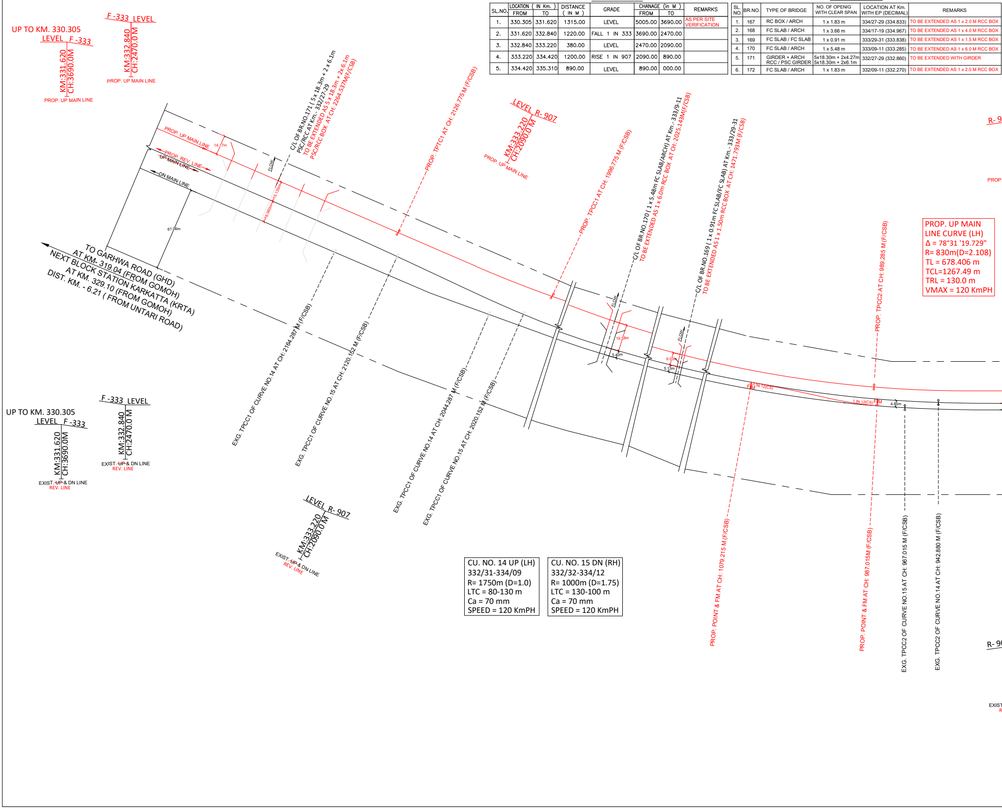
GRADIENT POST

SL.NO.	LOCATION (IN Km.)		DISTANCE (IN M)	GRADE	CHANAGE (in M)		REMARKS
	FROM	TO			FROM	TO	
1.	330.305	331.620	1315.00	LEVEL	5005.00	3690.00	AS PER SITE VERIFICATION
2.	331.620	332.840	1220.00	FALL 1 IN 333	3690.00	2470.00	
3.	332.840	333.220	380.00	LEVEL	2470.00	2090.00	
4.	333.220	334.420	1200.00	RISE 1 IN 907	2090.00	890.00	
5.	334.420	335.310	890.00	LEVEL	890.00	000.00	

BRIDGE DETAILS

SL. NO.	BR.NO.	TYPE OF BRIDGE	NO. OF OPENIG WITH CLEAR SPAN	LOCATION AT Km. WITH EP (DECIMAL)	REMARKS
1.	167	RC BOX / ARCH	1 x 1.83 m	334/27-29 (334.833)	TO BE EXTENDED AS 1 x 2.0 M RCC BOX
2.	168	FC SLAB / ARCH	1 x 3.66 m	334/17-19 (334.967)	TO BE EXTENDED AS 1 x 4.0 M RCC BOX
3.	169	FC SLAB / FC SLAB	1 x 0.91 m	333/29-31 (333.838)	TO BE EXTENDED AS 1 x 1.5 M RCC BOX
4.	170	FC SLAB / ARCH	1 x 5.48 m	333/09-11 (333.285)	TO BE EXTENDED AS 1 x 6.0 M RCC BOX
5.	171	GIRDER + ARCH RCC / PSC GIRDER	5x18.30m + 2x4.27m 5x18.30m + 2x6.1m	332/27-29 (332.860)	TO BE EXTENDED WITH GIRDER
6.	172	FC SLAB / ARCH	1 x 1.83 m	332/09-11 (332.270)	TO BE EXTENDED AS 1 x 2.0 M RCC BOX

