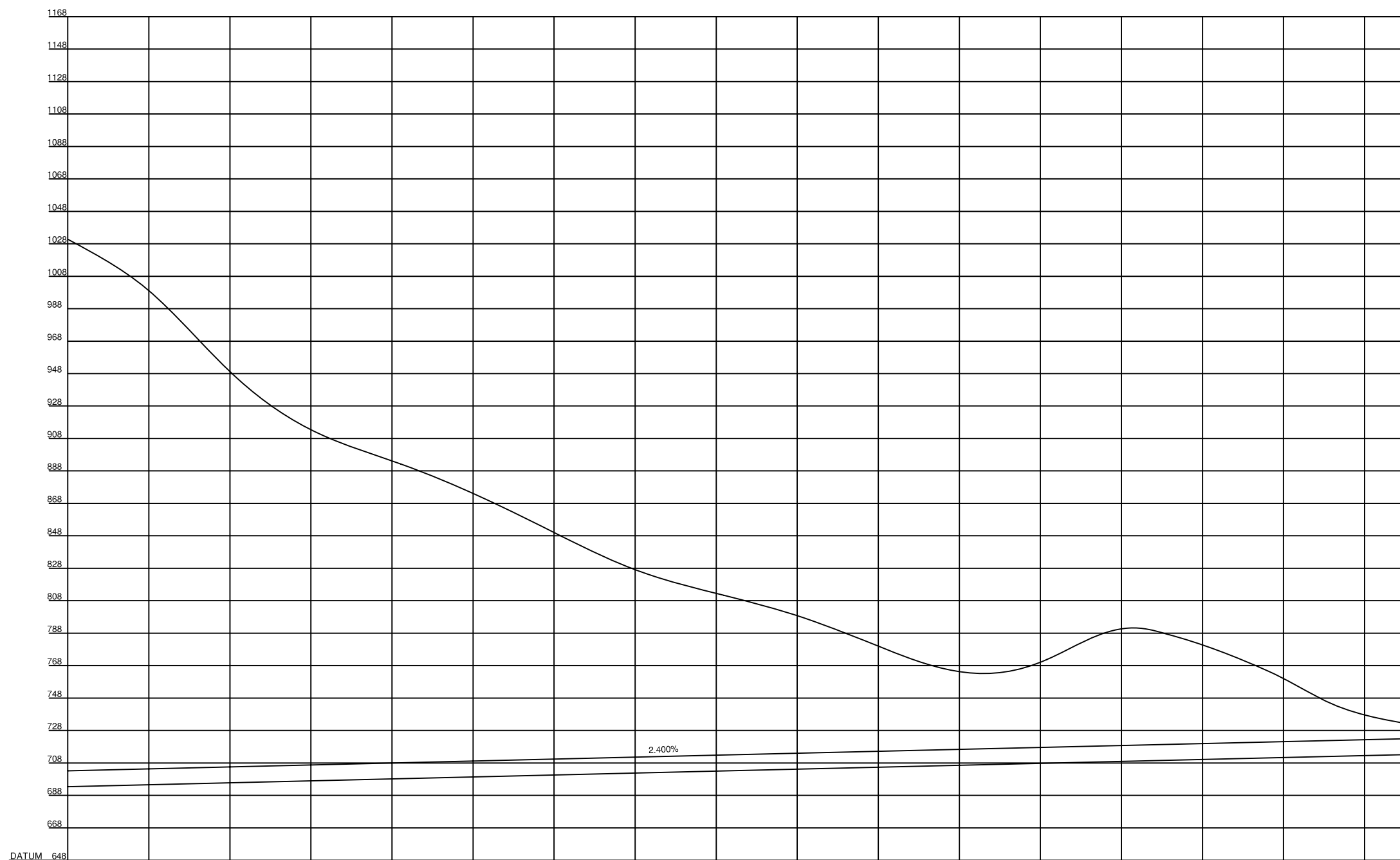
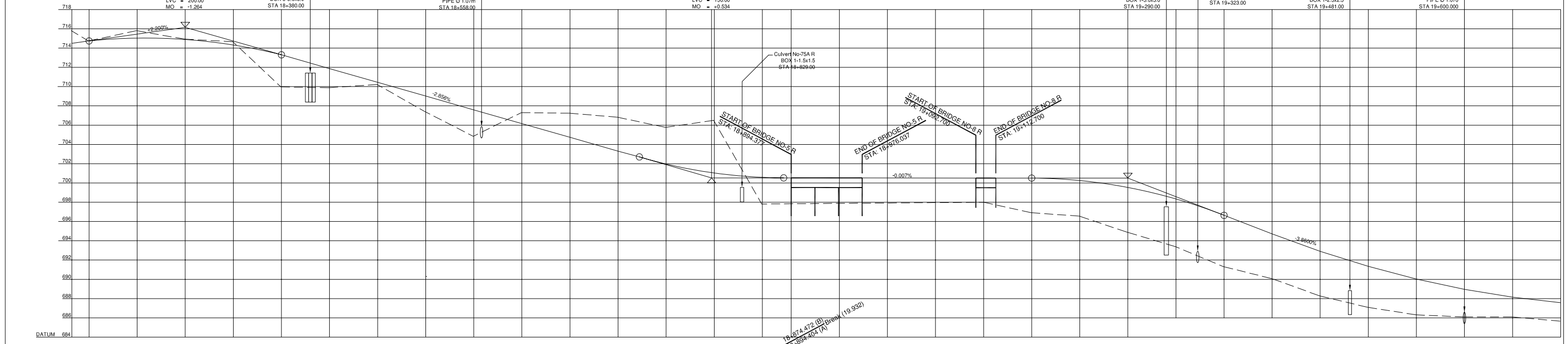
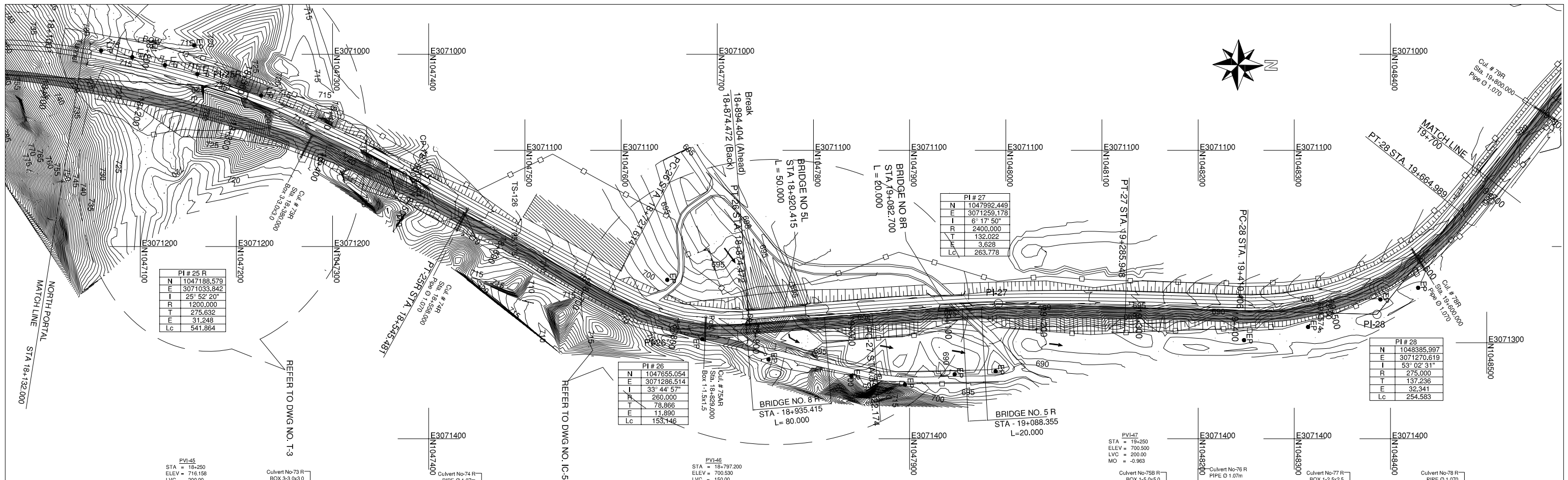


PROJECT NAME	CLIENTS		CONSULTANTS	DRAWING TITLE	SCALE	DWG NO
THE FEASIBILITY STUDY ON THE 2ND KOHAT TUNNEL AND ACCESS ROADS PROJECT	 GOVERNMENT OF PAKISTAN MINISTRY OF COMMUNICATIONS NATIONAL HIGHWAY AUTHORITY	 JAPAN INTERNATIONAL COOPERATION AGENCY	NIPPON KOEI CO., LTD AND ALMEC CORPORATION	PLAN 17+300-18+132	H=1:2000	R-16



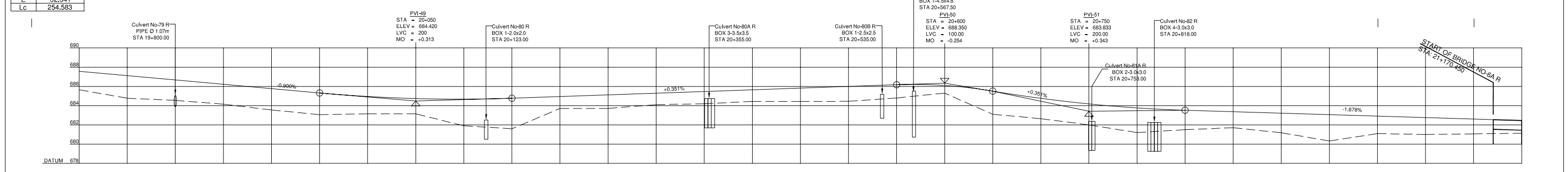
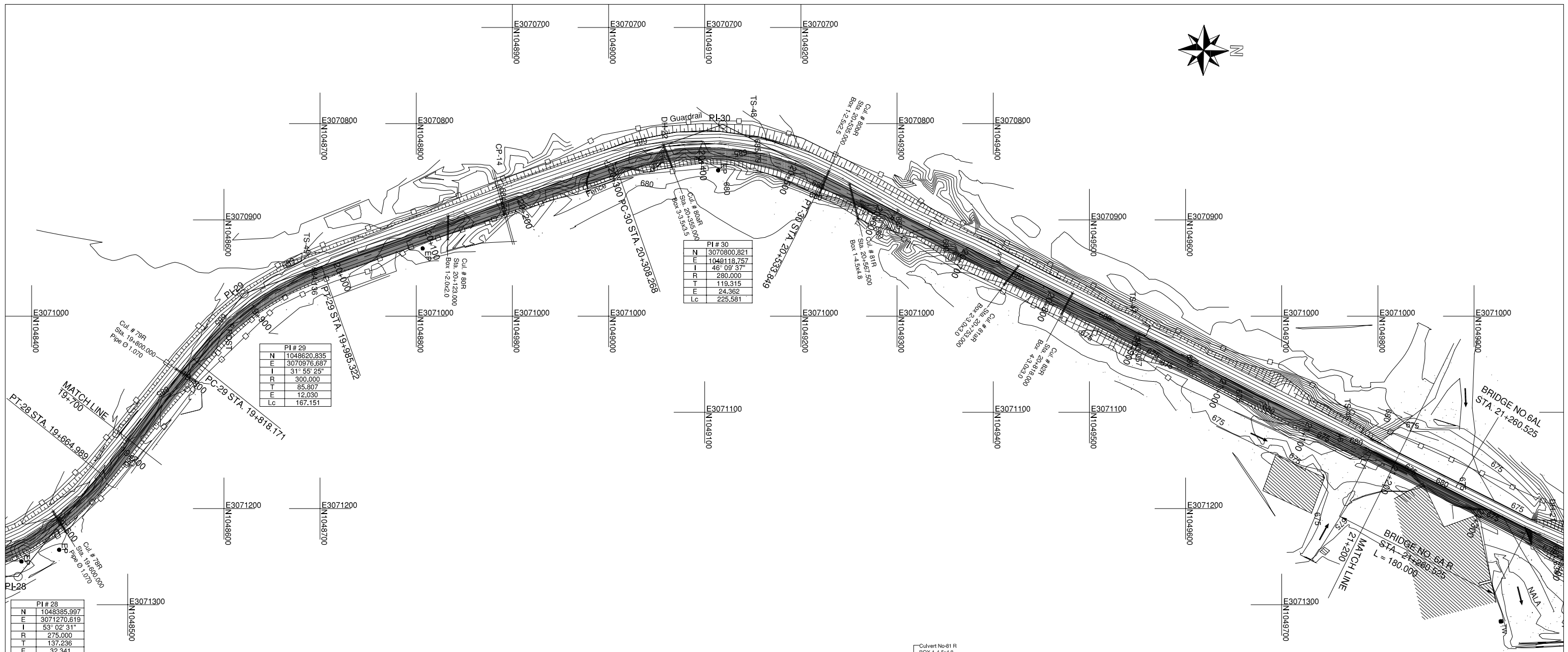
FINISHED ROAD ELEVATIONS	693.359	694.559	695.759	696.959	698.159	699.359	700.559	701.759	702.959	704.159	705.359	706.559	707.759	708.959	710.159	711.359	712.559	713.327
EXISTING ROAD / GROUND ELEVATIONS	1030.000	1005.000	945.000	910.000	895.000	875.000	850.000	825.000	812.500	800.000	780.000	760.000	765.000	800.000	780.000	732.000	726.809	723.622
CUMULATIVE DISTANCE (CD)	17+300	17+350	17+400	17+450	17+500	17+550	17+600	17+650	17+700	17+750	17+800	17+850	17+900	17+950	18+000	18+050	18+100	18+132
HORIZONTAL ALIGNMENT	R = ∞															R = 1200		
