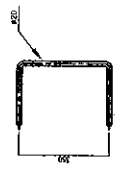
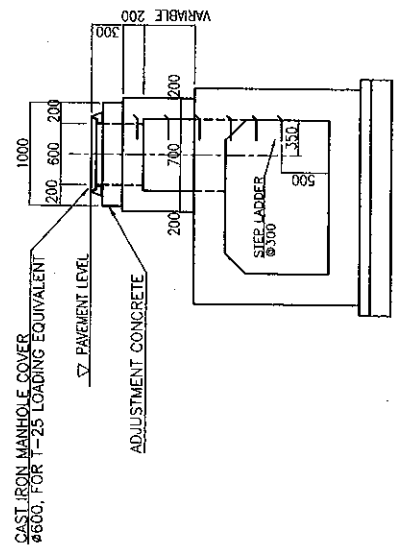




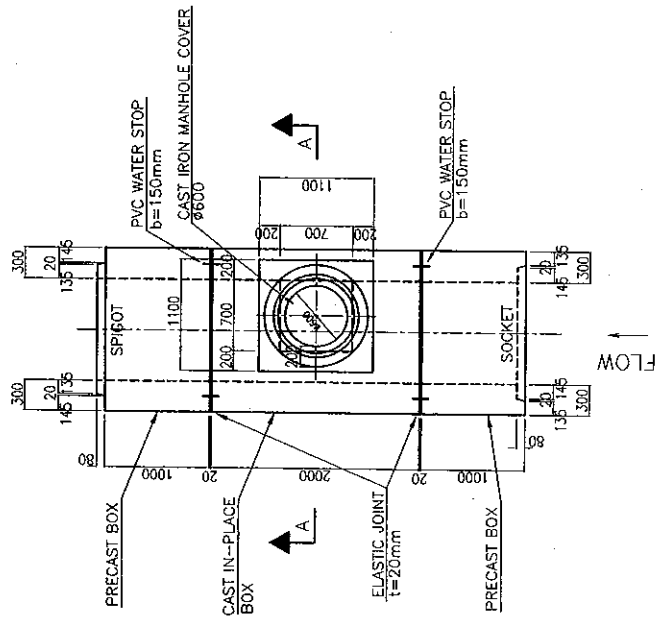
#600
FOR T-14 & T-25
LOADING EQUIVALENT
SCALE 1:20
DETAIL OF CAST IRON MANHOLE COVER



SCALE 1:10
DETAIL OF STEP LADDER



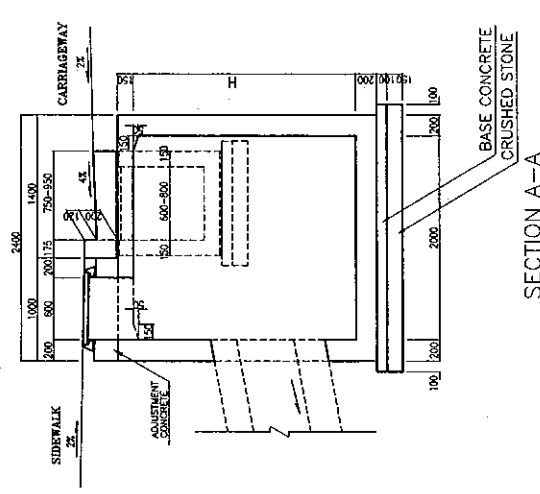
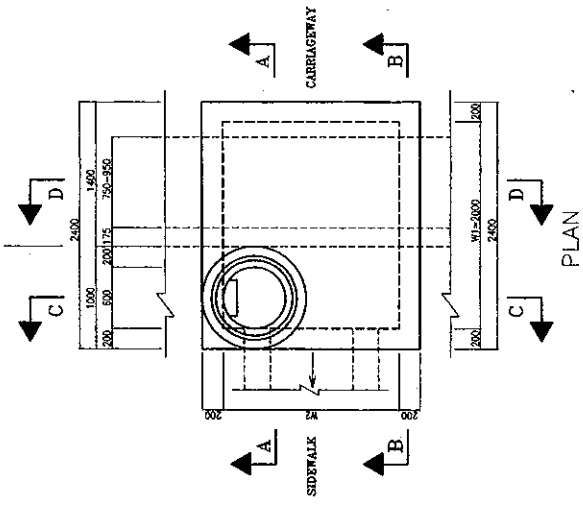
SECTION A-A
SCALE 1:25



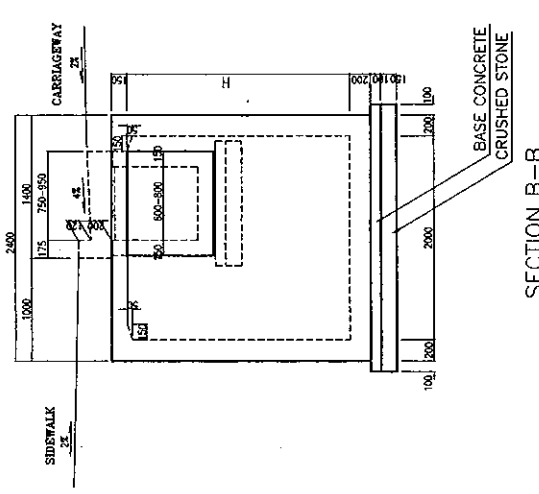
PLAN
SCALE 1:25

TYPE-A (FOR MEDIAN)

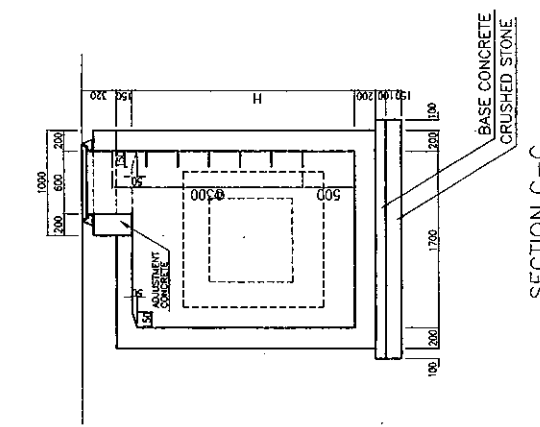
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	TITLE:	MANHOLES TYPE A	SCALE:	As Shown	DRAWING No:	DIR-81	Rv.



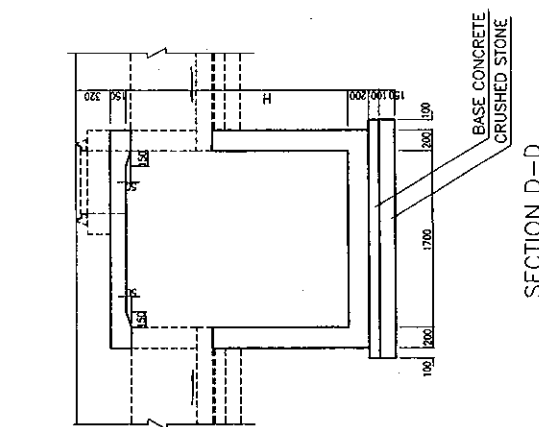
SECTION A-A



SECTION B-B



SECTION C-C

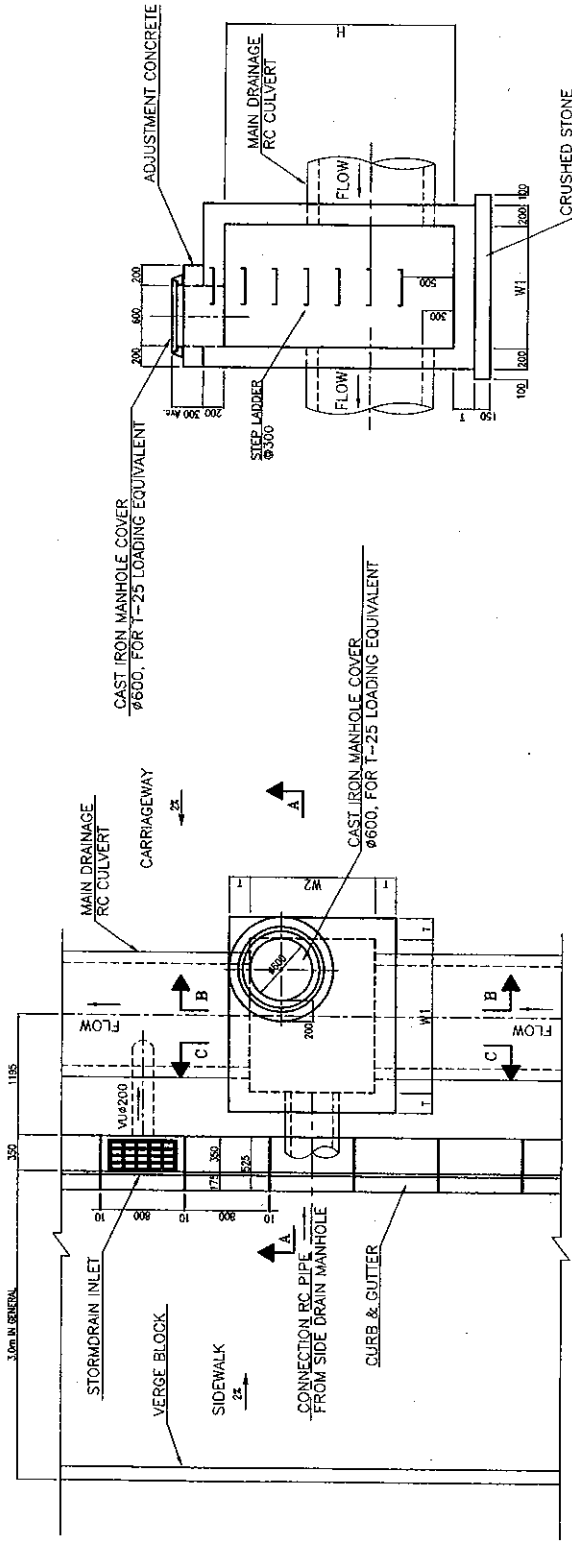


SECTION D-D

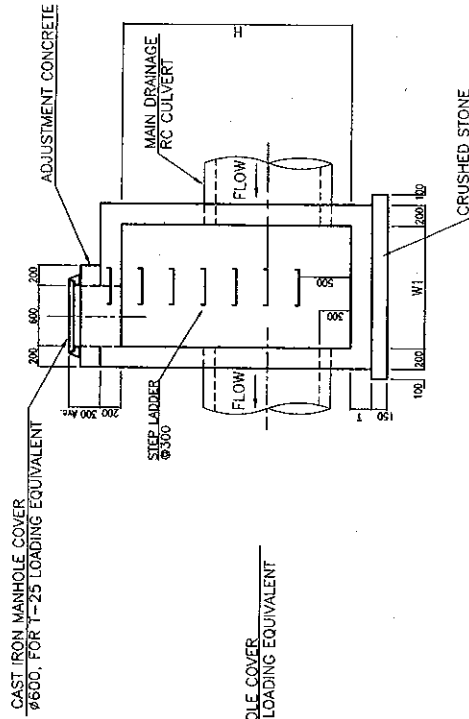
DIMENSION TABLE

TYPE	W1	W2	H
B-20-10-10	2000	1000	1000
B-20-10-15	2000	1000	1500
B-20-10-20	2000	1000	2000
B-20-15-20	2000	1500	2000

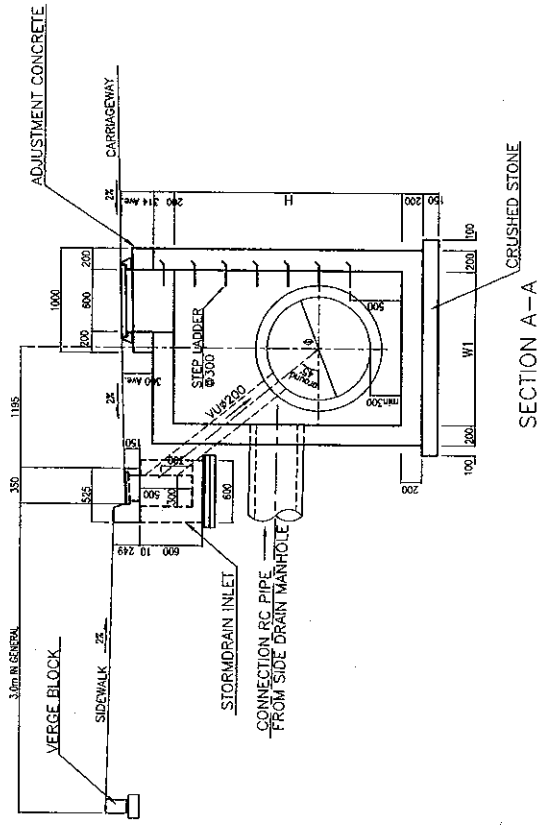
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CITI ENGINEERING INTERNATIONAL CO.,LTD	TITLE:	MANHOLES TYPE-B	SCALE:	1:50	DRAWING No:	DR-82	REV:



PLAN



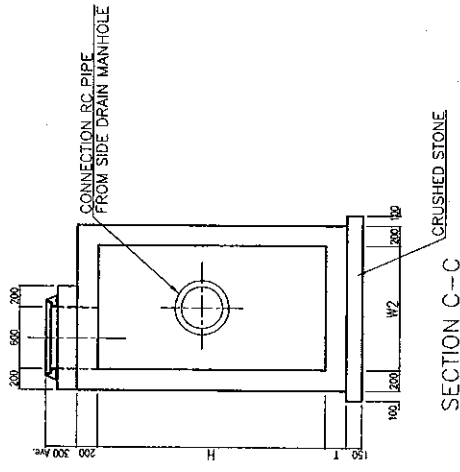
SECTION B-B



SECTION A-A

DIMENSION TABLE

TYPE	W1	W2	H
C10-10-15	1000	1000	1500
C10-10-20	1000	1000	2000
C10-10-25	1000	1000	2500
C10-10-30	1000	1000	3000
C12-10-15	1200	1000	1500
C12-10-20	1200	1000	2000
C12-10-25	1200	1000	2500
C12-10-30	1200	1000	3000
C12-12-20	1200	1200	2000
C12-12-25	1200	1200	2500
C12-12-30	1200	1200	3000
C15-10-20	1500	1000	2000
C15-10-25	1500	1000	2500
C15-10-30	1500	1000	3000
C15-12-22	1500	1200	2200
C15-15-20	1500	1500	2000
C15-15-25	1500	1500	2500
C15-15-35	1500	1500	3500
C15-20-35	1500	2000	3500



SECTION C-C

MANHOLES TYPE-C (INSIDE CARRIAGEWAY)

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

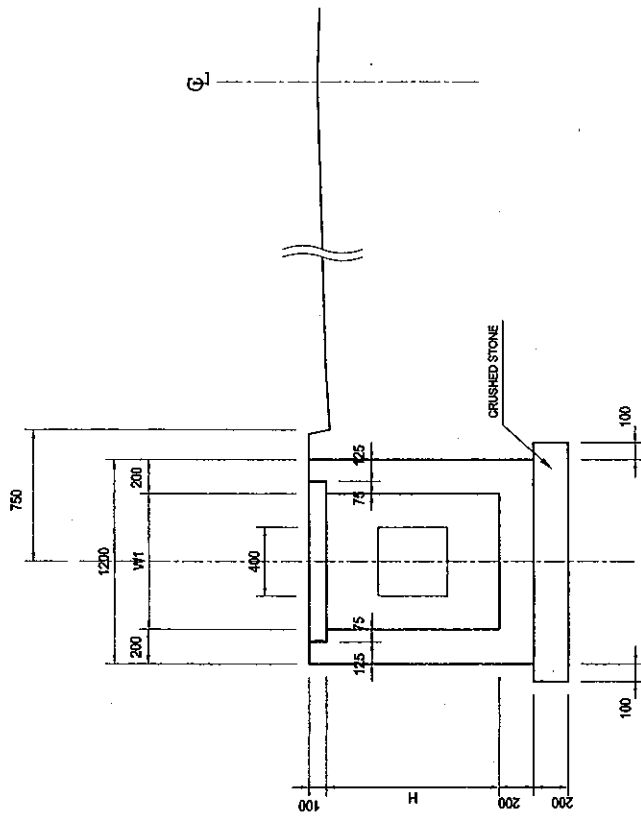
BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CIT ENGINEERING INTERNATIONAL CO.,LTD

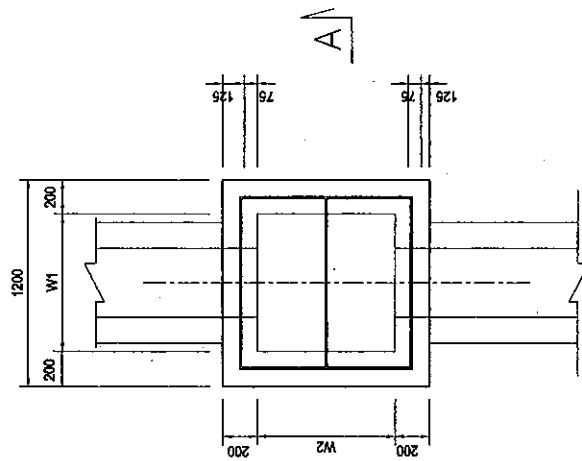
TITLE:
MANHOLES TYPE-C

SCALE:
1:50

DRAWING No:
DB-88
Rv



SECTION A-A



PLAN

MANHOLES TYPE-D
(FOR BOX INSIDE SIDEWALK)
(封BOX歩道内)

DIMENSION TABLE

TYPE	W1	W2	H
D8-8-10	800	800	1000
D8-8-15	800	800	1500
D8-8-20	800	800	2000
D10-10-10	1000	1000	1000
D10-10-15	1000	1000	1500
D10-10-20	1000	1000	2000

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

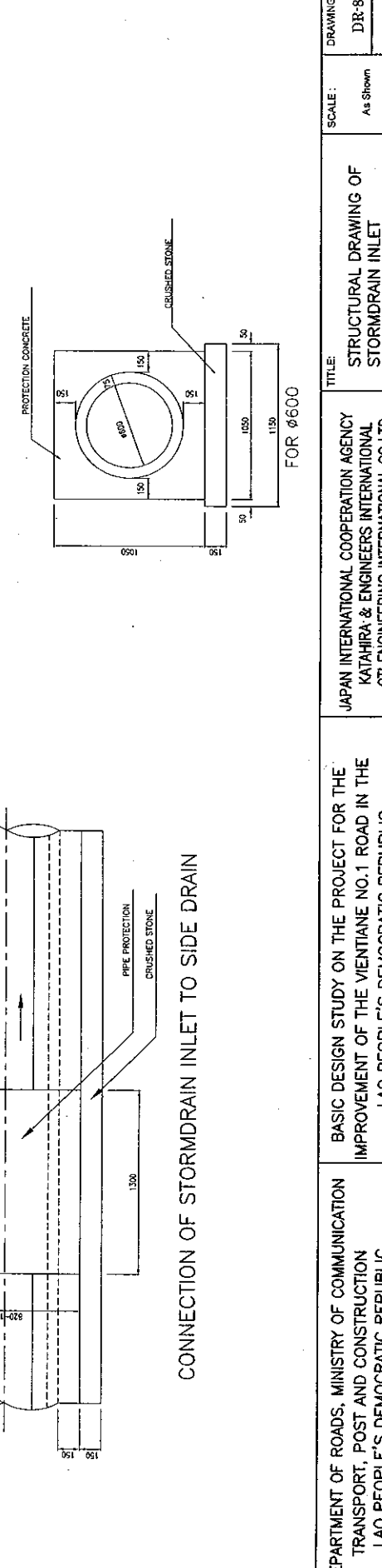
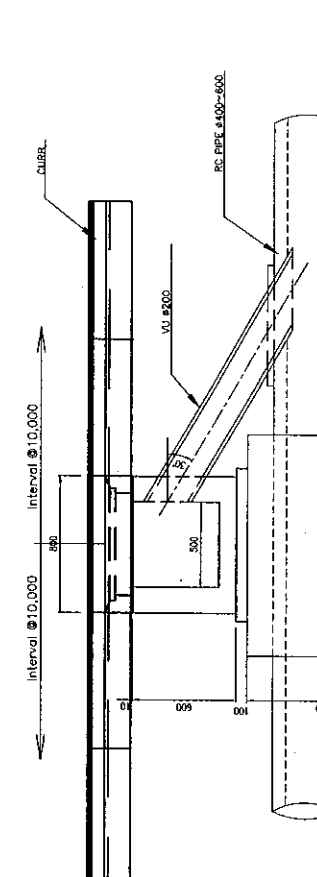
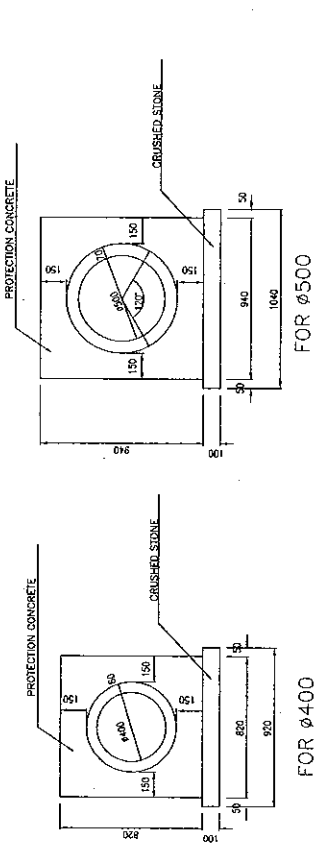
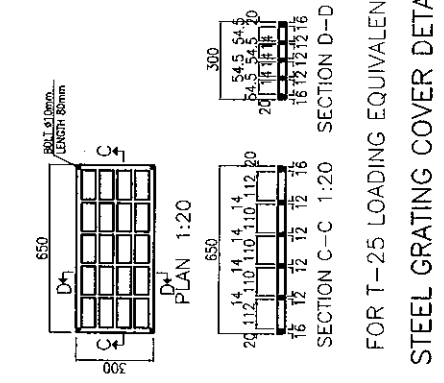
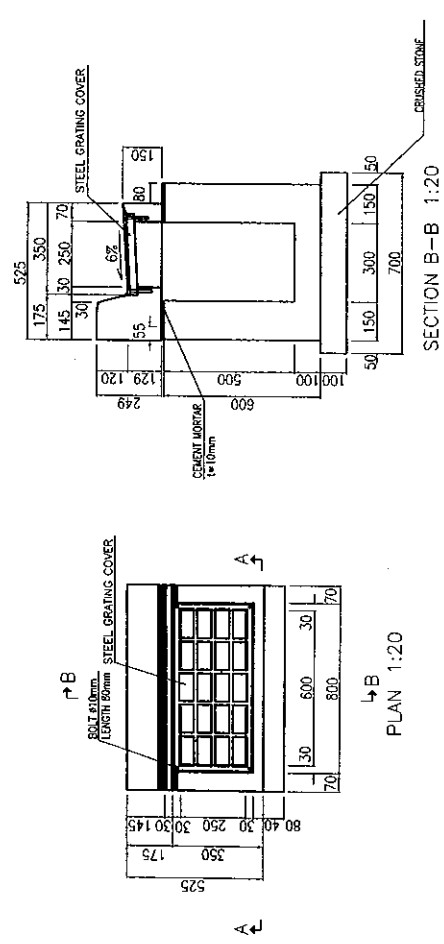
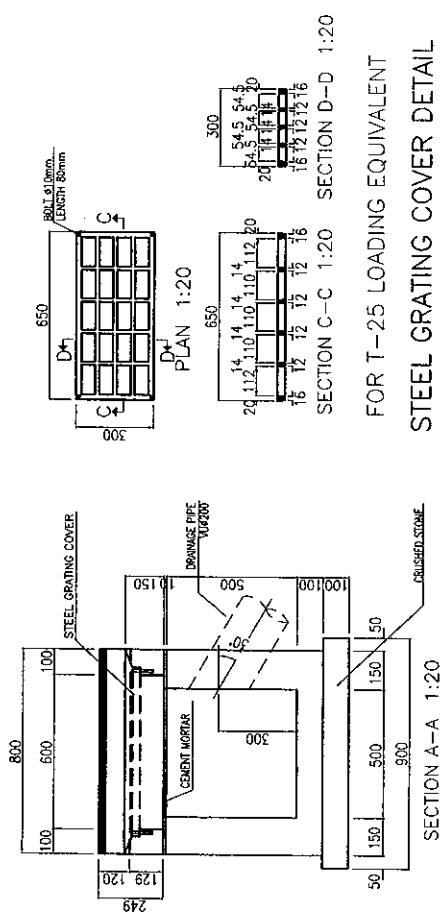
JAPAN INTERNATIONAL COOPERATION AGENCY
KATAMIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO, LTD

TITLE:
MANHOLES TYPE-D

SCALE:
1:30

DRAWING No:
DR-84

Rv



FOR T-25 LOADING EQUIVALENT
STEEL GRATING COVER DETAIL

SECTION A-A 1:20
SECTION B-B 1:20
PLAN 1:20
SECTION C-C 1:20
SECTION D-D 1:20

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

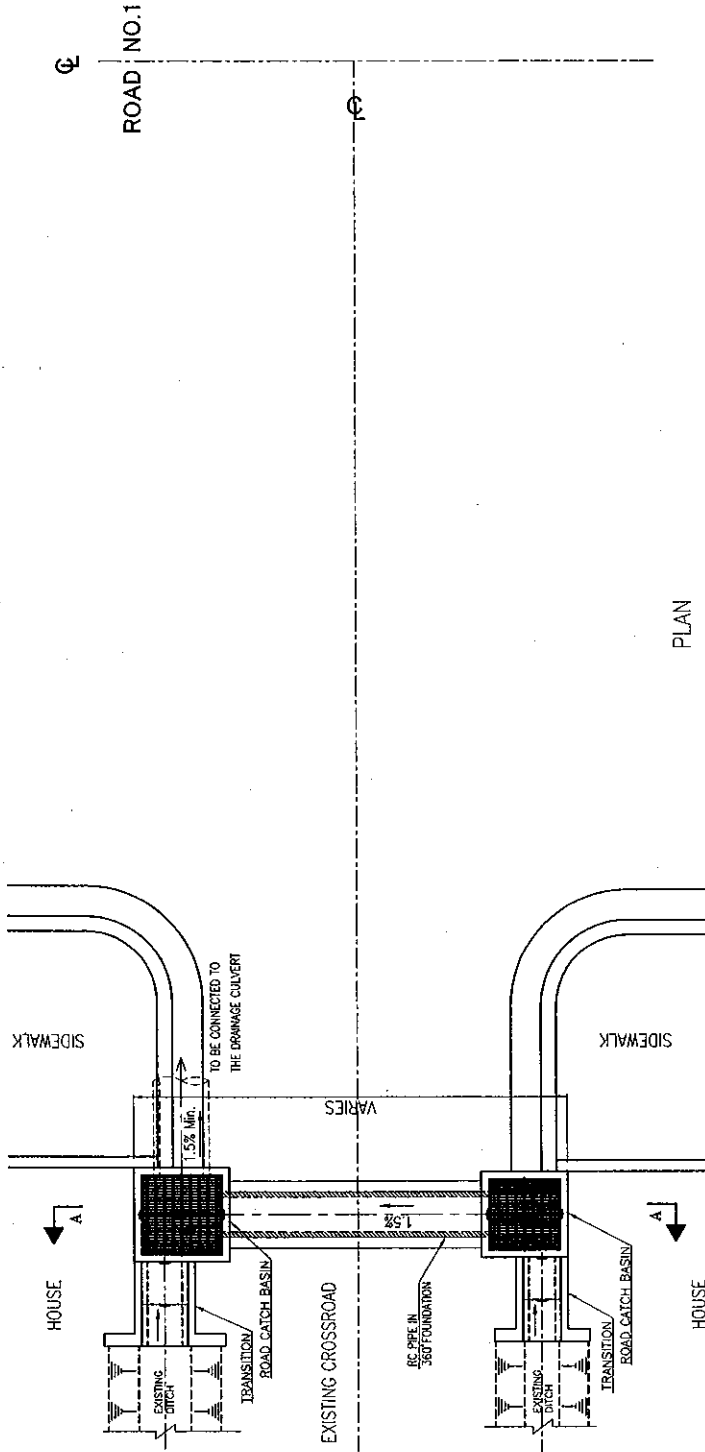
JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO.LTD

TITLE:
STRUCTURAL DRAWING OF
STORMDRAIN INLET

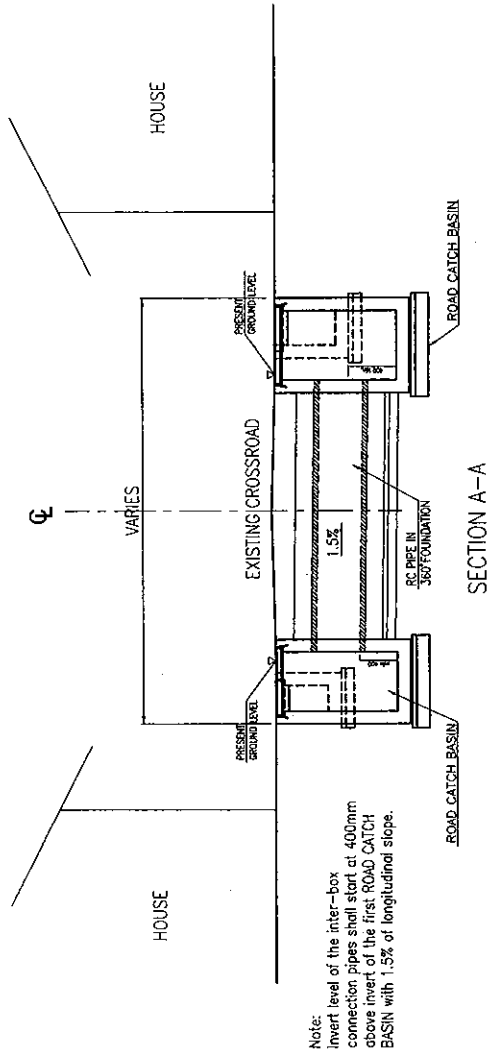
SCALE:
As Shown

DRAWING No.
DR-85

R.V.



PLAN

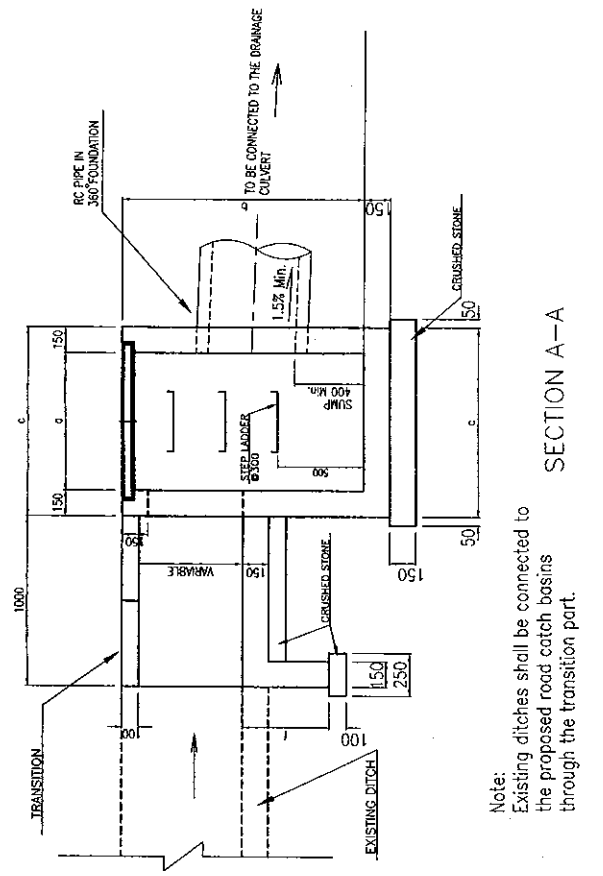


SECTION A-A

Note:
 Invert level of the inter-box connection pipes shall start at 400mm above invert of the first ROAD CATCH BASIN with 1.5% of longitudinal slope.

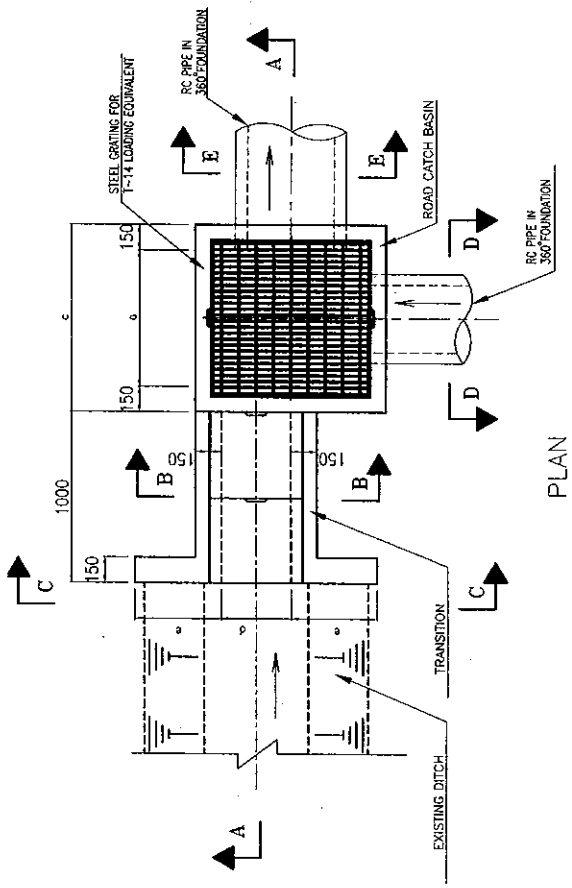
TYPICAL LAYOUT OF DRAINAGE ROAD CATCH BASINS

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CITI ENGINEERING INTERNATIONAL CO.,LTD	TITLE: TYPICAL LAYOUT OF DRAINAGE ROAD CATCH BASINS	SCALE: 1:50	DRAWING No: DR-86
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SECTION A-A

Note:
Existing ditches shall be connected to the proposed road catch basins through the transition part.

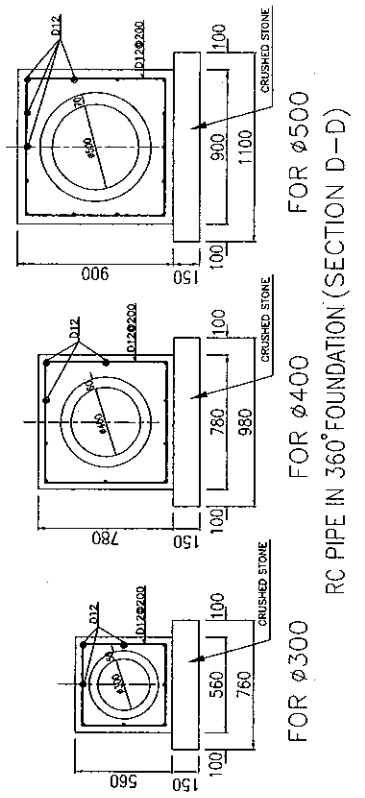


PLAN

EXISTING CROSSROAD

DIMENSION TABLE FOR ROAD CATCH BASINS (Unit in mm)

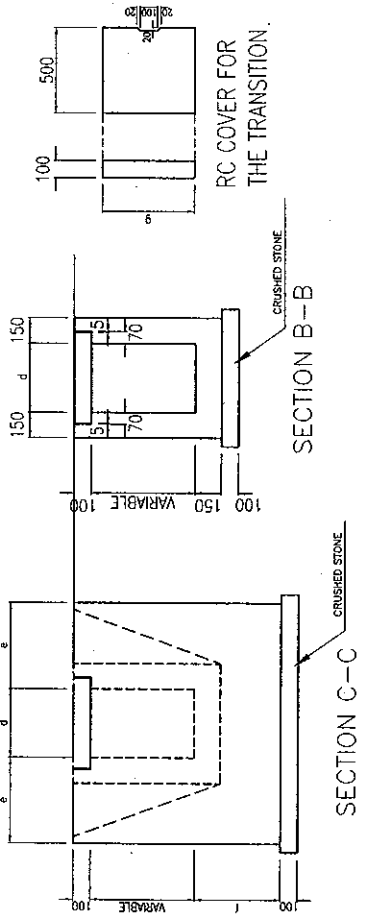
TYPE	PIPE ϕ	a	b	c	d	e	f	g
A	300	600	1100	900	300	300	300	430
B	400	700	1200	1000	300	400	400	430
C	500	800	1400	1100	400	500	500	530



FOR $\phi 400$

FOR $\phi 500$

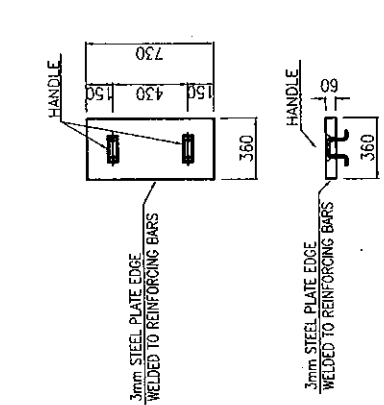
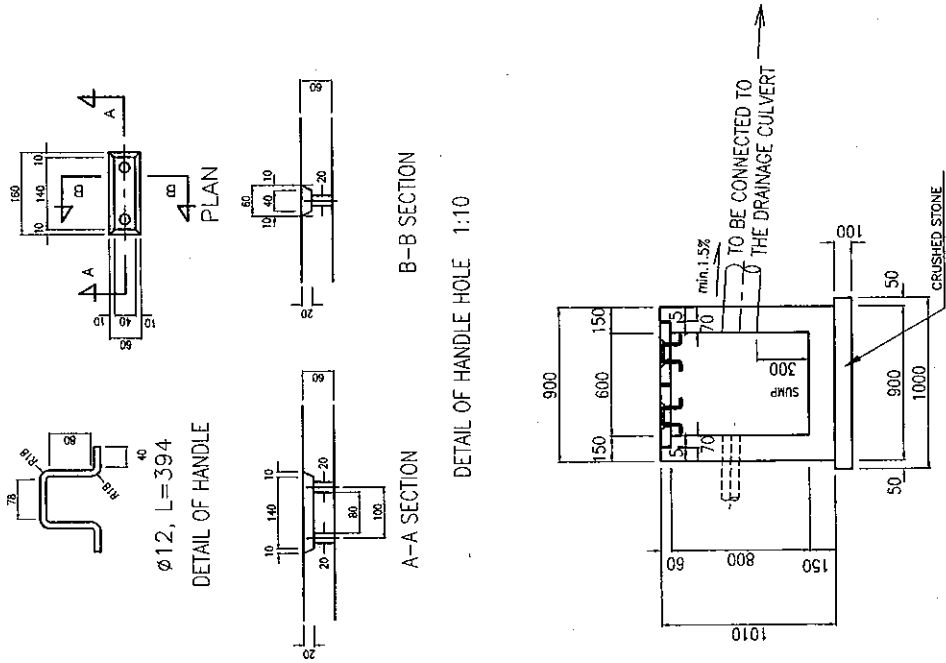
RC PIPE IN 360° FOUNDATION (SECTION D-D)



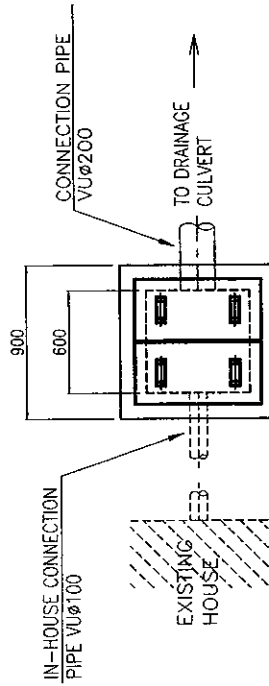
SECTION B-B

SECTION C-C

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHARA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	TITLE:	SCALE:	DRAWING No.:
			STRUCTURAL DRAWINGS OF DRAINAGE ROAD CATCH BASINS	1:30	DR-87



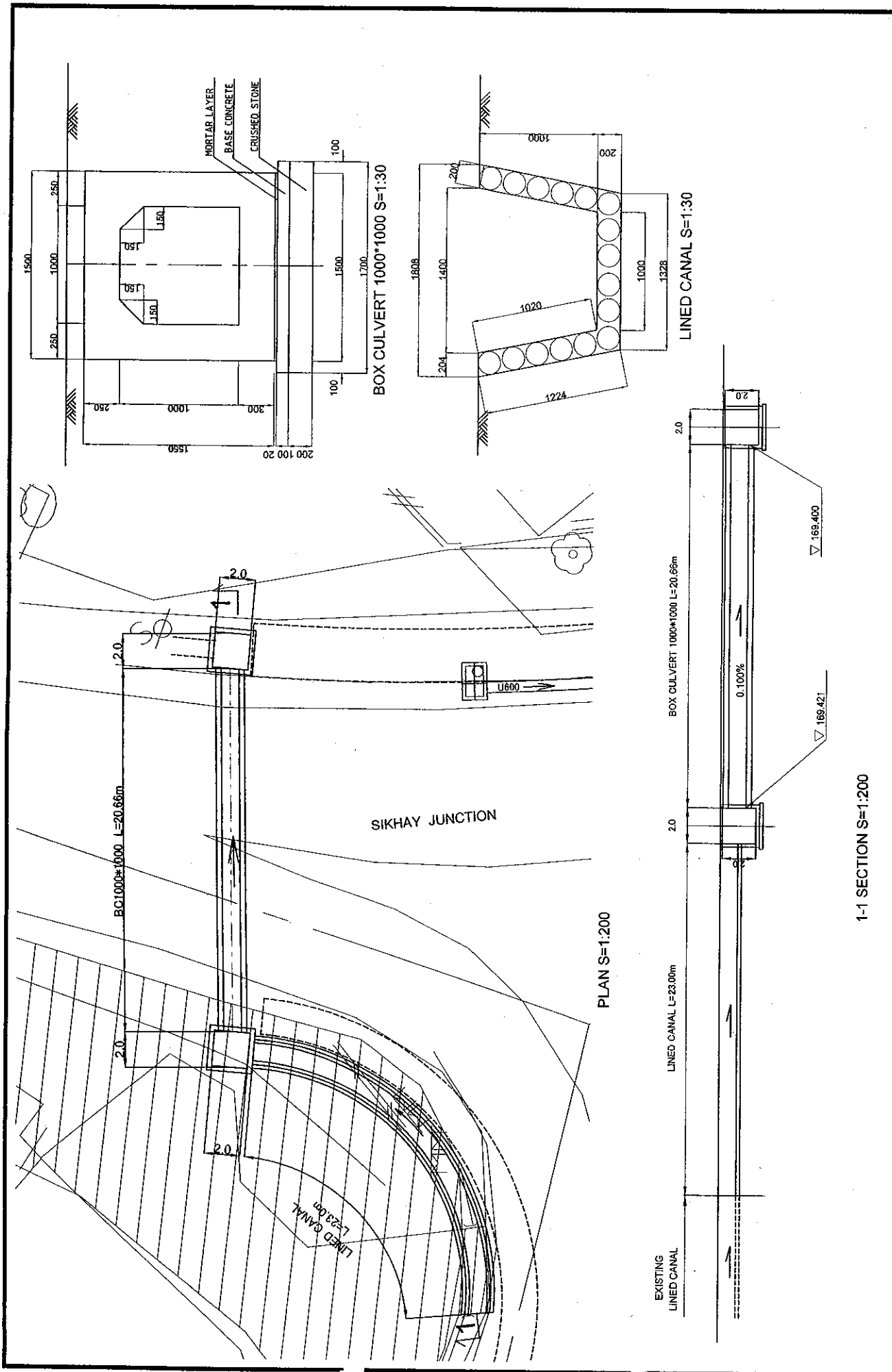
DETAIL OF RC COVER 1:30



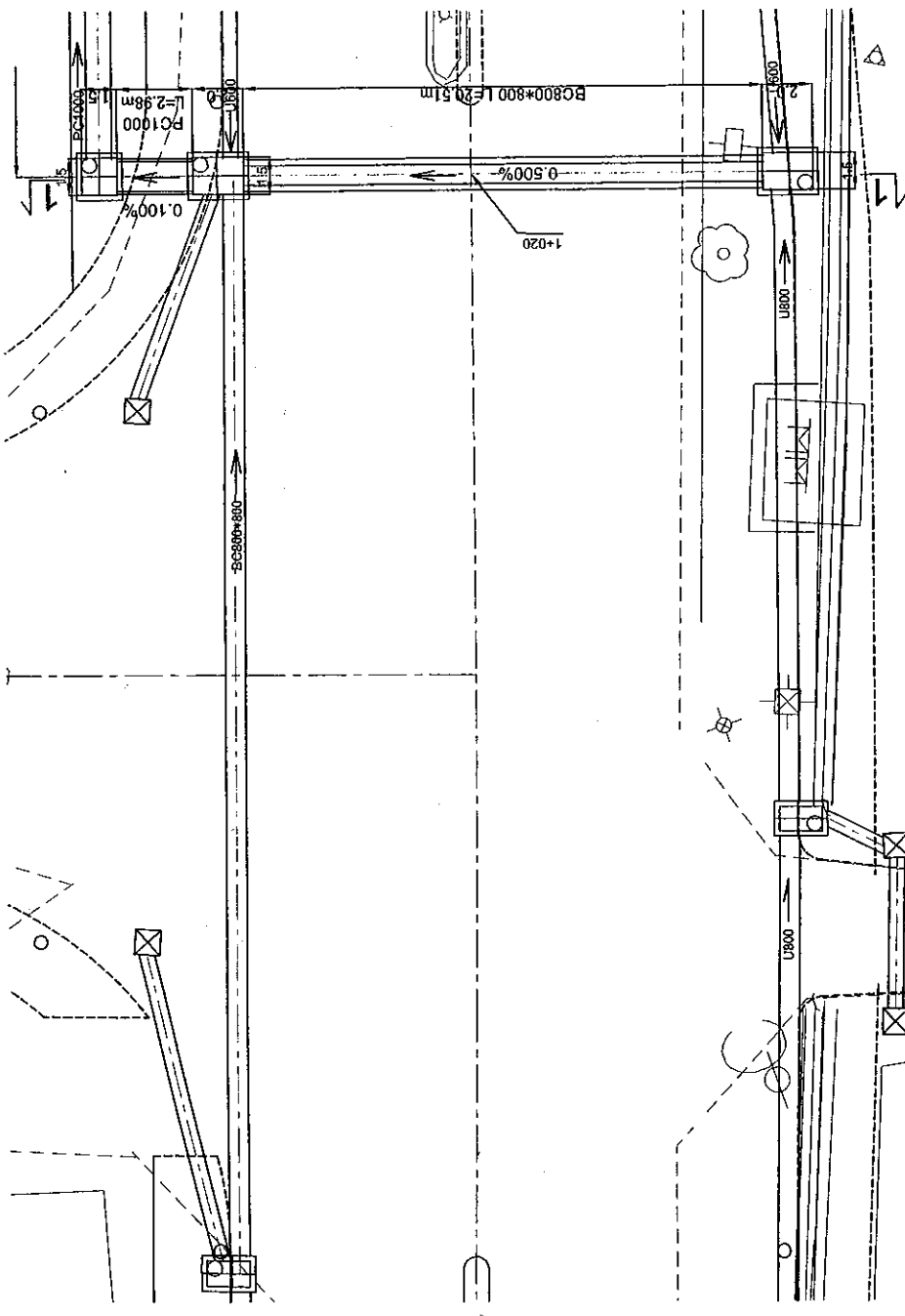
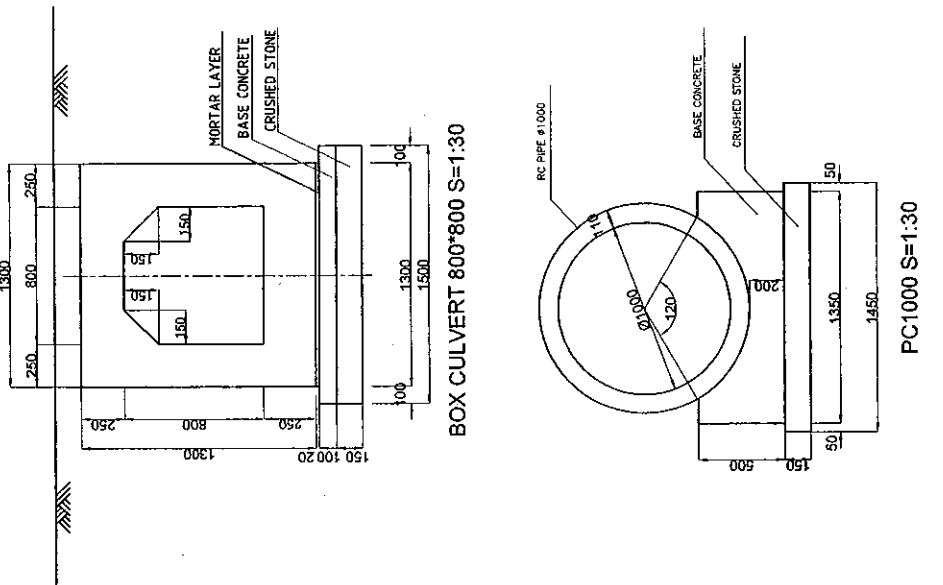
Note:
In-house connection pipe shall be installed at the house/building owners' costs.

