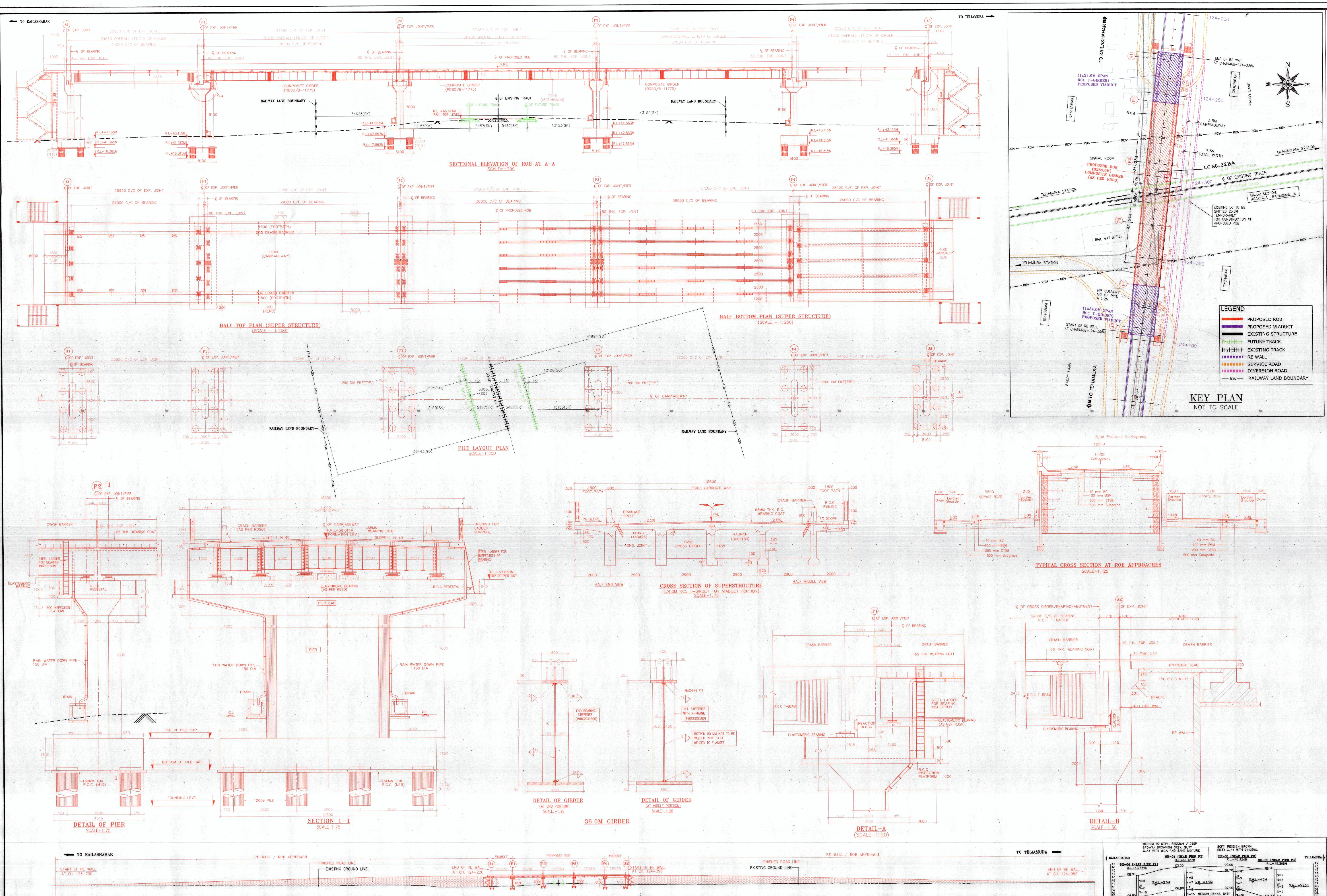
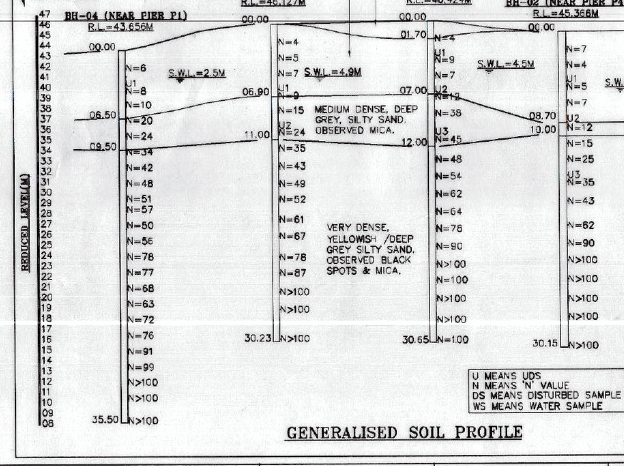


