

CONSTRUCTIONAL ENGINEERING COMPANY

MINISTRY OF TRANSPORT

CONSTRUCTIONAL ENGINEERING COMPANY



on the way to the

PROJECT : RECONSTRUCTION OF BOX
CULVERT AT STATION 5+70 ON CARRIAGE
AND RAILROAD

DATE : 10/10/1955
BY : [Signature]



Description of work : [unclear]

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	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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of [unclear] [unclear] [unclear]

[Signature]

of [unclear] [unclear] [unclear]

[Signature]
[Stamp: MINISTRY OF TRANSPORT, CONSTRUCTIONAL ENGINEERING COMPANY]

of [unclear] [unclear] [unclear]

[Signature]
[Stamp: MINISTRY OF TRANSPORT, CONSTRUCTIONAL ENGINEERING COMPANY]



PROJECT: DEVELOPMENT OF BOX
CULVERT AT STATION 1+750 ON GUNSA
AND SONGS ROAD

2017-2018
 2017-2018
 2017-2018



1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 2200. 2201. 2202. 2203. 2204. 2205. 2206. 2207. 2208. 2209. 2210. 2211. 2212. 2213. 2214. 2215. 2216. 2217. 2218. 2219. 2220. 2221. 2222. 2223. 2224. 2225. 2226. 2227. 2228. 2229. 2230. 2231. 2232. 2233. 2234. 2235. 2236. 2237. 2238. 2239. 2240. 2241. 2242. 2243. 2244. 2245. 2246. 2247. 2248. 2249. 2250. 2251. 2252. 2253. 2254. 2255. 2256. 2257. 2258. 2259. 2260. 2261. 2262. 2263. 2264. 2265. 2266. 2267. 2268. 2269. 2270. 2271. 2272. 2273. 2274. 2275. 2276. 2277. 2278. 2279. 2280. 2281. 2282. 2283. 2284. 2285. 2286. 2287. 2288. 2289. 2290. 2291. 2292. 2293. 2294. 2295. 2296. 2297. 2298. 2299. 2300. 2301. 2302. 2303. 2304. 2305. 2306. 2307. 2308. 2309. 2310. 2311. 2312. 2313. 2314. 2315. 2316. 2317. 2318. 2319. 2320. 2321. 2322. 2323. 2324. 2325. 2326. 2327. 2328. 2329. 2330. 2331. 2332. 2333. 2334. 2335. 2336. 2337. 2338. 2339. 2340. 2341. 2342. 2343. 2344. 2345. 2346. 2347. 2348. 2349. 2350. 2351. 2352. 2353. 2354. 2355. 2356. 2357. 2358. 2359. 2360. 2361. 2362. 2363. 2364. 2365. 2366. 2367. 2368. 2369. 2370. 2371. 2372. 2373. 2374. 2375. 2376. 2377. 2378. 2379. 2380. 2381. 2382. 2383. 2384. 2385. 2386. 2387. 2388. 2389. 2390. 2391. 2392. 2393. 2394. 2395. 2396. 2397. 2398. 2399. 2400. 2401. 2402. 2403. 2404. 2405. 2406. 2407. 2408. 2409. 2410. 2411. 2412. 2413. 2414. 2415. 2416. 2417. 2418. 2419. 2420. 2421. 2422. 2423. 2424. 2425. 2426. 2427. 2428. 2429. 2430. 2431. 2432. 2433. 2434. 2435. 2436. 2437. 2438. 2439. 2440. 2441. 2442. 2443. 2444. 2445. 2446. 2447. 2448. 2449. 2450. 2451. 2452. 2453. 2454. 2455. 2456. 2457. 2458. 2459. 2460. 2461. 2462. 2463. 2464. 2465. 2466. 2467. 2468. 2469. 2470. 2471. 2472. 2473. 2474. 2475. 2476. 2477. 2478. 2479. 2480. 2481. 2482. 2483. 2484. 2485. 2486. 2487. 2488. 2489. 2490. 2491. 2492. 2493. 2494. 2495. 2496. 2497. 2498. 2499. 2500. 2501. 2502. 2503. 2504. 2505. 2506. 2507. 2508. 2509. 2510. 2511. 2512. 2513. 2514. 2515. 2516. 2517. 2518. 2519. 2520. 2521. 2522. 2523. 2524. 2525. 2526. 2527. 2528. 2529. 2530. 2531. 2532. 2533. 2534. 2535. 2536. 2537. 2538. 2539. 2540. 2541. 2542. 2543. 2544. 2545. 2546. 2547. 2548. 2549. 2550. 2551. 2552. 2553. 2554. 2555. 2556. 2557. 2558. 2559. 2560. 2561. 2562. 2563. 2564. 2565. 2566. 2567. 2568. 2569. 2570. 2571. 2572. 2573. 2574. 2575. 2576. 2577. 2578. 2579. 2580. 2581. 2582. 2583. 2584. 2585. 2586. 2587. 2588. 2589. 2590. 2591. 2592. 2593. 2594. 2595. 2596. 2597. 2598. 2599. 2600. 2601. 2602. 2603. 2604. 2605. 2606. 2607. 2608. 2609. 2610. 2611. 2612. 2613. 2614. 2615. 2616. 2617. 2618. 2619. 2620. 2621. 2622. 2623. 2624. 2625. 2626. 2627. 2628. 2629. 2630. 2631. 2632. 2633. 2634. 2635. 2636. 2637. 2638. 2639. 2640. 2641. 2642. 2643. 2644. 2645. 2646. 2647. 2648. 2649. 2650. 2651. 2652. 2653. 2654. 2655. 2656. 2657. 2658. 2659. 2660. 2661. 2662. 2663. 2664. 2665. 2666. 2667. 2668. 2669. 2670. 2671. 2672. 2673. 2674. 2675. 26

Description of work : summary of devotion Quinquagesima

| البيان | 1990 | 1991 | 1992 | 1993 | 1994 |
|------------------|---------|-------|------|------|------|
| إجمالي المبيعات | 84.11 | 20.85 | 3.5 | 5 | 28 |
| إجمالي المشتريات | 71.7 | 7.45 | 8.7 | 5 | 20 |
| إجمالي المبيعات | 61.21 | 6.75 | 8.2 | 5 | 15 |
| إجمالي المشتريات | 43.95 | 10.05 | 8.5 | 5 | 10 |
| إجمالي المبيعات | 13.95 | 25.85 | 12.8 | 5 | 13 |
| إجمالي المشتريات | 5 | 4 | 13.3 | 5 | 10 |
| إجمالي المبيعات | 5 | 12.5 | 14.8 | 1 | 10 |
| إجمالي المشتريات | 0.15 | 8 | 13.5 | 10 | 10 |
| إجمالي المبيعات | 4.15 | 6.35 | 9.5 | 5 | 10 |
| إجمالي المشتريات | 10.75 | 1.5 | 10.8 | 8 | 10 |
| إجمالي المبيعات | 14.95 | 1.85 | 10 | 5 | 10 |
| إجمالي المشتريات | 10 | 1.85 | 12.5 | 5 | 10 |
| إجمالي المبيعات | 11.55 | 1.85 | 12.5 | 5 | 10 |
| إجمالي المشتريات | 210.750 | 12.8 | 5 | 5 | 10 |
| إجمالي المبيعات | 202.517 | 12.8 | 1 | 10 | 10 |
| إجمالي المشتريات | 251.854 | 13.8 | 1 | 10 | 10 |
| إجمالي المبيعات | 15.52 | 7.75 | 8.15 | 1 | 10 |
| إجمالي المشتريات | 15.75 | 1.5 | 8.15 | 1 | 10 |
| إجمالي المبيعات | 105.7 | 1.85 | 8.15 | 1 | 10 |
| إجمالي المشتريات | 15.91 | 1.5 | 8.15 | 5 | 10 |
| إجمالي المبيعات | 15.31 | 1.91 | 8.15 | 5 | 10 |
| إجمالي المشتريات | 1.15 | 1 | 8.15 | 5 | 10 |
| إجمالي المبيعات | 1.07 | 1.5 | 8.15 | 5 | 10 |
| إجمالي المشتريات | 1.07 | 1.7 | 8.15 | 5 | 10 |
| إجمالي المبيعات | 0.37 | 1 | 8.15 | 5 | 10 |
| إجمالي المشتريات | 03.08 | 1.5 | 8.15 | 10 | 10 |
| إجمالي المبيعات | 123.05 | 1.5 | 1 | 10 | 10 |
| إجمالي المشتريات | 85 | 7.82 | 8.2 | 7.5 | 10 |
| إجمالي المبيعات | 35 | 7.82 | 8.2 | 7 | 10 |
| إجمالي المشتريات | 7.85 | 8.1 | 8.2 | 7 | 10 |
| إجمالي المبيعات | 7.85 | 25.1 | 8.2 | 7 | 10 |
| إجمالي المشتريات | 05.85 | 8.5 | 8.2 | 7 | 10 |
| إجمالي المبيعات | 12.65 | 8.5 | 1.3 | 12 | 10 |
| إجمالي المشتريات | 474 | 8.5 | 1 | 10 | 10 |
| إجمالي المبيعات | 10.45 | 7.95 | 2.5 | 5 | 10 |
| إجمالي المشتريات | 97.2 | 3.2 | 8.5 | 1 | 10 |
| إجمالي المبيعات | 328 | 11.05 | 1 | 10 | 10 |
| إجمالي المشتريات | 571 | 6.5 | 1 | 10 | 10 |

عبد الرحمن بن محمد بن عبد الله بن عبد الوهاب

استقامتی و روحیه ایستادگی را تقویت می کند.

المسألة الأولى

218

1. **Business Name:** [Name of the business]
 2. **Address:** [Address of the business]
 3. **City:** [City]
 4. **State:** [State]
 5. **Zip:** [Zip]
 6. **Phone:** [Phone]
 7. **Fax:** [Fax]
 8. **E-mail:** [E-mail]
 9. **Website:** [Website]
 10. **Business Type:** [Business Type]
 11. **Industry:** [Industry]
 12. **Product/Service:** [Product/Service]
 13. **Year Founded:** [Year Founded]
 14. **Number of Employees:** [Number of Employees]
 15. **Annual Revenue:** [Annual Revenue]
 16. **Number of Franchises:** [Number of Franchises]
 17. **Number of Company-Owned Units:** [Number of Company-Owned Units]
 18. **Number of International Units:** [Number of International Units]
 19. **Number of Domestic Units:** [Number of Domestic Units]
 20. **Number of Units in Development:** [Number of Units in Development]
 21. **Number of Units in Operation:** [Number of Units in Operation]
 22. **Number of Units in Planning:** [Number of Units in Planning]
 23. **Number of Units in Construction:** [Number of Units in Construction]
 24. **Number of Units in Leasing:** [Number of Units in Leasing]
 25. **Number of Units in Marketing:** [Number of Units in Marketing]
 26. **Number of Units in Sales:** [Number of Units in Sales]
 27. **Number of Units in Distribution:** [Number of Units in Distribution]
 28. **Number of Units in Service:** [Number of Units in Service]
 29. **Number of Units in Support:** [Number of Units in Support]
 30. **Number of Units in Training:** [Number of Units in Training]

CONTRACTOR AL-TAMER COMPANY

MINISTRY OF TRANSPORT

Consultant: INTERNATIONAL
CONSULTING ENG.



Al-Tamer Company

PROJECT: DEVELOPMENT OF BOX
CULVERT AT STATION 24750 ON SHEET 1
/ 25K BOKRA ROAD

Sheet
24750 / 24750
(24750)



Description of work: summary of Excavation in Box Culvert For Replacement

| ITEM | DESCRIPTION | NO | UNIT | QTY | UNIT PRICE | AMOUNT |
|------|---|------|----------------|------|------------|--------|
| 1 | Excavation in Box Culvert For Replacement | 1.00 | m ³ | 1.00 | 1.00 | 1.00 |

| AREA | X | X | HEIGHT |
|----------------------------------|------|------|--------|
| 1.00 | 1.00 | 1.00 | 1.00 |
| Total Excavation For Replacement | | | 1.00 |

مهندس: محمد العلي و الكوي

14
14/10/2014





PROJECT: DEVELOPMENT OF BOK
RAILWAY AT STATION 2-10000000
15000000, 2000

DATE: 15/05/2004
PAGE: 1



Project Manager

Description of work: summary of requirements

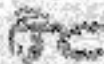
| Item No. | Unit | Quantity | Unit Price | Amount | Remarks |
|----------|------|----------|------------|---------|---------|
| 1 | m | 1000 | 1.50 | 1500.00 | |
| 2 | m | 1000 | 1.50 | 1500.00 | |
| 3 | m | 1000 | 1.50 | 1500.00 | |
| 4 | m | 1000 | 1.50 | 1500.00 | |
| 5 | m | 1000 | 1.50 | 1500.00 | |
| 6 | m | 1000 | 1.50 | 1500.00 | |
| 7 | m | 1000 | 1.50 | 1500.00 | |
| 8 | m | 1000 | 1.50 | 1500.00 | |
| 9 | m | 1000 | 1.50 | 1500.00 | |
| 10 | m | 1000 | 1.50 | 1500.00 | |
| 11 | m | 1000 | 1.50 | 1500.00 | |
| 12 | m | 1000 | 1.50 | 1500.00 | |
| 13 | m | 1000 | 1.50 | 1500.00 | |
| 14 | m | 1000 | 1.50 | 1500.00 | |
| 15 | m | 1000 | 1.50 | 1500.00 | |
| 16 | m | 1000 | 1.50 | 1500.00 | |
| 17 | m | 1000 | 1.50 | 1500.00 | |
| 18 | m | 1000 | 1.50 | 1500.00 | |
| 19 | m | 1000 | 1.50 | 1500.00 | |
| 20 | m | 1000 | 1.50 | 1500.00 | |
| 21 | m | 1000 | 1.50 | 1500.00 | |
| 22 | m | 1000 | 1.50 | 1500.00 | |
| 23 | m | 1000 | 1.50 | 1500.00 | |
| 24 | m | 1000 | 1.50 | 1500.00 | |
| 25 | m | 1000 | 1.50 | 1500.00 | |
| 26 | m | 1000 | 1.50 | 1500.00 | |
| 27 | m | 1000 | 1.50 | 1500.00 | |
| 28 | m | 1000 | 1.50 | 1500.00 | |
| 29 | m | 1000 | 1.50 | 1500.00 | |
| 30 | m | 1000 | 1.50 | 1500.00 | |
| 31 | m | 1000 | 1.50 | 1500.00 | |
| 32 | m | 1000 | 1.50 | 1500.00 | |
| 33 | m | 1000 | 1.50 | 1500.00 | |
| 34 | m | 1000 | 1.50 | 1500.00 | |
| 35 | m | 1000 | 1.50 | 1500.00 | |
| 36 | m | 1000 | 1.50 | 1500.00 | |
| 37 | m | 1000 | 1.50 | 1500.00 | |
| 38 | m | 1000 | 1.50 | 1500.00 | |
| 39 | m | 1000 | 1.50 | 1500.00 | |
| 40 | m | 1000 | 1.50 | 1500.00 | |
| 41 | m | 1000 | 1.50 | 1500.00 | |
| 42 | m | 1000 | 1.50 | 1500.00 | |
| 43 | m | 1000 | 1.50 | 1500.00 | |
| 44 | m | 1000 | 1.50 | 1500.00 | |
| 45 | m | 1000 | 1.50 | 1500.00 | |
| 46 | m | 1000 | 1.50 | 1500.00 | |
| 47 | m | 1000 | 1.50 | 1500.00 | |
| 48 | m | 1000 | 1.50 | 1500.00 | |
| 49 | m | 1000 | 1.50 | 1500.00 | |
| 50 | m | 1000 | 1.50 | 1500.00 | |
| 51 | m | 1000 | 1.50 | 1500.00 | |
| 52 | m | 1000 | 1.50 | 1500.00 | |
| 53 | m | 1000 | 1.50 | 1500.00 | |
| 54 | m | 1000 | 1.50 | 1500.00 | |
| 55 | m | 1000 | 1.50 | 1500.00 | |
| 56 | m | 1000 | 1.50 | 1500.00 | |
| 57 | m | 1000 | 1.50 | 1500.00 | |
| 58 | m | 1000 | 1.50 | 1500.00 | |
| 59 | m | 1000 | 1.50 | 1500.00 | |
| 60 | m | 1000 | 1.50 | 1500.00 | |
| 61 | m | 1000 | 1.50 | 1500.00 | |
| 62 | m | 1000 | 1.50 | 1500.00 | |
| 63 | m | 1000 | 1.50 | 1500.00 | |
| 64 | m | 1000 | 1.50 | 1500.00 | |
| 65 | m | 1000 | 1.50 | 1500.00 | |
| 66 | m | 1000 | 1.50 | 1500.00 | |
| 67 | m | 1000 | 1.50 | 1500.00 | |
| 68 | m | 1000 | 1.50 | 1500.00 | |
| 69 | m | 1000 | 1.50 | 1500.00 | |
| 70 | m | 1000 | 1.50 | 1500.00 | |
| 71 | m | 1000 | 1.50 | 1500.00 | |
| 72 | m | 1000 | 1.50 | 1500.00 | |
| 73 | m | 1000 | 1.50 | 1500.00 | |
| 74 | m | 1000 | 1.50 | 1500.00 | |
| 75 | m | 1000 | 1.50 | 1500.00 | |
| 76 | m | 1000 | 1.50 | 1500.00 | |
| 77 | m | 1000 | 1.50 | 1500.00 | |
| 78 | m | 1000 | 1.50 | 1500.00 | |
| 79 | m | 1000 | 1.50 | 1500.00 | |
| 80 | m | 1000 | 1.50 | 1500.00 | |
| 81 | m | 1000 | 1.50 | 1500.00 | |
| 82 | m | 1000 | 1.50 | 1500.00 | |
| 83 | m | 1000 | 1.50 | 1500.00 | |
| 84 | m | 1000 | 1.50 | 1500.00 | |
| 85 | m | 1000 | 1.50 | 1500.00 | |
| 86 | m | 1000 | 1.50 | 1500.00 | |
| 87 | m | 1000 | 1.50 | 1500.00 | |
| 88 | m | 1000 | 1.50 | 1500.00 | |
| 89 | m | 1000 | 1.50 | 1500.00 | |
| 90 | m | 1000 | 1.50 | 1500.00 | |
| 91 | m | 1000 | 1.50 | 1500.00 | |
| 92 | m | 1000 | 1.50 | 1500.00 | |
| 93 | m | 1000 | 1.50 | 1500.00 | |
| 94 | m | 1000 | 1.50 | 1500.00 | |
| 95 | m | 1000 | 1.50 | 1500.00 | |
| 96 | m | 1000 | 1.50 | 1500.00 | |
| 97 | m | 1000 | 1.50 | 1500.00 | |
| 98 | m | 1000 | 1.50 | 1500.00 | |
| 99 | m | 1000 | 1.50 | 1500.00 | |
| 100 | m | 1000 | 1.50 | 1500.00 | |

Signature of the Project Manager

Signature of the Client

Signature of the Engineer

International Consulting Engineers
المهندسون الاستشاريون الدوليين



PROJECT : DEVELOPMENT OF BOX
CULVERT AT STATION 2+750 ON
BUZZ / ARI SUHAN ROAD

1:1000
1:1000
1:1000



Description of work : summary of the

| NO. | DESCRIPTION | UNIT | QTY | UNIT PRICE | TOTAL | REMARKS |
|-----|---------------------------|----------------|-----|------------|--------|---------|
| 1 | Excavation for foundation | m ³ | 100 | 1000 | 100000 | |
| 2 | Foundation concrete | m ³ | 100 | 1000 | 100000 | |
| 3 | Excavation for culvert | m ³ | 100 | 1000 | 100000 | |
| 4 | Culvert concrete | m ³ | 100 | 1000 | 100000 | |
| 5 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 6 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 7 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 8 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 9 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 10 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 11 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 12 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 13 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 14 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 15 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 16 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 17 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 18 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 19 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 20 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 21 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 22 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 23 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 24 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 25 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 26 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 27 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 28 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 29 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 30 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 31 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 32 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 33 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 34 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 35 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 36 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 37 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 38 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 39 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 40 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 41 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 42 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 43 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 44 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 45 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 46 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |
| 47 | Excavation for road | m ³ | 100 | 1000 | 100000 | |
| 48 | Road concrete | m ³ | 100 | 1000 | 100000 | |
| 49 | Excavation for drainage | m ³ | 100 | 1000 | 100000 | |
| 50 | Drainage concrete | m ³ | 100 | 1000 | 100000 | |

1:1000
1:1000
1:1000



INTERNATIONAL CONSULTING ENGINEERS

MINISTRY OF TRANSPORT

Company: INTERNATIONAL CONSULTING ENG.



