DATE	REV	DESCRIPTION OF REVISIONS	BY
22.06.2018	A	FOR REVIEW	

GENERAL ARRANGEMENT DRAWING OF ROB AT DESIGN CH. 212+343 RAILWAY KM 30.207 — 30.763 CAUSA – GANGAPURCITY SECTION DIV.-JAIPUR

N.W.RLY. DIVL. PLAN NO. CBE-1080/77/ROB/2019.

Dr.M.I/P			CENEWR
Sr. DEN (CO.) / JAIPUR			DY CE/BR(FED)
DEN(E)I/P			AXEN/BR
SR DSTE/I/P			
SR. DOM/I/P			
SR. DEE (TRD.) I/P			

DIVISIONAL OFFICERS SIGNATURE — NMR OH OFFICERS SIGNATURE

PD. NHAI. (DAUSA) — TECHNICAL MANAGER, N.H.A.I. (DAUSA)

DESIGN CRITERIA

- IRC 6-2014 WITH LATEST EDITION
- IRC 21-2000 WITH LATEST EDITION
- IRC 78-2014 WITH LATEST EDITION
- IRC 83-2002 WITH LATEST EDITION
- MORTH SPECIFICATIONS WITH LATEST EDITION

ABUTMENT	PIER
M.S.B.C.	M.S.B.C.
N.S.B.C.	N.S.B.C.
M.S.B.C.	M.S.B.C.
N.S.B.C.	N.S.B.C.
M.S.B.C.	M.S.B.C.
N.S.B.C.	N.S.B.C.
M.S.B.C.	M.S.B.C.
N.S.B.C.	N.S.B.C.
M.S.B.C.	M.S.B.C.
N.S.B.C.	N.S.B.C.

ABUTMENT	NORMAL CASE	V.S.2007	M.S.30
PIER	NORMAL CASE	V.S.2007	M.S.75

ELECTRODE RECOMMENDED PILE CAPACITY

ABUTMENT	V.S.2007	M.S.B.C.
PIER	V.S.2007	M.S.B.C.

- 52 PILE LOAD TEST SHALL BE CONDUCTED ON INITIAL PILE TEST NUMBER OF 1ST/2ND PILE TEST SHALL BE DONE AS PER PROVISIONS OF CLAUSE 7.3.2 OF IRC-78-2014 METHOD OF TEST SHALL BE AS PER IS-2911-PART-4-2010 AND AS PER IRC-78-2014 CLAUSE 7.3.2.2 SMALL MOVEMENT BE OBSERVED THAT IS NOT LESS THAN 1/6 OF DESIGN VALUES AS UNDER DESIGN LOAD ON PILES
- 51 SEISMIC ZONE = III
- 50 VERTICAL CLEARANCE 6.550 M ACCORDING TO 'RAILWAY BOARD' LETTER NO. 2001/CE-I/CB/1 DATED 19.07.2001 AT CENTRE OF CARRIAGEWAY REF.I ACCORDING TO 'GENERAL SPECIFICATION FOR BRIDGES' VOL.I 2014 CLAUSE 2.2.2 (II) (A) (1) (a) (i) (b) (i) (c) (i) (d) (i) (e) (i) (f) (i) (g) (i) (h) (i) (j) (i) (k) (i) (l) (i) (m) (i) (n) (i) (o) (i) (p) (i) (q) (i) (r) (i) (s) (i) (t) (i) (u) (i) (v) (i) (w) (i) (x) (i) (y) (i) (z) (i) (aa) (i) (ab) (i) (ac) (i) (ad) (i) (ae) (i) (af) (i) (ag) (i) (ah) (i) (ai) (i) (aj) (i) (ak) (i) (al) (i) (am) (i) (an) (i) (ao) (i) (ap) (i) (aq) (i) (ar) (i) (as) (i) (at) (i) (au) (i) (av) (i) (aw) (i) (ax) (i) (ay) (i) (az) (i) (ba) (i) (bb) (i) (bc) (i) (bd) (i) (be) (i) (bf) (i) (bg) (i) (bh) (i) (bi) (i) (bj) (i) (bk) (i) (bl) (i) (bm) (i) (bn) (i) (bo) (i) (bp) (i) (bq) (i) (br) (i) (bs) (i) (bt) (i) (bu) (i) (bv) (i) (bw) (i) (bx) (i) (by) (i) (bz) (i) (ca) (i) (cb) (i) (cc) (i) (cd) (i) (ce) (i) (cf) (i) (cg) (i) (ch) (i) (ci) (i) (cj) (i) (ck) (i) (cl) (i) (cm) (i) (cn) (i) (co) (i) (cp) (i) (cq) (i) (cr) (i) (cs) (i) (ct) (i) (cu) (i) (cv) (i) (cw) (i) (cx) (i) (cy) (i) (cz) (i) (da) (i) (db) (i) (dc) (i) (dd) (i) (de) (i) (df) (i) (dg) (i) (dh) (i) (di) (i) (dj) (i) (dk) (i) (dl) (i) (dm) (i) (dn) (i) (do) (i) (dp) (i) (dq) (i) (dr) (i) (ds) (i) (dt) (i) (du) (i) (dv) (i) (dw) (i) (dx) (i) (dy) (i) (dz) (i) (ea) (i) (eb) (i) (ec) (i) (ed) (i) (ee) (i) (ef) (i) (eg) (i) (eh) (i) (ei) (i) (ej) (i) (ek) (i) (el) (i) (em) (i) (en) (i) (eo) (i) (ep) (i) (eq) (i) (er) (i) (es) (i) (et) (i) (eu) (i) (ev) (i) (ew) (i) (ex) (i) (ey) (i) (ez) (i) (fa) (i) (fb) (i) (fc) (i) (fd) (i) (fe) (i) (ff) (i) (fg) (i) (fh) (i) (fi) (i) (fj) (i) (fk) (i) (fl) (i) (fm) (i) (fn) (i) (fo) (i) (fp) (i) (fq) (i) (fr) (i) (fs) (i) (ft) (i) (fu) (i) (fv) (i) (fw) (i) (fx) (i) (fy) (i) (fz) (i) (ga) (i) (gb) (i) (gc) (i) (gd) (i) (ge) (i) (gf) (i) (gg) (i) (gh) (i) (gi) (i) (gj) (i) (gk) (i) (gl) (i) (gm) (i) (gn) (i) (go) (i) (gp) (i) (gq) (i) (gr) (i) (gs) (i) 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EXECUTING AGENCY: NHAI
SUPERVISION RLY PERSON: JP DIVISION.

