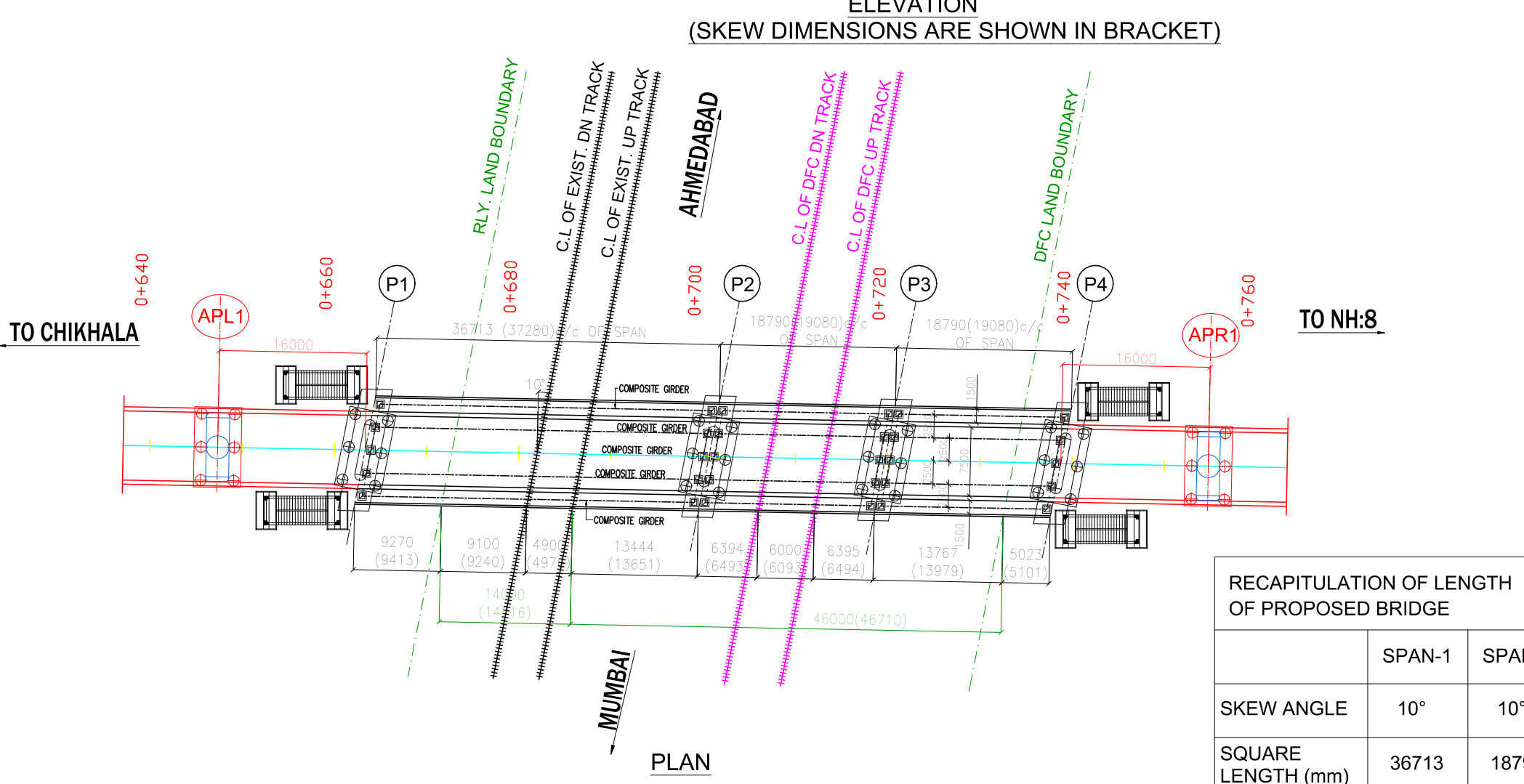
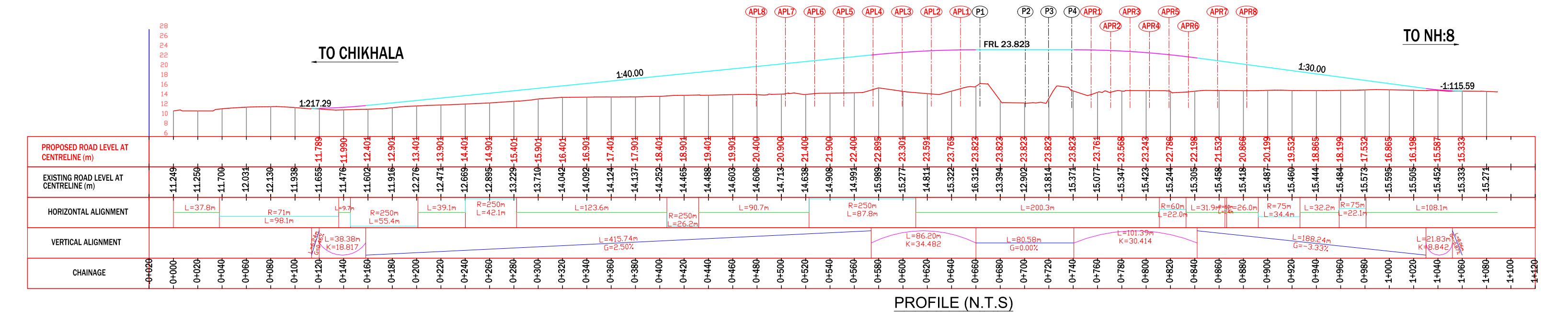
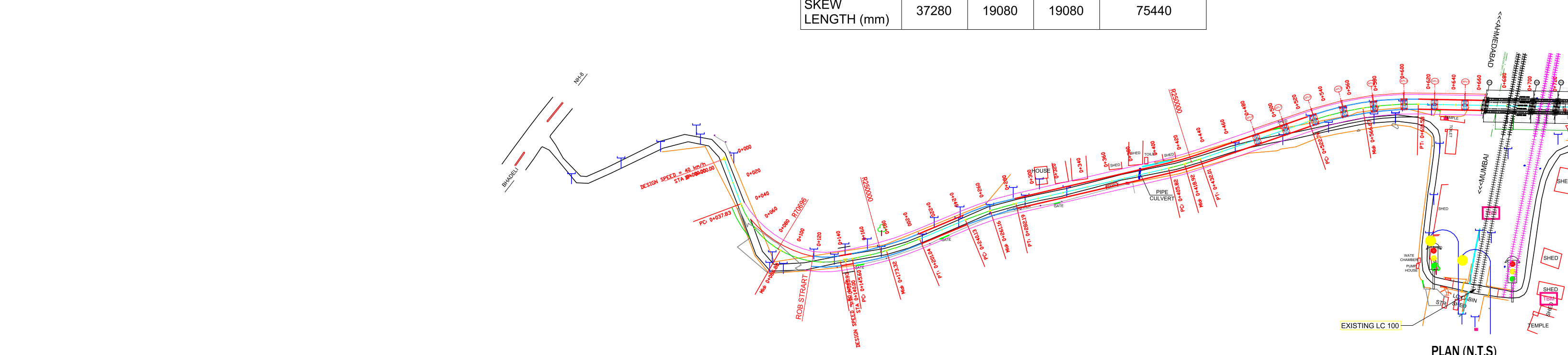
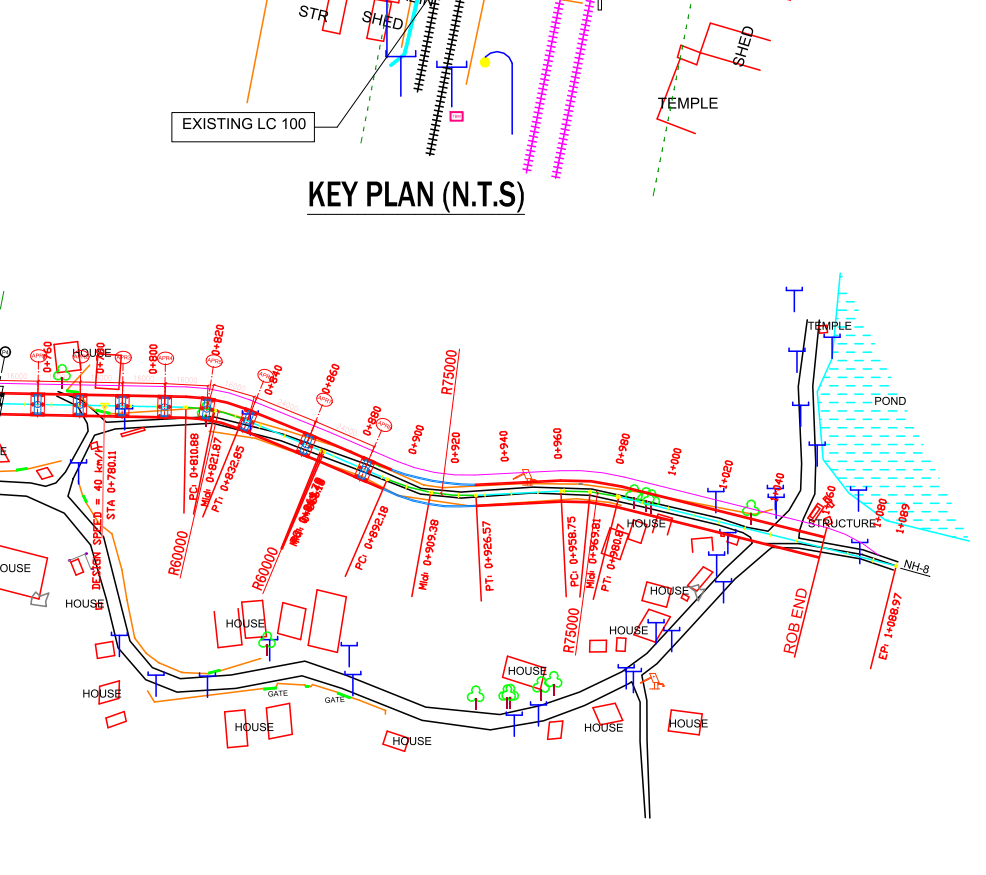
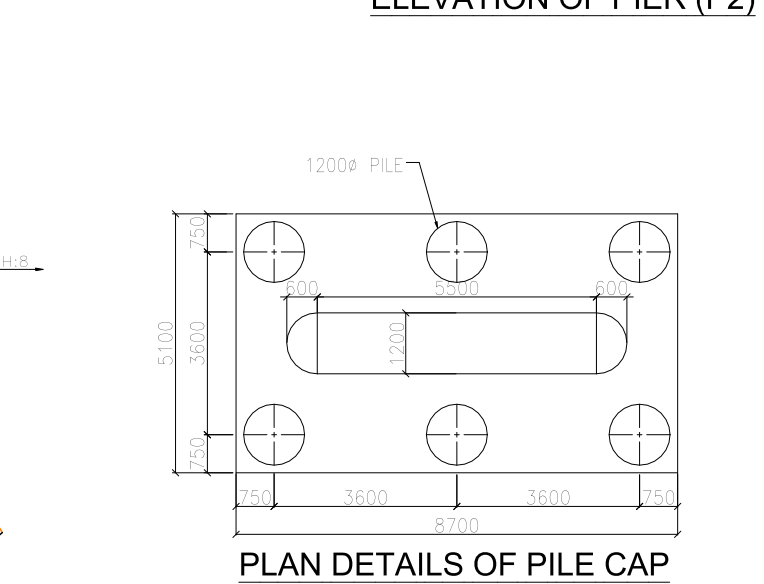
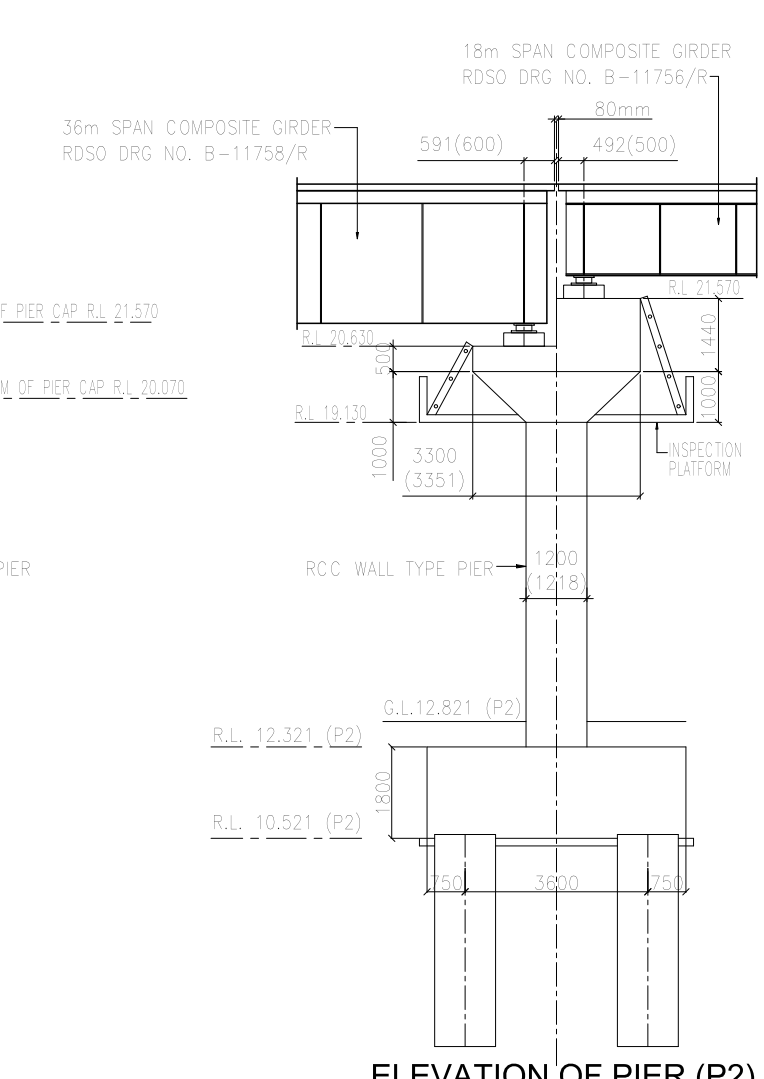
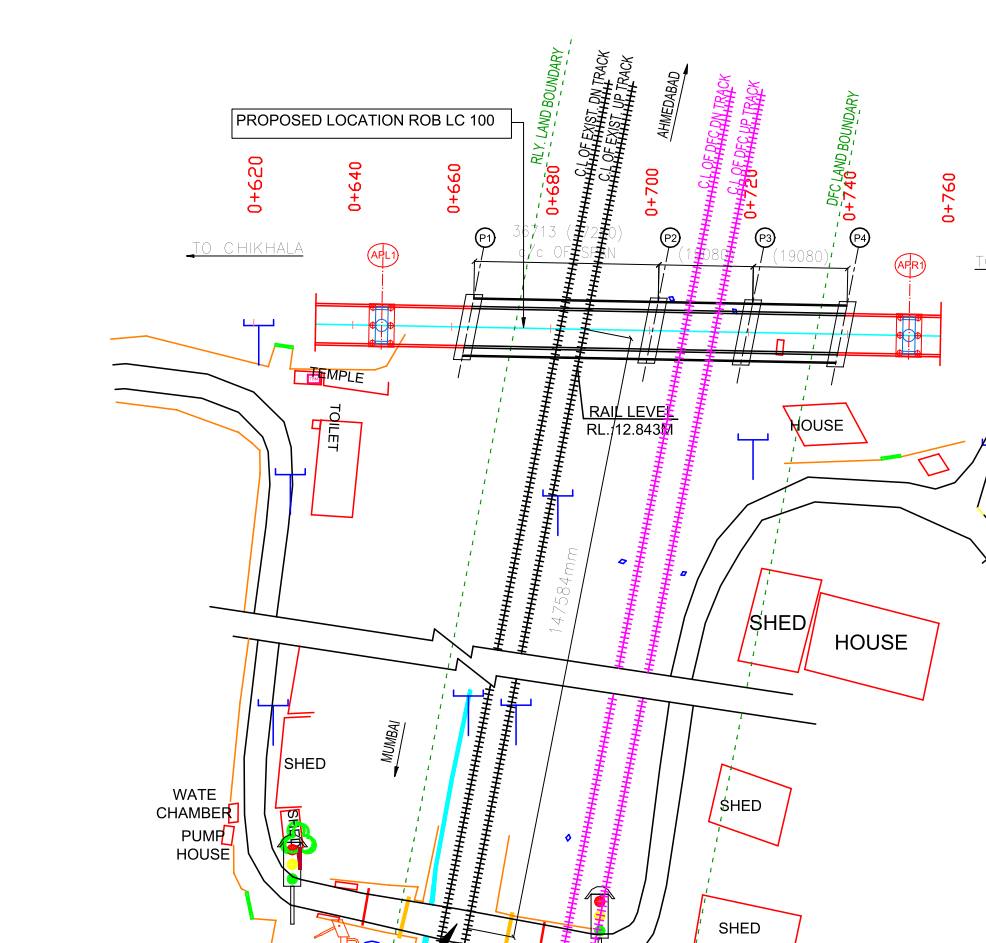
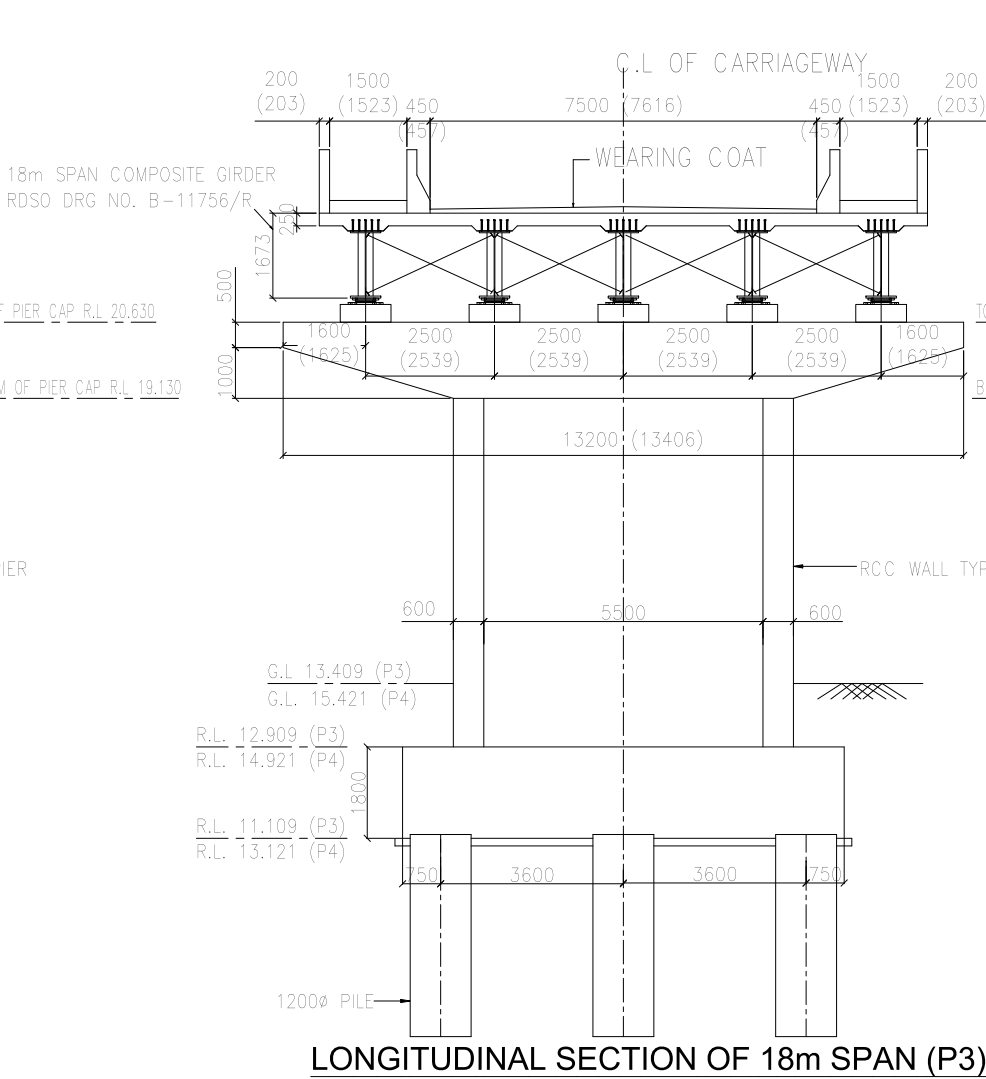
