

**GOVERNMENT OF SOCIALIST REPUBLIC OF VIET NAM  
MINISTRY OF TRANSPORT**



**Consulting Service for Detailed Design  
for  
Da Nang – Quang Ngai Expressway Development Project  
IDA Credit No. 4779-VN**

**Contract  
for  
Land Acquisition and ROW Staking Works  
(for ROW Reports No.16 & No.17)**

**BETWEEN**

**JOINT VENTURE OF NK – NEC – CHODAI - TEC**

**AND**

**DUONGVIET CONSTRUCTION INVESTMENT CORPORATION**

**Dated: 24 October 2013**

A handwritten signature in black ink, consisting of stylized initials and a long horizontal line extending to the right.

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CONTRACT AGREEMENT  
ON  
LAND ACQUISITION AND ROW STAKING WORKS  
FOR  
CONSULTING SERVICES FOR DETAILED DESIGN FOR  
DANANG - QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT  
PROJECT ID NO. P.106235  
IDA CREDIT NO. 4779-VN

This Contract made and entered into this 24<sup>nd</sup> October 2013, by and between:

Joint Venture of NK – NEC – Chodai – TEC duly organized and existing under the laws of VietNam, with its principal office located at Unit 2, 11th floor, PVFC Building, Lot A2.1, 30 April Street, Hai Chau District, Da Nang City (hereinafter referred to as the "Consultant") and DuongViet Construction Investment Corporation, duly organized and existing under the laws of Vietnam, with its principal office located at 589 Ngo Quyen Street, Son Tra District, Da Nang City, Vietnam (hereinafter referred to as the "Sub-consultant")

WITNESS THAT the parties covenant, promise and agree as follows:

The Sub-consultant agrees to do and complete the Land Acquisition and ROW Staking Works (hereinafter referred to as the "Works") in accordance with the terms, conditions and requirements of this Contract.

The Consultant agrees to pay the Sub-consultant in consideration of the fulfillment of the Works, the Contract Price of Twenty Three Thousand US Dollars only (USD23,000), including USD 2,091 of VAT, in accordance with the terms and conditions specified in Clause 2.12 of General Conditions.

It is agreed that the terms, conditions and requirement of the Contract shall prevail to the extent that are expressly modified or altered by this Contract.

IN WITNESS WHEREOF, each of the parties hereto has caused this Contract to be executed in duplicate as of the date first above written by its duly authorized representative.



\_\_\_\_\_  
on behalf of the Consultant

**Ichizuru ISHIMOTO**  
Project Manager  
Joint Venture of  
NK-NEC-CHODAI-TEC



\_\_\_\_\_  
on behalf of the Sub-consultant

**Pham Van Cuu**  
Chairman of the board/Current General Director  
Duong Viet Construction Investment  
Corporation

## II. GENERAL CONDITIONS OF CONTRACT

### 2.1 Definitions

The following words and expressions shall have the meaning assigned to them except where the context otherwise requires:

- (a) The "Client" shall mean Project Management Unit No.85 (PMU85) under Ministry of Transport (MOT) of Government of Socialist Republic of Vietnam (GOV).
- (b) The "Project" shall mean Da Nang – Quang Ngai Expressway Development Project, approximately 140 km long, in the central Vietnam.
- (c) The "Service" shall mean the Consulting Services for Detailed Design for Da Nang – Quang Ngai Expressway Development Project to be carried out by the Joint Venture.
- (d) The "Joint Venture" shall mean the Joint Venture of Nippon Koei Co., Ltd., Nippon Engineering Consultants Co., Ltd., Chodai Co., Ltd. and Thai Engineering Consultants Co., Ltd.
- (e) "NK" shall mean Nippon Koei Co., Ltd., the prime consulting firm responsible for the implementation of the Service having an address of its head office at;  
  
4, Kojimachi 5-chome,  
Chiyoda-ku, Tokyo, 102-8539, Japan
- (f) The "Project Manager" shall mean team leader of the Joint Venture approved by the Client.
- (g) The "Consultant" shall mean a person or persons of the Joint Venture appointed by the Project Manager.
- (h) The "Sub-consultant" shall mean the person whose bid has been accepted by the Consultant and approved by the Client.
- (i) The "Contract" shall mean the agreement between the Consultant and the Sub-consultant, and include General Conditions, Term of Reference (TOR), Technical Specifications and Priced Bill of Quantities (BOQ) attached hereto.
- (j) The "Site" shall mean the places of the area shown on the attached project location map in Appendix-A.
- (k) The "Works" shall mean the works for the Land Acquisition and ROW Staking Works as shown in the Bill of Quantities attached in the Appendix E.
- (l) The "Contract Price" shall mean the sum named in the Contract as the Contract price.
- (m) The "Bill of Quantities" or "BOQ" shall mean the price schedule attached to the Contract.

- (n) The "Unit Price" shall mean the unit price stated in the Bill of Quantities.
- (o) The "Drawings" shall mean the drawings referred in the Contract and any modification of such figures and drawings approved in writing by the Consultant.
- (p) "Day, Week, Month, Year" shall mean calendar day, calendar week, calendar month and calendar year.
- (q) "Approval" or "Approved" shall mean approval or approved in writing by the Consultant.
- (r) "Writing" shall mean any manuscript, typewritten or printed statement under seal or hand. Words importing the singular only also include the plural and vice versa where the context requires. The fact that the words defined in this Clause are or are not capitalised in the Contract shall not affect their meaning.
- (s) The "Prime Contract" shall mean the contract for Consulting Services for Detailed Design for Da Nang - Quang Ngai Expressway Development Project between PMU85 and the Consultant on 15 November 2011.
- (t) The "Original Scope" shall mean the scope of works stipulated in the Terms of Reference (TOR) in the Prime Contract.
- (u) The "Additional Scope" shall mean the scope of works NOT stipulated in the Terms of Reference (TOR) in the Prime Contract.
- (v) The "Supplemental Work" shall mean supplemental work, which is not included the scope of the Contract, and to be carried out under the Original Scope, by the official instruction of the Consultant to the Sub-consultant. Amendment of the Contract is required.
- (w) The "Additional Work" shall mean additional work to be carried out under the Additional Scope. Amendment of the Contract is required.

## **2.2 Sub-consultant to Inform Himself Fully**

The Sub-consultant by bidding shall be deemed to have satisfied himself as to all the conditions and circumstances affecting the Contract price, and to have fixed these prices according to his own view for these as no additional allowances, except as otherwise expressly provided, will afterwards be made beyond the Contract Price. The Sub-consultant shall be responsible for any misunderstanding or incorrect information, whatsoever, obtained except information given in written by the Consultant. The Sub-consultant shall determine the presence of all services or ground facilities that may be affected by his work.

### **2.3 Time for Commencement and Completion**

The commencement date of the Works is 24 October 2013 and the whole of the Works shall be completed not later than 24 November 2013.

### **2.4 Manner of Execution**

- 1) The Works to be done under this Contract shall be executed in accordance with the Sub-consultant where not specified therein shall be in accordance with such instructions as the Consultant may issue, from time to time, as he considers necessary and appropriate. If something, which is not described in this Contract, occurred, the Sub-consultant shall consider and judge based on the conscience and justice of the engineership.
- 2) The Sub-consultant shall be responsible for observing all regulation and safety precautions required by authorities and/or through legislation.
- 3) The Sub-consultant shall keep good relation with concerned persons and organization of the Works and shall settle any conflict with them at his own responsibility and expense.

### **2.5 Information and Official Permission**

- 1) The Consultant shall make available to the Sub-consultant for the purpose of performing the Works which are listed in the Contract.
- 2) Official permission from the authorities concerned for the execution of the Works at the Site shall be arranged by the Sub-consultant at his own expenses.

### **2.6 Sub-consultant's Representative and Persons**

- 1) The Sub-consultant shall make his own arrangements for the engagement of all the engineers, technicians and labours necessary for the execution of the Works. The Sub-consultant shall submit to the Consultant for approval a complete list of principal staff showing names, functions, personal histories and periods of assignments prior to commencement of the Works.
- 2) The Sub-consultant shall appoint one or more competent representatives from the Sub-consultant's engineers assigned to the Works to superintend the carrying out of the Works on the Site. The names, training and experience of the Sub-consultant's representatives shall be submitted to the Consultant for approval before they are appointed. The said representative, or if more than one shall be appointed, then one such representative shall be present on the site during working hours, and any orders or instructions which the Consultant may give to the said representative of the

Sub-consultant shall be deemed to have been given to the Sub-consultant by the Consultant.

- 3) The Sub-consultant shall be responsible for observation of all regulation and safety precautions imposed by labour legislation and authorities in Vietnam. The Sub-consultant shall prepare a safety policy document for submission to the Consultant for approval prior to starting work on the site. No work will be allowed to proceed until this document has been submitted and approved. Any costs delay due to the late submission of this document will be at the Sub-consultant's expense.
- 4) The Consultant shall be at liberty by notice in writing to the Sub-consultant to object to any representative or other person employed by the Sub-consultant in the execution of the Works who shall, in the opinion of the Consultant, misconduct himself or be incompetent or negligent or be sick and the Sub-consultant shall remove such person from the Works and provide an acceptable replacement for such person at the Sub-consultant's expense.

#### **2.7 Working Days and Hours**

The Sub-consultant shall carry out the Works on the Site continuously during the normal working hours generally recognised in Vietnam. The Sub-consultant may, with the arrangement of the Consultant, carry out work at other time if it shall be practicable in the circumstances for work to be so done.

#### **2.8 Materials, Equipment and Facilities to be provided by the Sub-consultant**

The Sub-consultant shall, at his own expense, supply and provide all the equipment, materials, labors and other things or every kind required for the execution and completion of the Works.

#### **2.9 Program to be Furnished**

- 1) The Sub-consultant shall submit to the Consultant for his approval his proposed time schedule and field operation program for each section of the Works.
- 2) After approval by the Consultant of such time schedule and field operation program, the completion time for the Works stipulated in the same time schedule shall be considered as "Guaranteed Time for Completion of the Works", and the Sub-consultant shall adhere to the order of procedure method and time schedule unless he obtains the written permission of the Consultant to vary such order or method or time schedule.
- 3) Such time schedule and field operation program shall be supplemented by the Sub-consultant in weekly progress reports indicating the actual state of progress of all items during the course of the Works at the Site. The form and substance of such weekly

reports shall be satisfactory to the Consultant. The weekly progress report shall be submitted by Monday of the following week to which it applies.

- 4) In the course of the Works, when the Consultant calls the Sub-consultant for a meeting, the Sub-consultant and/or his representatives shall at any time and at his own expense attend the meeting and shall report the actual state of Works.

#### **2.10 Insurance**

- 1) The Sub-consultant shall at his expense effect accident and insurance for engineers, technicians and labours employed by the Sub-consultant for the execution of the Works, and shall indemnify the Consultant from any claim for the compensation of such accident and injury, damage to property and third parties caused in undertaking the duties and all claims whatsoever.
- 2) The Sub-consultant shall, at his expense, insure the equipment, materials and facilities to be provided by the Sub-consultant and keep each part thereof insured for its full value against loss, damage and fire.

#### **2.11 Force Majeure**

- 1) If either party is temporarily unable by reason of force majeure or the law or regulation of to meet any of its obligation under the Contract, and if such party gives to the other party written notice of the event within fourteen (14) days after its occurrence, such obligations of the party, as it is unable to perform by reason of the event, shall be suspended for as long as the inability continues.
- 2) Neither party shall be liable to the other party for loss or damage sustained by such other party arising from any event referred to in Clause 2.11 1) or delay arising from such event.
- 3) The term "Force Majeure" as employed herein shall mean Act of God, strikes, lock-outs or other industrial disturbances, acts of the public enemy, wars, blockades, earthquakes, storm, lightning, floods, washouts, civil disturbances, explosion, curfews, and any other similar event, beyond the control of either party.

#### **2.12 Terms of Payment**

- 1) This is a lump sum contract.
- 2) As soon as the Works has been started, the Sub-consultant shall submit to the Consultant, the invoices of amount payable. After checking the invoices, the Consultant shall pay the

Sub-consultant in respect of the Works. The Consultant reserves the right to exclude such items that are not considered to be authenticated, from the payment.

- 3) First payment equivalent to Forty percent (40%) of the Contract Price shall be made to the Sub-consultant after approval by the Consultant for both of the following items:
  - Completion of mobilization of personnel and equipment at the Site,
  - Approval of the work plan by the Client.
- 4) Second payment equivalent to Forty percent (40%) of the Contract Price shall be made to the Sub-consultant upon acceptance of the outcome by the Consultant.
- 5) Final payment equivalent to Twenty percent (20%) of the Contract Price, with adjustment of performed work quantities, shall be made to the Sub-consultant upon issuance of "Work Completion Certificate" by the Consultant after receiving the Acceptance Minutes by PMU85.
- 6) No extra payments in respect of overtime, holiday work, additional equipment, materials and facilities, or special conditions of hardship shall be claimed by the Sub-consultant beyond the Contract price.
- 7) Payment procedure is provided in Appendix-B. Remittance charge shall be paid by the Sub-consultant.
- 8) The Sub-consultant shall issue VAT invoice for each payment.

### **2.13 Taxes and Related Charges**

All the income and other taxes, levies, imposes, deductions, charges, fees and similar assessments whatsoever imposed, assessed, levied or collected by the Government of Vietnam or any subdivisions thereof or any taxing authority therein, upon the Sub-consultant and his staff shall be paid and/or borne by the Sub-consultant.

### **2.14 Variations and Omissions**

- 1) The Sub-consultant shall not alter any of the Works except as directed in writing by the Consultant. The Consultant shall have full power, from time to time, during the execution of the Contract, to direct the Sub-consultant to alter, amend, omit, add to or otherwise vary any of the Works, by notice in writing, and the Sub-consultant shall carry out such variations. In case the Consultant asks the Sub-consultant, on the spot, to change the areas to be investigated from the originally proposed areas, the Sub-consultant shall at that instance obey such directions and later obtain written confirmation from the Consultant.

- 2) If a decrease in the Works is ordered by the Consultant, such orders shall not constitute any ground for claim for damage or loss of anticipated profits on the Works. All extra additional Works shall be performed with the same materials and workmanship as employed for the Works of similar character in the original one as far as they are applicable thereto.
- 3) In any case there such a direction involves an increase or decrease in the Contract Price, the difference in cost to the Contract, if any, occasioned by such variations, shall be adjusted from the Contract Price as the case may require, unless otherwise specified. The amount of such difference shall be ascertained and determined in accordance with the unit prices specified in the BOQ, so far as the same may be applicable, and where the unit prices are not contained therein, such amount shall be reasonably agreed between the Consultant and the Sub-consultant in writing.
- 4) In case some modification and/or variation are requests made by Consultant and/or Client, those works shall be paid by Consultant basing on the unit price in BOQ and the actual quantity. In case such modifications and/or variations requested are not included in the BOQ, both Parties will discuss to make a supplementary agreement to the Contract.

#### **2.15 Sub-consultant's Default**

- 1) If the Sub-consultant shall neglect to execute the Works with the diligence and expedition or shall refuse or neglect to comply with any reasonable instructions or orders given in writing by the Consultant in connection with the Works, or shall contravene the provisions of the Agreement, the Consultant may give notice in writing to the Sub-consultant to make good the failure, neglect or contravention complained of.
- 2) In case, the Sub-consultant fail to comply with the notice within a reasonable time from the date thereof, then and in such case the Consultant shall be at liberty to employ other workmen and forthwith execute such part of the Works as the Sub-consultant may have neglected to do, or, if the Consultant shall think fit, it shall be lawful for him, without prejudice to any other right he may have under the Contract, to make the Works wholly or in part out of the Sub-consultant's hands and re-contract with any other person or persons to complete the Works or any part thereof.
- 3) The Consultant shall be entitled to retain and apply any balance which may be otherwise due by him to the Sub-consultant, or such part hereof as may be necessary to payment of the cost of executing the said part of the Works of completing the Works as the case may be. If the cost of completing the Works or executing part thereof as aforesaid shall exceed the balance due to the Sub-consultant, the Sub-consultant shall pay such excess upon request writing from the Consultant.

## **2.16 Rejection**

If at any time before the Works are accepted by the Consultant, the Consultant shall decide that any work done by the Sub-consultant is defective or not in accordance with the Sub-consultant or that the Works or any portion thereof are defective or do not fulfil the requirements of the Contract, then the Sub-consultant shall with all speed and at his own expense make good defects so specified. In case the Sub-consultant shall fail so to do, the Consultant may, provided he does so without undue delay, take at the cost of Sub-consultant, such steps as may in all the circumstances be reasonable to make good such defects.

## **2.17 Time for Completion**

- 1) The whole of the Works shall be completed with the time guaranteed by the Sub-consultant or such extended time as may be allowed under the following paragraph.
- 2) The Sub-consultant shall not be held responsible for failure to carry out his obligations in case of force majeure, such as embargo, blockade, war, natural disasters or any disaster or any circumstances beyond his reasonable control.
- 3) The Sub-consultant shall notify the Consultant in writing within seven (7) days of the commencement of force majeure conditions. Depending on the production of satisfactory evidence and if the existence of force majeure conditions is accepted by the Consultant, the Consultant will grant extension of the Guaranteed Time for Completion of the Works sufficient to compensate for delay due to force majeure without penalty.

## **2.18 Delay in Completion**

If the Sub-consultant fails to complete the Works in accordance with the Contract within the time fixed by the Contract, there shall be deducted from the Contract Price as and for liquidated and ascertained damages a sum of money equal to a half percent (0.5%) of the Contract Price for each day between the Guaranteed Time for Completion of the Works and the actual date of completion but the amount so deducted shall not in any case exceed five percent (5%) of the Contract Price. Such deduction shall be in full satisfaction of the Sub-consultants liability for the said failure. The Consultant may request the Sub-consultant to employ additional labour or use additional equipment and materials and the Sub-consultant will do so at his expense in case a delay in the completion of the works has to be expected.

## **2.19 Suspension of the Works**

The Sub-consultant shall, on the written order of the Consultant, suspend the progress of the Works or any part thereof for time or times and in such manner as the Consultant may consider necessary and shall be doing such suspension properly protect and secure the works so far as is necessary in the opinion of the Consultant. All expenses incurred by the

Sub-consultant by reason of the suspension of the Works by the Consultant will be at the sole responsibility of the Sub-consultant if the suspension is:

- (a) Otherwise provided for in the Sub-consultant
- (b) Necessary for the proper execution of the works or by reason of whether conditions affecting the safety or the quality of the Works or by some defaults on the part of the Sub-consultant, or
- (c) Necessary for the safety of the Works or any part thereof.

### **2.20 Certificate or Completion of the Works**

As soon as in the opinion of the Consultant, the whole of the Works shall have been satisfactory completed, the Consultant shall issue a Certificate of Completion of Works after receiving a written application thereof. Upon issuance of such Certificate of Completion of Works, the Sub-consultant shall cease to be under further obligation under the Contract.

When whole the Work completed, a Certificate of Completion of Works shall be issued to terminate the Contract after receiving the acceptance letter from PMU85.

### **2.21 Bankruptcy**

If the Sub-consultant shall become bankrupt or insolvent or have a receiving order made against him, or compound with his creditors, or being a corporation, commence to be wound up, not being a member's voluntary winding up for the purpose of amalgamation or reconstruction, or carry out its business under a receiver for the benefit of its creditors or any of them, NK shall be at liberty:

- 1) To terminate the Contract forthwith by notice in writing to the Sub-consultant or to the receiver, or liquidator, or to any person in whom the Contract may become vested, and to act in the manner provided in Clause 2.15 of the Sub-consultant's Default, as though the last mentioned notice has been the notice referred to in such Clause and the Works has been taken out of the Sub-consultant's hand, or
- 2) To give such receiver, liquidator or other person the opinion of carrying out the Contract subject to his providing a guarantee for the due and faithful performance of the Contract up to an amount to be agreed.

### **2.22 Assignment and Sublet the Contract**

The Sub-consultant shall not, without the prior consent in writing of the Consultant, assign or transfer the Works or the benefits or obligations thereof or any part thereof to any other

persons. The Sub-consultant shall not, without the prior consent in writing of the Consultant, which shall not be unreasonably withheld, sublet the Sub-consultant any part thereof or make any sub-contract with any person or persons.

Any such consent if given shall not relieve the Sub-consultant from his obligations under the Contract. The Sub-Sub-consultant shall be regarded as employee of the Sub-consultant. The Sub-consultant shall be solely responsible for the performance of the Sub-Sub-consultant and for all payments to the Sub-Sub-consultant.

### **2.23 Arbitration**

- 1) If any dispute or difference of any kind whatsoever shall arise between NK and the Sub-consultant in connection with the interpretation or application of the Contract, it shall be settled as much as possible by amicable arrangement between both parties. If such arrangement cannot be realised, the dispute of difference shall be settled by arbitration as provided herein.
- 2) All questions, disputes or differences arising out of or in relation to the interpretation of the Contract which cannot be settled by manual accord shall be submitted to a committee for arbitration consisting of three arbitrators, one to be nominated by NK, another by the Sub-consultant and the third as chairman by the two mentioned arbitrators above, and shall be finally settled in conformity to the rules and procedures or Conciliation and Arbitration of the International Chamber of Commerce. Such arbitration shall be held at such place and time as the arbitrators may decide. Any decision, opinion, direction, certificate or valuation given by the arbitrators shall be obeyed by both parties and be final.

### **2.24 Notice and Correspondence**

Any notice to be given to the Sub-consultant shall be served by sending the same by post, facsimile, email, or leaving the same at the Sub-consultant's principal place of business, or to the address of his representative at the Site. Any notice to be given to the Consultant shall be served by sending the same by post, facsimile, email, or leaving the project office of the Consultant in Danang:

#### Danang Project Office:

Unit 2, 11th floor, PVFC Danang Building, Lot A2, April 30 Street, Hai Chau District, Danang City, Vietnam

Telephone: +84-(0)511-379-7961

Facsimile: +84-(0)511-379-7962

## **2.25 Documents**

- 1) All the correspondences, figures, drawings and other documents shall be made in both English and Vietnamese.
- 2) The several documents have to be taken as mutually explanatory of one another, but in case of ambiguities or discrepancies the same shall be adjusted in accordance with the provisions of Clause 2.23 thereof.

## **2.26 Inspection of Work**

The Consultant shall, at all times, have access to the Works wherever it is in preparation or progress and the Sub-consultant shall provide necessary facilities for such access and for inspection. Where the specifications require any work to be specially tested or approved, the Sub-consultant shall give the Consultant timely notice of his readiness for inspection and, if the inspection is by an authority other than the Consultant, of the date fixed for such inspection.

## **2.27 Maintenance of Security**

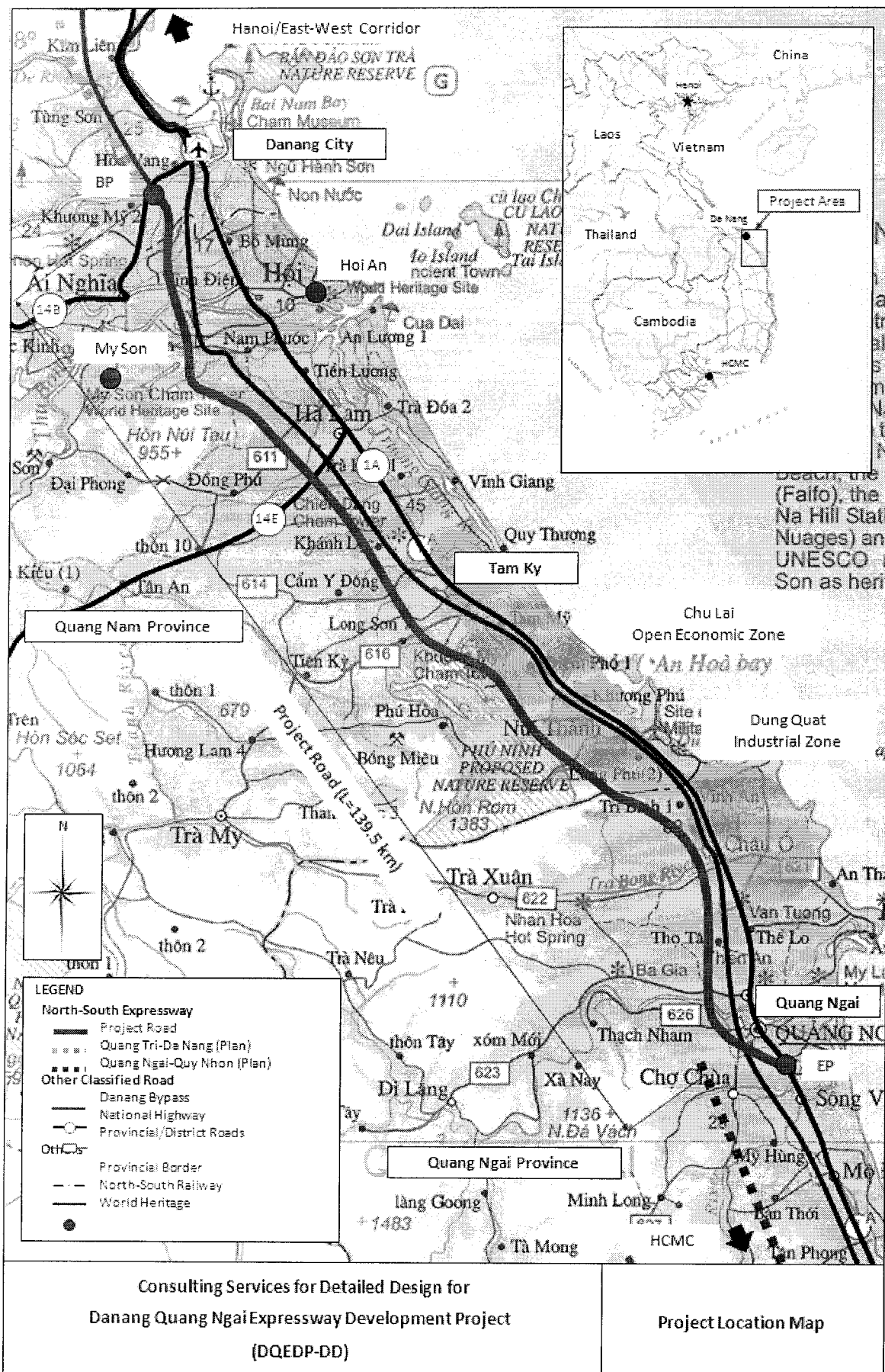
Without obtaining the Consultant's prior written approval, the Sub-consultant shall not disclose, not only during the effective period of this Contract, but also after the termination or completion of this Contract, any information and/or data, etc., which has been made known to the Consultant in executing the Work.

## **2.28 Emergency Communication Network**

The Sub-consultant shall submit to the Consultant an emergency communication network which includes contact numbers and addresses in both case of usual and emergency response.

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Detailed Design for Da Nang – Quang Ngai Expressway Development Project  
 Appendix A: Project Location Map



*Handwritten signature*

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### Appendix-B: Mode of Payment

- A. The Sub-consultant shall submit an invoice for services performed by him/her. A sample invoice form is attached hereto.
- B. The above invoices shall be submitted to NK with the following particulars:

Address : Mr. Ichizuru Ishimoto  
General Manager  
Highways and Bridges Dept.,  
Nippon Koei Co., Ltd.  
Tokyo, 102-8539, Japan

Project Code : JA08O1057

- C. The payment shall be made in US Dollar of telegraphic transfer to the account mentioned below within one (1) month from the date of the receipt of the invoice. The Sub-consultant shall confirm in advance the reliability of transferring to this account.

Bank Name : \_\_\_\_\_  
Branch Name : \_\_\_\_\_  
Account Name : \_\_\_\_\_  
Account Number : \_\_\_\_\_  
Bank Address : \_\_\_\_\_  
Country : Vietnam  
(where the bank exists):

- D. Remittance charges shall be deducted from the amount of each payment.

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## Section 5. Terms of Reference

### 1. Background

The Government of the Socialist Republic of Vietnam (GOVN) represented by Vietnam Expressway Corporation, through Project Management Unit No. 85 (PMU85) is planning to implement Expressway Development (Da Nang - Quang Ngai) Project (hereafter called the Project). Vietnamese MOT is the line agency who makes investment decision for the Project. VEC is the project owner and PMU85 is the project management consultant at project preparation and implementation phases until the works is handed over and put into operation. PMU85 is also the implementing agency who actively works with relevant authorities to solve all the issues related to the Project. The purpose of the Expressway is to improve the inter-regional transport networks to support the socio-economic development in the Central region and in the whole country and promote traffic safety.

In preparation for the Project, the GOVN commissioned a Feasibility Study (FS) in 2003 which was subsequently revised and completed in March 2008 by JETRO Consultants. In order to meet the requirements of the guidelines and loan procedure of the World Bank and other international financial donors, the FS was updated by Nippon Koei Co., Ltd., being completed in May 2009. This updated FS is being reviewed and further refined by CPCS Transcom Limited.

The Project consists of the following three components;

- (1) Component A: Civil Works  
Construction of four-lane dual carriageway road (with capacity for eventual widening to six lanes) and 131 km in total length.
- (2) Component B: ITS (Intelligent Transport System) Works  
Provision of traffic management and toll collection facilities
- (3) Component C: Expressway Operations and Maintenance  
Planning an institution to operate and maintain the expressway and identifying facilities and equipment that it will need.

It is currently expected that the project will be implemented with financial support from the World Bank and the Japan International Cooperation Agency (JICA). Funds from these agencies would be used to finance separate sections of the Project. The current Terms of Reference pertain to the entire Project.

### 2. Objectives of the Consulting Services

The objectives of the consulting services are:

- To undertake the efficient and proper preparation of the detailed engineering design;
- To prepare an implementation program that can ensure delivery of the project in an efficient and timely manner infrastructure in accordance with the implementation program; and
- To promote technology transfer by employing suitably qualified Vietnamese professionals for the detailed design and implementation planning for the Project and by providing appropriate training for staff of the related agencies who will be at various times responsible for the Project.

### 3. Scope of Services

#### 3.1 General

In executing the services, the Consultant shall follow the current relevant Guidelines and regulation/procedures of GOVN and the Bank based on the FIDIC Conditions of Contracts. The Consultant shall assist PMU85/MOT in all aspects of the work including the review of previous studies, detailed design and tender assistance required for implementation of the Project. The scope of the consulting services broadly consists of, but not limited to, the following works:

1. Review of previous studies.
2. Detailed engineering design including cost estimation and preparation of tender documents and other supporting documentation.
3. Assistance with calling and assessing tenders for works and for contract negotiations.

Special attention is drawn to the requirement that the Consultant conduct independent bid evaluations and give the Client advice on issues related to contract negotiations for the Client's reference.

The Consultant shall perform the tasks listed below:

#### 3.2 Review of Previous Studies and Establishing the Detailed Design Framework

The Consultant shall:

(1) Review Previous Studies

The Consultant shall review the previous studies to acquaint themselves with the evolution of the Project and its current features, and to identify matters that may materially affect the work of the current contract. Key issues will be identified for discussion and agreement with PMU85/MOT. The review shall cover, among others, the following subjects:

- a. Review of horizontal and vertical alignment and proposed structures.
- b. Review site-specific social and environmental impacts identified in the Environmental Impact Assessment (EIA) prepared by PMU85 and the mitigation measures proposed in the associated Environmental Management Plan (EMP).
- c. Review construction phasing and management of traffic during construction.
- d. Review toll operation and control facilities, operation and maintenance facilities and services, service areas, parking areas, etc.

(2) Establish Detailed Engineering Design Framework

The Consultant shall:

- a. Establish design criteria and design standards to be applied for the Project.
- b. Recommend and agree with PMU85/MOT the format and content for the Bills of Quantities, cost estimates and prequalification and bidding documents.
- c. Recommend and agree with PMU85/MOT the time schedule for preparation of the detailed design, the Bills of Quantities, cost estimates, prequalification documents and bidding documents to allow the tendering

of works and construction for each contract package to commence immediately after the completion of necessary design and documentation work and the gaining of necessary approvals.

### ***3.3 Detailed Engineering Design and Procurement Planning***

Tasks to be undertaken by the Consultant to prepare the detailed engineering design and the planning of procurement will include:

1. Identify project packaging.
2. Conduct surveys and investigations.
3. Prepare detailed design for roads, bridges and other structures.
4. Design of intelligent transport systems and toll facilities.
5. Establish an operation and maintenance system for the project.
6. Prepare an Environmental Impact Assessment, Environmental Management Plan, Ethnic Minority Development Plan (if needed) and Resettlement Action Plan.
7. Recommend construction methods and prepare a construction schedule.
8. Prepare a cost estimate for the Project.
9. Prepare pre-qualification, tender and contract documents.
10. Prepare an implementation program.

In undertaking the detailed engineering design, the Consultant shall:

- a. Use the reference documents of previous studies approved by GOVN and the World Bank as the basis for detailed design.
- b. Use engineering standards approved by GOVN. Where current standards are not available or are unsuitable, the Consultants shall make recommendations for appropriate standards and gain approval from PMU85/MOT for their use.
- c. Undertake the work in a phased manner so that pre-qualification of contractors can occur for packages for which detailed design and documentation is completed while detailed design and documentation continues for other packages.

#### ***3.3.1 Packaging***

The Consultant shall identify a recommended packaging for the project and get agreement with the Client before commencing detailed design. Packaging shall satisfy the following conditions:

- a. Individual packages should be confined to a single province;
- b. Individual package shall be financed by only a single financier;
- c. The value of a package should generally be from about 70 million to 100 million USD, i.e. neither too big nor too small.
- d. During D.D preparation, the Consultant shall study, initiate the solutions and design a contract package with reasonable scopes of works beforehand so that its construction can be commenced in 2010.

#### ***3.3.2 Surveys and Investigations***

##### ***(1) Data collection***

- Investigate and collect the following data for cost estimate and general cost estimate:  
Production costs related to local transportation activities; depreciation regulations related

to traffic vehicles; haulage tables for transportation services; charges for travel, bridges and roads, and insurance; costs for traffic accidents; inflation and exchange rate in the previous years; local unit price for calculation of general cost estimate; consult unit prices of projects under implementation in the region; investigate sources of materials and energies for construction; cooperate with local governments to identify disposal areas for soil and waste materials ( including liquid waste)

- Survey for construction material transportation

- Investigate and collect planning data related to the project and work with relevant authorities: Collect planning maps of highways, railways, waterways and maritime; plan of industrial and urban zones along the route; plan of systems of hydraulic works , irrigation, canals, dykes, and pumping stations, etc; plan of underground works and system of underground and overhead lines; Plan of water supply and drainage system; plan of electricity supply and lighting; plan of communication system and other relevant plans along the route, etc ( the plans must be granted with official approval of relevant authorities)

- Collect project documents and design document of the relevant projects

- Work and agree in writing with relevant authorities of Da nang city, Quang Nam and Quang Ngai provinces, 5<sup>th</sup> military zone under Ministry of Defense, EVN, VNPT, PMU of industrial zones and other relevant managing agencies about the following contents: Alignments; alternative design of interchange; scale and location of toll plazas, control center, service stations; elevation of detailed plans of urban zones and industrial zones; location, span or width, and elevation of culvert and frontage road; navigational clearance, railway clearance; documents related to hydraulic works, irrigation, water sources and sewage system for urban zones, clearance of large canals and dykes; areas within military structures, military barracks; and the other relevant documents, etc.

## (2) Surveys

Implement detailed surveys served for engineering designs of all work items under the project including: surveys of topography, hydrology, geology and testing, material sources, traffic issues, electricity, land acquisition and resettlement, surveys of relevant underground and overhead structures and staking land acquisition, etc .., and additional survey quantities (if any) during the design. The surveys must comply with current Vietnamese specifications and standards, and supply sufficient data for documentation of detail engineering designs. Before implementation of surveys, the Consultant must carry out thorough studies on existing documents and data in the previous stages (FS, JETRO). Based on the findings from the studies, the Consultant makes and submit detailed plans for VEC's approval to implement. Scope of the work are mainly, but not limited, as follows:

### (i) Topographic survey

- Class IV primary control points (national coordinate system VN2000): Installed with GPS technology, mark specification is in accordance with standard 22 TCN 263-2000. Each mark's distance is about 3-4 km along the expressway route, and at least 4 marks/ point at points of intersection and large bridges such as Ky Lam, Tam Ky.... and at least 2 marks/ point for the other interchanges and bridges. The marks along the route and at the large bridges and interchanges should be arranged reasonably to avoid overlapping.

- Class IV leveling network: Installed with highly accurate geometric leveling equipment. Marks of IV class leveling network share same positions with those of IV class primary control points. Its errors are varied within standard 22 TCN 263-2000.

- Secondary control point (traverse net): measured with electronic tachometer which has accuracy and errors according to standard 22 TC 263-2000. Each mark's distance is about 150m-200 m/1 point along the expressway route, and at least 8 marks/ point for points of interchange and large bridges and at least 4 marks/ point for the other interchanges and bridges. The marks along the route and at the large bridges, interchanges should be arranged reasonably to avoid overlapping.
- Technical leveling network: Marks of technical leveling networks share same positions with those of secondary control point. It is measured with highly accurate geometric leveling equipment. Its accuracy and error is in line with standard 22 TCN 263-2000.
- Site planning: According to the alignment determined in FS, a site plan at scale of 1/1000 is made along the route, with measurement range in the expressway from center line to sides of 70 m and that in level crossing (traverse) from center line to sides of 50 m. The site plan is required to have full description of topography, ground objects, underground and surface structures, high voltage and low voltage lines, ground communication lines, railway signals, location of lakes and ponds, system of irrigation and canals, special ground objects, historical site, temples, pagodas, feretories, cemeteries, and administrative land boundary, etc as well as GPS marks, and secondary control points.
- Detailed stakeout works: According to the above site plan at scale of 1/1000, alignment design must comply with the specification and is agreed with relevant authorities (locality, military, etc). Based on system of secondary control points, official setting out in the field includes: top marking, marking in the curve, main stakeout in TS, TC, P, ST, CT; and detailed stake arrangement with max. distance of lower than 20m/ stake, and main stakes in the curve and in changed terrains and stakes of ground objects, culverts, control stakes, locations in planned industrial and urban zones (focusing on starting points and ending points) boundary of communes and districts, etc. Main stakes at top of curves, in TS, TC, P, ST, CT, Km, culverts, bridges, intersection, etc must be concreted according to standard 22 TCN 263-2000.
- Survey of longitudinal section at horizontal scale of 1/1000, and vertical scale of 1/100.
- Survey of cross-section at scale of 1/200. Surveying range is 70 m from center line to both sides of the expressway.
- Survey of culverts for drainage: Planimetric survey of the culverts with span (width) of more than 1.5m is at scale of 1/500 at the culverts, and axial measurement range of 100 m and horizontal one of 100 m for each side. The axial survey of dyke's center line, horizontal survey of dyke, and road crossing at all points of dyke's center line are at scale of 1/200. Surveying range includes range of planimetric survey of the culverts. Intersection angle is surveyed between road and culvert center lines. It is necessary to agree in writing with the relevant agencies on irrigation culverts.
- Survey of intersection points with the other works such as railways, high-voltage and low-voltage lines, communication lines including phone lines, electricity and lighting structures, post and communication cables and underground structures in the expressway routes consists of the following works: measurement of height of rail top at the intersection points with the existing routes; investigation of planned elevation of crossroad, if any; survey of elevation and locating alignment and electrical poles ( by coordinate), survey of at least two adjacent poles, intersection angle between lines and perpendicular lines, distance from the center line to the poles, height of the poles, clearance between the lowest lines and natural surface; and survey of kinds of poles, electricity, cables, pipeline, electric transmission grid, managing agencies.

- Survey of interchanges: Identify crossroad intersecting with designed route (coordinate, station); identify the intersection angle, width of road base, kind of pavement, existing structure, kinds of vehicle, etc in the interchanges; stake out concrete/ iron piles at centerlines, starting points, ending points, top points, and basic points in the curve; make site plan with scale of 1/500 with measurement range within designed interchange range; survey longitudinal section of interchanges and its branches with length scale of 1/1000 and height scale of 1/100; survey cross-section of interchange at scale of 1/200 and distance from centerline to each side of 50m, and survey range is equal to site plan one.
- Survey of bridge: Make elevation plan at construction place of bridge at scale of 1/500; survey profile of bridge at scale of 1/500 at center line of the expressway; stake center line of the bridge with accuracy equivalent to that of secondary control points (it is noted to collect hydrographic and hydraulic data, and the documents agreed with local authorities on plan of rivers, dykes and hydraulic works. It is necessary to survey meteorological data such as: temperature, wind, rainfall, humidity, earthquake, and figures of flow rate, velocity and water level.
- Survey of residential underpass culverts: Make plan at scale of 1/500 with distance from center line to two sides of 200m and 100m respectively along the main route; survey longitudinal section at center line of residential underpass culverts at scale of 1/500, surveying distance from the centerline to each side of 100 m; survey cross section at distance from the centerline to each side of 30 m at scale of 1/200; survey the intersection angle between the interchange and the main route; survey kinds of intersection ( district ones, commune ones, and ward ones), scale and plans ( if any). Survey profile of intersection at scale of 1/500, at distance from the expressway's centerline to each side of 200m, and survey cross section of intersection at scale of 1/200 from the intersection's centerline to each side of 30m.
- Survey of canals and dykes: Identify location and boundary of canals and dykes; set plan at scale of 1/500 in boundary of canals and dykes; survey longitudinal section of canals and dykes at scale of 1/1000, and their height at scale of 1/100; survey their cross section at scale of 1/100, at distance from their centerline to each side of 20m.
- Survey of toll plazas, control centers, service station, expressway management offices, bus station, communication stations: Establish area control points equivalent to secondary control points; survey topographic plan at scale of 1/500.
- Survey and investigation of land acquisition and resettlement.

(ii) Survey of hydrographical data

- Collect meteorological and hydrographical data related to rainfall, wind, and temperature, humidity from meteorological stations, and flow rate and water level at hydrographical stations in rivers in the project area.
- Collect relevant documents and work with Ministry and provincial departments of agriculture and rural development to agree with bridge designs. In terms of the culverts over irrigation systems, it is necessary to work with relevant authorities and local governments to gain agreement on culvert location, width, and required elevation from its bottom.
- Survey water level along each 1 km distance of the expressway, forming 1 water level group (each water level includes: highest one, frequent one, average one, and lowest one in 3 consecutive years; survey causes and period of flood....For drainage culverts, survey water level groups (each water level includes: highest one, frequent one,

average one, and lowest one in 3 consecutive years). Survey year and causes of flood. Illustrate surveyed water level groups in the site plan.

- Survey situation of existing drainage works, irrigational system along and through the route, identify existing cross-section of canals and dykes, their top width, bottom width, depth, bottom elevation, functions, flow direction and longitudinal slope, and mark at their side.
- Survey fully existing situation of drainage, utility purposes and managing agencies of irrigation systems along and through the route.
- Hydrologic survey of bridge: Measure cross-section of flow; survey the water level in form of 3 groups at each location of bridge including: highest one, frequent one, average one, and lowest one in 3 consecutive years, causes and duration of flood.
- Hydraulic and hydrologic calculation: Based on survey data, carry out hydrologic calculation for the engineering design such as designed water level along the route, and hydraulic and hydrologic calculation of bridges and culverts (flow rate, velocity, and water level, general and local scour).

(iii) Engineering geological survey:

The Consultant is required to study thoroughly geological data in FS stage to arrange the holes drilled at stage of the engineering designs, avoiding to quantity overlapping. Requirements of geological drill are as follows:

- Engineering geological survey of normal foundation: Drill both normal foundation and culverts with two holes at the depth of 7 m per 1 km.
- Survey at special sections such as the ones which need deep excavation, embankment or soft ground ones: Drill one hole at the expressway centerline per 75 m; drill geological cross-sections with two holes for two sides and one hole at the centerline per 150 m and these cross-sections should be combined the locations of drilled culverts. Depth of borings must be enough to meet the requirements of detailed design. Carry out Vane shear test ( VST) at drilled holes of the centerline at cross-section location. Distance of vane shear is 2 m to bottom of the holes..
- Engineering geological survey of bridge: Each abutment and bridge pier have one the drilled hole (location of abutment and bridge pier is identified after completion of the plan and profile of bridge's center line); the hole is 3-5 m deeper than pile foundation with the completing conditions equivalent to standard of 22 TCN 263-2000; one sample/ 2m is taken. SPT piercing in the holes is carried out with distance of 2m/ point. Test physico-mechanical properties of ground, especially in case of soft ground, test the additional parameters such as  $C_v$ ,  $K$ , organic content, and compress 3 axes in form of UU and CU to provide sufficient data for soft ground treatment.
- Engineering geological survey of tunnel: Drill one hole at the expressway centerline per 50 m. Depth of borings must be enough to meet the requirements of detailed design. Testing 17 undisturbed soil samples/ each boring and 8 disturbed samples/each boring. Seismic measurement at 4 points at the depth of 50m and 8 points at the depth of 100m is carried out to identify strata structure.
- Engineering geological survey of residential underpass culvert: Drill two staggered holes at each location of the residential underpass culvert, one hole at right lane of the

expressway, and another at left one; Take one sample/ 2m; carry out SPT piercing in the holes with distance of 2m/ point.

- Engineering geological survey of toll plazas, control centers, service station, expressway management offices: each location has at least 4 holes with full depth to provide sufficient data for the design.
- Sampling and testing works is carried out in accordance with the standards of 22 TCN 259-2000, 22 TCN 263-2000, 22TCN262-2000 and enough data is required to collect to serve for detailed engineering design. For the embankments on the soft ground, it necessary to test the parameters such as Cv, K, organic content, and compress 3 axes in form of UU and CU to provide sufficient data for soft ground treatment. The Consultant shall collect and store samples, especially the ones at large bridges. These samples shall be handed over to the client upon the Project completion.

#### (iv) Material Source Survey

This task must be ensured to collect all data of locations of material sources which meet the requirements of the Project, are practical and feasible during construction.

- Back filling materials (borrow pits) and sand for soft ground treatment: identify exploitable soil and sand quarries; work with local governments to gain agreement in writing and then, map out them on plan at scale of 1/50,000. Collect data related to capacity and quality of each quarry; take testing sample to identify necessary parameters of back filling materials and others for soft ground treatment.
- Survey and evaluation of general situation, capacity and transportation length of the routes for exploitation and transportation to the construction site.
- Borrow pits and quarry sites for construction of bridge and culverts, pavement: For borrow pits and quarry sites which are exploited or being exploited, collect data related to their capacity and quality, exploitability, and transporting conditions to the construction site. For new borrow pits and quarry sites, carry out procedures for survey and testing necessary characteristics of each material.

#### (v) Survey of other relevant structures

- Survey current situations of traffic works in the area to evaluate usage capacity and level that shall be upgraded to construct service roads for construction of the expressway.
- Survey old bridges and culverts on the cross lines: Identify location, survey profile, main cross-section, and elevation of components of existing works; review construction materials; evaluate loading capacity of the works; evaluate fault degrees, suitability and utilizing capacity.
- Survey current situations of irrigation works within study area.
- Survey underground structures, public works: optical cables, underground cables, pipeline, oil and petrol pipeline, etc.
- Survey existing power supply in the route, and request for supplying capacity and starting points. For transformer stations, request was made to identify their location, scale, capacity, specifications, and works which is supplied with power, etc. Survey additional locations of transformer stations; identify clearly locations of the station by coordinate and full description in maps including topographic, geologic and ground object data, and agreeing with the local governments in writing on these issues, etc.

- Survey cultural buildings, temples, pagodas, and relevant legal religious buildings.

(vi) Additional Traffic Surveys

- The Consultant shall review available traffic data on the existing road and conduct additional surveys as necessary to:

- Collect data needed for the detailed design of foundations, pavements, interchanges, and toll stations, etc; and

- Collect base line data that can be used for monitoring performance of the completed Project, where this data shall include the quantity and composition of traffic using the current national highway, total travel time and the variability of the travel time for, separately, cars and trucks, and the number and type of traffic accidents per annum along the current corridor. This data will be collected separately for at least the segments Danang to Tam Ky and Tam Ky to Quang Ngai.

(vii) Independent Land Valuation Survey

As part of the work on updating the Resettlement Action Plan (RAP) the consultant will engage as a sub-consultant a qualified Land Valuation Consultant (LVC). The LVC must be licensed by the Ministry of Finance to undertake land valuation in Viet Nam and be independent of all project stakeholders. As part of the updating work the LVC will undertake a survey to establish current market values for all types of land, by location and use, sufficient to confirm the budget under the updated RAP.

(viii) Environmental and Social Surveys

Undertake surveys as necessary to update the EIA and EMP.

*3.3.3 Detailed Design of Road, Bridges and Other Structures*

Deleted here under....

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## APPENDIX D: SPECIFICATIONS

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## SPECIFICATIONS

### 1. General

The Technical Specifications mentioned hereunder has been designed in order that the Sub-consultant shall carry out the Land Acquisition and ROW Staking Works of Danang - Quang Ngai Expressway with an approximate length of 140km.

### 2. Objective of the Work

The objective of the Work is to install stakes at the border of both the land acquisition and Right-Of-Way (ROW) along the expressway in order to promote further land acquisition activities by local authorities.

### 3. Legal Basis

- Construction Law dated November 26, 2003;
- Decree No. 209/2004/ND-CP dated December 16, 2004 of the Government on management of construction quality and Decree No. 49/2008/ND-CP dated April 18, 2008 supplementing some articles of Decree No. 209/2004/ND-CP;
- Decree No. 12/2009/ND-CP dated 12/02/2009 of the Government on management and investment projects and Decree No. 83/2009/ND-CP dated October 15, 2009 supplementing some articles of Decree No. 12/2009/ND-CP;
- Decree No. 11/2010/ND-CP dated February 24, 2010 of the Government on management and protect road infrastructure;
- Document No.2740/BGTVT-CQLXD dated April 29, 2010 of Ministry of Transport on guiding implementation of the land acquisition of transport project;
- Decision No.147/QD-VEC dated September 06, 2010 of Viet Nam Expressway Corporation on approval on the work plan of land acquisition and right of way of Da Nang – Quang Ngai expressway of three sections: Km0-Km19+200, Km60-Km73 and Km109-Km131.5 and linking road to NH1A;
- Decision No. 2656/QD-BGTVT dated September 10, 2010 of Minister of Transport on approval on feasibility study of Da Nang – Quang Ngai expressway project;
- Consulting services contract for detailed design for Danang – Quang Ngai Expressway Development Project between Project Management Unit No. 85 and Joint Venture of Nippon Koei Co., Ltd., Nippon Engineering Consultants Co., Ltd., Chodai Co., Ltd. and Thai Engineering Consultants Co., Ltd., dated 15th day of November, 2011.
- Letter No.45/BQL-DNQN dated March 15, 2012 of project coordination board for Da Nang – Quang Ngai expressway regarding documents of land acquisition for

remaining sections;

- Letter No.1374/VEC-KTCNMT dated May 30, 2012 of Viet Nam Expressway Corporation regarding scope of Right of Way ;
- Letter No.133/BQL-DNQN dated June 01, 2012 of Da Nang – Quang Ngai Expressway Project Management Board regarding implementation of land acquisition and ROW staking;

#### **4. Location of the Works**

The proposed expressway starts at the beginning point located within Da Nang City, passes Quang Nam Province and extends to the ending point located within Quang Ngai Province.

Location of the work is for whole of the expressway.

#### **5. Work Policy**

All the works shall be carried out in accordance with the Specifications or the instructions by the Consultant may give.

#### **6. Scope of the Work**

Work quantities of the remaining sections are estimated based on the following design information which is the latest available as October 2013.

Base Topographic Map: 1/1,000

Horizontal Alignment: D/D alignment (Shown in ROW Reports 16/17)

Vertical Alignment: D/D alignment

Typical Cross Section: Shown in ROW Reports 16/17

Work quantities are shown in Appendix G: ROW Reports No.16 and No.17.

#### **7. Datum for Coordinates and Elevation**

The following datum shall be applied to the coordinates and elevation.

##### Coordinates:

National Coordinate System (VN2000)

Ellipsoid: WGS84

Projection: Transverse Mercator (Zone width: 3 degrees)

Central Meridian: 108.00.00 East

Scale Factor: K=0.9999

##### Elevation:

National Elevation System (Hon Dau Island, Hai Phong)

## **8. Unit of Measurement**

Unit of measurement shall be the metric system.

## **9. Language**

All correspondences, figures, drawings and other documents shall be made both in English and Vietnamese.

## **10. Technical Standards to be Referred**

The staking work will be carried out in accordance with the following technical standards

- 96TCN43-1990, Specification for measuring and drawing topography;
- Decree No. 11/2010/ND-CP dated February 24, 2010, Management and Protection of Highway Infrastructure;
- TCVN5729-1997, Expressway Design Standards;
- 22 TCN 210-92, Rural Road Design Standards;
- 22 TCN 237 – 01, Regulation of Road Signal;

## **11. Definitions and Space Requirements**

### **(1) General**

- Land Acquisition width is a required space for building all structures of road including the corridor along the road to manage, maintain, and protect road infrastructures.
- Decree No. 11/2010/ND-CP stipulates the following space requirements for land acquisition:

3m from outer edge of slope

- Decision No. 2656/QD-BGTVT dated September 10, 2010 stipulates the following space requirements for land acquisition:

10m from outer edge slope in order to widen in the future.

- Right-Of-Way (ROW) is a corridor along the road to ensure traffic safety and protection of road infrastructures.
- Decree No. 11/2010/ND-CP stipulates the following space requirements:

ROW width is 47m offset from land acquisition markers.

## (2) Road Section

Following values are applied for road section:

**Table 11.1 Values for Road Section**

No.	Category	Values
1	Cross sectional	<ul style="list-style-type: none"> <li>- LA makers are staked at 10 m from outer edge of slope.</li> <li>- ROW makers are staked at 47m from land acquisition markers.</li> </ul>
2	Longitudinal	<ul style="list-style-type: none"> <li>- Interval of LA makers is 50m in residential area and curve sections.</li> <li>- Interval of the LA makers are 100m in other sections including tangent section, agriculture field and forest areas.</li> <li>- Interval of ROW makers are 100m in residential area and curve sections.</li> <li>- Interval of ROW makers are 500m in other sections including tangent section, agriculture field and forest areas.</li> </ul>

## (3) Bridge Section

Following values are applied for bridge section:

**Table 11.2 Values for Bridge Section**

No.	Category	Values
1	Cross sectional	<ul style="list-style-type: none"> <li>- LA makers are staked at 10m from outer edge of parapet.</li> <li>- ROW makers are staked as follows:                             <ul style="list-style-type: none"> <li>- 150m when length of bridge was more than 300m;</li> <li>- 100m when length of bridge was from 60 to 300m;</li> <li>- 50m when length of bridge was from 20 to 60m;</li> <li>- 20m when length of bridge was less than 20m;</li> </ul> </li> </ul>
2	Longitudinal	<ul style="list-style-type: none"> <li>- ROW makers are staked from edge of abutment as follows:                             <ul style="list-style-type: none"> <li>- 50m when length of bridge was more than 60m;</li> <li>- 30m when length of bridge was less than 60m;</li> </ul> </li> </ul>

## (4) Tunnel Section

Following values are applied for tunnel section:

**Table 11.3 Values for Tunnel Section**

No.	Category	Values
1	Cross sectional	<ul style="list-style-type: none"> <li>- LA of tunnel portal makers is staked at 10m from outer edge of slope. The body of tunnel shall not be staked.</li> <li>- ROW makers are staked at 100m from outer edge of tunnel body;</li> </ul>
2	Longitudinal	<ul style="list-style-type: none"> <li>- Interval of ROW makers are 500m.</li> </ul>

## 12. Work Plan

The Sub-consultant shall submit the draft Work Plan not later than the time instructed by the Consultant for the checking and approval.

The Work Plan shall include:

- (1) General
- (2) Implementation Organization
- (3) Scope of Works
- (4) Method of Geotechnical Investigation
- (5) Quantity of Works (District basis)
- (6) Detailed Organization Chart of Sub-consultant, if any
- (7) List of Manpower of All Survey Groups to be Assigned
- (8) List of Equipment
- (9) Reporting
- (10) Documents to be Submitted
- (11) Work Safety
- (12) Emergency communication network
- (13) Work schedule

## 13. Specifications of Stakes

Specification drawing of the stake is shown in Appendix F: Technical Specifications of Stakes

### (1) Land acquisition markers (LA)

- It was made of reinforced concrete class 200, 15x15x100cm size. Its body was painted by white color with engraved “GPMB” in red. Its head with 8cm long was paint by red color.
- The stake was fixed in the ground 50cm deep;
- The footing of stake was made of reinforced concrete class 150, 35x35x60cm size. It stand 10cm above existing ground;

### (2) Right of way markers (ROW)

- It was made of reinforced concrete class 200, 20x20x100cm size. Its body was painted by white color with engraved “MỐC LỘ GIỚI” in red. Its head with 10cm long was paint by red color.
- The stake was fixed in the ground 50cm deep;
- The footing of stake with 40x40x60cm size was made of reinforced concrete class

*20F*

150. It stand 10cm above existing ground;

**(3) Other requirements**

- The stakes must be prefabricated and ensured the design strength, geometric dimensions as above requirements;
- The stakes must be installed uprightly and followed cross sectional;
- When meeting some obstacles such as ponds, lakes, rivers, buildings, the stake can be removed to new stable locations. In some cases, it may be adjusted some nearby stakes to ensure that interval is not to short.

**14. Supervision of the Work**

The Consultant has the right to supervise all of the works and to approve the plan of operation, work methods and progress of the Work. The Consultant also has the right to accept and reject the results of the Work.

**15. Other Requirements**

The Sub-consultant shall arrange at his own expenses so that he may have free access to the land required for performing the Works, whether it may be under the ownership of the Government or the third parties. The Sub-contractor shall indemnify any damages to the land and associated properties.

**16. Time Schedule of the Work**

The Works shall be commenced immediately after signing of the Contract or the issuance of the Notice to Proceed by the Consultant. All the Work shall be completed not later than 25 November 2013.

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## Bill of Quantities (BOQ)

### Land Acquisition and ROW Staking Works

No.	Code	Items	Unit	Quantity	Unit price (USD)	Amount (USD)
(1)	(2)	(3)	(4)	(5)	(6)	(7)=(5)*(6)
1	ĐG23	clearance piles	cọc	672	25.4	17,069
2	ĐG24	highway markers	cọc	8	22.22	178
2	ĐG25	Position of buried piles	cọc	680	8.5	5,780
<b>Total</b>						<b>23,027</b>
<b>Rounded in USD ( Including 10% VAT)</b>						<b>23,000</b>

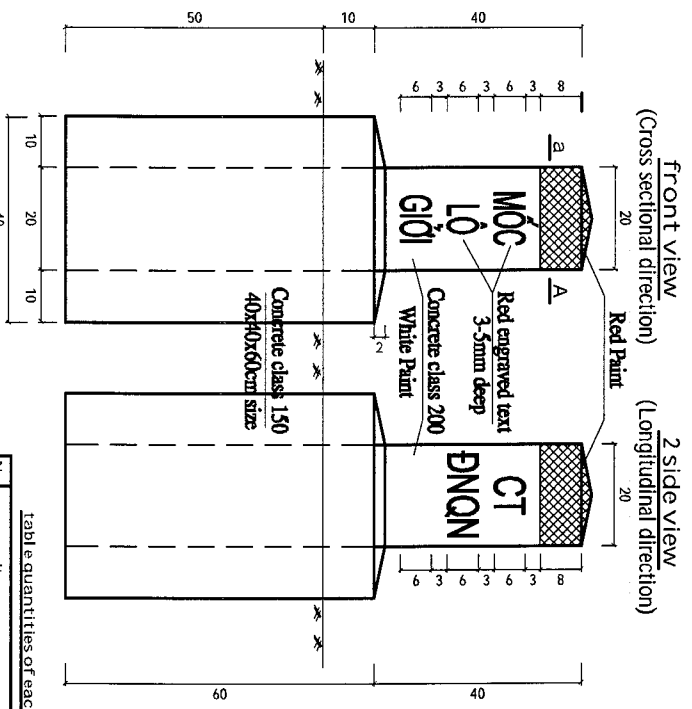
2,1

### ANALYSIS OF UNIT PRICE

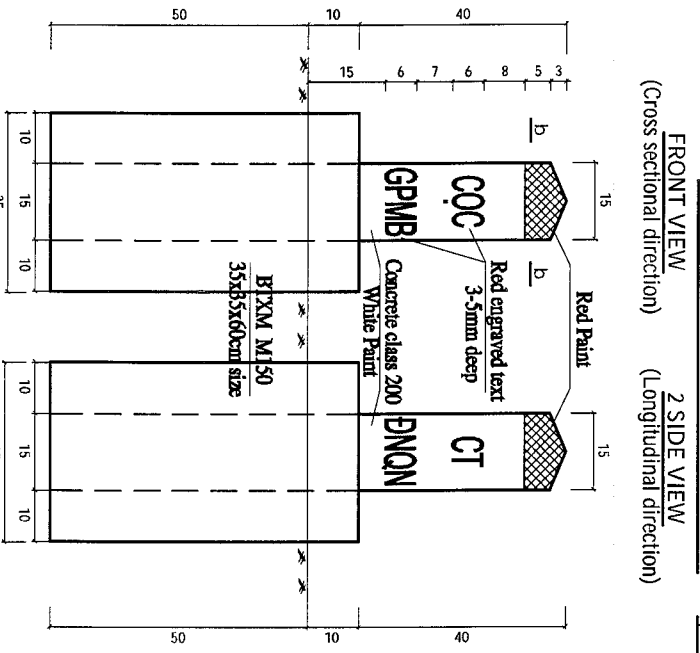
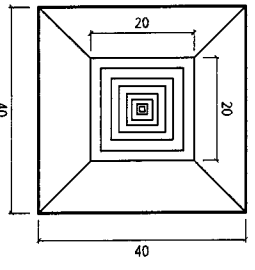
No.	Code	Items	Unit	coefficient	Unit price	Amount
<b>ĐG23</b>	<b>Analysis</b>	<b>Production of pile clearance by concrete</b>	<b>pile</b>			
	VL	Material costs			6.92	6.9
	NC	Labor cost			12.79	12.8
	MTC	Machine cost			0.13	0.1
	TT	Direct cost {2%*(VL+NC+MTC)}				0.4
	CPC	General cost {5,5%*(VL+NC+MTC+TT)}		5.5%	20.23	1.1
	TNCT	Taxable income {6%*(VL+NC+MTC+TT+CPC)}		6%	21.34	1.3
	<b>Z</b>	<b>Total of unit price (VL+NC+MTC+TT+CPC+TNCT)</b>				<b>22.6</b>
	BC	Cost of setting plan and survey reports (Z*0%)		0%	22.62	0.0
	LT	Camping cost (Z*2%)		2%	22.62	0.5
	<b>G1</b>	<b>Pretax estimated cost (Z+BC+LT+CQ)</b>				<b>23.1</b>
	VAT	Value Added Tax		10%		2.3
	<b>G2</b>	<b>After tax estimated cost (G1+VAT)</b>				<b>25.4</b>
	<b>ĐGDT</b>	<b>Unit price of 1 pile</b>				<b>25.4</b>
<b>ĐG24</b>	<b>Analysis</b>	<b>Production of highway markers</b>	<b>pile</b>			
	VL	Material costs			5.49	5.5
	NC	Labor cost			11.67	11.7
	MTC	Machine cost			0.20	0.2
	TT	Direct cost {2%*(VL+NC+MTC)}				0.3
	CPC	General cost {5,5%*(VL+NC+MTC+TT)}		5.5%	17.71	1.0
	TNCT	Taxable income {6%*(VL+NC+MTC+TT+CPC)}		6%	18.68	1.1
	<b>Z</b>	<b>Total of unit price (VL+NC+MTC+TT+CPC+TNCT)</b>				<b>19.8</b>
	BC	Cost of setting plan and survey reports (Z*0%)		0%	19.80	0.0
	LT	Camping cost (Z*2%)		2%	19.80	0.4
	<b>G1</b>	<b>Pretax estimated cost (Z+BC+LT+CQ)</b>				<b>20.2</b>
	VAT	Value Added Tax		10%		2.0
	<b>G2</b>	<b>After tax estimated cost (G1+VAT)</b>				<b>22.2</b>
	<b>ĐGDT</b>	<b>Unit price of 1 pile</b>				<b>22.2</b>
<b>ĐG25</b>	<b>Analysis</b>	<b>Position the pile</b>	<b>location</b>			
	VL	Material costs			0.00	0.0
	NC	Labor cost			12.91	12.9
	MTC	Machine cost			0.07	0.1
	TT	Direct cost (VL+NC+MTC)				13.0
	CPC	General cost (70%*NC)		70%	12.91	9.0
	TNCT	Taxable income [6%*(TT+CPC)]		6%	22.01	1.3
	<b>Z</b>	<b>Total of unit price (TT+CPC+TNCT)</b>				<b>23.3</b>
	BC	Cost of setting plan and survey reports (Z*5%)		5%	23.33	1.2
	LT	Camping cost (Z*5%)		5%	23.33	1.2
	<b>G1</b>	<b>Pretax estimated cost (Z+BC+LT+CQ)</b>				<b>25.7</b>
	VAT	Value Added Tax		10%		2.6
	<b>G2</b>	<b>After tax estimated cost (G1+VAT)</b>				<b>28.2</b>
	<b>ĐGDT</b>	<b>Unit price of 1 location</b>				<b>28.2</b>
		<b>Unit price adjustment coefficient of 1 location</b>				<b>8.5</b>

PA

**Right of way stake (20x20x100cm)**



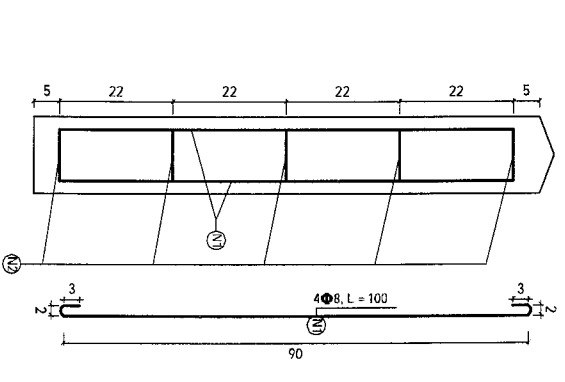
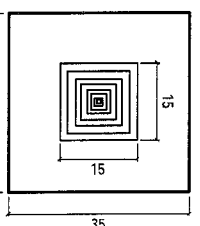
plan view a-a



**LAND ACQUISITION stake (15x15x100cm)**

FRONT VIEW (Cross sectional direction) 2 SIDE VIEW (Longitudinal direction)

plan view b-b



Reinforcement of land acquisition stake

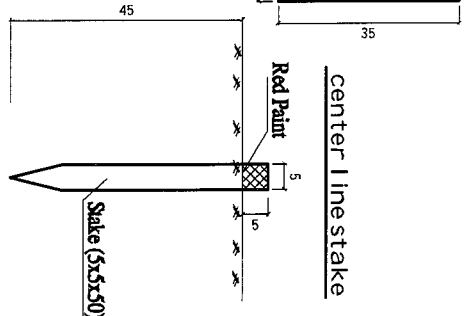
No.	name of bar	diameter	Length	Number of bar	total length	unit weight	total weight
		(mm)	(cm)	(nos)	(m)	(kg/m)	(Kg)
1	n1	8	100	4	4.00	0.35	1.58
2	n2	6	48	5	2.40	0.222	0.53
					total		2.11

Table quantities of each row stake

No	Items	Unit	Quantities
1	Concrete class 200	m <sup>3</sup>	0.040
2	Concrete class 150	m <sup>3</sup>	0.072
3	White paint twice	m <sup>2</sup>	0.480
4	Red paint twice	nos.	0.212
5	Excavation (1x1x0.5m) size	m <sup>3</sup>	0.500
6	Body of stake casing	m <sup>2</sup>	0.480
7	Footing of stake casing	m <sup>2</sup>	0.960
8	Backfill	m <sup>3</sup>	0.420
9	Engraved text	nos.	1

Table quantities of each Land acquisition stake

No	Items	Unit	Quantities
1	Concrete class 200	m <sup>3</sup>	0.0225
2	Concrete class 150	m <sup>3</sup>	0.0600
3	White paint twice	m <sup>2</sup>	0.360
4	Red paint twice	m <sup>2</sup>	0.143
5	Excavation (1x1x0.5m) size	m <sup>3</sup>	0.500
6	Backfill	m <sup>3</sup>	0.4388
7	Reinforcement Ø8- 4x1.080x0.395	Kg	1.710
8	Reinforcement Ø6- 5x0.5x0.222	Kg	0.555
9	Body of stake casing	m <sup>2</sup>	0.345
10	Footing of stake casing	m <sup>2</sup>	0.690
11	1 tied steel 2%	Kg	0.045
12	Engraved text	nos.	1



center line stake

Notes:  
- All dimensions are centimeter except diameter of bars are millimeter.

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS:	
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Choshi Co., Ltd. Thai Engineering Consultants Co., Ltd.		COORDINATES ARE IN VN2000 CENTER MEDIUM 108 ° K=0.999	
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.35	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT		PREPARED BY	CHECKED BY
				APPROVED BY	SCALE
				DRAWING NO.	REV. NO.

22

## APPENDIX G: RIGHT OF WAY REPORTS 16&17



214



Ministry of Transport (Bộ GTVT)



THE WORLD BANK



Vietnam Expressway Corporation (VEC)



Project Management Unit No. 85 (PMU85)

IDA Credit No. : 4779-VN / Số tín dụng IDA : 4779-VN

Project ID No. : P106235/ Mã dự án : P106235

Consulting Services / Dịch vụ Tư vấn  
 Detailed Design for Da Nang - Quang Ngai Expressway Development Project /  
 Thiết kế kỹ thuật Dự án Đường cao tốc Đà Nẵng – Quảng Ngãi

## RIGHT OF WAY REPORT No.16 /

### HỒ SƠ CẮM CỌC GPMB VÀ MỐC LỘ GIỚI SỐ 16

Revision of Land Acquisition of Parking Area at KM96+300 /  
 Điều chỉnh Công tác cắm cọc GPMB cho Bãi đỗ xe tại KM96+300  
 (Nui Thanh District / Huyện Núi Thành)

August 13, 2013 / Ngày 13 tháng 8 năm 2013

The Joint Venture of / Liên danh



NIPPON KOEI CO., LTD.



NIPPON ENGINEERING CONSULTANTS CO., LTD.



CHODAI CO., LTD.



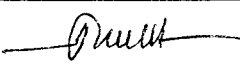
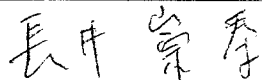
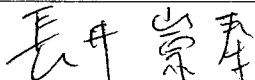
THAI ENGINEERING CONSULTANTS CO., LTD.



