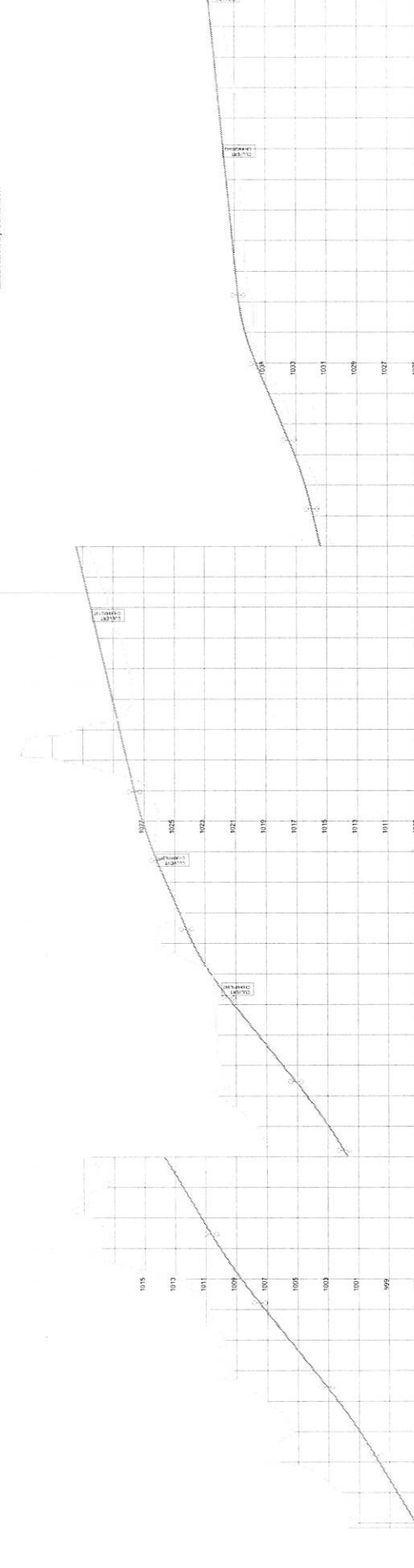
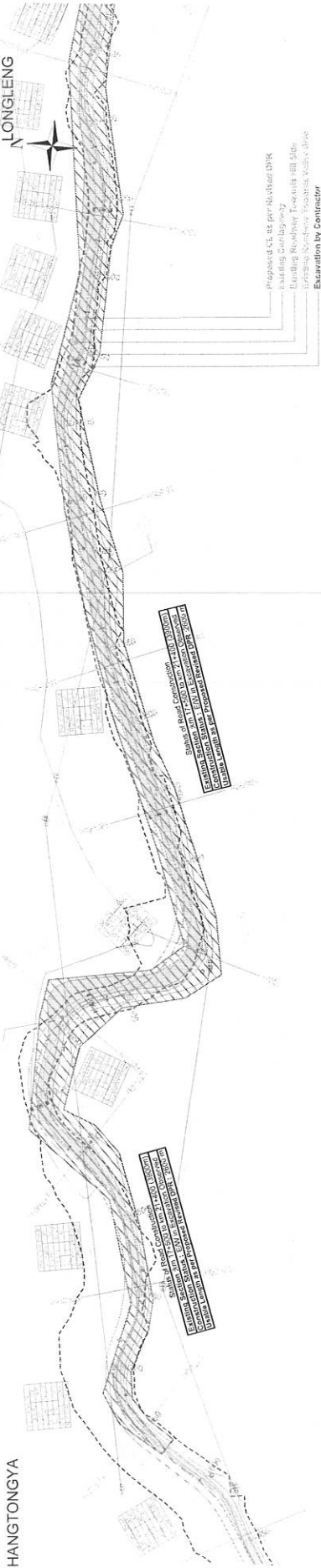




PROPOSED LEVEL (FRL)	EXISTING LEVEL (NGL)	LEVEL DIFF. (FRL - NGL)	HORIZONTAL SCHEMATIC	VERTICAL SCHEMATIC	CHAINAGE
19+540	1901.246	-3.951	G=6.0	L=55.0m	19+540
19+560	1902.266	-3.777	G=6.0	L=55.0m	19+560
19+580	1903.348	-6.859	R=70.0m	L=30.1m	19+580
19+600	1904.943	-4.388	R=70.0m	L=30.1m	19+600
19+620	1907.065	-4.895	R=70.0m	L=30.1m	19+620
19+640	1909.326	-5.375	R=70.0m	L=30.1m	19+640
19+660	1909.875	-4.323	G=8.0	L=45.0m	19+660
19+680	1910.810	-3.659	R=55.0m	L=72.5m	19+680
19+700	1912.485	-3.788	R=55.0m	L=72.5m	19+700
19+720	1917.867	-7.798	R=55.0m	L=72.5m	19+720
19+740	1918.438	-7.149	G=6.0	L=45.0m	19+740
19+760	1917.594	-5.106	G=6.0	L=45.0m	19+760
19+780	1918.518	-4.829	R=105.0m	L=140.2m	19+780
19+800	1919.657	-4.714	R=105.0m	L=140.2m	19+800
19+820	1922.256	-5.868	R=105.0m	L=140.2m	19+820
19+840	1921.991	-4.040	G=8.0	L=55.0m	19+840
19+860	1922.265	-2.713	G=8.0	L=55.0m	19+860
19+880	1922.214	-1.063	R=128.6m	L=128.6m	19+880
19+900	1922.532	0.118	R=128.6m	L=128.6m	19+900
19+920	1928.025	-2.305	R=128.6m	L=128.6m	19+920
19+940	1924.374	0.330	R=128.6m	L=128.6m	19+940
19+960	1925.288	0.262	G=4.2	L=45.0m	19+960
19+980	1928.837	0.550	R=60.0m	L=104.1m	19+980
20+000	1928.058	1.018	R=60.0m	L=104.1m	20+000
20+020	1928.702	0.954	R=60.0m	L=104.1m	20+020
20+040	1931.521	-2.925	R=60.0m	L=104.1m	20+040
20+060	1932.753	-1.312	R=60.0m	L=104.1m	20+060
20+080	1932.009	1.527	G=2.3	L=185.0m	20+080
20+100	1932.888	1.466	G=2.3	L=185.0m	20+100
20+120	1933.962	1.188	G=2.3	L=185.0m	20+120
20+140	1933.962	1.188	G=2.3	L=185.0m	20+140
20+160	1933.962	1.188	G=2.3	L=185.0m	20+160
20+180	1933.962	1.188	G=2.3	L=185.0m	20+180
20+200	1933.962	1.188	G=2.3	L=185.0m	20+200
20+220	1933.962	1.188	G=2.3	L=185.0m	20+220
20+240	1933.962	1.188	G=2.3	L=185.0m	20+240
20+260	1933.962	1.188	G=2.3	L=185.0m	20+260
20+280	1933.962	1.188	G=2.3	L=185.0m	20+280
20+300	1933.962	1.188	G=2.3	L=185.0m	20+300
20+320	1933.962	1.188	G=2.3	L=185.0m	20+320
20+340	1933.962	1.188	G=2.3	L=185.0m	20+340
20+360	1933.962	1.188	G=2.3	L=185.0m	20+360
20+380	1933.962	1.188	G=2.3	L=185.0m	20+380
20+400	1933.962	1.188	G=2.3	L=185.0m	20+400
20+420	1933.962	1.188	G=2.3	L=185.0m	20+420
20+440	1933.962	1.188	G=2.3	L=185.0m	20+440
20+460	1933.962	1.188	G=2.3	L=185.0m	20+460
20+480	1933.962	1.188	G=2.3	L=185.0m	20+480
20+500	1933.962	1.188	G=2.3	L=185.0m	20+500
20+520	1933.962	1.188	G=2.3	L=185.0m	20+520
20+540	1933.962	1.188	G=2.3	L=185.0m	20+540

