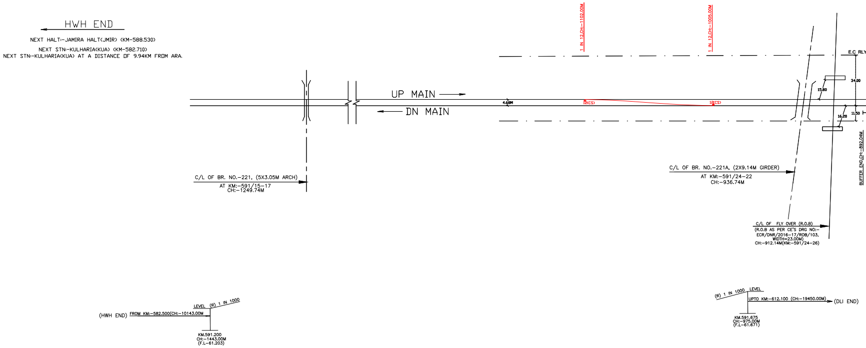
HWH END
NEXT HALT:-JAMIRA HALT(JMIR) (KM-588.530)
NEXT STN:-KULHARIA(KUA) (KM-582.710)
NEXT STN:-KULHARIA(KUA) AT A DISTANCE OF 9.94KM FROM ARA.
UP MAIN
DN MAIN
4.68M
1 IN 12,CH:-1102.00M
1 IN 12,CH:-1005.00M
12(CS)
12(CS)
E.C RLY
34.00
15.80
16.20
11.50
BUFFER END,CH:-892.04M
C/L OF BR. NO.-221, (5X3.05M ARCH)
AT KM:-591/15-17
CH:-1249.74M
C/L OF BR. NO.-221A, (2X9.14M GIRDER)
AT KM:-591/24-22
CH:-936.74M
C/L OF FLY OVER (R.O.B)
(R.O.B AS PER CE'S DRG NO:-
ECR/DNR/2016-17/ROB/103,
WIDTH=23.00M)
CH:-912.14M(KM:-591/24-26)
(HWH END)
FROM KM:-582.500(CH:-10143.00M
LEVEL
(R) 1 IN 1000
KM.591.200
CH:-1443.00M
(F.L-61.203)
(R) 1 IN 1000
LEVEL
UPTO KM:-612.100 (CH:-19450.00M)
(DLI END)
KM.591.675
CH:-975.00M
(F.L-61.671)

(AUTHORITY:-DISTRICT MAGISTRATE /BHOJPUR LETTER NO.-2032/CONF. DATED-02/10/2021)

(LEVEL CROSSING CLOSED AS PER DISTRICT MAGISTRATE/BHOJPUR LETTER NO-1256/CONF. DATED-05/07/2021)

L-XING TOWARDS KUA

SL.NO.	LC NO.	CLASS.	KM.	M/UM	BLOCK SEC.	TELEPHONE CONNECTION WITH STN.	TVU.	INTERLOCKED/ NON INTERLOCKED	REMARKS.
~~1.~~	~~48~~	~~A~~	~~592/2-591/34~~	~~M~~	~~ARA-KUA~~	~~ARA~~	~~648700(01/2015)~~	~~INTERLOCKED~~	TO BE CLOSED.
~~2.~~	~~47~~	~~B1~~	~~591/25-27~~	~~M~~	~~ARA-KUA~~	~~KUA-ARA~~	~~725129(01/2018)~~	~~INTERLOCKED~~	TO BE CLOSED.

