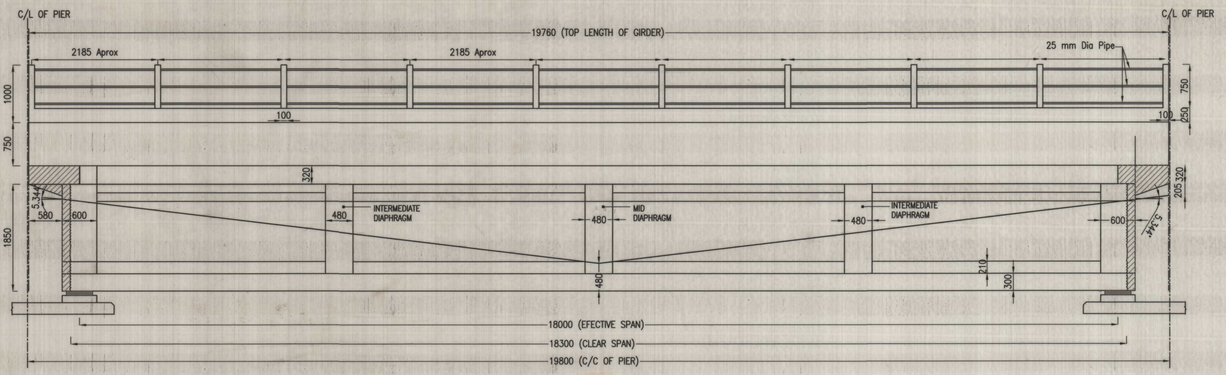
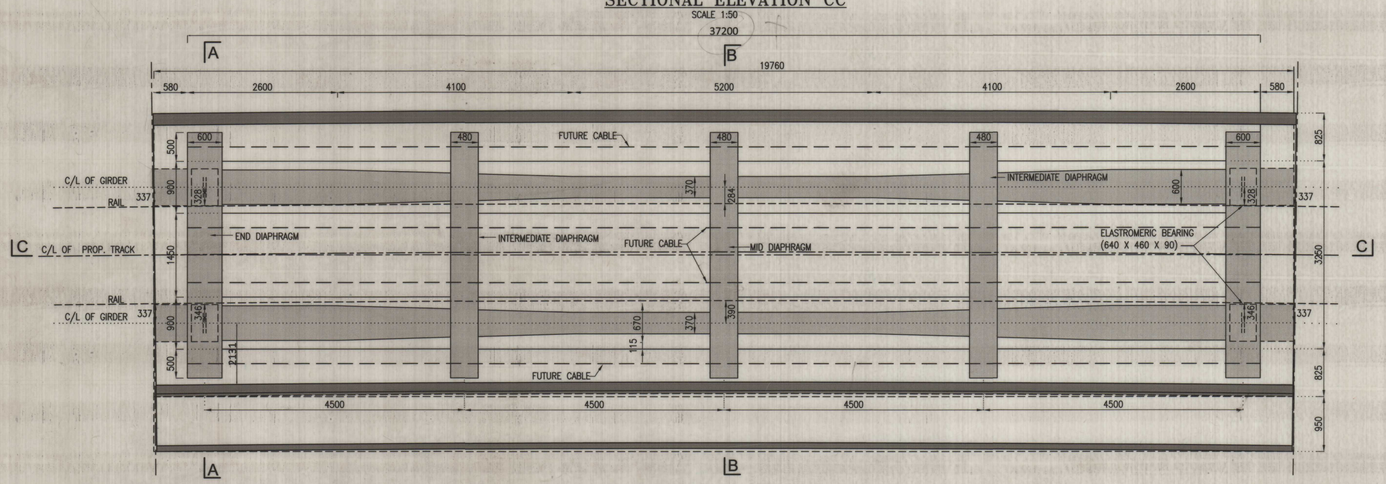


