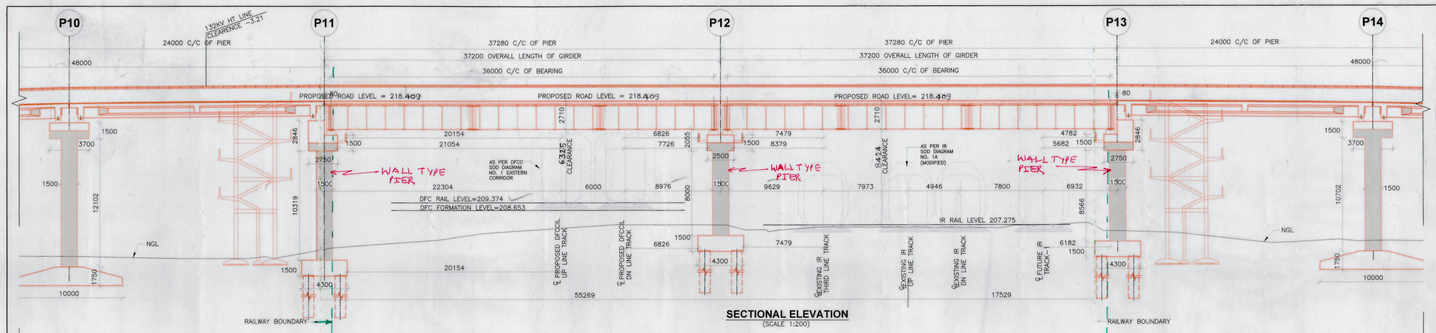
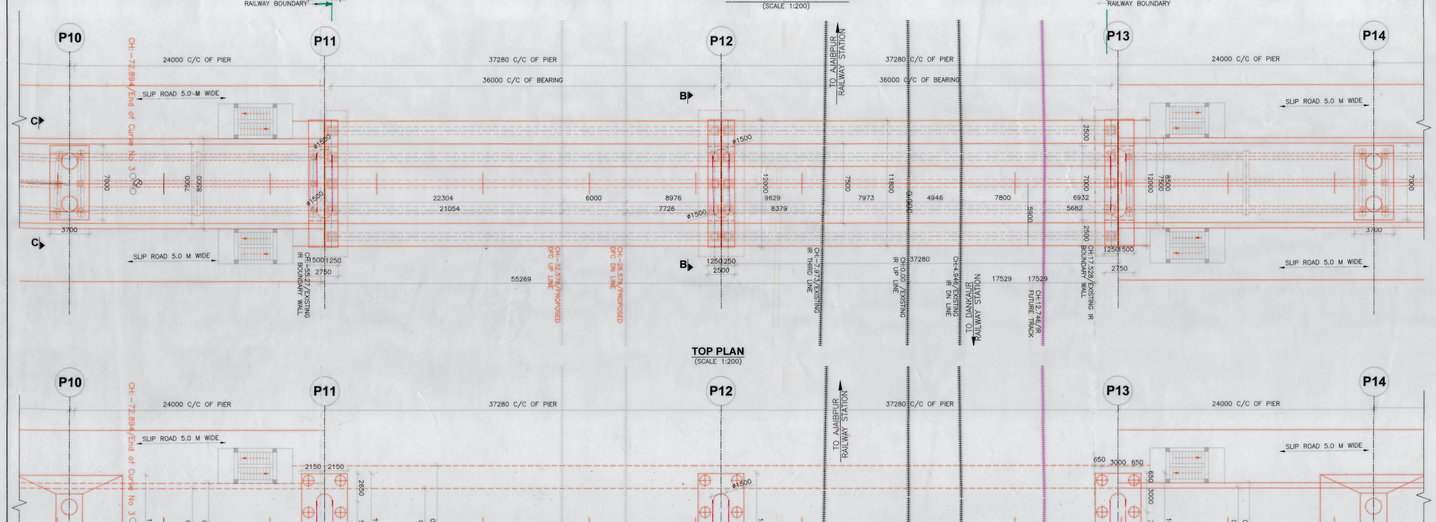
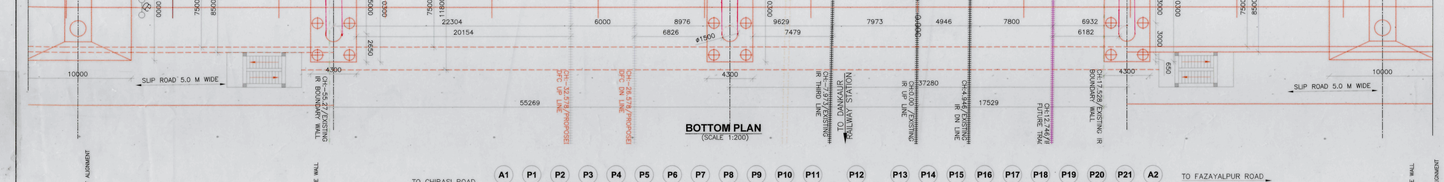


