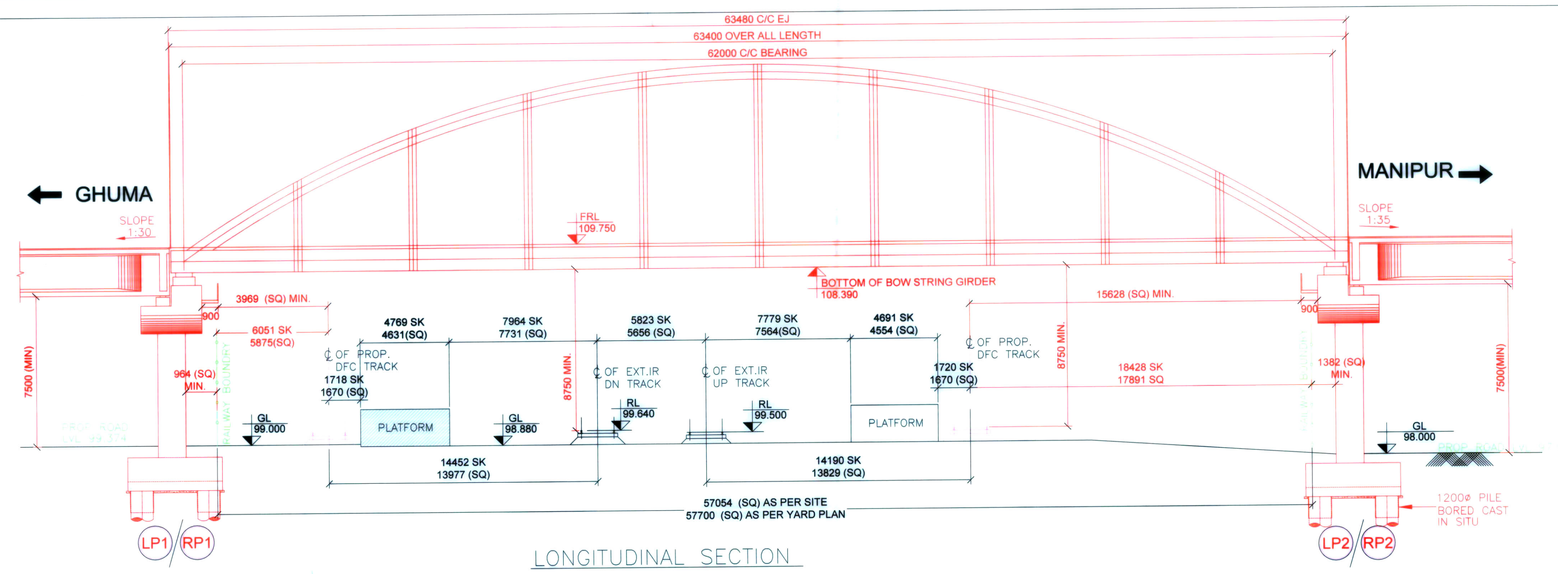
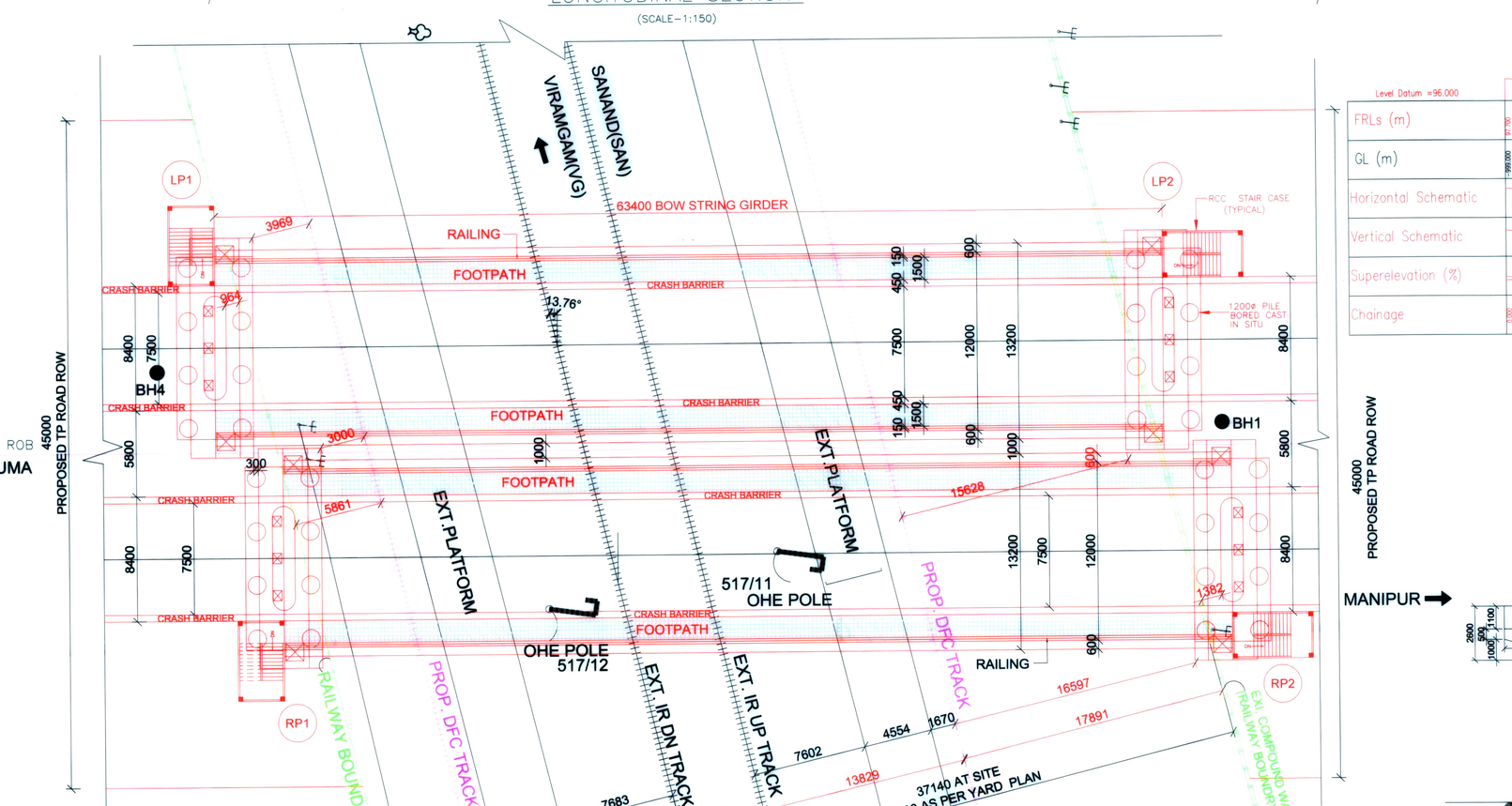
PINK BOOK NO: 276 OF 2020/21 | **COST SHARING BASIS**



