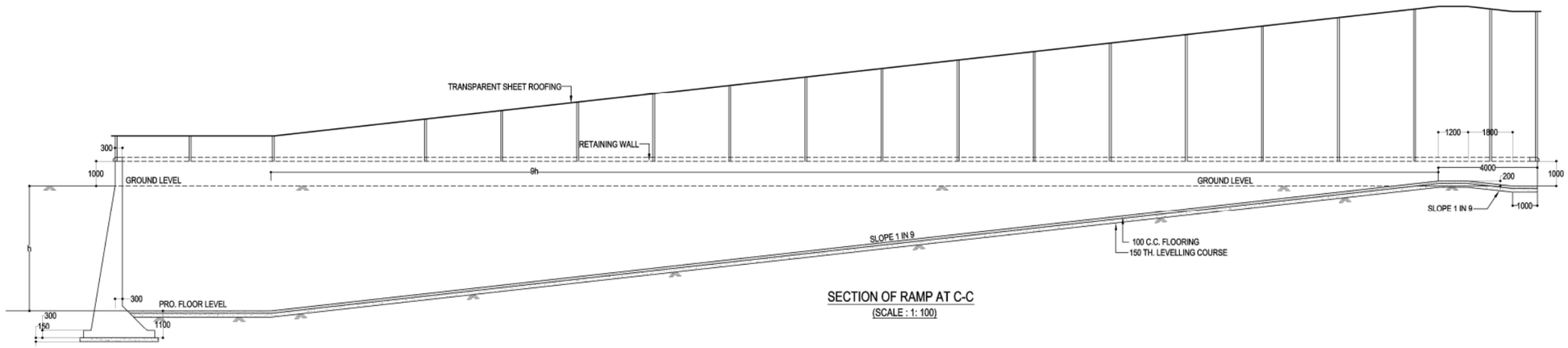
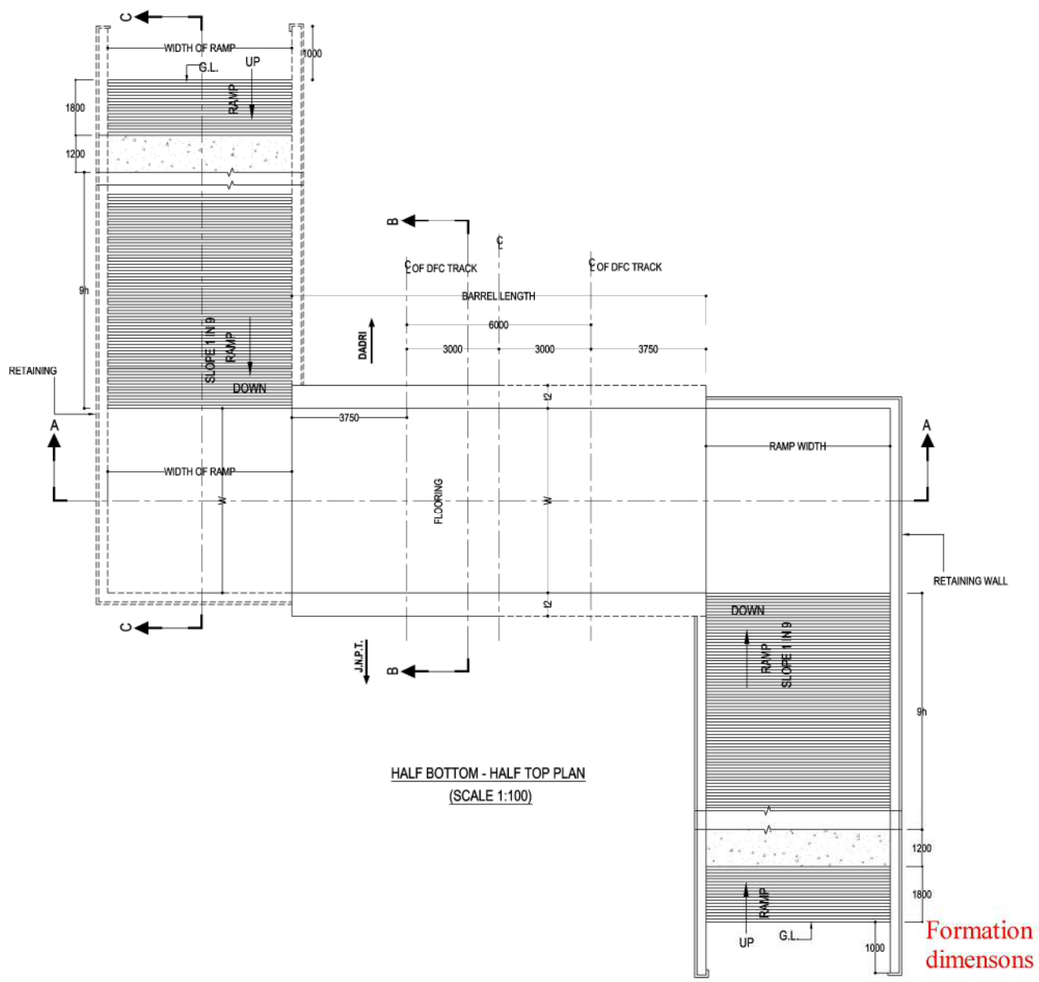
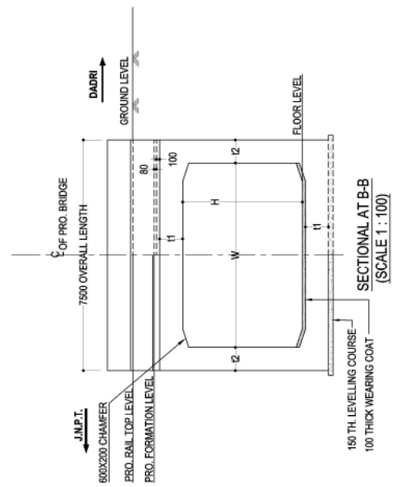
V-4-2-614



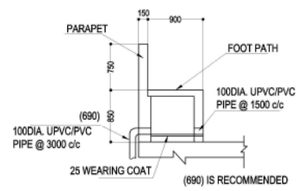
SECTION OF RAMP AT C-C
(SCALE : 1: 100)



HALF BOTTOM - HALF TOP PLAN
(SCALE 1:100)



SECTIONAL AT B-B
(SCALE 1 : 100)



DETAIL AT A
(SCALE 1 : 50)

GENERAL NOTES:

1) ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS ARE IN METER UNLESS OTHERWISE SPECIFIED.

2) ALL DIMENSIONS ARE TO BE READ AND NOT MEASURED.

3) THIS GENERAL ARRANGEMENT DRAWING IS INDICATIVE AND IS MEANT ONLY FOR GUIDANCE FOR THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DEVELOPED & DESIGNED BY THE CONTRACTOR AS PER THE EMPLOYER'S REQUIREMENTS,SPECIFICATIONS AND SITE DIMENSIONS / CONDITIONS AND SHALL BE APPROVED BY ENGINEER / EMPLOYER.

4) ALL DIMENSIONS SHALL BE VERIFIED WITH RESPECT TO EXISTING IR BRIDGES ON THE PARRALEL ALINGNMENT AND RECONCILED BEFORE EXECUTION.

5) FORMATION LEVEL SHOWN IN GAD IS AS PER PROPOSED LONGITUDINAL SECTION OF THE ALIGNMENT AND MAY CHANGE DURING DEVELOPMENT OF DETAILED DESIGN STAGE.

6) LENGTH OF RETURN WALL / WING WALL / TOE WALL / PITCHING ETC. IS TO BE DECIDED AS PER THE SITE CONDITION.

7) DURING THE COURSE OF CONSTRUCTION, SAFETY & PROTECTION OF THE PROPOSED WORK AND SAFETY & PROTECTION OF THE RUNNING TRAINS ON THE EXISTING IR TRACKS IS TO BE ENSURED BY THE CONTRACTOR. EXCAVATION / DISMANTLING OF ANY PORTION OF EXISTING BRIDGE OR ANY ELEMENT OF EXISTING PERMANENT WAY OR ANY WORK AFFECTING THE SAFETY OF THE EXISTING BRIDGE / PERMANENT WAY OR SAFETY OF THE RUNNING TRAINS WILL BE CARRIED OUT WITH THE PRIOR WRITTEN APPROVAL OF THE ENGINEER / EMPLOYER.

SUPERSTRUCTURE & SUBSTRUCTURE

1) SUPERSTRUCTURE SPAN IS 3x7.40m (NON-STANDARD) PSC SOILID SLAB , SPAN LENGTH 7.40 EXPANSION JOINT TO EXPANSION JOINT .

2) SUBSTRUCTURE OF BRIDGE SHALL BE DESIGNED AS PER DFCCI LOADING (32.5T AXLE LOAD) BRIDGE RULE, ISSUED BY RDSO. (WITH LATEST CORRECTION SLIP).

3) SUBSTRUCTURE SHALL BE DESIGNED TO TAKE CARE OF TEMPERORAY STAGE LOADS ALSO.

4) SUBSTRUCTURE OF THE BRIDGE SHALL BE DESIGNED AS PER THE SEISMIC ZONE FOR THE AREA

5) SEISMIC ARRANGEMENT (RESTAINER) SHALL BE PROVIDED IN SUBSTRUCTURE AS PER SEISMIC FORCES.

FOUNDATION

1) SCOUR LEVEL SHALL BE AS PER IRS SUB STRUCTURE & FOUNDATION CODE.

2) FOUNDATION LEVEL OF BRIDGE SHALL BE BELOW THE SCOUR LEVEL.

3) SETTLEMENT OF FOUNDATION SHALL BE CHECKED SO THAT IT IS WITHIN ACCEPTABLE LIMIT OF TOTAL & DIFFERENTIAL SETTLEMENTS AS PER CLAUSE 6.1 OF IRS: BRIDGE SUB STRUCTURE & FOUNDATION CODE.

4) SAFE BEARING CAPACITY OF SOIL SHALL BE DETERMINED BY SUITABLE METHOD BEFORE DESIGN OF STRUCTURES IF REQUIRED .

GEO-TECHNICAL

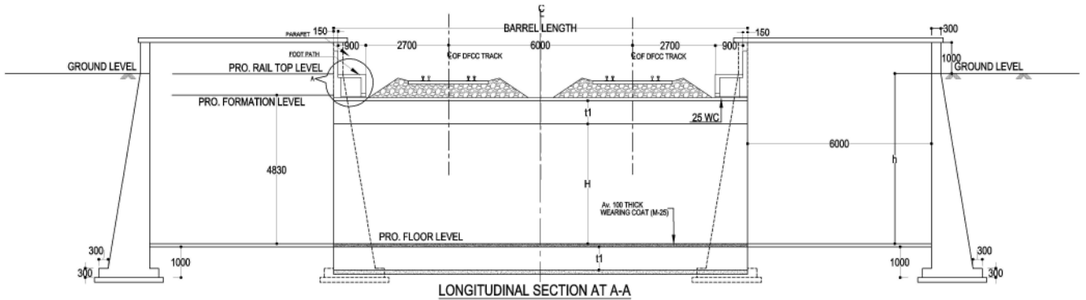
1) FOR TENDER PURPOSE REFER TO GEOTECHNICAL & HYDROLOGICAL INVESTIGATION REPORT IN DATA BOOK 2/2.

2) GEO-TECHNICAL BORE HOLE DATA REFERED IN GAD IS INDICATIVE ONLY.

3) DETAILED GEO-TECHNICAL INVESTIGATION SHALL BE CARRIED OUT DURING DETAILED DESIGN STAGE.

Formation width of 13.5m to be read as 13.86m & respective dimensons are to be corrected according by the Bidder

Project Title :	Client :	Drawing Title :	Drawing Number :	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	GENERAL ARRANGEMENT DRAWING FOR RUB PEDESTRIAN (Z-TYPE) (RCC BOX)	NKC-CTS-RRB-AJ-00003 (SHEET 1 OF 2)	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Scale : AS SHOWN	
			Reference : GAD PREPARED BY CPM AJMER	
			Drawn By : / /	Checked By : / / Approved By : / /



LONGITUDINAL SECTION AT A-A
SCALE 1:100

CPM	Sec. No.	CHAINAGE		Bridge No.		CLEAR SPAN for Railway Bridges	Nos. of Tracks (Proposed for DFC)	STRUCTURE CONFIGURATION	Type of Crossing	Distance between IR and DFC	Formation Level		Ground Level	Box Culvert Configuration						Retaingng wall			Existing Station Name
		IR	DFC	IR	DFC						IR	DFC		n	W (m)	H (m)	t1 (m)	t2 (m)	Bed Level	Top LVL (m)	FDN LVL (m)	Height (m)	
Ajmer	9		16,900.0	-	851A	1 x 6.0m x 2.5m	2	RCC Box	Pedestrian Subway	21.807	225.564	225.921	226.089	1	6.0	2.5	0.75	0.55	222.72	225.921	220.721	3.200	Chitrasani Station
Ajmer	9		21,220.0	-	843B	1 x 6.0m x 2.5m	2	RCC Box	Pedestrian Subway	35.680	214.080	215.521	214.300	1	6.0	2.5	0.75	0.55	212.32	215.521	210.321	3.200	Jethi Station

(i) F.L is based on the alignment drawing modified by NKC and should be reconfirmed in detailed design survey.
(ii) G.L is based on GAD prepared by CPM and should be reconfirmed in detailed design and survey.
(iii) Nos. of Track shall be confirmed from FLS & Station Yard Plan
(iv) Retaining wall between DFC and IR is to be designed suitably.
(v) Berm of 1.5 m width shall be provided on the slope of every 6 m height.
(vi) Barrel Length may varry as per site condition.

Formation width of 13.5m to be read as 13.86m & respective dimensons are to be corrected according by the Bidder

Project Title :
Dedicated Freight Corridor Project
(Western Corridor Phase-1:
Rewari - Vadodara Section)

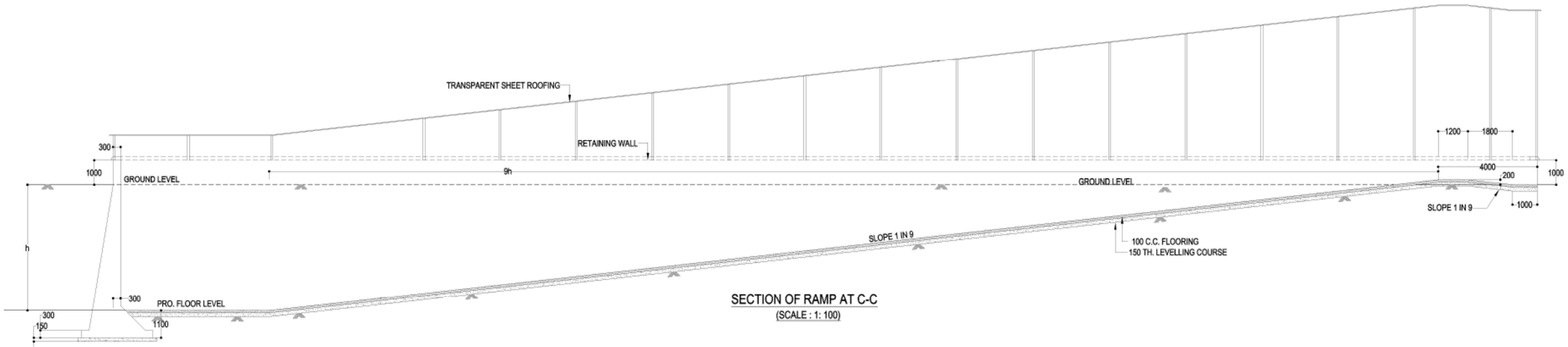
Client :
Dedicated Freight Corridor Corporation of India
(A GOVERNMENT OF INDIA UNDERTAKING)
5th Floor, Pragati Maidan Metro Station Building,
New Delhi-110001, INDIA

Drawing Title :
GENERAL ARRANGEMENT DRAWING
FOR RUB PEDESTRIAN (Z-TYPE)
(RCC BOX)

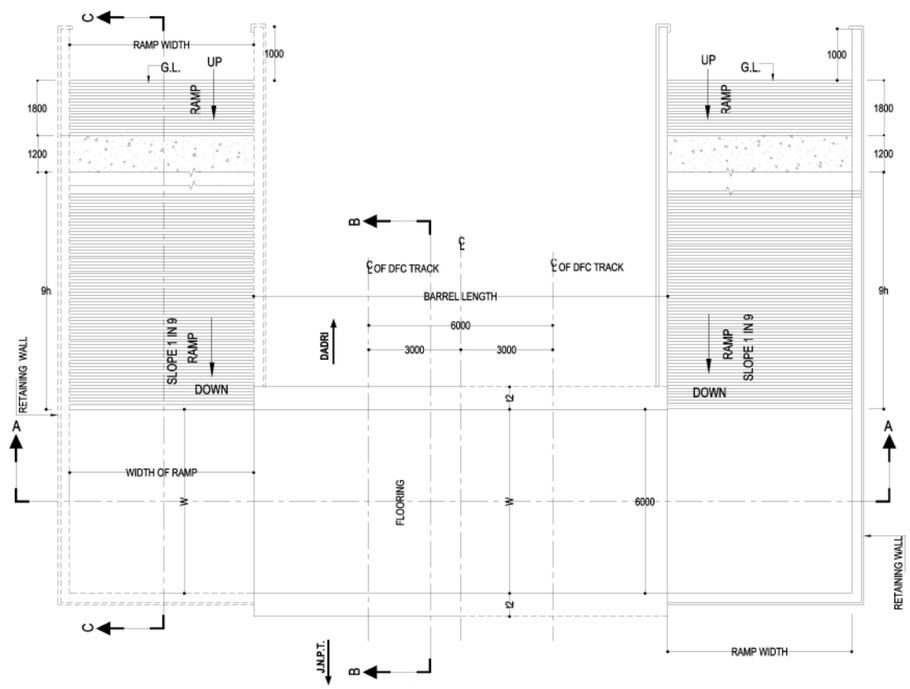
Drawing Number : NKC-CTS-RRB-AJ-00003 (SHEET 2 OF 2)
Scale : AS SHOWN
Reference : GAD PREPARED BY CPM AJMER
Drawn By : / /
Checked By : / /
Approved By : / /

Consultant :
NK Consortium
4th Floor, Pragati Maidan Metro Station Building,
New Delhi-110001, INDIA

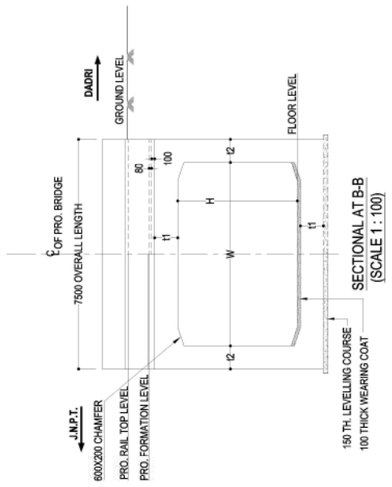
V-4-2-616



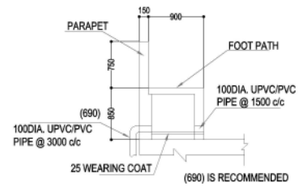
SECTION OF RAMP AT C-C
(SCALE : 1: 100)



HALF BOTTOM - HALF TOP PLAN
(SCALE 1:100)



SECTIONAL AT B-B
(SCALE 1 : 100)



DETAIL AT A
(SCALE 1 : 50)

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4)ALL DIMENSIONS SHALL BE VERIFIED WITH RESPECT TO EXISTING IR BRIDGES ON THE PARRALEL ALINGNMENT AND RECONCILED BEFORE EXECUTION.

5)FORMATION LEVEL SHOWN IN GAD IS AS PER PROPOSED LONGITUDINAL SECTION OF THE ALIGNMENT AND MAY CHANGE DURING DEVELOPMENT OF DETAILED DESIGN STAGE.

6)LENGTH OF RETURN WALL / WING WALL / TOE WALL / PITCHING ETC. IS TO BE DECIDED AS PER THE SITE CONDITION.

7)DURING THE COURSE OF CONSTRUCTION, SAFETY & PROTECTION OF THE PROPOSED WORK AND SAFETY & PROTECTION OF THE RUNNING TRAINS ON THE EXISTING IR TRACKS IS TO BE ENSURED BY THE CONTRACTOR. EXCAVATION / DISMANTLING OF ANY PORTION OF EXISTING BRIDGE OR ANY ELEMENT OF EXISTING PERMANENT WAY OR ANY WORK AFFECTING THE SAFETY OF THE EXISTING BRIDGE / PERMANENT WAY OR SAFETY OF THE RUNNING TRAINS WILL BE CARRIED OUT WITH THE PRIOR WRITTEN APPROVAL OF THE ENGINEER / EMPLOYER.

SUPERSTRUCTURE & SUBSTRUCTURE

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FOUNDATION

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4)SAFE BEARING CAPACITY OF SOIL SHALL BE DETERMINED BY SUITABLE METHOD BEFORE DESIGN OF STRUCTURES IF REQUIRED .

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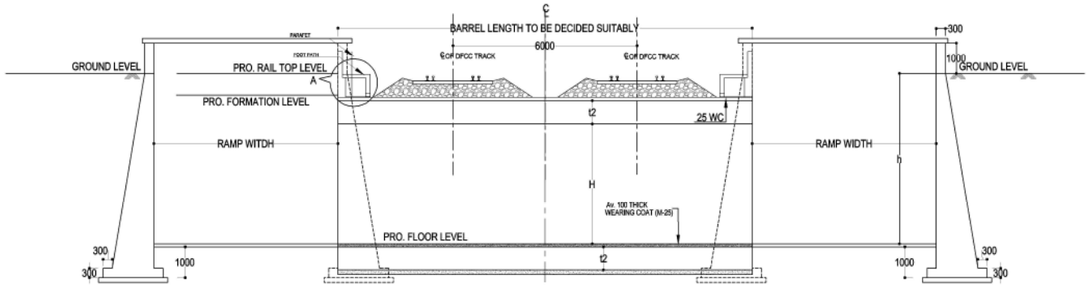
2)GEO-TECHNICAL BORE HOLE DATA REFERED IN GAD IS INDICATIVE ONLY.

3)DETAILED GEO-TECHNICAL INVESTIGATION SHALL BE CARRIED OUT DURING DETAILED DESIGN STAGE.

Formation width of 13.5m to be read as 13.86m & respective dimensons are to be corrected according by the Bidder

Project Title :	Client :	Drawing Title :	Drawing Number :	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	GENERAL ARRANGEMENT DRAWING FOR RUB PEDESTRIAN (U-TYPE) (RCC BOX)	NKC-CTS-RRB-AJ-00004 (SHEET 1 OF 2)	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Scale : AS SHOWN	
			Reference : GAD PREPARED BY CPM AJMER	
			Drawn By : / / Checked By : / / Approved By : / /	



LONGITUDINAL SECTION AT A-A
SCALE 1:100

CPM	Sec. No.	CHAINAGE		Bridge No.		CLEAR SPAN for Railway Bridges	Nos. of Tracks (Proposed for DFC)	STRUCTURE CONFIGURATION	Type of Crossing	Distance between IR and DFC	Formation Level		Ground Level	Box Culvert Configuration						Retaingng wall			Existing Station Name
		IR	DFC	IR	DFC						IR	DFC		n	W (m)	H (m)	t1 (m)	t2 (m)	Bed Level	Top LVL (m)	FDN LVL (m)	Height (m)	
Ajmer	9		11,290.0	-	864A	1 x 6.0m x 2.5m	6	RCC Box	Pedestrian Subway	27.799	234.452	234.700	234.247	1	6.0	2.5	0.75	0.55	231.50	234.700	229.500	3.200	Karjoda Station

(i) F.L is based on the alignment drawing modified by NKC and should be reconfirmed in detailed design survey.
(ii) G.L is based on GAD prepared by CPM and should be reconfirmed in detailed design and survey.
(iii) Nos. of Track shall be confirmed from FLS & Station Yard Plan
(iv) Retaining wall between DFC and IR is to be designed suitably.
(v) Berm of 1.5 m width shall be provided on the slope of every 6 m height.
(vi) Barrel Length may varry as per site condition.

Formation width of 13.5m to be read as 13.86m & respective dimensons are to be corrected according by the Bidder

Project Title :
Dedicated Freight Corridor Project
(Western Corridor Phase-1:
Rewari - Vadodara Section)

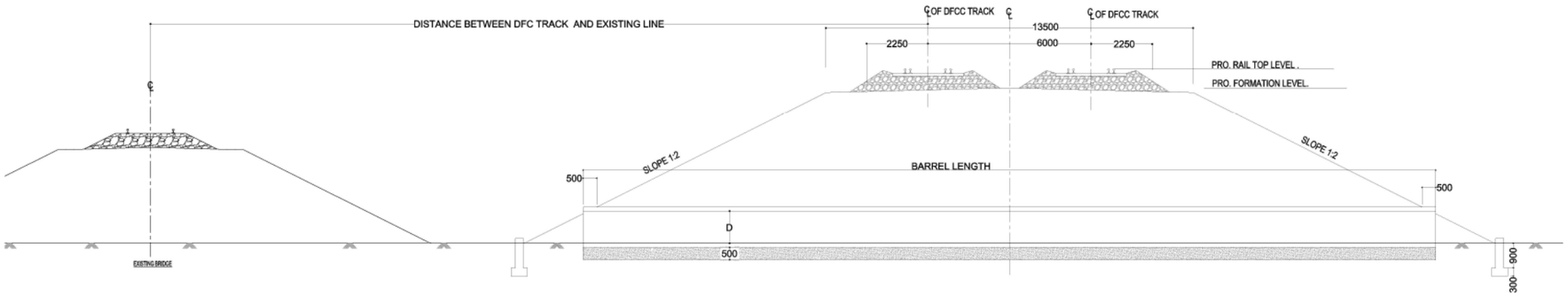
Client :
Dedicated Freight Corridor Corporation of India
(A GOVERNMENT OF INDIA UNDERTAKING)
5th Floor, Pragati Maidan Metro Station Building,
New Delhi-110001, INDIA

Drawing Title :
GENERAL ARRANGEMENT DRAWING
FOR PEDESTRIAN
(RCC BOX U-TYPE)

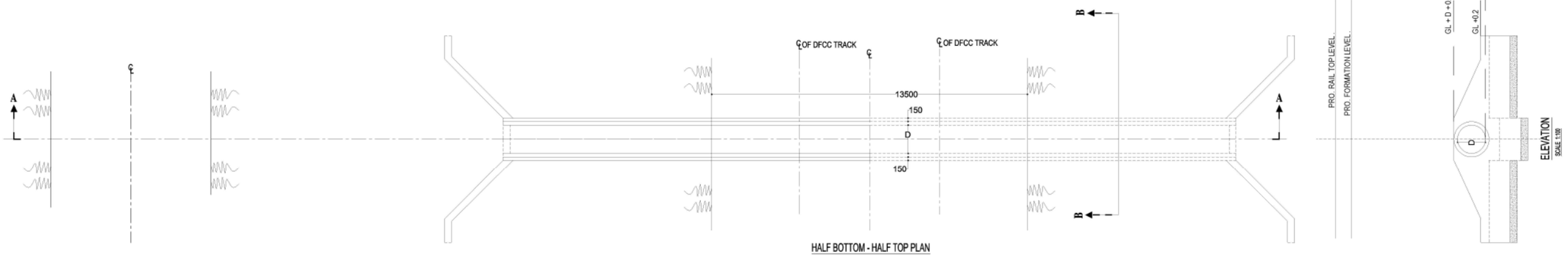
Drawing Number : NKC-CTS-RRB-AH-00004 (SHEET 1 OF 2)
Scale : AS SHOWN
Reference : GAD PREPARED BY CPM AJMER
Drawn By : / /
Checked By : / /
Approved By : / /

Consultant
NK Consortium
4th Floor, Pragati Maidan Metro Station Building,
New Delhi-110001, INDIA

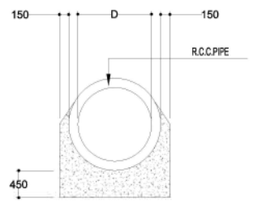
V-4-2-618



LONGITUDINAL SECTION AT A-A
SCALE 1:100



HALF BOTTOM - HALF TOP PLAN
SCALE 1:100



DETAILED 'X' SECTION AT- B-B
(SCALE 1 : 50)

GENERAL NOTES:

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8) EXCAVATION / DISMANTLING OF ANY PORTION OF EXISTING BRIDGE OR ANY ELEMENT OF EXISTING PERMANENT WAY OR ANY WORK AFFECTING THE SAFETY OF THE EXISTING BRIDGE / PERMANENT WAY OR SAFETY OF THE RUNNING TRAINS WILL REQUIRE THE PRIOR WRITTEN APPROVAL OF THE ENGINEER/EMPLOYER.

FOUNDATION

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GEO-TECHNICAL

1) FOR TENDER PURPOSE REFER TO GEOTECHNICAL & HYDROLOGICAL INVESTIGATION REPORT IN DATA BOOK 2/2.
2) GEO-TECHNICAL BORE HOLE DATA REFERED IN GAD IS INDICATIVE ONLY.
3) DETAILED GEO-TECHNICAL INVESTIGATION SHALL BE CARRIED OUT DURING DETAILED DESIGN STAGE IF REQUIRED.

Formation width of 13.5m to be read as 13.86m & respective dimensons are to be corrected according by the Bidder

Project Title :	Client :	Drawing Title :	Drawing Number :	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	GENERAL ARRANGEMENT DRAWING FOR RCC PIPE TYPE TRACK CROSSING FOR REPTILES	NKC -CTS -BRD-AJ-00005(SHEET 1 OF 2)	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Scale : AS SHOWN	
			Reference : GAD PREPARED BY CPM AJMER (SUB-CONSULTANT:CEG CONSULTING ENGINEERS GROUP LTD.) AND DOLPHIN CONSTRUCTION CO.	
			Drawn By : Ashish / Checked By : M.N. Ahmed / Approved By : Dinesh Sharma	

V-4-2-619

Sec. No.	Chainage	Bridge No.	Formation Level		Ground Level *	HFL	Fill (m)	Number of DFC Tracks	RCC Pipe			Wing Wall (Inlet, Outlet)				Distance between IR and DFC	Remarks
			IR	DFC					Barrel Length (m)	Number of pipe n	Diameter D (m)	Top LVL1 (m)	Top LVL2 (m)	FDN LVL (m)	Length (m)		
9	18,600.0	846C	218.170	218.833	221.226		0.150	2	13.500	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	8.990	Track crossing for Reptiles
9	18,800.0	846B	216.840	217.873	217.452		0.150	2	13.500	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	8.360	
9	19,000.0	846A	215.370	216.913	215.740		0.873	2	17.992	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	7.980	
9	19,350.0	845A	213.100	215.449	210.330		4.819	2	33.776	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	14.855	
9	19,800.0	844B	212.130	215.214	210.070		4.844	2	33.876	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	14.890	
9	20,000.0	844A	211.270	214.467	209.802		4.365	2	31.960	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	10.430	
9	20,400.0	843E	211.920	212.972	211.105		1.567	2	20.768	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	10.490	
9	20,600.0	843D	213.220	213.725	216.894		0.150	2	13.500	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	9.910	
9	20,750.0	843C	213.930	214.415	216.926		0.150	2	13.500	1 x 0.3m	0.3	G.L+D+0.15	G.L + 0.2	G.L - 0.5	1.850	16.930	

NOTE (i) Tabulated F.L is based on the alignment drawing modified by NKC, and should be reconfirmed in Detail Design after Survey.
(ii) Tabulated G.L is based on GADs prepared by CPM, and should be reconfirmed in Detail Design after Survey.

GENERAL NOTES:

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1) SAFE BEARING CAPACITY OF SOIL SHALL BE DETERMINED BY SUITABLE METHOD BEFORE DESIGN OF STUCTURES.

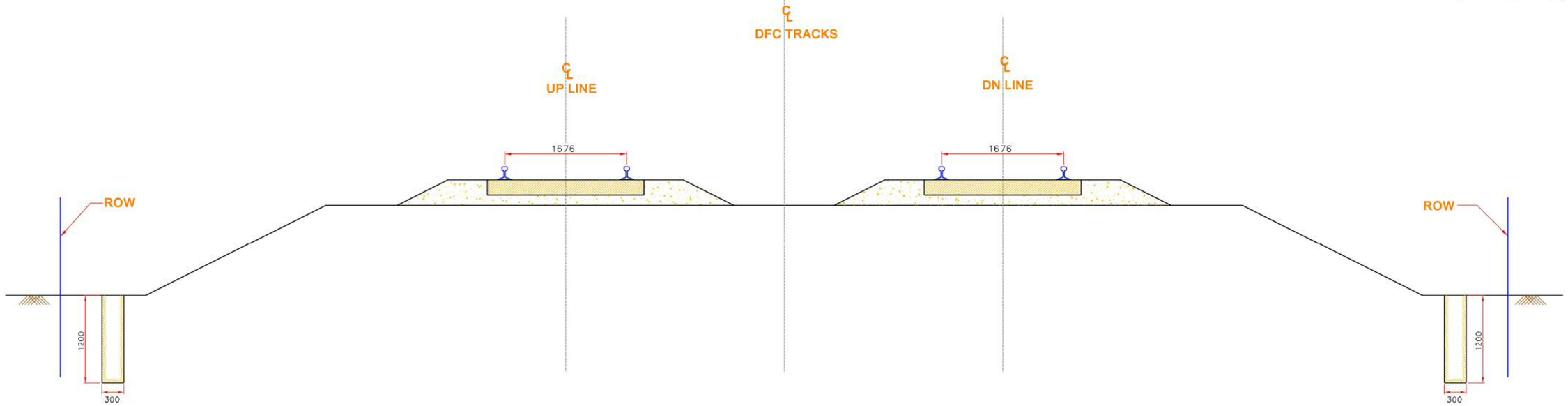
GEO-TECHNICAL

1) FOR TENDER PURPOSE REFER TO GEOTECHNICAL & HYDROLOGICAL INVESTIGATION REPORT IN DATA BOOK 2/2.
2) GEO-TECHNICAL BORE HOLE DATA REFERED IN GAD IS INDICATIVE ONLY.
3) DETAILED GEO-TECHNICAL INVESTIGATION SHALL BE CARRIED OUT DURING DETAILED DESIGN STAGE IF REQUIRED.

