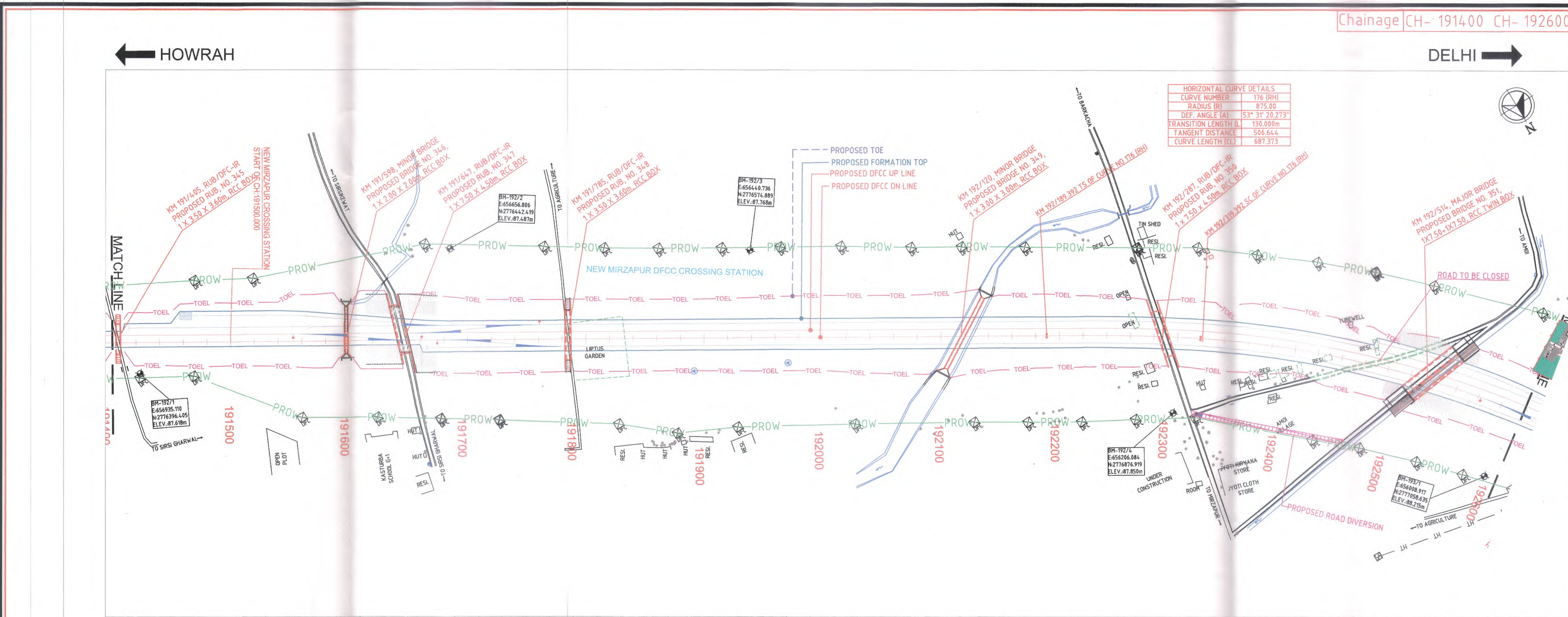
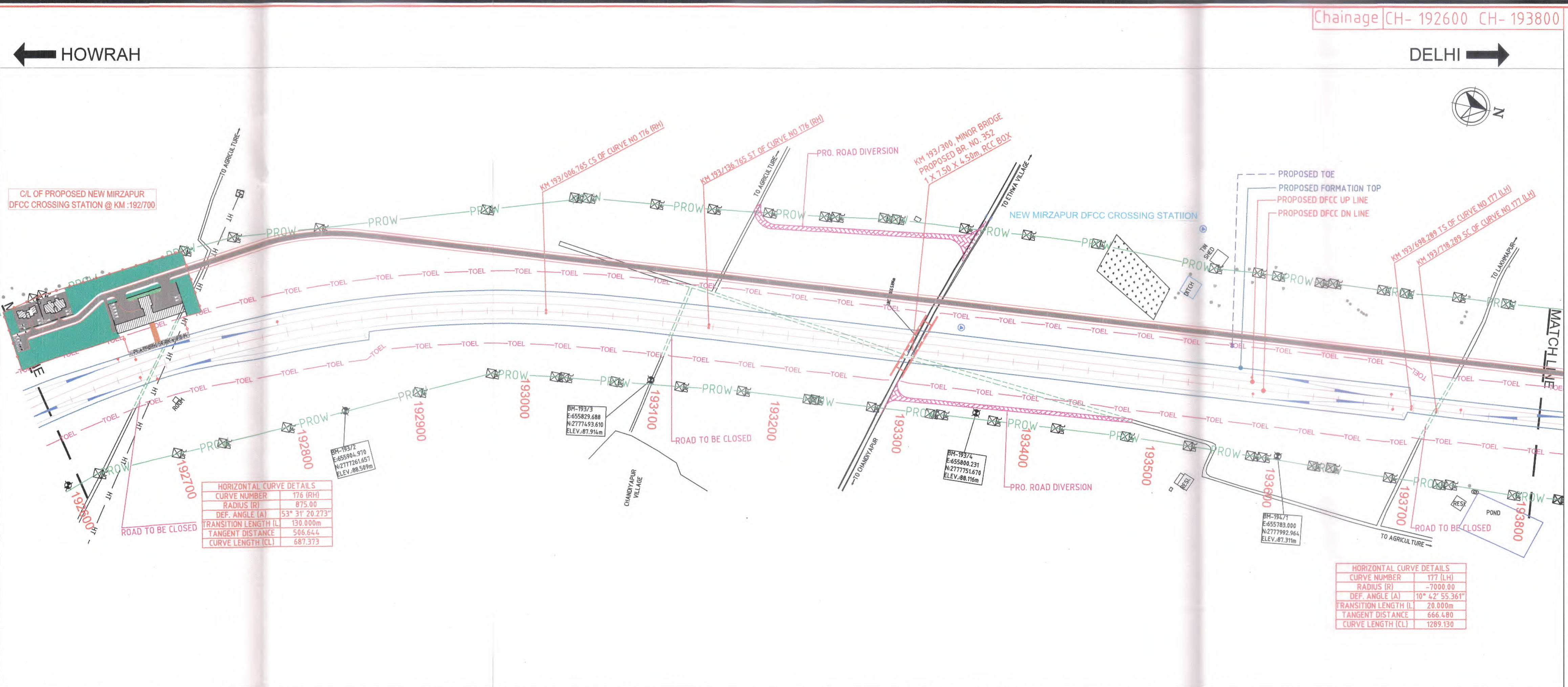




VERTICAL ALIGNMENT	G=0.013 (1 IN 7976.399) L=3765.000m		G=0.013 (1 IN 7976.399) L=3765.000m		G=0.013 (1 IN 7976.399) L=3765.000m	
HORIZONTAL ALIGNMENT	L=1475.466m		L=1475.466m		L=130.000m	
LHS R.O.W. DISTANCE FROM DOWN LINE TRACK	48.136	49.232	50.327	51.423	52.526	53.628
RHS R.O.W. DISTANCE FROM DOWN TRACK	29.811	29.586	29.417	28.667	28.151	27.390
FILL (+)/ CUT (-)	7.213	7.655	7.333	7.158	7.131	7.236
PROPOSED FORMATION LEVELS	95.124	95.126	95.129	95.134	95.136	95.139
EXIST. IR FORMATION LEVELS	87.310	87.861	87.796	87.433	87.445	87.356
GROUND LEVELS	87.310	87.861	87.796	87.433	87.445	87.356
CHAINAGE	191400	191420	191440	191460	191480	191500
THROUGH CHAINAGE	191400	191420	191440	191460	191480	191500



VERTICAL ALIGNMENT	G=0.013 (1 IN 7976.399) L=3765.000m		G=0.013 (1 IN 7976.399) L=3765.000m		G=0.013 (1 IN 7976.399) L=3765.000m	
HORIZONTAL ALIGNMENT	L=687.373m		L=130.000m		L=561.525m	
LHS R.O.W DISTANCE FROM DOWN LINE TRACK	84.648	84.845	84.151	82.730	81.813	81.396
RHS R.O.W DISTANCE FROM DOWN TRACK	63.970	62.833	65.677	68.082	70.053	71.596
FILL (+)/ CUT (-)	6.90	6.987	7.022	6.970	6.922	6.942
PROPOSED FORMATION LEVELS	95.274	95.276	95.279	95.281	95.284	95.286
EXIST. IR FORMATION LEVELS	88.323	88.290	88.257	88.312	88.362	88.344
GROUND LEVELS	88.323	88.290	88.257	88.312	88.362	88.344
CHAINAGE	192600	192620	192640	192660	192680	192700
THROUGH CHAINAGE	192600	192620	192640	192660	192680	192700

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 EMBANKMENT / 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. 6.0M 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 IS 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. 193/800 TO KM. 195/000

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 6 3	A1	1	HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS

REV	DATE	REMARKS
0	22/06/2016	DEFINITIVE
1	17/07/2018	Ltr No.PMCS/EDFC2/LTT/2016/02308 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

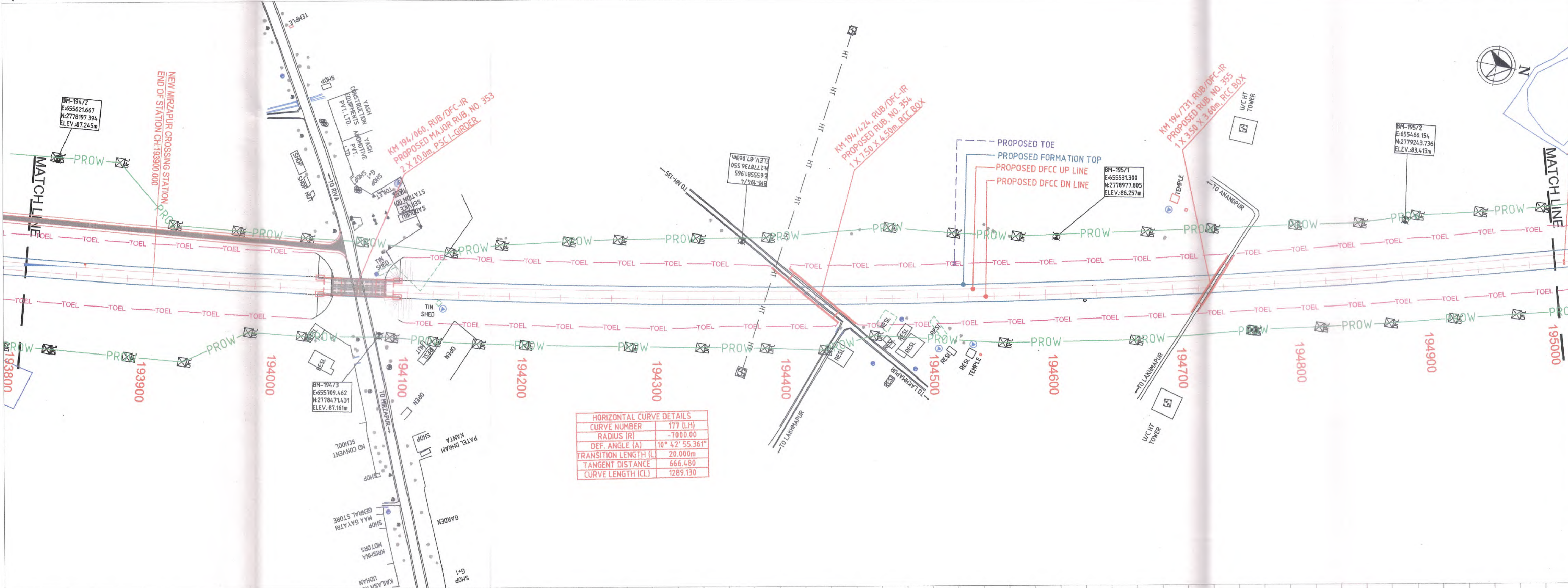
DRAWN	DATE	NAME	SIGN.
CHKD.	01/02/2013	T.C	
APPD.	01/02/2013	S. MITRA	
SUBMITTED BY GIL-SIL JV			
DATE	NAME	SIGN.	
CHKD.	01/02/2019	Deepika Gupta	
APPD.	01/02/2019	NISHCHETAN SINGH	
NOC BY SYSTRA - Mott MacDonald JV			
DATE	NAME	SIGN.	
CHKD.	15/02/2019	ANURANJAN PRASAD	
NOC	15/02/2019	P. AMERIKANOS	
APPROVAL BY DFCC			
DATE	NAME	SIGN.	
CHKD.			
APPD.			