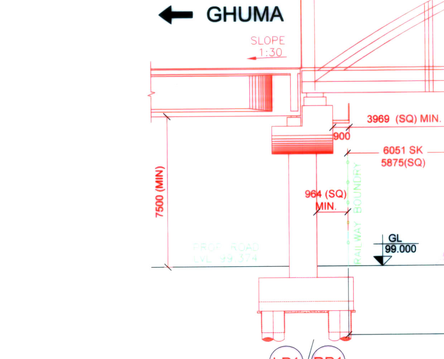
LONGITUDINAL SECTION

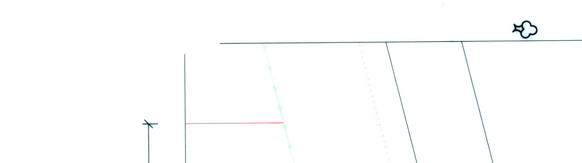
(SCALE-1:150)

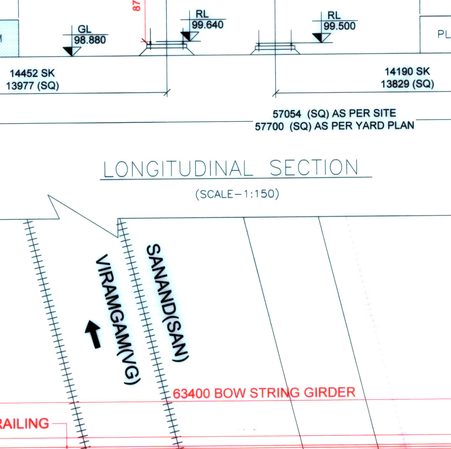


PLAN

(SCALE-1:175)

