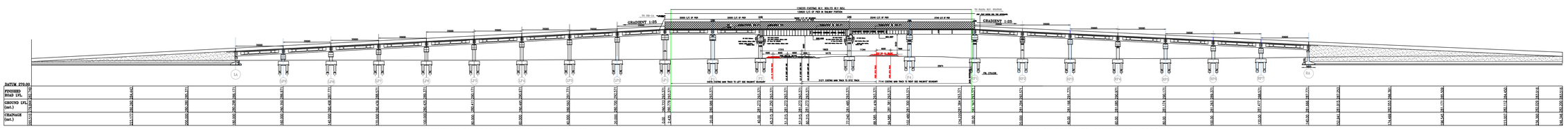
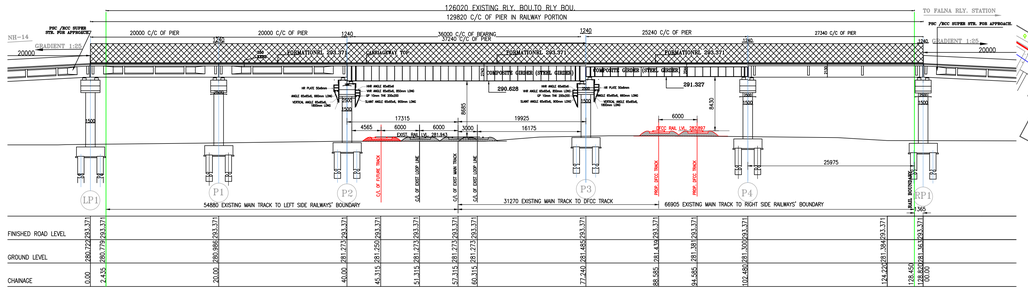
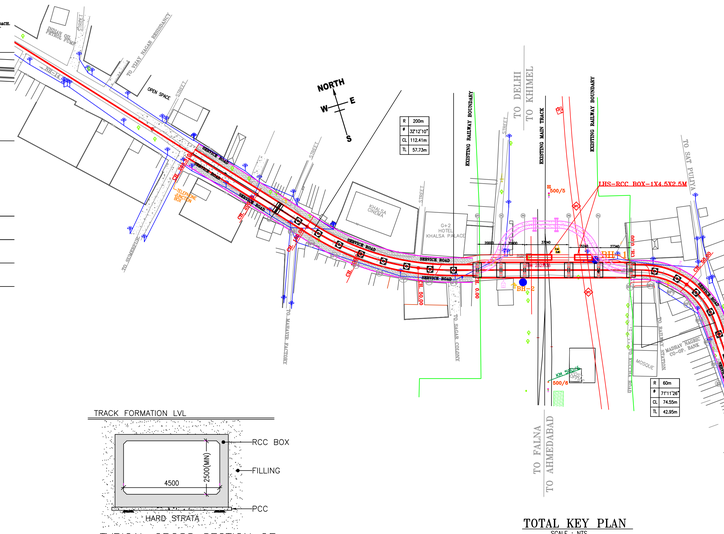


