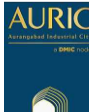


DESIGN REPORT

(HORIZONTAL ALIGNMENT REPORT)


Horizontal Alignment Report (Road No AR-1, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
AR-1/1	0+782.088	321176.243	2029310.156	35° 10' 55.405"	0+686.974	0+871.187	184.213	25	300	50	3.7	Right	-
AR-1/2	1+044.177	321071.112	2029556.731	03° 07' 19.154"	1+016.926	1+071.415	54.489	NC	1000	50	-2.5	Right	-
AR-1/3	1+345.185	320972.869	2029841.27	14° 09' 20.370"	1+283.103	1+406.634	123.531	NC	500	50	-2.5	Left	-
AR-1/4	1+750.148	320746.996	2030178.072	37° 11' 56.934"	1+649.189	1+843.964	194.774	25	300	50	3.7	Left	-
AR-1/5	2+485.339	320032.983	2030380.303	63° 46' 20.996"	2+360.916	2+583.524	222.608	25	200	40	3.6	Right	0.6
AR-1/6	2+860.250	319995.049	2030779.486	12° 34' 21.983"	2+805.170	2+914.888	109.718	NC	500	50	-2.5	Left	-
AR-1/7	3+303.428	319872.481	2031205.692	47° 10' 49.182"	3+216.091	3+380.781	164.69	25	200	30	-2.5	Right	0.6
AR-1/8	4+151.975	320390.583	2031890.07	57° 40' 32.350"	3+758.286	4+478.026	719.74	NC	715	50	-2.5	Left	-
AR-1/9	5+289.656	319977.712	2033022.422	19° 12' 48.167"	5+238.879	5+339.480	100.601	25	300	40	2.5	Right	-
AR-1/10	5+541.107	319989.689	2033274.493	19° 12' 48.166"	5+490.330	5+590.931	100.601	25	300	40	2.5	Left	-
AR-1/11	5+754.951	319918.026	2033476.947	03° 26' 58.755"	5+735.528	5+774.362	38.834	NC	645	50	-2.5	Right	-
AR-1/12	7+336.644	319463.508	2034991.94	56° 01' 31.944"	7+070.647	7+559.562	488.915	NC	500	50	-2.5	Right	-
AR-1/13	8+266.376	320080.005	2035744.466	57° 00' 10.267"	7+859.135	8+605.301	746.166	NC	750	50	-2.5	Left	-
AR-1/14	8+612.629	319955.582	2036139.87	03° 02' 41.291"	8+601.998	8+623.255	21.257	20	400	40	2.5	Right	-
AR-1/15	8+761.238	319928.645	2036285.971	20° 08' 21.294"	8+725.722	8+796.021	70.299	25	200	40	3.6	Left	0.6
Horizontal Alignment Report (Road No AR-2, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
AR-2/1	0+184.321	318754.345	2032127.33	46° 56' 51.921"	0+119.180	0+242.089	122.909	25	150	30	2.7	Left	0.6
AR-2/2	0+613.693	318872.943	2032547.396	67° 32' 43.922"	0+479.942	0+715.720	235.778	25	200	40	3.6	Right	0.6
AR-2/3	1+235.693	319525.851	2032575.314	15° 06' 47.190"	1+195.896	1+275.028	79.132	25	300	40	-2.5	Left	-
Horizontal Alignment Report (Road No AR-3, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
AR-3/1	0+121.093	319400.596	2030998.183	43° 57' 44.513"	0+000.000	0+230.186	230.186	NC	300	40	-2.5	Right	-
Horizontal Alignment Report (Road No AR-4, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
AR-4/1	0+279.903	318319.528	2031965.32	05° 05' 34.694"	0+262.113	0+297.669	35.556	NC	400	40	-2.5	Right	-
AR-4/2	0+391.643	318211.359	2031937.204	10° 10' 24.331"	0+347.136	0+435.916	88.78	NC	500	50	-2.5	Left	-
AR-4/3	0+947.858	317705.257	2031705.989	13° 41' 56.314"	0+911.822	0+983.550	71.728	25	300	50	-3.7	Right	-
Horizontal Alignment Report (Road No SAR-1, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
SAR-1/1	0+386.598	319163.813	2031684.162	29° 04' 29.271"	0+308.804	0+461.039	152.235	NC	300	40	-2.5	Left	-
SAR-1/2	0+909.733	318637.968	2031663.124	80° 01' 26.362"	0+741.842	1+021.178	279.336	25	200	40	3.6	Right	0.6
SAR-1/3	2+029.087	318497.967	2032830.272	16° 26' 24.088"	1+957.941	2+099.255	141.314	NC	492.5	40	-2.5	Left	-
SAR-1/4	2+663.709	318252.239	2033416.45	22° 40' 34.197"	2+461.694	2+860.436	398.742	NC	1007.5	40	-2.5	Right	-
SAR-1/5	3+235.394	318259.777	2033993.181	63° 16' 21.571"	3+112.178	3+333.041	220.863	25	200	40	3.6	Right	0.6
SAR-1/6	3+946.180	318952.072	2034243.021	44° 51' 29.279"	3+822.351	4+057.227	234.877	25	300	40	-2.5	Right	-
SAR-1/7	4+248.339	319229.213	2034093.53	29° 11' 48.910"	4+170.203	4+323.078	152.875	25	300	40	-2.5	Left	-
SAR-1/8	4+950.428	319933.182	2034138.794	45° 38' 59.746"	4+824.166	5+063.189	239.022	NC	300	40	-2.5	Right	-
SAR-1/9	5+341.075	320235.65	2033869.51	53° 05' 48"	5+293.590	5+388.560	94.97	25	301	40	-2.5	Right	-