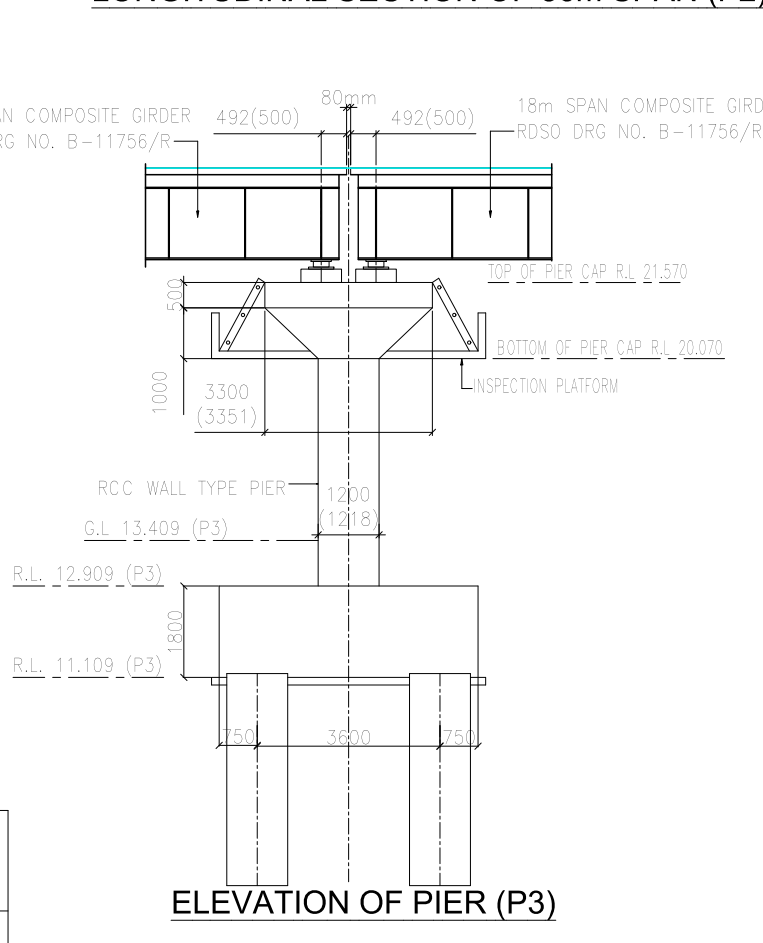
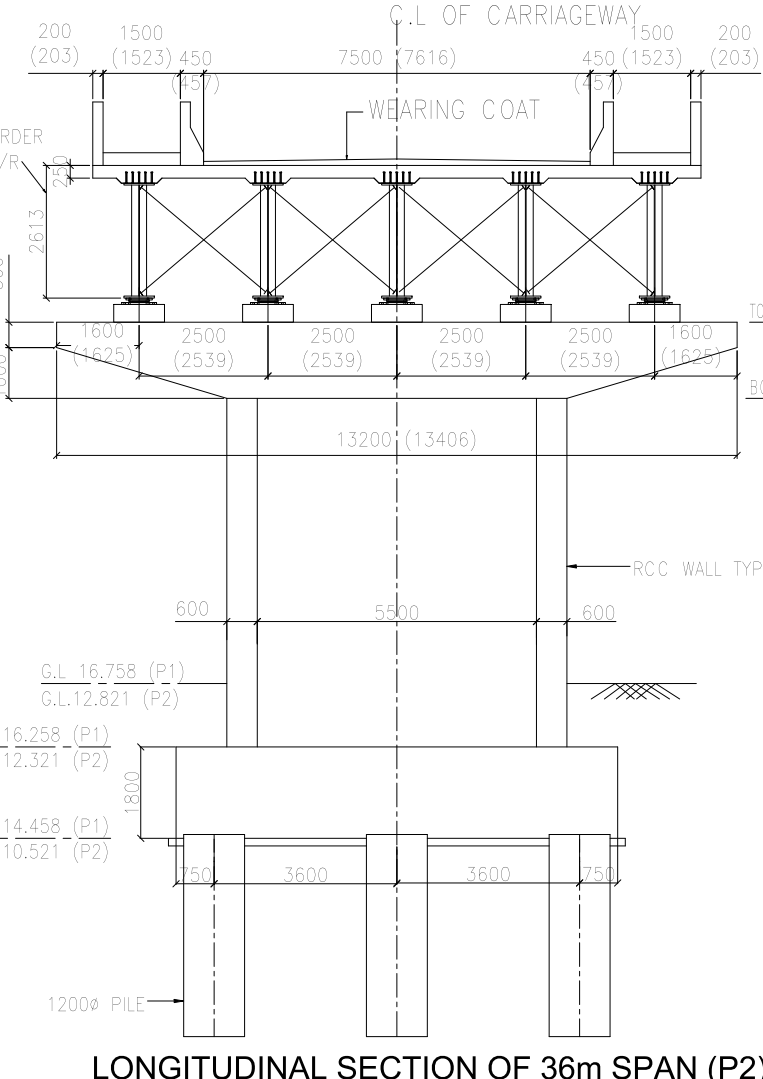


| FINISHED ROAD LEVEL (mt.) | 15.322 | 23.765 | 23.823 | 23.823 | 23.823 | 23.823 | 23.823 | 23.761 |
|---------------------------|--------|--------|--------|--------|--------|--------|--------|--------|