Datum =30.000

PROPOSED CHAINAGE	EXISTING GROUND LEVEL	PROPOSED ROAD LEVELS
123+700	44.917	45.991
123+725	45.022	46.324
123+750	45.067	46.723
123+775	45.107	47.188
123+800	45.148	47.718
123+825	45.183	48.314
123+850	45.137	48.939
123+875	45.073	49.564
123+900	44.943	50.189
123+925	44.772	50.814
123+950	44.804	51.439
123+975	44.669	52.064
124+000	44.561	52.689
124+025	44.383	53.314
124+050	44.732	53.933
124+075	45.162	54.484
124+100	45.115	54.950
124+125	44.912	55.332
124+150	44.341	55.629
124+175	42.417	55.842
124+200	42.554	55.970
124+225	42.985	56.014
124+250	43.548	56.014
124+275	44.408	56.014
124+300	46.359	56.014
124+325	46.502	56.014
124+350	45.859	56.014
124+375	45.198	56.014
124+400	45.044	56.013
124+425	45.015	55.959
124+450	45.080	55.821
124+475	45.080	55.598
124+500	44.778	55.290
124+525	45.086	54.898
124+550	45.200	54.422
124+575	45.358	53.861
124+600	45.434	53.239
124+625	45.467	52.614
124+650	45.614	51.989
124+675		51.364
124+700	44.896	50.739
124+725	45.176	50.114
124+750	44.955	49.489
124+775	45.257	48.881
124+800	44.778	48.336
124+825	44.743	47.855
124+850	44.944	47.439
124+875	45.091	47.088
124+900	45.153	46.801
124+925	45.201	46.579
124+950	45.344	46.422

HORIZONTAL ALIGNMENT: L 30.00 A 173.20; L 75.00 A 150.00; L 10.86 R 300.00; L 75.00 A 150.00; L 106.98 R 1200.00; L 45.00 A 150.00; L 46.53 R 500.00; L 45.00 A 150.00

VERTICAL ALIGNMENT: L220.000 L1 110.000; L217.049 Sp2.500%; L185.000 L1 92.500 L2 92.500; L171.000 Sp0.000%; L185.000 L1 92.500 L2 92.500; L175.208 Sp-2.500%; L260.000 L1 130.000 L2 130.000



NOTES :

