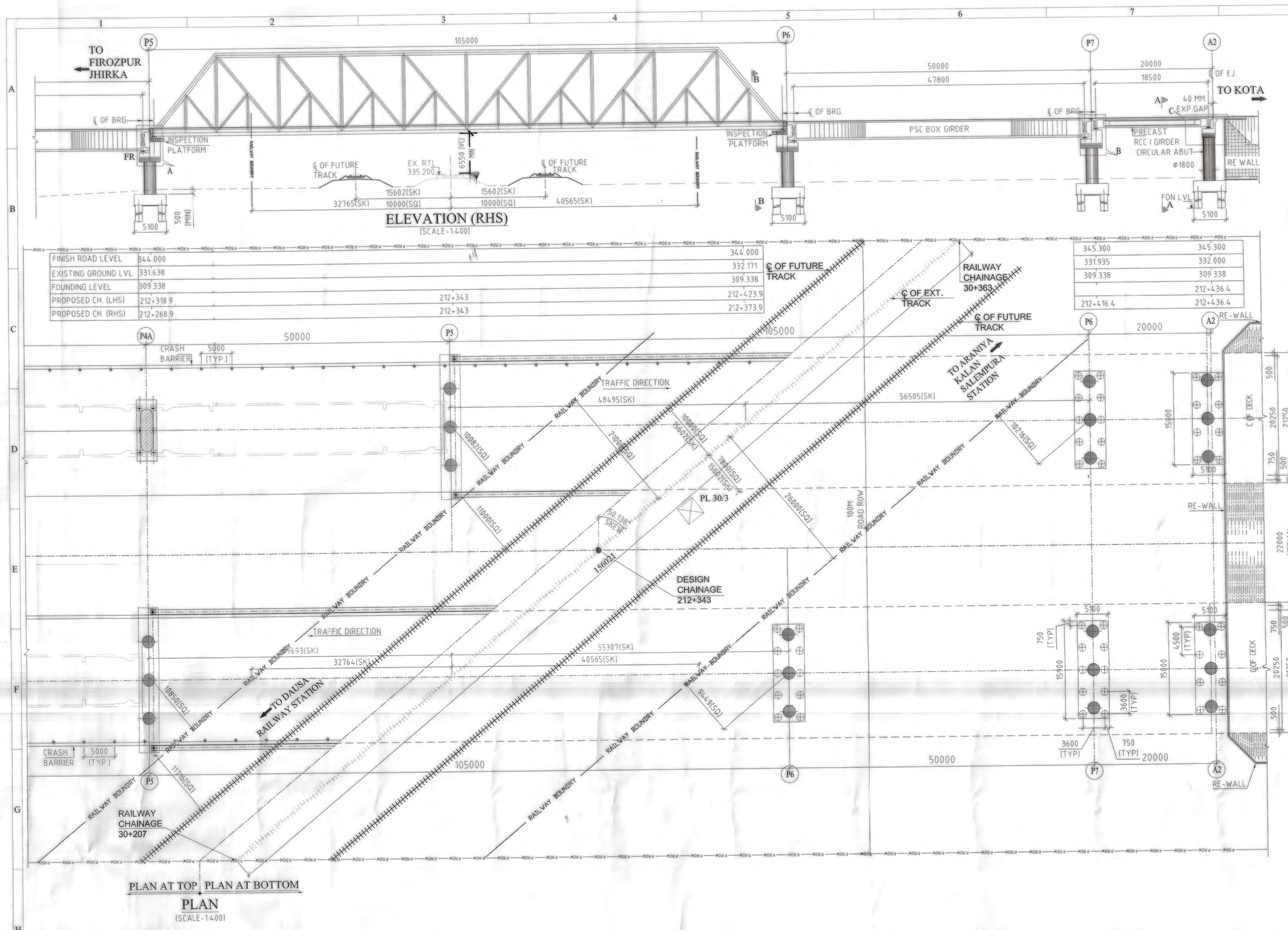
RORACS PROPOSAL ID NWRSP0010.

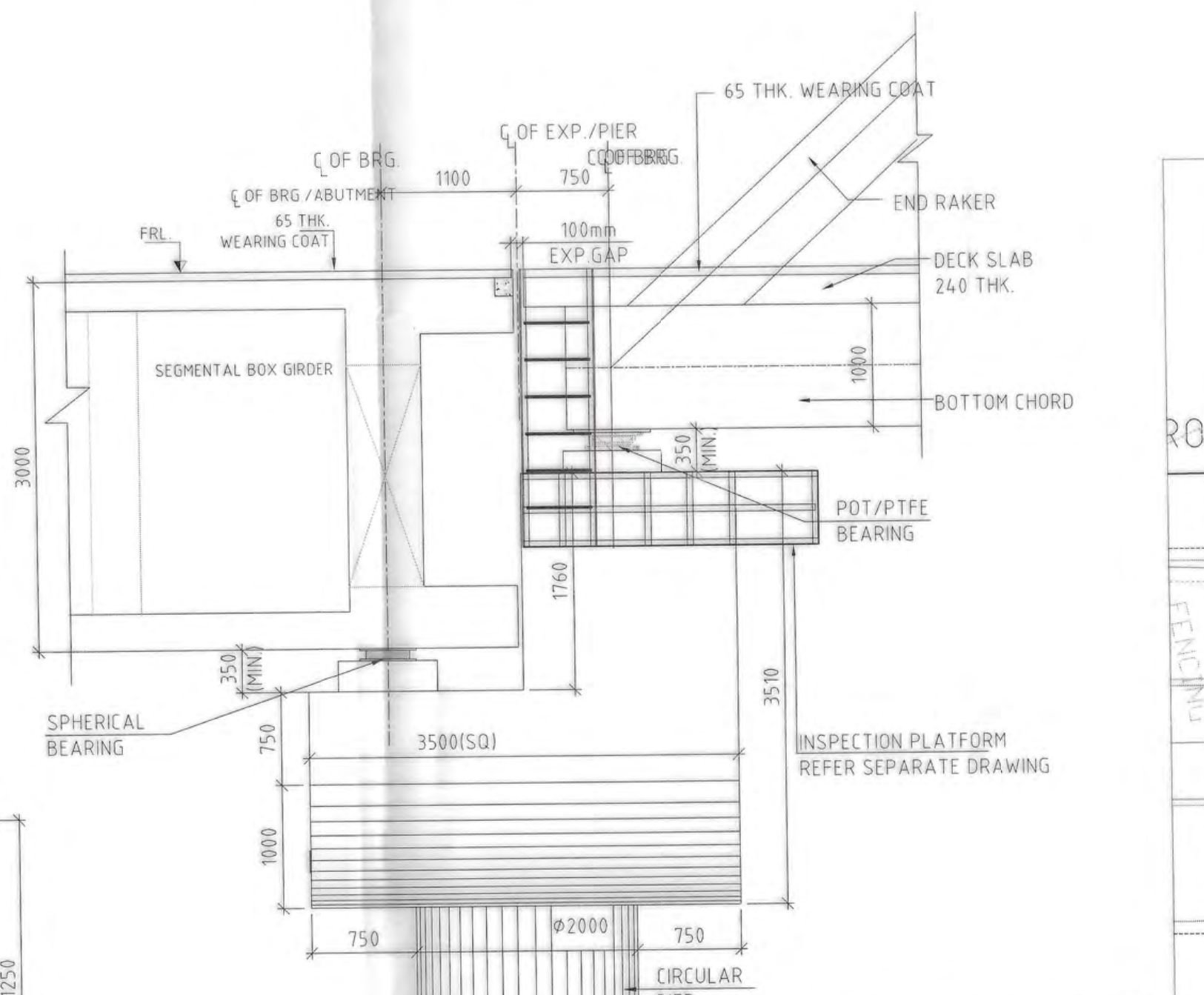
EXECUTING AGENCY :- NHAI
SUPERVISION WITHIN RLY. PORTION :- CONSTRUCTION BEING ON DAUSA- GANGAPUR RLY. LINE

N.W.R DIVL. PLAN NO.

N.W.R HQE PLAN NO.

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

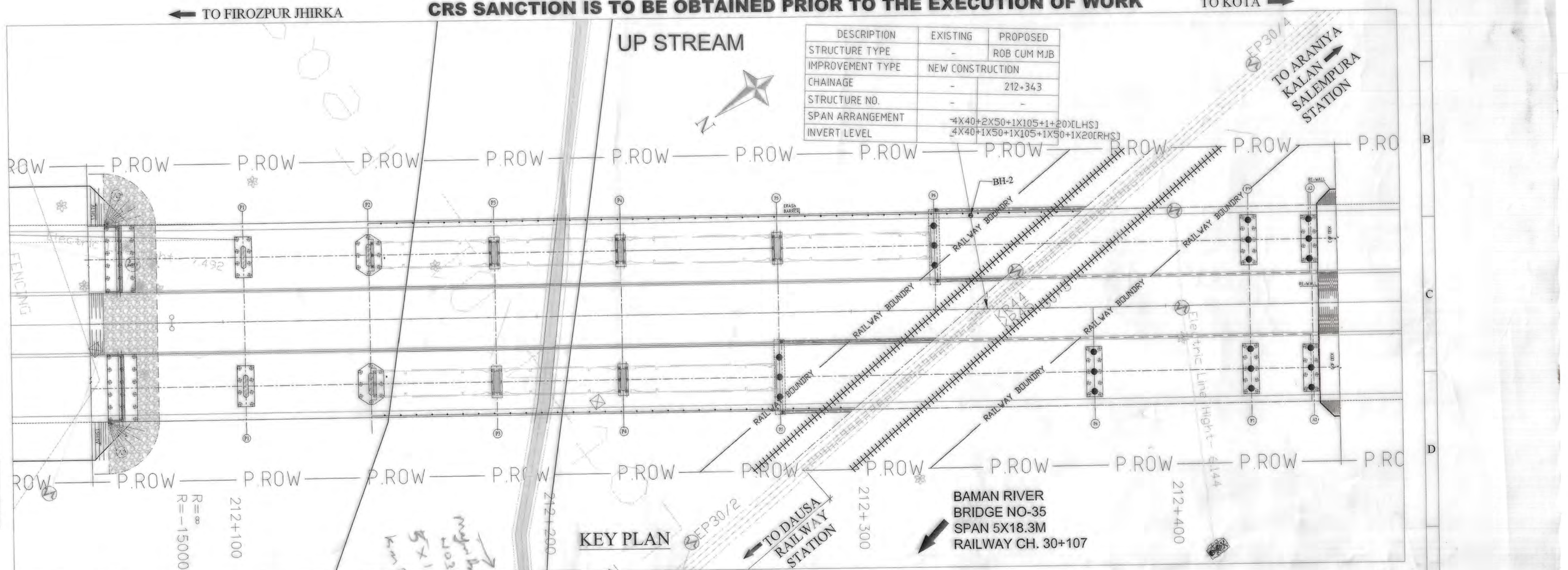




DESIGN CHAINAGE	RAILWAY CH.
212+343	30+363 (LHS),30+207(RHS)

