

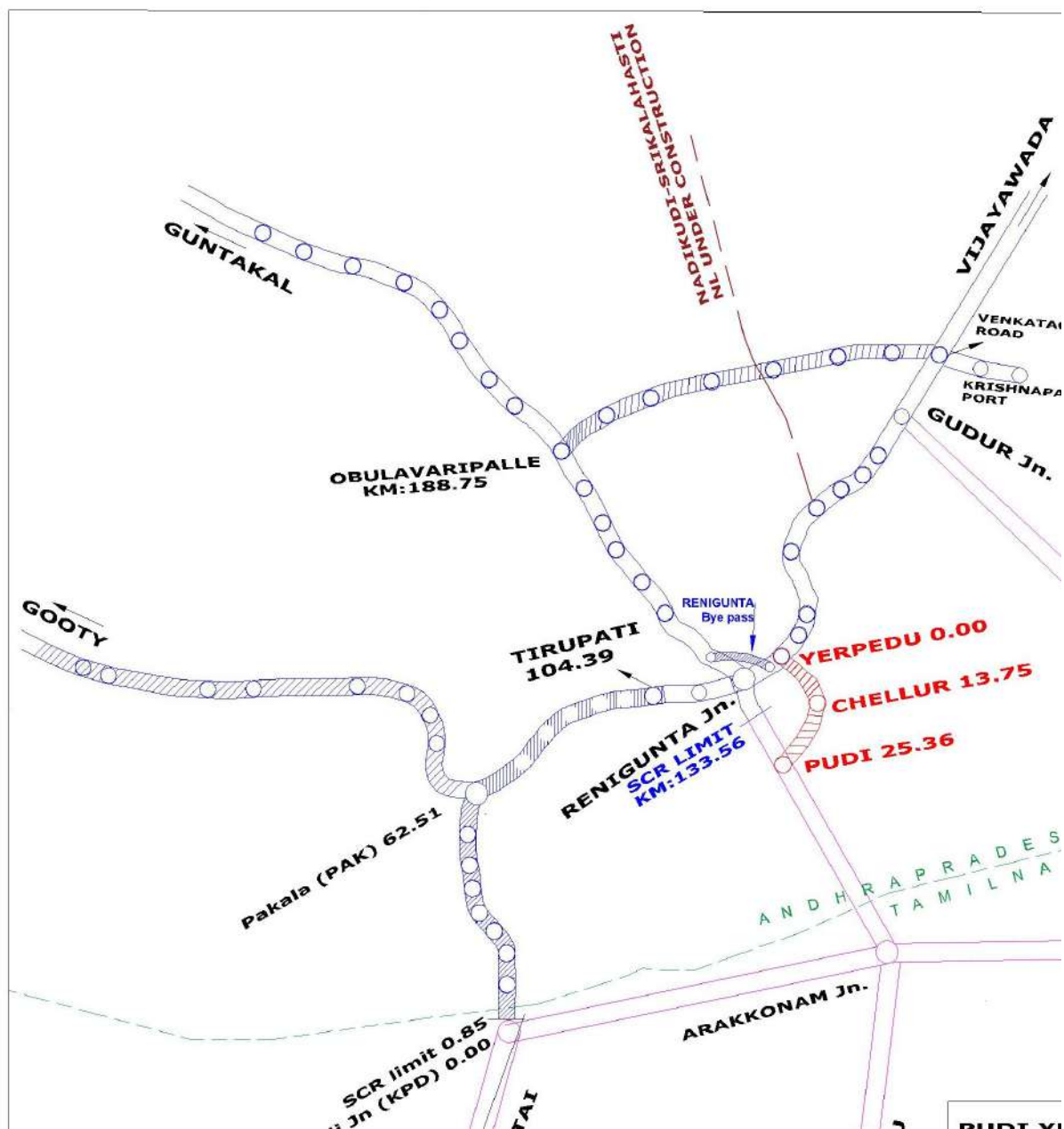
1.11 CRITERIA FOR ALIGNMENT FINALIZATION FOR BYPASS LINE:

The main criteria for finalization of alignment are as follows:

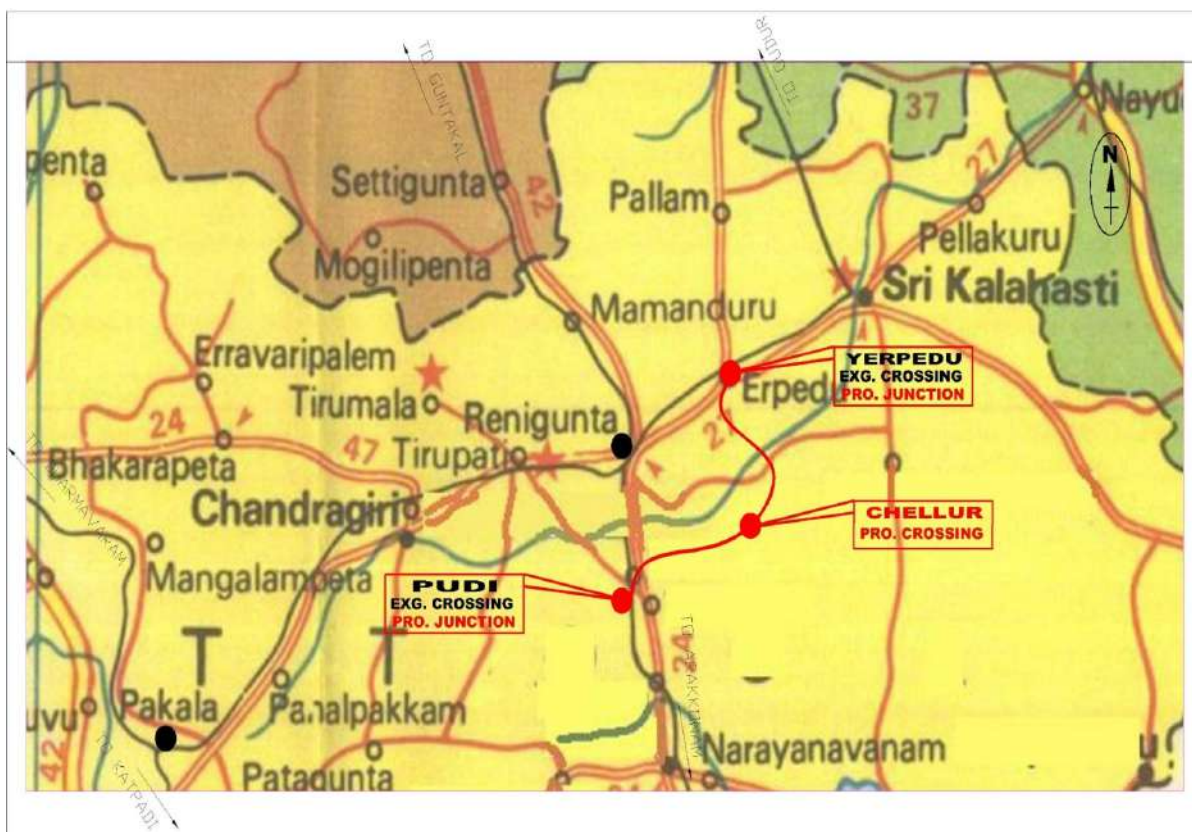
1. Alignment has to be such that it should avoid built-up areas, water bodies and forest area etc.
2. Track geometry should be designed for 160 KMPH speed.
3. The alignment is verified by BISAG-N

