



مدينة الدار البيضاء
ville de Casablanca

Development of
Moroccan Urban
Infrastructure,
enlargement of
the expressway of
Casablanca

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MEDITERRANEAN ENGINEERING GROUP

Rome
27 November
2014



Development of Moroccan Urban Infrastructure, Enlargement of the expressway of Casablanca to dual three- lane

N.BENAZZOUZ
General Manager Of IDAFA
Vice President of FMCI



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The context





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The context





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The context



The Project 2015-2020 with an overall budget of 33,6 billion dirhams (3 billion Euro) is designed to turn the city into a place for living and sharing a centre of prosperity and leisure that is increasingly attractive for its residents, visitors and investors.

27 billion dirhams (2,4 billion Euro) have been previewed for improving inter urban and inter regional mobility, including the laying of new tramlines and an extensive road building programme.

The programme also sets out to create an infrastructure to bring services closer to the people and restructure the industrial zones for services and logistics.



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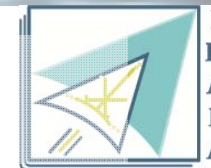
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CASABLANCA EXPRESS WAY



Municipality of Casablanca

Technical Assistance : IDAFA /G S

Contractor : COPISA

Laboratory : LPEE

Lenth : 21 km

From : motorway Exchanger Ain Harrouda

To : motorway Exchanger OCP Head Quaters

Duration : 28 menths

Preparation period : 4 menths



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PROJECT SPECIFICATIONS AND CONSTRAINTS



- Working under urban traffic (over 140,000 v / d) to ensure the flow in both directions;
- Avoid negative impacts of the construction site near the Expressway;
- Ensure the safety of users at the inner Expressway;
- Very short distance between interchanges: 1.5 2 km;
- Presence of a high density of underground networks sometimes misidentified;
- Incomplete skeleton of sanitation in the vicinity of the Expressway and the need to design a remediation clean urban companion.



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- Closeness of the influence of Expressway and difficulty of accident situations and management failures in traffic failover zones;
- Need for close coordination with city services for the management of traffic;
- Work full section including the achievement of the wearing course are in the 23h time slot Evening / 5am;
- The high modulus asphalt require quick implementation especially in winter;
- Pressure on the materials in the Casablanca region.



