BRIDGE DETAILS

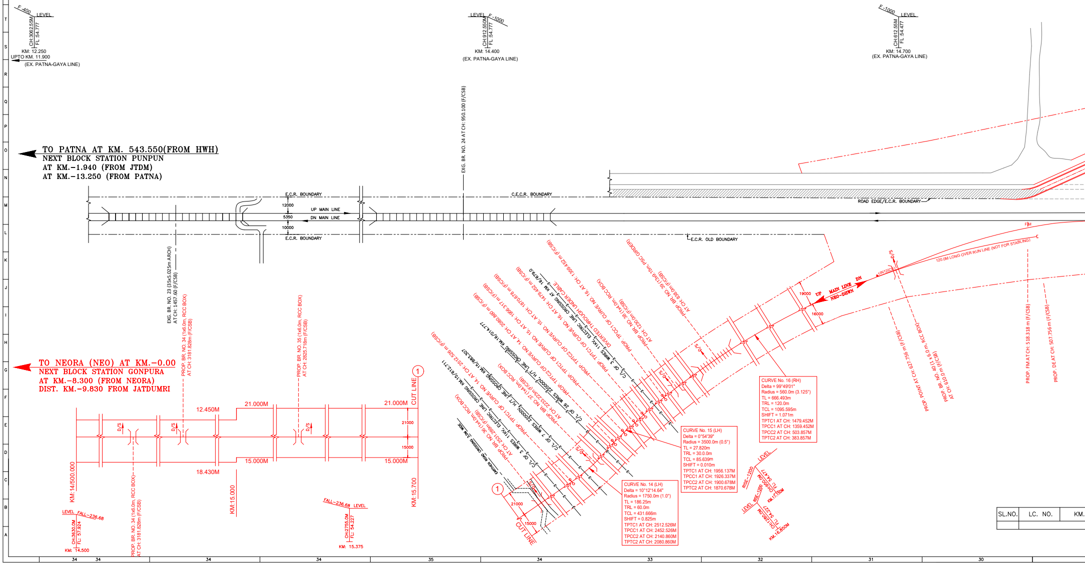
BR. NO.	TYPE OF BRIDGE	PROPOSED SPAN	CH. IN (KM.)	REMARKS
33	R.C.C.BOX	1x6.00M	14.725	CANAL CROSSING 6M WIDE
34	R.C.C.BOX	1x6.00M	14.948	CANAL CROSSING 6M WIDE
35	R.C.C.BOX	1x4.00M	15.304	PROPOSED BRIDGE
36	R.C.C.BOX	1x4.00M	15.599	EARTHEN ROAD CROSSING 3.0M WIDE
37	R.C.C. BOX	1x4.00M	15.897	PROPOSED BRIDGE
38	R.C.C. BOX	1x4.00M	16.900	PROPOSED BRIDGE
39	R.C.C.BOX(PSC GIRDER)	13X9.15M	17.292	POND CROSSING 50.00M WIDE
40	R.C.C. BOX	1x6.00M	17.520	PROPOSED BRIDGE
41	PROPOSED LHS	1x6.00M	17.782	PROPOSED LHS-14 IN LIUE OF EX LC-14

GRADIENT POST

SL.NO.	CH. GRADIENT POST	GRADE	KM. FROM – KM. TO
1.	AT KM. 14.500	FALL 1 IN 236.68	14.500 – 15.375
2.	AT KM. 15.375	LEVEL	15.375 – 16.850
3.	AT KM. 16.850	RISE 1 IN 1200	16.850 – 17.150
4.	AT KM. 17.150	LEVEL	17.150 – 18.130

LEVEL CROSSING (PATNA END)

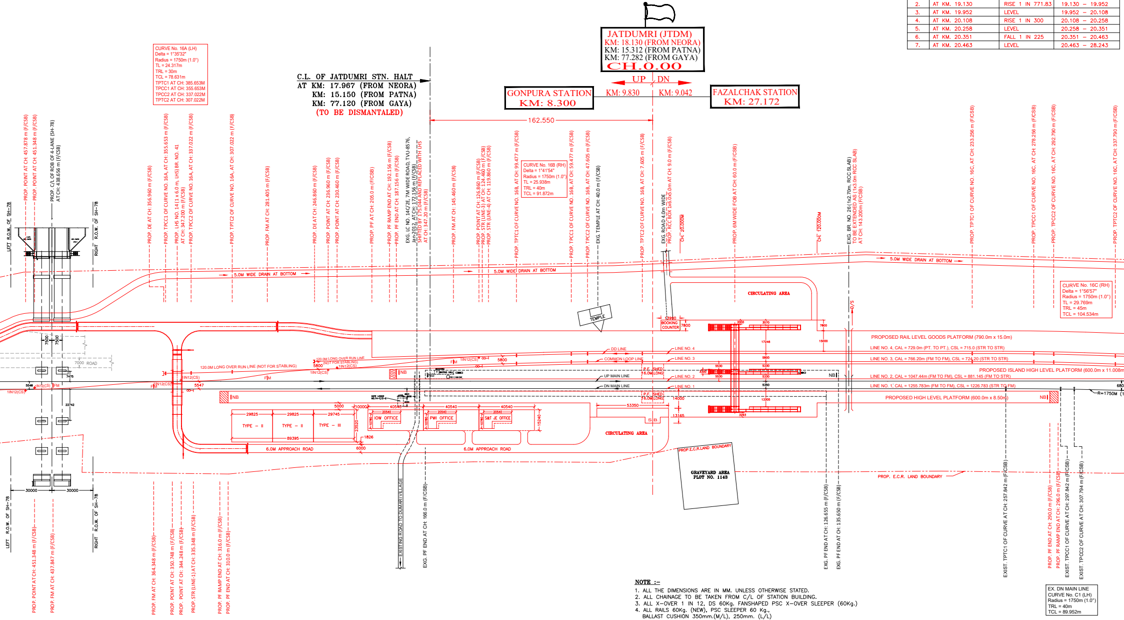
SL.NO.	LC. NO.	KM.	M/UM	BLOCK SECTION	TELEPHONE CONNECTED WITH STATION	REMARKS
1.	14C/2E	17.953	M	PUNPUN–JATDUMARI	PUNPUN	PROPOSED LHS AT CH: 347.200M (KM. 17.793)


