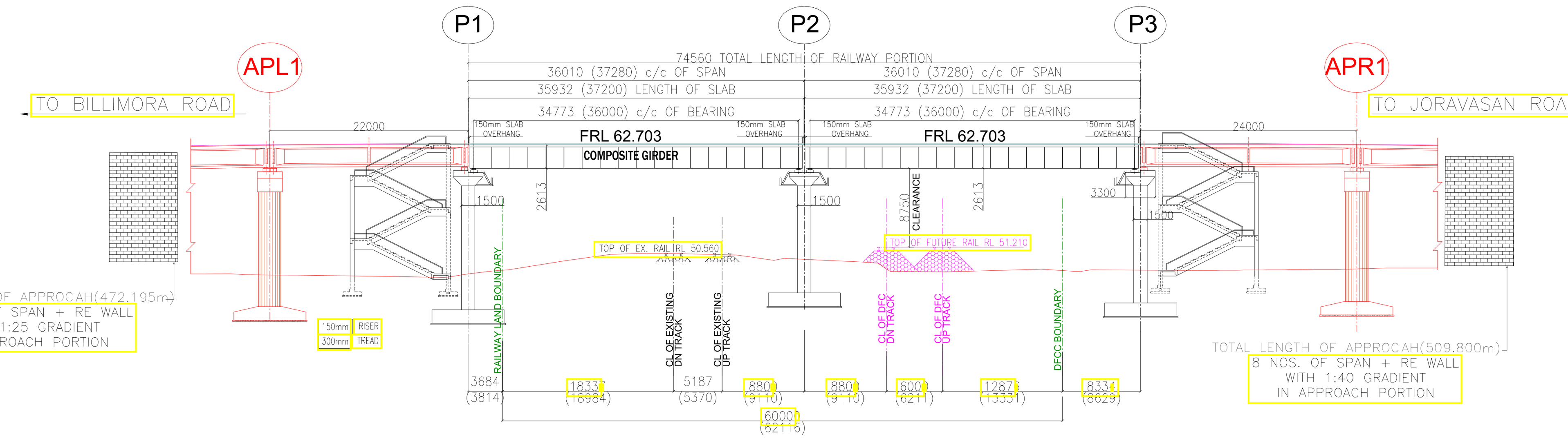