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Planning

**Improvement
and
perspectives**

Approach

Implementation

Evaluation



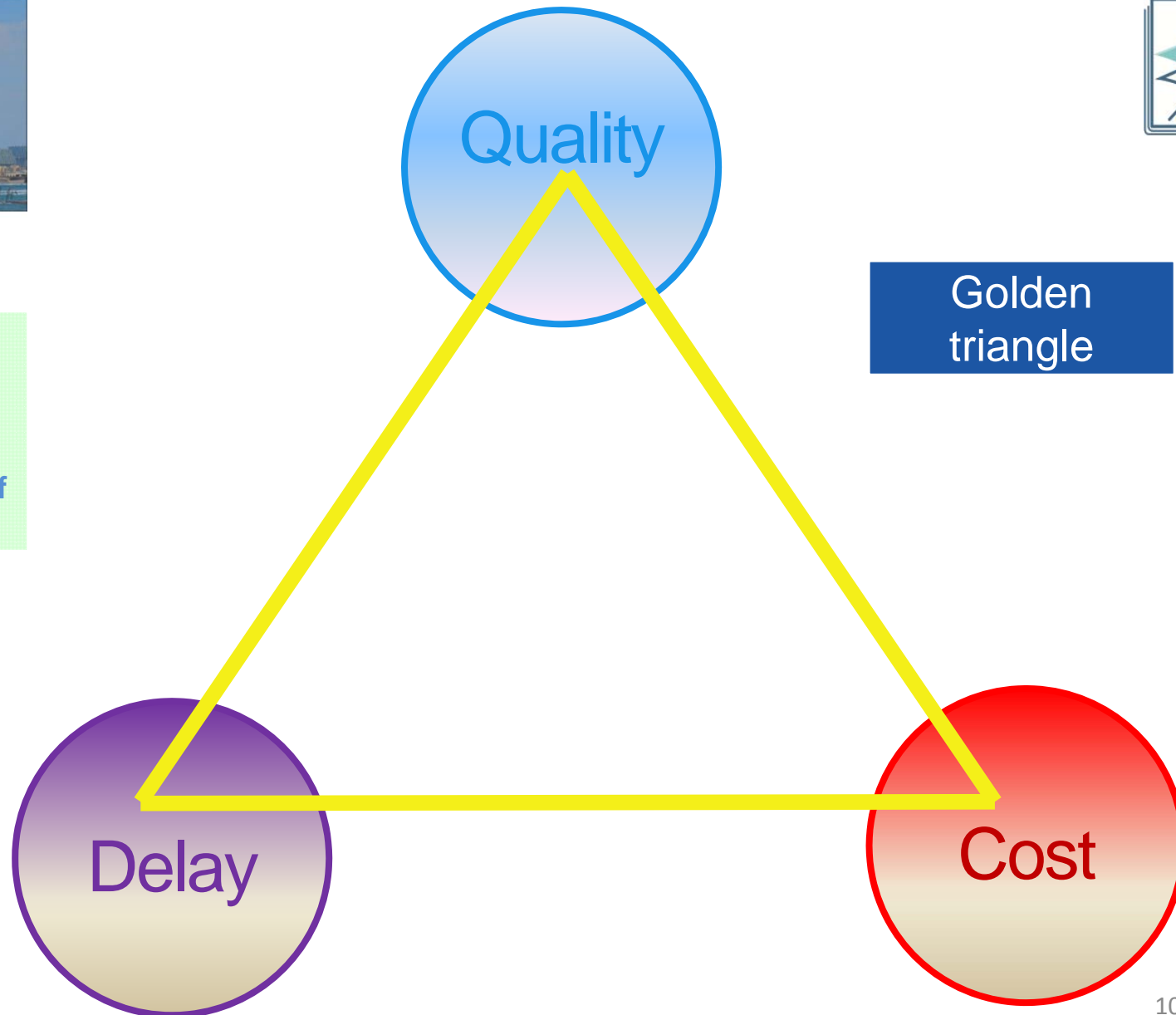
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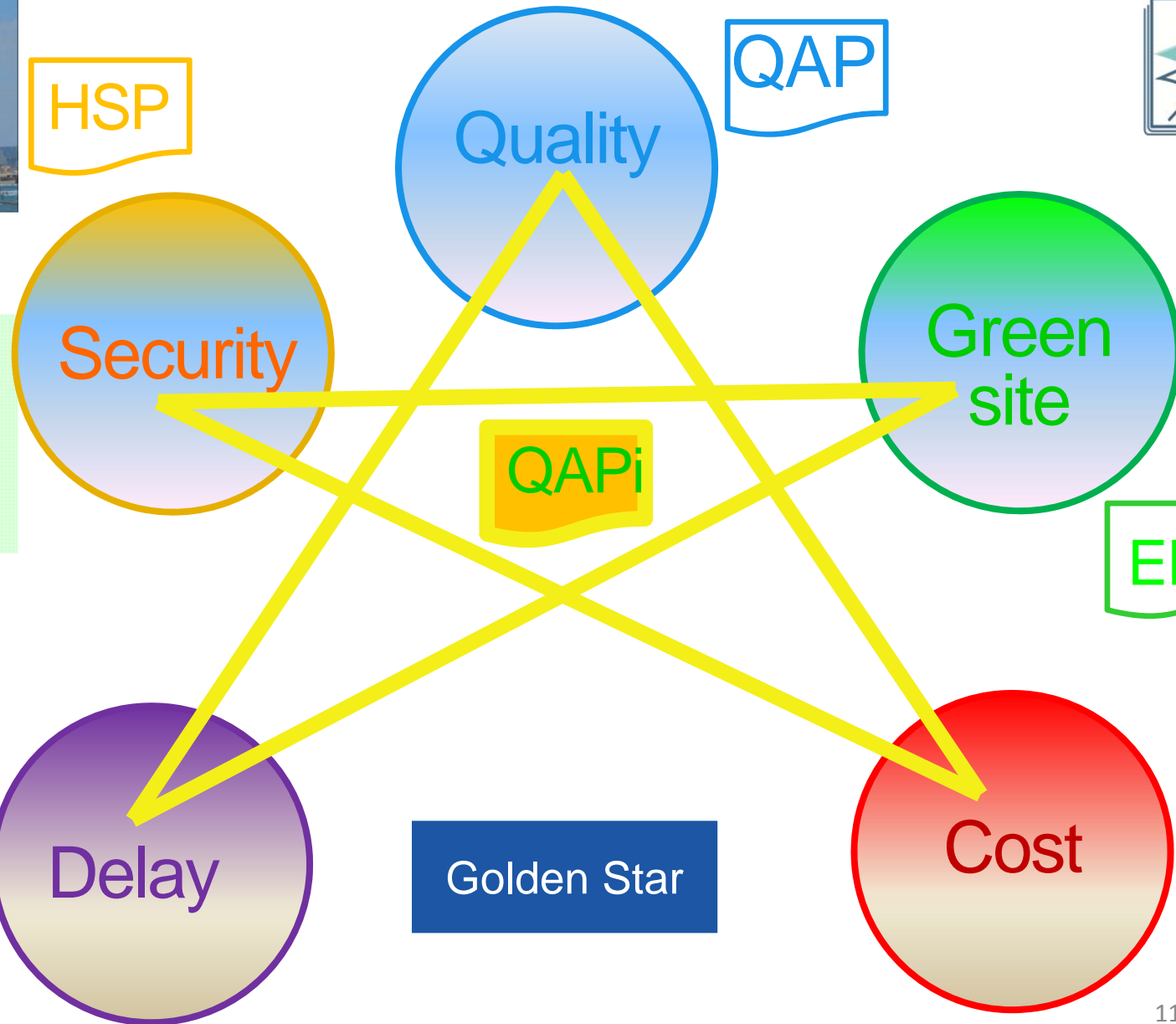
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HSP