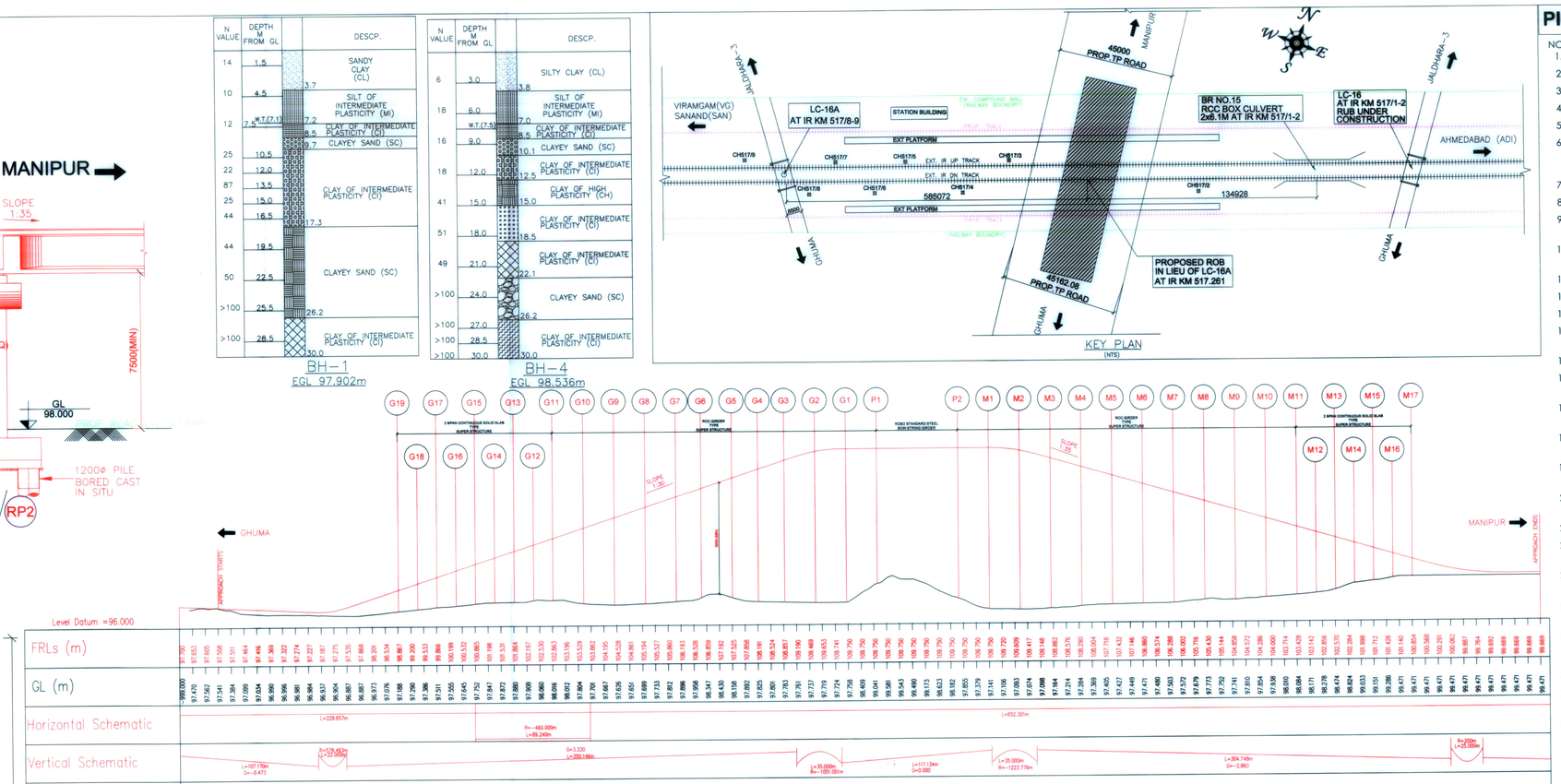


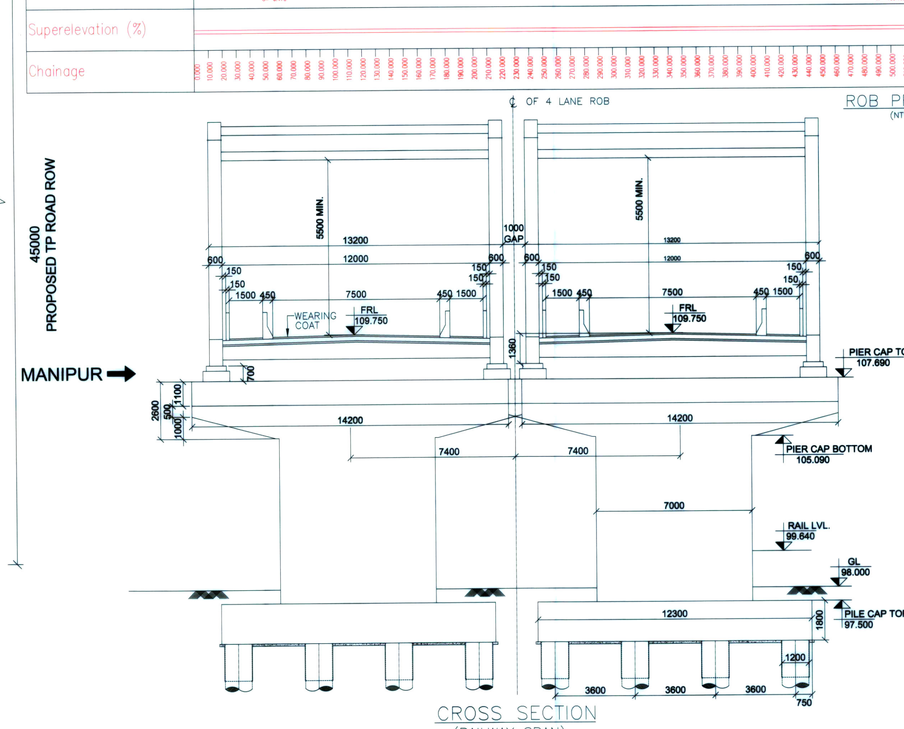




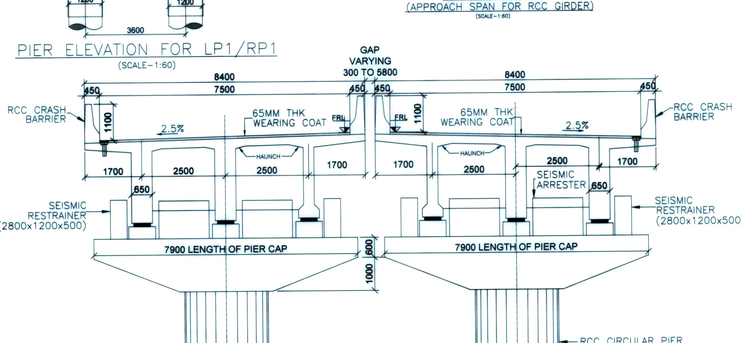
ELEVATION FOR PIER
(APPROACH SPAN FOR SOLID SLAB)
(SCALE-1:60)