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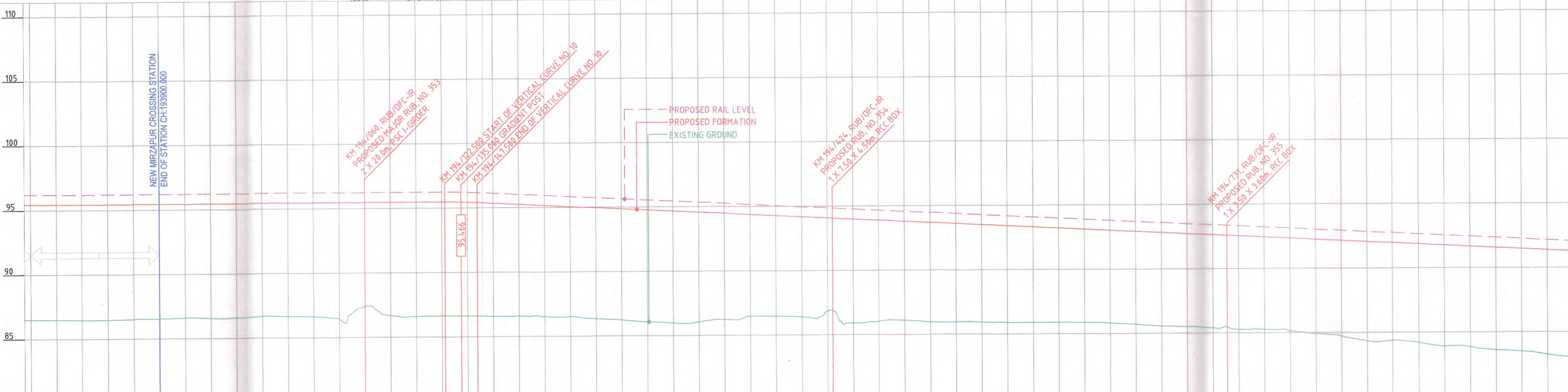
Chainage CH- 193800 CH- 195000

HOWRAH

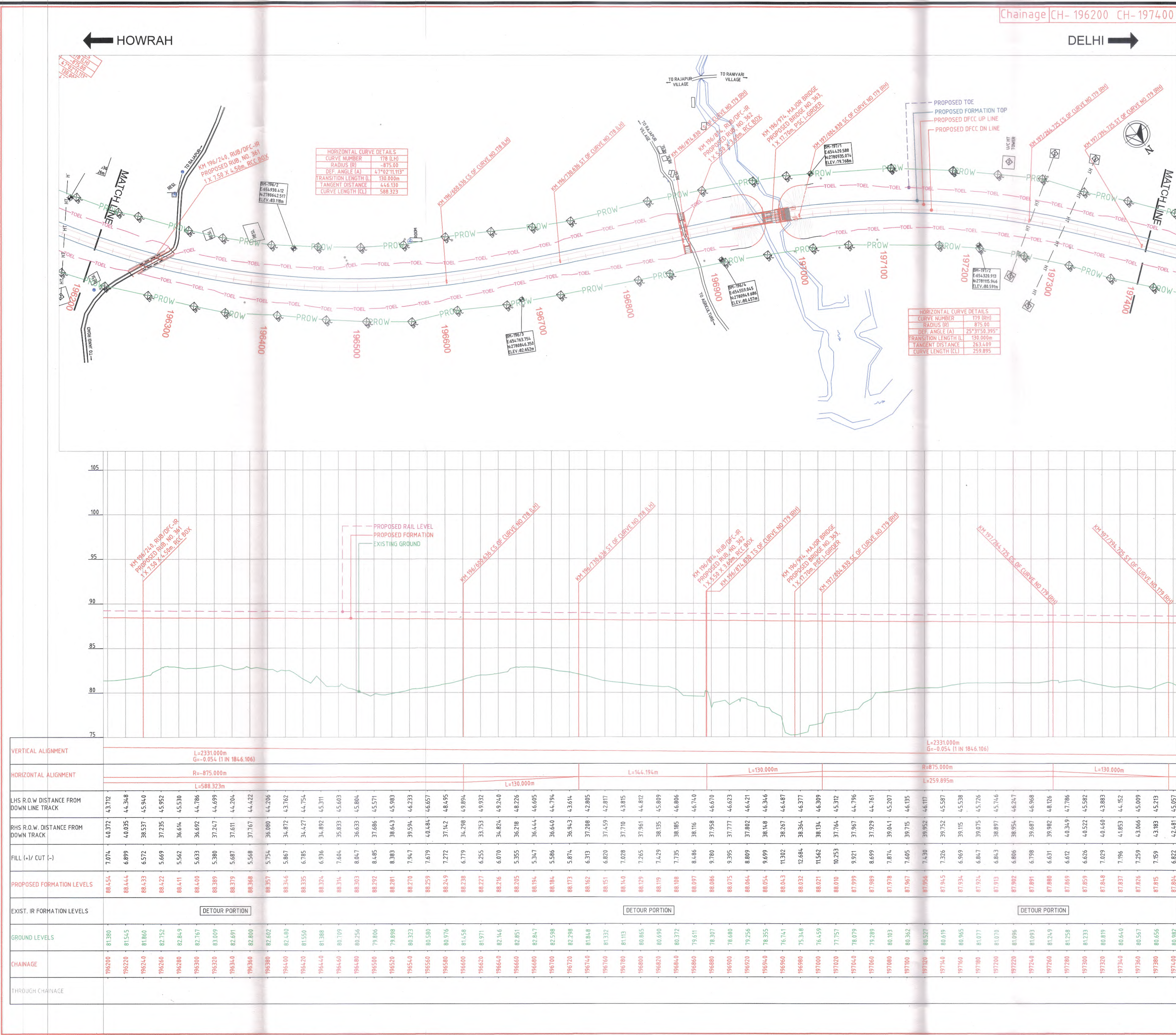
DELHI



HORIZONTAL CURVE DETAILS	
CURVE NUMBER	177 (LH)
RADIUS (R)	7000.00
DEGREE ANGLE (A)	16° 42' 55.36"
TRANSITION LENGTH (L)	20.000m
TANGENT DISTANCE	666.480
CURVE LENGTH (CL)	1289.130



VERTICAL ALIGNMENT	G=0.013 (1 IN 7976.399) L=3765.000m										L=1350.000m G=-0.483 (1 IN 207.135)										L=1289.130m G=-0.483 (1 IN 207.135)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
HORIZONTAL ALIGNMENT	R=7000.000m L=1289.130m										R=7000.000m L=1289.130m										R=7000.000m L=1289.130m																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
LHS R.O.W. DISTANCE FROM DOWN LINE TRACK	90.536	59.679	8.926	95.424	95.427	8.931	59.530	90.546	59.665	8.955	95.429	95.432	8.954	60.477	90.230	61.047	77.828	61.606	57.993	43.947	55.533	43.394	42.784	44.990	36.375	41.188	36.822	40.668	39.581	36.494	39.202	35.847	38.766	35.258	37.267	35.794	35.640	33.955	36.987	37.466	34.389	37.834	37.820	40.474	42.113	43.695	44.856	45.864	46.555	47.116	47.619	48.015	48.333	48.594	50.101	51.639	53.119	54.542	55.516	53.999	51.223	49.521	48.106	46.772	46.918	47.007	47.039	47.014	46.933	46.795	46.600	46.369	46.112	45.798	45.408	44.824	44.482	44.562	45.672	46.278	45.846	45.356	45.095	37.641	44.823																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
RHS R.O.W. DISTANCE FROM DOWN TRACK	90.536	59.679	8.926	95.424	95.427	8.931	59.530	90.546	59.665	8.955	95.429	95.432	8.954	60.477	90.230	61.047	77.828	61.606	57.993	43.947	55.533	43.394	42.784	44.990	36.375	41.188	36.822	40.668	39.581	36.494	39.202	35.847	38.766	35.258	37.267	35.794	35.640	33.955	36.987	37.466	34.389	37.834	37.820	40.474	42.113	43.695	44.856	45.864	46.555	47.116	47.619	48.015	48.333	48.594	50.101	51.639	53.119	54.542	55.516	53.999	51.223	49.521	48.106	46.772	46.918	47.007	47.039	47.014	46.933	46.795	46.600	46.369	46.112	45.798	45.408	44.824	44.482	44.562	45.672	46.278	45.846	45.356	45.095	37.641	44.823																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
FILL (+)/ CUT (-)	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926	8.926



SECTION-CP-201

LEGEND:-

- +++++ EXISTING IR TRACK
- PROPOSED DFCC TRACK
- PROW --- PROW --- DFCC ROW LINE
- IR-TOE --- IR-TOE --- 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 EMBANKMENT / 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. 6.0M 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 IS 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. 197/400 TO KM. 198/600

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

REV	DATE	REMARKS
0	22/06/2016	DEFINITIVE
1	17/07/2018	Ltr No.PMCS/EDFC2/LTT/2016/02308 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.

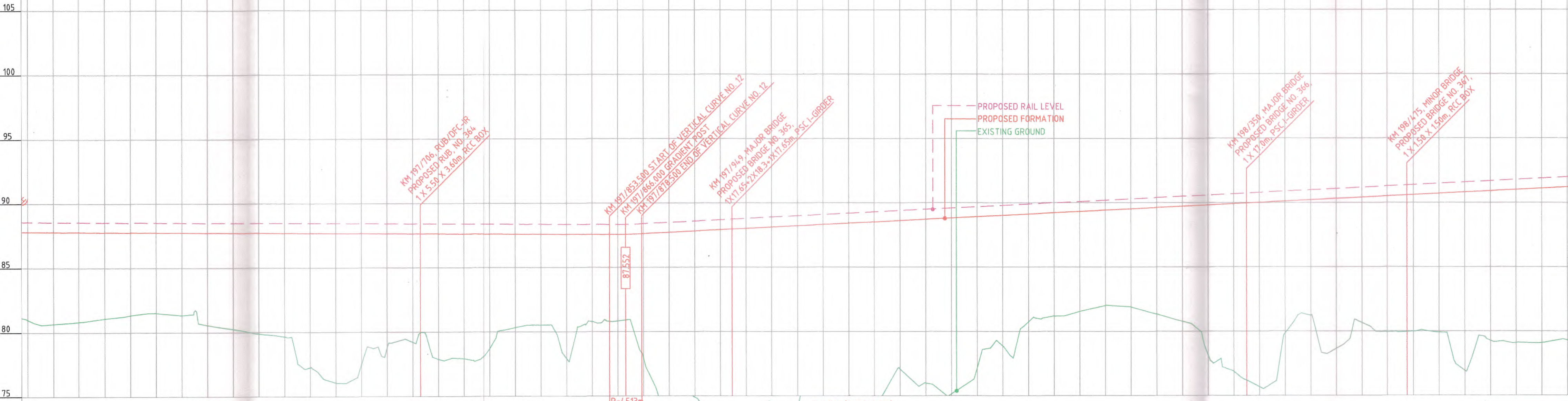
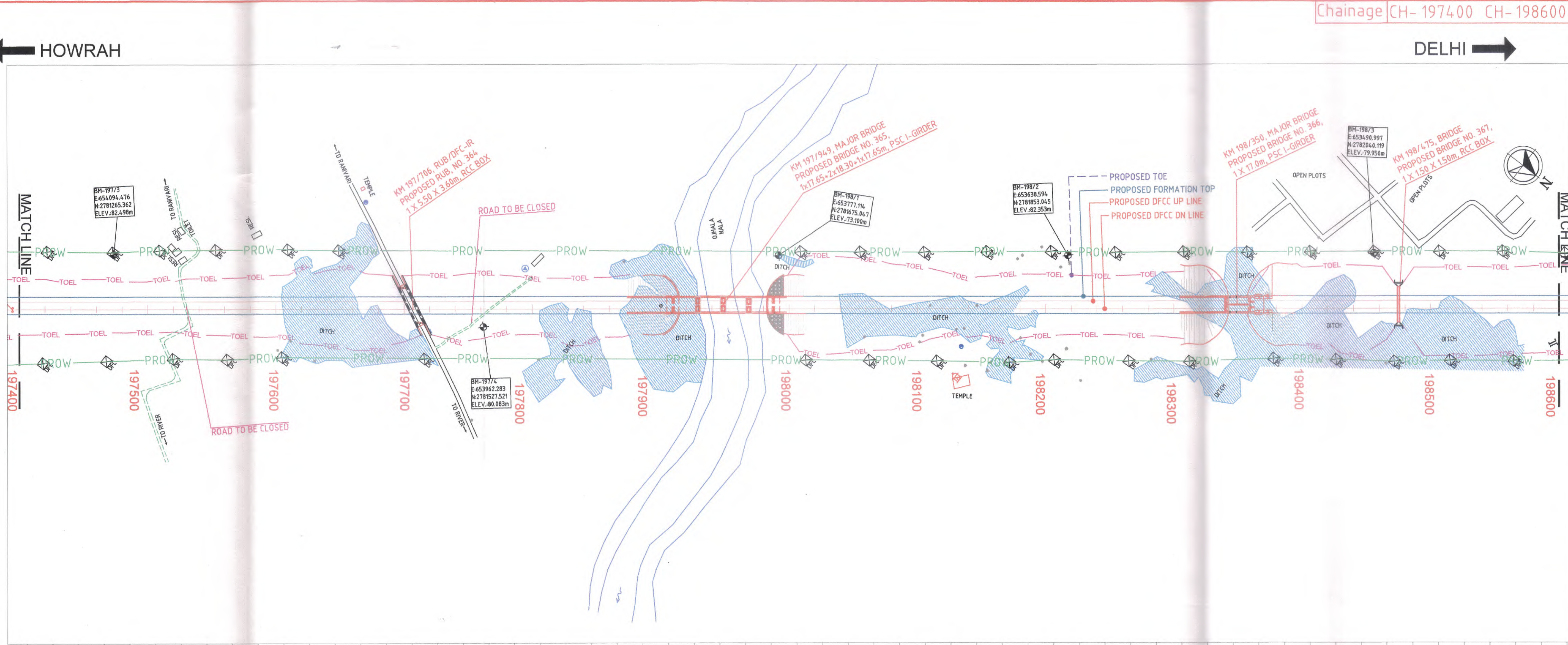
OFFICE OF ORIGIN
KOLKATA

