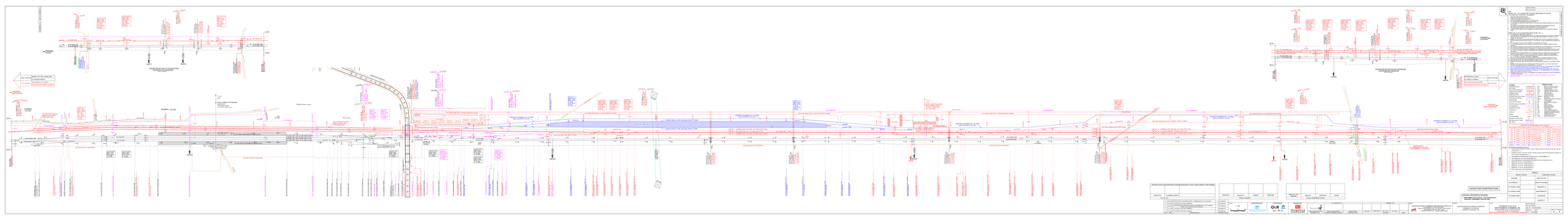

SAMBHU & NEW SAMBHU.
PLAN BEYOND SECTION "A-A" ON KHURJA END
(FOR KM 276.170 TO KM 278.520)
(NOT TO SCALE)
TOWARDS KHURJA
DFC MAIN LINE
IR UP MAIN LINE
IR DN MAIN LINE
KM-277
KM-278
N.RLY.STATION
AMBALA CITY (Spl. CLASS) (UBC)
CH: 269.468 (9.603Km)
DFC STATION
NEW AMBALA CITY (UBCD)
KM: 267.444/ CH: 76450.0 (13.580Km)
TOWARDS NEW KHURJA
SHAMBHU VILLAGE
C OF EXG. SAMBHU STATION(SMU)
(KM.279.071)
CH: 0.000m F/CSB
AT DFC CH: 88097.374m
SHAMBHOO KHURD VILLAGE
PROPOSED DFC TRACK
R.L UP. PASS. PLATFORM 351.294m x 9.15m
R.L DN. PASS. PLATFORM 351.294m x 9.15m
UP LOOP LINE CSR-737.594 m(FM TO SRJ)
UP MAIN LINE CSR-748.229 m(FM TO FM)
DN MAIN LINE CSR-738.396 m(FM TO FM)
DN LOOP LINE CSR-712.184 (SRJ TO SRJ)
EXISTING RAILWAY BOUNDARY
DFC BOUNDARY
KM-279
OVER RUN LINE 120m (DE TO SRJ)
6.0m WIDE ROAD WITH 1m SHOULDER BOTH SIDES
CONCRETE PAVEMENT OF 1.5m WIDE (NOT IN SCOPE OF CP-301)
KM-280
GOODS LINE NO.-4 CSR - 840.183m (TRAP TO TRAP)
GOODS PLATFORM 750x15m
GOODS LINE NO.-5 CSR - 840.183m (TRAP TO TRAP)
LINE NO. 1 COMMON LOOP LINE CSR - 1011.602m (FM TO FM)
LINE NO. 2 DFC MAIN LINE CSR - 818.338m (FM TO FM)
LINE NO. 3 COMMON LOOP LINE CSR - 818.338m (SRJ TO SRJ)
H Tower
C OF DFC JUNCTION STATION
NEW SHAMBHU (SMUN)
AT DFC CH: 90030.00m
CH: 0.000 F/CSB
KM-90
KM-281
BALLAST SIDING LINE CSR - 670.000m (TRAP TO TRAP)
HOT AXLE SIDING 120m (TRAP TO DE)
LINE NO. 1A COMMON LOOP LINE CSR - 831.457m (FM TO FM)
LINE NO. 2A DFC MAIN LINE CSR - 770.000m (FM TO FM)
LINE NO. 3A COMMON LOOP LINE CSR - 770.000m (SRJ TO SRJ)
OVER RUN LINE 120m (SRJ TO DE)
PROPOSED DFC CONNECTING LINK LINE (NEW SHAMBHU TO RAJPURA)
KM-91
KM-282
TOWARDS NEW CHAWAPAIL
PLAN BEYOND SECTION "B-B" ON LUDHIANA END
(FOR KM 282.600 TO KM 284.200)
(NOT TO SCALE)
KM-283
KM-284
TOWARDS LUDHIANA
N.RLY.STATION
RAJPURA (Spl. CLASS)
CH: 289.874 (10.803Km)
DFC STATION
NEW SARAI BANJARA (SBJN)
KM: 299.085/ CH:108170.0 (18.140Km)