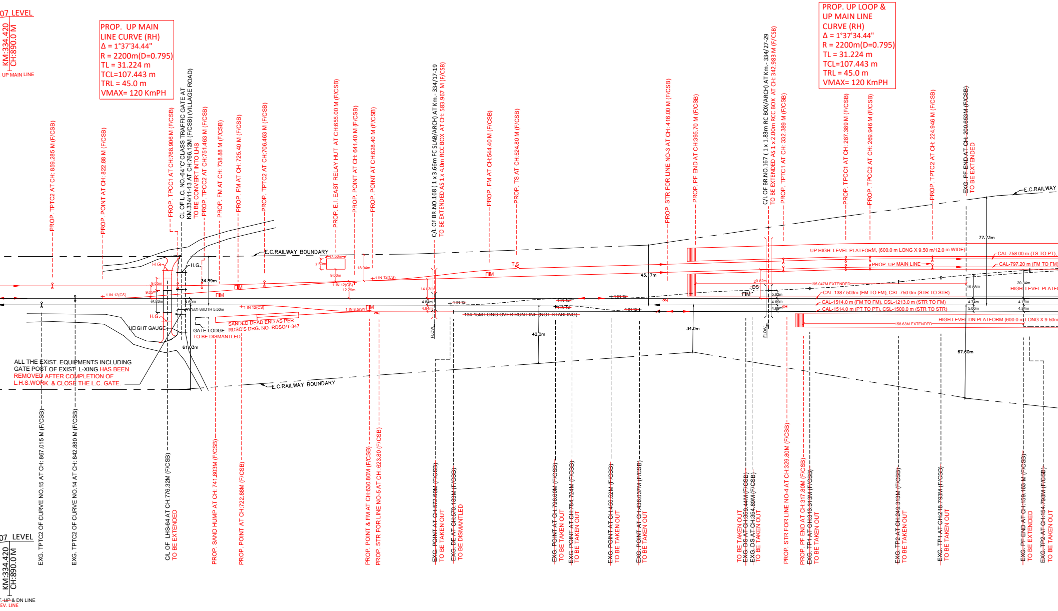

UP TO KM. 330.305
LEVEL F -333
KM:331.620
CH:3690.0M
PROP. UP MAIN LINE
F -333 LEVEL
KM:332.840
CH:2470.0 M
PROP. UP MAIN LINE
C/L OF BR.NO.171 (5 x 18.3m + 2 x 6.1m
PSC/RCC AT Km.- 332/27-29
TO BE EXTENDED AS 5 x 18.3m + 2x 6.1m
PSC/RCC BOX AT CH: 2264.537M(F/CSB)
PROP. TPTC1 AT CH: 2126.775 M (F/CSB)
LEVEL R- 907
KM:333.220
CH:2090.0 M
PROP. UP MAIN LINE
PROP. TPCC1 AT CH: 1996.775 M (F/CSB)
C/L OF BR.NO.170 (1 x 5.48m FC SLAB/ARCH) AT Km.- 333/9-11
TO BE EXTENDED AS 1 x 6.0m RCC BOX AT CH: 2025.143M(F/CSB)
C/L OF BR.NO.169 (1 x 0.91m FC SLAB/FC SLAB) AT Km.- 333/29-31
TO BE EXTENDED AS 1 x 1.50m RCC BOX AT CH: 1471.793M (F/CSB)
R- 9
PROP.
PROP. UP MAIN LINE
PROP. REV. LINE
UP MAIN LINE
DN MAIN LINE
14.17m
FLOW
15.135m
16.060m
61.08m
TO GARHWA ROAD (GHD)
AT KM- 319.04 (FROM GOMOH)
NEXT BLOCK STATION KARKATTA (KRTA)
AT KM. 329.10 (FROM GOMOH)
DIST. KM. - 6.21 (FROM UNTARI ROAD)
EXG. TPCC1 OF CURVE NO.14 AT CH: 2164.287 M (F/CSB)
EXG. TPCC1 OF CURVE NO.15 AT CH: 2120.152 M (F/CSB)
EXG. TPCC1 OF CURVE NO.14 AT CH: 2044.287 M (F/CSB)
EXG. TPCC1 OF CURVE NO.15 AT CH: 2020.152 M (F/CSB)
PROP. TPCC2 AT CH: 989.285 M (F/CSB)
19.58m
5.40m
FLOW
9.03m
5.13m
FM
1 IN 12(CS)
1 IN 12(CS)
FM
4.85m
UP TO KM. 330.305
LEVEL F -333
KM:331.620
CH:3690.0M
EXIST. ~~UP~~ & DN LINE
REV. LINE
F -333 LEVEL
KM:332.840
CH:2470.0 M
EXIST. ~~UP~~ & DN LINE
REV. LINE
LEVEL R- 907
KM:333.220
CH:2090.0 M
EXIST. ~~UP~~ & DN LINE
REV. LINE
PROP. POINT & FM AT CH: 1079.215 M (F/CSB)
PROP. POINT & FM AT CH: 987.015M (F/CSB)
EXG. TPCC2 OF CURVE NO.15 AT CH: 967.015 M (F/CSB)
EXG. TPCC2 OF CURVE NO.14 AT CH: 942.880 M (F/CSB)
R- 9
EXIST
R

PROP. UP MAIN
LINE CURVE (LH)
Δ = 78°31 '19.729"
R= 830m(D=2.108)
TL = 678.406 m
TCL=1267.49 m
TRL = 130.0 m
VMAX = 120 KmPH

CU. NO. 14 UP (LH)
332/31-334/09
R= 1750m (D=1.0)
LTC = 80-130 m
Ca = 70 mm
SPEED = 120 KmPH

CU. NO. 15 DN (RH)
332/32-334/12
R= 1000m (D=1.75)
LTC = 130-100 m
Ca = 70 mm
SPEED = 120 KmPH

DETAILS OF LEVEL CROSSING (KRTA - URD)										
Sr.No	L.C. NO.	LOCATION AT Km. WITH EP (DECIMAL)	M/UM	CLASS	TRAFFIC/ ENGG.	BLOCK SECTION	CONTROLLING STATION	TVU/YEAR	INTERLOCKING YES/NO	REMARKS
1	64	334/11-13 (334.330)	M	C	T	KRTA - URD	URD	28886/NOV.-19	YES	TO BE CONVERTED INTO LHS
2	69	329/33-35 (329.920)	M	C	T	KRTA - URD	KRTA	3473 / NOV.- 19	YES	

