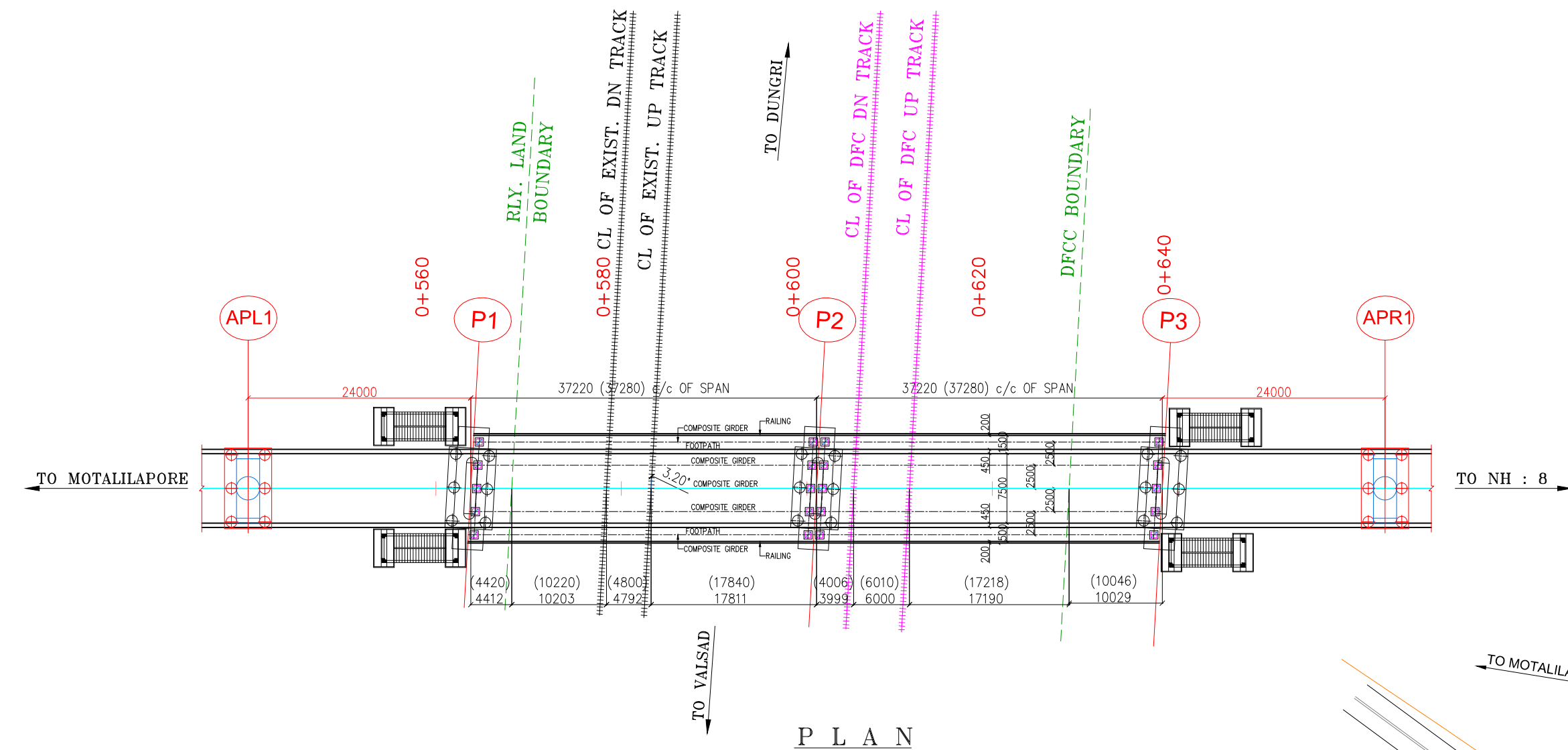
