



FIRST DHAKA ELEVATED EXPRESSWAY (FDEE) COMPANY LIMITED.

FDEE Complex, New Airport Road, Kawla, Dhaka-1229, Bangladesh

Ref. No. FDEE/BBA/ 839 /2017

August 6, 2017

Bangladesh Bridge Authority
Bridge Division
Ministry of Road Transport and Bridges
Setu Bhaban
New Airport Road, Banani
Dhaka – 1212

Attention: **Mr. Quazi Muhammad Ferdous**
Project Director
Dhaka Elevated Expressway PPP Project

Subject: **Submission of Railway Traffic Management Plan Rev.B**

Ref.: 1. BBA Memo No.: 50.00.0000.301.2014(V-5)-07, dated 01-Jan-2017,
2. BBA Memo No.: 50.00.0000.301.084.2014(V-5)-1207, dated 29-Nov-2016,
3. BBA Memo No.: 50.00.0000.301.084.2014(V-5)-1309, dated 28-Dec-2016,
Ref. Subject: BR, IE & Safety Consultant's Review Comment on Railway
Traffic Management Plan Rev.A (FDEE/BBA/703/2016, dated 14-Nov-2016).

Dear Sirs,

Pursuant to sub-clause (l) of ARCA Article 11.2 Concessionaire's Conditions Precedent, the Concessionaire shall fulfil prepare a Railway Traffic Management Plan and ARCA Article 14.2 Railway Traffic Management Plan.

Please find the enclosure of re-submission herewith Railway Traffic Management Plan (Rev.B) during Construction revised as per comments of BR, IE and BBA's Safety Consultant for your kind review and approval.

Your kind consideration and response would be highly appreciated.

Very Truly Yours,

Montchai Musicabud
Managing Director
For First Dhaka Elevated Expressway (FDEE) Company Limited
BIDA - Registration No.: F-452011121525-H Dated 2011-12-20

Encl: 1. Railway Traffic Management Plan (FDEE/DEE/TMP-002, Rev.B) 2 Set with CD

CC: 1. Chief Engineer, BBA, Setu Bhaban, Banani, Dhaka
2. PS to Secretary, Bridge Division, Setu Bhaban, Banani, Dhaka
3. Mr. Imad I Ahmed, Team Leader, IE of DEE Project, Dhaka
4. Mr. Sanjay Kumar, Team Leader, Safety Audit Consultant of DEE Project, Dhaka

The Government of the People's Republic of Bangladesh

Represented By

The Bridges Division, Ministry of Road Transport and Bridges

Acting Through

Bangladesh Bridge Authority



FOR THE PROCUREMENT OF CONCESSION RIGHTS TO
DESIGN, FINANCING, CONSTRUCTION, OPERATION AND
MAINTENANCE OF

DHAKA ELEVATED EXPRESSWAY PPP PROJECT

ON BUILD OPERATE AND TRANSFER (BOT) BASIS

“Railway Traffic Management Plan”

ARCA Article 11.2(l) and Article 14.2

Document No. FDEE/DEE/TMP-002, Rev.B

AUGUST 2017

PREPARED BY



First Dhaka Elevated Expressway (FDEE) Company Limited (ITD Group)

Document Title: Railway Traffic Management Plan (ARCA Article 11.2(I) and Article 14.2)							
Document No: FDEE/DEE/TMP-002							
Document Amendment Record							
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B	6 August 2017	Submission for approval (Revised)					
A	10 November 2016	Submission for approval (Ref. No.: FDEE/BBA/703/2016)					
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4	FDEE	D					
5	EPC Contractor	D					
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Prepared by: <u>Chalee Sripraphan</u> (Chalee Sripraphan) Engineer Date: <u>06/08/2017</u>				Reviewed by: <u>Saksith Suwannagard</u> (Saksith Suwannagard) Project Manager (Construction) Date: <u>06/08/2017</u>			
Reviewed by: <u>Wichien Roongrujirat</u> (Wichien Roongrujirat) Project Director Date: <u>06/08/2017</u>				Approved by: <u>Montchai Musicabud</u> (Montchai Musicabud) Managing Director Date: <u>06/08/2017</u>			

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Railway Traffic Management Plan

ARCA Article 11.2(l) and Article 14.2
FDEE Doc.No.: FDEE/DEE/TMP-002 Rev.B

*Note: *For Road Traffic Management Plan (as per ARCA Article 11.2(k) and Article 14.1), please refer to FDEE Doc.No.: FDEE/DEE/TMP-001 Rev.C.*

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1 Introduction:

First Dhaka Elevated Expressway Company Limited, Concessionaire (hereinafter referred to as “**FDEE**”). The FDEE Railway Traffic Management Plan for the Dhaka Elevated Expressway PPP Project (hereinafter call “**this Project**”) will be established in consultation and coordination with Bangladesh Railway (hereinafter referred to as the “**BR**”) during the execution of Railway Traffic Management Plan under Contract Document (**ARCA Clause 14.2 “Railway Traffic Management Plan**) in order to meet the current and future needs of Bangladesh Bridge Authority referred to as “**BBA**” (hereinafter referred to as the **Grantor’s Representative**) of Bridges Division, Ministry of Road Transport and Bridges of the Government of the People’s Republic of Bangladesh (hereinafter referred to as the “**Grantor**”).

This Railway Traffic Management Plan will be applied throughout this Project including EPC contractor and sub-contractors and other related parties who will be involved within Railway Corridor during Construction in this Project.

The basic objective of the following guidelines is to lay down procedures to be adopted by the EPC Contractor to ensure and maintain the safe and efficient BR’s traffic movement, traffic operation and also to ensure the safety of workmen at construction sites.

The FDEE Railway Traffic Management Plan demonstrates the Principle of our intended to be used for this Project and presented in this document.

FDEE and EPC Contractor confirmed that Railway Traffic Management Plan including construction front(s) related to Road Traffic Management Plan* for each area (Sub-Plans) will be issued well in advance of the commencement of the construction activities to enable all concerned parties such as BR, BBA, BBA’s Safety Consultant, DMP, BRTA, DTCB, Army and IE etc to review/consent under ARCA of the Project.

*Note: *For Road Traffic Management Plan (as per ARCA Article 11.2(k) and Article 14.1), please refer to FDEE Doc. No.: FDEE/DEE/TMP-001 Rev.C (FDEE/BBA/810/2017 dated 21st May 2017).*

2 Summary Scope of Works:

The Dhaka Elevated Expressway PPP Project on Build, Operation and Transfer (BOT) basis comprising the construction of elevated structures of the expressway with 4 Lanes Dual Carriageway located in Dhaka city on the precast I-Girders viaduct over concrete piers or portal frames and elevated approximately 8 to 23 meters above existing ground including ramps, on bored pile foundation and central control building, toll buildings and toll plazas, toll collection & operation system, lightings and traffic surveillance system etc.

2.1 Route Alignment of the Project:

Hazrat Shahjalal International Airport – Kuril – Banani – Mohakhali – Tejgoan – Moghbazar – Kamlapur – Saidabad – Jatrabari - Dhaka Chittagong Highway (KutubKhali).

2.2 The Main Components of the Dhaka Elevated Expressway PPP Project are as follows:

- Mainline: Approx. 19.73 km. of Elevated 4 Lane Dual Carriageways;
- Ramp 31 Nos, Length 27 km;
- Total Length (with Ramps) = 46.73 Km;
- Toll Plaza : 8 Locations;
- Central Control Building : 1 Unit;
- Toll Collection System and Traffic Surveillance & Operation System.

2.3 Three tranches of the Project (As per Mainline Length):

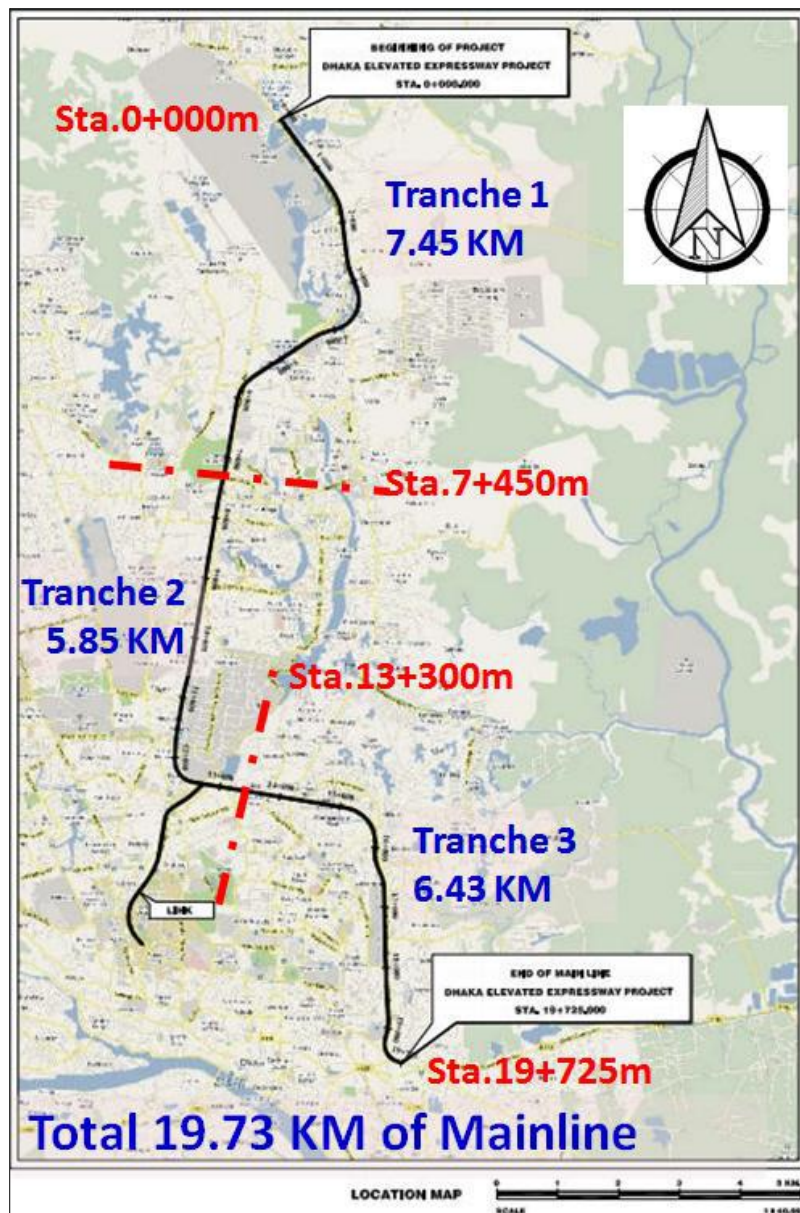
- 1st Tranche - 7.45 Km., Sta.0+000m to Sta.7+450m;
- 2nd Tranche - 5.85 Km., Sta.7+450m to Sta.13+300m;
- 3rd Tranche - Remaining Length, Sta.13+300m to Sta.19+725m (6.43 Km.).

2.4 Construction Schedule (ARCA Schedule 10):

- Construction Period: 42 Months (from Construction Commencement Date)
- Concession Period: 25 Years (Including Construction Period).

**Figure Summary and Tentative Schedule, please refer to Exhibit-C in this Document.*

2.5 Route Alignment Map of the Project:



The conceptual model of Dhaka Elevated Expressway PPP Project

3 Terms and Definitions:

Without limiting to the terms and definitions expressed in the Contract Document, the following terms and definitions shall, unless otherwise defined, be used in FDEE's Road Traffic Management Plan documentation.

“BR” means **Bangladesh Railway**, one of the Relevant Authorities for Approval under this Contract Document (ARCA Schedule 7) and ARCA Clause 14.2 which shall coordinate the execution of **Railway Traffic Management Plan** during Construction Works of the Project.

“BRTA” means Bangladesh Road Transport Authority, one of the Relevant Authorities for Approval under this Contract Document (ARCA Schedule 7) of the Project.

“Contract Document” means the **AMENDED AND RESTATED CONCESSION AGREEMENT (ARCA)** dated 15 December 2013 at Dhaka, Bangladesh.

“DTCA” means Dhaka Transport Coordination Authority, one of the Relevant Authorities for coordination under this Contract Document.

“DTCB” means Dhaka Transport Coordination Board, one of the Relevant Authorities for Approval under this Contract Document (ARCA Schedule 7) and ARCA Clause 14.1 which shall coordinate the execution of **Road Traffic Management Plan** during Construction Works of the Project.

“EPC” means Engineering Procurement and Construction of the Project.

“EPC Contract” means the contract that may be entered into between FDEE and the EPC Contractor for the design, construction and completion of the Project in accordance with the Contract Document (ARCA).

“EPC Contractor” means the person selected and appointed by Concessionaire as contractor and approved by the Grantor to design, build and complete the Project pursuant to the terms of the EPC Contract.

“FDEE” means First Dhaka Elevated Expressway Company Limited, the Concessionaire of this Project.

“Grantor” means Government of People's Republic of Bangladesh, represented by Bridges Division, Ministry of Communications (is now Ministry of Road Transport and Bridges).

“Grantor's Representative” means Bangladesh Bridge Authority (BBA).

“IE” means Independent Engineer.

“Procedure” means the specified way to carry out an activity or a process.

“Project” means the Dhaka Elevated Expressway PPP Project.

“Road Traffic Management Plan” means the plan prepared by the Concessionaire for managing the traffic in Dhaka city during Construction Works, in consultation with DTCB, BBA and approved by the Grantor.

“Responsible Manager” means person(s) nominated by the Concessionaire and/or EPC Contractor as being responsible for certain activities and authorized to represent in accordance with the assigned responsibility.

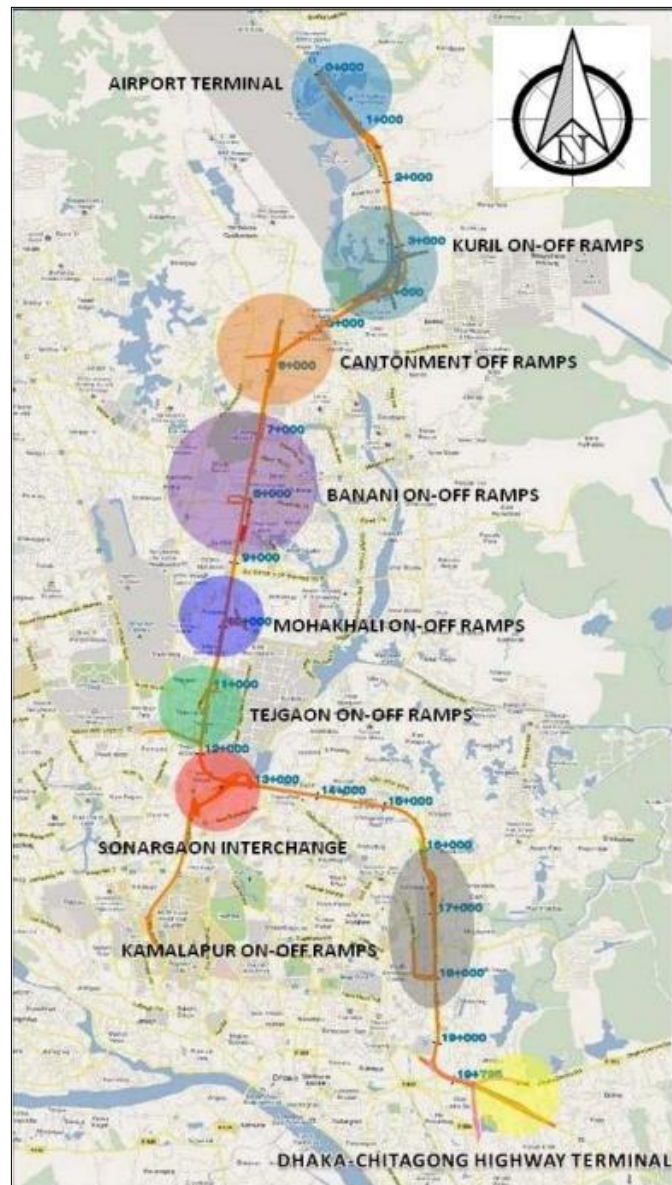
“Sub-Contractor” means a party to whom a sub-contract has been awarded by the Concessionaire and/or EPC Contractor pursuant to the EPC's and/or Sub- Contract Documents.

“Works” unless the context otherwise requires, means all the Concessionaire and/or EPC Contractor's obligations respective to works and/or products to be performed and/or provided by the Concessionaire and/or EPC Contractor under the Contract Documents. For the purpose of this document the Works shall also mean the “Scope of Works” as defined above.

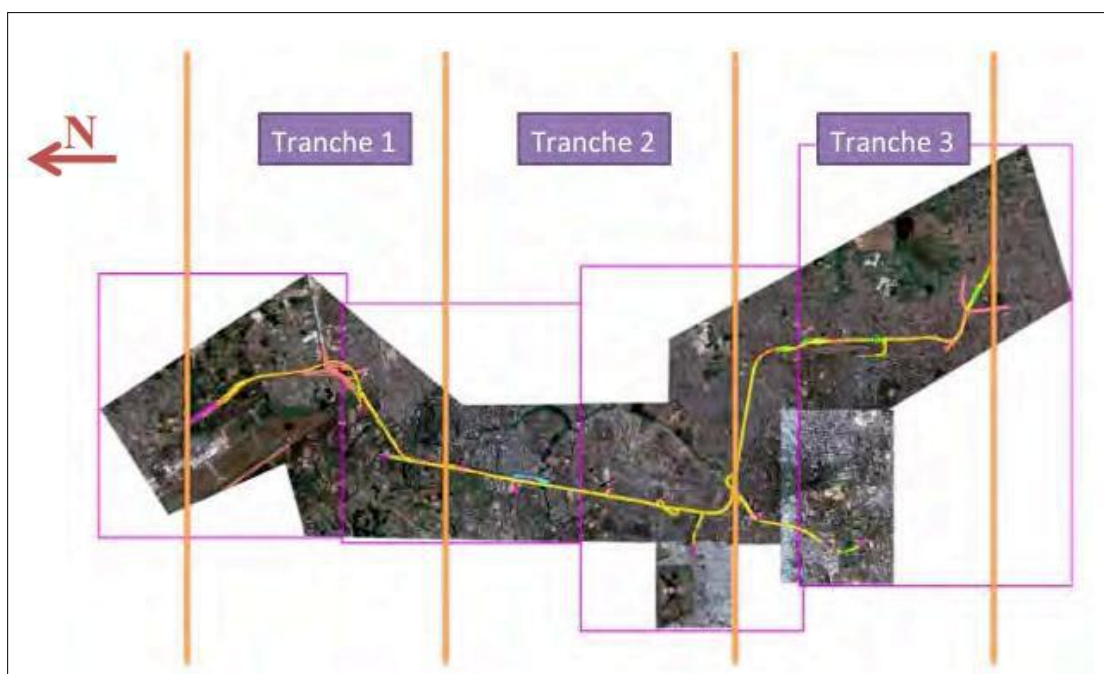
4 Construction and Protection over Railway Corridor:

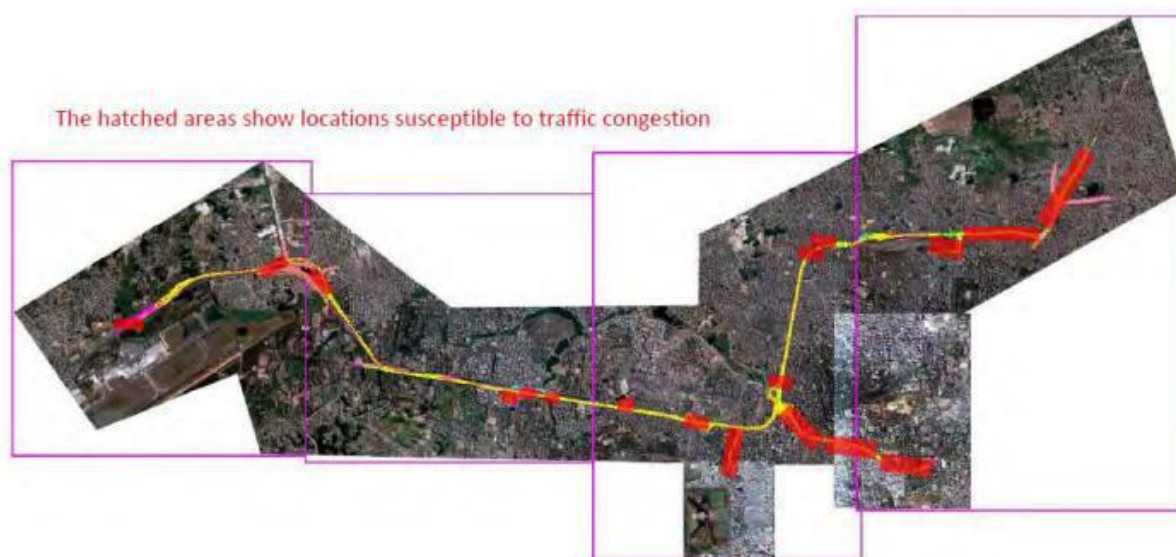
4.1 Project Brief

The proposed route of Dhaka Elevated Expressway PPP Project (DEE project) starts at Shahjalal International Airport and runs alongside New Airport Road, along the railway corridor through Mohakhali, Tejgaon and Moghbazar to Kamalapur Rail Station and go down south further to cross over and run along the Mayor Mohammad Hanif (Jatrabari) Flyover and finally connecting to Dhaka-Chittagong Highway near Kutubkhali. There are 8 Toll Plazas, 31 Ramps and a Central Control Center Building. The project is designed to be two-way, 4-lanes where the length of main line is approximately 19.73 Km and the total length of ramps is approximately 26.58 km (including Sonargaon link road). Thus, the total length is approximately 46.31 km.



No	Description	Distance (Km)		Sum (Km)	Ramp No.			Direction
		Mainline	Ramp		EN	EX	Sum	
1	Tranche 1: Sta.0+000m - Sta.7+450m	7.45	6.02	13.47	4	5	9	
	1.1 Mainline	7.45						
	1.2 Ramp							
	1.2.1 Airport EN		0.92		1			Southbound
	1.2.2 Airport EX		0.52			1		Northbound
	1.2.3 Kuril EN-1		0.70		1			Southbound
	1.2.4 Kuril EN-2		0.83		1			Southbound
	1.2.5 Kuril EX		0.60			1		Northbound
	1.2.6 Cantonment EX		0.58			1		Northbound
	1.2.7 Banani EN-1		0.70		1			Northbound
	1.2.8 Banani EX-1		0.30			1		Southbound
	1.2.9 Banani EX-2		0.88			1		Southbound
2	Tranche 2: Sta.7+450m - Sta.13+300m	5.85	15.40	21.25	8	8	16	
	2.1 Mainline	5.85						
	2.2 Ramp							
	2.2.1 Banani EN-2		0.74		1			Southbound
	2.2.2 Mohakali EN		0.65		1			Southbound
	2.2.3 Mohakali EX-1		0.68			1		Northbound
	2.2.4 Mohakali EX-2		0.39			1		Southbound
	2.2.5 Tejgaon EN-1		1.02		1			Southbound
	2.2.6 Tejgaon EN-2		0.16		1			Northbound
	2.2.7 Tejgaon EN-3		0.59		1			Northbound
	2.2.8 Tejgaon EX-1		1.33			1		Southbound
	2.2.9 Tejgaon EX-2		0.31			1		Northbound
	2.2.10 Sonargon EN-1 (BUET Link)		3.79		1			Northbound
	2.2.11 Sonargon EN-2 (CCB)		0.58		1			Northbound
	2.2.12 Sonargon EN-3		0.55		1			Southbound
	2.2.13 Sonargon EX-1 (BUET Link)		3.27			1		Southbound
	2.2.14 Sonargon EX-2		0.46			1		Southbound
	2.2.15 Sonargon EX-3		0.63			1		Northbound
	2.2.16 Sonargon EX-4		0.26			1		Northbound
3	Tranche 3: Sta.13+300m - Sta.19+725m	6.43	5.16	11.59	3	3	6	
	3.1 Mainline	6.43						
	3.2 Ramp							
	3.2.1 Kamalapur EN-1		0.33		1			Southbound
	3.2.2 Kamalapur EX-1		0.51			1		Northbound
	3.2.3 Kamalapur EN-2		0.75		1			Northbound
	3.2.4 Kamalapur EX-2		0.96			1		Southbound
	3.2.5 Kutubkali - EN		1.66		1			Northbound
	3.2.6 Kutubkali - EX		0.95			1		Southbound
Total Overall Length (Approximate)		19.73	26.58	46.31	15	16	31	





Alignment of the Expressway showing areas susceptible to traffic congestion during construction phase

Due to the complicated existing traffic conditions in Dhaka city along the DEE Project's route alignment, it is therefore, necessary to provide a proper traffic management plan during the construction works.

In order to mitigate the possible inconvenience to the public, FDEE and EPC Contractor will be coordination and committed to construction work and confirmed that the Sub-Plans of Railway Traffic Management Plan for each area shall be issued well in advance of the commencement of the construction activities to enable all relevant concerned authorities under ARCA of this Project.

Safety Sign, Warning Sign etc. for communication to public and staff during Construction in specific working areas, all text will be in Bengali and English.



4.2 General Overview

It is well aware that the safety of the workmen and the public must be prevented from any accident as far as possible. Therefore, during the period of construction, the Temporary Traffic Management measures are relevant to ensure the safety of all the workmen, the public including the Third Parties involved in the construction works.

The prime responsibility is to establish the Temporary Traffic Control (TC) Zones in the vicinity to the Construction Areas where safe and efficient movement of BR's train traffic operation, road users through or around the zones can be ensured. In addition, the TC Zones will also provide reasonably safety or protection the workmen and equipment working within Zones from any traffic incidents. As such, the efficiency of Train's Traffic Operation Flow is an integral element of every TC zone, from planning through completion.

The Railway Traffic Management Plan should be comprehensive and should take into account of the following criteria and procedures:

- Basic safety principles, the goal shall be to BR's train traffic operation, road users through Temporary Traffic Control Zones which have safety devices as comparable as possible, to those for normal railway traffic conditions.
- Trained Staffs and Managers should be assigned responsibility for safety in Temporary Traffic Control Zones. All the Traffic Safety Devices shall be provided and maintained efficiently to ensure reasonably of safety conditions for train operation, road users and workmen.
- As the work progresses, temporary traffic controls and/or working conditions should be modified in order to provide reasonably safe and efficient train traffic operation movement at all time.
- Traffic Control Zones, once established, should be carefully monitored under varying conditions of railway / train traffic operation, road users – volumes, light and weather conditions. The traffic control devices shall be efficient, clearly visible, clean etc.
- If necessary, an engineering study might be made (in cooperation with concerned BR's officials) of any reported accidents occurring within the Traffic Control Zone. Any accident within the TC zones should be monitored to evaluate for adequacy of the plan.
- Adequate warning signs, guide signs, directional signs should be provided to assist in guiding railway / train operator, road users, people, workmen in advance of and through the TC zone.

- Flagging procedures, when used, should provide positive guidance to train operator, road users, workmen etc.
- Access roads to construction area should be accomplished and keep under control by safety regulation, warning, signing and detectable guiding devices.
- Working equipment, workmen private vehicles, materials and debris should be stored in such a manner to reduce the probability of being impacted by run-off the road vehicles and railway / train operation.
- Traffic management manager, BR'co-ordination officer and staffs will be available for train traffic coordination and control, 24 hours a day, for the entire construction period of the project during construction will be affected according to Railway Zone.

4.3 Safety Plan during Construction and Track Related Safety Plan

Working on or around railroad tracks can be a hazardous job and could entail fatal accidents. Knowledge of those hazards and how to handle them safely or eliminate them is therefore essential for the successful performance of the Works. Proper training for operatives with their learning of BR's track rules and regulations will allow operatives to safely handle most types of hazards. Furthermore the operative will be trained to report any potential hazard to the supervisor and make sure co-workers are aware of such hazard. It will not be assumed that operatives are already aware of the hazards, since in a number of accidents, it is the complacency or unsafe practices which give rise to or contribute to the occurrence of the accidents.

So, the operative and co-workers must know how to protect themselves with training and understanding of their work.

Following are general guidelines for working safely around tracks:

- 1) In general, follow strictly BR's rules and regulations regarding rail possession, and working in the vicinity of rails.
- 2) When any operatives are required to work around live tracks, stay alert.
- 3) Before approaching a track, look at all directions. Make sure it's safe to get on or cross the track.
- 4) Never cross a track in front of oncoming traffic.
- 5) When on-track equipment is approaching, stay at least 10 m. from the track while the equipment is passing.
- 6) Watch for protruding structures on passing equipment as well as other hazards.

- 7) When rail traffic is approaching, move away from the track, and warning the co-workers as well.
- 8) Never sit, walk, step, stand, or lay on rails and including other track components such as switch points, frogs, rails, derails, and wheel stops.
- 9) Do not lean on, climb on, or go under any on-track equipment unless the job requires. In addition, the safety procedures, such as lockout / tag out procedures shall be put in place.
- 10) Do not walk between two pieces of on-track equipment unless they are separated by at least 15 meters.
- 11) Keep at least 7.5 meters from the end of standing trains, cars, or locomotives. This will allow operative time to react safely to any movement of the equipment.
- 12) Avoid being trapped between on-track equipment passing on adjacent tracks, and keep alert all the time while working around tracks. Good judgment and common sense in dealing with these hazards will be used to protect operatives and the co-workers from the various hazards of working on the rails.
- 13) In no case shall the untrained operatives be allowed to work in the vicinity of live rails.

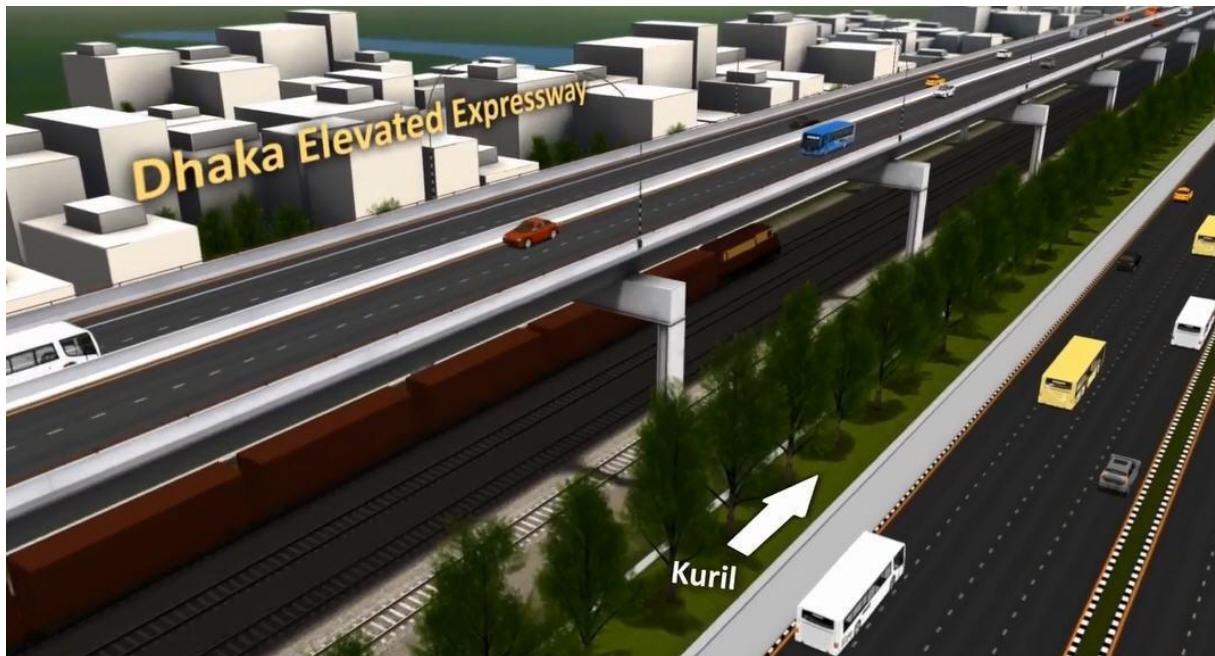
4.4 Requirement from BR in association with BBA during Construction and Protection over Railway Corridor:

In order for FDEE to perform the construction of the Project under Contract Document, FDEE and/or EPC Contractor in association with BBA and BR to cooperation in constraint of timely manner basis to provide its requirements for the following;

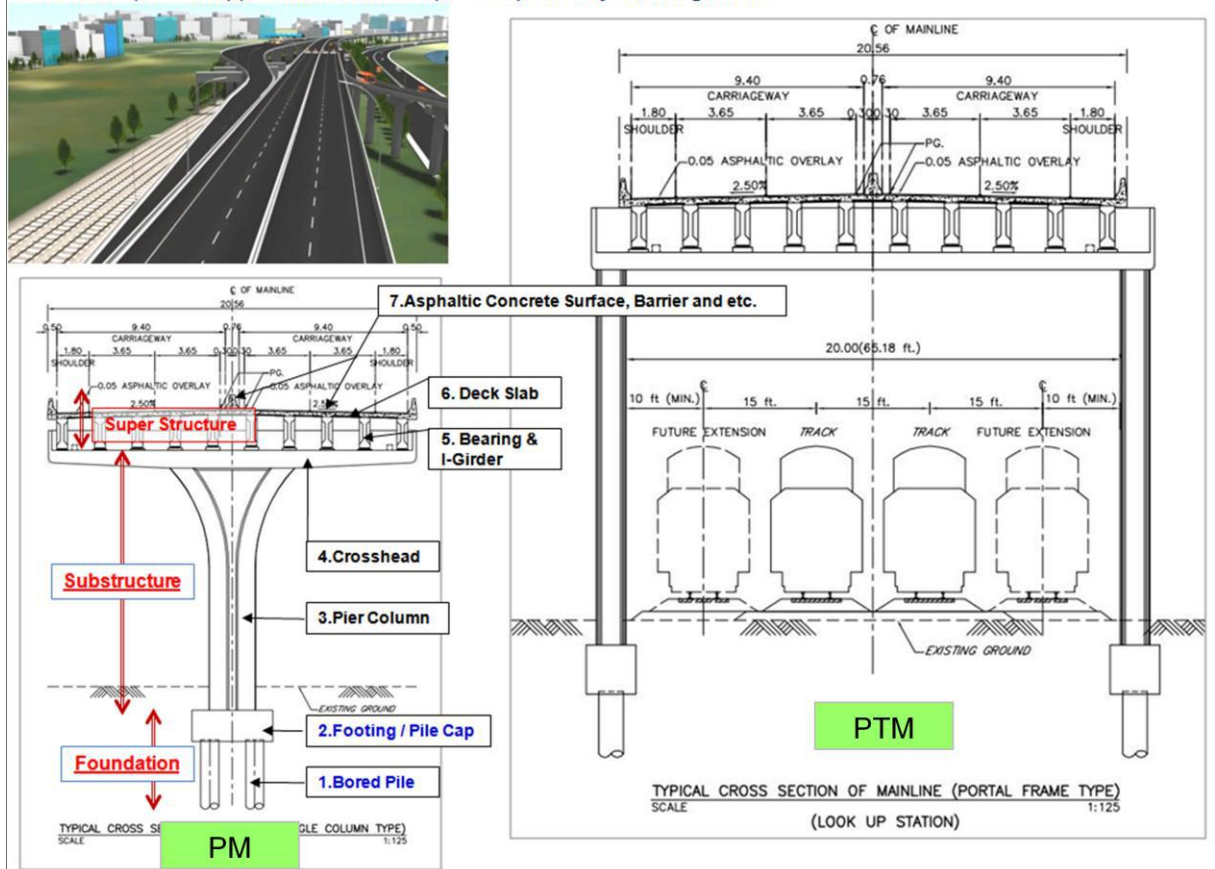
- 1) Protection of BR's tracks against damage during the crossing of heavy plants/equipment.
- 2) Protection of buried utilities located close to excavations.
- 3) Protection of rail points.
- 4) Protection of signaling equipment.
- 5) Requirements clearly showing protection measures to the rail tracks (including prevention of ballast slippage) dimensions of allowable distances from the rail tracks to the edge of excavations, preferred excavation protection method (if any).
- 6) Zone around the rail tracks where no plant/equipment and/or personnel are to be allowed.
- 7) Position & Height of Lights during night work to ensure the train driver's vision is not impaired.

- 8) Design details of temporary at-grade rail crossings to enable the construction of such crossings if and/or where required. BR in association with BBA shall advise about the application procedures and time span required to grant approval.
- 9) BR in association with BBA's preferred communication procedure/ method(s) to ensure rapid response in case of emergency that requires stopping train movements to enable speedy and safe resolution.
- 10) Ballast plate details if available.
- 11) Location map of BR's access roads within the Project's alignment route assuming BR has no objections to the use of their access roads by FDEE and EPC Contractor's construction teams.
- 12) Any other requirements BR deems relevant to the Project's construction activities that may impact BR in any way.

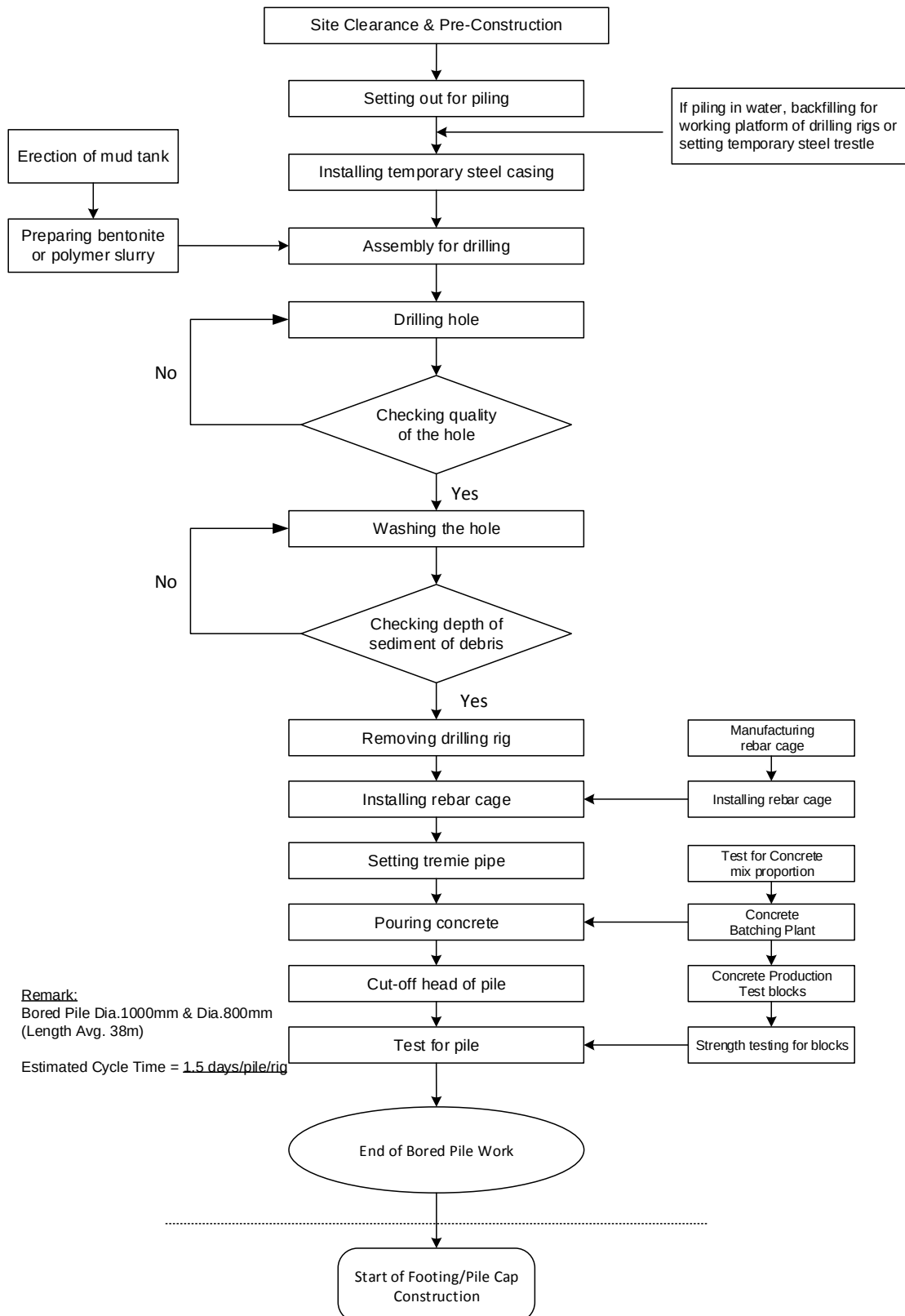
4.5 Flowchart Summary of Construction Methodology Steps:



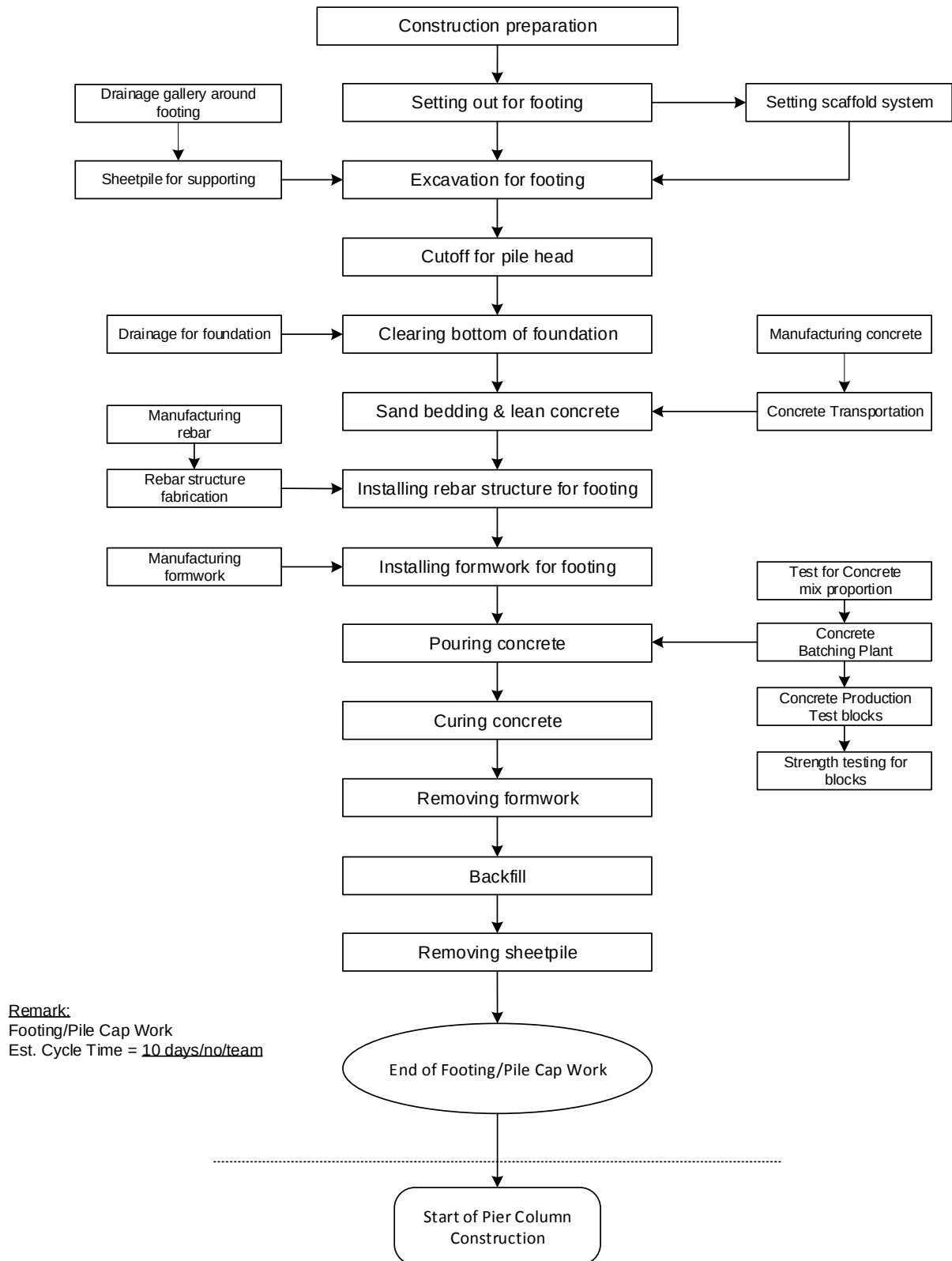
J.1851 FDEE (ITD Group): Dhaka Elevated Expressway PPP Project, Bangladesh



