

**Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads**

Federal Democratic Republic of Nepal

**Data Collection Survey on Thankot Area
Road Improvement in Nepal**

Final Report

July 2014

Japan International Cooperation Agency

**Tonichi Engineering Consultants, Inc.
CTI Engineering International Co., Ltd**

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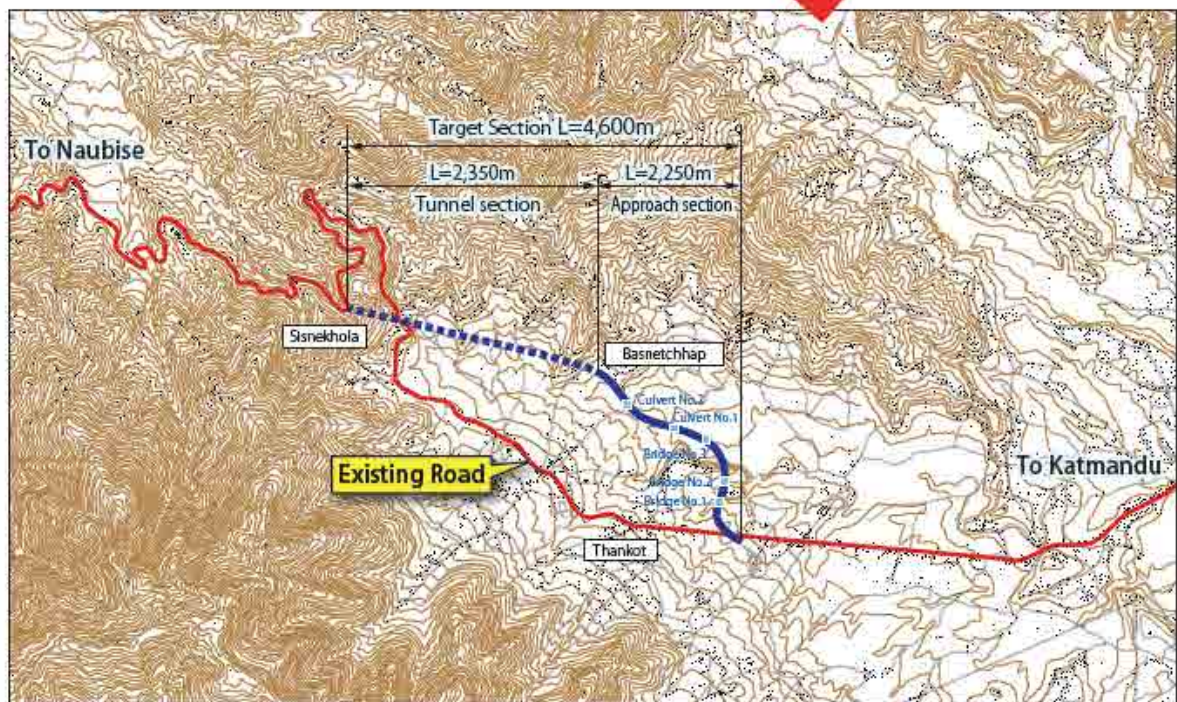
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Location Map

Source: JICA Study Team

Table of Contents

Location Map

Table of Contents

List of Abbreviations

Summary of the Project

Chapter 1 Introduction

1.1	Current Transport Conditions	1- 1
1.1.1	Location of the Study Area	1- 1
1.2	Background of the Study	1- 1
1.3	Purpose of the Study	1- 2
1.4	Validity of the Project	1- 2
1.4.1	Validity of Japanese ODA Assistance	1- 2
1.4.2	Validity of Development Strategy between Japan and Nepal	1- 2
1.5	Review of Previous Reports	1- 3
1.5.1	Feasibility Study on the Construction of Kathmandu–Naubise Road (2001 JICA)	1- 3
1.5.2	Feasibility Study of Tunnel Roads (2013 DOR)	1- 6

Chapter 2 Present and Future Transportation

2.1	Current Transport Conditions	2- 1
2.1.1	Objections of the Traffic Study	2- 1
2.1.2	Methodology of Traffic Survey and Counting	2- 1
2.1.3	Vehicle Type	2- 2
2.1.4	Traffic Count Data Analysis	2- 4
2.1.5	Peak Hour Traffic	2- 7
2.1.6	Past Record of Traffic Counting at Nagdhunga	2- 9
2.1.7	Traffic Accidents along Thankot Road	2- 9
2.2	Positioning of the Thankot Road as a part of Road Network	2- 9
2.2.1	Thankot Road to be one of the Section of Mid-Hill Highway	2- 9
2.2.2	Traffic Volume on Major Roads around Kathmandu	2-10
2.3	Road Development Projects around Kathmandu	2-11
2.3.1	Improvement of Narayanghat, Mugling, Kathmandu Road conducted by World Bank	2-11
2.3.2	North South Corridor Project	2-11
2.3.3	Sitapaila - Dharke Road Project	2-12
2.3.4	Outer Ring Road Project	2-12
2.4	Traffic Demand Forecast along Thankot Road	2-13
2.4.1	Traffic Forecast	2-13

2.4.2	Traffic Growth along the Existing Highway	2-13
-------	---	------

Chapter 3 Natural and Social Conditions

3.1	Climate.....	3- 1
3.1.1	Climate Conditions in Nepal	3- 1
3.1.2	Climate Conditions in the Study Area	3- 2
3.2	Topography	3- 3
3.2.1	Field Survey and Data Collection	3- 3
3.2.2	General Topography of Study Area	3- 3
3.2.3	Consideration Needed for Construction of Tunnel and Road.....	3- 5
3.3	Geological Features.....	3- 8
3.3.1	Field Survey and Data Collection	3- 8
3.3.2	Geological Outline	3- 9
3.3.3	Geological Considerations During Construction of Road and Tunnel	3-11
3.4	Hydrology.....	3-13
3.4.1	Hydraulic and Hydro-geological Conditions in NEPAL.....	3-13
3.4.2	Hydraulic and Hydro-geological Conditions in the Study Area	3-18
3.4.3	Hydraulic and Hydrologic Impacts in the Study Area due to Tunnel Route	3-27
3.5	Ecosystem, Conservation Area and Pollution	3-29
3.5.1	Ecosystem.....	3-29
3.5.2	Conservation Area.....	3-31
3.5.3	Rare and Endangered Species.....	3-33
3.5.4	Pollution	3-33
3.6	Social Environment.....	3-34
3.6.1	Local governance system and the Project Affected Area	3-34
3.6.2	Population	3-35
3.6.3	Religion, Culture and Community.....	3-37
3.6.4	Livelihood, Minimum Wage and Poverty Line	3-38
3.6.5	Public and Commercial Infrastructure	3-40
3.6.6	Vulnerable Groups	3-43
3.6.7	Issues related to Land	3-45
3.6.8	Issues Related to Land Use.....	3-47
3.6.9	Issues Related to Residency, Structures and Businesses	3-47
3.6.10	System and Procedure of Land Acquisition and Compensation	3-49
3.6.11	Work Safety	3-52