1.12 Alignment of Proposed new Bypass line and Key Plan (Colour) showing surrounding Railway Network.

Alignment Plan



Key Plan



1.13 Alignment Parameters

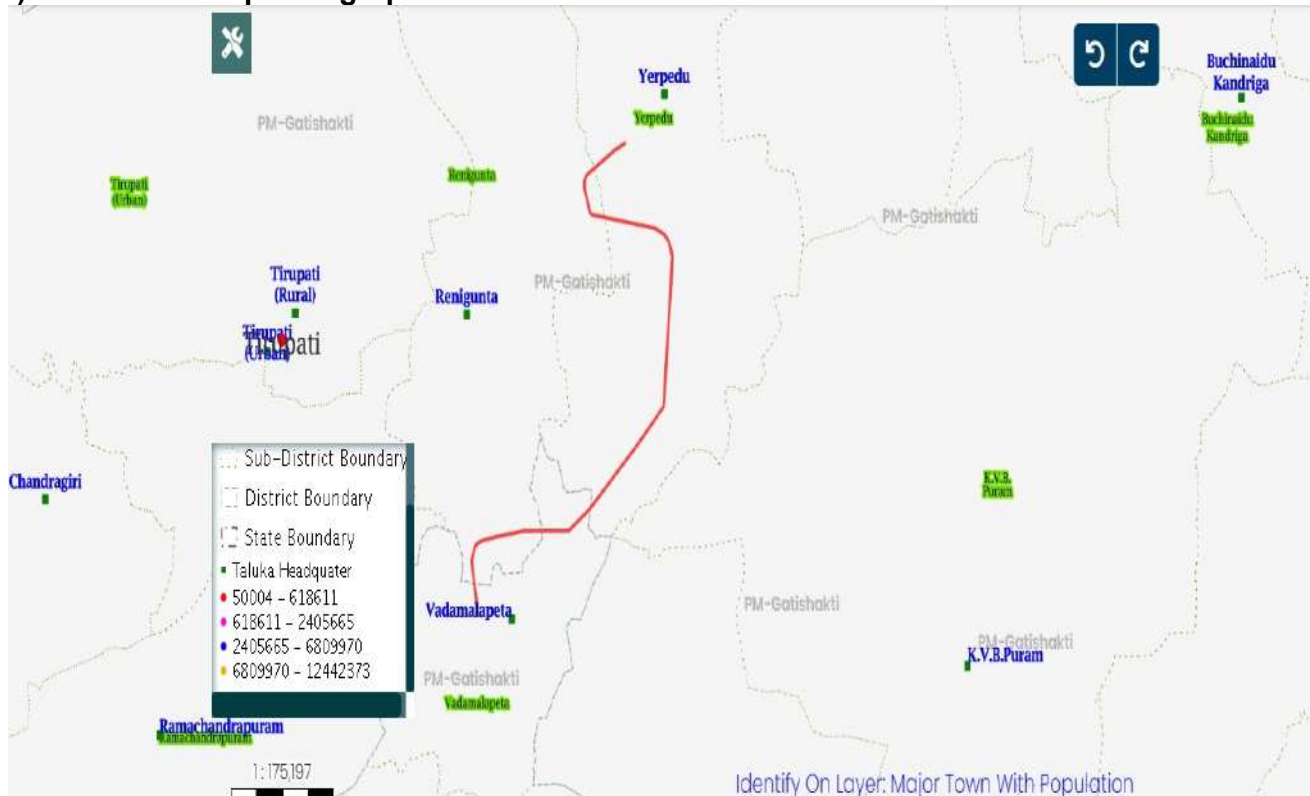
1.	Horizontal Curves	4.0 Degrees (Max.) at take off point	
2.	Vertical Curves	Broad Gauge	
		Group	Minimum Radius
		B	3000 metres
3.	Ruling Gradient	1: 150 (c)	
4.	Turnouts	1. Crossovers between Main lines and Main Line to Loop Lines: 1 in 12 (Thick web) 2. Running Loop line to Goods/Stabling/Shunting Neck: 1 in 8.5	

Note:

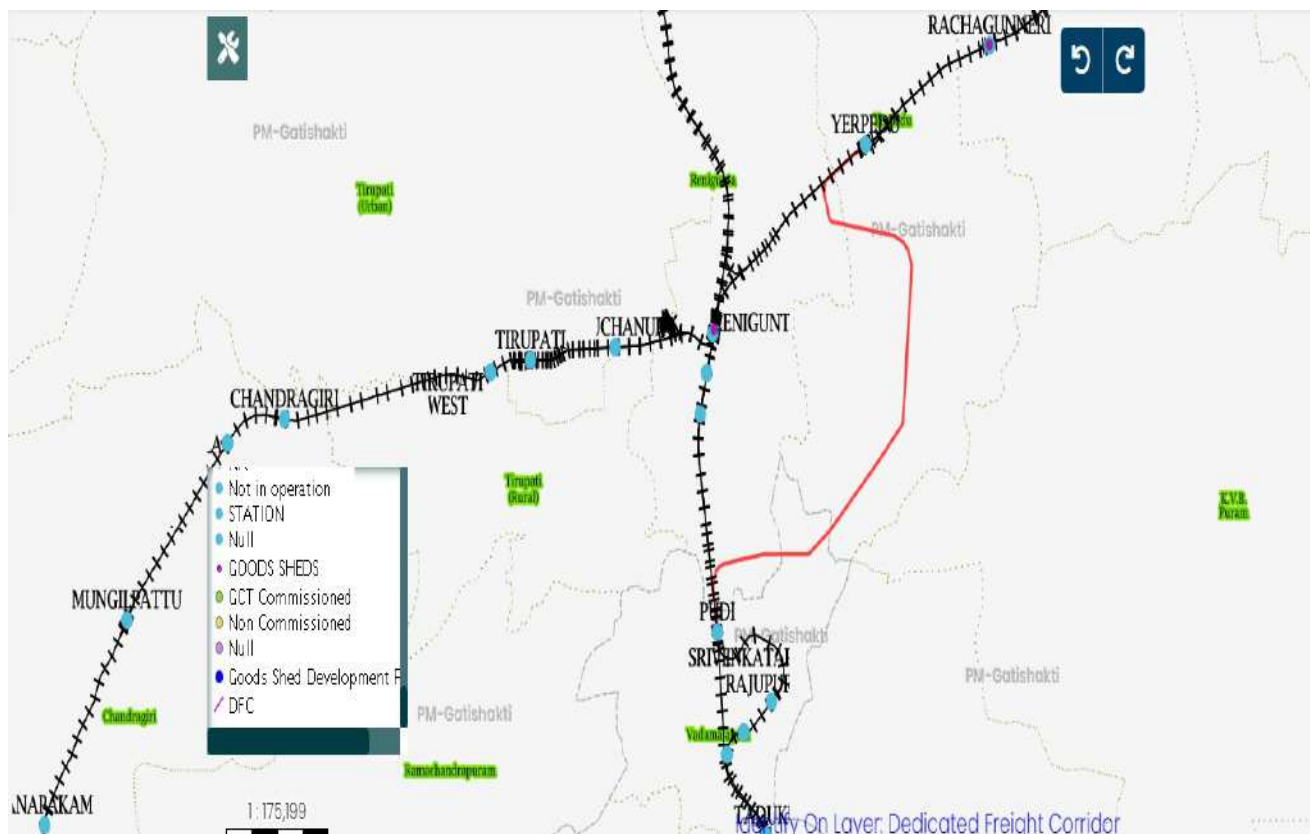
- List of Horizontal Curves, Vertical Curves, gradients given in **Chapter 3**.
- List of Turnouts station wise given in **Chapter 5**.