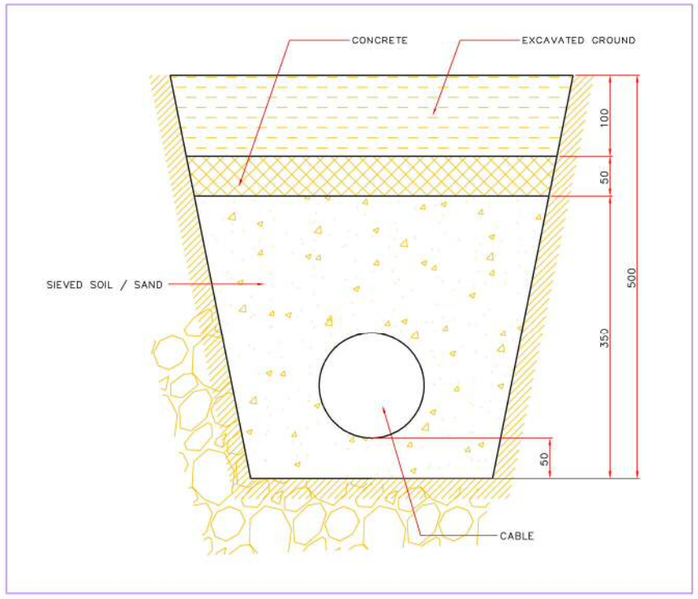
Formation width of 13.5m to be read as 13.86m & respective dimensons are to be corrected according by the Bidder

Project Title :	Client :	Drawing Title :	Drawing Number :	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	GENERAL ARRANGEMENT DRAWING FOR RCC PIPE TYPE TRACK CROSSING FOR REPTILES	NKC -CTS -BRD-AJ-00005(SHEET 2 OF 2)	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Scale : AS SHOWN	
			Reference : GAD PREPARED BY CPM AJMER (SUB-CONSULTANT:CEG CONSULTING ENGINEERS GROUP LTD.) AND DOLPHIN CONSTRUCTION CO.	
			Drawn By : Ashish / Checked By : M.N. Ahmed / Approved By : Dinesh Sharma	

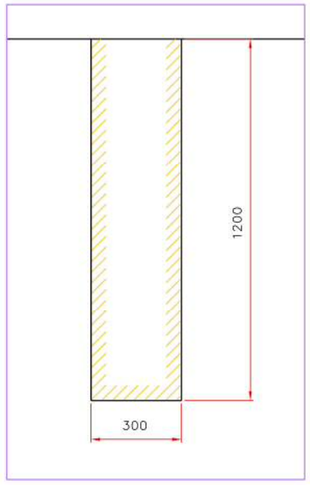
V-4-3-1



INDICATIVE LOCATION OF SIGNALLING CABLE



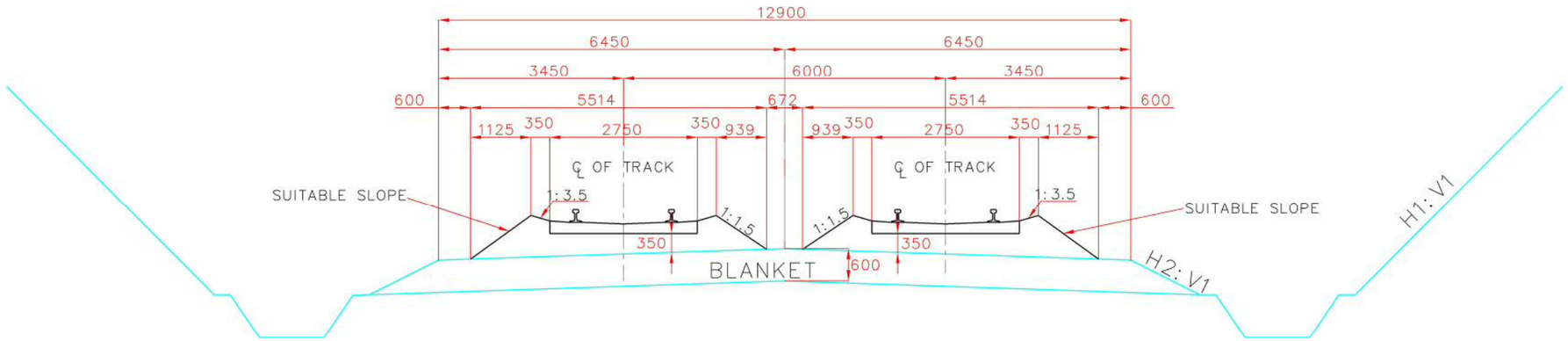
TRENCHING IN ROCY AREA



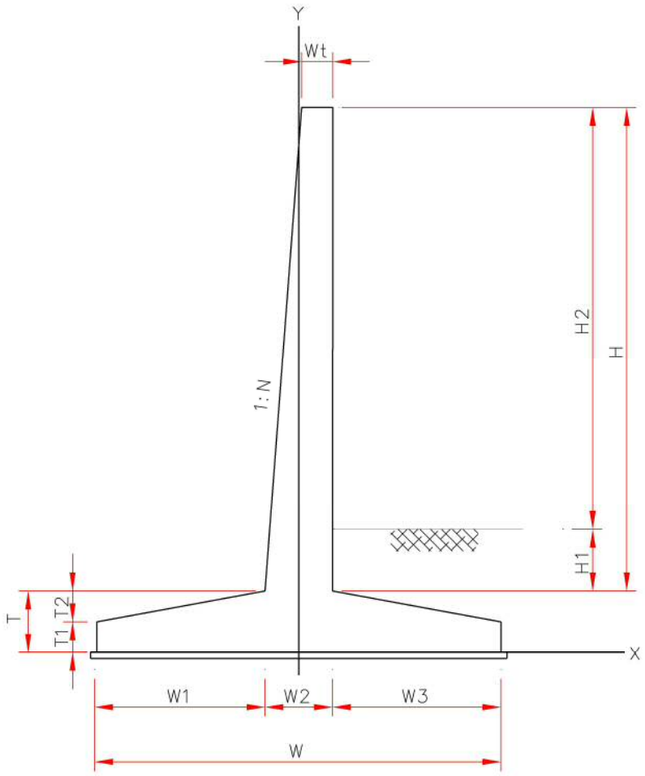
TRENCHING IN NORMAL SOIL

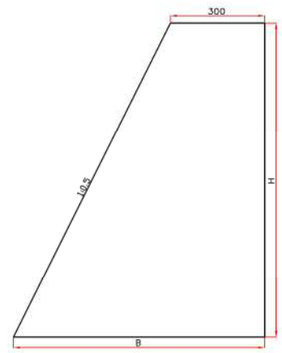
Project Title :	Client :	Drawing Title :	Drawing Number : NKC-CTS-SGN-AL-00001	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	INDICATIVE LOCATION OF SIGNALLING CABLE IN NORMAL SOIL / ROCKY AREA	Scale : NTS Reference : RDSO DRAWING NO. SDO/CABLE LAYING/002 & 008 Drawn By : ASHISH 26 / 05 / 2012 Checked By : BHARTI 26 / 05 / 2012 Approved By : G.D.BHATIA 26 / 05 / 2012	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA

TYPICAL X-SECTION OF EARTHWORK STRUCTURE (CUT)



Project Title :	Client :	Drawing Title :	Drawing Number : NKC-CTS-EWS-AL-00002	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	Standard Cross Section of Cut	Scale : 1:50	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Reference : Working Paper No.5	
			Drawn By : DANISH 19 / 11 /2010 · Checked By : H.KAWAHARA 19 / 11 /2010 · Approved By : K.ENDO 19 / 11 /2010	





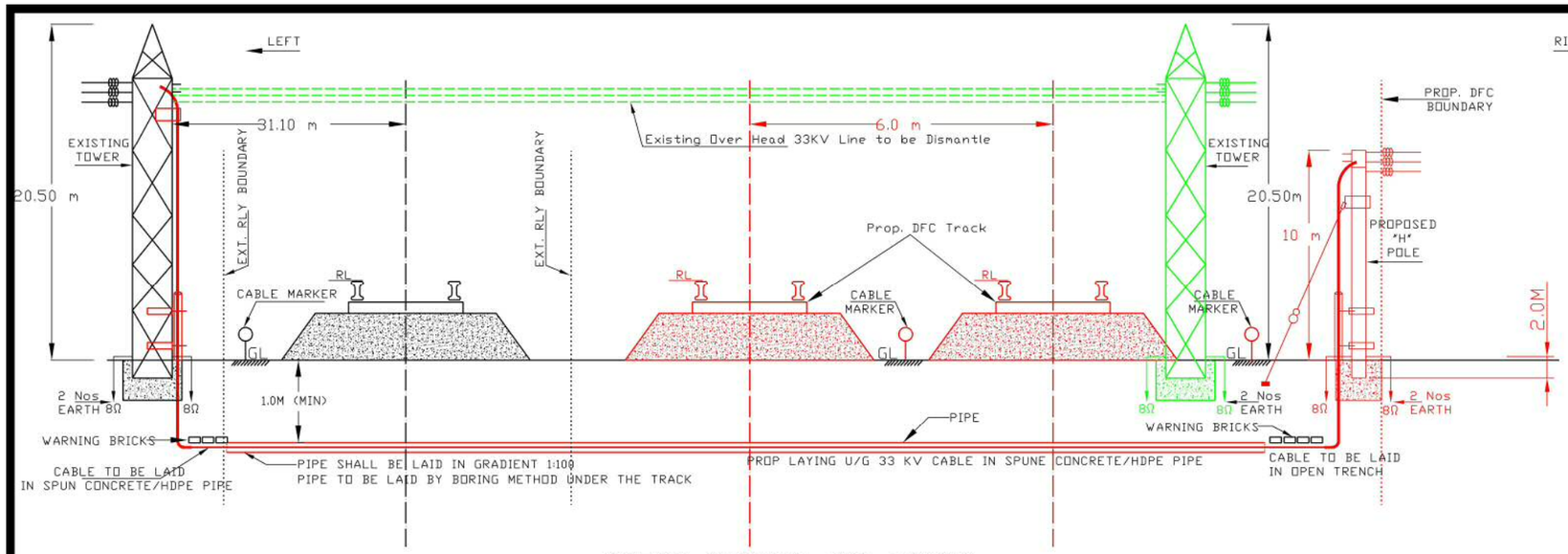
DETAIL (R1-R1)								
ITEM	UNIT	H=9.0m	H=8.0m	H=7.0m	H=6.0m	H=5.0m	H=4.0m	H=3.0m
Wt	m	0.8	0.8	0.4	0.4	0.35	0.3	0.3
H1	m	0.5	0.5	0.5	0.5	0.5	0.5	0.5
H2	m	8.5	7.5	6.5	5.5	4.5	3.5	2.5
H	m	9.0	8.0	7.0	6.0	5.0	4.0	3.0
T1	m	0.4	0.4	0.4	0.3	0.3	0.25	0.2
T2	m	0.7	0.5	0.4	0.3	0.3	0.25	0.2
T	m	1.1	0.9	0.8	0.6	0.6	0.5	0.4
W1	m	3.9	3.0	2.5	2.0	2.0	2.0	1.7
W2	m	1.25	1.0	0.8	0.8	0.35	0.3	0.3
W3	m	1.5	1.5	1.0	1.0	1.0	0.5	0.3
W	m	6.65	5.5	4.25	3.4	3.35	2.8	2.3
1:1/n		20.0	20.0	20.0	20.0	0.0	0.0	0.0

Item	Unit	H=1.0m	H=2.0m	H=3.0m	H=4.0m	H=5.0m
B	m	0.8	1.3	1.8	2.3	2.8
1:N		0.5	0.5	0.5	0.5	0.5

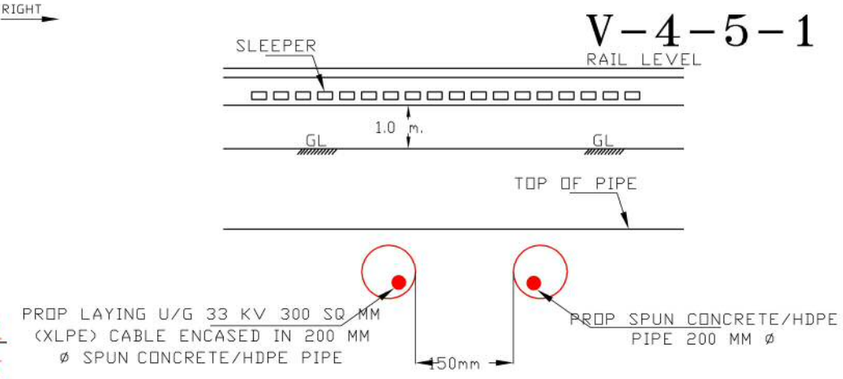
NOTE: DIMENSIONS OF RETAINING WALL ARE NOT BASED ON CALCULATION.

Project Title :	Client :	Drawing Title :	Drawing Number : NKC-CTS-EWS-AL-00003	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	Retaining Wall	Scale : - Reference : Working Paper No.15 Drawn By : DANISH 19 / 11 /2010 Checked By H.KAWAHARA 19 / 11 /2010 Approved By : K.ENDO 19 / 11 /2010	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA

V-4-5-1

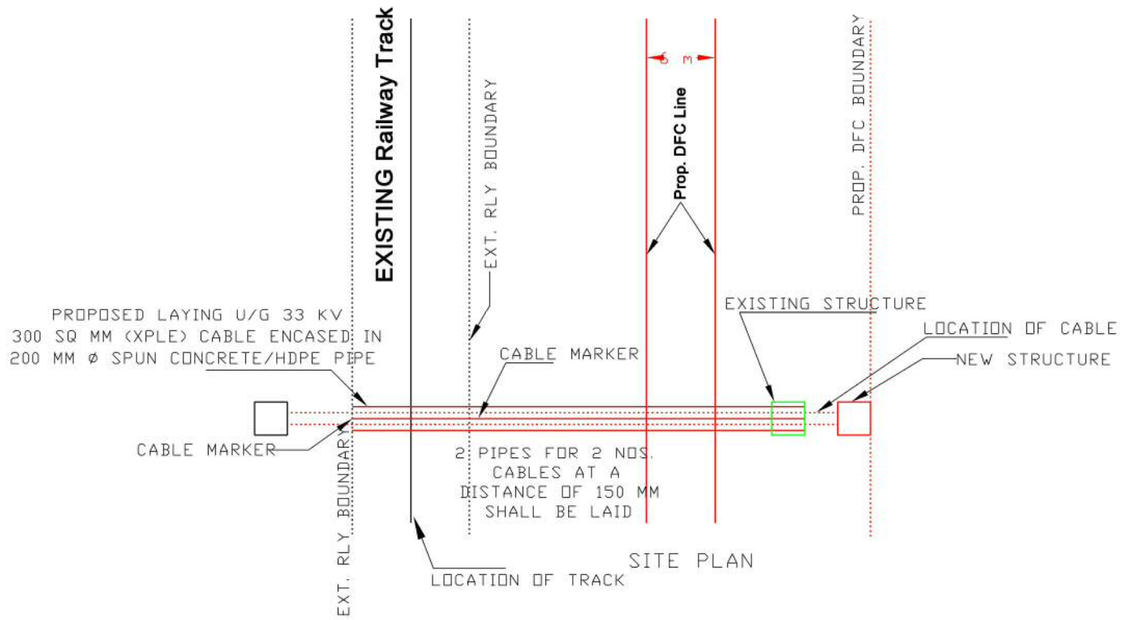


CROSS SECTION (BG TRACK)



ELEVATION

1. Existing in Black	
2. Existing to be Dismantle	~~In Green~~
3. Proposed in Red	



SITE PLAN

NOTE :-

1. EXISTING WORK SHOWN IN BLACK
2. PROPOSED WORK SHOWN IN RED
3. RAILWAY LAND BOUNDARY SHOWN IN DOTTED IN BLACK
4. CABLE 33KV XLPE 3 CORE 300 SQ MM ARMOURED 33000 V
5. CABLE MARKER TO BE PROVIDED AS PER CROSSING REGULATION 1987 ITEM 35
6. THERE WILL BE 2 EARTH AT EACH SUPPORTING STRUCTURE CONNECTED TO THE MAIN G.I. EARTH WIRE OF SIZE 4MM DIA. EARTH RESISTANCE -8Ω
7. TYPE OF INSULATION AND ARMOURING, XLPE AND GI FLAT STRIP ARMOURED.
8. SIZE OF MATERIAL OF GUY WIRE SHALL BE OF NOT LESS THAN SIZE 7/2.92 MM GS.
9. UNDER GROUND CABLE AND OTHERS MATERIALS FOR THE CROSSING ARE DESIGNED TO GIVE THE REQUIRED FACTOR OF SAFETY AS MENTIONED THE REGULATION OF ELECTRICAL CROSSING OF RAILWAY TRACK UNDER THE WORST CONDITIONS
10. UNDER GROUND SHOULD BE PROVIDED WITH THE STIPULATED CLEARANCE OF SCHEDULE OF DIMENSION CABLE OF INDIAN RAILWAY
11. CABLE LAYING AS PER IS -1255 : 1967
12. THE CLEARANCE WILL BE IN COMPLIANCE WITH THE REGULATION ELECTRICAL CROSSING OF RAILWAY TRACK 1987
13. TWO CABLE MARKER ONE AT EACH END OF CROSSING SHOULD BE ERECTED DULY PAINTED IN RED FOLLOWING INFORMATION SHOULD BE GIVEN THERE IN- ELECTRICAL CABLE 33000 V. DANGER "BHAY" IN ENGLISH AND VERNACULAR OF DISTINCT AND DEPTH OF CABLE, NO. OF CABLE 02
14. WORK SHOULD BE CARRIED OUT BY THE PARTY UNDER THE SUPERVISION OF RLY ENGINEERS WITHIN RLY LAND BOUNDARY
15. ANY OTHERS WORK REQUIRED TO CARRIED OUT IN CONNECTION WITH ADDITIONS, ALTERATIONS, MODIFICATIONS, IN FUTURE WILL BE CARRIED OUT BY THE PARTY ON THE OWN EXPENDITURE
16. SYSTEM OF SUPPLY- 33KV. VOLTAGE, 50 CYCLES PER SECOND FREQUENCY
17. PIPE SHOULD BE PUSHED THROUGH RAILWAY EMBANKMENT BY TRENCHLESS METHOD
18. WARNING BRICKS SHOULD BE PROVIDED WHERE OPEN EXCAVATION IS DONE, PIPE SHOULD BE LAID UP TO PROPOSED DFC BOUNDARYS
19. SUITABLE SPEED RESTRICTION WILL BE IMPOSED BY SITE PWI AND WHICH WILL BE RELAXED TO NORMAL AFTER COMPLETION OF WORK
20. PIPE TYPE EARTHING, EARTH WIRE OF SIZE 7/4 MM AS DETAILS SHOWN
21. CATODIC PROTECTION OF THE CABLE SHALL NOT BE ADOPTED WITH OUT THE SPECIFIC PRIOR APPROVAL OF THE RAILWAY AS PER PARA 31 OF T.C. REGULATION OF 1987
22. THE ARMOURING AND SHEETING OF THE UNDER GROUND CABLE LAID ACROSS THE TRACKS SHALL BE EARTH BY INDEPENDENT EARTHS AT THE TWO SEALING ENDS OF THE CABLE
23. WORK SHALL BE DONE UNDER RAILWAY ENGINEERS SUPERVISION TAKING SUITABLE PRECAUTIONS SO THAT NO SETTLEMENT OF TRACKS TAKE PLACE AT THE TIME OF PIPE PUSHING AS DETAIL'S CIRCULAR NO. 514 OF DATED 27-12-1962
24. SLOPE 1 IN 100 TO BE PROVIDED TO DRAIN OUT THE RAIN WATER
25. TEMPORARY ENGINEERING INDICATORS WILL BE PROVIDED AS PER GR 15.09 (1) (d) & SR 15.09 (2)
26. ALL JOINTS OF THE PIPE SHOULD BE TIGHT AND LEAK PROOF
27. WORK SHOULD BE EXECUTED IN PRESENCE OF S & T STAFF TO AVOID ANY DAMAGE TO S & T CABLES
28. PARTY WILL BEAR THE EXPENDITURE OF THIS WORK IN THE FUTURE FOR ANY SHIFTING, MODIFICATION OR DISMANTLING ETC.
29. ANTI CLIMBING DEVICE AND DANGER PLATE WILL BE PROVIDED ON THE CROSSING POLE & BARBED WIRE UP TO 1.8M
30. WHERE THE END OF A CABLE OF AN UNDER GROUND CROSSING ARE TERMINATED ON STRUCTURE FOR CONNECTION TO AN OVERHEAD LINE SUCH STRUCTURE SHALL COMPLY WITH THE IN SO FAR AS THEY ARE APPLICABLE TO O/H LINE CROSSING IN RESPECT OF STRUCTURE
31. THE WORK SHOULD BE DONE CAREFULLY WITHOUT DAMAGING THE S&T CABLES AND FOR ANY DAMAGE COST TO BE RECOVERED
32. THE DETAIL OF "H" POLE AS PER LOCATION.
33. THE CROSS SECTION OF THE EARTH CONDUCTOR / CONNECTIONS FOR THE EARTHING SYSTEM SHALL BE ADEQUATE FOR THE APPLICATION. THEY SHALL NOT BE DAMAGED OR OVER HEATED OR MELT WHILE CARRYING SHORT CIRCUIT CURRENT.
34. IT SHALL BE ENSURE THAT CABLE ARE PROPERLY CLAMPED AND SUPPORTED TO AVOID ANY LOOSING AND HANGING. THESE CABLES WILL BE TAKEN OUT IN G.I. PIPE OF SUITABLE DIAMETER TO THE HEIGHT OF APPROX. 2M FROM THE PLINTH LEVEL AT THE TERMINATING STRUCTURE.

THIS DRAWING WAS PROVIDED BY DFCCIL AND REVIEWED BY NIPPON KOEI CONSORTIUM

Client

DFCC
डेडीकेटेड फ्रेट कॉरीडोर कॉर्पोरेशन
Dedicated Freight Corridor Corporation Of India Limited

Name Of Work:-
Construction Of Dedicated Freight Corridor From IQBALGARH TO VADODARA On Western Corridor (PACKAGE - 3)

SITE IS FEASIBLE FOR THE WORK

SSE (ELECT.) SSE (P. WAY) AEN

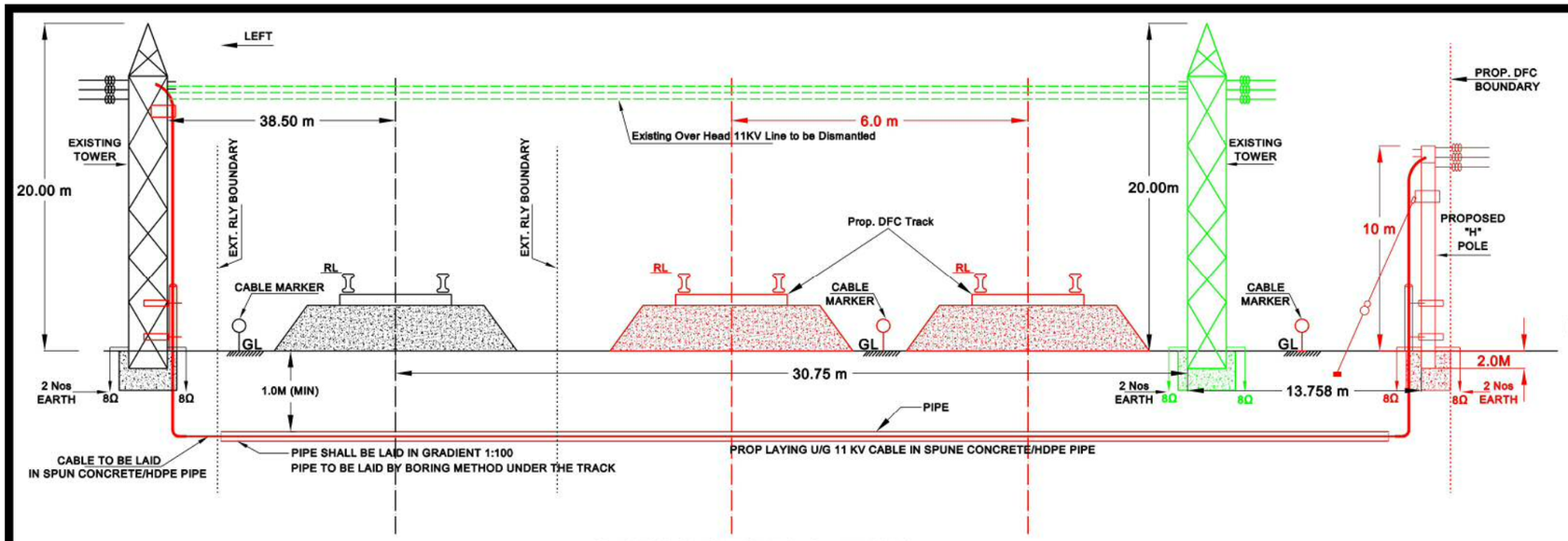
" I HERE BY CERTIFY THAT THE DETAILS OF THE EQUIPMENT PROVIDED ARE DESIGNED WITH THE OBJECT OF BREAKAGE / FAULT AND IN ACCORDANCE WITH RECOGNISED MODERN ENGINEERING PRACTICE.

XEN

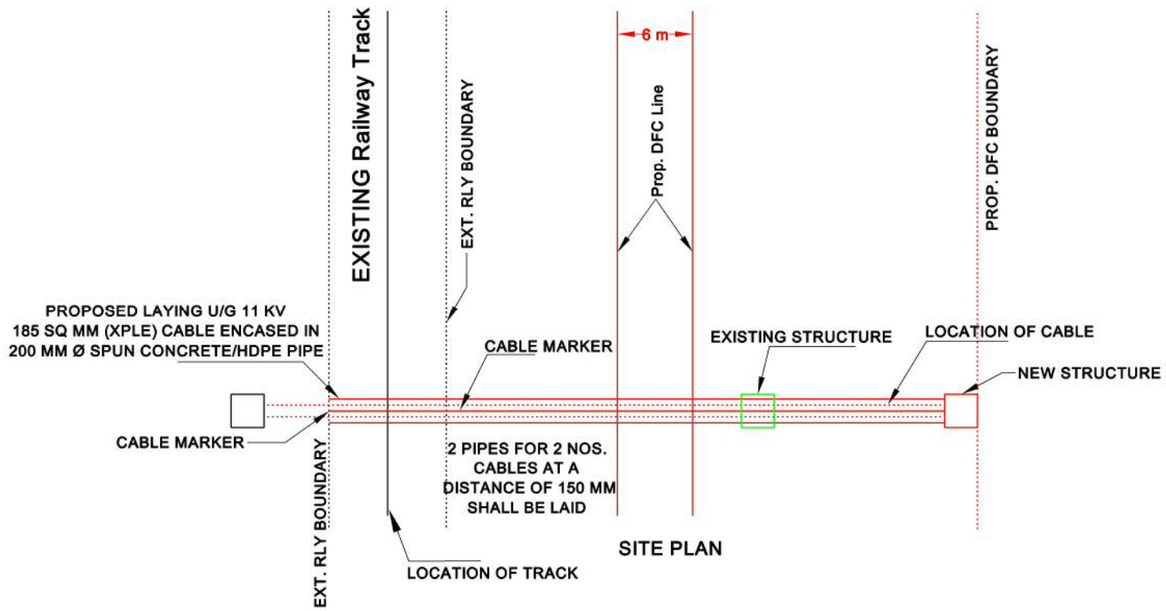
LOCATION - TYPICAL

MODIFICATION OF EXISTING 33 KV OVER HEAD CROSSING BY LAYING U/G 33 KV 300 SQ MM (XLPE)CABLE ENCASING IN 200 MM Ø SPUN CONCRETE/HDPE PIPE

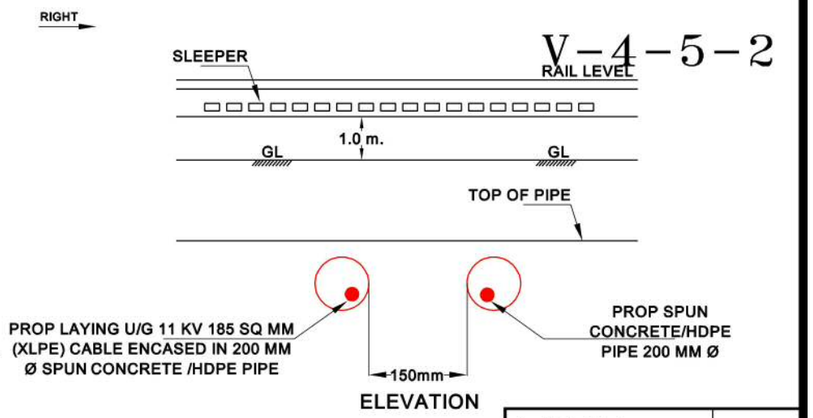
DY CPM (ELECT.)DFC	DY PM (ELECT.) DFC	Sr. DEN(Co)	Sr. DSTE
Dy PM WSA	APM (DFC)	Sr. DEE	Sr. DEN



CROSS SECTION (BG TRACK)



SITE PLAN



ELEVATION

1. Existing in Black
2. Existing to be Dismantle in Green
3. Proposed in Red

NOTE :-

1. EXISTING WORK SHOWN IN BLACK
2. PROPOSED WORK SHOWN IN RED
3. RAILWAY LAND BOUNDARY SHOWN IN DOTTED IN BLACK
4. CABLE 11 KV XLPE 3 CORE 185 SQ MM ARMOURED 11000 V
5. CABLE MARKER TO BE PROVIDED AS PER CROSSING REGULATION 1987 ITEM 35
6. THERE WILL BE 2 EARTH AT EACH SUPPORTING STRUCTURE CONNECTED TO THE MAIN G.I. EARTH WIRE OF SIZE 4MM DIA. EARTH RESISTANCE -8Ω
7. TYPE OF INSULATION AND ARMOURING, XLPE AND GI FLAT STRIP ARMOURED.
8. SIZE OF MATERIAL OF GUY WIRE SHALL BE OF NOT LESS THAN SIZE 7/2.92 MM GS.
9. UNDER GROUND CABLE AND OTHERS MATERIALS FOR THE CROSSING ARE DESIGNED TO GIVE THE REQUIRED FACTOR OF SAFETY AS MENTIONED THE REGULATION OF ELECTRICAL CROSSING OF RAILWAY TRACK UNDER THE WORST CONDITIONS
10. UNDER GROUND SHOULD BE PROVIDED WITH THE STIPULATED CLEARANCE OF SCHEDULE OF DIMENSION CABLE OF INDIAN RAILWAY
11. CABLE LAYING AS PER IS -1255 : 1967
12. THE CLEARANCE WILL BE IN COMPLIANCE WITH THE REGULATION ELECTRICAL CROSSING OF RAILWAY TRACK 1967
13. TWO CABLE MARKER ONE AT EACH END OF CROSSING SHOULD BE ERECTED DULY PAINTED IN RED FOLLOWING INFORMATION SHOULD BE GIVEN THERE IN- ELECTRICAL CABLE 11000 V. DANGER "BHAY" IN ENGLISH AND VERNACULAR OF DISTINCT AND DEPTH OF CABLE, NO. OF CABLE 02
14. WORK SHOULD BE CARRIED OUT BY THE PARTY UNDER THE SUPERVISION OF RLY ENGINEERS WITHIN RLY LAND BOUNDARY
15. ANY OTHERS WORK REQUIRED TO CARRIED OUT IN CONNECTION WITH ADDITIONS, ALTERATIONS, MODIFICATIONS, IN FUTURE WILL BE CARRIED OUT BY THE PARTY ON THE OWN EXPENDITURE
16. SYSTEM OF SUPPLY- 11KV. VOLTAGE, 50 CYCLES PER SECOND FREQUENCY
17. PIPE SHOULD BE PUSHED THROUGH RAILWAY EMBANKMENT BY TRENCH LESS METHOD
18. WARNING BRICKS SHOULD BE PROVIDED WHERE OPEN EXCAVATION IS DONE, PIPE SHOULD BE LAID UP TO PROPOSED DFC BOUNDARYS
19. SUITABLE SPEED RESTRICTION WILL BE IMPOSED BY SITE PWI AND WHICH WILL BE RELAXED TO NORMAL AFTER COMPLETION OF WORK
20. PIPE TYPE EARTHING, EARTH WIRE OF SIZE 7/4 MM AS DETAILS SHOWN
21. CATODIC PROTECTION OF THE CABLE SHALL NOT BE ADOPTED WITH OUT THE SPECIFIC PRIOR APPROVAL OF THE RAILWAY AS PER PARA 31 OF T.C. REGULATION OF 1987
22. THE ARMOURING AND SHEETING OF THE UNDER GROUND CABLE LAID ACROSS THE TRACKS SHALL BE EARTH BY INDEPENDENT EARTH'S AT THE TWO SEALING ENDS OF THE CABLE
23. WORK SHALL BE DONE UNDER RAILWAY ENGINEERS SUPERVISION TAKING SUITABLE PRECAUTIONS SO THAT NO SETTLEMENT OF TRACKS TAKE PLACE AT THE TIME OF PIPE PUSHING AS DETAIL'S CIRCULAR NO. 514 OF DATED 27-12-1962
24. SLOPE 1 IN 100 TO BE PROVIDED TO DRAIN OUT THE RAIN WATER
25. TEMPORARY ENGINEERING INDICATORS WILL BE PROVIDED AS PER GR 15.09 (1) (d) & SR 15.09 (2)
26. ALL JOINTS OF THE PIPE SHOULD BE TIGHT AND LEAK PROOF
27. WORK SHOULD BE EXECUTED IN PRESENCE OF S & T STAFF TO AVOID ANY DAMAGE TO S & T CABLES
28. PARTY WILL BEAR THE EXPENDITURE OF THIS WORK IN THE FUTURE FOR ANY SHIFTING, MODIFICATION OR DISMANTLING ETC.
29. ANTI CLIMBING DEVICE AND DANGER PLATE WILL BE PROVIDED ON THE CROSSING POLE & BARBED WIRE UP TO 1.8M
30. WHERE THE END OF A CABLE OF AN UNDER GROUND CROSSING ARE TERMINATED ON STRUCTURE FOR CONNECTION TO AN OVERHEAD LINE SUCH STRUCTURE SHALL COMPLY WITH THE IN SO FAR AS THEY ARE APPLICABLE TO O/H LINE CROSSING IN RESPECT OF STRUCTURE
31. THE WORK SHOULD BE DONE CAREFULLY WITHOUT DAMAGING THE S&T CABLES AND FOR ANY DAMAGE COST TO BE RECOVERED
32. THE DETAIL OF "H" POLE AS PER LOCATION.
33. THE CROSS SECTION OF THE EARTH CONDUCTOR / CONNECTIONS FOR THE EARTHING SYSTEM SHALL BE ADEQUATE FOR THE APPLICATION. THEY SHALL NOT BE DAMAGED OR OVER HEATED OR MELT WHILE CARRYING SHORT CIRCUIT CURRENT
34. IT SHALL BE ENSURE THAT CABLE ARE PROPERLY CLAMPED AND SUPPORTED TO AVOID ANY LOOSING AND HANGING. THESE CABLES WILL BE TAKEN OUT IN G.I. PIPE OF SUITABLE DIAMETER TO THE HEIGHT OF APPROX. 2M FROM THE PLINCH LEVEL AT THE TERMINATING STRUCTURE.

THIS DRAWING WAS PROVIDED BY DFCCIL AND REVIEWED BY NIPPON KOEI CONSORTIUM

Client

DFCC
डेडीकेटेड फ्रेट कॉरीडोर कॉर्पोरेशन
Dedicated Freight Corridor Corporation Of India Limited

Name Of Work:-
Construction Of Dedicated Freight Corridor From IQBALGARH TO VADODARA ON WESTERN CORRIDOR (PACKAGE-3)

SITE IS FEASIBLE FOR THE WORK

SSE (ELECT.) SSE (P. WAY) AEN

" I HERE BY CERTIFY THAT THE DETAILS OF THE EQUIPMENT PROVIDED ARE DESIGNED WITH THE OBJECT OF BREAKAGE / FAULT AND IN ACCORDANCE WITH RECOGNISED MODERN ENGINEERING PRACTICE.

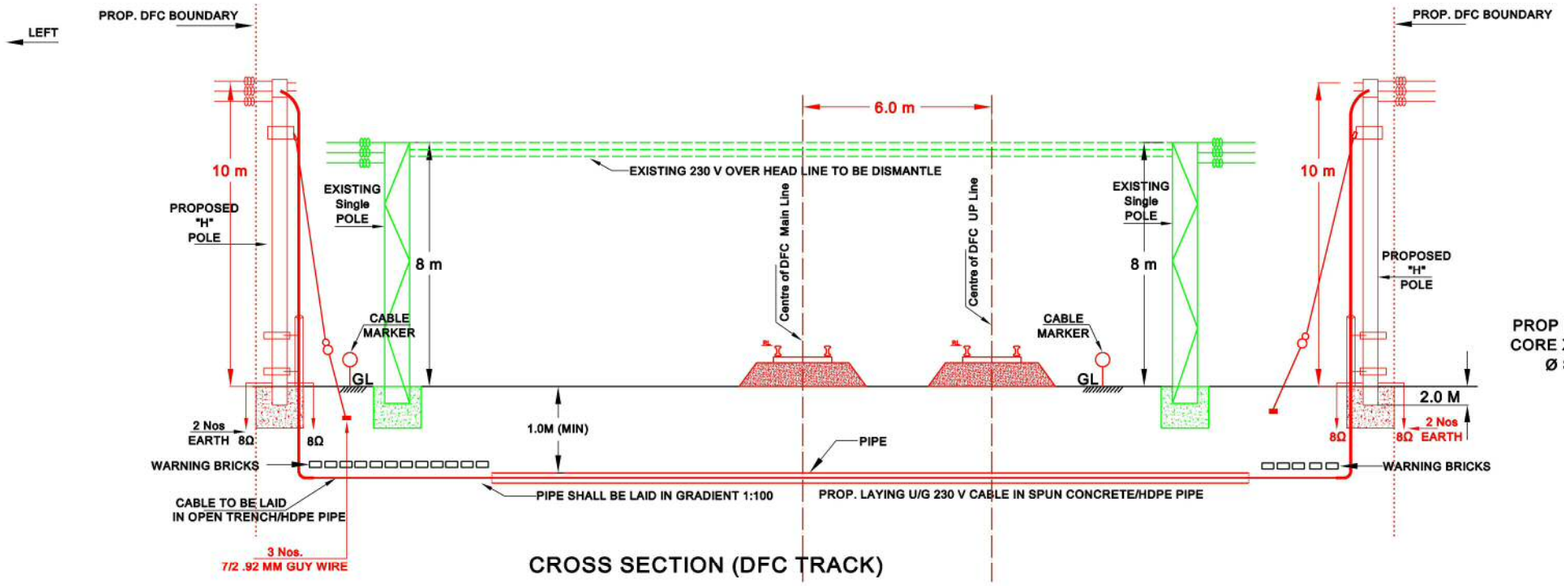
XEN

LOCATION - TYPICAL

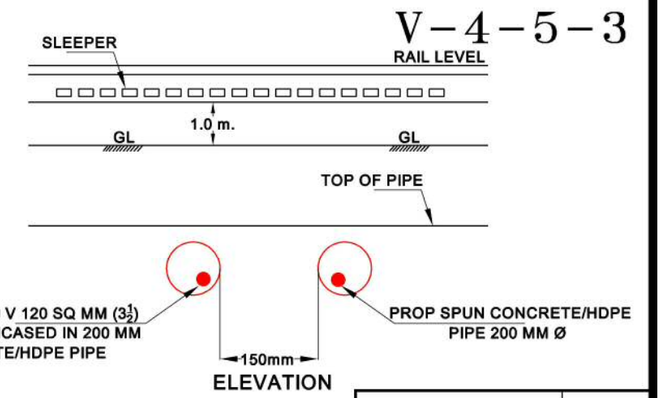
MODIFICATION OF EXISTING 11 KV OVER HEAD CROSSING BY LAYING U/G 11 KV 185 SQ MM (XLPE)CABLE ENCASING IN 200 MM Ø SPUN CONCRETE /HDPE PIPE.

