



रेल विकास निगम लिमिटेड

(भारत सरकार का उपक्रम)

Rail Vikas Nigam Limited

(A Government of India Enterprise)

Corporate Identity Number: U74999DL2003GOI118633

Opp Railway High School(E.M)

Gadag Road, Hubballi – 580020

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No.PIU/UBL/LA/654

Dated: 27.09.2018

**Dy Chief Conservator of Forests/Wildlife/North
Forest Department
Panajji, Goa-403001**

**Sub: Castlerock - Kulem Railway Doubling Project : Provision of
underpasses for animal crossing areas – reg**

Ref: Your office letter No.I-609/WL&ET(N)/17-18/220 dated 08.05.2017.

With regard to the above subject, two locations of Wild animals crossing in Castlerock - Kulem section were furnished vide your above referred letter, for providing underpasses and overpasses.

In addition to the above two locations, two more locations of Wild animals crossing have been identified at CH: 32/200 and CH: 41/100 by ACF/Wildlife Dept/Mollem and RFO/Wildlife Dept/Mollem during the joint inspection conducted in Castlerock - Kulem section on 20.09.2018 with Rail Vikas Nigam officials.

General Arrangement Drawing along with additional documents containing specifications and coordinates (**Annexure-I**) for underpasses to be provided at all the above four locations is enclosed herewith for your further approval please.

Thanking you,

Yours faithfully

Encl: As above in Four sets



(Signature)
(Ramesh Kambli, IRSE)
**General Manager/Projects
PIU/RVNL/Hubli**

680

GOVERNMENT OF GOA
OFFICE OF THE DY. CONSERVATOR OF FORESTS
WILDLIFE & ECO-TOURISM (NORTH)
1ST LIFT, 4TH FLOOR, JUNTA HOUSE,
PANAJI-GOA 403001

Ph. no. 0832 - 2229701

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E-mail: dcfwlnorth-forest.goa@nic.in

No.1-609/WL&ET(N)/17-18/220

Dated: 08.05.17

To
✓ The Divisional Railway Manager,
South Western Railways,
Hubli Division,
Hubli, Karnataka.



Sub: Project for doubling of railway track in Castlerock-Kulem section
of South Western Railway - Reg.

Sir,

With reference to the subject cited, the information on Wild animals
crossing area in Castlerock-Kulem section of Goa is furnished herewith,

Chainage no. 45/500. GPS : 15°19'30.6" N and 74°16'56.3"

Chainage no. 49/500. GPS : 15°20'16.9" N and 74°15'07.4"

Your attention is further invited to the decisions taken during the
previous State Board for Wildlife meeting held on 12.10.16, wherein it was
advised that provision for underpasses and overpasses shall be made for
animal crossing areas.

You are therefore requested to take this aspect into consideration while
formulating the project. The additional studies proposed as part of EIA of
project in the said meeting may also be made.

DRM
ADRM
Sr.DEN/Co.