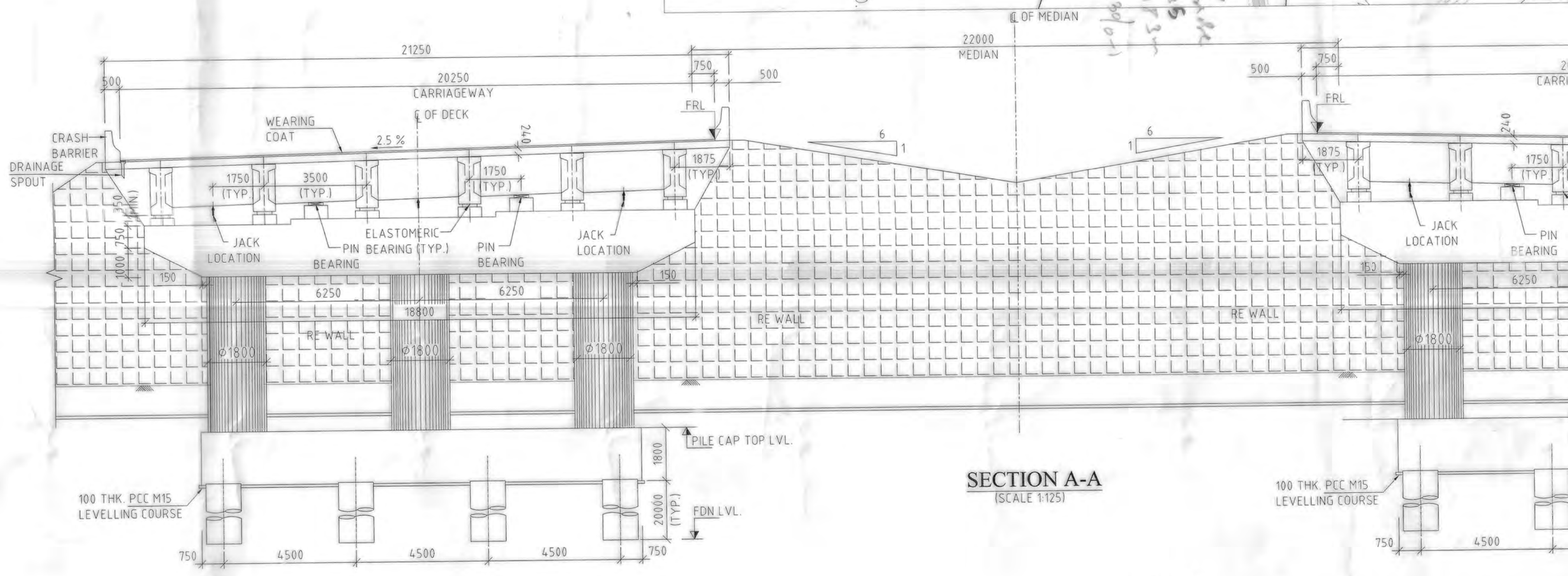
← TO FIROZPUR JHIRKA

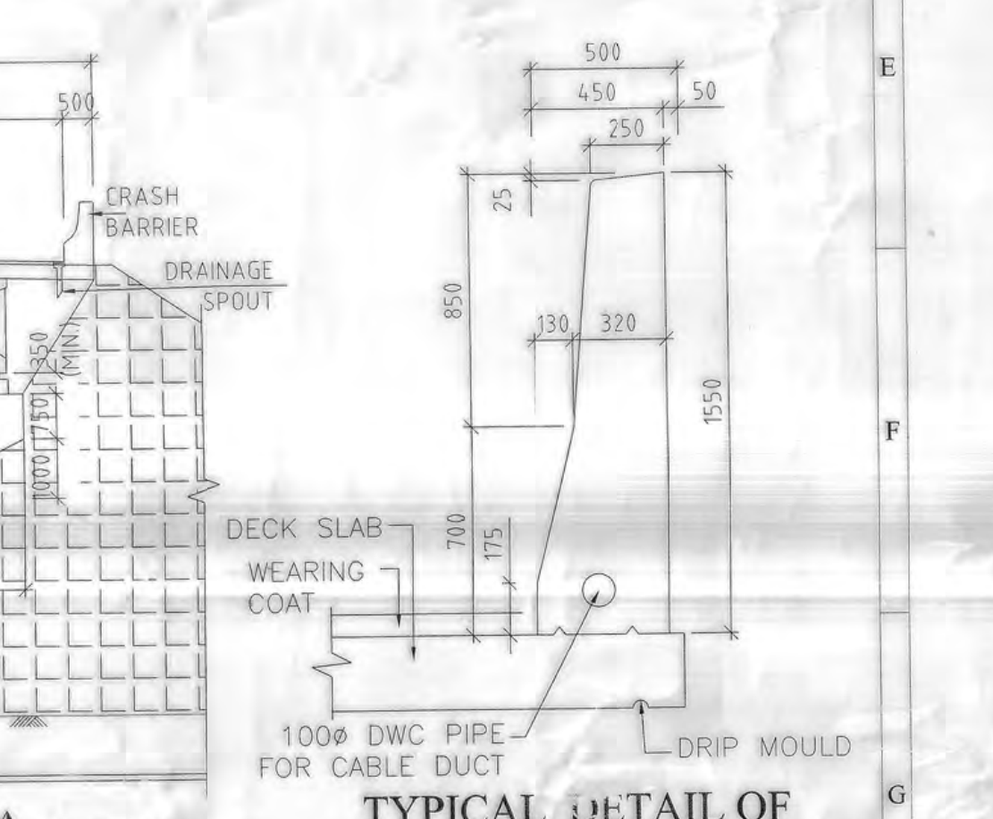
TO KOTA →



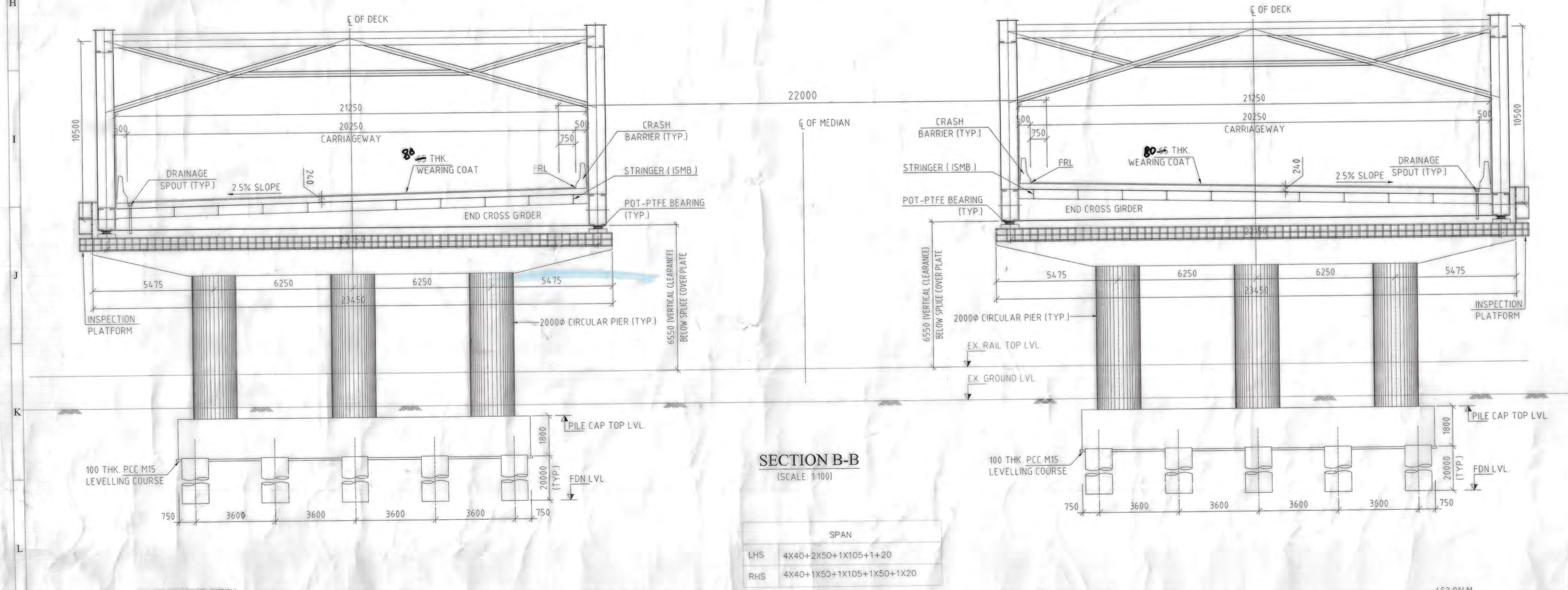
DESCRIPTION	EXISTING	PROPOSED
STRUCTURE TYPE	-	ROB CUM MJB
IMPROVEMENT TYPE	NEW CONSTRUCTION	
CHAINAGE	-	212+343
STRUCTURE NO.	-	-
SPAN ARRANGEMENT	4X40+2X50+1X105+1+20)[LHS] 4X40+1X50+1X105+1X50+1X20[RHS]	
INVERT LEVEL		