SECTION
HOUSE CATCH BASIN 1:30

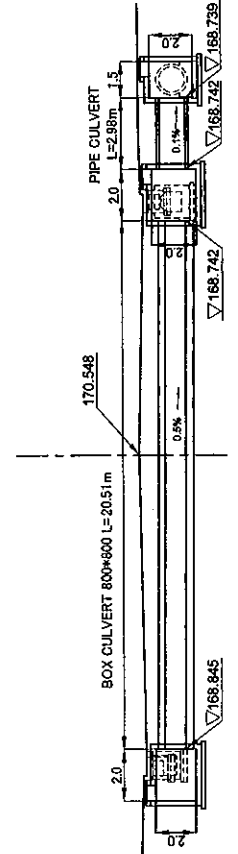
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIETIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.LTD	TITLE: STRUCTURAL DRAWINGS OF HOUSE CATCH BASIN	SCALE: As Shown	DRAWING No: DR-88
					Rv



ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE:	PLAN OF OUTLET SIKHAY JUNCTION	SCALE:	AS SHOWN	DRAWING No:	DR-69	REV:

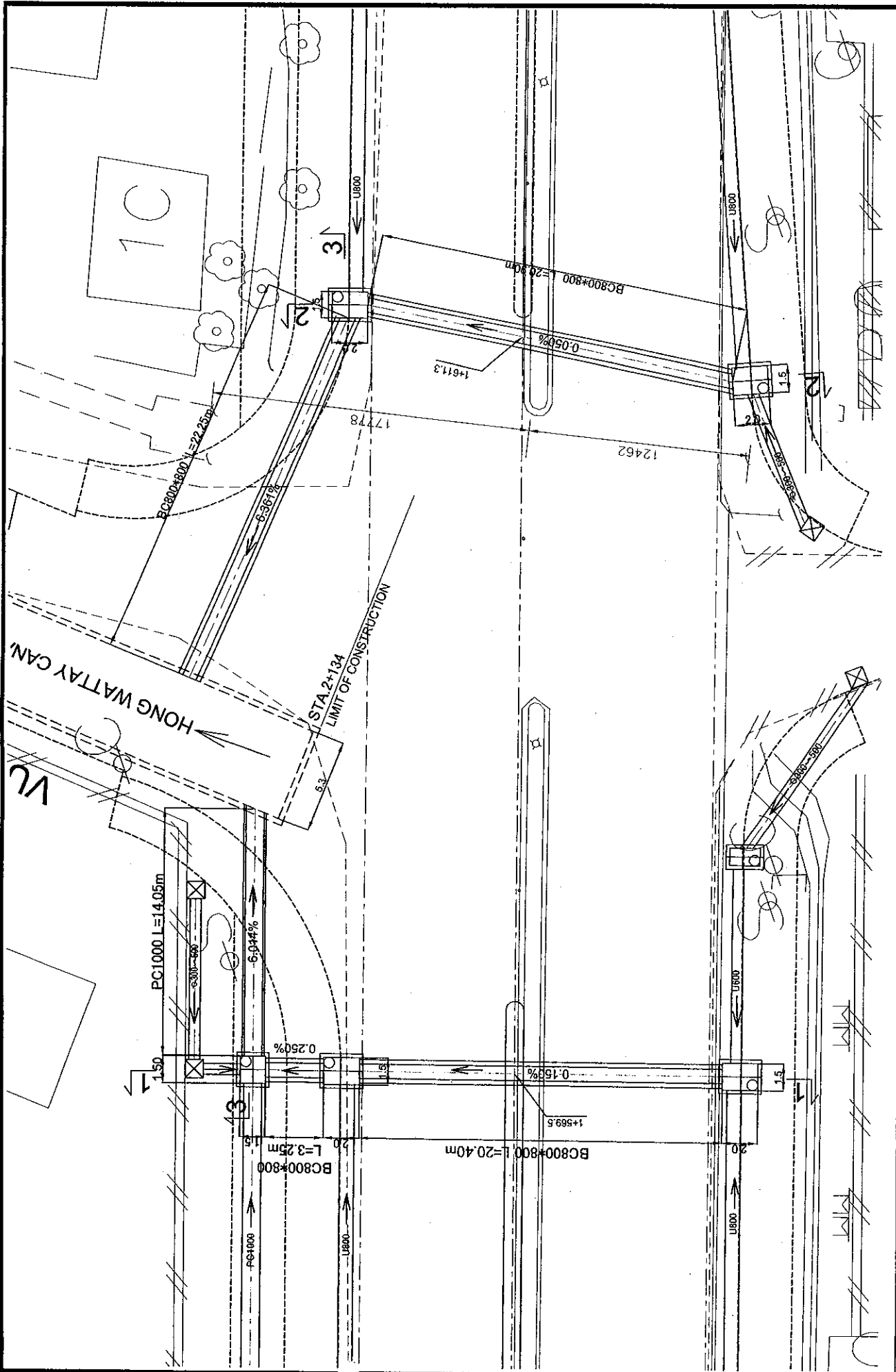


PLAN S=1:200

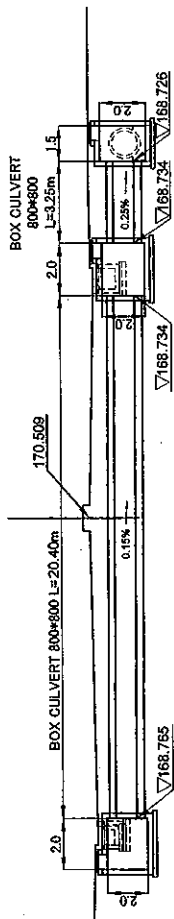


1-1 SECTION S=1:200

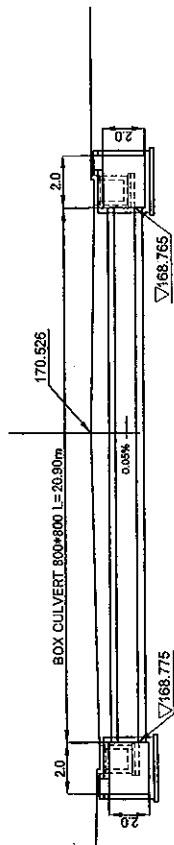
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: PLAN OF OUTLET WATTAY AIRPORT 1+020	SCALE:	DRAWING No:
			1:200	DR-90
			RV:	



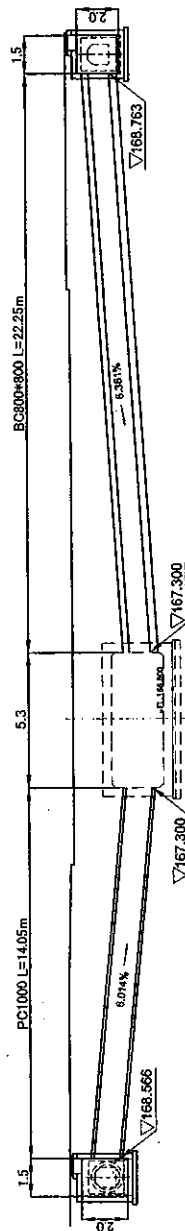
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: PLAN OF OUTLET WATTAY AIRPORT 1-567	
		SCALE: 1:200	DRAWING No: DR-91



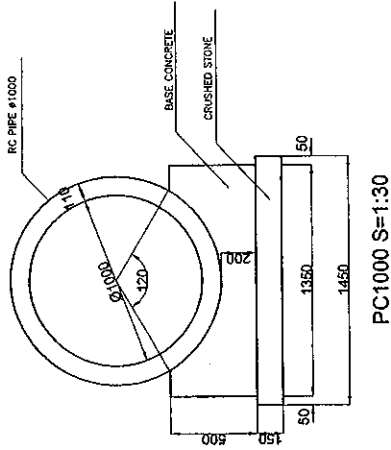
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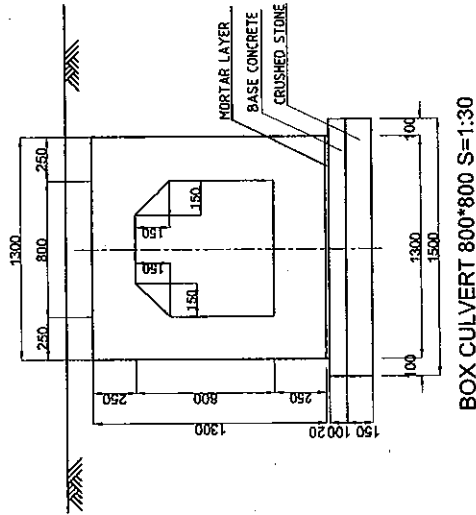
2-2 SECTION S=1:200



3-3 SECTION S=1:200

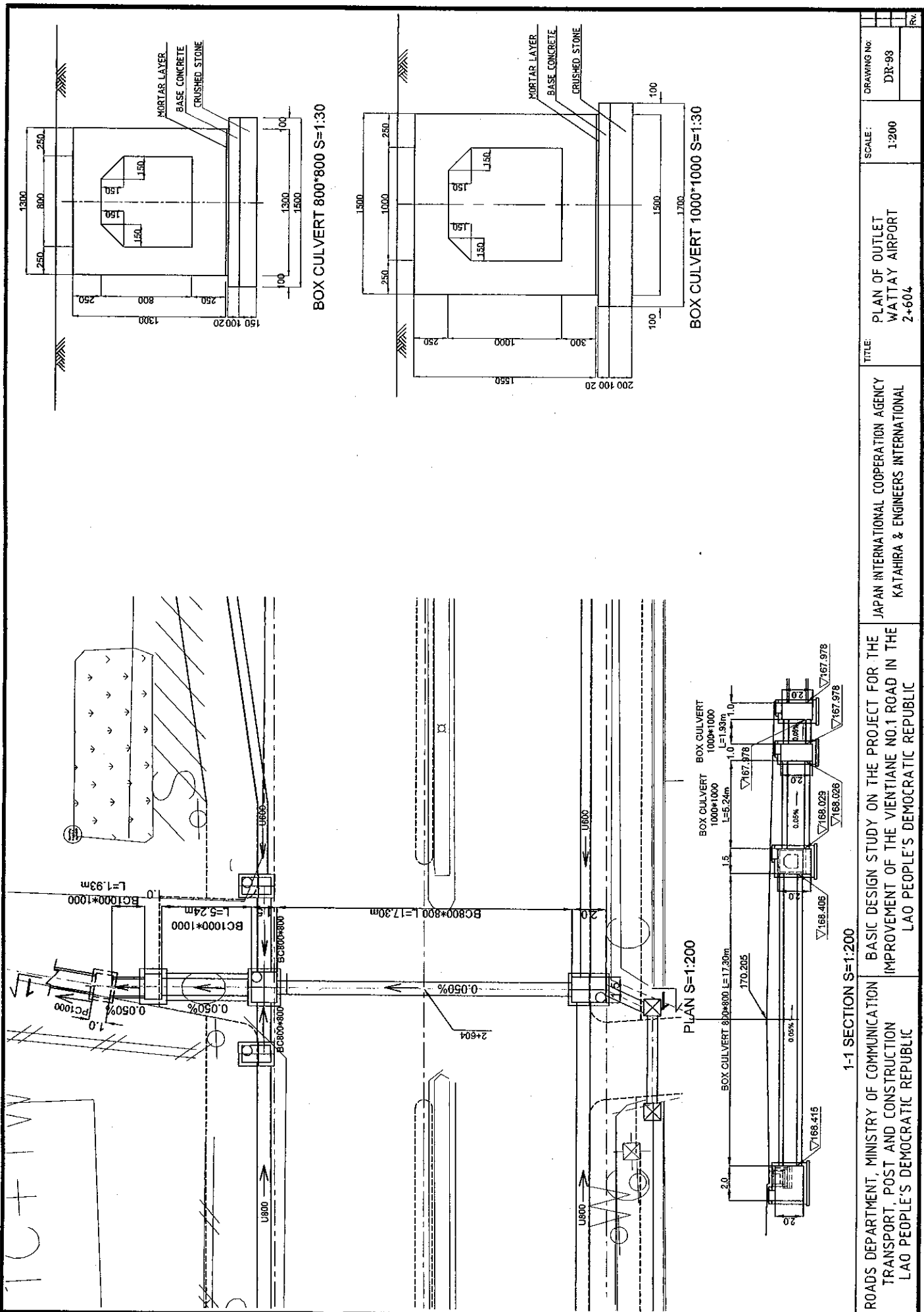


PC1000 S=1:30

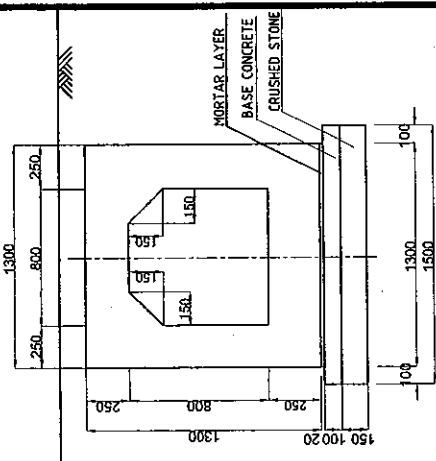


BOX CULVERT 800*800 S=1:30

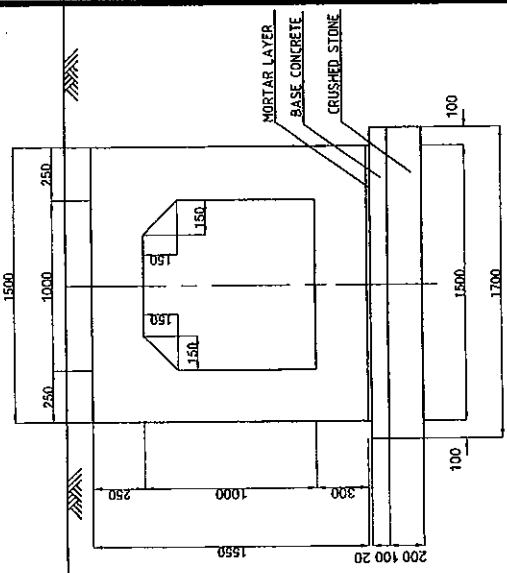
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE:	PLAN OF OUTLET	DRAWING No:
				WATTAY AIRPORT	DR-92
				SCALE:	R/S:
				1:200	



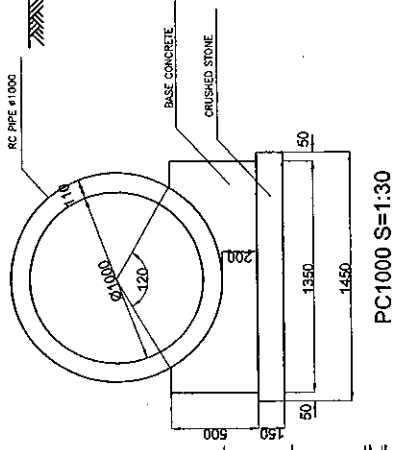
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE:	PLAN OF OUTLET WATTAY AIRPORT 2+604	SCALE:	1:200	DRAWING No:	DR-93	REV:	
		BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC							



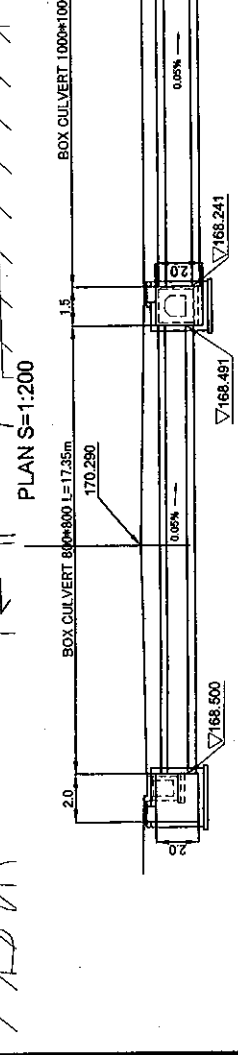
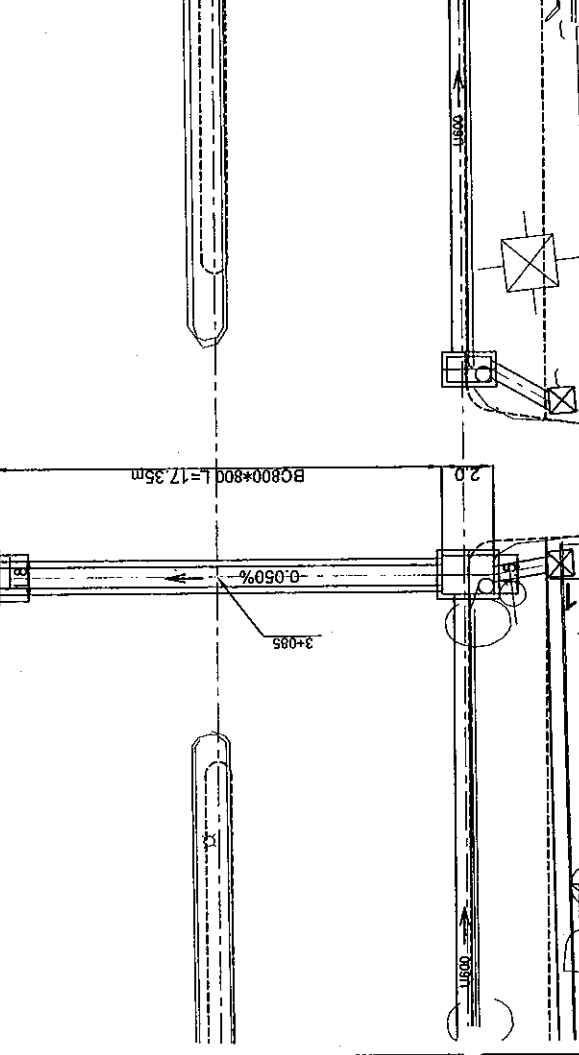
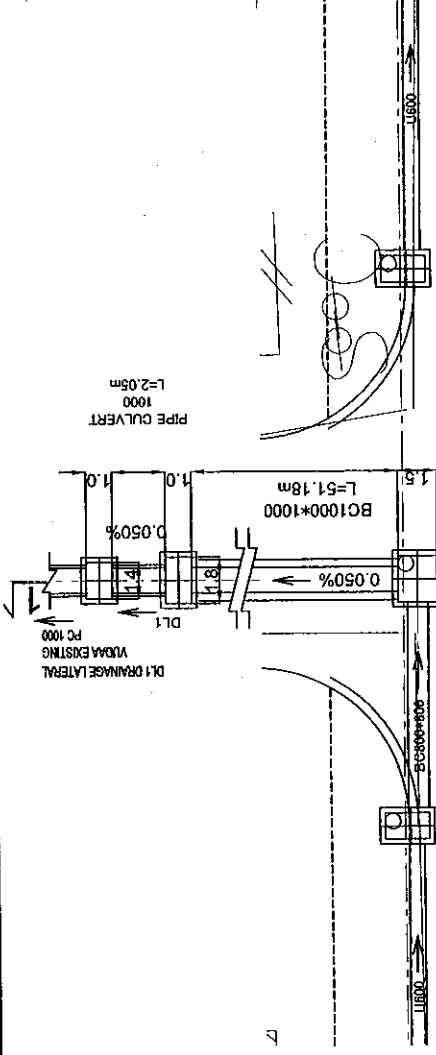
BOX CULVERT 800*800 S=1:30



BOX CULVERT 1000*1000 S=1:30

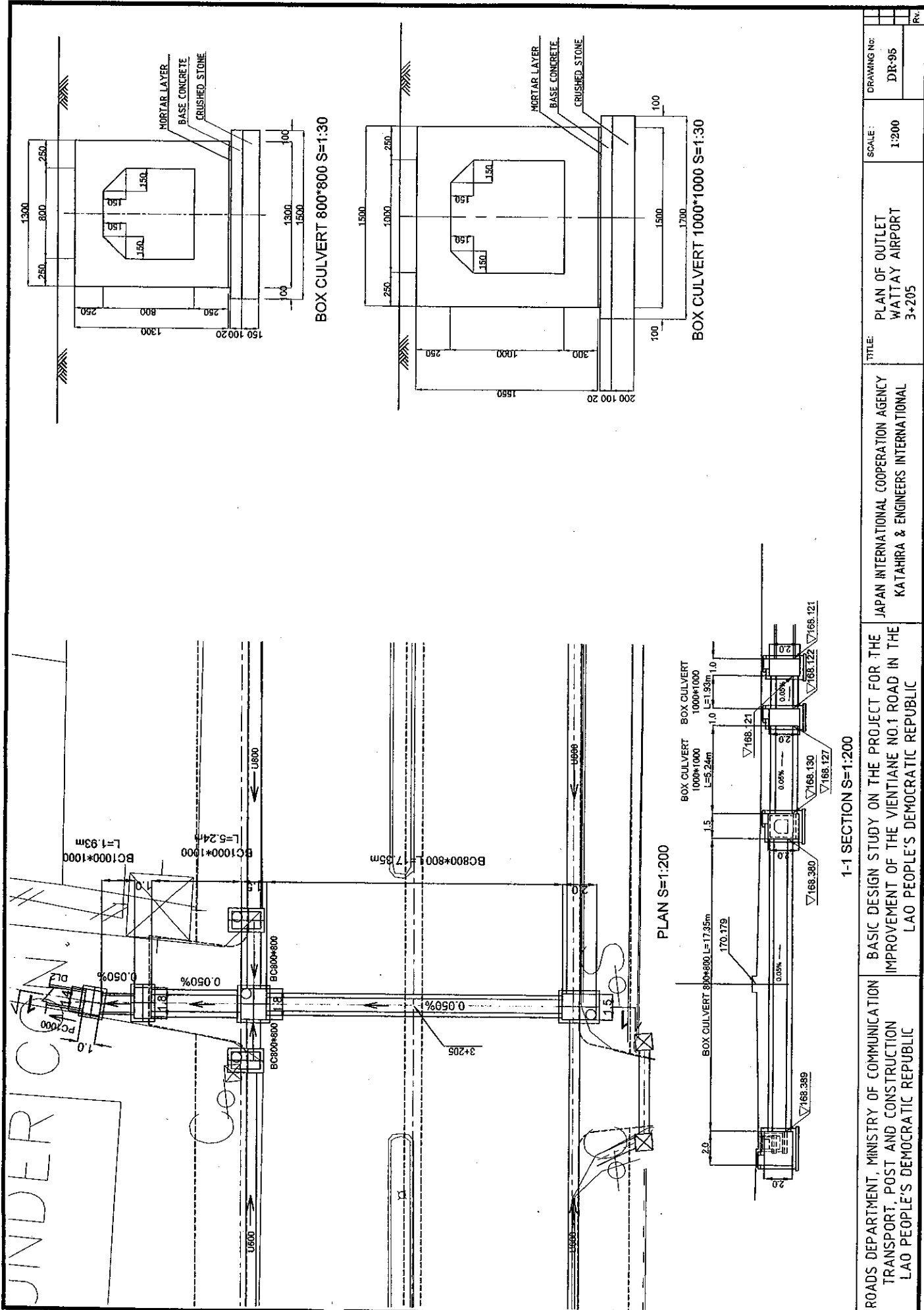


PC1000 S=1:30

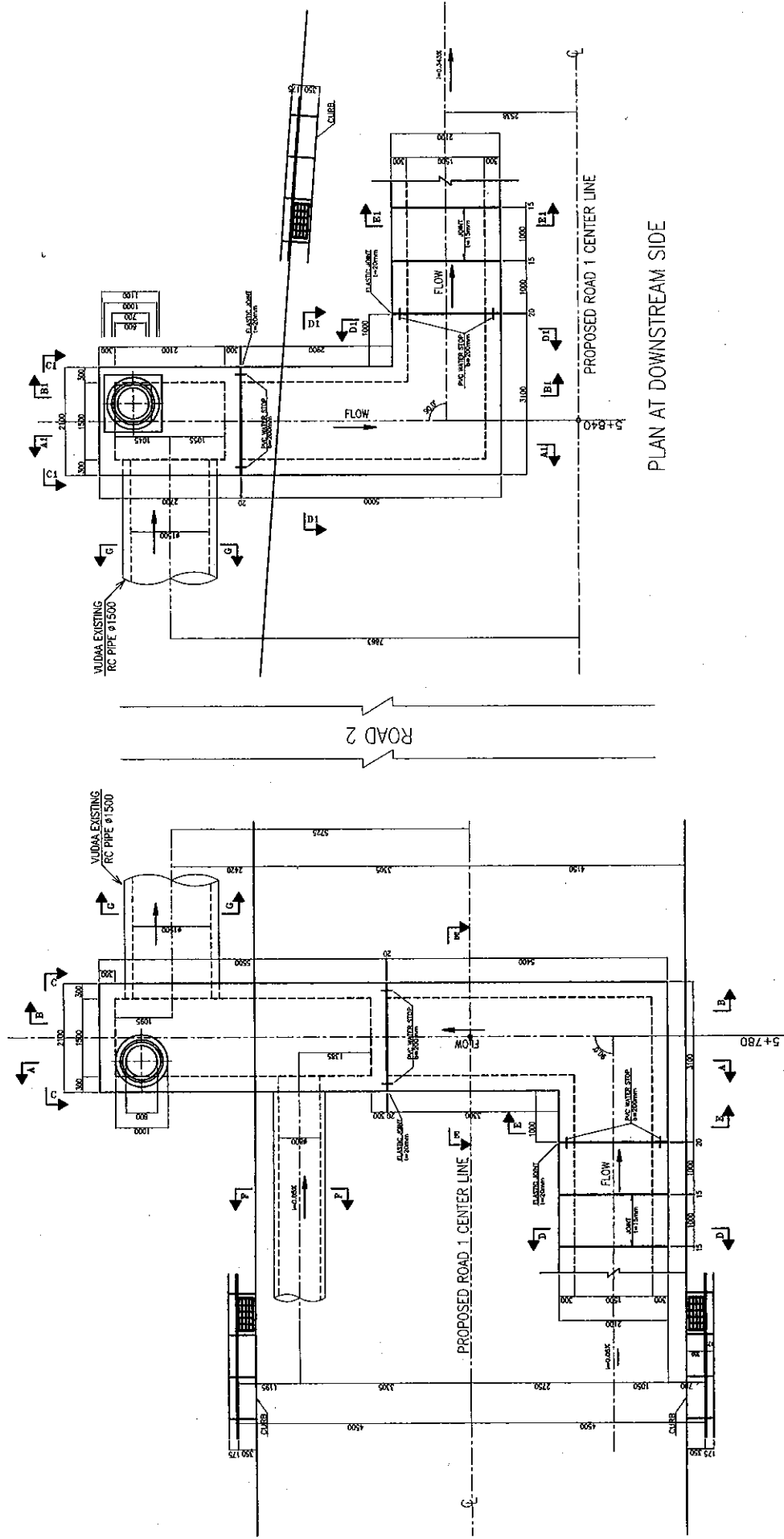


1-1 SECTION S=1:200

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	PLAN OF OUTLET WATTAY AIRPORT 3+085	SCALE: 1:200	DRAWING NO: DR-94	Rv
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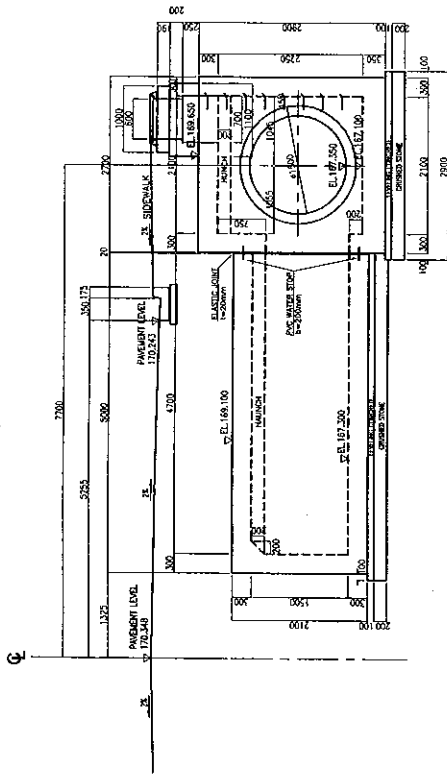
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE:	PLAN OF OUTLET WATTAY AIRPORT 3-205	SCALE:	1:200	DRAWING No:	DR-95	REV:



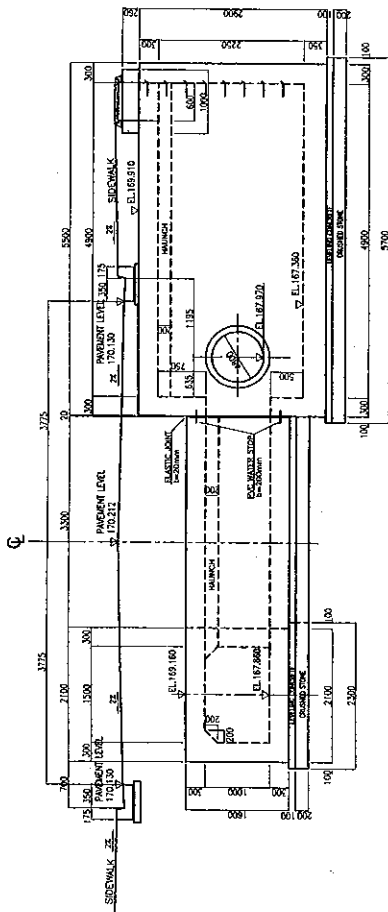
PLAN AT UPSTREAM SIDE

PLAN AT DOWNSTREAM SIDE

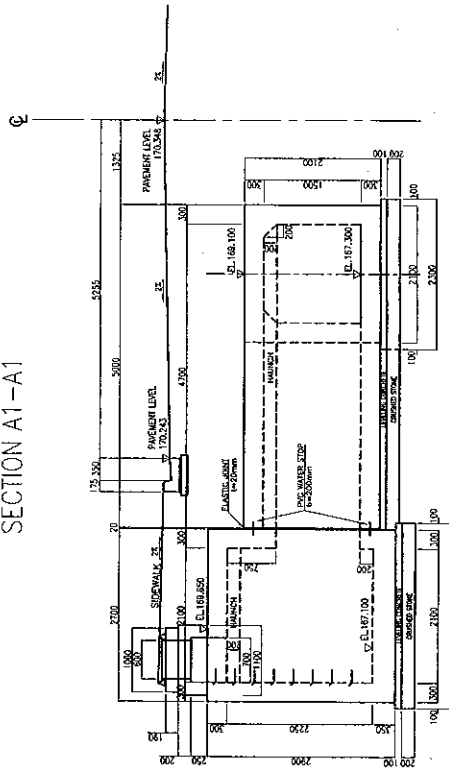
DRAWING NO: DR-96	SCALE: 1:80	TITLE: STRUCTURAL DRAWING OF CONNECTION R1-R2-J(5+800)	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC
REV.					



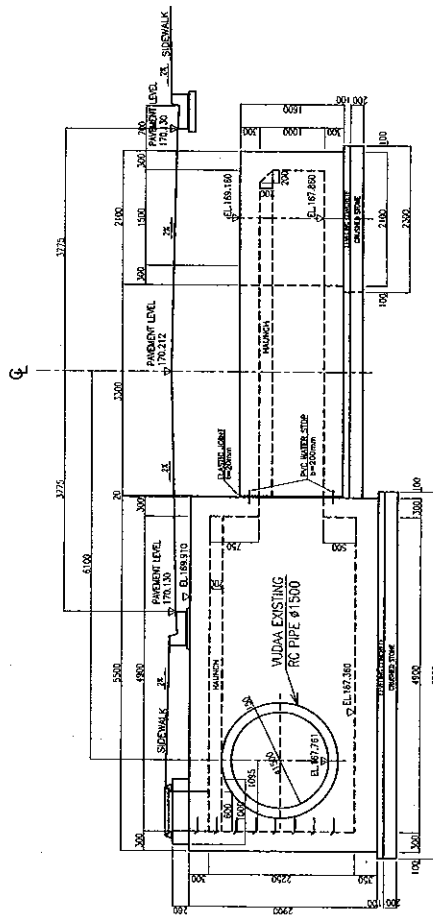
SECTION A1-A1



SECTION A-A

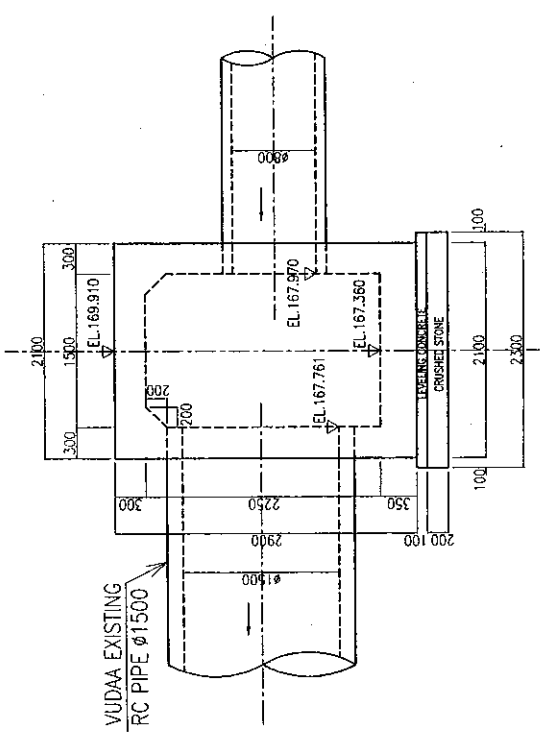


SECTION B1-B1

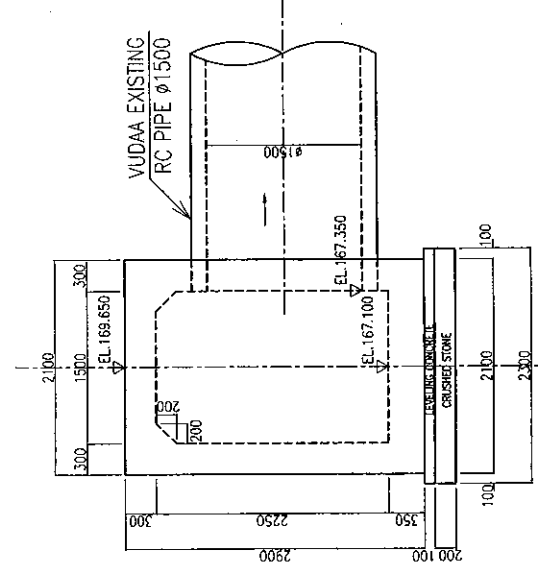


SECTION B-B

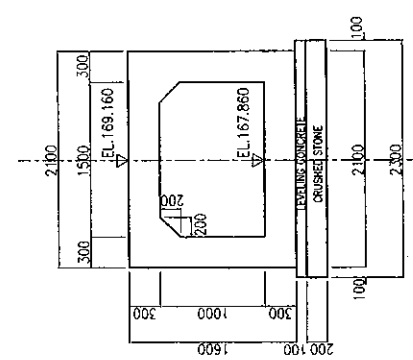
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CI ENGINEERING INTERNATIONAL CO.,LTD	TITLE:	STRUCTURAL DRAWING OF CONNECTION R1-R2.J(5+800)	SCALE:	1:80	DRAWING No:	DR-97	Rev.



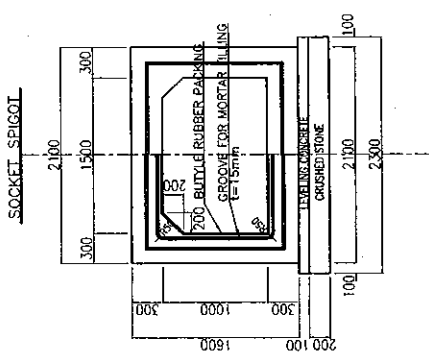
SECTION C-C
CAST-IN-PLACE BOX



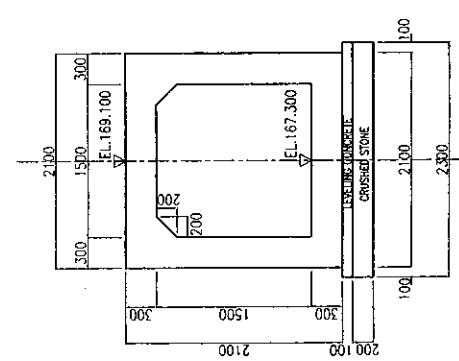
SECTION C1-C1
CAST-IN-PLACE BOX



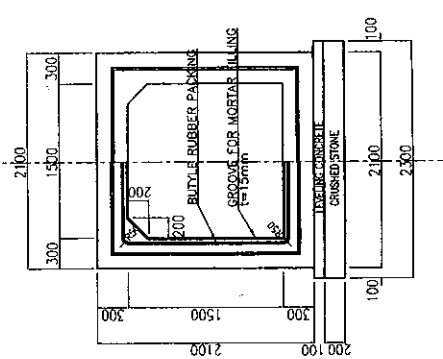
SECTION E-E
CAST-IN-PLACE BOX



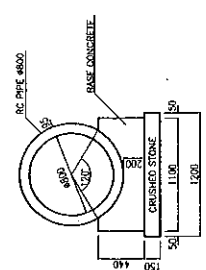
SECTION D-D
PRECAST BOX



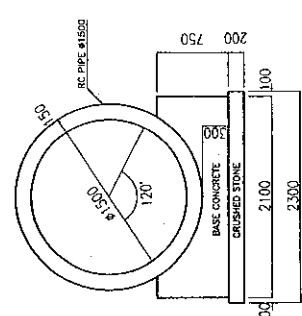
SECTION D1-D1
CAST-IN-PLACE BOX



SECTION E1-E1
PRECAST BOX

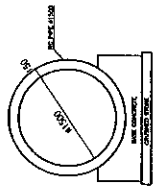


SECTION F-F

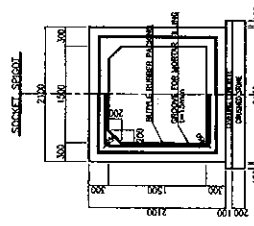


SECTION G-G
VUDAA EXISTING RC PIPE

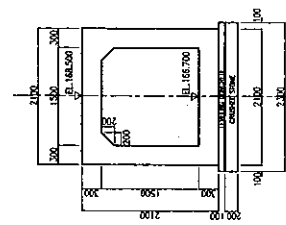
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.LTD	TITLE: STRUCTURAL DRAWING OF CONNECTION AT R1-R2 JUNCTION R1-R2,(5+800)	SCALE: 1:50	DRAWING NO: DR-98
					Rv.



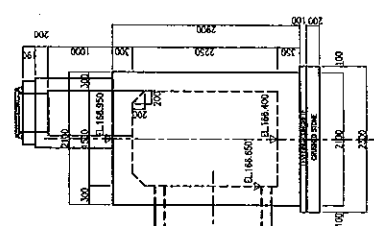
SECTION F-F
VUDA A EXISTING RC PIPE



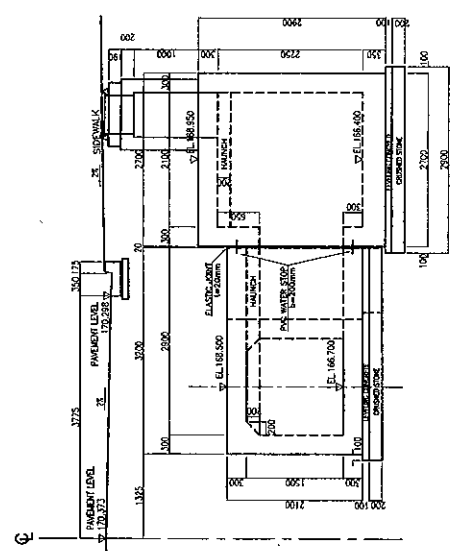
SECTION D-D
PRECAST BOX



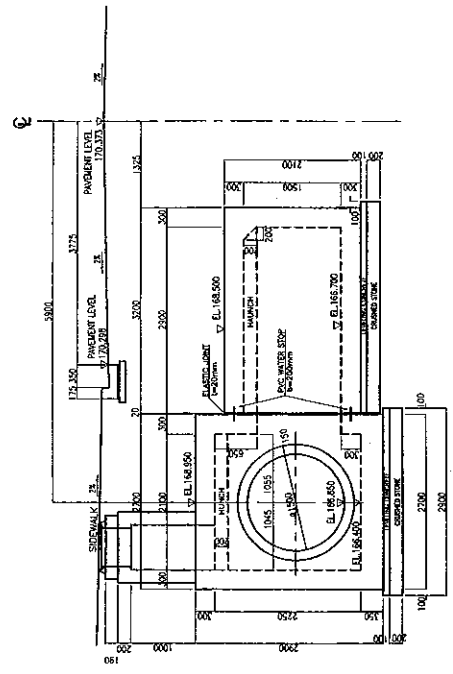
SECTION E-E
CAST-IN-PLACE BOX



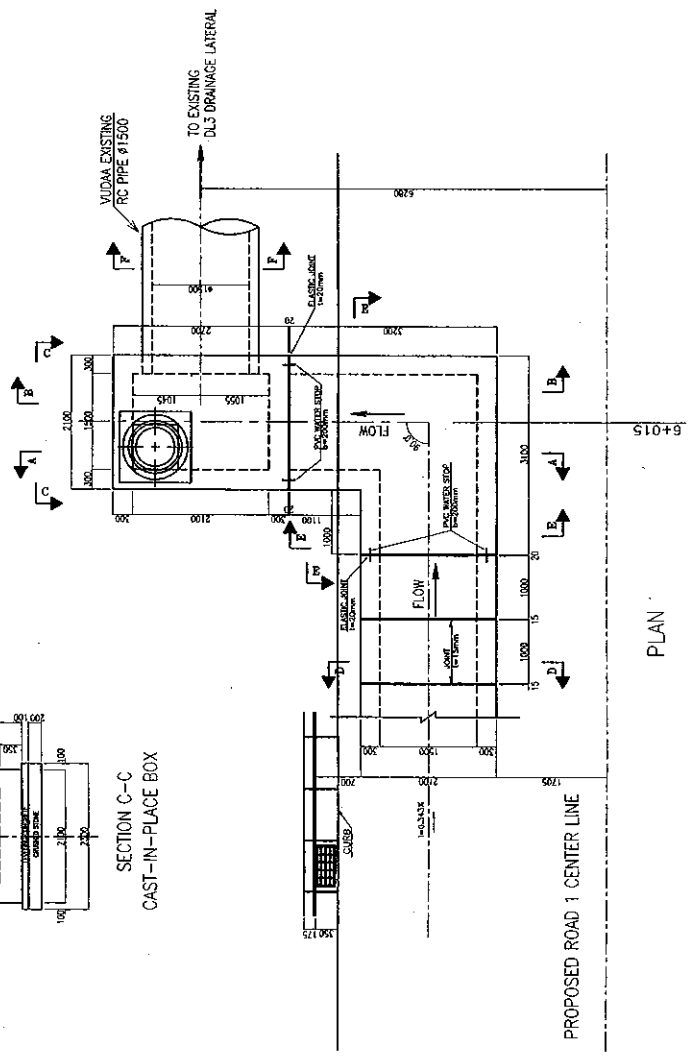
SECTION C-C
CAST-IN-PLACE BOX



SECTION A-A

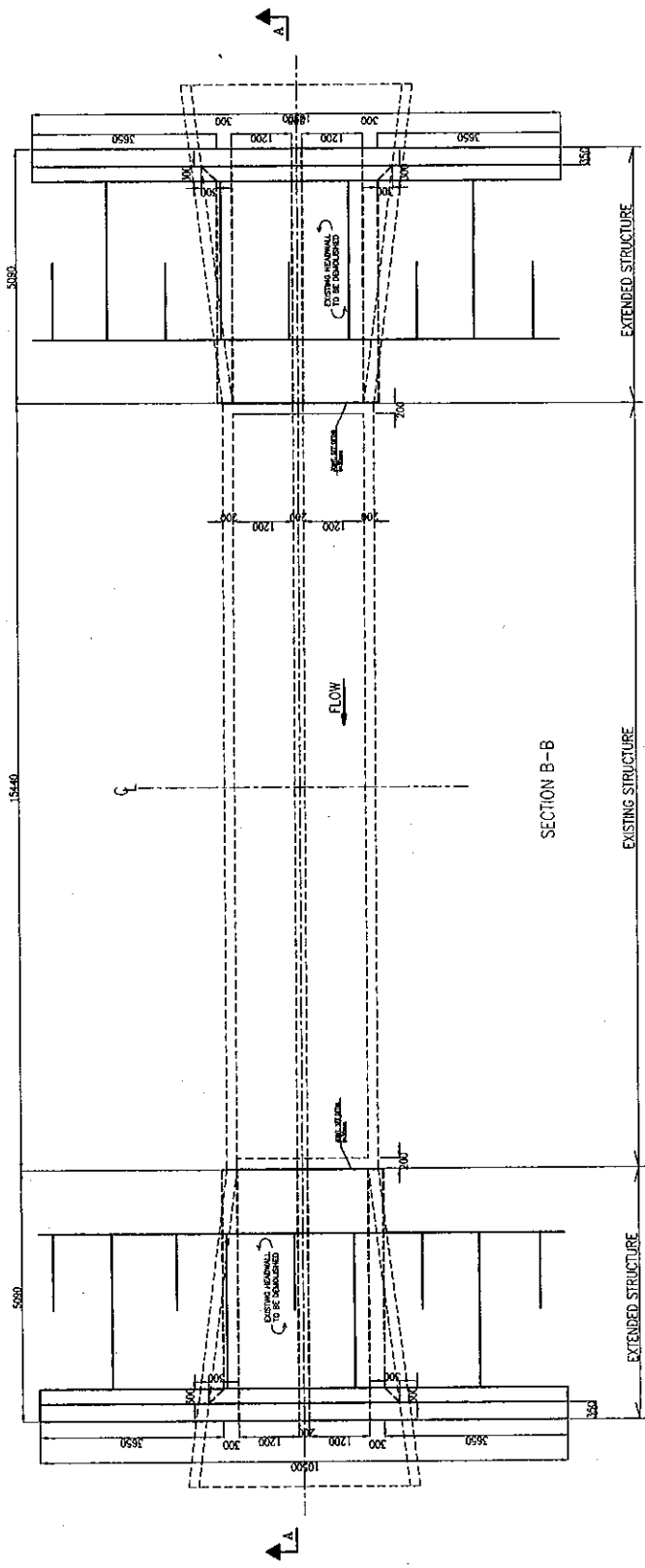


SECTION B-B

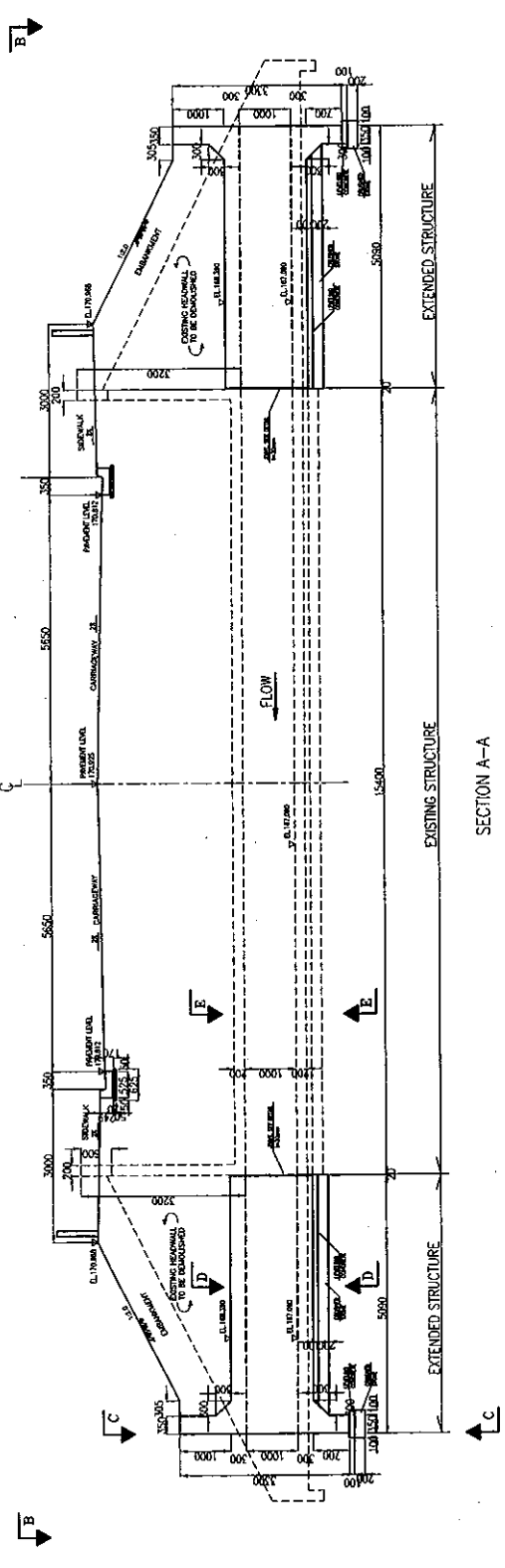


PLAN

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	TITLE: STRUCTURAL DRAWING OF CONNECTION WITH DLS DRAINAGE LATERAL AT R1-R3 JUNCTION DL3(6+015)	DRAWING NO: DR-99 SCALE: 1:80 REV:
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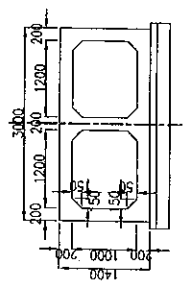


