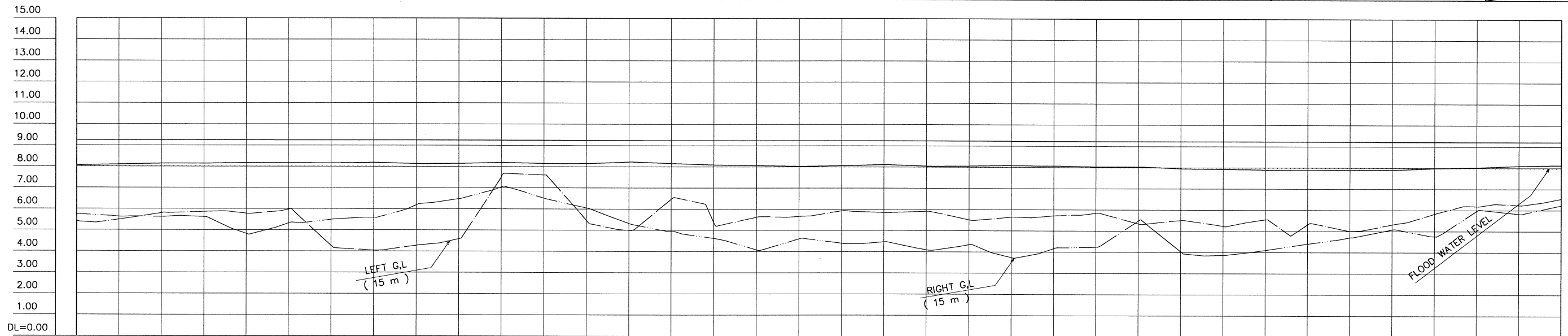
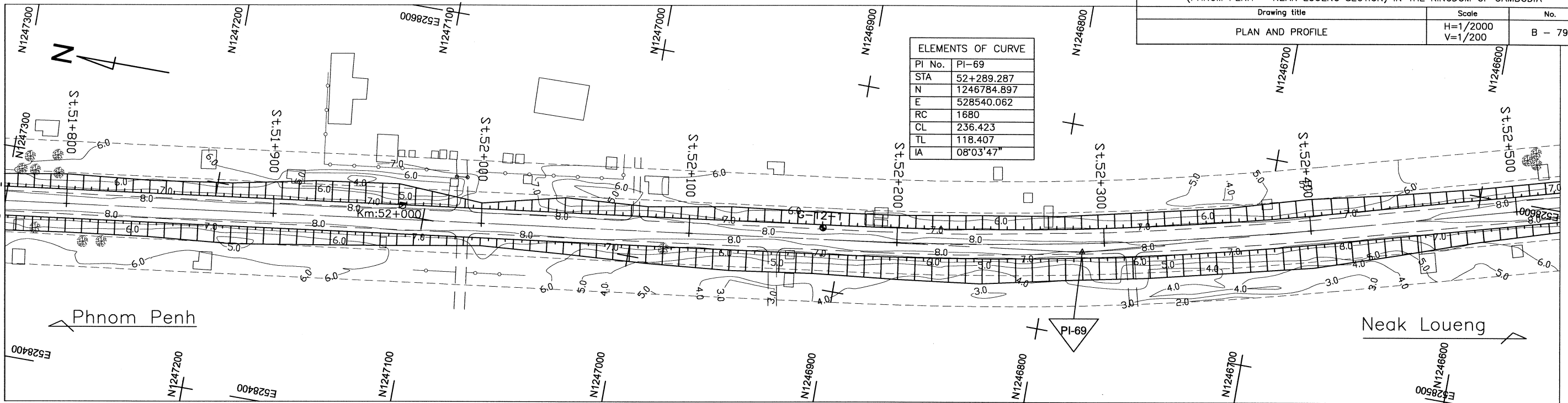


THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH - NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B - 79

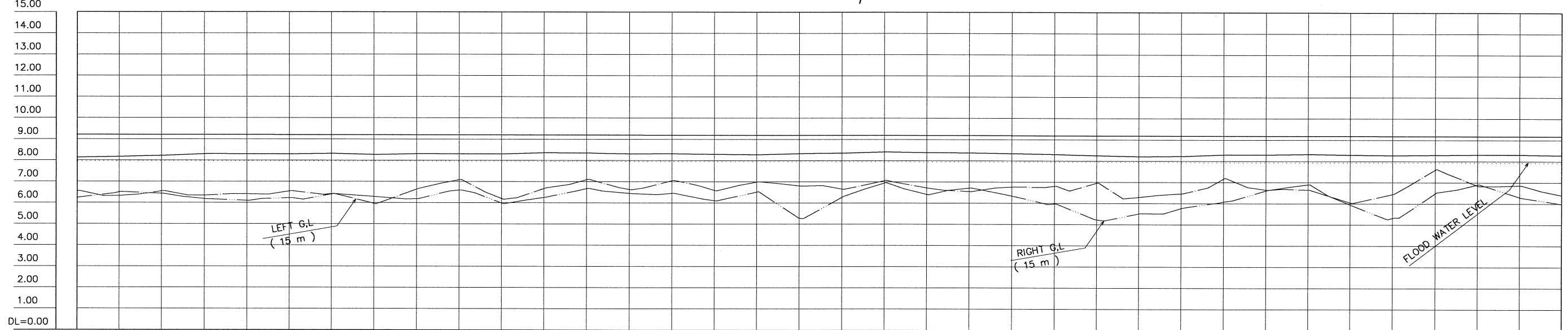
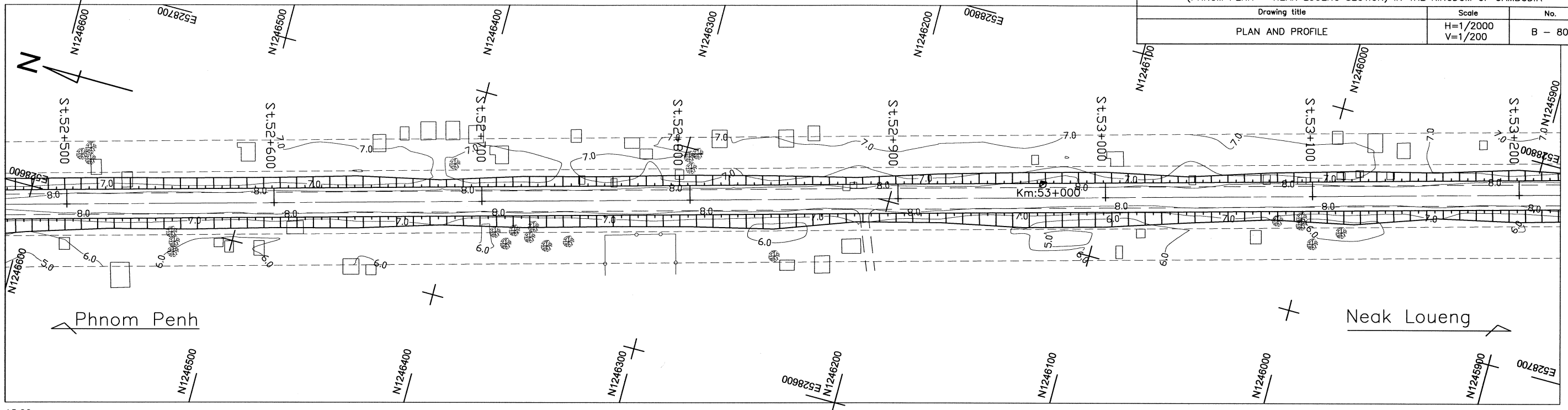
ELEMENTS OF CURVE	
PI No.	PI-69
STA	52+289.287
N	1246784.897
E	528540.062
RC	1680
CL	236.423
TL	118.407
IA	08°03'47"



VERTICAL ALIGNMENT	GRADE	
	$i = -0.006\%$	$L = 3268.00$
PAVEMENT HEIGHT	9.260	9.216
GROUND HEIGHT	8.06	8.13
STATION	-51+800	-52+500
HORIZONTAL CURVATURE	$R_c = 8$ $L = 660.911$	$R_c = 1680$ $L_c = 236.422$
SUPER-ELEVATION	NC	RC
CROSS SECTION TYPE	TYPE-F	TYPE-F

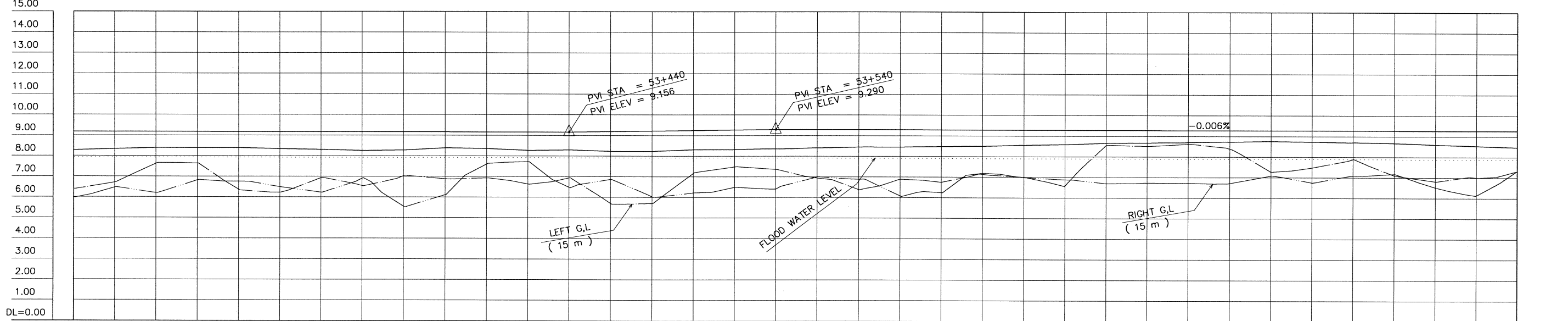
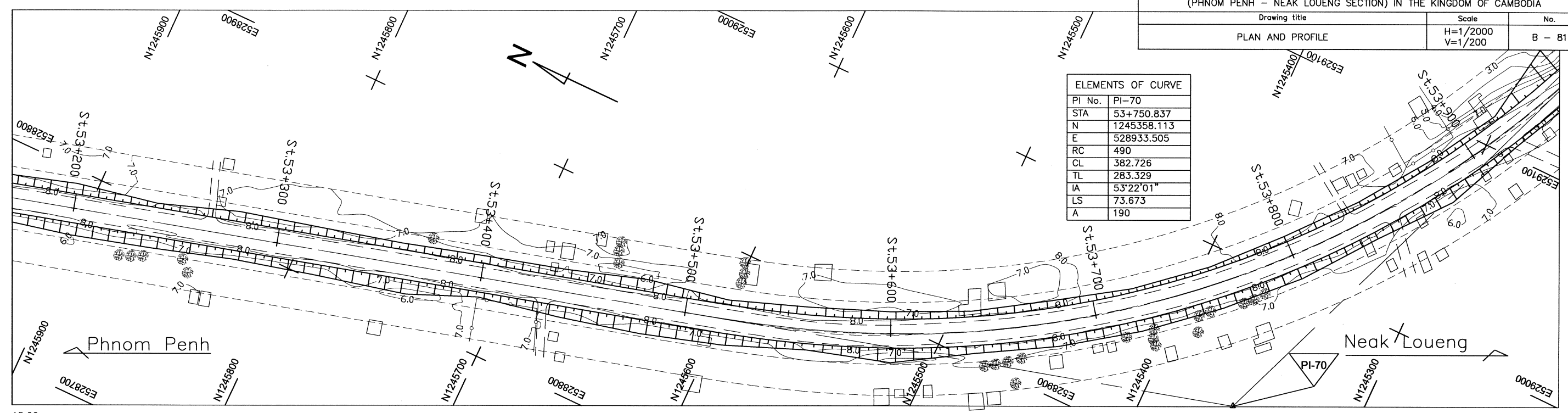
THE FEASIBILITY STUDY ON THE IMPROVEMENT OF NATIONAL ROAD NO.1
(PHNOM PENH - NEAK LOUENG SECTION) IN THE KINGDOM OF CAMBODIA

Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B - 80



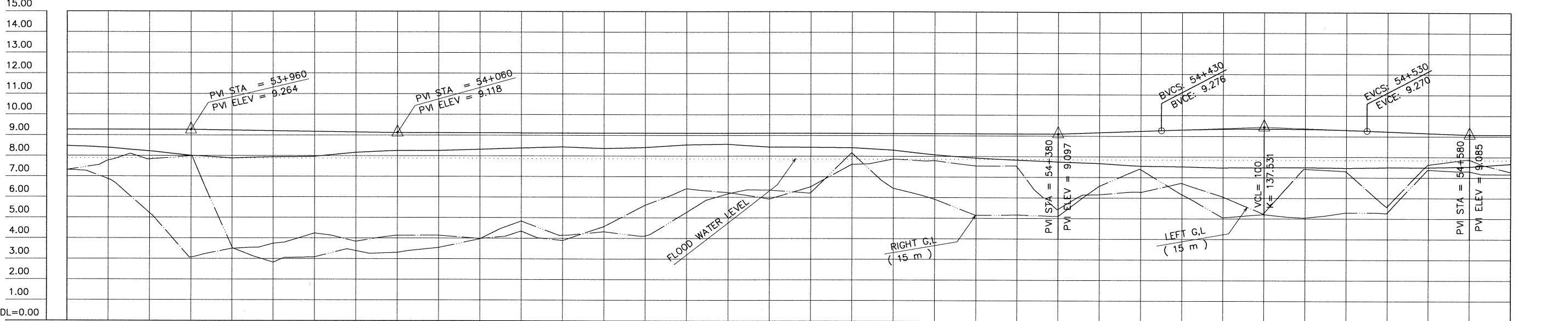
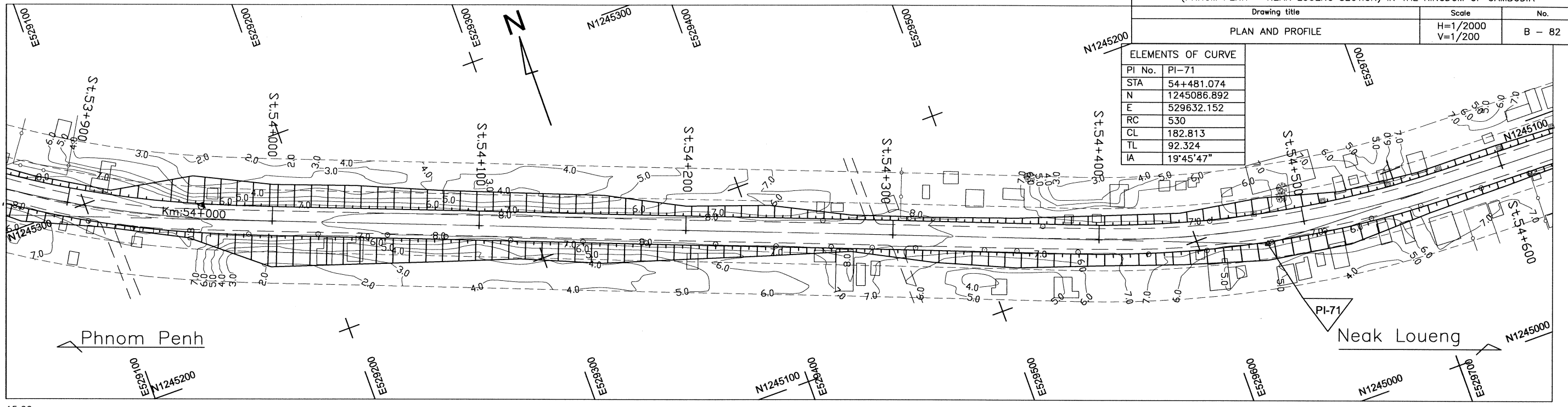
VERTICAL ALIGNMENT	$I = -0.0062$ $L = 3268.00$																																			
PAVEMENT HEIGHT	9.216	9.214	9.213	9.212	9.211	9.209	9.208	9.207	9.206	9.204	9.203	9.202	9.201	9.199	9.198	9.197	9.195	9.194	9.193	9.192	9.190	9.189	9.188	9.187	9.185	9.184	9.183	9.182	9.180	9.179	9.178	9.177	9.175	9.174	9.173	9.172
GROUND HEIGHT	8.13	8.17	8.22	8.30	8.29	8.29	8.32	8.27	8.31	8.30	8.30	8.36	8.35	8.31	8.32	8.29	8.28	8.33	8.35	8.41	8.38	8.37	8.34	8.30	8.25	8.21	8.23	8.30	8.30	8.33	8.29	8.28	8.29	8.31	8.31	8.28
STATION	-52+500	-52+520	-52+540	-52+560	-52+580	-52+600	-52+620	-52+640	-52+660	-52+680	-52+700	-52+720	-52+740	-52+760	-52+780	-52+800	-52+820	-52+840	-52+860	-52+880	-52+900	-52+920	-52+940	-52+960	-52+980	-53+000	-53+020	-53+040	-53+060	-53+080	-53+100	-53+120	-53+140	-53+160	-53+180	-53+200
HORIZONTAL CURVATURE	$R_c = 8$ $L = 1078.302$																																			
SUPER-ELEVATION	NC																																			
CROSS SECTION TYPE	TYPE-F																				TYPE-F															

ELEMENTS OF CURVE	
PI No.	PI-70
STA	53+750.837
N	1245358.113
E	528933.505
RC	490
CL	382.726
TL	283.329
IA	53°22'01"
LS	73.673
A	190



VERTICAL ALIGNMENT	GRADES		VERTICAL CURVATURE	TS	SC	VERTICAL CURVATURE																																
	I = -0.006% L = 3268.00																																					
	9.156																																					
	I = 0.133% L = 100.00																																					
	9.290																																					
	I = -0.006% L = 420.00																																					
PAVEMENT HEIGHT	9.172	9.170	9.169	9.168	9.167	9.165	9.164	9.163	9.162	9.160	9.159	9.158	9.156	9.183	9.210	9.236	9.263	9.290	9.289	9.287	9.286	9.285	9.284	9.282	9.281	9.280	9.279	9.278	9.276	9.275	9.274	9.273	9.271	9.270	9.269	9.268		
GROUND HEIGHT	8.28	8.34	8.39	8.39	8.39	8.34	8.30	8.25	8.28	8.39	8.35	8.27	8.29	8.23	8.23	8.31	8.32	8.35	8.41	8.44	8.44	8.48	8.49	8.55	8.59	8.66	8.68	8.70	8.73	8.76	8.73	8.71	8.67	8.60	8.54	8.47		
STATION	53+200	53+220	53+240	53+260	53+280	53+300	53+320	53+340	53+360	53+380	53+400	53+420	53+440	53+460	53+480	53+500	53+520	53+540	53+560	53+580	53+600	53+620	53+640	53+660	53+680	53+700	53+720	53+740	53+760	53+780	53+800	53+820	53+840	53+860	53+880	53+900		
HORIZONTAL CURVATURE	Rc = ∞ L = 1078.302												A = 190 Ls = 73.673		Rc = 490 Lc = 382.726																							
SUPER-ELEVATION	NC												-3.00 -3.00 53+476		-3.00 -3.00 53+546		e = 4%																					
CROSS SECTION TYPE	TYPE-F																																					

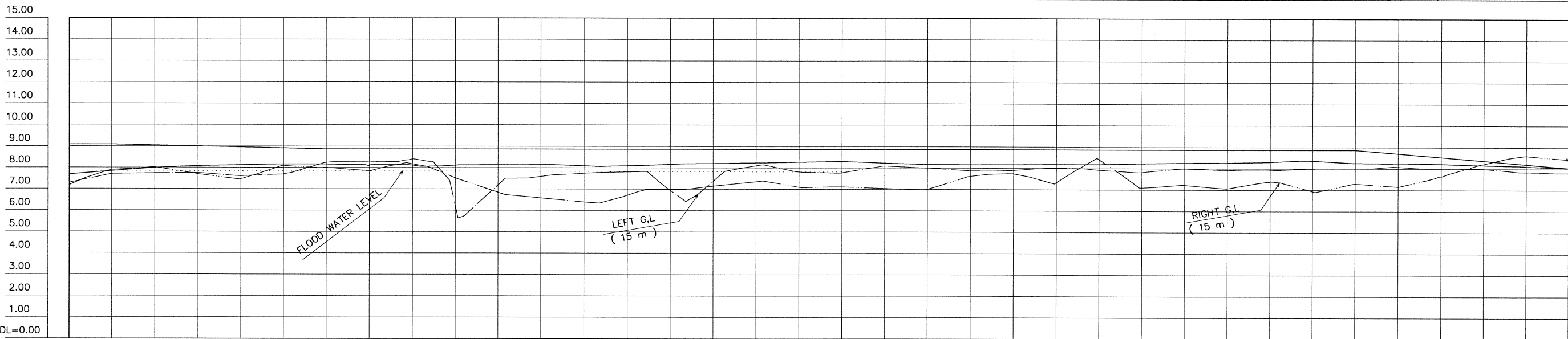
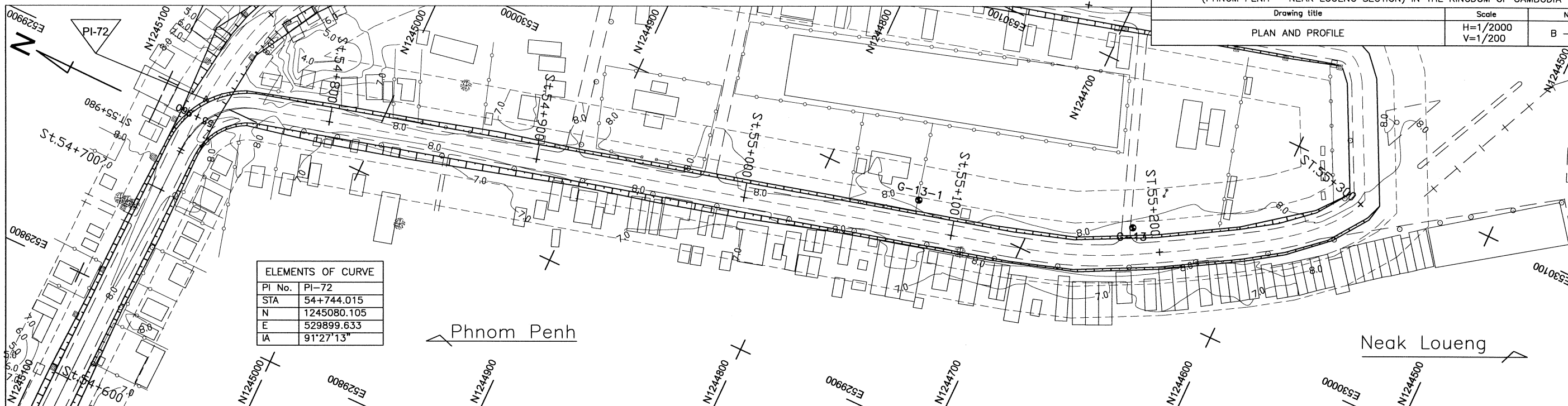
ELEMENTS OF CURVE	
PI No.	PI-71
STA	54+481.074
N	1245086.892
E	529632.152
RC	530
CL	182.813
TL	92.324
IA	19°45'47"



VERTICAL ALIGNMENT	PAVEMENT HEIGHT	GROUND HEIGHT	STATION	HORIZONTAL CURVATURE	SUPER-ELEVATION	CROSS SECTION TYPE
$I = -0.006\%$ $L = 420.00$	9.268	8.47	53+900	CS $R_c = 490$ $L_c = 382.726$	4.00	TYPE-F
9.264	8.38	53+920				
$I = -0.147\%$ $L = 100.00$	9.265	8.22	53+940	ST $A = 190$ $L_s = 73.673$	-4.00	TYPE-F
9.264	8.01	53+960				
	9.235	7.88	53+980	$R_c = \infty$ $L = 373.795$	-3.00	TYPE-F
	9.205	7.94	54+000			
	9.176	7.96	54+020	BC	-3.00	TYPE-F
	9.147	8.16	54+040			
	9.118	8.25	54+060	EC	-4.00	TYPE-F
	9.116	8.25	54+080			
	9.115	8.31	54+100	$R_c = 530$ $L_c = 182.813$	4.00	TYPE-F
	9.114	8.38	54+120			
	9.112	8.44	54+140	NC	-3.00	TYPE-F
	9.111	8.36	54+160			
	9.110	8.41	54+180	BC	-3.00	TYPE-F
	9.109	8.54	54+200			
	9.107	8.57	54+220	EC	-4.00	TYPE-F
	9.106	8.44	54+240			
	9.105	8.43	54+260	$R_c = 530$ $L_c = 182.813$	4.00	TYPE-F
	9.104	8.41	54+280			
	9.102	8.29	54+300	NC	-3.00	TYPE-F
	9.101	8.07	54+320			
	9.100	7.92	54+340	BC	-3.00	TYPE-F
	9.099	7.83	54+360			
	9.097	7.74	54+380	EC	-4.00	TYPE-F
	9.169	7.67	54+400			
	9.240	7.55	54+420	$R_c = 530$ $L_c = 182.813$	4.00	TYPE-F
	9.308	7.52	54+440			
	9.350	7.47	54+460	NC	-3.00	TYPE-F
	9.364	7.49	54+480			
	9.348	7.49	54+500	EC	-4.00	TYPE-F
	9.303	7.47	54+520			
	9.233	7.50	54+540	$R_c = 530$ $L_c = 182.813$	4.00	TYPE-F
	9.159	7.49	54+560			
	9.085	7.53	54+580	NC	-3.00	TYPE-F
	9.084	7.67	54+600			

