

262

**ACTION HISTORY OF RTI REQUEST No.WLIOI/R/2019/50024**

**Applicant Name** Pramod Kalita

**Text of Application** Request following information as per RTI Act 2005- 1) A copy of letter no. WII/DWII/Misc./03/2018 dated 16-01-19. 2) Details of field study report to safeguard the Elephant corridor at Deepor Beel area as Suggested by Wildlife Institute of India , Dehradun by engaging a consultant- Delhi Integrated Multi-Model Transit System Ltd. kashmere Gate Delhi- 110006.

**Reply of Application**

SN.	Action Taken	Date of Action	Action Taken By	Remarks
1	RTI REQUEST RECEIVED	18/08/2019	Nodal Officer	
2	REQUEST FORWARDED TO CPIO	20/08/2019	Nodal Officer	Forwarded to CPIO(s) : (1) Anju Baroth
3	ADDITIONAL PAYMENT REQUIRED FOR INFORMATION	03/09/2019	Anju Baroth- (CPIO)	the information sought contains in 50 pages and cannot be uploaded online. U/s 7(3) of RTI Act, 2005, you are requested to deposit an additional fee of Rs. 100/- (50 Pages @ 2/page) towards the cost of providing the information in photo copy. The fee may please be deposited within 30 days from the receipt of this reply failing which your RTI will stand disposed of. It is also requested that the correct mailing address may please be sent urgently.

Print

RTI-31



भारतीय वन्यजीव संस्थान  
Wildlife Institute of India

SPEED POST/ONLINE REPLY

No. WII/RTI/CPIO/2019-20(Qtr-II)/31

Dated 04.09.2019

To,

Shri Pramod Kalitha,  
Vill-Chakardo, PO-Azara,  
Dist-Kamrup, Assam,  
Guwahati, Garchuk Airport Road – 781 017

**Sub.: Information sought under Right to Information Act, 2005- reg.**

**Ref.: Online RTI Request Reg. No. WLIOI/R/2019/50024 dated 18.08.2019.**

Sir,

Please refer to your RTI Request on the above cited subject and reference. In this context, u/s 7(3) of RTI Act, 2005 you were requested to deposit an additional fee of Rs. 100/- towards the cost of providing information in photocopy (50 pages).

Since the additional fee is received online dated 03.09.2019, the desired information is being sent herewith by speed post and the said **online RTI stands disposed of**.

If you are not satisfied with the aforesaid reply, you may file an appeal before the First Appellate Authority i.e. "Director, Wildlife Institute of India, P.B.18, Chandrabani, Dehradun – 248 001, Ph. 0135-2646102, 2640910" within a period of 30 days from the receipt of this letter.

Thanking you,

Yours faithfully,

*[Handwritten signature]*  
5/9/2019

*[Handwritten signature]*  
(Dr. Anju Baroth)  
NO & CPIO, RTI

Encl: as above.

0/2

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320

(50 pages)



भारतीय वन्यजीव संस्थान  
Wildlife Institute of India

No. WII/DWII/Misc./03/2018

16 January 2019

To,

Shri S. N. Singh  
Chief Administrative Officer/Con-1  
Northeast Frontier Railway  
Maligaon, Guwahati, Assam  
Email: [nmbrahma@gmail.com](mailto:nmbrahma@gmail.com)

INFORMATION PROVIDED  
UNDER RTI

Sub: Movement path of elephants *vis a vis* railway track along Deepor Beel- reg.

Ref: I. Your letter No. W/362/CON/N-K/Misc/NGT/statu dated 10.12.2018.  
II. Our letter of even no. dated 28.08.2018 to PCCF and CWLW, Govt. of Assam.  
III. Letter No. WL/FG/OA No.19/2014/EZ dated 10.01.2019 of PCCF(WL) and the Chief Wildlife Warden, Govt. of Assam

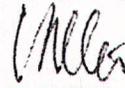
Sir,

We have gone through your letter under reference and are of the opinion that the structure proposed by you will not be beneficial for elephants to gain access to Deepor Beel. Upon receipt of your letter and further discussion with the Chief Wildlife Warden, Government of Assam, Dr. Bivash Pandav, Scientist F of Wildlife Institute of India visited Deepor Beel on 12 January 2019 and held detailed discussions with forest and railway officials on the site. During the meeting Dr. Pandav explained the fault in the design proposed by your office and stressed upon the recommendation made by the WII to explore the possibility of digging a tunnel through the hill between Gate No. 273 and 274. The team of forest and railway officials present in the meeting had detailed deliberation with Dr. Pandav at Deepor Beel. Based on the deliberations held during the meeting, we propose the following options in order to mitigate the negative impacts of rail traffic on elephant movements along Deepor Beel:

- I. We strongly recommend you to explore the possibility of a new alignment of railway track from Azara station near Pillar no. 163/4 to the level crossing near Assam Engineering college (behind Radison Blue Hotel) at Pillar no. 172/0. Possibility of a straight alignment between these two pillars along the northern boundary of Deepor Beel through *via* duct (only) should be explored. This will greatly reduce the distance between Azara to Kamakshya stations by 10 to 11 kilometer as well as avoid the present circuitous route that cuts through elephant movement paths along southern boundary of Deepor Beel.
- II. Alternatively, as proposed in our letter of even no. dated 28.08.2018, possibility of a tunnel under the hilly stretch between gate no. 273 and 274 should be explored.

We suggest you to carry out feasibility assessment of both these options quickly and convene a meeting to discuss further course of action.

Yours faithfully,

  
(Dr. V. B. Mathur)  
Director

Copy to:

1. Chief Secretary, Govt. of Assam, State Secretariat, Dispur. Email: [cs-assam@nic.in](mailto:cs-assam@nic.in). For kind information please.
2. Principal Chief Conservator of Forests and the Chief Wildlife Warden, Government of Assam, Aranya Bhawan, Panjabari, Guwahati 781037, Email: [pccf.wl.assam@gmail.com](mailto:pccf.wl.assam@gmail.com)

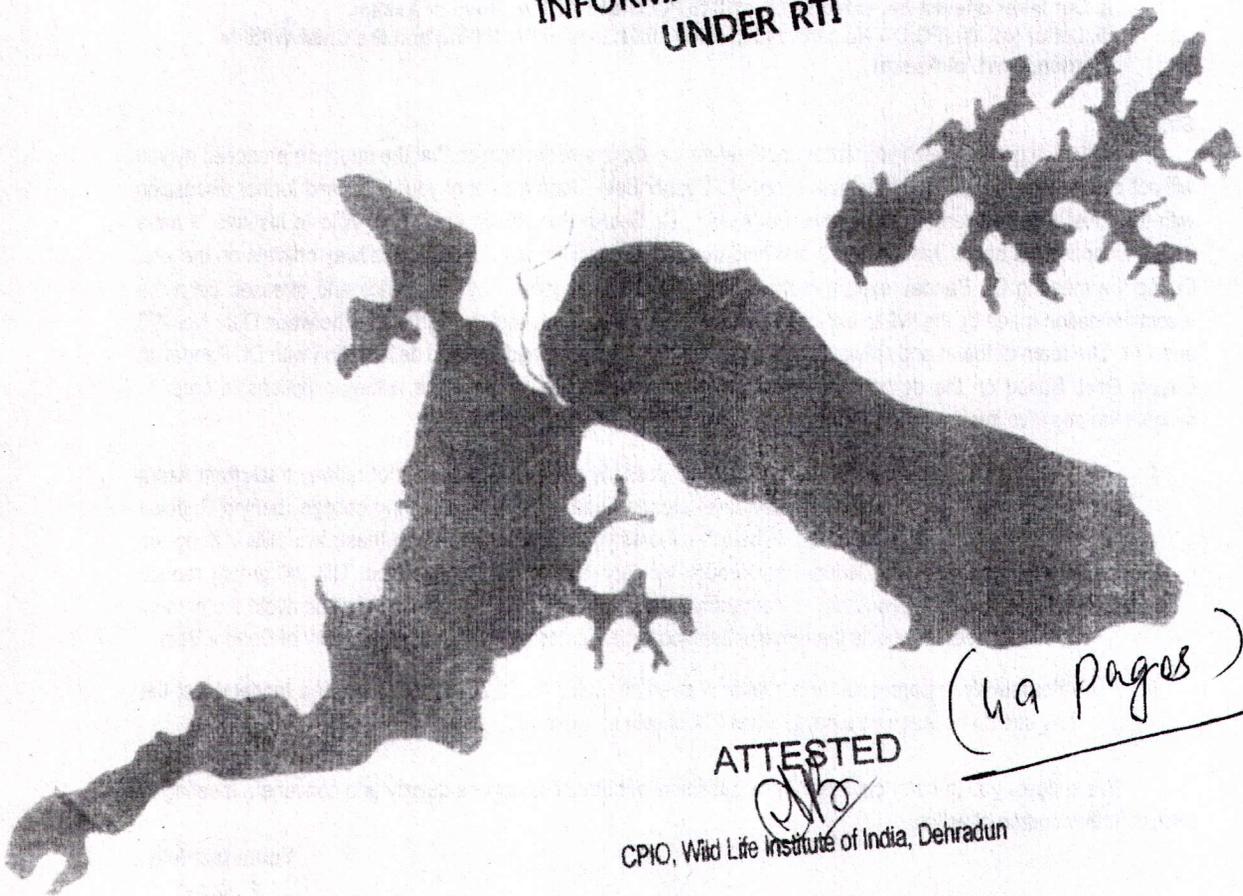
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CPIO, Wild Life Institute of India, Dehradun

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# Northeast Frontier Railway (Construction)

INFORMATION PROVIDED  
UNDER RTI



*(49 Pages)*

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*[Signature]*  
CPIO, Wild Life Institute of India, Dehradun

## Feasibility Report

Feasibility study for finding out suitable alternative from km 163/0 to km 172/0 of existing railway track and proposed doubling to avoid elephant corridor between Azara to Kamakhya station.

February, 2019

Submitted by:

**Delhi Integrated Multi-Modal Transit System Limited**

(A joint venture of the Govt. of the NCT of Delhi and IDFC Foundation)



1<sup>st</sup> Floor, Maharana Pratap ISEBT Building, Kashmere Gate, Delhi 110 006 (India)

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**TABLE OF CONTENTS**

**INFORMATION PROVIDED UNDER RTI**

Chapter No.	Name of the Chapter	Page No.
1	Executive Summary .....	5
2	Introduction .....	6
2.1	Background .....	6
2.2	Agency .....	6
2.3	Need for the Study .....	6
3	Alignment Details .....	7
4	Diverted Alignment-1 .....	10
4.2	Curve Details:.....	11
4.3	Gradient:.....	11
4.4	Tunnel: .....	11
4.5	Road Crossing:.....	12
4.6	Major Bridges: .....	12
5	Diverted Alignment -2 .....	12
5.2	Curve Details:.....	13
5.3	Gradient:.....	13
5.4	Tunnel: .....	13
5.5	Road Crossing:.....	14
5.6	Major Bridges: .....	14
6	Diverted Alignment -3 .....	14
6.2	Curve Details:.....	15
6.3	Gradient:.....	15
6.4	Tunnel: .....	15
6.5	Road Crossing .....	15
6.6	Major Bridges: .....	15
7	Conclusion / Recommendation:.....	16



8	<b>Annexures:</b> .....	16
8.1	Annexure-I – Curve Details .....	16
8.2	Annexure-II – Cut Fill details of Diverted Alignment-1 .....	17
8.3	Annexure-III – Cut Fill details of Diverted Alignment - 2 & 3.....	31
8.4	Annexure-IV – Road Crossing Details.....	45
8.5	Annexure –V – Tunnel Details.....	45
9	<b>Drawings</b> .....	46

**INFORMATION PROVIDED  
UNDER RTI**



### TABLE OF FIGURES

Figure No.	Name of the Figure	Page No.
------------	--------------------	----------

No table of figures entries found.

