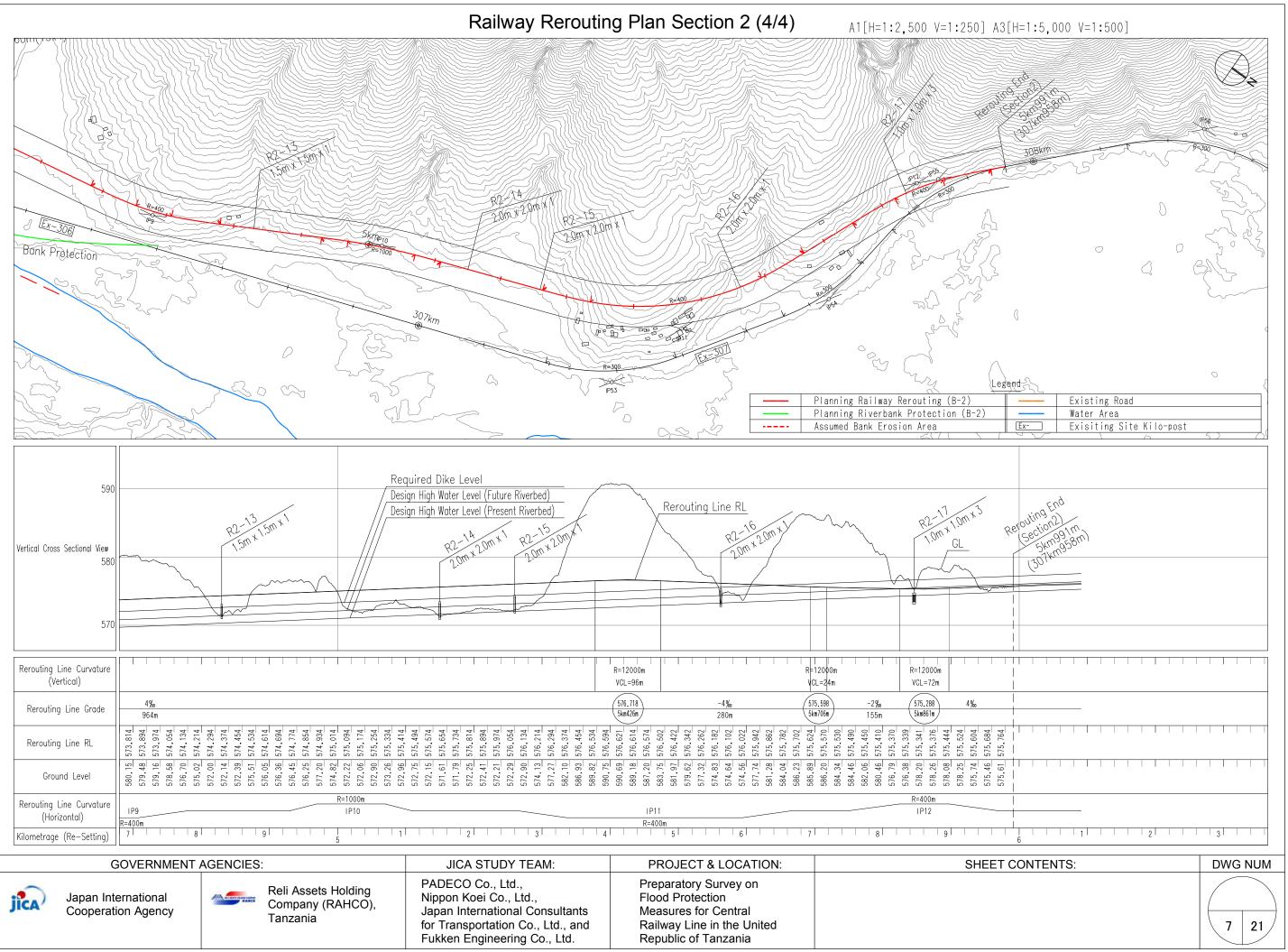
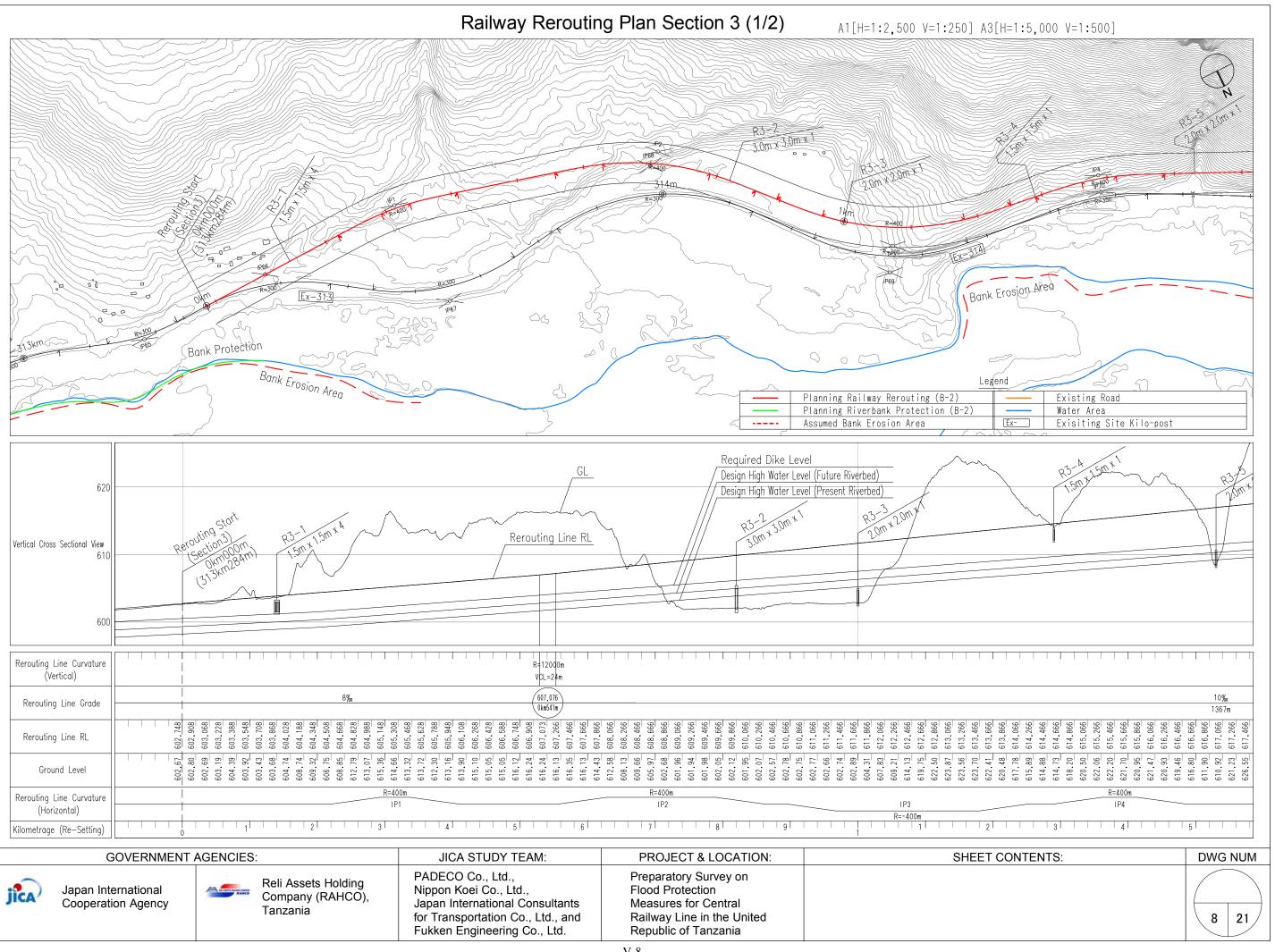
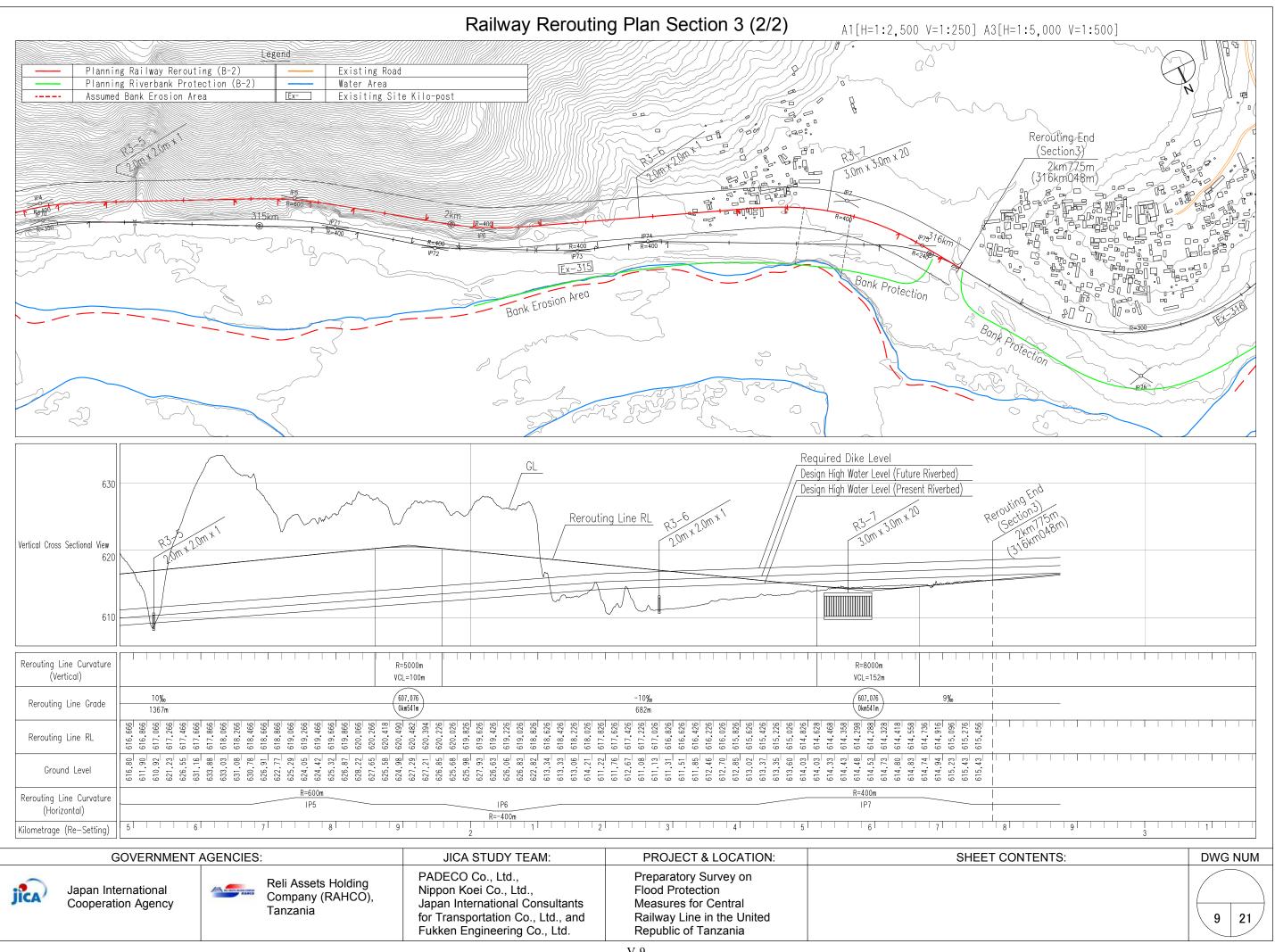
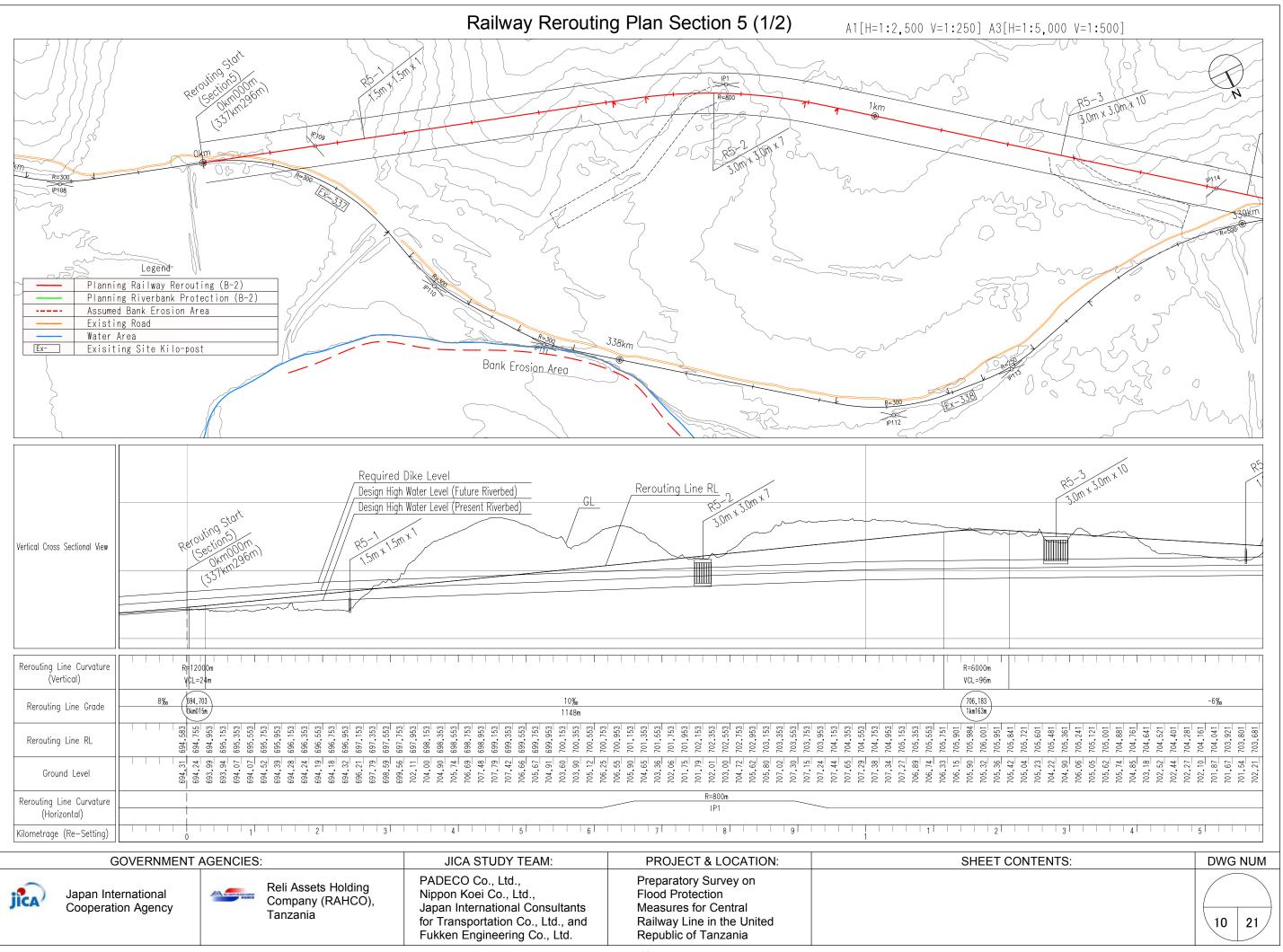
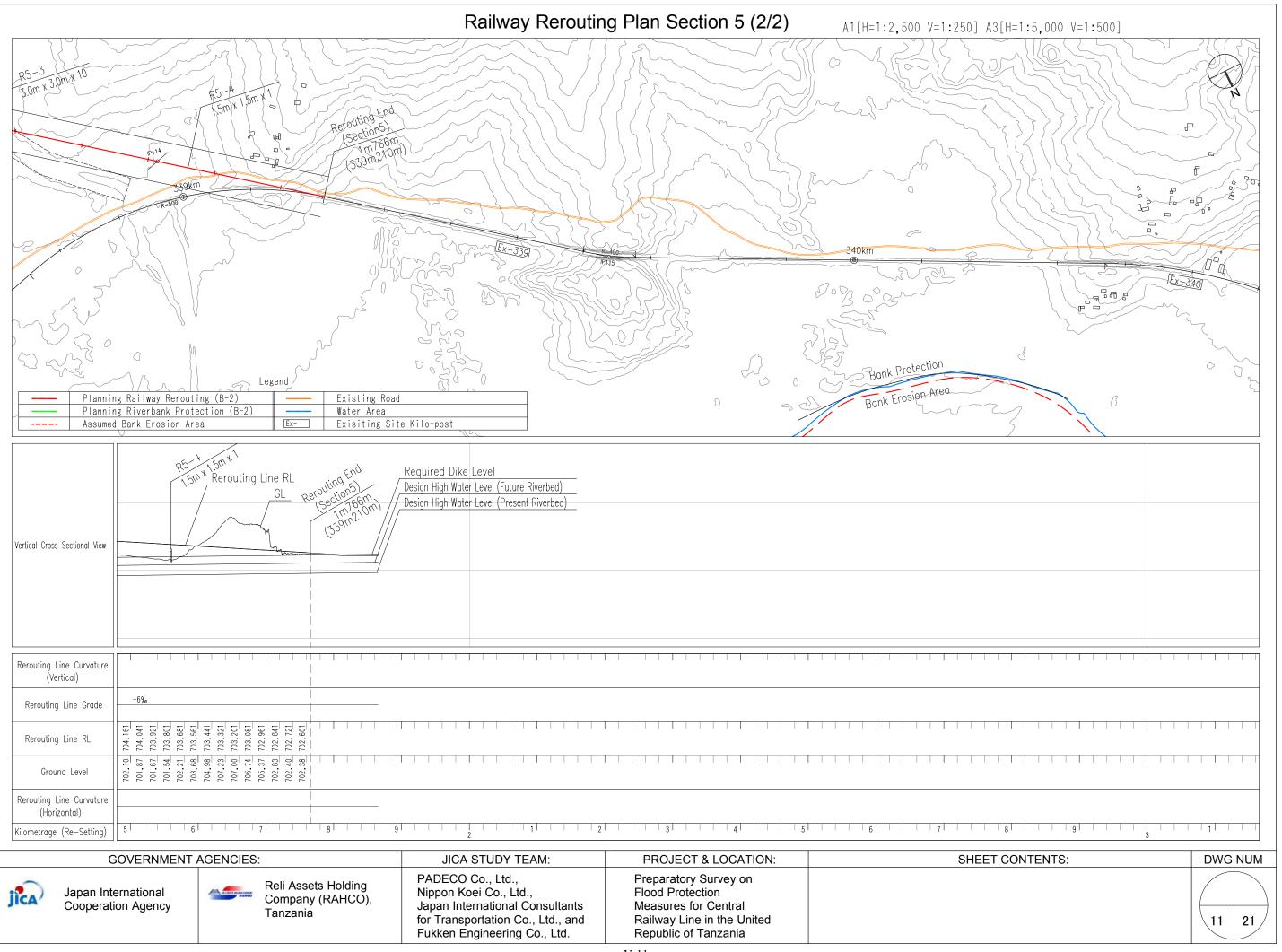
Railway Rerouting Plan Section 2 (4/4)

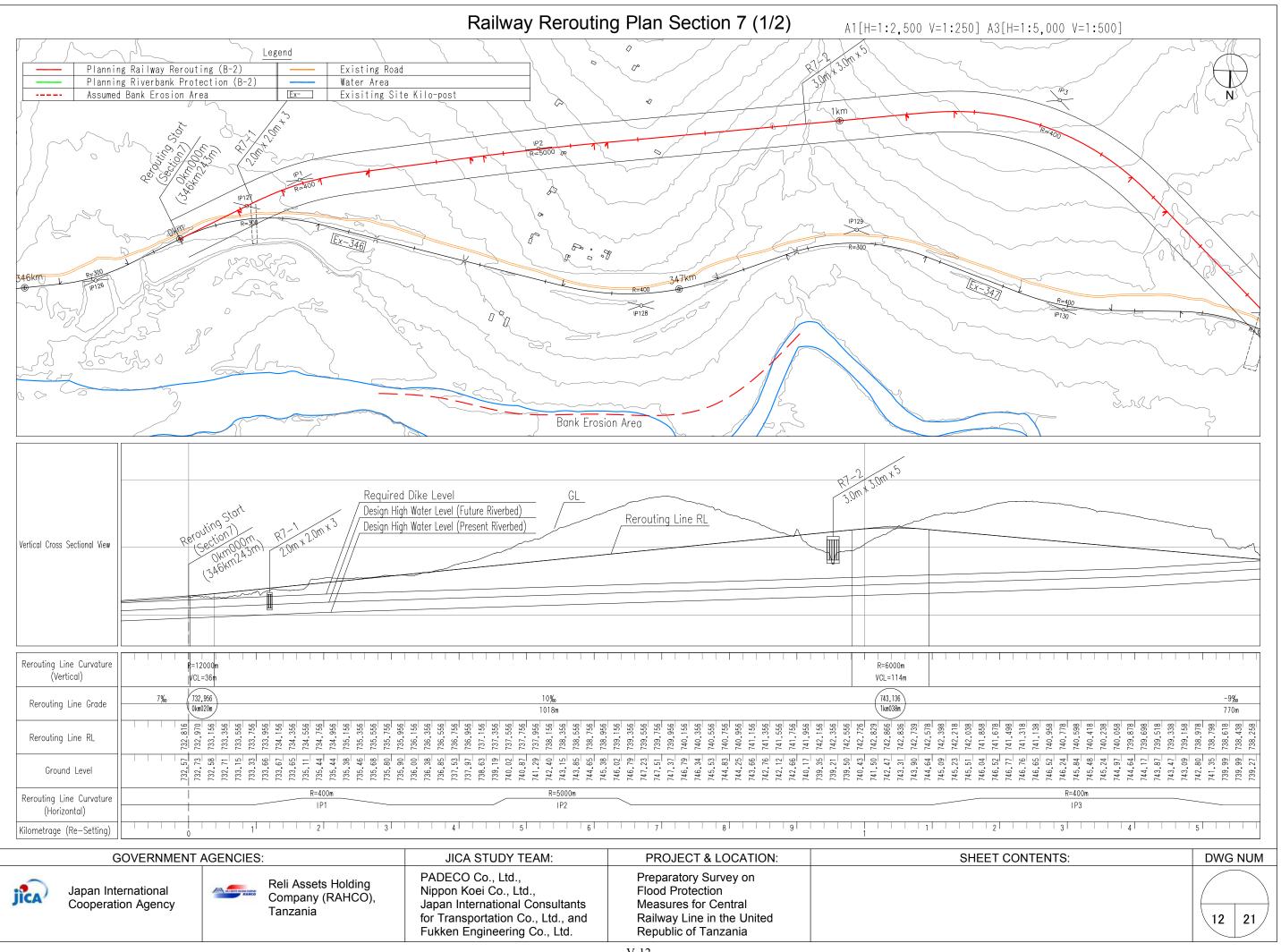