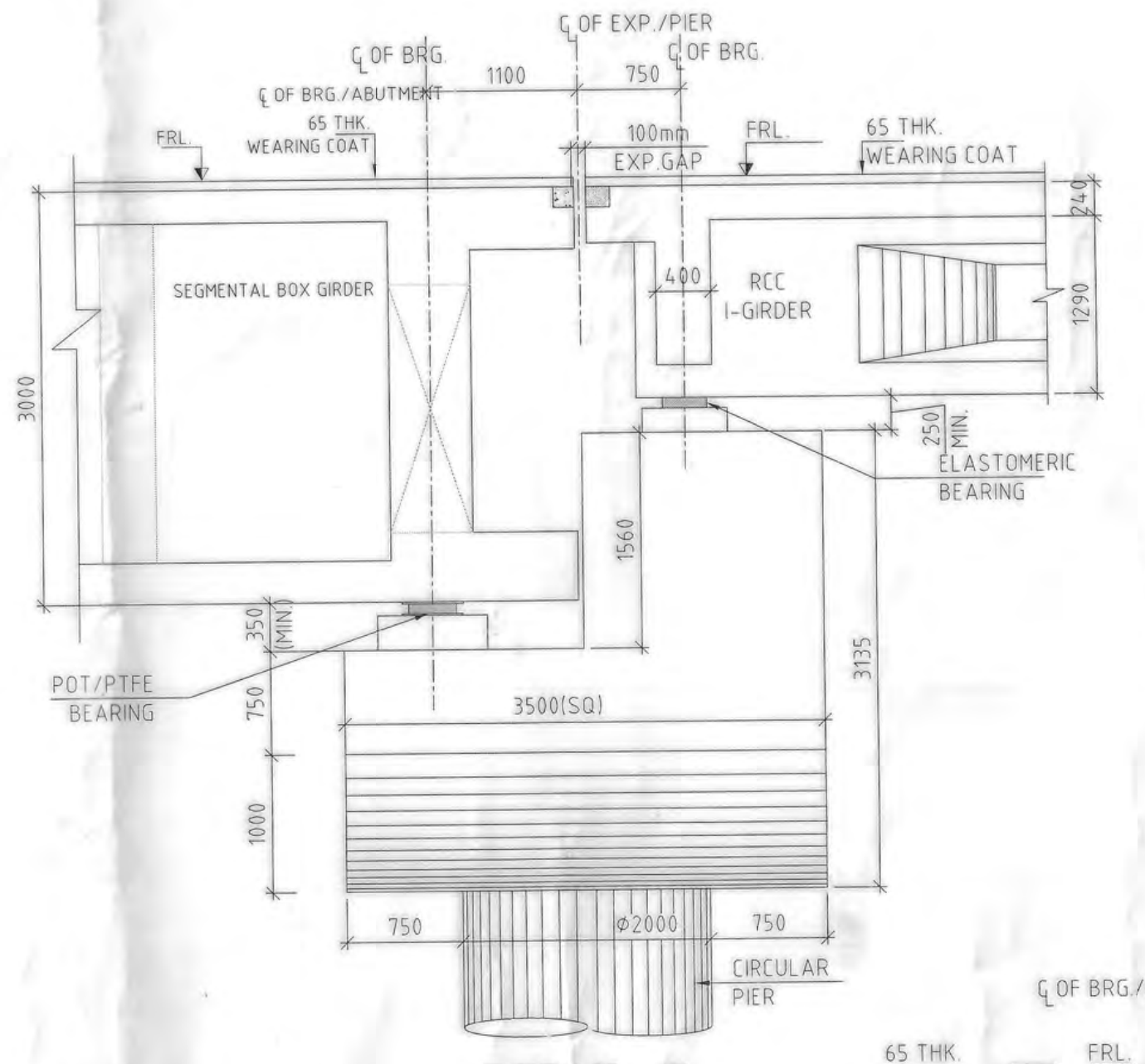
KEY PLAN

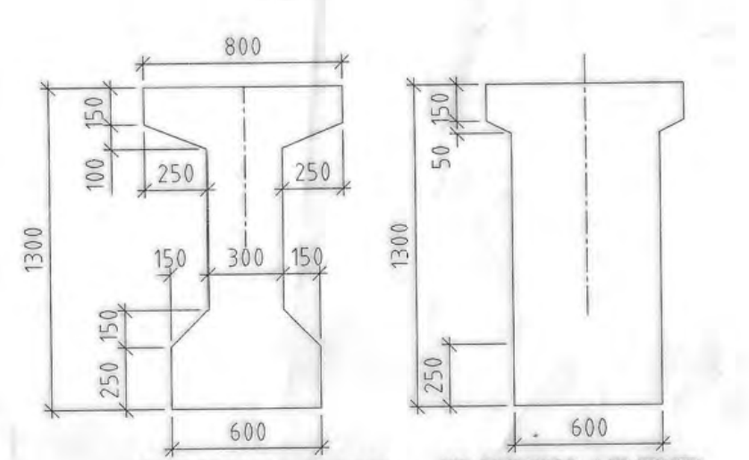




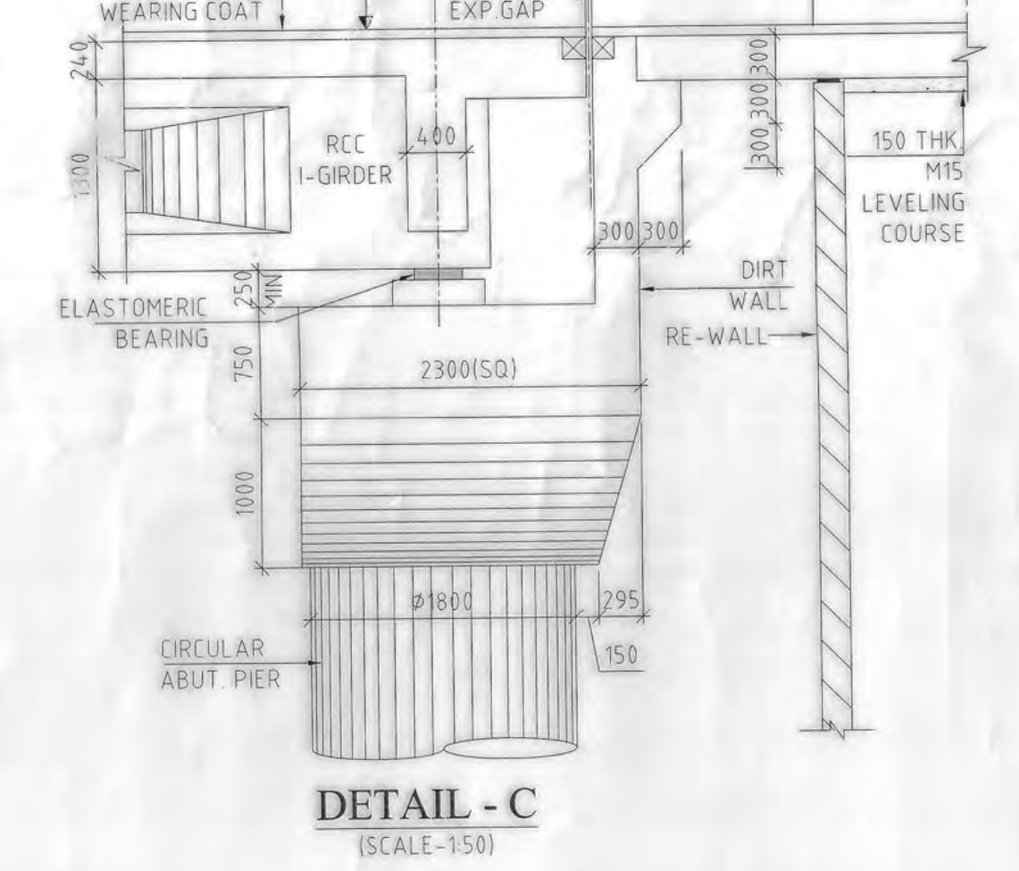
TYPICAL DETAIL OF CRASH BARRIER (TYPE-P3)
(SCALE 1:25)



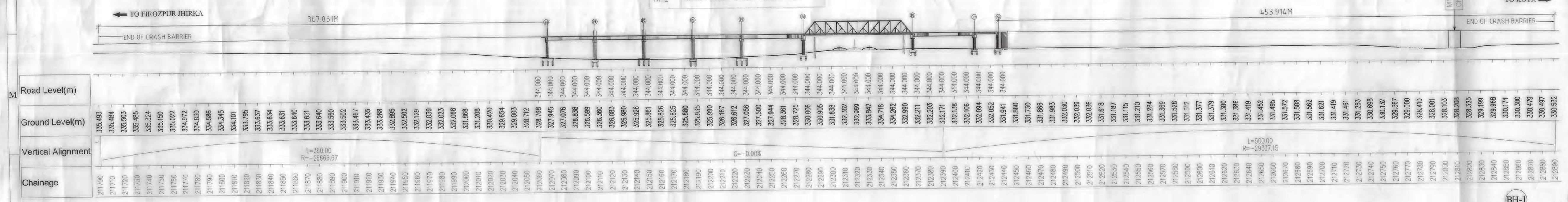


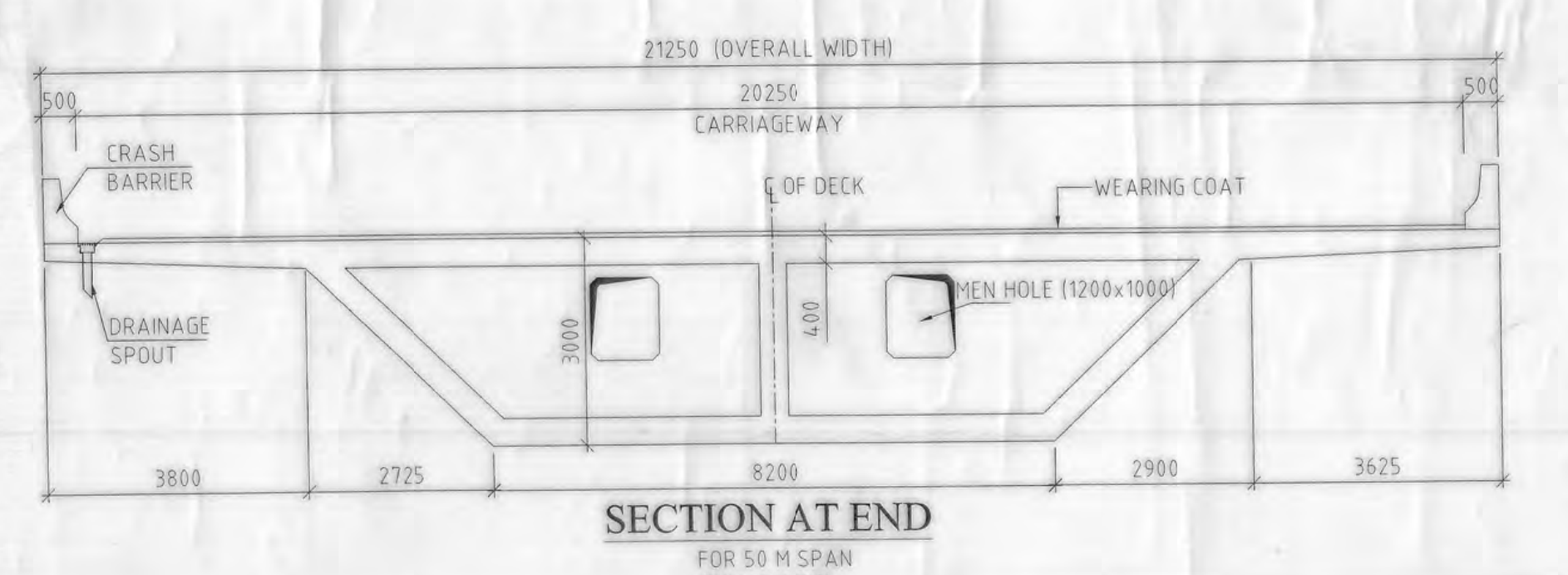


DETAIL PRECAST RCC I-GIRDER
(SCALE 1:50)

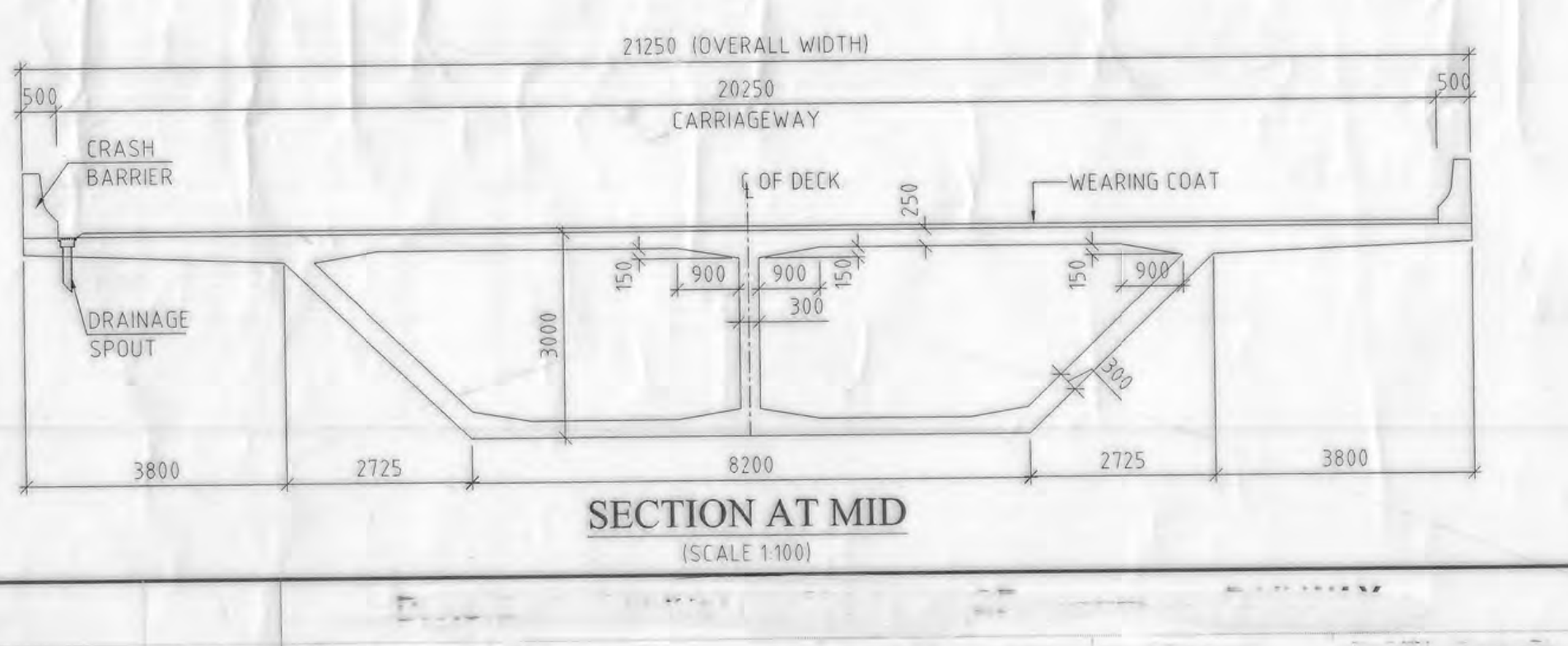


DETAIL - C
(SCALE-1:50)





