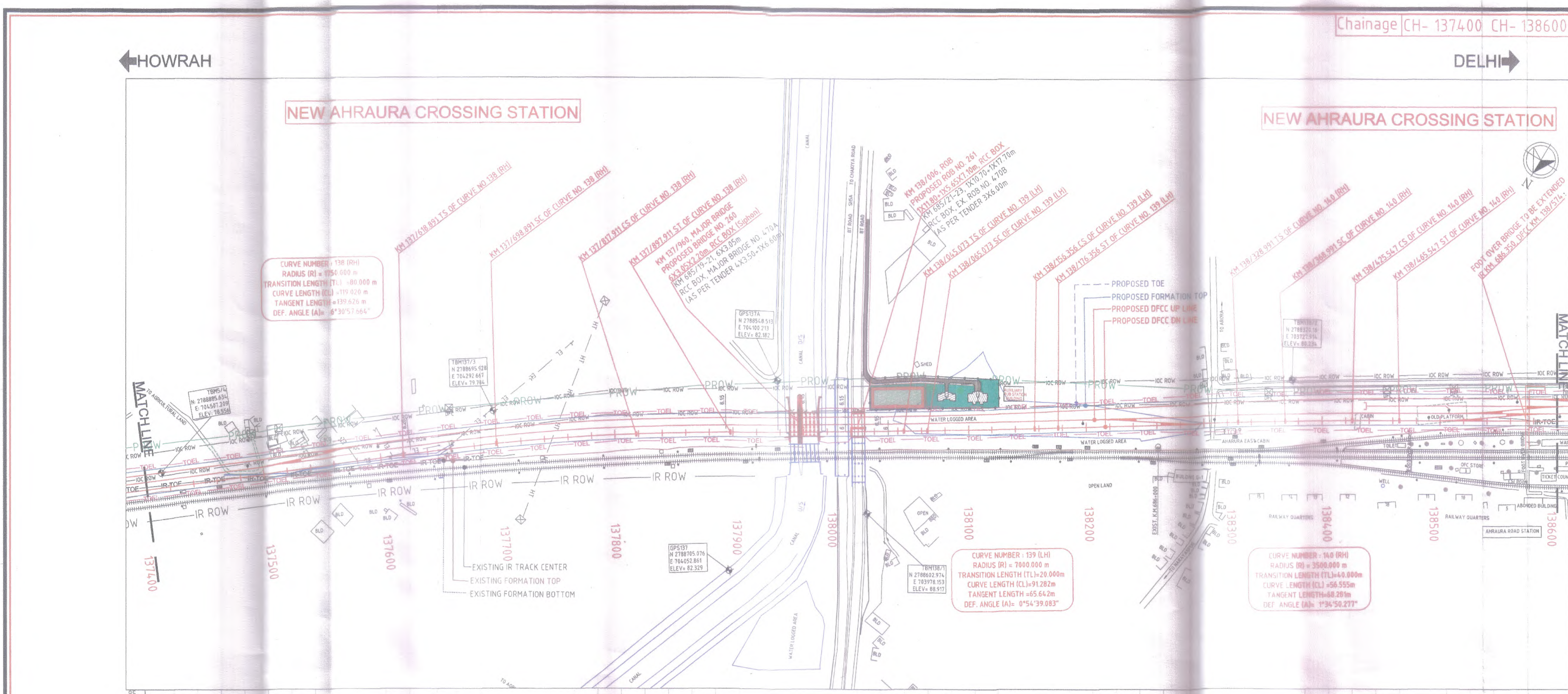




VERTICAL ALIGNMENT	137400	137420	137440	137460	137480	137500	137520	137540	137560	137580	137600	137620	137640	137660	137680	137700	137720	137740	137760	137780	137800	137820	137840	137860	137880	137900	137920	137940	137960	137980	138000	138020	138040	138060	138080	138100	138120	138140	138160	138180	138200	138220	138240	138260	138280	138300	138320	138340	138360	138380	138400	138420	138440	138460	138480	138500	138520	138540	138560	138580	138600																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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←HOWRAH

DELHI→

Chainage CH- 138600 CH- 139800

SECTION-CP-201

NEW AHRAURA CROSSING STATION

CURVE NUMBER : 141 (RH)
RADIUS (R) = 3500.000 m
TRANSITION LENGTH (TL)=40.000m
CURVE LENGTH (CL)=121.646m
TANGENT LENGTH =100.839m
DEF. ANGLE (A)= 2°38'46.274"

CURVE NUMBER : 142 (LH)
RADIUS (R) = 3500.000 m
TRANSITION LENGTH (TL)=40.000m
CURVE LENGTH (CL)=125.946m
TANGENT LENGTH =102.346m
DEF. ANGLE (A)= 2°42'07.477"

NEW AHRAURA CROSSING STATION

LEGEND:-

- EXISTING IR TRACK
- PROPOSED DFCC TRACK
- DFCC ROW LINE
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

- ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
- ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
- TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
- CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFCC DOWN LINE
- EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KM/H.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
- DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
- PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
- AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.750m BY CUTTING THE EARTH
- FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE
FROM KM. 138/600 TO KM. 139/800

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 1 7	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE

FOR APPROVAL

GOOD FOR CONSTRUCTION

PMC :

SYSTRA Mott MacDonald

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL

GIL - SIL JV



DESIGN CONSULTANT:

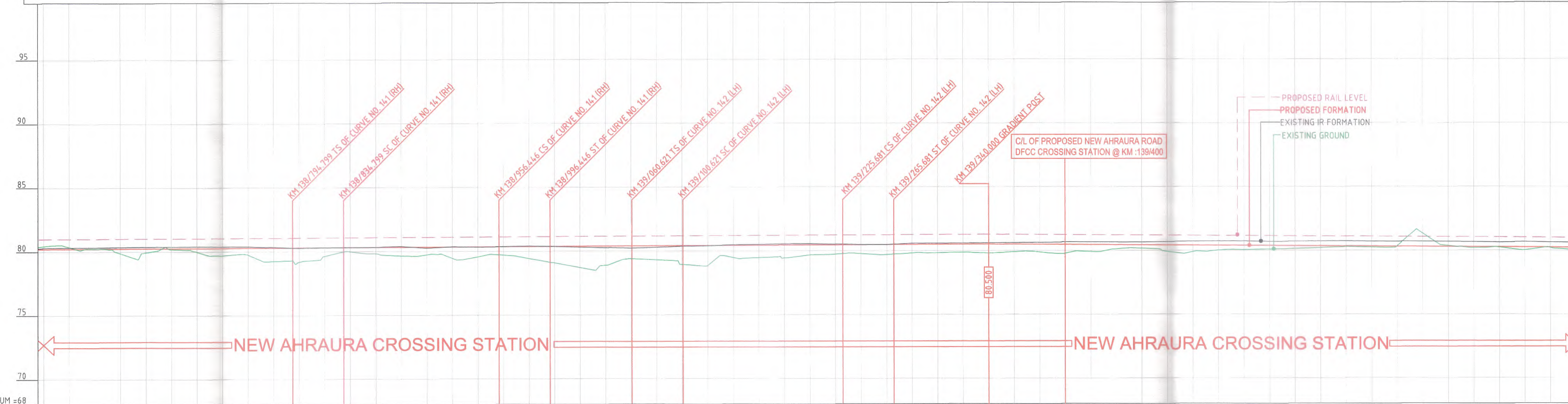
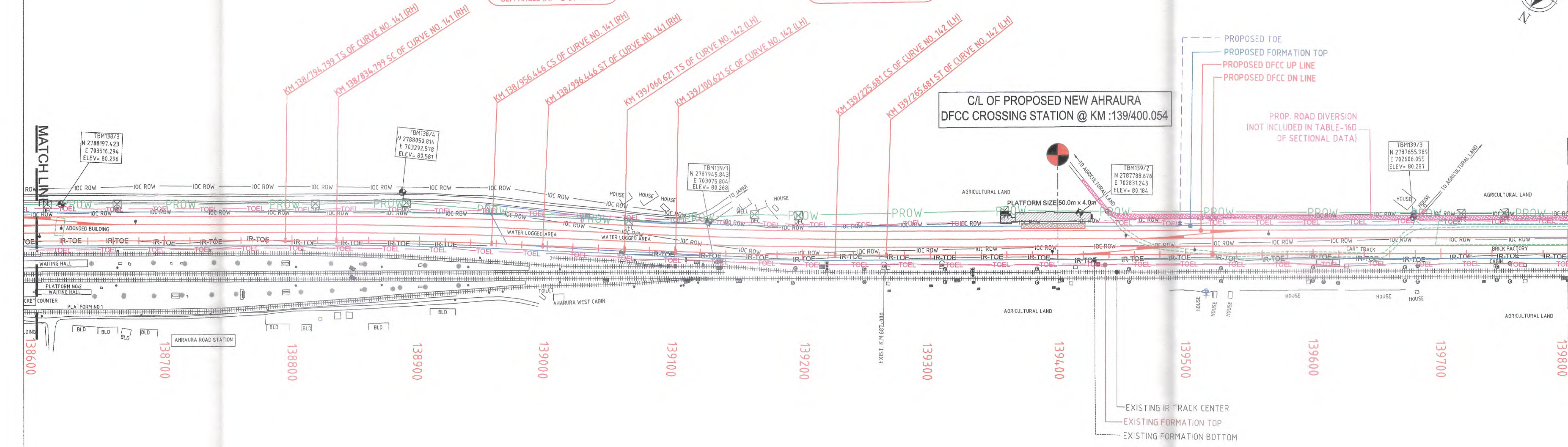
STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

	DATE	NAME	SIGN.
DRAWN	13/04/2019	TC	
CHKD.	13/04/2019		
APPD.	13/04/2019	S. MITRA	
SUBMITTED BY GIL-SIL JV			
	DATE	NAME	SIGN.
CHKD.	13/04/2019	Reepbali Ghoshal	
APPD.	13/04/2019	NISHEETH K. SINGH	
NOC BY SYSTRA - Mott MacDonald JV			
	DATE	NAME	SIGN.
CHKD.	24/04/2019	ANURANTAN PRASAD	
NOC	24/04/2019	KAMAL SHARMA	
APPROVAL BY DFCC			
	DATE	NAME	SIGN.
CHKD.			
APPD.			

THIS DRAWING IS THE PROPERTY OF GIL - SIL JV IT SHOULD NOT BE USED, COPIED OR REPRODUCED WITHOUT THEIR WRITTEN PERMISSION.



VERTICAL ALIGNMENT	G=0.040% (1 IN 2517.647) L=2140.000m												G=0.040% (1 IN 2517.647) L=2140.000m												L=1560.000m G=-0.060% (1 IN 1669.565)												L=1560.000m G=-0.060% (1 IN 1669.565)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
HORIZONTAL ALIGNMENT	L=329.253m						L=40.000m						R=3500.000m L=121.646m						L=40.000m						L=64.175m						L=40.000m						R=-3500.000m L=125.061m						L=40.000m						L=5016.097m																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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PROPOSED FORMATION LEVELS	80.206						80.214						80.222						80.230						80.238						80.246						80.254						80.262						80.262						80.262						80.262																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
EXIST. IR FORMATION LEVELS	80.287						80.310						80.331						80.363						80.379						80.376						80.389						80.397						80.397						80.397						80.397																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
GROUND LEVELS	80.435						80.354						80.231						79.869						79.940						80.177						79.981						79.683						79.683						79.683						79.683																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
CHAINAGE	138600						138620						138640						138660						138680						138700						138720						138740						138760						138780						138800						138820						138840						138860						138880						138900						138920						138940						138960						138980						139000						139020						139040						139060						139080						139100						139120						139140						139160						139180						139200						139220						139240						139260						139280						139300						139320						139340						139360						139380						139400						139420						139440						139460						139480																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	80.435						80.354						80.231						79.869						79.940						80.177						79.981						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.683						79.6					

Chainage CH- 139800 CH- 141000

SECTION-CP-201

HOWRAH

DELHI

NEW AHRAURA CROSSING STATION

LEGEND:-

- EXISTING IR TRACK
- PROPOSED DFCC TRACK
- DFCC ROW LINE
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

- ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
- ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
- TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
- CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE
- EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KM/H.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
- DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
- PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
- AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.750m BY CUTTING THE EARTH
- FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE FROM KM. 139/800 TO KM. 141/000

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 1 8	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE

- FOR APPROVAL
- GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL - SIL JV



DESIGN CONSULTANT: STUP Consultants Pvt. Ltd.