ELEVATION OF PROPOSED LEFT SIDE APPROACH
SCALE 1:500

ELEVATION OF PROPOSED RIGHT SIDE APPROACH
SCALE 1:500

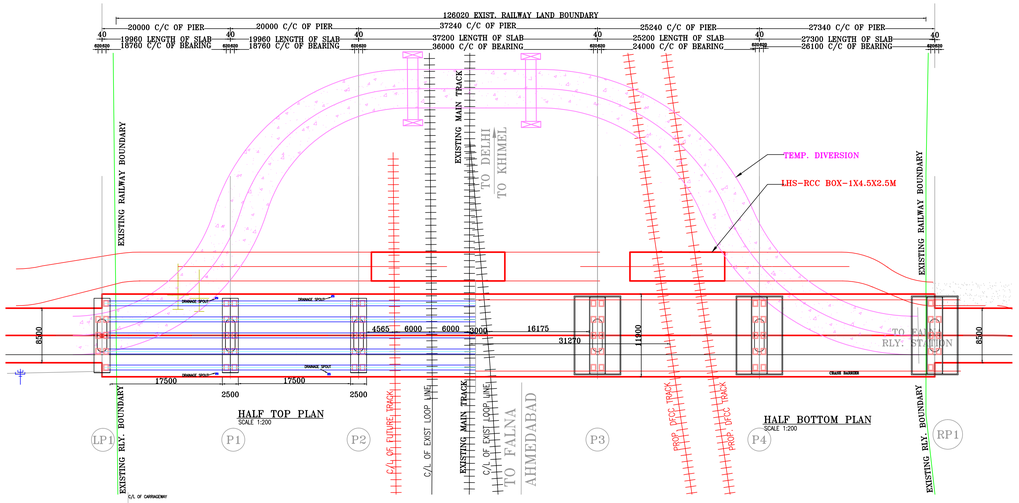




TOTAL KEY PLAN
SCALE : NTS

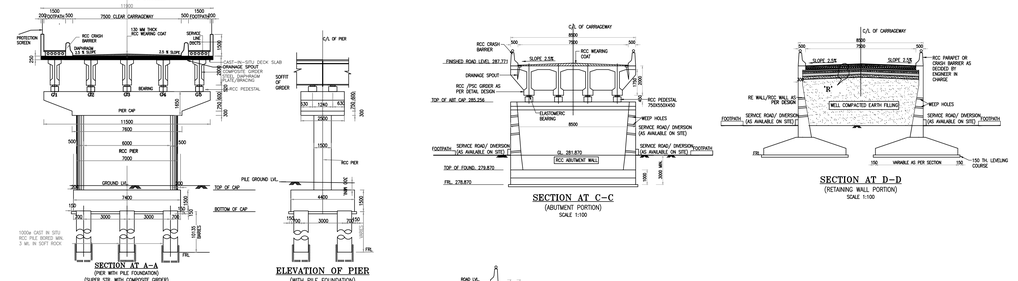
LEGEND FOR STRUCTURES

SR.	STRUCTURE TYPE	CODE FOR SURVEY	SYMBOL	SR.	STRUCTURE TYPE	CODE FOR SURVEY	SYMBOL
01	BOREHOLE	BH		14	PROP. DFCC TRACK		
02	COMPOUND WALL	BW		15	SIGNAL POST	SP	
03	ELECTRIC POLE	EP		16	SLOPING ROOF BUILDING	BSR	
04	EXIST. RAILWAY BOUNDARY	RB		17	TBM PILLAR	TBM	
05	CULTIVATED/ UNCULTIVATED LAND	FM		18	TREE	TR	
06	FENCE LINE	FL		19	WELL	WELL	
07	FLAT ROOF BUILDING	BFR		20	MR TRACK		
08	GATE	GT		21	ABUTMENT FOR LOT APPROACH	LA	
09	GROUND LEVEL	GL		22	PIERS FOR LOT APPROACH	LP1,LP2,....	
10	HAND PUMP	HP		23	ABUTMENT FOR RIGHT APPROACH	RA	
11	LEVEL CROSSING GATE	LC		24	PIERS FOR RIGHT APPROACH	RP1,RP2,....	
12	MANHOLE/CHAMBER	MH		25	PIERS FOR RAILWAY PORTION	P1,P2,....	
13	PROP. DFCC BOUNDARY						