QAP



EPP



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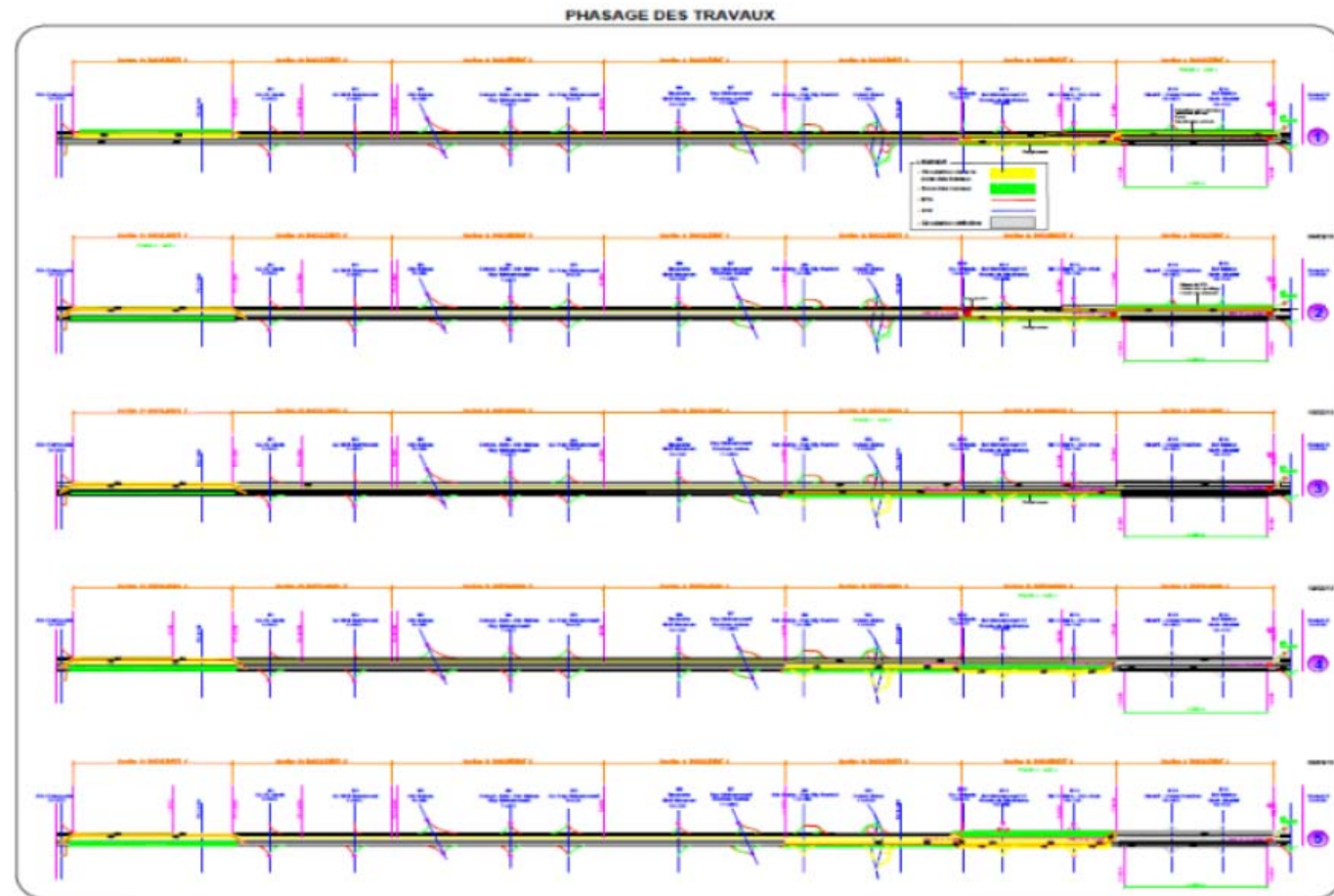
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GENERAL PHASING OF WORKS





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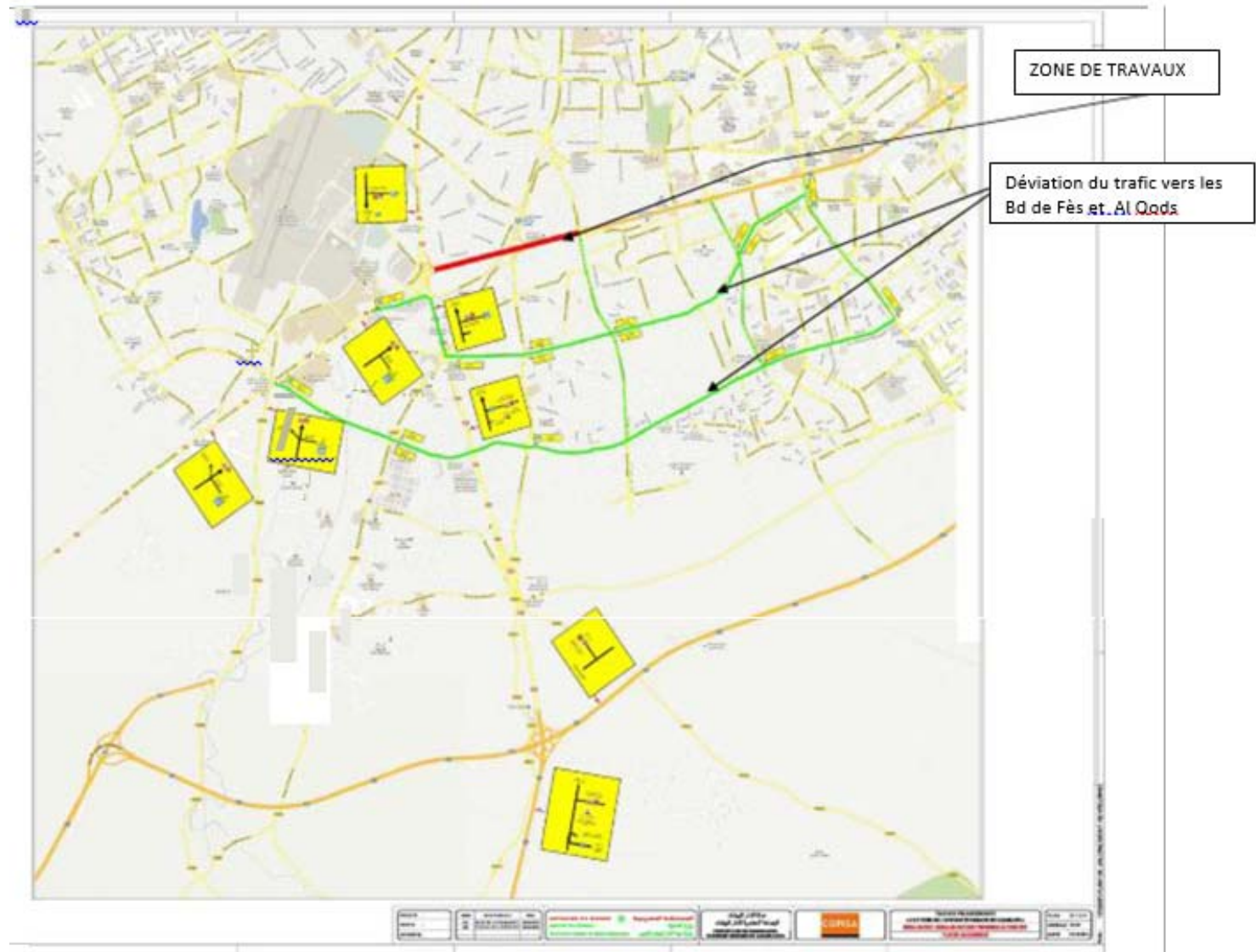
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SLATE PLAN AT THE ENTRANCE OF THE EXPRESSSS WAY