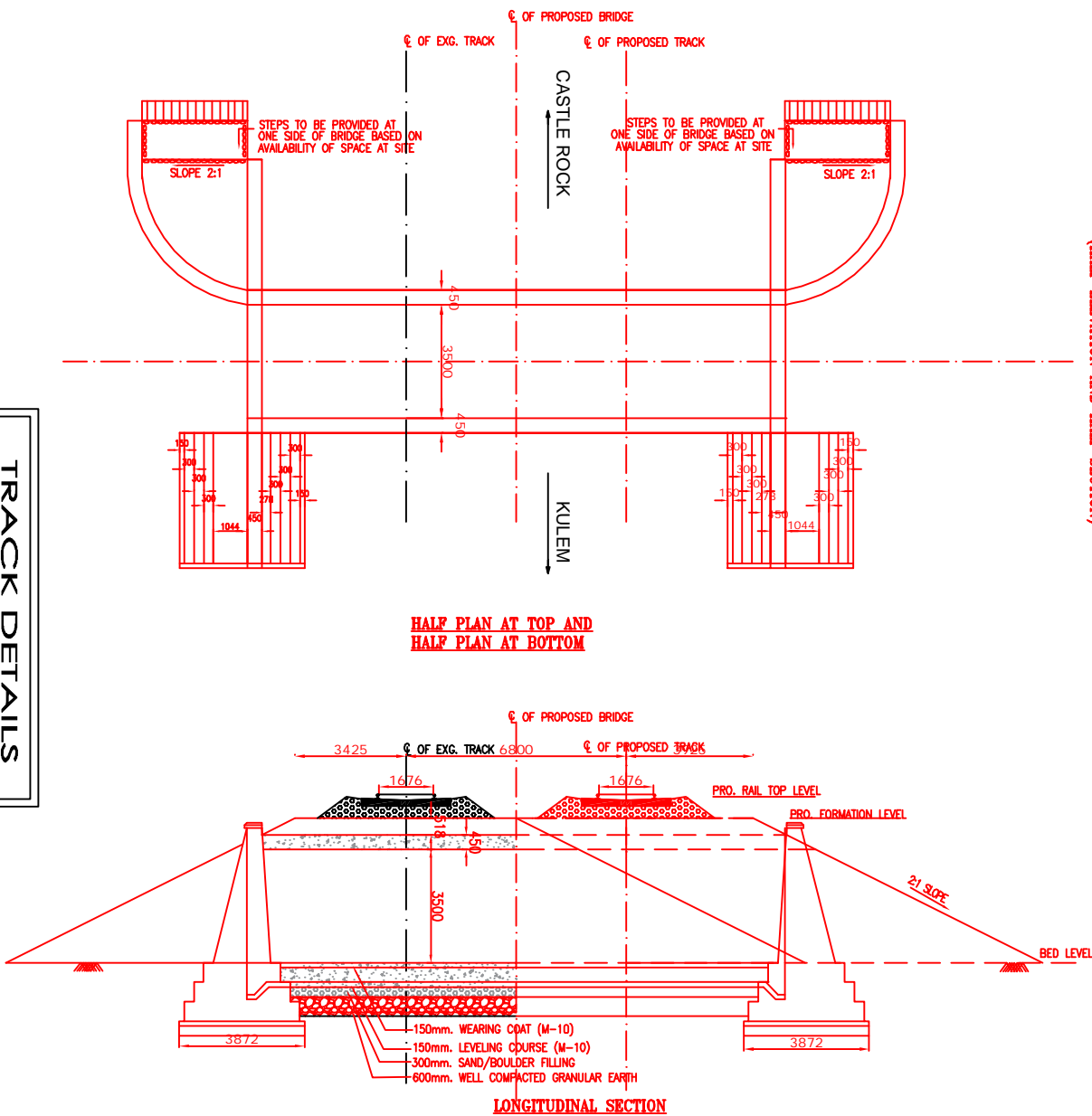
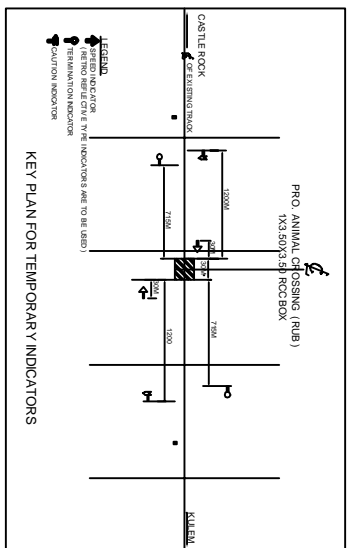
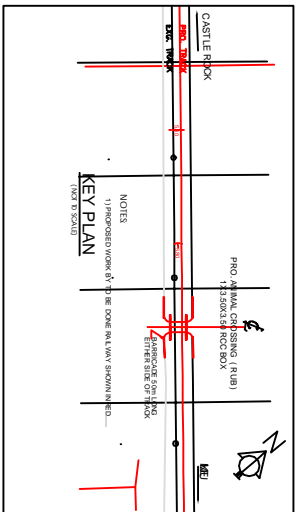
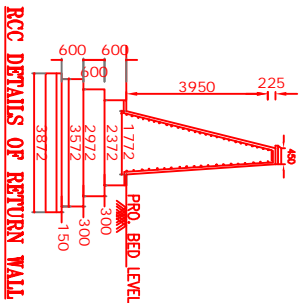
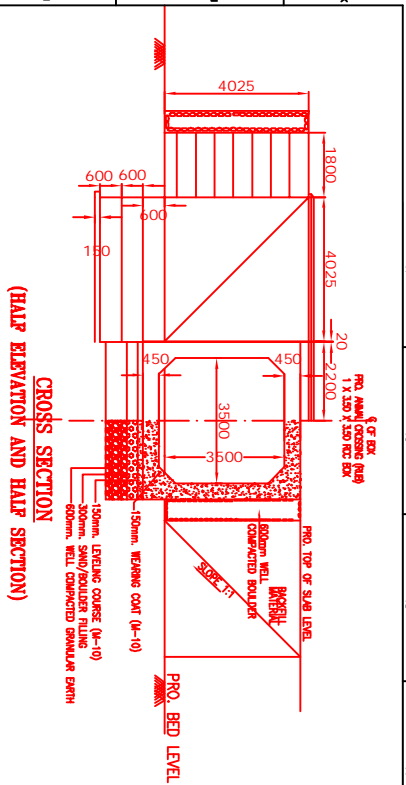
Need to be communicated to RWS
12/5