Client: Ministry of Road Transport & Highways (Government of India)

Project: Preparation of Revised Detailed Project Report and Verification of Executed Quantities/Items for Widening to 2 Lane of Merangkong-Tamlu-Mon Road Changtongya-Longleng Road Chakabama-Zunheboto Road & Plusero-Phek Road under Phase 'A' of SARDP-NE in the State of Nagaland

Consultant: RITES LIMITED, RITES BHAWAN
Plot No. 1, Sector 29 Gurgaon-12001

Scale: Horizontal: 1:1000, Vertical: 1:100

Page No. 02

FROM KM 18+775 TO 20+502

ALIGNMENT PLAN & PROFILE: CHANGTONGYA - LONGLENG ROAD

LONGLEAF



 Ministry of Road Transport & Highways (Government of India)	Consent of: RILES BRAWAN Circle: 58-45-20-C/20004	Material Item	SN	SN & VNS	2019	Proposed Cl: RILES BRAWAN Existing Road: RILES BRAWAN
						RILES BRAWAN

	Crossing variety	Year	Location	Preparation of Revised Detailed Project Report and Verification of Executed Quantities/Items for Workitem no. 2 and of
Carduus Sm. (seeds)	Easton Hill Cardus (w)	2016		
		1-2017		

Proposed Major Bridge: _____

Existing Valley Line: _____

Slope = $\frac{1}{2}$ - Final Graded Pavement Profile (Volume 4) (ft.)

Station + Station = _____

Phase A of SARP-NE in the State of Nagaland

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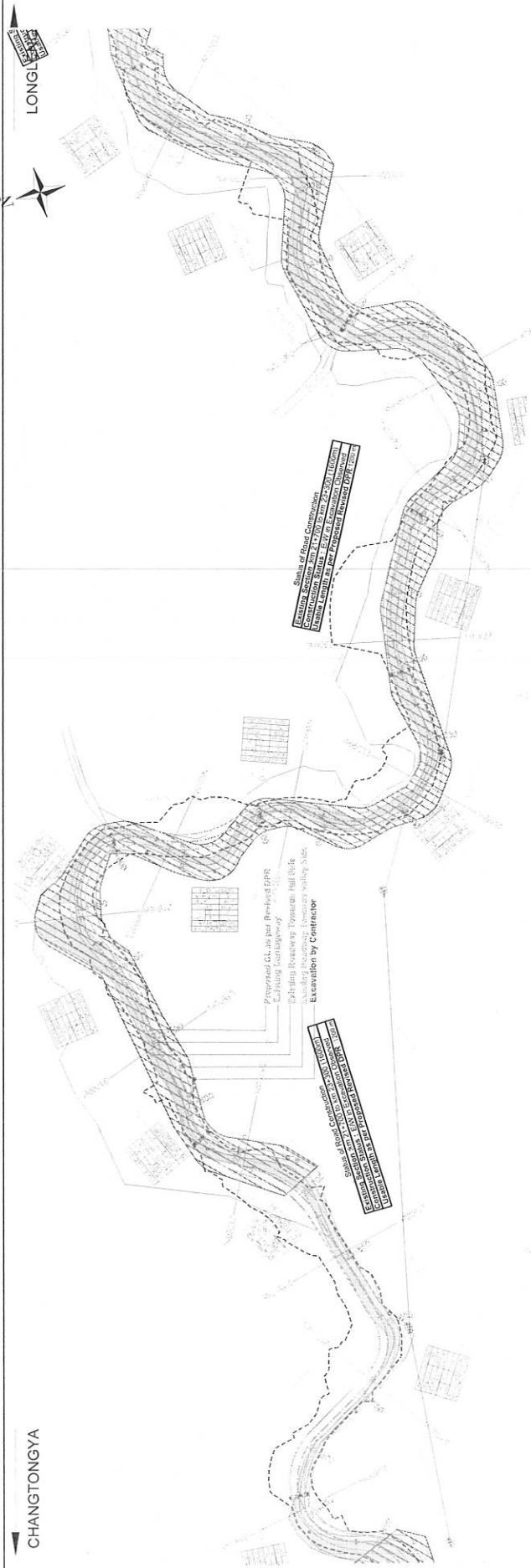