F-400
LEVEL
CH:3062.55M
FL :54.777
KM: 12.250
UPTO KM. 11.900
(EX. PATNA-GAYA LINE)
LEVEL
F-1000
CH:912.550M
FL :54.777
KM: 14.400
(EX. PATNA-GAYA LINE)
F-1000
LEVEL
CH:612.55M
FL :54.477
KM: 14.700
(EX. PATNA-GAYA LINE)
EXG. BR. NO. 24 AT CH: 950.100 (F/CSB)
TO PATNA AT KM. 543.550(FROM HWH)
NEXT BLOCK STATION PUNPUN
AT KM.-1.940 (FROM JTDM)
AT KM.-13.250 (FROM PATNA)
E.C.R. BOUNDARY
12000
UP MAIN LINE
5350
DN MAIN LINE
10000
E.C.R. BOUNDARY
C.E.C.R. BOUNDARY
ROAD EDGE/E.C.R. BOUNDARY
E.C.R. OLD BOUNDARY
EXG. BR. NO. 23 (35x5.025m ARCH)
AT CH: 1457.60 (F/CSB)
PROP. BR. NO. 34 (1x6.0m, RCC BOX)
AT CH: 3181.828m (F/CSB)
PROP. BR. NO. 35 (1x6.0m, RCC BOX)
AT CH: 2825.718m (F/CSB)
TO NEORA (NEO) AT KM.-0.00
NEXT BLOCK STATION GONPURA
AT KM.-8.300 (FROM NEORA)
DIST. KM.-9.830 FROM JATDUMRI
12.450M
18.430M
21.000M
15.000M
21.000M
15.000M
21000
15000
D/S
CUT LINE
1
KM:14/500.000
KM:15.000
KM:15.700
LEVEL
FALL-236.68
CH:3630.0M
FL: 57.924
KM: 14.500
FALL-236.68
LEVEL
CH:2755.0M
FL: 54.227
KM: 15.375
PROP. BR. NO. 39 (13x9.15m, PSC GIRDER)
AT CH: 838.0m (F/CSB)
PROP. BR. NO. 38 (1x4.0m, RCC BOX)
AT CH: 1230.0m (F/CSB)
PROP. TPCC1 OF CURVE NO. 16, AT CH: 1359.452 m (F/CSB)
DIVERTED THROUGH UNDER CABLE
C/L OF 3 WIRES 11KV, ELECTRIC LINE CROSSING AT KM 16/679.0
PROP. TPTC1 OF CURVE NO. 16, AT CH: 1479.452 m (F/CSB)
PROP. TPTC2 OF CURVE NO. 15, AT CH: 1870.678 m (F/CSB)
PROP. TPTC1 OF CURVE NO. 15, AT CH: 1956.317 m (F/CSB)
PROP. TPTC2 OF CURVE NO. 14, AT CH: 2080.860 m (F/CSB)
C/L OF 26 WIRES 220000V, H/T LINE CROSSING KM.16/014.777
PROP. BR. NO. 37 (1x4.0m, RCC BOX)
AT CH: 2233.223m (F/CSB)
C/L OF 7 WIRES 220000V, H/T LINE CROSSING KM.15/883.307
PROP. TPTC1 OF CURVE NO. 14, AT CH: 2512.526 m (F/CSB)
C/L OF 3 WIRES 11KV, ELECTRIC LINE CROSSING KM.15/612.711
PROP. BR. NO. 36 (1x4.0m, RCC BOX)
AT CH: 2531.289m (F/CSB)
EARTHEN ROAD CROSSING 3.0M WIDE
21000
15000
CUT LINE
1
S/D
D/S
CURVE No. 14 (LH)
Delta = 10°12'14.64"
Radius = 1750.0m (1.0°)
TL = 186.25m
TRL = 60.0m
TCL = 431.666m
SHIFT = 0.825m
TPTC1 AT CH: 2512.526M
TPCC1 AT CH: 2452.526M
TPCC2 AT CH: 2140.860M
TPTC2 AT CH: 2080.860M
CURVE No. 15 (LH)
Delta = 0°54'39"
Radius = 3500.0m (0.5°)
TL = 27.820m
TRL = 30.0.0m
TCL = 85.639m
SHIFT = 0.010m
TPTC1 AT CH: 1956.137M
TPCC1 AT CH: 1926.337M
TPCC2 AT CH: 1900.678M
TPTC2 AT CH: 1870.678M
CURVE No. 16 (RH)
Delta = 99°49'01"
Radius = 560.0m (3.125°)
TL = 666.493m
TRL = 120.0m
TCL = 1095.595m
SHIFT = 1.071m
TPTC1 AT CH: 1479.452M
TPCC1 AT CH: 1359.452M
TPCC2 AT CH: 503.857M
TPTC2 AT CH: 383.857M
LEVEL
RISE-1200
CH:950.0M
FL: 54.477
KM.17.150M
RISE-1200
LEVEL
CH:1280.0M
FL: 54.227
KM.16.850M
19000
16000
UP
MAIN LINE
DN
NEO-DHWN
1IN12(CSB)
D/S
120.0M LONG OVER RUN LINE (NOT FOR STABLING)
FM
PROP. POINT AT CH: 627.756 m (F/CSB)
PROP. BR. NO. 40 (1 x 6.0 m, RCC BOX)
AT CH: 610.0 m (F/CSB)
PROP. FM AT CH: 518.318 m (F/CSB)
PROP. DE AT CH: 507.756 m (F/CSB)
SL.NO.
LC. NO.
KM.