DATE	NAME	SIGN.
DRAWN 01/07/2019	TC	
CHKD. 01/07/2019		
APPD. 01/07/2019	S. Kumar	
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN.
CHKD. 01/07/2019	Rashish Gupta	
APPD. 01/07/2019	NISHETH R. SINGH	
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN.
CHKD. 25/02/2019	ANURANTAN PRASAD	
NOC 15/02/2019	P. Amerikano	
APPROVAL BY DFCC		
DATE	NAME	SIGN.
CHKD.		
APPD.		

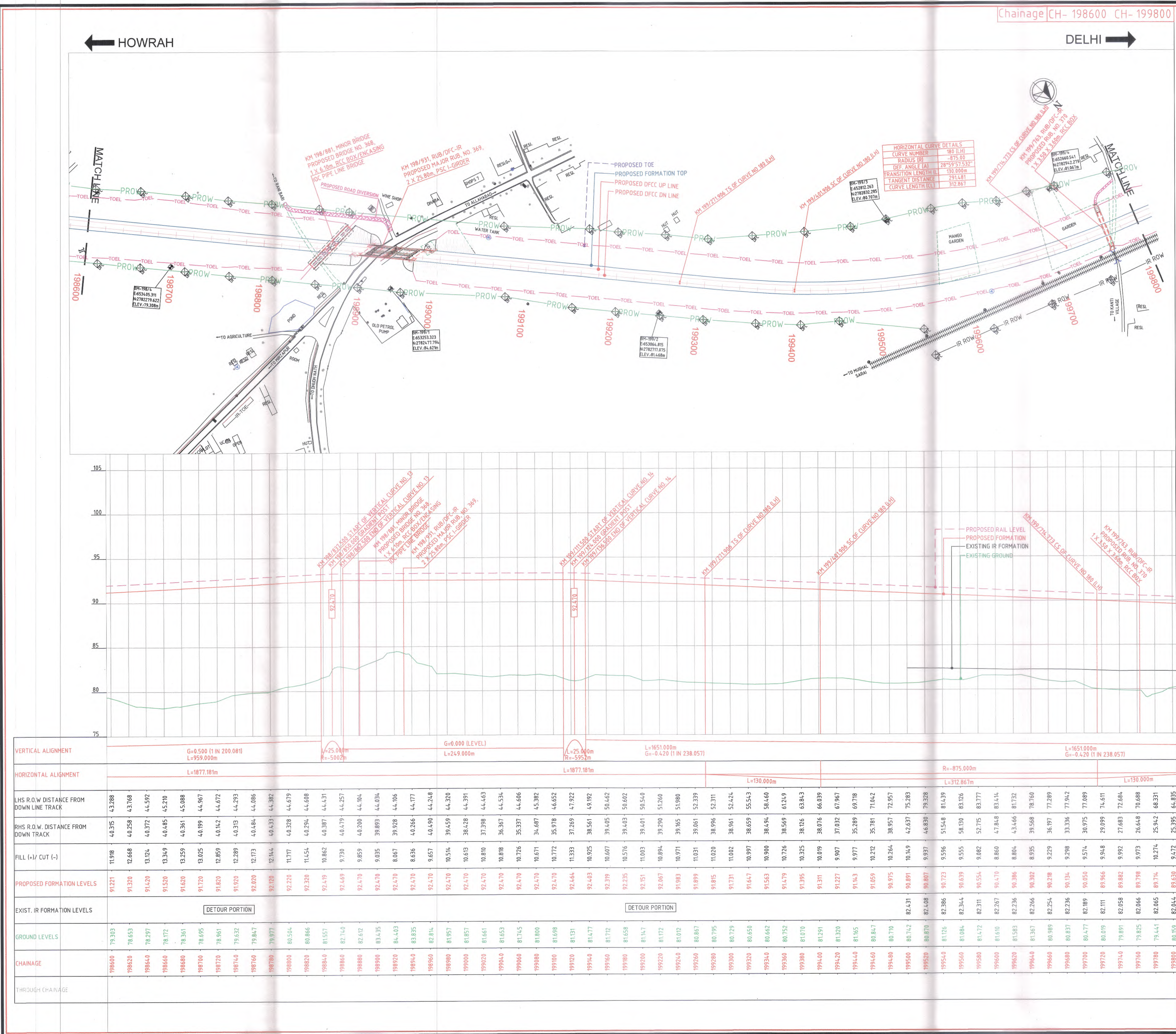
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HOWRAH

DELHI



VERTICAL ALIGNMENT	L=2331.000m G=-0.054 (1 IN 184.6.106)
HORIZONTAL ALIGNMENT	L=1877.181m
LHS R.O.W DISTANCE FROM DOWN LINE TRACK	45.057 44.906 44.730 44.551 44.366 44.181 39.841 39.235 35.383 38.643 45.824 38.854 46.047 39.066 46.210 38.348 46.267 37.541 46.312 37.443 46.171 37.562 45.870 37.681 45.705 37.800 45.649 37.920 45.593 38.039 45.537 38.158 45.480 38.277 45.424 38.396 45.368 38.515 45.312 38.635 45.256 38.754 45.200 38.873 45.143 38.992 45.087 39.111 45.031 39.230 44.975 39.349 44.919 39.469 44.863 39.588 44.806 39.707 44.750 39.800 44.639 39.845 44.484 39.890 44.351 40.083 44.289 40.295 44.227 40.551 44.375 40.937 44.600 41.323 44.769 41.083 44.805 39.976 44.840 40.111 44.804 39.976 44.577 40.061 44.231 40.330 44.037 40.503 44.237 40.646 44.437 40.848 44.559 40.801 44.483 44.593 40.267 44.639 40.389 44.691 40.512 44.609 40.442 43.948 40.375 43.288
RHS R.O.W DISTANCE FROM DOWN LINE TRACK	42.481 41.778 41.122 40.466 39.841 39.235 35.383 38.643 45.824 38.854 46.047 39.066 46.210 38.348 46.267 37.541 46.312 37.443 46.171 37.562 45.870 37.681 45.705 37.800 45.649 37.920 45.593 38.039 45.537 38.158 45.480 38.277 45.424 38.396 45.368 38.515 45.312 38.635 45.256 38.754 45.200 38.873 45.143 38.992 45.087 39.111 45.031 39.230 44.975 39.349 44.919 39.469 44.863 39.588 44.806 39.707 44.750 39.800 44.639 39.845 44.484 39.890 44.351 40.083 44.289 40.295 44.227 40.551 44.375 40.937 44.600 41.323 44.769 41.083 44.805 39.976 44.840 40.111 44.804 39.976 44.577 40.061 44.231 40.330 44.037 40.503 44.237 40.646 44.437 40.848 44.559 40.801 44.483 44.593 40.267 44.639 40.389 44.691 40.512 44.609 40.442 43.948 40.375 43.288
FILL (+)/ CUT (-)	6.822 7.020 6.855 6.687 6.430 6.247 6.044 5.824 5.537 5.256 4.975 4.694 4.413 4.132 3.851 3.570 3.289 3.008 2.727 2.446 2.165 1.884 1.603 1.322 1.041 0.760 0.479 0.198 -0.083 -0.364 -0.645 -0.926 -1.207 -1.488 -1.769 -2.050 -2.331 -2.612 -2.893 -3.174 -3.455 -3.736 -4.017 -4.298 -4.579 -4.860 -5.141 -5.422 -5.703 -5.984 -6.265 -6.546 -6.827 -7.108 -7.389 -7.670 -7.951 -8.232 -8.513 -8.794 -9.075 -9.356 -9.637 -9.918 -10.199 -10.480 -10.761 -11.042 -11.323 -11.604 -11.885 -12.166 -12.447 -12.728 -13.009 -13.290 -13.571 -13.852 -14.133 -14.414 -14.695 -14.976 -15.257 -15.538 -15.819 -16.100 -16.381 -16.662 -16.943 -17.224 -17.505 -17.786 -18.067 -18.348 -18.629 -18.910 -19.191 -19.472 -19.753 -20.034 -20.315 -20.596 -20.877 -21.158 -21.439 -21.720 -22.001 -22.282 -22.563 -22.844 -23.125 -23.406 -23.687 -23.968 -24.249 -24.530 -24.811 -25.092 -25.373 -25.654 -25.935 -26.216 -26.497 -26.778 -27.059 -27.340 -27.621 -27.902 -28.183 -28.464 -28.745 -29.026 -29.307 -29.588 -29.869 -30.150 -30.431 -30.712 -30.993 -31.274 -31.555 -31.836 -32.117 -32.398 -32.679 -32.960 -33.241 -33.522 -33.803 -34.084 -34.365 -34.646 -34.927 -35.208 -35.489 -35.770 -36.051 -36.332 -36.613 -36.894 -37.175 -37.456 -37.737 -38.018 -38.299 -38.580 -38.861 -39.142 -39.423 -39.704 -39.985 -40.266 -40.547 -40.828 -41.109 -41.390 -41.671 -41.952 -42.233 -42.514 -42.795 -43.076 -43.357 -43.638 -43.919 -44.200 -44.481 -44.762 -45.043 -45.324 -45.605 -45.886 -46.167 -46.448 -46.729 -47.010 -47.291 -47.572 -47.853 -48.134 -48.415 -48.696 -48.977 -49.258 -49.539 -49.820 -50.101 -50.382 -50.663 -50.944 -51.225 -51.506 -51.787 -52.068 -52.349 -52.630 -52.911 -53.192 -53.473 -53.754 -54.035 -54.316 -54.597 -54.878 -55.159 -55.440 -55.721 -56.002 -56.283 -56.564 -56.845 -57.126 -57.407 -57.688 -57.969 -58.250 -58.531 -58.812 -59.093 -59.374 -59.655 -59.936 -60.217 -60.498 -60.779 -61.060 -61.341 -61.622 -61.903 -62.184 -62.465 -62.746 -63.027 -63.308 -63.589 -63.870 -64.151 -64.432 -64.713 -64.994 -65.275 -65.556 -65.837 -66.118 -66.399 -66.680 -66.961 -67.242 -67.523 -67.804 -68.085 -68.366 -68.647 -68.928 -69.209 -69.490 -69.771 -70.052 -70.333 -70.614 -70.895 -71.176 -71.457 -71.738 -72.019 -72.300 -72.581 -72.862 -73.143 -73.424 -73.705 -73.986 -74.267 -74.548 -74.829 -75.110 -75.391 -75.672 -75.953 -76.234 -76.515 -76.796 -77.077 -77.358 -77.639 -77.920 -78.201 -78.482 -78.763 -79.044 -79.325 -79.606 -79.887 -80.168 -80.449 -80.730 -81.011 -81.292 -81.573 -81.854 -82.135 -82.416 -82.697 -82.978 -83.259 -83.540 -83.821 -84.102 -84.383 -84.664 -84.945 -85.226 -85.507 -85.788 -86.069 -86.350 -86.631 -86.912 -87.193 -87.474 -87.755 -88.036 -88.317 -88.598 -88.879 -89.160 -89.441 -89.722 -90.003 -90.284 -90.565 -90.846 -91.127 -91.408 -91.689 -91.970 -92.251 -92.532 -92.813 -93.094 -93.375 -93.656 -93.937 -94.218 -94.499 -94.780 -95.061 -95.342 -95.623 -95.904 -96.185 -96.466 -96.747 -97.028 -97.309 -97.590 -97.871 -98.152 -98.433 -98.714 -98.995 -99.276 -99.557 -99.838 -100.119 -100.400 -100.681 -100.962 -101.243 -101.524 -101.805 -102.086 -102.367 -102.648 -102.929 -103.210 -103.491 -103.772 -104.053 -104.334 -104.615 -104.896 -105.177 -105.458 -105.739 -106.020 -106.301 -106.582 -106.863 -107.144 -107.425 -107.706 -107.987 -108.268 -108.549 -108.830 -109.111 -109.392 -109.673 -109.954 -110.235 -110.516 -110.797 -111.078 -111.359 -111.640 -111.921 -112.202 -112.483 -112.764 -113.045 -113.326 -113.607 -113.888 -114.169 -114.450 -114.731 -115.012 -115.293 -115.574 -115.855 -116.136 -116.417 -116.698 -116.979 -117.260 -117.541 -117.822 -118.103 -118.384 -118.665 -118.946 -119.227 -119.508 -119.789 -120.070 -120.351 -120.632 -120.913 -121.194 -121.475 -121.756 -122.037 -122.318 -122.599 -122.880 -123.161 -123.442 -123.723 -124.004 -124.285 -124.566 -124.847 -125.128 -125.409 -125.690 -125.971 -126.252 -126.533 -126.814 -127.095 -127.376 -127.657 -127.938 -128.219 -128.500 -128.781 -129.062 -129.343 -129.624 -129.905 -130.186 -130.467 -130.748 -131.029 -131.310 -131.591 -131.872 -132.153 -132.434 -132.715 -132.996 -133.277 -133.558 -133.839 -134.120 -134.401 -134.682 -134.963 -135.244 -135.525 -135.806 -136.087 -136.368 -136.649 -136.930 -137.211 -137.492 -137.773 -138.054 -138.335 -138.616 -138.897 -139.178 -139.459 -139.740 -140.021 -140.302 -140.583 -140.864 -141.145 -141.426 -141.707 -141.988 -142.269 -142.550 -142.831 -143.112 -143.393 -143.674 -143.955 -144.236 -144.517 -144.798 -145.079 -145.360 -145.641 -145.922 -146.203 -146.484 -146.765 -147.046 -147.327 -147.608 -147.889 -148.170 -148.451 -148.732 -149.013 -149.294 -149.575 -149.856 -150.137 -150.418 -150.699 -150.980 -151.261 -151.542 -151.823 -152.104 -152.385 -152.666 -152.947 -153.228 -153.509 -153.790 -154.071 -154.352 -154.633 -154.914 -155.195 -155.476 -155.757 -156.038 -156.319 -156.600 -156.881 -157.162 -157.443 -157.724 -158.005 -158.286 -158.567 -158.848 -159.129 -159.410 -159.691 -159.972 -160.253 -160.534 -160.815 -161.096 -161.377 -161.658 -161.939 -162.220 -162.501 -162.782 -163.063 -163.344 -163.625 -163.906 -164.187 -164.468 -164.749 -165.030 -165.311 -165.592 -165.873 -166.154 -166.435 -166.716 -166.997 -167.278 -167.559 -167.840 -168.121 -168.402 -168.683 -168.964 -169.245 -169.526 -169.807 -170.088 -170.369 -170.650 -170.931 -171.212 -171.493 -171.774 -172.055 -172.336 -172.617 -172.898 -173.179 -173.460 -173.741 -174.022 -174.303 -174.584 -174.865 -175.146 -175.427 -175.708 -175.989 -176.270 -176.551 -176.832 -177.113 -177.394 -177.675 -177.956 -178.237 -178.518 -178.799 -179.080 -179.361 -179.642 -179.923 -180.204 -180.485 -180.766 -181.047 -181.328 -181.609 -181.890 -182.171 -182.452 -182.733 -183.014 -183.295 -183.576 -183.857 -184.138 -184.419 -184.700 -184.981 -185.262 -185.543 -185.824 -186.105 -186.386 -186.667 -186.948 -187.229 -187.510 -187.791 -188.072 -188.353 -188.634 -188.915 -189.196 -189.477 -189.758 -190.039 -190.320 -190.601 -190.882 -191.163 -191.444 -191.725 -192.006 -192.287 -192.568 -192.849 -193.130 -193.411 -193.692 -193.973 -194.254 -194.535 -194.816 -195.097 -195.378 -195.659 -195.940 -196.221 -196.502 -196.783 -197.064 -197.345 -197.626 -197.907 -198.188 -198.469 -198.750 -199.031 -199.312 -199.593 -199.874 -200.155 -200.436 -200.717 -200.998 -201.279 -201.560 -201.841 -202.122 -202.403 -202.684 -202.965 -203.246 -203.527 -203.808 -204.089 -204.370 -204.651 -204.932 -205.213 -205.494 -205.775 -206.056 -206.337 -206.618 -206.899 -207.180 -207.461 -207.742 -208.023 -208.304 -208.585 -208.866 -209.147 -209.428 -209.709 -210.000 -210.281 -210.562 -210.843 -211.124 -211.405 -211.686 -211.967 -212.248 -212.529 -212.810 -213.091 -213.372 -213.653 -213.934 -214.215 -214.496 -214.777 -215.058 -215.339 -215.620 -215.901 -216.182 -216.463 -216.744 -217.025 -217.306 -217.587 -217.868 -218.149 -218.430 -218.711 -218.992 -219.273 -219.554 -219.835 -220.116 -220.397 -220.678 -220.959 -221.240 -221