PROJECT: DEVELOPMENT OF NEW AIRPORT AT
STATION 100 OF RUMIYAH ROAD

DATE: 11/10/2007
DRAWN: 11/10/2007



REVISIONS:

Description of work: Summary of quantities for P.C. box column

| NO. | DESCRIPTION | UNIT | QTY | PRICE | AMOUNT | TOTAL |
|-----|-----------------------------------|----------------|--------|--------|---------|---------|
| 1 | CONCRETE FOR P.C. BOX COLUMN | m ³ | 10.00 | 100.00 | 1000.00 | 1000.00 |
| 2 | REINFORCEMENT FOR P.C. BOX COLUMN | kg | 100.00 | 10.00 | 1000.00 | 1000.00 |
| 3 | FORMWORK FOR P.C. BOX COLUMN | m ² | 100.00 | 10.00 | 1000.00 | 1000.00 |
| 4 | PAINT FOR P.C. BOX COLUMN | kg | 10.00 | 10.00 | 100.00 | 100.00 |
| 5 | LABOR FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 6 | TRANSPORT FOR P.C. BOX COLUMN | km | 10.00 | 10.00 | 100.00 | 100.00 |
| 7 | WATER FOR P.C. BOX COLUMN | m ³ | 10.00 | 10.00 | 100.00 | 100.00 |
| 8 | POWER FOR P.C. BOX COLUMN | kwh | 10.00 | 10.00 | 100.00 | 100.00 |
| 9 | MAINTENANCE FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 10 | OTHERS FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 11 | TOTAL | | | | | 1000.00 |

| NO. | DESCRIPTION | UNIT | QTY | PRICE | AMOUNT | TOTAL |
|-----|-----------------------------------|----------------|--------|--------|---------|---------|
| 1 | CONCRETE FOR P.C. BOX COLUMN | m ³ | 10.00 | 100.00 | 1000.00 | 1000.00 |
| 2 | REINFORCEMENT FOR P.C. BOX COLUMN | kg | 100.00 | 10.00 | 1000.00 | 1000.00 |
| 3 | FORMWORK FOR P.C. BOX COLUMN | m ² | 100.00 | 10.00 | 1000.00 | 1000.00 |
| 4 | PAINT FOR P.C. BOX COLUMN | kg | 10.00 | 10.00 | 100.00 | 100.00 |
| 5 | LABOR FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 6 | TRANSPORT FOR P.C. BOX COLUMN | km | 10.00 | 10.00 | 100.00 | 100.00 |
| 7 | WATER FOR P.C. BOX COLUMN | m ³ | 10.00 | 10.00 | 100.00 | 100.00 |
| 8 | POWER FOR P.C. BOX COLUMN | kwh | 10.00 | 10.00 | 100.00 | 100.00 |
| 9 | MAINTENANCE FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 10 | OTHERS FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 11 | TOTAL | | | | | 1000.00 |

| NO. | DESCRIPTION | UNIT | QTY | PRICE | AMOUNT | TOTAL |
|-----|-----------------------------------|----------------|--------|--------|---------|---------|
| 1 | CONCRETE FOR P.C. BOX COLUMN | m ³ | 10.00 | 100.00 | 1000.00 | 1000.00 |
| 2 | REINFORCEMENT FOR P.C. BOX COLUMN | kg | 100.00 | 10.00 | 1000.00 | 1000.00 |
| 3 | FORMWORK FOR P.C. BOX COLUMN | m ² | 100.00 | 10.00 | 1000.00 | 1000.00 |
| 4 | PAINT FOR P.C. BOX COLUMN | kg | 10.00 | 10.00 | 100.00 | 100.00 |
| 5 | LABOR FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 6 | TRANSPORT FOR P.C. BOX COLUMN | km | 10.00 | 10.00 | 100.00 | 100.00 |
| 7 | WATER FOR P.C. BOX COLUMN | m ³ | 10.00 | 10.00 | 100.00 | 100.00 |
| 8 | POWER FOR P.C. BOX COLUMN | kwh | 10.00 | 10.00 | 100.00 | 100.00 |
| 9 | MAINTENANCE FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 10 | OTHERS FOR P.C. BOX COLUMN | man/day | 10.00 | 10.00 | 100.00 | 100.00 |
| 11 | TOTAL | | | | | 1000.00 |

Checked by: [Signature]

Approved by: [Signature]

For: [Signature]

Date: 11/10/2007

Location: [Signature]

Project: [Signature]

Sheet: [Signature]

Page: [Signature]

Scale: [Signature]





PROJECT: DEVELOPMENT OF BOX CULTURE RE-
NUTRITION 24-HR ON DISEASE FREE BURNA BIRDS

تقریباً ۱۰۰ سالہ سابقہ



Fig. 2. *Phragmites* L. in the marsh.

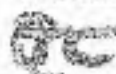
Description of work : Supervisory of counselling for E.C. states

[illegible]

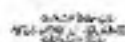
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1998

1. *Chlorophyll a* (Chl *a*)
 2. *Chlorophyll b* (Chl *b*)
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 26. *Chlorophyll z* (Chl *z*)
 27. *Chlorophyll aa* (Chl *aa*)
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 31. *Chlorophyll ae* (Chl *ae*)
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 42. *Chlorophyll ap* (Chl *ap*)
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 69. *Chlorophyll aqz* (Chl *aqz*)
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 72. *Chlorophyll atz* (Chl *atz*)
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 81. *Chlorophyll acz* (Chl *acz*)
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 83. *Chlorophyll aez* (Chl *aez*)
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 93. *Chlorophyll aoz* (Chl *aoz*)
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 96. *Chlorophyll arz* (Chl *arz*)
 97. *Chlorophyll asz* (Chl *asz*)
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 103. *Chlorophyll ayz* (Chl *ayz*)
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 111. *Chlorophyll agz* (Chl *agz*)
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 131. *Chlorophyll azaa* (Chl *aza*)
 132. *Chlorophyll abz* (Chl *abz*)
 133.



PROJECT : DEVELOPMENT OF 2000 CAPACITY AIR
STATION 2-100 FOR SAGE / AMI SCHEMA REUSE



Departments of Work : Summary of Operations for H. C. refueling work

[illegible]

A circular stamp with the number 115 in the center. The stamp is slightly faded and has a textured, grainy appearance.



PROJECT : DEVELOPMENT OF BOX CULVERT AT
STATION 3+786 ON SHEL / AN DOKKA ROAD

Scale 1:1000
Sheet No. 1 of 1



| Item No. | Item Description | Unit | Quantity | Unit Price | Amount |
|----------|---|----------------|----------|------------|--------|
| 1 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 2 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 3 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 4 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 5 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 6 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 7 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 8 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 9 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 10 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 11 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 12 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 13 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 14 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 15 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 16 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 17 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 18 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 19 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 20 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 21 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 22 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 23 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 24 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 25 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 26 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 27 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 28 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 29 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 30 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 31 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 32 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 33 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 34 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 35 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 36 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 37 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 38 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 39 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 40 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 41 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 42 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 43 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 44 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 45 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 46 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 47 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 48 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 49 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 50 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 51 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 52 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 53 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 54 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 55 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 56 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 57 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 58 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 59 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 60 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 61 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 62 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 63 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 64 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 65 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 66 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 67 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 68 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 69 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 70 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 71 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 72 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 73 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 74 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 75 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 76 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 77 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 78 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 79 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 80 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 81 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 82 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 83 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 84 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 85 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 86 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 87 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 88 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 89 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 90 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 91 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 92 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 93 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 94 | Reinforcement for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |
| 95 | Concrete for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 96 | Backfill for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 97 | Gravel for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 98 | Earthwork for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 99 | Excavation for box culvert (1.00 x 1.00 m) | m ³ | 1.00 | 1.00 | 1.00 |
| 100 | Formwork for box culvert (1.00 x 1.00 m) | m ² | 1.00 | 1.00 | 1.00 |

إستشارية الهندسة المعمارية
والهندسة المدنية
والهندسة الكهربائية

International Consulting Engineers
الاستشارات الهندسية الدولية

مجلس الاعمال
الهندسة المدنية
والهندسة المعمارية
والهندسة الكهربائية



PROJECT : DEVELOPMENT OF BOX
CULVERT AT STATION 2+100 ON SUKUT / AM
SOKNA ROAD

MOU.S
2/14/2011
SUOK



AL-TADONA COMPANY

Description of work : summary of coating

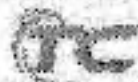
| NO | DESCRIPTION | UNIT | QTY | UNIT PRICE | TOTAL |
|------|----------------------|---------------------|-------|------------|--------|
| 1 | BARREL | | | | |
| 1.1 | TOP WALL PART (A) | Width X Ht X Length | 3.50 | 22.75 | 79.63 |
| 1.2 | TOP WALL PART (B) | Width X Ht X Length | 3.50 | 22.75 | 79.63 |
| 1.3 | TOP SLAB PART (A) | Width X Ht X Length | 22.10 | 22.75 | 502.73 |
| 1.4 | TOP SLAB PART (B) | Width X Ht X Length | 22.10 | 22.75 | 502.73 |
| 1.5 | TOP SLAB PART (C) | Width X Ht X Length | 22.10 | 22.75 | 502.73 |
| 1.6 | TOP SLAB PART (D) | Width X Ht X Length | 22.10 | 22.75 | 502.73 |
| 1.7 | INTERVAL | Width X Ht X Length | 0.70 | 170.00 | 119.00 |
| 1.8 | BARREL WALL PART (A) | Width X Ht X Length | 0.70 | 170.00 | 119.00 |
| 1.9 | SIDE OF EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.10 | TOP EXTENSION | Width X Ht X Length | 4.00 | 22.75 | 91.00 |
| 1.11 | SIDE OF EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.12 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.13 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.14 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.15 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.16 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.17 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.18 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.19 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.20 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.21 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.22 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.23 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.24 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.25 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.26 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.27 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.28 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.29 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |
| 1.30 | TOP EXTENSION | Width X Ht X Length | 0.25 | 347.50 | 86.88 |

AL-TADONA COMPANY

CONTRACTOR INTERNATIONAL CONSTRUCTION BHD

Signature of Al-Tadona Company
Signature of Contractor International Construction Bhd
Signature of Ministry of Transport

Signature of Ministry of Transport
Signature of Contractor International Construction Bhd



DOI: 10.1002/eqe.1029

PROJECT : DEVELOPMENT OF 600K
CULVERT AT STATION 2+730 ON EUX / AN
SOKNA ROAD

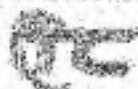
சென்னை, 15.05.2019

[illegible]

CONTRACTOR: AL-TAMARA COMPANY

MINISTRY OF TRANSPORT

Consultant: INTERNATIONAL
CONSULTING ENG.



PROJECT : DEVELOPMENT OF BOX
CULVERT AT STATION 2+758 ON EUSC 1
AND BOUKHA ROAD

SCALE
1:500
1:1000



30 Tamara Company

Description of work : summary of Piling Quantities



| Piling
Type | Width X | | Depth | | Length | |
|----------------|---------|------|-------|---|--------|----|
| | m | m | m | m | m | m |
| Sheet Piling | 10.00 | 1.50 | 10.00 | 1 | 10 | 10 |
| Sheet Piling | 10.00 | 1.50 | 10.00 | 1 | 10 | 10 |
| Total Piling | | | | | | |
| 100.00 | | | | | | |

مهندس حبيب خوري و شريكه

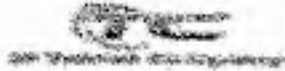
1/1
التوقيع

مهندس محمد عبدالمجيد و شريكه

1/1
التوقيع

International Consulting Engineering
مهندسين استشاريين دوليين





PROJECT : DEVELOPMENT OF SUEZ
GILBERT AT STATION 2+750 ON
SUEZ / ABU ZOUBA ROAD

2017/2018
2017/2018
2017/2018



| NO. | DESCRIPTION | UNIT | QTY | PRICE | TOTAL |
|-----|-------------|------|-----|-------|-------|
|-----|-------------|------|-----|-------|-------|

| الكميات الإجمالية المقترحة | |
|----------------------------|--|
| 46287 | كميات القطع 2 PART 2 أعمال التوسيع على جانب
الاجلاد |
| 21018.93 | كميات القطع 2 PART 2 BORVER STRADA |
| 8127 | كميات القطع 2 أعمال التوسيع على جانب
الاجلاد |
| 80178 | كميات القطع 3 part 3 أعمال التوسيع على جانب
الاجلاد |
| 4746.12 | كميات القطع 4 (4) أعمال التوسيع على جانب
الاجلاد |
| 212.8835 | كميات القطع 5 أعمال التوسيع على جانب
الاجلاد |
| 10748.64 | كميات القطع 6 أعمال التوسيع على جانب
الاجلاد |
| 121414 | إجمالي كميات القطع (8) |

مهندس هيئة الطرق و الكباري

1/2
التوقيع 1

مستشار في مجال التخطيط و التوليد

1/2
التوقيع 1



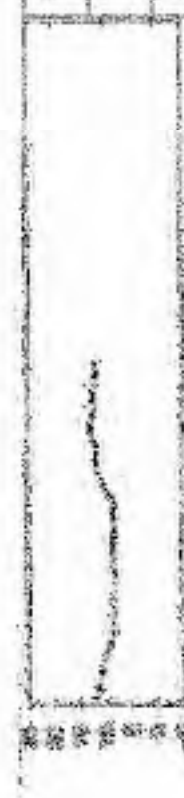
0+070.00



| Area | Width | Depth | Volume |
|-------|-------|-------|--------|
| 10.00 | 10.00 | 0.00 | 0.00 |
| 8.00 | 8.00 | 0.00 | 0.00 |
| 6.00 | 6.00 | 0.00 | 0.00 |
| 4.00 | 4.00 | 0.00 | 0.00 |
| 2.00 | 2.00 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 |

| | |
|----------------------------------|----------|
| Total Volume at Station 0+070.00 | |
| Cut Area | 37.63 |
| Cut Vol | 1192.11 |
| Fill Vol | 3.80 |
| Cum Cut Vol | 28954.42 |
| Cum Fill Vol | 226.91 |

0+075.00



| Area | Width | Depth | Volume |
|-------|-------|-------|--------|
| 10.00 | 10.00 | 0.00 | 0.00 |
| 8.00 | 8.00 | 0.00 | 0.00 |
| 6.00 | 6.00 | 0.00 | 0.00 |
| 4.00 | 4.00 | 0.00 | 0.00 |
| 2.00 | 2.00 | 0.00 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 |

| | |
|----------------------------------|----------|
| Total Volume at Station 0+075.00 | |
| Cut Area | 0.00 |
| Cut Vol | 94.08 |
| Fill Vol | 0.00 |
| Cum Cut Vol | 29048.50 |
| Cum Fill Vol | 226.91 |

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|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | |

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|----------------|------------|
| PROJECT NO: | 0000000000 |
| DATE OF ISSUE: | 00/00/00 |
| SCALE: | 1:100 |
| BY: | 00/00/00 |
| CHECKED BY: | 00/00/00 |
| APPROVED BY: | 00/00/00 |

| | |
|---------------|------------|
| CLIENT: | 0000000000 |
| PROJECT NAME: | 0000000000 |
| LOCATION: | 0000000000 |

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| DESIGNER: | 0000000000 |
| DATE: | 00/00/00 |

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| ENGINEER: | 0000000000 |
| DATE: | 00/00/00 |

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| PROJECT: | 0000000000 |
| DATE: | 00/00/00 |

