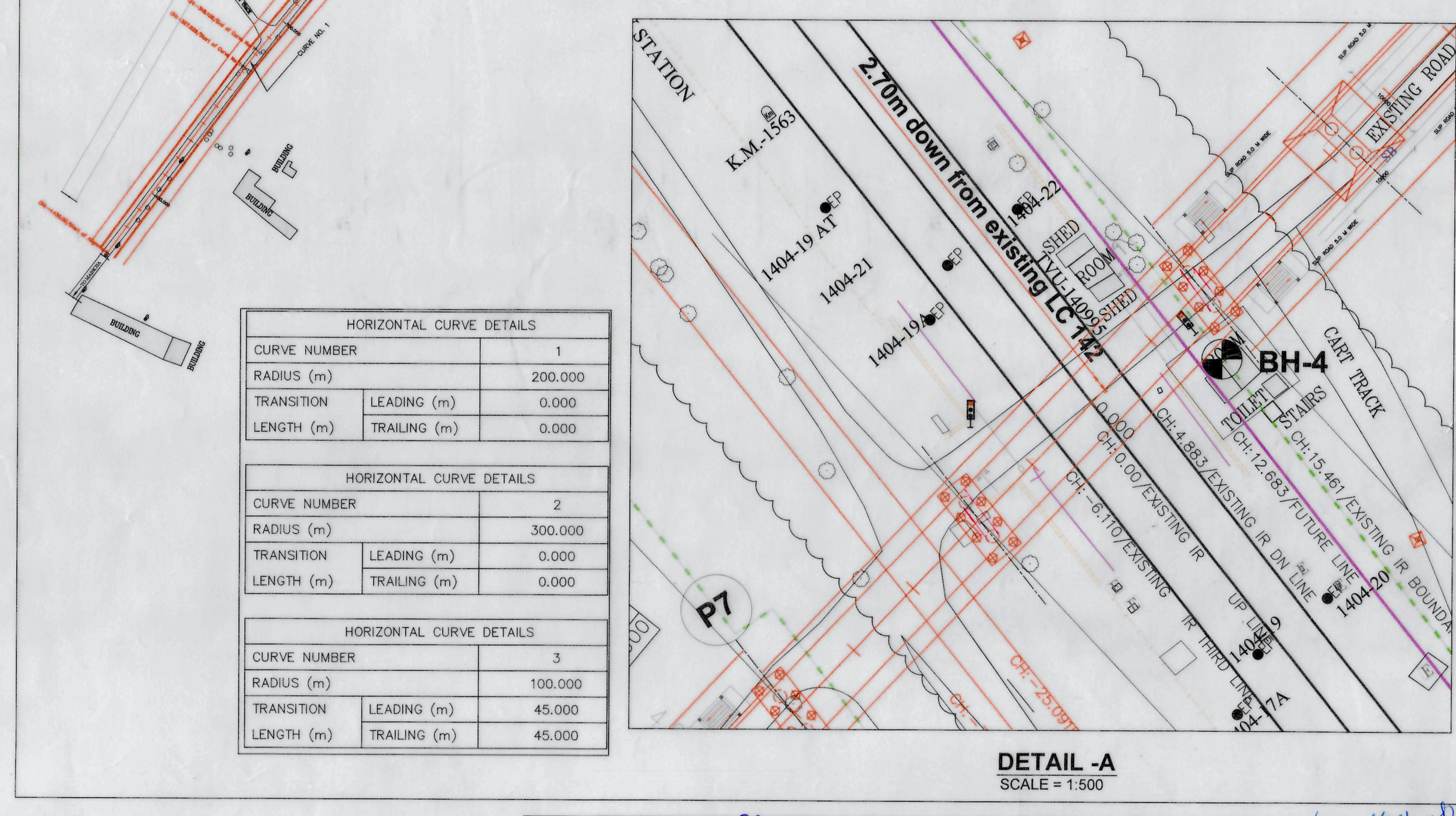
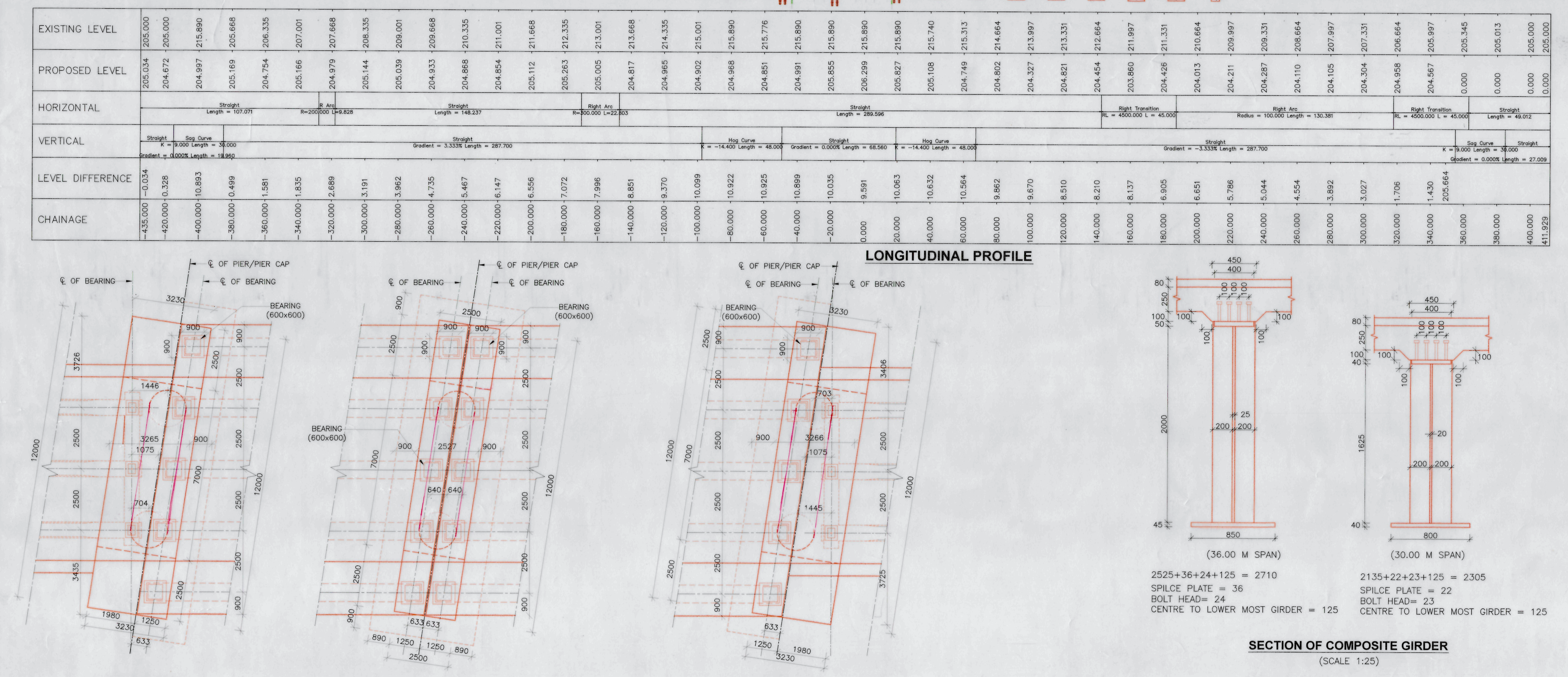
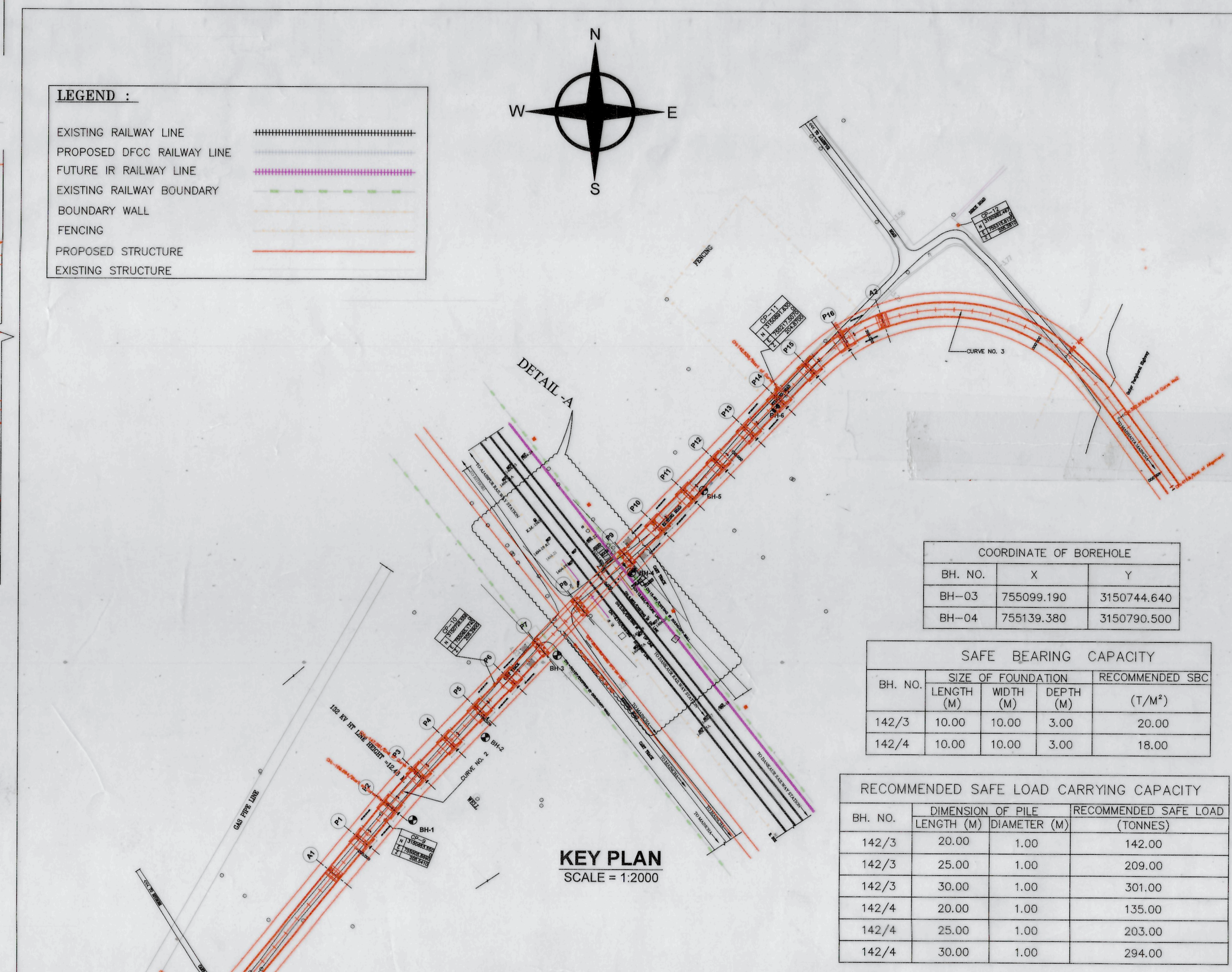