Chapter 4 Road Profile

4.1	Profile of the Study Road (Existing Road)	4- 1
4.1.1	Road Network System	4- 1
4.1.2	Road Network	4- 3

4.1.3	Classification of Roads	4- 4
4.1.4	Role of the Study Road.....	4- 5
4.1.5	Present Road Condition	4- 6
4.1.6	Issues of Existing Road.....	4-16
4.2	Review of Design Standards	4-19
4.2.1	Vehicle Type.....	4-19
4.2.2	Terrain Classification	4-19
4.2.3	Present Available Standards.....	4-19
4.2.4	Design Criteria	4-20

Chapter 5 Selection of the Optimal Route

5.1	Basic Policy of Route Planning	5- 1
5.2	Alternative Route Plans	5- 2
5.2.1	Procedure of Route Location Selection	5- 2
5.2.2	Identification of Improvement Section	5- 4
5.2.3	Establishment of Route Requirements.....	5- 5
5.2.4	Delineation of Alternatives Routes.....	5- 6
5.2.5	Identification of Control Points.....	5- 7
5.3	Comparative Study of Alternative Routes.....	5- 8
5.3.1	Introduction	5- 8
5.3.2	Initial Screening.....	5- 8
5.3.3	Characteristics of Each Alternative Route	5-10
5.3.4	Evaluation Factors	5-19
5.3.5	Comparative Study	5-19
5.3.6	Conclusion.....	5-19

Chapter 6 Engineering Approach

6.1	Geological and Hydrological Investigations.....	6- 1
6.1.1	Geological Investigation	6- 1
6.1.2	Hydrological Examination.....	6- 7
6.2	Road Plan.....	6-17
6.2.1	Road Classification.....	6-17
6.2.2	Standard Cross Section.....	6-17
6.2.3	Alignment	6-19
6.2.4	Pavement Design.....	6-19
6.2.5	Intersection Design	6-20
6.2.6	Ancillary Facilities	6-20
6.2.7	Road Safety facilities	6-21
6.2.8	Slope Protection.....	6-21
6.2.9	Other Considerations.....	6-22
6.3	Tunnel Plan	6-23

6.3.1	Tunnel Cross Section	6-23
6.3.2	Section of the Roadway	6-25
6.3.3	Cross Section of Tunnel	6-25
6.3.4	Vertical Grade	6-27
6.3.5	Minimum Coverage of tunnel at Flat Area	6-27
6.3.6	Tunnel Entrance.....	6-27
6.4	Plan of Bridges and Other Structures.....	6-29
6.4.1	Review of Design Standard	6-29
6.4.2	Bridge Classification	6-29
6.4.3	Clearances.....	6-29
6.4.4	Minimum Free Board.....	6-30
6.4.5	Bridge Loadings.....	6-30
6.4.6	Location of Structures.....	6-30

Chapter 7 Construction Plan and Cost Estimation

7.1	Construction Plan of Road.....	7- 1
7.1.1	Major Construction Material.....	7- 1
7.1.2	Major Construction Equipment	7- 1
7.1.3	Borrow Pits, Quarry Sites, Disposal Area.....	7- 2
7.1.4	Construction Method	7- 3
7.1.5	Capacity of Local Contractors	7- 3
7.2	Construction Plan of Tunnel	7- 4
7.2.1	Major Construction Material.....	7- 4
7.2.2	Special Construction Equipment	7- 4
7.2.3	Capacity of Contractors and Human Source.....	7- 5
7.2.4	Construction Yard and Water Treatment Plant.....	7- 5
7.2.5	Disposal Area.....	7- 6
7.2.6	Lighting.....	7- 6
7.2.7	Safety Facilities	7- 6
7.2.8	Ventilation	7- 7
7.2.9	Power Supply Facilities	7- 7
7.3	Construction Cost.....	7- 8
7.3.1	Basic Assumptions	7- 8
7.3.2	Construction Cost.....	7- 8
7.4	Land Acquisition Cost	7- 9
7.4.1	Target Area for Land Acquisition	7- 9
7.4.2	Land Acquisition Area	7-11
7.4.3	Preliminary Estimation of Land Acquisition Cost	7-12
7.5	Preliminary Estimation of Resettlement Impacts	7-13
7.6	Legal and Administrative System Necessary for Tunnel Construction and Safeguard	7-19

7.6.1	Purpose.....	7-19
7.6.2	Target Area.....	7-19
7.6.3	Activities Necessary to be Restricted	7-20
7.6.4	Legal and Administrative System Necessary	7-20
Chapter 8 Operation and Maintenance Plan		
8.1	Operation and Maintenance Plan of Road.....	8- 1
8.1.1	Existing Maintenance System	8- 1
8.1.2	Proposed Maintenance Plan.....	8- 4
8.2	Operation and Maintenance Plan of tunnel	8- 5
8.2.1	Existing Organizations and Plans	8- 5
8.2.2	Proposed Maintenance Plan.....	8- 5
8.2.3	Operation and Maintenance Systems	8- 5
8.2.4	Recommended Additional Support	8- 6
8.3	Maintenance of Structures	8- 7
8.3.1	General.....	8- 7
8.3.2	Cleaning.....	8- 7
8.3.3	Road Surface.....	8- 7
8.3.4	Lining	8- 7
8.3.5	Safety Facilities	8- 7
8.3.6	Lighting Facilities	8- 7
8.3.7	Ventilation Facilities.....	8- 8
8.3.8	Electricity Supply.....	8- 8
8.4	Maintenance Resource.....	8- 8
8.5	Maintenance Cost	8- 8
Chapter 9 Environmental and Social Considerations		
9.1	Summary of Scoping of Impacts based on the JICA Guideline.....	9- 1
9.1.1	Title of the Project.....	9- 1
9.1.2	Outline of the Project.....	9- 1
9.1.3	EIA Status	9- 1
9.1.4	Environmental Categorization According to the JICA Guideline and Reasoning.....	9- 2
9.1.5	Outline of the Project and Project Area	9- 2
9.1.6	Gaps between JICA and GON Resettlement Policy	9- 4
9.2	Laws, Rules and Standards.....	9- 5
9.3	Gap between Local System and the Requirements of JICA Guidelines.....	9- 7
9.4	Steps and Schedule of EIA Approval Procedure	9- 9
9.5	Organizational Framework for RAP Implementation	9-14
9.6	Monitoring	9-15
9.7	Detailed Information on Social Conditions in the Project Area.....	9-16
9.7.1	VDCs and Wards of the Project Affected Area	9-16

9.7.2	Population and Ethnicity/Caste	9-19
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Chapter 10 Project Implementation Plan