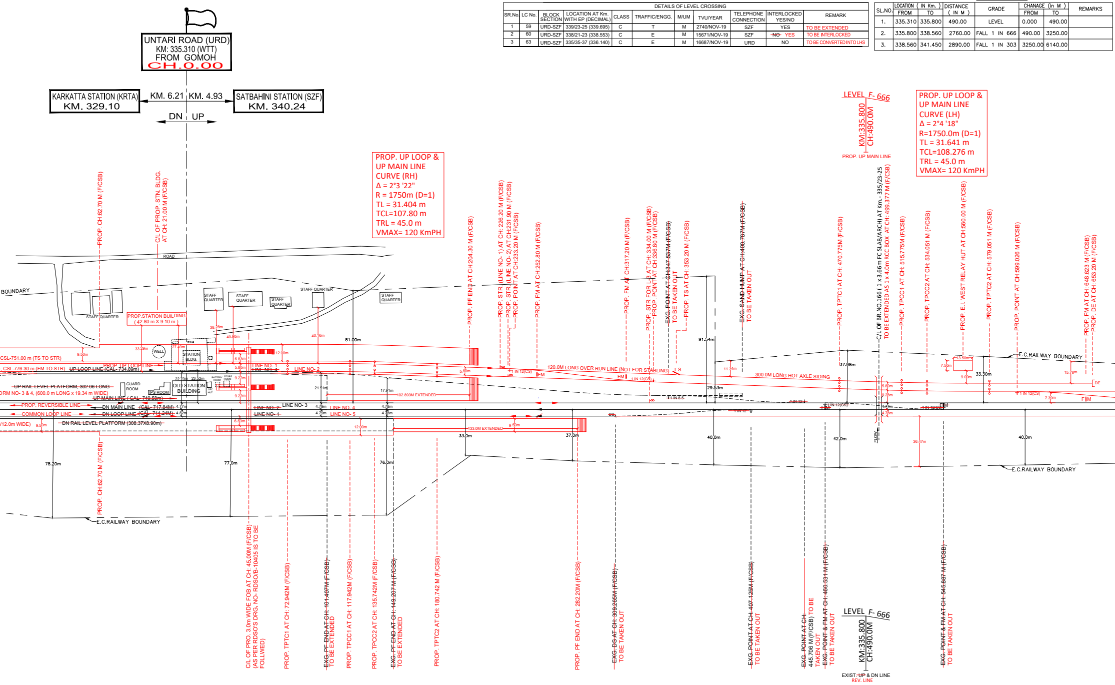

07 LEVEL
KM:334.420
CH:890.0 M
UP MAIN LINE
PROP. UP MAIN LINE CURVE (RH)
Δ = 1°37'34.44"
R = 2200m(D=0.795)
TL = 31.224 m
TCL=107.443 m
TRL = 45.0 m
VMAX= 120 KmPH
PROP. UP LOOP & UP MAIN LINE CURVE (RH)
Δ = 1°37'34.44"
R = 2200m(D=0.795)
TL = 31.224 m
TCL=107.443 m
TRL = 45.0 m
VMAX= 120 KmPH
PROP. TPTC2 AT CH: 859.285 M (F/CSB)
PROP. POINT AT CH: 822.88 M (F/CSB)
PROP. TPCC1 AT CH:768.906 M (F/CSB)
CL OF L.C. NO.-64 'C' CLASS TRAFFIC GATE AT KM.334/11-13 AT CH:766.12M (F/CSB) (VILLAGE ROAD)
TO BE CONVERT INTO LHS
PROP. TPCC2 AT CH:751.463 M (F/CSB)
PROP. FM AT CH: 738.88 M (F/CSB)
PROP. FM AT CH: 725.40 M (F/CSB)
PROP. TPTC2 AT CH:706.463 M (F/CSB)
PROP. E.I. EAST RELAY HUT AT CH:655.00 M (F/CSB)
PROP. POINT AT CH: 641.40 M (F/CSB)
PROP. POINT AT CH:628.40 M (F/CSB)
C/L OF BR.NO.168 (1 x 3.66m FC SLAB/ARCH) AT Km.- 334/17-19
TO BE EXTENDED AS 1 x 4.0m RCC BOX AT CH: 583.967 M (F/CSB)
PROP. FM AT CH:544.40 M (F/CSB)
PROP. TS AT CH:524.80 M (F/CSB)
PROP. STR FOR LINE NO-3 AT CH: 416.00 M (F/CSB)
PROP. PF END AT CH:395.70 M (F/CSB)
C/L OF BR.NO.167 (1 x 1.83m RCC BOX/ARCH) AT Km.- 334/27-29
TO BE EXTENDED AS 1 x 2.00m RCC BOX AT CH: 342.983 M (F/CSB)
PROP. TPTC1 AT CH: 332.389 M (F/CSB)
PROP. TPCC1 AT CH: 287.389 M (F/CSB)
PROP. TPCC2 AT CH: 269.946 M (F/CSB)
PROP. TPTC2 AT CH: 224.946 M (F/CSB)
EXG. PF END AT CH: 200.853M (F/CSB)
TO BE EXTENDED
E.C.RAILWAY
E.C.RAILWAY BOUNDARY
H.G.
H.G.
H.G.
9.05m
9.05m
15.83m
4.69m
34.89m
ROAD WIDTH 5.50m
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
1 IN 12(CS)
FM
FM
FM
FM
13.50m
7.50m
9.00m
18.94m
12.29m
14.03m
4.84m
4.84m
1 IN 8.5(SY)
HEIGHT GAUGE
GATE LODGE
TO BE DISMANTLED
SANDED DEAD END AS PER RDSO'S DRG. NO- RDSO/T-347
61.03m
ALL THE EXIST. EQUIPMENTS INCLUDING GATE POST OF EXIST. L-XING HAS BEEN REMOVED AFTER COMPLETION OF L.H.S.WORK. & CLOSE THE L.C. GATE.
E.C.RAILWAY BOUNDARY
T.S
1 IN 12
1 IN 12
1 IN 12
1 IN 12
1 IN 12
134.15M LONG OVER RUN LINE (NOT STABLING)
43.17m
42.0m
34.0m
FLOW
FLOW
DS
20.82m
5.62m
4.69m
4.69m
UP HIGH LEVEL PLATFORM, (600.0 m LONG X 9.50 m/12.0 m WIDE)
PROP. UP MAIN LINE
CAL-758.00 m (TS TO PT),
CAL-797.20 m (FM TO FM)
195.047M EXTENDED
CAL-1387.503m (FM TO FM), CSL-750.0m (STR TO STR)
CAL-1514.0 m (FM TO FM), CSL-1213.0 m (STR TO FM)
CAL-1514.0 m (PT TO PT), CSL-1500.0 m (STR TO STR)
77.73m
16.88m
20.34m
4.74m
4.74m
5.00m
4.84m
HIGH LEVEL PLATF
HIGH LEVEL DN PLATFORM (600.0 m LONG X 9.50m
158.63M EXTENDED
67.60m
EXG. TPTC2 OF CURVE NO.15 AT CH: 867.015 M (F/CSB)
EXG. TPTC2 OF CURVE NO.14 AT CH: 842.880 M (F/CSB)
C/L OF LHS-64 AT CH:776.32M (F/CSB)
TO BE EXTENDED
PROP. SAND HUMP AT CH: 741.803M (F/CSB)
PROP. POINT AT CH:722.88M (F/CSB)
PROP. POINT & FM AT CH:630.80M (F/CSB)
PROP. STR FOR LINE NO-5 AT CH :623.80 (F/CSB)
EXG. POINT AT CH:572.60M (F/CSB)
TO BE TAKEN OUT
EXG. DE AT CH:570.183M (F/CSB)
TO BE DISMANTLED
EXG. POINT AT CH:796.60M (F/CSB)
TO BE TAKEN OUT
EXG. POINT AT CH:784.724M (F/CSB)
TO BE TAKEN OUT
EXG. POINT AT CH:456.52M (F/CSB)
TO BE TAKEN OUT
EXG. POINT AT CH:436.037M (F/CSB)
TO BE TAKEN OUT
TO BE TAKEN OUT
EXG. DS AT CH:359.44M (F/CSB)
EXG. DS AT CH:354.89M (F/CSB)
TO BE TAKEN OUT
PROP. STR FOR LINE NO-4 AT CH:329.80M (F/CSB)
PROP. PF END AT CH:317.80M (F/CSB)
EXG. TP1 AT CH:313.313M (F/CSB)
TO BE TAKEN OUT
EXG. TP2 AT CH:249.313M (F/CSB)
TO BE TAKEN OUT
EXG. TP1 AT CH:218.793M (F/CSB)
TO BE TAKEN OUT
EXG. PF END AT CH:159.163 M (F/CSB)
TO BE EXTENDED
EXG. TP2 AT CH:154.793M (F/CSB)
TO BE TAKEN OUT
07 LEVEL
KM:334.420
CH:890.0 M
UP & DN LINE
EV. LINE

