



WESTERN RAILWAY	DFCCIL
CBE-CCG MANJUL MATHUR	CGM(MUN) (SHYAM SINGH)
DYCE (D) CCG B.K.KUSHWAHA	(L.N.RAO) DY.CPM/ENGG-I(MUM/N)
AEN (D) CCG M.D.DWIT DRM (BCT)	B.P.SINGH DY.PM/ENGG-I(MUM/N)
Sr.DEN (N) BCT TUSHAR MISHRA	
DEN (DFC) BCT CHAKRAPANI PANDEY	
A DEN - DRD	DRM (B)
SSE (P-WAY) DRD	

- NOTES:
- ALL DIMENSIONS ARE IN MILLIMETER AND LEVELS ARE IN METRES UNLESS WRITTEN OTHERWISE.
  - NO DIMENSION SHALL BE SCALED FROM THIS DRAWING ONLY WRITTEN DIMENSION SHALL BE FOLLOWED.
  - DIMENSION IN RECTANGLE ARE OBLIGATORY.
  - SHAPE AND SIZE OF STEEL COMPOSITE GIRDERS, POT, PTFE BEARINGS, PEDESTALS, R.C.C COLUMN, PIER CAP AND FOOTING SHOWN IN THIS DRAWING ARE TENTATIVE AND ARE SUBJECT TO CHANGE IN FINAL EXECUTION DRAWING AND DESIGN.
  - DRAWING AND DESIGN OF APPROACHES SHALL BE DECIDED BY ROAD AUTHORITY. PROPOSED WORK SHOWN IN RED, FUTURE WORK IS IN RED DOTTED AND EXISTING WORK IS SHOWN IN BLACK.
  - A MINIMUM VERTICAL CLEARANCE OF 8430mm SHALL BE PROVIDED FROM RAIL TOP LEVEL (HIGHEST) TO BOTTOM OF PROPOSED STEEL PLATE GIRDER AS PER RAILWAY BOARD'S LETTER NO. 80/WO/SD/10 DATED 15/10/1986.
  - ANTI-CRASH-BARRIER SHALL BE PROVIDED AS PER M.O.S.T STANDARD.
  - NET SAFE BEARING CAPACITY FOR PILE FOUNDATION HAS BEEN CONSIDERED AS 350 T/M<sup>2</sup>.
  - DEPTH OF FOUNDATION MAY BE ALTERED BY ENGINEER-IN-CHARGE TO SUIT THE SOIL STARTA MET WITH AT SITE.
  - ACTUAL LOCATION OF R.O.B SHALL BE DECIDED BY ENGINEER IN CHARGE IN CONSULTATION WITH ROAD AUTHORITIES AT THE TIME OF ITS CONSTRUCTION.
  - CONTROLLED CEMENT CONCRETE MIX SHALL BE AS PER RAILWAYS SPECIFICATION ISSUED AS ON DECEMBER-2000 OR LATEST.
  - a) DESIGN & DRAWING SHALL BE PROOF CHECKED FROM REPUTED CONSULTANTS BEFORE EXECUTION.
  - WHILE INVITING TENDERS THE SPECIFICATION ENCLOSED SHALL BE A PART OF CONTRACT FOR CONSTRUCTION OF BRIDGE OVER THE RAILWAY SPAN.
  - NO PLASTERING AND CEMENT WORK PROTECTIVE COATING OVER THE CONCRETE IS PERMITTED. NO REPAIR SHALL BE PERMITTED. ANY BAD WORK WILL SUMMARILY QUALITY FOR REJECTION OF MEMBER/ELEMENT.
  - ANTI-CRASH BARRIER SHALL BE PROVIDED AS PER STANDARD DRAWING.
  - REINFORCEMENT BAR SHALL BE PROVIDED WITH PROTECTIVE COATING AS PER PARA 7.1.5 OF CONCRETE BRIDGE CODE CORRECTION SLIP NO.1 DATED 26.4.2000 AND LATEST.
  - THE FOLLOWING GRADES OF CONCRETE SHALL BE USED:  
DECK SLAB - M40  
PEDESTALS/PIERCAP/PIER - M35  
FOUNDATION - M30  
LEVELLING COURSE - M20  
ANTI-CRASH BARRIER - M35  
APPROACH SLAB - M30
  - GRADE OF STEEL SHALL BE Fe-500 CONFIRMING TO IS:1786-2008 & UPDATED WITH LATEST CORRECTION SLIP.
  - ONE LANE OF IRC 70R OR 2 LANES OF WHICHEVER PRODUCE MAXIMUM EFFECT SHALL BE CONSIDERED IN DESIGN.
  - STANDARD PROTECTIVE SCREEN ABOVE EACH TRACK ON EITHER SIDE OF ROB ON PARAPET / CRASH BARRIER SHALL BE PROVIDED AS DIRECTED BY ENGINEER-IN-CHARGE.
  - STANDARD 36.0M RDSO DRAWING NO. RDSO/B/-11758/R TO RDSO/B/-11758/10R & RDSO/B/-11759/R. SHALL BE USED FOR SUPERSTRUCTURE WITHIN RAILWAY BOUNDARY.
  - SEISMIC ZONE IS III.
  - SKW ANGLE IS 0°.

Rev.	Revision Details	Date	PURPOSE
RO	FOR DISCUSSION	16.01.2020	FOR APPROVAL

Drawn: AJIT PATIL  
Designed: MOHIT  
Checked: L.K.MISHRA

Owner: **WESTERN RAILWAY**

Client: **DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LIMITED, MUMBAI**

**SOWIL Limited**  
consulting engineers  
GOODWILL AVENUE, OFFICE NO. 02, A WING, FIRST FLOOR,  
PLOT NO. 01, SECTOR-40, NERUL (WEST), NAVI MUMBAI - 400 706

Name of Work:  
**CONSTRUCTION OF PROPOSED ROAD OVER BRIDGE IN LIEU OF LC NO. 49 BETWEEN UMROLI & PALGHAR RAILWAY STATION AT CH. 96/6-8.**

Drawing No: **SOWIL / WR / GAD / UMR - PLG / 01.** Rev. **R0**

Scale: **AS SHOWN** Sheet: **1 OF 2**

Title: **GENERAL ARRANGEMENT DRAWING (APPROACH PORTION)**