CROSS SECTION
(APPROACH SPAN FOR SOLID SLAB)
(SCALE-1:60)



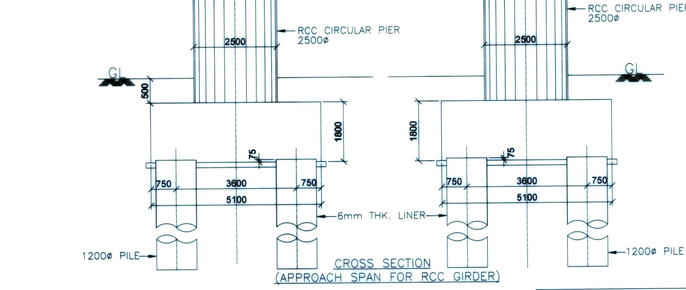


CROSS SECTION
(RAILWAY SPAN)
(SCALE-1:100)

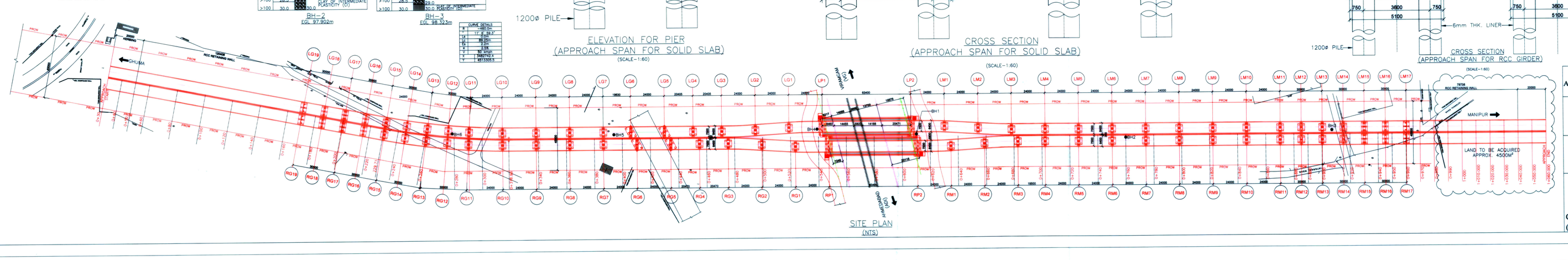


PIER ELEVATION FOR LP1/RP1
(SCALE-1:60)

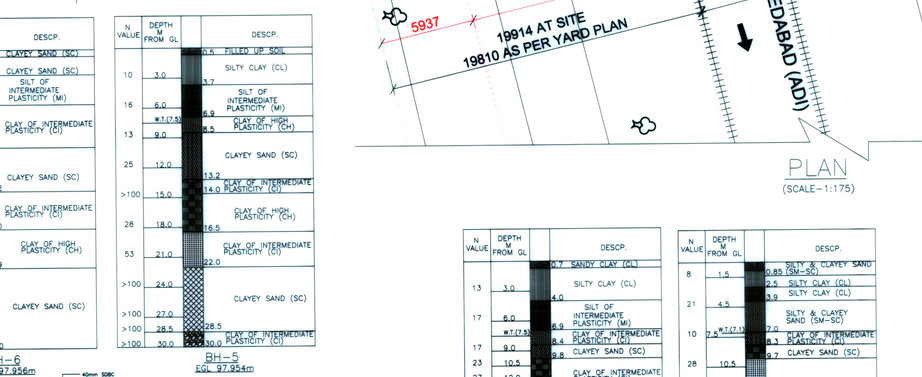
ELEVATION FOR PIER
(APPROACH SPAN FOR RCC GIRDER)
(SCALE-1:60)



CROSS SECTION
(APPROACH SPAN FOR RCC GIRDER)
(SCALE-1:60)