DY CPM (ELECT.)DFC	DY PM (ELECT.) DFC	Sr. DEN(Co)	Sr. DSTE
Dy PM WSA	APM (DFC)	Sr. DEE	Sr. DEN

V-4-5-3

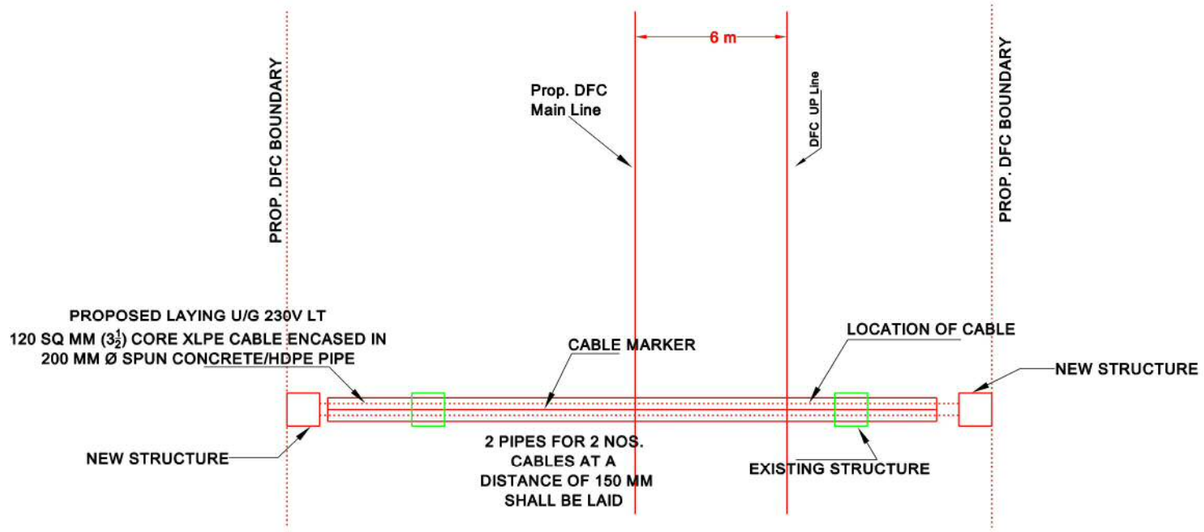


CROSS SECTION (DFC TRACK)



ELEVATION

1. Existing in Black
2. Existing to be Dismantle in Green
3. Proposed in Red



SITE PLAN

NOTE :-

1. EXISTING WORK SHOWN IN BLACK
2. PROPOSED WORK SHOWN IN RED
3. RAILWAY LAND BOUNDARY SHOWN IN DOTTED IN BLACK
4. CABLE 230 V 3½ CORE XLPE 120 SQ MM ARMOURED 230 V
5. CABLE MARKER TO BE PROVIDED AS PER CROSSING REGULATION 1987 ITEM 35
6. THERE WILL BE 2 EARTH AT EACH SUPPORTING STRUCTURE CONNECTED TO THE MAIN G.I. EARTH WIRE OF SIZE 4MM DIA. EARTH RESISTANCE -8Ω
7. TYPE OF INSULATION AND ARMOURING, XLPE AND GI FLAT STRIP ARMOURED.
8. SIZE OF MATERIAL OF GUY WIRE SHALL BE OF NOT LESS THAN SIZE 7/2.92 MM GS.
9. UNDER GROUND CABLE AND OTHERS MATERIALS FOR THE CROSSING ARE DESIGNED TO GIVE THE REQUIRED FACTOR OF SAFETY AS MENTIONED THE REGULATION OF ELECTRICAL CROSSING OF RAILWAY TRACK UNDER THE WORST CONDITIONS
10. UNDER GROUND SHOULD BE PROVIDED WITH THE STIPULATED CLEARANCE OF SCHEDULE OF DIMENSION CABLE OF INDIAN RAILWAY
11. CABLE LAYING AS PER IS -1255 : 1967
12. THE CLEARANCE WILL BE IN COMPLIANCE WITH THE REGULATION ELECTRICAL CROSSING OF RAILWAY TRACK 1987
13. TWO CABLE MARKER ONE AT EACH END OF CROSSING SHOULD BE ERECTED DULY PAINTED IN RED FOLLOWING INFORMATION SHOULD BE GIVEN THERE IN- ELECTRICAL CABLE 230 V. DANGER "BHAY" IN ENGLISH AND VERNACULAR OF DISTINCT AND DEPTH OF CABLE, NO. OF CABLE 02
14. WORK SHOULD BE CARRIED OUT BY THE PARTY UNDER THE SUPERVISION OF RLY ENGINEERS WITHIN RLY LAND BOUNDARY
15. ANY OTHERS WORK REQUIRED TO CARRIED OUT IN CONNECTION WITH ADDITIONS, ALTERATIONS, MODIFICATIONS, IN FUTURE WILL BE CARRIED OUT BY THE PARTY ON THE OWN EXPENDITURE
16. SYSTEM OF SUPPLY- 230V. VOLTAGE, 50 CYCLES PER SECOND FREQUENCY
17. PIPE SHOULD BE PUSHED THROUGH RAILWAY EMBANKMENT BY TRENCH LESS METHOD
18. WARNING BRICKS SHOULD BE PROVIDED WHERE OPEN EXCAVATION IS DONE, PIPE SHOULD BE LAID UP TO PROPOSED DFC BOUNDARY
19. SUITABLE SPEED RESTRICTION WILL BE IMPOSED BY SITE PWI AND WHICH WILL BE RELAXED TO NORMAL AFTER COMPLETION OF WORK
20. PIPE TYPE EARTHING, EARTH WIRE OF SIZE 7/4 MM AS DETAILS SHOWN
21. CATODIC PROTECTION OF THE CABLE SHALL NOT BE ADOPTED WITH OUT THE SPECIFIC PRIOR APPROVAL OF THE RAILWAY AS PER PARA 31 OF T.C. REGULATION OF 1987
22. THE ARMOURING AND SHEETING OF THE UNDER GROUND CABLE LAID ACROSS THE TRACKS SHALL BE EARTH BY INDEPENDENT EARTH'S AT THE TWO SEALING ENDS OF THE CABLE
23. WORK SHALL BE DONE UNDER RAILWAY ENGINEERS SUPERVISION TAKING SUITABLE PRECAUTIONS SO THAT NO SETTLEMENT OF TRACKS TAKE PLACE AT THE TIME OF PIPE PUSHING AS DETAIL'S CIRCULAR NO. 514 OF DATED 27-12-1962
24. SLOPE 1 IN 100 TO BE PROVIDED TO DRAIN OUT THE RAIN WATER
25. TEMPORARY ENGINEERING INDICATORS WILL BE PROVIDED AS PER GR 15.09 (1) (d) & SR 15.09 (2)
26. ALL JOINTS OF THE PIPE SHOULD BE TIGHT AND LEAK PROOF
27. WORK SHOULD BE EXECUTED IN PRESENCE OF S & T STAFF TO AVOID ANY DAMAGE TO S & T CABLES
28. PARTY WILL BEAR THE EXPENDITURE OF THIS WORK IN THE FUTURE FOR ANY SHIFTING, MODIFICATION OR DISMANTLING ETC.
29. ANTI CLIMBING DEVICE AND DANGER PLATE WILL BE PROVIDED ON THE CROSSING POLE & BARBED WIRE UP TO 1.8M
30. WHERE THE END OF A CABLE OF AN UNDER GROUND CROSSING ARE TERMINATED ON STRUCTURE FOR CONNECTION TO AN OVERHEAD LINE SUCH STRUCTURE SHALL COMPLY WITH THE IN SO FAR AS THEY ARE APPLICABLE TO O/H LINE CROSSING IN RESPECT OF STRUCTURE
31. THE WORK SHOULD BE DONE CAREFULLY WITHOUT DAMAGING THE S&T CABLES AND FOR ANY DAMAGE COST TO BE RECOVERED
32. THE DETAIL OF "H" POLE AS PER LOCATION.
33. THE CROSS SECTION OF THE EARTH CONDUCTOR / CONNECTIONS FOR THE EARTHING SYSTEM SHALL BE ADEQUATE FOR THE APPLICATION. THEY SHALL NOT BE DAMAGED OR OVER HEATED OR MELT WHILE CARRYING SHORT CIRCUIT CURRENT
34. IT SHALL BE ENSURE THAT CABLE ARE PROPERLY CLAMPED AND SUPPORTED TO AVOID ANY LOOSING AND HANGING. THESE CABLES WILL BE TAKEN OUT IN G.I. PIPE OF SUITABLE DIAMETER TO THE HEIGHT OF APPROX. 2M FROM THE PLINTH LEVEL AT THE TERMINATING STRUCTURE.

THIS DRAWING WAS PROVIDED BY DFCCIL AND REVIEWED BY NIPPON KOEI CONSORTIUM

Client

Dedicated Freight Corridor Corporation Of India Limited

Name Of Work:-
Construction Of Dedicated Freight Corridor From IQBALGARH TO VADODARA ON WESTERN CORRIDOR (PACKAGE - 3)

SITE IS FEASIBLE FOR THE WORK

SSE (ELECT.) SSE (P. WAY) AEN

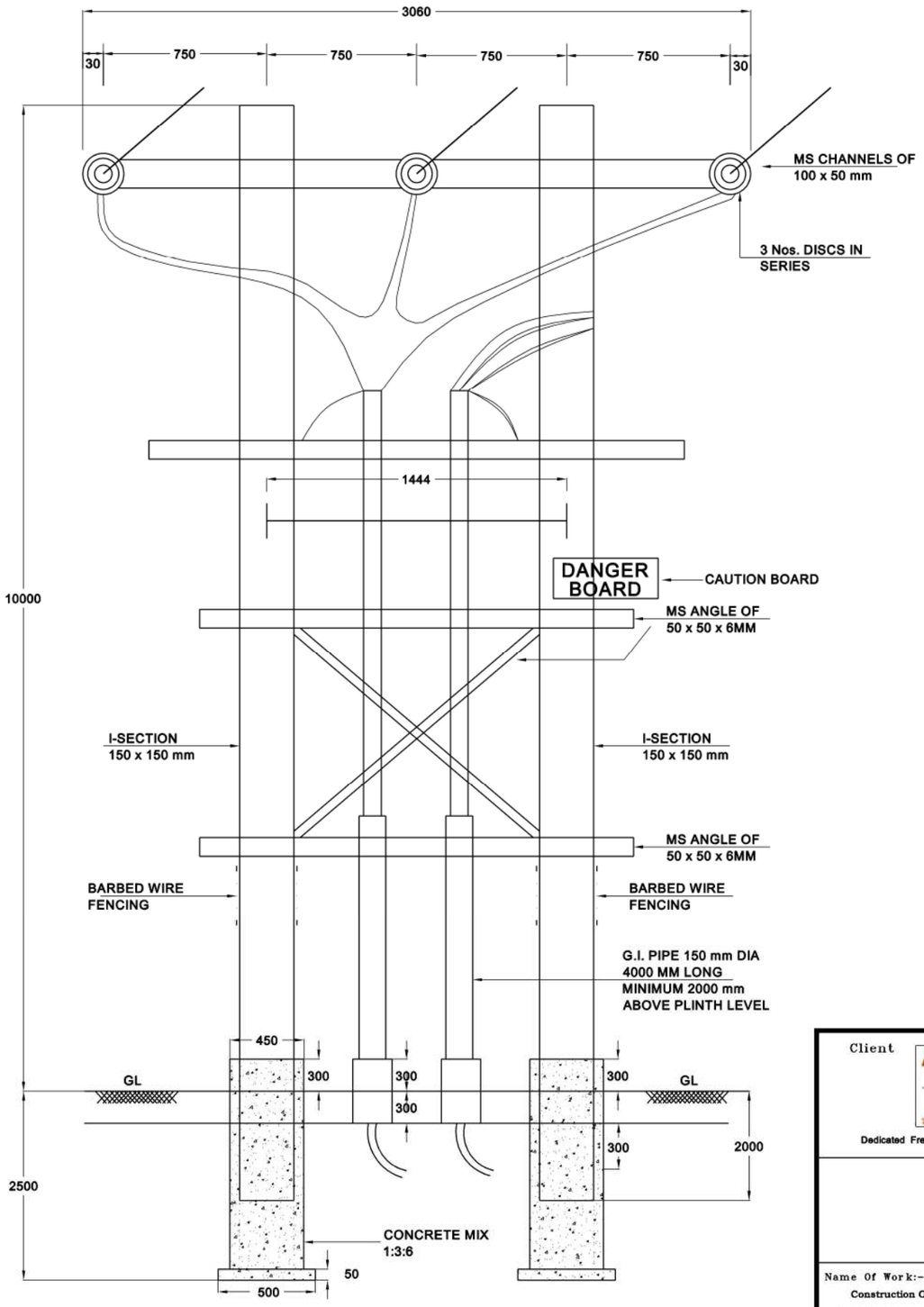
" I HERE BY CERTIFY THAT THE DETAILS OF THE EQUIPMENT PROVIDED ARE DESIGNED WITH THE OBJECT OF BREAKAGE / FAULT AND IN ACCORDANCE WITH RECOGNISED MODERN ENGINEERING PRACTICE.

XEN

LOCATION - TYPICAL

MODIFICATION OF EXISTING 230 V OVER HEAD CROSSING BY LAYING U/G 230 V 120 SQ MM (3½) CORE XLPE CABLE ENCASING IN 200 MM Ø SPUN CONCRETE/HDPE PIPE

DY CPM (ELECT.) DFC	DY PM (ELECT.) DFC	Sr. DEN(Co)	Sr. DSTE
PM WSA	APM (DFC)	Sr. DEE	Sr. DEN



NOTE:

1. ALL DIMENSION ARE SHOWN IN mm.
2. SCALE : NOT TO SCALE
3. 3 Nos. GUY SUITABLE SIZE TO BE PROVIDED ON 'H' POLE

THIS DRAWING WAS PROVIDED BY DFCCIL AND REVIEWED BY NIPPON KOEI CONSORTIUM

Client

Dedicated Freight Corridor Corporation Of India Limited

'H' POLE FOR U/G CABLE IN DFCCIL WORK

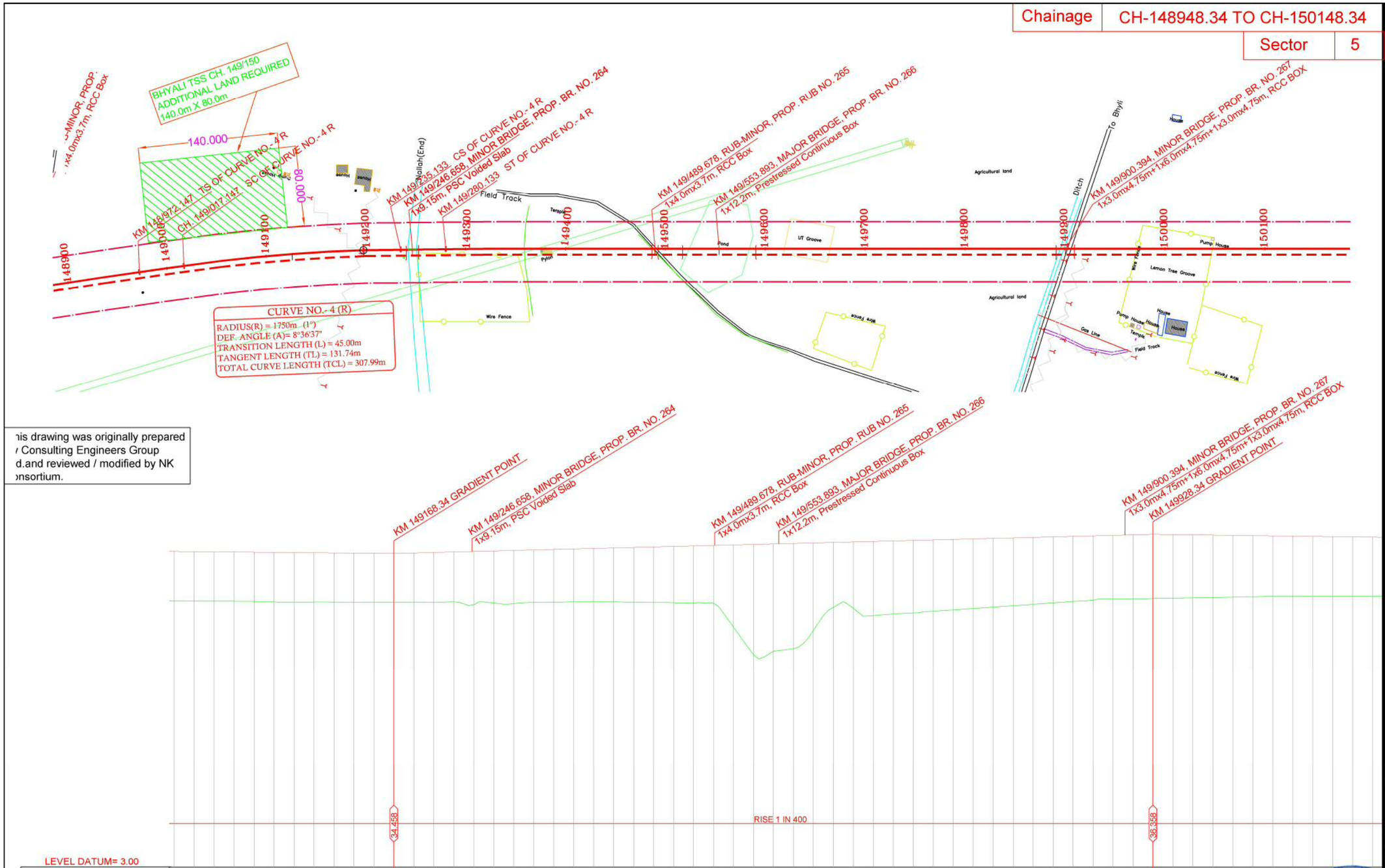
	Dy. PM (ELECT.) DFC	Dy. CPM (ELECT.) DFC	Sr. DEE
Name Of Work:- Construction Of Dedicated Freight Corridor From IQBALGARH TO VADODARA ON WESTERN CORRIDOR (PACKAGE - 3)	Dy. PM (WSA)	AEN (AVVNL)	SSE (ELECT.)

DFCC NEW DELHI

NK CONSORTIUM

Chainage	CH-148948.34 TO CH-150148.34
Sector	5

V – 4 – 6 – 1



his drawing was originally prepared
/ Consulting Engineers Group
d.and reviewed / modified by NK
onsortium.

LEVEL DATUM= 3.00

VERTICAL ALIGNMENT: L = 760.00 m, G= 0.250%

HORIZONTAL ALIGNMENT: L= 45.0 m | TCL =307.99m, R= 1750.00m | L= 45.0m | L=2073.369m

CHAINAGE (m)	FILL (+) / CUT (-)	'ROP. FORMATION LEVEL (m)	GROUND LEVEL(m)
8968.34	-4.958	34.638	29.680
8988.34	-4.950	34.620	29.670
9008.34	-4.942	34.602	29.660
9028.34	-4.944	34.584	29.640
9048.34	-4.976	34.566	29.590
9068.34	-4.978	34.548	29.570
9088.34	-4.950	34.530	29.580
9108.34	-4.942	34.512	29.570
9128.34	-4.944	34.494	29.550
9148.34	-4.916	34.476	29.560
9168.34	-4.898	34.458	29.560
9188.34	-4.948	34.508	29.560
9208.34	-5.008	34.558	29.550
9228.34	-5.008	34.608	29.600
9248.34	-5.348	34.658	29.310
9268.34	-5.228	34.708	29.480
9288.34	-5.338	34.758	29.420
9308.34	-5.278	34.808	29.530
9328.34	-5.298	34.858	29.560
9348.34	-5.308	34.908	29.600
9368.34	-5.348	34.958	29.610
9388.34	-5.408	35.008	29.600
9408.34	-5.488	35.058	29.570
9428.34	-5.558	35.108	29.550
9448.34	-5.648	35.158	29.510
9468.34	-5.738	35.208	29.470
9488.34	-5.798	35.258	29.460
9508.34	-8.248	35.308	27.060
9528.34	-11.038	35.358	24.320
9548.34	-10.738	35.408	24.670
9568.34	-10.548	35.458	24.910
9588.34	-8.758	35.508	26.750
9608.34	-6.508	35.558	29.050
9628.34	-6.658	35.608	28.950
9648.34	-7.428	35.658	28.230
9668.34	-7.318	35.708	28.390
9688.34	-7.268	35.758	28.490
9708.34	-7.148	35.808	28.660
9728.34	-7.068	35.858	28.790
9748.34	-6.978	35.908	28.930
9768.34	-6.878	35.958	29.080
9788.34	-6.798	36.008	29.210
9808.34	-6.698	36.058	29.360
9828.34	-6.618	36.108	29.490
9848.34	-6.518	36.158	29.640
9868.34	-6.448	36.208	29.760
9888.34	-6.378	36.258	29.880
9908.34	-6.408	36.308	29.900
9928.34	-6.428	36.358	29.930
9948.34	-6.398	36.358	29.960
9968.34	-6.358	36.358	30.000
9988.34	-6.328	36.358	30.030
0008.34	-6.288	36.358	30.070
0028.34	-6.248	36.358	30.110
0048.34	-6.218	36.358	30.140
0068.34	-6.208	36.358	30.140
0088.34	-6.198	36.358	30.150
0108.34	-6.198	36.358	30.160
0128.34	-6.198	36.358	30.160
0148.34	-6.188	36.358	30.170

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DESIGNATION	APPROVED / INITIALS OF APPROVING OFFICIALS
GM(PCG)/ BRD	
MANAGER(PCG)BRD	
A. MANAGER(PCG)BRD	

PROJECT: SACHIN TO MADAR 251/6 TO 451/6
WESTERN CORRIDOR

CLIENT: DFCCIL

TITLE: DETAIL PLAN & PROFILE SECTION -5 (KM 148/948.34 TO KM 150/148.34)

DRG.NO.:- CEG/SACHIN-MADAR PLAN-PROFILES-5/6

SCALE: H= 1:2000 V= 1:200 | DATE: APRIL 2006 | REV. No. 01

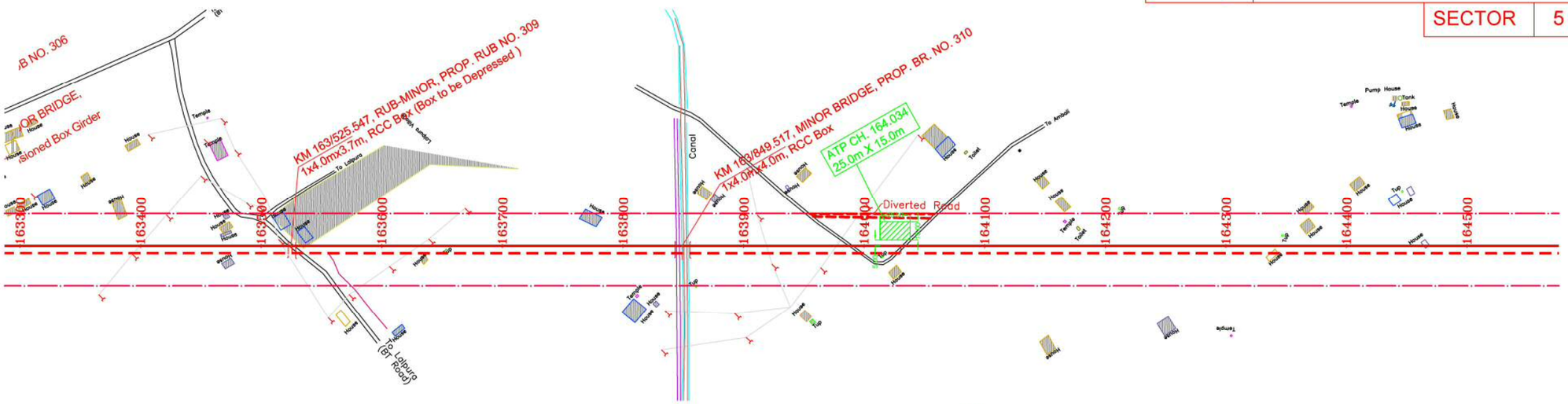
PROJECT NO. | SHEET NO.

DESIGN BY:- | CHECKED BY:-

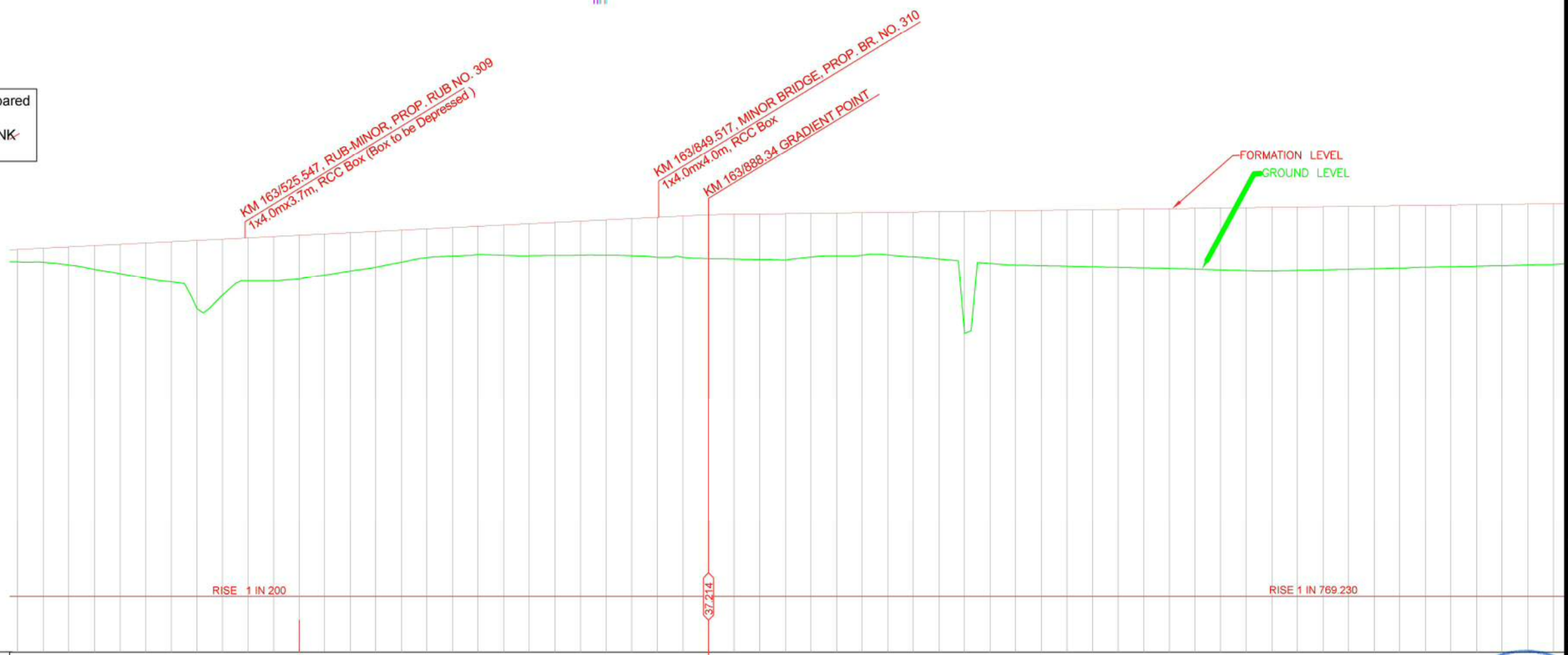
DRAWN BY:- | APPROVED BY:-

Chainage	CH-163348.34 TO CH-164548.34
SECTOR	5

V-4-6-2



his drawing was originally prepared
/ Consulting Engineers Group
d.and reviewed / modified by NK
onsortium.



LEVEL DATUM= 3.00

VERTICAL ALIGNMENT: L = 720.00 m, G= 0.500% | L = 920.00 m, G= 0.130%

HORIZONTAL ALIGNMENT: L=7008.043m

CHAINAGE (m)	FILL (+) / CUT (-)	ROP. FORMATION LEVEL (m)	GROUND LEVEL(m)
3368.34	1.084	34.614	33.530
3388.34	1.404	34.714	33.310
3408.34	1.854	34.814	32.960
3428.34	2.284	34.914	32.630
3448.34	2.754	35.014	32.260
3468.34	3.134	35.114	31.980
3488.34	5.334	35.214	29.880
3508.34	4.364	35.314	30.950
3528.34	3.344	35.414	32.070
3548.34	3.444	35.514	32.070
3568.34	3.404	35.614	32.210
3588.34	3.194	35.714	32.520
3608.34	2.984	35.814	32.830
3628.34	2.784	35.914	33.130
3648.34	2.494	36.014	33.520
3668.34	2.234	36.114	33.880
3688.34	2.214	36.214	34.000
3708.34	2.174	36.314	34.140
3728.34	2.354	36.414	34.060
3748.34	2.484	36.514	34.030
3768.34	2.574	36.614	34.040
3788.34	2.644	36.714	34.070
3808.34	2.744	36.814	34.070
3828.34	2.884	36.914	34.030
3848.34	3.094	37.014	33.920
3868.34	3.194	37.114	33.920
3888.34	3.404	37.214	33.810
3908.34	3.460	37.240	33.780
3928.34	3.536	37.266	33.730
3948.34	3.592	37.292	33.700
3968.34	3.388	37.318	33.930
3988.34	3.334	37.344	34.010
4008.34	3.300	37.370	34.070
4028.34	3.296	37.396	34.100
4048.34	3.472	37.422	33.950
4068.34	3.668	37.448	33.780
4088.34	9.524	37.474	27.950
4108.34	4.070	37.500	33.430
4128.34	4.226	37.526	33.300
4148.34	4.292	37.552	33.260
4168.34	4.358	37.578	33.220
4188.34	4.434	37.604	33.170
4208.34	4.500	37.630	33.130
4228.34	4.566	37.656	33.090
4248.34	4.632	37.682	33.050
4268.34	4.718	37.708	32.990
4288.34	4.804	37.734	32.930
4308.34	4.880	37.760	32.880
4328.34	4.936	37.786	32.850
4348.34	4.922	37.812	32.890
4368.34	4.908	37.838	32.930
4388.34	4.884	37.864	32.980
4408.34	4.870	37.890	33.020
4428.34	4.846	37.916	33.070
4448.34	4.802	37.942	33.140
4468.34	4.798	37.968	33.170
4488.34	4.774	37.994	33.220
4508.34	4.760	38.020	33.260
4528.34	4.725	38.046	33.320
4548.34	4.722	38.072	33.350

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DESIGNATON	APPROVED INITIALS OF APPROVING OFFICIALS
SM(FCC)/ BRD	
MANAGER(FCC)/BRD	
A. MANAGER(FCC)/BRD	

PROJECT: SACHIN TO BAMNIA 251/6 TO 451/6

WESTERN CORRIDOR

CLIENT: DFCCIL

TITLE: DETAIL PLAN & PROFILE SECTION -5 (KM 163/348.34 TO KM 164/548.34)

DRG.NO:- CEG/SACHIN-NADIAD PLAN-PROFILE/S-5/4

SCALE: H= 1:2000 V= 1:200 | DATE: APRIL 2009 | REV. No.01

PROJECT NO. | SHEET NO.

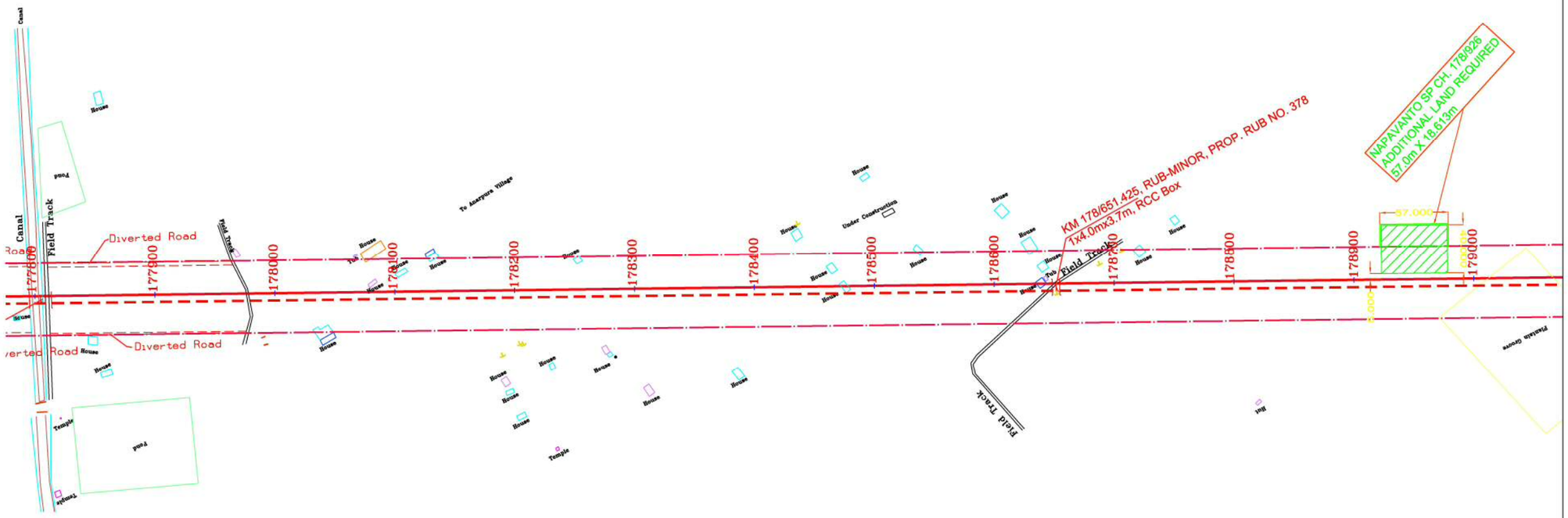
DESIGN BY:- | CHECKED BY:-

DRAWN BY:- | APPROVED BY:-

NK CONSORTIUM NDLS

Chainage	CH-177868.34 TO CH-179068.34
Sector	5

V-4-6-3



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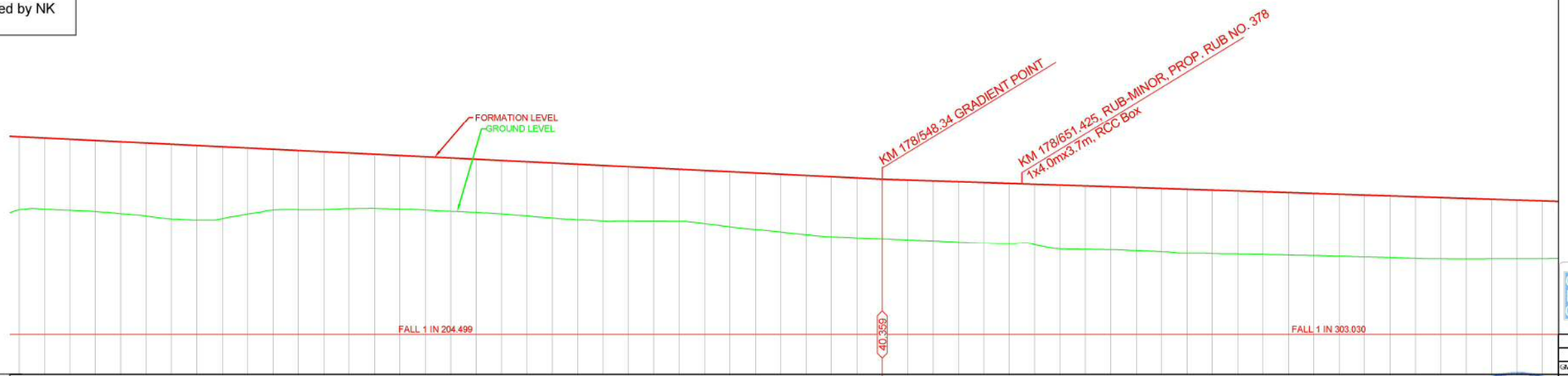

LEVEL DATUM= 25.00

VERTICAL ALIGNMENT: L = 720.00 m, G= -0.489% | L = 700.00 m, G= -0.330%

HORIZONTAL ALIGNMENT: L= 4411.309 m

CHAINAGE (m)	GROUND LEVEL(m)	PROP. FORMATION LEVEL (m)	FILL (+) / CUT (-)
7888.34	38.000	43.586	5.586
7908.34	37.910	43.488	5.578
7928.34	37.810	43.390	5.580
7948.34	37.650	43.292	5.642
7968.34	37.460	43.194	5.734
7988.34	37.230	43.097	5.867
8008.34	37.140	42.999	5.859
8028.34	37.250	42.901	5.651
8048.34	37.620	42.803	5.183
8068.34	37.940	42.705	4.765
8088.34	37.960	42.608	4.648
8108.34	37.970	42.510	4.540
8128.34	38.040	42.412	4.372
8148.34	38.060	42.314	4.254
8168.34	38.000	42.216	4.216
8188.34	37.940	42.119	4.179
8208.34	37.830	42.021	4.191
8228.34	37.750	41.923	4.173
8248.34	37.630	41.825	4.195
8268.34	37.470	41.727	4.257
8288.34	37.300	41.630	4.330
8308.34	37.160	41.532	4.372
8328.34	37.070	41.434	4.364
8348.34	37.070	41.336	4.266
8368.34	37.060	41.238	4.178
8388.34	37.030	41.141	4.111
8408.34	36.870	41.043	4.173
8428.34	36.610	40.945	4.335
8448.34	36.390	40.847	4.457
8468.34	36.200	40.749	4.549
8488.34	35.990	40.652	4.662
8508.34	35.820	40.554	4.734
8528.34	35.740	40.456	4.716
8548.34	35.660	40.358	4.698
8568.34	35.570	40.293	4.723
8588.34	35.490	40.227	4.737
8608.34	35.400	40.161	4.761
8628.34	35.310	40.095	4.785
8648.34	35.250	40.029	4.779
8668.34	35.190	39.963	4.773
8688.34	34.870	39.897	5.027
8708.34	34.820	39.831	5.011
8728.34	34.790	39.765	4.975
8748.34	34.720	39.699	4.979
8768.34	34.630	39.633	5.003
8788.34	34.510	39.567	5.057
8808.34	34.500	39.501	5.001
8828.34	34.460	39.435	4.975
8848.34	34.420	39.369	4.949
8868.34	34.380	39.303	4.923
8888.34	34.330	39.237	4.907
8908.34	34.280	39.171	4.891
8928.34	34.230	39.105	4.875
8948.34	34.170	39.039	4.869
8968.34	34.100	38.973	4.873
8988.34	34.070	38.907	4.837
9008.34	34.050	38.841	4.791
9028.34	34.070	38.775	4.705
9048.34	34.070	38.709	4.639
9068.34	34.080	38.643	4.563

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APPROVED	
DESIGNATION	INITIALS OF APPROVING OFFICIALS
GM(DFCC)/BRD	
MANAGER(DFCC)/BRD	
A MANAGER(DFCC)/BRD	

PROJECT: SACHIN TO VADIAR 251/6 TO 451/6
WESTERN CORRIDOR
CLIENT: DFCC

TITLE: DETAIL PLAN & PROFILE SECTION -5 (KM 177/868.34 TO KM 179/068.34)