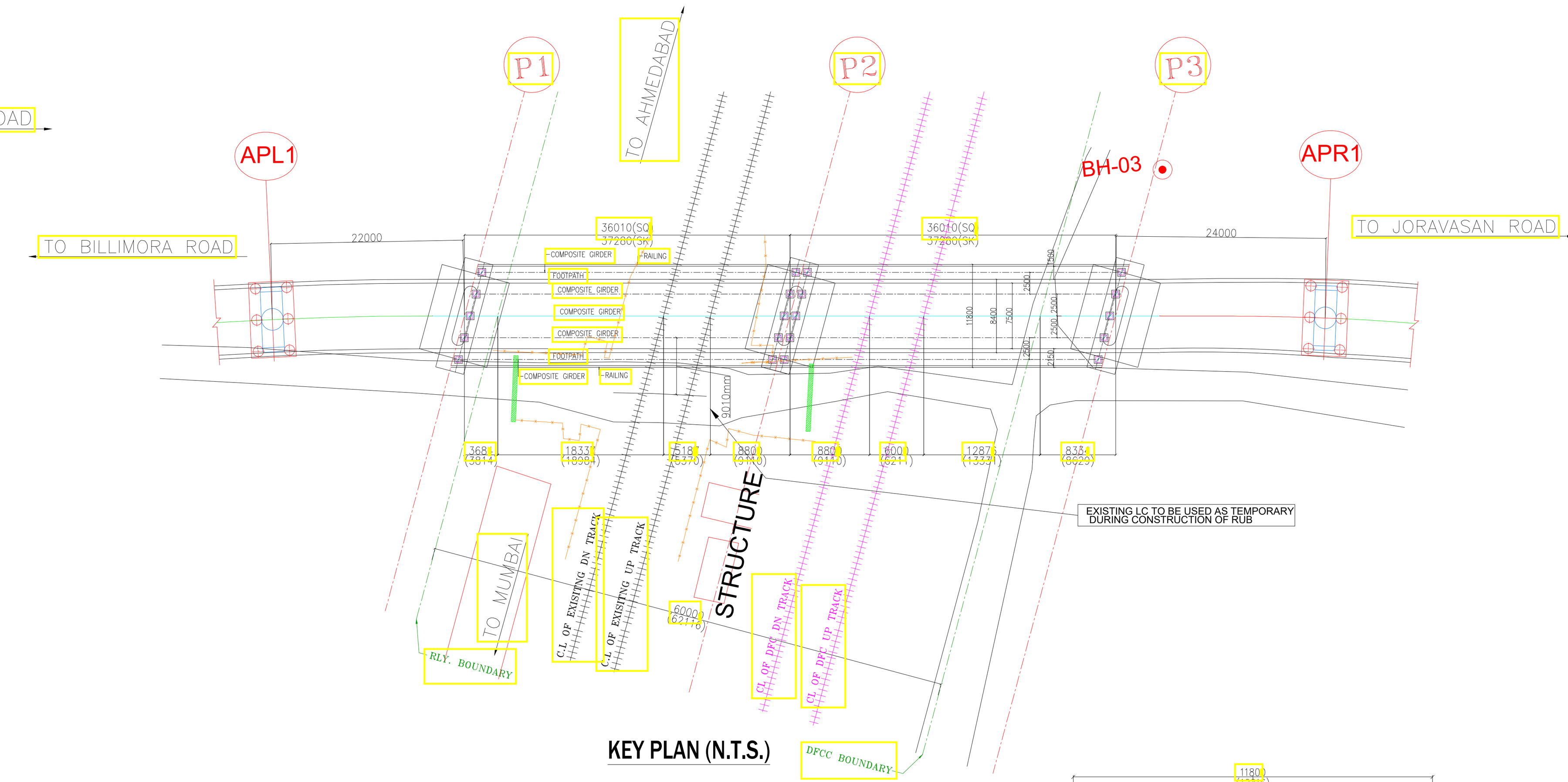


