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Catchment Protection

The drainage measures required to minimise the effects of accidental spills are, in general, similar to those required to deal with normal highway run off. Concern has been expressed about the possibility of spilled materials getting into King Talal Reservoir. Additional catchment protection works, such as interceptor berms, designed to further protect impounded waters against accidental spills are not considered appropriate for the following reasons:

- The reservoir is a considerable distance from the ADC alignment and spilled material would be unlikely to rapidly and directly be transmitted to it
- During the periods of high flow needed for rapid transmission, dilution rates for all but the most toxic materials would be sufficient to rapidly reduce the potential threat.
- In the event of a known spill, it may be assumed that enhanced monitoring of water treatment quality control at the distribution point would be implemented.
- In times of low, discontinuous or no flow, the relatively small volume of spilled material in relation to the distance from the reservoir, would seep into the soil;
- Unless similar catchment protection measures are taken on other roads within the Zarqa catchment, the threat is unlikely to be greatly diminished by ADC measures;
- Two alternatives are available; to confine the works to roadside drainage channels or alternatively in both these channels and the main stream. However even assuming the measures were confined to the drainage channels they would be unlikely to be much more effective than the basic measures proposed;
- Any measures taken to protect the main river channel would be extremely expensive and generate adverse environmental impacts of their own; and
- Even if measures were confined to roadside drainage channels they would be unlikely to offer much additional mitigation over the basic measures incorporated into the ADC design.

Major engineering solutions should only be considered for very small closed catchments that are utilised for the supply of potable water and are considered to be under extraordinary threat.

Road Engineering

The combination of heavy trucks and long downgrades is a significant hazard to road users. Gearing down and breaking plus the retarding power of the engine, are sometimes insufficient to hold vehicles in check. Defective or incorrectly adjusted braking systems, driver inexperience, and the lack of or unwarranted reliance upon retarder systems are the primary contributors to brake failure.

To overcome such hazards, Arrester Beds or Truck Escape Ramps (TERs) on long steep gradients and where the possibility of damage caused by a runaway vehicle, such as a loaded tanker that would spill its load if it crashed, is greater than normal, are frequently utilised.

The assessment of need and design criteria for such facilities are subject to a wide variety of variables and are therefore not standardised. The profile grade elements over the full length of the ADC have been reviewed, particularly in the vicinity of Wadi Al Ush on Contract 2 where grades are up to 7% and on the ZEB where they

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