SECTION-CP-201

LEGEND:-

EXISTING IR TRACK

PROPOSED DFCC TRACK

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 EMBANKMENT / 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. 6.0M 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 IS 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. 198/600 TO KM. 199/800

DRAWING NO.

SIZE

REV

SCALE

D

2

AL

0

0

6

7

A1

1

HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS

REV

DATE

REMARKS

0

22/06/2016

DEFINITIVE

1

17/07/2018

Ltr No.PMCS/EDFC2/LTT/2016/02308 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.

01/02/2013

TC

APPD.

01/02/2013

S. MITRA

SUBMITTED BY

GIL-SIL JV

DATE

NAME

SIGN.

CHKD.

01/02/2013

Deepak Choudhary

APPD.

01/02/2013

NISHU SINGH

NOC BY

SYSTRA - Mott MacDonald JV

DATE

NAME

SIGN.

CHKD.

15/02/2019

ANURANJAN PRASAD

NOC

15/02/2019

P. Anuraj

APPROVAL BY

DFCC

DATE

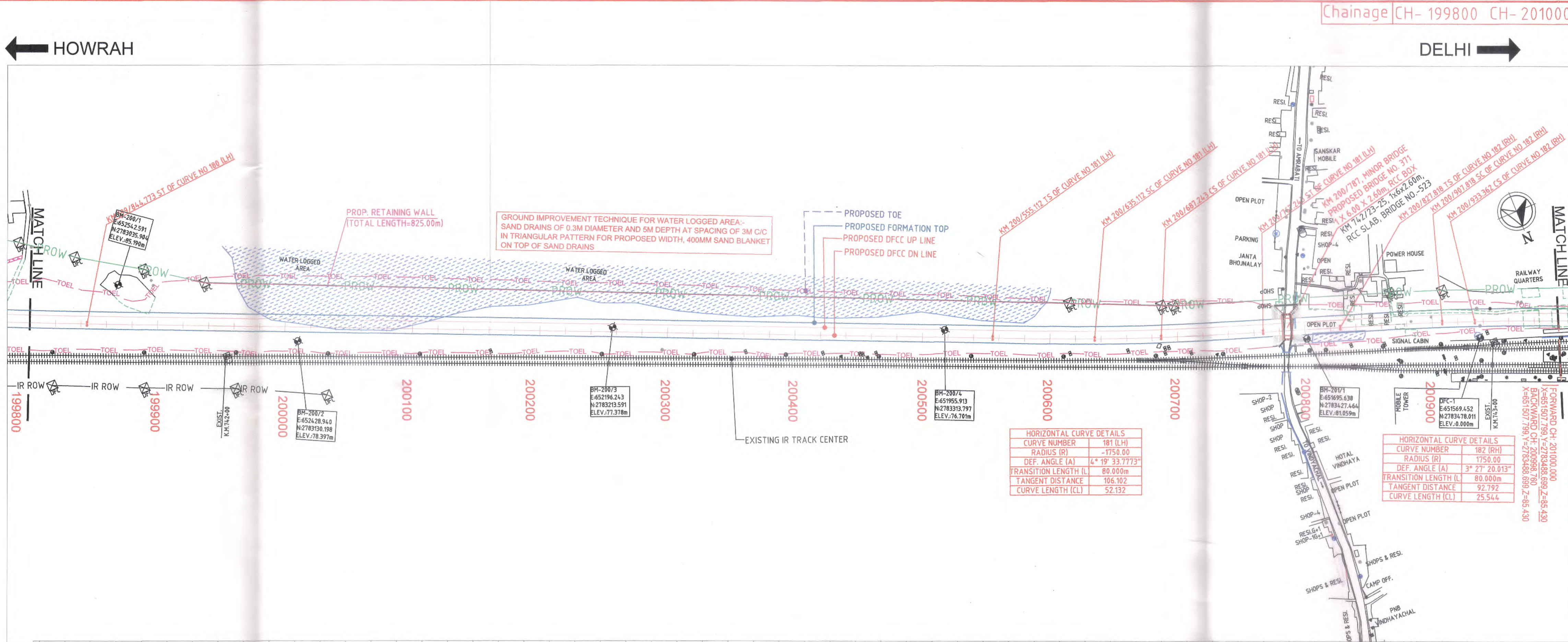
NAME

SIGN.

CHKD.

APPD.

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VERTICAL ALIGNMENT	L=1651.000m G=-0.420 (1 IN 238.057)	
HORIZONTAL ALIGNMENT	L=130.000m	L=710.338m
LHS R.O.W DISTANCE FROM DOWN LINE TRACK	64.835	60.247
RHS R.O.W DISTANCE FROM DOWN TRACK	25.395	25.046
FILL (+) CUT (-)	9.472	9.05
PROPOSED FORMATION LEVELS	89.630	89.546
EXIST. IR FORMATION LEVELS	82.044	82.021
GROUND LEVELS	80.159	80.412
CHAINAGE	199800	200000
THROUGH CHAINAGE		

←HOWRAH

DELHI→

Chainage CH-201000 CH-202200

SECTION-CP-201

LEGEND:-

- EXISTING IR TRACK
- PROPOSED DFCC TRACK
- PROW
- 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. 6.0M 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. 201/000 TO KM. 202/200

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 6 9	A1	0	HOR:- 1 : 2000, VER:- 1 : 200

REV	DATE	REMARKS
0	20/07/2018	DEFINITIVE

DRAWING STAGE

- ☐ FOR APPROVAL
- ☒ GOOD FOR CONSTRUCTION

PMC :



SYSTRA - Mott MacDonald JV

CONTRACTOR :



