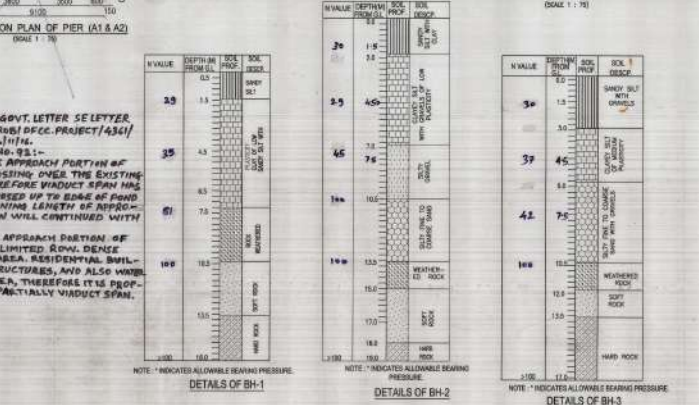
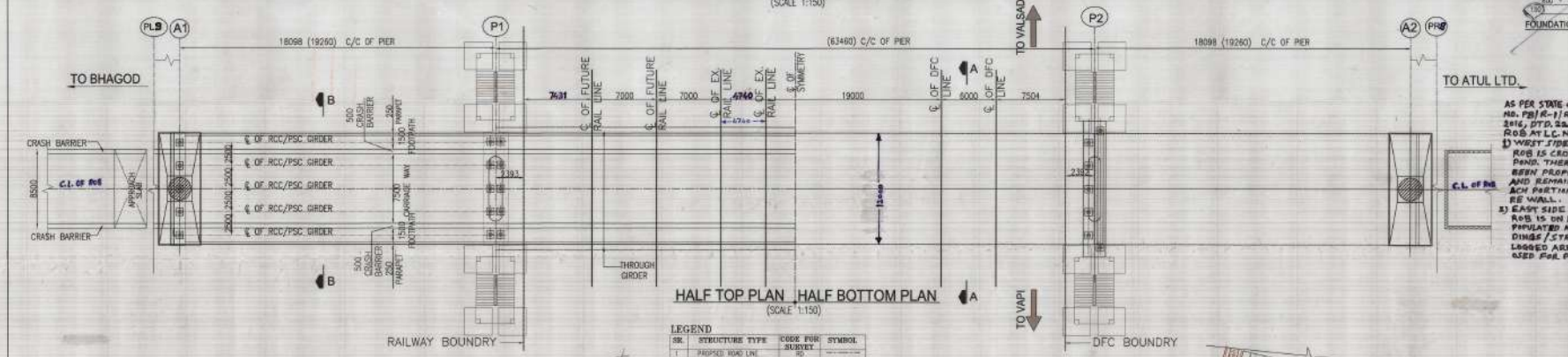