Yours faithfully,

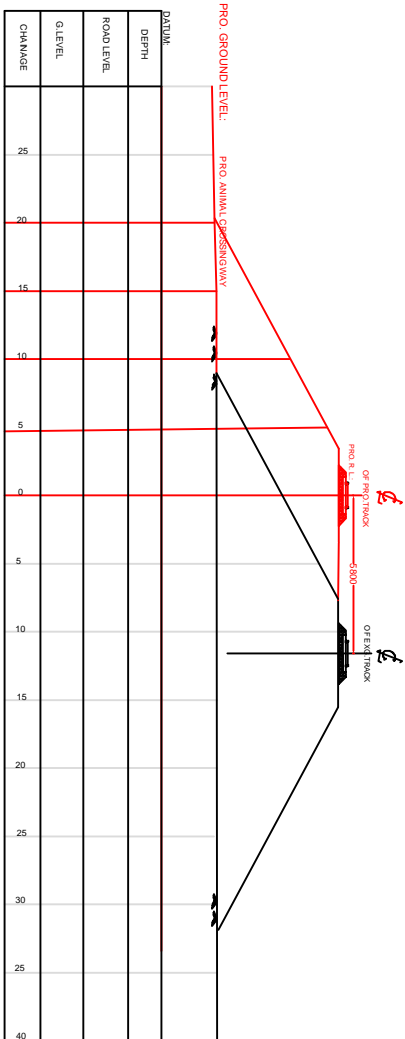
(Signature)
(Dr. A. Anil Kumar, IFS)
Dy. Conservator of Forests

"Swachh Bharat, Swachh Goa"
"Clean India, Clean Goa"

*05/5. Encls
11 mid copy
to GPM/KWNL/SBL
to Acm/KWNL/Gen
12/5*



TRACK DETAILS	
LOADING	25T Loading
ALIGNMENT	
GRADE	
RAIL LEVEL	
FORM. LEVEL	



BRIDGE STRENGTH CERTIFICATE

THE HEAVIEST LOADS WHICH THE BRIDGE WILL HAVE TO CARRY NOT BE IN EXCESS OF 25-T LOADING-2008 AT STAPULATED SPEED AND WILL NOT CAUSE ANY STRESS IN ANY MEMBERS OR THE STRUCTURE IN EXCESS OF MAXIMUM PERMISSIBLE LAID DOWN IN THE INDIAN RAILWAY STANDARD CPAD OF PRACTICE.

