.81	237941.64	150473.28
48	761.65	237941.64	150481.28
49	761.68	237941.64	150489.28
50	/61./2	237941.64	150497.28
51	761.76	237941.64	150505.28
52	761.82	237941.64	150513.28
53	762.13	237941.64	150521.28
54	762.34	237941.64	150529.28
55	762.24	237941.64	150537.28
56	761.08	237949.64	150425.28
57	760.74	237949.64	150433.28
58	760.86	237949.64	150441.28
59	761.19	237949.64	150449.28
60	761.12	237949.64	150457.28
61	761.26	237949.64	150465.28
62	761.39	237949.64	150473.28
63	761.53	237949.64	150481.28
•••			
64	761.82	237949.64	150489.28
64 65	761.82 761.89	237949.64 237949.64	150489.28 150497.28
64 65 66	761.82 761.89 762.03	237949.64 237949.64 237949.64	150489.28 150497.28 150505.28

Point Table			
Point #	Elevation	Easting	Northing
67	761.98	237949.64	150513.28
68	762.35	237949.64	150521.28
69	761.94	237949.64	150529.28
70	762.11	237949.64	150537.28
71	760.84	237957.64	150433.28
72	760.57	237957.64	150441.28
73	760.69	237957.64	150449.28
74	760.83	237957.64	150457.28
75	760.96	237957.64	150465.28
76	761.29	237957.64	150473.28
77	761.22	237957.64	150481.28
78	761.33	237957.64	150489.28
79	761.61	237957.64	150497.28
80	761.76	237957.64	150505.28
81	761.89	237957.64	150513.28
82	761.65	237957.64	150521.28
83	761.68	237957.64	150529.28
84	761.97	237957.64	150537.28
85	760.82	237965.64	150433.28
86	760 76	237965 64	150441 28
87	760.75	237965.64	150440.29
07	760.75	237065 64	150457 29
00	760.07	237905.04	150457.28
89	700.07	237905.64	150405.28
90	760.80	23/965.64	150473.28
91	760.89	237965.64	150481.28
92	760.91	237965.64	150489.28
93	761.01	237965.64	150497.28
94	761.15	237965.64	150505.28
95	761.28	237965.64	150513.28
96	761.23	237965.64	150521.28
97	761.49	237965.64	150529.28
98	761.84	237965.64	150537.28
99	760.83	237973.64	150433.28
100	760.78	237973.64	150441.28
101	760.76	237973.64	150449.28
102	760.74	237973.64	150457.28
103	760.74	237973.64	150465.28
104	760.71	237973.64	150473.28
105	760.57	237973.64	150481.28
106	760.73	237973.64	150489.28
107	760.80	237973.64	150497.28
108	760.72	237973.64	150505.28
109	760.88	237973.64	150513.28
110	761.02	237973.64	150521.28
111	761.37	237973.64	150529.28
112	760.80	237981.64	150441.28
113	760.76	237981.64	150449.28
114	760.72	237981.64	150457.28
115	760.65	237981.64	150465.28
116	760.23	237981.64	150473.28
117	760.07	237981.64	150481.28
118	760.12	237981 64	150489 28
119	760.18	237981 64	150497 28
120	760.30	237081 64	150505 28
101	760.70	237081 64	150512 20
127	760.24	237081 64	150570.20
122	760.52	237020 64	150//0.20
123	760.02	201000.04	150443.20
124	760.00	201909.04	150457.28
125	760.22	23/989.64	150465.28
126	/59.96	23/989.64	1504/3.28
127	/59.76	237989.64	150481.28
128	759.84	237989.64	150489.28
129	760.20	237989.64	150497.28
130	760.36	237989.64	150505.28
131	760.53	237989.64	150513.28
132	760.90	237989.64	150521.28

