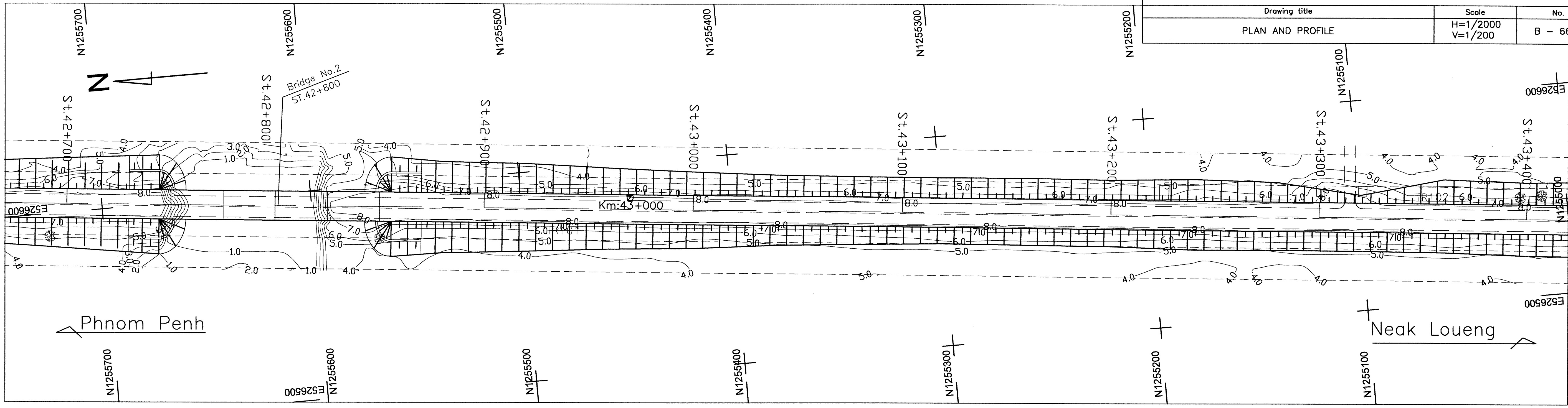
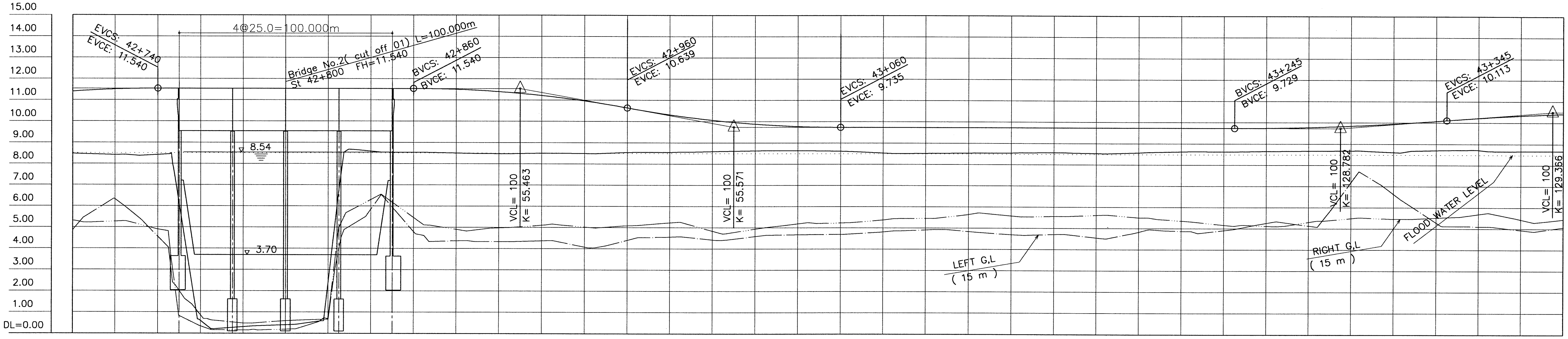
THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 66





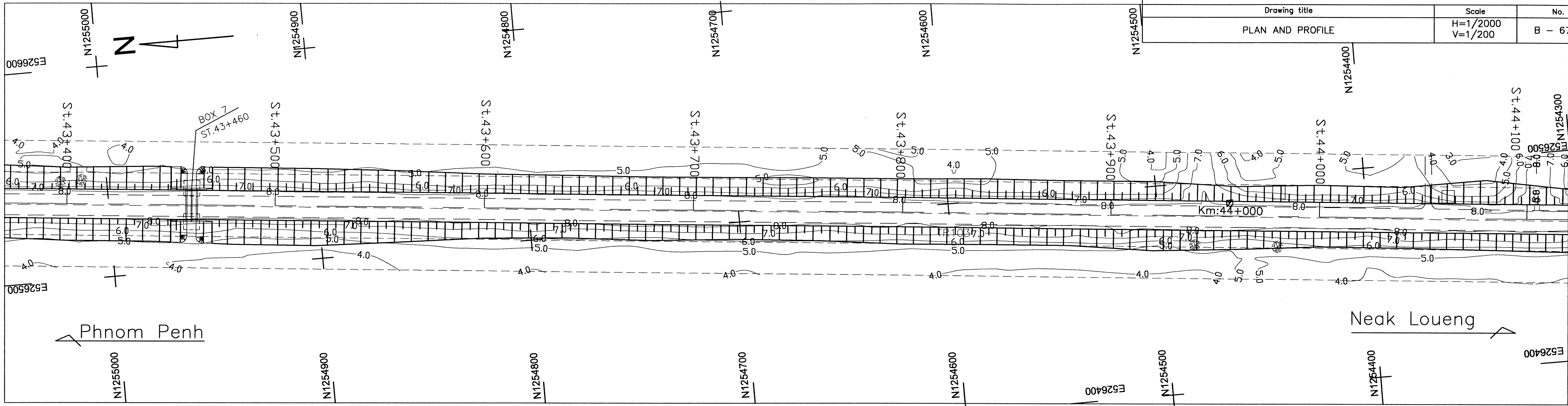
VERTICAL ALIGNMENT	
	I=0.000% L=220.00 — (11.540) — I=-1.803% L=100.00 — (9.737) — I=-0.004% L=285.00 — (9.727) — I=0.773% L=100.00 — (10.500)

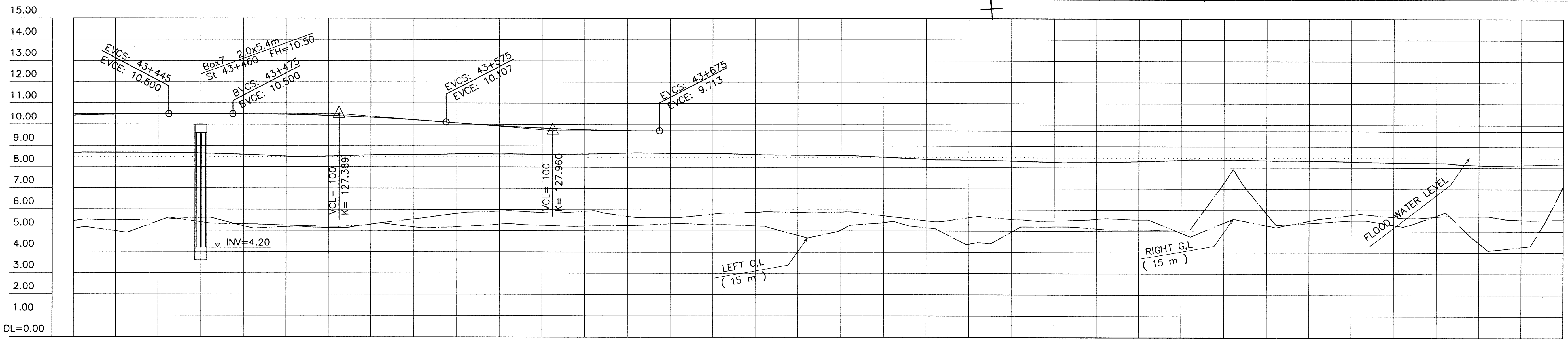
STATION	PAVEMENT HEIGHT	GROUND HEIGHT
42+700	11.397	8.47
42+720	11.504	8.41
42+740	11.540	8.42
42+760	11.540	0.60
42+780	11.540	0.31
42+800	11.540	0.40
42+820	11.540	2.39
42+840	11.540	8.59
42+860	11.540	8.53
42+880	11.504	8.50
42+900	11.396	8.48
42+920	11.215	8.50
42+940	10.963	8.48
42+960	10.639	8.54
42+980	10.314	8.55
43+000	10.061	8.59
43+020	9.881	8.62
43+040	9.772	8.63
43+060	9.735	8.61
43+080	9.735	8.53
43+100	9.734	8.52
43+120	9.733	8.53
43+140	9.732	8.54
13+160	9.732	8.57
43+180	9.731	8.53
43+200	9.730	8.56
43+220	9.730	8.62
43+240	9.729	8.63
43+260	9.737	8.65
43+280	9.775	8.67
43+300	9.844	8.68
43+320	9.945	8.61
43+340	10.076	8.70
43+360	10.221	8.72
43+380	10.337	8.67
43+400	10.422	8.67