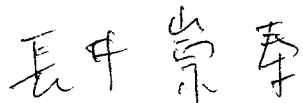
IDA Credit No. : 4779-VN  
 IDA tín dụng số : 4779-VN  
 Project ID No. : P106235  
 Mã dự án : P106235

**Consulting Services**  
**for**  
**Detailed Design for Da Nang - Quang Ngai Expressway Development**  
**Project**  
 (Dịch vụ tư vấn Thiết kế kỹ thuật dự án Đường cao tốc Đà Nẵng – Quảng Ngãi)

**RIGHT OF WAY No.16 / HỒ SƠ CẢM COC GPMB SỐ 16**

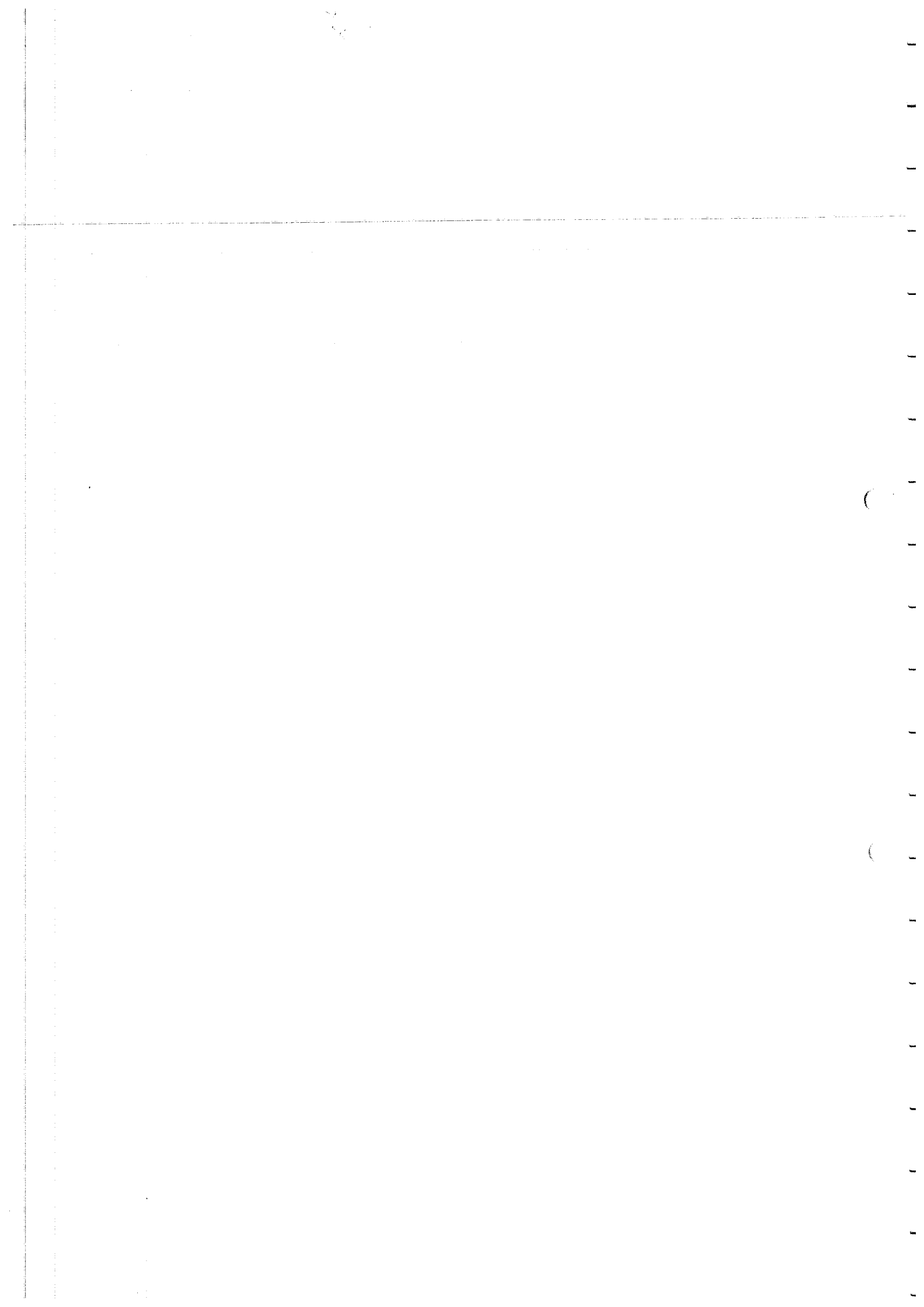
	Prepared (Thực hiện)	Checked by (Kiểm tra)	Approved by (Duyệt)
Name (Tên)	Phan Văn Hoạt	Takayasu Nagai	Takayasu Nagai
Signature (Chữ ký)			
Date (Ngày)	Aug 13, 2013 13/8/2013	Aug 13, 2013 13/8/2013	Aug 13, 2013 13/8/2013

THE JOINT VENTURE OF NK-NEC-CHODAI-TEC/LIÊN DANH TƯ VẤN  
 Project Manager/Giám đốc Dự án

  
 For Ichizuru ISHIMOTO

Aug 13, 2013





Submission Letter

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Abbreviations

B/D	: Basic Design
BP	: Beginning Point
DC	: Design Consultant
D/D	: Detailed Engineering Design
EP	: Ending Point
F/S	: Feasibility Study
GOVN	: Government of Vietnam
IBRD	: International Bank for Reconstruction and Development
IC	: Interchange
IDA	: International Development Association
JV	: Joint Venture
LA	: Land Acquisition
L/A	: Loan Agreement
NH	: National Highway
O&M	: Operation and Maintenance
PA	: Parking Area
ROW	: Right of Way
TEDI	: Transport Engineering Design Incorporated
TOR	: Terms of Reference
VEC	: Vietnam Expressway Corporation
WB	: The World Bank



## 1. General

### 1.1. Back ground

ROW staking for thruway and interchanges of Da Nang – Quang Ngai expressway were completed and handed over to local authorities. However, it is necessary to add land acquisition at realignment sections, O&M buildings, crossing roads, Dung Quat 2 & Quang Ngai interchange. In addition, ROW of some sections which were staked during F/S stage need to be adjusted according to new design results.

Regarding location of parking area (PA) at Km96+100, as requested by VEC in his letter No.1672/VEC-KTCNMT dated May 27, 2013, this location need to be reconsidered. Therefore, it is recommended that additional land acquisition for this PA (at 96+100) will be carried out in the next stage.

ROW report No.16 (this report) was carried out based on submitted detailed design. Particularly, Dung Quat 2 and Quang Ngai interchange were carried out based on basic design results.

### 1.2. Legal basics

- Decree No. 209/2004/ND-CP dated December 16, 2004 of the Government on management of construction quality and Decree No. 49/2008/ND-CP dated April 18, 2008 supplementing some articles of Decree No. 209/2004/ND-CP;
- Decree No. 12/2009/ND-CP dated 12/02/2009 of the Government on management and investment projects and Decree No. 83/2009/ND-CP dated October 15, 2009 supplementing some articles of Decree No. 12/2009/ND-CP;
- Decree No. 11/2010/ND-CP dated February 24, 2010 of the Government on management and protect road infrastructure;
- Decision No. 2656/QĐ-BGTVT dated September 10, 2010 of Minister of Transport on approval on feasibility study of Da Nang – Quang Ngai expressway project;
- Decision No.299/QĐ-VEC dated July 25, 2012 of Viet Nam Expressway Corporation on approval on the ROW document of thruway: Km17+900 – Km109+300;
- Letter No. 125/BQL-ĐNQN dated January 22, 2013 of PMU85 regarding modification of parking areas, service area;
- Letter No. 974/VEC-KTCNMT dated March 29, 2013 of VEC regarding request for carrying out Dung Quat 2 interchange;
- Letter No.91/BQL-ĐNQN dated April 22, 2013 of Project coordination board for DN-QN expressway – PMU85 regarding completion of staking work of remaining sections;
- Letter No. 1672/VEC-KTCNMT dated May 27, 2013 of VEC regarding request for modification of location of PA at Km96+100 in Package A2;
- Letter No. 118/BQL-DNN dated 30 May 2013 of PMU85 letter regarding Adjustment on Parking Area at KM96+100 of PKGA2;
- Letter No. DQEDD-PMU85-417-13 dated 26 June 2013 of the Consultant letter regarding Adjustment on Parking Area at KM96+100 of Package A2;

## 2. Scope of Work

Scope of work is listed on the following table:

**Table 3.4-1 Scope of Work of ROW report No.16**

Section	Station		Length (m)	Remark
1	Km95+810	Km96+800	990	Additional land acquisition for parking area PA at KM96+300. As requested by VEC in his letter No. 1672/VEC/KTCNMT dated 28

Section	Station	Length (m)	Remark
			May 2013, this PA was proposed by the Consultant by his letter No. DQEDD-PMU85-417-13 dated 26 June 2013 as alternative of the PA at KM96+100.

### 3. Applied ROW Design Standards

#### 3.1. Applied Technical Standards

- 96TCN43-1990, Specification for measuring and drawing topography;
- Decree No. 11/2010/ND-CP dated February 24, 2010, Management and Protection of Highway Infrastructure;
- TCVN5729-1997, Expressway Design Standards;
- 22 TCN 210-92, Rural Road Design Standards;
- 22 TCN 237 – 01, regulation of road traffic sign;

#### 3.2. Definitions and Space Requirements

##### (1) Definitions

- Land Acquisition (LA) width is a required space for building all structures of road including the corridor along the road to manage, maintain, and protect road infrastructures.
- Right-Of-Way (ROW) is a corridor along the road to ensure traffic safety and protection of road infrastructures.

##### (2) Space Requirements

- Land acquisition (LA) stakes were installed at 10m from outer edge slope in accordance with Decision No. 2656/QD-BGTVT dated September 10, 2010;
- O&M buildings, ramp ways: LA stakes were installed at 3m from outer edge slope;
- Frontage roads: LA stakes were installed at 1m from outer edge slope;
- Right of Way (ROW) stakes were installed at 47m offset from land acquisition stakes in accordance with Decree No. 11/2010/ND-CP;
- O&M buildings, ramp ways: ROW stakes were installed at 13m offset from land acquisition stakes
- At some revised land acquisition areas, if LA stakes are stayed inside of available ROW line, ROW line would not be revised.

#### 3.3. Used Symbols in ROW Map

Following symbols are used in the ROW Report. Other symbols are following the general regulation of the project:

**Table 3.3-1 Used Symbols in ROW Report**

No.	Symbol	Description
1	LA_I	land acquisition stakes in detailed design stage (DD)
2	ROW_I	right of way stakes in detailed design stage (DD)
3	LA	land acquisition stakes in basic design stage (BD)
4	ROW	right of way stakes in basic design stage (BD)
5	GPMB	land acquisition stakes in feasibility stage (FS)
6	LGDB	right of way stakes in feasibility stage (FS)

### 3.4. Applied Values in this ROW Report

#### (1) Values for Road Section

Following values are applied for road section:

**Table 3.4-1 Values for Road Section**

No.	Category	Values
1	Cross sectional	<ul style="list-style-type: none"> <li>- Land acquisition stakes are installed at 10 m from outer edge of slope of expressway, 3m from outer of O&amp;M buildings and ramp ways; and 1m from outer of frontage road.</li> <li>- ROW stakes are installed at 47m from land acquisition stakes for expressway, 13m for O&amp;M building and ramp ways</li> </ul>
2	Longitudinal	<ul style="list-style-type: none"> <li>- Interval of the land acquisition makers are 50m in residential area and curve sections.</li> <li>- Interval of the land acquisition makers are 100m in other sections including tangent section, agriculture field and forest areas.</li> <li>- Interval of ROW makers are 100m in residential area and curve sections.</li> <li>- Interval of ROW makers are 500m in other sections including tangent section, agriculture field and forest areas.</li> </ul>

#### (2) Values for Bridge Section

Following values are applied for bridge section:

**Table 3.4-1 Values for Bridge Section**

No.	Category	Values
1	Cross sectional	<ul style="list-style-type: none"> <li>- Land acquisition makers are staked at 10m from outer edge of parapet.</li> <li>- ROW makers are staked as follows:                             <ul style="list-style-type: none"> <li>- 150m when length of bridge was more than 300m;</li> <li>- 100m when length of bridge was from 60 to 300m;</li> <li>- 50m when length of bridge was from 20 to 60m;</li> <li>- 20m when length of bridge was less than 20m;</li> </ul> </li> </ul>
2	Longitudinal	<ul style="list-style-type: none"> <li>- ROW makers are staked from edge of abutment as follows:                             <ul style="list-style-type: none"> <li>- 50m when length of bridge was more than 60m;</li> <li>- 30m when length of bridge was less than 60m;</li> </ul> </li> </ul>

### 4. Design Results

Design results are shown in following table:

**Table 4-1 Summary Design Results**

No	Station		Length (m)	Number of LA (stake)	Number of ROW (stake)	Area (m2)
1	Km95+810	Km96+800	990	21	8	79,753.816
<b>Total</b>			<b>990</b>	<b>21</b>	<b>8</b>	<b>79,753.816</b>

### 5. Technical Specifications for Staking

#### (1) Land acquisition markers (LA)

- It was made of reinforced concrete class 200, 15x15x100cm size. Its body was painted by white color with engraved "GPMB" in red. Its head with 8cm long was paint by red color.

- The stake was fixed in the ground 50cm deep;
- The footing of stake was made of reinforced concrete class 150, 35x35x60cm size. It stand 10cm above existing ground;

**(2) Right of way markers (ROW)**

- It was made of reinforced concrete class 200, 20x20x100cm size. Its body was painted by white color with engraved "MỐC LỘ GIỚI" in red. Its head with 10cm long was paint by red color.
- The stake was fixed in the ground 50cm deep;
- The footing of stake with 40x40x60cm size was made of reinforced concrete class 150. It stand 10cm above existing ground;

**(3) Other requirements**

- The stakes must be prefabricated and ensured the design strength, geometric dimensions as above requirements;
- The stakes must be installed uprightly and followed cross sectional;
- When meeting some obstacles such as ponds, lakes, rivers, buildings, the stake can be removed to new stabile locations. In some cases, it may be adjusted some nearby stakes to ensure that interval is not too short.

**Appendix 1 – Coordinate of Stakes at PA (Km95+810 – Km95+800)– Center median 10<sup>o</sup>**

**Table 1-1: Land Acquisition (LA) Stakes**

No.	Center line / Tim tuyến			Right side / Bên phải			
	Station	X(m)	y(m)	Station	X(m)	x(m)	Station
1	Km095+810.0	1702037.850	574233.721	LA240R	31.61	1702006.409	574230.453
2	Km095+910.0	1702026.800	574333.108	LA -1_R	42.49	1701984.628	574327.924
3	Km096+000.0	1702015.040	574422.334	LA -2_R	47.07	1701968.444	574415.659
4	Km096+179.9	1701985.513	574599.881	LA -3_R	56.72	1701929.786	574589.319
5	Km096+260.0	1701969.832	574678.327	LA -4_R	139.78	1701833.048	574649.559
6	Km096+400.0	1701938.627	574814.798	LA -5_R	144.72	1701798.139	574780.076
7	Km096+480.0	1701918.657	574892.264	LA -6_R	117.28	1701805.390	574861.854
8	Km096+540.0	1701902.665	574950.093	LA -7_R	66.39	1701838.811	574931.918
9	Km096+680.0	1701861.992	575084.043	LA -8_R	67.04	1701798.197	575063.450
10	Km096+800.0	1701823.414	575197.672	LA250R	36.69	1701788.851	575185.357

No.	Left side / Bên trái			Center line / Tim tuyến			
	Name	Offset	x(m)	Name	Offset	x(m)	Name
1	LA240L	34.55	1702072.216	574237.284	Km095+810.0	1702037.850	574233.721
2	LA -1_L	48.79	1702075.221	574339.060	Km095+910.0	1702026.800	574333.108
3	LA -2_L	47.76	1702062.320	574429.108	Km096+000.0	1702015.040	574422.334
4	LA -3_L	62.89	1702054.670	574571.636	Km096+140.0	1701992.765	574560.544
5	LA -4_L	91.59	1702082.915	574576.697	Km096+140.0	1701992.765	574560.544
6	LA -5_L	112.12	1702105.843	574564.996	Km096+125.0	1701995.383	574545.774
7	LA -6_L	167.43	1702140.080	574681.767	Km096+230.0	1701975.896	574648.947
8	LA -7_L	170.27	1702118.475	574794.814	Km096+340.0	1701952.585	574756.445
9	LA -8_L	66.06	1701992.784	574870.136	Km096+440.0	1701928.835	574853.581
10	LA -9_L	54.34	1701954.934	574964.970	Km096+540.0	1701902.665	574950.093
11	LA249L	46.36	1701906.109	575098.289	Km096+680.0	1701861.990	575084.047

**Table 1-2: Right of Way Stakes (ROW)**

no.	center line			right side			
	station	x(m)	y(m)	name	offset	x(m)	y(m)
1	Km096+160.0	1701989.188	574580.221	ROW_1_IR	83.55	1701907.021	574565.074
2	Km096+160.0	1701975.896	574648.947	ROW_2_IR	151.31	1701827.544	574619.166
3	Km096+420.0	1701933.780	574834.199	ROW_3_IR	159.43	1701779.198	574795.175
4	Km096+555.0	1701898.526	574964.511	ROW_4_IR	96.52	1701805.825	574937.624

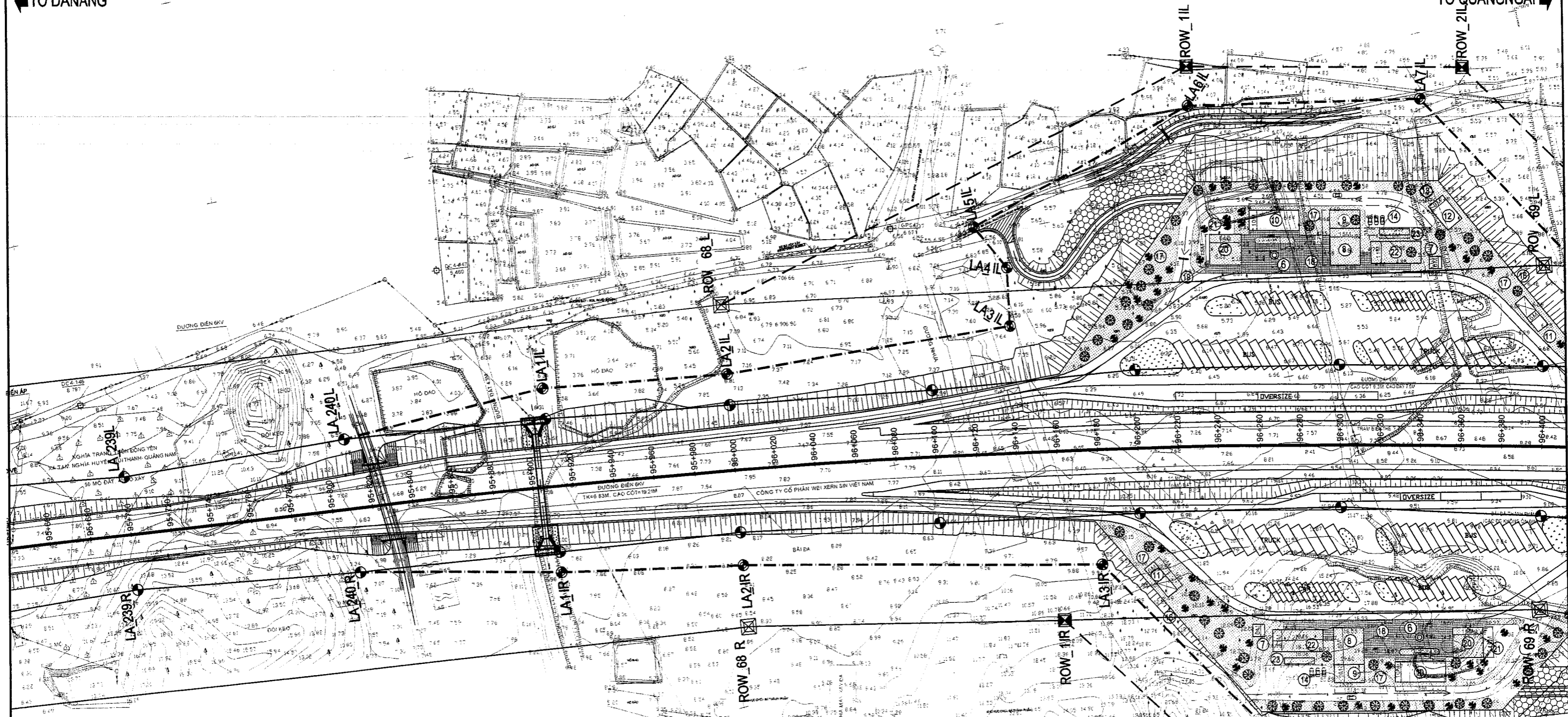
no.	left side				center line		
	name	offset	x(m)	y(m)	station	x(m)	y(m)
1	ROW68_L	82.06	1702096.267	574433.971	Km096+000.0	1702015.040	574422.334
2	ROW_1_IL	186.61	1702158.875	574685.524	Km096+230.0	1701975.884	574648.945
3	ROW_2_IL	185.79	1702128.834	574818.691	Km096+360.0	1701948.029	574775.922
4	ROW_3_IL	88.94	1702009.806	574895.567	Km096+460.0	1701923.794	574872.935

**SECTION 1 / ĐOẠN 1**  
**Km95+810 – Km96+800 (L=0.99km, PA)**



TO DANANG

TO QUANGNGAI



LIST COORDINATES OF LAND ACQUISITION MARKERS

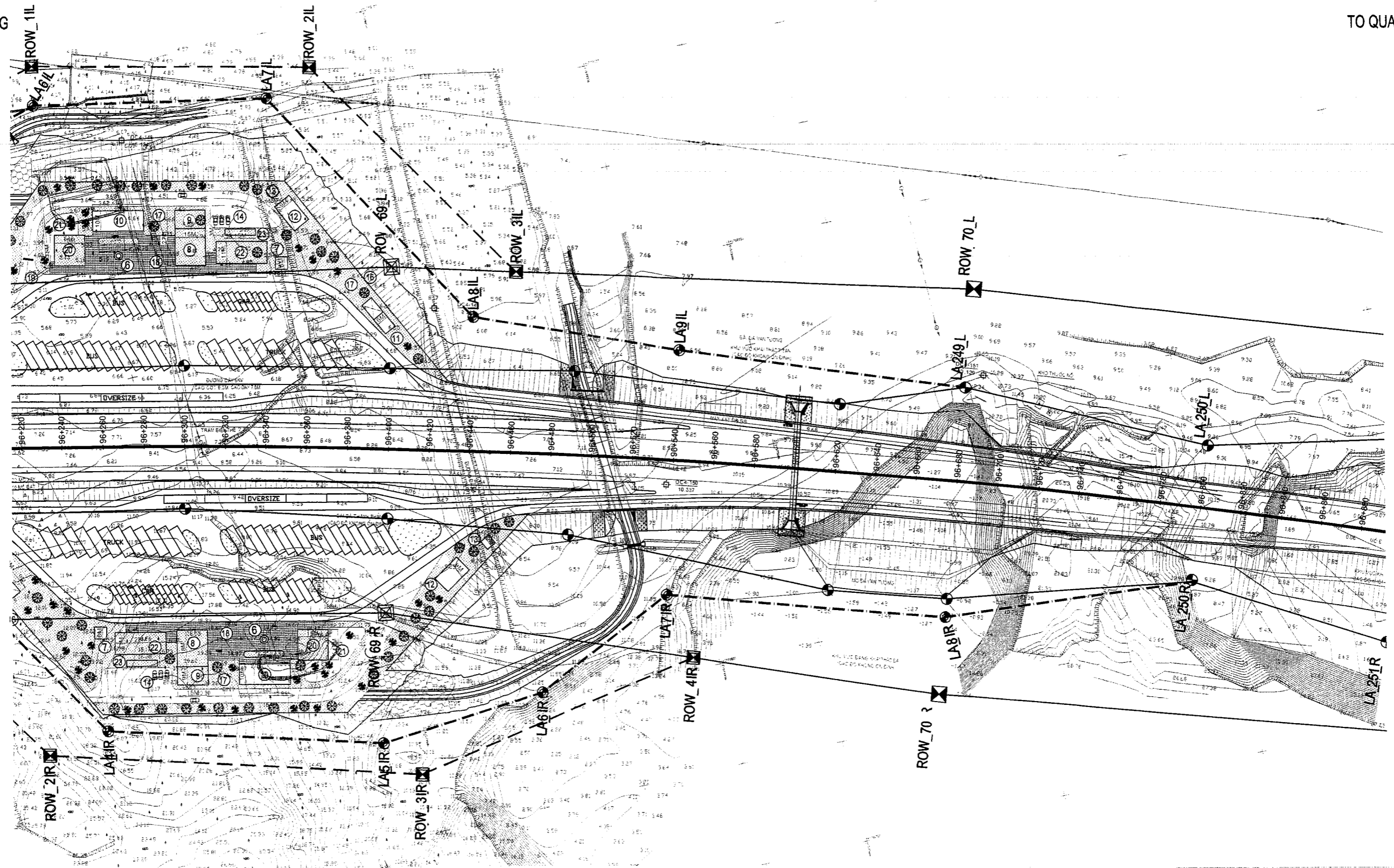
NO	LEFT SIDE				CENTER LINE			NO	CENTER LINE			RIGHT SIDE			
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)		STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	LA240L	34.55	1702072.216	574237.284	KM095+810.0	1702037.850	574233.721	1	KM095+810.0	1702037.850	574233.721	LA240R	31.61	1702006.409	574230.453
2	LA-1_L	48.79	1702075.221	574339.060	KM095+910.0	1702026.800	574333.108	2	KM095+910.0	1702026.800	574333.108	LA-1_R	42.49	1701984.628	574327.924
3	LA-2_L	47.76	1702062.328	574429.108	KM096+000.0	1702015.040	574422.334	3	KM096+000.0	1702015.040	574422.334	LA-2_R	47.07	1701968.444	574415.639
4	LA-3_L	62.89	1702054.673	574571.636	KM096+140.0	1701992.765	574560.544	4	KM096+179.9	1701985.513	574599.861	LA-3_R	56.72	1701929.786	574589.319
5	LA-4_L	91.59	1702082.915	574576.697	KM096+140.0	1701992.765	574560.544	5	KM096+260.0	1701968.832	574678.327	LA-4_R	139.76	1701833.048	574649.558
6	LA-5_L	112.72	1702105.843	574564.996	KM096+125.0	1701995.383	574545.774	6	KM096+400.0	1701938.627	574814.798	LA-5_R	144.72	1701798.139	574780.076
7	LA-6_L	167.43	1702140.080	574681.767	KM096+230.0	1701975.696	574648.947	7	KM096+480.0	1701918.657	574892.284	LA-6_R	177.28	1701905.390	574861.654
8	LA-7_L	170.27	1702116.475	574794.014	KM096+340.0	1701952.555	574756.445	8	KM096+540.0	1701902.665	574950.093	LA-7_R	86.99	1701838.811	574931.918
9	LA-8_L	66.06	1701992.764	574670.136	KM096+440.0	1701928.635	574853.581	9	KM096+680.0	1701861.392	575084.643	LA-8_R	67.04	1701798.197	575063.450
10	LA-9_L	54.34	1701954.934	574904.970	KM096+540.0	1701902.665	574850.093	10	KM096+800.0	1701823.414	575197.672	LA250R	36.69	1701785.651	575185.357
11	LA249L	46.36	1701906.109	575096.289	KM096+680.0	1701861.392	575084.643								

- LEGENDS:**
- ☒ ROW\_R EXISTING RIGHT OF WAY MARKER
  - LA\_R,L EXISTING LAND ACQUISITION MARKER
  - ☒ ROW\_IR REVISED R.O.W MARKER
  - LA\_IR,L REVISED LAND ACQUISITION MARKER
  - OLD ROW AND L.A BORDER
  - - - LAND ACQUISITION BORDER
  - - - RIGHT OF WAY BORDER

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package:	Station:		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				PREPARED BY	CHECKED BY	APPROVED BY	ROW MAP OF PARKING AREA AT KM96+300 (1/2) CÁM CỐC GPMB BÃI ĐỒ XE KM96+300 (1/2)
					NAME	PHAN VAN HOAT	TAKAYASU NAGAI	For I. ISHIMOTO
					SIGNATURE	<i>Phan Van Hoat</i>	<i>Takayasu Nagai</i>	SCALE
					DATE			1/2000
								DRAWING NO.
								PKG2-PA-010
								REV. NO.
								0

TO DANANG

TO QUANGNGAI



LIST COORDINATES OF RIGHT OF WAY MARKERS

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM096+160.0	1701969.158	574582.221	ROW_1_IR	83.55	1701907.021	574565.074
2	KM096+150.0	1701975.896	574648.947	ROW_2_IR	151.31	1701827.544	574619.166
3	KM096+420.0	1701933.780	574834.199	ROW_3_IR	159.43	1701779.196	574795.175
4	KM096+555.0	1701898.526	574964.511	ROW_4_IR	96.52	1701805.825	574937.624

NO	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	ROW65_L	82.06	1702096.267	574433.971	KM096+300.0	1702015.040	574422.334
2	ROW_1_IL	186.81	1702158.875	574665.524	KM096+230.0	1701975.664	574646.945
3	ROW_2_IL	185.79	1702128.834	574616.691	KM096+300.0	1701946.029	574775.922
4	ROW_3_IL	88.54	1702099.600	574895.567	KM096+400.0	1701923.794	574672.925

LEGENDS:

- ☒ ROW\_R EXISTING RIGHT OF WAY MARKER
- ⊕ LA\_R,L EXISTING LAND ACQUISITION MARKER
- ☒ ROW\_IR REVISED R.O.W MARKER
- ⊕ LA\_IR,L REVISED LAND ACQUISITION MARKER
- OLD ROW AND LA BORDER
- - - LAND ACQUISITION BORDER
- - - RIGHT OF WAY BORDER

MINISTRY OF TRANSPORT VIETNAM

ENGINEERING DESIGN CONSULTANT

REMARKS:

COORDINATES ARE IN VN2000  
CENTER MEDIAN 108°, K=0.999

DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT

Package: Station:

CLIENT  
VIETNAM EXPRESSWAY CORPORATION

PROJECT MANAGEMENT CONSULTANT  
PROJECT MANAGEMENT UNIT NO.85

The Joint Venture of  
Nippon Koei Co., Ltd.  
Nippon Engineering Consultants Co., Ltd.  
Chodai Co., Ltd.  
Thai Engineering Consultants Co., Ltd.

NAME	PREPARED BY	CHECKED BY	APPROVED BY
SIGNATURE	PHAN VAN HOAT	TAKAYASU NAGAI	YOSHIMOTO
DATE			

ROW MAP OF PARKING AREA AT KM96+300 (2/2)  
CÁM CỐC GPMB BÃI ĐỒ XE KM96+300 (2/2)

SCALE	DRAWING NO.	REV. NO.
1/2000	PKGA2-PA-020	0



Ministry of Transport



Vietnam Expressway Corporation



Project Management Unit No. 85



THE WORLD BANK

IDA Credit No. : 4779-VN

Project ID No. : P106235

**Consulting Services/Dịch vụ Tư vấn**

**for**

**Detailed Design for Da Nang - Quang Ngai Expressway Development Project**

**Thiết kế kỹ thuật Dự án Đường cao tốc Đà Nẵng – Quảng Ngãi**

**RIGHT OF WAY REPORT No.17/ HỒ Sơ Cắm Cọc GPMB số 17**

**Supplement of ROW staking works of the sections lack the land  
acquisition for construction work**

**(Packages 1, 2, 3B, 4, 7, A1, A2, A3 and A5)**

**Bổ sung công tác cắm cọc GPMB cho các đoạn còn thiếu phạm vi thu hồi  
đất để xây dựng công trình)**

**(Gói thầu 1,2,3B,4,7,A1,A2,A3 và A5)**

**September, 2013**

**The Joint Venture of**



**NIPPON KOEI CO.,LTD.**



**NIPPON ENGINEERING CONSULTANTS CO.,LTD.**



**CHODAI CO.,LTD.**



**THAI ENGINEERING CONSULTANTS CO., LTD.**

Submission Letter

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### Abbreviations

B/D	: Basic Design
BP	: Beginning Point
CPC	: City People's Committee
CPCSR	: Comprehensive Plan on Compensation, Support and Resettlement
DARD	: Department of Agriculture and Rural Development
DC	: Design Consultant
D/D	: Detailed Engineering Design
DOLA	: Department of Land Administration
DONRE	: Department of Natural Resources and Environment
DOT	: Department of Transport
DOTP	: Department of Traffic Office
DP	: Displaced Person
DPC	: District People's Committee
DRC	: District Resettlement Committee
EIA	: Environmental Impact Assessment
EMP	: Environmental Management Plan
EP	: Ending Point
F/S	: Feasibility Study
GOVN	: Government of Vietnam
GPS	: Global Positioning System
HVL	: High-voltage Line
IBRD	: International Bank for Reconstruction and Development
IC	: Interchange
IDA	: International Development Association
IOL	: Inventory of Losses
I/P	: Implementation Program
JBIC	: Japan Bank for International Cooperation
JICA	: Japan International Cooperation Agency
JV	: Joint Venture
L/A	: Loan Agreement
ML	: Main Line
MLIT	: Ministry of Land, Infrastructure, Transport and Tourism, Japan
MOF	: Ministry of Finance
MOND	: Ministry of National Defense
MONRE	: Ministry of Natural Resources and Environment
MOPS	: Ministry of Public Security
MOT	: Ministry of Transport
NH	: National Highway
PAP	: Project Affected People
PC	: People's Committee
PPC	: Provincial People's Committee
RAP	: Resettlement Action Plan
RC	: Resettlement Committee
RCS	: Replacement Cost Survey
RMP	: Resettlement Monitoring Plan
RNIP	: Road Network Improvement Program
ROW	: Right of Way
RP	: Resettlement Plan
TEDI	: Transport Engineering Design Incorporated
TOR	: Terms of Reference
VEC	: Vietnam Expressway Corporation
WB	: The World Bank

## **1. General**

### **1.1. Back ground**

ROW staking for thruway and interchanges of Da Nang – Quang Ngai expressway were completed and handed over to local authorities. However, it is necessary to add land acquisition at the sections of mainline where lacks the scope for construction work such as channel realignment, top ditch and crossing roads, Frontage roads. In addition, ROW of some sections which were staked during F/S stage need to be adjusted according to new design results.

ROW report No.17 (this report) was carried out based on final detailed design, which were revised according to the Decision.

### **1.2. Legal basics**

- Decree No. 209/2004/ND-CP dated December 16, 2004 of the Government on management of construction quality and Decree No. 49/2008/ND-CP dated April 18, 2008 supplementing some articles of Decree No. 209/2004/ND-CP;
- Decree No. 12/2009/ND-CP dated 12/02/2009 of the Government on management and investment projects and Decree No. 83/2009/ND-CP dated October 15, 2009 supplementing some articles of Decree No. 12/2009/ND-CP;
- Decree No. 11/2010/ND-CP dated February 24, 2010 of the Government on management and protect road infrastructure;
- Decision No. 2656/QĐ-BGTĐT dated September 10, 2010 of Minister of Transport on approval on feasibility study of Da Nang – Quang Ngai expressway project;
- Decision No.299/QĐ-VEC dated July 25, 2012 of Viet Nam Expressway Corporation on approval on the ROW document of thruway: Km17+900 – Km109+300;
- Letter No. 125/BQL-ĐNQN dated January 22, 2013 of PMU85 regarding modification of parking areas, service area;
- Letter No. 974/VEC-KTCNMT dated March 29, 2013 of VEC regarding request for carrying out Dung Quat 2 interchange;
- Letter No.91/BQL-ĐNQN dated April 22, 2013 of Project coordination board for DN-QN expressway – PMU85 regarding completion of staking work of remaining sections;
- Letter No. 1672/VEC-KTCNMT dated May 27, 2013 of VEC regarding request for modification of location of PA at Km96+100 in Package A2;
- Letter No. 118/BQL-ĐNQN dated May 30, 2013 of PMU85 regarding Adjustment on Packing Area at Km96+100 of Package A2;
- Letter No. 180/BQL-ĐNQN dated August 6, 2013 of PMU85 regarding Finalization of documents and Land Acquisition and ROW Staking of the Project;

## **2. Scope of Work**

Scope of work is identified the sections need to be added land acquisition for construction work based on the final detailed design. The results of design of additional ROW staking are listed in the table No.4-1

### 3. Applied ROW Design Standards

#### 3.1. Applied Technical Standards

- 96TCN43-1990, Specification for measuring and drawing topography;
- Decree No. 11/2010/ND-CP dated February 24, 2010, Management and Protection of Highway Infrastructure;
- TCVN5729-1997, Expressway Design Standards;
- 22 TCN 210-92, Rural Road Design Standards;
- 22 TCN 237 – 01, regulation of road traffic sign;

#### 3.2. Definitions and Space Requirements

##### (1) Definitions

- Land Acquisition (LA) width is a required space for building all structures of road including the corridor along the road to manage, maintain, and protect road infrastructures.
- Right-Of-Way (ROW) is a corridor along the road to ensure traffic safety and protection of road infrastructures.

##### (2) Space Requirements

- Land acquisition (LA) stakes were installed at 10m from outer edge slope in accordance with Decision No. 2656/QD-BGTVT dated September 10, 2010;
- O&M buildings, ramp ways: LA stakes were installed at 3m from outer edge slope;
- Frontage roads: LA stakes were installed at 1m from outer edge slope;
- Right of Way (ROW) stakes were installed at 47m offset from land acquisition stakes in accordance with Decree No. 11/2010/ND-CP;
- O&M buildings, ramp ways: ROW stakes were installed at 13m offset from land acquisition stakes
- At some revised land acquisition areas, if LA stakes are stayed inside of available ROW line, ROW line would not be revised.

#### 3.3. Used Symbols in ROW Map

Following symbols are used in the ROW Report. Other symbols are following the general regulation of the project:

**Table 3.3-1 Used Symbols in ROW Report**

No.	Symbol	Description
1	LA_I	land acquisition stakes in detailed design stage (DD)
2	ROW_I	right of way stakes in detailed design stage (DD)
3	LA	land acquisition stakes in basic design stage (BD)
4	ROW	right of way stakes in basic design stage (BD)
5	GPMB	land acquisition stakes in feasibility stage (FS)
6	LGDB	right of way stakes in feasibility stage (FS)

#### 3.4. Applied Values in this ROW Report

##### (1) Values for Road Section

Following values are applied for road section:

**Table 3.4-1 Values for Road Section**

No.	Category	Values
1	Cross sectional	- Land acquisition stakes are installed at 10 m from outer edge of slope of expressway, 3m from outer of O&M buildings and ramp ways; and

		1m from outer of frontage road. - ROW stakes are installed at 47m from land acquisition stakes for expressway, 13m for O&M building and ramp ways
2	Longitudinal	- Interval of the land acquisition makers are 50m in residential area and curve sections. - Interval of the land acquisition makers are 100m in other sections including tangent section, agriculture field and forest areas. - Interval of ROW makers are 100m in residential area and curve sections. - Interval of ROW makers are 500m in other sections including tangent section, agriculture field and forest areas.

**(2) Values for Bridge Section**

Following values are applied for bridge section:

**Table 3.4-1 Values for Bridge Section**

No.	Category	Values
1	Cross sectional	- Land acquisition makers are staked at 10m from outer edge of parapet. - ROW makers are staked as follows: - 150m when length of bridge was more than 300m; - 100m when length of bridge was from 60 to 300m; - 50m when length of bridge was from 20 to 60m; - 20m when length of bridge was less than 20m;
2	Longitudinal	- ROW makers are staked from edge of abutment as follows: - 50m when length of bridge was more than 60m; - 30m when length of bridge was less than 60m;

**4. Design Results**

Design results are shown in following table:

**Table 4-1 Summary Design Results**

**1) Package 1**

Left side						
No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m <sup>2</sup> )
1	L-01	Km001+000.0 :- Km001+058.0	58.00	2	-	638.796
2	L-02	Km002+300.0 :- Km002+540.0	240.00	2	-	8277.635
3	L-03	Km003+070.0 :- Km003+911.0	841.00	11	-	10569.779
4	L-04	Km005+570.0 :- Km005+683.0	113.00	5	-	1329.756
5	L-05	Km005+720.0 :- Km005+758.5	38.50	4	-	1613.091
6	L-06	Km007+420.0 :- Km007+522.0	102.00	4	-	682.258
<b>Total</b>			<b>1392.50</b>	<b>28</b>	<b>0</b>	<b>23111.32</b>
Right side						
No.	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m <sup>2</sup> )
1	R-01	Km000+490.5 :- Km000+852.0	361.50	5	-	657.74
2	R-02	Km001+970.0 :- Km002+045.0	75.00	4	-	507.26

3	R-03	Km002+348.0 :-	Km002+581.9	233.90	2	-	9106.58
4	R-04	Km003+205.0 :-	Km003+749.8	544.80	8	-	5089.45
5	R-05	Km005+155.0 :-	Km005+282.0	127.00	1	-	1641.32
6	R-06	Km005+560.0 :-	Km005+573.0	13.00	3	-	284.25
7	R-07	Km005+668.0 :-	Km005+805.0	137.00	7	-	1809.51
8	R-08	Km006+274.0 :-	Km006+365.0	91.00	3	-	574.89
9	R-09	Km007+020.0 :-	Km007+144.0	124.00	4	-	967.35
10	R-10	Km007+362.0 :-	Km007+380.0	18.00	3	-	138.66
<b>Total</b>				<b>1725.20</b>	<b>40</b>	<b>0</b>	<b>20777.01</b>

2) Package 2

Left side							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-01	Km007+829.0 :-	Km008+050.0	221.00	4	-	2581.773
2	L-02	Km008+511.0 :-	Km009+034.3	523.30	13	-	6128.173
3	L-03	Km009+469.0 :-	Km009+620.0	151.00	6	-	9428.962
4	L-04	Km010+114.5 :-	Km010+785.0	670.50	9	-	6291.335
5	L-05	Km012+236.0 :-	Km012+290.0	54.00	5	-	2759.85
6	L-06	Km015+720.0 :-	Km015+852.0	132.00	4	-	455.755
<b>Total</b>				<b>1751.80</b>	<b>41</b>	<b>0</b>	<b>27645.85</b>
Right side							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	R-01	Km008+050.0 :-	Km008+298.0	248.00	4	-	6233.536
2	R-02	Km008+738.0 :-	Km008+753.0	15.00	3	-	597.978
3	R-03	Km009+377.0 :-	Km009+480.0	103.00	5	-	3154.661
4	R-04	Km019+620.5 :-	Km019+645.0	24.50	5	-	1740.949
5	R-05	Km010+114.5 :-	Km010+400.0	285.50	6	-	1403.518
6	R-06	Km010+765.0 :-	Km010+789.0	24.00	3	-	262.938
7	R-07	Km012+250.0 :-	Km012+285.0	35.00	4	-	1835.13
8	R-08	Km015+645.0 :-	Km015+852.0	207.00	3	-	531.138
<b>Total</b>				<b>942.00</b>	<b>33</b>	<b>0</b>	<b>15759.85</b>

3) Package 3B

Left side							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-01	Km018+280.0 :-	Km018+920.0	640.00	8	-	9249.15
2	L-02	Km018+280.0 :-	Km020+715.0	2435.00	6	-	5765.00
3	L-03	Km020+660.0 :-	Km021+200.0	540.00	4	-	1851.40
<b>Total</b>				<b>3615.00</b>	<b>18</b>	<b>0</b>	<b>16865.55</b>

Right side						
No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	R-01	Km018+625.0 :- Km018+647.0	22.00	2	-	325.771
2	R-02	Km018+696.5 :- Km018+920.0	223.50	3	-	657.103
3	R-03	Km019+600.0 :- Km019+800.0	200.00	2	-	857.546
4	R-04	Km020+690.0 :- Km020+735.0	45.00	10	-	4636.908
5	R-05	Km021+100.0 :- Km021+250.0	150.00	1	-	543.154
<b>Total</b>			<b>640.50</b>	<b>18</b>	<b>0</b>	<b>7020.48</b>

4) Package 4

Left side						
No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-01	Km021+573.0 :- Km021+670.0	97.00	10	-	3881.16
2	L-02	Km022+240.0 :- Km022+274.0	34.00	4	-	886.719
3	L-03	Km023+020.0 :- Km023+200.0	180.00	2	-	1560.522
4	L-04	Km023+940.0 :- Km024+000.0	60.00	9	-	6130.754
5	L-05	Km024+140.0 :- Km024+157.0	17.00	8	-	1394.697
6	L-06	Km024+782.0 :- Km024+830.0	48.00	13	-	5293.081
7	L-07	Km025+950.0 :- Km026+187.0	237.00	4	-	1579.141
8	L-08	Km028+930.0 :- Km029+100.0	170.00	5	-	2779.685
9	L-09	Km031+225.0 :- Km031+500.0	275.00	4	-	1890.911
10	L-10	Km031+950.0 :- Km032+200.0	250.00	3	-	4131.155
<b>Total</b>			<b>1368.00</b>	<b>62</b>	<b>0</b>	<b>29527.83</b>

Right side						
No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	R-01	Km023+500.0 :- Km023+715.0	215.00	2	-	816.345
2	R-02	Km023+900.0 :- Km023+930.0	30.00	8	-	6802.755
3	R-03	Km024+142.0 :- Km024+147.0	5.00	10	-	1483.551
4	R-04	Km024+760.0 :- Km024+820.0	60.00	8	-	4505.987
5	R-05	Km032+035.0 :- Km032+200.0	165.00	4	-	2492.54
6	R-06	Km032+400.0 :- Km032+500.0	100.00	5	-	4636.816
<b>Total</b>			<b>575.00</b>	<b>37</b>	<b>0</b>	<b>20737.99</b>

5) Package 7

Left side						
No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-01	Km054+110.0 :- Km054+205.0	95.00	4	-	474.743
2	L-02	Km059+997.5 :- Km060+249.2	251.70	6	-	4058.413
3	L-03	Km060+590.0 :- Km061+010.0	420.00	10	-	10739.397
4	L-04	Km061+730.0 :- Km061+810.0	80.00	1	-	1414.59
5	L-05	Km062+289.0 :- Km062+481.0	192.00	6	-	7169.818

6	L-06	Km063+010.0 :-	Km063+695.0	685.00	9	-	4946.915
<b>Total</b>				<b>1723.70</b>	<b>36</b>	<b>0</b>	<b>28803.88</b>
<b>Right side</b>							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	R-01	Km053+035.0 :-	Km053+142.0	107.00	2	-	398.868
2	R-02	Km053+590.5 :-	Km053+640.5	50.00	1	-	198.452
3	R-03	Km054+315.0 :-	Km054+395.0	80.00	3	-	402.413
4	R-04	Km054+960.0 :-	Km055+160.0	200.00	6	-	3739.784
5	R-05	Km056+490.0 :-	Km056+550.0	60.00	1	-	5170.629
6	R-06	Km057+463.0 :-	Km057+523.0	60.00	5	-	1878.677
7	R-07	Km059+270.0 :-	Km059+288.0	18.00	4	-	443.051
8	R-08	Km060+000.0 :-	Km060+080.0	80.00	4	-	5040.863
9	R-09	Km060+945.0 :-	Km060+989.0	44.00	4	-	1838.535
10	R-10	Km061+808.0 :-	Km061+828.0	20.00	3	-	539.856
11	R-11	Km062+689.0 :-	Km062+768.4	79.40	3	-	414.379
12	R-12	Km063+049.0 :-	Km063+490.0	441.00	8	-	3717.486
<b>Total</b>				<b>1239.40</b>	<b>44</b>	<b>0</b>	<b>23782.99</b>

6) Package A1

<b>Left side</b>							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-01	Km067+330.0 :-	Km067+590.0	260.00	3	-	3514.705
2	L-02	Km067+784.0 :-	Km068+049.5	265.50	5	-	638.789
3	L-03	Km068+335.5 :-	Km068+400.0	64.50	4	-	3917.258
4	L-04	Km068+649.0 :-	Km068+689.0	40.00	2	-	756.717
5	L-05	Km070+405.0 :-	Km070+570.0	165.00	3	-	2192.176
6	L-06	Km070+649.0 :-	Km070+760.0	111.00	3	-	1729.211
7	L-07	Km070+910.0 :-	Km071+249.5	339.50	6	-	9505.311
8	L-08	Km072+300.0 :-	Km072+455.0	155.00	3	-	949.757
9	L-09	Km072+790.0 :-	Km072+825.0	35.00	3	-	347.104
10	L-10	Km073+282.0 :-	Km073+320.0	38.00	3	-	320.043
11	L-11	Km074+050.0 :-	Km074+075.0	25.00	3	-	186.65
12	L-12	Km074+250.0 :-	Km074+316.0	66.00	3	-	1183.837
13	L-13	Km076+000.0 :-	Km076+270.0	270.00	2	-	1649.448
14	L-14	Km076+940.0 :-	Km077+040.0	100.00	5	-	1927.028
15	L-15	Km078+360.0 :-	Km078+420.0	60.00	3	-	979.95
16	L-16	Km080+800.0 :-	Km081+000.0	200.00	3	-	1854.204
<b>Total</b>				<b>2194.50</b>	<b>54</b>	<b>0</b>	<b>31652.19</b>
<b>Right side</b>							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	R-01	Km065+409.0 :-	Km065+621.0	212.00	2	-	623.807
2	R-02	Km068+148.0 :-	Km068+169.0	21.00	3	-	379.91
3	R-03	Km068+273.5 :-	Km068+303.5	30.00	3	-	1792.006
4	R-04	Km068+529.0 :-	Km068+689.0	160.00	3	-	1188.729
5	R-05	Km069+089.0 :-	Km069+329.0	240.00	6	-	1259.711

6	R-06	Km070+368.0 :-	Km070+425.0	57.00	3	-	896.924
7	R-07	Km070+570.0 :-	Km070+746.0	176.00	1	-	3045.865
8	R-08	Km071+169.5 :-	Km071+369.0	199.50	3	-	187.934
9	R-09	Km072+802.0 :-	Km072+825.0	23.00	2	-	340.005
10	R-10	Km073+300.0 :-	Km073+370.0	70.00	2	-	73.585
11	R-11	Km074+059.0 :-	Km074+069.0	10.00	3	-	805.333
12	R-12	Km074+200.0 :-	Km074+286.0	86.00	2	-	1896.706
13	R-13	Km078+360.0 :-	Km078+660.0	300.00	6	-	26958.838
<b>Total</b>				<b>1584.50</b>	<b>39</b>	<b>0</b>	<b>39449.353</b>

7) Package A2

Left side							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-01	Km081+972.0 :-	Km082+020.0	48.00	1	-	1785.052
2	L-02	Km086+800.0 :-	Km086+860.0	60.00	3	-	803.298
3	L-03	Km086+917.0 :-	Km087+013.0	96.00	5	-	1837.488
4	L-04	Km089+100.0 :-	Km089+200.0	100.00	6	-	4706.947
5	L-05	Km091+300.0 :-	Km091+400.0	100.00	2	-	365.249
6	L-06	Km092+060.0 :-	Km092+130.0	70.00	4	-	472.463
7	L-07	Km092+300.0 :-	Km092+600.0	300.00	2	-	2162.068
8	L-08	Km094+100.0 :-	Km094+200.0	100.00	1	-	719.001
<b>Total</b>				<b>874.00</b>	<b>24</b>	<b>0</b>	<b>12851.57</b>
Right side							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	R-01	Km084+185.0 :-	Km084+330.0	145.00	3	-	337.405
2	R-02	Km086+820.0 :-	Km086+918.0	98.00	3	-	1251.301
3	R-03	Km089+100.0 :-	Km089+263.0	163.00	4	-	3869.329
4	R-04	Km092+535.0 :-	Km092+553.0	18.00	7	-	2183.583
5	R-05	Km093+730.0 :-	Km094+000.0	270.00	6	-	1892.879
6	R-06	Km094+280.0 :-	Km094+442.0	162.00	2	-	1766.637
7	R-07	Km095+600.0 :-	Km095+810.0	210.00	2	-	1580.823
8	R-08	Km097+820.0 :-	Km098+260.0	440.00	5	-	1737.452
<b>Total</b>				<b>1506.00</b>	<b>32</b>	<b>0</b>	<b>14619.409</b>

8) Package A3

Left side							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-01	Km103+541.0 :-	Km103+575.0	34.00	4	-	978.287
2	L-02	Km104+880.0 :-	Km104+931.0	51.00	4	-	1102.16
3	L-03	Km106+500.0 :-	Km106+535.0	35.00	4	-	956.223
4	L-04	Km109+474.0 :-	Km109+492.0	18.00	6	-	423.898
5	L-05	Km110+072.0 :-	Km110+100.0	28.00	2	-	252.544
<b>Total</b>				<b>166.00</b>	<b>20</b>	<b>0</b>	<b>3713.112</b>
Right side							

No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	R-01	Km099+600.0 :- Km099+776.0	176.00	2	-	1465.129
2	R-02	Km103+540.0 :- Km103+640.0	100.00	1	-	509.976
3	R-03	Km106+550.0 :- Km106+760.0	210.00	6	-	4360.981
4	R-04	Km109+388.0 :- Km109+515.0	127.00	5	-	1582.64
5	R-05	Km110+062.0 :- Km110+100.0	38.00	3	-	324.486
<b>Total</b>			<b>651.00</b>	<b>17</b>	<b>0</b>	<b>8243.212</b>

**9) Package A5-Expressway section**

Left side						
No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-01	Km124+946.0 :- Km125+013.0	67.00	2	-	2648.543
2	L-02	Km125+710.0 :- Km125+790.0	80.00	2	-	3031.995
3	L-03	Km127+878.5 :- Km127+930.0	51.50	2	-	865.72
3	L-04	Km129+620.0 :- Km129+679.0	59.00	1	-	219.784
3	L-05	Km131+060.0 :- Km131+287.0	227.00	4	-	5381.192
<b>Total</b>			<b>484.50</b>	<b>11</b>	<b>0</b>	<b>12147.234</b>
Right side						
No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	R-01	Km124+946.0 :- Km125+004.3	58.30	1	-	2191.343
2	R-02	Km125+675.0 :- Km125+790.0	115.00	3	-	4017.557
3	R-03	Km128+673.0 :- Km128+773.0	100.00	1	-	572.755
<b>Total</b>			<b>273.30</b>	<b>5</b>	<b>0</b>	<b>6781.655</b>

**10) Package A5-Linking section**

Left side						
No	Section	Station	Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m2)
1	L-06	Km131+517.0 :- Km132+140.0	623.00	21	-	2636.454
2	L-07	Km132+890.0 :- Km133+127.0	237.00	4	-	1149.45
3	L-08	Km133+888.0 :- Km133+929.0	41.00	2	-	242.964
4	L-09	Km134+072.0 :- Km134+109.0	37.00	3	-	574.12
5	L-10	Km134+227.0 :- Km134+320.0	93.00	3	-	436.264
6	L-11	Km134+384.0 :- Km134+431.0	47.00	2	-	1294.986
7	L-12	Km134+561.0 :- Km134+680.0	119.00	2	-	432.915
8	L-13	Km136+139.0 :- Km136+265.0	126.00	7	-	762.034
9	L-14	Km136+770.0 :- Km136+795.0	25.00	3	-	255.772
10	L-15	Km136+909.0 :- Km136+934.0	25.00	3	-	665.765
11	L-16	Km137+229.0 :- Km137+252.0	23.00	4	-	686.073
12	L-17	Km138+000.0 :- Km138+228.0	228.00	3	-	558.407
<b>Total</b>			<b>1624.00</b>	<b>57</b>	<b>0</b>	<b>9695.20</b>

Right side							
No	Section	Station		Length (m)	Number of LA (Stake)	Number of ROW (Stake)	Area (m <sup>2</sup> )
1	R-04	Km131+746.0	-:- Km131+759.0	13.00	4	-	929.218
2	R-05	Km133+053.0	-:- Km133+127.0	74.00	1	-	309.082
3	R-06	Km133+305.0	-:- Km133+415.0	110.00	5	-	1788.871
4	R-07	Km133+912.0	-:- Km133+947.0	35.00	2	-	583.228
5	R-08	Km134+034.0	-:- Km134+072.0	38.00	3	-	898.479
6	R-09	Km134+314.0	-:- Km134+354.0	40.00	3	-	878.533
7	R-10	Km135+260.0	-:- Km135+440.0	180.00	4	-	439.522
8	R-11	Km136+814.0	-:- Km136+874.0	60.00	3	-	846.449
9	R-12	Km137+229.0	-:- Km137+250.0	21.00	3	-	599.69
10	R-13	Km137+917.0	-:- Km138+000.0	83.00	3	-	383.226
11	R-14	Km139+140.0	-:- Km139+200.0	60.00	4	-	429.462
<b>Total</b>				<b>714.00</b>	<b>35</b>	<b>0</b>	<b>8085.760</b>

Total of additional land acquisition stakes: 651 unit  
 Total of land acquisition area: 361,271.5 m<sup>2</sup>

## 5. Technical Specifications for Staking

### (1) Land acquisition markers (LA)

- It was made of reinforced concrete class 200, 15x15x100cm size. Its body was painted by white color with engraved "GPMB" in red. Its head with 8cm long was paint by red color.
- The stake was fixed in the ground 50cm deep;
- The footing of stake was made of reinforced concrete class 150, 35x35x60cm size. It stand 10cm above existing ground;

### (2) Right of way markers (ROW)

- It was made of reinforced concrete class 200, 20x20x100cm size. Its body was painted by white color with engraved "MỐC LỘ GIỚI" in red. Its head with 10cm long was paint by red color.
- The stake was fixed in the ground 50cm deep;
- The footing of stake with 40x40x60cm size was made of reinforced concrete class 150. It stand 10cm above existing ground;

### (3) Other requirements

- The stakes must be prefabricated and ensured the design strength, geometric dimensions as above requirements;
- The stakes must be installed uprightly and followed cross sectional;
- When meeting some obstacles such as ponds, lakes, rivers, buildings, the stake can be removed to new stabile locations. In some cases, it may be adjusted some nearby stakes to ensure that interval is not too short.



**Appendix 1 – Coordinate of additional Stakes for Package 1– Center Median 108°/Phụ lục 1 –Tọa độ cọc GPMB bổ sung cho Gói thầu 1 – Kinh tuyến trục 108°**

**Table 1-1: Land Acquisition (LA) Stakes –Right side/Bảng 1-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tầm tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tầm đường	X(m)	Y(m)
<b>I</b>	<b>R-01</b>						
1	Km000+490.5	1769707.013	515980.684	LA38IR	126.30	1769600.188	515913.305
2	Km000+513.0	1769695.010	515999.715	LA -1_IR	112.63	1769599.745	515939.627
3	Km000+562.5	1769680.603	516022.550	LA -2_IR	113.33	1769584.777	515962.044
4	Km000+645.0	1769662.952	516050.433	LA -3_IR	106.88	1769572.737	515993.129
5	Km000+748.5	1769651.668	516068.143	LA -4_IR	74.72	1769588.751	516027.828
6	Km000+852.0	1769651.668	516068.144	LA -5_IR	49.30	1769610.157	516041.545
<b>II</b>	<b>R-02</b>						
7	Km001+970.0	1768605.016	516919.915	LA -6_IR	37.72	1768592.612	516884.289
8	Km001+980.0	1768595.572	516923.203	LA -7_IR	45.95	1768580.462	516879.805
9	Km002+030.0	1768548.160	516939.076	LA -8_IR	45.05	1768534.630	516896.107
10	Km002+045.0	1768533.858	516943.599	LA -9_IR	37.19	1768522.688	516908.124
<b>III</b>	<b>R-03</b>						
11	Km002+348.0	1768238.874	517011.671	GPMB_14P	57.34	1768232.155	516954.723
12	Km002+398.0	1768189.381	517018.576	LA -10_IR	63.30	1768181.429	516955.773
13	Km002+348.0	1768189.381	517018.576	LA -11_IR	44.75	1768183.760	516974.183
14	Km002+581.9	1768056.111	517032.451	GPMB15P	46.26	1768052.838	516986.304
<b>IV</b>	<b>R-04</b>						
15	Km003+205.0	1767457.947	517081.678	GPMB_21P	34.10	1767454.045	517047.803
16	Km003+260.0	1767403.131	517086.178	LA -12_IR	37.63	1767400.053	517048.679
17	Km003+330.0	1767333.366	517091.911	LA -13_IR	38.71	1767330.189	517053.328
18	Km003+400.0	1767263.616	517097.810	LA -14_IR	38.92	1767260.102	517059.050
19	Km003+460.0	1767203.863	517103.247	LA -15_IR	43.25	1767199.763	517060.195
20	Km003+520.0	1767144.165	517109.256	LA -16_IR	55.10	1767138.318	517054.464
21	Km003+605.0	1767059.745	517119.160	LA11R	60.47	1767051.890	517059.199
22	Km003+639.9	1767025.059	517123.831	LA -17_IR	66.96	1767015.742	517057.518
23	Km003+719.8	1766945.994	517136.016	LA -18_IR	70.12	1766934.391	517066.865
24	Km003+749.8	1766916.433	517141.129	LA -19_IR	59.45	1766905.814	517082.633
<b>V</b>	<b>R-05</b>						
25	Km005+155.0	1765609.403	517641.915	LA25R	50.37	1765587.882	517596.379
26	Km005+220.0	1765550.673	517669.767	LA -20_IR	60.51	1765524.736	517615.098
27	Km005+282.0	1765494.653	517696.333	LA27R	66.67	1765466.086	517636.097
<b>VI</b>	<b>R-06</b>						
28	Km005+560.0	1765243.467	517815.453	LA30R	37.58	1765227.364	517781.497
29	Km005+557.0	1765246.177	517814.168	LA -21_IR	61.12	1765219.989	517758.946
30	Km005+570.0	1765234.431	517819.738	LA -22_IR	58.26	1765209.468	517767.098
31	Km005+573.0	1765231.721	517821.024	LA -23_IR	37.27	1765215.752	517787.350
<b>VII</b>	<b>R-07</b>						
32	Km005+668.0	1765145.884	517861.730	LA -24_IR	35.51	1765130.668	517829.645
33	Km005+695.0	1765121.488	517873.299	LA -25_IR	63.82	1765094.142	517815.636

34	Km005+695.0	1765121.488	517873.299	LA -26_IR	79.75	1765087.316	517801.242
35	Km005+706.0	1765111.549	517878.012	LA -27_IR	80.28	1765077.149	517805.474
36	Km005+725.0	1765094.382	517886.154	LA -28_IR	42.73	1765076.073	517847.547
37	Km005+790.0	1765035.651	517914.005	LA -29_IR	42.12	1765017.601	517875.945
38	Km005+805.0	1765022.098	517920.433	LA -30_IR	36.56	1765006.434	517887.402
<b>VIII</b>	<b>R-08</b>						
39	Km006+274.0	1764595.684	518115.552	GPMB_65P	33.65	1764582.886	518084.427
40	Km006+295.0	1764576.204	518123.395	LA -31_IR	38.44	1764562.032	518087.657
41	Km006+350.0	1764524.927	518143.285	LA -32_IR	45.16	1764509.124	518100.985
42	Km006+365.0	1764510.880	518148.546	LA -33_IR	33.86	1764498.754	518116.927
<b>IX</b>	<b>R-09</b>						
43	Km007+020.0	1763876.984	518308.265	LA -34_IR	30.81	1763872.661	518277.761
44	Km007+040.0	1763857.175	518311.026	LA -35_IR	39.20	1763851.865	518272.192
45	Km007+133.0	1763764.919	518322.752	LA -36_IR	42.42	1763759.950	518280.627
46	Km007+144.0	1763753.995	518324.043	LA -37_IR	33.55	1763749.962	518290.734
<b>X</b>	<b>R-10</b>						
47	Km007+362.0	1763537.309	518347.938	LA -38_IR	30.65	1763534.005	518317.463
48	Km007+372.0	1763527.367	518349.016	LA -39_IR	45.74	1763522.438	518303.547
49	Km007+380.0	1763519.414	518349.878	LA -40_IR	30.49	1763516.128	518319.569

**Table 1-2: : Land Acquisition (LA) Stakes –Left side/Bảng 1-1:Cọc GPMB-Bên trái**

No. TT	Left side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
<b>I</b>	<b>L-01</b>						
1	LA02CL	38.05	1769435.060	516417.295	Km001+000.0	1769407.110	516391.478
2	LA -1_IL	57.88	1769424.865	516457.097	Km001+035.0	1769383.138	516416.979
3	LA -2_IL	35.32	1769392.357	516458.238	Km001+058.0	1769367.144	516433.507
<b>II</b>	<b>L-02</b>						
4	LA17CL	38.13	1768292.904	517041.425	Km002+300.0	1768286.263	517003.875
5	LA -3_IL	57.20	1768269.042	517064.818	Km002+327.0	1768259.644	517008.398
6	LA -4_IL	37.20	1768212.155	517053.101	Km002+380.0	1768207.228	517016.229
7	GPMB_11T	46.94	1768060.462	517079.188	Km002+540.0	1768056.111	517032.451
<b>III</b>	<b>L-03</b>						
8	LA -5_IL	32.64	1767595.165	517103.161	Km003+070.0	1767592.494	517070.633
9	LA -6_IL	38.84	1767565.773	517111.797	Km003+100.0	1767562.595	517073.087
10	LA -7_IL	41.55	1767486.262	517121.040	Km003+180.0	1767482.863	517079.633
11	LA -8_IL	45.18	1767366.962	517134.483	Km003+300.0	1767363.265	517089.451
12	LA -9_IL	47.11	1767267.588	517144.752	Km003+400.0	1767263.616	517097.812
13	LA -10_IL	49.77	1767181.876	517155.398	Km003+487.0	1767176.990	517105.870
14	LA -11_IL	67.52	1767168.950	517174.553	Km003+502.0	1767162.067	517107.383
15	LA -12_IL	42.28	1767148.650	517151.298	Km003+520.0	1767144.165	517109.256
16	LA -13_IL	44.80	1767050.816	517165.516	Km003+620.0	1767044.873	517121.114
17	LA -14_IL	44.98	1766934.020	517183.697	Km003+740.0	1766926.281	517139.392
18	LA -15_IL	49.32	1766769.320	517221.771	Km003+911.0	1766758.761	517173.597
<b>IV</b>	<b>L-04</b>						
19	LA34L	45.53	1765254.020	517860.839	Km005+570.0	1765234.431	517819.738
20	LA -16_IL	72.13	1765265.332	517884.910	Km005+570.0	1765234.431	517819.738

21	LA -17_IL	55.72	1765217.647	517889.366	Km005+615.0	1765193.772	517839.020
22	LA -18_IL	39.86	1765195.489	517882.316	Km005+632.0	1765178.411	517846.304
23	LA -19_IL	37.96	1765176.605	517889.172	Km005+652.0	1765160.340	517854.874
24	LA -20_IL	54.56	1765164.679	517913.201	Km005+673.0	1765141.366	517863.872
25	GPMB_52T	35.19	1765147.306	517899.997	Km005+683.0	1765132.330	517868.157
<b>V</b>	<b>L-05</b>						
26	LA -21_IL	36.15	1765114.390	517916.677	Km005+720.0	1765098.899	517884.011
27	LA -22_IL	67.96	1765082.842	517966.842	Km005+770.0	1765053.722	517905.436
28	LA -23_IL	93.95	1765057.835	518007.463	Km005+810.0	1765017.580	517922.575
29	LA -24_IL	79.91	1765045.495	517997.778	Km005+817.0	1765011.255	517925.575
30	GPMB_53T	37.16	1765080.070	517934.069	Km005+758.5	1765064.113	517900.508
<b>IV</b>	<b>L-06</b>						
31	LA -25_IL	32.80	1763483.183	518386.801	Km007+420.0	1763479.647	518354.190
32	LA -26_IL	39.45	1763471.969	518394.701	Km007+432.0	1763467.717	518355.483
33	LA -27_IL	41.00	1763396.579	518404.435	Km007+508.0	1763392.160	518363.675
34	LA -28_IL	32.67	1763381.762	518397.659	Km007+522.0	1763378.241	518365.184

**Appendix 2 – Coordinate of additional Stakes for Package 2– Center Median 108°/Phụ lục 2 –Tọa độ cọc GPMB bổ sung cho Gói thầu 2 – Kinh tuyến trục 108°**

**Table 2-1: Land Acquisition (LA) Stakes –Right side/Bảng 2-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tim tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)
<b>I</b>	<b>R-01</b>						
1	Km008+050.0	1762853.314	518422.066	LA -1_R	34.76	1762849.568	518387.512
2	Km008+070.0	1762833.434	518424.251	LA -2_R	57.99	1762827.184	518366.603
3	Km008+190.0	1762694.249	518439.342	LA -3_R	57.66	1762688.035	518382.022
4	Km008+302.0	1762582.902	518451.414	LA -4_R	56.91	1762576.768	518394.838
5	Km008+298.0	1762586.879	518450.983	GPMB_96P	32.67	1762583.443	518418.490
<b>II</b>	<b>R-02</b>						
6	Km008+738.0	1762169.326	518496.253	GPMB_101P	34.25	1762165.305	518462.235
7	Km008+749.0	1762158.390	518497.439	LA -5_R	86.72	1762149.043	518411.227
8	Km008+757.0	1762150.436	518498.301	LA -6_R	86.19	1762141.146	518412.609
9	Km008+753.0	1762154.413	518497.870	LA -7_R	33.67	1762150.784	518464.395
<b>III</b>	<b>R-03</b>						
10	Km009+377.0	1761534.048	518565.129	LA -8_R	35.32	1761530.242	518530.019
11	Km009+385.0	1761526.096	518566.002	LA -9_R	62.23	1761519.388	518504.133
12	Km009+440.0	1761471.415	518571.920	LA -10_R	73.91	1761463.449	518498.443
13	Km009+480.0	1761431.648	518576.231	LA -11_R	49.63	1761426.299	518526.887
14	Km009+480.0	1761431.648	518576.231	LA -12_R	30.52	1761428.358	518545.884
<b>IV</b>	<b>R-04</b>						
15	Km019+620.5	1761291.967	518591.375	GPMB_110P	30.73	1761288.571	518560.838
16	Km019+640.0	1761272.581	518593.477	LA -13_R	74.35	1761264.566	518519.556
17	Km019+661.0	1761251.703	518595.741	LA -14_R	138.40	1761236.785	518458.143
18	Km019+675.0	1761237.785	518597.250	LA -15_R	135.15	1761223.217	518462.888
19	Km019+655.0	1761257.668	518595.094	LA -16_R	78.63	1761249.192	518516.920
20	Km019+645.0	1761267.610	518594.016	LA -17_R	30.33	1761264.341	518563.863
<b>V</b>	<b>R-05</b>						
21	Km010+114.5	1760800.605	518641.976	GPMB_117P	48.28	1760797.061	518593.822
22	Km010+180.0	1760735.253	518646.707	LA -18_R	42.22	1760732.512	518604.576
23	Km010+240.1	1760675.302	518650.206	LA -19_R	42.62	1760673.156	518607.644
24	Km010+310.0	1760605.423	518653.272	LA -20_R	42.57	1760603.982	518610.724
25	Km010+380.0	1760535.452	518655.253	LA -21_R	44.94	1760534.530	518610.323
26	Km010+388.0	1760527.454	518655.410	LA -22_R	59.09	1760526.503	518596.331
27	Km010+400.0	1760515.455	518655.619	LA -23_R	37.89	1760514.846	518617.730
<b>VI</b>	<b>R-06</b>						
28	Km010+765.0	1760150.494	518652.079	GPMB_118P	34.46	1760150.737	518617.618
29	Km010+765.0	1760150.494	518652.079	LA -24_R	51.32	1760151.521	518600.772
30	Km010+775.0	1760140.496	518651.878	LA -25_R	50.60	1760141.509	518601.293

31	Km010+789.0	1760126.499	518651.598	LA -26_R	35.30	1760127.205	518616.302
<b>VII R-07</b>							
32	Km012+250.0	1758665.800	518622.354	LA -27_R	38.14	1758666.563	518584.225
33	Km012+280.0	1758635.806	518621.753	LA -28_R	121.52	1758638.238	518500.260
34	Km012+289.0	1758626.807	518621.573	LA -29_R	121.27	1758629.235	518500.324
35	Km012+285.0	1758630.807	518621.653	LA -30_R	38.11	1758631.570	518583.547
<b>VIII R-08</b>							
36	Km015+645.0	1755414.570	519403.680	LA -31_R	36.03	1755399.786	519370.822
37	Km015+670.0	1755391.771	519413.938	LA -32_R	39.90	1755375.399	519377.549
38	Km015+790.0	1755282.336	519463.174	LA -33_R	38.00	1755266.778	519428.501
39	Km015+852.0	1755225.926	519488.554	GPMB_194P	46.71	1755206.329	519446.151