GIL - SIL JV



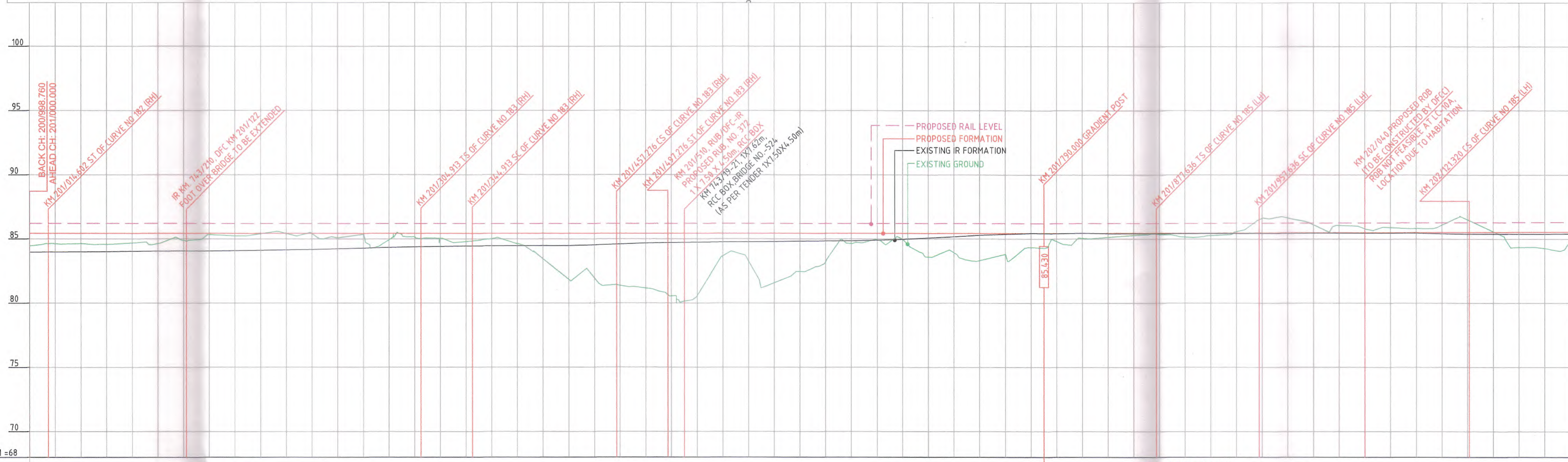
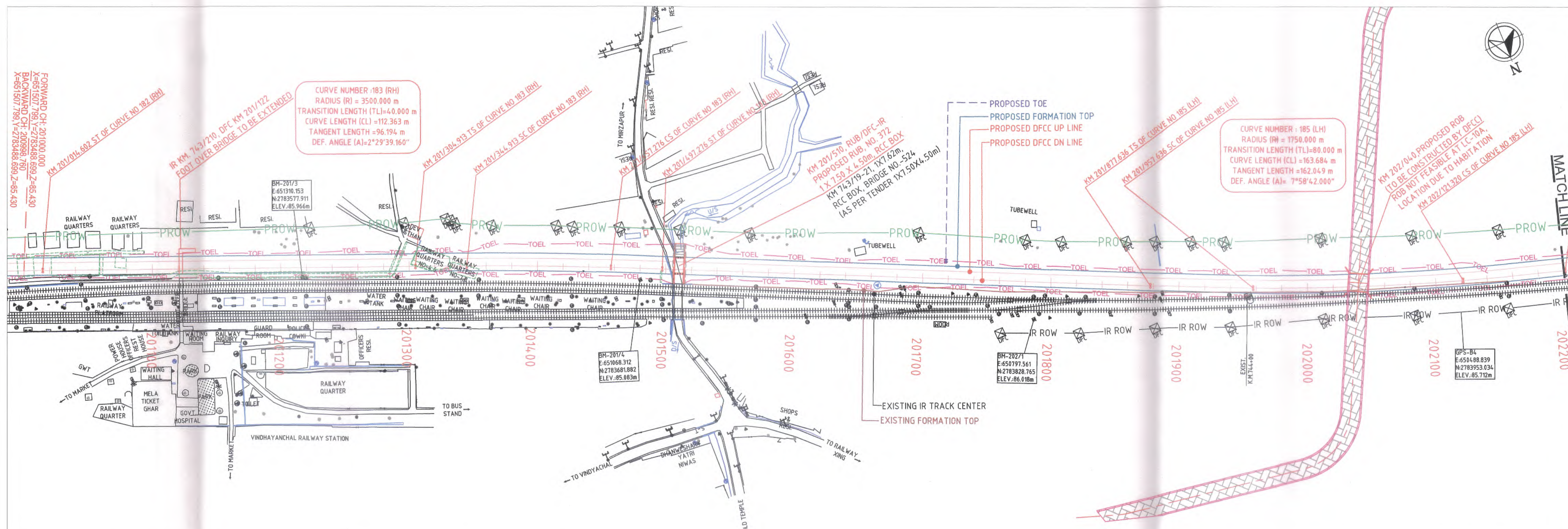
DESIGN CONSULTANT: STUP Consultants Pvt. Ltd.

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

OFFICE OF ORIGIN KOLKATA

DATE	NAME	SIGN.
DRAWN 24/02/2019	TC	
CHKD 09/02/2019		
APPD 09/02/2019	S. m mcd	
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN.
CHKD 09/02/2019	Reshmi Ghosh	
APPD 09/02/2019	NISHITH R. SINGH	
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN.
CHKD 20/02/2019	ANURAGAN PRASAD	
NOC 20/02/2019	P. AMERIKANOS	
APPROVAL BY DFCC		
DATE	NAME	SIGN.
CHKD.		
APPD.		

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VERTICAL ALIGNMENT	L=80.000m	L=290.311m	L=4.0.000m	R=3500.000m L=112.363m	L=4.0.000m	L=380.360m	L=80.000m	R=1750.000m L=163.684m	L=80.000m
HORIZONTAL ALIGNMENT									
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	15.190	14.518	13.845	13.172	12.499	11.826	11.153	10.480	9.807
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	20.359	20.154	19.340	18.703	18.187	17.803	17.477	17.101	16.775
FILL (+)/ CUT (-)	0.984	0.804	0.794	0.826	0.741	0.792	0.553	0.097	0.097
PROPOSED FORMATION LEVELS	85.430	85.430	85.430	85.430	85.430	85.430	85.430	85.430	85.430
EXIST. IR FORMATION LEVELS	83.965	83.976	83.987	84.004	84.024	84.042	84.059	84.075	84.091
GROUND LEVELS	84.446	84.626	84.636	84.605	84.689	84.638	84.698	84.633	84.524
CHAINAGE	201000	201020	201040	201060	201080	201100	201120	201140	201160
THROUGH CHAINAGE	201000	201020	201040	201060	201080	201100	201120	201140	201160

←HOWRAH

Chainage CH- 202200 CH- 203400

→DELHI

SECTION-CP-201

LEGEND:-

- +++++ EXISTING IR TRACK
- PROPOSED DFCC TRACK
- PROW
- IR-TOE
- TOEL
- PROPOSED 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 DFCC DOWN LINE.
5. EQUILIBRIUM SPEED HAS BEEN TAKEN 85 KMPH.
6. TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.0M 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. 202/200 TO KM. 203/400

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

REVIEWS		
REV	DATE	REMARKS
0	20/07/2018	DEFINITIVE

DRAWING STAGE	
☐ FOR APPROVAL	
☒ GOOD FOR CONSTRUCTION	

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL - SIL JV

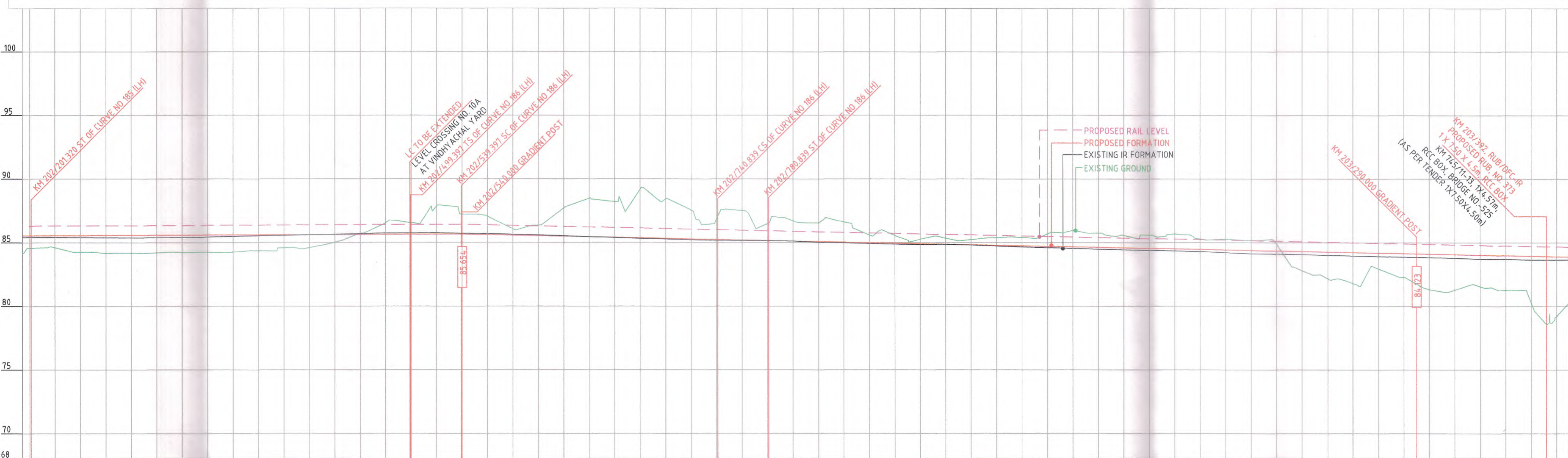
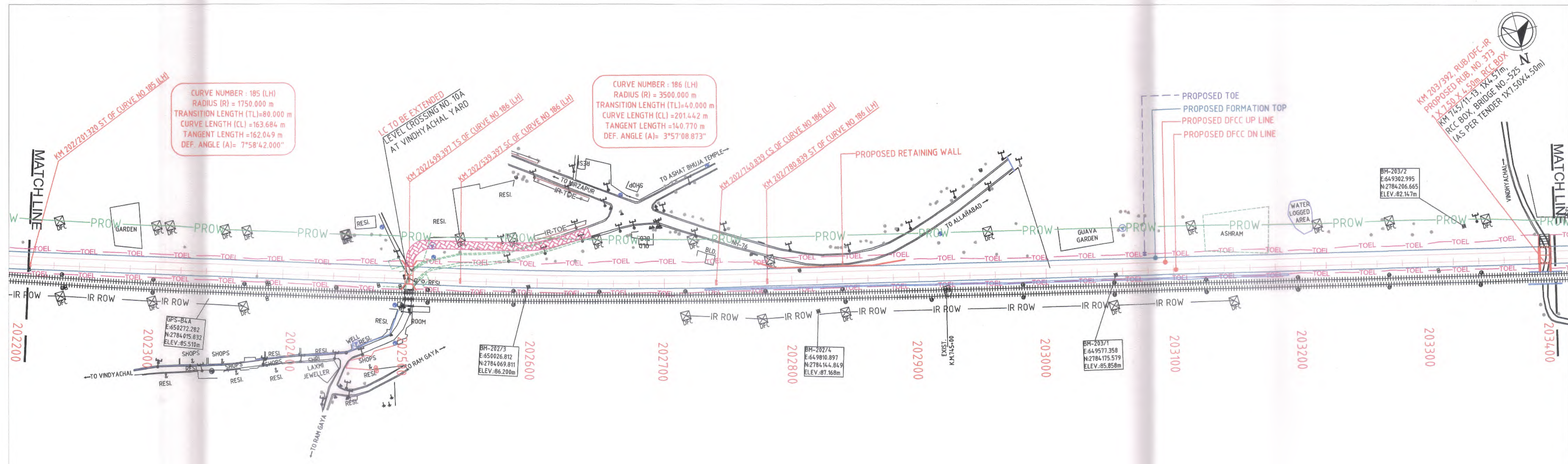


DESIGN CONSULTANT:
STUP Consultants Pvt. Ltd.
REGISTERED OFFICE :
1004-5 RAHEJA CHAMBERS,
NARIMAN POINT,
MUMBAI 400 021.

OFFICE OF ORIGIN
KOLKATA

DATE	NAME	SIGN.
DRAWN 04/02/2015	TC	
CHKD. 04/02/2015		
APPD. 04/02/2015		
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN.
CHKD. 04/01/2015	Prashant Gupta	
APPD. 04/02/2015	NISHANT K. SINGH	
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN.
CHKD. 24/02/2015	ANURANJAN PRASAD	
NOC 24/02/2015	P. AMERIKANOS	
APPROVAL BY DFCC		
DATE	NAME	SIGN.
CHKD.		
APPD.		