		PROPOSED LEVEL (FRL)	EXISTING LEVEL (NGL)	LEVEL DIFF. (FRL - NGL)
		957.263	953.928	3.336
		956.062	952.643	3.419
		954.749	952.474	2.276
		953.259	951.915	1.343
		951.660	950.594	1.067
		950.060	949.608	0.452
		948.693	948.028	0.665
		947.891	946.874	1.017
		947.655	946.051	0.703
		947.752	947.183	0.569
		947.852	947.125	0.727
		947.952	947.178	0.775
		948.020	946.996	1.023
		947.933	947.180	0.754
		947.695	946.731	0.963
		947.425	946.303	1.121
		947.155	946.017	1.138
		946.685	945.827	1.057
		946.615	945.958	0.656
		946.345	945.637	0.707
		946.075	945.518	0.557
		945.805	945.393	0.411
		945.535	944.909	0.625
		945.303	944.382	0.921
		945.492	944.818	0.673
		946.196	945.450	0.746
		947.070	946.395	0.674
		947.656	946.099	0.658
		947.890	946.936	0.954
		947.990	947.287	0.702
		948.090	948.601	-0.511
		948.190	947.818	0.371
		948.290	947.806	0.484
		948.390	947.469	0.920
		948.490	947.284	1.206
		948.590	947.679	0.911
		948.690	949.240	-0.550
		948.790	948.558	0.232
		948.890	947.409	1.480
		948.990	947.333	1.657
		949.055	947.793	1.262
		949.032	948.341	0.692
		948.936	948.132	0.806
		948.839	947.977	0.862
		948.739	947.787	0.951
		948.638	947.971	0.668
		948.539	947.773	0.765
		948.439	951.363	-2.924
		948.339	948.682	-0.344
		948.239	948.605	-0.367
		948.139	949.732	-1.594

NOTES :

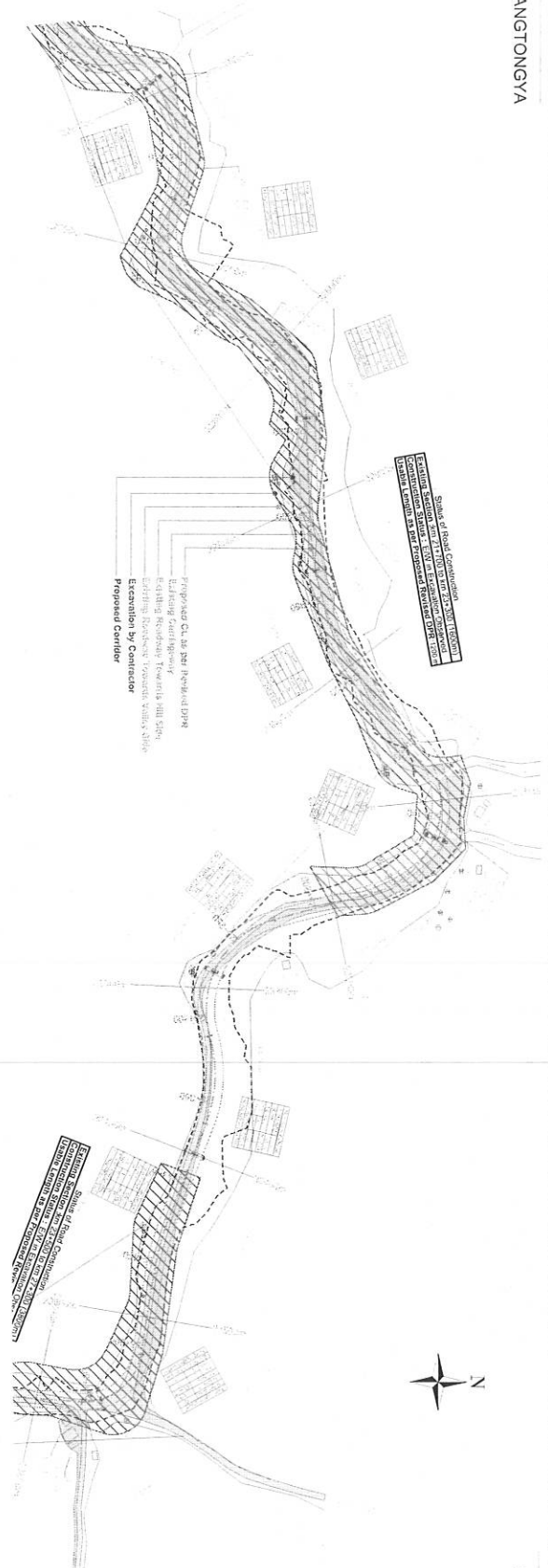
Legend:

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CHANGTONGYA

LONGLENG



PROPOSED LEVEL (FRL)	EXISTING LEVEL (NGL)	LEVEL DIFF. (FRL - NGL)	CHAINAGE
946.356	945.810	0.546	24+540
946.778	946.641	0.137	24+560
947.248	946.666	0.581	24+580
947.704	946.770	0.933	24+600
947.852	947.602	0.251	24+620
947.589	946.591	0.998	24+640
947.209	945.871	1.338	24+660
946.829	945.907	0.923	24+680
946.449	946.204	0.245	24+700
946.163	946.027	0.135	24+720
946.114	945.209	0.905	24+740
946.258	945.817	0.441	24+760
946.418	945.321	1.097	24+780
946.578	946.261	0.317	24+800
946.738	946.785	-0.047	24+820
946.898	945.962	0.936	24+840
947.058	945.972	1.087	24+860
947.218	947.211	0.008	24+880
947.378	946.415	0.964	24+900
947.538	946.850	0.688	24+920
947.698	946.481	1.218	24+940
947.858	946.402	1.457	24+960
948.018	946.917	1.102	24+980
948.178	946.871	1.308	25+000
948.338	947.412	0.927	25+020
948.498	950.754	-2.255	25+040
948.658	950.912	-2.254	25+060
948.818	947.666	1.152	25+080
948.955	947.825	1.131	25+100
949.084	947.556	1.429	25+120
949.244	947.518	1.389	25+140
949.384	947.676	1.130	25+160
949.524	947.783	0.923	25+180
949.664	947.663	0.743	25+200
949.804	947.763	0.744	25+220
949.944	947.594	0.835	25+240
950.084	947.664	0.939	25+260
950.224	952.270	-3.183	25+280
950.364	949.403	0.284	25+300
950.504	951.273	-0.990	25+320
950.644	958.281	-7.611	25+340
950.784	951.125	-0.407	25+360
950.924	948.739	1.822	25+380
951.064	948.812	1.588	25+400
951.204	949.029	1.211	25+420
951.344	949.115	0.966	25+440
951.484	948.814	1.107	25+460
951.624	948.417	1.343	25+480
951.764	948.323	1.277	25+500
951.904	948.407	1.034	25+520
952.044	947.269	2.012	25+540

NOTES : 1. All levels are in meters above mean sea level.

