



1. ALL DIMENSIONS SHALL BE IN MILLIMETERS AND LEVELINGS IN METER UNLESS WRITTEN OTHERWISE.

2. NO DIMENSIONS SHALL BE SCALED FROM THIS DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.

3. PROPOSED TRACKS SHOWN IN WHITE/STARS ARE DISCONTINUED SHOWN IN GREEN AND FUTURE WORK/ROADS SHOWN IN RED.

4. ACTUAL LOCATION OF ROAD SHALL BE DECIDED BY ENGINEER-IN-CHARGE IN CONSULTATION WITH TRACKS DIVISION.

5. ACTUAL DEPTH OF FOUNDATION SHALL BE DECIDED BY ENGINEER-IN-CHARGE TO SUIT THE SOIL. STRATA MET WITH MINIMUM VERTICAL CLEARANCE FROM HIGHEST LAIR LEVEL, TO BOTTOM OF GROUND SHALL NOT BE LESS THAN 1.00 METER AND IN CASE OF SOFT SOILS, APPROPRIATELY DEEPER STOCK CANTONMENT ROUTE.

6. GUARD RAIL SHALL BE PROVIDED AS PER STANDARD DRAWING.

7. SHAPES & SIZE OF GROUND, POT-HOLE, BASKING, BEARING PEDESTALS, SHOWN IN DRAWING ARE TENTATIVE AND SUBJECT TO CHANGE IN FINAL DESIGN AND DRAWING.

8. SHAPES AND DIMENSIONS OF ABUTMENT, PIER, PERI, PERI SHEET AND FOOTING ARE TENTATIVE AND ARE SUBJECT TO CHANGE IN FINAL DESIGN AND DRAWING.

9. WHERE HOLES SHALL BE PROVIDED IN ADJUTMENT AND RETURN WALLS.

10. ANTI-CRACK BARRIER SHALL BE PROVIDED AS PER M-20.

11. ALL CONTROLLED JOINTS SHALL BE PROVIDED. GRADE OF CONCRETE FOR MASS CONCRETE AND FOR RCC WORK SHALL NOT BE LESSER THAN M-20 AND M-25 RESPECTIVELY.

12. ALL UNDESIGNED SLOPES SHALL BE PROVIDED TO AVOID SLOPE FAILURE OF SOIL.

13. BEFORE COMMENCEMENT OF LAUNCHING.

14. BEFORE WORK BEGINS IN ANY 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, THE EXISTING TRACK SHALL BE PROTECTED BY SHIELDING OR BY OTHER MEANS TO AVOID COLLISION OF TRAINS.

15. ADDITIONAL LOAD TRANSFERRED FROM FUTURE TRACKS SHALL BE CONSIDERED WHILE DESIGNING OPEN FOUNDATION.

16. IN ORDER TO OFFER ADEQUATE RESISTANCE AGAINST CORROSION, THE REINFORCEMENT BARS SHALL BE PROVIDED WITH STEEL PROTECTIVE COATING OR COATED WITH AN ANTI CORROSION COATING AS PER PARA 7.15 OF CONSTRUCTION SPECIFICATION FOR RAILWAY WORKS.

17. OFFICE FOR THE RAILWAY ENGINEERS AT BIRSAK DEE CRK BY AIR ON LOCATION DECIDED BY THE RAILWAY SHALL BE THE OFFICE OF SUPERVISION DURING THE PERIOD OF CONSTRUCTION OF THE PROJECT.

18. THE DESIGN AND DESIGN OF ROAD SHALL BE CHECKED BY RNT/IN OR GOVERNMENT COLLEGE OR REPUTED CONSULTANT AS APPROVED BY DCC/RAILWAY.

19. LONG DURABILITY AGAINST CORROSION PROTECTION SHOULD BE APPLIED TO THE STEEL STRUCTURE.

20. BEFORE ORDER AND PLAN FOR CONSTRUCTION OF BEARING SHALL BE PROVIDED IN EVERY PERI.

21. ALL TECHNICAL RECORD & CURB STRUCTURE, PRESSURING DETAILS ETC. SHALL BE HANDLED OVER TO RAILWAY FOR RECORD.

22. BEFORE OPENING OF ROAD FOR COMPLETION DRAWING AND COMPLETE COST OF ROBI IN HARD COPY AND SOFT COPY SHALL BE SUBMITTED TO THE RAILWAY FOR RECORD.