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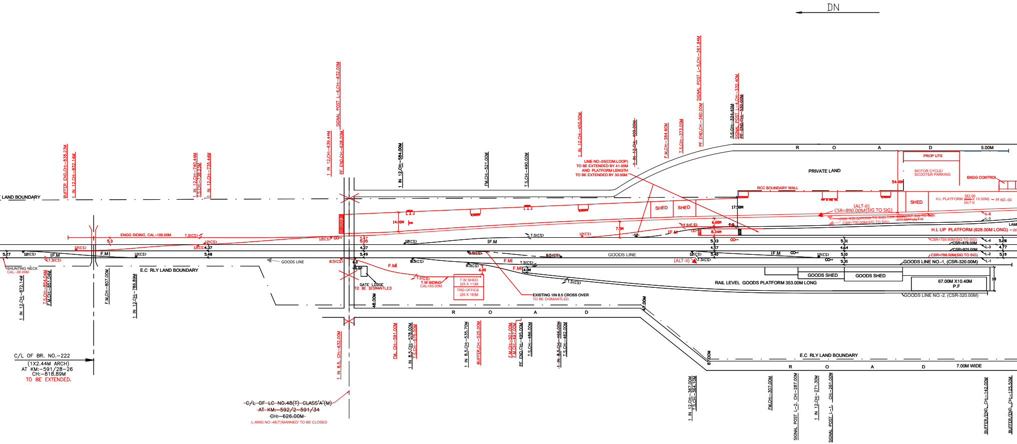
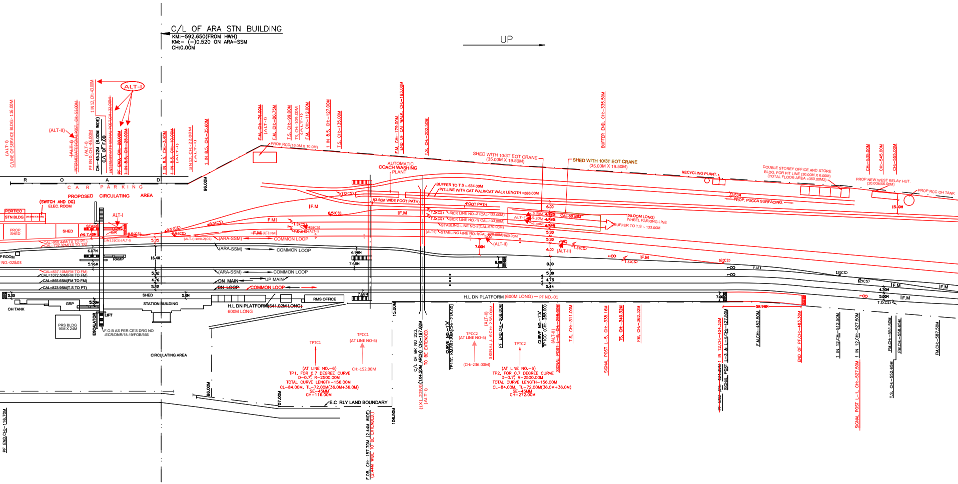
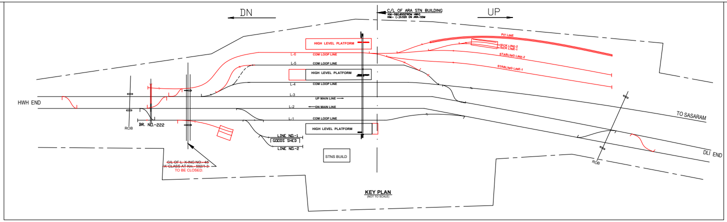

DN
BUFFER END,CH:-838.23M
1 IN 12,CH:-832.14M
1 IN 12,CH:-740.44M
T.S,CH:-738.23M
1 IN 12,CH:-735.44M
1 IN 12,CH:-639.44M
PF END,CH:-628.00M
SIGNAL POST L-6,CH:-632.00M
1 IN 12,CH:-584.00M
FM,CH:-521.00M
T.S,CH:-490.00M
1 IN 12,CH:-450.00M
1 IN 12,CH:-409.00M
F.M,CH:-384.60M
T.S,CH:-373.00M
PF END,CH:-360.00M
SIGNAL POST L-5,CH:-361.84M
T.S,CH:-334.40M
SIGNAL POST L-4,CH:-332.40M
PF END,CH:-330.00M
LAND BOUNDARY
ENGG SIDING, CAL:-100.00M
T.S(CS)
12(CS)
5.3
5.27
F.M
F.M
4.37
5.48
SHUNTING NECK
CAL:-38.00M
GOODS LINE
E.C RLY LAND BOUNDARY
5.47
5.35
4.37
5.49
8.5(CS)
6.0
6.0
GATE LODGE
TO BE DISMANTLED
14.00M
F.M
T.S(CS)
T.W SIDING
CAL=50.00M
T.W SHED
(25 X 11)M
TRD OFFICE
(25 X 18)M
6.00
4.0M
EXISTING 1IN 8.5 CROSS OVER
TO BE DISMANTLED.
LINE NO:-05(COM.LOOP)
TO BE EXTENDED BY 41.00M
AND PLATFORM LENGTH
TO BE EXTENDED BY 30.00M.
SHED
SHED
7.5M
T.S(C.S)
6.00M
8.34M
T.S
17.50M
RCC BOUNDARY WALL
PRIVATE LAND
R O A D
5.00M
PROP UTS
MOTOR CYCLE/
SCOOTER PARKING
ENGG CONTROL
54.00M
SHED
H.L PLATFORM 582.00 ~~(600~~ X 10.50M) (ALT-I)