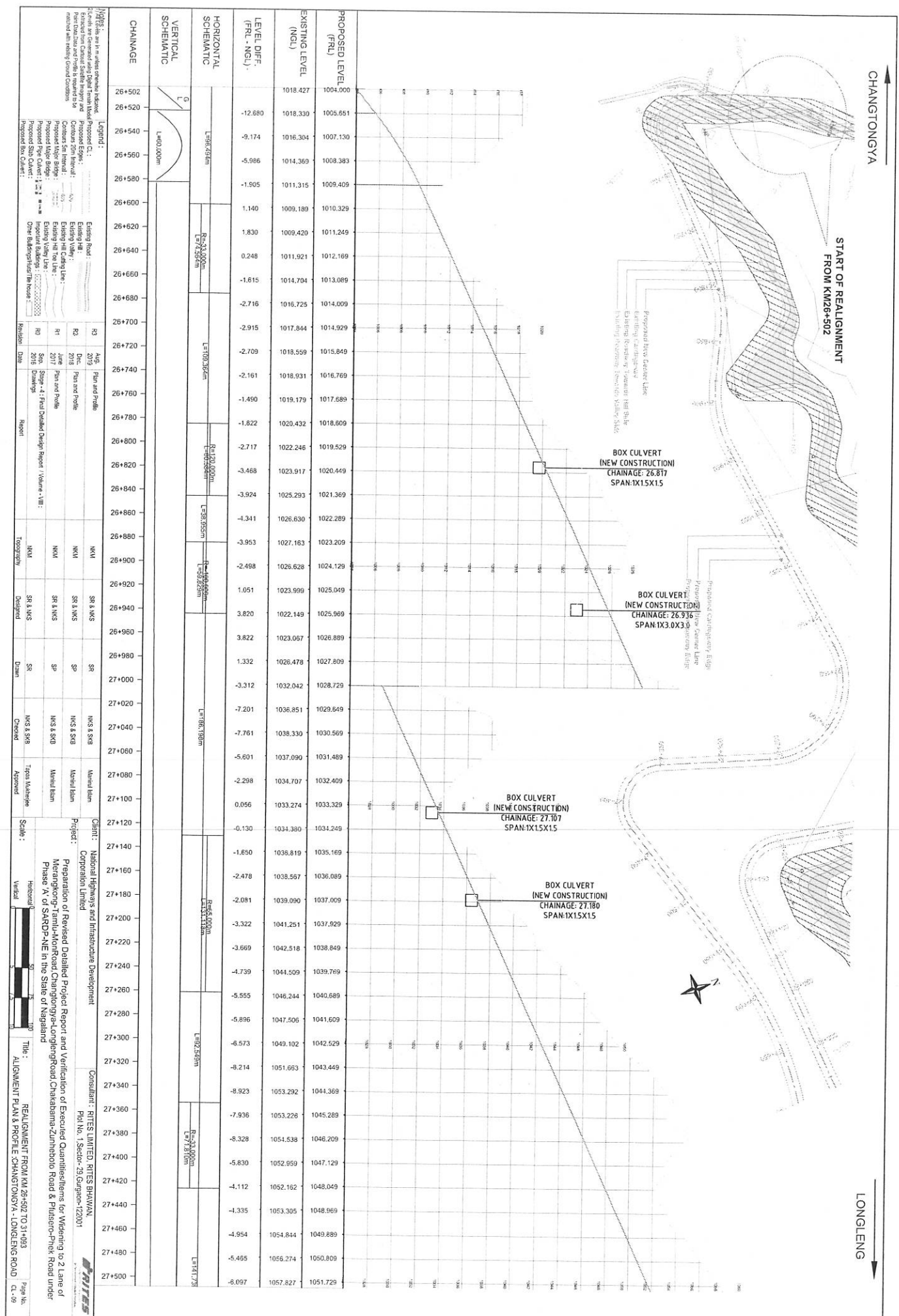
Legend :	Revision	Date	By	Check	Scale	Title
Proposed Road :	R1	2016	SR & NS	SR	Vertical	ALIGNMENT PLAN & PROFILE : CHANGTONGYA - LONGLENG ROAD
Proposed Bridge :	R2	2016	SR & NS	SR		
Proposed Culvert :	R3	2016	SR & NS	SR		
Proposed Drainage :	R4	2016	SR & NS	SR		
Proposed Easement :	R5	2016	SR & NS	SR		
Proposed Right of Way :	R6	2016	SR & NS	SR		
Proposed Survey Line :	R7	2016	SR & NS	SR		
Proposed Boundary Line :	R8	2016	SR & NS	SR		
Proposed Right of Way Line :	R9	2016	SR & NS	SR		
Proposed Right of Way Line :	R10	2016	SR & NS	SR		
Proposed Right of Way Line :	R11	2016	SR & NS	SR		
Proposed Right of Way Line :	R12	2016	SR & NS	SR		
Proposed Right of Way Line :	R13	2016	SR & NS	SR		
Proposed Right of Way Line :	R14	2016	SR & NS	SR		
Proposed Right of Way Line :	R15	2016	SR & NS	SR		
Proposed Right of Way Line :	R16	2016	SR & NS	SR		
Proposed Right of Way Line :	R17	2016	SR & NS	SR		
Proposed Right of Way Line :	R18	2016	SR & NS	SR		
Proposed Right of Way Line :	R19	2016	SR & NS	SR		
Proposed Right of Way Line :	R20	2016	SR & NS	SR		
Proposed Right of Way Line :	R21	2016	SR & NS	SR		
Proposed Right of Way Line :	R22	2016	SR & NS	SR		
Proposed Right of Way Line :	R23	2016	SR & NS	SR		
Proposed Right of Way Line :	R24	2016	SR & NS	SR		
Proposed Right of Way Line :	R25	2016	SR & NS	SR		
Proposed Right of Way Line :	R26	2016	SR & NS	SR		
Proposed Right of Way Line :	R27	2016	SR & NS	SR		
Proposed Right of Way Line :	R28	2016	SR & NS	SR		
Proposed Right of Way Line :	R29	2016	SR & NS	SR		
Proposed Right of Way Line :	R30	2016	SR & NS	SR		
Proposed Right of Way Line :	R31	2016	SR & NS	SR		
Proposed Right of Way Line :	R32	2016	SR & NS	SR		
Proposed Right of Way Line :	R33	2016	SR & NS	SR		
Proposed Right of Way Line :	R34	2016	SR & NS	SR		
Proposed Right of Way Line :	R35	2016	SR & NS	SR		
Proposed Right of Way Line :	R36	2016	SR & NS	SR		
Proposed Right of Way Line :	R37	2016	SR & NS	SR		
Proposed Right of Way Line :	R38	2016	SR & NS	SR		
Proposed Right of Way Line :	R39	2016	SR & NS	SR		
Proposed Right of Way Line :	R40	2016	SR & NS	SR		
Proposed Right of Way Line :	R41	2016	SR & NS	SR		
Proposed Right of Way Line :	R42	2016	SR & NS	SR		
Proposed Right of Way Line :	R43	2016	SR & NS	SR		
Proposed Right of Way Line :	R44	2016	SR & NS	SR		
Proposed Right of Way Line :	R45	2016	SR & NS	SR		
Proposed Right of Way Line :	R46	2016	SR & NS	SR		
Proposed Right of Way Line :	R47	2016	SR & NS	SR		
Proposed Right of Way Line :	R48	2016	SR & NS	SR		
Proposed Right of Way Line :	R49	2016	SR & NS	SR		