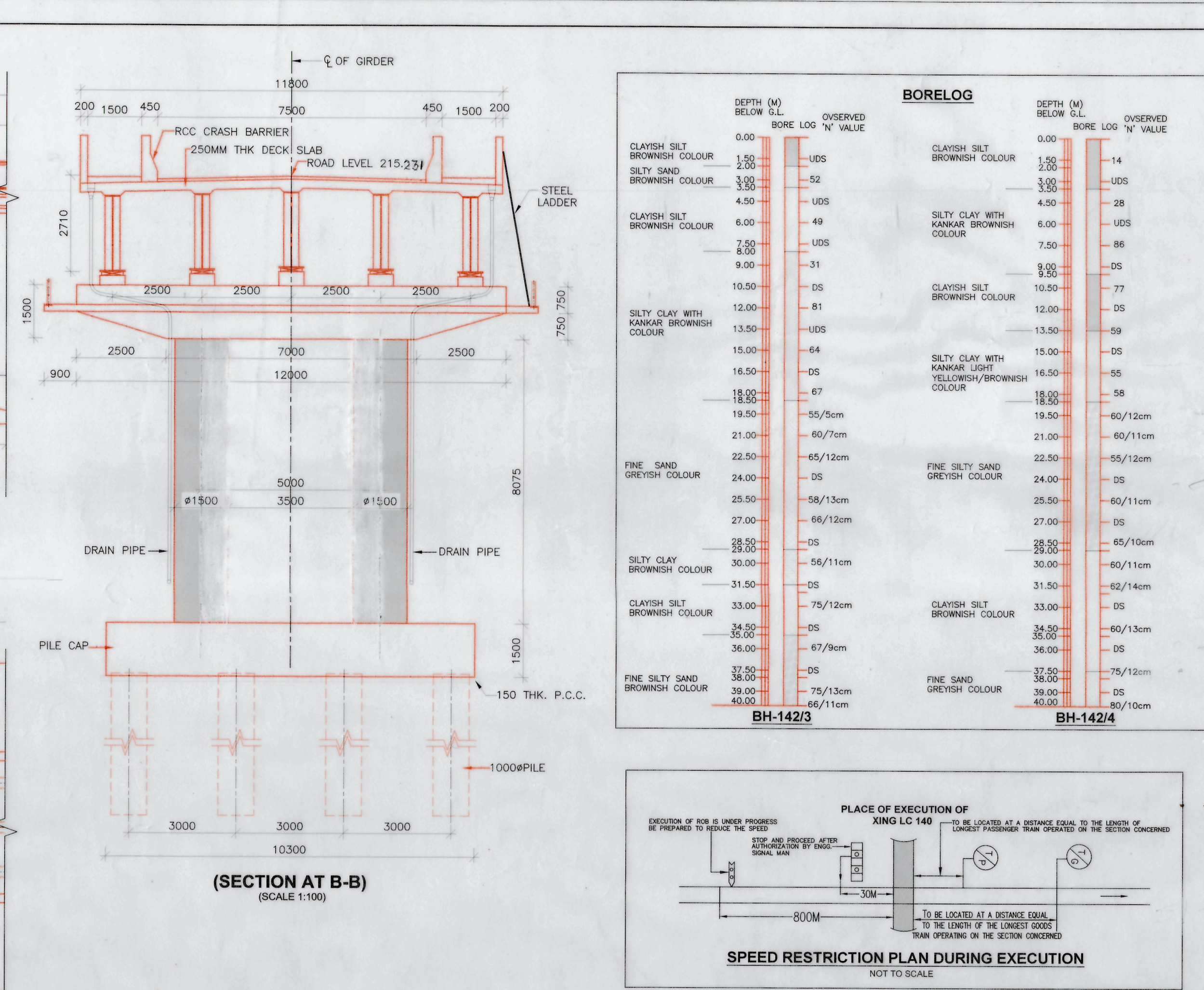


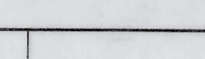


GENERAL NOTES:-

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 USED.
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/THICKNESS OF FOUNDATION MATERIALS AND MAY BE ALTERED BY ENGINEER-IN-CHARGE TO SUIT THE SOIL STRATA MET. ETC.