SECTION B-B

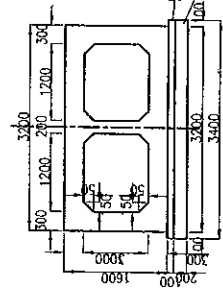


SECTION A-A

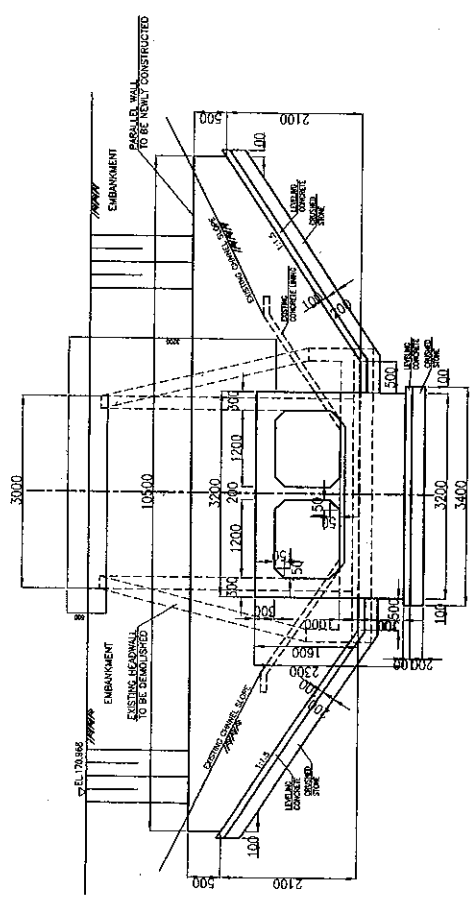
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL C/I ENGINEERING INTERNATIONAL CO.LTD	TITLE STRUCTURAL DRAWING OF ROAD 1A HONG PASAK CANAL CROSSING BOX CULVERT (1/2)		DRAWING NO. DR-100
			HONG PASAK CANAL (1A-0+810)		



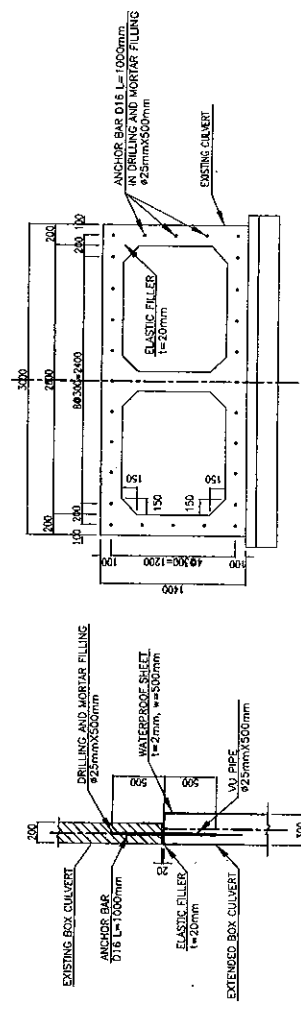
SECTION E-E (EXISTING)



SECTION D-D



SECTION C-C

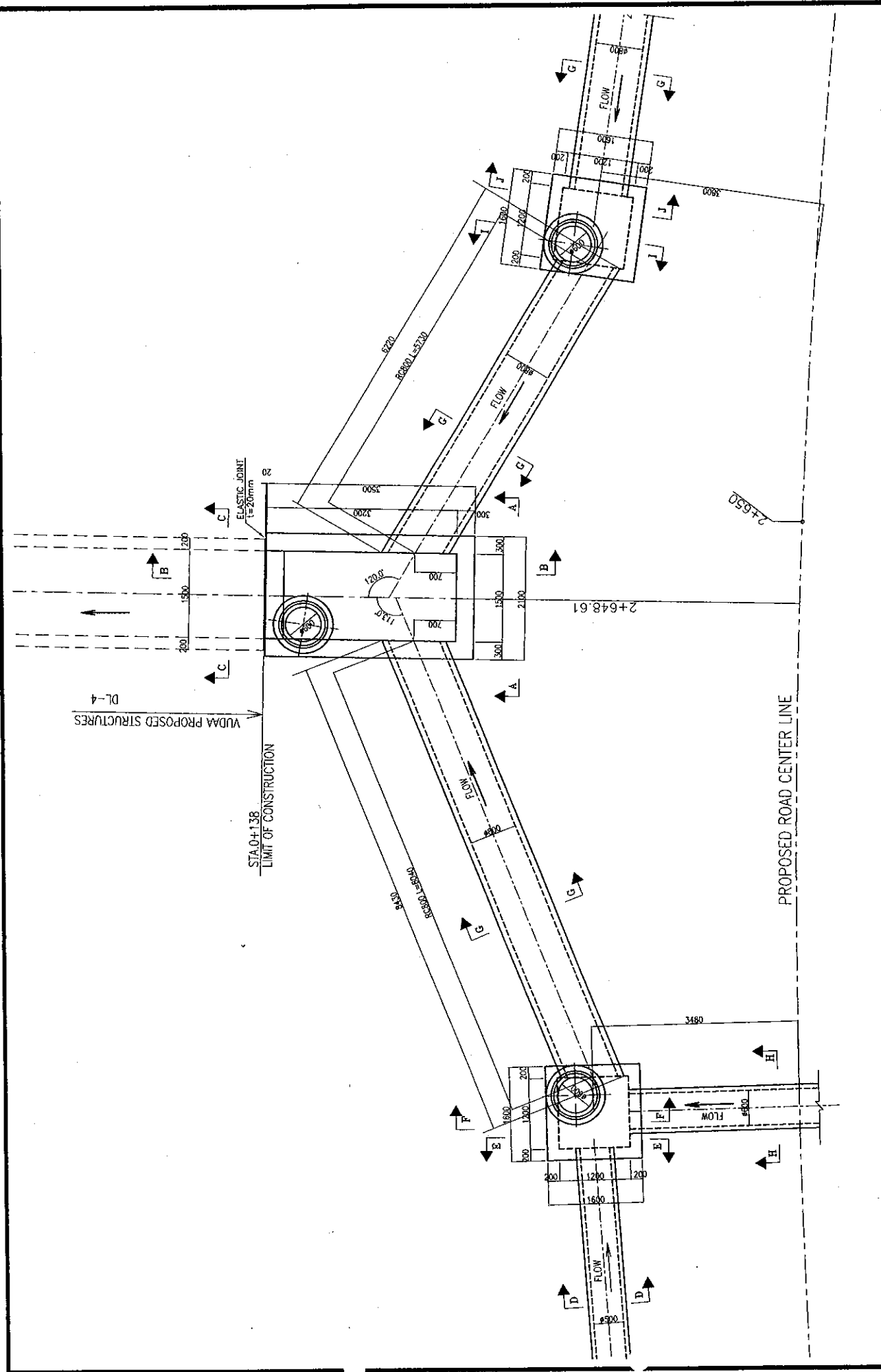


ARRANGEMENT OF ANCHOR BARS

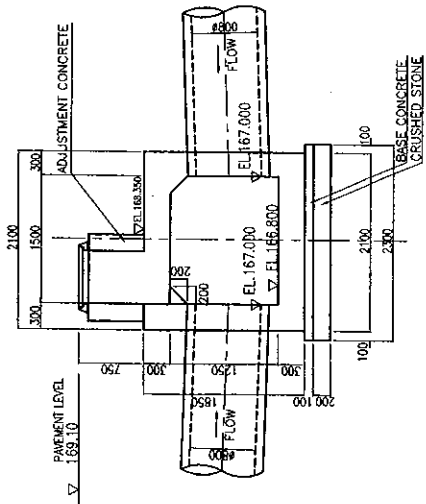
SCALE 1:50 DETAIL OF JOINT BETWEEN EXISTING AND EXTENDED CULVERT

SCALE 1:80 FOR ABOVE CROSS SECTIONS

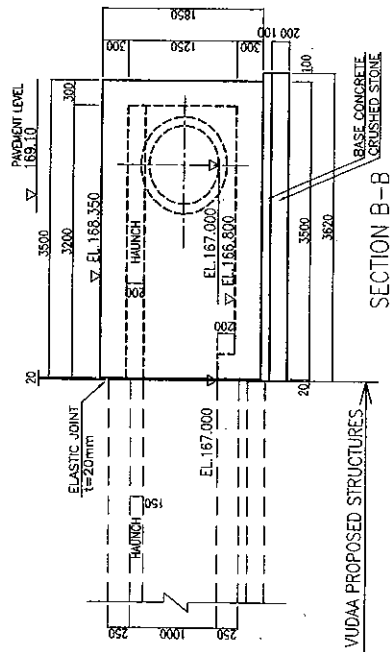
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	TITLE		STRUCTURAL DRAWING OF ROAD 1A HONG PASAK CANAL CROSSING BOX CULVERT (2/2) HONG PASAK CANAL (A-0+810)	SCALE: 1:80	DRAWING No: DR-101	Rev.



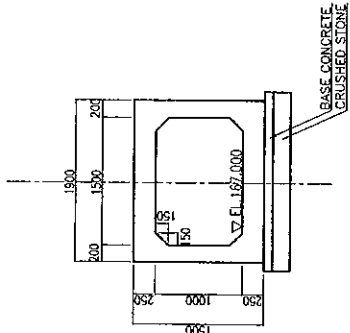
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	TITLE: STRUCTURAL DRAWING OF OUTLET WORKS AT DL4 DRAINAGE LATERAL (1/2) DL4(1A-2+650)	SCALE: 1:60	DRAWING No: DR-102	Rv.
			STA. 0+138 LIMIT OF CONSTRUCTION	ELASTIC JOINT (±20mm)	VUDA PROPOSED STRUCTURES DL-4	PROPOSED ROAD CENTER LINE



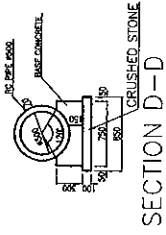
SECTION A-A
CAST-IN-PLACE BOX



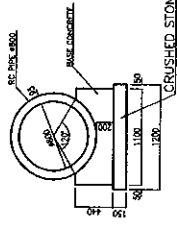
SECTION B-B
VUDAA PROPOSED STRUCTURES



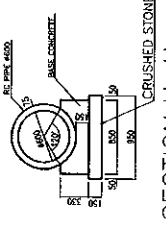
SECTION C-C



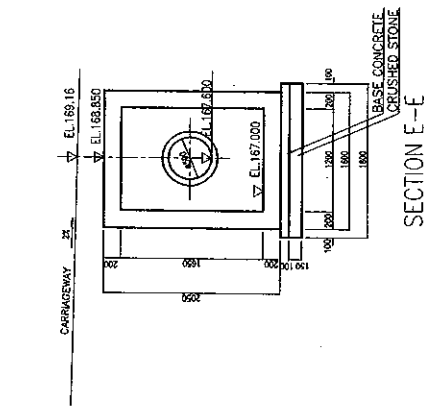
SECTION D-D



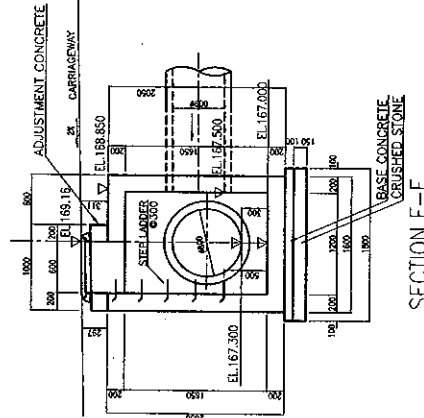
SECTION G-G



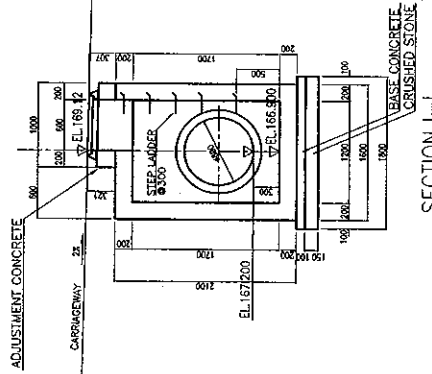
SECTION H-H



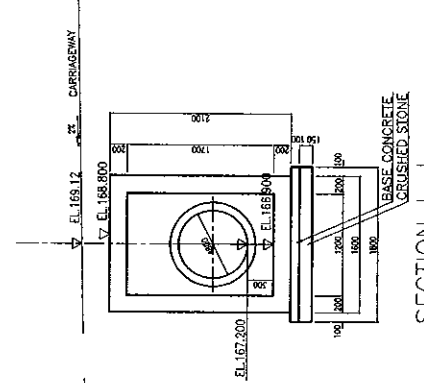
SECTION E-E



SECTION F-F



SECTION I-I



SECTION J-J

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

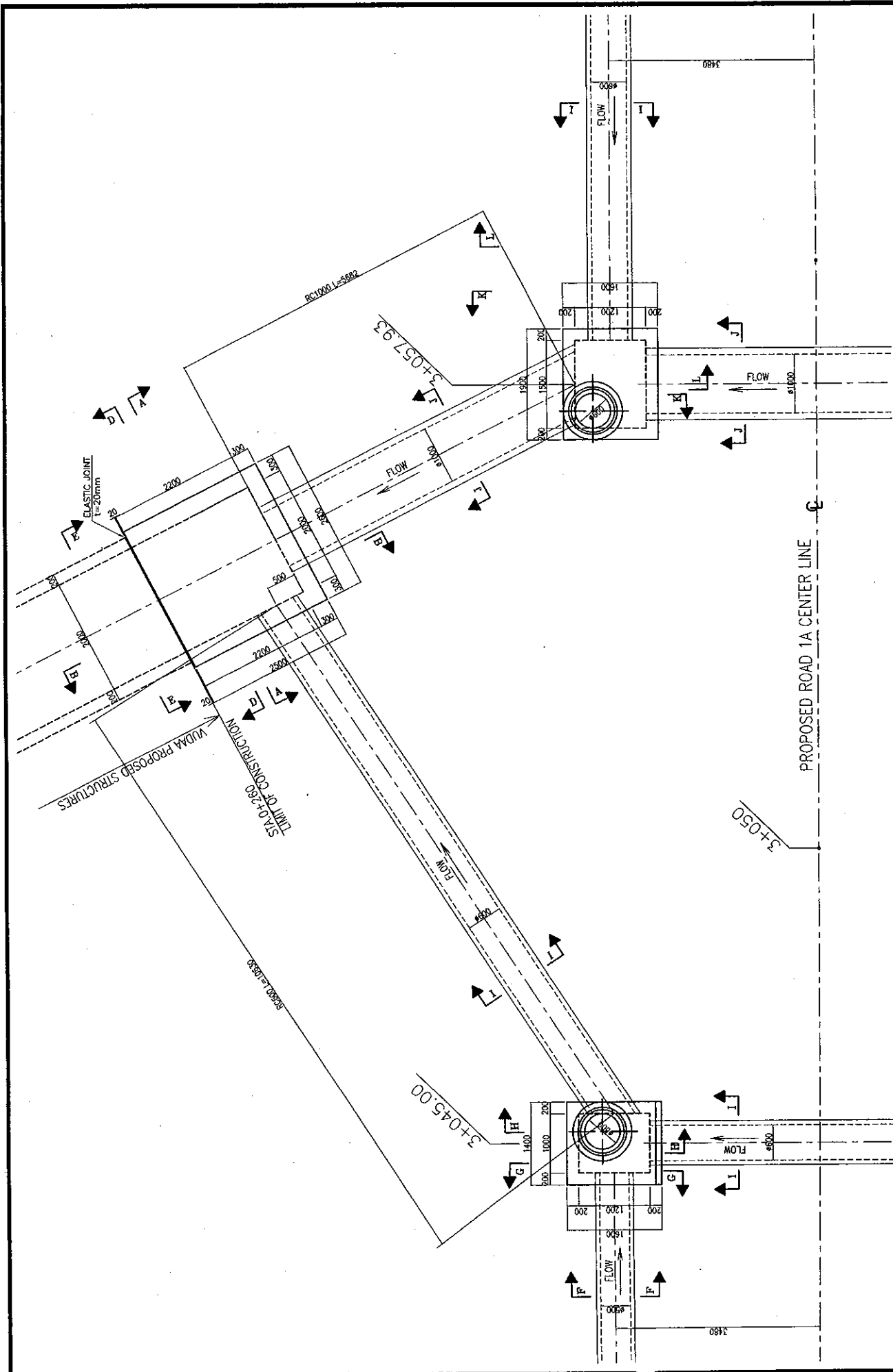
JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO.LTD

TITLE: STRUCTURAL DRAWING OF
OUTLET WORKS AT DL4
DRAINAGE LATERAL (2/2)
DL4(1A-2+650)

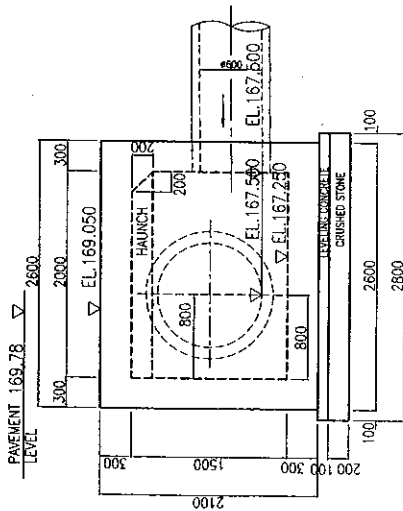
SCALE: 1:80

DRAWING No. DR-103

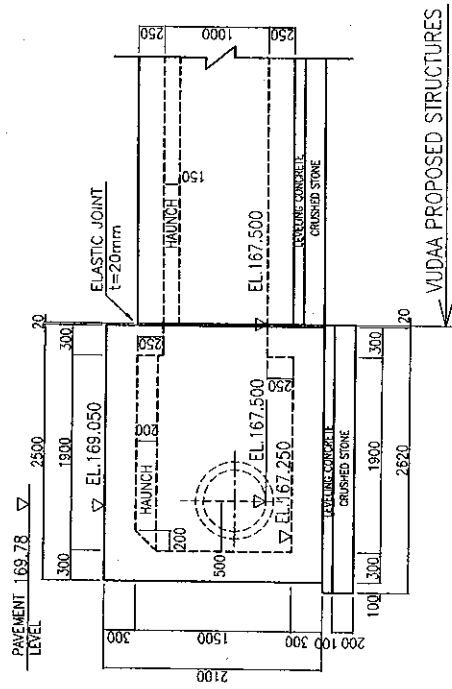
REV.



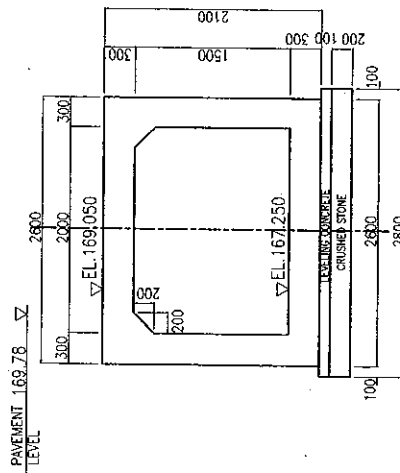
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CITI ENGINEERING INTERNATIONAL CO.,LTD	TITLE: STRUCTURAL DRAWING OF OUTLET WORKS AT DL5 DRAINAGE LATERAL (1/3) DL5(1A-3+055)	SCALE: 1:80	DRAWING NO: DR-104
			REV:		



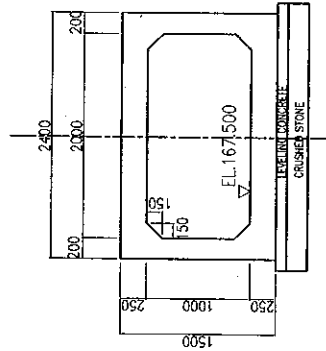
SECTION A-A
CAST-IN-PLACE BOX



SECTION B-B
VUDAA PROPOSED STRUCTURES



SECTION D-D
CAST-IN-PLACE BOX



SECTION E-E
(STA.0+260)

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

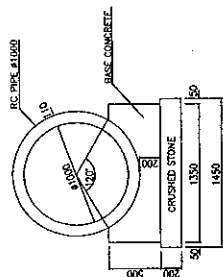
JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO.LTD

TITLE: STRUCTURAL DRAWING OF
OUTLET WORKS AT DLS
DRAINAGE LATERAL (2/3)
DLS(1A-3+055)

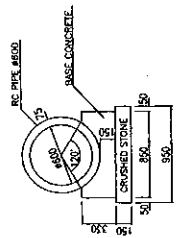
SCALE:
1:50

DRAWING No:
DR-105

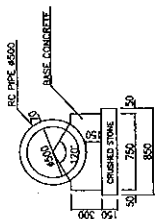
Rv



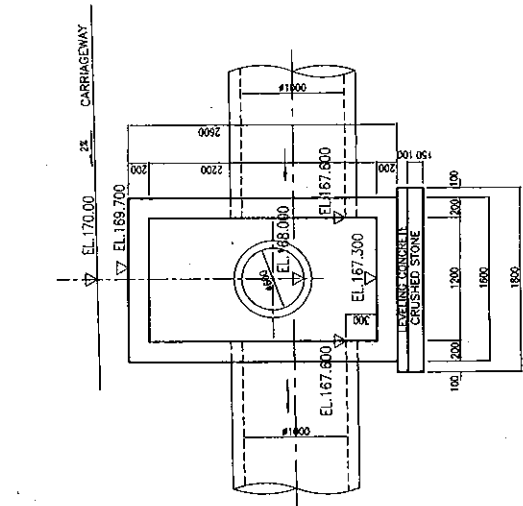
SECTION J-J



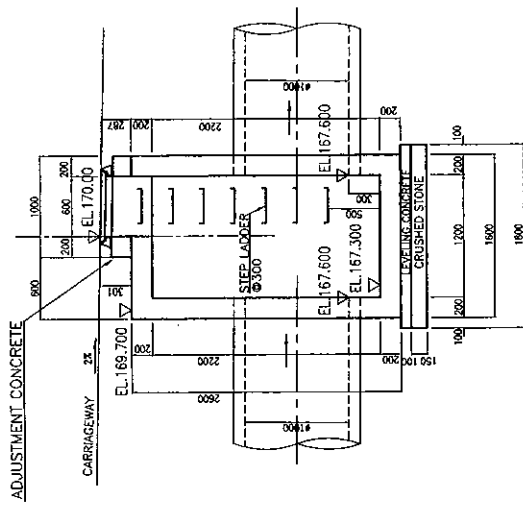
SECTION I-I



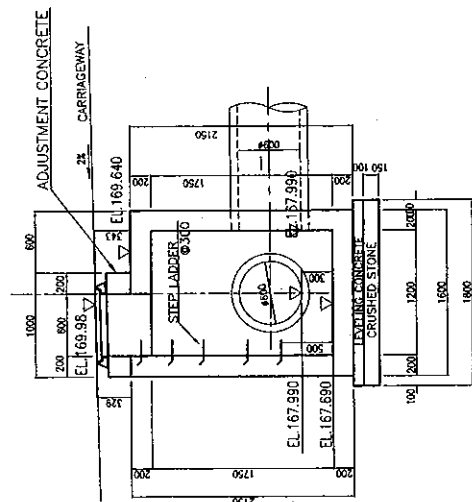
SECTION F-F



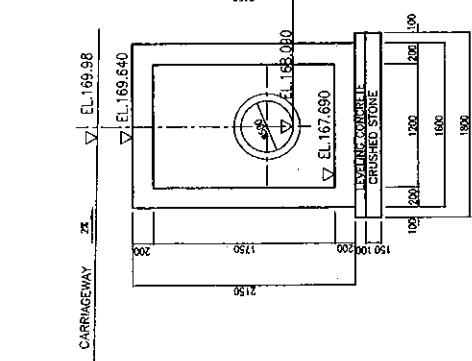
SECTION L-L



SECTION K-K

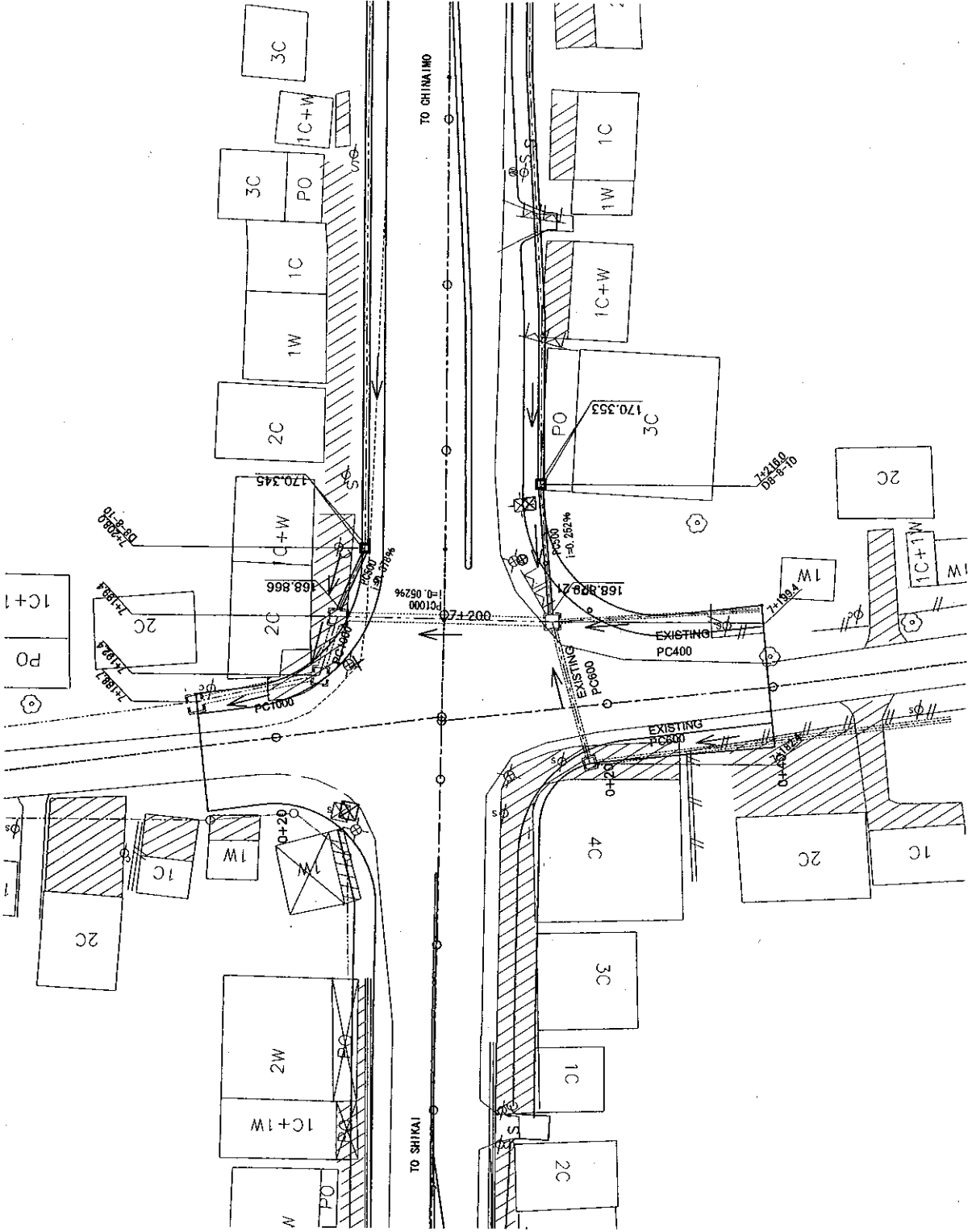


SECTION H-H



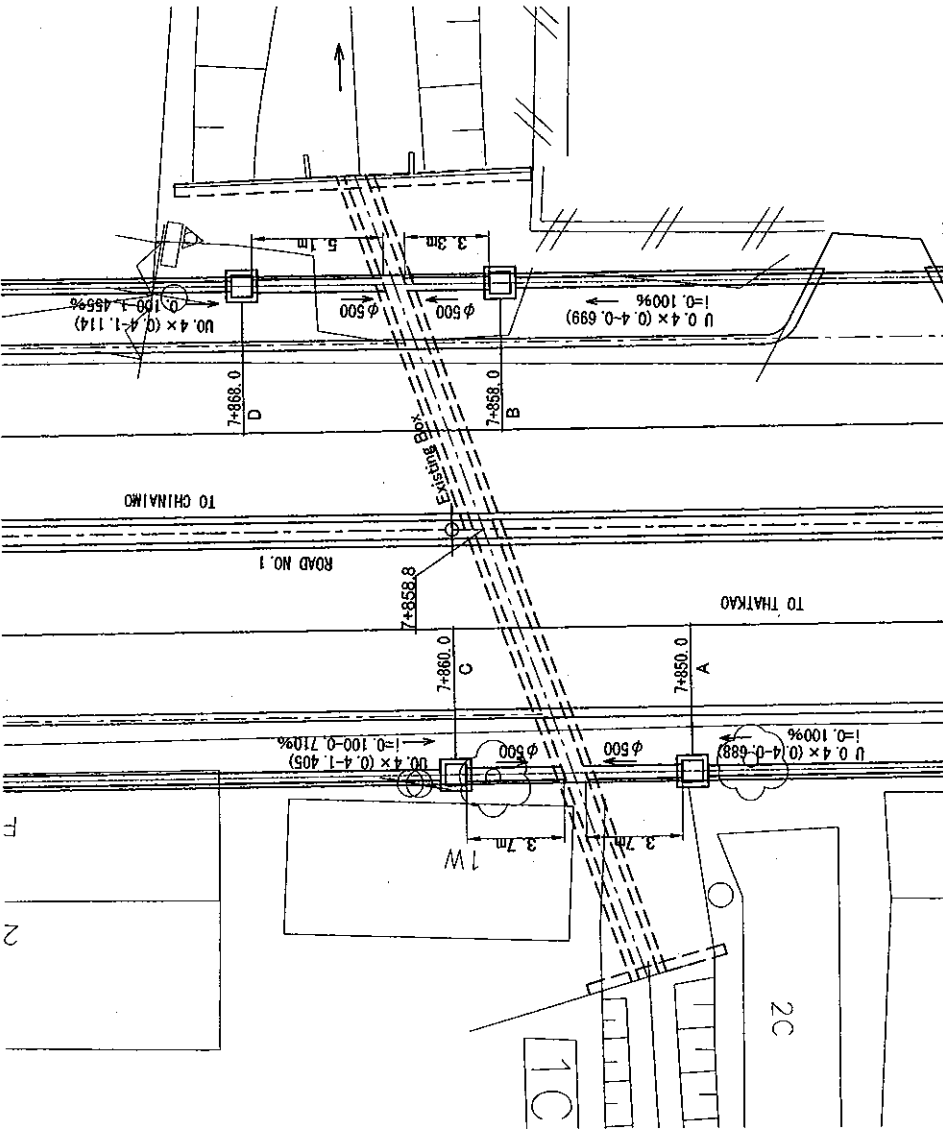
SECTION G-G

DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	TITLE: STRUCTURAL DRAWING OF OUTLET WORKS AT DL5 DRAINAGE LATERAL (3/3) DL5(1A-3+055)	SCALE: 1:50	DRAWING No: DR-106
			Rv		

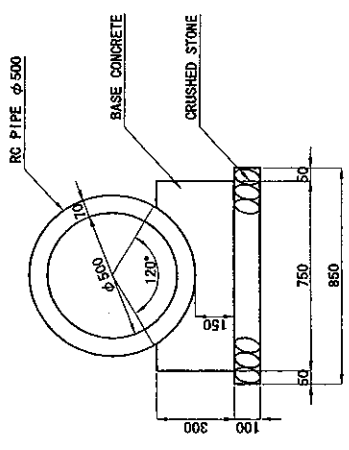


PLAN S=1:500

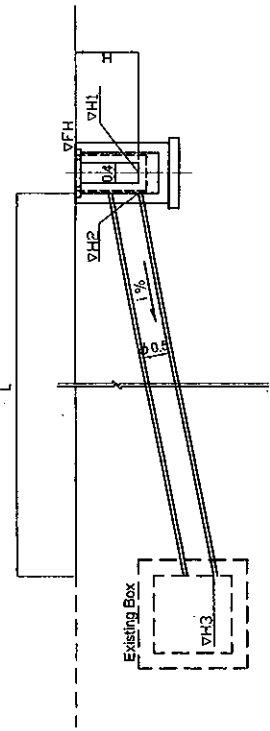
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CIT ENGINEERING INTERNATIONAL CO.,LTD	TITLE:	GENERAL DRAWING OF DRAINAGE OUTLET DL6 (7+195.7)	DRAWING No:	DB-107	Rv.
		SCALE:	S=1:100			



PLAN 1:200



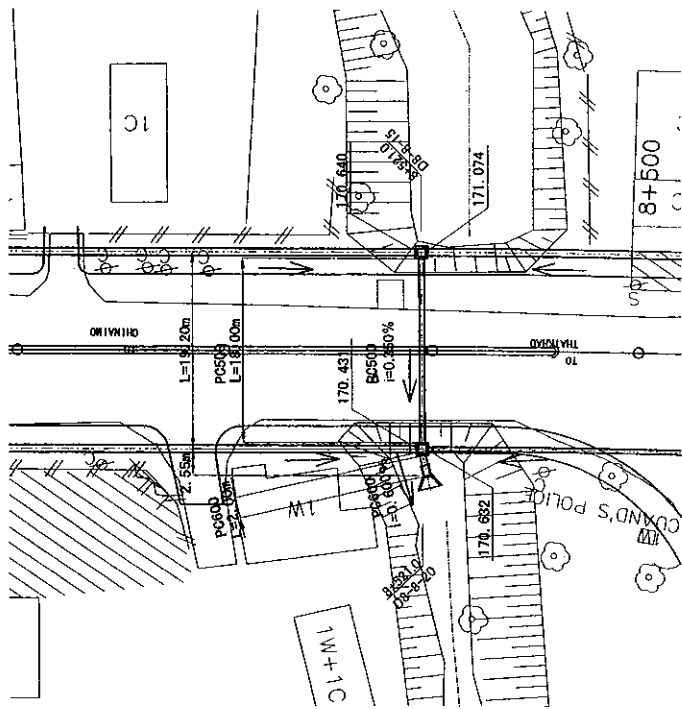
RC PIPE CROSS SECTION 1:20



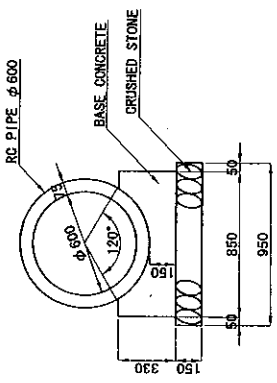
DIMENSION TABLE

STATION	FH (m)	H1 (m)	H2 (m)	H3 (m)	H (m)	L (m)
A	171.085	170.307	170.307	167.190	0.788	3.700
B	171.088	170.299	170.299	166.975	0.799	3.300
C	171.089	169.881	169.881	167.190	1.218	3.700
D	171.103	169.889	169.889	168.034	1.214	5.100

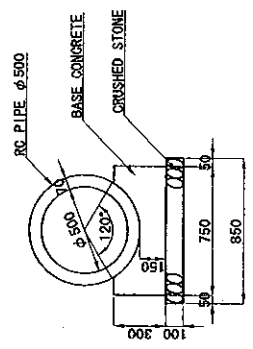
ROADS DEPARTMENT, MINISTRY OF CONSTRUCTION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NDL ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO., LTD	TITLE:	OUTLET PLAN 7+850-7+868 (DL 7)	SCALE:	AS SHOWN	DRAWING No:	DR-108
			Rev:					



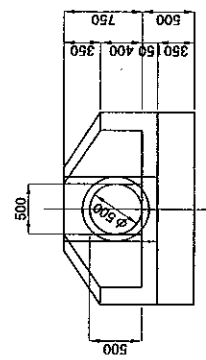
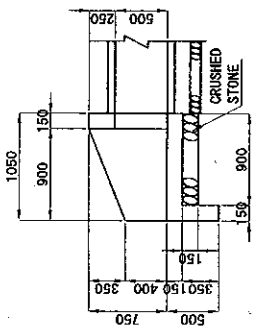
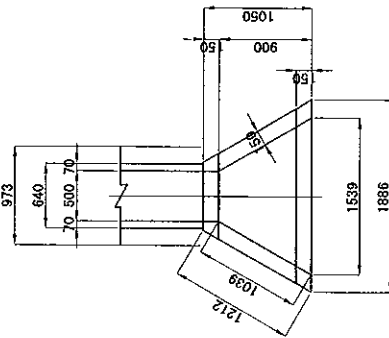
PLAN S=1:500



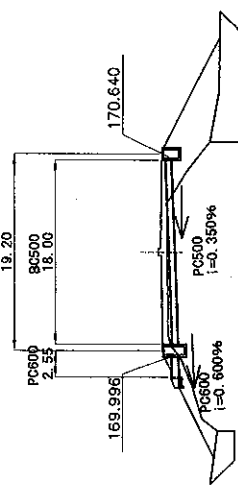
PIPE CULVERT S=1:30



PIPE CULVERT S=1:30

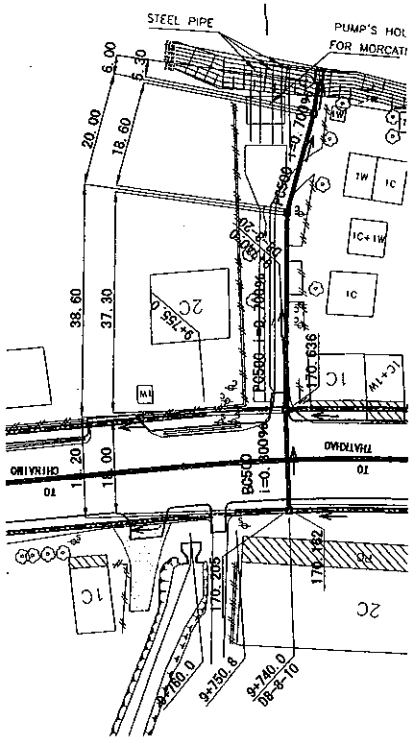


OUTLET WORK S=1:50

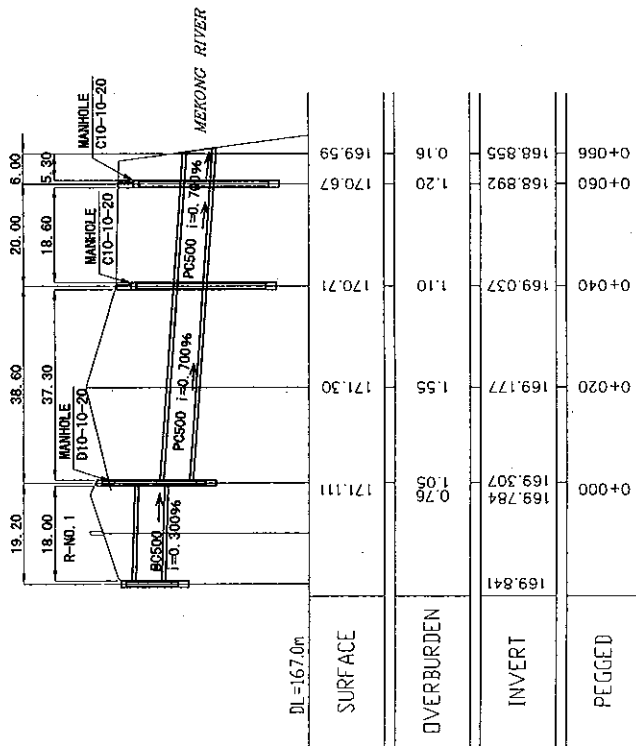


CROSS SECTION S=1:500

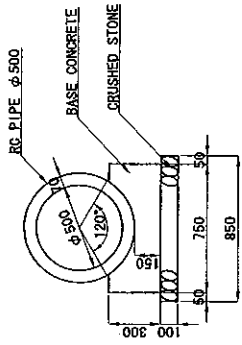
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.LTD	TITLE: GENERAL DRAWING OF DRAINAGE OUTLET DL8 (8+52.1)	SCALE:	DRAWING No:
				As Shown	DR-109
					Rev



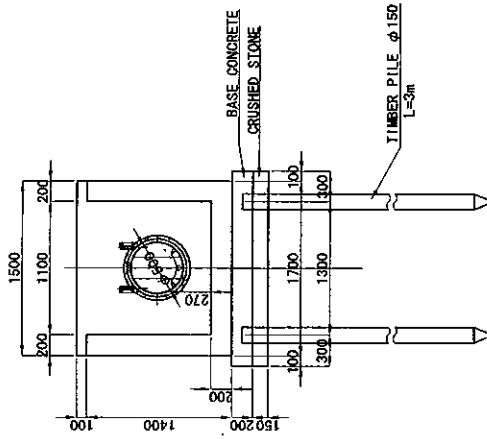
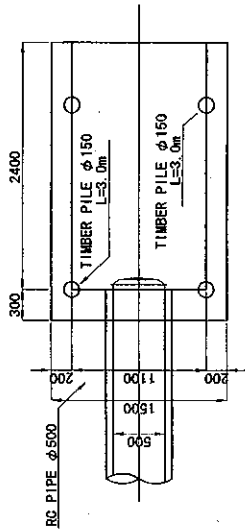
PLAN S=1:1000



PROFILE V=1:100
H=1:1000



PIPE CULVERT S=1:30



OUTLET WORK S=1:50

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

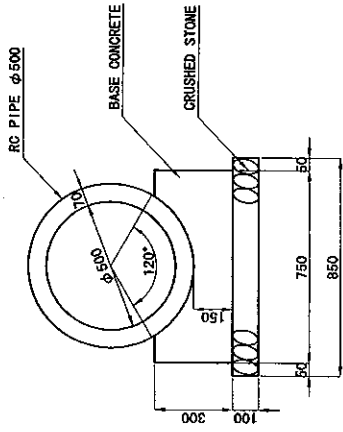
JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO.,LTD

TITLE: GENERAL DRAWING OF
DRAINAGE OUTLET
DL-9 (9+740)

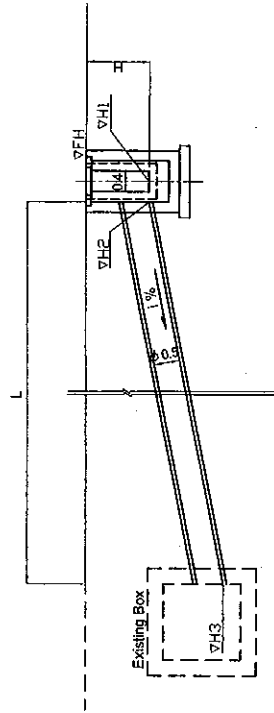
SCALE: As Shown

DRAWING No: DR-110

Rv

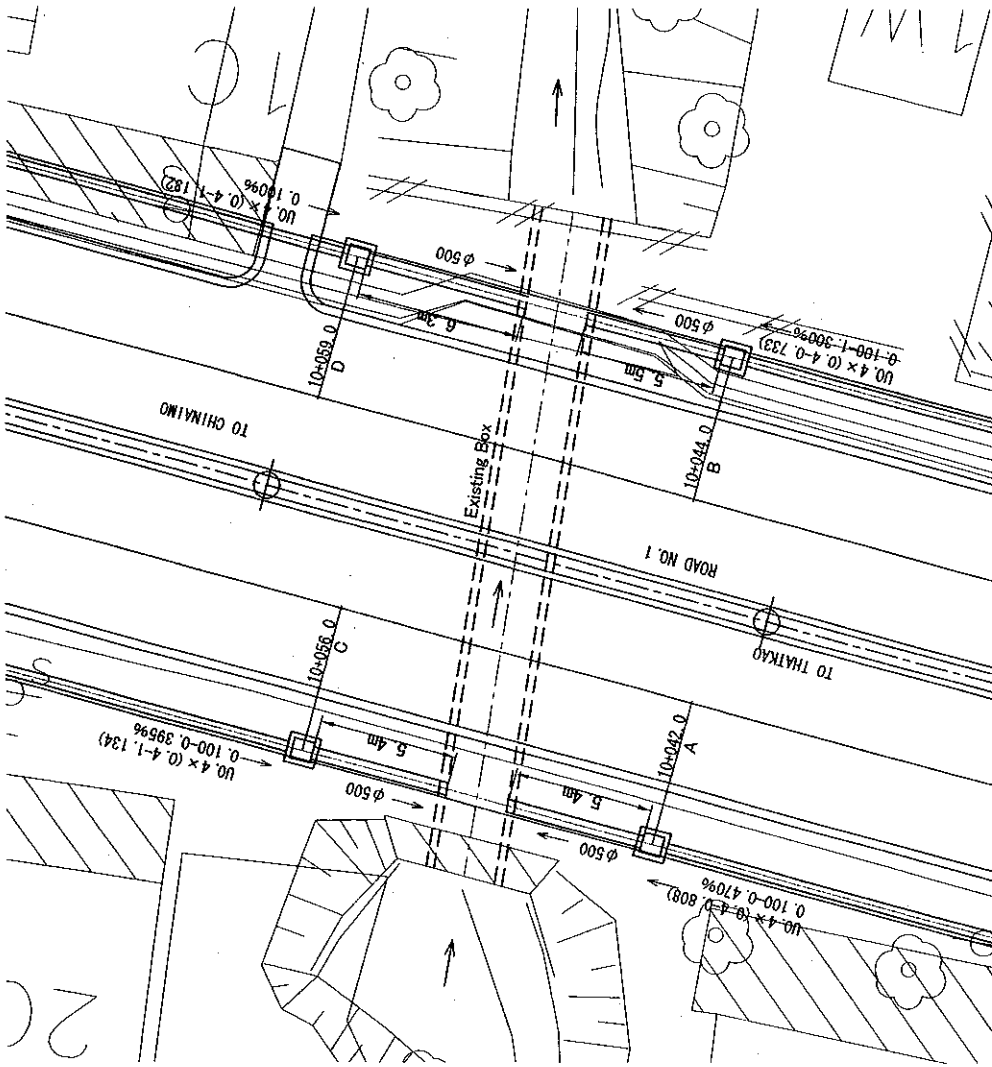


RC PIPE CROSS SECTION 1:20

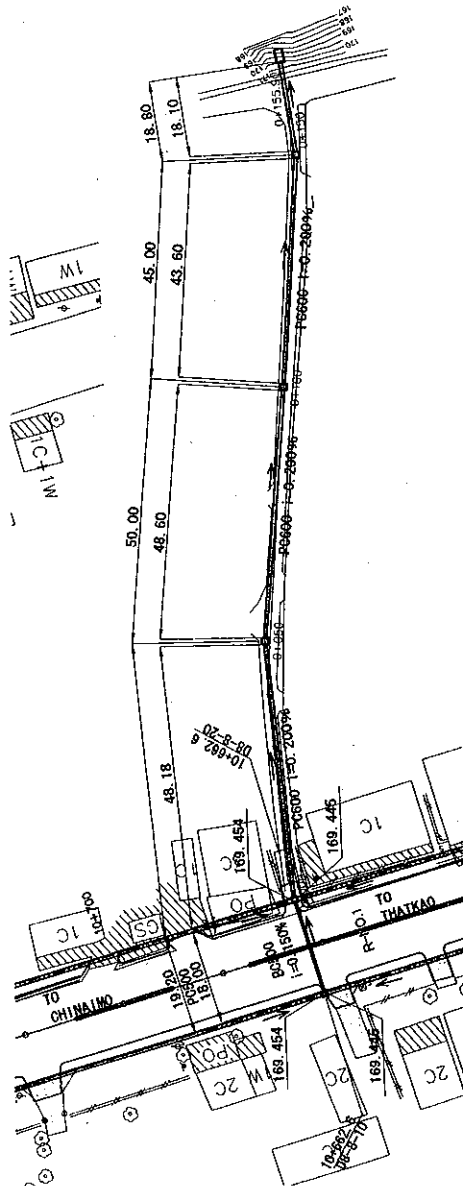


DIMENSION TABLE

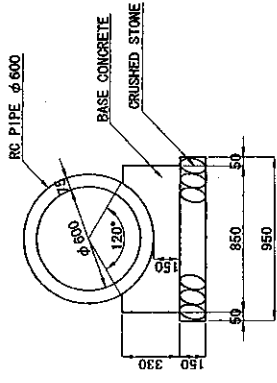
STATION	FH (m)	H1 (m)	H2 (m)	H3 (m)	H (m)	L (m)
A	10-042	170.435	169.743	169.943	168.993	5.400
B	10-044	170.436	169.566	169.566	168.908	5.500
C	10-055	170.438	169.204	169.204	167.986	5.400
D	10-059	170.439	169.337	169.337	167.990	6.300



