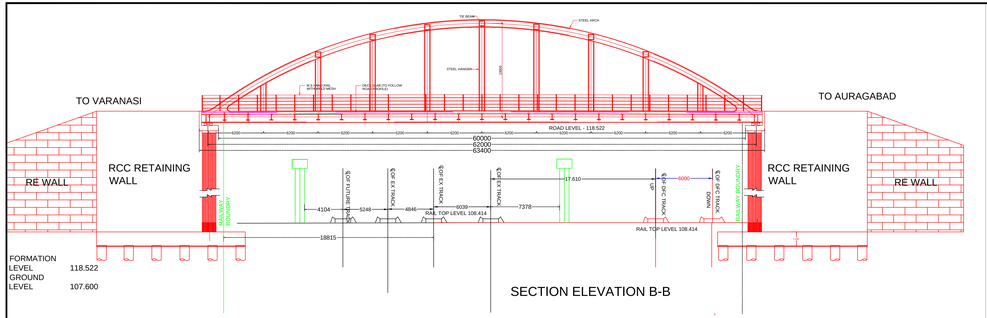
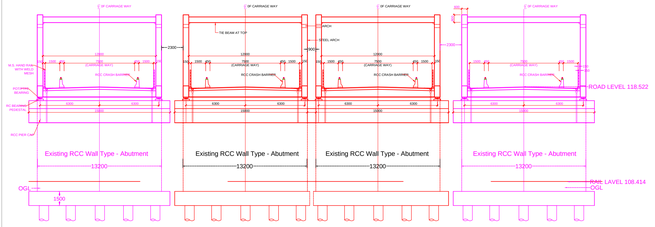
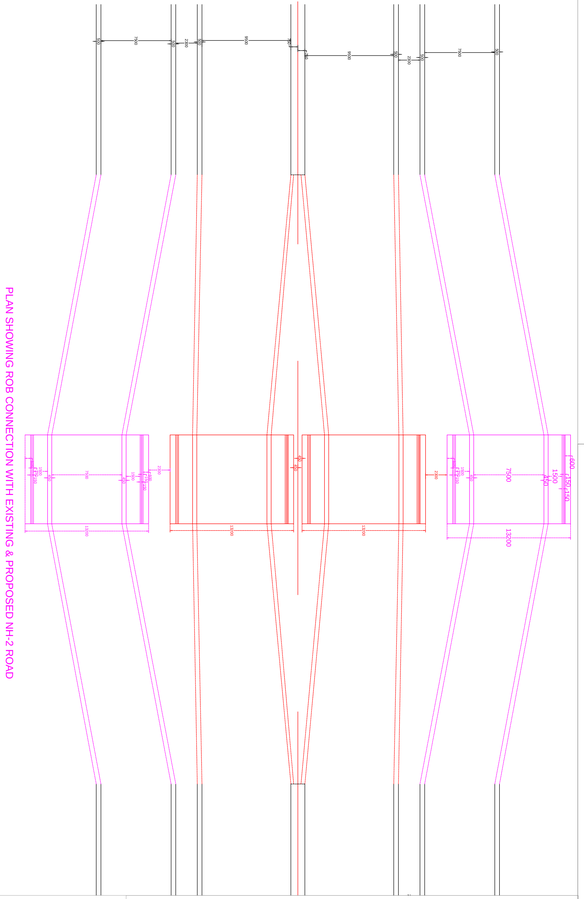