JATDUMRI STATION (JTDM)
NEW BG LINE FROM NEORA TO DANIAWAN

GRADIENT POST

SL.NO.	CH. GRADIENT POST	GRADE	KM. FROM – KM. TO
1.	AT KM. 18.130	LEVEL	18.130 – 19.130
2.	AT KM. 19.130	RISE 1 IN 771.83	19.130 – 19.952
3.	AT KM. 19.952	LEVEL	19.952 – 20.108
4.	AT KM. 20.108	RISE 1 IN 300	20.108 – 20.258
5.	AT KM. 20.258	LEVEL	20.258 – 20.351
6.	AT KM. 20.351	FALL 1 IN 225	20.351 – 20.463
7.	AT KM. 20.463	LEVEL	20.463 – 28.243


29
28
27
26
25
24
23
22
21
20
19
JATDUMRI (JTDM)
KM: 18.130 (FROM NEORA)
KM: 15.312 (FROM PATNA)
KM: 77.282 (FROM GAYA)
CH.0.00
UP
DN
GONPURA STATION
KM: 8.300
KM: 9.830
KM: 9.042
FAZALCHAK STATION
KM: 27.172
162.550
C.L. OF JATDUMRI STN. HALT
AT KM: 17.967 (FROM NEORA)
KM: 15.150 (FROM PATNA)
KM: 77.120 (FROM GAYA)
(TO BE DISMANTALED)
CURVE No. 16A (LH)
Delta = 1°35'32"
Radius = 1750m (1.0°)
TL = 24.317m
TRL = 30m
TCL = 78.631m
TPTC1 AT CH: 385.653M
TPCC1 AT CH: 355.653M
TPCC2 AT CH: 337.022M
TPTC2 AT CH: 307.022M
CURVE No. 16B (RH)
Delta = 1°41'54"
Radius = 1750m (1.0°)
TL = 25.938m
TRL = 40m
TCL = 91.872m
CURVE No. 16C (RH)
Delta = 1°56'57"
Radius = 1750m (1.0°)
TL = 29.769m
TRL = 45m
TCL = 104.534m
EX. DN MAIN LINE
CURVE No. C1 (LH)
Radius = 1750m (1.0°)
TRL = 40m
TCL = 89.952m
PROP. POINT AT CH: 457.878 m (F/CSB)
PROP. POINT AT CH: 451.348 m (F/CSB)
PROP. C/L OF ROB OF 4-LANE (SH-78) AT CH: 438.656 m (F/CSB)
LEFT R.O.W. OF SH-78
RIGHT R.O.W. OF SH-78
PROP. DE AT CH: 356.960 m (F/CSB)
PROP. TPCC1 OF CURVE NO. 16A, AT CH: 355.653 m (F/CSB)
PROP. LHS NO. 14 (1 x 6.0 m, LHS) BR. NO. 41 AT CH: 347.200 m (F/CSB)
PROP. TPCC2 OF CURVE NO. 16A, AT CH: 337.022 m (F/CSB)
PROP. TPTC2 OF CURVE NO. 16A, AT CH: 307.022 m (F/CSB)
PROP. FM AT CH: 281.405 m (F/CSB)
PROP. DE AT CH: 246.860 m (F/CSB)
PROP. POINT AT CH: 236.960 m (F/CSB)
PROP. POINT AT CH: 230.460 m (F/CSB)
PROP. PF AT CH: 205.0 m (F/CSB)
PROP. PF RAMP END AT CH: 192.156 m (F/CSB)
PROP. PF END AT CH: 187.156 m (F/CSB)
EXG. LC NO. 14C/2E, 7M WIDE ROAD, TVU-8576, Jan-2012, AT CH: 172.156 m (F/CSB)
SHIFTED BY 175.0M AND REPLACED WITH LHS AT CH: 347.20 m (F/CSB)
PROP. FM AT CH: 145.460 m (F/CSB)
PROP. POINT AT CH: 126.860 m (F/CSB)
PROP. STR (LINE-3) AT CH: 124.460 m (F/CSB)
PROP. STR (LINE-4) AT CH: 119.860 m (F/CSB)
PROP. TPTC1 OF CURVE NO. 16B, AT CH: 99.477 m (F/CSB)
PROP. TPCC1 OF CURVE NO. 16B, AT CH: 59.477 m (F/CSB)
PROP. TPCC2 OF CURVE NO. 16B, AT CH: 47.605 m (F/CSB)
EXG. TEMPLE AT CH: 40.0 m (F/CSB)
PROP. TPTC2 OF CURVE NO. 16B, AT CH: 7.605 m (F/CSB)
EXG. ROAD 4.0m WIDE
PROP. RCC BOX 1x6.0x5.0m AT CH: 9.0 m (F/CSB)
CH: 20.000M
PROP. 6M WIDE FOB AT CH: 60.0 m (F/CSB)
CH: 120.000M
EXG. BR. NO. 26 (1x2.70m, RCC SLAB) TO BE EXTENDED AS (1x3.0m RCC SLAB) AT CH: 143.200m (F/CSB)
PROP. TPTC1 OF CURVE NO. 16C, AT CH: 233.256 m (F/CSB)
PROP. TPCC1 OF CURVE NO. 16C, AT CH: 278.256 m (F/CSB)
PROP. TPCC2 OF CURVE NO. 16C, AT CH: 292.790 m (F/CSB)
PROP. TPTC2 OF CURVE NO. 16C, AT CH: 337.790 m (F/CSB)
5.0M WIDE DRAIN AT BOTTOM
5.0M WIDE DRAIN AT BOTTOM