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

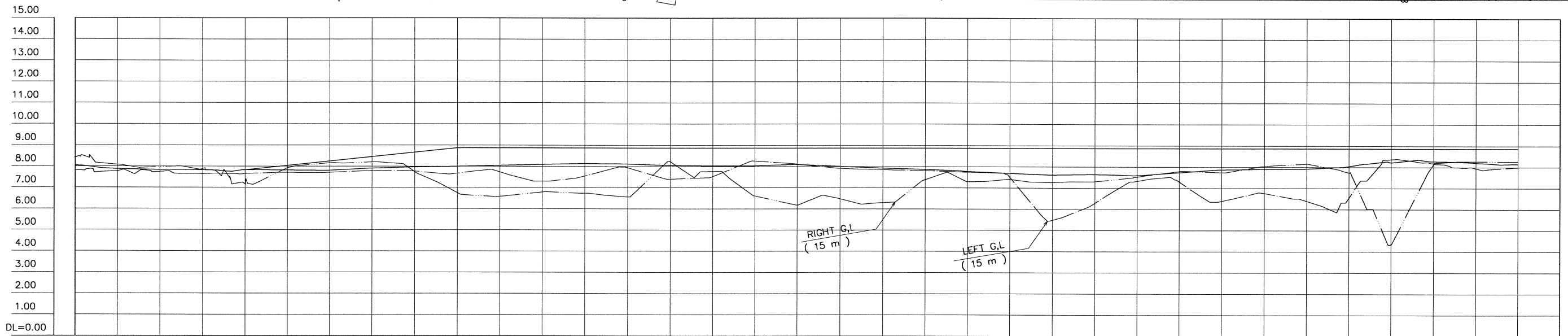
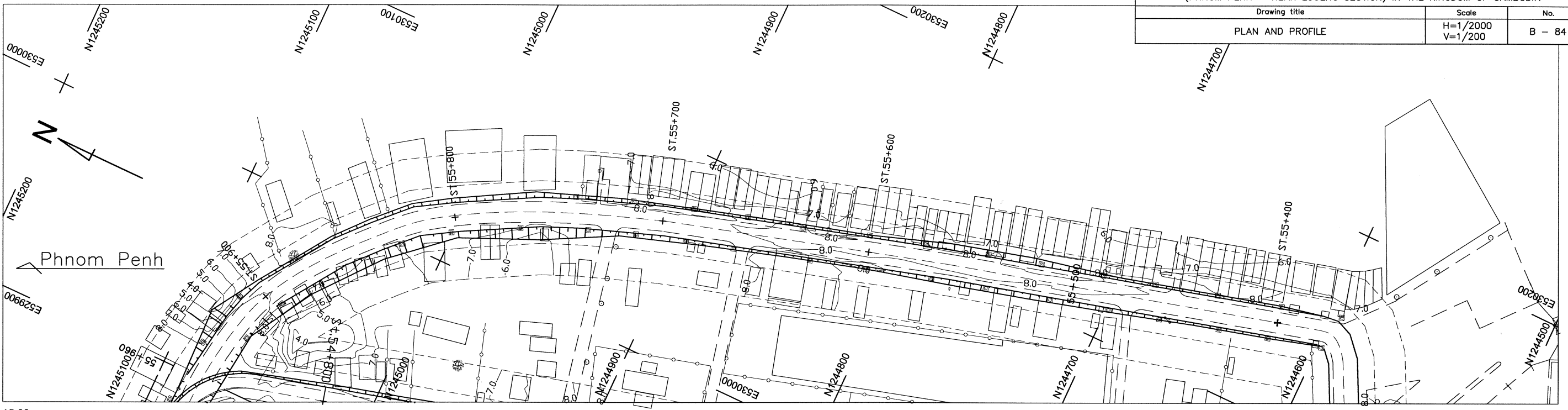
Drawing title: PLAN AND PROFILE
Scale: H=1/2000, V=1/200
No. B-83



VERTICAL ALIGNMENT	$\begin{matrix} I = -0.000\% \\ L = 480.00 \end{matrix}$																																							
	PAVEMENT HEIGHT	9.084	9.082	9.040	8.997	8.955	8.912	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.704	8.538	8.372	8.206
GROUND HEIGHT	7.67	7.84	7.99	8.07	8.12	8.16	8.16	8.11	8.11	8.11	8.13	8.14	8.09	8.09	8.16	8.20	8.23	8.27	8.30	8.23	8.17	8.16	8.17	8.18	8.18	8.23	8.26	8.27	8.30	8.36	8.26	8.25	8.23	8.17	8.12	8.04				
STATION	-54+600	-54+620	-54+640	-54+660	-54+680	-54+700	-54+720	-54+740	-54+760	-54+780	-54+800	-54+820	-54+840	-54+860	-54+880	-54+900	-54+920	-54+940	-54+960	-54+980	-55+000	-55+020	-55+040	-55+060	-55+080	-55+100	-55+120	-55+140	-55+160	-55+180	-55+200	-55+220	-55+240	-55+260	-55+280	-55+300				
HORIZONTAL CURVATURE	$R_c = \infty$ $L = 1404.486$																																							
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

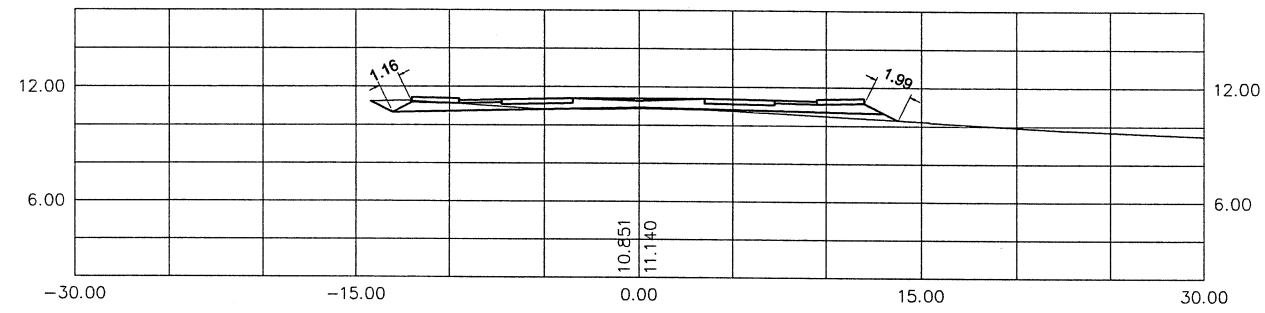
Drawing title	Scale	No.
PLAN AND PROFILE	H=1/2000 V=1/200	B - 84



VERTICAL ALIGNMENT	<div style="display: flex; justify-content: space-between; align-items: center;"> 8.400 $i=0.470\%$ $L=100.00$ 8.870 $i=0.000\%$ $L=500.00$ </div>																																		
PAVEMENT HEIGHT	8.040	7.880	7.840	7.830	8.400	8.494	8.588	8.682	8.776	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870	8.870					
GROUND HEIGHT	8.04	7.88	7.84	7.83	7.83	7.82	7.81	7.90	7.96	8.00	8.04	8.09	8.13	8.12	8.05	8.03	8.03	8.09	8.01	7.93	7.87	7.77	7.69	7.62	7.64	7.60	7.74	7.87	7.90	7.92	8.04	8.22	8.27	8.20	8.15
STATION	-55+300	-55+320	-55+340	-55+360	-55+380	-55+400	-55+420	-55+440	-55+460	-55+480	-55+500	-55+520	-55+540	-55+560	-55+580	-55+600	-55+620	-55+640	-55+660	-55+680	-55+700	-55+720	-55+740	-55+760	-55+780	-55+800	-55+820	-55+840	-55+860	-55+880	-55+900	-55+920	-55+940	-55+960	-55+980
HORIZONTAL CURVATURE	$R_c = \infty$ $L = 1404.486$																																		
SUPER-ELEVATION	NC																																		
CROSS SECTION TYPE	TYPE-F																TYPE-F																		

