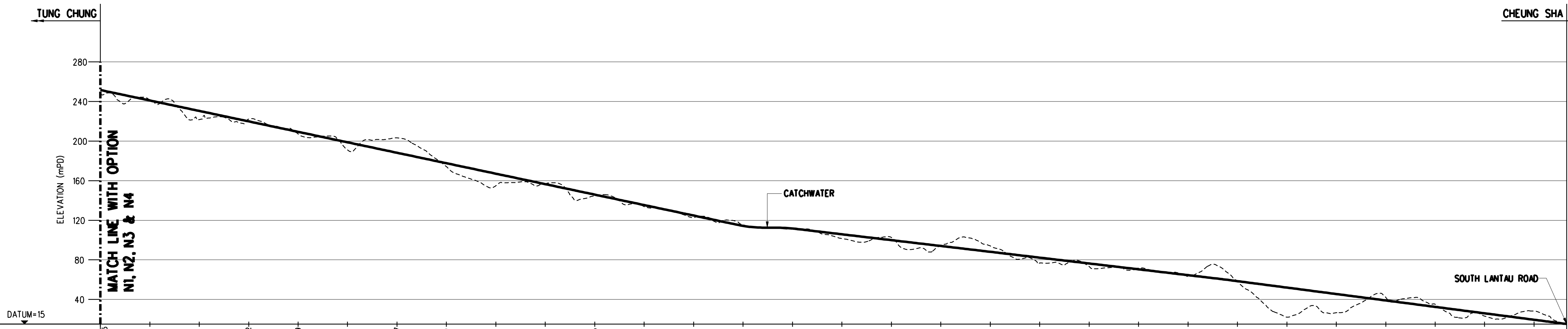
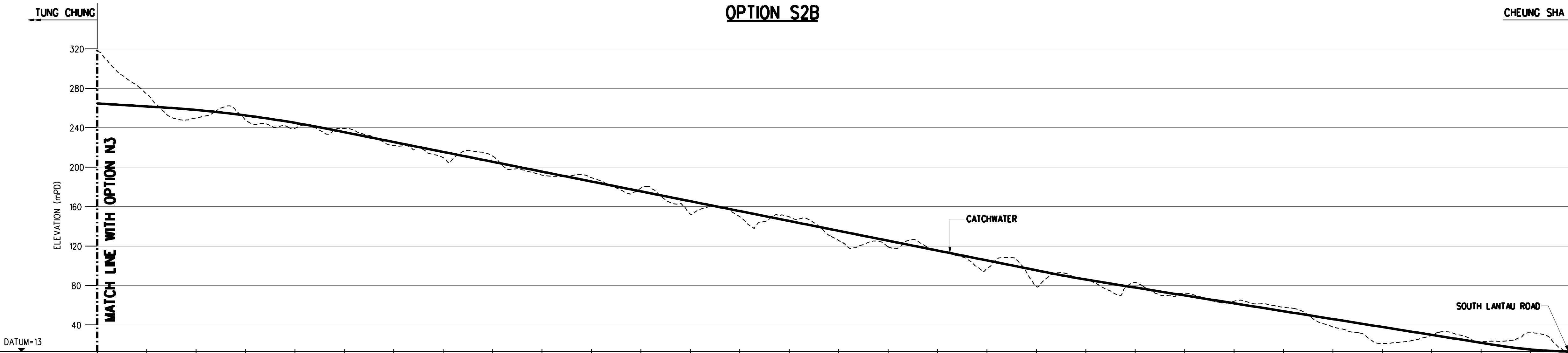


CHAINAGE	PROPOSED ROAD LEVEL	EXISTING GROUND LEVEL
5300.000	251.630	247.445
5400.000	241.061	241.704
5500.000	230.492	221.657
5600.000	219.923	222.282
5700.000	209.354	207.299
5800.000	198.785	191.165
5900.000	188.215	203.277
6000.000	177.646	174.230
6100.000	167.077	154.914
6200.000	156.508	156.839
6300.000	145.939	144.745
6400.000	135.370	133.847
6500.000	124.801	122.813
6600.000	114.343	115.494
6700.000	111.693	111.613
6800.000	105.841	101.581
6900.000	99.944	102.568
7000.000	94.048	94.696
7100.000	88.151	94.090
7200.000	82.255	76.772
7300.000	76.358	73.232
7400.000	70.462	71.581
7500.000	64.565	63.769
7600.000	58.492	58.197
7700.000	51.992	22.177
7800.000	45.492	26.588
7900.000	38.992	42.187
8000.000	32.492	35.137
8100.000	25.992	23.220
8200.000	19.492	28.218