RORACS PROPOSAL D.No. NWRJP0014.

N.W.R DIVL. PLAN NO.	
N.W.R HQE PLAN NO.	

CRS SANCTION IS TO BE OBTAINED PRIOR TO THE EXECUTION OF WORK

TO FIROZPUR JHIRKA ← → TO KOTA

SPAN 1 X 20.0 (BK)+ 1 X 37.280 (BK)+ 1 X 20.0 (BK) Mts.

37280(SK) / 35670(SQ)C/C OF EXPANSION GAP
36000(SK)/34445(SQ)

20000(SK)/19136(SQ) C/C OF EXP. GAP
18920(SQ) C/C OF BEARING
17527(SQ)

DESIGN DRAWINGS FOR SUPERSTRUCTURE SHALL BE SUBMITTED JOINTLY WITH CHANGE MAP AND LITIGATION

CONSIDERING STANDARD RAIL INCLINATION FOR NHAI ENVELOPMENT

ELEVATION
(SCALE-1:250)

FINISH ROAD LEVEL	275.985	275.985	275.985	275.985	275.985
EXISTING GROUND LVL	265.595	265.595	265.595	265.595	265.595
FOUNDING LEVEL	262.095	262.095	262.095	262.095	262.095
PROPOSED CHAINAGE	284+200	284+228	284+248	284+268	284+288

VERY STIFF, BACK, CLAYEY SILT OF MEDIUM PLASTICITY

HARD SEERSH TO YELLOWISH BROWN, CLAYEY SILT OF MEDIUM PLASTICITY WITH FINE GRAVELS

PINK, HIGHLY WEATHERED VERY THIN, FINE GRAINED SHALE SHOWING CLOSELY SPACED HORIZONTAL FRACTURES

PINK MODERATELY WEATHERED MODERATELY STRONG, FINE GRAINED SHALE SHOWING CLOSELY SPACED HORIZONTAL FRACTURES

PINK HIGHLY WEATHERED WEAK

FINE GRAINED SHALE SHOWING CLOSELY SPACED HORIZONTAL FRACTURES

BORE HOLE (BH-01)

PLAN
(SCALE-1:250)

RLY CH:-9+984

RLY CHAINAGE KM 10·015

RLY CH:-10+088.2

TO SAWAI MADHOPUR JUNCTION

TO DEVPURA STATION

HALF PLAN AT TOP

HALF PLAN AT BOTTOM

LEGEND:-

VC	VERTICAL CLEARANCE
FRL	FINISHED ROAD LEVEL
GL	GROUND LEVEL
FDN.	FOUNDATION LEVEL
LVL	LEVEL
FX	FIXED BEARING
FR	FREE BEARING
SK	SKEW
SQ	SQUARE
	EXISTING RAILWAY TRACK
	FUTURE RAILWAY TRACK
	RAILWAY BOUNDARY

DESIGN CHAINAGE	RAILWAY CHAINAGE
284+248	KM 10·015

SECTION AT MID SECTION AT END

DETAIL PRECAST RCC I-GIRDER
(SCALE 1:30)

SECTION B-B
(SCALE 1:125)

BORE HOLE (BH-02)

DETAIL - B
(SCALE-1:50)

TEMPORARY SIGNAL AND SPEED RESTRICTION DIAGRAM
(SCALE-N.T.S.)

SECTION A-A
(SCALE 1:125)

KEY PLAN

DETAIL - A
(SCALE-1:50)

DESCRIPTION	EXISTING	PROPOSED
STRUCTURE TYPE	-	VUP
IMPROVEMENT TYPE	NEW CONSTRUCTION	
CHAINAGE	-	284+905
STRUCTURE NO.	-	NOT YET GIVEN
SPAN ARRANGEMENT	-	-
INVERT LEVEL	-	-

DESCRIPTION	EXISTING	PROPOSED
STRUCTURE TYPE	-	ROB
IMPROVEMENT TYPE	NEW CONSTRUCTION	
CHAINAGE	-	284+248
STRUCTURE NO.	-	-
SPAN ARRANGEMENT	-	NOT YET GIVEN
INVERT LEVEL	-	-

BH-01 (E 62.255, N 28735.617)
BH-02 (E 62.263, N 28735.639)

EXISTING LC NO - 8C AT RWL CH 10.369

DEVPURA (BT ROAD)

Road Level(m)	274.720	274.736	274.752	274.768	274.784
Ground Level(m)	265.439	265.595	265.595	265.595	265.595
Vertical Alignment	D=0.015 (-237.41)				
Chainage	28080	28100	28120	28140	28160

LONGITUDINAL ELEVATION
SCALE 1:2000

TO FIROZPUR JHIRKA ← → TO KOTA

DESCRIPTION	EXISTING	PROPOSED
STRUCTURE TYPE	-	STRUCTURE TYPE
IMPROVEMENT TYPE	NEW CONSTRUCTION	
CHAINAGE	-	284+248
STRUCTURE NO.	-	-
SPAN ARRANGEMENT	-	1X20(SK)+1X37.28(SK)+1X20(SK)
INVERT LEVEL	-	-

Road Level(m)	274.720	274.736	274.752	274.768	274.784
Ground Level(m)	265.439	265.595	265.595	265.595	265.595
Vertical Alignment	D=0.015 (-237.41)				
Chainage	28080	28100	28120	28140	28160

LONGITUDINAL ELEVATION
SCALE 1:2000

TYP. CROSS SECTION OF RCC. PRECAST BOX(SUBWAY) BELOW RAILWAY LINE
SCALE - 1:100

SECTIONAL DETAIL OF STEEL GIRDER
(FOR 36.0M)
SCALE 1:20

TYPICAL DETAIL OF CRASH BARRIER (AS PER RDSO STANDARD)
(SCALE 1:25)

WORK IS FEASIBLE & RLY BOUNDARIES VERIFIED.

ADEN/LINE/JP SSE(W)/LINE SSE(P.W)/BNLW

TECHNICAL MANAGER, N.H.A.I. (SAWAI MADHOPUR).	P.D., N.H.A.I. (SAWAI MADHOPUR) 4/6/2019
	CRE/NWR 23.12.19
DRM 02-12-19	
SR.DEN(Co) 22/11/19.	DYCE/BR(PKD) 27/11/19
SR. DEN(S) 11/11/19	AXEN/BR
SR. DOM 14.11.19	
SR.DEE(TRD) 23.11.19	
SR.DSTE	NWR HQ OFFICERS SIGNATURE
HQ.DR.N. CBE-1099/JP/RAB/2019	
DRG. NO DRM-JP/13580	NW RLY HQ PLAN NO.

