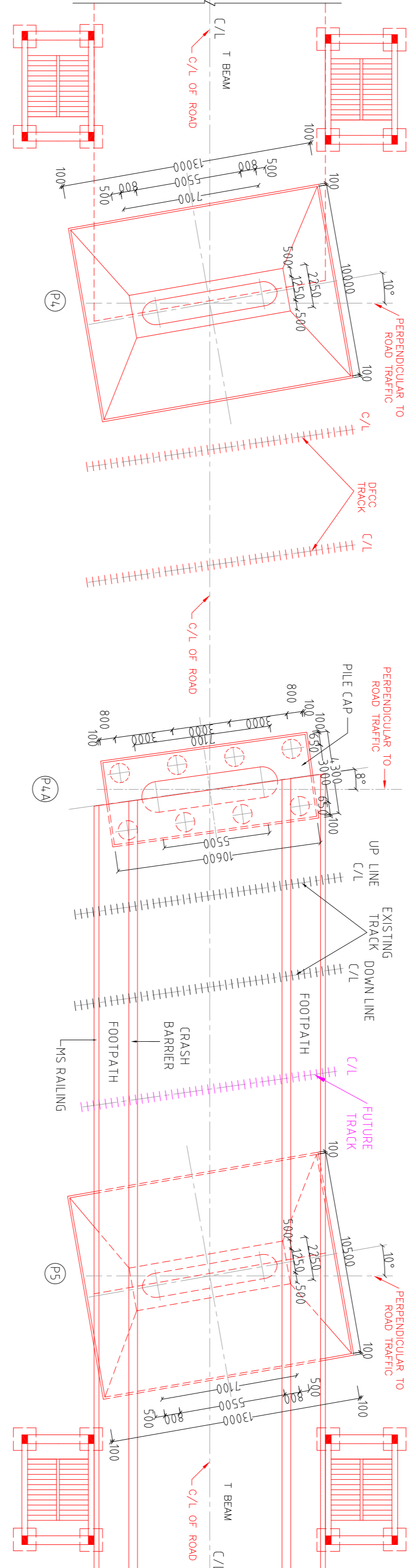


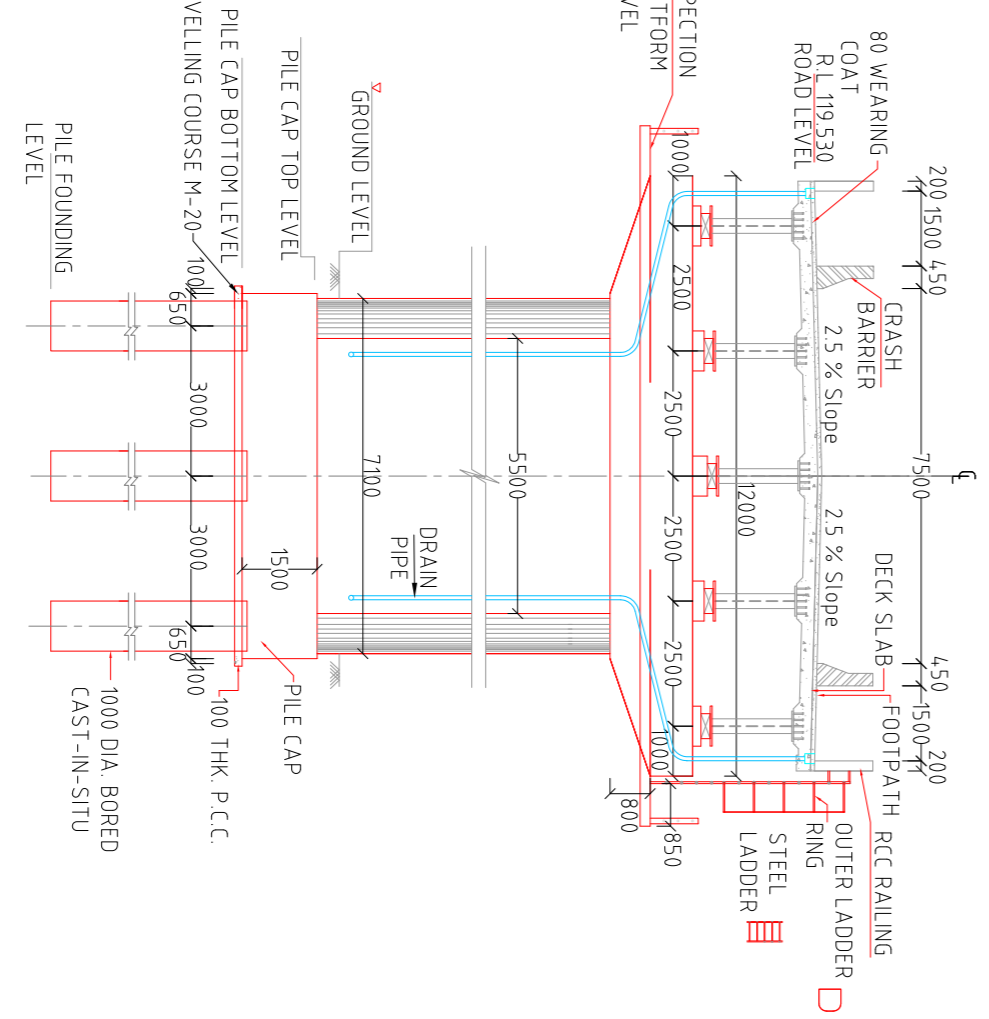
LONGITUDINAL SECTION ELEVATION
(SCALE 1:200)