Table 2-2: : Land Acquisition (LA) Stakes –Left side/Bảng 2-2:Cọc GPMB-Bên trái

No. TT	Left side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
<b>I L-01</b>							
1	GPMB_87T	38.70	1763077.356	518436.736	Km007+829.0	1763073.077	518398.270
2	LA -1_L	53.31	1763078.823	518451.271	Km007+829.0	1763073.077	518398.270
3	LA -2_L	45.96	1762987.514	518453.779	Km007+920.0	1762982.560	518408.083
4	LA -3_L	55.04	1762876.151	518474.980	Km008+033.0	1762870.218	518420.263
5	LA -4_L	34.88	1762857.077	518456.771	Km008+050.0	1762853.317	518422.096
<b>II L-02</b>							
6	LA -5_L	34.50	1762398.722	518506.088	Km008+511.0	1762395.003	518471.786
7	LA -6_L	58.84	1762409.299	518529.421	Km008+503.0	1762402.956	518470.923
8	LA -7_L	42.03	1762315.981	518522.627	Km008+595.0	1762311.492	518480.840
9	LA -8_L	53.25	1762297.348	518535.932	Km008+615.0	1762291.609	518482.995
10	LA -9_L	37.25	1762270.770	518522.722	Km008+640.0	1762266.755	518485.690
11	LA -10_L	34.97	1762179.060	518530.371	Km008+732.0	1762175.291	518495.607
12	LA -11_L	77.33	1762183.626	518572.487	Km008+732.0	1762175.291	518495.607
13	LA -12_L	62.98	1762163.190	518560.268	Km008+751.0	1762156.401	518497.655
14	LA -13_L	50.57	1762161.852	518547.930	Km008+751.0	1762156.401	518497.655
15	LA -14_L	46.58	1762097.795	518550.861	Km008+815.0	1762092.774	518504.553
16	LA -15_L	36.78	1762096.739	518541.120	Km008+815.0	1762092.774	518504.553
17	LA -16_L	38.38	1761957.726	518557.797	Km008+955.0	1761953.590	518519.643
18	LA -17_L	40.05	1761879.068	518568.004	Km009+034.3	1761874.752	518528.191
19	GPMB_100T	33.88	1761878.478	518561.867	Km009+034.3	1761874.752	518528.191
<b>III L-03</b>							
20	LA -18_L	32.10	1761446.044	518606.958	Km009+469.0	1761442.584	518575.046
21	LA -19_L	58.00	1761422.988	518635.512	Km009+495.0	1761416.736	518577.848
22	LA -20_L	109.32	1761517.063	518676.931	Km009+406.0	1761505.217	518568.255
23	LA -21_L	124.00	1761508.641	518692.608	Km009+416.0	1761495.276	518569.333

24	LA -22_L	97.89	1761453.136	518672.364	Km009+469.0	1761442.584	518575.046
25	LA -23_L	90.08	1761336.970	518677.106	Km009+585.0	1761327.260	518587.549
26	GPMB_106T	30.64	1761295.287	518621.827	Km009+620.0	1761292.464	518591.322
<b>IV</b>	<b>L-04</b>						
27	GPMB_113T	43.05	1760803.757	518684.912	Km010+114.5	1760800.605	518641.976
28	LA -24_L	41.03	1760737.917	518687.653	Km010+180.0	1760735.253	518646.707
29	LA -25_L	39.92	1760677.416	518690.069	Km010+240.0	1760675.355	518650.203
30	LA -26_L	41.27	1760606.821	518694.520	Km010+310.0	1760605.423	518653.272
31	LA -27_L	43.58	1760536.347	518698.824	Km010+380.0	1760535.452	518655.253
32	LA -28_L	42.47	1760445.611	518698.697	Km010+470.0	1760445.459	518656.224
33	LA -29_L	45.15	1760314.772	518700.354	Km010+600.0	1760315.464	518655.205
34	LA -30_L	44.97	1760204.583	518698.136	Km010+710.0	1760205.483	518653.180
35	LA -31_L	46.80	1760135.560	518698.587	Km010+780.0	1760136.497	518651.798
36	LA -32_L	34.97	1760129.798	518686.642	Km010+785.0	1760130.498	518651.678
<b>V</b>	<b>L-05</b>						
37	LA -33_L	40.53	1758678.986	518663.157	Km012+236.0	1758679.797	518622.634
38	LA -34_L	134.89	1758688.095	518757.720	Km012+225.0	1758690.795	518622.854
39	LA -35_L	138.39	1758677.027	518761.001	Km012+236.0	1758679.797	518622.634
40	LA -36_L	88.97	1758659.020	518711.208	Km012+255.0	1758660.801	518622.254
41	LA -37_L	40.02	1758625.007	518661.566	Km012+290.0	1758625.808	518621.553
<b>VI</b>	<b>L-06</b>						
42	LA -38_L	35.33	1755360.669	519466.673	Km015+720.0	1755346.173	519434.453
43	LA -39_L	39.29	1755353.175	519474.388	Km015+730.0	1755337.054	519438.556
44	LA -40_L	38.43	1755307.154	519494.154	Km015+780.0	1755291.456	519459.071
45	LA -41_L	39.90	1755260.405	519516.791	Km015+832.0	1755244.035	519480.406
46	GPMB_190T	35.63	1755240.489	519521.073	Km015+852.0	1755225.926	519488.554

**Appendix 3 – Coordinate of additional Stakes for Package 3B– Center Median 108°/Phụ lục 3 –Tọa độ cọc GPMB bổ sung cho Gói thầu 3B – Kinh tuyến trục 108°**

**Table 3-1: Land Acquisition (LA) Stakes –Right side/Bảng 3-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tim tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)
<b>I</b>	<b>R-01</b>						
1	Km018+625.0	1752660.181	520538.774	LA -1_IR	36.11	1752650.641	520503.952
2	Km018+647.0	1752639.054	520544.882	LA -2_IR	66.68	1752621.434	520480.568
3	Km018+647.0	1752639.051	520544.883	GPMB_221P	36.88	1752629.419	520509.282
<b>II</b>	<b>R-02</b>						
4	Km018+696.5	1752590.844	520556.208	GPMB_222P	35.23	1752582.770	520521.911
5	Km018+740.0	1752548.388	520565.676	LA -3_iR	40.59	1752540.031	520525.959
6	Km018+800.0	1752489.498	520577.148	LA -4_iR	41.68	1752482.142	520536.120
7	Km018+860.0	1752430.289	520586.849	LA -5_iR	39.73	1752424.454	520547.550
8	Km018+920.0	1752370.817	520594.769	GPMB_226P	35.73	1752366.920	520559.250
<b>III</b>	<b>R-03</b>						
9	Km019+600.0	1751691.414	520602.014	LA_06R	33.11	1751691.997	520568.905
10	Km019+634.0	1751657.420	520601.415	LA -6_IR	42.68	1751658.171	520558.744
11	Km019+733.0	1751558.435	520599.671	LA -7_IR	41.24	1751559.164	520558.437
12	Km019+800.0	1751491.445	520598.491	LA_09R	33.10	1751492.028	520565.394
<b>IV</b>	<b>R-04</b>						
13	Km020+690.0	1750601.592	520582.818	LA -8_IR	58.67	1750602.096	520524.152
14	Km020+720.0	1750571.588	520582.289	LA -9_IR	83.40	1750571.884	520498.886
15	Km020+760.0	1750531.594	520581.591	LA -10_IR	83.16	1750532.972	520498.445
16	Km020+800.0	1750491.597	520581.080	LA -11_IR	100.01	1750492.343	520481.073
17	Km020+823.0	1750468.598	520581.012	LA -12_IR	138.63	1750468.509	520442.383
18	Km020+840.0	1750451.598	520581.088	LA -13_IR	136.86	1750451.510	520444.231
19	Km020+833.0	1750458.598	520581.056	LA -14_IR	96.07	1750458.536	520484.988
20	Km020+800.0	1750491.597	520581.079	LA -15_IR	63.21	1750492.068	520517.870
21	Km020+760.0	1750531.594	520581.591	LA -16_IR	61.25	1750532.609	520520.346
22	Km020+735.0	1750556.590	520582.025	LA -17_IR	45.34	1750557.389	520536.696
<b>V</b>	<b>R-05</b>						
23	Km021+100.0	1750194.471	520614.380	LA_5CR	48.84	1750182.097	520567.135
24	Km021+160.0	1750136.814	520630.936	LA -18_IR	53.94	1750118.758	520580.105
25	Km021+250.0	1750052.680	520662.824	LA_7CR	50.42	1750033.225	520616.311

**Table 3-2: : Land Acquisition (LA) Stakes –Left side/Bảng 3-2:Cọc GPMB-Bên trái**

No. TT	Left side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
<b>I</b>	<b>L-01</b>						
1	GPMB_211T	41.62	1753001.087	520461.528	Km018+280.0	1752984.953	520423.166
2	LA -1_IL	50.92	1752985.787	520477.882	Km018+300.0	1752966.456	520430.771
3	LA -2_IL	49.74	1752891.608	520514.367	Km018+400.0	1752873.642	520467.989

4	LA -3_IL	47.92	1752795.293	520548.153	Km018+500.0	1752779.881	520502.774
5	LA -4_IL	48.66	1752717.269	520573.173	Km018+580.0	1752703.475	520526.505
6	LA -5_IL	59.41	1752660.826	520600.096	Km018+640.0	1752645.690	520542.647
7	LA -6_IL	59.13	1752600.777	520614.660	Km018+670.0	1752587.446	520557.049
8	LA -7_IL	60.01	1752500.087	520636.213	Km018+800.0	1752489.498	520577.148
9	LA -8_IL	58.10	1752443.769	520643.590	Km018+855.0	1752435.236	520586.125
10	GPMB_222T	38.68	1752375.779	520633.127	Km018+920.0	1752370.817	520594.769
<b>II</b>	<b>L-02</b>						
11	LA_4L	40.78	1750631.333	520624.121	Km020+660.0	1750631.579	520583.346
12	LA -9_IL	113.19	1750669.579	520697.226	Km020+620.0	1750671.572	520584.050
13	LA -10_IL	187.93	1750717.641	520772.824	Km020+571.0	1750720.567	520584.913
14	LA -11_IL	202.18	1750698.238	520786.736	Km020+590.0	1750701.571	520584.579
15	LA -12_IL	135.16	1750659.194	520719.013	Km020+630.0	1750661.574	520583.874
16	LA -13_IL	86.76	1750610.848	520669.750	Km020+680.0	1750611.589	520582.994
17	LA -14_IL	27.61	1750576.464	520609.985	Km020+715.0	1750576.606	520582.378
<b>III</b>	<b>L-03</b>						
18	LA -15_IL	38.85	1750432.532	520620.446	Km020+860.0	1750431.605	520581.608
19	LA -16_IL	48.24	1750413.077	520630.363	Km020+880.5	1750411.178	520582.164
20	LA -17_IL	47.71	1750299.726	520641.195	Km021+000.0	1750292.306	520594.065
21	LA -18_IL	49.14	1750206.921	520661.916	Km021+100.0	1750194.471	520614.380
22	LA_5CL	48.82	1750115.976	520689.644	Km021+200.0	1750098.959	520643.882

**Appendix 4 – Coordinate of additional Stakes for Package 4– Center Median 108°/Phụ lục 4 –Tọa độ cọc GPMB bổ sung cho Gói thầu 4 – Kinh tuyến trục 108°**

**Table 4-1: Land Acquisition (LA) Stakes –Right side/Bảng 4-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tầm tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tầm đường	X(m)	Y(m)
<b>I</b>	<b>R-01</b>						
1	Km023+500.0	1748657.270	522422.440	LA_35R	60.82	1748607.111	522388.050
2	Km023+535.0	1748637.479	522451.306	LA -1_IR	70.91	1748578.993	522411.208
3	Km023+615.0	1748612.033	522488.421	LA -2_IR	73.97	1748551.023	522446.592
4	Km023+715.0	1748600.723	522504.916	LA_36R	61.19	1748550.254	522470.314
<b>II</b>	<b>R-02</b>						
5	Km023+900.0	1748434.825	522754.839	LA_39R	54.31	1748388.696	522726.173
6	Km023+880.0	1748445.430	522737.883	LA -3_IR	96.98	1748363.064	522686.697
7	Km023+833.0	1748470.724	522698.255	LA -4_IR	137.50	1748355.183	522623.709
8	Km023+750.0	1748516.367	522628.948	LA -5_IR	192.37	1748356.647	522521.724
9	Km023+701.0	1748543.753	522588.316	LA -6_IR	237.53	1748347.179	522454.979
10	Km023+709.0	1748539.263	522594.936	LA -7_IR	246.71	1748335.093	522456.448
11	Km023+750.0	1748516.367	522628.948	LA -8_IR	208.40	1748343.342	522512.792
12	Km023+833.0	1748470.724	522698.255	LA -9_IR	155.47	1748340.086	522613.969
13	Km023+890.0	1748440.115	522746.353	LA -10_IR	116.72	1748340.979	522684.746
14	Km023+930.0	1748419.111	522780.395	LA_39_5R	52.94	1748373.896	522752.855
<b>III</b>	<b>R-03</b>						
15	Km024+142.0	1748315.404	522965.246	LA -11_IR	44.51	1748275.851	522944.825
16	Km024+162.0	1748306.300	522983.047	LA -12_IR	80.46	1748234.344	522947.049
17	Km024+235.0	1748282.748	523030.533	LA -13_IR	88.82	1748202.767	522991.904
18	Km024+250.0	1748276.236	523044.045	LA -14_IR	96.92	1748188.964	523001.896
19	Km024+263.0	1748270.661	523055.789	LA -15_IR	120.16	1748162.115	523004.254
20	Km024+270.0	1748267.658	523062.112	LA -16_IR	115.58	1748163.246	523012.540
21	Km024+250.0	1748276.236	523044.045	LA -17_IR	83.28	1748201.240	523007.824
22	Km024+208.0	1748294.640	523006.293	LA -18_IR	73.37	1748228.784	522973.943
23	Km024+142.0	1748306.300	522983.047	LA -19_IR	59.48	1748253.106	522956.435
24	Km024+147.0	1748308.563	522978.595	LA -20_IR	42.22	1748270.805	522959.694
<b>IV</b>	<b>R-04</b>						
25	Km024+760.0	1748081.942	523536.830	LA_48_1R	30.72	1748052.991	523526.563
26	Km024+758.0	1748082.622	523534.949	LA -21_IR	60.27	1748025.946	523514.452
27	Km024+746.0	1748086.625	523523.643	LA -22_IR	99.40	1747992.961	523490.379
28	Km024+733.0	1748090.976	523511.392	LA -23_IR	151.39	1747948.315	523460.729
29	Km024+704.0	1748100.697	523484.070	LA -24_IR	198.97	1747913.208	523417.470
30	Km024+713.0	1748097.669	523492.546	LA -25_IR	203.82	1747905.599	523424.335
31	Km024+736.0	1748089.972	523514.219	LA -26_IR	171.35	1747928.517	523456.882
32	Km024+760.0	1748081.942	523536.830	LA -27_IR	106.49	1747981.801	523500.613
33	Km024+794.0	1748070.562	523568.875	LA -28_IR	29.91	1748042.376	523558.865
34	Km024+820.0	1748061.868	523593.355	LA_49R	24.89	1748038.402	523585.053
<b>V</b>	<b>R-05</b>						
35	Km032+035.0	1744287.138	529617.701	LA -29_IR	30.76	1744267.096	529594.360
36	Km032+050.0	1744275.757	529627.472	LA -30_IR	55.25	1744239.767	529585.557

37	Km032+100.0	1744237.822	529660.045	LA -31_IR	51.44	1744204.311	529621.017
38	Km032+185.0	1744173.336	529715.421	LA -32_IR	64.82	1744131.116	529666.241
39	Km032+200.0	1744161.953	529725.190	LA_29R	42.48	1744134.279	529692.959
<b>VI</b>	<b>R-06</b>						
40	Km032+400.0	1744010.214	529855.479	LA_31R	60.59	1743971.081	529809.220
41	Km032+330.0	1744063.323	529809.878	LA -33_IR	89.87	1744004.769	529741.696
42	Km032+295.0	1744089.877	529787.077	LA -34_IR	128.01	1744006.486	529689.957
43	Km032+303.0	1744083.808	529792.289	LA -35_IR	135.70	1743995.398	529689.342
44	Km032+340.0	1744055.736	529816.392	LA -36_IR	107.71	1743985.577	529734.669
45	Km032+420.0	1743995.040	529868.508	LA -37_IR	90.28	1743936.222	529800.018
46	Km032+500.0	1743934.345	529920.624	LA_32R	37.08	1743910.734	529892.028

**Table 4-2: : Land Acquisition (LA) Stakes –Letf side/Bảng 4-2:Coc GPMB-Bên trái**

No. TT	Letf side / Bên trái				Center line/ Tầm tuyến		
	Name Tên cọc	Offset K/c đến tầm đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
<b>I</b>	<b>L-01</b>						
1	LA -1_IL	43.28	1749810.586	520867.811	Km021+573.0	1749781.522	520835.735
2	LA -2_IL	69.48	1749837.641	520878.893	Km021+559.0	1749792.027	520826.481
3	LA -3_IL	73.04	1749835.378	520885.630	Km021+565.5	1749787.153	520830.774
4	LA -4_IL	63.23	1749823.976	520882.590	Km021+573.0	1749781.522	520835.735
5	LA -5_IL	58.43	1749788.155	520909.558	Km021+620.0	1749747.221	520867.860
6	LA -6_IL	55.75	1749734.444	520962.777	Km021+700.0	1749692.434	520926.127
7	LA -7_IL	67.94	1749708.247	521014.102	Km021+760.0	1749654.474	520972.582
8	LA -8_IL	65.98	1749667.086	521072.962	Km021+895.0	1749613.045	521035.103
9	LA -9_IL	93.74	1749626.738	521174.179	Km021+941.0	1749549.428	521121.175
10	LA -10_IL	60.68	1749583.638	521178.579	Km021+670.0	1749533.595	521144.269
<b>II</b>	<b>L-02</b>						
11	LA -11_IL	50.57	1749411.467	521411.824	Km022+240.0	1749369.761	521383.230
12	LA -12_IL	95.58	1749441.651	521447.542	Km022+253.0	1749362.481	521393.992
13	LA -13_IL	96.92	1749437.046	521456.499	Km022+263.0	1749356.763	521402.197
14	LA -14_IL	60.37	1749400.547	521445.092	Km022+274.0	1749350.539	521411.267
<b>III</b>	<b>L-03</b>						
15	LA_30L	42.46	1748974.759	522058.132	Km023+020.0	1748939.742	522034.124
16	LA -15_IL	47.11	1748950.655	522102.229	Km023+070.0	1748911.798	522075.588
17	LA -16_IL	36.22	1748901.887	522153.665	Km023+140.0	1748872.010	522133.181
18	LA_33L	39.67	1748870.803	522205.103	Km023+200.0	1748838.082	522182.667
<b>IV</b>	<b>L-04</b>						
19	LA_40_1L	53.25	1748459.499	522816.475	Km023+940.0	1748413.924	522788.944
20	LA -17_IL	107.92	1748488.784	522874.196	Km023+975.0	1748396.031	522819.025
21	LA -18_IL	139.40	1748494.694	522926.821	Km024+020.0	1748373.487	522857.969
22	LA -19_IL	153.74	1748478.131	522986.283	Km024+084.0	1748342.478	522913.940
23	LA -20_IL	157.13	1748462.386	523023.125	Km024+126.0	1748322.770	522951.043
24	LA -21_IL	145.06	1748451.665	523017.590	Km024+126.0	1748322.770	522951.043
25	LA -22_IL	134.59	1748477.103	522948.312	Km024+050.0	1748358.803	522884.123
26	LA -23_IL	120.76	1748478.492	522917.617	Km024+020.0	1748373.487	522857.969
27	LA -24_IL	100.75	1748473.383	522886.294	Km023+994.0	1748386.430	522835.413
28	LA -25_IL	50.76	1748442.185	522840.624	Km023+970.0	1748398.548	522814.697

29	LA_41L	49.51	1748426.329	522865.353	Km024+000.0	1748383.444	522840.617
<b>V</b>	<b>L-05</b>						
30	LA -26_IL	39.30	1748351.237	522981.495	Km024+140.0	1748316.319	522963.467
31	LA -27_IL	70.14	1748373.613	523005.428	Km024+151.0	1748311.290	522973.251
32	LA -28_IL	101.49	1748382.629	523057.313	Km024+195.0	1748291.536	523012.567
33	LA -29_IL	123.80	1748398.688	523075.229	Km024+204.0	1748287.568	523020.645
34	LA -30_IL	123.19	1748394.150	523083.226	Km024+214.0	1748283.219	523029.650
35	LA -31_IL	96.92	1748373.242	523066.072	Km024+207.0	1748286.249	523023.339
36	LA -32_IL	68.15	1748363.652	523020.644	Km024+170.0	1748302.689	522990.193
37	LA -33_IL	38.72	1748343.237	522995.916	Km024+157.0	1748308.597	522978.612
<b>VI</b>	<b>L-06</b>						
38	LA -34_IL	26.54	1748099.595	523566.439	Km024+782.0	1748074.582	523557.556
39	LA -35_IL	76.00	1748139.506	523601.849	Km024+802.0	1748067.885	523576.414
40	LA -36_IL	106.30	1748167.712	523612.927	Km024+802.0	1748067.885	523576.414
41	LA -37_IL	155.23	1748216.844	523620.825	Km024+794.0	1748070.562	523568.875
42	LA -38_IL	193.94	1748256.000	523626.229	Km024+786.0	1748073.243	523561.326
43	LA -39_IL	225.76	1748286.651	523634.991	Km024+784.0	1748073.912	523559.441
44	LA -40_IL	264.40	1748321.056	523653.577	Km024+790.0	1748071.899	523565.111
45	LA -41_IL	263.30	1748317.680	523659.818	Km024+797.0	1748069.558	523571.702
46	LA -42_IL	224.63	1748282.576	523643.107	Km024+793.0	1748070.897	523567.933
47	LA -43_IL	204.23	1748263.020	523637.223	Km024+794.0	1748070.562	523568.875
48	LA -44_IL	157.34	1748214.477	523633.780	Km024+807.0	1748066.211	523581.126
49	LA -45_IL	94.41	1748148.690	523630.965	Km024+825.0	1748060.183	523598.102
50	LA -46_IL	42.18	1748101.393	523608.087	Km024+820.0	1748061.861	523593.376
51	LA_49L	27.84	1748084.749	523612.125	Km024+830.0	1748058.514	523602.799
<b>VII</b>	<b>L-07</b>						
52	LA_61L	29.56	1747694.510	524716.117	Km025+950.0	1747666.680	524706.145
53	LA -47_IL	40.68	1747699.993	524733.893	Km025+965.0	1747661.660	524720.280
54	LA_62L	35.82	1747666.973	524812.368	Km026+050.0	1747633.214	524800.379
55	LA -48_IL	39.44	1747646.952	524879.541	Km026+120.0	1747609.788	524866.343
56	LA -49_IL	54.50	1747643.748	524933.585	Km026+172.0	1747592.386	524915.344
57	LA -50_IL	33.37	1747618.810	524940.646	Km026+187.0	1747587.366	524929.479
<b>VIII</b>	<b>L-08</b>						
58	LA_37-2CL	67.08	1746407.786	527408.654	Km028+930.0	1746352.800	527370.227
59	LA -51_IL	90.74	1746441.279	527401.453	Km028+906.0	1746366.284	527350.373
60	LA -52_IL	98.85	1746442.387	527414.307	Km028+916.0	1746360.684	527358.658
61	LA -53_IL	76.08	1746409.958	527421.432	Km028+940.0	1746347.159	527378.484
62	LA -54_IL	77.11	1746367.919	527484.255	Km029+015.0	1746304.600	527440.239
63	LA -55_IL	50.61	1746334.015	527486.379	Km029+036.0	1746292.514	527457.413
64	LA_39CL	37.06	1746286.101	527531.242	Km029+100.0	1746255.802	527509.905
<b>IX</b>	<b>L-09</b>						
65	LA_64CL	32.82	1744885.466	529133.867	Km031+225.0	1744863.000	529109.936
66	LA -56_IL	47.72	1744895.660	529144.727	Km031+225.0	1744863.000	529109.936
67	LA -57_IL	41.16	1744836.056	529191.272	Km031+300.0	1744808.111	529161.047
68	LA -58_IL	38.80	1744760.430	529257.321	Km031+400.1	1744734.321	529228.619
69	LA -59_IL	39.33	1744704.831	529308.102	Km031+475.0	1744678.630	529278.769
70	LA_67CL	31.09	1744680.643	529318.640	Km031+500.0	1744659.973	529295.410
<b>X</b>	<b>L-10</b>						
71	LA_72CL	29.26	1744370.688	529584.527	Km031+950.0	1744351.626	529562.328
72	LA -60_IL	57.63	1744355.027	529635.365	Km031+995.0	1744317.485	529591.643

73	LA -61_IL	54.32	1744303.554	529675.196	Km032+060.0	1744268.170	529633.987
74	LA -62_IL	56.23	1744240.314	529732.023	Km032+145.0	1744203.681	529689.360
75	LA_29L	31.52	1744182.488	529749.105	Km032+200.0	1744161.956	529725.193

**Appendix 5 – Coordinate of additional Stakes for Package 7– Center Median 108°/Phụ lục 5 –Tọa độ cọc GPMB bổ sung cho Gói thầu 7 – Kinh tuyến trục 108°**

**Table 5-1: Land Acquisition (LA) Stakes –Right side/Bảng 5-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tim tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)
<b>I</b>	<b>R-01</b>						
1	Km053+035.0	1728488.000	541735.763	LA -1_IR	36.17	1728472.089	541703.280
2	Km053+077.0	1728450.312	541754.300	LA -2_IR	46.92	1728429.603	541712.197
3	Km053+142.0	1728429.673	541764.452	LA_120R	33.24	1728415.004	541734.628
<b>II</b>	<b>R-02</b>						
4	Km053+590.5	1727989.535	541980.943	LA-3R	59.29	1727963.768	541927.542
5	Km053+606.0	1727975.626	541987.784	LA -3_IR	42.85	1727956.715	541949.336
6	Km053+640.5	1727945.117	542002.791	LA_4R	37.17	1727928.710	541969.433
<b>III</b>	<b>R-03</b>						
7	Km054+315.0	1726477.594	542808.028	LA -4_IR	45.76	1726454.945	542768.263
8	Km054+330.0	1726464.560	542815.452	LA -5_IR	53.21	1726438.378	542769.125
9	Km054+372.0	1726441.047	542828.723	LA -6_IR	57.04	1726413.149	542778.975
10	Km054+395.0	1726420.970	542839.944	LA_23R	47.17	1726398.033	542798.721
<b>IV</b>	<b>R-04</b>						
11	Km054+960.0	1725905.631	543105.983	LA_32R	38.49	1725888.292	543071.624
12	Km054+940.0	1725923.487	543096.972	LA -7_IR	113.03	1725872.670	542996.015
13	Km054+963.0	1725902.953	543107.334	LA -8_IR	120.27	1725848.764	542999.958
14	Km054+992.0	1725876.964	543120.365	LA -9_IR	39.98	1725859.014	543084.636
15	Km055+036.0	1725837.782	543140.224	LA -10_IR	40.21	1725819.665	543104.325
16	Km055+031.0	1725842.246	543137.971	LA_32R	67.94	1725811.567	543077.353
17	Km055+060.0	1725816.356	543151.037	LA -11_IR	44.06	1725796.504	543111.701
18	Km055+125.0	1725758.327	543180.323	LA -12_IR	44.16	1725738.433	543140.903
19	Km055+160.0	1725727.081	543196.092	LA_34R	34.28	1725711.638	543165.492
<b>V</b>	<b>R-05</b>						
20	Km056+490.0	1724540.800	543797.417	LA_50R	42.31	1724520.738	543760.167
21	Km056+518.0	1724516.193	543810.776	LA -13_IR	49.21	1724492.643	543767.570
22	Km056+550.0	1724488.118	543826.132	LA_51R	41.05	1724468.290	543790.184
<b>VI</b>	<b>R-06</b>						
23	Km057+463.0	1723697.117	544282.062	LA -14_IR	44.21	1723674.977	544243.793
24	Km057+485.0	1723678.075	544293.079	LA -15_IR	75.11	1723640.463	544228.069
25	Km057+507.0	1723659.032	544304.096	LA -16_IR	88.41	1723614.759	544227.573
26	Km057+528.0	1723640.855	544314.613	LA -17_IR	66.91	1723607.348	544256.697
27	Km057+523.0	1723645.183	544312.109	LA -18_IR	41.65	1723624.328	544276.062
<b>VII</b>	<b>R-07</b>						
28	Km059+270.0	1722100.837	545127.943	LA -19_IR	32.29	1722085.885	545099.328
29	Km059+276.0	1722095.545	545130.771	LA -20_IR	68.10	1722063.447	545070.712
30	Km059+283.0	1722089.374	545134.075	LA -21_IR	68.01	1722057.139	545074.188
31	Km059+288.0	1722084.965	545136.433	LA -22_IR	34.05	1722068.906	545106.410
<b>VIII</b>	<b>R-08</b>						
32	Km060+000.0	1721455.121	545473.343	LA_97R	38.19	1721437.105	545439.668
33	Km060+030.0	1721428.667	545487.493	LA -23_IR	38.88	1721410.328	545453.208

34	Km060+060.0	1721402.214	545501.643	LA -24_IR	56.32	1721375.649	545451.981
35	Km060+125.0	1721344.899	545532.301	LA -25_IR	84.19	1721305.188	545458.062
36	Km060+132.0	1721338.726	545535.603	LA -26_IR	69.45	1721305.971	545474.367
37	Km060+080.0	1721384.579	545511.076	LA 98R	33.28	1721368.881	545481.729
<b>IX</b>	<b>R-09</b>						
38	Km060+945.0	1720621.882	545919.144	LA -27_IR	24.12	1720610.463	545897.902
39	Km060+938.0	1720628.048	545915.830	LA -28_IR	69.68	1720595.053	545854.453
40	Km060+968.0	1720601.633	545930.050	LA -29_IR	76.17	1720565.442	545863.029
41	Km060+989.0	1720583.155	545940.028	LA -30_IR	25.41	1720571.081	545917.669
<b>X</b>	<b>R-10</b>						
42	Km061+808.0	1719887.415	546370.766	15_P	34.21	1719867.141	546343.212
43	Km061+820.0	1719877.741	546377.866	LA -31_IR	79.74	1719830.483	546313.639
44	Km061+824.0	1719874.520	546380.238	LA -32_IR	79.83	1719827.206	546315.935
45	Km061+828.0	1719871.301	546382.613	LA -33_IR	34.75	1719850.709	546354.626
<b>XI</b>	<b>R-11</b>						
46	Km062+689.0	1719225.961	546950.967	17_P	30.45	1719204.217	546929.646
47	Km062+684.0	1719229.417	546947.354	LA -34_IR	48.70	1719194.279	546913.631
48	Km062+691.0	1719224.579	546952.413	LA -35_IR	48.40	1719189.644	546918.912
49	Km062+696.0	1719221.119	546956.022	LA -36_IR	37.91	1719193.754	546929.780
50	Km062+768.4	1719171.566	547008.807	19_P	32.86	1719147.393	546986.547
<b>XII</b>	<b>R-12</b>						
51	Km063+049.0	1718986.841	547219.976	26_P	34.35	1718960.258	547198.228
52	Km063+100.0	1718954.553	547259.453	LA -37_IR	40.65	1718922.957	547233.880
53	Km063+170.0	1718910.895	547314.170	LA -38_IR	40.80	1718878.877	547288.885
54	Km063+250.0	1718861.945	547377.445	LA -39_IR	40.13	1718829.963	547353.211
55	Km063+310.0	1718825.899	547425.411	LA -40_IR	37.94	1718795.658	547402.496
56	Km063+370.0	1718790.433	547473.806	LA -41_IR	36.39	1718760.912	547452.532
57	Km063+450.0	1718744.067	547538.998	LA -42_IR	32.80	1718717.225	547520.139
58	Km063+510.0	1718709.895	547588.442	LA -43_IR	31.00	1718685.187	547569.719
59	Km063+600.0	1718659.924	547663.168	LA -44_IR	34.42	1718631.141	547644.292
60	Km063+490.0	1718633.253	547704.273	11_P	34.67	1718604.207	547685.337

Table 5-2: : Land Acquisition (LA) Stakes -Left side/Bảng 5-2:Cọc GPMB-Bên trái

No. TT	Left side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
<b>I</b>	<b>L-01</b>						
1	LA -1_IL	40.18	1726674.943	542738.572	Km054+110.0	1726654.296	542704.107
2	LA -2_IL	50.78	1726622.704	542782.124	Km054+177.0	1726596.774	542738.461
3	LA -3_IL	59.91	1726617.802	542795.623	Km054+188.0	1726587.306	542744.060
4	LA -4_IL	44.40	1726595.278	542790.934	Km054+205.0	1726572.674	542752.714
<b>II</b>	<b>L-02</b>						
5	LA 97L	42.43	1721477.382	545509.556	Km059+997.5	1721457.325	545472.163
6	LA -5_IL	44.83	1721452.457	545525.606	Km060+027.0	1721431.313	545486.078
7	LA -6_IL	77.71	1721467.965	545554.597	Km060+027.0	1721431.313	545486.078
8	LA -7_IL	77.25	1721457.167	545559.854	Km060+039.0	1721420.731	545491.738
9	LA -8_IL	45.05	1721437.573	545533.824	Km060+044.0	1721416.323	545494.096
10	LA 98L	40.70	1721403.774	545546.962	Km060+080.0	1721384.579	545511.076

11	Km60_T	39.85	1721360.000	545569.419	Km060+129.2	1721341.195	545534.282
12	LA -9_IL	36.87	1721304.974	545595.470	Km060+190.0	1721287.583	545562.960
13	LA -10_IL	37.19	1721261.036	545619.336	Km060+240.0	1721243.495	545586.543
14	3_T	29.12	1721249.125	545616.557	Km060+249.2	1721235.382	545590.883
<b>III L-03</b>							
9	LA -11_IL	30.49	1720949.255	545778.515	Km060+590.0	1720934.873	545751.628
10	LA -12_IL	61.56	1720976.256	545799.310	Km060+576.0	1720947.218	545745.024
11	LA -13_IL	66.15	1720970.485	545807.602	Km060+585.0	1720939.282	545749.269
12	LA -14_IL	52.04	1720955.010	545799.873	Km060+595.0	1720930.464	545753.986
13	LA -15_IL	50.33	1720896.888	545829.024	Km060+660.0	1720873.149	545784.644
14	LA -16_IL	46.91	1720807.099	545873.178	Km060+760.0	1720784.971	545831.811
15	LA -17_IL	50.05	1720720.413	545923.120	Km060+860.0	1720696.800	545878.989
16	LA -18_IL	58.52	1720640.829	545975.401	Km060+955.0	1720613.077	545923.883
17	LA -19_IL	91.28	1720643.164	546011.366	Km060+970.0	1720599.873	545931.001
18	LA -20_IL	86.73	1720618.294	546019.624	Km060+996.0	1720576.997	545943.358
19	18-T	28.48	1720579.038	545974.650	Km061+010.0	1720564.695	545950.040
<b>IV L-04</b>							
13	H_6T	29.26	1719967.668	546349.030	Km061+730.0	1719950.708	546325.183
14	LA -21_IL	67.40	1719949.564	546408.896	Km061+780.0	1719910.054	546354.289
15	15_T	32.13	1719904.675	546397.949	Km061+810.0	1719885.803	546371.950
<b>V L-05</b>							
16	4_T	36.50	1719538.150	546700.088	Km062+289.0	1719513.562	546673.118
17	LA -22_IL	80.00	1719617.036	546688.655	Km062+221.0	1719564.624	546628.211
18	LA -23_IL	99.65	1719615.879	546715.714	Km062+240.0	1719550.295	546640.689
19	LA -24_IL	62.33	1719545.451	546728.213	Km062+302.0	1719503.870	546681.782
20	LA -25_IL	65.09	1719490.387	546782.078	Km062+380.0	1719446.194	546734.293
21	LA -26_IL	68.30	1719447.183	546826.941	Km062+443.0	1719400.212	546777.358
22	LA -27_IL	44.73	1719407.368	546832.375	Km062+476.0	1719376.344	546800.146
23	12_T	29.10	1719392.934	546824.562	Km062+481.0	1719372.742	546803.613
<b>VI L-06</b>							
24	25_T	35.41	1719038.727	547213.002	Km063+010.0	1719011.802	547190.010
25	LA -28_IL	38.99	1718984.863	547283.986	Km063+100.0	1718954.553	547259.453
26	LA -29_IL	40.72	1718942.850	547339.406	Km063+170.0	1718910.895	547314.170
27	LA -30_IL	40.44	1718894.180	547401.871	Km063+250.0	1718861.945	547377.445
28	LA -31_IL	42.51	1718859.783	547451.087	Km063+310.0	1718825.899	547425.411
29	LA -32_IL	38.90	1718821.904	547496.677	Km063+370.0	1718790.433	547473.806
30	LA -33_IL	37.06	1718774.394	547560.305	Km063+450.0	1718744.067	547538.998
31	LA -34_IL	36.20	1718738.750	547610.307	Km063+510.0	1718709.895	547588.442
32	LA -35_IL	38.01	1718691.711	547684.014	Km063+600.0	1718659.924	547663.168
33	LA -36_IL	39.65	1718666.670	547725.619	Km063+649.0	1718633.253	547704.273
34	15_T	37.28	1718640.027	547763.129	Km063+695.0	1718608.584	547743.098

**Appendix 6 – Coordinate of additional stakes for Package A1– Center Median 108°/Phụ lục 6 –Tọa độ cọc GPMB bổ sung cho Gói thầu A1 – Kinh tuyến trục 108°**

**Table 6-1: Land Acquisition (LA) Stakes –Right side/Bảng 6-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tầm tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tầm đường	X(m)	Y(m)
<b>I</b>	<b>R-01</b>						
1	Km065+409.0	1717953.045	549318.774	6P	31.41	1717922.661	549310.798
2	Km065+420.0	1717950.185	549329.396	LA -1_IR	40.07	1717911.525	549318.876
3	Km065+501.0	1717932.011	549396.996	LA -2_IR	39.18	1717894.173	549386.825
4	Km065+621.0	1717921.887	549434.659	H4P	34.75	1717888.265	549425.864
<b>II</b>	<b>R-02</b>						
5	Km068+148.0	1717135.050	551927.317	LA -3_IR	29.63	1717108.386	551914.394
6	Km068+160.0	1717129.802	551938.108	LA -4_IR	48.49	1717086.196	551916.903
7	Km068+180.0	1717121.033	551956.084	LA -5_IR	49.60	1717076.451	551934.337
8	Km068+169.0	1717125.756	551946.433	2P	30.83	1717098.093	551932.831
<b>III</b>	<b>R-03</b>						
9	Km068+273.5	1717079.871	552040.058	DM1P	33.92	1717049.428	552025.108
10	Km068+245.0	1717092.445	552014.459	LA -6_IR	65.22	1717033.904	551985.704
11	Km068+261.5	1717087.166	552025.235	LA -7_IR	81.10	1717014.370	551989.479
12	Km068+303.5	1717054.015	552092.511	LA -8_IR	33.58	1717023.903	552077.658
<b>IV</b>	<b>R-04</b>						
13	Km068+529.0	1716966.868	552269.187	H4P	31.52	1716938.455	552255.531
14	Km068+570.0	1716948.731	552305.958	LA -9_IR	44.11	1716909.175	552286.446
15	Km068+600.0	1716935.455	552332.860	LA -10_IR	35.80	1716903.352	552317.025
16	Km068+674.0	1716902.725	552399.228	LA -11_IR	40.56	1716866.345	552381.284
17	Km068+689.0	1716896.089	552412.681	17P	32.72	1716866.884	552397.922
<b>V</b>	<b>R-05</b>						
18	Km069+089.0	1716719.141	552771.414	25P	29.44	1716692.658	552758.544
19	Km069+120.0	1716705.427	552799.215	LA -12_IR	42.40	1716667.397	552780.457
20	Km069+143.0	1716695.253	552819.843	LA -13_IR	31.47	1716667.032	552805.922
21	Km069+200.0	1716670.038	552870.962	LA -14_IR	31.98	1716641.360	552856.816
22	Km069+270.0	1716639.072	552933.740	LA -15_IR	33.21	1716609.286	552919.048
23	Km069+313.0	1716620.049	552972.303	LA -16_IR	33.84	1716589.696	552957.332
24	Km069+329.0	1716612.971	552986.653	LA -17_IR	44.24	1716573.295	552967.082
25	Km069+329.0	1716612.971	552986.653	H2P	32.90	1716583.395	552972.247
<b>VI</b>	<b>R-06</b>						
26	Km070+368.0	1716136.756	553909.876	6P	34.03	1716107.404	553892.660
27	Km070+350.0	1716145.715	553894.264	LA -18_IR	67.01	1716087.602	553860.904
28	Km070+400.0	1716120.733	553937.576	LA -19_IR	51.58	1716076.138	553911.650
29	Km070+425.0	1716108.131	553959.167	LA -20_IR	29.11	1716083.046	553944.399
<b>VII</b>	<b>R-07</b>						
30	Km070+570.0	1716033.599	554083.543	15P	36.87	1716002.351	554063.971
31	Km070+620.0	1716007.384	554126.119	LA -21_IR	48.69	1715966.005	554100.465
32	Km070+746.0	1715940.275	554232.760	20P	25.38	1715918.970	554218.960
<b>VIII</b>	<b>R-08</b>						
33	Km071+169.5	1715707.453	554586.507	5P	34.34	1715678.993	554567.288

34	Km071+212.0	1715683.749	554621.783	LA -22_IR	56.54	1715636.827	554590.241
35	Km071+280.0	1715645.777	554678.193	LA -23_IR	50.99	1715603.480	554649.722
36	Km071+330.0	1715617.866	554719.678	LA -24_IR	49.80	1715576.557	554691.871
37	Km071+369.0	1715596.088	554752.031	8P	33.79	1715568.021	554733.209
<b>IX R-09</b>							
38	Km072+802.0	1714780.498	555929.812	LA -25_IR	30.94	1714756.386	555910.421
39	Km072+802.0	1714780.498	555929.812	LA -26_IR	47.81	1714743.239	555899.848
40	Km072+825.0	1714766.012	555947.677	LA -27_IR	30.56	1714742.292	555928.404
<b>X R-10</b>							
41	Km073+300.0	1714449.461	556301.583	LA14R	33.35	1714425.687	556278.192
42	Km073+350.0	1714414.216	556337.048	LA -28_IR	39.63	1714386.304	556308.917
43	Km073+370.0	1714400.019	556351.135	LA -29_IR	28.30	1714380.169	556330.969
<b>XI R-11</b>							
44	Km074+059.0	1713879.611	556802.026	LA -30_IR	33.50	1713858.891	556775.706
45	Km074+059.0	1713879.611	556802.026	LA -31_IR	48.51	1713849.603	556763.908
46	Km074+069.0	1713871.753	556808.211	LA -32_IR	34.39	1713850.486	556781.186
<b>XII R-12</b>							
47	Km074+200.0	1713768.984	556889.083	23R	50.46	1713737.779	556849.429
48	Km074+260.0	1713721.833	556926.188	LA -33_IR	58.86	1713685.434	556879.933
49	Km074+286.0	1713701.401	556942.266	LA -34_IR	35.77	1713679.279	556914.155
<b>XIII R-13</b>							
50	Km078+360.0	1710807.428	559802.266	LA -35_IR	31.13	1710786.324	559779.388
51	Km078+324.0	1710833.853	559777.818	LA -36_IR	135.26	1710741.993	559678.531
52	Km078+360.0	1710807.428	559802.266	LA -37_IR	166.57	1710694.492	559679.834
53	Km078+400.0	1710777.986	559829.343	LA -38_IR	153.16	1710674.477	559716.456
54	Km078+450.0	1710741.070	559863.066	LA -39_IR	73.75	1710691.468	559808.482
55	Km078+510.0	1710696.605	559903.351	LA -40_IR	70.02	1710649.747	559851.320
56	Km078+660.0	1710584.658	560003.188	LA67R	35.01	1710562.157	559976.361

Table 6-2: : Land Acquisition (LA) Stakes -Left side/Bảng 6-2:Cọc GPMB-Bên trái

No. TT	Left side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
<b>I L-01</b>							
1	LA24_L	99.59	1717540.722	551202.487	Km067+330.0	1717446.055	551171.551
2	10-LGD	90.03	1717506.507	551275.333	Km067+409.0	1717421.209	551246.541
3	LA -1_IL	67.32	1717478.142	551288.085	Km067+430.0	1717414.404	551266.408
4	LA -2_IL	66.39	1717453.574	551354.944	Km067+500.0	1717391.118	551332.421
5	LA -3_IL	67.90	1717426.869	551431.508	Km067+580.0	1717363.377	551407.456
6	LA26L	56.84	1717412.907	551437.156	Km067+590.0	1717359.835	551416.808
<b>II L-02</b>							
7	LA -4_IL	36.00	1717320.371	551610.790	Km067+784.0	1717287.238	551596.700
8	LA -5_IL	35.64	1717305.693	551643.970	Km067+820.0	1717273.006	551629.767
9	LA -6_IL	33.31	1717279.227	551698.211	Km067+880.0	1717248.798	551684.666
10	LA -7_IL	29.51	1717242.475	551769.861	Km067+960.0	1717215.686	551757.491
11	LA -8_IL	27.13	1717223.389	551805.279	Km068+000.0	1717198.821	551793.762
12	29 T	27.81	1717202.970	551850.155	Km068+049.5	1717177.707	551838.533
<b>III L-03</b>							
13	NC10T	33.77	1717082.602	552110.882	Km068+335.5	1717052.467	552095.650

14	LA -9_IL	59.04	1717076.879	552179.612	Km068+400.0	1717023.934	552153.496
15	LA -10_IL	117.61	1717076.329	552313.144	Km068+520.0	1716970.850	552261.116
16	LA -11_IL	95.11	1717052.607	552310.364	Km068+528.0	1716967.311	552268.291
17	LA -12_IL	34.76	1717055.107	552168.872	Km068+400.0	1717023.938	552153.488
<b>IV</b>	<b>L-04</b>						
18	16T	30.31	1716940.831	552390.488	Km068+649.0	1716913.784	552376.807
19	LA -13_IL	64.00	1716947.295	552453.549	Km068+703.0	1716889.896	552425.236
20	LA -14_IL	58.16	1716940.726	552453.654	Km068+706.0	1716888.569	552427.927
21	17T	30.52	1716923.424	552426.255	Km068+689.0	1716896.089	552412.681
<b>V</b>	<b>L-05</b>						
22	10T	38.66	1716151.465	553961.617	Km070+405.0	1716118.213	553941.894
23	LA -15_IL	61.11	1716153.200	554003.106	Km070+440.0	1716100.534	553972.101
24	LA -16_IL	44.09	1716120.574	554024.794	Km070+475.0	1716082.706	554002.220
25	LA -17_IL	47.51	1716089.830	554082.574	Km070+540.0	1716049.210	554057.924
26	15T	26.68	1716056.955	554096.444	Km070+570.0	1716033.599	554083.543
<b>VI</b>	<b>L-06</b>						
27	17T	29.15	1716016.980	554165.847	Km070+649.0	1715992.056	554150.737
28	LA -18_IL	54.49	1716021.729	554206.021	Km070+680.0	1715975.602	554177.010
29	LA -19_IL	46.71	1715982.902	554252.804	Km070+740.0	1715943.507	554227.704
30	LA -20_IL	32.22	1715959.886	554261.924	Km070+760.0	1715932.745	554244.562
<b>VII</b>	<b>L-07</b>						
31	LA -21_IL	35.17	1715880.568	554389.696	Km070+910.0	1715851.150	554370.427
32	LA -22_IL	58.17	1715900.000	554402.000	Km070+910.0	1715851.150	554370.427
33	LA -23_IL	64.53	1715855.377	554481.221	Km071+000.0	1715801.595	554445.555
34	LA -24_IL	76.76	1715779.272	554617.248	Km071+155.0	1715715.536	554574.469
35	LA -25_IL	49.85	1715740.191	554627.172	Km071+185.0	1715698.808	554599.372
36	LA -26_IL	50.68	1715713.517	554668.330	Km071+234.0	1715671.470	554640.038
37	7T	34.06	1715691.158	554671.783	Km071+249.5	1715662.817	554652.898
<b>VIII</b>	<b>L-08</b>						
38	LA04L	36.78	1715106.648	555544.927	Km072+300.0	1715076.171	555524.331
39	LA -27_IL	45.61	1715088.650	555587.215	Km072+345.0	1715050.924	555561.581
40	LA -28_IL	44.51	1715041.149	555654.519	Km072+427.0	1715004.542	555629.203
41	LA -29_IL	36.03	1715018.066	555672.849	Km072+455.0	1714988.549	555652.186
<b>IX</b>	<b>L-09</b>						
42	LA -30_L	32.40	1714813.263	555940.763	Km072+790.0	1714788.011	555920.455
43	LA -31_IL	51.94	1714816.642	555967.728	Km072+809.0	1714776.105	555935.262
44	LA -32_IL	32.17	1714791.022	555967.955	Km072+825.0	1714766.036	555947.696
<b>X</b>	<b>L-10</b>						
45	LA -33_IL	40.39	1714490.965	556316.941	Km073+282.0	1714462.063	556288.730
46	LA -34_IL	59.23	1714495.188	556339.561	Km073+295.0	1714452.966	556298.017
47	LA -35_IL	39.04	1714463.082	556343.262	Km073+320.0	1714435.363	556315.769
<b>XI</b>	<b>L-11</b>						
48	LA -36_IL	33.66	1713907.506	556822.909	Km074+050.0	1713886.696	556796.448
49	LA -37_IL	48.81	1713914.516	556836.665	Km074+053.0	1713884.326	556798.315
50	LA -38_IL	35.38	1713888.921	556839.729	Km074+075.0	1713867.039	556811.922
<b>XIII</b>	<b>L-12</b>						
51	LA -39_IL	38.74	1713753.649	556950.447	Km074+250.0	1713729.693	556920.005
52	LA -40_IL	71.69	1713724.518	557015.303	Km074+313.0	1713680.184	556958.965
53	LA -41_IL	36.72	1713700.533	556989.675	Km074+316.0	1713677.826	556960.820

<b>XIII</b>	<b>L-13</b>						
54	LA41L	33.60	1712460.908	558118.464	Km076+000.0	1712436.254	558095.637
55	LA -42_IL	38.84	1712397.636	558195.065	Km076+100.0	1712368.598	558169.276
56	LA -43_IL	45.14	1712334.275	558273.483	Km076+200.0	1712301.010	558242.976
57	LA44L	56.07	1712295.020	558332.462	Km076+270.0	1712253.698	558294.567
<b>XIV</b>	<b>L-14</b>						
58	LA -44_IL	41.11	1711831.152	558816.146	Km076+940.0	1711800.854	558788.361
59	LA -45_IL	58.86	1711803.682	558872.365	Km077+000.0	1711760.301	558832.581
60	LA -46_IL	75.32	1711756.337	558948.348	Km077+088.0	1711700.823	558897.438
61	LA -47_IL	64.34	1711748.365	558940.785	Km077+088.0	1711700.823	558897.438
62	LA -48_IL	51.05	1711770.890	558896.566	Km077+040.0	1711733.265	558862.061
<b>XV</b>	<b>L-15</b>						
63	LA -49_IL	30.18	1710827.891	559824.451	Km078+360.0	1710807.428	559802.266
64	LA -50_IL	60.56	1710818.913	559873.978	Km078+400.0	1710777.986	559829.343
65	LA -51_IL	29.69	1710783.268	559864.763	Km078+420.0	1710763.235	559842.849
<b>XVI</b>	<b>L-16</b>						
66	LA89L	30.88	1709084.092	561512.957	Km080+800.0	1709059.739	561493.978
67	LA -52_IL	42.74	1709081.159	561536.027	Km080+820.0	1709047.445	561509.754
68	LA -53_IL	45.55	1709034.198	561600.854	Km080+900.0	1708998.270	561572.855
69	LA -54_IL	49.17	1708975.585	561681.957	Km081+000.0	1708936.801	561651.732
70	LA81L	33.27	1708963.041	561672.181	Km081+000.0	1708936.801	561651.732

**Appendix 7 – Coordinate of additional stakes for Package A2– Center Median 108°/Phụ lục 7 –Tọa độ cọc GPMB bổ sung cho Gói thầu A2 – Kinh tuyến trục 108°**

**Table 7-1: Land Acquisition (LA) Stakes –Right side/Bảng 7-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tim tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)
<b>I</b>	<b>R-01</b>						
1	Km084+185.0	1706978.618	564163.653	LA -1_IR	32.17	1706953.245	564143.879
2	Km084+200.0	1706969.792	564175.792	LA -2_IR	39.01	1706939.020	564151.811
3	Km084+255.0	1706945.205	564207.343	LA -3_IR	37.64	1706915.516	564184.206
4	Km084+330.0	1706932.911	564223.118	LA124R	32.17	1706907.539	564203.346
<b>II</b>	<b>R-02</b>						
5	Km086+820.0	1705429.650	566294.464	LA -4_IR	40.75	1705396.282	566271.074
6	Km086+888.0	1705390.506	566350.067	LA -5_IR	55.10	1705345.560	566318.202
7	Km086+918.0	1705373.162	566374.521	LA -6_IR	30.04	1705348.666	566357.129
<b>III</b>	<b>R-03</b>						
8	Km089+100.0	1703984.359	568055.011	LA172R	29.64	1703962.941	568034.516
9	Km089+163.0	1703940.707	568100.437	LA -7_IR	34.24	1703916.067	568076.669
10	Km089+243.0	1703928.895	568112.663	LA -8_IR	75.10	1703874.913	568060.452
11	Km089+254.0	1703921.245	568120.567	LA -9_IR	72.45	1703869.216	568070.146
12	Km089+243.0	1703928.884	568112.652	LA -10_IR	39.16	1703900.738	568085.430
13	Km089+263.0	1703914.982	568127.030	LA173R	32.59	1703891.585	568104.341
<b>IV</b>	<b>R-04</b>						
14	Km092+535.0	1702329.287	570970.226	LA -11_IR	31.11	1702298.350	570966.938
15	Km092+545.0	1702328.230	570980.170	LA -12_IR	86.96	1702241.762	570970.979
16	Km092+561.0	1702326.590	570996.086	LA -13_IR	169.77	1702157.774	570978.141
17	Km092+580.0	1702324.726	571014.994	LA -14_IR	160.93	1702164.536	570999.585
18	Km092+570.0	1702325.683	571005.040	LA -15_IR	147.19	1702179.169	570990.946
19	Km092+561.0	1702326.590	570996.086	LA -16_IR	92.26	1702234.846	570986.334
20	Km092+553.0	1702327.402	570988.127	LA -17_IR	31.03	1702296.542	570984.847
<b>V</b>	<b>R-05</b>						
21	Km093+730.0	1702245.834	572162.223	LA -18_IR	31.76	1702214.194	572159.502
22	Km093+765.0	1702242.825	572197.093	LA -19_IR	42.57	1702200.419	572193.412
23	Km093+800.0	1702239.767	572231.959	LA -20_IR	43.10	1702196.836	572228.164
24	Km093+830.0	1702237.107	572261.841	LA -21_IR	62.35	1702175.008	572256.251
25	Km093+860.0	1702234.411	572291.720	LA -22_IR	37.88	1702196.689	572288.293
26	Km093+910.0	1702229.838	572341.510	LA -23_IR	33.31	1702196.668	572338.417
27	Km094+000.0	1702221.356	572431.110	LA221R	26.69	1702194.785	572428.546
<b>VI</b>	<b>R-06</b>						
28	Km094+280.0	1702193.318	572709.702	LA224R	58.30	1702135.321	572703.767
29	Km094+365.0	1702184.695	572794.263	LA -24_IR	65.23	1702119.803	572787.646
30	Km094+442.0	1702176.890	572870.795	LA -25_IR	39.39	1702137.704	572866.799
<b>VII</b>	<b>R-07</b>						
31	Km095+500.0	1702059.205	574024.811	LA238R	32.85	1702026.524	574021.476
32	Km095+715.0	1702047.538	574139.217	LA -26_IR	32.41	1702015.296	574135.929
33	Km095+757.0	1702043.277	574181.000	LA -27_IR	54.18	1701989.376	574175.501
34	Km095+810.0	1702037.853	574233.722	LA240R	31.61	1702006.409	574230.453
<b>VIII</b>	<b>R-08</b>						

35	Km097+820.0	1701362.905	576104.704	LA260R	34.03	1701334.700	576085.669
36	Km097+845.0	1701348.780	576125.331	LA -28_IR	39.45	1701316.381	576102.817
37	Km097+945.0	1701291.000	576206.946	LA -29_IR	33.03	1701264.256	576187.558
38	Km981+100.0	1701197.459	576330.526	LA -30_IR	36.88	1701168.627	576307.530
39	Km098+200.0	1701134.597	576408.294	LA -31_IR	37.46	1701105.763	576384.385
40	Km098+260.0	1701095.954	576454.192	LA -32_IR	30.08	1701073.090	576434.647

Table 7-2: : Land Acquisition (LA) Stakes –Letf side/Bảng 7-2:Cọc GPMB-Bên trái

No. TT	Letf side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
I	<b>L-01</b>						
1	LA101-1L	61.89	1708388.083	562456.535	Km081+972.0	1708339.322	562418.415
2	LA -1_IL	81.31	1708383.173	562494.426	Km082+005.0	1708319.037	562444.445
3	LA102L	37.01	1708338.989	562479.045	Km082+020.0	1708309.817	562456.276
II	<b>L-02</b>						
4	LA -2_IL	35.52	1705470.242	566298.436	Km086+800.0	1705441.130	566278.087
5	LA -3_IL	49.22	1705469.958	566322.719	Km086+820.0	1705429.650	566294.464
6	LA -4_IL	54.55	1705455.849	566352.085	Km086+852.0	1705411.268	566320.657
7	LA150L	33.10	1705433.686	566346.301	Km086+860.0	1705406.659	566327.196
III	<b>L-03</b>						
8	LA -5_IL	32.98	1705400.613	566392.835	Km086+917.0	1705373.730	566373.722
9	LA -6_IL	55.32	1705408.335	566420.502	Km086+935.0	1705363.294	566388.388
10	LA -7_IL	56.87	1705395.018	566441.803	Km086+960.0	1705348.753	566408.724
11	LA -8_IL	50.63	1705364.816	566473.236	Km087+003.0	1705323.710	566443.679
12	LA -9_IL	29.47	1705341.769	566469.029	Km087+013.0	1705317.868	566451.795
IV	<b>L-04</b>						
13	LA172L	30.43	1704006.343	568076.048	Km089+100.0	1703984.359	568055.011
14	LA -10_IL	32.50	1703983.552	568102.801	Km089+135.0	1703960.132	568080.270
15	LA -11_IL	64.57	1704017.114	568114.155	Km089+120.0	1703970.522	568069.452
16	LA -12_IL	96.76	1704057.727	568118.297	Km089+095.0	1703987.815	568051.398
17	LA -13_IL	105.40	1704053.487	568135.196	Km089+110.0	1703977.430	568062.221
18	LA -14_IL	72.36	1704012.276	568130.435	Km089+135.0	1703960.132	568080.270
19	LA -15_IL	35.14	1703971.550	568119.072	Km089+155.0	1703946.261	568094.679
20	LA173L	33.51	1703939.034	568150.356	Km089+200.0	1703914.982	568127.030
V	<b>L-05</b>						
17	LA195L	33.95	1702678.384	569795.666	Km091+300.0	1702647.332	569781.952
18	LA -16_IL	39.55	1702675.554	569816.064	Km091+320.0	1702639.297	569800.267
19	LA -17_IL	38.71	1702659.144	569852.123	Km091+360.0	1702623.504	569837.017
20	LA196L	33.03	1702638.564	569886.638	Km091+400.0	1702608.078	569873.923
VI	<b>L-06</b>						
21	LA -18_IL	43.74	1702450.606	570511.869	Km092+060.0	1702407.974	570502.072
22	LA -19_IL	50.48	1702453.454	570529.708	Km092+077.0	1702404.201	570518.648
23	LA -20_IL	46.99	1702441.969	570565.593	Km092+115.0	1702396.024	570555.757
24	LA -21_IL	39.39	1702431.452	570578.480	Km092+130.0	1702392.893	570570.427
VII	<b>L-07</b>						
25	LA204L	55.77	1702416.267	570746.655	Km092+300.0	1702361.265	570737.446
26	LA -22_IL	43.81	1702392.184	570822.843	Km092+380.0	1702348.844	570816.474

27	LA -23_IL	43.85	1702374.521	570960.170	Km092+520.0	1702330.943	570955.318
28	LA207L	31.31	1702354.040	571037.752	Km092+600.0	1702322.864	571034.907
<b>VIII</b>	<b>L-08</b>						
29	LA222L	33.65	1702245.039	572533.994	Km094+100.0	1702211.554	572530.628
30	LA -24_IL	47.28	1702251.511	572605.066	Km094+170.0	1702204.478	572600.269
31	LA223L	32.60	1702233.861	572633.421	Km094+200.0	1702201.434	572630.115

**Appendix 8 – Coordinate of additional stakes for Package A3– Center Median 108°/Phụ lục 8 –Tọa độ cọc GPMB bổ sung cho Gói thầu A3 – Kinh tuyến trục 108°**

**Table 8-1: Land Acquisition (LA) Stakes –Right side/Bảng 8-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tim tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)
I	<b>R-01</b>						
1	Km099+600.0	1700072.422	577309.325	la05r	38.53	1700052.992	577276.049
2	Km099+688.0	1699995.946	577352.859	LA -1_IR	70.32	1699961.753	577291.407
3	Km099+776.0	1699995.947	577352.859	LA -2_IR	35.37	1699978.726	577321.965
II	<b>R-02</b>						
4	Km103+540.0	1696218.019	577684.730	LA35R	48.53	1696218.254	577636.197
5	Km103+605.0	1696153.005	577684.809	LA -3_IR	60.19	1696151.675	577624.637
6	Km103+640.0	1696118.022	577685.234	LA36R	51.18	1696117.044	577634.063
III	<b>R-03</b>						
7	Km106+550.0	1693388.104	578567.515	LA -4_IR	39.32	1693367.183	578534.225
8	Km106+570.0	1693371.170	578578.157	LA -5_IR	63.22	1693337.532	578524.631
9	Km010+660.0	1693312.417	578615.080	LA -6_IR	68.03	1693276.216	578557.476
10	Km106+720.0	1693261.616	578647.005	LA -7_IR	69.61	1693224.579	578588.072
11	Km106+760.0	1693227.748	578668.289	LA -8_IR	86.25	1693181.858	578595.267
12	Km106+760.0	1693227.748	578668.289	LA -9_IR	47.65	1693202.255	578628.034
IV	<b>R-04</b>						
13	Km109+388.0	1690979.799	580081.000	LA -10_IR	40.18	1690958.407	580046.985
14	Km109+381.0	1690985.726	580077.275	LA -11_IR	67.08	1690950.034	580020.480
15	Km109+411.0	1690960.326	580093.238	LA -12_IR	63.59	1690926.489	580039.396
16	Km109+433.0	1690941.699	580104.944	LA -13_IR	40.85	1690919.964	580070.359
17	Km109+463.0	1690916.298	580120.907	LA -14_IR	39.98	1690895.023	580087.053
18	Km109+515.0	1690872.270	580148.576	GPMB3-14	33.52	1690854.275	580120.294
V	<b>R-05</b>						
19	Km110+062.0	1690398.156	580404.574	LA -15_IR	34.95	1690385.972	580371.822
20	Km110+062.0	1690398.156	580404.574	LA -16_IR	56.31	1690378.523	580351.794
21	Km110+080.0	1690381.234	580410.710	LA -17_IR	43.16	1690366.693	580370.072
22	Km110+100.0	1690362.370	580417.354	LA1R	45.17	1690347.690	580374.641

**Table 8-2: : Land Acquisition (LA) Stakes –Left side/Bảng 8-2:Cọc GPMB-Bên trái**

No. TT	Left side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
I	<b>L-01</b>						
1	LA35L	39.16	1696217.830	577723.835	Km103+541.0	1696216.992	577684.684
2	LA -1_IL	62.08	1696247.461	577747.002	Km103+510.0	1696248.018	577684.928
3	LA -2_IL	68.21	1696237.406	577753.036	Km103+520.0	1696238.018	577684.827
4	LA -3_IL	58.84	1696197.976	577743.477	Km103+560.0	1696198.019	577684.634
5	LA -4_IL	44.20	1696183.169	577728.884	Km103+575.0	1696183.019	577684.684
II	<b>L-02</b>						

6	LA -5_IL	42.62	1694905.386	577903.306	Km104+880.0	1694894.124	577862.200
7	LA -6_IL	76.12	1694874.770	577946.957	Km104+922.0	1694853.757	577873.794
8	LA -7_IL	72.90	1694860.677	577947.515	Km104+936.0	1694840.264	577877.532
9	LA -8_IL	39.42	1694856.225	577913.944	Km104+931.0	1694845.065	577876.132
<b>III</b>	<b>L-03</b>						
10	LA65L	37.40	1693450.333	578572.585	Km106+500.0	1693430.440	578540.912
11	LA -9_IL	62.72	1693472.268	578588.707	Km106+490.0	1693438.909	578535.595
12	LA -10_IL	74.25	1693469.934	578603.792	Km106+500.0	1693430.441	578540.914
13	LA -11_IL	59.43	1693444.012	578602.559	Km106+520.0	1693413.486	578551.564
14	LA -12_IL	37.99	1693421.020	578591.701	Km106+535.0	1693400.804	578559.533
<b>IV</b>	<b>L-04</b>						
15	LA -13_IL	34.76	1690931.407	580152.466	Km109+474.0	1690912.911	580123.035
16	LA -14_IL	49.46	1690935.840	580167.038	Km109+478.0	1690909.525	580125.164
17	LA -15_IL	72.65	1690940.560	580191.462	Km109+487.0	1690901.904	580129.952
18	LA -16_IL	68.87	1690930.929	580193.052	Km109+496.0	1690894.284	580134.741
19	LA -17_IL	44.57	1690925.617	580167.685	Km109+487.0	1690901.904	580129.952
20	LA -18_IL	33.97	1690915.747	580161.377	Km109+492.0	1690897.671	580132.613
<b>V</b>	<b>L-05</b>						
21	LA -19_IL	37.81	1690401.954	580443.470	Km110+072.0	1690388.771	580408.028
22	LA -20_IL	54.80	1690403.468	580460.977	Km110+076.0	1690385.007	580409.382
23	LA1R	46.92	1690377.623	580461.722	Km110+100.0	1690362.369	580417.352

**Appendix 9 – Coordinate of additional stakes for Package A5\_Expressway section – Center Median  
108°/Phụ lục 9 –Tọa độ cọc GPMB bổ sung cho Gói thầu A5\_Đoạn đường cao tốc – Kinh tuyến  
trục 108°**

**Table 9-1: Land Acquisition (LA) Stakes –Right side/Bảng 9-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tim tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)
I	<b>R-01</b>						
1	Km124+946.0	1675547.199	580368.965	GPD3-419	38.54	1675544.819	580330.496
2	Km125+004.3	1675489.000	580372.378	LA -1_IR	36.80	1675486.845	580335.646
II	<b>R-02</b>						
3	Km125+675.0	1674819.450	580411.652	LA -2_IR	122.32	1674701.768	580378.302
4	Km125+720.0	1674774.527	580414.287	LA -3_IR	54.32	1674748.685	580366.504
5	Km125+743.0	1674751.567	580415.634	LA -4_IR	32.80	1674773.158	580390.946
6	Km125+790.0	1674704.647	580418.386	GPD3-421	117.43	1674818.058	580387.915
III	<b>R-03</b>						
7	Km128+673.0	1671860.671	580758.084	LA12R	34.81	1671844.616	580727.193
8	Km128+730.0	1671810.382	580784.913	LA -5_IR	35.64	1671793.006	580753.799
9	Km128+773.0	1671772.962	580806.094	LA13R	36.61	1671754.476	580774.495

**Table 9-2: Land Acquisition (LA) Stakes –Left side/Bảng 9-2:Cọc GPMB-Bên trái**

No. TT	Left side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
I	<b>L-01</b>						
1	GPD3_420	39.43	1675549.474	580408.335	Km124+946.0	1675547.199	580368.966
2	LA -1_IL	40.04	1675525.585	580410.340	Km124+970.0	1675523.240	580370.369
3	LA -2_IL	39.22	1675482.643	580412.040	Km125+013.0	1675480.314	580372.887
II	<b>L-02</b>						
4	LA -3_IL	35.48	1674786.588	580449.124	Km125+710.0	1674784.510	580413.702
5	LA -4_IL	38.38	1674736.843	580454.944	Km125+760.0	1674734.596	580416.629
6	GPD3_422	39.46	1674706.428	580457.806	Km125+790.0	1674704.647	580418.386
III	<b>L-03</b>						
7	GPD3_474	22.92	1672621.606	580564.807	Km127+878.5	1672619.816	580541.958
8	LA -5_IL	60.39	1672618.446	580602.683	Km127+885.0	1672613.339	580542.508
9	LA -6_IL	36.26	1672595.237	580580.563	Km127+906.7	1672591.768	580544.468
10	GPD3_478	31.76	1672571.929	580578.371	Km127+930.0	1672568.544	580546.790
IV	<b>L-04</b>						
11	LA15L	39.66	1671125.548	581350.418	Km129+620.0	1671100.540	581319.639
12	LA -7_IL	48.75	1671123.517	581363.776	Km129+630.0	1671092.779	581325.944
13	LA16L	49.31	1671085.843	581395.113	Km129+679.0	1671054.749	581356.843
V	<b>L-05</b>						
14	LA48L	26.55	1670004.357	582252.260	Km131+060.0	1669986.804	582232.337
15	LA -8_IL	76.56	1669995.780	582326.821	Km131+117.0	1669944.221	582270.227
16	LA -9_IL	53.14	1669962.899	582324.987	Km131+140.0	1669927.169	582285.646
17	LA -10_IL	52.08	1669889.678	582391.482	Km131+240.0	1669853.864	582353.677
18	LA -11_IL	67.98	1669867.266	582434.929	Km131+287.0	1669819.903	582386.166
19	LA50L	33.55	1669843.435	582410.075	Km131+287.0	1669819.902	582386.166

**Appendix 10 – Coordinate of additional stakes for Package A5\_Linking section – Center Median  
108°/Phụ lục 10 –Tọa độ cọc GPMB bổ sung cho Gói thầu A5\_Đoạn đường nối – Kinh tuyến  
trục 108°**