PF NO.-04
(ALT-II)
CSR=890.00M(SIG TO SIG)
CSR=930.00M(SIG TO SIG)
CSR=~~600M~~(INT.SIG TO SIG)
577.00M (ALT-I)
CSR=700.00M(SIG TO SIG)
L-6
L-5
LAM
H.L UP PLATFORM (628.00M LONG)
PF
CSR=759.90M(SIG TO SIG)
CSR=878.00M
CSR=825.00M
CSR=788.50M(SIG TO SIG)
L-4
L-3
L-2
L-1
5.33
4.57
5.40
5.31
4.64
5.10
5.31
5.28
4.77
5.19
(ALT-II)
GOODS LINE NO.-1, (CSR-320.00M)
GOODS SHED
GOODS SHED
RAIL LEVEL GOODS PLATFORM 353.00M LONG
67.00M X10.40M
P.F
18
GOODS LINE NO.-2, (CSR-320.00M)
1 IN 12,CH:-872.14M
T.S,CH:-854.04M
F.M,CH:-851.04M
F.M,CH:-807.00M
1 IN 12,CH:-786.89M
C/L OF BR. NO.-222
(1X2.44M ARCH)
AT KM:-591/28-26
CH:-818.89M
TO BE EXTENDED.
48.00M
R O A D
47.00M
1 IN 8.5, CH:-632.00M
FM, CH:-591.00M
1 IN 8.5,CH:-578.00M
T.S,CH:-575.00M
1 IN 8.5,CH:-535.70M
BUFFER,CH:-525.00M
F.M,CH:-501.00M
F.M,CH:-497.00M
PF END,CH:-495.00M
T.S,CH:-486.00M
1 IN 8.5,CH:-466.00M
T.S,CH:-462.00M
~~C/L OF LC NO.48(T) CLASS'A'(M)~~
~~AT KM:-592/2-591/34~~
~~CH:-626.00M~~
L-XING NO:-48(T)'MANNED' TO BE CLOSED
87.00M
E.C RLY LAND BOUNDARY
R O A D
7.00M WIDE
1 IN 12,CH:-367.00M
T.S,CH:-364.10M
FM,CH:-307.00M
SIGNAL POST L-2, CH:-287.00M
1 IN 12,CH:-271.30M
SIGNAL POST L-1, CH:-261.00M
BUFFER/END CH:-142.00M
BUFFER/END CH:-125.50M