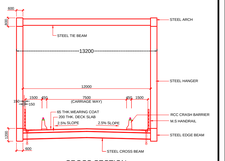
SECTION ELEVATION B-B



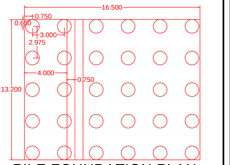
SECTION ELEVATION A-A



PLAN SHOWING ROB CONNECTION WITH EXISTING & PROPOSED NH-2 ROAD

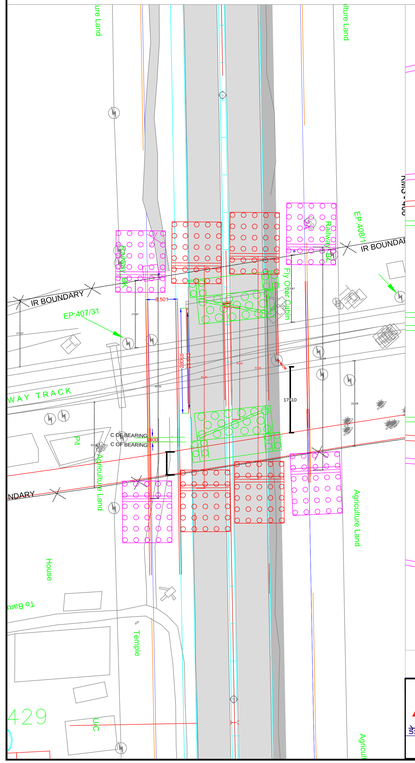


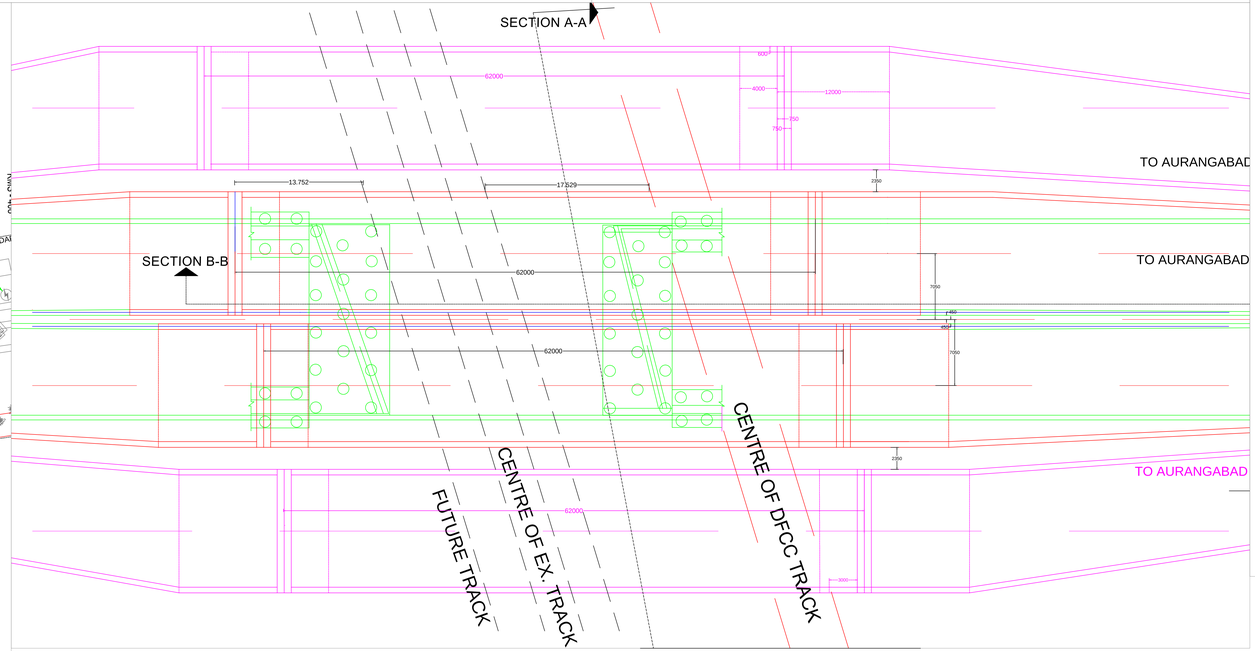
CROSS SECTION

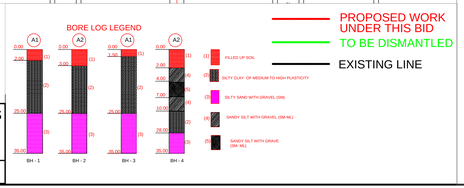


PILE FOUNDATION PLAN

INDICATIVE DRAWING







Notes:

1. ALL DETAILS GIVEN / SHOWN IN THIS GAD ARE INDICATIVE.
2. ALL DIMENSION ARE IN mm, AND LEVELS IN METERS UNLESS OTHERWISE MENTIONED. ONLY WRITTEN DIMENSION ARE TO BE READ NO DIMENSION IS TO BE SCALED.
3. THE CARRIAGEWAY OF PROPOSED BRIDGE IS TO BE DESIGNED FOR 2 LANE OF IRC CLASS A, OR 1 LANE OF IRC CLASS 70 R LOADING WHICHEVER GOVERNS AS PER NH STANDARDS.
4. INDICATIVE GRADE OF CONCRETE AS FOLLOWS:-
   a) DECK SLAB : M40
   b) SUBSTRUCTURE, PILE & PILE CAP : M25
   c) CRASH BARRIER : M40
   d) FOOTPATH & PEDESTAL : M25
5. GRADE OF RIF SHALL BE Fe 500 CONFORMING TO IS : 1786
6. STRUCTURE STEEL SHALL CONFORM TO IS : 2062-2006, GR-B.
7. CLEAR COVER TO OUTER MOST RIF SHALL BE 40mm FOR SUBSTRUCTURE 40mm FOR SUBSTRUCTURE AND 75mm FOR FOUNDATION.
8. 65mm THK WEARING COAT SHALL CONSIST OF MASTIC ASFALT 25mm THK, AND OF ASPHALTIC CONCRETE OF 40mm. AS PER MORTH STANDARD YARD.
9. THE DIMENSION OF STRUCTURAL COMPONENT AND FOUNDATION ARE TENTATIVE AND MAY CHANGE DURING DETAILED DESIGN, BUT THE TOTAL LENGTH OF BRIDGE, ROAD LEVELS, RAIL TOP LEVEL AND BOTTOM OF GIRDER SHALL NOT LESS THAN 7.20m. AT LOWEST SOFFIT LEVEL.
10. MAXIMUM SAFE BEARING CAPACITY OF SOIL AT THE FOUNDATION LEVEL TO BE CONSIDERED AS PER GEOTECHNICAL REPORT.
11. DRAINAGE SPOUT, STRIP SEAL TYPE EXPANSION JOINT AND WEARING COAT SHOULD BE PROVIDED AS PER "MORTH" STANDARD SPECIFICATION.
12. THE APPROACHES ARE IN REINFORCED EARTH WALL.
13. FIXTURE IN THE DECK FOR SUPPORTING AND TRACTION WIRE WILL BE SHOWN IN THE DETAILED DRAWING BASED ON STANDARD TYPICAL DRAWING.
14. THE DETAILS OF SUBSTRUCTURE & SUPERSTRUCTURE REFER SEPARATE DRAWING DULY APPROVED BY RAILWAY IF ANY FOR REFERENCE.
15. SANCTION OF CRS SHOULD BE OBTAINED FOR APPROVED WORK FROM CRS.
16. RCC CRASH BARRIER OF 1.5m HEIGHT WILL BE PROVIDED AS PER APPROVED RAILWAY DRAWING IF ANY FOR REFERENCE.
17. DESIGN SHALL BE AS PER LATEST RELEVENT CODE OF IRC & OTHER CODE AS APPROVED BY MORTH.
18. IT SHOULD ENSURE DURING EXECUTION OF WORK SAFETY OF RUNNING RAIL TRAFFIC NOT BE AFFECTED.
19. TEMP. SIGNALING ARRANGEMENT WILL BE DONE AS PER G. R. 15.08 (2) (a) & (b) (7), OR 15.09 (2)b & S.R. 19.09 (2) WHICHEVER IS ADOPTABLE.
20. GAD FOR RAILWAY & DFC PORTION SHOULD BE APPROVED BY RAILWAY & DFC.
21. THE DEPTH OF FOUNDATION SHOWN IN DRAWING IS TENTATIVE & SHOULD BE DECIDED AS PER ACTUAL SOIL STRATA AND DESIGN REQUIREMENTS.
