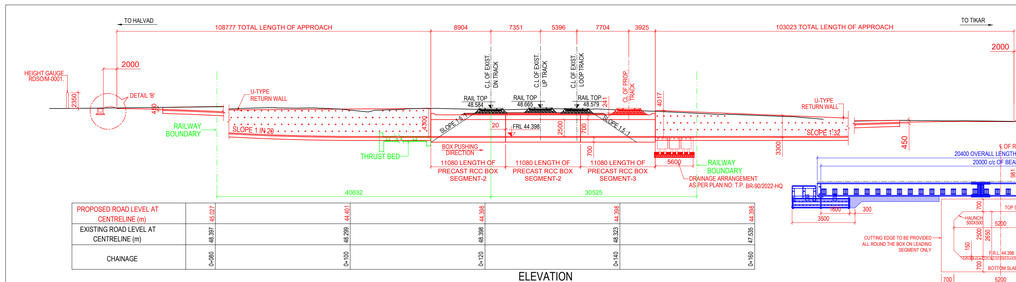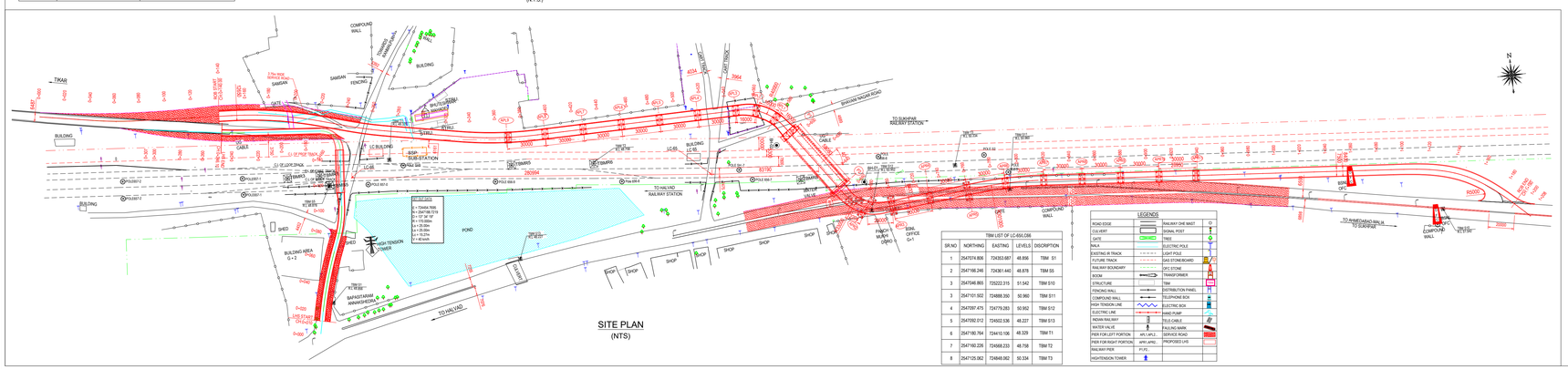
TO HALVAD
108777 TOTAL LENGTH OF APPROACH
8904
7351
5396
7704
3925
103023 TOTAL LENGTH OF APPROACH
TO TIKAR
2000
HEIGHT GAUGE RDSO/M-0001
DETAIL 'B'
U-TYPE RETURN WALL
RAILWAY BOUNDARY
SLOPE 1 IN 2
THRUST BED
CL OF EXIST. UP TRACK
CL OF EXIST. LOOP TRACK
RAIL TOP 48.950
RAIL TOP 48.950
RAIL TOP 48.979
FRL 44.398
BOX PUSHING DIRECTION
11080 LENGTH OF PRECAST RCC BOX SEGMENT-2
11080 LENGTH OF PRECAST RCC BOX SEGMENT-2
11080 LENGTH OF PRECAST RCC BOX SEGMENT-3
5600
RAILWAY BOUNDARY
DRAINAGE ARRANGEMENT AS PER PLAN NO. T.P. BR-90/2022-HQ
SLOPE 1:1.5
SLOPE 1:1.5
SLOPE 1:1.5
SLOPE 1:1.5
2550
4017
3300
450
700
20
40632
30525
PROPOSED ROAD LEVEL AT CENTRELINE (m)
EXISTING ROAD LEVEL AT CENTRELINE (m)
CHAINAGE
0+080
0+100
0+120
0+140
0+160
ELEVATION
SCALE 1:300
20400 OVERALL LENGTH OF GIRDER
20000 c/c OF BEARING
RELIEVING GIRDER AS PER PLAN NO. RDSO/B-11041/R
RAIL LVL. 48.979m
4 OF RCC BOX
TOP SLAB
BOTTOM SLAB
HAUNCH 300X500
FOOTPATH
R.L. 47.098
R.L. 46.898
R.L. 47.398
R.L. 46.598
R.L. 46.248
R.L. 45.548
CUTTING EDGE TO BE PROVIDED ALL ROUND THE BOX ON LEADING SEGMENT ONLY
CRIB AS PER DRG. NO.PCE-32501-DRM/4-C
SECTION THROUGH CENTER OF TRACKS
2000
150
600
150
SUITABLE METAL PERFORATED GRATING AS PER REQUIREMENT
5000
PCC 100mm THK.