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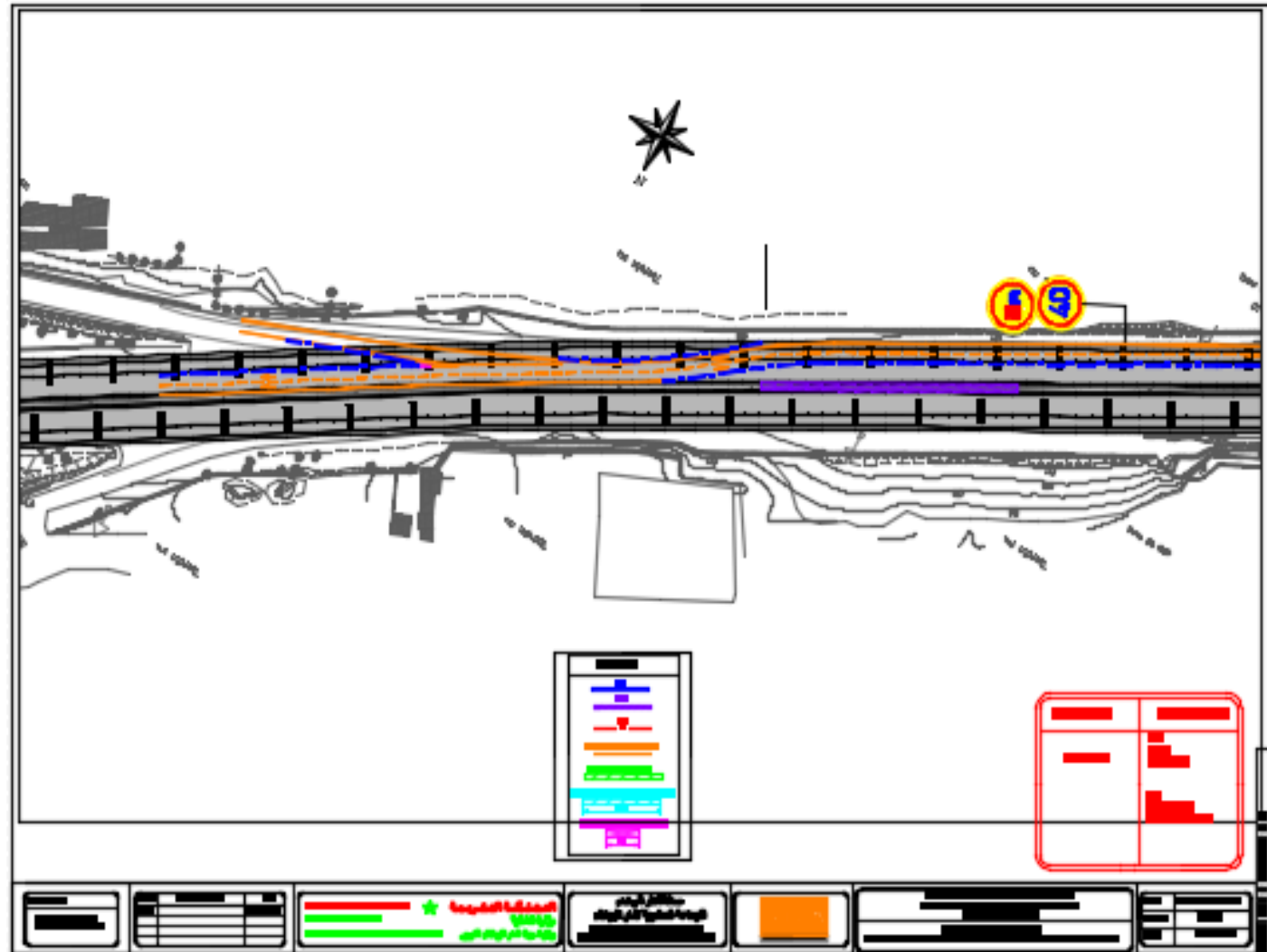
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EXAMPLE SAFETY DEVICE FOR WORK ZONE