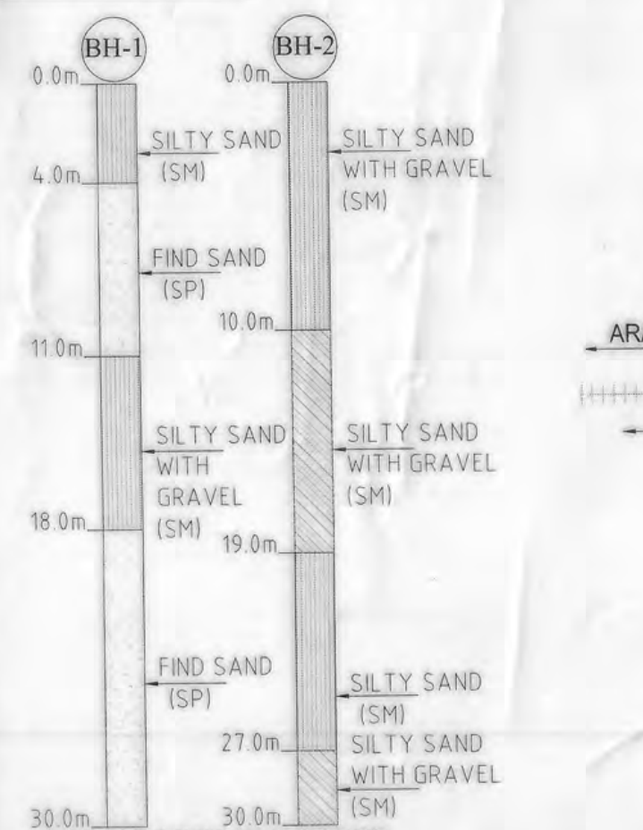
SECTION AT END
FOR 50 M SPAN
(SCALE 1:100)



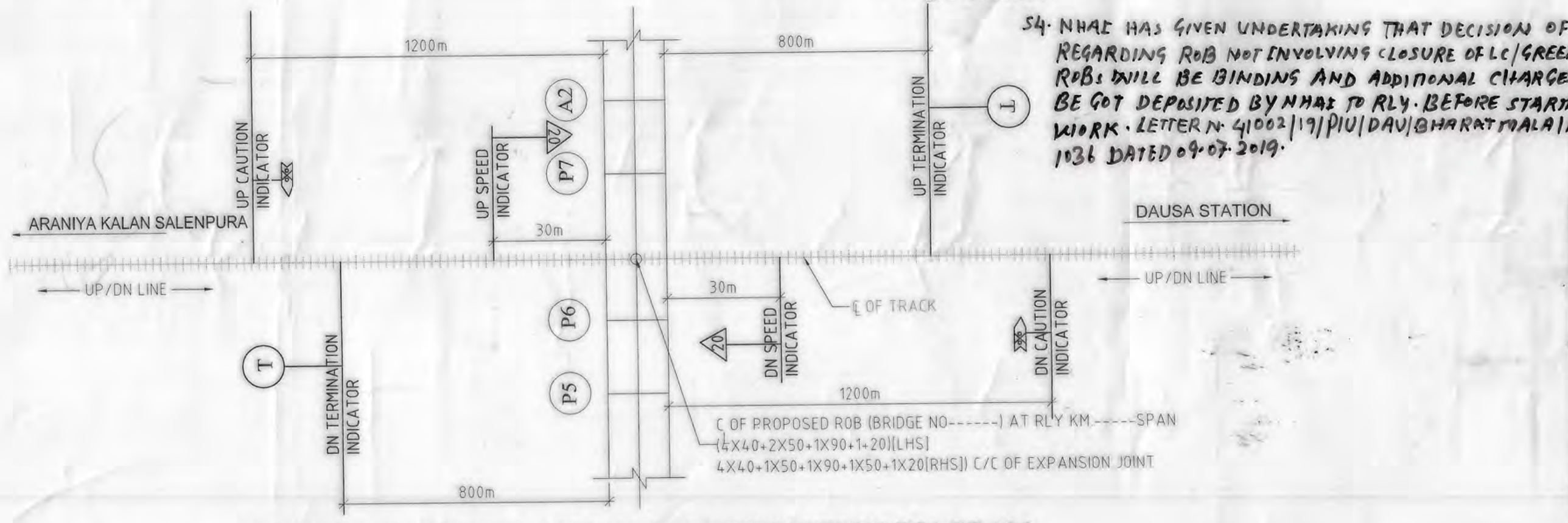
SECTION AT MID
(SCALE 1:100)

LEGEND:-

VC	VERTICAL CLEARANCE
FRL	FINISHED ROAD LEVEL
G.L.	GROUND LEVEL
FDN.	FOUNDATION LEVEL
LVL.	LEVEL
FX	FIXED BEARING
FR	FREE BEARING
SK	SKEW
SQ	SQUIRE
▨	EXISTING RAILWAY TRACK
▨	FUTURE RAILWAY TRACK
—	RAILWAY BOUNDARY
RTL	RAIL TOP LEVEL
EJ	EXPANSION JOINT



BOR-LOG DETAILS OF ROB



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

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)
   - 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.
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).
   - S.V. LOADING.
31. THE BRIDGE SPAN IS ALSO DESIGNED FOR SPECIAL CLASS LOADING OF 385 MT AS PER IRC 6 -2017.
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.
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. PROPOSED WORK SHOWN IN RED________
43. TEMPORARY WORK SHOWN IN GREEN________
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. 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

52 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

ABUTMENT	NORMAL CASE	V=300T	H=30
PIER	NORMAL CASE	V=300T	H=15

RECOMMENDED PILE CAPACITY.

ABUTMENT	V=350T	H=84
PIER	V=350T	H=84

53. STRUCTURAL DESIGN/DRAWINGS of SUPER STRUCTURE WILL BE APPROVED BY RDSO. INSPECTION of FABRICATION OF SUPER STRUCTURE BOTH AT WORK SITE AND WORKSHOP WILL BE DONE BY RDSO AS PER RLY. BD LETTER N. 2016/54/CE-III/BR/RDSO/MISC DT 15.07.2019.
AS PER BOARD LETTER N. 2015/CE-IV/ROB/78/Pt. dt. 09.07.2019, STRUCTURAL DESIGN/DRAWINGS OF SUPERSTRUCTURE WILL BE APPROVED BY RDSO.

54. LAUNCHING SCHEME SHALL BE GOT APPROVED SEPERATELY.

54. NHAI HAS GIVEN UNDERTAKING THAT DECISION OF RLY. BD REGARDING ROB NOT INVOLVING CLOSURE OF LC/GREEN FIELD ROBs WILL BE BINDING AND ADDITIONAL CHARGES WILL BE GOT DEPOSITED BY NHAI TO RLY. BEFORE STARTING WORK. LETTER N. 41002/19/PIU/DAU/BHARATMALA/ROB/1036 DATED 09.07.2019.

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

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

DIVISIONAL OFFICERS SIGNATURE		NWR HQ OFFICERS SIGNATURE	
DRM/JP	02-9.19	CBE/NWR	1/10/2019
Sr. DEN (CO.) / JAIPUR	26/8/19.	DY CE/BR.(P&D)	30/09/19
DEN(E)/JP	26/08/19	AXEN/BR.	13.09.19
SR DSTE/JP	20/8/19		13.09.2019 (ISE/[illegible]/HQ)
SR. DOM/JP	19.8.19		
SR. DEE(TRD)/JP	20/08/19		

N.W.RLY. DIVL. PLAN NO. 13564 CASE NO. W/420/1/ROB/NHAI

N.W.RLY. HQE PLAN NO. CBE-1080/JP/ROB/2019.

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

FEASIBILITY REPORT

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) IN RAJASTHAN STATE (CH-183+000 TO 214+260)

APPROVED BY:	S.P.	
CHECKED BY:	A.T.	
DESIGNED BY:	J.M.	JMM
DRAWN BY:	DS	
SCALE: @ A0 AS SHOWN	DATE: SEPT-2018	

GENERAL ARRANGEMENT DRAWING OF ROB AT
DESIGN CH. 212+343,
RAILWAY KM 30.207 — 30.363
DAUSA - GANGAPURCITY SECTION
DIV.- JAIPUR

DRG NO.: FIPL-DV-L4-ROB-MJB-P-04-CH-212+343-GAD-001

REV.

SHEET- 01 OF 01

DATE	REV	DESCRIPTION OF REVISIONS	BY
22.06.2018	A	FOR REVIEW	

BP (B.R.PUNIYA)
SSE/DRG
JAIPUR

EXECUTING AGENCY: NHAI
SUPERVISION RLY PORTION: JP DIVISION.