SUITABLE SOILING TO BE PROVIDED AS PER SITE REQUIREMENT
DETAIL AT 'B-B'
DETAILS OF RCC BOX
LATITUDE-LONGITUDE
23° 3'4.57"N, 71°11'31.68"E
RDSO STANDARD DWG. NO.
B-14151/2 (14.6mX3.0m)
TYPE OF LOADING
DFC 32.5T LOADING
RELIEVING GIRDER
RDSO / B-11041 / R
HEIGHT GAUGE
RDSO / M-0001.
DETAILS OF SLEEPER CRIB
RCC SLEEPER CRIB
TYPE OF CONSTRUCTION
PRECAST + IR
DEPTH OF FILL
241mm
OVERALL LENGTH
33260mm
NUMBER OF TRACK CROSSING
03 (THREE) L.R TRACK
BRIDGE SE ON SKEW
0° (LR TRACK)
TRACK STRUCTURES
SR.NO DESCRIPTIONS HEIGHT/DEPTH
1 RAILS 172 mm
2 RUBBER PAD/GRSP 8 mm
3 SLEEPER 210 mm
4 BALLAST CUSHION 350 mm
5 HEIGHT BETWEEN F.L. & R.L. 740 mm
TRACK DETAIL
TYPE OF RAIL 52 KG/90 UTS
TYPE OF SLEEPERS PSC-52 KG
TYPE OF FITTING ELASTIC FC/LP WITH LINER
BALLAST CUSHION 350 mm
71157 TOTAL RAILWAY BOUNDARY
40632
30525
RAILWAY BOUNDARY
TO HALVAD RAILWAY STATION
DISPOSAL IN BRIDGE NO.93 (SPAN-1X6.10m PSC SLAB) HFL 43.641m & B.L. 41.651m
SUMP
HEIGHT GAUGE RDSO/M-0001
TO TIKAR
BH-02
BH-01
8904
7351
5396
7704
3286 TOTAL LENGTH OF GIRDER
20400 OVERALL LENGTH OF GIRDER
20000 c/c OF BEARING
FOOTPATH
4350
4350
4350
4350
700
4350
4350
APPROACH PORTION T.P NO. BR-90/R/2021.HQ
10988
11080
11080
30495
41471 TOTAL RAILWAY BOUNDARY
RAILWAY BOUNDARY
CL OF VERTICAL CURVE ON TRACK
CL OF VERTICAL CURVE ON TRACK
CL OF VERTICAL CURVE ON TRACK
TO AMRELI-BHAVNAGAR MAIN LINE
PLAN
SCALE 1:300
AVERAGE RAINFALL DATA REFERANCE IMD DAMAN
REFERENCE
YEAR ANNUAL RAIN FALL
2018 228.20mm
2019 973.40mm
2020 1098.60mm
2021 540.80mm
2022 640.20mm
2023 715.10mm
AVG. - 600mm
TABLE NO.06 OF RAILWAY BOARD LETTER NO.2017/CE-IV/LHS/08 DATED-22/04/2020.
Height of embankment
Level of ground water table with respect to ground level
Low
High
Annual Rainfall <800mm
Annual Rainfall >800mm
Annual Rainfall <800mm
Annual Rainfall >800mm
Track on embankment and Road level inside the RCC box higher than the ground level
Minor works as per site requirement to be decided by Engineer in charge
Minor works as per site requirement to be decided by Engineer in charge
Minor works as per site requirement to be decided by Engineer in charge
Proper side drains and cross drains as per site requirement
SCHEMATIC ARRANGEMENT SHOWN IN GROUP-I
SCHEMATIC ARRANGEMENT SHOWN IN GROUP-II
Track on embankment and Road level inside the RCC box lower than the ground level
Sump + Open drains/closed drains or combination of both
Cover over the approaches + Sump + Open drains/closed drains or combination of both (Pumping arrangement as standby)
Lining of the subway + Cover over the approaches + Sump + Pumping arrangement + Surface drainage and suitable cross drainage wherever required.
