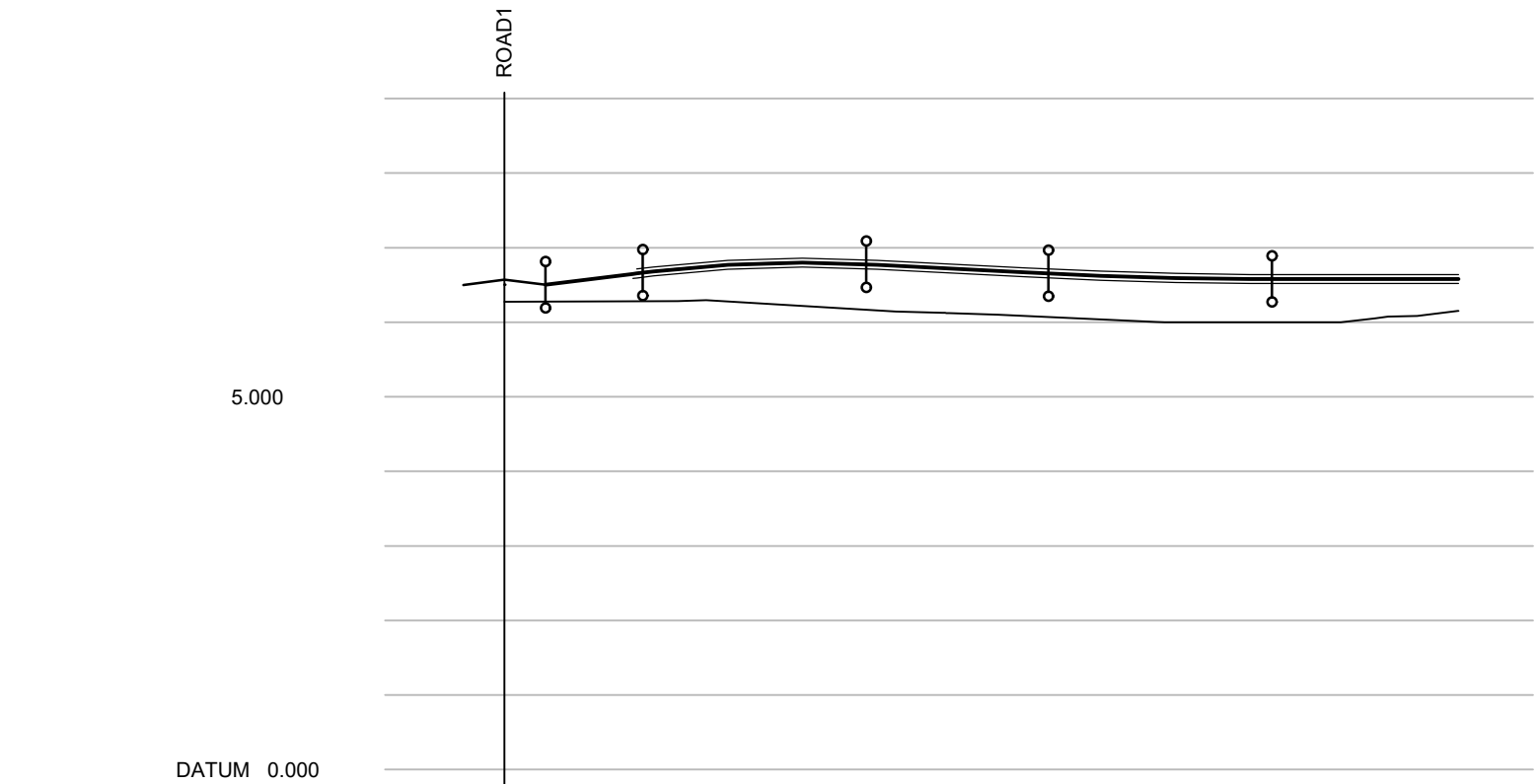
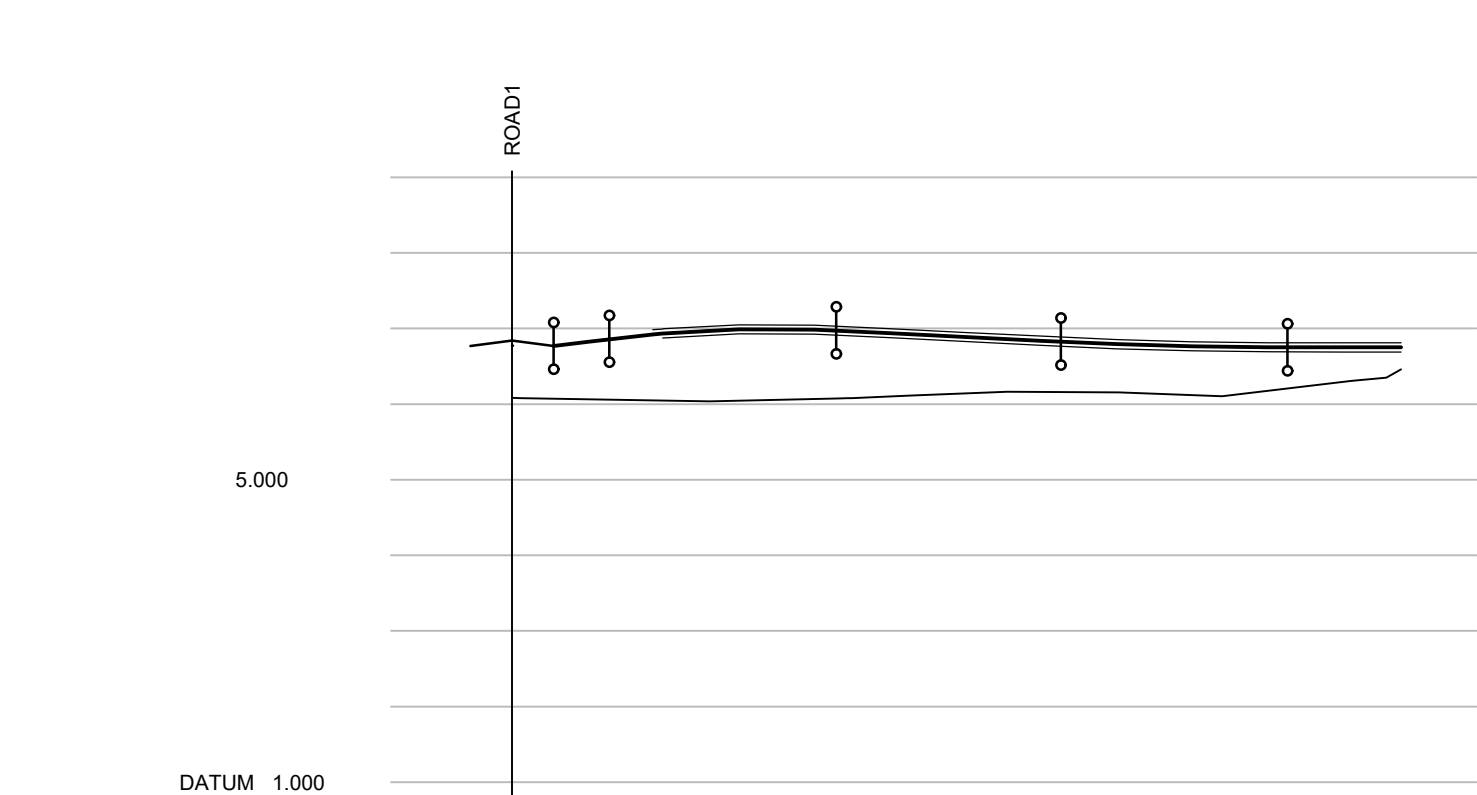