DETAILS OF LEVEL CROSSING

SR.No.	LC No.	BLOCK SECTION	LOCATION AT Km. WITH EP (DECIMAL)	CLASS	TRAFFIC/ENGG.	M/UM	TVU/YEAR	TELEPHONE CONNECTION	INTERLOCKED YES/NO	REMARK
1	59	URD-SZF	339/23-25 (339.695)	C	T	M	2740/NOV-19	SZF	YES	TO BE EXTENDED
2	60	URD-SZF	338/21-23 (338.553)	C	E	M	15671/NOV-19	SZF	~~NO~~ YES	TO BE INTERLOCKED
3	63	URD-SZF	335/35-37 (336.140)	C	E	M	16687/NOV-19	URD	NO	TO BE CONVERTED INTO LHS

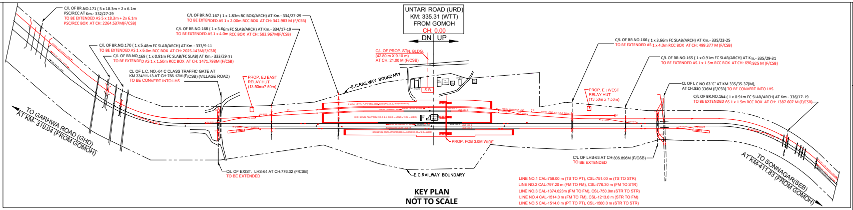
GRADIENT POST

SL.NO.	LOCATION (IN Km.)		DISTANCE (IN M)	GRADE	CHANAGE (in M)		REMARKS
	FROM	TO			FROM	TO	
1.	335.310	335.800	490.00	LEVEL	0.000	490.00	
2.	335.800	338.560	2760.00	FALL 1 IN 666	490.00	3250.00	
3.	338.560	341.450	2890.00	FALL 1 IN 303	3250.00	6140.00	