7. PILES SHALL BE LOAD TESTED BEFORE CASTING OF MAIN PILE AS PER RELEVANT IRO/RAILWAY CODE.
8. BRIDGE WHEN CONSTRUCTED BE CLEAR OF MOVING DIMENSIONS MIN VERTICAL CLEARANCE AS PER IRO/RAILWAY CODE AND 20 TO 25 M HORIZONTAL CLEARANCE AS PER PIER AND ABUTMENT DETAIL DRAWING AND PIERS FROM THE NEAREST CENTER LINE OF TRACK SLAB BE MINIMUM 4.53M AND 3.55M
9. DRAINAGE ARRANGEMENTS TO BE PROVIDED TO THE BRIDGE AND APPROACHES.
10. GROUND RAIL SHALL BE PROVIDED IN THE TRACK ADJACENT TO PIERS AND ABUTMENTS AS PER STANDARD DRAWING.
11. WIDTH OF ROADWAY HAS BEEN PROVIDED AS PER REQUIREMENT OF STATE GOVT.
12. SINGLE SUMMIT CURVE SHALL BE PROVIDED AT THE APPEX OF THE GRADIENT OF APPROACHES BY ROAD AUTHORITY.
13. DRAINAGE AND DESIGN OF APPROACH SLAB SHALL BE DECIDED BY ROAD AUTHORITY AS PER CLAUSE 217-3 OF IRC CODE.
14. CRASH BARRIER SHALL BE PROVIDED AS PER LATEST DESIGN BY IRCA AS PER RELEVANT DETAIL DRAWING.
15. FOOTPATH ON THE DECK SLAB SHOULD BE PROVIDED ON BOTH SIDES AS PER ROAD DETAIL DRAWING.
16. POTTI-BEARING SHALL BE PROVIDED.
17. IN CASE OF BLASTING IS TO BE CARRIED OUT IN THE VICINITY OF RAILWAY LINE, NECESSARY PRECAUTIONS AND BLOCK SHOWN IN THIS DRAWING SHALL BE PROVIDED AS PER WORKS MANUAL.
18. DRAINAGE ARRANGEMENTS IN RAILWAY PORTION SHALL BE PROVIDED.
19. SUFFICIENT JACKING POINTS SHALL BE PROVIDED FOR LIFTING ORDERS FOR INSPECTION/REPAIR OF BEAMS.
20. CONTROLLED CEMENT CONCRETE MIX TO BE PROVIDED AND SHOULD NOT BE LEANER THAN PROPOSED RAILWAY CONSTRUCTION CODE.
21. LEVEL CROSSING SHOULD BE CLOSED SIMULTANEOUSLY WITH THE COMMENCEMENT OF ROAD.
22. LHS/ROF IS NOT REQUIRED ON ENFORCING CLOSURE OF THE LEVEL CROSSING GATE.
23. APPROACH SHOULD BE PROVIDED AS PER IRO/RAILWAY CODE AND AS PER REQUIREMENT OF PEDESTRIANS.
24. REQUIRED TRAFFIC BLOCK AND CRASH BARRIER WILL BE PROVIDED BY NCR.
25. INSPECTION LADDER FROM ROAD TO PIER AND TOP AND INSPECTION PLATFORMS IN THE PIER SHALL BE PROVIDED AS PER DETAIL DRAWING. INSPECTION PLATFORMS SHOULD BE PROVIDED AS PER DETAIL DRAWING.