REGISTERED OFFICE : 1004-5 RAHEJA CHAMBERS, NARIMAN POINT, MUMBAI 400 021.

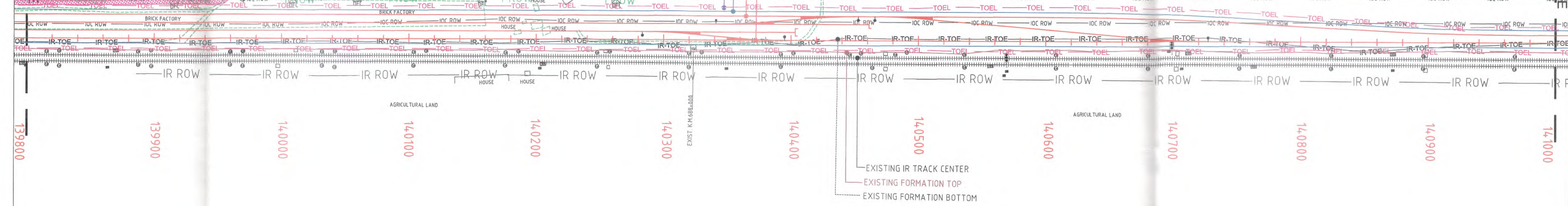
OFFICE OF ORIGIN KOLKATA

	DATE	NAME	SIGN.
DRAWN	13/04/2019	ZC	
CHKD.	13/04/2019		
APPD.	13/04/2019		
SUBMITTED BY GIL-SIL JV			
	DATE	NAME	SIGN.
CHKD.	13/04/2019	Reshmi Ghosh	
APPD.	13/04/2019	NISHU SINGH	
NOC BY SYSTRA - Mott MacDonald JV			
	DATE	NAME	SIGN.
CHKD.	24/04/2019	ANURANJAN PRASAD	
NOC	24/04/2019	KAMAL SHARMA	
APPROVAL BY DFCC			
	DATE	NAME	SIGN.
CHKD.			
APPD.			

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MATCH LINE

MATCH LINE



VERTICAL ALIGNMENT	L=1560.000m G=-0.060% (1 IN 1669.565)	L=1560.000m G=-0.060% (1 IN 1669.565)	L=1560.000m G=-0.060% (1 IN 1669.565)	L=800.000m G=0.054% (1 IN 1854.535)
HORIZONTAL ALIGNMENT	L=5016.097m	L=5016.097m	L=5016.097m	L=5016.097m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	6500	6500	6500	6500
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	13169	13134	13100	13113
FILL (+) / CUT (-)	0.070	0.004	0.196	0.091
PROPOSED FORMATION LEVELS	80.224	80.212	80.201	80.189
EXIST. IR FORMATION LEVELS	80.615	80.626	80.608	80.595
GROUND LEVELS	80.154	80.208	80.005	80.098
CHAINAGE	139800	139820	139840	139860
THROUGH CHAINAGE				

Chainage CH- 141000 CH- 142200

SECTION-CP-201

HOWRAH

DELHI

LEGEND:-

- +++++ EXISTING IR TRACK
- PROW — PROW — PROPOSED DFCC TRACK
- IR-TOE — IR-TOE — DFCC ROW LINE
- TOEL — TOEL — EXISTING IR TOE LINE
- TOEL — TOEL — DFCC TOE LINE

NOTES:-

1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
3. TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
4. CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE.
5. EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KM/H.
6. TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
7. DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
8. PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED.
9. AT THE LOCATIONS WHERE FORMATION HEIGHT IS < 1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.750m BY CUTTING THE EARTH.
10. FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE FROM KM. 141/000 TO KM. 142/200

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 1 9	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS		
REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE

☐ FOR APPROVAL

☒ GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL - SIL JV



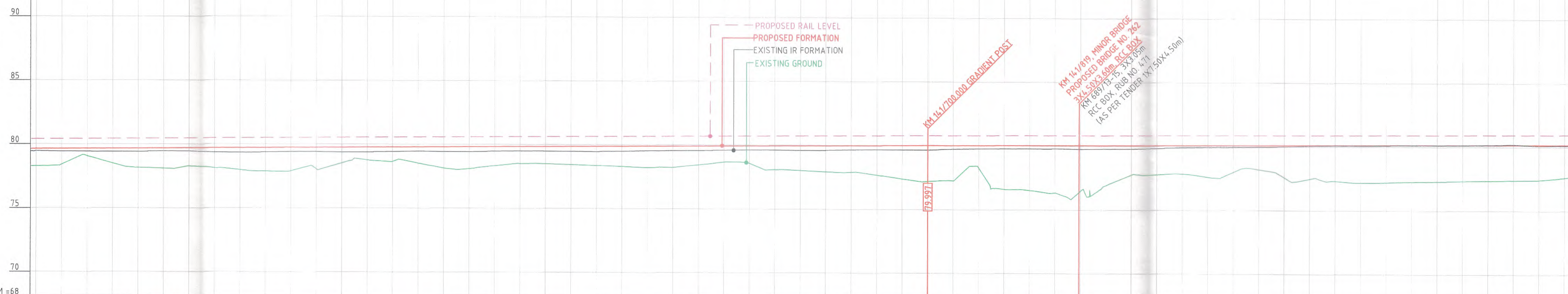
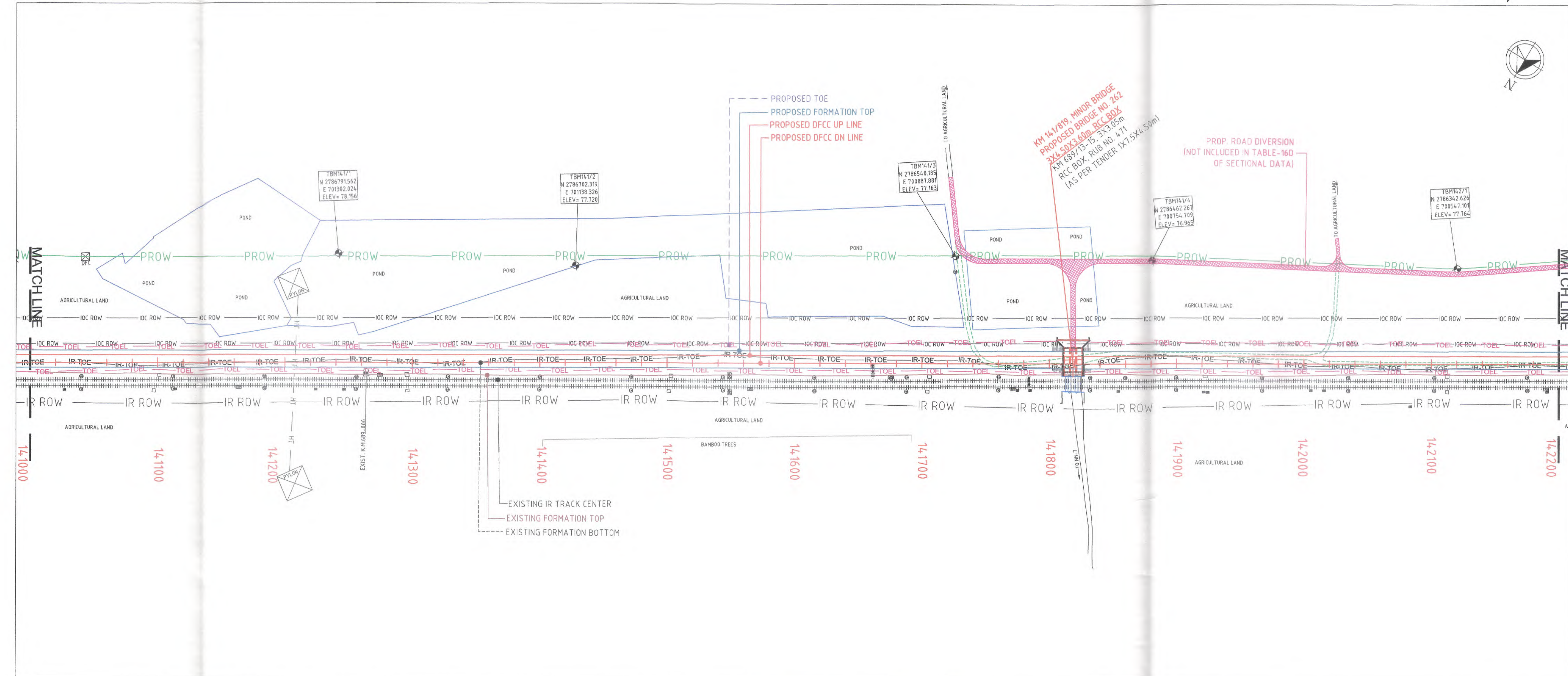
DESIGN CONSULTANT:
STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

DATE	NAME	SIGN.
DRAWN: 13/04/2019	TC	
CHKD: 13/04/2019		
APPD: 13/04/2019	S. NIMRA	
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN.
CHKD: 13/04/2019	Reepell Grigori	
APPD: 13/04/2019	NISHEETH K. SINGH	
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN.
CHKD: 24/04/2019	ANURANJAN PRASAD	
NOC: 25/04/2019	KAMAL SHARMA	
APPROVAL BY DFCC		
DATE	NAME	SIGN.
CHKD:		
APPD:		

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VERTICAL ALIGNMENT	G=0.054% (1 IN 1854.535) L=800.000m		G=0.054% (1 IN 1854.535) L=800.000m		G=0.035% (1 IN 2826.855) L=800.000m		G=0.035% (1 IN 2826.855) L=800.000m	
	CH	LEVEL	CH	LEVEL	CH	LEVEL	CH	LEVEL
HORIZONTAL ALIGNMENT	L=5016.097m		L=5016.097m		L=5016.097m		L=5016.097m	
	CH	LEVEL	CH	LEVEL	CH	LEVEL	CH	LEVEL
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	13.308	6.500	13.281	6.500	13.259	6.500	13.279	6.500
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	13.308	6.500	13.281	6.500	13.259	6.500	13.279	6.500
FILL (+) / CUT (-)	1.354	79.620	1.242	79.630	0.982	79.641	1.155	79.652
PROPOSED FORMATION LEVELS	79.620	79.630	79.641	79.652	79.663	79.673	79.684	79.695
EXIST. IR FORMATION LEVELS	79.435	79.441	79.449	79.457	79.464	79.472	79.479	79.486
GROUND LEVELS	78.655	78.689	78.700	78.711	78.722	78.733	78.744	78.755
CHAINAGE	141000	141020	141040	141060	141080	141100	141120	141140
THROUGH CHAINAGE	141000	141020	141040	141060	141080	141100	141120	141140

←HOWRAH

DELHI→

Chainage CH- 142200 CH- 143400

SECTION-CP-201

LEGEND:-

- +++++ EXISTING IR TRACK
- PROW — PROW PROPOSED DFCC TRACK
- IR-TOE — IR-TOE DFCC ROW LINE
- TOEL — TOEL EXISTING IR TOE LINE
- TOEL — TOEL DFCC TOE LINE

NOTES:-

1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
3. TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
4. CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE
5. EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KMPH.
6. TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
7. DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
8. PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
9. AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.750m BY CUTTING THE EARTH
10. FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :



DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE
FROM KM. 142/200 TO KM. 143/400

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 0	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE

- ☐ FOR APPROVAL
- ☒ GOOD FOR CONSTRUCTION

PMC :



SYSTRA - Mott MacDonald JV

CONTRACTOR :