	Poi	nt Table	
Point #	Elevation	Easting	Northing
133	759.89	237997.64	150481.28
134	759.79	237997.64	150489.28
135	759.90	237997.64	150497.28
136	760.07	237997.64	150505.28
137	759.79	238005.64	150505.28
138	775.29	236685.51	150773.58
139	775.30	236693.51	150765.58
140	775 15	236693.51	150773 58
141	775.09	236693 51	150781 58
142	775 15	236693 51	150789 58
1/3	775 15	236701 51	150757 58
143	774.02	230701.31	150757.50
144	774.92	230701.51	150705.50
140	775.00	230701.51	150773.50
140	774.84	230701.51	150781.58
147	775.02	236709.51	150749.58
148	774.94	236709.51	150757.58
149	774.80	236709.51	150765.58
150	774.58	236709.51	150773.58
151	774.67	236709.51	150781.58
152	774.83	236717.51	150749.58
153	774.61	236717.51	150757.58
154	774.51	236717.51	150765.58
155	774.44	236717.51	150773.58
156	774.73	236725.51	150741.58
157	774.54	236725.51	150749.58
158	774.56	236725.51	150757.58
159	774.20	236725.51	150765.58
160	774.38	236725.51	150773.58
161	774.49	236733.51	150733.58
162	774.34	236733.51	150741.58
163	774.28	236733.51	150749.58
164	774.05	236733.51	150757.58
165	774.21	236733.51	150765.58
166	774.32	236741.51	150725.58
167	774.33	236741.51	150733.58
168	774.14	236741.51	150741.58
169	774.22	236741.51	150749.58
170	774.06	236741.51	150757.58
171	774.21	236741.51	150765.58
172	774.02	236749.51	150717.58
173	774.20	236749.51	150725.58
174	774.01	236749.51	150733.58
175	774.15	236749.51	150741.58
176	773.92	236749.51	150749.58
177	774.05	236749 51	150757 58
178	773.97	236757 51	150709 58
179	774 04	236757 51	150717 58
180	773.88	236757 51	150725.59
100	772 00	236767 64	150723.50
101	772.00	230131.31	150733.38
102	772.00	230757.51	150741.58
103	770.00	230/5/.51	150749.58
104	770.04	230705.51	150709.58
105	770.00	230705.51	150/1/.58
186	//3.69	230/05.51	150/25.58
187	//3.77	236765.51	150733.58
188	773.78	236765.51	150741.58
189	773.88	236765.51	150749.58
190	773.64	236773.51	150701.58
191	773.76	236773.51	150709.58
192	773.55	236773.51	150717.58
193	773.77	236773.51	150725.58
194	773.72	236773.51	150733.58
195	773.82	236773.51	150741.58
196	773.90	236773.51	150749.58
197	773.85	236773.51	150757.58
198	773.60	236781.51	150701.58

	Poir	nt Table	
Point #	Elevation	Easting	Northing
199	773.42	236781.51	150709.58
200	773.58	236781.51	150717.58
201	773.57	236781.51	150725.58
202	773.73	236781.51	150733.58
203	773.76	236781.51	150741.58
204	773.88	236781.51	150749.58
205	774.07	236781.51	150757.58
206	773.81	236781.51	150765.58
207	773.27	236789.51	150693.58
208	773.47	236789.51	150701.58
209	773.23	236789.51	150709.58
210	773.31	236789.51	150717.58
211	773.53	236789.51	150725.58
212	773.80	236789.51	150733.58
213	773.74	236789.51	150741.58
214	773.86	236789.51	150749.58
215	773.90	236789.51	150757.58
216	773.83	236789.51	150765.58
217	773.16	236797.51	150685.58
218	773.32	236797.51	150693.58
219	773.09	236797.51	150701.58
220	773.11	236797.51	150709.58
221	773.28	236797.51	150717.58
222	773.52	236797.51	150725.58
223	773.59	236797 51	150733 58
223	773.73	236707 51	150741 59
224	773.85	236707.51	150740.58
225	773.04	236707.51	150749.58
220	773 17	236805.51	150685 58
227	772.06	230605.51	150005.50
228	772.90	230805.51	150693.58
229	773.13	236805.51	150701.58
230	773.10	236805.51	150709.58
231	773.29	236805.51	150717.58
232	773.43	236805.51	150725.58
233	773.78	236805.51	150733.58
234	773.74	236805.51	150741.58
235	774.06	236805.51	150749.58
236	774.00	236805.51	150757.58
237	772.81	236813.51	150677.58
238	773.02	236813.51	150685.58
239	772.77	236813.51	150693.58
240	772.91	236813.51	150701.58
241	773.10	236813.51	150709.58
242	773.47	236813.51	150717.58
243	773.44	236813.51	150725.58
244	773.59	236813.51	150733.58
245	774.00	236813.51	150741.58
246	773.95	236813.51	150749.58
247	772.68	236821.51	150669.58
248	772.86	236821.51	150677.58
249	772.64	236821.51	150685.58
250	772.73	236821.51	150693.58
251	772.92	236821.51	150701.58
252	773.10	236821.51	150709.58
253	773.28	236821.51	150717.58
254	773.45	236821.51	150725.58
255	773.67	236821.51	150733.58
256	773.79	236821.51	150741.58
257	772.72	236829.51	150669.58
258	772.53	236829.51	150677.58
259	772.74	236829.51	150685.58
260	772.74	236829.51	150693.58
261	772.92	236829.51	150701.58
262	773.12	236829.51	150709.58
263	773.41	236829.51	150717.58
264	773.58	236829.51	150725.58

