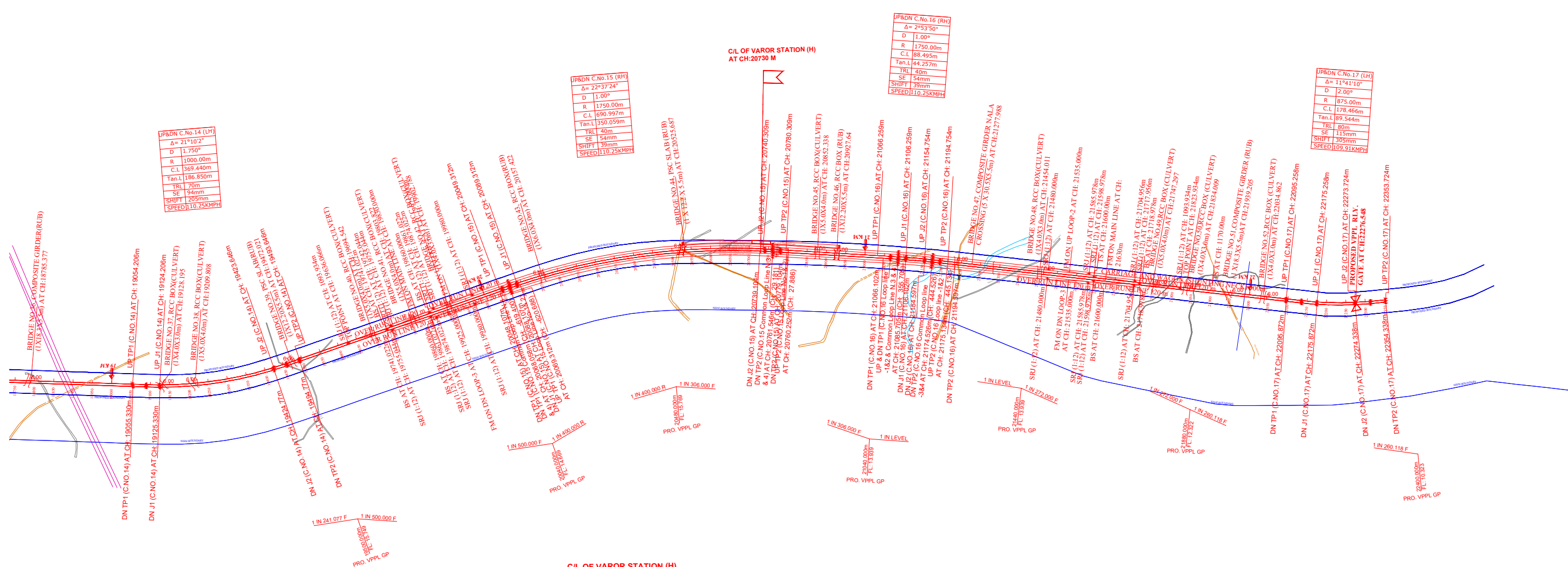


- NOTES :
1. ALL CHAINAGES ARE SHOWN IN METRES.
 2. EXISTING WORK SHOWN IN BLACK.
 3. PROPOSED WORK SHOWN IN RED.
 4. PROPOSED BOUNDARY SHOWN IN BLUE.
 5. ALL THE LEVELS ARE CONNECTED WITH GTS BENCH MARK.
 6. LAND BOUNDARY DISTANCE IN PLAN AND AN ANGLE PERPENDICULAR OFFSET FROM THE NEAREST TRACK CENTER AND ARE ONLY INDICATIVE. FOR ACCURATE MEASUREMENT RESPECTIVE LAND PLAN TO BE VERIFIED.
 7. THE CHAINAGE AND EXISTING LEVELS GIVEN IN THE WORKING SECTION ARE ACTUALLY MEASURED AND VERIFIED AT SITE.
 8. THE PROPOSED SPEED OF SECTION IS 110 KM/H.
 9. THE RULING GRADIENT OF THIS SECTION IS 1 IN 200.
 10. NECESSARY DRAINAGE ARRANGEMENTS TO SUIT SITE CONDITIONS WILL BE PROVIDED AS PER STANDARD BY ENGINEER-IN-CHARGE.
 11. MINIMUM 5.80m TRACK CENTER SHOULD BE ENSURED (AFTER CURVES ALLOWANCES AND SLEW).
 12. THE CHAINAGE IS RECKONED AT PALGHAR STATION HECTO METRE POST AS 000/000.