INFORMATION PROVIDED  
UNDER RTI



**LIST OF TABLES** INFORMATION PROVIDED UNDER RTI

Sr. No.	Description	Page No.
Table 1 -	Comparative study between alignments.....	9
Table 2 -	Details of Diverted Alignment -1.....	11
Table 3 -	Details of Diverted Alignment - 2.....	13
Table 4 -	Details of Diverted Alignment - 3.....	15
Table 5 -	CUT / FILL details of Diverted Existing Alignment-1 .....	24
Table 6 -	CUT/FILL details of Diverted Doubling Alignment-1 .....	31
Table 7 -	CUT/FILL details of Diverted Alignment-2.....	38
Table 8 -	CUT/FILL details of Diverted Alignment-3.....	44
Table 9 -	Details of Road Crossing.....	45
Table 10 -	Details of Tunnel .....	45



## 1 Executive Summary

**INFORMATION PROVIDED  
UNDER RTI**

The main objective of this study is to determine the feasibility of alternative alignments from Ch. 163/0 to 172/0 of the existing railway track to avoid the elephant corridor between Azara and Kamakhya stations by construction of Tunnel/ Viaduct/ROB/RUB, Underpass, Overpass & Embankment etc.

The study has been carried out considering the proposed doubling work between Azara and Kamakhya stations.

As the first step of carrying out the feasibility study, a topographical survey was conducted.

After careful examination of the geographical features of the existing site, we have studied the following three options (Diversions).

**Diverted Alignment - 1** is designed on the right side of the existing alignment, it starts from CH: 165/844.0 m and ends at CH: 168/595.0 m. The total length of the alignment is 2.57 km. This alignment contains Cut & Cover Tunnel in the Elephant Corridor.

**Diverted Alignment - 2** starts at CH: 163/290.0 m and moves to the extreme left side of the existing alignment to completely avoid the Elephant corridor and entire Deepor Beel century and meets the existing Alignment at CH: 172/022.0 m.

**Diverted Alignment - 3** is a straight alignment which passes through Deepor Beel Century and avoids the entire elephant corridor area.

All these options are considered for an in depth study, to find the most viable solution in view of technical feasibility, economic viability and easy of constructability, serviceability & maintainability requirements



## 2 Introduction

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### 2.1 Background

- 2.1.1 Northeast Frontier Railway (NFR) has been operating and maintaining the Azara and Kamakhya single line broad gauge non-electrified rail corridor. It has been reported that the railway corridor is facing a challenge to give free access to the wild animals' habitat in forest over the hill, to Deepor Beel (Lake), at the foot hill. Especially, Elephants have the major threat to cross the railway line. Considering this, the NFR (Construction Organisation) has decided to study alternatives for railway alignment from chainage 163/0 to 172/0.
- 2.1.2 The suggested alternative alignments may be through the lake by viaduct or through a tunnel under the hilly stretch. NF Railway (Construction Organisation) has awarded this work for exploring the feasibility of these options.

### 2.2 Agency

- 2.2.1 Delhi Integrated Multi- Model Transit System (DIMTS) is an urban transport and infrastructure development company committed to build and deliver quality infrastructure. DIMTS came into being in April 2006. In July 2007 it became an equal equity joint venture company between the Government of National Capital Territory of Delhi (GNCTD) and the IDFC Foundation (a not-for-profit organization). Over the years, DIMTS has evolved and is now equipped to provide one stop solution for all planning and commissioning related work in Transportation sector, Railways and Engineering sectors. The work was awarded to DIMTS for the feasibility study for finding out suitable alternative from km163/0 to km 172/0 of existing Railway Track to avoid elephant corridor between Azara and Kamakhya station by construction of viaduct/Tunnel including ROB/RUB, Underpass, Overpass & Embankment etc.

### 2.3 Need for the Study

- 2.3.1 It is reported that elephants from hills adjoining the railway alignment, between Kamakhya and Azara, cross the tracks, to reach Deepor Beel for water, endangering their life due to moving trains. Hence, Railway has commissioned a study alternatives for diverting railway alignment.
- 2.3.2 Proposal is planned on the existing railway track from chainage km.163/0 to km 172/0 between Azara and Kamakhya station. The planning has to be done over the current available land and track. As of now, no such additional land would be required for the proposal at this stage. The diversions of the trains to be planned for the period of construction and details analysis of the additional land required if any would be assessed in the later stage.



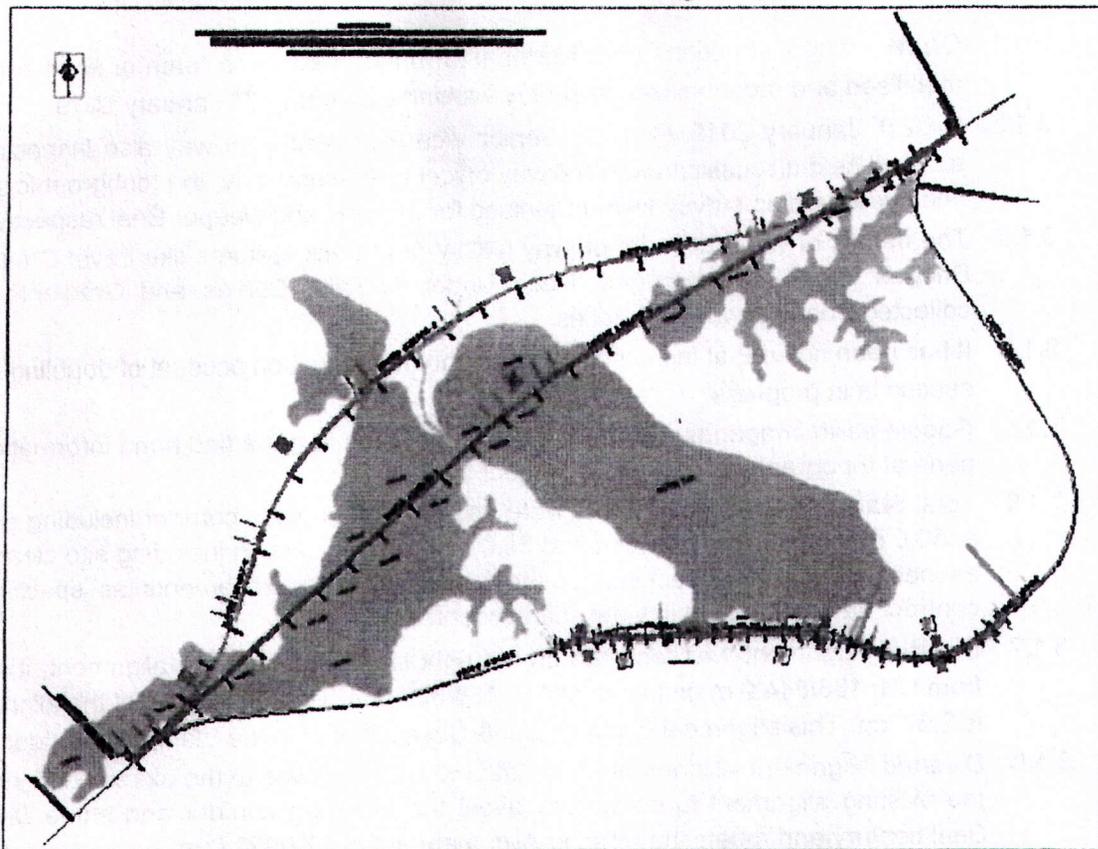
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### 3 Alignment Details

- 3.1.1 On receiving instructions from Northeast Frontier Railway, a team of engineers was mobilised and reconnaissance survey was initiated from 17<sup>th</sup> January 2019.
- 3.1.2 On 21<sup>st</sup> January 2019, DIMTS's Senior Vice President - Railway also inspected the site and held discussions with Railway officers. Subsequently, the topographic survey and hydrographic survey were organised for the land and Deepor Beel respectively.
- 3.1.3 The details of width of Right of Way (ROW) and track features like Level Crossings, Bridges, Road Over Bridges, Road Under Bridges, Curves and Gradients were collected from Railway Authorities.
- 3.1.4 It has been noted that the construction of one more track on account of doubling of the section is in progress.
- 3.1.5 Google earth imageries were studied in detail so as to get a find hand information on general topographical features of project area.
- 3.1.6 Total Station/ DGPS instruments were used for 100 m wide corridor including survey at 50.0 m interval cross section and 25.0 m interval L-section including site clearance as necessary while checking for the feasibility, the requirements as specified in contract have been kept in view and accounted.
- 3.1.7 Diverted Alignment-1 is designed on the right side of the existing alignment, it starts from CH: 165/844.0 m and ends at CH: 168/595.0 m. The total length of the alignment is 2.57 km. This alignment contains Cut & Cover Tunnel in the Elephant Corridor.
- 3.1.8 Diverted Alignment -2 starts at CH:163/290.0 m and moves to the extreme left side of the existing alignment to completely avoid the Elephant corridor and entire Deepor Beel century and meets the existing Alignment at CH:172/022.0 m.
- 3.1.9 Diverted Alignment -3 is a straight alignment which passes through Deepor Beel Century and avoids the entire elephant corridor area.



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3.1.10 The Comparative study between these 3 alignments is given below:

S.N	Item	Diverted Alignment 1	Diverted Alignment 2	Diverted Alignment 3
1	<b>Length (km)</b>	<b>2.75</b>	<b>6.49</b>	<b>6.14</b>
1.i	Start Point (M), Existing CH	165844.00	163290.00	163290.00
1.ii	End Point (M), Existing CH	168595.00	172022.00	172022.00
1.iii	Difference in Length with Existing (m)	3	-2242	-2592
2	<b>Gradient</b>			
2.i	Ruling Gradient	Level	Level	Level
2.ii	Gradient in yards	Level	Level	Level



S.N	Item	Diverted Alignment 1	Diverted Alignment 2	Diverted Alignment 3
2.iii	Maximum Height of Embankment (m)	5.4	8.33	8.83
2.iv	Maximum Height of Cutting (m)	29.6	0	0
3	<b>Curve</b>			
3.i	Total no. of curves	3	4	1
3.ii	Normal Degree of Curvature	2 degree	1 degree	1 degree
3.iii	Sharpest curve	2.59 degree	1 degree	1 degree
3.iv	Sharpest curve (Radius, M)	675	1750	1750
3.v	Curve length(m)	1650.15	3781	466.31
3.vi	% Curve Length	59.92%	58.26%	7.59%
4	<b>Bridge</b>			
4.i	Total no. of Important/Major bridges	1	3	5
4.ii	Total Length of Major Bridges (in M)	30	90	4000
4.iii	Length of Longest bridges (In M)	30	30	600
5	<b>Crossings</b>			
5.i	Road Over Bridge (ROB)	0	0	0
5.ii	Road Under Bridge (RUB)	0	1	1
5.iii	Level Crossing (L/C)	2	0	0
6	<b>Station</b>			
6.i	Total no. of Stations (new)	0	0	0
7	<b>Tunnel / Cut &amp; Cover</b>			
7.i	Total no. of Tunnels / Cut & Cover (nos.)	2	0	0
7.ii	Length of Cut & Cover (m)	510	0	0

Table 1 - Comparative study between alignments



**INFORMATION PROVIDED  
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**4 Diverted Alignment-1**

- 4.1.1 The diverted alignment-1 starts from CH: 165/844.0 m of existing alignment towards right side of the existing alignment from Azara station side.
- 4.1.2 The doubling alignment is also diverted parallel to the proposed alignment at a distance of 15.0m in left side. After passing a distance of 850m, both the alignments cross a metalled road and enters the hill.
- 4.1.3 Two numbers of separate cut & cover tunnels are proposed for both the alignments in this hill portions to avoid the elephant pass corridor. The length of cut & cover tunnel is 500m.
- 4.1.4 After passing the cut & cover tunnel, both the alignments takes a right side curve and then takes left side turn and meet at original alignment at CH: 168/595.0 m.
- 4.1.5 The Total length of diverted existing alignment is 2754.0m & doubling alignment is 2710.0m. The summary of both the alignments is given below:

**Diverted Alignment-1 Details:**

1	Start Point of Existing Alignment =	165/844	M (Existing CH)
2	Start Point of Doubling Alignment =	165/870	M (Existing CH)
3	End Point of Existing Alignment =	168/595	M (Existing CH)
4	End Point of Doubling Alignment =	168/600	M (Existing CH)
5	Length of Existing Alignment =	2,754.00	M
6	Length of Doubling Alignment =	2,710.00	M
7	Gradient of Alignments =	Level	(Both Alignments)
8	Maximum height of embankment =	4.8	M (Existing)
		5.4	M (Doubling)
9	Maximum depth of cutting =	29.6	M (Existing)
		22.2	M (Doubling)
10	Total No of Curves =	3	Nos (Both Alignments)
11	Total length of curves =	1650 15	M (Existing)
		1649.26	M (Doubling)

**Diverted Alignment-1 Details:**

12	Percentage of alignment on curves =	59.92	% (Existing)
		60.86	% (Doubling)
13	Sharpest curves =	675	M (2.59°)
14	Total Nos. of Cut & Covers =	1	Each
15	Length of Cut & Cover =	510	M (Existing)
		480	M (Doubling)
16	Road Crossing =	2	Nos (Both Alignments)

**Table 2 - Details of Diverted Alignment -1**

**4.2 Curve Details:**

4.2.1 Both the diverted alignment-1 consists of 3 (Three) numbers of curves. Out of which, 2 numbers are right hand curves and 1 left hand curve. The minimum radius of curve is 675.0m i.e. 2.59°. Flattening the curve will lead to abandonment of Bridge No. 742 (1 X 30.5 Girder). Transition length is considered as 100.0m for all the curves of both the alignments. The total length of curve including transition length is 1650.15m for existing diverted track & 1649.26m for doubling diverted track. The curve details of both the alignment is enclosed in Annexure I.