| GROUND LEVELS (mt.)       | 0+640  | 0+660  | 0+680  | 0+700  | 0+720  | 0+740  | 0+760  |        |
| CHAINAGE (mt.)            |        |        |        |        |        |        |        |        |



| RECAPITULATION OF LENGTH OF PROPOSED BRIDGE |        |        |        |              |
|---|--------|--------|--------|--------------|
|   | SPAN-1 | SPAN-2 | SPAN-3 | TOTAL LENGTH |
| SKUEW ANGLE                                 | 10°    | 10°    | 10°    | -            |
| SQUARE LENGTH (mm)                          | 36713  | 18790  | 18790  | 74293        |
| SKUEW LENGTH (mm)                           | 37280  | 19080  | 19080  | 75440        |



**ROAD AUTHORITY**  
(JATIN K. PATEL)  
DEPUTY EXECUTIVE ENGINEER  
VALSAD

ADEN (DPC) BCT  
RAMESHWAR SEHGAL  
(M.M. CHAUDHARI)  
EXECUTIVE ENGINEER  
VALSAD

- NOTES :-**
- ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS IN METER UNLESS WRITTEN OTHERWISE.
  - NO DIMENSIONS SHALL BE SCALED FROM THIS DRAWINGS. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
  - PROPOSED WORK SHOWN IN BLACK ASSETS BEING DISMANTLED SHOWN IN GREEN AND FUTURE WORK/TRACKS SHOWN IN PINK.
  - ACTUAL LOCATION OF ROB SHALL BE DECIDED BY RAILWAY ENGINEER-IN-CHARGE IN CONSULTATION WITH ROAD AUTHORITIES AT THE TIME OF ITS CONSTRUCTION.