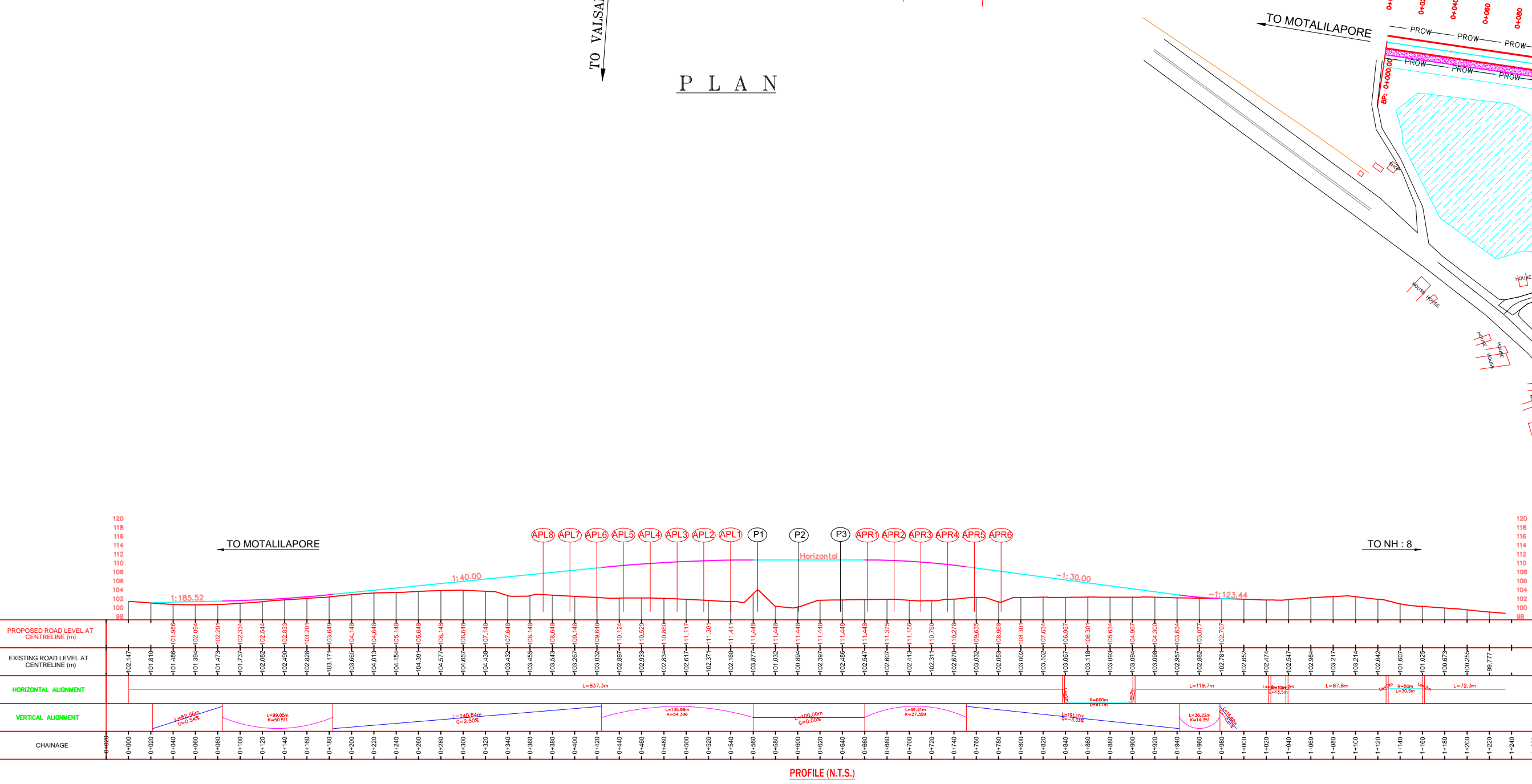