UNTARI ROAD (URD)
KM: 335.310 (WTT)
FROM GOMOH
CH.0.00
KARKATTA STATION (KRTA)
KM. 329.10
KM. 6.21
KM. 4.93
SATBAHINI STATION (SZF)
KM. 340.24
DN
UP
PROP. UP LOOP & UP MAIN LINE CURVE (RH)
Δ = 2°3 '22"
R = 1750m (D=1)
TL = 31.404 m
TCL=107.80 m
TRL = 45.0 m
VMAX= 120 KmPH
LEVEL F- 666
KM:335.800
CH:490.0M
PROP. UP MAIN LINE
PROP. UP LOOP & UP MAIN LINE CURVE (LH)
Δ = 2°4 '18"
R=1750.0m (D=1)
TL = 31.641 m
TCL=108.276 m
TRL = 45.0 m
VMAX= 120 KmPH
PROP. CH:62.70 M (F/CSB)
C/L OF PROP. STN. BLDG. AT CH: 21.00 M (F/CSB)
ROAD
BOUNDARY
STAFF QUARTER
STAFF QUARTER
STAFF QUARTER
STAFF QUARTER
STAFF QUARTER
STAFF QUARTER
PROP.STATION BUILDING (42.80 m X 9.10 m)
38.28m
40.90m
40.16m
81.00m
33.29m
27.49m
WELL
STATION BLDG.
12.00m
9.50m
6.83m
5.80m
9.22m
9.22m
6.83m
CSL-751.00 m (TS TO STR)
CSL-776.30 m (FM TO STR)
PROP. UP LOOP LINE
~~UP LOOP LINE (CAL- 734.89m)~~
LINE NO- 1
~~LINE NO- 4~~
LINE NO- 2
22.70m
23.52m
BATTERY ROOM
STORE ROOM
~~UP RAIL LEVEL PLATFORM, 302.06 LONG~~
ORM NO- 3 & 4, (600.0 m LONG x 19.34 m WIDE)
GUARD ROOM
IPS ROOM
OLD STATION BUILDING
OFC HUT
~~UP MAIN LINE (CAL- 749.58m)~~
PROP. REVERSIBLE LINE
DN MAIN LINE ~~(CAL- 717.84M)~~
4.77m
COMMON LOOP LINE
DN LOOP LINE ~~(CAL- 714.24M)~~
4.82m
/12.0m WIDE)
9.50m
~~DN RAIL LEVEL PLATFORM (308.37X8.90m)~~
~~LINE NO- 2~~
~~LINE NO- 1~~
LINE NO- 3
LINE NO- 4
LINE NO- 5
4.79m
4.79m
4.78m
4.78m
21.51m
17.91m
102.893M EXTENDED
12.00m
133.0M EXTENDED
9.50m
33.0m
37.0m
78.20m
77.0m
76.0m
5.80m
1 IN 12(CS)
FM
PROP. PF END AT CH:204.30 M (F/CSB)
PROP. STR. (LINE NO- 1) AT CH: 226.20 M (F/CSB)
PROP. STR. (LINE NO- 2) AT CH:231.90 M (F/CSB)
PROP. POINT AT CH:233.20 M (F/CSB)
PROP. FM AT CH:252.80 M (F/CSB)
PROP. FM AT CH:317.20 M (F/CSB)
PROP. STR FOR L-3 AT CH: 334.00 M (F/CSB)
PROP. POINT AT CH:336.80 M (F/CSB)
~~EXG. POINT AT CH:347.537M (F/CSB)~~
TO BE TAKEN OUT
PROP. TS AT CH: 353.20 M (F/CSB)
~~EXG. SAND HUMP AT CH:400.787M (F/CSB)~~
TO BE TAKEN OUT
120.0M LONG OVER RUN LINE (NOT FOR STABLING)
T S
FM
1 IN 12(CS)
91.54m
29.53m
11.34m
~~1 IN 8.5~~
~~1 IN 12~~
~~1 IN 12~~
~~DS~~
300.0M LONG HOT AXLE SIDING
40.0m
42.0m
37.98m
PROP. TPTC1 AT CH: 470.775M (F/CSB)
C/L OF BR.NO.166 (1 x 3.66m FC SLAB/ARCH) AT Km.- 335/23-25
TO BE EXTENDED AS 1 x 4.0m RCC BOX AT CH: 499.377 M (F/CSB)
PROP. TPCC1 AT CH: 515.775M (F/CSB)
PROP. TPCC2 AT CH: 534.051 M (F/CSB)
PROP. E.I. WEST RELAY HUT AT CH:560.00 M (F/CSB)
PROP. TPTC2 AT CH: 579.051 M (F/CSB)
PROP. POINT AT CH:599.026 M (F/CSB)
PROP. FM AT CH: 648.623 M (F/CSB)
PROP. DE AT CH: 653.20 M (F/CSB)
~~1 IN 12(CS)~~
FM
5.80m
9.28m
4.77m
4.78m
FLOW
36.47m
13.50m
7.50m
9.00m
33.30m
15.78m
7.39m
1 IN 12(CS)
DE
F M
E.C.RAILWAY BOUNDARY
E.C.RAILWAY BOUNDARY
E.C.RAILWAY BOUNDARY
PROP. CH:62.70 M (F/CSB)
C/L OF PRO. 3.0m WIDE FOB AT CH: 45.00M (F/CSB) (AS PER RDSO'S DRG. NO- RDSO/B-10405 IS TO BE FOLLWED)
PROP. TPTC1 AT CH: 72.942M (F/CSB)
~~EXG. PF END AT CH: 101.407M (F/CSB)~~
TO BE EXTENDED
PROP. TPCC1 AT CH: 117.942M (F/CSB)
PROP. TPCC2 AT CH: 135.742M (F/CSB)
~~EXG. PF END AT CH: 149.207 M (F/CSB)~~
TO BE EXTENDED
PROP. TPTC2 AT CH: 180.742 M (F/CSB)
PROP. PF END AT CH: 282.20M (F/CSB)
~~EXG. DS AT CH: 309.265M (F/CSB)~~
TO BE TAKEN OUT
~~EXG. POINT AT CH: 407.125M (F/CSB)~~
TO BE TAKEN OUT
~~EXG. POINT AT CH: 445.706 M (F/CSB)~~ TO BE TAKEN OUT
~~EXG. POINT & FM AT CH: 460.531 M (F/CSB)~~
TO BE TAKEN OUT
LEVEL F- 666
KM:335.800
CH:490.0M
EXIST. ~~UP~~ & DN LINE
REV. LINE
~~EXG. POINT & FM AT CH: 545.887 M (F/CSB)~~
TO BE TAKEN OUT