HALF TOP PLAN
SCALE 1:200

HALF BOTTOM PLAN
SCALE 1:200

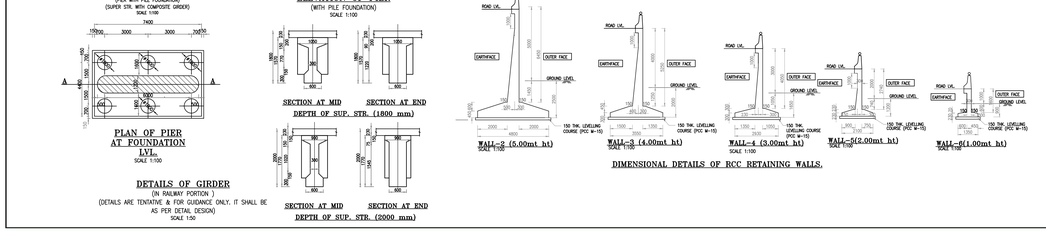


SECTION AT A–A
(PIER WITH PILE FOUNDATION)
(SUPER STR. WITH COMPOSITE GIRDER)
SCALE 1:100

ELEVATION OF PIER
(WITH PILE FOUNDATION)
SCALE 1:100

SECTION AT C–C
(ABUTMENT PORTION)
SCALE 1:100

SECTION AT D–D
(RETAINING WALL PORTION)
SCALE 1:100

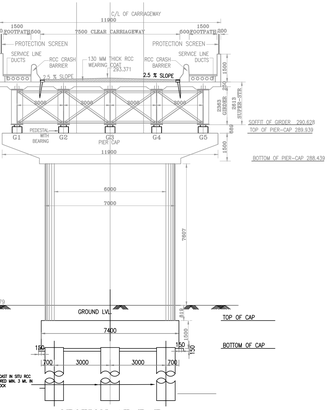


PLAN OF PIER AT FOUNDATION LVL.
SCALE 1:100

DETAILS OF GIRDER
(IN RAILWAY PORTION)
(DETAILS ARE TENTATIVE & FOR GUIDANCE ONLY. IT SHALL BE AS PER DETAIL DESIGN)
SCALE 1:50

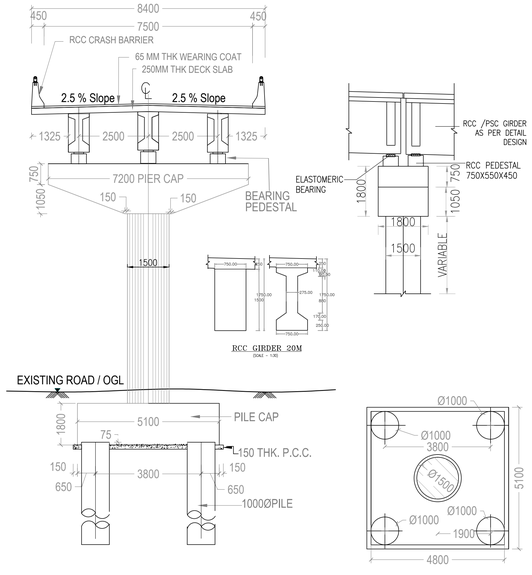
SECTION AT MID DEPTH OF SUP. STR. (1800 mm)
SECTION AT END DEPTH OF SUP. STR. (1800 mm)
SECTION AT MID DEPTH OF SUP. STR. (2000 mm)
SECTION AT END DEPTH OF SUP. STR. (2000 mm)

TYPICAL CROSS SECTION OF SUBWAY
[SCALE – 1:100]

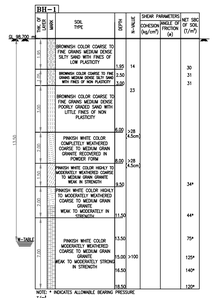


SECTION AT E–E
(PIER WITH PILE FOUNDATION)
(SUPER STR. WITH COMPOSITE GIRDER)
SCALE 1:100

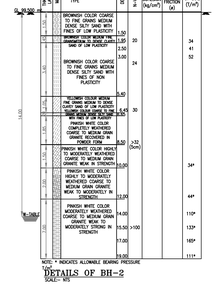
PLAN OF PIER AT FOUNDATION LVL.
SCALE 1:100