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| PROJECT: | 0000000000 |
| DATE: | 00/00/00 |

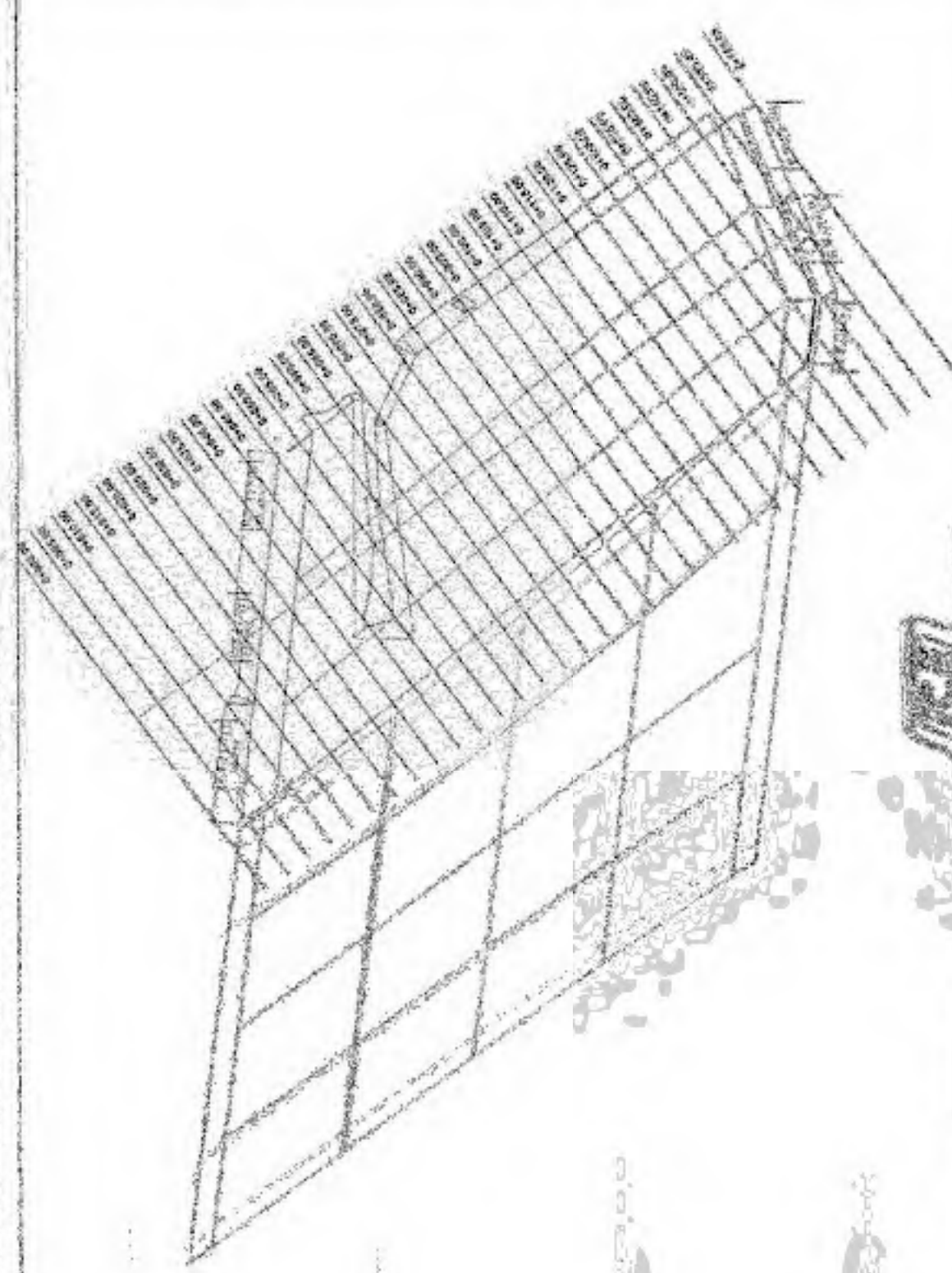
| | |
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| PROJECT: | 0000000000 |
| DATE: | 00/00/00 |

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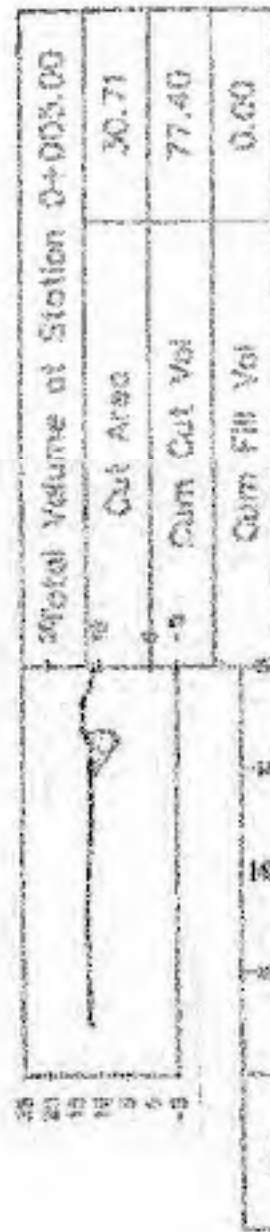


[0+000.00]



| | |
|---------|----------|
| Width | 12.28 |
| Volume | 0.00 |
| Station | 0+000.00 |

[0+005.00]



| | |
|---------|----------|
| Width | 12.28 |
| Volume | 30.71 |
| Station | 0+005.00 |

استشاري المشروع

مهندس الشركة



Original Drawing
Date: 10/10/2010
Scale: 1:100

| | |
|---------|----------|
| Station | 0+000.00 |
| Width | 12.28 |
| Volume | 0.00 |

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0+060.00

| | |
|----------------------------------|---------|
| Total Volume at Station 0+060.00 | |
| Cut Area | 115.90 |
| Cum Cut Vol | 5087.17 |
| Cum Fill Vol | 0.00 |

| | | | | | | | | | | | |
|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Sta | 0+000 | 0+010 | 0+020 | 0+030 | 0+040 | 0+050 | 0+060 | 0+070 | 0+080 | 0+090 | 0+100 |
| Elevation | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 |
| Profile | | | | | | | | | | | |

0+065.00

| | |
|----------------------------------|---------|
| Total Volume at Station 0+065.00 | |
| Cut Area | 151.87 |
| Cum Cut Vol | 5245.74 |
| Cum Fill Vol | 0.00 |

| | | | | | | | | | | | |
|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Sta | 0+000 | 0+010 | 0+020 | 0+030 | 0+040 | 0+050 | 0+060 | 0+070 | 0+080 | 0+090 | 0+100 |
| Elevation | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 |
| Profile | | | | | | | | | | | |



المهندس الشريك

01/05/2018

| | | | | |
|---|---------------------|----------------------|-------------------|-------------------------|
| رقم المشروع
رقم المخطط
رقم الترخيص
رقم التسجيل | تاريخ
01/05/2018 | الموقع
01/05/2018 | المقياس
1:1000 | الملاحظات
01/05/2018 |
|---|---------------------|----------------------|-------------------|-------------------------|

0+070.00

| Station | Width | Total Volume at Station 0+070.00 | |
|----------|-------|----------------------------------|------|
| | | Out Area | Vol |
| 0+070.00 | 10.00 | 6348.00 | 0.00 |
| 0+080.00 | 10.00 | | |

| Station | Width | Area | Vol |
|----------|-------|---------|------|
| 0+070.00 | 10.00 | 6348.00 | 0.00 |
| 0+080.00 | 10.00 | | |

0+070.00

| Station | Width | Total Volume at Station 0+075.00 | |
|----------|-------|----------------------------------|------|
| | | Out Area | Vol |
| 0+075.00 | 10.00 | 7112.00 | 0.00 |
| 0+085.00 | 10.00 | | |

| Station | Width | Area | Vol |
|----------|-------|---------|------|
| 0+075.00 | 10.00 | 7112.00 | 0.00 |
| 0+085.00 | 10.00 | | |

مهندس الشركة
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| Station | Width | Area | Vol |
|----------|-------|---------|------|
| 0+070.00 | 10.00 | 6348.00 | 0.00 |
| 0+080.00 | 10.00 | | |



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0-28-00

[illegible]

1. *Chlorophyll a* (Chl a) is the primary photosynthetic pigment in most plants and algae. It is a green pigment that absorbs light energy in the blue and red regions of the visible spectrum.

| | | |
|----|----------|-----------|
| 18 | Cut 1000 | 10.1.05 |
| 19 | Cut 1000 | 7.2.05.13 |
| 20 | Cut 1000 | 6.0.05 |

9+035.00



| | | |
|------------------|-------------|------------------|
| NAME | DATE | TIME |
| REASON | NO. | AGE |
| REMARKS | SEX | HEIGHT |
| WEIGHT | HAIR | COMPLEXION |
| SCARS | TEETH | VISION |
| HEARING | SMELL | TASTE |
| FEELING | THOUGHT | EMOTION |
| CHARACTER | TEMPERAMENT | DISPOSITION |
| EDUCATION | RELIGION | POLITICAL |
| SOCIAL | PROFESSION | INDUSTRY |
| HOBBIES | SPORTS | TRAVEL |
| RELATIONS | STATUS | RESIDENCE |
| PROPERTY | VEHICLE | EMPLOYMENT |
| INCOME | EXPENSES | SAVINGS |
| DEBTS | ASSETS | LIABILITIES |
| NET WORTH | ESTATE | WILLS |
| TESTAMENTS | CO-WILLS | POWERS |
| TRUSTS | RECEIPTS | PAYMENTS |
| INVESTMENTS | SALES | PURCHASES |
| TRANSFERS | DEPOSITS | WITHDRAWALS |
| LOANS | REPAYMENTS | INTEREST |
| TAXES | DEDUCTIONS | CREDITS |
| REFUND | STIPEND | PENSI |
| GRANTS | SUBSIDIES | ALLOWANCES |
| REWARDS | PRIZES | AWARDS |
| COMMITMENTS | OBLIGATIONS | RESPONSIBILITIES |
| LIABILITIES | DEBTS | LOANS |
| ASSETS | PROPERTY | VEHICLE |
| INVESTMENTS | SAVINGS | STOCKS |
| RENTS | INTEREST | DIVIDENDS |
| PAYMENTS | RECEIPTS | DEPOSITS |
| WITHDRAWALS | LOANS | REPAYMENTS |
| INTEREST | TAXES | DEDUCTIONS |
| CREDITS | REFUND | GRANTS |
| STIPEND | SUBSIDIES | ALLOWANCES |
| PENSI | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | DEBTS |
| LOANS | ASSETS | PROPERTY |
| VEHICLE | INVESTMENTS | SAVINGS |
| STOCKS | RENTS | INTEREST |
| DIVIDENDS | PAYMENTS | RECEIPTS |
| DEPOSITS | WITHDRAWALS | LOANS |
| REPAYMENTS | INTEREST | TAXES |
| DEDUCTIONS | CREDITS | REFUND |
| GRANTS | STIPEND | SUBSIDIES |
| ALLOWANCES | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | DEBTS |
| LOANS | ASSETS | PROPERTY |
| VEHICLE | INVESTMENTS | SAVINGS |
| STOCKS | RENTS | INTEREST |
| DIVIDENDS | PAYMENTS | RECEIPTS |
| DEPOSITS | WITHDRAWALS | LOANS |
| REPAYMENTS | INTEREST | TAXES |
| DEDUCTIONS | CREDITS | REFUND |
| GRANTS | STIPEND | SUBSIDIES |
| ALLOWANCES | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | DEBTS |
| LOANS | ASSETS | PROPERTY |
| VEHICLE | INVESTMENTS | SAVINGS |
| STOCKS | RENTS | INTEREST |
| DIVIDENDS | PAYMENTS | RECEIPTS |
| DEPOSITS | WITHDRAWALS | LOANS |
| REPAYMENTS | INTEREST | TAXES |
| DEDUCTIONS | CREDITS | REFUND |
| GRANTS | STIPEND | SUBSIDIES |
| ALLOWANCES | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | DEBTS |
| LOANS | ASSETS | PROPERTY |
| VEHICLE | INVESTMENTS | SAVINGS |
| STOCKS | RENTS | INTEREST |
| DIVIDENDS | PAYMENTS | RECEIPTS |
| DEPOSITS | WITHDRAWALS | LOANS |
| REPAYMENTS | INTEREST | TAXES |
| DEDUCTIONS | CREDITS | REFUND |
| GRANTS | STIPEND | SUBSIDIES |
| ALLOWANCES | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | DEBTS |
| LOANS | ASSETS | PROPERTY |
| VEHICLE | INVESTMENTS | SAVINGS |
| STOCKS | RENTS | INTEREST |
| DIVIDENDS | PAYMENTS | RECEIPTS |
| DEPOSITS | WITHDRAWALS | LOANS |
| REPAYMENTS | INTEREST | TAXES |
| DEDUCTIONS | CREDITS | REFUND |
| GRANTS | STIPEND | SUBSIDIES |
| ALLOWANCES | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | DEBTS |
| LOANS | ASSETS | PROPERTY |
| VEHICLE | INVESTMENTS | SAVINGS |
| STOCKS | RENTS | INTEREST |
| DIVIDENDS | PAYMENTS | RECEIPTS |
| DEPOSITS | WITHDRAWALS | LOANS |
| REPAYMENTS | INTEREST | TAXES |
| DEDUCTIONS | CREDITS | REFUND |
| GRANTS | STIPEND | SUBSIDIES |
| ALLOWANCES | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | DEBTS |
| LOANS | ASSETS | PROPERTY |
| VEHICLE | INVESTMENTS | SAVINGS |
| STOCKS | RENTS | INTEREST |
| DIVIDENDS | PAYMENTS | RECEIPTS |
| DEPOSITS | WITHDRAWALS | LOANS |
| REPAYMENTS | INTEREST | TAXES |
| DEDUCTIONS | CREDITS | REFUND |
| GRANTS | STIPEND | SUBSIDIES |
| ALLOWANCES | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | DEBTS |
| LOANS | ASSETS | PROPERTY |
| VEHICLE | INVESTMENTS | SAVINGS |
| STOCKS | RENTS | INTEREST |
| DIVIDENDS | PAYMENTS | RECEIPTS |
| DEPOSITS | WITHDRAWALS | LOANS |
| REPAYMENTS | INTEREST | TAXES |
| DEDUCTIONS | CREDITS | REFUND |
| GRANTS | STIPEND | SUBSIDIES |
| ALLOWANCES | REWARDS | PRIZES |
| AWARDS | COMMITMENTS | OBLIGATIONS |
| RESPONSIBILITIES | LIABILITIES | |

1990, Volume 2, Edition D + 085,00

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| 180.00 | Cost/Anno | 524 313 000 |
| 2504.74 | Cost 170 000 | 524 313 000 |
| 0.00 | | 524 313 000 |

2. What is the purpose of the study?

2. ~~2014-15~~

1870

0+090.00

| Total Volume of Station 0+090.00 | | | |
|----------------------------------|----------|---------|-----|
| to | Out Area | Out Vol | Out |
| to | Out Area | Out Vol | Out |
| to | Out Area | Out Vol | Out |

| | | | |
|----------|------|------|------|
| MLL | 0.11 | 0.11 | 0.11 |
| UNDERLAY | 0.11 | 0.11 | 0.11 |
| GRAVEL | 0.11 | 0.11 | 0.11 |

0+095.00

| Total Volume of Station 0+095.00 | | | |
|----------------------------------|----------|---------|-----|
| to | Out Area | Out Vol | Out |
| to | Out Area | Out Vol | Out |
| to | Out Area | Out Vol | Out |

| | | | |
|----------|------|------|------|
| MLL | 0.11 | 0.11 | 0.11 |
| UNDERLAY | 0.11 | 0.11 | 0.11 |
| GRAVEL | 0.11 | 0.11 | 0.11 |



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Q+110.00

| | |
|--------------|----------|
| Station | Q+110.00 |
| Cut Area | 128.38 |
| Cum Cut Vol | 13285.17 |
| Cum Fill Vol | 0.00 |

| | |
|--------------|----------|
| Station | Q+110.00 |
| Cut Area | 128.38 |
| Cum Cut Vol | 13285.17 |
| Cum Fill Vol | 0.00 |

Q+115.00

| | |
|--------------|----------|
| Station | Q+115.00 |
| Cut Area | 168.09 |
| Cum Cut Vol | 14544.35 |
| Cum Fill Vol | 0.00 |

| | |
|--------------|----------|
| Station | Q+115.00 |
| Cut Area | 168.09 |
| Cum Cut Vol | 14544.35 |
| Cum Fill Vol | 0.00 |

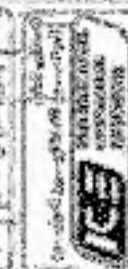


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| | |
|--------------|----------|
| Station | Q+110.00 |
| Cut Area | 128.38 |
| Cum Cut Vol | 13285.17 |
| Cum Fill Vol | 0.00 |



| | |
|--------------|----------|
| Station | Q+115.00 |
| Cut Area | 168.09 |
| Cum Cut Vol | 14544.35 |
| Cum Fill Vol | 0.00 |



| | |
|--------------|----------|
| Station | Q+110.00 |
| Cut Area | 128.38 |
| Cum Cut Vol | 13285.17 |
| Cum Fill Vol | 0.00 |

| | |
|--------------|----------|
| Station | Q+115.00 |
| Cut Area | 168.09 |
| Cum Cut Vol | 14544.35 |
| Cum Fill Vol | 0.00 |

| | |
|--------------|----------|
| Station | Q+110.00 |
| Cut Area | 128.38 |
| Cum Cut Vol | 13285.17 |
| Cum Fill Vol | 0.00 |