SITE PLAN
(NTS)



JOINT FEASIBILITY AT SITE:-

1. FOUNDATION OF LP1 & RP1 ARE INFRINGING (i) OFC CABLE AND (ii) 6-QUAD CABLES. CABLE SHIFTING IS REQUIRED BEFORE EXCAVATION WORK. (SSE/T/VG)
2. TWO NUMBERS OF OHE MASTS 517 & 517/1 ARE INFRINGING THEREFORE OHE MODIFICATIONS WILL BE REQUIRED ACCORDINGLY. (SSE/TRD/ADI)
3. ROB WILL CONSTRUCT BETWEEN SECTION AT 517.261 NO INFRINGEMENT OF P/SB1 INSTALLATION. (SSE/P/SBI)

NOTES:

1. ALL DIMENSIONS ARE IN MM AND LEVELS ARE IN METERS UNLESS OTHERWISE MENTIONED ON DRAWING.
2. NO DIMENSION SHALL BE SCALED FROM THIS DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. RAILWAY LAND BOUNDARY SHOWN IN GREEN CHAIN DOTTED.
4. PROPOSED WORK OF ROB SHOWN IN RED.
5. EXISTING WORK SHOWN IN BLACK AND FUTURE SHOWN IN MAGENTA.
6. ALL STRUCTURAL DIMENSIONS, CURVE DETAILS ETC SHOWN IN THIS DRAWING ARE TENTATIVE. DIMENSIONS WILL BE AS PER FINAL DESIGN AND DRAWING SUBMITTED BY TENDERER / AGENCY AND DULY APPROVED BY RAILWAYS.
7. THE DEPTH OF FOUNDATION WILL BE FINALIZED AS PER SOIL INVESTIGATION REPORT.
8. VERTICAL CLEARANCE FROM HIGHEST RAIL LEVEL TO BOTTOM OF GIRDER SHALL NOT BE LESS THAN 8.75m.
9. VERTICAL AND HORIZONTAL CLEARANCES WITH RESPECT TO RAIL LEVEL AND CENTRE LINE OF TRACKS RESPECTIVELY SHOWN IN THIS DRAWING ARE FIXED.
10. SHAPE AND DIMENSIONS OF PIER, PIER CAP AND FOUNDATION ETC SHOWN ARE TENTATIVE AND ARE SUBJECT TO CHANGES IN FINAL DESIGN AND DRAWING.
11. APPROACH GRADIENT SHOWN IN THIS DRG. IS TENTATIVE AND WILL BE AS PER SITE CONDITION.
12. DESIGN SHALL BE AS PER LATEST RELEVANT CODE OF IRC AND OTHER CODES APPROVED BY MORST.
13. ANTI CRASH BARRIER SHALL BE PROVIDED AS PER MOST STANDARD.
14. 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 & M-25 RESPECTIVELY.
15. REINFORCEMENT USED SHALL BE TMT Fe 500/500D BARS CONFORMING TO I.S. 1786.
16. THE SUPERSTRUCTURE SHALL CONSIST OF STANDARD RDSO BOW STRING GIRDER. REFER RDSO DRG NO RDSO/B-10411/R
17. ALL STEEL PLATES USED IN FABRICATION OF THE BOW STRING GIRDER ARE OF GRADE Fe 490B/490 ONLY SMB 600 IS OF GRADE Fe 410.
18. THE BRIDGE SHALL BE DESIGNED FOR 2 LANE OF IRC CLASS A LOADING / 1 LANE OF 70R LOADING AND FOOTPATH LOADING AS PER IRC: 6.
19. DRAWING AND DESIGN OF ROB SHALL BE PROOF CHECKED BY IIT/NIT OR REPUTED CONSULTANT OF THE PROJECT.
20. THE QAP BEARING AS PER RDSO FORMAT (CIRCULATED BY RDSO VIDE LETTER NO CBS/PBE/REG DATED 16.05.2014) SHALL BE ENSURED BY INSPECTING ENGINEER.
21. LONG DURABILITY ANTI-CORROSSIVE PROTECTION SHOULD BE APPLIED TO THE STEEL STRUCTURE.
22. INSPECTION LADDER AND PLATFORM FOR INSPECTION OF BEARING SHOULD BE PROVIDED AT PIER SUPPORING RAILWAY SPANS.