NR.DIVL PLAN NO:-

NR. H.Q. PLAN NO:-

NOTE:-

(SERIAL NO. 1 TO 9, THESE ARE THE NOTE MENTIONED IN THE ESP ATTACHED WITH CONTRACT DOCUMENT)

1. EXISTING WORK SHOWN IN BLACK.
2. PROPOSED WORKS ARE SHOWN IN RED.
3. WORK TO BE DISMANTLED SHOWN IN GREEN.
4. RAILWAY BOUNDARY SHOWN IN BROWN CHAIN DOTTED.
5. Kms. SHOWN ARE RECKONED FROM DELHI STATION.
6. F.L. BETWEEN OUTER MOST FACING POINT IN THE YARD SHALL REMAINS SAME 50m OUTSIDE OF THE POINTS.
7. ALL TURNOUTS (AS SPECIFIED) WILL BE ON PSC SLEEPERS WITH CURVED SWITCHES & WELDABLE CMS CROSSING & HEAD HARDENED STOCK AND TONGUE RAIL.
8. FOR PROPOSED GRADIENTS REEFER RELEVANT "L" SECTION SHEETS.
9. CURVES AT BOTH ENDS OF DFC ALIGNMENT HAS BEEN REVISED TO AVOID MODIFICATION IN YARD.

(SERIAL NO. 10 TO 24 ADDITIONAL NOTE IN REV. NO. 1)

10. ALL DIMENSIONS ARE SHOWN IN METERS.
11. THIS DRAWING IS PREPARED BASED ON LATEST SURVEY DATA HELD ON AUG-2016. GTS BENCH MARK OF 261.850m CONSIDERED ON TOP OF CANAL BRIDGE ABUTMENT AT DORAHA VILLAGE ALONG THE NH1 (NH-44).
12. MINIMUM 7.925m TRACK CENTER MAINTAINED BETWEEN DFC TRACK TO EXISTING IR TRACK IN STATION YARD PORTION AS PER CLAUSE 1.1.2.(ii)CHAPTER 1, SSOD FOR EASTERN CORRIDOR OF DFC.
13. DFC CHAINAGE OF 0.000m IS WITH RESPECT TO IR KM POST OF 192.000.
14. 0.00 CHAINAGE IN RED COLOUR, IS FROM THE CENTER LINE OF THE NEW SAMBHU STATION BUILDING.
15. 0.00 CHAINAGE IN BLACK COLOUR, IS FROM THE CENTER LINE OF THE SAMBHU STATION BUILDING.
16. THIS PLAN IS SUPERSEDED THE APPROVED ESP OF PLAN NO. DFC/LDH/2013/CS/11.
17. RCC PIPES SHOULD BE PROVIDED FOR SIGNALLING & COMMUNICATION CABLES AS PER CLAUSE 14.14. PART 2 VOLUME 5 CONTRACT AGREEMENT AND WORKING DRAWING WILL BE PROVIDED SEPARATELY .
18. DFC MAIN LINE HAS BEEN DESIGNED WITH MAXIMUM SPEED OF 100KMPH AND LOOP LINES WITH 55KMPH AS PER CLAUSE NO. 4.4.1.1.d & e & f OF PART 2 VOLUME 4 CONTRACT AGREEMENT.
19. 1 IN 12 MODERN TURNOUT HAS BEEN DESIGNED WITH SPEED OF 55KMPH AS PER CLAUSE NO. 4.4.1.1.e OF PART 2 VOLUME 4 CONTRACT AGREEMENT.
20. NOTE NO. 6/R0 IS REVISED AS "NO GRADE CHANGE WITHIN 50m FROM OUTERMOST POINT."
21. FRICTION TYPE BUFFER STOP WILL BE PROVIDED AT THE END OF OVER RUN LINE IN ALL DFC YARD.
22. SAME GRADE & LEVEL WILL BE MAINTAINED IN TURNOUT ZONE.
23. POSITION OF SEJs IN YARD LOCATION ARE TO BE PROVIDED WITH RESPECT TO APPROVED LWR PLAN.
24. DRAINS IN YARD LOCATION WILL BE PROVIDED AS PER CLAUSE NO. 2.3.6, PART-2 SECTION -VI, VOLUME 4 IN CONNECTION WITH ADDENDUM NO.-1, SL.NO.10.
25. THE ALL WEATHER NAVIGATIONAL PATH AT BOTH SIDE OF ALREADY PROVISIONED PLATFORM OF 50m X 4m HAS BEEN SHOWN WHICH IS BEYOND SCOPE OF CST CONTRACT.
26. GOODS SIDING ALONG WITH GOODS PLATFORM OF 750m LONG AND CONNECTION OF BALLAST SIDING ON LDH END HAVE BEEN SHOWN AS PER DFCC LT. NO.-UMB/(E)/EN/CP-301, DT:23-06-2020 WHICH ARE CHANGE IN SCOPE OF CP-301.
27. APPROACH ROAD OF TWO LANE, IS CONSIDERED AS CHANGE IN SCOPE OF CP-301 WITH RESPECT TO SINGLE LANE WIDTH.
28. JUNCTION CONNECTIVITY OF NEW SHAMBHU STATION WITH SHAMBHU STATION WILL BE EXECUTED BY NPL.