**4.3 Gradient:**

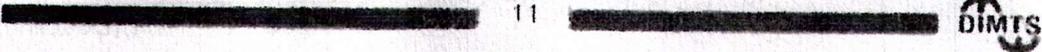
4.3.1 Since the existing alignment from Ch: 165/800m to 168/600m is in level, so both the alignments-1 are kept in level in the diverted portion. The formation level of both the alignments are 51.000m

**4.4 Tunnel:**

4.4.1 The maximum cutting depth of diverted existing alignment-1 is 29.6m & 22.2m for diverted doubling alignment-1. Both the alignments are parallel to each other with a distance of 15.0m Centre to Centre. Since this hill portion is mainly effected by Elephant and it is considered as elephant pass corridor, 2 separate cut & cover tunnel are proposed to avoid the Elephant pass corridor. The length of cut & cover tunnel of existing diverted alignment is 510.0m and the length of cut & cover tunnel of doubling diverted alignment is 480.0m. The details of tunnel is enclosed in Annexure-V.

existing diverted alignment is 510.0m and the length of cut & cover tunnel of doubling diverted alignment is 480.0m. The details of tunnel is enclosed in Annexure-V.

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**4.5 Road Crossing:**

- 4.5.1 2 numbers of existing metaled road crossing is present in the existing alignment. Now these two crossings are shifted at the right hand side of the existing alignment. Manned level crossings are required in these 2 locations for both the diverted alignment-1. However the level crossings shall be avoided by construction of ROB/ RUB, which required a separate Topo survey to find the feasibility. The Details of Level crossings are enclosed in Annexure-IV.

**4.6 Major Bridges:**

- 4.6.1 From Ch: 165/800m to 168/600m, 2 number of major Bridges are present in the existing alignment.
- 4.6.2 They are: 5x30.5m Span at Ch: 166/703m & 1x30.5 at Ch: 167/657m. Now the existing alignment is shifted in the right hand side up to a distance of 53.0m in the 166/703m Chainage. So, existing 5x30.5m Bridge can be replaced with 3x6.1m RCC Box, since the waterway is less in this location as compared to the existing location. At Chainage 167/657m, the 1x30.5m span Bridge has to be reconstructed for both the diverted alignments. Again 3 to 4 number of additional Minor Bridges may be constructed in the balance alignment portions which will act as balancing culverts.

**5 Diverted Alignment -2**

- 5.1.1 The diverted alignment-2 starts from CH: 163/290.0M of existing alignment towards left side of the existing alignment from Azara station side. After passing a distance of 130m, the alignment turns left side to avoid the main Deepor Beel Sanctuary.
- 5.1.2 Then the alignment takes a right side curve and moves in the North side of the Deepor Beel Sanctuary and meets the Original Alignment at CH: 172/022.0M.
- 5.1.3 The length of this Alignment is 6.49 Km.
- 5.1.4 This Alignment consists of 4 numbers of 1° curves and avoids both Elephant prone area as well as Deepor Beel Sanctuary.
- 5.1.5 No Major cutting & tunnel is present in this alignment. 3 numbers of major Bridges are required in this alignment along with some minor Box Culverts for balancing purposes.
- 5.1.6 The summary of the alignment is given below:

**Diverted Alignment-2 Details:**

1	Start Point of Existing Alignment =	163/290	M
2	End Point of Existing Alignment =	172/022	M
3	Length of Existing Alignment =	6,490.00	M



**Diverted Alignment-2 Details:**

4	Gradient of Alignment =	Level	
5	Maximum height of embankment =	8.33	M
6	Maximum depth of cutting =	0	M
7	Total No of Curves =	4	Nos
8	Total length of curves =	3781	M
9	Percentage of alignment on curves =	58.26	%
10	Sharpest curves =	1750	M (1.0°)
11	Total Nos. of tunnels =	Nil	
12	Total Nos. of Major Bridges =	3	Each
13	Road Crossing =	1	Nos

**Table 3 - Details of Diverted Alignment - 2**

**5.2 Curve Details:**

5.2.1 The diverted alignment-2 consists of 4 (Four) nos of curves. Out of which, 2 nos are Right hand Curve and 2 Left Hand curve. The minimum radius of curve is 1750.0m i.e. 1.0°. Transition Length is considered as 100.0m for all the curves of the alignment. The total length of curve including Transition Length is 3781.0m. The Curve details of both the Alignment is enclosed in Annexure I.

**5.3 Gradient:**

5.3.1 Since the existing alignment from Ch: 163/200m to 172/100m is in Level, so Alignment-2 is kept in level in the diverted portion. The formation level of the alignment is 51.000m.

**5.4 Tunnel:**

5.4.1 The maximum cutting depth of diverted alignment-2 is 0.0m. Since no cutting is involved in this alignment so no Tunnel is proposed. The details of Tunnel is enclosed in Annexure-V.



### 5.5 Road Crossing:

- 5.5.1 1 No. of existing non metaled road crossing is present in the diverted Alignment-2. Road Under Bridge (RUB) is required in the location of road crossing. The Details of Road crossings are enclosed in Annexure IV.

### 5.6 Major Bridges:

- 5.6.1 From Ch: 163/290m to 172/022m, the diverted Alignment passes through some marshy land along with low land water logged area. 3 Nos of Major Bridges are required at CH: 163850, CH: 165950 & 168950M locations of 30.0m width and 5x6.10m RCC Slab Culvert may proposed in these locations.

## 6 Diverted Alignment -3

- 6.1.1 The diverted alignment-3 starts from CH: 163/290.0M of existing Alignment towards left side of the existing alignment from Azara station side. The Alignment passes straight and Bisects Deepor Beel in the middle and takes a right side curve and meets the original Alignment at CH: 172/022M.
- 6.1.2 The length of this Alignment is 6.14 Km.
- 6.1.3 This Alignment consists of 1 Nos of 1o curves and avoids Elephant prone area, but bisects Deepor Beel Sanctuary in the middle.
- 6.1.4 No Major Cutting & Tunnel is present in this alignment. 5 Nos of major Bridges are required in this alignment along with some minor Box Culverts for balancing purposes.
- 6.1.5 The Summary of the alignment-3 is given below:

<b>Diverted Alignment-3 Details:</b>			
1	Start Point of Existing Alignment =	163/290	M
2	End Point of Existing Alignment =	172/022	M
3	Length of Existing Alignment =	6,140.00	M
4	Gradient of Alignment =	Level	
5	Maximum height of embankment =	8.83	M
6	Maximum depth of cutting =	0	M
7	Total No of Curves =	1	Nos
8	Total length of curves =	466.31	M
9	Percentage of alignment on curves =	7.59	%
10	Sharpest curves =	1750	M (10°)
11	Total Nos of tunnels =	Nil	



12	Total Nos. of Major Bridges =	4.0	Km Long
13	Road Crossing =	1	Nos

**Table 4 - Details of Diverted Alignment - 3**

**INFORMATION PROVIDED  
UNDER RTI**

**6.2 Curve Details:**

6.2.1 The Diverted Alignment-3 consists of 1 (One) Right Hand curve. The minimum radius of curve is 1750.0m i.e. 1.0°. Transition Length is considered as 100.0m for all the curves of the Alignment. The Total Length of Curve including Transition Length is 466.31m. The Curve details of both the Alignment is enclosed in Annexure I.

**6.3 Gradient:**

6.3.1 Since the existing alignment from Ch: 163/200m to 172/100m is in Level, so Alignment-3 is kept in level in the diverted portion. The Formation Level of the Alignment is 51.000m.

**6.4 Tunnel:**

6.4.1 The Maximum Cutting depth of Diverted Alignment-3 is 0.0m. Since no cutting is involved in this alignment so no Tunnel is proposed. The details of Tunnel is enclosed in Annexure-V.

**6.5 Road Crossing:**

6.5.1 1 Nos of Existing non metaled road crossing is present in the diverted Alignment-3. Road Under Bridge (RUB) is required in the location of road crossing. The Details of Road crossings are enclosed in Annexure-IV.

**6.6 Major Bridges:**

6.6.1 From Ch: 163/750m to 166/900m, and again from Ch: 167/250m to 168/250m the diverted Alignment passes through Deepor Beel area. The entire area is completely water logged with minimum 1.5 to 2.5m water depth during survey. So a lots of elevated structures are required in this location.



## 7 Conclusion / Recommendation: **INFORMATION PROVIDED UNDER RTI**

- 7.1.1 Diverted Alignment-1 is the shortest one which can avoid some part of Elephant pass corridor by constructing Cut & Cover tunnel of length of 500m. But the starting and ending part of the alignment is near to the elephant prone area and hence probability of conflict with elephant may there. Moreover some major habitations are present in the starting & ending portion of the Alignment.
- 7.1.2 Diverted Alignment-2 is far away from the existing Alignment (almost 2.5 km) which completely avoids the Elephant prone area as well as it will not affect the entire Deepor Beel wildlife Sanctuary. This alignment does not affect any major habitations.
- 7.1.3 Diverted Alignment-3 is also far away from the existing alignment (almost 2.0 Km) and avoids the Elephant prone area, but it will pass through Deepor Beel wildlife Sanctuary. Almost 4.0Km elevated structures are required to cross the Deepor Beel.
- 7.1.4 So the Diverted Alignment-2 is the most suitable alternative of this study.

## 8 Annexures:

- I. Annexure-I – Curve Details
- II. Annexure-II – Cut Fill details of Diverted Alignment-1
- III. Annexure-III – Cut Fill details of Diverted Alignment - 2 & 3
- IV. Annexure-IV – Road Crossing Details
- V. Annexure -V – Tunnel Details

### 8.1 Annexure-I – Curve Details

Enclosed separately



**INFORMATION PROVIDED**

**8.2 Annexure-II – Cut Fill details of Diverted Alignment UNDER RTI**

S/N	Chainage	GL	FL	-Cut/Fill
0	165844.00	50.941	51.000	0.059
1	165850.00	50.947	51.000	0.053
2	165860.00	50.950	51.000	0.050
3	165870.00	50.949	51.000	0.051
4	165880.00	50.952	51.000	0.048
5	165890.00	50.955	51.000	0.045
6	165900.00	50.958	51.000	0.042
7	165910.00	50.959	51.000	0.041
8	165920.00	50.964	51.000	0.036
9	165930.00	50.968	51.000	0.032
10	165940.00	50.974	51.000	0.026
11	165950.00	50.981	51.000	0.019
12	165960.00	50.989	51.000	0.011
13	165970.00	50.996	51.000	0.004
14	165980.00	50.947	51.000	0.053
15	165990.00	50.787	51.000	0.213
16	166000.00	50.745	51.000	0.255
17	166010.00	50.560	51.000	0.440
18	166020.00	50.370	51.000	0.630
19	166030.00	50.227	51.000	0.773
20	166040.00	50.081	51.000	0.919
21	166050.00	49.912	51.000	1.088
22	166060.00	49.862	51.000	1.138
23	166070.00	49.549	51.000	1.451
24	166080.00	48.982	51.000	2.018
25	166090.00	48.386	51.000	2.614
26	166100.00	47.915	51.000	3.085
27	166110.00	47.483	51.000	3.517
28	166120.00	47.327	51.000	3.673
29	166130.00	47.164	51.000	3.836
30	166140.00	47.112	51.000	3.888
31	166150.00	46.998	51.000	4.002
32	166160.00	46.885	51.000	4.115
33	166170.00	46.802	51.000	4.198
34	166180.00	46.718	51.000	4.282
35	166190.00	46.632	51.000	4.368
36	166200.00	46.546	51.000	4.454