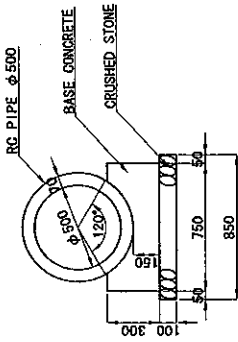
PLAN 1:200



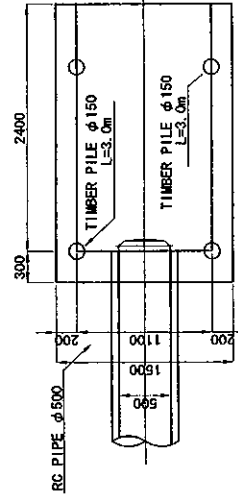
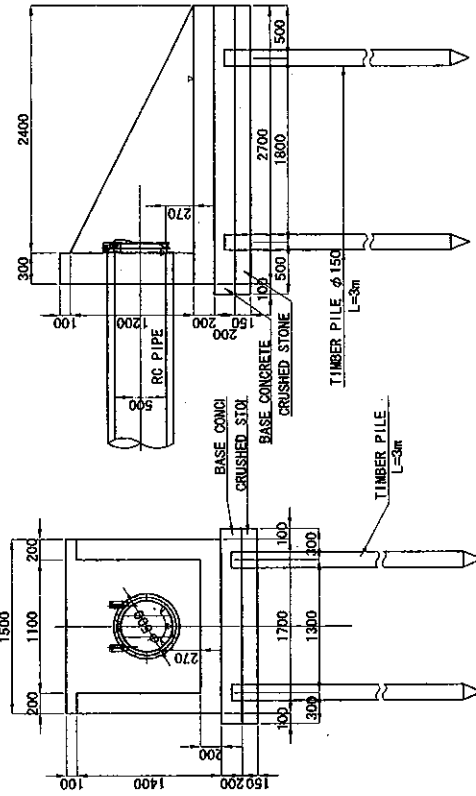
PLAN S=1:1000



PIPE CULVERT S=1:30



PIPE CULVERT S=1:30

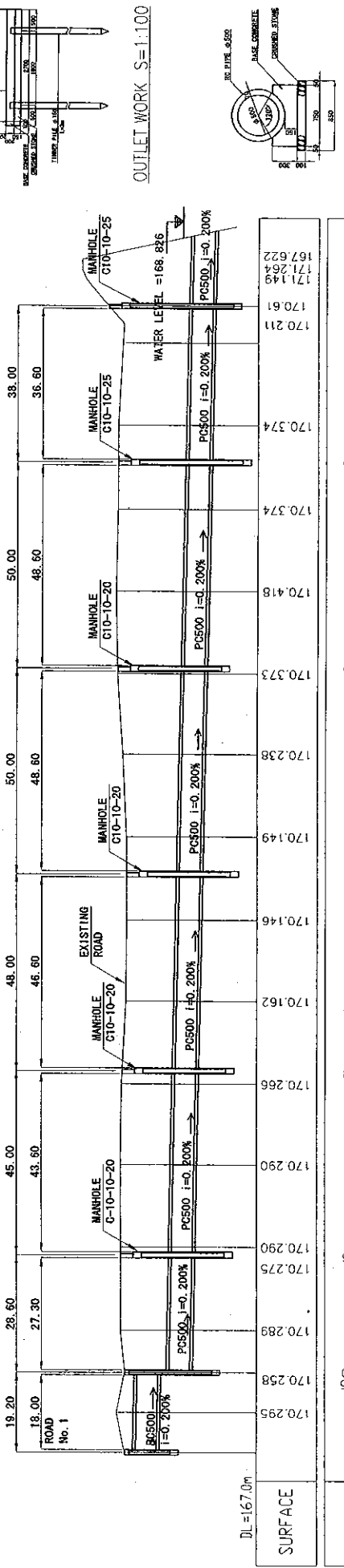
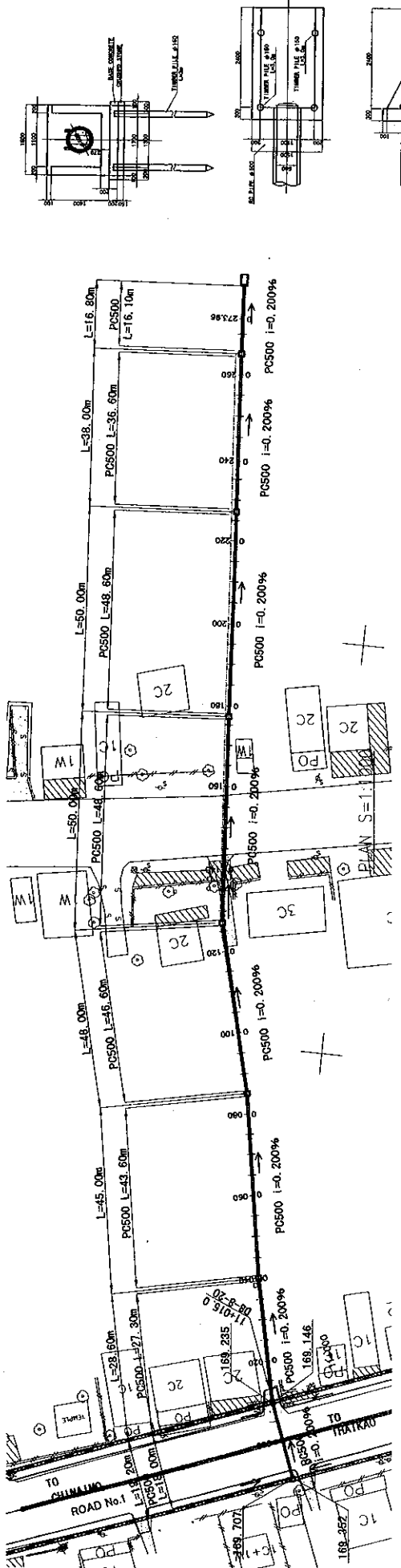


OUTLET WORK S=1:50

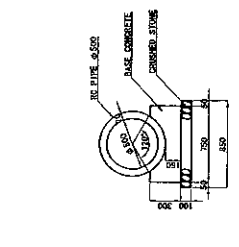
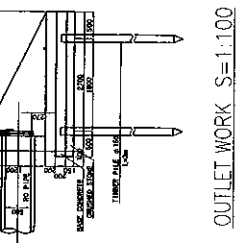
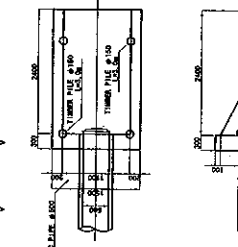
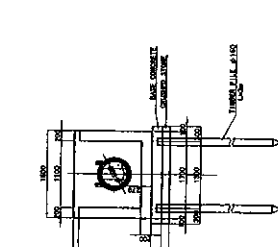
Profile Type	Stationing	Surface Elevation	Overburden	Invert Elevation	Pegged Elevation
SURFACE	170.284	170.284	0.21	169.445	
	170.284	170.284	1.08	169.416	0+000
OVERBURDEN	170.193	170.193	1.19	168.350	0+100
	170.400	170.400	1.46	168.260	0+145
INVERT	170.420	170.420	1.50	168.420	0+150
	170.505	170.505	1.59	168.454	0+154
PEGGED	170.505	170.505	1.60	168.422	0+159
	168.057	168.057	0.00	168.057	0+166.2

PROFILE V=1:100 H=1:1000

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.LTD	GENERAL DRAWING OF DRAINAGE OUTLET DL11 (10+662.6)	SCALE: As Shown	DRAWING NO: DR-112	Rv.
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Station	Surface	Overburden	Invert	Pegged
19.20	170.295	1.00	169.418	0+009.6
27.30	170.289	1.16	168.557	0+035.13
43.60	170.290	1.21	168.467	0+080
46.60	170.162	1.21	168.467	0+100
48.60	170.146	1.21	168.371	0+120
50.00	170.238	1.53	168.271	0+160
50.00	170.373	1.53	168.271	0+180
48.60	170.418	1.53	168.171	0+200
50.00	170.374	1.53	168.171	0+220
36.60	170.374	1.94	168.095	0+240
38.00	170.211	1.94	168.095	0+260
170.295	171.149	0.25	169.380	0+009.6
170.275	170.275	1.16	168.557	0+035.13
170.290	170.290	1.21	168.467	0+080
170.289	170.289	1.21	168.467	0+080
170.275	170.275	1.16	168.557	0+035.13
170.290	170.290	1.21	168.467	0+080
170.162	170.162	1.21	168.467	0+100
170.146	170.146	1.21	168.371	0+120
170.238	170.238	1.53	168.271	0+160
170.373	170.373	1.53	168.271	0+180
170.418	170.418	1.53	168.171	0+200
170.374	170.374	1.53	168.171	0+220
170.374	170.374	1.94	168.095	0+240
170.211	170.211	1.94	168.095	0+260
171.149	171.149	0.25	169.380	0+009.6
171.264	171.264	0.25	169.380	0+009.6
167.622	167.622	0.25	169.380	0+009.6



OUTLET WORK S=1:100

PIPE CULVERT S=1:50

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CII ENGINEERING INTERNATIONAL CO.,LTD

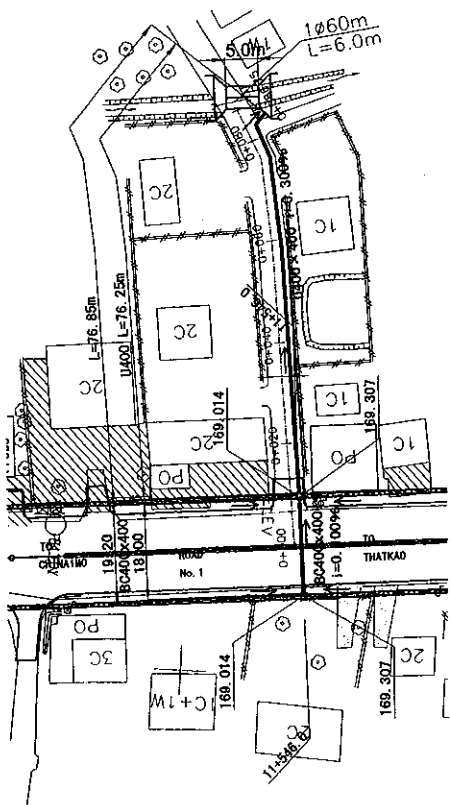
GENERAL DRAWING OF DRAINAGE OUTLET DL12 (11+015)

SCALE: As Shown

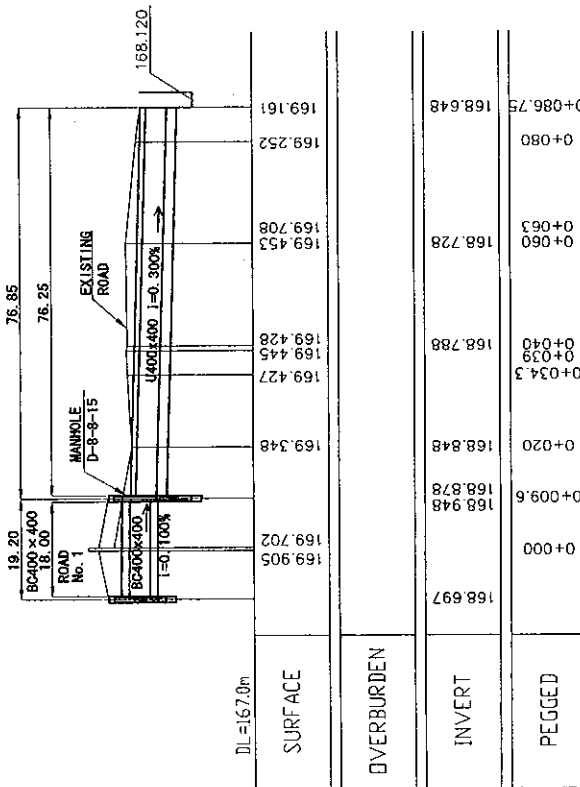
DRAWING No: DR-113

SCALE: V=1:100 H=1:1000

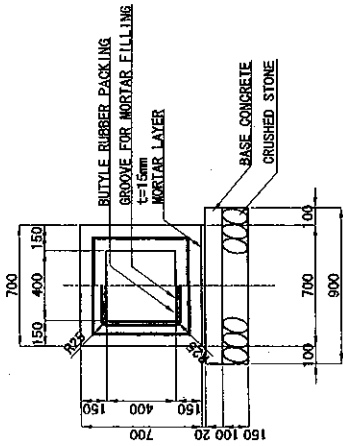
PROFILE



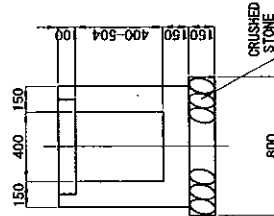
PLAN S=1:1000



PROFILE V=1:100 H=1:1000

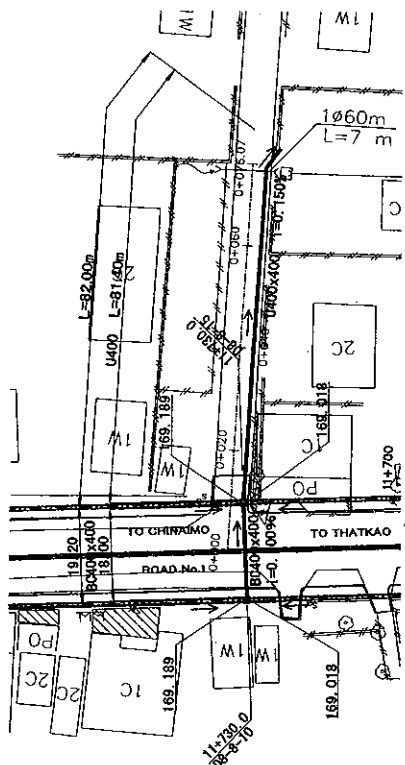


BOX CULVERT S=1:30

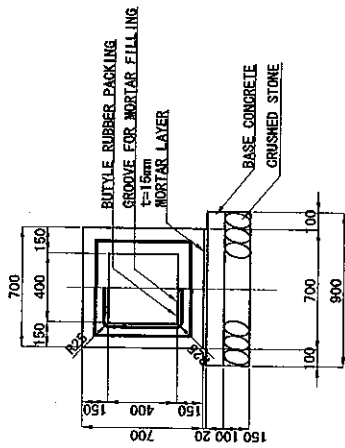


DRAINAGE CHANNEL S=1:30

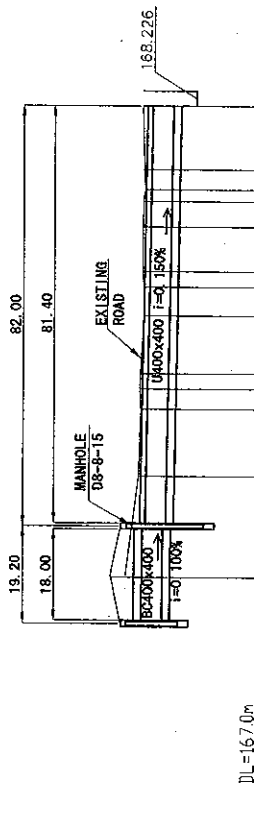
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CIT ENGINEERING INTERNATIONAL CO.LTD	TITLE: GENERAL DRAWING OF DRAINAGE OUTLET DL.14 (11+546)	SCALE:	DRAWING No:
				As Shown	DR-114
					(Rv)



PLAN S=1:1000

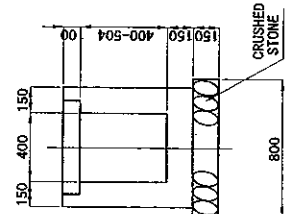


BOX CULVERT S=1:30



DL=167.0m	169.711	169.602	169.353	169.312	169.337	169.321	169.268	169.268	169.284	169.276	169.243	169.293	169.293	168.999	168.718	168.748	168.778	168.808	168.808	168.822	168.827	168.896	
SURFACE	0+000	0+005	0+020	0+033	0+037	0+040	0+051.4	0+060	0+068.8	0+073.8	0+076.07	0+080	0+080	0+22.5	0+25	0+25	0+25	0+25	0+25	0+25	0+25	0+25	0+25
OVERBURDEN																							
INVERT																							
PEGGED																							

PROFILE V=1:100
H=1:1000



DRAINAGE CHANNEL S=1:30

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

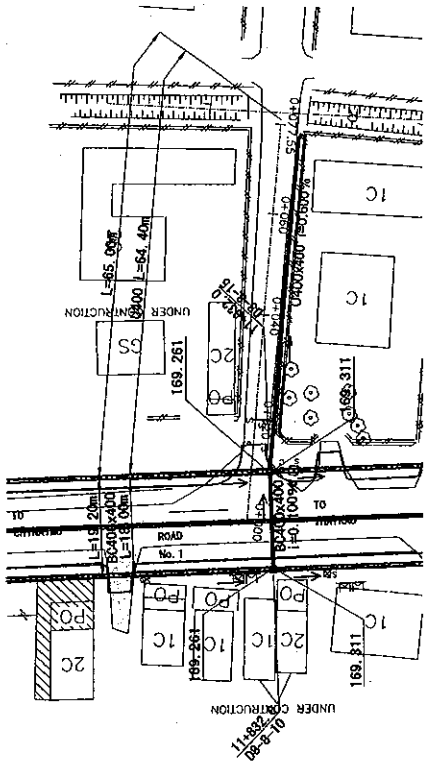
BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO.LTD

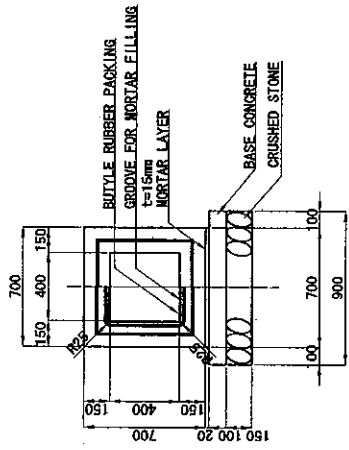
TITLE: GENERAL DRAWING OF
DRAINAGE OUTLET
DL15 (11+730)

SCALE:
As Shown

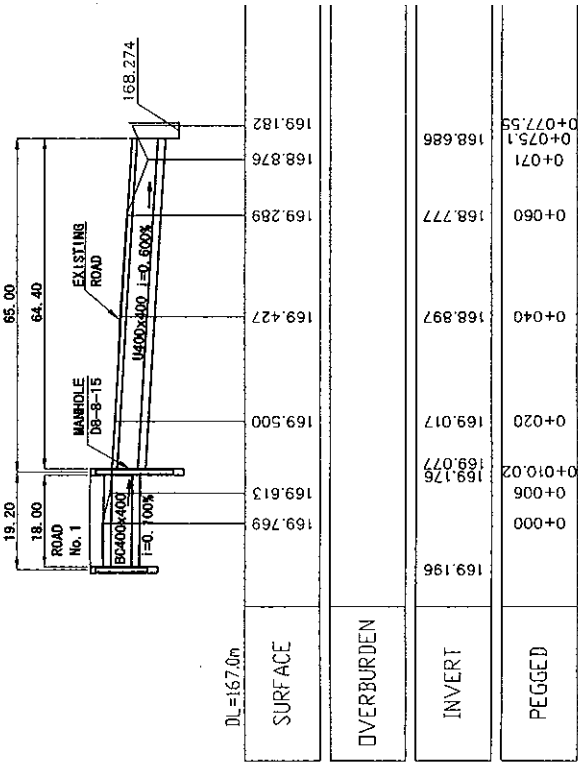
DRAWING No:
DR-115



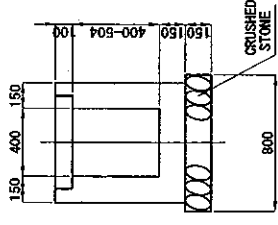
PLAN S=1:1000



BOX CULVERT S=1:30



PROFILE V=1:100 H=1:1000



DRAINAGE CHANNEL S=1:30

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION
 LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
 LAO PEOPLE'S DEMOCRATIC REPUBLIC

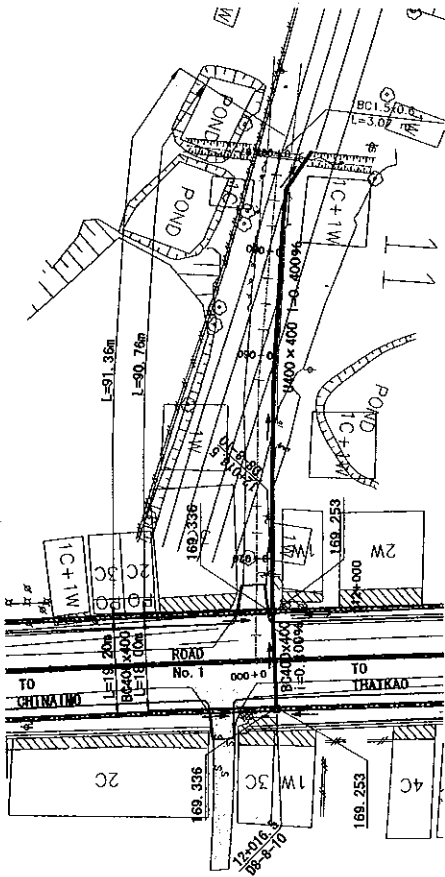
JAPAN INTERNATIONAL COOPERATION AGENCY
 KATAHIRA & ENGINEERS INTERNATIONAL
 CIT ENGINEERING INTERNATIONAL CO.LTD

TITLE: GENERAL DRAWING OF DRAINAGE OUTLET DL16 (11+832)

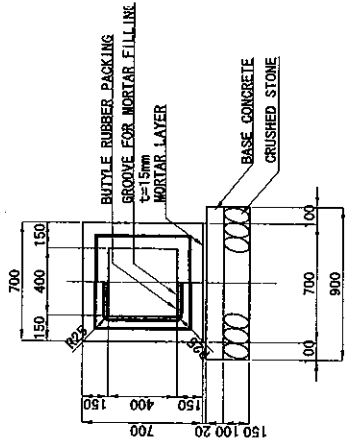
SCALE: As Shown

DRAWING No: DR-116

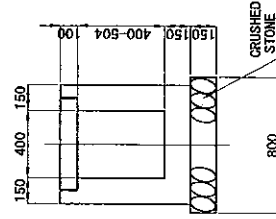
RV



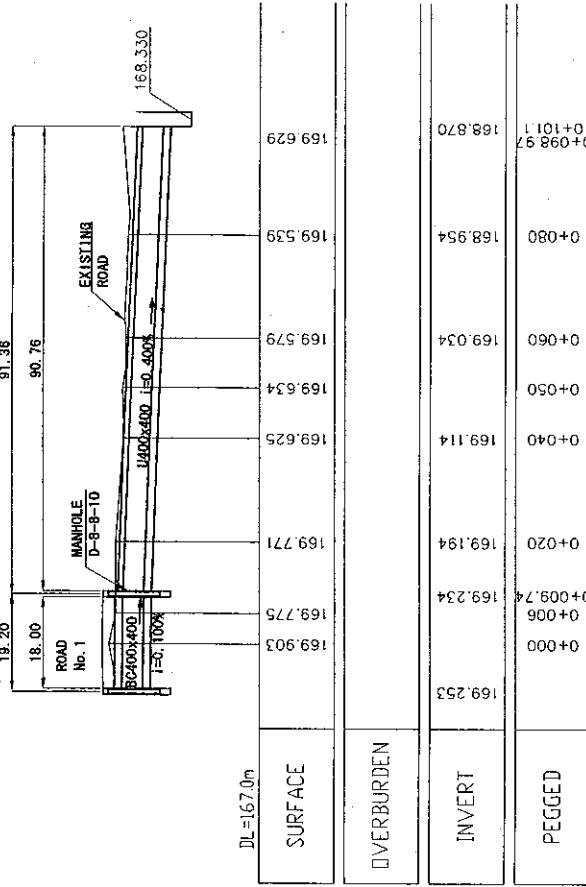
PLAN S=1:1000



BOX CULVERT S=1:30



DRAINAGE CHANNEL S=1:30



PROFILE V=1:100 H=1:1000

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

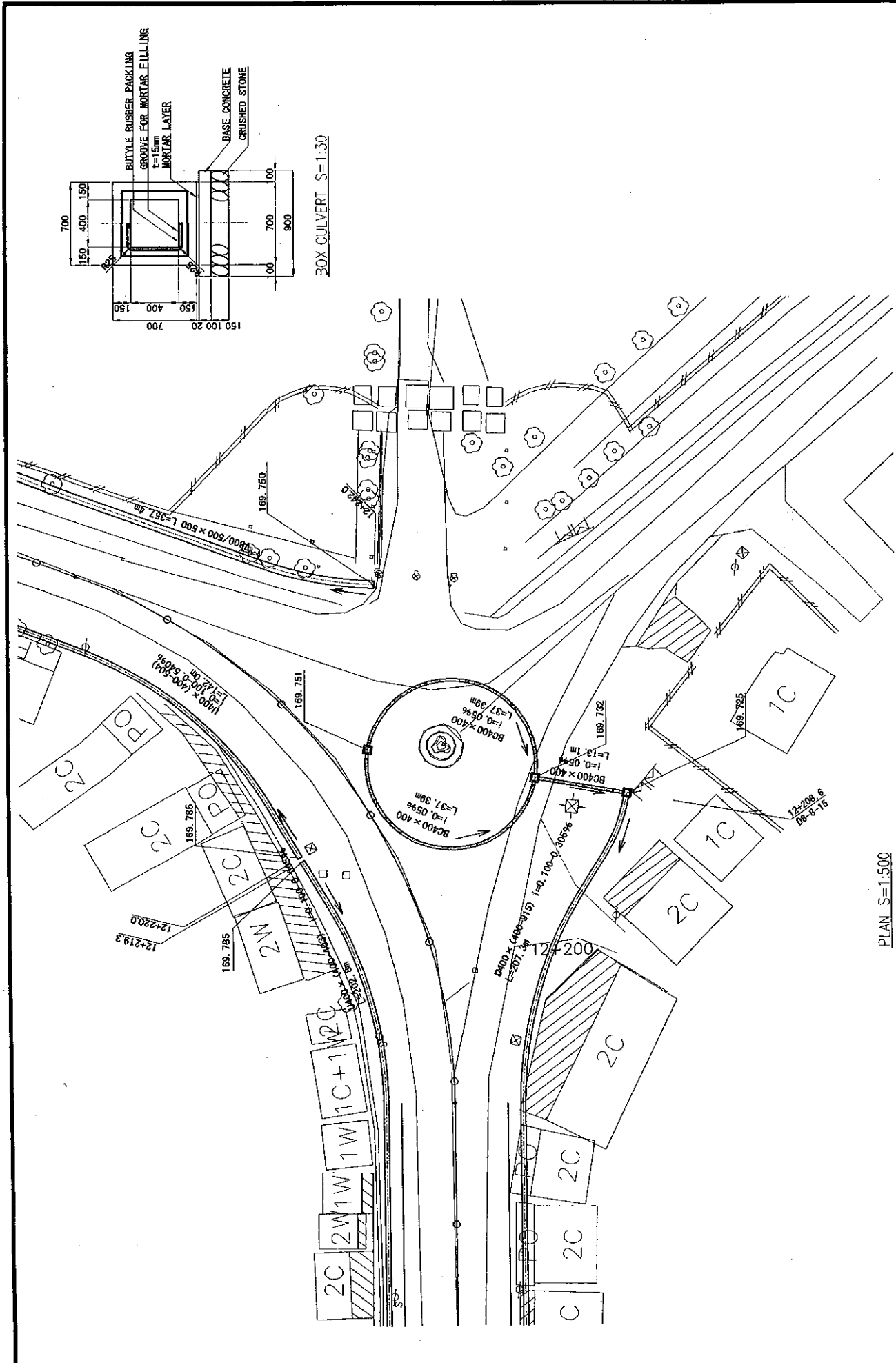
BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL

TITLE: GENERAL DRAWING OF
DRAINAGE OUTLET
DL17 (12+016.5)

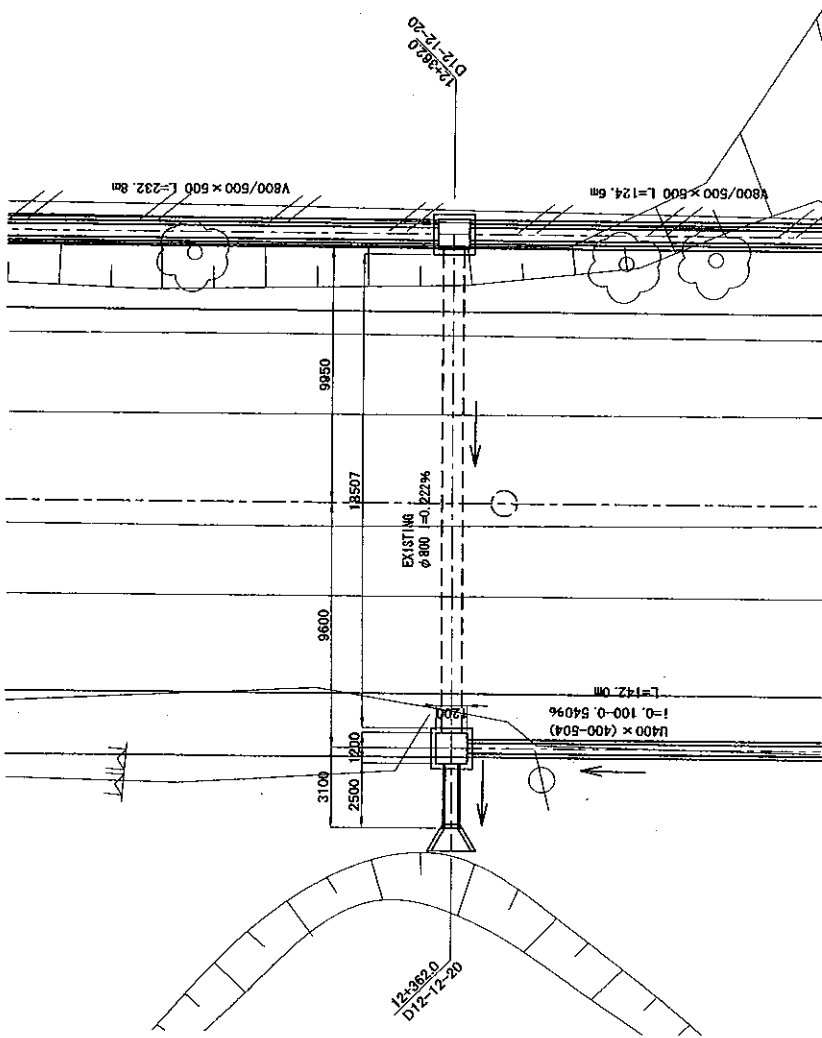
SCALE:
As Shown

DRAWING No:
DB-117

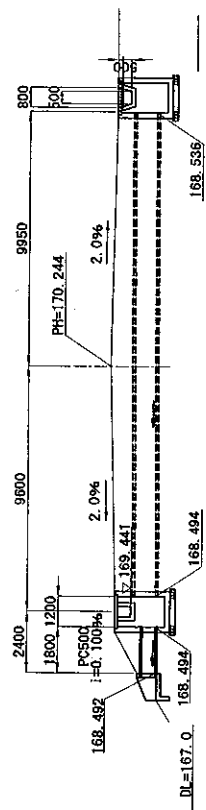


ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL	TITLE: GENERAL DRAWING OF DRAINAGE OUTLET (12+220)	SCALE:	DRAWING NO:
			As Shown	DR-118
				RV

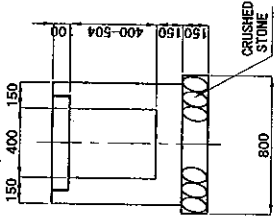
PLAN S=1:500



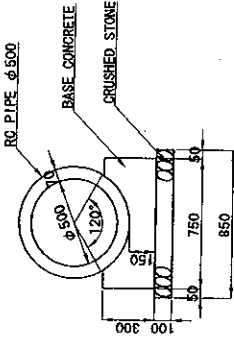
PLAN S=1:200



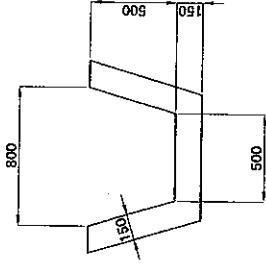
PROFILE S=1:200



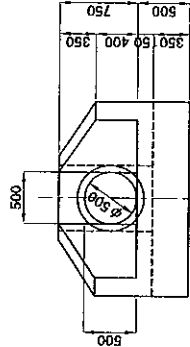
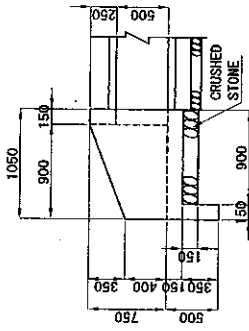
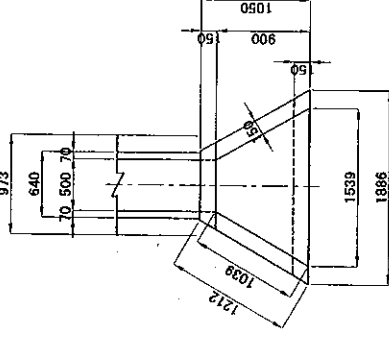
DRAINAGE CHANNEL S=1:30



PIPE CULVERT S=1:30



LINED CANAL S=1:30



OUTLET WORK S=1:50

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

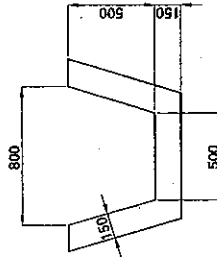
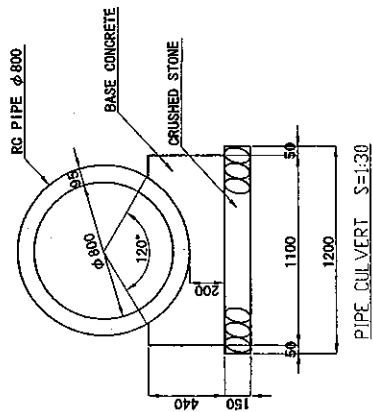
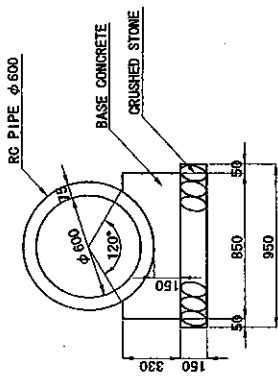
JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL

TITLE: GENERAL DRAWING OF
DRAINAGE OUTLET
DL18(12+362)

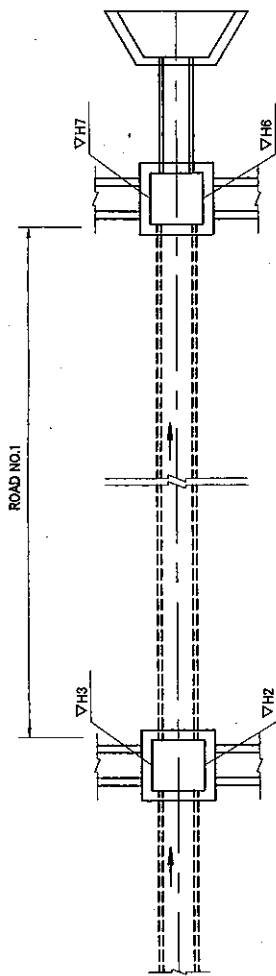
SCALE: As Shown

DRAWING No: DR-119

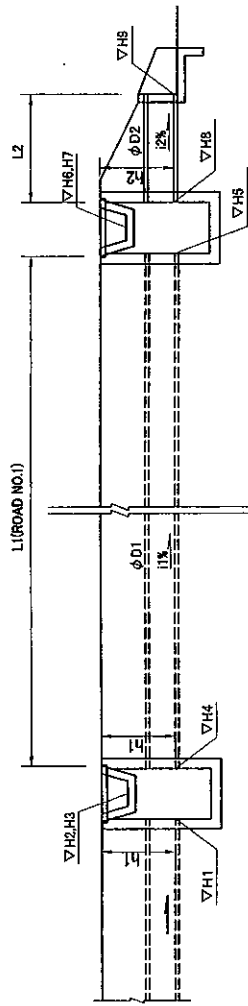
Rev.



LINED CANAL S=1:30



PLAN 1:100

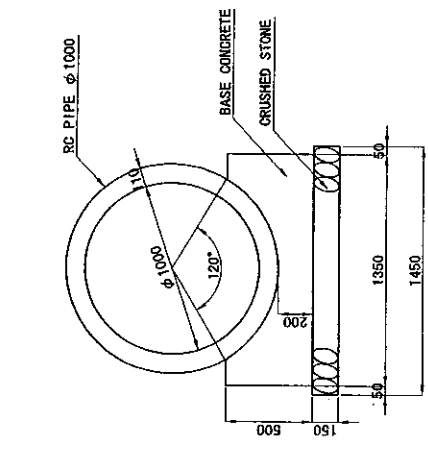


PROFILE 1:100

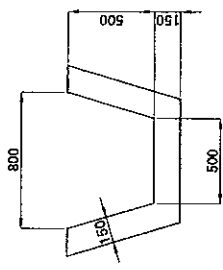
DIMENSION TABLE

STA	FH	H1	H2	H3	H4	H5	H6	H7	H8	H9	h1	h2	D1	D2	i1 (%)	i2 (%)	i3 (%)	L1	L2	REMARKS (Outlet, Flow Direction)
12+702.8	170.689	169.055	170.183	170.237	169.055	168.845	169.999	170.102	168.845	168.825	1.655	1.906	0.6	0.6	2.049	2.049	2.049	6.0	1.0	DL-18, R → L
14+582.9	175.105	173.167	170.408	174.405	173.167	173.069	173.069	---	173.069	173.069	1.740	1.838	0.8	0.8	0.480	0.480	0.480	2.0	2.0	DL-21, L → R

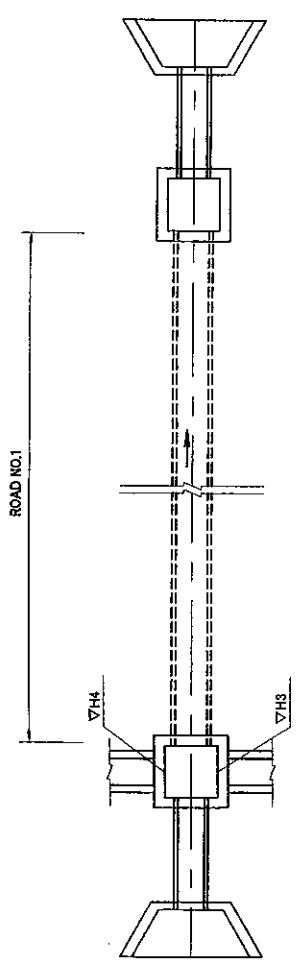
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO., LTD	OUTLET PLAN 12+362.12+703.14+553 (DL19, DL21)	SCALE: AS SHOWN	DRAWING No: DR-120	Rv.
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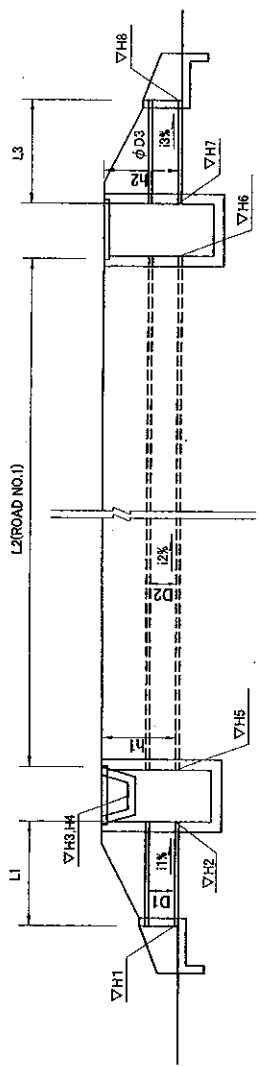
PIPE CULVERT S=1:30



LINED CANAL S=1:30



PLAN 1:100



PROFILE 1:100

DIMENSION TABLE

STA	FH	H1	H2	H3	H4	H5	H6	H7	H8	h1	h2	D1	D2	D3	i1 (%)	i2 (%)	i3 (%)	L1	L2	L3	REMARKS (Outlet, Flow Direction)
13+296.6	169.927	167.345	167.345	169.232	169.223	167.343	167.303	167.303	167.301	2.385	2.425	1.0	1.0	1.0	0.200	0.200	0.200	1.0	Existing Pipe	1.0	D/L20. L → R

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

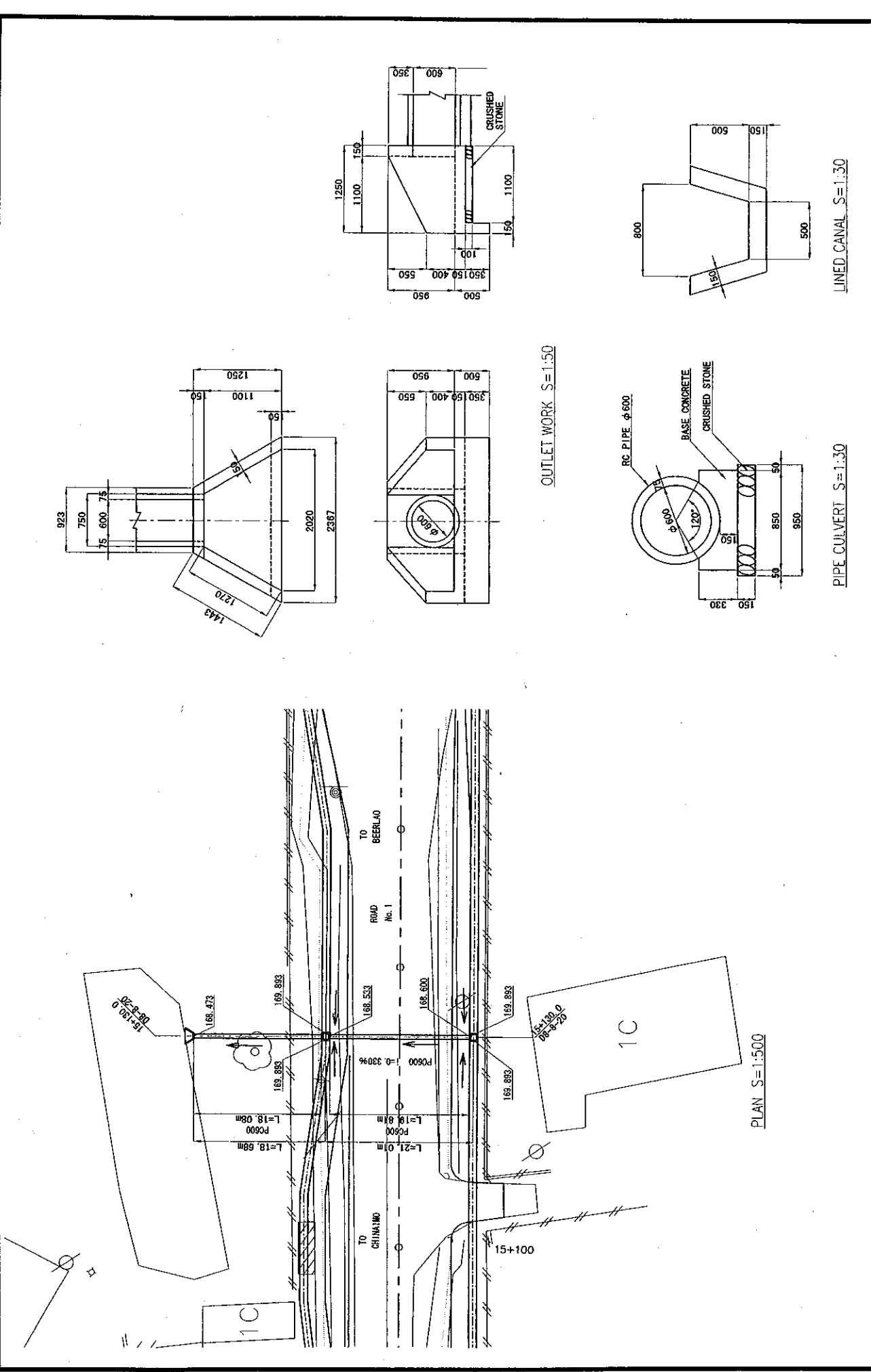
JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO., LTD

OUTLET PLAN
13+297.17+660
CDL20.DL25

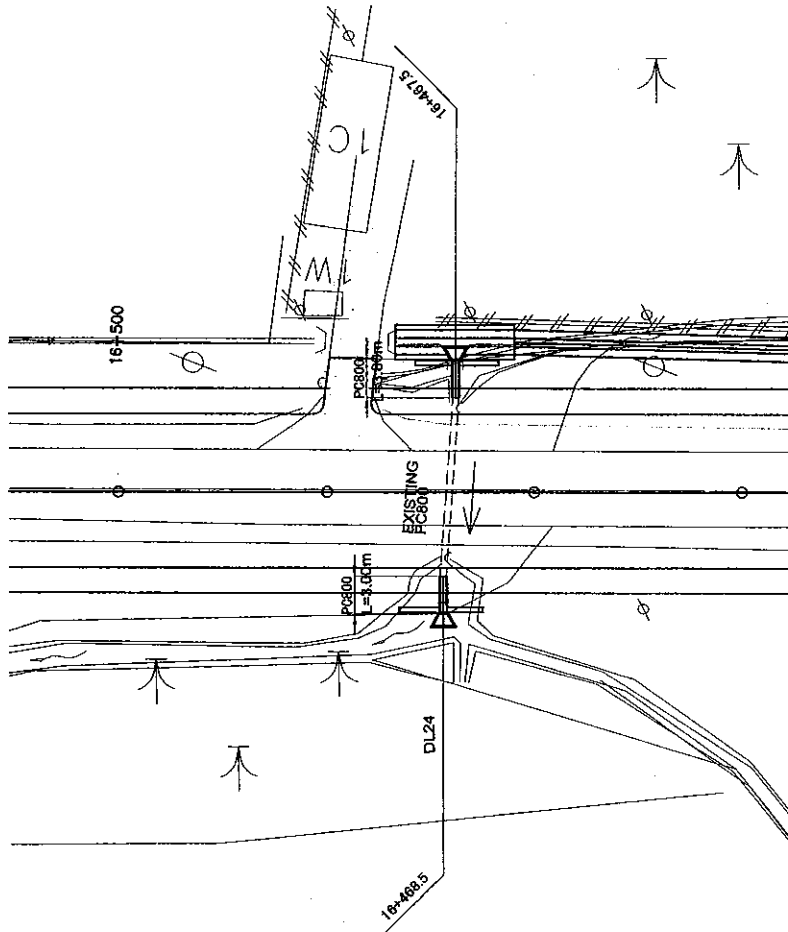
SCALE:
AS SHOWN

DRAWING No:
DR-121

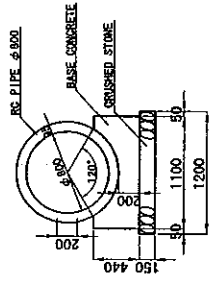
REV



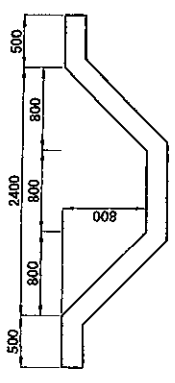
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	TITLE:	GENERAL DRAWING OF DRAINAGE OUTLET DL22 (15+130)	SCALE:	As Shown	DRAWING No:	DLR-122
			PROJECT:					