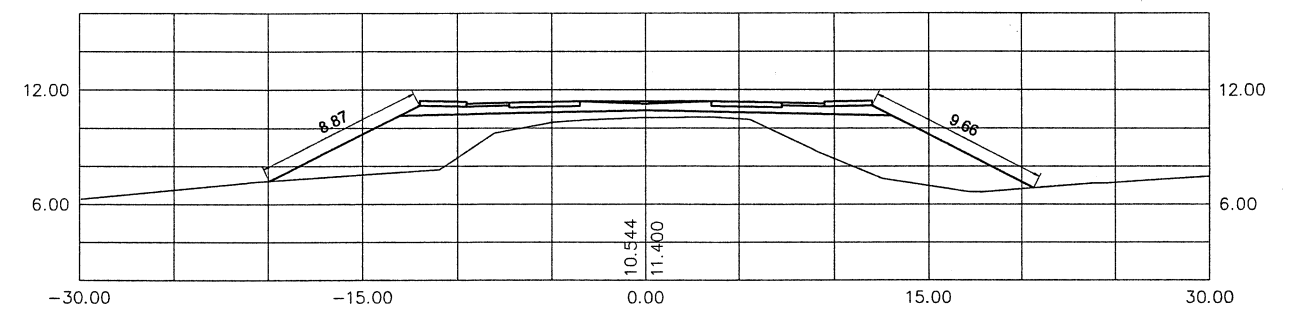
STA.0+600

2.297 Sq.m.



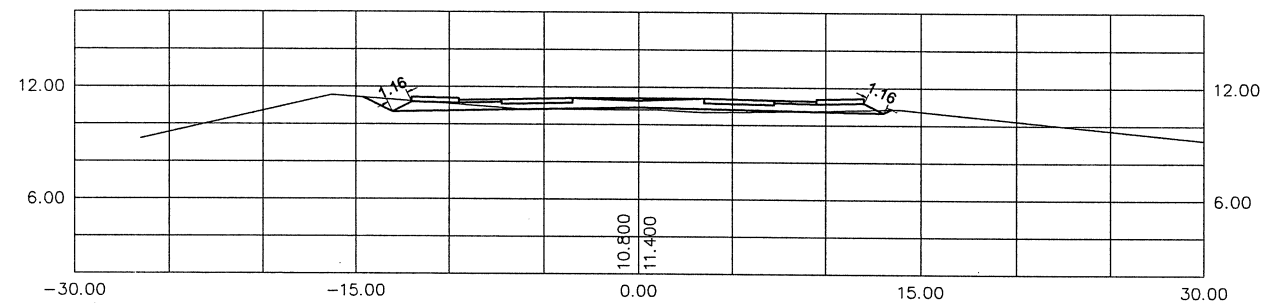
STA.1+400

57.773 Sq.m.



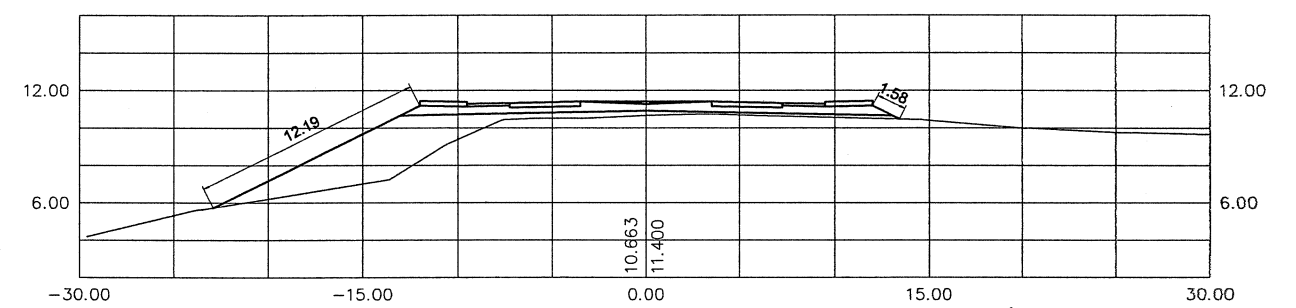
STA.0+400

1.364 Sq.m.



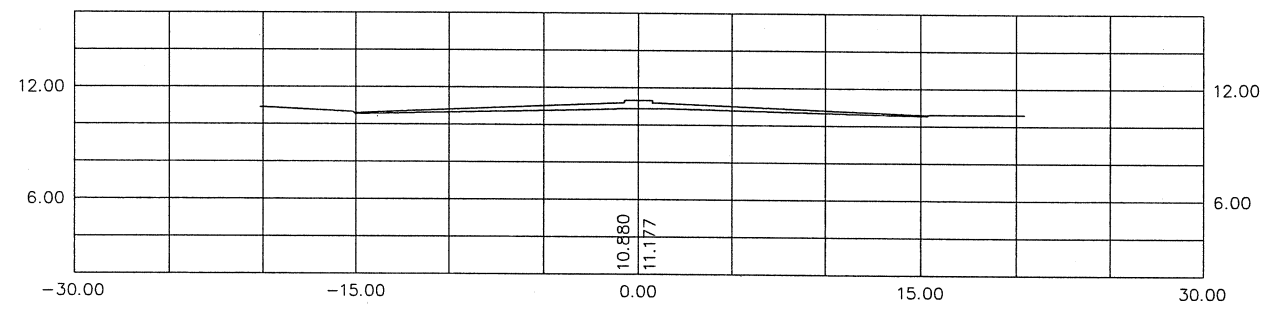
STA.1+200

29.299 Sq.m.



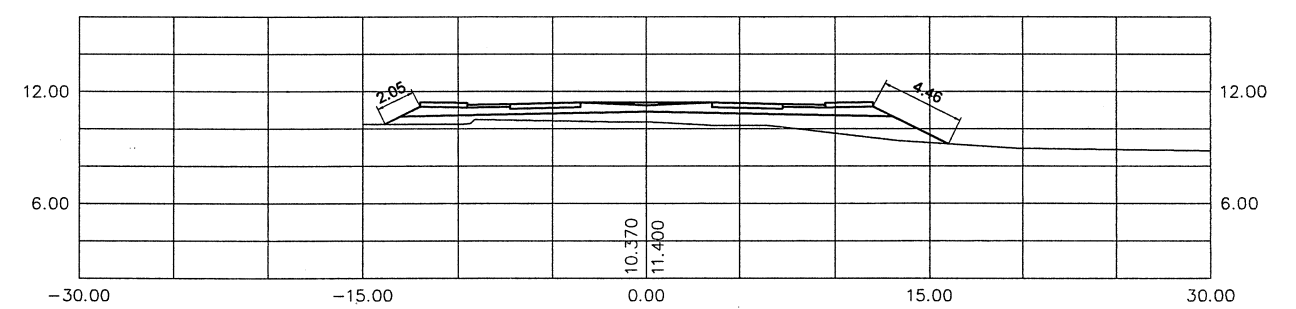
STA.0+200

0.000 Sq.m.



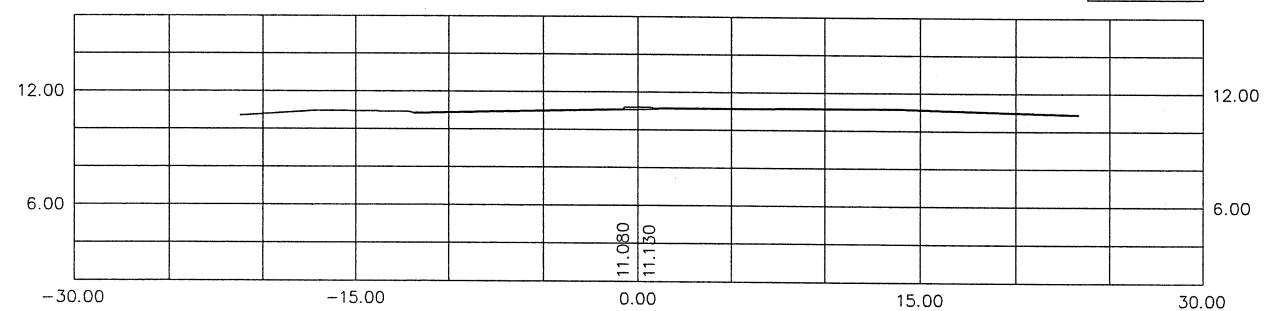
STA.1+000

17.678 Sq.m.



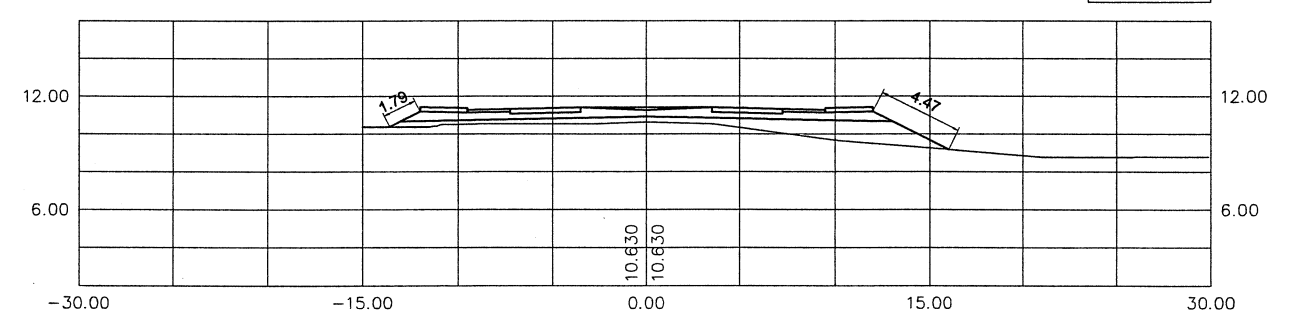
STA.0+100

0.000 Sq.m.



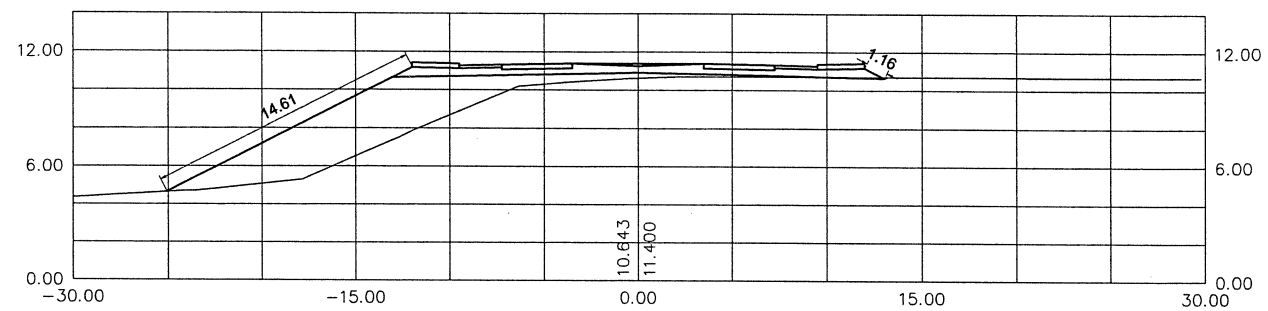
0+800

14.431 Sq.m.



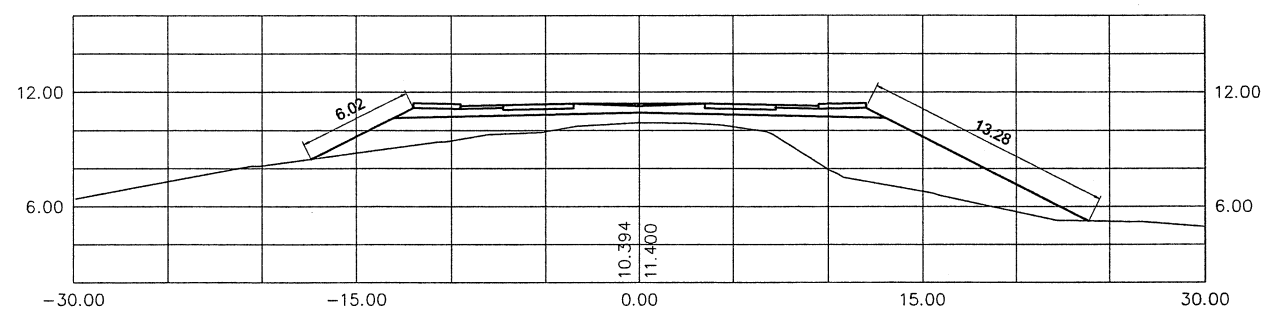
STA.2+200

42.603 Sq.m.



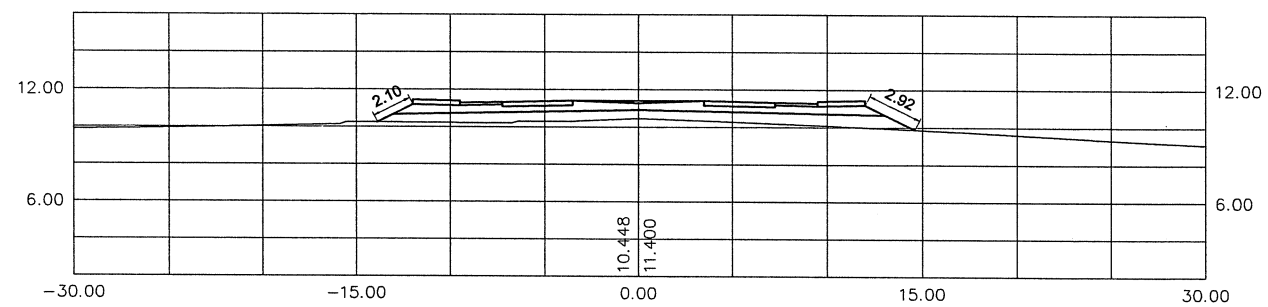
STA.3+000

55.929 Sq.m.



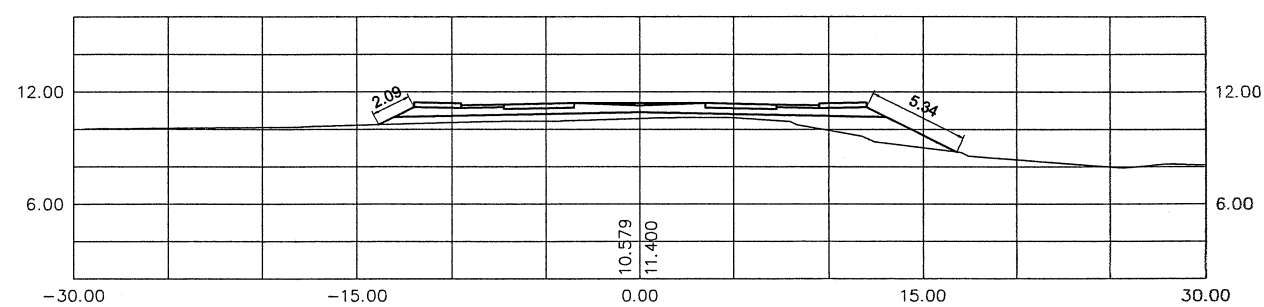
STA.2+000

14.890 Sq.m.