5.0M WIDE DRAIN AT BOTTOM
TEMPLE
CIRCULATING AREA
BOOKING COUNTER
13990
7800
3000
3570
7800
17246
15000
5800
5530
5330
5530
5330
5350
13305
3293
14000
13165
53350
D/S
PROPOSED RAIL LEVEL GOODS PLATFORM (790.0m x 15.0m)
LINE NO. 4, CAL = 729.0m (PT. TO PT.), CSL = 715.0 (STR TO STR)
LINE NO. 3, CAL = 766.20m (FM TO FM), CSL = 724.20 (STR TO STR)
PROPOSED ISLAND HIGH LEVEL PLATFORM (600.0m x 11.008m
LINE NO. 2, CAL = 1047.44m (FM TO FM), CSL = 881.145 (FM TO STR)
LINE NO. 1, CAL = 1255.783m (FM TO FM), CSL = 1226.783 (STR TO FM)
PROPOSED HIGH LEVEL PLATFORM (600.0m x 8.50m)
R=1750M
680
NB
DD LINE
COMMON LOOP LINE
UP MAIN LINE
DN MAIN LINE
LINE NO. 4
LINE NO. 3
LINE NO. 2
LINE NO. 1
P.F. SHED 76.0M LONG
P.F. SHED 76.0M LONG
120.0M LONG OVER RUN LINE (NOT FOR STABLING)
120.0M LONG OVER RUN LINE (NOT FOR STABLING)
1IN12(CS)
FM
5800
5547
5548
7000 ROAD
7500
7500
7475
22742
30000
30000
NB
5000
10000
40540
20540
29825
29825
29745
TYPE – II
TYPE – II
TYPE – III
89395
23520
1826
IOW OFFICE
PWI OFFICE
S&T JE OFFICE
15240
6000
S.B.
CIRCULATING AREA
6.0M APPROACH ROAD
6.0M APPROACH ROAD
GATE LODGE
PROP.E.C.R.LAND BOUNDARY
GRAVEYARD AREA PLOT NO. 1143
PROP. E.C.R. LAND BOUNDARY
EXISTING ROAD TO DUMARI VILLAGE
EXG. PF END AT CH: 166.0 m (F/CSB)
EXG. PF END AT CH: 126.655 m (F/CSB)
EXG. PF END AT CH: 135.650 m (F/CSB)
EXIST. TPTC1 OF CURVE AT CH: 257.842 m (F/CSB)
PROP. PF END AT CH: 290.0 m (F/CSB)
PROP. PF RAMP END AT CH: 296.0 m (F/CSB)
EXIST. TPCC1 OF CURVE AT CH: 297.842 m (F/CSB)
EXIST. TPCC2 OF CURVE AT CH: 307.794 m (F/CSB)
PROP. POINT AT CH: 451.348 m (F/CSB)
PROP. FM AT CH: 437.847 m (F/CSB)
PROP. FM AT CH: 364.348 m (F/CSB)
PROP. POINT AT CH: 350.748 m (F/CSB)
PROP. POINT AT CH: 344.248 m (F/CSB)
PROP. STR (LINE-1) AT CH: 335.348 m (F/CSB)
PROP. PF RAMP END AT CH: 316.0 m (F/CSB)
PROP. PF END AT CH: 310.0 m (F/CSB)

NOTE :-

1. ALL THE DIMENSIONS ARE IN MM. UNLESS OTHERWISE STATED.
2. ALL CHAINAGE TO BE TAKEN FROM C/L OF STATION BUILDING.
3. ALL X–OVER 1 IN 12, DS 60Kg. FANSHAPED PSC X–OVER SLEEPER (60Kg.)
4. ALL RAILS 60Kg. (NEW), PSC SLEEPER 60 Kg., BALLAST CUSHION 350mm.(M/L), 250mm. (L/L)
5. NO NEW LEVEL CROSSING PROVIDED IN EXISTING LINE AS WELL AS IN PROPOSED LINE FOR JATDUMRI YARD. EXISTING L.C. TO BE REPLACED BY RUB.
6. PASSANGER AMENTIES SHOULD BE PROVIDED AS PER RAILWAY BOARD GUIDELINE.
7. DM CONSENT LETTER FOR SHIFTING OF LC NO. 14'C' SHOULD BE TAKEN BEFORE EXECUTION OF WORK.
8. THIS DRAWING SUPERSEDES PREVIOUS APPROVED CE'S DRG NO. –Y–78–2018.
9. BOTH PASSENGER P.F. SURFACE SHOULD BE MADE PUCCA.
10. CENTRAL DRAIN OF THE YARD SHOULD BE CONSTRUCTED WITH C/S DRAIN.
11. NO CHANGE OF GRADIENT WITHIN 30 M OF POINT & XING AS PER IRSOD AND NO POINT IS TAKING OFF FROM TRANSITION PORTION OF CURVE AS PER IRPWM.
12. CLOSER OF LC 14C/2E, DM LETTER NO. 5639, DT–11–07–2021, ISSUED BY STATE AUTHORITY (VIZ. DM PATNA) FOR COMMISSIONING OF PROPOSED LHS.
13. PUCCA BOUNDARY WALL IS ALREADY PROVIDED PARALLEL TO THE TRACK.

