

CHAPTER 4 PROJECT EVALUATION AND RECOMMENDATION

4.1 Project Effect

1) Direct Benefit

- During the traffic survey for the 10 specific intersections, total vehicles were counted about 560,000 nos/12-hours. At present, the peak hour vehicles of 10 intersections were counted about 48,000 vehicles/hour in the morning peak and 56,000 vehicles/hour for the evening peak. Therefore, the present intersections are already saturated and no longer augment the traffic capacity.

If the Project is implemented, the traffic capacity of 10 intersections will increase and facilitate smooth traffic flow and safe pedestrians. Accordingly, the population in the Kathmandu Valley will be benefited.

The beneficial area and population are in Table 4.1.1.

Table 4.1.1 Beneficial Population and Area

City	Beneficial Population	Area
Kathmandu	675 thousand	395 km ²
Patan (Laitpur)	257 thousand	385 km ²
Bhaktapur	173 thousand	119 km ²
Total	1,105 thousand	899 km ²

- A soft component assistance will be carried out to facilitate the smooth traffic management as well as proper operation and maintenance of traffic signals.

2) Indirect Benefit

- The Project can enhance the socioeconomic activities in the Kathmandu Valley through reducing the traffic accidents and traffic congestion.
- The Project can motivate the urban reputation through reducing the vehicle exhaust in the valley.

4.2 Need for Technical Cooperation

Various technologies regarding traffic safety as well as maintenance works related to intersections will be transferred to Nepalese engineers during implementation of the Project.

4.3 Recommendation

Completion of the Project is expected to enhance the smooth traffic flow in the valley. However, the following items that were pointed out in IEE study would have to be considered:

- Control of traffic detour during construction stage
- Security considerations during construction stage
- Training to road users
- Timely payment of compensation

Appendix 1 Member List

1 - 1 First Field Survey

Team Leader	Mr. Satoshi Nakano	Deputy Director, Third Project Management Division, JICA
Consultant Chief	Mr. Katsufumi Matsuzawa	Nippon Koei Co., Ltd.
Intersection Design	Mr. Yoshimi Okano	Ditto
Signal Plan	Mr. Tomoyasu Fukuchi	Ditto
Natural Conditions Survey (Topo & Geo)	Mr. Kunio Shimizu	Ditto
Construction Planner	Mr. Takayasu Nagai	Ditto

1-2 Explanation of Draft Report

Team Leader	Mr. Shigetada Kayumi	Senior Advisor, JICA
Consultant Chief	Mr. Katsufumi Matsuzawa	Nippon Koei Co., Ltd.
Signal Plan	Mr. Tomoyasu Fukuchi	Ditto
Construction Planner	Mr. Takayasu Nagai	Ditto

Appendix 2 Itinerary of Study Team

2-1 Field Survey

Schedule of the Basic design Study for the Project for the Improvement of Intersections in Kathmandu City in the Kingdom of Nepal

	Date	Mr.Nakano (Leader)	Mr.Matsuzawa (Chief Consultant)	Mr.Okano (Intersection Planner)	Mr.Fukuchi (Signal Planner)	Stay at
			Mr.Shimizu (Natural Conditions Survey)	Mr.Nagai (Construction Planner & Cost Estimator)		
1	5/28 (SUN)	NRT11:00→BKK15:30 (TG641)				Bangkok
2	5/29 (MON)	BKK10:30→KTM12:35(TG319) Courtesy Call to JICA, EOJ and Ministry of Works and Transport(MOWT) Discussion with MOWT				Kathmandu
3	5/30 (TUE)	Site Survey				Kathmandu
4	5/31 (WED)	Discussion with MOWT Additional Site Survey				Kathmandu
5	6/1 (THU)	Discussion on the draft of M/M Signing of the M/M				Kathmandu
6	6/2 (FRI)	Report to JICA and EOJ Field survey on the Project for Construction of Sindhuli Road				Kathmandu
7	6/3 (SAT)	KTM13:40→BKK18:10 (TG320)	Internal Meeting			Bangkok Kathmandu
8	6/4 (SUN)	BKK10:50→NRT19:00 (TG640)	Site Survey	NRT11:00→BKK15:30 (TG641)		Kathmandu Bangkok
9	6/5 (MON)		Site Survey	BKK10:30→KTM12:35 (TG319)		Kathmandu
10	6/6 (TUE)		Site Survey			Kathmandu
11	6/7 (WED)		Site Survey			Kathmandu
12	6/8 (THU)		Site Survey			Kathmandu
13	6/9 (FRI)		Site Survey			Kathmandu
14	6/10 (SAT)		Internal Meeting		NRT11:00→BKK15:30 (TG641)	Kathmandu Bangkok
15	6/11 (SUN)		Site Survey		BKK10:30→KTM12:35 (TG319)	Kathmandu
16 to 26	6/12 (MON) to 6/22 (THU)		Site Survey			Kathmandu
27	6/23 (FRI)		Report to EOJ and JICA Site Survey		KTM13:40→BKK18:10(TG320)	Kathmandu Bangkok
28	6/24 (SAT)		Internal Meeting		BKK10:50→NRT19:00 (TG640)	Kathmandu
29	6/25 (SUN)		KTM13:40→BKK18:10 (TG320)	Site Survey		Kathmandu Bangkok
30	6/26 (MON)		BKK10:50→NRT19:00 (TG640)	Site Survey		Kathmandu
31 to 47	6/27 (TUE) to 7/13 (THU)		Site Survey			Kathmandu
48	7/14 (FRI)			Report to EOJ and JICA		Kathmandu
49	7/15 (SAT)			KTM13:40→BKK18:10 (TG320)		Bangkok
50	7/16 (SUN)			BKK10:50→NRT19:00 (TG640)		

2-2 Explanation of Draft Report

	Date	Mr. Shigetada Kayumi (Team Leader)	Mr. Katsufumi Matsuzawa (Consultant Chief) Mr. Tomoyasu Fukuchi (Signal Plan) Takayasu Nagai (Construction Plan/ Cost Estimation)	Stay At
1	10/16 (Mon)	Left Japan 11:00→BKK15:30 (TG641)		BKK
2	10/17 (Tue)	Left BKK10:30→KTM12:35(TG319) Courtesy Call: EOJ, JICA, DOR Discussion with DOR		Kathmandu
3	10/18 (Wed)	Discussion with DOR		Kathmandu
4	10/19 (Thu)	Discussion with DOR Site Survey		Kathmandu
5	10/20 (Fri)	Discussion with DOR		Kathmandu
6	10/21 (Sat)	Site Visit (Sindhuli Road)		Kathmandu
7	10/22 (Sun)	Site Survey, Kathmandu		Kathmandu
8	10/23 (Mon)	Signing of Minutes of Meeting Report to EOJ, JICA		Kathmandu
9	10/24 (Tue)	Leave KTM13:40→BKK18:10 (TG320)		Bkk
10	10/25 (Wed)	Leave BKK10:50→NRT19:00 (TG640)		

Appendix 3 List Of Party Concerned in Nepal

3-1 Study in Nepal

DOR, Ministry of Physical Planning

Director General	Mr. Ananda Prasad Khanal
Deputy Director General	Mr. Madan Gopal Maleku
Ditto	Mr. Keshav Prasad Pokharel
Senior Divisional Engineer	Mr. Krishna Bahadur Thapa
TESU Chief	Mr. Sunil Poudyal
Engineer	Mr. Saroj Bhattarai

Kathmandu Mayor Mr. Keshav Sthapit

Traffic Police, Kathmandu

Superintendent Police Mr . Kumar Koirala

Embassy Of Japan

Ambassador H.E Mr. Mitsuaki Kojima

Second Secretary Mr. Yoshiyuki Toyoguchi

JICA Kathmandu Office

Representative Mr. Ken Hasegawa

Deputy Representative Mr. Tetsuo Yabe

Officer Mr. Kazuhisa Arai

Minutes of Discussions dated June 1, 2000

Minutes of Discussions
on the Basic Design Study
on the Project for Improvement of Intersections in Kathmandu City
in the Kingdom of Nepal

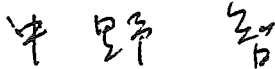
In response to the request from His Majesty's Government of the Kingdom of Nepal (hereinafter referred to as "Nepal"), the Government of Japan has decided to conduct a Basic Design Study on the Project for Improvement of Intersections in Kathmandu City (hereinafter referred to as "the Project") and entrusted the study to the Japan International Cooperation Agency (hereinafter referred to as "JICA").

JICA sent to Nepal the Basic Design Study Team (hereinafter referred to as "the Team"), which is headed by Mr. Satoshi Nakano, Deputy Director, Third Project Management Division, Grant Aid Management Department, JICA, and is scheduled to stay in the country from May 29 to July 15, 2000.

The Team held discussions with the concerned officials of Nepal, and conducted a field survey at the project site.

In the course of the discussions and field survey, both parties have confirmed the main items of the Project as described on the attached sheets. The Team will proceed to further works and prepare the Basic Design Study Report.

Kathmandu, June 1, 2000.



Mr. Satoshi Nakano
Leader
Basic Design Study Team
JICA



Mr. Ananda Prasad Khanal
Director General
Department of Roads
Ministry of Physical Planning and
Works of Nepal

ATTACHMENT

1. Objective

The objective of the Project is to improve the urban traffic conditions by improving the intersections located in the Kathmandu City.

2. Project Site

The sites of the Project are shown in Annex-1.

3. Responsible and Implementing Organization

The responsible and implementing organization is Department of Roads (DoR), Ministry of Physical Planning and Works (MoPPW) of Nepal. The organization chart is shown in Annex-2.

4. Items Requested by Nepal

After discussions with the Team, the 10 intersections described in Annex-3 were finally requested by Nepalese side. JICA will assess the appropriateness of the request and will recommend to the Government of Japan for approval.

5. Japan's Grant Aid Scheme

- 5-1 Nepalese side understands the Japan's Grant Aid scheme explained by the Team, as described in Annex-4.
- 5-2 Nepalese side will take necessary measures, as described in Annex-5, for smooth implementation of the Project as a condition for the Japan's Grant Aid to be implemented.

6. Schedule of the Study

- 6-1 The consultants will proceed to further studies in Nepal until July 15, 2000.
- 6-2 Based on the Minutes of Discussions and technical examination of the study results, JICA will prepare the draft Basic Study Design Report and dispatch a mission in order to explain its contents in (or around) the middle of October, 2000.

7. Other Relevant Issues

- 7-1 Questionnaire
The Nepalese side will prepare the answers for the Questionnaire attached to the Inception Report by June 15, 2000.
- 7-2 Environmental Issues
The Nepalese side confirmed that Initial Environmental Examination (IEE) will be needed for the implementation of the Project. The DoR will conduct the necessary actions and measures for the IEE in conformity with the regulations of Nepal within the due time as described in Annex-6.

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7-3 Land Acquisition

The Nepalese side will acquire the land and make necessary compensations for those houses and land affected by the road construction resulted from the Project in conformity with the regulations of Nepal.

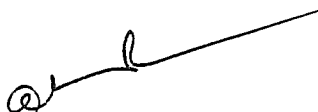
7-4 Relocation of Trolley Bus Cables and Poles

The Nepalese side will relocate the cables and poles of trolley bus, if required, prior to the commencement of the construction works of the Project.

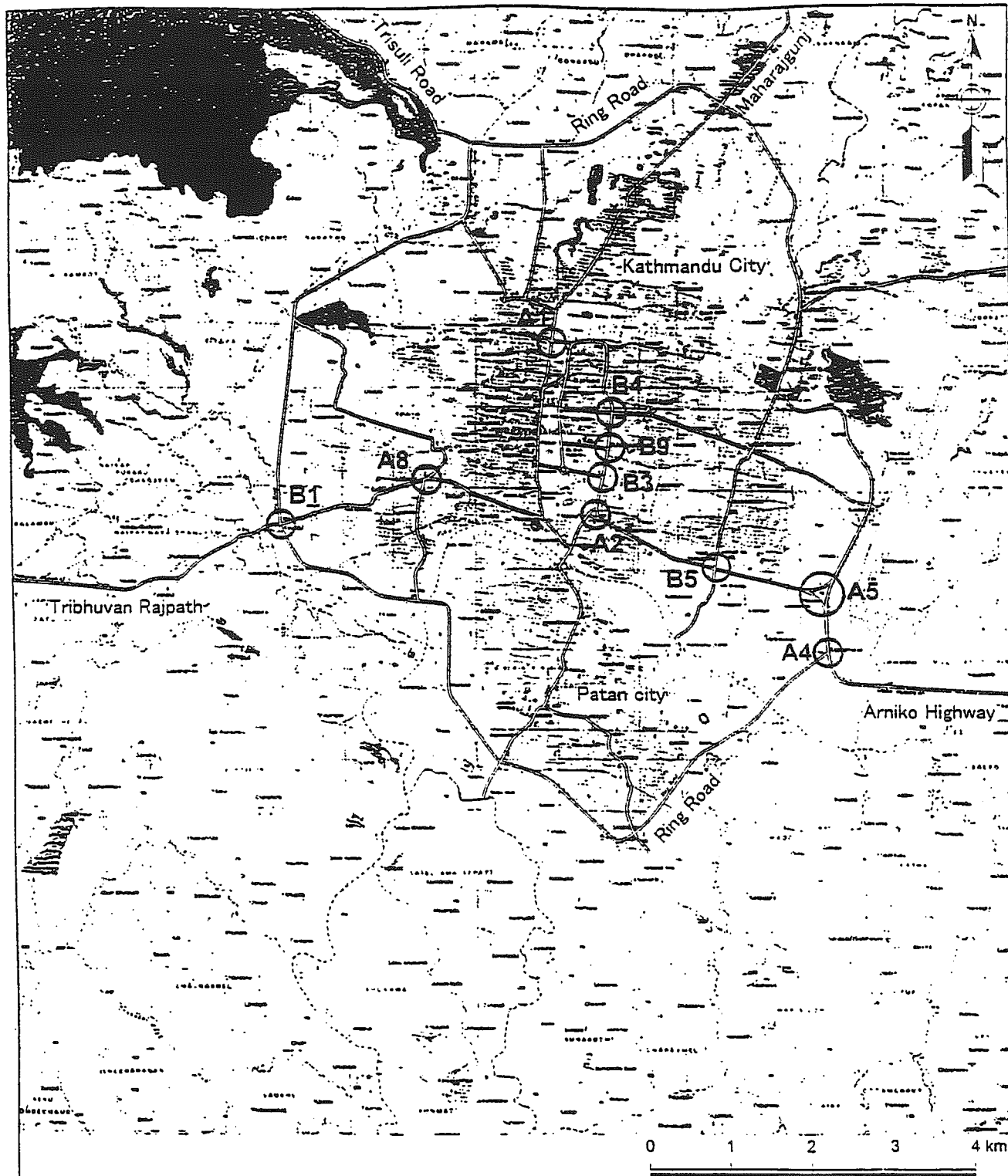
7-5 Technology Transfer

The Team respects the Nepalese request for the technology transfer concerning the improvement of intersections, and agreed that the Nepalese counterparts assigned by DoR should participate in designing the Project and its implementation.

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LOCATION MAP



Name of Intersection subject to study

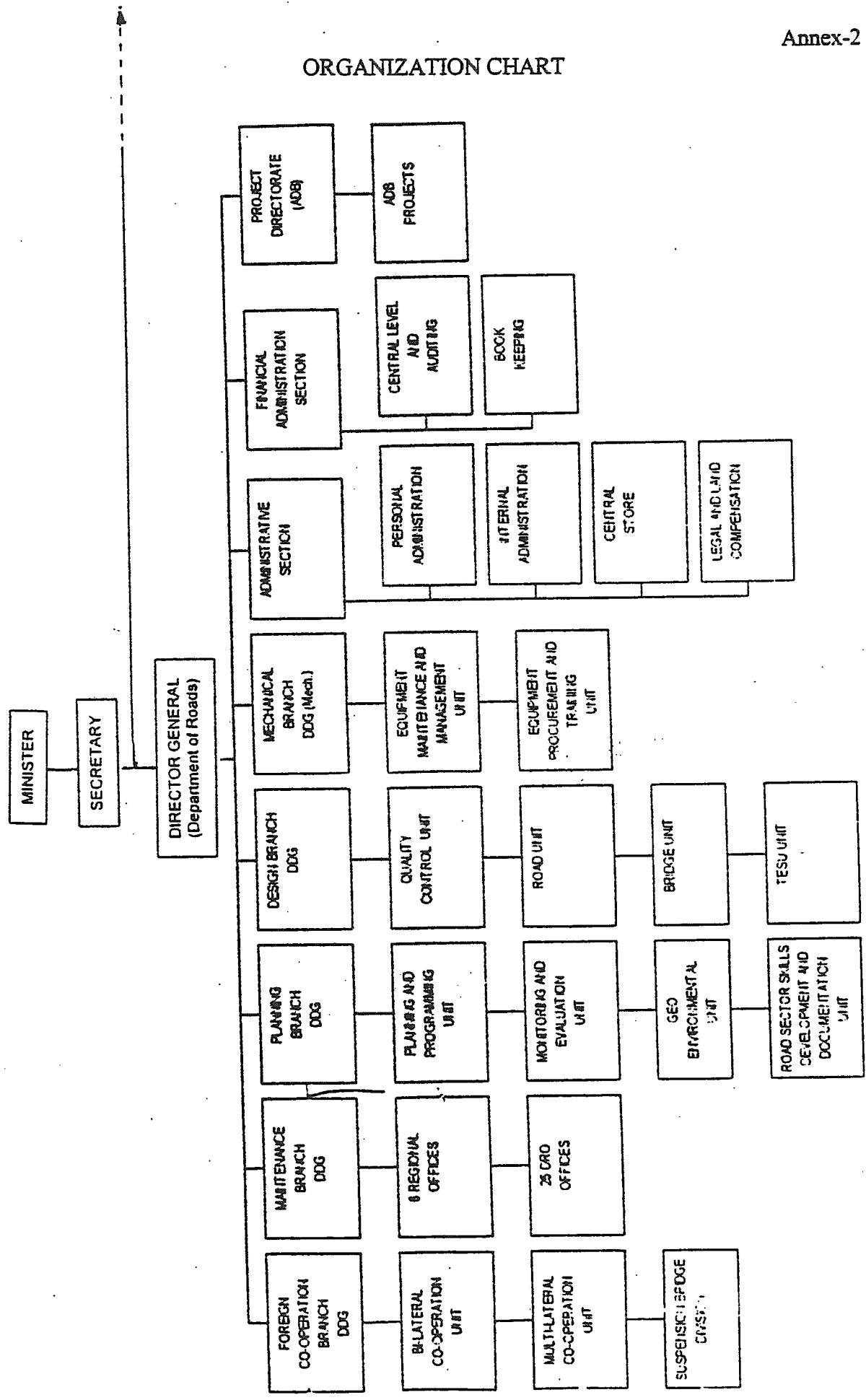
- | | | | |
|----|--------------------|----|--------------------------|
| A1 | Kesharmahal | B1 | Kalanki-Chowk |
| A2 | Maitighar | B3 | Singha Durbar |
| A4 | Koteswor Ring Road | B4 | Ramshaha Path-DilliBazar |
| A5 | Koteswor Tinkune | B5 | Naya Baneshwar |
| A8 | Kalimati | B9 | Padmodaya Turning |

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ORGANIZATION CHART

MINISTRY OF PHYSICAL PLANNING AND WORKS (ORGANIZATION CHART)

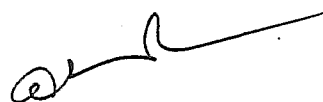


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A-9

ITEMS REQUESTED BY NEPAL

	ID No.	Name of Intersections
1.	A-1	Kesharmahal
2.	A-2	Maitighar
3.	A-4	Koteshwar - Ring Road
4.	A-5	Koteshwar - Tinkune
5.	A-8	Kalimati
6.	B-1	Kalanki Chowk
7.	B-3	Singha Durbar
8.	B-4	Ramshaha Path - Dillibazar
9.	B-5	Naya Baneshwar
10.	B-10	Padmodaya Turning

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JAPAN'S GRANT AID SCHEME

1. Grant Aid Procedures

- 1) Japan's Grant Aid Program is executed through the following procedures.
 - Application (Request made by the recipient country)
 - Study (Basic Design Study conducted by JICA)
 - Appraisal & Approval
(Appraisal by the Government of Japan and Approval by the Cabinet)
 - Determination of the Implementation
(The Note exchanged between the Governments of Japan and recipient country)

- 2) Firstly, the application or request for a Grant Aid project submitted by a recipient country is examined by the Government of Japan (the Ministry of Foreign Affairs) to determine whether or not it is eligible for Grant Aid. If the request is deemed appropriate, the Government of Japan assigns JICA to conduct a study on the request.
 Secondly, JICA conducts the study (Basic Design Study) using (a) Japanese consulting firm(s).
 Thirdly, the Government of Japan appraises the project to see whether or not it is suitable for Japan's Grant Aid Program, based on the Basic Design Study report prepared by JICA, and the results are then submitted to the Cabinet for approval.
 Fourthly, the project, once approved by the Cabinet, becomes official with the Exchange of Notes (E/N) signed by the Governments of Japan and the recipient country.
 Finally, for the implementation of the project, JICA assists the recipient country in such matters as preparing tenders, contracts and so on.

2. Basic Design Study

- 1) Contents of the study
 The aim of the Basic Design Study (hereafter referred to as "the Study") conducted by JICA on a requested project (hereafter referred to as "the Project") is to provide a basic document necessary for the appraisal of the Project by the Government of Japan. The contents of the Study are as follows:
 - a) Confirmation of the background, objectives, and benefits of the Project and also institutional capacity of agencies concerned of the recipient country necessary for the Project's implementation.
 - b) Evaluation of the appropriateness of the Project to be implemented under the Grant Aid scheme from a technical, social and economic point of view.
 - c) Confirmation of items agreed on by both parties concerning the basic concept of the Project.
 - d) Preparation of a basic design of the Project.
 - e) Estimation of costs of the Project.

The contents of the original request are not necessarily approved in their initial form as the contents of the Grant Aid project. The Basic Design of the Project is confirmed considering the guidelines of the Japan's Grant Aid scheme.

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The Government of Japan requests the Government of the recipient country to take whatever measures are necessary to ensure its self-reliance in the implementation of the Project. Such measures must be guaranteed even though they may fall outside of the jurisdiction of the organization in the recipient country actually implementing the Project. Therefore, the implementation of the Project is confirmed by all relevant organizations of the recipient country through the Minutes of Discussions.

2) Selection of Consultants

For smooth implementation of the Study, JICA uses (a) registered consultant firm(s). JICA selects (a) firm(s) based on proposals submitted by interested firms. The selected firm(s) carry(ies) out a Basic Design Study and write(s) a report, based upon terms of reference set by JICA. The consultant firm(s) used for the Study is (are) recommended by JICA to the recipient country to also work on the Project's implementation after the Exchange of Notes, in order to maintain technical consistency.

3. Japan's Grant Aid Scheme

1) Japan's Grant Aid

The Grant Aid program provides a recipient country with non-reimbursable funds to procure the facilities, equipment and services (engineering services and transportation of the products, etc.) for economic and social development of the country under principles in accordance with the relevant laws and regulations of Japan. Grant Aid is not supplied through the donation of materials as such.

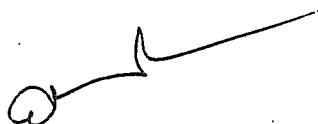
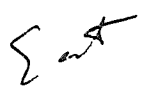
2) Exchange of Notes (E/N)

Japan's Grant Aid is extended in accordance with the Notes exchanged by the two Governments concerned, in which the objectives of the Project, period of execution, conditions and amount of the Grant Aid, etc., are confirmed.

3) "The period of the Grant Aid" means the one fiscal year which the Cabinet approves the Project for. Within the fiscal year, all procedures such as exchanging of the Notes, concluding contracts with (a) consultant firm(s) and (a) contractor(s) and final payment to them must be completed. However, in case of delays in delivery, installation or construction due to unforeseen factors such as weather, the period of the Grant Aid can be further extended for a maximum of one fiscal year at most by mutual agreement between the two Governments.

4) Under the Grant Aid, in principle, Japanese products and services including transport or those of the recipient country are to be purchased. When the two Governments deem it necessary, the Grant Aid may be used for the purchase of the products or services of a third country. However, the prime contractors, namely, consulting, constructing and procurement firms, are limited to "Japanese nationals". (The term "Japanese nationals" means persons of Japanese nationality or Japanese corporations controlled by persons of Japanese nationality.)

5) Necessity of "Verification"

The Government of recipient country or its designated authority will conclude contracts denominated in Japanese yen with Japanese nationals. Those contracts shall be verified by the Government of Japan. This "Verification" is deemed necessary to secure accountability to Japanese taxpayers.

- 6) **Undertakings required of the Government of the Recipient Country**
 In the implementation of the Grant Aid Project, the recipient country is required to undertake such necessary measures as the following:
- a) To secure land necessary for the sites of the Project and to clear, level and reclaim the land prior to commencement of the construction.
 - b) To provide facilities for the distribution of electricity, water supply and drainage and other incidental facilities in and around the sites.
 - c) To secure buildings prior to the procurement in case the installation of the equipment.
 - d) To ensure all the expenses and prompt excursion for unloading, customs clearance at the port of disembarkation and internal transportation of the products purchased under the Grant Aid.
 - e) To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which will be imposed in the recipient country with respect to the supply of the products and services under the Verified Contracts.
- 7) **"Proper Use"**
 The recipient country is required to maintain and use the facilities constructed and the equipment purchased under the Grant Aid properly and effectively and to assign staff necessary for this operation and maintenance as well as to bear all the expenses other than those covered by the Grant Aid.
- 8) **"Re-export"**
 The products purchased under the Grant Aid should not be re-exported from the recipient country.
- 9) **Banking Arrangements (B/A)**
- a) The Government of the recipient country or its designated authority should open an account in the name of the Government of the recipient country in a bank in Japan (hereinafter referred to as "the Bank"). The Government of Japan will execute the Grant Aid by making payments in Japanese yen to cover the obligations incurred by the Government of the recipient country or its designated authority under the Verified Contracts.
 - b) The payments will be made when payment requests are presented by the Bank to the Government of Japan under an authorization to pay issued by the Government of the recipient country or its designated authority.