26. PROTECTION SCREEN ON THE ROB SHOULD BE PER LATEST RSO DRAWING NO. ETC/0008/1 OF 1979/1980 FOR CRASH BARRIER.
27. DURING EXECUTION BARBICANG SHALL BE PROVIDED AS PER PCE/NCR LETTER NO. 324/MV/NCR/PT-02, 1-10-13.
28. PROTECTION SCREEN SHALL BE PROVIDED ON ROAD SIDE ROSTER LINE NO. EL/TRD/NCR/OHE.
29. IN CASE OF 19-12-2011.
30. NECESSARY MODIFICATION IN OHE TO BE DONE BEFORE COMMISSIONING OF ROB. TRD WORK UNDER ROB SHALL BE AS PER ACT.
31. EARTHING ARRANGEMENT SHOWN TO BE PROVIDED AS PER RELEVANT STANDARDS.
32. SIGNAL AND TELECOM CABLES SHOULD BE SHIFTED BEFORE COMMENCEMENT OF THE WORK.
33. THE EXCAVATION WORK AT SITE SHOULD BE EXECUTED IN THE PRESENCE OF S&T SUPERVISOR OF OHE.
34. SPAN ARRANGEMENT AND LAYOUT HAS BEEN TAKEN AS PER SITE REQUIREMENT.
35. ~~THESE DETAILS ARE SUBJECT TO THE APPROVAL OF THE ROAD AND RAILWAY AUTHORITY.~~
36. FOR DETAILS OF SUPER ELEVATION AND GRADE SEE DETAIL DRAWING NO. RD/NO.50/8-11755/RD AND 30.00 M GRADIEP REFER ROAD NO. RD/NO.50/8-11755/RD.
37. THE ROAD GRADIENT FOR THE BRIDGE SHALL BE PROVIDED BY ROAD AUTHORITY.
38. IRO/RAILWAY ROAD BOOK INSTRUCTIONS & PCE CIRCUER NO.103 WILL BE STRICTLY FOLLOWED.
39. THERE SHALL BE NO INTERFERENCE IN SITUATIONS.
40. THERE IS NO INFRINGEMENT TO IRSO.
41. EXISTING DETAIL SHOWN IN THE PLAN HAS BEEN CHECKED AT SITE AND FOUND CORRECT.
42. FEATURES OF PROPOSED WORKS SHOWN IN THIS DRAWING AND WHICH IS FEASIBLE FOR THE ROAD.
43. ~~TRAFFIC & POWER BLOCK LAYING OF POWER BLOCKS SHALL BE AS PER ACT.~~
44. HIGH CONTAINER CRASH BARRIER BETWEEN CARRIAGEWAY AND FOOTPATH SHOULD BE PROVIDED.
45. ~~RAILWAY MATERIALS HAVE BEEN VERIFIED WITH LAND PLAN. DIMENSIONS SHOWN IN DRAWING HAS BEEN AS PER ACT.~~
46. ~~S&T WORK SHALL BE CARRIED OUT BY S&T ENGINEER.~~
47. ~~13.24 M TRD MAXIMUM IS TO BE PROVIDED.~~
48. **METHODOLOGY OF WORKING.**
49. METHOD OPERAND/METHODOLOGY CONSTRUCTION ACTIVITY IN PRE-APPROVALS AND MEASURES TO BE TAKEN DURING CONSTRUCTION OF ROB SHALL BE IN ACCORDANCE OF RAILWAY BOARD LINE NO. 37/ICE-1986/1988/PO/PLY/PC II, DATED 16-07-09.
50. IN CASE OF CRASH BARRIER, DETAIL DRAWING NO. RD/NO.50/8-11755/RD SHALL BE PROVIDED IN SITU AFTER STOPPING TEMP. ARRANGEMENT.
51. DETAILED LAUNCHING SCHEME WILL BE PREPARED AND SUBMITTED TO NCR FOR APPROVAL.
52. IN CASE OF CRASH BARRIERS OVER RUNNING RAILWAY TRACKS WILL BE DONE AS PER APPROVED LAUNCHING SCHEME.
53. **CARRYING OUT OF ORDERS AND SLAB WILL BE EXECUTED UNDER SPEED RESTRICTION.**
54. ~~AS APPROVED BY ENGINEER-IN-CHARGE OF RAILWAY AUTHORITY.~~
55. ~~WORK UNDER TRAFFIC TO BE CARRIED OUT UNDER THE PROVISION OF BANNER FLAG AND PROTECTION OF ENGINE, FLAGMAN.~~
56. ~~THE PIER IN BETWEEN RAILWAY PORTION SHOULD BE AS PER~~
57. ~~W&T TYPE PER~~

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and faint horizontal lines near the top edge, possibly from the binding or scanning process. The left edge of the page shows the binding of the book.This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with visible creases, wrinkles, and some minor discoloration or foxing, particularly towards the edges. The left edge of the page shows the binding of the book, and the overall tone is a warm, off-white or light beige.This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and faint creases. A rectangular stamp or binding mark is visible near the top center of the page. The page is framed by dark borders on the left and right sides.

