

BASIC DESIGN STUDY ON THE PROJECT FOR IMPROVEMENT OF THE ROADS IN ULAANBAATAR

PHOTOGRAPHS( 4)



10) South East of Bus Terminal



11) West Side of Peace Bridge



12) East Side of Peace Bridge

BASIC DESIGN STUDY ON THE PROJECT FOR IMPROVEMENT OF THE ROADS IN ULAANBAATAR

PHOTOGRAPHS(5)



13) In front of Nayramdal Park



14) Dood Selbe Bridge



15) Resettlement Houses

BASIC DESIGN STUDY ON THE PROJECT FOR IMPROVEMENT OF THE ROADS IN ULAANBAATAR

PHOTOGRAPHS(6)



16) In front of New Central Market



17) End of Teeverchid Road



18) Ending Point of Teeverchid Road

BASIC DESIGN STUDY ON THE PROJECT FOR IMPROVEMENT OF THE ROADS IN ULAANBAATAR

PHOTOGRAPHS(7)



19) East Crossroad Intersection



20) West Crossroad Intersection



21) In front of Geser Temple Intersection

## ABBREVIATIONS

### A. Authorities and Agencies

AASHTO	:	American Association of State Highway and Transportation Officials
ADB	:	Asian Development Bank
ASTM	:	American Society for Testing and Materials)
DR	:	Department of Roads
IDB	:	International Development Bank
IMF	:	Intenational Monetary Jind
JICA	:	Japan International Cooperation Agency
JICS	:	Japan International Cooperation System
MOFA	:	Ministry of Foreign Affairs
MOFAE	:	Ministry of Finance and Economy
MOI	:	Ministry of Infrastructure
UBCG	:	Ulaanbaatar City Government
UBZZ	:	“Ulaanbaatar Zam Zasuar” Company
WB	:	World Bank

### B. Other Abbreviations

A	:	Amperage
A	:	Area
Arm	:	atmospheric pressure
BH	:	Borehole
Br.	:	Bridge
°C	:	Celsius Degue
Cal	:	Calorie
CBR	:	California Bearing Ratio
cc.	:	Cubic Capacity
CIP	:	Carriage Insurance Paid to
cm	:	Centimeter
cm/sec	:	Centimeter per Square Second
Ctc	:	Center to Center
DAC	:	Development Assistance Committee
E.P.	:	Evaluated Point
EIA	:	Eminent Inpact Assessment
EL	:	Elevation
f,F	:	Rate of Flow
F/O	:	Fly - Over
F/S	:	Feasibility Study

$g/cm^3$	:	Gram per Cubic Centimeter
GDP	:	Gross Domestic Product
GL	:	Ground Level
GNP	:	Gross National Product
GVW	:	Gross Vehicle Weight
H	:	Height
Ha	:	Hectare
HP	:	Horse Poser
HWL	:	High Water Level
I/C	:	Inception Report
JIS	:	Japanese Industrial Standard
kg	:	Kilogram
$Kg/cm^2$	:	Kilogram per Square Centimeter
$kg/cm^2$	:	Kilogram per Square Centimeter
$kgf/cm^2$	:	Kilogram-force per Square Centimeter
$kgf/cm^3$	:	Kilogram-force per Cubic Centimeter
$kgf/mm^2$	:	Kilogram-force per Square Millimeter
kh	:	Horizontal Seismic
km or KM	:	Kilometer
km/h	:	Kilometer per Hour
$km^2$	:	Square Kilometer
KVA	:	Kilovoltage - Amperage
Kw	:	Kilowatt
L	:	Litter
M	:	Magnitude)
m	:	Meter
M	:	Morment
M/P	:	Master Plan
m/s	:	Meter per Second
$m^2$	:	Square Meter
$m^3$	:	Cubic Meter
$m^3/s$	:	Cubic Meter per Second
$m^3/S/km^2$	:	Cubic Meter per Second per Square Kilometer
Mil.	:	Million
mm	:	Millimeter
mm/h	:	Millimeter per Hour
N	:	N. Value
No., Nos.	:	Number
ODA	:	Official Development Assistance

PC	:	Prestressed Concrete
PCS	:	Pieces
PQ.	:	Prequalification
Q	:	Discharge
r	:	Intensity of Rainfall
R	:	Wetted Perimeter
R24	:	Daily Rainfall
RC	:	Reinforced Concrete
S	:	Scale
SD	:	Deformed Steel Bar
T	:	Duration of Rainfall
t	:	Ton
Ta	:	Equivalent Conversion Thickness
Tc	:	Time of Concentration
Tg	:	Togrogs
Tg/kwh	:	Togrogs per Kilowatt Hour
Tg/lit.	:	Togrogs per Litter
TL	:	Traffic Load
Ton	:	Ton Meter
ton/hr	:	Ton per Hour
U/P	:	Under - pass
UB	:	Ulaanbaatar
US\$	:	United States Dollar
UUB	:	Urbanized Ulaanbaatar
V	:	Flow Velocity
V	:	Voltage
Veh/day	:	Vehicle per Day
W/F	:	Weight Factor
%	:	Percent
$\sigma_c$	:	Concrete Compressive Stress
$\sigma_{ca}$	:	Concrete Allowable Compressive Stress
$\sigma_{ck}$	:	Concrete Specified Compression Strength
$\Delta H$	:	Clearance under Girders
$\sigma_{py}$	:	Concrete Yield Point Stress
$\sigma_s$	:	Steel Compressive Stress
$\sigma_{sa}$	:	Steel Allowable Compressive Stress
$\phi, \Phi$	:	Diameter
$\phi$	:	Phase

