DEPARTMENT OF ROADS
Ministry of Physical Planning and Works, FDR/ Nepal

THE PROJECT FOR CONSTRUCTION OF SINDHULI ROAD (Section III)

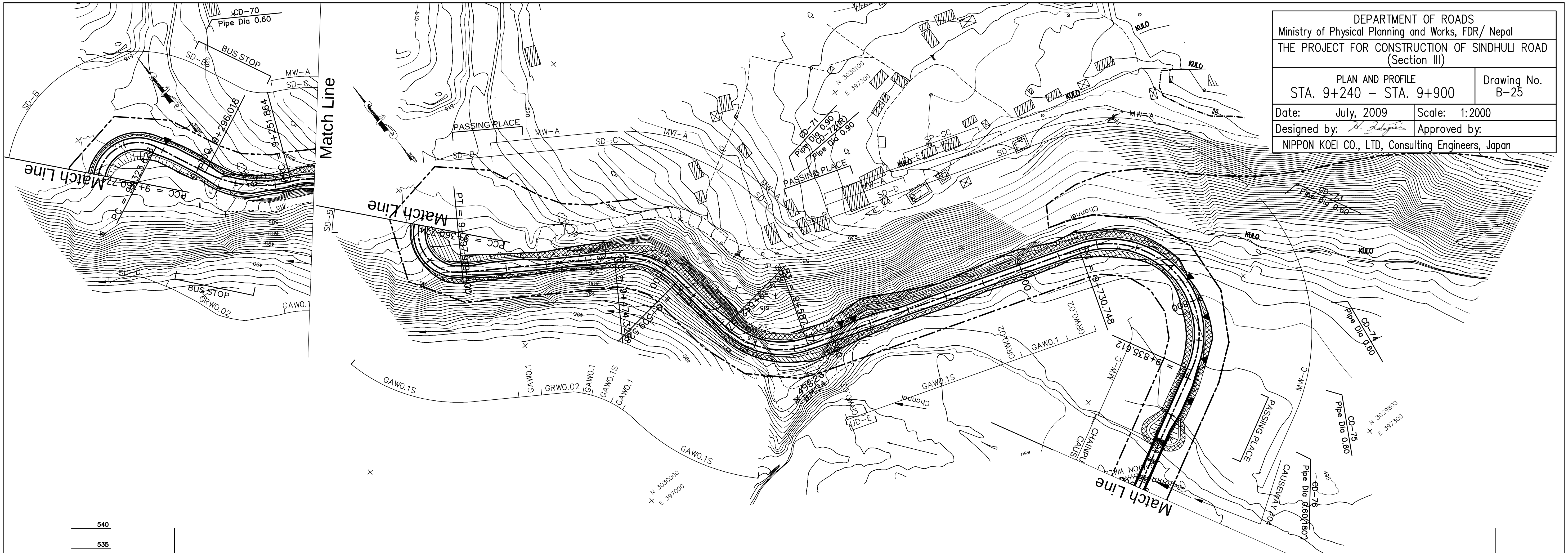
PLAN AND PROFILE
STA. 9+240 – STA. 9+900

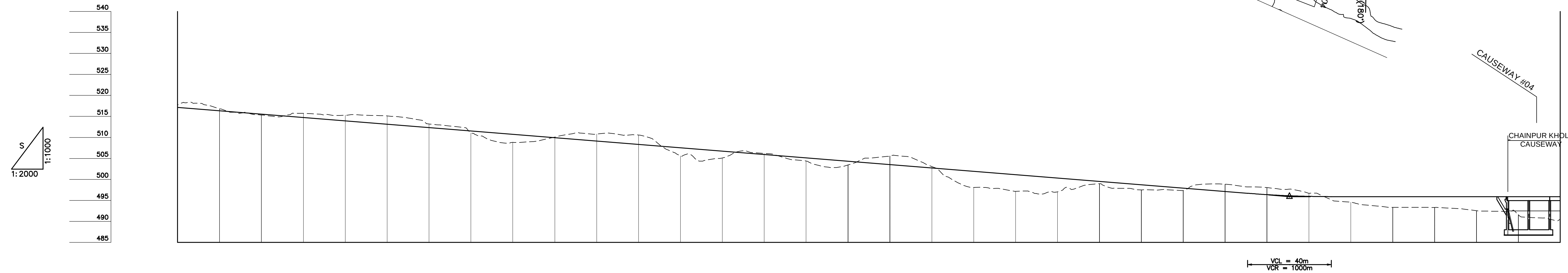
Drawing No. B-25

Date: July, 2009 | Scale: 1:2000

Designed by: [signature] | Approved by:

NIPPON KOEI CO., LTD, Consulting Engineers, Japan





GRADE: −4.000% L=610.750; PVI 495.900 at 9+770.750; −0.000% L=189.250

STATION	PROPOSED HEIGHT	GROUND HEIGHT
9+240	517.130	517.744
9+260	516.330	516.779
9+280	515.530	515.334
9+300	514.730	515.729
9+320	513.930	515.297
9+340	513.130	515.123
9+360	512.330	513.208
9+380	511.530	511.023
9+400	510.730	508.836
9+420	509.930	510.081
9+440	509.130	510.787
9+460	508.330	510.581
9+480	507.530	505.621
9+500	506.730	505.099
9+520	505.930	506.196
9+540	505.130	504.387
9+560	504.330	503.434
9+580	503.530	505.580
9+600	502.730	503.066
9+620	501.930	498.082
9+640	501.130	497.154
9+660	500.330	497.045
9+680	499.530	498.971
9+700	498.730	497.502
9+720	497.930	497.370
9+740	497.130	498.845
9+760	496.373	498.048
9+780	495.958	496.696
9+800	495.900	494.549
9+820	495.900	493.326
9+840	495.900	493.315
9+860	495.900	492.548
9+880	495.900	491.595
9+900	495.900	490.087

CURVE ELEMENT: R=40 L=40.915; +251.864; R=60 L=44.154; +296.018; L=27.610; +323.628; R=20 L=37.146; +360.774; R=20 L=37.146; +397.919; L=76.410; +474.329; R=40 L=35.199; +509.528; L=32.639; +542.167; R=40 L=44.970; +587.137; L=143.610; +730.748; R=45 L=104.864; +835.612; L=144.940

SUPER ELEVATION (— Left, – – Right): 2.5%, 2.5%, 0.0%, 6.0%, 6.0%, 2.5%, 2.5%, 0.0%, 4.0%, 4.0%, 0.0%, 2.5%, 2.5%, 4.0%, 4.0%, 2.5%, 2.5%, 0.0%, 2.5%, 2.5%, 2.0%

WIDENING: 1.75m, 1.75m, 1.0m, 1.25m, 1.5m, 1.25m, 1.25m

DESIGN SPEED (() Running speed): 30 Km/h; 20 Km/h; 30 Km/h(40 Km/h)

DEPARTMENT OF ROADS
Ministry of Physical Planning and Works, FDR/ Nepal

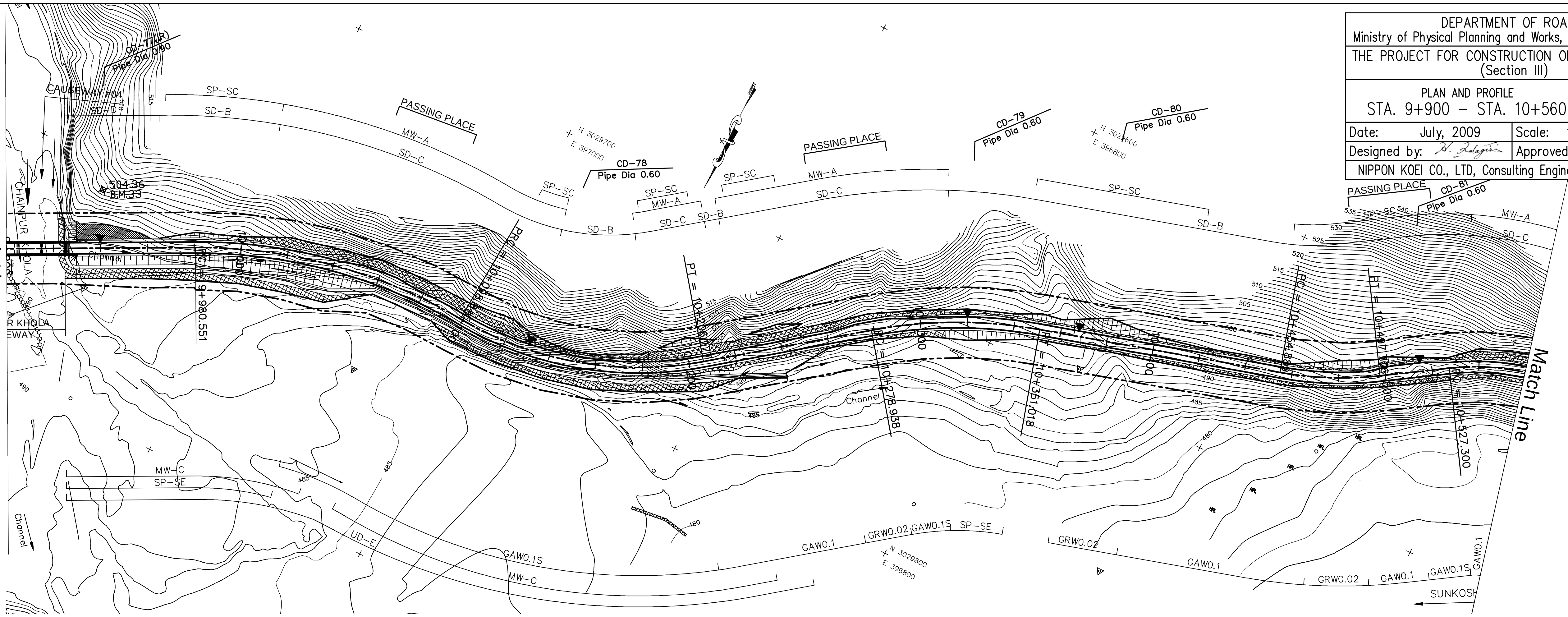
THE PROJECT FOR CONSTRUCTION OF SINDHULI ROAD (Section III)