15.04.2019	1	AS PER COMMENTS FROM OFFICE OF SUPERINTENDENT ENGINEER AND DISTRICT COLLECTOR,P.W.D. SAWAI MADHOPUR. LETTER NO163,DATED:13.06.2019	DS
22.06.2018	0	FOR REVIEW	DS
DATE	REV	DESCRIPTION OF REVISIONS	BY

NOTES:-

1. ALL DIMENSIONS ARE IN MILLIMETER AND LEVELS ARE IN METER UNLESS OTHERWISE STATED.
2. ALL DIMENSIONS AND LEVELS SHALL BE VERIFIED AND RECONCILED AT SITE BEFORE EXECUTION OF WORK.
3. LAYOUT OF THE ROB ALIGNMENT IS TO BE FIXED JOINTLY BY RAILWAY OFFICIALS AND NHAI OFFICIALS BEFORE EXECUTION OF WORK.
4. HORIZONTAL AND VERTICAL CLEARANCES SHOWN ARE MANDATORY AND SHALL NOT BE REDUCED/ CHANGED IN RAILWAY PORTION WITHOUT APPROVAL OF RAILWAY.
5. SUB-STRUCTURE & FOUNDATION DIMENSIONS SHOWN IN THE DRAWING ARE TENTATIVE AND MAY UNDERGO CHANGE DURING DETAILED DESIGN AND WORK SHALL BE EXECUTED AS PER FINAL DESIGN AND DRAWING APPROVED BY RAILWAYS. ACCORDINGLY GAD SHALL BE MODIFIED WITH ALTERATION AND APPROVED BY RAILWAYS.
6. GRADE OF CONCRETE FOR DIFFERENT COMPONENTS:- (WITHIN RAILWAY JURISDICTION)(NHAI)
   - P.C.C M15
   - ABUTMENT AND PIER M35
   - DECK SLAB AS PER RDSO'S DRAWING (WITH LATEST ALTERATION)
   - CRASH BARRIER & RAILING AS PER RDSO'S DRAWING (WITH LATEST ALTERATION)
   - APPROACH SLAB M30
   - PEDESTAL M40
7. ALL STEEL FOR GIRDER SHALL BE E350, GRADE BO AS PER IS:2062-2011
8. WEARING COAT, EXPANSION JOINTS, CRASH BARRIER AND DRAINAGE SPOUT SHALL BE AS PER RDSO'S DRAWINGS (WITH LATEST ALTERATION).
9. EXPANSION JOINTS SHALL BE OF STRIP SEAL TYPE OF APPROVED MAKE CONFORMING TO RELEVANT IRC SPECIFICATIONS.
10. REINFORCEMENT STEEL SHALL BE H.Y.S.D GRADE Fe -500D BARS CONFORMING TO IS:1786-2008
11. PROTECTION SCREENS SHALL BE PROVIDED ON ROB CONFORMING TO RAILWAY STANDARDS.
12. WORK WITHIN THE RAILWAY BOUNDARY LIMITS SHALL BE CARRIED OUT BY NHAI UNDER THE SUPERVISION OF RAILWAY ENGINEER.
13. TEMPORARY ENGINEERING INDICATORS AND PROTECTION OF TRACK WILL BE INSTALLED AS PER RAILWAY NORMS.
14. APPROACH SLAB SHALL BE PROVIDED AS PER MORT&H STANDARD.
15. FOUNDATION SIZES ARE TENTATIVE, SHALL BE FINALIZED AFTER DETAILED DESIGN.
16. APPROACH GRADIENT FOR ROB APPROACHES SHALL NOT BE STEEPER THAN 1V: 30H AS PER IRC 73: 1980 (WITH LATEST EDITION).
17. CONCRETE WORKS SHALL BE CURED FOR 14 DAYS (MINIMUM).
18. CONCRETE SHALL BE MIXED BY APPROVED POWER DRIVEN MECHANICAL MIXER.
19. CONCRETE SHALL BE VIBRATED BY APPROVED POWER DRIVEN MECHANICAL VIBRATOR.
20. THE FORM WORK FOR CONCRETING FOR DECK SLAB SHALL BE SUPPORTED ON STEEL GIRDER WITHOUT ANY PROPS ON GROUND. SUITABLE SHUTTERING ARRANGEMENT SHALL BE USED.
21. IN CASE CRANE IS USED FOR PLACEMENT OF STEEL GIRDER SPAN, THE CAPACITY OF THE CRANE AT REQUIRED RADIUS SHALL BE VERIFIED AND RECONCILED BEFORE EXECUTION OF WORK.
22. FILLING BEHIND THE PROPOSED R.E WALL SHALL BE WITH 600MM. THICK FILTER MEDIA (BOULDER PACKING) GRANULAR MATERIAL CONFORMING TO IRC 78.2000 (WITH LATEST EDITION).
23. ENTIRE WORK OF RAILWAY SPAN SHALL BE EXECUTED UNDER 20KMPH. SPEED RESTRICTION AS PER TEMPORARY SIGNAL AND SPEED RESTRICTION DIAGRAM AS SHOWN IN THE DRAWING.
24. THE STRUCTURAL STEEL SHALL BE ALUMINUM METALISED BEFORE LAUNCHING OF THE GIRDER.
25. WHILE CARRYING OUT THE WORK PRECAUTION SHALL BE TAKEN FOR PROTECTION OF S&T CABLES.
26. SAFETY PRECAUTION AND MEASURES ADVISED VIDE RAILWAY BOARD'S LETTER NO.97/CE/1 BRO/158(POLICY) PART-II DATED 16.07.2009 AND 25.09.2009 SHALL BE ENSURED.
27. TELEGRAPH POST, TELECOM CABLE, SIGNAL CABLE AND RAILTEL CABLE IS REQUIRED TO BE SHIFTED TO PROVIDE CLEAN SITE TO NHAI. THE COST OF SHIFTING WILL BE BORNE BY NHAI.
28. ANY EXISTING STRUCTURE WITHIN THE RAILWAY BOUNDARY IF REQUIRED TO BE DISMANTLED/ SHIFTED FOR THE CONSTRUCTION OF PROPOSED ROB. THE SAME IS TO BE RE-CONSTRUCTED/RE-SHIFTED BY THE NHAI WITH THE SUPERVISION OF RAILWAY AUTHORITIES ENTIRE COST SHALL BE BORNE BY NHAI.