FOR TENDER

CLIENT			
	MAHARASHTRA INDUSTRIAL TOWNSHIP LTD (MITL)		
PROJECT			
DESIGN, CONSTRUCTION, TESTING, COMMISSIONING AND OPERATION & MAINTENANCE OF INFRASTRUCTURE WORKS AT DIGHI PORT INDUSTRIAL AREA (DPIA)- PHASE 1 UNDER DELHI MUMBAI INDUSTRIAL CORRIDOR (DMIC) ON EPC BASIS			
TITLE			
HORIZONTAL ALIGNMENT REPORT			
PROJECT CODE: DI1628		STATUS: ISSUED FOR TENDER	DATE: 18.12.2024
SHEET NO: 01 OF 04	SCALE: NTS	DWG SIZE: A1	REV NO: R0
DRAWING NO:			
MITL- DPIA - PKG1- RD-72			

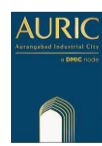
Horizontal Alignment Report (Road No SAR-2, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
SAR-2/1	0+395.819	317600.255	2035241.275	29° 09' 29.337"	0+317.791	0+470.463	152.672	NC	300	40	-2.5	Right	-
SAR-2/2	0+843.287	317498.139	2034802.141	10° 12' 02.478"	0+798.660	0+887.678	89.018	NC	500	40	-2.5	Right	-
SAR-2/3	1+123.891	317388.576	2034543.577	15° 45' 18.496"	1+082.244	1+165.013	82.769	NC	301	40	-2.5	Left	-
SAR-2/4	1+321.822	317371.188	2034345.927	28° 41' 27.244"	1+270.674	1+370.824	100.15	20	200	40	2.5	Right	0.6
SAR-2/5	1+813.075	317068.721	2033956.188	24° 47' 09.524"	1+703.207	1+919.505	216.298	NC	500	40	-2.5	Right	-
SAR-2/6	2+320.293	316613.982	2033723.846	31° 07' 18.512"	2+192.197	2+442.059	249.862	NC	460	40	-2.5	Left	-
Horizontal Alignment Report (Road No SAR-3, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
SAR-3/1	0+877.032	319131.849	2033568.289	25° 20' 24.265"	0+809.589	0+942.269	132.68	NC	300	40	-2.5	Left	-
SAR-3/2	1+201.954	319422.396	2033718.607	25° 20' 19.953"	1+134.514	1+267.188	132.674	NC	300	40	-2.5	Right	-
SAR-3/3	1+694.301	319916.642	2033736.008	46° 22' 38.111"	1+565.792	1+808.622	242.831	NC	300	40	-2.5	Left	-
Horizontal Alignment Report (Road No SAR-4, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
SAR-4/1	0+307.948	318723.152	2033089.63	47° 14' 55.876"	0+176.292	0+424.511	248.219	NC	301	40	-2.5	Right	-
SAR-4/2	1+381.488	319715.66	2032642.359	45° 38' 57.530"	1+254.807	1+494.623	239.816	NC	301	40	-2.5	Right	-
SAR-4/3	2+221.665	320008.939	2031840.593	72° 08' 08.103"	1+893.906	2+460.458	566.552	NC	450	40	-2.5	Right	-