23. BEFORE OPENING OF ROAD WITH RAILWAY AUTHORITY FOR ROAD TRAFFIC, APPROVAL OF RAILWAY ENGINEER IN CHARGE IS TO BE OBTAINED BY RAILWAY POSITION.

24. GRADE OF CONCRETE

- \* RCC PERI M-20
- \* RCC ANTI-CRACK BARRIER M-20
- \* RCC DECK SLAB M-20
- \* FILLABLE PILE M-25
- \* BEARING PEDESTAL M-20
- \* RCC ABUTMENT M-25

25. ROAD SHALL BE PROVIDED IN THE TOP OF THE PERI / ABUTMENT CAP TO REDUCE POSSIBILITIES OF TOPPING OF GROUND DURING CONSTRUCTION OF GROUND.

26. DRAINAGE SHALL BE PROVIDED IN THE GROUND.

27. THE BRIDGE SHALL BE DESIGNED FOR 3 LANE OF RC CLASS 'X' LOADING OR 1 LANE OF CLASS 'A' LOADING ALONG WITH FOOTPATH LOADING PROVIDED ON THE CANTONMENT. FOOTPATH LOADING SHALL BE CONSIDERED AS PER STANDARD DRAWING.

28. AS PER RAILWAY BOARD LETTER NO. 2007/RTB/ENR/RTB-74, DATED 12-10-2011, TRACK LEVEL SHOULD BE FROZEN. IN CASE OF ALL STRUCTURES, THE TRACKS SHALL BE PROVIDED AT A MINIMUM OF 15.00 CM.

29. THE TRACKS SHALL BE PROVIDED IN SUCH A MANNER THAT THE TRACKS SHALL BE CONSIDERED AS TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGNING DRAWING. SUBMITTED BY CONSULTANT/PARTY AND APPROVED BY RAILWAY.

30. ALL STRUCTURES OF COMPOSITE GROUPS CONFORM TO IS : 2089-2000, EN200, 8250, 801, OTHERWISE SPECIFIED IN DESIGN.

31. ALL STRUCTURES SHALL BE DIVERTED AT SUITABLE LOCATION IN CONSULTATION WITH TRACKS DIVISION.

32. EXISTING CABLE SHALL BE CLOSED AFTER COMPLETION OF ROAD WORK.

33. AS PER BOARD AIR LETTER NO. 2007/RTB/ENR/RTB-74, DATED 12-10-2011, TRACKS SHALL BE FROZEN. IN CASE OF ALL STRUCTURES, THE TRACKS SHALL BE PROVIDED AT A MINIMUM OF 15.00 CM.

34. DURING ERECTION OF ROAD WORK, AN S&T GATE FOLDING THEIR SHUTTING OF CABLE WORK TO BE DONE ON PROPERTY.

35. IN CASE OF CABLE MUTATION, THE S&T GATE FOLDING THEIR SHUTTING OF CABLE WORK TO BE DONE ON PROPERTY.

36. AS PER BOARD AIR LETTER NO. 2007/RTB/ENR/RTB-74, DATED 12-10-2011, TRACKS SHALL BE FROZEN. IN CASE OF ALL STRUCTURES, THE TRACKS SHALL BE PROVIDED AT A MINIMUM OF 15.00 CM.

37. PLAN SHOWN BY 'S' WITH CONDITION 'THAT LET TO BE CLOSED AFTER COMPLETION OF ROAD WORK.

38. IN CASE OF CABLE MUTATION, THE S&T GATE FOLDING THEIR SHUTTING OF CABLE WORK TO BE DONE ON PROPERTY.

39. IN CASE OF ROAD OF THE SAME WILL BE FOLLOWED RESPECTIVELY.

40. S&T AT A MIN. 100 CM TO BE PROVIDED.

41. FOR SUPERSTRUCTURE REFER FOLLOWING DRAWING.

- 30.0 M SPAN COMPOSITE GROUND - REFER RORO DRW NO - 11789R
- 30.0 M SPAN COMPOSITE GROUND - REFER RORO DRW NO - 11789R
- 10.0 M SPAN COMPOSITE GROUND - REFER RORO DRW NO - 11789R

42. TRACKING OF LOADING 7.00 CM.

43. FOR NON STANDARD PROSCOR GROUND REFER SEPARATE DRAWING TO BE DESIGNED BY DCC/RAILWAY.

44. THE TRACKS SHALL BE PROVIDED IN SUCH A MANNER THAT THE TRACKS SHALL BE CONSIDERED AS TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGNING DRAWING. SUBMITTED BY CONSULTANT/PARTY AND APPROVED BY RAILWAY.