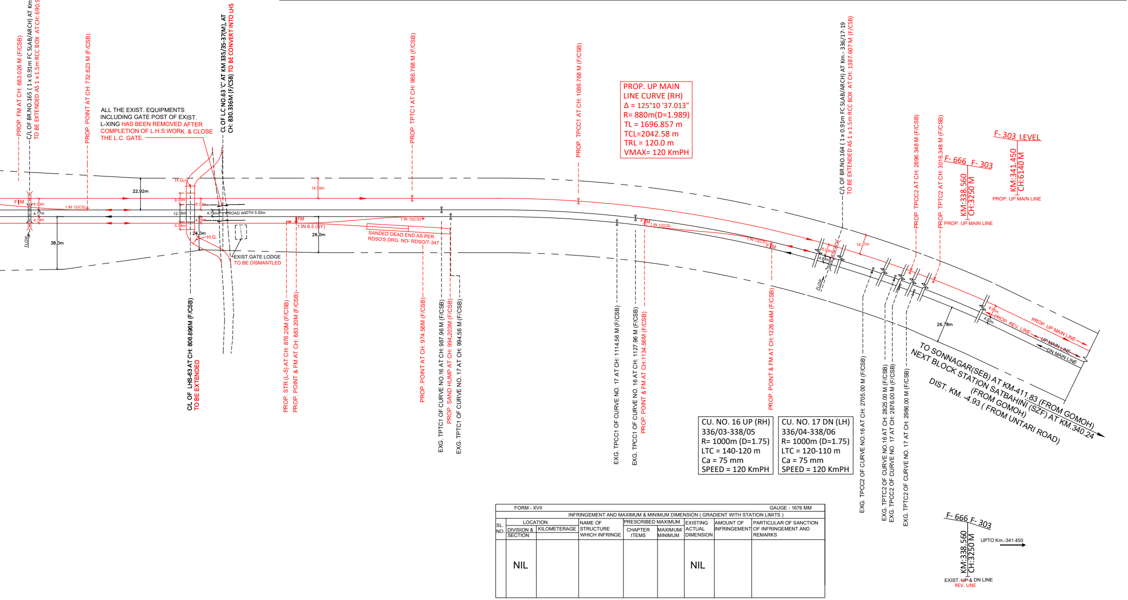
BRIDGE DETAILS

SL. NO.	BR.NO.	TYPE OF BRIDGE	NO. OF OPENIG WITH CLEAR SPAN	LOCATION AT Km. WITH EP (DECIMAL)	REMARKS
1.	161	FC SLAB / ARCH	1 x 0.91 m	337/31-33 (337.864)	TO BE EXTENDED AS 1 x 1.5 M RCC BOX
2.	162	FC SLAB / ARCH	1 x 0.91 m	337/09-11 (337.270)	TO BE EXTENDED AS 1 x 1.5 M RCC BOX
3.	163	FC SLAB / ARCH	1 x 0.91 m	336/29-31 (336.810)	TO BE EXTENDED AS 1 x 1.5 M RCC BOX
4.	164	FC SLAB / ARCH	1 x 0.91 m	336/17-19 (336.698)	TO BE EXTENDED AS 1 x 1.5 M RCC BOX
5.	165	FC SLAB / ARCH	1 x 0.91 m	335/29-31 (335.870)	TO BE EXTENDED AS 1 x 1.5 M RCC BOX
6.	166	FC SLAB / ARCH	1 x 3.66 m	335/23-25 (335.690)	TO BE EXTENDED AS 1 x 4.0 M RCC BOX


C/L OF BR.NO.171 (5 x 18.3m + 2 x 6.1m PSC/RCC AT Km.- 332/27-29
TO BE EXTENDED AS 5 x 18.3m + 2x 6.1m PSC/RCC BOX AT CH: 2264.537M(F/CSB)
C/L OF BR.NO.167 (1 x 1.83m RC BOX/ARCH) AT Km.- 334/27-29
TO BE EXTENDED AS 1 x 2.00m RCC BOX AT CH: 342.983 M (F/CSB)
C/L OF BR.NO.168 (1 x 3.66m FC SLAB/ARCH) AT Km.- 334/17-19
TO BE EXTENDED AS 1 x 4.0m RCC BOX AT CH: 583.967M(F/CSB)
C/L OF BR.NO.170 (1 x 5.48m FC SLAB/ARCH) AT Km.- 333/9-11
TO BE EXTENDED AS 1 x 6.0m RCC BOX AT CH: 2025.143M(F/CSB)
C/L OF BR.NO.169 (1 x 0.91m FC SLAB/FC SLAB) AT Km.- 333/29-31
TO BE EXTENDED AS 1 x 1.50m RCC BOX AT CH: 1471.793M (F/CSB)
CL OF L.C. NO.-64 C CLASS TRAFFIC GATE AT KM.334/11-13 AT CH:766.12M (F/CSB) (VILLAGE ROAD)
TO BE CONVERT INTO LHS
PROP. E.I EAST RELAY HUT (13.50mx7.50m)
TO GARHWA ROAD (GHD)
AT KM- 319.04 (FROM GOMOH)
C/L OF EXIST. LHS-64 AT CH:776.32 (F/CSB)
TO BE EXTENDED
UNTARI ROAD (URD)
KM: 335.31 (WTT)
FROM GOMOH
CH: 0.00
DN
UP
C/L OF PROP. STN. BLDG. (42.80 m X 9.10 m) AT CH: 21.00 M (F/CSB)
E.C.RAILWAY BOUNDARY
S.B.
PROP. FOB 3.0M WIDE
E.C.RAILWAY BOUNDARY
PROP. E.I WEST RELAY HUT (13.50m x 7.50m)
C/L OF LHS-63 AT CH:806.896M (F/CSB)
TO BE EXTENDED
C/L OF BR.NO.166 (1 x 3.66m FC SLAB/ARCH) AT Km.- 335/23-25
TO BE EXTENDED AS 1 x 4.0m RCC BOX AT CH: 499.377 M (F/CSB)
C/L OF BR.NO.165 (1 x 0.91m FC SLAB/ARCH) AT Km.- 335/29-31
TO BE EXTENDED AS 1 x 1.5m RCC BOX AT CH: 690.925 M (F/CSB)
CL OF L.C NO.63 'C' AT KM 335/35-37(M), AT CH:830.336M (F/CSB) TO BE CONVERT INTO LHS
C/L OF BR.NO.164 (1 x 0.91m FC SLAB/ARCH) AT Km.- 336/17-19
TO BE EXTENDED AS 1 x 1.5m RCC BOX AT CH: 1387.607 M (F/CSB)
TO SONNAGAR(SEB)
AT KM-411.83 (FROM GOMOH)

LINE NO.1 CAL-758.00 m (TS TO PT), CSL-751.00 m (TS TO STR)
LINE NO.2 CAL-797.20 m (FM TO FM), CSL-776.30 m (FM TO STR)
LINE NO.3 CAL-1374.023m (FM TO FM), CSL-750.0m (STR TO STR)
LINE NO.4 CAL-1514.0 m (FM TO FM), CSL-1213.0 m (STR TO FM)
LINE NO.5 CAL-1514.0 m (PT TO PT), CSL-1500.0 m (STR TO STR)