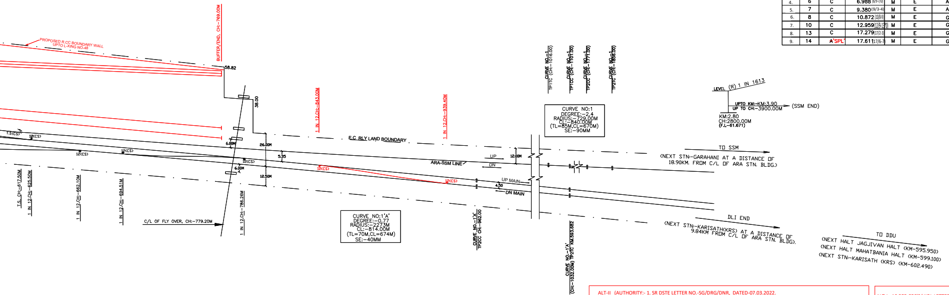
C/L OF ARA STN BUILDING
KM:-592.650(FROM HWH)
KM:- (-)0.520 ON ARA-SSM
CH:0.00M
UP
ALT-I
(ALT-II)
(ALT-I) C/LINE OF SERVICE BLDG:- 116.00M
(ALT-I) INTERMEDIATE SIGNAL POST, CH:-55.00M
(ALT-I) PF END CH:-46.00M
1 IN 12, CH:-43.00M
CH:-45.22M (6.00M WIDE) C/L OF F.OB
INTERMEDIATE SIGNAL POST CH:-32.00M
PF END, CH:-29.00M
1 IN 8.5, CH:-26.00M
1 IN 8.5, CH:-3.40M
1 IN 8.5, CH:-10.00M (ALT-I)
1IN12, CH:-22.00M (ALT-I)
1 IN 8.5, CH:-35.60M
F.M, CH:-76.00M (ALT-I)
F.M, CH:-86.75M
T.S, CH:-99.00M
TS, CH:-109.00M (ALT-I)
F.M, CH:-112.00M
1 IN 8.5, CH:-127.00M
T.S, CH:-135.00M
F.M, CH:-179.00M END OF CAT WALK, CH:-183.00M
T.S, CH:-202.50M
BUFFER END, CH:-335.50M
CH:-535.00M
CH:-545.00M
CH:-555.00M
R O A D
C A R P A R K I N G
PROPOSED CIRCULATING AREA
96.00M
PROP RCD(16.0M X 10.0M)
(SWITCH AND DG) ELEC. ROOM
PORTICO
STN BLDG
PROP. SHED
SHED
STAIR
7.40M
ALT-I
8.5(CS)
1IN12(CS) (ALT-I)
(ALT-I) 1IN12(CS)
5.35
CAL:-950.44M(TS TO PT.)
CAL:-722.32M(TS TO TS)
6.07M
5.96M
RAMP
16.40
P ROOM
NO.-02&03
CAL=837.10M(FM TO FM)
CAL=1072.50M(FM TO FM)
CAL=865.65M(FM TO FM)
CAL=823.95M(T.S TO PT)
5.32
4.76
5.22
5.00
SHED
5.0M
OH TANK
GRP
5.50M
STATION BUILDING
LIFT
ESCALATOR
PRS BLDG 16M X 24M
F.O.B AS PER CE'S DRG NO -ECR/DNR/18-19/FOB/566
CIRCULATING AREA
(ARA-SSM) COMMON LOOP
(ARA-SSM) COMMON LOOP
(ARA-SSM) COMMON LOOP
DN MAIN UP MAIN
DN LOOP COMMON LOOP
RMS OFFICE
H.L DN PLATFORM(541.02M LONG)
600M LONG
F.M
T.S(CS)
TS(CS)
T.S(CS)(ALT-I)
F.M (ALT-I) FM
AUTOMATIC COACH WASHING PLANT
(3.50M WIDE FOOT PATH)
BUFFER TO T.S :- 634.00M
PIT-LINE WITH CAT WALK/CAT WALK LENGTH =586.00M
FOOT PATH
SHED WITH 10/3T EOT CRANE (35.00M X 19.50M)
SHED WITH 10/3T EOT CRANE (35.00M X 19.50M)
SICK LINE NO.-2 (CAL-133.00M)
SICK LINE NO.-1(CAL-133.00M)
STABLING LINE NO-2(CAL-670.00M)
(ALT-I) STABLING LINE NO-1(CAL-670.00M) 660.00M
ALT-I
5.30M
4.725
CAL-50.00M
(50.00M LONG) WHEEL PARKING LINE
BUFFER TO T.S :- 133.00M
6.00
5.30
5.30
6.00
7.00M
(ALT-II)
(ALT-II)
6.98M
7.68M
8.00
8.00
5.30
4.75
5.44
7.68M
RECYCLING PLANT.
DOUBLE STOREY OFFICE AND STORE BLDG. FOR PIT LINE (30.00M X 6.00M) (TOTAL FLOOR AREA =360.00M2)
3.50M
PROP. PUCCA SURFACING.
PROP NEW WEST RELAY HUT. (20.00MX6.00M)
PROP RCC OH TANK
15.00M
12(CS)
F.M
4.30M
5.00M
T.S(CS)
7.00
58.98M
H.L DN PLATFORM (600M LONG) — PF NO.-01
15.00M
C/L OF BR NO 223, (1X4.20M ARCH) CH:-197.80M
(1X1.22M) TO BE EXTENDED. (ALT-I)
CURVE NO.-1'A' TP1TC KM.592.868(CH:-218.00)
(ALT-II) SIGNAL L-6 CH:-258.00M
PF END CH:-268.00M
CURVE NO.-1'A' TP1CC (CH:-288.00)
(ALT-II) SIGNAL POST L-6, CH:-298.00M
T.S, CH:-311.00M
SIGNAL POST L-5, CH:-338.16M
TS, CH:-349.32M
FM, CH:-362.32M
PF END CH:-424.32M 1 IN 12,CH:-424.32M
SIGNAL POST L-3 & L-4,CH:-427.50M
F.M.CH:-452.50M
END OF PF,CH:-483.30M
1 IN 12,CH:-512.50M
1 IN 12,CH:-527.50M
SIGNAL POST L-1, CH:-527.50M
FM.CH:-551.50M
T.S, CH:-552.65M
FM.CH:-558.65M
FM.CH:-587.50M
TPTC1
TPCC1 (AT LINE NO-6)
CH:-152.00M
(AT LINE NO.-6)
TP1, FOR 0.7 DEGREE CURVE
D-0.7, R-2500.00M
TOTAL CURVE LENGTH-156.00M
CL-84.00M, TL-72.00M(36.0M+36.0M)
SE-45MM
CH-116.00M
TPCC2 (AT LINE NO-6)
(CH:-236.00M)
TPTC2
(AT LINE NO.-6)
TP2, FOR 0.7 DEGREE CURVE
D-0.7, R-2500.00M
TOTAL CURVE LENGTH-156.00M
CL-84.00M, TL-72.00M(36.0M+36.0M)
SE-45MM
CH-272.00M
86.00M
07.00M
E.C RLY LAND BOUNDARY
106.50M
F.OB, CH:-157.70M (2.44M WIDE) (2.44M WIDE TO BE EXTENDED.)
PF END CH:-116.70M