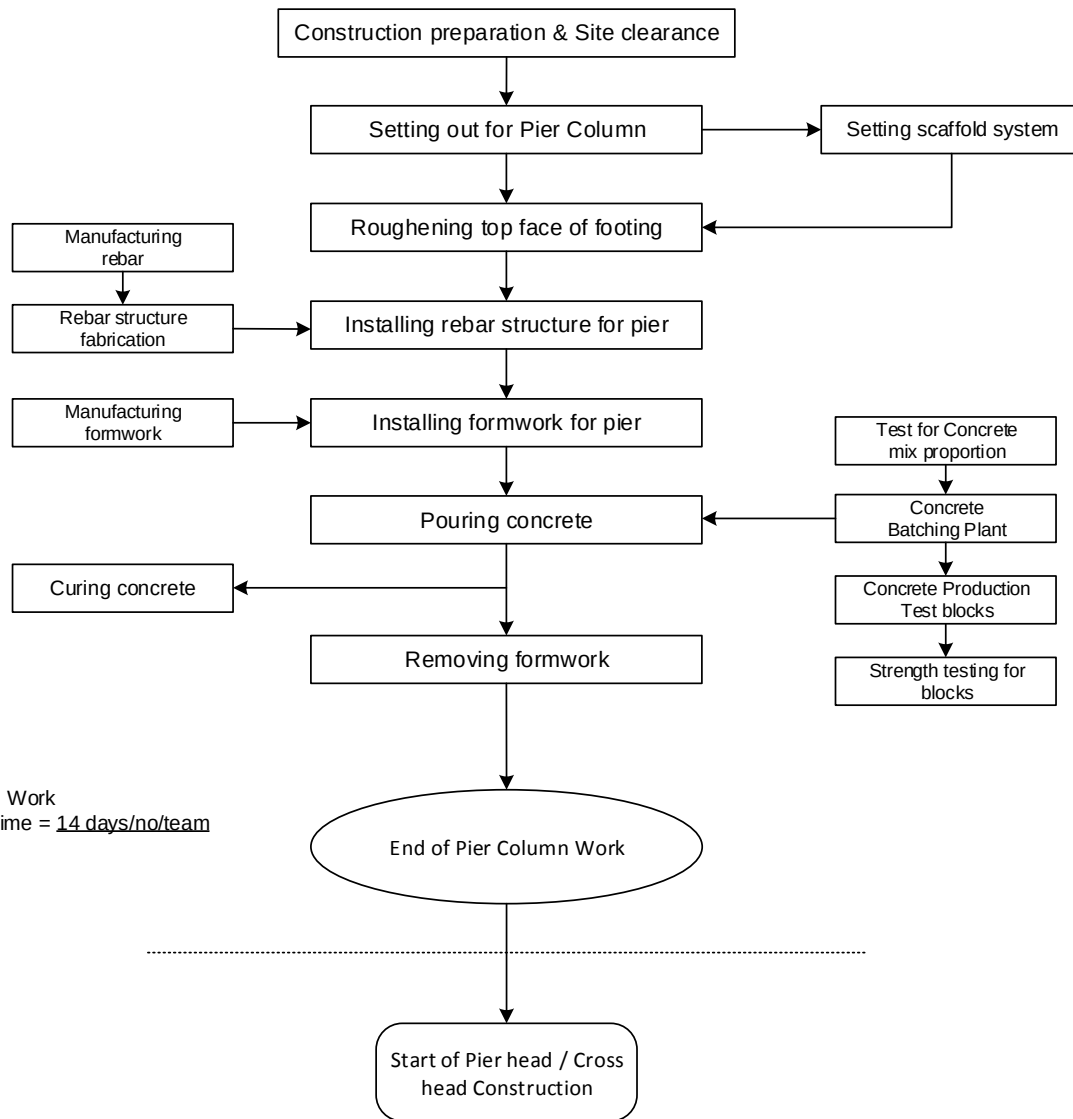
4.5.1 Bored Pile Work:



4.5.2 Footing/Pile Cap Work:

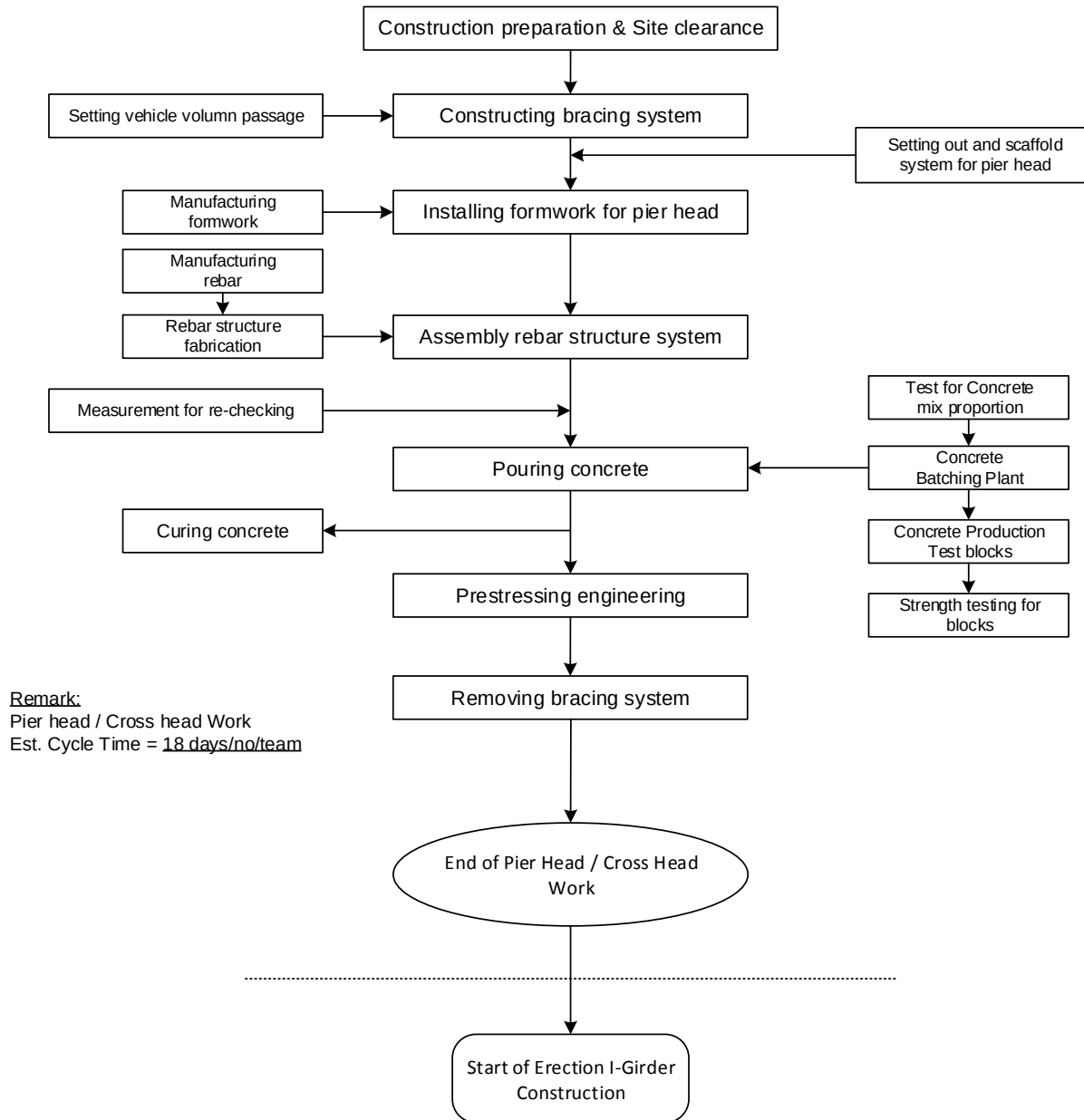


4.5.3 Pier Column Work:



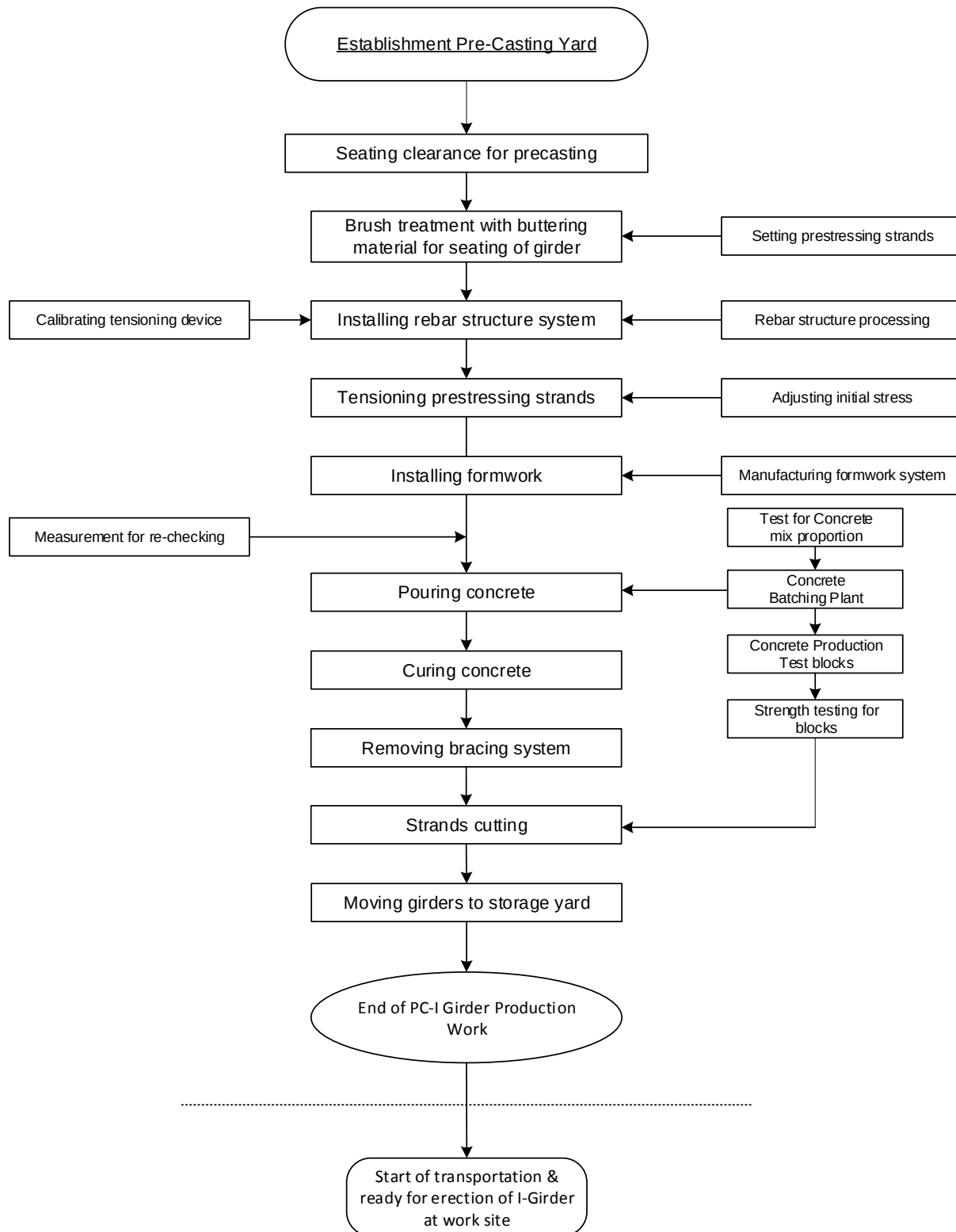
Remark:
Pier Column Work
Est. Cycle Time = 14 days/no/team

4.5.4 Pier Head / Cross Head Work:

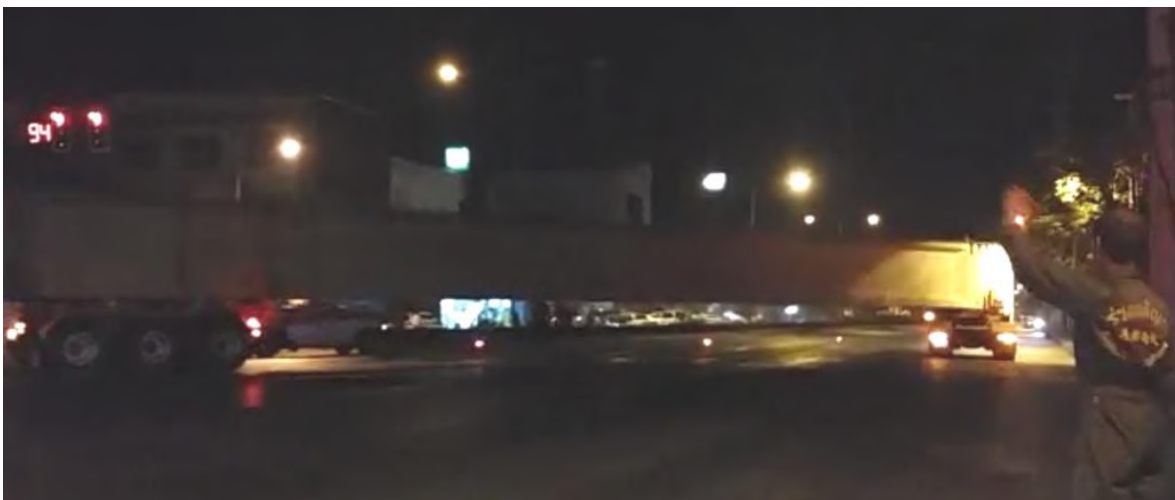


Remark:
Pier head / Cross head Work
Est. Cycle Time = 18 days/no/team

4.5.5 Pre Cast I-Girder Production Work:



4.5.6 I-Girder & Superstructures Installation Work:



Night Time Delivery I-Girders to Front Site via Public Road







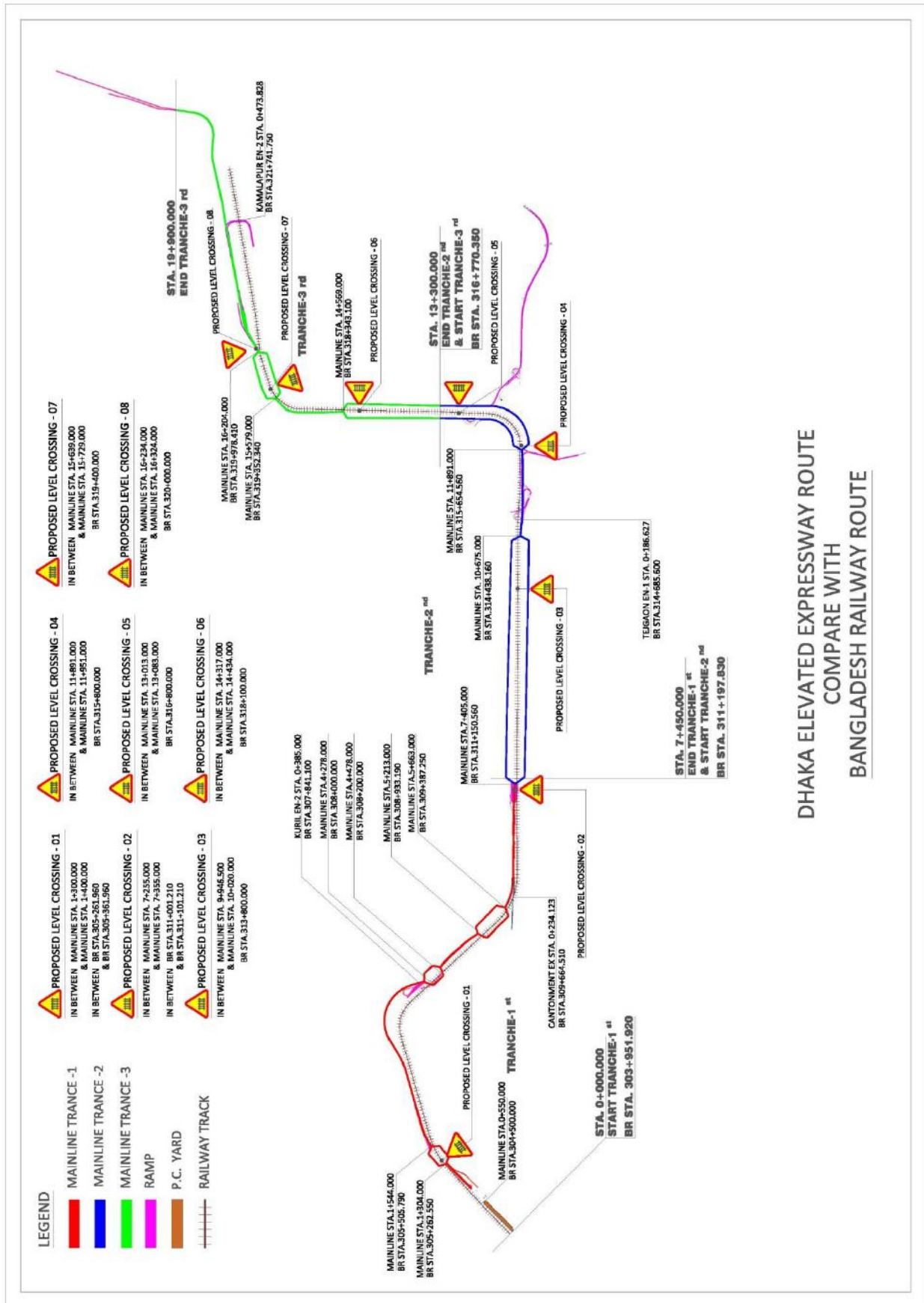
Example of Portal Beam and I-Girder Installation

4.6 Location of Temporary Level Crossing in Railway Area by approximately during Construction:

No.	DEE Phase	Temporary Level Crossing Request during Construction	In Between DEE's Station		In comparing with BR's Station	
			From DEE Sta.	To DEE Sta.	From BR Sta.	To BR Sta.
1	Tranche 1:	Proposed Level Crossing-01	Mainline Sta.1+300.000	Mainline Sta.1+400.000	BR Sta.305+261.960	BR Sta.305+361.960
2	Tranche 1:	Proposed Level Crossing-02	Mainline Sta.7+255.000	Mainline Sta.7+355.000	BR Sta.311+001.210	BR Sta.311+101.210
3	Tranche 2:	Proposed Level Crossing-03	Mainline Sta.9+946.500	Mainline Sta.10+020.000	BR Sta.313+800.000	BR Sta.313+873.500
4	Tranche 2:	Proposed Level Crossing-04	Mainline Sta.11+891.000	Mainline Sta.11+951.000	BR Sta.315+800.000	BR Sta.315+860.000
5	Tranche 2:	Proposed Level Crossing-05	Mainline Sta.13+013.000	Mainline Sta.13+083.000	BR Sta.316+800.000	BR Sta.316+870.000
6	Tranche 3:	Proposed Level Crossing-06	Mainline Sta.14+317.000	Mainline Sta.14+434.000	BR Sta.318+100.000	BR Sta.318+217.000
7	Tranche 3:	Proposed Level Crossing-07	Mainline Sta.15+639.000	Mainline Sta.15+729.000	BR Sta.319+400.000	BR Sta.319+490.000
8	Tranche 3:	Proposed Level Crossing-08	Mainline Sta.16+234.000	Mainline Sta.16+324.000	BR Sta.320+000.000	BR Sta.320+090.000

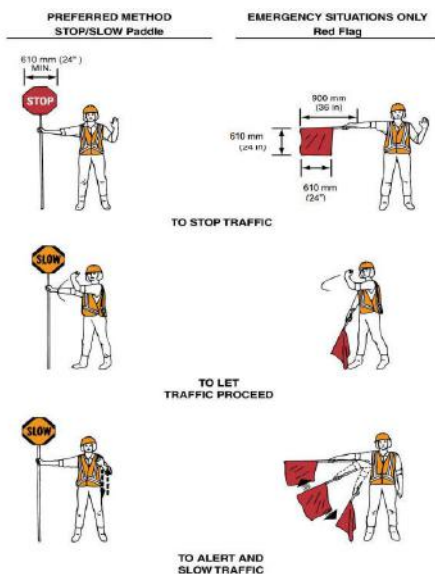
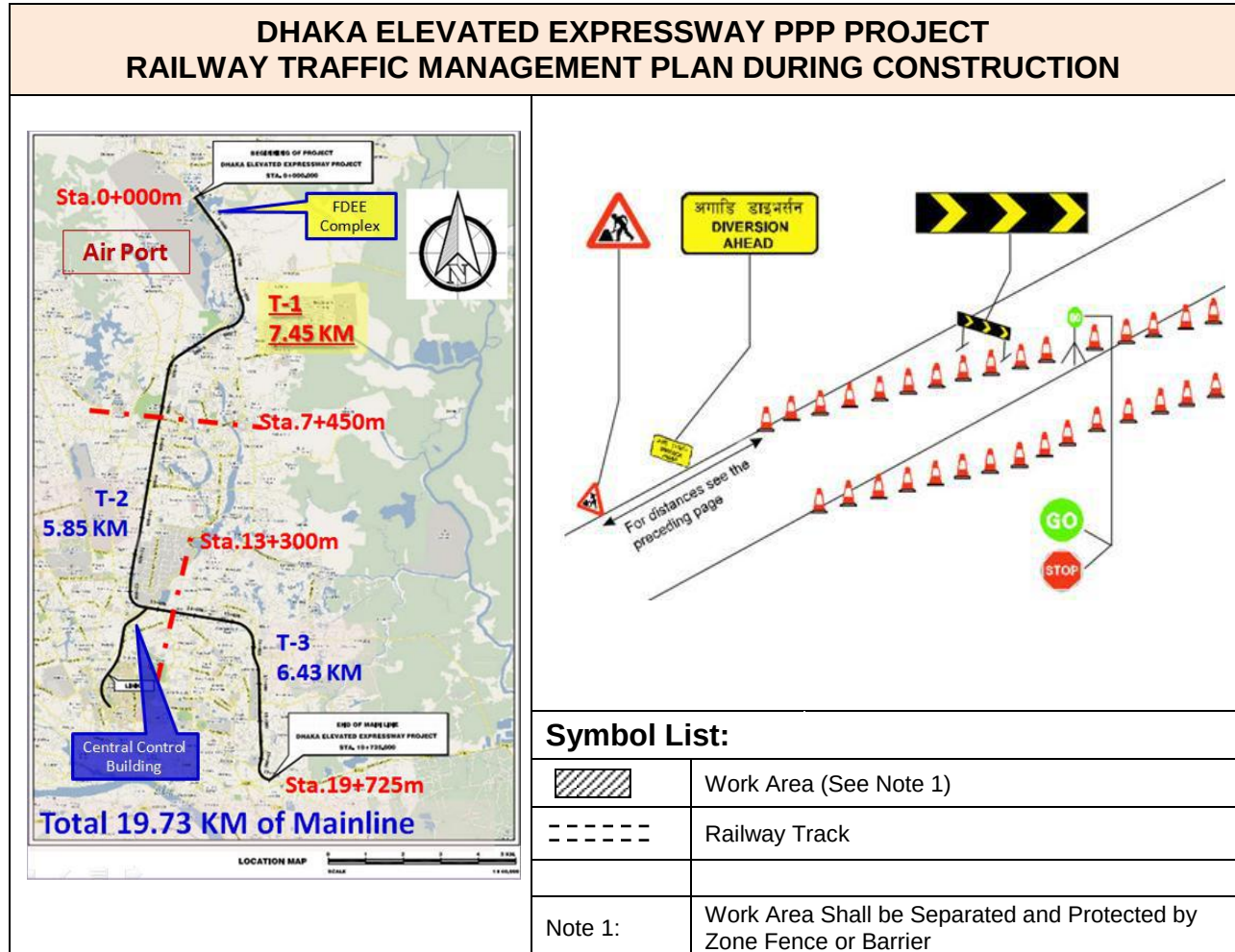
In order for FDEE to perform the construction of Temporary Level Crossing in Railway Area under Contract Document and in line of BR's Engineering Practice, FDEE and/or EPC Contractor in association with BBA and BR to cooperation in constraint of timely manner basis to provide its requirements of proposed level Crossings as mention above will be issued well in advance of the commencement of the construction activities to enable all concerned parties.

Location of proposed temporary level crossing in railway corridor and route alignment please refer to "Dhaka Elevated Expressway Route compare with Bangladesh Railway Route" as described below;

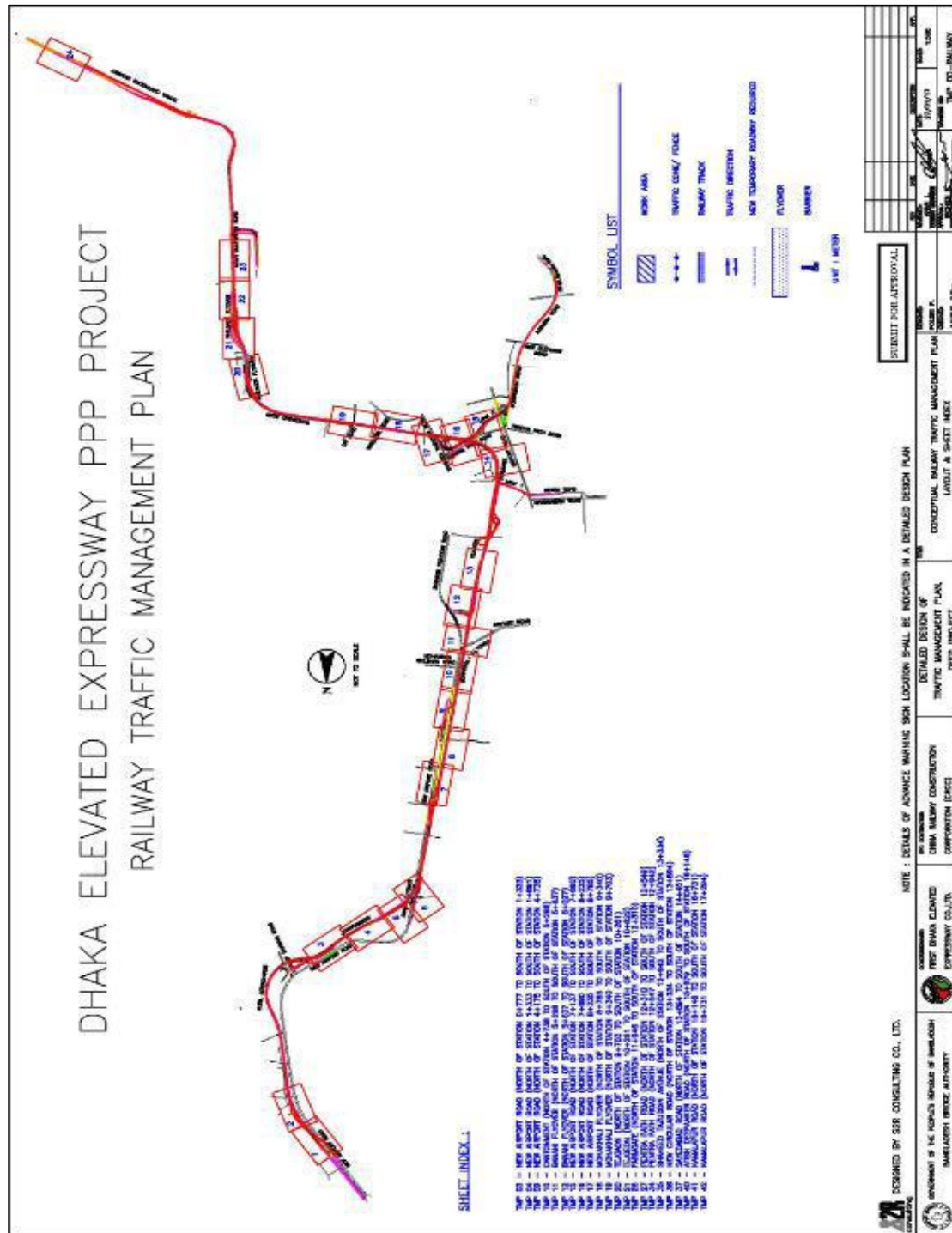


DHAKA ELEVATED EXPRESSWAY ROUTE
COMPARE WITH
BANGLADESH RAILWAY ROUTE

5 Drawings Layout Plan and DEE's Structure Profile & Railway Clearance for Railway Traffic Management Plan:



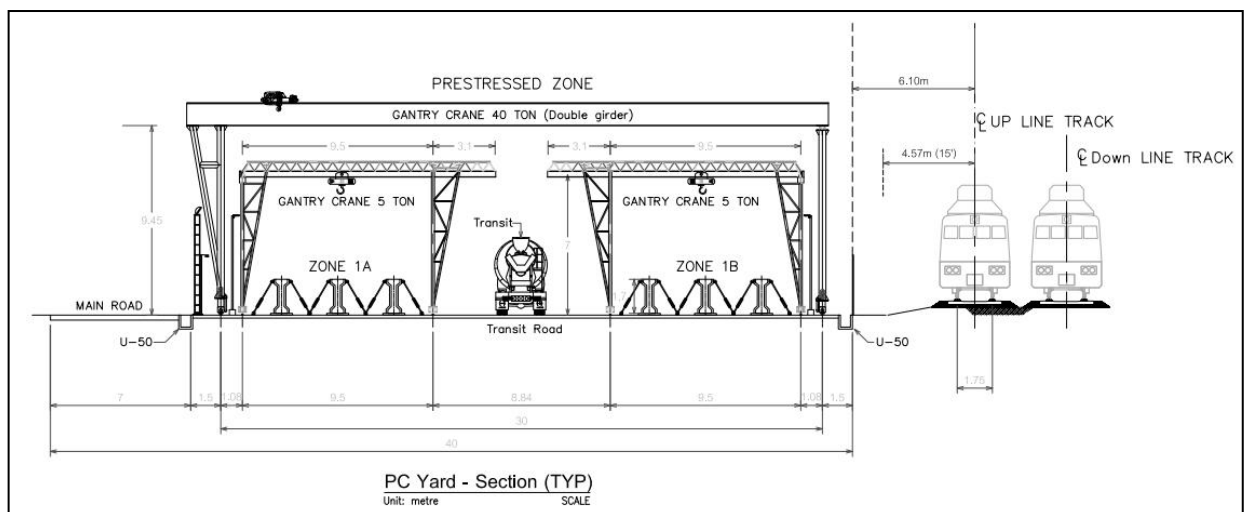
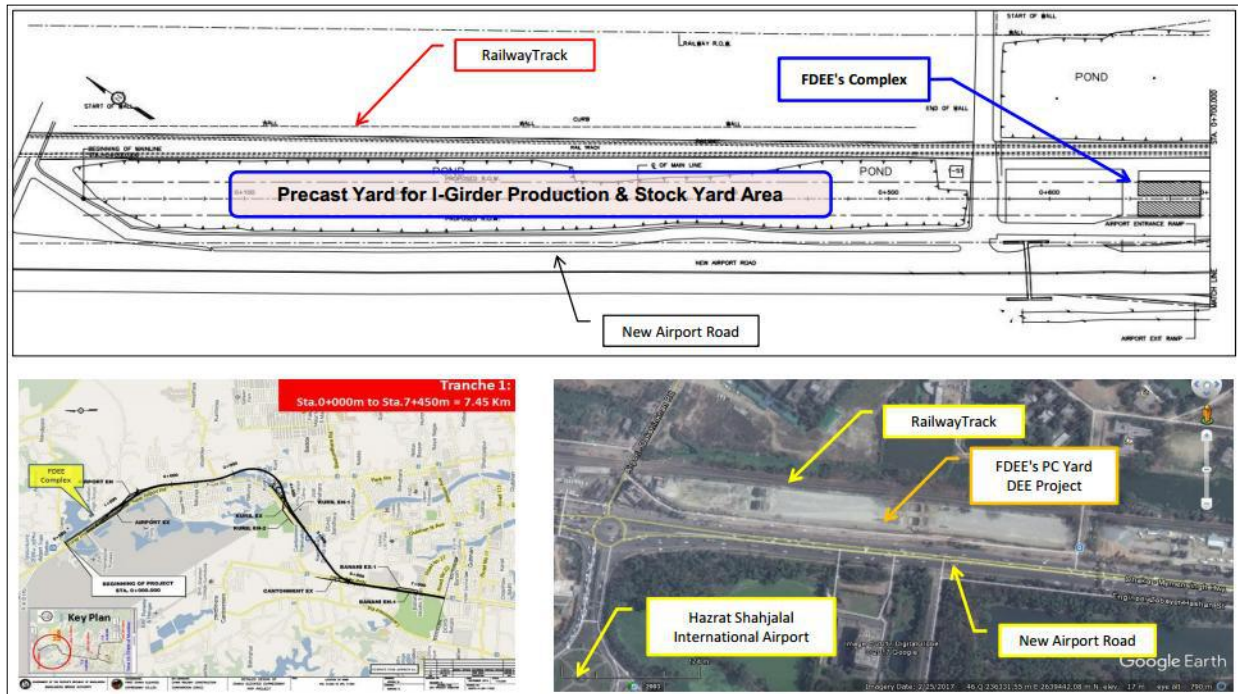
5.1 RL-TMP 01: Key Plan Route Alignment for Railway Traffic Management Plan



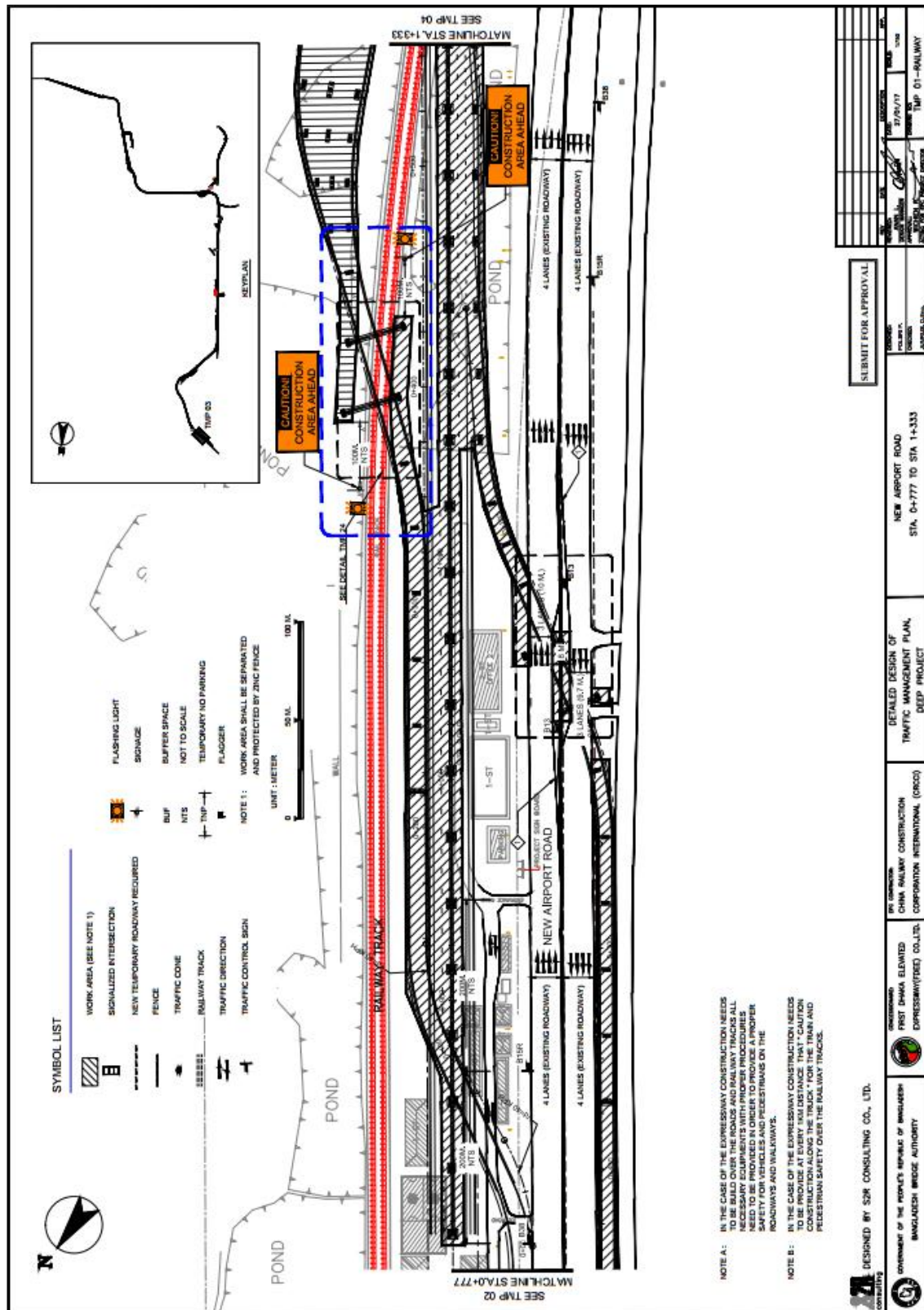
Note: In case of the Expressway Construction needs to be build over the roads and railway tracks all necessary equipments with proper procedures need to be provided in order to provide a proper safety for BR's train traffic operation, vehicles, pedestrians on the roadways and walkways.

5.2 RL-TMP 01a (STA.0+000m TO STA.0+550m) - Tranche 1

This drawing sheet shows the beginning of starting work zone STA.0+000m and ending the work zone at STA. 0+550m. The work zone of PC yard's Establishment Site is set outside the Railway Track. Therefore the BR's train traffic operation will not be affected according to this work zone.



5.3 RL-TMP 01 (STA.0+777m TO STA.1+333m) – Tranche 1



SYMBOL LIST

[Hatched Box]	WORK AREA (SEE NOTE 1)	[Flashing Light Symbol]	FLASHING LIGHT
[Box with B]	SIGNALIZED INTERSECTION	[Storage Symbol]	STORAGE
[Dashed Line]	NEW TEMPORARY ROADWAY REQUIRED	[Traffic Control Sign]	TRAFFIC CONTROL SIGN
[Solid Line]	FENCE	[Buffer Space Symbol]	BUFFER SPACE
[Triangle]	TRAFFIC CONE	[Not To Scale Symbol]	NOT TO SCALE
[Double Dashed Line]	RAILWAY TRACK	[Temporary No Parking Symbol]	TEMPORARY NO PARKING
[Arrow]	TRAFFIC DIRECTION	[Flagger Symbol]	FLAGGER

NOTE 1: WORK AREA SHALL BE SEPARATED AND PROTECTED BY ZINC FENCE.

UNIT: 1:METER

SCALE: 0 50 M. 100 M.

CAUTION! CONSTRUCTION AREA AHEAD

RAILWAY TRACK

NEW AIRPORT ROAD

4 LANES EXISTING ROADWAY

POND

RETAINING WALL

CULVERT

BOX CULVERT

START OF WALL

END OF WALL

MATCHLINE STA 1+333 SEE TMP 03

MATCHLINE STA 1+891 SEE TMP 05

NOTE A: IN THE CASE OF THE EXPRESSWAY CONSTRUCTION NEEDS TO BE BUILT OVER THE ROADS AND RAILWAY TRACKS ALL NECESSARY EQUIPMENTS WITH PROPER PROCEDURES NEED TO BE PROVIDED IN ORDER TO PROVIDE A PROPER CONSTRUCTION SCHEDULE ON THE ROADWAYS AND INFRASTRUCTURE.

NOTE B: IN THE CASE OF THE EXPRESSWAY CONSTRUCTION NEEDS TO BE PROVIDED AT EVERY 1001 DISTANCE THAT "CAUTION CONSTRUCTION ALONG THE TRUCK" FOR THE TRAIN AND PEDESTRIAN SAFETY OVER THE RAILWAY TRACKS.

[illegible]

[illegible]

SEE TMP 19
MATCHLINE STA.9+340

MATCHLINE STA. 8+785
SEE TMP 17

SEE TMP 19
MATCHLINE STA. 9+340

SYMBOL LIST

	WORK AREA (SEE NOTE 1)		TRAFFIC CONTROL SIGN
	SIGNALIZED INTERSECTION		BUFFER SPACE
	NEW TEMPORARY ROADWAY REQUIRED		NOT TO SCALE
	FENCE		TEMPORARY NO PARKING
	TRAFFIC CONE		FLAGGER
	RAILWAY TRACK		NOTE 1: WORK AREA SHALL BE SEPARATED AND PROTECTED BY ZINC FENCE
	TRAFFIC DIRECTION		UNIT: METER
	SIGNAGE		0 50 M 100 M

CAUTION!
CONSTRUCTION
ALONG THE TRUCK

CAUTION!
CONSTRUCTION
ALONG THE TRUCK

NOTE 1:
IN THE CASE OF THE EXPRESSWAY CONSTRUCTION, DESIGN
TO BE PROVIDED AT EVERY 10M DISTANCE THAT "CAUTION"
CONSTRUCTION ALONG THE TRUCK FOR THE TRAIN AND
PEDESTRIAN SAFETY OVER THE RAILWAY TRACKS.

SUBMIT FOR APPROVAL

MAHMOUDI FLYOVER
STA. 8+785 TO STA. 9+340

DETAILED DESIGN OF
TRAFFIC MANAGEMENT PLAN,
DEEP PROJECT

FOR CONSTRUCTION
CHINA RAILWAY CONSTRUCTION
CORPORATION INTERNATIONAL (CRCC)

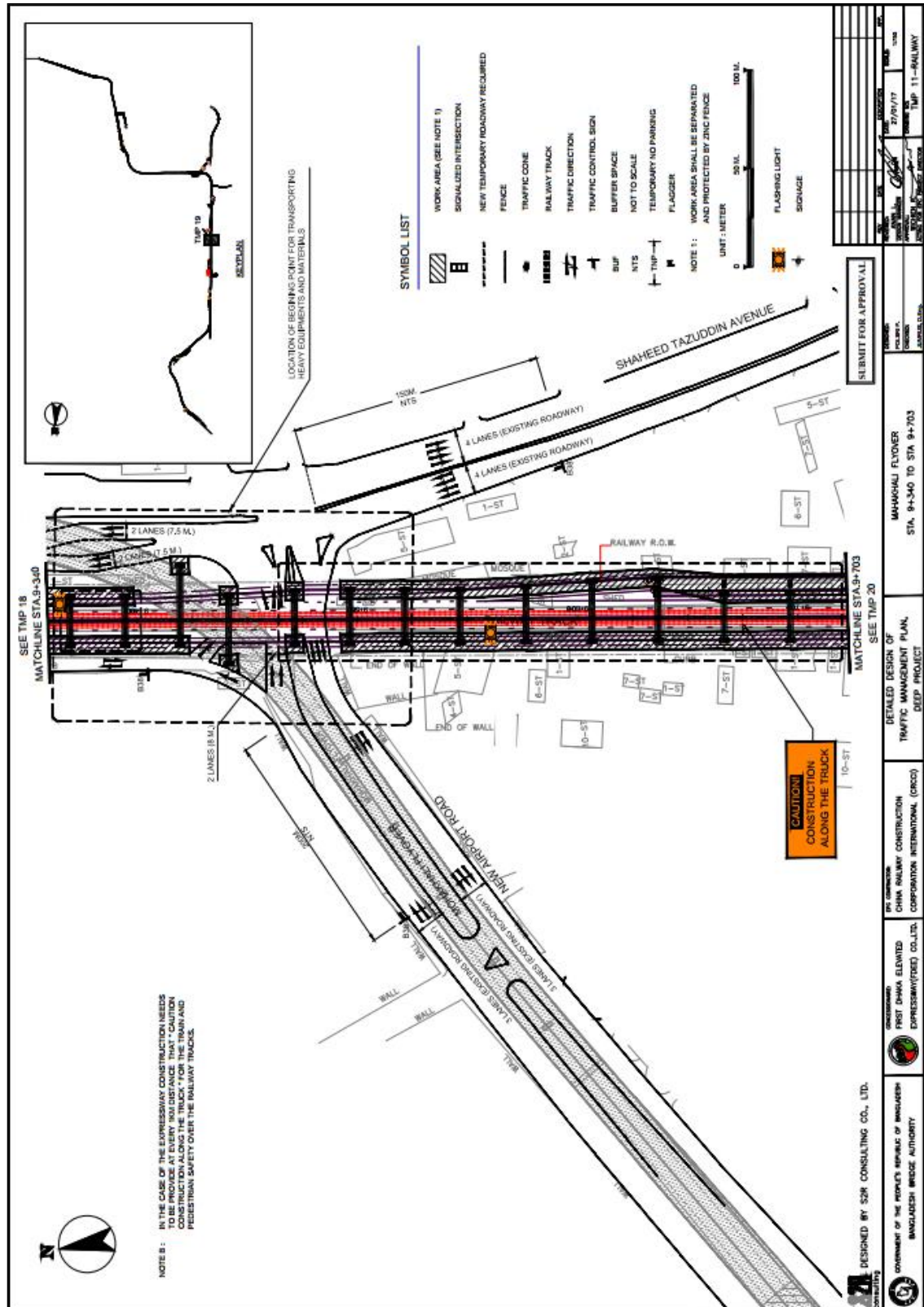
CONTRACTOR
FAST DINKA ELEVATED
EXPRESSWAY/DEEP CO., LTD.