01. ALL DIMENSIONS ARE IN MM, AND LEVELS ARE IN METERS UNLESS SPECIFIED OTHERWISE.
02. ALL THE DIMENSIONS SHOWN SHOULD BE VERIFIED AT SITE BEFORE TAKING UP DESIGN WORK IN HAND. ANY DISCREPANCY NOTED SHOULD BE FORWARDED THROUGH ALTERATIONS DULY SIGNED.
03. PILE CAPACITY:- VERTICAL = 360 TON, HORIZONTAL = 40 TON
04. MAXIMUM PILE CAPACITY AT THE FOUNDING LEVEL WILL BE CONSIDERED AS PER GEOTECHNICAL REPORT. IF IT IS LESS THAN THE DESIGN PILE LOAD, THE FOUNDATION HAS TO BE REDESIGNED.
05. DRAINAGE SPOUT SHALL BE PROVIDED AS PER MOST SPECIFICATION. DESIGN CONSULTANT SHOULD SUBMIT SEPARATE SHEET OF DRAINAGE SPOUTS AS PER LATEST MOST STANDARDS.
06. THE APPROACHES ARE RCC T-BEAM AT VIADUCT PORTION AND RE WALL AT SOLID PORTION.
07. EXPOSURE CONDITION OF THE BRIDGE AND ITS COMPONENTS SHOULD BE DECLARED AS PER IRC 112 - 2011 / IS : 456. ALL SPECIFICATION LAID DOWN IN IRC CODES / IS : 456 CODE FOR RELEVANT EXPOSURE CONDITION SHALL BE FOLLOWED.
08. FOR DETAILS OF SUBSTRUCTURE REFER SEPARATE DRAWING DULY APPROVED BY RAILWAY.
09. WORK SHOULD BE CARRIED OUT BY THE PARTY UNDER THE SUPERVISION OF RAILWAY ENGINEERS WITHIN RAILWAY LAND LIMIT.
10. SANCTION OF CRS SHOULD BE OBTAIN PRIOR TO EXECUTION OF PROPOSED WORK.
11. TYPE OF BEARING :- ELASTOMERIC.
12. SUITABLE UTILITY DUCTS IF REQUIRED, SHOULD BE PROVIDE BELOW FOOTPATH SLAB WITH THE APPROVAL OF ENGINEER IN CHARGE.
13. R.C.C CRASH BARRIER OF 0.9 M & R.C.C RAILING 1.25 M HEIGHT IN RAILWAY PORTION WILL BE PROVIDED DRAWING.
14. DESIGN SHALL BE AS PER LATEST RELEVANT CODE OF IRC INCLUDING SP-33 AND OTHER CODES AS PER APPROVED BY M.O.S.T.
15. NHIDCL SHOULD ENSURE SAFETY DURING EXECUTION OF THE WORK, SO THAT MOVEMENT OF RAIL TRAFFIC MAY NOT BE AFFECTED.
16. SUITABLE SPEED RESTRICTION , IF REQUIRED SHOULD BE IMPOSED BEFORE TAKING UP THE EXECUTION OF WORK WITH THE APPROVAL OF ENGINEER IN CHARGE.
17. TEMPORARY SIGNALLING ARRANGEMENT WILL BE DONE AS PER G.R. 15.09 (I) D & S.R. 15.09 (2) OR GR 15.09(2) B & S.R. 15.09 (2) WHICHEVER IS ADOPTABLE IF REQUIRED.
18. LOADING STANDARD OF ROB AS PER IRC - 6 : 2014.
19. FULL FLEDGED LOAD TEST OF SUPERSTRUCTURE SHOULD BE DONE AS PER IRC : SP-5 TO ENSURE QUALITY WORK.
20. DETAILS OF INSPECTION OF BEARING WILL BE SHOWN ON DETAILED STRUCTURAL DRAWING.
21. CONCRETE DESIGN MIX. FOR ROB PORTION: SUPERSTRUCTURE-M45, SUBSTRUCTURE-M30, PILE CAP-M30, RCC PILE M-35 FOR VIA DUCT PORTION: SUPERSTRUCTURE-M30, SUBSTRUCTURE-M30, PILE CAP-M30, RCC PILE M-35, CRASH BARRIER-M40, APPROACH SLAB-M30 , PEDESTAL-M35, REACTION BLOCK-M35.
22. LEVEL CROSSING NO. - 32BA.
23. AS THE ROB HAS BEEN PROPOSED AT LC LOCATION, DIVERSION ROAD IS REQUIRED.
24. REINFORCEMENT BARS SHALL BE H.Y.S.D OF GRADE Fe-500 CONFIRM TO IS:1786.
25. ALL MILD STEEL BOLTS & NUTS SHALL CONFORM TO IS - 1363 & IS - 1367.
26. ALL WELDING ELECTRODE SHALL CONFORM TO IS - 1024-1979 OR IS - 814.
27. THE TOLERANCES IN FABRICATION WORK SHALL CONFORM TO IRCI-24-2000, SECTION - 1 & IS - 7205-1974.
28. ALL HOLES NECESSARY FOR BOLTS FOR ERECTION SHALL BE PLUGGED FULLY.
29. ANY ECCENTRICITY IN JOINTS SHALL BE AVOIDED DURING FABRICATION WORK AS FAR AS POSIBLE.
30. NECESSARY TEST OF WELDS AS PER IS / IRC SPECIFICATION SHALL BE DONE IN PRESENCE OF ENGINEER-IN-CHARGE.
31. PROVISION OF CLAMPS IN THE SUPERSTRUCTURE FOR SUPPORTING THE A.C TRACTION WIRE TO BE MADE INVARIABLY IN CONSULTATION WITH THE CONCERNED AUTHORITIES BASED ON STANDARD TYPICAL DRAWING.
32. ALL R.C.C. / M.C.C. / P.C.C. WORK SHOULD CONFORM TO RELEVANT IS / IRC CODES & MOST SPECIFICATION.
33. FOR FABRICATION, WORKMANSHIP, INSPECTION & TESTING ,PROTECTION AGAINST CORROSION ETC. RELEVANT PROVISION OF IRC-24-2001 SHALL BE FOLLOWED.
34. THE DEPTH OF FOUNDATION SHOWN IN THE DRAWING IS TENTATIVE & MAY BE CHANGED AS PER ACTUAL SOIL PROPERTIES AND DESIGN CALCULATION.
35. BENT UP BARS (U-SHAPED) ∅ 32 AT 150 C/C SHALL BE EMBEDDED IN PIER / PIER FOR APPROACHING PIER / PIER CAP & BEARING FOR ROUTINE INSPECTION & MAINTENANCE.