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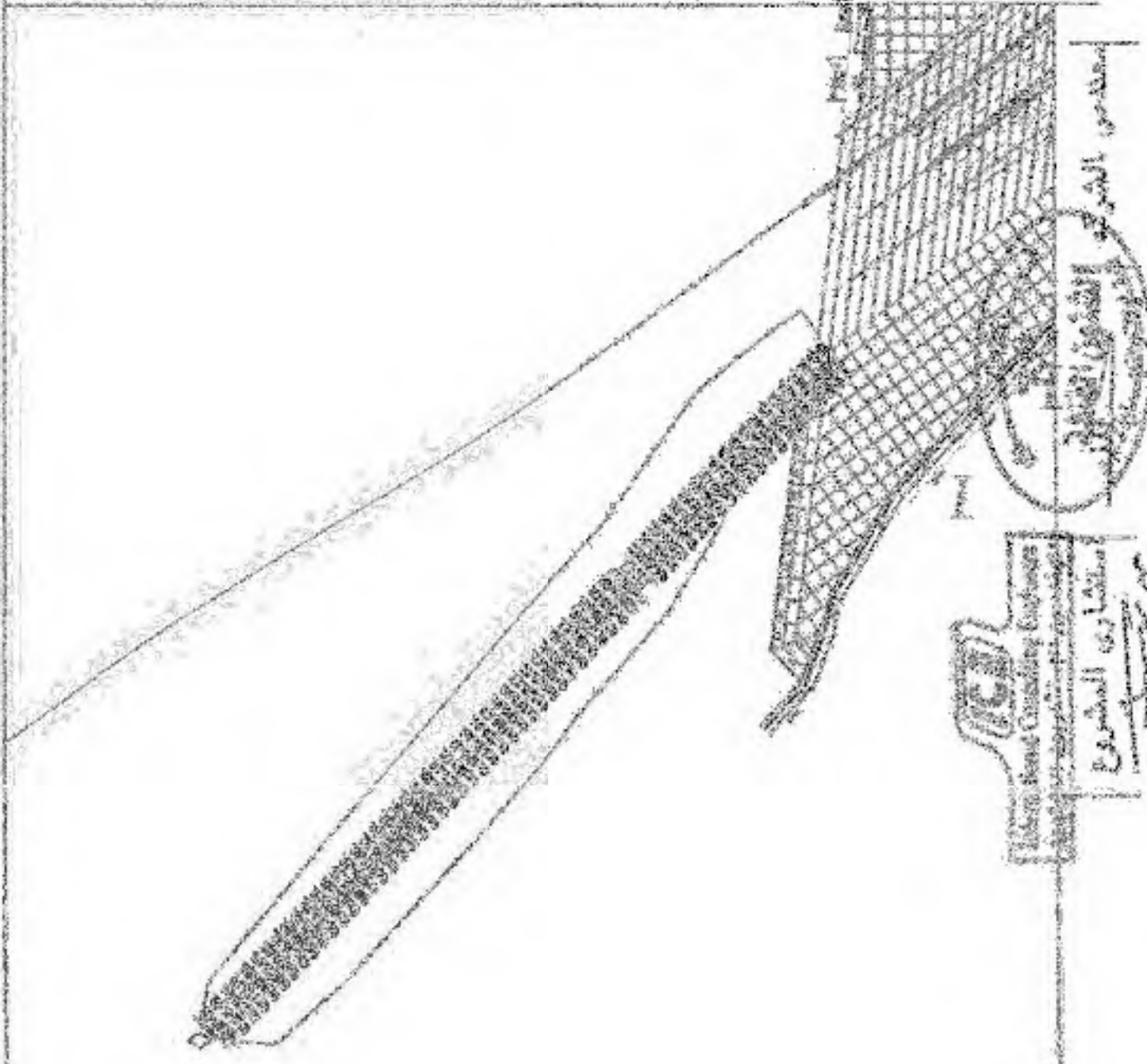
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المحلى
للمشاورين
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بمصر
مصر

0+000.00

| | | | |
|--------------|----------|-------------------------|----------|
| Station | 0+000.00 | Total Volume of Station | 0+000.00 |
| Cut Area | 0.00 | | |
| Cum Cut Vol | 0.00 | | |
| Cum Fill Vol | 0.00 | | |

0.00

0.00

0.00

0+005.00

| | | | |
|--------------|----------|-------------------------|----------|
| Station | 0+005.00 | Total Volume of Station | 0+005.00 |
| Cut Area | 26.70 | | |
| Cum Cut Vol | 26.75 | | |
| Cum Fill Vol | 0.00 | | |

26.70

26.75

0.00

محاسب الجرد

محاسب الشركة



| | | | |
|--------------|----------|-------------------------|----------|
| Station | 0+000.00 | Total Volume of Station | 0+000.00 |
| Cut Area | 0.00 | | |
| Cum Cut Vol | 0.00 | | |
| Cum Fill Vol | 0.00 | | |

محاسب الجرد



محاسب الشركة



محاسب الجرد

محاسب الشركة

| | | | |
|--------------|----------|-------------------------|----------|
| Station | 0+000.00 | Total Volume of Station | 0+000.00 |
| Cut Area | 0.00 | | |
| Cum Cut Vol | 0.00 | | |
| Cum Fill Vol | 0.00 | | |

04-010-00

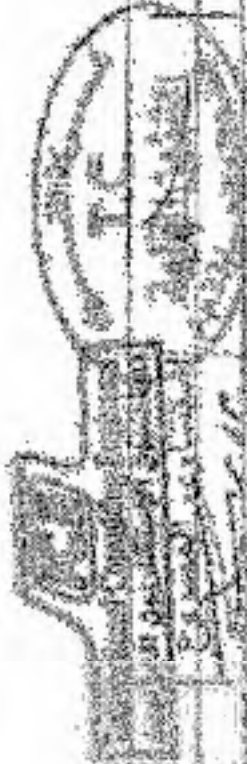
| Total Volume of Station 04-010-00 | | |
|-----------------------------------|-----------|--------|
| Year | Cost Area | Cost |
| 0 | Cost Area | 202.78 |
| 1 | Cost Area | 0.00 |

| | |
|---|-----------|
| 0 | Cost Area |
| 0 | Cost Area |
| 0 | Cost Area |

04-010-00

| Total Volume of Station 04-010-00 | | |
|-----------------------------------|-----------|--------|
| Year | Cost Area | Cost |
| 0 | Cost Area | 202.78 |
| 1 | Cost Area | 0.00 |

| | |
|---|-----------|
| 0 | Cost Area |
| 0 | Cost Area |
| 0 | Cost Area |



04-010-00

5+020.00

| | | |
|----|----------------------------------|----------|
| 20 | Total Volume at Station 5+020.00 | 94820.00 |
| 25 | | |
| 30 | Cut Area | 26.33 |
| 35 | | |
| 40 | Cum Cut Vol | 533.83 |
| 45 | | |
| 50 | Cum Fill Vol | 0.00 |

| | |
|-------------|-----|
| NO. | 156 |
| DESCRIPTION | |
| QUANTITY | 0 |

0+025.00

| | | |
|----|----------------------------------|--------|
| 20 | Total Volume at Station 0+025.00 | |
| 25 | | |
| 30 | Cut Area | 26.05 |
| 35 | | |
| 40 | Cum Cut Vol | 601.84 |
| 45 | | |
| 50 | Cum Fill Vol | 0.00 |

| | |
|-------------|-----|
| NO. | 157 |
| DESCRIPTION | |
| QUANTITY | 0 |



مجلس النقل

مجلس النقل

| | |
|-------------|-----|
| NO. | 158 |
| DESCRIPTION | |
| QUANTITY | 0 |

| | |
|-------------|-----|
| NO. | 159 |
| DESCRIPTION | |
| QUANTITY | 0 |



| | |
|-------------|-----|
| NO. | 160 |
| DESCRIPTION | |
| QUANTITY | 0 |

| | |
|-------------|-----|
| NO. | 161 |
| DESCRIPTION | |
| QUANTITY | 0 |

| | |
|-------------|-----|
| NO. | 162 |
| DESCRIPTION | |
| QUANTITY | 0 |

| | |
|-------------|-----|
| NO. | 163 |
| DESCRIPTION | |
| QUANTITY | 0 |

| | |
|-------------|-----|
| NO. | 164 |
| DESCRIPTION | |
| QUANTITY | 0 |

0+035.00

| Total Volume at Station 0+035.00 | | | |
|----------------------------------|---|--------------|--------|
| NO. | 1 | Cut Area | 22.84 |
| | 2 | Cum Cut Vol | 792.68 |
| | 3 | Cum Fill Vol | 0.00 |

| | |
|----------|-------|
| NO. | 1 |
| Volume | 22.84 |
| Quantity | 1 |

0+035.00

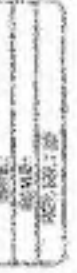
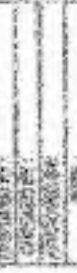
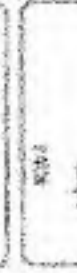
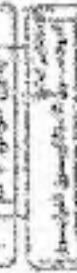
| Total Volume at Station 0+035.00 | | | |
|----------------------------------|---|--------------|--------|
| NO. | 1 | Cut Area | 20.15 |
| | 2 | Cum Cut Vol | 289.37 |
| | 3 | Cum Fill Vol | 0.00 |

| | |
|----------|-------|
| NO. | 1 |
| Volume | 20.15 |
| Quantity | 1 |



مهندس الشركة

مهندس الشركة



10+040.00

| | |
|-------------|-----------|
| Station | 10+040.00 |
| Out Area | 19.32 |
| Cum Out Vol | 992.00 |
| Cum Fil Vol | 0.00 |

| | |
|--------|--------|
| Area | 19.32 |
| Volume | 992.00 |

10+045.00

| | |
|-------------|-----------|
| Station | 10+045.00 |
| Out Area | 27.45 |
| Cum Out Vol | 1114.88 |
| Cum Fil Vol | 0.00 |

| | |
|--------|---------|
| Area | 27.45 |
| Volume | 1114.88 |



مجلس المدينة

| | |
|-------------|-----------|
| Station | 10+040.00 |
| Out Area | 19.32 |
| Cum Out Vol | 992.00 |
| Cum Fil Vol | 0.00 |

مجلس المدينة
البلدية



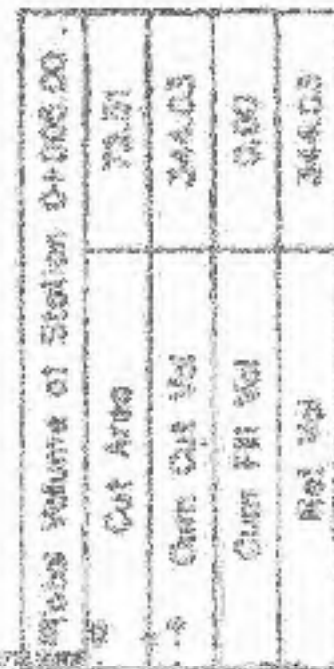
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البلدية



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04-000.00[illegible][illegible]

1940-1941

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1870



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[illegible]

0+010.00



| | |
|----------------------------------|--------|
| Total Volume at Station 0+010.00 | |
| Cut Area | 68.87 |
| Cum Cut Vol | 687.48 |
| Cum Fill Vol | 0.00 |
| Net Vol | 687.48 |

| | |
|-------|-------|
| Area | 12.00 |
| Width | 12.00 |
| Depth | 0.50 |

0+015.00



| | |
|----------------------------------|---------|
| Total Volume at Station 0+015.00 | |
| Cut Area | 76.39 |
| Cum Cut Vol | 1050.82 |
| Cum Fill Vol | 0.00 |
| Net Vol | 1050.82 |

| | |
|-------|-------|
| Area | 12.00 |
| Width | 12.00 |
| Depth | 0.50 |

7.5
The proposed Crossing is shown
at the station 0+015.00 and is shown
at the station 0+015.00 and is shown
at the station 0+015.00 and is shown

مهندس الشركة

مهندس الموقع

| | |
|-------|-------|
| Area | 12.00 |
| Width | 12.00 |
| Depth | 0.50 |

المساحة الكلية للمشروع
المساحة الكلية للمشروع



المساحة الكلية للمشروع
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المساحة الكلية للمشروع

0+020.00



| Station | Width | Area | Volume |
|----------|-------|-------|--------|
| 0+020.00 | 15.00 | 15.00 | 0.00 |
| 0+025.00 | 15.00 | 15.00 | 0.00 |
| 0+030.00 | 15.00 | 15.00 | 0.00 |
| 0+035.00 | 15.00 | 15.00 | 0.00 |
| 0+040.00 | 15.00 | 15.00 | 0.00 |
| 0+045.00 | 15.00 | 15.00 | 0.00 |
| 0+050.00 | 15.00 | 15.00 | 0.00 |
| 0+055.00 | 15.00 | 15.00 | 0.00 |
| 0+060.00 | 15.00 | 15.00 | 0.00 |
| 0+065.00 | 15.00 | 15.00 | 0.00 |
| 0+070.00 | 15.00 | 15.00 | 0.00 |
| 0+075.00 | 15.00 | 15.00 | 0.00 |
| 0+080.00 | 15.00 | 15.00 | 0.00 |
| 0+085.00 | 15.00 | 15.00 | 0.00 |
| 0+090.00 | 15.00 | 15.00 | 0.00 |
| 0+095.00 | 15.00 | 15.00 | 0.00 |
| 0+100.00 | 15.00 | 15.00 | 0.00 |

| | |
|----------------------------------|--------|
| Total Volume at Station 0+020.00 | |
| Cut Area | 85.80 |
| Cum Cut Vol | 149.58 |
| Cum Fill Vol | 0.00 |
| Net Vol | 149.58 |

0+025.00



| Station | Width | Area | Volume |
|----------|-------|-------|--------|
| 0+025.00 | 15.00 | 15.00 | 0.00 |
| 0+030.00 | 15.00 | 15.00 | 0.00 |
| 0+035.00 | 15.00 | 15.00 | 0.00 |
| 0+040.00 | 15.00 | 15.00 | 0.00 |
| 0+045.00 | 15.00 | 15.00 | 0.00 |
| 0+050.00 | 15.00 | 15.00 | 0.00 |
| 0+055.00 | 15.00 | 15.00 | 0.00 |
| 0+060.00 | 15.00 | 15.00 | 0.00 |
| 0+065.00 | 15.00 | 15.00 | 0.00 |
| 0+070.00 | 15.00 | 15.00 | 0.00 |
| 0+075.00 | 15.00 | 15.00 | 0.00 |
| 0+080.00 | 15.00 | 15.00 | 0.00 |
| 0+085.00 | 15.00 | 15.00 | 0.00 |
| 0+090.00 | 15.00 | 15.00 | 0.00 |
| 0+095.00 | 15.00 | 15.00 | 0.00 |
| 0+100.00 | 15.00 | 15.00 | 0.00 |

| | |
|----------------------------------|--------|
| Total Volume at Station 0+025.00 | |
| Cut Area | 123.53 |
| Cum Cut Vol | 204.40 |
| Cum Fill Vol | 0.00 |
| Net Vol | 204.40 |



مهندس المشرف

مهندس المشرف

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| | | | |
|----------|-------|-------|--------|
| Station | Width | Area | Volume |
| 0+020.00 | 15.00 | 15.00 | 0.00 |
| 0+025.00 | 15.00 | 15.00 | 0.00 |
| 0+030.00 | 15.00 | 15.00 | 0.00 |
| 0+035.00 | 15.00 | 15.00 | 0.00 |
| 0+040.00 | 15.00 | 15.00 | 0.00 |
| 0+045.00 | 15.00 | 15.00 | 0.00 |
| 0+050.00 | 15.00 | 15.00 | 0.00 |
| 0+055.00 | 15.00 | 15.00 | 0.00 |
| 0+060.00 | 15.00 | 15.00 | 0.00 |
| 0+065.00 | 15.00 | 15.00 | 0.00 |
| 0+070.00 | 15.00 | 15.00 | 0.00 |
| 0+075.00 | 15.00 | 15.00 | 0.00 |
| 0+080.00 | 15.00 | 15.00 | 0.00 |
| 0+085.00 | 15.00 | 15.00 | 0.00 |
| 0+090.00 | 15.00 | 15.00 | 0.00 |
| 0+095.00 | 15.00 | 15.00 | 0.00 |
| 0+100.00 | 15.00 | 15.00 | 0.00 |