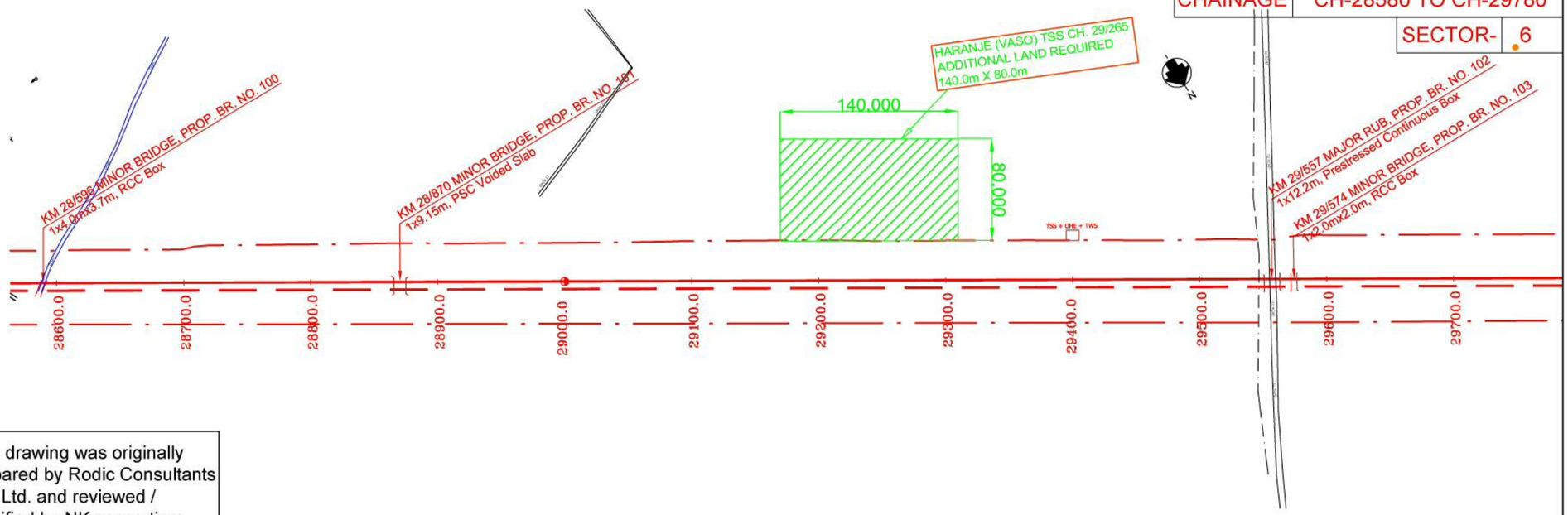
DRG.NO.:- CEG/SACHIN-VADIAR PLAN-PROFILES-5/2

SCALE: H= 1:2000 V= 1:200 | DATE: APRIL 2009 | REV. No 01

PROJECT NO. | SHEET NO.
DESIGN BY: | CHKED BY:
DRAWN BY: | APPROVED BY:

DFCC NEW DELHI
NK CONSORTIUM

CHAINAGE	CH-28580 TO CH-29780
SECTOR-	6



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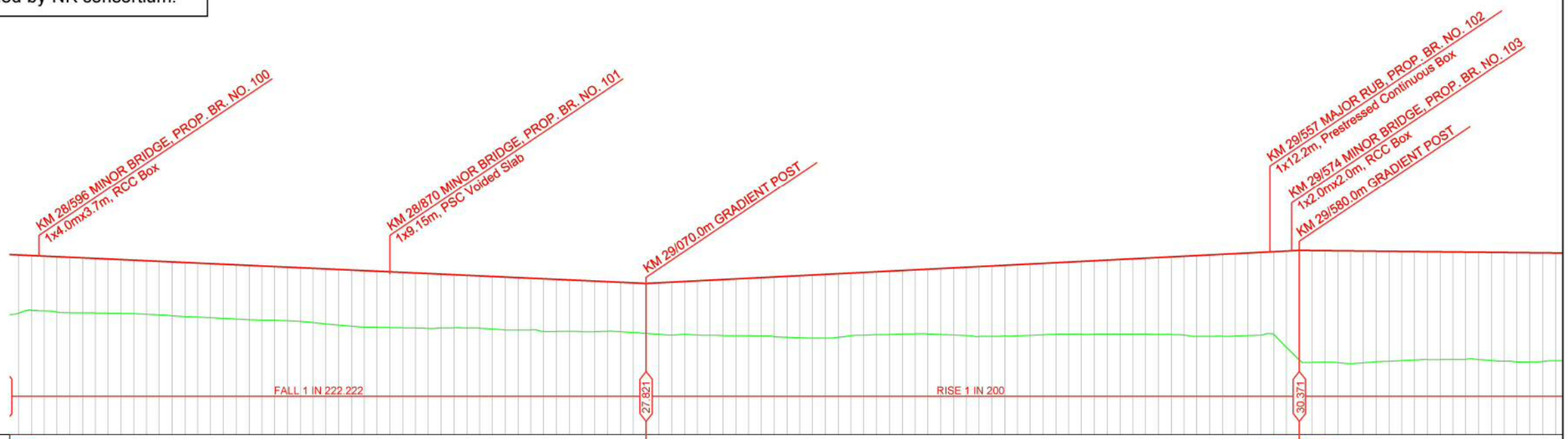


Level Datum =16

Chainage	Cut/Fill	Proposed Formation Levels	Ground levels
28590	4.290	29.981	25.691
28600	4.284	29.936	25.652
28610	4.335	29.891	25.556
28620	4.342	29.846	25.504
28630	4.298	29.801	25.503
28640	4.253	29.756	25.503
28650	4.225	29.711	25.486
28660	4.198	29.666	25.468
28670	4.170	29.621	25.451
28680	4.178	29.576	25.398
28690	4.188	29.531	25.343
28700	4.207	29.486	25.279
28710	4.233	29.441	25.208
28720	4.217	29.396	25.179
28730	4.224	29.351	25.127
28740	4.232	29.306	25.074
28750	4.240	29.261	25.021
28760	4.242	29.216	24.974
28770	4.227	29.171	24.944
28780	4.212	29.126	24.914
28790	4.198	29.081	24.883
28800	4.205	29.036	24.831
28810	4.246	28.991	24.745
28820	4.312	28.946	24.634
28830	4.352	28.901	24.549
28840	4.392	28.856	24.464
28850	4.408	28.811	24.403
28860	4.383	28.766	24.383
28870	4.358	28.721	24.363
28880	4.333	28.676	24.343
28890	4.308	28.631	24.323
28900	4.295	28.586	24.291
28910	4.208	28.541	24.333
28920	4.159	28.496	24.337
28930	4.117	28.451	24.334
28940	4.090	28.406	24.316
28950	4.120	28.361	24.241
28960	4.148	28.316	24.168
28970	4.116	28.271	24.155
28980	4.056	28.226	24.170
28990	4.129	28.181	24.052
29000	4.082	28.136	24.054
29010	4.028	28.091	24.053
29020	4.007	28.046	24.039
29030	3.966	28.001	24.035
29040	3.890	27.956	24.066
29050	3.874	27.911	24.037
29060	3.888	27.866	23.978
29070	3.913	27.821	23.908
29080	4.042	27.871	23.829
29090	4.148	27.921	23.773
29100	4.153	27.971	23.818
29110	4.236	28.021	23.795
29120	4.318	28.071	23.753
29130	4.384	28.121	23.737
29140	4.445	28.171	23.726
29150	4.506	28.221	23.715
29160	4.568	28.271	23.703
29170	4.664	28.321	23.657
29180	4.774	28.371	23.597
29190	4.858	28.421	23.563
29200	4.931	28.471	23.540
29210	4.983	28.521	23.538
29220	4.966	28.571	23.605
29230	4.898	28.621	23.723
29240	4.897	28.671	23.774
29250	4.916	28.721	23.805
29260	4.943	28.771	23.828
29270	4.970	28.821	23.851
29280	4.997	28.871	23.874
29290	5.061	28.921	23.860
29300	5.150	28.971	23.821
29310	5.240	29.021	23.781
29320	5.330	29.071	23.741
29330	5.452	29.121	23.659
29340	5.502	29.171	23.659
29350	5.528	29.221	23.693
29360	5.555	29.271	23.716
29370	5.569	29.321	23.752
29380	5.573	29.371	23.798
29390	5.586	29.421	23.835
29400	5.636	29.471	23.839
29410	5.682	29.521	23.830
29420	5.741	29.571	23.834
29430	5.787	29.621	23.835
29440	5.836	29.671	23.835
29450	5.886	29.721	23.858
29460	5.913	29.771	23.823
29470	5.998	29.821	23.815
29480	6.056	29.871	23.776
29490	6.145	29.921	23.668
29500	6.303	29.971	23.675
29510	6.346	30.021	23.676
29520	6.395	30.071	23.695
29530	6.426	30.121	23.736
29540	6.436	30.171	23.776
29550	6.445	30.221	23.856
29560	6.415	30.271	22.812
29570	7.509	30.321	21.836
29580	8.535	30.371	21.647
29590	8.714	30.361	21.671
29600	8.680	30.351	21.630
29610	8.710	30.340	21.559
29620	8.771	30.330	21.624
29630	8.696	30.320	21.695
29640	8.615	30.310	21.744
29650	8.556	30.300	21.794
29660	8.485	30.289	21.843
29670	8.436	30.279	21.869
29680	8.400	30.269	21.870
29690	8.389	30.259	21.885
29700	8.364	30.249	21.889
29710	8.349	30.238	21.879
29720	8.349	30.228	21.836
29730	8.420	30.218	21.795
29740	8.463	30.208	21.683
29750	8.518	30.199	21.633
29760	8.504	30.157	21.622
29770	8.353	30.177	21.622
29780	8.351	30.157	21.635

1. All dimensions are in meter unless otherwise stated.

CLIENT:-
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA ENTERPRISE)
5TH FLOOR, PRAGATI MAIDAN METRO STATION
BUILDING COMPLEX, NEW DELHI - 110001
WEB : www.dfcc.in

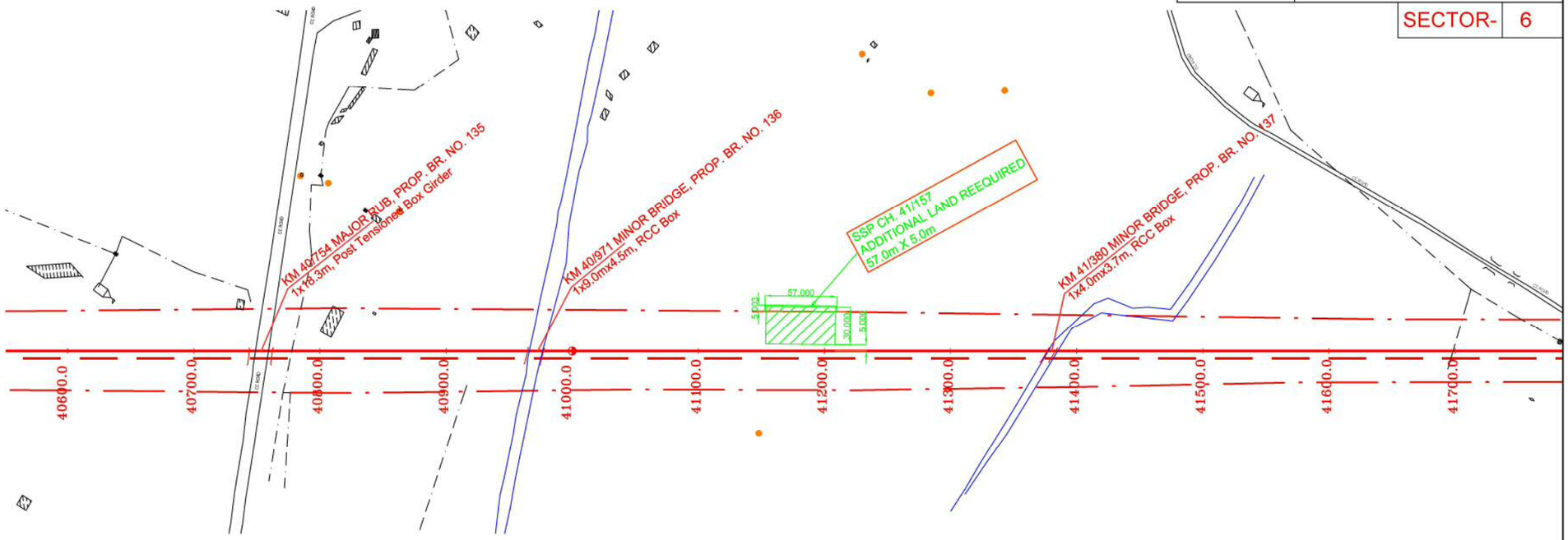
CONSULTANTS:-
RODIC CONSULTANTS Pvt. Ltd.
H- 78, 1st FLOOR
SECTOR - 63, NOIDA
Tel: +91-120 - 4615500
Fax: +91-120 - 4287707
Email: contact@rodicconsultant.com

PROJECT:-
PROPOSED DEDICATED FREIGHT CORRIDOR OF INDIAN RAILWAYS
WESTERN CORRIDOR FROM NADIAD TO PALANPUR
BLOCK SECTION-1

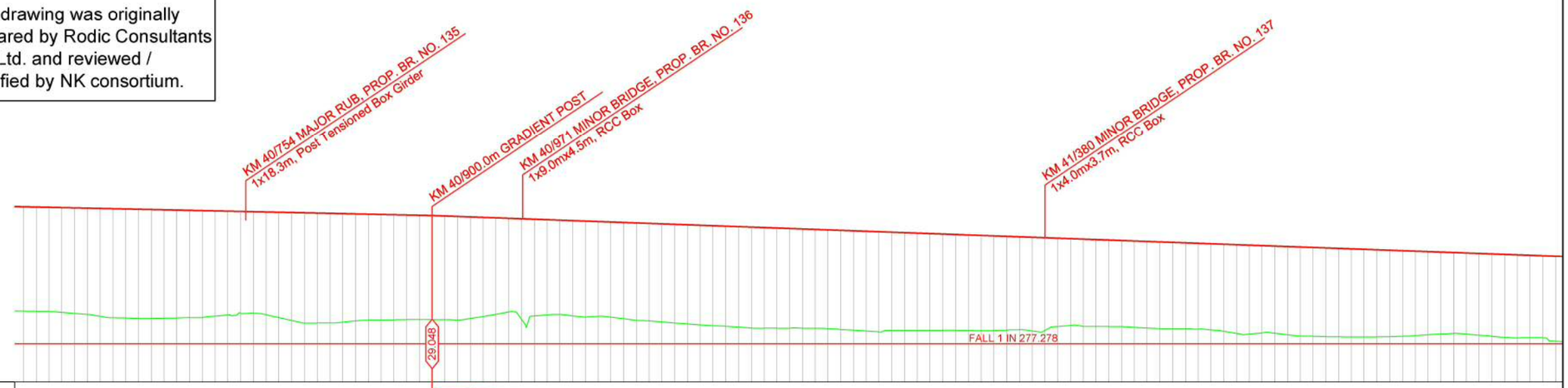
Plan & Profile
(Km 28.580 to Km 29.780)

DRAWN BY	JITENDER	CHECKED BY	K. KULSHRESHTHA
DESIGNED BY	CHANDAN	CHECKED BY	
APPROVED BY		DATE	
SCALE :	1:2000(H),1:200(V).		
DRAWING NO.:	DFCC/RCPL/WCNP/BS-1/05		

CHAINAGE	CH-40580 TO CH-41780
SECTOR-	6



This drawing was originally prepared by Rodic Consultants Pvt. Ltd. and reviewed / modified by NK consortium.



Level Datum =16

Vertical

Horizontal: L=10014.608m

Chainage	Ground levels	Proposed Formation Levels	Cut/Fill
40590	21.548	29.707	8.159
40600	21.528	29.686	8.158
40610	21.469	29.664	8.195
40620	21.390	29.643	8.253
40630	21.310	29.622	8.312
40640	21.163	29.601	8.438
40650	21.041	29.579	8.538
40660	21.018	29.558	8.540
40670	20.992	29.537	8.545
40680	20.985	29.516	8.531
40690	21.004	29.494	8.490
40700	21.027	29.473	8.446
40710	21.058	29.452	8.394
40720	21.056	29.430	8.374
40730	21.177	29.409	8.232
40740	21.259	29.388	8.129
40750	21.397	29.367	7.970
40760	21.406	29.345	7.939
40770	21.279	29.324	8.045
40780	21.059	29.303	8.244
40790	20.838	29.282	8.444
40800	20.628	29.260	8.632
40810	20.630	29.239	8.609
40820	20.637	29.218	8.581
40830	20.702	29.197	8.495
40840	20.798	29.175	8.377
40850	20.849	29.154	8.305
40860	20.855	29.133	8.277
40870	20.882	29.112	8.230
40880	20.904	29.090	8.186
40890	20.912	29.069	8.157
40900	20.905	29.048	8.143
40910	20.898	29.012	8.114
40920	20.860	28.976	8.116
40930	20.866	28.940	7.942
40940	21.150	28.904	7.754
40950	21.318	28.868	7.550
40960	21.495	28.832	7.337
40970	20.930	28.796	7.865
40980	21.193	28.760	7.567
40990	21.271	28.724	7.453
41000	21.309	28.688	7.379
41010	21.198	28.652	7.454
41020	21.100	28.616	7.516
41030	21.156	28.580	7.424
41040	21.091	28.544	7.453
41050	20.968	28.508	7.540
41060	20.844	28.472	7.628
41070	20.800	28.436	7.636
41080	20.717	28.400	7.683
41090	20.635	28.364	7.729
41100	20.563	28.328	7.765
41110	20.490	28.292	7.802
41120	20.440	28.256	7.816
41130	20.387	28.220	7.833
41140	20.314	28.184	7.870
41150	20.242	28.148	7.906
41160	20.230	28.112	7.882
41170	20.236	28.076	7.840
41180	20.236	28.040	7.804
41190	20.234	28.004	7.770
41200	20.218	27.968	7.750
41210	20.192	27.932	7.740
41220	20.136	27.896	7.760
41230	20.076	27.860	7.784
41240	20.017	27.824	7.807
41250	19.949	27.788	7.839
41260	20.042	27.752	7.710
41270	20.043	27.716	7.673
41280	20.045	27.680	7.635
41290	20.046	27.644	7.598
41300	20.061	27.608	7.547
41310	20.064	27.572	7.508
41320	20.047	27.536	7.489
41330	20.035	27.500	7.465
41340	20.040	27.464	7.424
41350	20.086	27.428	7.342
41360	20.113	27.392	7.279
41370	20.011	27.356	7.345
41380	20.066	27.320	7.254
41390	20.372	27.284	6.912
41400	20.459	27.248	6.789
41410	20.383	27.212	6.829
41420	20.372	27.176	6.804
41430	20.350	27.140	6.780
41440	20.349	27.104	6.755
41450	20.293	27.068	6.775
41460	20.244	27.032	6.788
41470	20.195	26.996	6.801
41480	20.175	26.960	6.785
41490	20.173	26.924	6.751
41500	20.157	26.888	6.731
41510	20.103	26.852	6.749
41520	19.991	26.816	6.825
41530	19.822	26.780	6.958
41540	19.759	26.744	6.975
41550	19.871	26.708	6.837
41560	19.838	26.672	6.834
41570	19.719	26.636	6.917
41580	19.617	26.600	6.983
41590	19.596	26.564	6.968
41600	19.576	26.528	6.952
41610	19.556	26.492	6.936
41620	19.541	26.456	6.915
41630	19.544	26.420	6.876
41640	19.559	26.384	6.825
41650	19.574	26.348	6.774
41660	19.589	26.312	6.714
41670	19.651	26.276	6.625
41680	19.731	26.240	6.509
41690	19.775	26.204	6.429
41700	19.818	26.168	6.350
41710	19.769	26.132	6.363
41720	19.683	26.096	6.413
41730	19.604	26.060	6.456
41740	19.531	26.024	6.513
41750	19.475	25.988	6.513
41760	19.430	25.952	6.472
41770	19.417	25.916	6.439
41780	19.428	25.880	6.453
41790	19.450	25.844	6.394

1. All dimensions are in meter unless otherwise stated.

CLIENT:-
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5TH FLOOR, PRAGATI MAIDAN METRO STATION
BUILDING COMPLEX, NEW DELHI - 110001
WEB : www.dfcc.in

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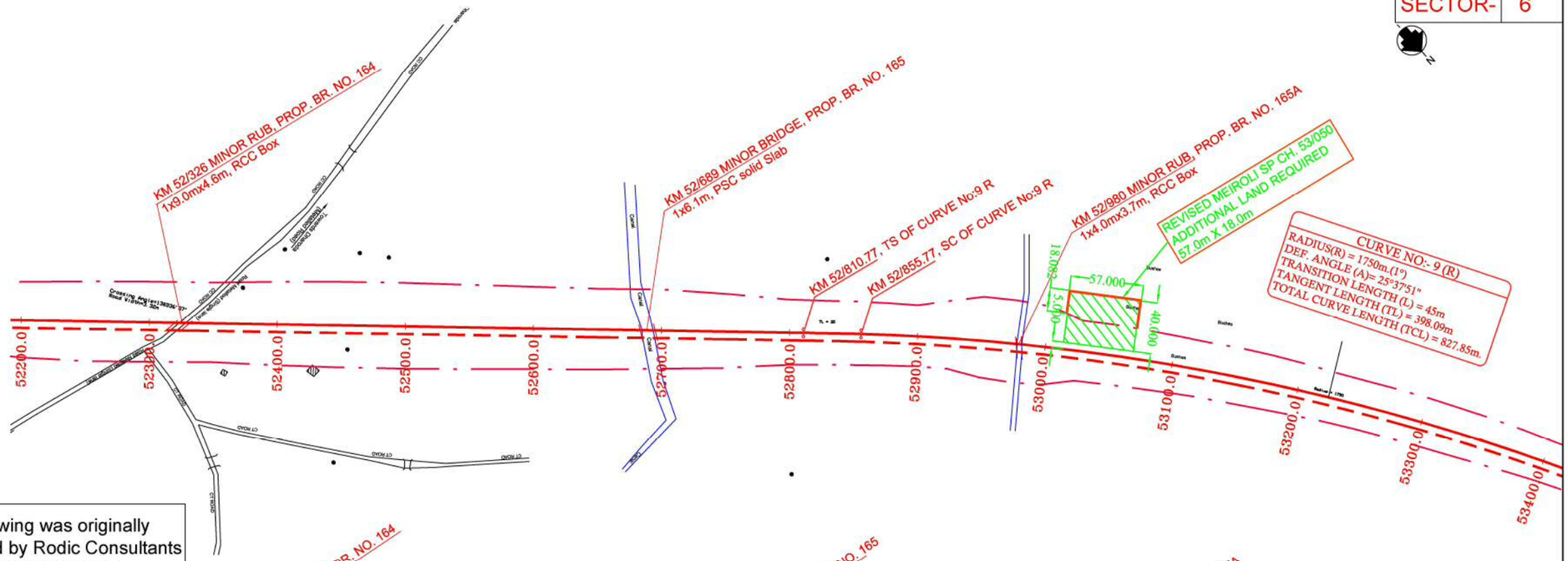
PROJECT:-
PROPOSED DEDICATED FREIGHT CORRIDOR OF INDIAN RAILWAYS
WESTERN CORRIDOR FROM NADIAD TO PALANPUR
BLOCK SECTION-1

Plan & Profile
(Km 40.580 to Km 41.780)

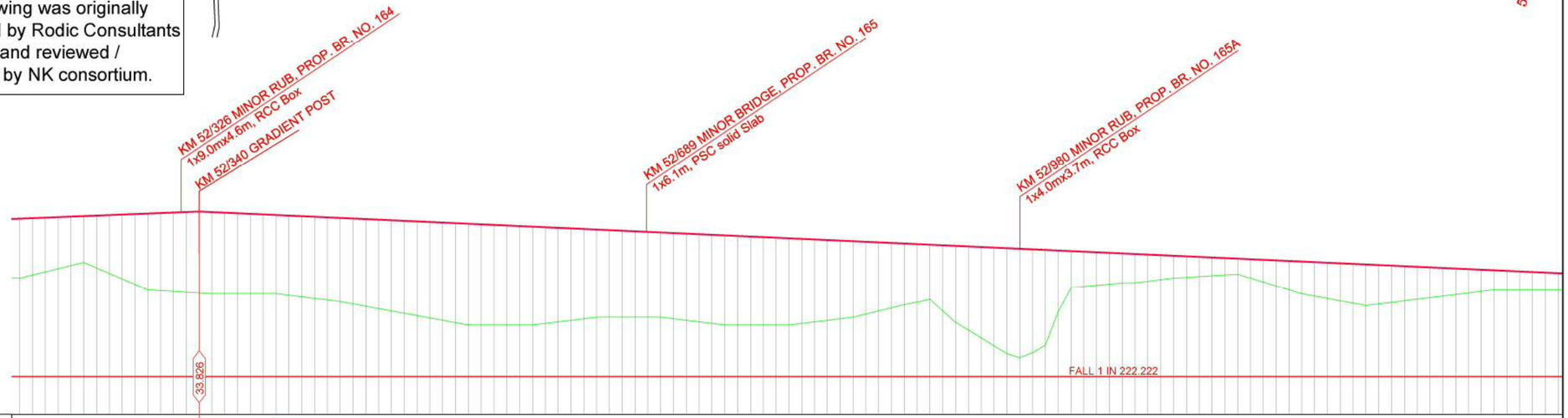
DRAWN BY	JITENDER	CHECKED BY	K. KULSHRESHTHA
DESIGNED BY	CHANDAN	CHECKED BY	
APPROVED BY		DATE	
SCALE :	1:2000(H),1:200(V).		
DRAWING NO.:	DFCC/PCPL-MCNP/RS-1/15		

NK CONSORTIUM

CHAINAGE	CH-52200 TO CH-53400
SECTOR-	6



This drawing was originally prepared by Rodic Consultants Pvt. Ltd. and reviewed / modified by NK consortium.



Level Datum =18

Vertical: L = 1430.00 m, G= -0.450%

Horizontal: L = 45.0 m, R=1750.0m, TL=827.85 m

Chainage	Ground levels	Proposed Formation Levels	Cut/Fill
52210	28.898	33.319	4.421
52220	29.142	33.358	4.216
52230	29.387	33.397	4.010
52240	29.632	33.436	3.804
52250	29.877	33.475	3.598
52260	29.450	33.514	4.064
52270	29.023	33.553	4.530
52280	28.596	33.592	4.996
52290	28.169	33.631	5.462
52300	27.743	33.670	5.927
52310	27.682	33.709	6.027
52320	27.621	33.748	6.127
52330	27.560	33.787	6.227
52340	27.499	33.826	6.327
52350	27.439	33.781	6.342
52360	27.439	33.736	6.297
52370	27.439	33.691	6.252
52380	27.439	33.646	6.207
52390	27.439	33.601	6.162
52400	27.439	33.556	6.117
52410	27.317	33.511	6.194
52420	27.195	33.466	6.271
52430	27.073	33.421	6.348
52440	26.951	33.376	6.425
52450	26.829	33.331	6.502
52460	26.646	33.286	6.640
52470	26.463	33.241	6.778
52480	26.280	33.196	6.916
52490	26.097	33.151	7.054
52500	25.914	33.106	7.192
52510	25.731	33.061	7.330
52520	25.548	33.016	7.468
52530	25.365	32.971	7.606
52540	25.182	32.926	7.744
52550	25.0	32.881	7.881
52560	25.0	32.836	7.836
52570	25.0	32.791	7.791
52580	25.0	32.746	7.746
52590	25.0	32.701	7.701
52600	25.0	32.656	7.656
52610	25.121	32.611	7.490
52620	25.242	32.566	7.324
52630	25.364	32.521	7.157
52640	25.486	32.476	6.990
52650	25.609	32.431	6.822
52660	25.609	32.386	6.777
52670	25.609	32.341	6.732
52680	25.609	32.296	6.687
52690	25.609	32.251	6.642
52700	25.609	32.206	6.597
52710	25.486	32.161	6.675
52720	25.364	32.116	6.752
52730	25.242	32.071	6.829
52740	25.121	32.026	6.905
52750	25.0	31.981	6.981
52760	25.0	31.936	6.936
52770	25.0	31.891	6.891
52780	25.0	31.846	6.846
52790	25.0	31.801	6.801
52800	25.0	31.756	6.756
52810	25.121	31.711	6.590
52820	25.242	31.666	6.424
52830	25.364	31.621	6.257
52840	25.486	31.576	6.090
52850	25.609	31.531	5.922
52860	25.863	31.486	5.633
52870	26.097	31.441	5.344
52880	26.341	31.396	5.055
52890	26.585	31.351	4.766
52900	26.778	31.306	4.528
52910	27.011	31.261	4.250
52920	26.091	31.216	5.125
52930	25.203	31.171	5.968
52940	24.611	31.126	6.515
52950	23.994	31.081	7.087
52960	23.378	31.036	7.658
52970	22.761	30.991	8.230
52980	22.456	30.946	8.490
52990	22.842	30.901	8.059
53000	23.428	30.856	7.428
53010	26.049	30.811	4.762
53020	27.910	30.766	2.856
53030	28.004	30.721	2.717
53040	28.097	30.676	2.579
53050	28.190	30.631	2.441
53060	28.284	30.586	2.302
53070	28.292	30.541	2.249
53080	28.414	30.496	2.082
53090	28.536	30.451	1.915
53100	28.658	30.406	1.748
53110	28.719	30.361	1.642
53120	28.780	30.316	1.536
53130	28.841	30.271	1.430
53140	28.902	30.226	1.324
53150	28.963	30.181	1.218
53160	28.658	30.136	1.478
53170	28.353	30.091	1.738
53180	28.048	30.046	1.998
53190	27.743	30.001	2.258
53200	27.439	29.956	2.517
53210	27.256	29.911	2.655
53220	27.073	29.866	2.793
53230	26.890	29.821	2.931
53240	26.707	29.776	3.069
53250	26.524	29.731	3.207
53260	26.646	29.686	3.040
53270	26.768	29.641	2.873
53280	26.890	29.596	2.706
53290	27.012	29.551	2.539
53300	27.134	29.506	2.372
53310	27.255	29.461	2.206
53320	27.377	29.416	2.039
53330	27.499	29.371	1.872
53340	27.621	29.326	1.705
53350	27.743	29.281	1.538
53360	27.745	29.236	1.493
53370	27.748	29.191	1.448
53380	27.749	29.146	1.403
53390	27.749	29.101	1.358
53400	27.749	29.056	1.313

1. All dimensions are in meter unless otherwise stated.

CLIENT:-
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA ENTERPRISE)
5TH FLOOR, PRAGATI MAIDAN METRO STATION
BUILDING COMPLEX, NEW DELHI - 110001
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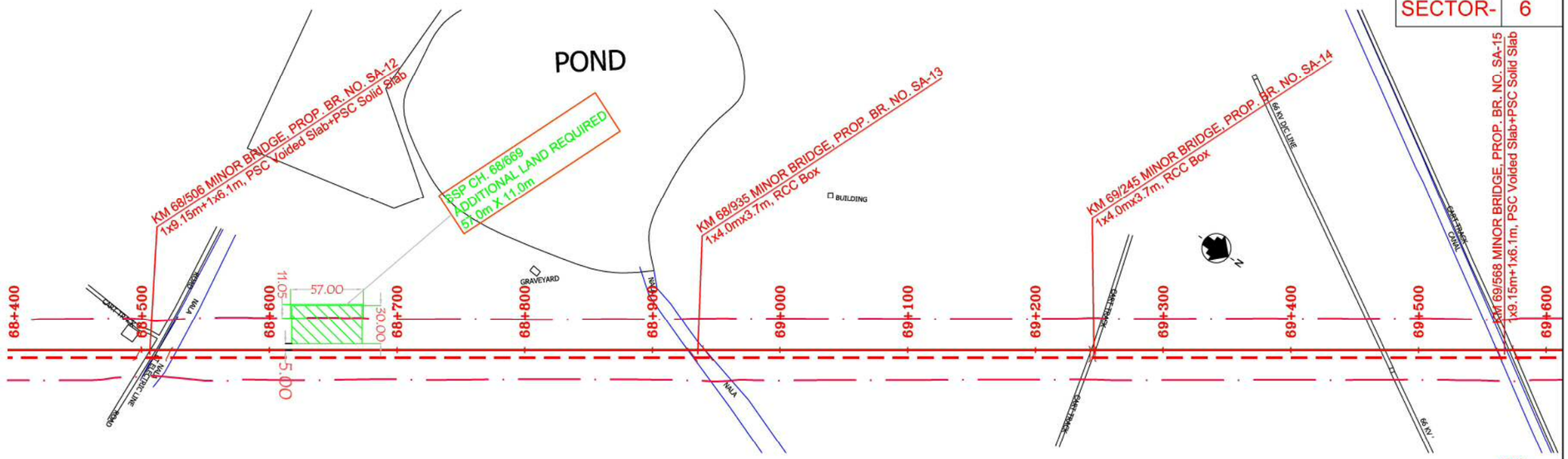
PROJECT:-
PROPOSED DEDICATED FREIGHT CORRIDOR OF INDIAN RAILWAYS
WESTERN CORRIDOR FROM NADIAD TO PALANPUR
BLOCK SECTION-1

Plan & Profile
(Km 52.200 to Km 53.400)

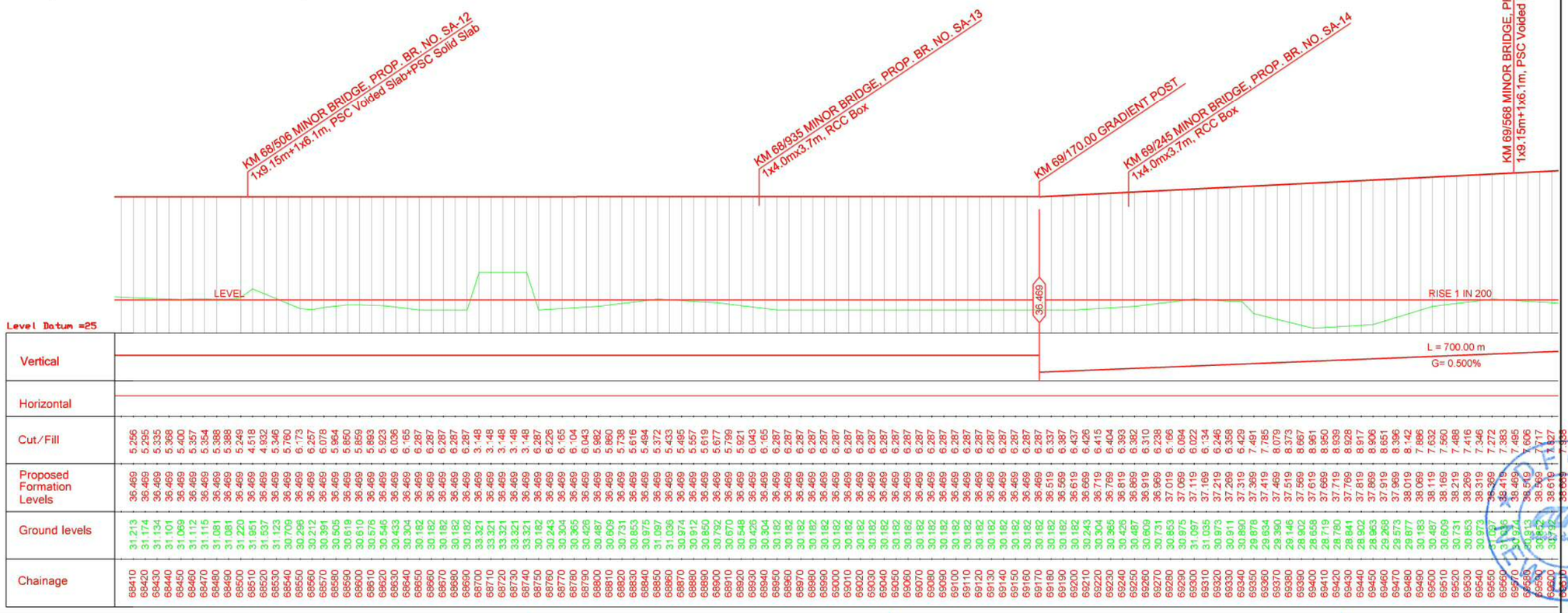
DRAWN BY	JITENDER	CHECKED BY	K. KULSHRESHTHA
DESIGNED BY	CHANDAN	CHECKED BY	
APPROVED BY		DATE	
SCALE :	1:2000(H),1:200(V).		
DRAWING NO.:	DFCC/RCPL/WCNP/BS-1/05		

NK CONSORTIUM

CHAINAGE	CH-68400 TO CH-69600
SECTOR-	6



This drawing was originally prepared by Rodic Consultants Pvt. Ltd. and reviewed / modified by NK consortium.