**Table 10-1: Land Acquisition (LA) Stakes –Right side/Bảng 10-1:Cọc GPMB-Bên phải**

No. TT	Center line/ Tim tuyến			Right side / Bên phải			
	Station Lý trình	X(m)	Y(m)	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)
<b>I</b>	<b>R-01</b>						
10	Km131+746.0	1669505.529	582720.367	GPMB7P	12.17	1669495.898	582712.931
11	Km131+760.0	1669514.639	582709.736	LA -6_IR	31.60	1669490.637	582689.179
12	Km131+801.0	1669532.294	582689.309	LA -7_IR	54.21	1669491.418	582653.703
13	Km131+834.0	1669527.051	582695.351	LA -8_IR	61.11	1669480.975	582655.215
14	Km131+741.0	1669502.283	582724.170	LA -9_IR	37.18	1669474.048	582699.986
15	Km131+759.0	1669493.862	582734.074	GPMB8P	25.65	1669474.531	582717.220
<b>II</b>	<b>R-02</b>						
16	Km133+053.0	1668745.923	583782.763	GPMB25P	21.58	1668728.325	583770.280
17	Km133+078.0	1668731.884	583803.449	LA -10_IR	26.71	1668709.784	583788.451
18	Km133+127.0	1668704.368	583843.994	GPMB26P	12.29	1668694.259	583837.007
<b>III</b>	<b>R-03</b>						
19	Km133+305.0	1668604.413	583991.279	LA -11_IR	17.35	1668590.055	583981.535
20	Km133+305.0	1668604.413	583991.279	LA -12_IR	35.02	1668575.433	583971.611
21	Km133+320.0	1668595.990	584003.691	LA -13_IR	43.94	1668559.698	583978.921
22	Km133+390.0	1668556.682	584061.612	LA -14_IR	27.70	1668533.763	584046.058
23	Km133+415.0	1668542.643	584082.298	LA -15_IR	15.08	1668530.164	584073.829
<b>IV</b>	<b>R-04</b>						
24	Km133+912.0	1668263.577	584493.553	GPMB34P	32.15	1668236.982	584475.491
25	Km133+920.0	1668259.092	584500.178	LA -16_IR	49.33	1668218.238	584472.528
26	Km133+932.0	1668252.369	584510.118	LA -17_IR	46.12	1668214.154	584484.294
27	Km133+947.0	1668243.970	584522.546	GPMB35P	10.45	1668235.682	584516.180
<b>V</b>	<b>R-05</b>						
28	Km134+034.0	1668195.445	584594.756	LA -18_IR	12.23	1668185.269	584587.966
29	Km134+000.0	1668214.364	584566.506	LA -19_IR	42.07	1668179.434	584543.055
30	Km134+008.0	1668209.907	584573.149	LA -20_IR	48.67	1668169.495	584546.019
31	Km134+072.0	1668174.387	584626.388	GPMB38P	17.54	1668159.652	584616.880
<b>VI</b>	<b>R-06</b>						
32	Km134+314.0	1668043.577	584829.974	LA -21_R	21.89	1668024.937	584818.505
33	Km134+283.0	1668059.951	584803.651	LA -22_IR	46.05	1668021.068	584778.973
34	Km134+288.0	1668057.310	584807.897	LA -23_IR	54.50	1668011.101	584779.009
35	Km134+354.0	1668022.708	584864.098	GPMB40P	24.14	1668002.035	584851.631
<b>VII</b>	<b>R-07</b>						
36	Km135+260.0	1667628.557	585678.374	LA11R	14.21	1667615.245	585673.415
37	Km135+300.0	1667614.737	585715.911	LA -24_IR	17.84	1667597.976	585709.809
38	Km135+350.0	1667597.835	585762.967	LA -25_IR	17.14	1667581.668	585757.267
39	Km135+420.0	1667574.802	585829.069	LA -26_IR	17.78	1667557.982	585823.302
40	Km135+440.0	1667568.343	585847.997	LA -27_IR	12.68	1667556.338	585843.916
<b>VIII</b>	<b>R-08</b>						
41	Km136+814.0	1667135.794	587214.881	LA -28_IR	11.78	1667124.448	587211.698
42	Km136+814.0	1667135.794	587214.881	LA -29_IR	48.87	1667088.671	587201.914

43	Km136+874.0	1667120.199	587272.819	LA -30_IR	16.75	1667103.975	587268.654
<b>IX</b>	<b>R-09</b>						
44	Km137+229.0	1667060.906	587561.669	GPMB80P	11.31	1667049.679	587560.340
45	Km137+229.0	1667060.906	587561.669	LA -31_IR	47.72	1667013.759	587554.315
46	Km137+243.0	1667058.825	587575.513	LA -32_IR	50.76	1667008.616	587568.036
47	Km137+250.0	1667057.809	587582.439	LA -33_IR	15.01	1667042.959	587580.228
<b>X</b>	<b>R-10</b>						
48	Km137+917.0	1667027.101	588247.792	GPMB90P	14.14	1667012.961	588247.682
49	Km137+930.0	1667027.157	588260.792	LA -34_IR	19.12	1667008.040	588260.874
50	Km137+973.0	1667027.340	588303.792	LA -35_IR	21.82	1667005.522	588303.885
51	Km138+000.0	1667027.456	588330.791	LA -36_IR	15.03	1667012.429	588330.856
<b>XI</b>	<b>R-11</b>						
52	Km139+140.0	1667032.322	589470.788	LA -37_R	15.07	1667017.254	589470.845
53	Km139+180.0	1667032.493	589510.787	LA -38_IR	22.39	1667010.104	589510.830
54	Km139+200.0	1667032.578	589530.787	LA -39_IR	36.31	1666996.269	589531.055
55	Km1063+760.0	1666974.551	589570.141	LA -40_IR	16.66	1666965.959	589555.869

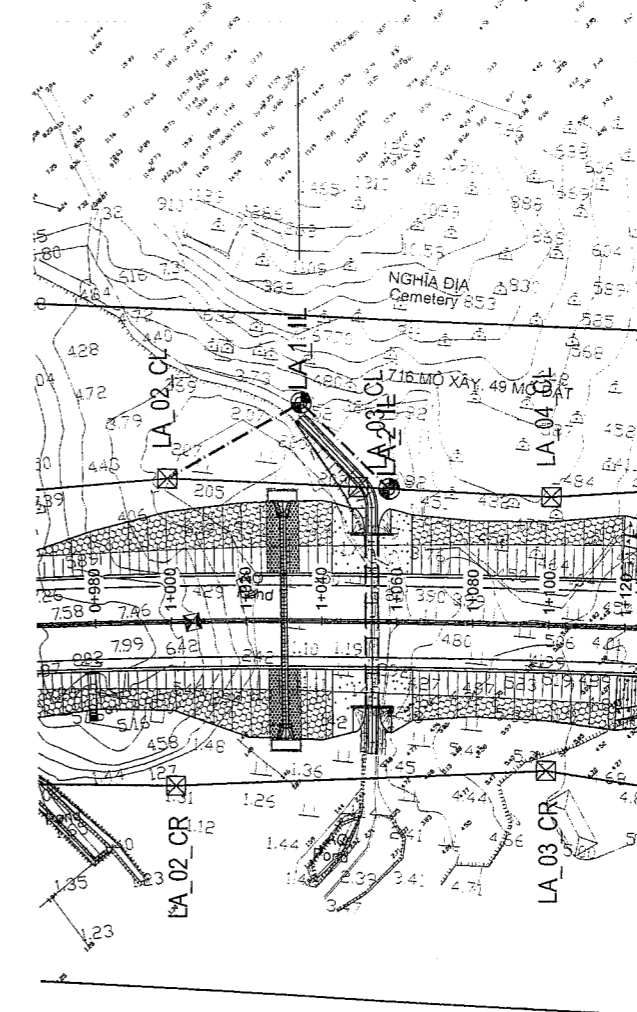
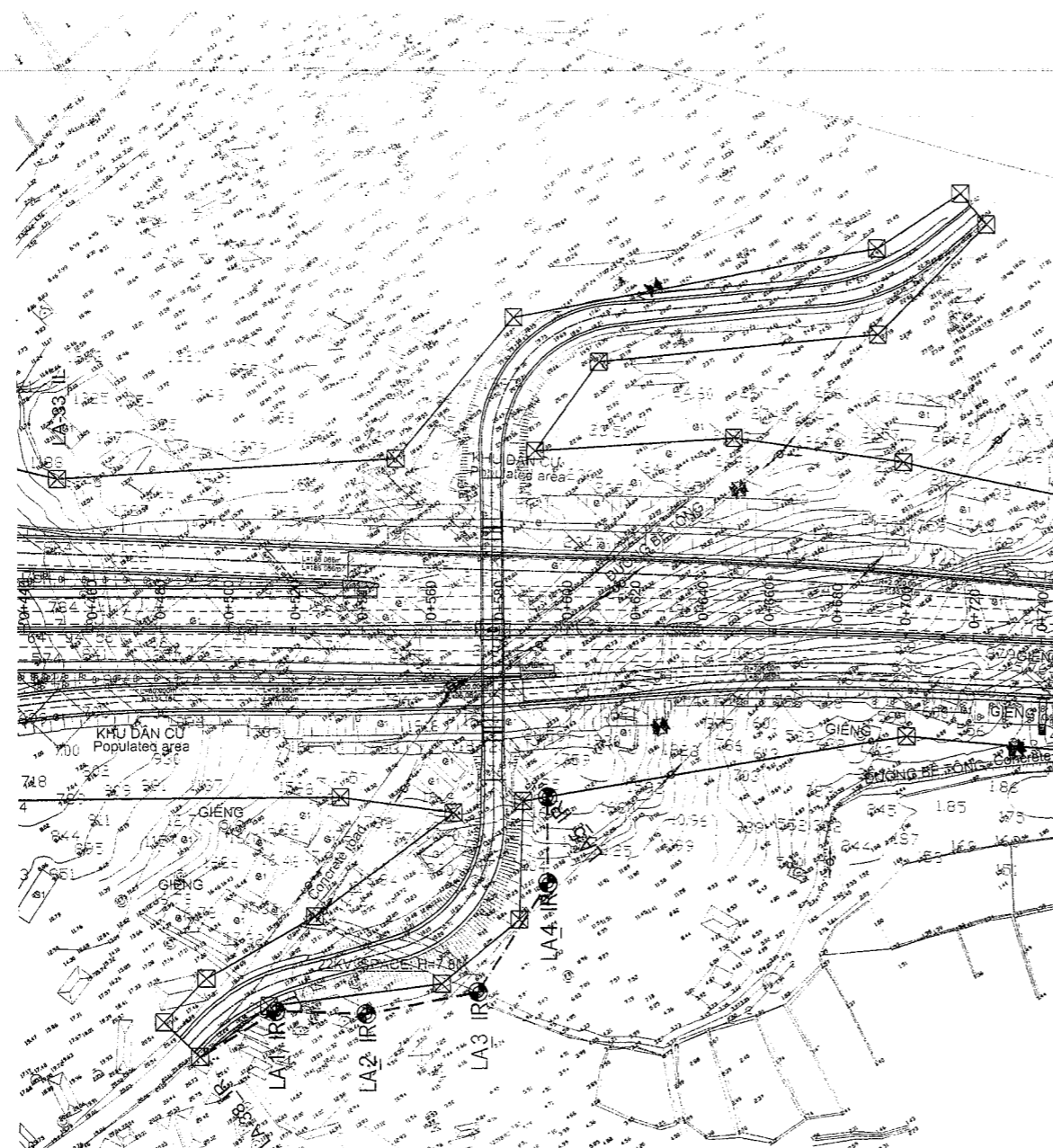
**Table 10-2: : Land Acquisition (LA) Stakes –Left side/Bảng 10-2:Cọc GPMB-Bên trái**

No. TT	Left side / Bên trái				Center line/ Tim tuyến		
	Name Tên cọc	Offset K/c đến tim đường	X(m)	Y(m)	Station Lý trình	X(m)	Y(m)
<b>I</b>	<b>L-01</b>						
20	LA -12_IL	19.80	1669672.810	582563.429	Km131+517.0	1669658.377	582549.873
21	LA -13_IL	26.33	1669665.374	582580.989	Km131+535.0	1669646.109	582563.044
22	LA -14_IL	24.89	1669644.023	582601.816	Km131+565.0	1669625.668	582585.002
23	LA -15_IL	14.95	1669599.728	582635.658	Km131+620.0	1669588.623	582625.655
24	LA -16_IL	13.18	1669558.650	582679.185	Km131+680.0	1669548.745	582670.484
25	LA -17_IL	12.09	1669502.430	582742.663	Km131+765.0	1669493.216	582734.837
26	LA -18_IL	51.09	1669534.094	582765.621	Km131+762.0	1669495.156	582732.549
27	LA -19_IL	55.21	1669532.213	582774.217	Km131+770.0	1669489.985	582738.653
28	LA -20_IL	25.92	1669503.360	582762.992	Km131+780.0	1669483.535	582746.295
29	LA -21_IL	11.72	1669484.836	582763.015	Km131+792.0	1669475.843	582755.506
30	LA -22_IL	10.21	1669453.060	582798.904	Km131+840.0	1669445.173	582792.428
31	LA -23_IL	9.74	1669408.755	582852.938	Km131+910.0	1669401.149	582846.852
32	LA -24_IL	9.35	1669371.419	582899.754	Km131+970.0	1669364.050	582894.007
33	LA -25_IL	9.50	1669350.222	582927.507	Km132+005.0	1669342.682	582921.727
34	LA -26_IL	27.70	1669364.661	582938.578	Km132+005.0	1669342.682	582921.727
35	LA -27_IL	28.23	1669362.736	582941.995	Km132+009.0	1669340.262	582924.911
36	LA -28_IL	10.46	1669344.950	582936.012	Km132+150.0	1669336.620	582929.680
37	LA -29_IL	11.51	1669306.812	582988.483	Km132+080.0	1669297.561	582981.635
38	GPMB16T	22.69	1669297.044	583020.537	Km132+112.0	1669278.561	583007.383
39	LA -30_IL	40.94	1669289.302	583062.158	Km132+150.0	1669256.183	583038.095
40	LA -31_IL	30.77	1669275.202	583064.274	Km132+160.0	1669250.305	583046.185
41	LA -32_IL	13.31	1669272.832	583037.831	Km132+140.0	1669262.060	583030.005
<b>II</b>	<b>L-02</b>						
42	LA -33_IL	16.91	1668851.450	583657.387	Km132+890.0	1668837.455	583647.889
43	LA -34_IL	22.84	1668842.315	583681.401	Km132+915.0	1668823.416	583668.575

44	LA -35_IL	23.55	1668812.018	583727.309	Km132+970.0	1668792.531	583714.085
45	GPMB30T	24.63	1668765.133	583798.320	Km133+055.0	1668744.800	583784.418
46	LA -36_IL	23.48	1668727.729	583851.387	Km133+120.0	1668708.299	583838.202
47	GPMB31T	12.47	1668714.748	583850.912	Km133+127.0	1668704.368	583843.994
<b>III</b>	<b>L-03</b>						
48	GPMB39T	28.24	1668300.234	584489.790	Km133+888.0	1668277.039	584473.685
49	LA -37_IL	38.83	1668306.980	584498.722	Km133+892.0	1668274.795	584476.996
50	LA -38_IL	12.66	1668264.457	584514.831	Km133+929.0	1668254.049	584507.632
<b>IV</b>	<b>L-04</b>						
51	GPMB43T	17.27	1668188.468	584636.390	Km134+072.0	1668174.387	584626.388
52	LA -39_IL	46.20	1668181.077	584700.165	Km134+130.0	1668142.459	584674.809
53	LA -40_IL	40.91	1668175.009	584699.770	Km134+133.0	1668140.813	584677.317
54	LA -41_IL	17.11	1668168.285	584666.644	Km134+109.0	1668153.985	584657.255
<b>V</b>	<b>L-05</b>						
55	GPMB46T	14.92	1668102.463	584764.167	Km134+227.0	1668089.803	584756.272
56	LA -42_IL	23.67	1668100.147	584784.147	Km134+245.0	1668080.162	584771.472
57	LA -43_IL	23.70	1668074.768	584824.610	Km134+293.0	1668054.632	584812.120
58	LA -44_IL	20.15	1668057.643	584845.674	Km134+320.0	1668040.483	584835.115
<b>VI</b>	<b>L-06</b>						
59	GPMB48T	21.90	1668026.165	584900.786	Km134+384.0	1668007.226	584889.794
60	LA -45_IL	68.14	1668024.101	584995.726	Km134+468.0	1667964.753	584962.254
61	LA -46_IL	62.66	1668017.338	584996.504	Km134+472.0	1667962.762	584965.723
62	GPMB49T	21.74	1668002.137	584941.107	Km134+431.0	1667983.302	584930.250
<b>VII</b>	<b>L-07</b>						
63	GPMB51T	19.80	1667936.379	585053.213	Km134+561.0	1667919.208	585043.347
64	LA -47_IL	26.00	1667896.900	585139.996	Km134+657.0	1667873.855	585127.956
65	LA -48_IL	20.26	1667881.238	585157.659	Km134+680.0	1667863.241	585148.361
<b>VIII</b>	<b>L-08</b>						
66	LA -49_IL	13.90	1667368.250	586517.560	Km136+139.0	1667354.999	586513.358
67	LA -50_IL	32.85	1667386.314	586523.288	Km136+139.0	1667354.999	586513.358
68	LA -51_IL	36.16	1667387.045	586531.912	Km136+147.0	1667352.581	586520.984
69	LA -52_IL	17.75	1667367.683	586532.067	Km136+153.0	1667350.768	586526.703
70	LA -53_IL	16.57	1667355.383	586566.983	Km136+190.0	1667339.584	586561.973
71	LA -54_IL	16.13	1667337.733	586621.183	Km136+247.0	1667322.355	586616.307
72	LA -55_IL	11.15	1667327.543	586636.835	Km136+265.0	1667316.914	586633.465
<b>IX</b>	<b>L-09</b>						
73	LA -56_IL	15.00	1667179.267	587119.418	Km136+770.0	1667164.914	587115.044
74	LA -57_IL	35.65	1667199.018	587125.437	Km136+770.0	1667164.914	587115.044
75	LA -58_IL	14.24	1667171.441	587143.064	Km136+795.0	1667157.793	587139.008
<b>X</b>	<b>L-10</b>						
76	GPMB81T	24.20	1667149.872	587255.172	Km136+909.0	1667126.573	587248.645
77	LA -59_IL	52.13	1667174.152	587272.571	Km136+920.0	1667123.747	587259.276
78	LA -60_IL	50.48	1667170.028	587281.825	Km136+930.0	1667121.215	587268.950
79	LA -61_IL	10.74	1667130.609	587275.564	Km136+934.0	1667120.221	587272.824
<b>XI</b>	<b>L-11</b>						
80	GPMB85T	11.21	1667071.924	587563.734	Km137+229.0	1667060.906	587561.669
81	LA -62_IL	30.01	1667090.561	587566.294	Km137+229.0	1667060.906	587561.669
82	LA -63_IL	52.99	1667111.256	587583.322	Km137+243.0	1667058.844	587575.516
83	LA -64_IL	51.87	1667108.828	587592.059	Km137+252.0	1667057.522	587584.419
84	LA -65_IL	15.59	1667072.940	587586.715	Km137+252.0	1667057.522	587584.419

XII	L-12						
85	LA -66_IL	14.68	1667042.133	588330.729	Km138+000.0	1667027.456	588330.797
86	LA -67_IL	19.32	1667046.831	588343.709	Km138+013.0	1667027.511	588343.791
87	LA -68_IL	21.81	1667049.703	588432.697	Km138+115.0	1667027.891	588432.791
88	GPMB97T	14.25	1667042.188	588443.730	Km138+228.0	1667027.938	588443.790

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE 1  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU 1**



LIST COORDINATES OF LAND ACQUISITION MARKERS

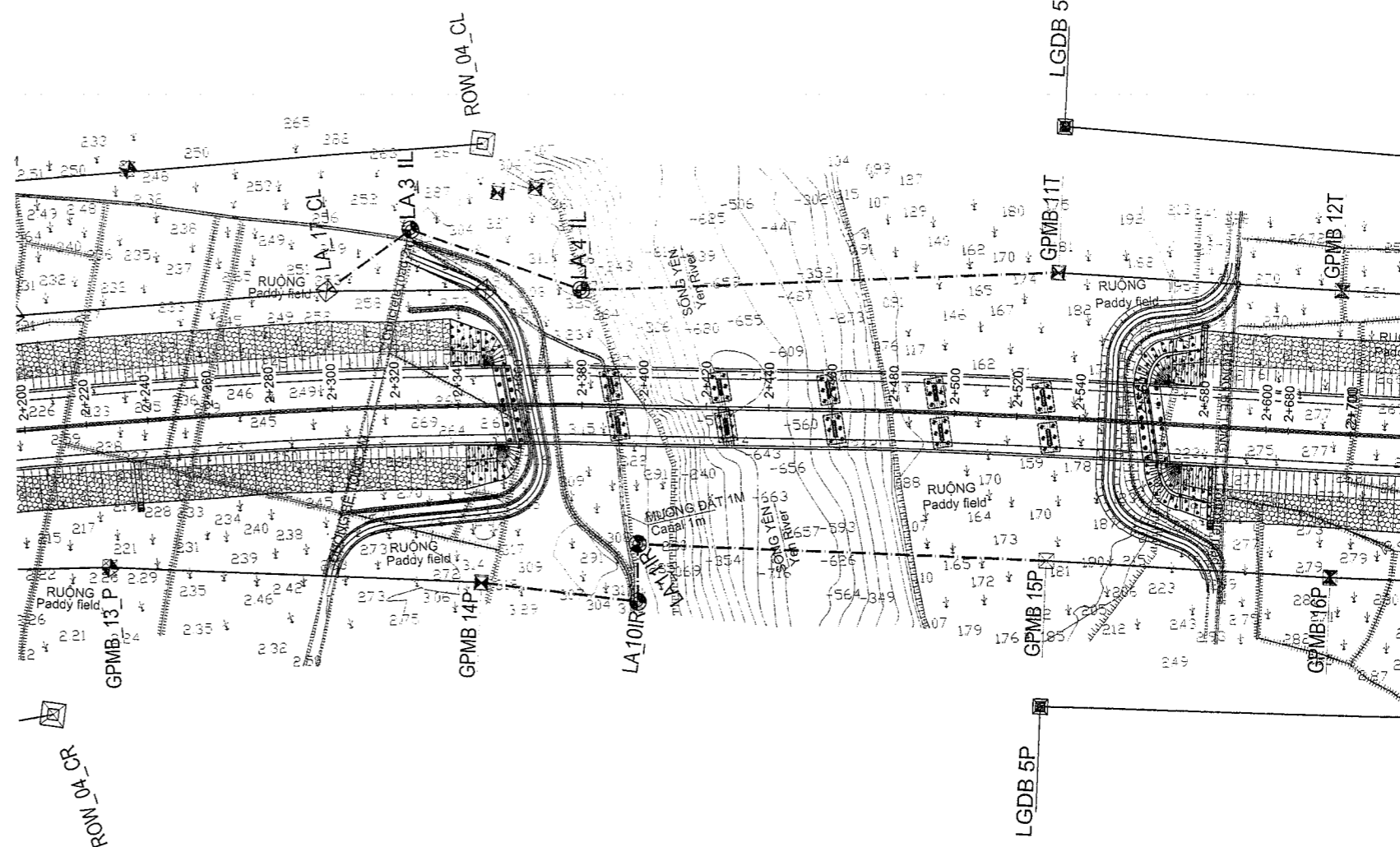
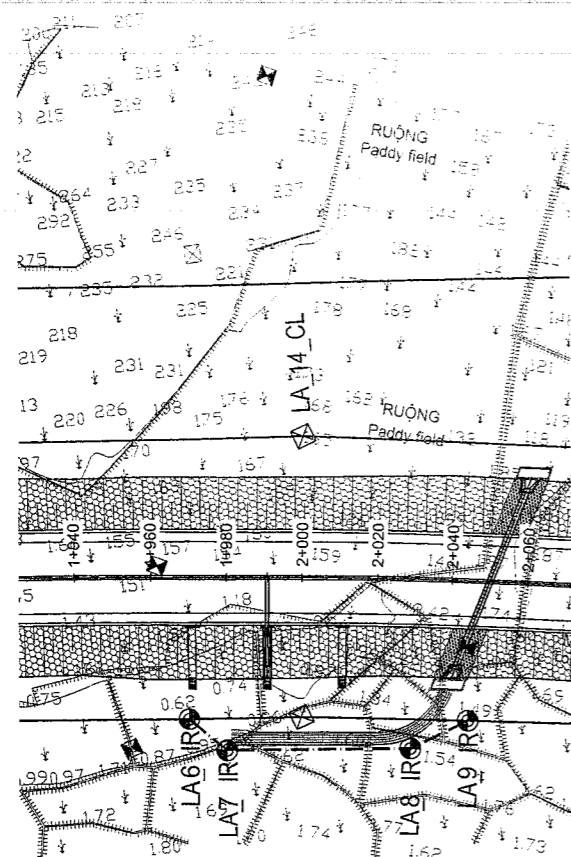
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM000+490.5	1769707.013	515980.884	LA38IR	126.30	1769600.188	515913.305
2	KM000+513.0	1769695.010	515999.715	LA-1_IR	112.63	1769599.745	515939.627
3	KM000+562.5	1769680.603	516022.550	LA-2_IR	113.33	1769584.777	515962.044
4	KM000+645.0	1769662.982	516050.433	LA-3_IR	106.83	1769572.737	515993.129
5	KM000+748.5	1769651.588	516063.143	LA-4_IR	74.72	1769588.751	516027.828
6	KM000+852.0	1769651.388	516082.144	LA-5_IR	49.30	1769610.157	516041.545

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	LA-01_L	90.00	1769433.080	516417.295	KM001+000.0	1769407.110	516391.478
2	LA-02_L	87.00	1769424.002	516457.997	KM001+035.0	1769383.138	516416.978
3	LA-03_L	85.00	1769392.057	516458.238	KM001+058.0	1769367.144	516433.507

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA 1.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ GPMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 1	Station: KM0+00 - KM8+00.0	R.O.W MAP KM0+00 - KM8+00.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PREPARED BY PHAN VAN HOAT	CHECKED BY TAKAYASU NAGAI	APPROVED BY FUMIYOSHIMOTO	SCALE 1/2000	DRAWING NO. PKG1-010	REV. NO. 1



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
4	LA17CL	38.13	1768292.904	517041.425	KM002+300.0	1768286.263	517003.875
5	LA-3_IL	57.20	1768269.042	517064.818	KM002+327.0	1768259.644	517008.398
6	LA-4_IL	37.20	1768212.155	517053.101	KM002+380.0	1768207.228	517016.229
7	GPMB11T	46.94	1768060.482	517079.188	KM002+540.0	1768056.111	517032.451

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
7	KM001+970.0	1768605.016	516919.915	LA-6_IR	37.72	1768592.612	516884.289
8	KM001+990.0	1768595.572	516923.203	LA-7_IR	45.95	1768580.462	516879.805
9	KM002+030.0	1768548.160	516939.076	LA-8_IR	45.05	1768534.630	516896.107
10	KM002+045.0	1768533.858	516943.599	LA-9_IR	37.19	1768522.688	516908.124
11	KM002+348.0	1768238.374	517011.671	GPMB14P	57.34	1768232.155	516954.723
12	KM002+398.0	1768189.351	517018.576	LA-10_IR	63.30	1768181.429	516955.773
13	KM002+548.0	1768189.351	517018.576	LA-11_IR	44.75	1768183.760	516974.183
14	KM002+581.0	1768056.111	517032.451	GPMB15P	46.28	1768052.838	516986.304

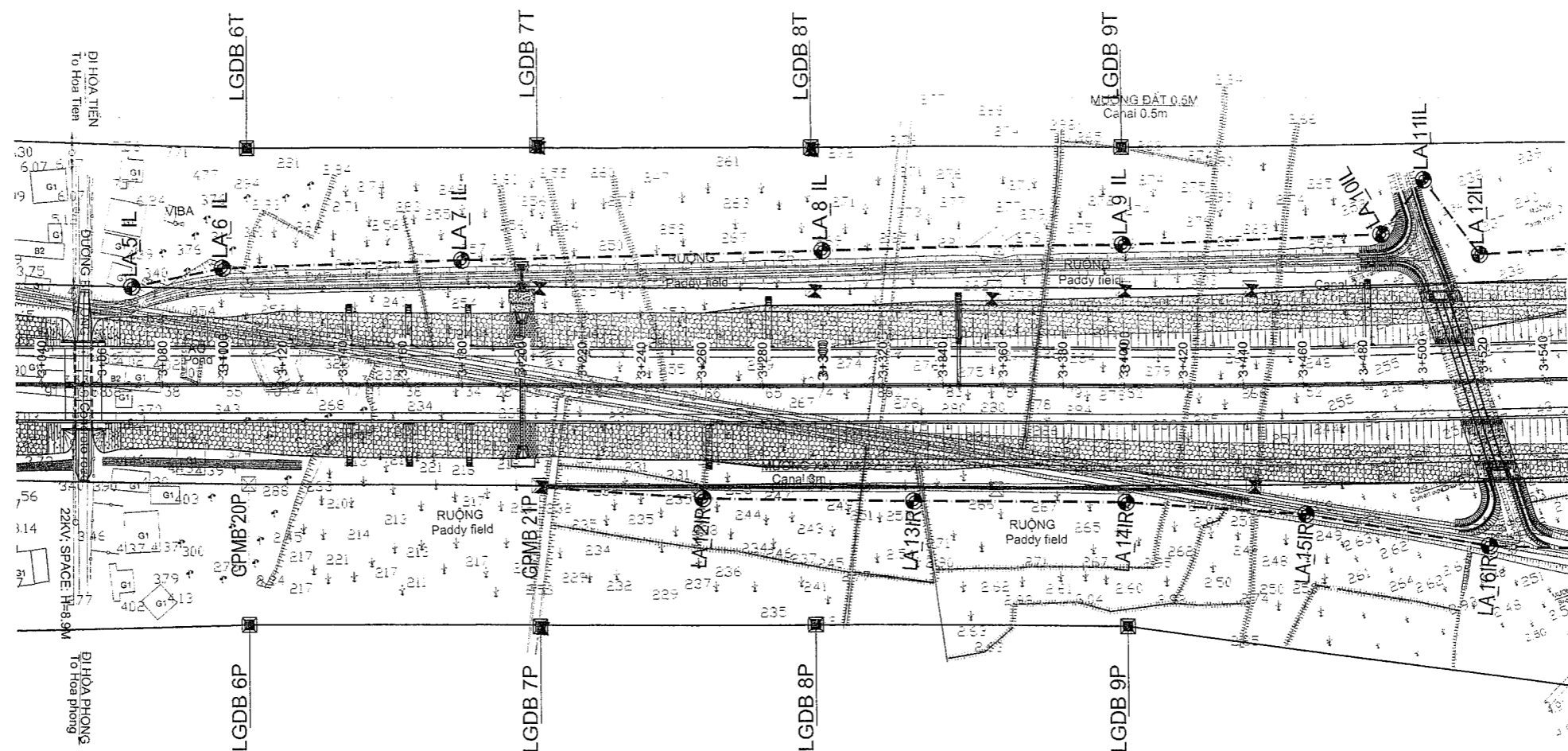
**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. LAND ACQUISITION MARKER / CỘC GPMB CẮM MỚI
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỘC GPMB HIỆN HỮU
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koel Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 1	Station: KM0+00 - KM8+00.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM0+00 - KM8+00.0	
				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE
				SIGNATURE	<i>Phan Van Hoat</i>	<i>Takayasu Nagai</i>	<i>Ishimoto</i>	DRAWING NO.
				DATE				REV. NO.
								1/2000
								PKG1-020
								1

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LIST COORDINATES OF LAND ACQUISITION MARKERS

NO	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
6	LA-5_IL	32.64	1767595.165	517103.181	KM003+070.0	1767592.494	517070.633
9	LA-6_IL	36.64	1767665.773	517111.797	KM003+100.0	1767562.595	517073.067
10	LA-7_IL	41.55	1767486.262	517121.040	KM003+150.0	1767432.563	517079.633
11	LA-8_IL	45.16	1767366.962	517134.483	KM003+200.0	1767361.265	517089.451
12	LA-9_IL	47.11	1767267.566	517144.752	KM003+250.0	1767263.616	517097.612
13	LA-10_IL	49.77	1767181.676	517153.393	KM003+300.0	1767176.956	517105.670
14	LA-11_IL	67.52	1767168.950	517174.533	KM003+350.0	1767162.067	517107.363
15	LA-12_IL	42.26	1767148.650	517181.298	KM003+400.0	1767144.165	517109.258

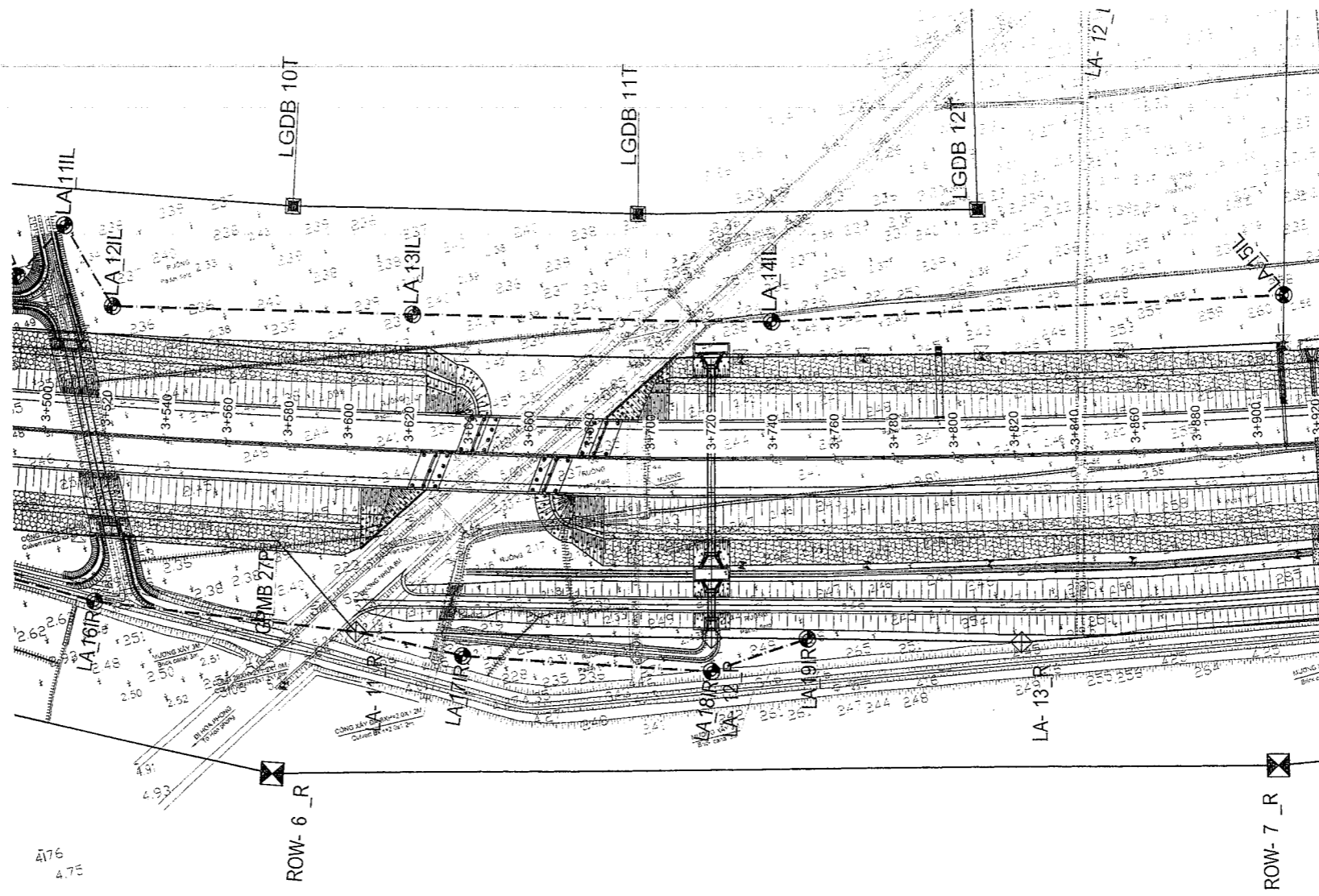
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
15	KM003+205.0	1767457.947	517081.678	GPMB21P	34.10	1767454.045	517047.803
16	KM003+260.0	1767403.131	517086.178	LA-12_IR	37.63	1767400.053	517048.679
17	KM003+330.0	1767333.366	517091.911	LA-13_IR	38.71	1767330.189	517053.328
18	KM003+400.0	1767263.616	517097.810	LA-14_IR	38.92	1767260.102	517059.050
19	KM003+460.0	1767203.863	517103.247	LA-15_IR	43.25	1767199.763	517060.195
20	KM003+520.0	1767144.165	517109.256	LA-16_IR	55.10	1767138.318	517054.464

**LEGENDS / CHÚ THÍCH:**

- LA\_IL LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- — — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 1 Station: KM0+00 - KM8+00.0			
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM0+00 - KM8+00.0
		PHAN VAN HOAT	TAKAYASU NAGAI	I. ISHIMOTO	SCALE	DRAWING NO.	REV. NO.	
		<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	1/2000	PKG1-030	1	

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LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
16	LA-13_IL	44.80	1767050.816	517165.516	KM003+620.0	1767044.873	517121.114
17	LA-14_IL	44.98	1766934.020	517183.697	KM003+740.0	1766926.281	517139.392
18	LA-15_IL	49.32	1766769.320	517221.771	KM003+911.0	1766758.761	517173.597

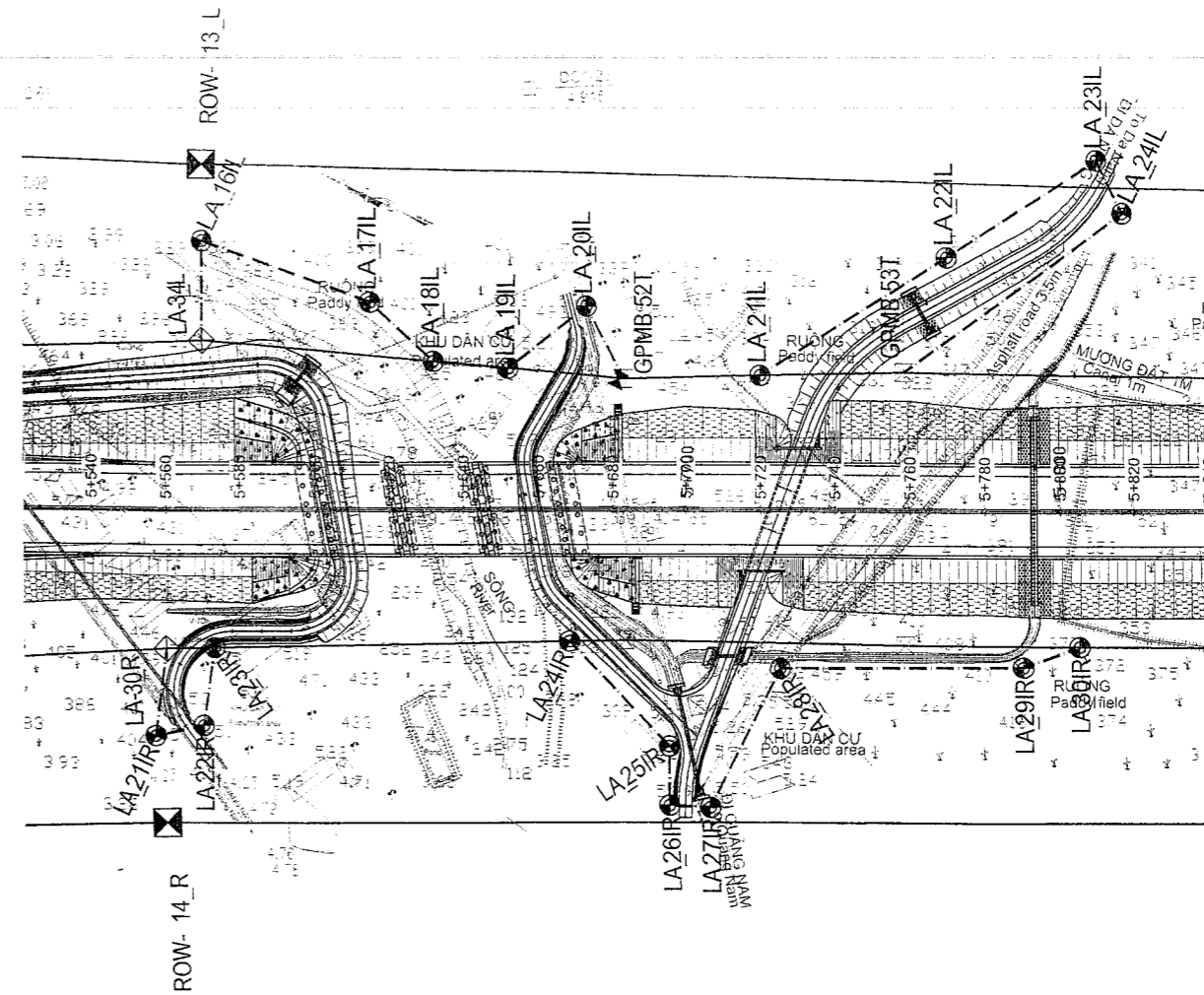
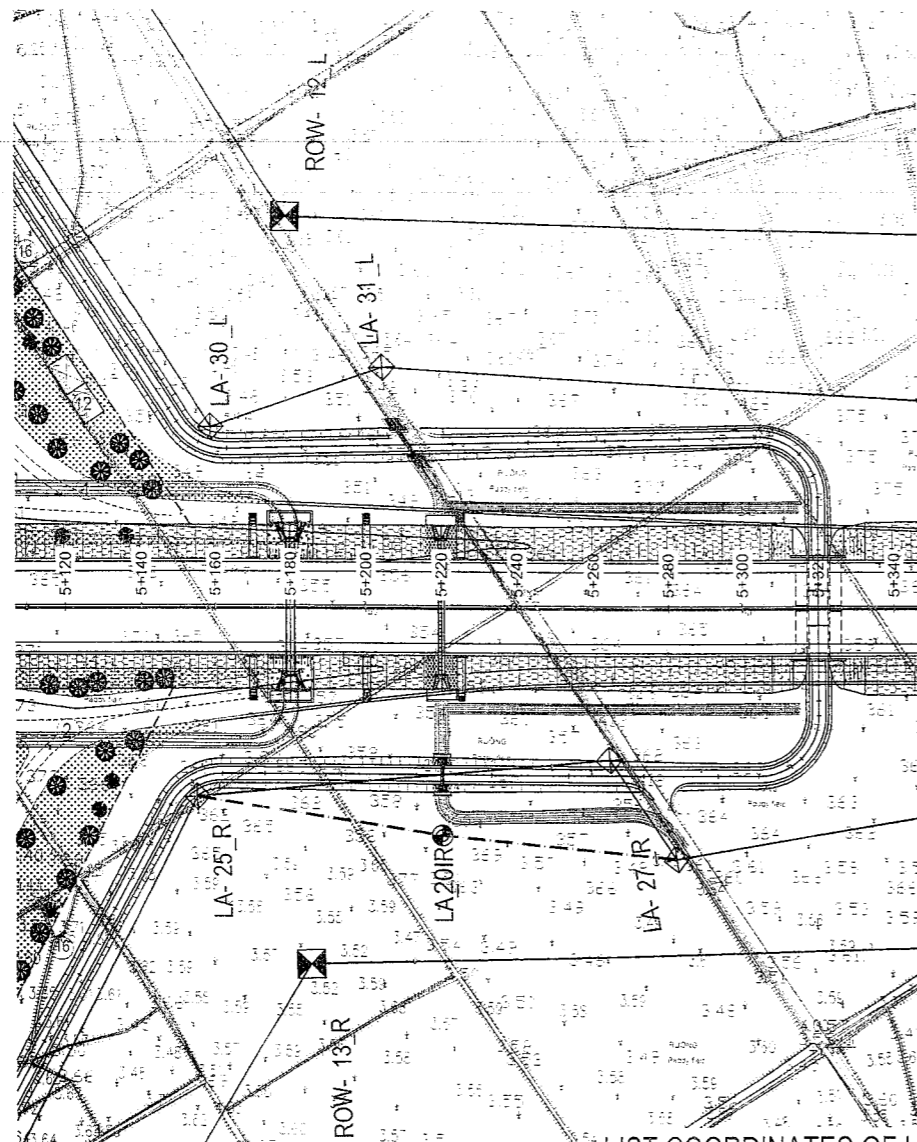
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
21	KM003+605.0	1767059.745	517119.160	LA-11R	60.47	1767051.890	517059.199
22	KM003+639.9	1767025.059	517123.831	LA-17_IR	66.96	1767015.742	517057.518
23	KM003+719.6	1766945.994	517136.016	LA-18_IR	70.12	1766934.391	517066.865
24	KM003+749.6	1766916.433	517141.129	LA-19_IR	59.45	1766905.814	517082.633

**LEGENDS / CHÚ THÍCH:**

- LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108', K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	KM0+00 - KM8+00.0
				SIGNATURE	<i>Phan Van Hoat</i>	<i>Takayasu Nagai</i>	<i>Ishimoto</i>	SCALE
				DATE				1/2000
								DRAWING NO.
								PKG1-040
								REV. NO.
								1

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LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
19	LA34L	45.53	1765254.020	517860.839	KM005+570.0	1765234.431	517819.738
20	LA-16_IL	72.13	1765265.332	517884.910	KM005+570.0	1765234.431	517819.738
21	LA-17_IL	53.72	1765217.647	517889.366	KM005+615.0	1765193.772	517839.020
22	LA-18_IL	39.86	1765195.489	517882.316	KM005+632.0	1765178.411	517846.304
23	LA-19_IL	37.96	1765178.605	517889.172	KM005+652.0	1765160.340	517854.874
24	LA-20_IL	54.56	1765164.679	517913.201	KM005+673.0	1765141.366	517863.872
25	GPMB52T	35.19	1765147.306	517899.997	KM005+683.0	1765132.330	517868.157
26	LA-21_IL	36.15	1765114.390	517916.677	K1005+720.0	1765098.899	517884.011
27	LA-22_IL	67.96	1765032.842	517966.842	K1005+770.0	1765053.722	517905.436
28	LA-23_IL	83.95	1765057.835	518007.463	K1005+810.0	1765017.580	517922.575
29	LA-24_IL	79.91	1765045.495	517997.778	K1005+817.0	1765011.255	517925.575
30	GPMB53T	37.16	1765030.070	517934.069	K1005+783.5	1765064.113	517900.508

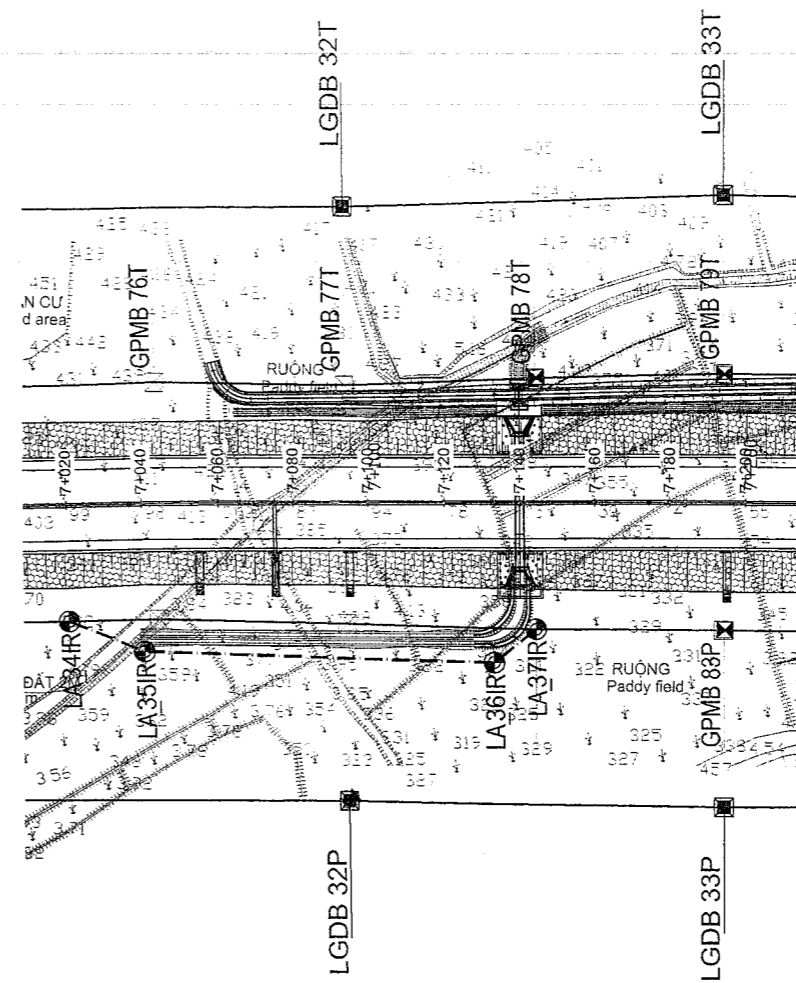
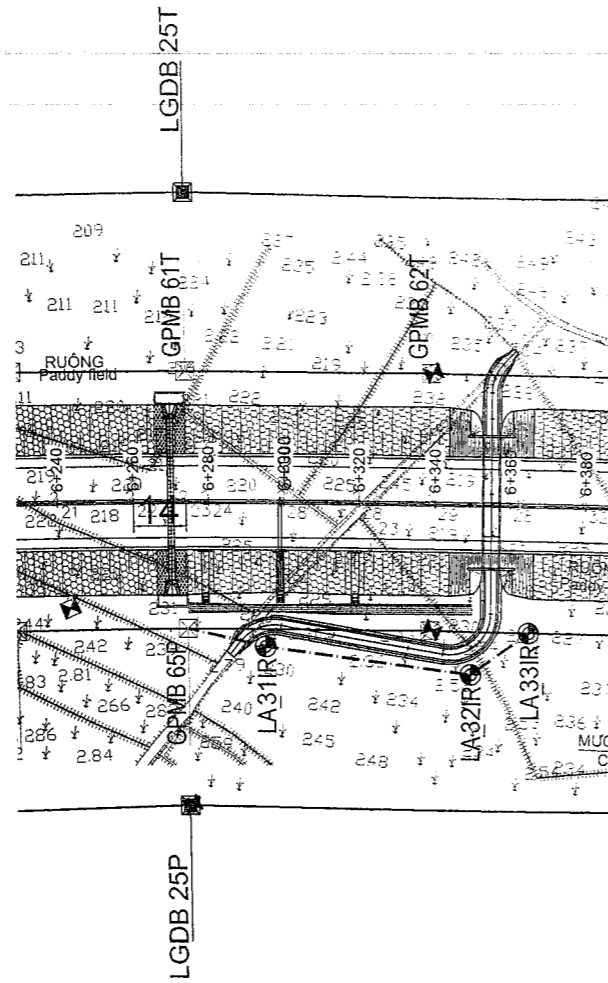
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
25	KM005+155.0	1765609.403	517641.915	LA26R	50.37	1765587.882	517596.379
26	KM005+220.0	1765550.673	517669.767	LA-20_IR	60.51	1765524.736	517615.098
27	KM005+282.0	1765494.653	517696.333	LA27R	66.67	1765466.086	517636.097
28	KM005+560.0	1765243.467	517815.453	LA30R	37.56	1765227.364	517781.497
29	KM005+557.0	1765246.177	517814.168	LA-21_IR	61.12	1765219.989	517758.946
30	KM005+570.0	1765234.431	517819.738	LA-22_IR	58.26	1765209.468	517767.098
31	KM005+573.0	1765231.721	517821.024	LA-23_IR	37.27	1765215.752	517787.350
32	KM005+668.0	1765145.834	517861.730	LA-24_IR	35.51	1765130.668	517829.645
33	KM005+695.0	1765121.438	517873.299	LA-25_IR	63.82	1765094.142	517816.636
34	KM005+695.0	1765121.438	517873.299	LA-26_IR	79.76	1765087.318	517801.242
35	KM005+706.0	1765111.549	517878.012	LA-27_IR	80.26	1765077.149	517805.474
36	KM005+725.0	1765094.332	517886.154	LA-28_IR	42.73	1765076.073	517817.547
37	KM005+790.0	1765035.651	517914.005	LA-29_IR	42.12	1765017.601	517875.945
38	KM005+805.0	1765022.035	517920.433	LA-30_IR	36.53	1765006.434	517867.402

**LEGENDS / CHÚ THÍCH:**

- LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ GPMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 1 Station: KM0+00 - KM8+00.0					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM0+00 - KM8+00.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKG1-050	1

1-5



LIST COORDINATES OF LAND ACQUISITION MARKERS

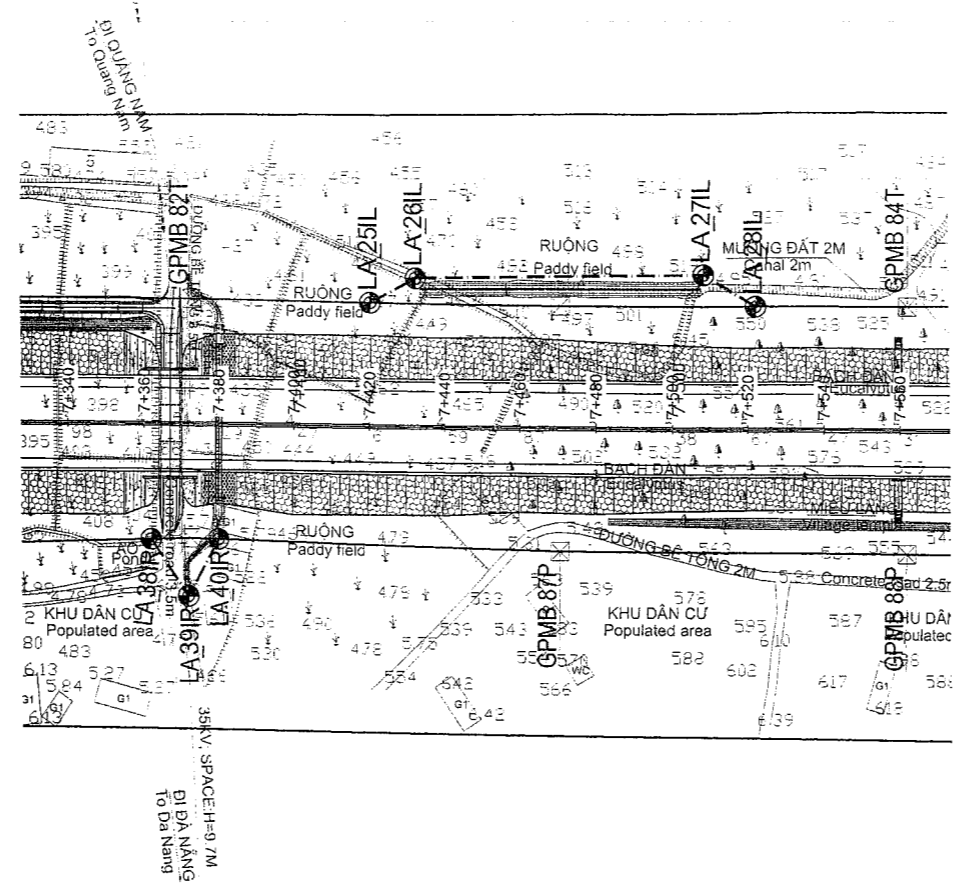
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
25	KM005+155.0	1765609.403	517641.915	LA25R	50.37	1765587.882	517596.379
26	KM005+220.0	1765550.673	517669.767	LA-20_IR	60.51	1765524.736	517615.098
27	KM005+282.0	1765494.653	517696.333	LA27R	66.67	1765466.086	517636.097
28	KM005+560.0	1765243.467	517815.453	LA30R	37.58	1765227.364	517781.497
39	KM006+274.0	1764595.684	518115.552	GPMB65P	33.65	1764582.886	518084.427
40	KM006+295.0	1764576.204	518123.395	LA-31_IR	38.44	1764562.032	518087.657
41	KM006+350.0	1764524.927	518143.285	LA-32_IR	45.16	1764509.124	518100.985
42	KM006+365.0	1764510.890	518148.546	LA-33_IR	33.86	1764498.754	518116.927
43	KM007+020.0	1763376.984	518308.265	LA-34_IR	30.81	1763872.661	518277.761
44	KM007+040.0	1763357.175	518311.026	LA-35_IR	39.20	1763851.865	518272.192
45	KM007+133.0	1763764.919	518322.752	LA-36_IR	42.42	1763759.950	518280.627
46	KM007+144.0	1763753.995	518324.043	LA-37_IR	33.55	1763749.962	518290.734

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I... LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ GPMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 1	Station: KM0+00 - KM8+00.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PREPARED BY NAME SIGNATURE DATE	PHAN VAN HOAT	CHECKED BY TAKAYASU NAGAI	APPROVED BY I. SHIMOTO	R.O.W MAP KM0+00 - KM8+00.0
					SCALE	DRAWING NO.	REV. NO.	
					1/2000	PKG1-070	1	

1-6



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
31	LA-25_IL	32.80	1763483.183	518386.801	KM007+420.0	1763479.647	518354.190
32	LA-26_IL	39.45	1763471.969	518394.701	KM007+432.0	1763467.717	518355.483
33	LA-27_IL	41.00	1763396.579	518404.435	KM007+508.0	1763392.160	518363.675
34	LA-28_IL	32.67	1763381.762	518397.659	KM007+522.0	1763378.241	518365.184

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
47	KM007+362.0	1763537.309	518347.938	LA-38_R	30.65	1763534.005	518317.463
48	KM007+372.0	1763527.367	518349.016	LA-39_IR	45.74	1763522.438	518303.547
49	KM007+380.0	1763519.414	518349.878	LA-40_IR	30.49	1763516.128	518319.569

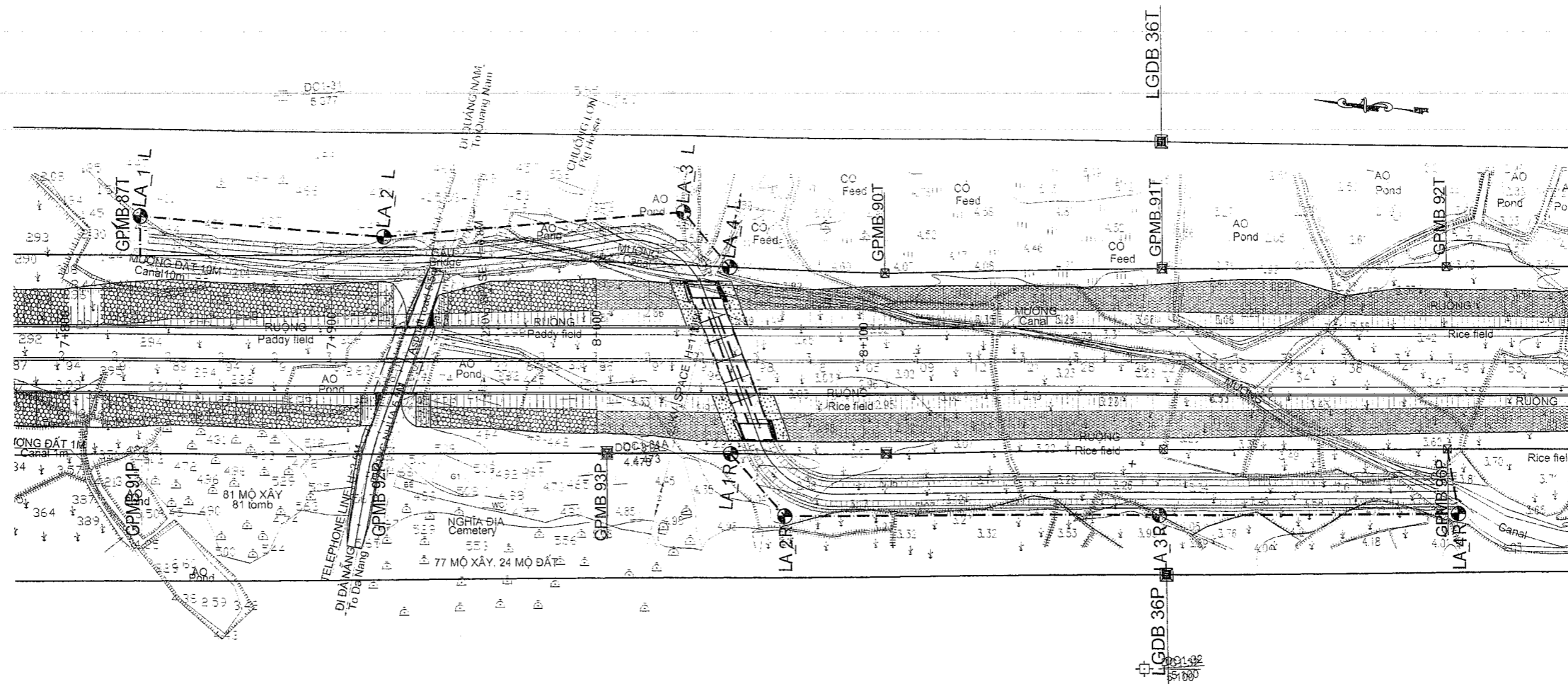
LEGENDS / CHÚ THÍCH:

- ⊙ LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 1 Station: KM0+00 - KM8+00.0				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM0+00 - KM8+00.0	
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.
				SIGNATURE	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	1/2000	PKG1-070
				DATE					REV. NO. 1

1-7

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE 2  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU 2**



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	GPMB87T	38.70	1763077.356	518436.736	KM007+829.0	1763073.077	518398.270
2	LA-1_L	53.31	1763078.823	518451.271	KM007+829.0	1763073.077	518398.270
3	LA-2_L	45.96	1762987.514	518453.779	KM007+920.0	1762982.560	518408.083
4	LA-3_L	55.04	1762876.151	518474.980	KM008+033.0	1762870.218	518420.263
5	LA-4_L	34.88	1762857.077	518456.771	KM008+050.0	1762853.317	518422.096

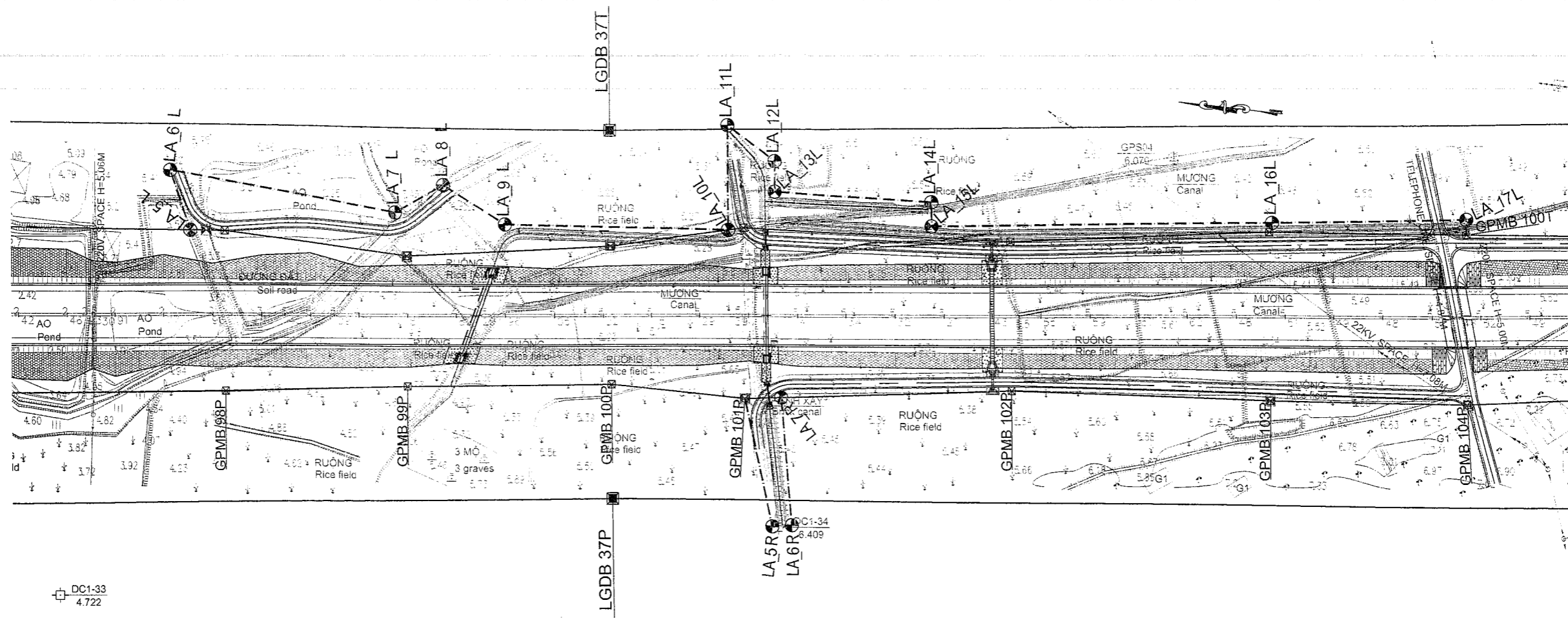
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM1006+050.0	1762653.314	518422.066	LA-1_R	34.76	1762649.566	518367.512
2	KM1006+070.0	1762633.454	518424.251	LA-2_R	57.99	1762627.164	518366.603
3	KM1006+190.0	1762694.249	518439.542	LA-3_R	57.66	1762666.036	518382.022
4	KM1006+302.0	1762562.902	518451.414	LA-4_R	56.91	1762576.766	518394.636
5	KM1006+298.0	1762586.879	518450.963	GPMB_96P	32.67	1762581.443	518416.490

**LEGENDS / CHÚ THÍCH:**

- LA LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ GPMB F.S LAND ACQUISITION MARKER / CỌC GPMB CẮM TRONG BƯỚC F.S
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- F.S LAND ACQUISITION BORDER / RANH GIỚI GPMB TRONG BƯỚC F.S

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 2 Station: KM8+00-:KM16+100					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM8+00-:KM16+100		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKG2-010	1

1.2



LIST COORDINATES OF LAND ACQUISITION MARKERS

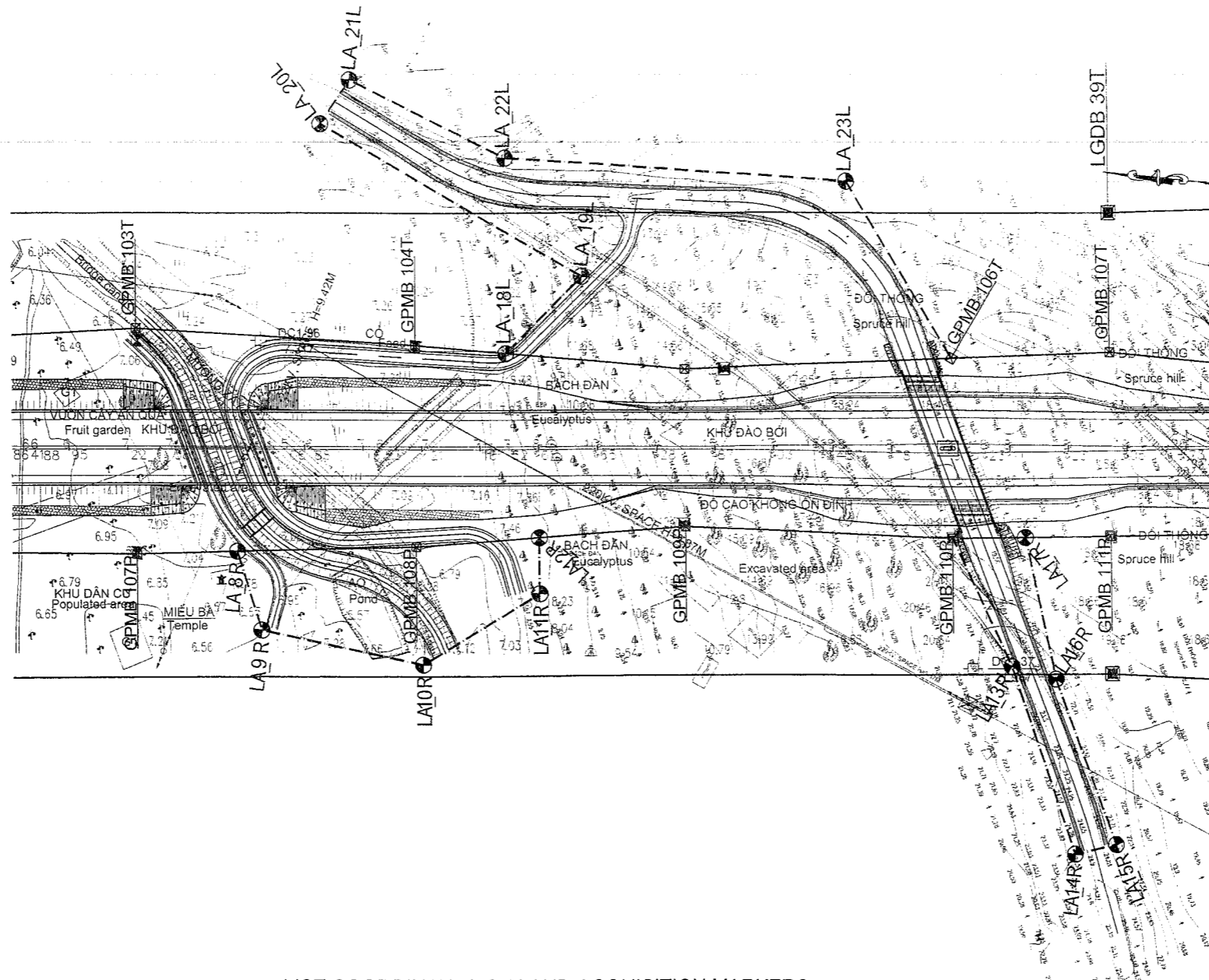
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
6	LA-5_L	34.50	1762398.722	518506.088	KM008+511.0	1762395.003	518471.786
7	LA-6_L	58.84	1762409.299	518529.421	KM008+503.0	1762402.956	518470.923
8	LA-7_L	42.03	1762315.981	518522.627	KM008+595.0	1762311.492	518480.840
9	LA-8_L	53.25	1762297.348	518535.932	KM008+615.0	1762291.609	518482.995
10	LA-9_L	37.25	1762270.770	518522.722	KM008+640.0	1762266.755	518485.690
11	LA-10_L	34.97	1762179.060	518530.371	KM008+732.0	1762175.291	518495.607
12	LA-11_L	77.33	1762183.626	518572.487	KM008+732.0	1762175.291	518495.607
13	LA-12_L	62.98	1762163.190	518560.268	KM008+751.0	1762156.401	518497.655
14	LA-13_L	50.57	1762161.852	518547.930	KM008+751.0	1762156.401	518497.655
15	LA-14_L	46.58	1762097.795	518550.861	KM008+815.0	1762092.774	518504.553
16	LA-15_L	36.78	1762098.739	518541.120	KM008+815.0	1762092.774	518504.553
17	LA-16_L	38.38	1761957.726	518557.797	KM008+955.0	1761953.590	518519.643
18	LA-17_L	40.05	1761879.069	518568.004	KM009+034.3	1761874.752	518528.191
19	GPMB100T	33.88	1761878.478	518561.387	KM009+034.3	1761874.752	518528.191

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
6	KM008+738.0	1762169.326	518496.253	GPMB_101P	34.25	1762165.305	518462.235
7	KM008+749.0	1762158.390	518497.439	LA-5_R	86.72	1762149.043	518411.227
8	KM008+757.0	1762150.436	518498.301	LA-6_R	86.19	1762141.146	518412.609
9	KM008+753.0	1762154.413	518497.870	LA-7_R	33.67	1762150.784	518464.395

LEGENDS / CHÚ THÍCH:

- ⊙ LA LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ GPMB F.S LAND ACQUISITION MARKER / CỌC GPMB CẮM TRONG BƯỚC F.S
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- F.S LAND ACQUISITION BORDER / RANH GIỚI GPMB TRONG BƯỚC F.S

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM8+00-:KM16+100		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I. SHIMOTO	SCALE	DRAWING NO.
				DATE				1/2000	PKG2-020	REV. NO. 1



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
20	LA-18_L	32.10	1761446.044	518606.958	KM009+469.0	1761442.584	518575.048
21	LA-19_L	58.00	1761422.988	518635.612	KM009+495.0	1761416.736	518577.848
22	LA-20_L	109.32	1761517.063	518676.931	KM009+420.0	1761505.217	518568.255
23	LA-21_L	124.00	1761508.641	518692.638	KM009+418.0	1761495.276	518569.333
24	LA-22_L	97.89	1761453.136	518672.364	KM009+489.0	1761442.584	518575.048
25	LA-23_L	90.88	1761336.973	518677.136	KM009+589.0	1761327.280	518597.549
26	GPMB106T	30.64	1761295.287	518621.927	KM009+620.0	1761292.484	518591.322