DEPTH OF CONSTRUCTION FOR PROPOSED BG TRACK	
RAIL 60kg	: 172mm
GR PAD	: 6mm
PSC SLEEPER	: 210mm
BALLAST CUSHION	: 350mm
TOTAL	= 738mm

DEPTH OF CONSTRUCTION FOR EXISTING BG TRACK	
RAIL 60kg	: 172mm
GR PAD	: 6mm
PSC SLEEPER	: 210mm
BALLAST CUSHION	: 300mm
TOTAL	= 688mm

Drawn by:

MODUS OPERANDI.			
1) Impose temporary speed restriction of 20KM/H over to take up the preliminary works.			
2) take suitable trafficblock of 3hrs to take up stepping for RH girder on either and to insert RH girder.			
3) complete the construction of RCC box and push in to the embankment under the trade by the following way.			
3) locate on either side with buffer rails/SL.			
5) RCC Box units to be kept ready for rolling in the alignment.			
6) During line block remove the P-WAY to the required length excavate and erect steel cribs A and B as shown in the drawing install a set of 20050mm over allheight GIRDER over the cribs link up the P-WAY and allow the traffic at restricted speed of stop dead and proceed at 20KM/H for first 3 days for even settlement of cribs then subsequently non stop 20KM/H.			
7) Excavate and provide C.C. Leveling course at the excavated portion of pro bridge and to set for 3 days & roll the RCC Box units in to final position duly providing epoxy resin mortar of specified composition between box units fill up the earth around the box in layers of 300mm well rammed to correct profile up to the bottom of GIRDER.			
8) During line block remove all the temporary arrangements and fill up the earth in layers of 300mm well rammed to correct profile in remaining portion link up the P-WAY and allow the traffic at restricted speed of 20KM/H.			
9) During line block remove the service rail and relay the existing rails and allow the traffic at restricted speed.			
10) Complete the remaining part of bridge work in all respect.			
11) The gradual release of speed restriction shall be as per PARA 238(G) of R.P.W.M.			
12) For CC cribs Ref Dwg No.RDSO/B-1589.			
13) For details of clamps CC Cribs Ref Dwg No.RDSO/B-148/4.			
1) All dimensions are in mm unless otherwise specified			
2) Let's are shown in meters			
3) All RCC and PSC works are to be done as per RCC code read with south			
4) Standard of work is 25T Loading			
5) Carriageway width of 3.50m with 0.75m footpath has been proposed			
6) Structure proper within railway limits will be maintained by Railways and rest will be maintained by road authorities.			
7) High strength deformed bars (TOR) shall conform IS 1786 - 2008 (Fe 500)			
8) Minimum grade for RCC to be M30 with 20mm graded stone aggregate.			
9) Work on road approaches to be started and completed simultaneously with that of bridge structure.			
11) Structural dimension are tentative, actual dimension will be decided on design.			
12) The abutting land is at lower level on all sides of the proposed RUB.			
13) GUARD RAIL ARE PROVIDED @ RUB LOCATION.			
14) Exposure condition of bridge is moderate.			
15) Refer RDSO drawing for structure details.			
Existing Telegraph posts, Electric posts, Signal cables and water mains etc, if any effected by the proposals to be shifted suitably by the respective departments.			
Maintenance of road surface after the completion of the Road Under Bridge to be done by Road Authorities inside and outside the railway limits.			
RAIL VIKAS NIGAM LIMITED (A GOVT. OF INDIA ENTERPRISE)			
SECTION CASTLEROCK - KULEM			
GENERAL ARRANGEMENT DRAWING PROPOSED ANIMAL CROSSING AT LK/25/200/41/100/45/500 BETWEEN CASTLE ROCK AND KULEM STATIONS			
PROJECT DOUBLING OF TRACK BETWEEN CASTLEROCK - KULEM SECTION SECTION			
PREPARED BY			
DRAWING NO.	RYNL No.	C/A/Q/M/AMB/GAD/	SCALE AS SHOWN
			REV.
			0