مهندس المشرف



مهندس المشرف



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| | | | |
|----------|-------|-------|--------|
| Station | Width | Area | Volume |
| 0+020.00 | 15.00 | 15.00 | 0.00 |
| 0+025.00 | 15.00 | 15.00 | 0.00 |
| 0+030.00 | 15.00 | 15.00 | 0.00 |
| 0+035.00 | 15.00 | 15.00 | 0.00 |
| 0+040.00 | 15.00 | 15.00 | 0.00 |
| 0+045.00 | 15.00 | 15.00 | 0.00 |
| 0+050.00 | 15.00 | 15.00 | 0.00 |
| 0+055.00 | 15.00 | 15.00 | 0.00 |
| 0+060.00 | 15.00 | 15.00 | 0.00 |
| 0+065.00 | 15.00 | 15.00 | 0.00 |
| 0+070.00 | 15.00 | 15.00 | 0.00 |
| 0+075.00 | 15.00 | 15.00 | 0.00 |
| 0+080.00 | 15.00 | 15.00 | 0.00 |
| 0+085.00 | 15.00 | 15.00 | 0.00 |
| 0+090.00 | 15.00 | 15.00 | 0.00 |
| 0+095.00 | 15.00 | 15.00 | 0.00 |
| 0+100.00 | 15.00 | 15.00 | 0.00 |



| | | |
|------|--------|------|
| 1945 | 1946 | 1947 |
| 1948 | 1949 | 1950 |
| 1951 | 1952 | 1953 |
| 1954 | 1955 | 1956 |
| 1957 | 1958 | 1959 |
| 1960 | 1961 | 1962 |
| 1963 | 1964 | 1965 |
| 1966 | 1967 | 1968 |
| 1969 | 1970 | 1971 |
| 1972 | 1973 | 1974 |
| 1975 | 1976 | 1977 |
| 1978 | 1979 | 1980 |
| 1981 | 1982 | 1983 |
| 1984 | 1985 | 1986 |
| 1987 | 1988 | 1989 |
| 1990 | 1991 | 1992 |
| 1993 | 1994 | 1995 |
| 1996 | 1997 | 1998 |
| 1999 | 2000 | 2001 |
| 2002 | 2003 | 2004 |
| 2005 | 2006 | 2007 |
| 2008 | 2009 | 2010 |
| 2011 | 2012 | 2013 |
| 2014 | 2015 | 2016 |
| 2017 | 2018 | 2019 |
| 2020 | 2021 | 2022 |
| 2023 | 2024 | 2025 |
| 2026 | 2027 | 2028 |
| 2029 | 2030 | 2031 |
| 2032 | 2033 | 2034 |
| 2035 | 2036 | 2037 |
| 2038 | 2039 | 2040 |
| 2041 | 2042 | 2043 |
| 2044 | 2045 | 2046 |
| 2047 | 2048 | 2049 |
| 2050 | 2051 | 2052 |
| 2053 | 2054 | 2055 |
| 2056 | 2057 | 2058 |
| 2059 | 2060 | 2061 |
| 2062 | 2063 | 2064 |
| 2065 | 2066 | 2067 |
| 2068 | 2069 | 2070 |
| 2071 | 2072 | 2073 |
| 2074 | 2075 | 2076 |
| 2077 | 2078 | 2079 |
| 2080 | 2081 | 2082 |
| 2083 | 2084 | 2085 |
| 2086 | 2087 | 2088 |
| 2089 | 2090 | 2091 |
| 2092 | 2093 | 2094 |
| 2095 | 2096 | 2097 |
| 2098 | 2099 | 2100 |
| 2101 | 2102 | 2103 |
| 2104 | 2105 | 2106 |
| 2107 | 2108 | 2109 |
| 2110 | 2111 | 2112 |
| 2113 | 2114 | 2115 |
| 2116 | 2117 | 2118 |
| 2119 | 2120 | 2121 |
| 2122 | 2123 | 2124 |
| 2125 | 2126 | 2127 |
| 2128 | 2129 | 2130 |
| 2131 | 2132 | 2133 |
| 2134 | 2135 | 2136 |
| 2137 | 2138 | 2139 |
| 2140 | 2141 | 2142 |
| 2143 | 2144 | 2145 |
| 2146 | 2147 | 2148 |
| 2149 | 2150 | 2151 |
| 2152 | 2153 | 2154 |
| 2155 | 2156 | 2157 |
| 2158 | 2159 | 2160 |
| 2161 | 2162 | 2163 |
| 2164 | 2165 | 2166 |
| 2167 | 2168 | 2169 |
| 2170 | 2171 | 2172 |
| 2173 | 2174 | 2175 |
| 2176 | 2177 | 2178 |
| 2179 | 2180 | 2181 |
| 2182 | 2183 | 2184 |
| 2185 | 2186 | 2187 |
| 2188 | 2189 | 2190 |
| 2191 | 2192 | 2193 |
| 2194 | 2195 | 2196 |
| 2197 | 2198 | 2199 |
| 2200 | 2201 | 2202 |
| 2203 | 2204 | 2205 |
| 2206 | 2207 | 2208 |
| 2209 | 2210 | 2211 |
| 2212 | 2213 | 2214 |
| 2215 | 2216 | 2217 |
| 2218 | 2219 | 2220 |
| 2221 | 2222 | 2223 |
| 2224 | 2225 | 2226 |
| 2227 | 2228 | 2229 |
| 2230 | 2231 | 2232 |
| 2233 | 2234 | 2235 |
| 2236 | 2237 | 2238 |
| 2239 | 2240 | 2241 |
| 2242 | 2243 | 2244 |
| 2245 | 2246 | 2247 |
| 2248 | 2249 | 2250 |
| 2251 | 2252 | 2253 |
| 2254 | 2255 | 2256 |
| 2257 | 2258 | 2259 |
| 2260 | 2261 | 2262 |
| 2263 | 2264 | 2265 |
| 2266 | 2267 | 2268 |
| 2269 | 2270 | 2271 |
| 2272 | 2273 | 2274 |
| 2275 | 2276</ | |

| | |
|-------------------------|-----------|
| Total Volume of Station | 0+0.00.00 |
| Qut Area | 154.51 |
| Qut Cut Vol | 2738.53 |
| Qut Fill Vol | 9.00 |
| Net Vol | 2738.53 |



| | | |
|------|------|------|
| 5070 | 5071 | 5072 |
| 5073 | 5074 | 5075 |
| 5076 | 5077 | 5078 |
| 5079 | 5080 | 5081 |
| 5082 | 5083 | 5084 |
| 5085 | 5086 | 5087 |
| 5088 | 5089 | 5090 |
| 5091 | 5092 | 5093 |
| 5094 | 5095 | 5096 |
| 5097 | 5098 | 5099 |
| 5100 | 5101 | 5102 |
| 5103 | 5104 | 5105 |
| 5106 | 5107 | 5108 |
| 5109 | 5110 | 5111 |
| 5112 | 5113 | 5114 |
| 5115 | 5116 | 5117 |
| 5118 | 5119 | 5120 |
| 5121 | 5122 | 5123 |
| 5124 | 5125 | 5126 |
| 5127 | 5128 | 5129 |
| 5130 | 5131 | 5132 |
| 5133 | 5134 | 5135 |
| 5136 | 5137 | 5138 |
| 5139 | 5140 | 5141 |
| 5142 | 5143 | 5144 |
| 5145 | 5146 | 5147 |
| 5148 | 5149 | 5150 |
| 5151 | 5152 | 5153 |
| 5154 | 5155 | 5156 |
| 5157 | 5158 | 5159 |
| 5160 | 5161 | 5162 |
| 5163 | 5164 | 5165 |
| 5166 | 5167 | 5168 |
| 5169 | 5170 | 5171 |
| 5172 | 5173 | 5174 |
| 5175 | 5176 | 5177 |
| 5178 | 5179 | 5180 |
| 5181 | 5182 | 5183 |
| 5184 | 5185 | 5186 |
| 5187 | 5188 | 5189 |
| 5190 | 5191 | 5192 |
| 5193 | 5194 | 5195 |
| 5196 | 5197 | 5198 |
| 5199 | 5200 | 5201 |
| 5202 | 5203 | 5204 |
| 5205 | 5206 | 5207 |
| 5208 | 5209 | 5210 |
| 5211 | 5212 | 5213 |
| 5214 | 5215 | 5216 |
| 5217 | 5218 | 5219 |
| 5220 | 5221 | 5222 |
| 5223 | 5224 | 5225 |
| 5226 | 5227 | 5228 |
| 5229 | 5230 | 5231 |
| 5232 | 5233 | 5234 |
| 5235 | 5236 | 5237 |
| 5238 | 5239 | 5240 |
| 5241 | 5242 | 5243 |
| 5244 | 5245 | 5246 |
| 5247 | 5248 | 5249 |
| 5250 | 5251 | 5252 |
| 5253 | 5254 | 5255 |
| 5256 | 5257 | 5258 |
| 5259 | 5260 | 5261 |
| 5262 | 5263 | 5264 |
| 5265 | 5266 | 5267 |
| 5268 | 5269 | 5270 |
| 5271 | 5272 | 5273 |
| 5274 | 5275 | 5276 |
| 5277 | 5278 | 5279 |
| 5280 | 5281 | 5282 |
| 5283 | 5284 | 5285 |
| 5286 | 5287 | 5288 |
| 5289 | 5290 | 5291 |
| 5292 | 5293 | 5294 |
| 5295 | 5296 | 5297 |
| 5298 | 5299 | 5300 |
| 5301 | 5302 | 5303 |
| 5304 | 5305 | 5306 |
| 5307 | 5308 | 5309 |
| 5310 | 5311 | 5312 |
| 5313 | 5314 | 5315 |
| 5316 | 5317 | 5318 |
| 5319 | 5320 | 5321 |
| 5322 | 5323 | 5324 |
| 5325 | 5326 | 5327 |
| 5328 | 5329 | 5330 |
| 5331 | 5332 | 5333 |
| 5334 | 5335 | 5336 |
| 5337 | 5338 | 5339 |
| 5340 | 5341 | 5342 |
| 5343 | 5344 | 5345 |
| 5346 | 5347 | 5348 |
| 5349 | 5350 | 5351 |
| 5352 | 5353 | 5354 |
| 5355 | 5356 | 5357 |
| 5358 | 5359 | 5360 |
| 5361 | 5362 | 5363 |
| 5364 | 5365 | 5366 |
| 5367 | 5368 | 5369 |
| 5370 | 5371 | 5372 |
| 5373 | 5374 | 5375 |
| 5376 | 5377 | 5378 |
| 5379 | 5380 | 5381 |
| 5382 | 5383 | 5384 |
| 5385 | 5386 | 5387 |
| 5388 | 5389 | 5390 |
| 5391 | 5392 | 5393 |
| 5394 | 5395 | 5396 |
| 5397 | 5398 | 5399 |
| 5400 | 5401 | 5402 |

| Estimated balance at dissolution 03-03-2007 | |
|---|---------|
| 2 | 123,300 |
| 4 | 374,740 |
| 5 | 8,000 |
| 6 | 101,700 |

A circular library stamp from the University of Toronto Libraries. The text "UNIVERSITY OF TORONTO LIBRARIES" is arranged in a circle around the year "1954". In the center of the stamp is a stylized crest or logo.

0+040.00



| | | | | | |
|------------|-----|----|----|----|----|
| Width | 12m | 6m | 6m | 2m | 2m |
| Shoulder | | | | | |
| Centerline | | | | | |

| | | | |
|----------------------------------|---------|--|--|
| Total Volume at Station 0+040.00 | | | |
| Cut Area | 198.81 | | |
| Cum Cut Vol | 4471.74 | | |
| Cum Fill Vol | 0.00 | | |
| Net Vol | 4471.74 | | |

0+048.00



| | | | | | |
|------------|-----|----|----|----|----|
| Width | 12m | 6m | 6m | 2m | 2m |
| Shoulder | | | | | |
| Centerline | | | | | |

| | | | |
|----------------------------------|---------|--|--|
| Total Volume at Station 0+048.00 | | | |
| Cut Area | 198.18 | | |
| Cum Cut Vol | 4669.91 | | |
| Cum Fill Vol | 0.00 | | |
| Net Vol | 4669.91 | | |



المهندس المشرك

المهندس المشرك



| | | |
|-------|-------|-------|
| 10-11 | 10-12 | 10-13 |
| 10-14 | 10-15 | 10-16 |
| 10-17 | 10-18 | 10-19 |
| 10-20 | 10-21 | 10-22 |
| 10-23 | 10-24 | 10-25 |
| 10-26 | 10-27 | 10-28 |
| 10-29 | 10-30 | 10-31 |

| | | |
|--------------------------------|---------|--|
| Net Volume at Station 0+550.00 | | |
| Cur Area | 271.93 | |
| Cur Out Vol | 8878.48 | |
| Cur PD Vol | 0.00 | |
| Net Vol | 8878.48 | |



| | | |
|------|------|------|
| 1940 | 1941 | 1942 |
| 1943 | 1944 | 1945 |
| 1946 | 1947 | 1948 |
| 1949 | 1950 | 1951 |
| 1952 | 1953 | 1954 |
| 1955 | 1956 | 1957 |
| 1958 | 1959 | 1960 |
| 1961 | 1962 | 1963 |
| 1964 | 1965 | 1966 |
| 1967 | 1968 | 1969 |
| 1970 | 1971 | 1972 |
| 1973 | 1974 | 1975 |
| 1976 | 1977 | 1978 |
| 1979 | 1980 | 1981 |
| 1982 | 1983 | 1984 |
| 1985 | 1986 | 1987 |
| 1988 | 1989 | 1990 |
| 1991 | 1992 | 1993 |
| 1994 | 1995 | 1996 |
| 1997 | 1998 | 1999 |
| 2000 | 2001 | 2002 |
| 2003 | 2004 | 2005 |
| 2006 | 2007 | 2008 |
| 2009 | 2010 | 2011 |
| 2012 | 2013 | 2014 |
| 2015 | 2016 | 2017 |
| 2018 | 2019 | 2020 |
| 2021 | 2022 | 2023 |
| 2024 | 2025 | 2026 |
| 2027 | 2028 | 2029 |
| 2030 | 2031 | 2032 |
| 2033 | 2034 | 2035 |
| 2036 | 2037 | 2038 |
| 2039 | 2040 | 2041 |
| 2042 | 2043 | 2044 |
| 2045 | 2046 | 2047 |
| 2048 | 2049 | 2050 |
| 2051 | 2052 | 2053 |
| 2054 | 2055 | 2056 |
| 2057 | 2058 | 2059 |
| 2060 | 2061 | 2062 |
| 2063 | 2064 | 2065 |
| 2066 | 2067 | 2068 |
| 2069 | 2070 | 2071 |
| 2072 | 2073 | 2074 |
| 2075 | 2076 | 2077 |
| 2078 | 2079 | 2080 |
| 2081 | 2082 | 2083 |
| 2084 | 2085 | 2086 |
| 2087 | 2088 | 2089 |
| 2090 | 2091 | 2092 |
| 2093 | 2094 | 2095 |
| 2096 | 2097 | 2098 |
| 2099 | 2100 | 2101 |
| 2102 | 2103 | 2104 |
| 2105 | 2106 | 2107 |
| 2108 | 2109 | 2110 |
| 2111 | 2112 | 2113 |
| 2114 | 2115 | 2116 |
| 2117 | 2118 | 2119 |
| 2120 | 2121 | 2122 |
| 2123 | 2124 | 2125 |
| 2126 | 2127 | 2128 |
| 2129 | 2130 | 2131 |
| 2132 | 2133 | 2134 |
| 2135 | 2136 | 2137 |
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| 2147 | 2148 | 2149 |
| 2150 | 2151 | 2152 |
| 2153 | 2154 | 2155 |
| 2156 | 2157 | 2158 |
| 2159 | 2160 | 2161 |
| 2162 | 2163 | 2164 |
| 2165 | 2166 | 2167 |
| 2168 | 2169 | 2170 |
| 2171 | 2172 | 2173 |
| 2174 | 2175 | 2176 |
| 2177 | 2178 | 2179 |
| 2180 | 2181 | 2182 |
| 2183 | 2184 | 2185 |
| 2186 | 2187 | 2188 |
| 2189 | 2190 | 2191 |
| 2192 | 2193 | 2194 |
| 2195 | 2196 | 2197 |
| 2198 | 2199 | 2200 |
| 2201 | 2202 | 2203 |
| 2204 | 2205 | 2206 |
| 2207 | 2208 | 2209 |
| 2210 | 2211 | 2212 |
| 2213 | 2214 | 2215 |
| 2216 | 2217 | 2218 |
| 2219 | 2220 | 2221 |
| 2222 | 2223 | 2224 |
| 2225 | 2226 | 2227 |
| 2228 | 2229 | 2230 |
| 2231 | 2232 | 2233 |
| 2234 | 2235 | 2236 |
| 2237 | 2238 | 2239 |
| 2240 | 2241 | 2242 |
| 2243 | 2244 | 2245 |
| 2246 | 2247 | 2248 |
| 2249 | 2250 | 2251 |
| 2252 | 2253 | 2254 |
| 2255 | 2256 | 2257 |
| 2258 | 2259 | 2260 |
| 2261 | 2262 | 2263 |
| 2264 | 2265 | 2266 |
| 2267 | 2268 | 2269 |
| 2270 | 2271 | 2272 |
| 2273 | 2274 | 2275 |
| 2276 | 2277 | 2278 |
| 2279 | 2280 | 2281 |
| 2282 | 2283 | 2284 |
| 2285 | 2286 | 2287 |
| 2288 | 2289 | 2290 |
| 2291 | 2292 | 2293 |
| 2294 | 2295 | 2296 |
| 2297 | 2298 | 2299 |
| 2300 | 2301 | 2302 |
| 2303 | 2304 | 2305 |
| 2306 | 2307 | 2308 |
| 2309 | 2310 | 2311 |
| 2312 | 2313 | 2314 |
| 2315 | 2316 | 2317 |
| 2318 | 2319 | 2320 |
| 2321 | 2322 | 2323 |
| 2324 | 2325 | 2326 |
| 2327 | 2328 | 2329 |
| 2330 | 2331 | 2332 |
| 2333 | 2334 | 2335 |
| 2336 | 2337 | 2338 |
| 2339 | 2340 | 2341 |
| 2342 | 2343 | 2344 |
| 2345 | 2346 | 2347 |
| 2348 | 2349 | 2350 |
| 2351 | 2352 | 2353 |
| 2354 | 2355 | 2356 |
| 2357 | 2358 | 2359 |
| 2360 | 2361 | 2362 |
| 2363 | 2364 | 2365 |
| 2366 | 2367 | 2368 |
| 2369 | 2370 | 2371 |
| 2372 | 2373 | 2374 |
| 2375 | 2376 | 2377 |
| 2378 | 2379 | 2380 |
| 2381 | 2382 | 2383 |
| 2384 | 2385 | 2386 |
| 2387 | 2388 | 2389 |
| 2390 | 2391 | 2392 |
| 2393 | 2394 | 2395 |
| 2396 | 2397 | 2398 |
| 2399 | 2400 | 2401 |
| 2402 | 2403 | 2404 |
| 2405 | 2406 | 2407 |
| 2408 | 2409 | 2410 |
| 2411 | 2412 | 2413 |
| 2414 | 2415 | 2416 |
| 2417 | 2418 | 2419 |
| 2420 | 2421 | 2422 |
| 2423 | 2424 | 2425 |
| 2426 | 2427 | 2428 |
| 2429 | 2430 | 2431 |
| 2432 | 2433 | 2434 |
| 2435 | 2436 | 2437 |
| 2438 | 2439 | 2440 |
| 2441 | 2442 | 2443 |
| 2444 | 2445 | 2446 |
| 2447 | 2448 | 2449 |
| 2450 | 2451 | 2452 |
| 2453 | 2454 | 2455 |
| 2456 | 2457 | 2458 |
| 2459 | 2460 | 2461 |
| 2462 | 2463 | 2464 |
| 2465 | 2466 | 2467 |
| 2468 | 2469 | 2470 |
| 2471 | 2472 | 2473 |
| 2474 | 2475 | 2476 |
| 2477 | 2478 | 2479 |
| 2480 | 2481 | 2482 |
| 2483 | 2484 | 2485 |
| 2486 | 2487 | 2488 |
| 2489 | 2490 | 2491 |
| 2492 | 2493 | 2494 |
| 2495 | 2496 | 2497 |
| 2498 | 2499 | 2500 |

| | |
|----------------------------------|--------------|
| Total Volume at Station 0+058.00 | |
| 16 | Cut Area |
| 27 | Cum Cut Vol |
| 28 | Cum Fill Vol |
| 29 | Net Vol |

