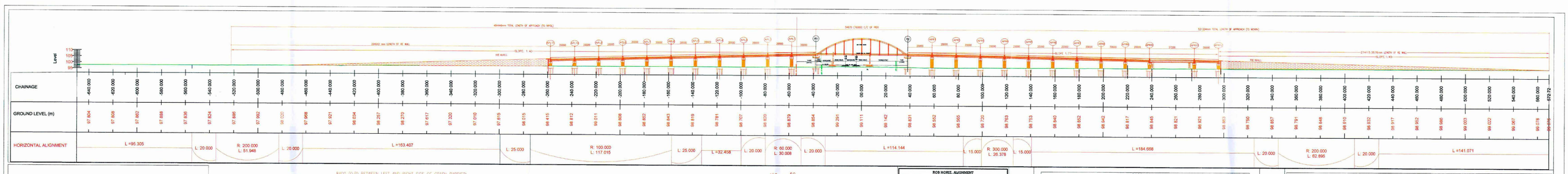
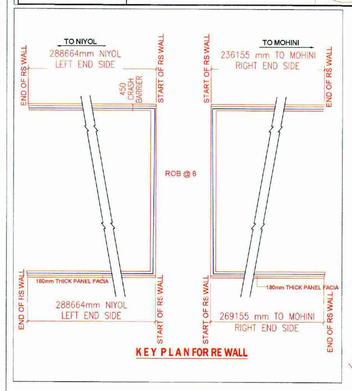
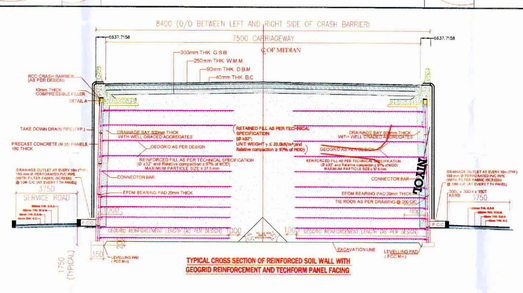
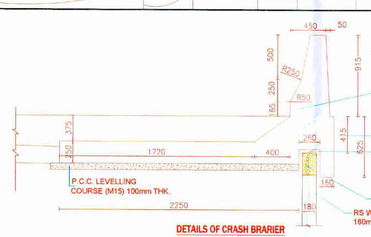
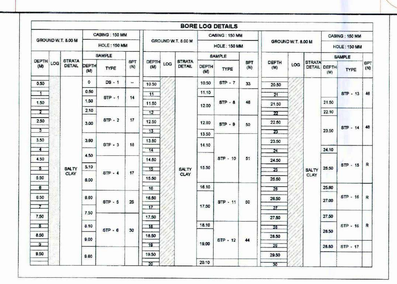








ROB HORIZ. ALIGNMENT				
NUMBER	LENGTH	RADIUS	Start Station	End Station
L1	95.305		-642.750	-547.445
S1	20.000		- 547.445	-527.445
C1	81.948	300.000	- 527.445	-475.497
S2	80.000		- 475.497	-455.497
L2	163.407		- 455.497	-292.090
S3	25.000		- 292.090	-267.090
C2	117.015	100.000	- 267.090	-150.075
S4	25.000		- 150.075	-125.075
L3	32.458		- 125.075	-92.616
S5	20.000		- 92.616	-72.616
C3	30.008	60.000	- 72.616	-42.609
S6	20.000		- 42.609	-22.609
L4	114.144		- 22.609	91.535
S7	15.000		91.535	106.535
C4	26.378	300.000	106.535	132.914
S8	15.000		132.914	147.914
L5	184.668		147.914	332.582
S9	20.000		332.582	352.582
C5	62.895	200.000	352.582	415.477
S10	20.000		415.477	435.477
L6	141.071		435.477	576.548