SUPPER GRADE ELEVATION % AGE	N.C.															2.2%		

PROJECT NAME	CLIENTS		CONSULTANTS	DRAWING TITLE	SCALE	DWG NO
THE FEASIBILITY STUDY ON THE 2ND KOHAT TUNNEL AND ACCESS ROADS PROJECT	 GOVERNMENT OF PAKISTAN MINISTRY OF COMMUNICATIONS NATIONAL HIGHWAY AUTHORITY	 JAPAN INTERNATIONAL COOPERATION AGENCY	NIPPON KOEI CO., LTD AND ALMEC CORPORATION	PROFILE 17+300-18+132	1:3,000	R-16-a



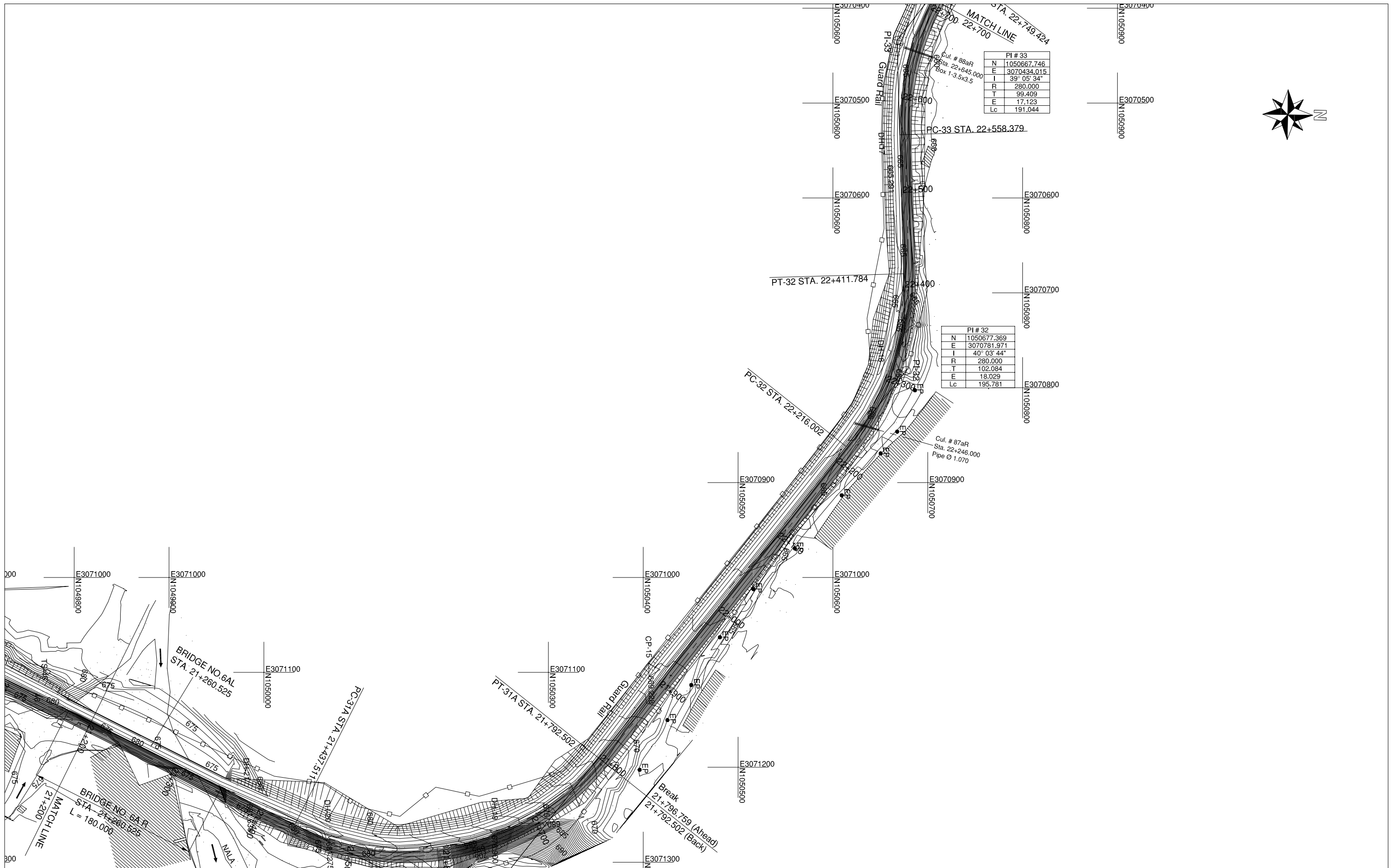
FINISHED ROAD ELEVATIONS	EXISTING ROAD/ GROUND ELEVATIONS	CUMULATIVE DISTANCE (CD)	HORIZONTAL ALIGNMENT	SUPPER GRADE ELEVATION % AGE
715.811/714.742	715.811/714.742	18+132.000	R = 1200	2.2%
714.740/714.742	714.740/714.742	18+200		
715.811/714.742	715.811/714.742	18+200		
714.927/714.894	714.927/714.894	18+250		
714.670/714.414	714.670/714.414	18+300		
709.970/713.302	709.970/713.302	18+350		
709.885/711.874	709.885/711.874	18+400		
710.225/710.446	710.225/710.446	18+450		
707.395/709.018	707.395/709.018	18+500		
704.850/707.590	704.850/707.590	18+550		
707.300/706.162	707.300/706.162	18+600		
707.240/704.794	707.240/704.794	18+650		