HORIZONTAL CURVATURE	Rc=∞ L=3681.684
SUPER-ELEVATION	NC
CROSS SECTION TYPE	TYPE-F … TYPE-F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 67





VERTICAL ALIGNMENT: I=0.000% L=130.00 | 10.500 | I=–0.785% L=100.00 | 9.715 | I=–0.004% L=570.00

STATION	PAVEMENT HEIGHT	GROUND HEIGHT
43+400	10.422	8.67
43+420	10.476	8.67
43+440	10.499	8.67
43+460	10.500	8.64
43+480	10.499	8.59
43+500	10.475	8.50
43+520	10.421	8.51
43+540	10.334	8.56
43+560	10.216	8.57
43+580	10.069	8.62
43+600	9.936	8.61
43+620	9.833	8.60
43+640	9.762	8.61
43+660	9.723	8.67
43+680	9.713	8.66
43+700	9.712	8.65
43+720	9.712	8.59
43+740	9.711	8.56
43+760	9.710	8.55
43+780	9.710	8.48
43+800	9.709	8.38
43+820	9.708	8.35
43+840	9.707	8.30
43+860	9.707	8.25
43+880	9.706	8.25
43+900	9.705	8.29
43+920	9.705	8.36
43+940	9.704	8.38
43+960	9.703	8.34
43+980	9.703	8.33
44+000	9.702	8.28
44+020	9.701	8.23
44+040	9.700	8.22
44+060	9.700	8.12
44+080	9.699	8.13
44+100	9.698	8.14

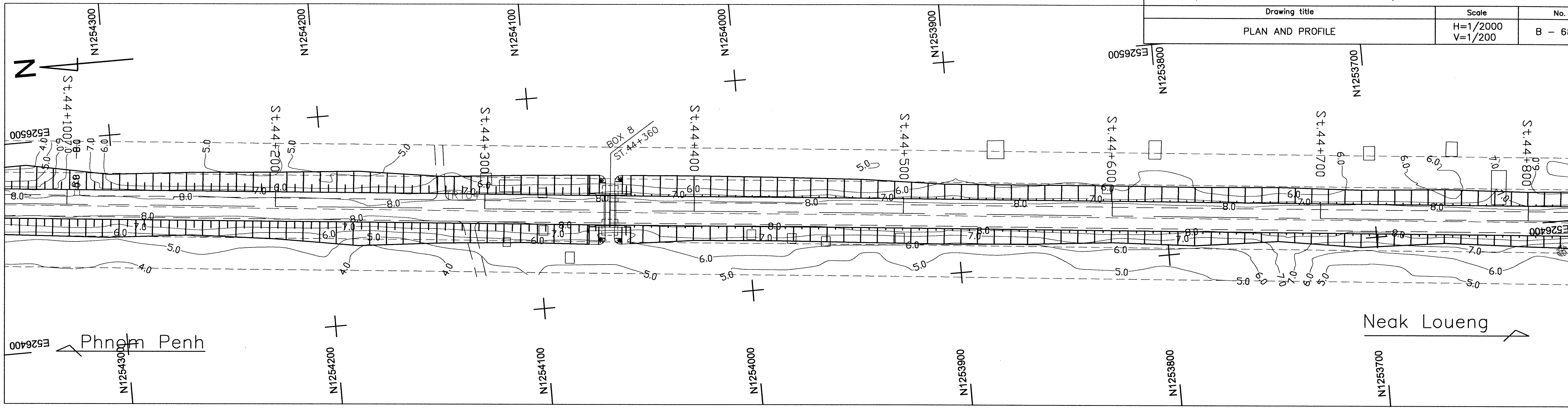
HORIZONTAL CURVATURE: Rc=∞ L=3681.684

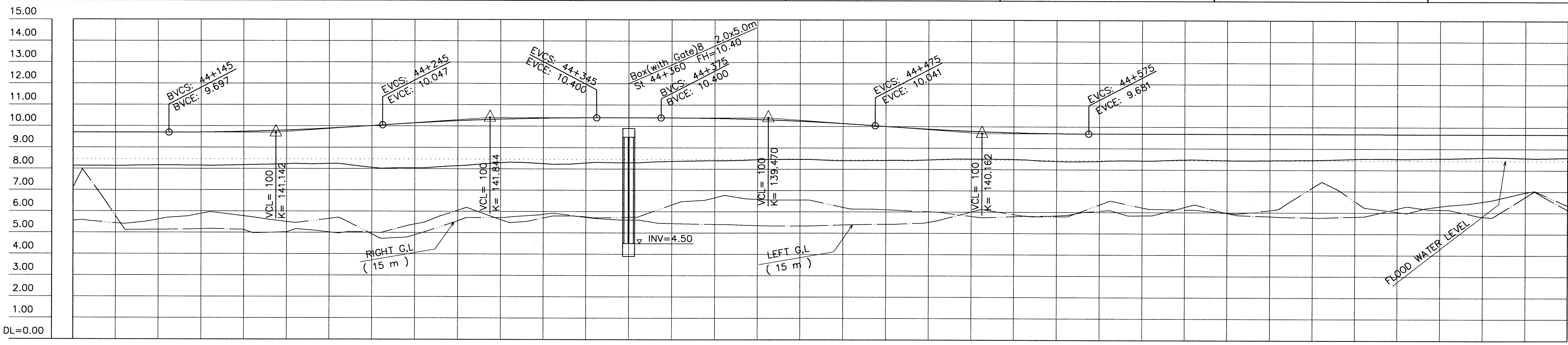
SUPER-ELEVATION: NC

CROSS SECTION TYPE: TYPE–F ... TYPE–F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 68





VERTICAL ALIGNMENT: I=-0.004% L=570.00 — (9.695) — I=0.705% L=100.00 — (10.400) — I=0.000% L=130.00 — (10.400) — I=-0.717% L=100.00 — (9.683) — I=-0.004% L=1215.00

STATION	PAVEMENT HEIGHT	GROUND HEIGHT
44+100	9.698	8.14
44+120	9.698	8.14
44+140	9.697	8.16
44+160	9.704	8.15
44+180	9.739	8.17
44+200	9.802	8.22
44+220	9.893	8.23
44+240	10.013	8.06
44+260	10.145	8.04
44+280	10.251	8.14
44+300	10.329	8.29
44+320	10.378	8.24
44+340	10.399	8.28
44+360	10.400	8.29
44+380	10.399	8.36
44+400	10.378	8.40
44+420	10.327	8.44
44+440	10.249	8.46
44+460	10.141	8.40
44+480	10.007	8.41
44+500	9.885	8.45
44+520	9.791	8.49
44+540	9.726	8.48
44+560	9.690	8.39
44+580	9.681	8.40
44+600	9.680	8.42
44+620	9.680	8.48
44+640	9.679	8.44
44+660	9.678	8.45
44+680	9.678	8.47
44+700	9.677	8.52
44+720	9.676	8.53
44+740	9.675	8.55
44+760	9.675	8.60
44+780	9.674	8.57
44+800	9.673	8.59