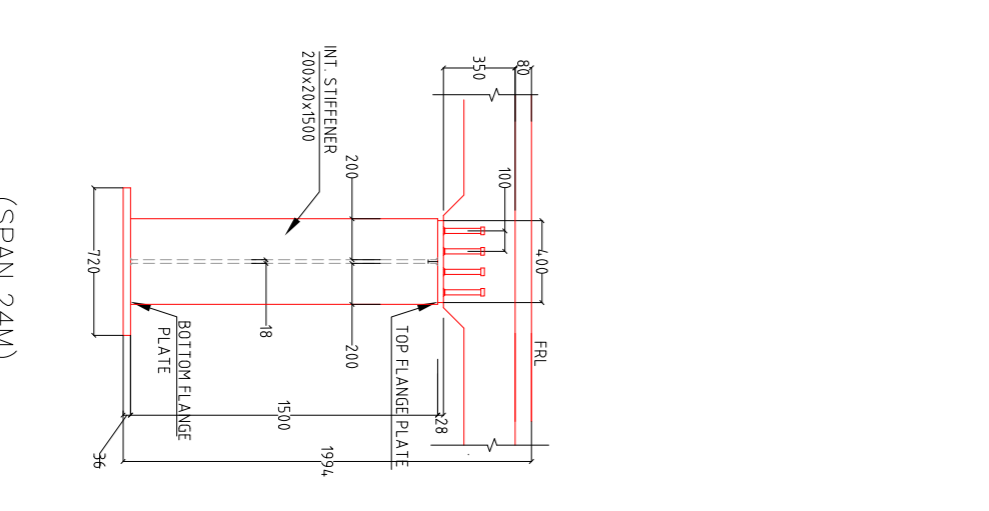
HALF BOTTOM PLAN
(SCALE 1:200)

PLAN PROPOSED ROB
(SCALE 1:200)

HALF TOP PLAN
(SCALE 1:200)