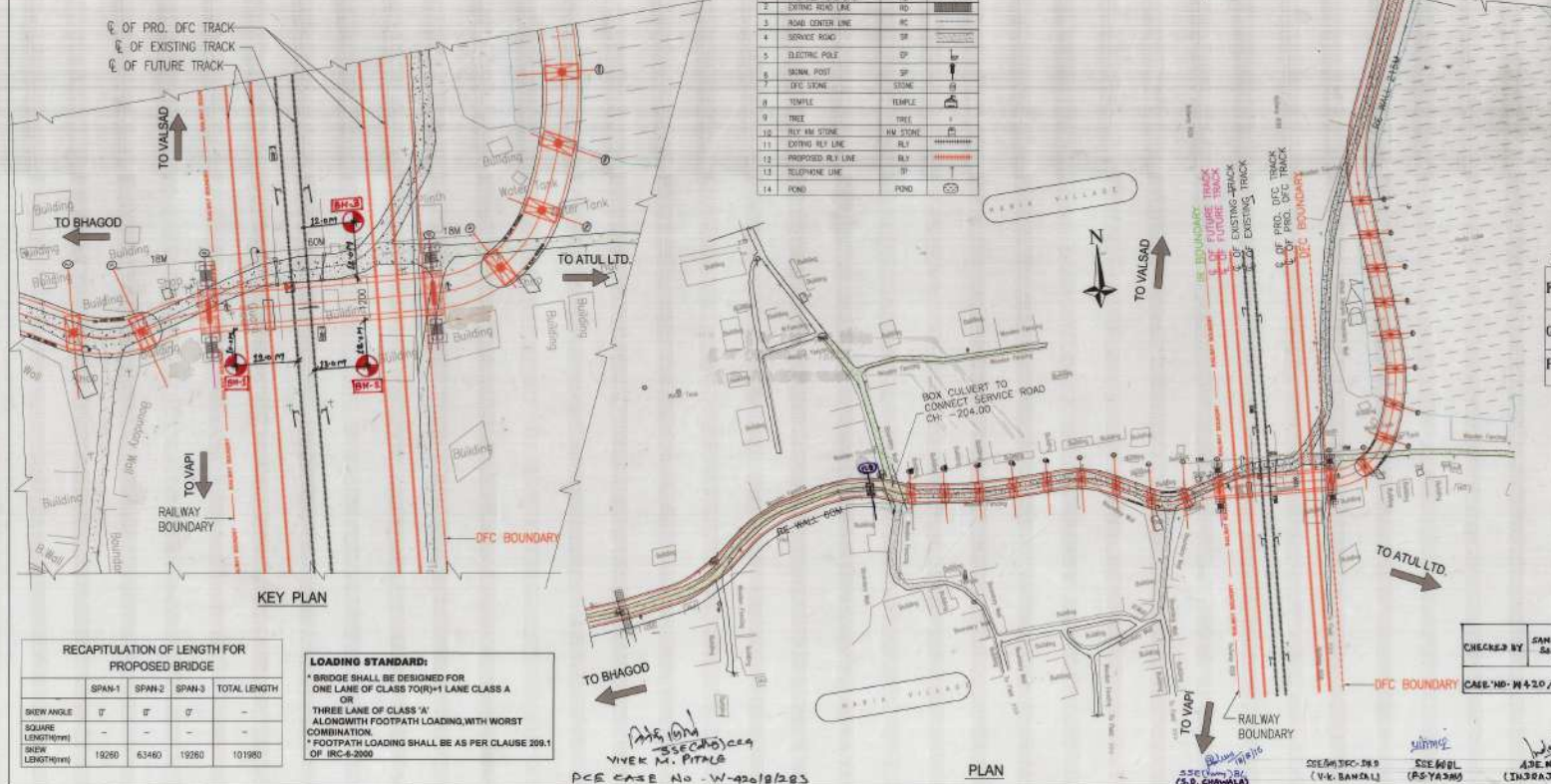