  - ACTUAL DEPTH OF FOUNDATION SHALL BE DECIDED BY ENGINEER-IN-CHARGE TO SUIT THE SOIL STRATA MET WITH AT THE SITE.
  - 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 DFOFEEDER DOUBLE STACK CONTAINER ROUTE.
  - GUARD RAIL SHALL BE PROVIDED AS PER STANDARD DRAWING.
  - SHAPES & SIZE OF GIRDERS, POT PILE BEARING, BEARING PEDESTALS, SHOWN IN DRAWING ARE TENTATIVE AND ARE SUBJECT TO CHANGES IN FINAL DESIGN AND DRAWING.
  - SHAPES AND DIMENSIONS OF ABUTMENT, PIERS, PIER CAP, PIER SHAFT AND FOOTING ARE TENTATIVE AND ARE SUBJECT TO CHANGES IN FINAL DESIGN AND DRAWING.
  - WEEP HOLES SHALL BE PROVIDED IN ABUTMENT AND RETURN WALLS.
  - ANTI CRASH BARRIER SHALL BE PROVIDED AS PER MOST. STD.
  - 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.
  - A SEPARATE LAUNCHING SCHEME OF SUPER STRUCTURE HAS TO BE SUBMITTED WHICH WILL BE APPROVED BY CBE BEFORE COMMENCEMENT OF LAUNCHING.
  - EXCAVATION OF ROB WORK SHALL BE DONE ONLY IN PRESENCE OF AUTHORIZED RAILWAY REPRESENTATIVE TO ENSURE 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.
  - ADDITIONAL LOAD TRANSFERRED FROM FUTURE TRACKS SHALL BE CONSIDERED WHILE DESIGNING OPEN FOUNDATION ON EITHER SIDE.
  - 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.
  - 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.
  - DRAWING AND DESIGN OF ROB SHALL BE PROOF CHECKED BY IT/MT OR GOVERNMENT COLLEGE OR REPUTED CONSULTANT AS APPROVED BY DFOC/RAILWAY.
  - LONG DURABILITY AND CORROSION PROTECTION SHOULD BE APPLIED TO THE STEEL STRUCTURE.
  - INSPECTION LADDER AND PLATFORM FOR INSPECTION OF BEARING SHOULD BE PROVIDED AT EVERY PIER.
  - 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.
  - BEFORE OPENING OF ROB (WITHIN RAILWAY PORTION) FOR ROAD TRAFFIC, APPROVAL OF RAILWAY ENGINEER IN CHARGE IS TO BE OBTAINED BY ROAD AUTHORITY.
  - GRADE OF CONCRETE
    - RCC PIER M-35
    - RCC ANTICRASH BARRIER M-40
    - RCC DECK SLAB M-40
    - PILE PILE CAP M-35
    - BEARING PEDESTAL M-40
  - STOPPER SHOULD BE PROVIDED AT END ON THE TOP OF PIER/ ABUTMENT CAP TO REDUCE POSSIBILITIES OF TOPPING OF GIRDER DURING LAUNCHING OF GIRDER.
  - CBS SANCTION SHALL BE OBTAINED BEFORE COMMENCEMENT OF WORK.
  - THE BRIDGE SHALL BE DESIGNED FOR 2 LANES OF IRC CLASS 'A' LOADING OR 1 LANE OF CALSS FOR LOADING ALONG WITH FOOTPATH LOADING WITH WORST COMBINATION. FOOTPATH LOADING SHALL BE CONSIDERED AS PER IRC 6.
  - AS PER RAILWAY BOARD LETTER NO. 2007/RE/1615-FTS-774 DATED 12-10-2011, TRACK LEVEL SHOULD BE FROZEN.
  - DIMENSIONS OF ALL STRUCTURAL MEMBERS + PILE PILE CAP, PIER, PIER CAP ETC. SHOWN ARE TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGN & DRAWING. SUBMITTED BY CONSULTANT/PARTY AND APPROVED BY RAILWAY.
  - STRUCTURAL STEEL OF COMPOSITE GIRDERS CONFORM TO IS: 2082-2006 E250 B0, OTHERWISE SPECIFIED IN DESIGN.
  - ROAD TRAFFIC SHALL BE DIVERTED AT SUITABLE LOCATION IN CONSULTATION WITH ROAD AUTHORITY.
  - EXISTING LC WILL BE CLOSED AFTER COMPLETION OF ROB WORK.
  - THE CAP BEARING AS PER RDSO FORMAT (CIRCULATED BY RDSO VIDE LETTER NO.CBS/PBE/Intg. DATED 16.05.2014) SHALL BE ENSURED BY INSPECTING ENGINEER.