GIL - SIL JV



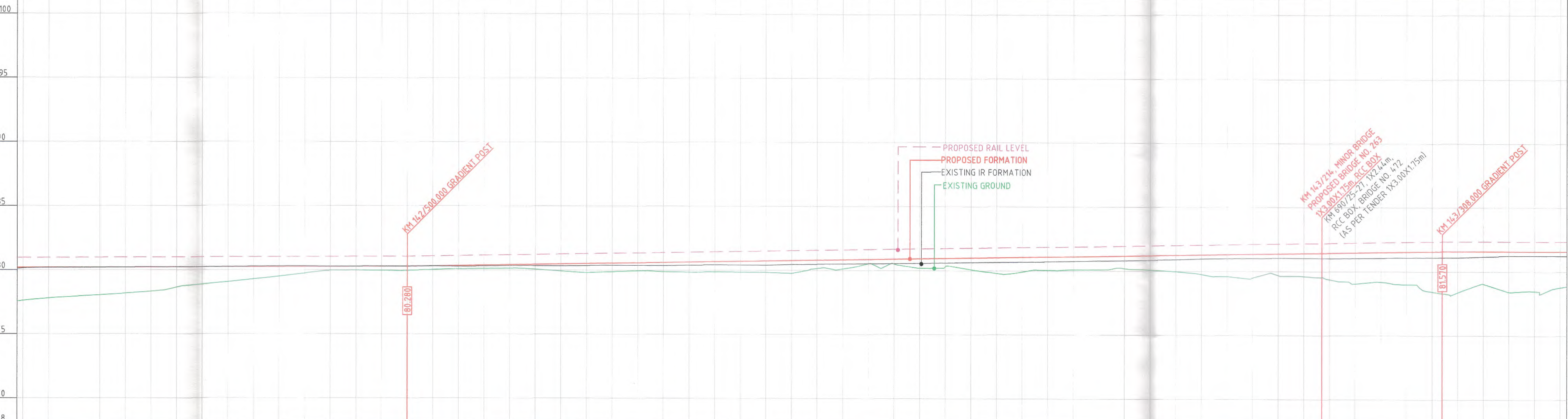
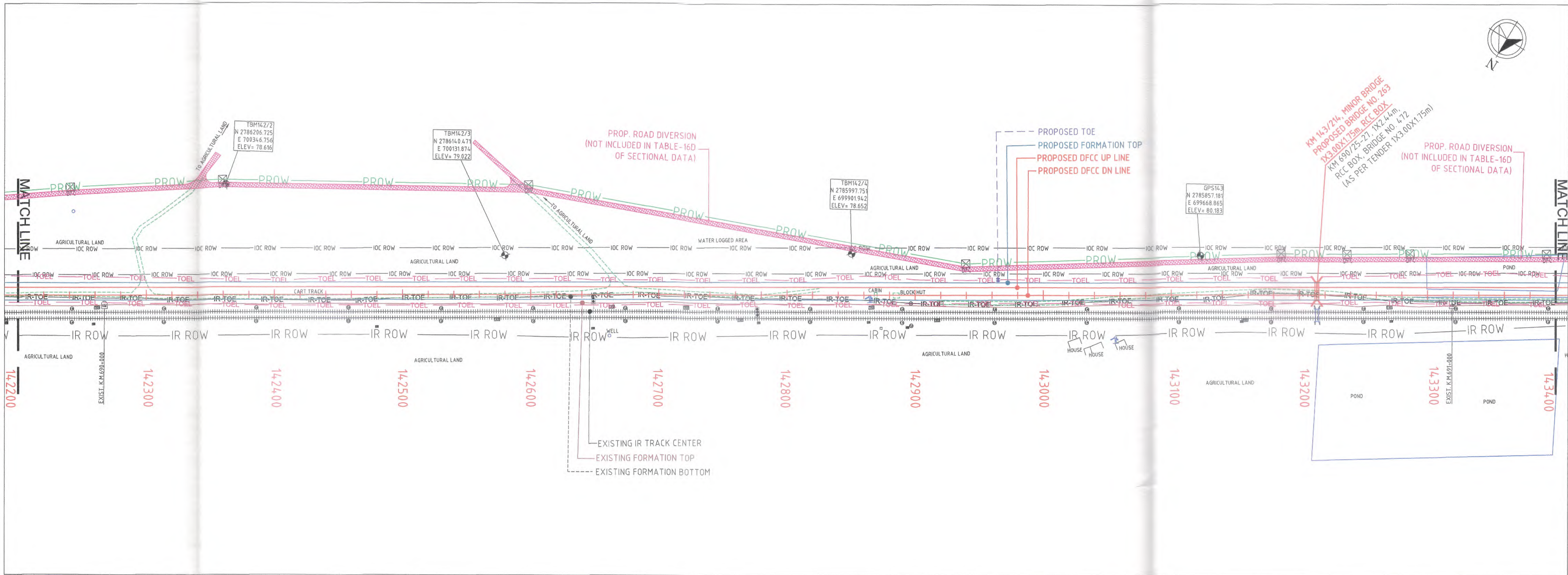
DESIGN CONSULTANT:
STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

	DATE	NAME	SIGN.
DRAWN	13/04/2019	TC	
CHKD.	13/04/2019		
APPD.	13/04/2019		
SUBMITTED BY GIL-SIL JV			
	DATE	NAME	SIGN.
CHKD.	13/04/2019	Reshmi Ghosh	
APPD.	13/04/2019	NISHU G. H. SINGH	
NOC BY SYSTRA - Mott MacDonald JV			
	DATE	NAME	SIGN.
CHKD.	24-04-2019	ANURANTAN PRASAD	
NOC	24-04-2019	KAMAL SHARMA	
APPROVAL BY DFCC			
	DATE	NAME	SIGN.
CHKD.			
APPD.			

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VERTICAL ALIGNMENT	G=0.035% (1 IN 2826.855) L=800.000m		G=0.160% (1 IN 626.357) L=808.000m		G=0.160% (1 IN 626.357) L=808.000m		L=912.000m G=0.000% (LEVEL)	
HORIZONTAL ALIGNMENT	L=5016.097m		L=5016.097m		L=5016.097m		L=5016.097m	
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	6500	6500	6500	6500	6500	6500	6500	6500
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	13233	13224	13210	13194	13189	13211	13214	13209
FILL (+)/ CUT (-)	2.577	2.406	2.276	2.161	2.027	1.894	1.580	1.354
PROPOSED FORMATION LEVELS	80.174	80.181	80.188	80.195	80.202	80.209	80.216	80.223
EXIST. IR FORMATION LEVELS	80.134	80.164	80.182	80.199	80.219	80.216	80.221	80.242
GROUND LEVELS	77.596	77.774	77.913	78.034	78.175	78.316	78.636	78.870
CHAINAGE	142200	142220	142240	142260	142280	142300	142320	142340
THROUGH CHAINAGE								

HOWRAH

DELHI

Chainage CH- 143400 CH- 144600

SECTION-CP-201

LEGEND:-

- EXISTING IR TRACK
- PROPOSED DFCC TRACK
- DFCC ROW LINE
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

- ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
- ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
- TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
- CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE
- EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KMPH.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
- DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
- PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
- AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.75m BY CUTTING THE EARTH
- FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE
FROM KM. 143/400 TO KM. 144/600

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 1	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE

- FOR APPROVAL
- GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL - SIL JV



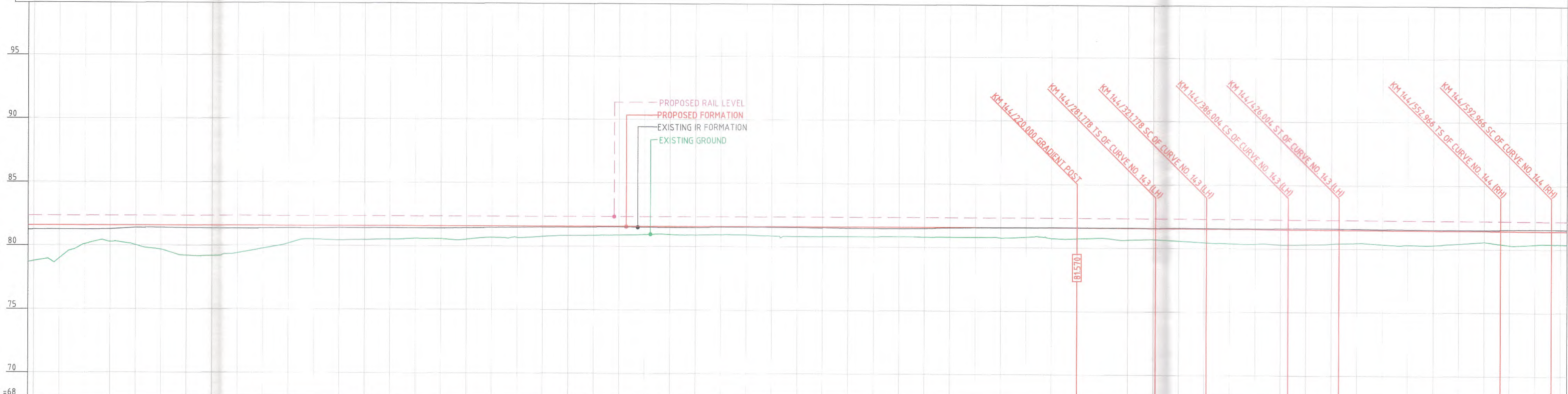
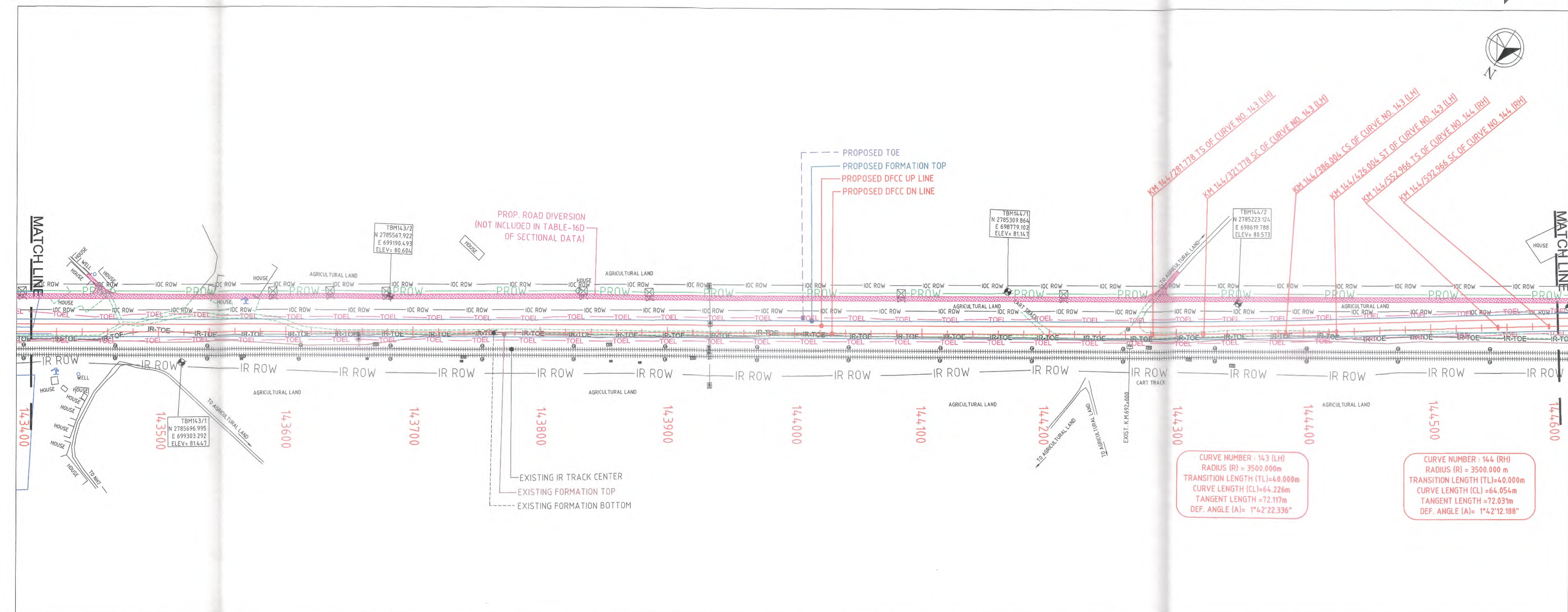
DESIGN CONSULTANT:
STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

DATE	NAME	SIGN
DRAWN 13/04/2019	TC	
CHKD. 13/04/2019		
APPD. 13/04/2019		
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN
CHKD. 13/04/2019	Reepk K. Ghosh	
APPD. 13/04/2019	NISHU C. K. SINGH	
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN
CHKD. 24/04/2019	ANURANJAN PRASAD	
NOC 24/04/2019	KANAL SHARMA	
APPROVAL BY DFCC		
DATE	NAME	SIGN
CHKD.		
APPD.		

THIS DRAWING IS THE PROPERTY OF GIL - SIL JV IT SHOULD NOT BE USED, COPIED OR REPRODUCED WITHOUT THEIR WRITTEN PERMISSION.