Point Table					
Point #	Elevation	Easting Northing			
265	773.64	236829.51	150733.58		
266	773.84	236829.51	150741.58		
267	772.45	236837.51	150669.58		
268	772.37	236837.51	150677.58		
269	772.58	236837.51	150685.58		
270	772.76	236837.51	150693.58		
271	773.34	236837.51	150717.58		
272	773.52	236837.51	150725.58		
273	773.67	236837.51	150733.58		
274	772.31	236845.51	150669.58		
275	772.44	236845.51	150677.58		
276	772.61	236845.51	150685.58		
277	773.53	236845.51	150725.58		
278	772.52	236853.51	150669.58		
279	772.48	236853.51	150677.58		
280	772.65	236853.51	150685.58		
283	772.37	236861.51	150669.58		
284	772.53	236861.51	150677.58		
287	772.43	236869.51	150669.58		

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Purpose Of Issue	Rev.	Date	Approved
Client: عمّان الكبرى	مر مار		
GREATER AMMA			
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PACKAGI OMAR N	E 8 & MATA	9 B R	
SPOT ELEVA	τιον	I TABI	LES
Consultant:	vies	glea	ve
Design: Drawn by	gk	CON	ed:
Y.M. Scale: Date: N.T.S MAR	CAD R.2018	Approv	T.A. /ed: W.Z.
	ERS		
Drawing Number:	-20	5	Rev.:

SIDE ROAD-1

- P.I #13 P.I. E=237930.38 P.I. N=150427.16 R= 23.00 L=35.80m T:22.67 CHORD=32.29 Δ=89°10'50"
- P.I #14 P.I. E=237946.37 P.I. N=150483.08 R= 28.00 L=12.29m T:6.25 CHORD=12.19 ∆=25°09'02"
- P.I # 14A R= 10.00 L=7.95m T:4.20

FOUNTAIN CENTERLINE

				1
P.I # 15		P.I # 16		P.I # 1
P.I. E=237922.53		P.I. E=237936.55		P.I. E=
P.I. N= 150534.45		P.I. N= 150524.30		P.I. N=
R=120.00		R=12.00		R=16.7
L=13.52		L=17.29		L=56.2
T= 6.77		T= 10.53		T= 153
CHORD=13.51		CHORD=15.83		CHOR
∆= 006°27'21"		∆= 082°33'01"		∆= 192
	1	1	1	1

SIDE ROAD-3

- P.I # 20 P.I. E=236820.67 P.I. N=150710.29 R= 10.50 L=17.62m T:11.70 CHORD=15.63 ∆=96°09'50"
- P.I # 21 P.I. E=236835.94 P.I. N=150728.01 R= 10.50 L=17.62m T:11.70 CHORD=15.63 ∆=96°09'50"
- P.I # 22 P.I. E=2 P.I. N= R=712.6 L=88.85 T= 44.4 CHORD $\Delta = 007^{\circ}$

P.I. E=237960.56 P.I. N=150499.35 CHORD=7.74 ∆=45°31'37"

P.I # 14B P.I. E=237958.53 P.I. N=150525.62 R= 41.50 L=40.66m T:22.13 CHORD=39.06 ∆=56°08'27"

SIDE ROAD-2

P.I # 11 P.I. E=237991.31 P.I. N= 150475.70 R=160.20 L=15.42 T= 7.72 CHORD=15.42 ∆= 005°31'00"

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R	2=		6
L			2
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LE=237974.58
I. N= 150594.52
=16.75
56.27
= 153.08
1ORD=33.30
= 192°29'19"

P.I # 18
P.I. E=237954.54
P.I. N= 150524.42
R=23.00
L=30.72
T= 18.14
CHORD=28.48
∆= 076°31'03"