FINISHED ROAD LEVEL (mt.)	0+540	0+560	0+580	0+600	0+620	0+640	0+660
GROUND LEVELS (mt.)	101.915	103.541	101.206	100.785	101.973	102.459	102.832
CHAINAGE (mt.)	111.425	111.448	111.448	111.448	111.448	111.448	111.448

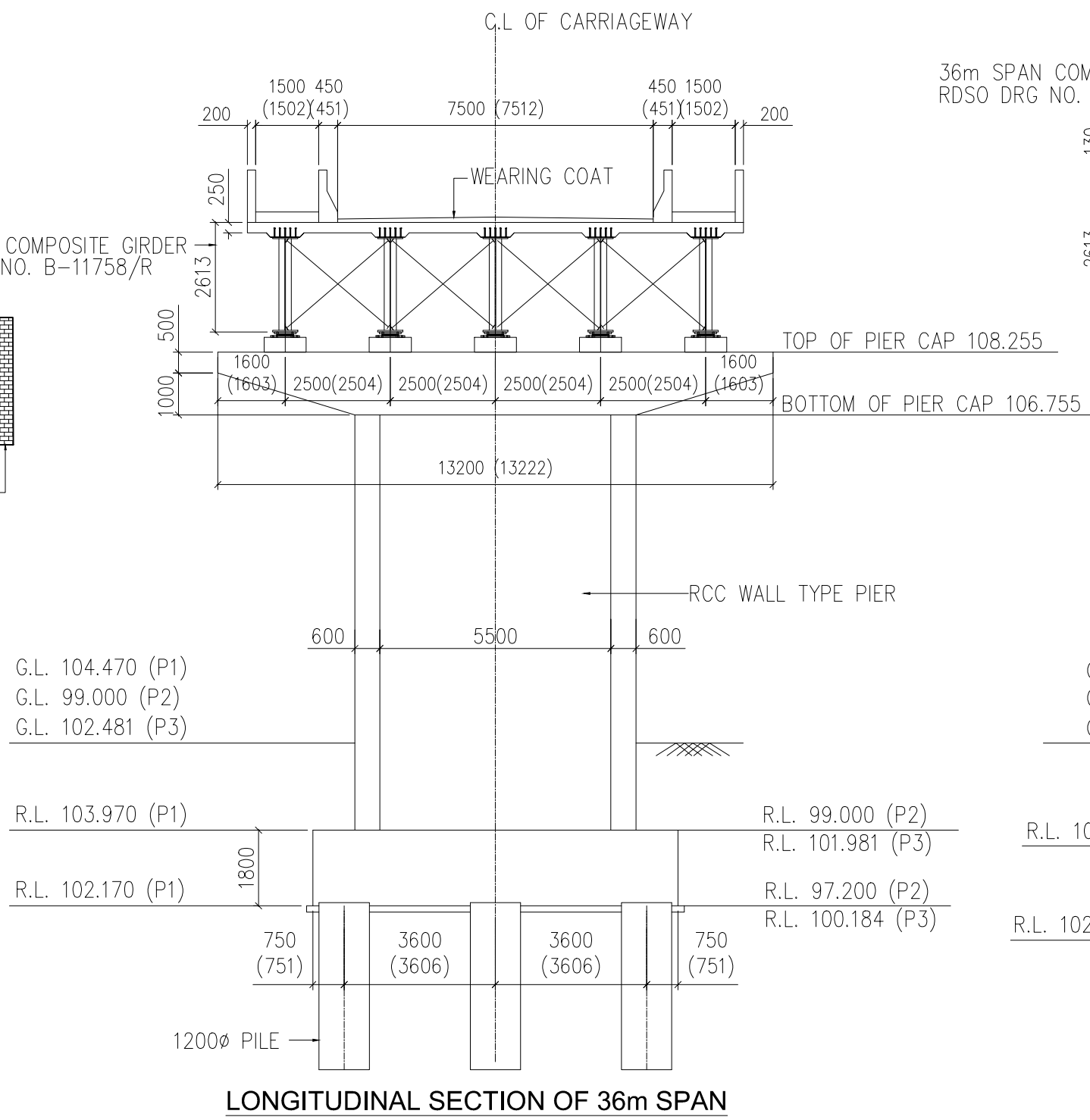
ELEVATION
(SKEW DIMENSIONS ARE SHOWN IN BRACKET)