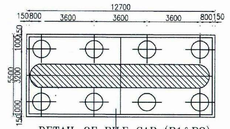
NOTE: BRIDGE PORTION

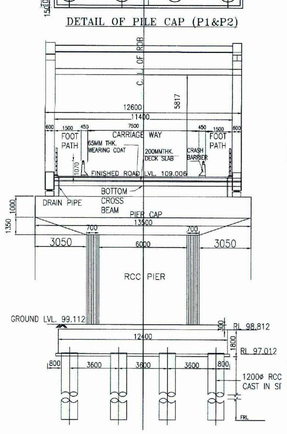
1. THE DIMENSIONS SECTIONAL DETAILS, CURVE DETAILS ARE TANTATIVE AND MAY BE CHANGED TO SUIT DESIGN REQUIREMENT AND SITE CONDITIONS.
2. DIAMETER DEPTH & NUMBER OF PILES ARE TANTATIVE AND MAY BE CHANGED AS PER DESIGN.
3. TEST PILE SHALL BE LOAD TESTED BEFORE CASTING OF OTHER MAIN PILES.
4. STRIP SEAL TYPE EXPANSION JOINTS MORTH I.R.C.& I.S.SPECIFICATION SHALL BE USED.
5. ALL OTHER SPECIFICATIONS SHALL BE AS PER MORTH & IRC SPECIFICATION FOR ROAD & BRIDGES.
6. SUPER STRUCTURE AND BEARING SHALL BE AS PER MORTH DRAWING.
7. CONCRETE GRADE:
   a. PILE , PILE CAP M:35
   b. LEVELLING COURSE M:15
   c. PIER, PIER CAP M:35
   d. PEDESTAL M:40
   e. SEISMIC RESTRAINER M:35
   f. SUPER STRUCTURE M:35
   g. CRASH BARRIER M:40
   h. RETAINING WALL M:30
8. REINFORCEMENT : Fe-500D(TMT) CONFORMING TO IS 1786-2008
9. CLEAR COVER FOR REINFORCEMENT AS FOLLOWS:
10. CRASH BARRIER SHALL BE AS PER LATEST IRC STANDARD.
11. THE STRUCTURE WILL BE DESIGNED AS PER LATEST IRC / IS SPECIFICATIONS FOR MODERATE CONDITION EXPOSURE.
12. ALL THE SETTING OUT DIMENSIONS AND REDUCED LEVEL ETC. SHALL BE VERIFIED AT SITE BEFORE STARTING THE WORK.
13. DESIGN LOADING: ONE LANE OF 70R OR TWO LANE OF CLASS A LOADING
14. PROPER PROTECTION MEASURES SHALL BE TAKEN WHILE EXECUTING THE WORK NEAR THE RAILWAY TRACK.
15. SAFETY WORK SHOULD BE PROVIDE LIKE PROTECTIVE SCREENS, EARTHING, CAUTION BOARD ETC.
16. IF THERE IS VARIATION OF SOIL STRATA BY MORE THAN 500mm, THE MATTER SHOULD BE BROUGHT TO NOTICE OF DESIGN SECTION.
17. CHECK & VERIFIED THE ALIGNMENT BEFORE STARTING EXECUTION WORK.
18. BED LEVEL, FILL SHOULD BE VERIFIED BEFORE EXECUTION.
19. THE APPROACHES WORK SHOULD BE DONE WITH MOST SPECIFICATION.
20. SHAPES AND SIZE OF PIER, PIER CAP, BEARING SHOWN IN THIS DRG. TENTATIVE. AND ARE SUBJECTED TO CHANGE IN FINAL DESIGN & DRAWING.
21. EXCAVATION OF ROB WORK SHALL BE DONE ONLY IN PRESENCE OF AUTHORIZED RAILWAY REPRESENTATIVE TO ENSURE THE SAFETY OF RUNNING TRAIN PROPER PRECAUTION SHALL BE TAKEN DURING EXCAVATION OF FOUNDATION NEAR THE TRACK PROPER SHORING SHALL BE DONE TO PROTECT SLOPE FAILURE OF SOIL.
22. 6mm THK. LINER PROVIDED UP TO 6.0m DEPTH.
23. SHOWN THE LEVELS OF PIER CAP, PILE CAP IS TENTATIVE. MAY BE CHANGE AS PER FINAL DESIGN.
24. ELASTOMERIC BEARING SHALL BE USED IN RCC T-BEAM.
25. EXTRA WIDENING IN CURVATURE PORTION SHALL BE PROVIDED AS PER TABLE 18 OF IRC 73.