**BASIC DESIGN STUDY REPORT ON THE PROJECT  
FOR  
IMPROVEMENT OF THE ROADS IN ULAANBAATAR**

**TABLE OF CONTENTS**

PREFACE	
LETTER OF TRANSMITTAL	
MAP OF THE STUDY AREA	
PROJECT LOCATION MAP	
PERSPECTIVE	
PHOTOGRAPHS	
ABBREVIATIONS	
	<u>Page</u>
<b>CHAPTER 1 BACKGROUND OF THE PROJECT</b> .....	1 - 1
<b>CHAPTER 2 CONTENTS OF THE PROJECT</b> .....	2 - 1
2-1 Objectives of the Project .....	2 - 1
2-2 Basic Concepts of the Project .....	2 - 1
2-2-1 Description of the Project .....	2 - 1
2-2-2 Basic Concepts of the Project .....	2 - 5
2-3 Basic Design.....	2 - 9
2-3-1 Existing Conditions of the Project Area .....	2 - 9
2-3-2 Design Concept.....	2 -42
2-3-3 Basic Design for Improvement of Teeverchid Road .....	2 -46
2-3-4 Basic Design for Improvement of Intersections .....	2 -79
2-3-5 Basic Design for Procurement of Equipment .....	2 -80
<b>CHAPTER 3 IMPLEMENTATION PLAN</b> .....	3 - 1
3-1 Implementation Plan .....	3 - 1
3-1-1 Implementation Concept.....	3 - 1
3-1-2 Implementation Conditions.....	3 - 3
3-1-3 Scope of Works.....	3 - 4
3-1-4 Consultant Supervision .....	3 - 4
3-1-5 Procurement Plan .....	3 - 7
3-1-6 Implementation Schedule.....	3 -11
3-1-7 Obligations of Recipient Country .....	3 -13
3-2 Operation and Maintenance Plan .....	3 -13



**CHAPTER 4 PROJECT EVALUATION AND RECOMMENDATIONS ..... 4 - 1**

4-1	Technical Feasibility and Benefits .....	4 - 1
4-2	Technical Cooperation and Coordination with Other Donor .....	4 - 3
4-3	Conclusion and Recommendations .....	4 - 4

**APPENDICES:**

1. Member List of the Study Team
2. Survey Schedule
3. List of Party Concerned in the Recipient Country
4. Minutes of Discussion
5. Cost Estimation borne by the Recipient Country
6. References
  - 6-1 Traffic Volume Data
  - 6-2 Meteorological and Hydrological Data
  - 6-3 Geological Data
  - 6-4 Road Surface Condition Survey Data
  - 6-5 Soundness of Bridges
  - 6-6 Equipment List
  - 6-7 Basic Design Drawings
  - 6-8 Collected Data

## LIST OF TABLES

	<u>Page</u>
Table 2-2-1 List of Requested Equipment .....	2 - 2
Table 2-2-2 List of Final Requested Equipment .....	2 - 4
Table 2-2-3 Comparison of the Request and Japan's Grant Aid .....	2 - 5
Table 2-2-4 Equipment Contents of Mongolian Request and Japan's Grant Aid .....	2 - 8
Table 2-3-1 Degree of Saturation.....	2 -22
Table 2-3-2 Road Length in Ulaanbaatar City.....	2 -22
Table 2-3-3 Results of Road Surface Condition Survey (2000) .....	2 -25
Table 2-3-4 Results of Road Surface Condition Survey (1998) .....	2 -25
Table 2-3-5 Criteria for Road Surface Condition Survey .....	2 -26
Table 2-3-6 Dimensions of the Project Bridges.....	2 -30
Table 2-3-7 Evaluation Rating for Bridge Soundness .....	2 -31
Table 2-3-8 Overall Evaluation of Bridge Soundness for Item A.....	2 -32
Table 2-3-9 Results of Strength for the Superstructure .....	2 -33
Table 2-3-10 Results of Shearing Force for Shoe Bed .....	2 -34
Table 2-3-11 Results of Stability Analysis for Substructures .....	2 -34
Table 2-3-12 River Capacity of Flow at Teeverchid Road and Upper Stream Reach ...	2 -38
Table 2-3-13 Major Road Construction and Maintenance Company in Ulaanbaatar .....	2 -39
Table 2-3-14 Geometric Standard.....	2 -47
Table 2-3-15 Data of Rainfall in the Short Term Return Periods (Ulaanbaatar).....	2 -54
Table 2-3-16 Ratio from Daily Rainfall-Frequency Relation .....	2 -54
Table 2-3-17 Rainfall Intensity for Design .....	2 -54
Table 2-3-18 Evaluation of Design Discharge at Teeverchid Roads.....	2 -59
Table 2-3-19 Rainfall, Discharge and Return Period.....	2 -60
Table 2-3-20 Dimensions of River Section.....	2 -61
Table 2-3-21 Dimensions of Typical Cross Section .....	2 -62
Table 2-3-22 Unit Weights of Materials (kgf/m <sup>3</sup> ) .....	2 -63
Table 2-3-23 Relation between Superstructure Type and Span Length.....	2 -69
Table 2-3-24 Comparison of Bridge Span and Type .....	2 -71
Table 2-3-25 Comparison of Type of Superstructure .....	2 -72
Table 2-3-26 Relation between Substructure Type and Height .....	2 -73
Table 2-3-27 Comparison of Type of Pier .....	2 -75
Table 2-3-28 Locations of F/O and/or U/P in the Project.....	2 -77
Table 2-3-29 Degree of Saturation.....	2 -79
Table 2-3-30 Result of Intersection Analysis (1/2).....	2 -81
Table 2-3-30 Result of Intersection Analysis (2/2).....	2 -82
Table 2-3-31 Ulaanbaatar City Road Maintenance Plan.....	2 -84
Table 2-3-32 Ulaanbaatar City Road Maintenance Plan (by Road Section).....	2 -85
Table 2-3-33 Road Maintenance Team.....	2 -86