- TVU :- 1.89,138  
PB No. :- 164/2016-17
- ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
  - NO DIMENSIONS SHALL BE SCALED FROM THIS DRAWING UNLESS OTHERWISE SPECIFIED.
  - EXISTING RAILWAY TRACKS AND EXISTING ROAD BOUNDARY ARE SHOWN IN BLACK AND PROPOSED RAIL TRACKS, DFC BOUNDARY AND ROAD ARE SHOWN IN RED.
  - ACTUAL LOCATION OF ROB SHALL BE DECIDED BY RLY. ENGINEER IN CHARGE IN CONSULTATION WITH ROAD AUTHORITY AT THE TIME OF ITS CONSTRUCTION.
  - ACTUAL DEPTH OF FOUNDATION SHALL BE DECIDED BY ENGINEER IN CHARGE TO SUIT THE SOIL STRATA MET WITH AT THE SITE.
  - VERTICAL CLEARANCE FROM THE HIGHEST RAIL LEVEL TO BOTTOM OF GIRDERS SHALL NOT BE LESS THAN 5.50 METERS FOR THE TRACK AREA AND 3.50 METERS IN CASE OF SPUR/DEVIATION/SHOULDER TRACK COMMAND ROUTE.
  - GRADE RAIL SHALL BE PROVIDED AS PER STANDARD DRAWING.
  - TRAFFIC AND SIZE OF GIRDERS, POST TENSION BEARING, PRESTRESSING, SHOWN IN THE DRAWING ARE TENTATIVE AND ARE SUBJECT TO CHANGE IN FINAL DESIGN AND DRAWING.
  - SHAFTS AND DIMENSIONS OF ABUTMENT, PIERS, PIER CAP, PIER SHOT AND FOOTING ARE TENTATIVE AND ARE SUBJECT TO CHANGE IN FINAL DESIGN AND DRAWING.
  - KEEP HOLES SHALL BE PROVIDED IN ABUTMENTS AND RETURN WALLS.
  - ALL CROSS MEMBER SHALL BE PROVIDED AS PER MOST SILE.
  - ONLY CONTROLLED GROUT CONCRETE SHALL BE USED IN PREPARED FORMS OF CONCRETE FOR MASS CONCRETE AND FOR RCC WORK SHALL NOT BE LESSER THAN M-30 AND M-25 RESPECTIVELY.
  - BEARING CAP OF THICKNESS... IS PROVIDED, ROAD SURFACE TO BE MAINTAINED BY ROAD AUTHORITY.
  - A SEPARATE LAUNCHING SCHEME OF SUPERSTRUCTURE AND TO BE SUBMITTED WHICH WILL BE APPROVED BY ROAD AUTHORITY BEFORE COMMENCEMENT OF LAUNCHING.
  - EXCAVATION OF ROB WORK SHALL BE DONE ONLY IN PRESENCE OF AUTHORIZED RAILWAY REPRESENTATIVE TO ENSURE THE SAFETY OF RUNNING TRAINS. PROPER PROTECTION SHALL BE TAKEN DURING LOCATION OF DEPTH FOUNDATION NEAR THE EXISTING RAILWAY TRACK IN CASE THE LOCATION TO BE DONE NEAR THE TRACK, PROPER SHORING SHALL BE DONE TO PROTECT SLOPE FAILURE OF THE TRACK.
  - ADDITIONAL LOAD TRANSFERRED FROM FUTURE TRACKS SHALL BE CONSIDERED WHILE DESIGNING OPEN FOUNDATION ON EITHER SIDE.
  - IN ORDER TO GET THE NEAREST NEIGHBOR AGAIN CONVICTION, THE REINFORCEMENT BARS SHALL BE PROVIDED WITH SUITABLE PROTECTIVE COATING DEPENDING UPON THE ENVIRONMENTAL CONDITION AS PER PARA 7.15 OF CONCRETE BRIDGE CODE (CONCRETE S.I. NO. 2 OF 28.03.2003).
  - OFFER FOR THE RAILWAY ENGINEERS AT BRIDGE SITE ON AT NEAR BY LOCATION BEFORE THE START SHALL BE PROVIDED BY SPONSORING AGENCY AUTHORITY AND MAINTAINED DURING THE PERIOD OF CONSTRUCTION OF THE PROJECT.