SECTION OF PIER LP2 TO LP9 & RP2 TO RP7



DETAILS OF BH–1
SCALE– NTS



DETAILS OF BH–2
SCALE– NTS

NOTES:–

1. ALL DIMENSIONS ARE SHOWN IN MM AND LEVELS ARE IN METER; UNLESS OTHERWISE MENTIONED.
2. NO DIMENSION SHALL BE SCALED FROM THE DRAWING. ONLY WRITTEN DIMENSIONS TO BE FOLLOWED.
3. ALL DIMENSIONS SHOWN SHOULD BE VERIFIED AT SITE BEFORE TAKING UP DESIGN WORK IN HAND. ANY DISCREPANCY NOTED SHOULD BE FORWARDED THROUGH ALTERATIONS, DULY SIGNED. SUITABLE SR, IF REQUIRED SHOULD BE IMPOSED BEFORE TAKING UP THE EXECUTION OF WORK WITH THE APPROVAL OF ENGINEER–IN–CHARGE.
4. DURING CONSTRUCTION OF ROB, ALL THE EXISTING STRUCTURE/TRACK SHOULD BE PROTECTED BY PROVIDING PROPER SHORING ARRANGEMENT, IF REQUIRED; WITH THE APPROVAL OF ENGINEERING–IN–CHARGE. 5. REPRESENTATIVE OF TELECOM/SIGNALING DEPARTMENT SHOULD BE AVAILABLE AT SITE DURING EXECUTION IN THE VICINITY OF SIGNALING AND TELECOM CABLES.
6. CRS SANCTION SHOULD BE TAKEN BEFORE STARTING WORKS AFFECTING SAFETY OF RUNNING LINE.
7. ALL THE PRE FABRICATION STEEL GIRDERS SHOULD BE LAUNCHED WITH SUITABLE LAUNCHING SCHEME AS PER SITE REQUIREMENT, WITH THE APPROVAL OF RAILWAY AND AFTER OBTAINING CRS SANCTION.
8. LC SHALL BE CLOSED SIMULTANEOUSLY WITH THE COMMISSIONING OF ROB AND NOC IN THIS REGARDS SHALL BE TAKEN FROM STATE GOVT. PRIOR TO EXECUTION OF THE WORK.
9. ATVU OF LC IS 176888 OF YEAR SEP. 2009 HENCE, SHAREABLE COST (50:50) IS FOR 2 LANE.
10. LVS FOR PEDESTRIAN AND LIGHT VEHICLES IS REQUIRED OF 1X4.5X2.5 M. AS PER JOINT SITE FEASIBILITY REPORT. CONSTRUCTION OF LVS WILL BE CARRIED OUT AFTER COMMISSIONING OF ROB.
11. TEMPORARY DIVERSION OF TRAFFIC DURING CONSTRUCTION OF ROB WILL BE THROUGH DIVERSION ROAD AUTHORITY WILL ENSURE DIVERSION OF EXISTING ROAD TRAFFIC THROUGH THE PROPOSED DIVERSION BEFORE EXECUTION.
12. DESIGN SHOULD BE AS PER RELEVANT IRC/IS CODES.
13. GRADE OF CONCRETE TO BE ADOPTED FOR VARIOUS MEMBERS OF BRIDGE IS AS UNDER :– FOUNDATION, PIER/ABUTMENT – M35 PIER CAP/ABUTMENT CAP, DECK SLAB & CRASH BARRIER – M40 STEEL – Fe415/500
14. TYPE OF BEARINGS – POT–PTFE & ELASTOMERIC.
15. FULL FLEDGED LOAD TEST OF SUPER STRUCTURE SHOULD BE DONE AS PER IRC–SP–51 TO ENSURE QUALITY WORK.
16. STRIP SEAL TYPE EXPANSION JOINT SHOULD BE PROVIDED AS PER LATEST MORTH/MOST REQUIREMENT. CONTRACTOR SHOULD FURNISH DESIGN/DRAWING OF EXPANSION JOINT FROM FIRMS APPROVED BY MOST, AT VARIOUS RELEVANT AMBIENT TEMPERATURES TO SUIT SITE CONDITION WITH THE APPROVAL OF ENGINEER–IN–CHARGE.
17. SUITABLE UTILITY DUCTS, IF REQUIRED SHOULD BE PROVIDED BELOW FOOTPATH SLAB WITH THE APPROVAL OF ENGINEERING–IN–CHARGE.
18. DRAINAGE SPOUT SHALL BE PROVIDED AS PER MOST SPECIFICATION. DESIGN CONSULTANT SHOULD SUBMITTED SEPARATE SHEET OF DRAINAGE SPOUT AS PER LATEST MOST STANDARDS.
19. TYPE OF FOUNDATION SHOULD BE DECIDED BY ENGINEER–IN–CHARGE, BASED ON DETAILED GEO TECHNICAL INVESTIGATION AT THE TIME OF STRUCTURE DESIGN. OPEN FOUNDATION PREFERABLY SHOULD BE PROVIDED AS FAR AS POSSIBLE KEEPING SITE CONDITIONS IN VIEW FOR ANY OTHER SUITABLE FOUNDATION. 20. THE FOUNDATION SHOULD BE DESIGNED TO CATER FOR LOAD COMING FROM NEARBY FUTURE RAILWAY TRACK, IF APPLICABLE.
21. NO WORK SHOULD BE TAKEN UP IN HAND TILL PROOF CHECKED DESIGN DRAWING WITHIN RAILWAY PORTION ARE APPROVED BY RAILWAY.
22. AREA OF LAND TO BE ACQUIRED FOR CONSTRUCTION OF APPROACHES 8000 SQM AND WILL BE ACQUIRED BEFORE STARTING OF EXECUTION WORK.
23. ROAD AUTHORITY SHOULD ENSURE THAT BEFORE LAYING ANY NEW WEARING COAT IN FUTURE, EXISTING WEARING COAT SHOULD BE COMPLETELY REMOVED.
24. FOLLOWING UTILITIES IN RAILWAY PORTION AND ON APPROACHES ARE REQUIRED TO BE SHIFTED DURING EXECUTION:– NIL