10.1	Implementation Plan	10- 1
10.1.1	General.....	10- 1
10.1.2	Development Policy.....	10- 1
10.1.3	Project Prioritization.....	10- 1
10.1.4	Financial Source.....	10- 2
10.1.5	Application of Japanese Construction Technology.....	10- 2
10.1.6	Transfer of Japanese Technology to Nepal.....	10- 3
10.2	Proposed Implementing Organization	10- 4
10.3	Organization Chart of Department of Roads.....	10- 6
10.3.1	Project Implementation Activities	10- 6
10.3.2	Work.....	10- 8
10.3.3	Implementation Schedule.....	10- 8
10.4	Project Framework for Feasibility Study.....	10-10
10.4.1	Technical Requirement.....	10-10
10.4.2	Data and Survey Needs	10-10
10.4.3	Preliminary Design, Construction Planning, Land Acquisition and Cost Estimation	10-11
10.4.4	Project Evaluation.....	10-12
10.4.5	Operation and Maintenance Plan.....	10-12
10.4.6	Organizational Arrangement and Implementation Schedule	10-12
10.4.7	Rough Estimation of Project Cost	10-12
10.4.8	Required Expertise.....	10-13
10.5	Organizations to be Consulted.....	10-13

Chapter 11 Expected Outcome and Recommendation

11.1	Expected Outcome	11- 1
11.1.1	Shortening of Travel Time.....	11- 1
11.1.2	Shortening of Travel Distance	11- 2
11.1.3	Saving of Vehicle Running Cost.....	11- 2
11.1.4	Reduction of Traffic Accidents	11- 2
11.1.5	Application as a Model Case	11- 2
11.1.6	Conclusion.....	11- 2
11.2	Recommendation of the Project	11- 3
11.2.1	Promotion of Proper District Development.....	11- 3
11.2.2	Inducement of Other Projects	11- 3
11.2.3	Preservation of the Existing Road	11- 4

- Annex-1 Cost Benefit Flow for 2 Previous Reports**
- Annex-2 Traffic Count Data**
- Annex-3 Boring Data (FBC Report)**
- Annex-4 EPA Amendment (Gazette- Section 58, No. 44, Part 5)**
- Annex-5 EPR AMMENDMENT Schedule -2 (Relating to EPR SECTION 3)**
- Annex-6 Table of Contents of MOFSC Project Approval Request**
- Annex-7 Sample Table of Contents of EIA Scoping Document**
- Annex-8 Sample of Table of Contents of EIA Terms of Reference Document**
- Annex-9 Technical Explanatory Meeting**
- Annex 10 Observation Visit of Tunnel Construction**
- Annex 11 Study Team Member List**

List of Tables

Table 1-1	Project Summary	1- 4
Table 1-2	Direct Tunnel Alignment Options.....	1- 7
Table 1-3	Summary of Project Cost	1- 8
Table 2-1	Vehicle Classification Adopted in Traffic Count and Classification Survey	2- 2
Table 2-2	Traffic Count Data Analysis	2- 3
Table 2-3	Traffic Volume on 7 Feb.....	2- 4
Table 2-4	Traffic Volume on 8 Feb.....	2- 4
Table 2-5	Traffic Share between Heavy and Light Vehicles	2- 5
Table 2-6	Seasonal Variation Factors.....	2- 7
Table 2-7	Traffic Counting Data	2- 9
Table 2-8	Annual Traffic Accidents between Kalanki to Naubise in 2013/14.....	2- 9
Table 2-9	Traffic Growth Rate	2-15
Table 2-10	Result of Traffic Forecast	2-15
Table 3-1	The Climate at Kathmandu Airport	3- 1
Table 3-2	Mean Temperature and Precipitation at Kathmandu Airport.....	3- 2
Table 3-3	Rain Gauge Stations in and around the Study Area.....	3-22
Table 3-4	24 Hours Maximum Rainfall (mm) for Different Stations in Kathmandu Valley	3-23
Table 3-5	Frequency Analysis of the Rainfall Data using Gumbel's Extreme Value Distribution	3-24
Table 3-6	Protected Tree Species in Nepal.....	3-30
Table 3-7	Type of Protected Areas in Nepal.....	3-31
Table 3-8	Shivapuri Nagarjun National Park	3-31
Table 3-9	Existing Causes of Pollution in the Project Area.....	3-33
Table 3-10	The VDCs in the Project Area	3-34
Table 3-11	Population and Households in the Project Area (2011 Census).....	3-35
Table 3-12	Mother Tongue in National Level.....	3-35
Table 3-13	Literacy Status at District Level	3-37
Table 3-14	District-Level Population by Religion	3-37
Table 3-15	Poverty Line in Nepal 2010/2011.....	3-40
Table 3-16	Drinking Water Supply Schemes in the Project Area.....	3-41
Table 3-17	Schools Located in the Project Area	3-42
Table 3-18	Multi-Angle Definition of Vulnerable Groups	3-43
Table 3-19	Scheduled Castes of Dalit Community.....	3-43
Table 3-20	Indigenous Groups in Nepal by General Social Status.....	3-44
Table 3-21	District-Level Population by Indigenous Caste/Ethnic Group.....	3-45
Table 3-22	Samples of Advertized Land Prices in the Project Area	3-45
Table 3-23	The Minimum Land Price in the Project Area.....	3-46
Table 3-24	Land Price for Estimation of the Project Cost	3-46
Table 3-25	Types of Housing Structures	3-48
Table 3-26	Households by Ownership of House/Housing Unit in Use	3-48
Table 4-1	Classification of Roads	4- 5
Table 4-2	Location of Major Bridges.....	4-15
Table 4-3	Classification of Terrain	4-19
Table 4-4	Design Criteria for Roads	4-20
Table 5-1	Engineering Requirements for Route Location	5- 5
Table 5-2	Comparison of Conceivable Alternative Routes (First Screening).....	5- 9
Table 5-3	Potential Environmental and Social Impacts of the Alternative Routes...5-18	

