



- SANCTION OF CRB TO BE TAKEN PRIOR TO EXECUTION OF WORK**
- LAUNCHING SCHEME OF THE ROB STRING GIRDER WILL BE SUBMITTED SEPARATELY.
  - MAINTENANCE AGREEMENT TO BE EXECUTED BEFORE EXECUTION OF WORK.
  - NO WORK WITHIN RAILWAY BOUNDARY TO BE DONE WITHOUT PRESENCE OF RAILWAY REPRESENTATIVE.
  - GIRDERS OVER ROB PROPER TO BE FABRICATED PREFERABLY BY ROBS APPROVED FIRMS. SEE SEPARATE DRAWING FOR FOUNDATION, SUB STRUCTURE & OTHER STRUCTURAL DETAILS.
  - APPROVAL FOR CONSTRUCTION OF ROB ON PILE FOUNDATION HAS BEEN OBTAINED BY CALCICONSOUTH WORK NOTE NO. GDG/CON/WH/DATE 22.03.2017.
  - SUITABLE RE WALL TURN WALL WILL BE PROVIDED AS PER DESIGN WHERE EVER REQUIRED.
- NOTES:-**
- ALL DIMENSIONS ARE IN MM AND LEVELS ARE IN METERS UNLESS SPECIFIED OTHERWISE.
  - DIMENSIONS ARE NOT TO BE SCALED ONLY WRITTEN DIMENSIONS ARE TO BE FOLLOWED.
  - ALL THE DIMENSIONS SHOWN SHOULD BE VERIFIED AT SITE BEFORE TAKING UP DESIGN WORK IN HAND. ANY DISCREPANCY NOTED SHOULD BE FORWARDED THROUGH A LETTER TO THE DESIGNER.
  - MAXIMUM SAFE BEARING CAPACITY AT THE FOUNDING LEVEL CONSIDERED AS PER GEOTECHNICAL REPORT.
  - IF LESS THAN THE SAFE BEARING, THE FOUNDATION HAS TO BE REDESIGNED.
  - DRAINAGE SPOUT SHALL BE PROVIDED AS PER MONTH SPECIFICATION. DESIGN CONSULTANT SHOULD SUBMIT SEPARATE SHEET OF DRAINAGE SPOUTS AS PER LATEST MONTH STANDARDS.
  - EXPOSURE CONDITION OF THE BRIDGE AND ITS COMPONENTS SHOULD BE DECLARED AS PER IRC 2300(S&C). ALL SPECIFICATION LAD DOWN IN IRC CODE/IS/456 CODE FOR RELEVANT EXPOSURE CONDITION SHALL BE FOLLOWED.
  - FOR DETAILS OF SUBSTRUCTURE AND FOUNDATION REFER SEPARATE DRAWING DOTT APPROVED BY RAILWAY.
  - WORK SHOULD BE CARRIED OUT UNDER THE SUPERVISION OF RAILWAY ENGINEERS WITHIN RAILWAY LAND LIMIT.
  - SANCTION OF CRB SHOULD BE OBTAINED PRIOR TO EXECUTION OF PROPOSED WORK.
  - TYPE OF BEARING - POT PILE.
  - SUITABLE UTILITY DUCTS IF REQUIRED SHOULD BE PROVIDED BELOW FOOTPATH SLAB WITH THE APPROVAL OF ENGINEER IN CHARGE.
  - DESIGN SHALL BE AS PER LATEST REQUIRED CODE OF IRC INCLUDING SP-33 AND OTHER CODES AS APPROVED BY M.C.S.T.
  - STATE GOVT PRIVATE AUTHORITIES SHOULD BE ENSURE DURING EXECUTION OF WORK SAFETY OF RUNNING RAIL TRAFFIC SHOULD NOT BE AFFECTED.
  - SUITABLE SR, IF REQUIRED SHOULD BE IMPOSED BEFORE TAKING UP THE EXECUTION OF WORK WITH THE APPROVAL OF ENGINEER IN CHARGE.