DESIGNED BY SZR CONSULTING CO., LTD.

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH
BANGLADESH BRIDGE AUTHORITY

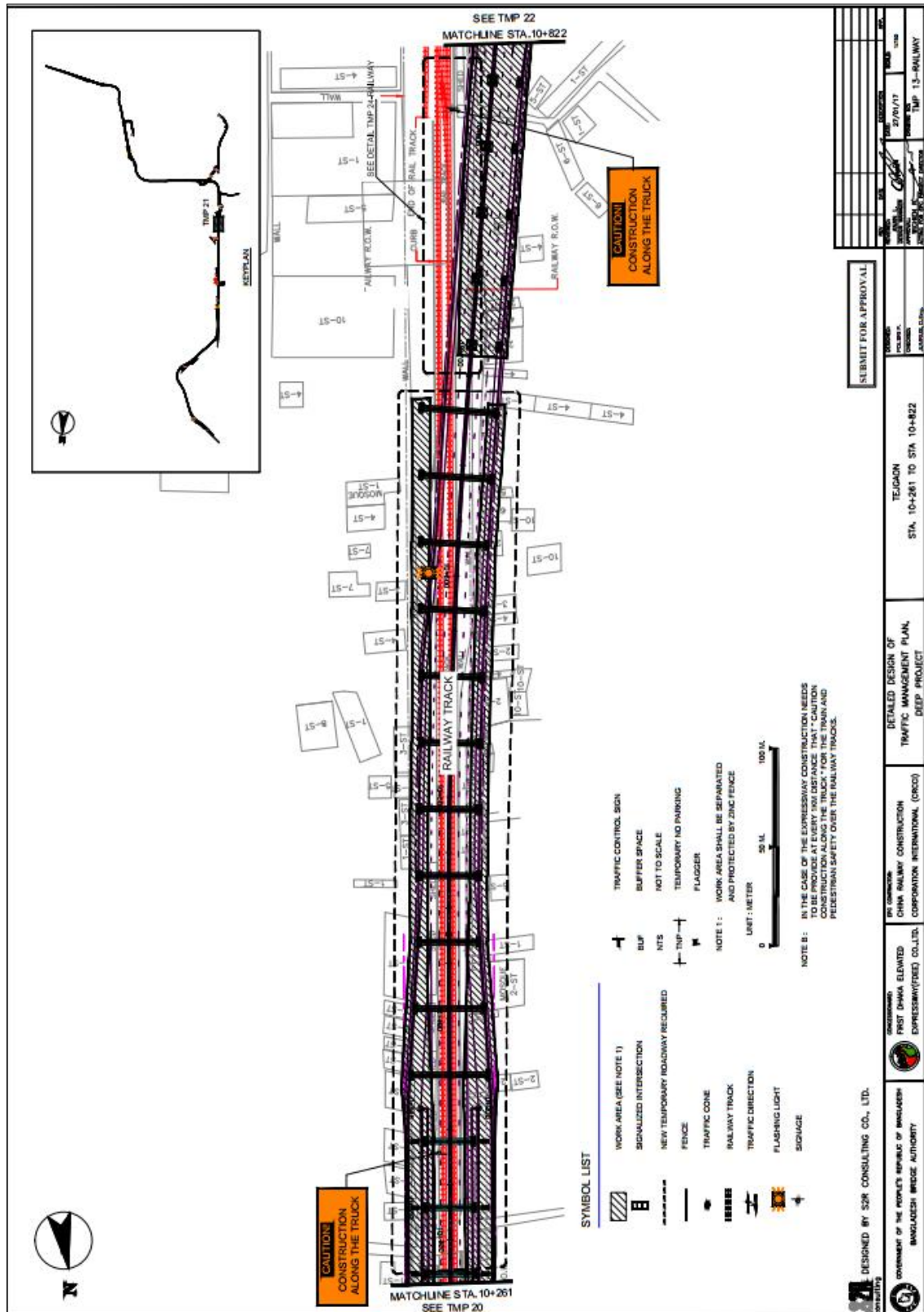
TYP 10-RAILWAY

5.13 RL-TMP 11 (STA.9+340m TO STA.9+703m) – Tranche 2



[illegible]

5.15 RL-TMP 13 (STA.10+261m TO STA.10+822m) – Tranche 2



[illegible]

[illegible]

SYMBOL LIST

	WORK AREA (SEE NOTE 1)		BUF	BUFFER SPACE
	SIGNALIZED INTERSECTION		NTS	NOT TO SCALE
	NEW TEMPORARY ROADWAY REQUIRED		TRIP	TEMPORARY NO PARKING
	FENCE		FLGDR	FLAGGER
	TRAFFIC CONE		NOTE 1:	WORK AREA SHALL BE SEPARATED AND PROTECTED BY ZINC FENCE
	RAILWAY TRACK		UNIT: METER	
	TRAFFIC DIRECTION		0 50 M 100 M	
	TRAFFIC CONTROL SIGN		FLASHING LIGHT	
			SHOULDER	

NOTE 1: WORK AREA SHALL BE SEPARATED AND PROTECTED BY ZINC FENCE

UNIT: METER

0 50 M 100 M

FLASHING LIGHT

SHOULDER

CAUTION
CONSTRUCTION
ALONG THE TRACK

CAUTION
CONSTRUCTION
ALONG THE TRACK

SECTION

SCALE

DESIGNED BY S2H CONSULTING CO., LTD.

DETAILED DESIGN OF TRAFFIC MANAGEMENT PLAN, DEEP PROJECT

CHINA RAILWAY CONSTRUCTION CORPORATION INTERNATIONAL (CRCC)

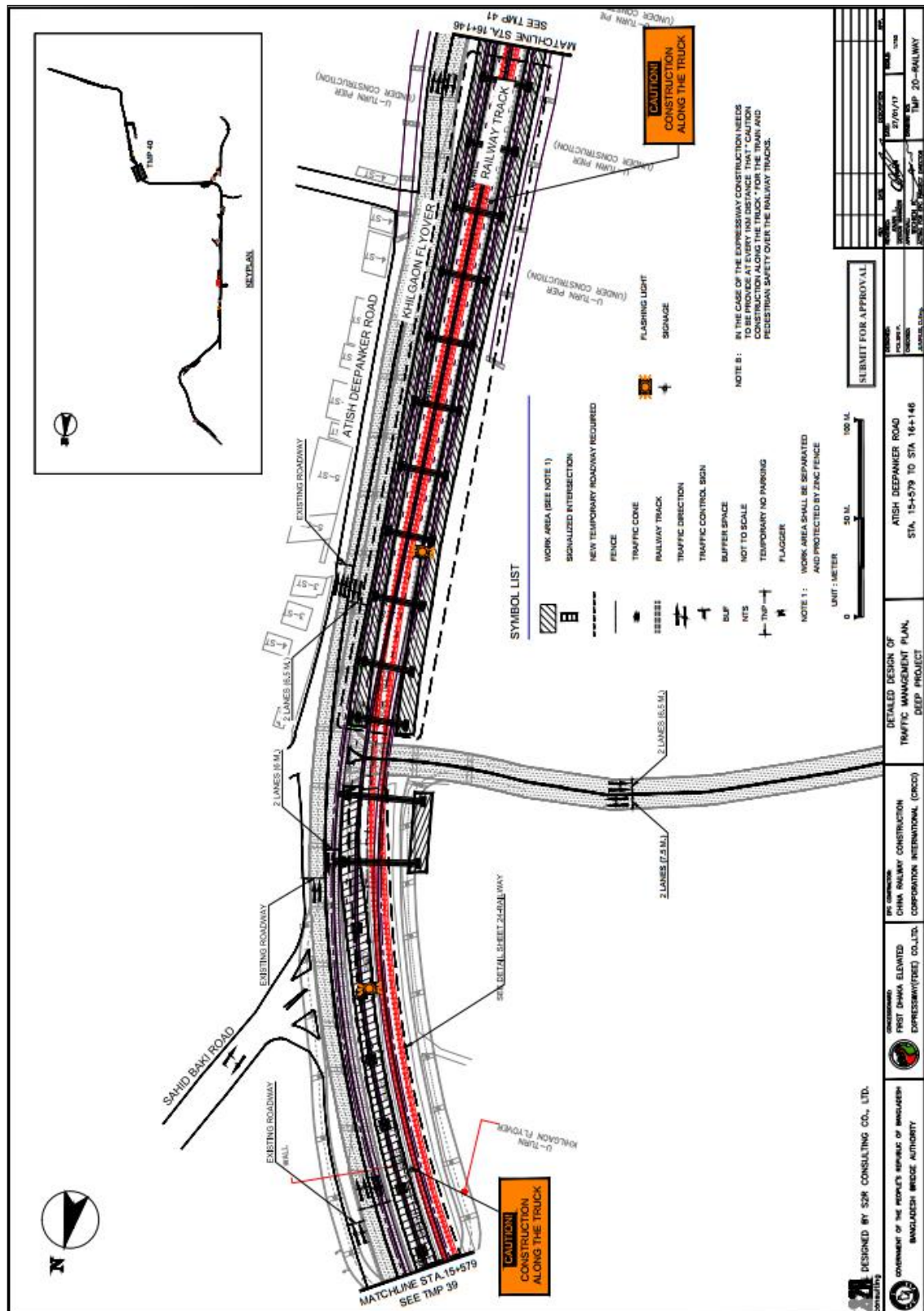
FIRST DHMA ELEVATED EXPRESSWAY(TEE) CO., LTD.

DEPARTMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

BANGLADESH BRIDGE AUTHORITY

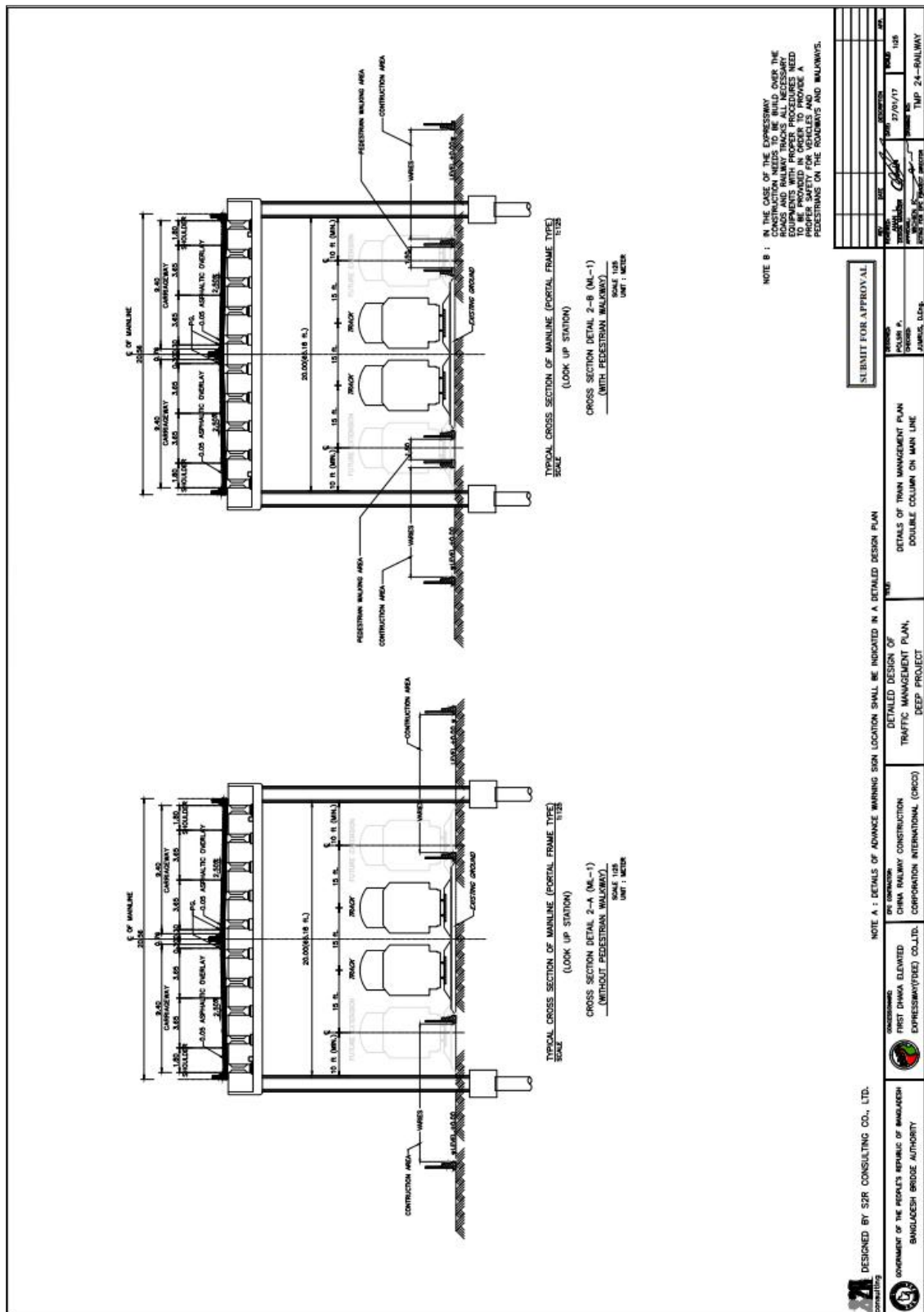
[illegible]

5.22 RL-TMP 20 (STA.15+579 TO STA.16+146m) – Tranche 3

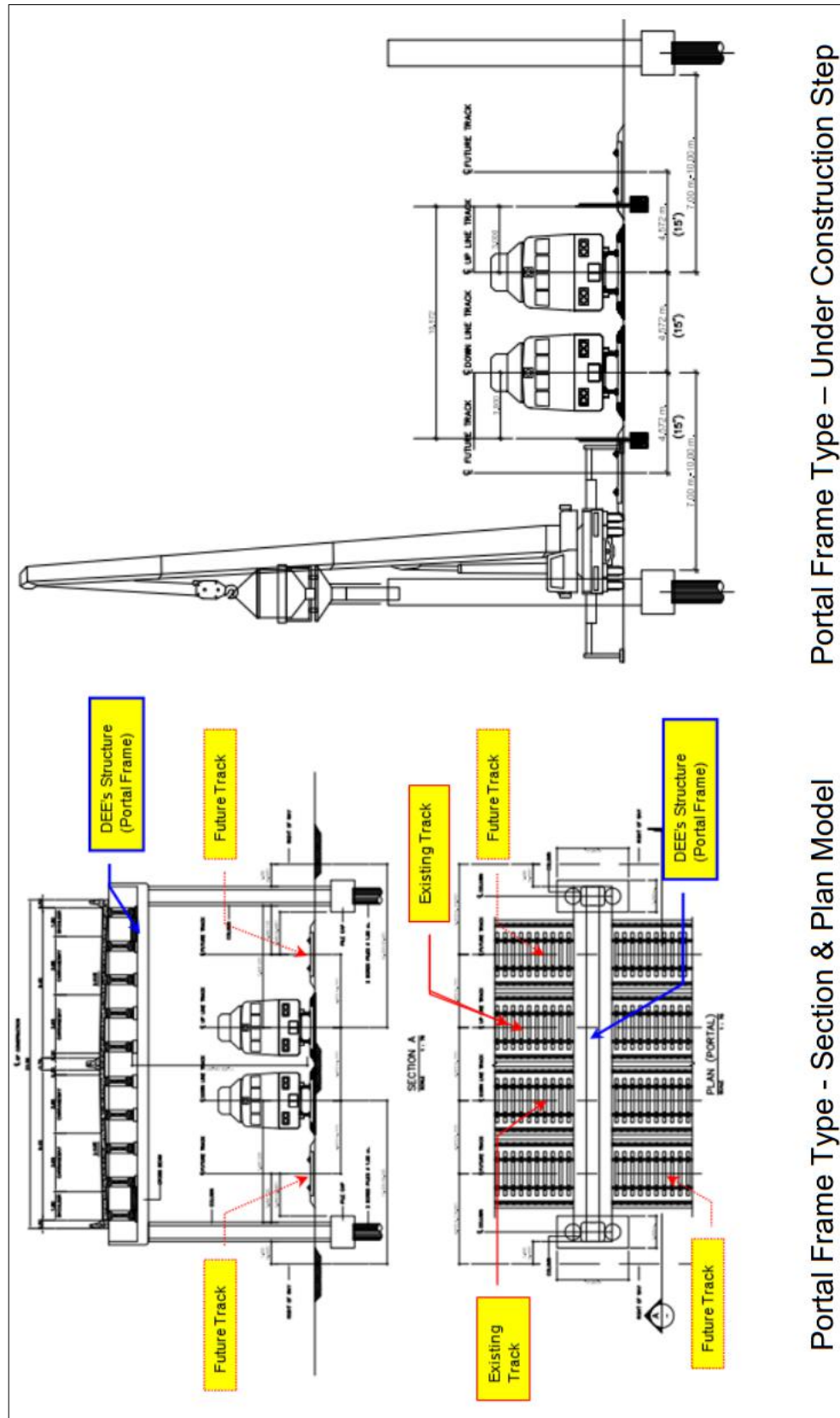


[illegible]

5.26 RL-TMP 24: Double Column on Main Line (Portal Frame)

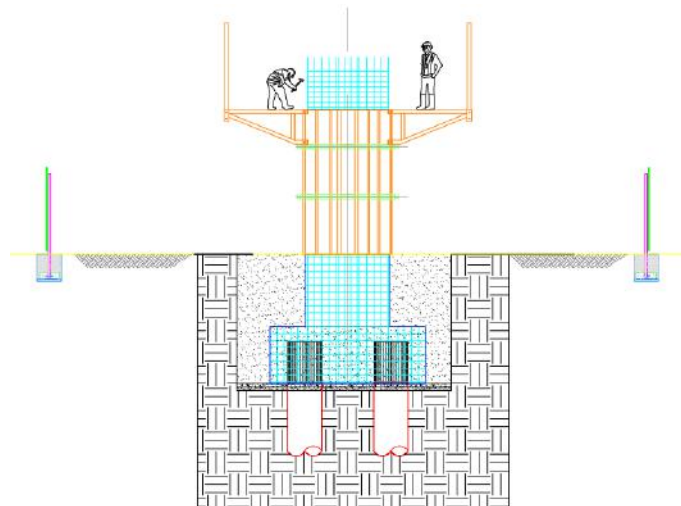
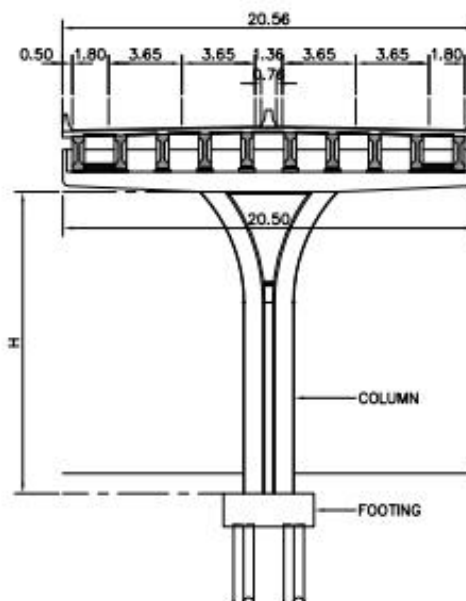
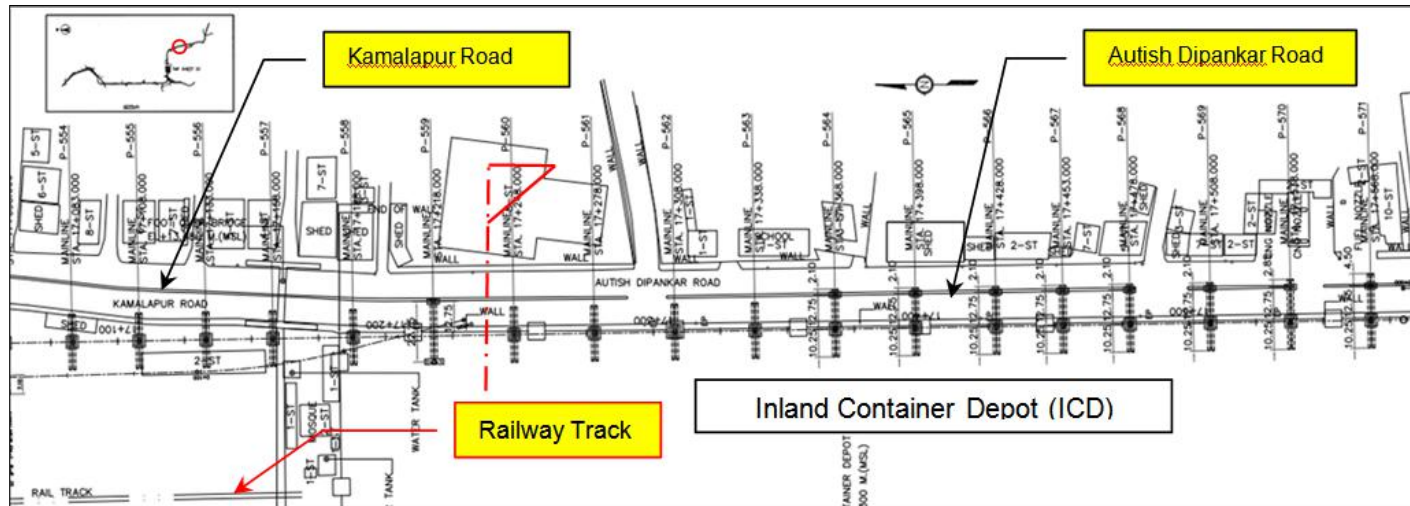


5.26a Double Column on Main Line (Portal Frame)



5.27 STA.17+058m TO STA.17+568m – Tranche 3

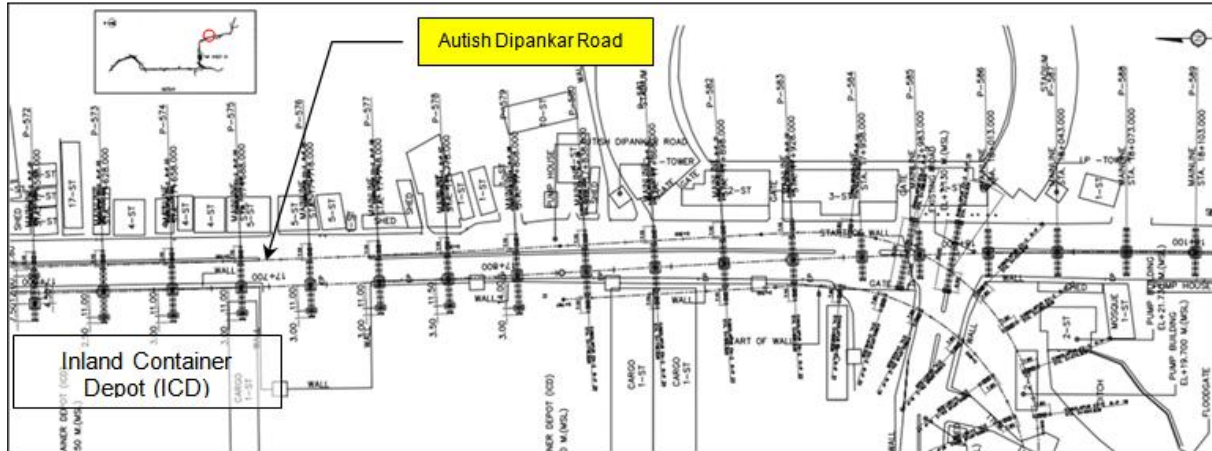
The work zone is set outside the Railway Track. Therefore the BR's train traffic operation will not be affected according to this work zone.



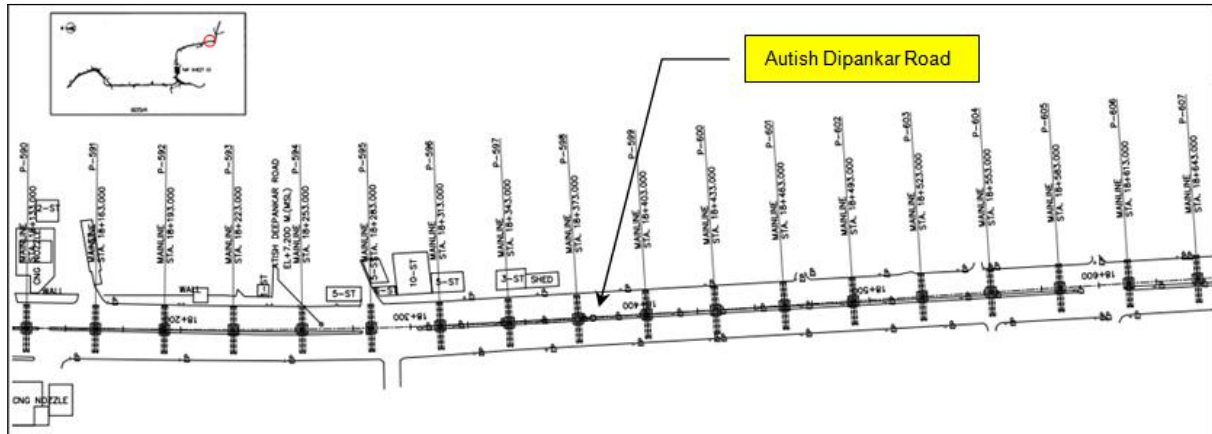
5.28 STA.17+568m TO STA.19+155m – Tranche 3

The work zone is set outside the Railway Track. Therefore the BR's train traffic operation will not be affected according to this work zone.

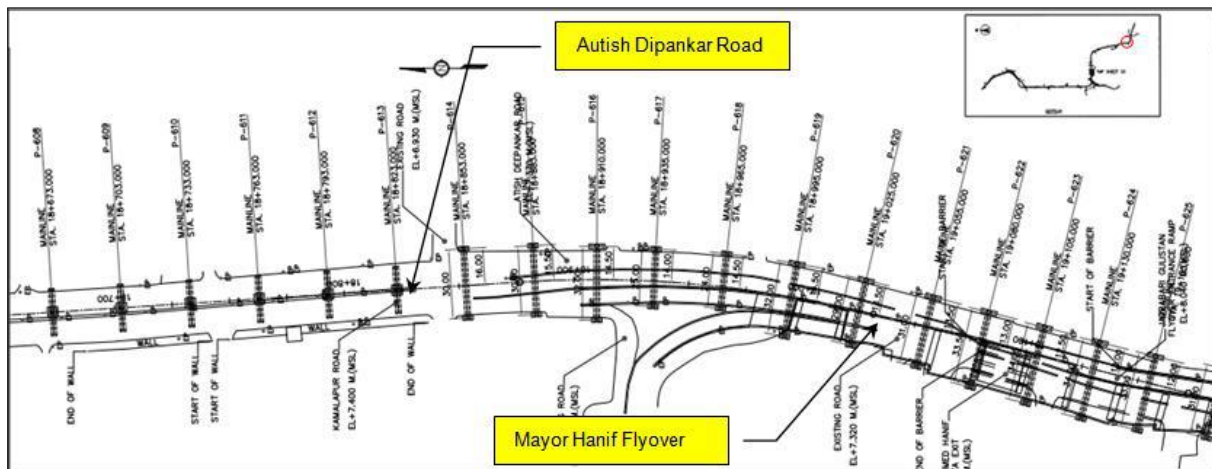
STA.17+568m TO STA.18+103m



STA.18+103m TO STA.18+643m



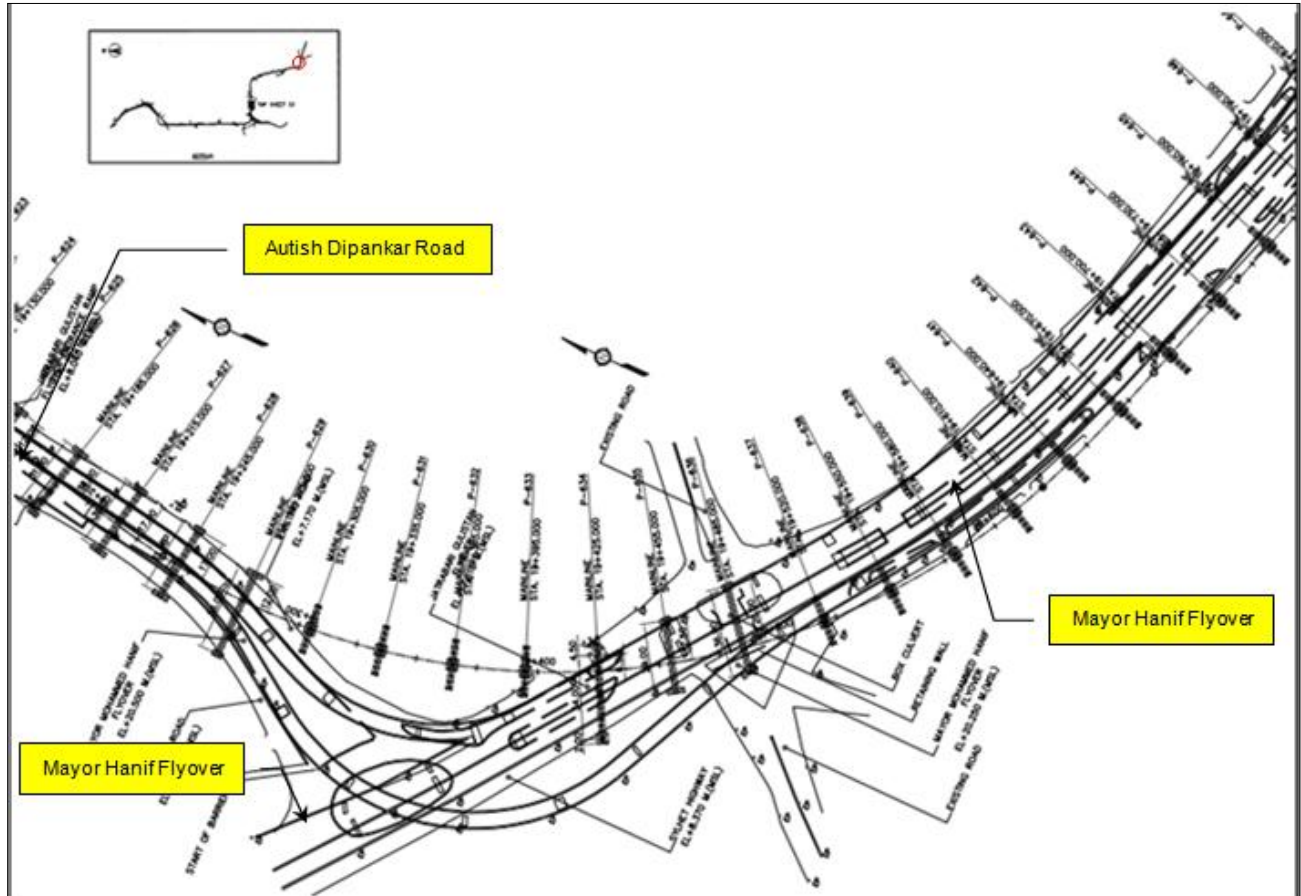
STA.18+643m TO STA.19+155m



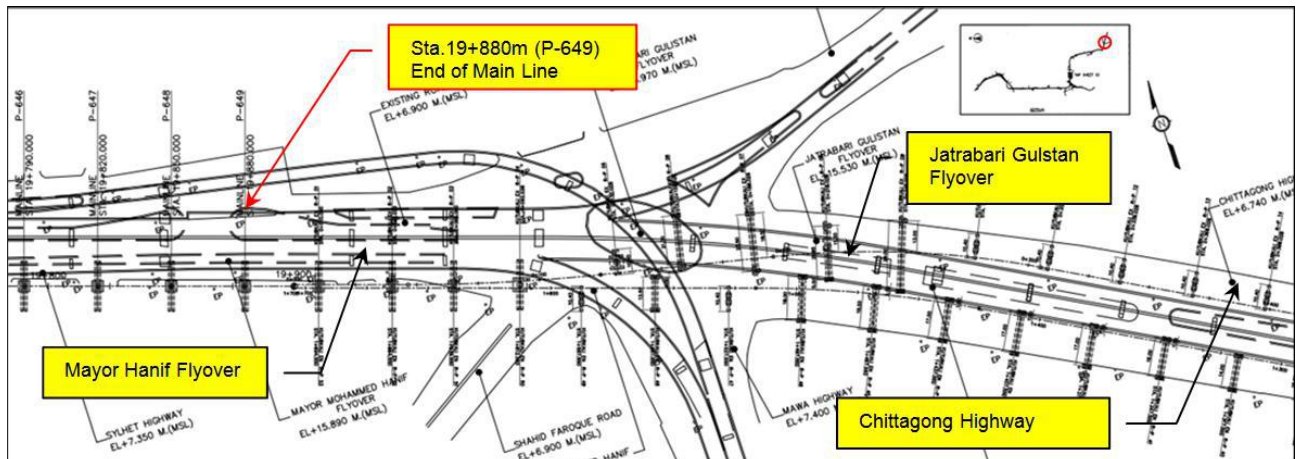
5.29 STA.19+155m TO STA.19+725m (End of Main Line) – Tranche 3

The work zone is set outside the Railway Track. Therefore the BR's train traffic operation will not be affected according to this work zone.

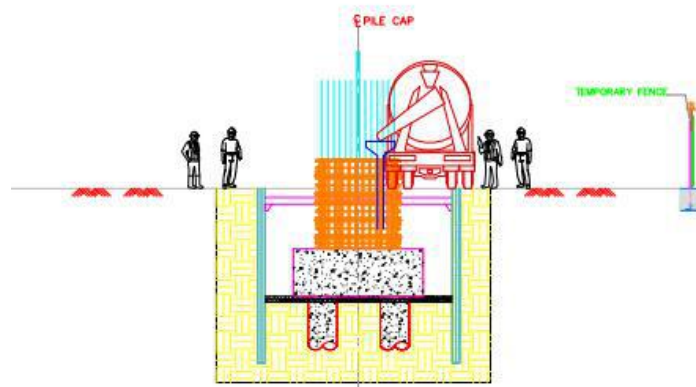
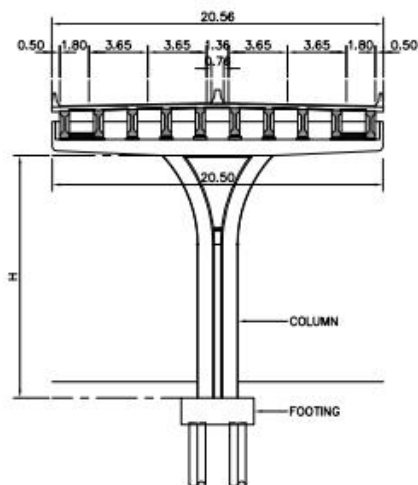
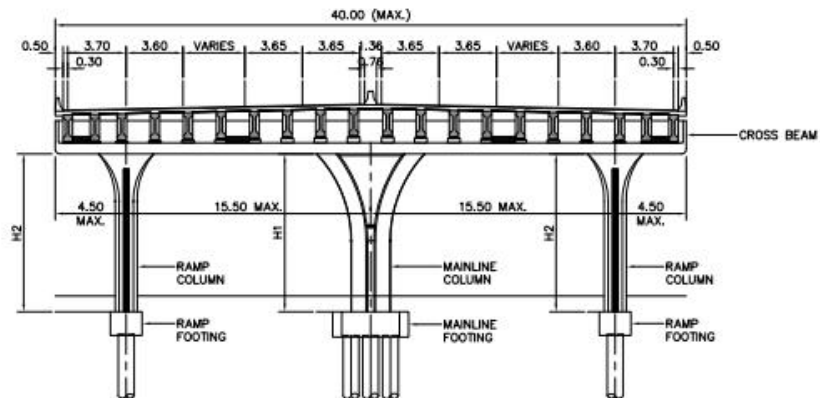
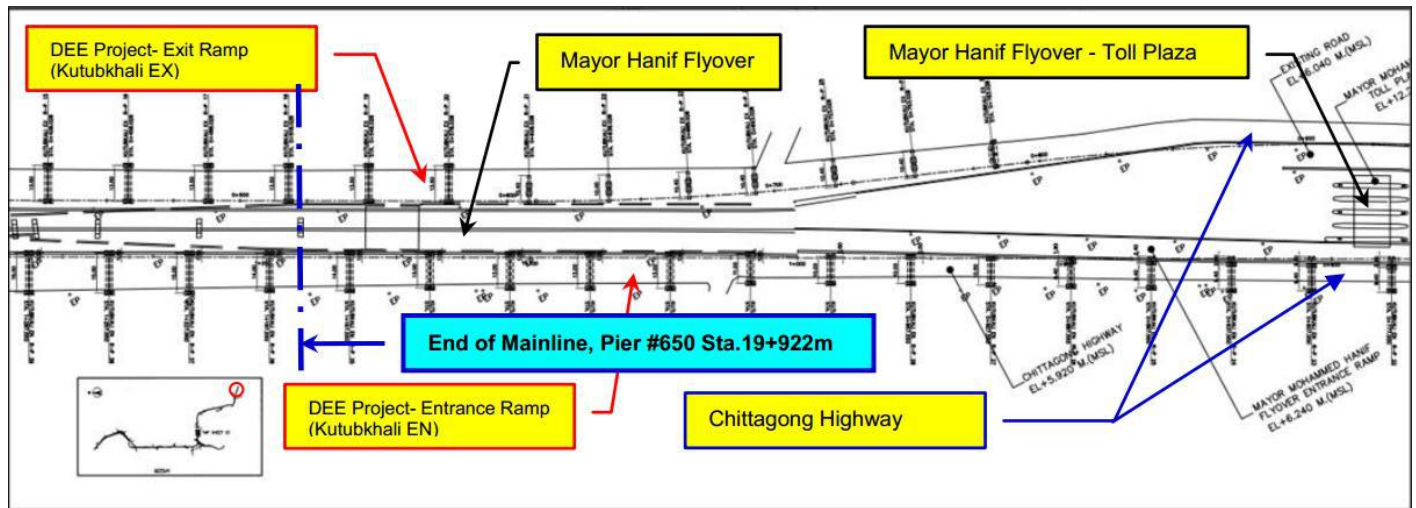
STA.19+155m TO STA.19+790m



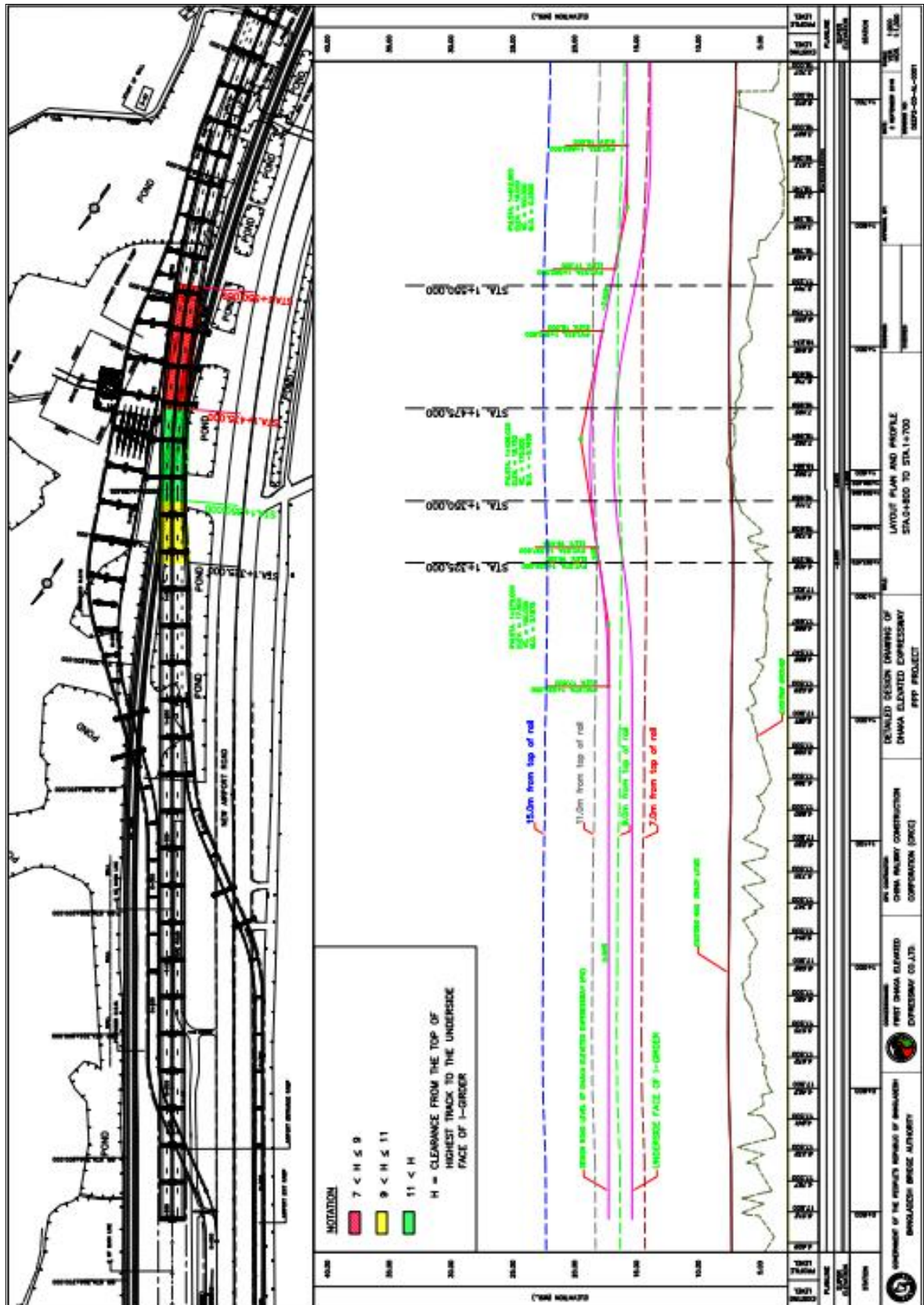
STA.19+155m TO STA.19+880m End of Main Line