Table 5-4	Comparison of Alternative Routes (Final Screening).....	5-20
Table 6-1	Laboratory Test Results.....	6- 4
Table 6-2	Results of Estimated Discharge for Each Basin.....	6-12
Table 6-3	Ground Water Table , Permeability and Pizometric Level Readings of Boreholes	6-14
Table 6-4	Proposed Design Criteria for Highway Design	6-17
Table 6-5	Comparison of Operation Methods	6-24
Table 6-6	Minimum Free Board.....	6-30
Table 7-1	List of Major Construction Materials and its Procurement Conditions	7- 1
Table 7-2	List of Major Construction Equipment and its Availability	7- 1
Table 7-3	Bidding Limit by Classification.....	7- 3
Table 7-4	Rough Estimation of Project Cost	7- 8
Table 7-5	Samples of land prices in the Project Area.....	7-12
Table 7-6	Governmental Minimum Price in the Project Area (Kathmandu District 2013/14)	7-12
Table 7-7	Preliminary Estimation of Land Acquisition Cost for 50 m ROW	7-12
Table 7-8	Preliminary Count of the Structures to be Affected within 50 m ROW	7-14
Table 7-9	Number of Structures and Estimated Number of Residents within the 50 m ROW.....	7-15
Table 7-10	Activities to be Restricted and not Restricted in the Tunnel Easement ...	7-20
Table 7-11	Linear Infrastructures and Safeguard Actions in Nepal.....	7-20
Table 7-12	Excerpts of Electricity Regulation 2050 (1993)	7-21
Table 8-1	Budget of Roads Board Nepal for the previous 5 years.....	8- 2
Table 8-2	Amount of Toll Collected in the Period of 2065/66 – 2067/68.....	8- 2
Table 9-1	National laws and others Related to Environmental and Social Impacts Control	9- 5
Table 9-2	History of Amendments of EPA and EPR	9- 6
Table 9-3	Eligibility of This Project for EIA Review	9- 7
Table 9-4	Recent Cases of the ESMF-Applied Projects.....	9- 7
Table 9-5	The Entitlement Policy Matrix in the Resettlement Action Plan, Narayanghat- Mugling Road, NITTFP.....	9- 8
Table 9-6	The Entitlement Policy Matrix in the Resettlement Action Plan, Narayanghat- Mugling Road, NITTFP (Contd.)	9- 9
Table 9-7	EIA Approval Procedure (1).....	9-10
Table 9-8-1	EIA Approval Schedule with Priority Status of the Project.....	9-12
Table 9-8-2	EIA Approval Schedule without Priority Status (Preferred fast Track) ..	9-13
Table 9-9	Costs for Environmental and Social Monitoring	9-15
Table 9-10	Cost Estimate for RAP Implementation	9-15
Table 9-11	Sample Monitoring Plan for RAP Implementation	9-16
Table 9-12	The VDCs included in the Project Area.....	9-17
Table 9-13	Type of Impacts	9-17
Table 9-14	Ward-Wise Number of Population and Households in the Project Affected Area.....	9-19
Table 9-15	Average Household Size in the Project Affected Area	9-20
Table 9-16	Ward-Wise Number of Population and Households by Caste/Ethnicity ...	9-21
Table 9-17	Ward-Wise Number of Households by Caste/Ethnicity	9-21
Table 10-1	Division Offices and Responsibilities	10- 4
Table 10-2	Implementation Schedule.....	10- 8
Table 10-3	List of Relevant Organizations	10-13

List of Figures

Figure 1-1	Location of the Project Road	1- 1
Figure 1-2	Location of the Project Road (Kathmandu–Naubise Road (2001 JICA))	1- 3
Figure 1-3	Location of the Project Road (Tunnel Roads (2013 DOR))	1- 6
Figure 2-1	Location of Traffic Counting (Nagdhunga)	2- 2
Figure 2-2	Traffic Share during Day and Night Time	2- 5
Figure 2-3	Traffic Composition with MC	2- 6
Figure 2-4	Traffic Composition without MC	2- 6
Figure 2-5	Inbound and Outbound Traffic at Nagdhunga.....	2- 6
Figure 2-6	Vehicle Distribution (inbound to Kathmandu)	2- 8
Figure 2-7	Vehicle Distribution (outbound traffic).....	2- 8
Figure 2-8	Location of Thankot Project and Mid-Hill Highway.....	2-10
Figure 2-9	Traffic Volume on Major Roads around Kathmandu	2-10
Figure 2-10	Narayanghat - Kathmandu Project	2-11
Figure 2-11	Fast Track Projects.....	2-11
Figure 2-12	Sitapaila - Dharke Road Project.....	2-12
Figure 2-13	Outer Ring Road Project	2-12
Figure 3-1	Annual Precipitation Pattern in Nepal.....	3- 1
Figure 3-2	Mean Annual Temperature	3- 2
Figure 3-3	Mean Temperature and Precipitation at Kathmandu Airport	3- 2
Figure 3-4	Collected Materials for Topographical Analysis	3- 3
Figure 3-5	Topography Map of Study Area and Profile	3- 4
Figure 3-6	Landslides and Collapses in the Study Area.....	3- 6
Figure 3-7	Alternative Route and Boring Point	3- 7
Figure 3-8	Topographic Selection and Tunnel Wellhead.....	3- 7
Figure 3-9	Collected Materials for Geological Survey.....	3- 8
Figure 3-10	Geological Map of Study Area	3- 9
Figure 3-11	Rocks Explanation at Study Areas	3-10
Figure 3-12	Collapse and Failure Characteristics of Study Areas	3-11
Figure 3-13	Layout of Tunnel near Basin	3-12
Figure 3-14	Nepal and the Monsoon of South Asia.....	3-14
Figure 3-15	Network of Rain Gauge Stations in Nepal	3-14
Figure 3-16	Hydrometric Stations, River Networks and Major River Basins in Nepal	3-17
Figure 3-17	Network of Meteorological Stations in Nepal	3-18
Figure 3-18	Watersheds of Kathmandu Valley and its Vicinity	3-19
Figure 3-19	Balkhu Khola River Basin	3-20
Figure 3-20	Rain Gauge Stations in and around the Study Area.....	3-23
Figure 3-21	24 Hours Maximum Rainfall for Different Stations in Kathmandu Valley	3-24
Figure 3-22	Groundwater Divisions of Kathmandu Valley.....	3-26
Figure 3-23	Names and General Locations of Community Forests in the Project Area	3-30
Figure 3-24	Location of South-West Part of Shivapuri Nagarjun NP	3-32
Figure 3-25	Location of VDCs and Wards.....	3-34
Figure 3-26	Names and General Locations of Community Forests in the Project Area	3-39
Figure 3-27	Location of Existing Transmission Lines, Oil Storage and Satellite Station	3-41
Figure 3-28	Land Acquisition Procedure and Project Activities	3-49