KEY PLAN
NOT TO SCALE


PROP. FM AT CH: 683.026 M (F/CSB)
C/L OF BR.NO.165 (1 x 0.91m FC SLAB/ARCH) AT Km.- 335/29-31
TO BE EXTENDED AS 1 x 1.5m RCC BOX AT CH: 690.925 M (F/CSB)
PROP. POINT AT CH: 732.623 M (F/CSB)
CL OF LC NO.63 'C' AT KM 335/35-37(M), AT CH: 830.336M (F/CSB) TO BE CONVERT INTO LHS
PROP. TPTC1 AT CH: 966.768 M (F/CSB)
PROP. TPCC1 AT CH: 1086.768 M (F/CSB)
C/L OF BR.NO.164 (1 x 0.91m FC SLAB/ARCH) AT Km.- 336/17-19
TO BE EXTENDED AS 1 x 1.5m RCC BOX AT CH: 1387.607 M (F/CSB)
PROP. TPCC2 AT CH: 2896.348 M (F/CSB)
PROP. TPTC2 AT CH: 3016.348 M (F/CSB)
F- 666 F- 303
KM:338.560
CH:3250 M
PROP. UP MAIN LINE
F- 303 LEVEL
KM:341.450
CH:6140 M
PROP. UP MAIN LINE
ALL THE EXIST. EQUIPMENTS INCLUDING GATE POST OF EXIST. L-XING HAS BEEN REMOVED AFTER COMPLETION OF L.H.S.WORK. & CLOSE THE L.C. GATE.
H.G.
F M
8.33m
4.77m
4.78m
FLOW
1 IN 12(CS)
22.92m
38.0m
8.35m
12.56m
5.38m
8.33m
4.78m
4.78m
ROAD WIDTH 5.50m
24.0m
H.G.
EXIST.GATE LODGE
TO BE DISMANTLED
14.59m
FM
1 IN 8.5 (SY)
26.0m
1 IN 12(CS)
SANDED DEAD END AS PER RDSO'S DRG. NO- RDSO/T-347
F M
1 IN 12(CS)
1 IN 12(CS)
F M
8.50m
4.84m
14.37m
FLOW
8.95m
4.92m
26.78m
PROP. UP MAIN LINE
PROP. REV. LINE
UP MAIN LINE
DN MAIN LINE
TO SONNAGAR(SEB) AT KM-411.83 (FROM GOMOH)
NEXT BLOCK STATION SATBAHINI (SZF) AT KM.340.24 (FROM GOMOH)
DIST. KM. -4.93 (FROM UNTARI ROAD)
C/L OF LHS-63 AT CH: 806.896M (F/CSB)
TO BE EXTENDED
PROP. STR (L-5) AT CH: 876.20M (F/CSB)
PROP. POINT & FM AT CH: 883.20M (F/CSB)
PROP. POINT AT CH: 974.50M (F/CSB)
EXG. TPTC1 OF CURVE NO.16 AT CH: 987.96 M (F/CSB)
PROP. SAND HUMP AT CH: 994.203M (F/CSB)
EXG. TPTC1 OF CURVE NO. 17 AT CH: 994.56 M (F/CSB)
EXG. TPCC1 OF CURVE NO. 17 AT CH: 1114.56 M (F/CSB)
EXG. TPCC1 OF CURVE NO. 16 AT CH: 1127.96 M (F/CSB)
PROP. POINT & FM AT CH:1134.56M (F/CSB)
PROP. POINT & FM AT CH:1226.64M (F/CSB)
EXG. TPCC2 OF CURVE NO.16 AT CH: 2705.00 M (F/CSB)
EXG. TPTC2 OF CURVE NO.16 AT CH: 2825.00 M (F/CSB)
EXG. TPCC2 OF CURVE NO. 17 AT CH: 2876.00 M (F/CSB)
EXG. TPTC2 OF CURVE NO. 17 AT CH: 2986.00 M (F/CSB)
F- 666 F- 303
KM:338.560
CH:3250 M
UPTO Km.-341.450
EXIST. ~~UP~~ & DN LINE
REV. LINE

PROP. UP MAIN
LINE CURVE (RH)
Δ = 125°10 '37.013"
R= 880m(D=1.989)
TL = 1696.857 m
TCL=2042.58 m
TRL = 120.0 m
VMAX= 120 KmPH

CU. NO. 16 UP (RH)
336/03-338/05
R= 1000m (D=1.75)
LTC = 140-120 m
Ca = 75 mm
SPEED = 120 KmPH

CU. NO. 17 DN (LH)
336/04-338/06
R= 1000m (D=1.75)
LTC = 120-110 m
Ca = 75 mm
SPEED = 120 KmPH

FORM - XVII								GAUGE - 1676 MM
INFRINGEMENT AND MAXIMUM & MINIMUM DIMENSION (GRADIENT WITH STATION LIMITS)								
SL. NO.	LOCATION		NAME OF STRUCTURE WHICH INFRINGE	PRESCRIBED MAXIMUM		EXISTING ACTUAL DIMENSION	AMOUNT OF INFRINGEMENT	PARTICULAR OF SANCTION OF INFRINGEMENT AND REMARKS
	DIVISION & SECTION	KILOMETERAGE		CHAPTER ITEMS	MAXIMUM/ MINIMUM			
	NIL					NIL		

LEGEND:

1. FENCE, COMPOUND WALL WITH GATE. – ▭▭
2. RAILWAY LAND BOUNDARY – —··—··—
3. EXISTING WORK – ———
4. DISMANTLED WORK – – – – –
5. PROPOSED WORK (BY RVNL) – ———