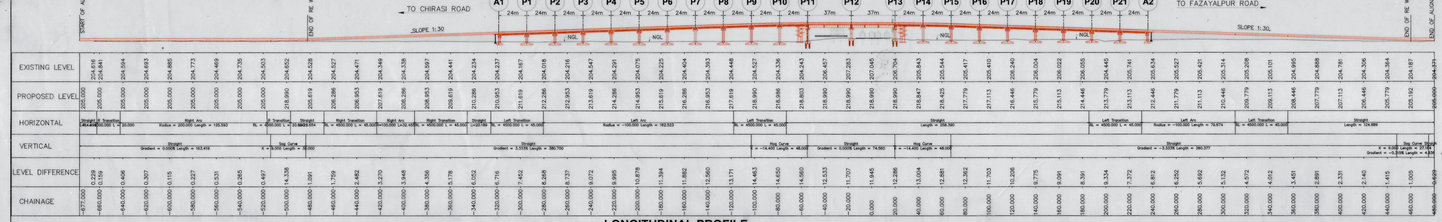
SECTIONAL ELEVATION
(SCALE 1:200)



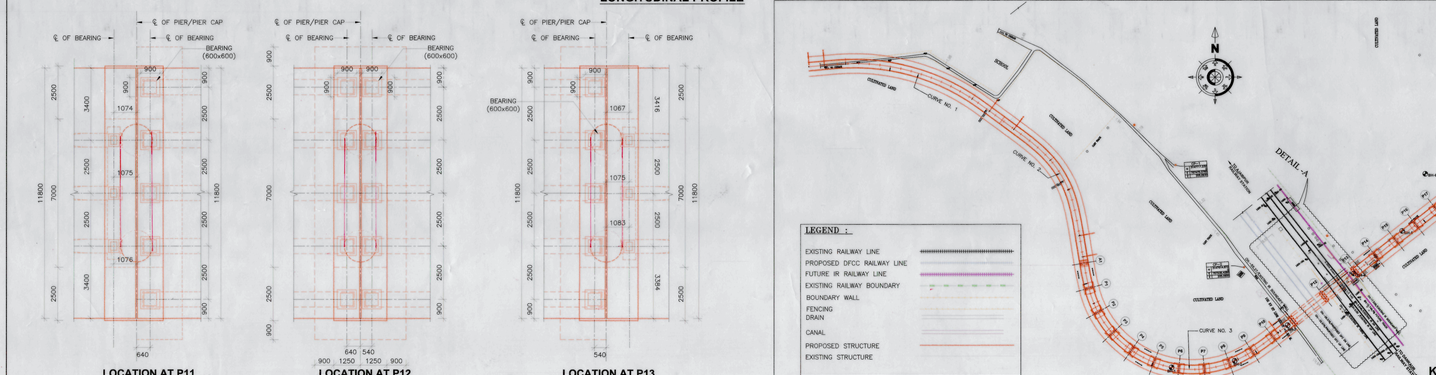
TOP PLAN
(SCALE 1:200)