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Annex-5

MAJOR UNDERTAKINGS TO BE TAKEN BY EACH GOVERNMENT

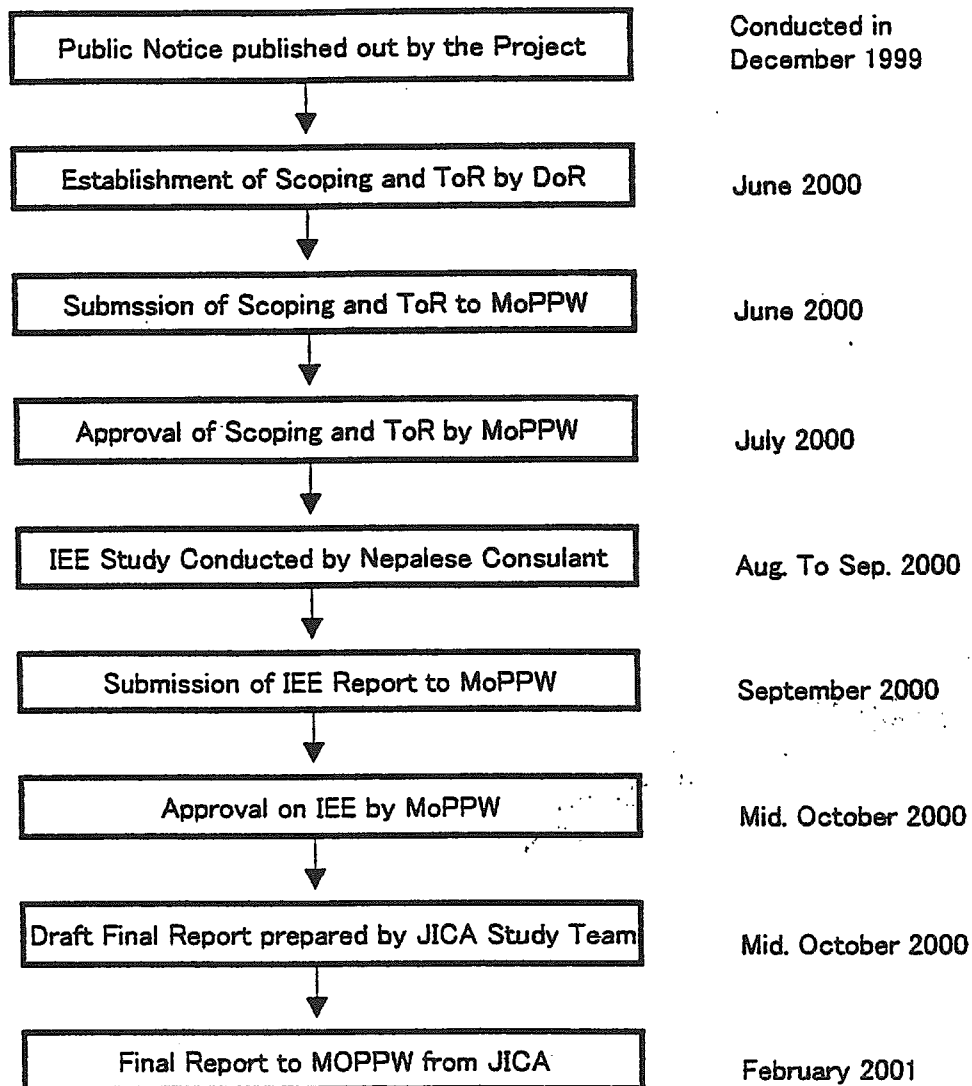
No.	Items	To be covered by Grant Aid	To be covered by Recipient Side
1	To secure land		●
2	To clear, level and reclaim the site when needed		●
3	To construct gates and fences in and around the site		●
4	To construct the parking lot	●	
5	To construct roads		
	1) Within the site	●	
	2) Outside the site		●
6	To construct the buildings	●	
7	To provide facilities for the distribution of electricity, water supply, drainage and other incidental facilities		
	1) Electricity		
	a. The distributing line to the site		●
	b. The drop wiring and internal wiring within the site	●	
	c. The main circuit breaker and transformer	●	
	2) Water Supply		
	a. The city water distribution main to the site		●
	b. The supply system within the site (receiving and elevated tanks)	●	
	3) Drainage		
	a. The city drainage main (for storm, sewer and others) to the site		●
	b. The drainage system (for toilet sewer, ordinary waste, storm drainage and others) within the site	●	
	4) Gas Supply		
	a. The city gas main to the site		●
	b. The gas supply system within the site	●	
	5) Telephone System		
	a. The telephone trunk line to the main distribution frame/panel (MDF) of the building		●
	b. The MDF and the extension after the frame/panel	●	
	6) Furniture and Equipment		
	a. General furniture		●
	b. Project equipment	●	
8	To bear the following commission to the Japanese bank for the banking services based upon the B/A		
	1) Advising commission of A/P		●
	2) Payment commission		●
9	To ensure unloading and customs clearance at port of disembarkation in recipient country		
	1) Marine (Air) transportation of the products from Japan to the recipient country	●	
	2) Tax exemption and custom clearance of the products at the port of disembarkation		●
	3) Internal transportation from the port of disembarkation to the project site		●
10	To accord Japanese nationals whose services may be required in connection with the supply of the products and the services under the verified contract such facilities as may be necessary for their entry into the recipient country and stay therein for the performance of their works.		●
11	To exempt Japanese nationals from customs duties, internal taxes and other fiscal levies which may be imposed in the recipient country with respect to the supply of the products and services under the verified contracts.		●
12	To maintain and use properly and effectively the facilities constructed and equipment provided under the Grant.		●
13	To bear all the expenses, other than those to be borne by the Grant, necessary for construction of the facilities as well as for the transportation and installation of the equipment.		●

Remarks: B/A = Banking Arrangement
A/P = Authorization to Pay

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PROCEDURE OF INITIAL ENVIRONMENTAL EXAMINATION



Remarks: MoPPW = Ministry of Physical Planning and Works
 DoR = Department of Roads, MOPPW
 ToR = Terms of Reference




MINUTES OF DISCUSSIONS
ON THE BASIC DESIGN STUDY
ON THE PROJECT FOR IMPROVEMENT OF INTERSECTIONS
IN KATHMANDU CITY
IN THE KINGDOM OF NEPAL
(EXPLANATION ON DRAFT REPORT)

In June and July 2000, the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched a Basic Design Study Team on the Project for Improvement of Intersection in Kathmandu City (hereinafter referred to as "the Project") to His Majesty's Government of the Kingdom of Nepal (hereinafter referred to as "Nepal"), and through discussions, field survey, and technical examination of the results of the study in Japan, JICA prepared a draft report of the study.

In order to explain and to consult with the Government of Nepal on the components of the draft report, JICA sent to Nepal the Draft Report Explanation Team (hereinafter referred to as "the Team"), which is headed by Mr. Shigetada Kayumi, Development Specialist, Institute for International Cooperation, JICA from October 17, 2000 to October 24, 2000.

As a result of discussions, both parties confirmed the main items described on the attached sheets.

Kathmandu, October 23, 2000

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Shigetada Kayumi

Leader

Draft Report Explanation Team

Japan International Cooperation Agency

Japan

Ananda Prasad Khanal

Ananda Prasad Khanal

Director General

Department of Roads

Ministry of Physical Planning and Works

Kingdom of Nepal

ATTACHMENT

1. Components of the Draft Report

The Government of Nepal agreed and accepted in principle the components of the draft report explained by the Team.

2. Japan's Grant Aid Scheme

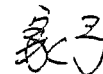
The Nepalese side understands the Japan's Grant Aid Scheme and the necessary measures to be taken by the Government of the Nepal as explained by the Team and described in Annex-4 and Annex-5 of the Minutes of Discussions signed by both parties on June 1, 2000.

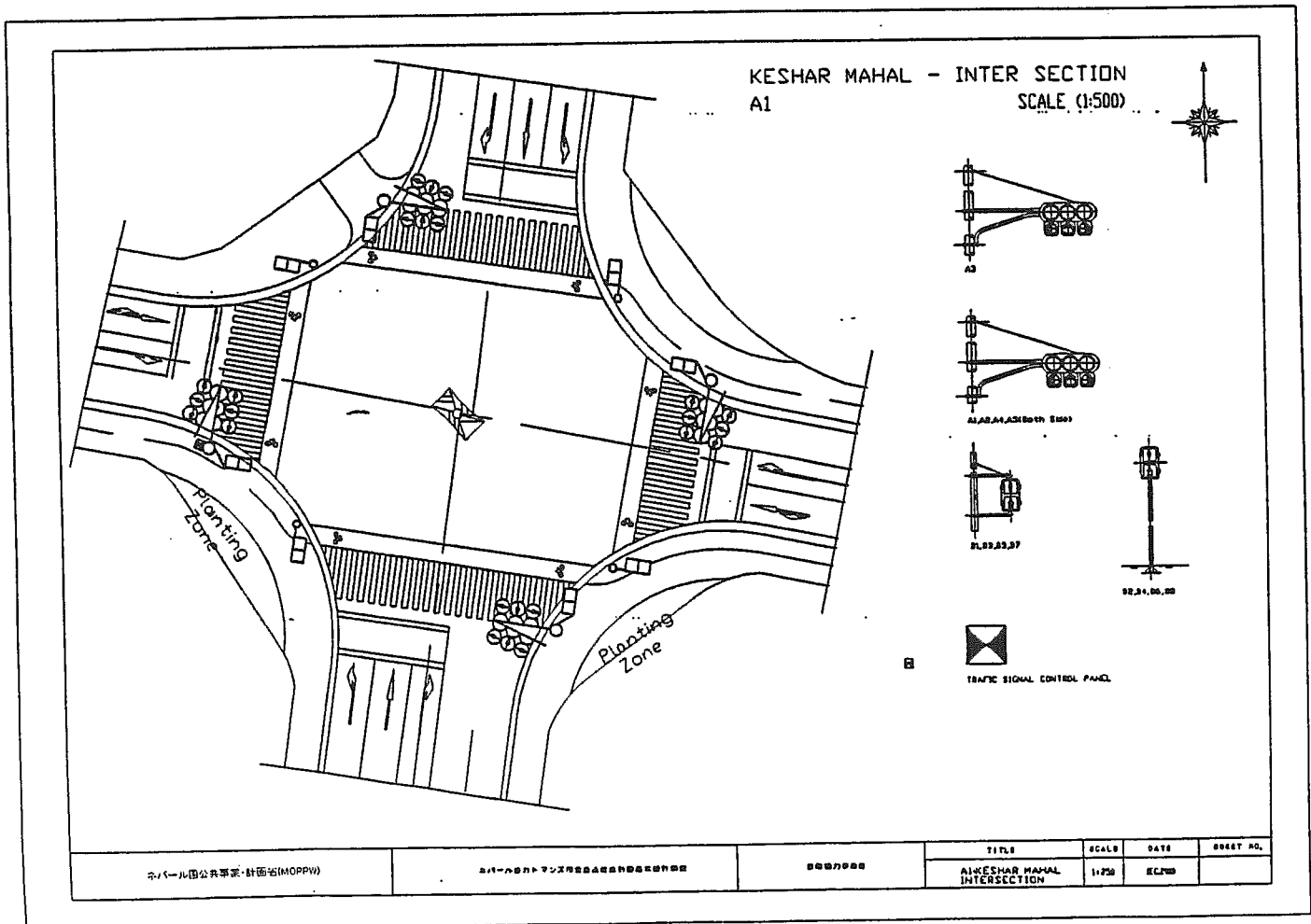
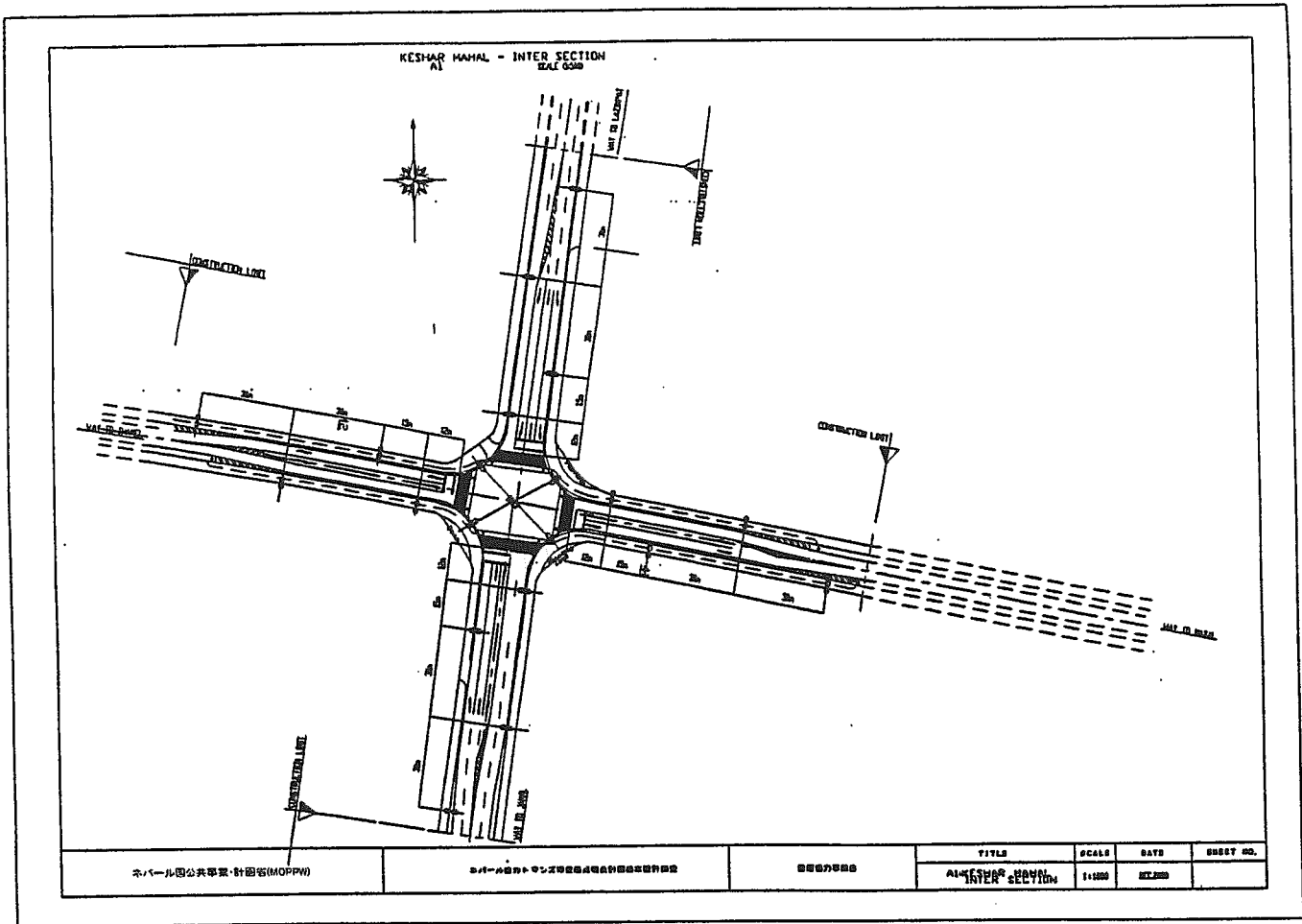
3. Schedule of the Study

JICA will complete the final report in accordance with the confirmed items and send it to the Government of Nepal by the end of January 2001.

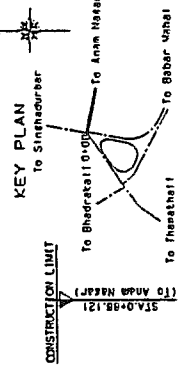
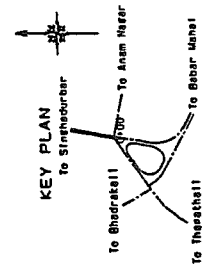
4. Other Relevant Issues

- 4-1. The Nepalese side confirmed that the essential negotiation with local inhabitants and budget allocation for smooth land acquisition and site clearance of Kalanki Ring Road Intersection should be completed by the end of July 2001.
- 4-2. The Nepalese side confirmed to remove the police box and telephone pole/facilities at Naya Baneshwor Intersection by the end of April 2002.
- 4-3. The Nepalese side confirmed to remove the trolley bus poles and cables at Koteswor Ring Road Intersection by the end of April 2002.
- 4-4. Both sides understood the importance of the traffic safety campaign in connection with the implementation plan of the new traffic signals, and agreed on conducting the campaign through joint efforts in due time.
- 4-5. The Nepalese side explained that the road lighting facilities would be transferred from DOR to Kathmandu municipality after the completion of the work, and confirmed that the operation and maintenance of the lighting facilities should be properly conducted by the Kathmandu municipality.
- 4-6. The Nepalese side confirmed that the DOR should be responsible for the future maintenance work of the traffic signboards.
- 4-7. The Nepalese side confirmed that IEE(Initial Environment Examination) would be cleared by 10th of November 2000.



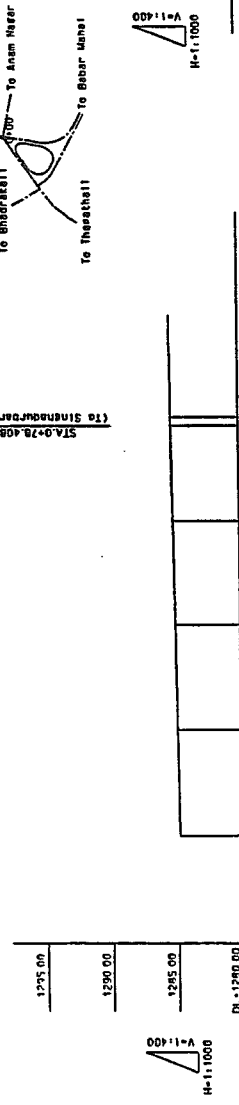


MAITIGHAR - PROFILE
A2 - No. 1 SCALE 1:1000



CONSTRUCTION LIMIT
STA. 0+78.408
(TO SINHADURBAR)

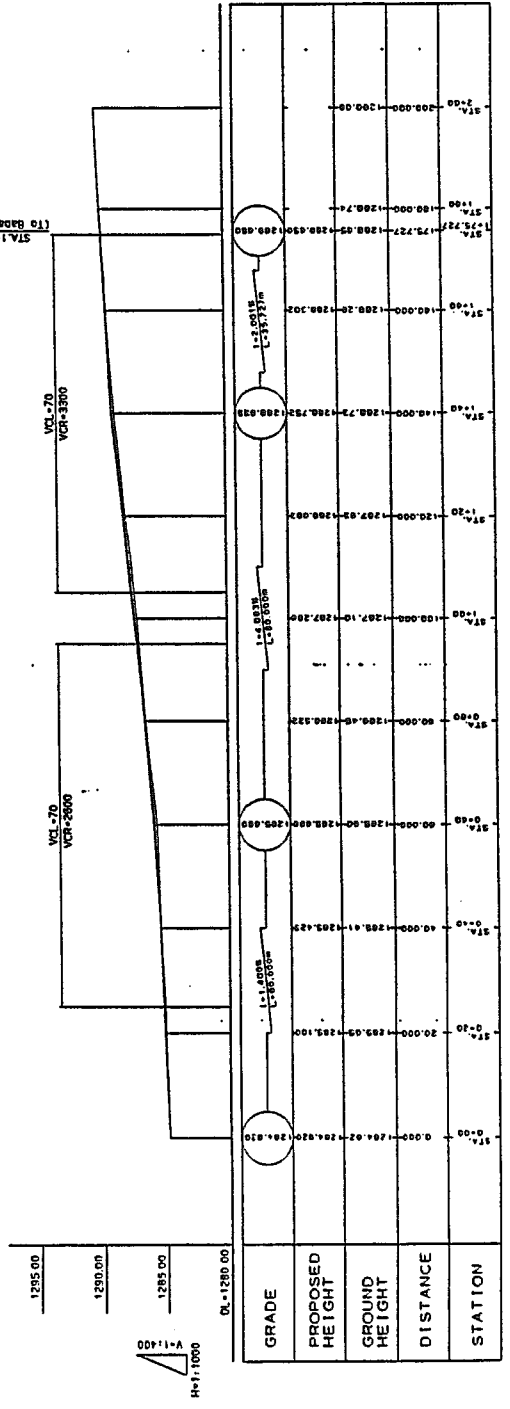
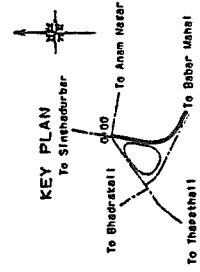
CONSTRUCTION LIMIT
STA. 0+88.121
(TO ANAM NAGAR)



STATION	DISTANCE	GROUND HEIGHT	PROPOSED HEIGHT	GRADE
STA 0+00	0.00	124.82	124.82	1:1.400
STA 0+20	20.00	124.00	124.00	1:1.400
STA 0+40	40.00	125.00	125.00	1:1.400
STA 0+60	60.00	125.10	125.10	1:1.400
STA 0+80	80.00	125.20	125.20	1:1.400
STA 1+00	100.00	125.30	125.30	1:1.400

H=1:1000
V=1:400

CONSTRUCTION LIMIT
STA. 1+75.722
(TO BABAR MAHAL)

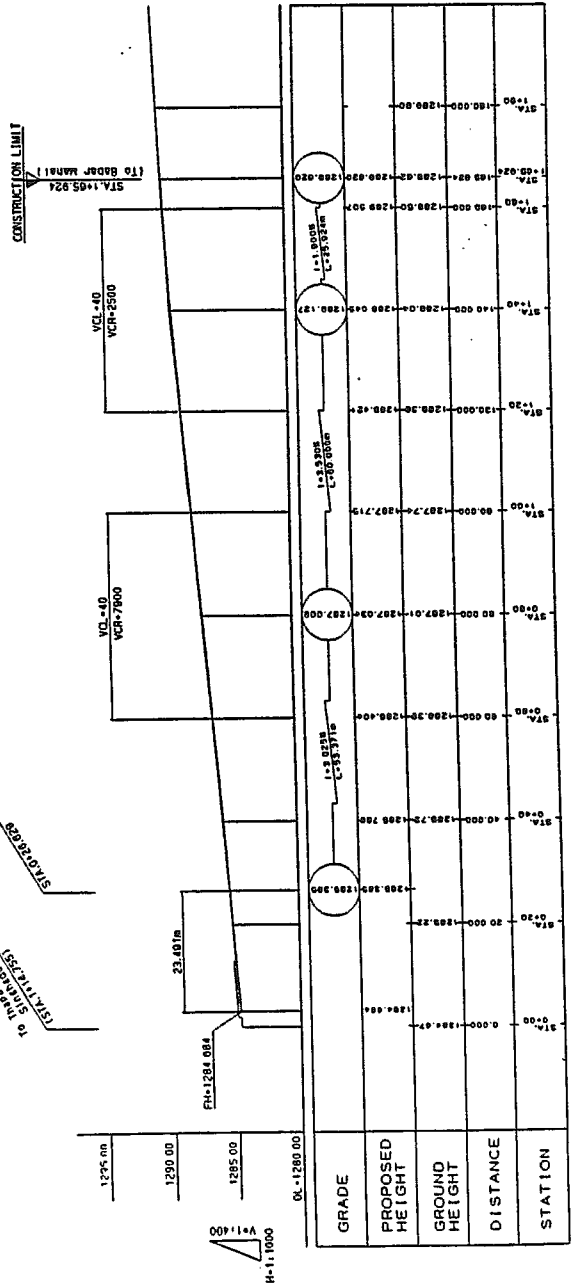
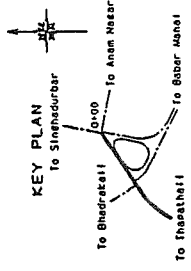
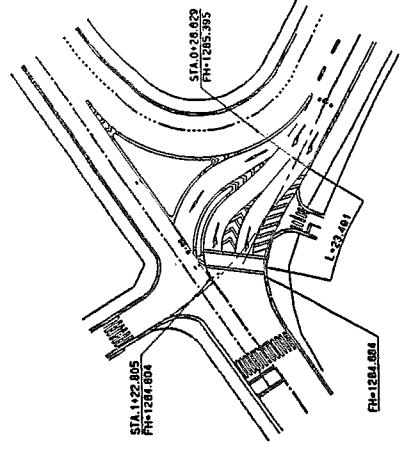
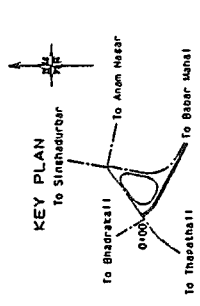


STATION	DISTANCE	GROUND HEIGHT	PROPOSED HEIGHT	GRADE
STA 0+00	0.00	124.82	124.82	1:1.400
STA 0+20	20.00	124.00	124.00	1:1.400
STA 0+40	40.00	125.00	125.00	1:1.400
STA 0+60	60.00	125.10	125.10	1:1.400
STA 0+80	80.00	125.20	125.20	1:1.400
STA 1+00	100.00	125.30	125.30	1:1.400

H=1:1000
V=1:400

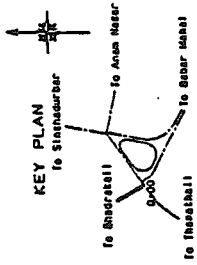
MAITIGHAR PROFILE (No. 1)	SCALE	DATE	SHEET NO.
道路設計事務所	1:1000	06.2000	
ナハール国公共事業 計画者 (MOPPW)			

MAITIGHAR-PROFILE
A2-No.2 SCALE 1:1000



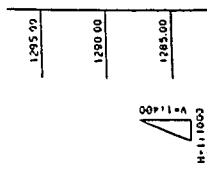
MAITIGHAR-PROFILE	SCALE	DATE	SHEET NO.
A2-MAITIGHAR-PROFILE No. 21	1:1000	DEC.2000	
国営電力事業部			
ネパール国カトマンズ市交通建設局基本設計課			
ネパール国公共事業 計画部(MOPPIW)			

MAITIGHAR-PROFILE
A2-NO.3 SCALE 1:1000

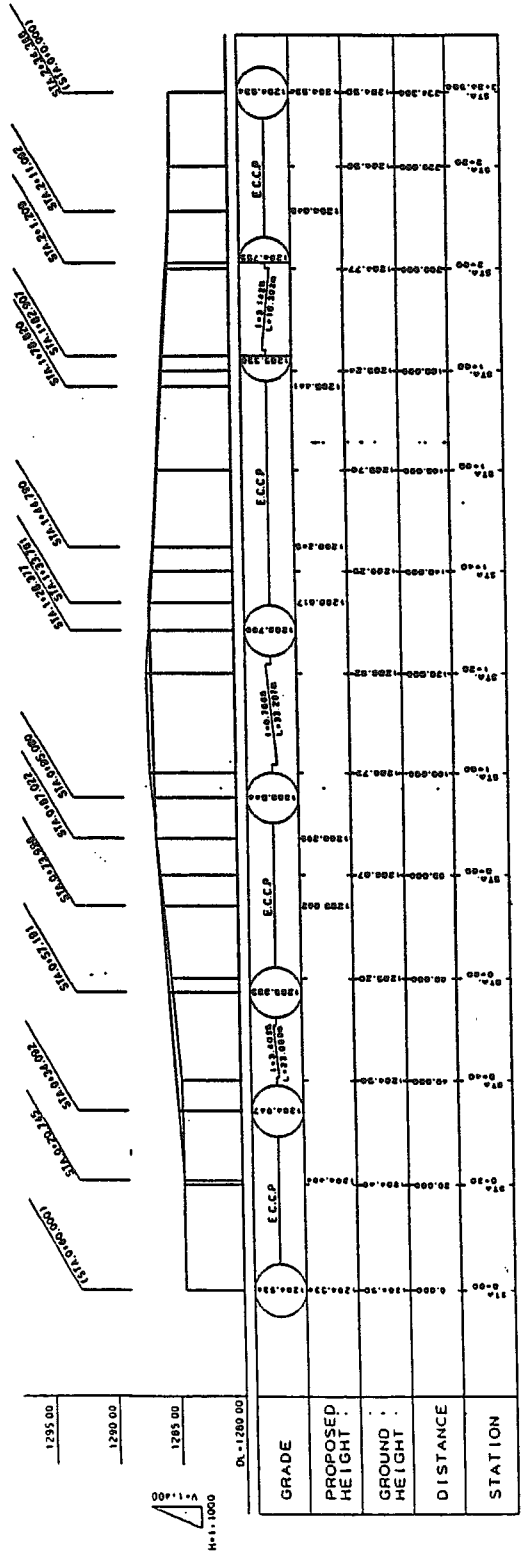
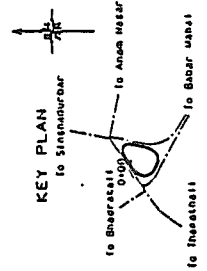
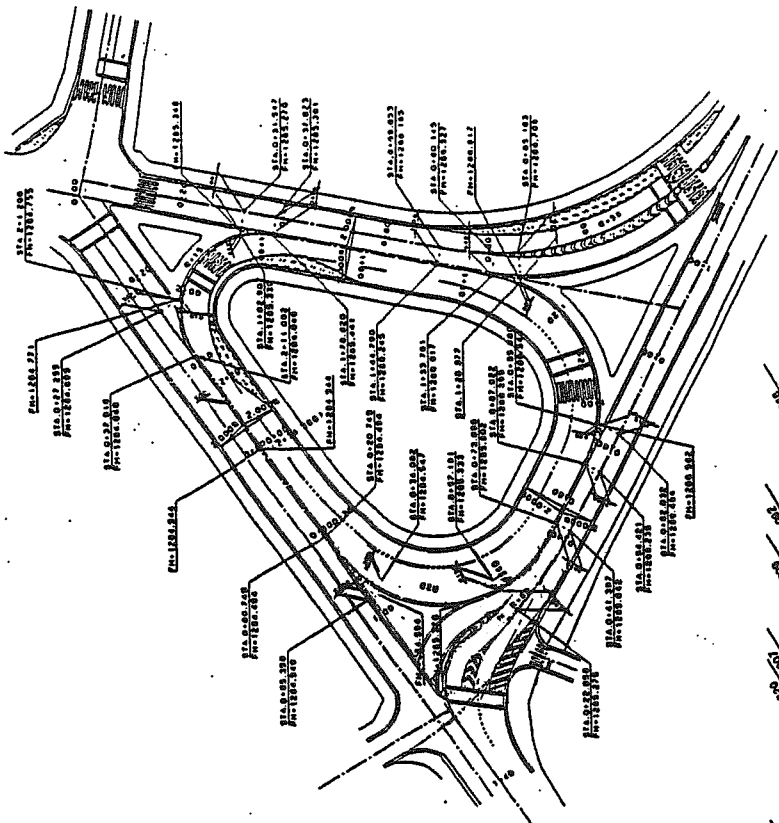


CONSTRUCTION LIMIT

STA.0+02.178 (To Ghorehalli)



