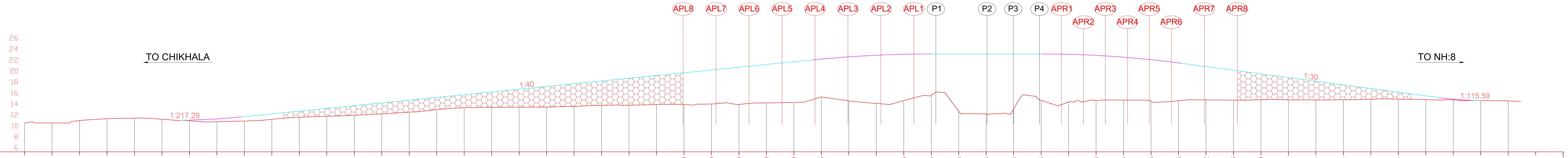
NH-8
BHADELI
TO CHIKHALA
DESIGN SPEED = 40 km/h
STA 0+000.00
0+000
0+020
0+040
0+060
0+080
0+100
0+120
0+140
0+160
0+180
0+200
0+220
0+240
0+260
0+280
0+300
0+320
0+340
0+360
0+380
0+400
0+420
0+440
0+460
0+480
0+500
0+520
0+540
0+560
0+580
0+600
0+620
0+640
0+660
0+680
0+700
0+720
0+740
0+760
0+780
0+800
0+820
0+840
0+860
0+880
0+900
0+920
0+940
0+960
0+980
1+000
1+020
1+040
1+060
1+080
1+089
PC: 0+037.83
R70696
Mid: 0+086.88
ROB STRART
DESIGN SPEED = 50 km/h
STA 0+140.00
PC: 0+145.60
R250000
Mid: 0+173.32
PT: 0+201.04
GATE
PC: 0+240.13
Mid: 0+261.16
PT: 0+282.19
R250000
HOUSE
PROPOSED BOX CULVERT 1 x 2 x 2
SHED
TOILET
SHED
TEMPLE
GATE
3.50m WIDE SERVICE ROAD
TO BE DISMANTLE
PIPE CULVERT
PC: 0+405.82
Mid: 0+418.92
PT: 0+432.01
R250000
APL8
APL7
APL6
APL5
APL4
APL3
APL2
APL1
24000
16000
PC: 0+522.76
Mid: 0+566.67
PT: 0+610.58
R250000
TEMPLE
TOILET
SHED
P1
P2
P3
P4
RLY. LAND BOUNDARY
C.L OF EXIST. DN TRACK
C.L OF EXIST. UP TRACK
C.L OF DFC DN TRACK
C.L OF DFC UP TRACK
DFC LAND BOUNDARY
COMPOSITE GIRDER
<<<AHMEDABAD
<<MUMBAI
TBM
SHED
WATE CHAMBER
PUMP HOUSE
LC CABIN
STR
SHED
EXISTING LC 100
SHED
TBM
SHED
TEMPLE
APR1
APR2
APR3
APR4
APR5
APR6
APR7
APR8
HOUSE
DESIGN SPEED = 40 km/h
STA 0+780.11
PC: 0+810.88
Mid: 0+821.87
PT: 0+832.85
R60000
PC: 0+864.79
PT: 0+866.18
R60000
PC: 0+892.18
Mid: 0+909.38
PT: 0+926.57
R75000
3.50m WIDE SERVICE ROAD
PC: 0+958.75
Mid: 0+969.81
PT: 0+980.87
R75000
ROB END
EP: 1+088.97
STRUCTURE
TEMPLE
POND
HOUSE
GATE
TO NH-8