Lining of the subway + Cover over the approaches + Sump + Pumping arrangement + Surface drainage and suitable cross drainage wherever required. ROB preferable over LHS
SCHEMATIC ARRANGEMENT SHOWN IN GROUP-III
SCHEMATIC ARRANGEMENT SHOWN IN GROUP-IV
TO HALVAD
TO TIKAR
-0.77%
-5.00%
3.00%
-0.63%
FRL 44.398
CENTRELINE (m)
EXISTING GROUND LEVEL AT CENTRELINE (m)
CHAINAGE
0+000 0+020 0+040 0+060 0+080 0+100 0+120 0+140 0+160 0+180 0+200 0+220 0+240 0+260 0+280
PROFILE
(N.T.S.)
FEASIBILITY NOTES:
(a) GENERAL
1. DURING CONSTRUCTION LC-66 PERMANENTLY CLOSED.
2. DURING WHOLE WORK SERVICE BUILDING OF LC-65 & LC-66 WILL REMAIN AS IT IS AFTER COMPLETION OF BOTH WORKS.
(b) S & T REMARKS:
1. ESTIMATE IS REQUIRED FOR SHIFTING OF SIGNALING CABLES & ASSETS BEFORE EXECUTION OF WORK.
(c) TELECOM REMARKS:
1. TELECOM CABLES ARE PASSING THROUGH THIS PROPOSED LOCATION.IF NEED TO BE SHIFTED BEFORE THE EXECUTION OF WORK.
(d) ENGG. REMARKS:
1. NECESSARY PUMPING ARRANGEMENT TO BE DONE BY GUDC FOR RUB MADE AT LC NO.66.
2. RAILWAY LAND BOUNDARY SHOWN IN GAD PLAN,SUBMITTED BY PARTY AND VERIFIED AS PER LAND PLAN NO. LCO NO SUNN 4 SHEET NO.3 GAD PLAN WILL BE SUBMITTED ALONG WITH THE PLAN FOR VERIFICATION OF ROB.
CROSS SECTION AT SECTION Q-Q
(T.P NO BR. NO 90 /2022- HQ.)
5000
100 THK. RCC SLAB
T1
2500
L1
L3
250
H1
D1
2 LAYER POLYTHENE PAPER 3x8m
GRAVELS 20 TO 60 mm
BOULDERS 200 TO 300 mm
PVC PERFORATED PIPE 250mm DIA.
PCC 50mm
900
3750
900
CROSS SECTION OF U-TYPE RETURN WALL
(FOR APPROACH PORTION)
(T.P NO BR. NO 85(R) /2021- HQ.)
AV. G.L
CHAMFERED 200x200
BOT. OF FOUNDATION
100mm THK. PCC
DISCHARGE OF WATER BRIDGE NO.93 (SPAN-1X6.10m PSC SLAB) HFL 43.641m B.L 41.651m
PUMPING OF DRAIN WATER COLLECTED AT SUMP. ( TO SUMP - 2.47 CU. WHEN NATURAL DRAINAGE IS NOT WORKING )
G.L 47.829
R.L. 47.379
COVER FOR INSPECTION
INSPECTION CHAMBER 1800MM DIA RCC PIPE
SUMP -2.00X900X3M WATER DEPTH) CAPACITY 1,00,000 LITER
RAIN WATER FROM COMES FROM SUBWAY RL 44.398
SUMP -1.00X900X3M WATER DEPTH) CAPACITY 1,00,000 LITER
R.L. 42.298
SOCK PIT
DRAINAGE ARRANGEMENT OF PUMP & SUMP WHEN NATURAL DRAIN IS NOT WORKING / NOT AVAILABLE
CL OF EXISTING UP TRACK
CL OF EXISTING LOOP TRACK
CL OF PROPOSED UP & DOWN LINE
PROPOSED RAIL LEVEL 48.979
G.L 47.829
SUBWAY ROAD LEVEL 46.134 RL
SUMP
SUMP
F.F.L 43.641
B.L. 41.651
F = 1 IN 200
DRAINAGE L-SECTION
DATUM 40.00
BORE HOLE BH-01