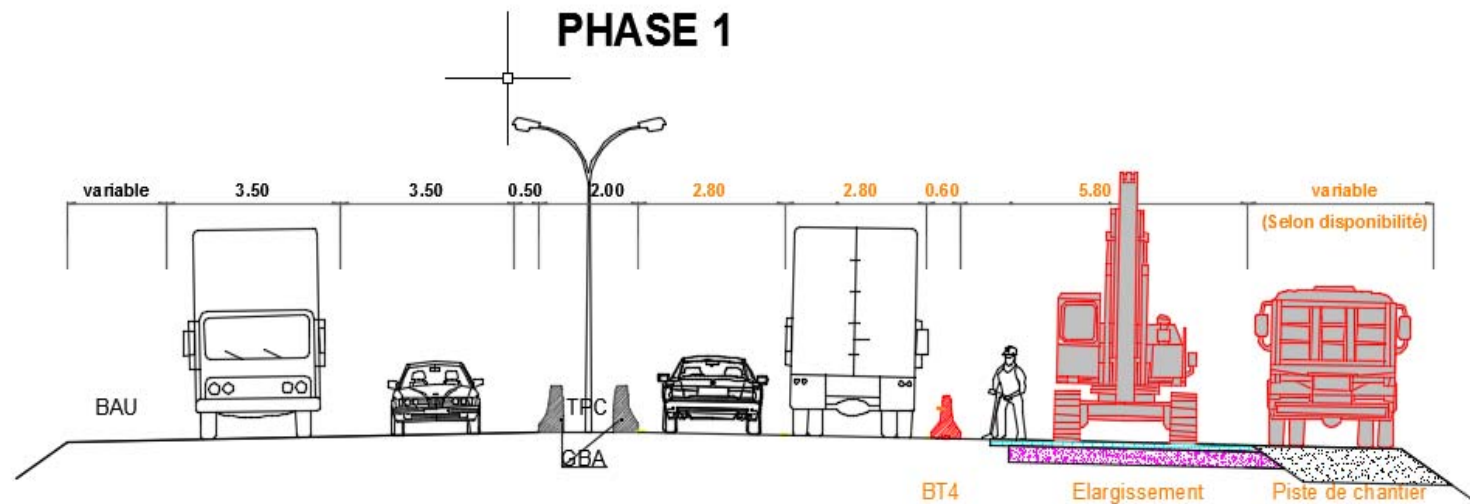
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PHASE 1 :

- Yellow line (white line erase)
- Installation BT4
- Conduct a site track

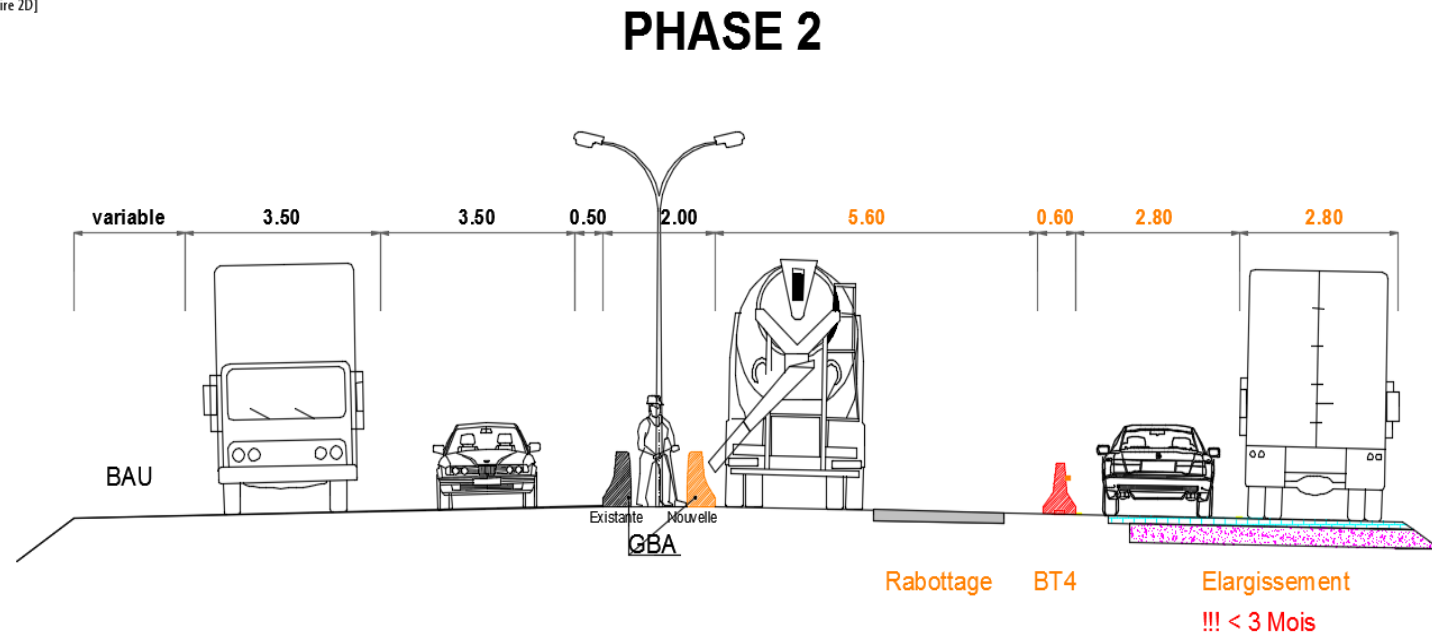


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PHASE 2 :

- Yellow line (of enlargement)
- Planing and repair of the existing pavement
- Demolition of the existing GBA and GBA
- Construction of the new
- Yellow line (of building)