Horizontal Alignment Report (Road No SAR-5, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
SAR-5/1	0+589.517	319244.581	2031978.349	24° 32' 02.521"	0+524.287	0+652.747	128.46	NC	300	40	-2.5	Right	-
SAR-5/2	1+252.340	319036.86	2031346.81	67° 20' 16.133"	0+948.036	1+484.923	536.888	NC	456.822	40	-2.5	Left	-
SAR-5/3	1+548.197	319314.826	2031106.293	14° 25' 28.623"	1+484.923	1+610.802	125.879	NC	500	40	-2.5	Right	-
Horizontal Alignment Report (Road No CR-10 & SAR-8, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-10/1	0+013.691	316510.586	2034037.163	30° 37' 37.404"	0+000.000	0+026.727	26.727	NC	50	20	-2.5	Left	1.2
CR-10/2	0+074.693	316563.839	2034006.087	18° 21' 33.721"	0+050.453	0+098.518	48.065	NC	150	20	-2.5	Right	0.6
CR-10/3	0+145.949	316611.213	2033952.305	22° 47' 11.396"	0+115.722	0+175.377	59.655	NC	150	20	-2.5	Left	0.6
CR-10/4	0+228.399	316686.139	2033916.021	29° 29' 21.009"	0+188.923	0+266.125	77.202	NC	150	20	-2.5	Right	0.6
CR-10/5	0+323.694	316741.346	2033836.209	11° 35' 58.803"	0+293.222	0+353.958	60.736	NC	300	40	-2.5	Right	-
SAR-8/6	0+391.715	316768.085	2033773.438	10° 51' 47.265"	0+363.190	0+420.069	56.879	NC	300	40	-2.5	Left	-
SAR-8/7	0+464.409	316808.763	2033712.984	09° 17' 59.421"	0+440.009	0+488.703	48.694	NC	300	40	-2.5	Right	-
SAR-8/8	0+519.859	316831.921	2033662.484	08° 36' 14.596"	0+497.291	0+542.342	45.051	NC	300	40	-2.5	Left	-
SAR-8/9	0+586.861	316868.694	2033606.374	04° 44' 30.984"	0+574.439	0+599.268	24.829	NC	300	40	-2.5	Left	-
SAR-8/10	0+733.496	316955.8	2033488.449	39° 25' 44.558"	0+661.828	0+799.462	137.633	20	200	30	2.5	Right	0.6
SAR-8/11	1+051.760	316919.222	2033166.626	28° 54' 45.327"	0+948.638	1+150.486	201.848	NC	400	40	-2.5	Left	-

FOR TENDER

CLIENT			
	MAHARASHTRA INDUSTRIAL TOWNSHIP LTD (MITL)		
PROJECT			
DESIGN, CONSTRUCTION, TESTING, COMMISSIONING AND OPERATION & MAINTENANCE OF INFRASTRUCTURE WORKS AT DIGHI PORT INDUSTRIAL AREA (DPIA)- PHASE 1 UNDER DELHI MUMBAI INDUSTRIAL CORRIDOR (DMIC) ON EPC BASIS			
TITLE			
HORIZONTAL ALIGNMENT REPORT			
PROJECT CODE: DI1628		STATUS: ISSUED FOR TENDER	DATE: 18.12.2024
SHEET NO: 02 OF 04	SCALE: NTS	DWG SIZE: A1	REV NO: R0
DRAWING NO:			
MITL- DPIA - PKG1- RD-73			