IMPORTANT ADDITIONAL NOTES:–

1. LC SHALL BE CLOSED SIMULTANEOUSLY WITH THE COMMISSIONING OF ROB AND START OF LHS WORK. CLEAR UNDERTAKING FROM THE COMPETENT STATE GOVT. AUTHORITY SHALL BE OBTAINED PRIOR TO COMMENCEMENT OF WORK BY DFCCIL.
2.CLEAR UNDERTAKING FOR SHARE OF APPORTIONMENT OF COST FROM COMPETENT STATE GOVT. AUTHORITY TO SHARE APPORTIONMENT OF COST AS PER EXTENT INSTRUCTION FROM RAILWAYS BOARD SHALL BE OBTAINED PRIOR TO COMMENCEMENT OF WORK.
3. NO WORK OF ROB/RUB SHOULD BE TAKEN IN HAND WITHOUT APPROVAL OF THE PROPOSAL BY COMPETENT AUTHORITY FOR LAND LICENSING / LEASING AND DEPOSITING THE REQUIRED WAY LEAVE/ RAILWAYS LAND LEASING LICENSING CHARGES (WHEREVER APPLICABLE) BY CONCERNED PARTIES TO THE RAILWAYS IN TERMS OF RAILWAYS EXTENT POLICE/INSTRUCTIONS OF THE MATTER.
4. PRIOR INFORMATION SHOULD BE GIVEN TO SR.DSTE/AII BEFORE THE WORK IS TAKEN IN HAND.
5. ANY DAMAGE OR REPLACEMENT OF RAILWAYS SIGNAL AND TELECOM CABLE AND ELECTRICAL CABLE OR TO ANY RAILWAYS PROPERTY DURING THIS WORK THE COMPLETION COSTS HAVE TO BE BORNE BY THE PARTY.
6. CONTRACTOR WILL HAVE COMMUNICATION FACILITY WHILE WORKING IN CASE ANY DAMAGE IS THERE TO THE S & T ELECTRICAL CABLES S & T ELECTRICAL STAFF AND SITE SUPERVISOR WILL BE INFORM IMMEDIATELY.
7. AS PER AS POSSIBLE USE OF MECHANICAL MEANS FOR EXCAVATION SHALL BE AVOIDED IN THE ARES WHERE THERE ARE S & T ELECTRICAL CABLES (SPECIALLY IN YARD) ADEQUATE PRECAUTION SHALL BE TAKEN TO PREVENT ANY DAMAGE TO S & T ELECTRICAL CABLES.
8. BEFORE STARTING THE WORK ADEN AND SSE (P.WAY) SHOULD BE INTIMATED.
9. APPROXIMATELY 8 BLOCK OF 2 HOURS DURATION FOR LAUNCHING THE GIRDERS AND A BLOCK OF 1HOUR DURATION FOR REMOVAL OF SHUTTERING ETC. WILL BE REQUIRED.
10. TENTATIVELY (APPROXIMATELY) S.R OF 30 KMPH. FOR 45 DAYS FOR FOUNDATION SUPER STRUCTURE WORK WILL BE REQUIRED TO IMPOSE AT SITE, THEN SPEED WILL BE RELAXED TO NORMAL.