PLAN



CHAINAGE	PROPOSED ROAD LEVEL AT CENTRELINE (m)	EXISTING ROAD LEVEL AT CENTRELINE (m)
-0+020		
0+000		11.249
0+020		11.250
0+040		11.700
0+060		12.031
0+080		12.130
0+100		11.938
0+120	11.789	11.655
0+140	11.990	11.476
0+160	12.401	11.602
0+180	12.901	11.916
0+200	13.401	12.276
0+220	13.901	12.471
0+240	14.401	12.669
0+260	14.901	12.895
0+280	15.401	13.229
0+300	15.901	13.710
0+320	16.401	14.042
0+340	16.901	14.092
0+360	17.401	14.124
0+380	17.901	14.137
0+400	18.401	14.252
0+420	18.901	14.465
0+440	19.401	14.488
0+460	19.901	14.603
0+480	20.400	14.606
0+500	20.900	14.713
0+520	21.400	14.638
0+540	21.900	14.908
0+560	22.400	14.991
0+580	22.895	15.989
0+600	23.301	15.277
0+620	23.591	14.811
0+640	23.765	15.322
0+660	23.823	16.312
0+680	23.823	13.394
0+700	23.823	12.902
0+720	23.823	13.814
0+740	23.823	15.371
0+760	23.761	15.077
0+780	23.568	15.347
0+800	23.243	15.423
0+820	22.786	15.244
0+840	22.198	15.305
0+860	21.532	15.458
0+880	20.866	15.418
0+900	20.199	15.487
0+920	19.532	15.460
0+940	18.865	15.444
0+960	18.199	15.484
0+980	17.532	15.573
1+000	16.865	15.595
1+020	16.198	15.505
1+040	15.587	15.452
1+060	15.333	15.333
1+080		15.271
1+100		
1+120		

HORIZONTAL ALIGNMENT
L=37.8m
R=71m L=98.1m
L=9.7m
R=250m L=55.4m
L=39.1m
L=123.6m
R=250m L=26.2m
L=90.7m
L=200.3m
R=60m L=22.0m
L=31.9m
R=60m L=1.4m
L=26.0m
R=75m L=34.4m
L=32.2m
R=75m L=22.1m
L=108.1m

VERTICAL ALIGNMENT
L=6.24m G=0.46%
L=38.38m K=18.817
L=415.74m G=2.50%
L=86.20m K=34.482
L=80.58m G=0.00%
L=101.39m K=30.414
L=188.24m G=-3.33%
L=21.83m K=8.842
L=8.06m G=-0.87%

PROFILE (N.T.S.)

LEGEND: -

- - - - - - - -	RAILWAY BOUNDARY
▨	RE WALL
┼┼┼┼┼┼┼┼┼┼┼┼	EXISTING TRACK
┼┼┼┼┼┼┼┼┼┼┼┼	PROPOSED DFC TRACK
—PROW—PROW—	PROPOSED ROW
————	EXISTING ROAD
————	EXTRA WIDENING
▨	SERVICE ROAD

NOTE :- 1.ALL DIMENSIONS ARE IN MM UNLESS & LEVELS ARE IN METER.

CLIENT:- DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD,
MUMBAI DIVISION.

TITLE:- PLAN DETAIL FOR LC - 100 (FOR APPROACH PORTION)

LOCATION:-
BETWEEN BLOCK STATION AHMEDABAD TO MUMBAI
NAME OF ROAD : CHIKHALA TO NH:8

SURVEY AGENCY :- (A Division of GEO DESIGNS AND RESEARCH PVT LTD)

a house of quality assurance
GTH
GEO TEST HOUSE
An ISO 9001-2000 Company

B/10, KRISHNA INDUSTRIAL ESTATE,
OPP. B.I.D.C. GORWA ESTATE,
VADODARA - 390 016
TELEFAX 91-265-2290222,2283081
E-Mail geo_group@yahoo.com

PREPARED BY	KETAN KHARWA (SR. ENGINEER)	DRG NO.	GTH_GAD_01	Rev.
DESIGNED BY	ASEEF SHEIKH (SR. ENGINEER)	DATE	05/09/2019	R0
CHECKED BY	MEHUL PATEL (DESIGN ENGINEER)	JOB NO.	2019_20_101	