29. NHAI SHOULD ENSURE SAFETY OF RUNNING TRAFFIC BEFORE EXECUTION OF WORK.
30. THE STRUCTURE IS DESIGNED FOR IRC LOADING AS FOLLOWS.
   - CLASS A LOADING - ONE, TWO ,THREE, FOUR, FIVE & SIX LANE.
   - CLASS 70R WHEELED + FOUR LANE OF CLASS A (ONE LANE CLASS A FOR EACH LANE).
   - CLASS 70R TRACK + FOUR LANE OF CLASS A (ONE LANE CLASS A FOR EACH LANE).
   - CLASS 70R + CLASS 70R (FOR EACH TWO LANE)
31. THE BRIDGE SPAN IS ALSO DESIGNED FOR SPECIAL CLASS LOADING OF 385 MT AS PER IRC 6 [illegible]
32. FOR FABRICATION, WORKMANSHIP, INSPECTION & TESTING, PROTECTION AGAINST CORROSION ETC. RELEVANT PROVISIONS OF IRC 24-2010 SHALL BE FOLLOWED (WITH LATEST EDITION).
33. CLEAR COVER TO OUTERMOST STEEL FOR SUB-STRUCTURE IS 50MM FOR ALL COMPONENTS EXCEPT FOUNDATIONS WHERE IT SHALL BE 75MM.
34. WATER TO BE USED IN CONCRETING, GROUTING & CURING SHALL CONFORM TO CLAUSE 14 OF IRC: 112:2011 (WITH LATEST EDITION).
35. MIN DEPTH OF FOUNDATION OF RE WALL BELOW GROUND LEVEL WILL BE 1.0M MINIMUM/IRC NORMS (WITH LATEST EDITION).
36. NO CONSTRUCTION JOINTS SHALL BE ALLOWED IN CONCRETE WORKS WITHOUT SPECIAL PRE-CAUTIONS AS PER CL.310.5.3 OF IRC: 21-2000 (WITH LATEST EDITION).
37. NECESSARY GUARD RAIL SHALL BE PROVIDED IN THE TRACKS AT ROB LOCATION.
38. MAINTENANCE OF ROAD SURFACE AFTER COMPLETION OF THE ROAD OVER BRIDGE TO BE DONE AS PER EXTENT RULE.BY NHAI. [illegible] STRUCTURE
39. THE CONTROLLED CONCRETE WITH WEIGH BATCHING PLANT SHALL BE USED AND THE WORK SHALL BE SUPERVISED BY RAILWAY OFFICIALS.
40. NECESSARY TEMPORARY PROTECTION WORK FOR SAFETY OF RUNNING TRACK IN CONNECTION WITH EXECUTION OF FOUNDATION SHALL BE MADE BY CONTRACTOR BEFORE EXECUTION OF THE WORK.
41. DRAINAGE ARRANGEMENTS IN RAILWAY PORTION SHALL BE PROVIDED AVOIDING TRACK BELOW AS PER STANDARD DRAWING OF MORT&H.
42. SEPARATE LAUNCHING SCHEME FOR INFRASTRUCTURE GIRDERS SHALL BE SUBMITTED FOR APPROVAL BY NHAI.
43. DESIGN DRAWINGS TO BE SUBMITTED WITH DESIGN CALCULATIONS FOR ANNOUNCEMENT AND APPROVAL LETTER.
44. RAILWAY KM WITH RESPECT TO T.P NOS. AS WRITTEN IN THE DRAWING TO BE CHECKED AS PER SITE CONDITION AND THAT SHOULD BE COMPLIED BY DIVISIONAL AUTHORITIES, FOLLOWED BY NOTE NO.3"
45. PROPOSED WORKS SHALL BE EXECUTED FOLLOWED BY ALL RELEVANT LATEST CODES AND ITS CORRECTION SLIPS AS PER REQUIREMENTS.
46. EXISTING ROAD TO BE DIVERTED OR TEMPORARY SERVICE ROADS ARE TO BE PROVIDED BEFORE EXECUTION OF THE PROPOSED ROB WHATEVER NECESSARY AS PER SITE CONDITION.
47. PROTECTION WORKS FOR APPROACHES FOR EXISTING STRUCTURES/ BUILDINGS/EXISTING L.C. ETC. SHOULD BE ENSURED BEFORE EXECUTING OF WORK BY NHAI.
48. PROTECTION WORK FOR SERVICE ROAD & ADJACENT EXTG STRUCTURE / BUILDING ETC. SHOULD BE ENSURED BEFORE EXECUTION OF THE APPROACH WORK BY THE NHAI.
49. PROPOSED WORK SHALL BE EXECUTED AS PER RELEVANT LATEST CODES AND CORRECTIONS AS PER REQUIREMENTS.
50. VERTICAL CLEARANCE 6.550 M AS SHOWN IN THE DRAWING TO BE CONSIDERED FROM EXTG. RAIL LEVEL (AS SHOWN) TO BOTTOM OF SPLICE COVER PLATE OF LOWEST LONGITUDINAL GIRDER. FRL AT CENTER OF CARRIAGEWAY KEPT ACCORDINGLY.
51. THE FOUNDING is DESIGNED FOR 30T/M² AT A DEPTH OF 3.5M BELOW GROUND LEVEL.
52. SEISMIC ZONE = II [illegible] FOR ANY DEVIATION PRIOR PERMISSION OF RAILWAY AUTHORITY MUST BE OBTAINED.
53. SUMP SHALL BE PROVIDED WITH PROPER DRAINAGE SYSTEM TO COLLECT WATER COMING FROM ENTRY & EXIT OF UNDERPASS.
54. WORK SHALL BE EXECUTED AS PER CONDITIONS OF M.O.U.DT. 16.11.2016 BETWEEN MINISTRY OF RAILWAYS & NHAI UNDER SUPERVISION OF RAILWAYS.
55. NOC FOR CLOSURE OF LC NO-8C FROM DISTRICT COLLECTOR SAWAI MADHOPUR HAS BEEN SUBMITTED BY NHAI VIDE LETTER NHAI/RO-JAIPUR/LA-SAWAI/1/2019/RAB/1243/V.31 DT. 19-06-2019.

56. LAND ACQUISITION FOR ROB/RUB, IF ANY INVOLVED, IS TO BE ACQUIRED BY NHAI AT THEIR COST.
62. SEPERATE GAD & TAD FOR SUBWAY IS TO BE SUBMITTED BY NHAI FOR APPROVAL OF RLY.