FINISHED ROAD LEVEL (mt.)	62.433	62.689	62.703	62.703	62.703	62.703	62.692	62.537
GROUND LEVELS (mt.)	48.231	48.001	49.226	50.387 / 50.560 RAILWAY	48.505 / 51.210 RAILWAY	48.516	48.675	48.906
CHAINAGE (mt.)	0+440	0+460	0+480	0+500	0+520	0+540	0+560	0+580

ELEVATION
(SKEW DIMENSIONS ARE SHOWN IN BRACKET)



KEY PLAN (N.T.S.)

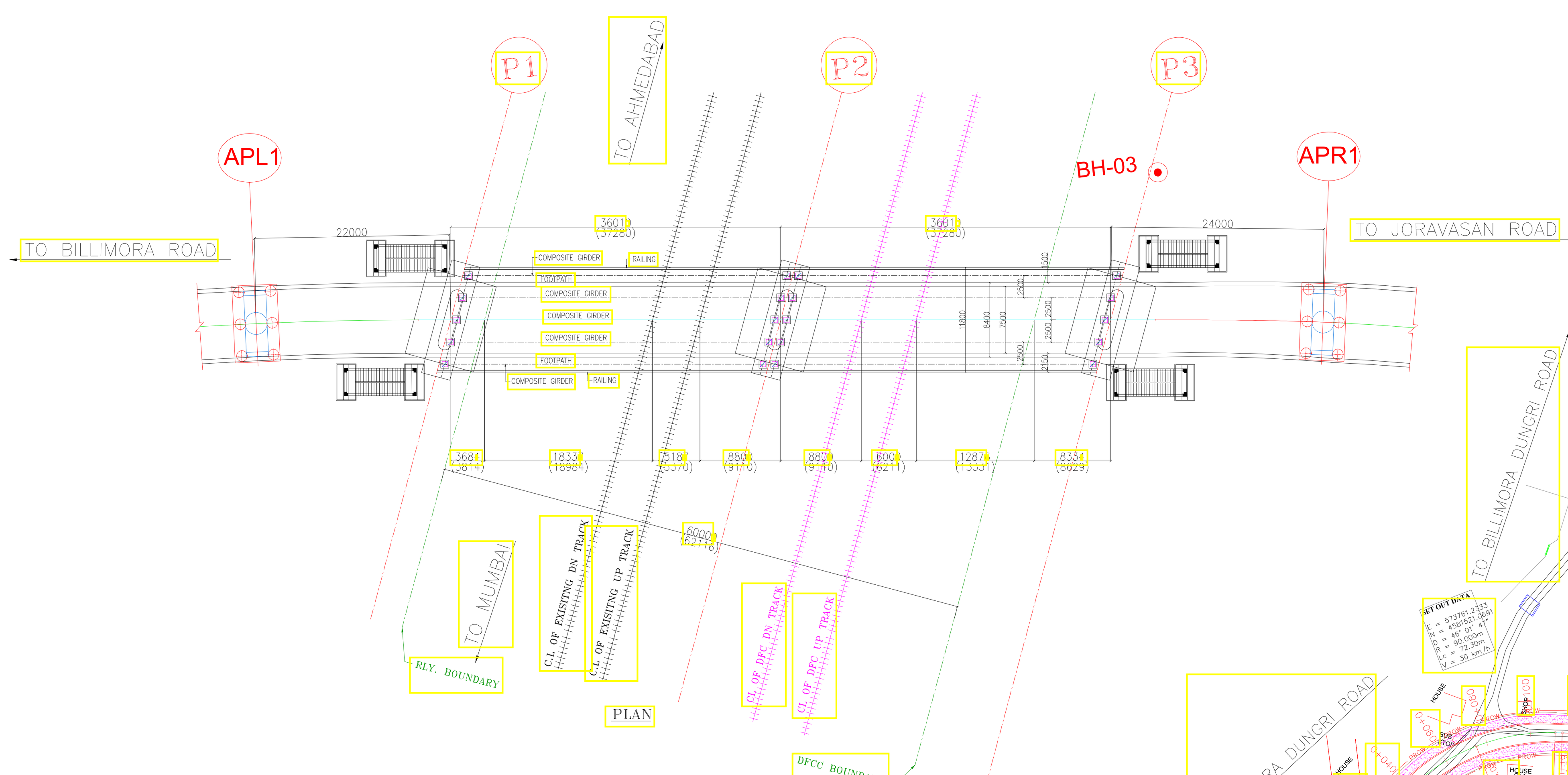
(BH - 03)

THK. OF LAYER	NOTATION	SOIL TYPE	DEPTH	SPT 'N' VALUE
3.0		BROWNISH SILTY CLAY OF HIGH PLASTICITY	0.00, 1.00, 2.00, 3.00	1.50 : 38
12.0		GRAYISH BLACK HIGHLY TO MODERATELY WEATHERED ROCK	4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00, 13.00, 14.00, 15.00	4.50 : >100; 7.50 :; 10.50 :; 13.5 :
3.0		GRAYISH BLACK MODERATELY WEATHERED TO FRESH ROCK	16.00, 17.00, 18.00	16.5 :