STA.19+880m End of Main Line TO Kutubkhali Ramp – Chittagong Highway (End of Project)

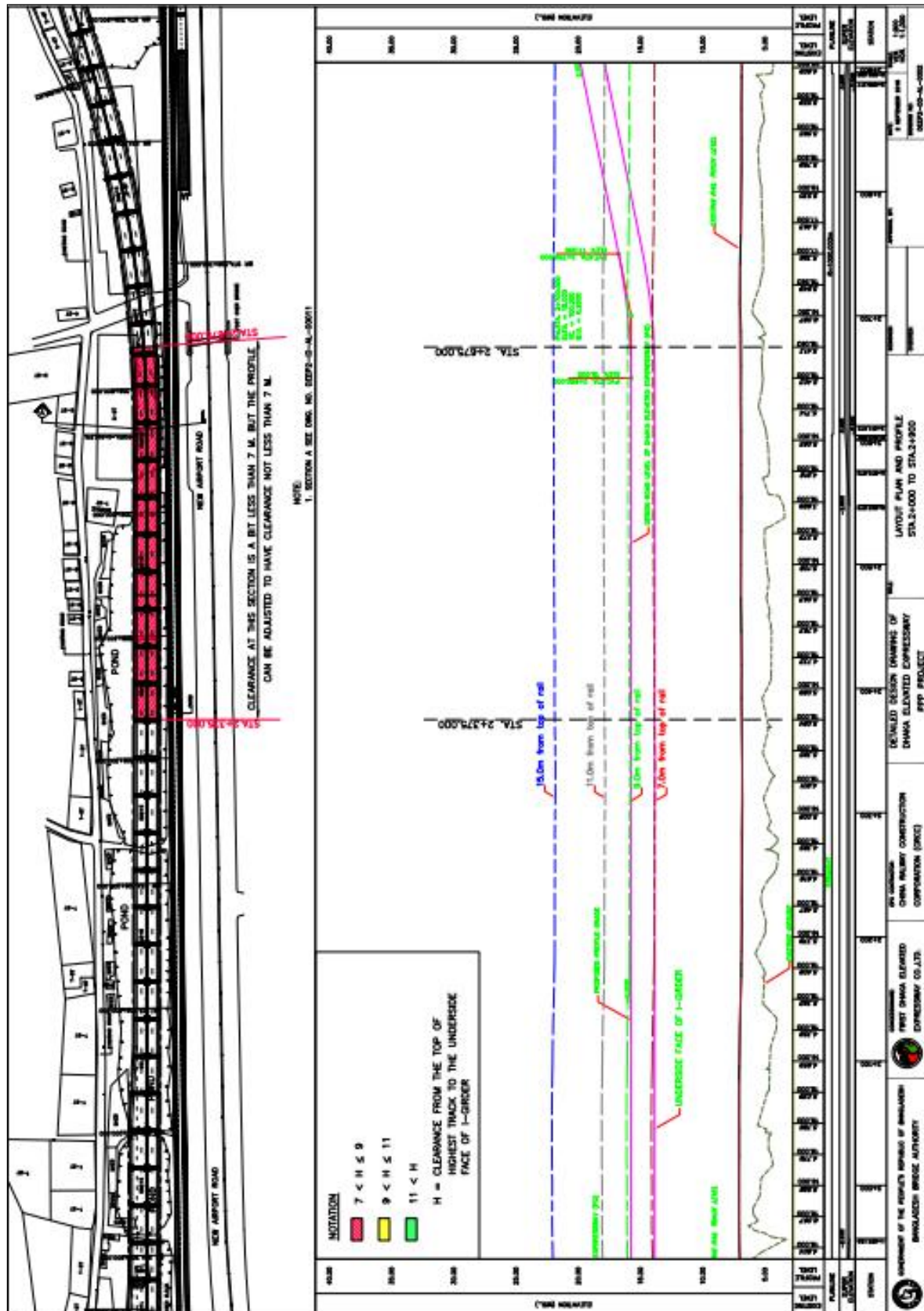


5.30 DEE's Structure Profile and Railway Vertical Clearance: Sta. 0+800m to Sta. 1+700m – Tranche 1

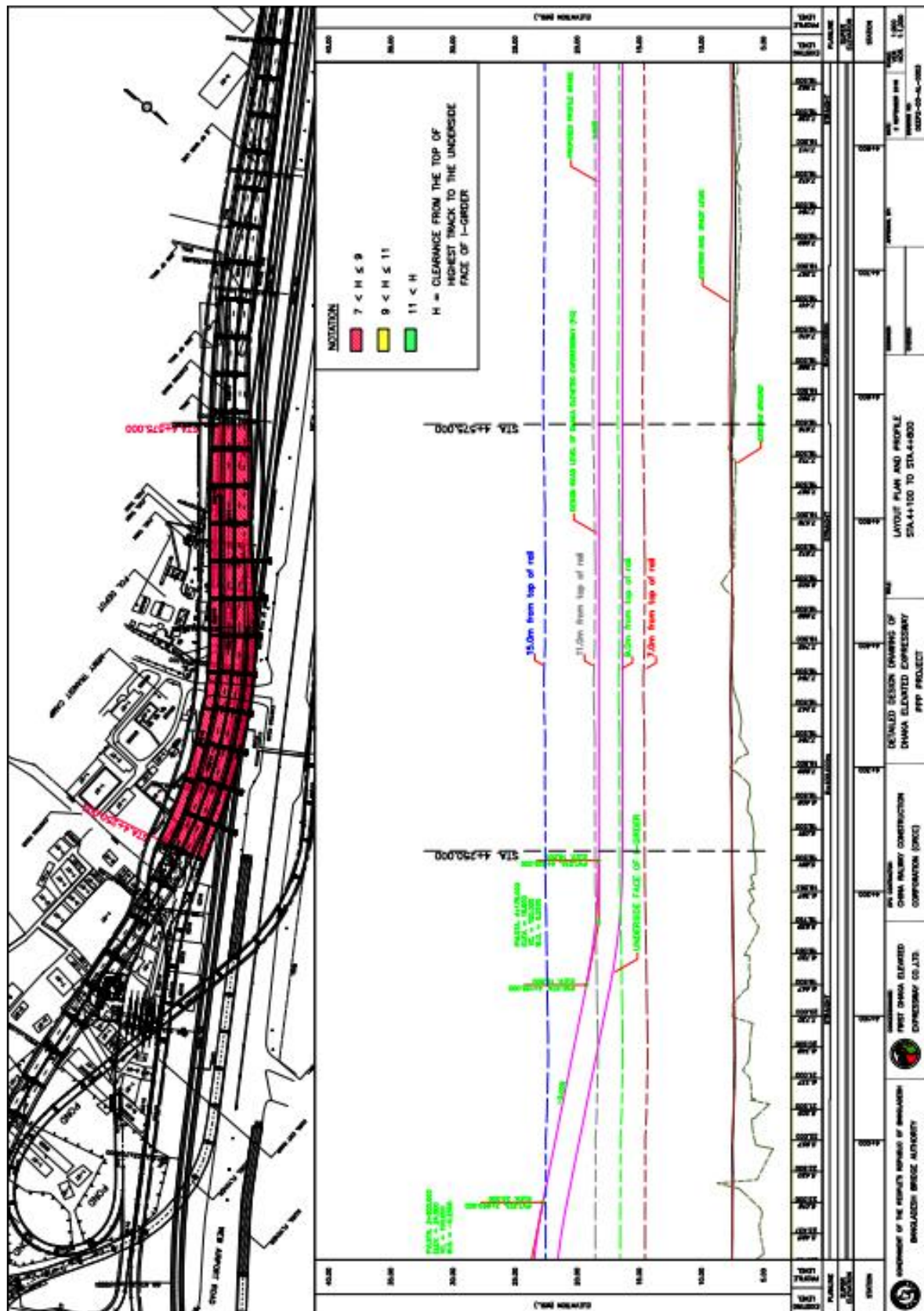


[illegible]

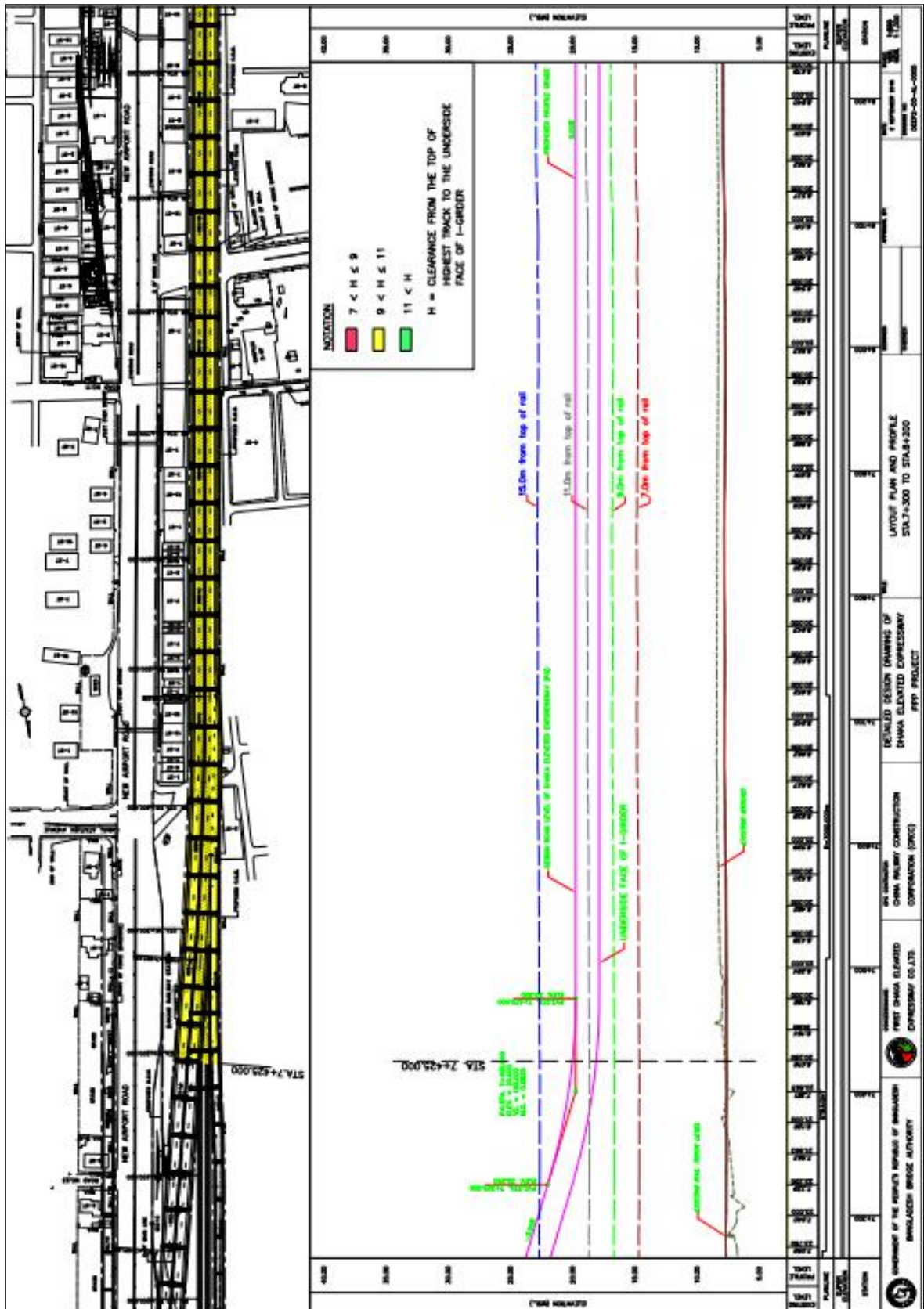
Sta. 2+000m to Sta. 2+900m – Tranche 1



Sta. 4+100m to Sta. 4+800m – Tranche 1



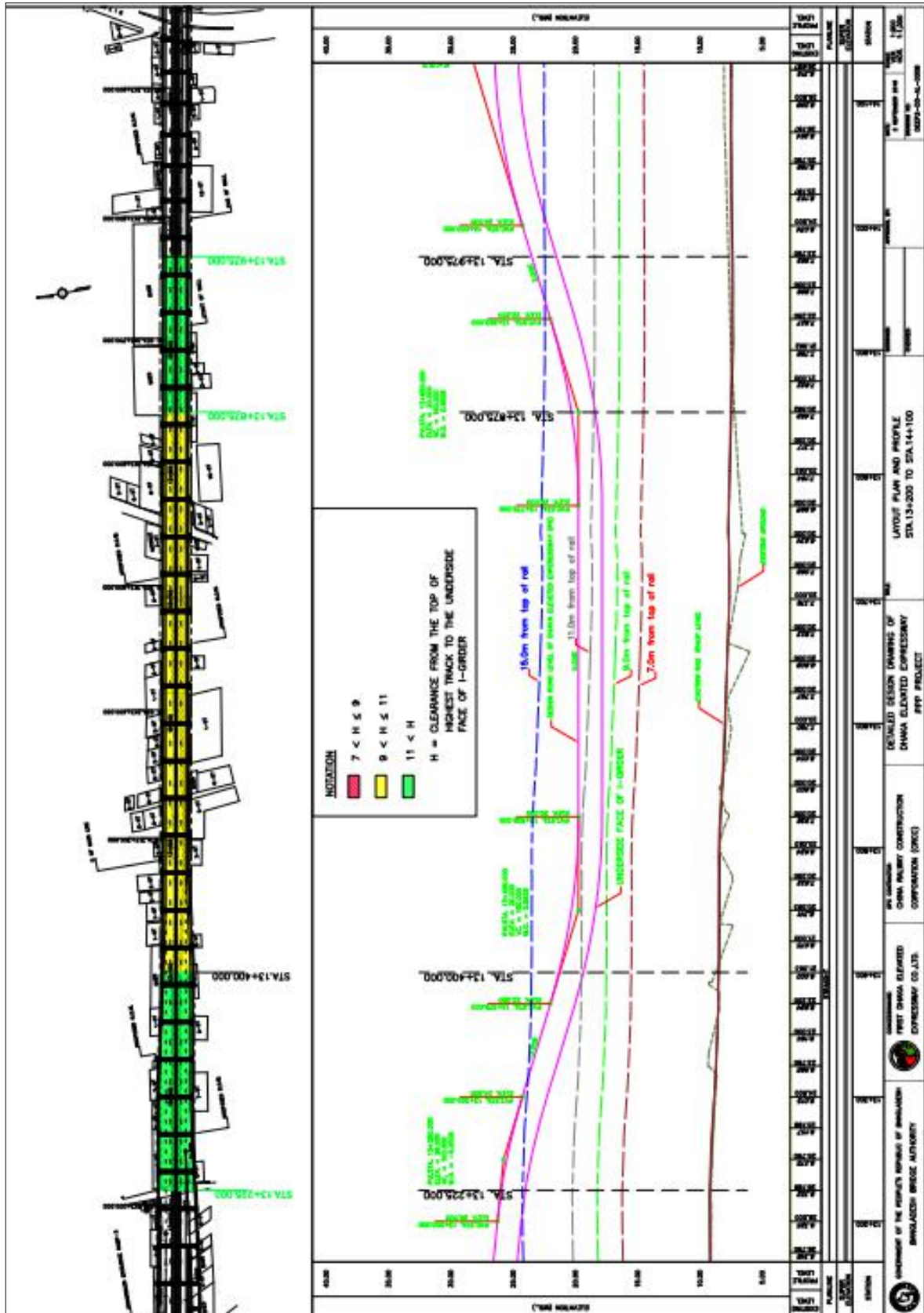
Sta. 7+300m to Sta. 8+200m – Tranche 1 & Tranche 2



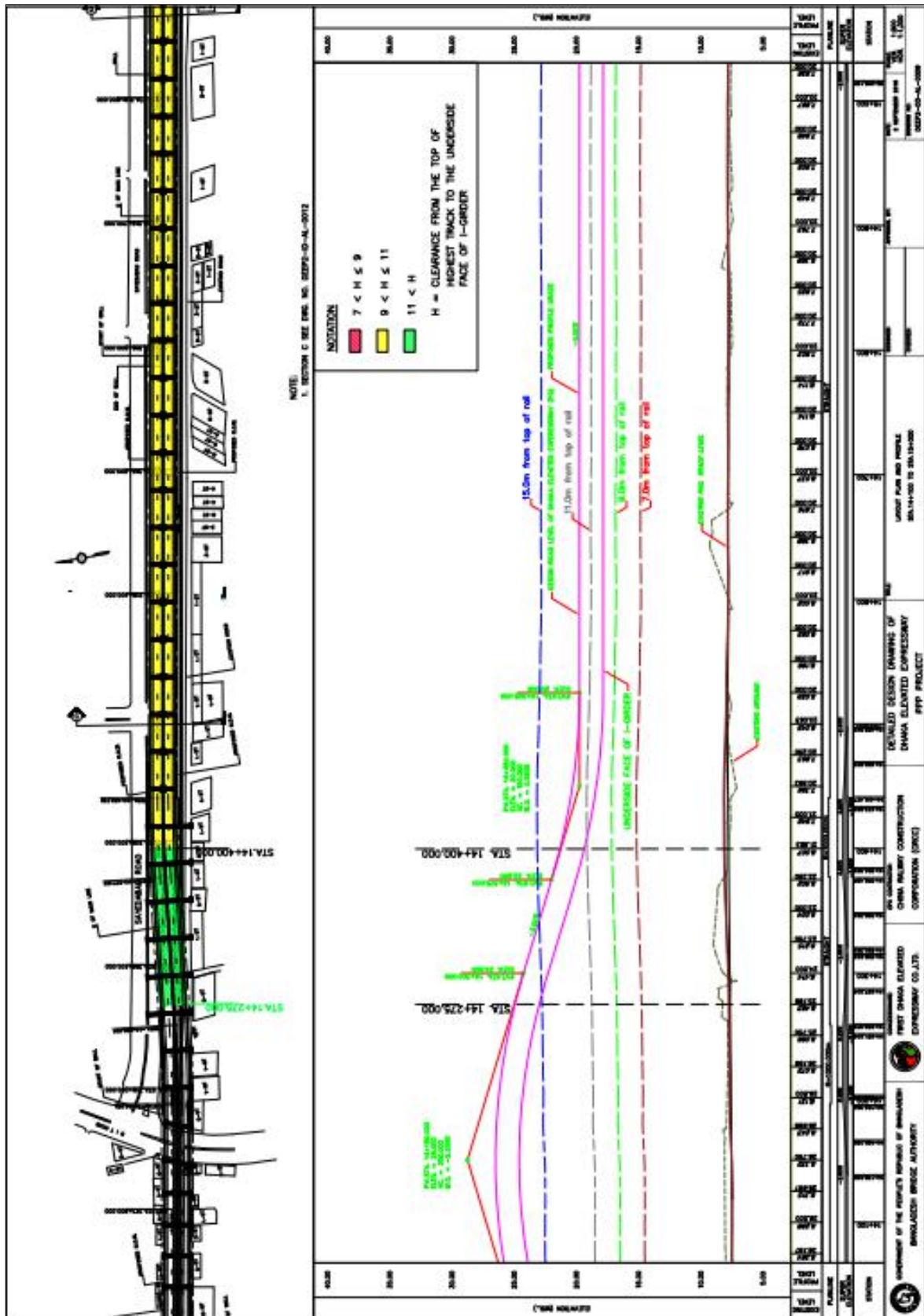
[illegible]

[illegible]

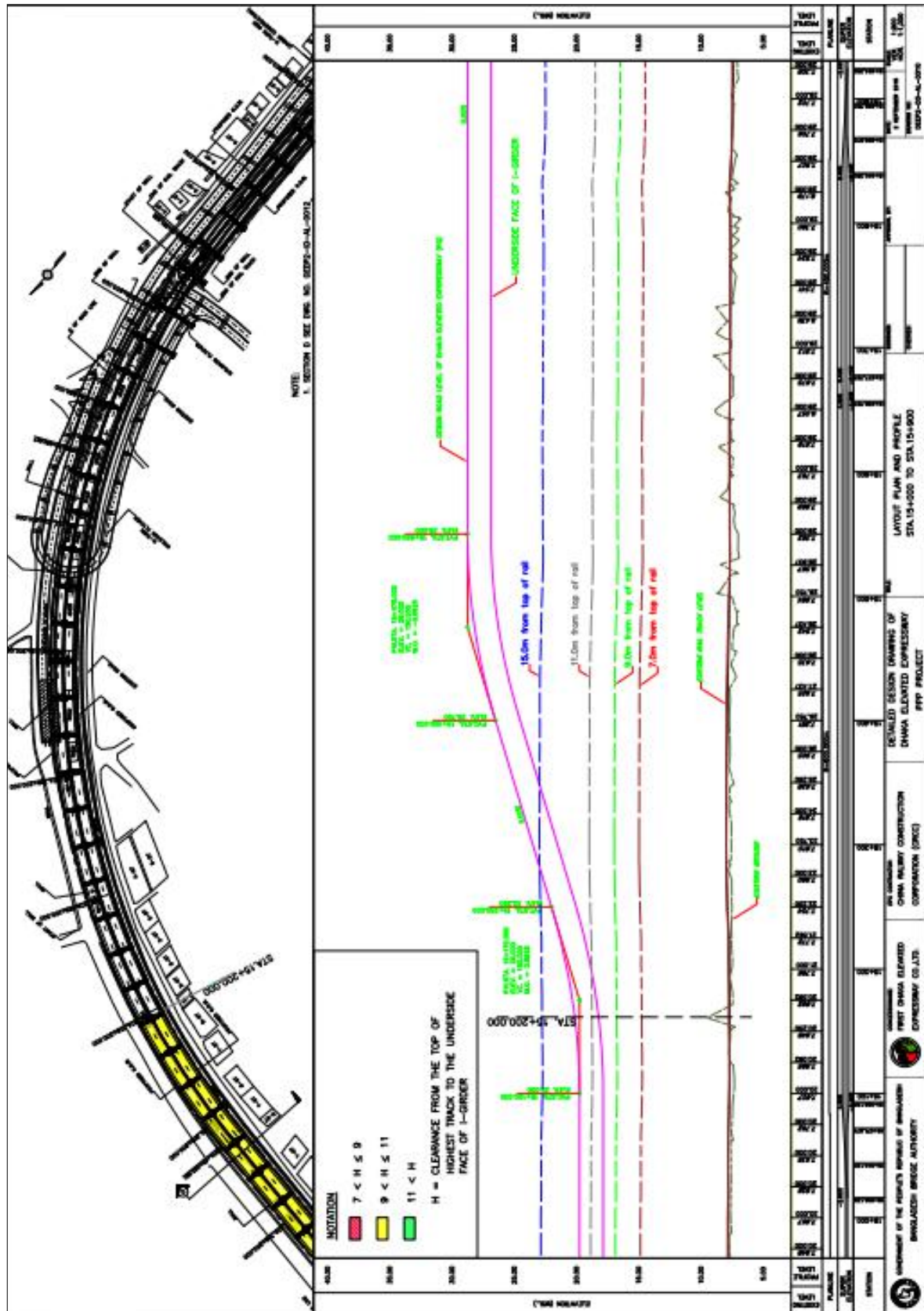
Sta. 13+200m to Sta. 14+100m – Tranche 2 & Tranche 3



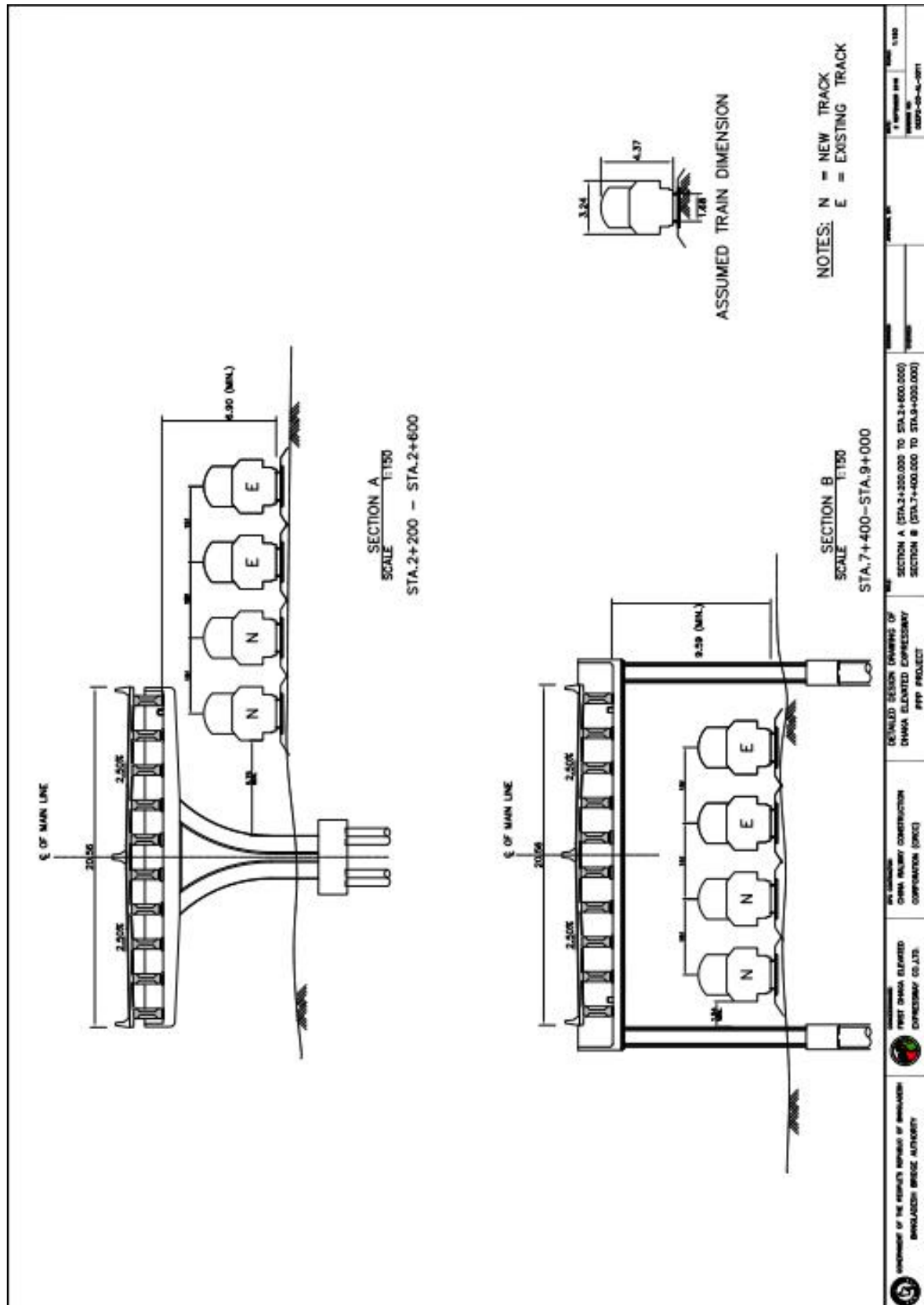
Sta. 14+100m to Sta. 15+000m – Tranche 3



Sta. 15+000m to Sta. 15+900m – Tranche 3

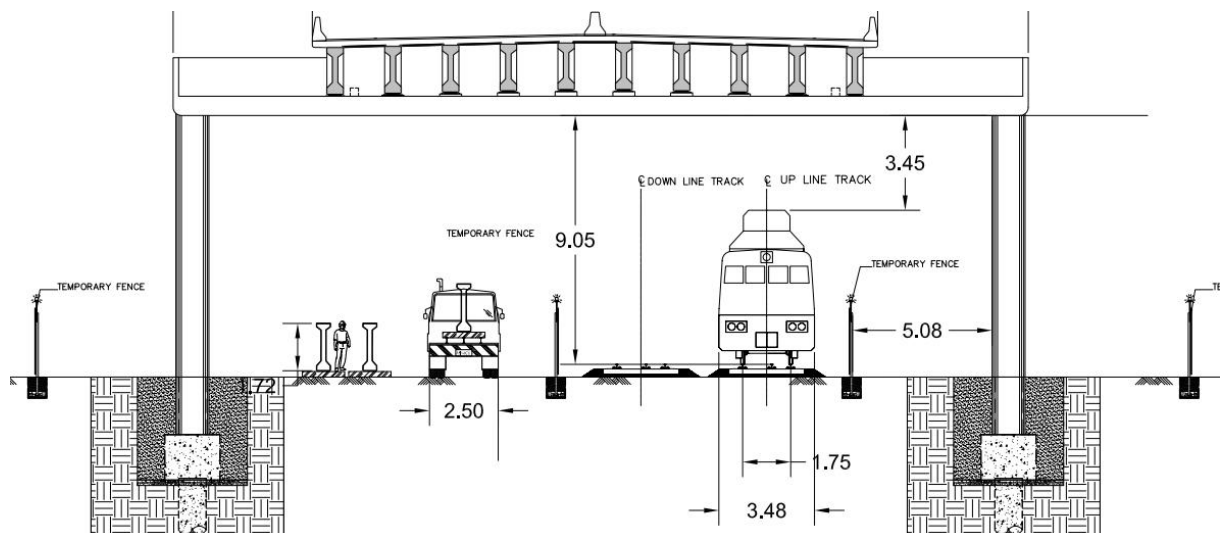
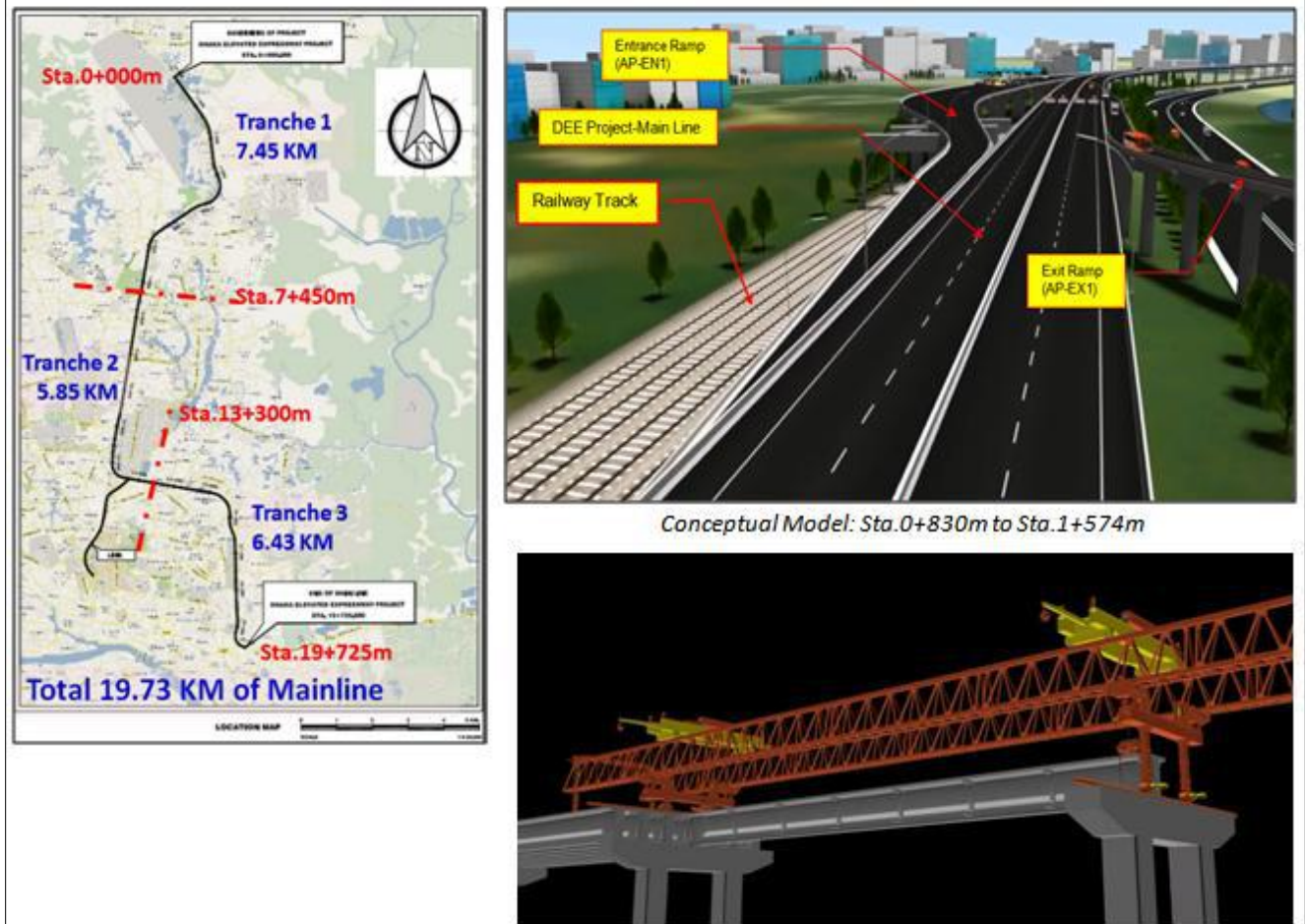


Typical Clearance:

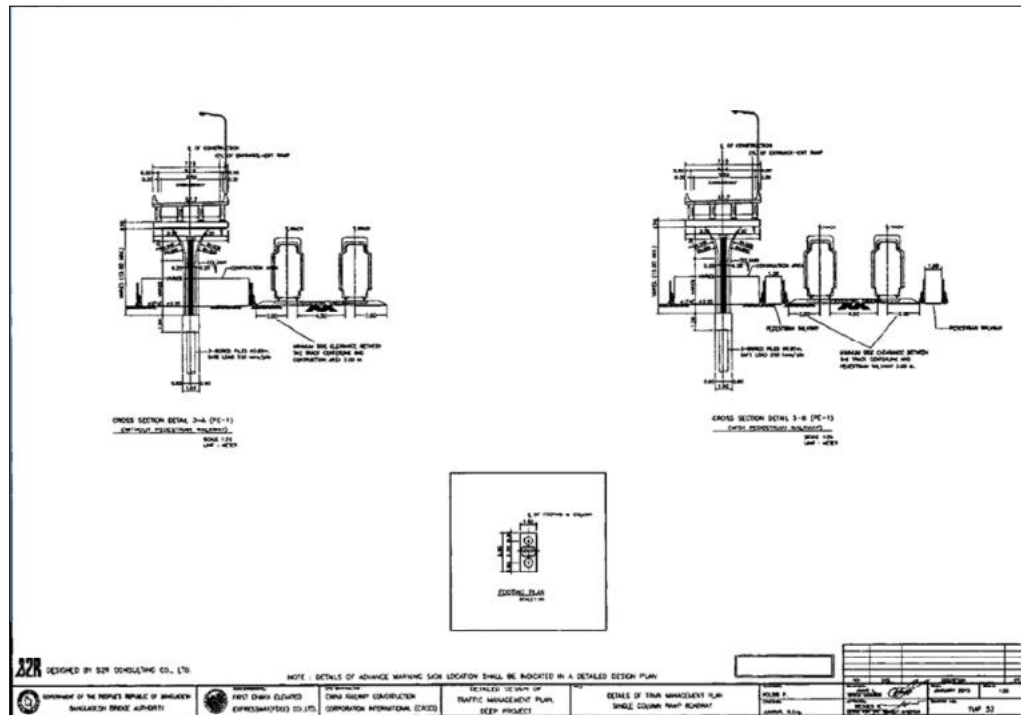


6 Construction Methodology Steps in Railway Corridor:

J.1851 FDEE (ITD Group): Dhaka Elevated Expressway PPP Project



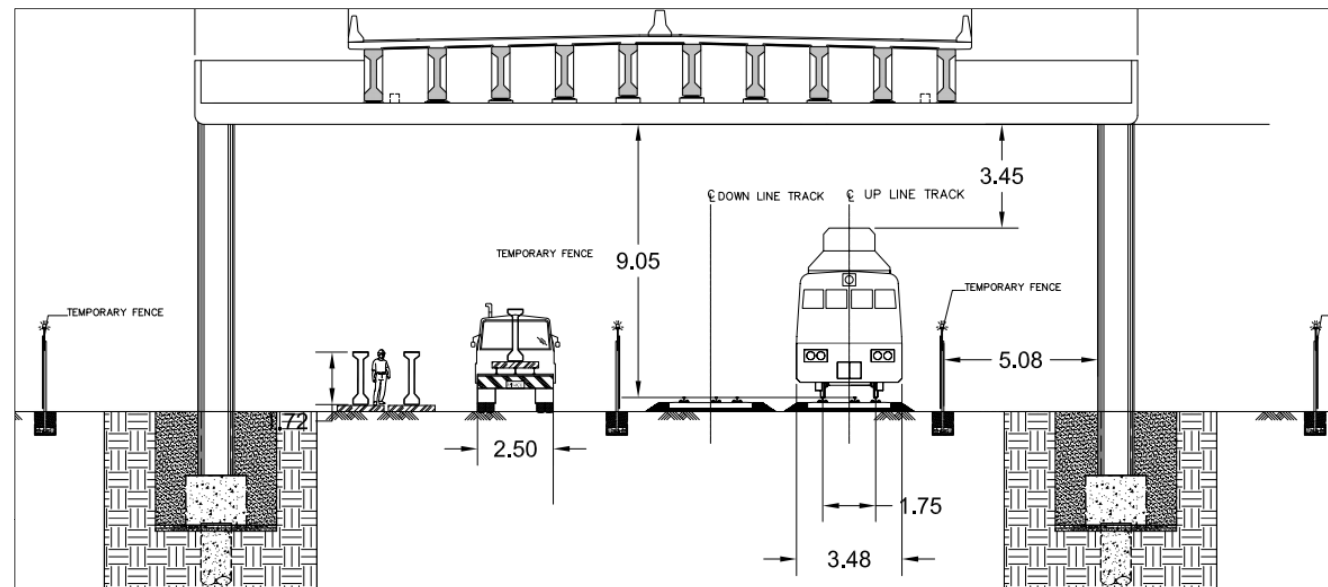
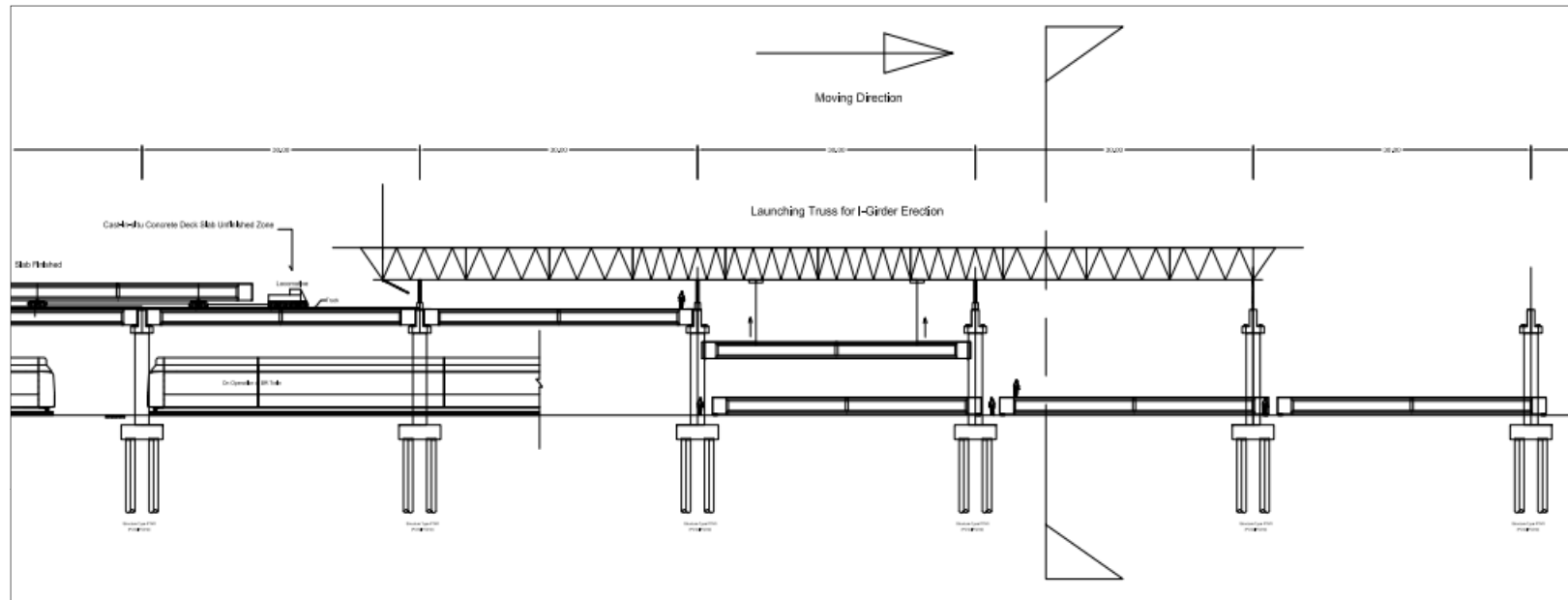
6.1.3 Single Column On Ramp



Note:

- 1) Horizontal clearance 3.00m as per BR's approval will be obtained for this temporary condition.
- 2) Figure Summary, List of Pier Structure Type and Tentative Schedule please refer to Exhibit-C of Item 7 Attachments of these Documents.
- 3) In case working zones outside Railway Corridor, please refer to Road Traffic Management Plan Rev.C (FDEE/BBA/810/2017 dated 21st May 2017) (Doc.No.: FDEE/DEE/TMP-001).