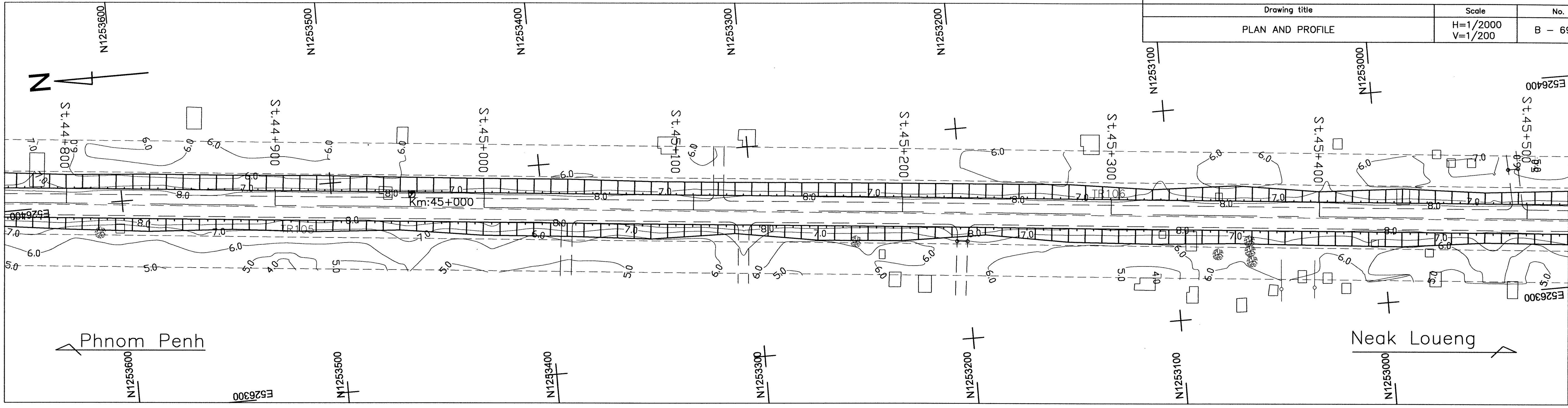
HORIZONTAL CURVATURE: Rc=∞ L=3681.684

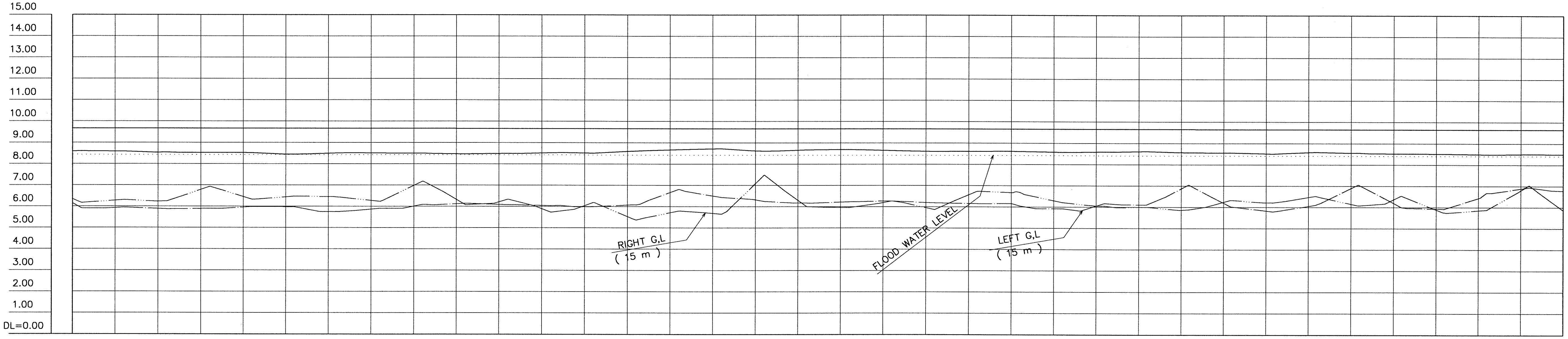
SUPER-ELEVATION: NC

CROSS SECTION TYPE: TYPE-F … TYPE-F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 69





VERTICAL ALIGNMENT: I=–0.004% L=1215.00

STATION	PAVEMENT HEIGHT	GROUND HEIGHT
44+800	9.673	8.59
44+820	9.673	8.58
44+840	9.672	8.54
44+860	9.671	8.52
44+880	9.670	8.52
44+900	9.670	8.44
44+920	9.669	8.49
44+940	9.668	8.50
44+960	9.668	8.50
44+980	9.667	8.47
45+000	9.666	8.49
45+020	9.665	8.52
45+040	9.665	8.51
45+060	9.664	8.59
45+080	9.663	8.66
45+100	9.663	8.71
45+120	9.662	8.62
45+140	9.661	8.65
45+160	9.661	8.68
45+180	9.660	8.65
45+200	9.659	8.61
45+220	9.658	8.61
45+240	9.658	8.61
45+260	9.657	8.58
45+280	9.656	8.58
45+300	9.656	8.61
45+320	9.655	8.57
45+340	9.654	8.56
45+360	9.653	8.51
45+380	9.653	8.57
45+400	9.652	8.56
45+420	9.651	8.52
45+440	9.651	8.52
45+460	9.650	8.49
45+480	9.649	8.50
45+500	9.648	8.49

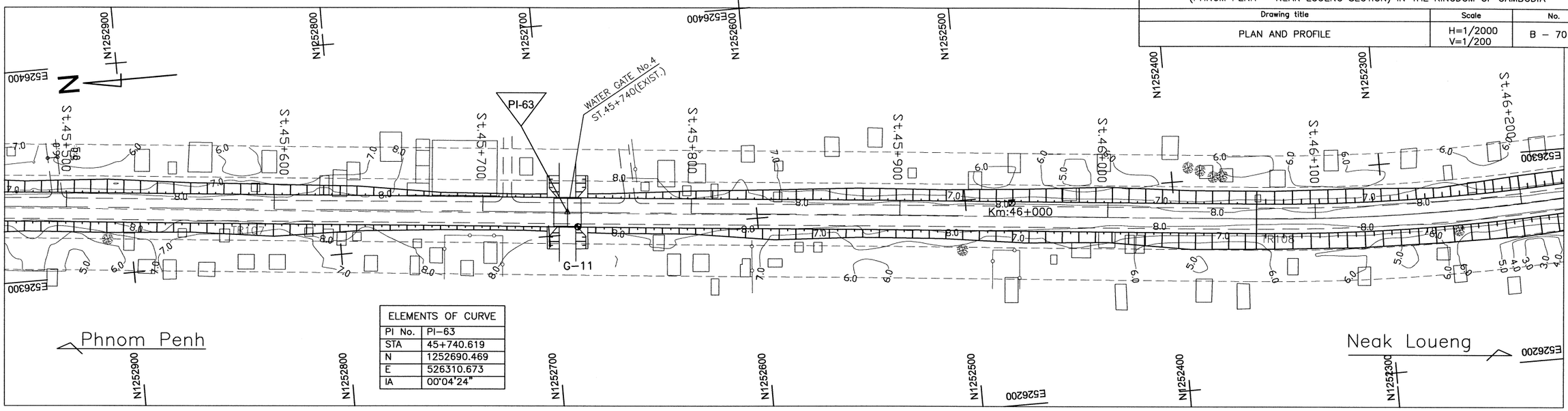
HORIZONTAL CURVATURE: Rc=∞ L=3681.684

SUPER-ELEVATION: NC

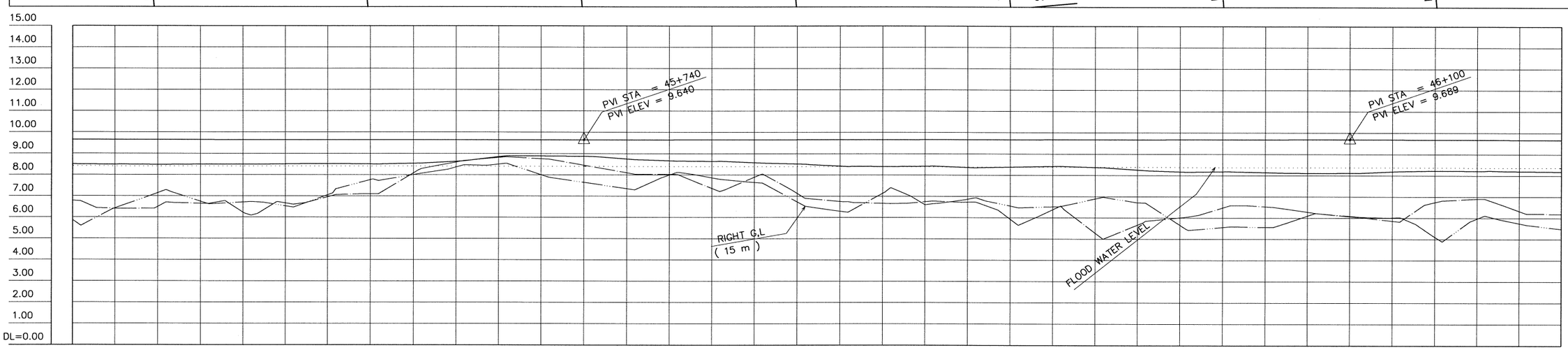
CROSS SECTION TYPE: TYPE–F ... TYPE–F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 70