5G. CRS SANCTION SHOULD BE TAKEN BEFORE STARTING WORKS [illegible]

57. ALL THE PRE FABRICATED STEEL GIRDERS SHOULD BE LAUNCHED WITH SUITABLE LAUNCHING SCHEME AS PER SITE REQUIREMENT, WITH APPROVAL OF RAILWAY AND AFTER OBTAINING CRS SANCTION.
58. FABRICATION WORK OF STEEL GIRDERS SHALL BE DONE BY THE ROB APPROVED VENDORS ONLY.
59. G.A.D AS PER ED-III (REV-0) SHALL BE APPROVED BY RLY. SUPERVISING CORP. BEAM STRENGTH FABRICATION WORK. DTC WAIVERS AND AS PER CODE EN 10399 FE-9 SHALL BE USED IN NHS BOLT CONNECTION.
60. TORQUE VALUE TIGHTENING ALONG DURING FIXING OF NHS BOLTS SHALL NOT BE ALLOWED. ALTERNATE ROUTING AS PER ROAD PROVISIONS SHALL ALSO BE ENSURED.

LEGEND:-

VC	VERTICAL CLEARANCE
FRL	FINISHED ROAD LEVEL
GL	GROUND LEVEL
FDN.	FOUNDATION LEVEL
LVL	LEVEL
FX	FIXED BEARING
FR	FREE BEARING
SK	SKEW
SQ	SQUARE
	EXISTING RAILWAY TRACK
	FUTURE RAILWAY TRACK
	RAILWAY BOUNDARY

DESIGN CRITERIA
- IRC. 5-2015 (WITH LATEST EDITION)
- IRC. 112-2011 (WITH LATEST EDITION)
- IRC. 6-2017 (WITH LATEST EDITION)
- IRC. 78-2014 (WITH LATEST EDITION)
- IRC. 24-2010 (WITH LATEST EDITION)
- IRC. 22-2007 (WITH LATEST EDITION)
- WHERE IRC SILENT, IS CODES TO BE FOLLOWED

SSE/EDRG/JP

CASE NO. W/420(2)/NHAI/NEAR L.C. NO. 8C

NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Road Transport & Highways Government of India)
G-5 & 6, Sector 10, Dwarka, New Delhi - 110075

STATUS: FEASIBILITY REPORT

PROJECT: CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR DEVELOPMENT OF ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJANA (LOT-A) PACKAGE-6 (DEVELOPMENT OF DELHI VADODARA HIGHWAY NH-148N) IN RAJASTHAN STATE (CH:279+140 TO 309+000)

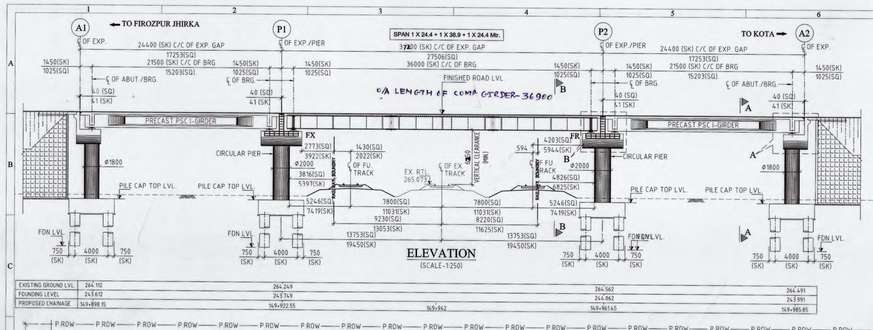
APPROVED BY:	S.P.	
CHECKED BY:	A.T.	
DESIGNED BY:	J.M.	
DRAWN BY:	DS	
SCALE: @ A0 AS SHOWN	DATE: SEPT-2018	DRG NO.: FIPL-DV-L4-ROB-P-07-CH-284+248-GAD-001

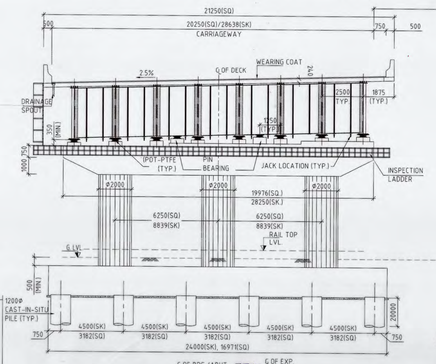
TITLE: GENERAL ARRANGEMENT DRAWING OF ROB AT DESIGN CH. 284+248 (RAILWAY KM 9+984 - 10·0882) IN LIEU OF [LC NO-8C]
HQ.- JAIPUR
DIV.-JAIPUR

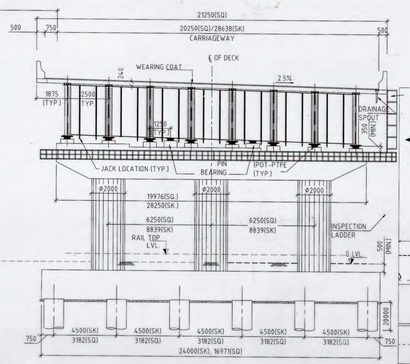
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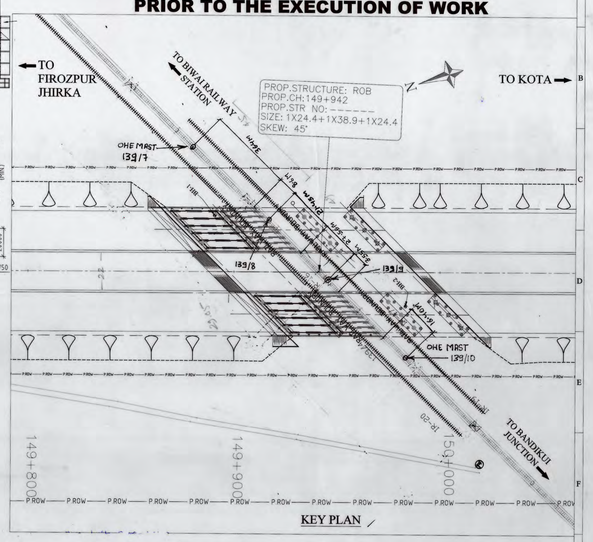
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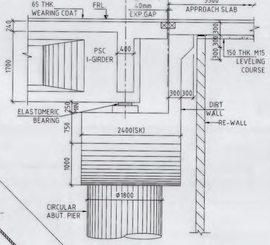
CRS SANCTION IS TO BE OBTAINED PRIOR TO THE EXECUTION OF WORK