  - DRAWING AND DESIGN OF ROB SHALL BE CHECKED BY RLY/RT OR DEPUTED CONSULTANT AS APPROVED BY THE DRAWING.
  - LOADING SCHEDULE AND CORROSION PROTECTION SHOULD BE APPLIED TO THE STEEL STRUCTURE.
  - INSPECTION LADDER AND PLATFORM FOR INSPECTION OF BEARING SHOULD BE PROVIDED AT EVERY PILE.
  - ALL TECHNICAL RECORD (A, C) CASE STRENGTH, PRESSING DETAILS ETC. SHALL BE PROVIDED TO RAILWAY ENGINEER IN CHARGE.
  - BEFORE STARTING OF ROB CONSTRUCTION DRAWING AND COMPLETE SET OF ROB IN HAND COPY AND SET COPY APPROVED BY AUTHORITY SHALL BE SUBMITTED TO RAILWAY ENGINEER IN CHARGE.
  - BEFORE STARTING OF ROB WITHIN ABUTMENT PORTION) FOR ROAD TRAFFIC, APPROVAL OF RAILWAY ENGINEER IN CHARGE IS TO BE OBTAINED BY ROAD AUTHORITY.
  - GRADE OF CONCRETE  
RCC ABUTMENT: M30  
RCC PIER: M30  
RCC BEARING: M30  
RCC DECK: M30  
SLAB: M30  
RCC: M30
  - STEPPER SHOULD BE PROVIDED AT END OF THE PIER / ABUTMENT CAP TO REDUCE PROBABILITIES OF TOPPING UP GIRDERS DURING LAUNCHING OF GIRDERS.
  - THIS SANCTION SHALL BE OBTAINED BEFORE COMMENCEMENT OF WORK.
  - AS PER RAILWAY BOARD LETTER NO. 2007/RE/16170-PT-774, DATED 12.12.2011, TRACK LEVEL SHOULD BE PROTECT.
  - THE COST OF MAINTENANCE OF ONE TO BE CHARGEABLE TO ESTIMATE.
  - DIMENSIONS OF ALL STRUCTURAL MEMBERS (E, P, R, S, CAP, PIER, ABUTMENT, PIER CAP, ETC.) SHALL BE TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGN AND DRAWING SUBMITTED BY CONSULTANT/RAILWAY AND APPROVED BY RAILWAY.
  - STRUCTURAL STEEL OF COMPOSITE GIRDERS CONFORM TO IS 2002-2008 E250 B0 DIMENSIONS SPECIFIED IN IS 2002.
  - S.B.C. AT 3.0M DEPTH = 3.0 T/m<sup>2</sup>.
  - ROAD TRAFFIC SHALL BE STOPPED AT SERVICE LOCATION IN CONSULTATION WITH ROAD AUTHORITY.
  - EXISTING LC WILL BE CLOSED AFTER COMPLETION OF ROB WORK.
  - THE GAP BEARING AS PER ROAD FORMING (CONSOLIDATED) ROAD USE LETTER NO. CRP/REG/100, DATED 15.02.2014) SHALL BE ENSURED BY RESPONDING ENGINEER.
  - CONCRETE LETTER FROM DISTRICT COLLECTOR, MUMBAI FOR CLOSING OF LEVEL CROSSING NO. 102 HAS BEEN OBTAINED. YOU LETTER NO.
  - DEED BOUNDARY IS TENTATIVE, IT SHALL BE FINALIZED AFTER LAND ACQUISITION.
  - STORM DRAIN TO BE PROVIDED UP TO GRADE LEVEL.
  - BEFORE COMMENCING THE WORK CONTRACTOR TO ENSURE THAT SIGNATURE OF ROAD AUTHORITY SHALL BE OBTAINED.
  - SIZE & DEPTH OF OPEN FOUNDATION SHOWN IN THIS CASE IS TENTATIVE & IT WILL BE AS PER DESIGN & SOIL STRATA MET WITH.
  - FOR BHE-STRONG GIRDER PIER AND ROB DIMENSION SHALL BE 6.0M C/C OF BEARING.