ELEMENTS OF CURVE	
PI No.	PI–63
STA	45+740.619
N	1252690.469
E	526310.673
IA	00°04'24"



STATION	GROUND HEIGHT	PAVEMENT HEIGHT
45+500	8.49	9.648
45+520	8.48	9.648
45+540	8.47	9.647
45+560	8.48	9.646
45+580	8.48	9.646
45+600	8.50	9.645
45+620	8.51	9.644
45+640	8.50	9.644
45+660	8.53	9.643
45+680	8.63	9.642
45+700	8.85	9.641
45+720	8.89	9.641
45+740	8.87	9.640
45+760	8.75	9.643
45+780	8.67	9.645
45+800	8.64	9.648
45+820	8.57	9.651
45+840	8.51	9.654
45+860	8.42	9.656
45+880	8.40	9.659
45+900	8.41	9.662
45+920	8.36	9.664
45+940	8.38	9.667
45+960	8.41	9.670
45+980	8.37	9.672
46+000	8.25	9.675
46+020	8.17	9.678
46+040	8.18	9.681
46+060	8.14	9.683
46+080	8.11	9.686
46+100	8.11	9.689
46+120	8.19	9.685
46+140	8.22	9.682
46+160	8.22	9.679
46+180	8.20	9.675
46+200	8.19	9.672

VERTICAL ALIGNMENT: I=–0.004% L=1215.00 | 9.640 | I=0.014% L=360.00 | 9.689 | I=–0.017% L=655.00

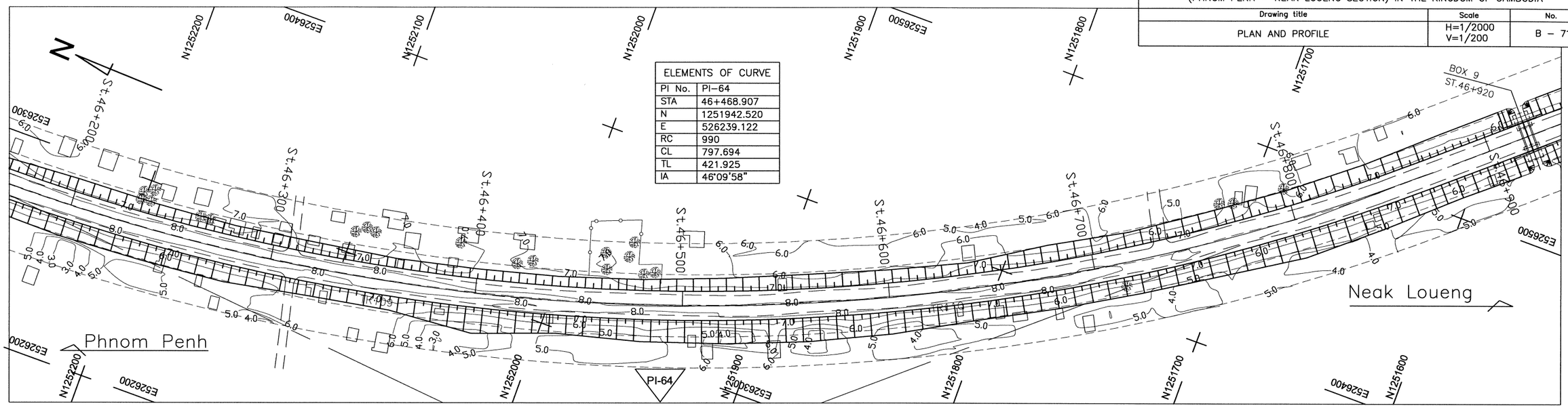
HORIZONTAL CURVATURE: Rc=∞ L=3681.684 | 179°55'36" POI | Rc=∞ L=329.439 | BC | Rc=990 Lc=797.694

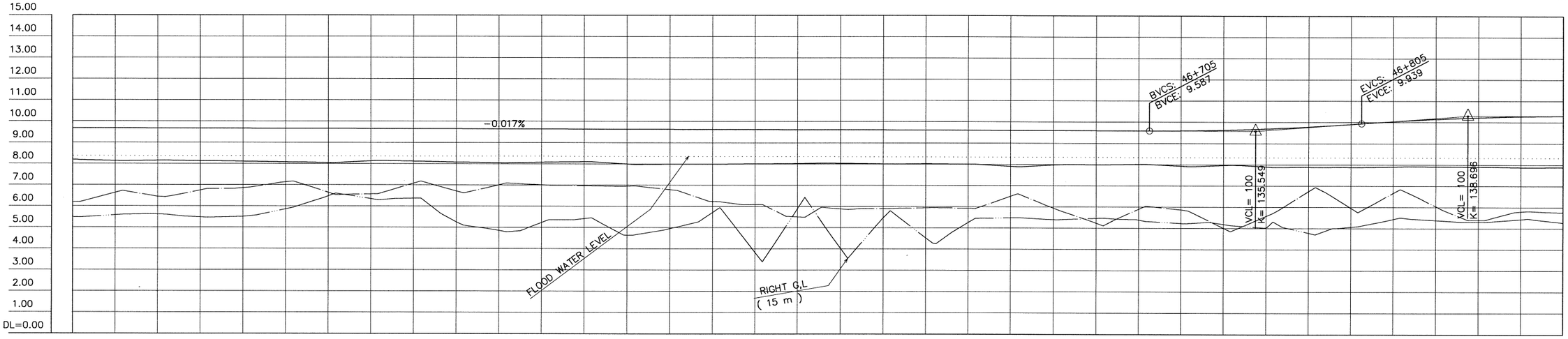
SUPER-ELEVATION: NC | NC | NC | –3.00 | 45+035 | 46+095 | –3.00 | e=3%

CROSS SECTION TYPE: TYPE–F | TYPE–F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 71





STATION	GROUND HEIGHT	PAVEMENT HEIGHT
46+200	8.19	9.672
46+220	8.13	9.669
46+240	8.15	9.665
46+260	8.13	9.662
46+280	8.10	9.659
46+300	8.07	9.655
46+320	8.05	9.652
46+340	8.13	9.648
46+360	8.12	9.645
46+380	8.08	9.642
46+400	8.04	9.638
46+420	8.07	9.635
46+440	8.09	9.632
46+460	8.00	9.628
46+480	7.99	9.625
46+500	7.99	9.622
46+520	8.00	9.618
46+540	8.02	9.615
46+560	8.03	9.612
46+580	8.01	9.608
46+600	8.02	9.605
46+620	8.01	9.602
46+640	7.91	9.598
46+660	7.97	9.595
46+680	7.99	9.592
46+700	8.01	9.588
46+720	7.93	9.593
46+740	7.97	9.627
46+760	7.90	9.690
46+780	7.88	9.782
46+800	7.88	9.904
46+820	7.90	10.040
46+840	7.91	10.148
46+860	7.91	10.227
46+880	7.88	10.277
46+900	7.89	10.299

VERTICAL ALIGNMENT: I=-0.017% L=655.00; 9.579; I=0.705% L=100.00; 10.300

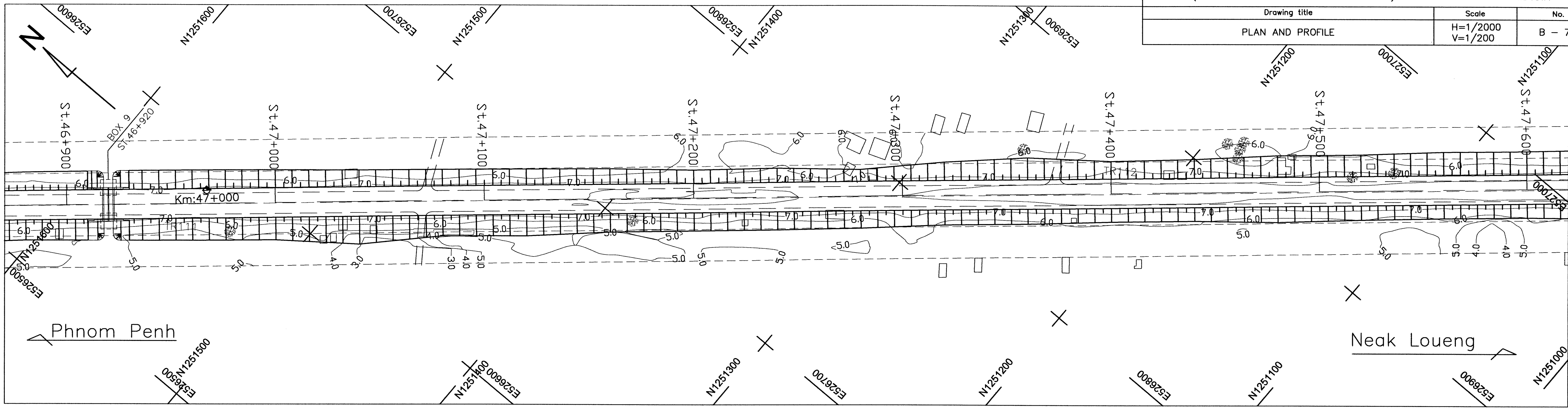
HORIZONTAL CURVATURE: Rc=990, Lc=797.694, EC