36. [illegible] COMMENCEMENT OF PROPOSED WORK , IN THE VICINITY OF SIGNAL & TELECOM CABLE.
37. TEMPORARY ARRANGEMENT DRAWING OR METHODOLOGY OF LAUNCHING OF GIRDERS OVER RAILWAY TRACK SHOULD BE GOT APPROVED FROM RAILWAY AUTHORITY BEFORE START THE WORK.
38. NHIDCL SHALL SUBMIT RELEVANT CREDENTIALS REQUIRED FOR THE SELECTION OF PMC & EXECUTING AGENCY TO Sr. DEN SHALL ACCORD APPROVAL FOR APPOINTING PMC & EXECUTING AGENCY.
39. DIMENSION GIVEN IN THIS DRAWING MUST BE RECONCILED AT SITE BEFORE START THE WORK FOR FEASIBILITY.
40. PRECAUTIONARY MEASURES FOR CONSTRUCTION OF ROB OR DEPOSIT WORK / COST SHARING WORK WITH LIFE, RAILWAY STAFF, LAND AND PRIVATE AGENCY ISSUED BY ADVISOR CIVIL ENGINEERING RAILWAY BOARD LETTER NO 97 / CE-1/BRG/158 (POLICY) PT.-II, DATED 15.07.2009 SHOULD BE STRICTLY FOLLOWED.
41. NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETE WORKS WITHOUT SPECIAL PRECAUTIONS AS PER THE RELEVANT BRIDGE CODES AND SUITABLE PROTECTION PAINTING OF APPROVED MAKE SHOULD BE USED TO PAINT THE UNDERSIDE OF CONCRETE ROB GIRDERS ALSO TO ENSURE LONG
42. GUARD RAIL SHOULD BE PROVIDED IN THE TRACK NEAR ISOLATED PILLAR OF ROB.NO CONSTRUCTION JOINT SHALL BE ALLOWED IN PSC OR RCC SLAB OR GIRDER AND CURING OF ALL CONCRETE AND MASONRY WORKS AS PER THE RELEVANT CODES OF PRACTICE SHALL BE ENSURED BEFORE USE.
43. INSPECTION LADDER / STEPS SHOULD BE PROVIDED TO ENSURE PROPER INSPECTION ACCESSIBILITY OF ROB.
44. STRUCTURAL STEEL SHALL CONFORM TO IS:2062 (GRADE-B).
45. STRIP SEAL TYPE EXPANSION JOINTS SHALL BE PROVIDE AS PER LATEST MOST REQUIREMENT, CONTRACTOR SHOULD FURNISHED DESIGN / DRAWING OF EXPANSION JOINTS FROM FIRMS APPROVED BY MOST AT VARIOUS RELEVANT AMBIENT TEMPERATURES TO SUIT SITE CONDITIONS WITH THE APPROVAL OF ENGINEER IN CHIEF.
46. RCC CRASH BARRIER SHOULD BE PROVIDED UP TO 30M MINIMUM LENGTH ON EITHER SIDE OF APPROACH EMBANKMENT AS PER MOST STANDARDS.
47. TO PROTECT THE CONCRETE FROM DAMAGE DUE TO SMOKE OF LOCOMOTIVES 4.00 M WIDE STRIP WITH POLYSULPHIDE PAINT PREFERABLY IN BLACK COLOUR SHALL BE PROVIDED IN SOFFIT OF THE DECK OVER RUNNING TRACKS.
48. STANDARD MAINTENANCE AGREEMENT SHOULD BE EXECUTED WITH RAILWAY AND NORTH.
49. NORTH SHOULD ENSURE THAT BEFORE LAYING OF ANY NEW WEARING COAT IN FUTURE EXISTING WEARING COAT SHOULD BE COMPLETELY REMOVED.
50. NO WORK SHOULD BE TAKEN UP IN HAND TILL PROOF CHECKED DESIGN AND DRAWING WITHIN RAILWAY
51. MAINTENANCE CHARGES (CAPITALIZED) AND WAY LEAVE CHARGES SHOULD BE DEPOSITED WITH RAILWAYS AT THE TIME OF CRS APPLICATION IS FILED.
52. ALL STEEL STRUCTURE SHOULD HAVE ANTI-CORROSIVE PROTECTION OF LONG DURABILITY.
53. WAY - LEAVE FACILITIES / EASEMENT RIGHT ON RAILWAY LAND SHALL BE GOT APPROVED BY COMPETENT RAILWAY AUTHORITY.
54. D & G (SUPERVISION) CHARGES SHOULD BE DEPOSITED WITH RAILWAYS AT THE TIME OF SUBMISSION OF DETAIL DRAWING & DESIGN FOR APPROVAL.
55. QUALITY CONTROL AND SAFETY PRECAUTIONS AND MEASURES TO BE OBSERVED DURING EXECUTION OF ROB THROUGH PMC (PROJECT MANAGEMENT CONSULTANCY).
56. AFTER CONSTRUCTION OF ROB EXISTING LEVEL CROSSING WILL BE CLOSED.
57. ALL NOTES ISSUED BY XEN/BA,/D.LETTER NO.W-3/420/09/ROB-RUB/NHAI/R-1/333 DATED:-12/13-09-2012 SHOULD BE FOLLOWED.
58. METALLISING AND ALUMINIUM PAINTING SHOULD BE DONE ON GIRDER AS PER PROVISIONS OF PARA 219 OF IRBM.
59. RECOMMENDED SAFE LOAD ON PILE TO BE CONFIRMED BY PILE LOAD TEST (PLT).MAJOR DIFFERENCE IN RESULTS BETWEEN PLT & RECOMMENDED SAFE LOAD MUST BE BROUGHT TO THE NOTICE OF E-INCHARGE IMMEDIATELY
60. AUTHORITY OF WORK - NHIDCL.
61. RDSO STANDARD DRAWING NO. RDSO/B/11775 FOR COMPOSITE STEEL GIRDER HAVING SPAN 36.00M RESPECTIVELY ARE TO BE ADOPTED FOR THE SUPER STRUCTURE OF THE ROB WITHIN RAILWAY LAND BOUNDARY.
62. RE WALL BEYOND 10.0M HEIGHT MAY BE CONSTRUCTED IN STAGES:-
- CONSTRUCT UPTO 10.0M HEIGHT.
- PROVIDE A WAITING PERIOD OF 3 MONTHS SO THAT LONG TERM SETTLEMENT CAN TAKE PLACE.
- CONSTRUCT UPTO DESIRED LEVEL GRADUALLY.