VERTICAL ALIGNMENT: P=-10.569% L=1289.425; R; P; R; P=-5.897% L=848.007; R; P=-8.00% L=680.285

HORIZONTAL ALIGNMENT: D=51.130; R=-96.000 L=92.510; R=1000.000 L=163.158; R=-220.000 L=213.554; R=67.000 L=260.798; R=-155.000 L=133.792; R; D=158.673; R=-92.000 L=61.096; D=132.654; R; D; R; D; R; D=245.154; R=-300.000 L=146.180; R=160.000 L=307.704; R=-68.000 L=261.492; R=2000.000 L=390.452; R=-155.000 L=89.025; R=30.000 L=55.453

OPTION S2B



CHAINAGE	PROPOSED ROAD LEVEL	EXISTING GROUND LEVEL
4800.000	264.576	317.643
4900.000	261.576	274.189
5000.000	257.990	249.969
5100.000	252.459	247.656
5200.000	244.928	239.501
5300.000	235.468	239.334
5400.000	225.468	222.049
5500.000	215.468	209.684
5600.000	205.468	211.264
5700.000	195.468	191.931
5800.000	185.468	189.370
5900.000	175.468	178.746
6000.000	165.468	152.414
6100.000	155.468	149.770
6200.000	145.468	149.658
6300.000	135.468	125.737
6400.000	125.468	119.253
6500.000	115.468	115.800
6600.000	105.468	97.097
6700.000	95.468	78.933
6800.000	86.029	85.648
6900.000	77.966	82.924
7000.000	69.966	72.334
7100.000	61.966	63.992
7200.000	53.966	57.936
7300.000	45.966	37.941
7400.000	37.966	21.208
7500.000	29.966	29.434
7600.000	21.966	22.969
7700.000	15.159	32.000

VERTICAL ALIGNMENT: P=-3.000% L=123.455; R=-5000.000 L=350.000; P=-10.000% L=1451.653; R=5000.000 L=100.000; P=-8.000% L=805.790; R=2000.000 L=146.044

HORIZONTAL ALIGNMENT: D=112.035; R=250.000 L=202.754; R=-165.000 L=134.273; R=110.000 L=169.680; R=-155.000 L=80.423; R=155.000 L=111.822; R=-220.000 L=427.105; R=155.000 L=296.014; R=-155.000 L=96.531; R; R; R=250.000 L=158.379; R=-280.000 L=153.561; R=500.000 L=286.258; R=-67.000 L=217.593; D=224.948; R=225.000 L=195.177

OPTION S3

0 25 50 75 100 125 METRES 1:2500 (VERT.)

0 50 100 150 200 250 METRES 1:5000 (HOR.)

NOTES

1. ALL LEVELS AND CHAINAGE ARE IN METRES.
2. ALL LEVELS ARE RELATIVE TO HONG KONG PRINCIPAL DATUM.
3. KEY FOR VERTICAL ALIGNMENT
   - R = RADIUS
   - L = LENGTH
   - P = PERCENTAGE GRADIENT
4. KEY FOR HORIZONTAL ALIGNMENT
   - R = RADIUS
   - L = LENGTH
   - CL = CLOTHOID TRANSITION LENGTH
   - D = STRAIGHT LENGTH

= RIGHT HAND CURVE

= LEFT HAND CURVE

LEGEND

PROPOSED ROAD LEVEL (solid line)

EXISTING GROUND LEVEL (dashed line)

REV.	ISSUE STAT	AMENDENT	BY	CHK.	APP.	DATE
A	IFIC	ISSUED FOR INFORMATION & COMMENT				28.8.01

CLIENT
HIGHWAYS DEPARTMENT
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

AGREEMENT No.
CE 13/2001

PROJECT
IMPROVEMENT TO TUNG CHUNG ROAD BETWEEN LUNG TSENG TAU AND CHEUNG SHA INVESTIGATION AND PRELIMINARY DESIGN ASSIGNMENT

TITLE
LONGITUDINAL SECTIONS
(SHEET 5 OF 5)

Mouchel
Mouchel Asia Limited
Consulting Engineers
萬碩亞洲顧問工程公司

DRAWN	JL	DATE	28.8.01
CHECKED	MN	DATE	28.8.01
APPROVED	SCI	DATE	28.8.01.
CAD FILE No.	803LS05A		
SCALE	VERT. 1:2500 HOR. 1:5000		

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