NOTES :-

1. ALL MEASUREMENTS ARE IN MM, EXCEPT OTHERWISE AS SPECIFIED.
2. THIS DRAWING IS PREPARED BASED ON ACTUAL SITE SURVEY REPORT AND PREVIOUS CE'S DRG. NO:- Y-36-2019 (DRM/MGS PLAN NO- 16 - 2019)
3. CH:0.00 IS RECKONED FOR C.L OF EXISTING STATION BUILDING.
4. STATION IS IN "NSG-6" CATEGORY.
5. EXISTING LINES RENUMBERED.
6. ELECTRIFICATION OF THIRD LINE WILL BE DONE BY RVNL. ANY MODIFICATION REQUIRED IN EXISTING OHE WILL BE DONE BY RVNL.
7. MINIMUM PASSENGERS AMENITY WILL BE PROVIDED AS PER CIRCULAR NO. 2018/LM(PA)/03-06, DATED 09-04-2018 INCLUDING AMENITIES FOR DISABLED AS PER (PARA 10)
8. IT IS CERTIFIED "NO CHANGE OF GRADIENT WITHIN 30 M OF POINT & XING" AS PER IRSOD AND NO POINT IS TAKING OFF FROM TRANSITION PORTION OF CURVE.
9. BEFORE EXECUTION OF WORK AT SITE DM CONSENT MUST BE OBTAINED FOR CONSTRUCTION OF LHS IN LIEU OF LC.
10. 1 : 1200 GRADE IS NOT FEASIBLE AS THE EXISTING LINES ARE IS STEEPER GRADE . EXISTING GRADIENT IS NOT STEEPER THAN 1 : 400 IN STATION LIMIT AREA.
11. TRACK MACHINE SIDING IS AVAILABLE AT SATBAHINI AT KM.- 340.240 (4.93 Km FROM UNTARI ROAD).
12. THIS DRAWING SUPERSEDES CE'S DRAWING No.-Y-36-2019

TRACK STRUCTURE:

1. RAILS- 60KG
2. SLEEEPERS- MONO BLOCK PSC WITH 1660 NOS. PER KM. FOR MAIN LINE & 1540 NOS. PER KM FOR LOOP LINE & OTHER.
3. POINT AND CROSSINGS- 60 KG (1 IN 12) CURVED SWITCH WITH CMS CROSSING PSC SLEEPERS (FAN SHAPED LAYOUT)
4. BALLAST- 50mm SIZE 350mm CUSHION (HARD STONE)
5. ALL FITTINGS TO CONFIRM IRS SPECIFICATION.
6. ALL THE PROPOSED POINTS ARE TWS.

Signature block	
CPDE	BRIJESH KUMAR SINGH Date: 2022.02.03 01:27:35 +05'30'
CTPM/ECR	NEERAJ AMBASTHA 2022.02.01 11:56:13+05'30'
DRM/MGS	RAJESH KUMAR PANDEY Digitally signed by RAJESH KUMAR PANDEY Date:2022.01.05 03:18:19 +05'30'
Sr.DEN/Co/MGS	WARIJ NAYAN Digitally signed by WARIJ NAYAN Date:2021.12.30 01:47:58 +05'30'
SrDOM/MGS	SUDHANSU RANJAN Digitally signed by SUDHANSU RANJAN Date:2021.12.31 06:32:57 +05'30'
SrDSTE CO MGS	BRIJESH KUMAR YADAV Digitally signed by BRIJESH KUMAR YADAV Date:2021.12.30 06:10:28 +05'30'
SrDCM/MGS	RUPESH KUMAR Digitally signed by RUPESH KUMAR Date:2021.12.31 12:51:57 +05'30'
SrDEE/TRD/MGS	INDU PRAKASH Digitally signed by INDU PRAKASH Date:2021.12.30 05:11:07 +05'30'
SrDEE/G/MGS	KARPOOR CHANDRA YADAV Digitally signed by KARPOOR CHANDRA YADAV Date:2021.12.30 02:01:46 +05'30'
SrDEN/3/MGS	Mohit Sahu Digitally signed by Mohit Sahu Date:2021.12.30 01:39:03 +05'30'
SSE/DRG/S&T/1/MGS	Ajay Kumar Saha Digitally signed by Ajay Kumar Saha Date:2021.12.30 04:48:53 +05'30'
JE/2/DRG/MGS	VISHAL KUMAR YADAV Digitally signed by VISHAL KUMAR YADAV Date:2021.12.30 01:27:39 +05'30'
CPM/PATNA/RVNL	KRISHNA KUMAR BHARGAVA Digitally signed by KRISHNA KUMAR BHARGAVA Date:2021.08.27 10:11:23 +05'30'
GM/S&T/RVNL/BSB	RAJESH KUMAR SINGH Digitally signed by RAJESH KUMAR SINGH Date:2021.08.28 11:15:14 +05'30'
Manager/Civil/Exp/RVNL/PNBE	VINOD KUMAR VERMA Digitally signed by VINOD KUMAR VERMA Date:2021.08.27 08:09:20 +05'30'

REFERENCE LINE

100.0 M

THIS PLAN IS ONLY PRINTED TO SCALE IF THIS LINE MEAURES 100 METER

पूर्व मध्य रेलवे
डी.डी.यू.मंडल
EAST CENTRAL RAILWAY
DDU DIVISION

PROJECT EXECUTED BY:-

रेल विकास निगम लिमिटेड
RAIL VIKAS NIGAM LIMITED
(A GOVERNMENT OF INDIA ENTERPRISE)

PROJECT:- CONSTRUCTION OF 3rd LINE BETWEEN
PATRATU - SONNAGAR(291.0KM)
पतरातू से सोननगर के बीच तीसरी लाईन परियोजना
(291.0 कि.मी.)

TITLE : ENGINEERING SCALE PLAN OF UNTARI ROAD (URD)
उँटारी रोड STATION AT Km. 335.31

AUTHORITY OF WORK:	PINK BOOK ITEM No. 50/2021-22
CES. DRG. No. :	Y - 13 - 2022
DIV. DRG. No. :	DRM / DDU PLAN NO.- 07 - 2022
RVNL. DRG. No. :	RVNL/CPM/PNBE / 17 -2021
SCALE :- 1 : 1000	
PREPARED BY:-	