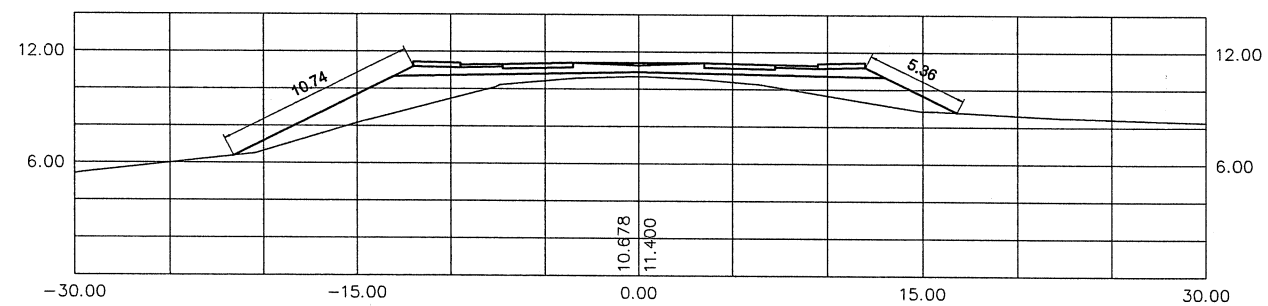
STA.2+800

14.054 Sq.m.



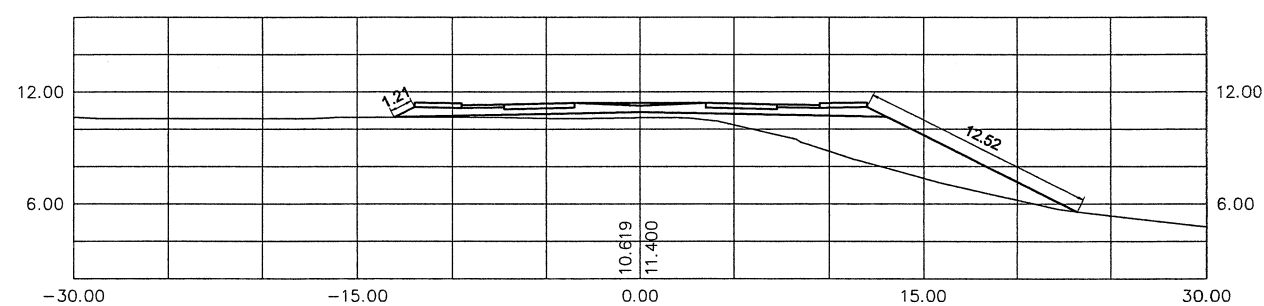
STA.1+800

30.964 Sq.m.



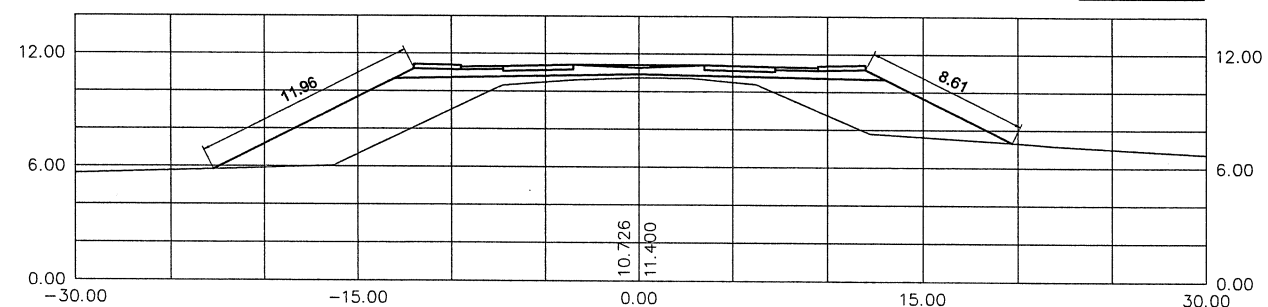
STA.2+600

32.019 Sq.m.



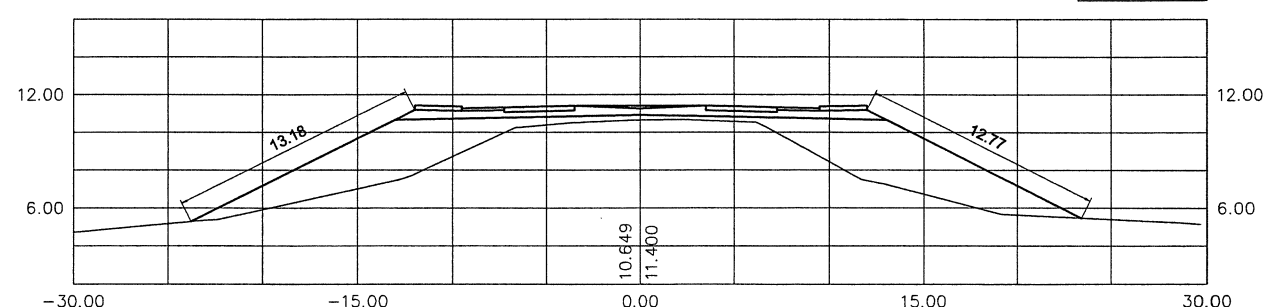
STA.1+600

55.165 Sq.m.



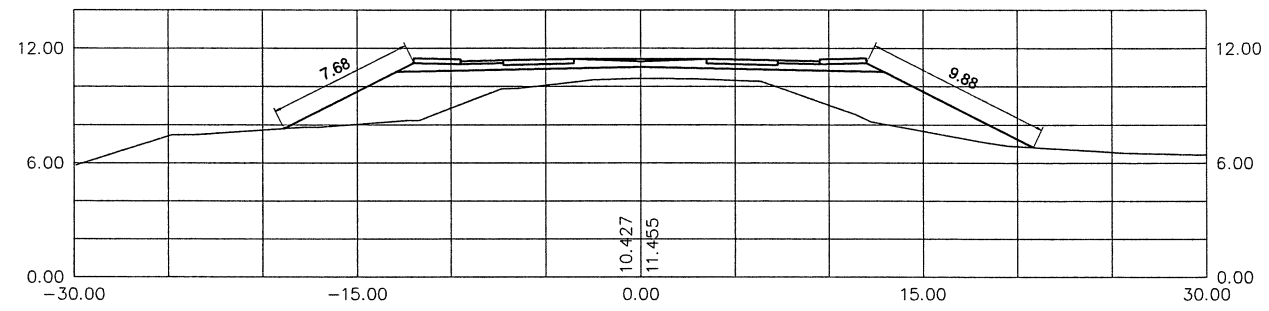
STA.2+400

68.873 Sq.m.



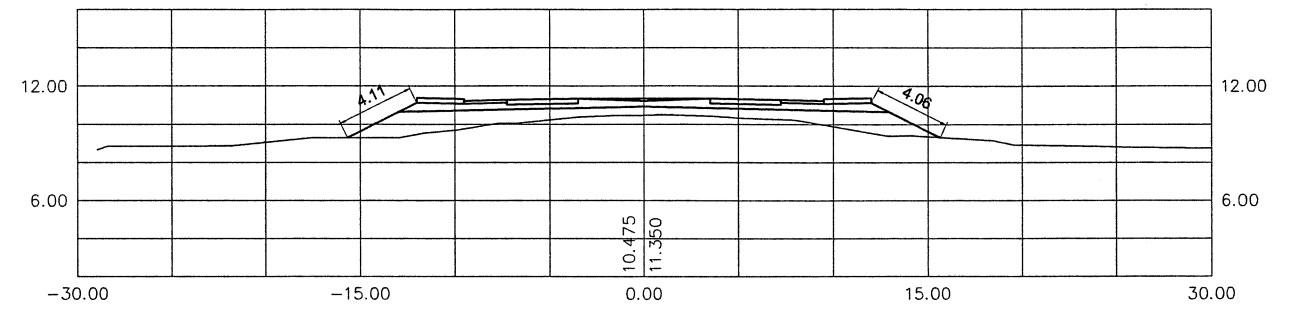
STA.3+800

50.708 Sq.m.



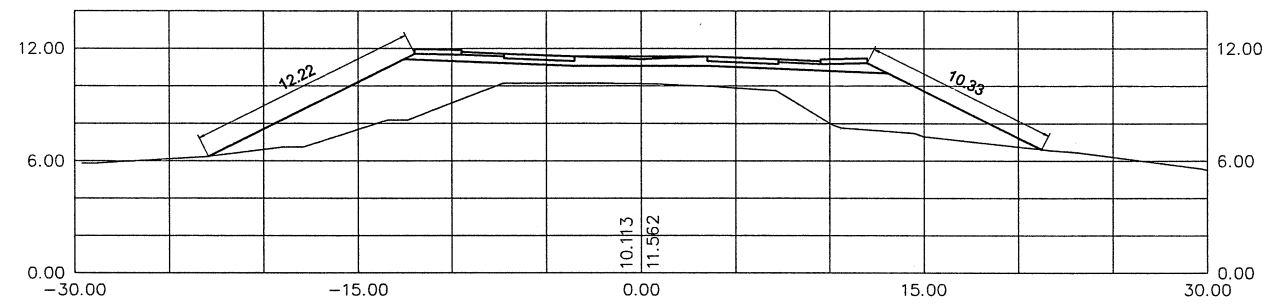
STA.4+600

21.346 Sq.m.



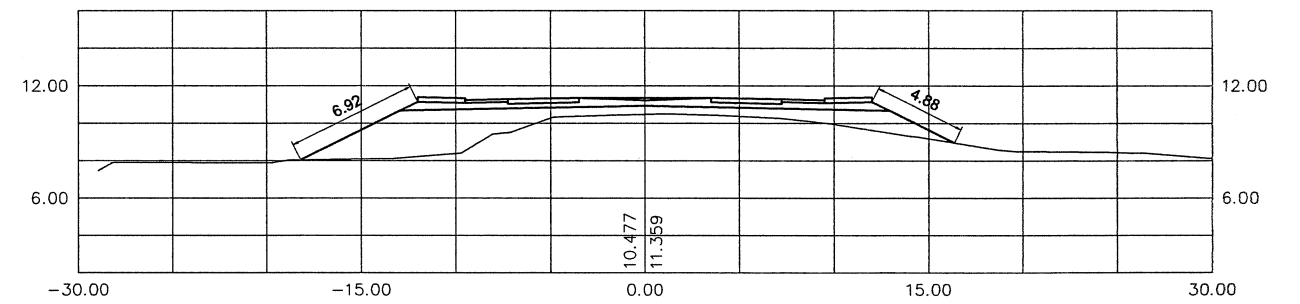
STA.3+600

72.293 Sq.m.



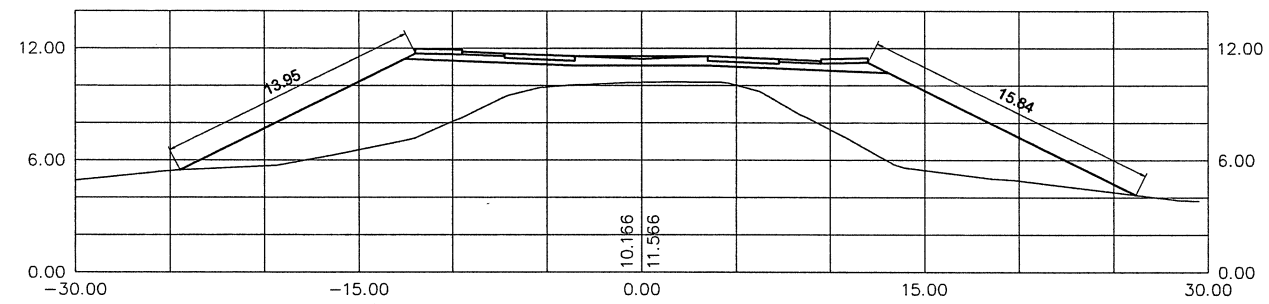
STA.4+400

33.095 Sq.m.



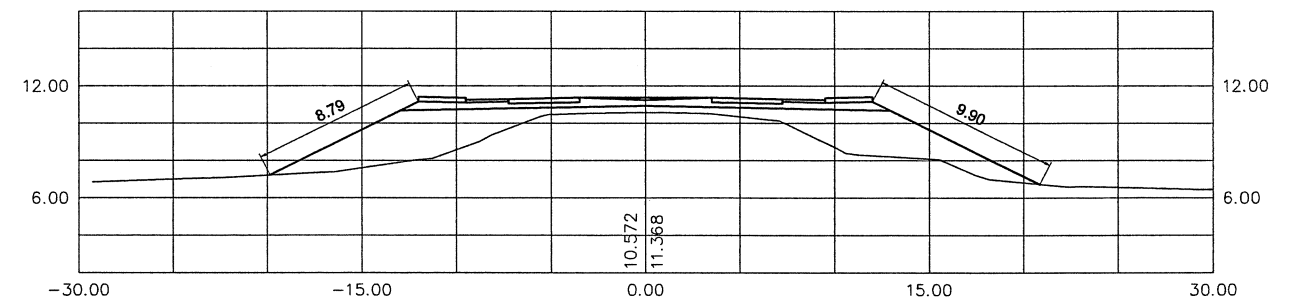
STA.3+400

113.106 Sq.m.



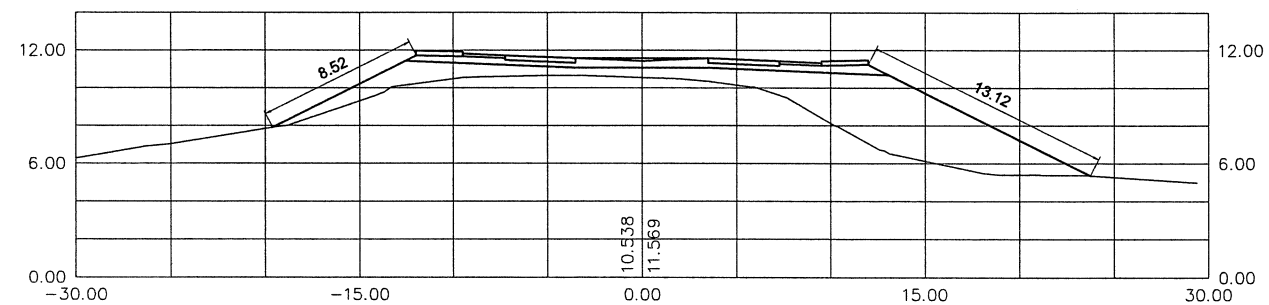
STA.4+200

49.078 Sq.m.