N. 2547181.124 E. 724367.854
CH. 0+150
BORE HOLE BH-02
N. 2547182.681 E. 724360.605
CH. 0+110
DEPTH
ANNOTATION
SOIL DESCRIPTION
'N' VALUE
CLASSIFICATION
FILLED UP (0.0m TO 0.8m)
BROWNISH YELLOWISH SILTY CLAY OF INTERMEDIATE PLASTICITY (0.8m TO 4.9m)
BROWNISH YELLOWISH SILTY CLAY OF HIGH PLASTICITY (4.9m TO 12.2m)
REDDISH YELLOW SILTY CLAY OF HIGH PLASTICITY (12.0m TO 24.5m)
REDDISH WHITE WEAK ROCK (24.5m TO 30.0m)
FILLED UP (0.0m TO 1.0m)
BROWNISH YELLOWISH SILTY CLAY OF INTERMEDIATE PLASTICITY (1.0m TO 6.9m)
BROWNISH YELLOWISH SILTY CLAY OF HIGH PLASTICITY (6.9m TO 12.0m)
REDDISH YELLOW SILTY CLAY OF HIGH PLASTICITY (12.0m TO 24.5m)
REDDISH WHITE WEAK ROCK (24.5m TO 30.0m)
B.O.F. 43.549
G.W.T
7350
7500
REFUSAL
CH
ROCK
DIVERSION PLAN
(NTS)
NOTES FOR DIVERSION
FOR RAILWAY PORTION LC 66 IS 280.994m AWAY FROM PROP. LHS (LC66) SO, LC 65 WILL BE USED AS TEMPORARY DIVERSION DURING EXECUTION OF LHS.
PHASE WORK:
OPERATION-1:
TRANSPORT TEMPORARY RELIEVING GIRDER AT SITE SUITABLY.
WITHOUT LINE BLOCK AND WITHOUT SPEED RESTRICTION (SR.)
OPERATION-2:
EXCAVATE EARTH UPTO REQUIRED DEPTH FOR THRUST BED/CASTING BED AND CAST THRUST BED/ CASTING BED AS PER APPROVED DRAWING & CURE SUITABLY. CAST R.C.C. BOX AS PER APPROVED DRAWING & CURE IT FOR 28 DAYS.
PHASE-I
UNDER LINE & POWER BLOCK ON DN LINE (SR 20 KMPH ON UP LINE)
OPERATION-3: (ON DN LINE & LOOP LINE)
1.REMOVE TRACK WITH SLEEPERS, EXCAVATE EARTH & ERECT SLEEPER CRIB 'D' & 'D1' ON EITHER ENDS AS SHOWN. EXCAVATE EARTH TO ACCOMMODATE TEMPORARY RELIEVING GIRDER OF SUITABLE LENGTH, INSERT RELIEVING GIRDER RESTING EITHER ENDS ON SLEEPER CRIB 'D' & D1' RESPECTIVELY AS SHOWN, LAY THE TRACK & RESTORE TRAFFIC AT STOP DEAD. THEN 10 KMPH FOR FIRST TRAIN. THEN SPEED SHALL BE INCREASED UPTO 20 KMPH, 30 KMPH, IN THE STAGES.
2.UP LOOP LINE REQUIRED SUSPENSION FOR 3 DAYS AT TIME OF LAUNCHING OF RH GIRDER.
3.UP LOOP LINE ONE WIRE TO BE LOWERED AT LAUNCHING / DE-LAUNCHING OF RH GIRDER FOR CRANE OPERATION.
PHASE-II -
UNDER LINE &POWER BLOCK ON UP LINE (SR 20 KMPH ON DN LINE)
OPERATION-4: (ON UP LINE)
REPEAT OPERATION-3 PROVIDING TEMPORARY RELIEVING GIRDER ON UP LINE.
WITHOUT LINE BLOCK (SR. 20 KMPH ON UP & DN)
OPERATION-5:
EXCAVATE EARTH UPTO REQUIRED DEPTH, PUSH THE LEADING BOX UNIT IN POSITION. SIMILARLY PUSH ANOTHER BOX UNIT SUBSEQUENTLY IN SAME MANNER. FILL UP EARTH BEHIND RCC BOX UPTO BOTTOM OF RELIEVING GIRDER.