International Consulting Engineers
مهندسون استشاريون دولتيون
استشاري المشروع
13

المستشاري العشروني

1. The first step is to identify the problem. In this case, the problem is that the system is not working properly.

[illegible]

مجلسه اول
در روز پنجشنبه ۱۳۰۲
در محل اجتماعات

[illegible]

NBS
 National Bureau of Standards
 Gaithersburg, MD 20899

THE UNIVERSITY OF CHICAGO

Q: What are some common causes of low back pain?



| |
|--------|
| 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | 2112 | 2113 | 2114 | 2115 | 2116 | 2117 | 2118 | 2119 | 2120 | 2121 | 2122 | 2123 | 2124 | 2125 | 2126 | 2127 | 2128 | 2129 | 2130 | 2131 | 2132 | 2133 | 2134 | 2135 | 2136 | 2137 | 2138 | 2139 | 2140 | 2141 | 2142 | 2143 | 2144 | 2145 | 2146 | 2147 | 2148 | 2149 | 2150 | 2151 | 2152 | 2153 | 2154 | 2155 | 2156 | 2157 | 2158 | 2159 | 2160 | 2161 | 2162 | 2163 | 2164 | 2165 | 2166 | 2167 | 2168 | 2169 | 2170 | 2171 | 2172 | 2173 | 2174 | 2175 | 2176 | 2177 | 2178 | 2179 | 2180 | 2181 | 2182 | 2183 | 2184 | 2185 | 2186 | 2187 | 2188 | 2189 | 2190 | 2191 | 2192 | 2193 | 2194 | 2195 | 2196 | 2197 | 2198 | 2199 | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 | 2210 | 2211 | 2212 | 2213 | 2214 | 2215 | 2216 | 2217 | 2218 | 2219 | 2220 | 2221 | 2222 | 2223 | 2224 | 2225 | 2226 | 2227 | 2228 | 2229 | 2230 | 2231 | 2232 | 2233 | 2234 | 2235 | 2236 | 2237 | 2238 | 2239 | 2240 | 2241 | 2242 | 2243 | 2244 | 2245 | 2246 | 2247 | 2248 | 2249 | 2250 | 2251 | 2252 | 2253 | 2254 | 2255 | 2256 | 2257 | 2258 | 2259 | 2260 | 2261 | 2262 | 2263 | 2264 | 2265 | 2266 | 2267 | 2268 | 2269 | 2270 | 2271 | 2272 | 2273 | 2274 | 2275 | 2276 | 2277 | 2278 | 2279 | 2280 | 2281 | 2282 | 2283 | 2284 | 2285 | 2286 | 2287 | 2288 | 2289 | 2290 | 2291 | 2292 | 2293 | 2294 | 2295 | 2296 | 2297 | 2298 | 2299 | 2300 | 2301 | 2302 | 2303 | 2304 | 2305 | 2306 | 2307 | 2308 | 2309 | 2310 | 2311 | 2312 | 2313 | 2314 | 2315 | 2316 | 2317 | 2318 | 2319 | 2320 | 2321 | 2322 | 2323 | 2324 | 2325 | 2326 | 2327 | 2328 | 2329 | 2330 | 2331 | 2332 | 2333 | 2334 | 2335 | 2336 | 2337 | 2338 | 2339 | 2340 | 2341 | 2342 | 2343 | 2344 | 2345 | 2346 | 2347 | 2348 | 2349 | 2350 | 2351 | 2352 | 2353 | 2354 | 2355 | 2356 | 2357 | 2358 | 2359 | 2360 | 2361 | 2362 | 2363 | 2364 | 2365 | 2366 | 2367 | 2368 | 2369 | 2370 | 2371 | 2372 | 2373 | 2374 | 2375 | 2376 | 2377 | 2378 | 2379 | 2380 | 2381 | 2382 | 2383 | 2384 | 2385 | 2386 | 2387 | 2388 | 2389</ |
|--------|

| | | |
|----|-----------------|--------|
| 10 | Oak Wood | 224.40 |
| 11 | Green Oak Wood | 273.75 |
| 12 | Green Fill Wood | 0.00 |
| 13 | Maple Wood | 677.21 |



| | | |
|-----|-----|-----|
| 21 | 22 | 23 |
| 24 | 25 | 26 |
| 27 | 28 | 29 |
| 30 | 31 | 32 |
| 33 | 34 | 35 |
| 36 | 37 | 38 |
| 39 | 40 | 41 |
| 42 | 43 | 44 |
| 45 | 46 | 47 |
| 48 | 49 | 50 |
| 51 | 52 | 53 |
| 54 | 55 | 56 |
| 57 | 58 | 59 |
| 60 | 61 | 62 |
| 63 | 64 | 65 |
| 66 | 67 | 68 |
| 69 | 70 | 71 |
| 72 | 73 | 74 |
| 75 | 76 | 77 |
| 78 | 79 | 80 |
| 81 | 82 | 83 |
| 84 | 85 | 86 |
| 87 | 88 | 89 |
| 90 | 91 | 92 |
| 93 | 94 | 95 |
| 96 | 97 | 98 |
| 99 | 100 | 101 |
| 102 | 103 | 104 |
| 105 | 106 | 107 |
| 108 | 109 | 110 |
| 111 | 112 | 113 |
| 114 | 115 | 116 |
| 117 | 118 | 119 |
| 120 | 121 | 122 |
| 123 | 124 | 125 |
| 126 | 127 | 128 |
| 129 | 130 | 131 |
| 132 | 133 | 134 |
| 135 | 136 | 137 |
| 138 | 139 | 140 |
| 141 | 142 | 143 |
| 144 | 145 | 146 |
| 147 | 148 | 149 |
| 150 | 151 | 152 |
| 153 | 154 | 155 |
| 156 | 157 | 158 |
| 159 | 160 | 161 |
| 162 | 163 | 164 |
| 165 | 166 | 167 |
| 168 | 169 | 170 |
| 171 | 172 | 173 |
| 174 | 175 | 176 |
| 177 | 178 | 179 |
| 180 | 181 | 182 |
| 183 | 184 | 185 |
| 186 | 187 | 188 |
| 189 | 190 | 191 |
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| 195 | 196 | 197 |
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| 210 | 211 | 212 |
| 213 | 214 | 215 |
| 216 | 217 | 218 |
| 219 | 220 | 221 |
| 222 | 223 | 224 |
| 225 | 226 | 227 |
| 228 | 229 | 230 |
| 231 | 232 | 233 |
| 234 | 235 | 236 |
| 237 | 238 | 239 |
| 240 | 241 | 242 |
| 243 | 244 | 245 |
| 246 | 247 | 248 |
| 249 | 250 | 251 |
| 252 | 253 | 254 |
| 255 | 256 | 257 |
| 258 | 259 | 260 |
| 261 | 262 | 263 |
| 264 | 265 | 266 |
| 267 | 268 | 269 |
| 270 | 271 | 272 |
| 273 | 274 | 275 |
| 276 | 277 | 278 |
| 279 | 280 | 281 |
| 282 | 283 | 284 |
| 285 | 286 | 287 |
| 288 | 289 | 290 |
| 291 | 292 | 293 |
| 294 | 295 | 296 |
| 297 | 298 | 299 |
| 300 | 301 | 302 |
| 303 | 304 | 305 |
| 306 | 307 | 308 |
| 309 | 310 | 311 |
| 312 | 313 | 314 |
| 315 | 316 | 317 |
| 318 | 319 | 320 |
| 321 | 322 | 323 |
| 324 | 325 | 326 |
| 327 | 328 | 329 |
| 330 | 331 | 332 |
| 333 | 334 | 335 |
| 336 | 337 | 338 |
| 339 | 340 | 341 |
| 342 | 343 | 344 |
| 345 | 346 | 347 |
| 348 | 349 | 350 |
| 351 | 352 | 353 |
| 354 | 355 | 356 |
| 357 | 358 | 359 |
| 360 | 361 | 362 |
| 363 | 364 | 365 |
| 366 | 367 | 368 |
| 369 | 370 | 371 |
| 372 | 373 | 374 |
| 375 | 376 | 377 |
| 378 | 379 | 380 |
| 381 | 382 | 383 |
| 384 | 385 | 386 |
| 387 | 388 | |

| | | |
|----------------------------------|----------------|----------|
| Total Volume of Station 9+055.00 | | |
| 19 | Out Area | 351.48 |
| 2 | -a Cum Out Vol | 11427.82 |
| | Cum Fill Vol | 0.00 |
| | Net Vol | 11427.82 |


 TEXAS STATE UNIVERSITY SYSTEM
 2025-2026
 2025-2026

الحمد لله

Fig. 2. (1) α -methylstyrene; (2) α -methylstyrene + 10% α -methylstyrene; (3) α -methylstyrene + 20% α -methylstyrene; (4) α -methylstyrene + 30% α -methylstyrene; (5) α -methylstyrene + 40% α -methylstyrene; (6) α -methylstyrene + 50% α -methylstyrene; (7) α -methylstyrene + 60% α -methylstyrene; (8) α -methylstyrene + 70% α -methylstyrene; (9) α -methylstyrene + 80% α -methylstyrene; (10) α -methylstyrene + 90% α -methylstyrene; (11) α -methylstyrene + 100% α -methylstyrene.

فصل في بيان ما ينبغي من التواضع

1000

The image shows a close-up of a handwritten document, possibly a ledger or account book. It features several columns with headings that are partially legible, including "Date", "Particulars", and "Amount". The entries are written in cursive script. The document appears to be from the 18th or 19th century, given the style of the handwriting and the paper's texture.

100% pure
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JCE
JOURNAL OF
CONSTRUCTION
ENGINEERING


 UNIVERSITY OF MICHIGAN PRESS

Author's address: Department of Mathematics,
University of Illinois at Chicago, Chicago, IL 60607,
USA.
E-mail: mahdian@uic.edu

[illegible]

[illegible]

Total Volume of Stock: 0.070.00

| | | |
|----|--------------|----------|
| in | Cut Area | 390.04 |
| -5 | Cum Cut Vol | 13281.82 |
| | Cum Fill Vol | 0.00 |
| | Net Vol | 13281.82 |



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|------|--------|------|
| 1954 | 1955 | 1956 |
| 1957 | 1958 | 1959 |
| 1960 | 1961 | 1962 |
| 1963 | 1964 | 1965 |
| 1966 | 1967 | 1968 |
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| 1972 | 1973 | 1974 |
| 1975 | 1976 | 1977 |
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| 1981 | 1982 | 1983 |
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| 1987 | 1988 | 1989 |
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| 2245 | 2246 | 2247 |
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| 2254 | 2255 | 2256 |
| 2257 | 2258 | 2259 |
| 2260 | 2261 | 2262 |
| 2263 | 2264 | 2265 |
| 2266 | 2267 | 2268 |
| 2269 | 2270 | 2271 |
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| 2278 | 2279 | 2280 |
| 2281 | 2282 | 2283 |
| 2284 | 2285</ | |

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 Journal Volume 28 Number 04-03-89

| | | |
|----|---------------|----------|
| 10 | Out Agent | 434.44 |
| 11 | Owner Out Vol | 15342.89 |
| 12 | Comm Fee Vol | 0.00 |
| 13 | Net Vol | 15342.89 |



THE UNIVERSITY OF CHICAGO

المشقة

[illegible]

| | | |
|----------------------------------|--------------|----------|
| Total Volume of Station D-080.00 | | |
| a | Out Area | 435.22 |
| -a | Cum Out Vol | 17515.95 |
| | Cum Fill Vol | 0.00 |
| | Net Vol | 17515.95 |



| | |
|----------------------------------|----------|
| Total Volume at Station 0+065.00 | |
| Cut Area | 419.73 |
| Cum Cut Vol | 19854.32 |
| Cum Fill Vol | 0.00 |
| Net Vol | 19854.32 |



استقرا في المشرق
الشيخ المصطفى
المشرك

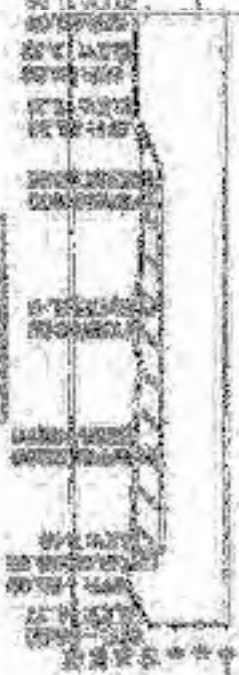
0+090.00



| NO. | SECTION | DEPTH |
|-----|---------|-------|
| 1 | 1 | 1 |
| 2 | 2 | 2 |
| 3 | 3 | 3 |
| 4 | 4 | 4 |
| 5 | 5 | 5 |
| 6 | 6 | 6 |
| 7 | 7 | 7 |
| 8 | 8 | 8 |
| 9 | 9 | 9 |
| 10 | 10 | 10 |

| | |
|----------------------------------|----------|
| Total Volume of Station 0+090.00 | |
| Out Area | 388.27 |
| Cum Out Vol | 27889.32 |
| Cum Fill Vol | 0.00 |
| Net Vol | 27889.32 |

0+095.00



| NO. | SECTION | DEPTH |
|-----|---------|-------|
| 1 | 1 | 1 |
| 2 | 2 | 2 |
| 3 | 3 | 3 |
| 4 | 4 | 4 |
| 5 | 5 | 5 |
| 6 | 6 | 6 |
| 7 | 7 | 7 |
| 8 | 8 | 8 |
| 9 | 9 | 9 |
| 10 | 10 | 10 |

| | |
|----------------------------------|----------|
| Total Volume at Station 0+095.00 | |
| Out Area | 360.99 |
| Cum Out Vol | 23517.44 |
| Cum Fill Vol | 0.00 |
| Net Vol | 23517.44 |

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استشاري المشروع

استشاري المشروع

مهندس الشركة

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| 2 | 2 | 2 |
| 3 | 3 | 3 |
| 4 | 4 | 4 |
| 5 | 5 | 5 |
| 6 | 6 | 6 |
| 7 | 7 | 7 |
| 8 | 8 | 8 |
| 9 | 9 | 9 |
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استشاري المشروع



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استشاري المشروع

0+100.00



| STA | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 |
|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| ELEVATION | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| PROPOSED | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

0+100.00



| STA | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 |
|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| ELEVATION | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| PROPOSED | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |



| STA | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 |
|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| ELEVATION | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| PROPOSED | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

| STA | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 |
|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| ELEVATION | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| PROPOSED | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

EBY

EBY

EBY



| | |
|---------------------------------|---------|
| Total Volume of Station 0+10.00 | |
| Out Area | 362.28 |
| Cum Cut Vol | 2503.18 |
| Cum Fill Vol | 0.00 |
| Net Vol | 2503.18 |

| |
|------|
| 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | 2112 | 2113 | 2114 | 2115 | 2116 | 2117 | 2118 | 2119 | 2120 | 2121 | 2122 | 2123 | 2124 | 2125 | 2126 | 2127 | 2128 | 2129 | 2130 | 2131 | 2132 | 2133 | 2134 | 2135 | 2136 | 2137 | 2138 | 2139 | 2140 | 2141 | 2142 | 2143 | 2144 | 2145 | 2146 | 2147 | 2148 | 2149 | 2150 | 2151 | 2152 | 2153 | 2154 | 2155 | 2156 | 2157 | 2158 | 2159 | 2160 | 2161 | 2162 | 2163 | 2164 | 2165 | 2166 | 2167 | 2168 | 2169 | 2170 | 2171 | 2172 | 2173 | 2174 | 2175 | 2176 | 2177 | 2178 | 2179 | 2180 | 2181 | 2182 | 2183 | 2184 | 2185 | 2186 | 2187 | 2188 | 2189 | 2190 | 2191 | 2192 | 2193 | 2194 | 2195 | 2196 | 2197 | 2198 | 2199 | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 | 2210 | 2211 | 2212 | 2213 | 2214 | 2215 | 2216 | 2217 | 2218 | 2219 | 2220 | 2221 | 2222 | 2223 | 2224 | 2225 | 2226 | 2227 | 2228 | 2229 | 2230 | 2231 | 2232 | 2233 | 2234 | 2235 | 2236 | 2237 | 2238 | 2239 | 2240 | 2241 | 2242 | 2243 | 2244 | 2245 | 2246 | 2247 | 2248 | 2249 | 2250 | 2251 | 2252 | 2253 | 2254 | 2255 | 2256 | 2257 | 2258 | 2259 | 2260 | 2261 | 2262 | 2263 | 2264 | 2265 | 2266 | 2267 | 2268 | 2269 | 2270 | 2271 | 2272 | 2273 | 2274 | 2275 | 2276 | 2277 | 2278 | 2279 | 2280 | 2281 | 2282 | 2283 | 2284 | 2285 | 2286 | 2287 | 2288 | 2289 | 2290 | 2291 | 2292 | 2293 | 2294 | 2295 | 2296 | 2297 | 2298 | 2299 | 2300 | 2301 | 2302 | 2303 | 2304 | 2305 | 2306 | 2307 | 2308 | 2309 | 2310 | 2311 | 2312 | 2313 | 2314 | 2315 | 2316 | 2317 | 2318 | 2319 | 2320 | 2321 | 2322 | 2323 | 2324 | 2325 | 2326 | 2327 | 2328 | 2329 | 2330 | 2331 | 2332 | 2333 | 2334 | 2335 | 2336 | 2337 | 2338 | 2339 | 2340 | 2341 | 2342 | 2343 | 2344 | 2345 | 2346 | 2347 | 2348 | 2349 | 2350 | 2351 | 2352 | 2353 | 2354 | 2355 | 2356 | 2357 | 2358 |
|------|



| | |
|----------------------------------|----------|
| Total Volume at Station 0+115.00 | |
| Cut Area | 402.31 |
| Cum Cut Vol | 30245.39 |
| Cum Fill Vol | 0.00 |
| Net Vol | 30245.39 |

[illegible]

مجلسه ۱۳۴۳

الحمد لله رب العالمين

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1861. It is a copy of the original letter, and is signed by Abraham Lincoln.