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
10	KM009+377.0	1761534.048	518565.129	LA-8_R	35.32	1761530.242	518530.019
11	KM009+385.0	1761526.096	518566.002	LA-9_R	62.23	1761519.388	518504.133
12	KM009+440.0	1761471.415	518571.920	LA-10_R	73.91	1761463.449	518498.443
13	KM009+480.0	1761431.648	518576.231	LA-11_R	49.63	1761426.299	518526.887
14	KM009+480.0	1761431.643	518576.231	LA-12_R	30.52	1761428.358	518545.884
15	KM019+620.5	1761291.967	518591.375	GPMB 110R	30.73	1761288.571	518560.838
16	KM019+640.0	1761272.681	518593.477	LA-13_R	74.35	1761264.566	518519.556
17	KM019+661.0	1761251.703	518595.741	LA-14_R	138.40	1761236.785	518458.143
18	KM019+675.0	1761237.785	518597.250	LA-15_R	135.15	1761223.217	518462.888
19	KM019+655.0	1761257.662	518595.094	LA-16_R	78.63	1761249.192	518516.920
20	KM019+645.0	1761267.610	518594.016	LA-17_R	30.33	1761264.341	518583.863

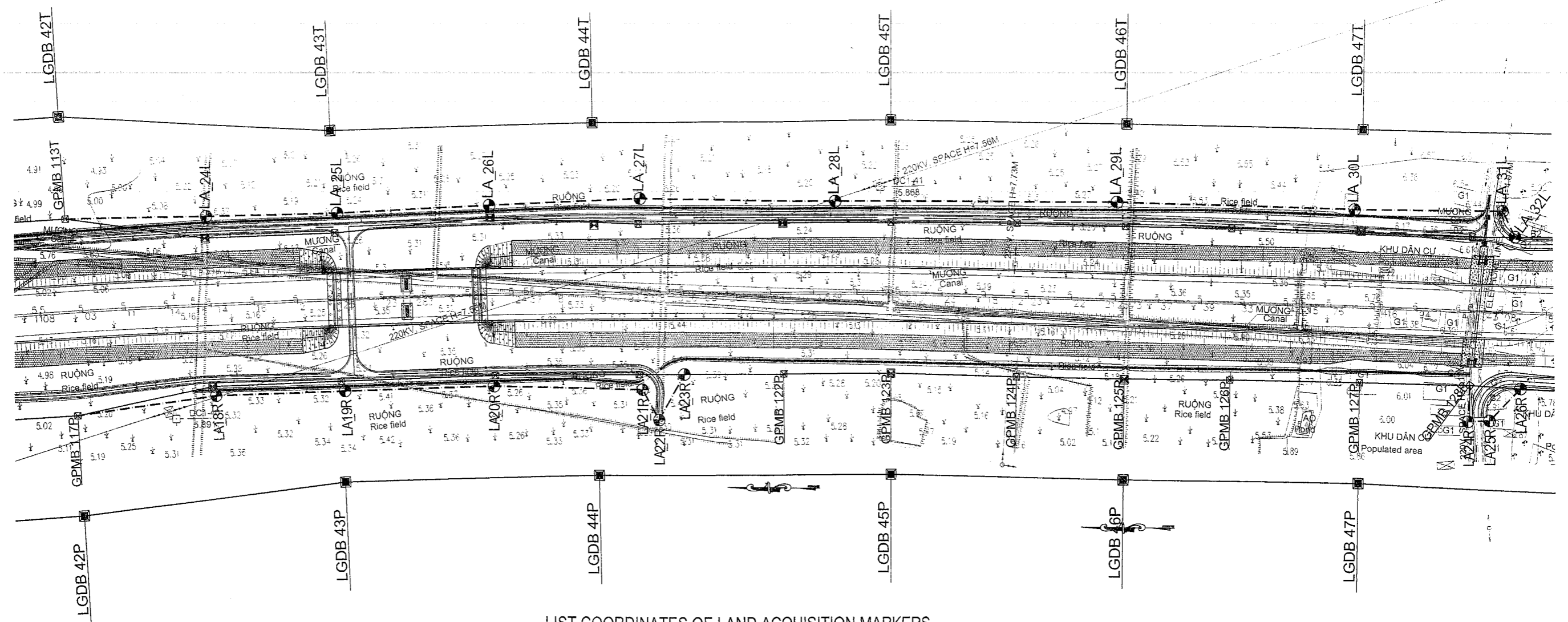
**LEGENDS / CHÚ THÍCH:**

- ⊕ LA LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ GPMB F.S LAND ACQUISITION MARKER / CỌC GPMB CẮM TRONG BƯỚC F.S
- - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- F.S LAND ACQUISITION BORDER / RANH GIỚI GPMB TRONG BƯỚC F.S

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 2	Station: KM8+00--KM16+100		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM8+00--KM16+100	
				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I.ISHIMOTO	SCALE
				SIGNATURE	<i>Phan Van Hoat</i>	<i>Takayasu Nagai</i>	<i>Ishimoto</i>	DRAWING NO.
				DATE				REV. NO.
								1/2000
								PKG2-030
								1

TO DANANG

TO QUANGNGAI



LIST COORDINATES OF LAND ACQUISITION MARKERS

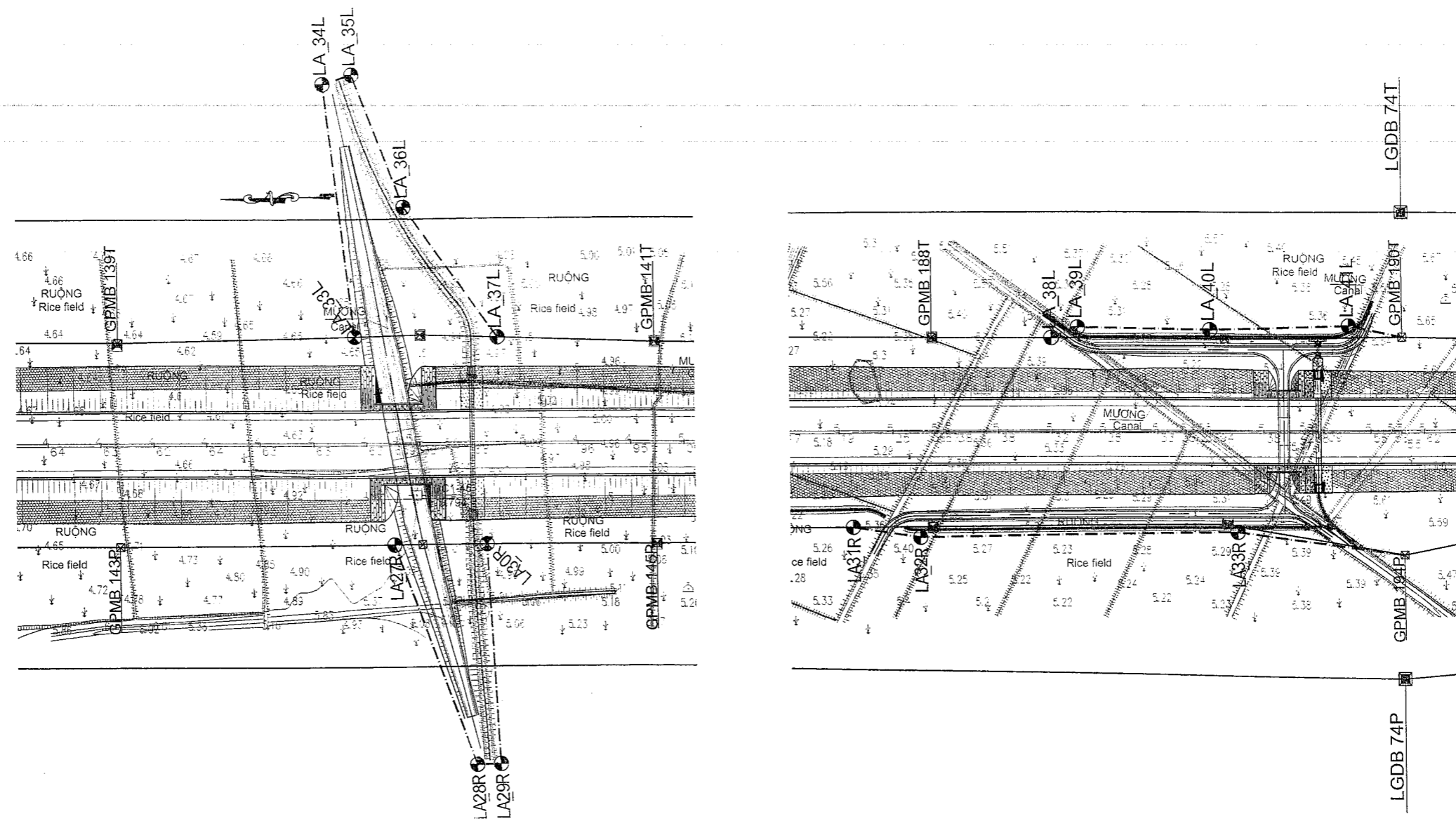
NO.	LEFT SIDE				CENTER LINE			NO.	CENTER LINE			RIGHT SIDE			
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)		STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
27	GPMB113T	43.05	1760803.757	518684.912	KM010+114.5	1760800.605	518641.976	21	KM010+114.5	1760800.605	518641.976	GPMB_117F	48.28	1760797.061	518593.822
28	LA-24_L	41.03	1760737.917	518687.653	KM010+180.0	1760735.253	518646.707	22	KM010+180.0	1760735.253	518646.707	LA-18_R	42.22	1760732.512	518604.576
29	LA-25_L	39.92	1760677.416	518690.069	KM010+240.0	1760675.355	518650.203	23	KM010+240.1	1760675.302	518650.206	LA-19_R	42.62	1760673.156	518607.644
30	LA-26_L	41.27	1760606.821	518694.520	KM010+310.0	1760605.423	518653.272	24	KM010+310.0	1760605.423	518653.272	LA-20_R	42.57	1760603.982	518610.724
31	LA-27_L	43.58	1760536.347	518698.824	KM010+380.0	1760535.452	518655.253	25	KM010+380.0	1760535.452	518655.253	LA-21_R	44.94	1760534.530	518610.323
32	LA-28_L	42.47	1760445.611	518698.697	KM010+470.0	1760445.459	518656.224	26	KM010+388.0	1760527.454	518655.410	LA-22_R	59.09	1760526.503	518596.331
33	LA-29_L	45.15	1760314.772	518700.354	KM010+600.0	1760315.464	518655.205	27	KM010+400.0	1760515.455	518655.619	LA-23_R	37.89	1760514.846	518617.730
34	LA-30_L	44.97	1760204.583	518698.136	KM010+710.0	1760205.483	518653.180	28	KM010+765.0	1760150.494	518652.079	GPMB_118F	34.46	1760150.737	518617.618
35	LA-31_L	46.80	1760135.560	518698.587	KM010+780.0	1760136.497	518651.798	29	KM010+765.0	1760150.494	518652.079	LA-24_R	51.32	1760151.521	518600.772
36	LA-32_L	34.97	1760129.798	518686.642	KM010+785.0	1760130.498	518651.678	30	KM010+775.0	1760140.496	518651.878	LA-25_R	50.60	1760141.509	518601.293
								31	KM010+739.0	1760126.499	518651.598	LA-26_R	36.30	1760127.205	518616.302

**LEGENDS / CHÚ THÍCH:**

- LA LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ GPMB F.S LAND ACQUISITION MARKER / CỌC GPMB CẮM TRONG BƯỚC F.S
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- F.S LAND ACQUISITION BORDER / RANH GIỚI GPMB TRONG BƯỚC F.S

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM8+00--KM16+100	
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.
				SIGNATURE	<i>Phan Van Hoat</i>	<i>Takayasu Nagai</i>	<i>Iishimoto</i>	1/2000	PKG2-040
				DATE				REV. NO.	1

17.8



LIST COORDINATES OF LAND ACQUISITION MARKERS

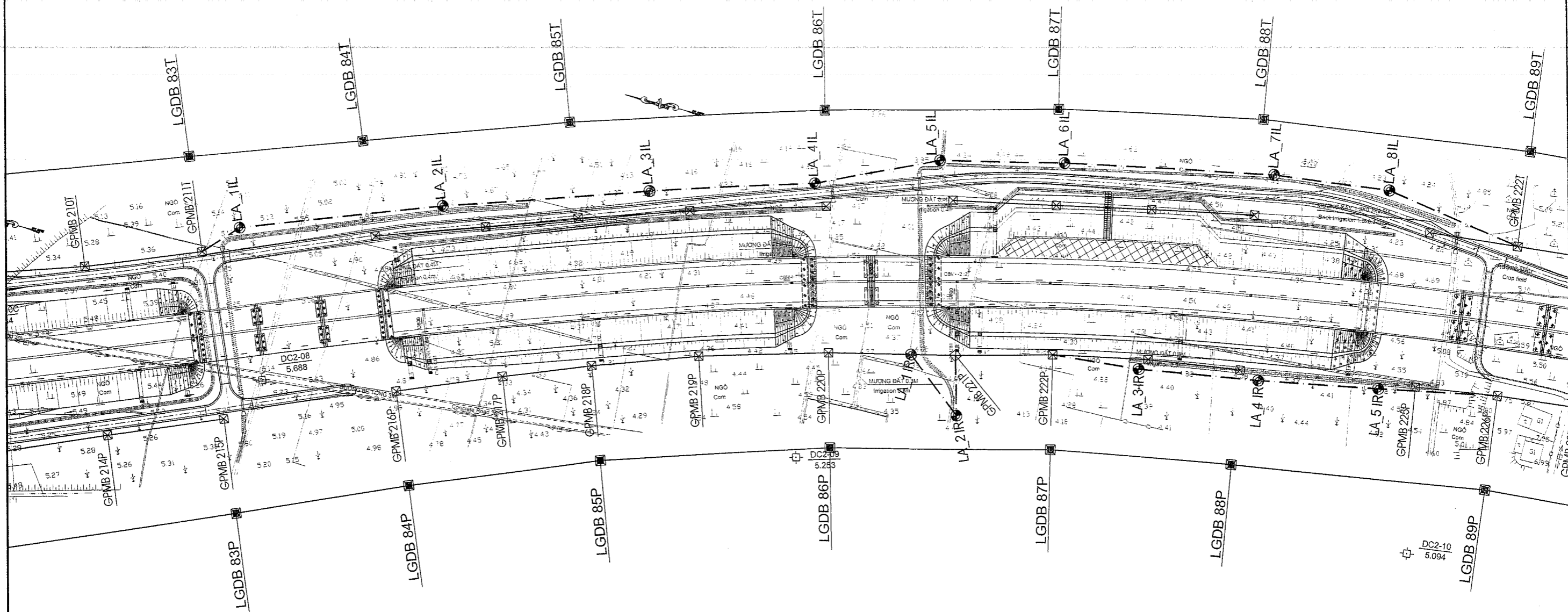
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
37	LA-33_L	40.53	1758678.986	518863.157	KM012+236.0	1758679.797	518622.634
38	LA-34_L	134.89	1758688.095	518757.720	KM012+225.0	1758690.795	518622.854
39	LA-35_L	138.39	1758677.027	518761.001	KM012+236.0	1758679.797	518622.634
40	LA-36_L	88.97	1758659.020	518711.208	KM012+255.0	1758660.801	518622.254
41	LA-37_L	40.02	1758625.007	518661.566	KM012+290.0	1758625.808	518621.553
42	LA-38_L	35.33	1755360.669	519466.673	KM015+720.0	1755346.173	519434.453
43	LA-39_L	39.29	1755353.175	519474.388	KM015+730.0	1755337.054	519438.556
44	LA-40_L	38.43	1755307.154	519494.154	KM015+780.0	1755291.456	519459.071
45	LA-41_L	39.90	1755260.405	519516.791	KM015+832.0	1755244.035	519480.406
46	GPMB_190T	35.63	1755240.489	519521.073	KM015+852.0	1755225.926	519488.554

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
32	KM012+250.0	1758665.800	518622.354	LA-27_R	38.14	1758666.563	518584.225
33	KM012+280.0	1758635.806	518621.753	LA-28_R	121.52	1758638.238	518500.260
34	KM012+289.0	1758626.807	518621.573	LA-29_R	121.27	1758629.235	518500.324
35	KM012+285.0	1758630.807	518621.653	LA-30_R	38.11	1758631.570	518583.547
36	KM015+645.0	1755414.570	519403.680	LA-31_R	36.03	1755399.786	519370.822
37	KM015+670.0	1755391.771	519413.938	LA-32_R	39.90	1755375.399	519377.549
38	KM015+790.0	1755282.336	519463.174	LA-33_R	38.00	1755266.778	519428.501
39	KM015+852.0	1755225.926	519488.554	GPMB_194P	46.71	1755206.329	519446.151

**LEGENDS / CHÚ THÍCH:**  
 ● LA LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI  
 ☒ GPMB F.S LAND ACQUISITION MARKER / CỌC GPMB CẮM TRONG BƯỚC F.S  
 - - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI  
 ——— F.S LAND ACQUISITION BORDER / RANH GIỚI GPMB TRONG BƯỚC F.S

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodal Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 2	Station: KM8+00--KM16+100		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM8+00--KM16+100	
				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I. SHIMOTO	
				SIGNATURE	<i>Phan</i>	<i>Taka</i>	<i>Shi</i>	SCALE
				DATE				1/2000
								DRAWING NO. PKG2-050
								REV. NO. 1

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE 3B  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU 3B**



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	GPMB_211T	41.62	1753001.087	520461.528	KM18+280.0	1752984.953	520423.166
2	LA-1_L	50.92	1752985.787	520477.882	KM18+300.0	1752968.458	520430.771
3	LA-2_L	49.74	1752891.608	520514.367	KM18+400.0	1752873.842	520467.989
4	LA-3_L	47.92	1752795.293	520548.153	KM18+500.0	1752779.861	520502.774
5	LA-4_L	46.66	1752717.269	520573.173	KM18+550.0	1752703.475	520526.505
6	LA-5_L	59.41	1752660.826	520600.096	KM18+600.0	1752645.890	520542.647
7	LA-6_L	59.13	1752600.777	520614.667	KM18+670.0	1752587.446	520557.849
8	LA-7_L	60.81	1752509.087	520630.213	KM18+800.0	1752469.436	520577.146
9	LA-8_L	58.10	1752443.769	520643.597	KM18+850.0	1752455.236	520586.125
10	GPMB_222T	33.66	1752375.773	520633.127	KM18+920.0	1752370.817	520594.789

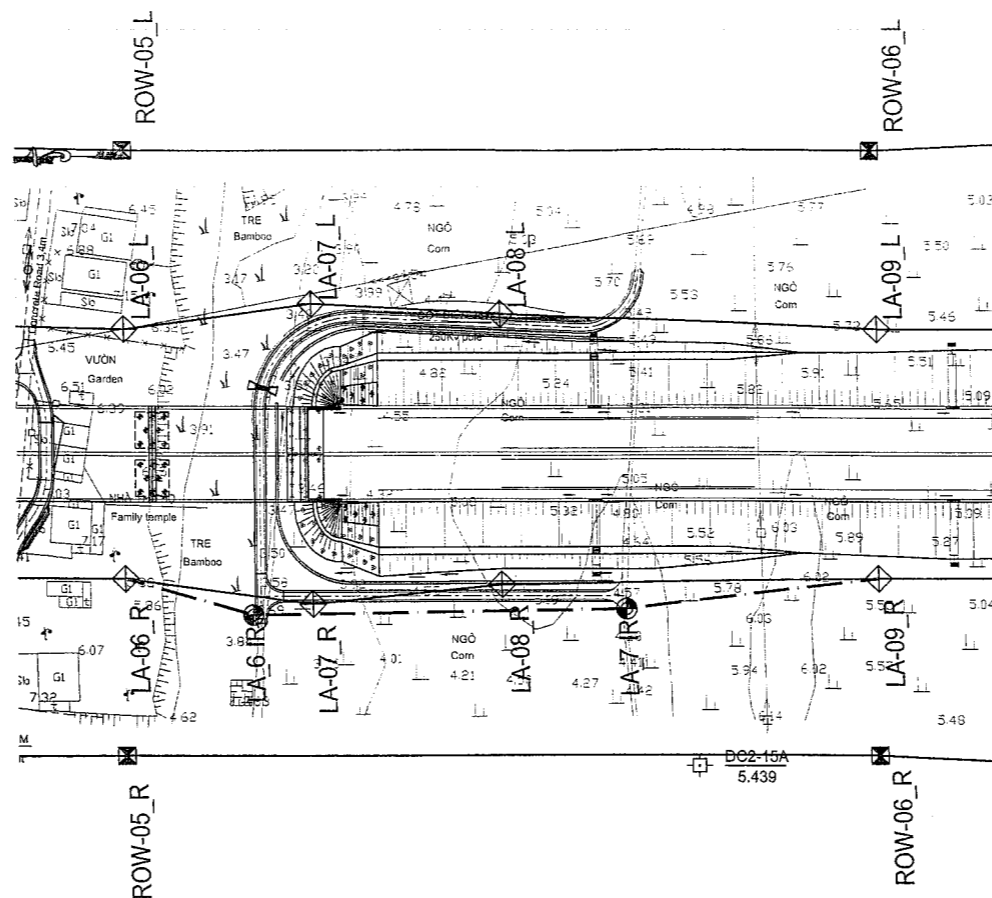
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM18+625.0	1752660.181	520538.774	LA-1_IR	36.11	1752650.641	520503.952
2	KM18+647.0	1752639.054	520544.882	LA-2_IR	66.68	1752621.434	520480.568
3	KM18+647.0	1752639.051	520544.883	GPMB_221P	36.88	1752629.419	520509.282
4	KM18+696.5	1752590.844	520556.208	GPMB_222P	35.23	1752582.770	520521.911
5	KM18+740.0	1752548.388	520565.676	LA-3_IR	40.59	1752540.031	520525.959
6	KM18+800.0	1752489.498	520577.148	LA-4_IR	41.68	1752482.142	520536.120
7	KM18+860.0	1752430.289	520586.849	LA-5_IR	39.73	1752424.454	520547.550
8	KM18+920.0	1752370.817	520594.769	GPMB_226P	35.73	1752366.920	520559.250

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỜI
- ⊠ GPMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS:		DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT						
CLIENT		PROJECT MANAGEMENT CONSULTANT		COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999		Package: 38		Station: KM18+100--KM21+500		R.O.W MAP KM18+100--KM21+500		
VIETNAM EXPRESSWAY CORPORATION		UNIT NO.85				The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodal Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY	CHECKED BY			APPROVED BY
						NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	1/2000	PKG3B-010	2
						SIGNATURE	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>			
						DATE						

Y 8



LIST COORDINATES OF LAND ACQUISITION MARKERS

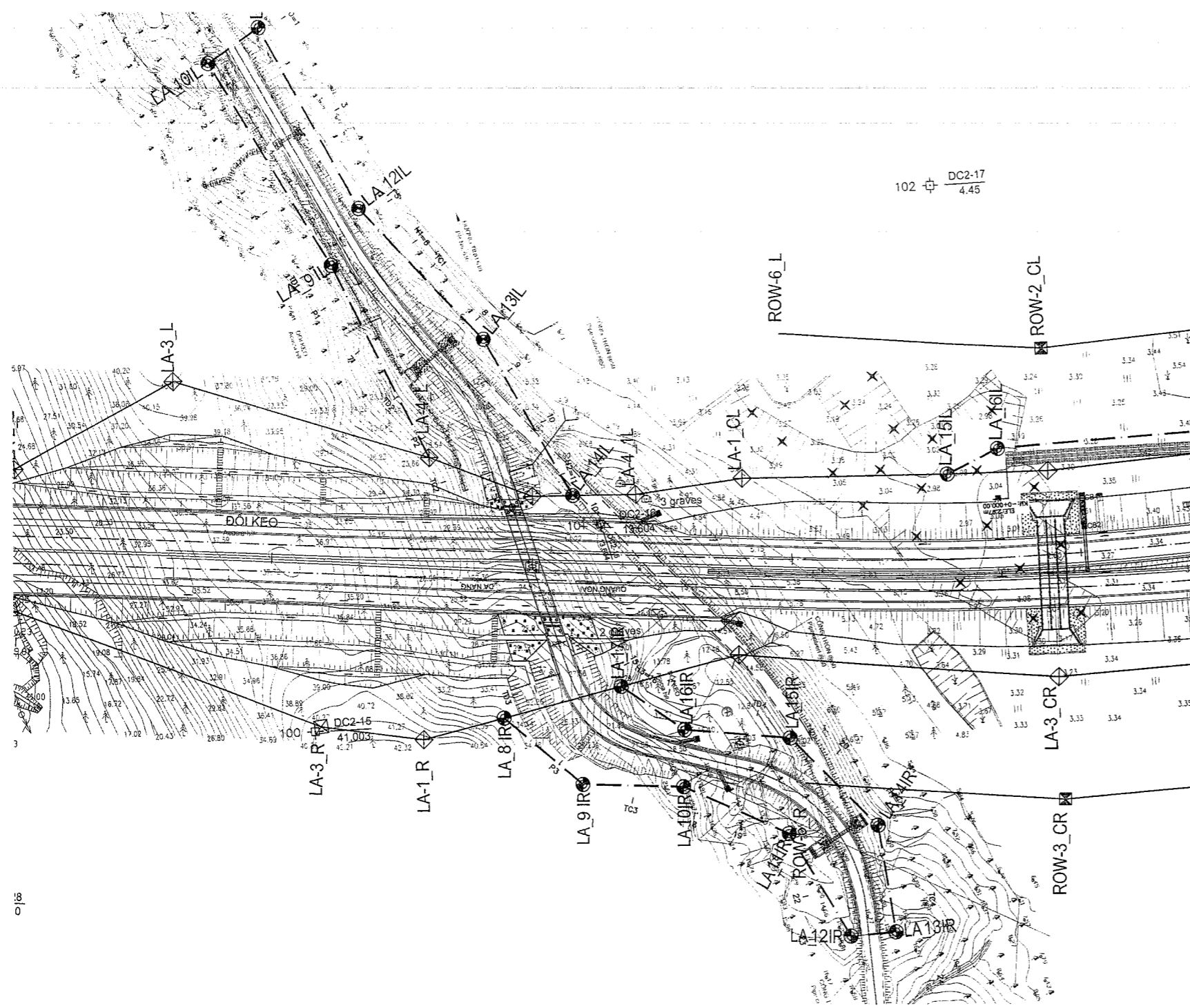
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
9	KM019+600.0	1751691.414	520602.014	LA_06R	33.11	1751691.997	520568.905
10	KM019+634.0	1751657.420	520601.415	LA-6_IR	42.68	1751658.171	520558.744
11	KM019+733.0	1751558.435	520599.671	LA-7_IR	41.24	1751559.164	520558.437
12	KM019+800.0	1751491.445	520598.491	LA_09R	33.10	1751492.028	520565.394

**LEGENDS / CHÚ THÍCH:**

- LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ☒ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodal Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM18+100-:KM21+500		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKG3B-020	2

53



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
11	LA_4L	40.76	1750631.333	520624.121	KM020+660.0	1750631.579	520583.346
12	LA_9_IL	113.19	1750669.579	520697.226	KM020+620.0	1750671.572	520584.050
13	LA-10_IL	187.93	1750717.641	520772.824	KM020+571.0	1750720.567	520584.913
14	LA-11_IL	202.16	1750693.236	520786.736	KM020+590.0	1750701.571	520584.579
15	LA-12_IL	135.16	1750659.194	520719.013	KM020+630.0	1750661.574	520583.874
16	LA-13_IL	86.76	1750610.648	520669.730	KM020+680.0	1750611.589	520582.994
17	LA-14_IL	27.61	1750576.464	520609.935	KM020+715.0	1750576.606	520582.378

NO.	CENTERLINE			RIGHTSIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
13	KM020+690.0	1750601.592	520582.818	LA-8_IR	58.67	1750602.096	520524.152
14	KM020+720.0	1750571.588	520582.289	LA-9_IR	83.40	1750571.884	520498.886
15	KM020+760.0	1750531.594	520581.591	LA-10_IR	83.16	1750532.972	520498.445
16	KM020+800.0	1750491.597	520581.080	LA-11_IR	100.01	1750492.343	520481.073
17	KM020+823.0	1750488.598	520581.012	LA-12_IR	138.63	1750468.509	520442.383
18	KM020+840.0	1750451.598	520581.088	LA-13_IR	136.86	1750451.510	520444.231
19	KM020+833.0	1750458.596	520581.056	LA-14_IR	96.07	1750458.536	520484.988
20	KM020+800.0	1750491.597	520581.079	LA-15_IR	63.21	1750492.068	520517.870
21	KM020+760.0	1750531.594	520581.591	LA-16_IR	61.25	1750532.609	520520.346
22	KM020+735.0	1750556.590	520582.023	LA-17_IR	45.34	1750557.389	520536.696

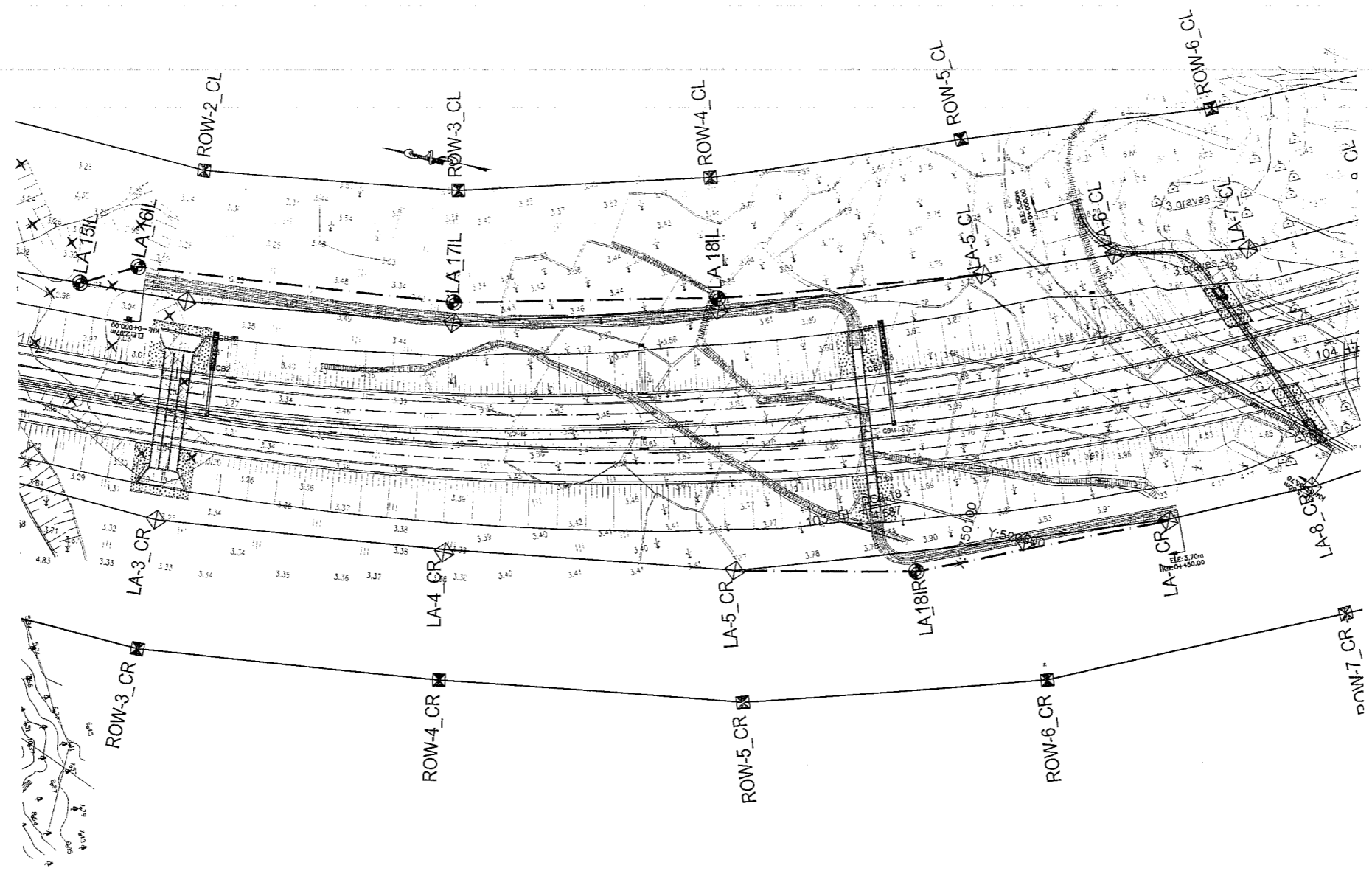
**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT						
					Package: 3B		Station: KM18+100--KM21+500				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM18+100--KM21+500			
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I. SHIMOTO	SCALE	DRAWING NO.	REV. NO.	
				DATE					1/2000	PKG3B-030	2

5.5

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LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
18	LA-15_IL	38.85	1750432.532	520620.446	KM020+860.0	1750431.605	520581.608
19	LA-16_IL	48.24	1750413.077	520630.363	KM020+880.5	1750411.178	520582.164
20	LA-17_IL	47.71	1750299.726	520641.195	KM021+000.0	1750292.306	520594.065
21	LA-18_IL	49.14	1750206.921	520661.916	KM021+100.0	1750194.471	520614.380
22	LA_5CL	48.82	1750115.976	520689.644	KM021+200.0	1750098.959	520643.882

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
23	KM021+100.0	1750194.471	520614.380	LA_5CR	48.84	1750182.097	520567.136
24	KM021+160.0	1750136.814	520630.936	LA-18_IR	53.94	1750118.758	520580.105
25	KM021+230.0	1750052.680	520662.824	LA_7CR	50.42	1750033.225	520616.311

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

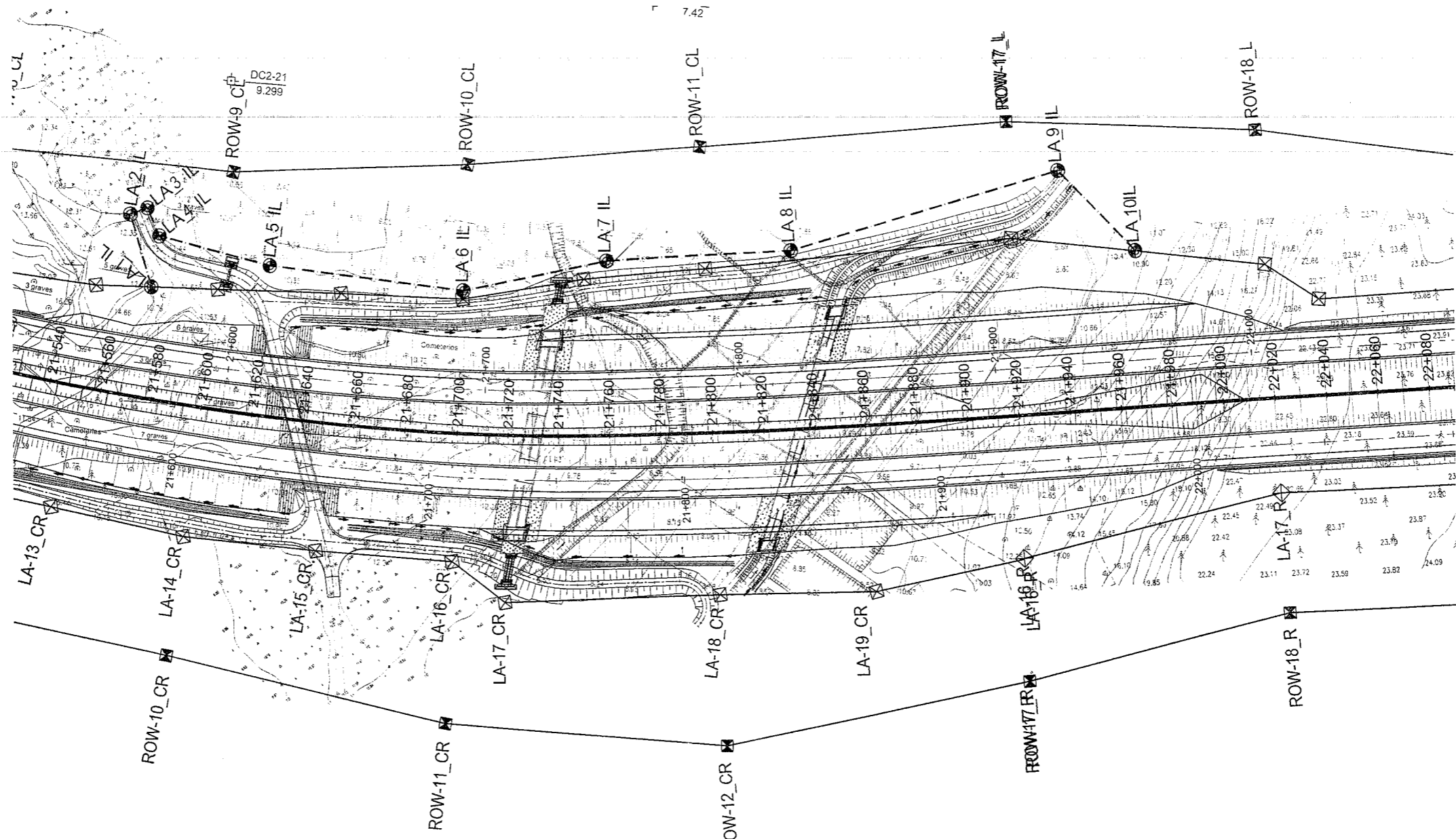
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MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: 3B	Station: KM18+100.-:KM21+500			
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85		The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodal Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY PHAN VAN HOAT	CHECKED BY TAKAYASU NAGAI	APPROVED BY ISHIMOTO	R.O.W MAP KM18+100.-:KM21+500
				DATE	SIGNATURE	SCALE 1/2000	DRAWING NO. PKG3B-040	REV. NO. 2	

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE 4  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU 4**

TO DANANG

TO QUANGNGAI



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	LA-1_IL	43.28	1749010.586	520807.811	KM021+573.0	1749781.522	520835.725
2	LA-2_IL	69.48	1749037.641	520870.893	KM021+559.0	1749762.027	520825.481
3	LA-3_IL	73.04	1749035.378	520885.030	KM021+565.5	1749787.153	520831.774
4	LA-4_IL	83.23	1749023.976	520892.590	KM021+573.0	1749781.522	520835.735
5	LA-5_IL	58.43	1749738.155	520813.558	KM021+620.0	1749747.221	520867.860
6	LA-6_IL	55.75	1749734.444	520862.777	KM021+700.0	1749632.434	520926.127
7	LA-7_IL	67.84	1749718.247	520744.102	KM021+760.0	1749614.474	520972.562
8	LA-8_IL	65.98	1749667.086	520728.882	KM021+895.0	1749513.045	521035.103
9	LA-9_IL	93.74	1749628.738	520774.179	KM021+941.0	1749549.425	521121.775
10	LA-10_IL	61.88	1749593.833	520778.576	KM021+673.0	1749533.935	521144.269

**LEGENDS / CHÚ THÍCH:**

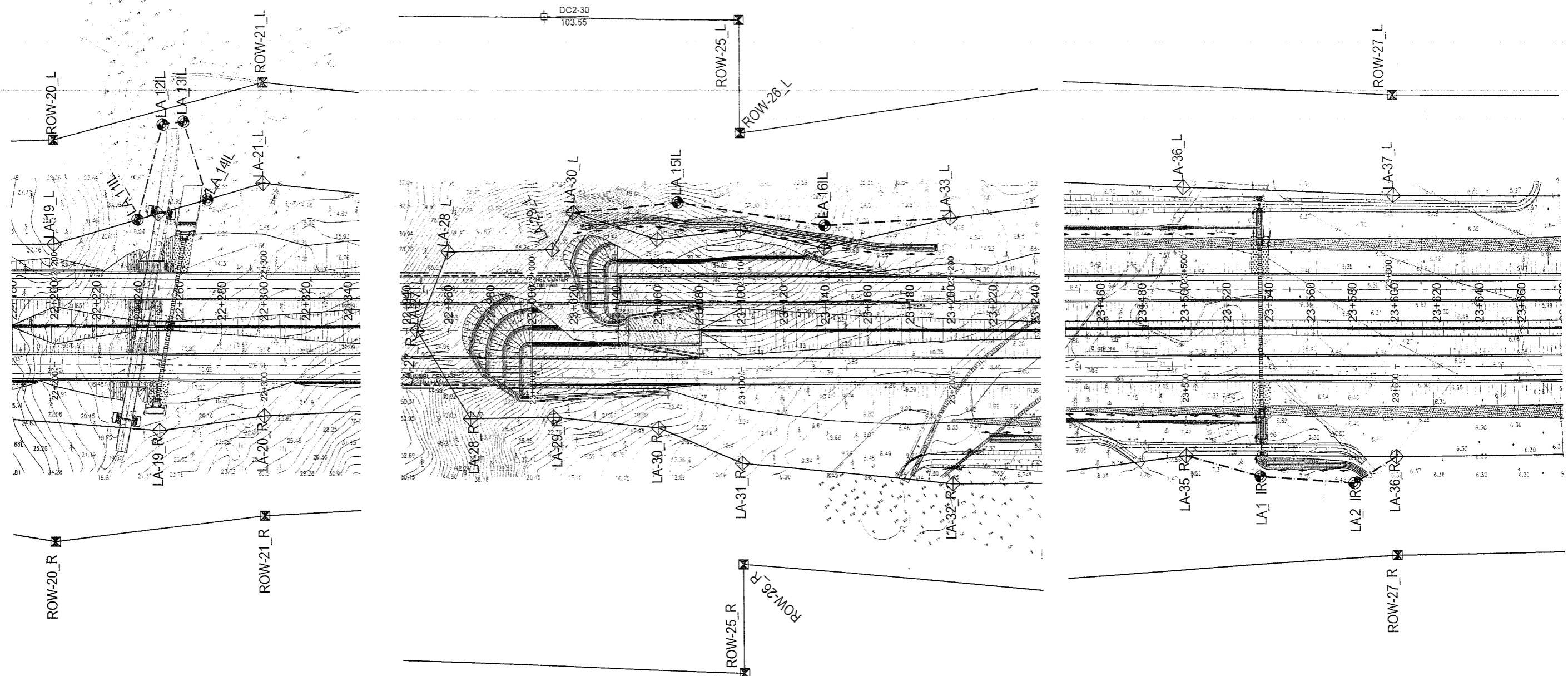
- LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT	REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 4 Station: KM21+500 - KM32+600		
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY	CHECKED BY	APPROVED BY
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85		NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I.ISHIMOTO
		SIGNATURE	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	DRAWING NO.
		DATE				REV. NO.

4.1

TO DANANG

TO QUANGNGAI



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
11	LA-11_IL	50.57	1749411.467	521411.824	KM022+240.0	1749369.761	521383.230
12	LA-12_IL	95.53	1749441.551	521447.542	KM022+253.0	1749362.481	521393.992
13	LA-13_IL	96.92	1749437.046	521456.499	KM022+263.0	1749356.763	521402.197
14	LA-14_IL	80.37	1749400.547	521445.092	KM022+274.0	1749350.539	521411.267

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
15	LA_33L	42.46	1748974.759	522058.132	KM023+020.0	1748939.742	522034.124
16	LA-15_IL	47.11	1748950.655	522102.229	KM023+070.0	1748911.798	522075.588
17	LA-16_IL	36.22	1748901.837	522153.665	KM023+140.0	1748872.010	522133.181
18	LA_33_L	39.67	1748870.803	522205.103	KM023+200.0	1748838.082	522182.667

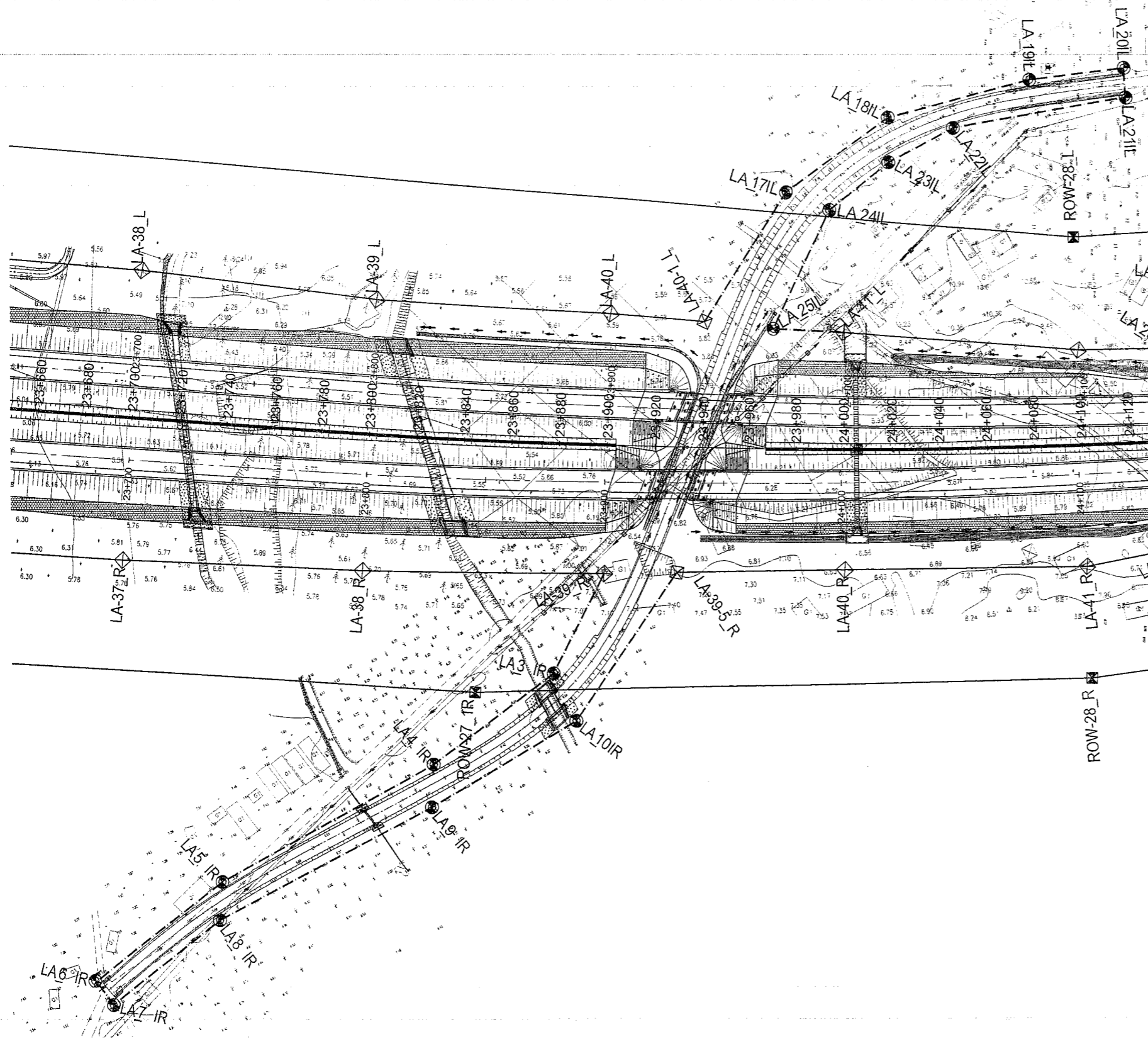
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM023+500.0	1748657.270	522422.440	LA_35R	60.82	1748607.111	522388.050
2	KM023+535.0	1748637.479	522451.306	LA-1_IR	70.91	1748578.993	522411.208
3	KM023+615.0	1748612.033	522488.421	LA-2_IR	73.97	1748551.023	522446.592
4	KM023+715.0	1748600.723	522504.916	LA_36R	61.19	1748550.254	522470.314

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CQC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CQC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 4 Station: KM21+500 - KM32+600				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM21+500 - KM32+600	
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	ISHIMOTO	SCALE
		DATE				DRAWING NO.	PKG4-020	REV. NO.	2

A.8



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
19	LA_40_IL	53.25	1748459.499	522816.475	KM023+940.0	1748413.924	522788.944
20	LA-17_IL	107.92	1748488.784	522874.198	KM023+975.0	1748396.031	522819.025
21	LA-18_IL	139.40	1748494.694	522926.821	KM024+020.0	1748373.487	522857.969
22	LA-19_IL	153.74	1748478.131	522986.283	KM024+084.0	1748342.478	522913.940
23	LA-20_IL	157.13	1748462.386	523023.125	KM024+126.0	1748322.770	522951.043
24	LA-21_IL	145.06	1748451.665	523017.590	KM024+126.0	1748322.770	522951.043
25	LA-22_IL	134.59	1748477.103	522948.312	KM024+050.0	1748358.803	522884.123
26	LA-23_IL	120.76	1748478.492	522917.617	KM024+020.0	1748373.487	522857.969
27	LA-24_IL	100.75	1748473.383	522886.294	KM023+994.0	1748386.430	522835.413
28	LA-25_IL	50.76	1748442.185	522840.624	KM023+970.0	1748398.548	522814.697
29	LA_41L	49.51	1748426.329	522865.353	KM024+000.0	1748383.444	522840.617

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
5	KM023+900.0	1748434.825	522754.839	LA_39R	54.31	1748388.696	522726.173
6	KM023+880.0	1748445.430	522737.883	LA-3_IR	96.98	1748363.064	522686.697
7	KM023+833.0	1748470.724	522698.255	LA-4_IR	137.50	1748355.183	522623.709
8	KM023+750.0	1748516.367	522628.948	LA-5_IR	192.37	1748356.647	522521.724
9	KM023+701.0	1748543.753	522588.316	LA-6_IR	237.53	1748347.179	522454.979
10	KM023+709.0	1748539.263	522594.936	LA-7_IR	246.71	1748335.093	522456.448
11	KM023+750.0	1748516.367	522628.948	LA-8_IR	208.40	1748343.342	522512.792
12	KM023+833.0	1748470.724	522698.255	LA-9_IR	155.47	1748340.086	522613.969
13	KM023+890.0	1748440.115	522746.353	LA-10_IR	116.72	1748340.979	522684.746
14	KM023+930.0	1748419.111	522780.395	LA_39_5R	52.94	1748373.896	522752.855

LEGENDS / CHÚ THÍCH:

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CQC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CQC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM

ENGINEERING DESIGN CONSULTANT

REMARKS:

COORDINATES ARE IN VN2000  
CENTER MEDIAN 108°, K=0.999

DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT

Package: 4 Station: KM21+500 - KM32+600

CLIENT  
VIETNAM EXPRESSWAY CORPORATION

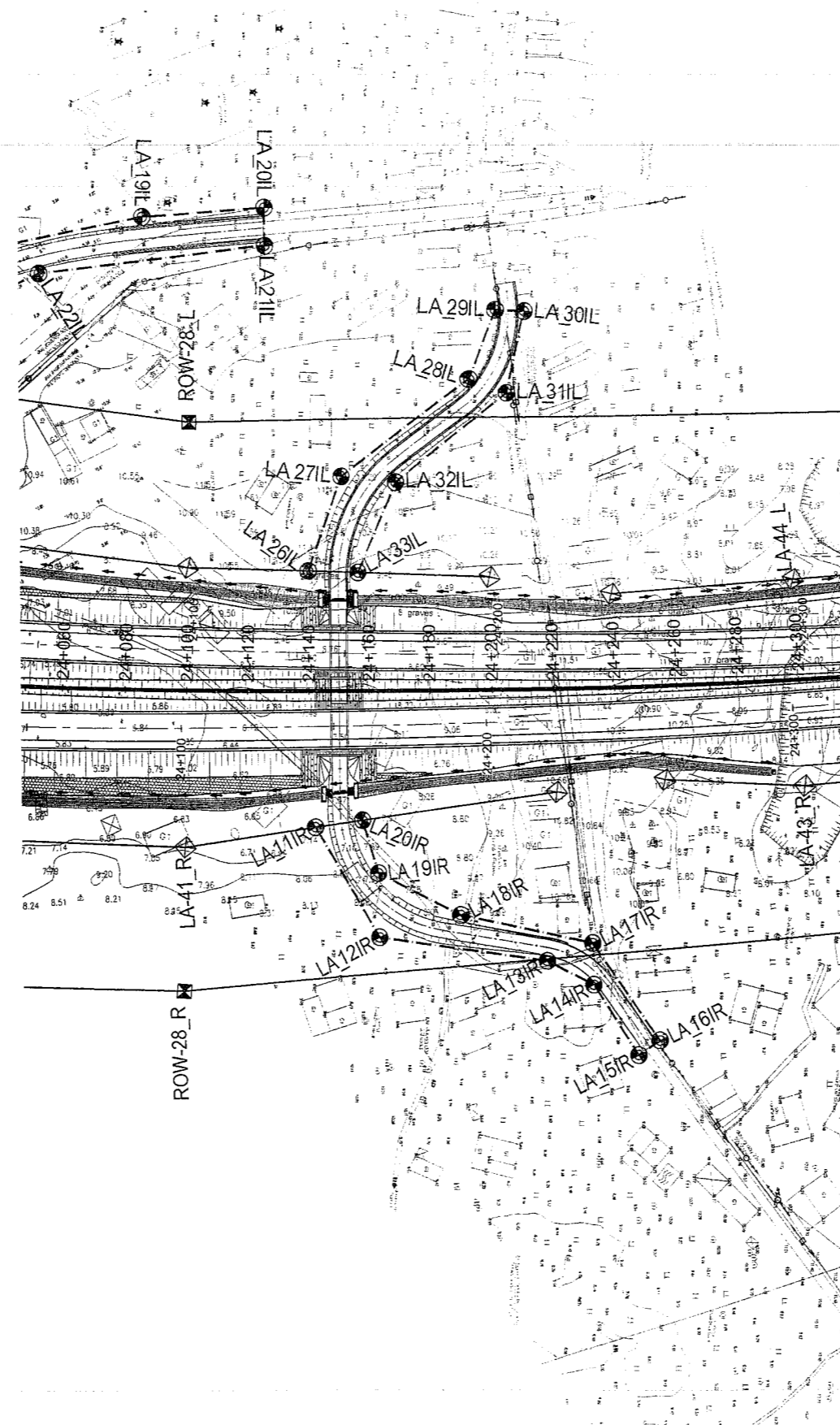
PROJECT MANAGEMENT CONSULTANT  
PROJECT MANAGEMENT UNIT NO.85

The Joint Venture of  
Nippon Koei Co., Ltd.  
Nippon Engineering Consultants Co., Ltd.  
Chodai Co., Ltd.  
Thai Engineering Consultants Co., Ltd.

PREPARED BY	CHECKED BY	APPROVED BY
NAME PHAN VAN HOAT	TAKAYASU NAGAI	I. SHIMOTO
SIGNATURE		
DATE		

R.O.W MAP KM21+500 - KM32+600		
SCALE 1/2000	DRAWING NO. PKG4-030	REV. NO. 2

A.3



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE			CENTER LINE		
	NAME	OFFSET	XYM	STATION	X(M)	Y(M)
30	LA-26_L	39.30	1748351.237 522961.495	KM024+140.0	1748316.319	522963.467
31	LA-27_L	70.14	1748373.613 523005.426	KM024+151.0	1748311.290	522973.231
32	LA-26_L	101.49	1748362.623 523037.515	KM024+195.0	1748291.536	523012.567
33	LA-29_L	123.67	1748398.685 523075.229	KM024+204.0	1748287.565	523029.645
34	LA-30_L	123.19	1748394.150 523083.226	KM024+214.0	1748289.219	523029.650
35	LA-31_L	96.92	1748373.242 523066.072	KM024+207.0	1748286.249	523029.339
36	LA-32_L	68.15	1748363.652 523020.644	KM024+170.0	1748302.689	522990.193
37	LA-33_L	38.72	1748343.237 522995.916	KM024+157.0	1748308.597	522976.612

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
15	KM024+142.0	1748315.404	522965.246	LA-11_IR	44.51	1748275.851	522944.825
16	KM024+162.0	1748306.300	522983.047	LA-12_IR	80.46	1748234.344	522947.049
17	KM024+235.0	1748282.748	523030.533	LA-13_IR	88.82	1748202.767	522991.904
18	KM024+250.0	1748276.236	523044.045	LA-14_IR	96.92	1748188.964	523001.896
19	KM024+263.0	1748270.661	523055.789	LA-15_IR	120.16	1748162.115	523004.254
20	KM024+270.0	1748267.658	523062.112	LA-16_IR	115.58	1748163.246	523012.540
21	KM024+250.0	1748276.236	523044.045	LA-17_IR	83.28	1748201.240	523007.824
22	KM024+208.0	1748294.640	523006.293	LA-18_IR	73.37	1748228.784	522973.943
23	KM024+142.0	1748306.300	522983.047	LA-19_IR	59.48	1748253.106	522956.435
24	KM024+147.0	1748308.563	522978.595	LA-20_IR	42.22	1748270.805	522959.694

**LEGENDS / CHÚ THÍCH:**

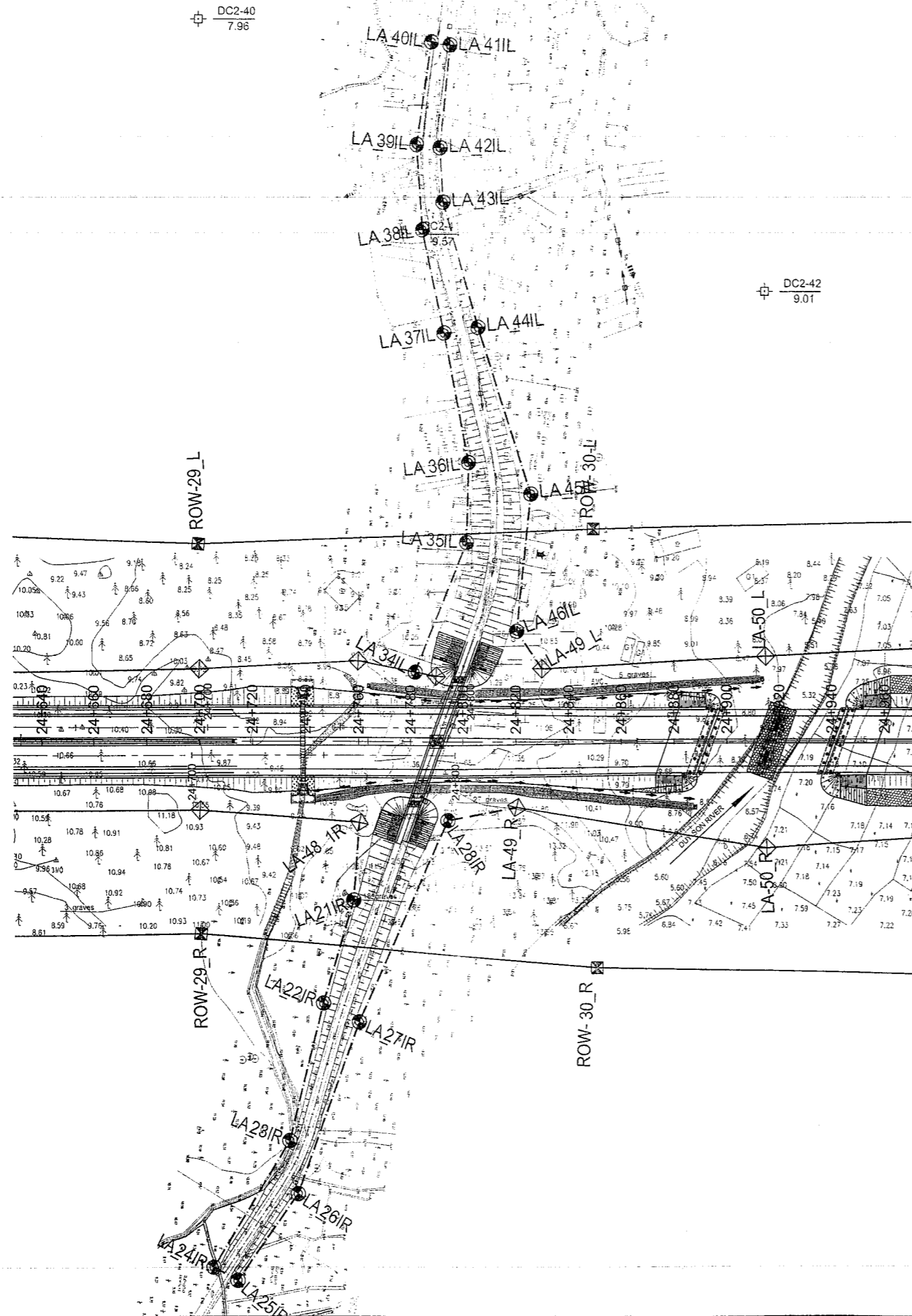
- ⊙ LA\_L.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS:  COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 4 Station: KM21+500 -> KM32+600				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM21+500 -> KM32+600	
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	LISHIMOTO	SCALE
				DATE			1/2000	PKG4-040	2

A.4

TO DANANG

TO QUANGNGAI



LIST COORDINATES OF LAND ACQUISITION MARKERS

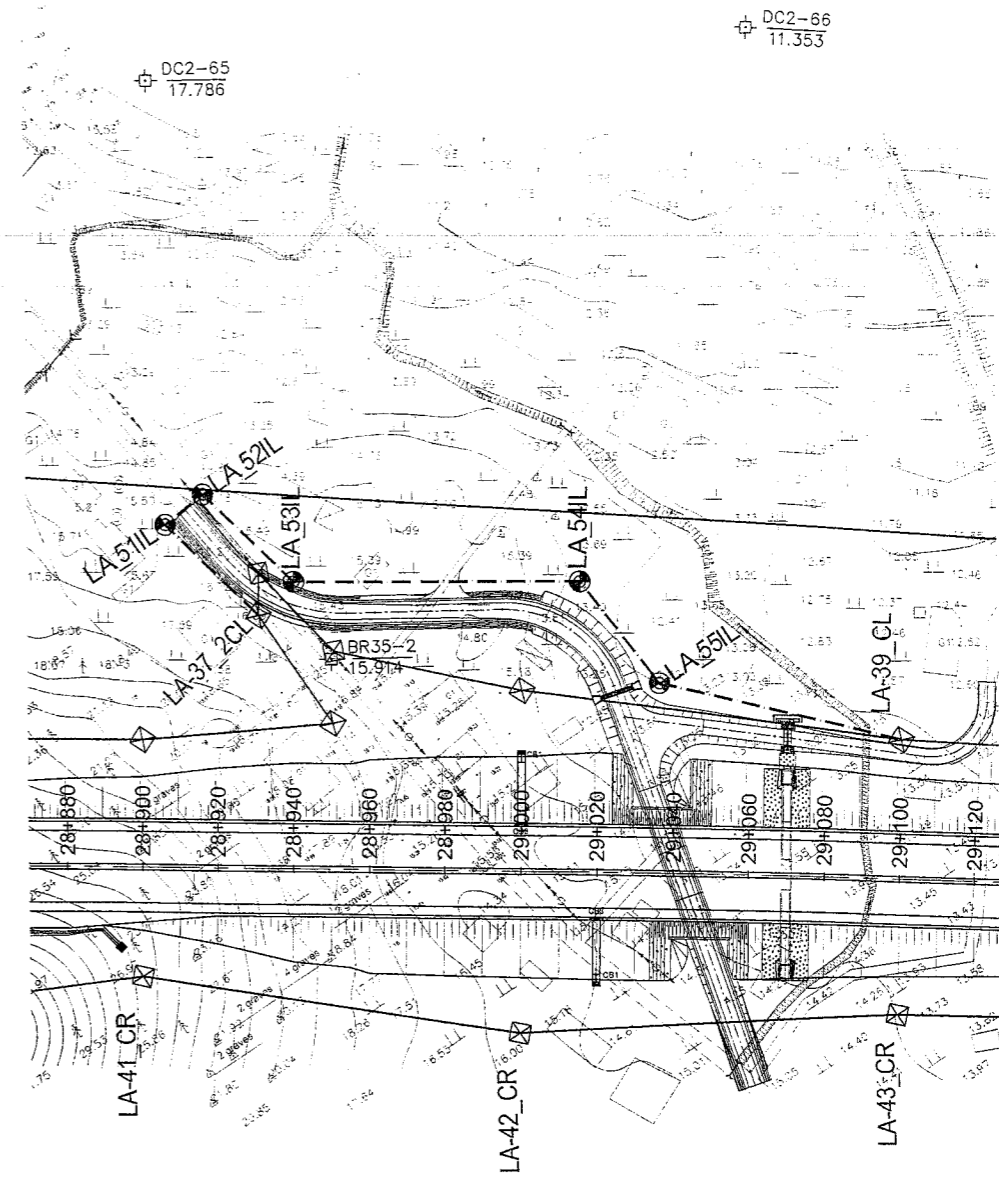
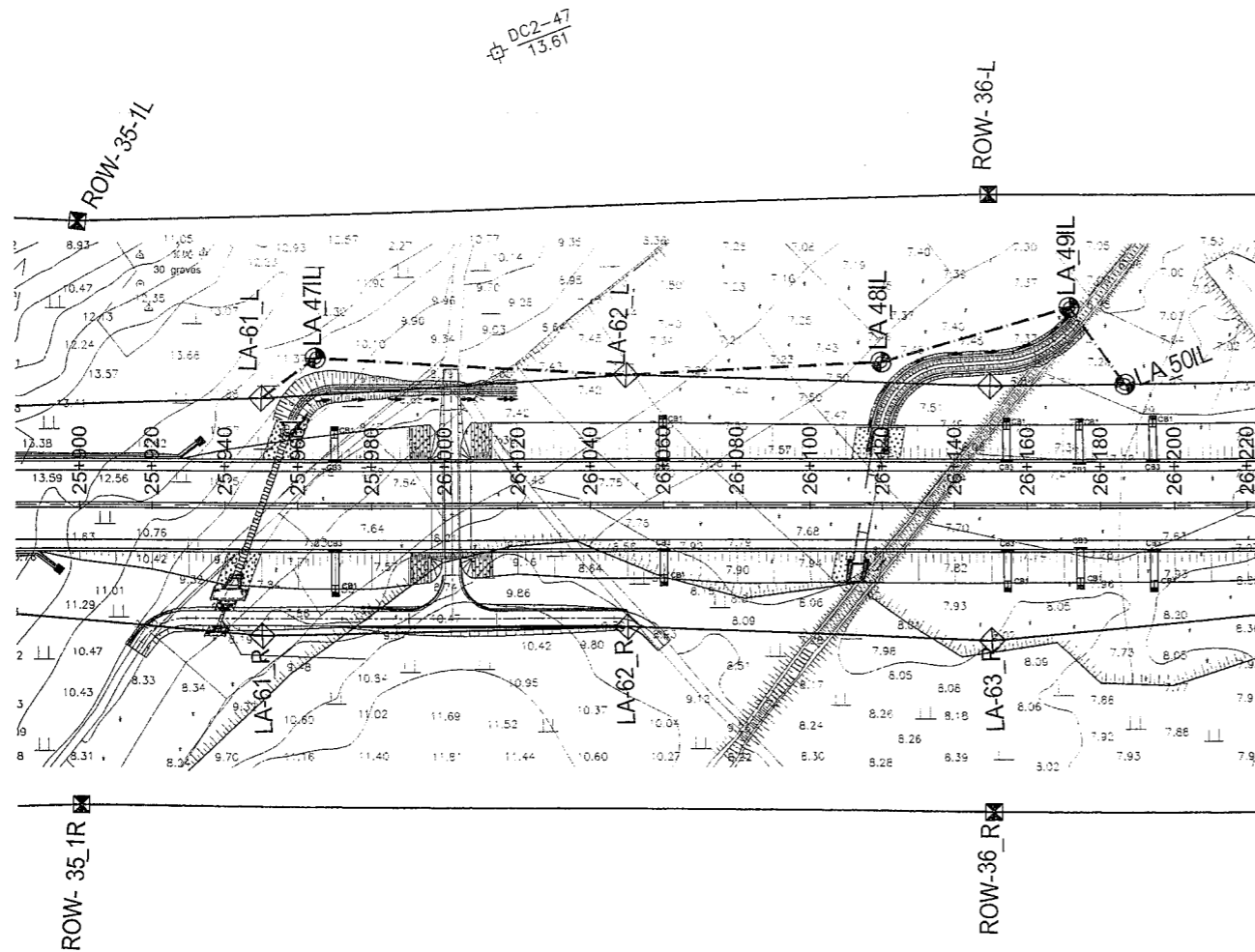
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
38	LA-34_IL	26.54	1748099.595	523566.439	KM024+782.0	1748074.582	523557.556
39	LA-35_IL	76.00	1748139.506	523601.849	KM024+802.0	1748067.885	523576.414
40	LA-36_IL	106.30	1748167.712	523612.927	KM024+802.0	1748067.885	523576.414
41	LA-37_IL	155.23	1748216.844	523620.825	KM024+794.0	1748070.562	523568.875
42	LA-38_IL	193.94	1748256.000	523626.229	KM024+786.0	1748073.243	523561.326
43	LA-39_IL	225.76	1748286.651	523634.991	KM024+784.0	1748073.912	523559.441
44	LA-40_IL	264.40	1748321.056	523653.577	KM024+790.0	1748071.899	523565.111
45	LA-41_IL	263.30	1748317.680	523659.818	KM024+797.0	1748069.558	523571.702
46	LA-42_IL	224.63	1748282.576	523643.107	KM024+793.0	1748070.897	523567.933
47	LA-43_IL	204.23	1748263.020	523637.223	KM024+794.0	1748070.562	523568.875
48	LA-44_IL	157.34	1748214.477	523633.780	KM024+807.0	1748066.211	523581.126
49	LA-45_IL	94.41	1748148.690	523630.965	KM024+825.0	1748060.183	523598.102
50	LA-46_IL	42.18	1748101.393	523608.087	KM024+820.0	1748061.861	523593.376
51	LA-49L	27.84	1748084.749	523612.125	KM024+830.0	1748058.514	523602.799

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
25	KM024+760.0	1748081.942	523536.830	LA-48_1R	30.72	1748052.991	523526.563
26	KM024+758.0	1748082.822	523534.949	LA-21_IR	60.27	1748025.946	523514.452
27	KM024+746.0	1748086.625	523523.643	LA-22_IR	99.40	1747992.961	523490.379
28	KM024+735.0	1748090.976	523511.392	LA-23_IR	151.39	1747948.315	523460.729
29	KM024+704.0	1748100.697	523484.070	LA-24_IR	198.97	1747913.208	523417.470
30	KM024+713.0	1748097.669	523492.546	LA-25_IR	203.82	1747905.599	523424.335
31	KM024+736.0	1748089.972	523514.219	LA-26_IR	171.33	1747928.517	523456.882
32	KM024+760.0	1748081.942	523536.830	LA-27_IR	106.49	1747981.801	523500.613
33	KM024+794.0	1748070.562	523568.875	LA-28_IR	29.91	1748042.376	523558.865
34	KM024+820.0	1748061.869	523593.355	LA-49R	24.89	1748038.402	523585.053

LEGENDS / CHÚ THÍCH:  
 ● LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG  
 ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 ——— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 4 Station: KM21+500 -+ KM32+600					
CLIENT VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT CONSULTANT PROJECT MANAGEMENT UNIT NO.85	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY NAME SIGNATURE DATE	CHECKED BY TAKAYASU NAGAI SIGNATURE	APPROVED BY I. SHIMOTO SIGNATURE	R.O.W MAP KM21+500 -+ KM32+600	SCALE 1/2000	DRAWING NO. PKG4-050

A.5



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
52	LA_61L	29.56	1747694.510	524716.117	KM025+950.0	1747666.680	524706.145
53	LA_47_IL	40.68	1747699.993	524733.893	KM025+965.0	1747661.660	524720.280
54	LA_62L	35.32	1747666.973	524812.368	KM026+050.0	1747633.214	524800.379
55	LA_48_IL	39.44	1747646.952	524879.541	KM026+120.0	1747609.788	524866.343
56	LA_49_IL	54.50	1747643.748	524933.585	KM026+172.0	1747592.386	524915.344
57	LA_50_IL	33.37	1747618.810	524940.646	KM026+187.0	1747587.366	524929.479