LEGEND:

EXISTING IR TRACK	▬
DFC TRACK	▬
DFC FUTURE PROPOSALS	- - -
STRUCTURE / BUILDING	▨
TANGENT POINT	⦶
PROPOSED ROAD	= = =
STREAM, DRAIN, NALA, CANAL.	≈
SEE THROUGH FENCING	-×-×-×-
POWER LINES	⊘
ELECTRIC POLE/ MAST	┬
EXISTING RAILWAY BOUNDARY	-·-·-
DFC BOUNDARY	-·-·-
DISMANTLED WORKS	▬
TRAP SWITCH	⟋
TURN OUT	SRJ I FM
BRIDGE	)(
LIFTING BARRIER	⋈
DEAD END / BUFFER STOP	⊣
BEYOND SCOPE OF WORK	▬
NPL WORK	▬

ABBREVIATIONS

1. BVC - BEGIN OF VERTICAL CURVE
2. CCL - CIRCULAR CURVE LENGTH
3. CL - CURVE LENGTH
4. CTP1 - COMMON TANGENT POINT 1
5. CTP2 - COMMON TANGENT POINT 2
6. Ca - CANT ACTUAL
7. Cd - CANT DEFICIENCY
8. FL - FORMATION LEVEL
9. DEGREE - DEGREE OF CURVE
10. DE - DEAD END
11. F/CSB - FROM CENTER LINE OF STN BLDG
12. FM - FOULING MARK
13. LH - LEFT HANDED
14. LHS - LIMITED HEIGHT SUBWAY
15. R - RADIUS
16. RH - RIGHT HANDED
17. SE - SUPER ELEVATION
18. SRJ - STOCK RAIL JOINT
19. TS - TRAP SWITCH
20. TTL - TOTAL TANGENT LENGTH
21. TTP1 - TRANSITION TANGENT POINT 1
22. TTP2 - TRANSITION TANGENT POINT 2
23. TL - TANGENT LENGTH
24. TRL - TRANSITIONAL LENGTH
25. DELTA - DEFLECTION ANGLE

DETAILS OF PROPOSED DFC CURVES

CURVE NO.	DEF. ANGLE	DEGREE	RADIUS	CCL/CL	TTL/TL	TRL	SPEED(Vmax)	Ca	Cd
96	3°36'44"	0.5°	3500m	180.7m	130.4m	40m	100kmph	30mm	9.4mm
97	0°35'42"	0.292°	6000m	22.3m	51.1m	40m	100kmph	30mm	-7.0mm
97A	0°35'42"	0.292°	6000m	62.3m	31.2m	-	55kmph	0	6.9mm
97B	0°35'42"	0.292°	6000m	62.3m	31.2m	-	55kmph	0	6.9mm
97C	4°45'48"	3.153°	555m	46.14m	23.083m	-	55kmph	0	75.1mm
97D	4°45'48"	3.153°	555m	46.14m	23.083m	-	55kmph	0	75.1mm
CURVE 1	4°10'04"	3.153°	555m	40.4m	20.2	-	55kmph	0	75 mm
CURVE 2	4°45'45"	3.153°	555m	46.1m	23.1	-	55kmph	0	75 mm