INFRINGEMENT DETAILS

SL.NO.	ITEM OF INFRIGEMENT	CH OF S.O.D	LOCATION	DETAILS OF INFPIGEMENT
—	NIL	—	—	—


DN
UP
C/L OF ARA STN BUILDING
KM:-592.650(FROM HWH)
KM:- (-)0.520 ON ARA-SSM
HWH END
HIGH LEVEL PLATFORM
L-6
COM LOOP LINE
L-5
COM LOOP LINE
HIGH LEVEL PLATFORM
L-4
COM LOOP LINE
L-3
UP MAIN LINE
L-2
DN MAIN LINE
L-1
COM LOOP LINE
HIGH LEVEL PLATFORM
PIT LINE
SICK LINE-2
SICK LINE-1
STABLING LINE-2
STABLING LINE-1
ROB
BR. NO.-222
LINE NO.-1
GOODS SHED
LINE NO.-2
STNS BUILD
~~C/L OF L-X-ING NO.-48~~
~~'A' CLASS AT Km.-592/1-3~~
TO BE CLOSED.
TO SASARAM
DLI END
ROB

KEY PLAN
(NOT TO SCALE)


PROPOSED R.CC BOUNDARY WALL UPTO L-XING NO-48
BUFFER/END, CH:-769.00M
58.82
38.00
T.S(CS)
12(CS)
12(CS)
12(CS)
12(CS)
12(CS)
12(CS)
6.00M
6.00M
26.00M
12.50M
5.35
E.C RLY LAND BOUNDARY
ARA-SSM LINE
1 IN 12,CH:-843.00M
1 IN 12,CH:-939.40M
T.S. CH:-617.50M
1 IN 12,CH:-625.50M
1 IN 12,CH:-662.10M
1 IN 12,CH:-694.51M
1 IN 12,CH:-786.26M
C/L OF FLY OVER, CH:-779.20M
CURVE NO:1'A'
DEGREE:-0.77
RADIUS:-2273M
CL:-814.00M
(TL=70M,CL=674M)
SE:-40MM
CURVE NO.-1 TP1TC (CH:-1016.00)
CURVE NO.-1 TP1CC (CH:-1101.00)
CURVE NO.-1 TP2CC (CH:-1771.00)
CURVE NO.-1 TP2TC (CH:-1856.00)
CURVE NO:1
DEGREE:-2.4
RADIUS:-729.00M
CL:-840.00M
(TL=85M,CL=670M)
SE:-90MM
UP
DN
12.00M
UP MAIN
4.50
DN MAIN
CURVE NO.-1'A' TP2CC CH:-962.00
CURVE NO.-1'A' TP2TC KM.593.682 (CH:-1032.00M)
LEVEL (R) 1 IN 1613
UPTO KM:-KM:3.90
UP TO CH:-3900.00M
(SSM END)
KM:2.80
CH:2800.00M
(F.L-61.671)
TO SSM
(NEXT STN:-GARAHANI AT A DISTANCE OF 18.90KM. FROM C/L OF ARA STN. BLDG.)
DLI END
(NEXT STN:-KARISATH(KRS) AT A DISTANCE OF 9.84KM FROM C/L OF ARA STN. BLDG).
TO DDU
(NEXT HALT JAGJIVAN HALT (KM-595.950)
(NEXT HALT MAHATBANIA HALT (KM-599.100)
(NEXT STN:-KARISATH (KRS) (KM-602.490)

S
E W
N

NOTE :-

1. ALL THE DIMENSIONS ARE IN M. UNLESS OTHERWISE STATED.
2. ALL CHAINAGE TO BE TAKEN FROM C/L OF STATION BUILDING.
3. ALL RAILS 60Kg,PSC SLEEPER 60 Kg.
4. BALLAST CUSHION 350mm.(M/L), 300mm.(L/L).
5. PASSENGER AMENITIES SHOULD BE PROVIDED AS PER RAILWAY BOARD GUIDE LINE.
6. THIS DRG BASED ON CE'S DRG NO-Y-132-2019, ALT-2 AND AS PER GROUND SURVEY.
7. THIS DRG SUPERSEDES CE'S DRG NO-Y-132-2019, ALT-2.
8. TRACK DETAILS UPTO 2.5KM FROM THE OUTERMOST POINTS ON EITHER END:-
   ALL RAILS- 60Kg 90 UTS RAIL.
   ALL SLEEPER-PSC SLEEPER 60 Kg.
   ALL T.S ARE CURVED SWITCH.
   BALLAST CUSHION 350mm.(M/L), 300mm.(L/L).
9. TAKING OFF TOs CLEARING THE FM OF THE FORMER ONE TO AVOID SIDE COLLISION DURING CALLING-ON/NONSIGNALLED MOVEMENTS HAVE BEEN PROVIDED.
10. POINT AND CROSSING PROVIDED AT CH:-958.00M IN PREVIOUS AT HWH END HAS BEEN SHIFTED TO CH:-1005.00M, WHICH IS PROVIDED 30.00M AHEAD TO AVOID THE INFRINGEMENT WITH EXISTING GRADIENT AT CH:-975.00M.
11. SWITCHES GIVEN IN THE ESP ARE TERMED AS CS i.e CURVED SWITCH.
12. SYMBOL OF T.S HAVE BEEN CORRECTED ACCORDINGLY TO THE IDENTIFY OF THE DIRECTION OF DERAILMENT.
13. THE DERAILMENT SIDE OF PROPOSED TS AT CH:-854.04 & CH:-738.23M HAS BEEN INCORPORATED IN THE ESP ACCORDINGLY AS PER REQUIREMENT AT SITE.
14. REGARDING NON COMPLIANCE FOR ATTAINING 1 IN 1200 RECOMMENDED YARD GRADIENT:- RECOMMENDED GRADIENT IS NOT POSSIBLE DUE TO APPROACH OF BRIDGE NO. 221 BETWEEN CH:-975.00M TO CH:-1443.00M.
15. TWO NOS. 1 IN 8.5 TURNOUT ARE PROVIDED FOR GOODS LINE NO:-1 AT CH:-578.00M AND PROPOSED 1IN 8.5 TURN OUT FOR TW SHED AT CH:-632.00M, WHICH ARE CURVED SWITCHES AND TAKING OFF FROM STRAIGHT PORTION OF NON PASSENGER LINE.
16. THE DERAILMENT SIDE OF T.S AT CH:-364.10M HAS BEEN VERIFIED AT THE SITE AND THE SAME HAS SHOWN IN THE ESP.
17. FACILITIES FOR AN ENGINEERING SIDING AND A SHUNTING NECK HAVE BEEN PROVIDED IN LIEU OF SAND HUMP AT HWH/END.
18. THERE ARE NO CHANGE IN GRADIENT WITHIN 30M OF POINT ZONE AND NO T/O IS TAKING OFF FROM TRANSITION PORTION OF ANY CURVE.