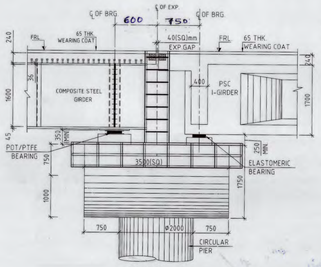


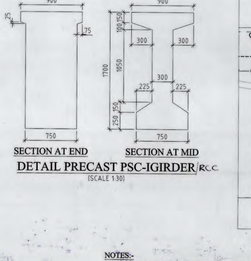


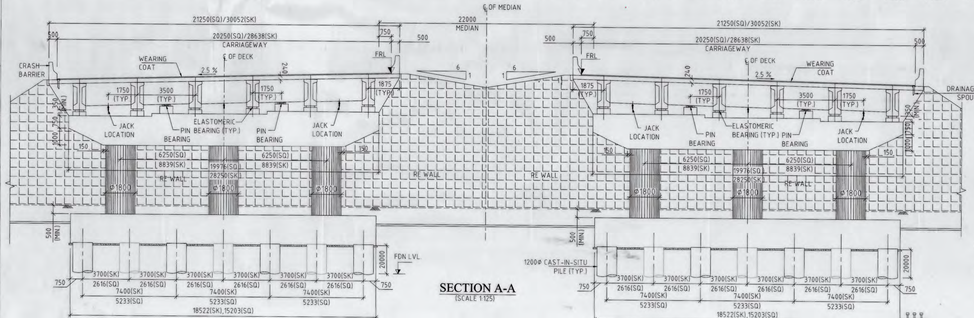


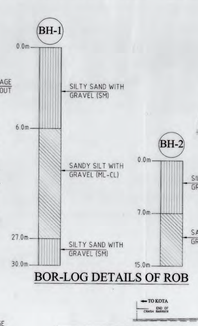


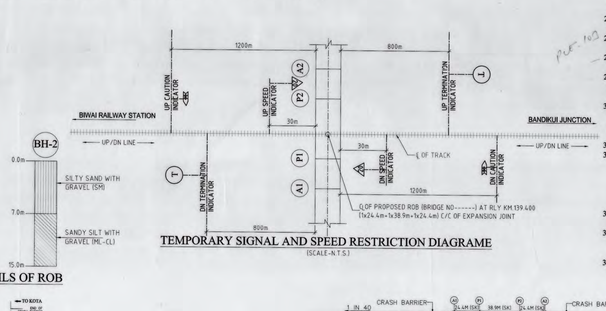


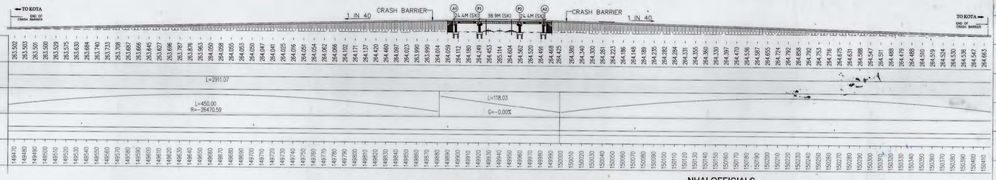












DESIGN CHAINAGE	RAILWAY CH.
16.9+943	KM 139+400

FRL FINISHED ROAD LEVEL
G.L. GROUND LEVEL
FDN. FOUNDATION LEVEL
LVL. LEVEL
FX FIXED BEARING
FR FREE BEARING
SK SKEW
SQ SQUARE
EXISTING RAILWAY TRACK
FUTURE RAILWAY TRACK
RAILWAY BOUNDARY