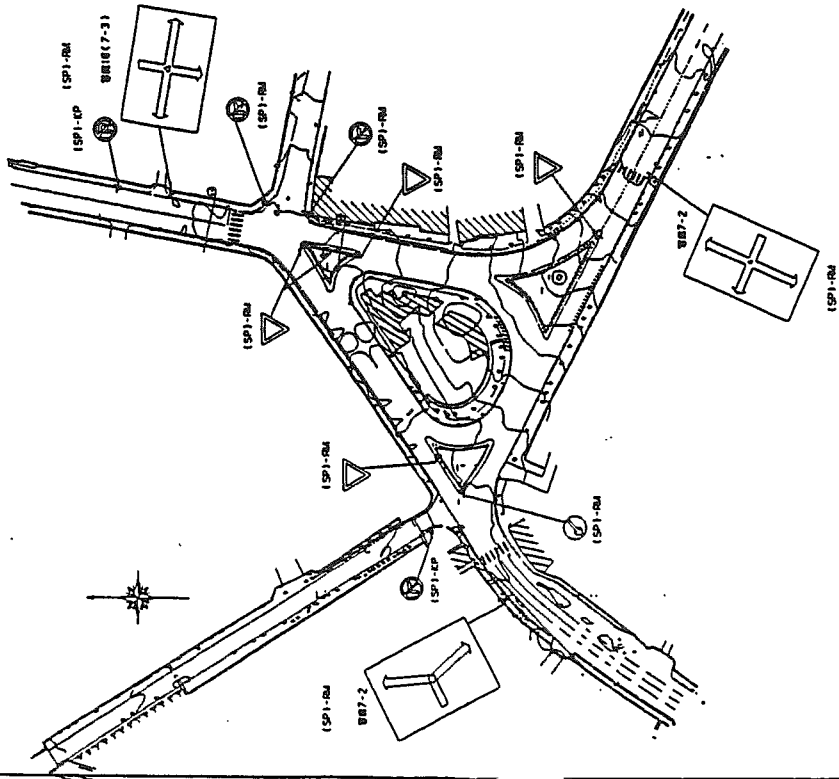
GRADE	PROPOSED HEIGHT	GROUND HEIGHT	DISTANCE	STATION
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0+10	0.00	0.00	10.00	0+10
0+20	0.00	0.00	20.00	0+20
0+30	0.00	0.00	30.00	0+30
0+40	0.00	0.00	40.00	0+40
0+50	0.00	0.00	50.00	0+50
0+60	0.00	0.00	60.00	0+60
0+70	0.00	0.00	70.00	0+70
0+80	0.00	0.00	80.00	0+80
0+90	0.00	0.00	90.00	0+90
1+00	0.00	0.00	100.00	1+00
1+10	0.00	0.00	110.00	1+10
1+20	0.00	0.00	120.00	1+20
1+30	0.00	0.00	130.00	1+30
1+40	0.00	0.00	140.00	1+40
1+50	0.00	0.00	150.00	1+50
1+60	0.00	0.00	160.00	1+60
1+70	0.00	0.00	170.00	1+70
1+80	0.00	0.00	180.00	1+80
1+90	0.00	0.00	190.00	1+90
2+00	0.00	0.00	200.00	2+00
2+10	0.00	0.00	210.00	2+10
2+20	0.00	0.00	220.00	2+20
2+30	0.00	0.00	230.00	2+30
2+40	0.00	0.00	240.00	2+40
2+50	0.00	0.00	250.00	2+50
2+60	0.00	0.00	260.00	2+60
2+70	0.00	0.00	270.00	2+70
2+80	0.00	0.00	280.00	2+80
2+90	0.00	0.00	290.00	2+90
3+00	0.00	0.00	300.00	3+00
3+10	0.00	0.00	310.00	3+10
3+20	0.00	0.00	320.00	3+20
3+30	0.00	0.00	330.00	3+30
3+40	0.00	0.00	340.00	3+40
3+50	0.00	0.00	350.00	3+50
3+60	0.00	0.00	360.00	3+60
3+70	0.00	0.00	370.00	3+70
3+80	0.00	0.00	380.00	3+80
3+90	0.00	0.00	390.00	3+90
4+00	0.00	0.00	400.00	4+00
4+10	0.00	0.00	410.00	4+10
4+20	0.00	0.00	420.00	4+20
4+30	0.00	0.00	430.00	4+30
4+40	0.00	0.00	440.00	4+40
4+50	0.00	0.00	450.00	4+50
4+60	0.00	0.00	460.00	4+60
4+70	0.00	0.00	470.00	4+70
4+80	0.00	0.00	480.00	4+80
4+90	0.00	0.00	490.00	4+90
5+00	0.00	0.00	500.00	5+00
5+10	0.00	0.00	510.00	5+10
5+20	0.00	0.00	520.00	5+20
5+30	0.00	0.00	530.00	5+30
5+40	0.00	0.00	540.00	5+40
5+50	0.00	0.00	550.00	5+50
5+60	0.00	0.00	560.00	5+60
5+70	0.00	0.00	570.00	5+70
5+80	0.00	0.00	580.00	5+80
5+90	0.00	0.00	590.00	5+90
6+00	0.00	0.00	600.00	6+00
6+10	0.00	0.00	610.00	6+10
6+20	0.00	0.00	620.00	6+20
6+30	0.00	0.00	630.00	6+30
6+40	0.00	0.00	640.00	6+40
6+50	0.00	0.00	650.00	6+50
6+60	0.00	0.00	660.00	6+60
6+70	0.00	0.00	670.00	6+70
6+80	0.00	0.00	680.00	6+80
6+90	0.00	0.00	690.00	6+90
7+00	0.00	0.00	700.00	7+00
7+10	0.00	0.00	710.00	7+10
7+20	0.00	0.00	720.00	7+20
7+30	0.00	0.00	730.00	7+30
7+40	0.00	0.00	740.00	7+40
7+50	0.00	0.00	750.00	7+50
7+60	0.00	0.00	760.00	7+60
7+70	0.00	0.00	770.00	7+70
7+80	0.00	0.00	780.00	7+80
7+90	0.00	0.00	790.00	7+90
8+00	0.00	0.00	800.00	8+00
8+10	0.00	0.00	810.00	8+10
8+20	0.00	0.00	820.00	8+20
8+30	0.00	0.00	830.00	8+30
8+40	0.00	0.00	840.00	8+40
8+50	0.00	0.00	850.00	8+50
8+60	0.00	0.00	860.00	8+60
8+70	0.00	0.00	870.00	8+70
8+80	0.00	0.00	880.00	8+80
8+90	0.00	0.00	890.00	8+90
9+00	0.00	0.00	900.00	9+00
9+10	0.00	0.00	910.00	9+10
9+20	0.00	0.00	920.00	9+20
9+30	0.00	0.00	930.00	9+30
9+40	0.00	0.00	940.00	9+40
9+50	0.00	0.00	950.00	9+50
9+60	0.00	0.00	960.00	9+60
9+70	0.00	0.00	970.00	9+70
9+80	0.00	0.00	980.00	9+80
9+90	0.00	0.00	990.00	9+90
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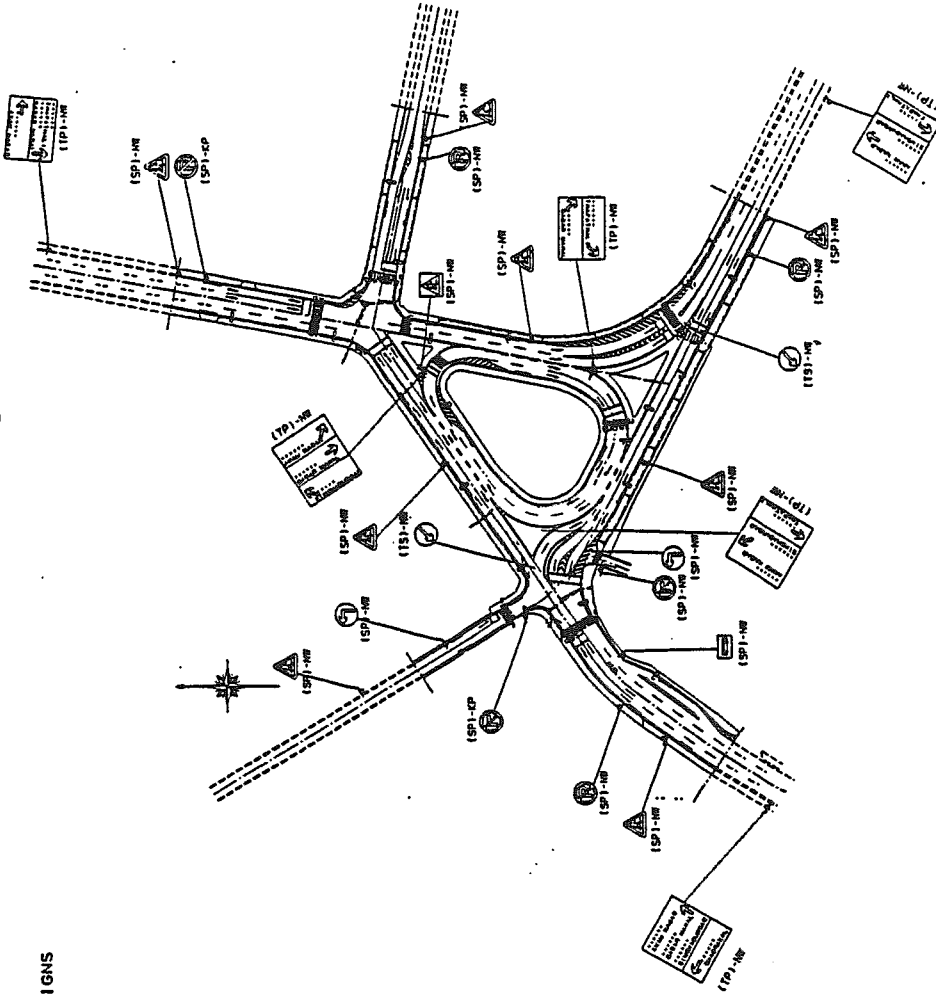
TITLE	SCALE	DATE	SHEET NO.
A2 MAITIGHAR PROP. (E.No. 3)	1:1000	OCC. 2000	

BEFORE PROJECT

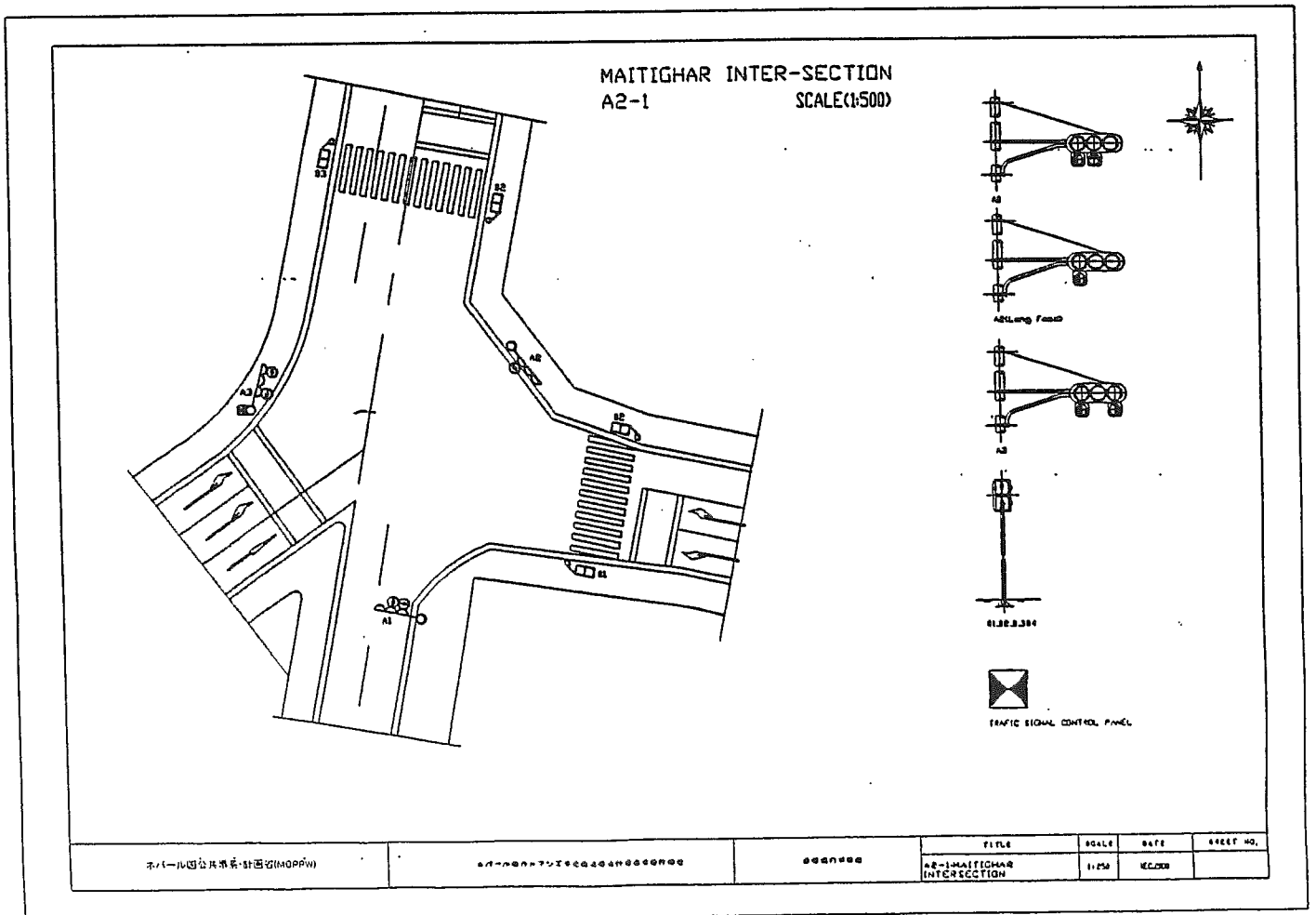
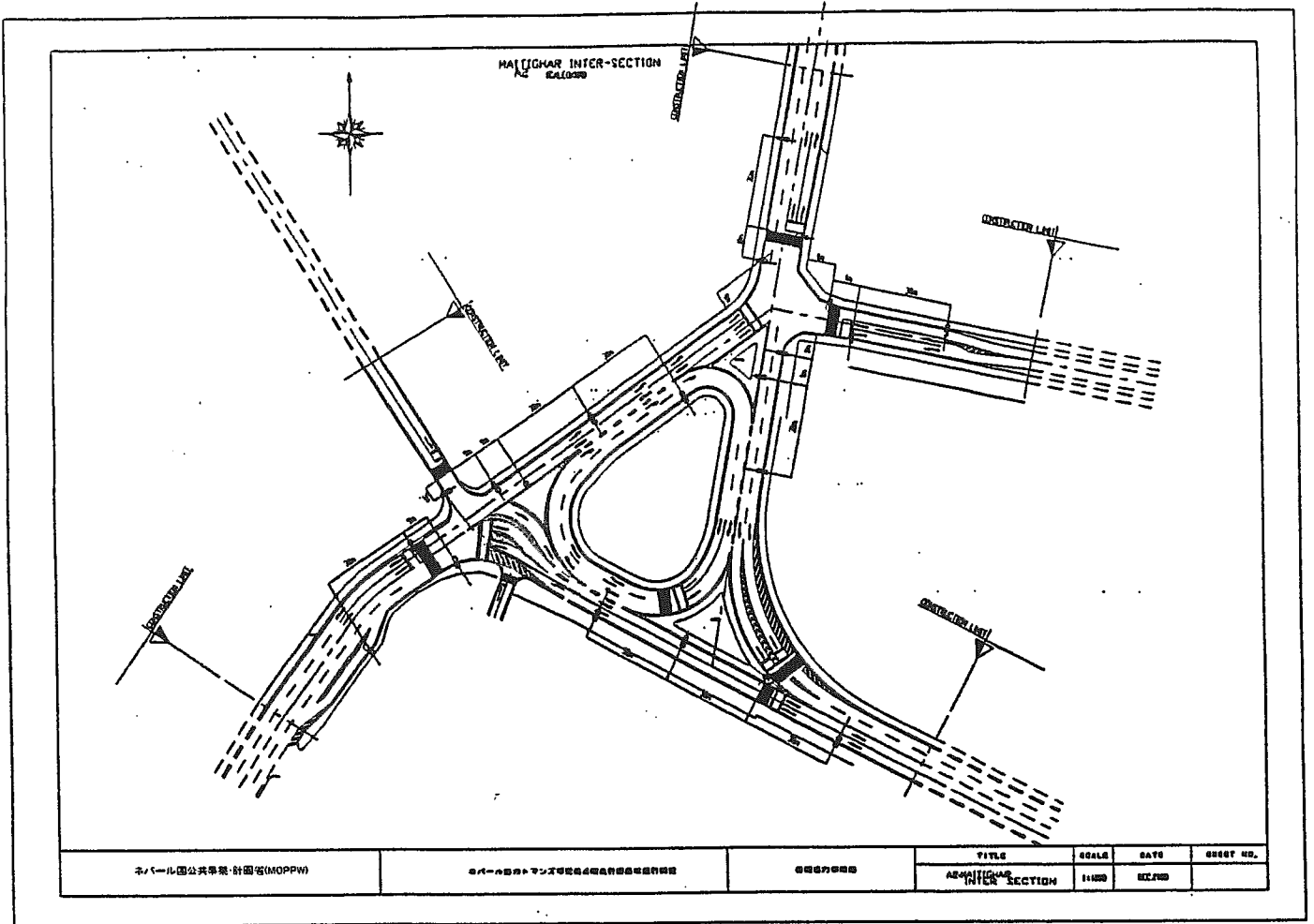
PLAN OF TRAFFIC SIGNS

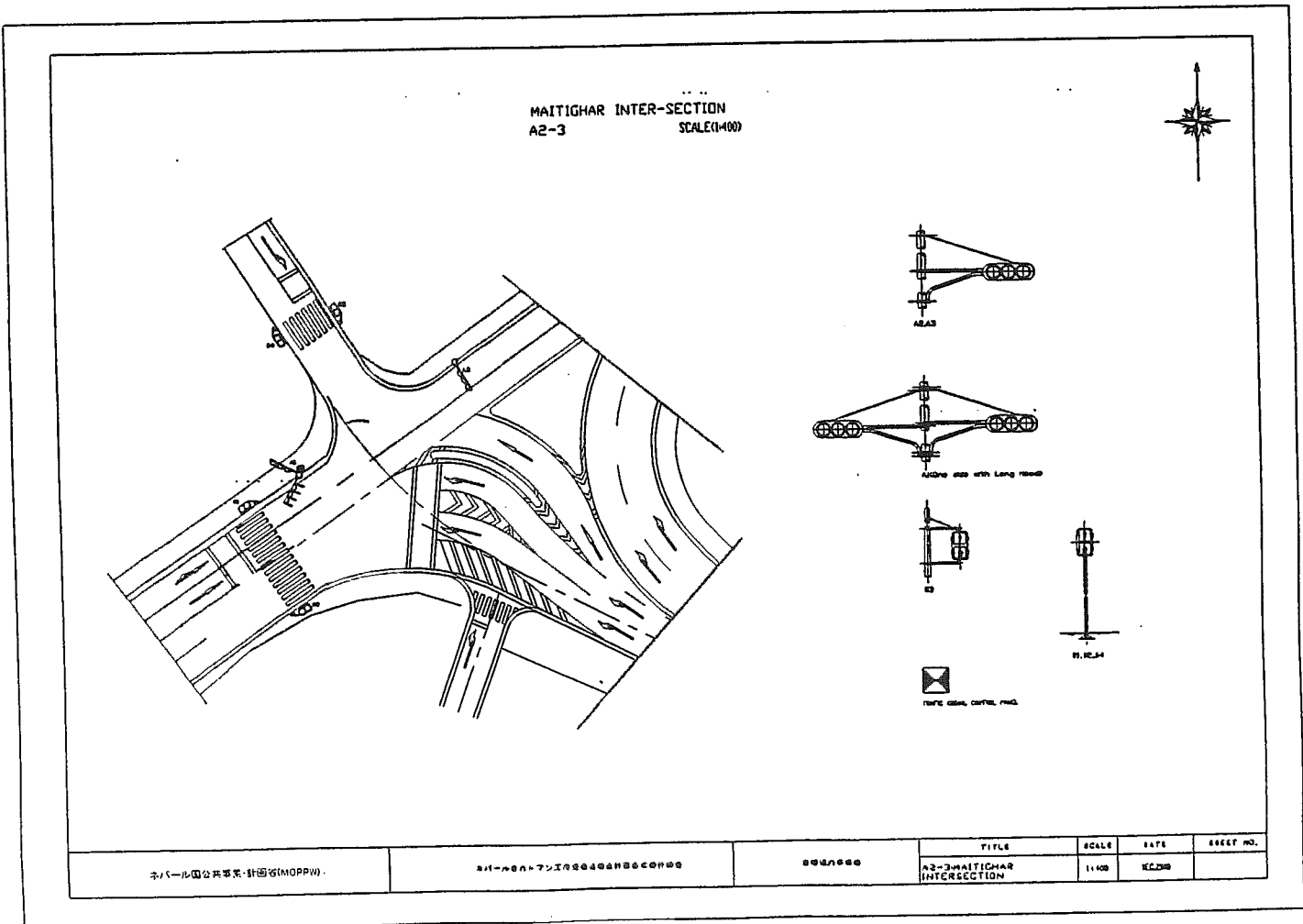
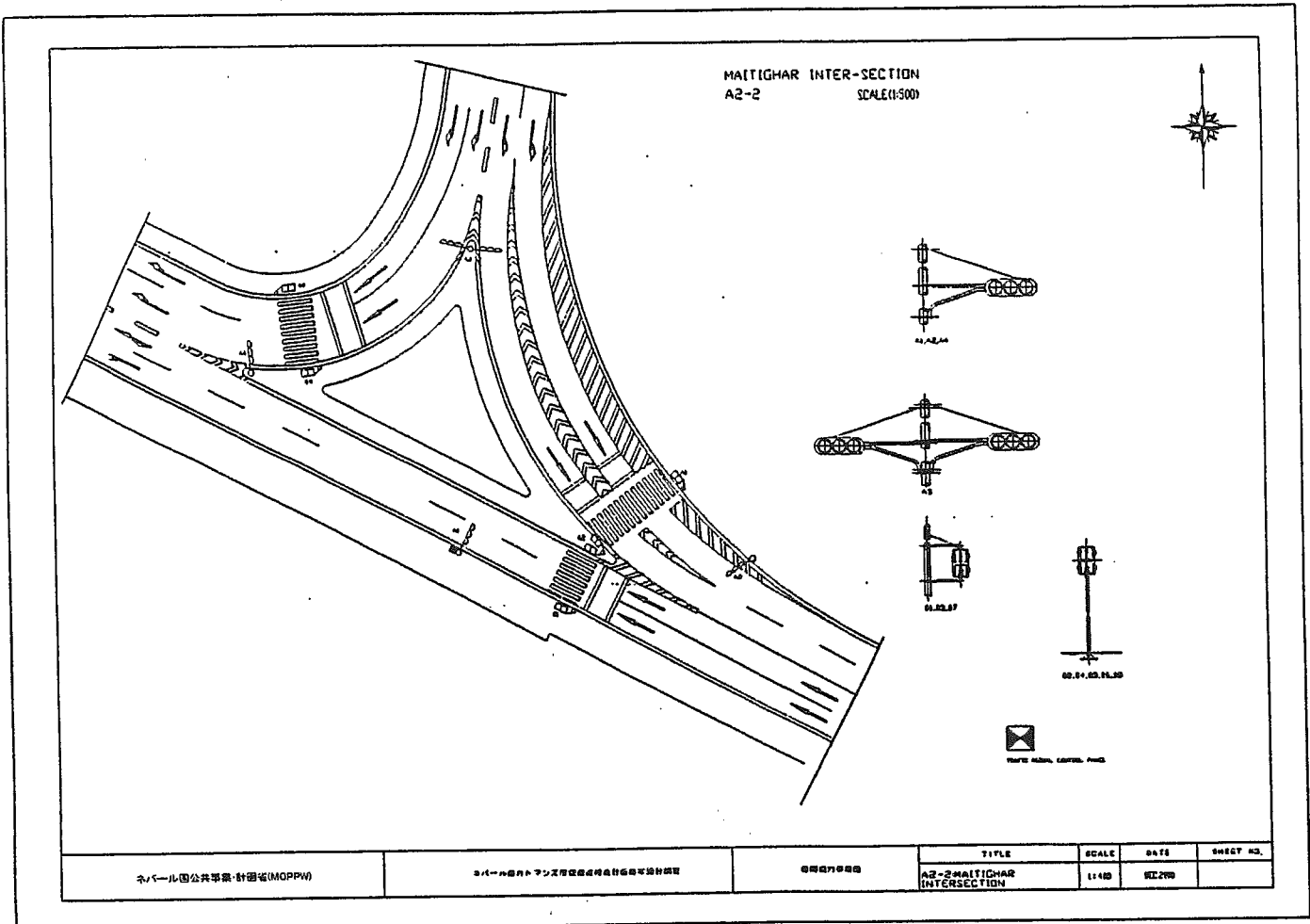


AFTER PROJECT



REVISION (Attachment) List-Contents of Project	
Attachment List	SP1 - Street Plot Tree
	SP2 - Double Plot Tree
	EP1 - Electric Pole Tree
	SL1 - Street Light Tree
	HR1 - Housing on a Fence or Handball Tree
	TP1 - Tower Pole Tree
	TS1 - Traffic Signal Tree
Contents of Project	
-CP	Keeping of existing traffic sign
-NW	Movement of traffic sign
-RM	Removal of traffic sign
-NR	New traffic sign