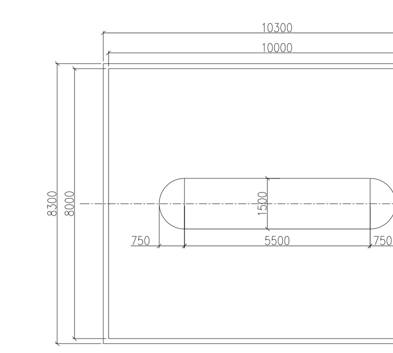
NOTES :-

1. ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS IN METER UNLESS WRITTEN OTHERWISE.
2. NO DIMENSIONS SHALL BE SCALED FROM THIS DRAWINGS. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. PROPOSED WORK SHOWN IN BLACK,ASSETS BEING DISMANTLED SHOWN IN GREEN AND FUTURE WORK/TRACKS SHOWN IN MAGENTA.
4. ACTUAL LOCATION OF ROB SHALL BE DECIDED BY RAILWAY ENGINEER-IN-CHARGE IN CONSULATION WITH ROAD AUTHORITIES AT THE TIME OF ITS CONSTRUCTION.
5. ACTUAL DEPTH OF FOUNDATION SHALL BE DECIDED BY ENGINEER-IN-CHARGE TO SUIT THE SOIL STRATA MET WITH AT THE SITE.
6. MINIMUM VERTICAL CLEARANCE FROM HIGHEST RAIL LEVEL TO BOTTOM OF GIRDER SHALL NOT BE LESS THAN 8.050m A.C TRACTION AREA AND 8.430m IN CASE OF DFC/FEEDER/DOUBLE STACK CONTAINER ROUTE.
7. GUARD RAIL SHALL BE PROVIDED AS PER STANDARD DRAWING.
8. SHAPES & SIZE OF GIRDERS, POT-PTFE BEARING, BEARING PEDESTALS, SHOWN IN DRAWING ARE TENTATIVE AND ARE SUBJECTED TO CHANGES IN FINAL DESIGN AND DRAWING.
9. SHAPES AND DIMENSIONS OF ABUTMENT, PIERS, PIER CAP, PIER SHAFT AND FOOTING ARE TENTATIVE AND ARE SUBJECTED TO CHANGES IN FINAL DESIGN AND DRAWING.
10. WEEP HOLES SHALL BE PROVIDED IN ABUTMENT AND RETURN WALLS.
11. ANTI CRASH BARRIER SHALL BE PROVIDED AS PER MOST. STD.
12. ONLY CONTROLLED CEMENT CONCRETE MIX IS, TO BE PROVIDED. GRADE OF CONCRETE FOR MASS CONCRETE AND FOR RCC WORK SHALL NOT BE LEANER THAN M-20 AND M-25 RESPECTIVELY.
13. A SEPARATE LAUNCHING SCHEME OF SUPER STRUCTURE HAS TO BE SUBMITTED WHICH WILL BE APPROVED BY CBE BEFORE COMMENCEMENT OF LAUNCHING.
14. EXCAVATION OF ROB WORK SHALL BE DONE ONLY IN PRESENCE OF AUTHORIZED RAILWAY REPRESENTATIVE TO ENDURE THE SAFETY OF RUNNING TRAINS. PROPER PRECAUTIONS SHALL BE TAKEN DURING EXCAVATION OF OPEN FOUNDATION NEAR THE EXISTING RAILWAY TRACK. IN CASE THE EXCAVATION TO BE DONE NEAR THE TRACK, PROPER SHORING SHALL BE DONE TO PROTECT SLOPE FAILURE OF SOIL.
15. ADDITIONAL LOAD TRANSFERRED FROM FUTURE TRACKS SHALL BE CONSIDERED WHILE DESIGNING OPEN FOUNDATION ON EITHER SIDE.
16. IN ORDER TO OFFER ADEQUATE RESISTANCE AGAIN CORROSION, THE REINFORCEMENT BARS SHALL BE PROVIDED WITH SUITABLE PROTECTIVE COATING DEPENDING UPON THE ENVIRONMENTAL CONDITION AS PER PARA 7.15 OF CONCRETE BRIDGE CODE CORRECTION SL NO 2 DT. 26.04.2000
17. OFFICE FOR THE RAILWAY ENGINEERS AT BRIDGE SIDE OR AT NEAR BY LOCATION DECIDED BY THE RAILWAY SHALL BE PROVIDED BY SPONSORING ROAD AUTHORITY AND MAINTAINED DURING THE PERIOD OF CONSTRUCTION OF THE PROJECT.
18. DRAWING AND DESIGN OF ROB SHALL BE PROOF CHECKED BY IIT/NIIT OR GOVERNMENT COLLEDGE OR REPUTED CONSULTANT AS APPROVED BY DFCCIL/RAILWAY.
19. LONG DURABILITY ANTI CORROSIVE PROTECTION SHOULD BE APPLIED TO THE STEEL STRUCTURE.
20. INSPECTION LADDER AND PLATFORM FOR INSPECTION OF BEARING SHOULD BE PROVIDED AT EVERY PIER.
21. ALL TECHNICAL RECORD i.e CUBE STRENGTH, PRESTRESSING DETAILS ETC. SHALL BE HANDED OVER TO RAILWAY ENGINEER INCHARGE.
22. BEFORE OPENING OF ROB COMPLETION DRAWING AND COMPLETE COST OF ROB IN HARD COPY AND SOFT COPY DULY APPROVED BY AUTHORITIES SHALL BE HANDED OVER TO RAILWAY ENGINEER IN CHARGE.
23. BEFORE OPENING OF ROB (WITHIIN RAILWAY PORTION) FOR ROAD TRAFFIC, APPROVAL OF RAILWAY ENGINNER IN CHARGE IS TO BE OBTAINED BY ROAD AUTHORITY.
24. GRADE OF CONCRETE
- RCC PIER M:35
- RCC ANTICRASH BARRIER M:40
- RCC DECK SLAB M:40
- FOUNDATION M:35
- BEARING,PEDESTAL M:40