706.830/703.306	706.830/703.306	18+700		
705.770/701.951	705.770/701.951	18+750		
706.500/701.025	706.500/701.025	18+800		
697.810/700.573	697.810/700.573	18+850		
700.525	700.525	18+874.472		
697.810/700.524	697.810/700.524	18+900		
697.810/700.521	697.810/700.521	18+950		
697.810/700.517	697.810/700.517	19+000		
697.810/700.514	697.810/700.514	19+050		
697.810/700.510	697.810/700.510	19+100		
696.913/700.507	696.913/700.507	19+150		
696.563/700.263	696.563/700.263	19+200		
694.884/699.537	694.884/699.537	19+250		
693.396/698.329	693.396/698.329	19+300		
691.314/696.640	691.314/696.640	19+350		
690.081/694.710	690.081/694.710	19+400		
688.279/692.903	688.279/692.903	19+450		
687.094/691.343	687.094/691.343	19+500		
686.314/690.000	686.314/690.000	19+550		
686.096/688.963	686.096/688.963	19+600		
686.096/688.143	686.096/688.143	19+650		
685.657/687.570	685.657/687.570	19+700		

PROJECT NAME	CLIENTS	CONSULTANTS	DRAWING TITLE	SCALE	DWG NO
THE FEASIBILITY STUDY ON THE 2ND KOHAT TUNNEL AND ACCESS ROADS PROJECT	GOVERNMENT OF PAKISTAN MINISTRY OF COMMUNICATIONS NATIONAL HIGHWAY AUTHORITY	NIPPON KOEI CO., LTD AND ALMEC CORPORATION	PLAN & PROFILE 18+132-19+700	H=1:2000 V=1:200	R-17

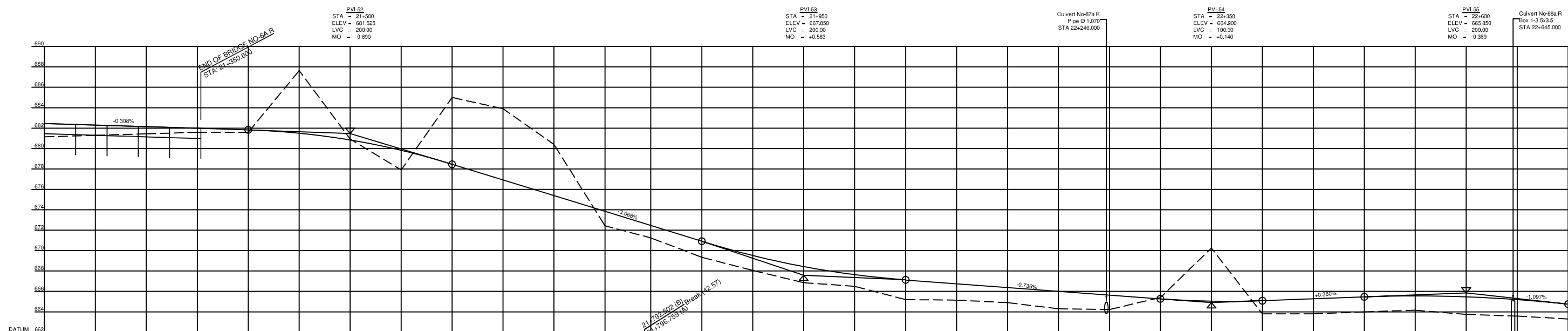


STATION	FINISHED ROAD ELEVATIONS	EXISTING ROAD / GROUND ELEVATIONS	CUMULATIVE DISTANCE (CD)	HORIZONTAL ALIGNMENT	SUPPER GRADE ELEVATION	% AGE
19+700	685.657	687.570	19+700	R = ∞	N.C.	18.00
19+750	684.769	687.120	19+750	R = ∞	N.C.	18.00
19+800	684.548	686.670	19+800	R = ∞	N.C.	18.00
19+850	684.155	686.220	19+850	R = ∞	N.C.	18.00
19+900	683.065	685.320	19+900	R = ∞	N.C.	18.00
20+000	683.148	684.948	20+000	R = ∞	N.C.	18.00
20+050	683.149	684.733	20+050	R = ∞	N.C.	18.00
20+100	681.911	684.674	20+100	R = ∞	N.C.	18.00
20+150	681.600	684.771	20+150	R = ∞	N.C.	18.00
20+200	683.710	684.946	20+200	R = ∞	N.C.	18.00
20+250	683.715	685.122	20+250	R = ∞	N.C.	18.00
20+300	684.100	685.297	20+300	R = ∞	N.C.	18.00
20+350	684.200	685.473	20+350	R = ∞	N.C.	18.00
20+400	684.440	685.648	20+400	R = ∞	N.C.	18.00
20+450	684.435	685.824	20+450	R = ∞	N.C.	18.00
20+500	684.448	685.999	20+500	R = ∞	N.C.	18.00