PHASE-III -
(UNDER LINE & POWER BLOCK ON DN MAIN LINE & LOOP LINE, SR 20 KMPH ON UP MAIN LINE)
OPERATION-6 (FOR DN MAIN & LOOP LINE) :
REMOVE TRACK WITH SLEEPERS, REMOVE ALL TEMPORARY ARRANGEMENT i.e. GIRDER, SLEEPER CRIBS ETC. FILL UP EARTH IN REMAINING PORTION, MAKE UP BANK, LAY THE TRACK & RESTORE TRAFFIC @ 40 KMPH.
PHASE-IV -
(UNDER LINE & POWER BLOCK ON UP MAIN LINE, SR 20 KMPH ON DN MAIN LINE)
OPERATION-7 ( FOR UP MAIN):
REPEAT OPERATION-6 ON UP LINE.
RELAX THE SPEED GRADUALLY TO NORMAL ON UP, DN MAIN LINES & LOOP LINE SEQUENTIALLY, PROVIDED THAT THE BANK HAS BEEN CONSOLIDATED SUFFICIENTLY.
PHASE-V -
WITHOUT LINE BLOCK AND WITHOUT SPEED RESTRICTION (SR.)
OPERATION-8
CAST THE STRAIGHT RETURN WALLS UPTO REQUIRED LENGTH AS SHOWN.
IMPORTANT NOTE:
THE FOLLOWING DECISION / INSTRUCTIONS HAS BEEN GIVEN BY THE SR. DIVISIONAL COORDINATION ENGINEER.
AT LOCATION LC 66, THE RAILWAY WILL TEMPORARILY SUSPEND THE PRESENT RAILWAY SWITCH
POINT FOR THE LHS WORK.
IMPORTANT NOTES (FOR GIRDER RDSO/B-11041)-20 KMPH
a. MAXIMUM PERMISSIBLE SPEED OF 20KMPH MAY BE ALLOWED ONLY AFTER CHECKING THE STABILITY OF ARRANGEMENT IN STAGES OF SPEED AT 10,AND GRADUALLY INCREASE TO 20 KMPH.SSE(P WAY) INCHARGE SHALL CHECK THE ALIGNMENT AND LEVELS AFTER PASSAGE OFEVERY TRAIN INITIALLY AND SHALL TAKE NECESSARY CORRECTIVE MEASURES AS REQUIRED. AFTER STABILIZATION OF THE ALIGNMENT AND LEVELS SPEED SHALL BE RAISED FROM INITIAL SPEED OF 10KMPH AND 20 KMPH IN STAGES.AT EACH STAGE HE WILL MONITOR ALIGNMENT, LEVELS OF GIRDERS BESIDES THE TRACK PARAMETERS.
b. EVEN AFTER STABILIZATION ALIGNMENT AND CROSS LEVELS SHALL BE CHECKED AT LEAST ONCE DAILY.
c. RELIEVING GIRDER TO BE USED SHALL BE FIT FOR 25T LOADING WITH PERMISSIBLE SPEED OF 40/KMPH. IF RELIEVING GIRDER FIT FOR 40KMPH IS NOT AVAILABLE THE WORK SHOULD BE DONE USING OTHER RELIEVING WITH SR OF 20KMPH AND PHASE WORK WILL BE STAND MODIFIED ACCORDINGLY.
d. PROPER SHORING TO BE DESIGNED FOR PROTECTION OF EMBANKMENT AS SHOWN IN DRAWING OR PARTIAL AIR PUSHING TO BE ADOPTED PARTIAL AIR PUSHING IS THE PUSHING IN WHICH PUSHING SHALL BE DONE USING RELIEVING GIRDER AND REMOVING SOIL FROM TOP OF BOX AND PARTIALLY FROM SIDES OF BOX BEFORE STARTING OF PUSHING WORK.
S&T NOTES
1. S&T STAFF i.e ADSTE, SSE/SIG, SSE/TELE, TEST ROOM/ SIGNAL CONTROL/BL, TO BE INFORM IN WELL IN ADVANCE BEFORE EXECUTION WORK.
2. NECESSARY PRECAUTION SPECIFIED IN GUIDELINES ISSUED IN RAILWAY BOARD LETTER NO. 2003/TELE/RCIL/1 PT IX DATED 24-06-2013. SHOULD BE FOLLOWED. IF ANY S&T & OFC CABLE IS DAMAGED, A FLAT PENALTY UPTO 1.5 LAKH WILL BE IMPOSED ON CONTRACTOR.
3. CABLE TO BE PROTECTED BY EXECUTING DEPARTMENT DURING EXECUTION OF WORK, BY PROVIDING SUITABLE MEANS.
4. MANUAL DIGGING SHOULD BE DONE FOR OPEN EXCAVATION.
SUPERINTENDING ENGINEER GUDCL GANDHINAGAR
CLIENT
GEO DESIGNS & RESEARCH (P) LTD.