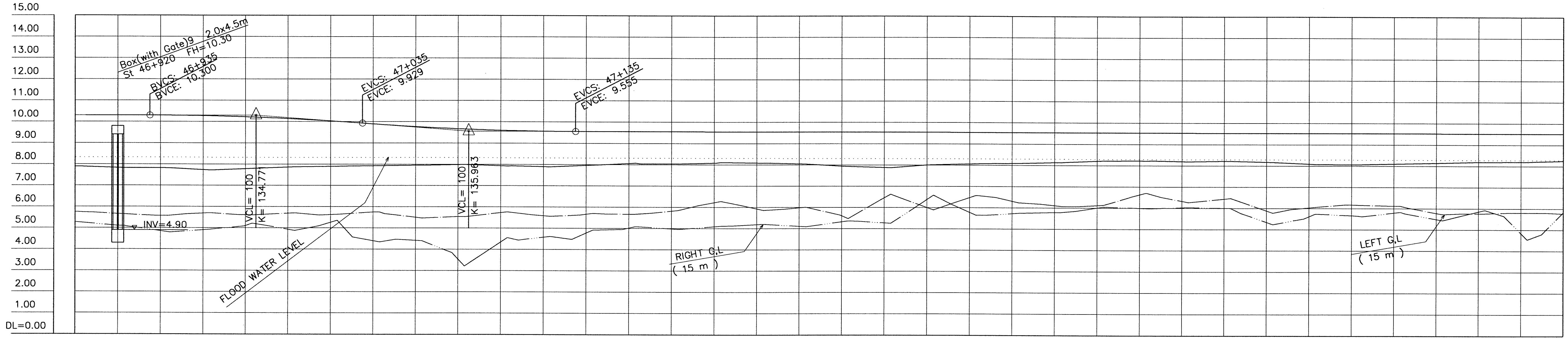
SUPER-ELEVATION: e=3%; 3.00; 46+843; 46+903; -3.00

CROSS SECTION TYPE: TYPE-F ... TYPE-F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 72





VERTICAL ALIGNMENT: I=0.000% L=130.00 — (10.300) — I=-0.717% L=100.00 — (9.558) — I=-0.007% L=1122.00

STATION	PAVEMENT HEIGHT	GROUND HEIGHT
46+900	10.299	7.89
46+920	10.300	7.83
46+940	10.299	7.82
46+960	10.277	7.73
46+980	10.225	7.78
47+000	10.143	7.86
47+020	10.032	7.89
47+040	9.893	7.92
47+060	9.766	7.95
47+080	9.670	7.98
47+100	9.602	7.94
47+120	9.564	7.89
47+140	9.554	7.96
47+160	9.553	8.05
47+180	9.552	8.04
47+200	9.551	8.08
47+220	9.549	8.08
47+240	9.548	8.05
47+260	9.547	7.94
47+280	9.545	7.88
47+300	9.544	8.00
47+320	9.543	8.06
47+340	9.541	8.08
47+360	9.540	8.13
47+380	9.539	8.21
47+400	9.538	8.23
47+420	9.536	8.20
47+440	9.535	8.22
47+460	9.534	8.17
47+480	9.532	8.09
47+500	9.531	8.07
47+520	9.530	8.10
47+540	9.528	8.14
47+560	9.527	8.19
47+580	9.526	8.20
47+600	9.524	8.26

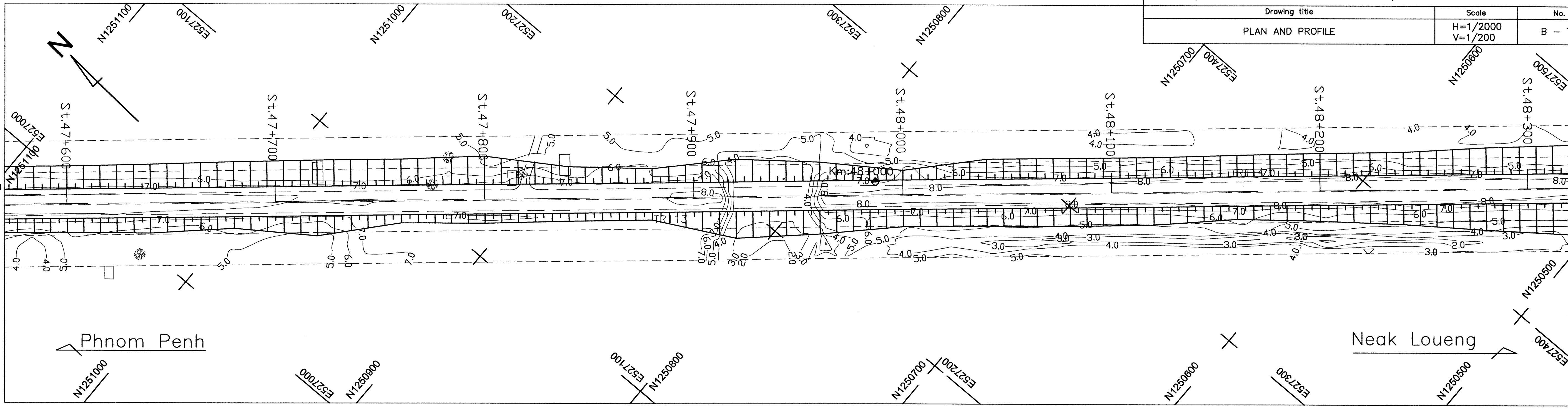
HORIZONTAL CURVATURE: Rc=∞, L=1995.590

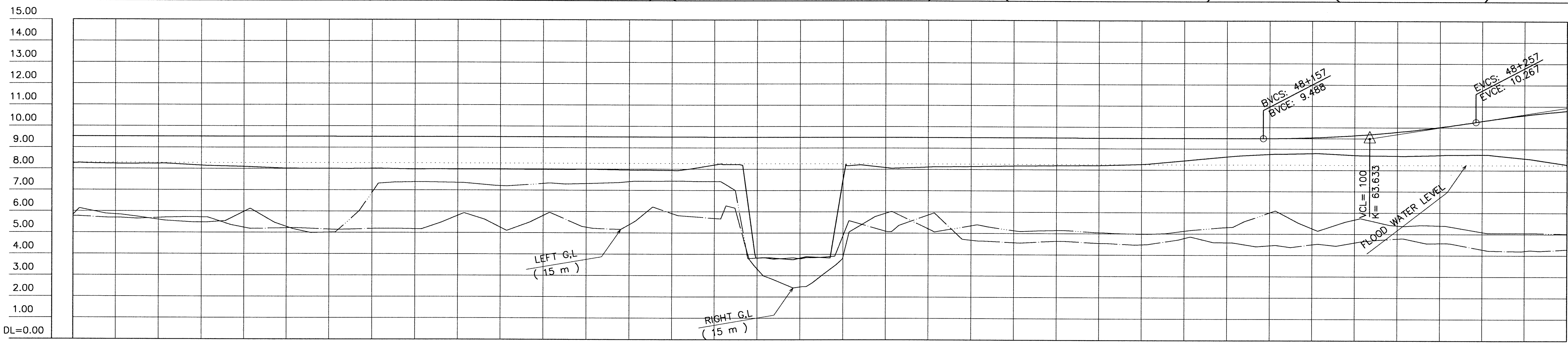
SUPER-ELEVATION: 46+903, -3.00, -3.00, NC

CROSS SECTION TYPE: TYPE-F … TYPE-F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 73