  - CONSENT LETTER FROM DISTRICT COLLECTOR - FOR CLOSING LEVEL CROSSING NO. 100 HAS BEEN OBTAINED VIDE LETTER NO. DATED.
  - DURING EXECUTION OF WORK ANY SAT CABLE FOUND THEN SHIFTING OF CABLE WORK TO BE DONE ON PRIORITY.
  - IN CASE OF SAT CABLE CUTTING/DAMAGE PENALTY SHOULD BE IMPOSED AS PER RAILWAY BOUNDARY LETTER NO. 2003/TELE/RL/PT/IX DATED 24-08-2015.
  - PLAN SIGNED BY Sr. DOM WITH CONDITION THAT LC TO BE CLOSED AFTER COMMISSIONING OF ROB.
  - VIDE MINUTES OF MEETING BETWEEN PCE AND MD-DPCL DATE 20/03/2015 ONE LHS SHALL BE PROVIDED BY THE SIDE OF ROB GAD OF THE SAME WILL BE FOLLOW SEPARATELY.
  - S.B.C AT 4.5m DEPTH T/SQ.MT
  - FOR SUPERSTRUCTURE REFER FOLLOWING DRAWING:
    - 36.0 M SPAN COMPOSITE GIRDER - REFER RDSO DRG NO. - 11758/R
    - 18.0 M SPAN COMPOSITE GIRDER - REFER RDSO DRG NO. - 11756/R
  - FOR NON STANDARD PSC/RCC GIRDER REFER SEPARATE DRAWING (TO BE DESIGNED BY DFOC/IL).
  - THE DIVERSION OF TRAFFIC FOR THIS PROPOSED ROB IS NOT REQUIRED AS PROPOSED ROB IS 147.584m AWAY FROM EXISTING LC LOCATION.
  - NUMBER OF PILES AND DEPTH AT PILES SHOWN ARE TENTATIVE FOR DETAILED REFER SEPARATE DRAWING.
  - 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.
  - BEFORE EXECUTION OF WORK CONCERNED SSES/IG AND ADSTW/IIADI TO BE INFORMED WELL IN ADVANCE.
  - 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.

| WESTERN RAILWAY SECTION :            |                                    |   |  |
|--------------------------------------|------------------------------------|---|--|
| DIVISION BCT                         | HEAD QUARTER                       | (D.N.KATE)<br>DY.CPM/ENGG./II<br>NORTH/MUMBAI DPCCL   | (J.V.RATHOD)<br>APM/ENG/II<br>NORTH/MUMBAI DPCCL |
| DRM- BCT<br>(MUKUL JAIN)             | CBE<br>(MANJUL MATHUR)             | <b>PROJECT:</b><br>CONSTRUCTION OF ROB IN LIEU OF LC NO. 100 AT I.R. Km 202/22-24 BETWEEN DUNGRI-VALSAD STATION ON MUMBAI-SURAT SECTION OF BCT DIVISION OF WESTERN RAILWAY.   |  |
| ADRM(INFRA)- BCT<br>(RANHAITYA JHA)  |                                    | ATVU : 33.202 FEB-2018<br>PINK BOOK ITEM NO. 299 OF PB 2019-20  |  |
| SR.DOM- BCT<br>(SUHANI MISHRA)       | CE (RSW) - CCG<br>(J.P.VERMA)      | <b>WESTERN RAILWAY</b><br>OFFICE OF CHIEF BRIDGE ENGINEER<br>2ND FLOOR, GLO BUILDING, CHURCHGATE, MUMBAI  |  |
| SR.DEN (CO.) BCT<br>(D.K. MISHRA)    | DY.CE (D) - CCG<br>(B.K. KUSHWAHA) | <b>CONSIGNEES:</b><br>THE CHIEF PROJECT MANAGER<br>DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.<br>(A GOVERNMENT OF INDIA UNDERTAKING)<br>7TH FLOOR, CENTRAL RAILWAY NEW ADMIN BUILDING, DN ROAD<br>MUMBAI - 400001 |  |
| SR.DEN (N) BCT<br>(TUSHAR MISHRA)    | DY.CE (ROB)<br>(Z.A. WAHID)        | <b>TITLE:</b><br><b>GENERAL ARRANGEMENT DRAWING<br/>(RAILWAY PORTION)</b>   |  |
| DEN (DPC) BCT<br>(CHAKRAPANI PANDEY) | AEN(D) II<br>(M.D.DIXIT)           |   |  |
| DRM (B)                              | PCE                                | DRG. NO.<br>ROB/CPM/N/MUM/LC NO. 100  | REV.<br>R0                                       |
|                                      |                                    |   | DATE<br>08-04-2019                               |