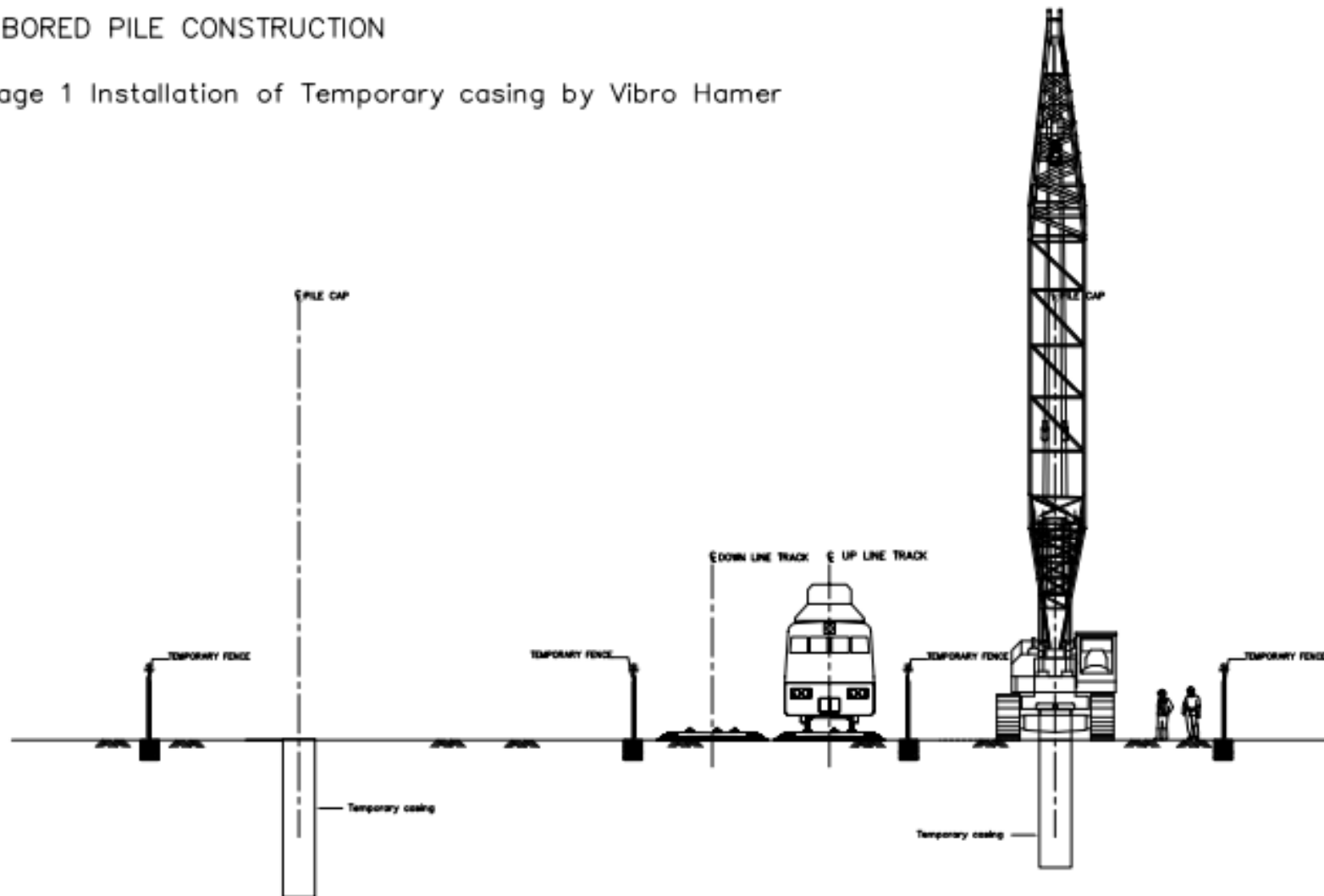
Construction Methodology Steps in Railway Corridor: Astride over Railway Track



Construction Methodology Steps in Railway Corridor:

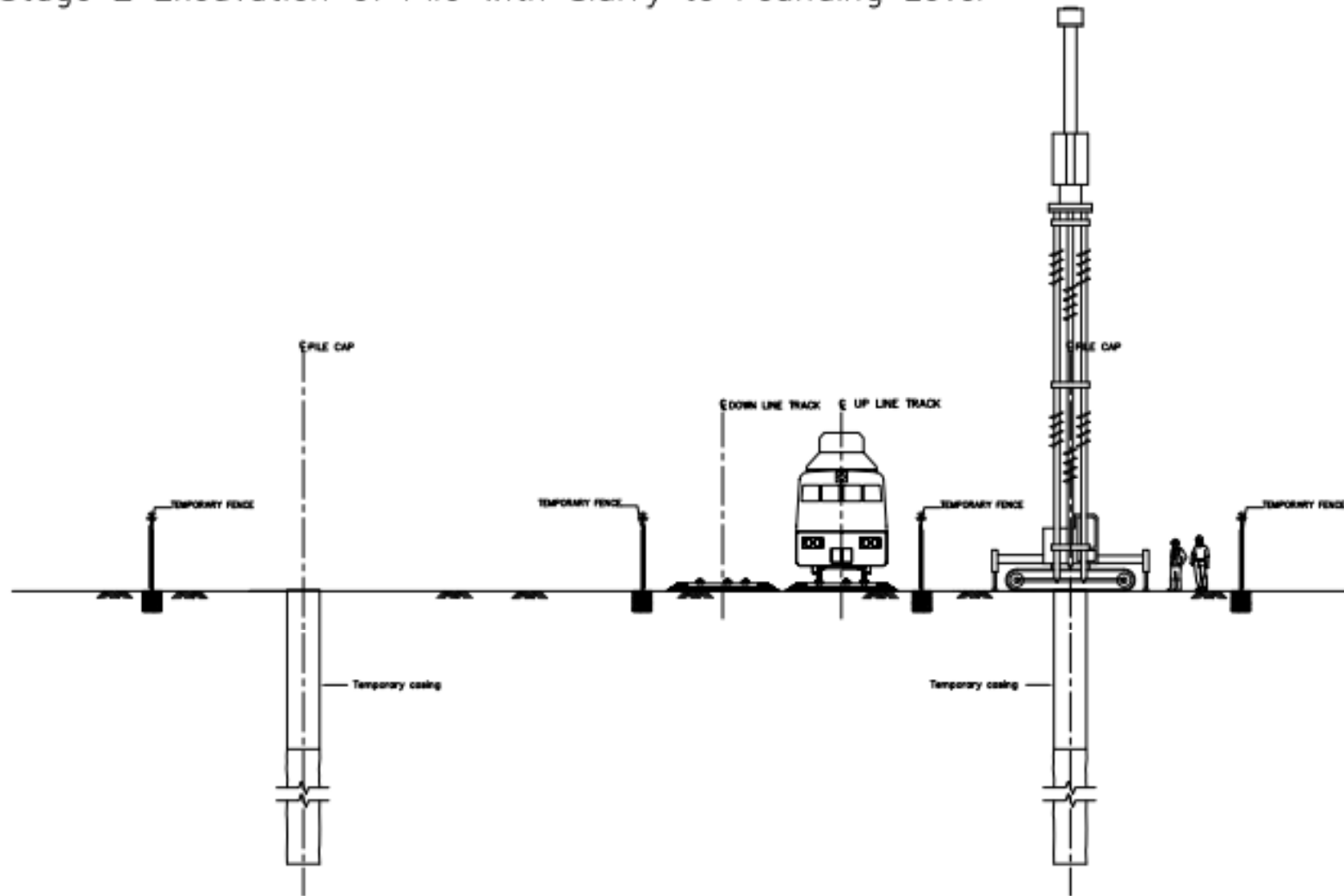
1. BORED PILE CONSTRUCTION

Stage 1 Installation of Temporary casing by Vibro Hammer



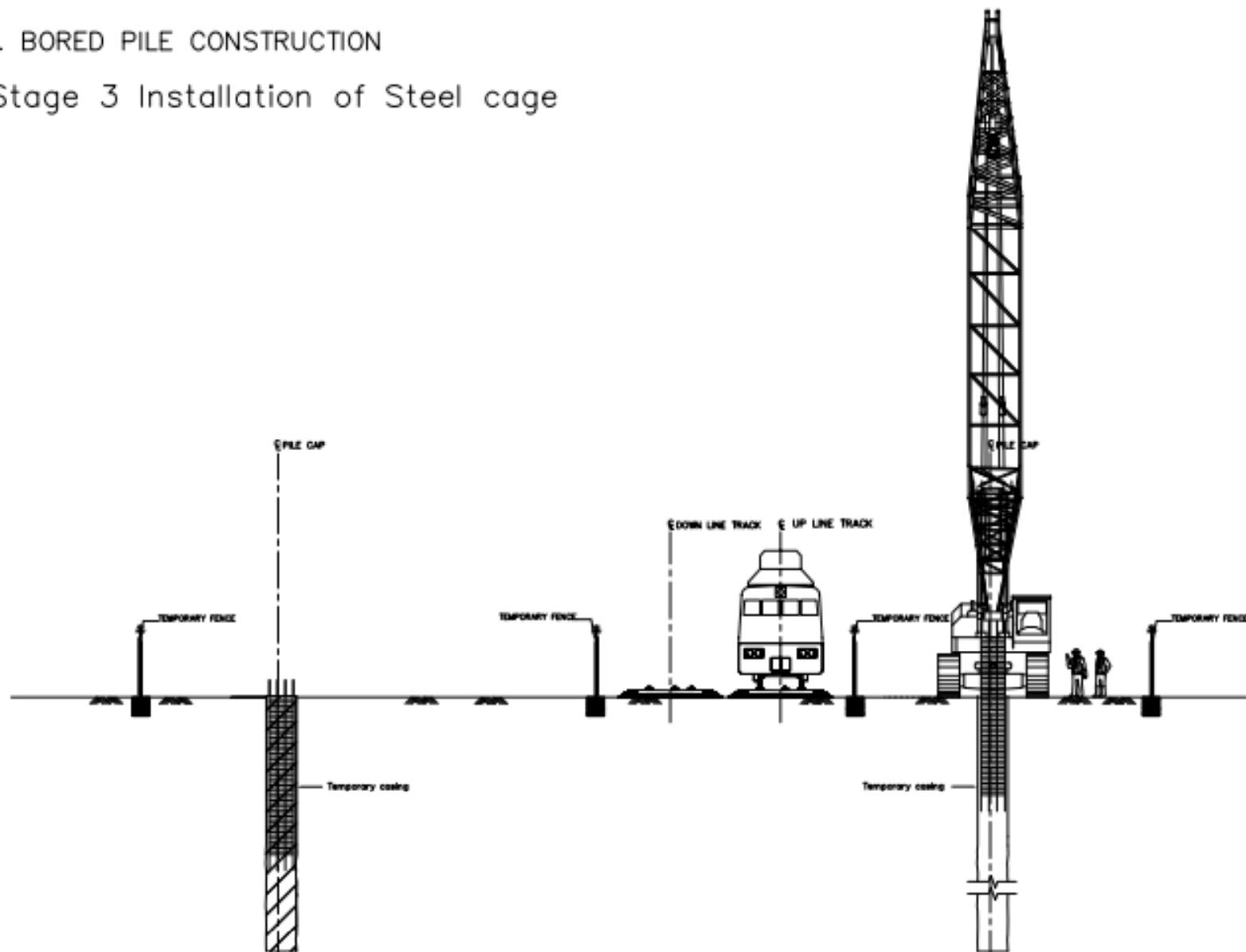
1. BORED PILE CONSTRUCTION

Stage 2 Excavation of Pile with Slurry to Founding Level



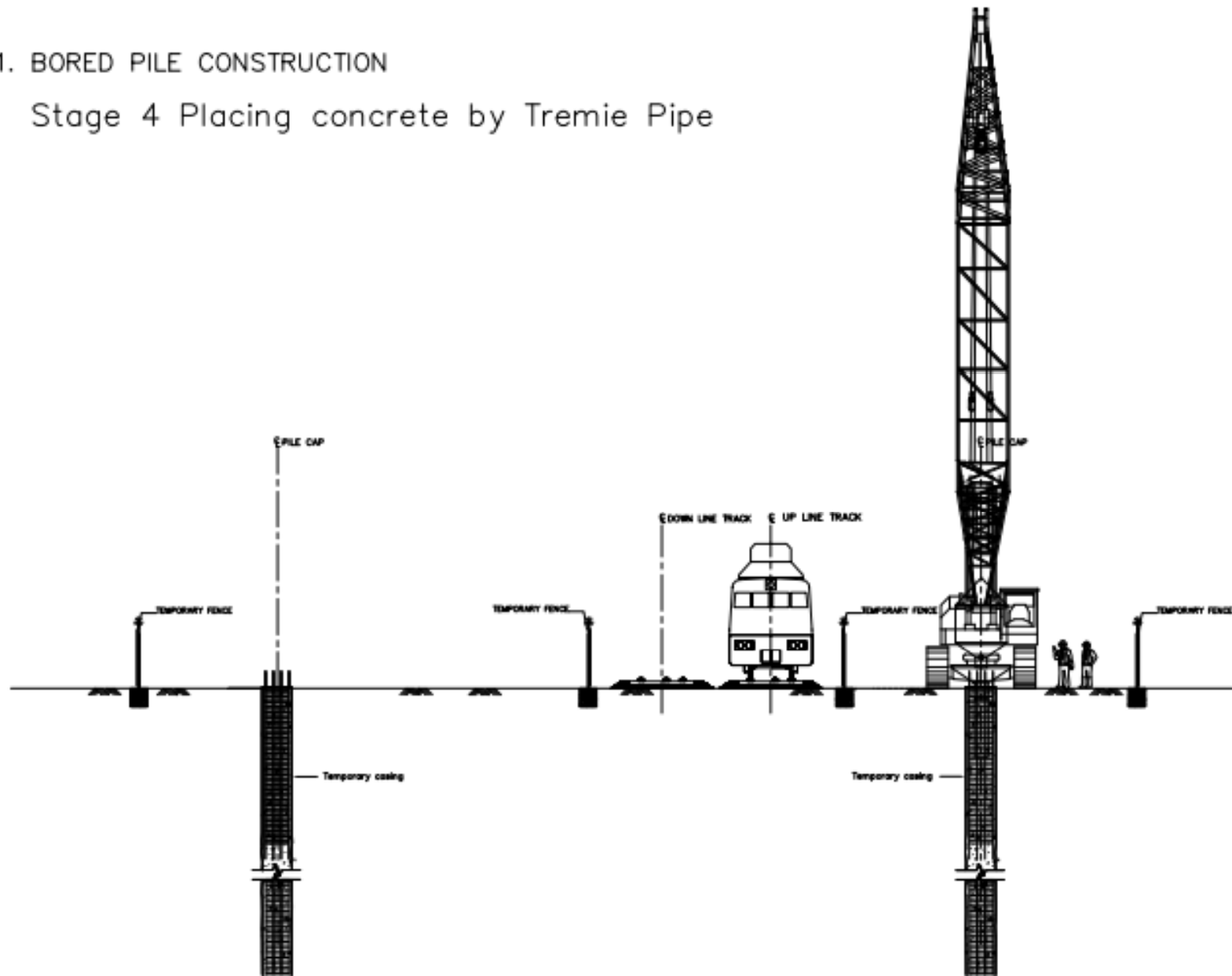
1. BORED PILE CONSTRUCTION

Stage 3 Installation of Steel cage



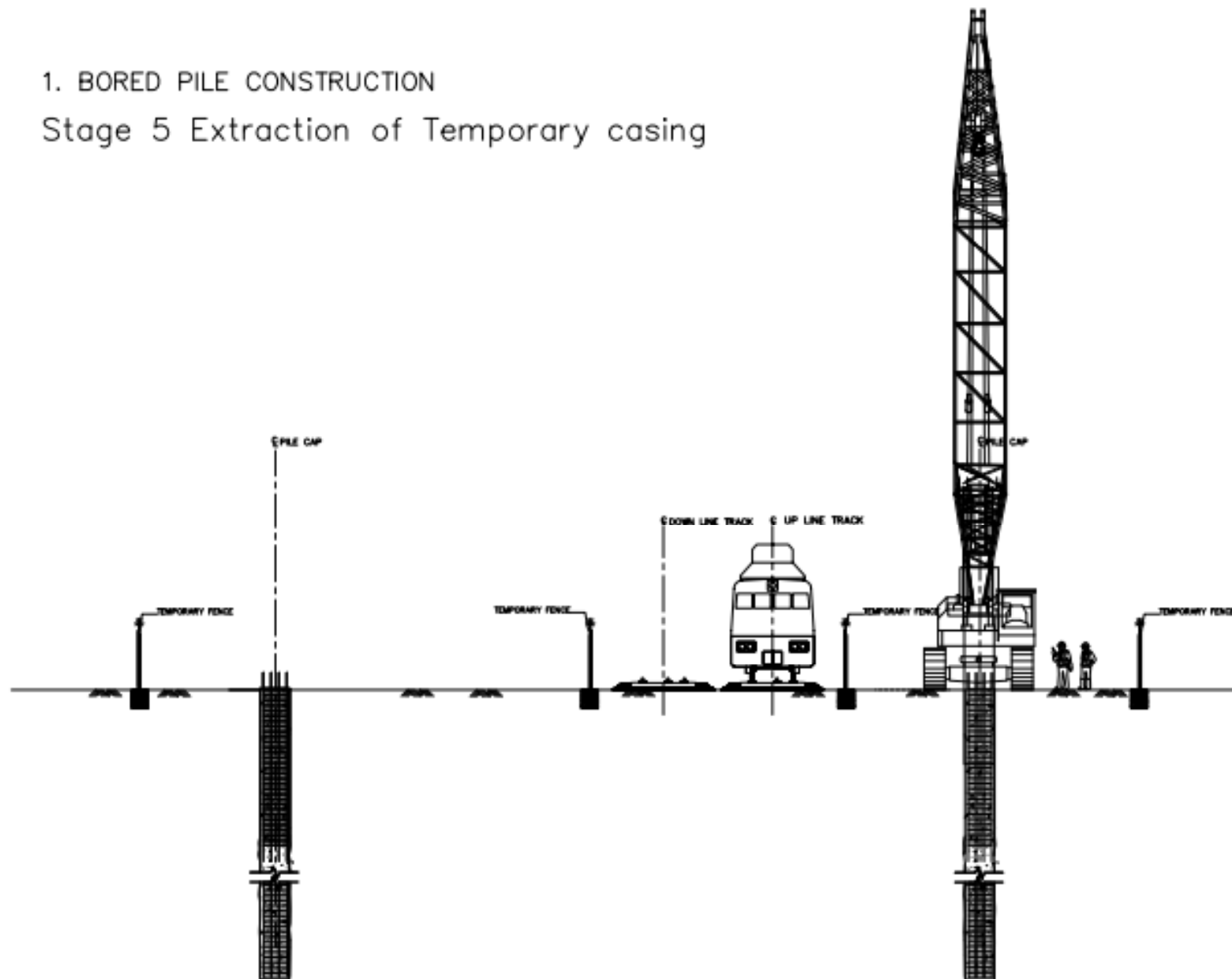
1. BORED PILE CONSTRUCTION

Stage 4 Placing concrete by Tremie Pipe



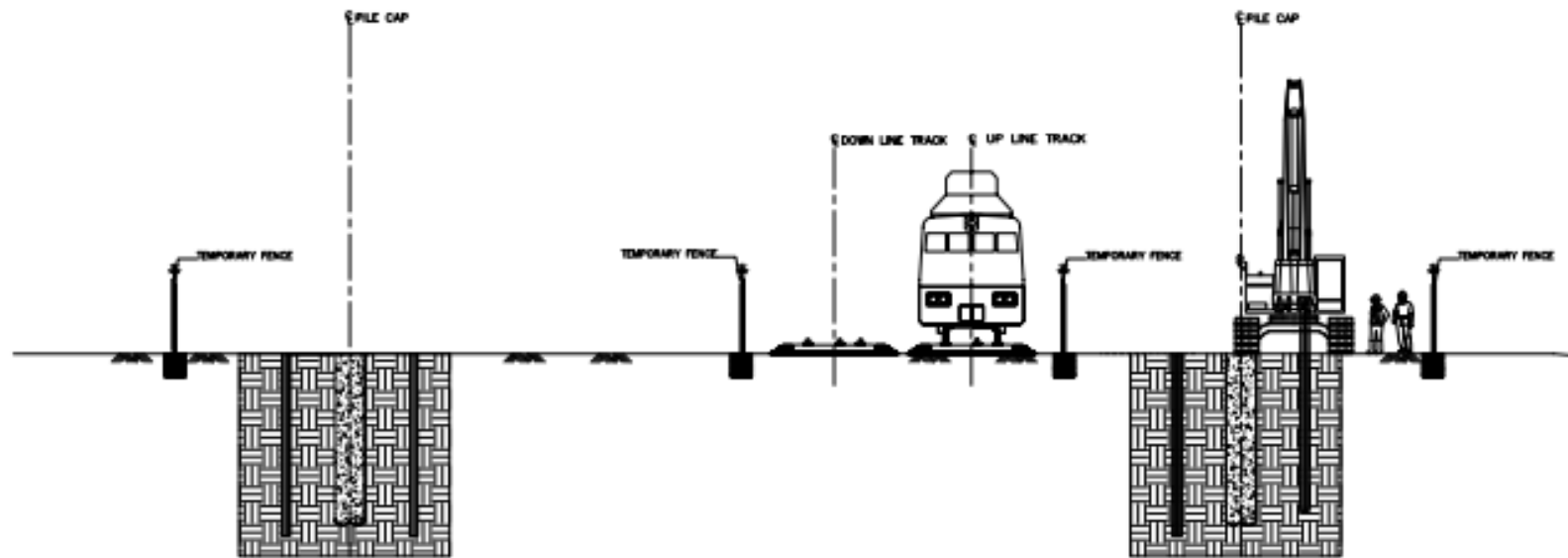
1. BORED PILE CONSTRUCTION

Stage 5 Extraction of Temporary casing



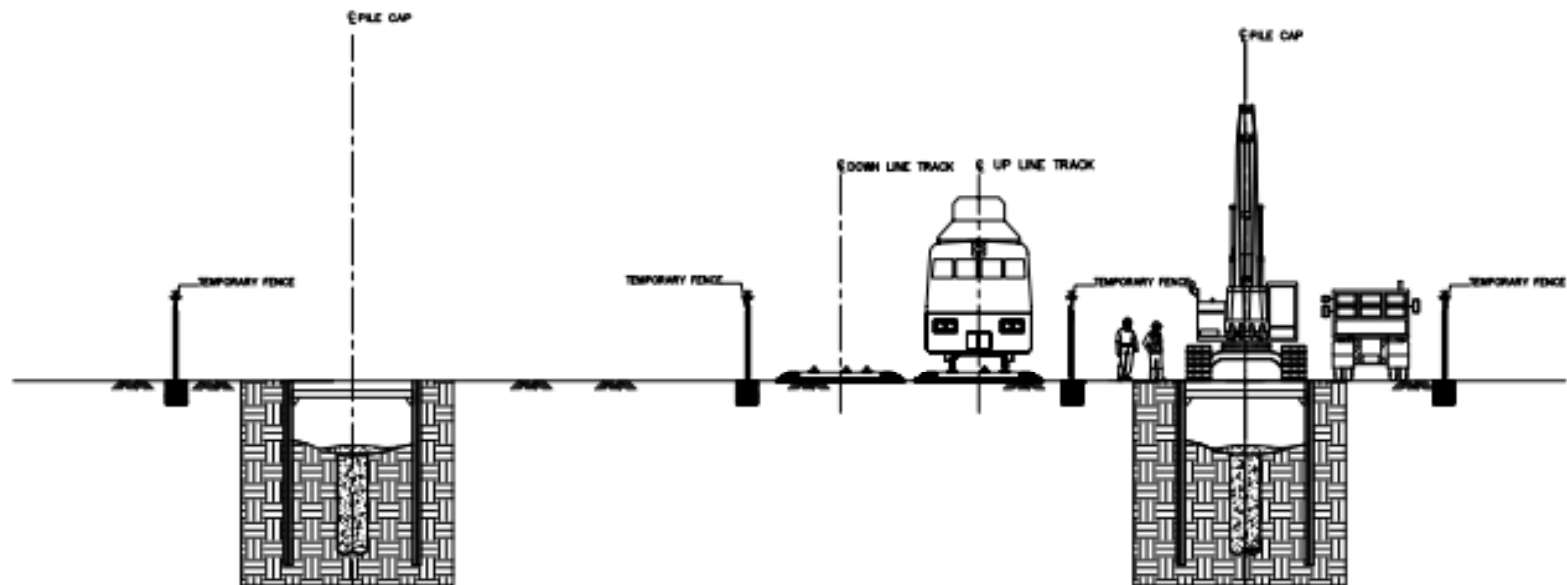
2.PORTAL FRAME CONSTRUCTION (TYPE PTM1)

Stage 1 Installation Sheet pile



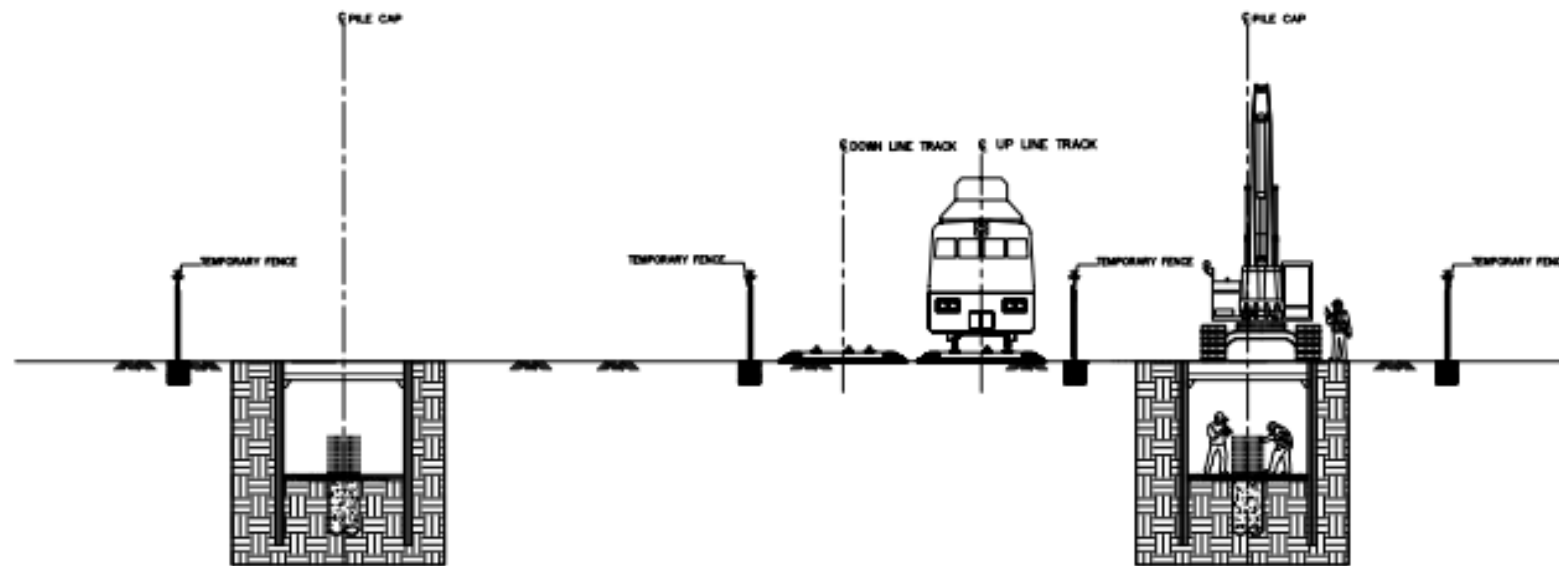
2.PORTAL FRAME CONSTRUCTION (TYPE PTM1)

Stage 2 Excavation and Installation struts



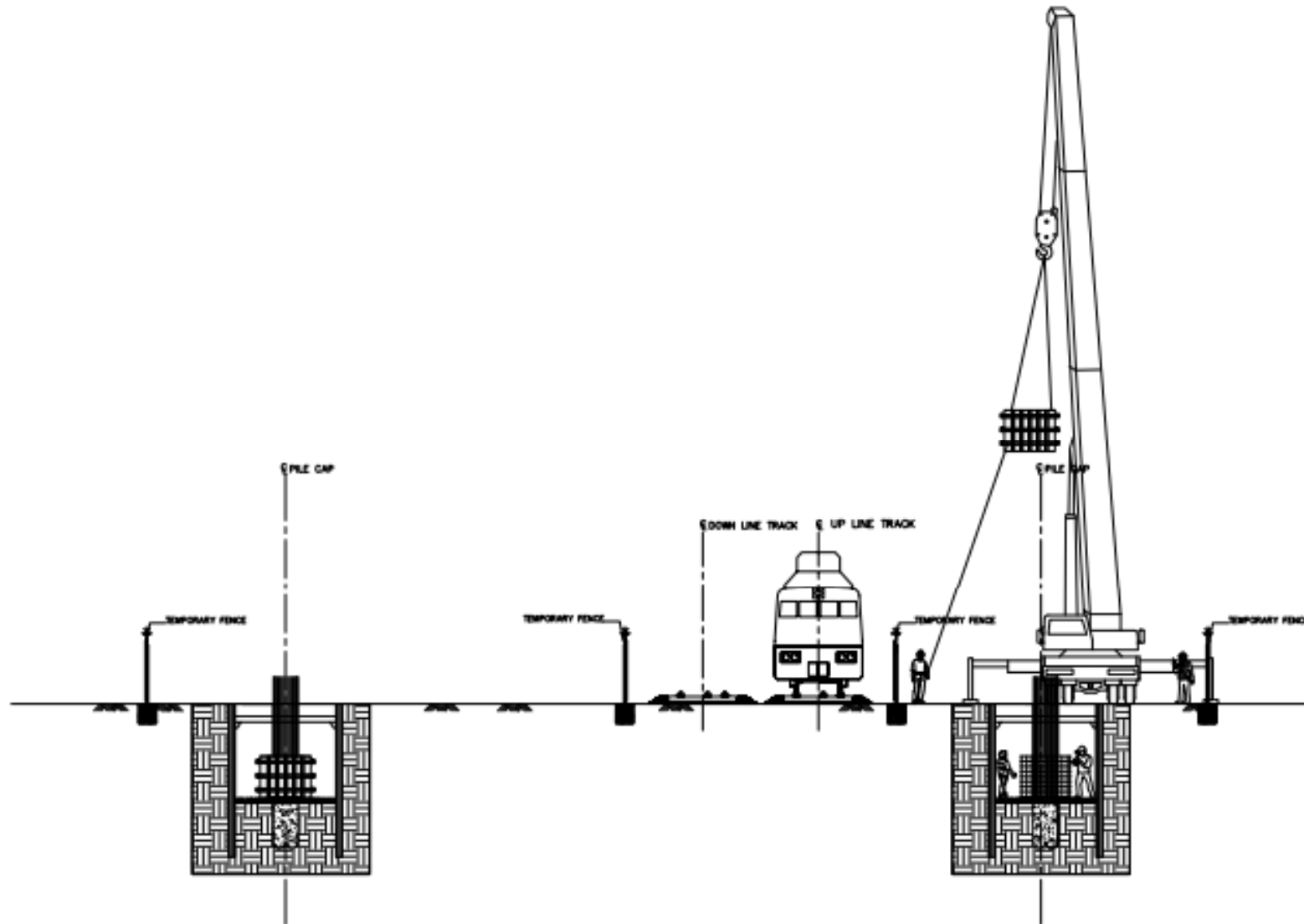
2. PORTAL FRAME CONSTRUCTION (TYPE PTM1)

Stage 3 Break Back concrete pile required cut off level and Expose the Dowel bars



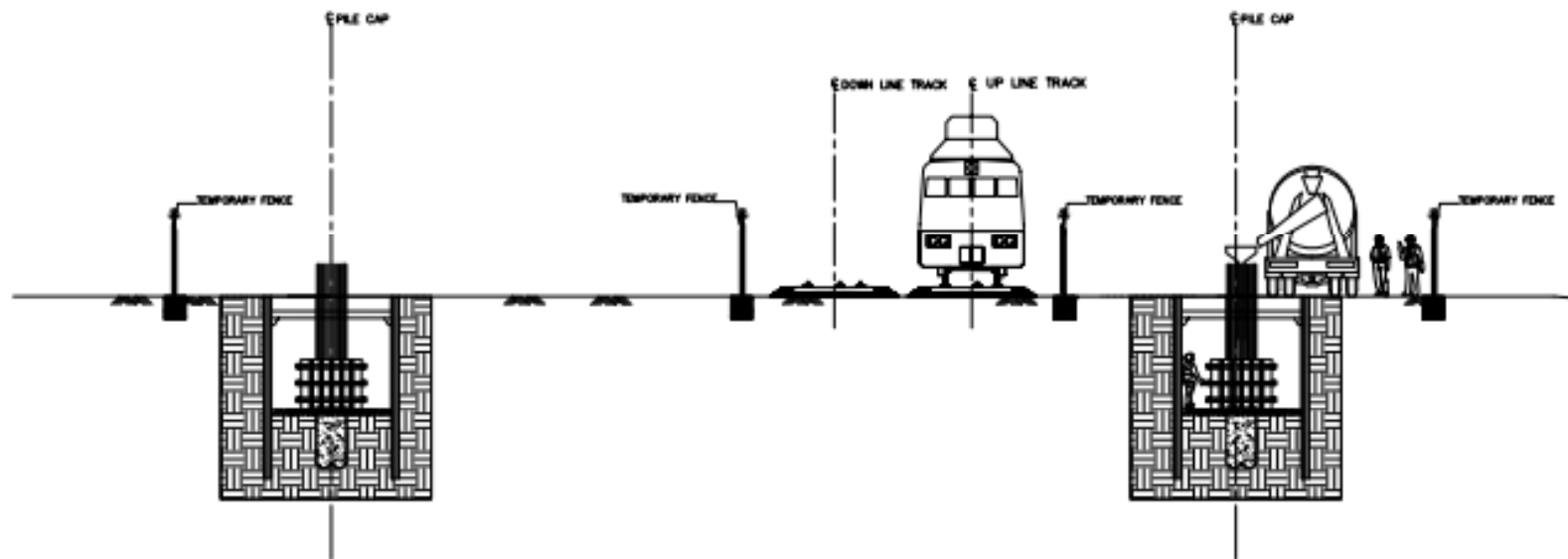
2. PORTAL FRAME CONSTRUCTION (TYPE PTM1)

Stage 4 Install Pile cap rebars, Column rebars and Pile cap Formwork



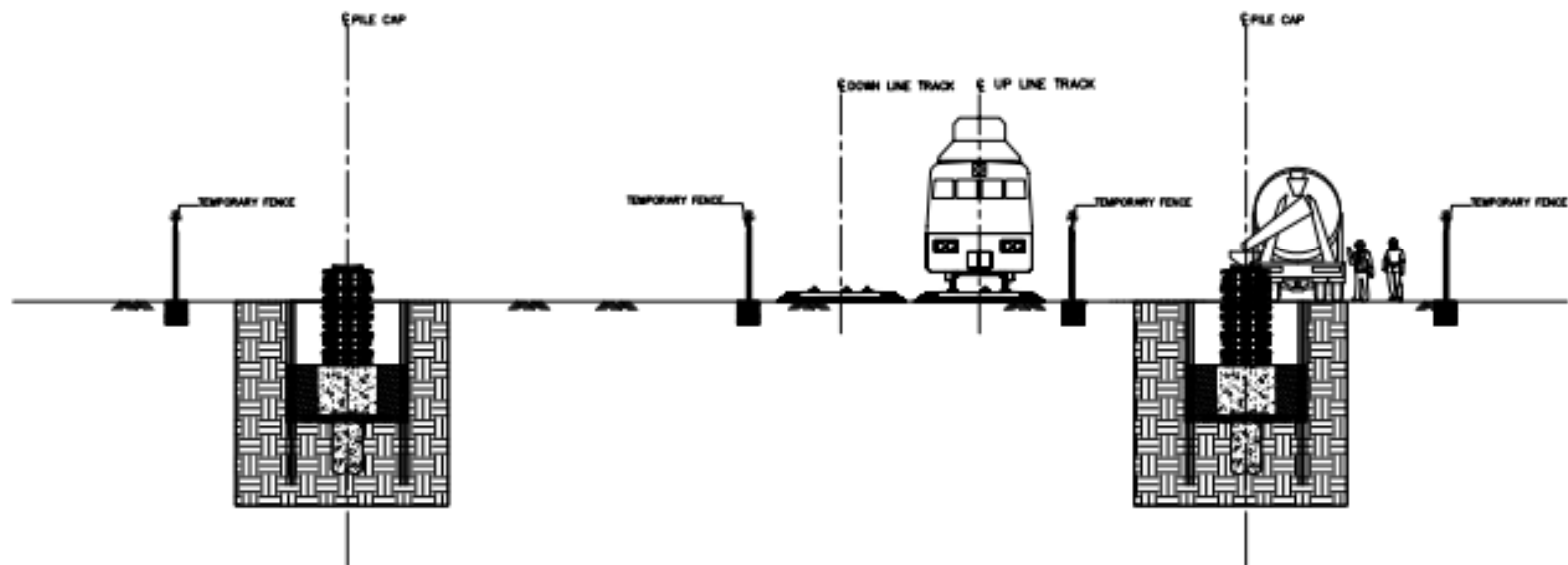
2. PORTAL FRAME CONSTRUCTION (TYPE PTM1)

Stage 5 Casting Pile cap concrete

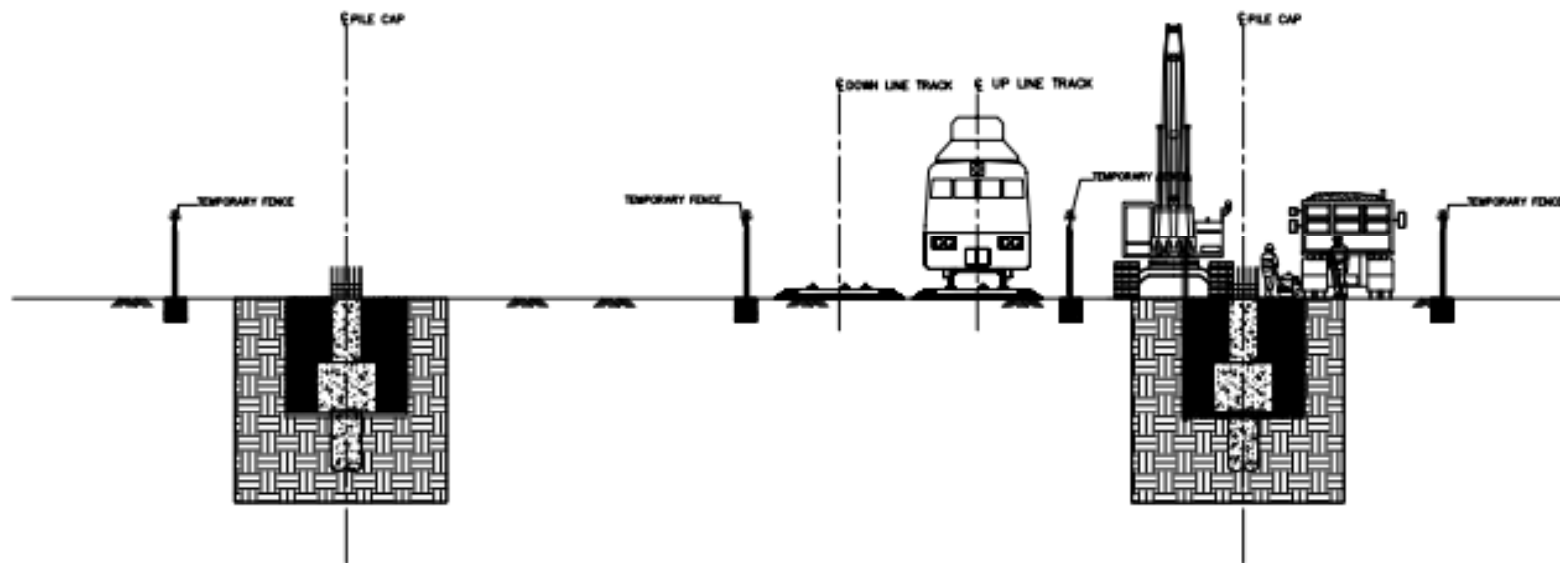


2. PORTAL FRAME CONSTRUCTION (TYPE PTM1)

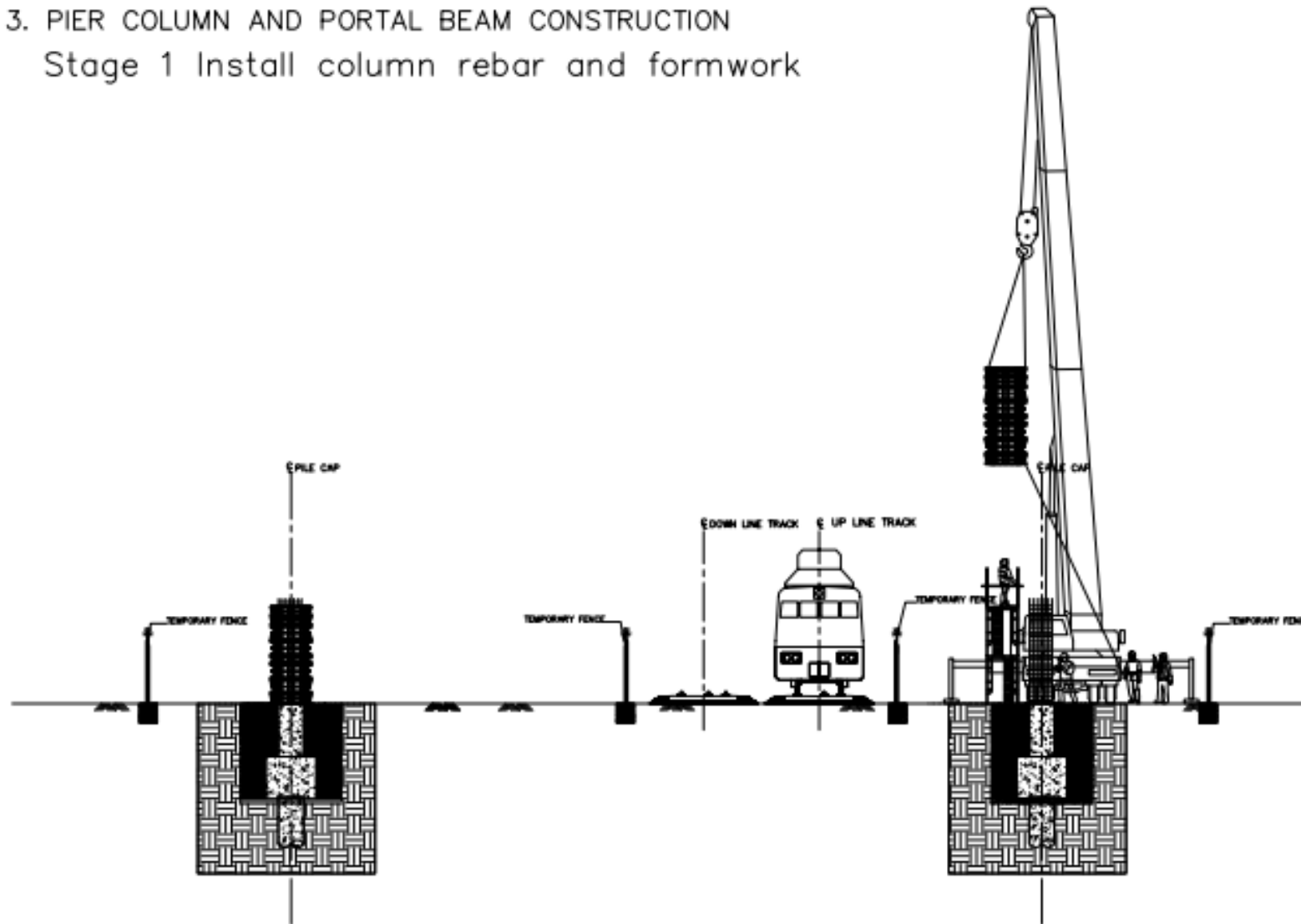
Stage 6 Casting concrete of column (Kicker)



