

DETAILS OF EXISTING CURVES											
CURVE NO.	DEFLECTION ANGLE	LH OR RH	RADIUS IN METER DEGREE OF CURVE	LENGTH IN M.		CHAINAGES IN M.		TRANSITION(M)	SHIFT(MM)	CANT(MM)	SR(KMPH)
				TANGENT LENGTH	CURVE LENGTH	TP1	TP2				
---NIL---											

CSR TABLE				
S.NO.	LINE DESCRIPTION	LENGTH (M)	CHAINAGE FROM	CHAINAGE TO
1.	LOOP LINE NO.-1	1691.31	1628.18	3329.49
2.	LOOP LINE NO.-2	1777.49	1796.31	3473.71
3.	DN MAIN LINE NO.-3	1728.52	1779.06	3507.57
4.	UP MAIN LINE NO.-4	1728.52	1950.44	3621.96
5.	LOOP LINE NO.-5	1637.69	1980.35	3618.05
6.	LOOP LINE NO.-6	1693.96	2022.56	3146.56
7.	LOOP LINE NO.-7	1649.89	2124.77	3674.66
8.	LOOP LINE NO.-8	1600.00	2149.73	3659.73

S.NO.	LINE NOMENCLATURE	FROM CHAINAGE (KM)	TO CHAINAGE (KM)	TOTAL LENGTH IN METERS	PSR PROPOSED (KM/H) W R T MAXIMUM SECTIONAL SPEED OF 100 KM/H	REASONS REMARK FOR PSR
1	PROP. UP & D/C ON LINES	4128.463	4384.615	796.152m	85	DUE TO Degree of curve 3.646 and design speed 80.092 kmph

VAROR CSR TABLE				
S.NO.	LINE DESCRIPTION	LENGTH (M)	CHAINAGE FROM	CHAINAGE TO
1.	DN LOOP LINE NO.-1	1690	1980.00	2149.00
2.	DN LOOP LINE NO.-2	1630	1980.00	2149.00
3.	DN MAIN LINE	1690	1980.00	2149.00
4.	UP LOOP LINE	1690	1980.00	2149.00
5.	UP LOOP LINE NO.-2	1630	1980.00	2149.00
6.	UP LOOP LINE NO.-2	1690	1980.00	2149.00

INFRACTION TABLE				
S.NO.	DESCRIPTION	TOTAL DISTANCE	AS PER S&T	REMARKS
---NIL---				

INFRACTION TABLE				
S.NO.	DESCRIPTION	TOTAL DISTANCE	AS PER S&T	REMARKS
---NIL---				

PROP. TRACK STRUCTURE (OVER BRIDGE)				
S.NO.	DESCRIPTION	VALUE		
01.	TRK BED	600mm		
02.	SLAB/SPR	150mm		
03.	RAILWAY	350mm		