NOTES:-

1. PROPOSED WORK SHOWN IN BLACK.
2. TEMPORARY WORK SHOWN IN GREEN.
3. ALL DIMENSIONS ARE IN MILLIMETER AND LEVELS ARE IN METER UNLESS OTHERWISE STATED.
4. ALL DIMENSIONS AND LEVELS SHALL BE VERIFIED AND RECONCILED AT SITE BEFORE EXECUTION OF WORK.
5. LAYOUT OF THE ROB ALIGNMENT IS TO BE FIXED JOINTLY BY RAILWAY OFFICIALS AND NHAI OFFICIALS BEFORE EXECUTION OF WORK.
6. HORIZONTAL AND VERTICAL CLEARANCES SHOWN ARE MANDATORY AND SHALL NOT BE REDUCED/ CHANGED IN RAILWAY PORTION WITHOUT APPROVAL OF RAILWAY.
7. SUB-STRUCTURE & FOUNDATION DIMENSIONS SHOWN IN THE DRAWING ARE TENTATIVE AND MAY UNDERGO CHANGE DURING DETAILED DESIGN AND WORK SHALL BE EXECUTED AS PER FINAL DESIGN AND DRAWING APPROVED BY RAILWAYS. ACCORDINGLY GAD SHALL BE MODIFIED WITH ALTERATION AND APPROVED BY RAILWAYS.
8. GRADE OF CONCRETE FOR DIFFERENT COMPONENTS:- (WITHIN RAILWAY JURISDICTION)
   - P.C.C M15
   - ABUTMENT AND PIER M35
   - DECK SLAB (LATEST ALTERATION) AS PER RDSO'S DRAWING (WITH LATEST ALTERATION)
   - CRASH BARRIER & RAILING AS PER RDSO'S DRAWING (WITH LATEST ALTERATION)
   - APPROACH SLAB M30
   - PEDESTAL M40
9. ALL STEEL FOR GIRDER SHALL BE E350, GRADE BO AS PER IS:2062-2011
10. WEARING COAT, EXPANSION JOINTS, CRASH BARRIER AND DRAINAGE SPOUT SHALL BE AS PER RDSO'S DRAWINGS (WITH LATEST ALTERATION).
11. EXPANSION JOINTS SHALL BE OF STRIP SEAL TYPE OF APPROVED MAKE CONFORMING TO RELEVANT IRC SPECIFICATIONS.
12. REINFORCEMENT STEEL SHALL BE H.Y.S.D GRADE Fe -500D BARS CONFORMING TO IS:1786-2008
13. PROTECTION SCREENS SHALL BE PROVIDED ON ROB CONFORMING AS PER LATEST RDSO DRAWING NO ETI/C/00681 FOR INTERIM ONLY.
14. WORK WITHIN THE RAILWAY BOUNDARY LIMITS SHALL BE CARRIED OUT BY NHAI UNDER THE SUPERVISION OF RAILWAY ENGINEER.
15. TEMPORARY ENGINEERING INDICATORS AND PROTECTION OF TRACK WILL BE INSTALLED AS PER RAILWAY NORMS.
16. APPROACH SLAB SHALL BE PROVIDED AS PER MORT&H STANDARD.
17. FOUNDATION SIZES ARE TENTATIVE, SHALL BE FINALIZED AFTER DETAILED DESIGN.
18. APPROACH GRADIENT FOR ROB APPROACHES SHALL NOT BE STEEPER THAN 1V: 30H AS PER IRC 73: 1980 (WITH LATEST EDITION).
19. CONCRETE WORKS SHALL BE CURED FOR 14 DAYS (MINIMUM).
20. CONCRETE SHALL BE MIXED BY APPROVED POWER DRIVEN MECHANICAL MIXER.
21. CONCRETE SHALL BE VIBRATED BY APPROVED POWER DRIVEN PNEUMATIC VIBRATOR.
22. THE FORM WORK FOR CONCRETING FOR DECK SLAB SHALL BE SUPPORTED ON STEEL GIRDER WITHOUT ANY PROPS ON GROUND.
23. IN CASE CRANE IS USED FOR PLACEMENT OF STEEL GIRDER SPAN, THE CAPACITY OF THE CRANE AT REQUIRED RADIUS SHALL BE VERIFIED AND RECONCILED BEFORE EXECUTION OF WORK AS PER INSTANT PLAN OF THE AGENCY.
24. FILLING BEHIND THE PROPOSED R.E WALL SHALL BE WITH 600MM THICK FILTER MEDIA (BOULDER PACKING) GRANULAR MATERIAL CONFORMING TO IRC 78.2000 (WITH LATEST EDITION).
25. ENTIRE WORK OF RAILWAY SPAN SHALL BE EXECUTED UNDER RLY. SUPERVISION AND SR AS PER TEMPORARY SIGNAL AND SPEED RESTRICTION DIAGRAM AS SHOWN IN THE DRAWING.
26. THE STRUCTURAL STEEL SHALL BE ALUMINUM METALISED BEFORE LAUNCHING OF THE GIRDER.
27. WHILE CARRYING OUT THE WORK PRECAUTION SHALL BE TAKEN FOR PROTECTION OF S&T CABLES.
28. SAFETY PRECAUTION AND MEASURES ADVISED VIDE RAILWAY BOARD'S LETTER NO.97/CE/1 BRO/158(POLICY) PART-II DATED 16.07.2009 AND 25.09.2009 SHALL BE ENSURED.
29. TELEGRAPH POST, TELECOM CABLE, SIGNAL CABLE AND RAILTEL CABLE IS REQUIRED TO BE SHIFTED TO PROVIDE CLEAN SITE TO NHAI. THE COST OF SHIFTING WILL BE BORNE BY NHAI.
30. ANY EXISTING STRUCTURE WITHIN THE RAILWAY BOUNDARY IF REQUIRED TO BE DISMANTLED/ SHIFTED FOR THE CONSTRUCTION OF PROPOSED ROB. THE SAME IS TO BE RE-CONSTRUCTED/RE-SHIFTED BY THE NHAI WITH THE SUPERVISION OF RAILWAY AUTHORITIES ENTIRE COST SHALL BE BORNE BY NHAI.
31. NHAI SHOULD ENSURE SAFETY OF RUNNING TRAFFIC BEFORE EXECUTION OF WORK.
32. THE STRUCTURE IS DESIGNED FOR IRC LOADING AS FOLLOWS.
   - CLASS A LOADING - ONE, TWO ,THREE, FOUR, FIVE.
   - CLASS 70R WHEELED + THREE LANE OF CLASS A (ONE LANE CLASS A FOR EACH LANE).
   - CLASS 70R TRACK + THREE LANE OF CLASS A (ONE LANE CLASS A FOR EACH LANE).
   - CLASS 70R + CLASS 70R (FOR EACH TWO LANE)+ ONE LANE OF CLASS A
33. THE BRIDGE SPAN IS ALSO DESIGNED FOR SPECIAL CLASS LOADING OF 383 MT AS PER IRC 6-2017.
34. FOR FABRICATION, WORKMANSHIP, INSPECTION & TESTING, PROTECTION AGAINST CORROSION ETC. RELEVANT PROVISIONS OF IRC 24-2010 SHALL BE FOLLOWED (WITH LATEST EDITION).
35. CLEAR COVER TO OUTERMOST STEEL FOR SUB-STRUCTURE IS 50MM FOR ALL COMPONENTS EXCEPT FOUNDATIONS WHERE IT SHALL BE 75MM.
36. WATER TO BE USED IN CONCRETING, GROUTING & CURING SHALL CONFORM TO CLAUSE 14 OF IRC: 112:2011 (WITH LATEST EDITION).
37. MIN DEPTH OF FOUNDATION OF RE WALL BELOW GROUND LEVEL WILL BE 1.0M MINIMUM IRC NORMS (WITH LATEST EDITION).
38. NO CONSTRUCTION JOINTS SHALL BE ALLOWED IN CONCRETE WORKS WITHOUT SPECIAL PRE-CAUTIONS AS PER CL.310.5.3 OF IRC: 21-2000 (WITH LATEST EDITION).
39. NECESSARY GUARD RAIL SHALL BE PROVIDED IN THE TRACKS AT ROB LOCATION.
40. MAINTENANCE OF ROAD SURFACE AFTER COMPLETION OF THE ROAD OVER BRIDGE TO BE DONE AS PER EXTENT RULE.
41. THE CONTROLLED CONCRETE WITH WEIGH BATCHING PLANT SHALL BE USED AND THE WORK SHALL BE SUPERVISED BY RAILWAY OFFICIALS.
42. NECESSARY TEMPORARY PROTECTION WORK FOR SAFETY OF RUNNING TRACK IN CONNECTION WITH EXECUTION OF FOUNDATION SHALL BE MADE BY CONTRACTOR BEFORE EXECUTION OF THE WORK.
43. AFTER COMMISSIONING OF PROPOSED ROB, EXISTING AND TEMPORARY LEVEL CROSSING SHOULD BE CLOSED SIMULTANEOUSLY TEMPORARY ROAD DIVERSION WILL BE CLOSED.
44. TEMPORARY ROAD DIVERSION SHOULD BE MADE BEFORE CLOSING OF EXISTING LEVEL CROSSING FOR THE CONSTRUCTION OF PROPOSED ROB AS PER SITE CONDITION.
45. DRAINAGE ARRANGEMENTS IN RAILWAY PORTION SHALL BE PROVIDED AVOIDING TRACK BELOW AS PER STANDARD DRAWING OF MORT&H.
46. RAILWAY KM WITH RESPECT TO T.P NOS. AS WRITTEN IN THE DRAWING TO BE CHECKED AS PER SITE CONDITION AND THAT SHOULD BE COMPLIED BY DIVISIONAL AUTHORITIES, FOLLOWED BY "NOTE NO.5"
47. PROPOSED WORKS SHALL BE EXECUTED FOLLOWED BY ALL RELEVANT LATEST CODES AND ITS CORRECTION SLIPS AS PER REQUIREMENTS.
48. EXISTING ROAD TO BE DIVERTED OR TEMPORARY SERVICE ROADS ARE TO BE PROVIDED BEFORE EXECUTION OF THE PROPOSED ROB WHATEVER NECESSARY AS PER SITE CONDITION IF REQUIRED.
49. PROTECTION WORKS FOR APPROACHES FOR EXISTING STRUCTURES/ BUILDINGS/EXISTING L.C. ETC. SHOULD BE ENSURED BEFORE EXECUTING OF WORK BY NHAI.
50. PROTECTION WORK FOR SERVICE ROAD & ADJACENT EXTG STRUCTURE / BUILDING ETC. SHOULD BE ENSURED BEFORE EXECUTION OF THE APPROACH WORK BY THE NHAI
51. PROPOSED WORK SHALL BE EXECUTED AS PER RELEVANT LATEST CODES AND CORRECTIONS AS PER REQUIREMENTS.
52. VERTICAL CLEARANCE 6.50 M AS SHOWN IN THE DRAWING TO BE CONSIDERED FROM EXTG. RAIL LEVEL (AS SHOWN) TO BOTTOM OF SPLICE COVER PLATE OF LOWEST LONGITUDINAL GIRDER. FRL AT CENTER OF CARRIAGEWAY KEPT ACCORDINGLY.
53. SEISMIC ZONE = III