CUT / FILL details of Diverted Existing Alignment-1

Feasibility Report  
 (Construction Organisation)  
 elephant corridor between Azara and Kamakhya stations, to avoid the

**INFORMATION PROVIDED**

CUT / FILL details of Diverted Existing Alignment UNDER RTI

S/N	Chainage	GL	FL	-Cut/Fill
37	166210.00	46.428	51.000	4.572
38	166220.00	46.363	51.000	4.637
39	166230.00	46.312	51.000	4.688
40	166240.00	46.261	51.000	4.739
41	166250.00	46.210	51.000	4.790
42	166260.00	46.159	51.000	4.841
43	166270.00	46.174	51.000	4.826
44	166280.00	46.324	51.000	4.676
45	166290.00	46.475	51.000	4.525
46	166300.00	46.618	51.000	4.382
47	166310.00	46.757	51.000	4.243
48	166320.00	46.827	51.000	4.173
49	166330.00	46.836	51.000	4.164
50	166340.00	46.845	51.000	4.155
51	166350.00	46.854	51.000	4.146
52	166360.00	46.861	51.000	4.139
53	166370.00	46.749	51.000	4.251
54	166380.00	46.636	51.000	4.364
55	166390.00	46.585	51.000	4.415
56	166400.00	46.598	51.000	4.402
57	166410.00	46.610	51.000	4.390
58	166420.00	46.622	51.000	4.378
59	166430.00	46.635	51.000	4.365
60	166440.00	46.913	51.000	4.087
61	166450.00	47.022	51.000	3.978
62	166460.00	47.030	51.000	3.970
63	166470.00	47.037	51.000	3.963
64	166480.00	47.045	51.000	3.955
65	166490.00	47.053	51.000	3.947
66	166500.00	47.126	51.000	3.874
67	166510.00	47.204	51.000	3.796
68	166520.00	47.281	51.000	3.719
69	166530.00	47.359	51.000	3.641
70	166540.00	47.437	51.000	3.563
71	166550.00	47.533	51.000	3.467
72	166560.00	47.627	51.000	3.373
73	166570.00	47.721	51.000	3.279
74	166580.00	47.815	51.000	3.185
75	166590.00	47.908	51.000	3.092



S/N	Chnage	GL	FL	-Cut/Fill
76	166600.00	48 002	51 000	2 998
77	166610.00	48 090	51 000	2 910
78	166620.00	48 145	51 000	2 855
79	166630.00	48 017	51 000	2 983
80	166640.00	47 888	51 000	3 112
81	166650.00	47 760	51 000	3 240
82	166660.00	47 631	51 000	3 369
83	166670.00	47 513	51 000	3 487
84	166680.00	47 734	51 000	3 266
85	166690.00	47 963	51 000	3 037
86	166700.00	48 192	51 000	2 808
87	166710.00	47 824	51 000	3 176
88	166720.00	47 236	51 000	3 764
89	166730.00	47 272	51 000	3 728
90	166740.00	48 279	51 000	2 721
91	166750.00	48 637	51 000	2 363
92	166760.00	49 101	51 000	1 899
93	166770.00	50 036	51 000	0 964
94	166780.00	49 923	51 000	1 077
95	166790.00	50 304	51 000	0 696
96	166800.00	51 089	51 000	-0 089
97	166810.00	53 428	51 000	-2 428
98	166820.00	57 307	51 000	-6 307
99	166830.00	60 752	51 000	-9 752
100	166840.00	63 416	51 000	-12 416
101	166850.00	66 996	51 000	-15 996
102	166860.00	70 012	51 000	-19 012
103	166870.00	72 574	51 000	-21 574
104	166880.00	74 640	51 000	-23 640
105	166890.00	76 245	51 000	-25 245
106	166900.00	75 034	51 000	-24 034
107	166910.00	75 302	51 000	-24 302
108	166920.00	75 570	51 000	-24 570
109	166930.00	75 838	51 000	-24 838
110	166940.00	75 535	51 000	-24 535
111	166950.00	74 680	51 000	-23 680
112	166960.00	73 644	51 000	-22 644
113	166970.00	72 413	51 000	-21 413
114	166980.00	70 226	51 000	-19 226

CUT / FILL details of Diverted Existing Alignment-1



Feasibility Report

Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations

INFORMATION PROVIDED

UNDER RTI

S/N	Chainage	GL	FL	-Cut/Fill
115	166990.00	68.028	51.000	-17.028
116	167000.00	65.224	51.000	-14.224
117	167010.00	62.418	51.000	-11.418
118	167020.00	59.727	51.000	-8.727
119	167030.00	56.489	51.000	-5.489
120	167040.00	54.147	51.000	-3.147
121	167050.00	52.821	51.000	-1.821
122	167060.00	51.496	51.000	-0.496
123	167070.00	51.607	51.000	-0.607
124	167080.00	53.403	51.000	-2.403
125	167090.00	60.338	51.000	-9.338
126	167100.00	67.113	51.000	-16.113
127	167110.00	68.123	51.000	-17.123
128	167120.00	69.891	51.000	-18.891
129	167130.00	72.523	51.000	-21.523
130	167140.00	75.155	51.000	-24.155
131	167150.00	77.788	51.000	-26.788
132	167160.00	79.195	51.000	-28.195
133	167170.00	78.942	51.000	-27.942
134	167180.00	80.610	51.000	-29.610
135	167190.00	79.343	51.000	-28.343
136	167200.00	77.066	51.000	-26.066
137	167210.00	74.441	51.000	-23.441
138	167220.00	71.640	51.000	-20.640
139	167230.00	74.573	51.000	-23.573
140	167240.00	74.923	51.000	-23.923
141	167250.00	74.118	51.000	-23.118
142	167260.00	73.629	51.000	-22.629
143	167270.00	72.325	51.000	-21.325
144	167280.00	69.512	51.000	-18.512
145	167290.00	68.244	51.000	-17.244
146	167300.00	65.404	51.000	-14.404
147	167310.00	62.710	51.000	-11.710
148	167320.00	59.553	51.000	-8.553
149	167330.00	56.466	51.000	-5.466
150	167340.00	54.864	51.000	-3.864
151	167350.00	52.436	51.000	-1.436
152	167360.00	51.869	51.000	-0.869
153	167370.00	50.948	51.000	0.052

CUT / FILL details of Diverted Existing Alignment-1



**INFORMATION PROVIDED UNDER RTI**

**CUT / FILL details of Diverted Existing Alignment-1**

S/N	Chainage	GL	FL	-Cut/Fill
154	167380.00	48.962	51.000	2.038
155	167390.00	47.060	51.000	3.940
156	167400.00	46.034	51.000	4.966
157	167410.00	45.806	51.000	5.194
158	167420.00	45.704	51.000	5.296
159	167430.00	46.592	51.000	4.408
160	167440.00	46.407	51.000	4.593
161	167450.00	45.877	51.000	5.123
162	167460.00	45.424	51.000	5.576
163	167470.00	46.296	51.000	4.704
164	167480.00	46.919	51.000	4.081
165	167490.00	46.975	51.000	4.025
166	167500.00	46.922	51.000	4.078
167	167510.00	46.808	51.000	4.192
168	167520.00	46.919	51.000	4.081
169	167530.00	47.433	51.000	3.567
170	167540.00	47.624	51.000	3.376
171	167550.00	47.697	51.000	3.303
172	167560.00	47.688	51.000	3.312
173	167570.00	46.879	51.000	4.121
174	167580.00	46.920	51.000	4.080
175	167590.00	46.996	51.000	4.004
176	167600.00	47.221	51.000	3.779
177	167610.00	47.068	51.000	3.932
178	167620.00	47.430	51.000	3.570
179	167630.00	48.096	51.000	2.904
180	167640.00	48.062	51.000	2.938
181	167650.00	46.959	51.000	4.041
182	167660.00	47.269	51.000	3.731
183	167670.00	47.217	51.000	3.783
184	167680.00	48.012	51.000	2.988
185	167690.00	47.219	51.000	3.781
186	167700.00	46.996	51.000	4.004
187	167710.00	46.998	51.000	4.002
188	167720.00	46.943	51.000	4.057
189	167730.00	46.930	51.000	4.070
190	167740.00	46.975	51.000	4.025
191	167750.00	47.028	51.000	3.972
192	167760.00	47.094	51.000	3.906

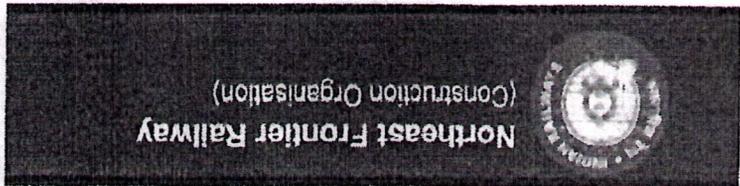




S/N	Chainage	GL	FL	-CUV/Fill
193	167770.00	47.180	51.000	3.820
194	167780.00	47.469	51.000	3.531
195	167790.00	48.119	51.000	2.881
196	167800.00	48.769	51.000	2.231
197	167810.00	48.398	51.000	2.602
198	167820.00	48.221	51.000	2.779
199	167830.00	47.572	51.000	3.428
200	167840.00	47.930	51.000	3.070
201	167850.00	48.304	51.000	2.696
202	167860.00	48.487	51.000	2.513
203	167870.00	48.820	51.000	2.180
204	167880.00	49.137	51.000	1.863
205	167890.00	49.384	51.000	1.616
206	167900.00	49.647	51.000	1.353
207	167910.00	49.620	51.000	1.380
208	167920.00	49.628	51.000	1.372
209	167930.00	49.676	51.000	1.324
210	167940.00	49.742	51.000	1.258
211	167950.00	49.824	51.000	1.176
212	167960.00	49.909	51.000	1.091
213	167970.00	49.926	51.000	1.074
214	167980.00	49.944	51.000	1.056
215	167990.00	49.942	51.000	1.058
216	168000.00	49.931	51.000	1.069
217	168010.00	49.934	51.000	1.066
218	168020.00	49.952	51.000	1.048
219	168030.00	50.004	51.000	0.996
220	168040.00	50.060	51.000	0.940
221	168050.00	50.087	51.000	0.913
222	168060.00	50.089	51.000	0.911
223	168070.00	50.052	51.000	0.948
224	168080.00	50.031	51.000	0.969
225	168090.00	50.026	51.000	0.974
226	168100.00	50.038	51.000	0.962
227	168110.00	50.067	51.000	0.933
228	168120.00	50.111	51.000	0.889
229	168130.00	50.173	51.000	0.827
230	168140.00	50.164	51.000	0.836
231	168150.00	50.163	51.000	0.837

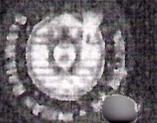
CUT / FILL details of Diverted Existing Alignment-1

INFORMATION PROVIDED  
 UNDER RTI



S/N	Chnage	GL	FL	-Cut/Fill
232	168160.00	50.159	51.000	0.841
233	168170.00	50.161	51.000	0.839
234	168180.00	50.164	51.000	0.836
235	168190.00	50.171	51.000	0.829
236	168200.00	50.196	51.000	0.804
237	168210.00	50.263	51.000	0.737
238	168220.00	50.349	51.000	0.651
239	168230.00	50.356	51.000	0.644
240	168240.00	50.379	51.000	0.621
241	168250.00	50.368	51.000	0.632
242	168260.00	50.356	51.000	0.644
243	168270.00	50.283	51.000	0.717
244	168280.00	50.227	51.000	0.773
245	168290.00	50.191	51.000	0.809
246	168300.00	50.199	51.000	0.801
247	168310.00	50.255	51.000	0.745
248	168320.00	50.333	51.000	0.667
249	168330.00	50.435	51.000	0.565
250	168340.00	50.479	51.000	0.521
251	168350.00	50.487	51.000	0.513
252	168360.00	50.503	51.000	0.497
253	168370.00	50.506	51.000	0.494
254	168380.00	50.507	51.000	0.493
255	168390.00	50.528	51.000	0.472
256	168400.00	50.570	51.000	0.430
257	168410.00	50.633	51.000	0.367
258	168420.00	50.725	51.000	0.275
259	168430.00	50.831	51.000	0.169
260	168440.00	50.954	51.000	0.046
261	168450.00	51.000	51.000	0.000
262	168460.00	51.000	51.000	0.000
263	168470.00	51.000	51.000	0.000
264	168480.00	51.000	51.000	0.000
265	168490.00	51.000	51.000	0.000
266	168500.00	51.000	51.000	0.000
267	168510.00	51.000	51.000	0.000
268	168520.00	51.000	51.000	0.000
269	168530.00	51.000	51.000	0.000
270	168540.00	51.000	51.000	0.000