2. PORTAL FRAME CONSTRUCTION (TYPE PTM1) Stage 7 Back fill to Existing ground

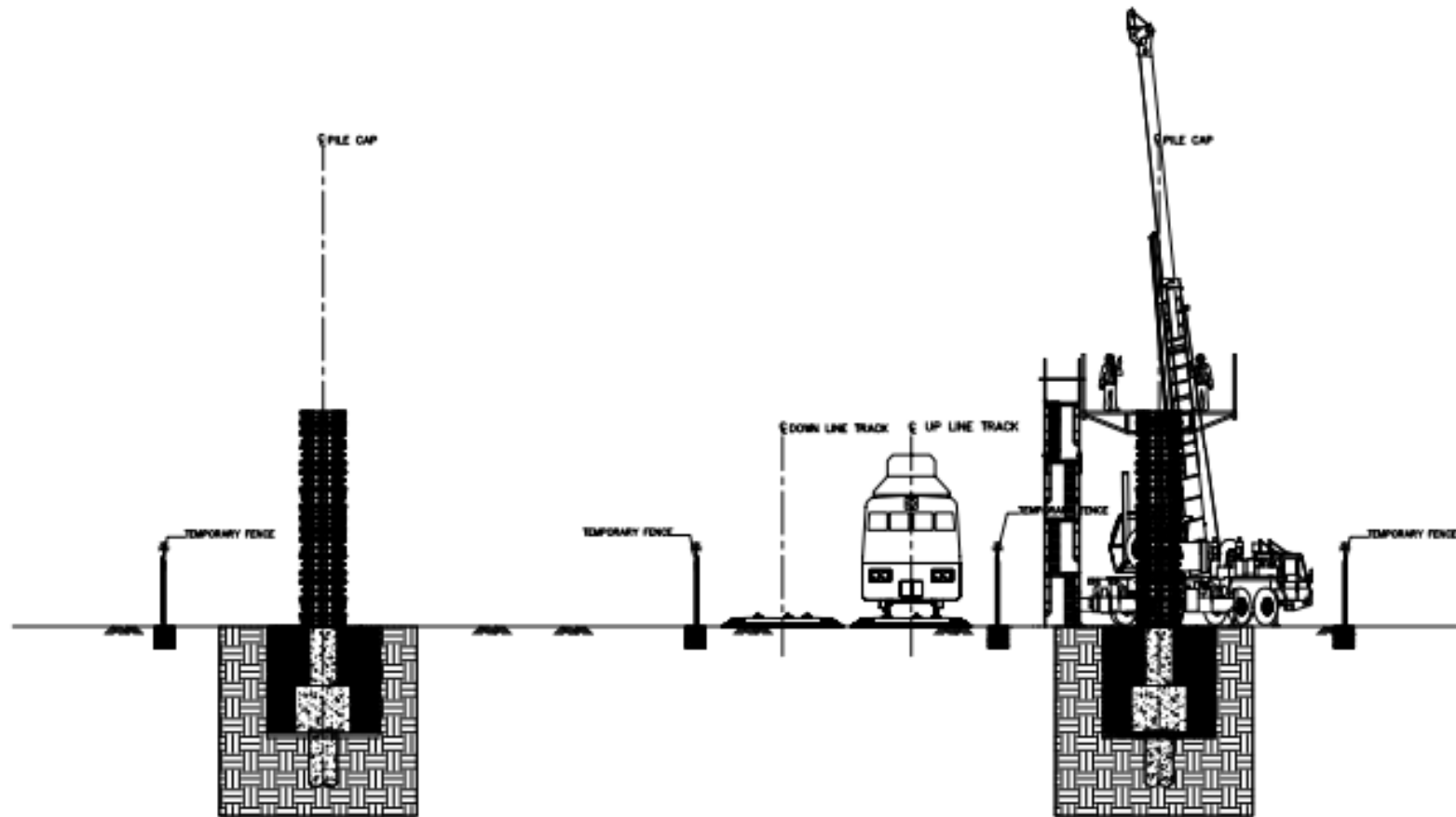


3. PIER COLUMN AND PORTAL BEAM CONSTRUCTION Stage 1 Install column rebar and formwork



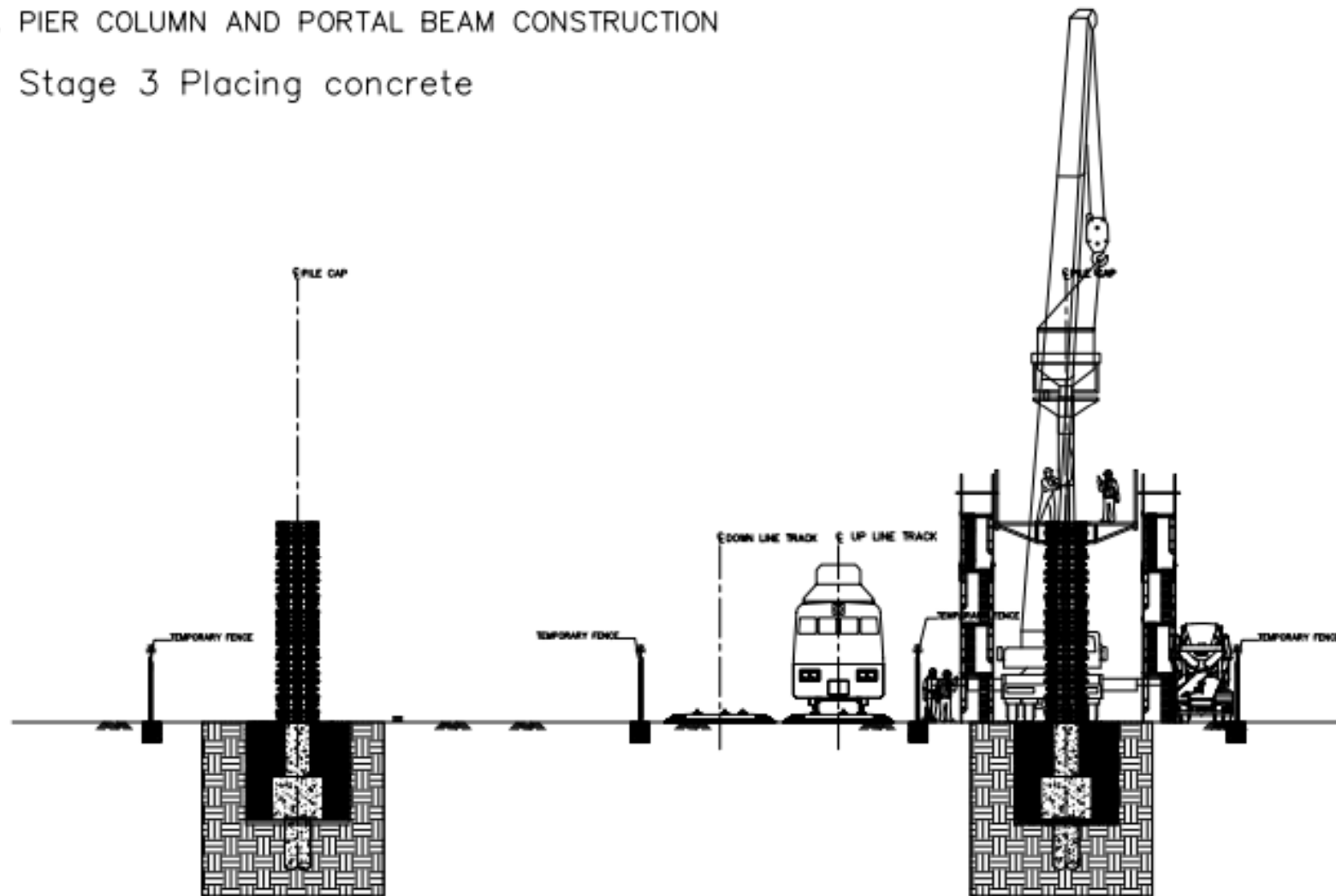
3. PIER COLUMN AND PORTAL BEAM CONSTRUCTION

Stage 2 Install column rebar and formwork



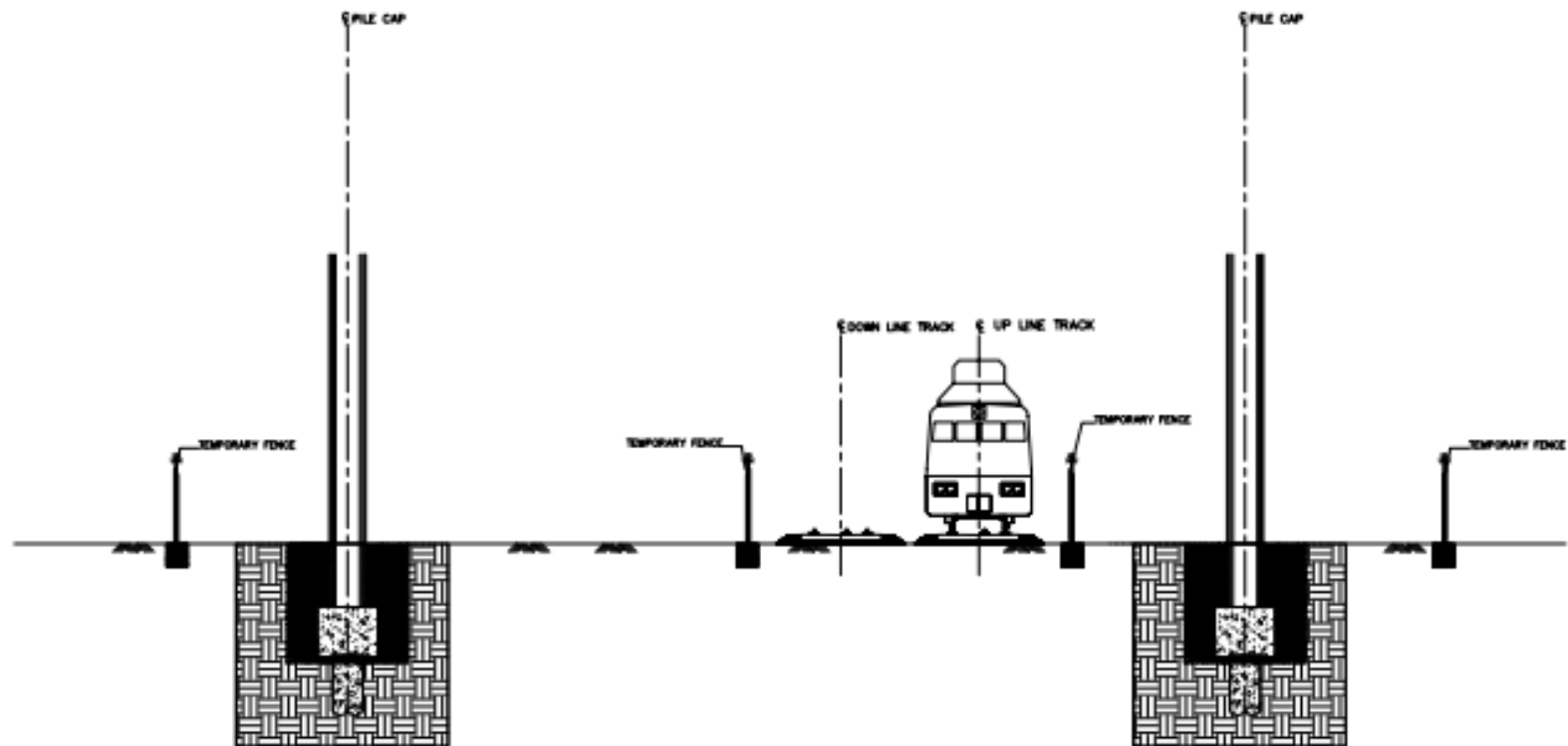
3. PIER COLUMN AND PORTAL BEAM CONSTRUCTION

Stage 3 Placing concrete



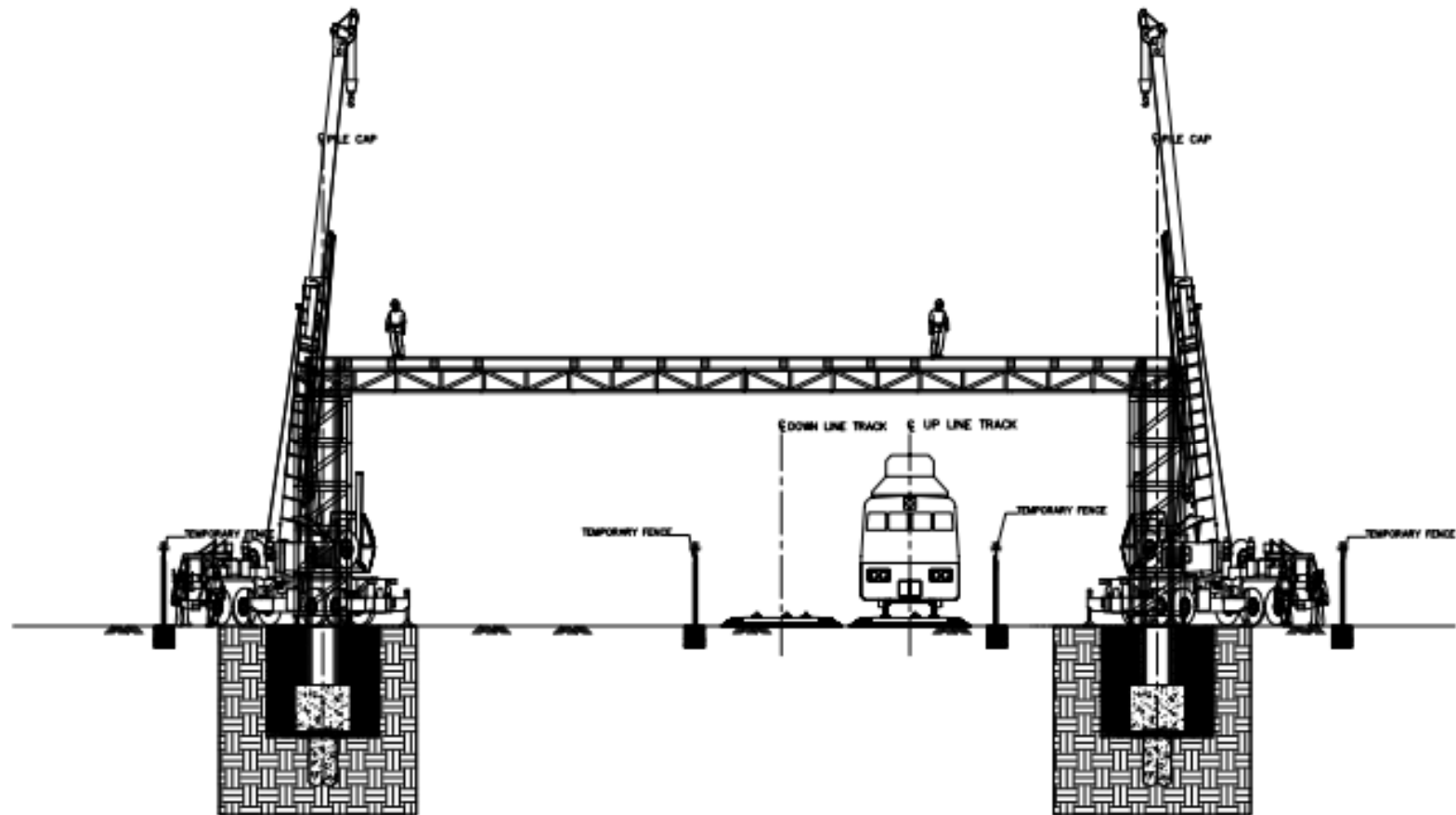
3. PIER COLUMN AND PORTAL BEAM CONSTRUCTION

Stage 4 Remove column formwork



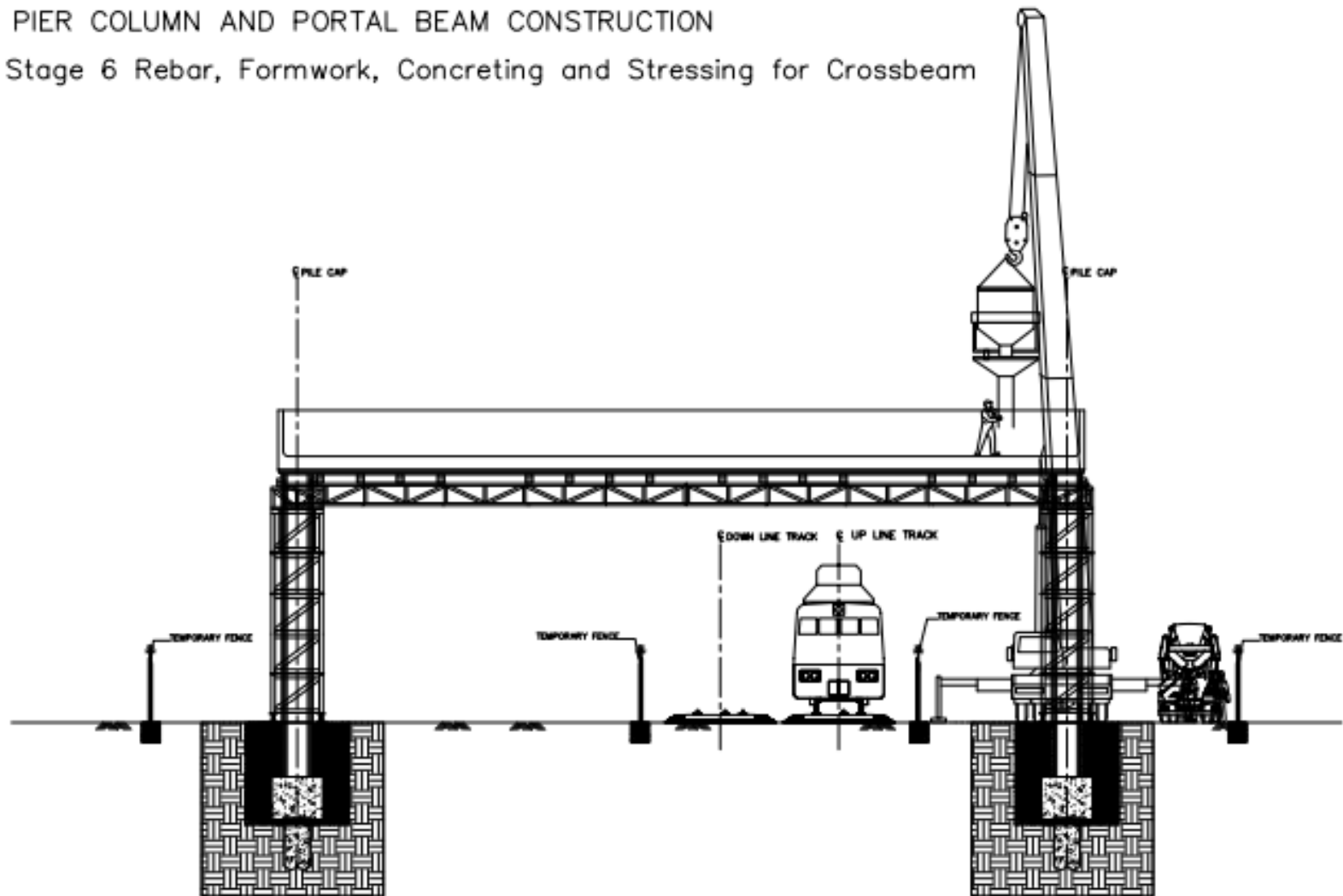
3. PIER COLUMN AND PORTAL BEAM CONSTRUCTION

Stage 5 Fabrication for temporary support concourse crossbeam



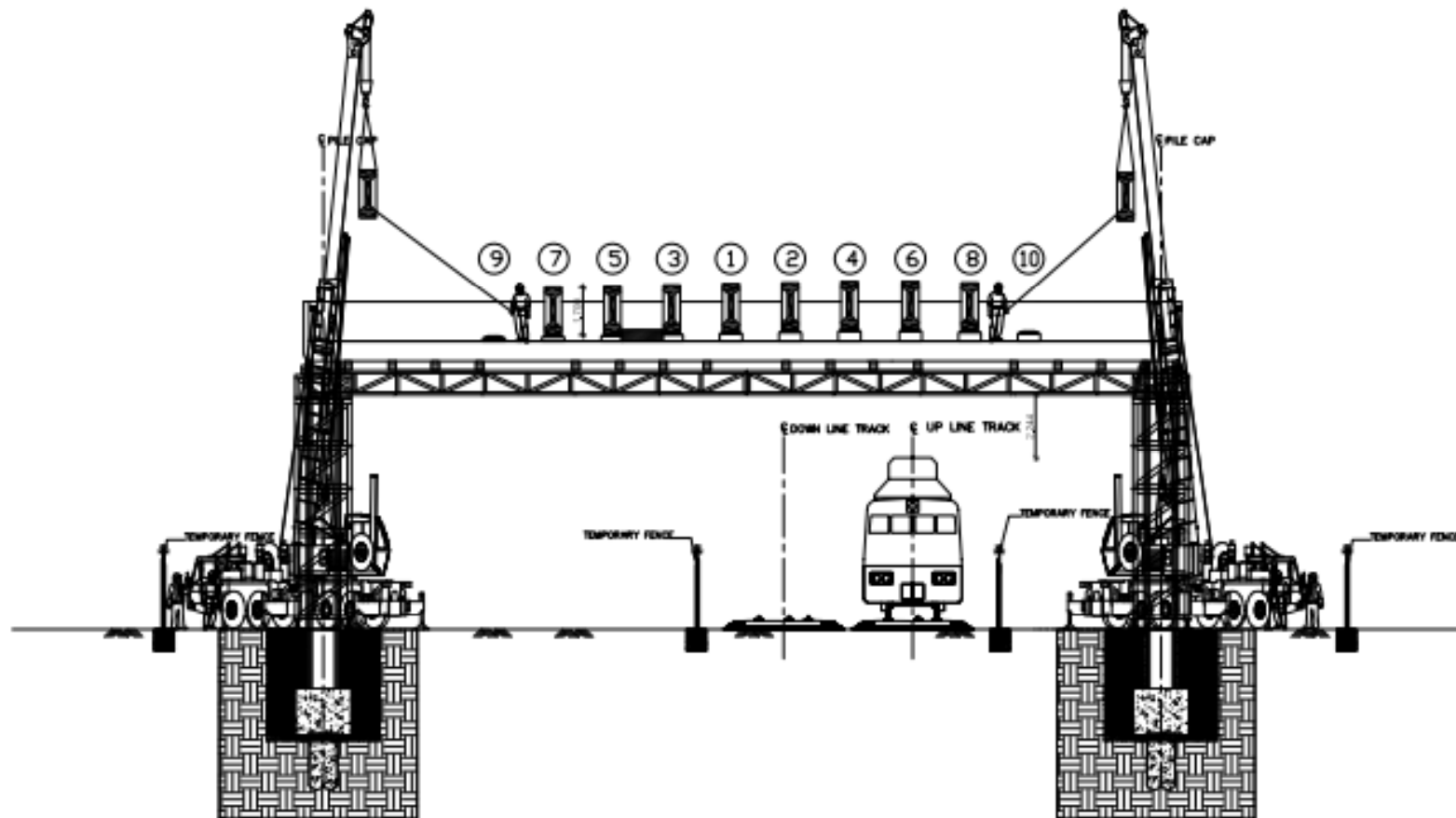
3. PIER COLUMN AND PORTAL BEAM CONSTRUCTION

Stage 6 Rebar, Formwork, Concreting and Stressing for Crossbeam

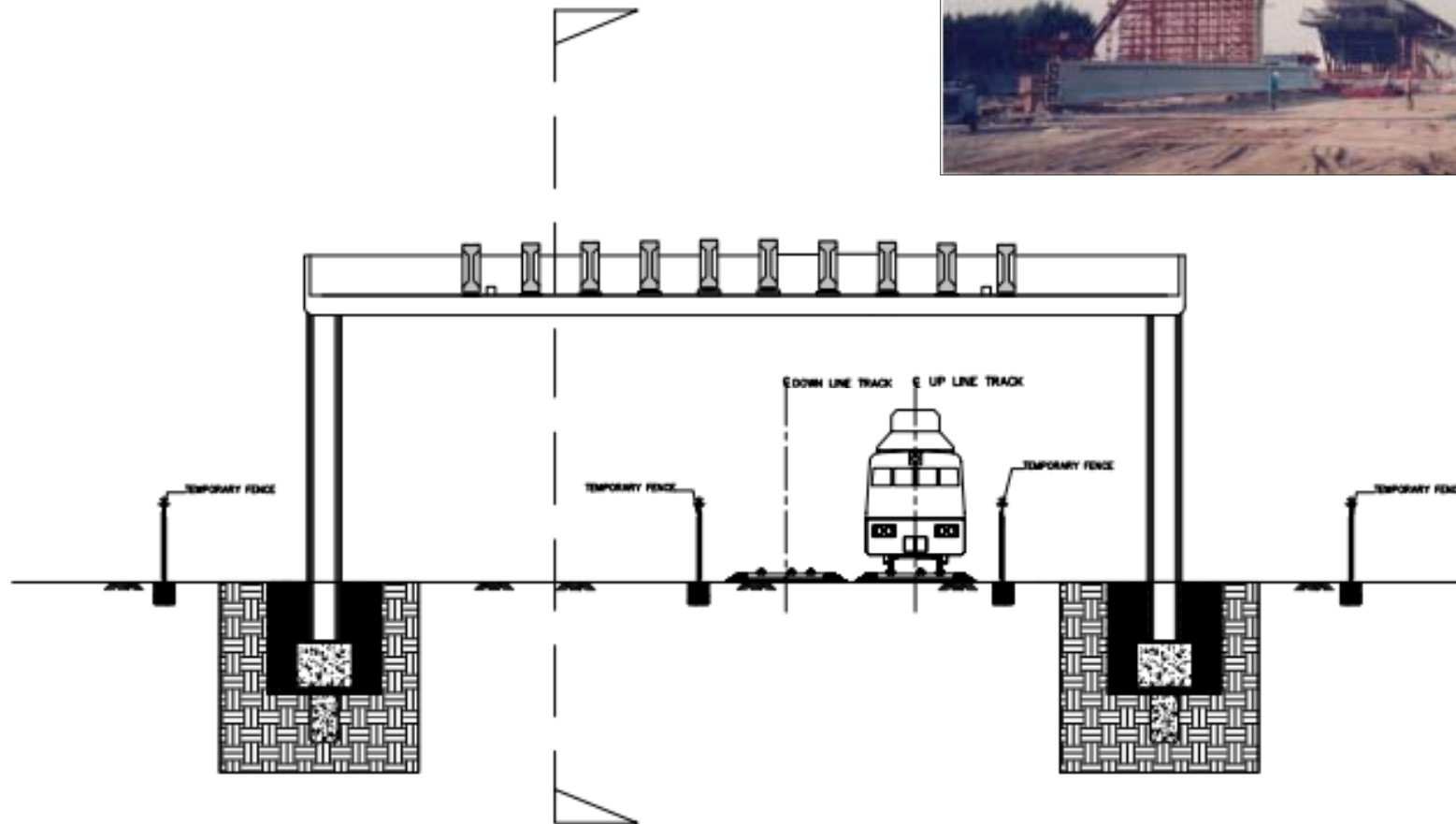


4. PRECAST I-GIRDER INSTALLATION

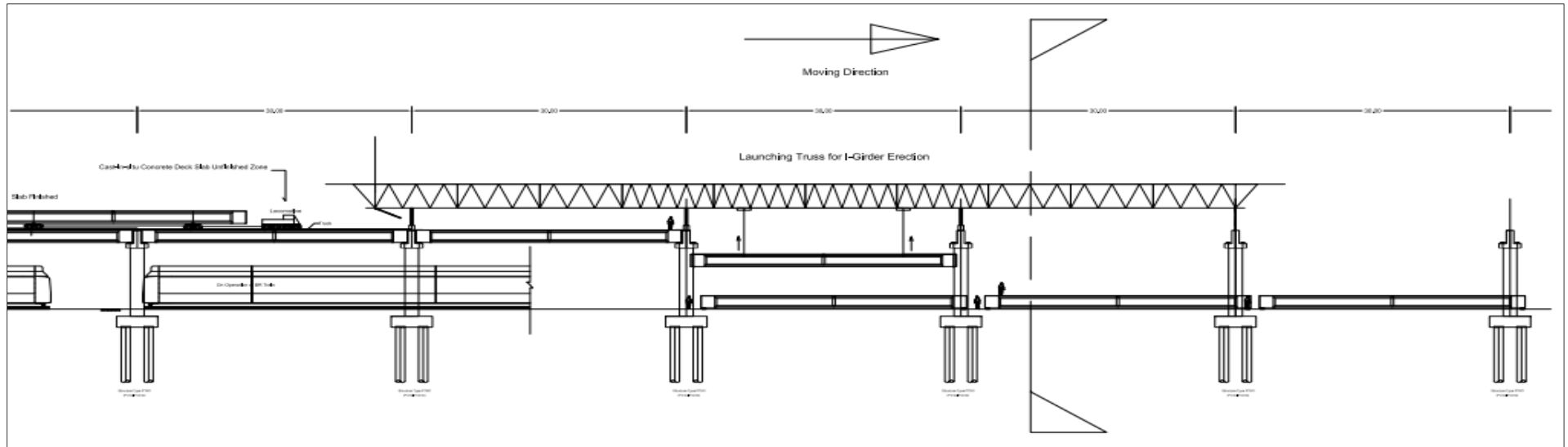
4.1 Installation by Mobile Crane



4. PRECAST I-GIRDER INSTALLATION 4.2 Installation by Launching Truss



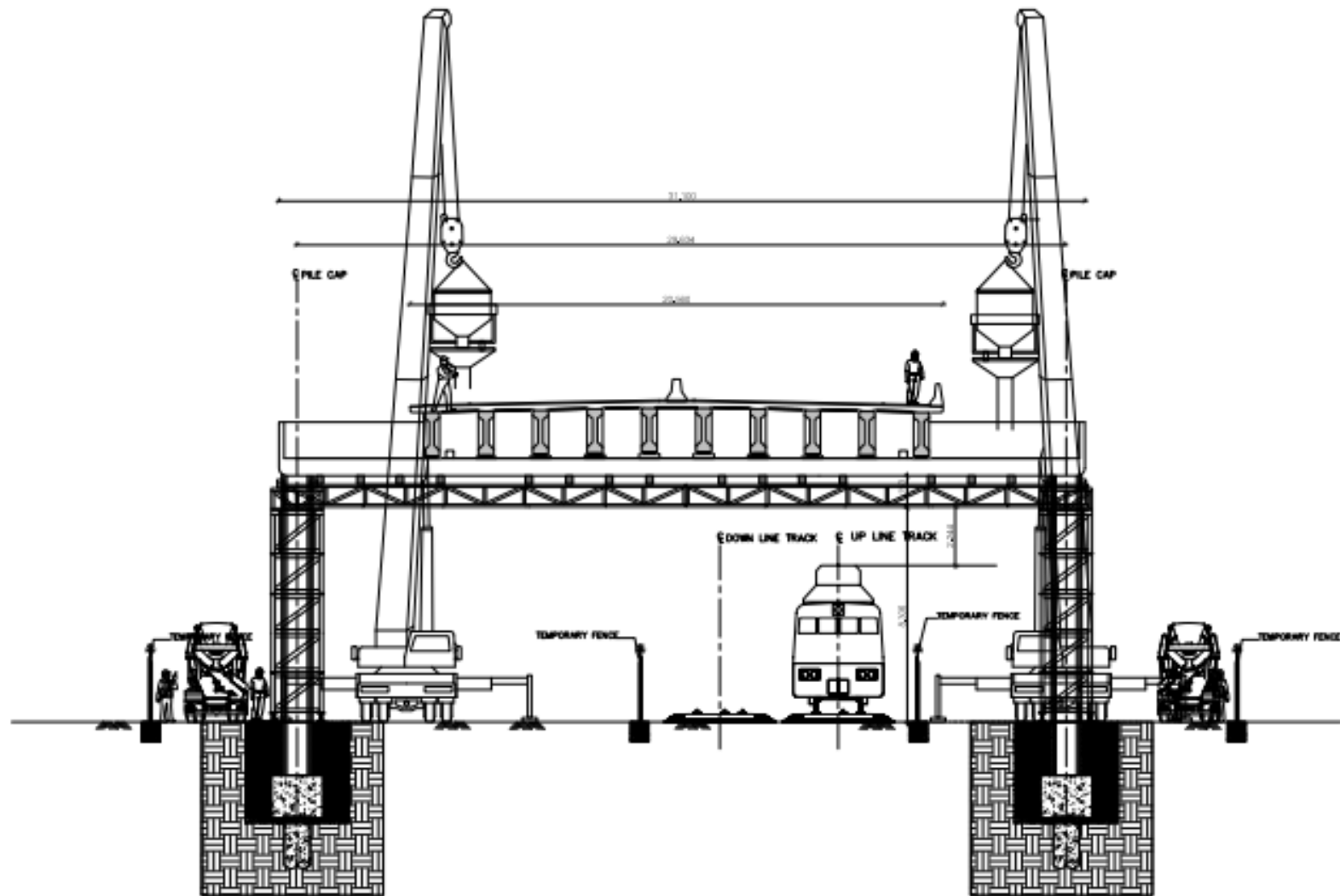
Note: *Section refer to Launching Sequences



Conceptual I-Girder Installation by Launching Truss

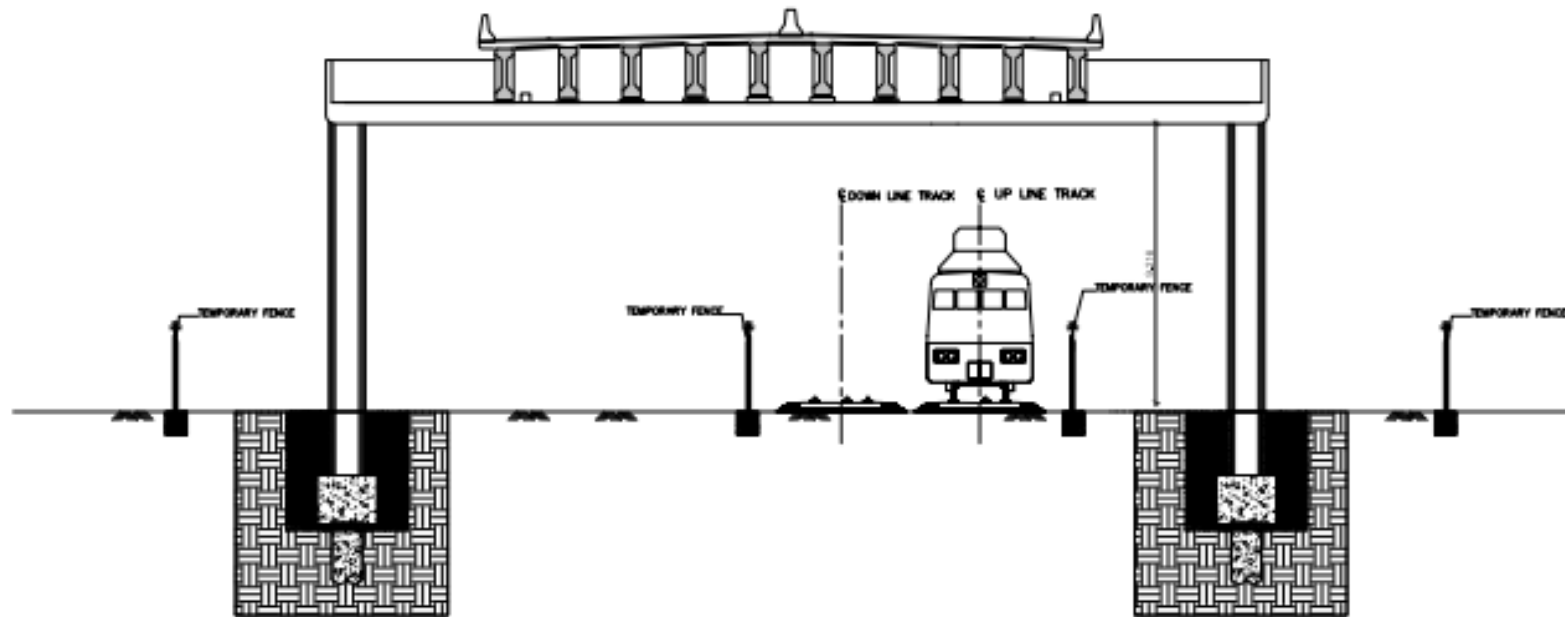
Note: *refer to Launching Sequences

5. CONCRETE DECK SLAB AND BARRIER WORKS

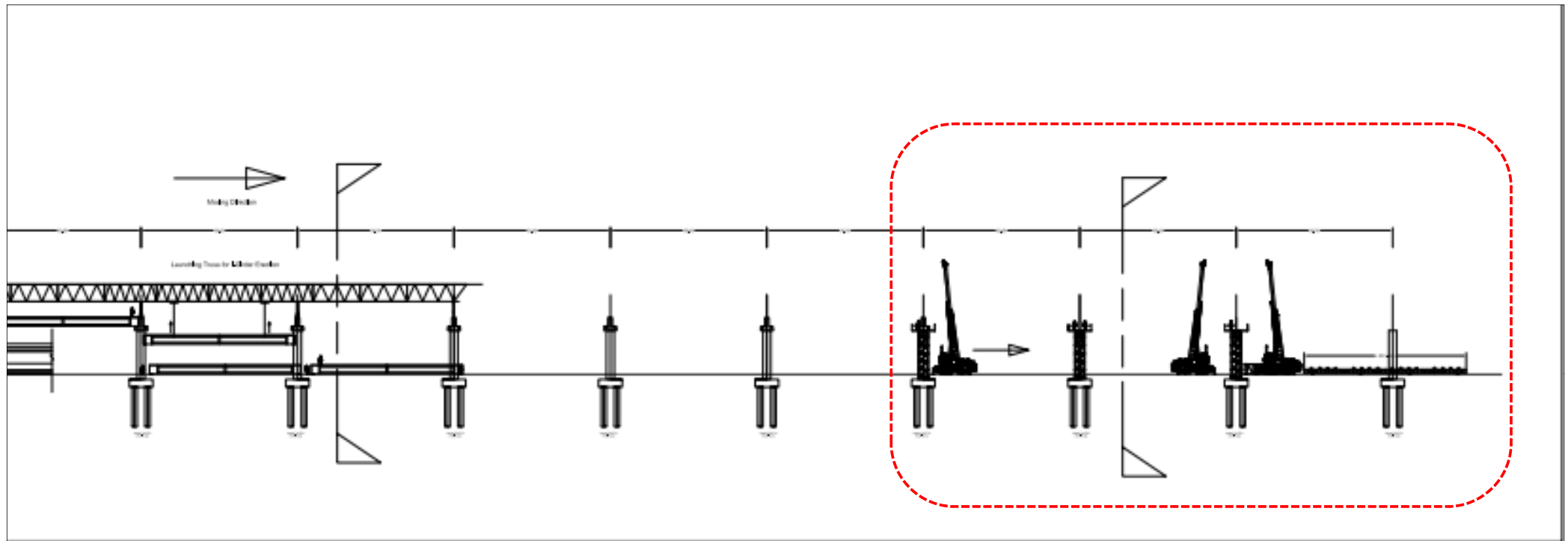


6. Completed of Structure Construction Sequence (Typical PTM1)

6. STRUCTURE CONSTRUCTION IN RAILWAY CORRIDOR COMPLETED

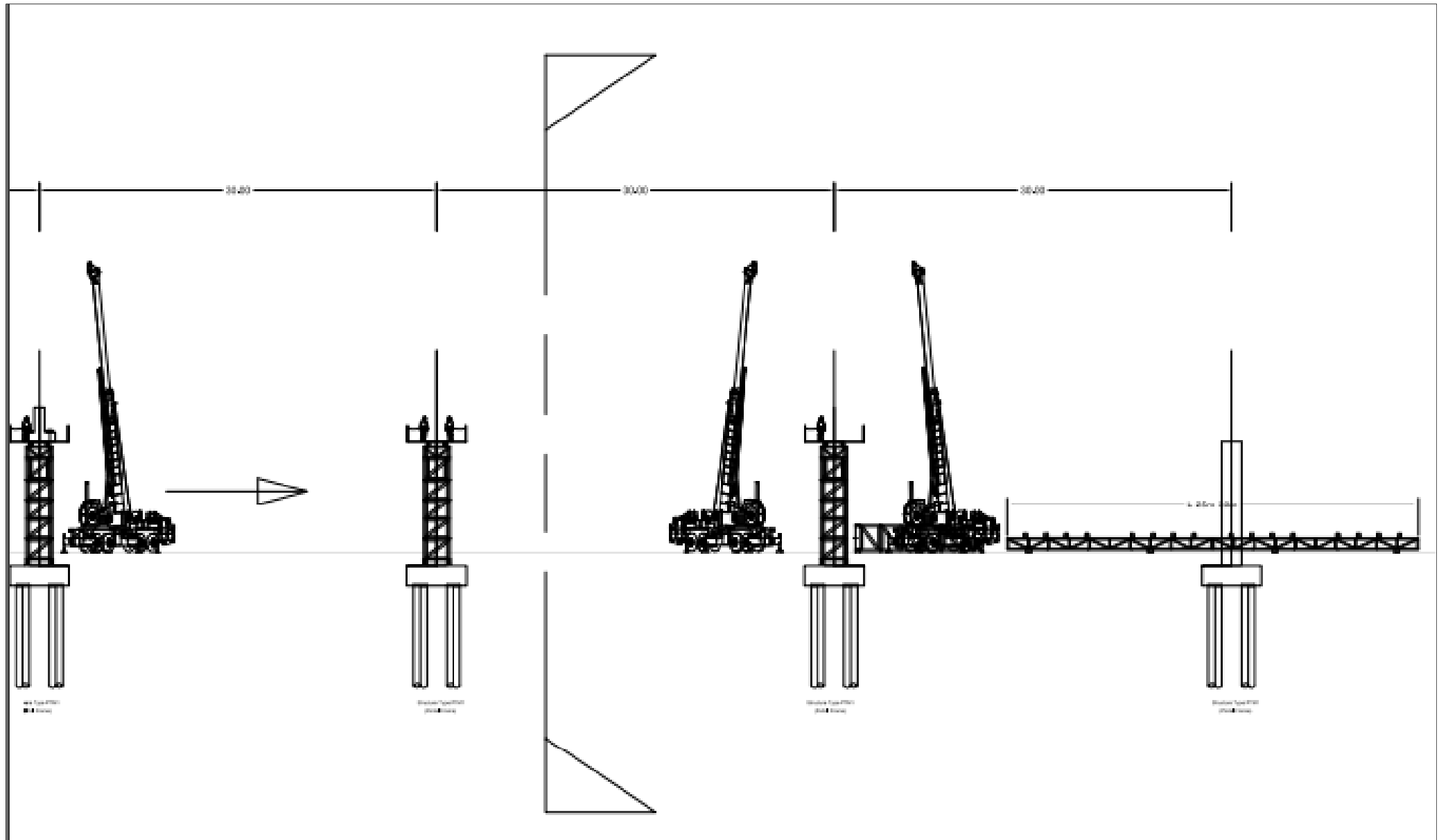


Temporary Formwork / Falsework for Crossbeam Construction



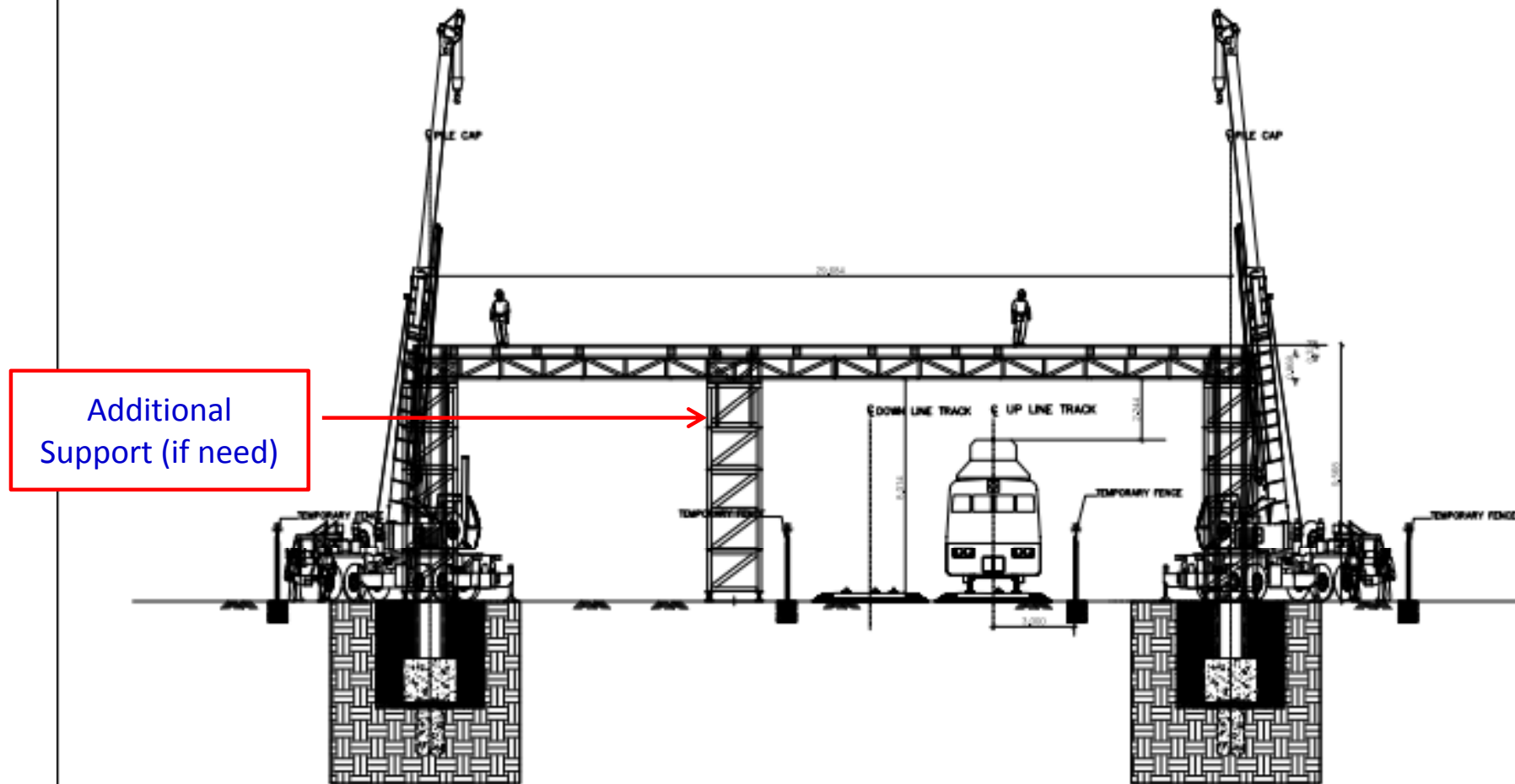
Temporary Formwork / Falsework for Crossbeam Construction

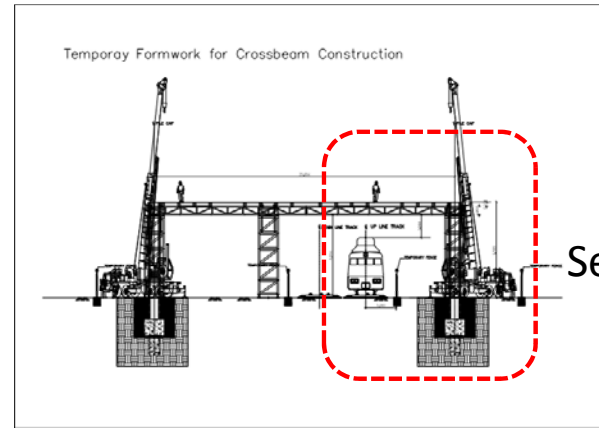
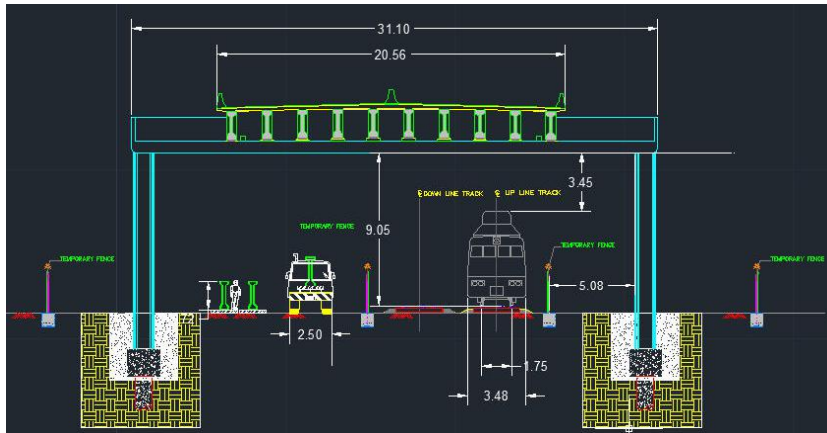
Formwork/Falsework: Generally will be Installation & Remove by Mobile Crane and other properly Equipment & Safety Procedure under BR's Approval (within Railway Corridor).