ALTERATION WORK :–

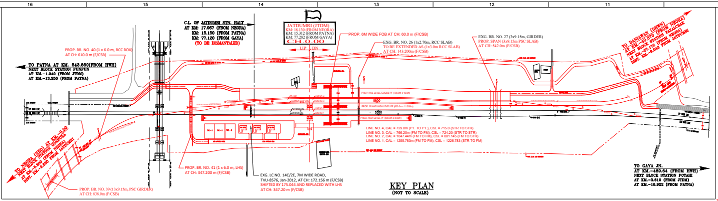
1. PLATFORM SHIFTED TOWARDS PATNA END BY 150.0M.
2. CURVE NO– 16 TOWARDS NEORA SIDE CHANGED WITH 560M(3.125) CURVE RADIUS FROM 545M (3.21) CURVE RADIUS.
3. DISTANCE AND CURVATURE BETWEEN EXISTING TRACK HAS BEEN CORRECTED IN PLAN AS PER SITE CONDITION.
4. TRACK CENTRE OF LOOP LINE HAS BEEN REVISED FROM 5.30M TO 5.80M FOR PROVISION OF S&T WORK.
5. POINTS & CROSSING LOCATION AND LENGTH HAS BEEN REVISED DUE TO INCREASE IN TRACK CENTRE AND SOME POINTS & CROSSING ARE REMOVED.
6. RAIL LEVEL PLATFORM WIDTH HAS BEEN REVISED AS 15.0M INSTEAD OF 20.0M

LEVEL CROSSING (NEORA END)

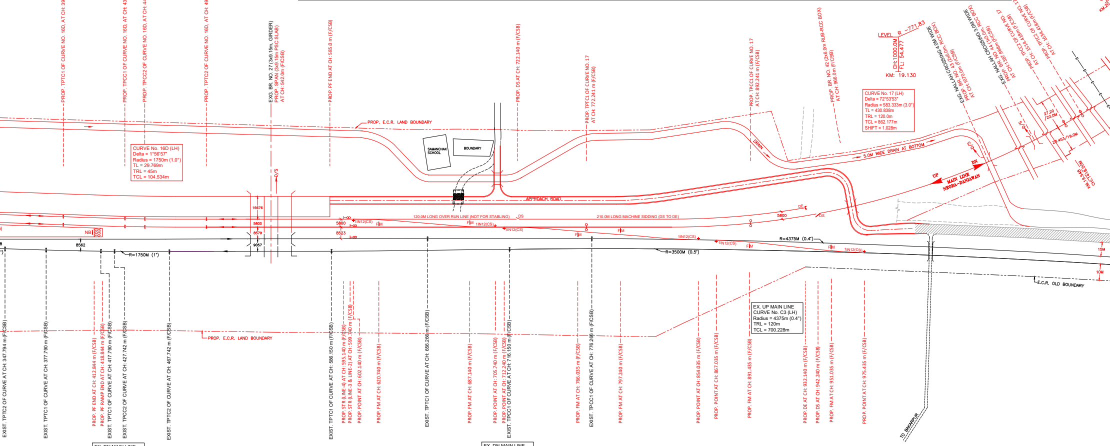
	M/UM	BLOCK SECTION	TELEPHONE CONNECTED WITH STATION	REMARKS
NIL				

BRIDGE DETAILS

BR. NO.	TYPE OF BRIDGE	PROPOSED SPAN	CH. IN (KM.)	REMARKS
26	R.C.C. BOX	1x3.00M	18.273	EX. BR.NO.26(1x2.70M RCC. SLAB) TO BE EXTENDED 1X3.00M R.C.C.BOX
27	P.S.C. SLAB	3x9.15M	18.660	EX.BR.NO.27(3x9.15M. COMP.GIRDER) & 3x9.15M. PSC SLAB
42	R.C.C. BOX	2x6.00M	19.096	PROPOSED BRIDGE LHS
43	R.C.C. BOX	2x5.00M	19.200	NALLAH CROSSING 4.0M WIDE
44	R.C.C. BOX	1x3.00M	19.517	NALLAH CROSSING 3.0M WIDE
45	R.C.C. BOX	1x4.00M	19.898	PROPOSED BRIDGE
46	R.C.C. BOX	1x6.00M	20.308	B.T. ROAD 3.50M & WATER WAY CROSSING 4.0M WIDE
47	R.C.C. BOX	1x4.00M	20.513	PROPOSED BRIDGE
48	R.C.C. BOX	1x5.00M	21.280	CANAL CROSSING 6.0 M WIDE