01		NCR.HGE.PLAN.NO.- NCR/ENGGE/GND/ROB/157-2019	
FEB-2019		REVISED AS PER NCR-1404 LETTER NO.RB/KR/-DER/DFCCOIL-MEERTUL/L141416/L14144.	
REVISION		LETTER DATED 17.01.2019	
REV.	DATED	DESCRIPTION	
R E V I S I O N S			
ALLAHABAD DIVISION (N.C.R.LY)			
PROPOSED TWO LANE ROB IN LIEU OF L-XING NO. 142 AT RLY KM 1404/17A -1404/19A BETWEEN MAINCHA VILLAGE ROAD TO MADHAIYA MAINCHA ROAD, RAILWAY STATION IN DANKAUR TO AJAIBPUR ON SECTION KHURJA TO DADRI (SKEW ANGLE AT IR-9° & DFCC 8°) OF EASTERN DEDICATED FRIGHT CORRIDOR GENERAL ARRANGEMENT DRAWING			

(RAILWAY PORTION- COMPOSITE GIRDER -1x 30.00+1x 36.00 M)				
 रेलिवेय केट कॉर्पोरेश	DRG. NO.	RITES/RI/REC/D/ROB-142/ (AQ)/ RAILWAY PORTION		
	SH. NO.	1 OF 3		
	DATE	FEBRUARY , 2019		
	REV.	R1		
 (MD. NOMAN) MANAGER/D	 (S.K. SINGH) SR.EGM/C	 (D.S. NEG) AGM/D		
BITES LTD.				

LOCATION AT P7			LOCATION AT P8 BEARING LAYOUT (SCALE 1:100)			LOCATION AT P9			LOCATION AT P10			LOCATION AT P11			LOCATION AT P12			LOCATION AT P13			LOCATION AT P14			LOCATION AT P15			LOCATION AT P16			LOCATION AT P17			LOCATION AT P18			LOCATION AT P19			LOCATION AT P20			LOCATION AT P21			LOCATION AT P22			LOCATION AT P23			LOCATION AT P24			LOCATION AT P25			LOCATION AT P26			LOCATION AT P27			LOCATION AT P28			LOCATION AT P29			LOCATION AT P30			LOCATION AT P31			LOCATION AT P32			LOCATION AT P33			LOCATION AT P34			LOCATION AT P35			LOCATION AT P36			LOCATION AT P37			LOCATION AT P38			LOCATION AT P39			LOCATION AT P40			LOCATION AT P41			LOCATION AT P42			LOCATION AT P43			LOCATION AT P44			LOCATION AT P45			LOCATION AT P46			LOCATION AT P47			LOCATION AT P48			LOCATION AT P49			LOCATION AT P50			LOCATION AT P51			LOCATION AT P52			LOCATION AT P53			LOCATION AT P54			LOCATION AT P55			LOCATION AT P56			LOCATION AT P57			LOCATION AT P58			LOCATION AT P59			LOCATION AT P60			LOCATION AT P61			LOCATION AT P62			LOCATION AT P63			LOCATION AT P64			LOCATION AT P65			LOCATION AT P66			LOCATION AT P67			LOCATION AT P68			LOCATION AT P69			LOCATION AT P70			LOCATION AT P71			LOCATION AT P72			LOCATION AT P73			LOCATION AT P74			LOCATION AT P75			LOCATION AT P76			LOCATION AT P77			LOCATION AT P78			LOCATION AT P79			LOCATION AT P80			LOCATION AT P81			LOCATION AT P82			LOCATION AT P83			LOCATION AT P84			LOCATION AT P85			LOCATION AT P86			LOCATION AT P87			LOCATION AT P88			LOCATION AT P89			LOCATION AT P90			LOCATION AT P91			LOCATION AT P92			LOCATION AT P93			LOCATION AT P94			LOCATION AT P95			LOCATION AT P96			LOCATION AT P97			LOCATION AT P98			LOCATION AT P99			LOCATION AT P100		
P. P. G. S.																																																																																																																																																																																																																																																																																									