S.No	Curve No	UP OR DN	LH OR RH	TP-1	J-1	J-2	TP-2	DELTA	RADIUS	DEGREE	TL	TCL	CL	GCL	TRL	CANT DEFICIENCY (MM)	CANT (MM)	SHIFT (MM)	SPEED (KMPH)
1	1	UP	LH	4128.483	4186.483	4624.615	4654.615	9°11'02.58"	480.000	3.646	526.334	898.162	798.162	798.162	80.000	88.000	147	110.000	88.000
2	1	DN	LH	4128.038	4186.038	4624.168	4654.168	9°11'02.58"	480.000	3.646	526.334	898.162	798.162	798.162	80.000	88.000	147	110.000	88.000
3	2	UP	LH	5205.505	5330.505	6193.665	6193.665	58°46'44.341"	875.000	2.000	493.161	876.160	894.160	816.160	80.000	108.910	115	305.000	109.907
4	2	DN	LH	5204.855	5330.855	6193.015	6193.015	58°46'44.341"	875.000	2.000	493.161	876.160	894.160	816.160	80.000	108.910	115	305.000	109.907
5	3	UP	LH	7443.801	7523.801	8504.239	8504.239	72°42'44.89"	875.000	2.000	644.075	1190.438	1110.438	1030.438	80.000	109.910	115	305.000	109.907
6	3	DN	LH	7444.267	7524.267	8504.694	8504.694	72°42'44.89"	875.000	2.000	644.075	1190.437	1109.437	1029.437	80.000	109.910	115	305.000	109.907
7	4	UP	LH	10875.958	10751.958	10750.539	10750.539	2°02'53.09"	1750.000	1.000	45.851	131.681	51.681	45.851	40.000	110.250	54	38.000	110.249
8	4	DN	LH	10876.192	10852.192	10850.318	10850.318	1°29'38.802"	1750.000	1.000	22.561	75.126	45.126	15.126	30.000	110.250	54	38.000	110.249
9	5	UP	RH	10871.514	10891.514	10897.132	10897.132	3°17'50.073"	1750.000	1.000	47.821	135.618	85.618	55.618	40.000	110.250	54	38.000	110.249
10	5	DN	RH	10896.137	10996.137	11015.188	11015.188	1°38'21.430"	1750.000	1.000	24.527	79.051	49.051	19.051	30.000	110.250	54	38.000	110.249
11	6	UP	RH	11615.619	11665.619	11699.370	11699.370	0°27'24.807"	880.000	0.300	97.790	103.482	23.482	40.000	110.250	17	12.000	110.249	110.249
12	6	DN	LH	11617.897	11667.897	11677.345	11677.345	0°27'24.807"	880.000	0.300	29.827	99.646	59.646	40.000	110.250	54	38.000	110.249	110.249
13	7	UP	LH	11780.141	11800.141	11822.448	11843.448	0°27'10.724"	550.000	0.300	31.663	103.305	63.305	23.305	40.000	110.250	17	12.000	110.249
14	7	DN	RH	11782.345	11802.345	11822.037	11843.037	1°57'16.834"	1750.000	1.000	29.849	99.692	59.692	40.000	110.250	54	38.000	110.249	110.249
15	8	UP	RH	11936.179	11996.179	12035.259	12065.259	4°46'10.759"	1165.000	1.500	48.988	157.120	87.120	37.120	80.000	110.250	81	129.000	110.249
16	8	DN	RH	11937.384	12037.384	12065.644	12095.644	4°46'10.759"	1165.000	1.500	48.988	157.120	87.120	37.120	80.000	110.250	81	129.000	110.249
17	9	UP	LH	12425.523	12485.523	12551.715	12586.715	7°13'46.969"	1000.000	1.750	63.180	196.192	126.192	96.192	70.000	110.250	94	205.000	110.249
18	9	DN	LH	12425.982	12485.982	12552.094	12587.094	7°13'46.969"	1000.000	1.750	63.180	196.192	126.192	96.192	70.000	110.250	94	205.000	110.249
19	10	UP	RH	12837.779	12907.779	12945.444	12980.444	6°10'7.5"	1000.000	1.750	53.885	177.865	107.865	77.865	70.000	110.250	94	205.000	110.249
20	10	DN	RH	12837.586	12907.586	12945.151	12980.151	6°10'7.5"	1000.000	1.750	53.885	177.865	107.865	77.865	70.000	110.250	94	205.000	110.249
21	11	UP	LH	14122.083	14182.083	14235.982	14295.982	12°15'21.898"	1000.000	1.750	107.364	283.809	213.809	143.809	70.000	110.250	94	205.000	110.249
22	11	DN	LH	14122.727	14182.727	14236.836	14271.836	12°15'21.898"	1000.000	1.750	107.364	283.809	213.809	143.809	70.000	110.250	94	205.000	110.249
23	12	UP	LH	14852.103	14892.103	15003.945	15097.945	12°44'49.284"	1000.000	1.750	105.813	280.842	210.842	140.842	70.000	110.250	94	205.000	110.249
24	12	DN	LH	14852.738	14892.738	15003.580	15097.580	12°44'49.284"	1000.000	1.750	105.813	280.842	210.842	140.842	70.000	110.250	94	205.000	110.249
25	13	UP	RH	16039.644	16099.644	16154.611	16214.611	12°19'42.349"	1000.000	1.750	115.513	300.007	230.007	160.007	70.000	110.250	94	205.000	110.249
26	13	DN	RH	16039.826	16099.826	16154.833	16214.833	12°19'42.349"	1000.000	1.750	115.513	300.007	230.007	160.007	70.000	110.250	94	205.000	110.249
27	14	UP	LH	19054.206	19124.206	19424.646	19494.646	21°10'27.477"	1000.000	1.750	196.850	439.440	369.440	299.440	70.000	110.250	94	205.000	110.249
28	14	DN	LH	19055.330	19125.330	19424.770	19494.770	21°10'27.477"	1000.000	1.750	196.850	439.440	369.440	299.440	70.000	110.250	94	205.000	110.249
29	15	UP	RH	20494.312	20594.312	20740.309	20790.309	22°37'34.778"	1750.000	1.000	360.059	730.997	660.997	600.997	40.000	110.250	54	38.000	110.249
30	16	DN	RH	20494.107	20594.107	20739.104	20789.104	22°37'34.778"	1750.000	1.000	360.059	730.997	660.997	600.997	40.000	110.250	54	38.000	110.249
31	16	UP	RH	21066.299	21166.299	21154.754	21174.754	2°59'50.517"	1750.000	1.000	44.257	126.495	86.495	48.495	40.000	110.250	54	38.000	110.249
32	16	DN	RH	21066.102	21166.102	21154.597	21174.597	2°59'50.517"	1750.000	1.000	44.257	126.495	86.495	48.495	40.000	110.250	54	38.000	110.249
33	17	UP	LH	22095.258	22175.258	22273.724	22313.724	11°41'10.058"	875.000	2.000	89.544	256.466	176.466	96.466	80.000	109.910	115	305.000	109.907
34	17	DN	LH	22095.872	22175.872	22274.338	22314.338	11°41'10.058"	875.000	2.000	89.544	256.466	176.466	96.466	80.000	109.910	115	305.000	109.907