Proposed Right of Way Line :	R50	2016	SR & NS	SR		
Proposed Right of Way Line :	R51	2016	SR & NS	SR		
Proposed Right of Way Line :	R52	2016	SR & NS	SR		
Proposed Right of Way Line :	R53	2016	SR & NS	SR		
Proposed Right of Way Line :	R54	2016	SR & NS	SR		
Proposed Right of Way Line :	R55	2016	SR & NS	SR		
Proposed Right of Way Line :	R56	2016	SR & NS	SR		
Proposed Right of Way Line :	R57	2016	SR & NS	SR		
Proposed Right of Way Line :	R58	2016	SR & NS	SR		
Proposed Right of Way Line :	R59	2016	SR & NS	SR		
Proposed Right of Way Line :	R60	2016	SR & NS	SR		
Proposed Right of Way Line :	R61	2016	SR & NS	SR		
Proposed Right of Way Line :	R62	2016	SR & NS	SR		
Proposed Right of Way Line :	R63	2016	SR & NS	SR		
Proposed Right of Way Line :	R64	2016	SR & NS	SR		
Proposed Right of Way Line :	R65	2016	SR & NS	SR		
Proposed Right of Way Line :	R66	2016	SR & NS	SR		
Proposed Right of Way Line :	R67	2016	SR & NS	SR		
Proposed Right of Way Line :	R68	2016	SR & NS	SR		
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Proposed Right of Way Line :	R71	2016	SR & NS	SR		
Proposed Right of Way Line :	R72	2016	SR & NS	SR		
Proposed Right of Way Line :	R73	2016	SR & NS	SR		
Proposed Right of Way Line :	R74	2016	SR & NS	SR		
Proposed Right of Way Line :	R75	2016	SR & NS	SR		
Proposed Right of Way Line :	R76	2016	SR & NS	SR		
Proposed Right of Way Line :	R77	2016	SR & NS	SR		
Proposed Right of Way Line :	R78	2016	SR & NS	SR		
Proposed Right of Way Line :	R79	2016	SR & NS	SR		
Proposed Right of Way Line :	R80	2016	SR & NS	SR		
Proposed Right of Way Line :	R81	2016	SR & NS	SR		
Proposed Right of Way Line :	R82	2016	SR & NS	SR		
Proposed Right of Way Line :	R83	2016	SR & NS	SR		
Proposed Right of Way Line :	R84	2016	SR & NS	SR		
Proposed Right of Way Line :	R85	2016	SR & NS	SR		
Proposed Right of Way Line :	R86	2016	SR & NS	SR		
Proposed Right of Way Line :	R87	2016	SR & NS	SR		
Proposed Right of Way Line :	R88	2016	SR & NS	SR		
Proposed Right of Way Line :	R89	2016	SR & NS	SR		
Proposed Right of Way Line :	R90	2016	SR & NS	SR		
Proposed Right of Way Line :	R91	2016	SR & NS	SR		
Proposed Right of Way Line :	R92	2016	SR & NS	SR		
Proposed Right of Way Line :	R93	2016	SR & NS	SR		
Proposed Right of Way Line :	R94	2016	SR & NS	SR		
Proposed Right of Way Line :	R95	2016	SR & NS	SR		
Proposed Right of Way Line :	R96	2016	SR & NS	SR		
Proposed Right of Way Line :	R97	2016	SR & NS	SR		
Proposed Right of Way Line :	R98	2016	SR & NS	SR		
Proposed Right of Way Line :	R99	2016	SR & NS	SR		
Proposed Right of Way Line :	R100	2016	SR & NS	SR		