SPECIAL NOTES :

01. ALONG WITH CONSTRUCTION OF ROB, NHIDCL SHALL CONSTRUCT A SUBWAY TO FACILITATE MOVEMENT OF OF PEDESTRIAN AND VEHICULAR TRAFFIC ACROSS THE RAILWAY TRACK TO ENABLE CLOSURE OF LEVEL CROSSING BY RAILWAYS. IF SUBWAY IS NOT POSSIBLE , THEN SUITABLE FOB WITH RAMP SHOULD BE PROVIDED. WHEREVER SUBWAY / FOB WITH RAMP IS NOT FEASIBLE AT SITE , THEN IN ALL SUCH CASES SUITABLE FOOTPATH OF APPROPRIATE WIDTH ALONG WITH STAIRCASE SHOULD BE PROVIDED ON ROB.
02. AFTER COMMISSIONING OF THE ROB, THE LC GATE IS TO BE CLOSED AS PER DC,S CONSENT LETTER NO: NO.F.XII(3)/DM/KH/LAVOLL-II/NH-208/2019/2730-31 DATED 21/12/2019
03. INSPECTION PLATFORM WITH LADDER OF INSPECTION OF BEARINGS IS TO BE PROVIDED ON ALL PIER CAPS AS PER DAG NO : CE/CON/MA/B/80/2016.
04. FABRICATIONS TO BE DONE AS PER IAS:B1-2001 & BS-110(R).
05. QAP & WPSS TO BE SUBMITTED TO RAILWAYS FOR APPROVAL BEFORE FABRICATION OF GIRDER.
06. GRADE OF STEEL SHOULD CONFORM IS:2062 (GRADE B0).
07. FABRICATION OF STEEL GIRDERS TO BE DONE FROM RDSO APPROVED VENDORS.
08. INTEGRITY TEST ON PILES SHOULD BE CONDUCTED BY CHUN METHOD.
09. TEMPORARY ARRANGEMENT DRAWING OR METHODOLOGY TO LAUNCHING OF GIRDERS OVER RAILWAY TRACK SHOULD BE GOT APPROVED FROM RAILWAY AUTHORITY AND CRS BEFORE START OF WORK.