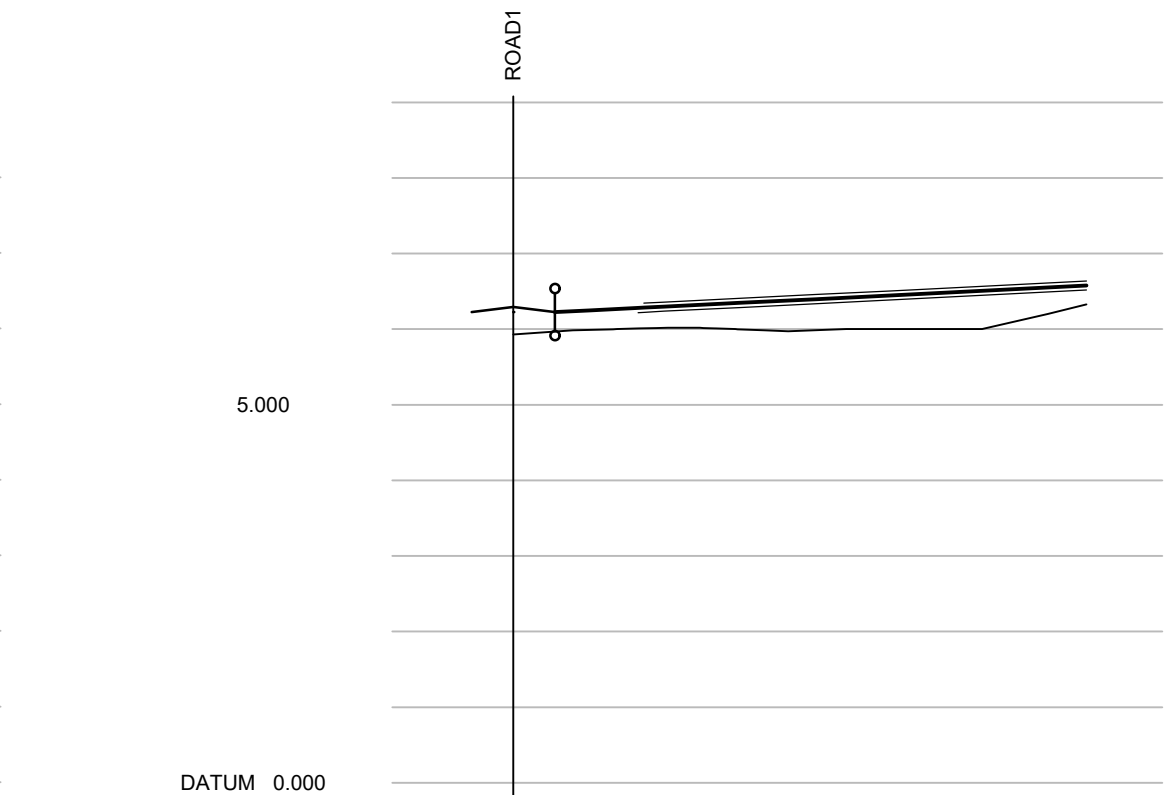