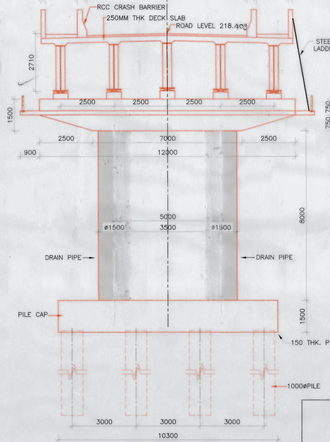
BOTTOM PLAN
(SCALE 1:200)



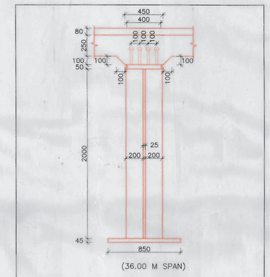
LONGITUDINAL PROFILE



KEY PLAN
SCALE = 1:2000



(SECTION AT B-B)
(SCALE 1:100)



SECTION OF COMPOSITE GIRDER
(SCALE 1:25)

(36.00 M SPAN)

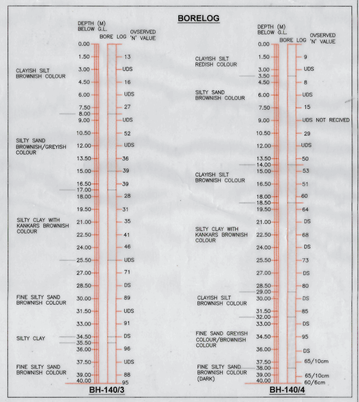
2525+36+24+125 = 2710
SPILCE PLATE = 36
BOLT HEAD= 24
CENTRE TO LOWER MOST GIRDER = 125

COORDINATE OF BOREHOLE		
BH. NO.	X	Y
BH–03	757580.410	3147560.380
BH–04	757642.330	3147608.900

SAFE BEARING CAPACITY				
BH. NO.	SIZE OF FOUNDATION			RECOMMENDED SBC
	LENGTH (M)	WIDTH (M)	DEPTH (M)	(T/M²)
140/3	10.00	10.00	3.00	17.00
140/4	10.00	10.00	3.00	15.00

RECOMMENDED SAFE LOAD CARRYING CAPACITY			
BH. NO.	DIMENSION OF PILE		RECOMMENDED SAFE LOAD (TONNES)
	LENGTH (M)	DIAMETER (M)	
140/3	20.00	1.00	114.00
140/3	25.00	1.00	146.00
140/3	30.00	1.00	263.00
140/4	20.00	1.00	116.00
140/4	25.00	1.00	145.00
140/4	30.00	1.00	271.00

BORELOG



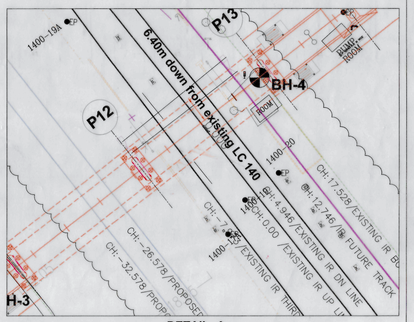
SPEED RESTRICTION PLAN DURING EXECUTION
NOT TO SCALE

HORIZONTAL CURVE DETAILS		
CURVE NUMBER		1
RADIUS (m)		200.000
TRANSITION	LEADING (m)	20.000
LENGTH (m)	TRAILING (m)	20.000

HORIZONTAL CURVE DETAILS		
CURVE NUMBER		2
RADIUS (m)		100.000
TRANSITION	LEADING (m)	45.000
LENGTH (m)	TRAILING (m)	45.000

HORIZONTAL CURVE DETAILS		
CURVE NUMBER		3
RADIUS (m)		-100.000
TRANSITION	LEADING (m)	45.000
LENGTH (m)	TRAILING (m)	45.000