DATE	REVISION NO.	REVISION

CE'S/NFR/DRG.NO- ROB/B/15/2021

HQ.FILE NO-

NORTHEAST FRONTIER RAILWAY
DIVISION - LUMDING

GAD FOR ROB AT RAILWAY KM 143/6-7 BETWEEN RAILWAY STATION MUNGIAKAMI & TELIAMURA IN BARAIGRAM JN. - AGARTALA SECTION & ROAD KM-124.311 FROM KAILASHAHAR TO TELIAMURA OF NATIONAL HIGHWAY-208.

(GENERAL ARRANGEMENT DRAWING)
APPROVAL OF RAILWAY AUTHORITY

SIGNATURE OF DIV.OFFICER'S:-		SIGNATURE OF HQ.OFFICER'S:-	
DRM/LMG:		C.B.E/N.F.R:	
SR.DEN(Co-Ord)/LMG:		DY.CE/BD/MLG:	
SR.DEE/LMG:		AXEN/BD/MLG:	
SR.DSTE/LMG:		SSE/BD/MLG:	
DOM/IC/LMG:			
DEN-V/LMG:			

R2	JUNE, 2020		
R1	JANUARY, 2020		
R0	JANUARY, 2017		
MKD.	DESCRIPTION	CHKD.	APPRD.

REVISIONS

SCALE :- AS SHOWN

DATE:- JUNE, 2020

CLIENT:

NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LIMITED.
3RD FLOOR, PTI BUILDING, 4-PARLIAMENT STREET,
NEW DELHI - 110001

NAME OF WORK :
CONSTRUCTION OF ROAD OVER BRIDGE AT CHAINAGE 124.311 KM OF NH-208 SECTION FROM KAILASHAHAR TO TELIAMURA VIA KHOWAI AT EXISTING LC NO.- 32BA NEAR TELIAMURA RAILWAY STATION IN THE STATE OF TRIPURA.

GENERAL ARRANGEMENT OF PROPOSED ROB

PROJECT ID:- NFRLMG0021

CONSULTANT :-
CETEST Engineering Consultants
C.E. TESTING COMPANY PVT. LTD.
(An ISO 9001 , 14001 & OHSAS 18001 Certified Company)
124-A, N.S.C. Bose Road , Kolkata - 700092.

Manager (P) DGM NHIDCL
GM NHIDCL

(Trivendra Kumar)
General Manager (P)
NHIDCL, PMU-Teliamura.

DWG. NO.
~~CET/BDG/2015/3580/NH-208/FDPR/ROB/(STR-125/1)/GAD~~

DRAWN BY	CHECKED BY	APPROVED BY	REV.
S. Dalui	S. Deb	A. Dey	R2