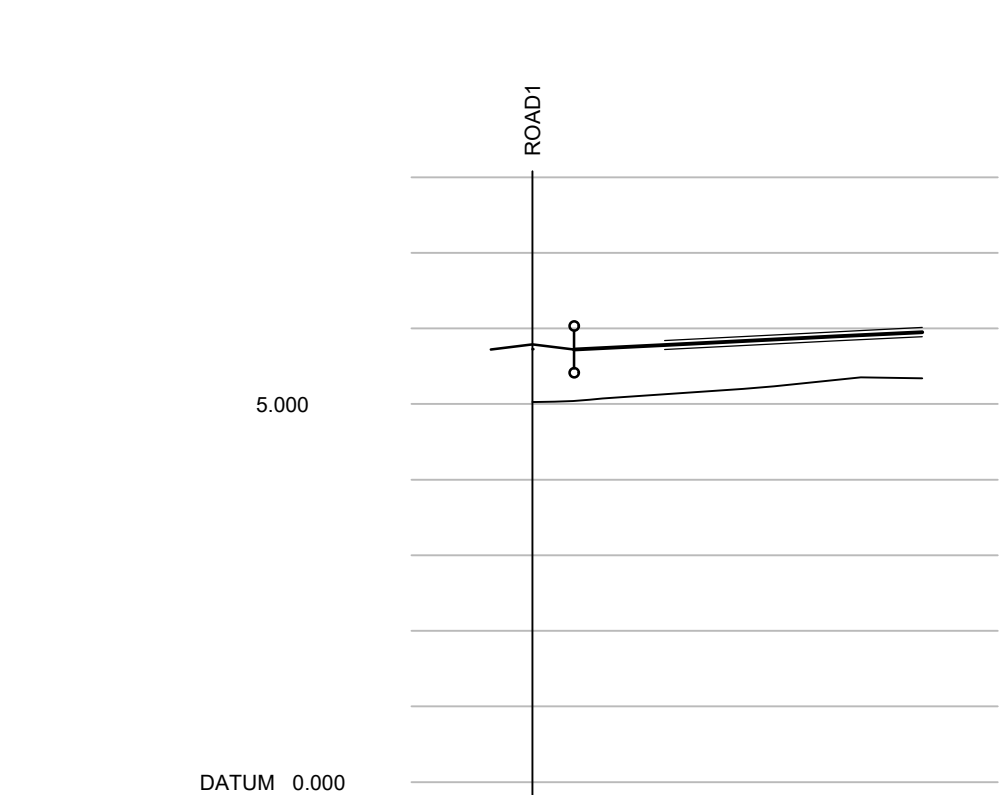
ROAD 2									
CHAINAGE	0.000	2.750	5.500	8.250	11.000	13.750	16.500	19.250	22.000
EXISTING GROUND LEVEL	6.274		6.283		6.218		6.225		6.122
ALIGNMENT LEVEL		6.501	6.664	6.692	6.769	6.798	6.777	6.720	6.655
VERTICAL ALIGNMENT		G= 2.500% 1: 40.0	L= 15.000 KF= -4.28571			G= -1.000% 1: -100.0		KF= 15.0 L= 15.000	G= 0.000%
HORIZONTAL ALIGNMENT						R= 20.000			
LEFT HAND CHANNEL			6.714	6.742	6.829	6.858	6.830	6.780	6.730
RIGHT HAND CHANNEL			6.588	6.622	6.709	6.738	6.710	6.660	6.610