HORIZONTAL CURVE DETAILS		
CURVE NUMBER		4
RADIUS (m)		-100.000
TRANSITION	LEADING (m)	45.000
LENGTH (m)	TRAILING (m)	45.000



DETAIL -A
SCALE = 1:500

GENERAL NOTES:–

1. ALL DIMENSIONS ARE IN MILLIMETERS AND LEVEL IN METERS EXCEPT WHERE OTHERWISE STATED.
2. NO DIMENSIONS SHALL BE SCALED FROM THIS DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
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 TO BE APPROVED BY THE COMPETENT AUTHORITY.
5. CRS SANCTION WILL BE OBTAINED BEFORE STARTING THE WORK IN RAILWAY SPAN.
6. TYPE/DEPTH OF FOUNDATION IS TENTATIVE AND MAY BE ALTERED BY ENGINEER–IN–CHARGE TO SUIT THE SOIL STRATA MET AT SITE.
7. PILES SHALL BE LOAD TESTED BEFORE CASTING OF MAIN PILE AS PER RELEVANT IRC/RAILWAY CODE.
8. BRIDGE WHEN CONSTRUCTED BE CLEAR OF MOVING DIMENSIONS.MIN VERTICAL CLEARANCE AS PER IR AND EDFC SOD TO BE PROVIDED. HORIZONTAL CLEARANCE AT RAIL LEVEL OF ABUTMENT AND PIERS FROM THE NEAREST CENTER LINE OF TRACK SHALL BE MINIMUM 4.35M AND 3.55M RESPECTIVELY.
9. GUARD RAIL SHALL BE PROVIDED IN THE TRACK ADJACENT TO PIERS AND ABUTMENTS AS PER STANDARD DRAWING.
10. WIDTH OF ROADWAY HAS BEEN PROVIDED AS PER REQUIREMENT OF STATE GOVT.
11. SINGLE SUMMIT CURVE SHALL BE PROVIDED AT THE APEX OF THE GRADIENT OF APPROACHES BY ROAD AUTHROITY.
12. EACH 2–LANE UNIT OF ROB IS DESIGNED FOR 1–LANE OF IRC:70–R OR 2 LANE OF IRC CLASS A LOADING, WHICH EVER GOVERNS.
13. CRASH BARRIERS SHALL BE PROVIDED AS PER LATEST DESIGN BY IRC AT PER EXTANT POLICY.
14. DRAWING AND DESIGN OF APPROACH SLAB SHALL BE DECIDED BY ROAD AUTHROITY AS PER CLAUSE 217–3 OF IRC CODE.
15. FOOTPATH ON THE DECK SLAB SHOULD BE PROVIDED ON BOTH SIDES AS PER RDSO DRG.–
16. POT–PTFE BEARING SHALL BE PROVIDED.
17. IN CASE BLASTING IS TO BE CARRIED OUT IN THE VICINITY OF RAILWAY LINE, NECESSARY PRECAUTIONS AND BLOCK SHALL BE OBSERVED AS PER PARA 1006 OF IR WORKS MANUAL.
18. DRAINAGE ARRANGEMENTS IN RAILWAY PORTION SHALL BE PROVIDED.
19. SUITABLE JACKING POINTS SHALL BE PROVIDED FOR LIFTING GIRDERS FOR INSPECTION/REPAIR OF BEARINGS.
20. CONTROLLED CEMENT CONCRETE MIX TO BE PROVIDED AND SHOULD NOT BE LEANER THAN PROVISIONS IN RAILWAY CONCRETE BRIDGE CODE.