CUT / FILL details of Diverted Existing Alignment-1



INFORMATION PROVIDED

CUT / FILL details of Diverted Existing Alignment-1 UNDER RTI

S/N	Chaiage	GL	FL	-CUT/FILL
271	168550.00	51.000	51.000	0.000
272	168560.00	51.000	51.000	0.000
273	168570.00	51.000	51.000	0.000
274	168580.00	51.000	51.000	0.000
275	168590.00	51.000	51.000	0.000
276	168598.00	51.000	51.000	0.000

Table 5 - CUT / FILL details of Diverted Existing Alignment-1

CUT/FILL details of Diverted Doubling Alignment-1

S/N	Chaiage	GL	FL	-CUT/FILL
0	165870.00	50.102	51.000	0.898
1	165880.00	50.128	51.000	0.872
2	165890.00	50.156	51.000	0.844
3	165900.00	50.179	51.000	0.821
4	165910.00	50.211	51.000	0.789
5	165920.00	50.138	51.000	0.862
6	165930.00	50.050	51.000	0.950
7	165940.00	50.207	51.000	0.793
8	165950.00	50.411	51.000	0.589
9	165960.00	50.659	51.000	0.341
10	165970.00	50.957	51.000	0.043
11	165980.00	50.974	51.000	0.026
12	165990.00	50.948	51.000	0.052
13	166000.00	50.936	51.000	0.064
14	166010.00	50.942	51.000	0.058
15	166020.00	50.918	51.000	0.082
16	166030.00	50.816	51.000	0.184
17	166040.00	50.695	51.000	0.305
18	166050.00	50.594	51.000	0.406
19	166060.00	50.581	51.000	0.419
20	166070.00	50.520	51.000	0.480
21	166080.00	50.046	51.000	0.954
22	166090.00	49.923	51.000	1.077
23	166100.00	49.276	51.000	1.724
24	166110.00	48.578	51.000	2.422

Feasibility Report  
 Feasibility study for the alternative alignments, to avoid the  
 elephant corridor between Azara and Kariakoo stations

INFORMATION PROVIDED  
 UNDER RTI

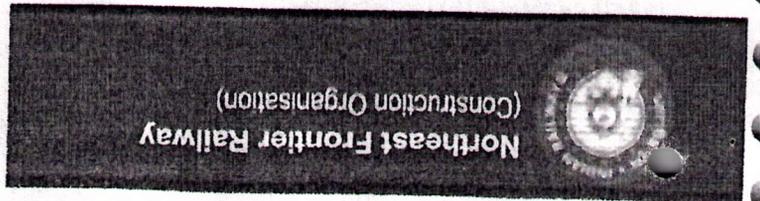
Northeast Frontier Railway  
 (Construction Organisation)



CUT/FILL details of Diverted Doubling Alignment-1

S/N	Chaining	GL	FL	-CUT/FILL
25	166120.00	48.416	51.000	2.584
26	166130.00	48.178	51.000	2.822
27	166140.00	47.331	51.000	3.669
28	166150.00	48.305	51.000	2.695
29	166160.00	47.964	51.000	3.036
30	166170.00	47.792	51.000	3.208
31	166180.00	47.614	51.000	3.386
32	166190.00	47.432	51.000	3.568
33	166200.00	47.246	51.000	3.754
34	166210.00	47.291	51.000	3.709
35	166220.00	47.012	51.000	3.988
36	166230.00	46.879	51.000	4.121
37	166240.00	46.783	51.000	4.217
38	166250.00	46.732	51.000	4.268
39	166260.00	46.647	51.000	4.353
40	166270.00	46.607	51.000	4.393
41	166280.00	46.674	51.000	4.326
42	166290.00	46.825	51.000	4.175
43	166300.00	46.839	51.000	4.161
44	166310.00	46.657	51.000	4.343
45	166320.00	46.660	51.000	4.340
46	166330.00	46.729	51.000	4.271
47	166340.00	46.824	51.000	4.176
48	166350.00	47.037	51.000	3.963
49	166360.00	46.941	51.000	4.059
50	166370.00	46.878	51.000	4.122
51	166380.00	46.644	51.000	4.356
52	166390.00	46.409	51.000	4.591
53	166400.00	46.226	51.000	4.774
54	166410.00	46.161	51.000	4.839
55	166420.00	46.196	51.000	4.804
56	166430.00	46.608	51.000	4.392
57	166440.00	46.963	51.000	4.037
58	166450.00	47.369	51.000	3.631
59	166460.00	47.624	51.000	3.376
60	166470.00	47.547	51.000	3.453
61	166480.00	47.515	51.000	3.485
62	166490.00	47.483	51.000	3.517
63	166500.00	47.451	51.000	3.549

Feasibility Report  
 Feasibility study for the alternative alignments, to avoid the  
 elephant corridor between Azara and Karakhyati stations  
 INFORMATION PROVIDED  
 UNDER RTI



CUT/FILL details of Diverted Doubling Alignment-1

S/N	Chalnage	GL	FL	-Cut/Fill
64	166510.00	47.438	51.000	3.562
65	166520.00	47.549	51.000	3.451
66	166530.00	47.660	51.000	3.340
67	166540.00	47.425	51.000	3.575
68	166550.00	47.537	51.000	3.463
69	166560.00	47.650	51.000	3.350
70	166570.00	47.762	51.000	3.238
71	166580.00	47.874	51.000	3.126
72	166590.00	47.987	51.000	3.013
73	166600.00	48.099	51.000	2.901
74	166610.00	47.425	51.000	3.575
75	166620.00	47.273	51.000	3.727
76	166630.00	47.139	51.000	3.861
77	166640.00	47.005	51.000	3.995
78	166650.00	46.871	51.000	4.129
79	166660.00	46.737	51.000	4.263
80	166670.00	46.741	51.000	4.259
81	166680.00	46.825	51.000	4.175
82	166690.00	47.036	51.000	3.964
83	166700.00	47.265	51.000	3.735
84	166710.00	47.162	51.000	3.838
85	166720.00	46.573	51.000	4.427
86	166730.00	45.985	51.000	5.015
87	166740.00	45.526	51.000	5.474
88	166750.00	46.179	51.000	4.821
89	166760.00	47.107	51.000	3.893
90	166770.00	48.262	51.000	2.738
91	166780.00	48.627	51.000	2.373
92	166790.00	49.323	51.000	1.677
93	166800.00	49.877	51.000	1.123
94	166810.00	50.540	51.000	0.460
95	166820.00	51.468	51.000	-0.468
96	166830.00	53.124	51.000	-2.124
97	166840.00	56.198	51.000	-5.198
98	166850.00	59.495	51.000	-8.495
99	166860.00	62.626	51.000	-11.626
100	166870.00	65.416	51.000	-14.416
101	166880.00	68.612	51.000	-17.612
102	166890.00	71.106	51.000	-20.106



Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations

**INFORMATION PROVIDED**

**CUT/FILL details of Diverted Doubling Alignment-1 UNDER RTI**

S/N	Chainage	GL	FL	-Cut/Fill
103	166900.00	73.212	51.000	-22.212
104	166910.00	73.275	51.000	-22.275
105	166920.00	73.165	51.000	-22.165
106	166930.00	72.795	51.000	-21.795
107	166940.00	72.420	51.000	-21.420
108	166950.00	71.733	51.000	-20.733
109	166960.00	70.935	51.000	-19.935
110	166970.00	69.362	51.000	-18.362
111	166980.00	68.701	51.000	-17.701
112	166990.00	66.511	51.000	-15.511
113	167000.00	63.856	51.000	-12.856
114	167010.00	60.734	51.000	-9.734
115	167020.00	56.673	51.000	-5.673
116	167030.00	52.358	51.000	-1.358
117	167040.00	50.855	51.000	0.145
118	167050.00	49.719	51.000	1.281
119	167060.00	48.940	51.000	2.060
120	167070.00	49.463	51.000	1.537
121	167080.00	49.759	51.000	1.241
122	167090.00	50.318	51.000	0.682
123	167100.00	59.611	51.000	-8.611
124	167110.00	60.621	51.000	-9.621
125	167120.00	61.630	51.000	-10.630
126	167130.00	62.640	51.000	-11.640
127	167140.00	64.060	51.000	-13.060
128	167150.00	64.520	51.000	-13.520
129	167160.00	64.980	51.000	-13.980
130	167170.00	63.464	51.000	-12.464
131	167180.00	64.144	51.000	-13.144
132	167190.00	65.811	51.000	-14.811
133	167200.00	67.174	51.000	-16.174
134	167210.00	68.320	51.000	-17.320
135	167220.00	68.017	51.000	-17.017
136	167230.00	66.613	51.000	-15.613
137	167240.00	64.576	51.000	-13.576
138	167250.00	63.567	51.000	-12.567
139	167260.00	62.803	51.000	-11.803
140	167270.00	62.196	51.000	-11.196
141	167280.00	59.812	51.000	-8.812



Feasibility Report

Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations

INFORMATION PROVIDED

UNDER RTI

CUT/FILL details of Diverted Doubling Alignment-1

S/N	Chainage	GL	FL	-Cut/Fill
142	167290.00	59.595	51.000	-8.595
143	167300.00	59.113	51.000	-8.113
144	167310.00	56.696	51.000	-5.696
145	167320.00	56.336	51.000	-5.336
146	167330.00	55.190	51.000	-4.190
147	167340.00	54.105	51.000	-3.105
148	167350.00	52.792	51.000	-1.792
149	167360.00	51.570	51.000	-0.570
150	167370.00	51.335	51.000	-0.335
151	167380.00	51.095	51.000	-0.095
152	167390.00	49.660	51.000	1.340
153	167400.00	49.823	51.000	1.177
154	167410.00	50.005	51.000	0.995
155	167420.00	48.368	51.000	2.632
156	167430.00	48.020	51.000	2.980
157	167440.00	47.927	51.000	3.073
158	167450.00	47.593	51.000	3.407
159	167460.00	48.618	51.000	2.382
160	167470.00	49.287	51.000	1.713
161	167480.00	49.767	51.000	1.233
162	167490.00	50.166	51.000	0.834
163	167500.00	49.645	51.000	1.355
164	167510.00	49.152	51.000	1.848
165	167520.00	49.712	51.000	1.288
166	167530.00	50.496	51.000	0.504
167	167540.00	49.724	51.000	1.276
168	167550.00	49.325	51.000	1.675
169	167560.00	49.200	51.000	1.800
170	167570.00	49.716	51.000	1.284
171	167580.00	50.231	51.000	0.769
172	167590.00	50.480	51.000	0.520
173	167600.00	49.746	51.000	1.254
174	167610.00	49.352	51.000	1.648
175	167620.00	49.793	51.000	1.207
176	167630.00	49.733	51.000	1.267
177	167640.00	50.118	51.000	0.882
178	167650.00	49.294	51.000	1.706
179	167660.00	49.429	51.000	1.571
180	167670.00	50.072	51.000	0.928

S/N	Chainage	GL	FL	-Cut/Fill
181	167680.00	49.778	51.000	1.222
182	167690.00	50.369	51.000	0.631
183	167700.00	50.281	51.000	0.719
184	167710.00	50.193	51.000	0.807
185	167720.00	49.506	51.000	1.494
186	167730.00	50.482	51.000	0.518
187	167740.00	49.668	51.000	1.332
188	167750.00	49.478	51.000	1.522
189	167760.00	49.281	51.000	1.719
190	167770.00	49.309	51.000	1.691
191	167780.00	49.422	51.000	1.578
192	167790.00	50.213	51.000	0.787
193	167800.00	49.950	51.000	1.050
194	167810.00	49.454	51.000	1.546
195	167820.00	49.241	51.000	1.759
196	167830.00	50.391	51.000	0.609
197	167840.00	50.399	51.000	0.601
198	167850.00	49.423	51.000	1.577
199	167860.00	49.720	51.000	1.280
200	167870.00	50.122	51.000	0.878
201	167880.00	50.184	51.000	0.816
202	167890.00	50.203	51.000	0.797
203	167900.00	50.192	51.000	0.808
204	167910.00	50.286	51.000	0.714
205	167920.00	50.353	51.000	0.647
206	167930.00	50.377	51.000	0.623
207	167940.00	50.391	51.000	0.609
208	167950.00	50.364	51.000	0.636
209	167960.00	50.413	51.000	0.687
210	167970.00	50.445	51.000	0.555
211	167980.00	50.419	51.000	0.581
212	167990.00	50.358	51.000	0.642
213	168000.00	50.275	51.000	0.725
214	168010.00	50.194	51.000	0.806
215	168020.00	50.117	51.000	0.883
216	168030.00	50.019	51.000	0.981
217	168040.00	50.068	51.000	0.932
218	168050.00	50.100	51.000	0.900
219	168060.00	50.108	51.000	0.892