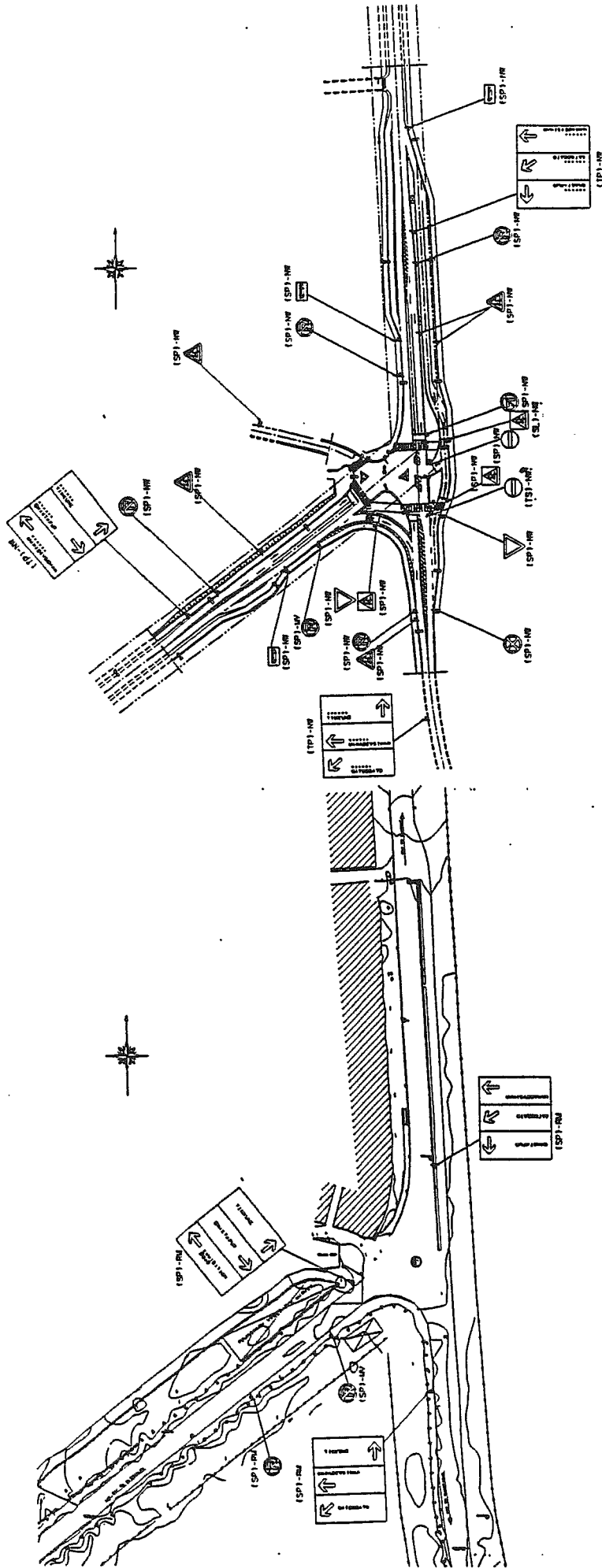
KOTESWOR - RING ROAD INTERSECTION

A4 SCALE 1:2000

PLAN OF TRAFFIC SIGNS

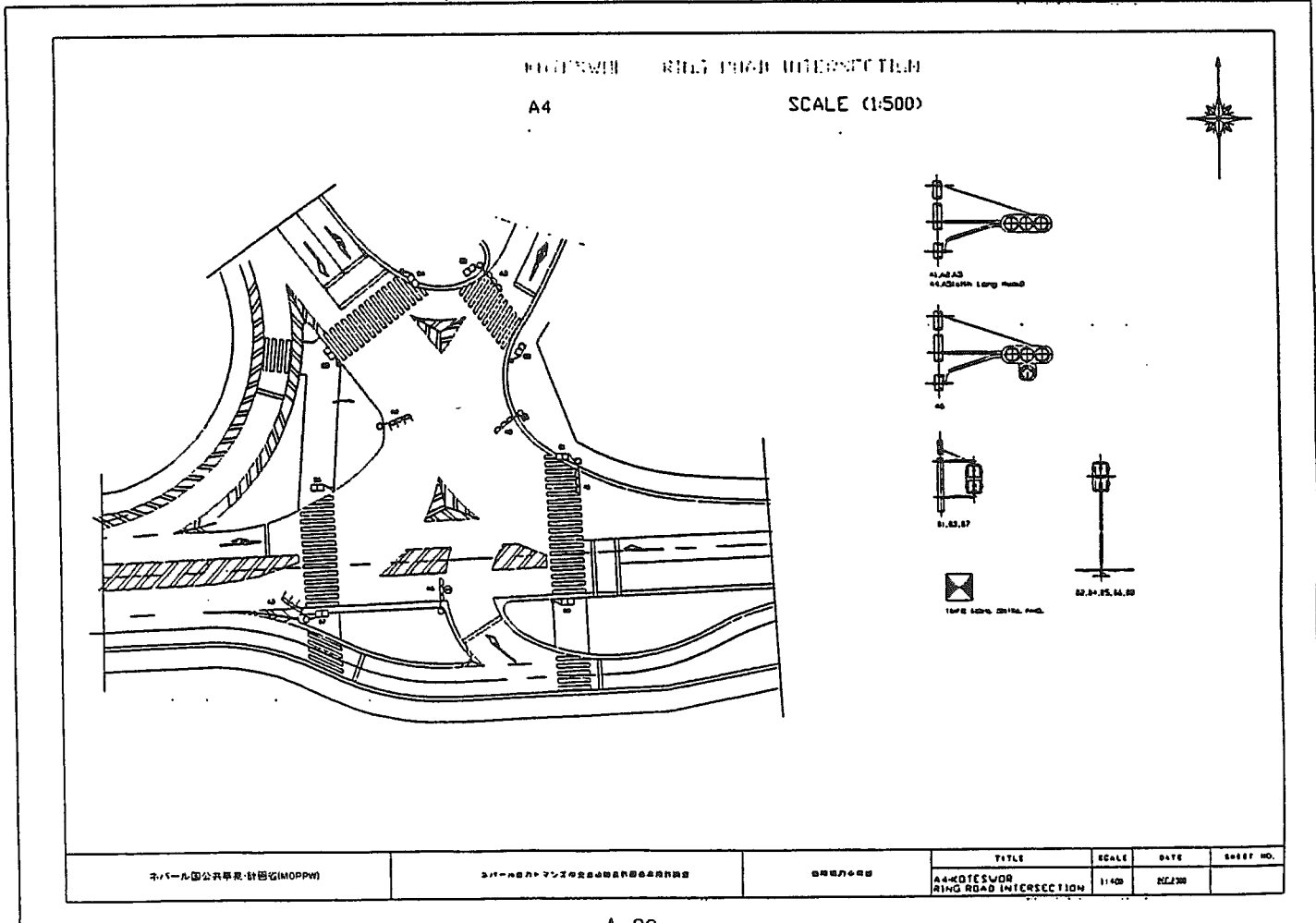
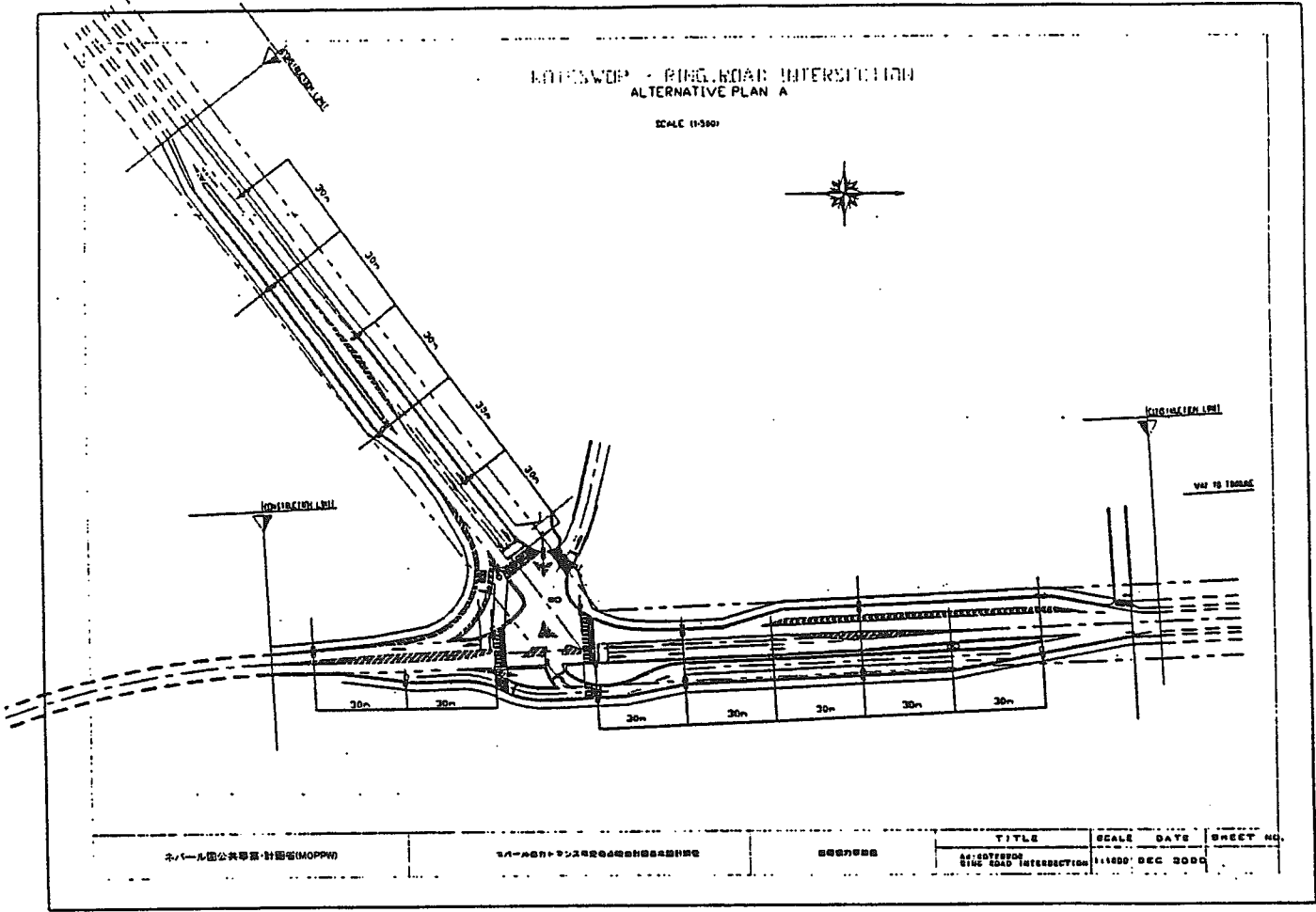
BEFORE PROJECT

AFTER PROJECT



REFERENCE	
Attachment Type	Contents of Project
SP1	Single Plate Type
SP2	Double Plate Type
SP3	Electric Pole Type
SP4	Signs on a Pole or Stand
SP5	Signs on a Pole or Stand
SP6	Signs on a Pole or Stand
SP7	Signs on a Pole or Stand
SP8	Signs on a Pole or Stand
SP9	Signs on a Pole or Stand
SP10	Signs on a Pole or Stand
SP11	Signs on a Pole or Stand
SP12	Signs on a Pole or Stand
SP13	Signs on a Pole or Stand
SP14	Signs on a Pole or Stand
SP15	Signs on a Pole or Stand
SP16	Signs on a Pole or Stand
SP17	Signs on a Pole or Stand
SP18	Signs on a Pole or Stand
SP19	Signs on a Pole or Stand
SP20	Signs on a Pole or Stand
SP21	Signs on a Pole or Stand
SP22	Signs on a Pole or Stand
SP23	Signs on a Pole or Stand
SP24	Signs on a Pole or Stand
SP25	Signs on a Pole or Stand
SP26	Signs on a Pole or Stand
SP27	Signs on a Pole or Stand
SP28	Signs on a Pole or Stand
SP29	Signs on a Pole or Stand
SP30	Signs on a Pole or Stand
SP31	Signs on a Pole or Stand
SP32	Signs on a Pole or Stand
SP33	Signs on a Pole or Stand
SP34	Signs on a Pole or Stand
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SP40	Signs on a Pole or Stand
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SP82	Signs on a Pole or Stand
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SP85	Signs on a Pole or Stand
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SP87	Signs on a Pole or Stand
SP88	Signs on a Pole or Stand
SP89	Signs on a Pole or Stand
SP90	Signs on a Pole or Stand
SP91	Signs on a Pole or Stand
SP92	Signs on a Pole or Stand
SP93	Signs on a Pole or Stand
SP94	Signs on a Pole or Stand
SP95	Signs on a Pole or Stand
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SP97	Signs on a Pole or Stand
SP98	Signs on a Pole or Stand
SP99	Signs on a Pole or Stand
SP100	Signs on a Pole or Stand

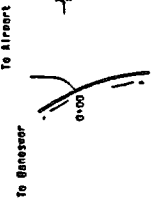
TITLE	SCALE	DATE	SHEET NO.
A4-KOTESWOR RING ROAD INTERSECTION	1:2000	DEC 2009	
ナバール国公共事業計画家(MOPPW)			
ナバール国カトマンズ市交通運輸部			



KOTESWOR-TINKUNE-INTER SECTION
AS-NO.2

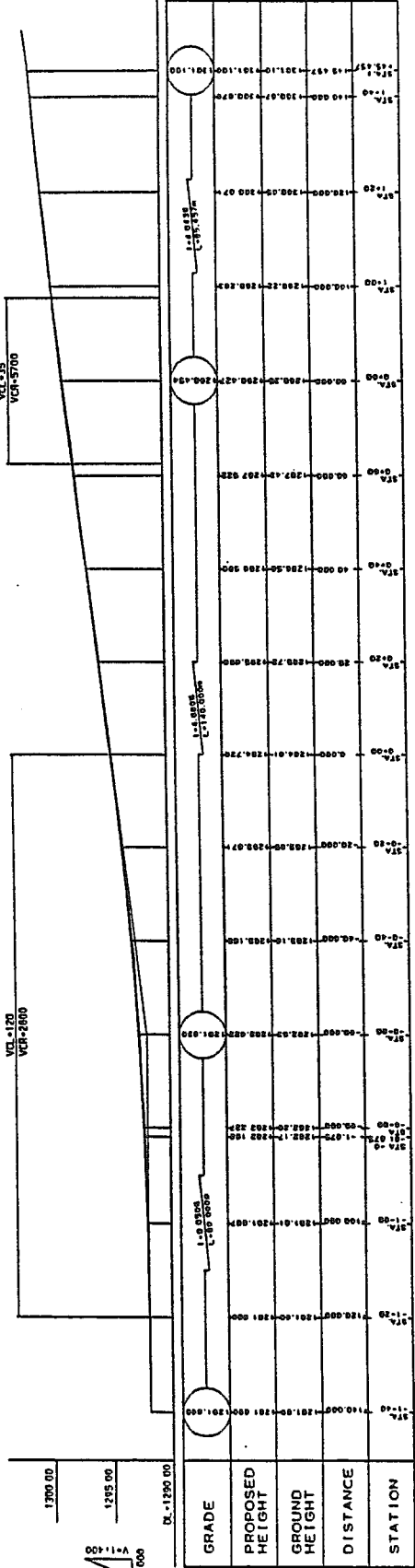
SCALE 1:1000

KEY PLAN

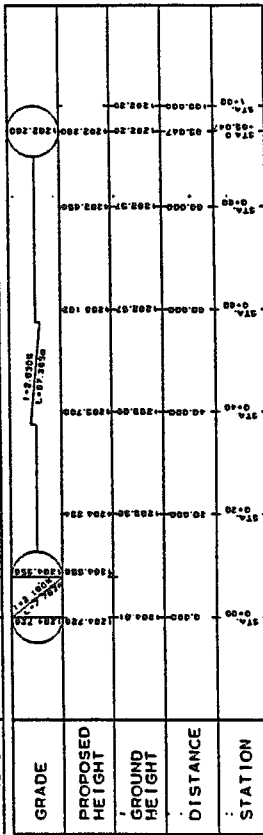


CONSTRUCTION LIMIT
STA. 1+45.457
(TO KOTESWAR)

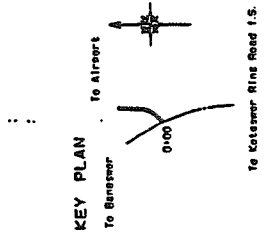
CONSTRUCTION LIMIT
STA. 0+81.875
(TO BANESWAR)



V=1:500
H=1:1000



V=1:400
H=1:1000



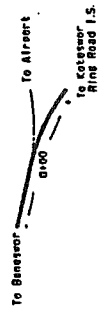
CONSTRUCTION LIMIT
STA. 0+82.047
(TO AIRPORT)

CONSTRUCTION LIMIT
STA. 0+119.777
(TO AIRPORT)

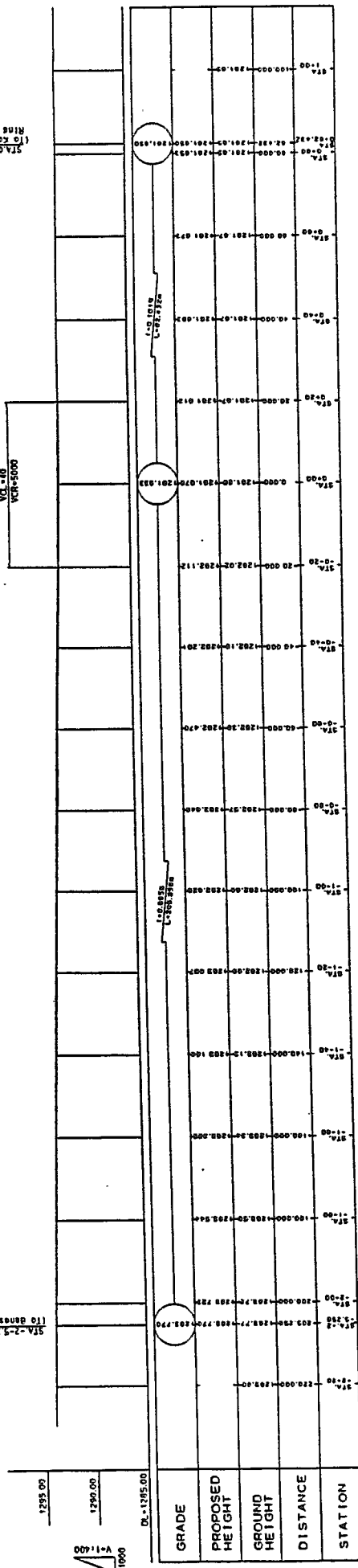
ネパール共和国公共事業計画省(MOPPW)	ネパールカトマンズ市交通運輸部都市計画課	TITLE	SCALE	DATE	SHEET NO.
		A3, KOTESWAR-TINKUNE INTER SECTION (No. 2)	1:1000	DEC. 2000	

KOTESWOR-TINKUNE - PROFILE
AS-No. 3
SCALE 1:1000

KEY PLAN

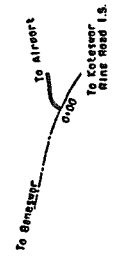


CONSTRUCTION LIMIT
110 Banagpur
STA -2-5-238

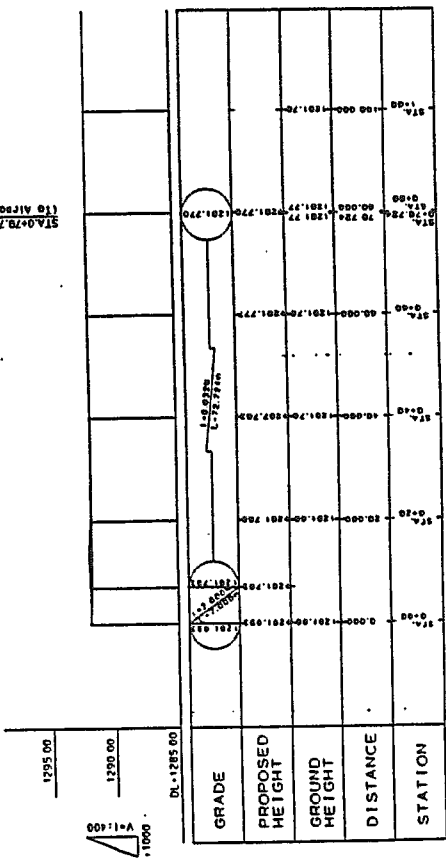


H=1:1000
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KEY PLAN



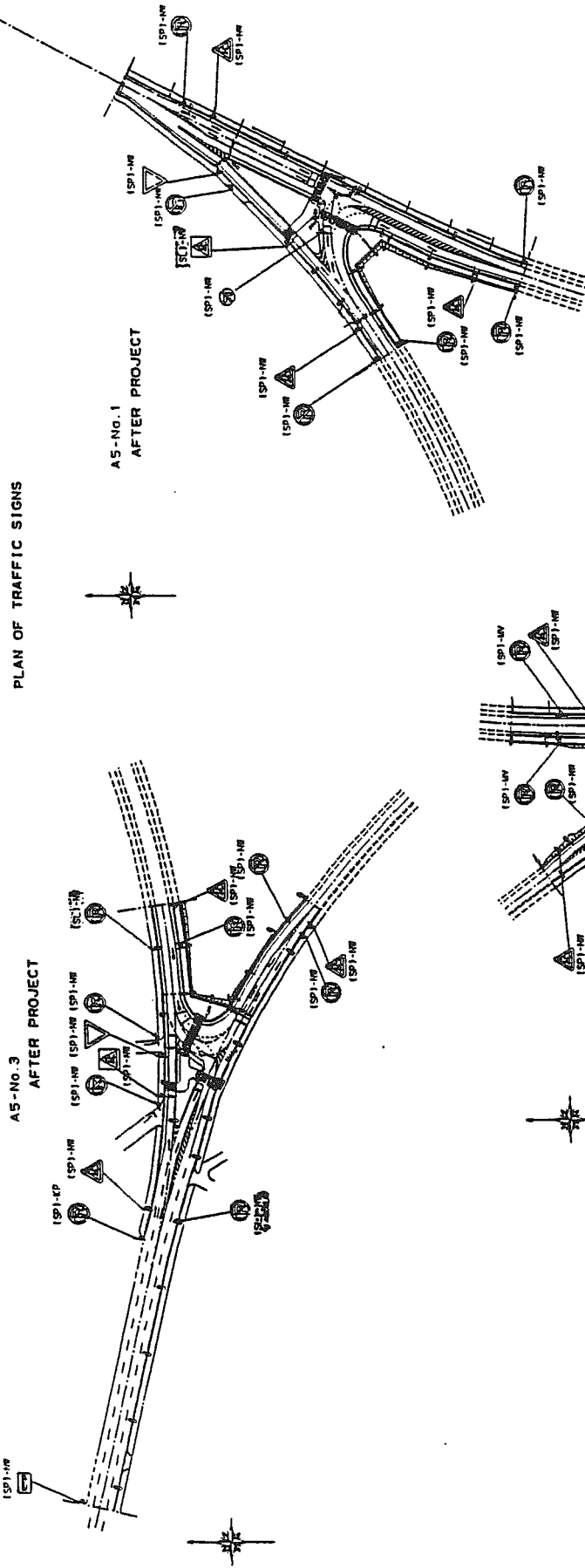
CONSTRUCTION LIMIT
110 Koteswor
Ring Road I.S.
STA 0-0-0



H=1:1000
V=1:400

日本道路公団 (NIPPON ROAD PUBLIC CORPORATION)	国庫庁事務 (NATIONAL TREASURY AGENCY)	SCALE	DATE	SHEET NO.
本ハール國公団專案 社圖書 (MOPPW)	本ハール國公団のハール交差部基礎設計圖	1:1000	DEC. 2000	
TITLE		AS-KOTESWOR-TINKUNE PROFILE (NO. 3)		

PLAN OF TRAFFIC SIGNS



Legend	(Attachment level) Contents of project
(Attachment level)	Attachment level
(SP1)	Single Pole Type
(DP)	Double Pole Type
(EP)	Electric Pole Type
(SL)	Street Light Type
(IR)	Illumination on a Fence or Handrail Type
(IP)	Iron Pole Type
(IS)	Traffic Signal Type
(-EP)	Removal of existing traffic sign
(-HW)	Removal of traffic sign
(-HW)	New traffic sign

A5-No. 3
AFTER PROJECT

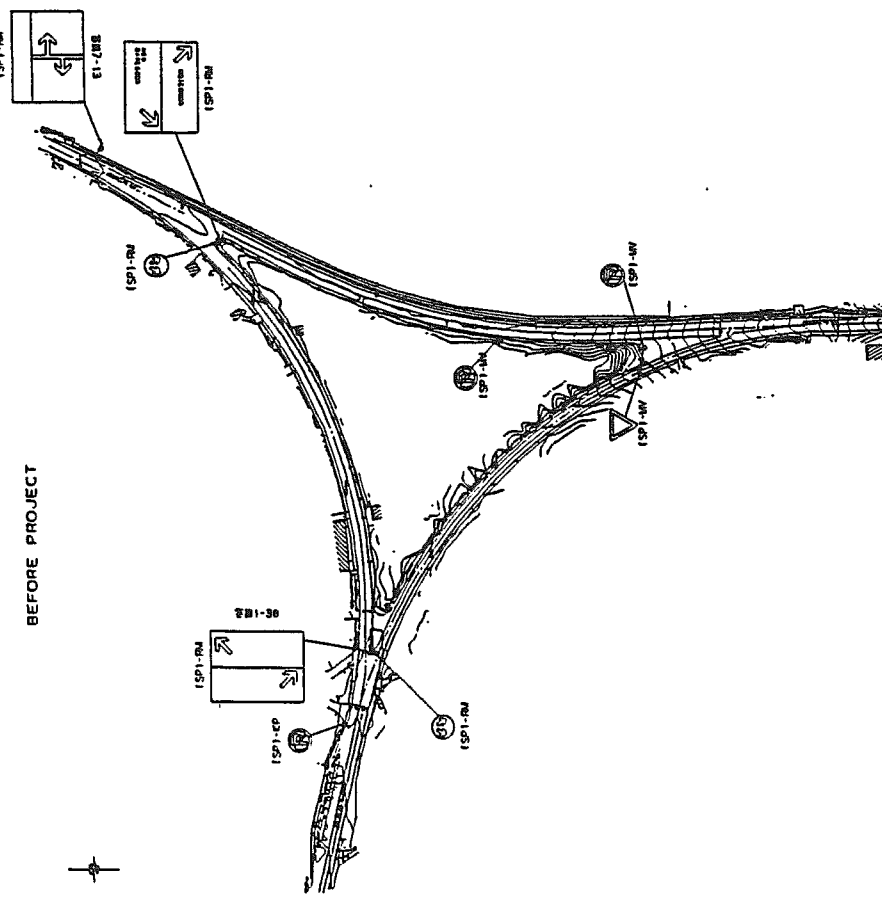
A5-No. 1
AFTER PROJECT

A5-No. 2 SCALE 1:2000
AFTER PROJECT

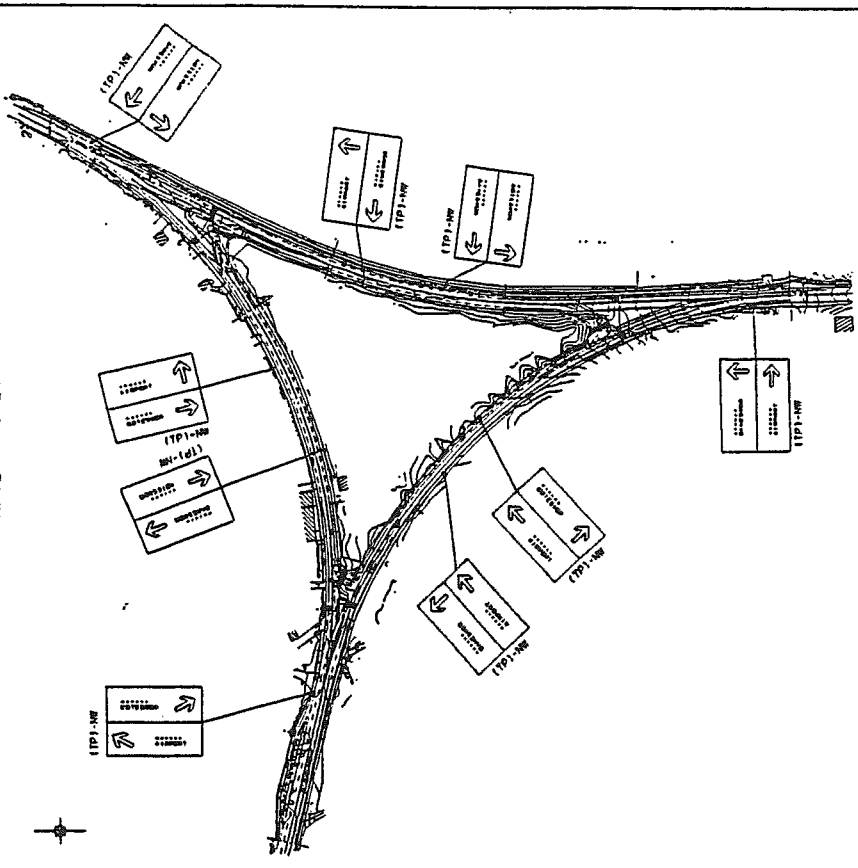
KOTESWOR-TINKUNE-INTER SECTION SCALE(1:4000)