Vadhavan Port					
List Of Temporary BenchMarks (UTM Zone-43)					
Point ID	Chainage	Eastings	Northing	Elevation	Remarks
GPS-9	17320.2	261226.58	2201071.87	11.811	A Point Located On Bolisar to Bawda BT Road
GPS-10	19215.6	259684.05	2202176.35	7.642	A Point Located On Dongripada BT Road
GPS-10A	19242.8	259682.13	2202227.67	7.653	A Point Located On Dongripada BT Road
GPS-11A	21243.2	257876.37	2203054.39	3.949	A Point Located On Dahanu to Chinchani BT Road
GPS-11	21250	257923.13	2203115.92	5.464	A Point Located On Dahanu to Chinchani BT Road

LEGENDS

EXISTING WORK	
PROPOSED TRACK	
PROPOSED BOUNDARY	
APPROACH ROAD FOR DFCC STN.	
EXISTING TRANSMISSION LINES	

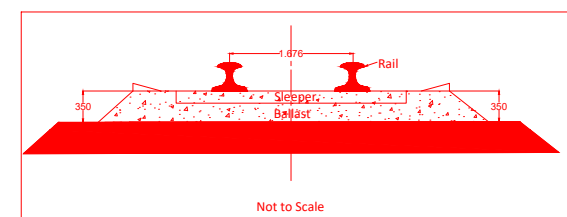
DETAILS OF PROPOSED CURVES													
S.No	Curve No	UP OR DN	LH OR RH	TP-1	J-1	J-2	TP-2	DELTA	RADIUS	DEGREE	TL	TCL	CCL
1	14	UP	LH	19054.206	19124.206	19423.646	19403.646	21°10'24.47"	1000.000	1.750	186.850	439.440	369.440
2	14	DN	LH	19055.330	19125.330	19424.770	19404.770	21°10'24.47"	1000.000	1.750	186.850	439.440	369.440
3	15	UP	RH	20049.312	20089.312	20740.309	20780.309	22°37'24.778"	1750.000	1.000	350.059	730.997	650.997
4	15	DN	RH	20048.107	20088.107	20739.104	20779.104	22°37'24.778"	1750.000	1.000	350.059	730.997	650.997
5	16	UP	RH	21066.259	21106.259	21154.754	21194.754	2°53'50.517"	1750.000	1.000	44.257	128.495	88.495
6	16	DN	RH	21066.102	21106.102	21154.597	21194.597	2°53'50.517"	1750.000	1.000	44.257	128.495	88.495
7	17	UP	LH	22095.258	22175.258	22273.724	22353.724	11°41'10.008"	875.000	2.000	89.544	256.466	178.466
8	17	DN	LH	22095.872	22175.872	22274.338	22354.338	11°41'10.008"	875.000	2.000	89.544	256.466	178.466