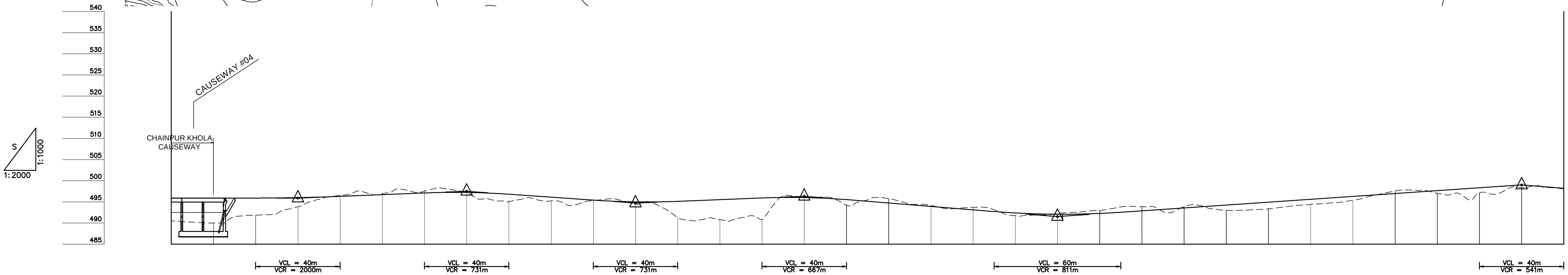
PLAN AND PROFILE
STA. 9+900 – STA. 10+560

Drawing No. B-26

Date: July, 2009 | Scale: 1:2000
Designed by: [signature] | Approved by:

NIPPON KOEI CO., LTD, Consulting Engineers, Japan





GRADE: −0.000% L=189.250; 495.900 9+960.000; 2.000% L=80.000; 497.500 10+040.000; −3.475% L=80.000; 494.720 10+120.000; 2.000% L=80.000; 496.320 10+200.000; −4.000% L=120.000; 491.520 10+320.000; 3.400% L=220.000; 499.000 10+540.000; −4.000% L=120.000

STATION	9+900	9+920	9+940	9+960	9+980	10+000	10+020	10+040	10+060	10+080	10+100	10+120	10+140	10+160	10+180	10+200	10+220
PROPOSED HEIGHT	495.900	495.900	495.900	496.000	496.300	496.700	497.100	497.226	496.805	496.110	495.415	494.994	495.120	495.520	495.920	496.020	495.520
GROUND HEIGHT	490.503	490.000	491.845	493.836	496.548	496.963	497.521	497.322	495.035	495.237	495.296	494.480	491.301	490.815	490.793	496.146	494.248

STATION	10+240	10+260	10+280	10+300	10+320	10+340	10+360	10+380	10+400	10+420	10+440	10+460	10+480	10+500	10+520	10+540	10+560
PROPOSED HEIGHT	494.720	493.920	493.120	492.382	492.075	492.262	492.880	493.560	494.240	494.920	495.600	496.280	496.960	497.640	498.320	498.630	498.200
GROUND HEIGHT	495.735	494.151	493.707	491.735	492.232	492.950	493.849	493.873	493.008	493.347	494.390	495.374	497.550	497.061	497.149	498.399	498.437

CURVE ELEMENT: L=144.940; +980.551; R=220 L=118.294; +098.845; R=150 L=107.332; +206.177; L=72.761; +278.938; R=200 L=72.079; +351.018; L=103.871; +454.889; R=150 L=42.818; +497.706; L=29.594; +527.300; R=100 L=77.466

SUPER ELEVATION: —— Left; – – – Right; 2.0%; 2.5%; 2.5%

WIDENING: 1.25m; 1.25m; 1.25m

DESIGN SPEED: () Running speed — 30 Km/h(40 Km/h)