DRG. SUBMITTED BY:-
PINK NOOK NO. PB 15.01.30.23.1.50.027
COST SHARING BASIS
NOTES
1. EXISTING WORK SHOWN IN BLACK, PROPOSED WORK SHOWN IN RED .
2. FUTURE WORK SHOWN IN RED DOTTED & TEMPORARY WORK SHOWN IN BLUE.
3. RAILWAY LAND BOUNDARY SHOWN IN GREEN CHAIN DOTTED.
4. ALL DIMENSION ARE IN MILLIMETERS AND LEVELS ARE IN METER EXCEPT STATED OTHERWISE.
5. DO NOT SCALE THE DRAWING FOLLOW ONLY WRITTEN DIMENSIONS.
6. SUITABLE BED SLOPE SHOULD BE PROVIDED TOWARDS DRAINAGE ARRANGEMENT PROVIDED.
7. TEMPORARY ENGINEERING INDICATORS WILL BE PROVIDED AS PER ITEM NO: 15.09(iii) OF GR.
8. TEMPORARY SPEED RESTRICTION BOARD AND CAUTION INDICATOR BOARD WILL BE PROVIDED.
9. HEIGHT GAUGE SHALL BE PROVIDED AT EITHER END OF SUBWAY AS PER RDSO DRG. NO. RDSO/M-0001.
10. TWO COATS OF BITUMINOUS SOLUTION SHALL BE APPLIED ON TOP OF TOP SLAB OF RCC BOX BEFORE SPREADING THE BALLAST.
11. MINIMUM GRADE OF CONCRETE FOR RCC BOX SHALL BE M-35.
12. RCC BOX SHALL BE DESIGNED FOR DFC 32.5T LOADING.
13. PRIOR INFORMATION SHALL BE GIVEN TO SSE(SIG)(TEL) FOR THE PROTECTION OF THE CABLES.
14. 100 MM DIA OF A.C. PIPE AS WEEP HOLES TO BE PROVIDED IN WING AND RETURN WALLS.
15. SUITABLE DRAINAGE ARRANGEMENT TO BE PROVIDED TO DRAIN OUT RAIN WATER.
16. PROVIDE SHORING HEIGHT OF MINIMUM 2.0 M AND ALSO KEEP READY ADDITIONAL 500 BAGS FILLED UP WITH SAND FOR PROVIDING SHORING TO AVOID ROLLING DOWN OF FORMATION SOIL.
17. SIDE SLOPE ALONG APPROACH ROAD TO BE PROTECTED BY STONE PITCHING/TURFING IF REQUIRED ACCORDING TO SOIL STRATA.
18. THE MAINTENANCE OF ROAD SURFACE, DRAINAGE AND LIGHTING IN SUBWAY SHOULD BE DONE BY ROAD AUTHORITY.
19. TRAFFIC WILL BE DIVERTED THROUGH TEMPORARY DIVERSION AS SHOWN IN PLAN.
20. AVERAGE ANNUAL RAINFALL IS 600mm.
21. SR. DEN/DEN TO ENSURE THAT THE APPROVAL OF CONCERN ROAD AUTHORITY SHOULD BE OBTAINED ON GAD BEFORE COMMENCING THE WORK.
22. CONSENT LETTER FROM DISTRICT COLLECTOR, FOR CONSTRUCTION OF LHS AT LEVEL CROSSING NO. 66 HAS BEEN OBTAINED VIDE LETTER NO.
23. SR. DEN/DEN TO ENSURE THAT THE SIGNATURE OF ROAD AUTHORITY HAS BEEN OBTAINED PRIOR COMMENCING OF THE WORK.
24. SAFETY OF TRACK SHALL BE ENSURED BY SR. DEN FOR ALL THE TIME WHILE EXECUTION OF WORK.
25. MAXIMUM FOUNDATION PRESSURE IS 200 KN/SQM.
26. FOR DETAILS OF U TYPE RETURN WALL REFER APPROVED TYPE PLAN.
27. SR. DEN TO ENSURE THAT THE SOIL CONDITION HAS BEEN ASCERTAINED BEFORE TAKING THE WORK ON HAND AND EXECUTION DONE EITHER WITH ADEQUATE SLOPE OR WITH SLOPE PROTECTION MEASURE IN PLACE.