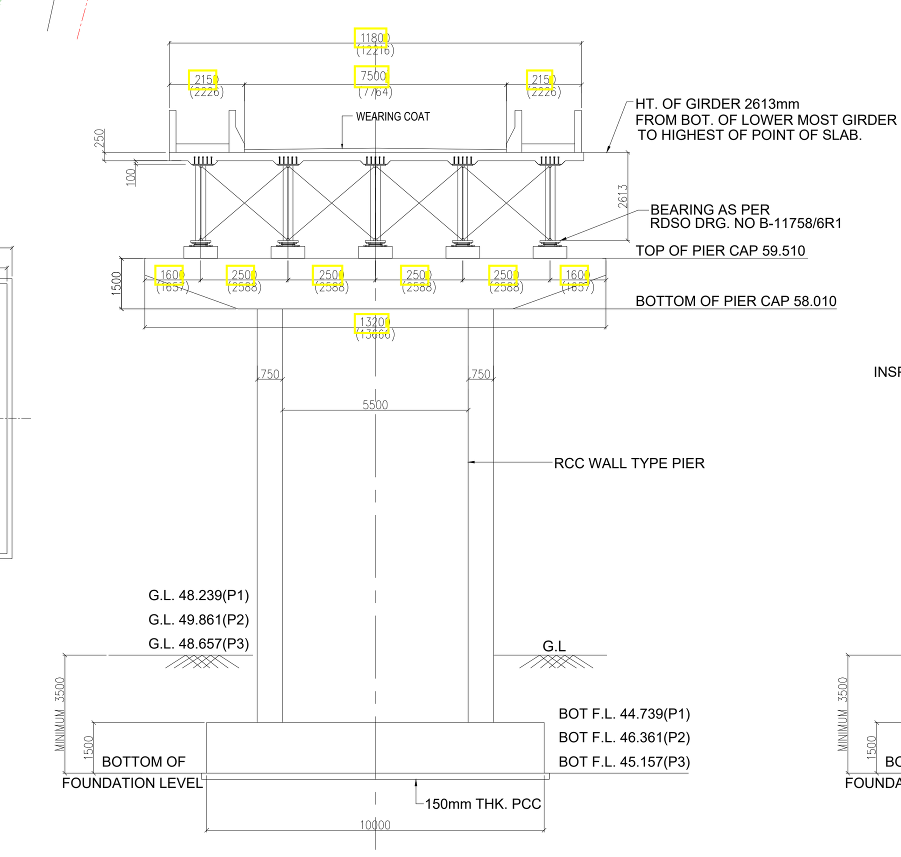
26. STOPPER SHOULD BE PROVIDED AT END ON THE TOP OF PIER / ABUTMENT CAP TO REDUCE POSSIBILITIES OF TOPPING OF GIRDER DURING LAUNCHING OF GIRDER.
27. CRS SANCTION SHALL BE OBTAINED BEFORE COMMENCEMENT OF WORK.
28. THE BRIDGE SHALL BE DESIGNED FOR 2 LANES OF IRC CLASS "A" LOADING OR 1 LANE OF CALSS 70R LOADING ALONG WITH FOOTPATH LOADING WITH WORST COMBINATION. FOOTPATH LOADING SHALL BE CONSIDERED AS PER IRC 6.
29. AS PER RAILWAY BOARD LETTER NO. 2007/RE/161/5-FTS -774, DATED 12-10-2011. TRACK LEVEL SHOULD BE FROZEN.
30. DIMENSIONS OF ALL STRUCTURAL MEMBERS, i.e FOUNDATION, PIER, PIER CAP ETC. SHOWN ARE TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGN & DRAWING. SUBMITTED BY CONSULTANT/PARTY AND APPROVED BY RAILWAY.
31. STRUCTURAL STEEL OF COMPOSITE GIRDERS CONFORM TO IS: 2062-2006 E250 B0. OTHERWISE SPECIFIED IN DESIGN.
32. ROAD TRAFFIC SHALL BE DIVERTED AT SUITABLE LOCATION IN CONSULTATION WITH ROAD AUTHORITY.
33. EXISTING LC WILL BE CLOSED AFTER COMPLETION OF ROB WORK.
34. THE QAP BEARING AS PER RDSO FORMAT (CIRCULATED BY RDSO VIDE LETTER NO.CBS/PBEJ/reg. DATED 16.05.2014) SHALL BE ENSURED BY INSPECTING ENGINEER.
35. CONSENT LETTER FROM DISTRICT COLLECTOR - FOR CLOSING LEVEL CROSSING NO. 104 HAS BEEN OBTAINED VIDE LETTER NO. DATED .