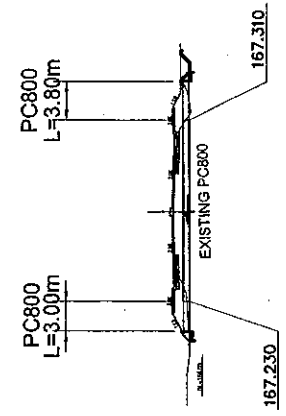
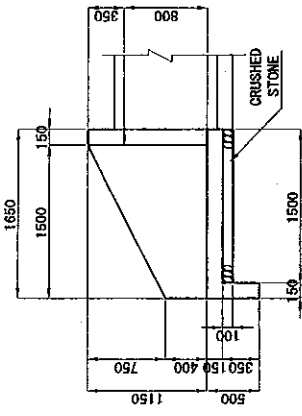
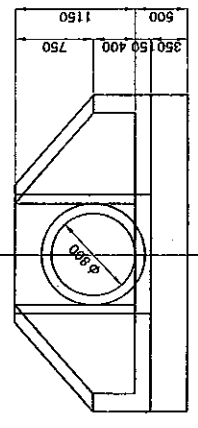
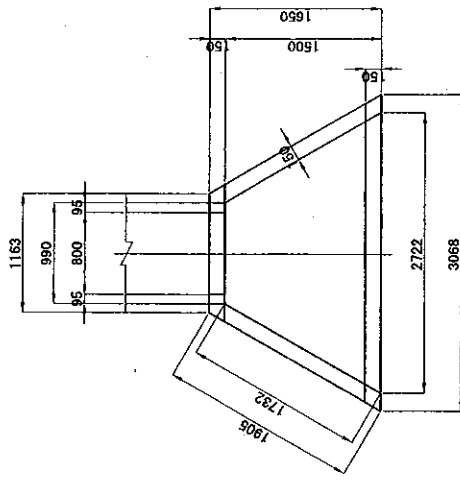
PLAN S=1:500



PIPE CULVERT S=1:50



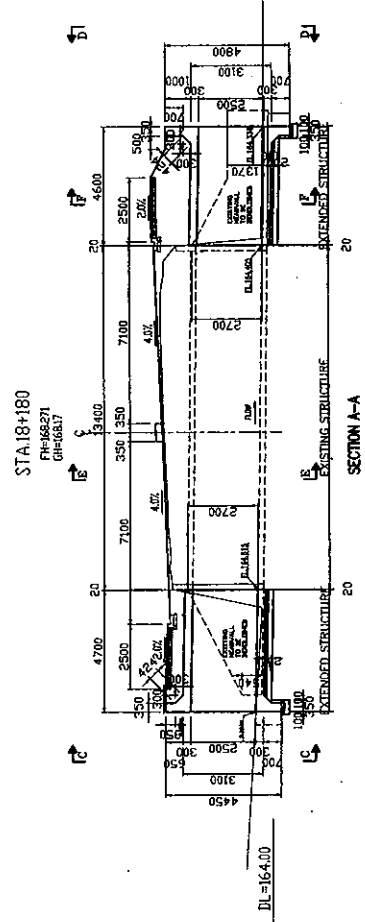
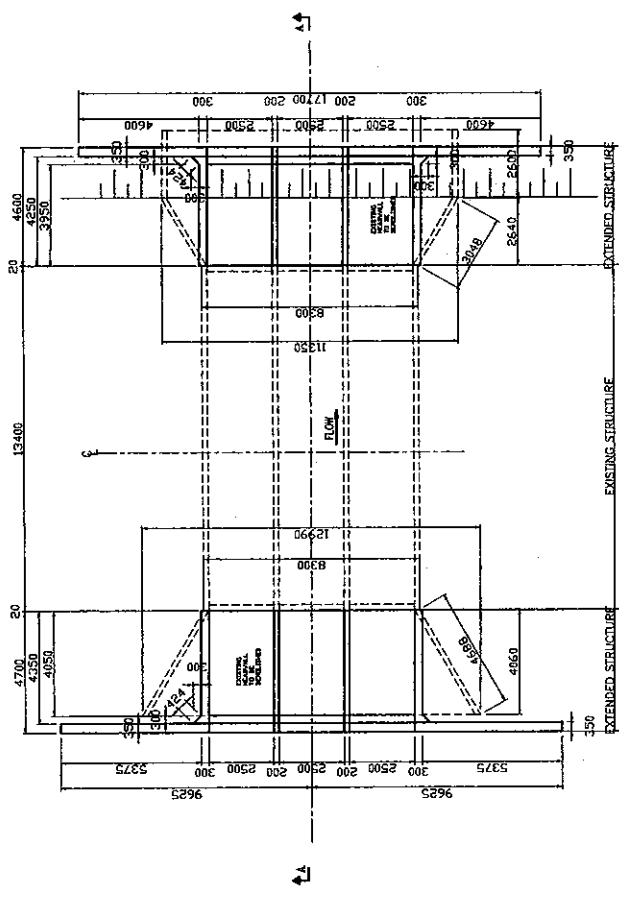
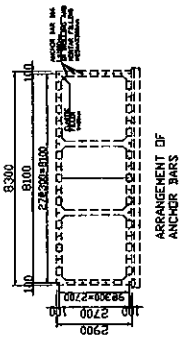
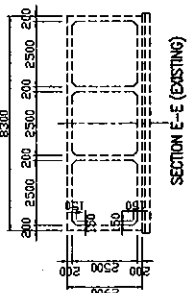
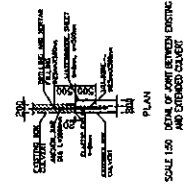
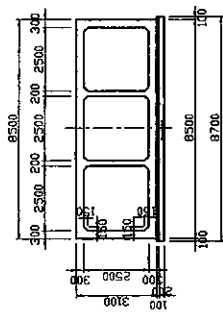
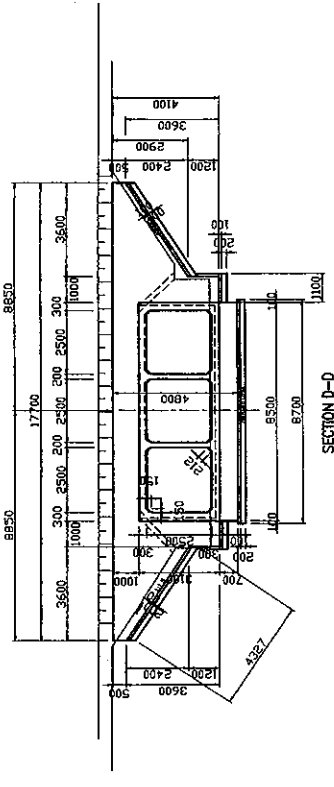
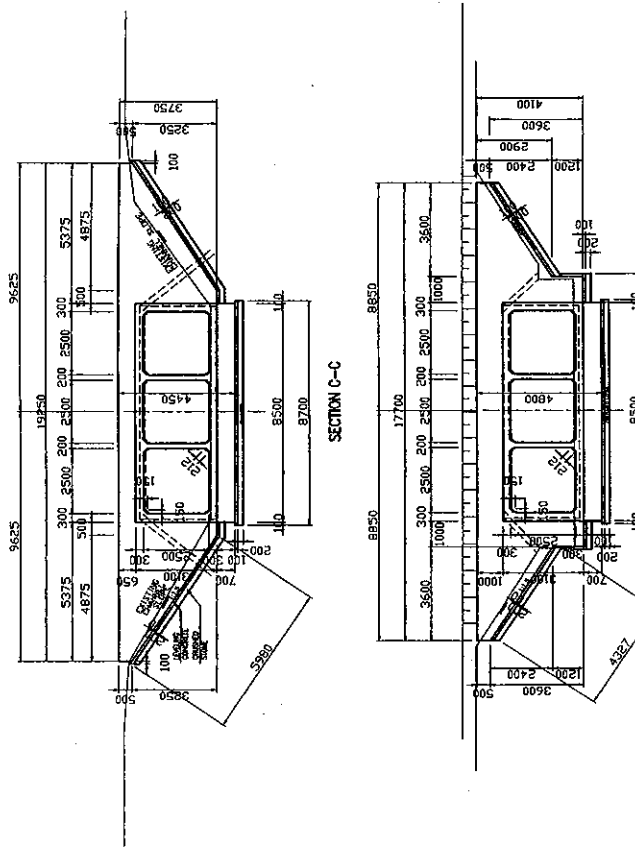
CANAL PROTECTION(L=10.0m) S=1:50



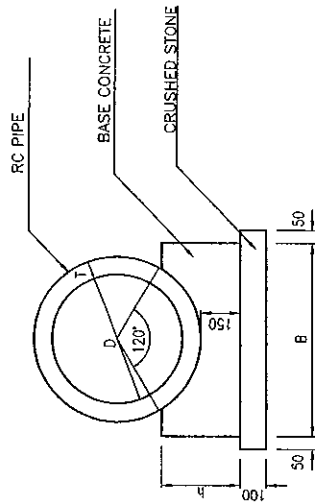
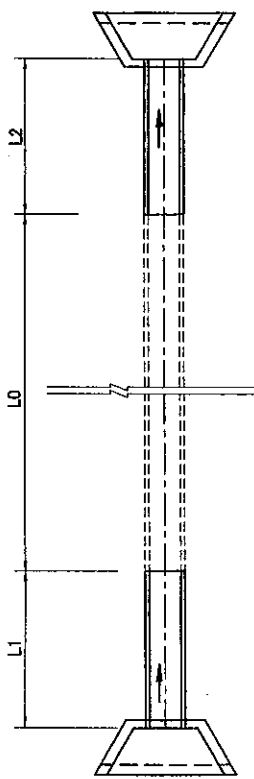
CROSS SECTION S=1:500

OUTLET WORK S=1:50

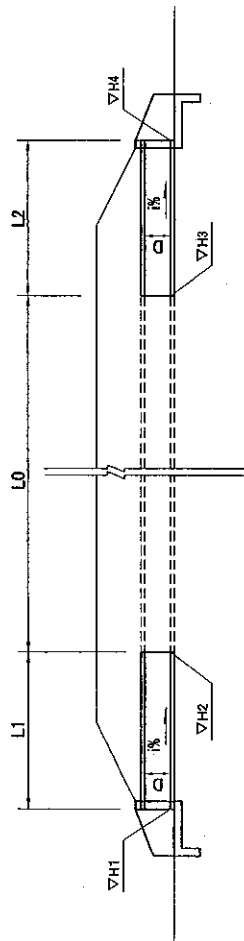
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	TITLE:	GENERAL DRAWING OF DRAINAGE OUTLET DL24 (16+468.5)	SCALE:	S=1:100	DRAWING NO:	DR-123
						Rv	



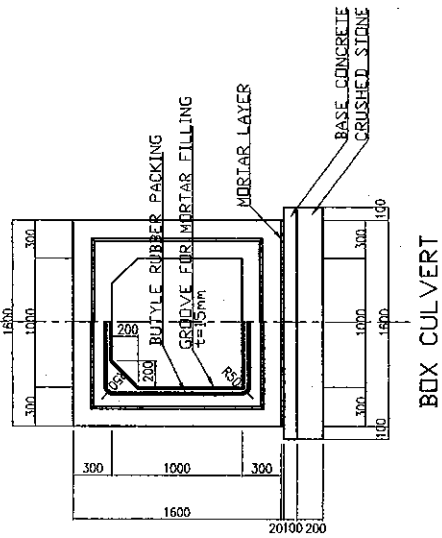
DEPARTMENT OF ROADS, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NOI ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO., LTD	TITLE:	STRUCTURAL DRAWING OF OUTLET WORKS DL.26 (18+180)	SCALE:	1:20	DRAWING No:	DR-124	Rev.	
			ARRANGEMENT OF ANCHOR BARS							



RC PIPE



SOCKET SPIGOT



DIMENSION TABLE

STA	H1	H2	H3	H4	TYPE	i (%)	L0	L1	L2	REMARKS (Flow Direction)
19+749	-	166.215	166.175	166.170	BC1000*1000	0.245	18.3	-	2.0	R → L
22+286	166.173	166.555	166.172	166.025	PC600	2.946	13.0	4.0	5.0	R → L
23+087	166.449	166.449	166.446	166.445	PC600	0.021	14.3	1.5	4.0	R → L

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

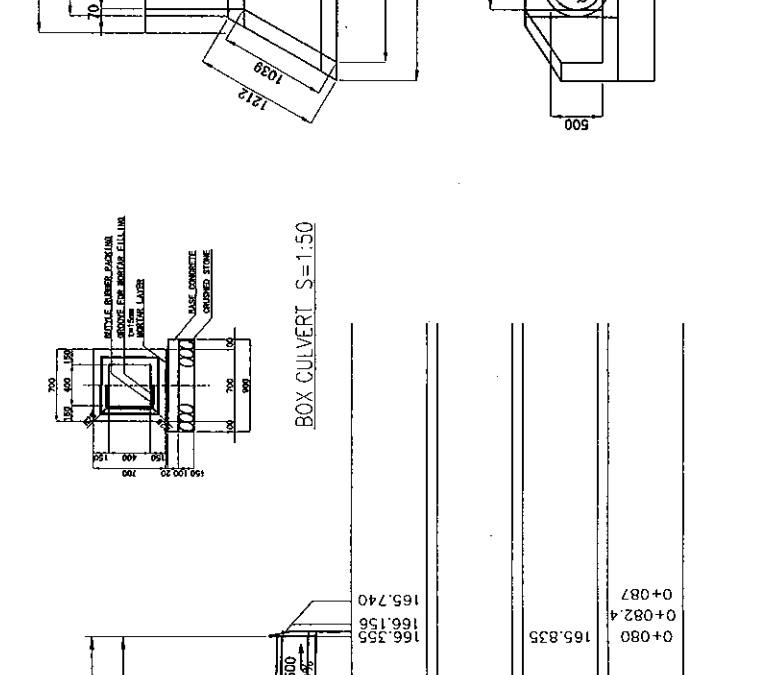
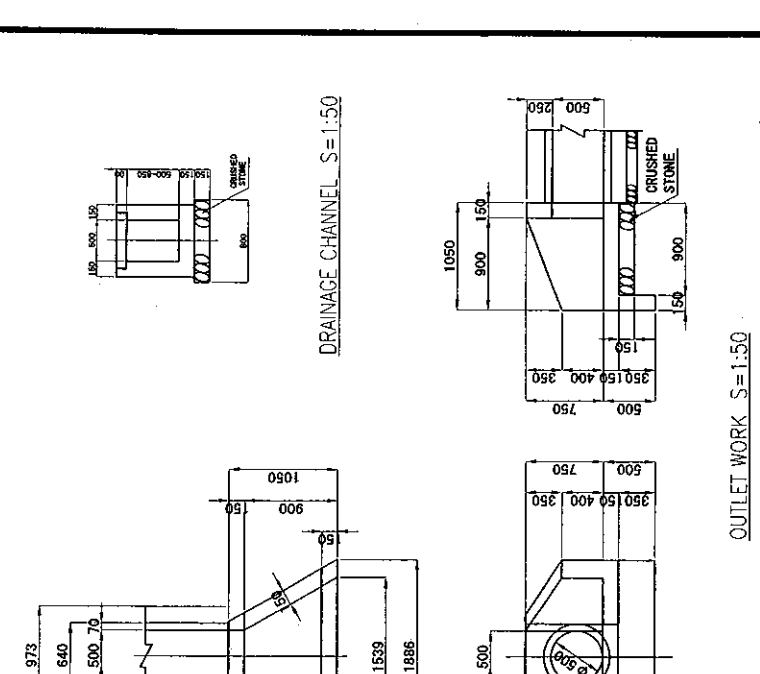
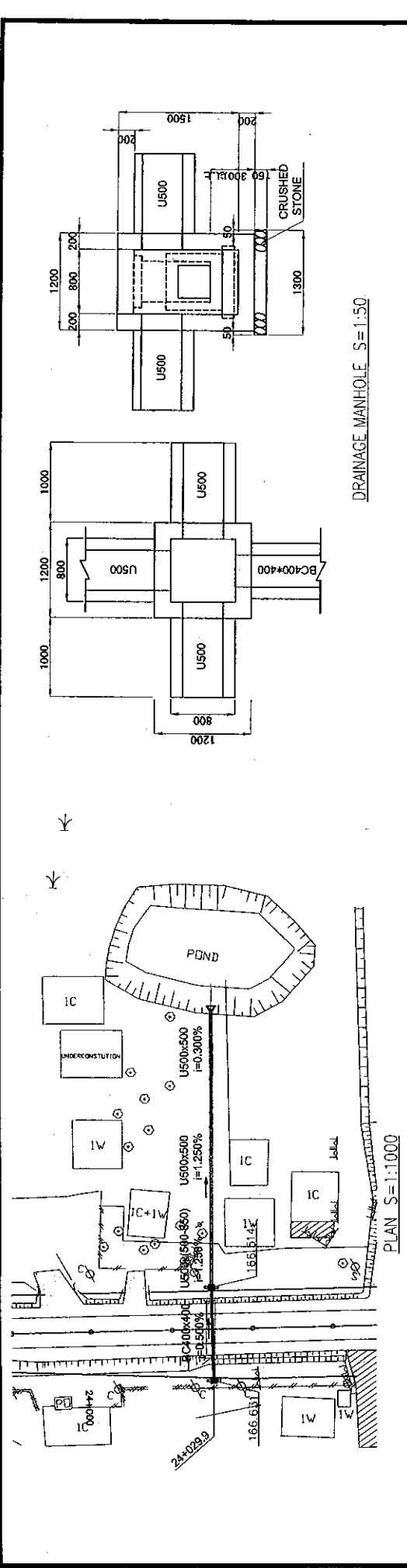
BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO., LTD

TITLE:
EXTENDED STRUCTURE
19+749,22+257,23+087

SCALE:
AS SHOWN

DRAWING No:
DR-125



PROFILE V=1:100 H=1:1000

167.551	166.922	166.924	166.335	165.740
0+000	0+006	0+010	0+020	0+040
166.514	166.395	166.145	165.895	165.835
0+015	0+020	0+040	0+060	0+080
166.631	166.514	166.145	165.895	165.835
0+000	0+015	0+040	0+060	0+080
167.265	166.922	166.692	166.424	166.335
0+006	0+015	0+040	0+060	0+082
166.514	166.395	166.145	165.895	165.835
0+015	0+020	0+040	0+060	0+082
166.631	166.514	166.145	165.895	165.835
0+015	0+020	0+040	0+060	0+087

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

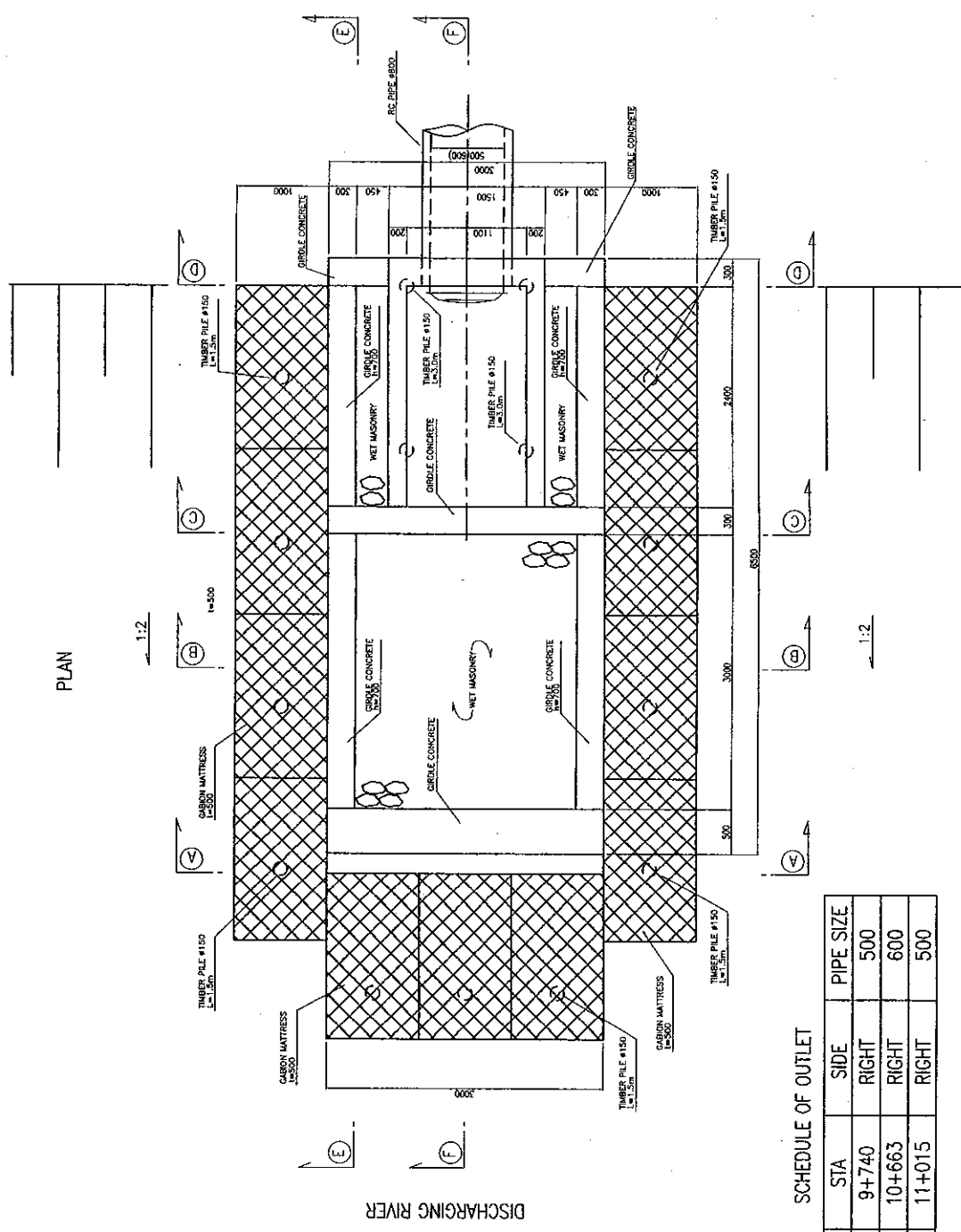
JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO.,LTD

GENERAL DRAWING OF
DRAINAGE OUTLET
(24+029.9)

SCALE: S=1:100

DRAWING NO: DR-126

RV

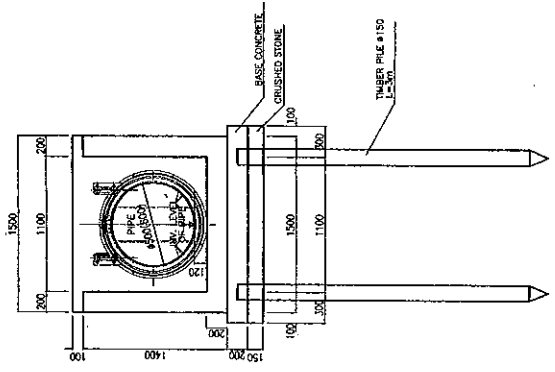


PLAN

1:2

1:2

OUTLET FRONT



SCHEDULE OF OUTLET

DL	STA	SIDE	PIPE SIZE
DL-9	9+740	RIGHT	500
DL-11	10+663	RIGHT	600
DL-12	11+015	RIGHT	500

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO., LTD

OUTLET WORKS 1/4

SCALE:

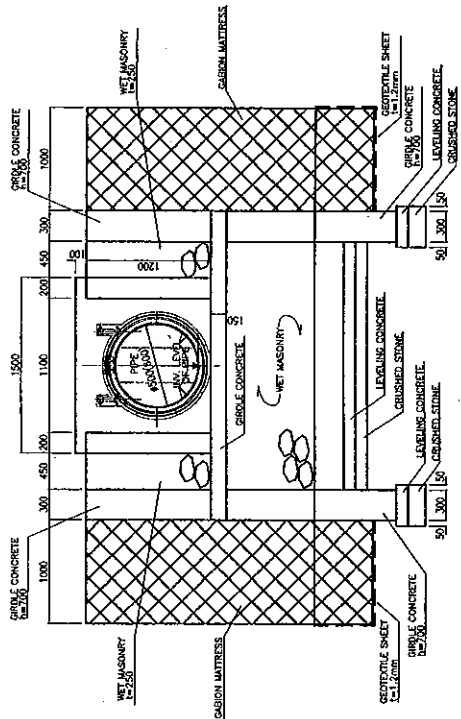
AS SHOWN

DRAWING No:

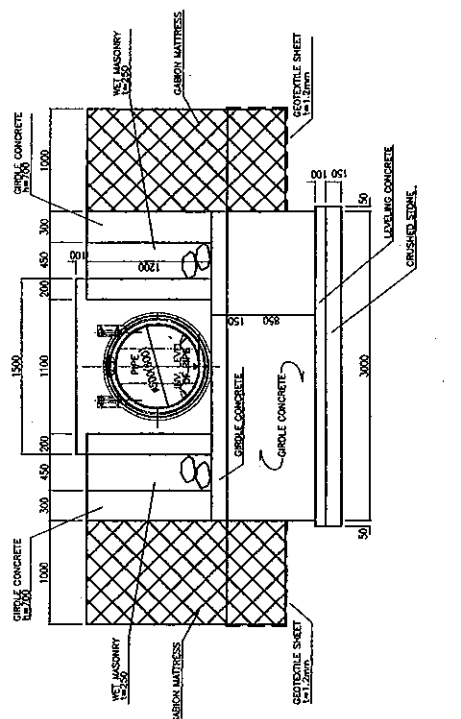
DR-127

REV

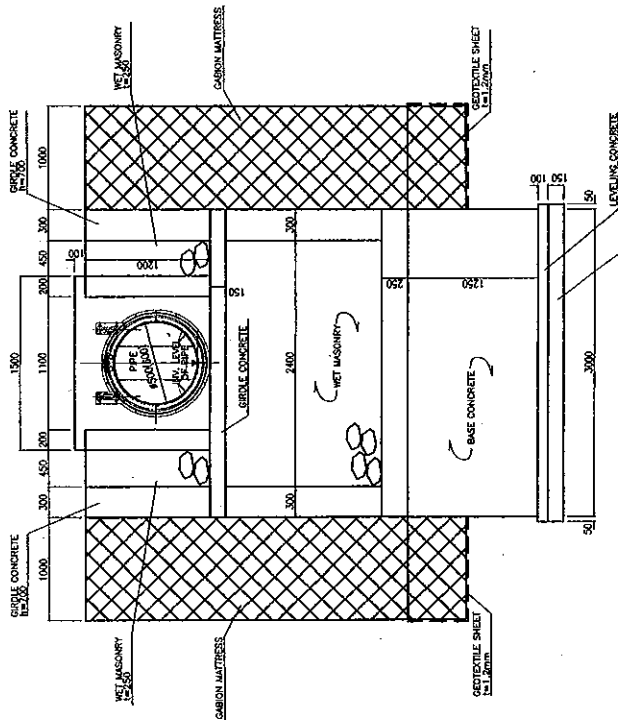
B-B SECTION



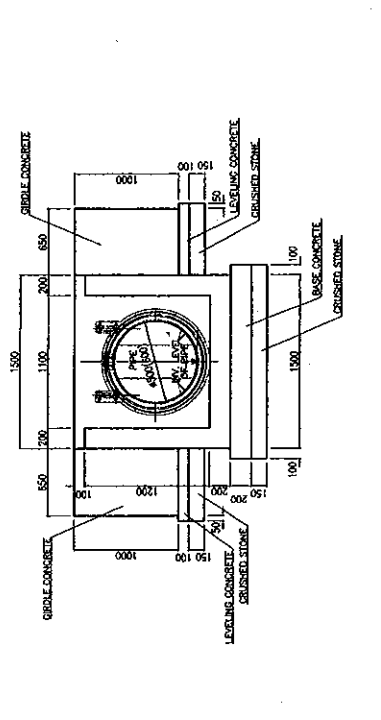
C-C SECTION



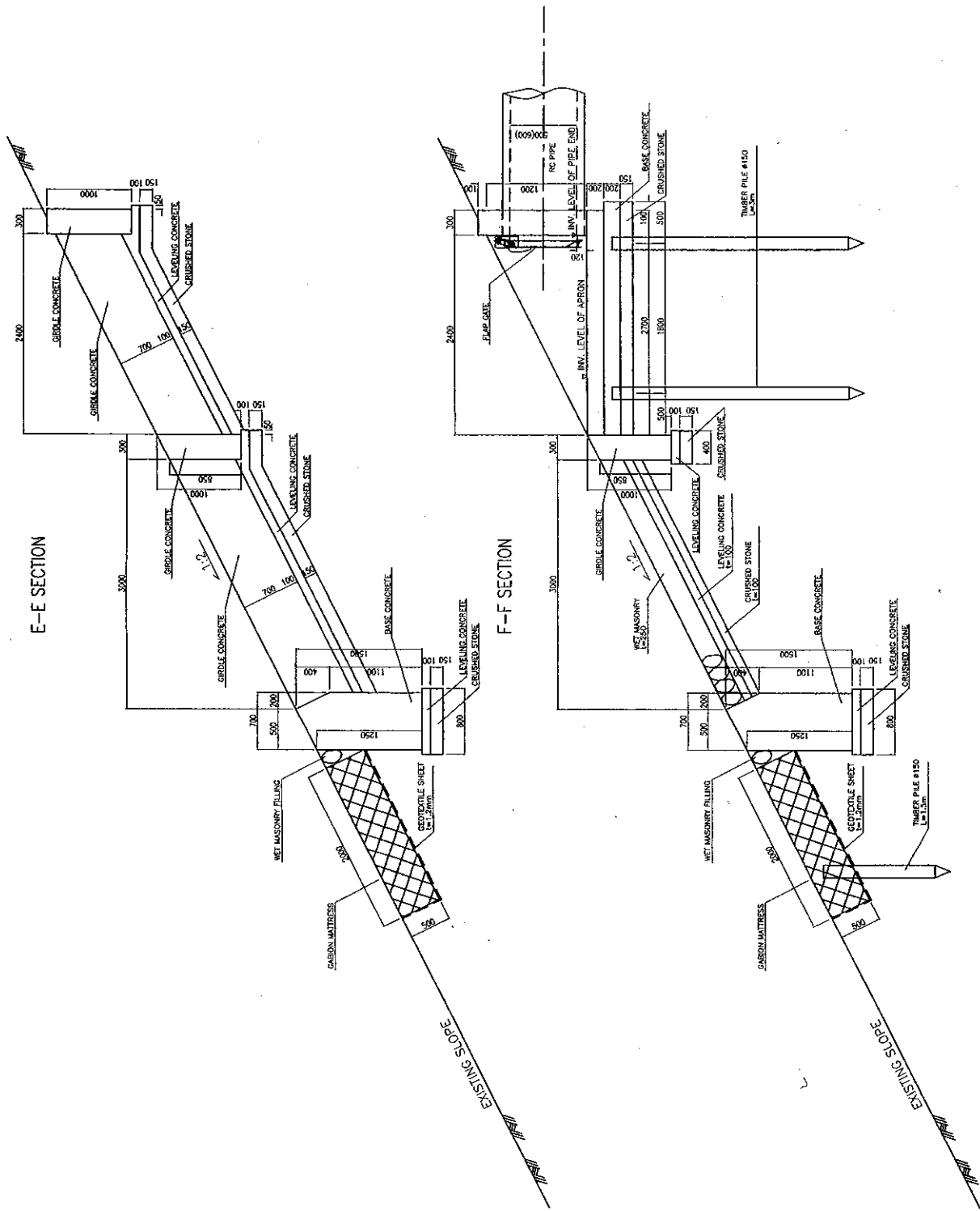
A-A SECTION



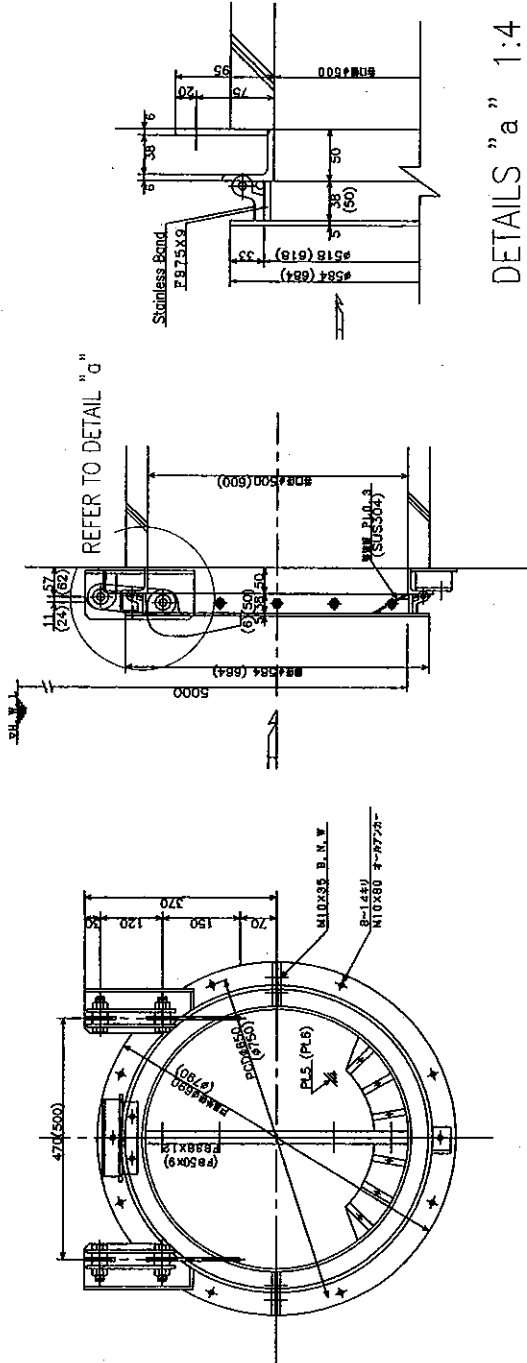
D-D SECTION



ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	SCALE:	DRAWING NO:
			AS SHOWN	DR-128
OUTLET WORKS 2/4				Rev.



ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO.,LTD	OUTLET WORKS 3/4	SCALE:	DRAWING No:
				AS SHOWN	DR-129
					Rv



DETAILS "a" 1:4

CROSS SECTION 1:10

FLAP GATE

VIEW 1:10

SCHEDULE OF FLAPGATE

DL	STA	SIDE	PIPE SIZE
DL-9	9+740	RIGHT	500
DL-11	10+663	RIGHT	600
DL-12	11+015	RIGHT	500

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

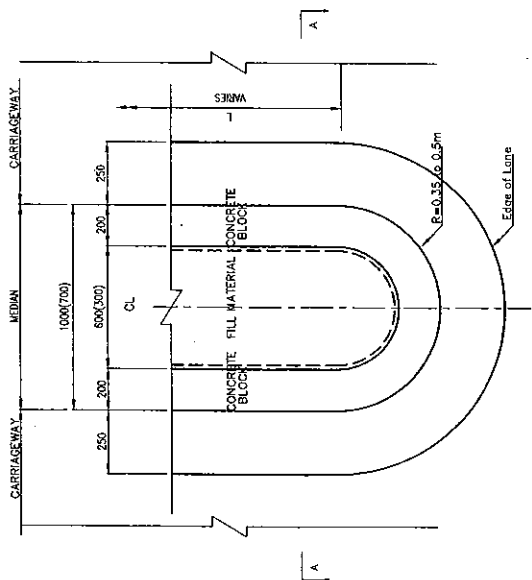
BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO. 1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CITI ENGINEERING INTERNATIONAL CO.,LTD

OUTLET WORKS 4/4

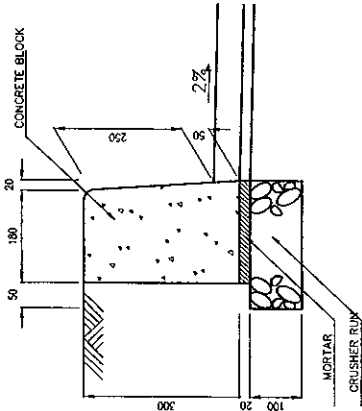
SCALE: AS SHOWN
DRAWING No: DR-130

Rc

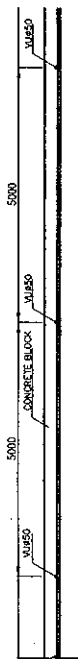
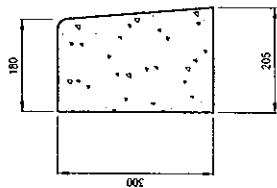
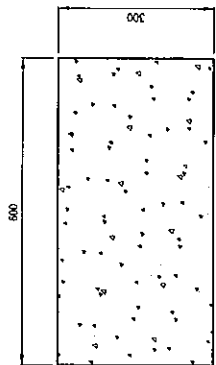


PLAN
NOT TO SCALE

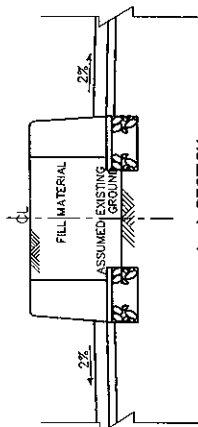
NOTE: Numbers in Brackets indicate dimensions from Simuang Junction to the end point.



DETAIL OF CURB STONE
SCALE 1:5

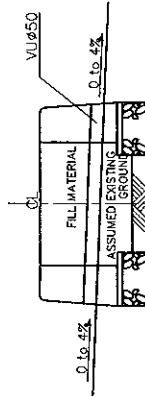


SIDE VIEW
SCALE 1:50



A-A SECTION
NOT TO SCALE

MEDIAN (MOUNTED TYPE)



CROSS - SECTION
SCALE 1:20

MEDIAN STRUCTURE AT SUPER ELEVATION SECTION

SCHEDULE LIST OF MEDIAN

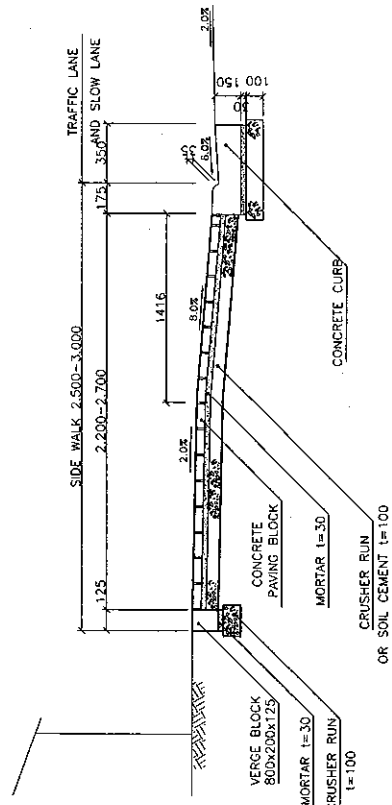
No.	STATION	WIDTH	LENGTH
	Start Point	End Point	(m)
1	0+008.4	0+204.7	1.0
2	0+218.7	0+282.7	1.0
3	0+282.7	0+303.3	1.0
4	0+303.3	0+362.8	1.0
5	0+362.8	0+477.8	1.0
6	0+477.8	1+110.4	1.0
7	1+110.4	1+302.7	1.0
8	1+302.7	1+578.0	1.0
9	1+578.0	1+756.5	1.0
10	1+756.5	1+916.7	1.0
11	1+916.7	1+908.1	1.0
12	1+908.1	2+102.3	1.0
13	2+102.3	2+276.0	1.0
14	2+276.0	2+465.5	1.0
15	2+465.5	2+701.8	1.0
16	2+701.8	2+701.8	1.0
17	2+701.8	2+883.8	1.0
18	2+883.8	2+948.7	1.0
19	2+948.7	2+977.6	1.0
20	2+977.6	2+980.2	1.0
21	2+980.2	2+982.5	1.0
22	2+982.5	2+990.7	1.0
23	2+990.7	2+988.6	1.0
TOTAL LENGTH 3,517.7m			

CHINANG AND NONGHAI JUNCTION			
No.	STATION	WIDTH	LENGTH
	Start Point	End Point	(m)
1	12+250.0	12+488.8	1.5
TOTAL LENGTH 1.5			

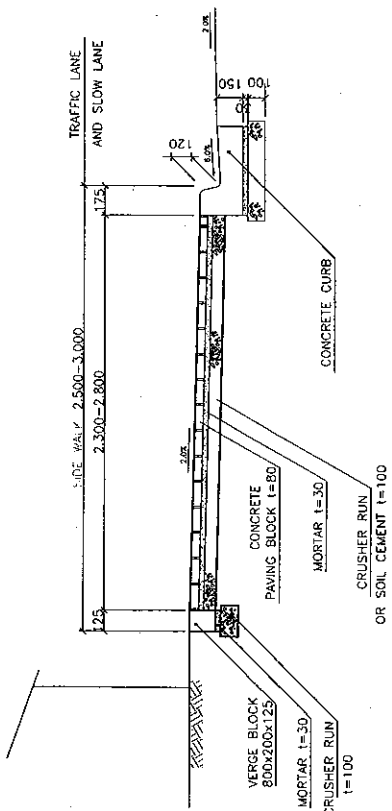
SCHEDULE LIST OF MEDIAN SUPER ELEVATION SECTION

No.	STATION	WIDTH	LENGTH
	Start Point	End Point	(m)
1	6+804.9	7+168.7	0.7
2	7+168.7	7+296.5	0.7
3	7+296.5	7+435.0	0.7
4	7+435.0	7+570.0	0.7
5	7+570.0	7+656.0	0.7
6	7+656.0	7+820.0	0.7
7	7+820.0	7+970.0	0.7
8	7+970.0	8+290.0	0.7
9	8+290.0	8+415.0	0.7
10	8+415.0	8+425.0	0.7
11	8+425.0	8+430.0	0.7
12	8+430.0	8+445.0	0.7
13	8+445.0	8+450.0	0.7
14	8+450.0	8+465.0	0.7
15	8+465.0	8+475.0	0.7
16	8+475.0	8+480.0	0.7
17	8+480.0	8+495.0	0.7
18	8+495.0	8+500.0	0.7
19	8+500.0	8+510.0	0.7
20	8+510.0	8+520.0	0.7
21	8+520.0	8+530.0	0.7
22	8+530.0	8+540.0	0.7
23	8+540.0	8+550.0	0.7
24	8+550.0	8+560.0	0.7
25	8+560.0	8+570.0	0.7
26	8+570.0	8+580.0	0.7
27	8+580.0	8+590.0	0.7
28	8+590.0	8+600.0	0.7
29	8+600.0	8+610.0	0.7
30	8+610.0	8+620.0	0.7
31	8+620.0	8+630.0	0.7
32	8+630.0	8+640.0	0.7
33	8+640.0	8+650.0	0.7
34	8+650.0	8+660.0	0.7
35	8+660.0	8+670.0	0.7
36	8+670.0	8+680.0	0.7
37	8+680.0	8+690.0	0.7
38	8+690.0	8+700.0	0.7
39	8+700.0	8+710.0	0.7
40	8+710.0	8+720.0	0.7
41	8+720.0	8+730.0	0.7
42	8+730.0	8+740.0	0.7
43	8+740.0	8+750.0	0.7
44	8+750.0	8+760.0	0.7
45	8+760.0	8+770.0	0.7
46	8+770.0	8+780.0	0.7
47	8+780.0	8+790.0	0.7
48	8+790.0	8+800.0	0.7
49	8+800.0	8+810.0	0.7
50	8+810.0	8+820.0	0.7
51	8+820.0	8+830.0	0.7
52	8+830.0	8+840.0	0.7
53	8+840.0	8+850.0	0.7
54	8+850.0	8+860.0	0.7
55	8+860.0	8+870.0	0.7
56	8+870.0	8+880.0	0.7
57	8+880.0	8+890.0	0.7
58	8+890.0	8+900.0	0.7
59	8+900.0	8+910.0	0.7
60	8+910.0	8+920.0	0.7
61	8+920.0	8+930.0	0.7
62	8+930.0	8+940.0	0.7
63	8+940.0	8+950.0	0.7
64	8+950.0	8+960.0	0.7
65	8+960.0	8+970.0	0.7
66	8+970.0	8+980.0	0.7
67	8+980.0	8+990.0	0.7
68	8+990.0	9+000.0	0.7
TOTAL LENGTH 1,522.0m			

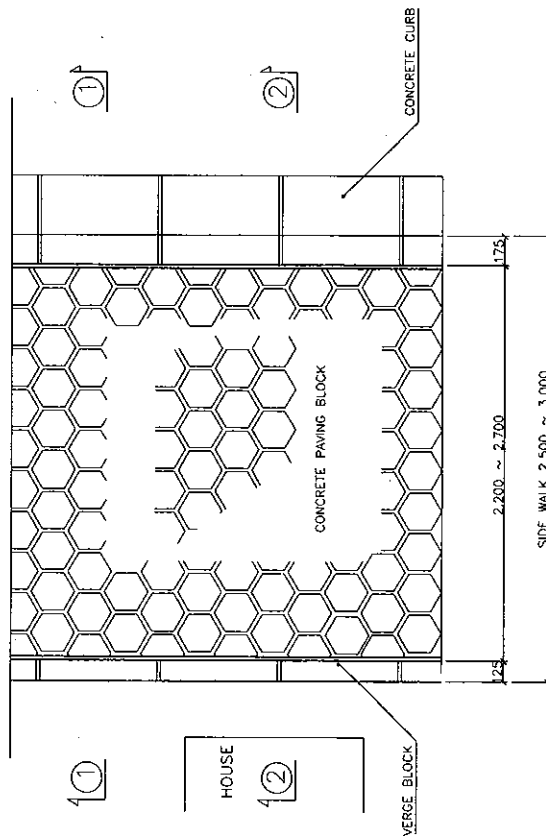
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO., LTD	ARRANGEMENT AND STRUCTURE OF MEDIAN	SCALE: AS Mentioned	DRAWING No: M-1	REV.
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SECTION ① - ①
SCALE: 1:15

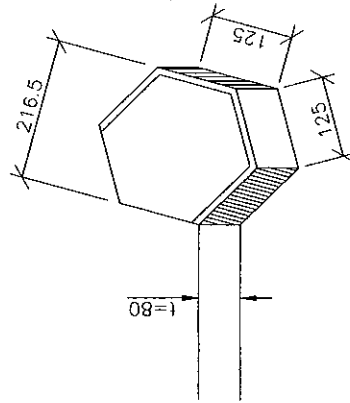


SECTION ② - ②
SCALE: 1:15



PLAN

SCALE: 1:15 SIDE WALK TYPE-A (RURAL AREAS)



CONCRETE BLOCK
SCALE: 1:10

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO. LTD	TITLE: ARRANGEMENT AND STRUCTURE OF SIDEWALK(1)	SCALE:	DRAWING No:
				1:15	M-2
				SCALE:	1:15

SCHEDULED LIST OF SIDEWALK PAVEMENT TYPE-A
(CONCRETE BLOCK) (RURAL AREAS)

No.	STATION	L =
1	0+080.0 ~ 0+156.3	34.6
2	0+156.3 ~ 0+189.2	30.1
3	0+189.2 ~ 0+209.6	20.9
4	0+209.6 ~ 0+257.3	52.7
5	0+257.3 ~ 0+286.0	35.4
6	0+286.0 ~ 0+349.4	49.6
7	0+349.4 ~ 0+386.4	43.5
8	0+386.4 ~ 0+433.6	31.7
9	0+433.6 ~ 0+483.7	56.0
10	0+483.7 ~ 0+542.0	44.2
11	0+542.0 ~ 0+651.1	79.2
12	0+651.1 ~ 0+750.1	18.4
13	0+750.1 ~ 0+789.8	37.0
14	0+789.8 ~ 0+828.0	34.9
15	0+828.0 ~ 0+880.0	46.4
16	0+880.0 ~ 1+140.0	60.0
17	1+140.0 ~ 1+442.3	297.2
18	1+442.3 ~ 1+480.0	23.5
19	1+480.0 ~ 1+738.0	76.6
20	1+738.0 ~ 1+773.6	26.4
21	1+773.6 ~ 1+808.9	29.5
22	1+808.9 ~ 1+856.1	34.5
23	1+856.1 ~ 1+981.0	9.8
24	1+981.0 ~ 2+056.2	77.2
25	2+056.2 ~ 2+075.6	18.8
26	2+075.6 ~ 2+115.1	35.5
27	2+115.1 ~ 2+507.2	88.4
28	2+507.2 ~ 2+553.3	42.7
29	2+553.3 ~ 2+602.4	45.1
30	2+602.4 ~ 2+681.0	71.8
31	2+681.0 ~ 2+721.1	34.0
32	2+721.1 ~ 2+741.1	15.6
33	2+741.1 ~ 2+763.0	18.1
34	2+763.0 ~ 2+785.6	17.6
35	2+785.6 ~ 2+834.7	44.2
36	2+834.7 ~ 2+856.1	17.3
37	2+856.1 ~ 2+873.3	13.4
38	2+873.3 ~ 2+917.6	41.1
39	2+917.6 ~ 3+028.2	40.8
40	TOTAL LENGTH 3,254.0m	