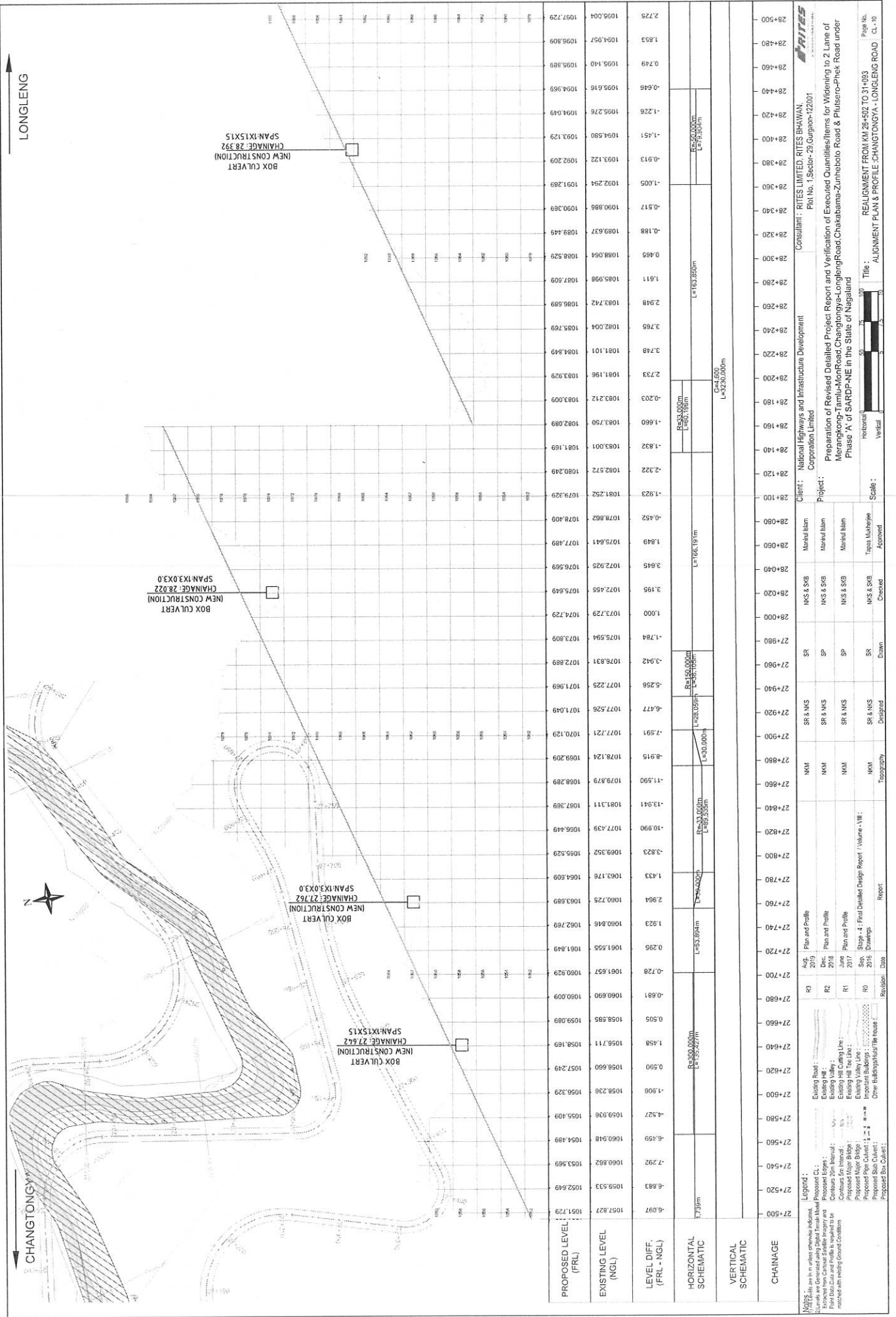


Proposed C.A. No. 90, San Rafael Drive
 Redding Cemetery
 Redding Roadway From Mills Hill Sign
 Existing Roadway From Mills Hill Sign
 Excavation by Contractor

Excavation by Contractor

[illegible][illegible]





Station	Proposed Level (FRL)	Existing Level (NGL)	Level Diff. (FRL - NGL)	Horizontal Schematic	Vertical Schematic	Chainage	Legend									
							Existing Road	Existing Footpath	Proposed Road	Proposed Footpath	Proposed Drainage	Proposed Bridge	Proposed Culvert	Proposed Right of Way	Proposed Boundary	Proposed Building
27+500	1057.827	1057.729	-0.097	7.735m	7.735m	27+500										
27+520	1059.533	1059.449	-0.083			27+520										
27+540	1060.862	1060.789	-0.073			27+540										
27+560	1060.948	1060.862	-0.086			27+560										
27+580	1059.936	1059.849	-0.087			27+580										
27+600	1058.236	1058.149	-0.087			27+600										
27+620	1056.680	1056.593	-0.087			27+620										
27+640	1056.711	1056.624	-0.087			27+640										
27+660	1058.595	1058.508	-0.087			27+660										
27+680	1060.690	1060.603	-0.087			27+680										
27+700	1061.657	1061.570	-0.087			27+700										
27+720	1061.555	1061.468	-0.087			27+720										
27+740	1060.846	1060.759	-0.087			27+740										
27+760	1060.725	1060.638	-0.087			27+760										
27+780	1062.176	1062.089	-0.087			27+780										
27+800	1063.352	1063.265	-0.087			27+800										
27+820	1077.439	1077.352	-0.087			27+820										
27+840	1081.311	1081.224	-0.087			27+840										
27+860	1078.879	1078.792	-0.087			27+860										
27+880	1078.124	1078.037	-0.087			27+880										
27+900	1077.121	1077.034	-0.087			27+900										
27+920	1077.526	1077.439	-0.087			27+920										
27+940	1077.225	1077.138	-0.087			27+940										
27+960	1078.831	1078.744	-0.087			27+960										
27+980	1075.594	1075.507	-0.087			27+980										
28+000	1073.729	1073.642	-0.087			28+000										
28+020	1072.455	1072.368	-0.087			28+020										
28+040	1072.925	1072.838	-0.087			28+040										
28+060	1075.641	1075.554	-0.087			28+060										
28+080	1078.862	1078.775	-0.087			28+080										
28+100	1081.252	1081.165	-0.087			28+100										
28+120	1082.572	1082.485	-0.087			28+120										
28+140	1083.001	1082.914	-0.087			28+140										
28+160	1082.750	1082.663	-0.087			28+160										
28+180	1083.212	1083.125	-0.087			28+180										
28+200	1081.196	1081.109	-0.087			28+200										
28+220	1081.101	1081.014	-0.087			28+220										
28+240	1082.004	1081.917	-0.087			28+240										
28+260	1083.742	1083.655	-0.087			28+260										
28+280	1085.998	1085.911	-0.087			28+280										
28+300	1088.064	1087.977	-0.087			28+300										
28+320	1089.637	1089.550	-0.087			28+320										
28+340	1090.886	1090.799	-0.087			28+340										
28+360	1092.294	1092.207	-0.087			28+360										
28+380	1093.122	1093.035	-0.087			28+380										
28+400	1094.580	1094.493	-0.087			28+400										
28+420	1095.276	1095.189	-0.087			28+420										
28+440	1095.616	1095.529	-0.087			28+440										
28+460	1095.140	1095.053	-0.087			28+460										
28+480	1094.957	1094.870	-0.087			28+480										
28+500	1095.004	1094.917	-0.087			28+500										