DESIGN CRITERIA
- IRC: 5-2015 (WITH LATEST EDITION)
- IRC: 112-2011 (WITH LATEST EDITION)
- IRC: 6-2017 (WITH LATEST EDITION)
- IRC: 78-2014 (WITH LATEST EDITION)
- IRC: 24-2010 (WITH LATEST EDITION)
- IRC: 22-2007 (WITH LATEST EDITION)
- WHERE IRC SILENT, IS CODES TO BE FOLLOWED

54. PILE LOAD TEST SHALL BE CONDUCTED ON INITIAL PILE. THE NUMBER OF TESTS, TEST PROCEDURE, METHOD OF TEST SHALL BE SIMILAR TO THE PROVISIONS OF IS:2911 (PART-1/SEC-4). IT SHALL HOWEVER BE ENSURED THAT IT IS NOT LESS THAN THE DESIGN VALUES AS UNDER. DESIGN LOAD ON PILES
55. STEEL COMPOSITE GIRDER HAS BEEN ADOPTED AS PER NON STANDARD GIRDER. THE STRUCTURAL ADEQUACY OF SUB STRUCTURE AND SUPERSTRUCTURE SHALL BE SUBMITTED TO HQ/NCR SEPARATELY FOR APPROVAL OF COMPETENT AUTHORITY.
56. TO FACILITATE THE MOVEMENT OF PEDESTRIANS A LHS OF SUITABLE SIZE SHALL BE PROVIDED AND SAME SHALL BE SUBMITTED TO HQ/NCR SEPARATELY FOR APPROVAL.
57. THE STRUCTURAL DETAIL DESIGN AND DRAWING OF SUB-STRUCTURE & SUPER STRUCTURE SHALL BE SUBMITTED SEPARATELY FOR APPROVAL TO HQ/NCR. HOWEVER THE SECTION IS TO BE INDIVIDUAL EACH MEMBER OF THE PROPOSED ROB COMPOSITE GIRDER SHALL IN NO WAY LESSER AS COMPARED TO THE SECTION GIVEN IN THE DRAWING.
58. WORK MUST BE STARTED AFTER ENSURING THAT ALL CABLES PERTAINING TO S&T ARE SHIFTED IN PRESENCE OF S&T STAFF.
59. LAUNCHING SCHEME SHALL BE GOT APPROVED SEPARATELY FROM COMPETENT AUTHORITY.
60. REQUIREMENT OF POWER & TRAFFIC BLOCK AND SPEED RESTRICTION TO BE GIVEN IN TRD.

NCR/HQ/PLANS-NCR(ENGG/GAD)ROB/188/2019

			FOR REVIEW
DATE	REV	DESCRIPTION OF REVISIONS	BY

NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Road Transport & Highways Government of India)
G-5 & 6, Sector 10, Dwaraka, New Delhi - 110075

DRAFT FEASIBILITY REPORT

PROJECT: CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR DEVELOPMENT OF ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJANA (LOT-4)/ PACKAGE-4/ DEVELOPMENT OF DELHI VADODARA HIGHWAY NH-148N FROM (CH.-115+700 TO 151+840) IN RAJASTHAN STATE.

APPROVED BY:	S.P.
CHECKED BY:	A.T.
DESIGNED BY:	J.M.
DRAWN BY:	D.S.
SCALE: @ A0 AS SHOWN	DATE: JUNE.2018

TITLE: APPROVAL OF GENERAL ARRANGEMENT DRAWING OF ROB AT RAILWAY KM 139.400 FOR NH-148N (DESIGN CH- 149+942) IN BETWEEN BANDIKUI JUNCTION AND BIWAI STATION

		RAILWAY HQ. OFFICIALS
DRM/AGRA		
ADRM/INFRA/AGRA		
Sr. DEN/CO/AGRA	CBE/NCR	
Sr. DOM/AGRA	Dy.C.E./BR/HQ	
Sr.DSTE(G)/AGRA	AXE N/BD/II	
Sr. DEE/TRD/AGRA	SSE/DRG	
Sr. DEN-II/AGRA		
DIVISIONAL OFFICERS SIGNATURE	NCR HQ OFFICERS SIGNATURE	

NHAI OFFICIALS

TECHNICAL MANAGER, N.H.A.I. (SOHNA)

P.D., N.H.A.I. (SOHNA)

DRG NO.: FIPL-DV-I-I-ROB-P-02-CH-149+942-GAD-001

REV.

N.C.RLY. DIVL. PLAN NO.

N.C.RLY. HQE PLAN NO.