2.4 PM Ghati shakti Framework:

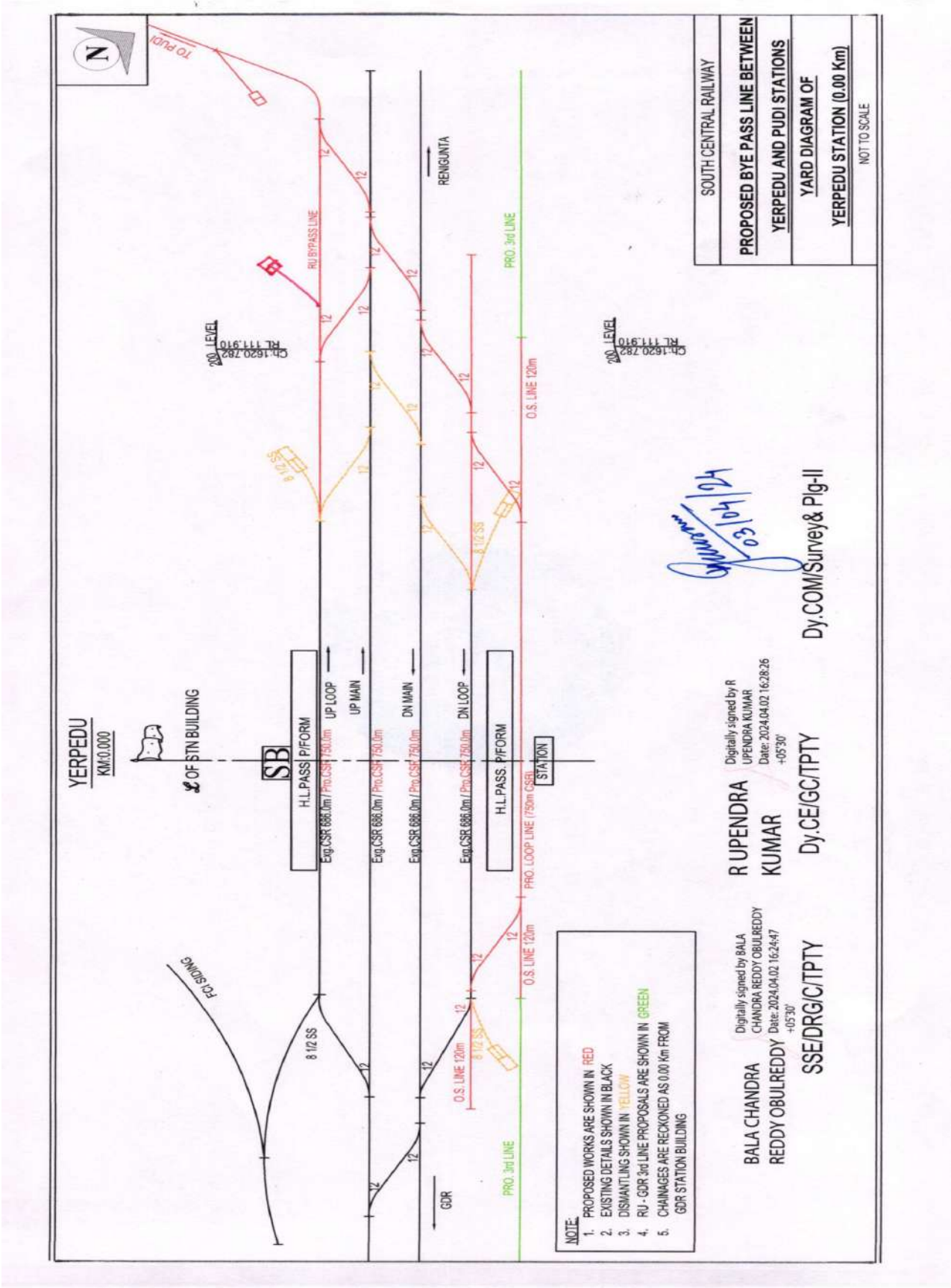
i) BISAG Map: Geographic location:

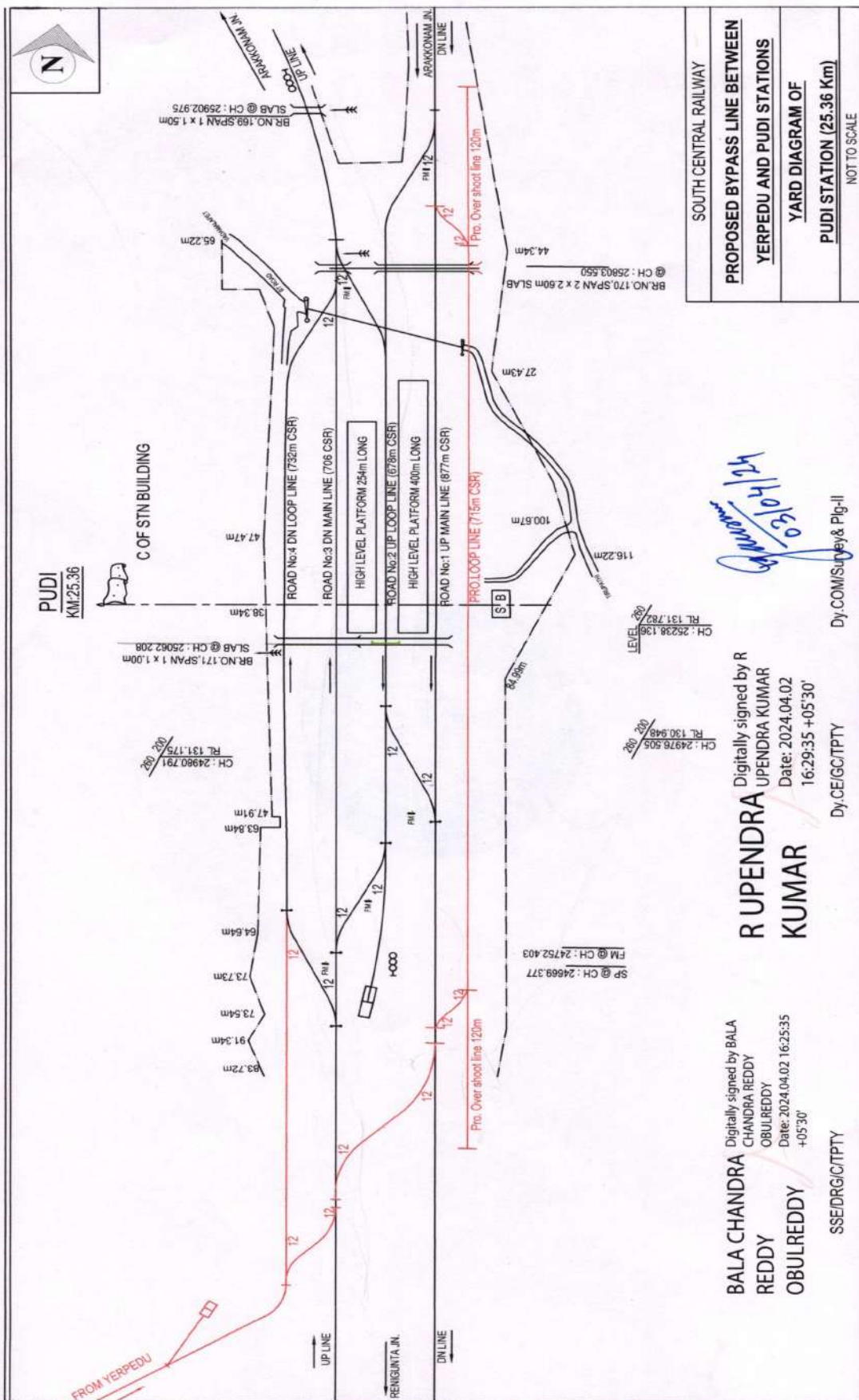


ii) BISAG Map: Existing Railway infrastructure:



7.4 CONCEPTUAL YARD PLANS





17.7 Details of Network effect along with Map:

Sl.No.	Adjacent Section	Present status
1	Gudur-Vijayawada	Tripling works are under progress. TDC 2024-25
2	Gudur-Renigunta	FLS for tripling completed. DPR under submission to Railway Board.
3	Renigunta- Arakkonam	FLS for tripling is proposed by Southern Railway
4	Katpadi-Arakkonam	FLS for tripling & Quadrupling is proposed by Southern Railway