NOTE: RE WALL PORTION

1. THE MINIMUM GRADE OF CONCRETE SHALL BE RE WALL
   - M-35 FOR T-PANEL
   - M-25 FOR COPING BEAMS
   - M-15 FOR LEVELLING PADS
2. THE REQUIRED SAFE BEARING CAPACITIES FOR VARIOUS LOCATIONS ARE SHOWN IN CORRESPONDING L-SECTIONS.
3. ANY UNSUITABLE FOUNDATION SOILS/ FILLED-UP SOIL SHALL BE REMOVED & REPLACED WITH COMPACTED FILL OF APPROVED QUALITY
4. IN THE REINFORCED & RETAINED ZONE SELECT GRANULAR FILL AS PER SPECIFICATIONS SHALL BE USED.STRICT SUPERVISION DURING PLACING, SPREADING , GRADING & COMPACTION SHALL BE PROVIDED TO ENSURE THIS.
5. CONSTRUCTION JOINT SHALL BE PROVIDED AT THE JUNCTION OF CROSS DRAINAGE STRUCTURE AND RS WALL.
6. CUTTING WIDTH OF TECHGRID (TGU) IS 250 mm WITH 8 RIBS.
7. SERVICE ROAD MUST BE CONSTRUCT SIMULTANEOUSLY WITH THE CONSTRUCTION OF RE WALL TO ENSURE MINIMUM REQUIRED EMBEDMENT.

NOTE :- 1.ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE SPECIFIED.

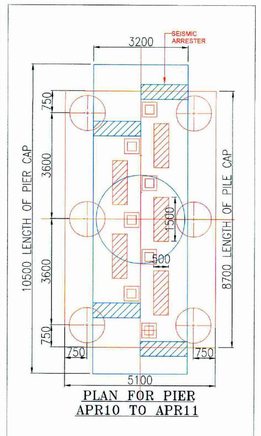


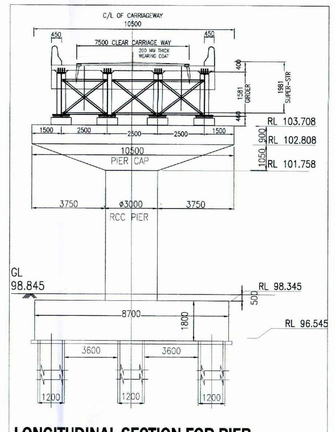


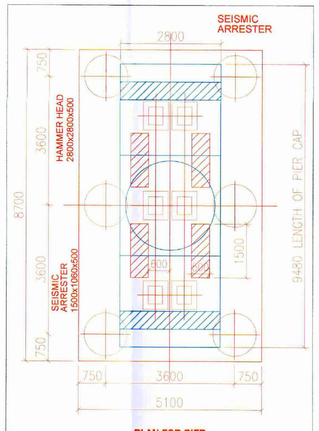
LONGITUDINAL SECTION FOR PIER (RAILWAY PORTION)

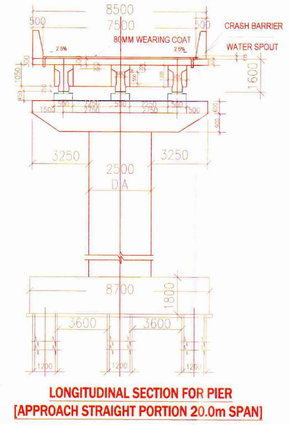
TABLE (NIYOL)	*Tentative		
Pier no	Bed Level	Top of Pile Cap	Top of Pier cap
APL-1	98.879	98.379	106.376
APL-2	98.820	98.320	105.876
APL-3	98.707	98.207	105.376
APL-4	98.781	98.281	104.876
APL-5	98.819	98.319	104.376
APL-6	98.843	98.343	103.876
APL-7	98.852	98.352	103.376
APL-8	98.808	98.308	102.876
APL-9	99.011	98.511	102.376
APL-10	98.812	98.312	101.876
APL-11	98.415	97.915	101.376