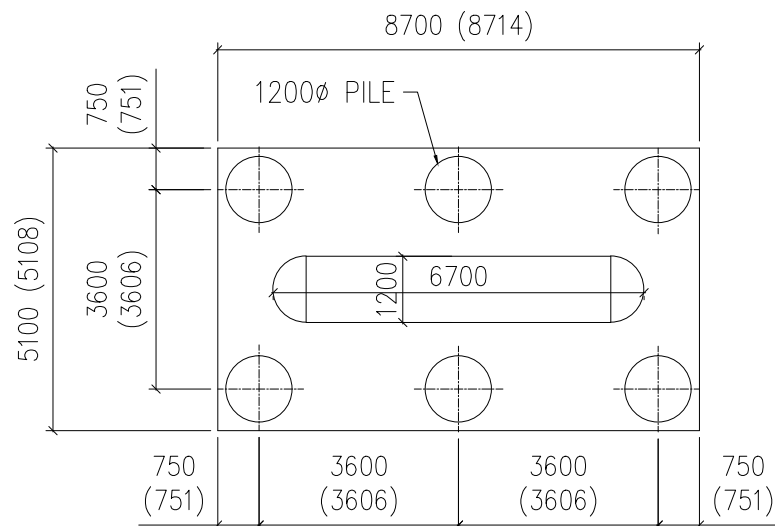
P L A N



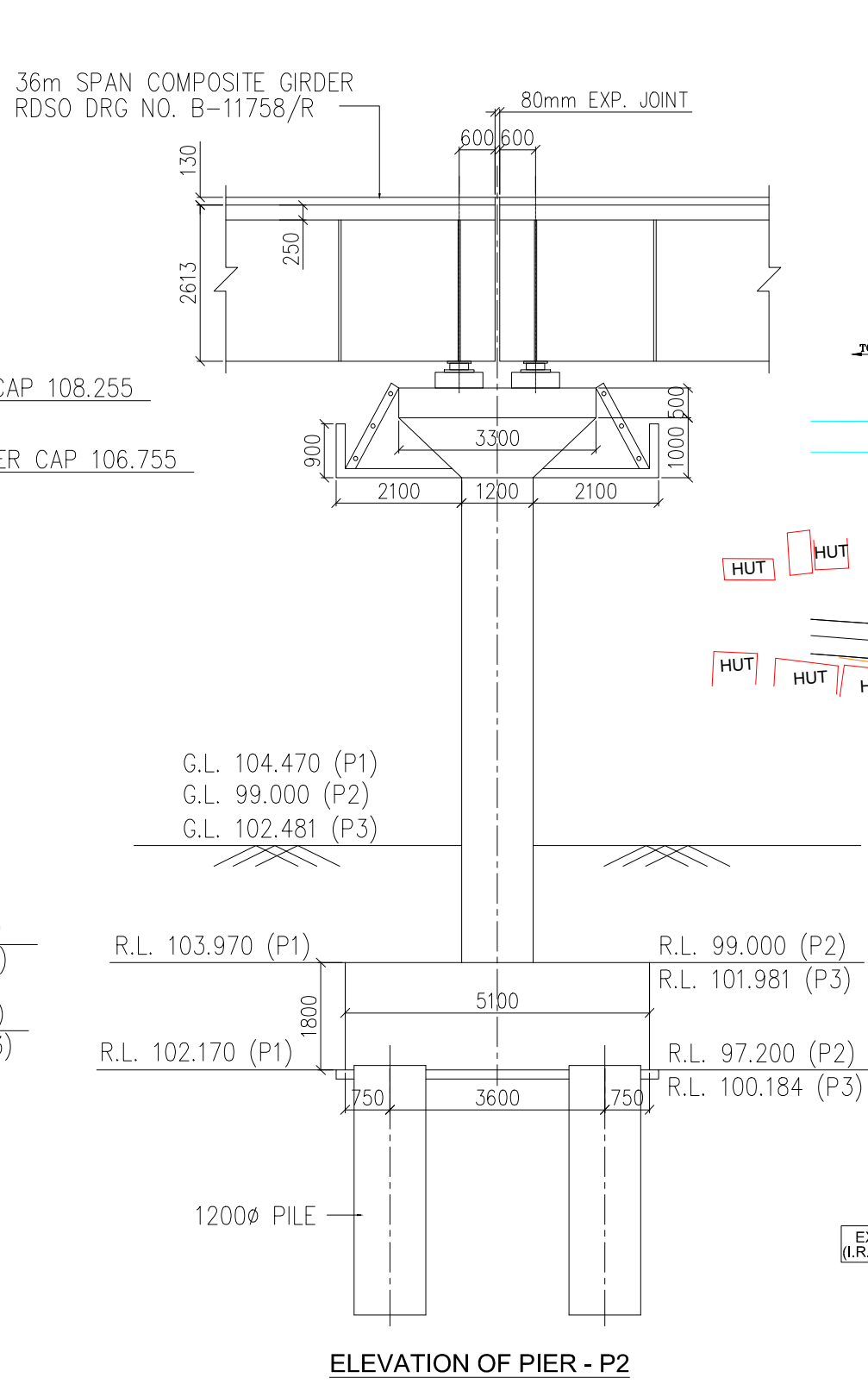
PROFILE (N.T.S.)