A5

PLAN OF TRAFFIC SIGNS

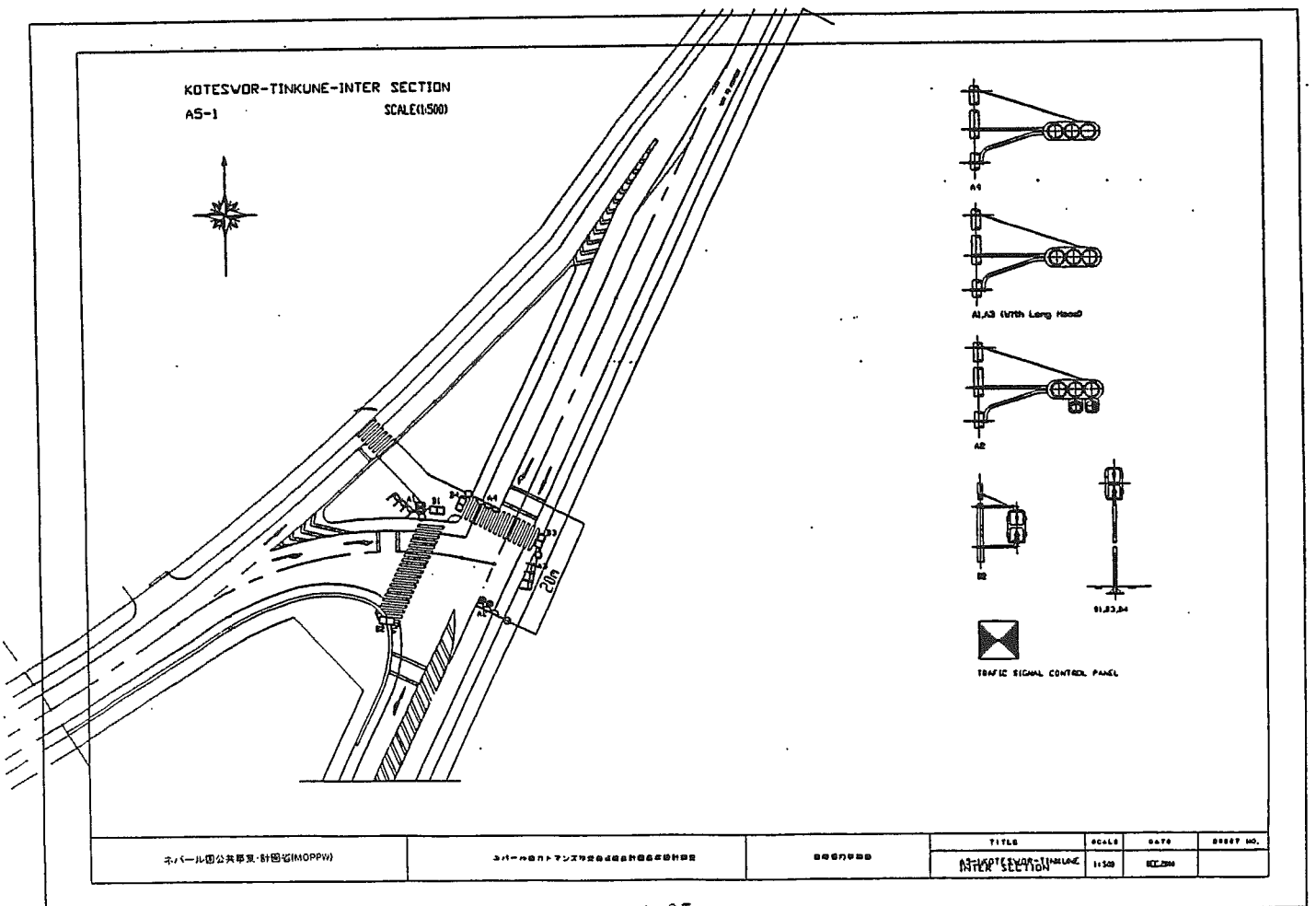
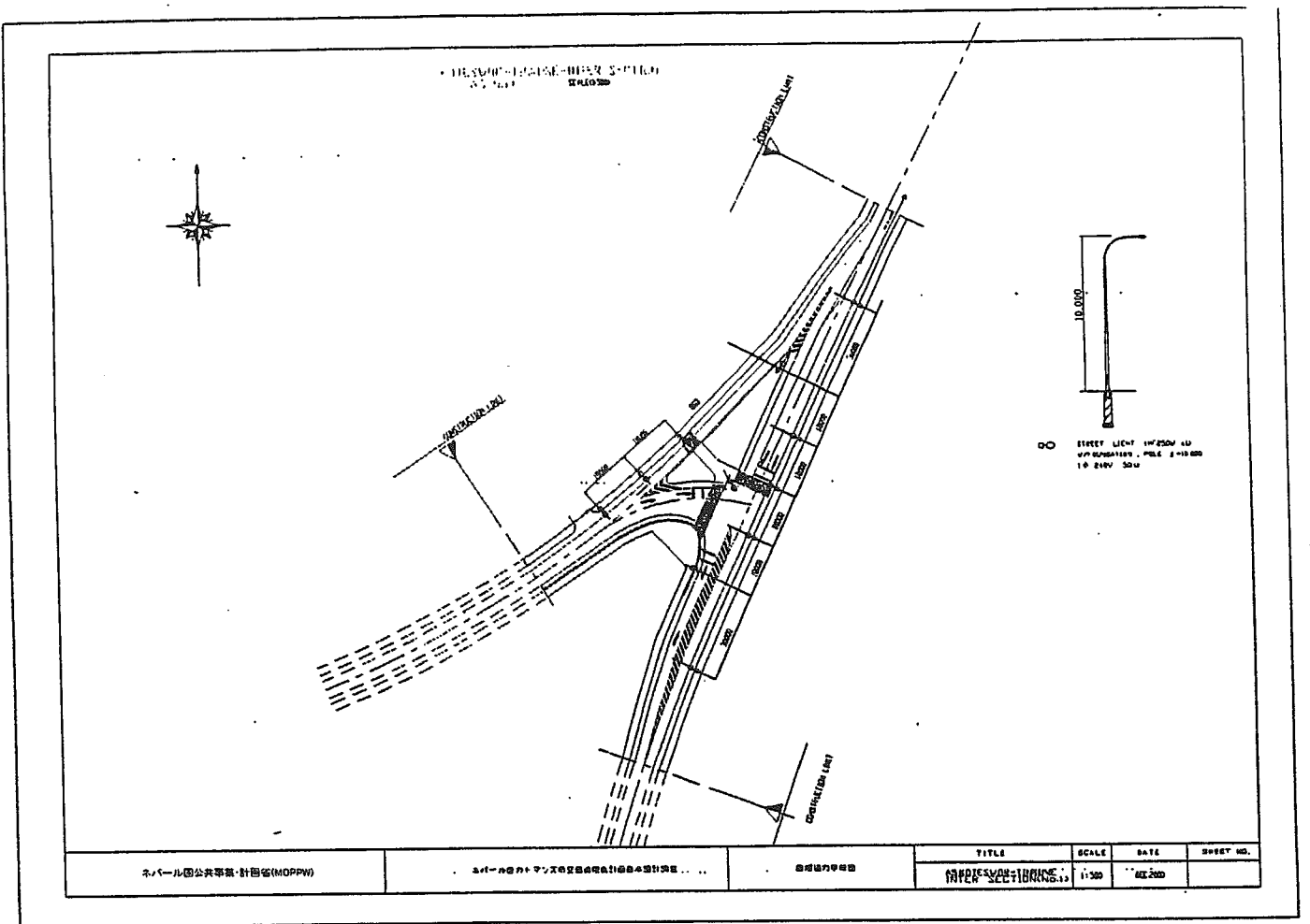


AFTER PROJECT

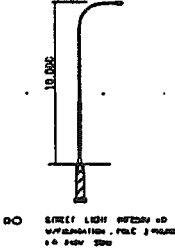
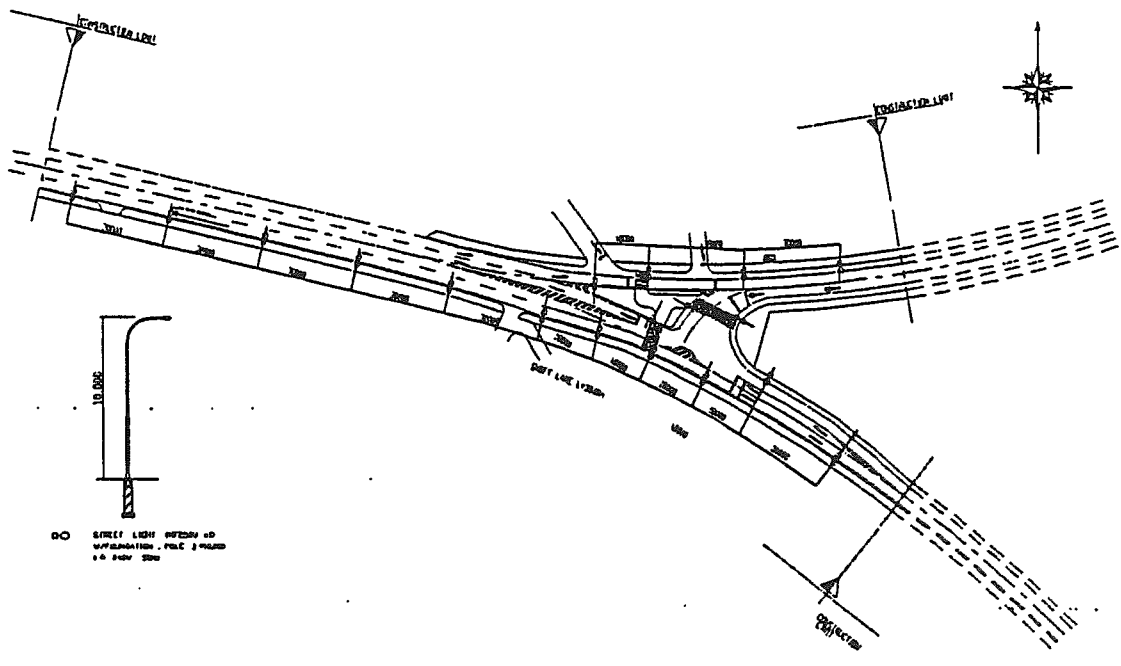


Legend	
Attachment Tree	Contents of project
Attachment Tree	Attachment Tree
(SP1)	Single Plate Tree
(DP1)	Double Plate Tree
(EP)	Electric Pole Tree
(SL)	Street Light Tree
(HFI)	Hanging on a Fence or Handrail Tree
(TPI)	Tower Pole Tree
Contents of Project	
-CP	Removal of existing traffic sign
-RW	Removal of traffic sign
-NB	New traffic sign

TITLE	SCALE	DATE	SHEET NO.
A5 KOTESWOR-TINKUNE INTER SECTION	1:4000	DEC 2010	



PROJECT TITLE: INTER SECTION
 NO. 10/23



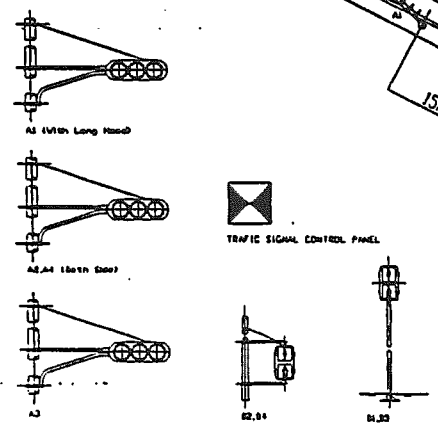
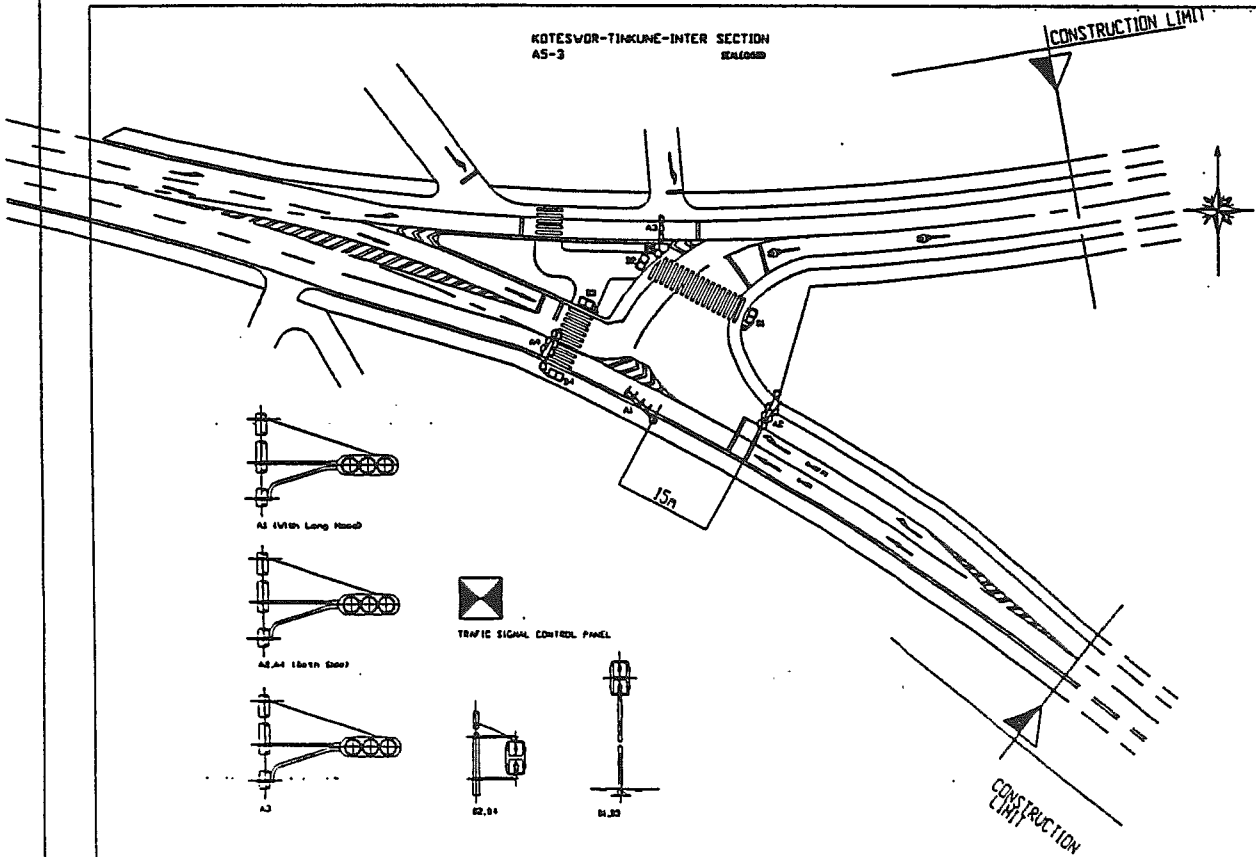
ネパール国公共事業 計画室(MOPPW)

ネパール電力トランスミシヨン委員会設計部設計課

00000000

TITLE	SCALE	DATE	SHEET NO.
INTER SECTION	1:500	DEC 2003	

KOTESWAR-TINKUNE-INTER SECTION
 AS-3
 RAJENDRA



ネパール国公共事業 計画室(MOPPW)

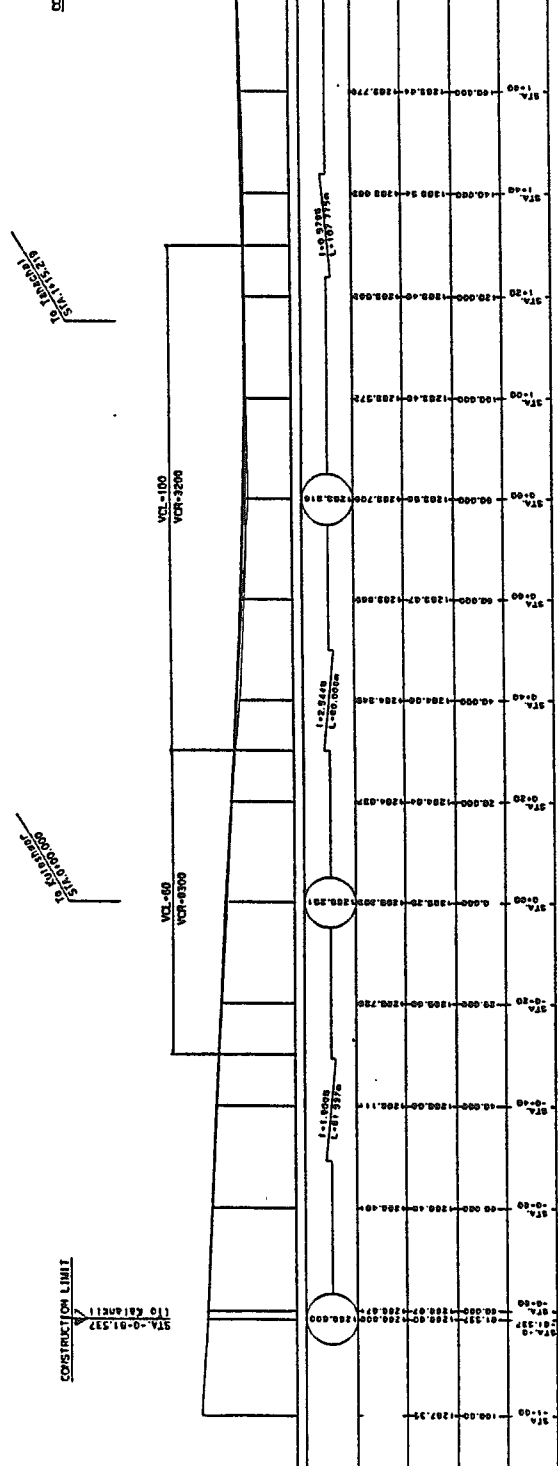
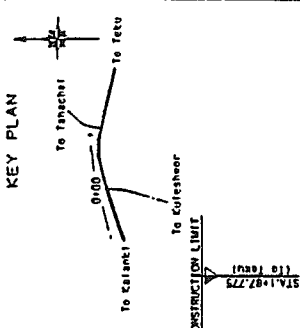
ネパール電力トランスミシヨン委員会設計部設計課

00000000

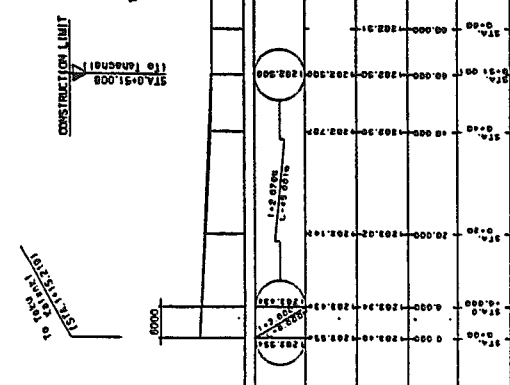
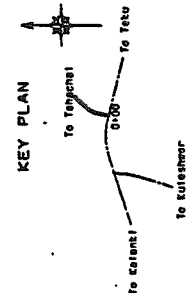
TITLE	SCALE	DATE	SHEET NO.
INTER SECTION	1:500	DEC 2003	

KALIMATI - PROFILE
AB

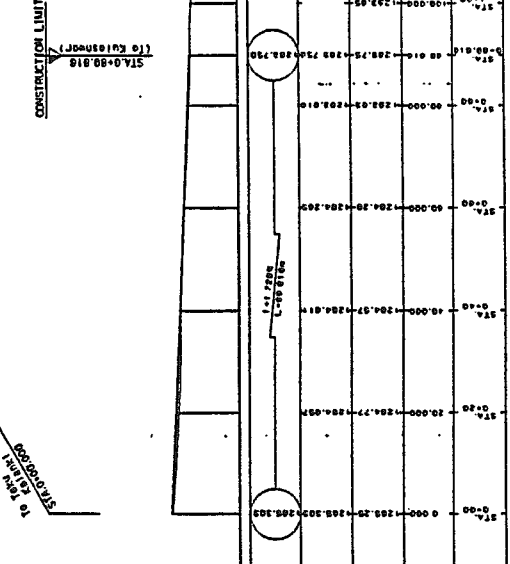
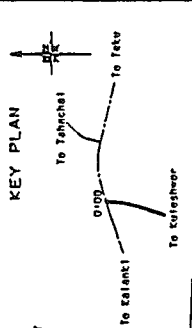
SCALE 1:1000



STATION	DISTANCE	GROUND HEIGHT	PROPOSED HEIGHT	GRADE
STA 0+00	100.00	1287.35	1287.35	0+00
STA 0+20	200.00	1288.43	1288.43	0+20
STA 0+40	300.00	1289.78	1289.78	0+40
STA 0+60	400.00	1291.11	1291.11	0+60
STA 0+80	500.00	1292.50	1292.50	0+80
STA 1+00	600.00	1293.92	1293.92	1+00
STA 1+20	700.00	1295.37	1295.37	1+20
STA 1+40	800.00	1296.84	1296.84	1+40
STA 1+60	900.00	1298.33	1298.33	1+60
STA 1+80	1000.00	1299.84	1299.84	1+80
STA 2+00	1100.00	1301.36	1301.36	2+00
STA 2+20	1200.00	1302.89	1302.89	2+20
STA 2+40	1300.00	1304.43	1304.43	2+40
STA 2+60	1400.00	1305.98	1305.98	2+60
STA 2+80	1500.00	1307.54	1307.54	2+80
STA 3+00	1600.00	1309.11	1309.11	3+00
STA 3+20	1700.00	1310.69	1310.69	3+20
STA 3+40	1800.00	1312.28	1312.28	3+40
STA 3+60	1900.00	1313.88	1313.88	3+60
STA 3+80	2000.00	1315.48	1315.48	3+80
STA 4+00	2100.00	1317.09	1317.09	4+00
STA 4+20	2200.00	1318.70	1318.70	4+20
STA 4+40	2300.00	1320.32	1320.32	4+40
STA 4+60	2400.00	1321.94	1321.94	4+60
STA 4+80	2500.00	1323.57	1323.57	4+80
STA 5+00	2600.00	1325.20	1325.20	5+00
STA 5+20	2700.00	1326.84	1326.84	5+20
STA 5+40	2800.00	1328.48	1328.48	5+40
STA 5+60	2900.00	1330.12	1330.12	5+60
STA 5+80	3000.00	1331.77	1331.77	5+80
STA 6+00	3100.00	1333.42	1333.42	6+00
STA 6+20	3200.00	1335.07	1335.07	6+20
STA 6+40	3300.00	1336.72	1336.72	6+40
STA 6+60	3400.00	1338.37	1338.37	6+60
STA 6+80	3500.00	1340.02	1340.02	6+80
STA 7+00	3600.00	1341.67	1341.67	7+00
STA 7+20	3700.00	1343.32	1343.32	7+20
STA 7+40	3800.00	1344.97	1344.97	7+40
STA 7+60	3900.00	1346.62	1346.62	7+60
STA 7+80	4000.00	1348.27	1348.27	7+80
STA 8+00	4100.00	1349.92	1349.92	8+00
STA 8+20	4200.00	1351.57	1351.57	8+20
STA 8+40	4300.00	1353.22	1353.22	8+40
STA 8+60	4400.00	1354.87	1354.87	8+60
STA 8+80	4500.00	1356.52	1356.52	8+80
STA 9+00	4600.00	1358.17	1358.17	9+00
STA 9+20	4700.00	1359.82	1359.82	9+20
STA 9+40	4800.00	1361.47	1361.47	9+40
STA 9+60	4900.00	1363.12	1363.12	9+60
STA 9+80	5000.00	1364.77	1364.77	9+80
STA 10+00	5100.00	1366.42	1366.42	10+00



STATION	DISTANCE	GROUND HEIGHT	PROPOSED HEIGHT	GRADE
STA 0+00	0.00	1287.35	1287.35	0+00
STA 0+20	20.00	1288.43	1288.43	0+20
STA 0+40	40.00	1289.78	1289.78	0+40
STA 0+60	60.00	1291.11	1291.11	0+60
STA 0+80	80.00	1292.50	1292.50	0+80
STA 1+00	100.00	1293.92	1293.92	1+00
STA 1+20	120.00	1295.37	1295.37	1+20
STA 1+40	140.00	1296.84	1296.84	1+40
STA 1+60	160.00	1298.33	1298.33	1+60
STA 1+80	180.00	1299.84	1299.84	1+80
STA 2+00	200.00	1301.36	1301.36	2+00
STA 2+20	220.00	1302.89	1302.89	2+20
STA 2+40	240.00	1304.43	1304.43	2+40
STA 2+60	260.00	1305.98	1305.98	2+60
STA 2+80	280.00	1307.54	1307.54	2+80
STA 3+00	300.00	1309.11	1309.11	3+00
STA 3+20	320.00	1310.69	1310.69	3+20
STA 3+40	340.00	1312.28	1312.28	3+40
STA 3+60	360.00	1313.88	1313.88	3+60
STA 3+80	380.00	1315.48	1315.48	3+80
STA 4+00	400.00	1317.09	1317.09	4+00
STA 4+20	420.00	1318.70	1318.70	4+20
STA 4+40	440.00	1320.32	1320.32	4+40
STA 4+60	460.00	1321.94	1321.94	4+60
STA 4+80	480.00	1323.57	1323.57	4+80
STA 5+00	500.00	1325.20	1325.20	5+00
STA 5+20	520.00	1326.84	1326.84	5+20
STA 5+40	540.00	1328.48	1328.48	5+40
STA 5+60	560.00	1330.12	1330.12	5+60
STA 5+80	580.00	1331.77	1331.77	5+80
STA 6+00	600.00	1333.42	1333.42	6+00
STA 6+20	620.00	1335.07	1335.07	6+20
STA 6+40	640.00	1336.72	1336.72	6+40
STA 6+60	660.00	1338.37	1338.37	6+60
STA 6+80	680.00	1340.02	1340.02	6+80
STA 7+00	700.00	1341.67	1341.67	7+00
STA 7+20	720.00	1343.32	1343.32	7+20
STA 7+40	740.00	1344.97	1344.97	7+40
STA 7+60	760.00	1346.62	1346.62	7+60
STA 7+80	780.00	1348.27	1348.27	7+80
STA 8+00	800.00	1349.92	1349.92	8+00
STA 8+20	820.00	1351.57	1351.57	8+20
STA 8+40	840.00	1353.22	1353.22	8+40
STA 8+60	860.00	1354.87	1354.87	8+60
STA 8+80	880.00	1356.52	1356.52	8+80
STA 9+00	900.00	1358.17	1358.17	9+00
STA 9+20	920.00	1359.82	1359.82	9+20
STA 9+40	940.00	1361.47	1361.47	9+40
STA 9+60	960.00	1363.12	1363.12	9+60
STA 9+80	980.00	1364.77	1364.77	9+80
STA 10+00	1000.00	1366.42	1366.42	10+00



STATION	DISTANCE	GROUND HEIGHT	PROPOSED HEIGHT	GRADE
STA 0+00	0.00	1287.35	1287.35	0+00
STA 0+20	20.00	1288.43	1288.43	0+20
STA 0+40	40.00	1289.78	1289.78	0+40
STA 0+60	60.00	1291.11	1291.11	0+60
STA 0+80	80.00	1292.50	1292.50	0+80
STA 1+00	100.00	1293.92	1293.92	1+00
STA 1+20	120.00	1295.37	1295.37	1+20
STA 1+40	140.00	1296.84	1296.84	1+40
STA 1+60	160.00	1298.33	1298.33	1+60
STA 1+80	180.00	1299.84	1299.84	1+80
STA 2+00	200.00	1301.36	1301.36	2+00
STA 2+20	220.00	1302.89	1302.89	2+20
STA 2+40	240.00	1304.43	1304.43	2+40
STA 2+60	260.00	1305.98	1305.98	2+60
STA 2+80	280.00	1307.54	1307.54	2+80
STA 3+00	300.00	1309.11	1309.11	3+00
STA 3+20	320.00	1310.69	1310.69	3+20
STA 3+40	340.00	1312.28	1312.28	3+40
STA 3+60	360.00	1313.88	1313.88	3+60
STA 3+80	380.00	1315.48	1315.48	3+80
STA 4+00	400.00	1317.09	1317.09	4+00
STA 4+20	420.00	1318.70	1318.70	4+20
STA 4+40	440.00	1320.32	1320.32	4+40
STA 4+60	460.00	1321.94	1321.94	4+60
STA 4+80	480.00	1323.57	1323.57	4+80
STA 5+00	500.00	1325.20	1325.20	5+00
STA 5+20	520.00	1326.84	1326.84	5+20
STA 5+40	540.00	1328.48	1328.48	5+40
STA 5+60	560.00	1330.12	1330.12	5+60
STA 5+80	580.00	1331.77	1331.77	5+80
STA 6+00	600.00	1333.42	1333.42	6+00
STA 6+20	620.00	1335.07	1335.07	6+20
STA 6+40	640.00	1336.72	1336.72	6+40
STA 6+60	660.00	1338.37	1338.37	6+60
STA 6+80	680.00	1340.02	1340.02	6+80
STA 7+00	700.00	1341.67	1341.67	7+00
STA 7+20	720.00	1343.32	1343.32	7+20
STA 7+40	740.00	1344.97	1344.97	7+40
STA 7+60	760.00	1346.62	1346.62	7+60
STA 7+80	780.00	1348.27	1348.27	7+80
STA 8+00	800.00	1349.92	1349.92	8+00
STA 8+20	820.00	1351.57	1351.57	8+20
STA 8+40	840.00	1353.22	1353.22	8+40
STA 8+60	860.00	1354.87	1354.87	8+60
STA 8+80	880.00	1356.52	1356.52	8+80
STA 9+00	900.00	1358.17	1358.17	9+00
STA 9+20	920.00	1359.82	1359.82	9+20
STA 9+40	940.00	1361.47	1361.47	9+40
STA 9+60	960.00	1363.12	1363.12	9+60
STA 9+80	980.00	1364.77	1364.77	9+80
STA 10+00	1000.00	1366.42	1366.42	10+00

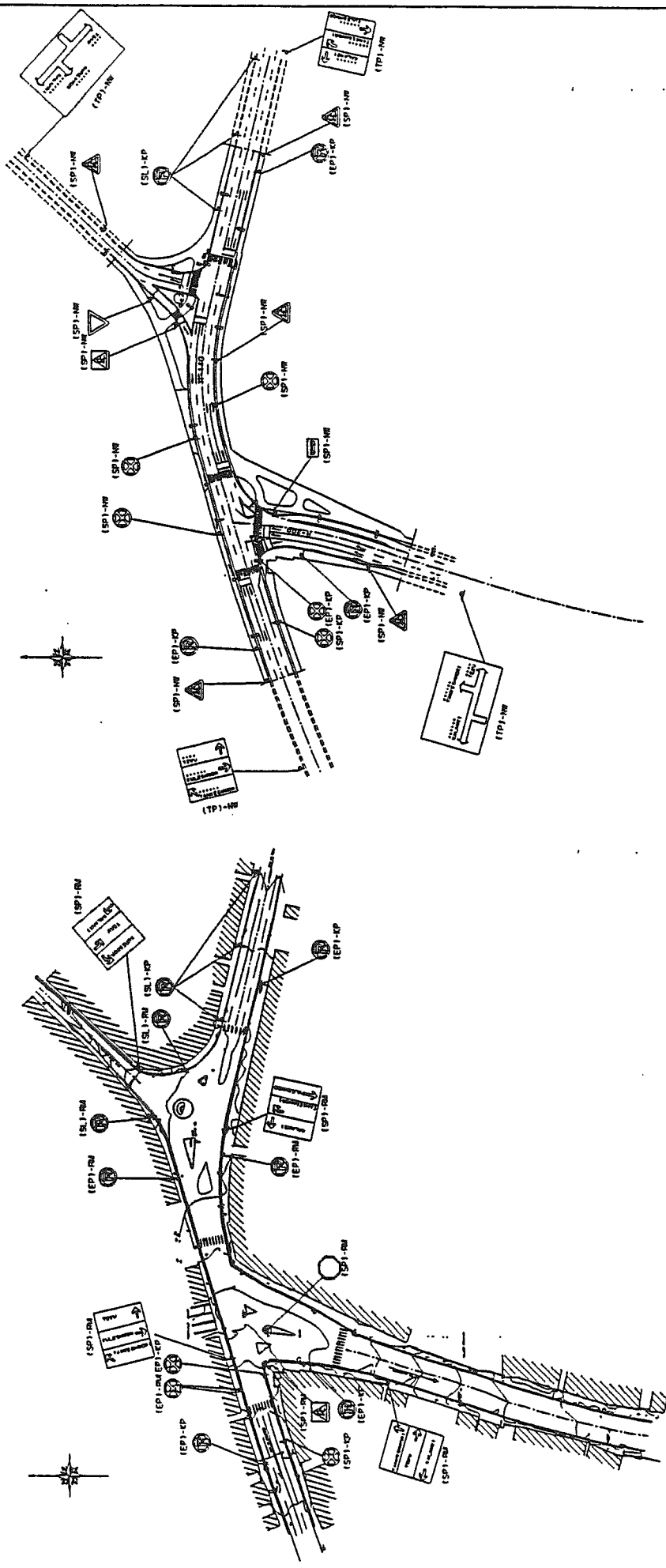
ナール国公共事業計画書(MOPPW)	ナール国カトマンス市交通道路新築事業設計書	道路設計書	AB KALIMATI PROFILE	SCALE 1:1000	DATE DEC 2000	SHEET NO.
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KALIMATI TURNING - INTER SECTION
AB SCALE 1:2000