C.L. OF JATDUMRI STN. HALT
AT KM: 17.967 (FROM NEORA)
KM: 15.150 (FROM PATNA)
KM: 77.120 (FROM GAYA)
(TO BE DISMANTALED)
JATDUMRI (JTDM)
KM: 18.130 (FROM NEORA)
KM: 15.312 (FROM PATNA)
KM: 77.282 (FROM GAYA)
CH.0.00
UP
DN
PROP. 6M WIDE FOB AT CH: 60.0 m (F/CSB)
EXG. BR. NO. 26 (1x2.70m, RCC SLAB)
TO BE EXTENDED AS (1x3.0m RCC SLAB)
AT CH: 143.200m (F/CSB)
EXG. BR. NO. 27 (3x9.15m, GIRDER)
PROP. SPAN (3x9.15m PSC SLAB)
AT CH: 542.0m (F/CSB)
TO DANIAWAN (DHWN)
AT KM.-40.870 (FROM NEORA)
NEXT BLOCK STATION FAZALCHAK
AT KM.-27.172 (FROM NEORA)
DIST. KM.-9.042 FROM JATDUMRI
PROP. BR. NO. 40 (1 x 6.0 m, RCC BOX)
AT CH: 610.0 m (F/CSB)
TO PATNA AT KM. 543.550(FROM HWH)
NEXT BLOCK STATION PUNPUN
AT KM.-1.940 (FROM JTDM)
AT KM.-13.250 (FROM PATNA)
TO NEORA (NEO) AT KM.-0.00
NEXT BLOCK STATION GONPURA
AT KM.-8.300 (FROM NEORA)
DIST. KM.-9.830 FROM JATDUMRI
PROP. BR. NO. 39 (13x9.15m, PSC GIRDER)
AT CH: 838.0m (F/CSB)
PROP. BR. NO. 41 (1 x 6.0 m, LHS)
AT CH: 347.200 m (F/CSB)
EXG. LC NO. 14C/2E, 7M WIDE ROAD,
TVU-8576, Jan-2012, AT CH: 172.156 m (F/CSB)
SHIFTED BY 175.044 AND REPLACED WITH LHS
AT CH: 347.20 m (F/CSB)
PROP. RAIL LEVEL GOODS PF (790.0m x 15.0m)
PROP. ISLAND HIGH LEVEL PF (600.0m x 11.008m)
PROP. HIGH LEVEL PF (600.0m x 8.50m)
5800
5350
LINE NO. 4, CAL = 729.0m (PT. TO PT.), CSL = 715.0 (STR TO STR)
LINE NO. 3, CAL = 766.20m (FM TO FM), CSL = 724.20 (STR TO STR)
LINE NO. 2, CAL = 1047.44m (FM TO FM), CSL = 881.145 (FM TO STR)
LINE NO. 1, CAL = 1255.783m (FM TO FM), CSL = 1226.783 (STR TO FM)
TO GAYA JN.
AT KM.-469.64 (FROM HWH)
NEXT BLOCK STATION POTAHI
AT KM.-3.610 (FROM JTDM)
AT KM.-18.922 (FROM PATNA)

KEY PLAN
(NOT TO SCALE)


PROP. TPTC1 OF CURVE NO. 16D, AT CH: 390.328 m (F/CSB)
PROP. TPCC1 OF CURVE NO. 16D, AT CH: 435.328 m (F/CSB)
PROP. TPCC2 OF CURVE NO. 16D, AT CH: 449.862 m (F/CSB)
PROP. TPTC2 OF CURVE NO. 16D, AT CH: 494.862 m (F/CSB)
EXG. BR. NO. 27 (3x9.15m, GIRDER)
PROP. SPAN (3x9.15m PSC SLAB)
AT CH: 542.0m (F/CSB)
PROP. PF END AT CH: 585.0 m (F/CSB)
PROP. DS AT CH: 722.140 m (F/CSB)
PROP. TPTC1 OF CURVE NO. 17
AT CH: 772.241 m (F/CSB)
PROP. TPCC1 OF CURVE NO. 17
AT CH: 892.241 m (F/CSB)
PROP. BR. NO. 42 (2x6.0m RUB-RCC BOX)
AT CH: 966.0m (F/CSB)
LEVEL
R -771.83
CH:1000.0M
FL: 54.477
KM: 19.130
EXG. NALLAH CROSSING 4.0M WIDE
PROP. BR. NO. 43 (2x5.0m, RCC BOX)
AT CH:1070.0m (F/CSB)
EXG. NALLAH CROSSING 3.0M WIDE
PROP. BR. NO. 44 (1x3.0m, RCC BOX)
AT CH:1387.888m (F/CSB)
PROP. TPCC2 OF CURVE NO. 17
AT CH: 1514.418m (F/CSB)
PROP. TPTC2 OF CURVE NO. 17
AT CH: 1634.418m (F/CSB)
CURVE No. 16D (LH)
Delta = 1°56'57"
Radius = 1750m (1.0°)
TL = 29.769m
TRL = 45m
TCL = 104.534m
CURVE No. 17 (LH)
Delta = 72°53'53"
Radius = 583.333m (3.0°)
TL = 430.838m
TRL = 120.0m
TCL = 862.177m
SHIFT = 1.028m
PROP. E.C.R. LAND BOUNDARY
SAMANCHAK SCHOOL
BOUNDARY
DRAIN
5.0M WIDE DRAIN AT BOTTOM
APPROACH ROAD
D/S
120.0M LONG OVER RUN LINE (NOT FOR STABLING)
210.0M LONG MACHINE SIDDING (DS TO DE)
DE
DS
16676
5800
8579
8523
8562
9057
NB
1IN12(CS)
FM
UP
DN
MAIN LINE
NEORA-DANIAWAN
27.20 /22.0M
28.453/19.0M
KM.19.548
CH.:1418.00M
R=1750M (1°)
R=3500M (0.5°)
R=4375M (0.4°)
15M
10M
E.C.R. OLD BOUNDARY
TO BAKARPUR
EXIST. TPTC2 OF CURVE AT CH: 347.794 m (F/CSB)
EXIST. TPTC1 OF CURVE AT CH: 377.790 m (F/CSB)
PROP. PF END AT CH: 412.844 m (F/CSB)
PROP. PF RAMP END AT CH: 418.844 m (F/CSB)
EXIST. TPTC1 OF CURVE AT CH: 417.790 m (F/CSB)
EXIST. TPCC2 OF CURVE AT CH: 427.742 m (F/CSB)
EXIST. TPTC2 OF CURVE AT CH: 467.742 m (F/CSB)
EXIST. TPTC1 OF CURVE AT CH: 586.150 m (F/CSB)
PROP. STR (LINE-4) AT CH: 595.140 m (F/CSB)
PROP. STR (LINE-3 & LINE-2) AT CH: 599.740 m (F/CSB)
PROP. POINT AT CH: 602.140 m (F/CSB)
PROP. FM AT CH: 620.740 m (F/CSB)
EXIST. TPTC1 OF CURVE AT CH: 656.266 m (F/CSB)
PROP. FM AT CH: 687.140 m (F/CSB)
PROP. POINT AT CH: 705.740 m (F/CSB)
PROP. POINT AT CH: 712.240 m (F/CSB)
EXIST. TPCC1 OF CURVE AT CH: 716.150 m (F/CSB)
PROP. FM AT CH: 766.035 m (F/CSB)
EXIST. TPCC1 OF CURVE AT CH: 776.266 m (F/CSB)
PROP. FM AT CH: 797.240 m (F/CSB)
PROP. POINT AT CH: 854.035 m (F/CSB)
PROP. POINT AT CH: 867.035 m (F/CSB)
PROP. FM AT CH: 891.435 m (F/CSB)
PROP. DE AT CH: 932.140 m (F/CSB)
PROP. DS AT CH: 942.240 m (F/CSB)
PROP. FM AT CH: 951.035 m (F/CSB)
PROP. POINT AT CH: 975.435 m (F/CSB)
EX. UP MAIN LINE
CURVE No. C3 (LH)
Radius = 4375m (0.4°)
TRL = 120m
TCL = 700.228m
F-225
LEVEL
R-300
KM.19.952
KM.20.351
KM.20.463
KM.20.258
KM.28.243