45. THE CENTRE PIER SHALL ALSO BE DESIGNED TO CATEREN LOAD OF 200 KPA AND NOTAL PRESSURE ARISING DUE TO DRAWING LOADINGS OF G&T, AS APPROX-HIGH OF DFC TRACK IS ATTRACTIVE FOR THE TRACK.

46. IN CASE OF ROAD IS PLANNED TO BE PROVIDED IN SUCH A MANNER THAT THE TRACKS SHALL BE CONSIDERED AS TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGNING DRAWING. SUBMITTED BY CONSULTANT/PARTY AND APPROVED BY RAILWAY.

47. IN CASE OF LOCAL ROAD NOT GOING TO AFFECT MOVEMENT OF RAILWAY PASSENGERS TRAFFIC TOWARDS STATION.

48. IN CASE OF TRAFFIC FOR THIS PROPOSED ROAD IS NOT REQUIRED TO BE PROVIDED IN SUCH A MANNER THAT THE TRACKS SHALL BE CONSIDERED AS TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGNING DRAWING. SUBMITTED BY CONSULTANT/PARTY AND APPROVED BY RAILWAY.

49. THIS DRAWING IS BASED ON DISCREPANCY APPROVAL NO. DDM (33000071.0).

RECAPITULATION OF LENGTH FOR PROPOSED BRIDGE					
	SPAN-1	SPAN-2	SPAN-3	SPAN-4	TOTAL LENGTH
<b>SKEW ANGLE</b>	20.0°	20.0°	20.0°	20.0°	-
<b>SQUARE LENGTH (mm)</b>	28394	35032	35033	17929	117388
<b>SKEW LENGTH (mm)</b>	31280	37280	37280	19080	124920

  

LEVEL DETAILS	
AS PER TRACK ALIGNMENT & PROFILE SHEET NO. 3_<u>AL</u>_MHS_0000 AT DFCU CHANGE-6520	LEVEL
EXISTING IR FORMATION LEVEL	166.512
PROPOSED DFCU FORMATION LEVEL	166.845
IR TOP OF TRACK LEVEL	167.257
DFCU TOP OF TRACK LEVEL	167.605
AS PER SURVEY<u>_IR</u> LEVEL	166.00
AS PER SURVEY<u>_DFCU</u> LEVEL	166.368

WESTERN RAILWAY	
AHMEDABAD DIVISION	ADI-PNU SECTION
CONSIDERED & DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD. AHMEDABAD-380005, (GJABART)	
<b>PROJECT:-</b> CONSTRUCTION OF RBD IN LIEU OF LC <b>NO.204</b> OF AHMEDABAD-PALANPUR BETWEEN BHANDULI AND PALANPUR BLOCK SECTION BHANDULI MTDADU TO UNJHA (DFCC CH-KAN 65270) (R/K 70077-4) NAME OF ROAD - UNJHA-UNJHA CHOPUR RAILWAY SPAN - 1x20m+2x26m+1x18 SPAN COMPOSITE GIRDER	
SCALE - AS SHOWN	PINK BOOK ITEM NO-208 (2019-2022) T/NV NO-76322
(SARVAY GUPTA) ADGM - DFCCIL	D.C./KHA DRM-ADI (MANUL MATHUR) REC CCG
(S.L. KHAR) DT. CFM - DFCCIL	(ASHISH TIWARI) SRJSTE-ADI (J.P. VERMA) CERNVA-CCG
(SATISH KUMAR MALIK) DT. CFM-DFCCIL	(MAHAKHAR ROAT) SRJSDM-ADI (B.L. KUMAR CHAWLA) DT/CFM/CCG
PRADEEP KUMAR DT. CFM/SST	(ANIL KUMAR SINGH) DSDNDE-ADI (M. D. DIXIT) ADN/D-4I
S. NAG DT. CFM/LEC REVISIONS	(SARVAY GUPTA) SRJSTE-ADI (VISHAL MANDOLI) SST/DT/70
<b>GENERAL DRAWING FOR RAILWAY SPAN</b>	
DRAWING NO. DFCCIL/ADI/ROB/CL-20A/GAD	