VERTICAL ALIGNMENT: I=-0.007% L=1122.00 — 9.485 — I=1.565% L=100.00

STATION	47+600	47+620	47+640	47+660	47+680	47+700	47+720	47+740	47+760	47+780	47+800	47+820
PAVEMENT HEIGHT	9.524	9.523	9.522	9.521	9.519	9.518	9.517	9.515	9.514	9.513	9.511	9.510
GROUND HEIGHT	8.26	8.23	8.24	8.15	8.09	8.02	8.00	8.01	7.98	7.98	7.98	7.97

STATION	47+840	47+860	47+880	47+900	47+920	47+940	47+960	47+980	48+000	48+020	48+040	48+060
PAVEMENT HEIGHT	9.509	9.508	9.506	9.505	9.504	9.502	9.501	9.500	9.498	9.497	9.496	9.495
GROUND HEIGHT	7.98	7.95	7.93	8.19	3.83	3.83	7.51	8.08	8.11	8.14	8.17	8.19

STATION	48+080	48+100	48+120	48+140	48+160	48+180	48+200	48+220	48+240	48+260	48+280	48+300
PAVEMENT HEIGHT	9.493	9.492	9.491	9.489	9.489	9.528	9.631	9.796	10.024	10.314	10.586	10.796
GROUND HEIGHT	8.20	8.27	8.44	8.63	8.75	8.79	8.70	8.67	8.71	8.73	8.56	8.27

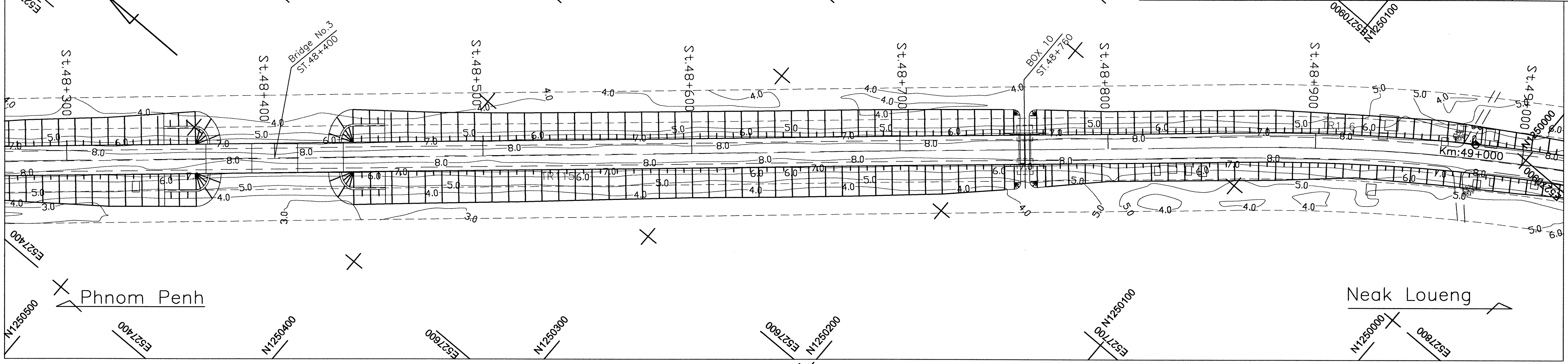
HORIZONTAL CURVATURE: Rc=∞ L=1995.590

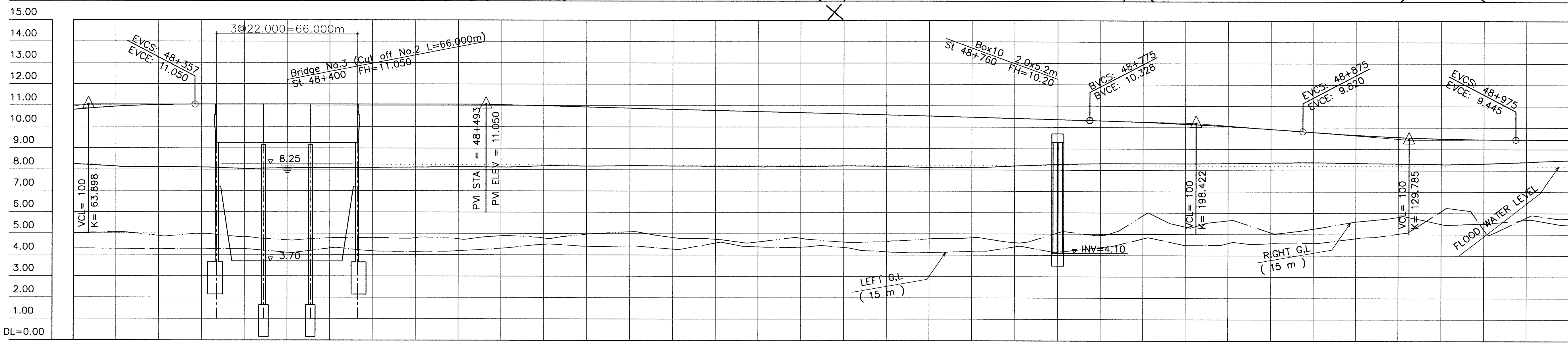
SUPER-ELEVATION: NC

CROSS SECTION TYPE: TYPE-F … TYPE-F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 74





VERTICAL ALIGNMENT: 11.050 — I=0.000% L=186.00 — 11.050 — I=-0.256% L=332.00 — 10.200 — I=-0.760% L=100.00 — 9.440 — I=0.011% L=415.00

STATION	PAVEMENT HEIGHT	GROUND HEIGHT
48+300	10.796	8.27
48+320	10.943	8.14
48+340	11.027	8.11
48+360	11.050	8.10
48+380	11.050	8.03
48+400	11.050	8.07
48+420	11.050	8.08
48+440	11.050	8.09
48+460	11.050	8.11
48+480	11.050	8.13
48+500	11.032	8.12
48+520	10.981	8.17
48+540	10.930	8.16
48+560	10.878	8.19
48+580	10.827	8.18
48+600	10.776	8.17
48+620	10.725	8.14
48+640	10.674	8.16
48+660	10.622	8.18
48+680	10.571	8.16
48+700	10.520	8.11
48+720	10.469	8.11
48+740	10.418	8.19
48+760	10.366	8.27
48+780	10.315	8.30
48+800	10.248	8.31
48+820	10.162	8.31
48+840	10.055	8.33
48+860	9.928	8.36
48+880	9.783	8.37
48+900	9.654	8.34
48+920	9.556	8.31
48+940	9.489	8.29
48+960	9.452	8.32
48+980	9.446	8.40
49+000	9.448	8.48

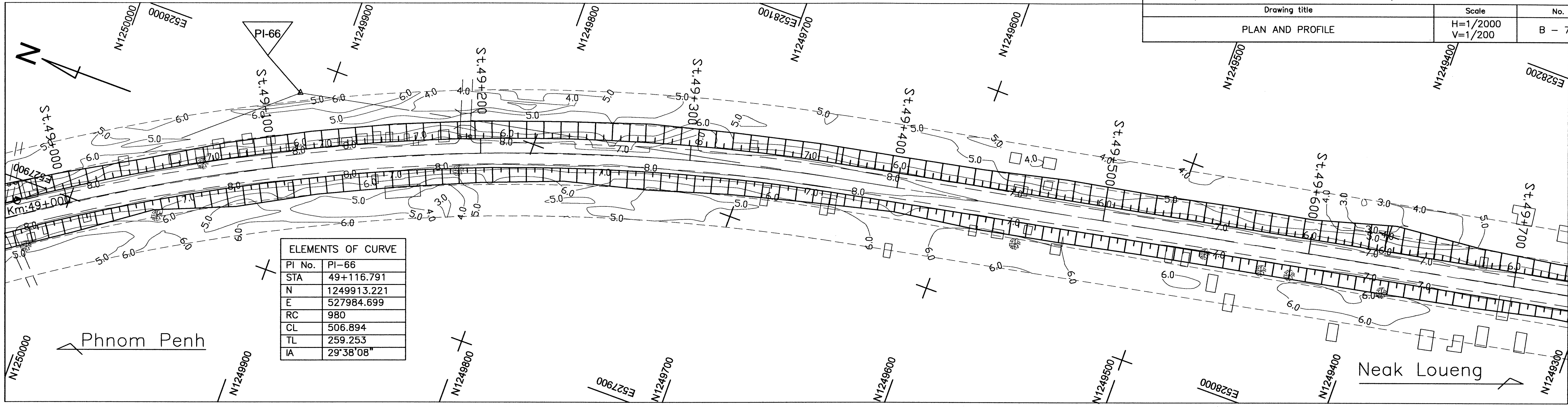
HORIZONTAL CURVATURE: Rc=∞ L=1995.590 — BC — Rc=980 Lc=506.894