Figure 3-29	Detailed Land Acquisition Procedure (1)	3-50
Figure 3-30	Detailed Land Acquisition Procedure (2)	3-50
Figure 3-31	Image Sample of Cadastral Plan (Left) and Cadastral Map (Right)	3-51
Figure 3-32	Steps to Determine the Areas for Land Acquisition	3-51
Figure 4-1	Strategic Road Network in Nepal	4- 2
Figure 4-2	Location of Study Area	4- 6
Figure 4-3	Geological Map and Profile around Study Area	4- 8
Figure 4-4	Schematic Cross Sections of the Study Road	4- 9
Figure 4-5	Landslides and Collapses in the Study Area	4-11
Figure 4-6	Number of Every 1km of Landslides and Collapses	4-11
Figure 4-7	Length as a Percentage of 1km Each Landslides and Collapses	4-11
Figure 4-8	Rivers There is a Possibility of Debris Flow Occurrence	4-12
Figure 4-9	Schematic Diagram Showing Present Condition of Existing Road	4-14
Figure 4-10	Minimum and Desirable Clearances for Tunnel	4-22
Figure 5-1	Route Location Study Procedure	5- 2
Figure 5-2	Delineation of Proposed Alternative Routes	5- 6
Figure 5-3	Control Points for Route Location Alternatives	5- 8
Figure 5-4	Plan and Profile of Alternative-A	5-12
Figure 5-5	Plan and Profile of Alternative-B	5-13
Figure 5-6	Plan and Profile of Alternative-C	5-14
Figure 5-7	Geological Characteristics of Alternative-A	5-16
Figure 5-8	Geological Characteristics of Alternative-B	5-16
Figure 5-9	Geological Characteristics of Alternative-C	5-17
Figure 5-7	Shifting Plan for Optimum Route to Avoid Influence of Groundwater ...	5-15
Figure 6-1	Geological Plan and Geological Profile along C route	6- 2
Figure 6-2	Drilling Locations	6- 4
Figure 6-3	Simple Boring Logs	6- 5
Figure 6-4	Proposed Route and its Corresponding Catchment Basins and Sub-Basins with Proposed Cross Drainage Structures	6- 7
Figure 6-5	Topographic Map showing Balkhu khola and its Tributaries near the Proposed Route	6- 8
Figure 6-6	Schematic Cross-Section at Bridges	6-13
Figure 6-7	Standard Cross Sections	6-18
Figure 6-8	Dual Carriageway Roadway Section	6-25
Figure 6-9	Cross Section of Proposed Tunnel	6-26
Figure 6-10	Tunnel Entrance	6-28
Figure 6-11	Location of Structures	6-31
Figure 6-12	Bridge No.1 and No.2	6-32
Figure 6-13	Bridge No.3	6-32
Figure 6-14	Culvert No.1	6-33
Figure 6-15	Culvert No.2	6-33
Figure 7-1	Locations of Disposal Area	7- 2
Figure 7-2	Limits of Land Acquisition at Road Section	7- 9
Figure 7-3	Cross Section (A-A)	7- 9
Figure 7-4	Limits of Land Acquisition at Bridge Section	7-10
Figure 7-5	Limits of Land Acquisition at Tunnel Portals	7-10
Figure 7-6	Land Acquisition in Transverse Direction	7-11
Figure 7-7	Land Acquisition Area	7-11
Figure 7-8	Locations of the Structures to be Affected Within 50 m ROW	7-13
Figure 7-9	Residential Structures within the 50 m ROW	7-15
Figure 7-10	Tunnel Profile Showing the Section of Necessary Land Use Restriction	7-18
Figure 7-11	Cross Section of Protected Area (A-A)	7-18

Figure 8-1	Procedure of Maintenance	8- 4
Figure 9-1	EIA Approval Procedure (2)	9-11
Figure 9-2	Organizational Framework for RAP Implementation	9-14
Figure 9-3	The Project Affected Area (Road and Tunnel)	9-18
Figure 9-4	The Project Affected Area (Potential Soil Disposal Site)	9-18
Figure 10-1	Organization Chart of Department of Roads	10- 5
Figure 11-1	Location of Proposed Tunnel Map	11- 1

List of Photographs

Photos 3-1	Typical Case of Topography found in the Study Area	3- 5
Photos 3-2	Spring Water from Boreholes	3-12
Photos 3-3	Balkhu Khola River Basin	3-21
Photo 3-4	Balkhu Khola River Basin with Increasing Urbanization	3-22
Photo 3-5	The Project Area (East Side)	3-29
Photo 3-6	Example of Places and Facilities Related to Religion in the Project Area	3-38
Photo 3-7	<i>Ficus religiosa</i>	3-38
Photos 3-8	Example of Water Supply Facilities	3-42
Photos 4-1	Various Unstable Slopes at Study Road	4-10
Photos 4-2	Debris Flow Rivers	4-12
Photos 4-3	Insufficient (Unsecured) Right-of-Way at Built-up Areas	4-17
Photos 4-4	Alignment Condition and Heavy Vehicle Negotiating Steep Grades	4-17
Photos 4-5	Fragile Topography and Rugged Terrain (one-side mountain one-side ridge)	4-18
Photos 4-6	Fragile Topography and Rugged Terrain (one-side mountain one-side ridge)	4-18
Photo 6-1	Outcrop at Tunnel Exit	6- 3
Photo 6-2	Proposed Bridge Site for Bridge No.1	6- 8
Photos 6-3	Proposed Bridge Site for Bridge No.2	6- 9
Photos 6-4	Proposed Bridge Site for Bridge No.3	6-10
Photos 6-5	Proposed Culvert Site No.1	6-10
Photo 6-6	Proposed Culvert Site No.2	6-11
Photo 6-7	Location of Start Entrance of Tunnel	6-27
Photos 7-1	Special Equipment for Tunnel Construction	7- 5
Photos 7-2	Construction yard and Water Treatment Plant	7- 6

LIST OF ABBREVIATIONS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transport Officials
ADB	Asian Development Bank
ADT	Average Daily Traffic
AMGB	Asphalt Mixed with Base
ARMP	Annual Road Maintenance Plan
BCR	Benefit Cost Ratio
CBR	California Bearing Ratio
CDC	Compensation Determination Committee
CRRD	Central Regional Road Directorate
DDC	District Development Committee
DDG	Deputy Director General
DFID	Department for International Development
DG	Director General
DHM	Department of Hydrology and Meteorology
DMG	Department of Mining and Geology
DOLIDAR	Department of Local Infrastructure Development and Agricultural Roads
DOTM	Department of Transport Management
DOR	Department of Roads
DOS	Department of Survey
DPO	District Project Office
DTMP	District Transportation Master Plan
DUDBC	Department of Urban Development and Building Construction
DWIDP	Department of Water Induced Disaster Prevention
EIA	Environmental Impact Assessment
EPA	Environmental Protection Act
EPR	Environmental Protection Rule
ESMF	Environmental and Social Management Framework
EWB	East West Highway
FHWA	Federal Highway Administration
FNNTE	Federation of Nepalese National Transport Entrepreneurs
FY	Fiscal Year
GDP	Gross Domestic Product
GESU	Geo Environmental and Social Unit
GIS	Geographic Information System
GON	Government of Nepal
GTZ	Deutsche Gesellschaft für Technische Zusammenarbeit
HCM	Highway Capacity Manual
HMGN	His Majesty's Government of Nepal
HFL	High Flood Level
IDA	International Development Association
IEE	Initial Environmental Examination
IRC	Indian Road Congress
JICA	Japan International Cooperation Agency
JRA	Japan Road Association
KMC	Kathmandu Metropolitan City
KTM	Kathmandu
KVDA	Kathmandu Valley Development Authority