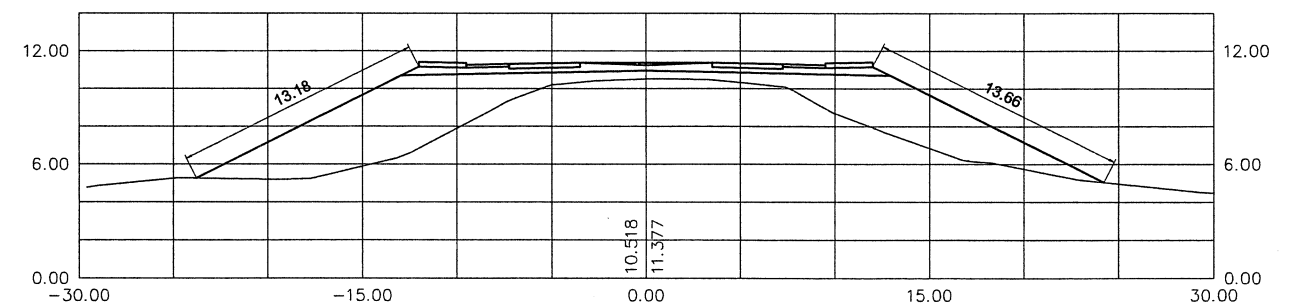
STA.3+200

59.663 Sq.m.



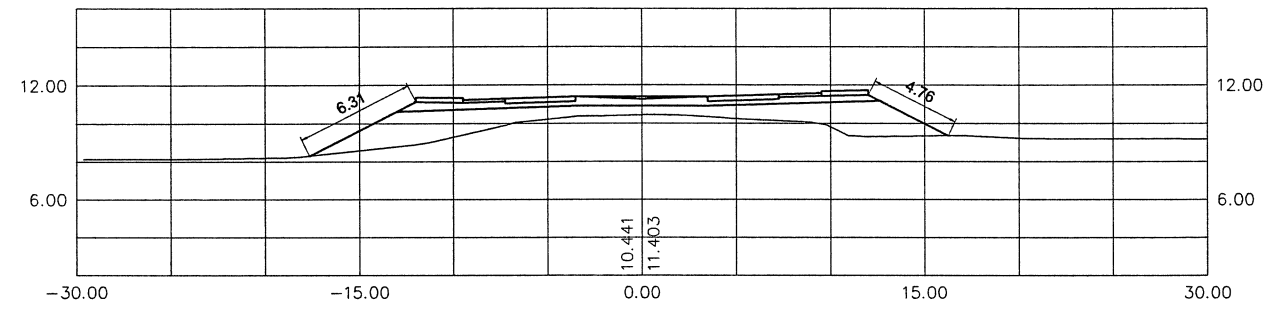
STA.4+000

83.496 Sq.m.



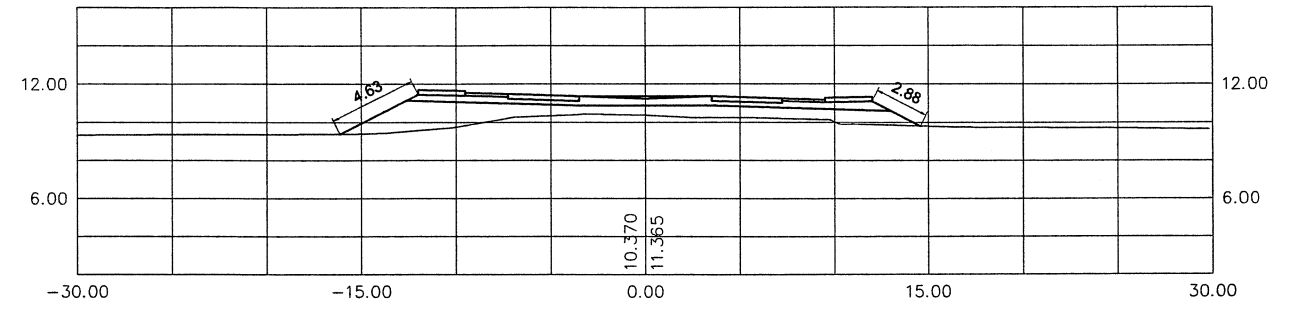
STA.5+400

31.937 Sq.m.



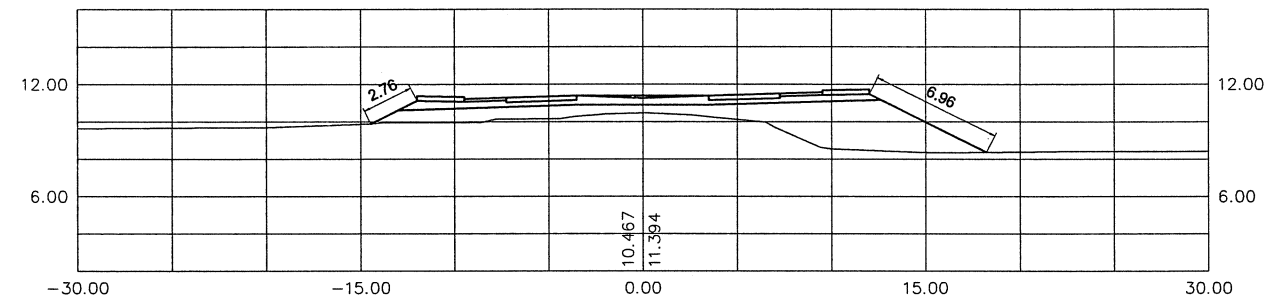
STA.6+200

22.059 Sq.m.



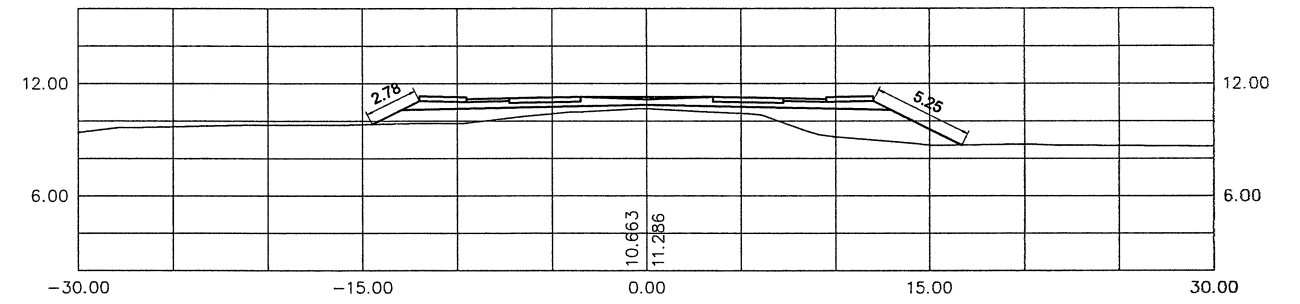
STA.5+200

34.287 Sq.m.



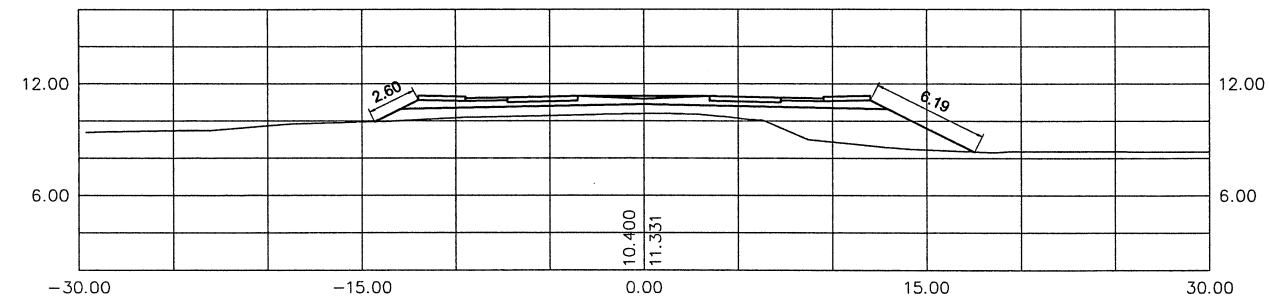
STA.6+000

20.977 Sq.m.



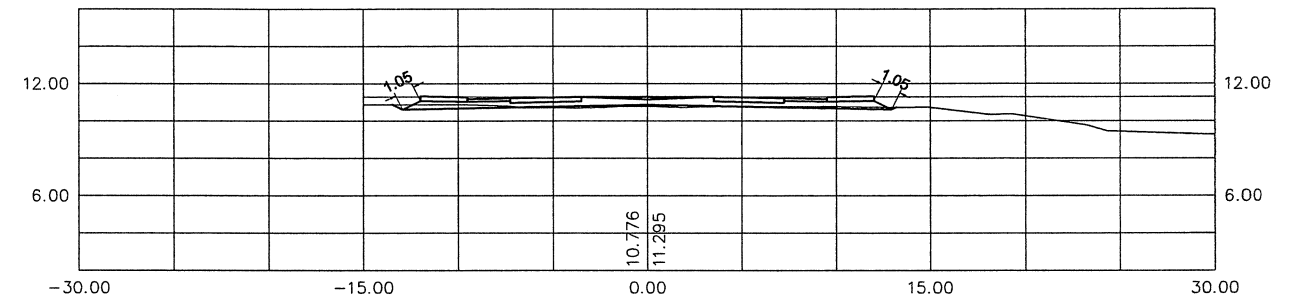
STA.5+000

26.637 Sq.m.



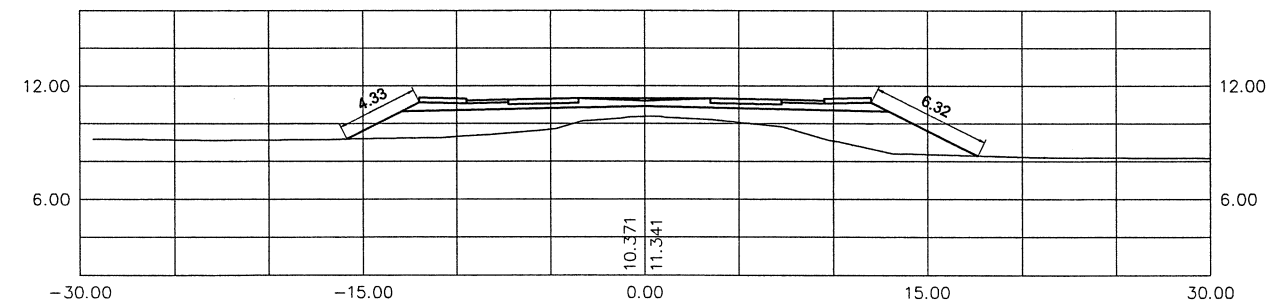
STA.5+800

0.820 Sq.m.



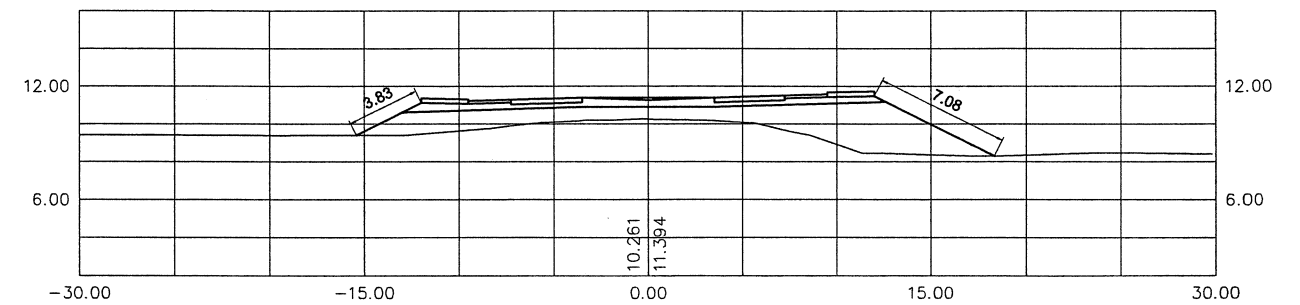
STA.4+800

35.577 Sq.m.



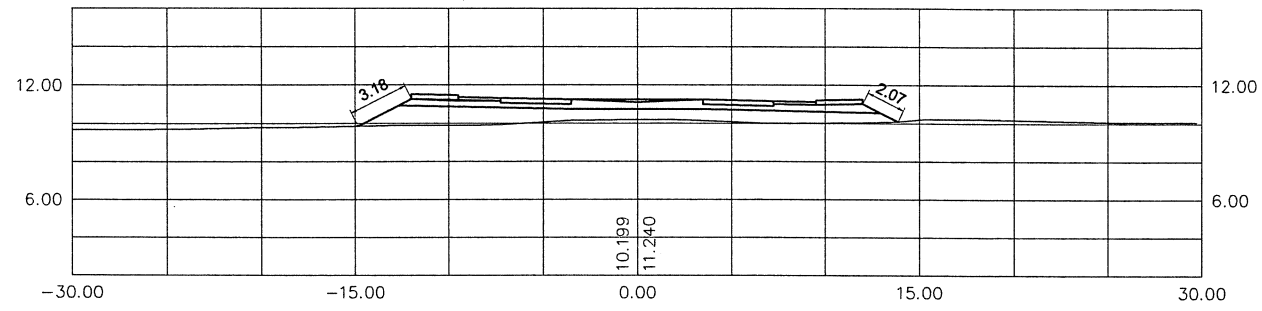
STA.5+600

38.074 Sq.m.



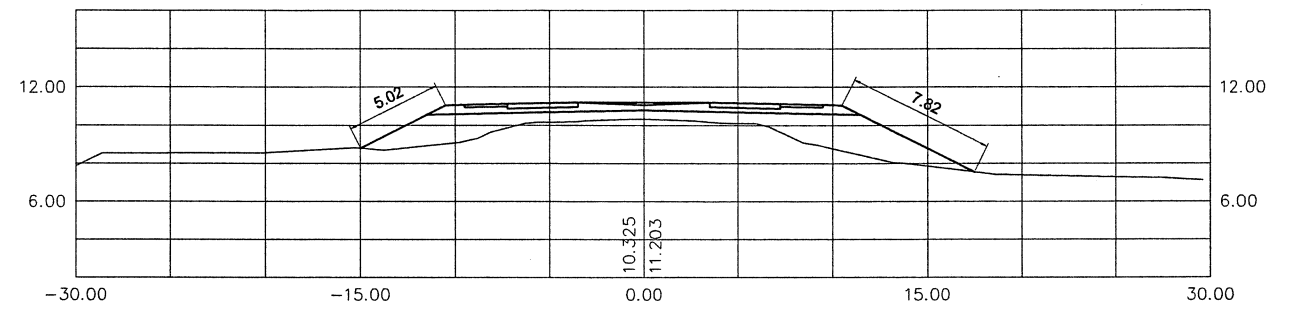
STA. 7+000

19.176 Sq.m.