28. PCE SANCTION SHALL BE OBTAINED BEFORE COMMENCEMENT OF WORK.
29. NOTES FOR ROAD AUTHORITY: (AS PER RAILWAY BOARD LETTER NO. 2006/CE-IV/MISC-2 (H)/Vol DT. 18-04-2012)
a. RESPONSIBILITY FOR THE MAINTENANCE OF ROAD PASSING THROUGH SUBWAY, LIGHTING, DRAINAGE SYSTEM. DIVERSION ROAD AND ANY OTHER ALLIED WORKS WILL REST ON STATE GOVERNMENT.
b. FUTURE MAINTENANCE OF SUBWAY PROPER SHALL BE DONE BY RAILWAY.
c. THE STATE GOVERNMENT WILL ACQUIRE AND PROVIDE ENCUMBRANCE FREE LAND FREE OF COST OUTSIDE THE RAILWAY AREA IF ANY REQUIRED.
d. PUMPING ARRANGEMENT FOR DRAINAGE PURPOSE THE SAME WILL BE ARRANGED BY ROAD AUTHORITY INCLUDING ELECTRIC CONNECTION AS REQUIRED.
e. SECTIONAL SR. DEN WILL ENSURE THAT ABOVE ASPECTS ARE DEALT ACCORDINGLY.
31. TYPE PLANS SHALL BE READ IN CONJUNCTION WITH OTHER RELATED DRAWINGS.
32. DETAILS OF THRUST BED SHOWN IN THE DRAWING ARE TENTATIVE & WILL BE AS PER FINAL DESIGN SUBMITTED BY THE TENDERER & APPROVED BY RAILWAY.
33. DRAINAGE ARRANGEMENT AS SHOWN IN THE PLAN IS TENTATIVE. CONCERNED SR.DEN/CO-WRD WILL BE FULLY RESPONSIBLE FOR PLANNING AND DESIGNING ONE OR MORE SUITABLE DRAINAGE ARRANGEMENT SUCH AS CONNECTING TO NEARBY LOW LYING AREA, BRIDGE, SOAK PIT, RECHARGE WELL, SUMP WITH OR WITHOUT PUMPING ARRANGEMENT. SUITABLE ROAD BUMPS SHALL BE PROVIDED ON APPROACH ROADS TO PREVENT THE RAIN WATER ENTERING INTO LHS.
34. L.C. WILL BE CLOSED AFTER COMPLETION OF LHS WORK.
35. CROSSING FACILITY HAS BEEN SHOWN IN THIS GAD- IT IS SEEN THAT THE TVU AND NUMBER OF ROAD VEHICLES ARE TOO LESS TO JUSTIFY THIS FACILITY. THE LATEST TVU MAY ALSO BE RECHECKED AND IT IS PROPOSED TO REMOVE THE CROSSING FACILITY IF RECHECKED TVU AND NUMBER OF ROAD VEHICLES ARE TOO LESS. THUS ROAD WIDTH IS JUST OUTSIDE THE RCC BOX AT THE BOTH ENDS MAY KEPT SAME AS REGULAR ROAD WIDTH ANY CROSSING FACILITIES.
36. MINIMUM LENGTH OF RELIEVING GIRDER REQUIRED TO BE USED HAS BEEN SHOWN IN THE DRAWING. IF GIRDER OF HIGHER LENGTH ONLY IS MADE AVAILABLE, THE WORK SHOULD BE DONE USING GIRDER OF HIGHER LENGTH AS HIGHER DEPTH OF RELIEVING GIRDER HAS BEEN SHOWN. HOWEVER, IF GIRDER WHICH PERMIT 40 KMPH SPEED IS MADE AVAILABLE THE WORK SHOULD BE DONE USING CRIB SUITABLE FOR 40 KMPH SPEED. IF GIRDER MADE AVAILABLE IS SUITABLE ONLY FOR 20 KMPH THE WORK SHOULD BE DONE USING SR OF 20 KMPH.
37. PRIOR COMMENCING THE WORK SR.DEN/DESITE ENGINEER/ENGINEER IN CHARGE TO ENSURE THAT SBC OF THE SOIL IS HIGHER THAN THE ACTUAL FOUNDATION PRESSURE SHOWN IN THE DRAWING.