CUT/FILL details of Diverted Doubling Alignment-1

**Feasibility Report**  
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 elephant corridor between Azara and Kalmunya stations  
**INFORMATION PROVIDED UNDER RTI**

**Northeast Frontier Railway**  
 (Construction Organisation)



INFORMATION PROVIDED  
UNDER RTI

CUT/FILL details of Diverted Doubling Alignment-1

S/N	Chainage	GL	FL	-Cut/Fill
220	168070.00	50.070	51.000	0.930
221	168080.00	49.995	51.000	1.005
222	168090.00	49.948	51.000	1.052
223	168100.00	49.947	51.000	1.053
224	168110.00	49.955	51.000	1.045
225	168120.00	49.941	51.000	1.059
226	168130.00	49.904	51.000	1.096
227	168140.00	49.842	51.000	1.158
228	168150.00	49.924	51.000	1.076
229	168160.00	49.986	51.000	1.014
230	168170.00	49.983	51.000	1.017
231	168180.00	49.943	51.000	1.057
232	168190.00	49.967	51.000	1.033
233	168200.00	50.007	51.000	0.993
234	168210.00	50.067	51.000	0.933
235	168220.00	50.080	51.000	0.920
236	168230.00	50.071	51.000	0.929
237	168240.00	50.027	51.000	0.973
238	168250.00	49.964	51.000	1.036
239	168260.00	49.885	51.000	1.115
240	168270.00	49.854	51.000	1.146
241	168280.00	49.829	51.000	1.171
242	168290.00	49.850	51.000	1.150
243	168300.00	49.852	51.000	1.148
244	168310.00	49.836	51.000	1.164
245	168320.00	49.810	51.000	1.190
246	168330.00	49.785	51.000	1.215
247	168340.00	49.819	51.000	1.181
248	168350.00	49.842	51.000	1.158
249	168360.00	49.868	51.000	1.132
250	168370.00	49.878	51.000	1.122
251	168380.00	49.869	51.000	1.131
252	168390.00	49.843	51.000	1.157
253	168400.00	49.803	51.000	1.197
254	168410.00	49.752	51.000	1.248
255	168420.00	49.706	51.000	1.294
256	168430.00	49.643	51.000	1.357
257	168440.00	49.562	51.000	1.438
258	168450.00	49.565	51.000	1.435

S/N	Chaiage	GL	FL	-Cut/Fill
0	163290.000	51.000	51.000	0.000
1	163300.000	51.000	51.000	0.000
2	163325.000	50.589	51.000	0.411
3	163350.000	50.012	51.000	0.988
4	163375.000	49.534	51.000	1.466
5	163400.000	49.292	51.000	1.708
6	163425.000	49.082	51.000	1.918
7	163450.000	48.869	51.000	2.131
8	163475.000	48.625	51.000	2.375
9	163500.000	48.280	51.000	2.720
10	163525.000	47.787	51.000	3.213
11	163550.000	46.731	51.000	4.269
12	163575.000	45.732	51.000	5.268
13	163600.000	44.791	51.000	6.209
14	163625.000	44.704	51.000	6.296
15	163650.000	44.580	51.000	6.420
16	163675.000	44.270	51.000	6.730
17	163700.000	43.969	51.000	7.031
18	163725.000	43.632	51.000	7.368

CUT/FILL details of Diverted Alignment-2

8.3 Annexure-III – Cut Fill details of Diverted Alignment - 2 & 3

Table 6 - CUT/FILL details of Diverted Doubling Alignment-1

S/N	Chaiage	GL	FL	-Cut/Fill
259	168460.00	49.551	51.000	1.449
260	168470.00	49.550	51.000	1.450
261	168480.00	49.545	51.000	1.455
262	168490.00	49.522	51.000	1.478
263	168500.00	49.485	51.000	1.515
264	168510.00	49.435	51.000	1.565
265	168520.00	49.374	51.000	1.626
266	168530.00	49.354	51.000	1.646
267	168540.00	49.381	51.000	1.619
268	168550.00	49.401	51.000	1.599
269	168560.00	49.416	51.000	1.584
270	168570.00	49.439	51.000	1.561
271	168580.00	49.465	51.000	1.535

CUT/FILL details of Diverted Doubling Alignment-1

Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations

INFORMATION PROVIDED UNDER RTI

Northeast Frontier Railway  
(Construction Organisation)



S/N	Chainage	GL	FL	-Cut/Fill
19	16375.000	43.293	51.000	7.707
20	16380.000	43.121	51.000	7.879
21	163825.000	43.139	51.000	7.861
22	163850.000	43.155	51.000	7.845
23	163875.000	43.186	51.000	7.814
24	163900.000	43.226	51.000	7.774
25	163925.000	43.267	51.000	7.733
26	163950.000	43.273	51.000	7.727
27	163975.000	43.272	51.000	7.728
28	164000.000	43.268	51.000	7.732
29	164025.000	43.254	51.000	7.746
30	164050.000	44.060	51.000	6.940
31	164075.000	44.844	51.000	6.156
32	164100.000	45.595	51.000	5.405
33	164125.000	46.352	51.000	4.648
34	164150.000	46.907	51.000	4.093
35	164175.000	47.159	51.000	3.841
36	164200.000	47.487	51.000	3.513
37	164225.000	47.643	51.000	3.357
38	164250.000	47.795	51.000	3.205
39	164275.000	47.826	51.000	3.174
40	164300.000	47.803	51.000	3.197
41	164325.000	47.816	51.000	3.184
42	164350.000	47.859	51.000	3.141
43	164375.000	47.718	51.000	3.282
44	164400.000	47.957	51.000	3.043
45	164425.000	48.106	51.000	2.894
46	164450.000	48.077	51.000	2.923
47	164475.000	48.155	51.000	2.845
48	164500.000	48.159	51.000	2.841
49	164525.000	48.139	51.000	2.861
50	164550.000	48.136	51.000	2.864
51	164575.000	48.165	51.000	2.835
52	164600.000	48.195	51.000	2.805
53	164625.000	48.209	51.000	2.791
54	164650.000	48.209	51.000	2.791
55	164675.000	48.208	51.000	2.792
56	164700.000	48.224	51.000	2.776
57	164725.000	48.241	51.000	2.759

S/N	Chaiage	GL	FL	-Cut/Fill
58	164725.000	48.277	51.000	2.723
59	164750.000	48.329	51.000	2.671
60	164775.000	48.380	51.000	2.620
61	164800.000	48.418	51.000	2.582
62	164825.000	48.421	51.000	2.579
63	164850.000	48.415	51.000	2.585
64	164875.000	48.377	51.000	2.623
65	164900.000	48.304	51.000	2.696
66	164925.000	48.085	51.000	2.915
67	164950.000	47.879	51.000	3.121
68	164975.000	47.709	51.000	3.291
69	165000.000	47.541	51.000	3.459
70	165025.000	47.373	51.000	3.627
71	165050.000	47.197	51.000	3.803
72	165075.000	46.992	51.000	4.008
73	165100.000	46.709	51.000	4.291
74	165125.000	46.428	51.000	4.572
75	165150.000	46.389	51.000	4.611
76	165175.000	46.363	51.000	4.637
77	165200.000	46.341	51.000	4.659
78	165225.000	46.318	51.000	4.682
79	165250.000	46.281	51.000	4.719
80	165275.000	46.220	51.000	4.780
81	165300.000	46.129	51.000	4.871
82	165325.000	46.036	51.000	4.964
83	165350.000	45.953	51.000	5.047
84	165375.000	45.904	51.000	5.096
85	165400.000	45.879	51.000	5.121
86	165425.000	45.852	51.000	5.148
87	165450.000	45.816	51.000	5.184
88	165475.000	45.766	51.000	5.234
89	165500.000	45.682	51.000	5.318
90	165525.000	45.574	51.000	5.426
91	165550.000	45.464	51.000	5.536
92	165575.000	45.392	51.000	5.608
93	165600.000	45.373	51.000	5.627
94	165625.000	45.306	51.000	5.694
95	165650.000	45.249	51.000	5.751
96	165675.000	45.204	51.000	5.796

CUT/FILL details of Diverted Alignment-2

**INFORMATION PROVIDED**

**Feasibility Report UNDER RTI**

Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations

**Northeast Frontier Railway**

(Construction Organisation)



S/N	Chainage	GL	FL	-Cut/Fill
97	165700.000	45.140	51.000	5.860
98	165725.000	44.993	51.000	6.007
99	165750.000	44.845	51.000	6.155
100	165775.000	44.765	51.000	6.235
101	165800.000	44.488	51.000	6.512
102	165825.000	44.063	51.000	6.937
103	165850.000	43.641	51.000	7.359
104	165875.000	43.226	51.000	7.774
105	165900.000	42.851	51.000	8.149
106	165925.000	42.734	51.000	8.266
107	165950.000	42.667	51.000	8.333
108	165975.000	42.812	51.000	8.188
109	166000.000	43.414	51.000	7.586
110	166025.000	43.898	51.000	7.102
111	166050.000	44.273	51.000	6.727
112	166075.000	44.507	51.000	6.493
113	166100.000	44.609	51.000	6.391
114	166125.000	44.711	51.000	6.289
115	166150.000	44.946	51.000	6.054
116	166175.000	45.195	51.000	5.805
117	166200.000	45.408	51.000	5.592
118	166225.000	44.711	51.000	6.289
119	166250.000	44.014	51.000	6.986
120	166275.000	43.500	51.000	7.500
121	166300.000	43.095	51.000	7.905
122	166325.000	43.082	51.000	7.918
123	166350.000	42.968	51.000	8.032
124	166375.000	43.065	51.000	7.935
125	166400.000	43.286	51.000	7.714
126	166425.000	43.507	51.000	7.493
127	166450.000	43.667	51.000	7.333
128	166475.000	43.828	51.000	7.172
129	166500.000	43.978	51.000	7.022
130	166525.000	43.953	51.000	7.047
131	166550.000	43.568	51.000	7.432
132	166575.000	43.086	51.000	7.914
133	166600.000	43.801	51.000	7.199
134	166625.000	44.467	51.000	6.533
135	166650.000	45.144	51.000	5.856

CUT/FILL details of Diverted Alignment-2



S/N	Chainage	GL	FL	-Cut/Fill
136	16675.000	45.833	51.000	5.167
137	16670.000	46.392	51.000	4.608
138	166725.000	46.420	51.000	4.580
139	166750.000	46.449	51.000	4.551
140	166775.000	46.479	51.000	4.521
141	166800.000	46.508	51.000	4.492
142	166825.000	46.539	51.000	4.461
143	166850.000	46.568	51.000	4.432
144	166875.000	46.597	51.000	4.403
145	166900.000	46.627	51.000	4.373
146	166925.000	46.607	51.000	4.393
147	166950.000	46.569	51.000	4.431
148	166975.000	46.530	51.000	4.470
149	167000.000	46.490	51.000	4.510
150	167025.000	46.446	51.000	4.554
151	167050.000	46.396	51.000	4.604
152	167075.000	46.346	51.000	4.654
153	167100.000	46.294	51.000	4.706
154	167125.000	46.226	51.000	4.774
155	167150.000	46.158	51.000	4.842
156	167175.000	46.090	51.000	4.910
157	167200.000	46.040	51.000	4.960
158	167225.000	45.996	51.000	5.004
159	167250.000	45.952	51.000	5.048
160	167275.000	45.907	51.000	5.093
161	167300.000	45.891	51.000	5.109
162	167325.000	45.885	51.000	5.115
163	167350.000	45.879	51.000	5.121
164	167375.000	45.873	51.000	5.127
165	167400.000	45.854	51.000	5.146
166	167425.000	45.801	51.000	5.199
167	167450.000	45.748	51.000	5.252
168	167475.000	45.695	51.000	5.305
169	167500.000	45.633	51.000	5.367
170	167525.000	45.566	51.000	5.434
171	167550.000	45.499	51.000	5.501
172	167575.000	45.432	51.000	5.568
173	167600.000	45.366	51.000	5.634
174	167625.000	45.303	51.000	5.697