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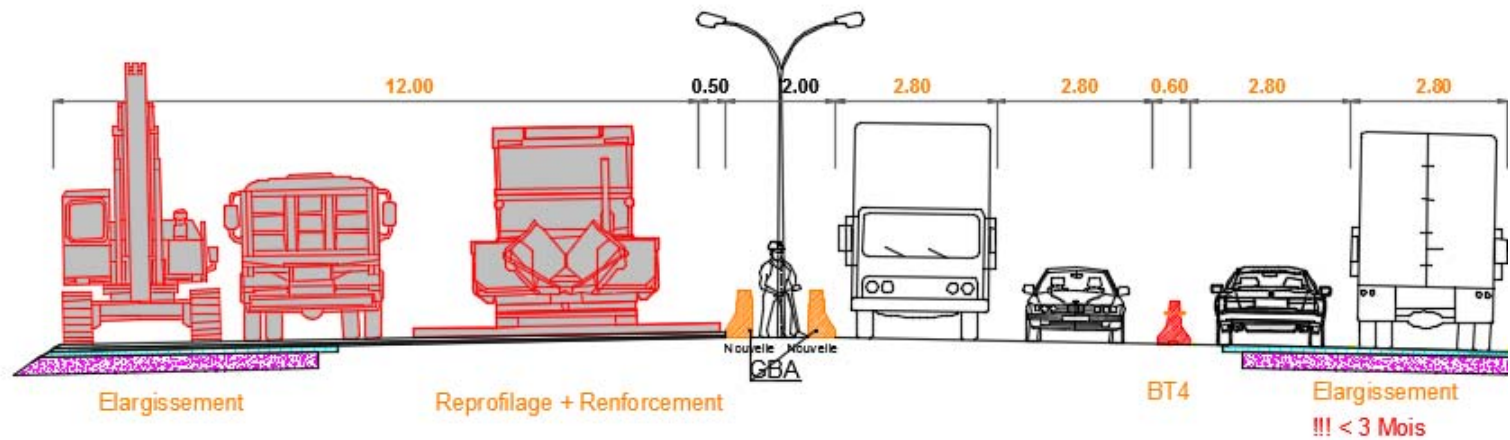
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PHASE 3



PHASE 3 :

- yellow Line
- BT4 poses the ends of the section (Rabat - Casablanca)
- Widening, reshaping and strengthening (Rabat-Casablanca)



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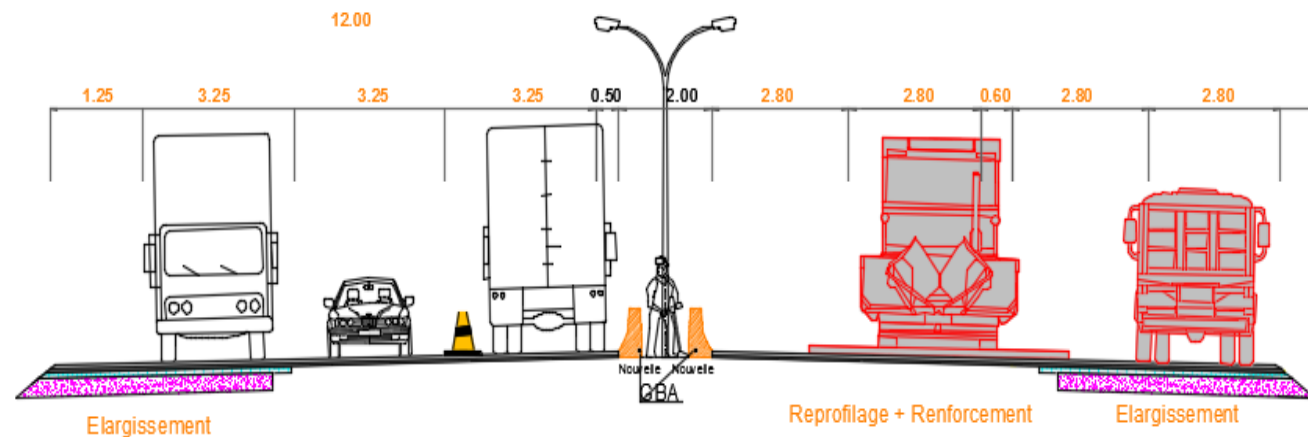
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PHASE 4



PHASE 4 :

- Installation Cones (Separation sense Rabat - Casablanca Rabat and Casablanca)
- Reprofilage work and capacity