- NOTES :
1. ALL CHAINAGES ARE SHOWN IN METRES.
 2. EXISTING WORK SHOWN IN BLACK.
 3. PROPOSED WORK SHOWN IN RED.
 4. PROPOSED BOUNDARY SHOWN IN BLUE.
 5. EXIST. DFCCIL RAILWAY LAND BOUNDARY SHOWN IN DOTTED MAGENTA.
 6. PROPOSED DFCCIL LINE SHOWN IN MAGENTA. (DFCCIL CHAINAGES ARE SHOWN AS PER DFCCIL PLAN)
 7. PROPOSED MRVC WORK SHOWN IN BLUE.
 8. APPROACH ROAD FOR DFCCIL NEW PALGHAR STATION SHOWN IN CRAYAN
 9. FOR RFO SPAN OF 106.7M OPEN WEB GIRDER CONSIDERED AS PER RDSO/B-17185/RWG.
 10. Y-CORRECTION SHOWN IN THE DARK RED COLOUR AT SOUTH END TO BE EXECUTED AS A SEPARATE FUTURE WORK.

SR, DEN/NORTH/MMCT NOTE:-

- 1) CROSSOVERS BETWEEN MRVC LINES, IR LINES & DFC LINES TO BE INCORPORATED IN VGN ESP AND SEPARATE APPROVAL FOR THIS CONNECTIVITY WILL BE TAKEN IN VGN ESP ALTERATION BY S&C."

SR, DEE/TRD/BL NOTE:-

1. TRD sub-estimate may be incorporated in main estimate.

Operating Notes:

- a) Traffic block will be granted as per margin & condition permits.
b) TWO will have to be planned for this work.