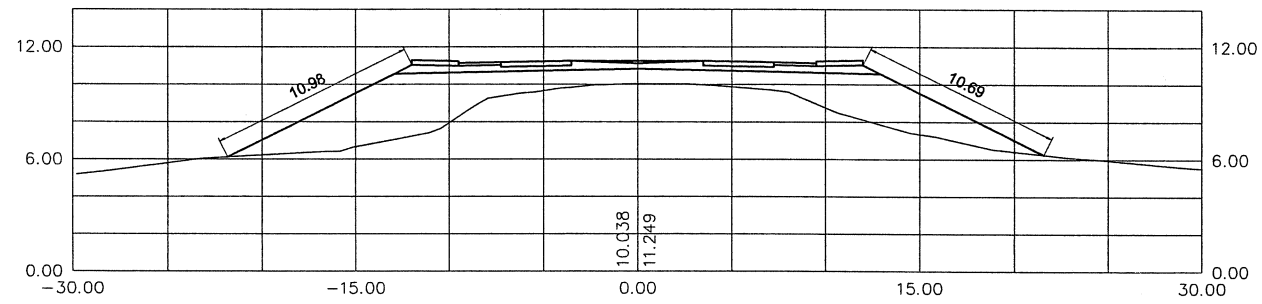
STA. 7+800

30.223 Sq.m.



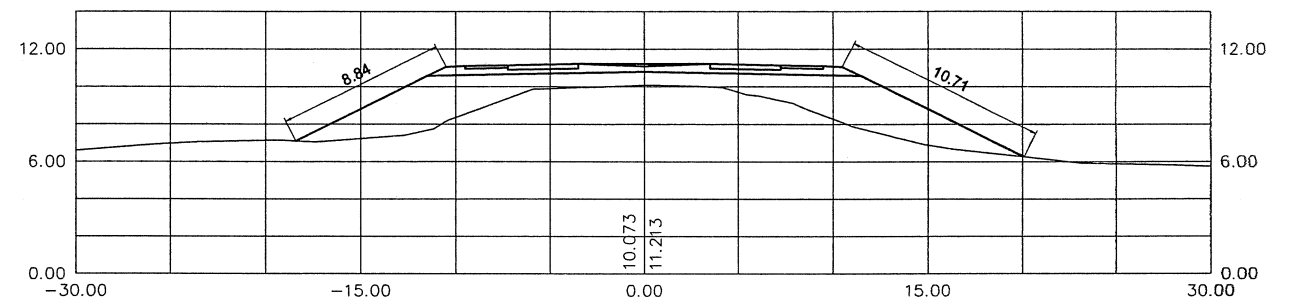
STA. 6+800

67.562 Sq.m.



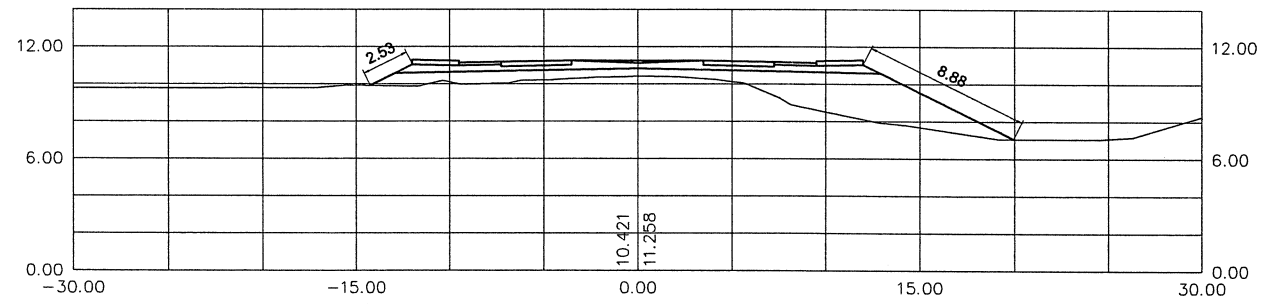
STA. 7+600

54.051 Sq.m.



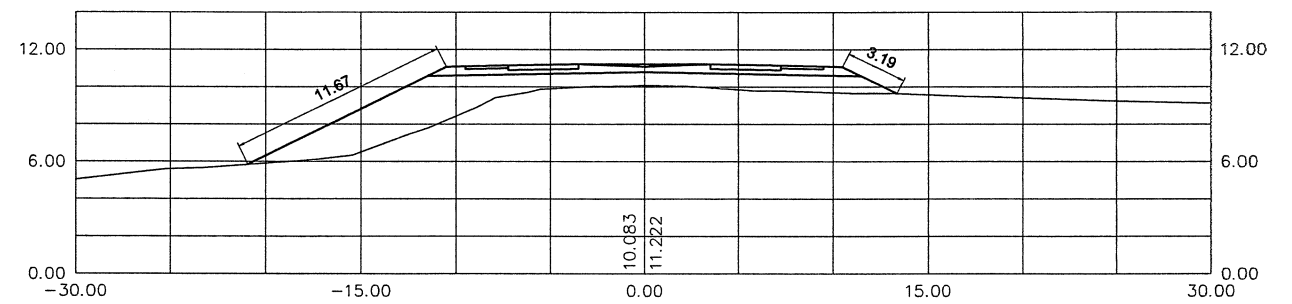
STA. 6+600

33.336 Sq.m.



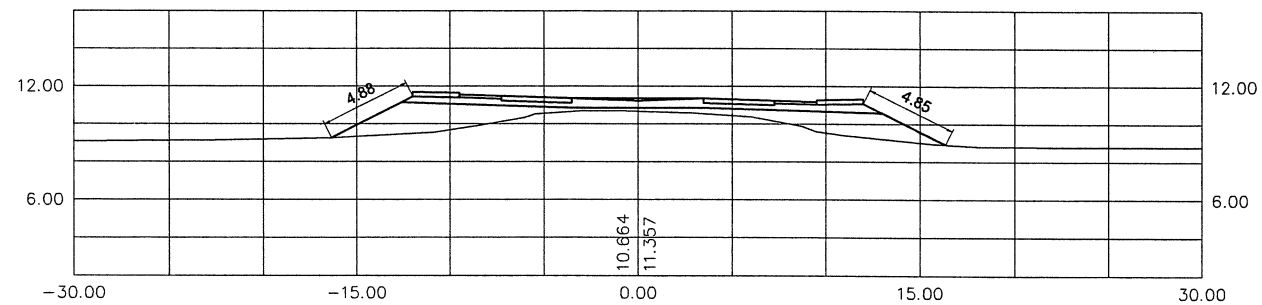
STA. 7+400

40.547 Sq.m.



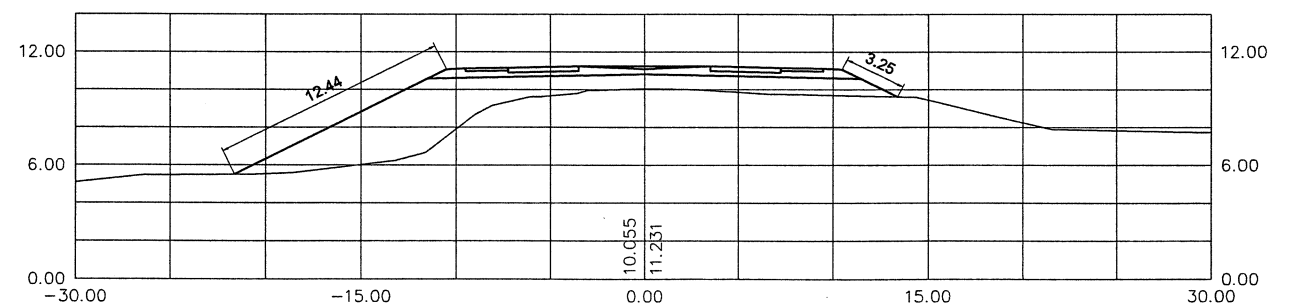
STA. 6+400

23.544 Sq.m.



STA. 7+200

49.141 Sq.m.



STA. 7+160

MINISTRY OF
PUBLIC WORKS AND TRANSPORT
(MPWT)

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

JAPAN INTERNATIONAL COOPERATION AGENCY
PACIFIC CONSULTANTS INTERNATIONAL &
KATAHIRA & ENGINEERS INTERNATIONAL

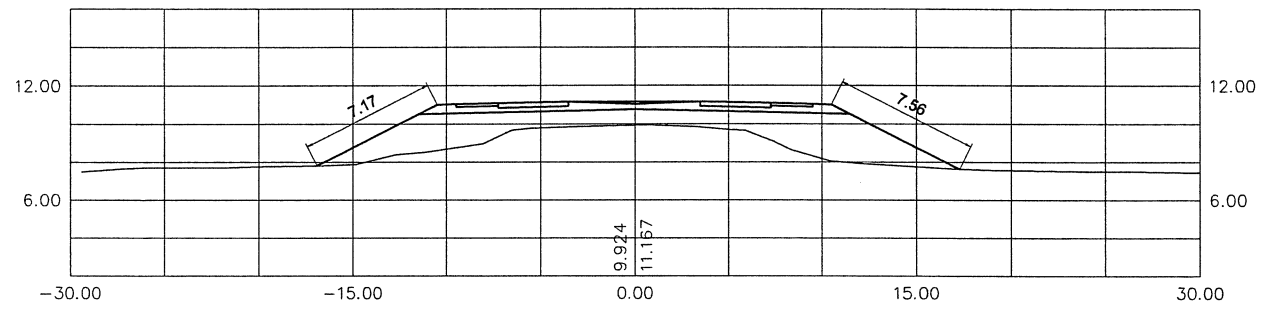
TITLE :
CROSS SECTION
CH. 6km+400m - CH.7km+800m