NOTE CONTINUED:-

19. ALL DETAILS ARE GIVEN IN THIS PLAN ARE CORRECT AS PER ACTUAL SITE VERIFICATION.
20. LAND BOUNDARY AS DRAWN/SHOWN IN THE PLAN HAS BEEN VERIFIED AT SITE WITH CERTIFIED/ORIGINAL LAND PLAN AVAILABLE IN HQ /DIVISION/ADEN OFFICE.
21. ALL 1IN 12 TURN OUT,1 IN 8.5 TURN OUT AND T.S ARE CURVED SWITCH.
22. SHIFTING OF THE TS FROM CH.-386.00M(PREVIOUSLY APPROVED) TO CH:-349.32M AND FM FROM CH.-355.60M (PREVIOUSLY APPROVED) TO CH:-362.32M IN LINE NO.-5 AT DLI/END FOR PROTECTING THE RESPECTIVE FM HAVE BEEN PROVIDED.
23. THERE ARE NO ANY INFRINGEMENT REGARDING TO IRSOD.
24. CORRECTION/REVISION IN CHAINAGE OF POINTS FOR PROPOSED TRACK :-
    CHAINAGE OF TAKE OFF POINT FOR LINE NO.-5, 6, PROP. TW SHED, PROP. X-OVERS IN HWH END,STABLING NO-01,STABLINGLINE NO-02,SICK LINE NO.-1 AND PIT LINE RELATED TRAP-SWITCHES, FM, CAL/CSR OF THESE LINES, PF END, PF LENGTH HAVE BEEN RECTIFIED AS PER SITE VERIFICATION.TRAP SWITCH IN LINE NO-6 NEAR L-XING NO-48. (PREVIOUSLY APPROVED) AT HWH END HAS ALSO BEEN DELETED.
25. THERE IS AN USELESS 1IN 8.5 CROSS OVER BETWEEN CH:-466.00M TO CH:-535.70M IS TO BE DISMANTLED.
26. IN TERMS OF IRPWM PARA NO. 408 (2)(b) PCE/ECR APPROVAL BE TAKEN FOR LAYING OF 1 IN 8.5 POINTS IN PASSENGER LINE.
27. FOR TRACK CENTRE DISTANCE OF 5.3M & 4.725M AT STABLING LINE 1, 2 & SICK LINE 1, 2 RESPECTIVELY CONDONATION BE OBTAINED FROM COMPETENT AUTHORITY.

(ALT-II)

DETAILS OF LC BETWEEN ARA-GARHANI

SL.NO.	LC NO.	CLASS.	KM.	M/UM	TRAFFIC/ ENGG	TELEPHONE CONNECTION WITH STN.	TVU.	INTERLOCKED/ NON INTERLOCKED	REMARKS. (LATEST TVU)
1.	1	C	2.511 (2/5-6)	M	E	ARA	~~3514/1-2019~~	NO	6202 (DEC-2019)
2.	4	C	4.589 (4/5-6)	M	E	ARA	~~490/1-2019~~	NO	490 (DEC-2019)
3.	5	C	6.891 (6/8-9)	M	E	ARA	~~980/1-2019~~	NO	1750 (DEC-2019)
4.	6	C	6.988 (6/9-7/0)	M	E	ARA	~~488/7-2016~~(ALT-I)	NO	2702 (DEC-2019) (ALT-I)
5.	7	C	9.380 (9/3-4)	M	E	ARA	~~1351/1-2019~~	NO	1351 (DEC-2019)
6.	8	C	10.872 (10/8-9)	M	E	GQN	~~1655/1-2019~~	NO	3122 (DEC-2019)
7.	10	C	12.959 (12/9-13/0)	M	E	GQN	~~1809/1-2019~~	NO	2940 (DEC-2019)
8.	13	C	17.279 (17/2-3)	M	E	GQN	~~444/9-2019~~	NO	428 (DEC-2019)
9.	14	~~A~~'SPL'	17.611 (17/6-7)	M	E	GQN	~~71907/9-2019~~ 86818 (DEC-2019)	NO	UPGRADED INTO SPL CLASS.