Client: National Highways and Infrastructure Development Corporation Limited

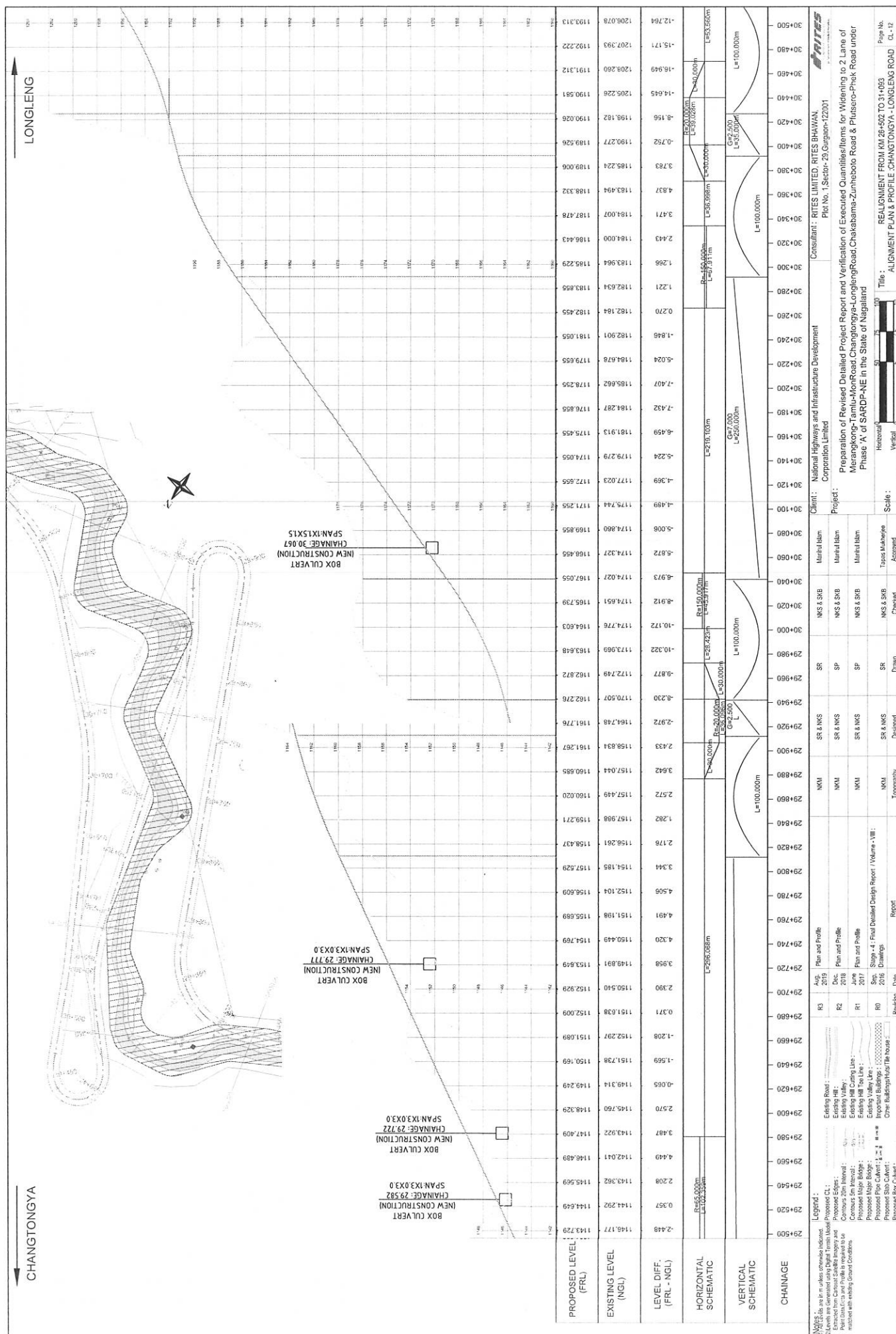
Project: Preparation of Revised Detailed Project Report and Verification of Executed Quantities for Widening to 2 Lane of Maringong Tomlu Road, Chakabana-Zunheboto Road & Plussero-Phek Road under Phase A of SARDP-NE in the State of Nagaland

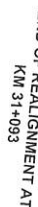
Consultant: RITES LIMITED, RITES BHAWAN, Plot No. 1 Sector-25 Gurgaon-122001