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VERTICAL ALIGNMENT	G=-0.030 91 IN 3337.338) L=750.000m										L=750.000m G=-0.204 (1 IN 489.652)										L=750.000m G=-0.204 (1 IN 489.652)										L=785.000m G=-0.198 (1 IN 504.129)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	L=298.076m										R=3500.000m L=201.442m										L=2297.736m										L=2297.736m																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
HORIZONTAL ALIGNMENT	L=298.076m										R=3500.000m L=201.442m										L=2297.736m										L=2297.736m																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	6.358	6.357	6.356	6.355	6.354	6.353	6.352	6.351	6.350	6.349	6.348	6.347	6.346	6.345	6.344	6.343	6.342	6.341	6.340	6.339	6.338	6.337	6.336	6.335	6.334	6.333	6.332	6.331	6.330	6.329	6.328	6.327	6.326	6.325	6.324	6.323	6.322	6.321	6.320	6.319	6.318	6.317	6.316	6.315	6.314	6.313	6.312	6.311	6.310	6.309	6.308	6.307	6.306	6.305	6.304	6.303	6.302	6.301	6.300	6.299	6.298	6.297	6.296	6.295	6.294	6.293	6.292	6.291	6.290	6.289	6.288	6.287	6.286	6.285	6.284	6.283	6.282	6.281	6.280	6.279	6.278	6.277	6.276	6.275	6.274	6.273	6.272	6.271	6.270	6.269	6.268	6.267	6.266	6.265	6.264	6.263	6.262	6.261	6.260	6.259	6.258	6.257	6.256	6.255	6.254	6.253	6.252	6.251	6.250	6.249	6.248	6.247	6.246	6.245	6.244	6.243	6.242	6.241	6.240	6.239	6.238	6.237	6.236	6.235	6.234	6.233	6.232	6.231	6.230	6.229	6.228	6.227	6.226	6.225	6.224	6.223	6.222	6.221	6.220	6.219	6.218	6.217	6.216	6.215	6.214	6.213	6.212	6.211	6.210	6.209	6.208	6.207	6.206	6.205	6.204	6.203	6.202	6.201	6.200	6.199	6.198	6.197	6.196	6.195	6.194	6.193	6.192	6.191	6.190	6.189	6.188	6.187	6.186	6.185	6.184	6.183	6.182	6.181	6.180	6.179	6.178	6.177	6.176	6.175	6.174	6.173	6.172	6.171	6.170	6.169	6.168	6.167	6.166	6.165	6.164	6.163	6.162	6.161	6.160	6.159	6.158	6.157	6.156	6.155	6.154	6.153	6.152	6.151	6.150	6.149	6.148	6.147	6.146	6.145	6.144	6.143	6.142	6.141	6.140	6.139	6.138	6.137	6.136	6.135	6.134	6.133	6.132	6.131	6.130	6.129	6.128	6.127	6.126	6.125	6.124	6.123	6.122	6.121	6.120	6.119	6.118	6.117	6.116	6.115	6.114	6.113	6.112	6.111	6.110	6.109	6.108	6.107	6.106	6.105	6.104	6.103	6.102	6.101	6.100	6.099	6.098	6.097	6.096	6.095	6.094	6.093	6.092	6.091	6.090	6.089	6.088	6.087	6.086	6.085	6.084	6.083	6.082	6.081	6.080	6.079	6.078	6.077	6.076	6.075	6.074	6.073	6.072	6.071	6.070	6.069	6.068	6.067	6.066	6.065	6.064	6.063	6.062	6.061	6.060	6.059	6.058	6.057	6.056	6.055	6.054	6.053	6.052	6.051	6.050	6.049	6.048	6.047	6.046	6.045	6.044	6.043	6.042	6.041	6.040	6.039	6.038	6.037	6.036	6.035	6.034	6.033	6.032	6.031	6.030	6.029	6.028	6.027	6.026	6.025	6.024	6.023	6.022	6.021	6.020	6.019	6.018	6.017	6.016	6.015	6.014	6.013	6.012	6.011	6.010	6.009	6.008	6.007	6.006	6.005	6.004	6.003	6.002	6.001	6.000	5.999	5.998	5.997	5.996	5.995	5.994	5.993	5.992	5.991	5.990	5.989	5.988	5.987	5.986	5.985	5.984	5.983	5.982	5.981	5.980	5.979	5.978	5.977	5.976	5.975	5.974	5.973	5.972	5.971	5.970	5.969	5.968	5.967	5.966	5.965	5.964	5.963	5.962	5.961	5.960	5.959	5.958	5.957	5.956	5.955	5.954	5.953	5.952	5.951	5.950	5.949	5.948	5.947	5.946	5.945	5.944	5.943	5.942	5.941	5.940	5.939	5.938	5.937	5.936	5.935	5.934	5.933	5.932	5.931	5.930	5.929	5.928	5.927	5.926	5.925	5.924	5.923	5.922	5.921	5.920	5.919	5.918	5.917	5.916	5.915	5.914	5.913	5.912	5.911	5.910	5.909	5.908	5.907	5.906	5.905	5.904	5.903	5.902	5.901	5.900	5.899	5.898	5.897	5.896	5.895	5.894	5.893	5.892	5.891	5.890	5.889	5.888	5.887	5.886	5.885	5.884	5.883	5.882	5.881	5.880	5.879	5.878	5.877	5.876	5.875	5.874	5.873	5.872	5.871	5.870	5.869	5.868	5.867	5.866	5.865	5.864	5.863	5.862	5.861	5.860	5.859	5.858	5.857	5.856	5.855	5.854	5.853	5.852	5.851	5.850	5.849	5.848	5.847	5.846	5.845	5.844	5.843	5.842	5.841	5.840	5.839	5.838	5.837	5.836	5.835	5.834	5.833	5.832	5.831	5.830	5.829	5.828	5.827	5.826	5.825	5.824	5.823	5.822	5.821	5.820	5.819	5.818	5.817	5.816	5.815	5.814	5.813	5.812	5.811	5.810	5.809	5.808	5.807	5.806	5.805	5.804	5.803	5.802	5.801	5.800	5.799	5.798	5.797	5.796	5.795	5.794	5.793	5.792	5.791	5.790	5.789	5.788	5.787	5.786	5.785	5.784	5.783	5.782	5.781	5.780	5.779	5.778	5.777	5.776	5.775	5.774	5.773	5.772	5.771	5.770	5.769	5.768	5.767	5.766	5.765	5.764	5.763	5.762	5.761	5.760	5.759	5.758	5.757	5.756	5.755	5.754	5.753	5.752	5.751	5.750	5.749	5.748	5.747	5.746	5.745	5.744	5.743	5.742	5.741	5.740	5.739	5.738	5.737	5.736	5.735	5.734	5.733	5.732	5.731	5.730	5.729	5.728	5.727	5.726	5.725	5.724	5.723	5.722	5.721	5.720	5.719	5.718	5.717	5.716	5.715	5.714	5.713	5.712	5.711	5.710	5.709	5.708	5.707	5.706	5.705	5.704	5.703	5.702	5.701	5.700	5.699	5.698	5.697	5.696	5.695	5.694	5.693	5.692	5.691	5.690	5.689	5.688	5.687	5.686	5.685	5.684	5.683	5.682	5.681	5.680	5.679	5.678	5.677	5.676	5.675	5.674	5.673	5.672	5.671	5.670	5.669	5.668	5.667	5.666	5.665	5.664	5.663	5.662	5.661	5.660	5.659	5.658	5.657	5.656	5.655	5.654	5.653	5.652	5.651	5.650	5.649	5.648	5.647	5.646	5.645	5.644	5.643	5.642	5.641	5.640	5.639	5.638	5.637	5.636	5.635	5.634	5.633	5.632	5.631	5.630	5.629	5.628	5.627	5.626	5.625	5.624	5.623	5.622	5.621	5.620	5.619	5.618	5.617	5.616	5.615	5.614	5.613	5.612	5.611	5.610	5.609	5.608	5.607	5.606	5.605	5.604	5.603	5.602	5.601	5.600	5.599	5.598	5.597	5.596	5.595	5.594	5.593	5.592	5.591	5.590	5.589	5.588	5.587	5.586	5.585	5.584	5.583	5.582	5.581	5.580	5.579	5.578	5.577	5.576	5.575	5.574	5.573	5.572	5.571	5.570	5.569	5.568	5.567	5.566	5.565	5.564	5.563	5.562	5.561	5.560	5.559	5.558	5.557	5.556	5.555	5.554	5.553	5.552	5.551	5.550	5.549	5.548	5.547	5.546	5.545	5.544	5.543	5.542	5.541	5.540	5.539	5.538	5.537	5.536	5.535	5.534	5.533	5.532	5.531	5.530	5.529	5.528	5.527	5.526	5.525	5.524	5.523	5.522	5.521	5.520	5.519	5.518	5.517	5.516	5.515	5.514	5.513	5.512	5.511	5.510	5.509	5.508	5.507	5.506	5.505	5.504	5.503	5.502	5.501	5.500	5.499	5.498	5.497	5.496	5.495	5.494	5.493	5.492	5.491	5.490	5.489	5.488	5.487	5.486	5.485	5.484	5.483	5.482	5.481	5.480	5.479	5.478	5.477	5.476	5.475	5.474	5.473	5.472	5.471	5.470	5.469	5.468	5.467	5.466	5.465	5.464	5.463	5.462	5.461	5.460	5.459	5.458	5.457	5.456	5.455	5.454	5.453	5.452	5.451	5.450	5.449	5.448	5.447	5.446	5.445	5.444	5.443	5.442	5.441	5.440	5.439	5.438	5.437	5.436	5.435	5.434	5.433	5.432	5.431	5.430	5.429	5.428	5.427	5.426	5.425	5.424	5.423	5.422	5.421	5.420	5.419	5.418	5.417	5.416	5.415	5.414	5.413	5.412	5.411	5.410	5.409	5.408	5.407	5.406	5.405	5.404	5.403	5.402	5.401	5.400	5.399	5.398	5.397	5.396	5.395	5.394	5.393	5.392	5.391	5.390	5.389	5.388	5.387	5.386	5.385	5.384	5.383	5.382	5.381	5.380	5.379	5.378	5.377	5.376	5.375	5.374	5.373	5.372	5.371	5.370	5.369	5.368	5.367	5.366	5.365	5.364	5.363	5.362	5.361	5.360	5.359	5.358	5.357	5.356	5.355	5.354	5.353	5.352	5.351	5.350	5.349	5.348	5.347	5.346	5.345	5.344	5.343	5.342	5.341	5.340	5.339	5.338	5.337	5.336	5.335	5.334	5.333	5.332	5.331	5.330	5.329	5.328	5.327	5.326	5.325	5.324	5.323	5.322	5.321	5.320	5.319	5.318	5.317	5.316	5.315	5.314	5.313	5.312	5.311	5.310	5.309	5.308	5.307	5.306	5.305	5.304	5.303	5.302	5.301	5.300	5.299	5.298	5.297	5.296	5.295	5.294	5.293	5.292	5.291	5.290	5.289	5.288	5.287	5.286	5.285	5.284	5.283	5.282	5.281	5.280	5.279	5.278	5.277	5.276	5.275	5.274	5.273	5.272	5.271	5.270	5.269	5.268	5.267	5.266	5.265	5.264	5.263	5.262	5.261	5.260	5.259	5.258	5.257	5.256	5.255	5.254	5.253	5.252	5.251	5.250	5.249	5.248	5.247	5.246	5.245	5.244	5.243	5.242	5.241	5.240	5.239	5.238	5.237	5.236	5.235	5.234	5.233	5.232	5.231	5.230	5.229	5.228	5.227	5.226	5.225	5.224	5.223	5.222	5.221	5.220	5.219	5.218	5.217	5.216	5.215	5.214	5.213	5.212	5.211	5.210	5.209	5.208	5.207	5.206	5.205	5.204	5.203	5.202	5.201	5.200	5.199	5.198	5.197	5.196	5.195	5.194	5.193	5.192	5.191	5.190	5.189	5.188	5.187	5.186	5.185	5.184	5.183	5.182	5.181	5.180	5.179	5.178	5.177	5.176	5.175	5.174	5.173	5.172	5.171	5.170	5.169	5.168	5.167	5.166	5.165	5.164	5.163	5.162	5.161

←HOWRAH

Chainage CH-203400 CH-204600

→DELHI

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
	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. 6.0M 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. 203/400 TO KM. 204/600