1. All dimensions are in meter unless otherwise stated.

CLIENT:-
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA ENTERPRISE)
5TH FLOOR, PRAGATI MAIDAN METRO STATION
BUILDING COMPLEX, NEW DELHI - 110001
WEB : www.dfcc.in

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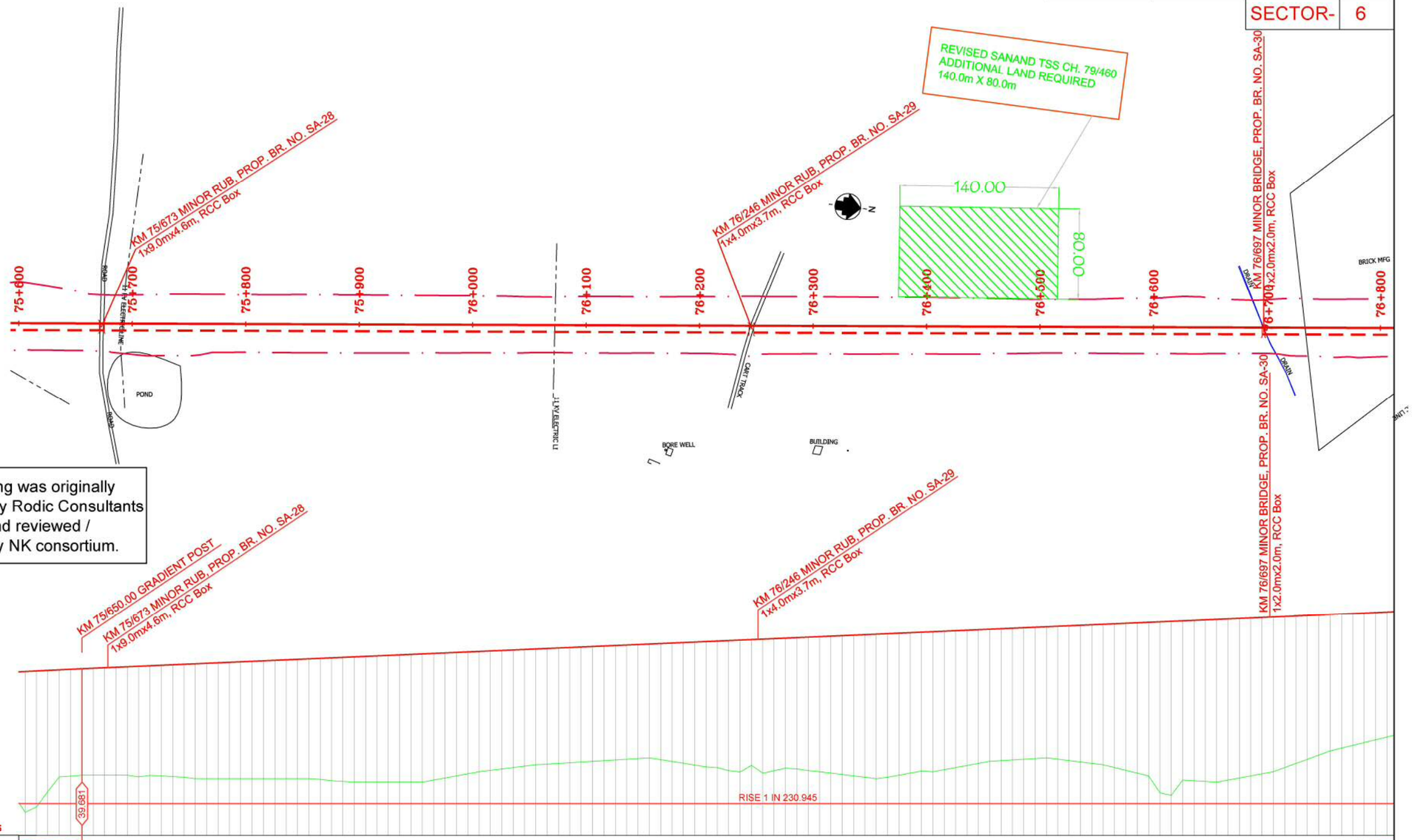
PROJECT:-
PROPOSED DEDICATED FREIGHT CORRIDOR OF INDIAN RAILWAYS
WESTERN CORRIDOR FROM NADIAD TO PALANPUR
SHORT ALIGNMENT FROM KM 62/400 TO KM 98/000

Plan & Profile
(Km 68.400 to Km 69.600)

DRAWN BY	JITENDER	CHECKED BY	K. KULSHRESHTHA
DESIGNED BY	CHANDAN	CHECKED BY	
APPROVED BY		DATE	
SCALE :	1:2000(H),1:200(V).		
DRAWING NO. :	DFCC/RCPL/WCNP/06/06		

NK CONSORTIUM

CHAINAGE	CH-75600 TO CH-76800
SECTOR-	6



This drawing was originally prepared by Rodic Consultants Pvt. Ltd. and reviewed / modified by NK consortium.

Chainage	Ground levels	Proposed Formation Levels	Cut/Fill
75610	30.749	39.489	8.740
75620	32.120	39.537	7.417
75630	33.385	39.585	6.200
75640	33.450	39.633	6.183
75650	33.536	39.681	6.145
75660	33.536	39.724	6.188
75670	33.536	39.768	6.232
75680	33.536	39.811	6.275
75690	33.535	39.854	6.318
75700	33.384	39.898	6.514
75710	33.516	39.941	6.425
75720	33.479	39.984	6.505
75730	33.408	40.027	6.619
75740	33.356	40.071	6.715
75750	33.231	40.114	6.883
75760	33.231	40.157	6.926
75770	33.231	40.201	6.970
75780	33.231	40.244	7.013
75790	33.231	40.287	7.056
75800	33.231	40.331	7.100
75810	33.231	40.374	7.143
75820	33.231	40.417	7.186
75830	33.231	40.460	7.229
75840	33.231	40.504	7.273
75850	33.231	40.547	7.316
75860	33.170	40.590	7.420
75870	33.048	40.634	7.586
75880	32.987	40.677	7.690
75890	32.926	40.720	7.794
75900	32.926	40.764	7.838
75910	32.926	40.807	7.881
75920	32.926	40.850	7.924
75930	32.926	40.893	7.967
75940	32.926	40.937	8.011
75950	32.926	40.980	8.054
75960	33.109	41.023	7.914
75970	33.292	41.067	7.775
75980	33.475	41.110	7.635
75990	33.658	41.153	7.495
76000	33.841	41.197	7.356
76010	33.963	41.240	7.277
76020	34.085	41.283	7.198
76030	34.207	41.326	7.119
76040	34.329	41.370	7.041
76050	34.451	41.413	6.962
76060	34.511	41.456	6.945
76070	34.571	41.500	6.929
76080	34.631	41.543	6.912
76090	34.691	41.586	6.895
76100	34.756	41.630	6.874
76110	34.815	41.673	6.857
76120	34.876	41.716	6.840
76130	34.936	41.759	6.823
76140	34.996	41.803	6.807
76150	35.060	41.846	6.786
76160	34.902	41.889	6.987
76170	34.744	41.933	7.189
76180	34.586	41.976	7.390
76190	34.428	42.019	7.591
76200	34.266	42.063	7.797
76210	34.202	42.106	7.904
76220	33.935	42.149	8.214
76230	33.821	42.192	8.371
76240	34.398	42.236	7.838
76250	33.711	42.279	8.568
76260	33.934	42.322	8.388
76270	34.156	42.366	8.210
76280	34.085	42.409	8.324
76290	33.947	42.452	8.505
76300	33.841	42.496	8.655
76310	33.719	42.539	8.820
76320	33.597	42.582	8.985
76330	33.475	42.625	9.150
76340	33.353	42.669	9.316
76350	33.231	42.712	9.481
76360	33.353	42.755	9.402
76370	33.536	42.799	9.263
76380	33.719	42.842	9.123
76390	33.902	42.885	8.983
76400	33.841	42.929	9.088
76410	34.024	42.972	8.948
76420	34.207	43.015	8.808
76430	34.390	43.058	8.668
76440	34.573	43.102	8.529
76450	34.756	43.145	8.389
76460	34.816	43.188	8.372
76470	34.876	43.232	8.356
76480	34.936	43.275	8.339
76490	34.996	43.318	8.322
76500	35.060	43.362	8.302
76510	34.939	43.405	8.466
76520	34.818	43.448	8.630
76530	34.697	43.491	8.794
76540	34.576	43.535	8.959
76550	34.451	43.578	9.127
76560	34.207	43.621	9.414
76570	33.963	43.665	9.702
76580	33.719	43.708	9.989
76590	33.475	43.751	10.276
76600	31.989	43.795	11.806
76610	31.767	43.838	12.071
76620	33.109	43.881	10.772
76630	33.048	43.924	10.876
76640	32.987	43.968	10.981
76650	32.926	44.011	11.085
76660	33.109	44.054	10.945
76670	33.292	44.098	10.806
76680	33.475	44.141	10.666
76690	33.658	44.184	10.526
76700	33.841	44.228	10.387
76710	34.206	44.271	10.065
76720	34.571	44.314	9.743
76730	34.936	44.357	9.421
76740	35.301	44.401	9.100
76750	35.670	44.444	8.774
76760	35.914	44.487	8.573
76770	36.159	44.531	8.373
76780	36.402	44.574	8.172
76790	36.645	44.617	7.971
76800	36.888	44.661	7.771
76810	36.733	44.704	7.971

1. All dimensions are in meter unless otherwise stated.

CLIENT:-
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA ENTERPRISE)
5TH FLOOR, PRAGATI MAIDAN METRO STATION
BUILDING COMPLEX, NEW DELHI - 110001
WEB : www.dfcc.in

CONSULTANTS:-
RODIC CONSULTANTS Pvt. Ltd.
H- 78, 1st FLOOR
SECTOR - 63, NOIDA
Tel: +91-120 - 4615500
Fax: +91-120 - 4287707
Email: contact@rodicconsultant.com

PROJECT:-
PROPOSED DEDICATED FREIGHT CORRIDOR OF INDIAN RAILWAYS
WESTERN CORRIDOR FROM NADIAD TO PALANPUR
SHORT ALIGNMENT FROM KM 62/400 TO KM 98/000

Plan & Profile
(Km 75.600 to Km 76.800)

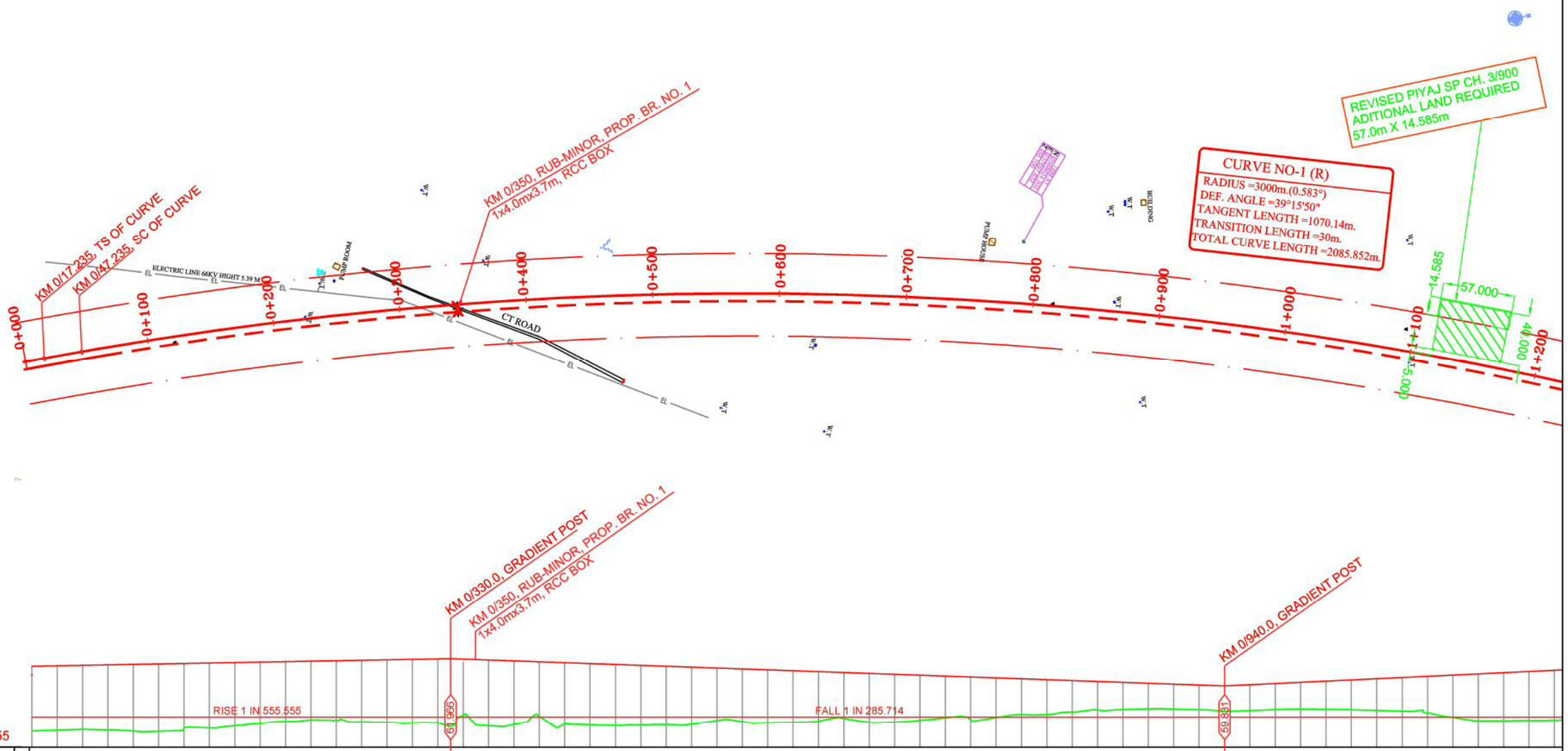
DRAWN BY	JITENDER	CHECKED BY	K. KULSHRESHTHA
DESIGNED BY	CHANDAN	CHECKED BY	
APPROVED BY		DATE	
SCALE :	1:2000(H),1:200(V).		
DRAWING NO. :	DFCC/RCPL/WCNP/12/06		

NK CONSORTIUM

CHAINAGE	CH-0000 TO CH-1200
	SECTOR- 8 N

⟸ WAMAJ

PALANPUR ⟹



Distance between Existing Track & Proposed Track

Chainage	Cut/Fill	Proposed Formation Levels	Ground levels
20.0	5.058	61.408	56.350
40.0	5.025	61.444	56.419
60.0	5.117	61.480	56.363
80.0	5.241	61.516	56.275
100.0	5.294	61.552	56.258
120.0	5.064	61.588	56.524
140.0	5.096	61.624	56.528
160.0	4.957	61.660	56.703
180.0	4.802	61.696	56.894
200.0	4.688	61.732	57.044
220.0	4.615	61.768	57.153
240.0	4.685	61.804	57.119
260.0	4.834	61.840	57.006
280.0	4.909	61.876	56.967
300.0	4.985	61.912	56.927
320.0	5.002	61.948	56.946
340.0	4.372	61.931	57.559
360.0	5.150	61.861	56.711
380.0	4.992	61.791	56.799
400.0	4.272	61.721	57.449
420.0	4.794	61.651	56.857
440.0	4.803	61.581	56.778
460.0	4.777	61.511	56.734
480.0	4.664	61.441	56.777
500.0	4.586	61.371	56.785
520.0	4.477	61.301	56.824
540.0	4.118	61.231	57.113
560.0	4.137	61.161	57.024
580.0	4.157	61.091	56.934
600.0	4.048	61.021	56.973
620.0	3.883	60.951	57.068
640.0	3.605	60.881	57.276
660.0	3.843	60.811	56.968
680.0	3.756	60.741	56.985
700.0	3.544	60.671	57.127
720.0	3.267	60.601	57.334
740.0	3.354	60.531	57.177
760.0	3.113	60.461	57.348
780.0	2.812	60.391	57.579
800.0	2.714	60.321	57.607
820.0	2.463	60.251	57.788
840.0	2.226	60.181	57.955
860.0	2.129	60.111	57.982
880.0	1.993	60.041	58.048
900.0	1.952	59.971	58.019
920.0	1.935	59.901	57.966
940.0	1.990	59.831	57.841
960.0	2.012	59.925	57.913
980.0	2.034	60.019	57.985
1000.0	2.096	60.113	58.017
1020.0	2.205	60.207	58.002
1040.0	2.321	60.301	57.980
1060.0	2.478	60.395	57.917
1080.0	2.627	60.489	57.862
1100.0	2.871	60.583	57.712
1120.0	3.320	60.677	57.357
1140.0	3.682	60.771	57.089
1160.0	3.767	60.865	56.968
1180.0	3.849	60.959	57.119
1200.0	3.925	61.053	57.128

Existing Formation Levels

LEGEND

- Proposed ROW
- Land Boundary
- Electric Line
- Telephone Line
- Boundary Wall
- Fencing
- High Tension Line
- Existing Rail Track
- Proposed DFC
- Cart Track
- BT Road
- PC=Point of Curvature
- PT=Point of Tangency
- TS=Tangent to Spiral
- SC=Spiral to Curve
- CS=Curve to Spiral
- ST=Spiral to Tangent

LY-11			
ATE	DESCRIPTION	CHKD	APPRD
	REVISIONS		

DEDICATED FREIGHT CORRIDOR CORPORATION
Ministry of Railways

Construction of Freight Corridor from Kalol at Km 759 to Palanpur at Km 652 and connection with existing detour alignment km 112+120 at Wamaj village on western Dedicated Freight Corridor (Total Length-116+950km)

Rodic Consultants Pvt. Ltd.
H-78, First Floor,Sector-63,Noida,Uttar Pradesh,201307
Phone:+91-120-4615500, Fax:+91-120-4287707
Web:www.rodicconsultants.com

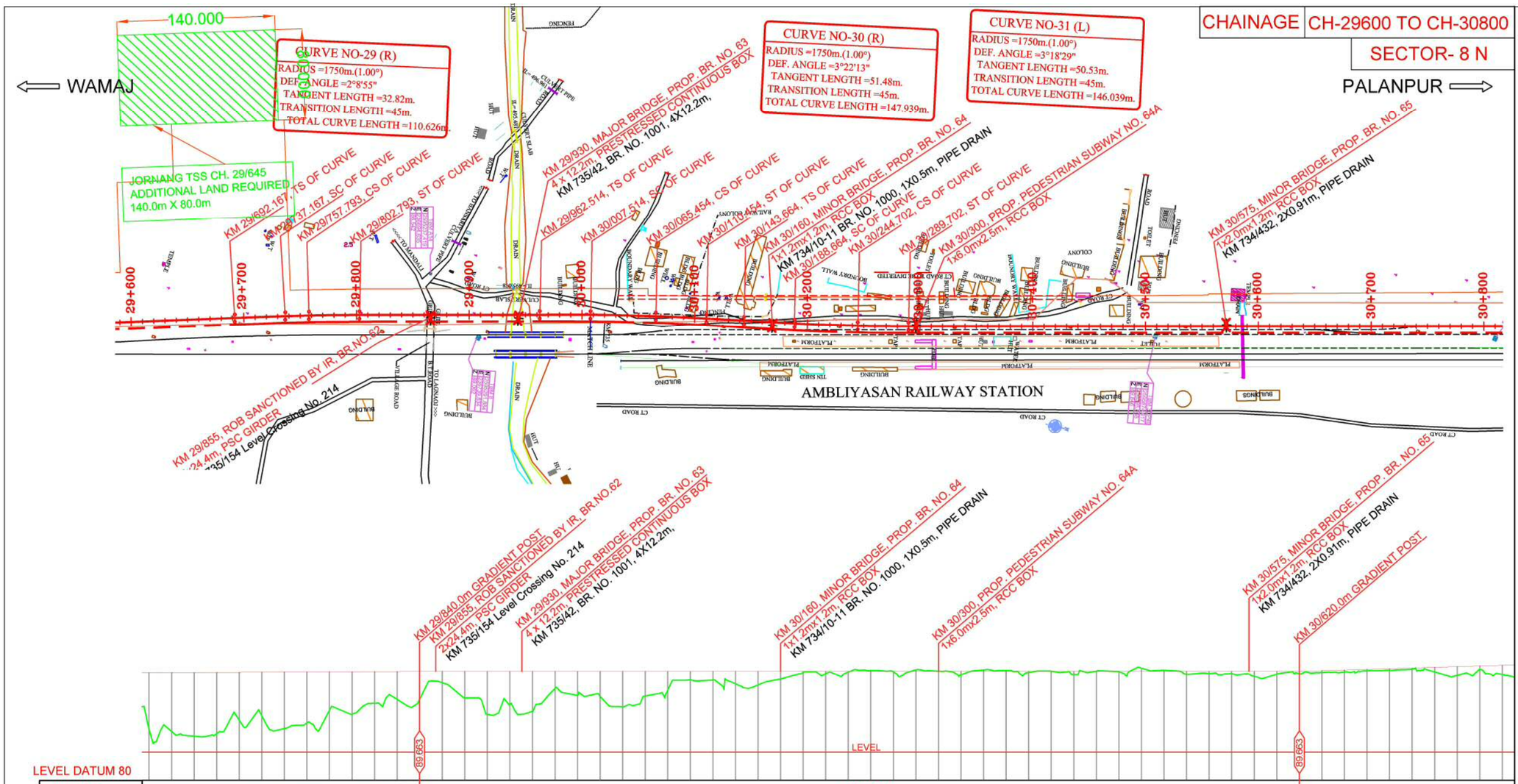
DETAILED PROJECT REPORT

WAMAJ TO MEHSANA-PALANPUR
FROM KM 0+000 TO KM. 116+370

PLAN & PROFILE
(Km 0.000 to Km 1.200)

SCALE :	H= 1:2500, V= 1:250
DRAWN BY:	DN
DESG.BY:	CKD
CHKD.BY:	KK
APPVD BY:	
DWG.NO:	RCPL/DFCC/WC/Wam-Pal/AP

CHAINAGE	CH-29600 TO CH-30800
SECTOR- 8 N	



Vertical Alignment: L = 780.00 m; G= 0.000%

Horizontal Alignment: L=45 m, R=1750 m, L=45 m (TLC= 110.626m); L=159.721m; L=45 m, R=1750 m, L=45 m (L=147.939m); L=33.21m; L=45 m, R= 1750 m, L=45 m (L=146.039); L=545.84m

Chainage	Distance between Existing Track & Proposed Track	Cut/Fill	Proposed Formation Levels	Existing Formation Levels	Ground levels
29620.0	10.749	5.206	89.553	88.129	84.347
29640.0	10.609	5.633	89.563	88.138	83.930
29660.0	10.580	5.417	89.573	88.152	84.156
29680.0	10.672	4.245	89.583	88.125	85.338
29700.0	10.899	3.869	89.593	88.104	85.724
29720.0	11.113	4.983	89.603	88.135	84.620
29740.0	11.399	4.507	89.613	88.139	85.106
29760.0	11.604	3.389	89.623	88.107	86.234
29780.0	11.755	3.744	89.633	88.045	85.889
29800.0	11.847	2.787	89.643	88.016	86.856
29820.0	11.888	2.471	89.653	88.006	87.182
29840.0	11.946	2.448	89.663	88.037	87.215
29860.0	11.981	0.995	89.663	88.074	88.668
29880.0	11.984	2.346	89.663	88.145	87.317
29900.0	11.982	3.796	89.663	88.210	85.867
29920.0	11.994	2.951	89.663	88.305	86.712
29940.0	12.011	3.531	89.663	88.431	86.132
29960.0	12.021	1.513	89.663	88.554	88.150
29980.0	11.987	2.121	89.663	88.672	87.542
30000.0	11.846	2.213	89.663	88.789	87.450
30020.0	11.574	3.115	89.663	88.901	86.548
30040.0	11.119	2.178	89.663	88.989	87.485
30060.0	10.431	1.634	89.663	89.077	88.029
30080.0	9.509	0.724	89.663	89.127	88.939
30100.0	8.426	0.761	89.663	89.173	88.902
30120.0	7.262	1.092	89.663	89.199	88.571
30140.0	6.083	1.194	89.663	89.205	88.469
30160.0	4.922	0.659	89.663	89.210	89.004
30180.0	3.870	0.107	89.663	89.212	89.556
30200.0	2.961	0.205	89.663	89.200	89.458
30220.0	2.300	0.067	89.663	89.193	89.596
30240.0	1.877	-0.076	89.663	89.223	89.739
30260.0	1.662	0.050	89.663	89.253	89.613
30280.0	1.579	-0.132	89.663	89.269	89.795
30300.0	1.555	-0.014	89.663	89.283	89.677
30320.0	1.538	0.287	89.663	89.296	89.376
30340.0	1.519	-0.118	89.663	89.309	89.781
30360.0	1.505	-0.078	89.663	89.322	89.741
30380.0	1.508	0.105	89.663	89.335	89.558
30400.0	1.538	-0.013	89.663	89.348	89.676
30420.0	1.561	0.276	89.663	89.361	89.387
30440.0	1.559	-0.010	89.663	89.366	89.673
30460.0	1.551	0.027	89.663	89.372	89.636
30480.0	1.549	-0.280	89.663	89.373	89.943
30500.0	1.550	-0.096	89.663	89.360	89.759
30520.0	1.552	0.250	89.663	89.346	89.413
30540.0	1.556	0.208	89.663	89.341	89.455
30560.0	1.559	0.200	89.663	89.340	89.463
30580.0	1.553	0.423	89.663	89.338	89.240
30600.0	1.535	0.246	89.663	89.347	89.417
30620.0	1.520	0.208	89.663	89.358	89.455
30640.0	1.519	0.159	89.723	89.375	89.564
30660.0	1.524	0.179	89.783	89.394	89.604
30680.0	1.525	0.130	89.843	89.416	89.713
30700.0	1.524	0.145	89.903	89.444	89.758
30720.0	1.511	0.106	89.963	89.472	89.857
30740.0	1.476	0.416	90.023	89.485	89.607
30760.0	1.427	0.767	90.083	89.487	89.316
30780.0	1.385	0.322	90.143	89.490	89.821
30800.0	1.361	0.815	90.203	89.515	89.388

LEGEND

- Proposed ROW
- Land Boundary
- Electric Line
- Telephone Line
- Boundary Wall
- Fencing
- High Tension Line
- Existing Rail Track
- Proposed DFC
- Cart Track
- BT Road
- PC=Point of Curvature
- PT=Point of Tangency
- TS=Tangent to Spiral
- SC=Spiral to Curve
- CS=Curve to Spiral
- ST=Spiral to Tangent

LY-11			
ATE	DESCRIPTION	CHKD	APPRD
REVISIONS			

DEDICATED FREIGHT CORRIDOR CORPORATION
Ministry of Railways

Construction of Freight Corridor from Kalol at Km 759 to Palanpur at Km 652 and connection with existing detour alignment km 112+120 at Wamaj village on western Dedicated Freight Corridor (Total Length-116+950km)

Rodic Consultants Pvt. Ltd.
H-78, First Floor,Sector-63,Noida,Uttar Pradesh,201307
Phone:+91-120-4615500, Fax:+91-120-4287707
Web:www.rodicconsultants.com

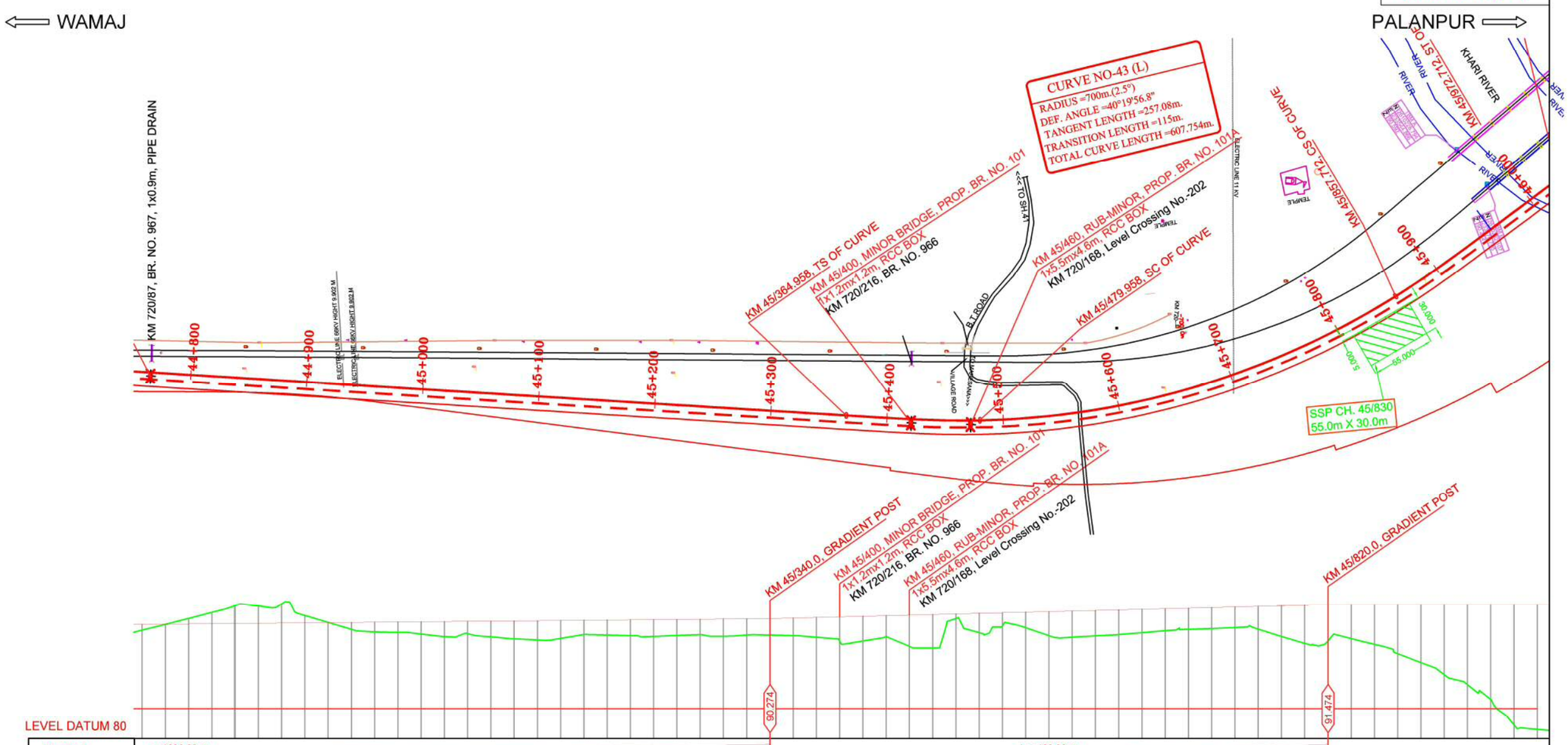
DETAILED PROJECT REPORT

WAMAJ TO MEHSANA-PALANPUR
FROM KM 0+000 TO KM. 116+370

PLAN & PROFILE
(Km 29.600 to Km 30.800)

SCALE :	H= 1:2500, V= 1:250
DRAWN BY:	DN
DESG.BY:	CKD
CHKD.BY:	KK
APPVD BY:	
DWG.NO:	RCPL/DFCC/WC/Wam-Pal/AP

CHAINAGE	CH-44800 TO CH-46000
SECTOR- 8 N	



Vertical Alignment	L = 1020.00 m, G= 0.090%; L = 480.00 m, G= 0.250%
Horizontal Alignment	

Chainage	Distance between Existing Track & Proposed Track	Cut/Fill	Proposed Formation Levels	Existing Formation Levels	Ground levels
44820.0	-12.429	0.022	89.806	89.719	89.784
44840.0	-13.693	-0.470	89.824	89.766	90.294
44860.0	-14.952	-0.970	89.842	89.813	90.812
44880.0	-16.210	-1.527	89.860	89.860	91.387
44900.0	-17.472	-1.477	89.878	89.859	91.355
44920.0	-18.728	-1.642	89.896	89.850	91.538
44940.0	-19.958	-0.626	89.914	89.834	90.540
44960.0	-21.166	-0.019	89.932	89.810	89.951
44980.0	-22.386	0.587	89.950	89.785	89.363
45000.0	-23.634	0.824	89.968	89.763	89.144
45020.0	-24.888	0.883	89.986	89.742	89.103
45040.0	-26.127	1.049	90.004	89.711	88.955
45060.0	-27.357	1.296	90.022	89.668	88.726
45080.0	-28.576	1.056	90.040	89.625	88.984
45100.0	-29.778	1.351	90.058	89.579	88.707
45120.0	-30.974	1.529	90.076	89.531	88.547
45140.0	-32.186	1.650	90.094	89.493	88.444
45160.0	-33.410	1.535	90.112	89.469	88.577
45180.0	-34.635	1.220	90.130	89.444	88.910
45200.0	-35.852	1.279	90.148	89.438	88.869
45220.0	-37.071	1.343	90.166	89.439	88.823
45240.0	-38.299	1.431	90.184	89.433	88.753
45260.0	-39.536	1.374	90.202	89.419	88.828
45280.0	-40.772	1.316	90.220	89.404	88.904
45300.0	-42.005	1.465	90.238	89.383	88.773
45320.0	-43.236	1.392	90.256	89.358	88.864
45340.0	-44.465	1.413	90.274	89.334	88.861
45360.0	-45.691	1.500	90.324	89.310	88.824
45380.0	-46.863	1.693	90.374	89.286	88.681
45400.0	-47.860	2.088	90.424	89.270	88.336
45420.0	-48.566	2.114	90.474	89.268	88.360
45440.0	-48.878	1.801	90.524	89.278	88.723
45460.0	-48.702	2.674	90.574	89.310	87.900
45480.0	-47.967	2.852	90.624	89.329	87.772
45500.0	-46.656	0.402	90.674	89.353	90.272
45520.0	-44.863	1.656	90.724	89.395	89.068
45540.0	-42.744	1.133	90.774	89.416	89.641
45560.0	-40.440	1.335	90.824	89.423	89.489
45580.0	-38.059	2.052	90.874	89.430	88.822
45600.0	-35.759	2.238	90.924	89.517	88.686
45620.0	-33.617	2.170	90.974	89.579	88.804
45640.0	-31.698	2.115	91.024	89.657	88.909
45660.0	-29.973	1.997	91.074	89.743	89.077
45680.0	-28.483	1.885	91.124	89.814	89.239
45700.0	-27.219	1.808	91.174	89.899	89.366
45720.0	-26.088	1.790	91.224	89.995	89.434
45740.0	-25.165	1.761	91.274	90.082	89.513
45760.0	-24.413	1.941	91.324	90.184	89.383
45780.0	-23.915	2.620	91.374	90.300	88.754
45800.0	-23.646	3.265	91.424	90.366	88.159
45820.0	-23.603	3.090	91.474	90.442	88.384
45840.0	-23.835	2.918	91.474	90.505	88.556
45860.0	-24.307	3.406	91.474	90.558	88.068
45880.0	-25.001	4.206	91.474	90.568	87.268
45900.0	-26.001	4.957	91.474	90.577	86.517
45920.0	-27.130	5.993	91.474	90.580	85.481
45940.0	-28.392	6.848	91.474	90.582	84.626
45960.0	-29.750	8.110	91.474	90.598	83.364
45980.0	-31.067	10.307	91.474	90.613	81.167
46000.0	-32.380	10.679	91.474	90.629	80.795

LEGEND

- Proposed ROW
- Land Boundary
- Electric Line
- Telephone Line
- Boundary Wall
- Fencing
- High Tension Line
- Existing Rail Track
- Proposed DFC
- Cart Track
- BT Road
- PC=Point of Curvature
- PT=Point of Tangency
- TS=Tangent to Spiral
- SC=Spiral to Curve
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LY-11			
ATE	DESCRIPTION	CHKD	APPRD
REVISIONS			

DEDICATED FREIGHT CORRIDOR CORPORATION
Ministry of Railways

Construction of Freight Corridor from Kalol at Km 759 to Palanpur at Km 652 and connection with existing detour alignment km 112+120 at Wamaj village on western Dedicated Freight Corridor (Total Length-116+950km)

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Web:www.rodicconsultants.com

DETAILED PROJECT REPORT

WAMAJ TO MEHSANA-PALANPUR
FROM KM 0+000 TO KM. 116+370

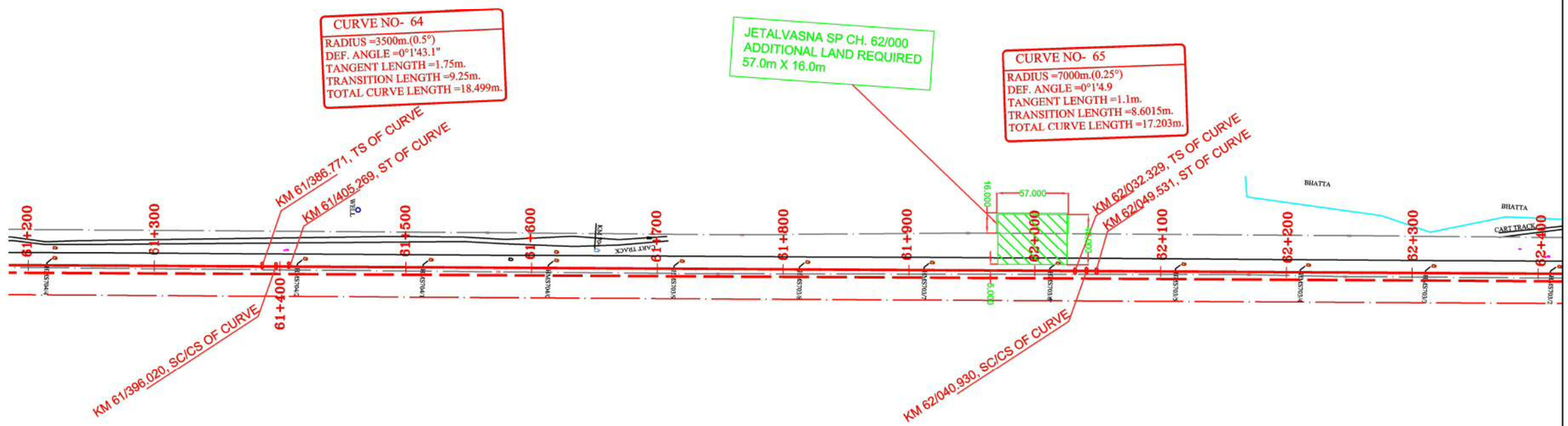
PLAN & PROFILE
(Km 44.800 to Km 46.000)

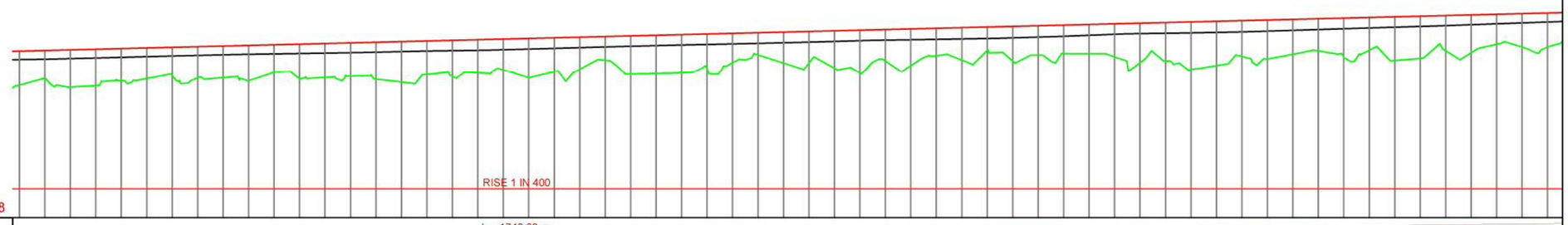
SCALE :	H= 1:2500, V= 1:250
DRAWN BY:	DN
DESG.BY:	CKD
CHKD.BY:	KK
APPVD BY:	
DWG.NO:	RCPL/DFCC/WC/Wam-Pal/AP

CHAINAGE	CH-61200 to CH-62400
SECTOR- 8 N	

⟸ WAMAJ

PALANPUR ⟹





LEVEL DATUM 88

Vertical Alignment	L = 1740.00 m G= 0.250%
Horizontal Alignment	L=384.629m; R=3500.0m TCL=18.499m; L=627.06m; R=7000.0m TCL=17.203m; L=590.739m