Scale: Horizontal: 1"=50m, Vertical: 1"=10m

Title: ALIGNMENT PLAN & PROFILE - CHANGTONGYA - LONGLENG ROAD

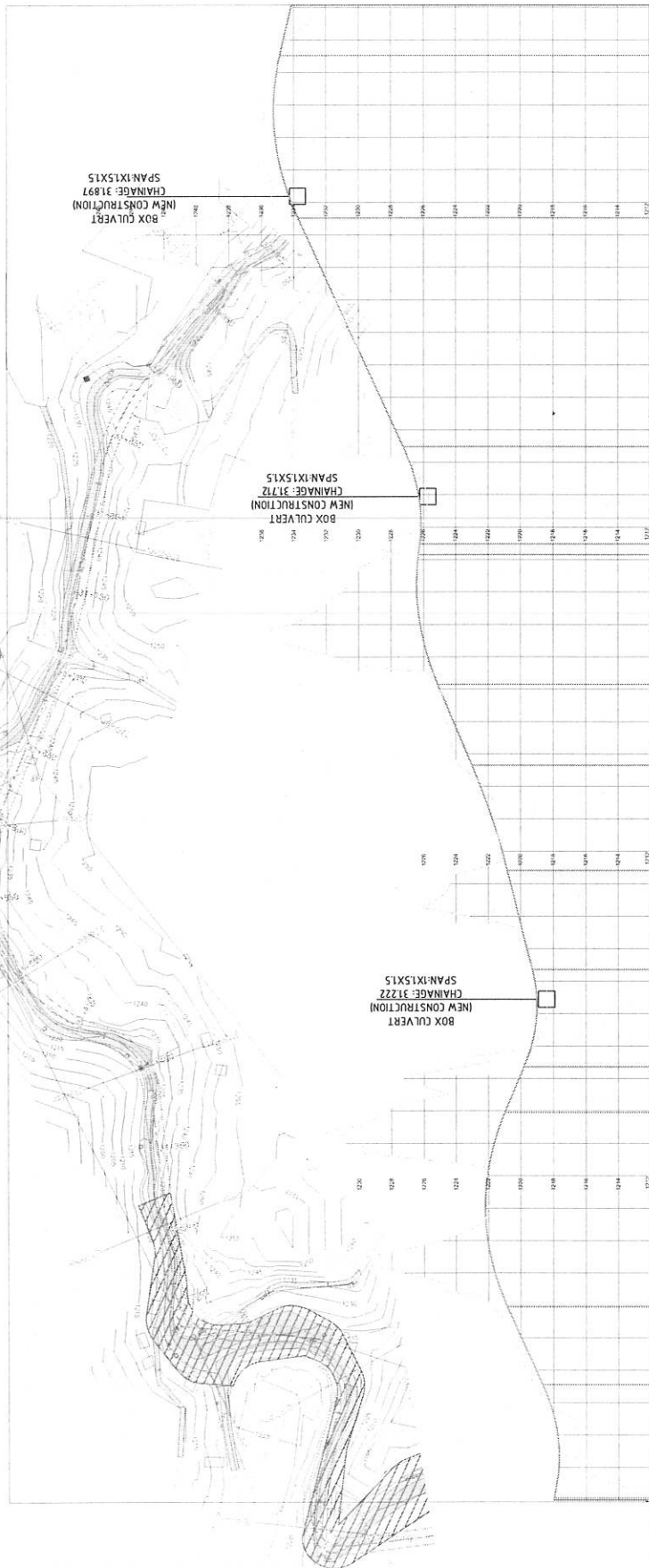
Page No.: CL-10





CHANGTONGYA

LONGLENG



PROPOSED LEVEL (FRL)	1234.650	1234.955	1235.233	1235.233	1234.954	1234.396	1235.565	1235.820	1235.766	1235.878	1235.871	1235.338	1235.807	1245.524	1234.340	1230.802	1229.960	1229.613	1229.609	1228.031	1227.113	1226.443	1226.165	1226.275	1226.436	1226.325	1225.938	1225.275	1224.968	1224.738	1224.885	1223.579	1222.734	1221.973	1221.320	1221.320	1220.774	1220.274	1219.774	1219.274	1219.009	1218.191	1218.854	1218.921	1226.287	1221.444	1222.892	1222.186	1222.123	1221.771	1220.483	1221.129	1220.263	1219.970	1218.446	1217.865	1218.829	1217.152	1218.000																																																																												
EXISTING LEVEL (NGL)	1233.588	1234.820	1235.233	1235.233	1234.954	1234.396	1235.565	1235.820	1235.766	1235.878	1235.871	1235.338	1235.807	1245.524	1234.340	1230.802	1229.960	1229.613	1229.609	1228.031	1227.113	1226.443	1226.165	1226.275	1226.436	1226.325	1225.938	1225.275	1224.968	1224.738	1224.885	1223.579	1222.734	1221.973	1221.320	1221.320	1220.774	1220.274	1219.774	1219.274	1219.009	1218.191	1218.854	1218.921	1226.287	1221.444	1222.892	1222.186	1222.123	1221.771	1220.483	1221.129	1220.263	1219.970	1218.446	1217.865	1218.829	1217.152	1218.000																																																																												
LEVEL DIFF. (FRL - NGL)	0.901	0.136	-0.533	-0.046	-0.917	-0.942	-7.242	-10.881	-2.619	-0.004	-0.065	-0.660	-1.517	-3.963	0.415	0.372	-2.283	-3.668	-6.532	-8.140	0.308	-0.309	-0.707	-0.221	0.366	-0.030	-3.021	-5.590	-0.287	0.140	0.628	0.338	4.102	-5.627	-10.763	-0.933	0.271	-0.994	-8.712	-1.508	-0.500	-0.613	-0.376	1.514	0.829	12.152	1218.000																																																																																								
HORIZONTAL SCHEMATIC																																																																																																																																							

[illegible][illegible]

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Notes:	R3	Avg	Plan and Profile	NAM	SF & N/S	SR	NKS & S/B	Mainul Islam	Client: National Highways and Infrastructure Development Corporation Limited Consultant: RITES LIMITED, RITES BAHWAN, Plot No. 1, Sector-29, Gurgaon-122001	WITES WILSON INTERNATIONAL ENGINEERING PRIVATE LIMITED
Legend:	R2	Dec.	Existing Hwt	NAM	SS & N/S	SP	NKS & S/B	Mainul Islam	Project: Preparation of Revised Detailed Project Report and Verification of Executed Quantities for Widening to 2 Lane of Interchanging Motor Road, Changtongya-Longleung Road, Chakabans-Zumiro-Road & Pulsero-Pink Road under Phase 'A' of SRDP-NHE in the State of Nagaland	
	R1	2016	Existing Valley Slope	NAM	SF & N/S	SP	NKS & S/B	Mainul Islam		
		2017	Existing Hill Top Line							
			Proposed Major Bridge							
			Proposed Minor Bridge							
			Permanent Drainage							
			Proposed Sub Cutlet	NAM	SF & N/S	Drawn	NKS & S/B	Topsa Maheswari		
			Proposed Box Culvert	Topography	Designed	Checked		Approved		
	Revision	Date	Report						Title: FROM KM 31+093 TO 33+428 ALIGNMENT PLAN & PROFILE CHANGTONGYA - LONGLEUNG ROAD	Page No: CL - 16