SIDE ROAD-4

	NOTES:-			
1 # 10				
I. E = 237979.11				
1. N = 150516.43				
- 12 20				
10RD = 24.09				
= 023 09 37				
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	NOTES:- 1. OMAR MATAR STREET SHALL BE RESURFACED BY ADDING 4 5cm ASPHALT WEARING LAYER ALONG THE CARRIAGE WAY AND UP TO 10m DISTANCE INTO SIDE STREETS OR AS NEEDED TO ATTAIN SMOOTH PAVEMENT TRANSITION INTO SIDE STREETS 2. CONTRACTOR SHALL PREPARE A SURVEY, PROPOSE THE LOCATIONS THAT NEED MILLING AND SUBMIT TO ENGINEER FOR APPROVAL 3. THE FINISHED ROAD LEVEL AFTER RESURFACING SHALL HAVE A FIXED CROSS SLOPE ALONG ITS WIDTH 4. MANHOLE/CATCH BASIN TOP LEVELS SHALL BE ADJUSTED TO BE FLUSHED WITH THE NEW FINISH LEVELS OF PAVEMENTS AND SIDEWALKS 5. FOR DETAILS REFER TO DRAWINGS R-314 TO R-316 6.CONTRACTOR SHOULD ENSURE THE SMOOTH CONNECTION BETWEEN THE WIDENED STREET FINISHED PAVEMENT LEVEL & THE ADJACENT EXISTING PAVEMENT TO WHICH IT IS CONNECTED 7. OUTER SIDEWALKS SLOPES SHALL BE TOWARDS CARRIAGEWAY FOR DRAINAGE WITH MINIMUM SLOPE OF 0.5% 8. HEIGHT OF EDGE BEAMS SHALL BE AS PER SITE CONDITIONS AS COORDINATED WITH ENGINEER 9. SLOPE OF BRT MEDIANS ARE APPROXIMATE TO ACTUAL EXISTING ADJACENT PAVEMENT LEVELS AND SITE CONDITIONS					
	Purpose C	of Issue		Rev.	Date	Approved
	Client: عمّان عمّان GREATER AMMAN MUNICIPALITY					
	STRU	CTURA	L DESI AMMA	GN S N BR	ERVICE T	SFOR
ļ	Package: PACKAGE 8 & 9 B OMAR MATAR					
	Title: TYPICAL CROSS SECTIONS (SHEET 1 OF 13)					
	Consultant:					
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	Design:	Y.M.	Drawn by	: CAD	Checke	ed: T.A.
	Scale:	l:75	Date: MAF	R.2018	Approv	ved: W.Z.
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	Drawing Nu	umber:	R-	-30	1	Rev.: 0
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 NOTES:- 1. OMAR MATAR STREET SHALL BE RESURFACED BY ADDING A 5cm ASPHALT WEARING LAYER ALONG THE CARRIAGE WAY AND UP TO 10m DISTANCE INTO SIDE STREETS OR AS NEEDED TO A TTAIN SMOOTH PAVEMENT TRANSITION INTO SIDE STREETS 2. CONTRACTOR SHALL PREPARE A SURVEY, PROPOSE THE LOCATIONS THAT NEED MILLING AND SUBMIT TO ENGINEER FOR APPROVAL 3. THE FINISHED ROAD LEVEL AFTER RESURFACING SHALL HAVE A FIXED CROSS SLOPE ALONG ITS WIDTH 4. MANHOLE/CATCH BASIN TOP LEVELS SHALL BE ADJUSTED TO BE FLUSHED WITH THE NEW FINISH LEVELS OF PAVEMENTS AND SIDEWALKS 5. FOR DETAILS REFER TO DRAWINGS R-314 TO R-316 6.CONTRACTOR SHOULD ENSURE THE SMOOTH CONNECTION BETWEEN THE WIDENED STREET FINISHED PAVEMENT LEVEL & THE ADJACENT EXISTING PAVEMENT TO WHICH IT IS CONNECTED 7. OUTER SIDEWALKS SLOPES SHALL BE TOWARDS CARRIAGEWAY FOR DRAINAGE WITH MINIMUM SLOPE OF 0.5% 8. HEIGHT OF EDGE BEAMS SHALL BE AS PER SITE CONDITIONS AS COORDINATED WITH ENGINEER 9. SLOPE OF BRT MEDIANS ARE APPROXIMATE TO ACTUAL EXISTING ADJACENT PAVEMENT LEVELS AND SITE CONDITIONS 				
Purpose Of Issue	Rev.	Date	Approved	
Client: ممان الكبرى GREATER AMMAN MUNICIPALITY				