LRN	Local Road Network
MC	Motor Cycle
MHC	Mid-Hill East-West Corridor
MOA	Ministry of Agriculture
MOE	Ministry of Education
MOFSC	Ministry of Forests and Soil Conservation
MOLE	Ministry of Labor & Employment
MOLD	Ministry of Local Development
MOPIT	Ministry of Physical Infrastructure and Transport
MOSTE	Ministry of Science, Technology and Environment
MOU	Memorandum of Understanding
MOUD	Ministry of Urban Development
MRCU	Maintenance and Rehabilitation Co-ordination Unit
MTP	Metropolitan Traffic Police
NATM	New Austrian Tunneling Method
NEP	Nepal Electricity Authority
NEFIN	National Foundation for Indigenous Nationalities
NGO	Non Governmental Organization
NITTFP	Nepal India Trade and Transport Facilitation Project
NPBCL	Nepal Purwadhar Bikash Company Ltd
NPC	National Planning Commission
NPV	Net Present Value
NRS	Nepal Road Standard
NRs.	Nepal Rupees
NTA	Nepal Tunnel Association
ODA	Official Development Assistance
ORRD	Outer Ring Road Development Project
PCU	Passenger Car Unit
PPP	Private Public Partnership
PAP	Project affected people/person
PMU	Project Management Unit
RBN	Road Board Nepal
ROW	Right of Way
RSDP	Road Sector Development Project
SDC	Swiss Agency for Development and Cooperation
SRN	Strategic Road Network
STGB	Surface Treatment with Granular Base
TRB	Transportation Research Board
TRP	Tribhuvan Rajpath
URN	Urban Road Network
VDC	Village Development Committee
WB	World Bank
WECS	Water and Energy Commission Secretariat

Summary of the Project

1-1 Project Background

Nepal is a landlocked country between China and India. Kathmandu is located in the valley surrounded by 800~1,500m mountains, only two international corridors are available, namely, one is from India to the western Kathmandu via the Prithvi Highway, and the other is from China to the northeastern Kathmandu via the Arniko Highway. Regarding the latter road, it crosses over Himalaya Mountains and landslides have often happened in a rainy season, therefore the trade amount is not large.

From the above reason, it is advantageous that the route from India to the western Kathmandu via the Prithvi Highway is the most reliable for foreign trade. This route, however, also has the steep gradient and sharp curve and the road alignment is not appropriate for logistics distribution. Especially, those steep gradient and sharp curve sections are located along the road between Thankot and Naubise of Tribhuvan Highway.

Improvement of this steep and sharp curving road to be appropriate alignment enables large-sized vehicles to run smoothly and reduces the traffic accident and traffic congestion. It will make trade between Nepal and India more active and contribute the economic growth of Nepal.

1.2 Objectives of the Study

The objectives of the study are to gather information on existing road conditions, and environmental and social consideration for the section between Kalanki intersection and Naubise as the intersection along the Tribhuvan Highway. And also the study should reveal the future policy for the new road improvement in this section from viewpoints of necessity and validity.

1.3 Location of the Project Road

Location of the Project Road is approximately 22km between Kalanki intersection located on a ring road in the Kathmandu Valley and Naubise, however, the road improvement is 15km between Thankot and Naubise where the most steep slopes and sharp curves are located along Tribhuvan Highway. Figure S-1 shows the road improvement project section along Tribhuvan Highway.

2.1 Procedure of Route Location Selection

The flow of the process for route location selection for the improvement of the existing road within Kalanki to Naubise section is illustrated in Figure S-2 and explained below

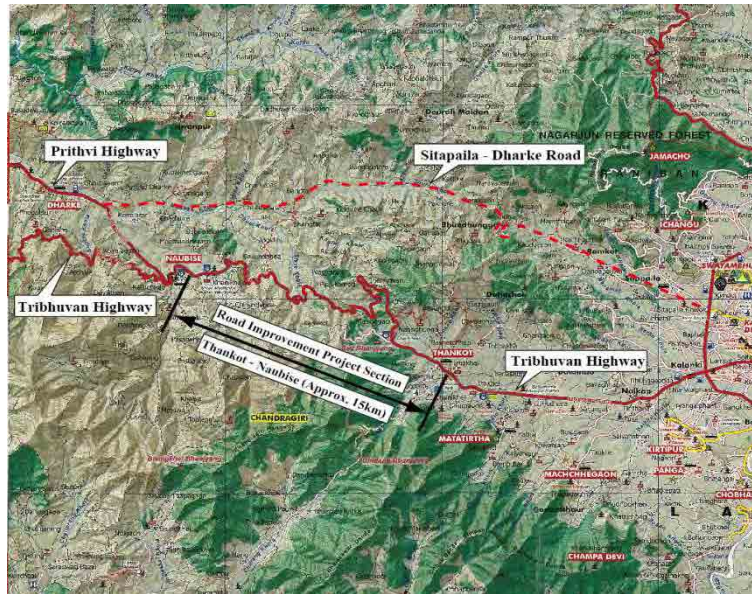
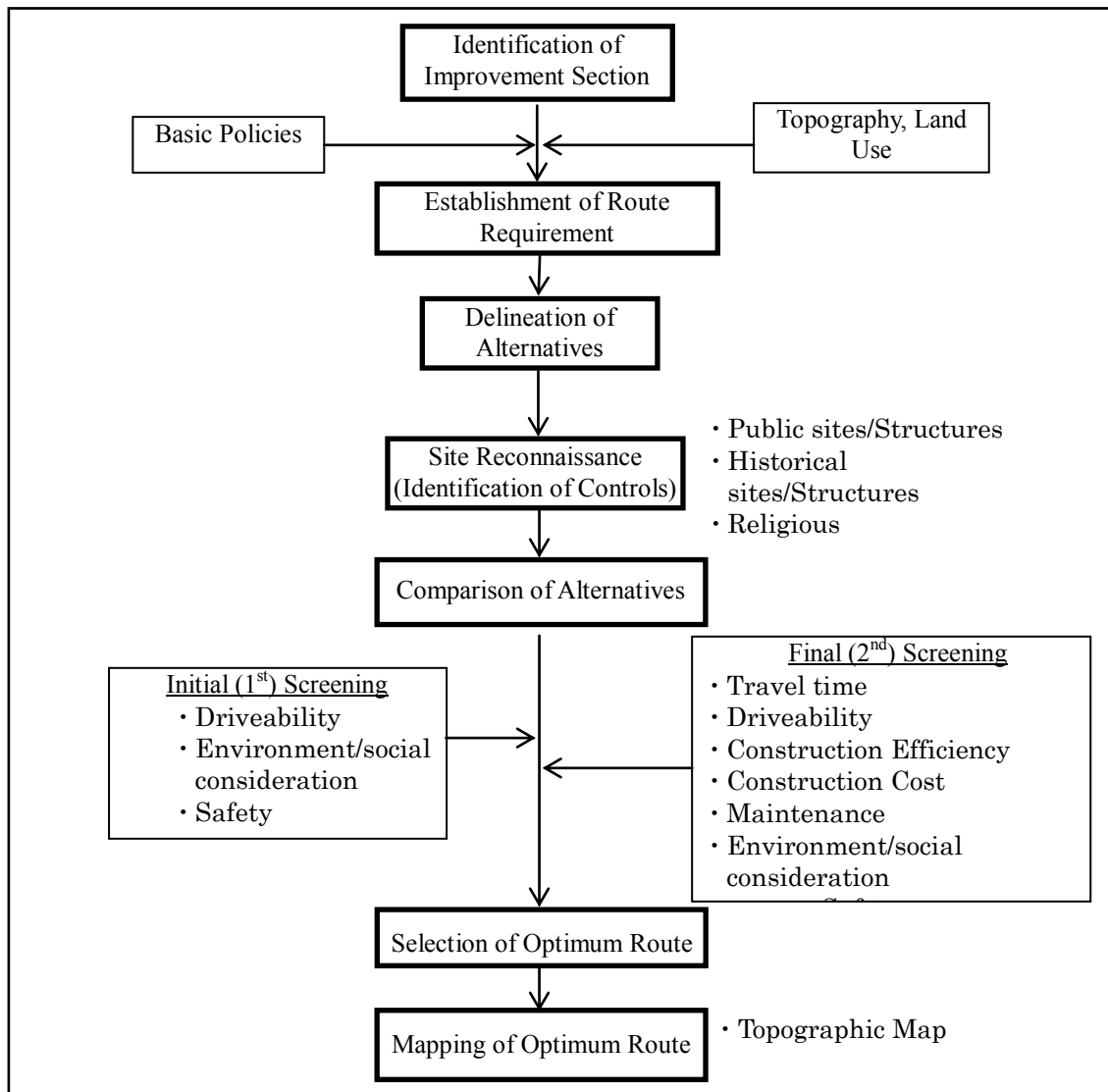