PLAN OF TRAFFIC SIGNS

BEFORE PROJECT

AFTER PROJECT



Legend

Alignment Code	Contents of Project
SP1	Signs Plate Type
DP1	Double Plate Type
EP1	Electric Plate Type
SL1	Striped Lane Type
TP1	TURNING ON A FENCE OR BARRIER TYPE
TS1	TRAFFIC SIGNAL TYPE

Contents of Project	Code
Removal of existing traffic sign	-EP
Removal of traffic sign	-RM
New traffic sign	-NW

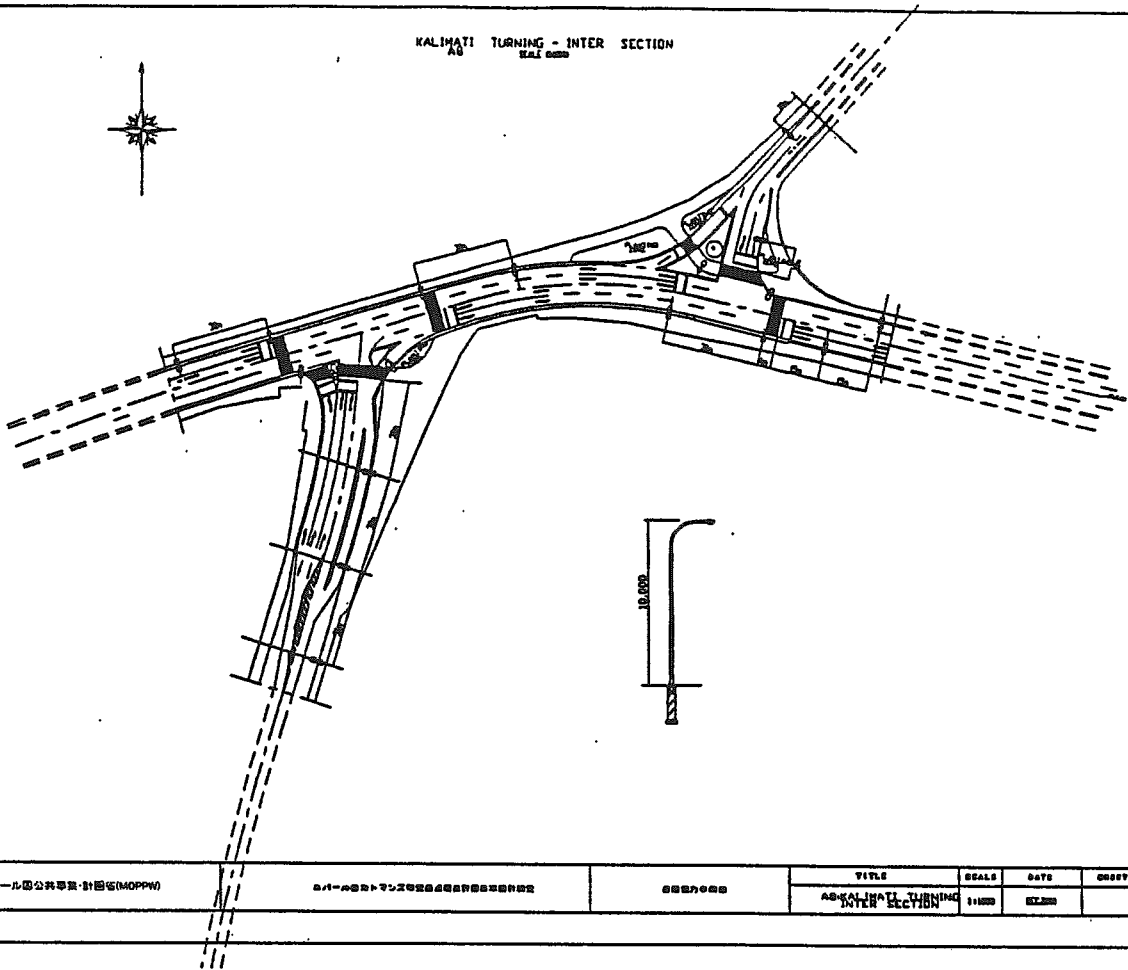
ネパール国公共事業計画省(MOPPW)

ネパール国カトマンズ市交通信号計画部

交通信号計画部

TITLE	SCALE	DATE	SHEET NO.
AB KALIMATI TURNING INTER SECTION	1:2000	DEC. 2000	

KALIMATI TURNING - INTER SECTION
 AS SCALE 1:1000



नेपाली लोकसभा-सचिवालय (MOPW)

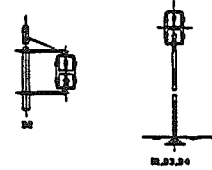
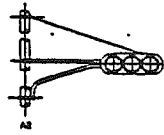
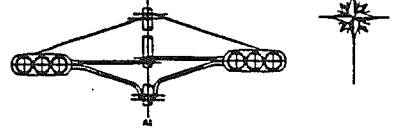
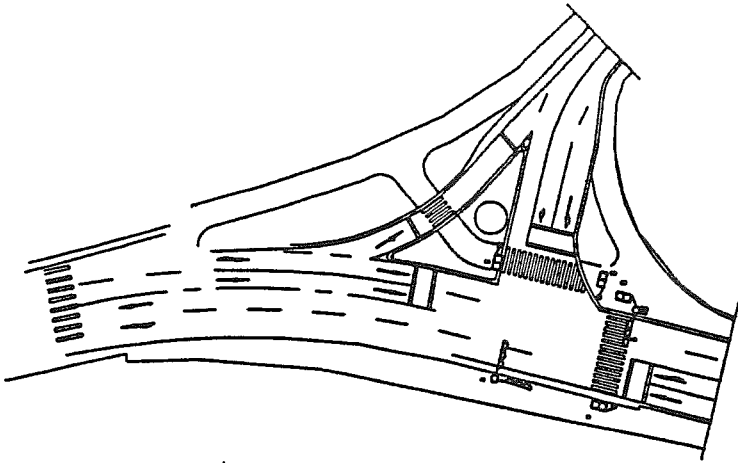
सिंहधरम-सुदूरपश्चिम प्रदेश

सुदूरपश्चिम

TITLE	SCALE	DATE	DRAWN BY
AS-KALIMATI TURNING INTER SECTION	1:1000	1970	SKM

KALIMATI TURNING - INTER SECTION
A8-1

SCALE (1:500)



ネパール国公共事業-計画省(MOPPW)

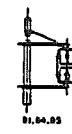
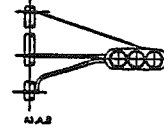
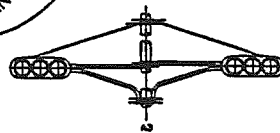
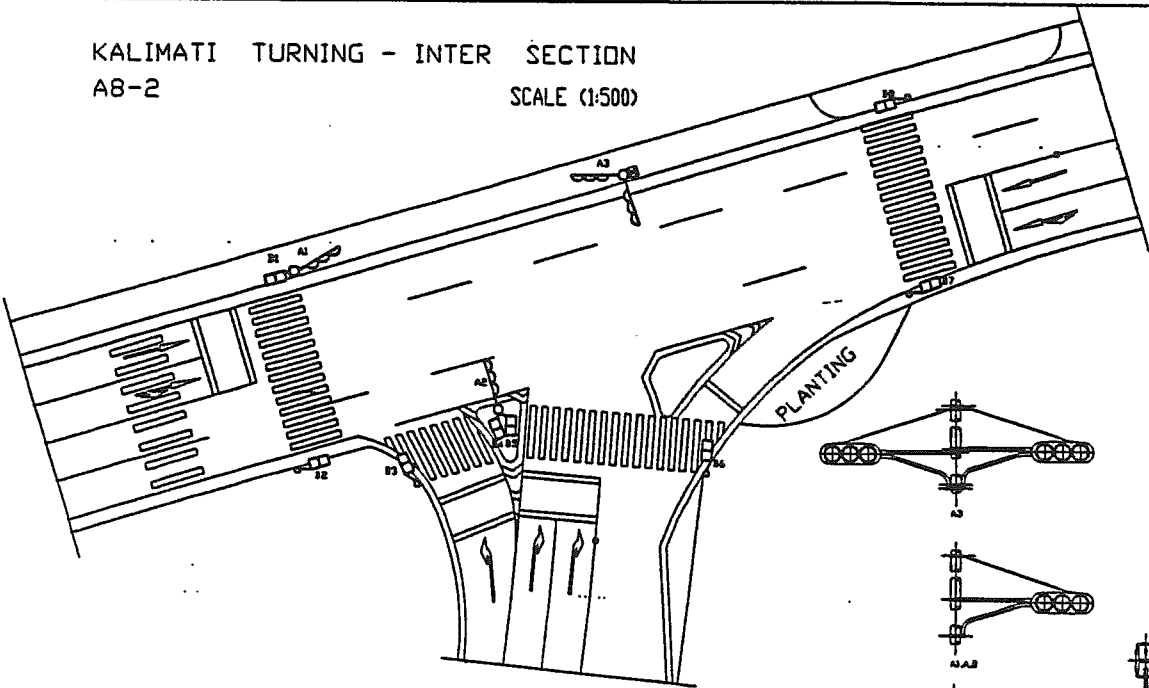
काठमाडौं उपत्यका विकास प्राधिकरण

सडक विभाग

TITLE	SCALE	DATE	SHEET NO.
A8-1-KALIMATI TURNING INTERSECTION	1:500	17.03.03	

KALIMATI TURNING - INTER SECTION
A8-2

SCALE (1:500)



नेपाल国公共事業-計画省(MOPPW)

काठमाडौं उपत्यका विकास प्राधिकरण

सडक विभाग

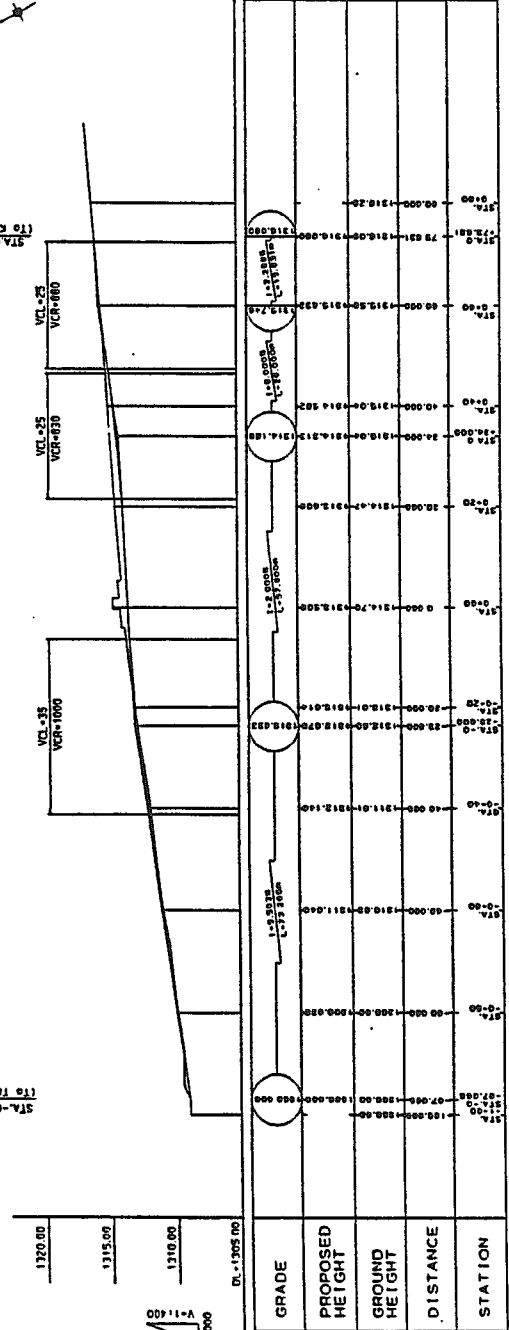
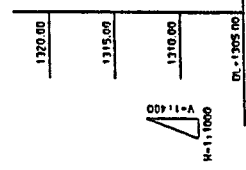
TITLE	SCALE	DATE	SHEET NO.
A8-2-KALIMATI TURNING INTERSECTION	1:500	17.03.03	

B1: KALANKI PROFILE

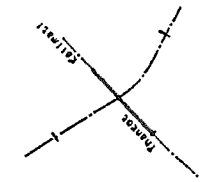
SCALE 1:1000

CONSTRUCTION LIMIT
STA. 0+97.000
(TO FRANKS)

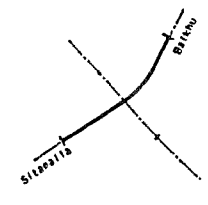
CONSTRUCTION LIMIT
STA. 0+73.000
(TO KALANKI)



KEY PLAN

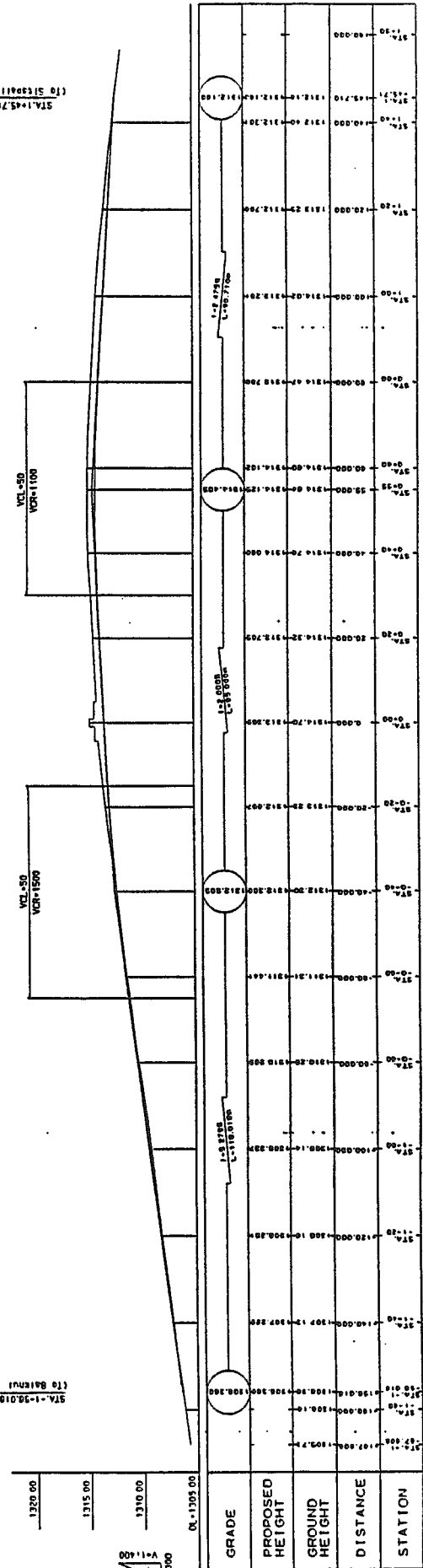
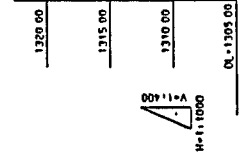


KEY PLAN



CONSTRUCTION LIMIT
STA. 1+30.010
(TO BIRAHU)

CONSTRUCTION LIMIT
STA. 1+45.710
(TO SIKARHAI)



ネパール国公共事業・計画省(MOPPW)

ネパール道路カトマンズ市交差成設部道路基本設計部

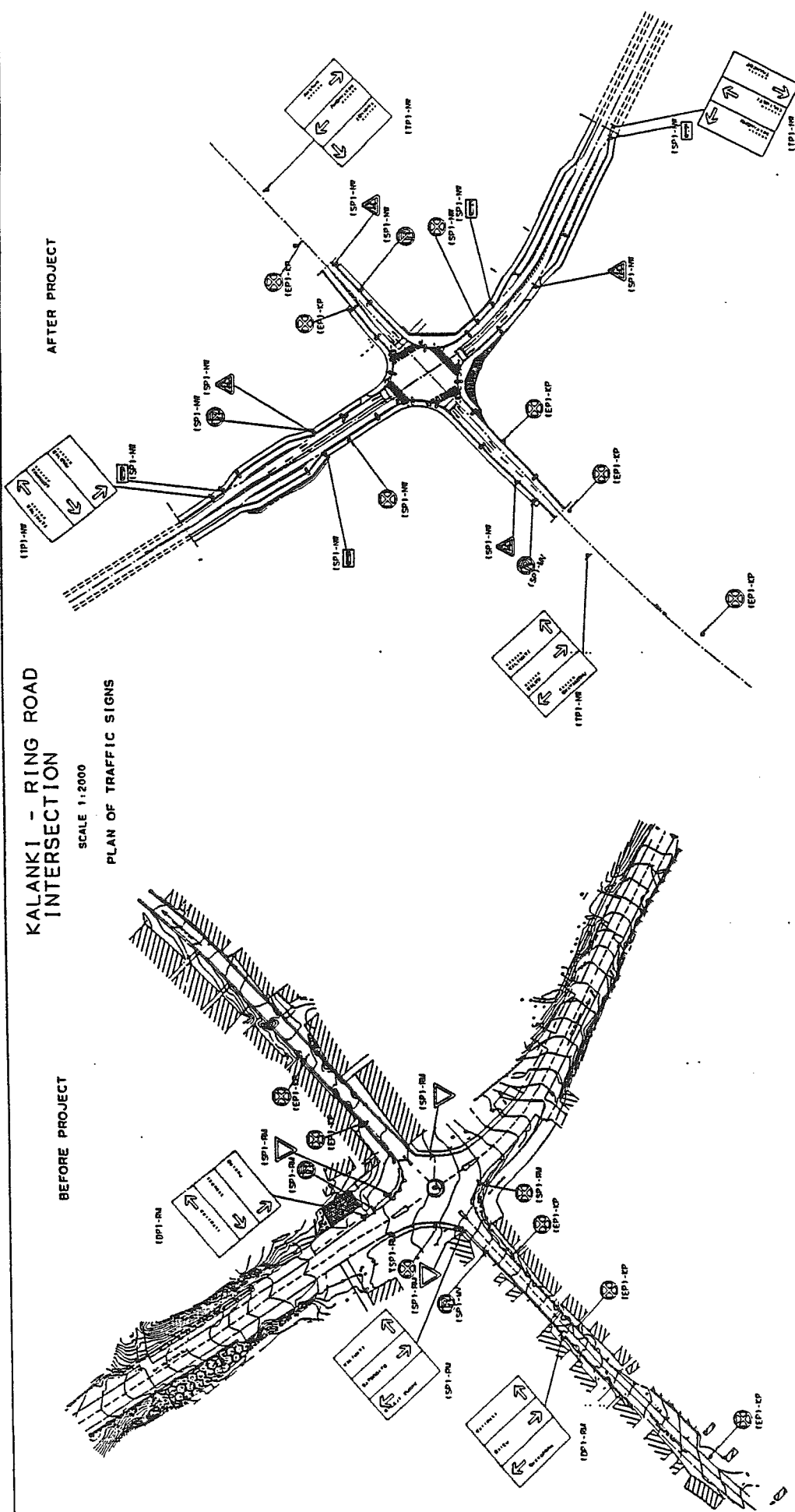
道路標高断面図

TITLE	SCALE	DATE	SHEET NO
B1:KALANKI-1 PROFILE	1:1000	DEC 2000	

KALANKI - RING ROAD INTERSECTION

SCALE 1:2000

PLAN OF TRAFFIC SIGNS

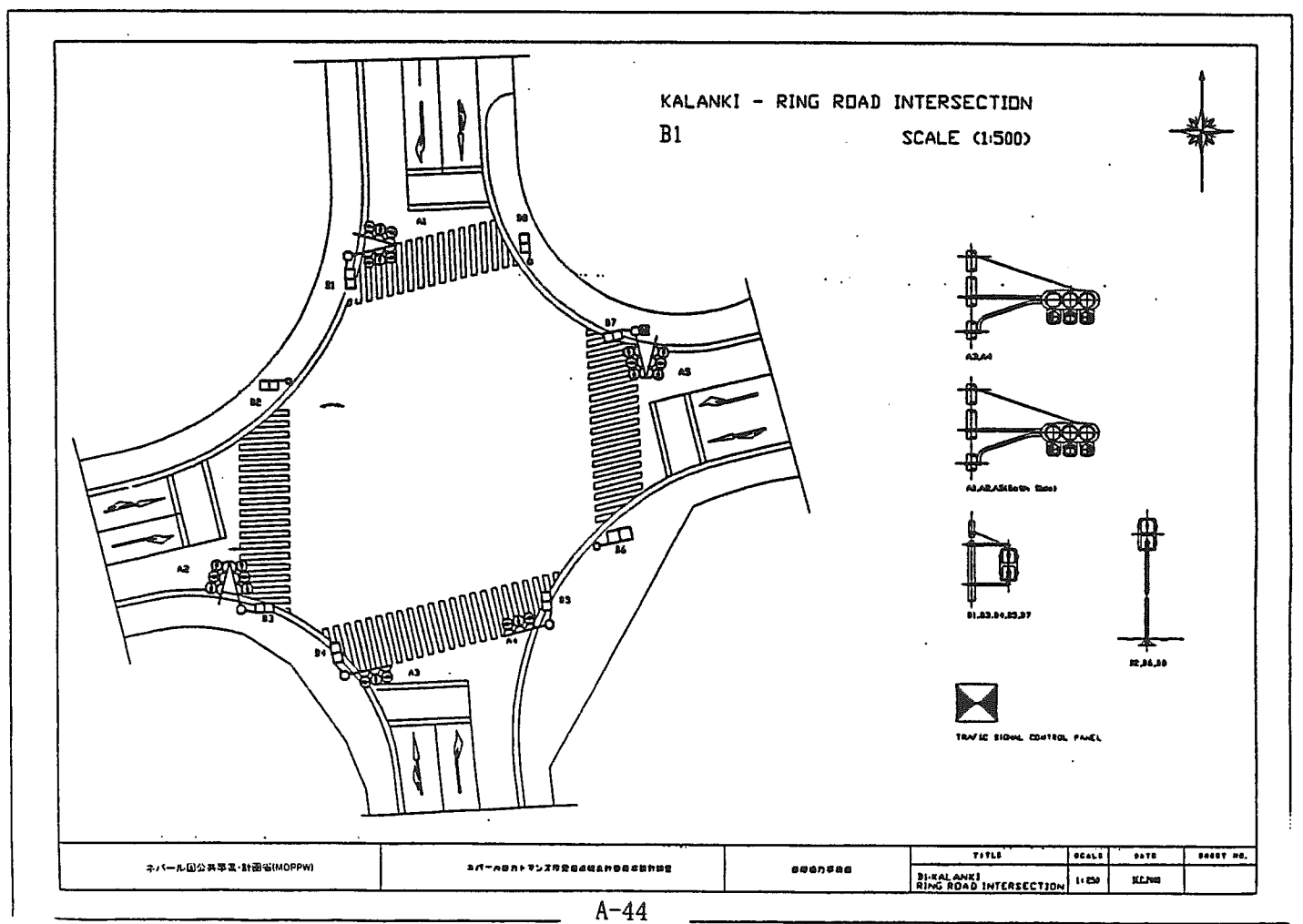
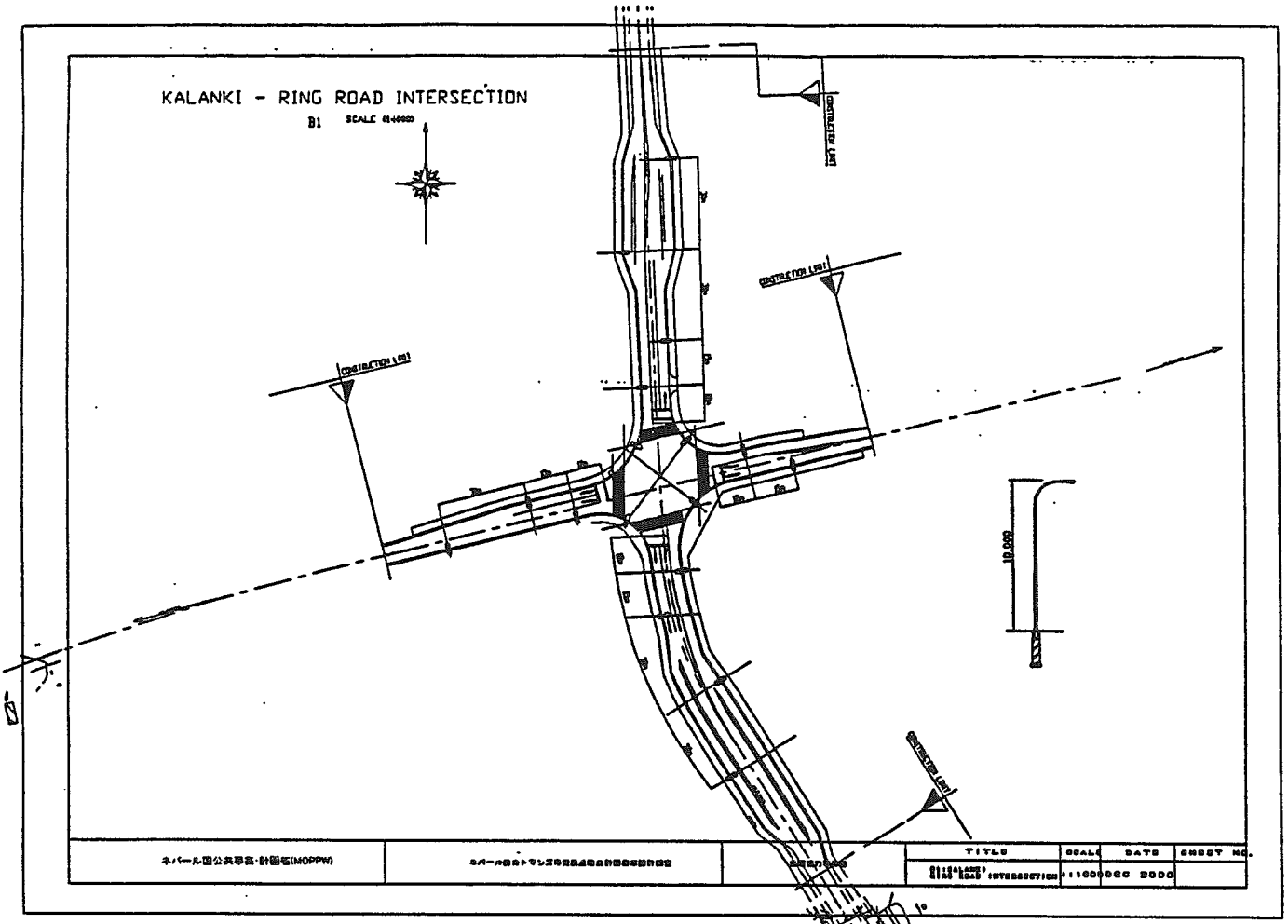


REVISION	
ATTACHED	Contents of Project
ALIGNMENT	SP1
	Single Plant Tree
	DP1
	Double Plant Tree
	EP1
	Electric Pole Tree
	IS1
	Street Light Tree
	US1
	Planting on a Fence or Handrail Tree
	TP1
	Tree Plant Tree
	TS1
	Traffic Signal Tree
Contents of Project	
EP	Setting of existing traffic sign
AW	Movement of traffic sign
RU	Removal of traffic sign
NW	New traffic sign

AFTER PROJECT

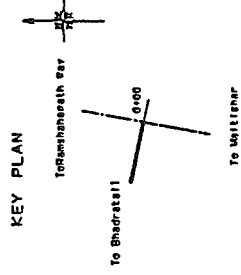
BEFORE PROJECT

TITLE	SCALE	DATE	SHEET NO
BI. KALANKI RING ROAD INTERSECTION	1:1000	DEC 2000	
ネパール国公共事業・計画省(MOPPW)		ネパール国トランスポート部道路局	

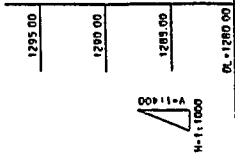


SINGHURBAR - PROFILE
83
SCALE 1:1000

CONSTRUCTION LIMIT



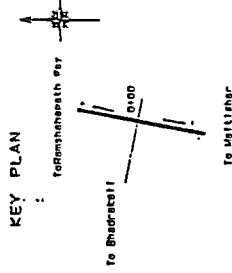
CONSTRUCTION LIMIT



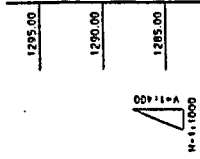
GRADE	PROPOSED HEIGHT	GROUND HEIGHT	DISTANCE	STATION
1285.00	1285.00	1285.00	0.00	0+00
1285.00	1285.00	1285.00	100.00	0+100
1285.00	1285.00	1285.00	200.00	0+200
1285.00	1285.00	1285.00	300.00	0+300
1285.00	1285.00	1285.00	400.00	0+400
1285.00	1285.00	1285.00	500.00	0+500
1285.00	1285.00	1285.00	600.00	0+600
1285.00	1285.00	1285.00	700.00	0+700
1285.00	1285.00	1285.00	800.00	0+800
1285.00	1285.00	1285.00	900.00	0+900
1285.00	1285.00	1285.00	1000.00	0+1000

CONSTRUCTION LIMIT

CONSTRUCTION LIMIT



CONSTRUCTION LIMIT



GRADE	PROPOSED HEIGHT	GROUND HEIGHT	DISTANCE	STATION
1285.00	1285.00	1285.00	0.00	0+00
1285.00	1285.00	1285.00	100.00	0+100
1285.00	1285.00	1285.00	200.00	0+200
1285.00	1285.00	1285.00	300.00	0+300
1285.00	1285.00	1285.00	400.00	0+400
1285.00	1285.00	1285.00	500.00	0+500
1285.00	1285.00	1285.00	600.00	0+600
1285.00	1285.00	1285.00	700.00	0+700
1285.00	1285.00	1285.00	800.00	0+800
1285.00	1285.00	1285.00	900.00	0+900
1285.00	1285.00	1285.00	1000.00	0+1000

ネパール国公共事業・計画省(MOPPW)

ネパール道路カトマンズ中央直轄道路局基本設計部

道路部力學部

TITLE
B3. SINGHURBAR
PROFILE

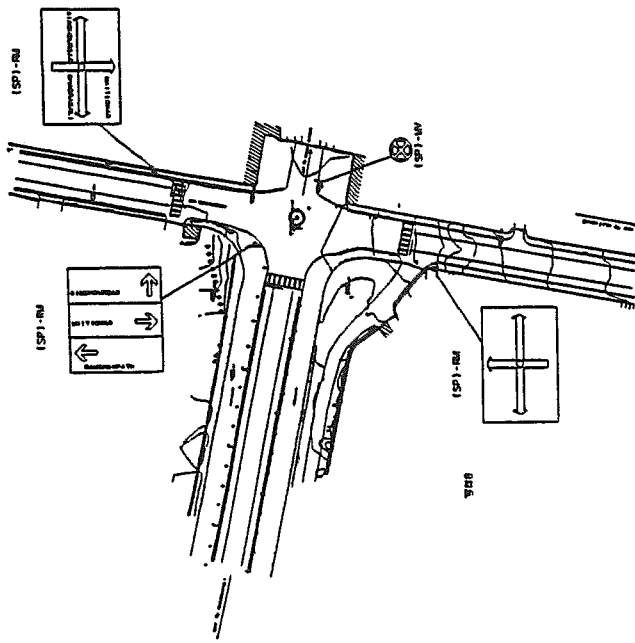
SHEET NO.