20+550	684.800	686.175	20+550	R = ∞	N.C.	18.00
20+600	685.300	686.096	20+600	R = ∞	N.C.	18.00
20+650	683.100	685.511	20+650	R = ∞	N.C.	18.00
20+700	682.650	684.758	20+700	R = ∞	N.C.	18.00
20+750	682.000	684.176	20+750	R = ∞	N.C.	18.00
20+800	681.201	683.765	20+800	R = ∞	N.C.	18.00
20+850	681.500	683.525	20+850	R = ∞	N.C.	18.00
20+900	681.710	683.371	20+900	R = ∞	N.C.	18.00
20+950	681.180	683.218	20+950	R = ∞	N.C.	18.00
21+000	682.330	683.064	21+000	R = ∞	N.C.	18.00
21+050	681.100	682.910	21+050	R = ∞	N.C.	18.00
21+100	681.000	682.756	21+100	R = ∞	N.C.	18.00
21+150	681.068	682.602	21+150	R = ∞	N.C.	18.00
21+200	681.136	682.448	21+200	R = ∞	N.C.	18.00

PROJECT NAME	CLIENTS	CONSULTANTS	DRAWING TITLE	SCALE	DWG NO
THE FEASIBILITY STUDY ON THE 2ND KOHAT TUNNEL AND ACCESS ROADS PROJECT	GOVERNMENT OF PAKISTAN MINISTRY OF COMMUNICATIONS NATIONAL HIGHWAY AUTHORITY	NIPPON KOEI CO., LTD AND ALMEC CORPORATION	PLAN & PROFILE 19+700-21+200	H=1:2000 V=1:200	R-18



PROJECT NAME	CLIENTS	CONSULTANTS	DRAWING TITLE	SCALE	DWG NO