VERTICAL ALIGNMENT	L=912.000m G=0.000% (LEVEL)	L=912.000m G=0.000% (LEVEL)	L=1080.000m G=-0.044% (1 IN 2284.506)	L=1080.000m G=-0.044% (1 IN 2284.506)
HORIZONTAL ALIGNMENT	L=5016.097m	L=5016.097m	L=5016.097m	L=5016.097m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	6.500	6.500	6.500	6.500
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	13.277	13.225	13.234	13.273
FILL (+)/ CUT (-)	2.804	2.605	1.464	1.287
PROPOSED FORMATION LEVELS	81.570	81.570	81.570	81.570
EXIST. IR FORMATION LEVELS	81.240	81.246	81.247	81.280
GROUND LEVELS	78.166	78.965	80.105	80.033
CHAINAGE	143400	143420	143440	143460
THROUGH CHAINAGE				

HOWRAH

DELHI

Chainage CH- 144600 CH- 145800

SECTION-CP-201

LEGEND:-

- EXISTING IR TRACK
- PROPOSED DFCC TRACK
- DFCC ROW LINE
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

- ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
- ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
- TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
- CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE.
- EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KMPH.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
- DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
- PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED.
- AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.75m BY CUTTING THE EARTH.
- FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE FROM KM. 144/600 TO KM. 145/800

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 2	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE

- FOR APPROVAL
- GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

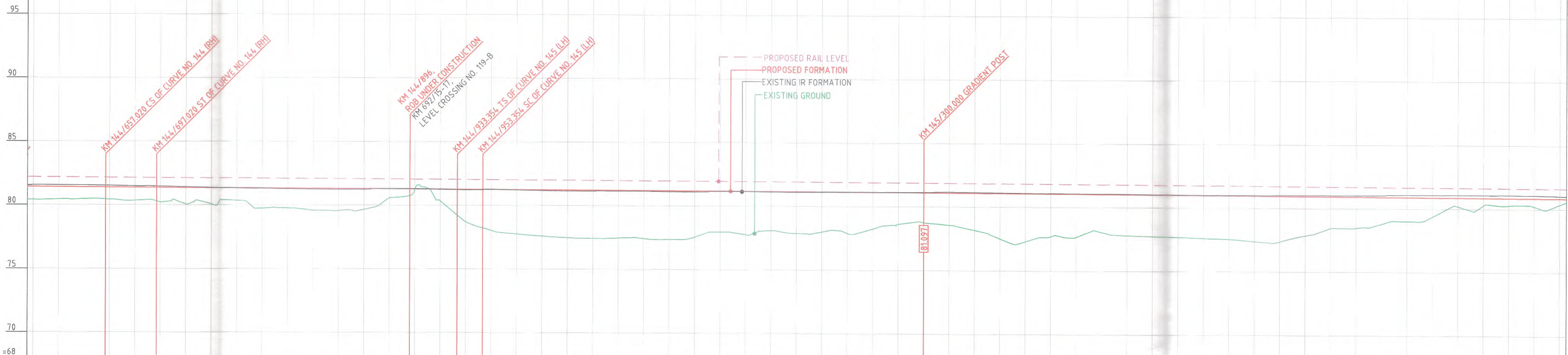
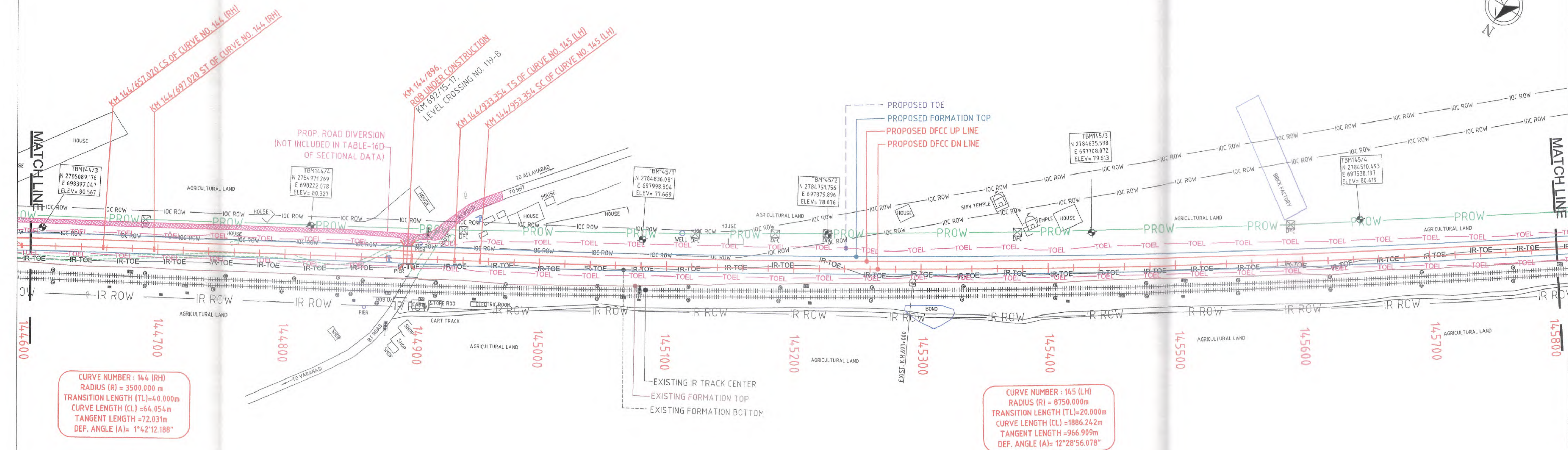
GIL - SIL JV

DESIGN CONSULTANT: STUP Consultants Pvt. Ltd.

REGISTERED OFFICE : 1004-5 RAHEJA CHAMBERS, NARIMAN POINT, MUMBAI 400 021. OFFICE OF ORIGIN KOLKATA

DATE	NAME	SIGN.
13/04/2019	TC	
13/04/2019		
13/04/2019		
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN.
13/04/2019	Reebek Gupta	
13/04/2019	NISHA SINGH	
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN.
24/04/2019	ANURANJAN PRASAD	
24/04/2019	KAMAL SHARMA	
APPROVAL BY DFCC		
DATE	NAME	SIGN.

THIS DRAWING IS THE PROPERTY OF GIL - SIL JV IT SHOULD NOT BE USED, COPIED OR REPRODUCED WITHOUT THEIR WRITTEN PERMISSION.



VERTICAL ALIGNMENT	L=1080.000m G=-0.044% (1 IN 2284.506)	L=1080.000m G=-0.044% (1 IN 2284.506)	L=1080.000m G=-0.044% (1 IN 2284.506)	L=750.000m G=-0.054% (1 IN 1855.288)
HORIZONTAL ALIGNMENT	R=3500.000m L=64.054m	L=4.000m	L=236.333m	R=8750.000m L=1886.242m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	9.481	10.885	12.288	13.767
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	20.886	21.285	21.556	21.695
FILL (+) / CUT (-)	1.008	0.962	0.929	0.943
PROPOSED FORMATION LEVELS	81.404	81.395	81.386	81.377
EXIST. IR FORMATION LEVELS	81.547	81.532	81.524	81.522
GROUND LEVELS	80.395	80.433	80.458	80.434
CHAINAGE	144600	144620	144640	144660
THROUGH CHAINAGE				

Chainage CH- 145800 CH- 147000

SECTION-CP-201

HOWRAH

DELHI

LEGEND:-

- +++++ EXISTING IR TRACK
- PROPOSED DFCC TRACK
- PROW PROW
- IR-TOE IR-TOE
- TOEL TOEL
- DFCC ROW LINE
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
3. TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
4. CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE
5. EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KMPH.
6. TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
7. DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
8. PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
9. AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.750m BY CUTTING THE EARTH
10. FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE FROM KM. 145/800 TO KM. 147/000

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 3	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE

FOR APPROVAL

GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL - SIL JV



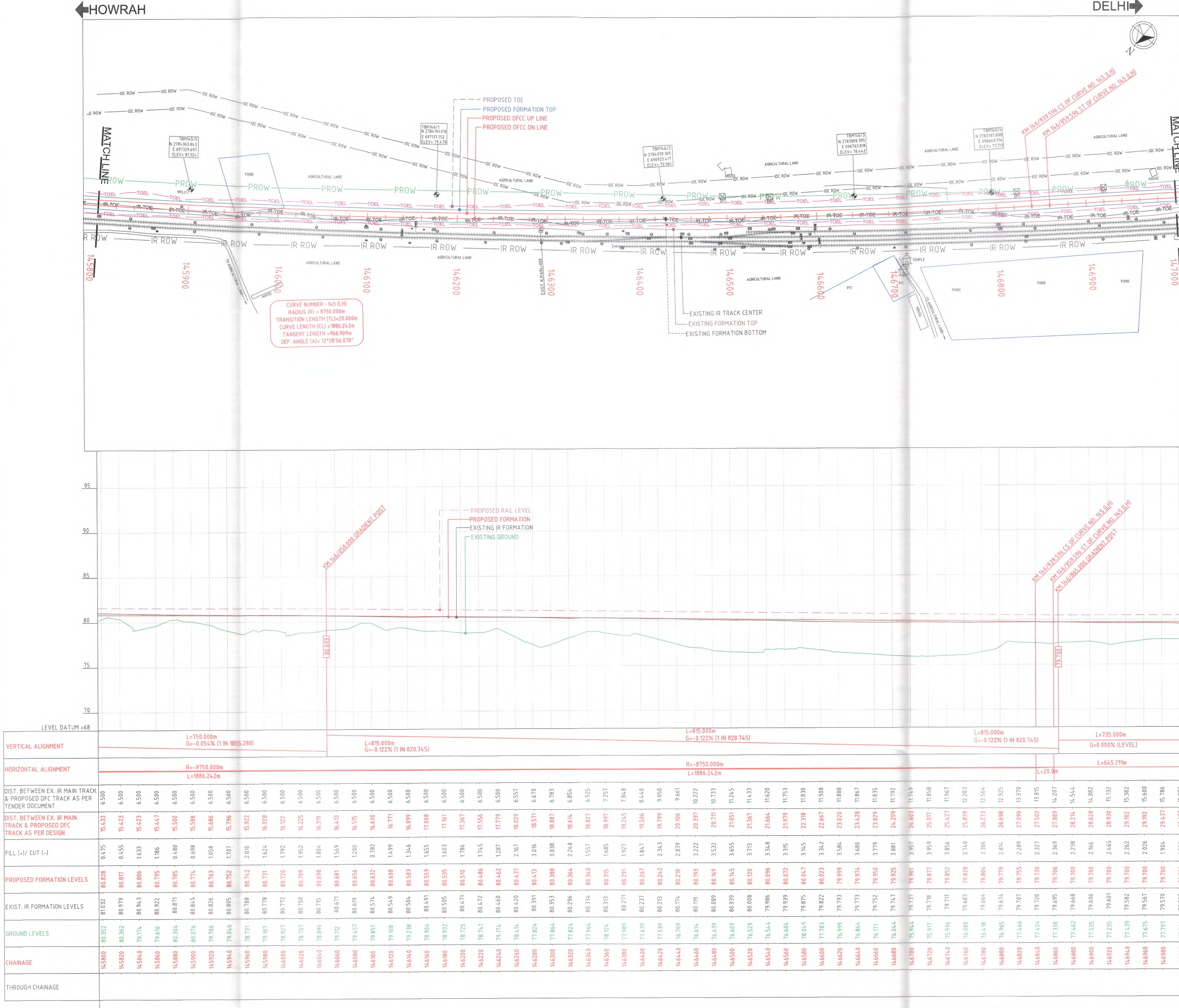
DESIGN CONSULTANT:
STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

DATE	NAME	SIGN.
13/04/2019	TC	
13/04/2019		
13/04/2019	S. NITRA	
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN.
13/04/2019	Reepell Grappler	
13/04/2019	NISHEETH K. SINGH	
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN.
24/04/2019	ANURANJAN PRASAD	
24/04/2019	KANAL SHARMA	
APPROVAL BY DFCC		
DATE	NAME	SIGN.
CHKD.		
APPD.		