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Package:	2 2 2	0 R		
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Title:				
TYPICAL CROSS SECTIONS (SHEET 2 OF 13)				
Consultant:				
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	gi	con		
Design: Drawn by:		Checke	ed: T ^	
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NOTES:- 1. OMAR MATAR STREET SHALL BE RESURFACED BY ADDING 5cm ASPHALT WEARING LAYER ALONG THE CARRIAGE WAY AND UP TO 10m DISTANCE INTO SIDE STREETS OR AS NEEDED TO ATTAIN SMOOTH PAVEMENT TRANSITION INTO SIDE STREETS 2. CONTRACTOR SHALL PREPARE A SURVEY, PROPOSE THE LOCATIONS THAT NEED MILLING AND SUBMIT TO ENGINEER FOR APPROVAL 3. THE FINISHED ROAD LEVEL AFTER RESURFACING SHALL HAVE A FIXED CROSS SLOPE ALONG ITS WIDTH 4. MANHOLE/CATCH BASIN TOP LEVELS SHALL BE ADJUSTED TO BE FLUSHED WITH THE NEW FINISH LEVELS OF PAVEMENTS AND SIDEWALKS 5. FOR DETAILS REFER TO DRAWINGS R-314 TO R-316 6. CONTRACTOR SHOULD ENSURE THE SMOOTH CONNECTION BETWEEN THE WIDENED STREET FINISHED PAVEMENT LEVEL & THE ADJACENT EXISTING PAVEMENT TO WHICH IT IS CONNECTED 7. OUTER SIDEWALKS SLOPES SHALL BE TOWARDS CARRIAGEWAY FOR DRAINAGE WITH MINIMUM SLOPE OF 0.5% 8. HEIGHT OF EDGE BEAMS SHALL BE AS PER SITE CONDITIONS AS COORDINATED WITH ENGINEER 9. SLOPE OF BRT MEDIANS ARE APPROXIMATE TO ACTUAL EXISTING ADJACENT PAVEMENT LEVELS AND SITE CONDITIONS					
Purpose Of Issue	Rev.	Date	Approved		
أمانة عمّان GREATER AMMAN MUNICIPALITY					
Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT					
Package: PACKAGE 8 & 9 B OMAR MATAR					
Title: TYPICAL CROSS SECTIONS (SHEET 3 OF 13)					
Consultant: Steer davies gleave					
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Design: Dra Y.M.	wn by: CAD	Checke	ed: T.A.		
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 NOTES:- 1. OMAR MATAR STREET SHALL BE RESURFACED BY ADDING A 5cm ASPHALT WEARING LAVER ALONG THE CARRIAGE WAY AND UP TO 10m DISTANCE INTO SIDE STREETS OR AS NEEDED TO ATTAIN SMOOTH PAVEMENT TRANSITION INTO SIDE STREETS 2. CONTRACTOR SHALL PREPARE A SURVEY, PROPOSE THE LOCATIONS THAT NEED MILLING AND SUBMIT TO ENGINEER FOR APPROVAL 3. THE FINISHED ROAD LEVEL AFTER RESURFACING SHALL HAVE A FIXED CROSS SLOPE ALONG ITS WIDTH 4. MANHOLE/CATCH BASIN TOP LEVELS SHALL BE ADJUSTED TO BE FLUSHED WITH THE NEW FINISH LEVELS OF PAVEMENTS AND SIDEWALKS 5. FOR DETALLS REFER TO DRAWINGS R-314 TO R-316 6. CONTRACTOR SHOULD ENSURE THE SMOOTH CONNECTION BETWEEN THE WIDENED STREET FINISHED PAVEMENT LEVEL & THE ADJACENT EXISTING PAVEMENT TO WHICH IT IS CONNECTED 7. OUTER SIDEWALKS SLOPES SHALL BE TOWARDS CARRIAGEWAY FOR DRAINAGE WITH MINIMUM SLOPE OF 0.5% 8. HEIGHT OF EDGE BEAMS SHALL BE AS PER SITE CONDITIONS AS COORDINATED WITH ENGINEER 9. SLOPE OF BRT MEDIANS ARE APPROXIMATE TO ACTUAL EXISTING ADJACENT PAVEMENT LEVELS AND SITE CONDITIONS 			
Purpose Of Issue	Rev	Date	Approved