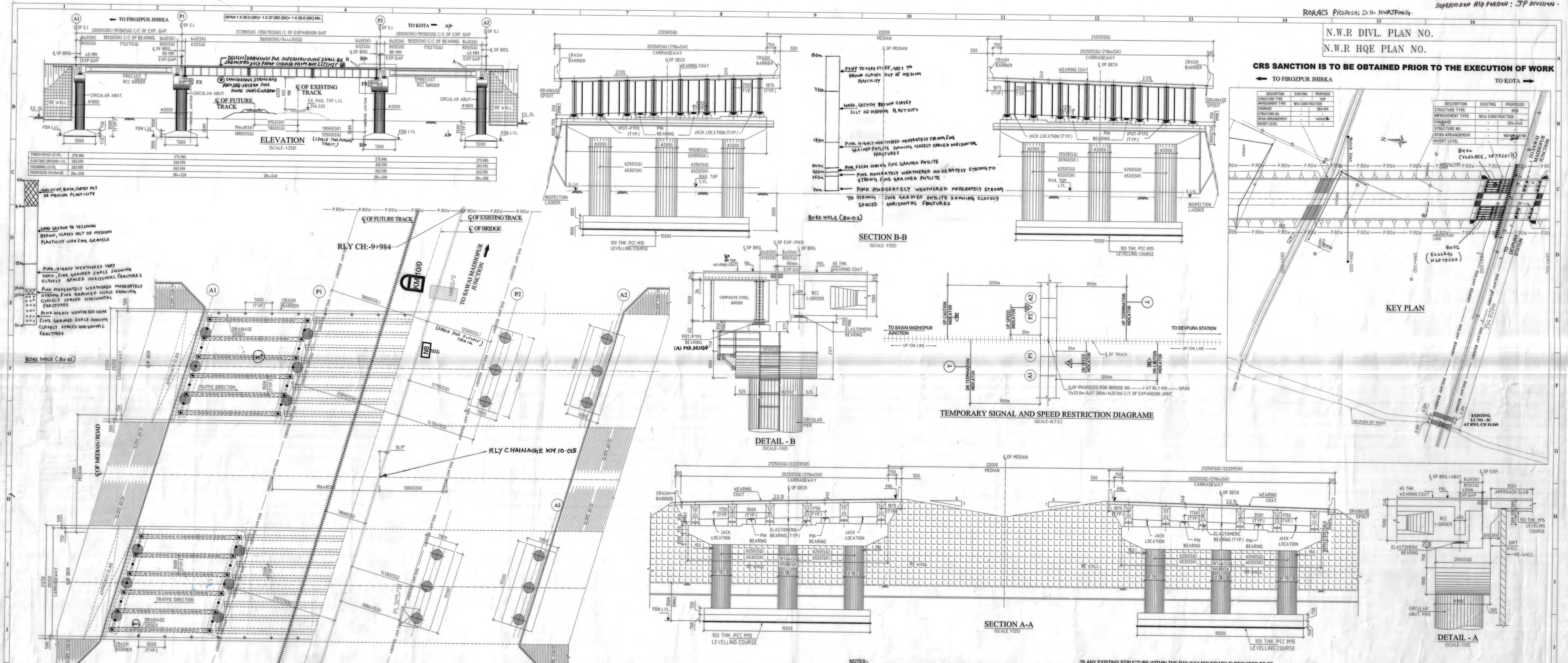
RORACS PROPOSAL ID N. NWRJP0014.

N.W.R DIVL. PLAN NO.

N.W.R HQE PLAN NO.

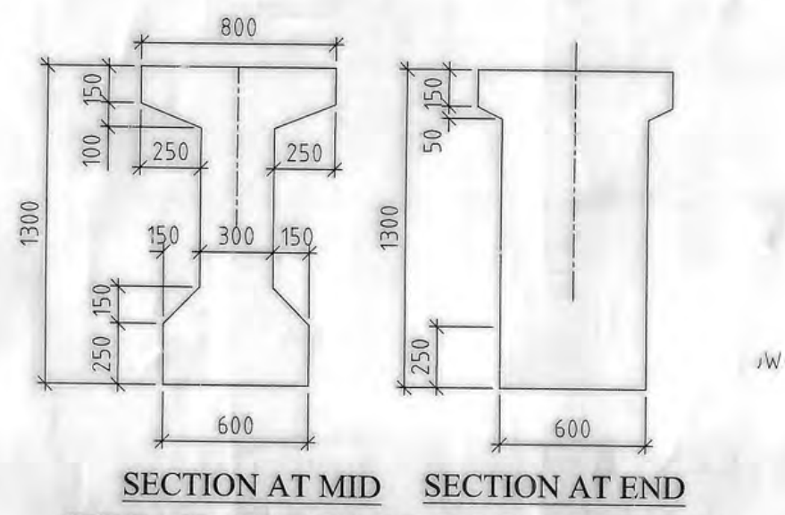
CRS SANCTION IS TO BE OBTAINED PRIOR TO THE EXECUTION OF WORK

← TO FIROZPUR JHIRKA TO KOTA →



DESCRIPTION	EXISTING	PROPOSED
STRUCTURE TYPE	-	VUP
IMPROVEMENT TYPE	NEW CONSTRUCTION	
CHAINAGE	-	283+955
STRUCTURE NO.	-	-
SPAN ARRANGEMENT	-	1x20x5.5m
INVERT LEVEL	-	-

DESCRIPTION	EXISTING	PROPOSED
STRUCTURE TYPE	-	ROB
IMPROVEMENT TYPE	NEW CONSTRUCTION	
CHAINAGE	-	284+248
STRUCTURE NO.	-	-
SPAN ARRANGEMENT	-	1x20+1x37.28+1x20 (SK)
INVERT LEVEL	-	-

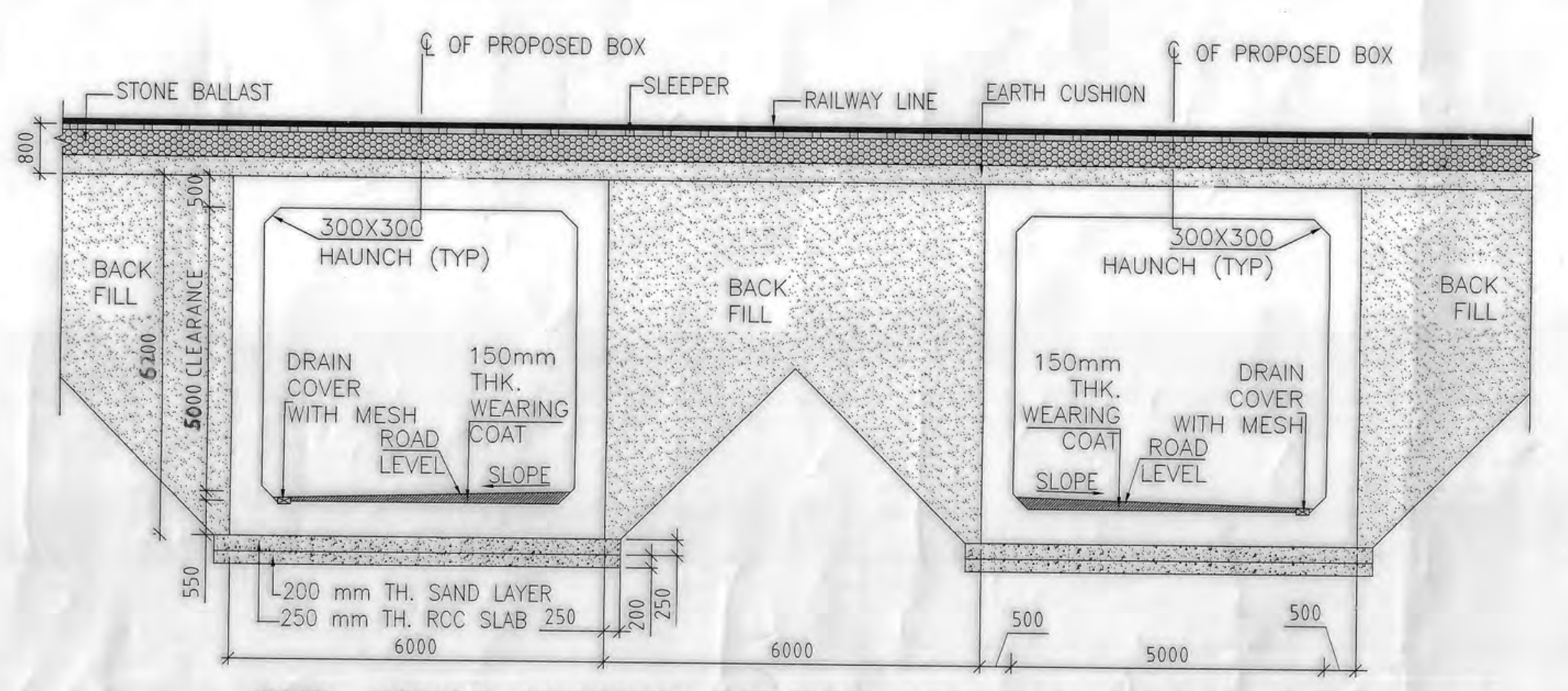


SECTION AT MID SECTION AT END
DETAIL PRECAST RCC I-GIRDER
(SCALE 1:50)

LEGEND:-

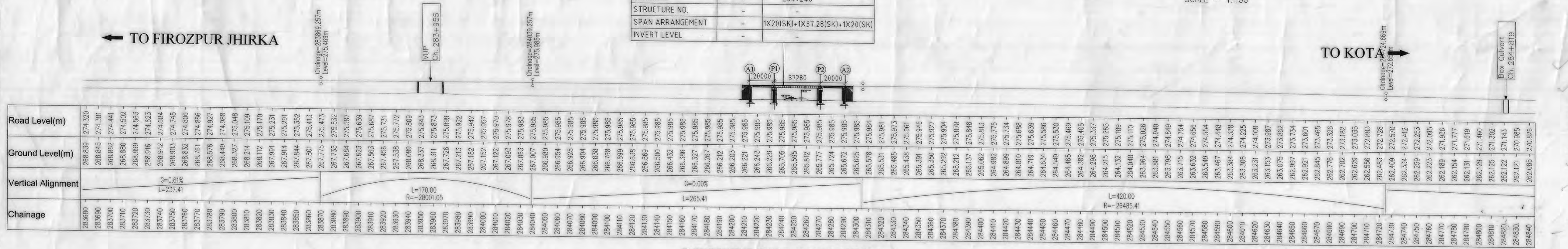
V.C	VERTICAL CLEARANCE
FRL	FINISHED ROAD LEVEL
G.L.	GROUND LEVEL
FDN.	FOUNDATION LEVEL
LVL.	LEVEL
FX	FIXED BEARING
FR	FREE BEARING
SK	SKEW
SQ	SQUIRE
┅┅	EXISTING RAILWAY TRACK
━━	FUTURE RAILWAY TRACK
— —	RAILWAY BOUNDARY

DESIGN CHAINAGE	RAILWAY CHAINAGE
284+248	KM 10.015



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

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	-	-



LONGITUDINAL ELEVATION
SCALE 1:1000

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)(MIN.)