Horizontal Alignment Report (Road No CR-1, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-1/1	0+333.045	317895.859	2033687.72	67° 49' 09.303"	0+225.490	0+414.877	189.387	15	160	30	2.5	Left	0.6
CR-1/2	0+535.396	318052.74	2033522.237	36° 27' 54.435"	0+485.984	0+581.449	95.465	15	150	30	2.5	Right	0.6
CR-1/3	0+800.046	318070.812	2033254.89	04° 33' 16.222"	0+780.163	0+819.908	39.746	NC	500	30	-2.5	Right	-
CR-1/4	0+943.510	318067.634	2033111.44	12° 10' 16.201"	0+890.203	0+996.416	106.213	NC	500	30	-2.5	Left	-
CR-1/5	1+131.457	318099.466	2032925.914	18° 16' 57.122"	1+099.274	1+163.092	63.818	35	200	30	2.5	Right	0.6
CR-1/6	1+426.932	318029.516	2032638.4	79° 22' 06.864"	1+244.387	1+549.140	304.753	35	220	30	2.5	Left	0.6
CR-1/7	1+709.340	318344.927	2032504.542	48° 33' 02.201"	1+619.140	1+788.614	169.474	35	200	30	2.5	Right	0.6
CR-1/8	2+010.706	318412.371	2032200.364	48° 44' 28.018"	1+915.576	2+094.221	178.646	35	210	30	2.5	Right	0.6
CR-1/9	2+280.816	318219.822	2031995.047	37° 08' 45.559"	2+247.215	2+312.047	64.832	20	100	30	-2.5	Left	0.9
Horizontal Alignment Report (Road No CR-2, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-2/1	0+603.773	319824.77	2032224.371	12° 17' 07.026"	0+571.486	0+635.812	64.326	NC	300	30	-2.5	Left	-
Horizontal Alignment Report (Road No CR-4, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-4/1	0+698.017	318997.282	2035502.704	16° 23' 28.642"	0+654.809	0+740.634	85.825	NC	300	30	-2.5	Left	-
CR-4/2	0+873.355	318829.755	2035556.421	13° 49' 22.778"	0+836.990	0+909.367	72.377	NC	300	30	-2.5	Left	-
Horizontal Alignment Report (Road No CR-5, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-5/1	0+200.279	318295.75	2032910.24	15° 21' 02.885"	0+180.063	0+220.252	40.188	20	150	30	2.7	Left	0.6
Horizontal Alignment Report (Road No CR-6, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-6/1	0+630.261	318744.292	2033505.583	17° 38' 47.977"	0+552.648	0+706.645	153.996	NC	500	30	-2.5	Right	-
Horizontal Alignment Report (Road No CR-7, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-7/1	0+141.757	317042.16	2034150.817	66° 37' 22.596"	0+108.899	0+167.039	58.139	20	50	20	3.6	Right	1.2
CR-7/2	0+342.030	317160.379	2034321.06	17° 50' 06.885"	0+294.957	0+388.342	93.385	NC	300	30	-2.5	Left	-
CR-7/3	0+592.290	317242.575	2034558.241	15° 39' 53.751"	0+551.022	0+633.043	82.021	NC	300	30	-2.5	Left	-
CR-7/4	0+930.090	317272.085	2034894.518	76° 57' 44.165"	0+890.345	0+957.507	67.162	20	50	20	3.6	Right	1.2
Horizontal Alignment Report (Road No CR-8, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-8/1	0+627.921	319739.973	2031384.085	06° 49' 40.517"	0+615.990	0+639.824	23.834	NC	200	20	-2.5	Left	0.6
CR-8/2	2+528.447	318285.144	2029301.54	170° 38' 50.843"	0+000.000	0+615.990	615.99	NC	206.822	20	-2.5	Left	0.6

FOR TENDER



CLIENT

MAHARASHTRA INDUSTRIAL TOWNSHIP LTD (MITL)

PROJECT

DESIGN, CONSTRUCTION, TESTING, COMMISSIONING AND OPERATION & MAINTENANCE OF INFRASTRUCTURE WORKS AT DIGHI PORT INDUSTRIAL AREA (DPIA)- PHASE 1 UNDER DELHI MUMBAI INDUSTRIAL CORRIDOR (DMIC) ON EPC BASIS

TITLE

HORIZONTAL ALIGNMENT REPORT

PROJECT CODE: DI1628

STATUS: ISSUED FOR TENDER

DATE: 18.12.2024

SHEET NO: 03 OF 04

SCALE: NTS

DWG SIZE: A1

REV NO: R0

DRAWING NO:

MITL- DPIA - PKG1- RD-74

Horizontal Alignment Report (Road No CR-9, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-9/1	0+208.555	317710.756	2034796.942	46° 18' 25.309"	0+187.173	0+227.583	40.411	15	50	20	3.6	Right	1.2
CR-9/2	0+325.229	317739.714	2034681.871	11° 23' 33.628"	0+310.267	0+340.093	29.826	30	150	30	2.7	Right	0.6
CR-9/3	0+633.531	317695.757	2034376.852	51° 25' 46.854"	0+597.412	0+664.733	67.321	15	75	20	3.6	Left	0.9
CR-9/4	0+906.800	317914.063	2034204.849	23° 32' 27.240"	0+875.544	0+937.174	61.63	30	150	30	2.7	Right	0.6
CR-9/5	1+108.926	317986.101	2034015.178	41° 46' 46.693"	1+032.594	1+178.432	145.838	20	200	30	2.5	Left	0.6

Horizontal Alignment Report (Road No CR-11, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
CR-11/1	0+267.716	318832.111	2035298.062	35° 53' 10.614"	0+251.525	0+282.842	31.317	25	50	20	3.6	Left	0.9
CR-11/2	0+751.486	319298.492	2035170.178	53° 19' 47.929"	0+726.377	0+772.916	46.539	20	50	20	3.6	Left	0.9


Horizontal Alignment Report (Road No LR-1, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
LR-1/1	0+267.716	318832.111	2035298.062	35° 53' 10.614"	0+251.525	0+282.842	31.317	25	50	20	3.6	Left	0.6
LR-1/2	0+751.486	319298.492	2035170.178	53° 19' 47.929"	0+726.377	0+772.916	46.539	20	50	20	3.6	Left	0.6

Horizontal Alignment Report (Road No LR-2, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
LR-2/1	0+252.199	318004.108	2034450.709	25° 28' 51.052"	0+218.284	0+284.993	66.709	20	150	20	2.5	Right	-
LR-2/2	0+418.577	318168.01	2034484.866	40° 09' 34.422"	0+363.745	0+468.882	105.137	20	150	20	2.5	Left	-
LR-2/3	0+663.188	318310.356	2034689.182	49° 36' 12.989"	0+593.872	0+723.734	129.862	20	150	20	2.5	Right	-

Horizontal Alignment Report (Road No LR-3, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
LR-3/1	0+108.648	317987.298	2032914.303	40° 47' 23.634"	0+097.495	0+118.852	21.358	20	30	20	2.5	Right	0.6
LR-3/2	0+166.916	317966.803	2032969.302	17° 58' 22.776"	0+162.172	0+171.583	9.411	20	30	20	2.5	Left	0.6
LR-3/3	0+223.752	317916.245	2032994.648	75° 35' 07.494"	0+200.488	0+240.064	39.576	-	30	20	2.5	Right	0.6
LR-3/4	0+301.979	317919.429	2033078.875	70° 37' 33.431"	0+280.727	0+317.707	36.98	20	30	20	2.5	Left	0.6

Horizontal Alignment Report (Road No LR-4, Phase I)													
HIP/Curve No.	HIP			Deflection	Curve			Spiral	Radius	Design Speed (kmph)	Super-Elevation (%)	Side	Extra Widening (m)
	Chainage	Easting	Northing		Start Chainage	End Chainage	Length						
LR-4/1	0+063.707	318656.765	2035632.12	11° 45' 01.128"	0+048.272	0+079.034	30.762	20	150	30	2.5	Left	-

FOR TENDER

CLIENT				MAHARASHTRA INDUSTRIAL TOWNSHIP LTD (MITL)	
PROJECT					
DESIGN, CONSTRUCTION, TESTING, COMMISSIONING AND OPERATION & MAINTENANCE OF INFRASTRUCTURE WORKS AT DIGHI PORT INDUSTRIAL AREA (DPIA)- PHASE 1 UNDER DELHI MUMBAI INDUSTRIAL CORRIDOR (DMIC) ON EPC BASIS					
TITLE					
HORIZONTAL ALIGNMENT REPORT					
PROJECT CODE: DI1628		STATUS: ISSUED FOR TENDER		DATE: 18.12.2024	
SHEET NO: 04 OF 04		SCALE: NTS		DWG SIZE: A1	
				REV NO: R0	
DRAWING NO:					
MITL- DPIA - PKG1- RD-75					