Purpose Of Issue Rev. Date Approved Client: المانية أمانية أمانية GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR			
Title: TYPICAL CROSS SECTIONS (SHEET 4 OF 13)			
Consultant: steer davies gleave			
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NOTES:- 1. OMAR MATAR STREET SHAL ADDING A 5cm ASPHALT WEAF CARRIAGE WAY AND UP TO 10 STREETS OR AS NEEDED TO A TRANSITION INTO SIDE STREET 2. CONTRACTOR SHALL PREP. LOCATIONS THAT NEED MILLING FOR APPROVAL 3. THE FINISHED ROAD LEVEL HAVE A FIXED CROSS SLOPE A 4. MANHOLE/CATCH BASIN TO ADJUSTED TO BE FLUSHED WA OF PAVEMENTS AND SIDEWAL 5. FOR DETAILS REFER TO DR 6. CONTRACTOR SHOULD ENS CONNECTION BETWEEN THE ADDA TO WHICH IT IS CONNECTED 7. OUTER SIDEWALKS SLOPES CARRIAGEWAY FOR DRAINAG OF 0.5% 8. HEIGHT OF EDGE BEAMS SH CONDITIONS AS COORDINATE 9. SLOPE OF BRT MEDIANS AF EXISTING ADJACENT PAVEME CONDITIONS	L BE RE RING LA DM DIST ATTAIN S ETS ARE A S NG AND AFTER ALONG P LEVEL (ITH THE LKS AWINGS WIDENE ACENT E S SHALL E WITH HALL BE E WITH RE APPR NT LEVE	ESURFACEI YER ALONG ANCE INTO SMOOTH P, URVEY, PF SUBMIT TO RESURFAC ITS WIDTH S SHALL B S R-314 TO E SMOOTH D STREET XISTING P, BE TOWAF MINIMUM S AS PER SI ENGINEER OXIMATE 1 ELS AND SI	D BY S THE SIDE AVEMENT ROPOSE THE D ENGINEER CING SHALL E SH LEVELS R-316 FINISHED AVEMENT RDS SLOPE TE TO ACTUAL TE	
Purpose Of Issue Client:	Rev.	Date	Approved	
Client: عمّان الكبرى GREATER AMMAN MUNICIPALITY				
STRUCTURAL DESI	IGN S N BR	ERVICE T	ES FOR	
Title:	E 8 & MATA	9 B R		
Title: TYPICAL CROSS SECTIONS (SHEET 5 OF 13)				
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etaining Wall	 NOTES:- 1. OMAR MATAR STREET SHALL BE RESURFACED BY ADDING A 5cm ASPHALT WEARING LAYER ALONG THE CARRIAGE WAY AND UP TO 10m DISTANCE INTO SIDE STREETS OR AS NEEDED TO ATTAIN SMOOTH PAVEMENT TRANSITION INTO SIDE STREETS 2. CONTRACTOR SHALL PREPARE A SURVEY, PROPOSE THE LOCATIONS THAT NEED MILLING AND SUBMIT TO ENGINEER FOR APPROVAL 3. THE FINISHED ROAD LEVEL AFTER RESURFACING SHALL HAVE A FIXED CROSS SLOPE ALONG ITS WIDTH 4. MANHOLE/CATCH BASIN TOP LEVELS SHALL BE ADJUSTED TO BE FLUSHED WITH THE NEW FINISH LEVELS OF PAVEMENTS AND SIDEWALKS 5. FOR DETAILS REFER TO DRAWINGS R-314 TO R-316 6.CONTRACTOR SHOULD ENSURE THE SMOOTH CONNECTION BETWEEN THE WIDENED STREET FINISHED PAVEMENT LEVEL & THE ADJACENT EXISTING PAVEMENT TO WHICH IT IS CONNECTED 7. OUTER SIDEWALKS SLOPES SHALL BE TOWARDS CARRIAGEWAY FOR DRAINAGE WITH MINIMUM SLOPE OF 0.5% 8. HEIGHT OF EDGE BEAMS SHALL BE AS PER SITE CONDITIONS AS COORDINATED WITH ENGINEER 9. SLOPE OF BRT MEDIANS ARE APPROXIMATE TO ACTUAL EXISTING ADJACENT PAVEMENT LEVELS AND SITE CONDITIONS 				
	Purpose Of Issue Client: أمانـة	Rev. Date Approved			
	GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: TYPICAL CROSS SECTIONS (SHEET 7 OF 13) Consultant:				
	Scale: 1:75 Drawing Number: R-	Approved: W.Z. W.Z. R.2018 R.2018 Rev.: 0			