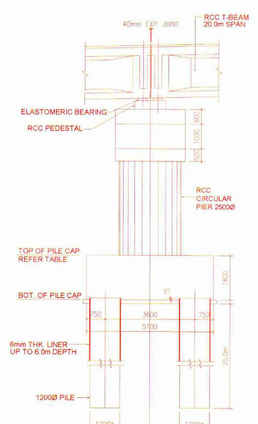
TABLE (MOHINI)	*Tentative		
Pier no	Bed Level	Top of Pile Cap	Top of Pier cap
APR-1	98.552	98.052	106.616
APR-2	98.565	98.065	106.357
APR-3	98.720	98.220	106.097
APR-4	98.763	98.263	105.837
APR-5	98.753	98.253	105.577
APR-6	98.840	98.340	105.318
APR-7	98.852	98.352	105.058
APR-8	98.942	98.442	104.798
APR-9	98.817	98.317	104.538
APR-10	98.845	98.345	104.279/103.708
APR-11	98.921	98.421	103.469/103.084
APR-12	98.863	98.363	103.551

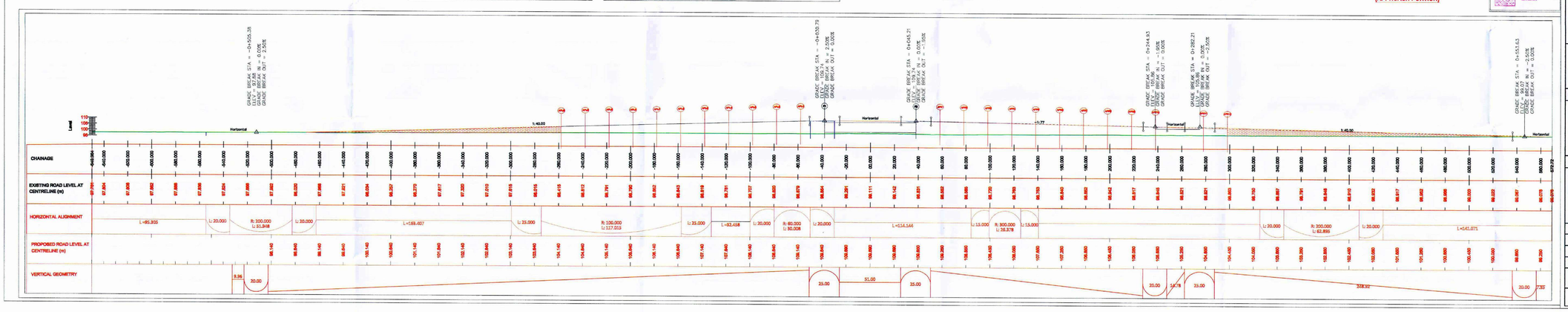












STATE GOVERNMENT

NHRCL AUTHORITIES

(GHANSHYAMDAS BHAGWAN)	(RAJESH V. MISHRA)
CHIEF GENERAL MANAGER	PM/ENGG/BRC
DFCCIL , VADODARA	DFCCIL , VADODARA

IRC : 6 2017

WESTERN RAILWAY

PROJECT:

PROPOSED ROAD OVER BRIDGE IN LIEU OF LC 8 AT RLY KM TV / 7 / 1 - 2, BETWEEN TV LINE NIYOL- CHALTHAN STATION AT UDN-JL LINE OF BRC DIVISION.

GENERAL ARRANGEMENT DRAWING (RAILWAY PORTION)

CLIENT'S NAME & ADDRESS :-

THE CHIEF PROJECT MANAGER
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA UNDERTAKING)
ARUN`S-1, 4TH FLOOR, PIPLOD DUMAS ROAD, NR. ISCON MALL,
SURAT-395007 PH : 0261-2633150, FAX : 0261-2633250

CONSULTANT'S NAME & ADDRESS :-

PROF. D.D.DESAI'S ASSOCIATED ENGINEERING CONSULTANTS & ANALYSTS PVT. LTD.
AECA 18, G.D. PATIL BLDG., 4TH FLR., 19/B DAWOOD BAUG LANE, ANDHERI (W), MUMBAI - 58.

16.04.2018		SCALE - 1 : 100
PPS		UNLESS SPECIFIED OTHERWISE
JND	DIRECTOR	

DRG.NO.AECA/2018/07/08/01B

DRG.NO. WDFC/CPM/ST/LC_NO_08