Name of Work : FLS for New Line of Palghar - Vadhavan Port Section (22.23 Km)													
Bridge Scheme													
Sr. No.	Proposed Chainage (M)	Proposed Br. No.	Prop Span	Type	PFL	Red Level	HFL	Soffit Level	Clearance (m)	Head Room (m)	Type of Bridge	Remarks	
1	19803.822	41	1x5.0x4.0m	RCC BOX	15.142	8.045	9.545	11.895	2.350	3.850	Culvert	MINOR	
2	19902.788	42	1x4.0x3.0m	RCC BOX	14.944	8.355	8.555	11.205	2.650	2.850	Culvert	MINOR	
3	20197.422	43	1x6.0x4.0m	RCC BOX	14.963	9.829	-	13.479	-	3.850	Can Road	RUB	
4	20525.867	44	1x12.3x5.5m	PSC Slab	15.620	10.579	-	14.440	-	3.861	Road Crossing	RUB	
5	20852.338	45	1x5.0x4.0m	RCC BOX	14.553	7.972	8.172	11.822	3.650	3.850	Culvert	MINOR	
6	20927.640	46	1x12.3x5.5m	PSC Slab	14.307	7.228	-	13.127	-	5.899	Road Crossing	RUB	
7	21277.988	47	5x30.5x5.5m	Composite Girder	13.939	3.797	-	11.019	-	7.222	Nala Crossing	MAJOR	
8	21454.011	48	1x4.0x3.0m	RCC BOX	13.888	4.535	4.735	7.385	2.650	2.850	Culvert	MINOR	
9	21747.297	49	1x5.0x4.0m	RCC BOX	12.810	6.158	6.358	10.008	3.650	3.850	Culvert	MINOR	
10	21834.009	50	1x4.0x3.0m	RCC BOX	12.491	6.930	7.060	9.780	2.720	2.850	Culvert	MINOR	
11	21939.205	51	1x18.3x5.5m	Composite Girder	12.094	5.810	-	10.273	-	4.463	Road Crossing	RUB	
12	22034.862	52	1x4.0x3.0m	RCC BOX	11.726	6.080	6.530	8.930	2.400	2.850	Culvert	MINOR	

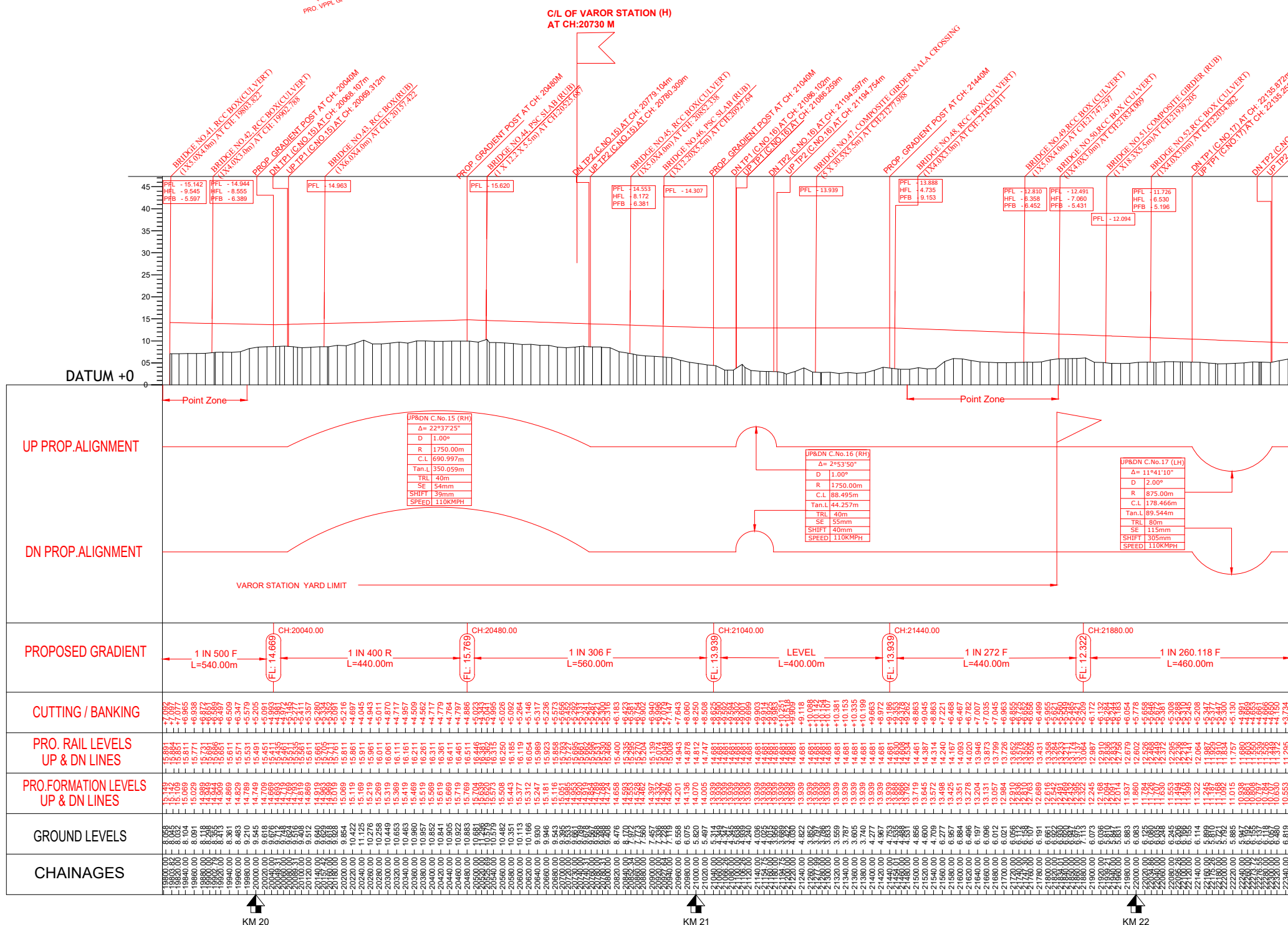
MAJOR BRIDGES:-	1 NO.
MINOR BRIDGES:-	7 NOS.
RUB :-	4 NOS.
ROB :-	0 NO.
CURVES :-	3NOS.