COMPLIANCE OF OBSERVATIONS VIDE LETTER NO. CRS's/KOL LETTER NO:-CRS/ECR/DNR/ARA/EI/21/1051 , DT:-11/10/2021

FOLLOWING DETAILS HAVE BEEN INCORPORATED IN THE ESP i.e STATION NAME IN HINDI, STATION CODE, TYPE OF ROUTE, FULL NAME OF NEXT BLOCK STATION KUA AT HWH/END, TRACK DETAILS AT LEAST UP TO 2.5 KM FROM THE OUTERMOST POINTS ON EITHER END, DETAILS OF CURVE WITH THEIR TPTC & TPCC, TAKING OFF CLEARING THE FM OF THE FORMER ONE TO AVOID SIDE COLLISION, FL OF ALL GRADIENTS, SHIFTING OF NEW CROSS OVER AT HWH/END TO AVOID INFRINGEMENT WITH EXISTING GRADIENT, SHIFTING OF THE TS FROM CH.-386.00M(PREVIOUSLY APPROVED) TO CH.-349.32M AND FM FROM CH.-355.60M(PREVIOUSLY APPROVED) TO CH.-362.32M IN LINE NO.5 AT DLI/END FOR PROTECTING THE RESPECTIVE FM, FM FOR ALL TURN OUTS, LATEST TVU OF THE LCs ALONG WITH THIER CLASSIFICATION, DELETION OF LC NO.48, TABLE REGARDING INFRINGEMENT DETAILS.

THE DETAILED NOTES (SL. NO. - 14 TO 17) INCORPORATING IN THE ESP REGARDING NON COMPLIANCE OF 1 IN 1200 RECOMMENDED YARD GRADIENT, NON REPLACEMENT OF 1 IN 8.5 TO BE 1 IN 12 FOR GOODS LINE NO.-1 AND PROPOSED TW SHED, CORRECTION OF THE SIDE OF DERAILMENT OF THE T.S AT CH.-364.10M , FACILITIES PROVIDED OF AN ENGINEERING SIDING AND A SHUNTING NECK IN LIEU OF SAND HUMP AT HWH/END.

AUTHORITY OF WORK:-

1) THIS WORK IS TO BE DONE VIDE P.B. ITE NO.-819 OF 21-22 AT AN ANTICIPATED COST OF RS.-266223000/-.
2) CRS's/KOL LETTER NO:-CRS/ECR/DNR/ARA/EI/21/1051 DT:-11/10/2021

ALT-II (AUTHORITY:- 1. SR DSTE LETTER NO.-SG/DRG/DNR, DATED-07.03.2022.
2. CRS'S/KOL LETTER NO.-CRS/ECR/DNR/ARA/EI/21/1051, DATED-11/10/2021.

1. INTERMEDIATE SIGNAL PROPOSED AT CH:-55.00M OF LINE NO.-6 TO BE REMOVED AND CSR OF LINE NO.-6 HAS BEEN CORRECTED ACCORDINGLY AS 890.00M.
2. DETAILS OF L-XING GATE WITH LATEST TVU AND CLASS, HAVE BEEN CORRECTED OF ARA-SSM SECTION.
3. DIRECTION OF DERAILMENT SIDE OF EXISTING T.S AT CHAINAGE- 364.10M HAS BEEN CORRECTED AS PER SITE.

SR DSTE/ DNR	RAJESH KUMAR KUSHWAHA Digitally signed by RAJESH KUMAR KUSHWAHA Date: 2022.03.07 19:09:45 +05'30'	CPDE/ECR	BRIJESH KUMAR SINGH Date: 2022.03.11 13:50:35 +05'30'
SR DME/DNR	MUKESH KUMAR Digitally signed by MUKESH KUMAR Date: 2022.03.08 19:02:38 +05'30'	CTPM/ECR	NEERAJ AMBASTHA 2022.03.11 13:36:17+05'30'
SR DEE/TRD/DNR	RAMASHISH YADAV Digitally signed by RAMASHISH YADAV Date: 2022.03.08 11:57:36 +05'30'	DRM/DNR	PRABHAT KUMAR Digitally signed by PRABHAT KUMAR Date: 2022.03.08 19:41:20 +05'30'
SR DEE/G/DNR	Gaurav Kumar Digitally signed by Gaurav Kumar Date: 2022.03.08 11:10:44 +05'30'	SR DEN/C/DNR	SAURABH MISRA Digitally signed by SAURABH MISRA Date: 2022.03.08 16:36:04 +05'30'
SR DEN/3/DNR	SWATI RAJ Digitally signed by SWATI RAJ Date: 2022.03.07 18:32:26 +05'30'	SR DOM/DNR	Md Imteyaz Alam Digitally signed by Md Imteyaz Alam Date: 2022.03.08 15:50:45 +05'30'

ALT-I AS PER CRS'S/ KOL LETTER NO:- CRS/ECR/DNR/ARA/EI/21/1051, DATED-11/10/2021.

1. TRACK CENTRE BETWEEN STAB.LINE NO.-2,SICK LINE NO.-1, SICK LINE NO.-2 AND WHEEL PARKING LINE HAVE BEEN CHANGED BY 5.30M IN LIEU OF 4.725M.
2. 1IN8.5 T/Os TO BE REPLACED BY 1IN12 T/Os AT CH:- 22.00M AND 43.00M IN LIEU OF PREVIOUS APPROVED CH:- 10.00M AND 25.00M RESPECTIVELY.
3. CHAINAGE OF PF END OF PROPOSED PF NO.-04 AND LENGTH OF PF NO.-04 HAVE BEEN CHANGED.
4. CHAINAGE OF INTERMEDIATE SIGNAL POST OF L-6 AND CSR OF L-6 HAVE BEEN CHANGED.
5. CHAINAGE OF TS, FM AS WELL AS CAL OF STABLING LINE NO.-1 HAVE BEEN CHANGED.
6. CHAINAGE OF SERVICE BUILDING AT SOUTH SIDE CIRCULATING AREA HAS BEEN SHOWN.
7. CLEAR SPAN OF BRIDGE NO.- 223 HAS BEEN CORRECTED.
8. LATEST TVU OF L-XING NO.-6 IN ARA-SSM SECTION HAS BEEN SHOWN.