38. GROUND WATER TABLE 7.2m BELOW G.L. (BH-01) & 7.5m BELOW G.L. (BH-02) .
39. BEFORE EXECUTION OF WORK CONCERNED SSE,SIG,SSE/TELE AND ADSTE/W-II/ADI TO BE INFORM WELL IN ADVANCE.
40. DURING EXECUTION OF WORK IF ANY S&T CABLE IS FOUND THEN SHIFTING OF CABLE TO BE DONE ON PRIORITY.
41. PROVISION OF ROOF COVERING FOR APPROACH SHOULD BE MADE AS PER THE SITE CONDITIONS TO BE APPROVED BY ENGINEER IN CHARGE.
42. REINFOREMENT IS TO BE CHECKED BY SECTIONAL ADEN BEFORE CONCRETE TO ENSURE THAT THE ARRANGEMENT OF BARS IS AS PER STRUCTURAL DRAWING.
43. IF SUFFICIENT TIME LAPS AFTER RECEIPT OF REINFORCEMENT THEN SUITABLE ANTI CORROSIVE TREATMENT TO BE APPLIED.
44. NO CONCRETING TO BE DONE WITHOUT ADEN'S CERTIFICATE.
45. AS FAR AS POSSIBLE COLD JOINT IS TO BE AVOIDED, HOWEVER IF COLD JOINT IS COMING WHILE CASTING OF BIGGER STRUCTURE,NECESSARY STEPS AS PER :456 CLAUSE 13.4 SHOULD BE TAKEN AND BEFORE INTRODUCING FRESH CONCRETE OVER SET CONCRETE,CHEMICAL BONDING AGENT AS APPROVED BY ENGINEER IN-CHARGE SHOULD BE APPLIED.
46. NO DEVIATION IS PERMITTED IN APPROVED GAD DRAWING UNLESS ALTERATION IS APPROVED BY HQ OFFICE.
47. FOR CURVED RETURN WALL REFER SEPARATE DRAWING.
48. PROVISION OF HEIGHT GAUGE AT ROB HAVING TOP TIE MEMBERS/RUB AS PER RAILWAY BOARD LETTER NO-2017/CE-IV/LHS/MISC./244 (LC) DATED 03.01.2025.
TYPE OF VEHICLE :- LIGHT VEHICLES
LC 66(LHS) ATVU : 1,12,557 OCT -21
WESTERN RAILWAY
DIVISION : AHMEDABAD SECTION : VG - SIOB
PROJECT NAME :
CONSTRUCTION OF LHS IN LIEU OF LC 66 (1x5.2mx2.65m RCC BOX) (KM 657-0/1) BETWEEN HALVAD-SUKHPUR STATION ON VG-SIOB SECTON ON HALVAD-TIKAR ROAD. WORK SANCTION BY VICE PRECEDENT (PROJECT) GUDC ON COST SHARING WORK BASIS
GENERAL ARRANGEMENT DRAWING FOR LHS AT KM 657/0-1
SIZE : 1 X 5.2m X 2.650m RCC BOX
CLIENT: GUJARAT URBAN DEVELOPMENT COMPANY LIMITED (GUDCL), GANDHINAGAR
Signature block
CBE-CCG BHAWESH KUMAR JHA Digitally signed by BHAWESH KUMAR JHA Date: 2025.03.18 16:59:04 +05'30'
DYCE-DESIGN-CCG HIMANSHU SHARMA Digitally signed by HIMANSHU SHARMA Date: 2025.03.18 15:40:06 +05'30'
AXEN-DESIGN-II-CCG Raviranjan Ramuday Sharma Digitally signed by Raviranjan Ramuday Sharma Date: 2025.03.12 11:01:05 +05'30'
DRM-AHMEDABAD DSC By : SUDHIR KUMAR SHARMA 16-01-2025 18:43:31
SRDEN(Co)-ADI DSC By : VIKAS GARHWAL 24-10-2024 18:02:04
SRDEE(TRD)-ADI DSC By : ANSHUL BANSAL 15-01-2025 15:14:25
SRDSTE(SIG)-ADI DSC By : ABHINAV YADAV 08-11-2024 13:38:50
SRDOM-ADI DSC By : DR ZENIA GUPTA 24-10-2024 14:48:12
SRDEN(WEST)-ADI DSC By : VAIBHAV SAKLECHA 22-10-2024 15:37:37
ADEN(DHG)-ADI DSC By : PRATAPSINGH KSHATRIYA 23-10-2024 11:14:36
JE-DRG-II-CCG SAGAR DIPAKKUMAR RANA Digitally signed by SAGAR DIPAKKUMAR RANA Date: 2025.03.13 11:15:02 +05'30'
DRG. NO.: DRM / ADI-8117
DRG. NO.: PCE-e-32501-DRM/4-D