DATE
DEC 2010

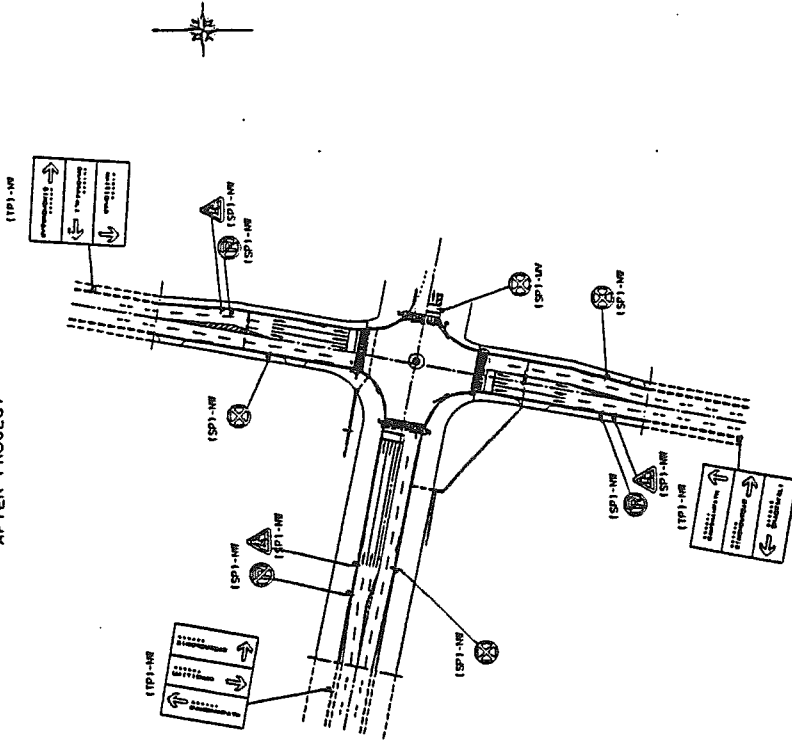
SCALE
1:1000

SINGHOURBAR - INTER SECTION
 B3
 SCALE 1:2000
 PLAN OF TRAFFIC SIGNS

BEFORE PROJECT



AFTER PROJECT

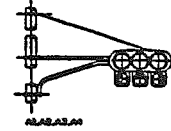
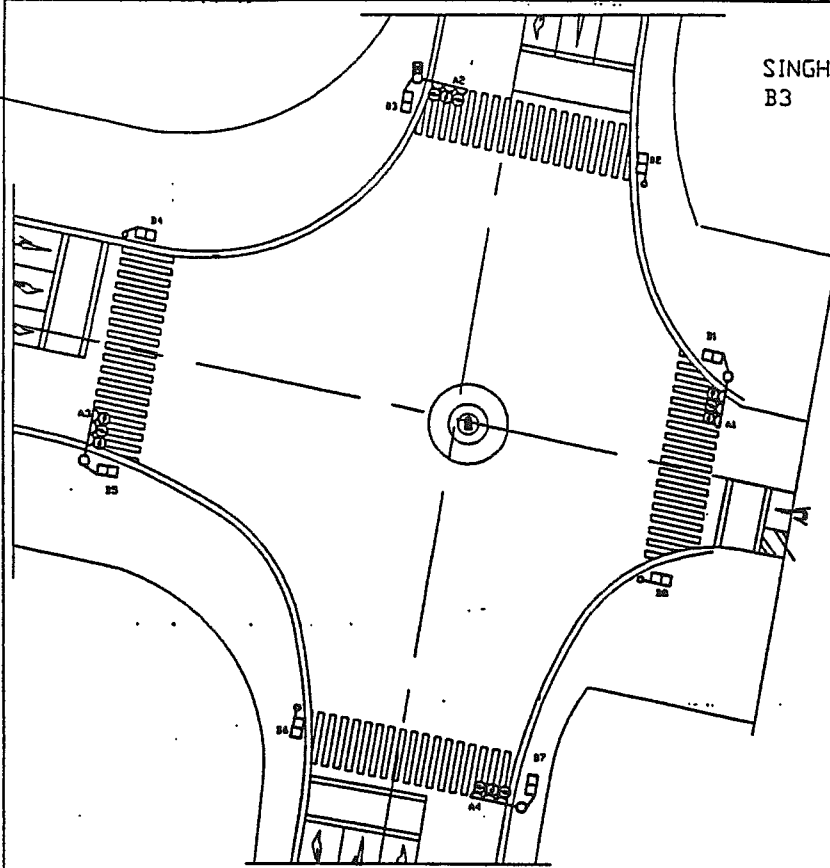


Legend	
(Attachment Tree)	Contents of project
(SP1)	Single Plate Type
(DP1)	Double Plate Type
(EP1)	Electric Pole Type
(SL1)	Street Light Type
(PS1)	Posting on a Fence or Handrail Type
(TP1)	Two-Plate Type
(TS1)	Traffic Signal Type
Contents of project	
(SP)	Setting of existing traffic sign
(DP)	Movement of traffic sign
(SP)	Removal of traffic sign
(-SP)	New traffic sign

ネパール共和国 ネपाल	नेपालका टोलमार्गहरूको विकासका लागि	SCALE	DATE	SHEET NO.
		1:2000	DEC 2009	
SINGHOURBAR INTER SECTION				

SINGHDURBAR - INTER SECTION
B3

SCALE (1:500)



TRAFFIC SIGNAL CONTROL PANEL

नेपाली लोकसभा - योजना (MOPPW)

सिंहदुर्बार चोकको नयाँ सिटी रोडको विकास योजनाको अंश

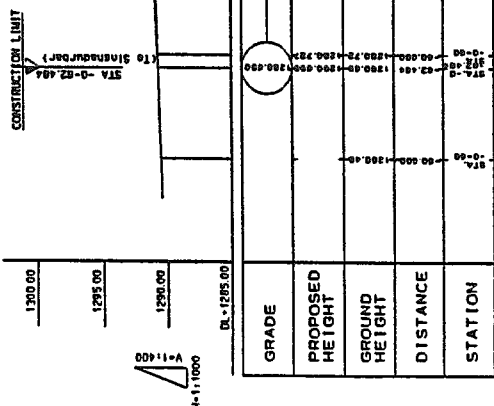
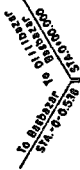
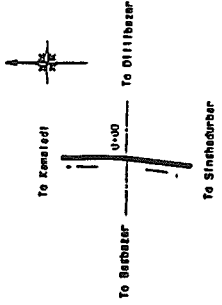
सिटी रोडको अंश

TITLE	SCALE	DATE	SHEET NO.
B3 SINGHDURBAR INTERSECTION	1:500	02/08/20	

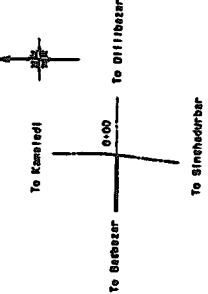
DILLIBAZAR - PROFILE
B4

SCALE 1:1000

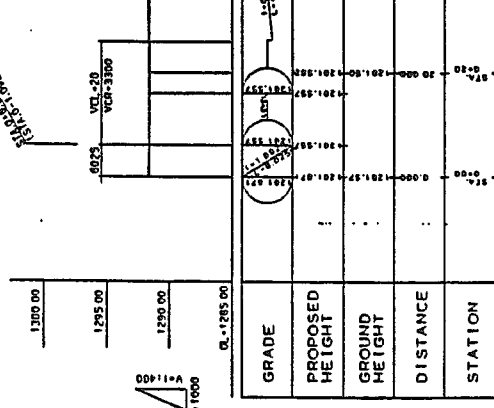
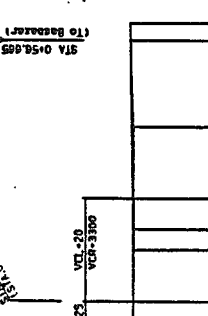
KEY PLAN



KEY PLAN



KEY PLAN

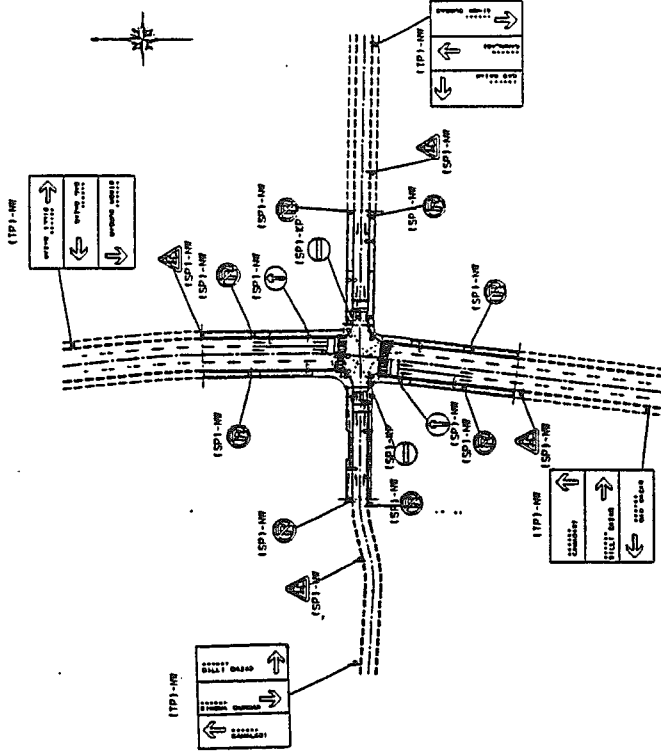
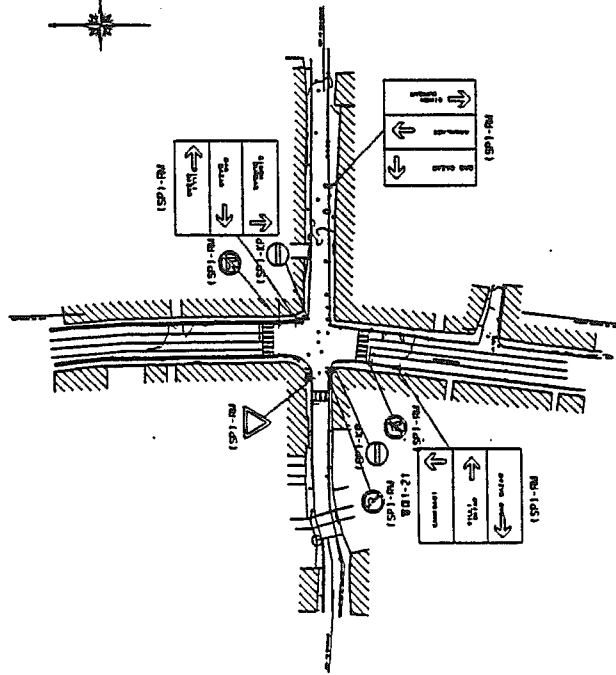


ネパール国公共事業・計画局(MOPPW)	ネパール国力トマンズ市交運局設計部基本設計課	84. DILLIBAZAR PROFILE	SCALE 1:1000	DATE 06.2000	SHEET NO.
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DILLI-BAZAR - INTER SECTION
 B4 SCALE 1:2000
 PLAN OF TRAFFIC SIGNS

BEFORE PROJECT

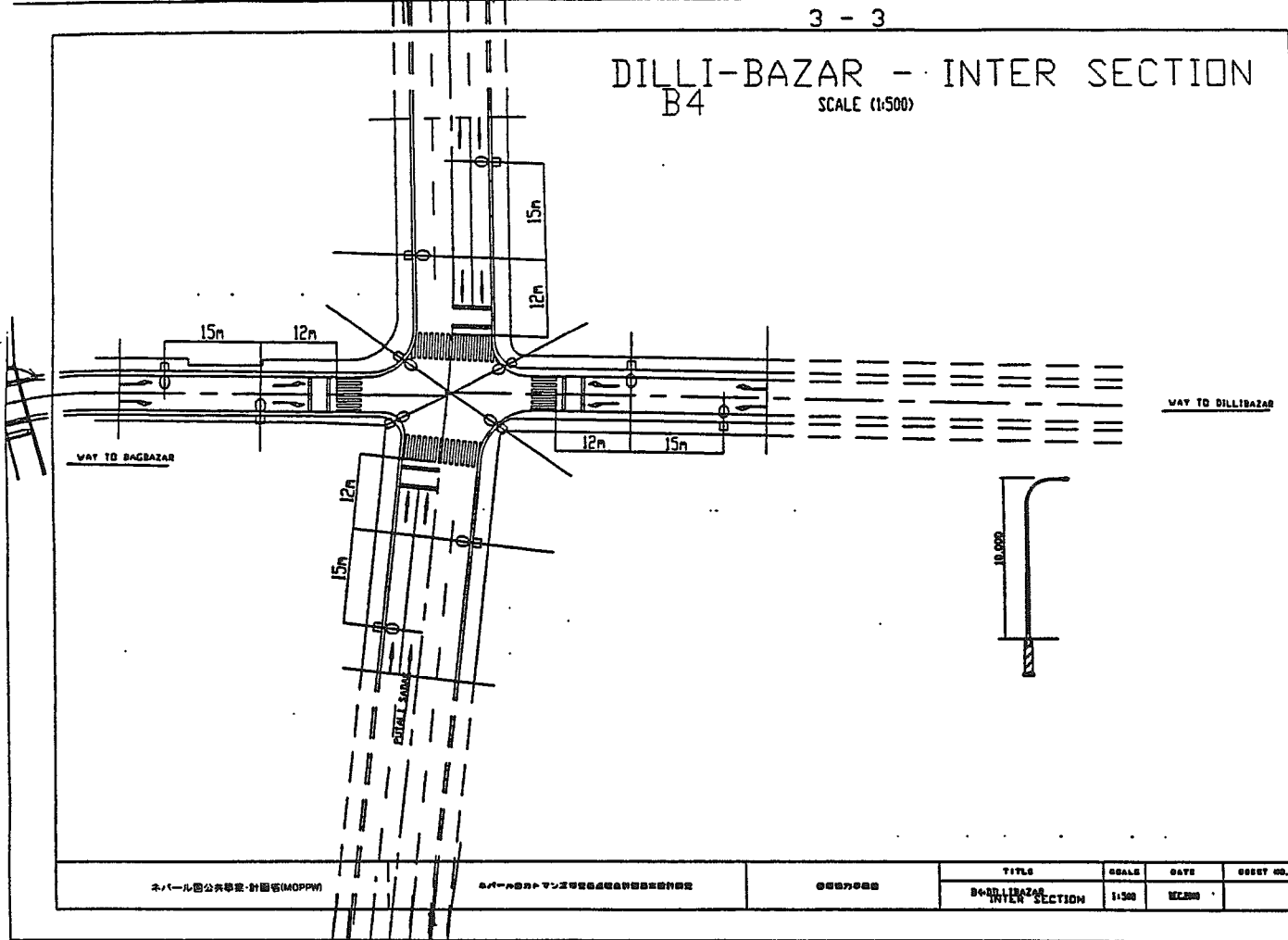
AFTER PROJECT



Revised	Attachment Tree-Contents of project
Attachment Tree	ISPT Single Plate Type
ISPT	ISPL Double Plate Type
ISPL	ISPS Electric Pole Type
ISPS	ISL Street Light Type
ISL	ISFI Illumination on A Fence or Handrail Type
ISFI	ISPTI Tree Post Type
ISPTI	ISPTI Traffic Signal Type
Contents of Project	-SP Keeping of existing traffic sign
	-AW Movement of traffic sign
	-RM Removal of traffic sign
	-NW New traffic sign

DILLI-BAZAR - INTER SECTION B4

SCALE (1:500)

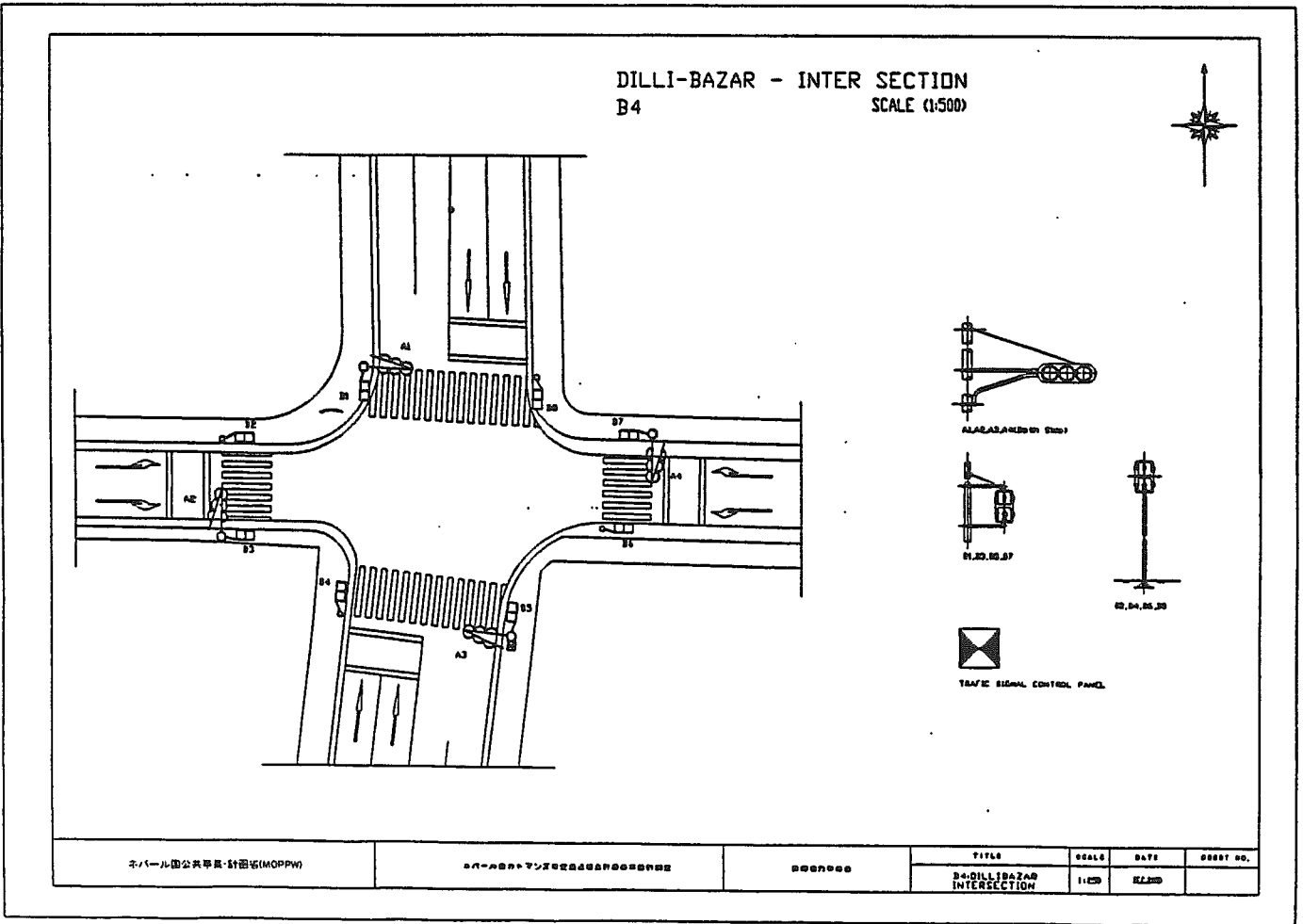


ネパール国公共事業・計画省(MOPPW)

TITLE	SCALE	DATE	DRAWN NO.
B4-DILLI-BAZAR INTER SECTION	1:500	1978	

DILLI-BAZAR - INTER SECTION B4

SCALE (1:500)



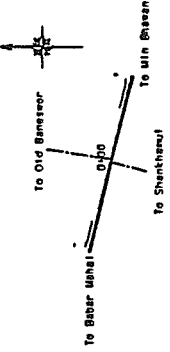
ネパール国公共事業・計画省(MOPPW)

TITLE	SCALE	DATE	DRAWN NO.
B4-DILLI-BAZAR INTERSECTION	1:250	1978	

NAYA BANESWOR-PROFILE
BS

SCALE 1:1000

KEY PLAN



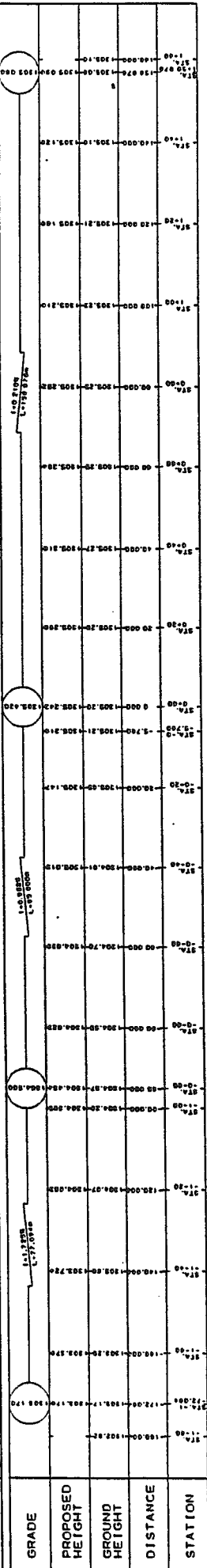
CONSTRUCTION LIMIT
STA. 1-72.094
(TO BABAR MAHAL)

VCL-70 VCR-9300
VCL-129 VCR-10000

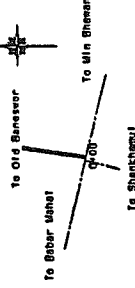
1310.00
1305.00
1300.00
1295.00

DL-1295.00

1:1000



KEY PLAN



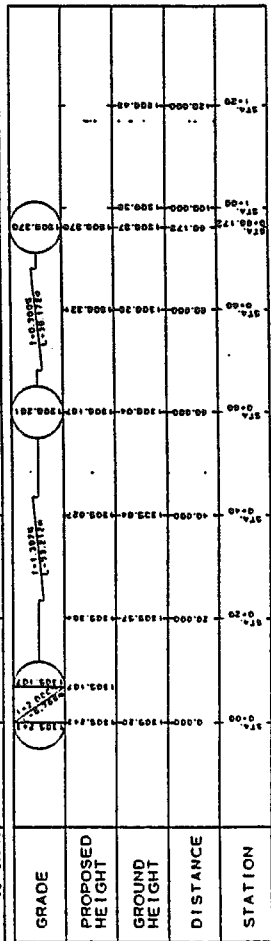
CONSTRUCTION LIMIT
STA. 0+98.172
(TO OLD BANESWOR)

TO MIN BHASAN
100.00 TO 1295.00

1310.00
1305.00
1300.00
1295.00

DL-1295.00

1:1000



KEY PLAN



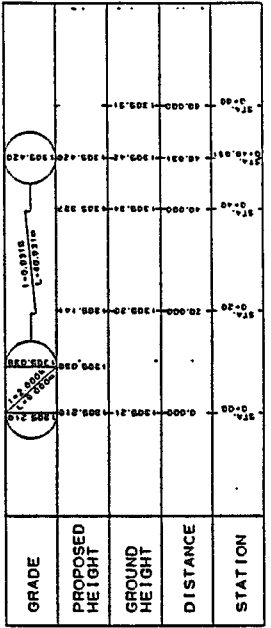
CONSTRUCTION LIMIT
STA. 0+93.1

TO MIN BHASAN
100.00 TO 1295.00

1310.00
1305.00
1300.00
1295.00

DL-1295.00

1:1000



ネパール国公共事業計画局(MOPPW)

ネパール国カトマンズ市中央道路建設局基本設計課

道路部工事課

TITLE
BS-NAYA BANESWOR
PROFILE(No. 11)

SCALE
1:1000

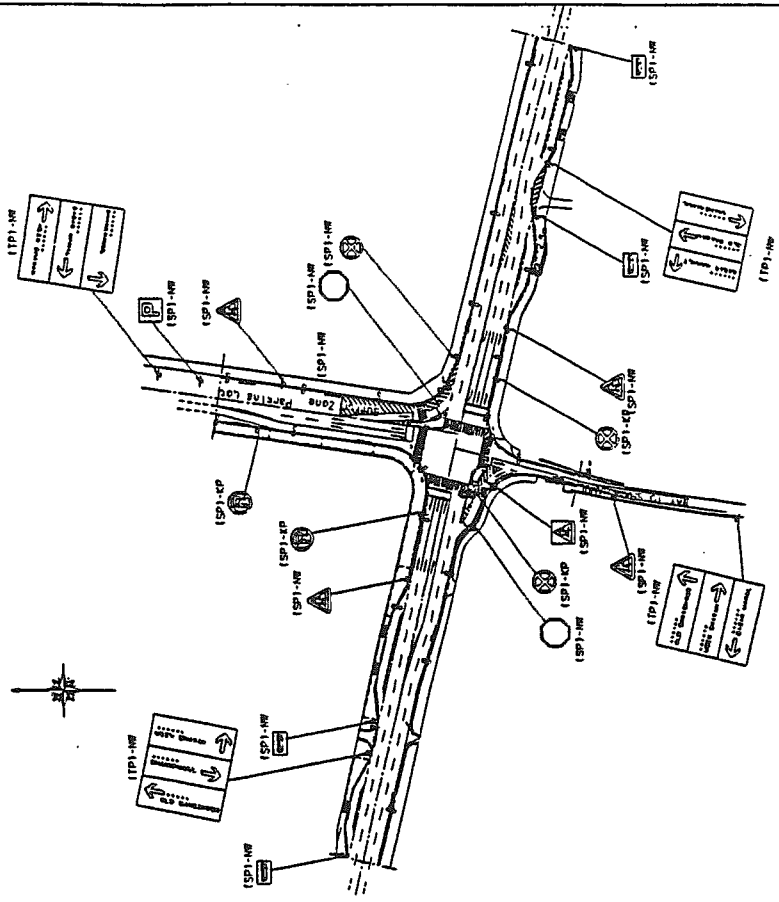
DATE
DEC. 2009

SHEET NO.