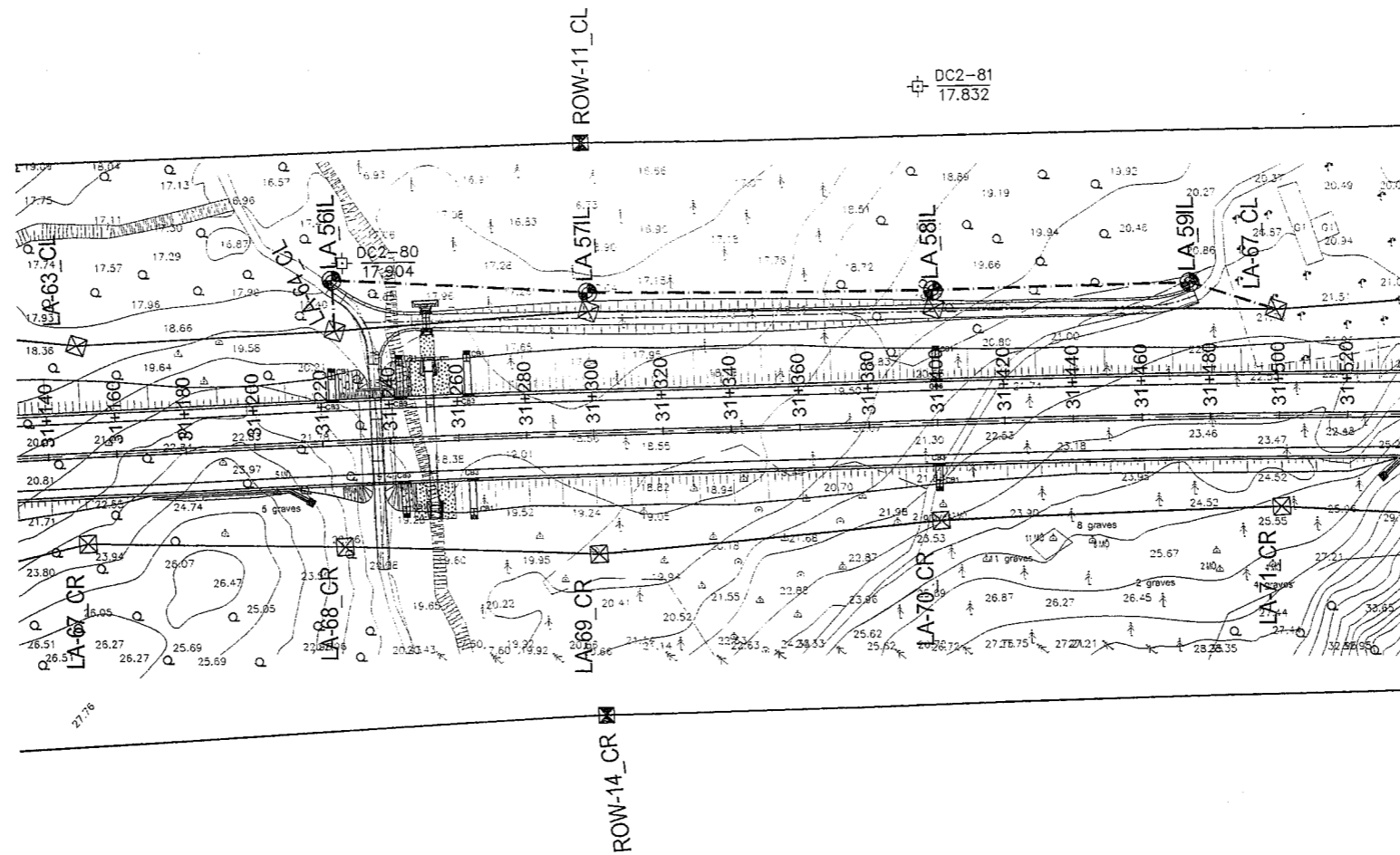
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
58	LA_37-2CL	67.08	1746407.786	527408.654	KM028+930.0	1746352.800	527370.227
59	LA_51_IL	90.74	1746441.279	527401.453	KM028+906.0	1746366.284	527350.373
60	LA_52_IL	98.85	1746442.387	527414.307	KM028+916.0	1746360.684	527358.658
61	LA_53_IL	76.08	1746409.958	527421.432	KM028+940.0	1746347.159	527378.484
62	LA_54_IL	77.11	1746367.919	527484.255	KM029+015.0	1746304.600	527440.239
63	LA_55_IL	50.61	1746334.015	527486.379	KM029+036.0	1746292.514	527457.413
64	LA_39CL	37.06	1746286.101	527531.242	KM029+100.0	1746255.802	527509.905

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 4		Station: KM21+500 - KM32+600	
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM21+500 - KM32+600
		NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I.ISHIMOTO	SCALE	DRAWING NO. REV. NO.	
		SIGNATURE	<i>Phan</i>	<i>Takaya</i>	<i>Ishimo</i>	1/2000	PKG4-060	2
		DATE						

A.6



LIST COORDINATES OF LAND ACQUISITION MARKERS

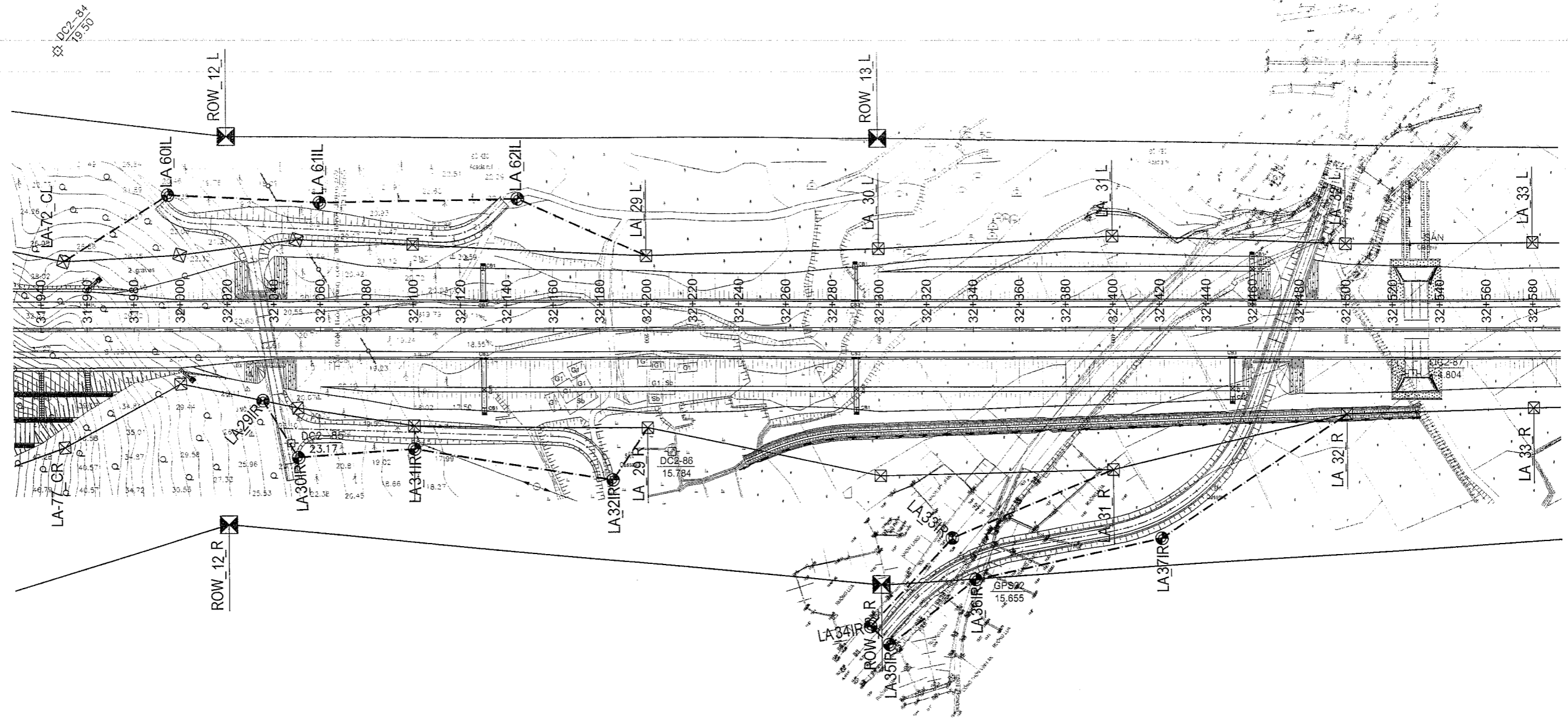
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
65	LA_64CL	32.82	1744885.466	529133.867	KM031+225.0	1744863.000	529109.936
66	LA_56_IL	47.72	1744895.660	529144.727	KM031+225.0	1744863.000	529109.936
67	LA_57_IL	41.16	1744836.056	529191.272	KM031+300.0	1744808.111	529161.047
68	LA_58_IL	38.80	1744760.430	529257.321	KM031+400.1	1744734.321	529228.619
69	LA_59_IL	39.33	1744704.831	529308.102	KM031+475.0	1744678.630	529278.769
70	LA_67CL	31.09	1744680.643	529318.640	KM031+500.0	1744659.973	529295.410

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CỘC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỘC GPMB HIỆN HỮU
- - - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 4      Station: KM21+500 -:- KM32+600					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodal Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM21+500 -:- KM32+600		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I. SHIMOTO	SCALE	DRAWING NO.
		DATE				1/2000	PKG4-070	2		

4.7



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
35	KM032+035.0	1744287.138	529617.701	LA_29_R	30.76	1744267.096	529694.360
36	KM032+050.0	1744275.757	529627.472	LA_30_IR	55.25	1744239.767	529585.557
37	KM032+100.0	1744237.822	529660.045	LA_31_IR	51.44	1744204.311	529621.017
38	KM032+185.0	1744173.336	529715.421	LA_32_IR	64.82	1744131.116	529686.241
39	KM032+200.0	1744161.953	529725.190	LA_29R	42.48	1744134.279	529692.959

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
40	KM032-400.0	1744110.214	529955.479	LA_31R	60.59	1743971.001	529919.220
41	KM032-330.0	1744069.923	529969.878	LA_33_IR	89.87	1744004.793	529741.666
42	KM032-265.0	1744089.877	529787.077	LA_34_IR	128.01	1743905.481	529689.957
43	KM032-200.0	1744089.809	529762.289	LA_35_IR	135.70	1743895.391	529689.342
44	KM032-140.0	1744055.738	529816.392	LA_36_IR	107.71	1743805.577	529794.828
45	KM032-420.0	1743995.040	529880.508	LA_29_IR	91.28	1743891.212	529800.000
46	KM032-500.0	1743994.945	529920.624	LA_32R	37.38	1743911.731	529861.323

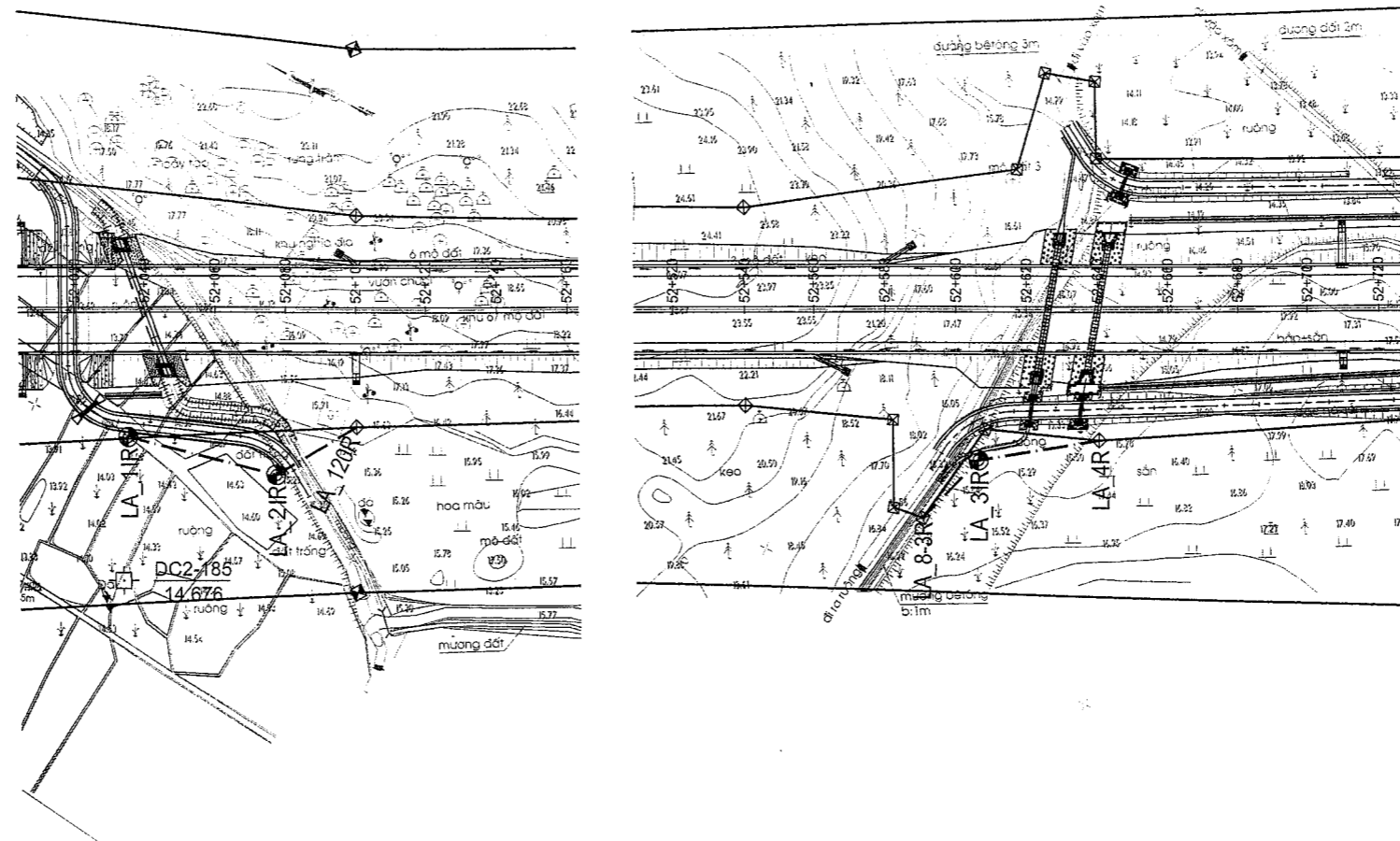
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
71	LA_72CL	29.26	1744370.688	529584.527	KM031+950.0	1744351.626	529562.328
72	LA_60_IL	57.63	1744355.027	529635.365	KM031+995.0	1744317.485	529591.643
73	LA_61_IL	54.32	1744303.554	529675.196	KM032+060.0	1744265.170	529633.987
74	LA_62_IL	56.23	1744240.514	529732.023	KM032+145.0	1744203.681	529689.360
75	LA_29L	31.52	1744182.488	529749.105	KM032+200.0	1744161.956	529725.193

**LEGENDS / CHÚ THÍCH:**  
 ● LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG  
 ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 ——— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: 4 Station: KM21+500 -> KM32+600					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM21+500 -> KM32+600		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				SIGNATURE	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	1/2000	PKG4-080	2
				DATE						

4.8

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE 7  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU 7**



LIST COORDINATES OF LAND ACQUISITION MARKERS 17

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM053+035.0	1728488.000	541735.763	LA-1_R	36.17	1728472.889	541703.260
2	KM053+077.0	1728450.312	541754.300	LA-2_R	46.92	1728429.603	541712.197
3	KM053+142.0	1728429.673	541764.452	LA-20R	33.24	1728415.004	541734.626

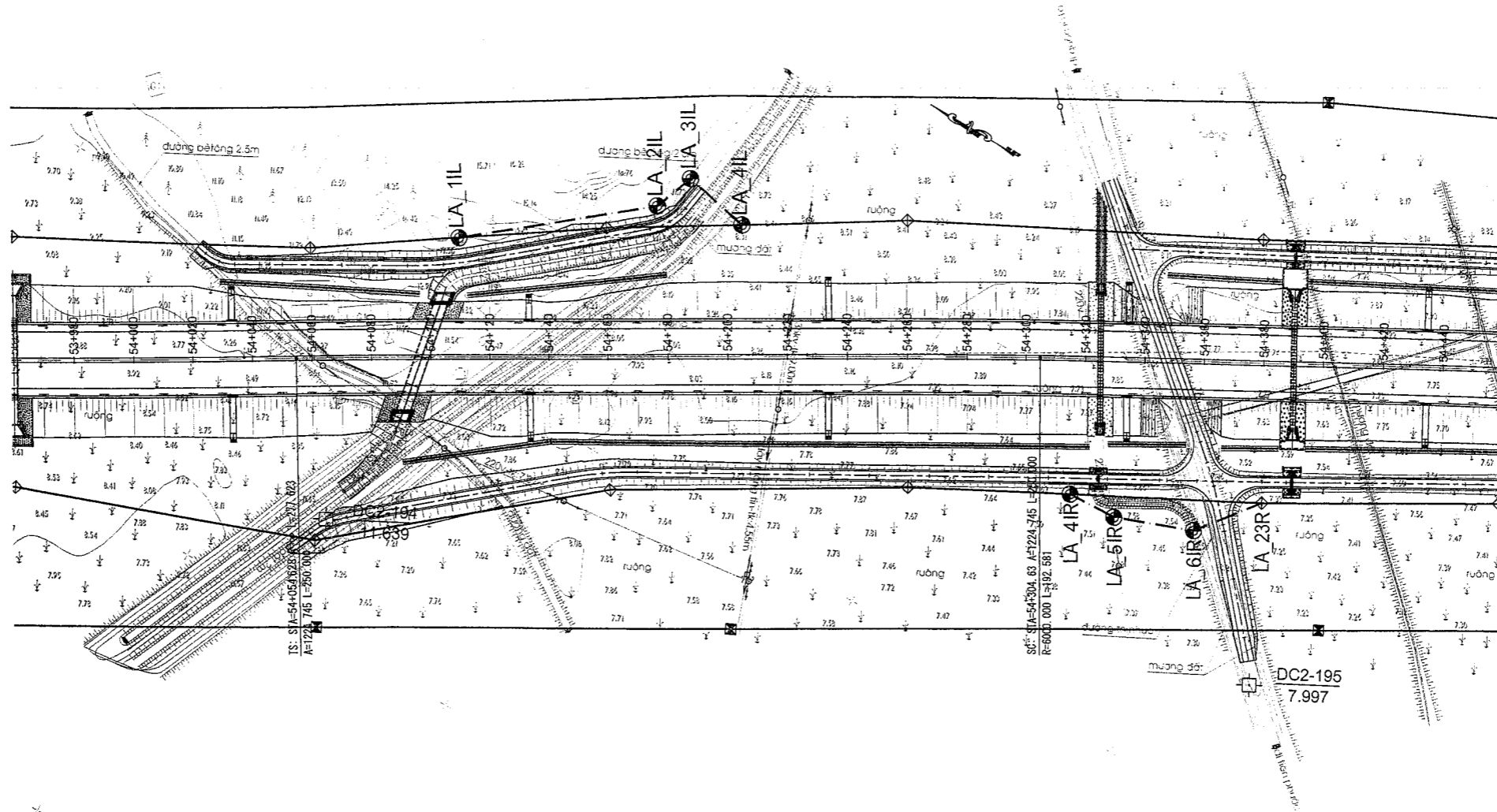
NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
4	KM053+590.5	1727969.535	541960.943	LA-6-3R	59.29	1727963.766	541927.542
5	KM053+606.0	1727975.626	541967.764	LA-3_IR	42.65	1727956.715	541949.336
6	KM053+640.5	1727945.117	542002.791	LA-4R	37.17	1727926.710	541969.433

LEGENDS / CHÚ THÍCH:

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 7	Station: KM52+200 -:- KM65+00	R.O.W MAP KM52+200 -:- KM65+00			
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				PREPARED BY PHAN VAN HOAT	CHECKED BY TAKAYASU NAGAI	APPROVED BY I.ISHIMOTO	SCALE 1/2000	DRAWING NO. PKG7-010	REV. NO. 1

14



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
7	KM054+315.0	1726477.594	542808.128	LA-4_R	45.71	1726464.845	542768.289
8	KM054+330.0	1726464.566	542815.452	LA-5_R	53.21	1726438.375	542769.125
9	KM054+372.0	1726441.047	542828.723	LA-6_R	57.14	1726419.148	542778.975
10	KM054+395.0	1726423.976	542839.911	LA-23R	47.17	1726398.793	542789.721

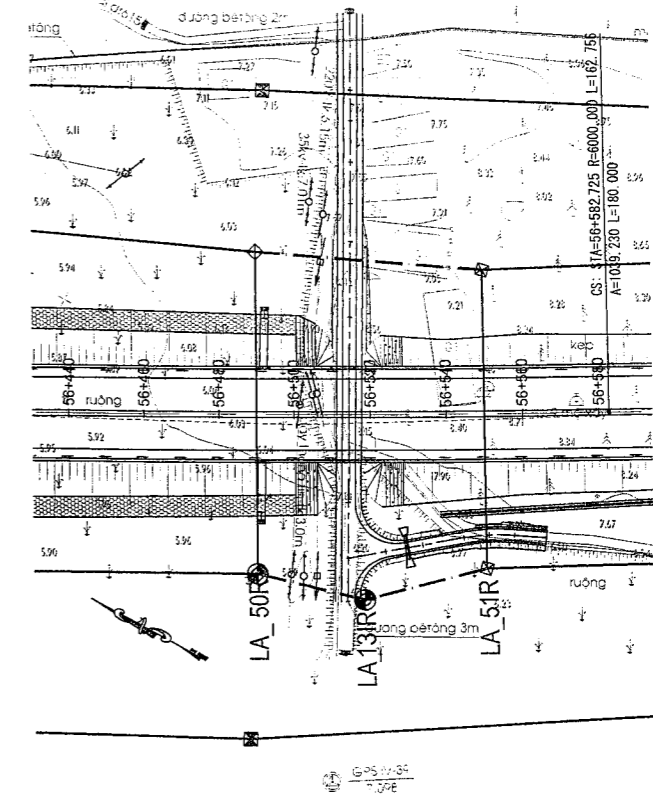
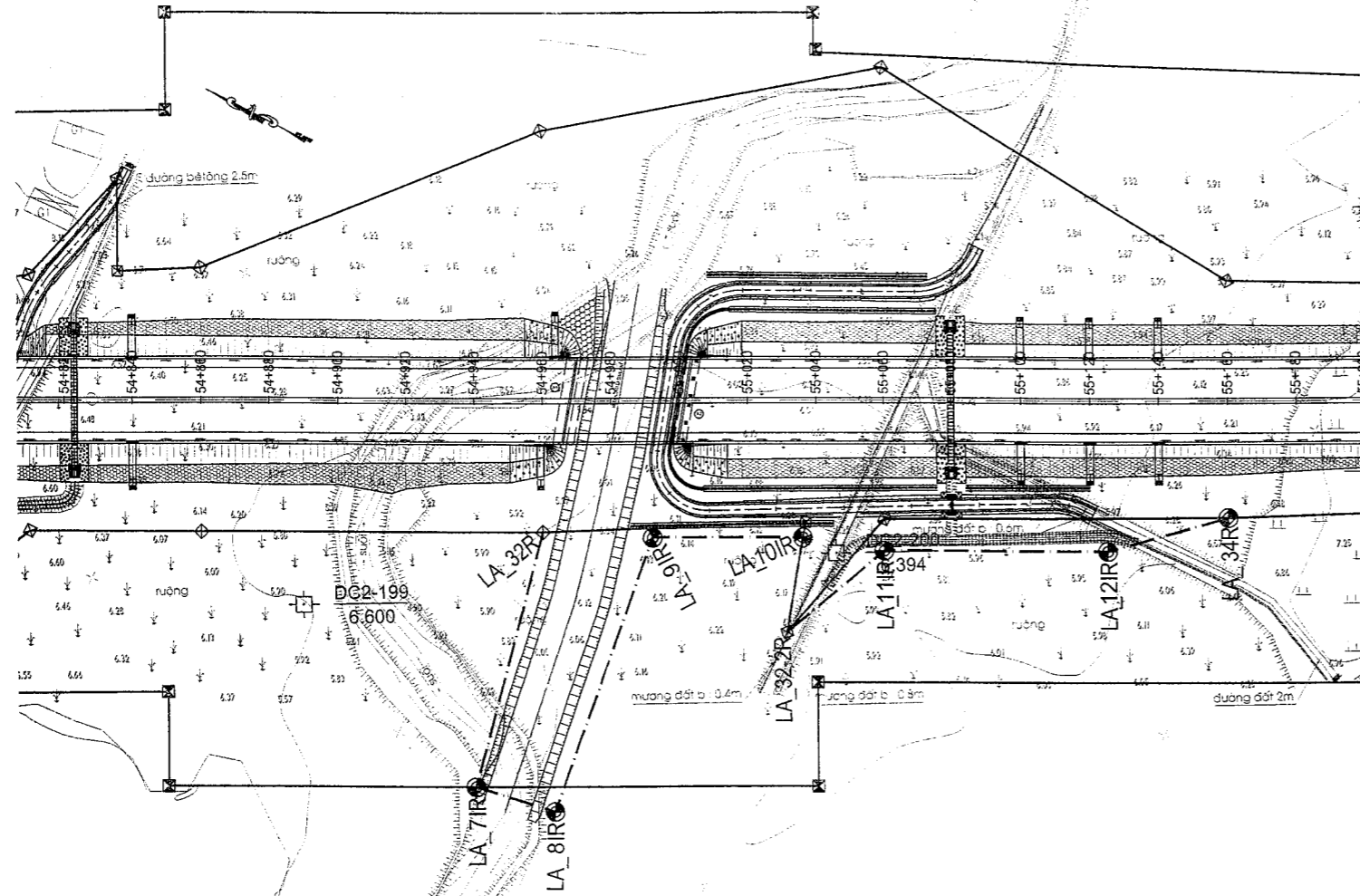
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	LA-1_IL	40.18	1726674.943	542738.572	KM054+110.0	1726654.296	542704.107
2	LA-2_IL	50.78	1726622.704	542782.124	KM054+177.0	1726596.774	542738.461
3	LA-3_IL	59.91	1726617.802	542795.623	KM054+188.0	1726587.306	542744.060
4	LA-4_IL	44.40	1726595.278	542790.934	KM054+205.0	1726572.674	542752.714

**LEGENDS / CHÚ THÍCH:**

- LA\_I.. REVISED LAND ACQUISITION MARKER / CỘC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỘC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: 7	Station: KM52+200 -+ KM65+00		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PREPARED BY PHAN VAN HOAT	CHECKED BY TAKAYASU NAGAI	APPROVED BY ISHIMOTO		R.O.W MAP KM52+200 -+ KM65+00
				DATE	SCALE 1/2000	DRAWING NO. PKG7-020	REV. NO. 1	

7.2



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
11	KM054+960.0	1725905.631	543105.983	LA_32R	38.49	1725888.292	543071.624
12	KM054+940.0	1725923.487	543096.972	LA_7_IR	113.03	1725872.670	542996.015
13	KM054+963.0	1725902.953	543107.334	LA_8_IR	120.27	1725848.764	542999.958
14	KM054+992.0	1725876.964	543120.365	LA_9_IR	39.98	1725859.014	543084.636
15	KM055+036.0	1725837.782	543140.224	LA_10_IR	40.21	1725819.665	543104.325
16	KM055+031.0	1725842.246	543137.971	LA_32R	67.94	1725811.567	543077.353
17	KM055+060.0	1725816.356	543151.037	LA_11_IR	44.06	1725796.504	543111.701
18	KM055+125.0	1725758.327	543180.323	LA_12_IR	44.16	1725738.433	543140.903
19	KM055+160.0	1725727.031	543196.092	LA_34R	34.28	1725711.638	543165.492

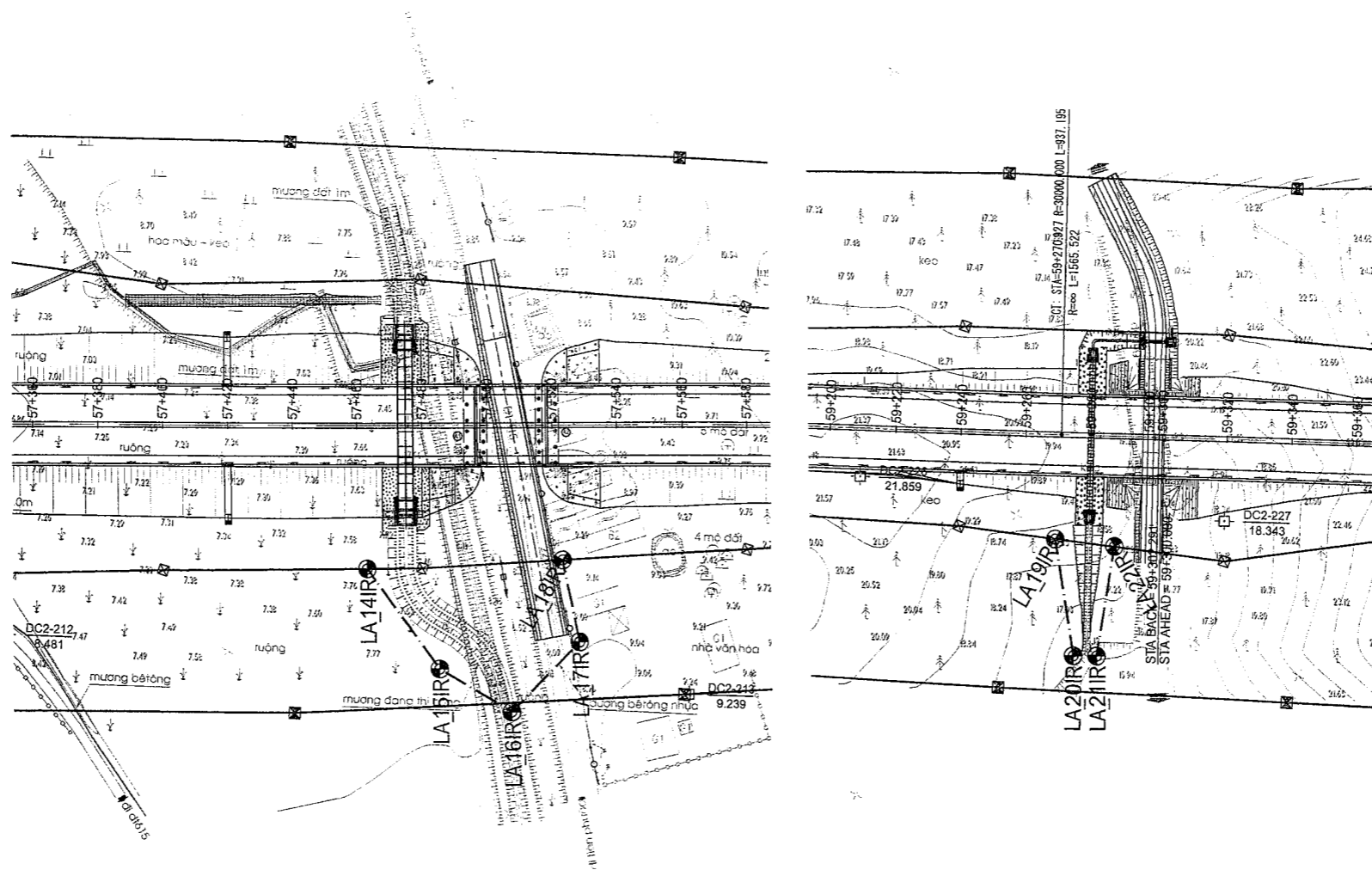
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
20	KM056+490.0	1724540.800	543797.417	LA_50R	42.31	1724520.738	543760.167
21	KM056+518.0	1724516.193	543810.776	LA_13_IR	49.21	1724492.643	543767.570
22	KM056+550.0	1724488.118	543826.132	LA_51R	41.05	1724468.290	543790.184

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: 7	Station: KM52+200 -- KM65+00		
PROJECT MANAGEMENT CONSULTANT		The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodal Co., Ltd. Thai Engineering Consultants Co., Ltd.		NAME	PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP
VIETNAM EXPRESSWAY CORPORATION		UNIT NO.85		SIGNATURE	PHAN VAN HOAT	TAKAYASU NAGAI	I.ISHIMOTO	KM52+200 -- KM65+00
				DATE				SCALE
								DRAWING NO.
								REV. NO.
								1

7.3



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
23	KM057+463.0	1723697.117	544282.062	LA-14_IR	44.21	1723674.977	544243.793
24	KM057+485.0	1723678.075	544293.079	LA-15_IR	75.11	1723640.463	544228.069
25	KM057+507.0	1723659.032	544304.096	LA-16_IR	88.41	1723614.759	544227.573
26	KM057+528.0	1723640.855	544314.613	LA-17_IR	66.91	1723607.348	544256.697
27	KM057+523.0	1723645.183	544312.109	LA-18_IR	41.65	1723624.328	544276.062

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
28	KM1059-279.0	1722100.637	545127.943	LA-19_IR	32.29	1722068.665	545099.328
29	KM1059-276.0	1722095.545	545130.771	LA-20_IR	60.10	1722033.447	545070.712
30	KM1059-289.0	1722089.374	545194.075	LA-21_IR	68.07	1722057.136	545074.188
31	KM1059-288.0	1722084.865	545126.433	LA-22_IR	54.33	1722068.665	545100.410

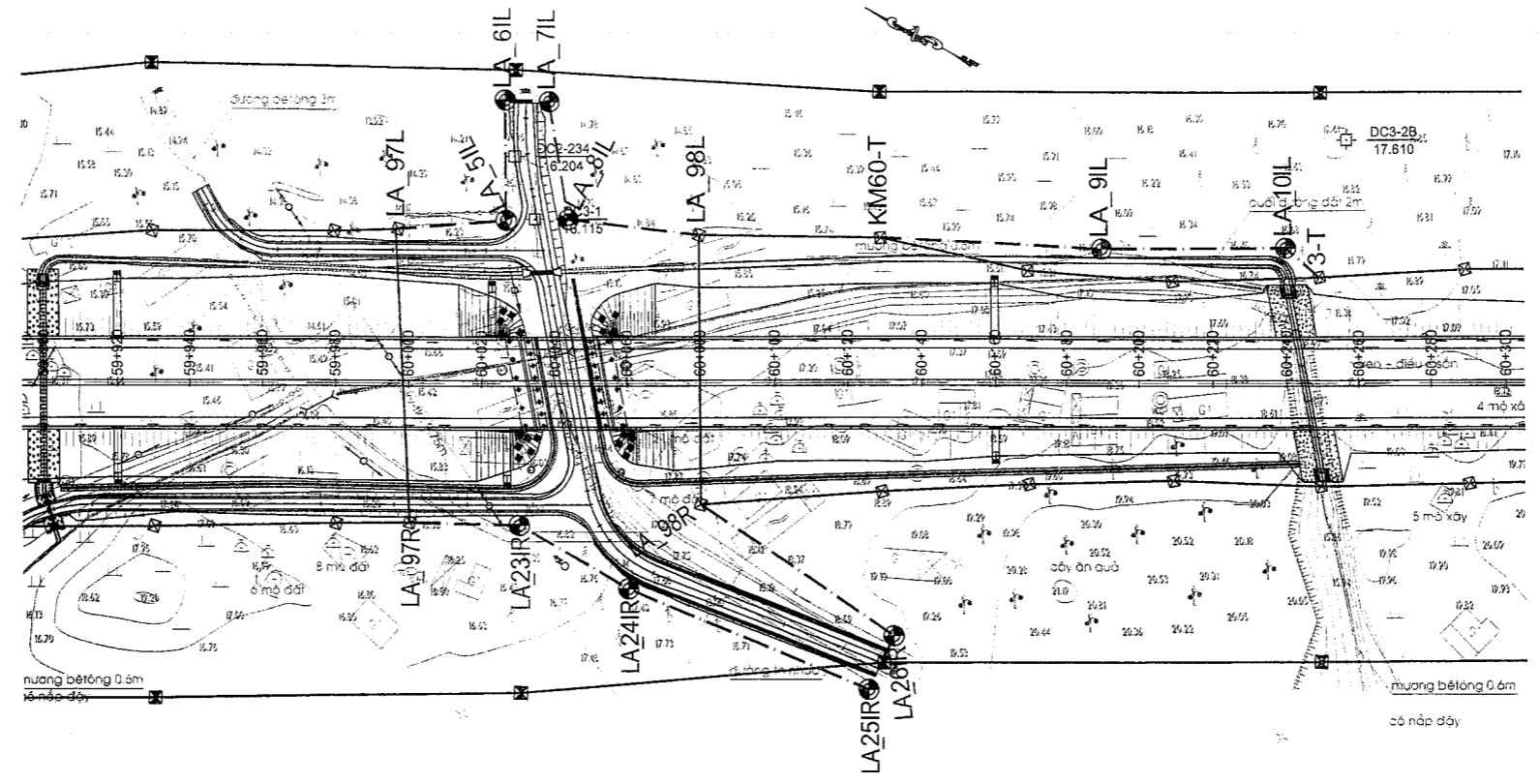
**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I\_ REVISSED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - REVISSED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: 7	Station: KM52+200 -> KM65+00			
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85			R.O.W MAP KM52+200 -> KM65+00				
		The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY PHAN VAN HOAT		CHECKED BY TAKAYASU NAGAI		APPROVED BY I.ISHIMOTO	
				SIGNATURE		SCALE 1/2000		DRAWING NO. PKG7-040	
				DATE				REV. NO. 1	

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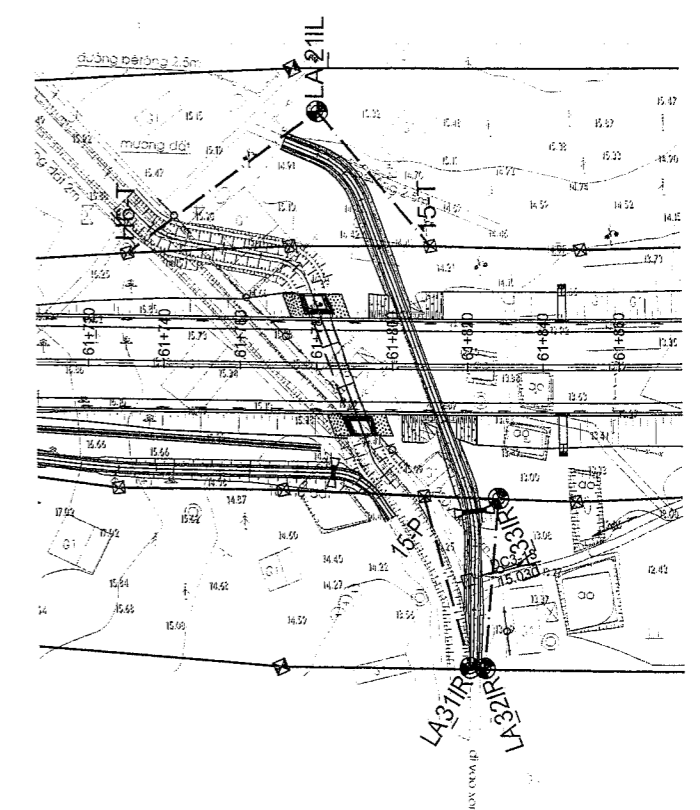
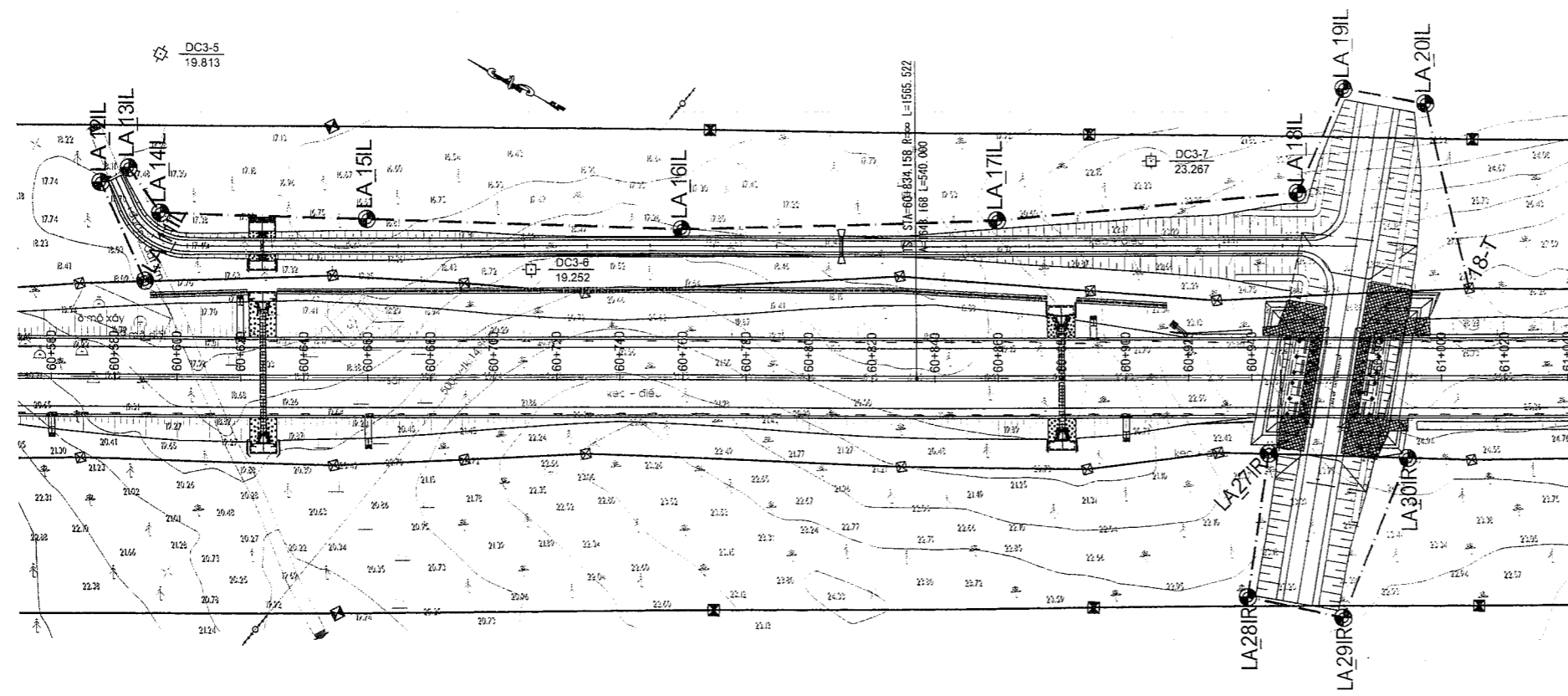
LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE			NO.	CENTER LINE			RIGHT SIDE			
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)		STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
5	LA_97L	42.43	1721477.382	545509.556	KM59+997.5	1721457.325	545472.163	32	KM60+000.0	1721455.121	545473.343	LA_97R	38.19	1721437.105	545439.668
6	LA_5_IL	44.83	1721452.457	545525.606	KM60+027.0	1721431.313	545436.076	33	KM60+030.0	1721428.667	545487.493	LA_23_IR	38.88	1721410.328	545453.208
7	LA_6_IL	77.71	1721467.965	545554.597	KM60+027.0	1721431.313	545436.076	34	KM60+060.0	1721402.214	545501.643	LA_24_IR	56.32	1721375.649	545451.981
8	LA_7_IL	77.25	1721457.167	545559.664	KM60+039.0	1721420.731	545497.736	35	KM60+125.0	1721344.899	545532.301	LA_25_IR	84.19	1721305.188	545458.062
9	LA_8_IL	45.05	1721437.573	545533.624	KM60+044.0	1721416.323	545494.096	36	KM60+132.0	1721338.726	545535.603	LA_26_IR	69.45	1721305.971	545474.367
10	LA_98L	40.70	1721403.774	545546.962	KM60+060.0	1721364.579	545511.076	37	KM60+080.0	1721384.579	545511.076	LA_98R	33.28	1721368.881	545481.729
11	KM60_T	39.85	1721380.000	545569.419	KM60+129.2	1721341.195	545534.282								
12	LA_9_IL	36.87	1721304.974	545595.470	KM60+190.0	1721267.583	545522.960								
13	LA_10_IL	37.19	1721261.036	545619.336	KM60+240.0	1721243.495	545536.543								
14	3_T	29.12	1721249.125	545616.557	KM60+249.2	1721235.362	545530.683								

**LEGENDS / CHÚ THÍCH:**  
 ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG  
 ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 ———— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT						
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: 7	Station: KM52+200 -:- KM65+00					
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85		The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY PHAN VAN HOAT		CHECKED BY TAKAYASU NAGAI	APPROVED BY ISHIMOTO	R.O.W MAP KM52+200 -:- KM65+00	
						SCALE 1/2000	DRAWING NO. PKG7-050	REV. NO. 1			

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LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
9	LA-11_IL	30.49	1720949.255	545778.515	KM060+590.0	1720934.873	545751.628
10	LA-12_IL	61.56	1720976.256	545799.310	KM060+576.0	1720947.218	545745.024
11	LA-13_IL	66.15	1720970.485	545807.802	KM060+585.0	1720939.282	545749.269
12	LA-14_IL	52.04	1720955.010	545799.873	KM060+595.0	1720930.464	545753.986
13	LA-15_IL	50.33	1720896.888	545829.024	KM060+680.0	1720873.149	545784.644
14	LA-16_IL	46.91	1720807.099	545873.178	KM060+760.0	1720784.971	545831.811
15	LA-17_IL	50.05	1720720.413	545923.120	KM060+860.0	1720696.800	545878.989
16	LA-18_IL	58.52	1720640.829	545975.401	KM060+955.0	1720613.077	545923.883
17	LA-19_IL	91.28	1720643.164	546011.366	KM060+970.0	1720599.873	545931.001
18	LA-20_IL	86.73	1720618.294	546019.624	KM060+985.0	1720576.997	545943.358
19	18-T	28.48	1720579.038	545974.650	KM061+010.0	1720564.695	545950.040
13	H_6T	29.26	1719967.668	546349.030	KM061+730.0	1719950.708	546325.183
14	LA-21_IL	67.40	1719949.564	546408.896	KM061+730.0	1719910.054	546354.289
15	15_T	32.13	1719904.675	546397.949	KM061+810.0	1719885.803	546371.950

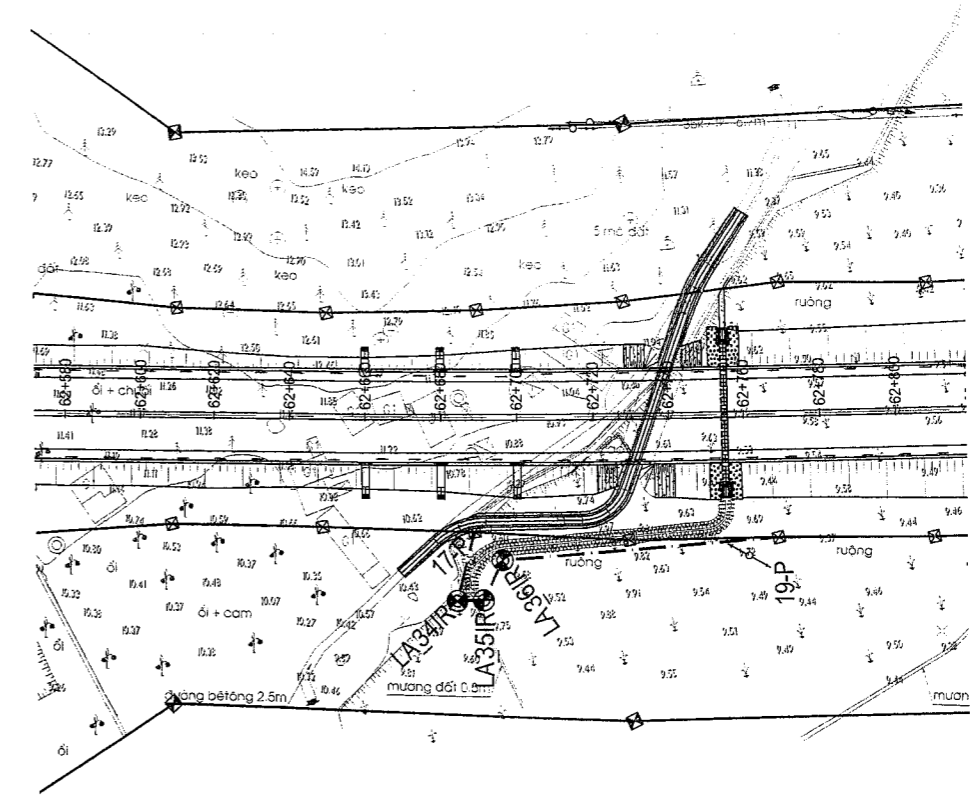
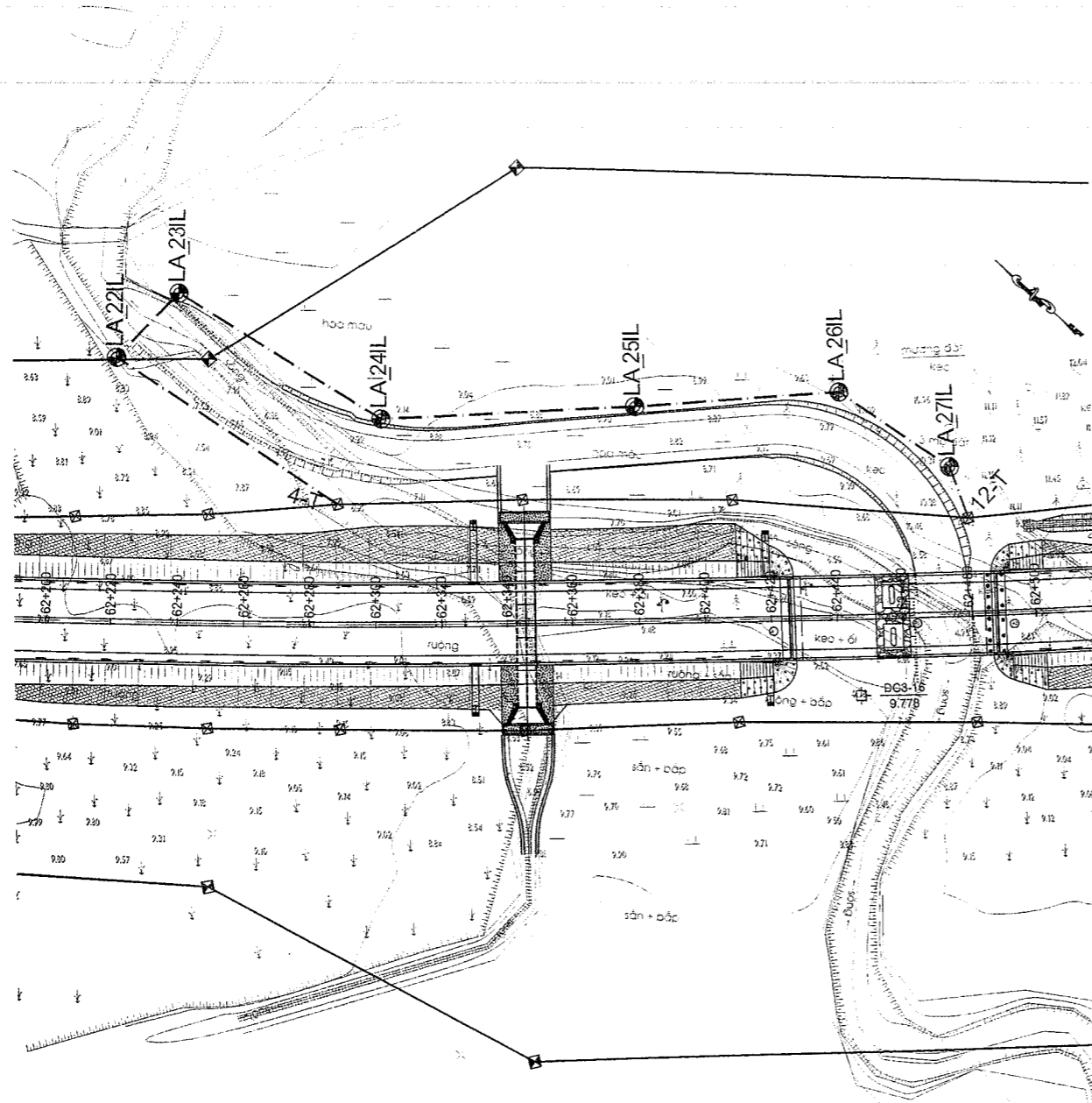
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
38	KM060+945.0	1720621.882	545919.144	LA-27_IR	24.12	1720610.463	545897.902
39	KM060+938.0	1720628.048	545915.830	LA-28_IR	69.68	1720595.053	545854.453
40	KM060+968.0	1720601.633	545930.050	LA-29_IR	76.17	1720565.442	545863.029
41	KM060+989.0	1720583.155	545940.025	LA-30_IR	25.41	1720571.081	545917.669
42	KM061+808.0	1719887.415	546370.765	15_P	34.21	1719867.141	546343.212
43	KM061+820.0	1719877.741	546377.866	LA-31_IR	79.74	1719830.483	546313.639
44	KM061+824.0	1719874.520	546380.238	LA-32_IR	79.83	1719827.206	546315.935
45	KM061+828.0	1719871.301	546382.613	LA-33_IR	34.75	1719850.709	546354.626

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_IL REVISD LAND ACQUISITION MARKER / CQC GPMB BỔ SUNG
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CQC GPMB HIỆN HỮU
- - - REVISD LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: 7	Station: KM52+200 -- KM65+00		208	
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85		The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY PHAN VAN HOAT		CHECKED BY TAKAYASU NAGAI	
						APPROVED BY I. IISHIMOTO		R.O.W MAP KM52+200 -- KM65+00	
						SIGNATURE <i>Phan Van Hoat</i>		SCALE 1/2000	
						DATE		DRAWING NO. PKG7-060	
								REV. NO. 1	

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LIST COORDINATES OF LAND ACQUISITION MARKERS

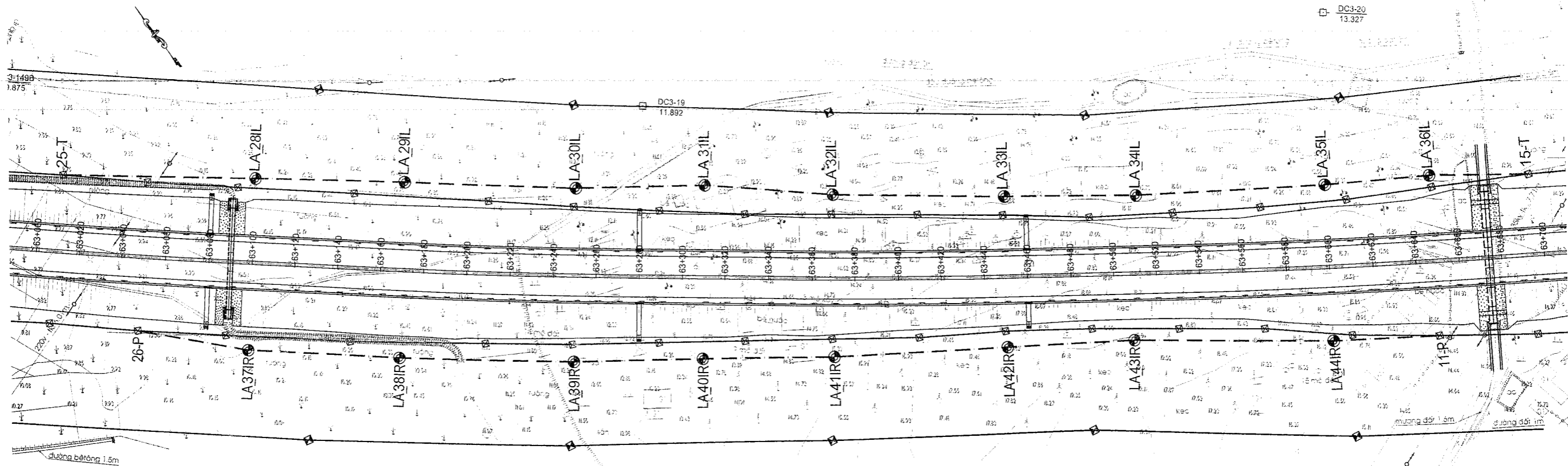
NO	LEFT SIDE			CENTER LINE			NO.	CENTER LINE			RIGHT SIDE				
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)		Y(M)	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
16	4_T	36.50	1719539.150	546730.099	KM062+202.0	1719513.562	546673.118								
17	LA-22_IL	63.00	1719617.036	546899.659	KM062+211.0	1719564.624	546625.211	46	KM062+689.0	1719225.961	546950.967	17_P	30.45	1719204.217	546929.646
18	LA-23_IL	89.05	1719616.679	546715.714	KM062+240.0	1719550.295	546640.889	47	KM062+684.0	1719229.417	546947.354	LA-34_IR	48.70	1719194.279	546913.631
19	LA-24_IL	82.39	1719545.451	546720.213	KM062+312.0	1719559.970	546651.792	48	KM062+691.0	1719224.579	546952.413	LA-35_IR	48.40	1719189.644	546918.912
20	LA-25_IL	65.09	1719490.367	546792.078	KM062+351.0	1719446.194	546734.283	49	KM062+696.0	1719221.119	546956.022	LA-36_IR	37.91	1719193.754	546929.780
21	LA-26_IL	89.30	1719447.193	546926.841	KM062+442.0	1719400.212	546771.959	50	KM062+768.4	1719171.566	547008.807	19_P	32.86	1719147.393	546986.547
22	LA-27_IL	44.73	1719467.369	546832.375	KM062+476.0	1719376.344	546930.146								
23	12_T	29.10	1719392.694	546824.662	KM062+481.0	1719372.742	546893.613								

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CỘC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỘC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: 7	Station: KM52+200 -> KM65+00		
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85			The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		R.O.W MAP KM52+200 -> KM65+00	
NAME	PREPARED BY	CHECKED BY	APPROVED BY	SCALE	DRAWING NO.	REV. NO.		
SIGNATURE	<i>Phan Van Hoat</i>	<i>Takayasu Nagai</i>	<i>Ishimoto</i>	1/2000	PKG7-070	1		
DATE								

7/7



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
24	25_T	35.41	1719038.727	547213.002	KM063+010.0	1719011.802	547190.010
25	LA-28_IL	38.99	1718984.863	547283.986	KM063+100.0	1718954.553	547259.453
26	LA-29_IL	40.72	1718942.850	547339.406	KM063+170.0	1718910.895	547314.170
27	LA-30_IL	40.44	1718894.180	547401.871	KM063+250.0	1718861.945	547377.445
28	LA-31_IL	42.51	1718859.783	547451.087	KM063+310.0	1718825.899	547425.411
29	LA-32_IL	38.90	1718821.904	547496.677	KM063+370.0	1718790.433	547473.806
30	LA-33_IL	37.06	1718774.394	547560.305	KM063+450.0	1718744.067	547538.998
31	LA-34_IL	36.20	1718738.750	547610.307	KM063+510.0	1718709.895	547588.442
32	LA-35_IL	38.01	1718691.711	547684.014	KM063+600.0	1718659.924	547663.168
33	LA-36_IL	39.65	1718666.670	547725.619	KM063+649.0	1718633.253	547704.273
34	15_T	37.28	1718640.027	547763.129	KM063+695.0	1718608.584	547743.098

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
51	KM063+049.0	1718986.841	547219.976	26_P	34.35	1718960.258	547198.228
52	KM063+100.0	1718954.553	547259.453	LA-37_IR	40.65	1718922.957	547233.880
53	KM063+170.0	1718910.895	547314.170	LA-38_IR	40.80	1718878.877	547288.885
54	KM063+250.0	1718861.945	547377.445	LA-39_IR	40.13	1718829.963	547353.211
55	KM063+310.0	1718825.899	547425.411	LA-40_IR	37.94	1718795.658	547402.496
56	KM063+370.0	1718790.433	547473.806	LA-41_IR	36.39	1718760.912	547452.532
57	KM063+450.0	1718744.067	547538.998	LA-42_IR	32.80	1718717.225	547520.139
58	KM063+510.0	1718709.895	547588.442	LA-43_IR	31.00	1718685.187	547569.719
59	KM063+600.0	1718659.924	547663.168	LA-44_IR	34.42	1718631.141	547644.292
60	KM063+490.0	1718633.253	547704.273	11_P	34.67	1718604.207	547685.337

LEGENDS / CHÚ THÍCH:

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: 7	Station: KM52+200 - KM65+00		
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85			The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		R.O.W MAP KM52+200 - KM65+00	
PREPARED BY	CHECKED BY	APPROVED BY			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO
SIGNATURE	DATE			SCALE	1/2000		DRAWING NO.	REV. NO.
				1/2000	PKG7-080		1	

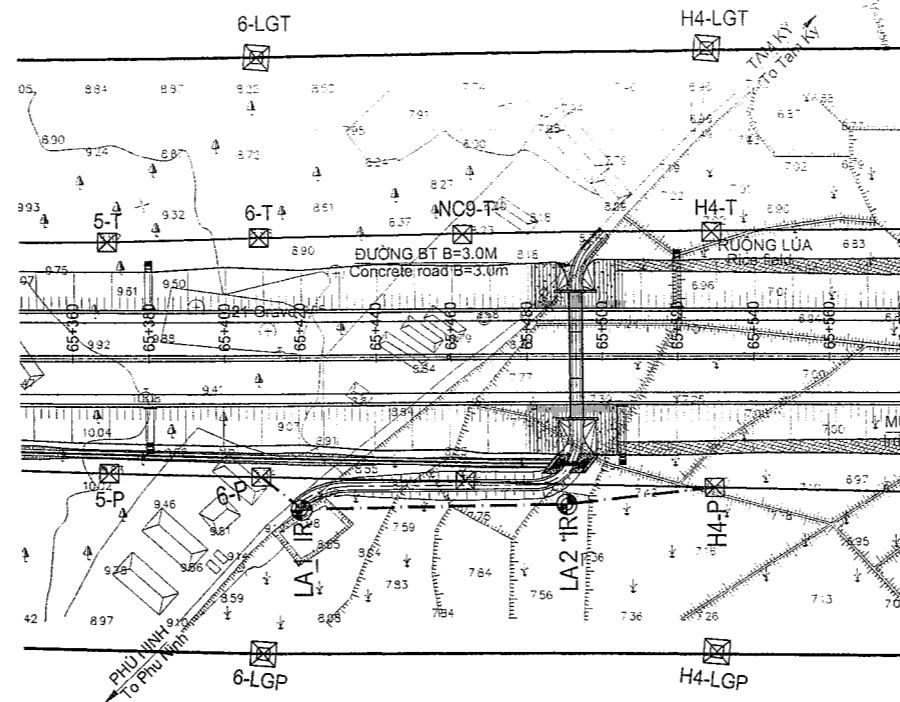
8/6

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE A1  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU A1**



TO DANANG

TO QUANGNGAI



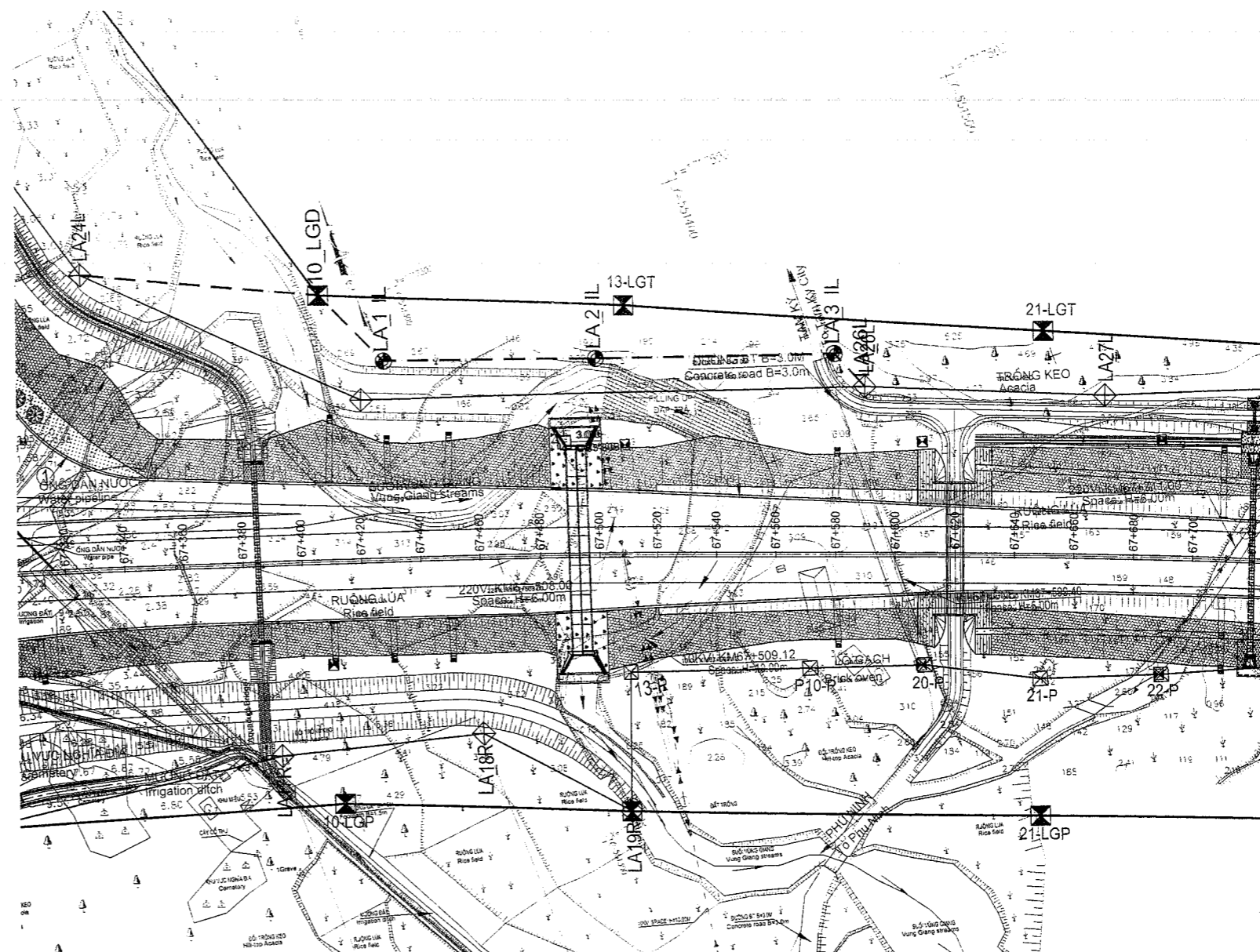
LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM065+409.0	1717953.045	549318774	6P	31.41	1717922.661	549310798
2	KM065+420.0	1717950.185	549329398	LA-1_IR	40.07	1717911.525	549318876
3	KM065+501.0	1717932.011	549398898	LA-2_IR	39.18	1717894.173	549388825
4	KM065+621.0	1717921.887	549434859	H4P	34.75	1717888.285	549425864

**LEGENDS / CHÚ THÍCH:**  
 ● LA\_I... REVISED LAND ACQUISITION MARKER / CỌC GPMB CẮM BỔ SUNG  
 ☒ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 — — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A1 Station: KM65+00 - KM81+150.0					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodal Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM65+00 - KM81+150.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKGA1-010	1

AC.1



LIST COORDINATES OF LAND ACQUISITION MARKERS

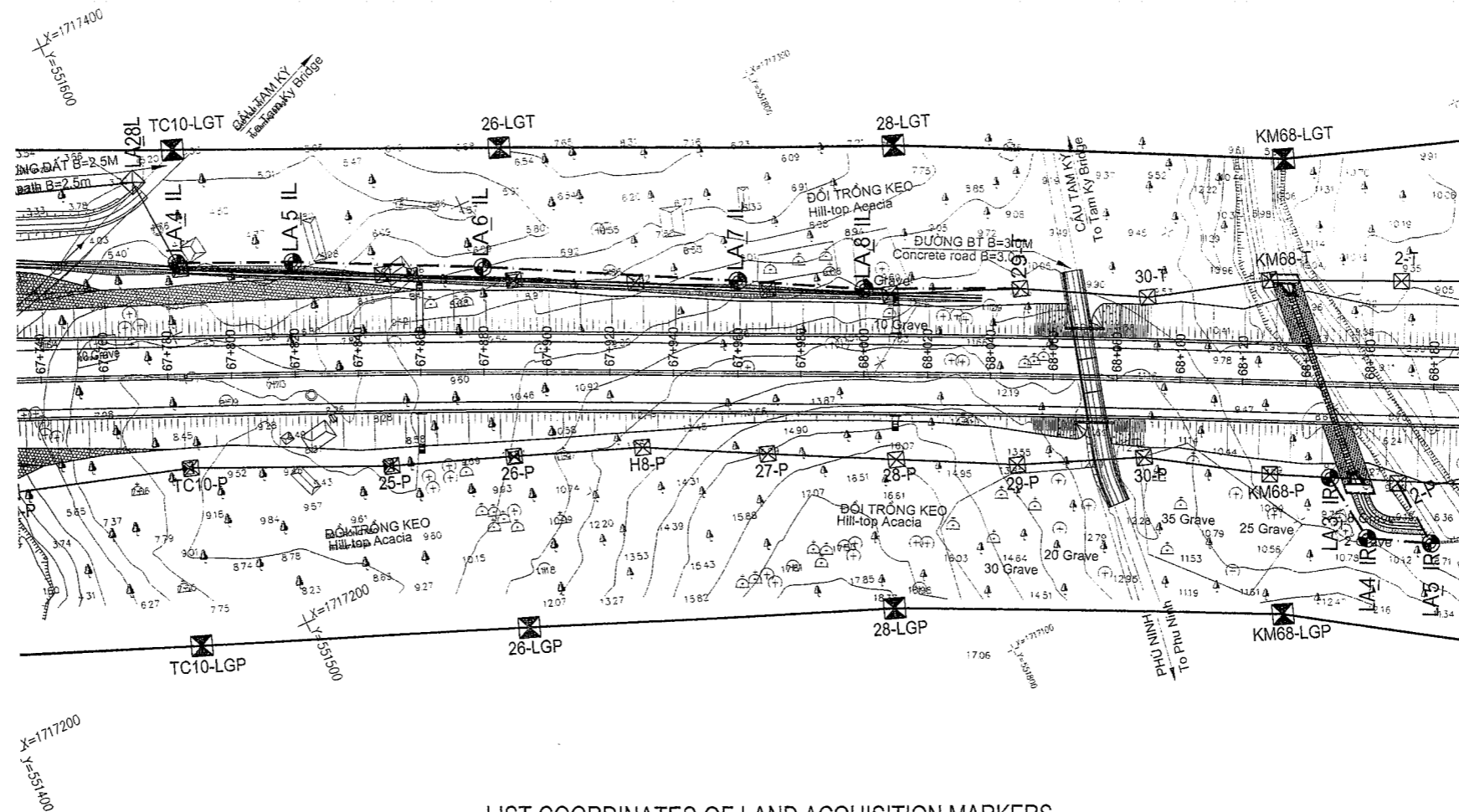
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	LA24_L	99.59	1717540.722	551202.487	KM067+330.0	1717446.055	551171.551
2	10-LGD	90.03	1717506.507	551275.333	KM067+409.0	1717421.209	551246.541
3	LA-1_IL	67.32	1717478.142	551288.085	KM067+430.0	1717414.404	551266.408
4	LA-2_IL	66.39	1717453.574	551354.944	KM067+500.0	1717391.118	551332.421
5	LA-3_IL	67.30	1717426.869	551431.508	KM067+580.0	1717363.377	551407.456
6	LA26L	56.84	1717412.907	551437.156	KM067+590.0	1717359.835	551416.808

LEGENDS / CHÚ THÍCH:

- ⊙ LA\_I.. REVISED LAND ACQUISITION MARKER / CỘC GPMB CẤM BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỘC GPMB HIỆN HỮU
- REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM65+00 - KM81+150.0	
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.
				DATE				1/2000	REV. NO.
								PKGAI-020	1