Chainage	Distance between Existing Track & Proposed Track	Cut/Fill	Proposed Formation Levels	Existing Formation Levels	Ground levels
61220.0	-10.143	2.189	101.127	100.443	98.938
61240.0	-10.138	2.940	101.177	100.488	98.237
61260.0	-10.124	2.875	101.227	100.532	98.352
61280.0	-10.100	2.532	101.277	100.584	98.745
61300.0	-10.063	2.420	101.327	100.640	98.907
61320.0	-10.032	2.226	101.377	100.695	99.151
61340.0	-10.016	2.465	101.427	100.742	98.962
61360.0	-10.005	2.490	101.477	100.789	98.987
61380.0	-9.991	2.784	101.527	100.825	98.743
61400.0	-9.972	2.192	101.577	100.856	99.385
61420.0	-9.963	2.737	101.627	100.886	98.890
61440.0	-9.953	2.678	101.677	100.916	98.999
61460.0	-9.946	2.631	101.727	100.946	99.096
61480.0	-9.945	2.917	101.777	100.990	98.860
61500.0	-9.946	3.195	101.827	101.038	98.632
61520.0	-9.951	2.643	101.877	101.084	99.234
61540.0	-9.962	2.843	101.927	101.113	99.084
61560.0	-9.975	2.630	101.977	101.142	99.347
61580.0	-9.985	2.444	102.027	101.186	99.583
61600.0	-9.993	3.101	102.077	101.235	98.976
61620.0	-10.001	2.694	102.127	101.286	99.433
61640.0	-10.006	2.535	102.177	101.342	99.642
61660.0	-10.011	1.879	102.227	101.399	100.348
61680.0	-10.014	3.006	102.277	101.456	99.271
61700.0	-10.017	3.029	102.327	101.512	99.298
61720.0	-10.019	3.022	102.377	101.566	99.355
61740.0	-10.020	2.747	102.427	101.607	99.680
61760.0	-10.020	2.326	102.477	101.648	100.151
61780.0	-10.019	1.750	102.527	101.692	100.777
61800.0	-10.017	2.444	102.577	101.736	100.133
61820.0	-10.019	2.488	102.627	101.782	100.139
61840.0	-10.028	2.947	102.677	101.840	99.730
61860.0	-10.041	3.386	102.727	101.898	99.341
61880.0	-10.041	3.436	102.777	101.943	99.341
61900.0	-10.080	2.906	102.827	101.975	99.921
61920.0	-10.099	2.163	102.877	102.006	100.714
61940.0	-10.112	2.561	102.927	102.038	100.365
61960.0	-10.122	1.853	102.977	102.070	101.124
61980.0	-10.128	2.738	103.027	102.123	100.289
62000.0	-10.132	2.322	103.077	102.184	100.755
62020.0	-10.131	2.246	103.127	102.249	100.881
62040.0	-10.119	2.297	103.177	102.326	100.880
62060.0	-10.113	2.599	103.227	102.404	100.628
62080.0	-10.133	3.125	103.277	102.449	100.152
62100.0	-10.161	3.026	103.327	102.474	100.301
62120.0	-10.163	3.745	103.377	102.503	99.632
62140.0	-10.104	3.504	103.427	102.541	99.923
62160.0	-10.041	2.816	103.477	102.578	100.661
62180.0	-10.027	3.080	103.527	102.646	100.447
62200.0	-10.035	2.745	103.577	102.714	100.832
62220.0	-10.039	2.537	103.627	102.779	101.090
62240.0	-10.033	3.100	103.677	102.840	100.577
62260.0	-10.025	2.574	103.727	102.900	101.153
62280.0	-10.017	3.440	103.777	102.960	100.337
62300.0	-10.008	3.331	103.827	103.020	100.496
62320.0	-9.998	2.761	103.877	103.083	101.116
62340.0	-9.983	2.978	103.927	103.155	100.949
62360.0	-9.971	2.361	103.977	103.227	101.616
62380.0	-9.971	2.635	104.027	103.297	101.392
62400.0	-9.978	2.696	104.077	103.365	101.388

LEGEND

- Proposed ROW
- Land Boundary
- Electric Line
- Telephone Line
- Boundary Wall
- Fencing
- High Tension Line
- Existing Rail Track
- Proposed DFC
- Cart Track
- BT Road
- PC=Point of Curvature
- PT=Point of Tangency
- TS=Tangent to Spiral
- SC=Spiral to Curve
- CS=Curve to Spiral
- ST=Spiral to Tangent

LY-11			
ATE	DESCRIPTION	CHKD	APPRD
REVISIONS			

DEDICATED FREIGHT CORRIDOR CORPORATION
Ministry of Railways

Construction of Freight Corridor from Kalol at Km 759 to Palanpur at Km 652 and connection with existing detour alignment km 112+120 at Wamaj village on western Dedicated Freight Corridor (Total Length-116+950km)

Rodic Consultants Pvt. Ltd.
H-78, First Floor,Sector-63,Noida,Uttar Pradesh,201307
Phone:+91-120-4615500, Fax:+91-120-4287707
Webwww.rodicconsultants.com

DETAILED PROJECT REPORT

WAMAJ TO MEHSANA-PALANPUR
FROM KM 0+000 TO KM. 116+370

PLAN & PROFILE
(Km 61.200 to Km 62.400)

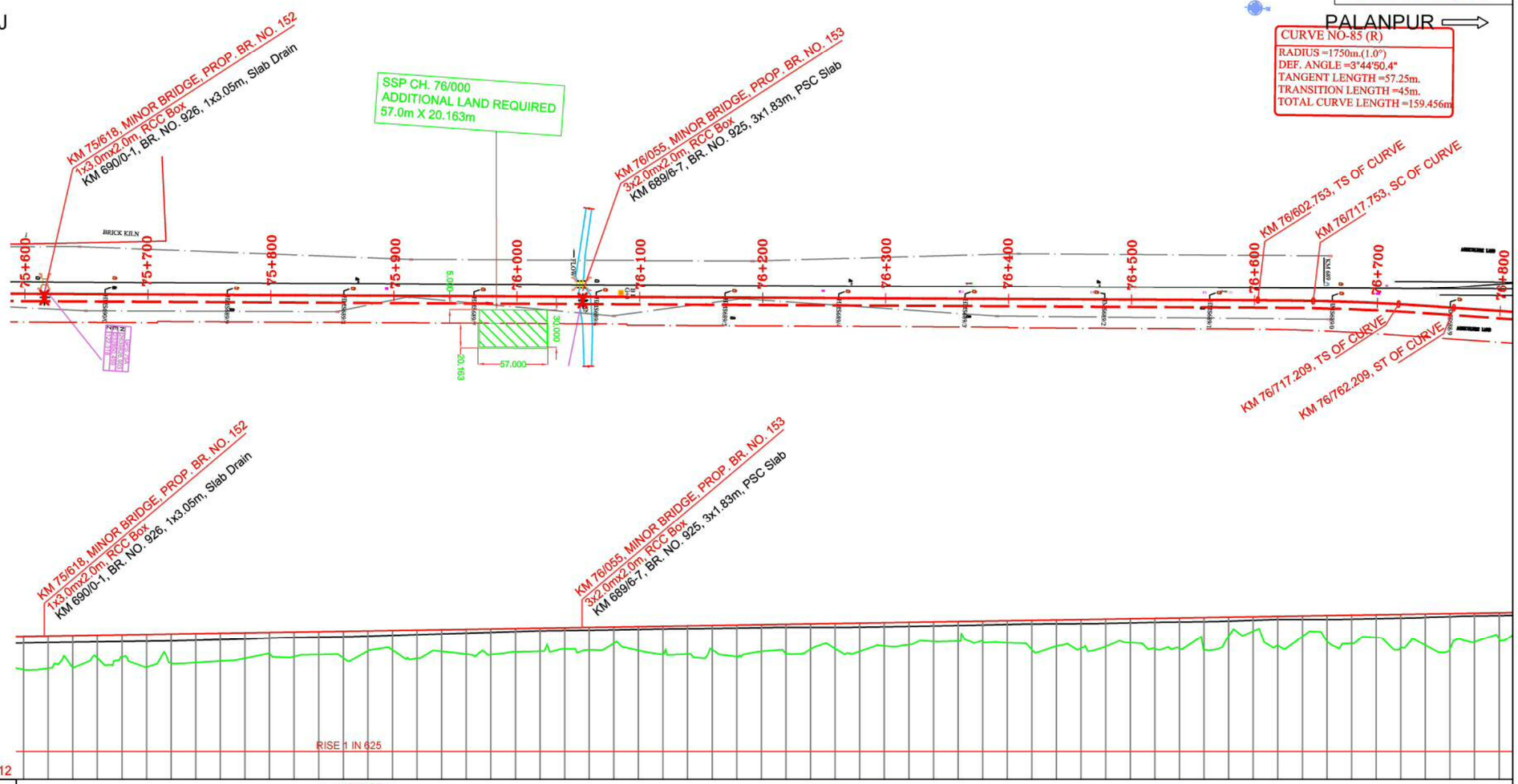
SCALE :	H= 1:2500, V= 1:250
DRAWN BY:	DN
DESG.BY:	CKD
CHKD.BY:	KK
APPVD BY:	
DWG.NO:	RCPL/DFCC/WC/Wam-Pal/AP

CHAINAGE	CH-75600 to CH-76800

SECTOR- 8 N

WAMAJ ⟸ ⟹ PALANPUR

CURVE NO-85 (R)
RADIUS =1750m.(1.0°)
DEF. ANGLE =3°44'50.4"
TANGENT LENGTH =57.25m.
TRANSITION LENGTH =45m.
TOTAL CURVE LENGTH =159.456m



Vertical Alignment: L = 4300.00 m, G= 0.160%

Horizontal Alignment: L=1675.531m; L=45 m; R=1750 m; L=45 m; TCL=159.452m; L=

Chainage	Distance between Existing Track & Proposed Track	Cut/Fill	Proposed Formation Levels	Existing Formation Levels	Ground levels
75620.0	-10.027	2.632	123.647	123.119	121.015
75640.0	-10.024	2.630	123.679	123.147	121.049
75660.0	-10.028	1.866	123.711	123.175	121.845
75680.0	-10.029	1.791	123.743	123.203	121.952
75700.0	-10.031	2.651	123.775	123.230	121.124
75720.0	-10.028	2.351	123.807	123.259	121.456
75740.0	-10.017	2.354	123.839	123.308	121.485
75760.0	-10.005	2.266	123.871	123.356	121.605
75780.0	-9.998	2.071	123.903	123.412	121.832
75800.0	-9.997	1.708	123.935	123.473	122.227
75820.0	-9.991	1.999	123.967	123.524	121.968
75840.0	-9.977	1.863	123.999	123.558	122.136
75860.0	-9.962	2.175	124.031	123.591	121.856
75880.0	-9.955	1.638	124.063	123.645	122.425
75900.0	-9.952	1.597	124.095	123.704	122.498
75920.0	-9.954	2.302	124.127	123.762	121.825
75940.0	-9.962	1.778	124.159	123.826	122.381
75960.0	-9.974	2.029	124.191	123.889	122.162
75980.0	-9.978	2.099	124.223	123.951	122.124
76000.0	-9.979	1.896	124.255	124.011	122.359
76020.0	-9.972	1.891	124.287	124.065	122.396
76040.0	-9.953	1.723	124.319	124.095	122.596
76060.0	-9.929	1.854	124.351	124.124	122.497
76080.0	-9.916	1.352	124.383	124.158	123.031
76100.0	-9.912	1.947	124.415	124.196	122.468
76120.0	-9.909	2.286	124.447	124.229	122.161
76140.0	-9.906	2.310	124.479	124.252	122.169
76160.0	-9.905	1.991	124.511	124.275	122.520
76180.0	-9.913	2.583	124.543	124.302	121.960
76200.0	-9.934	2.195	124.575	124.336	122.380
76220.0	-9.949	2.389	124.607	124.355	122.218
76240.0	-9.949	2.063	124.639	124.353	122.576
76260.0	-9.948	2.056	124.671	124.351	122.615
76280.0	-9.958	2.319	124.703	124.372	122.384
76300.0	-9.975	1.903	124.735	124.403	122.832
76320.0	-9.998	1.837	124.767	124.436	122.930
76340.0	-10.029	1.600	124.799	124.472	123.199
76360.0	-10.063	1.601	124.831	124.507	123.230
76380.0	-10.089	1.866	124.863	124.549	123.197
76400.0	-10.111	1.809	124.895	124.594	123.086
76420.0	-10.129	2.382	124.927	124.627	122.545
76440.0	-10.142	2.138	124.959	124.638	122.821
76460.0	-10.153	2.357	124.991	124.649	122.634
76480.0	-10.165	2.222	125.023	124.678	122.801
76500.0	-10.178	1.954	125.055	124.719	123.101
76520.0	-10.192	2.489	125.087	124.757	122.598
76540.0	-10.209	2.488	125.119	124.787	122.631
76560.0	-10.225	2.615	125.151	124.817	122.536
76580.0	-10.238	1.566	125.183	124.870	123.617
76600.0	-10.247	1.179	125.215	124.937	124.036
76620.0	-10.275	2.370	125.247	124.997	122.877
76640.0	-10.387	1.677	125.279	124.998	123.602
76660.0	-10.671	2.107	125.311	125.000	123.204
76680.0	-11.190	2.303	125.343	125.024	123.040
76700.0	-11.947	1.862	125.375	125.059	123.513
76720.0	-12.945	2.722	125.407	125.097	122.685
76740.0	-14.158	2.551	125.439	125.173	122.888
76760.0	-15.477	2.909	125.471	125.227	122.562
76780.0	-16.802	2.332	125.503	125.274	123.171
76800.0	-18.137	2.155	125.535	125.296	123.380

LEGEND

Proposed ROW
Land Boundary
Electric Line
Telephone Line
Boundary Wall
Fencing
High Tension Line
Existing Rail Track
Proposed DFC
Cart Track
BT Road
PC=Point of Curvature
PT=Point of Tangency
TS=Tangent to Spiral
SC=Spiral to Curve
CS=Curve to Spiral
ST=Spiral to Tangent

LY-I1			
ATE	DESCRIPTION	CHKD	APPRD
	REVISIONS		

DEDICATED FREIGHT CORRIDOR CORPORATION
Ministry of Railways

Construction of Freight Corridor from Kalol at Km 759 to Palanpur at Km 652 and connection with existing detour alignment km 112+120 at Wamaj village on western Dedicated Freight Corridor (Total Length-116+950km)

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Phone:+91-120-4615500, Fax:+91-120-4287707
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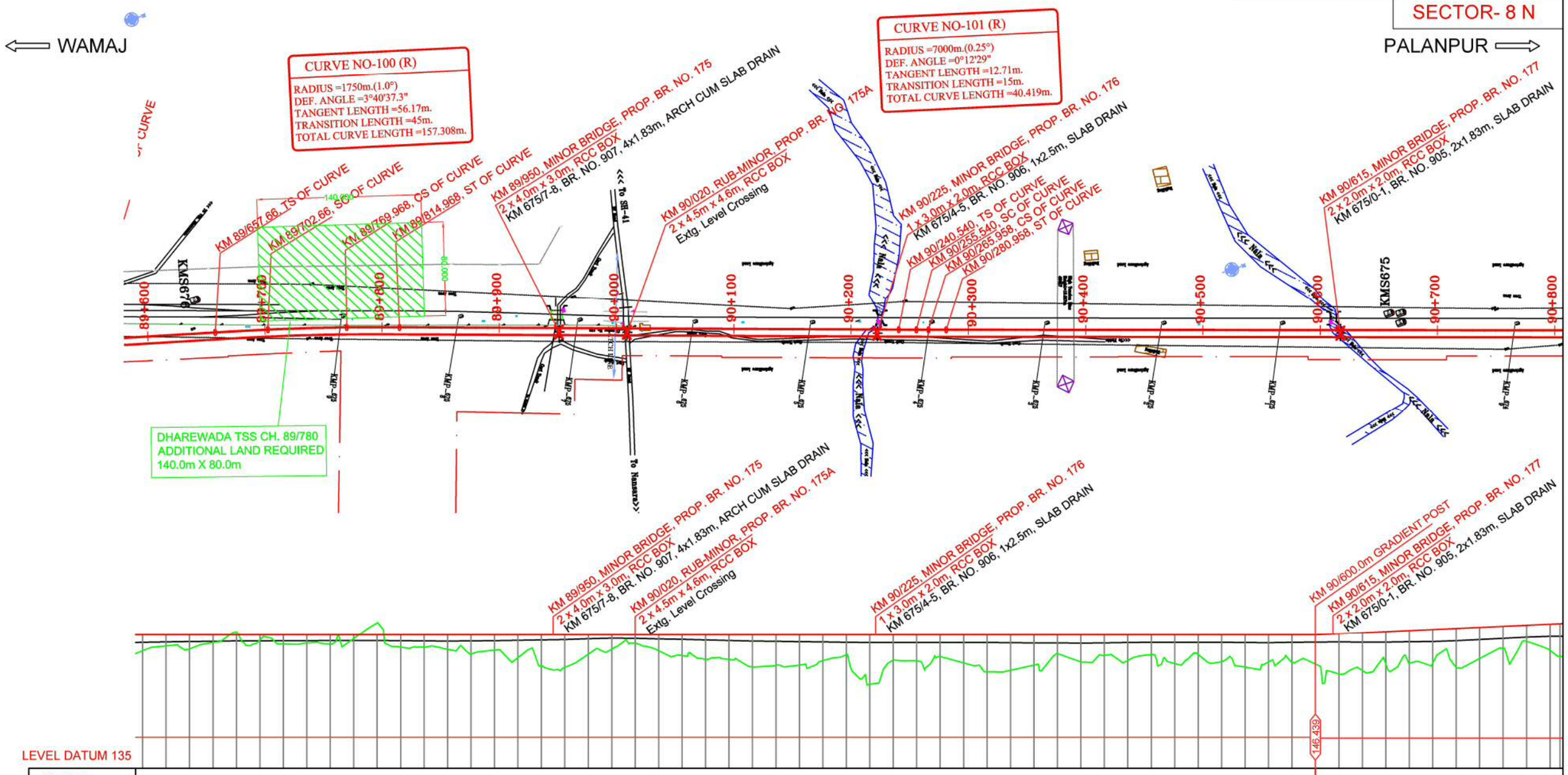
DETAILED PROJECT REPORT

WAMAJ TO MEHSANA-PALANPUR
FROM KM 0+000 TO KM. 116+370

PLAN & PROFILE
(Km 75.600 to Km 76.800)

SCALE :	H= 1:2500, V= 1:250
DRAWN BY:	DN
DESG.BY:	CKD
CHKD.BY:	KK
APPVD BY:	
DWG.NO:	RCPL/DFCC/WC/Wam-Pal/AP

CHAINAGE	CH-89600 TO CH-90800
SECTOR- 8 N	



LEVEL DATUM 135

Vertical Alignment

Horizontal Alignment: 5m; R=1750, L=45 m, L=157.308, L=45 m; L=425.572m; R=7000, L=40.419, L=15.0m, L=15.0m; L=2327.004m

Chainage	Distance between Existing Track & Proposed Track	Cut/Fill	Proposed Formation Levels	Existing Formation Levels	Ground levels
89620.0	-14.198	0.938	146.439	145.837	145.501
89640.0	-13.130	1.197	146.439	145.870	145.242
89660.0	-12.399	0.663	146.439	145.893	145.776
89680.0	-12.517	-0.255	146.439	145.915	146.694
89700.0	-13.048	0.434	146.439	145.926	146.005
89720.0	-13.787	0.778	146.439	145.934	145.661
89740.0	-14.217	0.687	146.439	145.943	145.752
89760.0	-14.087	0.784	146.439	145.950	145.655
89780.0	-14.031	0.321	146.439	145.952	146.118
89800.0	-14.128	-1.026	146.439	145.955	147.465
89820.0	-14.152	1.046	146.439	145.941	145.393
89840.0	-14.057	1.045	146.439	145.922	145.394
89860.0	-13.843	1.234	146.439	145.911	145.205
89880.0	-13.472	1.646	146.439	145.924	144.793
89900.0	-12.963	1.296	146.439	145.938	145.143
89920.0	-12.424	1.942	146.439	145.967	144.497
89940.0	-11.837	2.642	146.439	146.002	143.797
89960.0	-11.273	2.750	146.439	146.042	143.689
89980.0	-10.829	1.643	146.439	146.100	144.796
90000.0	-10.472	1.234	146.439	146.159	145.205
90020.0	-10.218	0.708	146.439	146.132	145.731
90040.0	-10.082	1.341	146.439	146.091	145.098
90060.0	-10.013	1.758	146.439	146.047	144.681
90080.0	-9.976	2.101	146.439	145.996	144.338
90100.0	-9.984	2.080	146.439	145.945	144.359
90120.0	-10.001	2.722	146.439	145.908	143.717
90140.0	-10.012	2.568	146.439	145.882	143.871
90160.0	-10.031	2.562	146.439	145.857	143.877
90180.0	-10.061	2.194	146.439	145.830	144.245
90200.0	-10.101	1.693	146.439	145.804	144.746
90220.0	-10.152	4.197	146.439	145.788	142.242
90240.0	-10.177	2.149	146.439	145.787	144.290
90260.0	-10.205	2.194	146.439	145.787	144.245
90280.0	-10.180	1.849	146.439	145.787	144.590
90300.0	-10.141	2.383	146.439	145.786	144.056
90320.0	-10.121	3.128	146.439	145.777	143.311
90340.0	-10.133	3.011	146.439	145.763	143.428
90360.0	-10.149	2.564	146.439	145.750	143.875
90380.0	-10.135	1.592	146.439	145.743	144.847
90400.0	-10.104	2.305	146.439	145.736	144.134
90420.0	-10.086	1.736	146.439	145.758	144.703
90440.0	-10.080	2.173	146.439	145.782	144.266
90460.0	-10.077	1.665	146.439	145.800	144.774
90480.0	-10.071	2.436	146.439	145.803	144.003
90500.0	-10.065	1.688	146.439	145.806	144.771
90520.0	-10.067	2.278	146.439	145.793	144.161
90540.0	-10.071	2.731	146.439	145.780	143.708
90560.0	-10.075	2.298	146.439	145.774	144.141
90580.0	-10.083	2.349	146.439	145.796	144.090
90600.0	-10.092	2.484	146.439	145.819	143.955
90620.0	-10.092	3.402	146.531	145.839	143.129
90640.0	-10.086	3.212	146.623	145.821	143.411
90660.0	-10.080	2.739	146.715	145.817	143.976
90680.0	-10.087	2.759	146.807	145.844	144.048
90700.0	-10.114	2.863	146.899	145.871	144.036
90720.0	-10.124	3.328	146.991	145.940	143.653
90740.0	-10.098	2.653	147.083	146.045	144.430
90760.0	-10.062	1.877	147.175	146.147	146.298
90780.0	-10.048	1.399	147.267	146.238	145.868
90800.0	-10.049	2.238	147.359	146.317	144.121

LEGEND

- Proposed ROW
- Land Boundary
- Electric Line
- Telephone Line
- Boundary Wall
- Fencing
- High Tension Line
- Existing Rail Track
- Proposed DFC
- Cart Track
- BT Road
- PC=Point of Curvature
- PT=Point of Tangency
- TS=Tangent to Spiral
- SC=Spiral to Curve
- CS=Curve to Spiral
- ST=Spiral to Tangent

ATE	DESCRIPTION	CHKD	APPRD
LY-11			

REVISIONS

DEDICATED FREIGHT CORRIDOR CORPORATION
Ministry of Railways

Construction of Freight Corridor from Kalol at Km 759 to Palanpur at Km 652 and connection with existing detour alignment km 112+120 at Wamaj village on western Dedicated Freight Corridor (Total Length-116+950km)

Rodic Consultants Pvt. Ltd.
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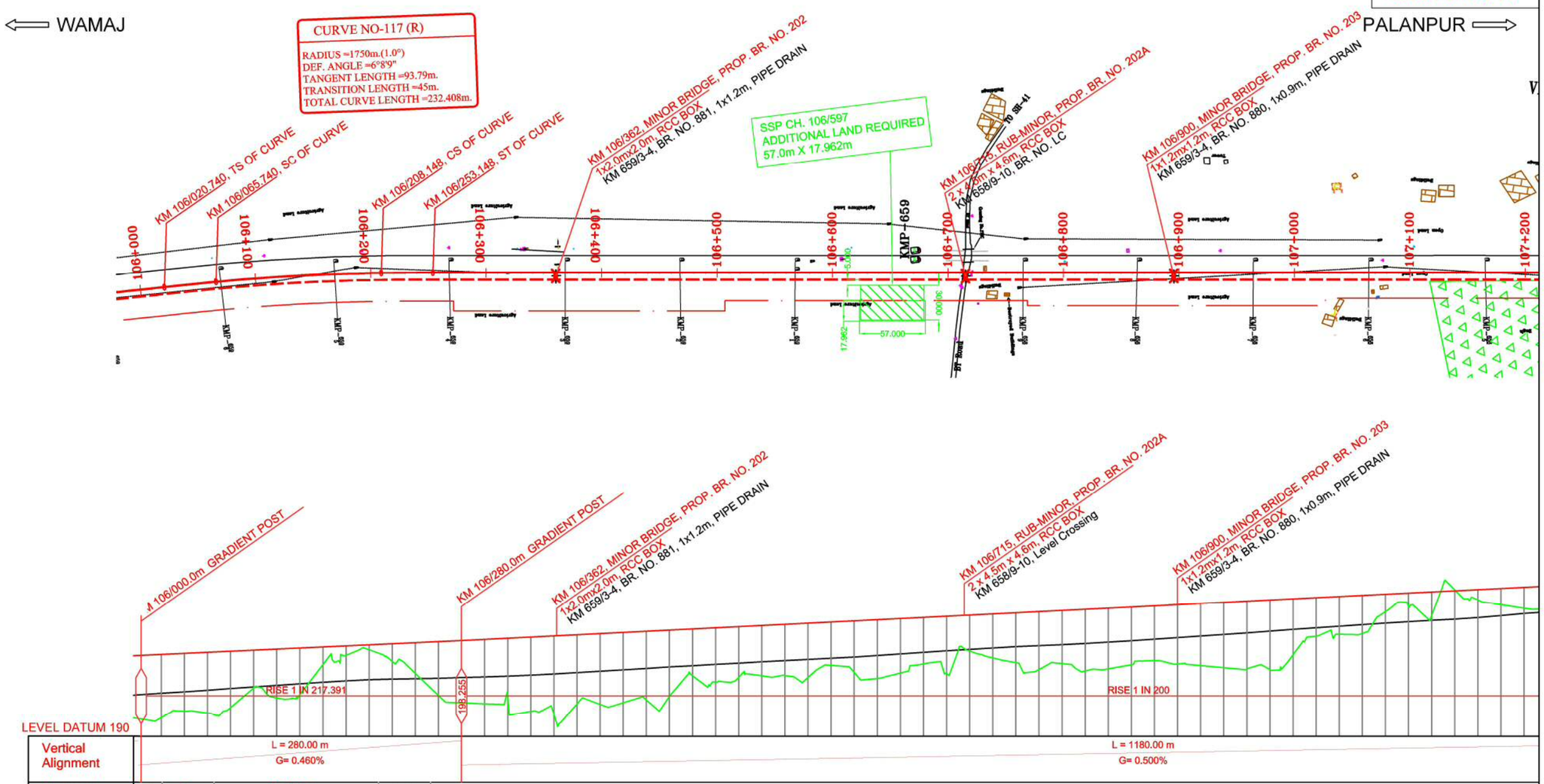
DETAILED PROJECT REPORT

WAMAJ TO MEHSANA-PALANPUR
FROM KM 0+000 TO KM. 116+370

PLAN & PROFILE
(Km 89.600 to Km 90.800)

SCALE :	H= 1:2500, V= 1:250
DRAWN BY:	DN
DESG.BY:	CKD
CHKD.BY:	KK
APPVD BY:	
DWG.NO:	RCPL/DFCC/WC/Wam-Pal/AP

CHAINAGE	CH-106000 TO CH-107200
SECTOR- 8 N	



Vertical Alignment	L = 280.00 m, G= 0.460%		L = 1180.00 m, G= 0.500%
Horizontal Alignment	L=45 m	R=1750 m, L=232.408m, L=45 m	L=1230.043m

Chainage	Distance between Existing Track & Proposed Track	Cut/Fill	Proposed Formation Levels	Existing Formation Levels	Ground levels
06020.0	-15.244	5.451	197.059	193.703	191.608
06040.0	-15.197	4.994	197.151	193.836	192.157
06060.0	-15.148	5.244	197.243	193.968	191.999
06080.0	-15.079	4.884	197.335	194.107	192.451
06100.0	-15.056	3.277	197.427	194.246	194.150
06120.0	-15.055	4.217	197.519	194.385	193.302
06140.0	-15.077	4.042	197.611	194.524	193.569
06160.0	-15.103	1.527	197.703	194.657	196.176
06180.0	-15.092	0.818	197.795	194.768	196.977
06200.0	-15.056	0.432	197.887	194.878	197.455
06220.0	-15.073	1.526	197.979	194.921	196.453
06240.0	-15.046	2.647	198.071	194.961	195.424
06260.0	-15.005	4.649	198.163	195.004	193.514
06280.0	-14.990	5.373	198.255	195.056	192.882
06300.0	-14.944	5.554	198.355	195.107	192.801
06320.0	-14.913	5.165	198.455	195.179	193.290
06340.0	-14.936	6.422	198.555	195.270	192.133
06360.0	-14.976	6.756	198.655	195.366	191.899
06380.0	-14.992	5.975	198.755	195.483	192.780
06400.0	-14.990	6.109	198.855	195.600	192.746
06420.0	-14.977	6.069	198.955	195.722	192.886
06440.0	-14.943	5.919	199.055	195.848	193.136
06460.0	-14.906	5.743	199.155	195.971	193.412
06480.0	-14.902	4.040	199.255	196.083	195.215
06500.0	-14.920	4.675	199.355	196.194	194.680
06520.0	-14.934	4.374	199.455	196.306	195.081
06540.0	-14.926	4.343	199.555	196.419	195.212
06560.0	-14.913	4.415	199.655	196.528	195.240
06580.0	-14.907	4.690	199.755	196.624	195.065
06600.0	-14.904	3.744	199.855	196.720	196.111
06620.0	-14.907	4.439	199.955	196.828	195.516
06640.0	-14.922	5.072	200.055	196.956	194.983
06660.0	-14.945	4.709	200.155	197.087	195.446
06680.0	-14.944	4.018	200.255	197.231	196.237
06700.0	-14.925	4.943	200.355	197.374	195.412
06720.0	-15.005	3.101	200.455	197.485	197.354
06740.0	-15.015	3.800	200.555	197.605	196.755
06760.0	-14.977	4.311	200.655	197.714	196.344
06780.0	-14.983	5.010	200.755	197.803	195.745
06800.0	-15.000	4.597	200.855	197.892	196.258
06820.0	-15.017	5.328	200.955	198.001	195.627
06840.0	-15.037	5.246	201.055	198.115	195.809
06860.0	-15.047	4.987	201.155	198.234	196.168
06880.0	-15.027	4.743	201.255	198.363	196.512
06900.0	-14.992	5.131	201.355	198.493	196.224
06920.0	-14.983	5.365	201.455	198.632	196.090
06940.0	-14.992	5.648	201.555	198.770	195.907
06960.0	-15.001	5.860	201.655	198.914	195.795
06980.0	-14.983	6.013	201.755	199.065	195.742
07000.0	-14.955	4.823	201.855	199.216	197.032
07020.0	-14.948	3.333	201.955	199.353	198.622
07040.0	-14.972	3.269	202.055	199.488	198.786
07060.0	-15.002	3.295	202.155	199.619	198.880
07080.0	-15.020	1.518	202.255	199.747	200.737
07100.0	-15.034	1.163	202.355	199.874	201.192
07120.0	-15.041	2.047	202.455	199.990	200.408
07140.0	-15.043	-0.067	202.555	200.098	202.622
07160.0	-15.039	0.911	202.655	200.228	201.744
07180.0	-15.026	1.417	202.755	200.404	201.338
07200.0	-15.007	1.811	202.855	200.578	201.044

LEGEND

- Proposed ROW
- Land Boundary
- Electric Line
- Telephone Line
- Boundary Wall
- Fencing
- High Tension Line
- Existing Rail Track
- Proposed DFC
- Cart Track
- BT Road
- PC=Point of Curvature
- PT=Point of Tangency
- TS=Tangent to Spiral
- SC=Spiral to Curve
- CS=Curve to Spiral
- ST=Spiral to Tangent

LY-11			
ATE	DESCRIPTION	CHKD	APPRD
REVISIONS			

DEDICATED FREIGHT CORRIDOR CORPORATION
Ministry of Railways

Construction of Freight Corridor from Kalol at Km 759 to Palanpur at Km 652 and connection with existing detour alignment km 112+120 at Wamaj village on western Dedicated Freight Corridor (Total Length-116+950km)

Rodic Consultants Pvt. Ltd.
H-78, First Floor,Sector-63,Noida,Uttar Pradesh,201307
Phone:+91-120-4615500, Fax:+91-120-4287707
Web:www.rodicconsultants.com

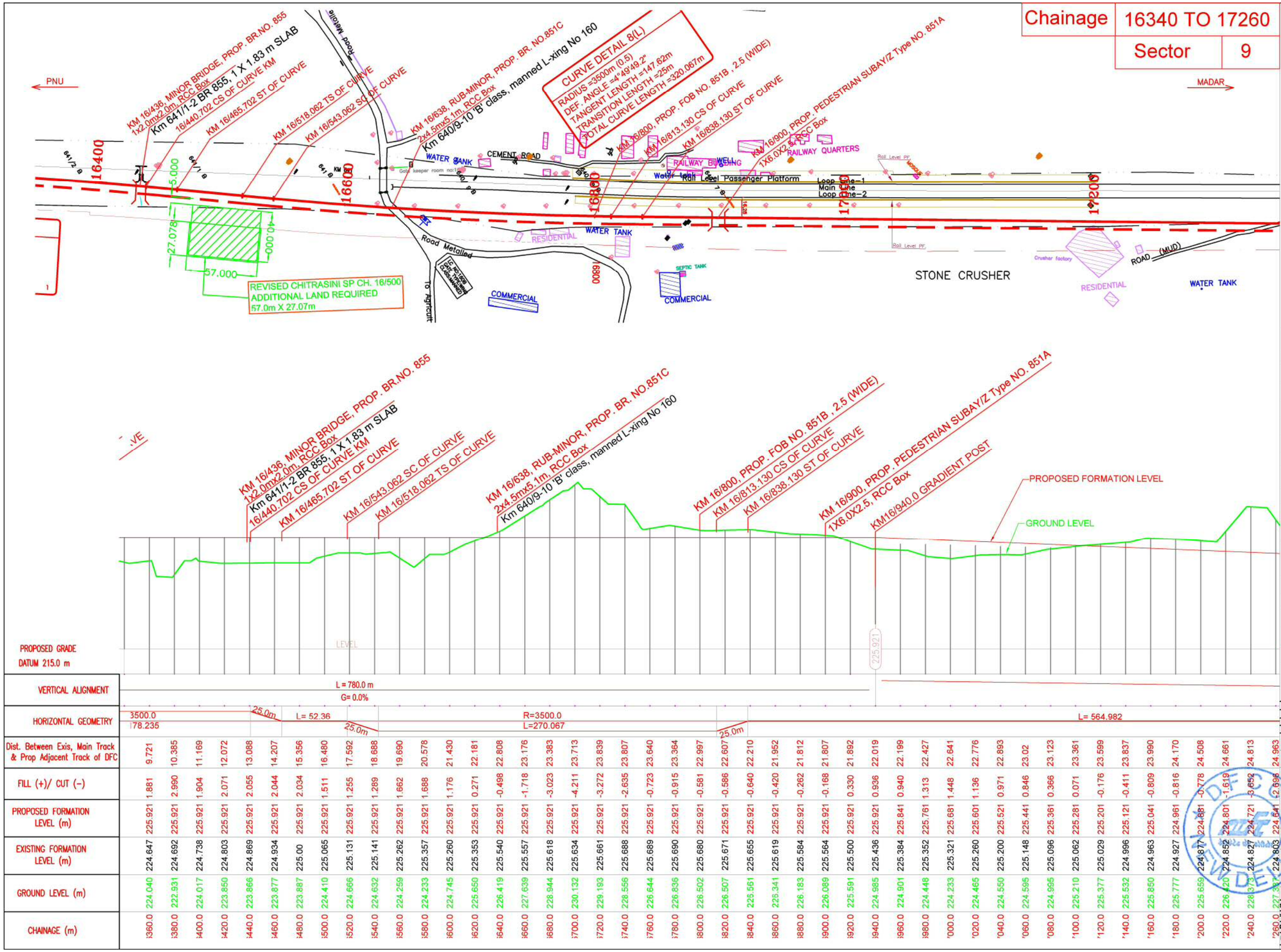
DETAILED PROJECT REPORT

WAMAJ TO MEHSANA-PALANPUR
FROM KM 0+000 TO KM. 116+370

PLAN & PROFILE
(Km 106.000 to Km 107.200)

SCALE :	H= 1:2500, V= 1:250
DRAWN BY:	DN
DESG.BY:	CKD
CHKD.BY:	KK
APPVD BY:	
DWG.NO:	RCPL/DFCC/WC/Wam-Pal/AP

Chainage	16340 TO 17260	
Sector	9	



PROPOSED GRADE
DATUM 215.0 m

VERTICAL ALIGNMENT	L = 780.0 m G= 0.0%
HORIZONTAL GEOMETRY	R=3500.0 L=270.067 (78.235); 25.0m; L= 52.36; 25.0m; L= 564.982; 25.0m

CHAINAGE (m)	Dist. Between Exis, Main Track & Prop Adjacent Track of DFC	FILL (+)/ CUT (-)	PROPOSED FORMATION LEVEL (m)	EXISTING FORMATION LEVEL (m)	GROUND LEVEL (m)
16360.0	9.721	1.881	225.921	224.647	224.040
16380.0	10.385	2.990	225.921	224.692	222.931
16400.0	11.169	1.904	225.921	224.738	224.017
16420.0	12.072	2.071	225.921	224.803	223.850
16440.0	13.088	2.055	225.921	224.869	223.866
16460.0	14.207	2.044	225.921	224.934	223.877
16480.0	15.356	2.034	225.921	225.00	223.887
16500.0	16.480	1.511	225.921	225.065	224.410
16520.0	17.592	1.255	225.921	225.131	224.666
16540.0	18.688	1.289	225.921	225.141	224.632
16560.0	19.690	1.662	225.921	225.262	224.259
16580.0	20.578	1.688	225.921	225.357	224.233
16600.0	21.430	1.176	225.921	225.260	224.745
16620.0	22.181	0.271	225.921	225.353	225.650
16640.0	22.808	-0.498	225.921	225.540	226.419
16660.0	23.176	-1.718	225.921	225.557	227.639
16680.0	23.383	-3.023	225.921	225.618	228.944
16700.0	23.713	-4.211	225.921	225.634	230.132
16720.0	23.839	-3.272	225.921	225.661	229.193
16740.0	23.807	-2.635	225.921	225.688	228.556
16760.0	23.640	-0.723	225.921	225.689	226.644
16780.0	23.364	-0.915	225.921	225.690	226.836
16800.0	22.997	-0.581	225.921	225.680	226.502
16820.0	22.607	-0.586	225.921	225.671	226.507
16840.0	22.210	-0.640	225.921	225.655	225.561
16860.0	21.952	-0.420	225.921	225.619	225.341
16880.0	21.812	-0.262	225.921	225.584	226.183
16900.0	21.807	-0.168	225.921	225.564	226.089
16920.0	21.892	0.330	225.921	225.500	225.591
16940.0	22.019	0.936	225.921	225.436	224.985
16960.0	22.199	0.940	225.841	225.384	224.901
16980.0	22.427	1.313	225.761	225.352	224.448
17000.0	22.641	1.448	225.681	225.321	224.233
17020.0	22.776	1.136	225.601	225.260	224.465
17040.0	22.893	0.971	225.521	225.200	224.550
17060.0	23.02	0.846	225.441	225.148	224.595
17080.0	23.123	0.366	225.361	225.096	224.995
17100.0	23.361	0.071	225.281	225.062	225.210
17120.0	23.599	-0.176	225.201	225.029	225.377
17140.0	23.837	-0.411	225.121	224.996	225.532
17160.0	23.990	-0.809	225.041	224.963	225.850
17180.0	24.170	-0.816	224.961	224.927	225.777
17200.0	24.508	-0.778	224.881	224.877	225.659
17220.0	24.661	-1.619	224.801	224.852	226.420
17240.0	24.813	-3.652	224.721	224.827	228.373
17260.0	24.963	-2.696	224.641	224.803	227.499

NOTES :-
1. ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE STATED.
2. NORTH DEPICTED IN DRAWINGS HAS BEEN OBSERVED USING PRISMATIC COMPASS.
3. PROFILE HAS BEEN DEPICTED BASED ON SURVEY OF INDIA'S GTS BENKM MARKS AVAILABLE AT VARIOUS LOCATIONS.
4. TRACK CENTER BETWEEN TWO TRACKS OF DFC HAS BEEN KEPT AS 6M.
5. OFC, ELECTRIC CABLES & OTHER UTILITIES FALLING IN PROPOSED DFC ALIGNMENT HAS TO BE SHIFTED SUITABLY.
6. PROPOSED DFC TRACK SHOWN IN RED COLOUR (CONTINUOUS) HAS BEEN DESIGNED.
7. PROPOSED DFC TRACK SHOWN IN RED COLOUR (DASHED) HAS BEEN MARKED AT AN OFFSET OF 6M FROM DESIGNED TRACK

LEGEND

- BUILDINGS, HOUSE
- EXISTING TRACK
- PROP. DFCCIL TRACK
- PROPOSED ROW
- EXISTING ROW
- FENCING
- EXISTING K.M. STONE
- EXISTING BRIDGE
- TELEPHONE POST
- DRAIN
- BOUNDARY WALL
- PROP. BRIDGE
- WELL
- ELECTRICAL POST
- LAMP POST
- INDICATION BOARD
- OFC
- HECTA POST
- HAND PUMP

APPROVED

DESIGNATION	INITIALS OF APPROVING OFFICIALS
CPM DFCC AJMER	
Dy. CPM DFCC AJMER	
APM DFCC AJMER	

PROJECT: MADAR TO PALANPUR WESTERN CORRIDOR

CLIENT: Dedicated Freight Corridor Corporation of India Ltd.