No.	STATION	L =
1	0+080.0 ~ 0+081.2	1.2
2	0+081.2 ~ 0+096.6	9.4
3	0+096.6 ~ 0+110.3	6.1
4	0+110.3 ~ 0+157.4	36.9
5	0+157.4 ~ 0+275.2	112.8
6	0+275.2 ~ 0+305.2	25.9
7	0+305.2 ~ 0+430.3	111.4
8	0+430.3 ~ 0+553.0	117.1
9	0+553.0 ~ 0+614.9	57.0
10	0+614.9 ~ 0+625.5	8.2
11	0+625.5 ~ 0+726.9	91.9
12	0+726.9 ~ 0+815.5	85.9
13	0+815.5 ~ 0+825.0	0.6
TOTAL LENGTH		664.4m

No.	STATION	L =
1	0+121.7 ~ 0+156.3	34.6
2	0+156.3 ~ 0+189.2	30.1
3	0+189.2 ~ 0+209.6	20.9
4	0+209.6 ~ 0+257.3	52.7
5	0+257.3 ~ 0+286.0	35.4
6	0+286.0 ~ 0+349.4	49.6
7	0+349.4 ~ 0+386.4	43.5
8	0+386.4 ~ 0+433.6	31.7
9	0+433.6 ~ 0+483.7	56.0
10	0+483.7 ~ 0+542.0	44.2
11	0+542.0 ~ 0+651.1	79.2
12	0+651.1 ~ 0+750.1	18.4
13	0+750.1 ~ 0+789.8	37.0
14	0+789.8 ~ 0+828.0	34.9
15	0+828.0 ~ 0+880.0	46.4
16	0+880.0 ~ 1+140.0	60.0
17	1+140.0 ~ 1+442.3	297.2
18	1+442.3 ~ 1+480.0	23.5
19	1+480.0 ~ 1+738.0	76.6
20	1+738.0 ~ 1+773.6	26.4
21	1+773.6 ~ 1+808.9	29.5
22	1+808.9 ~ 1+856.1	34.5
23	1+856.1 ~ 1+981.0	9.8
24	1+981.0 ~ 2+056.2	77.2
25	2+056.2 ~ 2+075.6	18.8
26	2+075.6 ~ 2+115.1	35.5
27	2+115.1 ~ 2+507.2	88.4
28	2+507.2 ~ 2+553.3	42.7
29	2+553.3 ~ 2+602.4	45.1
30	2+602.4 ~ 2+681.0	71.8
31	2+681.0 ~ 2+721.1	34.0
32	2+721.1 ~ 2+741.1	15.6
33	2+741.1 ~ 2+763.0	18.1
34	2+763.0 ~ 2+785.6	17.6
35	2+785.6 ~ 2+834.7	44.2
36	2+834.7 ~ 2+856.1	17.3
37	2+856.1 ~ 2+873.3	13.4
38	2+873.3 ~ 2+917.6	41.1
39	2+917.6 ~ 3+028.2	40.8
40	TOTAL LENGTH 3,254.0m	

No.	STATION	L =
1	0+080.0 ~ 0+081.2	1.2
2	0+081.2 ~ 0+096.6	9.4
3	0+096.6 ~ 0+110.3	6.1
4	0+110.3 ~ 0+157.4	36.9
5	0+157.4 ~ 0+275.2	112.8
6	0+275.2 ~ 0+305.2	25.9
7	0+305.2 ~ 0+430.3	111.4
8	0+430.3 ~ 0+553.0	117.1
9	0+553.0 ~ 0+614.9	57.0
10	0+614.9 ~ 0+625.5	8.2
11	0+625.5 ~ 0+726.9	91.9
12	0+726.9 ~ 0+815.5	85.9
13	0+815.5 ~ 0+825.0	0.6
TOTAL LENGTH		664.4m

No.	STATION	L =
1	0+121.7 ~ 0+156.3	34.6
2	0+156.3 ~ 0+189.2	30.1
3	0+189.2 ~ 0+209.6	20.9
4	0+209.6 ~ 0+257.3	52.7
5	0+257.3 ~ 0+286.0	35.4
6	0+286.0 ~ 0+349.4	49.6
7	0+349.4 ~ 0+386.4	43.5
8	0+386.4 ~ 0+433.6	31.7
9	0+433.6 ~ 0+483.7	56.0
10	0+483.7 ~ 0+542.0	44.2
11	0+542.0 ~ 0+651.1	79.2
12	0+651.1 ~ 0+750.1	18.4
13	0+750.1 ~ 0+789.8	37.0
14	0+789.8 ~ 0+828.0	34.9
15	0+828.0 ~ 0+880.0	46.4
16	0+880.0 ~ 1+140.0	60.0
17	1+140.0 ~ 1+442.3	297.2
18	1+442.3 ~ 1+480.0	23.5
19	1+480.0 ~ 1+738.0	76.6
20	1+738.0 ~ 1+773.6	26.4
21	1+773.6 ~ 1+808.9	29.5
22	1+808.9 ~ 1+856.1	34.5
23	1+856.1 ~ 1+981.0	9.8
24	1+981.0 ~ 2+056.2	77.2
25	2+056.2 ~ 2+075.6	18.8
26	2+075.6 ~ 2+115.1	35.5
27	2+115.1 ~ 2+507.2	88.4
28	2+507.2 ~ 2+553.3	42.7
29	2+553.3 ~ 2+602.4	45.1
30	2+602.4 ~ 2+681.0	71.8
31	2+681.0 ~ 2+721.1	34.0
32	2+721.1 ~ 2+741.1	15.6
33	2+741.1 ~ 2+763.0	18.1
34	2+763.0 ~ 2+785.6	17.6
35	2+785.6 ~ 2+834.7	44.2
36	2+834.7 ~ 2+856.1	17.3
37	2+856.1 ~ 2+873.3	13.4
38	2+873.3 ~ 2+917.6	41.1
39	2+917.6 ~ 3+028.2	40.8
40	TOTAL LENGTH 3,254.0m	

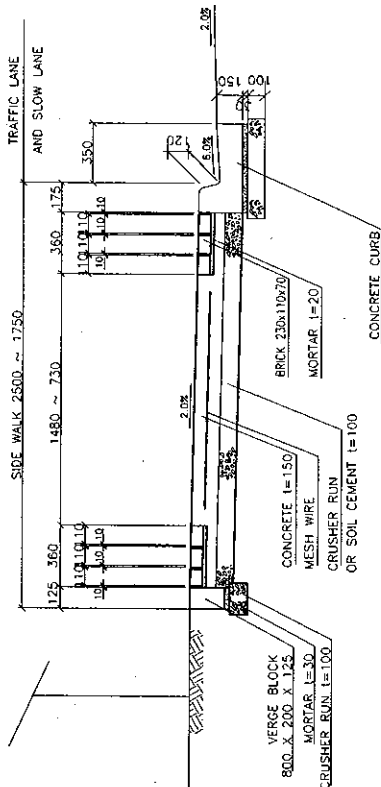
SCHEDULED LIST OF SIDEWALK PAVEMENT TYPE-A
(CONCRETE BLOCK) (RURAL AREAS)

No.	STATION	L =
1	0+080.0 ~ 0+081.2	1.2
2	0+081.2 ~ 0+096.6	9.4
3	0+096.6 ~ 0+110.3	6.1
4	0+110.3 ~ 0+157.4	36.9
5	0+157.4 ~ 0+275.2	112.8
6	0+275.2 ~ 0+305.2	25.9
7	0+305.2 ~ 0+430.3	111.4
8	0+430.3 ~ 0+553.0	117.1
9	0+553.0 ~ 0+614.9	57.0
10	0+614.9 ~ 0+625.5	8.2
11	0+625.5 ~ 0+726.9	91.9
12	0+726.9 ~ 0+815.5	85.9
13	0+815.5 ~ 0+825.0	0.6
TOTAL LENGTH		664.4m

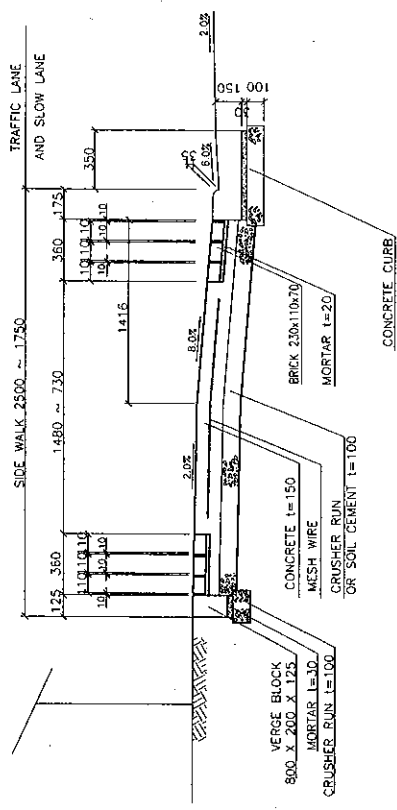
No.	STATION	L =
1	0+121.7 ~ 0+156.3	34.6
2	0+156.3 ~ 0+189.2	30.1
3	0+189.2 ~ 0+209.6	20.9
4	0+209.6 ~ 0+257.3	52.7
5	0+257.3 ~ 0+286.0	35.4
6	0+286.0 ~ 0+349.4	49.6
7	0+349.4 ~ 0+386.4	43.5
8	0+386.4 ~ 0+433.6	31.7
9	0+433.6 ~ 0+483.7	56.0
10	0+483.7 ~ 0+542.0	44.2
11	0+542.0 ~ 0+651.1	79.2
12	0+651.1 ~ 0+750.1	18.4
13	0+750.1 ~ 0+789.8	37.0
14	0+789.8 ~ 0+828.0	34.9
15	0+828.0 ~ 0+880.0	46.4
16	0+880.0 ~ 1+140.0	60.0
17	1+140.0 ~ 1+442.3	297.2
18	1+442.3 ~ 1+480.0	23.5
19	1+480.0 ~ 1+738.0	76.6
20	1+738.0 ~ 1+773.6	26.4
21	1+773.6 ~ 1+808.9	29.5
22	1+808.9 ~ 1+856.1	34.5
23	1+856.1 ~ 1+981.0	9.8
24	1+981.0 ~ 2+056.2	77.2
25	2+056.2 ~ 2+075.6	18.8
26	2+075.6 ~ 2+115.1	35.5
27	2+115.1 ~ 2+507.2	88.4
28	2+507.2 ~ 2+553.3	42.7
29	2+553.3 ~ 2+602.4	45.1
30	2+602.4 ~ 2+681.0	71.8
31	2+681.0 ~ 2+721.1	34.0
32	2+721.1 ~ 2+741.1	15.6
33	2+741.1 ~ 2+763.0	18.1
34	2+763.0 ~ 2+785.6	17.6
35	2+785.6 ~ 2+834.7	44.2
36	2+834.7 ~ 2+856.1	17.3
37	2+856.1 ~ 2+873.3	13.4
38	2+873.3 ~ 2+917.6	41.1
39	2+917.6 ~ 3+028.2	40.8
40	TOTAL LENGTH 3,254.0m	

No.	STATION	L =
1	0+121.7 ~ 0+156.3	34.6
2	0+156.3 ~ 0+189.2	30.1
3	0+189.2 ~ 0+209.6	20.9
4	0+209.6 ~ 0+257.3	52.7
5	0+257.3 ~ 0+286.0	35.4
6	0+286.0 ~ 0+349.4	49.6
7	0+349.4 ~ 0+386.4	43.5
8	0+386.4 ~ 0+433.6	31.7
9	0+433.6 ~ 0+483.7	56.0
10	0+483.7 ~ 0+542.0	44.2
11	0+542.0 ~ 0+651.1	79.2
12	0+651.1 ~ 0+750.1	18.4
13	0+750.1 ~ 0+789.8	37.0
14	0+789.8 ~ 0+828.0	34.9
15	0+828.0 ~ 0+880.0	46.4
16	0+880.0 ~ 1+140.0	60.0
17	1+140.0 ~ 1+442.3	297.2
18	1+442.3 ~ 1+480.0	23.5
19	1+480.0 ~ 1+738.0	76.6
20	1+738.0 ~ 1+773.6	26.4
21	1+773.6 ~ 1+808.9	29.5
22	1+808.9 ~ 1+856.1	34.5
23	1+856.1 ~ 1+981.0	9.8
24	1+981.0 ~ 2+056.2	77.2
25	2+056.2 ~ 2+075.6	18.8
26	2+075.6 ~ 2+115.1	35.5
27	2+115.1 ~ 2+507.2	88.4
28	2+507.2 ~ 2+553.3	42.7
29	2+553.3 ~ 2+602.4	45.1
30	2+602.4 ~ 2+681.0	71.8
31	2+681.0 ~ 2+721.1	34.0
32	2+721.1 ~ 2+741.1	15.6
33	2+741.1 ~ 2+763.0	18.1
34	2+763.0 ~ 2+785.6	17.6
35	2+785.6 ~ 2+834.7	44.2
36	2+834.7 ~ 2+856.1	17.3
37	2+856.1 ~ 2+873.3	13.4
38	2+873.3 ~ 2+917.6	41.1
39	2+917.6 ~ 3+028.2	40.8
40	TOTAL LENGTH 3,254.0m	

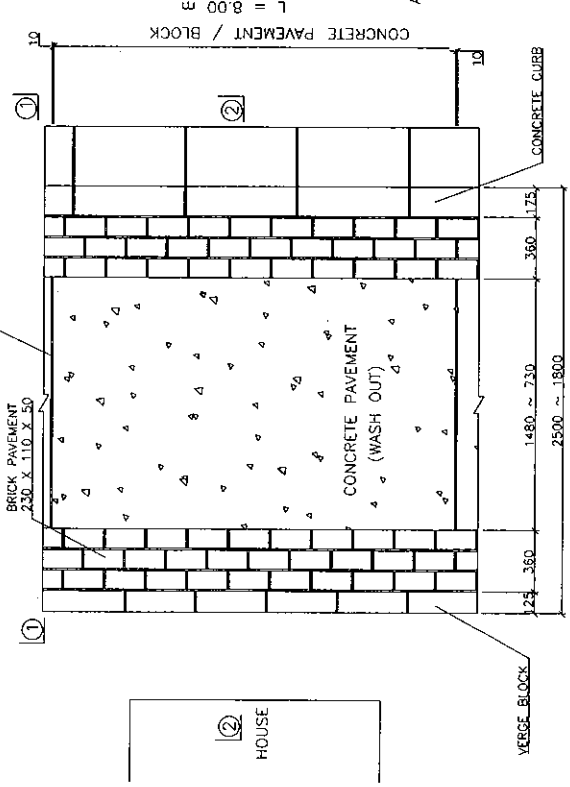
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO., LTD	TITLE: ARRANGEMENT AND STRUCTURE OF SIDEWALK(K2)	SCALE:	1:15
				DRAWING NO:	M-3



SECTION ① - ①



SECTION ② - ②



PLAN

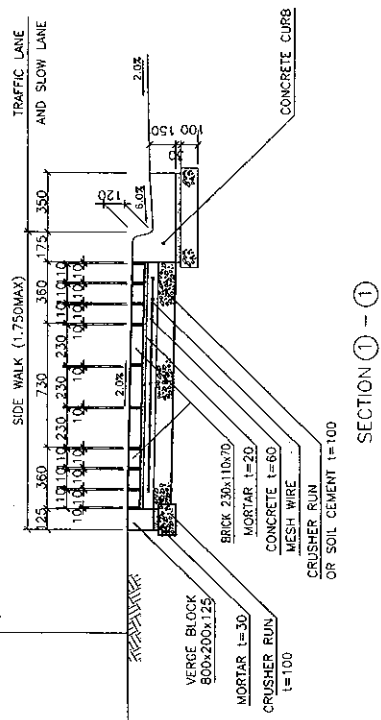
SCHEDULED LIST OF SIDEWALK PAVEMENT TYPE-B (WASHED CONCRETE)

No.	STATION	L =
1	1+598.5 ~ 1+653.5	55.0
2	1+660.0 ~ 1+682.4	22.4
3	1+687.9 ~ 1+713.7	25.8
4	2+352.3 ~ 2+476.9	124.6
5	2+925.8 ~ 3+059.0	132.2
6	3+059.0 ~ 3+130.7	71.7
TOTAL LENGTH		491.7m

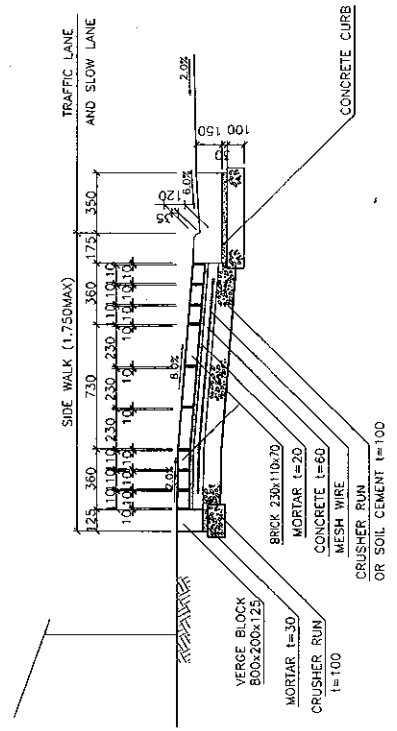
No.	STATION	L =
1	1+169.6 ~ 1+217.1	47.5
2	1+225.3 ~ 1+274.7	49.4
3	1+283.2 ~ 1+333.4	50.2
4	1+341.2 ~ 1+390.5	49.3
5	1+397.5 ~ 1+444.9	47.4
6	1+461.1 ~ 1+483.6	22.5
7	1+499.0 ~ 1+518.2	19.2
8	1+528.2 ~ 1+575.4	47.2
9	1+581.3 ~ 1+657.1	75.8
10	1+682.6 ~ 1+671.6	9.0
11	1+675.5 ~ 1+713.1	37.6
12	2+483.0 ~ 2+643.7	160.7
13	2+788.6 ~ 2+815.5	46.9
14	2+820.3 ~ 2+922.5	102.2
15	2+926.4 ~ 2+950.2	23.8
TOTAL LENGTH		788.7m

SIDE WALK TYPE-B

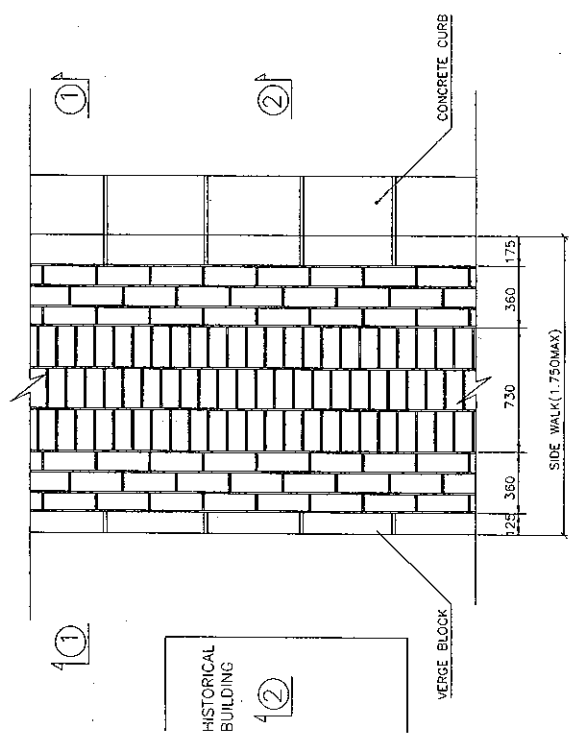
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO, LTD	TITLE:	ARRANGEMENT AND STRUCTURE OF SIDEWALK(3)	SCALE:	1:15	DRAWING No:	M-4	R#



SECTION ① - ①



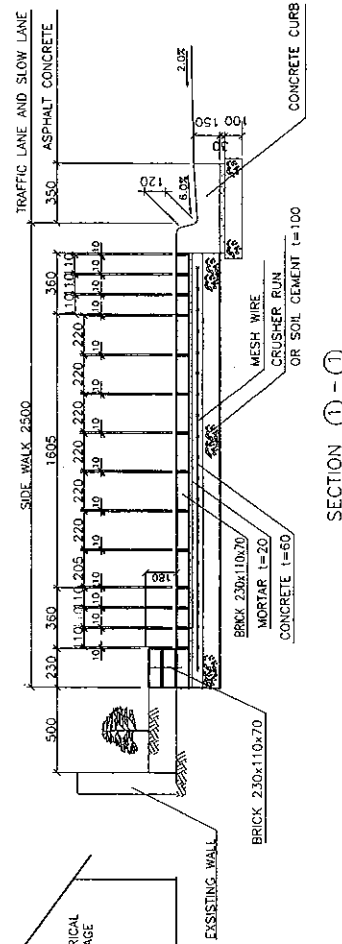
SECTION ② - ②



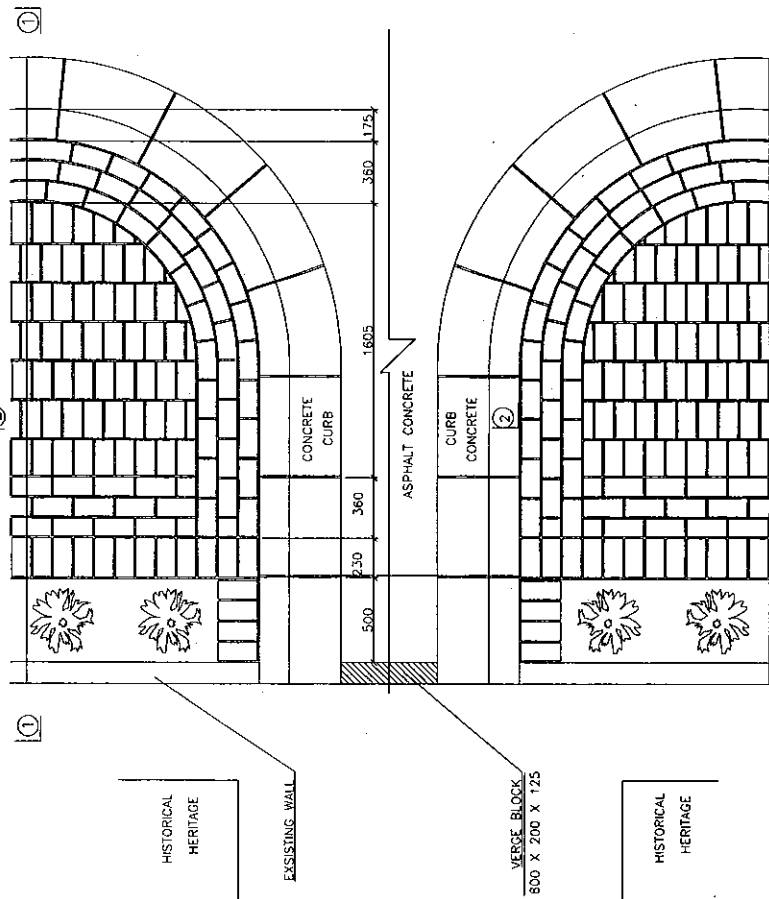
PLAN

SIDE WALK TYPE-C1
(IN FRONT OF HISTORICAL BUILDINGS)

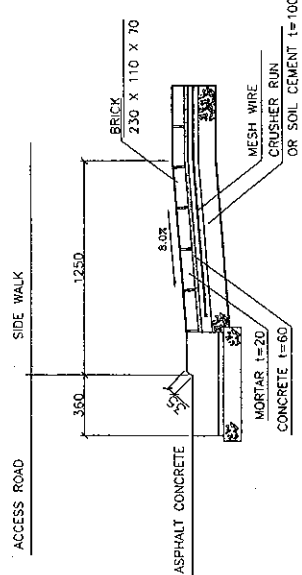
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO., LTD	TITLE: ARRANGEMENT AND STRUCTURE OF SIDEWALK(4)	SCALE: 1:15	DRAWING No: M-5
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SECTION 1 - 1



PLAN SIDE WALK TYPE-C2 (HISTORICAL HERITAGE POINT)

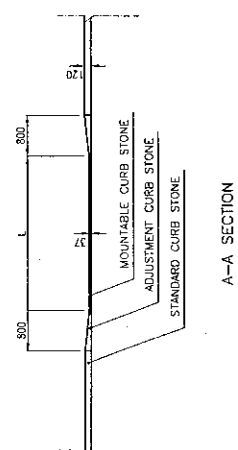
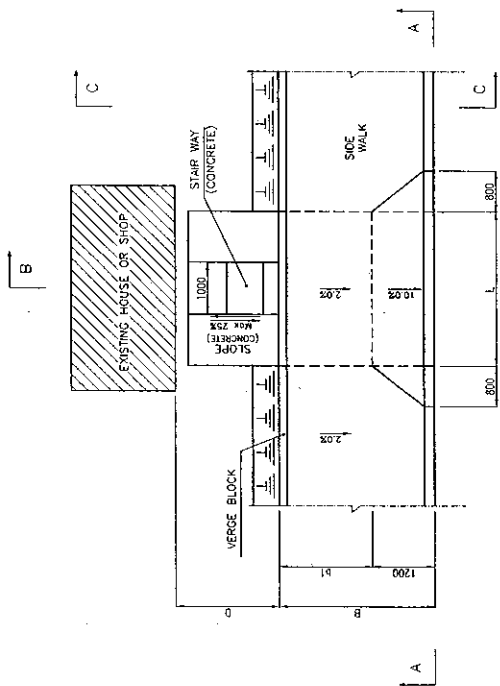
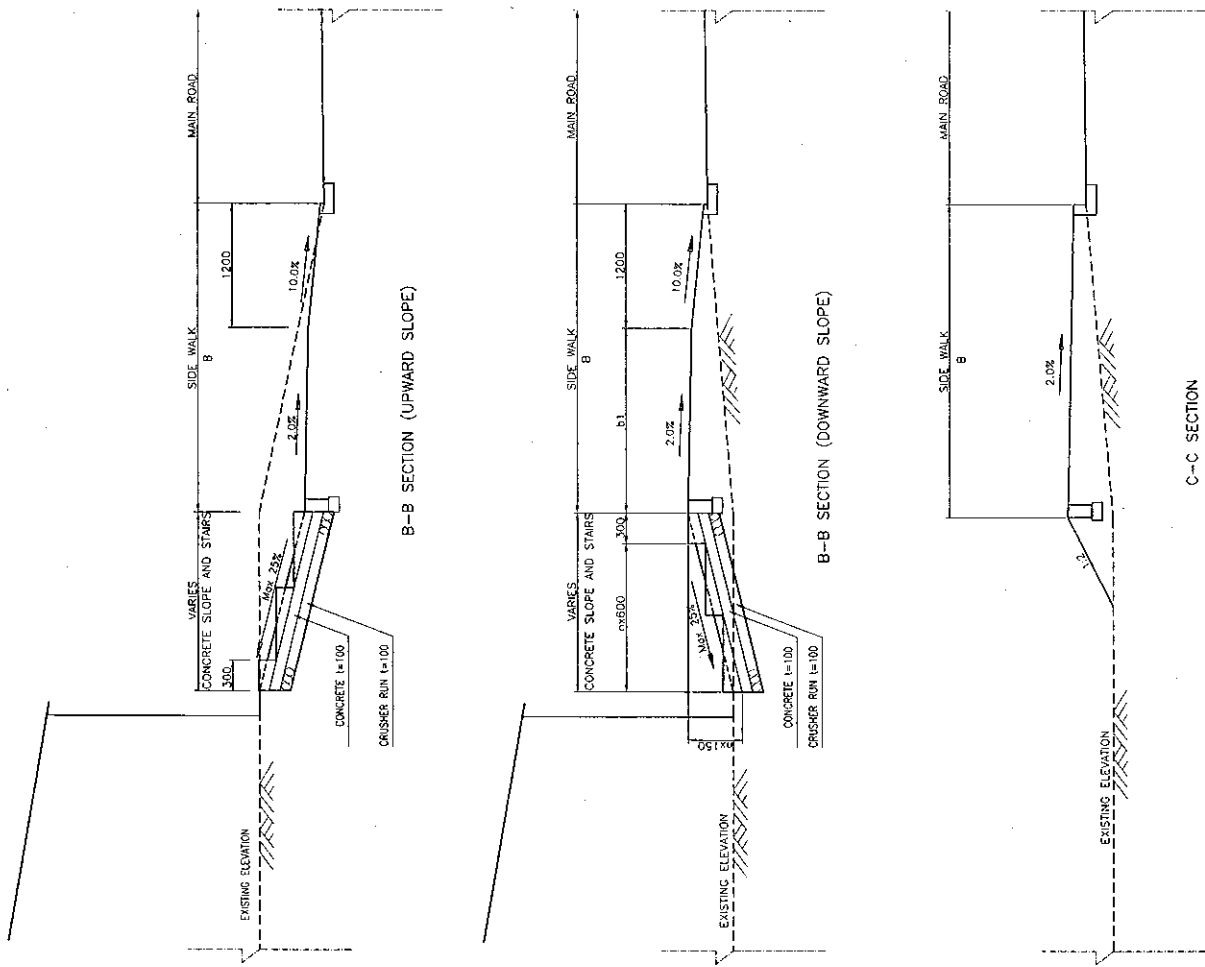


SECTION 2 - 2

SCHEDULED LIST OF SIDEWALK PAVEMENT LIST TYPE-C (BRICK PAVEMENT)

ROAD 1 LEFT SIDE			ROAD-1A LEFT SIDE			ROAD 1 RIGHT SIDE			ROAD-1A RIGHT SIDE		
No.	STATION	L =	No.	STATION	L =	No.	STATION	L =	No.	STATION	L =
1	0+462 ~ 0+487.9	25.8	1	1+065.1 ~ 1+100.0	33.9	1	0+182.3 ~ 0+273.2	90.9	47	5+913.8 ~ 5+988.2	56.0
2	2+118.8 ~ 2+138.9	19.2	2	1+167.3 ~ 1+182.2	14.9	2	0+277.8 ~ 0+298.5	21.2	48	5+973.8 ~ 5+989.7	15.9
3	2+141.8 ~ 2+281.3	139.4	3	1+255.0 ~ 1+274.8	19.8	3	0+300.8 ~ 0+433.3	132.7	49	5+990.0 ~ 5+999.7	9.7
4	2+287.3 ~ 2+382.4	71.1	4	1+285.0 ~ 1+330.0	45.0	4	0+459.2 ~ 0+483.9	24.7	50	5+974.9 ~ 5+992.5	17.6
5	2+384.5 ~ 2+418.2	48.7	5	3+360.3 ~ 1+390.5	49.6	5	0+493.0 ~ 0+504.1	11.1	51	5+984.2 ~ 5+992.1	7.9
6	2+420.4 ~ 2+482.9	62.5	6	1+368.3 ~ 1+465.3	97.0	6	0+512.0 ~ 0+548.0	36.0	52	5+973.4 ~ 5+990.0	16.6
7	4+393.5 ~ 4+385.3	117.8	7	1+462.3 ~ 1+500.4	38.1	7	0+552.0 ~ 0+572.9	20.9	53	5+963.4 ~ 5+981.0	17.6
8	4+405.6 ~ 5+021.8	555.8	8	1+505.8 ~ 1+535.4	29.6	8	0+552.0 ~ 0+572.9	20.9	54	5+963.0 ~ 5+981.0	18.0
9	4+437.0 ~ 5+182.7	126.7	9	1+565.5 ~ 1+582.2	16.7	9	0+618.6 ~ 0+738.8	120.2	55	5+950.0 ~ 5+957.5	7.5
10	5+037.0 ~ 5+038.0	1.0	10	1+755.8 ~ 1+873.0	117.2	10	0+742.6 ~ 0+784.9	42.3	56	5+950.0 ~ 5+957.5	7.5
11	5+184.4 ~ 5+238.0	54.6	11	1+873.0 ~ 1+903.3	30.3	11	0+848.1 ~ 0+848.1	0.0	57	5+950.0 ~ 5+957.5	7.5
12	5+237.7 ~ 5+320.0	82.3	12	1+913.1 ~ 1+961.2	48.1	12	0+857.2 ~ 1+770.9	91.7	58	5+948.1 ~ 5+957.5	9.4
13	5+318.4 ~ 5+405.8	88.2	13	1+955.4 ~ 1+965.5	10.1	13	1+744.7 ~ 1+770.9	26.2	59	5+948.1 ~ 5+957.5	9.4
14	5+408.0 ~ 5+440.0	32.0	14	1+935.5 ~ 2+000.0	106.5	14	2+083.3 ~ 2+055.6	-27.7	60	5+940.0 ~ 5+957.5	17.5
15	5+458.4 ~ 5+581.6	123.2	15	2+152.8 ~ 2+161.4	8.6	15	2+083.3 ~ 2+055.6	-27.7	61	5+940.0 ~ 5+957.5	17.5
16	5+588.0 ~ 5+581.6	-6.4	16	2+160.0 ~ 2+221.3	61.3	16	2+083.3 ~ 2+055.6	-27.7	62	5+940.0 ~ 5+957.5	17.5
17	5+597.8 ~ 5+591.4	-6.4	17	2+253.5 ~ 2+252.3	-1.2	17	2+083.3 ~ 2+055.6	-27.7	63	5+940.0 ~ 5+957.5	17.5
18	5+617.8 ~ 5+625.3	7.5	18	2+269.9 ~ 2+297.2	27.3	18	2+083.3 ~ 2+055.6	-27.7	64	5+940.0 ~ 5+957.5	17.5
19	5+628.9 ~ 5+681.0	52.1	19	2+482.8 ~ 2+445.9	-36.9	19	2+083.3 ~ 2+055.6	-27.7	65	5+940.0 ~ 5+957.5	17.5
20	5+677.8 ~ 5+681.0	-3.2	20	2+484.4 ~ 2+491.1	6.7	20	2+083.3 ~ 2+055.6	-27.7	66	5+940.0 ~ 5+957.5	17.5
21	5+688.0 ~ 5+698.4	10.4	21	2+771.1 ~ 2+811.0	39.9	21	2+083.3 ~ 2+055.6	-27.7	67	5+940.0 ~ 5+957.5	17.5
22	5+702.2 ~ 5+734.3	32.1	22	2+824.3 ~ 2+821.0	-3.3	22	2+083.3 ~ 2+055.6	-27.7	68	5+940.0 ~ 5+957.5	17.5
23	5+741.4 ~ 5+748.4	7.0	23	3+187.5 ~ 3+140.0	-47.5	23	2+083.3 ~ 2+055.6	-27.7	69	5+940.0 ~ 5+957.5	17.5
24	5+800.0 ~ 5+848.5	48.5	24	3+187.5 ~ 3+140.0	-47.5	24	2+083.3 ~ 2+055.6	-27.7	70	5+940.0 ~ 5+957.5	17.5
25	5+848.5 ~ 5+848.5	0.0	25	3+187.5 ~ 3+140.0	-47.5	25	2+083.3 ~ 2+055.6	-27.7	71	5+940.0 ~ 5+957.5	17.5
26	5+848.5 ~ 5+848.5	0.0	26	3+187.5 ~ 3+140.0	-47.5	26	2+083.3 ~ 2+055.6	-27.7	72	5+940.0 ~ 5+957.5	17.5
27	5+848.5 ~ 5+848.5	0.0	27	3+187.5 ~ 3+140.0	-47.5	27	2+083.3 ~ 2+055.6	-27.7	73	5+940.0 ~ 5+957.5	17.5
28	5+848.5 ~ 5+848.5	0.0	28	3+187.5 ~ 3+140.0	-47.5	28	2+083.3 ~ 2+055.6	-27.7	74	5+940.0 ~ 5+957.5	17.5
29	5+848.5 ~ 5+848.5	0.0	29	3+187.5 ~ 3+140.0	-47.5	29	2+083.3 ~ 2+055.6	-27.7	75	5+940.0 ~ 5+957.5	17.5
30	5+848.5 ~ 5+848.5	0.0	30	3+187.5 ~ 3+140.0	-47.5	30	2+083.3 ~ 2+055.6	-27.7	76	5+940.0 ~ 5+957.5	17.5
31	5+848.5 ~ 5+848.5	0.0	31	3+187.5 ~ 3+140.0	-47.5	31	2+083.3 ~ 2+055.6	-27.7	77	5+940.0 ~ 5+957.5	17.5
32	5+848.5 ~ 5+848.5	0.0	32	3+187.5 ~ 3+140.0	-47.5	32	2+083.3 ~ 2+055.6	-27.7	78	5+940.0 ~ 5+957.5	17.5
33	5+848.5 ~ 5+848.5	0.0	33	3+187.5 ~ 3+140.0	-47.5	33	2+083.3 ~ 2+055.6	-27.7	79	5+940.0 ~ 5+957.5	17.5
34	5+848.5 ~ 5+848.5	0.0	34	3+187.5 ~ 3+140.0	-47.5	34	2+083.3 ~ 2+055.6	-27.7	80	5+940.0 ~ 5+957.5	17.5
35	5+848.5 ~ 5+848.5	0.0	35	3+187.5 ~ 3+140.0	-47.5	35	2+083.3 ~ 2+055.6	-27.7	81	5+940.0 ~ 5+957.5	17.5
36	5+848.5 ~ 5+848.5	0.0	36	3+187.5 ~ 3+140.0	-47.5	36	2+083.3 ~ 2+055.6	-27.7	82	5+940.0 ~ 5+957.5	17.5
37	5+848.5 ~ 5+848.5	0.0	37	3+187.5 ~ 3+140.0	-47.5	37	2+083.3 ~ 2+055.6	-27.7	83	5+940.0 ~ 5+957.5	17.5
38	5+848.5 ~ 5+848.5	0.0	38	3+187.5 ~ 3+140.0	-47.5	38	2+083.3 ~ 2+055.6	-27.7	84	5+940.0 ~ 5+957.5	17.5
39	5+848.5 ~ 5+848.5	0.0	39	3+187.5 ~ 3+140.0	-47.5	39	2+083.3 ~ 2+055.6	-27.7	85	5+940.0 ~ 5+957.5	17.5
40	5+848.5 ~ 5+848.5	0.0	40	3+187.5 ~ 3+140.0	-47.5	40	2+083.3 ~ 2+055.6	-27.7	86	5+940.0 ~ 5+957.5	17.5
41	5+848.5 ~ 5+848.5	0.0	41	3+187.5 ~ 3+140.0	-47.5	41	2+083.3 ~ 2+055.6	-27.7	87	5+940.0 ~ 5+957.5	17.5
42	5+848.5 ~ 5+848.5	0.0	42	3+187.5 ~ 3+140.0	-47.5	42	2+083.3 ~ 2+055.6	-27.7	88	5+940.0 ~ 5+957.5	17.5
43	5+848.5 ~ 5+848.5	0.0	43	3+187.5 ~ 3+140.0	-47.5	43	2+083.3 ~ 2+055.6	-27.7	89	5+940.0 ~ 5+957.5	17.5
44	5+848.5 ~ 5+848.5	0.0	44	3+187.5 ~ 3+140.0	-47.5	44	2+083.3 ~ 2+055.6	-27.7	90	5+940.0 ~ 5+957.5	17.5
45	5+848.5 ~ 5+848.5	0.0	45	3+187.5 ~ 3+140.0	-47.5	45	2+083.3 ~ 2+055.6	-27.7	91	5+940.0 ~ 5+957.5	17.5
46	5+848.5 ~ 5+848.5	0.0	46	3+187.5 ~ 3+140.0	-47.5	46	2+083.3 ~ 2+055.6	-27.7	92	5+940.0 ~ 5+957.5	17.5
47	5+848.5 ~ 5+848.5	0.0	47	3+187.5 ~ 3+140.0	-47.5	47	2+083.3 ~ 2+055.6	-27.7	93	5+940.0 ~ 5+957.5	17.5
48	5+848.5 ~ 5+848.5	0.0	48	3+187.5 ~ 3+140.0	-47.5	48	2+083.3 ~ 2+055.6	-27.7	94	5+940.0 ~ 5+957.5	17.5
49	5+848.5 ~ 5+848.5	0.0	49	3+187.5 ~ 3+140.0	-47.5	49	2+083.3 ~ 2+055.6	-27.7	95	5+940.0 ~ 5+957.5	17.5
50	5+848.5 ~ 5+848.5	0.0	50	3+187.5 ~ 3+140.0	-47.5	50	2+083.3 ~ 2+055.6	-27.7	96	5+940.0 ~ 5+957.5	17.5
51	5+848.5 ~ 5+848.5	0.0	51	3+187.5 ~ 3+140.0	-47.5	51	2+083.3 ~ 2+055.6	-27.7	97	5+940.0 ~ 5+957.5	17.5
52	5+848.5 ~ 5+848.5	0.0	52	3+187.5 ~ 3+140.0	-47.5	52	2+083.3 ~ 2+055.6	-27.7	98	5+940.0 ~ 5+957.5	17.5
53	5+848.5 ~ 5+848.5	0.0	53	3+187.5 ~ 3+140.0	-47.5	53	2+083.3 ~ 2+055.6	-27.7	99	5+940.0 ~ 5+957.5	17.5
54	5+848.5 ~ 5+848.5	0.0	54	3+187.5 ~ 3+140.0	-47.5	54	2+083.3 ~ 2+055.6	-27.7	100	5+940.0 ~ 5+957.5	17.5
55	5+848.5 ~ 5+848.5	0.0	55	3+187.5 ~ 3+140.0	-47.5	55	2+083.3 ~ 2+055.6	-27.7	TOTAL LENGTH 3023.8m		

ROAD 1 LEFT SIDE			ROAD-1A LEFT SIDE			ROAD 1 RIGHT SIDE			ROAD-1A RIGHT SIDE		
No.	STATION	L =	No.	STATION	L =	No.	STATION	L =	No.	STATION	L =
1	0+462 ~ 0+487.9	25.8	1	1+065.1 ~ 1+100.0	33.9	1	0+182.3 ~ 0+273.2	90.9	1	1+065.1 ~ 1+100.0	33.9
2	2+118.8 ~ 2+138.9	19.2	2	1+167.3 ~ 1+182.2	14.9	2	0+277.8 ~ 0+298.5	21.2	2	1+153.8 ~ 1+159.8	6.0
3	2+141.8 ~ 2+281.3	139.4	3	1+255.0 ~ 1+274.8	19.8	3	0+300.8 ~ 0+433.3	132.7	3	1+800.0 ~ 1+802.2	2.2
4	2+287.3 ~ 2+382.4	71.1	4	1+285.0 ~ 1+330.0	45.0	4	0+459.2 ~ 0+483.9	24.7	4	1+810.0 ~ 1+813.5	3.5
5	2+384.5 ~ 2+418.2	48.7	5	3+360.3 ~ 1+390.5	49.6	5	0+493.0 ~ 0+504.1	11.1	5	1+823.8 ~ 1+832.2	8.4
6	2+420.4 ~ 2+482.9	62.5	6	1+368.3 ~ 1+465.3	97.0	6	0+512.0 ~ 0+548.0	36.0	6	1+841.1 ~ 1+841.0	-0.1
7	4+393.5 ~ 4+385.3	117.8	7	1+462.3 ~ 1+500.4	38.1	7	0+552.0 ~ 0+572.9	20.9	7	1+858.0 ~ 1+858.0	0.0
8	4+405.6 ~ 5+021.8	555.8	8	1+505.8 ~ 1+535.4	29.6	8	0+618.6 ~ 0+738.8	120.2	8	2+000.0 ~ 2+000.0	0.0
9	4+437.0 ~ 5+182.7	126.7	9	1+565.5 ~ 1+582.2	16.7	9	0+742.6 ~ 0+784.9	42.3	9	2+049.8 ~ 2+049.8	0.0
10	5+037.0 ~ 5+038.0	1.0	10	1+755.8 ~ 1+873.0	117.2	10	0+848.1 ~ 0+848.1	0.0	10	2+053.8 ~ 2+053.8	0.0
11	5+184.4 ~ 5+238.0	54.6	11	1+873.0 ~ 1+903.3	30.3	11	0+857.2 ~ 1+770.9	91.7	11	2+053.8 ~ 2+053.8	0.0
12	5+237.7 ~ 5+320.0	82.3	12	1+913.1 ~ 1+961.2	48.1	12	1+744.7 ~ 1+770.9	26.2	12	2+053.8 ~ 2+053.8	0.0
13	5+318.4 ~ 5+405.8	88.2	13	1+955.4 ~ 1+965.5	10.1	13	2+083.3 ~ 2+055.6	-27.7	13	2+053.8 ~ 2+053.8	0.0
14	5+408.0 ~ 5+440.0	32.0	14	1+935.5 ~ 2+000.0	106.5	14	2+083.3 ~ 2+055.6	-27.7	14	2+053.8 ~ 2+053.8	0.0
15	5+458.4 ~ 5+581.6	123.2	15	2+152.8 ~ 2+161.4	8.6	15	2+083.3 ~ 2+055.6	-27.7	15	2+053.8 ~ 2+053.8	0.0
16	5+588.0 ~ 5+581.6	-6.4	16	2+160.0 ~ 2+221.3	61.3	16	2+083.3 ~ 2+055.6	-27.7	16	2+053.8 ~ 2+053.8	0.0
17	5+597.8 ~ 5+591.4	-6.4	17	2+253.5 ~ 2+252.3	-1.2	17	2+083.3 ~ 2+055.6	-27.7	17	2+053.8 ~ 2+053.8	0.0
18	5+617.8 ~ 5+625.3	7.5	18	2+269.9 ~ 2+297.2	27.3	18	2+083.3 ~ 2+055.6	-27.7	18	2+053.8 ~ 2+053.8	0.0
19	5+628.9 ~ 5+681.0	52.1	19	2+482.8 ~ 2+445.9	-36.9	19	2+083.3 ~ 2+055.6	-27.7	19	2+053.8 ~ 2+053.8	0.0
20	5+677.8 ~ 5+681.0	-3.2	20	2+484.4 ~ 2+491.1	6.7	20	2+083.3 ~ 2+055.6	-27.7	20	2+053.8 ~ 2+053.8	0.0
21	5+688.0 ~										



ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO., LTD	TITLE:	DETAIL OF	DRAWING No:
			APPROACH TO HOUSES	M-7	
			SCALE:	1:50	REV.