CUT/FILL details of Diverted Alignment-2

UNDER RTI

INFORMATION PROVIDED

Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations

Feasibility Report

Northeast Frontier Railway  
(Construction Organisation)



# Northeast Frontier Railway

(Construction Organisation)



## Feasibility Report

Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations

CUT/FILL details of Diverted Alignment-2  
 INFORMATION PROVIDED UNDER RTI  
 GL -Cut/Fill

S/N	Chainage	GL	51.000	51.000
175	167650.000	45.240	51.000	5.760
176	167675.000	45.177	51.000	5.823
177	167700.000	45.114	51.000	5.886
178	167725.000	45.053	51.000	5.947
179	167750.000	44.991	51.000	6.009
180	167775.000	44.930	51.000	6.070
181	167800.000	44.843	51.000	6.157
182	167825.000	44.745	51.000	6.255
183	167850.000	44.647	51.000	6.353
184	167875.000	44.549	51.000	6.451
185	167900.000	44.429	51.000	6.571
186	167925.000	44.298	51.000	6.702
187	167950.000	44.178	51.000	6.822
188	167975.000	44.189	51.000	6.811
189	168000.000	44.200	51.000	6.800
190	168025.000	44.224	51.000	6.776
191	168050.000	44.446	51.000	6.554
192	168075.000	44.667	51.000	6.333
193	168100.000	44.586	51.000	6.414
194	168125.000	44.482	51.000	6.518
195	168150.000	44.378	51.000	6.622
196	168175.000	44.273	51.000	6.727
197	168200.000	44.159	51.000	6.841
198	168225.000	44.065	51.000	6.935
199	168250.000	44.068	51.000	6.932
200	168275.000	44.072	51.000	6.928
201	168300.000	44.076	51.000	6.924
202	168325.000	44.054	51.000	6.946
203	168350.000	43.968	51.000	7.032
204	168375.000	43.758	51.000	7.242
205	168400.000	43.548	51.000	7.452
206	168425.000	43.337	51.000	7.663
207	168450.000	43.234	51.000	7.766
208	168475.000	43.211	51.000	7.789
209	168500.000	43.090	51.000	7.910
210	168525.000	43.210	51.000	7.790
211	168550.000	43.025	51.000	7.975
212	168575.000	43.042	51.000	7.958
213	168600.000	43.053	51.000	7.947

S/N	Chainage	GL	FL	-Cut/Fill
214	168625.000	43.571	51.000	7.429
215	168650.000	44.104	51.000	6.896
216	168675.000	44.113	51.000	6.887
217	168700.000	44.234	51.000	6.766
218	168725.000	44.223	51.000	6.777
219	168750.000	44.153	51.000	6.847
220	168775.000	43.791	51.000	7.209
221	168800.000	43.579	51.000	7.421
222	168825.000	43.609	51.000	7.391
223	168850.000	43.554	51.000	7.446
224	168875.000	43.185	51.000	7.815
225	168900.000	43.167	51.000	7.833
226	168925.000	43.153	51.000	7.847
227	168950.000	43.165	51.000	7.835
228	168975.000	43.679	51.000	7.321
229	169000.000	44.214	51.000	6.786
230	169025.000	44.661	51.000	6.339
231	169050.000	44.830	51.000	6.170
232	169075.000	44.533	51.000	6.467
233	169100.000	44.078	51.000	6.922
234	169125.000	44.596	51.000	6.404
235	169150.000	45.680	51.000	5.320
236	169175.000	45.901	51.000	5.099
237	169200.000	46.098	51.000	4.902
238	169225.000	45.709	51.000	5.291
239	169250.000	46.400	51.000	4.600
240	169275.000	47.040	51.000	3.960
241	169300.000	46.816	51.000	4.184
242	169325.000	46.592	51.000	4.408
243	169350.000	47.002	51.000	3.998
244	169375.000	47.752	51.000	3.248
245	169400.000	46.617	51.000	4.383
246	169425.000	46.531	51.000	4.469
247	169450.000	46.476	51.000	4.524
248	169475.000	46.443	51.000	4.557
249	169500.000	46.588	51.000	4.412
250	169525.000	46.692	51.000	4.308
251	169550.000	46.050	51.000	4.950
252	169575.000	45.618	51.000	5.382

CUT/FILL details of Diverted Alignment-2  
UNDER RTI

**INFORMATION PROVIDED**

Feasibility Report  
Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations

Northeast Frontier Railway  
(Construction Organisation)

CUT/FILL details of Diverted Alignment-3

S/N	Chainage	GL	FL	-Cut/Fill
0	163290.00	51.000	51.000	0.000
1	163300.00	51.000	51.000	0.000
2	163325.00	51.238	51.000	-0.238
3	163350.00	51.028	51.000	-0.028
4	163375.00	50.795	51.000	0.205
5	163400.00	50.519	51.000	0.481
6	163425.00	50.189	51.000	0.811
7	163450.00	49.598	51.000	1.402
8	163475.00	48.386	51.000	2.614
9	163500.00	47.173	51.000	3.827
10	163525.00	45.961	51.000	5.039
11	163550.00	44.748	51.000	6.252
12	163575.00	44.529	51.000	6.471
13	163600.00	44.947	51.000	6.053
14	163625.00	44.940	51.000	6.060
15	163650.00	44.537	51.000	6.463
16	163675.00	44.208	51.000	6.792
17	163700.00	43.878	51.000	7.122
18	163725.00	43.555	51.000	7.445
19	163750.00	43.240	51.000	7.760
20	163775.00	43.186	51.000	7.814
21	163800.00	43.198	51.000	7.802
22	163825.00	43.211	51.000	7.789

Table 7 - CUT/FILL details of Diverted Alignment-2

S/N	Chainage	GL	FL	-Cut/Fill
253	169600.000	44.778	51.000	6.222
254	169625.000	44.704	51.000	6.296
255	169650.000	45.417	51.000	5.583
256	169675.000	45.075	51.000	5.925
257	169700.000	45.770	51.000	5.230
258	169725.000	45.822	51.000	5.178
259	169750.000	46.593	51.000	4.407
260	169775.000	49.250	51.000	1.750
261	169781.000	49.247	51.000	1.753

Feasibility Report  
 Feasibility study for the alternative alignments, to avoid the  
 elephant corridor between Azara and Bahakhya stations  
 UNDER RTI  
 INFORMATION PROVIDED

Northeast Frontier Railway  
 (Construction Organisation)



S/N	Chaiage	GL	FL	-Cuv/III
23	163850.00	43.233	51.000	7.767
24	163875.00	43.256	51.000	7.744
25	163900.00	43.279	51.000	7.721
26	163925.00	43.275	51.000	7.725
27	163950.00	43.271	51.000	7.725
28	163975.00	43.273	51.000	7.729
29	164000.00	43.275	51.000	7.727
30	164025.00	43.532	51.000	7.725
31	164050.00	44.051	51.000	7.468
32	164075.00	44.534	51.000	6.949
33	164100.00	44.939	51.000	6.466
34	164125.00	45.344	51.000	6.061
35	164150.00	45.727	51.000	5.656
36	164175.00	46.101	51.000	5.273
37	164200.00	46.475	51.000	4.899
38	164225.00	47.283	51.000	4.525
39	164250.00	48.209	51.000	3.717
40	164275.00	48.252	51.000	2.748
41	164300.00	48.167	51.000	2.833
42	164325.00	48.047	51.000	2.953
43	164350.00	47.856	51.000	3.144
44	164375.00	47.666	51.000	3.334
45	164400.00	47.472	51.000	3.528
46	164425.00	47.453	51.000	3.547
47	164450.00	46.772	51.000	4.228
48	164475.00	46.411	51.000	4.589
49	164500.00	46.268	51.000	4.732
50	164525.00	46.235	51.000	4.765
51	164550.00	46.201	51.000	4.799
52	164575.00	46.167	51.000	4.833
53	164600.00	46.133	51.000	4.867
54	164625.00	46.099	51.000	4.901
55	164650.00	46.106	51.000	4.894
56	164675.00	46.147	51.000	4.853
57	164700.00	46.188	51.000	4.812
58	164725.00	46.229	51.000	4.771
59	164750.00	46.270	51.000	4.730
60	164775.00	46.321	51.000	4.679
61	164800.00	46.259	51.000	4.741

CUT/FILL details of Diverted Alignment-3 UNDER RTI

INFORMATION PROVIDED

Feasibility Report  
 Feasibility study for the alternative alignments, to avoid elephant corridor between Azara and Kamakhya stations

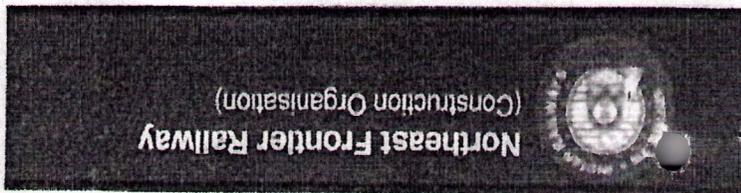
**Northeast Frontier Railway**  
 (Construction Organisation)



S/N	Charge	GL	FL	-Cut/Fill
62	164825.00	46.166	51.000	4.834
63	164850.00	46.076	51.000	4.924
64	164875.00	45.986	51.000	5.014
65	164900.00	45.897	51.000	5.103
66	164925.00	45.807	51.000	5.193
67	164950.00	45.717	51.000	5.283
68	164975.00	45.627	51.000	5.373
69	165000.00	45.537	51.000	5.447
70	165025.00	45.502	51.000	5.498
71	165050.00	45.450	51.000	5.550
72	165075.00	45.396	51.000	5.604
73	165100.00	45.327	51.000	5.673
74	165125.00	45.257	51.000	5.743
75	165150.00	45.161	51.000	5.839
76	165175.00	44.988	51.000	6.012
77	165200.00	44.815	51.000	6.185
78	165225.00	44.647	51.000	6.353
79	165250.00	44.501	51.000	6.499
80	165275.00	44.353	51.000	6.647
81	165300.00	44.184	51.000	6.816
82	165325.00	44.014	51.000	6.986
83	165350.00	43.845	51.000	7.155
84	165375.00	43.675	51.000	7.325
85	165400.00	43.490	51.000	7.510
86	165425.00	43.300	51.000	7.700
87	165450.00	43.176	51.000	7.824
88	165475.00	43.108	51.000	7.892
89	165500.00	43.041	51.000	7.959
90	165525.00	42.994	51.000	8.006
91	165550.00	42.947	51.000	8.053
92	165575.00	42.900	51.000	8.100
93	165600.00	42.840	51.000	8.160
94	165625.00	42.764	51.000	8.236
95	165650.00	42.686	51.000	8.314
96	165675.00	42.596	51.000	8.404
97	165700.00	42.505	51.000	8.495
98	165725.00	42.415	51.000	8.585
99	165750.00	42.324	51.000	8.676
100	165775.00	42.269	51.000	8.731

CUT/FILL details of Diverted Alignment-3

Feasibility Report  
 Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya stations  
 INFORMATION PROVIDED UNDER RTI





Feasibility Report  
Feasibility study for the alternative alignments, to avoid  
elephant corridor between Azara and Kamakhya stations

CUT/FILL details of Divergent Alignment-3  
INFORMATION PROVIDED  
UNBER RTI

S/N	Chainage	GL	UNBER RTI	-CUT/FILL
101	165800.00	42.252	51.000	8.748
102	165825.00	42.235	51.000	8.765
103	165850.00	42.219	51.000	8.781
104	165875.00	42.208	51.000	8.792
105	165900.00	42.205	51.000	8.796
106	165925.00	42.218	51.000	8.782
107	165950.00	42.242	51.000	8.758
108	165975.00	42.267	51.000	8.733
109	166000.00	42.312	51.000	8.688
110	166025.00	42.380	51.000	8.620
111	166050.00	42.421	51.000	8.579
112	166075.00	42.428	51.000	8.572
113	166100.00	42.451	51.000	8.549
114	166125.00	42.486	51.000	8.514
115	166150.00	42.520	51.000	8.480
116	166175.00	42.555	51.000	8.445
117	166200.00	42.579	51.000	8.421
118	166225.00	42.546	51.000	8.454
119	166250.00	42.513	51.000	8.487
120	166275.00	42.479	51.000	8.521
121	166300.00	42.468	51.000	8.532
122	166325.00	42.462	51.000	8.538
123	166350.00	42.456	51.000	8.544
124	166375.00	42.450	51.000	8.550
125	166400.00	42.445	51.000	8.555
126	166425.00	42.441	51.000	8.559
127	166450.00	42.437	51.000	8.563
128	166475.00	42.433	51.000	8.567
129	166500.00	42.430	51.000	8.570
130	166525.00	42.427	51.000	8.573
131	166550.00	42.425	51.000	8.575
132	166575.00	42.422	51.000	8.578
133	166600.00	42.420	51.000	8.580
134	166625.00	42.419	51.000	8.581
135	166650.00	42.417	51.000	8.583
136	166675.00	42.397	51.000	8.603
137	166700.00	42.371	51.000	8.629
138	166725.00	42.345	51.000	8.655
139	166750.00	42.319	51.000	8.681