SCALE
1/400

Drawing No.
B-89

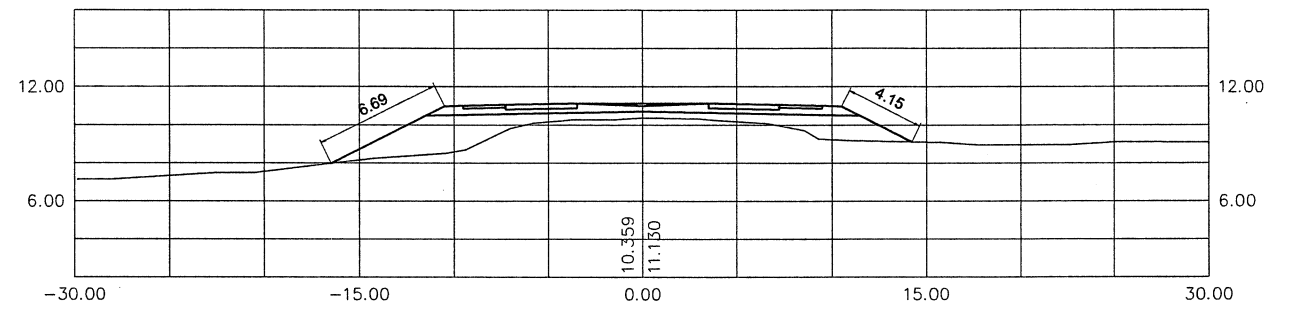
STA.8+600

42.882 Sq.m.



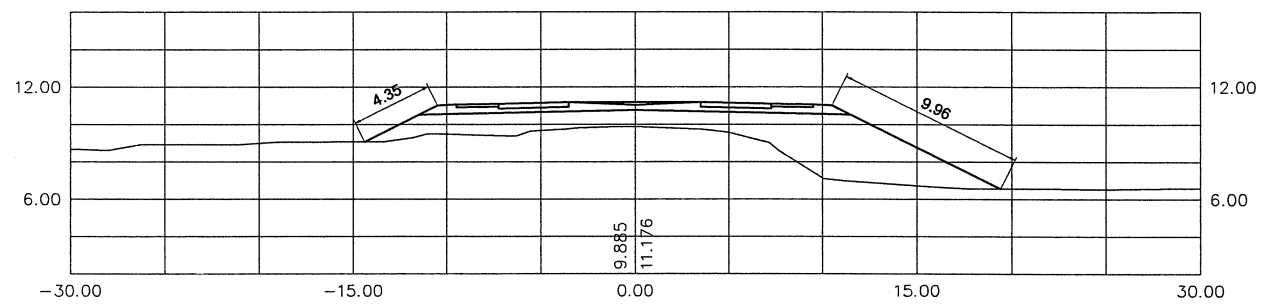
STA.9+400

24.507 Sq.m.



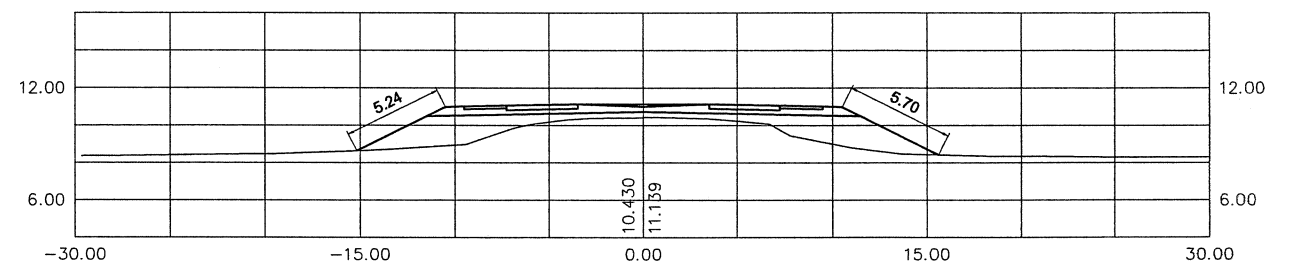
STA.8+400

48.326 Sq.m.



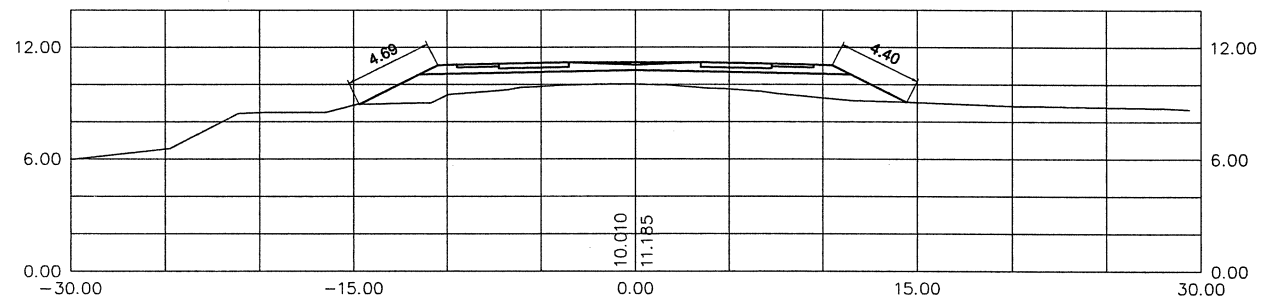
STA.9+200

24.225 Sq.m.



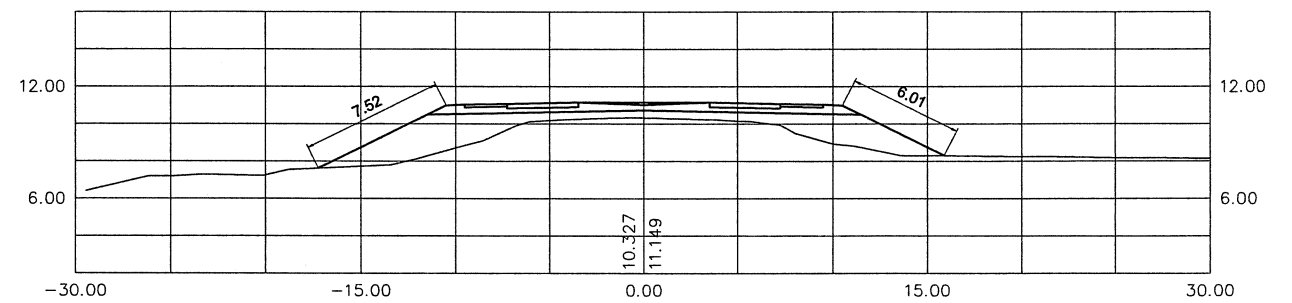
STA.8+200

26.597 Sq.m.



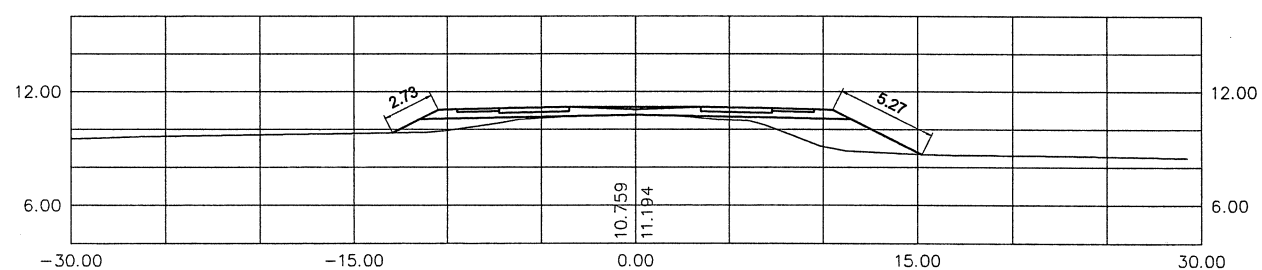
STA.9+000

30.800 Sq.m.



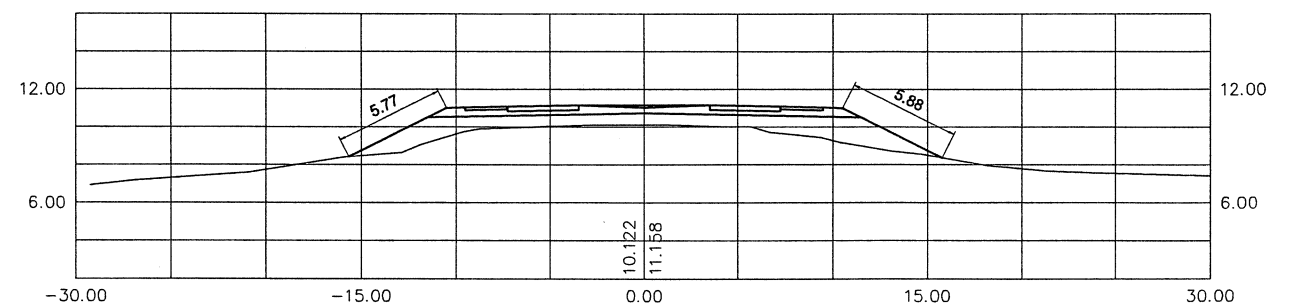
STA.8+000

12.477 Sq.m.



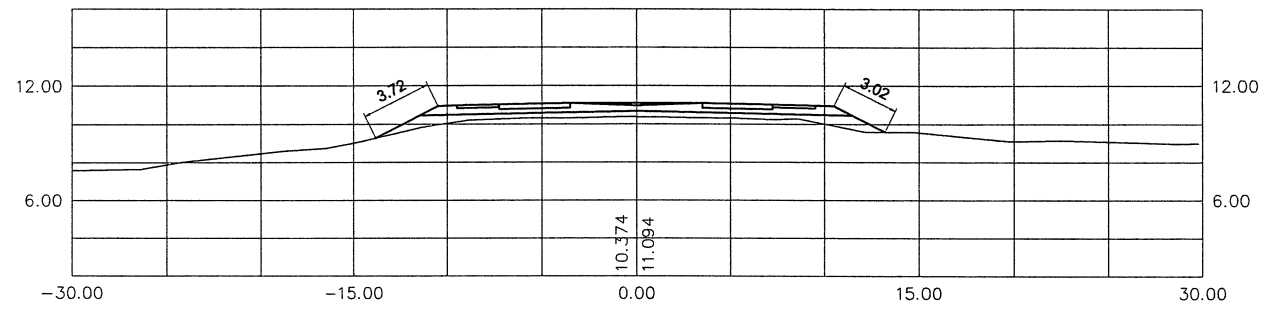
STA.8+800

24.323 Sq.m.



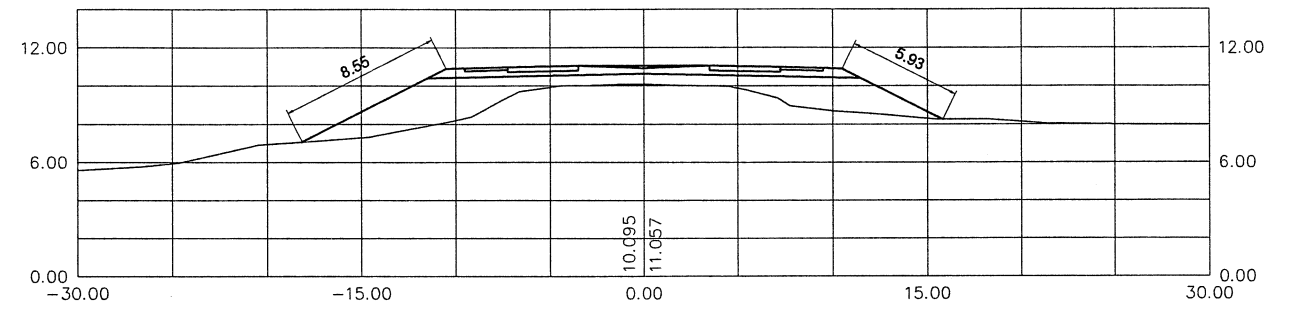
STA.10+200

8.906 Sq.m.



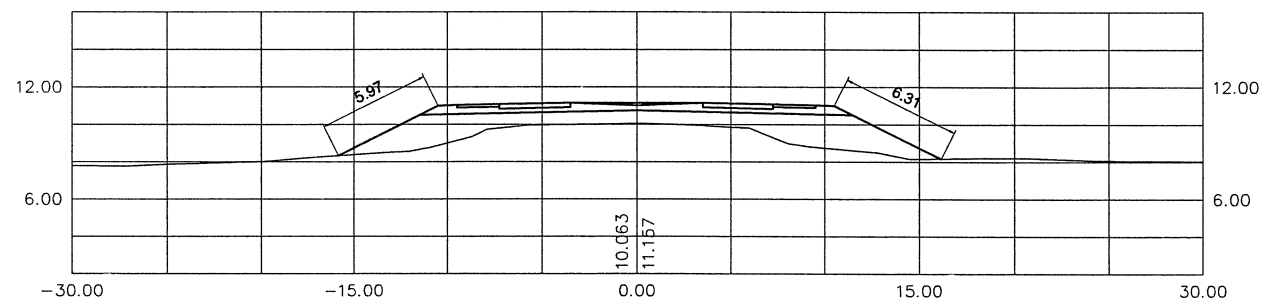
STA.11+000

37.653 Sq.m.



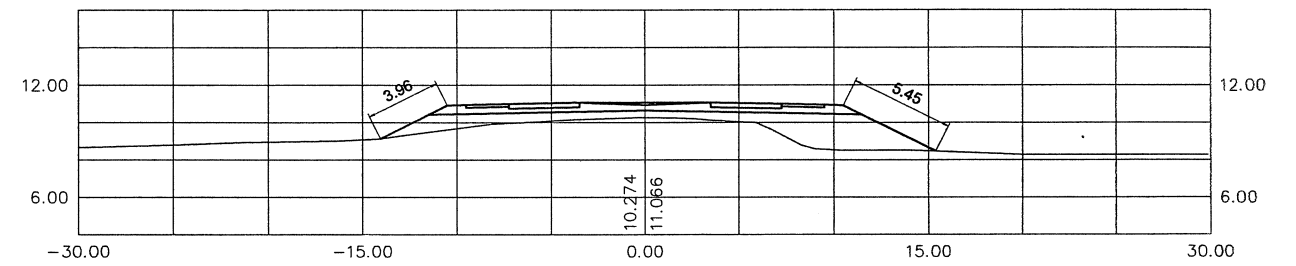
STA.10+000

32.380 Sq.m.



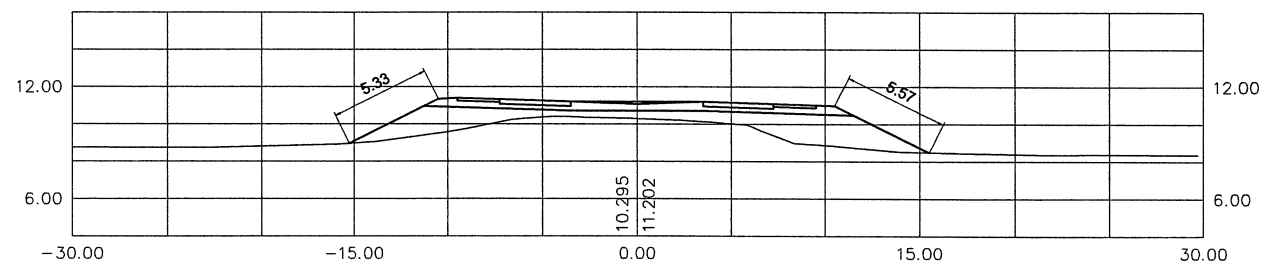
STA.10+800

22.086 Sq.m.



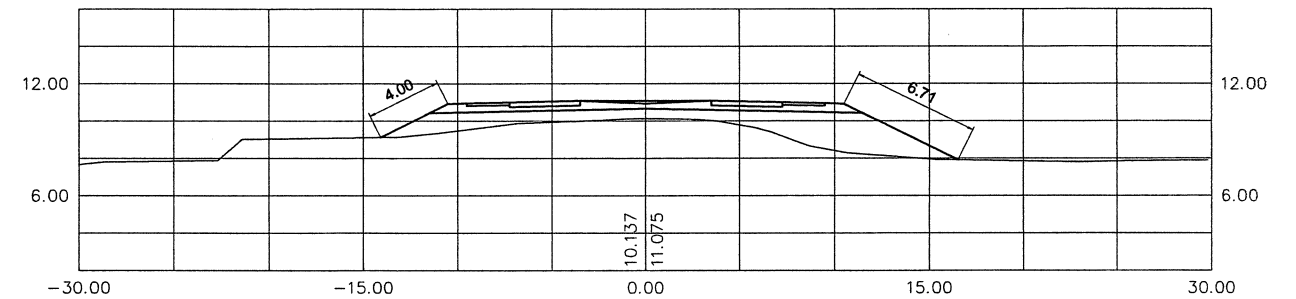
STA..9+800

25.753 Sq.m.



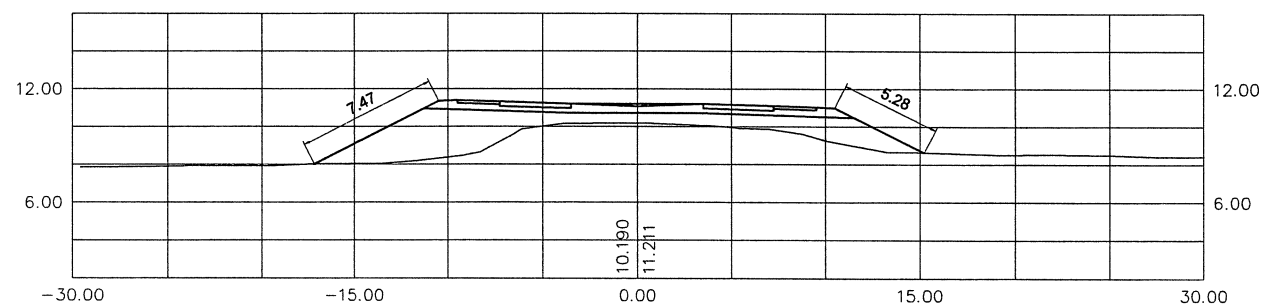
STA.10+600

28.437 Sq.m.



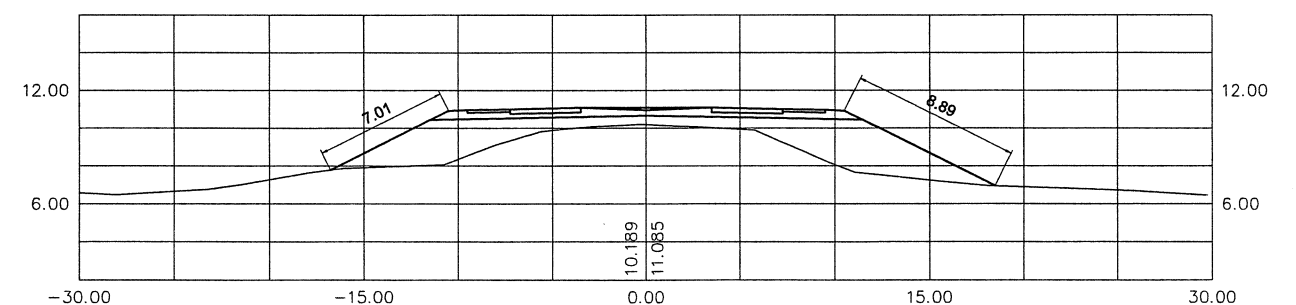
STA.9+600

35.677 Sq.m.



STA.10+400

42.350 Sq.m.



MINISTRY OF
PUBLIC WORKS AND TRANSPORT
(MPWT)

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

JAPAN INTERNATIONAL COOPERATION AGENCY
PACIFIC CONSULTANTS INTERNATIONAL &
KATAHIRA & ENGINEERS INTERNATIONAL

TITLE :
CROSS SECTION
CH. 9km+600m - CH.11km+000m

SCALE
1/400

Drawing No.
B-91