TITLE: DETAIL PLAN & PROFILE SECTION -9 (CH.- 16/340.000 TO CH.- 17/260.000)

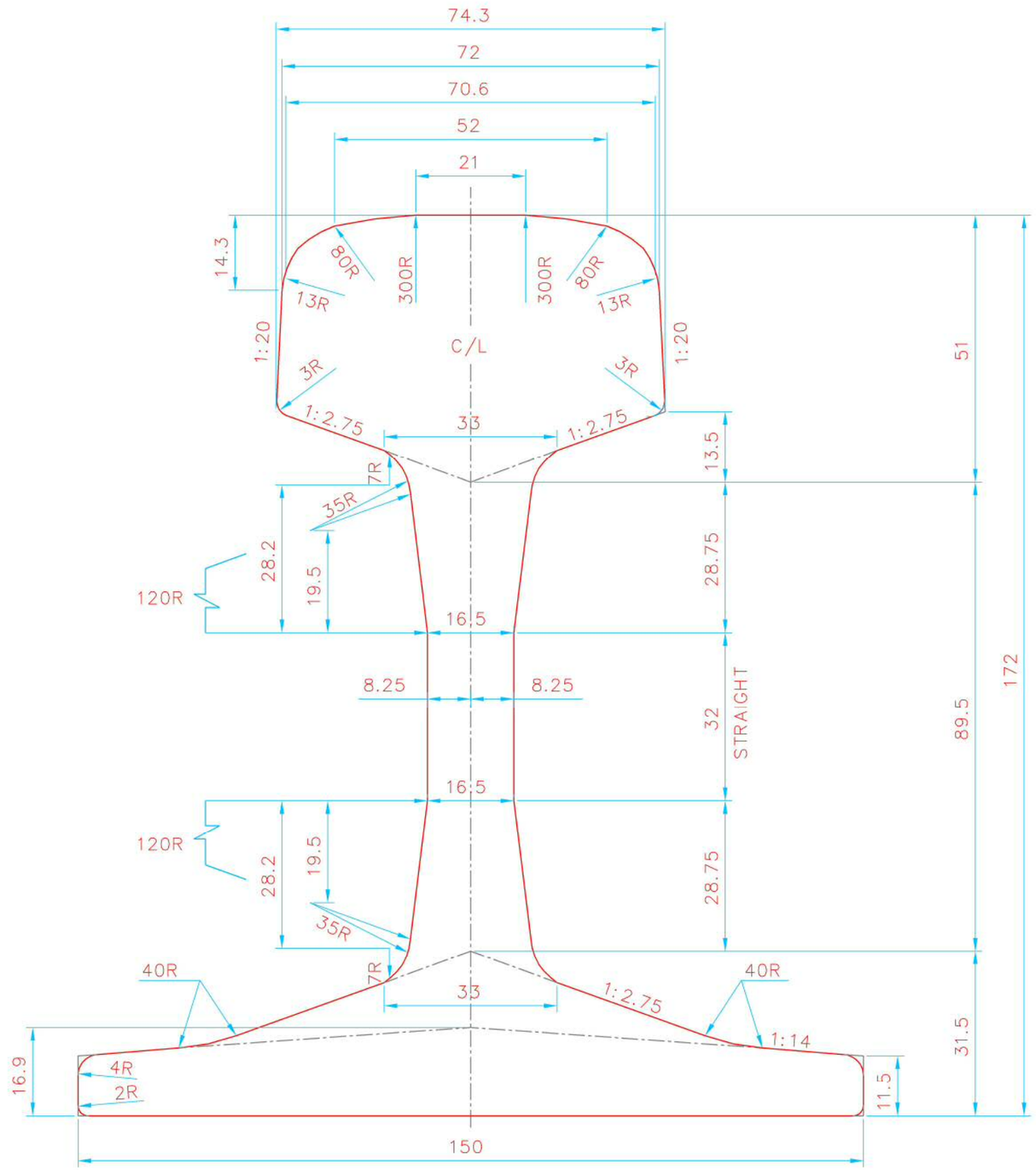
PREPARED BY: DOLPHIN CONSTRUCTION COMPANY "Panwar Bhawan" Road No.3 Magdeep BSF Mandore, JODHPUR (RAJ) 342 304 M.NO. +91 9929[illegible]1, +91 8001891168

DRG.NO:- DLPN/MADAR-PALANPUR/ PLAN-PROFILE

SCALE :1:2000(H),1:200(V)	DATE: MARCH, 2011	REV. No.
PROJECT NO.		
DESIGN BY:- K.S.PANWAR	CHEKED BY:- K.S.PANWAR	
DRAWN BY:- WIRENDRA	APPROVED BY:-	

DFCCIL CONSORTIUM

V-5-1-1

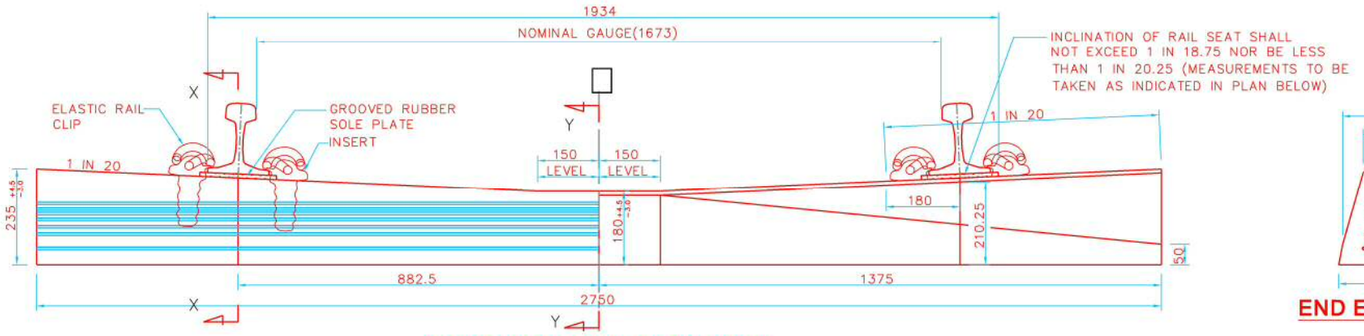


CROSS SECTION OF 60 Kg/M RAIL

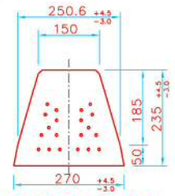
NOTE:-

This drawing is as per
Indian Railways Specifications
IRS-T-12-2009

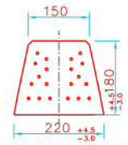
Title :	Client :	Drawing Title :	Drawing Number : NKC-CTS-TWS-AL-00006	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	CROSS SECTION OF 60 Kg/m RAIL	Scale : 1:1	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Reference : SEE NOTES	
			Drawn By : JATIN 04 / 08 / 2011	Checked By : B.M.KHERA 04 / 08 / 2011
			Approved By : T.NAKANO 04 / 08 / 2011	



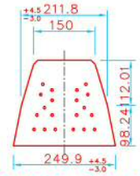
HALF SECTIONAL ELEVATION



END ELEVATION



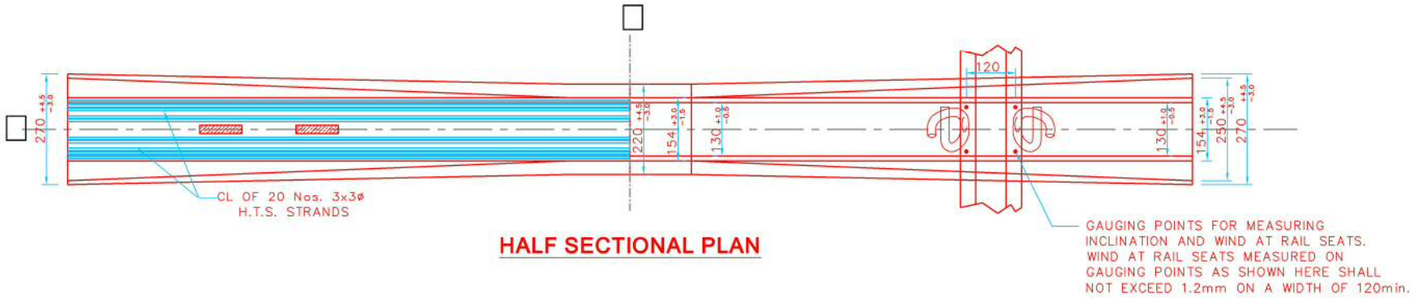
SECTION ON YY



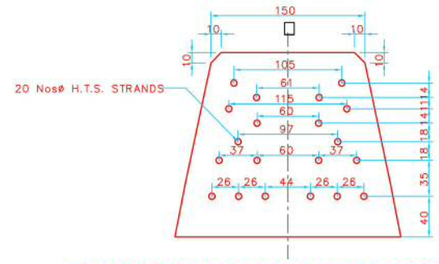
SECTION ON XX

NOTES:-

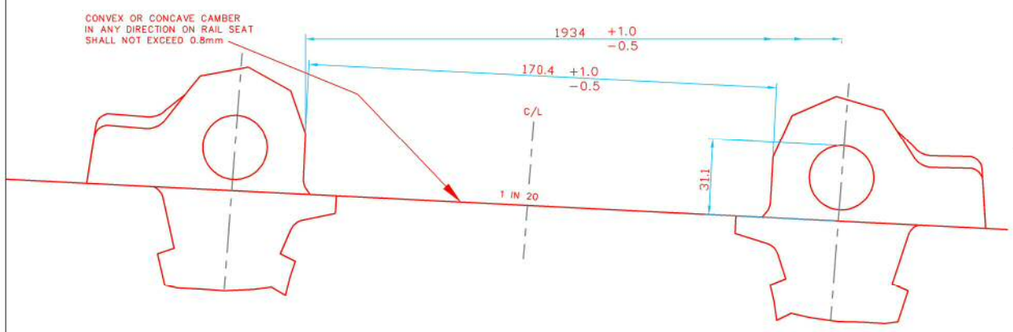
1. This is an indicative drawing.
2. For tolerances & details, refer to RDSO drawing No. RDSO/T-7008 for 25t axle load.



HALF SECTIONAL PLAN



DISPOSITION OF H.T.S. STRANDS



DETAIL OF FIXING INSERT AT RAIL SEAT

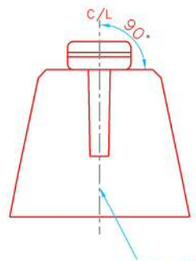
QUANTITY SCHEDULE

DESCRIPTION	DRG. NO.	MATERIAL	SPECIFICATION	No. PER SLEEPER	VOLUME PER SLEEPER	APPROX WEIGHT EACH IN kg.	APPROX. TOTAL WEIGHT IN kg.
SLEEPER	RDSO/T-7008	CONCRETE	IRS/T-39	1	108900 CM3	267	267
REINFORCEMENT	RDSO/T-7008	H.T.S.	IS:6006	20 Nos. 3ply 3mm STRAND	-	0.4565	9.13
INSERTS	RDSO/T-6901	SGCI	IRS/T-46	4	-	-	-
GROOVED RUBBER SOLE PLATES	RDSO/-7010	COMPOSITE RUBBER	RDSO/M&C/RP-2000/2007	2	-	-	-
LINERS	RDSO/-6937	GLASS FILLED NYLON-66	IRS/T-44	4	-	-	-
ELASTIC RAIL CLIP MARK-V	RDSO/T-5919		IRS/T-31	4	-	-	-

8. PART SHOWN IN QUANTITY SCHEDULE SHALL BE TO LATEST SPECIFICATION & DRAWING.
7. THE LATEST VERSION OF DRAWING TO BE CONFIRMED FROM RDSO BEFORE TENDERING.
6. FOR USE OF 60kg RAIL ON THIS SLEEPER TO DRG. NO. RDSO/T-7008. REFER ASSEMBLY DRG. No. RDSO/T-7009.
5. MARKINGS ON SLEEPERS SHALL BE TO DRG. NO. RDSO/T-2466.
4. EACH STRAND SHALL BE TENSIONED WITH AN INITIAL FORCE OF 29 KN.
3. CONCRETE SHALL CONFORM TO IRS/T-45.
2. ALL CORNERS SHALL BE ROUNDED OFF TO A RADIUS OF 5mm UNLESS OTHERWISE SPECIFIED.
1. ALL DIMENSIONS ARE IN MILLIMETRES.

VALUES FOR STATIC BEND TEST

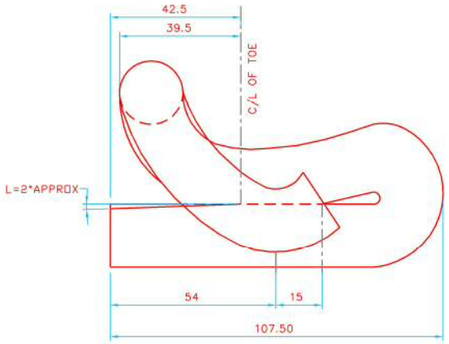
CRACKING LOAD (KN)			FAILURE LOAD AT RAIL SEAT (KN)
CENTRE TOP	CENTRE BOTTOM	RAIL SEAT	
65.0000	60.0000	270.0000	490.0000



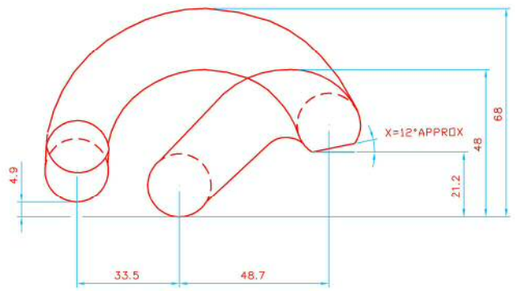
CENTER OF CAST-IN INSERT TO BE WITH IN 1.5mm OF CL OF TOP OF SLEEPER

Title : Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Client : Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	Drawing Title : INDICATIVE PRESTRESSES CONCRETE SLEEPER FOR 25t AXLE LOAD FOR B.G. ON 136 RE RAILS	Drawing Number : NKC-CTS-TWS-AL-00007
			Scale : N.T.S.
			Reference : SEE NOTES
			Drawn By : JATIN 04 / 08 / 2011 · Checked By : B.M.KHERA 04 / 08 / 2011 · Approved By : T.NAKANO 04 / 08 / 2011
			Consultant : NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA

V-5-1-3

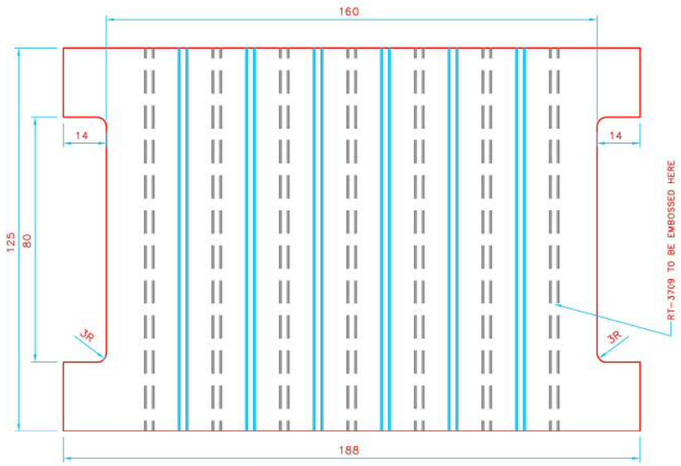


ELEVATION

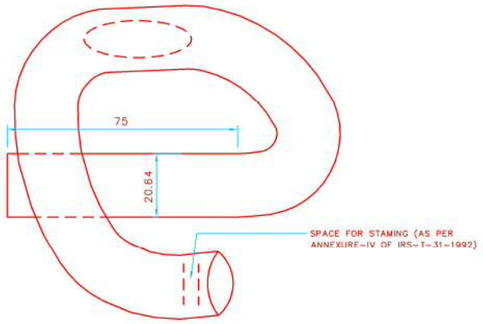


SIDE ELEVATION

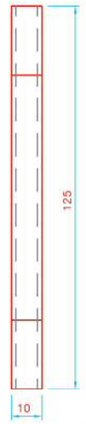
ELEVATION OF RUBBER SOLE PLATE



PLAN OF 10mm RUBBER SOLE PLATE



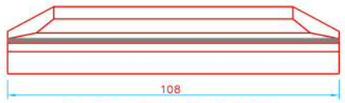
PLAN



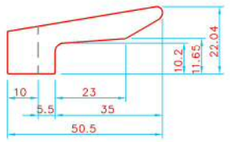
SIDE ELEVATION

NOTES:-

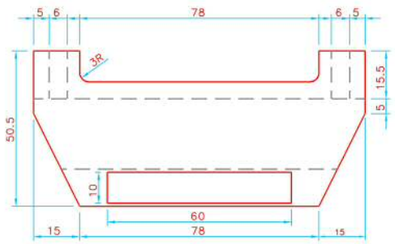
1. This is an indicative drawing.
2. For details of rubber sole plate refer to RDSO drawing No. T-3709.
3. For details of insulated liner, refer to RDSO drawing RT 6901 (gauge Face), RT 6938 (non-guage face) conforming to IRS: T-44-95.
4. For details of Elastic rail clip, refer to RDSO Drg. No. RT-5919 MK-V conforming to IRS: T-31-1992.



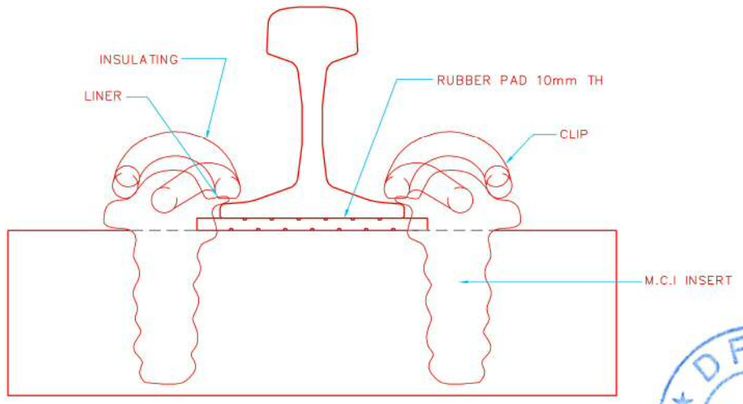
ELEVATION OF LINER



SIDE ELEVATION FOR 60kg

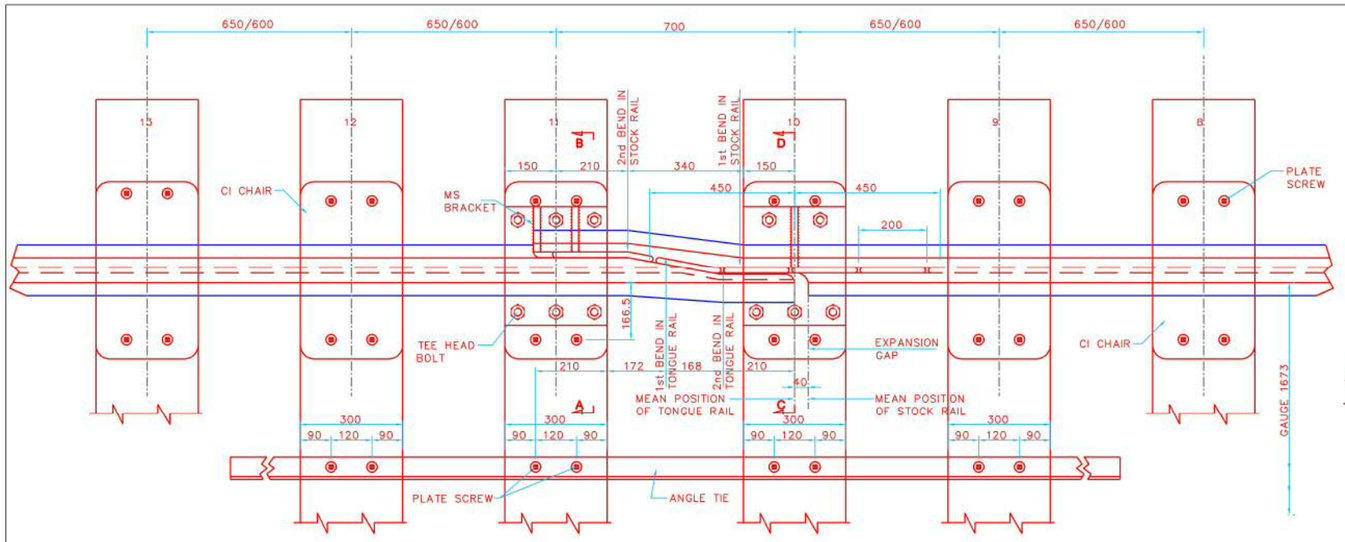


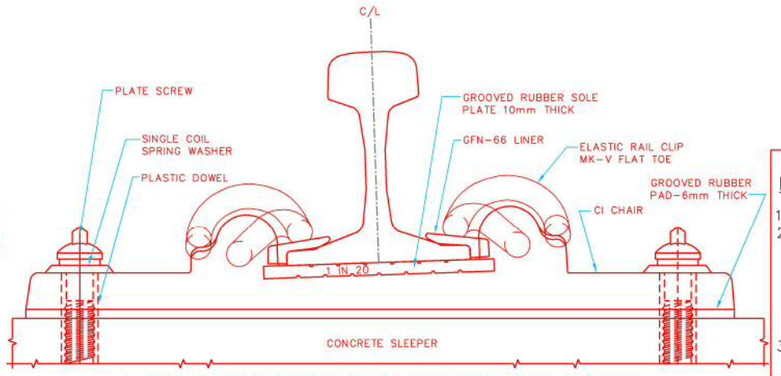
PLAN OF LINER



Title :	Client :	Drawing Title :	Drawing Number : NKC-CTS-TWS-AL-00008	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	INDICATIVE DRAWINGS OF RAIL-SLEEPER FASTENINGS	Scale : N.T.S.	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Reference : SEE NOTES	
			Drawn By : JATIN 04 / 08 / 2011 · Checked By : B.M.KHERA 04 / 08 / 2011 · Approved By : T.NAKANO 04 / 08 / 2011	

V-5-1-4

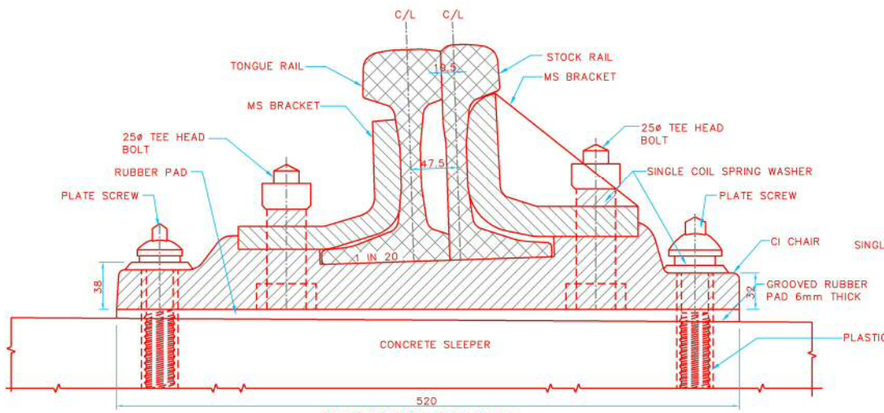




RAIL SEAT ASSEMBLY ERC-MK-V FLAT TOE ON CONCRETE SLEEPER NO 8,9,12 & 13

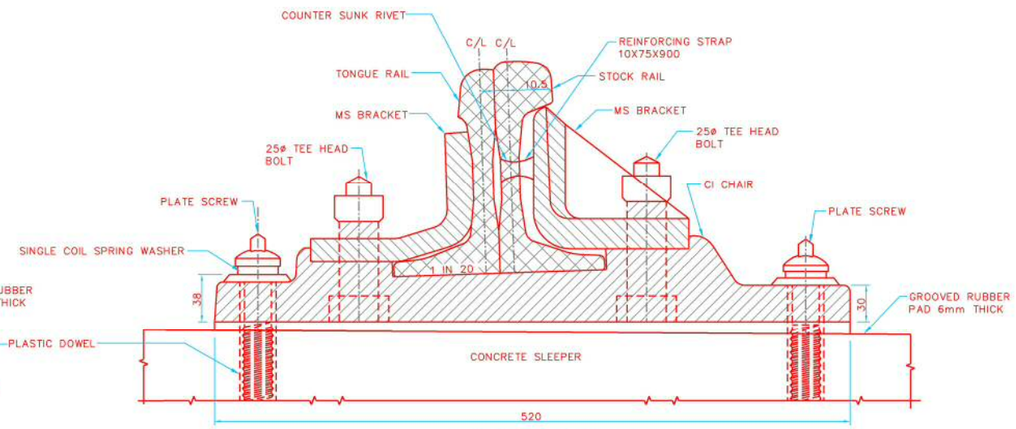
NOTES:-

1. This is an indicative drawing.
2. The SEJ shall be as per RDSO Drg. No. RT-6902 for 60 Kg (65 mm0 OR RT-6922 for 60 Kg (65 mm) & RDSO Specifications along with corresponding PSC Sleepers & Fittings thereof.
3. For details & tolerances, refer to RDSO drawing no T-4165.
4. Sleeper spacing of 600mm be kept on main line & 650mm on other lines.



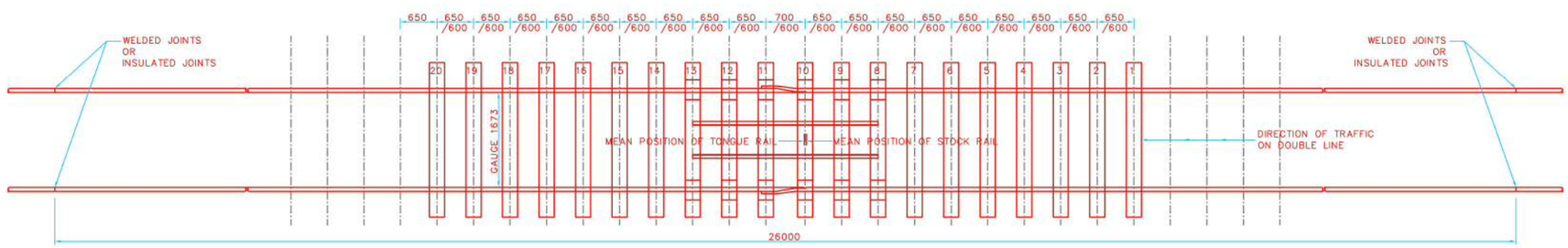
SECTION ON A-B

(ASSEMBLY ON SLEEPER HEAD)



SECTION ON C-D

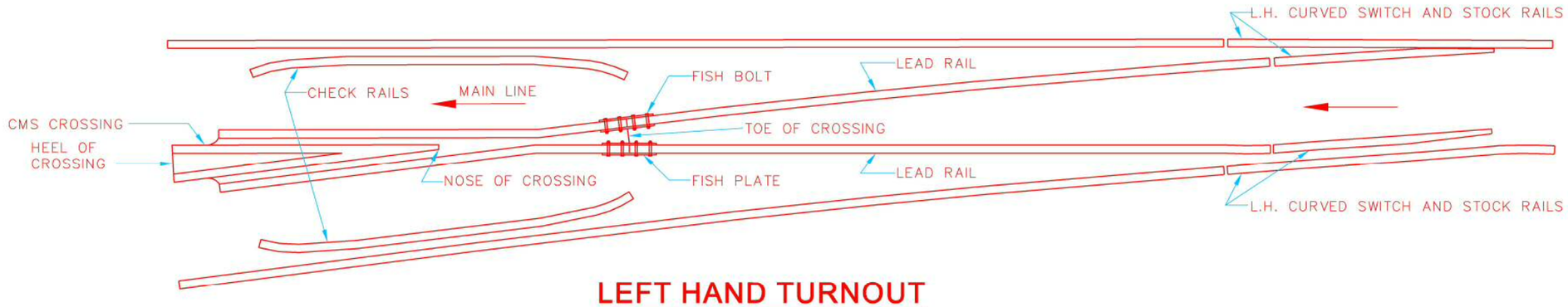
(ASSEMBLY ON SLEEPER HEAD)



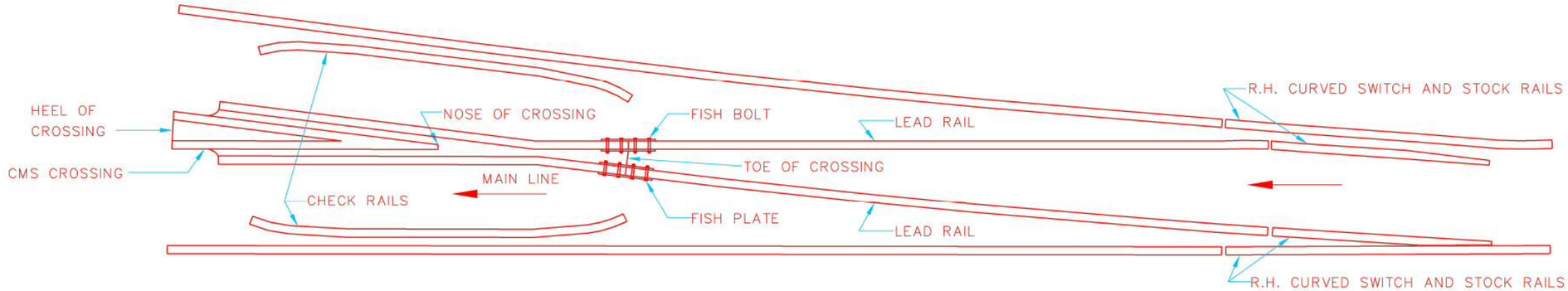
KEY PLAN OF EXPANSION JOINT

Title :	Client :	Drawing Title :	Drawing Number : NKC-CTS-TWS-AL-00009	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	INDICATIVE DRAWING OF SWITCH EXPANSION JOINT	Scale : N.T.S.	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Reference : SEE NOTES	
			Drawn By : JATIN 04 / 08 / 2011	Checked By : B.M.KHERA 04 / 08 / 2011
			Approved By : T.NAKANO 04 / 08 / 2011	

LAYOUT OF TURNOUTS



LEFT HAND TURNOUT

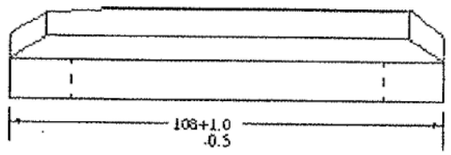


RIGHT HAND TURNOUT

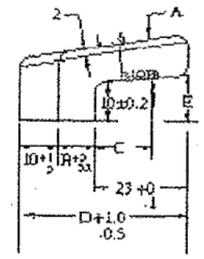
NOTES:-

1. This is an indicative drawing.
2. For details of layout & drawing of various component, refer to IR Track manual.

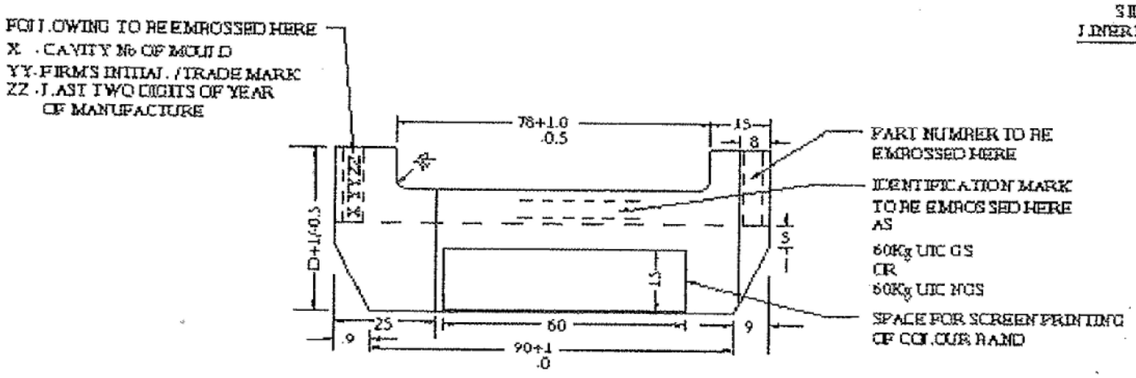
Title :	Client :	Drawing Title :	Drawing Number : NKC-CTS-TWS-AL-00010	Consultant :
Dedicated Freight Corridor Project (Western Corridor Phase-1: Rewari - Vadodara Section)	Dedicated Freight Corridor Corporation of India (A GOVERNMENT OF INDIA UNDERTAKING) 5th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA	LAYOUT OF TURNOUTS	Scale : N.T.S.	NK Consortium 4th Floor, Pragati Maidan Metro Station Building, New Delhi-110001, INDIA
			Reference : SEE NOTES	
			Drawn By : JATIN 04 / 08 / 2011	Checked By : B.M.KHERA 04 / 08 / 2011
			Approved By : T.NAKANO 04 / 08 / 2011	



ELEVATION



SIDE ELEVATION
LINER FOR 60Kg UIC RAIL



PLAN

SCHEME FOR SCREEN PRINTING

S.No.	LINER DRG. No.	COLOUR BAND	PRINT ON COLOUR BAND
1	RDSO/T-8222	YELLOW	LOT No. XYZ. 60Kg RAIL ON 141RE SLEEPER(GS)
2	RDSO/T-8223	PINK	LOT No. XYZ. 60Kg RAIL ON 141RE SLEEPER(NGS)

S.No.	RAIL SECTION	DRG.NO./ PART NO.	IDENTIFICATION	A	B	C	D	E	SLOPE
1	60Kg UIC	RDSO/T-8222	60Kg GS	10.0	9.0	12.7	40.50	11.64	1 IN 14
2	60Kg UIC	RDSO/T-8223	60Kg NGS	10.3	9.4	12.3	43.90	11.64	1 IN 14

7. COLOUR OF THE FINISHED LINER SHOULD BE GREEN AND NOT BLACK.
6. THE LINER SHALL BE SCREEN PRINTED WITH LOT NO. XYZ FOR EACH YEAR FOR EACH DRAWING.
5. THE LINER SHALL BE SCREEN PRINTED WITH COLOUR BANDS IN DIFFERENT COLOURS AS PER TABLE TITLED "SCHEME FOR SCREEN PRINTING" WITH CHARACTER SIZE 3MM APPEARING IN THE GREEN COLOUR OF THE LINER. THE LOCATION OF THE COLOUR BAND IS SHOWN IN THE PLAN.
4. (a) GS STANDS FOR GAUGE SIDE OF 60 Kg. UIC RAIL.
   (b) NGS STANDS FOR NON GAUGE SIDE OF 60 Kg. UIC RAIL.
3. ALL SHARP EDGES TO BE ROUNDED OFF TO ABOUT 3R EXCEPT WHERE OTHERWISE MENTIONED.
2. TOLERANCES ON DIMENSIONS WHERE NOT MENTIONED, SHALL BE +/- 0.2mm.
1. ALL DIMENSION ARE IN MILLIMETERS.