SUPER-ELEVATION: NC — 3.00 –3.00 48+828 — 48+888 3.00 –3.00 — e=3%

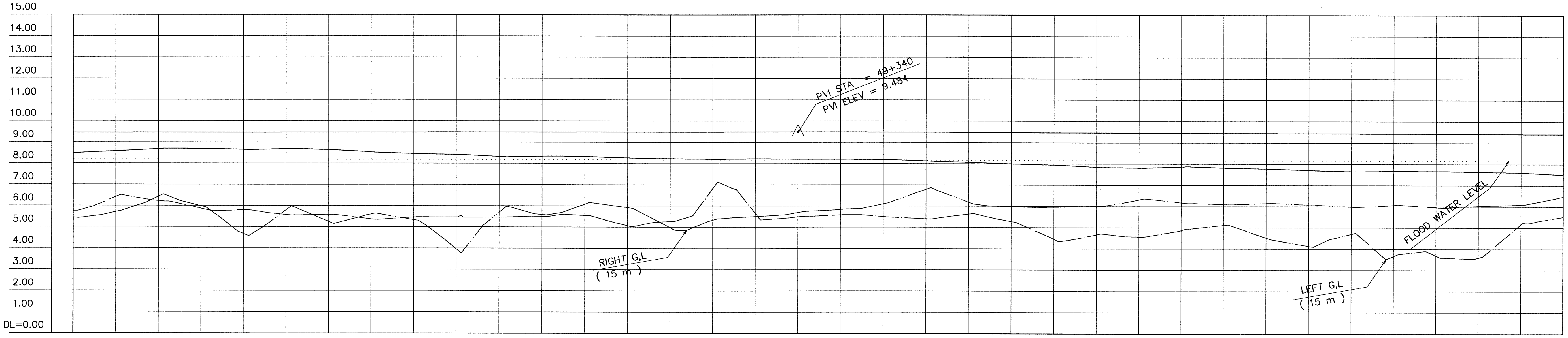
CROSS SECTION TYPE: TYPE-F — TYPE-F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 75



ELEMENTS OF CURVE	
PI No.	PI–66
STA	49+116.791
N	1249913.221
E	527984.699
RC	980
CL	506.894
TL	259.253
IA	29°38'08"



VERTICAL ALIGNMENT: I=0.011% L=415.00 | 9.484 | I=–0.020% L=492.00

STATION	PAVEMENT HEIGHT	GROUND HEIGHT
49+000	9.448	8.48
49+020	9.450	8.57
49+040	9.452	8.68
49+060	9.454	8.69
49+080	9.456	8.64
49+100	9.458	8.68
49+120	9.460	8.64
49+140	9.463	8.53
49+160	9.465	8.46
49+180	9.467	8.42
49+200	9.469	8.32
49+220	9.471	8.34
49+240	9.473	8.33
49+260	9.475	8.26
49+280	9.477	8.23
49+300	9.479	8.21
49+320	9.482	8.23
49+340	9.484	8.21
49+360	9.480	8.21
49+380	9.475	8.19
49+400	9.471	8.13
49+420	9.467	8.07
49+440	9.463	8.00
49+460	9.459	7.94
49+480	9.455	7.85
49+500	9.451	7.81
49+520	9.447	7.87
49+540	9.443	7.82
49+560	9.439	7.77
49+580	9.435	7.71
49+600	9.430	7.65
49+620	9.426	7.67
49+640	9.422	7.67
49+660	9.418	7.64
49+680	9.414	7.61
49+700	9.410	7.51

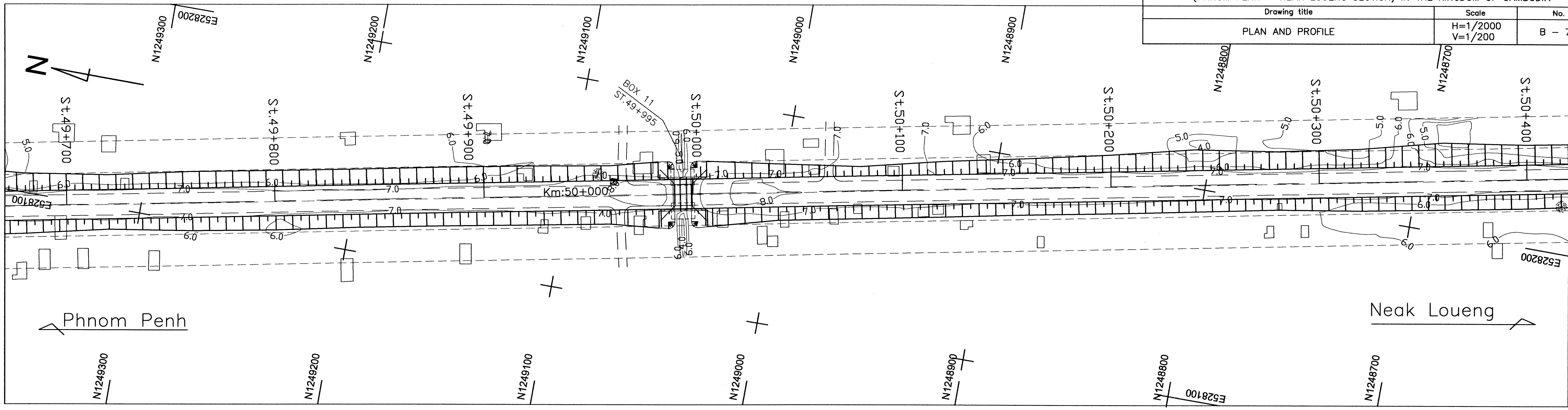
HORIZONTAL CURVATURE: Rc=980 Lc=506.894 | EC | Rc=∞ L=1987.000

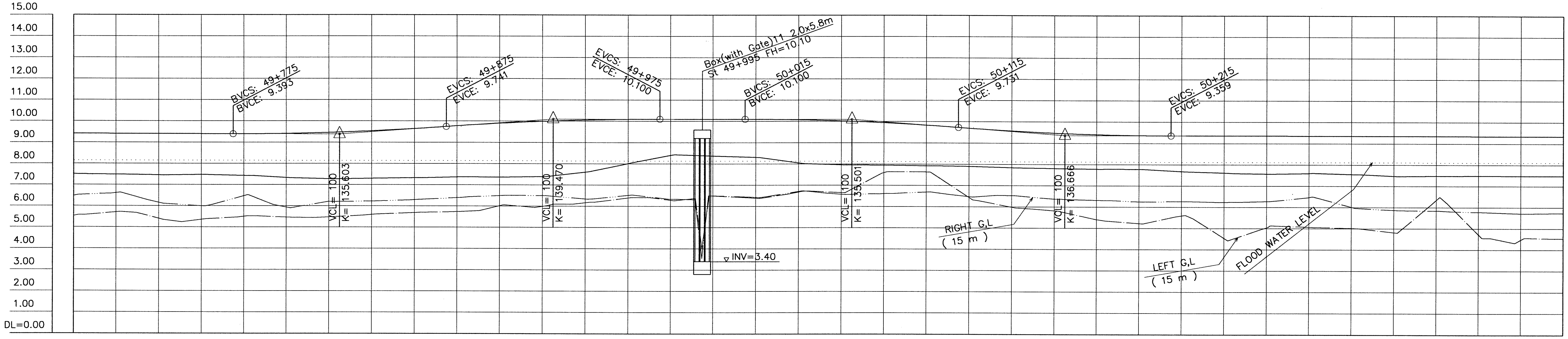
SUPER-ELEVATION: e=3% | 3.00 | –3.00 | 49+345 | 49+405 | –3.00 | –3.00 | NC

CROSS SECTION TYPE: TYPE–F | TYPE–F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 76





VERTICAL ALIGNMENT: I=–0.020% L=492.00 — (9.383) — I=0.717% L=100.00 — (10.100) — I=0.000% L=140.00 — (10.100) — I=–0.738% L=100.00 — (9.362) — I=–0.006% L=3268.00