• 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~~ 28 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. SACRIFICIAL SHUTTERING ONLY 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~~.
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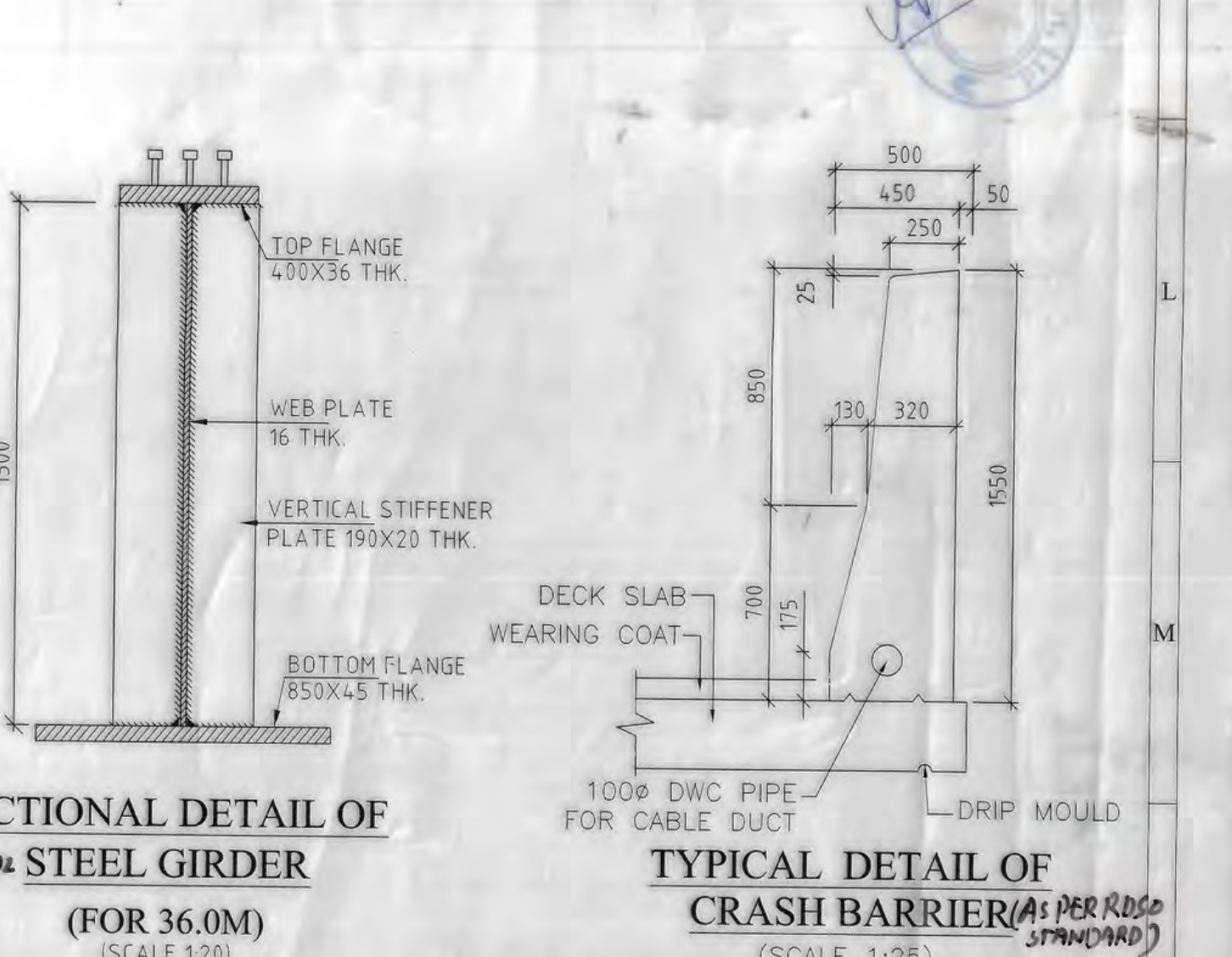
26. SAFETY PRECAUTION AND MEASURES ADVISED VIDE RAILWAY BOARD'S LETTER NO.97/CE/1 BRO/158(POLICY) PART-II DATED 16.07.2009 AND 25.09.2009 SHALL BE ENSURED.
27. TELEGRAPH POST, TELECOM CABLE, SIGNAL CABLE AND RAILTEL CABLE IS REQUIRED TO BE SHIFTED TO PROVIDE CLEAN SITE TO NHAI. THE COST OF SHIFTING WILL 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 -~~2014~~ 2017
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 AND COMPLETE STRUCTURE AFTER COMPLETION OF THE ROAD OVER BRIDGE TO BE DONE AS PER EXTENT RULE. BY NHAI.
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. SEPERATE LAUNCHING SCHEME FOR SUPERSTRUCTURE GIRDERS SHALL BE SUBMITTED FOR APPROVAL OF RLY.
43. DESIGN/DRAWINGS TO BE SUBMITTED WITH DESIGN CERTIFICATIONS AS PER ANNEXURE OF GAD 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/RUB 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.~~ DETAILED GEO-TECH INVESTIGATION REPORT WILL BE EXAMINED AT THE TIME OF APPROVAL OF STRUCTURAL DRAWINGS.
52. SEISMIC ZONE = II
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. 10.11.2014 BETWEEN MINISTRY OF RAILWAY & MORTH UNDER SUPERVISION OF RAILWAY.
55. NOC FOR CLOSURE OF LC N. 8C FROM DISTRICT COLLECTOR SAWAI MADHOPUR HAS BEEN SUBMITTED BY NHAI VIDE LETTER N. NHAI/PIU-SWM/NH-148N/15009/1/2019/ROB/284/438 DT. 17.06.2019.
56. CRS SANCTION SHOULD BE TAKEN BEFORE STARTING WORKS ~~AFFECTING SAFETY OF RUNNING LINE~~.
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 RDSO APPROVED VENDORS ONLY.
59. Q.A.P. AS PER BS-111 (REV. VI) SHALL BE APPROVED BY RLY. SUPERVISION UNIT BEFORE STARTING FABRICATION WORK. DTI WASHERS ONLY AS PER CODE EN 14399 Pt. 9 SHALL BE USED IN HSFG BOLT CONNECTIONS.
60. TORQUE BASED TIGHTENING ALONE DURING FIXING OF HSFG BOLTS SHALL NOT BE ALLOWED. ADEQUATE ROTATION AS PER CODAL PROVISIONS SHALL ALSO BE ENSURED.
61. LAND AQUISITION FOR ROB/RUB, IF ANY INVOLVED, IS TO BE AQUIRED BY NHAI AT THEIR COST.
62. SEPERATE GAD & TAD FOR SUBWAY IS TO BE SUBMITTED BY NHAI FOR APPROVAL OF RLY.

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



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(PW)/BNLW

TECHNICAL MANAGER, N.H.A.I. (SAWAI MADHOPUR)	P.D., N.H.A.I. (SAWAI MADHOPUR) 4/6/2019
	CBE/NWR 23.12.19
DRM 02.12.19	
SR.DEN(Co) 29/11/19.	DYCE/BR(P&D) 17/12/19
SR.DEN(S) 11/11/19	AXEN/BR 13/12/19
SR.DOM 19.11.19	
SR.DEE(TRD) 27.11.19	13/12/2019 SSE/Drg/HQ.
SR.DSTE	NWR HQ OFFICERS SIGNATURE
HQ.DRG.N. CBE-1099/JP/ROB/2019	
DRG. No DRM-JP/13580	NW RLY HQ PLAN No.

DATE	REV	DESCRIPTION OF REVISIONS	BY
15.04.2019	1	AS PER COMMENTS FROM OFFICE OF SUPERINTENDENT ENGINEER AND DISTRICT COLLECTOR,P.W.D. SAWAI MADHOPUR, LETTER NO793,DATED:13.06.2019	DS
22.06.2018	0	FOR REVIEW	DS

SSE/DRG/JP

CASE No W/420(1)/NHAI/NEAR L.C. No 8C

NATIONAL HIGHWAYS AUTHORITY OF INDIA
(Ministry of Road Transport & Highways Government of India)
G-5 & 6, Sector 10, Dwaraka, 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-4/ PACKAGE-4) (DEVELOPMENT OF DELHI VADODARA HIGHWAY NH-148N) IN RAJASTHAN STATE (CH-279+840 TO 309+001)

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

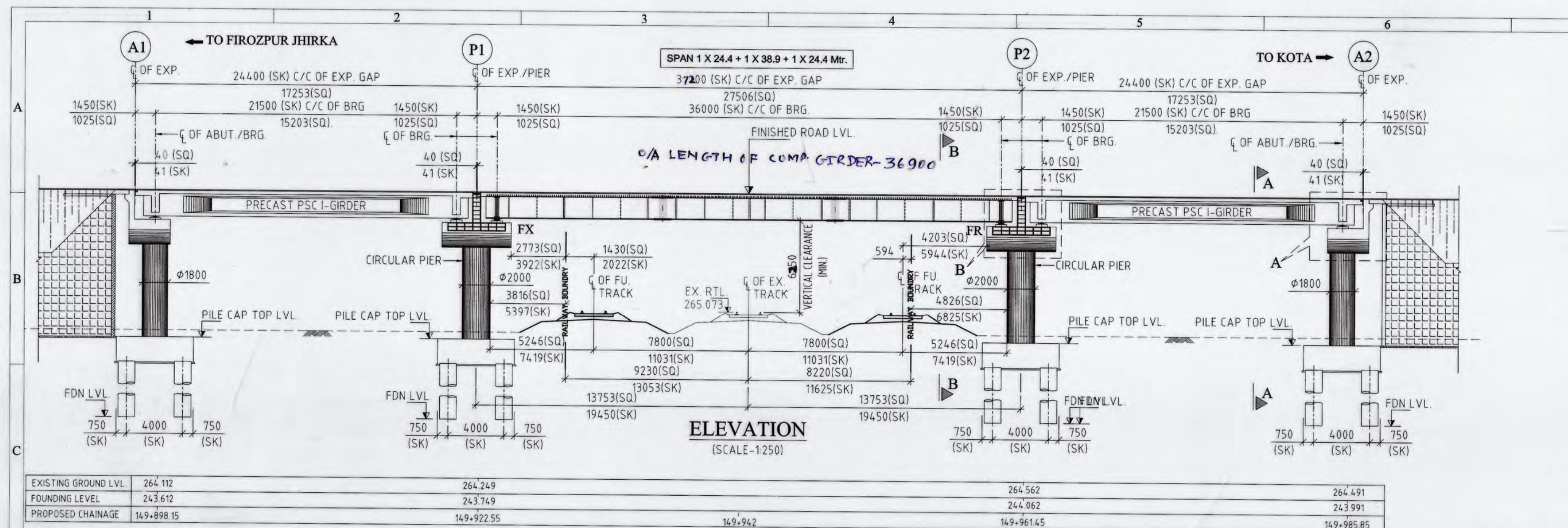
TITLE: GENERAL ARRANGEMENT DRAWING OF ROB AT DESIGN CH. 284+248 (RAILWAY KM 9.984 - 10.0882 IN LIEU OF LC NO-8C)
HQ.- JAIPUR
DIV.-JAIPUR

DRG NO.: FIPL-DV-L4-ROB-P-07-CH-284+248-GAD-001

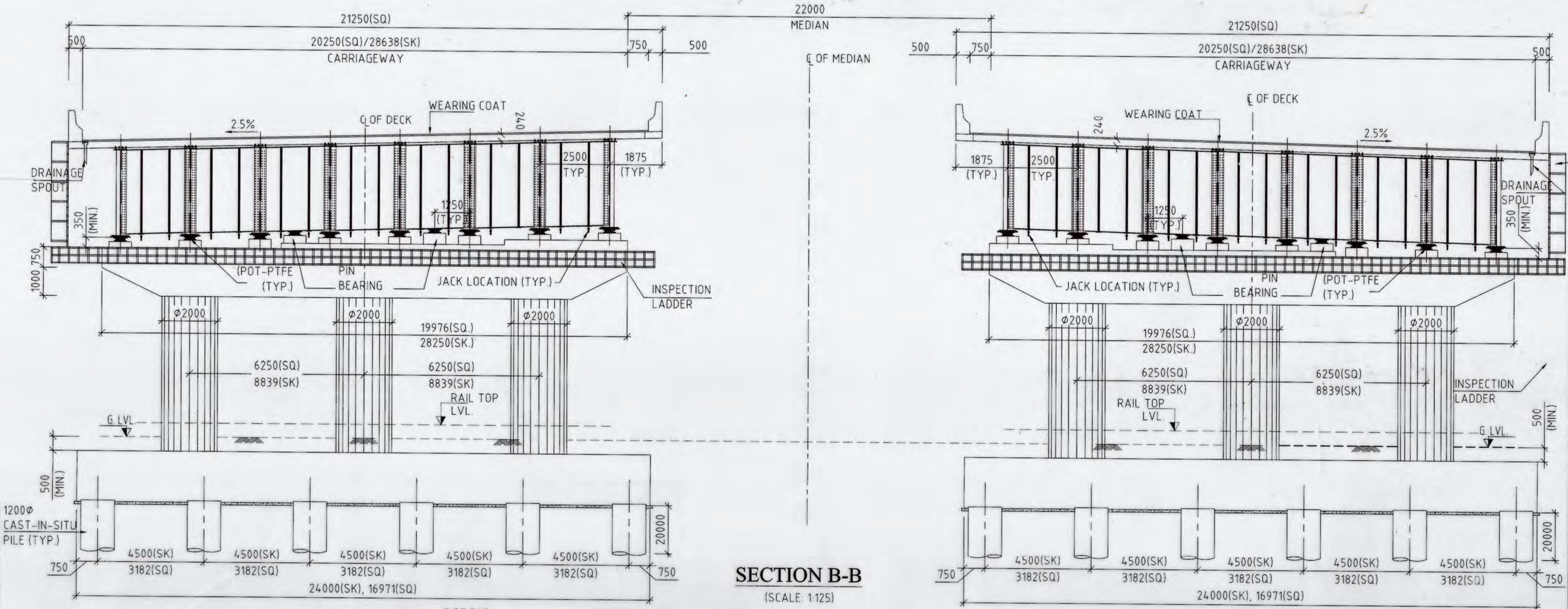
N.C.R DIVL. PLAN NO.