NOTE

IRS SPECIFICATION FOR GLASS FILLED NYLON 66 INSULATING LINERS Sr. No. T-44

SPECIFICATION

MILLIMETRES
10 0 10 20 30 40

SCALE

ALT

DESCRIPTION

DATE

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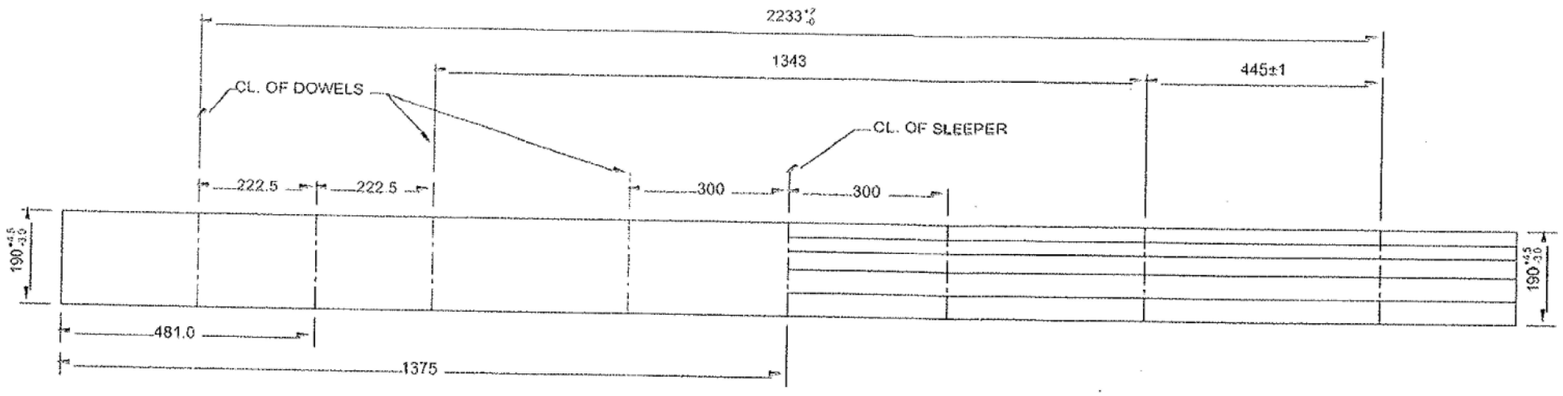
(MINISTRY OF RAILWAYS)
LUCKNOW-226011 INDIA
AND SHALL NOT BE USED, COPIED REPRODUCED
PART OR WHOLE WITHOUT PRIOR CONSENT IN WRITING

R. D. S. O.

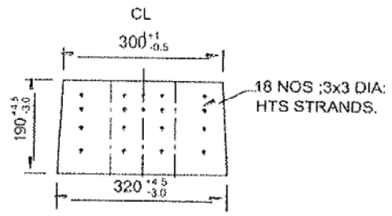
GLASS FILLED NYLON 66 INSULATING LINER FOR USE WITH ERC MK-V ON CONCRETE SLEEPER (RT-7008) SUITABLE TO 60 KgUIC RAIL FOR 1676mm GAUGE

ADVANCE -2011 (T)

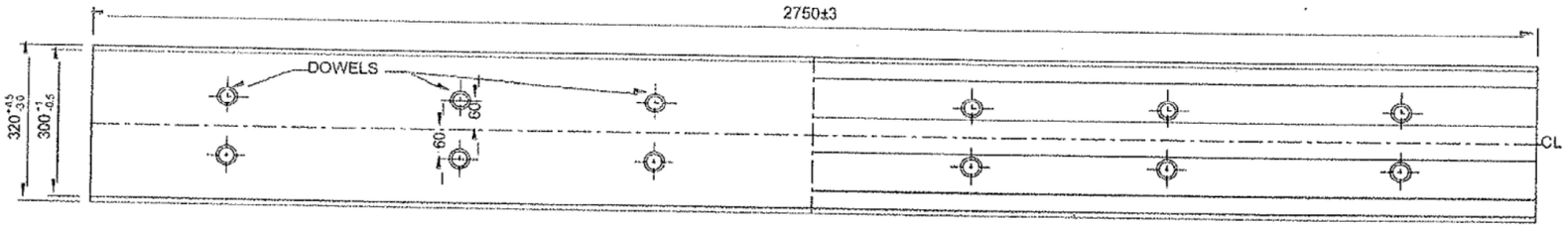
RDSO/T- 8222 & RDSO/T-8223



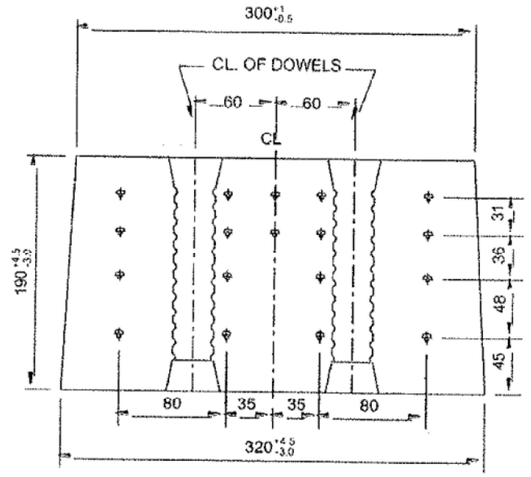
HALF SECTIONAL ELEVATION



END ELEVATION



HALF SECTIONAL PLAN



ENLARGED VIEW OF DISPOSITION OF H.T.S.STRANDS

(NOT TO SCALE)

STATIC BENDING STRENGTH TEST LOADS (P) KN

TEST POSITION (mm)		CENTRE		RAIL SEAT	
		TOP	BOTTOM	BOTTOM	
A	B	1	2	3	FAILURE
1205	1765	88	51	147	333

NOTES:-(1). FOR DESCRIPTION OF A,B AND TEST PROCEDURE REFER TO IRS.T-39.
(2). CRACK SHALL NOT APPEAR UPTO THE LOAD MENTIONED IN COLUMNS 1,2 AND 3 ABOVE WHEN RETAINED FOR ONE MINUTE.

QUANTITY SCHEDULE

DESCRIPTION	DRAWING NO.	MATERIAL	SPECIFICATION	NO. PER SLEEPER	VOLUME PER SLEEPER	TOTAL WEIGHT IN Kg.
SLEEPER	RDSO/T-8224	CONCRETE	IRS/T-39	1	161975 Cm^3	405
REINFORCEMENT	RDSO/T-8224	HTS	IS: 6006	18;3x3 DIA: STRAND	-	8.217
DOWEL	RDSO/T-3002	-	IRS: SPECN. FOR POLYETHYLENE DOWELS FOR H.M. ASSEMBLY PROV: 1997.	12	-	-

9. CONCRETE SHALL CONFORM TO IRS:T-39 OF GRADE M-55.
8. CONICAL HOLE AT THE BOTTOM OF DOWEL SHALL BE TO DRG. NO. RDSO/T- 5352.
7. THE LATEST VERSION OF DRAWING TO BE CONFIRMED FROM RDSO BEFORE TENDERING.
6. MARKINGS ON SLEEPERS SHALL BE TO DRG. NO.RDSO/T- 2466.
5. EACH STRAND SHALL BE TENSIONED WITH AN INITIAL FORCE OF 27 KN.
4. CONCRETE SHALL BE OF CONTROLLED QUALITY WITH A CHARACTERISTIC COMPRESSIVE STRENGTH OF 55N/Sq mm AT 15 DAYS.
3. ALL CORNERS SHALL BE ROUNDED OFF TO A RADIUS OF 5mm UNLESS OTHERWISE SPECIFIED.
2. THE QUANTITY SCHEDULE SHOWN IN THE DRAWING IS MEANT FOR ONE SLEEPER ONLY. THE PARTS SHOULD BE TO THE LATEST SPECIFICATION AND DRAWINGS.
1. ALL DIMENSIONS ARE IN MILLIMETRES.

NOTE

AS GIVEN IN QUANTITY SCHEDULE.

SPECIFICATION

MILLIMETRES

10 0 10 20 30 40

SCALE

ALT: DESCRIPTION DATE

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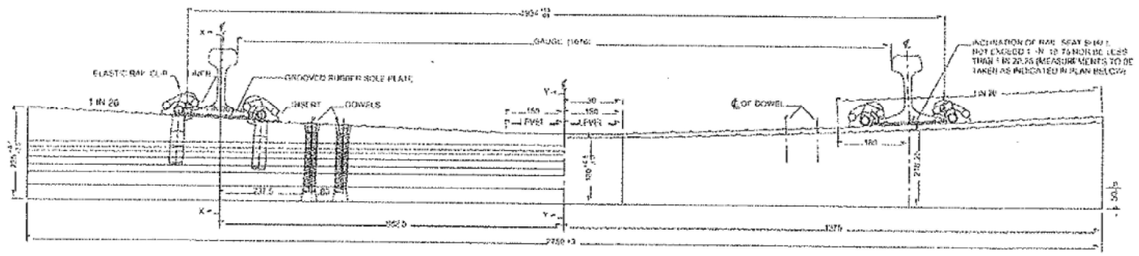
R. D. S. O.

PRESTRESSED CONCRETE SLEEPER FOR SWITCH EXPANSION JOINT FOR LONG WELDED RAILS FOR 25T AXLE LOAD B.G.1676mm, 60kg (UIC).

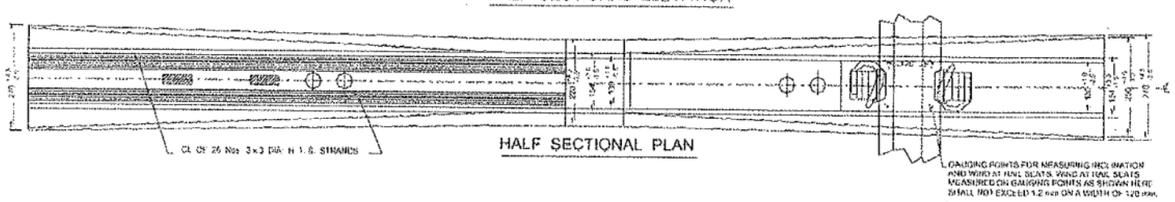
STAND
CANCLD
REVD

ADVANCE 23-12-2011 (T)

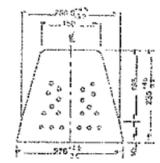
RDSO/T-8224



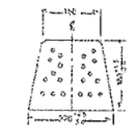
HALF SECTIONAL ELEVATION



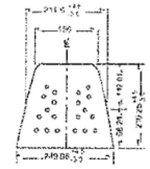
HALF SECTIONAL PLAN



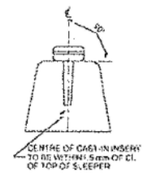
END ELEVATION

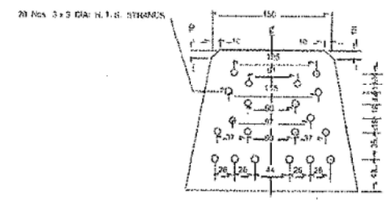


SECTION ON YY

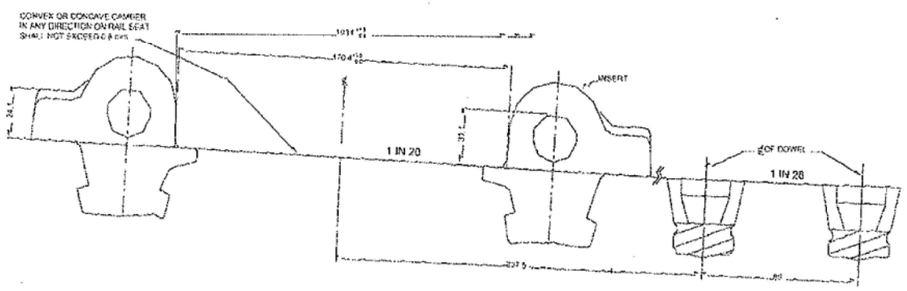


SECTION ON XX





ENLARGED VIEW OF DISPOSITION OF H. T. S. STRANDS AT YY.



DETAIL OF FIXING INSERT AND DOWELS

QUANTITY SCHEDULE

DESCRIPTION	DRG N°	MATERIAL	SPECIFICATION	NO. PER SLEEPER	VOLUME PER SLEEPER	APPROX WEIGHT EACH IN Kg	APPROX TOTAL WEIGHT IN Kg
SLEEPER	RDSO/T-3925	CONCRETE	IRS T-39	1	108938 cm³	257	257
REINFORCEMENT	RDSO/T-3938	H.T.S	IS. 6006	26 NOS 3x3 mm STRAND	-	0.4568	9.13
INSERTS	RDSO/T-3931	SGD	IRS T-48	4	-	-	-
GROOVED RUBBER SOLE PLATES	RDSO/M-310	COMPOSITE RUBBER	RDSO/ M&C/ RP-20090207	2	-	-	-
DOWELS	RDSO/T-3922 RDSO/T-3923	GLASS FILLED NYLON-66	IRS T-34	2 2	-	-	-
ELASTIC RAIL CLIP MARK-V	RDSO/T-3919	-	IRS T-21	4	-	-	-
DOWEL	RDSO/T-3932	-	IRS SPECN FOR POLYETHYLENE DOWELS FOR HM ASSEMBLY (PROV. 1997)	4	-	-	-
PLATE SCREW	RDSO/T-3918	-	IRS T-16	4	-	-	-
C.I. BRACKET	RDSO/T-3927	-	IS 210-1993 (GRADE-20) IRS T-7, IRS T-10	2	-	-	-
C.I. DISTANCE BRACKET	RDSO/T-4785	-	IS 210-1993 (GRADE-20) IRS T-7, IRS T-10	2	-	-	-
SINGLE COIL SPRING WASHERS	IS 6773	-	IRS T-42	4	-	-	-
20 DIA BOLT	IS 1363	-	IRS T-23	2	-	-	-
		-	-	-	-	-	-

VALUES FOR STATIC BEND TEST

CRACKING LOAD (KN)			FAILURE LOAD AT RAILSEAT (KN)
CENTRE TOP	CENTRE BOTTOM	RAILSEAT	
65	60	270	400

14. DOWEL HOLE SHALL BE AS PER DRAWING No RDSO/T-3932.
13. CHECK RAIL ASSEMBLY TO DRG No. RDSO/T-4928 FOR 60 kg (UIC) RAILS MAY BE REFERRED FOR DETAILS
12. LATEST ALTERATION NUMBER SHALL BE FOLLOWED BEFORE PLACING ORDERS.
11. BEFORE FIXING CHECK RAIL IN POSITION ENSURE THAT ELASTIC RAIL CLIPS ARE OF GOOD QUALITY AND IN PROPER POSITION AND LUBRICATED.
10. C.I. BRACKETS, C.I. DISTANCE BRACKETS AND CHECK RAIL SHALL BE ASSEMBLED ON DESK BEFORE FITTING TO THE SLEEPER
9. ADDITIONAL WASHERS MAY BE USED WITH C.I. DISTANCE BRACKET IF REQUIRED TO ENSURE ITS CONTACT WITH THE RUNNING RAIL WEB
8. PART SHOWN IN QUANTITY SCHEDULE SHALL BE TO LATEST SPECIFICATION & DRAWING
7. THE LATEST VERSION OF DRAWING TO BE CONFIRMED FROM RDSO BEFORE TENDERING
6. FOR USE OF ORIGINAL OR THIS SLEEPER TO DRG. No RDSO/T-3925, REFER ASSEMBLY DRG. No RDSO/T-4089.
5. MARKINGS ON SLEEPERS SHALL BE TO DRG. NO RDSO/T-3925
4. EACH STRAND SHALL BE TENSIONED WITH AN INITIAL FORCE OF 20 kN.
3. CONCRETE SHALL CONFORM TO IRS T-39 OF GRADE M 40
2. ALL CORNERS SHALL BE ROUNDED OFF TO A RADIUS OF 5 mm UNLESS OTHERWISE SPECIFIED
1. ALL DIMENSIONS ARE IN MILLIMETRES

NOTE

SPECIFICATION	SCALE	ALT.	DESCRIPTION	DATE
IRS T-39	MILLIMETRES 10 0 10 20 30 40 / 20 0 20 40 60 80 / 50 0 50 100 150 200			

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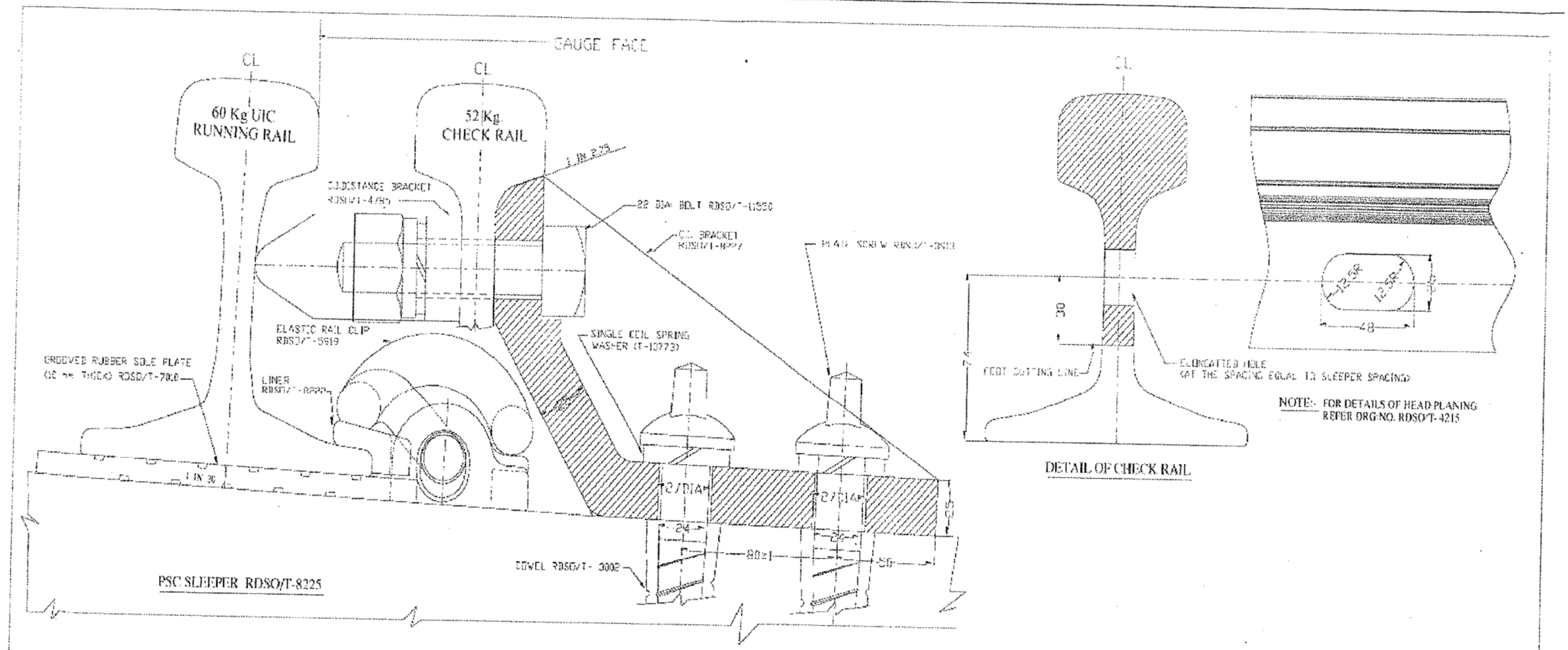
R. D. S. O.

PRESTRESSED CONCRETE SLEEPER FOR LEVEL CROSSING WITH 60Kg.(UIC) RUNNING RAIL AND 52Kg. CHECK RAIL FOR 25T AXLE LOAD B. G. (1676mm).

DRAWN: ADVANCE
DATE: 25 - - 2011
RDSO/T-3926 (1)

NCC CONSORTIUM NJPL
DELHI NEW DELHI



5. IN CASE OF A WORN CHECK RAIL A SUITABLE PACKING PLATE MAY BE PROVIDED IN BETWEEN C.I. BRACKET & SLEEPER TOP TO MAINTAIN DESIRED HEIGHT OF CHECK RAIL.
4. SUITABLE PACKING MAY BE USED BETWEEN C.I. DISTANCE BRACKET & CHECK RAIL TO ENSURE CONTACT BETWEEN RUNNING RAIL & C.I. DISTANCE BRACKET.
3. THE LATEST VERSION OF DRAWING TO BE CONFIRMED FROM RDSO BEFORE TENDERING.
2. CHECK RAIL MUST BE CHECKED BY USFD FOR ANY UNDESIRABLE DEFECTS.
1. ALL DIMENSIONS ARE IN MILLIMETRES.

NOTE

REFER PART DRAWINGS

SPECIFICATION | SCALE | ALT | DESCRIPTION | DATE

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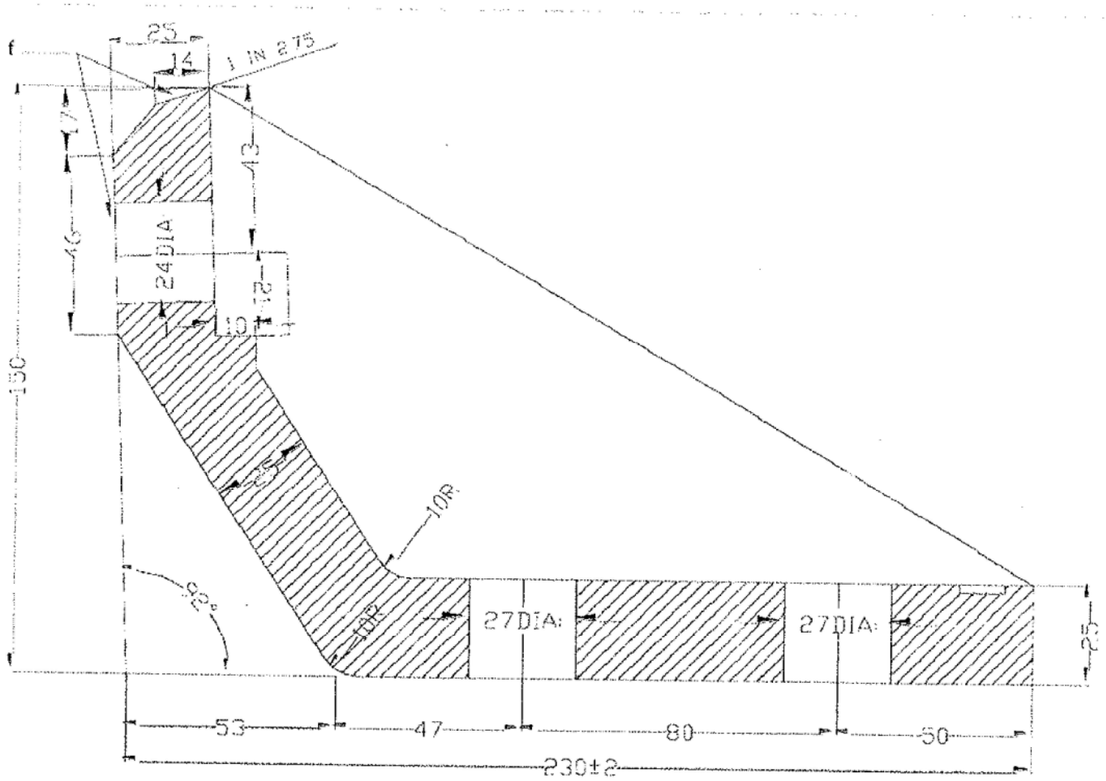
R. D. S. O.

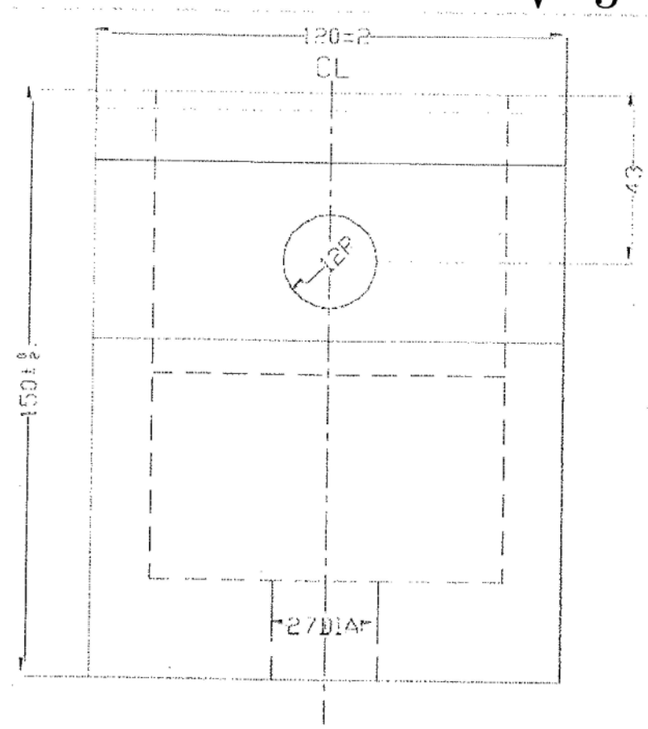
RAIL SEAT ASSEMBLY FOR LEVELLING ON PSC SLEEPER WITH 60 Kg/UIC RUNNING RAIL AND 52 Kg CHECK RAIL FOR 25t AXLE LOAD

RDSO/T-8226

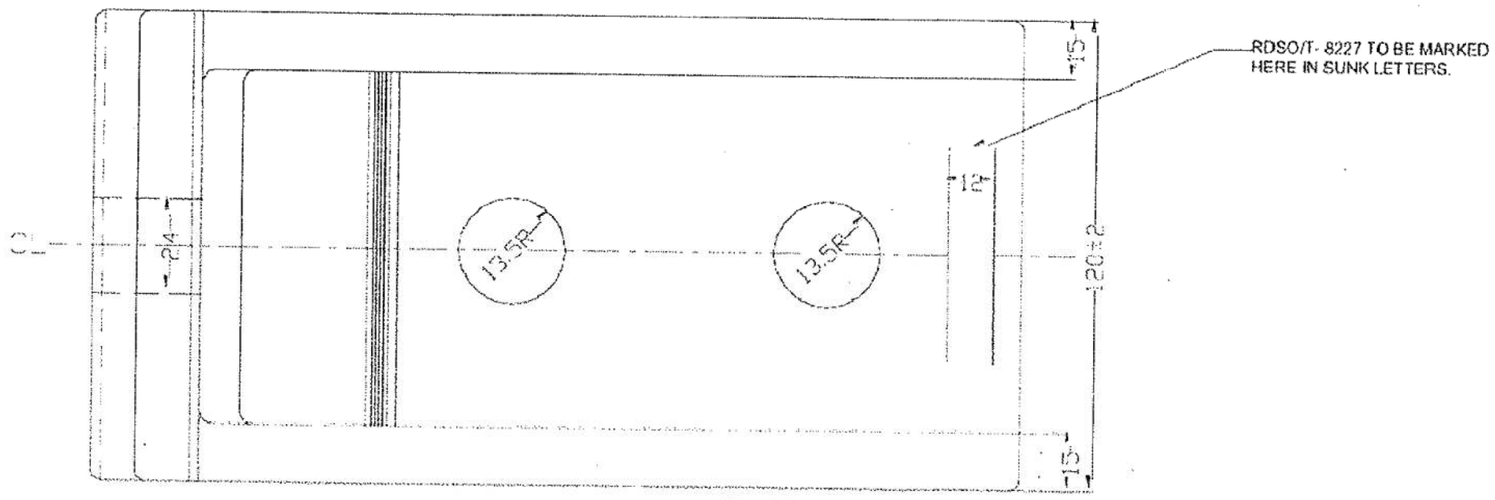
DFC NEW DELHI
CONSORTIUM



SECTIONAL ELEVATION



SIDE ELEVATION



PLAN

5. THE LATEST VERSION OF DRAWING TO BE CONFIRMED FROM RDSO BEFORE TENDERING.
4. REFER RAIL SEAT ASSEMBLY RDSO/T-8226.
3. ALL CORNERS SHALL BE ROUNDED OFF TO A RADIUS OF 5mm UNLESS OTHERWISE SPECIFIED.
2. SURFACE SHALL BE MACHINED SHOWN THUS ....
1. ALL DIMENSIONS ARE IN MILLIMETRES.

NOTE

IS 210-1962(GRADE-20)
IRS/T-7

SPECIFICATION

10 0 10 20 30 40

SCALE

ALT. | DESCRIPTION | DATE

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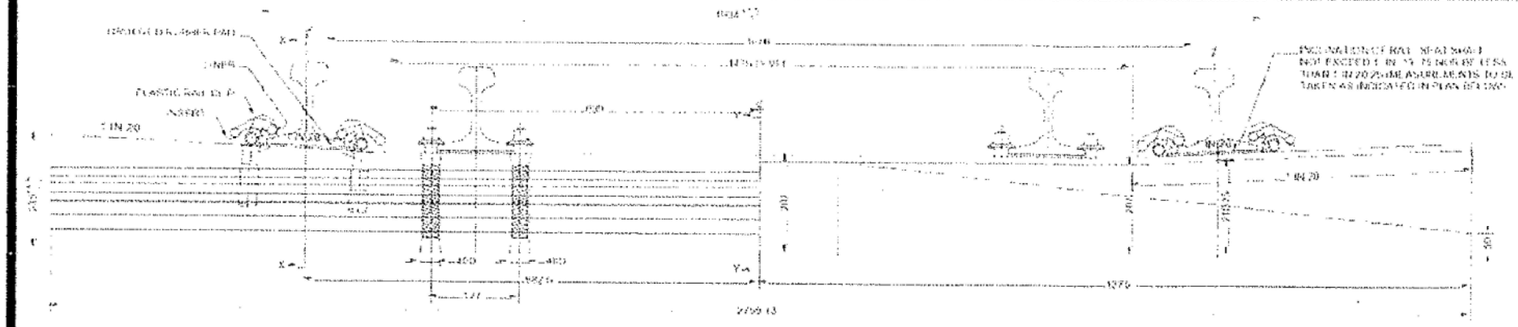
R. D. S. O.

C.I. BRACKET FOR 52 Kg.
CHECK RAIL TO BE USED ON
PSC SLEEPER WITH 60 Kg (UIC)
RUNNING RAIL FOR 25t AXLE
LOAD B.G.(1676 mm).

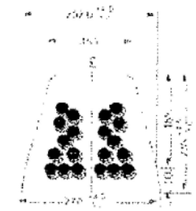
STAND.
CANCLD.
REVSD.
ADVANCE
DATE 25-11-11
(T)

RDSO/T-8227

NJPC CONSORTIUM

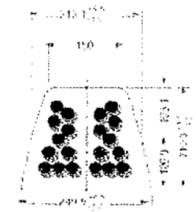


HALF SECTIONAL ELEVATION

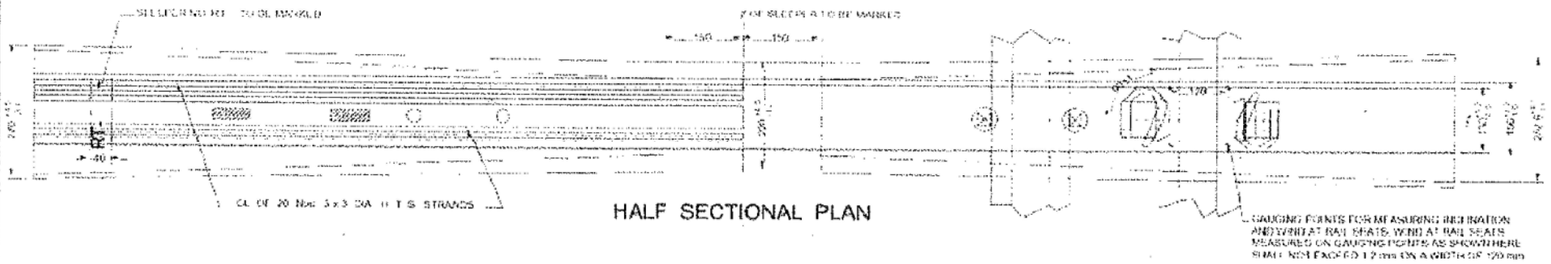


END ELEVATION

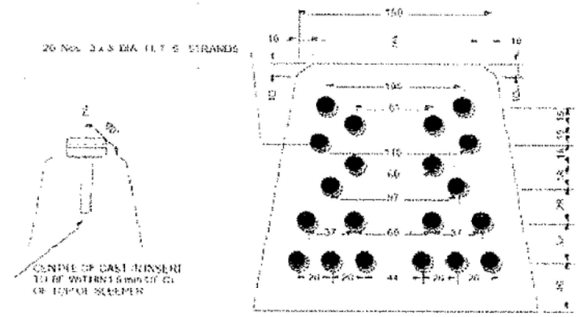
SECTION ON YY



SECTION ON XX



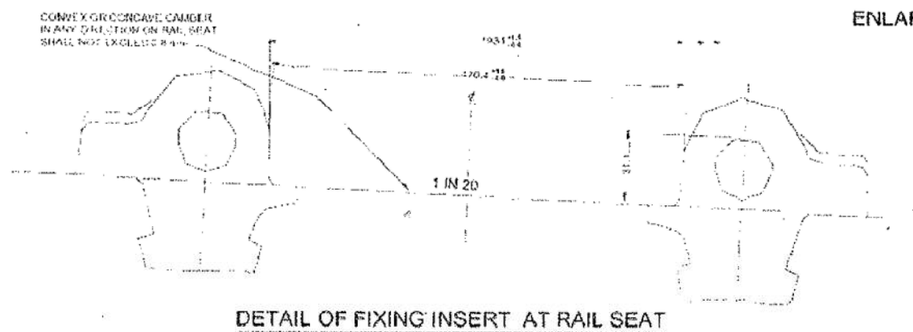
HALF SECTIONAL PLAN



ENLARGED VIEW OF DISPOSITION OF H. T. S. STRANDS.

QUANTITY SCHEDULE

DESCRIPTION	DRG NO.	MATERIAL	SPECIFICATION	NO PER SLEEPER	VOLUME PER SLEEPER	APPROX WEIGHT EACH IN Kg.	APPROX TOTAL WEIGHT IN Kg
SLEEPER	RDSO/T-8227 TO RDSO/T-8237	CONCRETE	IRS/T-39	1	116650 cm³	280	280
HEW/UNCOTWIRE	RDSO/T-8229 TO RDSO/T-8237	H.T.S.	IS. 6006	20 NOS 3x2.5 mm STRAND	0.4005	5.13	
INSERTS	RDSO/T-8801	SGCI	IRS/T-49	4			
PROVIDED RUBBER SOLE PLATES	RDSO/T-7079	COMPOSITE RUBBER	RDSO/M&C/PI/2007/207	2			
DOWELS	RDSO/T-8222 RDSO/T-8223	GLASS REINFORCED POLYESTER	IRS/T-44	2 2			
LEAKING RAIL CLIP BARK V	RDSO/T-8819		IRS/T-101	4			
DOWELS	RDSO/T-8802	POLYETHYLENE	IRS SPECIFICATION FOR POLYETHYLENE DOWELS FOR PSC SLEEPERS	REFER SLEEPER DRAWINGS RDSO/T-8229 TO RDSO/T-8237			



DETAIL OF FIXING INSERT AT RAIL SEAT

VALUES FOR STATIC BEND TEST

CRACKING LOAD (KN)			FAILURE LOAD
CENTRE TOP	CENTRE BOTTOM	RAILSEAT	AT RAILSEAT (KN)
45	41	250	490

1. THE LATEST VERSION OF DRAWING TO BE CONFIRMED FROM RDSO/T-8227 TENDERING
2. EXACT SHOWN IN QUANTITY SCHEDULE SHALL BE TO LATEST SPECIFICATION & DRAWING
3. CONCRETE NOTES AT THE BOTTOM OF DRAWING SHALL BE FOLLOWED RDSO/T-8227
4. THESE SLEEPERS SHOULD BE USED ON BALLASTED DECK BRIDGES AND ON DEAD AT PRIMARY LS ONLY
5. FOR POSITION OF DOWELS AND INSERTS ON THE OPPOSITE PSC GUARD RAIL SLEEPERS REFER DRAWING NO. RDSO/T-8229 TO RDSO/T-8237
6. THE GUARD RAIL ARRANGEMENT SHOWN ABOVE IS SUITABLE FOR THE DIFFERENCE OF THE RAIL FOR HEIGHT OF GUARD RAIL AND RUNNING RAILS WITHIN 25 mm
7. MARKING ON SLEEPER SHALL BE AS PER RDSO/T-8268
8. EACH STRAND SHALL BE TENSIONED WITH AN INITIAL FORCE OF 29 KN
9. CONCRETE SHALL BE OF CONTROLLED QUALITY CONFORMING TO IRS/T-39 OF GRADE M40
10. ALL DIMENSIONS OF PSC SLEEPERS SHALL BE ROUNDED OFF TO A MULTIPLE OF 5 mm UNLESS OTHERWISE SPECIFIED
11. ALL DIMENSIONS ARE IN MILLIMETRE

NOTE

MILLIMETRES

SPECIFICATION	SCALE	ALT.	DESCRIPTION	DATE
IRS/T-39				

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R. D. S. O.

PSC SLEEPER FOR 60Kg(UIC) RUNNING RAILS AND 60Kg(UIC) GUARD RAILS FOR 25t AXLE LOAD FOR B.G. 1676 mm

ADVANCE
16-12-2011

RDSO/T-8228

PSC CONSORTIUM
NEW DELHI