36. DURING EXECUTION OF WORK ANY S&T CABLE FOUND THEN SHIFTING OF CABLE WORK TO BE DONE ON PRIORITY.
37. IN CASE OF S&T CABLE CUTTING/DAMAGE,PENALTY SHOULD BE IMPOSED AS PER RAILWAY BOUNDARY LETTER NO. 2003/TELE/RCIL/1 PT.IX DATED 24-06-2013.
38. PLAN SIGNED BY Sr. DOM WITH CONDITION THAT LC TO BE CLOSED AFTER COMMISSIONING OF ROB.
39. VIDE MINUTES OF MEETING BETWEEN PCE AND MD-DFCCL DATE 20/03/2015.ONE LHS SHALL BE PROVIDED BY THE SIDE OF ROB GAD OF THE SAME WILL BE FOLLOW SEPERATELY.
40. S.B.C. AT 3.5m DEPTH 30.0 T/SQ.MT
41. FOR SUPERSTRUCTURE REFER FOLLOWING DRWING:- 36.0 M SPAN COMPOSITE GIRDER - REFER RDSO DRW NO - 11758/R
42. FOR NON STANDARD PSC/RCC GIRDER REFER SEPERATE DRAWING (TO BE DESIGNED BY DFCCIL).
43. THE DIVERSION OF TRAFFIC FOR THIS PROPOSED ROB IS NOT REQUIRED AS PROPOSED ROB IS 9.010m AWAY FROM EXISTING LC LOCATION.
44. THE DESIGN OF APPROACHES ARE TO BE APPROVED BY ROAD AUTHORITY,THE FINAL DECISION FOR TYPE OF FOUNDATION REST WITH THEM AND IS TO BE DECIDED BY THEM.
45. BEFORE EXECUTION OF WORK CONCERNED SSE/SIG AND ADSTE/W/II/ADI TO BE INFORMED WELL IN ADVANCE.
46. VIDE PCE/WR MINUTES DATED 20.03.2015 SL:11 ONE RUB WILL BE PROVIDED BY THE SIDE OF ROB OF SIZE 1x5.50x4.60 GAD OF RUB WILL FOLLOW SEPARATELY.