Table 2-3-34	Road Improvement Team.....	2 -86
Table 2-3-35	Yearly Working Volume by One Team .....	2 -87
Table 2-3-36	Required No. of Team.....	2 -87
Table 2-3-37	Required Volume of Asphalt Concrete .....	2 -88
Table 2-3-38	Equipment Scheme.....	2 -90
Table 2-3-39	Equipment Scheme.....	2 -91
Table 2-3-40	Required Volume of Spare Parts.....	2 -92
Table 3-1-1	Procurement Plan for the Major Construction Materials .....	3 -10
Table 3-1-2	Eligible Source Country .....	3 -11
Table 3-2-1	Inspection List for Maintenance.....	3 -14
Table 3-2-2	Maintenance Cost Estimation.....	3 -15
Table 3-2-3	Fuel, Oil Electricity Cost Estimation .....	3 -15
Table 3-2-4	Repair and Maintenance Cost Estimation .....	3 -16

## LIST OF FIGURES

	<u>Page</u>
Fig. 2-2-1 Final Requested Typical Cross Section.....	2 - 3
Fig. 2-3-1 Temperature and Rainfall.....	2 -10
Fig. 2-3-2 Topographic Map in Ulaanbaatar.....	2 -11
Fig. 2-3-3 Geological Map in Ulaanbaatar.....	2 -13
Fig. 2-3-4 Soil Profile .....	2 -15
Fig. 2-3-5 Earthquake Distribution Map.....	2 -16
Fig. 2-3-6 Sectional Map of Earthquake in Ulaanbaatar.....	2 -17
Fig. 2-3-7 Locations of the Traffic Volume Count Survey.....	2 -19
Fig. 2-3-8 2-Lane Traffic Capacity and Existing Traffic Volume on Teeverchid Road..	2 -20
Fig. 2-3-9 Existing Traffic Volume at Each Intersection.....	2 -21
Fig. 2-3-10 Intersection for Road Conditions Survey.....	2 -24
Fig. 2-3-11 Existing Drainage Facilities in Ulaanbaatar.....	2 -28
Fig. 2-3-12 Project Bridges and Main Bridges in Ulaanbaatar City .....	2 -30
Fig. 2-3-13 Comparison of live Load using Mongolian and Japanese Methods.....	2 -33
Fig. 2-3-14 River Capacity of Present River Condition.....	2 -37
Fig. 2-3-15 Typical Cross Section (1/3).....	2 -48
Fig. 2-3-15 Typical Cross Section (2/3).....	2 -49
Fig. 2-3-15 Typical Cross Section (3/3).....	2 -50
Fig. 2-3-16 Typical Cross Sections, Sections of Improvement and Road Condition Survey.....	2 -51
Fig. 2-3-17 Actual Practice of New Pavement in UB City ( $T_A = 17$ ; $H = 47$ cm).....	2 -52
Fig. 2-3-18 Proposed Pavement Structure ( $T_A = 17.3$ ; $H = 35$ cm).....	2 -53
Fig. 2-3-19 Drainage Facilities and System .....	2 -56
Fig. 2-3-20 Location of Channelized A-grade Intersections and Street Lighting .....	2 -58
Fig. 2-3-21 Typical Cross Section for Bridge .....	2 -62
Fig. 2-3-22 Loading System in Japan (B-Live Load, TL-25).....	2 -64
Fig. 2-3-23 Relationship between Bridge Length and Design River Section .....	2 -67
Fig. 2-3-24 Construction Concept and Sequence for Selbe Bridge .....	2 -68
Fig. 2-3-25 Structural Countermeasure to Pier from Abutment .....	2 -76
Fig. 3-1-1 Construction Plan for Teeverchid Road.....	3 - 2
Fig. 3-1-2 Implementation Schedule.....	3 -12