22. REPRESENTATIVE OF TELECOM OR SIGNALING DEPT. SHOULD BE CONSULTED BEFORE COMMENCEMENT OF PROP. WORK IN THE RELEVANT PORTION OF RAILWAY LAND.
23. BENT UP BARS U SHAPED DIA 32 AT 150c/c STAGGERED SHALL BE EMBEDDED IN ABUTMENT SHAFT FOR APPROACHING ABUTMENT CAP & BEARING FOR ROUTINE INSPECTION & MAINTENANCE.
24. TEMPORARY ARRANGEMENT DRAWING FOR METHODOLOGY TO LAUNCHING OF GIRDER OVER RAILWAY TRACK AND CONSTRUCTION OF PILE CAP ABUTMENT RAILWAY TRACK SHOULD BE GOT APPROVED BY CONCERNED AUTHORITIES BEFORE STARTING OF WORK.
25. DIMENSION GIVEN IN DRAWING MUST BE CHECKED AT SITE BEFORE STARTING THE WORK FOR FEASIBILITY.
26. SAFETY MEASURE FOR CONSTRUCTION FOR ROB TO BE STRICTLY FOLLOWED.
27. THE DRAINAGE ARRANGEMENT AT FORMATION LEVEL WILL BE PROVIDED AS PER SITE CONDITION.
28. THE EXECUTION AND CONCRETING WORKS FOR THE FOUNDATIONS SHALL BE EXECUTED BY MAKING PROTECTIVE ARRANGEMENTS TO ENSURE THE SAFETY OF EXISTING RAILWAY TRACK AS PER THE GUIDELINES OF RAILWAY.
29. THE EXECUTION SHALL BE DONE AS PER APPROVED DETAILED ENGINEERING DRAWING & SPECIFICATION AUTHORITY.
30. GRANULAR BACK FILLING BEHIND ABUTMENT AND RETURN WALL SHALL BE AS PER CL.710.1.4OF IRC 78.
31. 150 DIA WEEP HOLE AC PIPE @ 1000 C/C BOTH IN HORIZONTALLY AND VERTICALLY STAGGERED SHALL BE PROVIDED IN ABUTMENT & RETURN WALL.
32. CONTROLLED CONCRETE WITH BATCHING SHALL BE USED.
33. NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETE WORK WITHOUT SPECIAL PRECAUTION AS PER THE RELEVANT BRIDGE CODE. WHERE CONSTRUCTION JOINTS IN ABUTMENT ALSO CONFORM TO DESIGN REQUIREMENTS.
34. CURING OF ALL CONCRETE WORK AS PER RELEVENT CODE OF PRACTICE SHALL BE ENSURED BEFORE USE.
35. INSPECTION LADDER /STEPS SHOULD BE PROVIDED TO ENSURE PROPER INSPECTION ACCESSIBILITY OF ROB.
36. DEMARCATION OF PEDESTRAIN PASSAGE WILL BE DONE THROUGH ADEQUATE PROVISION OF KERB - STONES/BLOCK.
37. ALL EXPANSION GAP 25 MM SHALITEX BOARD WILL BE INSTERTED.
38. CRASH BARRIER AS PER NHAI WILL BE PROVIDED.
39. IT SHALL CHECKED UP THE STABILITY THE STRUCTURE FOR ANY ADDITIONAL LOAD DUE TO BOULDER PACKING ABOVE EXISTING PILE CAP DURING DESIGN.

डेडीकेटेड फ्रेट कॉरीडोर	DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.	NAME OF WORK:- DESIGN AND CONSTRUCTION OF DFCC WORKS FROM SONNAGAR TO NEWSONNAGAR/BAGAHABISHNUPUR	CONSTRUCTION OF ROAD OVER BRIDGE ON NH-2 FOR PASING OF DFC TRACKS TOWARDS NEW SONNAGAR/BAGAHA BISHNUPUR OVER DFC & I.R. LINES BRIDGE NO. G10, SPAN 2NOS. 1X60 M RDSO BOW STRING GIRDER
			GENERAL ARRANGEMENT DRAWING