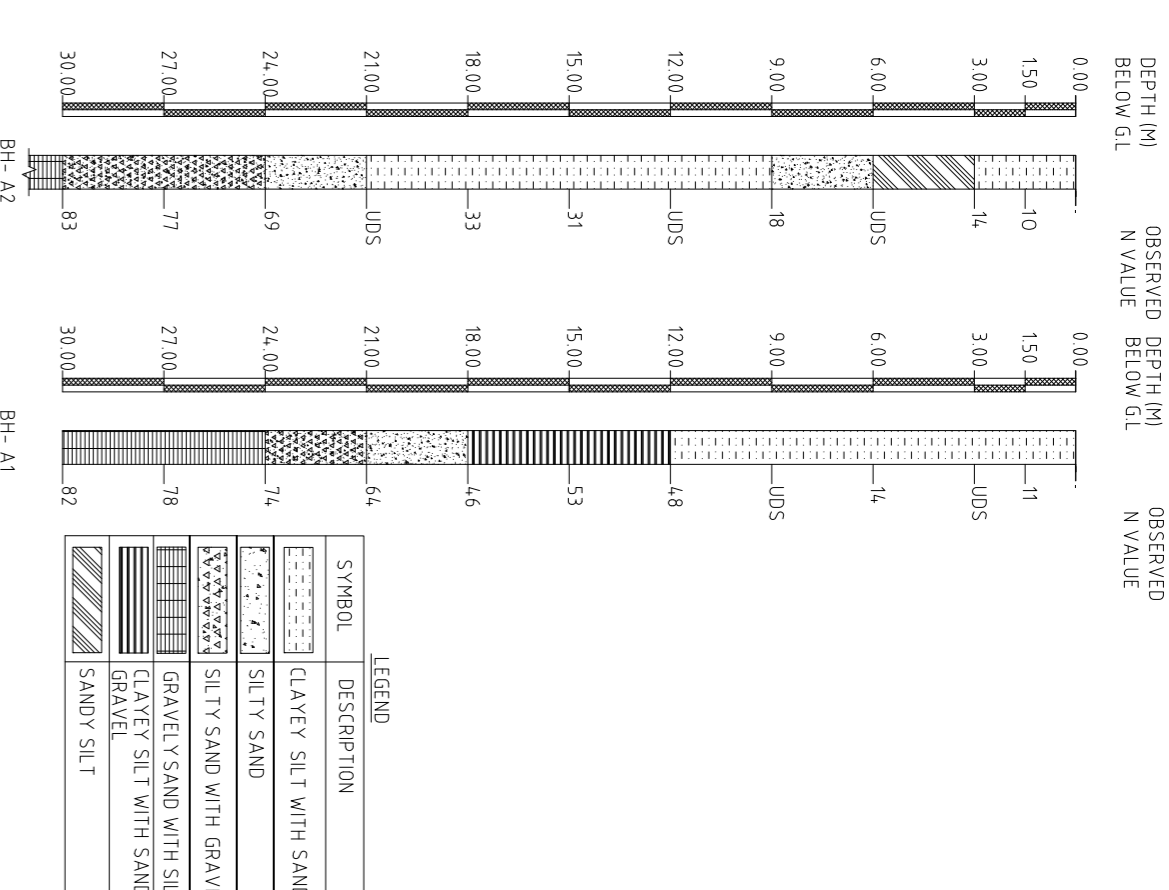


SECTION A-A OF ABUTMENT
(SCALE 1:150)