Temporary Formwork / Falsework for Crossbeam Construction

Temporay Formwork for Crossbeam Construction

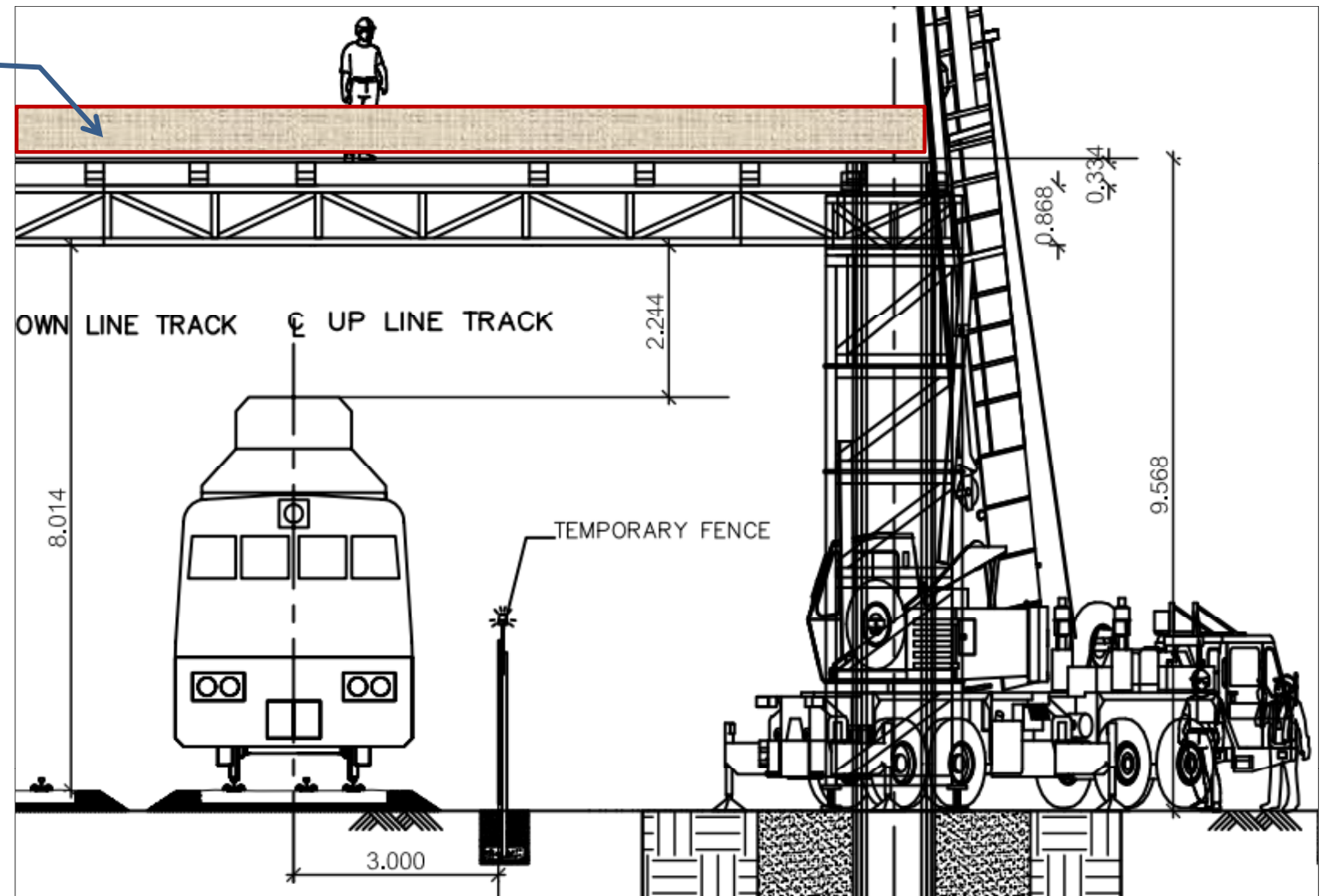




See Detail '1'

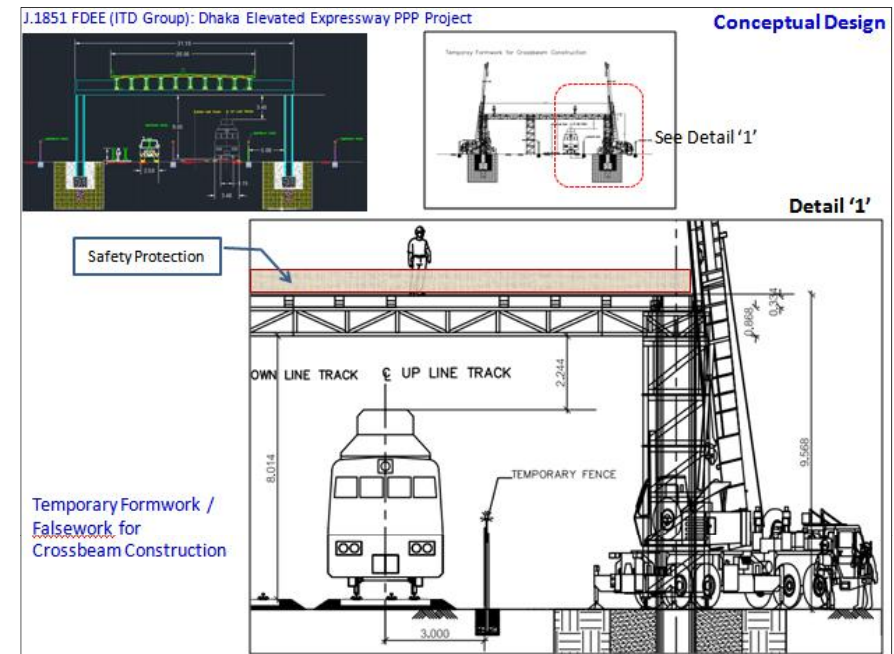
Detail '1'

Safety Protection



Temporary Formwork /
Falsework for
Crossbeam Construction

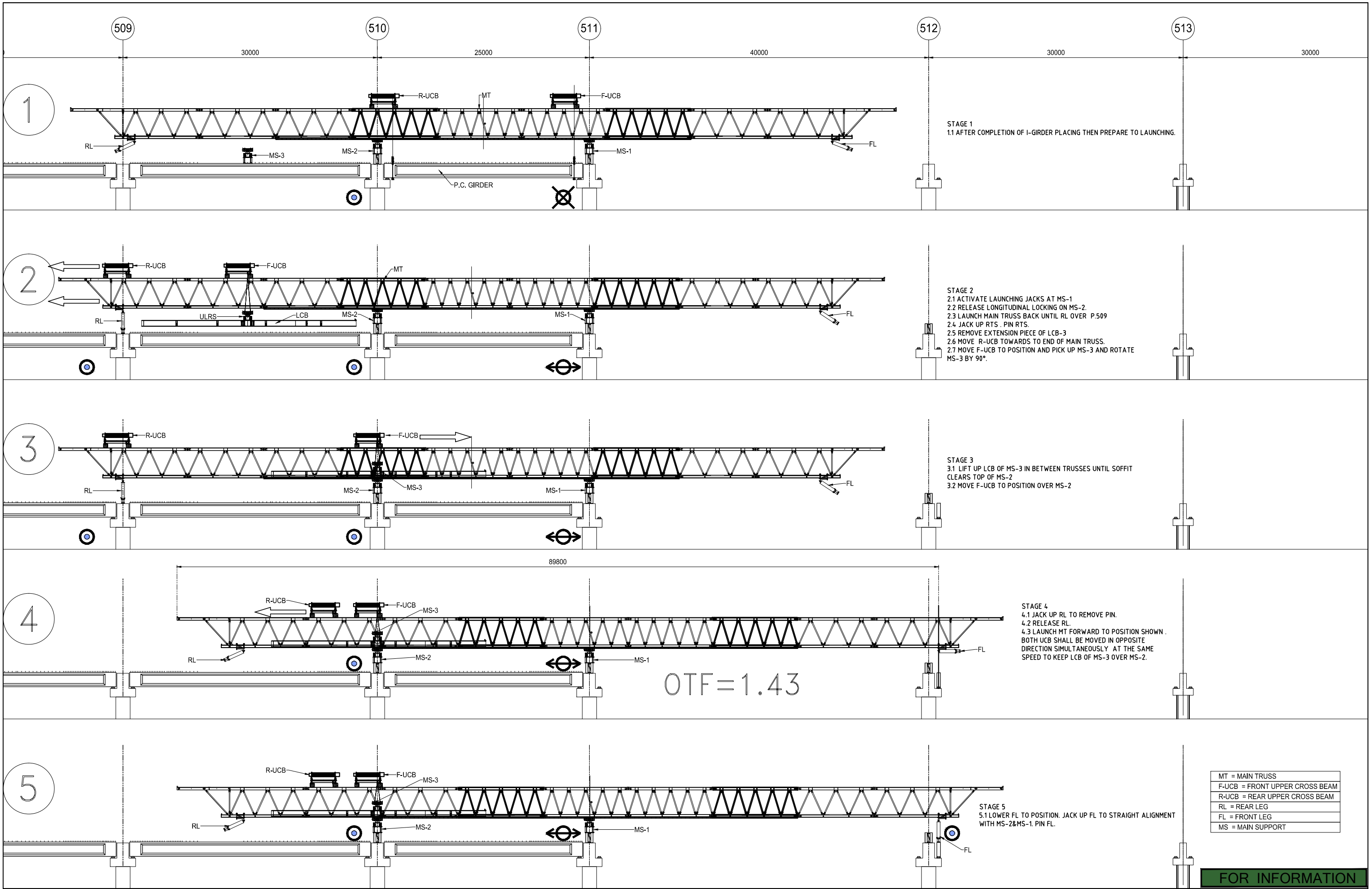
- The safety protection system will be checked during installation, construction, demolition and no debris shall be allowed to fall onto operational railway tracks.
- Guardrail shall be provided around the construction area.
- All workers will use personal protective equipment during work related to each activities.
- The work will be carried out with full environmental protection.
- More detail refer to chapter 4.3
“Safety Plan during Construction and Track Related Safety Plan” of Railway Traffic Management Plan Rev.B.

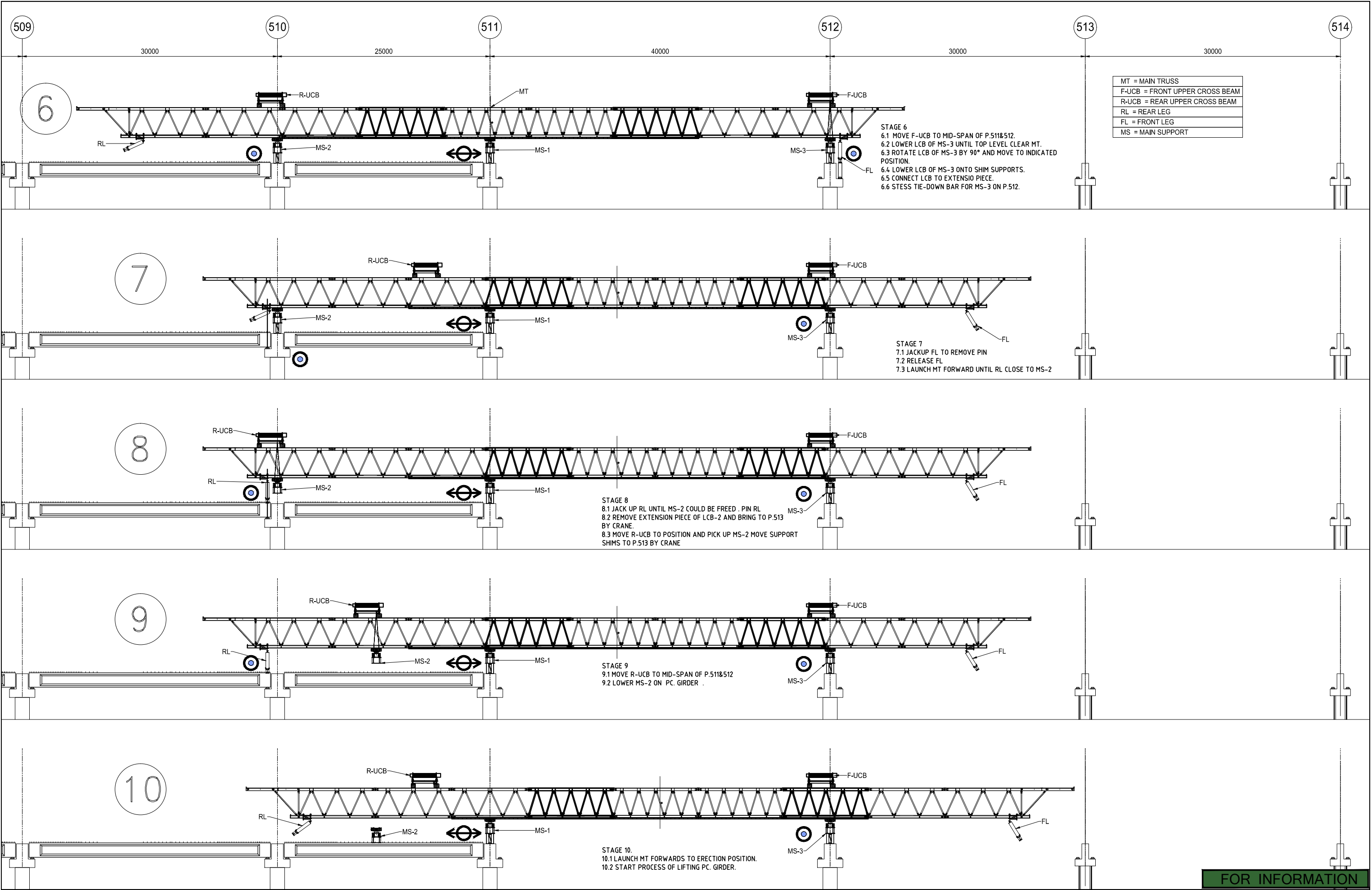


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Example Project's during Construction/Thailand.





MT = MAIN TRUSS
F-UCB = FRONT UPPER CROSS BEAM
R-UCB = REAR UPPER CROSS BEAM
RL = REAR LEG
FL = FRONT LEG
MS = MAIN SUPPORT

STAGE 6
6.1 MOVE F-UCB TO MID-SPAN OF P.511&512.
6.2 LOWER LCB OF MS-3 UNTIL TOP LEVEL CLEAR MT.
6.3 ROTATE LCB OF MS-3 BY 90° AND MOVE TO INDICATED POSITION.
6.4 LOWER LCB OF MS-3 ONTO SHIM SUPPORTS.
6.5 CONNECT LCB TO EXTENSIO PIECE.
6.6 STRESS TIE-DOWN BAR FOR MS-3 ON P.512.

STAGE 7
7.1 JACKUP FL TO REMOVE PIN
7.2 RELEASE FL
7.3 LAUNCH MT FORWARD UNTIL RL CLOSE TO MS-2

STAGE 8
8.1 JACK UP RL UNTIL MS-2 COULD BE FREED . PIN RL
8.2 REMOVE EXTENSION PIECE OF LCB-2 AND BRING TO P.513 BY CRANE.
8.3 MOVE R-UCB TO POSITION AND PICK UP MS-2 MOVE SUPPORT SHIMS TO P.513 BY CRANE

STAGE 9
9.1 MOVE R-UCB TO MID-SPAN OF P.511&512
9.2 LOWER MS-2 ON PC GIRDER .

STAGE 10.
10.1 LAUNCH MT FORWARDS TO ERECTION POSITION.
10.2 START PROCESS OF LIFTING PC GIRDER.

FOR INFORMATION

ATTACHMENTS

Exhibit-A : Outline Organization Structure

Exhibit-B : List of Abbreviations

Exhibit-C : Figure Summary and Tentative Schedule of DEE
Project

Exhibit-A : OUTLINE ORGANIZATION STRUCTURE

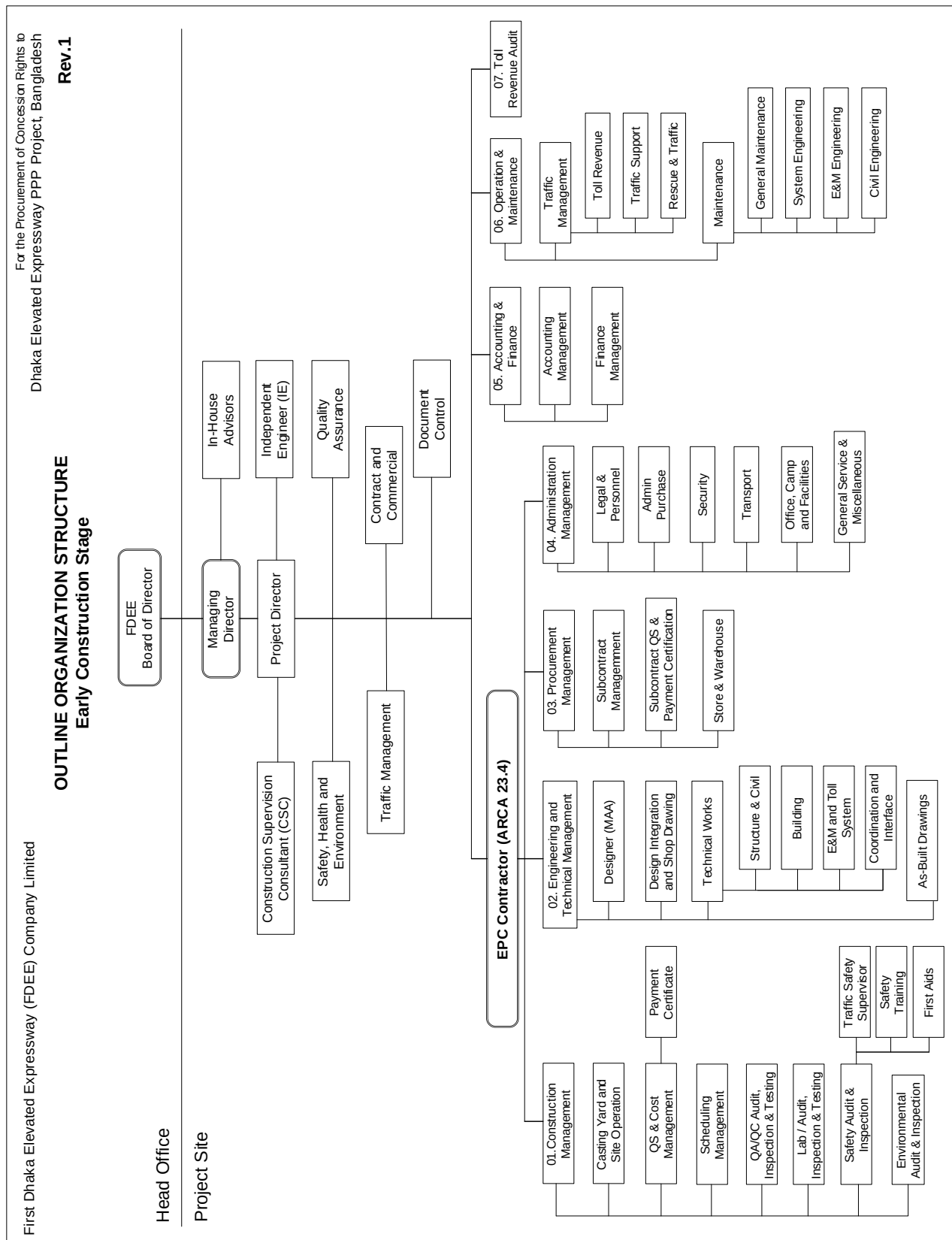


Exhibit-B : List of Abbreviations

Exhibit-B1: Abbreviations for Staff Identified in Railway Traffic Management Plan	
MD	Managing Director
IA	In-house Advisors
PD	Project Director
PM	Project Manager
SHE Manager	Safety, Health and Environment Manager
EPC Contractor	EPC Contractor's Responsible Manager/Engineer

Exhibit-B2: Abbreviations of the Relevant Authorities for Approval (ARCA Schedule 7)			
BB	Bangladesh Bank	DPDC	Dhaka Power Distribution Company
BBA	Bangladesh Bridge Authority	DPHE	Department of Public Health Engineering
BOI	Board of Investment	DTCA	Dhaka Transport Coordination Authority
		DTCB	Dhaka Transport Coordination Board
BPDB	Bangladesh Power Development Board	DWASA	Dhaka Water Supply and Sewerage Authority
BR	Bangladesh Railway	GOB	Government of Bangladesh
BRTA	Bangladesh Road Transport Authority	IRD	Internal Resources Division (M/O Finance)
BTCL	Bangladesh Telecommunication Company Ltd.	MOC	Ministry of Communications (is now Ministry of Road Transport & Bridges)
BTRC	Bangladesh Telecommunication Regulatory Commission	MOEF	Ministry of Environment and Forestry
CCIE	Chief Controller of Imports & Exports	MOF	Ministry of Finance
CI	Controller of Insurance	MOHA	Ministry of Home Affairs
DCC	Dhaka City Corporation	MOI	Ministry of Industries
DESCO	Dhaka Electricity Supply Company	MOPT	Ministry of Post & Telecommunications
DFSCD	Department of Fire Service & Civil Defence	NBR	National Board of Revenue
DMP	Dhaka Metropolitan Police	RAJUK	Rajdhani Unnayan Katripaksha
DOE	Department of Environment	RHD	Roads and Highways Department
DOEXP	Department of Explosives		

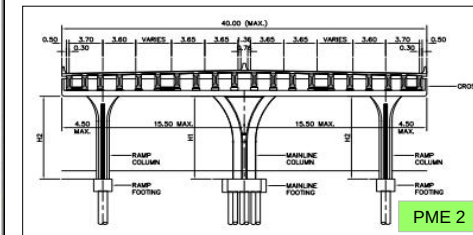
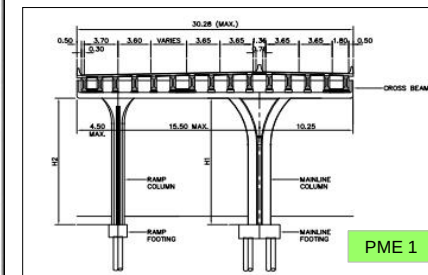
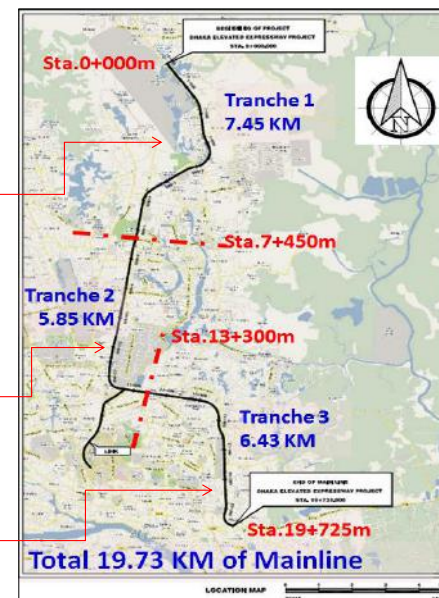
**Exhibit-C : Figure Summary and Tentative Schedule of
DEE Project**

Figure Summary

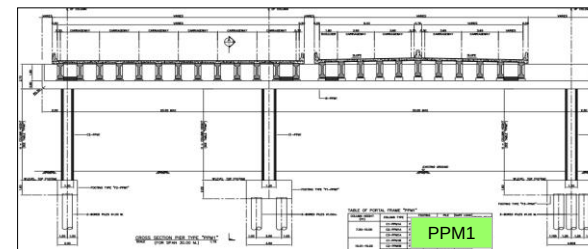
Tranche 1: Sta.0+000m - Sta.7+450m Mainline:				Km	7.45	
Structure Type				Pier	225	
1	PM1, PM2, PM3	Single Pier		Pier	105	105
2	PTM1	Portal Pier		Pier	2	37
3	PTM2, PTM2U	Portal Pier		Pier	23	
4	PTM3, PTM3S	Portal Pier		Pier	12	
5	PME1	Single Pier + Supporting Ramp Pier		Pier	60	83
6	PME3, PME4, PME5, PME6	Single Pier + Supporting Ramp Pier		Pier	16	
7	PPM1, PPM2, PPM3	Single Pier + Supporting Ramp Pier		Pier	7	

Tranche 2: Sta.7+450m - Sta.13+300m Mainline:				Km	5.85	
Structure Type				Pier	200	
1	PM1, PM2, PM3	Single Pier		Pier	19	19
2	PTM1, PTM1S, PTM1T	Portal Pier		Pier	111	157
3	PTM2, PTM2S, PTM2U	Portal Pier		Pier	30	
4	PTM3, PTM3S, PTM3T	Portal Pier		Pier	16	
5	PME1	Single Pier + Supporting Ramp Pier		Pier	19	24
6	PME3, PME4, PME6	Single Pier + Supporting Ramp Pier		Pier	5	

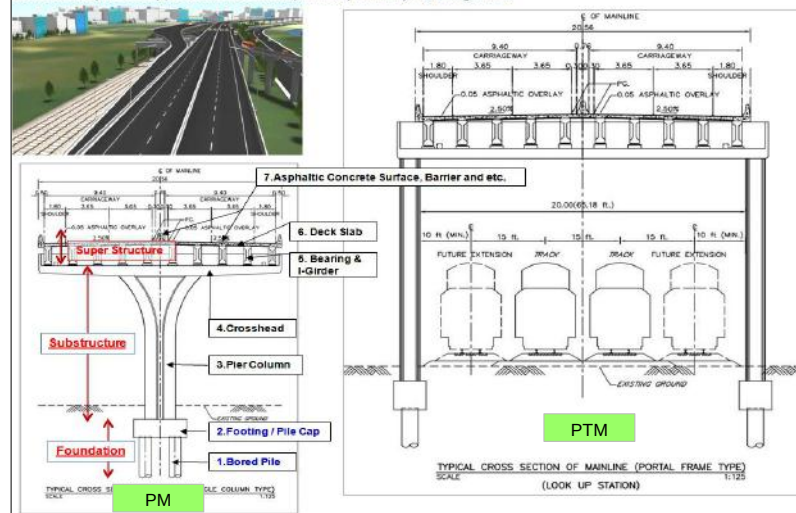
Tranche 3: Sta.13+300m - Sta.19+725m Mainline:				Km	6.43	
Structure Type				Pier	227	
1	PM1, PM2, PM3	Single Pier		Pier	106	106
2	PTM1, PTM1S, PTM1U	Portal Pier		Pier	43	81
3	PTM2	Portal Pier		Pier	11	
4	PTM3, PTM3U	Portal Pier		Pier	27	
5	PME1	Single Pier + Supporting Ramp Pier		Pier	25	40
6	PME3, PME4	Single Pier + Supporting Ramp Pier		Pier	14	
7	PPM1	Single Pier + Supporting Ramp Pier		Pier	1	



Mainline



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Mainline:		
Tranche 1: Sta.0+000m - Sta.7+450m	7.45	Km
Tranche 2: Sta.7+450m - Sta.13+300m	5.85	Km
Tranche 3: Sta.13+300m - Sta.19+725m	6.43	Km
Sum Mainline Length	19.73	Km

Ramp (31 Ramps, EN 15, EX 16 Ramps)		
Ramp On (EN Ramp)	13.96	Km
Ramp Off (EX Ramp)	12.63	Km
Sum Ramp Length	26.58	Km
Sum Length (Mainline+Ramp)	46.31	Km

Cost Center - E		T-1	T-2	T-3	Sum
Toll Collection Booths		17	18	8	43
MTC - Manual Toll Collection	Nos	11	10	6	27
ETC - Electronic Toll Collection	Nos	6	8	2	16
Weigh Station		3	4	3	10
Central Control Building		-	1	-	1

Summary: Structure Type						
Mainline	Unit	T-1	T-2	T-3	Sum	Weight
Single Column Y Shape	Pier	105	19	106	230	35%
Portal Frame	Pier	120	181	121	422	65%
Sum Mainline	Pier	225	200	227	652	100%
Ramp	Unit	T-1	T-2	T-3	Sum	Weight
Abutment	Pier	8	9	6	23	3%
Single Column	Pier	85	357	100	542	77%
Portal Frame	Pier	32	57	54	143	20%
Sum Ramp	Pier	125	423	160	708	100%
Mainline + Ramp	Unit	T-1	T-2	T-3	Sum	Weight
Single Column (ML+Ramp)	Pier	190	376	206	772	58%
Portal Frame (ML+Ramp)	Pier	152	238	175	565	42%
Sum Mainline + Ramp	Pier	342	614	381	1,337	100%

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project													
Drawing Ref.: January 2016										D	Astride over Railway Track		
								T-1	39	pier			
								T-2	160	pier			
								T-3	87	pier			
								Sum	286	pier			
No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
		Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
											L	C	R
1	P-001	PM1	Start of Mainline Pier	+794.000	30.00	Mainline	T-1	A				F-PM1	
2	P-002	PM1		+824.000	30.00	Mainline	T-1	A				F-PM1	
3	P-003	PM1		+854.000	30.00	Mainline	T-1	A				F-PM1	
4	P-004	PM1	Existing	+884.000	30.00	Mainline	T-1	A				F-PM1	
5	P-005	PM1		+914.000	30.00	Mainline	T-1	A				F-PM1	
6	P-006	PM1		+944.000	30.00	Mainline	T-1	A				F-PM1	
7	P-007	PM1		+974.000	30.00	Mainline	T-1	A				F-PM1	
8	P-008	PM1	Existing	+1004.000	30.00	Mainline	T-1	A				F-PM1	
9	P-009	PM1		+1034.000	30.00	Mainline	T-1	A				F-PM1	
10	P-010	PM1		+1064.000	30.00	Mainline	T-1	A				F-PM1	
11	P-011	PM1		+1094.000	30.00	Mainline	T-1	A				F-PM1	
12	P-012	PM1	Existing	+1124.000	30.00	Mainline	T-1	A				F-PM1	
13	P-013	PME1	ML+AP EX-1	+1154.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
14	P-014	PME1	ML+AP EX-1	+1184.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
15	P-015	PME1	ML+AP EX-1	+1214.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
16	P-016	PME1	ML+AP EX-1	+1244.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
17	P-017	PME3	ML+AP EX-1	+1274.000	30.00	Mainline	T-1	A				PME3-1	PME3-2
18	P-018	PPM2	*Dwg??	+1304.000	30.00	Mainline	T-1	D	Astride over Railway Track		PPM2-3	PPM2-1	PPM2-2
19	P-019	PPM1	ML+AP EN-1	+1334.000	30.00	Mainline	T-1	D	Astride over Railway Track		PPM1-3	PPM1-1	PPM1-2
20	P-020	PME4	ML+AP EN-1	+1364.000	30.00	Mainline	T-1	D	Astride over Railway Track		PME4-2	PME4-1	
21	P-021	PPM1	ML+AP EN-1	+1394.000	30.00	Mainline	T-1	D	Astride over Railway Track		PPM1-3	PPM1-1	PPM1-2
22	P-022	PPM1	ML+AP EN-1	+1424.000	30.00	Mainline	T-1	D	Astride over Railway Track		PPM1-3	PPM1-1	PPM1-2
23	P-023	PTM2	ML+AP EN-1	+1454.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-2		PTM2-1
24	P-024	PTM2	ML+AP EN-1	+1484.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-2		PTM2-1
25	P-025	PTM3	ML+AP EN-1	+1514.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3-2		PTM3-1
26	P-026	PME4	ML+AP EN-1	+1544.000	30.00	Mainline	T-1	D	Astride over Railway Track			PME4-1	PME4-2
27	P-027	PM1		+1574.000	30.00	Mainline	T-1	A				F-PM1	
28	P-028	PM1		+1604.000	30.00	Mainline	T-1	A				F-PM1	
29	P-029	PM1		+1634.000	25.00	Mainline	T-1	A				F-PM1	
30	P-030	PM1		+1659.000	25.00	Mainline	T-1	A				F-PM1	
31	P-031	PM1		+1684.000	30.00	Mainline	T-1	A				F-PM1	
32	P-032	PM1		+1714.000	30.00	Mainline	T-1	A				F-PM1	
33	P-033	PME1		+1744.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
34	P-034	PME1		+1774.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39 pier				
									T-2	160 pier				
									T-3	87 pier				
									Sum	286 pier				
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	35	P-035	PME1		+1804.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	36	P-036	PME1		+1834.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	37	P-037	PME1		+1864.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	38	P-038	PME1		+1894.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	39	P-039	PME1		+1924.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	40	P-040	PME1		+1954.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	41	P-041	PME1		+1984.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	42	P-042	PME1		+2014.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	43	P-043	PME1		+2044.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	44	P-044	PME1		+2074.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	45	P-045	PME1		+2104.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	46	P-046	PME1		+2134.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	47	P-047	PME1		+2164.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	48	P-048	PME1		+2194.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	49	P-049	PME1		+2224.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	50	P-050	PM1		+2254.000	30.00	Mainline	T-1	A				F-PM1	
	51	P-051	PM1		+2284.000	30.00	Mainline	T-1	A				F-PM1	
	52	P-052	PM1		+2314.000	30.00	Mainline	T-1	A				F-PM1	
	53	P-053	PM1		+2344.000	30.00	Mainline	T-1	A				F-PM1	
	54	P-054	PM1		+2374.000	30.00	Mainline	T-1	A				F-PM1	
	55	P-055	PM1		+2404.000	30.00	Mainline	T-1	A				F-PM1	
	56	P-056	PM1		+2434.000	30.00	Mainline	T-1	A				F-PM1	
	57	P-057	PM1		+2464.000	30.00	Mainline	T-1	A				F-PM1	
	58	P-058	PM1		+2494.000	30.00	Mainline	T-1	A				F-PM1	
	59	P-059	PM1		+2524.000	30.00	Mainline	T-1	A				F-PM1	
	60	P-060	PM1		+2554.000	30.00	Mainline	T-1	A				F-PM1	
	61	P-061	PM1		+2584.000	29.25	Mainline	T-1	A				F-PM1	
	62	P-062	PM1		+2613.250	29.00	Mainline	T-1	A				F-PM1	
	63	P-063	PM1		+2642.250	25.50	Mainline	T-1	A				F-PM1	
	64	P-064	PM1		+2667.750	26.25	Mainline	T-1	A				F-PM1	
	65	P-065	PM1		+2694.000	30.00	Mainline	T-1	A				F-PM1	
	66	P-066	PM1		+2724.000	29.00	Mainline	T-1	A				F-PM1	
	67	P-067	PM1		+2753.000	29.50	Mainline	T-1	A				F-PM1	
	68	P-068	PM1		+2782.500	29.50	Mainline	T-1	A				F-PM1	
	69	P-069	PM1		+2812.000	29.50	Mainline	T-1	A				F-PM1	

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
No.	Pier No.	Struc.		DEE Sta.	Span			Zone				Footing Type		
		Type		m	m	Zone	Phase	Codition	Description			Up Chainage Looking		
												L	C	R
70	P-070	PM1		+2841.500	30.00	Mainline	T-1	A					F-PM1	
71	P-071	PM1		+2871.500	30.00	Mainline	T-1	A					F-PM1	
72	P-072	PM1		+2901.500	30.00	Mainline	T-1	A					F-PM1	
73	P-073	PM1		+2931.500	25.00	Mainline	T-1	A					F-PM1	
74	P-074	PM1		+2956.500	25.00	Mainline	T-1	A					F-PM1	
75	P-075	PM1		+2981.500	25.00	Mainline	T-1	A					F-PM1	
76	P-076	PM1		+3006.500	28.50	Mainline	T-1	A					F-PM1	
77	P-077	PM1		+3035.000	30.00	Mainline	T-1	A					F-PM1	
78	P-078	PM1		+3065.000	30.00	Mainline	T-1	A					F-PM1	
79	P-079	PM1		+3095.000	30.00	Mainline	T-1	B	Kuril Flyover				F-PM1	
80	P-080	PM1		+3125.000	29.788	Mainline	T-1	B	Kuril Flyover				F-PM1	
81	P-081	PM1		+3154.788	31.212	Mainline	T-1	B	Kuril Flyover				F-PM1	
82	P-082	PM1		+3186.000	27.00	Mainline	T-1	B	Kuril Flyover				F-PM1	
83	P-083	PM1		+3213.000	30.00	Mainline	T-1	B	Kuril Flyover				F-PM1	
84	P-084	PM1		+3243.000	30.00	Mainline	T-1	A					F-PM1	
85	P-085	PM1		+3273.000	30.00	Mainline	T-1	A					F-PM1	
86	P-086	PM1		+3303.000	30.00	Mainline	T-1	A					F-PM1	
87	P-087	PM1		+3333.000	30.00	Mainline	T-1	A					F-PM1	
88	P-088	PM1		+3363.000	30.00	Mainline	T-1	A					F-PM1	
89	P-089	PM1		+3393.000	30.00	Mainline	T-1	A					F-PM1	
90	P-090	PM1		+3423.000	30.00	Mainline	T-1	A					F-PM1	
91	P-091	PM1		+3453.000	30.00	Mainline	T-1	A					F-PM1	
92	P-092	PM1		+3483.000	30.00	Mainline	T-1	A					F-PM1	
93	P-093	PM1		+3513.000	30.00	Mainline	T-1	A					F-PM1	
94	P-094	PM1		+3543.000	30.00	Mainline	T-1	A					F-PM1	
95	P-095	PM1		+3573.000	30.00	Mainline	T-1	A					F-PM1	
96	P-096	PM1		+3603.000	30.00	Mainline	T-1	A					F-PM1	
97	P-097	PM1		+3633.000	30.00	Mainline	T-1	A					F-PM1	
98	P-098	PM1		+3663.000	30.00	Mainline	T-1	A					F-PM1	
99	P-099	PM1		+3693.000	30.00	Mainline	T-1	B	Kuril Flyover				F-PM1	
100	P-100	PM1		+3723.000	30.00	Mainline	T-1	B	Kuril Flyover				F-PM1	
101	P-101	PM1		+3753.000	25.00	Mainline	T-1	B	Kuril Flyover				F-PM1	
102	P-102	PM1		+3778.000	30.00	Mainline	T-1	B	Kuril Flyover				F-PM1	
103	P-103	PM1		+3808.000	30.00	Mainline	T-1	B	Kuril Flyover				F-PM1	
104	P-104	PM1		+3838.000	30.00	Mainline	T-1	B	Kuril Flyover				F-PM1	