Figure S-1 Road Improvement Project Section along Tribhuvan Highway



Source: JICA Study Team

Figure S-2 Route Location Study Procedure

2-2 Initial Screening

The most important task during the first field work was to determine the optimum route within a short period of time. For this, it was necessary to consider all theoretically possible alternatives and conduct screening of them. As shown in Table S-3, the Study Team proposed 3 such alternative routes based on the available maps, documents and information collected thru meetings with JICA and relevant organizations of the GON. These alternatives were checked at the site and screened based on general evaluation factors. The alternative routes that were found inappropriate in the initial screening were dropped out and the remaining alternatives were selected as the potential alternative routes and subjected for a more detailed comparison. The comparison result for the initial screening is summarized in Table S-3.

2.3 Evaluation Factors

The 3 alternatives selected from the initial screening are again examined and compared in detail, based on the following evaluation factors:

Travel Time	:	Shorter routes with smooth alignment contribute to high travel time reduction (high vehicle operating cost),
Driving Comfort (safety)	:	Smooth alignment meeting minimum geometric requirement will be better alternative,
Construction Efficiency	:	Sufficient availability of construction yard and easy to construct (especially tunnels are easy to construct upwards) relates to shorter time and cheaper cost,
Maintenance	:	Metal bridges need regular maintenance,
Environment and social consideration	:	Less number of affected houses will have less impact during implementation, and
Cost	:	The shorter and simple structures used, the less expensive is the route

The environmental and social consideration factor in general needs to be given the highest importance as the evaluation factor. However, as there is no significant difference in the number of relocation, other factors such as travel time, driving safety etc. are used for evaluation.

2.4 Conclusion of Route Selection

From the result of the comparative study Alternative-C is recommended as optimum as it is superior than or similar to other alternatives in the following manner:

- Reduction of travel time is highest,
- Both horizontal and vertical alignment are smooth meaning high driving comfort,
- Sufficient construction yard available plus upward excavation is possible,
- Maintenance cost is low (Metal bridge of Alternative-B requires regular maintenance), and
Number of houses affected is low.

Table S-3 Comparison of Alternative Routes (Final Screening)

Route Map			
<p>LEGEND</p> <ul style="list-style-type: none"> Earth (Black line) Bridge (Red line) Tunnel (Purple line) Existing Road (Grey line) <p>Alternative-A: Straight Tunnel Total Length: 3.555km (Earth: 1.70km, Tunnel: 1.85km)</p> <p>Alternative-B: Tunnel + Loop Bridge Total Length: 3.32km (Earth: 0.74km, Tunnel: 1.29km, Bridge: 1.30km)</p> <p>Alternative-C: Straight Tunnel Total Length: 4.60km (Earth: 2.40km, Tunnel: 2.20km)</p>			
Alternatives	<p>Alternative-A: [Straight Tunnel (i=4.0%)] Alternative with an emphasis on Constructability and Drivability. (Grade of Tunnel section is 4.0%)</p> <p>Alternative-B: [Tunnel + Loop Bridge] Alternative which utilizes advanced technologies.</p> <p>Alternative-C: [Straight Tunnel (i=3.5%)] Alternative with an emphasis on Constructability and Drivability. (Grade of Tunnel section is 3.5%)</p>		
Longitudinal Section			
Evaluation Factors	<p>Time Reduction ■ Travel time is reduced by about 14 minutes compared to the existing road use. (Existing Road: about 26 minutes, Alternative Route: about 12 minutes) </p>	<p>▲</p> <p>■ Travel time is reduced by about 14 minutes compared to the existing road use. (Existing Road: about 26 minutes, Alternative Route: about 12 minutes)</p>	<p>○</p> <p>■ Travel time is reduced by about 19 minutes compared to the existing road use. (Existing Road: about 26 minutes, Alternative Route: about 7 minutes)</p>
	<p>Distance Shortened ■ Approx. 1.4km (Existing road 4.95km) </p>	<p>▲</p> <p>■ Approx. 1.6km (Existing road 4.95km)</p>	<p>○</p> <p>■ Approx. 3.0km (Existing road 7.55km)</p>
	<p>Drivability ■ Drivability (vertical alignment and horizontal alignment) is good. </p>	<p>▲</p> <p>■ Loop bridge radius is small. Drivability is inferior.</p>	<p>○</p> <p>■ Drivability is best among the alternatives.</p>
	<p>Constructability ■ Tunnel excavation from the west portal is possible. Here, construction yard can be easily secured. Transport of excavation soil and drainage discharge is also easy because excavation can be done from the lower side. ■ The overburden (surcharge) at the east portal of the tunnel is low ■ Effect of groundwater is high as the alignment runs in a valley </p>	<p>▲</p> <p>■ Excavation from tunnel exit portal is difficult as it is on high slope. Excavated from the entry portal needs digging in the lower (downward) direction causing difficulty in transporting the excavated soil and drainage discharge. ■ Securing construction yard for construction of loop bridge is difficult. ■ Effects of groundwater is lowest. </p>	<p>○</p> <p>■ Space for construction yard is readily available at the tunnel entrance side and also at the exit portal. Transport of excavation soil and drainage discharge is also not a big issue as the excavation in the higher (upward) direction is possible. ■ The overburden (surcharge) at the starting point of the tunnel is low. ■ Effect of groundwater is low. </p>
	<p>Maintenance ■ Maintenance cost is lowest among the alternatives. </p>	<p>○</p> <p>■ Maintenance cost is higher than other alternatives because the metal bridge requires regular painting to avoid rusting.</p>	<p>▲</p> <p>■ Maintenance cost is lower than alternative-B.</p>
<p>Environmental and Social Consideration ■ Land acquisition area required is about 85,000 m². ■ Maximum number of house to be relocated is estimated to 20. ■ As the tunnel passes along a valley, possibility of lowering of groundwater level of the surrounding area is anticipated. </p>	<p>▲</p> <p>■ Land acquisition area required is about 85,000 m². ■ Maximum number of houses to be relocated is about 15.</p>	<p>○</p> <p>■ Site acquisition area is about 120,000 m². ■ Maximum number of houses to be relocated is about 27. ■ Possibility of lowering groundwater level of the surrounding area is anticipated.</p>	
<p>Cost (Ratio) About \$ 80 million (1.00) </p>	<p>○</p> <p>About \$ 180 million (2.25)</p>	<p>▲</p> <p>About \$ 100 million (1.25)</p>	
Ranking Evaluation	<p>Construction and maintenance cost is the cheapest, but drivability and time reduction are inferior than alternative-C.</p> <p>2</p>	<p>Construction cost is the highest. Superior in terms of environmental and social consideration, but constructability and maintenance are inferior than other alternatives.</p> <p>3</p>	<p>Drivability, constructability and maintenance are better than other alternatives. The construction cost is higher than alternative-A, but there is no large difference.</p> <p>1</p>