21. LEVEL CROSSING SHOULD BE CLOSED SIMULTANEOUSLY WITH THE COMMISSION OF ROB.
22. LHS/FOB IS NOT REQUIRED ON ENFORCING CLOSURE OF THE LEVEL CROSSING GATE.
23. STAIRCASES SHOULD BE PROVIDED ON RAILWAY PORTION FOR THE USE OF PEDESTRIANS.
24. REQUIRED TRAFFIC BLOCK AND CAUTION WILL BE PROVIDED BY NCR.
25. INSPECTION LADDERS FROM ROAD TO PIER TOP AND INSPECTION PLATFORMS IN THE PIER SHALL BE INCORPORATED IN THE STRUCTURAL DRAWING TO ENSURE PROPER INSPECTION ACCESSIBILITY.
26. PROTECTION SCREEN ON THE ROB SHOULD BE PER LATEST RDSO DRAWING NO. ETI/C/0068/I FROM THE INSIDE OF CRASH BARRIER /RAILING.
27. DURING EXECUTION BARRICADING SHALL BE PROVIDED AS PER PCE/NCR LETTER NO. 324–W/1/NCR/PT–V DT. 1–10–13.
28. PROTECTION SCREEN SHALL BE PROVIDED ON ROB VIDE RDSO LETTER NO. TI/CIV/MISC/08–07–2000 CIRCULATED BY CEE/NCR VIDE LETTER NO. EL/TRD/NCR/OHE RELIABILITY DT. 19–09–2011 FROM INSIDE ONLY.
29. NECESSARY MODIFICATION IN OHE TO BE DONE BEFORE COMMISSIONING OF ROB. TRD WORK UNDER ROB SHALL BE AS PER ACTM.
30. EARTHING ARRANGEMENT SHOULD BE PROVIDED AS PER RELEVANT STANDARDS.
31. SIGNAL AND TELECOM CABLES SHOULD BE SHIFTED BEFORE COMMENCEMENT OF THE WORK
32. THE EXCAVATION WORK AT SITE SHOULD BE EXECUTED IN THE PRESENCE OF S&T SUPERVISER OF OPEN LINE.
33. SPAN ARRANGEMENT AND LAYOUT HAS BEEN TAKEN AS PER SITE REQUIRMENT.
34. NAME OF THE ROB ALONGWITH NITOI & RSD/ELEC DEPT. HANDS BE FILLED
35. FOR DETAILS OF SUPER STRUCTURE OF RAILWAY SPAN OF 36.00 M GIRDER REFER RDSO'S STEEL DRG. NO.RDSO/B–11758/R.
36. THE ARRANGEMENT FOR PROTECTION OF WORKSITE MUST BE DONE AS PER PROVISIONS OF IRPWM,RAILWAY BOARD INSTRUCTIONS & PCE CIRCULAR NO.103 WILL BE STRICTLY FOLLOWED. THERE SHOULD BE NO INCONSISTENCY IN STIPULATIONS.
37. THERE IS NO INFRIGIMENT TO IRDSO.
38. EXISTING DETAIL SHOWN IN THE PLAN HAVE BEEN CHECKED AT SITE AND FOUND CORRECT.
39. FEASIBILITY OF PROPOSED WORK HAS BEEN CHECKED AND WORK IS FEASIBLE FOR ERECTION.
40. TRAFFIC & POWER BLOCK FOR LAUNCHING OF GIRDERS SHOULD BE AS PER APPROVED PLAN.
41. RIGHT COMMENT CRASH BARRIER BETWEEN CARRIAGEWAY AND FOOTPATH SHOULD BE PROVIDED.
42. RAILWAY BOUNDARY HAS BEEN VERIFIED WITH LAND PLAN. DIMENSIONS SHOWN IN DRAWING HAS BEEN VERIFIED AT SITE.