Al.2



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
7	LA-4_L	36.03	1717320.371	551610.790	KM067+734.0	1717287.238	551596.700
8	LA-5_L	35.84	1717305.693	551643.970	KM067+820.0	1717273.006	551629.767
9	LA-6_L	33.31	1717279.227	551699.211	KM067+830.0	1717248.796	551684.666
10	LA-7_L	29.51	1717242.475	551769.861	KM067+960.0	1717215.638	551757.491
11	LA-6_L	27.13	1717223.369	551835.279	KM068+000.0	1717198.621	551793.782
12	29.T	27.61	1717202.970	551850.155	KM068+049.3	1717177.707	551838.533

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
5	KM066+148.0	1717138.050	551927.317	LA-3_IR	29.63	1717106.366	551914.394
6	KM066+160.0	1717129.602	551938.196	LA-4_IR	48.49	1717066.196	551916.903
7	KM066+180.0	1717121.033	551956.084	LA-5_IR	49.60	1717076.451	551934.337
8	KM066+189.0	1717125.756	551946.433	2P	30.63	1717098.093	551932.631

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_L, REVISIED LAND ACQUISITION MARKER / CỘT GPMB CẮM BỔ SUNG
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỘT GPMB HIỆN HỮU
- REVISIED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

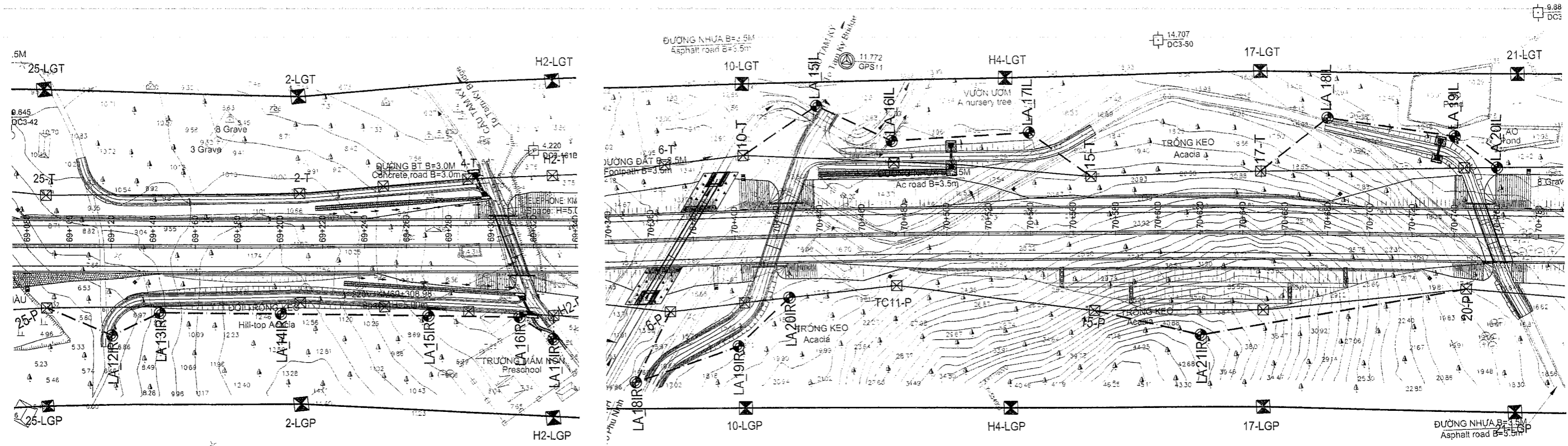
MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: A1	Station: KM65+00 -- KM81+150.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP	
				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	KM65+00 -- KM81+150.0
				SIGNATURE	<i>Phan Van Hoat</i>	<i>Takayasu Nagai</i>	<i>Ishimoto</i>	SCALE
				DATE				1/2000
								DRAWING NO. PKGA1-030
								REV. NO. 1

AI.3



TO DANANG

TO QUANGNGAI



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
22	10T	38.66	1716151.465	553961.617	KM069+405.0	1716116.213	553941.894
23	LA-15_IL	61.11	1716153.200	554003.106	KM070+440.0	1716103.594	553972.101
24	LA-16_IL	44.09	1716120.574	554024.794	KM070+475.0	1716082.706	554002.220
25	LA-17_IL	47.51	1716089.890	554082.574	KM070+510.0	1716049.213	554057.924
26	15T	26.66	1716056.955	554096.444	KM070+570.0	1716033.699	554083.543
27	17T	29.15	1716016.960	554165.847	KM070+649.0	1715992.356	554150.737
28	LA-18_IL	54.49	1716021.729	554206.921	KM070+650.0	1715973.632	554177.010
29	LA-19_IL	46.71	1715992.902	554252.804	KM070+740.0	1715943.837	554227.704
30	LA-20_IL	32.22	1715959.686	554261.924	KM070+761.0	1715932.745	554244.562

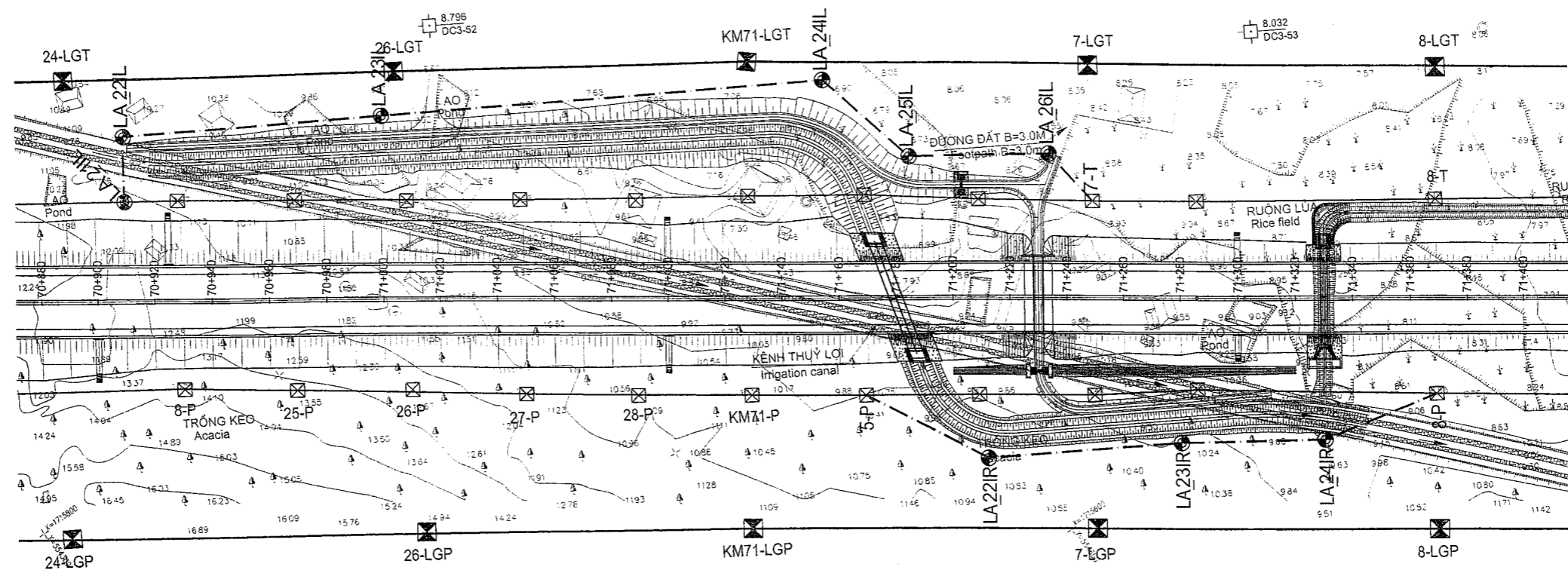
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
18	KM069+089.0	1716719.141	552771.414	25P	29.44	1716692.658	552758.544
19	KM069+120.0	1716705.427	552799.215	LA-12_IR	42.40	1716667.397	552780.457
20	KM069+143.0	1716695.253	552819.843	LA-13_IR	31.47	1716667.032	552805.922
21	KM069+200.0	1716670.038	552870.962	LA-14_IR	31.98	1716641.360	552856.816
22	KM069+270.0	1716639.072	552933.740	LA-15_IR	33.21	1716609.286	552919.048
23	KM069+313.0	1716620.049	552972.303	LA-16_IR	33.84	1716589.696	552957.332
24	KM069+329.0	1716612.971	552986.653	LA-17_IR	44.24	1716573.295	552967.082
25	KM069+329.0	1716612.971	552986.653	H2P	32.90	1716583.395	552972.247
26	KM070+368.0	1716136.756	553909.876	6P	34.03	1716107.404	553892.660
27	KM070+350.0	1716145.715	553894.264	LA-18_IR	67.01	1716087.602	553860.904
28	KM070+400.0	1716120.733	553937.576	LA-19_IR	51.58	1716076.138	553911.650
29	KM070+425.0	1716108.131	553959.167	LA-20_IR	29.11	1716083.046	553944.399

**LEGENDS / CHÚ THÍCH:**

- LA\_I.. REVISED LAND ACQUISITION MARKER / CỘT GPMB CẤM BỔ SUNG
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỘT GPMB HIỆN HỮU
- - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT						
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: A1	Station: KM65+00 - KM81+150.0		R.O.W MAP KM65+00 - KM81+150.0			
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85		The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY PHAN VAN HOAT	CHECKED BY TAKAYASU NAGAI	APPROVED BY IISHIMOTO	SCALE 1/2000	DRAWING NO. PKG1-050	REV. NO. 1

1/5



LIST COORDINATES OF LAND ACQUISITION MARKERS

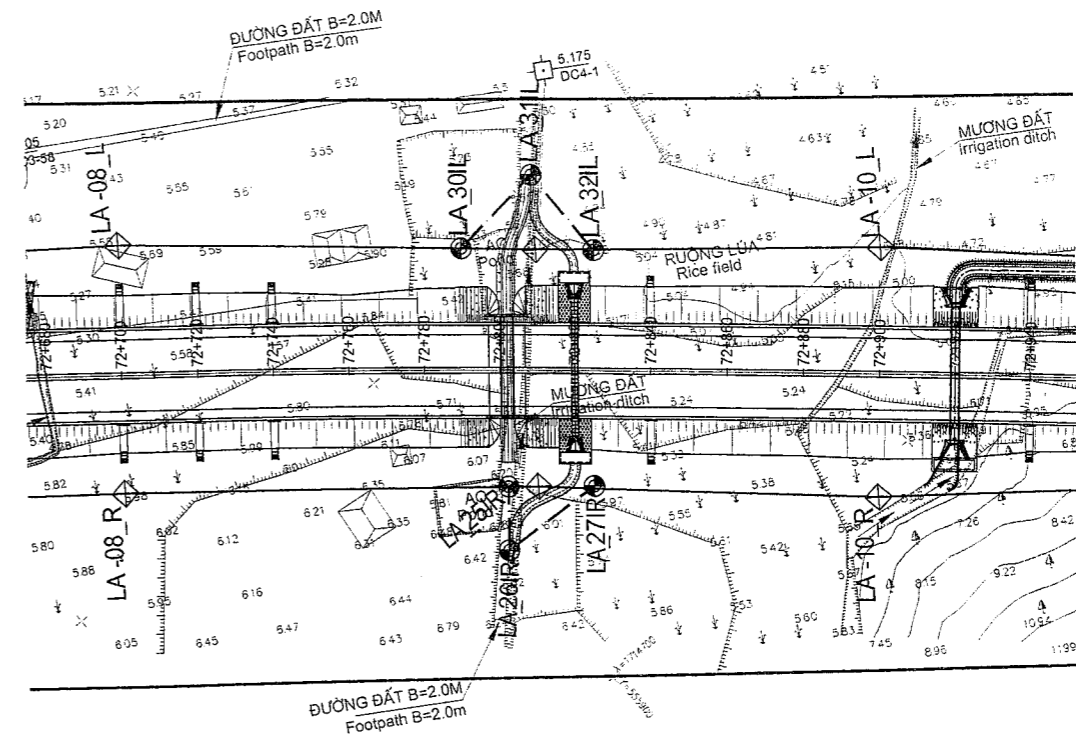
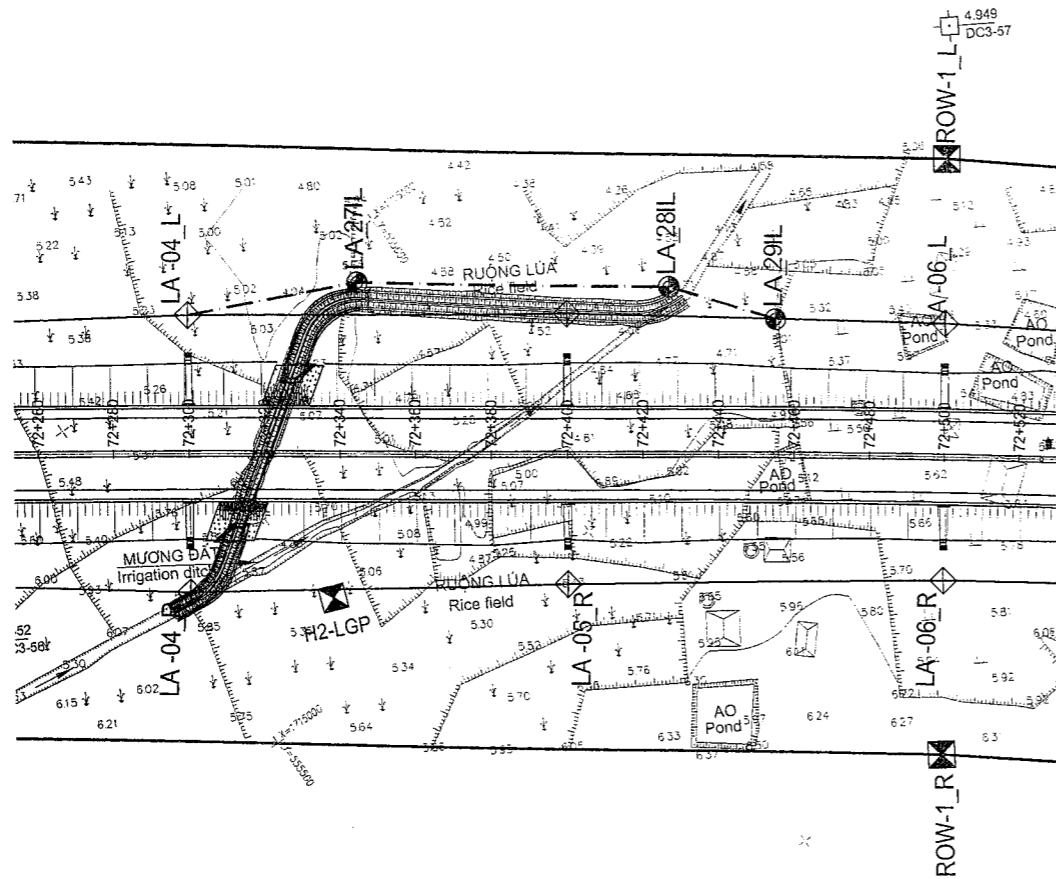
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
31	LA-21_IL	35.17	1715090.508	554389.890	KM107+010.0	1715851.50	554370.427
32	LA-22_IL	58.17	1715900.000	554402.000	KM107+010.0	1715851.50	554370.427
33	LA-23_IL	84.53	1715855.977	554401.221	KM107+000.0	1715801.565	554445.555
34	LA-24_IL	76.76	1715779.272	554617.248	KM107+050.0	1715713.598	554674.469
35	LA-25_IL	49.85	1715740.191	554627.172	KM107+050.0	1715688.808	554580.372
36	LA-26_IL	50.88	1715713.517	554668.393	KM107+234.0	1715871.470	554640.038
37	7-T	34.06	1715881.159	554671.793	KM107+249.5	1715882.817	554652.898

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
33	KM107+189.5	1715707.493	554586.907	5-P	34.94	1715878.993	554607.208
34	KM107+212.0	1715683.749	554621.789	LA-23_IR	50.64	1715838.827	554590.241
35	KM107+280.0	1715648.777	554678.193	LA-23_IR	50.99	1715803.490	554648.722
36	KM107+330.0	1715617.866	554719.678	LA-24_IR	49.81	1715571.557	554681.871
37	KM107+369.0	1715591.986	554752.051	5-P	33.79	1715538.021	554739.208

**LEGENDS / CHÚ THÍCH:**  
 ● LA\_I... REVISED LAND ACQUISITION MARKER / CỌC GPMB CẮM BỔ SUNG  
 ☒ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 ——— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: A1	Station: KM65+00 - KM81+150.0				
PROJECT MANAGEMENT CONSULTANT		The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY PHAN VAN HOAT		CHECKED BY TAKAYASU NAGAI		APPROVED BY I.ISHIMOTO		R.O.W MAP KM65+00 - KM81+150.0
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85		SIGNATURE		SCALE 1/2000		DRAWING NO. PKGA1-060		REV. NO. 1

AL6



LIST COORDINATES OF LAND ACQUISITION MARKERS

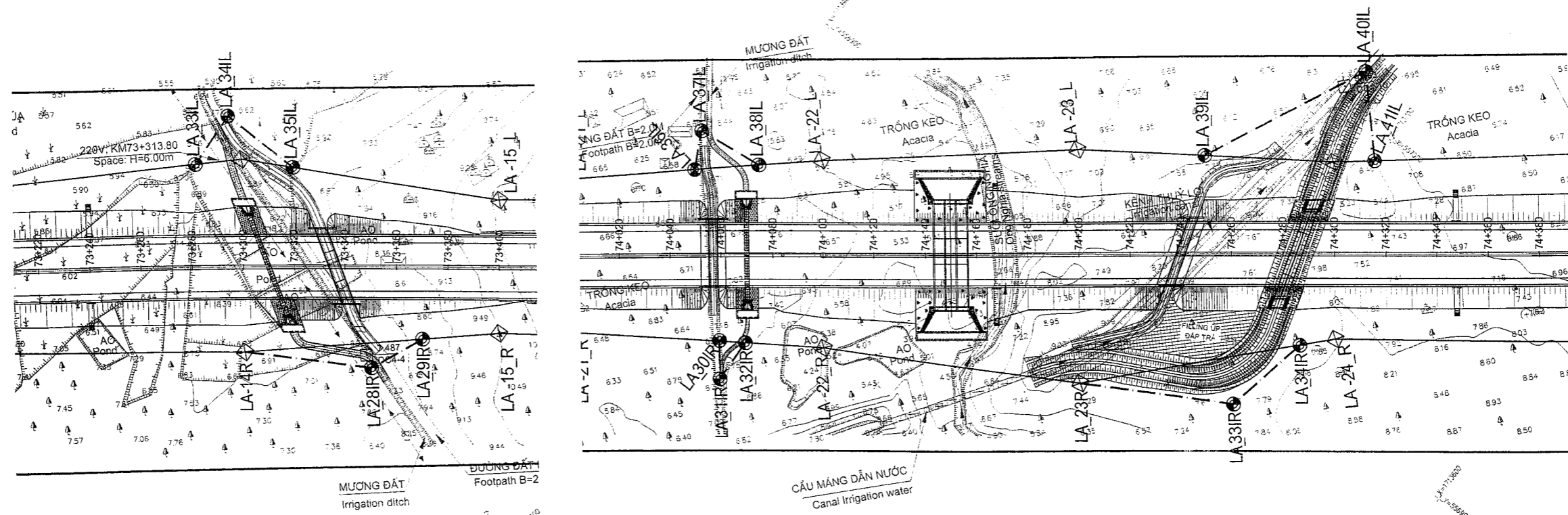
NO.	LEFT SIDE			CENTER LINE			
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
38	LA04L	36.78	1715106.648	555544.927	KM072+300.0	1715076.171	555524.331
39	LA-27_IL	45.61	1715088.650	555587.215	KM072+345.0	1715050.924	555561.581
40	LA-28_IL	44.51	1715041.149	555654.519	KM072+427.0	1715004.542	555629.203
41	LA-29_IL	38.03	1715018.066	555672.849	KM072+455.0	1714988.549	555652.186
42	LA-30_L	32.40	1714813.263	555940.763	KM072+790.0	1714788.011	555920.455
43	LA-31_IL	51.94	1714816.642	555967.728	KM072+809.0	1714776.105	555935.262
44	LA-32_IL	32.17	1714791.022	555967.955	KM072+825.0	1714766.036	555947.696

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
38	KM072+002.0	1714780.498	555929.812	LA-25_IR	31.94	1714755.930	555910.424
39	KM072+002.0	1714780.498	555929.812	LA-26_IR	47.01	1714749.239	555899.648
40	KM072+825.0	1714766.012	555947.677	LA-27_IR	31.56	1714742.292	555928.404

**LEGENDS / CHÚ THÍCH:**  
 ● LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB CẮM BỔ SUNG  
 ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 ——— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A1 Station: KM65+00 - KM81+150.0			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM65+00 - KM81+150.0
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				NAME PHAN VAN HOAT	TAKAYASU NAGAI	I. SHIMOTO	SCALE 1/2000
				DATE			DRAWING NO. PKGA1-070	REV. NO. 1

41.7



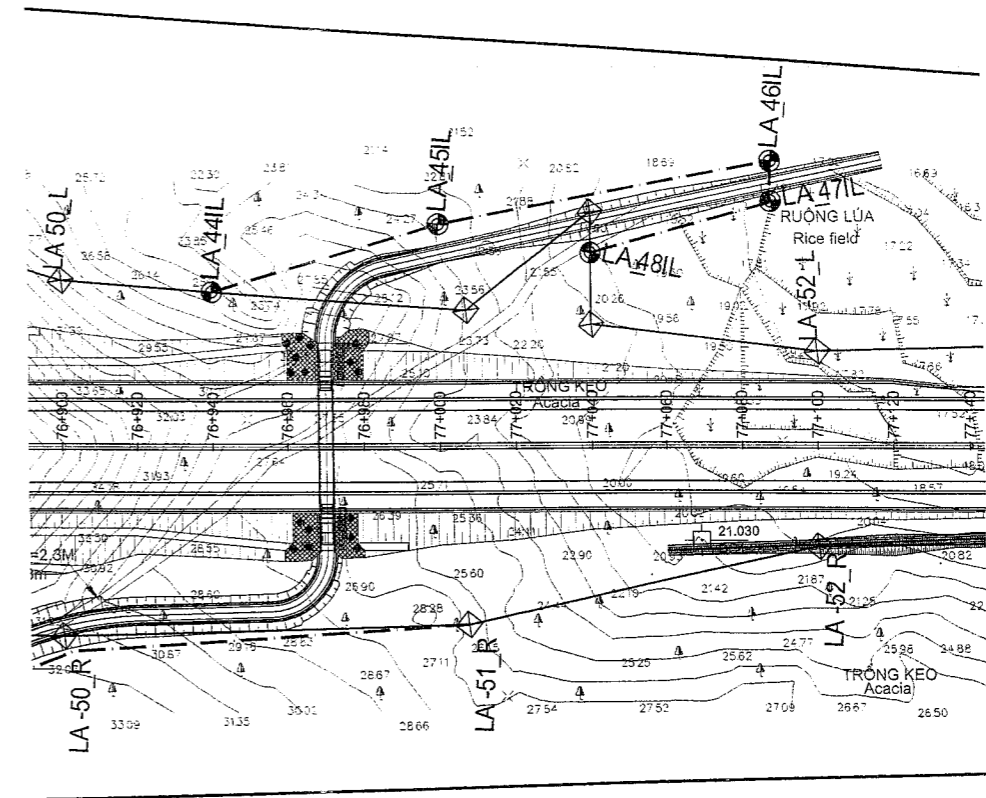
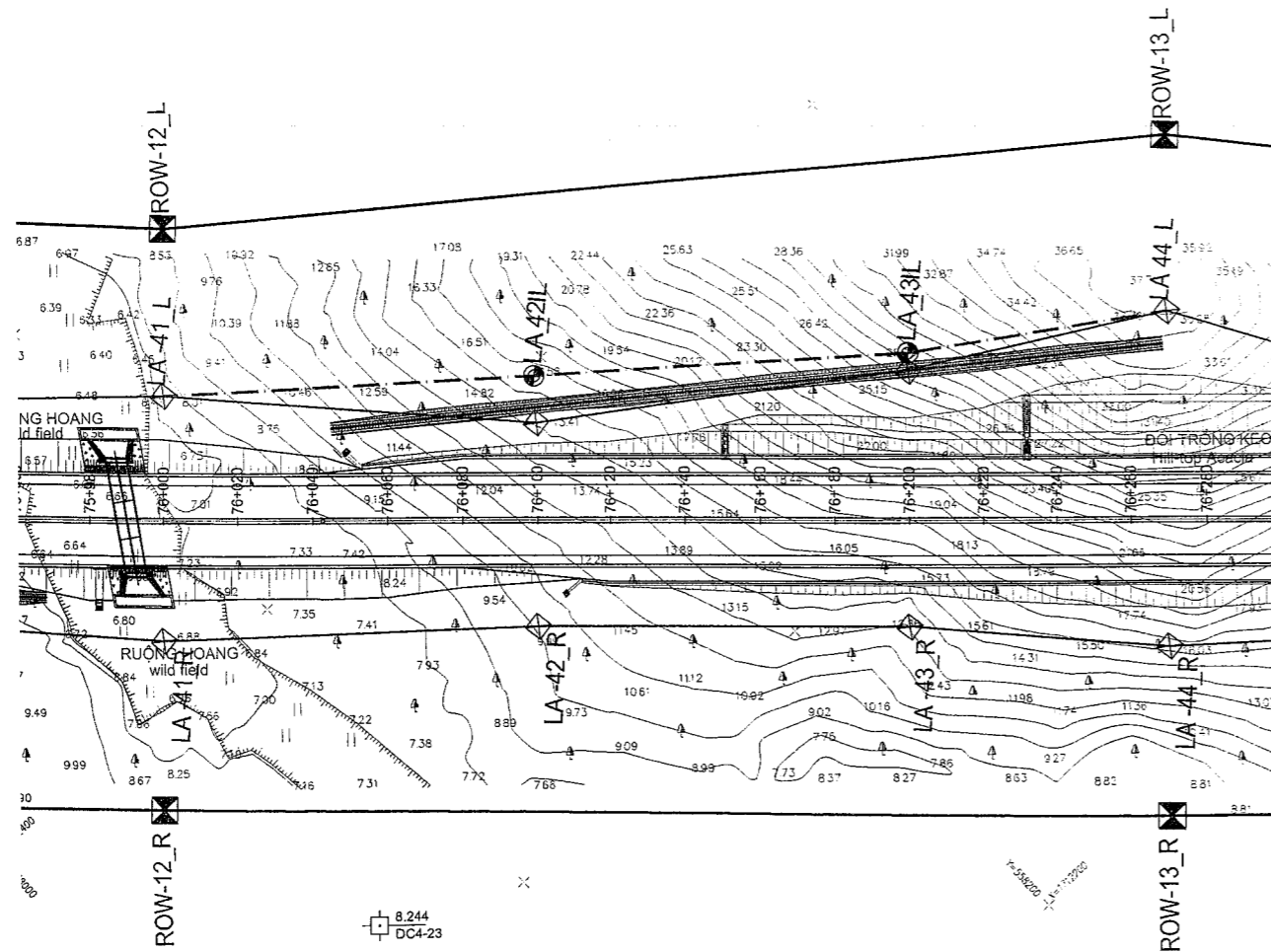
LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE			NO.	CENTER LINE			RIGHT SIDE			
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)		STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
45	LA-33_IL	40.39	1714490.965	556316.941	KM073+282.0	1714462.063	556288.730	41	KM073+300.0	1714449.461	556301.583	LA14R	33.35	1714425.687	556278.192
46	LA-34_IL	59.23	1714495.188	556339.561	KM073+295.0	1714452.966	556298.017	42	KM073+350.0	1714414.216	556337.048	LA-28_IR	39.63	1714386.304	556308.917
47	LA-35_IL	39.04	1714463.082	556343.262	KM073+320.0	1714435.363	556315.769	43	KM073+370.0	1714400.019	556351.135	LA-29_IR	28.30	1714380.169	556330.969
48	LA-36_IL	33.66	1713907.506	556822.909	KM074+050.0	1713886.696	556796.448	44	KM074+059.0	1713879.611	556802.026	LA-30_IR	33.50	1713858.891	556775.706
49	LA-37_IL	48.81	1713914.516	556836.665	KM074+053.0	1713884.326	556798.315	45	KM074+059.0	1713879.611	556802.026	LA-31_IR	48.51	1713849.603	556763.908
50	LA-38_IL	35.38	1713888.921	556839.729	KM074+075.0	1713867.039	556811.922	46	KM074+069.0	1713871.753	556808.211	LA-32_IR	34.39	1713850.486	556781.186
51	LA-39_IL	38.74	1713753.649	556950.447	KM074+250.0	1713729.693	556920.005	47	KM074+200.0	1713768.984	556889.083	23R	50.46	1713737.779	556849.429
52	LA-40_IL	71.69	1713724.518	557015.303	KM074+313.0	1713680.184	556958.965	48	KM074+260.0	1713721.833	556926.188	LA-33_IR	58.86	1713685.434	556879.933
53	LA-41_IL	36.72	1713700.533	556939.675	KM074+316.0	1713677.826	556960.820	49	KM074+286.0	1713701.401	556942.266	LA-34_IR	35.77	1713679.279	556914.155

**LEGENDS / CHÚ THÍCH:**  
 ● LA\_I.. REVISED LAND ACQUISITION MARKER / CỌC GPMB CẮM BỔ SUNG  
 ☒ PGMB, LA REVISED LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 ——— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A1 Station: KM65+00 - KM81+150.0					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM65+00 - KM81+150.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	LISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKGA1-080	1

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LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
54	LA41L	33.60	1712460.908	558118.464	KM076+000.0	1712436.254	558095.637
55	LA-42_IL	38.84	1712397.636	558195.065	KM076+100.0	1712368.598	558169.276
56	LA-43_IL	45.14	1712334.275	558273.483	KM076+200.0	1712301.010	558242.976
57	LA44L	56.07	1712295.020	558332.462	KM076+270.0	1712253.698	558294.567
58	LA-44_IL	41.11	1711831.152	558816.148	KM076+940.0	1711800.854	558788.361
59	LA-45_IL	58.86	1711803.682	558872.365	KM077+000.0	1711760.301	558832.581
60	LA-46_IL	75.32	1711756.337	558948.348	KM077+088.0	1711700.823	558897.438
61	LA-47_IL	64.34	1711748.365	558940.785	KM077+088.0	1711700.823	558897.438
62	LA-48_IL	51.05	1711770.890	558896.566	KM077+040.0	1711733.265	558862.061

**LEGENDS / CHÚ THÍCH:**  
 ● LA IL REVISED LAND ACQUISITION MARKER / CỌC GPMB CẮM BỔ SUNG  
 ☒ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 ——— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

10.685  
DC4-22

8.244  
DC4-23

34.758  
DC4-27

MINISTRY OF TRANSPORT VIETNAM

ENGINEERING DESIGN CONSULTANT

REMARKS:

COORDINATES ARE IN VN2000  
CENTER MEDIAN 108°, K=0.999

DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT

Package: A1 Station: KM65+00 - KM81+150.0

CLIENT

PROJECT MANAGEMENT  
CONSULTANT

The Joint Venture of  
Nippon Koei Co., Ltd.  
Nippon Engineering Consultants Co., Ltd.  
Chodai Co., Ltd.  
Thai Engineering Consultants Co., Ltd.

VIETNAM EXPRESSWAY  
CORPORATION

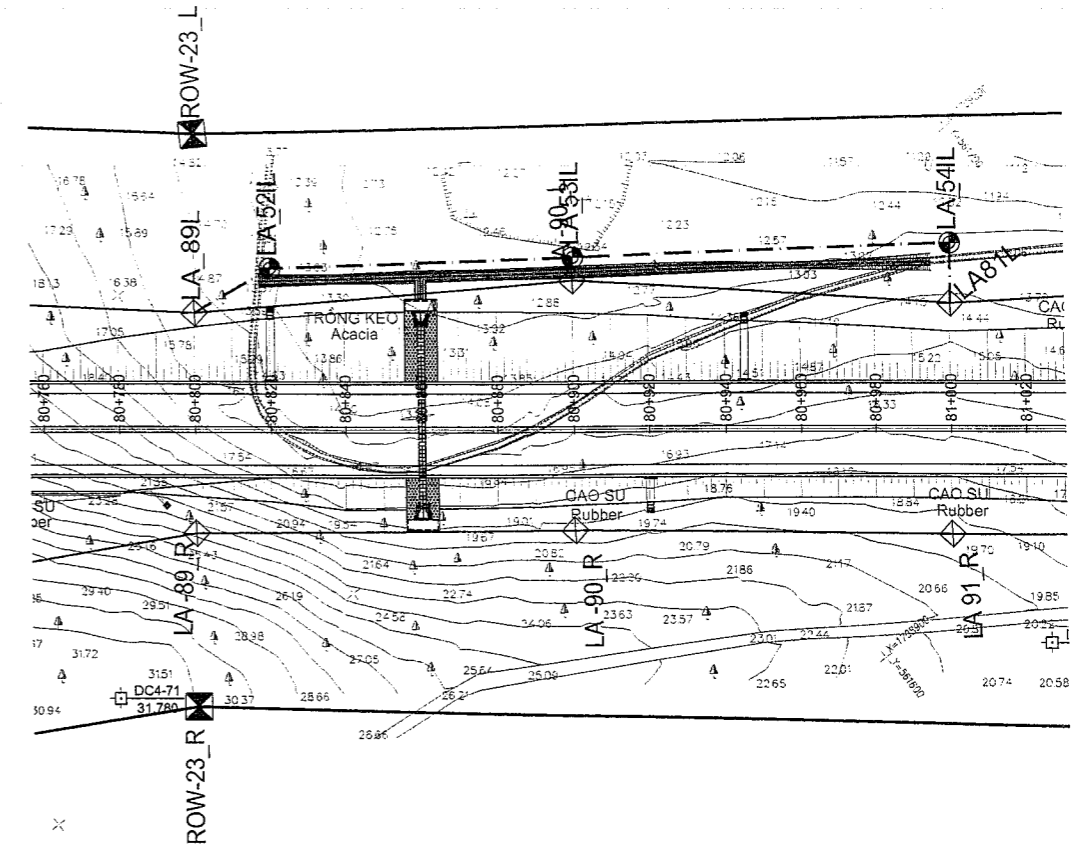
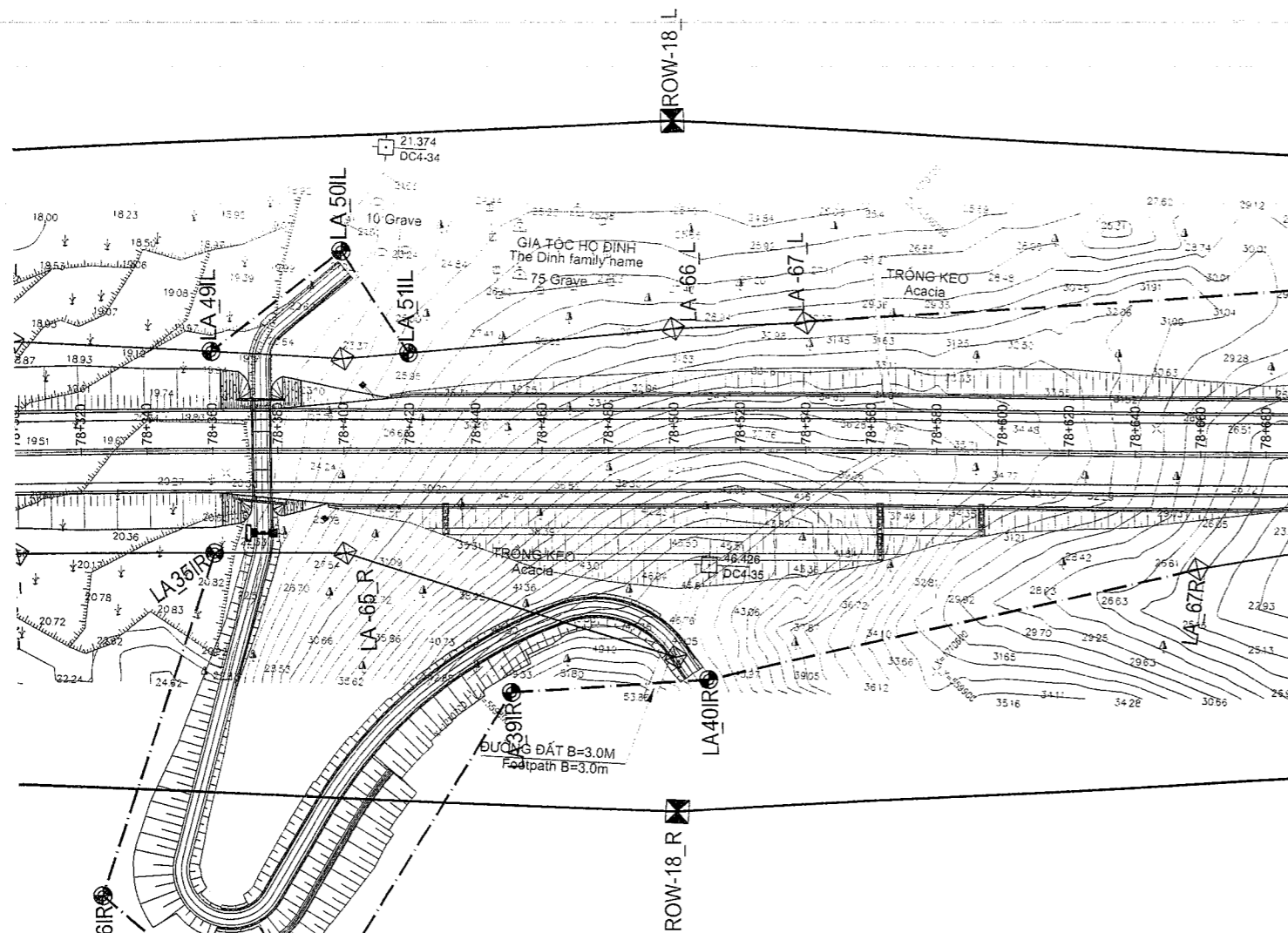
PROJECT MANAGEMENT  
UNIT NO.85

	PREPARED BY	CHECKED BY	APPROVED BY
NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO
SIGNATURE	<i>Phan</i>	<i>Takaya</i>	<i>Iishi</i>
DATE			

R.O.W MAP  
KM65+00 - KM81+150.0

SCALE	DRAWING NO.	REV. NO.
1/2000	PKGA1-090	1

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LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
63	LA-49_IL	30.18	1710827.891	559824.451	KM078+360.0	1710807.428	559802.266
64	LA-50_IL	60.56	1710818.913	559873.978	KM078+400.0	1710777.986	559829.343
65	LA-51_IL	29.69	1710783.268	559864.763	KM078+420.0	1710763.235	559842.849
66	LA89L	30.88	1709084.092	561512.957	KM080+800.0	1709059.739	561493.978
67	LA-52_IL	42.74	1709081.159	561536.027	KM080+820.0	1709047.445	561509.754
68	LA-53_IL	45.55	1709034.198	561500.854	KM080+900.0	1708998.270	561572.855
69	LA-54_IL	49.17	1708975.585	561681.957	KM081+000.0	1708936.801	561651.732
70	LA81L	33.27	1708963.041	561672.181	KM081+000.0	1708936.801	561651.732

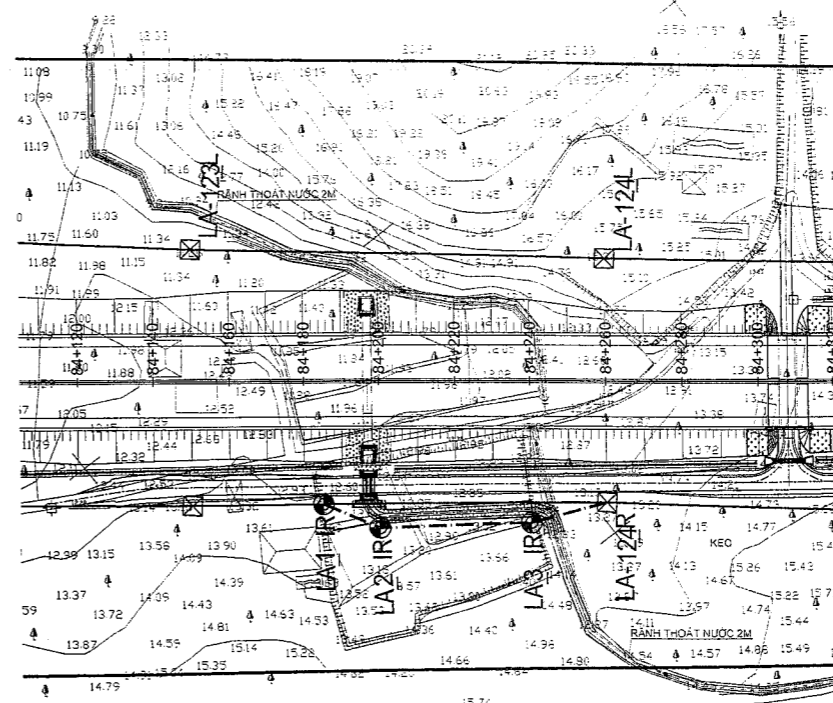
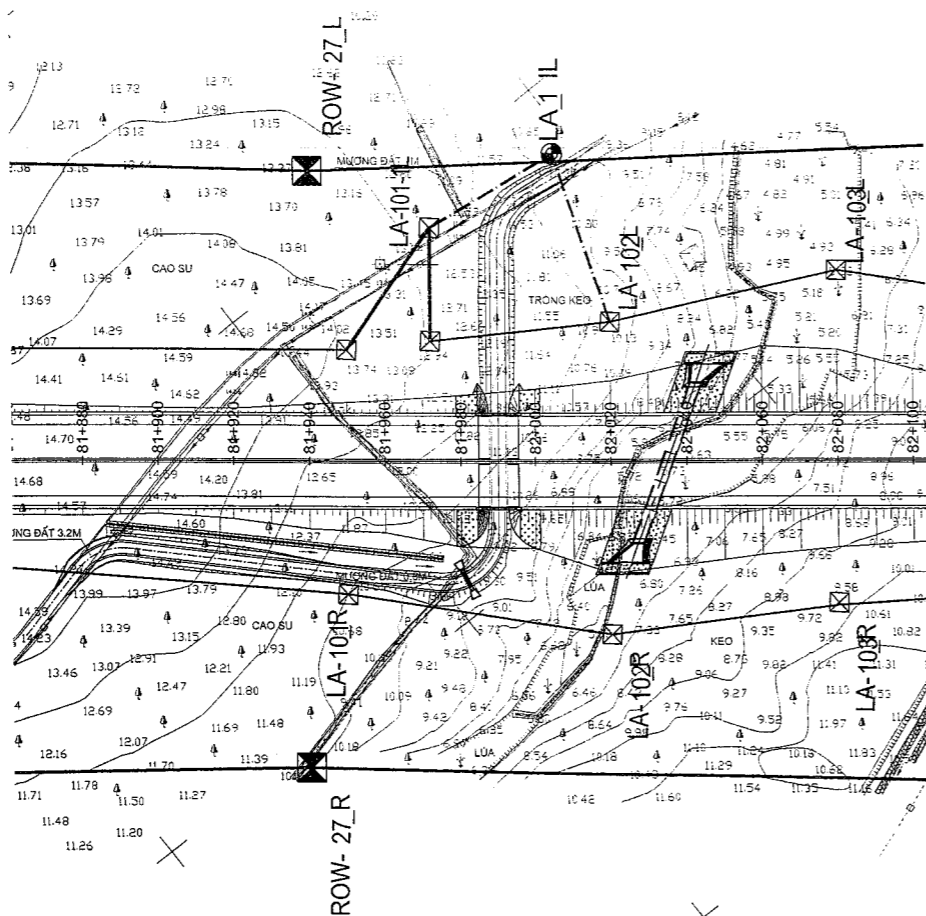
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
50	KM078+360.0	1710807.428	559802.266	LA-35_IR	31.13	1710786.324	559779.388
51	KM078+324.0	1710833.853	559777.818	LA-36_IR	135.26	1710741.993	559678.531
52	KM078+360.0	1710807.428	559802.266	LA-37_IR	166.57	1710694.492	559679.834
53	KM078+400.0	1710777.986	559829.343	LA-38_IR	153.16	1710674.477	559716.456
54	KM078+450.0	1710741.070	559863.066	LA-39_IR	73.75	1710691.468	559808.482
55	KM078+510.0	1710696.605	559903.351	LA-40_IR	70.02	1710649.747	559851.320
56	KM078+660.0	1710584.658	560003.188	LA67R	35.01	1710562.157	559976.361

**LEGENDS / CHÚ THÍCH:**  
 ● LA-IL, LA-IR, LA-IRL, LA-IRL: REVISED LAND ACQUISITION MARKER / CỌC GPMB CẮM BỔ SUNG  
 ⊠ PGMB, LA: EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 ---: REVISED LAND ACQUISITION BORDER / RANH GIỚI GPMB BỔ SUNG  
 ———: EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A1 Station: KM65+00 - KM81+150.0					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodal Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM65+00 - KM81+150.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			SIGNATURE	<i>Phan Van Hoat</i>	<i>Takayasu Nagai</i>	<i>Ishimoto</i>	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKGAI-100	1

AL 10

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE A2  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU A2**



LIST COORDINATES OF LAND ACQUISITION MARKERS

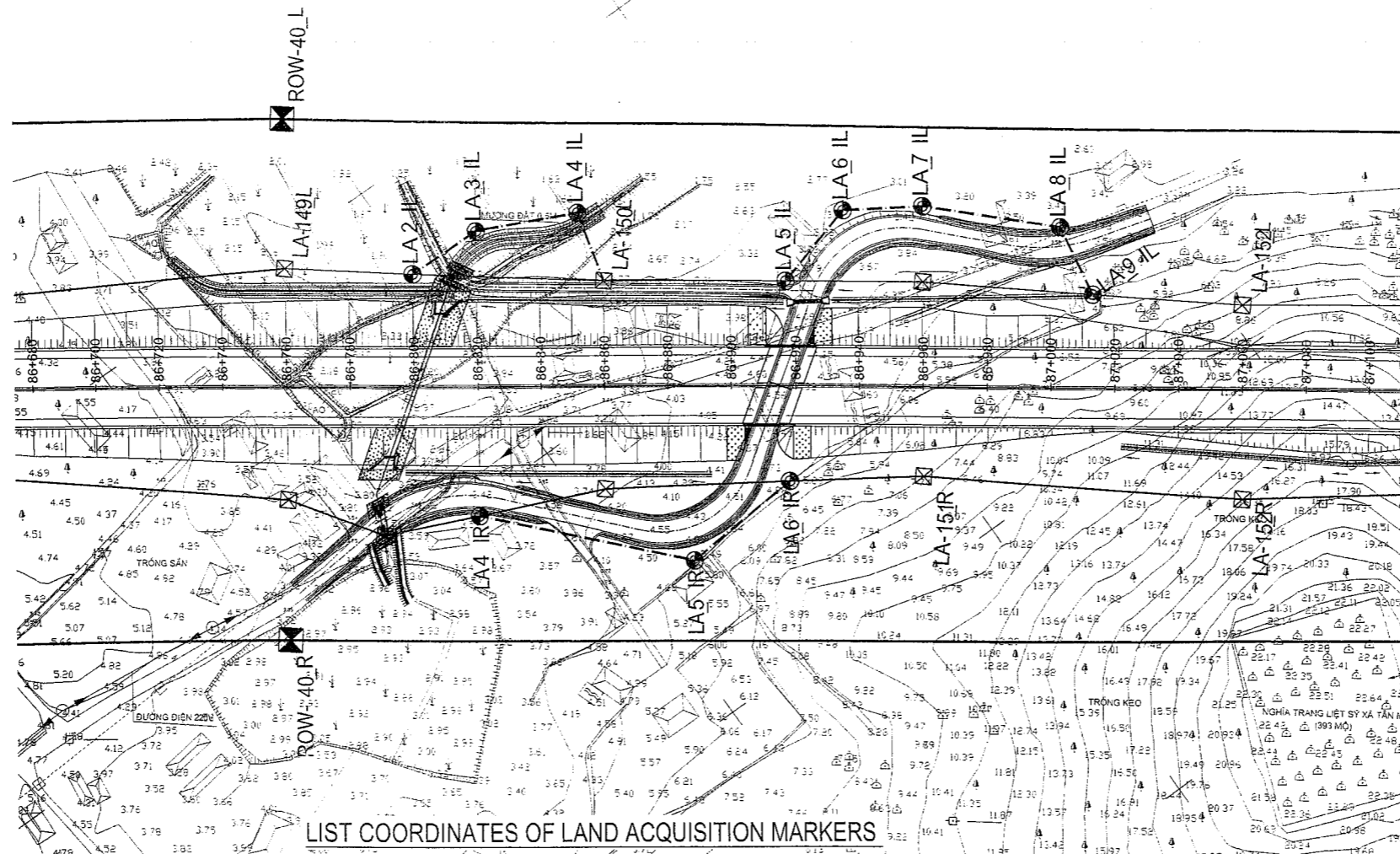
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	LA101-IL	61.89	1708388.083	562456.535	KM081+972.0	1708339.322	562418.415
2	LA-1_IL	81.31	1708383.173	562494.426	KM082+005.0	1708319.037	562444.445
3	LA102L	37.01	1708338.989	562479.045	KM082+020.0	1708309.817	562456.276

NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM084+185.0	1706978.618	564163.653	LA-1_IR	32.17	1706953.245	564143.879
2	KM084+200.0	1706969.792	564175.792	LA-2_IR	39.01	1706939.020	564151.811
3	KM084+255.0	1706945.205	564207.343	LA-3_IR	37.64	1706915.516	564184.206
4	KM084+330.0	1706932.911	564223.118	LA124R	32.17	1706907.539	564203.346

**LEGENDS / CHÚ THÍCH:**  
 ⊗ LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI  
 ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI  
 ———— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A2 Station: KM81+150 - KM99+500.0					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM81+150 - KM99+500.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGA!	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKG2-010	1

AR.1



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
4	LA-2_IL	35.52	1705470.242	566298.436	KM086+800.0	1705441.130	566278.087
5	LA-3_IL	49.22	1705469.958	566322.719	KM086+820.0	1705429.650	566294.464
6	LA-4_IL	54.55	1705455.849	566352.083	KM086+852.0	1705411.268	566320.657
7	LA150L	33.10	1705433.686	566346.301	KM086+860.0	1705406.659	566327.196
8	LA-5_IL	32.98	1705400.613	566392.835	KM086+917.0	1705373.730	566373.722
9	LA-6_IL	55.32	1705408.335	566420.502	KM086+935.0	1705363.294	566388.388
10	LA-7_IL	56.87	1705395.018	566441.803	KM086+960.0	1705348.753	566408.724
11	LA-8_IL	50.63	1705364.816	566473.236	KM087+000.0	1705323.710	566443.679
12	LA-9_IL	29.47	1705341.769	566469.029	KM087+013.0	1705317.868	566451.795

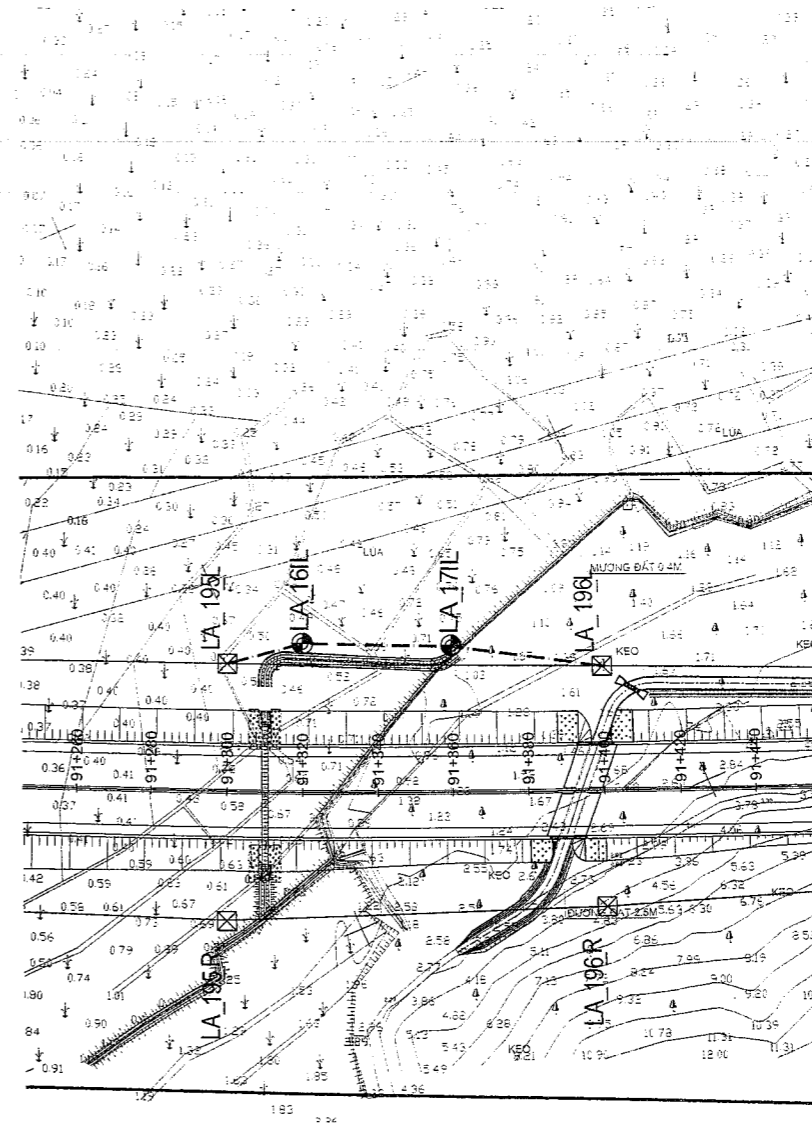
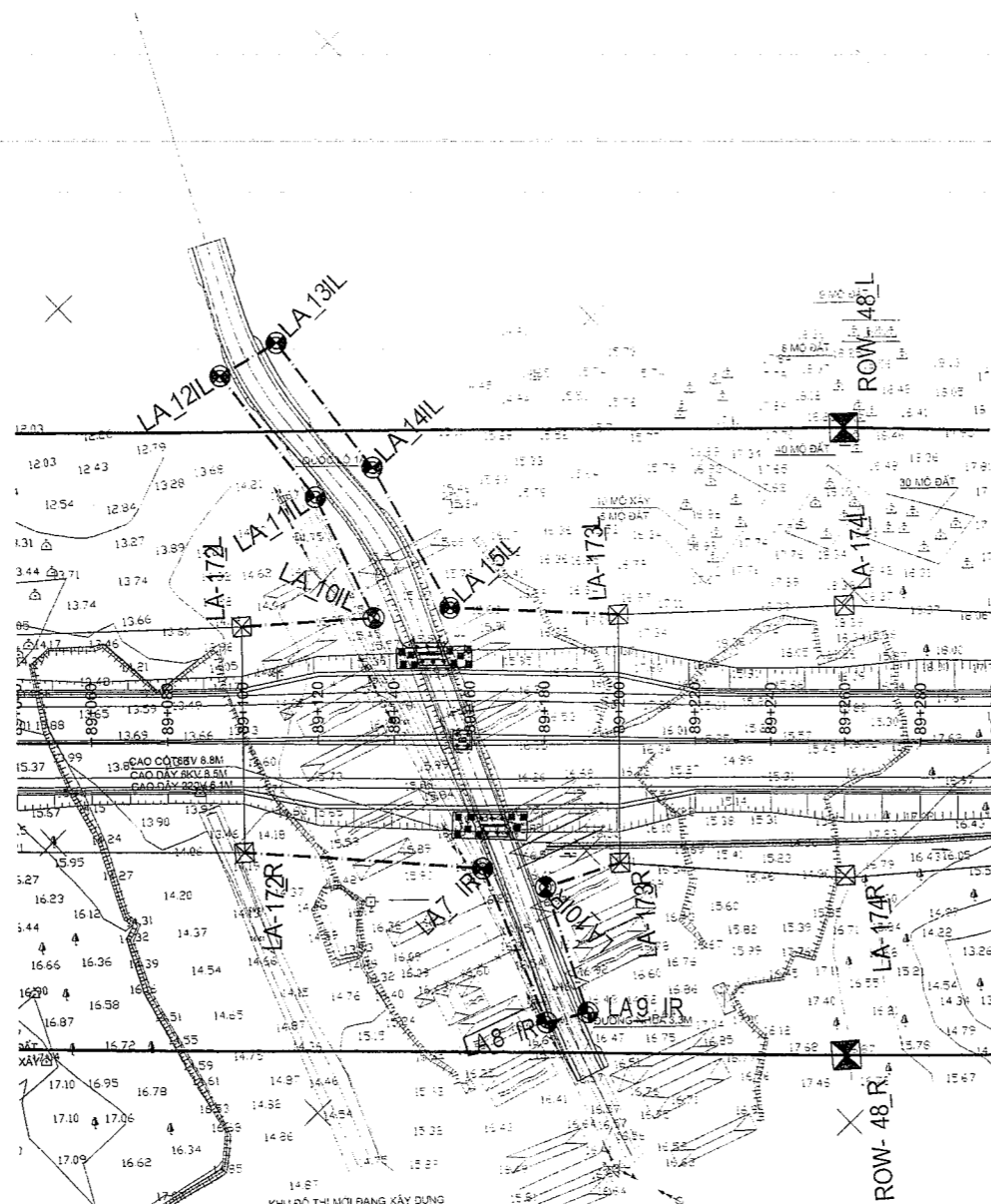
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
5	KM086+820.0	1705429.650	566294.464	LA-4_IR	40.75	1705396.282	566271.074
6	KM086+888.0	1705390.506	566350.067	LA-5_IR	55.10	1705345.560	566318.202
7	KM086+918.0	1705373.162	566374.521	LA-6_IR	30.04	1705348.666	566357.129

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. LAND ACQUISITION MARKER / CỘC GPMB CẮM MỚI
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỘC GPMB HIỆN HỮU
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: A2	Station: KM81+150 -+ KM99+500.0			
VIETNAM EXPRESSWAY CORPORATION		PROJECT MANAGEMENT UNIT NO.85			R.O.W MAP KM81+150 -+ KM99+500.0				
		The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY PHAN VAN HOAT		CHECKED BY TAKAYASU NAGAI		APPROVED BY IISHIMOTO	
				SIGNATURE		SCALE		DRAWING NO.	
				DATE		1/2000		PKGA2-020	
								REV. NO. 1	

A2.2



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
13	LA172L	30.43	1704006.343	568076.048	KM089+100.0	1703984.359	568055.011
14	LA-10_IL	32.50	1703983.552	568102.801	KM089+135.0	1703960.132	568080.270
15	LA-11_IL	64.57	1704017.114	568114.155	KM089+120.0	1703970.522	568069.452
16	LA-12_IL	96.76	1704053.727	568118.297	KM089+095.0	1703987.815	568051.398
17	LA-13_IL	105.40	1704053.487	568135.196	KM089+110.0	1703977.430	568062.221
18	LA-14_IL	72.36	1704012.276	568130.435	KM089+135.0	1703960.132	568080.270
19	LA-15_IL	35.14	1703971.550	568119.072	KM089+155.0	1703946.261	568094.679
20	LA173L	33.51	1703939.034	568150.356	KM089+200.0	1703914.982	568127.030
17	LA195L	33.95	1702678.364	569795.666	KM091+300.0	1702647.332	569781.952
18	LA-16_IL	39.55	1702675.554	569816.054	KM091+320.0	1702639.297	569800.267
19	LA-17_IL	38.71	1702659.144	569852.123	KM091+360.0	1702623.504	569837.017
20	LA196L	33.03	1702633.554	569836.638	KM091+400.0	1702608.078	569873.923

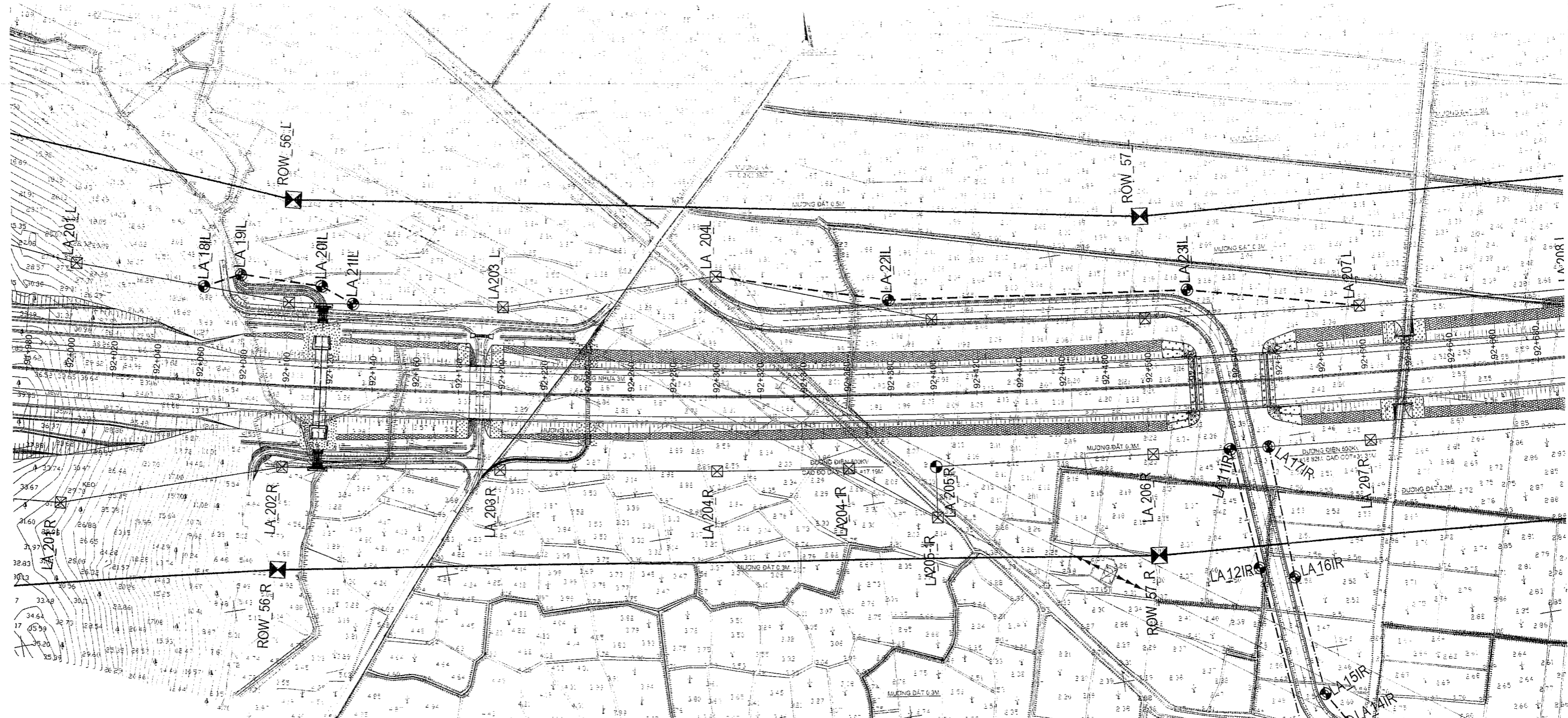
NO.	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
8	KM089+100.0	1703984.359	568055.011	LA172R	29.64	1703962.941	568034.516
9	KM089+163.0	1703940.707	568100.437	LA-7_IR	34.24	1703916.067	568076.669
10	KM089+243.0	1703928.895	568112.663	LA-8_IR	75.10	1703874.913	568060.452
11	KM089+254.0	1703921.245	568120.567	LA-9_IR	72.45	1703869.216	568070.146
12	KM089+243.0	1703928.884	568112.652	LA-10_IR	39.16	1703900.738	568085.430
13	KM089+263.0	1703914.982	568127.030	LA173R	32.59	1703891.585	568104.341

**LEGENDS / CHÚ THÍCH:**

- LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: A2	Station: KM81+150 -+ KM99+500.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PREPARED BY PHAN VAN HOAT	CHECKED BY TAKAYASU NAGAI	APPROVED BY I.ISHIMOTO		R.O.W MAP KM81+150 -+ KM99+500.0
				SIGNATURE	SCALE 1/2000	DRAWING NO. PKGA2-030	REV. NO. 1	

A2.3



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
21	LA-18_L	43.74	1702450.606	570511.869	KM092+060.0	1702407.974	570502.072
22	LA-19_L	50.48	1702453.454	570529.708	KM092+077.0	1702404.201	570518.648
23	LA-20_L	46.99	1702441.969	570565.593	KM092+115.0	1702396.024	570555.757
24	LA-21_L	39.39	1702431.452	570578.480	KM092+130.0	1702392.893	570570.427
25	LA204L	55.77	1702415.267	570746.655	KM092+300.0	1702361.265	570737.446
26	LA-22_L	43.81	1702392.184	570822.843	KM092+380.0	1702348.844	570816.474
27	LA-23_L	43.85	1702374.521	570960.170	KM092+520.0	1702330.943	570955.318
28	LA207L	31.31	1702354.040	571037.752	KM092+600.0	1702322.864	571034.907

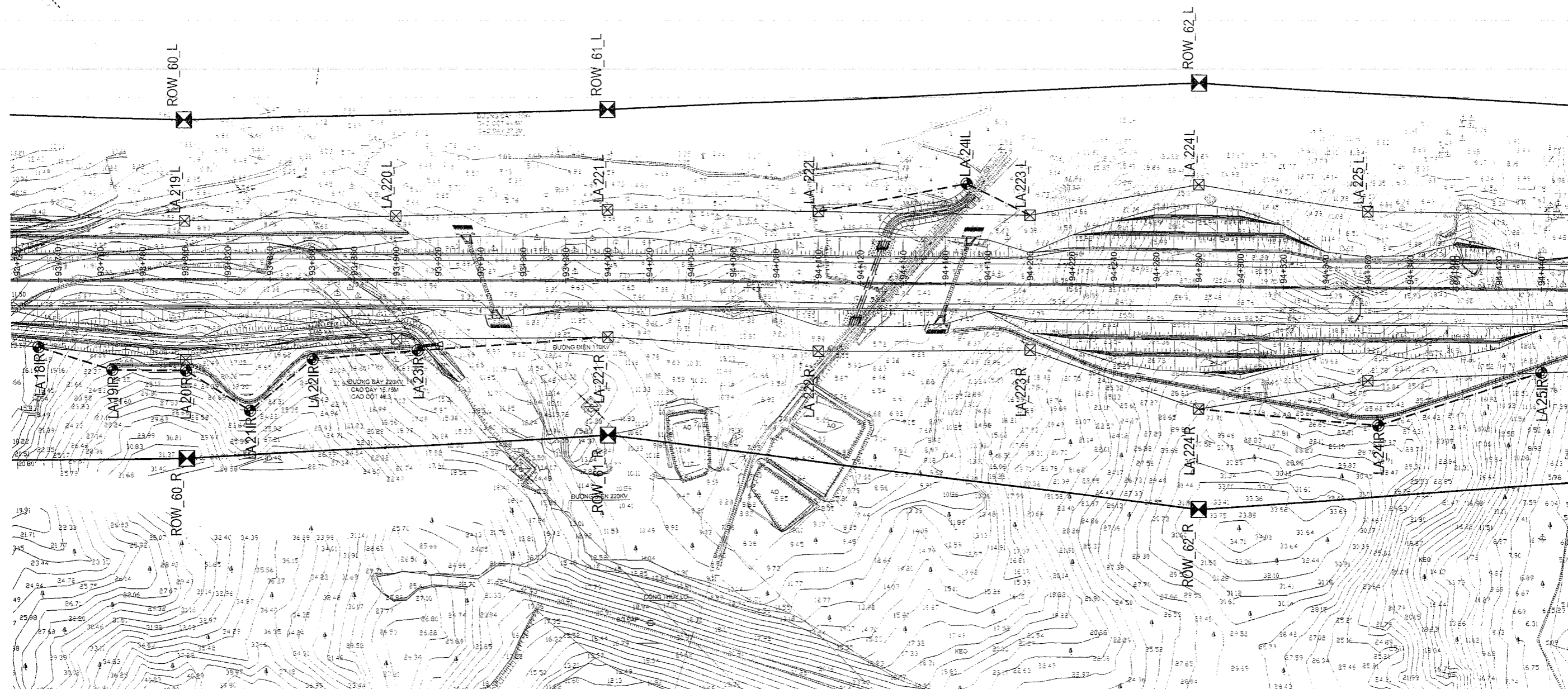
NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
14	KM092+535.0	1702329.287	570970.226	LA-11_IR	31.11	1702298.350	570966.938
15	KM092+545.0	1702328.230	570985.170	LA-12_IR	86.96	1702241.762	570970.979
16	KM092+561.0	1702326.590	570998.086	LA-13_IR	169.77	1702157.774	570978.141
17	KM092+580.0	1702324.726	571014.994	LA-14_IR	160.93	1702164.536	570999.585
18	KM092+570.0	1702325.683	571005.040	LA-15_IR	147.19	1702179.169	570990.946
19	KM092+561.0	1702326.590	570998.086	LA-16_IR	92.26	1702234.846	570986.334
20	KM092+553.0	1702327.402	570988.127	LA-17_IR	31.03	1702296.542	570984.847

**LEGENDS / CHÚ THÍCH:**

- LA\_I... LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB- LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- — — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108', K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM81+150 -:- KM99+500.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I. SHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKG2-040	1

A8.4



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
29	LA222L	33.65	1702245.039	572533.994	KM094+100.0	1702211.554	572530.628
30	LA-24_IL	47.28	1702251.511	572805.066	KM094+170.0	1702204.478	572600.269
31	LA223L	32.60	1702233.861	572633.421	KM094+200.0	1702201.434	572630.115