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VERTICAL ALIGNMENT	L=750.000m G=-0.054% (1 IN 1855.288)	L=815.000m G=-0.122% (1 IN 820.745)	L=815.000m G=-0.122% (1 IN 820.745)	L=735.000m G=0.000% (LEVEL)
HORIZONTAL ALIGNMENT	R=8750.000m L=1886.242m	R=8750.000m L=1886.242m	R=8750.000m L=1886.242m	L=20.0m L=645.211m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	6.500			
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	15.433	15.423	15.423	15.423
FILL (+)/ CUT (-)	0.475	0.455	1.186	0.480
PROPOSED FORMATION LEVELS	80.828	80.817	80.806	80.795
EXIST. IR FORMATION LEVELS	81.032	80.943	80.922	80.845
GROUND LEVELS	80.352	80.362	79.714	79.610
CHAINAGE	145800	145820	145840	145860
THROUGH CHAINAGE				

HOWRAH

DELHI

Chainage CH- 147000 CH- 148200

SECTION-CP-201

LEGEND:-

- EXISTING IR TRACK
- PROPOSED DFCC TRACK
- DFCC ROW LINE
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

- ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
- ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
- TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
- CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFCC DOWN LINE
- EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KM/H.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
- DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
- PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
- AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.750m BY CUTTING THE EARTH
- FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE
FROM KM. 147/000 TO KM. 148/200

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 4	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/0081 Comments Incorporated

DRAWING STAGE

- FOR APPROVAL
- GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL - SIL JV



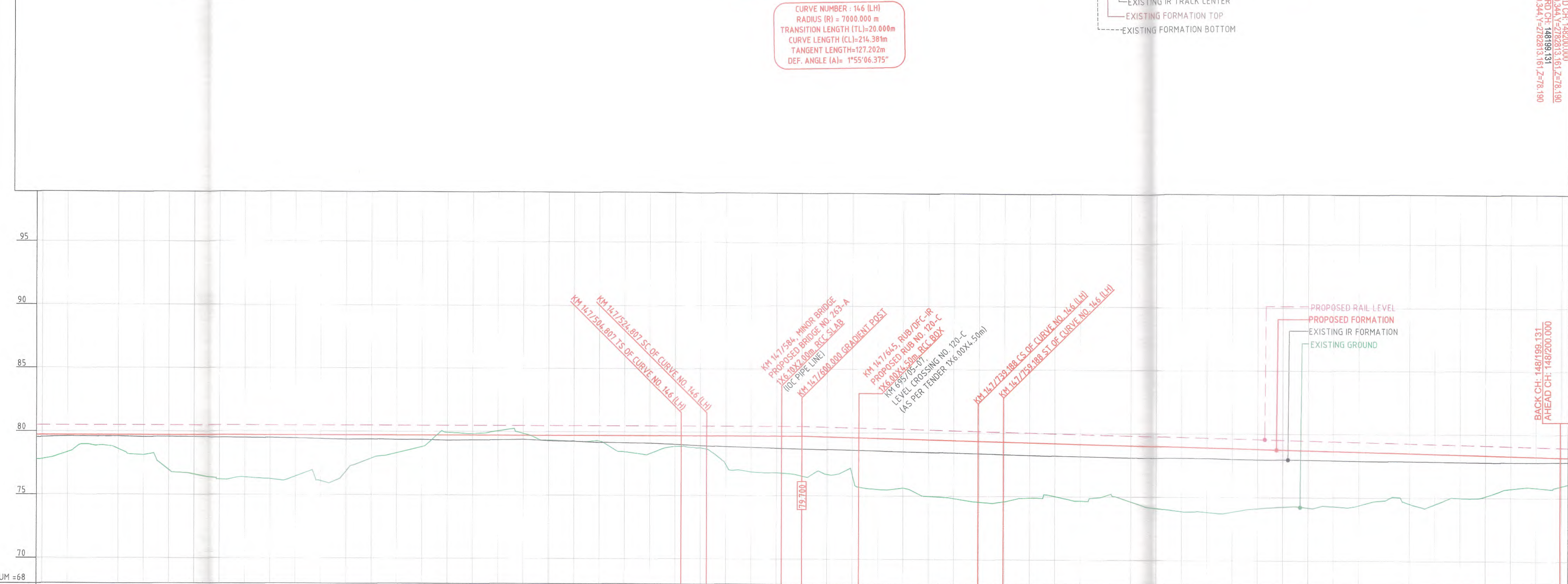
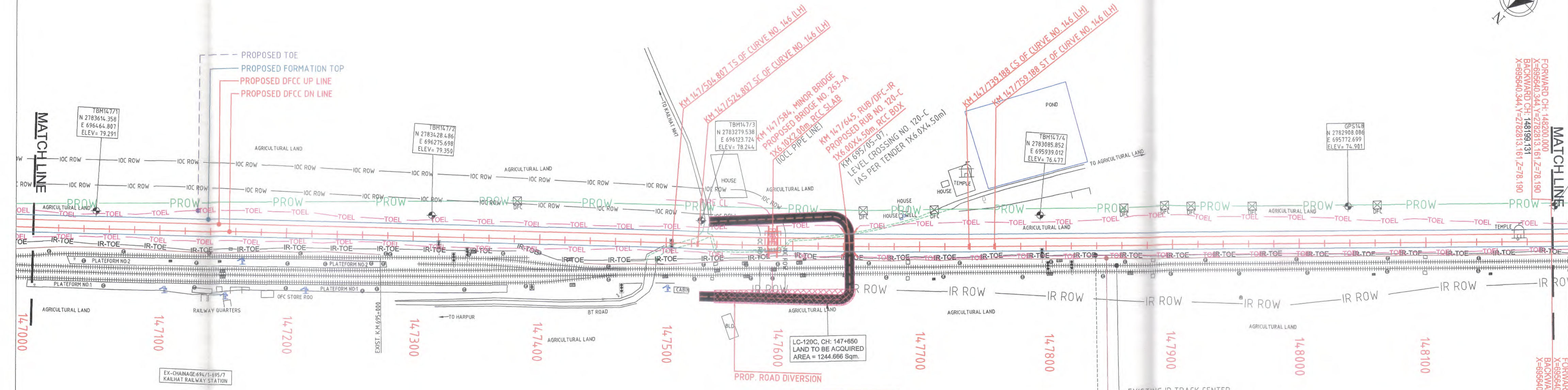
DESIGN CONSULTANT:
STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

DRAWN	DATE	NAME	SIGN.
CHKD.	13/04/2019	R.C.	
APPD.	13/04/2019	S. K. K. K.	
SUBMITTED BY GIL-SIL JV			
CHKD.	DATE	NAME	SIGN.
APPD.	13/04/2019	Reepk Gupta	
NOC BY	13/04/2019	NISHU SINGH	
SYSTRA - Mott MacDonald JV			
CHKD.	DATE	NAME	SIGN.
NOC	24/04/2019	ANURANJAN PRASAD	
APPROVAL BY	24/04/2019	KAMAL SHARMA	
DFCC			
CHKD.	DATE	NAME	SIGN.
APPD.			

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VERTICAL ALIGNMENT	L=735.000m G=0.000% (LEVEL)	L=735.000m G=0.000% (LEVEL)	L=749.131m G=-0.252% (1 IN 397.456)	L=749.131m G=-0.252% (1 IN 397.456)
HORIZONTAL ALIGNMENT	L=645.211m	L=645.211m	L=20.0m R=7000.000m L=214.381m	L=5957.965m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	15.972	16.093	16.216	16.424
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	15.972	16.093	16.216	16.424
FILL (+)/ CUT (-)	1.899	1.352	0.802	1.100
PROPOSED FORMATION LEVELS	79.700	79.700	79.700	79.700
EXIST. IR FORMATION LEVELS	79.528	79.602	79.584	79.606
GROUND LEVELS	77.801	78.349	78.899	78.600
CHAINAGE	147000	147020	147040	147060
THROUGH CHAINAGE				

HOWRAH

DELHI

Chainage CH- 148200 CH- 149400

SECTION-CP-201

LEGEND:-

- EXISTING IR TRACK
- PROPOSED DFCC TRACK
- DFCC ROW LINE
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

- ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
- ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
- TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
- CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE.
- EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KM/H.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
- DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
- PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
- AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.750m BY CUTTING THE EARTH
- FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER : DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT : EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE : ALIGNMENT PLAN & PROFILE FROM KM. 148/200 TO KM. 149/400

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 5	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr.No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE
☐ FOR APPROVAL
☒ GOOD FOR CONSTRUCTION

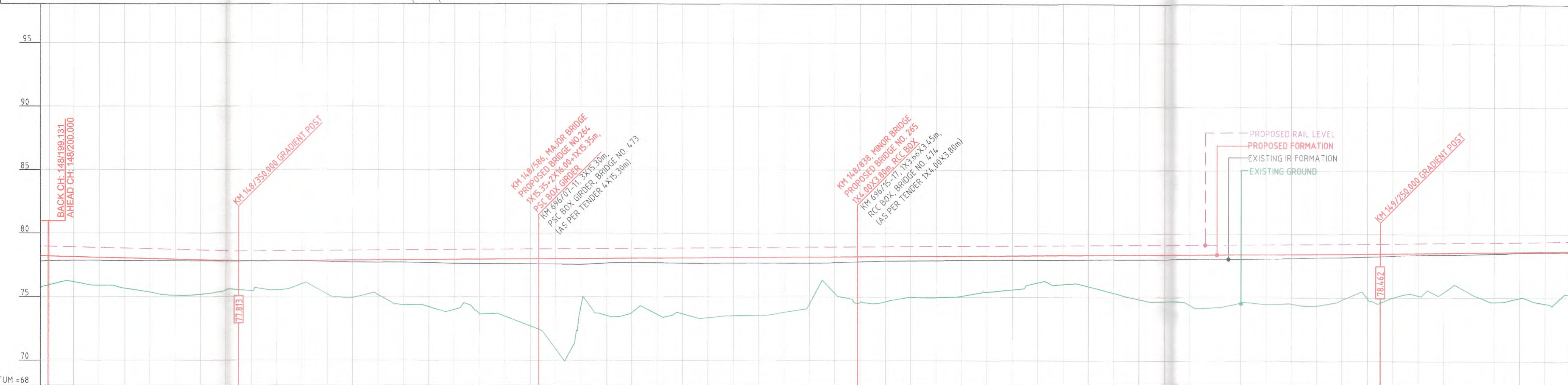
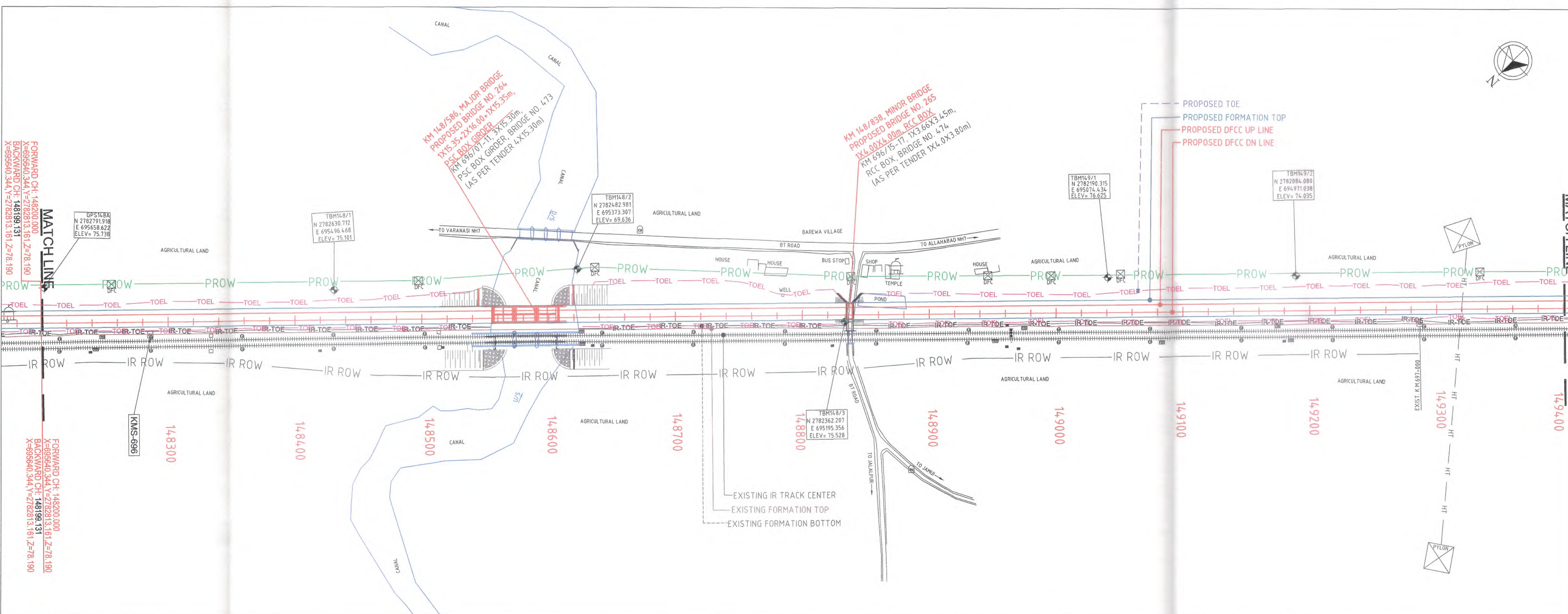
PMC : SYSTRA - Mott MacDonald JV

CONTRACTOR : GIL - SIL JV

DESIGN CONSULTANT: STUP Consultants Pvt. Ltd.
REGISTERED OFFICE : 1004-5 RAHEJA CHAMBERS, NARIMAN POINT, MUMBAI 400 021.
OFFICE OF ORIGIN KOLKATA

DATE	NAME	SIGN.
13/04/2019	7C	
CHKD. 13/04/2019		
APPD. 13/04/2019	S. MITRA	
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN.
13/04/2019	Reepok Garghob	
CHKD. 13/04/2019	NISHEETH K. SINGH	
APPD. 13/04/2019		
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN.
24/04/2019	ANURANJAN PRASAD	
CHKD. 24/04/2019	KARAL SHARMA	
APPD. 24/04/2019		
APPROVAL BY DFCC		
DATE	NAME	SIGN.
CHKD.		
APPD.		