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
No.	Pier No.	Struc.		DEE Sta.	Span			Zone				Footing Type		
		Type		m	m	Zone	Phase	Codition	Description			Up Chainage Looking		
												L	C	R
	105	P-105	PM1		+3868.000	30.00	Mainline	T-1	A				F-PM1	
	106	P-106	PM1		+3898.000	30.00	Mainline	T-1	A				F-PM1	
	107	P-107	PM1		+3928.000	30.00	Mainline	T-1	A				F-PM1	
	108	P-108	PM1		+3958.000	30.00	Mainline	T-1	A				F-PM1	
	109	P-109	PM1		+3988.000	30.00	Mainline	T-1	A				F-PM1	
	110	P-110	PM1		+4018.000	30.00	Mainline	T-1	A				F-PM1	
	111	P-111	PM1		+4048.000	30.00	Mainline	T-1	A				F-PM1	
	112	P-112	PM1		+4078.000	30.00	Mainline	T-1	A				F-PM1	
	113	P-113	PM1		+4108.000	30.00	Mainline	T-1	A				F-PM1	
	114	P-114	PM2		+4138.000	25.00	Mainline	T-1	A				F-PM2	
	115	P-115	PM2		+4163.000	25.00	Mainline	T-1	A				F-PM2	
	116	P-116	PTM2		+4188.000	30.00	Mainline	T-1	B	RS Cantonment		PTM2-2		PTM2-1
	117	P-117	PME3		+4218.000	30.00	Mainline	T-1	B	RS Cantonment			PME3-1	PME3-2
	118	P-118	PPM2		+4248.000	30.00	Mainline	T-1	D	Astride over Railway Track		PPM2-3	PPM2-1	PPM2-2
	119	P-119	PME4		+4278.000	30.00	Mainline	T-1	D	Astride over Railway Track			PME4-1	PME4-2
	120	P-120	PTM3S		+4308.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3S		PTM3S
	121	P-121	PTM3S		+4338.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3S		PTM3S
	122	P-122	PTM3S		+4368.000	25.00	Mainline	T-1	D	Astride over Railway Track		PTM3S		PTM3S
	123	P-123	PTM3S		+4393.000	25.00	Mainline	T-1	D	Astride over Railway Track		PTM3S		PTM3S
	124	P-124	PTM3S		+4418.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3S		PTM3S
	125	P-125	PME4		+4448.000	30.00	Mainline	T-1	D	Astride over Railway Track			PME4-1	PME4-2
	126	P-126	PME4		+4478.000	30.00	Mainline	T-1	D	Astride over Railway Track			PME4-1	PME4-2
	127	P-127	PME3		+4508.000	30.00	Mainline	T-1	B	RS Cantonment		PME3-2	PME3-1	
	128	P-128	PME3		+4538.000	30.00	Mainline	T-1	B	RS Cantonment		PME3-2	PME3-1	
	129	P-129	PME1		+4568.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	130	P-130	PME5	*Dwg??	+4598.000	30.00	Mainline	T-1	B	RS Cantonment		PME5-2	PME5-1	
	131	P-131	PME5	*Dwg??	+4628.000	25.00	Mainline	T-1	B	RS Cantonment		PME5-2	PME5-1	
	132	P-132	PME5	*Dwg??	+4653.000	25.00	Mainline	T-1	B	RS Cantonment		PME5-2	PME5-1	
	133	P-133	PME1		+4678.000	25.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	134	P-134	PME1		+4703.000	25.50	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	135	P-135	PME6	*Dwg??	+4728.500	34.50	Mainline	T-1	B	RS Cantonment		PME6-2	PME6-1	
	136	P-136	PME5	*Dwg??	+4763.000	30.00	Mainline	T-1	B	RS Cantonment		PME5-2	PME5-1	
	137	P-137	PME1		+4793.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	138	P-138	PME1		+4823.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	139	P-139	PME1		+4853.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39 pier				
									T-2	160 pier				
									T-3	87 pier				
									Sum	286 pier				
No.	Pier No.	Struc.		DEE Sta.	Span			Zone				Footing Type		
		Type		m	m	Zone	Phase	Codition	Description			Up Chainage Looking		
												L	C	R
	140	P-140	PME1		+4883.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	141	P-141	PME1		+4913.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	142	P-142	PME1		+4943.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	143	P-143	PME1		+4973.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	144	P-144	PME1		+5003.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	145	P-145	PME1		+5033.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	146	P-146	PME1		+5063.000	30.00	Mainline	T-1	B	RS Cantonment		PME1-2	PME1-1	
	147	P-147	PM1		+5093.000	30.00	Mainline	T-1	B	RS Cantonment			F-PM1	
	148	P-148	PM1		+5123.000	30.00	Mainline	T-1	B	RS Cantonment			F-PM1	
	149	P-149	PM1		+5153.000	30.00	Mainline	T-1	B	RS Cantonment			F-PM1	
	150	P-150	PME4		+5183.000	30.00	Mainline	T-1	D	Astride over Railway Track			PME4-1	PME4-2
	151	P-151	PME4		+5213.000	30.00	Mainline	T-1	D	Astride over Railway Track			PME4-1	PME4-2
	152	P-152	PTM3		+5243.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3-1		PTM3-2
	153	P-153	PTM2		+5273.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	154	P-154	PTM2		+5303.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	155	P-155	PTM2		+5333.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	156	P-156	PTM2		+5363.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	157	P-157	PTM2		+5393.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	158	P-158	PTM2		+5423.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	159	P-159	PTM2		+5453.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	160	P-160	PTM2		+5483.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	161	P-161	PTM2		+5513.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	162	P-162	PTM2		+5543.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	163	P-163	PTM2		+5573.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	164	P-164	PTM2		+5603.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM2-1		PTM2-2
	165	P-165	PTM3		+5633.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3-2		PTM3-1
	166	P-166	PTM3		+5663.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3-2		PTM3-1
	167	P-167	PM2		+5693.000	35.00	Mainline	T-1	B	DOHS Bypass Road			F-PM2	
	168	P-168	PM2		+5728.000	35.00	Mainline	T-1	B	DOHS Bypass Road			F-PM2	
	169	P-169	PM2		+5763.000	35.00	Mainline	T-1	B	Banani Flyover			F-PM2	
	170	P-170	PM2		+5798.000	30.00	Mainline	T-1	B	Banani Flyover			F-PM2	
	171	P-171	PM3		+5828.000	40.00	Mainline	T-1	B	Banani Flyover			F-PM3	
	172	P-172	PTM2U		+5868.000	30.00	Mainline	T-1	B	Banani Flyover		PTM2U-1		PTM2U-1
	173	P-173	PTM3		+5898.000	30.00	Mainline	T-1	B	Banani Flyover		PTM3-2		PTM3-1
	174	P-174	PM1		+5928.000	25.00	Mainline	T-1	B	Banani Flyover			F-PM1	

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39 pier				
									T-2	160 pier				
									T-3	87 pier				
									Sum	286 pier				
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	175	P-175	PM1		+5953.000	30.00	Mainline	T-1	B	Banani Flyover			F-PM1	
	176	P-176	PM1		+5983.000	30.00	Mainline	T-1	B	Banani Flyover			F-PM1	
	177	P-177	PM1		+6013.000	30.00	Mainline	T-1	B	Banani Flyover			F-PM1	
	178	P-178	PM1		+6043.000	30.00	Mainline	T-1	A				F-PM1	
	179	P-179	PM1		+6073.000	30.00	Mainline	T-1	A				F-PM1	
	180	P-180	PME1		+6103.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	181	P-181	PME1		+6133.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	182	P-182	PME1		+6163.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	183	P-183	PME1		+6193.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	184	P-184	PME1		+6223.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	185	P-185	PME1		+6253.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	186	P-186	PME1		+6283.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	187	P-187	PME1		+6313.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	188	P-188	PME1		+6343.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	189	P-189	PME1		+6373.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	190	P-190	PME1		+6403.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	191	P-191	PME1		+6433.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	192	P-192	PME1		+6463.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	193	P-193	PME1		+6493.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	194	P-194	PME1		+6523.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	195	P-195	PME1		+6553.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	196	P-196	PME1		+6583.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	197	P-197	PME1		+6613.000	30.00	Mainline	T-1	A				PME1-1	PME1-2
	198	P-198	PM1		+6643.000	30.00	Mainline	T-1	A				F-PM1	
	199	P-199	PM1		+6673.000	30.00	Mainline	T-1	A				F-PM1	
	200	P-200	PME1		+6703.000	27.00	Mainline	T-1	A			PME1-2	PME1-1	
	201	P-201	PME1		+6730.000	25.00	Mainline	T-1	A			PME1-2	PME1-1	
	202	P-202	PME1		+6755.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	203	P-203	PME1		+6785.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	204	P-204	PME1		+6815.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	205	P-205	PME1		+6845.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	206	P-206	PME1		+6875.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	207	P-207	PME1		+6905.000	30.00	Mainline	T-1	A			PME1-2	PME1-1	
	208	P-208	PM1		+6935.000	30.00	Mainline	T-1	A				F-PM1	
	209	P-209	PM1		+6965.000	30.00	Mainline	T-1	A				F-PM1	

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track					
Drawing Ref.: January 2016									T-1	39	pier				
									T-2	160	pier				
									T-3	87	pier				
									Sum	286	pier				
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type			
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking			
												L	C	R	
	210	P-210	PM1		+6995.000	30.00	Mainline	T-1	A					F-PM1	
	211	P-211	PTM2		+7025.000	30.00	Mainline	T-1	C			PTM2-1			PTM2-2
	212	P-212	PTM2		+7055.000	25.00	Mainline	T-1	C			PTM2-1			PTM2-2
	213	P-213	PTM2		+7080.000	25.00	Mainline	T-1	C			PTM2-1			PTM2-2
	214	P-214	PTM2		+7105.000	30.00	Mainline	T-1	C			PTM2-1			PTM2-2
	215	P-215	PTM2		+7135.000	30.00	Mainline	T-1	C			PTM2-1			PTM2-2
	216	P-216	PTM2		+7165.000	30.00	Mainline	T-1	C			PTM2-1			PTM2-2
	217	P-217	PTM2		+7195.000	30.00	Mainline	T-1	C			PTM2-1			PTM2-2
	218	P-218	PTM1		+7225.000	30.00	Mainline	T-1	C			PTM1-1			PTM1-1
	219	P-219	PTM1		+7255.000	30.00	Mainline	T-1	C			PTM1-1			PTM1-1
	220	P-220	PM1		+7285.000	30.00	Mainline	T-1	A					F-PM1	
	221	P-221	PM1		+7315.000	30.00	Mainline	T-1	A					F-PM1	
	222	P-222	PPM3	ML+BN-EX2	+7345.000	30.00	Mainline	T-1	D	Astride over Railway Track		PPM3-1	PPM3-2		PPM3-1
	223	P-223	PPM3	ML+BN-EX2	+7375.000	30.00	Mainline	T-1	D	Astride over Railway Track		PPM3-1	PPM3-2		PPM3-1
	224	P-224	PTM3S	ML+BN-EX2	+7405.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3S			PTM3S
	225	P-225	PTM3S	ML+BN-EX2	+7435.000	30.00	Mainline	T-1	D	Astride over Railway Track		PTM3S			PTM3S
	226	P-226	PTM3S	ML+BN-EX2	+7465.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S			PTM3S
	227	P-227	PTM3S	ML+BN-EX2	+7495.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S			PTM3S
	228	P-228	PTM3S	ML+BN-EX2	+7525.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S			PTM3S
	229	P-229	PTM3S	ML+BN-EX2	+7555.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S			PTM3S
	230	P-230	PTM1		+7585.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	231	P-231	PTM1		+7615.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	232	P-232	PTM1		+7645.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	233	P-233	PTM1		+7675.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	234	P-234	PTM1		+7705.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	235	P-235	PTM1		+7735.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	236	P-236	PTM1		+7765.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	237	P-237	PTM1		+7795.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	238	P-238	PTM1		+7825.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	239	P-239	PTM1		+7855.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	240	P-240	PTM1		+7885.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	241	P-241	PTM1		+7915.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	242	P-242	PTM1		+7945.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	243	P-243	PTM1		+7975.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1
	244	P-244	PTM1		+8005.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1			PTM1-1

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Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
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	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	245	P-245	PTM1		+8035.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	246	P-246	PTM1T		+8065.000	35.00	Mainline	T-2	D	Astride over Railway Track		PTM1T-1		PTM1T-2
	247	P-247	PTM1T		+8100.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1T-1		PTM1T-2
	248	P-248	PTM1		+8130.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	249	P-249	PTM1		+8160.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	250	P-250	PTM1		+8190.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	251	P-251	PTM1		+8220.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	252	P-252	PTM1		+8250.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	253	P-253	PTM1		+8280.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	254	P-254	PTM1		+8310.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	255	P-255	PTM1		+8340.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	256	P-256	PTM1		+8370.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	257	P-257	PTM1		+8400.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	258	P-258	PTM1T		+8430.000	32.00	Mainline	T-2	D	Astride over Railway Track		PTM1T-2		PTM1T-1
	259	P-259	PTM3T		+8462.000	35.00	Mainline	T-2	D	Astride over Railway Track		PTM3T-2		PTM3T-1
	260	P-260	PTM3T		+8497.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM3T-2		PTM3T-1
	261	P-261	PTM1		+8522.000	28.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	262	P-262	PTM1		+8550.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	263	P-263	PTM1		+8580.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	264	P-264	PTM2S	Connect BN-EN2	+8610.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	265	P-265	PTM1S	Connect BN-EN2	+8635.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	266	P-266	PTM1S	Connect BN-EN2	+8660.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	267	P-267	PTM1S	Connect BN-EN2	+8690.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	268	P-268	PTM1S	Connect BN-EN2	+8720.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	269	P-269	PTM1S	Connect BN-EN2	+8750.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	270	P-270	PTM1S	Connect BN-EN2	+8780.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	271	P-271	PTM1		+8810.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	272	P-272	PTM1		+8840.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	273	P-273	PTM1		+8870.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	274	P-274	PTM1		+8900.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	275	P-275	PTM1		+8930.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	276	P-276	PTM1		+8960.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	277	P-277	PTM1		+8990.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	278	P-278	PTM1		+9020.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	279	P-279	PTM1		+9050.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	280	P-280	PTM1		+9080.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	281	P-281	PTM1		+9110.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	282	P-282	PTM1		+9140.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	283	P-283	PTM1		+9170.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	284	P-284	PTM1		+9200.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	285	P-285	PTM1		+9230.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	286	P-286	PTM1		+9260.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	287	P-287	PTM1		+9290.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	288	P-288	PTM1		+9320.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	289	P-289	PTM1		+9345.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	290	P-290	PTM1		+9370.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	291	P-291	PTM1		+9395.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	292	P-292	PTM3	Crossing Mohakhali Flyover	+9420.000	22.00	Mainline	T-2	D	Astride over Railway Track		PTM3-1		PTM3-2
	293	P-293	PTM3	Crossing Mohakhali Flyover	+9442.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3-2		PTM3-1
	294	P-294	PTM1S		+9472.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	295	P-295	PTM1S		+9502.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	296	P-296	PTM1S		+9532.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	297	P-297	PTM1S		+9562.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	298	P-298	PTM2S		+9592.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	299	P-299	PTM2S		+9622.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	300	P-300	PTM1		+9652.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	301	P-301	PTM1		+9682.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	302	P-302	PTM1		+9712.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	303	P-303	PTM1		+9742.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	304	P-304	PTM1		+9772.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	305	P-305	PTM1		+9802.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	306	P-306	PTM1		+9832.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	307	P-307	PTM1		+9857.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	308	P-308	PTM1		+9882.000	29.50	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	309	P-309	PTM1T		+9911.500	35.00	Mainline	T-2	D	Astride over Railway Track		PTM1T-2		PTM1T-1
	310	P-310	PTM1T		+9946.500	23.50	Mainline	T-2	D	Astride over Railway Track		PTM1T-2		PTM1T-1
	311	P-311	PTM1		+9970.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	312	P-312	PTM1		+9995.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	313	P-313	PTM1		+10020.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	314	P-314	PTM1		+10045.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1

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Drawing Ref.: January 2016								T-1	39	pier				
								T-2	160	pier				
								T-3	87	pier				
								Sum	286	pier				
No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type			
		Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking			
											L	C	R	
	315	P-315	PTM1		+10075.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	316	P-316	PTM1		+10105.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	317	P-317	PTM1		+10135.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	318	P-318	PTM1		+10165.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	319	P-319	PTM1		+10195.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	320	P-320	PTM1		+10225.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	321	P-321	PTM1		+10255.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	322	P-322	PTM1		+10285.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	323	P-323	PTM1		+10315.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	324	P-324	PTM1		+10345.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	325	P-325	PTM3S		+10375.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	326	P-326	PTM3S		+10405.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	327	P-327	PTM2S		+10435.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	328	P-328	PTM2S		+10465.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	329	P-329	PTM2S		+10495.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	330	P-330	PTM2S		+10525.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	331	P-331	PTM2S		+10555.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	332	P-332	PTM2S		+10585.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	333	P-333	PTM2S		+10615.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	334	P-334	PTM3S		+10645.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	335	P-335	PTM3S		+10675.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	336	P-336	PME1		+10705.000	30.00	Mainline	T-2	B			PME1-1		PME1-2
	337	P-337	PME1		+10735.000	30.00	Mainline	T-2	B			PME1-1		PME1-2
	338	P-338	PME1		+10765.000	30.00	Mainline	T-2	B			PME1-1		PME1-2
	339	P-339	PME1		+10795.000	30.00	Mainline	T-2	B			PME1-1		PME1-2
	340	P-340	PME1		+10825.000	30.00	Mainline	T-2	B			PME1-1		PME1-2
	341	P-341	PME1		+10855.000	30.00	Mainline	T-2	B			PME1-1		PME1-2
	342	P-342	PME1		+10885.000	30.00	Mainline	T-2	B			PME1-1		PME1-2
	343	P-343	PM1		+10915.000	30.00	Mainline	T-2	B			F-PM1		
	344	P-344	PM1		+10945.000	24.00	Mainline	T-2	B			F-PM1		
	345	P-345	PM1		+10969.000	30.00	Mainline	T-2	B			F-PM1		
	346	P-346	PM2	Crossing TEJ Ramp	+10999.000	34.00	Mainline	T-2	B			F-PM2		
	347	P-347	PM3	Crossing TEJ Ramp	+11033.000	38.00	Mainline	T-2	B			F-PM3		
	348	P-348	PM3	Crossing TEJ Ramp	+11071.000	30.00	Mainline	T-2	B			F-PM3		
	349	P-349	PME1		+11101.000	30.00	Mainline	T-2	B			PME1-1		PME1-2

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	350	P-350	PME1		+11131.000	30.00	Mainline	T-2	B				PME1-1	PME1-2
	351	P-351	PME1		+11161.000	30.00	Mainline	T-2	B				PME1-1	PME1-2
	352	P-352	PME1		+11191.000	30.00	Mainline	T-2	B				PME1-1	PME1-2
	353	P-353	PME1		+11221.000	30.00	Mainline	T-2	B				PME1-1	PME1-2
	354	P-354	PME1		+11251.000	30.00	Mainline	T-2	B				PME1-1	PME1-2
	355	P-355	PME1		+11281.000	22.00	Mainline	T-2	B				PME1-1	PME1-2
	356	P-356	PM2		+11303.000	33.00	Mainline	T-2	B				F-PM2	
	357	P-357	PM2		+11336.000	25.00	Mainline	T-2	B				F-PM2	
	358	P-358	PM1		+11361.000	25.00	Mainline	T-2	B				F-PM1	
	359	P-359	PM1		+11386.000	25.00	Mainline	T-2	B				F-PM1	
	360	P-360	PM1		+11411.000	30.00	Mainline	T-2	B				F-PM1	
	361	P-361	PM1		+11441.000	30.00	Mainline	T-2	B				F-PM1	
	362	P-362	PM1		+11471.000	30.00	Mainline	T-2	B				F-PM1	
	363	P-363	PM1		+11501.000	30.00	Mainline	T-2	B				F-PM1	
	364	P-364	PM1		+11531.000	30.00	Mainline	T-2	B				F-PM1	
	365	P-365	PM1		+11561.000	30.00	Mainline	T-2	B				F-PM1	
	366	P-366	PM1		+11591.000	30.00	Mainline	T-2	B				F-PM1	
	367	P-367	PM1		+11621.000	30.00	Mainline	T-2	B				F-PM1	
	368	P-368	PM1		+11651.000	30.00	Mainline	T-2	B				F-PM1	
	369	P-369	PME1		+11681.000	30.00	Mainline	T-2	B			PME1-2	PME1-1	
	370	P-370	PME1		+11711.000	30.00	Mainline	T-2	B			PME1-2	PME1-1	
	371	P-371	PME1		+11741.000	30.00	Mainline	T-2	B			PME1-2	PME1-1	
	372	P-372	PTM2T	*Dwg??	+11771.000	35.00	Mainline	T-2	B			PTM2T-2		PTM2T-1
	373	P-373	PME6	*Dwg??	+11806.000	25.00	Mainline	T-2	B			PME6-2	PME6-1	
	374	P-374	PME1		+11831.000	30.00	Mainline	T-2	B			PME1-2	PME1-1	
	375	P-375	PME1		+11861.000	30.00	Mainline	T-2	B			PME1-2	PME1-1	
	376	P-376	PME4		+11891.000	30.00	Mainline	T-2	D	Astride over Railway Track		PME4-2	PME4-1	
	377	P-377	PME3		+11921.000	30.00	Mainline	T-2	D	Astride over Railway Track		PME3-2	PME3-1	
	378	P-378	PME3		+11951.000	30.00	Mainline	T-2	D	Astride over Railway Track		PME3-2	PME3-1	
	379	P-379	PTM3S		+11981.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	380	P-380	PME4		+12011.000	30.00	Mainline	T-2	D	Astride over Railway Track		PME4-2	PME4-1	
	381	P-381	PTM2S		+12041.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	382	P-382	PTM2S		+12071.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	383	P-383	PTM2S		+12101.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	384	P-384	PTM2S		+12131.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	385	P-385	PTM2S		+12161.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	386	P-386	PTM2S		+12191.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	387	P-387	PTM2S		+12221.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	388	P-388	PTM2S		+12251.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	389	P-389	PTM3S		+12281.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	390	P-390	PTM3S		+12311.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	391	P-391	PTM3S		+12341.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	392	P-392	PTM1S		+12371.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	393	P-393	PTM1S		+12401.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	394	P-394	PTM1S		+12431.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	395	P-395	PTM1S		+12461.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	396	P-396	PTM1S		+12491.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	397	P-397	PTM1S		+12521.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	398	P-398	PTM2S		+12551.000	24.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	399	P-399	PTM2S		+12575.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	400	P-400	PTM1		+12600.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	401	P-401	PTM1		+12625.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	402	P-402	PTM1		+12650.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	403	P-403	PTM1		+12675.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	404	P-404	PTM2		+12705.000	28.00	Mainline	T-2	D	Astride over Railway Track		PTM2-2		PTM2-1
	405	P-405	PTM1		+12733.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	406	P-406	PTM1S		+12763.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	407	P-407	PTM1S		+12793.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	408	P-408	PTM1S		+12823.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	409	P-409	PTM1S		+12848.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	410	P-410	PTM1S		+12873.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	411	P-411	PTM2S		+12898.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	412	P-412	PTM1		+12923.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	413	P-413	PTM1		+12953.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	414	P-414	PTM1		+12983.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	415	P-415	PTM1		+13013.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	416	P-416	PTM1		+13038.000	25.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	417	P-417	PTM1		+13063.000	20.00	Mainline	T-2	D	Astride over Railway Track		PTM1-1		PTM1-1
	418	P-418	PTM1T		+13083.000	35.00	Mainline	T-2	D	Astride over Railway Track		PTM1T-2		PTM1T-1
	419	P-419	PTM3T		+13118.000	22.00	Mainline	T-2	D	Astride over Railway Track		PTM3T-2		PTM3T-1

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	420	P-420	PTM3S		+13140.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM3S-1		PTM3S-1
	421	P-421	PTM2S		+13170.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	422	P-422	PTM2S		+13200.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	423	P-423	PTM2S		+13230.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	424	P-424	PTM2S		+13260.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	425	P-425	PTM2S		+13290.000	30.00	Mainline	T-2	D	Astride over Railway Track		PTM2S-1		PTM2S-1
	426	P-426	PTM1S		+13320.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	427	P-427	PTM1S		+13350.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1S-1		PTM1S-1
	428	P-428	PTM1		+13380.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	429	P-429	PTM1		+13410.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	430	P-430	PTM1		+13440.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	431	P-431	PTM1		+13470.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	432	P-432	PTM2		+13500.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM2-1		PTM2-2
	433	P-433	PTM2		+13530.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM2-1		PTM2-2
	434	P-434	PTM2		+13560.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM2-1		PTM2-2
	435	P-435	PTM1		+13590.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	436	P-436	PTM1		+13620.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	437	P-437	PTM1		+13650.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	438	P-438	PTM1		+13680.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	439	P-439	PTM1		+13710.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	440	P-440	PTM1		+13740.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	441	P-441	PTM1		+13770.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	442	P-442	PTM1		+13800.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	443	P-443	PTM1		+13830.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	444	P-444	PTM1		+13860.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	445	P-445	PTM1		+13890.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	446	P-446	PTM1		+13920.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	447	P-447	PTM1		+13950.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	448	P-448	PTM1		+13980.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	449	P-449	PTM1		+14010.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	450	P-450	PTM1		+14040.000	27.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	451	P-451	PTM1		+14067.000	25.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	452	P-452	PTM1		+14092.000	25.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	453	P-453	PTM1		+14117.000	25.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	454	P-454	PTM1		+14142.000	25.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
No.	Pier No.	Struc.		DEE Sta.	Span			Zone				Footing Type		
		Type		m	m	Zone	Phase	Codition	Description			Up Chainage Looking		
												L	C	R
455	P-455	PTM1		+14167.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM1-1		PTM1-1
456	P-456	PTM1		+14197.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM1-1		PTM1-1
457	P-457	PTM1		+14227.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM1-1		PTM1-1
458	P-458	PTM1		+14257.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM1-1		PTM1-1
459	P-459	PTM3		+14287.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
460	P-460	PTM3		+14317.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
461	P-461	PTM3		+14347.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
462	P-462	PTM3		+14377.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
463	P-463	PTM3		+14407.000	27.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
464	P-464	PTM3		+14434.000	25.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
465	P-465	PTM3		+14459.000	25.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
466	P-466	PTM3		+14484.000	25.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
467	P-467	PTM3		+14509.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
468	P-468	PTM3		+14539.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
469	P-469	PTM3		+14569.000	30.00	Mainline	T-3	D	Astride over Railway Track			PTM3-2		PTM3-1
470	P-470	PM1		+14599.000	30.00	Mainline	T-3	B					F-PM1	
471	P-471	PM1		+14629.000	30.00	Mainline	T-3	B					F-PM1	
472	P-472	PM1		+14659.000	30.00	Mainline	T-3	B					F-PM1	
473	P-473	PM1		+14689.000	30.00	Mainline	T-3	B					F-PM1	
474	P-474	PM1		+14719.000	30.00	Mainline	T-3	B					F-PM1	
475	P-475	PM1		+14749.000	30.00	Mainline	T-3	B					F-PM1	
476	P-476	PM1		+14779.000	30.00	Mainline	T-3	B					F-PM1	
477	P-477	PM1		+14809.000	30.00	Mainline	T-3	B					F-PM1	
478	P-478	PM1		+14839.000	30.00	Mainline	T-3	B					F-PM1	
479	P-479	PM1		+14869.000	30.00	Mainline	T-3	B					F-PM1	
480	P-480	PM1		+14899.000	30.00	Mainline	T-3	B					F-PM1	
481	P-481	PM1		+14929.000	30.00	Mainline	T-3	B					F-PM1	
482	P-482	PM1		+14959.000	30.00	Mainline	T-3	B					F-PM1	
483	P-483	PM1		+14989.000	30.00	Mainline	T-3	B					F-PM1	
484	P-484	PM1		+15019.000	30.00	Mainline	T-3	B					F-PM1	
485	P-485	PM1		+15049.000	30.00	Mainline	T-3	B					F-PM1	
486	P-486	PM1		+15079.000	30.00	Mainline	T-3	B					F-PM1	
487	P-487	PM1		+15109.000	30.00	Mainline	T-3	B					F-PM1	
488	P-488	PM1		+15139.000	30.00	Mainline	T-3	B					F-PM1	
489	P-489	PM1		+15169.000	30.00	Mainline	T-3	B					F-PM1	

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	490	P-490	PM1		+15199.000	30.00	Mainline	T-3	B				F-PM1	
	491	P-491	PM1		+15229.000	30.00	Mainline	T-3	B				F-PM1	
	492	P-492	PM1		+15259.000	30.00	Mainline	T-3	B				F-PM1	
	493	P-493	PM1		+15289.000	30.00	Mainline	T-3	B				F-PM1	
	494	P-494	PM1		+15319.000	30.00	Mainline	T-3	B				F-PM1	
	495	P-495	PM1		+15349.000	30.00	Mainline	T-3	B				F-PM1	
	496	P-496	PM1		+15379.000	30.00	Mainline	T-3	B				F-PM1	
	497	P-497	PM1		+15409.000	30.00	Mainline	T-3	B				F-PM1	
	498	P-498	PM1		+15439.000	30.00	Mainline	T-3	B				F-PM1	
	499	P-499	PM1		+15469.000	30.00	Mainline	T-3	B				F-PM1	
	500	P-500	PM1		+15499.000	30.00	Mainline	T-3	B				F-PM1	
	501	P-501	PM1		+15529.000	25.00	Mainline	T-3	B				F-PM1	
	502	P-502	PM1		+15554.000	25.00	Mainline	T-3	B				F-PM1	
	503	P-503	PME3		+15579.000	30.00	Mainline	T-3	D	Astride over Railway Track			PME3-1	PME3-2
	504	P-504	PME4		+15609.000	30.00	Mainline	T-3	D	Astride over Railway Track			PME4-1	PME4-2
	505	P-505	PME4		+15639.000	30.00	Mainline	T-3	D	Astride over Railway Track			PME4-1	PME4-2
	506	P-506	PME4		+15669.000	30.00	Mainline	T-3	D	Astride over Railway Track			PME4-1	PME4-2
	507	P-507	PTM3		+15699.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM3-2		PTM3-1
	508	P-508	PTM3		+15729.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM3-2		PTM3-1
	509	P-509	PTM3		+15759.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM3-2		PTM3-1
	510	P-510	PTM3		+15789.000	25.00	Mainline	T-3	D	Astride over Railway Track		PTM3-2		PTM3-1
	511	P-511	PTM3U		+15814.000	40.00	Mainline	T-3	D	Astride over Railway Track		PTM3U-1		PTM3U-1
	512	P-512	PTM1U		+15854.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1U-1		PTM1U-2
	513	P-513	PTM1		+15884.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	514	P-514	PTM1		+15914.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	515	P-515	PTM1		+15944.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	516	P-516	PTM1		+15974.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	517	P-517	PTM1		+16004.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	518	P-518	PTM1		+16034.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	519	P-519	PTM1		+16064.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	520	P-520	PTM1		+16094.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	521	P-521	PTM1		+16124.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	522	P-522	PTM1		+16154.000	25.00	Mainline	T-3	D	Astride over Railway Track		PTM1-1		PTM1-1
	523	P-523	PTM2		+16179.000	25.00	Mainline	T-3	D	Astride over Railway Track		PTM2-1		PTM2-2
	524	P-524	PTM2		+16204.000	30.00	Mainline	T-3	D	Astride over Railway Track		PTM2-1		PTM2-2

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Drawing Ref.: January 2016									T-1	39	pier			
									T-2	160	pier			
									T-3	87	pier			
									Sum	286	pier			
No.	Pier No.	Struc.		DEE Sta.	Span			Zone				Footing Type		
		Type		m	m	Zone	Phase	Codition	Description			Up Chainage Looking		
												L	C	R
525	P-525	PME1		+16234.000	30.00	Mainline	T-3	D	Astride over Railway Track			PME1-2	PME1-1	
526	P-526	PME1		+16264.000	30.00	Mainline	T-3	D	Astride over Railway Track			PME1-2	PME1-1	
527	P-527	PME1		+16294.000	30.00	Mainline	T-3	D	Astride over Railway Track			PME1-2	PME1-1	
528	P-528	PME1		+16324.000	30.00	Mainline	T-3	D	Astride over Railway Track			PME1-2	PME1-1	
529	P-529	PME1		+16354.000	28.00	Mainline	T-3	D	Astride over Railway Track			PME1-2	PME1-1	
530	P-530	PME1		+16382.000	28.00	Mainline	T-3	D	Astride over Railway Track			PME1-2	PME1-1	
531	P-531	PME1		+16410.000	18.00	Mainline	T-3	D	Astride over Railway Track			PME1-2	PME1-1	
532	P-532	PM2		+16428.000	35.00	Mainline	T-3	D	Astride over Railway Track				F-PM2	
533	P-533	PM2		+16463.000	25.00	Mainline	T-3	D	Astride over Railway Track				F-PM2	
534	P-534	PM1		+16488.000	30.00	Mainline	T-3	D	Astride over Railway Track				F-PM1	
535	P-535	PME1		+16518.000	30.00	Mainline	T-3	D	Astride over Railway Track				PME1-1	PME1-2
536	P-536	PME1		+16548.000	30.00	Mainline	T-3	D	Astride over Railway Track				PME1-1	PME1-2
537	P-537	PME3		+16578.000	30.00	Mainline	T-3	D	Astride over Railway Track				PME3-1	PME3-2
538	P-538	PME4		+16608.000	30.00	Mainline	T-3	D	Astride over Railway Track				PME4-1	PME4-2
539	P-539	PME4		+16638.000	30.00	Mainline	T-3	D	Astride over Railway Track				PME4-1	PME4-2
540	P-540	PPM1		+16668.000	30.00	Mainline	T-3	D	Astride over Railway Track			PPM1-1	PPM1-2	PPM1-3
541	P-541	PM1+PME3		+16698.000	30.00	Mainline	T-3	D	Astride over Railway Track			F-PM1	PME3-1	PME3-2
542	P-542	PM1+PME3		+16728.000	30.00	Mainline	T-3	D	Astride over Railway Track			F-PM1	PME3-1	PME3-2
543	P-543	PM1+PME3		+16758.000	30.00	Mainline	T-3	D	Astride over Railway Track			F-PM1	PME3-1	PME3-2
544	P-544	PME4		+16788.000	30.00	Mainline	T-3	D	Astride over Railway Track				PME4-1	PME4-2
545	P-545	PME4		+16818.000	30.00	Mainline	T-3	D	Astride over Railway Track				PME4-1	PME4-2
546	P-546	PME4		+16848.000	30.00	Mainline	T-3	B				PME4-1	PME4-2	
547	P-547	PM1		+16878.000	30.00	Mainline	T-3	B				F-PM1		
548	P-548	PM1		+16908.000	30.00	Mainline	T-3	B				F-PM1		
549	P-549	PM1		+16938.000	30.00	Mainline	T-3	B				F-PM1		
550	P-550	PM1		+16968.000	30.00	Mainline	T-3	B				F-PM1		
551	P-551	PM1		+16998.000	30.00	Mainline	T-3	B				F-PM1		
552	P-552	PM1		+17028.000	30.00	Mainline	T-3	B				F-PM1		
553	P-553	PM1		+17058.000	25.00	Mainline	T-3	B				F-PM1		
554	P-554	PM1		+17083.000	25.00	Mainline	T-3	B				F-PM1		
555	P-555	PM1		+17108.000	25.00	Mainline	T-3	B				F-PM1		
556	P-556	PM1		+17133.000	25.00	Mainline	T-3	B				F-PM1		
557	P-557	PM1		+17158.000	30.00	Mainline	T-3	B				F-PM1		
558	P-558	PM1		+17188.000	30.00	Mainline	T-3	B				F-PM1		
559	P-559	PTM2		+17218.000	30.00	Mainline	T-3	B				PTM2-2		PTM2-1

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track				
Drawing Ref.: January 2016									T-1	39 pier				
									T-2	160 pier				
									T-3	87 pier				
									Sum	286 pier				
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type		
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking		
												L	C	R
	560	P-560	PM1		+17248.000	30.00	Mainline	T-3	B				F-PM1	
	561	P-561	PM1		+17278.000	30.00	Mainline	T-3	B				F-PM1	
	562	P-562	PM1		+17308.000	30.00	Mainline	T-3	B				F-PM1	
	563	P-563	PM1		+17338.000	30.00	Mainline	T-3	B				F-PM1	
	564	P-564	PME1		+17368.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	565	P-565	PME1		+17398.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	566	P-566	PME1		+17428.000	25.00	Mainline	T-3	B			PME1-2	PME1-1	
	567	P-567	PME1		+17453.000	25.00	Mainline	T-3	B			PME1-2	PME1-1	
	568	P-568	PME1		+17478.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	569	P-569	PME1		+17508.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	570	P-570	PME1		+17538.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	571	P-571	PME1		+17568.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	572	P-572	PME1		+17598.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	573	P-573	PME1		+17628.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	574	P-574	PME1		+17658.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	575	P-575	PME1		+17688.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	576	P-576	PME1		+17718.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	577	P-577	PME1		+17748.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	578	P-578	PME1		+17778.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	579	P-579	PME1		+17808.000	30.00	Mainline	T-3	B			PME1-2	PME1-1	
	580	P-580	PM1		+17838.000	30.00	Mainline	T-3	B				F-PM1	
	581	P-581	PM1		+17868.000	30.00	Mainline	T-3	B				F-PM1	
	582	P-582	PM1		+17898.000	30.00	Mainline	T-3	B				F-PM1	
	583	P-583	PM1		+17928.000	30.00	Mainline	T-3	B				F-PM1	
	584	P-584	PM1		+17958.000	25.00	Mainline	T-3	B				F-PM1	
	585	P-585	PM1		+17983.000	30.00	Mainline	T-3	B				F-PM1	
	586	P-586	PM1		+18013.000	30.00	Mainline	T-3	B				F-PM1	
	587	P-587	PM1		+18043.000	30.00	Mainline	T-3	B				F-PM1	
	588	P-588	PM1		+18073.000	30.00	Mainline	T-3	B				F-PM1	
	589	P-589	PM1		+18103.000	30.00	Mainline	T-3	B				F-PM1	
	590	P-590	PM1		+18133.000	30.00	Mainline	T-3	B				F-PM1	
	591	P-591	PM1		+18163.000	30.00	Mainline	T-3	B				F-PM1	
	592	P-592	PM1		+18193.000	30.00	Mainline	T-3	B				F-PM1	
	593	P-593	PM1		+18223.000	30.00	Mainline	T-3	B				F-PM1	
	594	P-594	PM1		+18253.000	30.00	Mainline	T-3	B				F-PM1	

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track					
Drawing Ref.: January 2016									T-1	39	pier				
									T-2	160	pier				
									T-3	87	pier				
									Sum	286	pier				
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone				Footing Type		
			Type		m	m	Zone	Phase	Codition	Description			Up Chainage Looking		
													L	C	R
	595	P-595	PM1		+18283.000	30.00	Mainline	T-3	B					F-PM1	
	596	P-596	PM1		+18313.000	30.00	Mainline	T-3	B					F-PM1	
	597	P-597	PM1		+18343.000	30.00	Mainline	T-3	B					F-PM1	
	598	P-598	PM1		+18373.000	30.00	Mainline	T-3	B					F-PM1	
	599	P-599	PM1		+18403.000	30.00	Mainline	T-3	B					F-PM1	
	600	P-600	PM1		+18433.000	30.00	Mainline	T-3	B					F-PM1	
	601	P-601	PM1		+18463.000	30.00	Mainline	T-3	B					F-PM1	
	602	P-602	PM1		+18493.000	30.00	Mainline	T-3	B					F-PM1	
	603	P-603	PM1		+18523.000	30.00	Mainline	T-3	B					F-PM1	
	604	P-604	PM1		+18553.000	30.00	Mainline	T-3	B					F-PM1	
	605	P-605	PM1		+18583.000	30.00	Mainline	T-3	B					F-PM1	
	606	P-606	PM1		+18613.000	30.00	Mainline	T-3	B					F-PM1	
	607	P-607	PM1		+18643.000	30.00	Mainline	T-3	B					F-PM1	
	608	P-608	PM1		+18673.000	30.00	Mainline	T-3	B					F-PM1	
	609	P-609	PM1		+18703.000	30.00	Mainline	T-3	B					F-PM1	
	610	P-610	PM1		+18733.000	30.00	Mainline	T-3	B					F-PM1	
	611	P-611	PM1		+18763.000	30.00	Mainline	T-3	B					F-PM1	
	612	P-612	PM1		+18793.000	30.00	Mainline	T-3	B					F-PM1	
	613	P-613	PM1		+18823.000	30.00	Mainline	T-3	B					F-PM1	
	614	P-614	PTM2		+18853.000	30.00	Mainline	T-3	B				PTM2-2		PTM2-1
	615	P-615	PTM2		+18883.000	27.00	Mainline	T-3	B				PTM2-2		PTM2-1
	616	P-616	PTM3		+18910.000	25.00	Mainline	T-3	B				PTM3-2		PTM3-1
	617	P-617	PTM1		+18935.000	30.00	Mainline	T-3	B				PTM1-1		PTM1-1
	618	P-618	PTM1		+18965.000	30.00	Mainline	T-3	B				PTM1-1		PTM1-1
	619	P-619	PTM3		+18995.000	30.00	Mainline	T-3	B				PTM3-2		PTM3-1
	620	P-620	PTM2		+19025.000	30.00	Mainline	T-3	B				PTM2-2		PTM2-1
	621	P-621	PTM3		+19055.000	25.00	Mainline	T-3	B				PTM3-2		PTM3-1
	622	P-622	PTM3		+19080.000	25.00	Mainline	T-3	B				PTM3-2		PTM3-1
	623	P-623	PTM3		+19105.000	25.00	Mainline	T-3	B				PTM3-2		PTM3-1
	624	P-624	PTM3		+19130.000	25.00	Mainline	T-3	B				PTM3-2		PTM3-1
	625	P-625	PTM3		+19155.000	30.00	Mainline	T-3	B				PTM3-2		PTM3-1
	626	P-626	PTM3		+19185.000	30.00	Mainline	T-3	B				PTM3-2		PTM3-1
	627	P-627	PTM2		+19215.000	30.00	Mainline	T-3	B				PTM2-2		PTM2-1
	628	P-628	PTM3		+19245.000	30.00	Mainline	T-3	B				PTM3-2		PTM3-1
	629	P-629	PTM3		+19275.000	30.00	Mainline	T-3	B				PTM3-2		PTM3-1

J.1851: FDEE (ITD Group) Dhaka Elevated Expressway PPP Project									D	Astride over Railway Track					
Drawing Ref.: January 2016									T-1	39	pier				
									T-2	160	pier				
									T-3	87	pier				
									Sum	286	pier				
	No.	Pier No.	Struc.		DEE Sta.	Span			Zone			Footing Type			
			Type		m	m	Zone	Phase	Codition	Description		Up Chainage Looking			
												L	C	R	
	630	P-630	PM1		+19305.000	30.00	Mainline	T-3	B					F-PM1	
	631	P-631	PM1		+19335.000	30.00	Mainline	T-3	B					F-PM1	
	632	P-632	PM1		+19365.000	30.00	Mainline	T-3	B					F-PM1	
	633	P-633	PM1		+19395.000	30.00	Mainline	T-3	B					F-PM1	
	634	P-634	PME4	Crossing Hanif Flyover	+19425.000	30.00	Mainline	T-3	B					PME4-1	PME4-2
	635	P-635	PTM2	Crossing Hanif Flyover	+19455.000	30.00	Mainline	T-3	B			PTM2-2			PTM2-1
	636	P-636	PTM3	Crossing Hanif Flyover	+19485.000	35.00	Mainline	T-3	B			PTM3-2			PTM3-1
	637	P-637	PM1		+19520.000	30.00	Mainline	T-3	B					F-PM1	
	638	P-638	PM1		+19550.000	30.00	Mainline	T-3	B					F-PM1	
	639	P-639	PM1		+19580.000	30.00	Mainline	T-3	B					F-PM1	
	640	P-640	PM1		+19610.000	30.00	Mainline	T-3	B					F-PM1	
	641	P-641	PM1		+19640.000	30.00	Mainline	T-3	B					F-PM1	
	642	P-642	PM1		+19670.000	30.00	Mainline	T-3	B					F-PM1	
	643	P-643	PM1		+19700.000	30.00	Mainline	T-3	B					F-PM1	
	644	P-644	PM1		+19730.000	30.00	Mainline	T-3	B					F-PM1	
	645	P-645	PM1		+19760.000	30.00	Mainline	T-3	B					F-PM1	
	646	P-646	PM1		+19790.000	30.00	Mainline	T-3	B					F-PM1	
	647	P-647	PM1		+19820.000	30.00	Mainline	T-3	B					F-PM1	
	648	P-648	PM1		+19850.000	30.00	Mainline	T-3	B					F-PM1	
	649	P-649	PM1	End of Mainline Pier	+19880.000	End ML	Mainline	T-3	B					F-PM1	

Tentative Construction Program, DEE_SubmitSch_cesmprSummary

End of Documents

Railway Traffic Management Plan FDEE/DEE/TMP-002 Rev.B

(As per ARCA Article 11.2(I) and Article 14.2)

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