EX. DN MAIN LINE
CURVE No. C2 (RH)
Radius = 1750m (1.0°)
TRL = 40m
TCL = 89.952m

EX. DN MAIN LINE
CURVE No. C3 (LH)
Radius = 3500m (0.5°)
TRL = 130m
TCL = 749.744m

INFRINGEMENT DETAILS

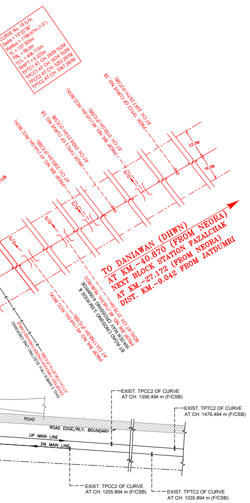
SL. NO.	ITEM OF INFRINGEMENT	CHAPTER OF SOD	LOCATION	DETAIL OF INFRINGEMENT
		NIL		

LEVEL CROSSING (GAYA END)

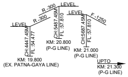
SL.NO.	LC. NO.	KM.	M/UM	BLOCK SECTION	TELEPHONE CONNECTED WITH STATION	REMARKS
				NIL		

LEVEL CROSSING (DANIAWAN END)

SL.NO.	LC. NO.	KM.	M/UM	BLOCK SECTION	TELEPHONE CONNECTED WITH STATION	REMARKS
				NIL		


CURVE No. 18 (LH)
Delta = 15°22'38"
Radius = 1166.67m (1.5°)
TL = 157.503m
TRL = 95.0m
TCL = 408.115m
SHIFT = 0.322m
TPTC1 AT CH: 2939.152M
TPCC1 AT CH: 3034.152M
TPCC2 AT CH: 3252.267M
TPTC2 AT CH: 3347.267M
PROP. TPTC2 OF CURVE NO. 18
AT CH: 3347.267m (F/CSB)
PROP. BR. NO. 48 (1x5.0m, RCC BOX)
AT CH: 3150.0m (F/CSB)
PROP. TPTC1 OF CURVE NO. 18
AT CH: 2939.152m (F/CSB)
PROP. BR. NO. 47 (1x4.0m, RCC BOX)
AT CH: 2383.0m (F/CSB)
22.0M
19.0M
D/S
108
TO DANIAWAN (DHWN)
AT KM.-40.870 (FROM NEORA)
NEXT BLOCK STATION FAZALCHAK
AT KM.-27.172 (FROM NEORA)
DIST. KM.-9.042 FROM JATDUMRI
PROP. BR. NO. 46 (1x6.0m, RUB-RCC BOX) AT CH: 2178.0m
WATER WAY CROSSING 4.0MWIDE &
BT ROAD CROSSING 3.5M WIDE
PROP. BR. NO. 45 (1x4.0m, RCC BOX)
AT CH: 1768.0m (F/CSB)
EXG. 3 WIRE S 1 KV. ELECTRIC LINE CROSSING
DIVERTED THROUGH UNDER GROUND CABLE
AT CH: 1740.877m (F/CSB)
E
EXIST. TPCC2 OF CURVE
AT CH: 1356.494 m (F/CSB)
EXIST. TPTC2 OF CURVE
AT CH: 1476.494 m (F/CSB)
ROAD
ROAD EDGE/RLY. BOUNDARY
UP MAIN LINE
DN MAIN LINE
EXIST. TPCC2 OF CURVE
AT CH: 1205.894 m (F/CSB)
EXIST. TPTC2 OF CURVE
AT CH: 1335.894 m (F/CSB)