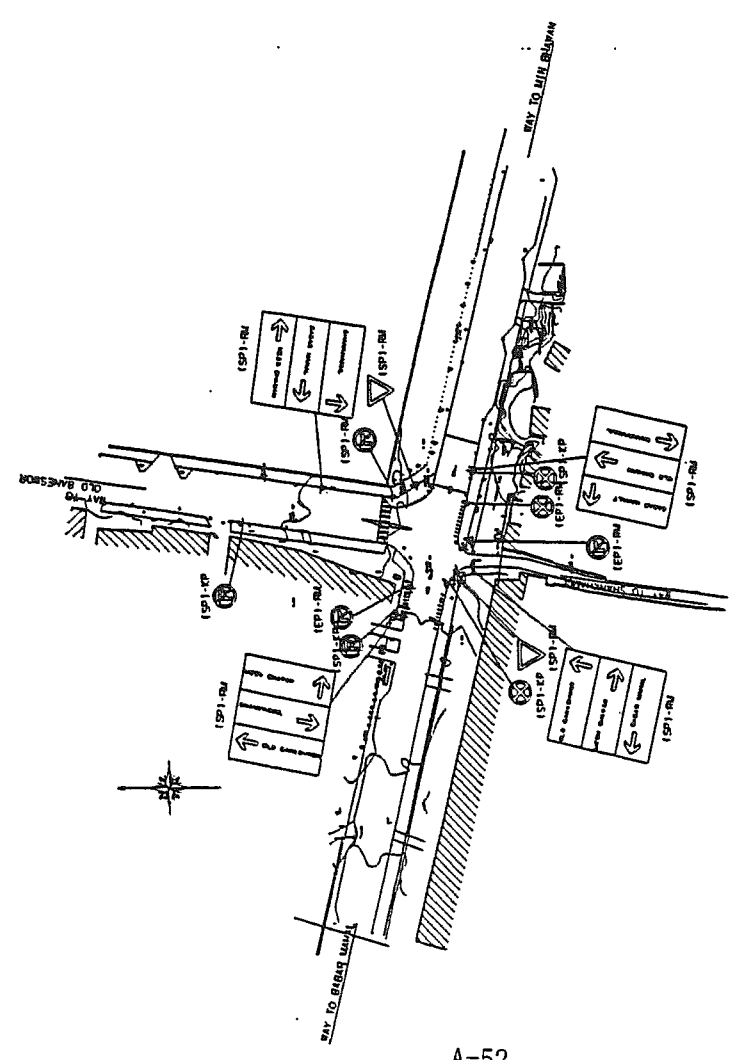
NAYA BANESWOR - INTER SECTION SCALE 1:2000

PLAN OF TRAFFIC SIGNS

AFTER PROJECT

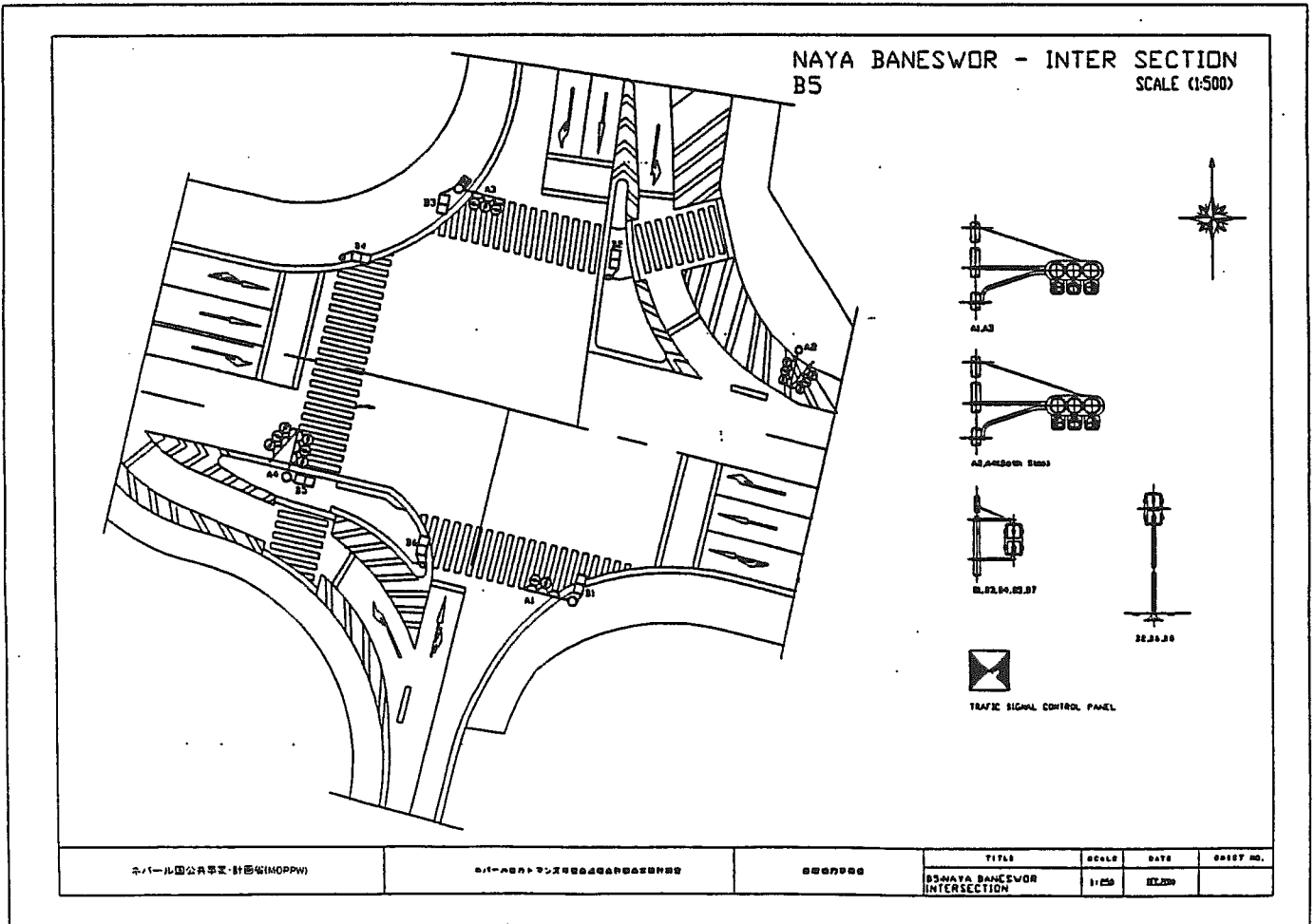
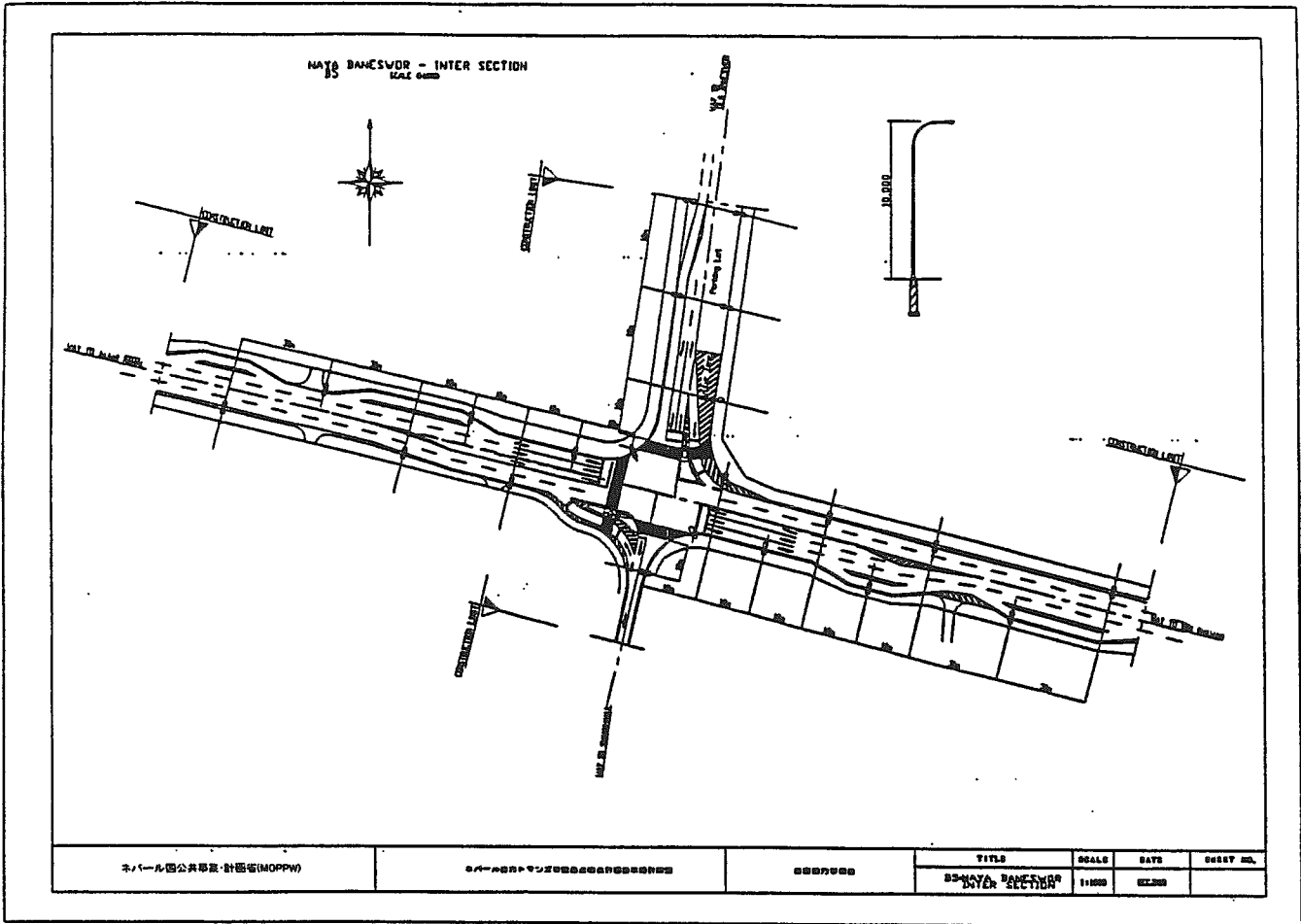


BEFORE PROJECT



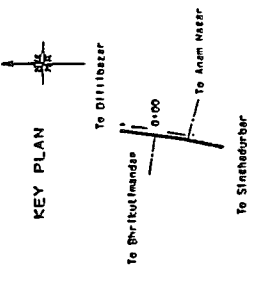
Legend	
(Attachment)	Contents of project
(Attachment)	Sign
(SP1)	Single plate sign
(SP2)	Double plate sign
(EP)	Electric plate sign
(SI)	Street light sign
(IM)	Boundary on 3 fences or handrail, tree
(TP)	Tree plate sign
(TIS)	Traffic Signal sign
Contents of project	
(-CP)	Cancellation of existing traffic sign
(-RP)	Removal of traffic sign
(-NS)	Removal of traffic sign
(-NS)	New traffic sign

TITLE	SCALE	DATE	SHEET NO
85-NAYA BANESWOR INTER SECTION	1:2000	DEC 2000	
日本ハール国公共事業 計画者(MOPPW)		日本ハール国カトマンズ内政省地政局設計課	



PADMODAYA TURNING - PROFILE
B9

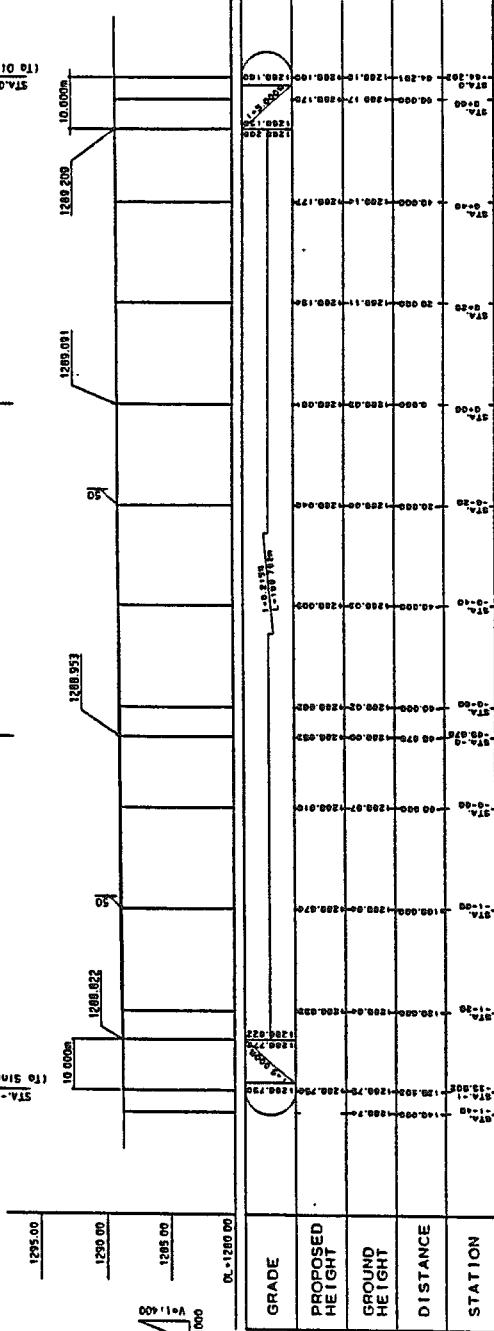
SCALE 1:1000



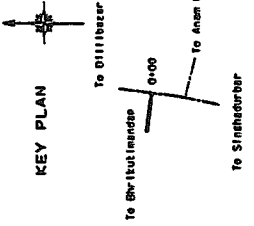
CONSTRUCTION LIMIT
STA. 0+04.292
(To Dillibazer)

CONSTRUCTION LIMIT
STA. 0+200.015
(To Anam Neer)

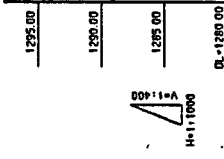
CONSTRUCTION LIMIT
STA. -1+23.500
(To Sindhurbar)



Vertical Curve Data:
VCL: 0.5
YCR: 3000
H=1:1000



CONSTRUCTION LIMIT
STA. 0+79.795
(To Anam Neer)



Vertical Curve Data:
VCL: 0.5
YCR: 3000
H=1:1000

STATION	GROUND HEIGHT	PROPOSED HEIGHT	DISTANCE
0+00	1285.00	1285.00	0.00
0+10	1285.00	1285.00	10.00
0+20	1285.00	1285.00	20.00
0+30	1285.00	1285.00	30.00
0+40	1285.00	1285.00	40.00
0+50	1285.00	1285.00	50.00
0+60	1285.00	1285.00	60.00
0+70	1285.00	1285.00	70.00
0+80	1285.00	1285.00	80.00
0+90	1285.00	1285.00	90.00
1+00	1285.00	1285.00	100.00
1+10	1285.00	1285.00	110.00
1+20	1285.00	1285.00	120.00
1+30	1285.00	1285.00	130.00
1+40	1285.00	1285.00	140.00
1+50	1285.00	1285.00	150.00
1+60	1285.00	1285.00	160.00
1+70	1285.00	1285.00	170.00
1+80	1285.00	1285.00	180.00
1+90	1285.00	1285.00	190.00
2+00	1285.00	1285.00	200.00
2+10	1285.00	1285.00	210.00
2+20	1285.00	1285.00	220.00
2+30	1285.00	1285.00	230.00
2+40	1285.00	1285.00	240.00
2+50	1285.00	1285.00	250.00
2+60	1285.00	1285.00	260.00
2+70	1285.00	1285.00	270.00
2+80	1285.00	1285.00	280.00
2+90	1285.00	1285.00	290.00
3+00	1285.00	1285.00	300.00

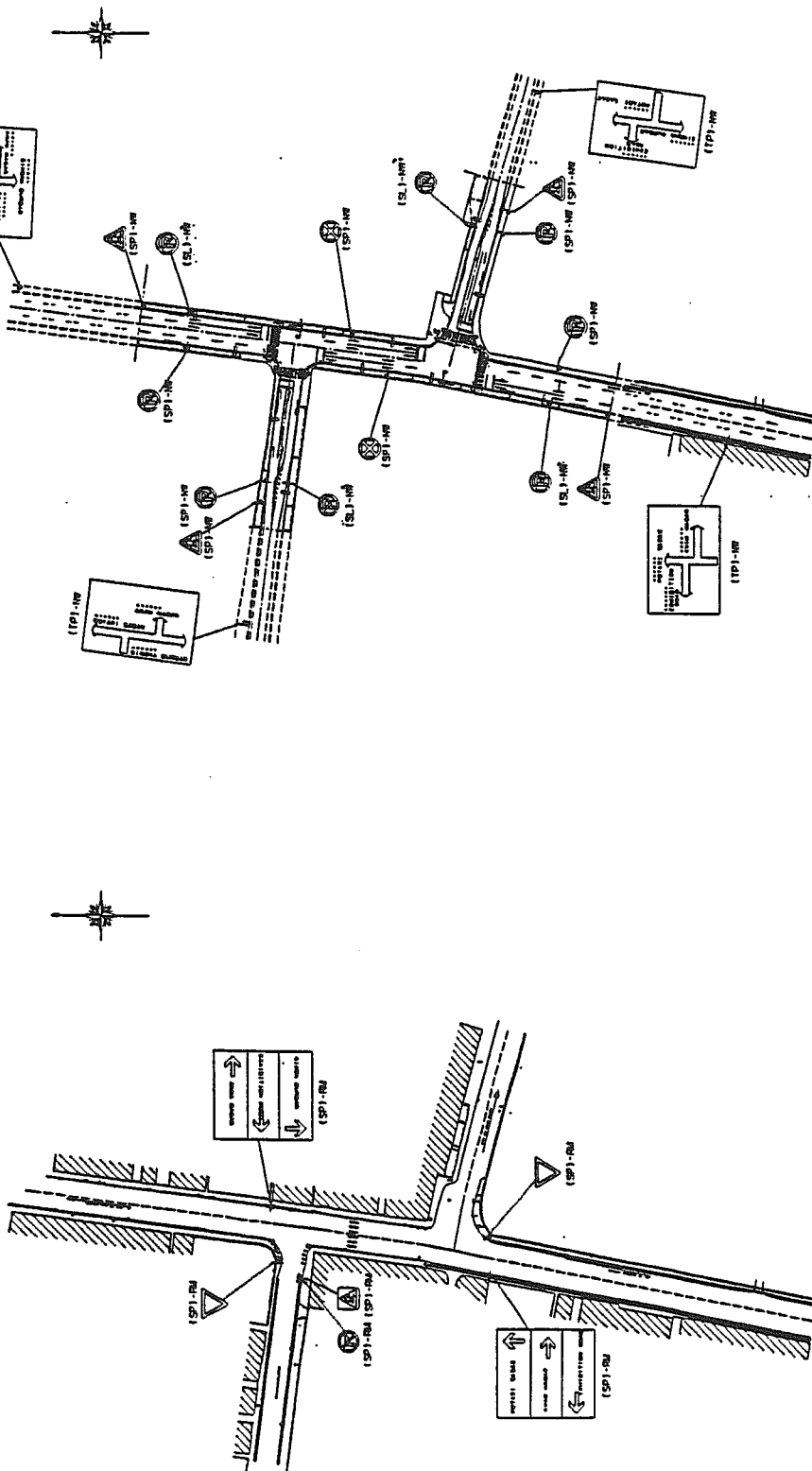
STATION	GROUND HEIGHT	PROPOSED HEIGHT	DISTANCE
0+00	1285.00	1285.00	0.00
0+10	1285.00	1285.00	10.00
0+20	1285.00	1285.00	20.00
0+30	1285.00	1285.00	30.00
0+40	1285.00	1285.00	40.00
0+50	1285.00	1285.00	50.00
0+60	1285.00	1285.00	60.00
0+70	1285.00	1285.00	70.00
0+80	1285.00	1285.00	80.00
0+90	1285.00	1285.00	90.00
1+00	1285.00	1285.00	100.00
1+10	1285.00	1285.00	110.00
1+20	1285.00	1285.00	120.00
1+30	1285.00	1285.00	130.00
1+40	1285.00	1285.00	140.00
1+50	1285.00	1285.00	150.00
1+60	1285.00	1285.00	160.00
1+70	1285.00	1285.00	170.00
1+80	1285.00	1285.00	180.00
1+90	1285.00	1285.00	190.00
2+00	1285.00	1285.00	200.00
2+10	1285.00	1285.00	210.00
2+20	1285.00	1285.00	220.00
2+30	1285.00	1285.00	230.00
2+40	1285.00	1285.00	240.00
2+50	1285.00	1285.00	250.00
2+60	1285.00	1285.00	260.00
2+70	1285.00	1285.00	270.00
2+80	1285.00	1285.00	280.00
2+90	1285.00	1285.00	290.00
3+00	1285.00	1285.00	300.00

PADMADAYA TURNING - INTER SECTION
 BB SCALE 1:2000

PLAN OF TRAFFIC SIGNS

BEFORE PROJECT

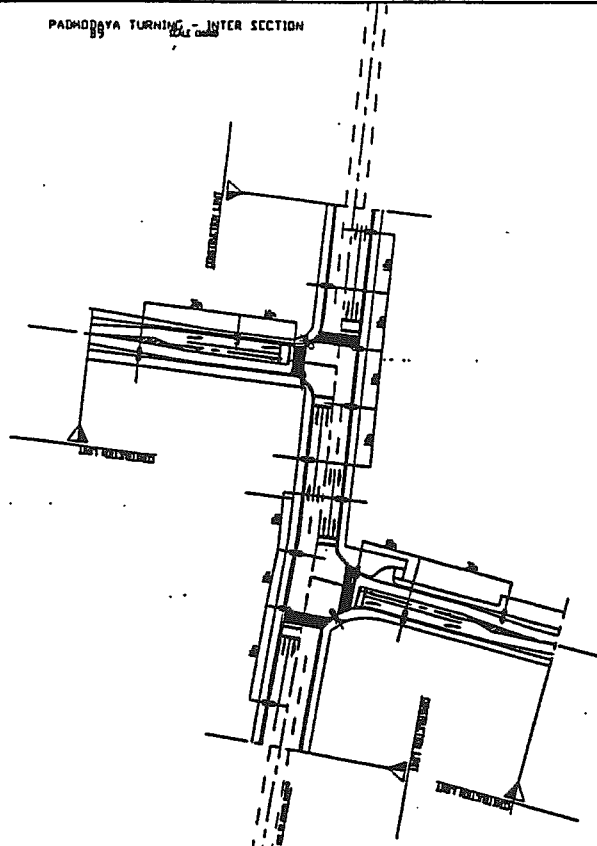
AFTER PROJECT



REVISION	
1	Alignment (Type) Contents of project
2	Alignment (Type)
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4	Signs plan (Type)
5	Signs plan (Type)
6	Signs plan (Type)
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100	Signs plan (Type)

TITLE	SCALE	DATE	SHEET NO
09 - PADMODAYA TURNING INTER SECTION	1:2000	DEC-2009	

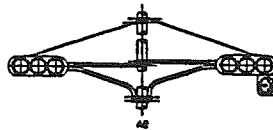
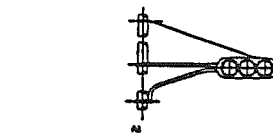
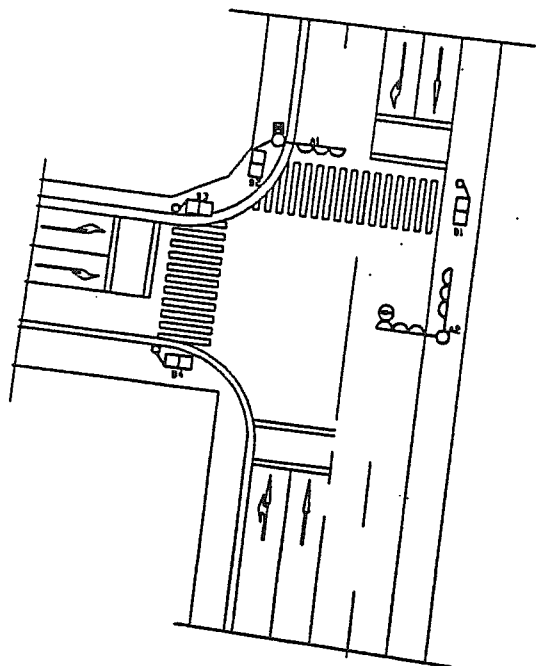
PADMOBAYA TURNING - INTER SECTION



2/1-1 図公共草製・計図幅(NOPPW)	2/1-1 図公共草製・計図幅(NOPPW)	2/1-1 図公共草製・計図幅(NOPPW)	TITLE	SCALE	DATE	DRAWN NO.
			2/1-1 図公共草製・計図幅(NOPPW)	1:1000	2000	2000

PADMODAYA TURNING - INTER SECTION
B9-1

SCALE (1:250)



B1, B2, B4



TRAFFIC SIGNAL CONTROL PANEL

ネパール国公共事業・計画省(MOPPW)

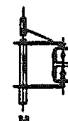
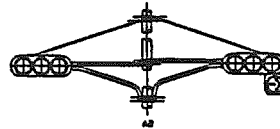
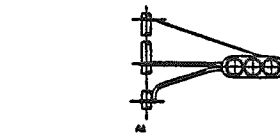
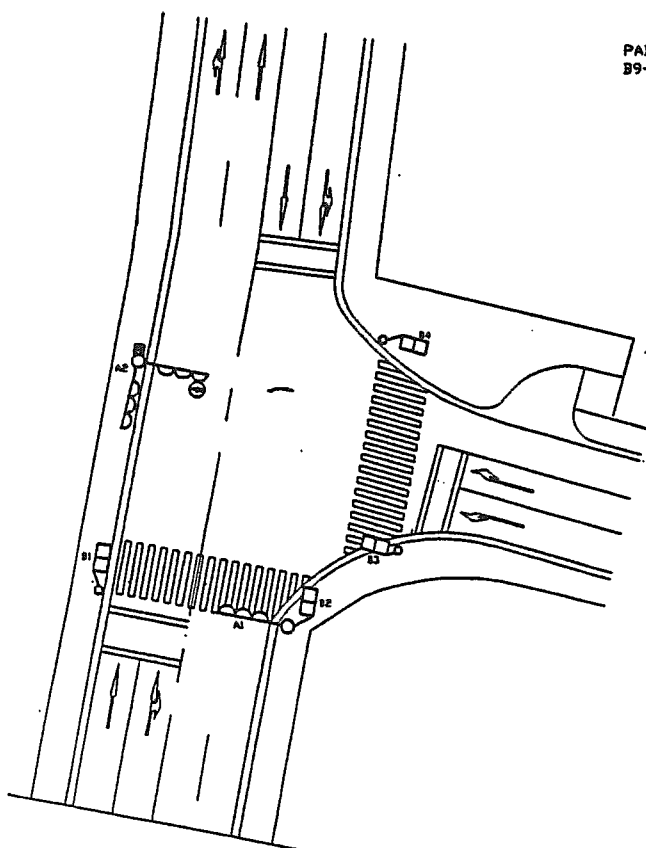
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TITLE	SCALE	DATE	DRAWING NO.
B9-1-PADMODAYA TURNING INTER SECTION	1:250	2020	

PADMODAYA TURNING - INTER SECTION
B9-2

SCALE (1:250)



B1, B2, B4



TRAFFIC SIGNAL CONTROL PANEL

ネパール国公共事業・計画省(MOPPW)

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXX

TITLE	SCALE	DATE	DRAWING NO.
B9-2-PADMODAYA TURNING INTER SECTION	1:250	2020	