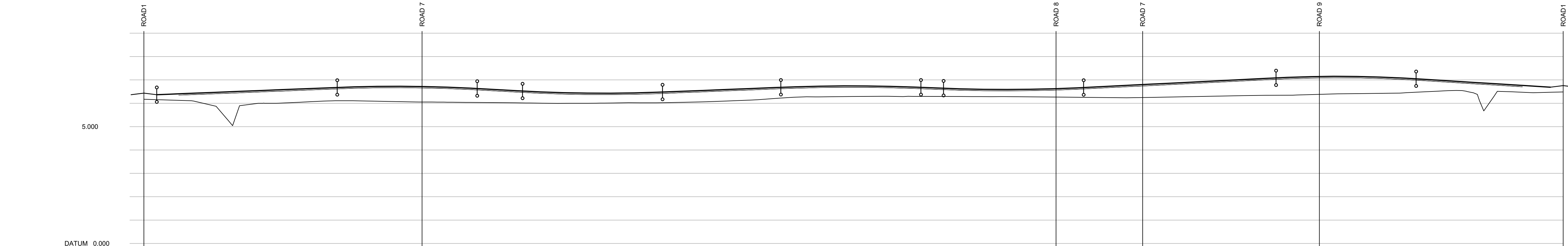
ROAD 3									
CHAINAGE	0.000	2.752	5.504	8.256	11.008	13.760	16.512	19.264	22.016
EXISTING GROUND LEVEL	6.083		6.046		6.068		6.143		6.143
ALIGNMENT LEVEL		6.789	6.861	6.935	6.990	6.995	6.973	6.888	6.825
VERTICAL ALIGNMENT		G= 2.500% 1: 40.0	L= 15.000 KF= -4.28571			G= -1.000% 1: -100.0		KF= 15.0 L= 15.000	G= 0.000%
HORIZONTAL ALIGNMENT						R= 20.000			
LEFT HAND CHANNEL			6.874	6.875	6.930	6.925	6.878	6.828	6.778
RIGHT HAND CHANNEL			6.583	6.599	6.630	6.645	6.598	6.548	6.498