THIS DRAWING IS THE PROPERTY OF GIL - SIL JV IT SHOULD NOT BE USED, COPIED OR REPRODUCED WITHOUT THEIR WRITTEN PERMISSION.



VERTICAL ALIGNMENT	L=749.131m G=-0.252% (1 IN 397.456)	G=-0.072% (1 IN 1386.343) L=900.000m	G=-0.072% (1 IN 1386.343) L=900.000m	G=-0.134% 91 IN 744.341 L=1974.000m
HORIZONTAL ALIGNMENT	L=5957.965m	L=5957.965m	L=5957.965m	L=5957.965m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	5.500	5.500	5.500	5.500
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	15.206	2.267	15.206	15.206
FILL (+) / CUT (-)	78.199	2.267	78.199	78.199
PROPOSED FORMATION LEVELS	78.199	78.199	78.199	78.199
EXIST. IR FORMATION LEVELS	77.824	77.824	77.824	77.824
GROUND LEVELS	75.924	75.924	75.924	75.924
CHAINAGE	148200	148200	148200	148200
THROUGH CHAINAGE	148200	148200	148200	148200

Chainage CH- 149400 CH- 150600

SECTION-CP-201

HOWRAH

DELHI



LEGEND:-

+++++	EXISTING IR TRACK
— PROW — PROW	PROPOSED DFCC TRACK
— IR-TOE — IR-TOE	DFCC ROW LINE
— TOEL — TOEL	EXISTING IR TOE LINE
	DFCC TOE LINE

NOTES:-

- ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
- ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
- TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
- CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFCC DOWN LINE.
- EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KM/H.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
- DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
- PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED.
- AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.75m BY CUTTING THE EARTH.
- FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR
CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT
CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE
FROM KM. 149/400 TO KM. 150/600

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 6	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments incorporated

DRAWING STAGE

☐ FOR APPROVAL☒ GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott
MacDonald JV

CONTRACTOR :



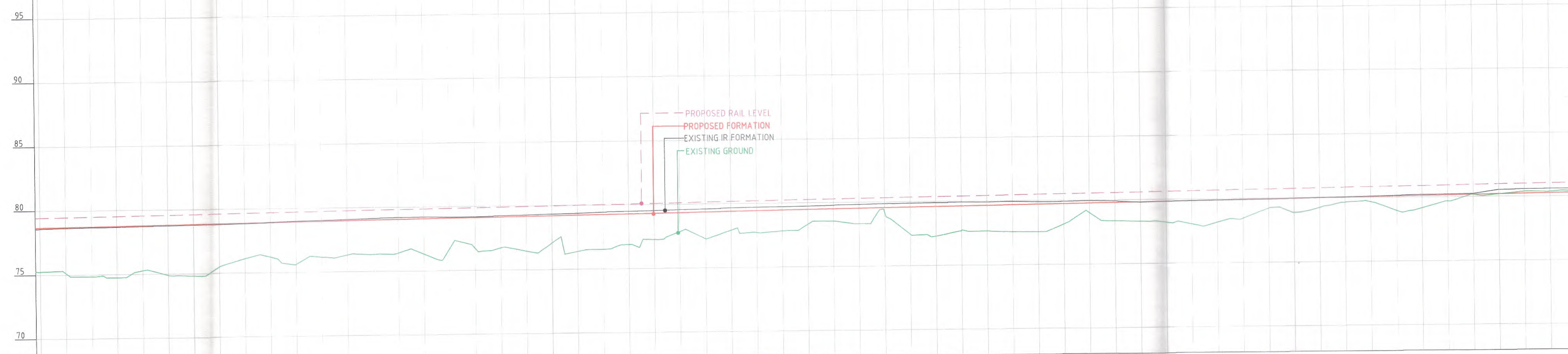
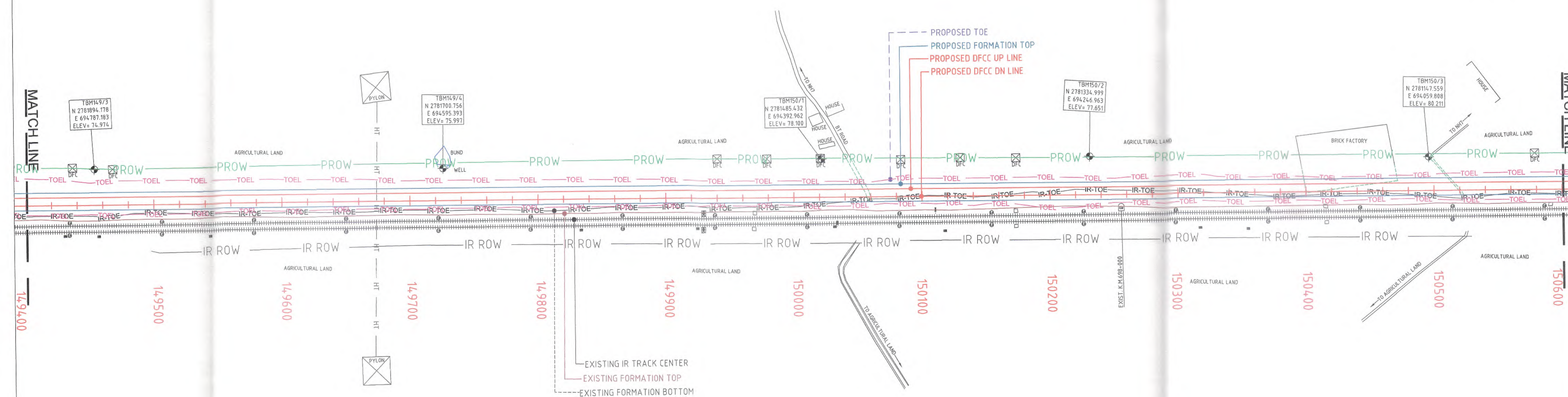
GIL - SIL JV

DESIGN CONSULTANT:

STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.OFFICE OF ORIGIN
KOLKATA

	DATE	NAME	SIGN.
DRAWN	13/04/2019	TC	
CHKD.	13/04/2019		
APPD.	13/04/2019	S. MITRA	
SUBMITTED BY GIL-SIL JV			
	DATE	NAME	SIGN.
CHKD.	13/04/2019	Reebek Gupta	
APPD.	13/04/2019	NISHU CHAKRABORTY	
NOC BY SYSTRA - Mott MacDonald JV			
	DATE	NAME	SIGN.
CHKD.	24/04/2019	ANURANJAN PRASAD	
NOC	24/04/2019	KANAL CHAKRA	
APPROVAL BY DFCC			
	DATE	NAME	SIGN.
CHKD.			
APPD.			

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COPIED OR REPRODUCED WITHOUT THEIR WRITTEN PERMISSION.

VERTICAL ALIGNMENT	L=1974.000m	L=1974.000m	L=1974.000m
HORIZONTAL ALIGNMENT	L=5957.965m	L=5957.965m	L=5957.965m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	6.500	6.500	6.500
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	16.066	16.042	16.009
FILL (+) / CUT (-)	3.426	3.576	3.860
PROPOSED FORMATION LEVELS	78.644	78.691	78.777
EXIST. IR FORMATION LEVELS	78.575	78.622	78.663
GROUND LEVELS	75.237	75.114	74.858
CHAINAGE	149400	149420	149440
THROUGH CHAINAGE			

HOWRAH

DELHI

Chainage CH- 150600 CH- 151800

SECTION-CP-201

LEGEND:-

- +++++ EXISTING IR TRACK
- PROPOSED DFCC TRACK
- PROW
- IR-TOE
- TOEL
- IR-TOE
- TOEL
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
3. TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
4. CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE.
5. EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KMPH.
6. TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
7. DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
8. PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED.
9. AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.75m BY CUTTING THE EARTH.
10. FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :



DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE
FROM KM. 150/600 TO KM. 151/800

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 7	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE

FOR APPROVAL

GOOD FOR CONSTRUCTION

PMC :



SYSTRA - Mott MacDonald JV

CONTRACTOR :



GIL - SIL JV



DESIGN CONSULTANT:

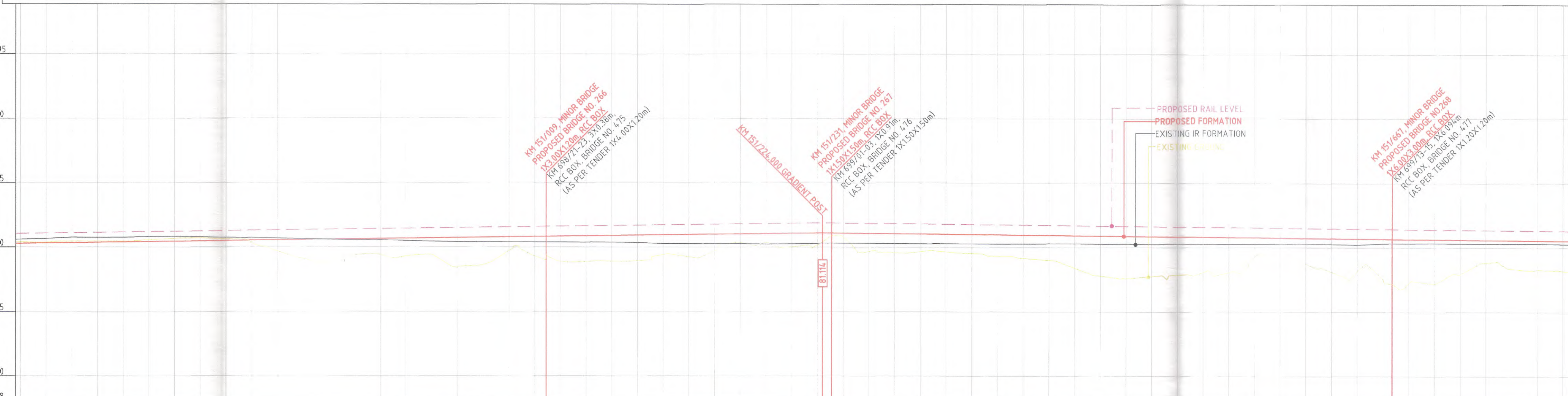
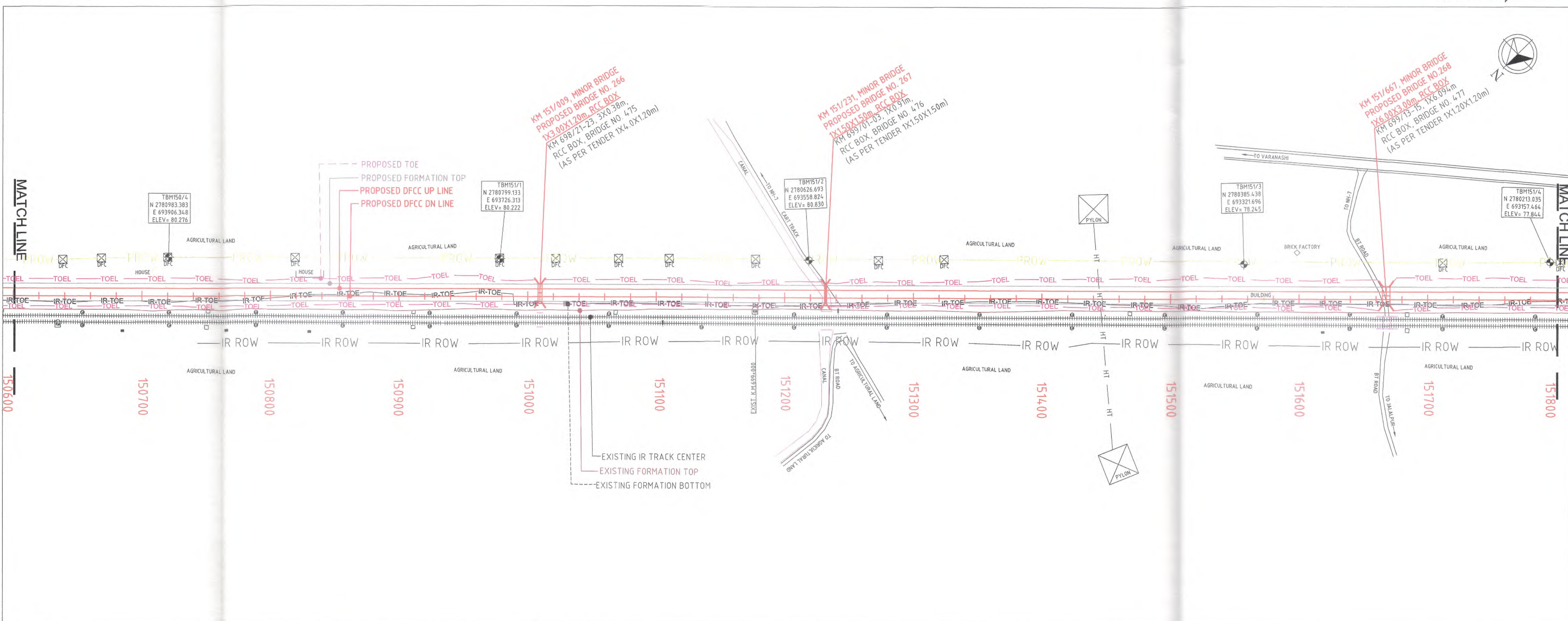
STUP Consultants Pvt. Ltd.

REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

	DATE	NAME	SIGN.
DRAWN	13/04/2019	T.C	
CHKD.	13/04/2019		
APPD.	13/04/2019	S. MITRA	
SUBMITTED BY GIL-SIL JV			
	DATE	NAME	SIGN.
CHKD.	13/04/2019	Reebek Gupta	
APPD.	13/04/2019	NISHU K.K. SINGH	
NOC BY SYSTRA - Mott MacDonald JV			
	DATE	NAME	SIGN.
CHKD.	24/04/2019	ANURANTAN PRASAD	
NOC	24/04/2019	KAMAL SHARMA	
APPROVAL BY DFCC			
	DATE	NAME	SIGN.
CHKD.			
APPD.			

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VERTICAL ALIGNMENT	G=0.134% 91 IN 744.341 L=1974.000m		G=0.134% 91 IN 744.341 L=1974.000m		L=876.000m G=-0.104% (1 IN 958.215)		L=876.000m G=-0.104% (1 IN 958.215)	
HORIZONTAL ALIGNMENT	L=5957.965m		L=5957.965m		L=5957.965m		L=5957.965m	
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	6.500	6.500	6.500	6.500	6.500	6.500	6.500	6.500
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	15.255	15.221	15.224	15.238	15.250	15.269	15.275	15.308
FILL (+)/ CUT (-)	-0.120	-0.058	-0.128	-0.108	-0.076	-0.148	-0.226	-0.252
PROPOSED FORMATION LEVELS	80.716	80.303	80.330	80.356	80.383	80.410	80.437	80.464
EXIST. IR FORMATION LEVELS	80.596	80.645	80.752	80.753	80.761	80.788	80.815	80.794
GROUND LEVELS	80.336	80.161	80.157	80.164	80.154	80.153	80.164	80.175
CHAINAGE	150600	150620	150640	150660	150680	150700	150720	150740
THROUGH CHAINAGE								

←HOWRAH

DELHI→

Chainage | CH- 151800 CH- 153000

SECTION-CP-201

LEGEND:-

- +++++ EXISTING IR TRACK
- PROPOSED DFCC TRACK
- PROW
- IR-TOE
- TOEL
- DFCC ROW LINE
- EXISTING IR TOE LINE
- DFCC TOE LINE

NOTES:-

1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL COORDINATES ARE BASED ON WGS 84 PROJECTION IN UTM ZONE 44.
3. TOP WIDTH OF FORMATION IS 13.5M FOR DOUBLE LINE IN STRAIGHT SECTION.
4. CHAINAGE AND LEVELS AS SHOWN IN THE DRAWING IS BASED ON THE DFC DOWN LINE
5. EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KM/H.
6. TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.00m AT STRAIGHT SECTION.
7. DRAIN SHALL BE PROVIDED BETWEEN IR AND DFC TRACKS TO DRAIN OUT RAINWATER.
8. PUBLIC UTILITIES, HT/LT LINES, ETC. INTERFERING DFC TRACKS SHALL BE RELOCATED
9. AT THE LOCATIONS WHERE FORMATION HEIGHT IS <1.75m, IT IS PROPOSED TO MAKE THE FORMATION HEIGHT TO 1.750m BY CUTTING THE EARTH
10. FOR LEGEND AND ABBREVIATION REFER RELEVANT DRAWING.

EMPLOYER :

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

PROJECT :

EASTERN DEDICATED FREIGHT CORRIDOR (PACKAGE - 201)

TITLE :

ALIGNMENT PLAN & PROFILE FROM KM. 151/800 TO KM. 153/000

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 2 8	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS		
REV	DATE	REMARKS
0	19/09/2018	DEFINITIVE
1	28/12/2018	Ltr No.PMCS/EDFC2/LTT/2018/8081 Comments Incorporated

DRAWING STAGE	
☐ FOR APPROVAL	
☒ GOOD FOR CONSTRUCTION	

PMC : **SYSTRA - Mott MacDonald JV**

CONTRACTOR : **GIL - SIL JV**

DESIGN CONSULTANT: **STUP Consultants Pvt. Ltd.**
REGISTERED OFFICE : 1004-5 RAHEJA CHAMBERS, NARIMAN POINT, MUMBAI 400 021.
OFFICE OF ORIGIN KOLKATA

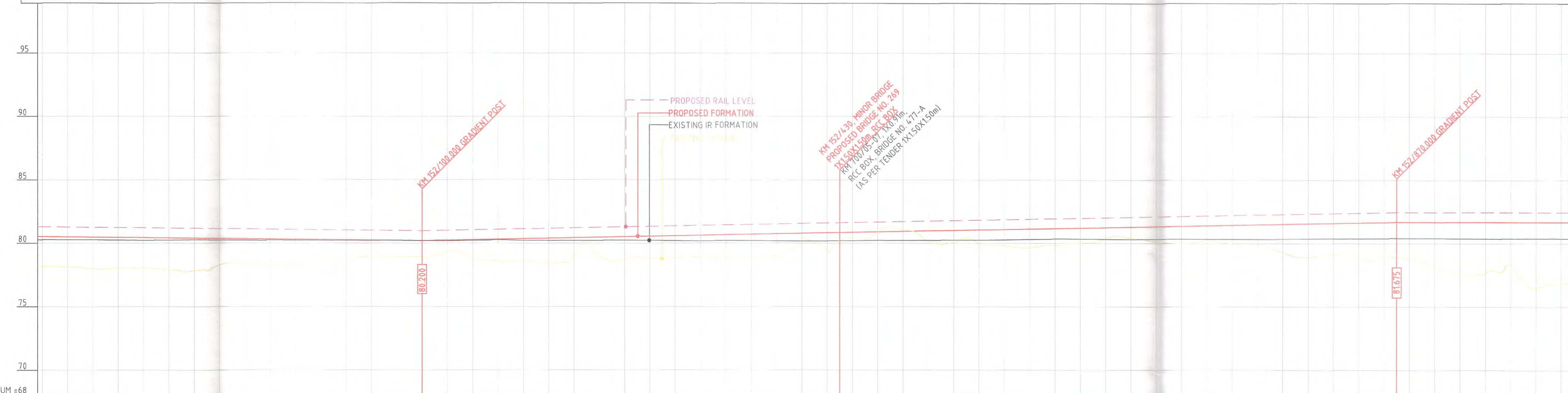
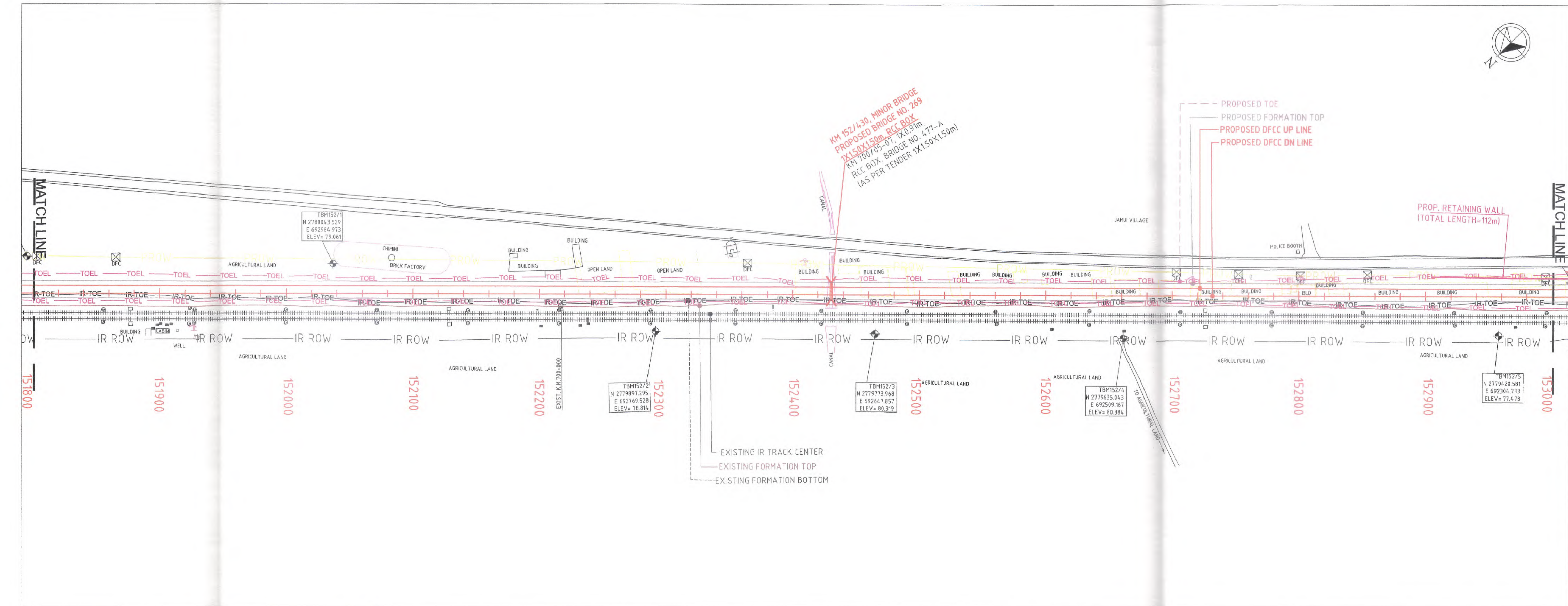
DATE	NAME	SIGN.
DRAWN 13/04/2019	TC	
CHKD. 13/04/2019		
APPD. 13/04/2019	S. MITRA	

SUBMITTED BY **GIL-SIL JV**
DATE 19/04/2019
NAME *Nisheth K. Singh*
CHKD. 19/04/2019
APPD. 19/04/2019
NOC BY **SYSTRA - Mott MacDonald JV**

DATE	NAME	SIGN.
CHKD. 24/04/2019	ANURANTAN PRASAD	
NOC 24/04/2019	KAMAL SHARMA	

DATE	NAME	SIGN.
APPD.		