1

مجلسه ۱۳۴۳

Figure 1

[illegible]

| | |
|----------------------------------|----------|
| Total Volume at Station 0=120.00 | |
| Cut Area | 410.00 |
| * Cum Cut Vol | 32978.42 |
| Cum Fill Vol | 0.00 |
| Net Vol | 32978.42 |

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor creases and discoloration, characteristic of old paper. The left edge of the page shows the binding of the book, and there are some faint, illegible markings or stains on the surface.

| | |
|----------------------------------|---------|
| Total Volume of Station 0+125.00 | |
| Out Area | 3588.31 |
| - Cum Out Vol | 3588.46 |
| Cum Fill Vol | 0.00 |
| Net Vol | 3588.46 |

International Consulting Engineers
100 East 42nd Street, New York 17, N.Y.

5. all countries

11 9 1250

1. *Chrysomelidae*



| | | | | |
|------|------|------|------|------|
| 3271 | 3272 | 3273 | 3274 | 3275 |
| 3276 | 3277 | 3278 | 3279 | 3280 |
| 3281 | 3282 | 3283 | 3284 | 3285 |
| 3286 | 3287 | 3288 | 3289 | 3290 |
| 3291 | 3292 | 3293 | 3294 | 3295 |
| 3296 | 3297 | 3298 | 3299 | 3300 |
| 3301 | 3302 | 3303 | 3304 | 3305 |
| 3306 | 3307 | 3308 | 3309 | 3310 |
| 3311 | 3312 | 3313 | 3314 | 3315 |
| 3316 | 3317 | 3318 | 3319 | 3320 |
| 3321 | 3322 | 3323 | 3324 | 3325 |
| 3326 | 3327 | 3328 | 3329 | 3330 |
| 3331 | 3332 | 3333 | 3334 | 3335 |
| 3336 | 3337 | 3338 | 3339 | 3340 |
| 3341 | 3342 | 3343 | 3344 | 3345 |
| 3346 | 3347 | 3348 | 3349 | 3350 |
| 3351 | 3352 | 3353 | 3354 | 3355 |
| 3356 | 3357 | 3358 | 3359 | 3360 |
| 3361 | 3362 | 3363 | 3364 | 3365 |
| 3366 | 3367 | 3368 | 3369 | 3370 |
| 3371 | 3372 | 3373 | 3374 | 3375 |
| 3376 | 3377 | 3378 | 3379 | 3380 |
| 3381 | 3382 | 3383 | 3384 | 3385 |
| 3386 | 3387 | 3388 | 3389 | 3390 |
| 3391 | 3392 | 3393 | 3394 | 3395 |
| 3396 | 3397 | 3398 | 3399 | 3400 |
| 3401 | 3402 | 3403 | 3404 | 3405 |
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| 3451 | 3452 | 3453 | 3454 | 3455 |
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| 3461 | 3462 | 3463 | 3464 | 3465 |
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| 3481 | 3482 | 3483 | 3484 | 3485 |
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| 3491 | 3492 | 3493 | 3494 | 3495 |
| 3496 | 3497 | 3498 | 3499 | 3500 |
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| 3506 | 3507 | 3508 | 3509 | 3510 |
| 3511 | 3512 | 3513 | 3514 | 3515 |
| 3516 | 3517 | 3518 | 3519 | 3520 |
| 3521 | 3522 | 3523 | 3524 | 3525 |
| 3526 | 3527 | 3528 | 3529 | 3530 |
| 3531 | 3532 | 3533 | 3534 | 3535 |
| 3536 | 3537 | 3538 | 3539 | 3540 |
| 3541 | 3542 | 3543 | 3544 | 3545 |
| 3546 | 3547 | 3548 | 3549 | 3550 |
| 3551 | 3552 | 3553 | 3554 | 3555 |
| 3556 | 3557 | 3558 | 3559 | 3560 |
| 3561 | 3562 | 3563 | 3564 | 3565 |
| 3566 | 3567 | 3568 | 3569 | 3570 |
| 3571 | 3572 | 3573 | 3574 | 3575 |
| 3576 | 3577 | 3578 | 3579 | 3580 |
| 3581 | 3582 | 3583 | 3584 | 3585 |
| 3586 | 3587 | 3588 | 3589 | 3590 |
| 3591 | 3592 | 3593 | 3594 | 3595 |
| 3596 | 3597 | 3598 | 3599 | 3600 |
| 3601 | 3602 | 3603 | 3604 | 3605 |
| 3606 | 3607 | 3608 | 3609 | 3610 |
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[illegible]

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| Ques. 1000 | 2000 |
| Ques. 1001 | 2001 |
| Ques. 1002 | 2002 |
| Ques. 1003 | 2003 |



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|------|------|------|
| 0271 | 0272 | 0273 |
| 0274 | 0275 | 0276 |
| 0277 | 0278 | 0279 |
| 0280 | 0281 | 0282 |
| 0283 | 0284 | 0285 |
| 0286 | 0287 | 0288 |
| 0289 | 0290 | 0291 |
| 0292 | 0293 | 0294 |
| 0295 | 0296 | 0297 |
| 0298 | 0299 | 0300 |

Total Volume at Station Q-135.00

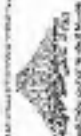
| | | |
|----|--------------|----------|
| sq | Cut Area | 326.88 |
| cu | Cum Cut Vol | 38610.50 |
| | Cum Fill Vol | 0.00 |
| | Net Vol | 38610.50 |

2500

2000



This is a small, rectangular, aged document fragment, likely a historical record or certificate. It contains several lines of handwritten Arabic text in a cursive script. The text is arranged in a structured manner, possibly indicating a date, a location, and a specific event or declaration. The fragment is positioned in the lower right corner of the page.



1940-1941
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| المستفيد | شركة البترول |
| الجهة الممولة | المستفيدون |

1. *What is the purpose of the study?*
 2. *What are the research questions?*

| | |
|---------|------------|
| DATE | 10/10/1988 |
| TIME | 10:00 |
| BY | 10:00 |
| TO | 10:00 |
| FROM | 10:00 |
| REMARKS | 10:00 |

[illegible]

Model velocity at Station 01-140.00

| | | |
|----|--------------|----------|
| 10 | Dist Area | 279.64 |
| 2 | Sum Dist Vol | 40123.81 |
| 3 | Sum Dist Vol | 0.00 |
| 4 | Net Vol | 40123.81 |

[illegible]

total Volume at Station 0+145.00

| | | |
|----|--------------|----------|
| 30 | Cut Area | 235.39 |
| 2 | Cum Cut Vol | 41403.90 |
| | Cum Fill Vol | 0.00 |
| | Net Vol | 41403.90 |

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[Faint, illegible handwritten text]

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صفت الشكر

www.pearson.com.au

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INTERNATIONAL CONVEYING

MINISTRY OF
TRANSPORT

Convention: INTERNATIONAL CONVEYING
REG.



PROJECT: DEVELOPMENT OF
THE CONVEYING SYSTEM
WITH CHARTER AND GUIDE

STATE
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ART



of the Ministry



توسعه سیستم حمل و نقل
و راهنما
و چارتر

توسعه سیستم حمل و نقل
و راهنما
و چارتر

توسعه سیستم حمل و نقل
و راهنما
و چارتر



| Material Name | Area | Volume | Cumulative Volume |
|---------------|------|--------|-------------------|
| Round Fill | 1.00 | 0.00 | 0.00 |



| | |
|--------|---|
| NCL | |
| DESIGN | |
| OFFSET | 0 |

| Material Name | Area | Volume | Cumulative Volume |
|---------------|-------|--------|-------------------|
| Round Fill | 24.83 | 72.77 | 72.77 |



| | |
|--------|---|
| NCL | |
| DESIGN | |
| OFFSET | 0 |

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استشاري المشروع

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| | | | |
|----------------------------------|------|--------|---------|
| <p>Station 0+000 to 0+075.00</p> | | | |
| Station | Area | Volume | Remarks |
| 0+000 | 1.40 | 50.33 | 754.85 |

| | | |
|----------|------|--------|
| Station | Area | Volume |
| 0+075.00 | 1.40 | 50.33 |

| | | | |
|-------------------------------------|------|--------|---------|
| <p>Station 0+075.00 to 0+150.00</p> | | | |
| Station | Area | Volume | Remarks |
| 0+075.00 | 1.40 | 50.33 | 812.50 |

| | | |
|----------|------|--------|
| Station | Area | Volume |
| 0+150.00 | 1.40 | 50.33 |


 مهندس الشركة
 المهندس
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 المهندس
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 وزارة الأشغال العامة والإسكان
 General Public Works and Urban Planning


 وزارة النقل
 Ministry of Transport


 وزارة الموارد المائية
 Ministry of Water Resources


 وزارة الزراعة
 Ministry of Agriculture


 وزارة الصحة
 Ministry of Health


 وزارة التعليم
 Ministry of Education

| Station 0+000 to Station 0+080.00 | | | |
|-----------------------------------|-------|--------|-------------------|
| Station | Area | Volume | Cumulative Volume |
| Station 0+000 | 17.28 | 53.43 | 53.43 |

| NOI | DESIGN | OFFSET |
|-----|--------|--------|
| | | 0 |

| Station 0+080.00 to Station 0+083.00 | | | |
|--------------------------------------|-------|--------|-------------------|
| Station | Area | Volume | Cumulative Volume |
| Station 0+080.00 | 16.57 | 62.99 | 116.42 |

| NOI | DESIGN | OFFSET |
|-----|--------|--------|
| | | 0 |



استشاري المشروع

مهندس المشروع

| | | |
|--|--|--|
| PROJECT NO: _____
DRAWING NO: _____
SHEET NO: _____
DATE: _____
SCALE: _____
TOTAL NO. OF SHEETS: _____ | EPI
ENGINEERING
PROJECTS
INCORPORATED | PROJECT NO: _____
DRAWING NO: _____
SHEET NO: _____
DATE: _____
SCALE: _____
TOTAL NO. OF SHEETS: _____ |
|--|--|--|

| Hydrograph (a) at Station Q=094.00 | | | |
|------------------------------------|------|--------|-------------------|
| Time | Area | Volume | Cumulative Volume |
| 3.00 | 3.00 | 30.85 | 968.64 |

| | | | |
|-------|---|---|---|
| NO. 1 | 2 | 3 | 4 |
| NO. 2 | 3 | 4 | 5 |
| NO. 3 | 4 | 5 | 6 |

| Hydrograph (b) at Station Q=095.00 | | | |
|------------------------------------|------|--------|-------------------|
| Time | Area | Volume | Cumulative Volume |
| 3.00 | 3.00 | 32.47 | 1003.14 |

| | | | |
|-------|---|---|---|
| NO. 1 | 2 | 3 | 4 |
| NO. 2 | 3 | 4 | 5 |
| NO. 3 | 4 | 5 | 6 |



مهندس المشروع

مستشاري المشروع

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|---|---|---|---|
| رقم المشروع
تاريخ العمل
اسم المهندس | رقم العمل
تاريخ العمل
اسم المهندس | رقم العمل
تاريخ العمل
اسم المهندس | رقم العمل
تاريخ العمل
اسم المهندس |
|---|---|---|---|

| Volume (m³) at Station 0+100.00 | | | |
|---------------------------------|------|--------|-------------------|
| Station | Area | Volume | Cumulative Volume |
| Station 0+100.00 | 3.30 | 22.18 | 1025.29 |

| | | | |
|--------|---|---|---|
| NGL | 0 | 0 | 0 |
| DESIGN | 0 | 0 | 0 |
| OFFSET | 0 | 0 | 0 |

| Volume (m³) at Station 0+104.95 | | | |
|---------------------------------|------|--------|-------------------|
| Station | Area | Volume | Cumulative Volume |
| Station 0+104.95 | 0.00 | 0.14 | 1031.43 |

| | | | |
|--------|---|---|---|
| NGL | 0 | 0 | 0 |
| DESIGN | 0 | 0 | 0 |
| OFFSET | 0 | 0 | 0 |



المهندس
المشرف على المشروع

المهندس
المشرف على المشروع



Annual Report of Road Maintenance and Repairs - 1995

| No. | Road Name | Road No. | Road Type | Road Length (km) | Area (sq. km) | Width (m) | Depth (cm) | No. of Lanes | No. of Cuts | No. of Bridges | No. of Interchanges | Total Cost (KD) | Actual Cost (KD) | | |
|-----|-----------------|----------|-----------|------------------|---------------|-----------|------------|--------------|-------------|----------------|---------------------|-----------------|------------------|------|------|
| | | | | | | | | | | | | | 1995 | 1994 | 1993 |
| 1 | Al-Fahd Highway | 101 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 2 | Al-Fahd Highway | 102 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 3 | Al-Fahd Highway | 103 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 4 | Al-Fahd Highway | 104 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 5 | Al-Fahd Highway | 105 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 6 | Al-Fahd Highway | 106 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 7 | Al-Fahd Highway | 107 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 8 | Al-Fahd Highway | 108 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 9 | Al-Fahd Highway | 109 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 10 | Al-Fahd Highway | 110 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 11 | Al-Fahd Highway | 111 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 12 | Al-Fahd Highway | 112 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 13 | Al-Fahd Highway | 113 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 14 | Al-Fahd Highway | 114 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 15 | Al-Fahd Highway | 115 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 16 | Al-Fahd Highway | 116 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 17 | Al-Fahd Highway | 117 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 18 | Al-Fahd Highway | 118 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 19 | Al-Fahd Highway | 119 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 20 | Al-Fahd Highway | 120 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 21 | Al-Fahd Highway | 121 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 22 | Al-Fahd Highway | 122 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 23 | Al-Fahd Highway | 123 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 24 | Al-Fahd Highway | 124 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 25 | Al-Fahd Highway | 125 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 26 | Al-Fahd Highway | 126 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 27 | Al-Fahd Highway | 127 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 28 | Al-Fahd Highway | 128 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 29 | Al-Fahd Highway | 129 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 30 | Al-Fahd Highway | 130 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 31 | Al-Fahd Highway | 131 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 32 | Al-Fahd Highway | 132 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 33 | Al-Fahd Highway | 133 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 34 | Al-Fahd Highway | 134 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 35 | Al-Fahd Highway | 135 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 36 | Al-Fahd Highway | 136 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 37 | Al-Fahd Highway | 137 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 38 | Al-Fahd Highway | 138 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 39 | Al-Fahd Highway | 139 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 40 | Al-Fahd Highway | 140 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 41 | Al-Fahd Highway | 141 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 42 | Al-Fahd Highway | 142 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 43 | Al-Fahd Highway | 143 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 44 | Al-Fahd Highway | 144 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 45 | Al-Fahd Highway | 145 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 46 | Al-Fahd Highway | 146 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 47 | Al-Fahd Highway | 147 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 48 | Al-Fahd Highway | 148 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 49 | Al-Fahd Highway | 149 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |
| 50 | Al-Fahd Highway | 150 | Highway | 10.0 | 10.0 | 10.0 | 10.0 | 1 | 0 | 0 | 0 | 1000 | 0 | 0 | 1000 |

| Year | Month | Day | Time | Location | Activity | Duration | Frequency | Intensity | Impact | Notes |
|------|-------|-----|---------|----------|----------|----------|-----------|-----------|--------|-------|
| 2017 | 01 | 01 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 02 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 03 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 04 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 05 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 06 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 07 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 08 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 09 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 10 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 11 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 12 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 13 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 14 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 15 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 16 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 17 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 18 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 19 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 20 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 21 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 22 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 23 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 24 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 25 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 26 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 27 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 28 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 29 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 30 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 01 | 31 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 02 | 01 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 02 | 02 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 02 | 03 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 02 | 04 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 02 | 05 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 02 | 06 | 10:00 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 2017 | 02 | 07 | 10:00</ | | | | | | | |

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السيد /
 الشئون الفنية
 القبول والتسجيل
 أ. د. محمد

| | | | | | | | | | | | | | | | | |
|----------------------------|-----|----|----|---------|-----|--------|--------|-----|-----|---|---|---|--------|--------|------|------|
| 526 | 76 | 62 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 528 | 89 | 62 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 530 | 82 | 65 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 532 | 78 | 64 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 534 | 85 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 536 | 80 | 64 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 538 | 84 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 540 | 80 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 542 | 82 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 544 | 84 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 546 | 86 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 548 | 88 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 550 | 90 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 552 | 92 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 554 | 94 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 556 | 96 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 558 | 98 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| 560 | 100 | 66 | 66 | 7224.97 | 125 | 5722.6 | 3578.3 | 100 | 100 | 0 | 0 | 1 | 371.88 | 197.23 | 0.00 | 8.00 |
| SUBTOTAL BY DIAMETER (TON) | | | | | | | | | | | | | 197.23 | 0.00 | 0.00 | |
| TOTAL (TON) | | | | | | | | | | | | | 197.23 | 0.00 | 0.00 | |

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[illegible]



PROJECT: IMPROVEMENT OF STATE ROUTE 101
FROM MILE 0+00 TO MILE 10+00



SECTION 1000 - GENERAL

DESCRIPTION OF WORK: IMPROVEMENT OF STATE ROUTE 101

| ITEM NO. | QTY | UNIT | DESCRIPTION | AMOUNT | UNIT PRICE | TOTAL | AMOUNT | UNIT PRICE | TOTAL | AMOUNT | UNIT PRICE | TOTAL | AMOUNT | UNIT PRICE | TOTAL | | | |
|----------|-----|------|-------------|--------|------------|--------|--------|------------|-------|--------|------------|--------|--------|------------|-------|--------|------|--------|
| 1 | 20 | YD | 100% GRAVEL | 100.00 | 5.00 | 500.00 | 2 | 10 | YD | 100.00 | 5.00 | 500.00 | 3 | 10 | YD | 100.00 | 5.00 | 500.00 |
| TOTAL | | | | | | | | | | | | | 6.12 | | 6.12 | | | |