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

REVIEWS		
REV	DATE	REMARKS
0	20/07/2018	DEFINITIVE

DRAWING STAGE

☐ FOR APPROVAL

☒ GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :
 GIL - SIL JV

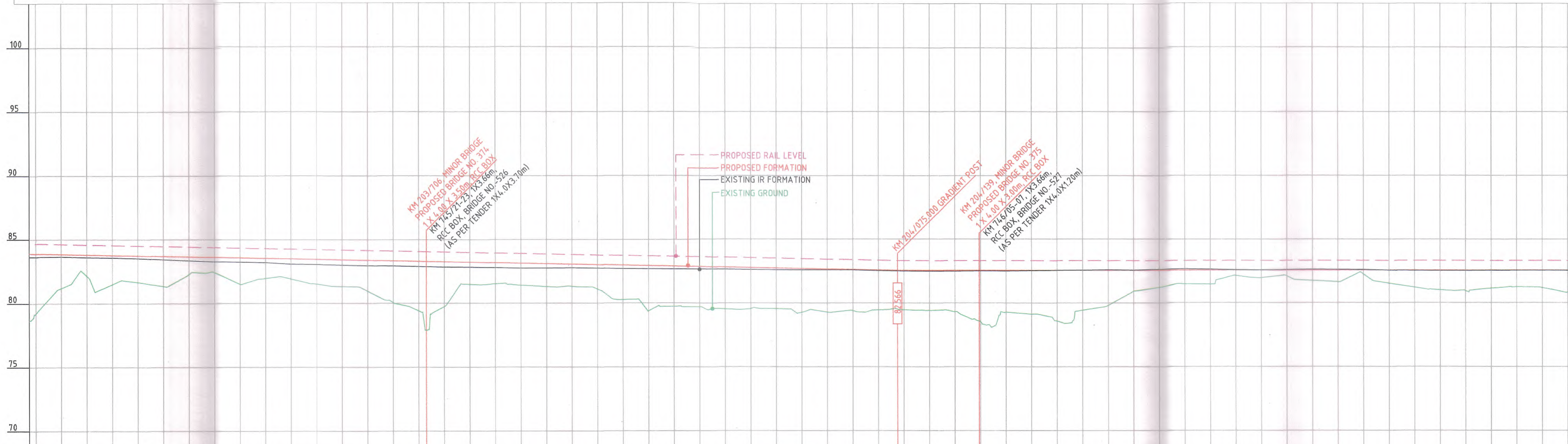
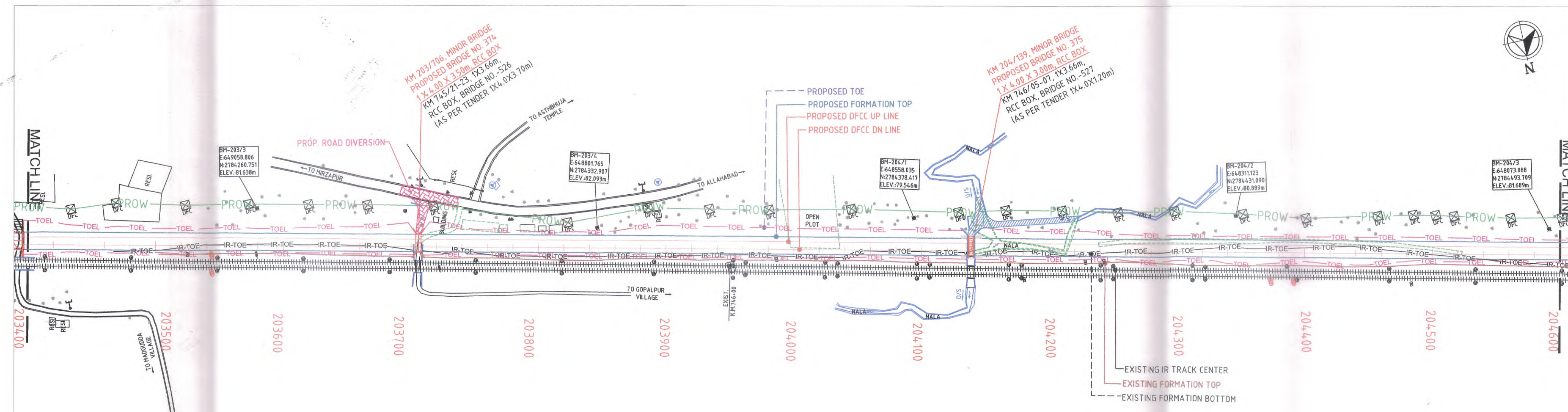
DESIGN CONSULTANT:
STUP Consultants Pvt. Ltd.

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

OFFICE OF ORIGIN
KOLKATA

	DATE	NAME	SIGN.
DRAWN	24/02/2019	TS	
CHKD.	04/02/2019		
APPD.	04/02/2019	S. MUKTA	
SUBMITTED BY GIL-SIL JV			
	DATE	NAME	SIGN.
CHKD.	24/02/2019	Rajeshwar Choudhary	
APPD.	24/02/2019	NISHCETH R. SINGH	
NOC BY SYSTRA - Mott MacDonald JV			
	DATE	NAME	SIGN.
CHKD.	20/10/2019	ANURAN JAIN PRASAD	
NOC	20/10/2019	P AMERIKANOS	
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=785.000m G=-0.198 (1 IN 504.129)		L=2080.000m G=0.000 (LEVEL)		L=2080.000m G=0.000 (LEVEL)	
	L=2297.736m		L=2297.736m		L=2297.736m	
HORIZONTAL ALIGNMENT						
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	0.009	0.009	0.009	0.009	0.009	0.009
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	12.031	12.015	11.976	12.143	12.286	12.296
FILL (+)/ CUT (-)	4.700	2.664	1.648	2.282	2.085	2.350
PROPOSED FORMATION LEVELS	83.905	83.865	83.825	83.786	83.746	83.706
EXIST. IR FORMATION LEVELS	83.635	83.667	83.610	83.587	83.525	83.442
GROUND LEVELS	79.205	81.201	82.177	81.503	81.662	81.357
CHAINAGE	203400	203420	203440	203460	203480	203500
THROUGH CHAINAGE						

←HOWRAH

Chainage CH-205800 CH-207000

DELHI→

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:-

- 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/PH.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.0M 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. 205/800 TO KM. 207/000**

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 7 3	A1	0	HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS

REV	DATE	REMARKS
0	20/07/2018	DEFINITIVE

DRAWING STAGE

- ☐ FOR APPROVAL
- ☒ GOOD FOR CONSTRUCTION

PMC :

SYSTRA - Mott MacDonald JV

CONTRACTOR :

GIL - SIL JV



DESIGN CONSULTANT:

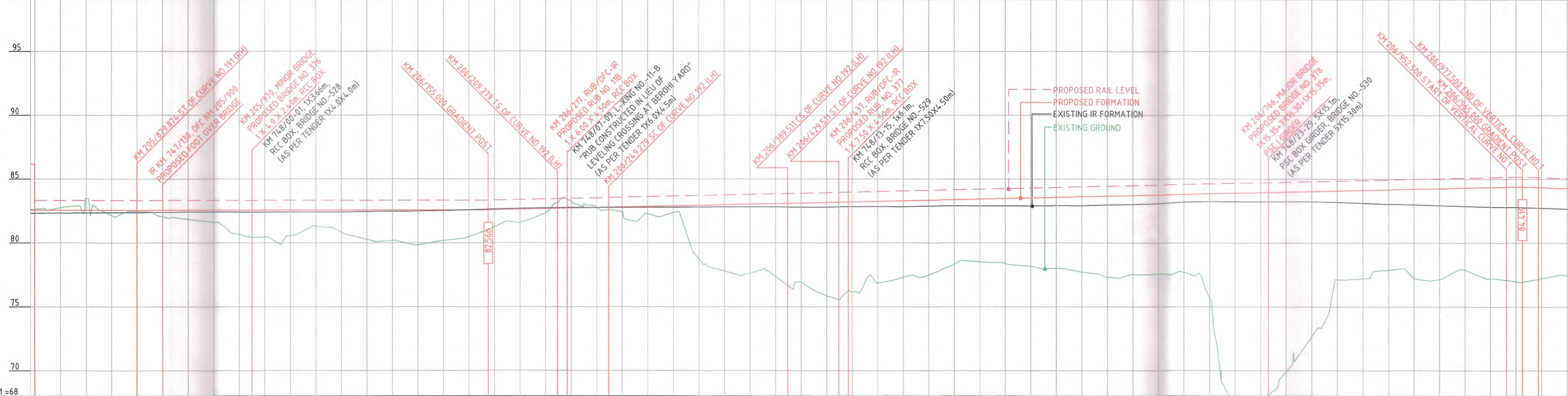
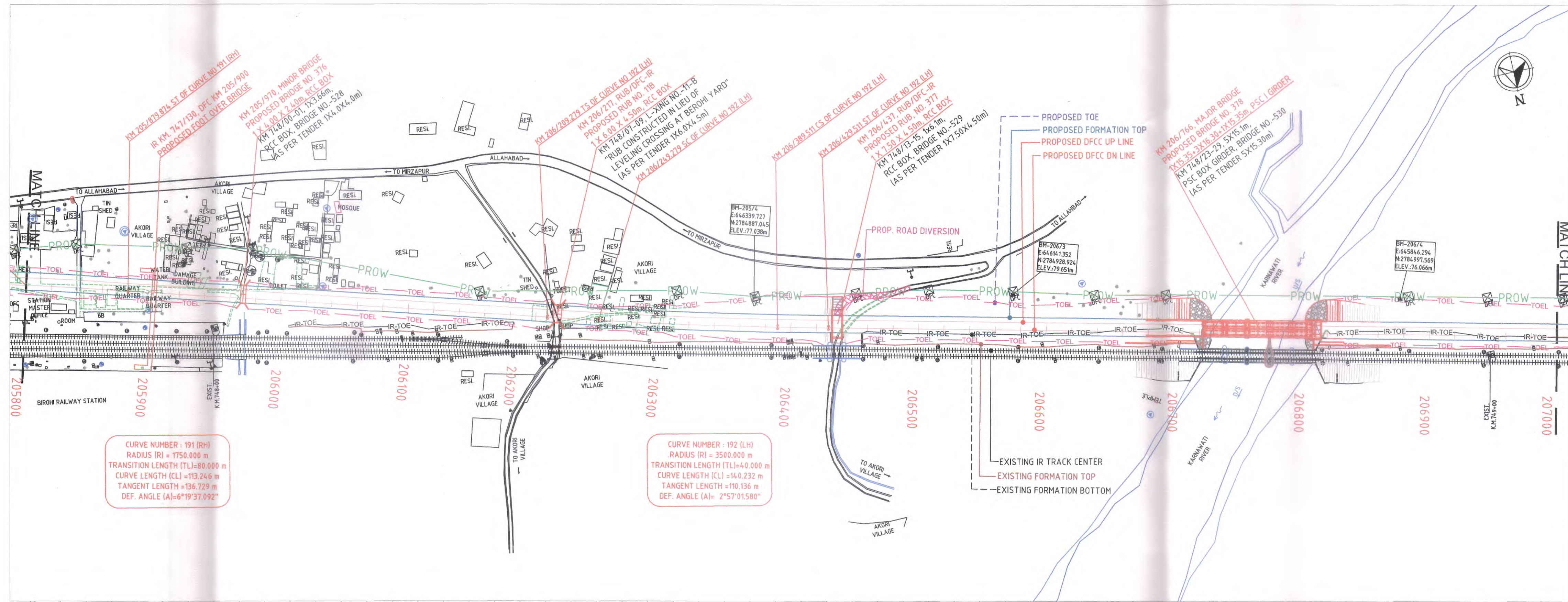
STUP Consultants Pvt. Ltd.

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

OFFICE OF ORIGIN
KOLKATA

	DATE	NAME	SIGN.
DRAWN	04/02/2013	TC	
CHKD.	04/02/2013		
APPD.	04/02/2013	S. MITHA	
SUBMITTED BY GIL-SIL JV			
	DATE	NAME	SIGN.
CHKD.	04/02/2013	Reedhak Chatterjee	
APPD.	04/02/2013	NISHU G. H. K. SINGH	
NOC BY SYSTRA - Mott MacDonald JV			
	DATE	NAME	SIGN.
CHKD.	20/02/2019	ANURANTAN PRASAD	
NOC	20/02/2019	R. AMERIKANOS	
APPROVAL BY DFCC			
	DATE	NAME	SIGN.
CHKD.			
APPD.			