SCHEDULED LIST OF ACCESS TO HOUSES (LEFT SIDE)

NO	STA NO	ENTRANCE DETAIL				Direction		
		SIDE	Total width (m)	Stair Width (m)	Slope Width (m)		No. of Stairs	Slope Length (m)
		L	R	One Side	Representation			
1	0-055	L	5.000	1.000	2.000	2	1.2	Downward
2	0-035	L	5.000	1.000	2.000	2	1.2	Downward
3	0-027	L	5.000	1.000	2.000	2	1.2	Downward
4	0-014	L	5.000	1.000	2.000	3	1.8	Downward
5	0+013	L	5.000	1.000	2.000	2	1.2	Downward
6	0+026	L	5.000	1.000	2.000	2	1.2	Downward
7	0+035	L	5.000	1.000	2.000	2	1.2	Downward
8	0+141	L	5.000	1.000	2.000	2	1.2	Upward
9	0+164.5	L	4.000	1.000	1.500	3	1.8	Upward
10	0+190	L	5.000	1.000	2.000	3	1.8	Downward
11	0+198	L	5.000	1.000	2.000	2	1.2	Downward
12	0+212	L	5.000	1.000	2.000	2	1.2	Downward
13	0+224	L	5.000	1.000	2.000	2	1.2	Upward
14	0+240	L	5.000	1.000	2.000	2	1.2	Upward
15	0+279	L	5.000	1.000	2.000	4	2.4	Upward
16	0+285	L	5.000	1.000	2.000	3	1.8	Upward
17	0+291	L	5.000	1.000	2.000	2	1.2	Upward
18	0+314.5	L	5.000	1.000	2.000	2	1.2	Downward
19	0+345	L	5.000	1.000	2.000	3	1.8	Downward
20	0+407	L	5.000	1.000	2.000	2	1.2	Upward
21	0+422	L	5.000	1.000	2.000	2	1.2	Downward
22	0+430	L	5.000	1.000	2.000	2	1.2	Downward
23	0+474.5	L	5.000	1.000	2.000	2	1.2	Downward
24	0+481	L	5.000	1.000	2.000	2	1.2	Upward
25	0+489	L	5.000	1.000	2.000	2	1.2	Upward
26	0+582	L	5.000	1.000	2.000	3	1.8	Downward
27	0+578.5	L	5.000	1.000	2.000	3	1.8	Downward
28	0+624	L	5.000	1.000	2.000	3	1.8	Downward
29	0+666	L	5.000	1.000	2.000	2	1.2	Downward
30	0+671	L	5.000	1.000	2.000	2	1.2	Downward
31	0+682	L	5.000	1.000	2.000	3	1.8	Downward
32	0+689.5	L	3.000	1.000	1.000	3	1.8	Downward
33	0+685	L	4.000	1.000	1.500	2	1.2	Downward
34	0+680	L	5.000	1.000	2.000	2	1.2	Upward
35	0+889	L	5.000	1.000	2.000	2	1.2	Upward
36	0+944.3	L	5.000	1.000	2.000	2	1.2	Upward
37	0+972.8	L	5.000	1.000	2.000	2	1.2	Downward
38	1+615	L	5.000	1.000	2.000	3	1.8	Downward
39	1+623	L	5.000	1.000	2.000	4	2.4	Downward
40	1+629	L	3.000	1.000	1.000	5	3	Downward
41	1+644	L	5.000	1.000	2.000	4	2.4	Downward
42	1+707	L	4.000	1.000	1.500	4	2.4	Downward
43	1+875	L	5.000	1.000	2.000	4	2.4	Downward
44	1+920	L	5.000	1.000	2.000	5	3	Downward
45	1+850	L	5.000	1.000	2.000	3	1.8	Downward
46	1+970	L	5.000	1.000	2.000	3	1.8	Downward
47	2+010	L	5.000	1.000	2.000	2	1.2	Downward
48	2+045	L	5.000	1.000	2.000	2	1.2	Downward
49	2+100	L	5.000	1.000	2.000	3	1.8	Downward
50	2+108	L	4.000	1.000	1.500	2	1.2	Downward
51	2+146	L	5.000	1.000	2.000	3	1.8	Downward
52	2+160	L	5.000	1.000	2.000	2	1.2	Downward
53	2+213	L	5.000	1.000	2.000	4	2.4	Upward
54	2+227	L	5.000	1.000	2.000	2	1.2	Upward
55	2+258	L	5.000	1.000	2.000	2	1.2	Downward
56	2+269	L	5.000	1.000	2.000	2	1.2	Downward
57	2+312	L	5.000	1.000	2.000	2	1.2	Downward
58	2+327	L	5.000	1.000	2.000	3	1.8	Downward
59	2+337	L	5.000	1.000	2.000	2	1.2	Downward
60	2+373	L	5.000	1.000	2.000	2	1.2	Upward

NO	STA NO	ENTRANCE DETAIL				Direction		
		SIDE	Total width (m)	Stair Width (m)	Slope Width (m)		No. of Stairs	Slope Length (m)
		L	R	One Side	Representation			
61	2+385	L	3.000	1.000	1.000	5	3	Upward
62	2+480	L	5.000	1.000	2.000	2	1.2	Downward
63	2+778	L	5.000	1.000	2.000	2	1.2	Downward
64	2+816	L	5.000	1.000	2.000	2	1.2	Downward
65	2+827	L	5.000	1.000	2.000	2	1.2	Downward
66	2+847	L	5.000	1.000	2.000	3	1.8	Downward
67	2+958	L	5.000	1.000	2.000	2	1.2	Downward
68	2+970	L	5.000	1.000	2.000	2	1.2	Downward
69	2+998	L	5.000	1.000	2.000	2	1.2	Downward
70	3+040	L	5.000	1.000	2.000	2	1.2	Downward
71	3+063	L	5.000	1.000	2.000	2	1.2	Upward
72	3+068	L	5.000	1.000	2.000	3	1.8	Downward
73	3+073	L	5.000	1.000	2.000	3	1.8	Downward
74	3+103	L	5.000	1.000	2.000	2	1.2	Downward
75	3+196	L	5.000	1.000	2.000	3	1.8	Downward
76	3+265	L	5.000	1.000	2.000	3	1.8	Downward
77	3+345	L	5.000	1.000	2.000	3	1.8	Downward
78	3+380	L	5.000	1.000	2.000	2	1.2	Downward
79	3+400	L	5.000	1.000	2.000	2	1.2	Downward
80	3+446	L	5.000	1.000	2.000	2	1.2	Downward
81	3+457	L	4.000	1.000	1.500	4	2.4	Downward
82	3+486	L	5.000	1.000	2.000	3	1.8	Downward
83	3+543	L	5.000	1.000	2.000	3	1.8	Downward
84	3+574	L	5.000	1.000	2.000	3	1.8	Downward
85	3+600	L	5.000	1.000	2.000	3	1.8	Downward
86	3+686	L	5.000	1.000	2.000	5	3	Upward
87	3+720	L	5.000	1.000	2.000	2	1.2	Upward
88	3+749	L	5.000	1.000	2.000	2	1.2	Downward
89	3+770	L	3.000	1.000	1.000	3	1.8	Upward
90	3+837	L	4.000	1.000	1.500	2	1.2	Upward
91	3+859	L	5.000	1.000	2.000	2	1.2	Upward
92	3+889	L	5.000	1.000	2.000	2	1.2	Downward
93	3+909	L	5.000	1.000	2.000	2	1.2	Downward
94	4+271	L	5.000	1.000	2.000	7	4.2	Downward
95	4+535	L	5.000	1.000	2.000	4	2.4	Downward
96	4+544	L	5.000	1.000	2.000	8	4.8	Downward
97	4+560	L	5.000	1.000	2.000	6	3.6	Downward
98	4+576	L	5.000	1.000	2.000	7	4.2	Downward
99	4+687	L	5.000	1.000	2.000	2	1.2	Downward
100	4+915	L	5.000	1.000	2.000	2	1.2	Downward
101	4+940	L	5.000	1.000	2.000	2	1.2	Downward
102	4+973	L	5.000	1.000	2.000	2	1.2	Downward
103	4+984	L	5.000	1.000	2.000	2	1.2	Downward
104	5+086	L	5.000	1.000	2.000	3	1.8	Upward
105	5+213	L	5.000	1.000	2.000	3	1.8	Upward
106	5+264	L	5.000	1.000	2.000	2	1.2	Upward
107	5+369	L	5.000	1.000	2.000	2	1.2	Downward
108	5+422	L	5.000	1.000	2.000	2	1.2	Downward
109	5+642	L	4.000	1.000	1.500	2	1.2	Downward
110	5+913	L	5.000	1.000	2.000	2	1.2	Downward
111	6+376	L	5.000	1.000	2.000	2	1.2	Downward
112	6+406	L	5.000	1.000	2.000	4	2.4	Upward
113	6+420	L	5.000	1.000	2.000	2	1.2	Downward
114	6+636	L	5.000	1.000	2.000	2	1.2	Downward
115	6+902	L	5.000	1.000	2.000	2	1.2	Downward
116	6+908	L	5.000	1.000	2.000	2	1.2	Downward
117	6+920	L	5.000	1.000	2.000	2	1.2	Downward
118	6+977	L	5.000	1.000	2.000	2	1.2	Downward
119	7+035	L	5.000	1.000	2.000	3	1.8	Downward
120	7+077	L	5.000	1.000	2.000	4	2.4	Upward

NO	STA NO	ENTRANCE DETAIL				Direction		
		SIDE	Total width (m)	Stair Width (m)	Slope Width (m)		No. of Stairs	Slope Length (m)
		L	R	One Side	Representation			
121	7+103	L	5.000	1.000	2.000	2	1.2	Upward
122	7+147	L	5.000	1.000	2.000	2	1.2	Downward
123	7+170	L	5.000	1.000	2.000	2	1.2	Downward
124	7+211	L	5.000	1.000	2.000	2	1.2	Downward
125	7+233	L	5.000	1.000	2.000	2	1.2	Downward
126	7+260	L	5.000	1.000	2.000	3	1.8	Downward
127	7+270	L	5.000	1.000	2.000	8	4.8	Downward
128	7+302	L	5.000	1.000	2.000	2	1.2	Downward
129	7+314	L	5.000	1.000	2.000	2	1.2	Downward
130	7+339	L	5.000	1.000	2.000	2	1.2	Downward
131	7+372	L	5.000	1.000	2.000	12	7.2	Downward
132	7+380	L	5.000	1.000	2.000	3	1.8	Downward
133	7+391	L	5.000	1.000	2.000	2	1.2	Downward
134	7+400	L	5.000	1.000	2.000	2	1.2	Upward
135	7+562	L	5.000	1.000	2.000	2	1.2	Downward
136	7+570	L	5.000	1.000	2.000	9	5.4	Downward
137	7+672	L	5.000	1.000	2.000	6	3.6	Upward
138	7+685	L	5.000	1.000	2.000	6	3.6	Upward
139	7+717	L	4.000	1.000	1.500	6	3.6	Downward
140	7+722	L	5.000	1.000	2.000	3	1.8	Downward
141	7+732	L	5.000	1.000	2.000	2	1.2	Downward
142	7+735	L	4.000	1.000	1.500	4	2.4	Downward
143	7+750	L	5.000	1.000	2.000	2	1.2	Upward
144	7+760	L	5.000	1.000	2.000	2	1.2	Upward
145	7+785	L	5.000	1.000	2.000	3	1.8	Upward
146	7+804	L	5.000	1.000	2.000	3	1.8	Upward
147	7+824	L	5.000	1.000	2.000	3	1.8	Upward
148	7+849	L	5.000	1.000	2.000	2	1.2	Downward
149	7+856	L	5.000	1.000	2.000	4	2.4	Downward
150	7+861	L						

SCHEDULED LIST OF ACCESS TO HOUSES (LEFT SIDE)

NO	STA NO	ENTRANCE DETAIL				Direction			
		SIDE		Stair Width (m)	Slope Width (m)		No. of Stairs	Slope Length (m)	
		L	R						
421	13-475	L	L	5.000	1.000	2.000	6	3.6	Downward
422	13-483	L	L	5.000	1.000	2.000	4	2.4	Downward
423	13-487	L	L	5.000	1.000	2.000	8	4.8	Downward
424	13-546	L	L	5.000	1.000	2.000	4	2.4	Downward
425	13-674	L	L	5.000	1.000	2.000	9	5.4	Upward
426	13-780	L	L	5.000	1.000	2.000	9	5.4	Upward
427	13-898	L	L	5.000	1.000	2.000	2	1.2	Downward
428	13-979	L	L	5.000	1.000	2.000	2	1.2	Downward
429	13-886	L	L	5.000	1.000	2.000	2	1.2	Downward
430	14-005	L	L	5.000	1.000	2.000	2	1.2	Upward
431	14-035	L	L	5.000	1.000	2.000	7	4.2	Upward
432	14-046	L	L	5.000	1.000	2.000	6	3.6	Upward
433	14-085	L	L	5.000	1.000	2.000	2	1.2	Downward
434	14-065	L	L	5.000	1.000	2.000	9	5.4	Upward
435	14-075	L	L	5.000	1.000	2.000	2	1.2	Upward
436	14-090	L	L	5.000	1.000	2.000	2	1.2	Downward
437	14-125	L	L	5.000	1.000	2.000	2	1.2	Upward
438	14-131	L	L	5.000	1.000	2.000	2	1.2	Upward
439	14-142	L	L	5.000	1.000	2.000	2	1.2	Upward
440	14-155	L	L	5.000	1.000	2.000	3	1.8	Upward
441	14-164	L	L	5.000	1.000	2.000	2	1.2	Downward
442	14-189	L	L	5.000	1.000	2.000	2	1.2	Downward
443	14-226	L	L	5.000	1.000	2.000	2	1.2	Upward
444	14-231	L	L	5.000	1.000	2.000	2	1.2	Upward
445	14-270	L	L	5.000	1.000	2.000	2	1.2	Upward
446	14-272	L	L	5.000	1.000	2.000	4	2.4	Upward
447	14-310	L	L	5.000	1.000	2.000	2	1.2	Upward
448	14-316	L	L	5.000	1.000	2.000	2	1.2	Upward
449	14-324	L	L	5.000	1.000	2.000	8	3.6	Upward
450	14-338	L	L	5.000	1.000	2.000	5	3.6	Upward
451	14-343	L	L	5.000	1.000	2.000	4	2.4	Upward
452	14-349	L	L	5.000	1.000	2.000	3	1.8	Upward
453	14-356	L	L	5.000	1.000	2.000	4	2.4	Upward
454	14-375	L	L	5.000	1.000	2.000	6	3.6	Upward
455	14-384	L	L	5.000	1.000	2.000	3	1.8	Upward
456	14-392	L	L	5.000	1.000	2.000	5	3.6	Upward
457	14-432	L	L	5.000	1.000	2.000	3	1.8	Upward
458	14-450	L	L	5.000	1.000	2.000	6	3.6	Upward
459	14-455	L	L	5.000	1.000	2.000	6	3.6	Upward
460	14-460	L	L	5.000	1.000	2.000	6	3.6	Upward
461	14-465	L	L	5.000	1.000	2.000	6	3.6	Upward
462	14-480	L	L	5.000	1.000	2.000	5	3.6	Upward
463	14-503	L	L	5.000	1.000	2.000	2	1.2	Upward
464	14-515	L	L	5.000	1.000	2.000	3	1.8	Upward
465	14-522	L	L	5.000	1.000	2.000	4	2.4	Upward
466	14-525	L	L	5.000	1.000	2.000	4	2.4	Upward
467	14-560	L	L	5.000	1.000	2.000	3	1.8	Upward
468	14-617	L	L	5.000	1.000	2.000	4	2.4	Upward
470	14-637	L	L	5.000	1.000	2.000	3	1.8	Upward
471	14-650	L	L	5.000	1.000	2.000	3	1.8	Upward
472	14-666	L	L	5.000	1.000	2.000	3	1.8	Upward
473	14-685	L	L	5.000	1.000	2.000	2	1.2	Upward
474	14-722	L	L	5.000	1.000	2.000	2	1.2	Upward
475	14-741	L	L	5.000	1.000	2.000	2	1.2	Upward
476	14-735	L	L	5.000	1.000	2.000	2	1.2	Upward
477	14-821	L	L	5.000	1.000	2.000	2	1.2	Upward
478	14-835	L	L	5.000	1.000	2.000	3	1.8	Upward
479	14-854	L	L	5.000	1.000	2.000	3	1.8	Upward
480	14-868	L	L	5.000	1.000	2.000	2	1.2	Downward

NO	STA NO	ENTRANCE DETAIL				Direction			
		SIDE		Stair Width (m)	Slope Width (m)		No. of Stairs	Slope Length (m)	
		L	R						
481	14-905	L	L	5.000	1.000	2.000	4	2.4	Downward
482	14-973	L	L	5.000	1.000	2.000	4	2.4	Upward
483	15-050	L	L	4.000	1.000	1.500	2	1.2	Upward
484	15-063	L	L	5.000	1.000	2.000	3	1.8	Downward
485	15-080	L	L	3.000	1.000	1.000	4	2.4	Downward
486	15-095	L	L	5.000	1.000	2.000	5	3.0	Downward
487	15-095	L	L	5.000	1.000	2.000	5	3.0	Downward
488	15-317	L	L	5.000	1.000	2.000	9	5.4	Downward
489	15-410	L	L	5.000	1.000	2.000	2	1.2	Downward
490	15-432	L	L	5.000	1.000	2.000	4	2.4	Downward
491	15-432	L	L	5.000	1.000	2.000	2	1.2	Downward
492	15-442	L	L	5.000	1.000	2.000	3	1.8	Downward
493	15-447	L	L	5.000	1.000	2.000	3	1.8	Downward
494	15-454	L	L	5.000	1.000	2.000	3	1.8	Downward
495	15-487	L	L	4.000	1.000	1.500	3	1.8	Downward
496	15-501	L	L	4.000	1.000	1.500	3	1.8	Downward
497	15-510	L	L	5.000	1.000	2.000	3	1.8	Downward
498	15-518	L	L	5.000	1.000	2.000	11	6.6	Downward
499	15-528	L	L	5.000	1.000	2.000	6	3.6	Downward
500	15-540	L	L	5.000	1.000	2.000	5	3.0	Downward
501	15-550	L	L	5.000	1.000	2.000	7	4.2	Downward
502	15-562	L	L	5.000	1.000	2.000	2	1.2	Downward
503	15-662	L	L	5.000	1.000	2.000	2	1.2	Downward
504	15-677	L	L	5.000	1.000	2.000	3	1.8	Downward
505	15-684	L	L	4.000	1.000	1.500	3	1.8	Downward
506	15-698	L	L	5.000	1.000	2.000	3	1.8	Downward
507	15-717	L	L	5.000	1.000	2.000	3	1.8	Downward
508	15-724	L	L	5.000	1.000	2.000	3	1.8	Downward
509	15-750	L	L	5.000	1.000	2.000	2	1.2	Downward
510	15-772	L	L	5.000	1.000	2.000	4	2.4	Downward
511	15-777	L	L	5.000	1.000	2.000	4	2.4	Downward
512	15-785	L	L	5.000	1.000	2.000	3	1.8	Downward
513	15-816	L	L	5.000	1.000	2.000	4	2.4	Downward
514	15-822	L	L	5.000	1.000	2.000	6	3.6	Downward
515	15-864	L	L	5.000	1.000	2.000	4	2.4	Downward
516	15-917	L	L	5.000	1.000	2.000	4	2.4	Downward
517	15-922	L	L	5.000	1.000	2.000	4	2.4	Downward
518	15-978	L	L	4.000	1.000	1.500	3	1.8	Downward
519	16-050	L	L	5.000	1.000	2.000	3	1.8	Downward
520	16-108	L	L	5.000	1.000	2.000	2	1.2	Downward
521	16-400	L	L	5.000	1.000	2.000	4	2.4	Downward
522	16-410	L	L	5.000	1.000	2.000	4	2.4	Downward
523	16-587	L	L	5.000	1.000	2.000	2	1.2	Upward
524	16-640	L	L	5.000	1.000	2.000	2	1.2	Downward
525	16-667	L	L	5.000	1.000	2.000	2	1.2	Downward
526	16-722	L	L	5.000	1.000	2.000	4	2.4	Upward
528	16-756	L	L	5.000	1.000	2.000	2	1.2	Upward
529	16-777	L	L	5.000	1.000	2.000	2	1.2	Upward
530	16-788	L	L	5.000	1.000	2.000	3	1.8	Upward
531	16-805	L	L	5.000	1.000	2.000	2	1.2	Upward
532	16-870	L	L	5.000	1.000	2.000	3	1.8	Upward
533	16-885	L	L	5.000	1.000	2.000	3	1.8	Upward
534	16-894	L	L	5.000	1.000	2.000	3	1.8	Upward
535	16-907	L	L	5.000	1.000	2.000	3	1.8	Upward
536	16-917	L	L	5.000	1.000	2.000	5	3.0	Downward
537	16-924	L	L	5.000	1.000	2.000	6	3.6	Downward
538	16-958	L	L	5.000	1.000	2.000	6	3.6	Downward
539	16-962	L	L	5.000	1.000	2.000	6	3.6	Downward
540	16-975	L	L	5.000	1.000	2.000	2	1.2	Downward

NO	STA NO	ENTRANCE DETAIL				Direction			
		SIDE		Stair Width (m)	Slope Width (m)		No. of Stairs	Slope Length (m)	
		L	R						
541	16-980	L	L	5.000	1.000	2.000	2	1.2	Downward
542	17-008	L	L	5.000	1.000	2.000	2	1.2	Downward
543	17-057	L	L	5.000	1.000	2.000	6	3.6	Downward
544	17-082	L	L	5.000	1.000	2.000	6	3.6	Downward
545	17-072	L	L	5.000	1.000	2.000	9	5.4	Downward
546	17-081	L	L	5.000	1.000	2.000	9	5.4	Downward
547	17-095	L	L	5.000	1.000	2.000	7	4.2	Downward
548	17-107	L	L	5.000	1.000	2.000	7	4.2	Downward
549	17-114	L	L	5.000	1.000	2.000	2	1.2	Downward
550	17-122	L	L	5.000	1.000	2.000	2	1.2	Downward
551	17-137	L	L	5.000	1.000	2.000	3	1.8	Downward
552	17-150	L	L	5.000	1.000	2.000	2	1.2	Downward
553	17-162	L	L	5.000	1.000	2.000	2	1.2	Downward
554	17-196	L	L	5.000	1.000	2.000	2	1.2	Downward
555	17-208	L	L	3.000	1.000	1.000	3	1.8	Downward
556	17-240	L	L	5.000	1.000	2.000	4	2.4	Downward
557	17-240	L	L	5.000	1.000	2.000	3	1.8	Downward
558	17-260	L	L	5.000	1.000	2.000	3	1.8	Downward
559	17-274	L	L	5.000	1.000	2.000	2	1.2	Downward
560	17-284	L	L	5.000	1.000	2.000	5	3.0	Downward
561	17-283								

SCHEDULED LIST OF ACCESS TO HOUSES (RIGHT SIDE)

NO	STA NO	ENTRANCE DETAIL					Direction
		Side	Total width (m)	Stair Width (m)	Slope Width (m)	No. of Stairs	
1	0-050	R	5.000	1.000	2.000	2	1.2 Downward
2	0-030	R	5.000	1.000	2.000	2	1.2 Downward
3	0-013	R	5.000	1.000	2.000	2	1.2 Downward
4	0-017.5	R	5.000	1.000	1.500	2	1.2 Upward
5	0-132	R	5.000	1.000	2.000	2	1.2 Upward
6	0-143.5	R	5.000	1.000	2.000	4	2.4 Downward
7	0-151.3	R	5.000	1.000	2.000	4	2.4 Downward
8	0-182.5	R	5.000	1.000	2.000	4	2.4 Upward
9	0-195.2	R	5.000	1.000	2.000	2	1.2 Downward
10	0-211.5	R	5.000	1.000	2.000	3	1.8 Upward
11	0-220	R	5.000	1.000	2.000	2	1.2 Downward
12	0-309.4	R	5.000	1.000	1.500	2	1.2 Downward
13	0-338	R	5.000	1.000	2.000	2	1.2 Downward
14	0-345	R	5.000	1.000	1.500	2	1.2 Downward
15	0-352	R	5.000	1.000	2.000	2	1.2 Downward
16	0-361	R	5.000	1.000	2.000	2	1.2 Downward
17	0-367	R	5.000	1.000	2.000	2	1.2 Downward
18	0-456	R	5.000	1.000	2.000	2	1.2 Downward
19	0-465	R	5.000	1.000	2.000	3	1.8 Upward
20	0-520	R	5.000	1.000	2.000	2	1.2 Downward
21	0-533	R	5.000	1.000	2.000	2	1.2 Downward
22	0-586	R	5.000	1.000	2.000	2	1.2 Upward
23	0-621	R	5.000	1.000	2.000	3	1.8 Upward
24	0-643.1	R	5.000	1.000	2.000	2	1.2 Downward
25	0-685	R	5.000	1.000	2.000	3	1.8 Upward
26	0-733	R	5.000	1.000	1.500	5	3.0 Downward
27	0-746	R	5.000	1.000	1.500	2	1.2 Upward
28	0-780	R	5.000	1.000	2.000	6	3.6 Downward
29	0-796	R	5.000	1.000	2.000	2	1.2 Downward
30	0-821	R	5.000	1.000	2.000	4	2.4 Downward
31	0-940	R	5.000	1.000	2.000	4	2.4 Upward
32	1+656	R	5.000	1.000	2.000	2	1.2 Downward
33	1+663	R	5.000	1.000	2.000	2	1.8 Upward
34	1+780	R	5.000	1.000	2.000	3	1.8 Upward
35	1+800	R	5.000	1.000	2.000	2	1.2 Upward
36	1+824	R	5.000	1.000	2.000	2	1.2 Upward
37	1+848	R	5.000	1.000	1.500	2	1.2 Upward
38	1+861	R	5.000	1.000	2.000	2	1.2 Upward
39	1+904	R	5.000	1.000	2.000	2	1.2 Upward
40	1+928	R	5.000	1.000	1.000	2	1.2 Upward
41	1+966	R	5.000	1.000	2.000	2	1.2 Upward
42	1+975	R	5.000	1.000	2.000	2	1.2 Upward
43	1+980	R	5.000	1.000	2.000	2	1.2 Upward
44	2+000	R	5.000	1.000	2.000	4	2.4 Upward
45	2+021	R	5.000	1.000	2.000	2	1.2 Upward
46	2+040	R	5.000	1.000	2.000	3	1.8 Upward
47	2+106	R	5.000	1.000	2.000	2	1.2 Upward
48	2+118	R	5.000	1.000	2.000	2	1.2 Upward
49	2+138	R	5.000	1.000	2.000	3	1.8 Upward
50	2+163	R	5.000	1.000	2.000	2	1.2 Upward
51	2+231	R	5.000	1.000	2.000	2	1.2 Upward
52	2+246	R	5.000	1.000	2.000	2	1.2 Downward
53	2+313	R	5.000	1.000	1.500	3	1.8 Upward
54	2+318	R	5.000	1.000	2.000	2	1.2 Upward
55	2+327	R	5.000	1.000	2.000	6	3.6 Upward
56	2+342	R	5.000	1.000	2.000	4	2.4 Upward
57	2+348	R	5.000	1.000	2.000	3	1.8 Upward
58	2+359	R	5.000	1.000	2.000	4	2.4 Upward
59	2+400	R	5.000	1.000	2.000	3	1.8 Upward
60	2+407	R	5.000	1.000	1.000	3	1.8 Upward

NO	STA NO	ENTRANCE DETAIL					Direction
		Side	Total width (m)	Stair Width (m)	Slope Width (m)	No. of Stairs	
61	2+482	R	5.000	1.000	2.000	2	1.2 Upward
62	2+469	R	5.000	1.000	1.500	3	1.8 Upward
63	2+484	R	5.000	1.000	2.000	2	1.2 Upward
64	2+652	R	5.000	1.000	2.000	2	1.2 Upward
65	2+672	R	5.000	1.000	2.000	2	1.2 Upward
66	2+720	R	5.000	1.000	2.000	2	1.2 Downward
67	2+740	R	5.000	1.000	2.000	2	1.2 Downward
68	2+767	R	5.000	1.000	2.000	2	1.2 Upward
69	2+835	R	5.000	1.000	2.000	2	1.2 Upward
70	2+910	R	5.000	1.000	2.000	3	1.8 Downward
71	3+020	R	5.000	1.000	1.500	2	1.2 Upward
72	3+029	R	5.000	1.000	2.000	3	1.8 Upward
73	3+060	R	5.000	1.000	2.000	2	1.2 Downward
74	3+076	R	5.000	1.000	1.500	2	1.2 Upward
75	3+115	R	5.000	1.000	2.000	2	1.2 Downward
76	3+143	R	5.000	1.000	2.000	2	1.2 Upward
77	3+158	R	5.000	1.000	2.000	2	1.2 Upward
78	3+182	R	5.000	1.000	2.000	3	1.8 Upward
79	3+320	R	5.000	1.000	2.000	3	1.8 Upward
80	3+365	R	5.000	1.000	2.000	2	1.2 Upward
81	3+381	R	5.000	1.000	2.000	2	1.2 Downward
82	3+413	R	5.000	1.000	2.000	3	1.8 Upward
83	3+533	R	5.000	1.000	2.000	2	1.2 Upward
84	3+544	R	5.000	1.000	2.000	3	1.8 Upward
85	3+557	R	5.000	1.000	2.000	3	1.8 Upward
86	3+596	R	5.000	1.000	2.000	2	1.2 Downward
87	3+937	R	5.000	1.000	2.000	2	1.2 Downward
88	3+922	R	5.000	1.000	2.000	3	1.8 Downward
89	4+005	R	5.000	1.000	1.500	2	1.2 Downward
90	4+014	R	5.000	1.000	2.000	4	2.4 Downward
91	4+020	R	5.000	1.000	1.500	3	1.8 Upward
92	4+051	R	5.000	1.000	2.000	3	1.8 Upward
93	4+040	R	5.000	1.000	2.000	2	1.2 Upward
94	4+518	R	5.000	1.000	2.000	6	3.6 Downward
95	4+540	R	5.000	1.000	2.000	5	3.0 Downward
96	4+552	R	5.000	1.000	2.000	7	4.2 Downward
97	4+571	R	5.000	1.000	2.000	7	4.2 Downward
98	4+583	R	5.000	1.000	2.000	2	1.2 Upward
99	4+637	R	5.000	1.000	2.000	2	1.2 Upward
100	4+643	R	5.000	1.000	2.000	2	1.2 Downward
101	4+671	R	5.000	1.000	2.000	2	1.2 Downward
102	4+682	R	5.000	1.000	1.000	3	1.8 Downward
103	4+720	R	5.000	1.000	2.000	2	1.2 Downward
104	4+734	R	5.000	1.000	2.000	2	1.2 Downward
105	4+750	R	5.000	1.000	2.000	2	1.2 Downward
106	4+760	R	5.000	1.000	2.000	2	1.2 Downward
107	4+770	R	5.000	1.000	2.000	5	3.0 Downward
108	4+880	R	5.000	1.000	2.000	2	1.2 Downward
109	4+948	R	5.000	1.000	2.000	2	1.2 Downward
110	5+237	R	5.000	1.000	2.000	2	1.2 Upward
111	5+353	R	5.000	1.000	2.000	2	1.2 Downward
112	5+404	R	5.000	1.000	2.000	2	1.2 Upward
113	5+903	R	5.000	1.000	1.500	2	1.2 Downward
114	6+425	R	5.000	1.000	2.000	3	1.8 Downward
115	6+482	R	5.000	1.000	2.000	2	1.2 Upward
116	6+503	R	5.000	1.000	2.000	2	1.2 Upward
117	6+585	R	5.000	1.000	2.000	2	1.2 Downward
118	6+686	R	5.000	1.000	2.000	2	1.2 Downward
119	6+696	R	5.000	1.000	2.000	2	1.2 Downward
120	6+847	R	5.000	1.000	2.000	4	2.4 Upward

NO	STA NO	ENTRANCE DETAIL					Direction
		Side	Total width (m)	Stair Width (m)	Slope Width (m)	No. of Stairs	
121	6+859	R	5.000	1.000	2.000	5	3 Upward
122	6+874	R	5.000	1.000	2.000	3	1.8 Upward
123	7+064	R	5.000	1.000	1.500	2	1.2 Upward
124	7+102	R	5.000	1.000	1.000	2	1.2 Downward
125	7+124	R	5.000	1.000	2.000	2	1.2 Upward
126	7+144	R	5.000	1.000	2.000	2	1.2 Upward
127	7+224	R	5.000	1.000	2.000	2	1.2 Upward
128	7+258	R	5.000	1.000	2.000	2	1.2 Upward
129	7+274	R	5.000	1.000	2.000	3	1.8 Upward
130	7+331	R	5.000	1.000	2.000	2	1.2 Downward
131	7+377	R	5.000	1.000	2.000	2	1.2 Downward
132	7+404	R	5.000	1.000	2.000	2	1.2 Downward
133	7+409	R	5.000	1.000	2.000	2	1.2 Downward
134	7+423	R	5.000	1.000	2.000	2	1.2 Downward
135	7+467	R	5.000	1.000	2.000	2	1.2 Upward
136	7+516	R	5.000	1.000	2.000	2	1.2 Downward
137	7+566	R	5.000	1.000	2.000	2	1.2 Downward
138	7+595	R	5.000	1.000	2.000	2	1.2 Downward
139	7+600	R	5.000	1.000	2.000	2	1.2 Downward
140	7+613	R	5.000	1.000	2.000	2	1.2 Downward
141	7+620	R	5.000	1.000	2.000	3	1.8 Downward
142	7+629	R	5.000	1.000	2.000	2	1.2 Downward
143	7+642	R					

SCHEDULED LIST OF ACCESS TO HOUSES (RIGHT SIDE)

NO	STA NO	ENTRANCE DETAIL				Direction		
		Side	Total width (m)	Stair Width (m)	Steps			
181	8-425	R	5.000	1.000	2.000	2	1.2	Downward
182	8-434	R	5.000	1.000	2.000	2	1.2	Downward
183	8-440	R	5.000	1.000	2.000	3	1.8	Downward
184	8-450	R	5.000	1.000	2.000	3	1.8	Downward
185	8-465	R	5.000	1.000	2.000	3	1.8	Downward
186	8-473	R	5.000	1.000	2.000	3	1.8	Downward
187	8-477	R	5.000	1.000	2.000	5	3	Downward
188	8-487	R	5.000	1.000	2.000	4	2.4	Downward
189	8-493	R	5.000	1.000	2.000	5	3	Downward
190	8-500	R	5.000	1.000	2.000	7	4.2	Downward
191	8-555	R	4.000	1.000	1.500	5	3	Downward
192	8-581	R	4.000	1.000	1.500	6	3.6	Downward
193	8-597	R	5.000	1.000	2.000	6	3.6	Downward
194	8-604	R	5.000	1.000	2.000	6	3.6	Downward
195	8-632	R	5.000	1.000	2.000	7	4.2	Downward
196	8-643	R	5.000	1.000	2.000	8	4.8	Downward
197	8-660	R	5.000	1.000	2.000	6	3.6	Downward
198	8-665	R	3.000	1.000	1.000	7	4.2	Downward
199	8-670	R	5.000	1.000	2.000	5	3	Downward
200	8-675	R	5.000	1.000	2.000	6	3.6	Downward
201	8-680	R	3.000	1.000	1.000	5	3	Downward
202	8-686	R	4.000	1.000	1.500	6	3.6	Downward
203	8-699	R	5.000	1.000	2.000	5	3	Downward
204	8-717	R	5.000	1.000	2.000	7	4.2	Downward
205	8-747	R	3.000	1.000	1.000	6	3.6	Downward
206	8-781	R	3.000	1.000	1.000	6	3.6	Downward
207	8-842	R	3.000	1.000	1.000	3	1.8	Downward
208	8-860	R	4.000	1.000	1.500	2	1.2	Upward
209	8-910	R	4.000	1.000	1.500	3	1.8	Downward
210	8-917	R	4.000	1.000	1.500	2	1.2	Downward
211	8-985	R	5.000	1.000	2.000	3	1.8	Downward
212	9-000	R	5.000	1.000	2.000	3	1.8	Downward
213	9-016	R	3.000	1.000	1.000	3	1.8	Downward
214	9-040	R	5.000	1.000	2.000	2	1.2	Downward
215	9-070	R	4.000	1.000	1.500	3	1.8	Downward
216	9-177	R	4.000	1.000	1.500	2	1.2	Upward
217	9-260	R	5.000	1.000	2.000	2	1.2	Upward
218	9-280	R	5.000	1.000	2.000	3	1.8	Upward
219	9-294	R	4.000	1.000	1.500	3	1.8	Downward
220	9-300	R	5.000	1.000	2.000	3	1.8	Downward
221	9-351	R	4.000	1.000	1.500	4	2.4	Downward
222	9-416	R	4.000	1.000	1.500	4	2.4	Downward
223	9-430	R	4.000	1.000	1.500	4	2.4	Downward
224	9-467	R	4.000	1.000	1.500	2	1.2	Downward
225	9-500	R	5.000	1.000	2.000	4	2.4	Downward
226	9-505	R	5.000	1.000	2.000	4	2.4	Downward
227	9-519	R	5.000	1.000	2.000	5	3	Downward
228	9-580	R	5.000	1.000	2.000	4	2.4	Downward
229	9-596	R	3.000	1.000	1.000	6	3.6	Downward
230	9-601	R	5.000	1.000	2.000	6	3.6	Downward
231	9-637	R	5.000	1.000	2.000	2	1.2	Downward
232	9-674	R	3.000	1.000	1.000	5	3	Downward
233	9-679	R	5.000	1.000	2.000	2	1.2	Downward
234	9-695	R	5.000	1.000	2.000	5	3	Downward
235	9-705	R	5.000	1.000	2.000	10	6	Downward
236	9-717	R	5.000	1.000	2.000	9	5.4	Downward
237	9-776	R	5.000	1.000	2.000	8	4.8	Downward
238	10-009	R	5.000	1.000	2.000	3	1.8	Upward
239	10-063	R	5.000	1.000	2.000	3	1.8	Upward
240	10-076	R	5.000	1.000	2.000	2	1.2	Downward

NO	STA NO	ENTRANCE DETAIL				Direction		
		Side	Total width (m)	Stair Width (m)	Steps			
241	10-088	R	5.000	1.000	2.000	2	1.2	Downward
242	10-180	R	5.000	1.000	2.000	2	1.2	Downward
243	10-198	R	5.000	1.000	2.000	3	1.8	Downward
244	10-211	R	5.000	1.000	2.000	4	2.4	Downward
245	10-220	R	3.000	1.000	1.000	4	2.4	Downward
246	10-227	R	5.000	1.000	2.000	2	1.2	Downward
247	10-254	R	5.000	1.000	2.000	2	1.2	Downward
248	10-268	R	5.000	1.000	2.000	4	2.4	Downward
249	10-288	R	4.000	1.000	1.500	3	1.8	Downward
250	10-308	R	5.000	1.000	2.000	2	1.2	Downward
251	10-314	R	5.000	1.000	2.000	2	1.2	Downward
252	10-319	R	5.000	1.000	2.000	2	1.2	Upward
253	10-331	R	5.000	1.000	2.000	2	1.2	Upward
254	10-348	R	5.000	1.000	2.000	3	1.8	Downward
255	10-368	R	5.000	1.000	2.000	3	1.8	Downward
256	10-378	R	5.000	1.000	2.000	2	1.2	Downward
257	10-383	R	5.000	1.000	2.000	2	1.2	Downward
258	10-399	R	5.000	1.000	2.000	2	1.2	Downward
259	10-437	R	5.000	1.000	2.000	2	1.2	Downward
260	10-403	R	5.000	1.000	2.000	2	1.2	Downward
261	10-416	R	5.000	1.000	2.000	3	1.8	Downward
262	10-421	R	5.000	1.000	2.000	3	1.8	Downward
263	10-438	R	5.000	1.000	2.000	2	1.2	Downward
264	10-463	R	5.000	1.000	2.000	4	2.4	Upward
265	10-475	R	4.000	1.000	1.500	3	1.8	Upward
266	10-580	R	5.000	1.000	2.000	4	2.4	Upward
267	10-606	R	5.000	1.000	2.000	2	1.2	Upward
268	10-678	R	5.000	1.000	2.000	4	2.4	Upward
269	10-682	R	5.000	1.000	2.000	5	3	Upward
270	10-687	R	5.000	1.000	2.000	3	1.8	Upward
271	10-745	R	5.000	1.000	2.000	2	1.2	Upward
272	10-720	R	5.000	1.000	2.000	2	1.2	Upward
273	10-750	R	5.000	1.000	2.000	2	1.2	Upward
274	10-775	R	5.000	1.000	2.000	2	1.2	Upward
275	10-887	R	5.000	1.000	2.000	2	1.2	Upward
276	10-820	R	5.000	1.000	2.000	2	1.2	Upward
277	10-919	R	5.000	1.000	2.000	2	1.2	Upward
278	10-926	R	5.000	1.000	2.000	2	1.2	Upward
279	10-978	R	5.000	1.000	2.000	2	1.2	Upward
280	10-985	R	5.000	1.000	2.000	2	1.2	Upward
281	11-113	R	4.000	1.000	1.500	3	1.8	Downward
282	11-157	R	5.000	1.000	2.000	2	1.2	Upward
283	11-168	R	5.000	1.000	2.000	4	2.4	Upward
284	11-180	R	5.000	1.000	2.000	3	1.8	Upward
285	11-205	R	3.000	1.000	1.000	2	1.2	Downward
286	11-215	R	4.000	1.000	1.500	2	1.2	Downward
287	11-242	R	3.000	1.000	1.000	3	1.8	Downward
288	11-286	R	5.000	1.000	2.000	2	1.2	Downward
289	11-313	R	5.000	1.000	2.000	4	2.4	Downward
290	11-340	R	4.000	1.000	1.500	5	3	Downward
291	11-317	R	5.000	1.000	2.000	2	1.2	Downward
292	11-323	R	5.000	1.000	2.000	3	1.8	Downward
293	11-334	R	5.000	1.000	2.000	3	1.8	Downward
294	11-360	R	4.000	1.000	1.500	4	2.4	Downward
295	11-426	R	5.000	1.000	2.000	4	2.4	Upward
296	11-460	R	5.000	1.000	2.000	3	1.8	Upward
297	11-520	R	5.000	1.000	2.000	6	3.6	Upward
298	11-526	R	5.000	1.000	2.000	6	3.6	Upward
299	11-538	R	5.000	1.000	2.000	7	4.2	Upward
300	11-549	R	5.000	1.000	2.000	7	4.2	Upward

NO	STA NO	ENTRANCE DETAIL				Direction		
		Side	Total width (m)	Stair Width (m)	Steps			
301	11-571	R	5.000	1.000	2.000	8	4.8	Upward
302	11-582	R	5.000	1.000	2.000	2	1.2	Downward
303	11-721	R	5.000	1.000	2.000	2	1.2	Upward
304	11-739	R	5.000	1.000	2.000	4	2.4	Downward
305	11-762	R	5.000	1.000	2.000	3	1.8	Downward
306	11-776	R	5.000	1.000	2.000	3	1.8	Downward
307	11-789	R	4.000	1.000	1.500	3	1.8	Downward
308	11-820	R	4.000	1.000	1.500	4	2.4	Downward
309	11-847	R	5.000	1.000	2.000	3	1.8	Downward
310	11-988	R	5.000	1.000	2.000	4	2.4	Downward
311	12-011	R	5.000	1.000	2.000	2	1.2	Downward
312	12-026	R	5.000	1.000	2.000			

SCHEDULED LIST OF ACCESS TO HOUSES (RIGHT SIDE)

NO	STA NO	ENTRANCE DETAIL						
		SIDE	Total width L(m)	Stair Width (m)	Slope Width (m)	No. of Stairs	Slope Length (m)	Direction
361	14+187	R	5,000	1,000	1,000	3	3.6	Downward
362	14+194	R	5,000	1,000	2,000	6	1.8	Downward
363	14+204	R	5,000	1,000	2,000	3	1.8	Downward
364	14+213	R	5,000	1,000	2,000	7	4.2	Downward
365	14+240	R	5,000	1,000	2,000	5	3	Downward
366	14+247	R	5,000	1,000	2,000	5	3	Downward
367	14+262	R	5,000	1,000	2,000	5	3	Downward
368	14+269	R	5,000	1,000	2,000	6	3.6	Downward
369	14+274	R	5,000	1,000	2,000	6	3.6	Downward
370	14+287	R	5,000	1,000	2,000	5	3	Downward
371	14+294	R	5,000	1,000	2,000	7	4.2	Downward
372	14+304	R	5,000	1,000	2,000	7	4.2	Downward
373	14+313	R	5,000	1,000	2,000	6	3.6	Downward
374	14+320	R	5,000	1,000	2,000	5	3	Downward
375	14+330	R	5,000	1,000	2,000	6	3.6	Downward
376	14+340	R	5,000	1,000	2,000	5	3	Downward
377	14+349	R	5,000	1,000	2,000	6	3.6	Downward
378	14+366	R	5,000	1,000	2,000	6	3.6	Downward
379	14+443	R	5,000	1,000	2,000	7	4.2	Downward
380	14+470	R	5,000	1,000	2,000	7	4.2	Downward
381	14+517.20	R	5,000	1,000	2,000	7	4.2	Downward
382	14+526.40	R	5,000	1,000	2,000	6	3.6	Downward
383	14+527	R	5,000	1,000	2,000	6	3.6	Downward
384	14+535	R	5,000	1,000	2,000	6	3.6	Downward
385	14+560.80	R	5,000	1,000	2,000	7	4.2	Downward
386	14+568	R	5,000	1,000	2,000	7	4.2	Downward
387	14+651.20	R	5,000	1,000	2,000	4	2.4	Downward
388	14+744.7	R	5,000	1,000	2,000	12	7.2	Downward
389	14+794	R	5,000	1,000	2,000	4	2.4	Downward
390	14+858	R	5,000	1,000	2,000	4	2.4	Downward
391	14+871	R	5,000	1,000	2,000	3	1.8	Downward
392	14+877.20	R	5,000	1,000	2,000	2	1.2	Downward
393	14+936	R	5,000	1,000	2,000	2	1.2	Upward
394	14+960.50	R	5,000	1,000	2,000	4	2.4	Upward
395	14+994.40	R	5,000	1,000	2,000	2	1.2	Upward
396	15+204	R	5,000	1,000	2,000	4	2.4	Downward
397	15+440	R	5,000	1,000	2,000	2	1.2	Upward
398	15+738	R	5,000	1,000	2,000	3	1.8	Upward
399	15+780	R	5,000	1,000	2,000	2	1.2	Upward
400	15+983	R	5,000	1,000	2,000	2	1.2	Downward
401	16+050	R	5,000	1,000	2,000	2	1.2	Downward
402	16+092	R	5,000	1,000	2,000	3	1.8	Upward
403	16+108	R	5,000	1,000	2,000	5	3	Upward
404	16+120	R	5,000	1,000	2,000	4	2.4	Upward
405	16+536	R	5,000	1,000	2,000	2	1.2	Downward
406	16+603	R	5,000	1,000	2,000	4	2.4	Downward
407	16+648	R	5,000	1,000	2,000	4	2.4	Upward
408	16+670	R	5,000	1,000	2,000	2	1.2	Upward
409	16+677	R	5,000	1,000	2,000	2	1.2	Downward
410	16+683	R	5,000	1,000	2,000	3	1.8	Downward
411	16+690	R	5,000	1,000	2,000	2	1.2	Downward
412	16+720	R	5,000	1,000	2,000	4	2.4	Upward
413	16+728	R	5,000	1,000	2,000	3	1.8	Upward
414	16+743	R	5,000	1,000	2,000	2	1.2	Upward
415	16+750	R	5,000	1,000	2,000	2	1.2	Upward
416	16+757	R	5,000	1,000	2,000	3	1.8	Upward
417	16+770	R	5,000	1,000	2,000	3	1.8	Upward
418	16+778	R	5,000	1,000	2,000	2	1.2	Upward
419	16+791	R	5,000	1,000	2,000	2	1.2	Upward
420	16+800	R	5,000	1,000	2,000	3	1.8	Upward

NO	STA NO	ENTRANCE DETAIL						
		SIDE	Total width L(m)	Stair Width (m)	Slope Width (m)	No. of Stairs	Slope Length (m)	Direction
421	16+808	R	5,000	1,000	2,000	2	1.2	Upward
422	16+814	R	5,000	1,000	2,000	3	1.8	Upward
423	16+822	R	5,000	1,000	2,000	3	1.8	Upward
424	16+868	R	5,000	1,000	2,000	2	1.2	Upward
425	16+888	R	5,000	1,000	2,000	2	1.2	Upward
426	16+935	R	5,000	1,000	2,000	2	1.2	Downward
427	16+965	R	5,000	1,000	2,000	3	1.8	Downward
428	16+984	R	5,000	1,000	2,000	4	2.4	Downward
429	16+991	R	5,000	1,000	2,000	4	2.4	Downward
430	17+007	R	5,000	1,000	2,000	3	1.8	Downward
431	17+013	R	5,000	1,000	2,000	3	1.8	Downward
432	17+018	R	5,000	1,000	2,000	3	1.8	Downward
433	17+026	R	5,000	1,000	2,000	3	1.8	Downward
434	17+049	R	5,000	1,000	2,000	2	1.2	Downward
435	17+141	R	5,000	1,000	2,000	2	1.2	Upward
436	17+150	R	5,000	1,000	2,000	2	1.2	Upward
437	17+190	R	5,000	1,000	2,000	2	1.2	Upward
438	17+270	R	5,000	1,000	2,000	2	1.2	Upward
439	17+283	R	5,000	1,000	2,000	3	1.8	Upward
440	17+291	R	5,000	1,000	2,000	2	1.2	Upward
441	17+304	R	5,000	1,000	2,000	2	1.2	Upward
442	17+312	R	5,000	1,000	2,000	4	2.4	Upward
443	17+319	R	5,000	1,000	2,000	2	1.2	Upward
444	17+337	R	5,000	1,000	2,000	3	1.8	Upward
445	17+343	R	5,000	1,000	2,000	4	2.4	Upward
446	17+363	R	5,000	1,000	2,000	4	2.4	Upward
447	17+394	R	5,000	1,000	2,000	4	2.4	Upward
448	17+402	R	5,000	1,000	2,000	2	1.2	Upward
449	17+412	R	5,000	1,000	2,000	3	1.8	Upward
450	17+422	R	5,000	1,000	2,000	3	1.8	Upward
451	17+427	R	5,000	1,000	2,000	2	1.2	Upward
452	17+449	R	5,000	1,000	2,000	2	1.2	Upward
453	17+740	R	5,000	1,000	2,000	2	1.2	Downward
454	17+760	R	5,000	1,000	2,000	2	1.2	Downward
455	17+770	R	5,000	1,000	2,000	2	1.2	Downward
456	17+780	R	5,000	1,000	2,000	2	1.2	Downward
457	17+805	R	5,000	1,000	2,000	3	1.8	Downward
458	17+810	R	5,000	1,000	2,000	3	1.8	Downward
459	17+820	R	5,000	1,000	2,000	3	1.8	Downward
460	17+825	R	5,000	1,000	2,000	3	1.8	Downward
461	17+844	R	5,000	1,000	2,000	3	1.8	Downward
462	17+854	R	5,000	1,000	2,000	4	2.4	Downward
463	17+878	R	5,000	1,000	2,000	4	2.4	Downward
464	17+888	R	5,000	1,000	2,000	5	3	Downward
465	17+897	R	5,000	1,000	2,000	5	3	Downward
466	17+905	R	5,000	1,000	2,000	3	1.8	Downward
467	17+914	R	5,000	1,000	2,000	4	2.4	Downward
468	17+939	R	5,000	1,000	2,000	5	3	Downward
469	17+945	R	5,000	1,000	2,000	7	4.2	Downward
470	17+945	R	5,000	1,000	2,000	6	3.6	Downward
471	17+952	R	5,000	1,000	2,000	11	6.6	Downward
472	18+023	R	5,000	1,000	2,000	5	3	Downward
473	18+074	R	5,000	1,000	2,000	3	1.8	Downward
474	18+088	R	5,000	1,000	2,000	5	3	Downward
475	18+092	R	5,000	1,000	2,000	4	2.4	Downward
476	18+113	R	5,000	1,000	2,000	3	1.8	Downward
477	18+120	R	5,000	1,000	2,000	3	1.8	Downward
478	18+220	R	5,000	1,000	2,000	2	1.2	Downward
479	18+288	R	5,000	1,000	2,000	4	2.4	Downward
480	18+300	R	5,000	1,000	2,000	3	1.8	Downward