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VERTICAL ALIGNMENT	L=876.000m G=0.104% (1 IN 958.215)										G=0.192% (1 IN 522.083) L=770.000m										G=0.192% (1 IN 522.083) L=770.000m										G=0.000% (LEVEL) L=747.500m																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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| HORIZONTAL ALIGNMENT | L=5957.965m | | | | | | | | | | | | | | | | | | | | L=5957.965m | | | | | | | | | | | | | | | | | | | | L=5957.965m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT | 6.000 | | | | | | | | | | | | | | | | | | | | 6.000 | | | | | | | | | | | | | | | | | | | | 6.000 | 6.000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN | 15.324 | | | | | | | | | | | | | | | | | | | | 15.312 | | | | | | | | | | | | | | | | | | | | 15.308 | 15.304 | 15.300 | 15.296 | 15.292 | 15.288 | 15.284 | 15.280 | 15.276 | 15.272 | 15.268 | 15.264 | 15.260 | 15.256 | 15.252 | 15.248 | 15.244 | 15.240 | 15.236 | 15.232 | 15.228 | 15.224 | 15.220 | 15.216 | 15.212 | 15.208 | 15.204 | 15.200 | 15.196 | 15.192 | 15.188 | 15.184 | 15.180 | 15.176 | 15.172 | 15.168 | 15.164 | 15.160 | 15.156 | 15.152 | 15.148 | 15.144 | 15.140 | 15.136 | 15.132 | 15.128 | 15.124 | 15.120 | 15.116 | 15.112 | 15.108 | 15.104 | 15.100 | 15.096 | 15.092 | 15.088 | 15.084 | 15.080 | 15.076 | 15.072 | 15.068 | 15.064 | 15.060 | 15.056 | 15.052 | 15.048 | 15.044 | 15.040 | 15.036 | 15.032 | 15.028 | 15.024 | 15.020 | 15.016 | 15.012 | 15.008 | 15.004 | 15.000 | 14.996 | 14.992 | 14.988 | 14.984 | 14.980 | 14.976 | 14.972 | 14.968 | 14.964 | 14.960 | 14.956 | 14.952 | 14.948 | 14.944 | 14.940 | 14.936 | 14.932 | 14.928 | 14.924 | 14.920 | 14.916 | 14.912 | 14.908 | 14.904 | 14.900 | 14.896 | 14.892 | 14.888 | 14.884 | 14.880 | 14.876 | 14.872 | 14.868 | 14.864 | 14.860 | 14.856 | 14.852 | 14.848 | 14.844 | 14.840 | 14.836 | 14.832 | 14.828 | 14.824 | 14.820 | 14.816 | 14.812 | 14.808 | 14.804 | 14.800 | 14.796 | 14.792 | 14.788 | 14.784 | 14.780 | 14.776 | 14.772 | 14.768 | 14.764 | 14.760 | 14.756 | 14.752 | 14.748 | 14.744 | 14.740 | 14.736 | 14.732 | 14.728 | 14.724 | | | |
 | | | | | | | | | | | | | | | | 14.720 | 14.716 | 14.712 | 14.708 | 14.704 | 14.700 | 14.696 | 14.692 | 14.688 | 14.684 | 14.680 | 14.676 | 14.672 | 14.668 | 14.664 | 14.660 | 14.656 | 14.652 | 14.648 | 14.644 | 14.640 | 14.636 | 14.632 | 14.628 | 14.624 | 14.620 | 14.616 | 14.612 | 14.608 | 14.604 | 14.600 | 14.596 | 14.592 | 14.588 | 14.584 | 14.580 | 14.576 | 14.572 | 14.568 | 14.564 | 14.560 | 14.556 | 14.552 | 14.548 | 14.544 | 14.540 | 14.536 | 14.532 | 14.528 | 14.524 | 14.520 | 14.516 | 14.512 | 14.508 | 14.504 | 14.500 | 14.496 | 14.492 | 14.488 | 14.484 | 14.480 | 14.476 | 14.472 | 14.468 | 14.464 | 14.460 | 14.456 | 14.452 | 14.448 | 14.444 | 14.440 | 14.436 | 14.432 | 14.428 | 14.424 | 14.420 | 14.416 | 14.412 | 14.408 | 14.404 | 14.400 | 14.396 | 14.392 | 14.388 | 14.384 | 14.380 | 14.376 | 14.372 | 14.368 | 14.364 | 14.360 | 14.356 | 14.352 | 14.348 | 14.344 | 14.340 | 14.336 | 14.332 | 14.328 | 14.324 | 14.320 | 14.316 | 14.312 | 14.308 | 14.304 | 14.300 | 14.296 | 14.292 | 14.288 | 14.284 | 14.280 | 14.276 | 14.272 | 14.268 | 14.264 | 14.260 | 14.256 | 14.252 | 14.248 | 14.244 | 14.240 | 14.236 | 14.232 | 14.228 | 14.224 | 14.220 | 14.216 | 14.212 | 14.208 | 14.204 | 14.200 | 14.196 | 14.192 | 14.188 | 14.184 | 14.180 | 14.176 | 14.172 | 14.168 | 14.164 | 14.160 | 14.156 | 14.152 | 14.148 | 14.144 | 14.140 | 14.136 | 14.132 | 14.128 | 14.124 | 14.120 | | | | | | | | | | | | | | |
| | | | | 14.116 | 14.112 | 14.108 | 14.104 | 14.100 | 14.096 | 14.092 | 14.088 | 14.084 | 14.080 | 14.076 | 14.072 | 14.068 | 14.064 | 14.060 | 14.056 | 14.052 | 14.048 | 14.044 | 14.040 | 14.036 | 14.032 | 14.028 | 14.024 | 14.020 | 14.016 | 14.012 | 14.008 | 14.004 | 14.000 | 13.996 | 13.992 | 13.988 | 13.984 | 13.980 | 13.976 | 13.972 | 13.968 | 13.964 | 13.960 | 13.956 | 13.952 | 13.948 | 13.944 | 13.940 | 13.936 | 13.932 | 13.928 | 13.924 | 13.920 | 13.916 | 13.912 | 13.908 | 13.904 | 13.900 | 13.896 | 13.892 | 13.888 | 13.884 | 13.880 | 13.876 | 13.872 | 13.868 | 13.864 | 13.860 | 13.856 | 13.852 | 13.848 | 13.844 | 13.840 | 13.836 | 13.832 | 13.828 | 13.824 | 13.820 | 13.816 | 13.812 | 13.808 | 13.804 | 13.800 | 13.796 | 13.792 | 13.788 | 13.784 | 13.780 | 13.776 | 13.772 | 13.768 | 13.764 | 13.760 | 13.756 | 13.752 | 13.748 | 13.744 | 13.740 | 13.736 | 13.732 | 13.728 | 13.724 | 13.720 | 13.716 | 13.712 | 13.708 | 13.704 | 13.700 | 13.696 | 13.692 | 13.688 | 13.684 | 13.680 | 13.676 | 13.672 | 13.668 | 13.664 | 13.660 | 13.656 | 13.652 | 13.648 | 13.644 | 13.640 | 13.636 | 13.632 | 13.628 | 13.624 | 13.620 | 13.616 | 13.612 | 13.608 | 13.604 | 13.600 | 13.596 | 13.592 | 13.588 | 13.584 | 13.580 | 13.576 | 13.572 | 13.568 | 13.564 | 13.560 | 13.556 | 13.552 | 13.548 | 13.544 | 13.540 | 13.536 | 13.532 | 13.528 | 13.524 | 13.520 | 13.516 | 13.512 | | | |
 | | | | | | | | | | | | | | | 13.508 | 13.504 | 13.500 | 13.496 | 13.492 | 13.488 | 13.484 | 13.480 | 13.476 | 13.472 | 13.468 | 13.464 | 13.460 | 13.456 | 13.452 | 13.448 | 13.444 | 13.440 | 13.436 | 13.432 | 13.428 | 13.424 | 13.420 | 13.416 | 13.412 | 13.408 | 13.404 | 13.400 | 13.396 | 13.392 | 13.388 | 13.384 | 13.380 | 13.376 | 13.372 | 13.368 | 13.364 | 13.360 | 13.356 | 13.352 | 13.348 | 13.344 | 13.340 | 13.336 | 13.332 | 13.328 | 13.324 | 13.320 | 13.316 | 13.312 | 13.308 | 13.304 | 13.300 | 13.296 | 13.292 | 13.288 | 13.284 | 13.280 | 13.276 | 13.272 | 13.268 | 13.264 | 13.260 | 13.256 | 13.252 | 13.248 | 13.244 | 13.240 | 13.236 | 13.232 | 13.228 | 13.224 | 13.220 | 13.216 | 13.212 | 13.208 | 13.204 | 13.200 | 13.196 | 13.192 | 13.188 | 13.184 | 13.180 | 13.176 | 13.172 | 13.168 | 13.164 | 13.160 | 13.156 | 13.152 | 13.148 | 13.144 | 13.140 | 13.136 | 13.132 | 13.128 | 13.124 | 13.120 | 13.116 | 13.112 | 13.108 | 13.104 | 13.100 | 13.096 | 13.092 | 13.088 | 13.084 | 13.080 | 13.076 | 13.072 | 13.068 | 13.064 | 13.060 | 13.056 | 13.052 | 13.048 | 13.044 | 13.040 | 13.036 | 13.032 | 13.028 | 13.024 | 13.020 | 13.016 | 13.012 | 13.008 | 13.004 | 13.000 | 12.996 | 12.992 | 12.988 | 12.984 | 12.980 | 12.976 | 12.972 | 12.968 | 12.964 | 12.960 | 12.956 | 12.952 | 12.948 | 12.944 | 12.940 | 12.936 | 12.932 | 12.928 | 12.924 | 12.920 | 12.916 | 12.912 | 12.908 | | | | | | | | | | | | | | | |
 | | | | 12.904 | 12.900 | 12.896 | 12.892 | 12.888 | 12.884 | 12.880 | 12.876 | 12.872 | 12.868 | 12.864 | 12.860 | 12.856 | 12.852 | 12.848 | 12.844 | 12.840 | 12.836 | 12.832 | 12.828 | 12.824 | 12.820 | 12.816 | 12.812 | 12.808 | 12.804 | 12.800 | 12.796 | 12.792 | 12.788 | 12.784 | 12.780 | 12.776 | 12.772 | 12.768 | 12.764 | 12.760 | 12.756 | 12.752 | 12.748 | 12.744 | 12.740 | 12.736 | 12.732 | 12.728 | 12.724 | 12.720 | 12.716 | 12.712 | 12.708 | 12.704 | 12.700 | 12.696 | 12.692 | 12.688 | 12.684 | 12.680 | 12.676 | 12.672 | 12.668 | 12.664 | 12.660 | 12.656 | 12.652 | 12.648 | 12.644 | 12.640 | 12.636 | 12.632 | 12.628 | 12.624 | 12.620 | 12.616 | 12.612 | 12.608 | 12.604 | 12.600 | 12.596 | 12.592 | 12.588 | 12.584 | 12.580 | 12.576 | 12.572 | 12.568 | 12.564 | 12.560 | 12.556 | 12.552 | 12.548 | 12.544 | 12.540 | 12.536 | 12.532 | 12.528 | 12.524 | 12.520 | 12.516 | 12.512 | 12.508 | 12.504 | 12.500 | 12.496 | 12.492 | 12.488 | 12.484 | 12.480 | 12.476 | 12.472 | 12.468 | 12.464 | 12.460 | 12.456 | 12.452 | 12.448 | 12.444 | 12.440 | 12.436 | 12.432 | 12.428 | 12.424 | 12.420 | 12.416 | 12.412 | 12.408 | 12.404 | 12.400 | 12.396 | 12.392 | 12.388 | 12.384 | 12.380 | 12.376 | 12.372 | 12.368 | 12.364 | 12.360 | 12.356 | 12.352 | 12.348 | 12.344 | 12.340 | 12.336 | 12.332 | 12.328 | 12.324 | 12.320 | 12.316 | 12.312 | 12.308 | 12.304 | 12.300 | | | | |
| | | | | | | | | | | | | | | 12.296 | 12.292 | 12.288 | 12.284 | 12.280 | 12.276 | 12.272 | 12.268 | 12.264 | 12.260 | 12.256 | 12.252 | 12.248 | 12.244 | 12.240 | 12.236 | 12.232 | 12.228 | 12.224 | 12.220 | 12.216 | 12.212 | 12.208 | 12.204 | 12.200 | 12.196 | 12.192 | 12.188 | 12.184 | 12.180 | 12.176 | 12.172 | 12.168 | 12.164 | 12.160 | 12.156 | 12.152 | 12.148 | 12.144 | 12.140 | 12.136 | 12.132 | 12.128 | 12.124 | 12.120 | 12.116 | 12.112 | | | | | | | | | | | | | | | | | | | |