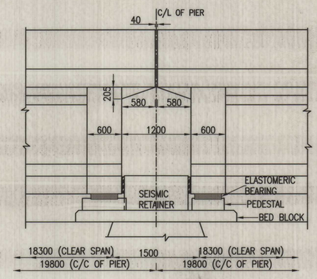
SECTIONAL ELEVATION CC

SCALE 1:50



SECTIONAL PLAN
PLAN SHOWING FOOTPATH ON INNER PORTION OF CURVE

SCALE 1:50

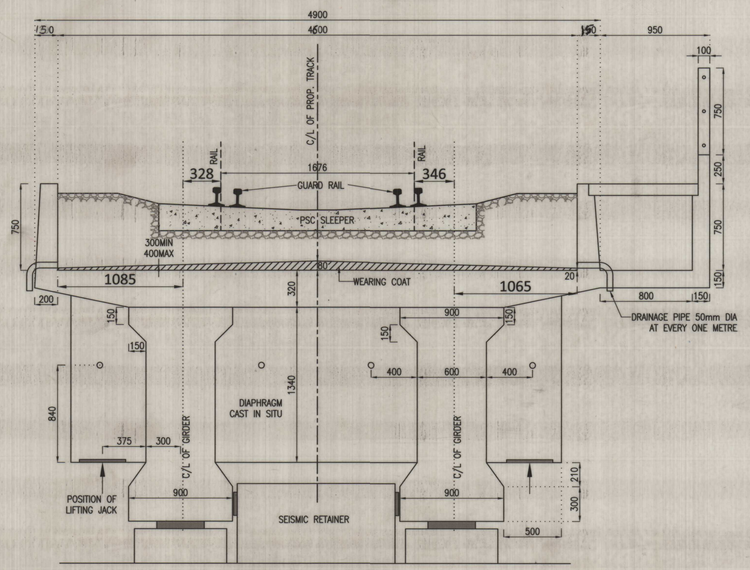


ARRANGEMENT OF GIRDER OVER PIER

SCALE 1:50

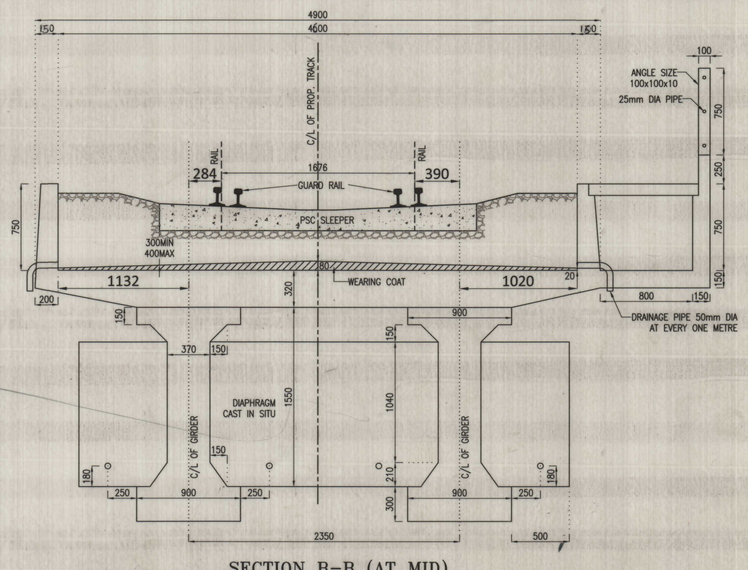
LEGEND

- RAIL
- C/L OF PROP. TRACK
- C/L OF GIRDER



SECTION A–A (AT END)
AS PER CURVATURE

SCALE 1:25



SECTION B–B (AT MID)
AS PER CURVATURE

SCALE 1:25

NOTES:–

1. ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.
2. ALL CORNERS SHALL HAVE A CHAMFER OF 25 mm EXCEPT WHERE OTHERWISE SHOWN.
3. THE DESIGN IS SUITABLE FOR MODERATE ENVIRONMENT EXPOSURE CONDITIONS AS DEFINED IN CLAUSE 5.4.1 OF IRS CONCRETE BRIDGE CODE.
4. THE DESIGN IS SUITABLE FOR DERAILMENT LOADS AS PER CLAUSE NO. 2.14 OF IRS BRIDGE RULES WITH PROVISION OF GUARD RAILS.
5. THE DESIGN IS SUITABLE FOR STRAIGHT TRACK ONLY AND MISALIGNMENT OF TRACK UP TO 100mm HAS BEEN CONSIDERED IN THE DESIGN.
6. THE DESIGN IS SUITABLE FOR 300mm TO 400mm DEPTH OF CUSHION BELOW THE SLEEPER.
7. THE CONSTRUCTION METHODOLOGY OF GIRDER CAN BE EITHER CAST–IN–SITU AT RESPECTIVE SPAN OR PRECAST IN YARD AND THEN LAUNCHED IN POSITION. OTHER COMPONENTS LIKE DECK SLAB, BALLAST RETAINER, DIAPHRAGM ETC. SHALL BE CAST–IN–SITU ONLY.
8. ON THE SURFACE OF DECK SLAB A FEW COATS OF BITUMEN SHALL BE GIVEN BEFORE THE WEARING COATS IS LAID. CONCRETE OF M30 GRADE SHALL BE USED FOR WEARING COAT.
9. POSITION OF LIFTING JACK AND POINT OF CAMBER MEASUREMENT SHOULD BE SUITABLY MARKED DURING CONSTRUCTION FOR EASY IDENTIFICATION IN SERVICE.
10. MAXIMUM NOMINAL SIZE OF COARSE AGGREGATE TO BE USED SHALL BE 20mm.
11. CONCRETE OF M45 GRADE SHALL BE USED FOR GIRDER.
12. CONCRETE OF M35 GRADE SHALL BE USED FOR CAST–IN–SITU PORTION VIZ. DECK SLAB, BALLAST RETAINER & DIAPHRAGMS.
13. PROVISION FOR FUTURE CABLE (6T13) HAS BEEN KEPT IN DIAPHRAGM. THESE ARE PROVIDED TO CATER FOR INCREASED PRESTRESSING FORCE IN THE EVENT, IT IS REQUIRED IN SERVICE. PROVIDING AND TENSIONING OF FUTURE CABLE IS TO BE DECIDED AFTER ASCERTAINING PRESTRESS LOSS IN MAIN CABLES.
14. EXCEPT DURING CONSTRUCTION,EVENTUALITIES OF THE GIRDER BEING WITHOUT BALLAST AND TRACK SHOULD BE AVOIDED UNDER ANY CIRCUMSTANCES LIKE TRACK RENEWAL ETC.