PROPOSED INFREINGEMENT TABLE					
Sr. No.	TYPE OF INFREINGEMENT	CHAPTER & ITEM	FROM CHAINAGE	TO CHAINAGE	TOTAL LENGTH
1	GRADIENT IN YARD STEEPER THAN 1 IN 400	IRSDO CH-II PARA 2	20480.00 M	21040.00 M	560.00 M
2	GRADE 1 IN 260	IRSDO CH-II PARA 2	21440.00 M	21823.934 M	383.934 M

The existing grade is already steeper than 1:400. To minimize the lifting, this grade has been opted.



PROP. TRACK STRUCTURE (VPPL SIDING)		
Sr. No.	DESCRIPTION	VALUE
01	RAIL (BG)	60 KG
02	SLEEPER	PSC (1660 Nos Per Km)
03	BALLAST	350 mm



Signature block	
CE-CI-COG	
DYCE-C-PLG-CCG	
AXEN-C-PLG-CCG	
DRM-MMCT	
ADRM-MMCT	
SRDEN-CO-MMCT	
SRDEN-C-COG	
DYCE-C-COG	HARISH MEENA
AXEN-C-II-COG	MAHENDRA KUMAR
SSE-C-W-BVI	PRAMOD KUMAR RANA
SSE-C-PWAY-I-COG	RAJESH WAGH

WESTERN RAILWAY (MUMBAI DIVISION)	
RAIL CONNECTIVITY BETWEEN VANGAON AND VADHAVAN PORT	
LONGITUDINAL SECTION OF PROVISION OF DOUBLING LINE BETWEEN VANGAON AND VADHAVAN PORT FROM KM.20.00 TO KM.22.400	
SCALE: H-1cm=50m V-1cm=5m	SHEET NO. 5/5
DRAWING NO.: DRM-B 28564/14-F	DATE:
PREPARED BY: SATRA SERVICES AND SOLUTIONS PRIVATE LIMITED OFFICE: 401, CAPITAL PARK, IMAGE GARDEN LANE, HYDERABAD, TELANGANA - 500081, EMAIL: INFO@SATRAGROUP.IN	
CHECKED BY: HEMANTH	SIGNATURE
DRG NO.CAO/C-COG-E-26943-A-VGN-VADHAVAN-PORT	
DRG NO.DRM-B 28564/14-F	