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VERTICAL ALIGNMENT	L=2080.00m G=0.00% (LEVEL)	L=329.405m G=0.229 (1 IN 436.914) L=797.500m	L=40.000m R=3500.00m L=14.0.232m	L=40.000m L=899.980m	L=899.980m G=0.229 (1 IN 436.914) L=797.500m	L=25.000m R=403.5m
HORIZONTAL ALIGNMENT	L=80.000m	L=329.405m	L=40.000m	L=40.000m	L=899.980m	L=899.980m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	44.933	44.351	43.768	43.183	42.594	42.006
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	44.773	44.048	43.112	42.134	41.112	40.188
FILL (+)/ CUT (-)	-0.079	-0.192	-0.951	0.406	0.106	0.514
PROPOSED FORMATION LEVELS	82.566	82.566	82.566	82.566	82.566	82.566
EXIST. IR FORMATION LEVELS	82.327	82.337	82.348	82.366	82.372	82.389
GROUND LEVELS	82.645	82.759	83.517	82.160	82.461	82.053
CHAINAGE	205800	205820	205840	205860	205880	205900
THROUGH CHAINAGE	205800	205820	205840	205860	205880	205900

Chainage CH-207000 CH-208200

SECTION-CP-201

HOWRAH

DELHI

LEGEND:-

- +++++ EXISTING IR TRACK
- PROPOSED DFCC TRACK
- PROW
- IR-TOE
- TOEL
- 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 KMPH.
- TRACK CENTER BETWEEN MAIN LINES OF DFC HAS BEEN KEPT AS MIN. 6.0M 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. 207/000 TO KM. 208/200

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 7 4	A1	0	HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS

REV	DATE	REMARKS
0	20/07/2018	DEFINITIVE

DRAWING STAGE

FOR APPROVAL

GOOD FOR CONSTRUCTION

PMC :



SYSTRA - Mott MacDonald JV

CONTRACTOR :



GIL - SIL JV



DESIGN CONSULTANT:

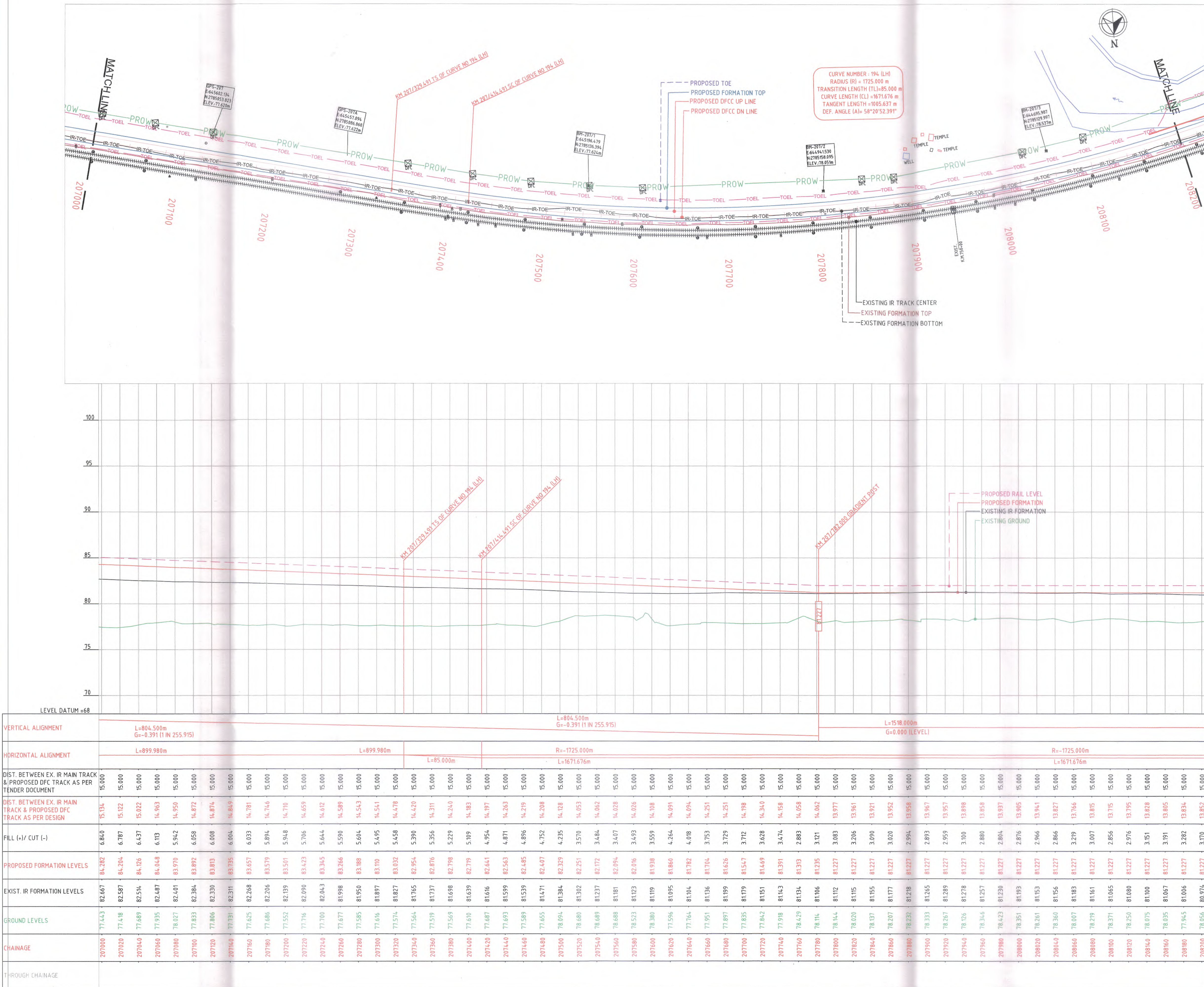
STUP Consultants Pvt. Ltd.

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

OFFICE OF ORIGIN
KOLKATA

DATE	NAME	SIGN.
DRAWN 04/02/2019	TC	
CHKD. 24/02/2019		
APPD. 24/02/2019	S. MITRA	
SUBMITTED BY GIL-SIL JV		
DATE	NAME	SIGN.
CHKD. 20/02/2019	Reesha Gargi	
APPD. 20/02/2019	NISHANT K. SINGH	
NOC BY SYSTRA - Mott MacDonald JV		
DATE	NAME	SIGN.
CHKD. 20/02/2019	ANURADHAN PRASAD	
NOC 20/02/2019	P. AMERIKANOS	
APPROVAL BY DFCC		
DATE	NAME	SIGN.
CHKD.		
APPD.		

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←HOWRAH

DELHI→

Chainage CH-208200 CH-209400

SECTION-CP-201

LEGEND:-

- +++++ EXISTING IR TRACK
- PROW — PROW DFCC ROW LINE
- IR-TOE — IR-TOE EXISTING IR TOE LINE
- TOEL — TOEL 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. 6.0M 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. 208/200 TO KM. 209/400

DRAWING NO.	SIZE	REV	SCALE
D 2 AL 0 0 7 5	A1	0	HOR:- 1 : 2000, VER:- 1 : 200

REVIEWS

REV	DATE	REMARKS
0	20/07/2018	DEFINITIVE

DRAWING STAGE

FOR APPROVAL

GOOD FOR CONSTRUCTION

PMC :



SYSTRA - Mott MacDonald JV

CONTRACTOR :



GIL - SIL JV



DESIGN CONSULTANT:

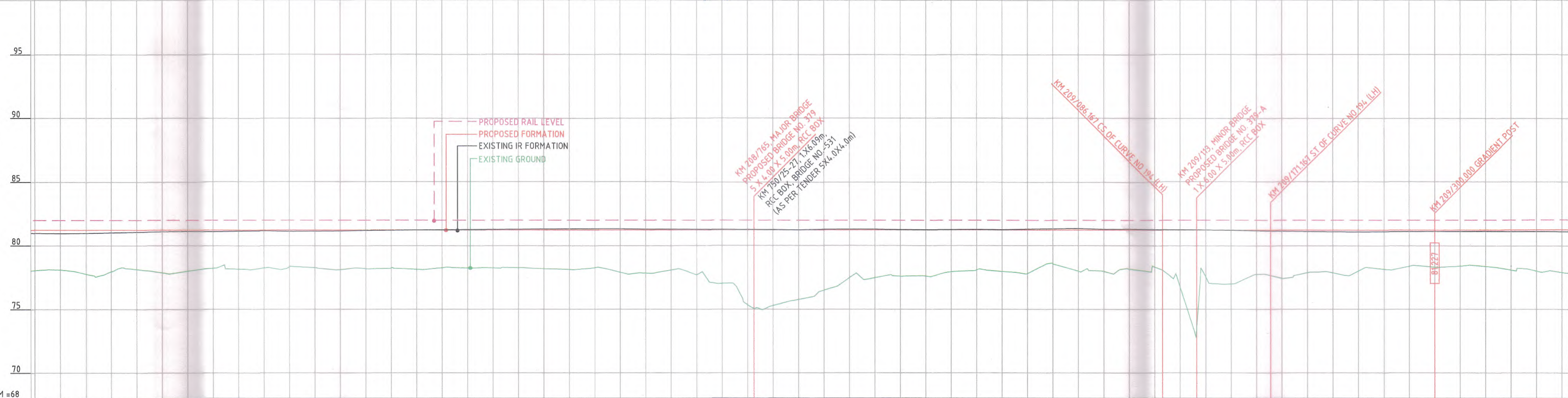
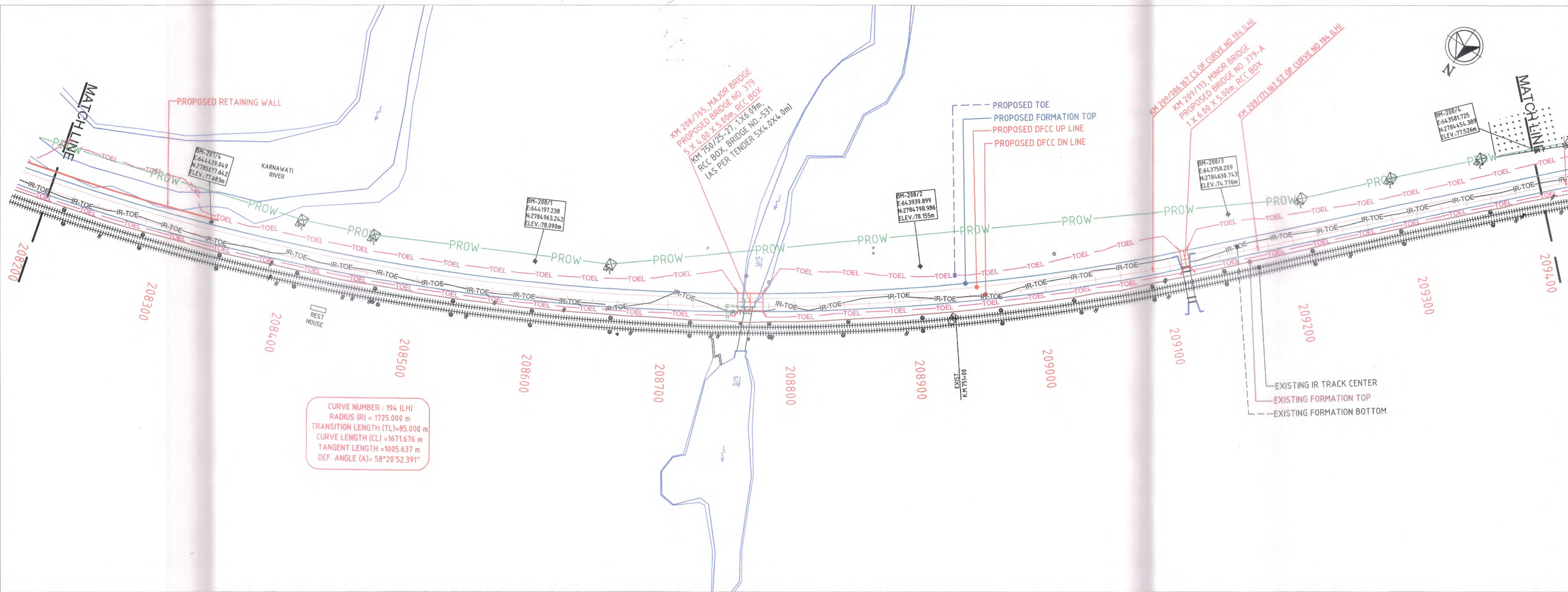
STUP Consultants Pvt. Ltd.

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

OFFICE OF ORIGIN
KOLKATA

DRAWN	DATE	NAME	SIGN.
04/02/2018		T.C	
CHKD.	DATE	NAME	SIGN.
04/02/2018		S. MITRA	
APPD.	DATE	NAME	SIGN.
04/02/2018			
SUBMITTED BY	DATE	NAME	SIGN.
GIL-SIL JV			
CHKD.	DATE	NAME	SIGN.
04/02/2018		R. SINGH	
APPD.	DATE	NAME	SIGN.
04/02/2018		R. SINGH	
NOC BY	DATE	NAME	SIGN.
SYSTRA - Mott MacDonald JV			
CHKD.	DATE	NAME	SIGN.
20/02/2019		R. AMERIKANOS	
APPD.	DATE	NAME	SIGN.
20/02/2019		R. AMERIKANOS	

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VERTICAL ALIGNMENT	L=1518.000m G=0.000 (LEVEL)
HORIZONTAL ALIGNMENT	R=1725.000m L=1671.676m
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER TENDER DOCUMENT	15.000
DIST. BETWEEN EX. IR MAIN TRACK & PROPOSED DFC TRACK AS PER DESIGN	13.852
FILL (+)/ CUT (-)	3.170
PROPOSED FORMATION LEVELS	81.227
EXIST. IR FORMATION LEVELS	80.974
GROUND LEVELS	78.056
CHAINAGE	208200
THROUGH CHAINAGE	