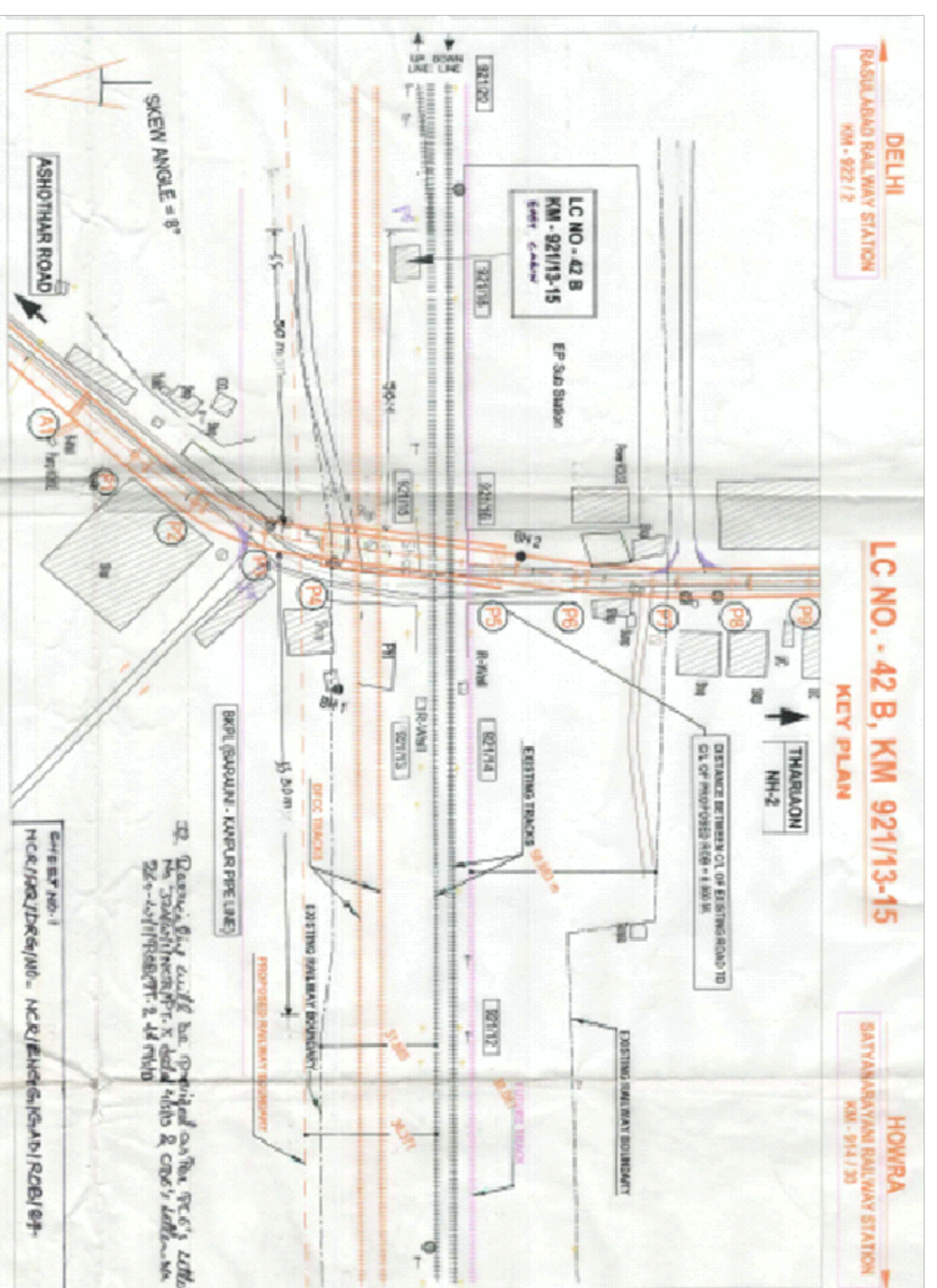


DETAILS OF RCC GIRDER
(SCALE 1:25)

BORE HOLE DETAILS



S.NO	DESCRIPTION	SYMBOL
1	EXISTING TRACK	-----
2	PROPOSED TRACK	-----
3	EXISTING RAILWAY BOUNDARY	-----
4	PROPOSED RAILWAY BOUNDARY	-----
5	EXISTING ROAD	-----
6	PROPOSED ROAD	-----
7	EXISTING STRUCTURE	-----
8	PROPOSED STRUCTURE	-----
9	EXISTING DRAIN	-----
10	PROPOSED DRAIN	-----
11	EXISTING PILE	-----
12	PROPOSED PILE	-----
13	EXISTING BORE HOLE	-----
14	PROPOSED BORE HOLE	-----



DELHI RASULABAD RAILWAY STATION
KM - 927.7

LC NO. - 42 B, KM 921/13-15

HOWRA SATYANAGAR RAILWAY STATION
KM - 914.75

ALLAHABAD DIVISION(N.C.R.LY)

REVISED GAD OF DWG NO. (CEGID/FCC/ROB/ALD-CNB LC 42B) CONSTRUCTION OF TWO LANE ROB (SPAN-1X16m+2X24m+1X21m) IN LIEU OF L-XING NO 42B (8°SKEW) AT KM-921/13-15 BETWEEN RASULABAD-SATYANAGAR STATION ON ALD-CNB SECTION

DESIGN CONSULTANT:-

CLIENT:-

DEDICATED FREIGHT CORRIDOR (EASTERN CORRIDOR)