							Railw	ay Rer	outin	g Pla	n Se	ction 7	(2/2)	A1	[H=1:2,500	V=1:250] A
R=400 R=400 Ex=347	R=400			R7- 2.0m	3 1 x 2.0m x 8	Rerouting (Section (348km) (348km)	End S 604m Control	R=300				P133 P133 P=34 P=34 P=34			8	
					~~~			and the second s				-		Planning R	ailway Rerout iverbank Prot	ing (B-2) ection (B-2)
						25								Assumed Ba	nk Erosion Ar	ea
Vertical Cross Sectional View		GL	/	outing Line		9 End (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071) (071)		Dike Level Water Level (Fu Water Level (Pr								
Rerouting Line Curvature (Vertical)				R=9000m VCL=99m												
Rerouting Line Grade	-9‰ 770m			736,206 1km808m	2‰				_		_					
Rerouting Line RL	738.978 738.798 738.618 738.618 738.438 738.258 738.258	737.898 737.718 737.538 737.538	737.178 736.998 736.818 736.818	736.484 736.374 736.308 736.308	736.310											
Ground Level	742.80 741.35 739.99 739.99 739.27 738.51 738.51	738.53 737.89 737.86 737.67														
Rerouting Line Curvature (Horizontal) Kilometrage (Re-Setting)	5 6		7	8	       9		2		2		3	4		5	6	7
(	AGENCIES:					JICA STUDY TEAM:				PROJECT & LOCATION:				SHEET		
Japan International Cooperation Agency			Reli Assets Holding Company (RAHCO), Tanzania			PADECO Co., Ltd., Nippon Koei Co., Ltd., Japan International Consultants for Transportation Co., Ltd., and Fukken Engineering Co., Ltd.				Preparatory Survey on Flood Protection Measures for Central Railway Line in the United Republic of Tanzania						