ROAD 4									
CHAINAGE	0.000	2.751	5.502	8.253	11.004	13.755	16.506	19.257	22.008
EXISTING GROUND LEVEL	5.929		6.017		6.094		6.387		6.327
ALIGNMENT LEVEL		6.225	6.297				6.387		6.577
VERTICAL ALIGNMENT			G= 1.000% 1: 100.0						
HORIZONTAL ALIGNMENT					R= 10.000				
LEFT HAND CHANNEL			6.220	6.224	6.237	6.287	6.337	6.387	6.437
RIGHT HAND CHANNEL			6.344	6.357	6.407	6.457	6.507	6.557	6.607



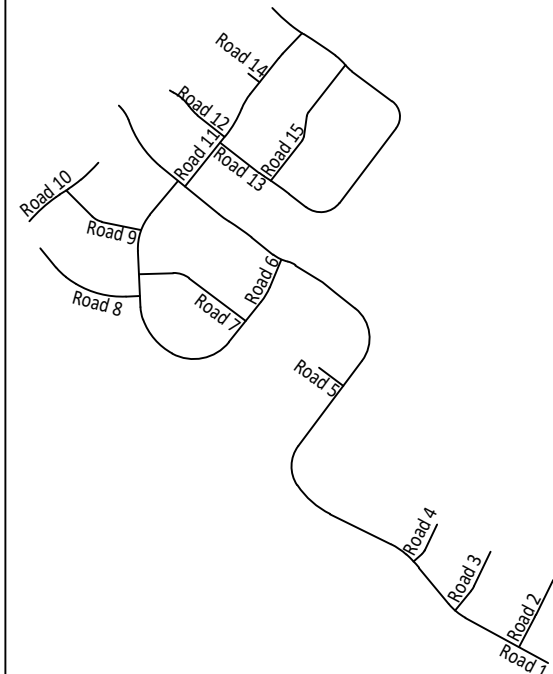
ROAD 5									
CHAINAGE	0.000	2.750	5.500	8.250	11.000	13.750	16.500	19.250	22.000
EXISTING GROUND LEVEL	5.028		5.146		5.316		5.460		5.460
ALIGNMENT LEVEL		5.721	5.794		5.894		5.952		5.952
VERTICAL ALIGNMENT			G= 1.000% 1: 100.0						
HORIZONTAL ALIGNMENT									
LEFT HAND CHANNEL			5.721	5.734	5.834	5.882	5.932	5.982	6.032
RIGHT HAND CHANNEL			5.841	5.854	5.954	6.012	6.062	6.112	6.162



ROAD 6									
CHAINAGE	0.000	2.756	5.512	8.268	11.024	13.780	16.536	19.292	22.048
EXISTING GROUND LEVEL	6.170		6.111		6.098		6.014		6.053
ALIGNMENT LEVEL	6.387	6.425	6.505		6.585		6.665		6.745
VERTICAL ALIGNMENT		G= 0.800% 1: 125.0			L= 30.000 KF= -15.78947			G= -1.100% 1: -90.9	
HORIZONTAL ALIGNMENT									
LEFT HAND CHANNEL			6.387	6.425	6.505	6.585	6.665	6.745	6.825
RIGHT HAND CHANNEL			6.170	6.111	6.098	6.014	6.053	6.092	6.131

NOTES

- This drawing is to be read in conjunction with all other Bright Plan Civils drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
- Bright Plan Civils accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
- Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
- Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. The main contractor is responsible for checking all information on site prior to work commencing and taking due care whilst undertaking the works.
- All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
- The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. Bright Plan Civils logos and company information must be removed from copies if information is re-used.



Rev.	Amendments	Date
-	-	-



Drawing Status	FOR APPROVAL	
Client	THAKEHAM	
Project	BILSHAM ROAD YAPTON	
Drawing Title	LONGITUDINAL SECTION ROADS 2 TO 6	
Scale	Date	Checked By
1:500	11 FEB 22	LDF
Drawing No.	Rev.	
D1956-12-101	-	