STATION	PAVEMENT HEIGHT	GROUND HEIGHT
49+700	9.410	7.51
49+720	9.406	7.48
49+740	9.402	7.45
49+760	9.398	7.47
49+780	9.394	7.43
49+800	9.401	7.33
49+820	9.439	7.28
49+840	9.505	7.30
49+860	9.602	7.32
49+880	9.727	7.37
49+900	9.859	7.36
49+920	9.962	7.39
49+940	10.037	7.60
49+960	10.083	8.01
49+980	10.100	8.40
50+000	10.100	8.37
50+020	10.100	8.31
50+040	10.088	8.04
50+060	10.047	7.96
50+080	9.976	7.95
50+100	9.876	7.92
50+120	9.746	7.90
50+140	9.610	7.84
50+160	9.503	7.81
50+180	9.426	7.79
50+200	9.378	7.78
50+220	9.359	7.68
50+240	9.358	7.61
50+260	9.356	7.57
50+280	9.355	7.60
50+300	9.354	7.55
50+320	9.353	7.47
50+340	9.351	7.48
50+360	9.350	7.49
50+380	9.349	7.48
50+400	9.348	7.48

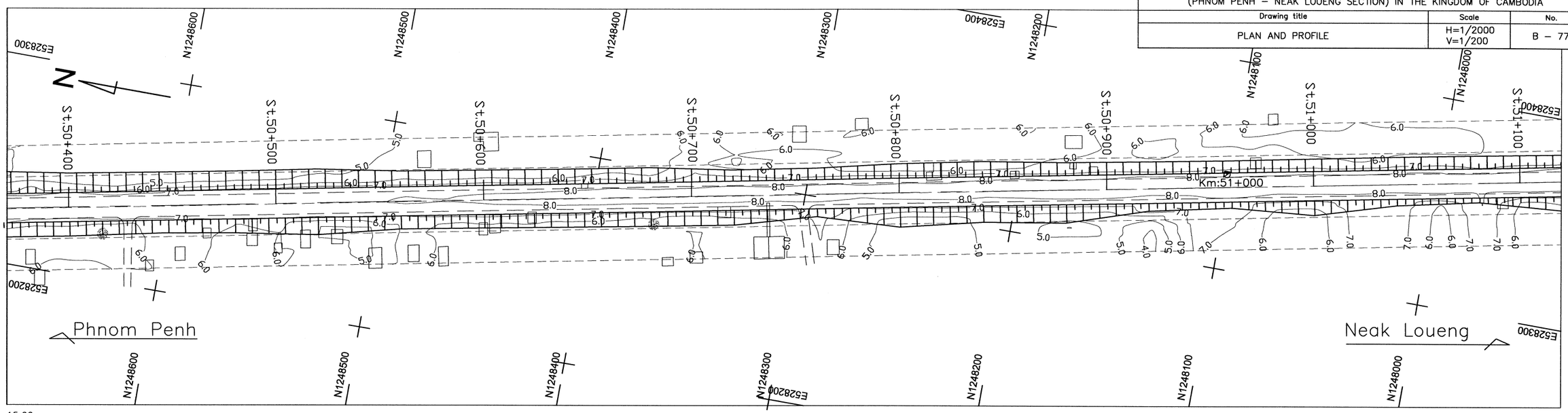
HORIZONTAL CURVATURE: Rc=∞ L=1987.000

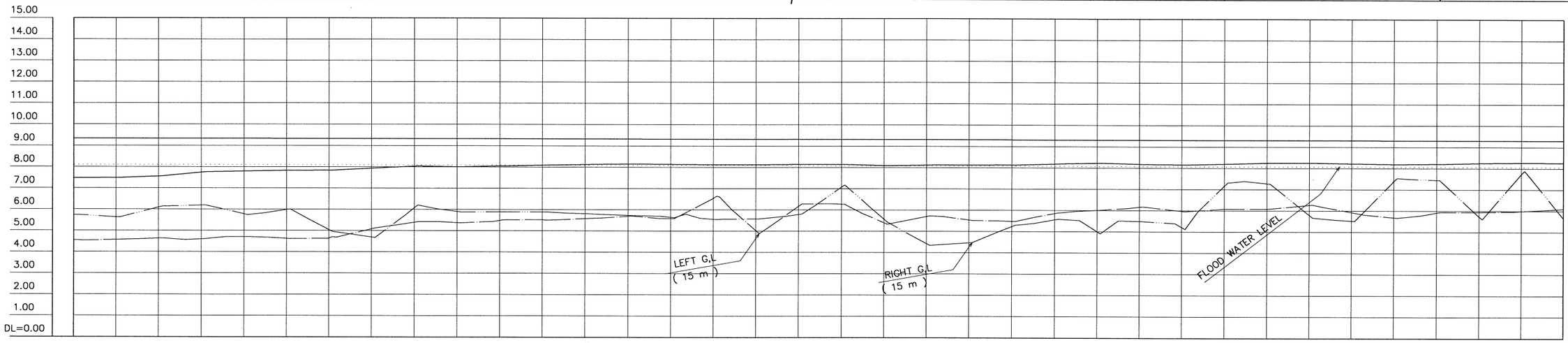
SUPER-ELEVATION: NC

CROSS SECTION TYPE: TYPE-F … TYPE-F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 77





STATION	GROUND HEIGHT	PAVEMENT HEIGHT
50+400	7.48	9.348
50+420	7.48	9.346
50+440	7.55	9.345
50+460	7.74	9.344
50+480	7.79	9.343
50+500	7.83	9.341
50+520	7.84	9.340
50+540	7.93	9.339
50+560	8.03	9.338
50+580	8.01	9.336
50+600	8.04	9.335
50+620	8.09	9.334
50+640	8.12	9.333
50+660	8.15	9.331
50+680	8.14	9.330
50+700	8.13	9.329
50+720	8.13	9.328
50+740	8.14	9.326
50+760	8.14	9.325
50+780	8.09	9.324
50+800	8.12	9.323
50+820	8.12	9.321
50+840	8.13	9.320
50+860	8.18	9.319
50+880	8.22	9.317
50+900	8.18	9.316
50+920	8.16	9.315
50+940	8.19	9.314
50+960	8.24	9.312
50+980	8.25	9.311
51+000	8.22	9.310
51+020	8.19	9.309
51+040	8.21	9.307
51+060	8.25	9.306
51+080	8.27	9.305
51+100	8.26	9.304

VERTICAL ALIGNMENT: i=-0.006% L=3268.00

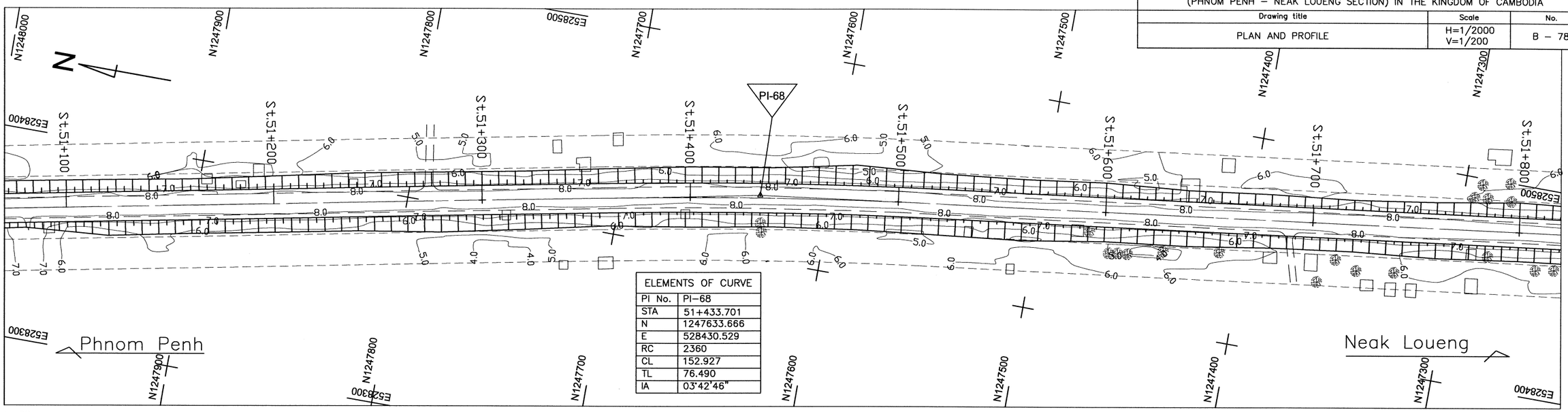
HORIZONTAL CURVATURE: Rc=∞ L=1987.000

SUPER-ELLEVATION: NC

CROSS SECTION TYPE: TYPE–F ... TYPE–F

THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH – NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B – 78



ELEMENTS OF CURVE	
PI No.	PI–68
STA	51+433.701
N	1247633.666
E	528430.529
RC	2360
CL	152.927
TL	76.490
IA	03°42'46"