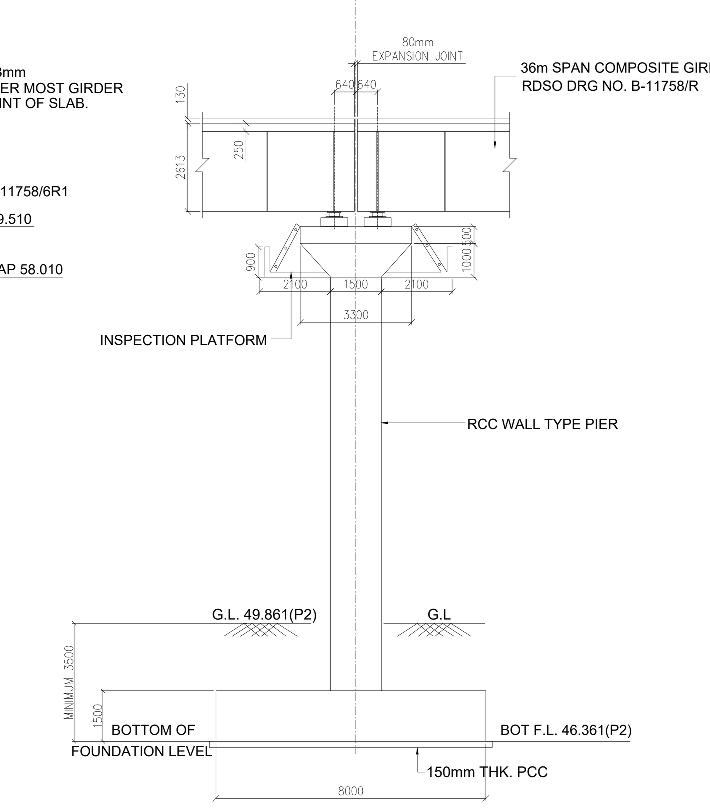
PLAN



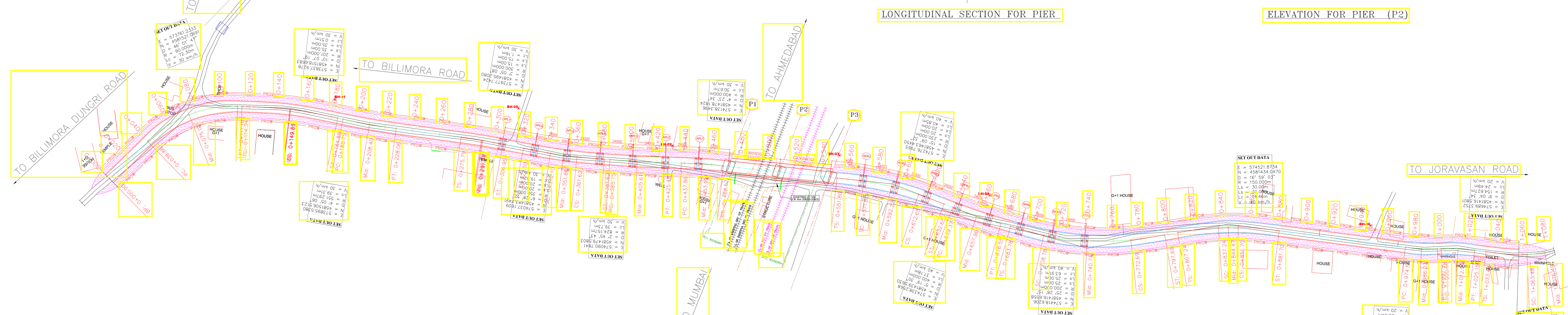
FOUNDATION PLAN



LONGITUDINAL SECTION FOR PIER



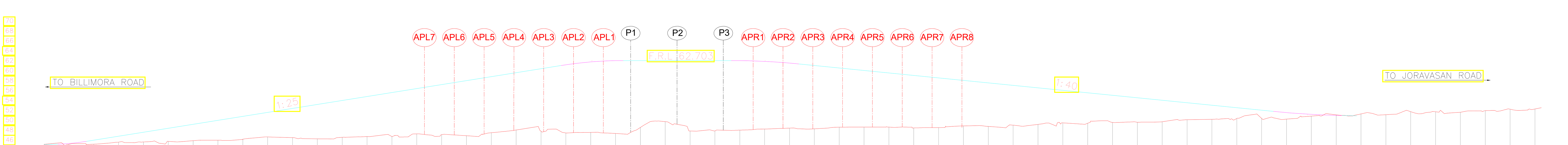
ELEVATION FOR PIER (P2)



SITE PLAN(N.T.S)

RECAPITULATION OF LENGTH OF PROPOSED BRIDGE

	SPAN-1	SPAN-2	TOTAL LENGTH
SKEW ANGLE	15.0	15.0	-
SQUARE LENGTH (mm)	36010	36010	72020
SKEW LENGTH (mm)	37280	37280	74560