	NOTES-				
	 NOTES:- 1. OMAR MATAR STREET SHALL BE RESURFACED BY ADDING A 5cm ASPHALT WEARING LAYER ALONG THE CARRIAGE WAY AND UP TO 10m DISTANCE INTO SIDE STREETS OR AS NEEDED TO ATTAIN SMOOTH PAVEMENT TRANSITION INTO SIDE STREETS 2. CONTRACTOR SHALL PREPARE A SURVEY, PROPOSE THE LOCATIONS THAT NEED MILLING AND SUBMIT TO ENGINEER FOR APPROVAL 3. THE FINISHED ROAD LEVEL AFTER RESURFACING SHALL HAVE A FIXED CROSS SLOPE ALONG ITS WIDTH 4. MANHOLE/CATCH BASIN TOP LEVELS SHALL BE ADJUSTED TO BE FLUSHED WITH THE NEW FINISH LEVELS OF PAVEMENTS AND SIDEWALKS 5. FOR DETAILS REFER TO DRAWINGS R-314 TO R-316 6.CONTRACTOR SHOULD ENSURE THE SMOOTH CONNECTION BETWEEN THE WIDENED STREET FINISHED PAVEMENT LEVEL & THE ADJACENT EXISTING PAVEMENT TO WHICH IT IS CONNECTED 7. OUTER SIDEWALKS SLOPES SHALL BE TOWARDS CARRIAGEWAY FOR DRAINAGE WITH MINIMUM SLOPE OF 0.5% 8. HEIGHT OF EDGE BEAMS SHALL BE AS PER SITE CONDITIONS AS COORDINATED WITH ENGINEER 9. SLOPE OF BRT MEDIANS ARE APPROXIMATE TO ACTUAL EXISTING ADJACENT PAVEMENT LEVELS AND SITE CONDITIONS 				
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	Package:		& 9 R		
		OMAR MA	TAR		
	Title:				
	TYPICAL CROSS SECTIONS (SHEET 9 OF 13)				
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		eng	IC O	n	
	Design: Y.M.	Drawn by: C.	Cł AD	necked	l: T.A.
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		K-3	09		U