23. ALL TECHNICAL RECORD PILE BORING DETAILS, CUBE STRENGTH ETC SHALL BE HANDED OVER TO THE RAILWAY ENGINEER IN CHARGE.
24. SEPARATE LAUNCHING SCHEME OF SUPERSTRUCTURE HAS TO BE SUBMITTED AND GOT APPROVED FROM CBE BEFORE COMMENCEMENT OF LAUNCHING.
25. OFFICE FOR THE RAILWAY/DFCC ENGINEERS AT BRIDGE SITE OR NEAR BY LOCATION DECIDED BY RAILWAY/DFCC SHALL BE PROVIDED BY SPONSORING ROAD AUTHORITY AND MAINTAINED DURING THE PERIOD OF CONSTRUCTION OF THE PROJECT.
26. SANCTION OF CRS MUMBAI SHALL BE OBTAINED FOR PROPOSED WORK BEFORE EXECUTION OF WORK.
27. CONCERN SSE/S&T,SSE/ENGG,SSE/ELEC' SHALL BE INFORMED WELL IN ADVANCE BEFORE EXECUTION OF WORK.
28. REPRESENTATIVE OF TELECOM AND SIGNALING DEPT SHALL BE MADE AVAILABLE BEFORE COMMENCEMENT OF PROPOSED WORK IN THE VICINITY OF SIGNAL AND TELECOM CABLES.
29. S&T CABLES SHALL BE PROTECTED BY SUITABLE MEANS. IN CASE OF CABLE CUTTING PENALTY SHOULE BE IMPOSED AS PER RLY BOARD LETTER NO 2003/TELE/RCIL/1/P(T)X DATED 24.06.13
30. SUITABLE SPEED RESTRICTION SHALL BE IMPOSED BY ENGINEER IN CHARGE DURING THE EXECUTION OF WORK. TEMP ENGINEERING INDICATORS WILL BE PROVIDED AS PER G.R. 15.09 (2) b + S.P. 15.09 (2).
31. EXCAVATION OF ROB WORK SHALL BE DONE ONLY IN PRESENCE OF AUTHORIZED RAILWAY REPRESENTATIVE TO ENSURE THE SAFETY OF RUNNING TRAINS. PROPER PRECAUSIONS SHALL BE TAKEN DURING EXCAVATION OF OPEN/PILE 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.
32. ALL METALLIC STRUCTURE SHOULD BE EARTHED PROPERLY AS PER SITE REQUIREMENT.
33. EXISTING TELEGRAPH POSTS, ELECTRICAL POSTS, SIGNAL CABLES & WATER MAINS ETC. IF ANY AFFECTED BY THE PROPOSALS WITHIN THE RAILWAY BOUNDARY TO BE SHIFTED SUITABLY BY THE RESPECTIVE DEPARTMENTS BEFORE EXECUTION OF WORK.
34. OHE POLE 517 & 517/1 TO BE SHIFTED BY IR.
35. ALL SPECIFICATIONS SHALL BE AS PER MORTH & IRC SPECIFICATION FOR ROAD & BRIDGES.
36. CONCRETE GRADE :
    LEVELLING COURSE M:15
    PIER, PIER CAP, PILE, PILE CAP, SEISMIC ARRESTOR/RESTRAINER, KERB M:35
    RCC SUPER STRUCTURE M:35, RCC DECK, PRECAST PANEL : M45
    PEDESTAL, CRASH BARRIER M:40, RETAINING WALL M:35
37. REINFORCEMENT : Fe-5000(TMT) CONFORMING TO IS 1786
38. THE STRUCTURE SHALL BE DESIGNED AS PER LATEST IRC / IS SPECIFICATIONS FOR MODERATE CONDITION EXPOSURE.
39. ALL THE SETTING OUT DIMENSIONS AND REDUCED LEVEL ETC. SHALL BE VERIFIED AT SITE BEFORE STARTING THE WORK.
40. DESIGN LOADING: ONE LANE OF 70R OR TWO LANE OF CLASS A LOADING.
41. PROPER PROTECTION MEASURES SHALL BE TAKEN WHILE EXECUTING THE WORK NEAR THE RAILWAY TRACK.
42. SAFETY WORK SHOULD BE PROVIDE LIKE PROTECTIVE SCREENS, EARTHING, CAUTION BOARD ETC.
43. THE VIADUCT SPANS ON EITHER SIDE APPROACH ADDED INSTEAD OF RE WALL DUE TO POOR SBC AT SHALLOW DEPTH.