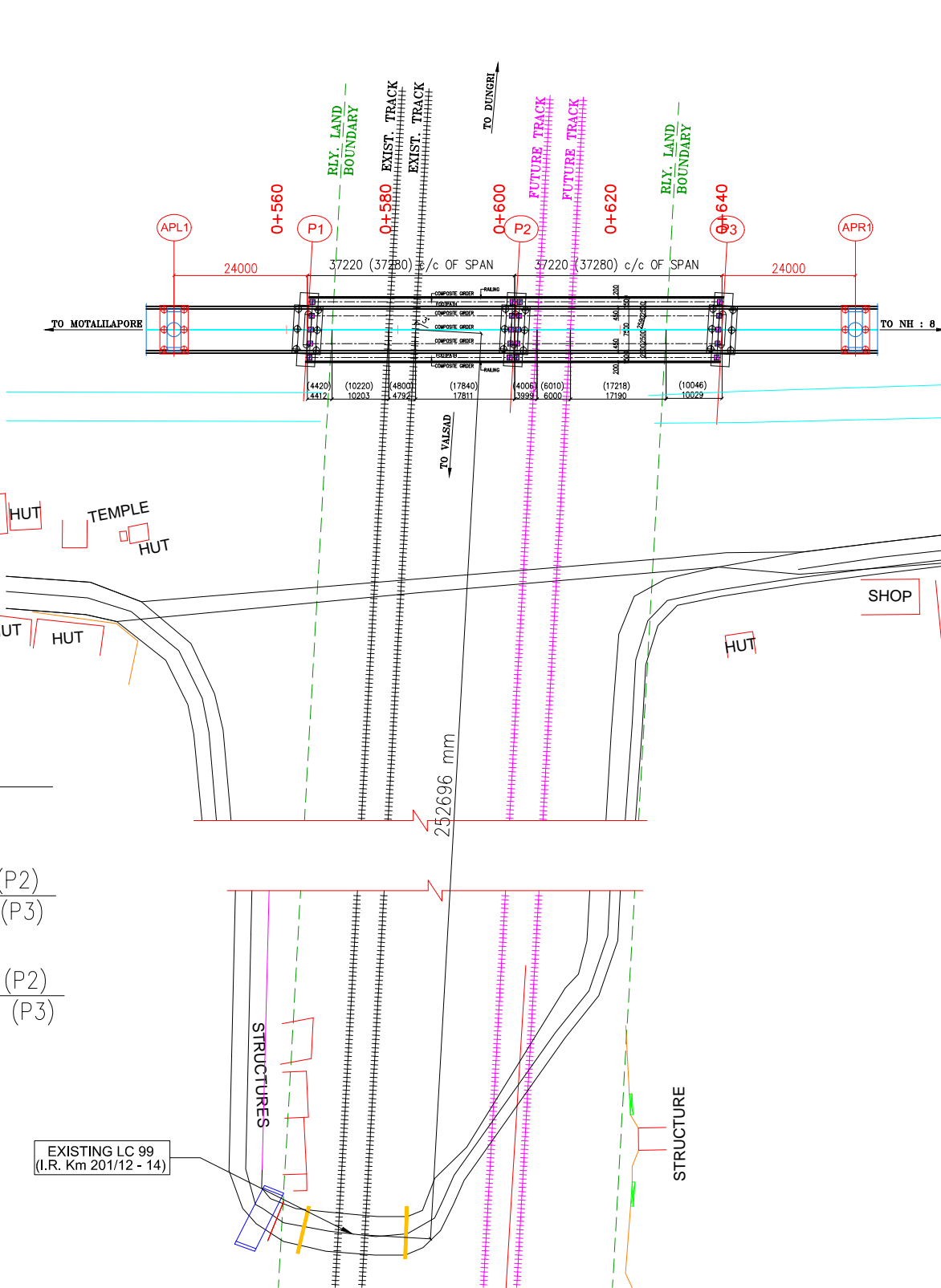
LONGITUDINAL SECTION OF 36m SPAN



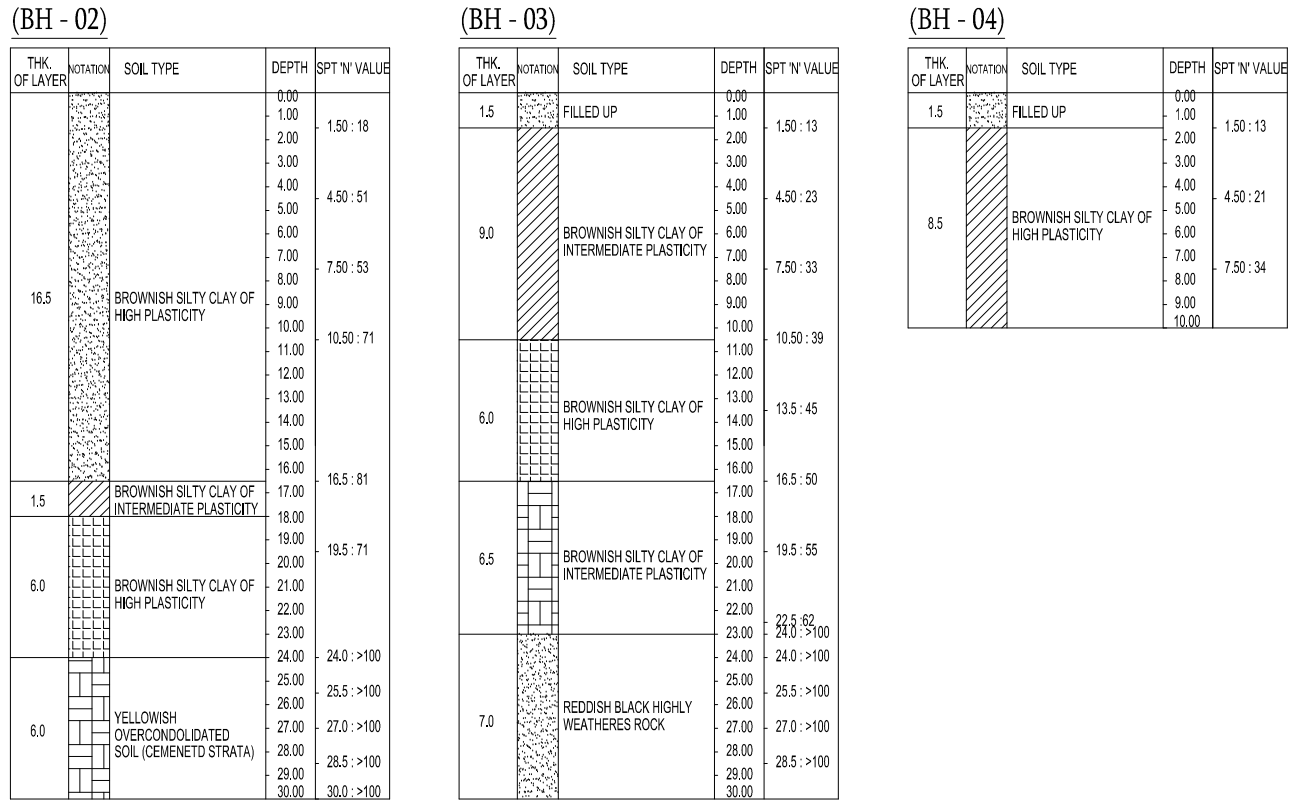
PLAN DETAILS OF PILE CAP



ELEVATION OF PIER - P2



KEY PLAN (N.T.S.)



SITE PLAN (N.T.S.)

ROAD AUTHORITY

(JATIN K. PATEL) DEPUTY EXECUTIVE ENGINEER VALSAD	(M.M. CHAUDHARI) EXECUTIVE ENGINEER VALSAD
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DRM (B)