SR DSTE DNR	RAJESH KUMAR KUSHWAHA Digitally signed by RAJESH KUMAR KUSHWAHA Date: 2022.02.24 18:04:22 +05'30'	CPDE/ECR	BRIJESH KUMAR SINGH Date: 2022.02.26 16:05:54 +05'30'
SR DME/DNR	MUKESH KUMAR Digitally signed by MUKESH KUMAR Date: 2022.02.24 18:12:42 +05'30'	CTPM/ECR	NEERAJ AMBASTHA Digitally signed by NEERAJ AMBASTHA Date: 2022.02.25 19:37:45 +05'30'
SR DEE/TRD/DNR	RAMASHISH YADAV Digitally signed by RAMASHISH YADAV Date: 2022.02.24 18:40:14 +05'30'	DRM/DNR	PRABHAT KUMAR Digitally signed by PRABHAT KUMAR Date: 2022.02.25 10:18:35 +05'30'
SR DEE/G/DNR	Gaurav Kumar Digitally signed by Gaurav Kumar Date: 2022.02.24 18:21:00 +05'30'	SR DEN/C/DNR	SAURABH MISRA Digitally signed by SAURABH MISRA Date: 2022.02.25 08:44:27 +05'30'
SR DEN/3/DNR	SWATI RAJ Digitally signed by SWATI RAJ Date: 2022.02.24 18:03:37 +05'30'	SR DOM DNR	Md Imteyaz Alam Digitally signed by Md Imteyaz Alam Date: 2022.02.25 08:12:17 +05'30'

L-XING TOWARDS KRS

SL.NO.	LC NO.	CLASS.	KM.	M/UM	BLOCK SEC.	TELEPHONE CONNECTION WITH STN.	TVU.	INTERLOCKED/ NON INTERLOCKED	REMARKS.
1.	NIL	—	—	—	—	—	—	—	—

ANIL KUMAR Digitally signed by ANIL KUMAR Date: 2022.02.03 16:15:55 +05'30'

CE's DRG. NO. Y - 25 - 2022 (ALT - 1) (ALT - 2)

LEGEND

RAILWAY LAND BOUNDARY	— · — · —
EXISTING WORK	———
PROPOSED WORK	———
SIGNAL POST	⊢○○
TANGENT POINT	⁚

Signature block

CPDE/ECR/HJP	BRIJESH KUMAR SINGH Date: 2022.02.20 23:39:01 +05'30'
CTPM/ECR/HJP	NEERAJ AMBASTHA Digitally signed by NEERAJ AMBASTHA Date: 2022.02.20 15:16:43 +05'30'
DRM/DNR	PRABHAT KUMAR Digitally signed by PRABHAT KUMAR Date: 2022.02.08 17:30:54 +05'30'
Sr.DEN/Co/DNR	SAURABH MISRA Digitally signed by SAURABH MISRA Date: 2022.02.08 12:08:43 +05'30'
Sr.DOM/DNR	Md Imteyaz Alam Digitally signed by Md Imteyaz Alam Date: 2022.02.07 18:59:52 +05'30'
Sr.DSTE/DNR	RAJESH KUMAR KUSHWAHA Digitally signed by RAJESH KUMAR KUSHWAHA Date: 2022.02.04 10:42:29 +05'30'
SRDEE/TRD/DNR	RAMASHISH YADAV Digitally signed by RAMASHISH YADAV Date: 2022.02.04 18:31:15 +05'30'
SR.DME/DNR	MUKESH KUMAR Digitally signed by MUKESH KUMAR Date: 2022.02.08 11:55:12 +05'30'
SR.DEE/G/DNR	Gaurav Kumar Digitally signed by Gaurav Kumar Date: 2022.02.04 17:20:15 +05'30'
SR.DEN/3/DNR	SWATI RAJ Digitally signed by SWATI RAJ Date: 2022.02.03 18:27:11 +05'30'

EAST CENTRAL RAILWAY

DANAPUR DIVISION
('B' ROUTE)

ARA JUNCTION (ARA JN.)STATION.

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PROVISION OF ADDITIONAL HIGH LEVEL PLATFORM WITH CONNECTIVITY TO FOB, PIT LINE WITH CAT WALK, SICK LINE, SOUTH SIDE CIRCULATING AREA & STN. BLDG. AT ARA JN. STN.

SCALE- 1:1000
DRM DNR PLAN NO:- 85-2019
SHEET NO-REVISION-01