TO GAYA JN.
AT KM.-469.64 (FROM HWH)
NEXT BLOCK STATION POTAHI
AT KM.-3.610 (FROM JTDM)
AT KM.-18.922 (FROM PATNA)


LEVEL
R -300
R -300
LEVEL
LEVEL
F -1250
CH:4447.45M
FL :54.477
KM: 19.800
(EX. PATNA-GAYA LINE)
CH:5487.45M
FL :57.810
KM: 20.800
(P-G LINE)
CH:5687.45M
FL :57.810
KM: 21.000
(P-G LINE)
UPTO
KM: 21.300
(P-G LINE)

LAND BOUNDARY AS DRAWN/SHOWN IN PLAN HAS BEEN VERIFIED AT SITE & WITH CERTIFIED LAND PLAN

AJOY KUMAR Digitally signed by AJOY KUMAR Date: 2022.02.10 17:45:08 +05'30'

AGM/PROJECT/EXP.
RVNL PATNA

E S N W

LEGEND:

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

SIGNATURE BLOCK

CPDE	BRIJESH KUMAR SINGH	Date: 2022.02.23 17:10:45 +05'30'
CTPM/ECR	NEERAJ AMBASTHA	2022.03.03 16:14:07+05'30'
DRM/DNR	PRABHAT KUMAR	Digitally signed by PRABHAT KUMAR Date: 2022.02.22 15:58:23 +05'30'
SR.DEN/Co/DNR	SAURABH MISRA	Digitally signed by SAURABH MISRA Date: 2022.02.22 11:57:17 +05'30'
SR.DOM/DNR	Md Imteyaz Alam	Digitally signed by Md Imteyaz Alam Date: 2022.02.21 18:28:50 +05'30'
SR.DSTE/DNR	RAJESH KUMAR KUSHWAHA	Digitally signed by RAJESH KUMAR KUSHWAHA Date: 2022.02.15 19:04:33 +05'30'
SR.DCM/DNR	SARASWATI CHANDRA	Digitally signed by SARASWATI CHANDRA Date: 2022.02.16 17:49:20 +05'30'
SR.DEE/TRD/DNR	RAMASHISH YADAV	Digitally signed by RAMASHISH YADAV Date: 2022.02.15 16:23:14 +05'30'
SR.DEE/G/DNR	Gaurav Kumar	Digitally signed by Gaurav Kumar Date: 2022.02.15 11:22:39 +05'30'
SR.DEN1DNR	Pankaj	Digitally signed by PANKAJ KUMAR Date: 2022.02.14 22:43:01 +05'30'
CPM/PATNA/RVNL	KRISHNA KUMAR BHARGAVA	Digitally signed by KRISHNA KUMAR BHARGAVA Date: 2022.02.11 18:30:45 +05'30'
GM/S&T/RVNL/RNC	KAILASH CHAND SHARMA	Digitally signed by KAILASH CHAND SHARMA Date: 2022.02.12 14:05:23 +05'30'
AGM/Projects/Exp/RVNL/PNBE	AJOY KUMAR	Digitally signed by AJOY KUMAR Date: 2022.02.10 17:44:15 +05'30'
Manager/Civil/Exp/RVNL/PNBE	VINOD KUMAR VERMA	Digitally signed by VINOD KUMAR VERMA Date: 2022.02.11 12:04:48 +05'30'
SSE/1/Civil/RVNL/PNBE	VIKAS KUMAR GUPTA	Digitally signed by VIKAS KUMAR GUPTA Date: 2022.02.11 11:56:16 +05'30'
PM/PMC/JATDUMARI	SANDIP SEN	Digitally signed by SANDIP SEN Date: 2022.02.10 17:42:24 +05'30'

THIS SUPERSEDESCE'S DRG. NO.-Y-78-2018
(RVNL DRG. NO.-RVNL/PATNA/NEO-DHWN/Y/06)

REFERENCE LINE
100000
THIS PLAN IS ONLY PRINTED TO SCALE IF THIS LINE MEAURES 100 METER

पूर्व मध्य रेलवे / दानापुर मंडल
EAST CENTRAL RAILWAY / DANAPUR DIVISION

PROJECT EXECUTED BY:-
रेल विकास निगम लिमिटेड
RAIL VIKAS NIGAM LIMITED
(A GOVERNMENT OF INDIA ENTERPRISE)

PROJECT :-
CONSTRUCTION OF NEW B.G. LINE
BETWEEN NEORA TO DANIAWAN
नेउरा - दनियावाँ के बीच नई बी. जी.
रेल लाईन परियोजना

TITLE :-
ENGINEERING SCALE PLAN OF JATDUMRI (JTDM)
जटडुमरी STATION YARD
AT Km.- 18.130 (FROM NEORA)

AUTHORITY OF WORK :- PINK BOOK ITEM NO.- 10 of 2017-18 (10 of 2021-22)
CE'S DRG. NO. :- Y - 37 - 2022
DIVISIONAL DRG. NO. :- DRM/DNR PLAN NO - 145-2021
RVNL DRG. NO. :- RVNL/PATNA/NEO-DHWN/Y/06/R-01
SCALE :- 1 : 1000
PREPARED BY :- RVNL/PATNA