N.C.R HQE PLAN NO.

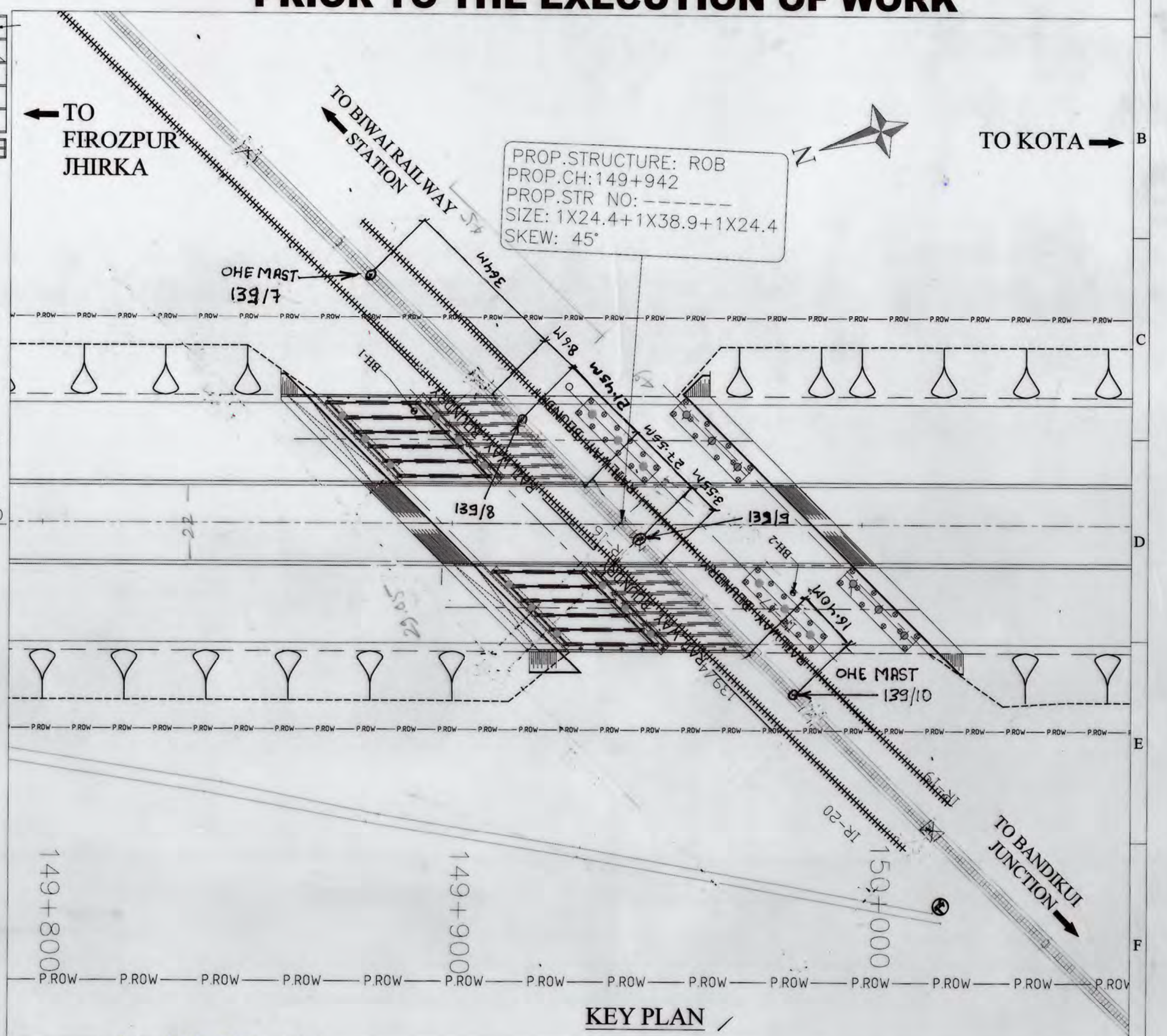
CRS SANCTION IS TO BE OBTAINED PRIOR TO THE EXECUTION OF WORK



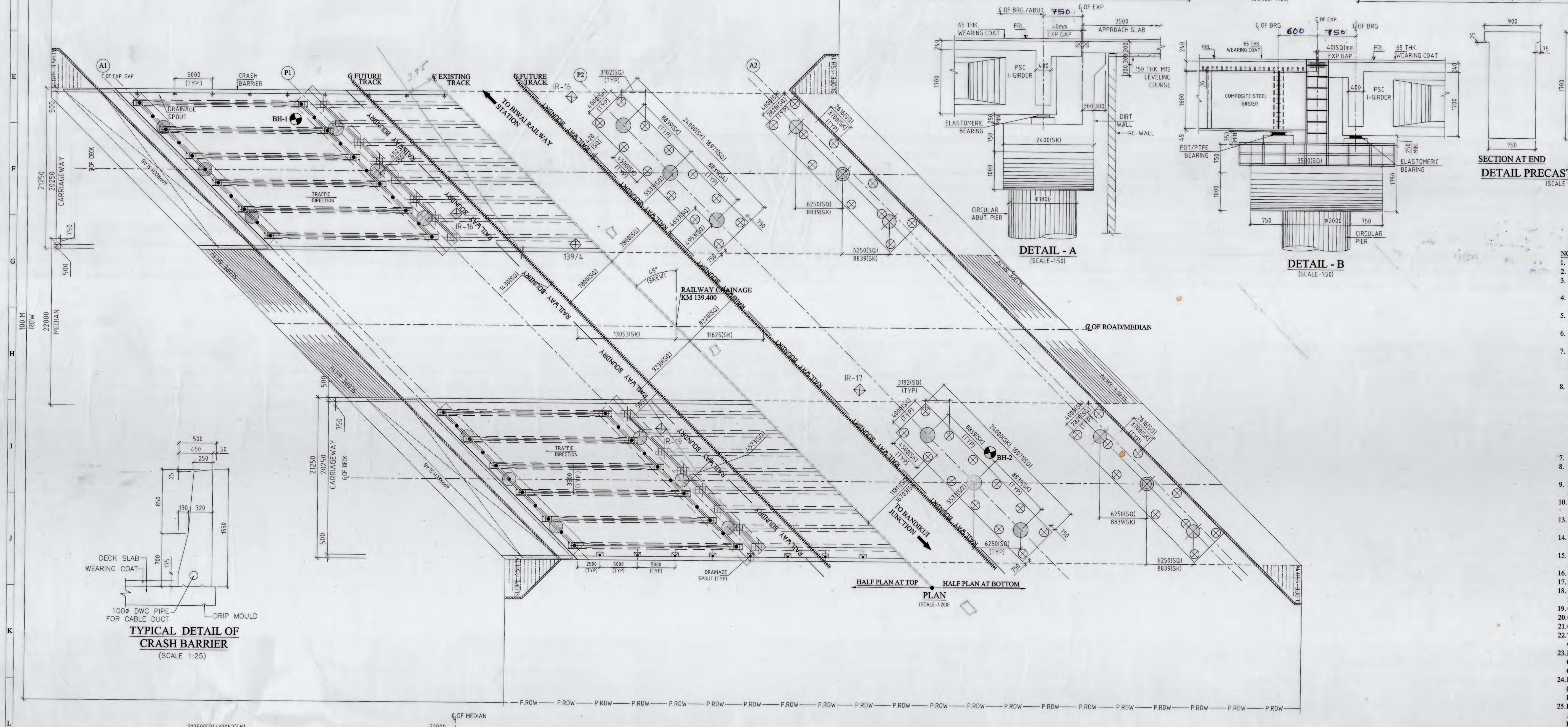
ELEVATION
(SCALE-1:250)



SECTION B-B
(SCALE 1:125)



KEY PLAN



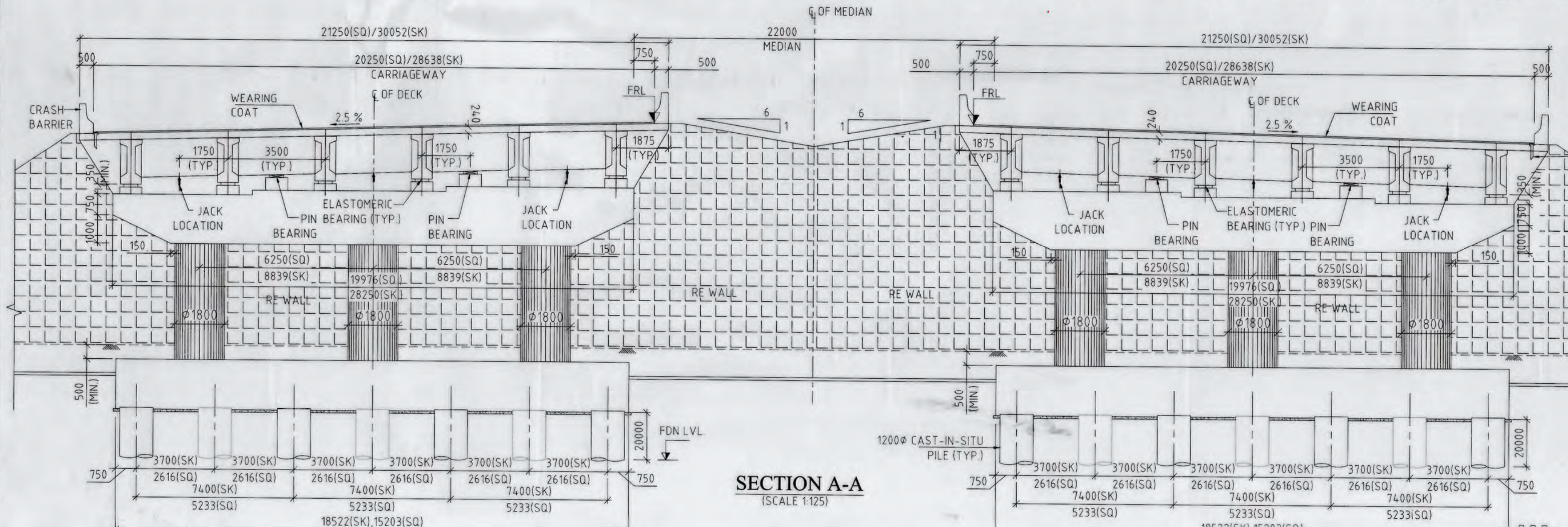
PLAN
(SCALE-1:200)

TYPICAL DETAIL OF CRASH BARRIER
(SCALE 1:25)