THE FEASIBILITY STUDY ON THE 2ND KOHAT TUNNEL AND ACCESS ROADS PROJECT	 GOVERNMENT OF PAKISTAN MINISTRY OF COMMUNICATIONS NATIONAL HIGHWAY AUTHORITY	 JAPAN INTERNATIONAL COOPERATION AGENCY	NIPPON KOEI CO., LTD AND ALMEC CORPORATION	PLAN 21+200-22+700	H=1:200 R-19



FINISHED ROAD ELEVATIONS	21+200 681.143 682.448	21+250 681.295 682.295	21+300 681.443 682.141	21+350 681.590 681.987	21+400 681.590 681.833	21+437.511	21+450 687.631 681.506	21+500 680.930 680.835	21+550 677.909 679.819	21+600 685.000 678.457	21+650 683.900 676.923	21+700 680.400 675.389	21+750 672.433 673.855	21+796.202 (B) 671.247 672.452	21+800 671.247 672.452	21+850 669.348 670.918	21+900 668.050 669.500	21+950 666.861 668.433	22+000 666.500 667.627	22+050 665.200 667.113	22+100 665.150 666.744	22+150 664.900 666.375	22+200 664.300 666.006	22+216.002	22+250 664.230 665.638	22+300 665.400 665.269	22+350 670.250 665.040	22+400 663.800 665.090	22+411.784	22+450 663.800 665.280	22+500 664.000 665.470	22+550 664.160 665.568	22+558.379	22+600 663.750 665.481	22+650 663.580 665.209	22+700 663.300 664.754