3.1 Japanese Technology for the Project

Although there are some hydro-tunnels in Nepal, road tunnel has never been constructed in Nepal before. Therefore, no local consultants and contractors have any experience of road tunnel. As a mountainous country, needs for tunnels to ensure faster and safer transportation of people and goods is expected to increase in the future. Implementation of this project can provide an opportunity to enhance the capacity of local contractors in this field through technical transfer on application of tunnel technologies such as excavation methods, quality management, safety control including deformation check during tunnel excavation, etc. from Japanese contractors.

3.1.1 Special Construction Equipment

Special equipment used for excavation of tunnel is Rock Drilling Machine, Shotcrete mixing plant, Shotcreting Machine, Side-dump Loader and Ventilation Fan. These equipment are neither available locally nor can be procured from India. Therefore, all these equipment are required to be procured from Japan. The concrete lining equipment such as sliding form is also required to be procured from Japan. In addition, the deficiency of power supply, which is evident from the everyday load shedding in the Kathmandu Valley, necessitates some special engine air compressor also to be procured from Japan.

3.1.2 Lighting

The lighting of the tunnel is very important for securing traffic safety inside the tunnel. The lighting must be planned such that both the initial cost and maintenance cost is economical. Recently, LED lighting is in common use whose overall cost is less than the conventional lighting. Therefore, it is recommended to use LED lightings inside the tunnel as far as possible.

3.1.3 Safety Facilities

The tunnel length of 2.35km and the daily traffic of 7,500 classify the tunnel class B in Japanese road tunnel safety standard. The class B tunnel requires provision of;

- Emergency telephone in the tunnel
- Push button report facility in tunnel
- Emergency alarm at the entrance of tunnel
- Portable fire extinguisher in tunnel
- Evacuation guide panel on tunnel wall

3.1.4 Ventilation

From the tunnel length (L) of 2.35km and the recent traffic volume (N) of 7,500 per day excluding motorbikes, the limit of the natural wind ventilation estimated, in accordance with Japanese Road Tunnel Ventilation Standard, is as follows:

- 1) Design Hourly Traffic Volume in City/Rural Area and Flat Topography

$$N = 0.090 \times 7,500 = 675 \text{ vehicles per hour}$$

- 2) Two (2) directions Traffic Tunnel

$$L \cdot N = 675 \times 2.35 = 1,586 \text{ over } 1,000$$

Hence, Natural Wind Ventilation is not applicable, and provision of ventilation system is required. The typical ventilation by the Jet Fans will be most simple and applicable among various ventilation systems.

3.1.5 Power Supply Facilities

One of the prerequisites in connection to the implementation of this project is assurance of power supply and backup system. Stable and continuous electricity supply will be critically required during operation and maintenance, particularly inside the tunnel section to keep the ventilation and lights adequately functioning.

The total electric power demand of the tunnel will reach to 1,000kw. Supply of this power in a stable and continuous manner can be made available from Nepal Electric Authority (NEA). However, a minute of understanding (MOU) has to be signed between MOPIT and MOE for this provision. This is possible if the project road is enlisted in the National Priority Project List. The power supply line to the tunnel from the transmission line or directly from the nearby substation of NEA needs to be maintained as well as the provision of power supply system inside the tunnel is required.

4.1 Conclusion

Economic and trade activities are flourishing in Kathmandu through the network of roads connecting neighboring India and the Kathmandu Valley. However, the Kathmandu Valley itself is located in the basin within surrounding mountains, therefore, the transportation of goods and commodities from India have to inevitably pass through the steep slopes and sharp curves of the Thankot Pass. With the proposal of building a tunnel at Thankot Pass, this project will bear huge economic benefits as it will greatly relieve traffic congestions, reduce the number of accidents and decrease travel time as follows:

- (1) Shortening of travel time
- (2) Shortening travel distance
- (3) Saving of vehicle running cost
- (4) Reduction of traffic accidents
- (5) Application as a Model Case

As mentioned above, this tunnel project connecting Kathmandu and India through the Tribhuvan Highway will bring great economic prospects into Nepal. It is strongly believed that with the implementation of this project, the infrastructure development of the country will improve steadily whereby drawing strong foreign investments into the country. Although this proposed tunnel project in Thankot Pass will be the first model case in Nepal, it will be a 'successful' model case as there are many places in Nepal where tunnel constructions can be implemented in the future.

As mentioned above, there are so many advantages for the country of Nepal to implement the tunnel construction at Thankot. They are not only district development and economics, but also technical transfer to Nepalese engineers of DOR or other related institutions. The tunnel

construction starts from a planning, design, construction and inauguration. These processes contain a various modern civil engineering technologies.

It is a revolutionary project that a tunnel technology is introduced into Nepalese engineers, moreover, the technology transfer by this project will be enhanced the country of Nepal to develop more in the future.