DETAIL - A
(SCALE-1:50)

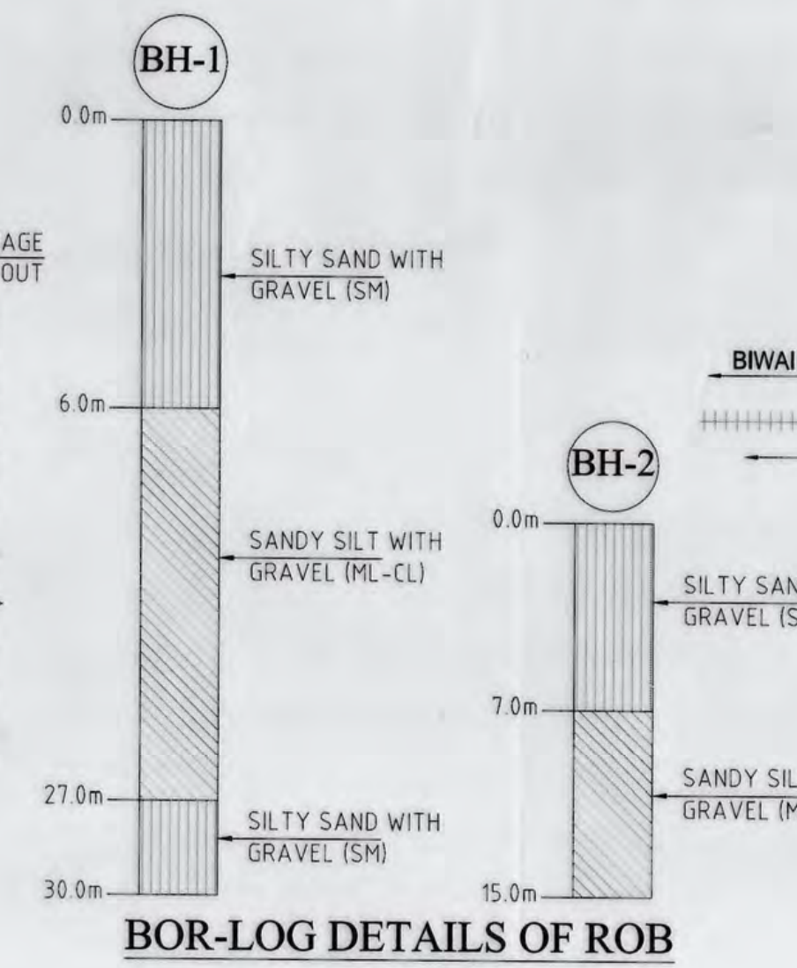
DETAIL - B
(SCALE-1:50)

DETAIL PRECAST PSC-IGIRDER/RCC
(SCALE 1:30)

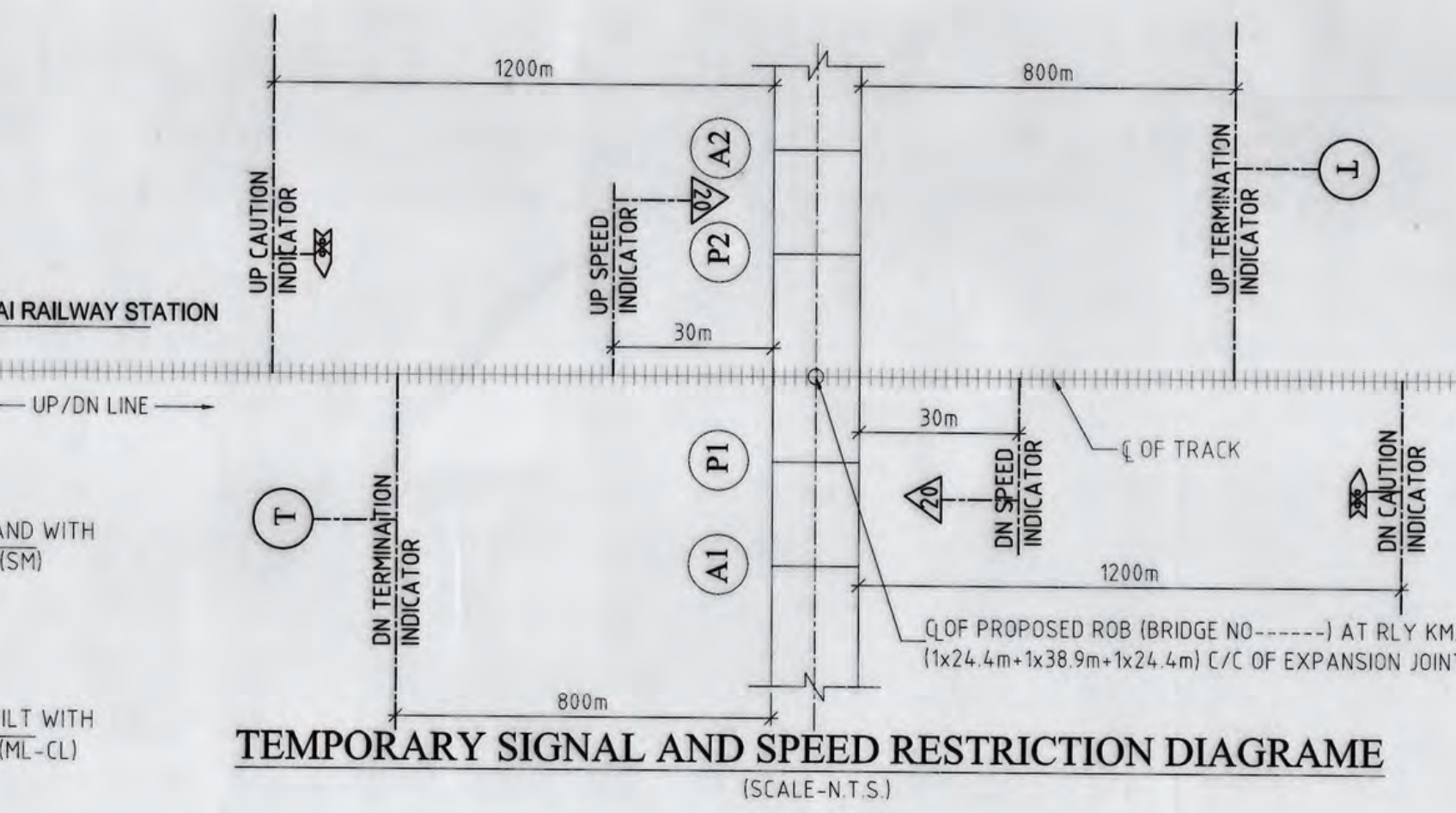


CRASH BARRIER
WEARING COAT
ELASTOMERIC PIN BEARING (TYP.)
JACK LOCATION
DRAINAGE SPOUT
RE WALL
1200Ø CAST-IN-SITU PILE (TYP.)

SECTION A-A
(SCALE 1:125)



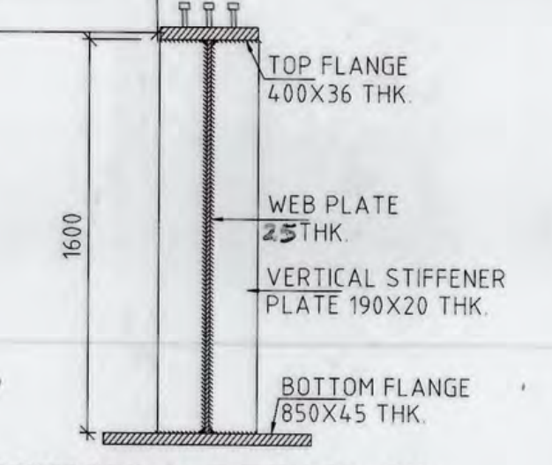
BOR-LOG DETAILS OF ROB



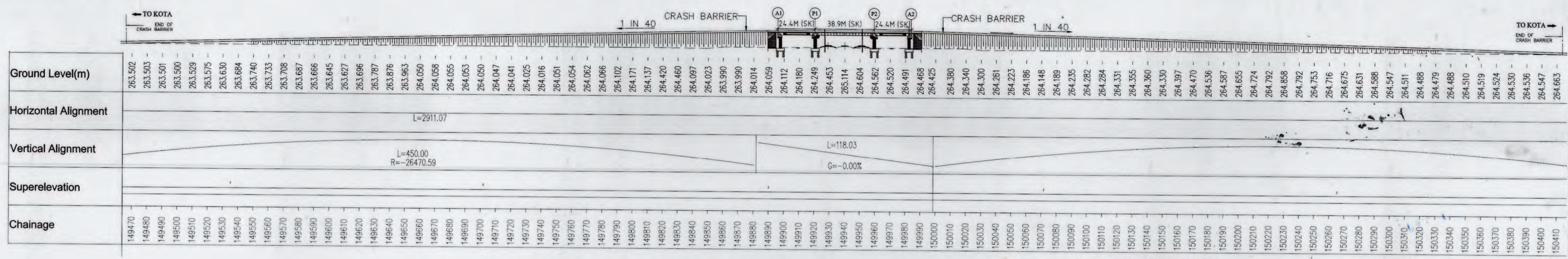
TEMPORARY SIGNAL AND SPEED RESTRICTION DIAGRAME
(SCALE-N.T.S.)

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

DESIGN CHAINAGE	RAILWAY CH.
149+943	KM 139+400



SECTIONAL DETAIL OF STEEL GIRDER
(FOR 36.0M)
(SCALE 1:30)



LONGITUDINAL ELEVATION

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	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
13. PROTECTION SCREENS SHALL BE PROVIDED ON ROB CONFORMING AS PER LATEST RDSO DRAWING NO ETI/C/0068/I FROM INSIDE 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 EXTANT POLICY IN THIS REGARDS.
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 385 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 6.250 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 & SUPERSTRUCTURE SHALL BE SUBMITTED SEPARATELY FOR APPROVAL OF HQ/NCR. HOWEVER THE SECTION OF INDIVIDUAL EACH MEMBER OF THE PROPOSED ROB COMPOSITE GIRDER SHOULD NO WAY LESSER AS COMPARED TO THE SECTION GIVEN IN RDSO/B-11755/2.
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 TAD.

PUC. 103

NCR/HQ/PLA NO- NCR/ENGG/GAD/ROB/188/2019

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

BHARATPUR – BANDIKUI SECTION.

DIVISIONAL OFFICERS SIGNATURE		NCR HQ OFFICERS SIGNATURE	
DRM/AGRA	3/8.	RAILWAY HQ. OFFICIALS	
ADRM/INFRA/AGRA	6/8/19		
Sr. DEN/CO./AGRA	23/7/19	CBE/NCR	14/8/19 (A.K. DADARYA)
Sr. DOM/AGRA	25.7.19	Dy.C.E./BR/HQ	14.08.19 (ASAD SAEED)
Sr.DSTE(Co)/AGRA	22.07.19	AXE N/BD/II	9/8 (S.K. SINHA)
Sr. DEE/TRD/AGRA	19/07/19	SSE/DRG	09.08.19
Sr. DEN-II/AGRA	11/07/19		
SSE/W/BKI 01/07/19 — ADEN/L 02/7/19			

N.C.RLY. DIVL. PLAN NO.

REV. N.C.RLY. HQE PLAN NO.

NHAI OFFICIALS

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

DRG NO.: FIPL-DV-L4-ROB-P-02-CH-149+942-GAD-001

DATE	REV	DESCRIPTION OF REVISIONS	BY
		FOR REVIEW	

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

STATUS: 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