Feasibility Report

Feasibility study for the alternative alignments, to avoid the elephant corridor between Ayer and Kankhaya stations

**INFORMATION PROVIDED UNDER RTI**

CUT/FILL details of Diverted Alignment-3

S/N	Chainage	GL	FL	-Cut/Fill
140	166775.00	42.277	51.000	8.723
141	166800.00	42.224	51.000	8.776
142	166825.00	42.172	51.000	8.828
143	166850.00	42.518	51.000	8.482
144	166875.00	42.886	51.000	8.114
145	166900.00	43.250	51.000	7.750
146	166925.00	43.604	51.000	7.396
147	166950.00	43.959	51.000	7.041
148	166975.00	44.312	51.000	6.688
149	167000.00	44.339	51.000	6.661
150	167025.00	44.355	51.000	6.645
151	167050.00	44.332	51.000	6.668
152	167075.00	44.347	51.000	6.653
153	167100.00	44.363	51.000	6.637
154	167125.00	44.363	51.000	6.637
155	167150.00	44.337	51.000	6.663
156	167175.00	44.312	51.000	6.688
157	167200.00	44.036	51.000	6.964
158	167225.00	43.633	51.000	7.367
159	167250.00	43.250	51.000	7.750
160	167275.00	42.867	51.000	8.133
161	167300.00	42.484	51.000	8.516
162	167325.00	42.383	51.000	8.617
163	167350.00	42.440	51.000	8.560
164	167375.00	42.476	51.000	8.524
165	167400.00	42.480	51.000	8.520
166	167425.00	42.471	51.000	8.529
167	167450.00	42.439	51.000	8.561
168	167475.00	42.416	51.000	8.584
169	167500.00	42.415	51.000	8.585
170	167525.00	42.414	51.000	8.586
171	167550.00	42.420	51.000	8.580
172	167575.00	42.425	51.000	8.575
173	167600.00	42.428	51.000	8.572
174	167625.00	42.430	51.000	8.570
175	167650.00	42.430	51.000	8.570
176	167675.00	42.388	51.000	8.612
177	167700.00	42.358	51.000	8.642
178	167725.00	42.351	51.000	8.649



Feasibility Report  
Feasibility study for the alternative alignments, to avoid the elephant corridor between Azara and Kamakhya sections

INFORMATION PROVIDED UNDER RTI

CUT/FILL details of Diverted Alignment-3

S/N	Chaiage	GL	FL	-Cut/Fill
179	167750.00	42.346	51.000	8.654
180	167775.00	42.345	51.000	8.655
181	167800.00	42.362	51.000	8.638
182	167825.00	42.466	51.000	8.534
183	167850.00	42.633	51.000	8.367
184	167875.00	42.792	51.000	8.208
185	167900.00	42.930	51.000	8.070
186	167925.00	42.981	51.000	8.019
187	167950.00	42.964	51.000	8.036
188	167975.00	42.963	51.000	8.037
189	168000.00	42.980	51.000	8.020
190	168025.00	42.980	51.000	8.020
191	168050.00	42.994	51.000	8.006
192	168075.00	43.005	51.000	7.995
193	168100.00	43.357	51.000	7.643
194	168125.00	43.837	51.000	7.163
195	168150.00	43.807	51.000	7.193
196	168175.00	43.775	51.000	7.225
197	168200.00	43.762	51.000	7.238
198	168225.00	43.777	51.000	7.223
199	168250.00	43.745	51.000	7.255
200	168275.00	43.515	51.000	7.485
201	168300.00	43.375	51.000	7.625
202	168325.00	43.236	51.000	7.764
203	168350.00	43.361	51.000	7.639
204	168375.00	43.530	51.000	7.470
205	168400.00	43.627	51.000	7.373
206	168425.00	43.600	51.000	7.400
207	168450.00	43.230	51.000	7.770
208	168475.00	43.031	51.000	7.969
209	168500.00	43.167	51.000	7.833
210	168525.00	43.190	51.000	7.810
211	168550.00	43.165	51.000	7.835
212	168575.00	43.166	51.000	7.834
213	168600.00	43.346	51.000	7.654
214	168625.00	43.879	51.000	7.121
215	168650.00	44.411	51.000	6.589
216	168675.00	44.795	51.000	6.205
217	168700.00	44.662	51.000	6.338

**Table 8 - CUT/FILL details of Diverted Alignment-3**

S/N	Chainage	GL	FL	-CUT/FILL
218	168725.00	44.089	51.000	6.911
219	168750.00	44.028	51.000	6.972
220	168775.00	44.578	51.000	6.422
221	168800.00	45.753	51.000	5.247
222	168825.00	45.987	51.000	5.013
223	168850.00	46.074	51.000	4.926
224	168875.00	46.186	51.000	4.814
225	168900.00	46.289	51.000	4.711
226	168925.00	46.553	51.000	4.447
227	168950.00	47.542	51.000	3.458
228	168975.00	47.986	51.000	3.014
229	169000.00	47.221	51.000	3.779
230	169025.00	47.755	51.000	3.245
231	169050.00	46.762	51.000	4.238
232	169075.00	46.663	51.000	4.337
233	169100.00	46.607	51.000	4.393
234	169125.00	46.508	51.000	4.492
235	169150.00	46.287	51.000	4.713
236	169175.00	45.813	51.000	5.187
237	169200.00	44.662	51.000	6.338
238	169225.00	44.611	51.000	6.389
239	169250.00	44.568	51.000	6.432
240	169275.00	45.319	51.000	5.681
241	169300.00	45.592	51.000	5.408
242	169325.00	46.791	51.000	4.209
243	169350.00	48.520	51.000	2.480
244	169375.00	48.497	51.000	2.503
245	169400.00	48.785	51.000	2.215
246	169425.00	50.016	51.000	0.984
247	169429.00	51.000	51.000	0.000





**8.4 Annexure-IV – Road Crossing Details** INFORMATION PROVIDED UNDER RTI

Details of Road Crossing			
Diverted Existing Alignment-1			
S/N	Chainage	Type of Road	Width of Crossing (M)
1	166770.00	Metalled Road	10.00
2	167350.00	Metalled Road	20.00
Diverted Doubling Alignment-1			
S/N	Chainage	Type of Road	Width of Crossing (M)
1	166810.00	Metalled Road	10.00
2	167360.00	Metalled Road	20.00
Diverted Alignment-2			
S/N	Chainage	Type of road	Width of Crossing(M)
1	169510.00	Un-Metalled Road	10.00
Diverted Alignment-3			
S/N	Chainage	Type of road	Width of Crossing(M)
1	169260.00	Un-Metalled Road	10.00

Table 9 - Details of Road Crossing

**8.5 Annexure –V – Tunnel Details**

Details of Tunnel			
Diverted Existing Alignment-1			
S/N	Chainage From	Chainage To	Length (M)
1	166820.00	167330.00	510.00
Diverted Doubling Alignment-1			
S/N	Chainage From	Chainage To	Length (M)
1	166840.00	167320.00	480.00

Table 10 - Details of Tunnel

## 9 Drawings

9.1.1 Following drawings are enclosed along with this feasibility report

1. Drawing showing the all the 3 diverted alignments
2. Longitudinal section of Diverted alignment -1
3. Longitudinal section of Diverted alignment -2 & 3

## Curve details of Diverted Existing Alignment-1

Curve No	Direction	Deflection Angle				DEGREE of Curve	Radius	Transition Length	Shift of Curve	Tangent Length	Curve Length	Curve Chainages			
		D	M	S	Decimal							ST	TC	CT	TS
1	RIGHT	17	0	10	17.003	2.000	875.000	100.000	0.4762	180.862	359.660	165845.120	165945.120	166104.780	166204.780
2	RIGHT	21	35	20	21.589	2.000	875.000	100.000	0.4762	216.918	429.697	167211.280	167311.280	167540.977	167640.977
3	LEFT	64	34	50	64.581	2.593	675.000	100.000	0.6173	476.947	860.821	167712.140	167812.140	168472.961	168572.961

## Curve details of Diverted Doubling Alignment-1

Curve No	Direction	Deflection Angle				DEGREE of Curve	Radius	Transition Length	Shift of Curve	Tangent Length	Curve Length	Curve Chainages			
		D	M	S	Decimal							ST	TC	CT	TS
1	RIGHT	16	54	40	16.911	2.000	875.000	100.000	0.4762	180.147	358.260	165873.380	165973.380	166131.640	166231.640
2	RIGHT	21	35	20	21.589	2.000	875.000	100.000	0.4762	216.918	429.697	167218.330	167318.330	167548.027	167648.027
3	LEFT	64	37	20	64.622	2.593	675.000	100.000	0.6173	477.291	861.312	167712.230	167812.230	168473.542	168573.542

## Curve details of Diverted Alignment-2

Curve No	Direction	Deflection Angle				DEGREE of Curve	Radius	Transition Length	Shift of Curve	Tangent Length	Curve Length	Curve Chainages			
		D	M	S	Decimal							ST	TC	CT	TS
1	LEFT	29	3	29	29.058	1.000	1750.000	100.000	0.2381	503.589	987.527	163420.660	163520.660	164308.137	164408.137
2	RIGHT	35	21	55	35.365	1.000	1750.000	100.000	0.2381	607.988	1180.170	164781.670	164881.670	165861.840	165961.840
3	RIGHT	25	5	36	26.093	1.000	1750.000	100.000	0.2381	455.576	896.975	166517.220	166617.220	167314.195	167414.195
4	LEFT	20	10	45	20.179	1.000	1750.000	100.000	0.2381	361.437	716.337	168352.790	168452.790	168969.127	169069.127

## Curve details of Diverted Alignment-3

Curve No	Direction	Deflection Angle				DEGREE of Curve	Radius	Transition Length	Shift of Curve	Tangent Length	Curve Length	Curve Chainages			
		D	M	S	Decimal							ST	TC	CT	TS
1	RIGHT	11	59	35	11.993	1.000	1750.000	100.000	0.2381	233.850	466.307	166198.710	166298.710	166565.017	166665.017

INFORMATION PROVIDED UNDER RTI

127

322

## ACTION HISTORY OF RTI REQUEST No.WLIOI/R/2019/50024

**Applicant Name** Pramod Kalita

**Text of Application** Request following information as per RTI Act 2005- 1) A copy of letter no. WII/DWII/Misc./03/2018 dated 16-01-19. 2) Details of field study report to safeguard the Elephant corridor at Deepor Beel area as Suggested by Wildlife Institute of India , Dehradun by engaging a consultant- Delhi Integrated Multi-Model Transit System Ltd. kashmere Gate Delhi- 110006.

**Reply of Application** the information sought by you contains more than 1mb, the same has been sent by speed post.

SN.	Action Taken	Date of Action	Action Taken By	Remarks
1	RTI REQUEST RECEIVED	18/08/2019	Nodal Officer	
2	REQUEST FORWARDED TO CPIO	20/08/2019	Nodal Officer	Forwarded to CPIO(s) : (1) Anju Baroth
3	ADDITIONAL PAYMENT REQUIRED FOR INFORMATION	03/09/2019	Anju Baroth-(CPIO)	the information sought contains in 50 pages and cannot be uploaded online. U/s 7(3) of RTI Act, 2005, you are requested to deposit an additional fee of Rs. 100/- (50 Pages @ 2/page) towards the cost of providing the information in photo copy. The fee may please be deposited within 30 days from the receipt of this reply failing which your RTI will stand disposed of. It is also requested that the correct mailing address may please be sent urgently.
4	ADDITIONAL PAYMENT RECEIVED FROM REQUESTER	03/09/2019	RTI Applicant	
5	REQUEST DISPOSED OF	05/09/2019	Anju Baroth-(CPIO)	

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RTI-31

Disposed of