32. STEPPER SHOULD BE PROVIDED AT END OF THE PIER / ABUTMENT CAP TO REDUCE PROBABILITIES OF TOPPING UP GIRDERS DURING LAUNCHING OF GIRDERS.
- THIS SANCTION SHALL BE OBTAINED BEFORE COMMENCEMENT OF WORK.
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- SIZE & DEPTH OF OPEN FOUNDATION SHOWN IN THIS CASE IS TENTATIVE & IT WILL BE AS PER DESIGN & SOIL STRATA MET WITH.
- FOR BHE-STRONG GIRDER PIER AND ROB DIMENSION SHALL BE 6.0M C/C OF BEARING.



Datum = 5.00

PRO. CHAINAGE	FINISHED ROAD	GROUND LEVELS
0	11.352	11.367
50	11.352	11.397
100	11.352	11.509
150	11.352	11.843
200	11.352	12.285
250	11.352	12.705
300	11.352	13.033
350	11.352	13.021
400	11.352	12.352
450	11.352	12.589
500	11.352	13.033
550	11.352	12.705
600	11.352	12.285
650	11.352	11.843
700	11.352	11.509
750	11.352	11.367
800	11.352	11.352
850	11.352	11.352
900	11.352	11.352
950	11.352	11.352
1000	11.352	11.352

RECAPITULATION OF LENGTH FOR PROPOSED BRIDGE

SPAN-1	SPAN-2	SPAN-3	TOTAL LENGTH
19200	63400	19200	101900

LOADING STANDARD:  
BRIDGE SHALL BE DESIGNED FOR ONE LANE OF CLASS 'A' OR THREE LANE OF CLASS 'A' ALONG WITH FOOTPATH LOADING WITH WORST COMBINATION. FOOTPATH LOADING SHALL BE AS PER CLAUSE 209.1 OF IRC-8:2000

DESIGN CONSULTANT:  
**CONSTRUMA CONSULTANCY PRIVATE LIMITED**  
B.O. : D-37, G.F., Sector - 32, Noida - 201 301, U.P.  
Tel. : +91 - 120 - 4570152, 4570153  
H.O. : 2nd Floor, Pinky Plaza, 5th Road, Tel. : +91 - 22 - 26040994, 26487415

CONSULTANT AUTHORITY:  
DRAWN BY: N.R.P. (D.M.)  
PROOF CHECK: B.D. BENDALE (S.C.)  
APPROVED: Dr. HARSH VARDAN SUBBARAO (M.D.)

WESTERN RAILWAY  
SECTION - VB-07

DEPARTMENT: CIVIL  
HEAD QUARTER: CIVIL (K. C. DEWAN)

DESIGNER: S.P. VERMA  
CHECKER: S.P. VERMA  
BY: S.P. VERMA  
DATE: 20/10/16

DESIGNER: S.P. VERMA  
CHECKER: S.P. VERMA  
BY: S.P. VERMA  
DATE: 20/10/16

DESIGNER: S.P. VERMA  
CHECKER: S.P. VERMA  
BY: S.P. VERMA  
DATE: 20/10/16

FOR APPROACHES PORTION AS PER STATE GOVT. ROB DESIGN VINDY, BANGALURU NAGAR 4 SE / R/S/S/SMART LETTER NO. P/15 / 100 / 2017 / 14, DATED 22.08.2016 IN AS UNDER.

PROJECT:  
PROPOSED ROB IN LIEU OF LC NO. 92 AT KM 189/24-26 (DFCC CH.30934) BETWEEN STATIONS PARDI TO ATUL OF MUMBAI-DELHI TRUNK ROUTE OF WESTERN RAILWAY

CLIENTS:  
THE CHIEF PROJECT MANAGER  
DEDICATED FREIGHT COSSIDER CORPORATION OF INDIA LTD.  
(A GOVERNMENT OF INDIA ENTERPRISE)  
ARUN-1, 4TH FLOOR, PLOD, DUMAS ROAD, NE. ESCON WALL, SURAT-395007. PH : 0281-2631310, FAX : 0281-2631320

TITLE:  
**GENERAL ARRANGEMENT DRAWING (RAILWAY PORTION)**

DRG. NO. CCPL/WDFC/CPM/ST/LC\_NO\_92  
REV. DATE  
RO 18.08.2016