EXISTING ROAD / GROUND ELEVATIONS	681.143	681.295	681.443	681.590	681.590	687.631	680.930	677.909	685.000	683.900	680.400	672.433	671.247	669.348	668.050	666.861	666.500	665.200	665.150	664.900	664.300	664.230	665.400	670.250	663.800	663.800	664.000	664.160	663.750	663.580	663.300					
CUMULATIVE DISTANCE (CD)	21+200	21+250	21+300	21+350	21+400	21+437.511	21+450	21+500	21+550	21+600	21+650	21+700	21+750	21+796.202 (B)	21+800	21+850	21+900	21+950	22+000	22+050	22+100	22+150	22+200	22+216.002	22+250	22+300	22+350	22+400	22+411.784	22+450	22+500	22+550	22+558.379	22+600	22+650	22+700
HORIZONTAL ALIGNMENT	R = ∞		R = 200										R = ∞		R = 200					R = ∞		R = 200														
SUPPER GRADE ELEVATION % AGE	N.C.		9.6%										N.C.		9.3%					N.C.		9.3%														

PROJECT NAME	CLIENTS		CONSULTANTS		DRAWING TITLE	SCALE	DWG NO
THE FEASIBILITY STUDY ON THE 2ND KOHAT TUNNEL AND ACCESS ROADS PROJECT	 GOVERNMENT OF PAKISTAN MINISTRY OF COMMUNICATIONS NATIONAL HIGHWAY AUTHORITY	 JAPAN INTERNATIONAL COOPERATION AGENCY	NIPPON KOEI CO., LTD AND ALMEC CORPORATION		PROFILE 21+200-22+700	H=1:2000 V=1:200	R-19-a