NOTES:- 1. OMAR MATAR STREET SHALL BE RESURFACED BY ADDING 4 5cm ASPHALT WEARING LAYER ALONG THE CARRIAGE WAY AND UP TO 10m DISTANCE INTO SIDE STREETS OR AS NEEDED TO ATTAIN SMOOTH PAVEMENT TRANSITION INTO SIDE STREETS 2. CONTRACTOR SHALL PREPARE A SURVEY, PROPOSE THE LOCATIONS THAT NEED MILLING AND SUBMIT TO ENGINEER FOR APPROVAL 3. THE FINISHED ROAD LEVEL AFTER RESURFACING SHALL HAVE A FIXED CROSS SLOPE ALONG ITS WIDTH 4. MANHOLE/CATCH BASIN TOP LEVELS SHALL BE ADJUSTED TO BE FLUSHED WITH THE NEW FINISH LEVELS OF PAVEMENTS AND SIDEWALKS 5. FOR DETAILS REFER TO DRAWINGS R-314 TO R-316 6. CONTRACTOR SHOULD ENSURE THE SMOOTH CONNECTION BETWEEN THE WIDENED STREET FINISHED PAVEMENT LEVEL & THE ADJACENT EXISTING PAVEMENT TO WHICH IT IS CONNECTED 7. OUTER SIDEWALKS SLOPES SHALL BE TOWARDS CARRIAGEWAY FOR DRAINAGE WITH MINIMUM SLOPE OF 0.5% 8. HEIGHT OF EDGE BEAMS SHALL BE AS PER SITE CONDITIONS AS COORDINATED WITH ENGINEER 9. SLOPE OF BRT MEDIANS ARE APPROXIMATE TO ACTUAL EXISTING ADJACENT PAVEMENT LEVELS AND SITE CONDITIONS			
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Client: عمّان عمّان GREATER AMMA	Rev.		Approved
Project: STRUCTURAL DESI AMMA	GN S N BR	ERVICE T	SFOR
Package: PACKAGE 8 & 9 B OMAR MATAR Title:			
TYPICAL CROSS SECTIONS (SHEET 10 OF 13)			
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	NOTES:- 1. OMAR MATAR STREET SHALL BE RESURFACED BY ADDING A 5cm ASPHALT WEARING LAYER ALONG THE CARRIAGE WAY AND UP TO 10m DISTANCE INTO SIDE STREETS OR AS NEEDED TO ATTAIN SMOOTH PAVEMENT TRANSITION INTO SIDE STREETS 2. CONTRACTOR SHALL PREPARE A SURVEY, PROPOSE THE LOCATIONS THAT NEED MILLING AND SUBMIT TO ENGINEEF FOR APPROVAL 3. THE FINISHED ROAD LEVEL AFTER RESURFACING SHALL HAVE A FIXED CROSS SLOPE ALONG ITS WIDTH 4. MANHOLE/CATCH BASIN TOP LEVELS SHALL BE ADJUSTED TO BE FLUSHED WITH THE NEW FINISH LEVELS OF PAVEMENTS AND SIDEWALKS 5. FOR DETAILS REFER TO DRAWINGS R-314 TO R-316 6. CONTRACTOR SHOULD ENSURE THE SMOOTH CONNECTION BETWEEN THE WIDENED STREET FINISHED PAVEMENT LEVEL & THE ADJACENT EXISTING PAVEMENT TO WHENT LEVEL & THE ADJACENT EXISTING PAVEMENT DO TO 50% 8. HEIGHT OF EDGE BEAMS SHALL BE AS PER SITE CONDITIONS AS COORDINATED WITH ENGINEER 9. SLOPE OF BRT MEDIANS ARE APPROXIMATE TO ACTUAL EXISTING ADJACENT PAVEMENT LEVELS AND SITE CONDITIONS			
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	STRUCTURAL DESIGN SERVICES FOR AMMAN BRT			
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	Title: TYPICAL CROSS SECTIONS (SHEET 11 OF 13)			
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	NOTES:-
	1- ALL DIMENSIONS ARE IN METERS UNLESS
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AL BEAM	
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	Client: عمّان الكبرى GREATER AMMAN MUNICIPALITY Project:
	Client: المانة عمّان عمّان GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR
	Client: مقان أمانية GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT
	Client: مثان فمان فران Client: GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B
	Client: الكبرى عمّان أمانية GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR
	Client: مثان عمّان أمانية GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title:
	Client: قرمان أمان أمان أمان في عمّان GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR
	Client: قرار عمّان عمّان GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: ROAD DETAILS
	Client: GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: ROAD DETAILS
	Client: GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: ROAD DETAILS Consultant:
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	Client: قرار عمّان عمّان GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: ROAD DETAILS Consultant: Steer davies gleave
	Client: قرار عمّان عمّان GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: ROAD DETAILS Consultant: Steer davies gleave
	Client: GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: ROAD DETAILS Consultant: Steer davies gleave Consultant: Decima by Charled
	Client: GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: ROAD DETAILS Consultant: Steer davies gleave Consultant: Design: Y.M. Drawn by: Checked: CAD T.A.
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	Client: GREATER AMMAN MUNICIPALITY Project: STRUCTURAL DESIGN SERVICES FOR AMMAN BRT Package: PACKAGE 8 & 9 B OMAR MATAR Title: ROAD DETAILS Consultant: Steer davies gleave Consultant: Design: Y.M. Drawn by: Y.M. CAD Checked: N.T.S. Drawn by: MAR.2018 METERS Drawing Number: R-314 0

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SIDE <u>NO U-TURN</u> R27	MET	E R S	**************************************	
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	NOTES:-	
	1- Concrete pavement running way shall only be in front of the bus stations.	
50*5CM		
ETE		
= FIED FILL		
30*15*50CM R		
50 MORTAR BRT CONCRET PAVEMENT		
	Purpose Of Issue Rev. Date Approved	
	Client: أمانـة	
	الكبرى	
	GREATER AMMAN MUNICIPALITY	
On Grade Maximum	AMMAN BRT	
traction Joints To Be jineer For All Sidewalks Dutdoor Yards.	Package: PACKAGE 8 & 9 B OMAR MATAR	
	Title:	
tion	Concrete Pavement	
	Consultant:	
Concrete 10cm	E steer davies gleave	
Selected Fill	engicon	
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0cm	Drawing Number: Rev.:	
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