TWO LANE ROB SANCTIONED BY DFCCIL/IR. AS PER AUDA LETTER NO:ECELL/ROB/LC-16A/13362 DATED 27/11/2019 REQUESTED FOR THE 4 LANE ROB INSTEAD OF 2 LANE ROB. 2 LANE ROB COST WILL BE BORNED BY DFCCIL/IR AND 2 LANE ROB COST WILL BE BORNED BY AUDA.
HENCE COST SHARING OF 4 LANE ROB = 25% DFCCIL + 25% INDIAN RAILWAY+50% AUDA

WESTERN RAILWAY

AHMEDABAD DIVISION | **ADI - VG SECTION**

CONSIGNEES : DEDICATED FRIEGHT CORRIDOR CORPORATION OF INDIA LTD. AHMEDABAD - 380002, (GUJARAT)

PROJECT : CONSTRUCTION OF 4 LANE ROB IN LIEU OF LC NO-16A AT IR KM 517/2-3 BETWEEN STATIONS AMBALI ROAD & SANAND OF AHMEDABAD-VIRAMGAM SECTION OF AHMEDABAD DIVISION OF WESTERN RAILWAY
NAME OF ROAD : 45M TP ROAD CONNECTING GHUMA TO MANIPUR VILLAGE.
RAILWAY SPAN : 1x60M BOW STRING GIRDER

APPROACH SPANS:
TOWARDS GHUMA SIDE : LHS 7x24M+1x19.63M+2x20.405M+4x(2x15M) RHS 8x24M +2x20.470M+4x(2x15M)
TOWARDS MANIPUR SIDE : LHS 8x24M +3x(2x15M) RHS 7x24M +1x19.5M +3x(2x15M)

SCALE: AS SHOWN	PINK BOOK ITAM NO: 276 OF 2020/21	ATVU: 392985 DEC-2018
CBE/DFCCIL	DRM-ADI	CBE/CCG
GGM/SEMU		DY.CE(D)/CCG
CGM/DFCCIL-ADI	DEN/W-ADI	AXEN(D)/CCG
Dy CPM/DFCCIL-ENGG.	Sr.DEE/ADI	
Dy PM/DFCCIL	Sr.DEE/TRD	
Dy CPM/TRAFFIC	Sr.DOM/ADI	
Dy CPM/S&T	Sr.DSTE./ADI	
PM/ELEC.		

ROAD AUTHORITY: AUDA (AHMEDABAD URBAN DEVELOPMENT AUTHORITY)
AXEN/(CE) AUDA (J. V. KAPADIA)

CONSULTANT: (STHAPATYA CONSULTANTS)

DRM DRG NO: | HQ DRG NO:

TITLE: GENERAL ARRANGEMENT DRAWING FOR RAILWAY SPAN

REV	DATE	DES	DRG.NO.
R0	26/11/20	FOR APPROVAL	DFCCIL/ADI/ROB/LC-16A/GAD/R0

2018/S25/DD-51(R0)(P8) SHEET SIZE : 1375x900