DRAWN BY:-
DESIGNED BY:-
CHECKED BY:-
APPROVED BY:-

MD. NOJAN
D. S. NEGI
A. K. MAITHIR

NOTES:-

1. ALL DIMENSIONS AND LEVELS ARE IN MILLI METERS UNLESS OTHERWISE SPECIFIED.
2. NO DIMENSIONS SHALL BE SCALED FROM THIS DRAWING UNLESS OTHERWISE SPECIFIED.
3. ACTUAL LOCATION OF ROB SHALL BE DECIDED BY ENGINEER IN CHARGE OF RAILWAY IN CONSULTATION WITH ROAD AUTHORITY AT THE TIME OF ITS CONSTRUCTION.
4. THE STRUCTURAL DETAILS AND DIMENSIONS SHOWN IN THIS DRAWING ARE TENTATIVE AND ARE SUBJECT TO FINAL DESIGN AND DRAWING TO BE APPROVED BY THE RAILWAY.
5. DIMENSIONS OF STRUCTURAL COMPONENTS SHOWN ARE NOMINAL AND FOR GUIDANCE ONLY. DIMENSIONS OF STRUCTURAL COMPONENTS SHALL BE AS PER STANDARD DRAWING.
6. TYPE, DEPTH OF FOUNDATION IS TENTATIVE AND MAY BE ALTERED BY ENGINEER IN CHARGE OF RAILWAY TO SUIT THE SOIL STRATA MET AT SITE.
7. EXCAVATE AND CONCRETE WORK FOR THE FOUNDATION OF ABUTMENTS PILES SHALL BE COMPLETED BEFORE CASTING OF MAIN PILE AS PER RELEVANT.
8. LOAD TESTED BEFORE CASTING OF MAIN PILE AS PER RELEVANT.
9. BRIDGE WHEN CONSTRUCTED BE CLEAR OF MOVING DIMENSIONS.
10. GANTRY SYSTEM WILL BE OBTAINED BEFORE STARTING THE WORK IN RAILWAY SPAN.
11. WIDTH OF ROADWAY HAS BEEN PROVIDED AS PER REQUIREMENT OF SPONSORING AGENCY.
12. INSPECTION LADDER FROM ROAD TO PERS TOP AND INSPECTION PLATFORMS IN THE PERS SHALL BE INCORPORATED IN THE STRUCTURAL DRS.
13. EACH 2 LANE UNIT OF ROB IS DESIGNED FOR 1-LANE OF RC TOR OR 2LANE OF RC CLASS A LOADING, WHICHEVER GOVERNS.
14. EACH 2 LANE UNIT OF ROB IS DESIGNED FOR 1-LANE OF RC TOR OR 2LANE OF RC CLASS A LOADING, WHICHEVER GOVERNS.
15. RECOMMENDED DESIGN GRADE OF CONCRETE PILES - M35.
16. ABUTMENT & PERS SHAFTS - M30.
17. CONROLLED CEMENT CONCRETE MIX TO BE PROVIDED AND SHOULD NOT BE LEANER THEN AS PER CLAUSE 217-3 IRC CODE.
18. DRAWING AND DESIGN OF APPROACH SLAB SHALL BE DECIDED BY SPONSORING AUTHORITY AS PER CLAUSE 217-3 IRC CODE.
19. CRASH BARRIERS SHALL BE PROVIDED AS PER LATEST DESIGN BY IRC.
20. HOW TO BE DRAWN WITH TRAFFIC DEPARTMENT FOR BLOCK & CAUTIONS BEFORE STARTING THE WORK.
21. POT -PIT BEARING SHALL BE DESIGNED AS PER IRC - 83 (PART-3).
22. ROAD REGULATORY RULE FOR PROPOSED ROB WILL BE FOLLOWED AS PER IRC. MDPWS & SPECIFICATIONS.
23. PILES SHALL BE LOAD TESTED BEFORE CASTING OF MAIN PILE AS PER RELEVANT.
24. APPROACHES ARE IN REINFORCED EARTH WITH VERTICAL FACES, (RODS AND FRONTS).
25. BRIDGE SPILL EXPANSION JOINT AND WEARING COAT AS PER HMT STANDARD.
26. EXISTING LC WILL BE CLOSED AFTER COMPLETION AND COMPLETION OF ROB.
27. SOIL BENEATH THE TRACK SHALL BE PASSED BY ROAD TO SUIT THE PERS STRAIN.
28. IN CASE ALKALINITY IS TO BE CARRIED OUT IN THE VICINITY OF RAILWAY LINE NECESSARY PRECAUTIONS AND BLOCK SHALL BE OBSERVED AS PER PARA. 106 OF IR WORKS MANUAL.
29. BAD WORK WILL RESULT IN SUMMARY REJECTION OF REPAIR/REPLENISHMENT.
30. DAMAGE ARRANGEMENTS IN RAILWAY PORTION SHALL BE PROVIDED AVOIDING TRACK BELOW AS PER STANDARD DRAWING OF HMT.
31. SUITABLE JACKING POINTS SHALL BE PROVIDED FOR FITTING GIRDERS FOR INSPECTION/REPAIR OF BEARINGS.
32. CASTING SEQUENCE OF SUPERSTRUCTURE SHALL BE DECIDED BY THE CONSTRUCTION ORGANIZATION KEEPING SAFETY OF THE TRACK IN VIEW.
33. ADEQUATE PROTECTIVE WORKS OF SHORING ETC SHALL BE PLANNED DURING CONSTRUCTION TO PREVENT SLINGING OF CUTTING SUITABLE SPEED RESTRICTIONS SHOULD BE INSURED FURTHER CONSTRUCTION MACHINERY ETC SHALL BE NOT INFRINGE THE MAXIMUM HOVING DIMENSIONS.
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