REFERENCE DRAWING DETAILS:-

1. PLAN & PROFILE 276.000 TO 279.500, 279.500 TO 282.500, 282.500 TO 284.500 TR. NO. 506, 1338, 506 REVISION NO.2, 0, 2.
2. DRAINAGE 279.500 TO 279.760, 279.760 TO 282.206, 282.206 TO 282.500 (FOR EXTRA CULVERTS) TR. NO. 1733, 1706, 1733 REVISION NO. 1, 0, 1.
3. NEW SHAMBHU STATION BUILDING LOCATION PLAN TR. NO. 0855 REVISION NO. 3
4. NEW AMBALA CITY ESP TR. NO. 0833 REVISION NO. 3
5. NEW SARAI BANJARA STATION BUILDING LOCATION PLAN TR. NO. 1469 REVISION NO. 0
6. BRIDGE NO. 98 TR. NO. 518 REVISION NO. 0
7. BRIDGE NO. 99 TR. NO. 1765 REVISION NO. 0
8. BRIDGE NO. 100 TR. NO. 520 REVISION NO. 0
9. BRIDGE NO. 101 TR. NO. 995 REVISION NO. 0
10. DFCC YARD PLAN No. DFC/LDH/2013/CS/11.

DFCCIL

PROJECT OFFICE		CORPORATE OFFICE	
CGM/UMB		DIRECTOR (PP)	
Dy.CPM/ENGG. - I		DIRECTOR (OP&BD)	
DY.CPM/Elect./UMB		GGM/MA/EC-III	
DY.CPM/Elect./UMB		GGM/OP&SEFETY	
DY.CPM/S&T/UMB		GGM/S&T/EC	
		GGM/ELECT.	

GOOD FOR CONSTRUCTION

CONTRACT REFERENCE DRAWING :-

1. **NEW SAMBHU DFC PLAN NO. - DFC/LDH/2013/CS/11 (CONTRACT AGREEMENT PAGE NO-7061)**

EXISTING LAYOUT AND PROPOSALS HAS BEEN CHECKED AT SITE, FOUND CORRECT AND FEASIBLE

SURVEYOR	ALIGNMENT EXPERT	
GIL TPL (JV)		

DPM/ENGG.	DPM/ELECT.	APM/S&T	DPM/OPBD
DFCCIL PROJECT			

MGR/CIVIL-II/EC AM/ENGG.	AM/ELECT.	AM/TRAFFIC	AM/S&T
DFCCIL CORPORATE OFFICE			

REV.	DATE	REVISION DETAILS	PURPOSE OF ISSUE
6	03.07.2020	UPDATED ESP AS PER EMPLOYER'S LT.-UMB/(E)/EN/CP-301, DT:23.06.2020	FOR APPROVAL
5	12.05.2020	UPDATED AS PER PMC COMMENTS	FOR APPROVAL
4	22.04.2020	RE-DESIGNED AS PER DFCC LETTER No: UMB/(E)/EN/CP-301; Dt. 01 Feb 2020. (Addition of Goods platform with two siding lines)	FOR APPROVAL
3	11.07.2019	UPDATED AS PER PMC COMMENTS	FOR APPROVAL
2	10.12.2018	UPDATED AS PER PMC COMMENTS	FOR APPROVAL

SCALE
1 : 1000
0 20 40m

DESIGN CONSULTANT
aarvee associates
architects engineers & consultants pvt.ltd.

CST CONTRACTOR
GIL - TPL JV

ENGINEER / PMC
DB Engineering & Consulting GmbH

CST CONTRACTOR

LANKA VISWANATHA DUTTA	HIMANSU BHUSAN PANDA	MANISH KUMAR
DESIGNED (C.D.E)	CHECKED (ALIGNEMENT EXPERT)	APPROVED (C.P.M.)

ENGINEER / PMC

FDE CIVIL	STDE / CIVIL	DTL / CIVIL	DTL / S&T	
REVIEWED				NONO

OWNER
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA ENTERPRISE)
PROJECT OFFICE(AMBALA UNIT): OLD RAILWAY COLONY (NEAR ANAND MARKET),AMBALA CANTT-133001.
CORPORATE IDENTITY NO. : U60232DL2006GOI155068

PROJECT
EASTERN DEDICATED FREIGHT CORRIDOR
SAHNEWAL TO PILKHANI
CONTRACT PACKAGE - 301

TITLE
ENGINEERING SCALE PLAN
NEW SAMBHU & SAMBHU JN.
STATION YARD AT Km : 279.071 & 281.027
AT DFC CH : 88097.374 & 90030.000
IN BETWEEN NEW AMBALA CITY TO NEW SARAI BANJARA

NR.DIVL PLAN NO:-
NR. H.Q. PLAN NO:-
DRG. NO. - 301-2/AL/2022
SHEET NO. : 1 OF 1
REV. No. 6
STATUS P
DATE : 03.07.2020