PCE

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 MAGENTA.
- 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 6.050m A.C. TRACTION AREA AND 8.450m IN CASE OF D/F OF DOUBLE STACK CONTAINER ROUTE.
- GUARD RAIL SHALL BE PROVIDED AS PER STANDARD DRAWING.
- SHAPES & SIZE OF GIRDERS, POT-PIE BEARING, BEARING PEDESTALS, SHOWN IN DRAWING ARE TENTATIVE AND ARE SUBJECTED TO CHANGES IN FINAL DESIGN AND DRAWING.
- SHAPES AND DIMENSIONS OF ABUTMENT PIERS, PIER CAP, PIER SHAFT AND FOOTING ARE TENTATIVE AND ARE SUBJECTED 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 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.
- 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 SITE 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 ITI/NIIT OR GOVERNMENT COLLEGE OR REPUTED CONSULTANT AS APPROVED BY DFCCL/RAILWAY.
- LONG DURABILITY ANTI CORROSIVE PROTECTION SHOULD BE APPLIED TO THE STEEL STRUCTURE.
- INSPECTION LADDER AND PLATFORM FOR INSPECTION OF BEARING SHOULD BE PROVIDED AT EVERY PIER.
- ALL TECHNICAL RECORD I.e CUBE STRENGTH, PRESTRESSING DETAILS ETC. SHALL BE HANDED OVER TO RAILWAY ENGINEER INCHARGE.
- 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.
- 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 ANTI CRASH BARRIER M-40
 - RCC DECK SLAB M-40
 - PILE/PIE 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.
- CRS 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 70R 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, I.e 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: 2062-2006 E260 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 QAP BEARING AS PER RDSO FORMAT (CIRCULATED BY RDSO VIDE LETTER NO.CBS/PBE/jmpg. DATED 16.05.2014) SHALL BE ENSURED BY INSPECTING ENGINEER.
- CONSENT LETTER FROM DISTRICT COLLECTOR - FOR CLOSING LEVEL CROSSING NO. 99 HAS BEEN OBTAINED VIDE LETTER NO. DATED
- DURING EXECUTION OF WORK ANY S&T CABLE FOUND THEN SHIFTING OF CABLE WORK TO BE DONE ON PRIORITY.
- 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.
- PLAN SIGNED BY Sr. DOM WITH CONDITION THAT LC TO BE CLOSED AFTER COMMISSIONING OF ROB.
- VIDE MINUTES OF MEETING BETWEEN PCE AND MD-DFCCCL 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 18T/SQ.MT
- FOR SUPERSTRUCTURE REFER FOLLOWING DRAWING:-
- 36M SPAN COMPOSITE GIRDER - REFER RDSO DRW NO - 11758/R
- FOR NON STANDARD PS/RCC GIRDER REFER SEPERATE DRAWING (TO BE DESIGNED BY DFCCL).
- THE DIVERSION OF TRAFFIC FOR THIS PROPOSED ROB IS NOT REQUIRED AS PROPOSED ROB IS 252.696m AWAY FROM EXISTING LC LOCATION
- NUMBER OF PILES AND DEPTH AT PILES SHOWN ARE TENTATIVE FOR DETAILED REFER SEPERATE 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 SSE/SIG AND ADST/WH/MDI TO BE INFORMED WELL IN ADVANCE.
- VIDE POWER MINUTES DATED 20.03.2015 SL-11 ONE RUB WILL BE PROVIDED BY THE SIDE OF ROB OF SIZE 1x3.50x4.60 GAD OF RUB WILL FOLLOW SEPARATELY.

RECAPITULATION OF LENGTH OF PROPOSED BRIDGE			
	SPAN-1	SPAN-2	TOTAL LENGTH
SKREW ANGLE	3.20°	3.20°	-
SQUARE LENGTH (mm)	37220	37220	74440
SKREW LENGTH (mm)	37280	37280	74560

(SHYAM SINGH) CHIEF PROJECT MANAGER, NORTH/MUMBAI DFCCL			
(D.N.KATE) DY.CPM/ENGG./I NORTH/MUMBAI DFCCL		(J.V.RATHOD) APM/ENGG/II NORTH/MUMBAI DFCCL	
PROJECT: CONSTRUCTION OF ROB IN LIEU OF LC NO. 99 AT I.R. Km 201/12 - 14 BETWEEN DUNGRI-VALSAD STATION ON MUMBAI-SURAT SECTION OF BCT DIVISION OF WESTERN RAILWAY.			
ATVU - 113850 PINK BOOK ITEM NO.			
WESTERN RAILWAY OFFICE OF CHIEF BRIDGE ENGINEER 2ND FLOOR, GLO BUILDING, CHURCHGATE, MUMBAI			
CONSIGNEES: THE CHIEF PROJECT MANAGER DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD. (A GOVERNMENT OF INDIA UNDERTAKING) 7TH FLOOR, CENTRAL RAILWAY NEW ADMIN BUILDING, DN.RO. MUMBAI - 400001			
TITLE: GENERAL ARRANGEMENT DRAWING (RAILWAY PORTION)			
DRG. NO. ROB/CPM/N/MUM/LC NO. 99	REV.	DATE	
	R0	04-07-2019	