15. THE WEIGHT FROM SUPER STRUCTURE PER SPAN FOR DESIGN OF BED BLOCK,SUBSTRUCTURE ETC. SHALL BE TAKEN AS FOLLOWS:
(a) DEAD LOAD–2488.99kN (b) SIDL (300mm)–1034kN (c) SIDL(400MM)–1203kN
FOR INCLUDING WEIGHT OF SEISMIC RESTRAINER REFER DRG. NO. RDSO/B–10273/4
IN THE DESIGN, DENSITY OF CONCRETE AND BALLAST HAS BEEN TAKEN AS 25kN/m3 AND 19kN/m3 RESPECTIVELY WHILE WEIGHT OF CONCRETE SLEEPER HAS BEEN TAKEN AS 277Kg WITH SLEEPER DENSITY 1660 PER KILOMETER.
16. RCC BED BLOCK/PIER CAP, PEDESTAL AND PIER SHOWN ARE ONLY INDICATIVE.
17. TROLLEY REFUGES, OHE MAST AND LADDER FOR INSPECTION SHALL BE PROVIDED AS PER RAILWAY'S DESIGN DIRECTLY SUPPORTING THEM ON PIER/ABUTMENT.
18. FOR DECIDING THE DIMENTIONS OF INSPECTION PLATFORM AND PEDESTAL VARIOUS REQUIREMENT MENTIONED IN DRAWING NO. CBS–0016 SHALL BE ENSURED.
19. THIS DRAWING IS SUITABLE FOR 2° CURVE & 1:150 SLOPE.

REFERENCES : **DRG. NO.**

1. GENERAL ARRANGEMENT DRG.

REV. NO.	DATE	DESCRIPTION

30-10-17 CE(C-I)

27-X-17 DYCE(C)D

21-04-17 DYCE(C)JP JAIPUR

CONTRACTOR

CONSULTANTS

STANDARD OF LOADING : 25-T (2008)
भारण मानक 25 टन - 2008

उत्तर पश्चिम रेलवे NORTH WESTERN RAILWAY

जयपुर मण्डल JAIPUR DIVISION	जयपुर सीकर खंड JAIPUR - SIKAR SECTION

रींगस के पास DFCCIL परीयोजना की वजह से मारग परिवर्तित करना
RINGAS DETOUR IN CONNECTION WITH DFCCIL PROJECT

VIADUCT ON RINGAS DETOUR

TOTAL SPAN:- 164 X 18.30m PSC GIRDER + 5 X 18.30m PSC GIRDER ON MINDA RIVER +3 X 18.30m COMPOSITE GIRDER OVER RPC & DFCCIL TRACK

ON NEW ALIGNMENT
BETWEEN STATION CHHOTA GUDA & RINGAS

PROJECT :
VIADUCT ON RINGAS DETOUR
RGS DETOUR IN CONNECTION WITH DFCCIL WORK–CONSTRUCTION OF VIADUCT(164X18.30M PSC GIRDER),5X18.30M PSC GIRDER ON MINDA RIVER, + 3X18.30 COMPOSITE GIRDER OVER RPC & DFCCIL TRACK.

CLIENTS :
NORTH WESTERN RAILWAY,
5TH FLOOR, HQ OFFICE NEAR JAWAHAR CIRCLE, MALVIYANAGAR JAIPUR – 302 017

CONTRACTORS :
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TITLE :
GENERAL ARRANGEMENT OF SUPER STRUCTURE

DRAWN BY : NILESH	DESIGNED BY PANKAJ PATEL
CHECKED BY : PANKAJ PATEL	DRG. NO. / REVISION
SCALE : AS SHOWN	VIADUCT 09 / R0
DATE : 28–03–2017	

DY.CE(C)JP/3045/D-JP-SIKR(Detour)

NO. CA01C/JP/5606 /D-JP-SIKR(Detour)

D. Tewari 20-4-17 SSE/DRG

JE/C/DJP

26/10/17 SSE/C/DESIGN