NORTH WESTERN RAILWAY

DIVISION: AJMER	SECTION: MADAR–PAPANPUR	
	DRM/AII	CBE / NWR/JP
	SR.DEN/CO/AII	DY. CE. BR. (P&D)/JP
	SR. DOM/AII	XEN (BR. DESIGN)/JP
	SR. DSTE/AII	
	SR. DEE/AII	
XEN/PWD/	SR. DEN/W/AII	
SIGNATURE OF STATE GOVT./NHAI	**SIGNATURE OF RAILWAY DIVISION**	**SIGNATURE OF RAILWAY H.Q.**
CHECKED AT HEADQUARTER LEVEL		
SSE/DRG.(BR.)/JP		
CHECKED AT DIVISIONAL LEVEL		
SSE/DRG.(BR.)/All	SSE/DRG./All	
SSE/PW/FA	SSE/W/FA	ADEN/ABR

DIVISIONAL PLAN NO. – DRM/AII/ /ROB/2016

NWR HQ PLAN NO. – CBE/ /AII/ROB/2016

LOADING STANDARD:
- BRIDGE SHALL BE DESIGNED FOR ONE LANE OF CLASS 70(R) OR TWO LANE OF CLASS 'A' ALONGWITH FOOTPATH LOADING,WITH WORST COMBINATION.
- FOOTPATH LOADING SHALL BE AS PER CL. 209.1 OF IRC–6–2000

REV.	DATE	DESCRIPTION

APM.ENGG DFCCIL–AJMER	DY.CPM.ENGG DFCCIL–AJMER	CPM DFCCIL–AJMER

PROJECT :
PROPOSED ROB IN LIEU OF LC NO.81 CLASS–'A' AT km 500/4–5 (DFCC CH. 58641.00) BETWEEN STATIONS KHIMEL & FALNA OF AHMEDABAD–DELHI MAIN LINE OF NORTH WESTERN RAILWAY ON ROAD FROM NH–14 TO FALNA

CLIENTS :
NORTH WESTERN RAILWAY.
OFFICE OF CHIEF BRIDGE ENGINEER
OPP. RAILWAY HOSPITAL,AJMER.

CONSIGNEES :

THE CHIEF PROJECT MANAGER
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA UNDERTAKING)
42/A/3, CIVIL LINES, AJMER (RAJASTHAN)–305001
PHONE : 0145–2630360/2625548 FAX : 0145–2630360

CONSULTANTS :

PIONEER INFRA CONSULTANT
D-69 Madhosingh Road, Bani park, Jaipur - 302016 (Raj.)
Tel: +91-141-2280578,4004579
Fax: 2283311, e-mail: pioneer.pcpl@gmail.com

TITLE :
GENERAL ARRANGEMENT DRAWING (RAILWAY PORTION)

DRAWN	: NKR	DRG. NO.	REV.
CHECKED	: D.T.K	LC NO. 81 03	
DATE	: 10–Sep.2015		