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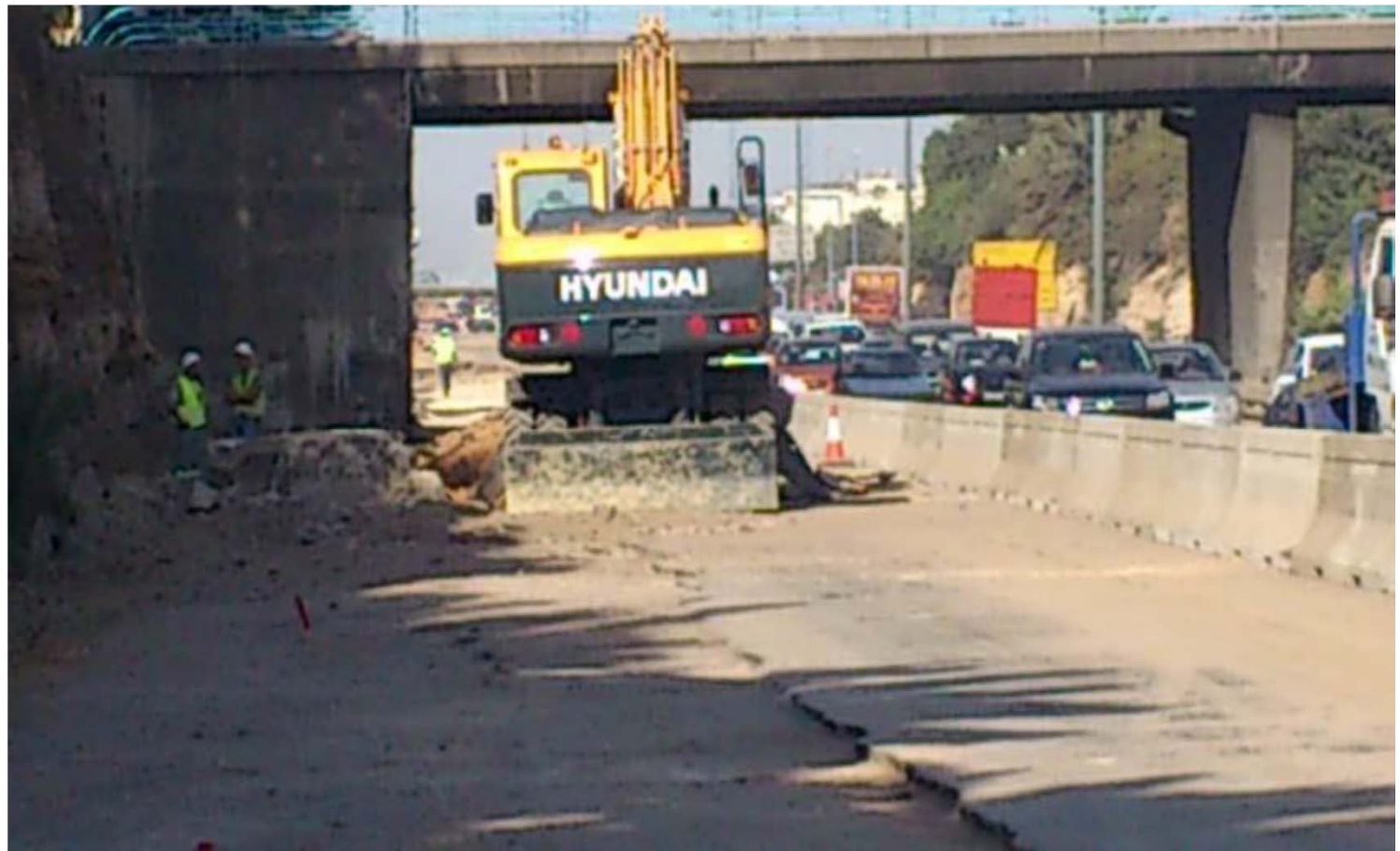
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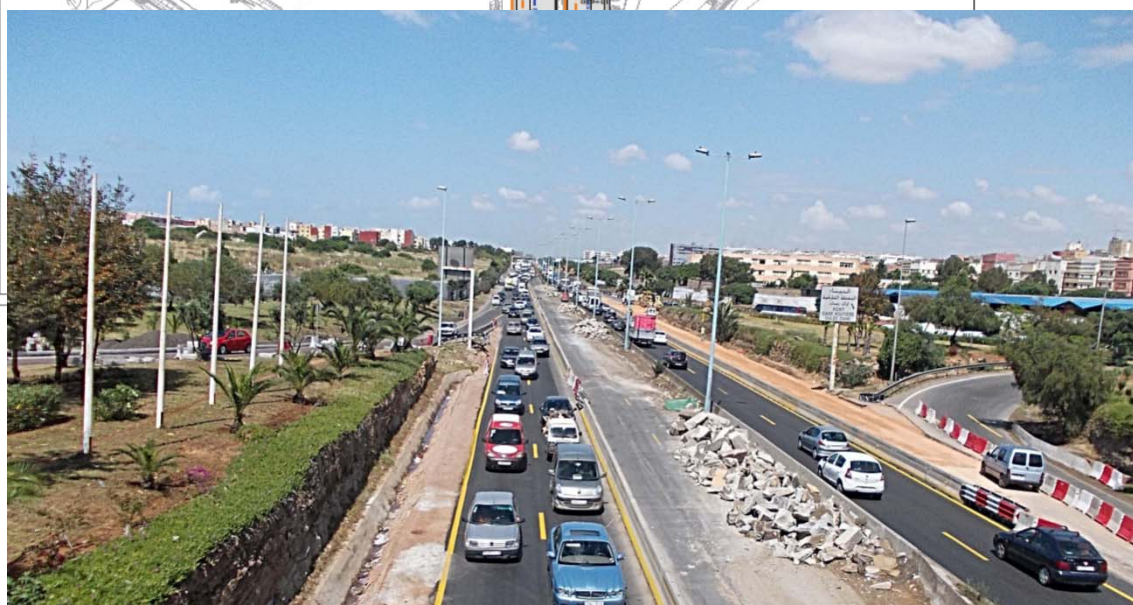
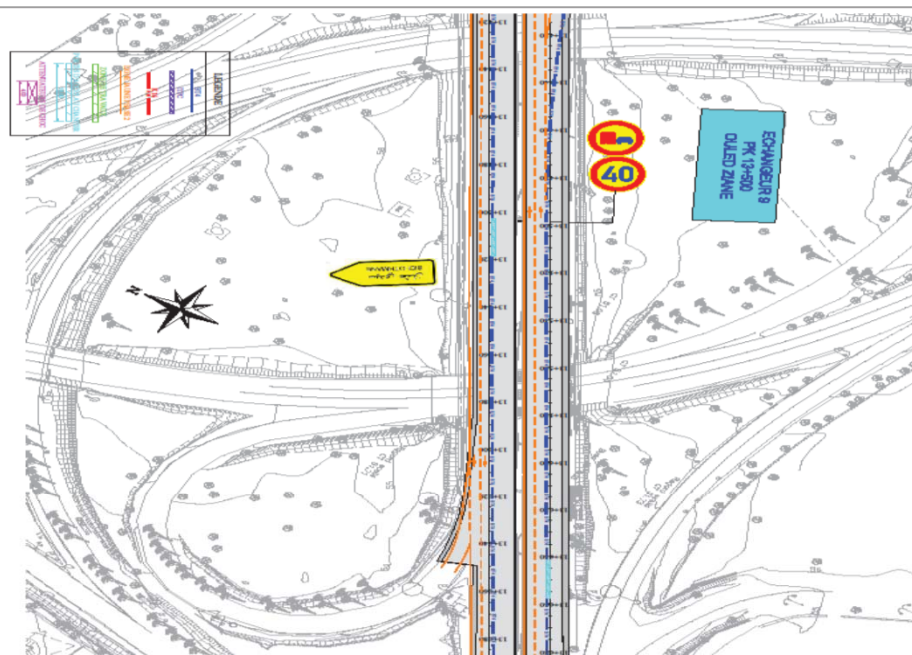
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PROJET :	DEVELOPPEMENT DE L'INFRASTRUCTURE URBAINNE ET ENLARGISSEMENT DE L'EXPRESSIVE DE CASABLANCA
CLIENT :	MINISTERE DE L'INTERIEUR
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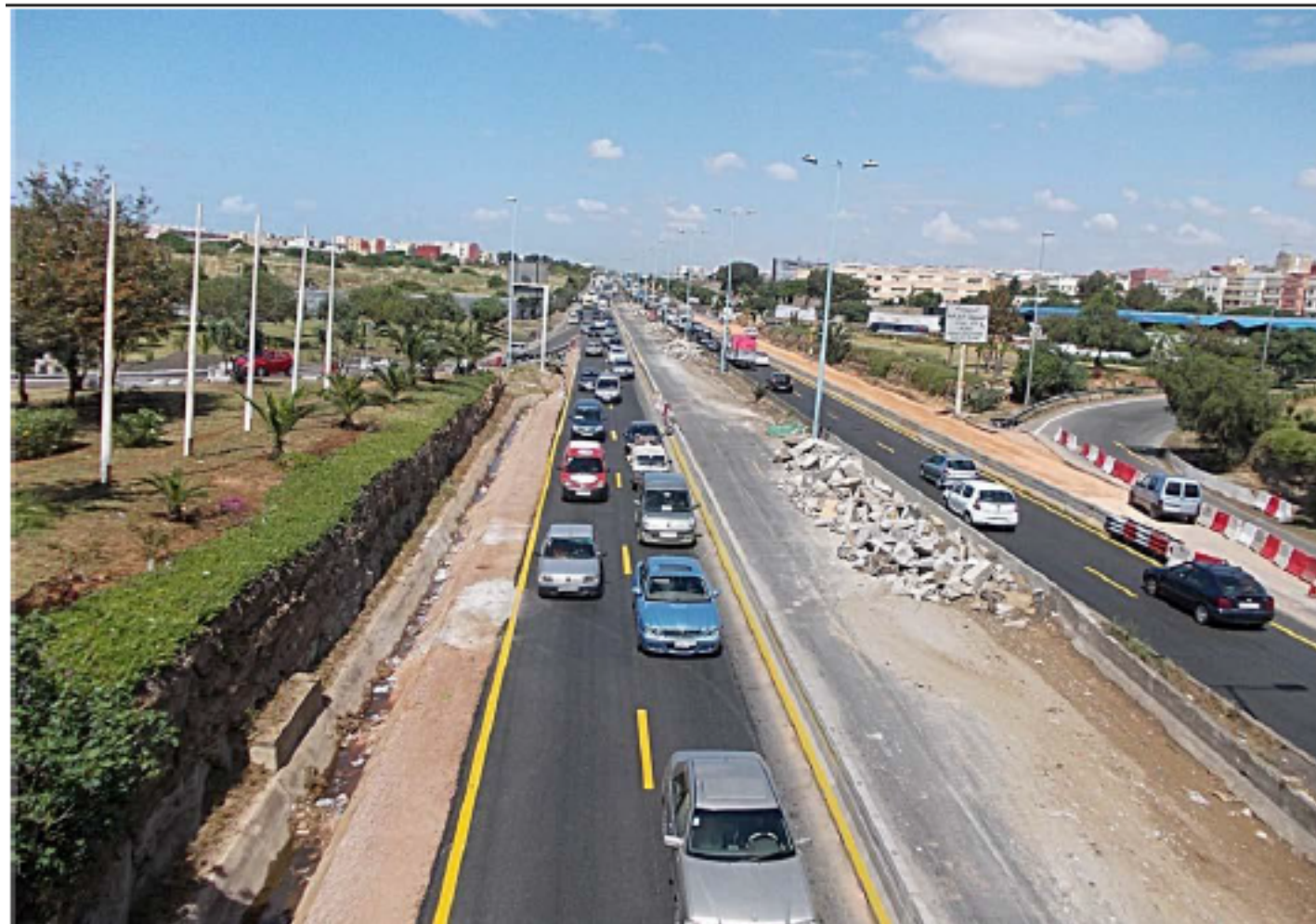
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