SR, DST/N/MMCT'S NOTES:-

1. S&T and OFC cable routes are present between IR & MRVC line so shifting of cables are required by executing agency before excavation of work.
2. Between MRVC line and IR boundary (west side) TCAS cable route required to be shifted by executing agency before excavation of work.
3. Cable duct required for proposed cable laying on bridge.
4. ADST/BL, S&T/Tele/M/BL, S&T/Sig/DRD & RCL authority to be informed well in advance before execution of work.
5. Manual digging to be done for any open excavation.
6. As per Railway Board letter no. 2021/TELE/5(2/3-part (1) 93425647), dated 12/06/2023, if any S&T and OFC cable is damaged during execution of work, a flat penalty will be imposed on contractor.
7. S&T & RCL sub estimates to be called after approval of plan to include in main estimate.








DFCCIL NOTES :

S&T NOTES :

1. DFCCIL S&T & OFC CABLES ARE INFRACTION AT THE PROPOSED SITE OF WORK. HENCE CABLE SHIFTING AND PROTECTION ARE REQUIRED BY EXECUTING AGENCY BEFORE COMMENCEMENT OF WORK.
 2. AS PER RAILWAY BOARD LETTER NO. 2021/TELE/5(2/3-PART (1) 93425647), DATED 12/06/2023, IF ANY S&T AND OFC CABLE IS DAMAGED DURING EXECUTION OF WORK, A FLAT PENALTY WILL BE IMPOSED ON CONTRACTOR.
 3. IN ADDITION TO E&I ALTERATION AT NEW PALGHAR DFCC STATION, ALL ASSOCIATED INDOOR AND OUTDOOR S&T WORKS OF NEW PALGHAR DFC YARD AND ADJOINING BLOCK SECTION TO BE EXECUTED BY IR.
 4. FOR VPPL HOLDING YARD CONNECTIVITY SOUTH YARD S&T CABLES ARE COMING IN ALIGNMENT REQUIRED TO BE REPLACED BY IR (EXECUTIVE AGENCY).
 5. FOR CONNECTIVITY OF VADHAVAN YARD AT SOUTH END IS 5 KM FROM NEW PALGHAR DFCC STATION BLDG. HENCE ALL S&T GEARS REQUIRED TO BE CONTROLLED FROM PROPOSED VPPL HOLDING STATION BLDG WITH EXCHANGING OF SLOTS BETWEEN VPPL & DFCC ALL WORK WILL BE DONE BY IR (EXECUTIVE AGENCY).
 6. ALL THE ABOVE ITEMS WILL BE DONE BY S&T CONSTRUCTION WR.
- ELEC NOTES :
1. CLARIFICATION ON TRACTION SUPPLY, THEIR CONTROL AND ISOLATION TO BE GIVE AFTER ESP APPROVAL.
 2. MENTIONED THE OHE MAST NO. 140/41-42 & 140/43-44 OF DFCC PORTALS IN THE ALIGNMENT DRAWING.
 3. THE PHYSICAL MARKING WILL BE PROVIDED AFTER FINALISATION OF ESP.
 4. PTFE LOCATION TO BE DECIDED ONLY AFTER GETTING APPROVED ESP.

DFCCIL ELEC NOTES :

Elect. Remarks :-
1] As it is alignment plan, DFC chainages will not be shown as per VGN ESP. Chainages will be provided as per VGN ESP.
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LEGENDS	
EXISTING WORK	
PROP. VPPL LINE	
EXG. MRVC LINE	
EXG. DFCC LINE	
PROP. DFCC FUTURE LINE	
PROP. DFCC LOOP LINE	
EXG. DFCC BOUNDARY LINE	
PROPOSED VPPL BOUNDARY	
AFROCH ROAD FOR DFCC STN.	
EXISTING TRANSMISSION LINES	
Y-CONNECTION TOWARDS MUMBAI	