43. SAT WORK SHALL BE CARRIED OUT BY SAT/CONST/NCR.

METHODOLOGY OF WORKING:

1. MODUS OPERANDI/METHODOLOGY CONSTRUCTION ACTIVITY, SAFETY PRECAUTIONS AND MEASURES TO BE OBSERVED DURING CONSTRUCTION OF ROB SHOULD BE IN ACCORDANCE OF RAILWAY BOARD LETTER NO. 97/CE–I/SRC/158/9/(POLICY) Pt. II DATED 16–07–09.
2. FABRICATED STEEL GIRDER SHALL BE LAUNCHED FIRST AND THEN RCC DECK SLAB WILL BE CASTED IN SITU AFTER PROVIDING TEMP. ARRANGEMENT.
3. DETAILED LAUNCHING SCHEME WILL BE PREPARED AND SUBMITTED TO NCR FOR APPROVAL. LAUNCHING OF GIRDERS OVER RUNNING RAILWAY TRACK WILL BE DONE AS PER APPROVED LAUNCHING SCHEME.
4. CASTING/FABRICATING OF GIRDERS AND SLAB WILL BE EXECUTED UNDER SPEED RESTRICTION AS ADVISED 5 VIDE CE/NCR/T.I.-IV-GI-W/BRIDGE/GADBRIDGE DT. 23-11-18
5. THE WORK UNDER TRAFFIC BLOCK SHALL BE CARRIED OUT UNDER THE PROVISION OF BANNER FLAG AND PROTECTION OF ENGG. FLAGMEN.
6. THE PIER INSIDE THE RAILWAY BOUNDERY SHOULD BE OF WELL TYPE.

NCR/HQE.PLANNO-NCR/ENGG/GAD/ROB/156-2019

REV.	DATED	DESCRIPTION
01	FEB.–2019	REVISED AS PER NCR–ALD LETTER NO.ROB/KRJ–DER/DFCCIL–MEERUT/LC141& LC144, LETTER DATED 17.01.2019

REVISIONS

ALLAHABAD DIVISION (N.C.RLY)

PROPOSED TWO LANE ROB IN LIEU OF L-XING NO. 140/C AT RLY KM 1400/17A -1400/22 BETWEEN CHIRASI VILLAGE ROAD TO FAZAYALPUR ROAD, RAILWAY STATION IN DANKAUR TO AJAIBPUR ON SECTION KHURJA TO DADRI OF EASTERN DEDICATED FRIGHT CORRIDOR GENERAL ARRANGEMENT DRAWING (RAILWAY PORTION- COMPOSITE GIRDER-2x36.0M)

SSE/DER/PW	ADSTE/ALJN	DEN/ALJN	SSE/ALJN	DEE/TRD/ALJN	SSE/S&T	
CSTE/CONST./NCR	DY.CSTE/CONST./NCR	AXEN/3D/II	SSE/OHE/	ADEE/TRD/ALG	SSE/DRG	

DRG. NO.	RITES/RI/RCED/DFC/ROB.140/GAD/ RAILWAY PORTION	
SH. NO.	1 OF 3	
DATE	FEBRUARY, 2019	
REV.	R0	

RITES

NCR H.Q.	DIVISIONAL OFFICERS	STATE AUTHORITIES	DFCCIL	RITES LTD.
CBE/NCR	DRM/ALD; SR.DOM/ALD; SR.DEE/TRD; SR.DSTE/ALJN		GGM/DFC/MTC; DY.CPM/EL/DFC/MTC; DY.CPM/CIVIL/DFC/NOIDA-EC; DY.PM/EL/DFC/MTC; DY.PM/S&T/DFC/NOIDA-EC	MANAGER/D; MANAGER/C; MANAGER/D; MANAGER/C; Sr.DGM/C; AGM/D
(A.K.DADARWAL) DY.CE/BR/HQ	(ARUN SAXENA) SR.DEN/CO; (ATUL MEHTA) SR.DEN/CO; (DEVENDRA SINGH) SR.DEN/V		(AMIT KUMAR MANUWAL); (NARENDRA DUTT); (AKSHAY KUMAR) DY.CPM/ISTIMTC; (TANVIR KHAN) AM/Engg./DFC/NOIDA-EC; (ANIL BASTOGI) APM/ROB/DFC/MTC; (HARSIMRAN SINGH); (MANWAR SINGH); (RANVIR SINGH)	(NEELAM CHAUHAN) DRAWN BY; (ATIF AHMED); (M.S. NEGI); (MD. NOMAN); (S.K. SINGH); (D.S. NEGI)