CHAINAGE	PROPOSED ROAD LEVEL AT CENTRELINE (m)	EXISTING ROAD LEVEL AT CENTRELINE (m)
-0+020		
0+000	45.778	45.817
0+020	45.987	45.822
0+040	46.648	45.846
0+060	47.449	46.262
0+080	48.250	46.305
0+100	49.051	46.416
0+120	49.851	46.542
0+140	50.652	46.648
0+160	51.453	46.848
0+180	52.254	47.304
0+200	53.054	47.152
0+220	53.855	46.932
0+240	54.656	47.233
0+260	55.457	47.378
0+280	56.257	47.395
0+300	57.058	47.925
0+320	57.859	47.775
0+340	58.660	47.551
0+360	59.461	48.154
0+380	60.261	48.705
0+400	61.062	48.450
0+420	61.856	48.116
0+440	62.433	48.231
0+460	62.689	48.001
0+480	62.703	49.226
0+500	62.703	50.387
0+520	62.703	48.505
0+540	62.703	48.516
0+560	62.692	48.675
0+580	62.537	48.906
0+600	62.198	49.078
0+620	61.710	48.946
0+640	61.209	49.272
0+660	60.708	49.291
0+680	60.207	49.288
0+700	59.706	49.124
0+720	59.205	49.192
0+740	58.704	49.541
0+760	58.203	49.434
0+780	57.702	49.684
0+800	57.201	49.842
0+820	56.700	50.146
0+840	56.199	50.061
0+860	55.698	50.235
0+880	55.198	50.252
0+900	54.697	50.375
0+920	54.196	50.776
0+940	53.695	50.864
0+960	53.194	51.023
0+980	52.693	51.072
1+000	52.212	50.900
1+020	51.861	51.507
1+040	51.655	51.764
1+060		51.943
1+080		51.794
1+100		52.403
1+120		52.375
1+140		52.284
1+160		52.597
1+180		52.903
1+200		52.941
1+220		
1+240		

PROFILE(N.T.S)

ROAD AUTHORITY	
	ADEN (DFC) BCT RAMESHWAR SEHGAL
(JATIN K. PATEL) DEPUTY EXECUTIVE ENGINEER VALSAD	(M.M.CHAUDHARI) EXECUTIVE ENGINEER VALSAD

WESTERN RAILWAY
SECTION :

DIVISION BCT	HEAD QUARTER
DRM- BCT (MUKUL JAIN)	
ADRM(INFRA)- BCT (KANHAIYA JHA)	CBE (MANJUL MATHUR)
SR.DOM. BCT (SUHANI MISHRA)	CE (RSW) - CCG (J.P.VERMA)
SR.DEN (CO.) BCT (D.K. MISHRA)	DY.CE (D) - CCG (B.K. KUSHWAHA)
SR.DEN (N) BCT (TUSHAR MISHRA)	DY.CE (ROB) (Z.A. WAHID)
DEN (DFC) BCT (CHAKRAPANI PANDEY)	AEN(D) II (M.D.DIXIT)
DRM (B)	PCE

(SHYAM SINGH)
CHIEF PROJECT MANAGAR,
NORTH/MUMBAI DFCCIL

(D.N.KATE)
DY.CPM/ENGG./II
NORTH/MUMBAI DFCCIL

(J.V.RATHOD)
APM/ENGG/II
NORTH/MUMBAI DFCCIL

PROJECT:
CONSTRUCTION OF ROB IN LIEU OF LC NO. 104 AT I.R. Km 208/30 - 209/2
BETWEEN BLOCK STATION : DUNGRI - VALSAD
OF BCT DIVISION OF WESTERN RAILWAY.

ATVU : 45703
PINK BOOK ITEM NO.

WESTERN RAILWAY
OFFICE OF CHIEF BRIDGE ENGINEER
2ND FLOOR, GLO BUILDING, CHURCHGATE, MUMBAI

CONSIGNEES:
THE CHIEF PROJECT MANAGER
DEDICATED FRIGHT CORRIDOR CORPORATION OF INDIA LTD.
(A GOVERNMENT OF INDIA UNDERTAKING)
7TH FLOOR, CENTRAL RAILWAY NEW ADMIN BUILDING, DN ROAD
MUMBAI - 400001

TITLE:
GENERAL ARRANGEMENT DRAWING (RAILWAY PORTION)

DRG. NO.	REV.	DATE
ROB/CPM/N/MUM/LC NO. 104	R0	12-07-2019