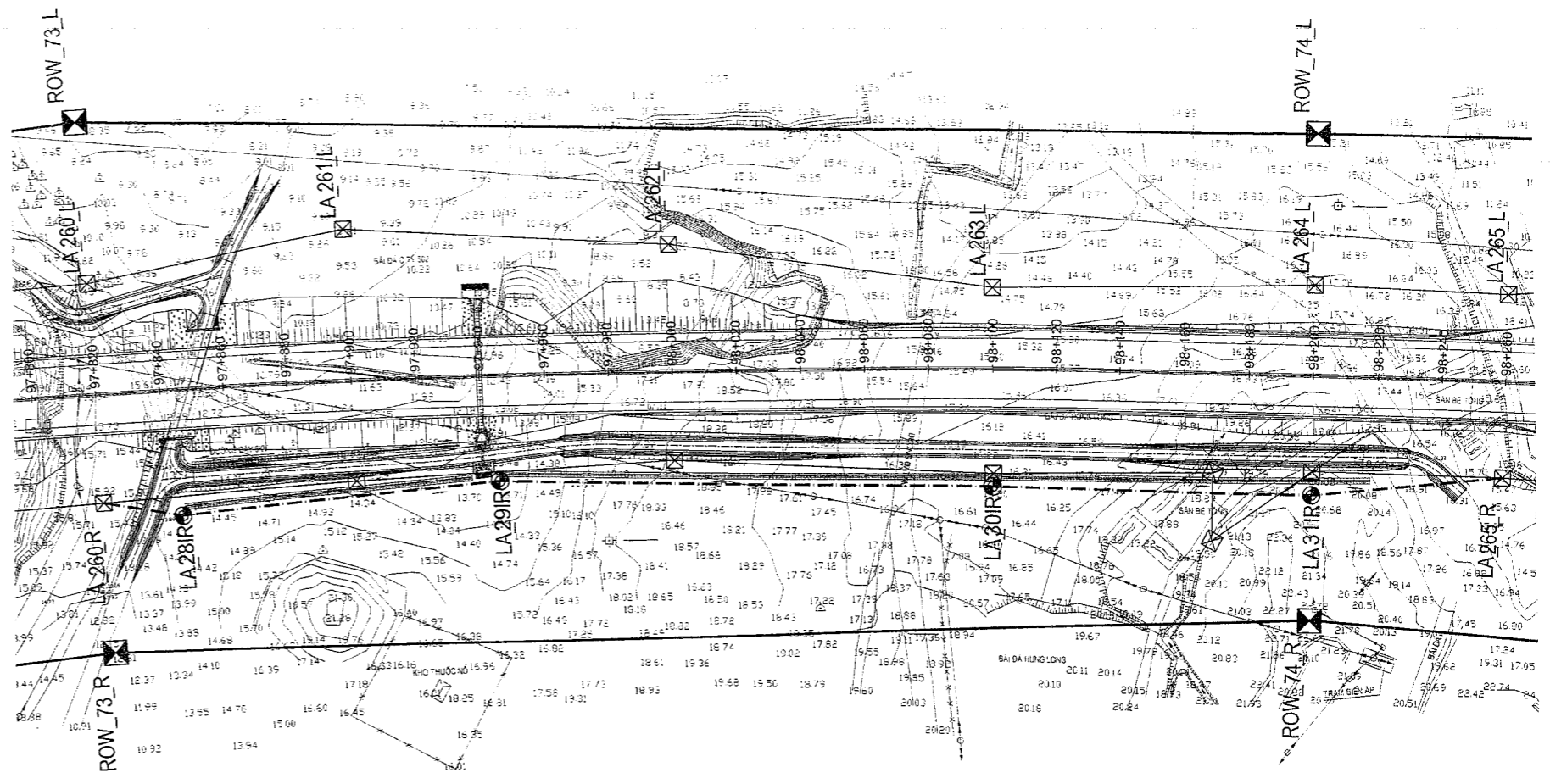
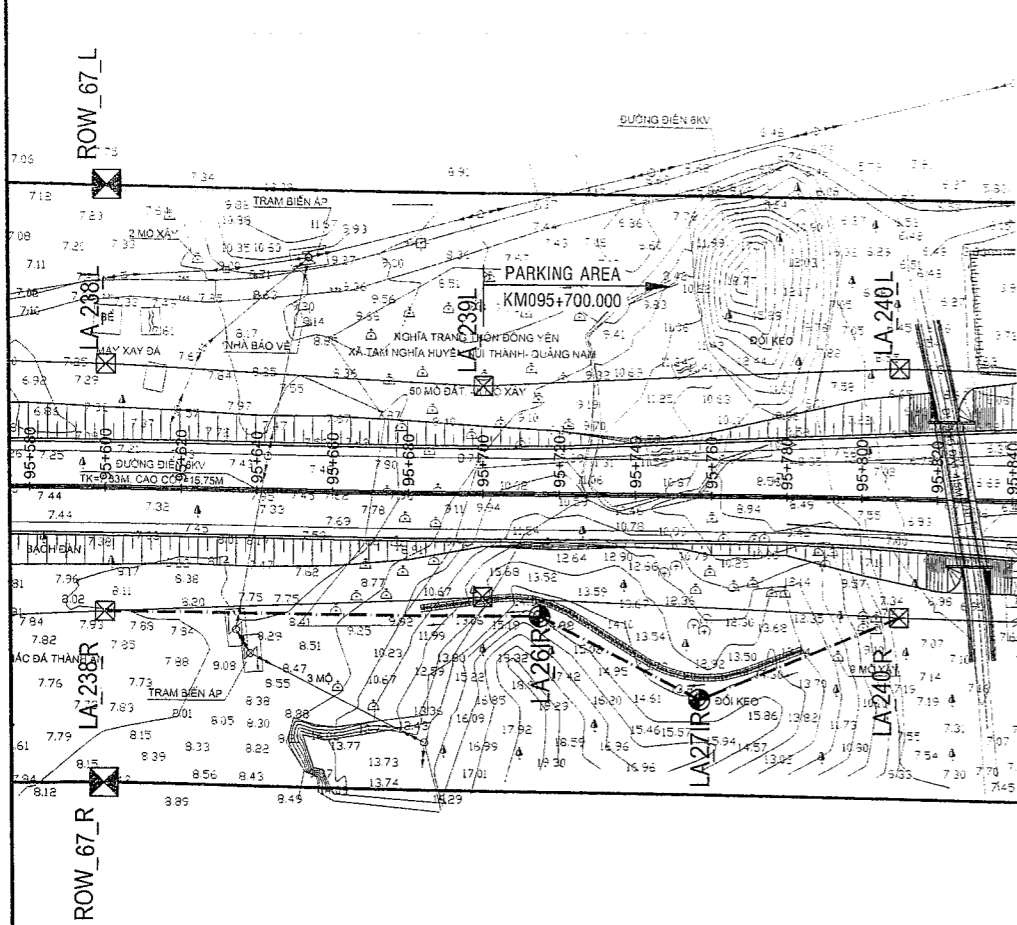
NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
21	KM093+730.0	1702245.834	572192.223	LA-18_IR	31.76	1702214.194	572159.502
22	KM093+765.0	1702242.825	572197.093	LA-19_IR	42.57	1702200.419	572193.412
23	KM093+800.0	1702239.767	572231.959	LA-20_IR	43.10	1702196.836	572228.164
24	KM093+830.0	1702237.107	572281.841	LA-21_IR	62.35	1702175.008	572256.251
25	KM093+860.0	1702234.411	572291.720	LA-22_IR	37.88	1702196.689	572288.293
26	KM093+910.0	1702229.838	572341.510	LA-23_IR	33.31	1702196.668	572338.417
27	KM094+000.0	1702221.356	572431.110	LA221R	26.69	1702194.785	572428.546
28	KM094+230.0	1702193.318	572703.732	LA224R	58.30	1702135.321	572703.767
29	KM094+365.0	1702184.895	572794.263	LA-24_IR	65.23	1702119.803	572787.646
30	KM094+442.0	1702178.890	572870.795	LA-25_IR	39.39	1702137.704	572866.799

**LEGENDS / CHÚ THÍCH:**

- LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- — — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS:		DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
				COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999		Package: A2		Station: KM81+150.0 - KM99+500.0		218	
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY	CHECKED BY	APPROVED BY		R.O.W MAP KM81+150.0 - KM99+500.0			
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I.ISHIMOTO		SCALE	DRAWING NO.	REV. NO.
		DATE					1/2000	PKGA2-050	1		

A2.5



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
31	KM095-600.0	1732359.205	574024.611	LA238R	32.85	1702026.524	574021.476
32	KM095-715.0	1732047.536	574139.217	LA-26_R	32.41	1702015.296	574135.926
33	KM095-757.0	1732043.277	574101.000	LA-27_R	54.18	1701989.376	574175.501
34	KM095-810.0	1702037.853	574233.722	LA240R	31.61	1702006.409	574230.453

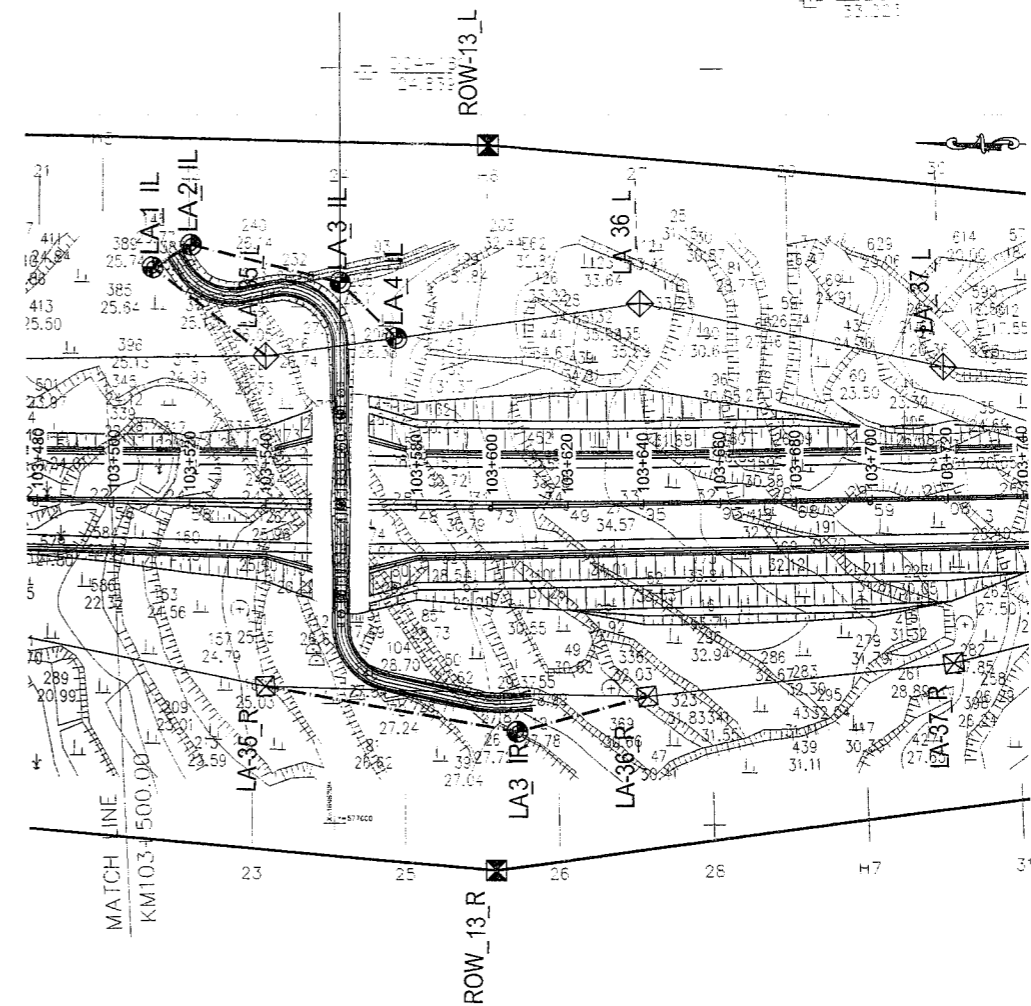
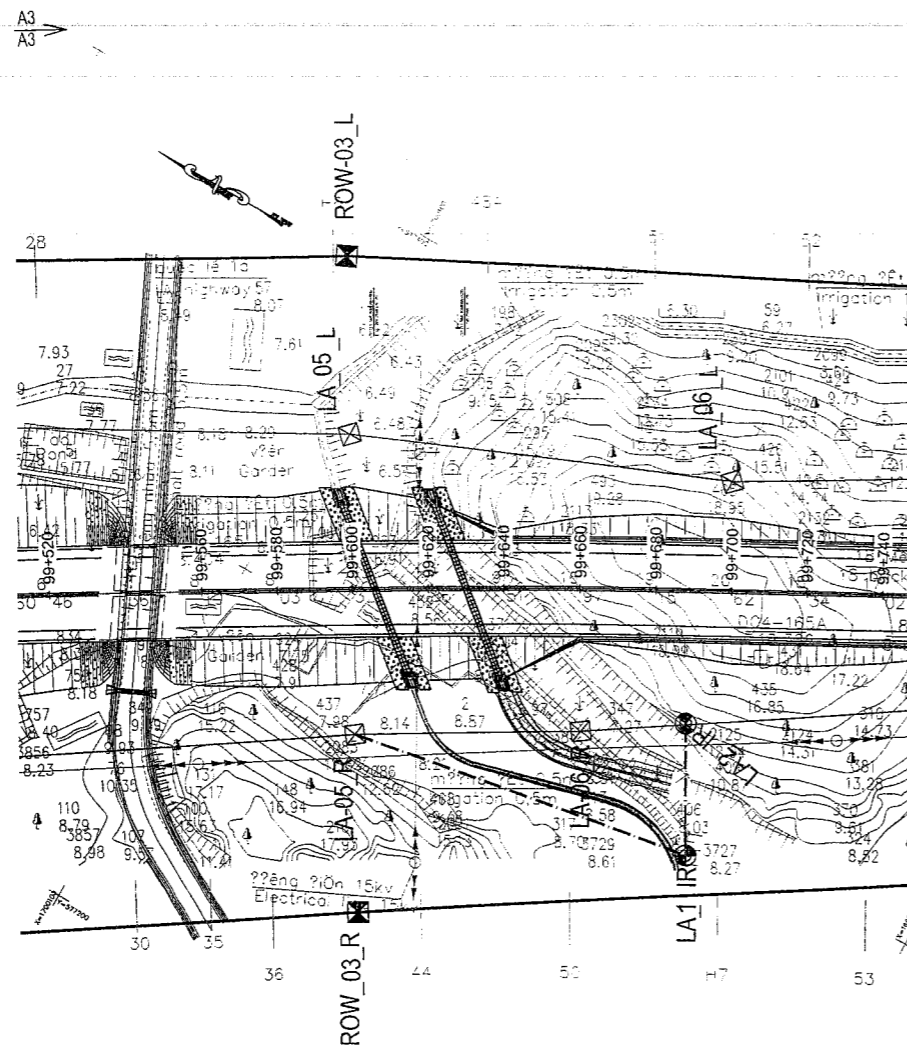
NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
35	KM097-820.0	1701362.805	576104.704	LA260R	34.03	1701334.700	576085.689
36	KM097-845.0	1701348.780	576125.331	LA-26_IR	39.45	1701316.301	576102.817
37	KM097-945.0	1701291.000	576208.348	LA-29_IR	33.03	1701264.258	576187.558
38	KM098-100.0	1701197.459	576331.528	LA-30_IR	38.66	1701188.827	576307.530
39	KM098-200.0	1701134.597	576406.294	LA-31_IR	37.46	1701105.793	576384.395
40	KM098-200.0	1701085.954	576454.192	LA-32_IR	31.05	1701073.990	576434.647

**LEGENDS / CHÚ THÍCH:**  
 ● LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI  
 ☒ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI  
 ———— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM81+150 - KM99+500.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.
							DATE	1/2000	PKG02-080	1

AS.6

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE A3  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU A3**



LIST COORDINATES OF LAND ACQUISITION MARKERS

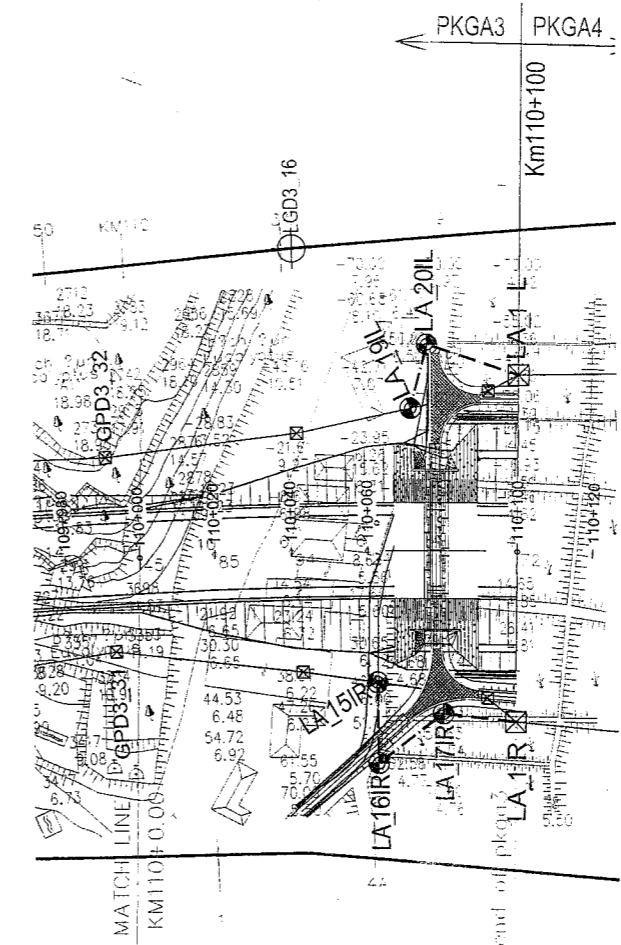
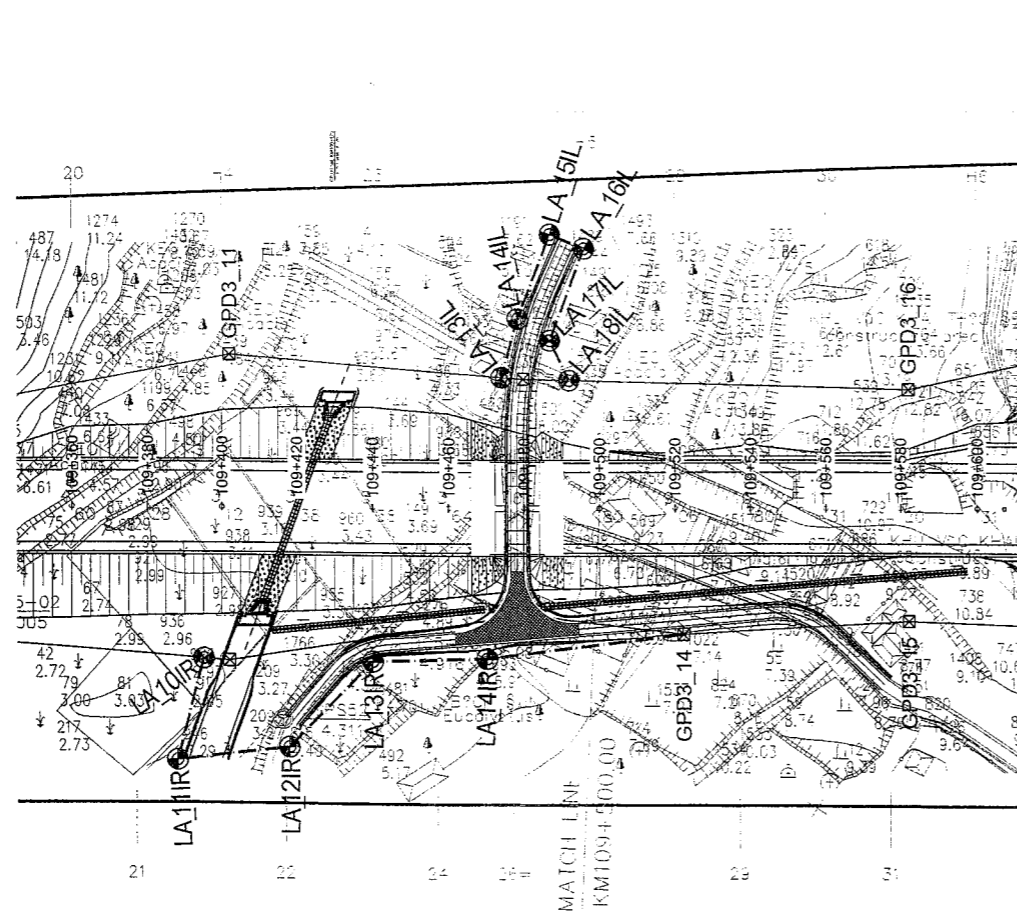
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	LA35L	39.16	1696217.830	577723.835	KM103+541.0	1696216.992	577684.684
2	LA-1_IL	62.08	1696247.461	577747.002	KM103+510.0	1696248.018	577684.928
3	LA-2_IL	68.21	1696237.406	577753.036	KM103+520.0	1696238.018	577684.827
4	LA-3_IL	58.84	1696197.976	577743.477	KM103+560.0	1696198.019	577684.634
5	LA-4_IL	44.20	1696183.169	577728.884	KM103+575.0	1696183.019	577684.684

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM099+600.0	1700072.422	577309.325	LA05R	38.53	1700052.992	577276.049
2	KM099+688.0	1699995.946	577352.859	LA-1_IR	70.32	1699961.753	577291.407
3	KM099+776.0	1699995.947	577352.859	LA-2_IR	35.37	1699978.726	577321.965
4	KM103+540.0	1696218.019	577684.730	LA35R	48.53	1696218.254	577636.197
5	KM103+605.0	1696153.005	577684.809	LA-3_IR	60.19	1696151.675	577624.637
6	KM103+640.0	1696118.022	577685.234	LA36R	51.18	1696117.044	577634.063

LEGENDS / CHÚ THÍCH:  
 ● LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI  
 ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI  
 ———— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A3 Station: KM99+500 -- KM110+100.0					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM99+500 -- KM110+100.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I.ISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKG3-010	1

A3.1



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
15	LA-13_IL	34.76	1690931.407	580152.466	KM109+474.0	1690912.911	580123.035
16	LA-14_IL	49.46	1690935.840	580167.038	KM109+476.0	1690909.525	580125.164
17	LA-15_IL	72.65	1690940.560	580191.462	KM109+487.0	1690901.904	580129.952
18	LA-16_IL	68.87	1690930.929	580193.052	KM109+496.0	1690894.284	580134.741
19	LA-17_IL	44.57	1690925.617	580167.635	KM109+487.0	1690901.904	580129.952
20	LA-18_IL	33.97	1690915.747	580181.377	KM109+492.0	1690897.671	580132.613
21	LA-19_IL	37.81	1690401.954	580443.470	KM110+072.0	1690388.771	580408.028
22	LA-20_IL	54.80	1690403.468	580460.977	KM110+076.0	1690385.007	580409.382
23	LA1R	46.92	1690377.623	580461.722	KM110+100.0	1690362.369	580417.352

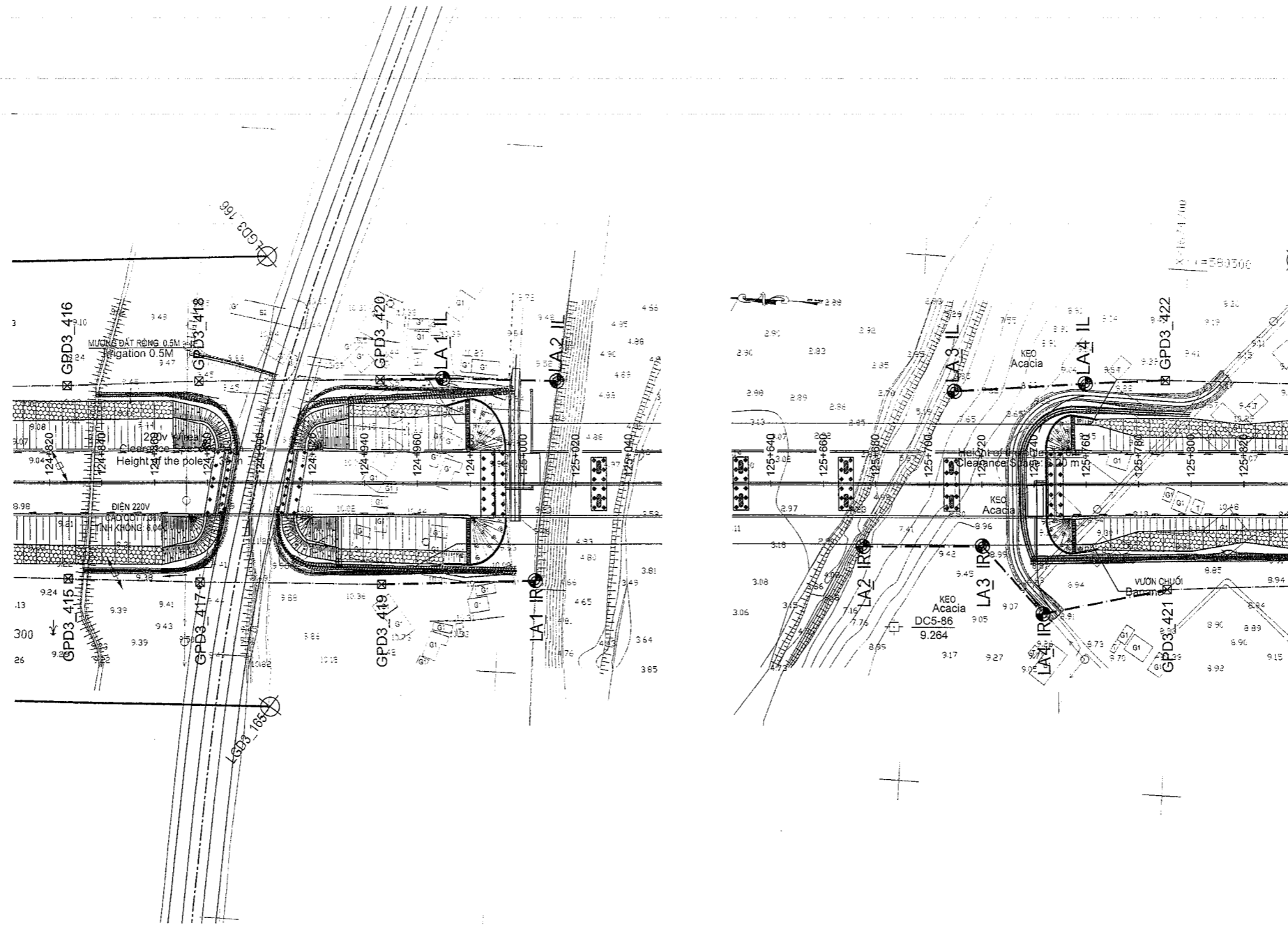
NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
13	KM109+388.0	1690979.799	580081.000	LA-10_IR	40.18	1690958.407	580046.985
14	KM109+381.0	1690985.726	580077.275	LA-11_IR	67.08	1690950.034	580020.480
15	KM109+411.0	1690960.326	580093.238	LA-12_IR	63.59	1690926.489	580039.396
16	KM109+433.0	1690941.699	580104.944	LA-13_IR	40.85	1690919.964	580070.359
17	KM109+463.0	1690916.298	580120.907	LA-14_IR	39.98	1690895.023	580087.053
18	KM109+515.0	1690872.270	580148.576	GPMB3-14	33.52	1690854.275	580120.294
19	KM110+062.0	1690398.156	580404.574	LA-15_IR	34.95	1690385.972	580371.822
20	KM110+062.0	1690398.156	580404.574	LA-16_IR	56.31	1690378.523	580351.794
21	KM110+080.0	1690381.234	580410.710	LA-17_IR	43.16	1690366.693	580370.072
22	KM110+100.0	1690362.370	580417.354	LA1R	45.17	1690347.690	580374.641

**LEGENDS / CHÚ THÍCH:**  
 ● LA I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI  
 ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI  
 - - - - - EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A3 Station: KM99+500 - KM110+100.0					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM99+500 - KM110+100.0		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKGA3-030	1

A3.3

**ADDITIONAL LAND ACQUISITION STAKES DRAWINGS OF  
PACKAGE A5  
BẢN VẼ BỔ SUNG CỌC GPMB CHO  
GÓI THẦU A5**



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
1	GPD3_420	39.43	1675549.474	530402.335	KM124+946.0	1675547.199	580368.966
2	LA-1_IL	40.04	1675525.585	530410.340	KM124+970.0	1675523.240	580370.369
3	LA-2_IL	39.22	1675482.643	530412.040	KM125+013.0	1675480.314	580372.887
4	LA-3_IL	35.48	1674786.538	530449.124	KM125+710.0	1674784.510	580413.702
5	LA-4_IL	38.38	1674736.843	530454.944	KM125+760.0	1674734.596	580416.629
6	GPD3_422	39.46	1674706.423	530457.808	KM125+790.0	1674704.647	580418.386

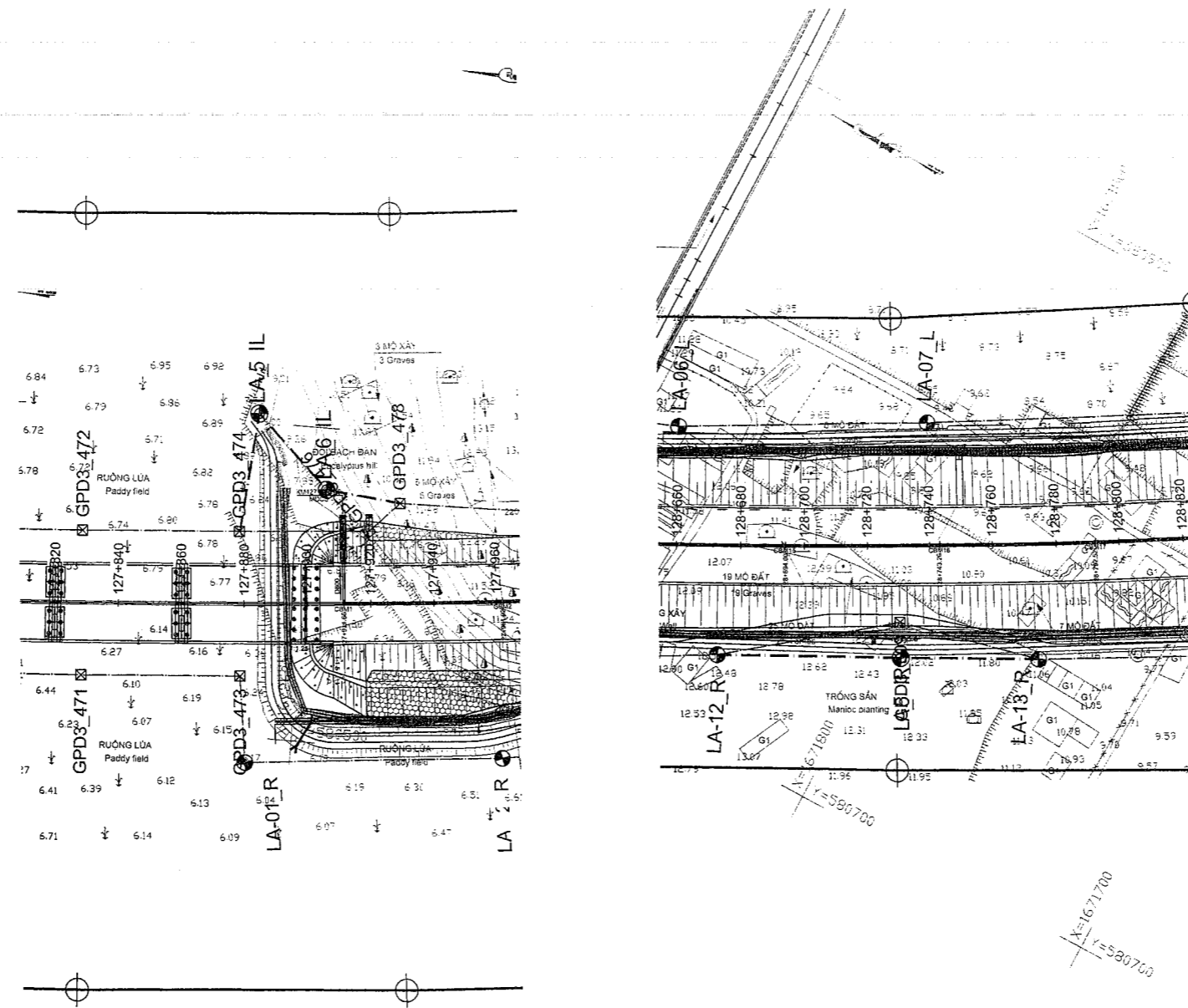
NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
1	KM124+946.0	1675547.199	580368.966	GPD3-419	38.54	1675544.819	580370.498
2	KM125+004.3	1675489.000	580372.376	LA-1_R	36.80	1675486.846	580375.848
3	KM125+675.0	1674819.450	580411.652	LA-2_R	122.32	1674717.768	580376.352
4	KM125+720.0	1674774.527	580414.287	LA-3_R	64.92	1674709.635	580386.504
5	KM125+743.0	1674751.587	580415.834	LA-4_R	32.90	1674718.687	580390.946
6	KM125+790.0	1674704.647	580418.386	GPD3-421	37.43	1674697.033	580387.815

**LEGENDS / CHÚ THÍCH:**

- LA\_I, LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- ..... LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A5 Station: KM124+700 - KM139+203.627					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM124+700 - KM139+203.627		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGA	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKGA5-010	1

A5.1



LIST COORDINATES OF LAND ACQUISITION MARKERS

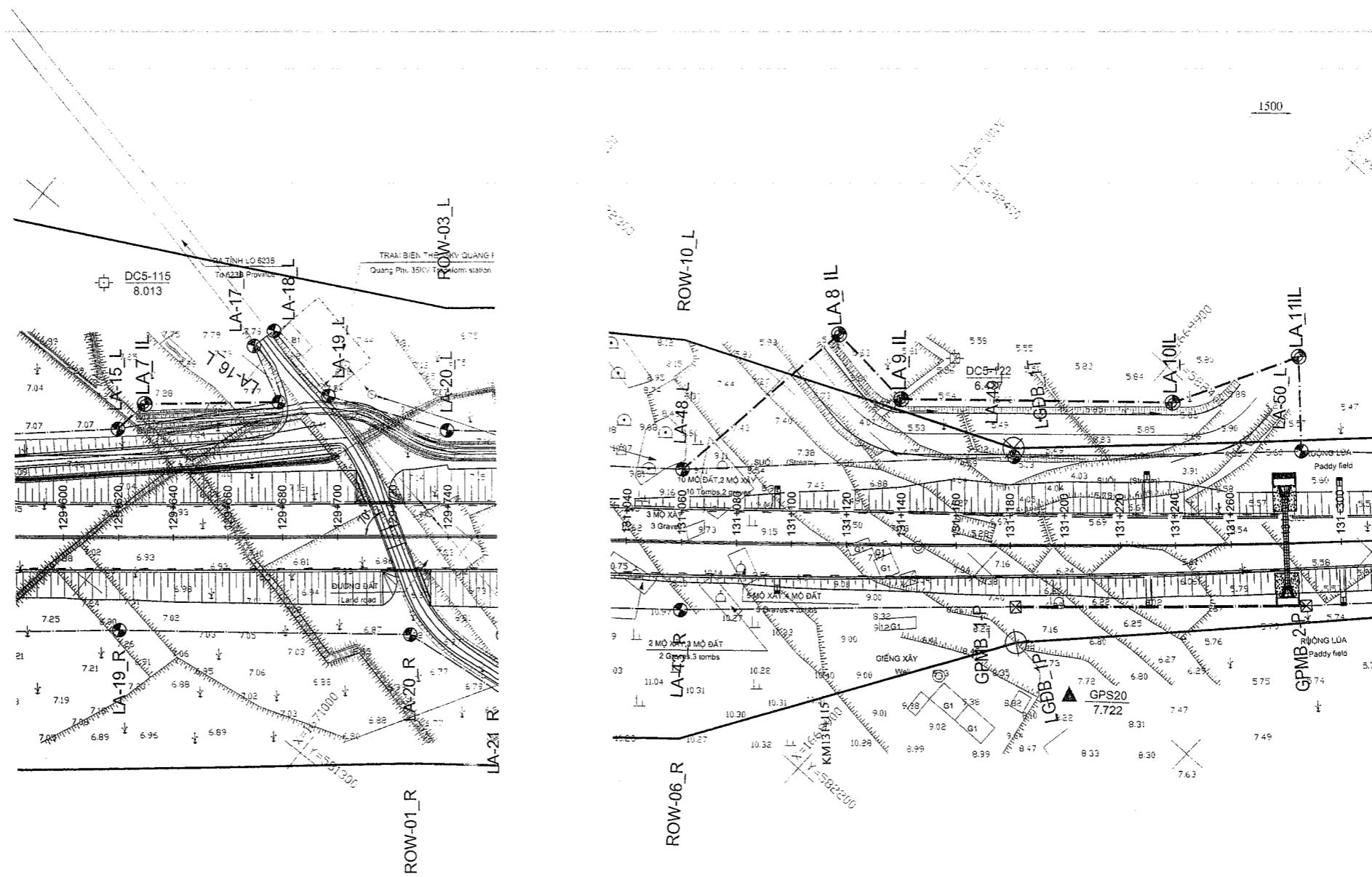
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
7	GPD3_474	22.92	1672621.608	580564.807	KM127-878.5	1672619.818	580541.958
8	LA-5_IL	60.39	1672618.448	580602.683	KM127-993.0	1672613.335	580542.508
9	LA-6_IL	36.26	1672595.237	580580.563	KM127-908.7	1672591.788	580544.468
10	GPD3_478	31.76	1672571.929	580578.971	KM127-993.0	1672568.644	580546.790

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
7	KM126-675.0	1671680.671	580756.064	LA12R	34.61	1671644.616	580727.193
8	KM128-730.0	1671610.332	580764.913	LA-5_IL	35.64	1671793.008	580753.799
9	KM126-773.0	1671772.082	580816.094	LA13R	36.61	1671754.476	580774.495

**LEGENDS / CHÚ THÍCH:**  
 ● LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI  
 ☒ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI  
 ——— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM124+700 -:- KM139+203.627		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKG5-020	1

A5.2



LIST COORDINATES OF LAND ACQUISITION MARKERS

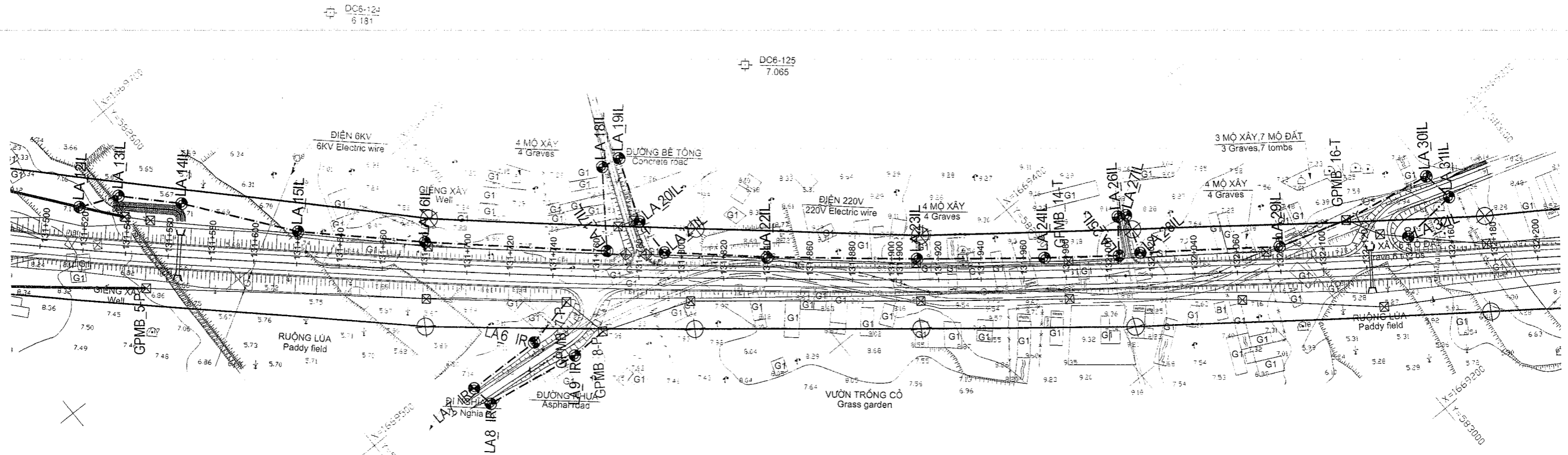
NO.	NAME	LEFT SIDE			CENTER LINE		
		OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
11	LA15L	39.86	1671125.548	581350.418	KM129+620.0	1671100.540	581319.639
12	LA-7_IL	48.75	1671123.517	581363.776	KM129+630.0	1671092.779	581325.944
13	LA16L	49.31	1671085.843	581395.113	KM129+679.0	1671054.749	581356.843
14	LA48L	26.55	1670004.357	582252.260	KM131+060.0	1669986.804	582232.337
15	LA-8_IL	76.56	1669995.780	582326.821	KM131+117.0	1669944.221	582270.227
16	LA-9_IL	53.14	1669982.899	582324.987	KM131+140.0	1669927.169	582285.646
17	LA-10_IL	52.06	1669989.678	582391.482	KM131+240.0	1669853.864	582353.677
18	LA-11_IL	67.98	1669887.266	582434.929	KM131+287.0	1669819.903	582386.166
19	LA50L	33.55	1669843.435	582410.075	KM131+287.0	1669819.902	582386.166

**LEGENDS / CHÚ THÍCH:**

- LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT					
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP		
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			NAME	PHAN VAN HOAT	TAKAYASU NAGAI	I.SHIMOTO	KM124+700 -> KM139+203.627		
				SIGNATURE	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	SCALE	DRAWING NO.	REV. NO.
				DATE				1/2000	PKGA5-030	1

45.8



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
20	LA-12_IL	19.80	1669672.810	582563.429	KM131+517.0	1669658.377	582549.873
21	LA-13_IL	26.33	1669665.374	582580.989	KM131+535.0	1669646.109	582563.044
22	LA-14_IL	24.89	1669644.023	582601.816	KM131+565.0	1669625.668	582585.002
23	LA-15_IL	14.95	1669599.728	582635.658	KM131+620.0	1669588.623	582625.655
24	LA-16_IL	13.18	1669558.650	582679.185	KM131+680.0	1669548.745	582670.484
25	LA-17_IL	12.09	1669502.430	582742.663	KM131+765.0	1669493.216	582734.837
26	LA-18_IL	51.09	1669534.094	582765.621	KM131+762.0	1669495.156	582732.549
27	LA-19_IL	55.21	1669532.213	582774.217	KM131+770.0	1669489.985	582738.653
28	LA-20_IL	25.92	1669503.360	582762.992	KM131+780.0	1669483.535	582746.295
29	LA-21_IL	11.72	1669484.836	582763.015	KM131+792.0	1669475.843	582755.506
30	LA-22_IL	10.21	1669453.060	582798.904	KM131+840.0	1669445.173	582792.428
31	LA-23_IL	9.74	1669408.755	582852.938	KM131+910.0	1669401.149	582846.852
32	LA-24_IL	9.35	1669371.419	582899.754	KM131+970.0	1669364.050	582894.007
33	LA-25_IL	9.50	1669350.222	582927.507	KM132+005.0	1669342.682	582921.727
34	LA-26_IL	27.70	1669364.661	582938.578	KM132+005.0	1669342.682	582921.727
35	LA-27_IL	28.23	1669362.736	582941.995	KM132+009.0	1669340.262	582924.911
36	LA-28_IL	10.46	1669344.950	582936.012	KM132+150.0	1669336.620	582929.680
37	LA-29_IL	11.51	1669308.812	582938.483	KM132+080.0	1669297.561	582981.635
38	GPMB16T	22.69	1669297.044	583020.537	KM132+112.0	1669278.561	583007.383
39	LA-30_IL	40.94	1669289.302	583062.158	KM132+150.0	1669256.183	583038.095
40	LA-31_IL	30.77	1669275.202	583064.274	KM132+160.0	1669250.305	583046.185
41	LA-32_IL	13.31	1669272.632	583037.331	KM132+140.0	1669262.060	583030.005

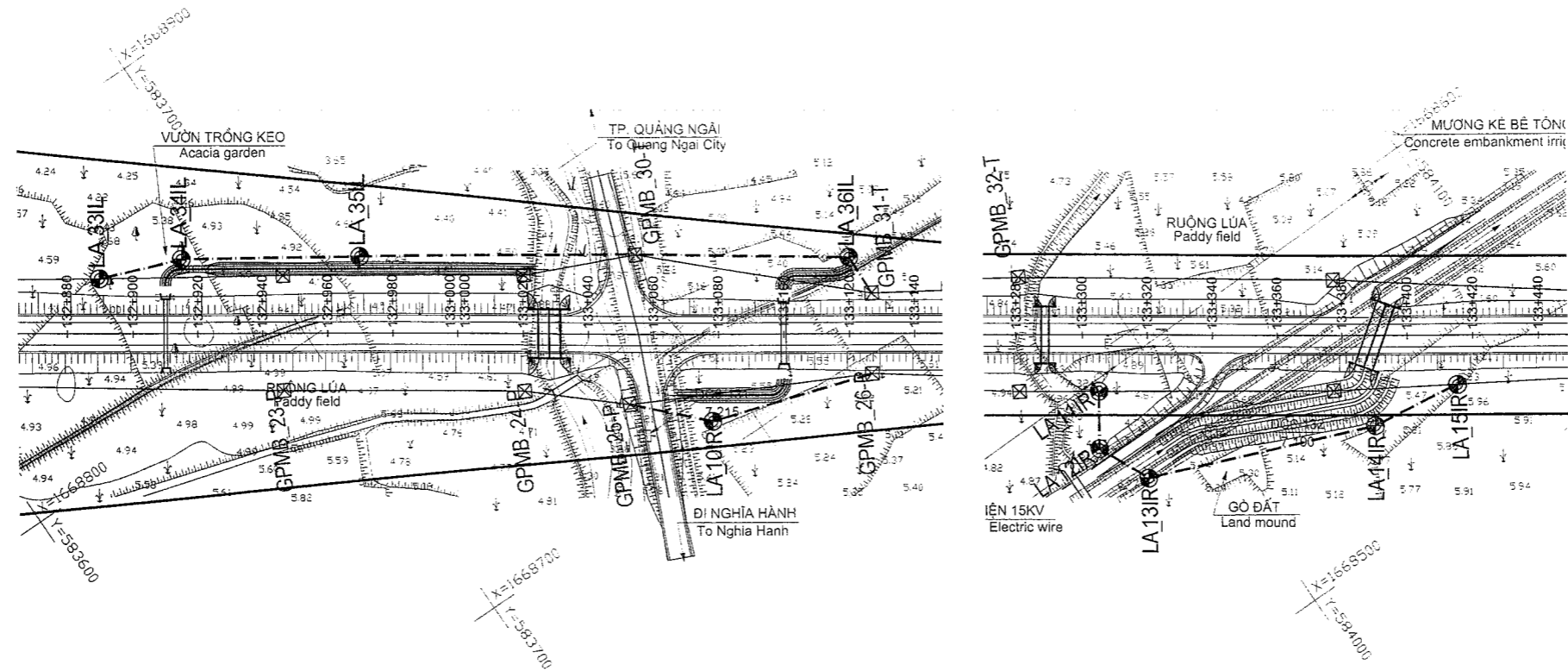
NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
10	KM131+746.0	1669505.529	582720.367	GPMB7P	12.17	1669495.898	582712.931
11	KM131+760.0	1669514.639	582709.736	LA-6_IR	31.60	1669490.637	582689.179
12	KM131+801.0	1669532.294	582689.309	LA-7_IR	54.21	1669491.418	582653.703
13	KM131+834.0	1669527.051	582695.351	LA-8_IR	61.11	1669480.975	582655.215
14	KM131+741.0	1669502.283	582724.170	LA-9_IR	37.18	1669474.048	582699.986
15	KM131+759.0	1669493.862	582734.074	GPMB8P	25.65	1669474.531	582717.220

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT						
					Package: A5      Station: KM124+700 -- KM139+203.627						
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		PREPARED BY		CHECKED BY		APPROVED BY			
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			PHAN VAN HOAT		TAKAYASU NAGAI		IISHIMOTO		R.O.W MAP KM124+700 -- KM139+203.627	
				DATE		SCALE		DRAWING NO.		REV. NO.	
				1/2000		PKGA5-040		1			

A5.4



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
42	LA-33_IL	16.91	1668851.450	583657.387	KM132+890.0	1668837.455	583647.889
43	LA-34_IL	22.84	1668842.315	583681.401	KM132+915.0	1668823.416	583668.575
44	LA-35_IL	23.55	1668812.018	583727.309	KM132+970.0	1668792.531	583714.085
45	GPMB30T	24.63	1668765.133	583798.320	KM133+055.0	1668744.800	583784.418
46	LA-36_IL	23.48	1668727.729	583851.387	KM133+120.0	1668708.299	583838.202
47	GPMB31T	12.47	1668714.748	583850.912	KM133+127.0	1668704.368	583843.994

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
16	KM133-053.0	1668745.923	583782.763	GPMB25P	21.58	1668728.225	583770.280
17	KM133-078.0	1668731.884	583803.449	LA-10_IR	26.71	1668709.784	583788.451
18	KM133-127.0	1668704.368	583843.994	GPMB26P	12.29	1668694.259	583837.007
19	KM133-305.0	1668604.413	583991.279	LA-11_IR	17.35	1668590.055	583981.535
20	KM133-305.0	1668604.413	583991.279	LA-12_IR	35.02	1668575.433	583971.611
21	KM133-320.0	1668595.990	584003.691	LA-13_IR	43.94	1668559.698	583978.921
22	KM133-390.0	1668556.682	584061.612	LA-14_IR	27.70	1668533.763	584046.058
23	KM133-415.0	1668542.643	584082.288	LA-15_IR	15.09	1668530.164	584073.829

**LEGENDS / CHÚ THÍCH:**

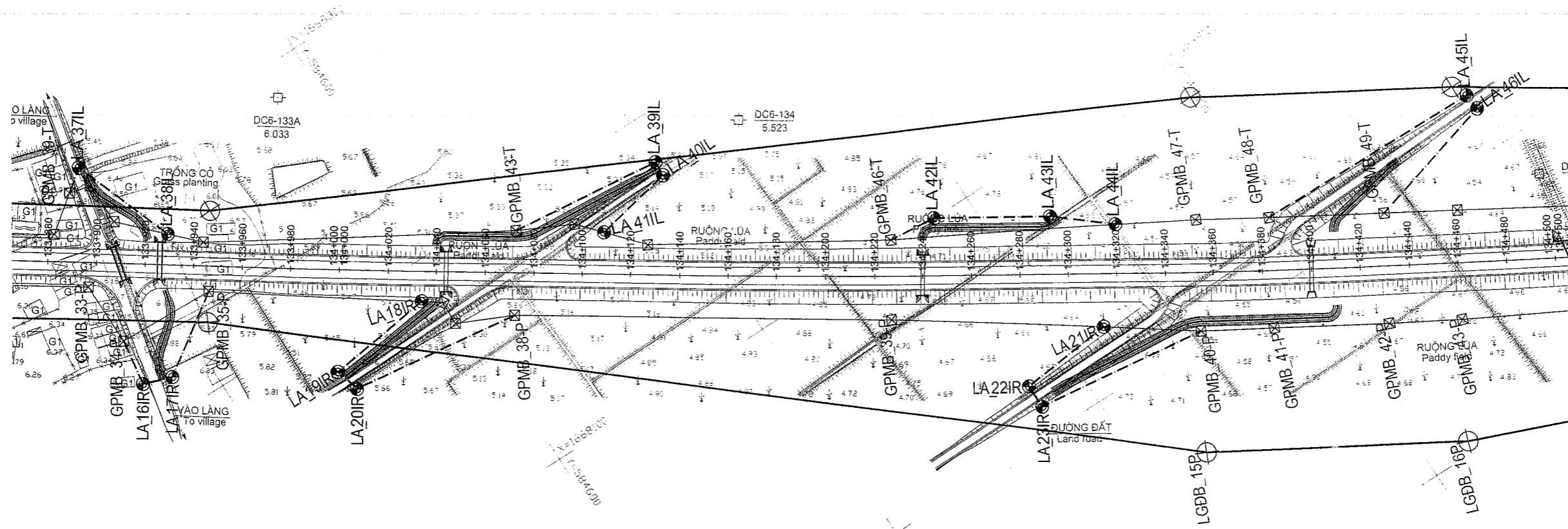
- LA\_I. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A5 Station: KM124+700 -- KM139+203.627				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM124+700 -- KM139+203.627	
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				NAME	SIGNATURE	DATE	SCALE	DRAWING NO.

A5.5

TO DANANG

TO QUANGNGAI



LIST COORDINATES OF LAND ACQUISITION MARKERS

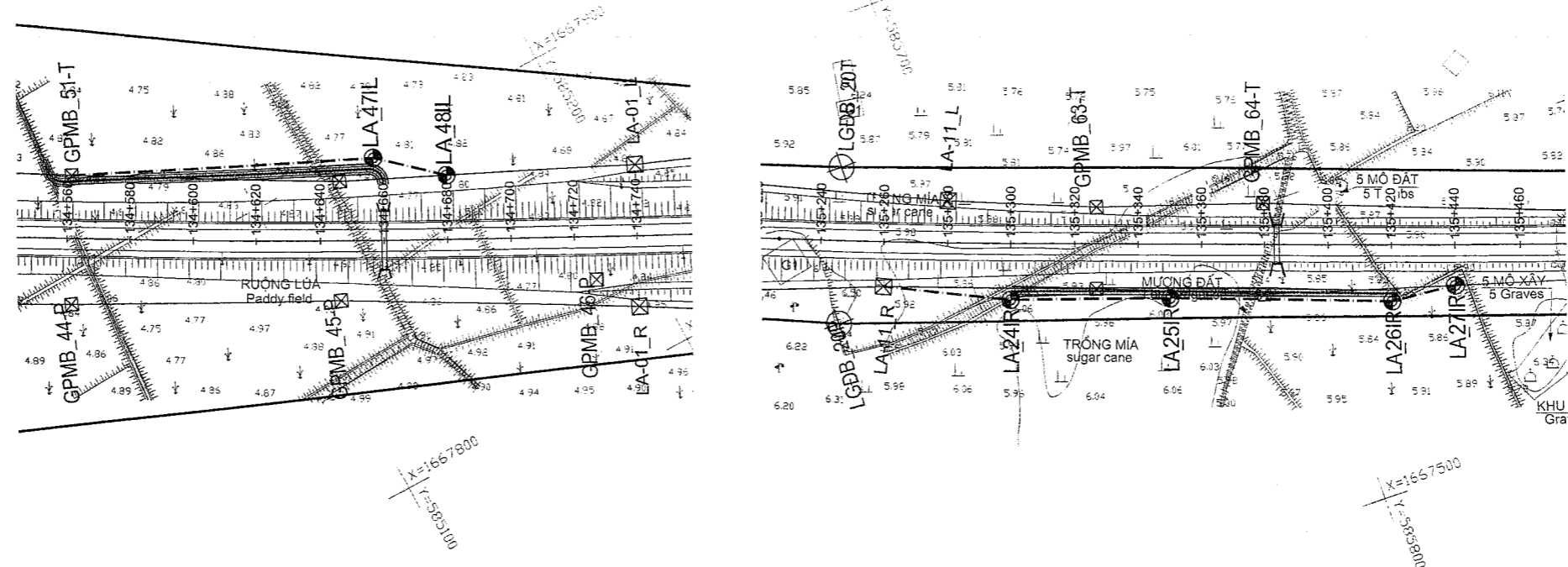
NO	LEFT SIDE				CENTER LINE			RIGHT SIDE			
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
48	GPMB39T	29.24	1668300.234	584492.791	KM133+999.0	1668277.439	584473.885				
49	LA-37_IL	39.83	1668306.960	584498.722	KM133+992.0	1668274.795	584476.998				
50	LA-38_IL	12.60	1668264.457	584514.831	KM133+929.0	1668254.049	584507.632				
51	GPMB43T	17.27	1668189.486	584636.390	KM134+072.0	1668174.357	584626.393				
52	LA-39_IL	48.20	1668181.077	584700.165	KM134+000.0	1668142.459	584687.409				
53	LA-40_IL	40.91	1668175.009	584699.770	KM134+000.0	1668140.513	584677.317				
54	LA-41_IL	17.11	1668169.285	584686.644	KM134+000.0	1668139.595	584657.255				
55	GPMB40T	14.92	1668102.483	584784.167	KM134+227.0	1668069.593	584756.272				
56	LA-42_IL	29.87	1668100.147	584754.147	KM134+243.0	1668060.062	584771.472				
57	LA-43_IL	23.70	1668074.766	584824.610	KM134+283.0	1668054.832	584812.120				
58	LA-44_IL	20.15	1668057.643	584845.674	KM134+311.0	1668040.493	584835.115				
59	GPMB48T	21.90	1668026.185	584901.786	KM134+354.0	1668027.228	584839.794				
60	LA-45_IL	65.14	1668024.101	584909.720	KM134+493.0	1668014.753	584862.254				
61	LA-46_IL	62.85	1668017.336	584908.514	KM134+472.0	1668012.762	584855.723				
62	GPMB49T	21.74	1668002.127	584941.167	KM134+493.0	1668003.902	584890.251				
24					KM133+912.0	1668263.577	584493.553	GPMB34P	32.15	1668236.982	584475.491
25					KM133+920.0	1668259.092	584500.178	LA-16_IR	49.33	1668218.238	584472.528
26					KM133+932.0	1668252.369	584510.118	LA-17_IR	46.12	1668214.154	584484.294
27					KM133+947.0	1668243.970	584522.546	GPMB35P	10.45	1668235.682	584516.180
28					KM134+034.0	1668195.445	584594.756	LA-18_IR	12.23	1668185.269	584587.966
29					KM134+000.0	1668214.364	584566.506	LA-19_IR	42.07	1668179.434	584543.055
30					KM134+008.0	1668209.907	584573.149	LA-20_IR	48.67	1668169.495	584546.019
31					KM134+072.0	1668174.387	584626.388	GPMB33P	17.54	1668159.652	584616.880
32					KM134+314.0	1668043.577	584829.974	LA-21_R	21.89	1668024.937	584818.505
33					KM134+283.0	1668059.951	584803.651	LA-22_IR	46.05	1668021.068	584778.973
34					KM134+288.0	1668057.310	584807.897	LA-23_IR	54.50	1668011.101	584779.009
35					KM134+354.0	1668022.708	584864.098	GPMB40P	24.14	1668002.035	584851.631

LEGENDS / CHÚ THÍCH:  
 ● LA\_IL LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI  
 ☒ GPMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 — LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI  
 — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			Package: A5	Station: KM124+700 -- KM139+203.627			
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85				PREPARED BY: PHAN VAN HOAT	CHECKED BY: TAKAYASU NAGAI	APPROVED BY: IISHIMOTO	R.O.W MAP KM124+700 -- KM139+203.627	
				DATE			SCALE: 1/2000	DRAWING NO. PKGA5-060	REV. NO. 1

45.6

DC6-138A  
6.001



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
63	GPMB51T	19.80	1667936.379	585053.213	KM134+561.0	1667919.208	585043.347
64	LA-47_IL	26.00	1667896.900	585139.996	KM134+657.0	1667873.855	585127.956
65	LA-48_IL	20.26	1667881.238	585157.659	KM134+680.0	1667863.241	585148.361

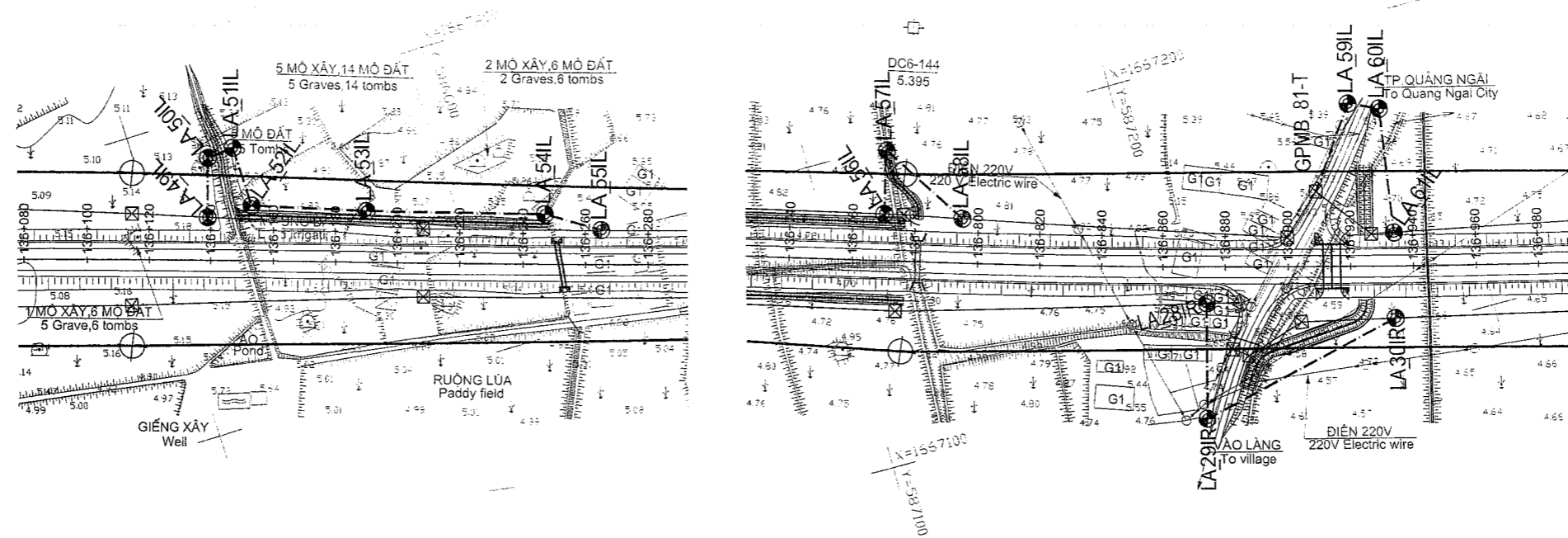
NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
36	KM135+260.0	1667628.557	585678.374	LA11R	14.21	1667615.245	585673.415
37	KM135+300.0	1667614.737	585715.911	LA-24_IR	17.84	1667597.976	585709.809
38	KM135+350.0	1667597.835	585762.967	LA-25_IR	17.14	1667581.668	585757.267
39	KM135+420.0	1667574.802	585829.069	LA-26_IR	17.78	1667557.982	585823.302
40	KM135+440.0	1667568.343	585847.997	LA-27_IR	12.68	1667556.338	585843.916

LEGENDS / CHÚ THÍCH:

- ⊗ LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊠ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A5 Station: KM124+700 - KM139+203.627			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY PHAN VAN HOAT	CHECKED BY TAKAYASU NAGAI	APPROVED BY I. SHIMOTO	R.O.W MAP KM124+700 - KM139+203.627
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			DATE	SIGNATURE	SCALE 1/2000	DRAWING NO. PKGA5-070	REV. NO. 1

AS.7



DC6-141  
5.067

LIST COORDINATES OF LAND ACQUISITION MARKERS

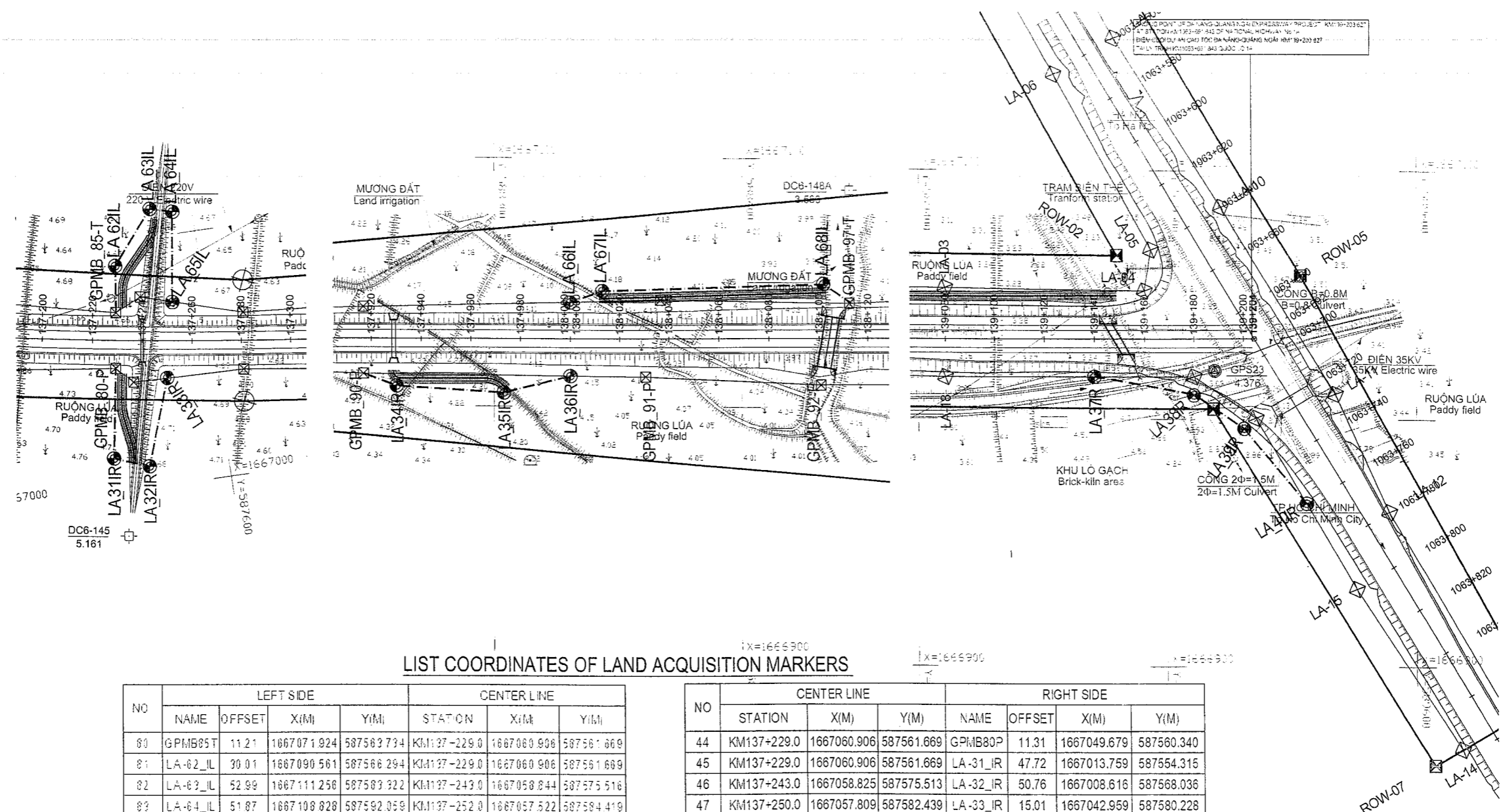
NO.	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
66	LA-49_IL	13.90	1667368.250	586517.560	KM136+139.0	1667354.999	586513.358
67	LA-50_IL	32.85	1667386.314	586523.288	KM136+139.0	1667354.999	586513.358
68	LA-51_IL	36.16	1667387.045	586531.912	KM136+147.0	1667352.581	586520.984
69	LA-52_IL	17.75	1667367.683	586532.067	KM136+153.0	1667350.768	586526.703
70	LA-53_IL	16.57	1667355.383	586566.983	KM136+190.0	1667339.584	586561.973
71	LA-54_IL	16.13	1667337.733	586621.183	KM136+247.0	1667322.355	586616.307
72	LA-55_IL	11.15	1667327.543	586636.835	KM136+265.0	1667316.914	586633.465
73	LA-56_IL	15.00	1667179.267	587119.418	KM136+770.0	1667164.914	587115.044
74	LA-57_IL	35.66	1667199.018	587125.437	KM136+770.0	1667164.914	587115.044
75	LA-58_IL	14.24	1667171.441	587143.064	KM136+795.0	1667157.793	587139.008
76	GPMB81T	24.20	1667149.872	587255.172	KM136+909.0	1667126.573	587248.645
77	LA-59_IL	52.10	1667174.152	587272.571	KM136+920.0	1667123.747	587259.276
78	LA-60_IL	50.49	1667170.028	587281.825	KM136+930.0	1667121.215	587268.950
79	LA-61_IL	10.74	1667130.609	587275.564	KM136+934.0	1667120.221	587272.824

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
41	KM136+814.0	1667135.794	587214.881	LA-28_IR	11.78	1667124.448	587211.698
42	KM136+814.0	1667135.794	587214.881	LA-29_IR	48.87	1667088.671	587201.914
43	KM136+874.0	1667120.199	587272.819	LA-30_IR	16.75	1667103.975	587268.654

LEGENDS / CHÚ THÍCH:  
 ● LA\_I.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI  
 ☒ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU  
 - - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI  
 ——— EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108°, K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT Package: A5 Station: KM124+700 - KM139+203.627			
CLIENT	PROJECT MANAGEMENT CONSULTANT	The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.			PREPARED BY	CHECKED BY	APPROVED BY	R.O.W MAP KM124+700 - KM139+203.627
VIETNAM EXPRESSWAY CORPORATION	PROJECT MANAGEMENT UNIT NO.85			SIGNATURE	PHAN VAN HOAT	TAKAYASU NAGAI	IISHIMOTO	SCALE 1/2000
				DATE				DRAWING NO. PKGA5-080
								REV. NO. 1

AS.8



LIST COORDINATES OF LAND ACQUISITION MARKERS

NO	LEFT SIDE				CENTER LINE		
	NAME	OFFSET	X(M)	Y(M)	STATION	X(M)	Y(M)
80	GPMB85T	11.21	1667071.924	587563.734	KM137-229.0	1667060.906	587561.669
81	LA-62_IL	30.01	1667090.561	587566.294	KM137-229.0	1667060.906	587561.669
82	LA-63_IL	52.89	1667111.256	587583.322	KM137-243.0	1667058.844	587575.516
83	LA-64_IL	51.87	1667108.828	587582.059	KM137-252.0	1667057.522	587584.419
84	LA-65_IL	15.59	1667072.940	587586.715	KM137-252.0	1667057.522	587584.419
85	LA-66_IL	14.68	1667042.133	588330.729	KM138-000.0	1667027.456	588330.797
86	LA-67_IL	19.32	1667046.831	588343.739	KM138-013.0	1667027.511	588343.791
87	LA-68_IL	21.81	1667049.703	588432.697	KM138-115.0	1667027.891	588432.791
88	GPMB97T	14.25	1667042.188	588443.720	KM138-228.0	1667027.938	588443.790

NO	CENTER LINE			RIGHT SIDE			
	STATION	X(M)	Y(M)	NAME	OFFSET	X(M)	Y(M)
44	KM137+229.0	1667060.906	587561.669	GPMB80P	11.31	1667049.679	587560.340
45	KM137+229.0	1667060.906	587561.669	LA-31_IR	47.72	1667013.759	587554.315
46	KM137+243.0	1667058.825	587575.513	LA-32_IR	50.76	1667008.616	587568.036
47	KM137+250.0	1667057.809	587582.439	LA-33_IR	15.01	1667042.959	587580.228
48	KM137+917.0	1667027.101	588247.792	GPMB90P	14.14	1667012.961	588247.682
49	KM137+930.0	1667027.157	588260.792	LA-34_IR	19.12	1667008.040	588260.874
50	KM137+973.0	1667027.340	588303.792	LA-35_IR	21.82	1667005.522	588303.885
51	KM138+000.0	1667027.456	588330.791	LA-36_IR	15.03	1667012.429	588330.856
52	KM139+140.0	1667032.322	589470.788	LA-37_R	15.07	1667017.254	589470.845
53	KM139+180.0	1667032.493	589510.787	LA-38_IR	22.39	1667010.104	589510.830
54	KM139+200.0	1667032.578	589530.787	LA-39_IR	36.31	1666996.269	589531.055
55	KM1063+760.0	1666974.551	589570.141	LA-40_IR	16.66	1666965.959	589555.869

**LEGENDS / CHÚ THÍCH:**

- ⊙ LA\_i.. LAND ACQUISITION MARKER / CỌC GPMB CẮM MỚI
- ⊗ PGMB, LA EXISTING LAND ACQUISITION MARKER / CỌC GPMB HIỆN HỮU
- - - LAND ACQUISITION BORDER / RANH GIỚI GPMB MỚI
- — — EXISTING LAND ACQUISITION BORDER / RANH GIỚI GPMB HIỆN HỮU

MINISTRY OF TRANSPORT VIETNAM		ENGINEERING DESIGN CONSULTANT		REMARKS: COORDINATES ARE IN VN2000 CENTER MEDIAN 108', K=0.999	DA NANG-QUANG NGAI EXPRESSWAY DEVELOPMENT PROJECT				
CLIENT		PROJECT MANAGEMENT CONSULTANT			Package: A5	Station: KM124+700 - KM139+203.627			
VIETNAM EXPRESSWAY CORPORATION		UNIT NO.85			The Joint Venture of Nippon Koei Co., Ltd. Nippon Engineering Consultants Co., Ltd. Chodai Co., Ltd. Thai Engineering Consultants Co., Ltd.		R.O.W MAP KM124+700 - KM139+203.627		
PREPARED BY		CHECKED BY		APPROVED BY		SCALE	DRAWING NO.	REV. NO.	
NAME		NAME		NAME		1/2000	PKGA-090	1	
SIGNATURE		SIGNATURE		SIGNATURE					
DATE		DATE		DATE					

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