STATE OF ARIZONA

DEPARTMENT OF TRANSPORTATION

UNIFORM CONTRACT DOCUMENTS

10

10

10



PROJECT: DEVELOPMENT OF BUS HALT AT STATIONARY AT/ON SAND / AND SANDA ROAD

DATE: 14/11/2018
PAGE: 1 OF 1
(2-10)



Calculation of work : Summary of Quantity For 2018

| ITEM NO. | DESCRIPTION OF WORK | UNIT | QTY | UNIT PRICE | AMOUNT | QTY | UNIT PRICE | AMOUNT | QTY | UNIT PRICE | AMOUNT | QTY | UNIT PRICE | AMOUNT | QTY | UNIT PRICE | AMOUNT |
|----------------------------|-------------------------|------|------|------------|-----------|------|------------|-----------|------|------------|-----------|------|------------|-----------|------|------------|-----------|
| 1 | 1000 L. 1000 L. 1000 L. | 1000 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 |
| 2 | 1000 L. 1000 L. 1000 L. | 1000 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 |
| 3 | 1000 L. 1000 L. 1000 L. | 1000 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 |
| 4 | 1000 L. 1000 L. 1000 L. | 1000 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 |
| 5 | 1000 L. 1000 L. 1000 L. | 1000 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 |
| 6 | 1000 L. 1000 L. 1000 L. | 1000 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 |
| 7 | 1000 L. 1000 L. 1000 L. | 1000 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 |
| 8 | 1000 L. 1000 L. 1000 L. | 1000 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 | 1000 | 1000.0 | 1000000.0 |
| SUBTOTAL BY QUANTITY (TON) | | | | | | | | | | | | | 10.15 | 1.75 | 0.00 | | |
| TOTAL (TON) | | | | | | | | | | | | | 10.15 | 1.75 | 0.00 | | |

مهندس محمد الشاذلي

مهندس محمد الشاذلي

مهندس محمد الشاذلي



Ministry of Transport and Public Works
General Directorate of Highways
Roads and Bridges Department

1992



Design of the Bridge: Highway Bridge over the River (100m x 10m)

| NO | SECTION | NO | SECTION | NO | SECTION | NO | SECTION | NO | SECTION | NO | SECTION | NO | SECTION | NO | SECTION |
|-----|---------|----|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|
| 1 | 20 | 12 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 2 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 3 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 4 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 5 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 6 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 7 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 8 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 9 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 10 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 11 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 12 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 13 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 14 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 15 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 16 | 30 | 15 | 100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 17 | 11 | 12 | 1100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 17* | 127 | 12 | 1100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 18 | 13 | 12 | 400 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |
| 18* | 32 | 12 | 1100 | 2000 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 | 2900 |

مهندس هيئة الطرق والكباري

التوقيع

استشاري مكتب الاستشاريون الدوليون

التوقيع

International Consulting Engineers
المهندسون الاستشاريون الدوليون

الشركة المنفذة

التوقيع

الشؤون العامة



رقم الملف: ٢٠١٢/٢٠٠٠
التاريخ: ٢٠١٢/٢٠٠٠

٢٠١٢
٢٠١٢/٢٠٠٠

السيد المهندس / رئيس الإدارة المحلية

المشرف على ملف

ملف رقم: ٠٠

المشرف على ملف السيد المهندس / رئيس الإدارة المحلية، أقر في جلسته بتاريخ ٢٠١٢/٢٠٠٠، القرار رقم ١٠، المتعلق بـ [موضوع القرار]، والذي يهدف إلى [غرض القرار].
وبناءً على ذلك، أقر السيد المهندس / رئيس الإدارة المحلية، القرار رقم ١٠، المتعلق بـ [موضوع القرار]، والذي يهدف إلى [غرض القرار].
وبناءً على ذلك، أقر السيد المهندس / رئيس الإدارة المحلية، القرار رقم ١٠، المتعلق بـ [موضوع القرار]، والذي يهدف إلى [غرض القرار].
وبناءً على ذلك، أقر السيد المهندس / رئيس الإدارة المحلية، القرار رقم ١٠، المتعلق بـ [موضوع القرار]، والذي يهدف إلى [غرض القرار].

وقد تم اتخاذ القرار المذكور في جلسة علنية.

السيد المهندس / رئيس الإدارة المحلية
السيد المهندس / رئيس الإدارة المحلية
السيد المهندس / رئيس الإدارة المحلية
السيد المهندس / رئيس الإدارة المحلية

صورة مرسلة السيد المهندس / رئيس الإدارة المحلية

المشرف على ملف

ملف رقم: ٠٠

برجاء التفضل بالإحاطة لما هو مسطر به عليه

وقد تم اتخاذ القرار المذكور في جلسة علنية.

السيد المهندس / رئيس الإدارة المحلية
السيد المهندس / رئيس الإدارة المحلية
السيد المهندس / رئيس الإدارة المحلية
السيد المهندس / رئيس الإدارة المحلية

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السيد المهندس / رئيس الإدارة المحلية
السيد المهندس / رئيس الإدارة المحلية

الختم الرسمي للمجلس المحلي، مع التاريخ ٩/١٨ ورمز ٢١٨.

بسم الله الرحمن الرحيم
الحمد لله رب العالمين والصلاة والسلام على سيدنا محمد
الطيب الطاهر الذي جاء به نور من نور
الأنبياء والمرسلين أما بعد
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الشيخ
 محمد بن عبد الله
 بن محمد بن عبد الله
 بن محمد بن عبد الله

الحمد لله

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الجمهورية العربية السورية
الوزارة العامة للصحة
مديرية الصحة العامة



الوزارة العامة للصحة

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[illegible]

| | | | | | | | | | | | | | | |
|-----|---------------------------------------|-----|----|-------|-------|-----|---|---|---|---|------|---|------|---|
| 105 | first stage of top slab for part (B) | 27 | 16 | 11840 | 11840 | 160 | 0 | 0 | 0 | 1 | 3916 | 0 | 6187 | 0 |
| 106 | | 27 | 16 | 9932 | 9772 | 160 | 0 | 0 | 0 | 1 | 3241 | 0 | 5120 | 0 |
| 107 | | 27 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3775 | 0 | 5965 | 0 |
| 108 | | 27 | 16 | 9272 | 9112 | 160 | 0 | 0 | 0 | 1 | 2917 | 0 | 4609 | 0 |
| 109 | | 27 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3775 | 0 | 5965 | 0 |
| 110 | | 27 | 16 | 9272 | 9112 | 160 | 0 | 0 | 0 | 1 | 2917 | 0 | 4609 | 0 |
| 111 | | 243 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3791 | 0 | 5989 | 0 |
| 112 | | 243 | 16 | 9589 | 9429 | 160 | 0 | 0 | 0 | 1 | 3029 | 0 | 4786 | 0 |
| 113 | | 243 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3791 | 0 | 5989 | 0 |
| 114 | | 243 | 16 | 9589 | 9429 | 160 | 0 | 0 | 0 | 1 | 3029 | 0 | 4786 | 0 |
| 115 | second stage of top slab for part (B) | 248 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3869 | 0 | 6113 | 0 |
| 116 | | 248 | 16 | 9601 | 9441 | 160 | 0 | 0 | 0 | 1 | 3095 | 0 | 4890 | 0 |
| 117 | | 248 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3869 | 0 | 6113 | 0 |
| 118 | | 248 | 16 | 9601 | 9441 | 160 | 0 | 0 | 0 | 1 | 3095 | 0 | 4890 | 0 |
| 119 | third stage of top slab for part (B) | 251 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3916 | 0 | 6187 | 0 |
| 120 | | 251 | 16 | 9932 | 9772 | 160 | 0 | 0 | 0 | 1 | 3241 | 0 | 5120 | 0 |
| 121 | | 251 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3916 | 0 | 6187 | 0 |
| 122 | | 251 | 16 | 9932 | 9772 | 160 | 0 | 0 | 0 | 1 | 3241 | 0 | 5120 | 0 |
| 123 | fourth stage of top slab for part (B) | 251 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3916 | 0 | 6187 | 0 |
| 124 | | 251 | 16 | 9932 | 9772 | 160 | 0 | 0 | 0 | 1 | 3241 | 0 | 5120 | 0 |
| 125 | | 251 | 16 | 12000 | 11840 | 160 | 0 | 0 | 0 | 1 | 3916 | 0 | 6187 | 0 |
| 126 | | 251 | 16 | 9932 | 9772 | 160 | 0 | 0 | 0 | 1 | 3241 | 0 | 5120 | 0 |



PROJECT: DEVELOPMENT OF THE NEWSPAPER AS A MEANS OF
INFORMING THE PUBLIC AND PROMOTING THE

1992



Revised: 10/10/2013

[illegible]



PROJECT: DESIGN AND CONSTRUCTION OF THE NEW BRIDGE AT THE JUNCTION OF THE OLD BRIDGE AND THE NEW BRIDGE

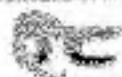
DATE: 10/10/2010



Project Name:

Description of work: Design and Construction of the New Bridge at the Junction of the Old Bridge and the New Bridge

| | | | | | | | | | | | | | |
|----|----|----|-------|-------|-------|---|---|---|---|-----|---|------|---|
| 1 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 792 | 0 | 1251 | 0 |
| 2 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 3 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 4 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 5 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 6 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 7 | 33 | 16 | 12000 | 12000 | 0 | 0 | 0 | 0 | 2 | 792 | 0 | 1251 | 0 |
| 8 | 33 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 112 | 0 | 177 | 0 |
| 9 | 27 | 16 | 12000 | 12000 | 0 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 10 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 68 | 0 | 108 | 0 |
| 11 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 12 | 27 | 15 | 11838 | 11838 | 1200 | 0 | 0 | 0 | 2 | 628 | 0 | 990 | 0 |
| 13 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 503 | 0 | 952 | 0 |
| 14 | 27 | 16 | 10721 | 10721 | 1200 | 0 | 0 | 0 | 2 | 375 | 0 | 258 | 0 |
| 15 | 33 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 792 | 0 | 1251 | 0 |
| 16 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 17 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 18 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 19 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 20 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 21 | 33 | 16 | 12000 | 12000 | 0 | 0 | 0 | 0 | 2 | 792 | 0 | 1251 | 0 |
| 22 | 33 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 322 | 0 | 505 | 0 |
| 23 | 27 | 16 | 12000 | 12000 | 0 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 24 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 324 | 0 | 254 | 0 |
| 25 | 27 | 16 | 12000 | 12000 | 0 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 26 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 154 | 0 | 251 | 0 |
| 27 | 27 | 16 | 12000 | 12000 | 0 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 28 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 114 | 0 | 228 | 0 |
| 29 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 30 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 105 | 0 | 165 | 0 |
| 31 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 32 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 65 | 0 | 102 | 0 |
| 33 | 33 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 792 | 0 | 1251 | 0 |
| 34 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 35 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 36 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 37 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 38 | 27 | 16 | 12000 | 12000 | 12000 | 0 | 0 | 0 | 2 | 648 | 0 | 1024 | 0 |
| 39 | 33 | 16 | 11518 | 11518 | 160 | 0 | 0 | 0 | 2 | 771 | 0 | 1218 | 0 |
| 40 | 27 | 16 | 11377 | 11377 | 160 | 0 | 0 | 0 | 2 | 623 | 0 | 984 | 0 |
| 41 | 27 | 16 | 11236 | 11236 | 160 | 0 | 0 | 0 | 2 | 615 | 0 | 972 | 0 |
| 42 | 27 | 16 | 11095 | 11095 | 160 | 0 | 0 | 0 | 2 | 608 | 0 | 960 | 0 |
| 43 | 27 | 16 | 10953 | 10953 | 160 | 0 | 0 | 0 | 2 | 600 | 0 | 948 | 0 |
| 44 | 27 | 16 | 10812 | 10812 | 160 | 0 | 0 | 0 | 2 | 592 | 0 | 936 | 0 |



PROJECT : IMPROVEMENT OF ROAD NETWORK AT
AL-KUT (K-903) AND KUT (K-904) AREAS

2010
2011

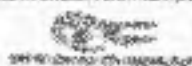


Report of work : Summary of Construction for 2010 & 2011

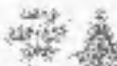
| CLASSIFICATION | DATE
MM/YY | NUMBER
OF LANE | SIZE | SPACING | LENGTH
(M) | AREA
(M ²) | PERCENT
OF TOTAL | PERCENT
OF TOTAL | PERCENT
OF TOTAL | PERCENT
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OF TOTAL | PERCENT
OF TOTAL |
|----------------|---------------|-------------------|------|---------|---------------|---------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| S1 | 1 | 30 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 2 | 30 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 3 | 30 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 4 | 30 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| S2 | 5 | 12 | 01 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 6 | 12 | 01 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 7 | 4 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 8 | 4 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 9 | 22 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 10 | 22 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 11 | 10 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 12 | 22 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 13 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 14 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 15 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| S3 | 16 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 17 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 18 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 19 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 20 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| S4 | 21 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 22 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 23 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 24 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 25 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| S5 | 26 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 27 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 28 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 29 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 30 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| S6 | 31 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 32 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 33 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 34 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 35 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 36 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| S7 | 37 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 38 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 39 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 40 | 12 | 12 | 100 | 5700 | 5700.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

| Year | Month | Day | Time | Location | Temperature | Humidity | Wind Speed | Wind Direction | Cloud Cover | Visibility | Pressure | Relative Humidity | Dew Point | Heat Index | Wind Chill |
|------|-------|-----|-------|----------|-------------|----------|------------|----------------|-------------|------------|----------|-------------------|-----------|------------|------------|
| 2010 | 01 | 01 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 02 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 03 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 04 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 05 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 06 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 07 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 08 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 09 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 10 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 11 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 12 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 13 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 14 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 15 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 16 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 17 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 18 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 19 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 20 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 21 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 22 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 23 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 24 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 25 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 26 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 27 | 00:00 | 000 | 0000.0 | 0000.0 | 000.0 | 000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010 | 01 | 28 | 00:00 | 000 | 0000.0 | 0000.0 | | | | | | | | | |

[illegible]



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Exportation of Goods: Foreign and Domestic Trade, 1947-1948

| Year | Month | Day | Description of Goods | Quantity | Value | Weight | Volume | Value | Weight | Volume | Value | Weight | Volume | TOTAL EXPORTS | | | |
|------|-------|-----|----------------------|----------|-------|--------|--------|-------|--------|--------|-------|--------|--------|---------------|--------|--------|-------|
| | | | | | | | | | | | | | | Value | Weight | Volume | Value |
| 1947 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 3 | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 4 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 5 | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 6 | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 7 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 8 | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 9 | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 10 | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1948 | 11 | 11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 12 | 12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 13 | 13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 14 | 14 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 15 | 15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 16 | 16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 17 | 17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 18 | 18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 19 | 19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 20 | 20 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1949 | 21 | 21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 22 | 22 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 23 | 23 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 24 | 24 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 25 | 25 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 26 | 26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 27 | 27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 28 | 28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 29 | 29 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 30 | 30 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1950 | 31 | 31 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 3 | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 4 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 5 | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 6 | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 7 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 8 | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 9 | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

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| |
|------|
| 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 |
| 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 |
| 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 |
| 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 |
| 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 |
| 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 |
| 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 |
| 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 |
| 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 |
| 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 |
| 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 |
| 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 |
| 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 |
| 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 |
| 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 |
| 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 |
| 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 |
| 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 |
| 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 |
| 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 |
| 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 |
| 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 |
| 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 |
| 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 | 570 | 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 | 580 |
| 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 | 590 | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 |
| 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 | 610 | 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 | 620 |
| 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 | 630 | 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 | 640 |
| 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 | 650 | 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 | 660 |
| 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 | 670 | 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 | 680 |
| 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 |
| 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 |
| 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 |
| 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 |
| 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 |
| 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 |
| 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 |
| 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 |
| 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 |
| 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 |
| 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 |
| 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 |
| 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 |
| 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 |
| 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 |
| 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 |



| رقم | الوصف | الكمية | الواحد | المجموع |
|-----|----------------------------------|--------|--------|---------|
| 1 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 2 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 3 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 4 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 5 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 6 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 7 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 8 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 9 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 10 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 11 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 12 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |
| 13 | تأمين الحريق والتأمين على السرقة | 1 | 1000 | 1000 |

القرار رقم ١٢٩ / ٢٠١٩
بموجب قرار السيد وزير الصحة رقم ١٢٩ / ٢٠١٩

١- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٢- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٣- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٤- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٥- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٦- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٧- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٨- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٩- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٠- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١١- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٢- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٣- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٤- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٥- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٦- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٧- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٨- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

١٩- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

٢٠- تعيين السيد الدكتور / محمد علي محمد علي / طبيباً عاماً في مستشفى حلب العام.

1947-1948

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[illegible]

English page 50

102-810
102-810

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

2000-2001, 2001-2002, 2002-2003

كل الحقبة الامتدادية هي اتحاد الحقبات الممتدة.

1944-1945

1. The first part of the document is a letter from the President of the United States to the Secretary of the Navy, dated 18th March 1899. The letter is addressed to the Secretary of the Navy, and is signed by the President. The letter is a copy of a letter that was sent to the Secretary of the Navy by the President, and is dated 18th March 1899. The letter is a copy of a letter that was sent to the Secretary of the Navy by the President, and is dated 18th March 1899.

[Faint, illegible handwritten notes]

این نامه خوانده شد و مقرر گردید که در این باره به هیأت مدیره اطلاع داده شود.

Antigone

உயிரினங்களின் பரிமாற்றம்

5. Summary of the above information.

المراد: التوسيع، كقولهم: توسعوا في العلم، أي: اجتهدوا فيه.



... ..

10

... ..

... ..

1940

1. *Handwritten text, mostly illegible due to blurriness.*

الجمهورية العربية السورية
وزارة الخارجية
القاهرة



القاهرة، ١٢/١٠/١٩٦٢

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

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السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة

السيد السفير، القاهرة