NO	STA NO	ENTRANCE DETAIL						
		SIDE	Total width L(m)	Stair Width (m)	Slope Width (m)	No. of Stairs	Slope Length (m)	Direction
481	18+413	R	5,000	1,000	2,000	2	1.2	Downward
482	18+456	R	5,000	1,000	2,000	2	1.2	Downward
483	18+470	R	5,000	1,000	2,000	6	3.6	Downward
484	18+480	R	5,000	1,000	2,000	2	1.2	Downward
485	18+492	R	5,000	1,000	2,000	2	1.2	Downward
486	18+502	R	5,000	1,000	2,000	3	1.8	Downward
487	18+525	R	5,000	1,000	2,000	3	1.8	Downward
488	18+535	R	5,000	1,000	2,000	4	2.4	Downward
489	18+540	R	5,000	1,000	2,000	2	1.2	Downward

SCHEDULED LIST OF ACCESS TO HOUSES (RIGHT SIDE)

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO. LTD

DETAIL OF
APPROACH TO HOUSES

SCALE:

DRAWING NO:
M-7-6

SCHEDULED LIST OF ACCESS TO HOUSES (ROAD 1-A LEFT SIDE)

NO	STA NO	ENTRANCE DETAIL				Direction		
		SIDE	Total width (m)	Stair Width (m)	No. of Stairs			
							Slope Length (m)	Rise/Run
1	0+695	L	5.000	1.000	2.000	2	1.2	Downward
2	0+707	L	5.000	1.000	2.000	3	1.8	Downward
3	0+716	L	5.000	1.000	2.000	3	1.8	Downward
4	0+722	L	5.000	1.000	1.500	3	1.8	Downward
5	0+749	L	5.000	1.000	2.000	3	1.8	Downward
6	0+786	L	5.000	1.000	2.000	2	1.2	Downward
7	0+838	L	5.000	1.000	2.000	3	1.8	Downward
8	0+856	L	5.000	1.000	2.000	3	1.8	Downward
9	0+880	L	5.000	1.000	2.000	3	1.8	Downward
10	1+090	L	5.000	1.000	2.000	3	1.8	Downward
11	1+099	L	3.000	1.000	1.000	3	1.8	Downward
12	1+149	L	5.000	1.000	2.000	2	1.2	Downward
13	1+174	L	5.000	1.000	2.000	3	1.8	Downward
14	1+180	L	4.000	1.000	1.500	2	1.2	Downward
15	1+190	L	5.000	1.000	2.000	3	1.8	Downward
16	1+201	L	5.000	1.000	2.000	2	1.2	Downward
17	1+230	L	5.000	1.000	1.500	3	1.8	Downward
18	1+246	L	5.000	1.000	2.000	3	1.8	Downward
19	1+258	L	5.000	1.000	1.000	2	1.2	Downward
20	1+267	L	5.000	1.000	2.000	2	1.2	Downward
21	1+291	L	5.000	1.000	2.000	2	1.2	Downward
22	1+304	L	5.000	1.000	2.000	3	1.8	Downward
23	1+315	L	5.000	1.000	2.000	3	1.8	Downward
24	1+369	L	5.000	1.000	2.000	2	1.2	Downward
25	1+383	L	5.000	1.000	2.000	2	1.2	Downward
26	1+431	L	4.000	1.000	1.500	2	1.2	Downward
27	1+436	L	3.000	1.000	1.000	2	1.2	Downward
28	1+472	L	5.000	1.000	2.000	2	1.2	Downward
29	1+749	L	3.000	1.000	1.000	2	1.2	Downward
30	1+774	L	5.000	1.000	2.000	2	1.2	Downward
31	1+790	L	5.000	1.000	2.000	2	1.2	Downward
32	1+798	L	3.000	1.000	1.000	2	1.2	Downward
33	1+803	L	3.000	1.000	1.000	2	1.2	Downward
34	1+808	L	3.000	1.000	1.000	2	1.2	Downward
35	1+845	L	5.000	1.000	2.000	2	1.2	Downward
36	1+850	L	4.000	1.000	1.500	2	1.2	Downward
37	1+855	L	5.000	1.000	2.000	2	1.2	Downward
38	1+861	L	3.000	1.000	1.000	2	1.2	Downward
39	1+868	L	5.000	1.000	2.000	2	1.2	Downward
40	1+887	L	5.000	1.000	2.000	2	1.2	Downward
41	2+006	L	5.000	1.000	2.000	6	3.6	Upward
42	2+186	L	5.000	1.000	2.000	2	1.2	Downward
43	2+292	L	4.000	1.000	1.500	2	1.2	Upward
44	2+560	L	5.000	1.000	2.000	3	1.8	Downward
45	2+568	L	5.000	1.000	2.000	5	3	Downward
46	2+577	L	5.000	1.000	2.000	3	1.8	Downward
47	2+584	L	3.000	1.000	1.000	3	1.8	Upward
48	2+594	L	5.000	1.000	2.000	4	2.4	Downward
49	2+603	L	3.000	1.000	1.000	4	2.4	Downward
50	2+608	L	3.000	1.000	1.000	4	2.4	Downward
51	2+660	L	5.000	1.000	2.000	3	1.8	Downward
52	2+667	L	3.000	1.000	1.000	2	1.2	Downward
53	2+670	L	5.000	1.000	2.000	2	1.2	Downward
54	2+678	L	3.000	1.000	1.000	2	1.2	Downward
55	2+706	L	5.000	1.000	2.000	2	1.2	Downward
56	2+716	L	5.000	1.000	2.000	3	1.8	Downward
57	2+722	L	4.000	1.000	1.500	3	1.8	Downward
58	2+733	L	5.000	1.000	2.000	3	1.8	Downward

NO	STA NO	ENTRANCE DETAIL				Direction		
		SIDE	Total width (m)	Stair Width (m)	No. of Stairs			
							Slope Length (m)	Rise/Run
59	2+743	L	4.000	1.000	1.500	4	2.4	Downward
60	2+764	L	5.000	1.000	2.000	4	2.4	Downward
61	2+777	L	5.000	1.000	2.000	2	1.2	Downward
62	2+788	L	5.000	1.000	2.000	2	1.2	Downward
63	2+796	L	5.000	1.000	2.000	3	1.8	Downward
64	2+807	L	5.000	1.000	2.000	4	2.4	Downward
65	2+828	L	3.000	1.000	1.000	5	3	Downward
66	2+844	L	4.000	1.000	1.500	3	1.8	Downward
67	2+878	L	5.000	1.000	2.000	3	1.8	Downward
68	2+891	L	5.000	1.000	2.000	3	1.8	Downward
69	2+900	L	5.000	1.000	2.000	3	1.8	Downward
70	2+942	L	5.000	1.000	2.000	3	1.8	Downward
71	2+951	L	3.000	1.000	1.000	4	2.4	Downward
72	2+964	L	5.000	1.000	2.000	2	1.2	Downward
73	2+976	L	5.000	1.000	2.000	4	2.4	Downward
74	3+039	L	5.000	1.000	2.000	4	2.4	Downward
75	3+072	L	3.000	1.000	1.000	3	1.8	Downward
76	3+088	L	5.000	1.000	2.000	3	1.8	Downward
77	3+113	L	4.000	1.000	1.500	2	1.2	Downward
78	3+145	L	5.000	1.000	2.000	5	3	Downward
79	3+156	L	3.000	1.000	1.000	5	3	Downward
80	3+159	L	3.000	1.000	1.000	4	2.4	Downward
81	3+164	L	3.000	1.000	1.000	3	1.8	Downward
82	3+174	L	3.000	1.000	1.000	2	1.2	Downward
83	3+180	L	3.000	1.000	1.000	2	1.2	Downward
84	3+190	L	3.000	1.000	1.000	2	1.2	Downward
85	3+198	L	5.000	1.000	2.000	2	1.2	Downward

NO	STA NO	SIDE	ENTRANCE DETAIL				Direction	
			Total width (m)	Stair Width (m)	No. of Stairs	Slope Length (m)		
								Rise/Run
1	0+584	R	5.000	1.000	2.000	2	1.2	Upward
2	0+655	R	5.000	1.000	2.000	2	1.2	Downward
3	0+675	R	5.000	1.000	2.000	3	1.8	Downward
4	0+697	R	5.000	1.000	2.000	2	1.2	Downward
5	0+707	R	5.000	1.000	2.000	2	1.2	Downward
6	0+715	R	5.000	1.000	2.000	2	1.2	Upward
7	0+980	R	5.000	1.000	2.000	2	1.2	Upward
8	1+000	R	5.000	1.000	2.000	2	1.2	Upward
9	1+073	R	5.000	1.000	2.000	2	1.2	Downward
10	1+213	R	5.000	1.000	2.000	2	1.2	Downward
11	1+231	R	5.000	1.000	2.000	3	1.8	Downward
12	1+259	R	3.000	1.000	1.000	2	1.2	Downward
13	1+263	R	3.000	1.000	1.000	2	1.2	Downward
14	1+271	R	3.000	1.000	1.000	2	1.2	Downward
15	1+288	R	5.000	1.000	2.000	2	1.2	Downward
16	1+295	R	4.000	1.000	1.500	2	1.2	Downward
17	1+773	R	5.000	1.000	2.000	2	1.2	Downward
18	1+811	R	5.000	1.000	2.000	2	1.2	Downward
19	1+818	R	4.000	1.000	1.500	2	1.2	Downward
20	1+824	R	4.000	1.000	1.500	2	1.2	Downward
21	1+837	R	4.000	1.000	1.500	2	1.2	Downward
22	1+842	R	4.000	1.000	1.500	2	1.2	Downward
23	1+848	R	3.000	1.000	1.000	2	1.2	Downward
24	1+856	R	3.000	1.000	1.000	2	1.2	Downward
25	1+861	R	4.000	1.000	1.500	2	1.2	Downward
26	1+974	R	5.000	1.000	2.000	6	3.6	Upward
27	1+986	R	5.000	1.000	2.000	6	3.6	Upward
28	1+992	R	5.000	1.000	2.000	6	3.6	Upward
29	2+705	R	3.000	1.000	1.000	2	1.2	Downward
30	2+712	R	5.000	1.000	2.000	3	1.8	Upward
31	2+753	R	5.000	1.000	2.000	2	1.2	Downward
32	2+818	R	5.000	1.000	2.000	2	1.2	Downward
33	2+858	R	5.000	1.000	2.000	2	1.2	Downward
34	2+885	R	5.000	1.000	2.000	2	1.2	Downward
35	2+889	R	5.000	1.000	2.000	2	1.2	Upward
36	2+898	R	4.000	1.000	1.500	2	1.2	Upward
37	2+912	R	5.000	1.000	2.000	2	1.2	Upward
38	2+926	R	3.000	1.000	1.000	2	1.2	Downward
39	2+936	R	5.000	1.000	2.000	2	1.2	Downward
40	2+945	R	3.000	1.000	1.000	2	1.2	Downward
41	3+060	R	5.000	1.000	2.000	2	1.2	Downward

SCHEDULED LIST OF ACCESS TO HOUSES (ROAD 1-A RIGHT SIDE)

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
TRANSPORT, POST AND CONSTRUCTION
LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
KATAHIRA & ENGINEERS INTERNATIONAL
CTI ENGINEERING INTERNATIONAL CO. LTD

TITLE: DETAIL OF
APPROACH TO HOUSES

SCALE:
DRAWING No.
M-7-7
Rv

SCHEDULED LIST OF MAJOR INTERSECTION (ROAD 1)

No	LEFT SIDE				RADIUS	b1	b2
	WIDTH (B)	LENGTH (L1)	(L2)	(R1)			
1	2-200	8.0	5.0	5.0	6.0	0.0	0.0
2	3-000	9.0	5.0	5.0	5.0	0.0	3.0
3	4-200	5.0	1.5	3.0	8.0	0.0	3.0
4	4-200	8.0	5.0	5.0	8.0	0.0	3.0
5	4-200	8.0	5.0	5.0	8.0	0.0	3.0
6	4-200	8.0	5.0	5.0	8.0	0.0	3.0
7	4-200	8.0	5.0	5.0	8.0	0.0	3.0
8	4-200	8.0	5.0	5.0	8.0	0.0	3.0
9	4-200	8.0	5.0	5.0	8.0	0.0	3.0
10	6-200	8.0	5.0	5.0	8.0	0.0	3.0
11	6-200	8.0	5.0	5.0	8.0	0.0	3.0
12	6-200	8.0	5.0	5.0	8.0	0.0	3.0
13	6-200	8.0	5.0	5.0	8.0	0.0	3.0
14	6-200	8.0	5.0	5.0	8.0	0.0	3.0
15	6-200	8.0	5.0	5.0	8.0	0.0	3.0
16	6-200	8.0	5.0	5.0	8.0	0.0	3.0
17	6-200	8.0	5.0	5.0	8.0	0.0	3.0
18	6-200	8.0	5.0	5.0	8.0	0.0	3.0
19	6-200	8.0	5.0	5.0	8.0	0.0	3.0
20	6-200	8.0	5.0	5.0	8.0	0.0	3.0

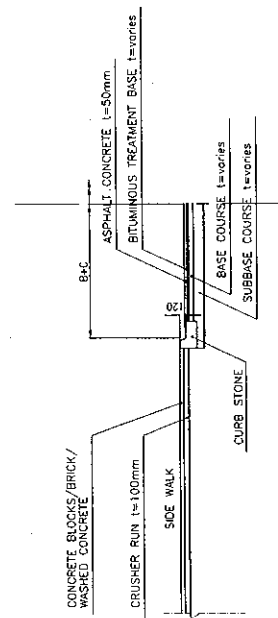
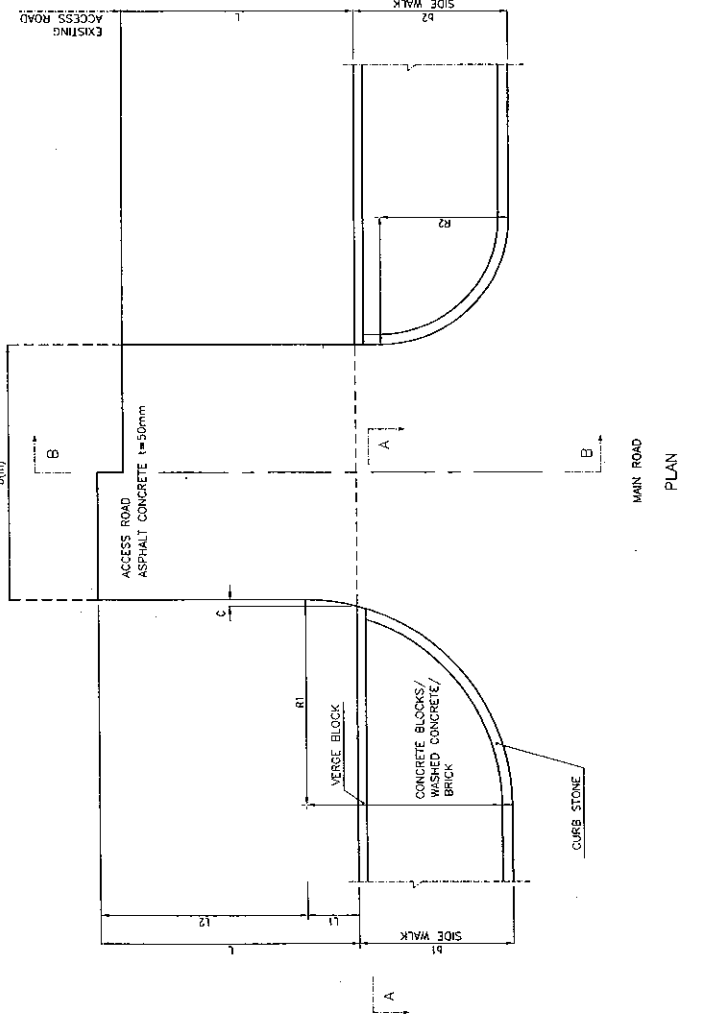
SCHEDULED LIST OF MAJOR INTERSECTION (ROAD 1-A)

No	LEFT SIDE				RADIUS	b1	b2
	WIDTH (B)	LENGTH (L1)	(L2)	(R1)			
1	8-112	8.0	7.5	5.5	8.5	0.0	0.0
2	8-112	8.0	7.5	5.5	8.5	0.0	0.0
3	8-112	8.0	7.5	5.5	8.5	0.0	0.0
4	8-112	8.0	7.5	5.5	8.5	0.0	0.0
5	8-112	8.0	7.5	5.5	8.5	0.0	0.0
6	8-112	8.0	7.5	5.5	8.5	0.0	0.0
7	8-112	8.0	7.5	5.5	8.5	0.0	0.0
8	8-112	8.0	7.5	5.5	8.5	0.0	0.0
9	8-112	8.0	7.5	5.5	8.5	0.0	0.0
10	8-112	8.0	7.5	5.5	8.5	0.0	0.0
11	8-112	8.0	7.5	5.5	8.5	0.0	0.0
12	8-112	8.0	7.5	5.5	8.5	0.0	0.0
13	8-112	8.0	7.5	5.5	8.5	0.0	0.0
14	8-112	8.0	7.5	5.5	8.5	0.0	0.0
15	8-112	8.0	7.5	5.5	8.5	0.0	0.0
16	8-112	8.0	7.5	5.5	8.5	0.0	0.0
17	8-112	8.0	7.5	5.5	8.5	0.0	0.0
18	8-112	8.0	7.5	5.5	8.5	0.0	0.0
19	8-112	8.0	7.5	5.5	8.5	0.0	0.0
20	8-112	8.0	7.5	5.5	8.5	0.0	0.0

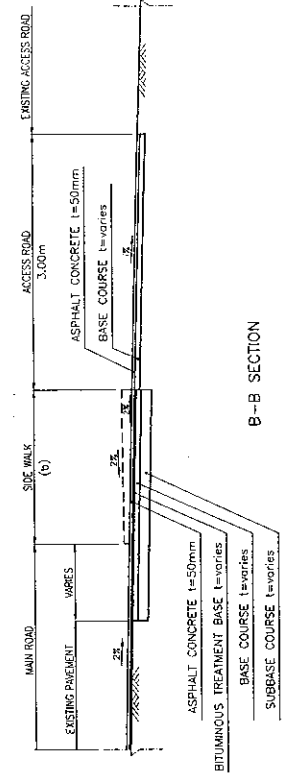
No	RIGHT SIDE				RADIUS	b1	b2
	WIDTH (B)	LENGTH (L1)	(L2)	(R1)			
1	1-000	5.5	10.0	7.5	8.0	0.0	0.0
2	3-000	8.0	10.0	10.0	10.0	0.0	3.0
3	4-200	8.0	7.5	9.2	6.0	0.0	0.0
4	4-200	8.0	8.0	8.0	6.0	0.0	0.0
5	4-200	8.0	8.0	8.0	6.0	0.0	0.0
6	4-200	8.0	8.0	8.0	6.0	0.0	0.0
7	4-200	8.0	8.0	8.0	6.0	0.0	0.0
8	4-200	8.0	8.0	8.0	6.0	0.0	0.0
9	4-200	8.0	8.0	8.0	6.0	0.0	0.0
10	4-200	8.0	8.0	8.0	6.0	0.0	0.0
11	4-200	8.0	8.0	8.0	6.0	0.0	0.0
12	4-200	8.0	8.0	8.0	6.0	0.0	0.0
13	4-200	8.0	8.0	8.0	6.0	0.0	0.0
14	4-200	8.0	8.0	8.0	6.0	0.0	0.0
15	4-200	8.0	8.0	8.0	6.0	0.0	0.0
16	4-200	8.0	8.0	8.0	6.0	0.0	0.0
17	4-200	8.0	8.0	8.0	6.0	0.0	0.0
18	4-200	8.0	8.0	8.0	6.0	0.0	0.0
19	4-200	8.0	8.0	8.0	6.0	0.0	0.0
20	4-200	8.0	8.0	8.0	6.0	0.0	0.0

No	RIGHT SIDE				RADIUS	b1	b2
	WIDTH (B)	LENGTH (L1)	(L2)	(R1)			
1	0-000	8.0	6.0	6.0	6.0	0.0	0.0
2	0-000	8.0	6.0	6.0	6.0	0.0	0.0
3	0-000	8.0	6.0	6.0	6.0	0.0	0.0
4	0-000	8.0	6.0	6.0	6.0	0.0	0.0
5	0-000	8.0	6.0	6.0	6.0	0.0	0.0
6	0-000	8.0	6.0	6.0	6.0	0.0	0.0
7	0-000	8.0	6.0	6.0	6.0	0.0	0.0
8	0-000	8.0	6.0	6.0	6.0	0.0	0.0
9	0-000	8.0	6.0	6.0	6.0	0.0	0.0
10	0-000	8.0	6.0	6.0	6.0	0.0	0.0
11	0-000	8.0	6.0	6.0	6.0	0.0	0.0
12	0-000	8.0	6.0	6.0	6.0	0.0	0.0
13	0-000	8.0	6.0	6.0	6.0	0.0	0.0
14	0-000	8.0	6.0	6.0	6.0	0.0	0.0
15	0-000	8.0	6.0	6.0	6.0	0.0	0.0
16	0-000	8.0	6.0	6.0	6.0	0.0	0.0
17	0-000	8.0	6.0	6.0	6.0	0.0	0.0
18	0-000	8.0	6.0	6.0	6.0	0.0	0.0
19	0-000	8.0	6.0	6.0	6.0	0.0	0.0
20	0-000	8.0	6.0	6.0	6.0	0.0	0.0

NOTE: * marks represent flat sidewalk section where one meter long curb stone shall be applied at one meter interval.



A-A SECTION



B-B SECTION

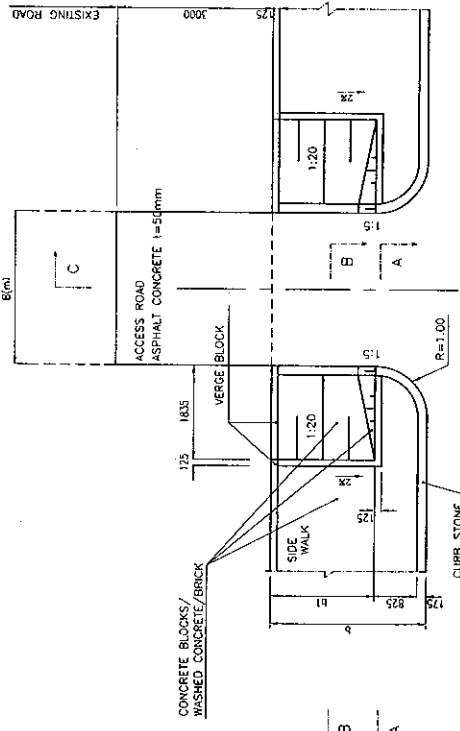
ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO. LTD

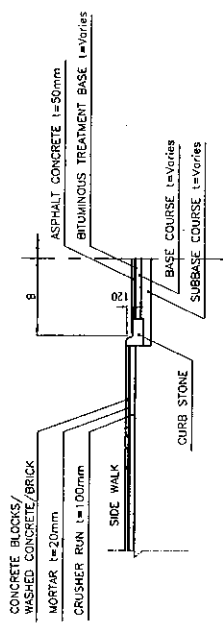
TITLE: DETAIL OF INTERSECTIONS

SCALE: 1:50

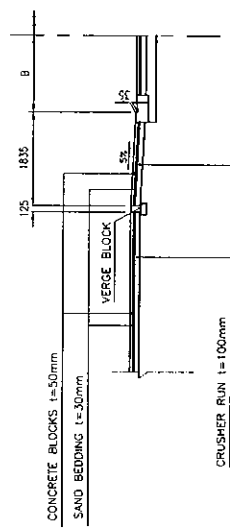
DRAWING No: M-8



NOTE: Provision of slope is not necessary along flat sidewalks.



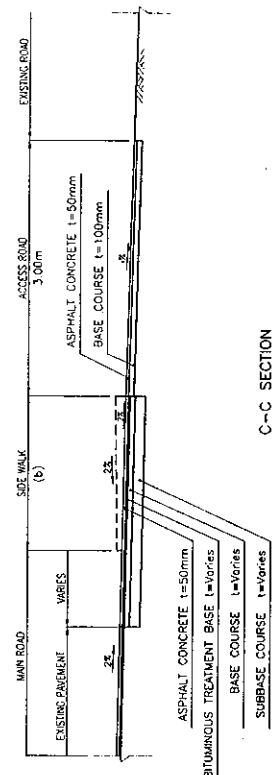
A-A SECTION



B-B SECTION

LIST OF MINOR INTERSECTION ON ROAD 1A

No	CHAINAGE	LEFT SIDE			RIGHT SIDE			
		WIDTH (B)	LENGTH (L)	SIDE WALK (b)	No CHAINAGE	WIDTH (B)	LENGTH (L)	SIDE WALK (b)
1	0+017	3.00	3.00	3.00	1+250	9.00	3.00	3.00
2	0+084	6.00	3.00	3.00	0+309	5.00	3.00	3.00
3	0+099	7.50	3.00	3.00	0+377	4.00	3.00	3.00
4	0+187	5.00	3.00	3.00	0+415	3.00	3.00	3.00
5	0+276	5.00	3.00	3.00	0+477	5.00	3.00	3.00
6	0+334	5.50	3.00	3.00	0+814	4.00	3.00	3.00
7	0+555	6.00	3.00	3.00	1+483	16.00	3.00	3.00
8	0+617	4.00	3.00	3.00	1+588	4.00	3.00	3.00
9	0+729	3.00	3.00	3.00	1+659	5.00	3.00	3.00
10	0+838	4.00	3.00	3.00	1+673	4.00	3.00	3.00
11	0+975	7.00	3.00	3.00	1+797	3.00	3.00	3.00
12	0+998	3.50	3.00	3.00	1+820	5.00	3.00	3.00
13	1+502	5.00	3.00	3.00	1+832	5.00	3.00	3.00
14	1+539	5.00	3.00	3.00	1+822	4.00	3.00	3.00
15	1+653	6.50	3.00	3.00	2+013	4.00	3.00	3.00
16	1+681	5.50	3.00	3.00	2+031	4.00	3.00	3.00
17	1+673	4.00	3.00	3.00	2+178	8.00	3.00	3.00
18	1+850	4.00	3.00	3.00	2+232	7.00	3.00	3.00
19	1+865	5.00	3.00	3.00	2+277	4.00	3.00	3.00
20	2+118	5.00	3.00	3.00	2+531	3.00	3.00	3.00
21	2+163	4.00	3.00	3.00	2+795	3.50	3.00	3.00
22	2+222	4.00	3.00	3.00	2+765	3.00	3.00	3.00
23	2+254	4.50	3.00	3.00	2+813	5.00	3.00	3.00
24	2+550	3.50	3.00	3.00	2+924	3.00	3.00	3.00
25	2+789	3.00	3.00	3.00	2+951	3.00	3.00	3.00
26								



C-C SECTION

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION
 TRANSPORT, POST AND CONSTRUCTION
 LAO PEOPLE'S DEMOCRATIC REPUBLIC

BASIC DESIGN STUDY ON THE PROJECT FOR THE
 IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE
 LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY
 KATAHIRA & ENGINEERS INTERNATIONAL
 C/I ENGINEERING INTERNATIONAL CO, LTD

TITLE: DETAIL OF ACCESS ROADS (1)

SCALE: 1:50

DRAWING NO: M-9

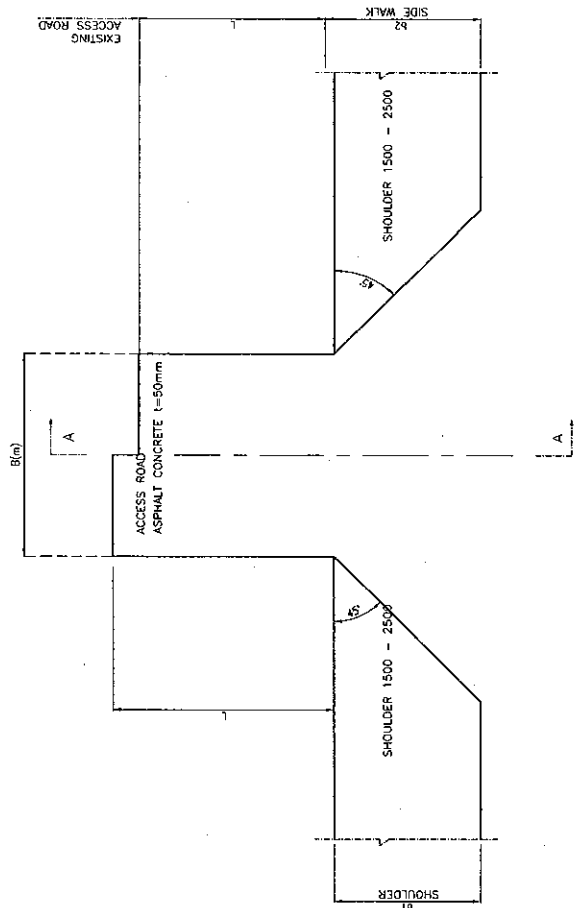
SCHEDULED LIST OF MINOR INTERSECTION ROAD 1

No	LEFT SIDE			RIGHT SIDE			SIDE WALK
	CHAINAGE	WIDTH (B)	LENGTH (L)	CHAINAGE	WIDTH (B)	LENGTH (L)	
1	0+000	5.00	3.00	0+000	5.00	3.00	3.00
2	0+010	5.00	3.00	0+010	5.00	3.00	3.00
3	0+020	5.00	3.00	0+020	5.00	3.00	3.00
4	0+030	5.00	3.00	0+030	5.00	3.00	3.00
5	0+040	5.00	3.00	0+040	5.00	3.00	3.00
6	0+050	5.00	3.00	0+050	5.00	3.00	3.00
7	0+060	5.00	3.00	0+060	5.00	3.00	3.00
8	0+070	5.00	3.00	0+070	5.00	3.00	3.00
9	0+080	5.00	3.00	0+080	5.00	3.00	3.00
10	0+090	5.00	3.00	0+090	5.00	3.00	3.00
11	0+100	5.00	3.00	0+100	5.00	3.00	3.00
12	0+110	5.00	3.00	0+110	5.00	3.00	3.00
13	0+120	5.00	3.00	0+120	5.00	3.00	3.00
14	0+130	5.00	3.00	0+130	5.00	3.00	3.00
15	0+140	5.00	3.00	0+140	5.00	3.00	3.00
16	0+150	5.00	3.00	0+150	5.00	3.00	3.00
17	0+160	5.00	3.00	0+160	5.00	3.00	3.00
18	0+170	5.00	3.00	0+170	5.00	3.00	3.00
19	0+180	5.00	3.00	0+180	5.00	3.00	3.00
20	0+190	5.00	3.00	0+190	5.00	3.00	3.00
21	0+200	5.00	3.00	0+200	5.00	3.00	3.00
22	0+210	5.00	3.00	0+210	5.00	3.00	3.00
23	0+220	5.00	3.00	0+220	5.00	3.00	3.00
24	0+230	5.00	3.00	0+230	5.00	3.00	3.00
25	0+240	5.00	3.00	0+240	5.00	3.00	3.00
26	0+250	5.00	3.00	0+250	5.00	3.00	3.00
27	0+260	5.00	3.00	0+260	5.00	3.00	3.00
28	0+270	5.00	3.00	0+270	5.00	3.00	3.00
29	0+280	5.00	3.00	0+280	5.00	3.00	3.00
30	0+290	5.00	3.00	0+290	5.00	3.00	3.00
31	0+300	5.00	3.00	0+300	5.00	3.00	3.00
32	0+310	5.00	3.00	0+310	5.00	3.00	3.00
33	0+320	5.00	3.00	0+320	5.00	3.00	3.00
34	0+330	5.00	3.00	0+330	5.00	3.00	3.00
35	0+340	5.00	3.00	0+340	5.00	3.00	3.00
36	0+350	5.00	3.00	0+350	5.00	3.00	3.00
37	0+360	5.00	3.00	0+360	5.00	3.00	3.00
38	0+370	5.00	3.00	0+370	5.00	3.00	3.00
39	0+380	5.00	3.00	0+380	5.00	3.00	3.00
40	0+390	5.00	3.00	0+390	5.00	3.00	3.00
41	0+400	5.00	3.00	0+400	5.00	3.00	3.00
42	0+410	5.00	3.00	0+410	5.00	3.00	3.00
43	0+420	5.00	3.00	0+420	5.00	3.00	3.00
44	0+430	5.00	3.00	0+430	5.00	3.00	3.00
45	0+440	5.00	3.00	0+440	5.00	3.00	3.00
46	0+450	5.00	3.00	0+450	5.00	3.00	3.00
47	0+460	5.00	3.00	0+460	5.00	3.00	3.00
48	0+470	5.00	3.00	0+470	5.00	3.00	3.00
49	0+480	5.00	3.00	0+480	5.00	3.00	3.00
50	0+490	5.00	3.00	0+490	5.00	3.00	3.00
51	0+500	5.00	3.00	0+500	5.00	3.00	3.00
52	0+510	5.00	3.00	0+510	5.00	3.00	3.00
53	0+520	5.00	3.00	0+520	5.00	3.00	3.00
54	0+530	5.00	3.00	0+530	5.00	3.00	3.00
55	0+540	5.00	3.00	0+540	5.00	3.00	3.00
56	0+550	5.00	3.00	0+550	5.00	3.00	3.00
57	0+560	5.00	3.00	0+560	5.00	3.00	3.00
58	0+570	5.00	3.00	0+570	5.00	3.00	3.00
59	0+580	5.00	3.00	0+580	5.00	3.00	3.00
60	0+590	5.00	3.00	0+590	5.00	3.00	3.00

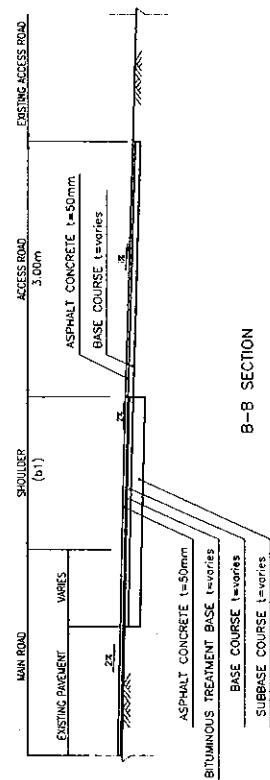
NOTE: * marks represent flat sidewalk section where one meter long curb stone shall be applied at one meter interval.

No	LEFT SIDE			RIGHT SIDE			SIDE WALK
	CHAINAGE	WIDTH (B)	LENGTH (L)	CHAINAGE	WIDTH (B)	LENGTH (L)	
121	7+278	4.00	3.00	7+278	4.00	3.00	3.00
122	7+288	4.00	3.00	7+288	4.00	3.00	3.00
123	7+298	4.00	3.00	7+298	4.00	3.00	3.00
124	7+308	4.00	3.00	7+308	4.00	3.00	3.00
125	7+318	4.00	3.00	7+318	4.00	3.00	3.00
126	7+328	4.00	3.00	7+328	4.00	3.00	3.00
127	7+338	4.00	3.00	7+338	4.00	3.00	3.00
128	7+348	4.00	3.00	7+348	4.00	3.00	3.00
129	7+358	4.00	3.00	7+358	4.00	3.00	3.00
130	7+368	4.00	3.00	7+368	4.00	3.00	3.00
131	7+378	4.00	3.00	7+378	4.00	3.00	3.00
132	7+388	4.00	3.00	7+388	4.00	3.00	3.00
133	7+398	4.00	3.00	7+398	4.00	3.00	3.00
134	7+408	4.00	3.00	7+408	4.00	3.00	3.00
135	7+418	4.00	3.00	7+418	4.00	3.00	3.00
136	7+428	4.00	3.00	7+428	4.00	3.00	3.00
137	7+438	4.00	3.00	7+438	4.00	3.00	3.00
138	7+448	4.00	3.00	7+448	4.00	3.00	3.00
139	7+458	4.00	3.00	7+458	4.00	3.00	3.00
140	7+468	4.00	3.00	7+468	4.00	3.00	3.00
141	7+478	4.00	3.00	7+478	4.00	3.00	3.00
142	7+488	4.00	3.00	7+488	4.00	3.00	3.00
143	7+498	4.00	3.00	7+498	4.00	3.00	3.00
144	7+508	4.00	3.00	7+508	4.00	3.00	3.00
145	7+518	4.00	3.00	7+518	4.00	3.00	3.00
146	7+528	4.00	3.00	7+528	4.00	3.00	3.00
147	7+538	4.00	3.00	7+538	4.00	3.00	3.00
148	7+548	4.00	3.00	7+548	4.00	3.00	3.00
149	7+558	4.00	3.00	7+558	4.00	3.00	3.00
150	7+568	4.00	3.00	7+568	4.00	3.00	3.00
151	7+578	4.00	3.00	7+578	4.00	3.00	3.00
152	7+588	4.00	3.00	7+588	4.00	3.00	3.00
153	7+598	4.00	3.00	7+598	4.00	3.00	3.00
154	7+608	4.00	3.00	7+608	4.00	3.00	3.00
155	7+618	4.00	3.00	7+618	4.00	3.00	3.00
156	7+628	4.00	3.00	7+628	4.00	3.00	3.00
157	7+638	4.00	3.00	7+638	4.00	3.00	3.00
158	7+648	4.00	3.00	7+648	4.00	3.00	3.00
159	7+658	4.00	3.00	7+658	4.00	3.00	3.00
160	7+668	4.00	3.00	7+668	4.00	3.00	3.00
161	7+678	4.00	3.00	7+678	4.00	3.00	3.00
162	7+688	4.00	3.00	7+688	4.00	3.00	3.00
163	7+698	4.00	3.00	7+698	4.00	3.00	3.00
164	7+708	4.00	3.00	7+708	4.00	3.00	3.00
165	7+718	4.00	3.00	7+718	4.00	3.00	3.00
166	7+728	4.00	3.00	7+728	4.00	3.00	3.00
167	7+738	4.00	3.00	7+738	4.00	3.00	3.00
168	7+748	4.00	3.00	7+748	4.00	3.00	3.00
169	7+758	4.00	3.00	7+758	4.00	3.00	3.00
170	7+768	4.00	3.00	7+768	4.00	3.00	3.00
171	7+778	4.00	3.00	7+778	4.00	3.00	3.00
172	7+788	4.00	3.00	7+788	4.00	3.00	3.00
173	7+798	4.00	3.00	7+798	4.00	3.00	3.00
174	7+808	4.00	3.00	7+808	4.00	3.00	3.00
175	7+818	4.00	3.00	7+818	4.00	3.00	3.00
176	7+828	4.00	3.00	7+828	4.00	3.00	3.00
177	7+838	4.00	3.00	7+838	4.00	3.00	3.00
178	7+848	4.00	3.00	7+848	4.00	3.00	3.00
179	7+858	4.00	3.00	7+858	4.00	3.00	3.00
180	7+868	4.00	3.00	7+868	4.00	3.00	3.00
181	7+878	4.00	3.00	7+878	4.00	3.00	3.00
182	7+888	4.00	3.00	7+888	4.00	3.00	3.00
183	7+898	4.00	3.00	7+898	4.00	3.00	3.00
184	7+908	4.00	3.00	7+908	4.00	3.00	3.00
185	7+918	4.00	3.00	7+918	4.00	3.00	3.00
186	7+928	4.00	3.00	7+928	4.00	3.00	3.00
187	7+938	4.00	3.00	7+938	4.00	3.00	3.00
188	7+948	4.00	3.00	7+948	4.00	3.00	3.00
189	7+958	4.00	3.00	7+958	4.00	3.00	3.00
190	7+968	4.00	3.00	7+968	4.00	3.00	3.00
191	7+978	4.00	3.00	7+978	4.00	3.00	3.00
192	7+988	4.00	3.00	7+988	4.00	3.00	3.00
193	7+998	4.00	3.00	7+998	4.00	3.00	3.00
194	8+008	4.00	3.00	8+008	4.00	3.00	3.00
195	8+018	4.00	3.00	8+018	4.00	3.00	3.00
196	8+028	4.00	3.00	8+028	4.00	3.00	3.00
197	8+038	4.00	3.00	8+038	4.00	3.00	3.00
198	8+048	4.00	3.00	8+048	4.00	3.00	3.00
199	8+058	4.00	3.00	8+058	4.00	3.00	3.00
200	8+068	4.00	3.00	8+068	4.00	3.00	3.00

No	LEFT SIDE			RIGHT SIDE			SIDE WALK
	CHAINAGE	WIDTH (B)	LENGTH (L)	CHAINAGE	WIDTH (B)	LENGTH (L)	
1	0+000	5.00	3.00	0+000	5.00	3.00	3.00
2	0+005	5.00	3.00	0+005	5.00	3.00	3.00
3	0+010	5.00	3.00	0+010	5.00	3.00	3.00
4	0+015	5.00	3.00	0+015	5.00	3.00	3.00
5	0+020	5.00	3.00	0+020	5.00	3.00	3.00
6	0+025	5.00	3.00	0+025	5.00	3.00	3.00
7	0+030	5.00	3.00	0+030	5.00	3.00	3.00
8	0+035	5.00	3.00	0+035	5.00	3.00	3.00
9	0+040	5.00	3.00	0+040	5.00	3.00	3.00
10	0+045	5.00	3.00	0+045	5.00	3.00	3.00
11	0+050	5.00	3.00	0+050	5.00	3.00	3.00
12	0+055	5.00	3.00	0+055	5.00	3.00	3.00
13	0+060						



MAIN ROAD PLAN



B-B SECTION

SCHEDULED LIST OF MINOR INTERSECTION BEYOND BEER LAO

LEFT SIDE				RIGHT SIDE			
No	CHAINAGE	WIDTH (B)	LENGTH (L)	No	CHAINAGE	WIDTH (B)	LENGTH (L)
1	19+138	4.5	3	1	19+202	5	3
2	19+202	4	3	2	19+368	7.3	3
3	19+345	5	3	3	19+412	3	3
4	19+385	3	3	4	19+572	4	3
5	19+400	3	3	5	19+755	6	3
6	19+417	3	3	6	19+950	3	3
7	19+660	10	5	7	20+050	3	3
8	20+130	3	3	8	20+350	5	3
9	20+275	5	3	9	20+480	6	5
10	20+430	6	3	10	20+545	5	3
11	21+125	4	3	11	20+760	5	3
12	21+470	6	3	12	20+850	5	3
13	21+525	8.5	5	13	20+878	3	3
14	21+900	4	3	14	21+145	22.5	5
15	21+955	4	3	15	21+190	10	5
16	22+085	4.5	3	16	21+425	10	5
17	22+385	9	5	17	21+615	10	5
18	23+015	4.5	3	18	21+865	4	3
19	23+860	8	5	19	21+920	10	5
20	23+950	10	5	20	21+950	10	5
21	23+985	7.5	3	21	22+035	3	3
22	24+010	5	3	22	22+185	5	3
23	24+070	3	3	23	22+360	7.5	3
24	24+176	4.5	3	24	22+425	9.5	5
25	24+252	6	3	25	22+480	5	3
26	24+350.0	7	5	26	22+800	7.5	3
27	24+370.0	12	5	27	22+870	15	5
28	24+820.0	15	3	28	23+080	8	5
29	24+885.0	12.5	3	29	23+200	18	5
30	24+885.0	12.5	3	30	23+280	25	5
31	25+140.0	18	3	31	23+465	4	3
32	25+215.0	14	4	32	23+535	5	3
33	25+845.0	6	3	33	23+605	8	5
				34	23+730	7	3
				35	23+792	6.5	3
				36	23+865	5	3
				37	23+925	3	3
				38	23+940	5	3
				39	23+970	5	3
				40	24+065	6	3
				41	24+225	4.5	3
				42	24+260	6	3
				43	24+298	4.5	3
				44	24+540	10	5
				45	24+610	12	5
				46	24+630	5	1
				47	24+690	3	3
				48	24+730	10	3
				49	24+850	25	3
				50	24+890	25	3
				51	25+215	7.5	3
				52	25+265	10	3
				53	25+365	9	3
				54	25+395	10	4
				55	25+520	15	4
				56	25+630	5	3

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC

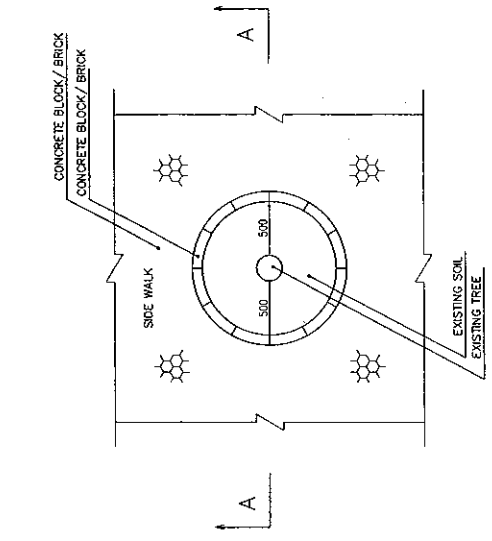
BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC

JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO, LTD

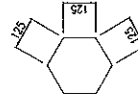
DETAIL OF ACCESS ROADS (3)

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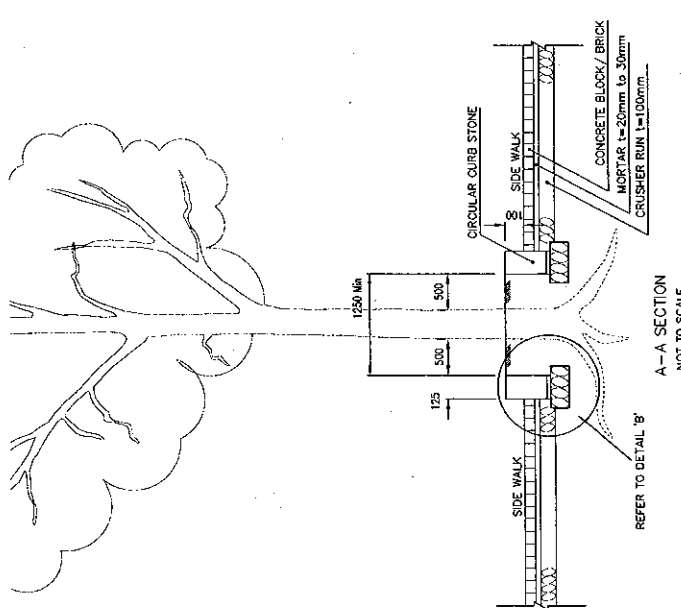
DRAWING No: M-9-2



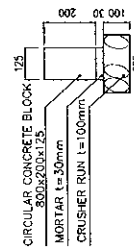
PLAN
NOT TO SCALE



PLAN
NOT TO SCALE



A-A SECTION
NOT TO SCALE



DETAIL "B"
SCALE 1:20

Average Circumference Of Tree Trunk	No. of trees
1.65m	450

ROADS DEPARTMENT, MINISTRY OF COMMUNICATION TRANSPORT, POST AND CONSTRUCTION LAO PEOPLE'S DEMOCRATIC REPUBLIC	BASIC DESIGN STUDY ON THE PROJECT FOR THE IMPROVEMENT OF THE VIENTIANE NO.1 ROAD IN THE LAO PEOPLE'S DEMOCRATIC REPUBLIC	JAPAN INTERNATIONAL COOPERATION AGENCY KATAHIRA & ENGINEERS INTERNATIONAL CTI ENGINEERING INTERNATIONAL CO., LTD	TITLE:	DETAIL OF PLANT PROTECTION	DRAWING NO:	M-10	REV.
			SCALE:	1:50			