  - TEMPORARY SIGNALING ARRANGEMENT WILL BE DONE AS PER G.R. 15.09 (ID & S. 15.09 (2) OR G.R. 15.09 (2) & S. 15.09 (2) WHICHEVER IS APPLICABLE IF REQUIRED.
  - LOADING STANDARDS OF ROB AS PER IRC-6-2006.
  - FULL FLEDGED LOAD TEST OF SUPER STRUCTURE SHOULD BE DONE AS PER IRC-SP-5 TO ENSURE QUALITY WORK.
  - CONCRETE DESIGN MIX:
    - RCC DECK SLAB: M40
    - PIER/PIER CAP/PILE/PILE CAP: M35
    - CRASH BARRIER: M40
    - PEDESTAL: M40
    - LEVELING COURSE: M15
  - MANNED LEVEL CROSSING NO 50/C EXIST AT THIS LOCATION.
  - L.C. SHALL BE CLOSED IMMEDIATELY WITH COMMISSIONING OF ROB AND NOC IN THIS REGARD HAS BEEN ISSUED BY STATE GOVT. VIDE LETTER NO. 11/30/30-08/02/18/24 DATED 25.07.14.
  - THE L.C. IS IN FORCE FROM OCT 2013.
  - TEMPORARY DIVERSION OF ROAD TRAFFIC DURING CONSTRUCTION OF ROB/RUB WILL BE THROUGH DIVERSION ROAD. AUTHORITY WILL ENSURE DIVERSION OF EXISTING ROAD TRAFFIC THROUGH THE PROPOSED DIVERSION ROAD BEFORE EXECUTION.
  - REINFORCEMENT OF CHAMPS IN THE SUPERSTRUCTURE FOR THE SUPPORTING THE RAIL TRACTION WIRE TO BE MADE INVARIABLY IN CONSULTATION WITH CONCERNED AUTHORITIES BASED ON TYPICAL DRAWING.
  - ALL R.C.C. WORK SHALL BE CONFORM TO RELEVANT IS/IRC CODES & MOST SPECIFICATION.
  - FOR FABRICATION, WORKMANSHIP, INSPECTION & TESTING, PROTECTION AGAINST CORROSION ETC. RELEVANT PROVISION OF IRC-2000 SHALL BE FOLLOWED.
  - THE DEPTH OF FOUNDATION SHOWN IN THIS DRAWING IS TENTATIVE & SHOULD BE DECIDED BY COMPETENT AUTHORITY BASED ON ACTUAL SOIL PROPERTIES AND DESIGN CALCULATION.
  - REPRESENTATIVE OF TELECOM & SIGNAL DEPARTMENTS SHOULD BE MADE AVAILABLE BEFORE COMMENCEMENT OF PROPOSED WORK. IN THE VICINITY OF SIGNAL & TELECOM CABLE.
  - TEMPORARY ARRANGEMENT DRAWING OR METHODOLOGY TO LAUNCHING OF GIRDERS OVER RAILWAY TRACK SHOULD BE GOT APPROVED FROM RAILWAY AUTHORITY BEFORE START THE WORK.
  - DIMENSION GIVEN IN THIS DRAWING MUST BE RECONCILED AT SITE BEFORE START OF WORK FOR FEASIBILITY.
  - PRECAUTIONARY MEASURES FOR CONSTRUCTION OF ROB ON DEPOSIT WORK/COST SHARING WORK WITH STATE GOVT. AND PRIVATE AGENCY ISSUED BY ADVISOR CIVIL ENGINEERING RAILWAY BOARD LETTER NO. 97/52 (L/1) (L/1) (L/1) DATED 16.07.2009, 27.10.2009, 15.02.2011 & 09.07.2013 SHOULD BE STRICTLY FOLLOWED.
  - NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETE WORKS WITHOUT SPECIAL PRECAUTIONS AS PER THE RELEVANT BRIDGE CODES AND SUITABLE PROTECTION PAINTING OF APPROVED MAKE SHOULD BE USED TO PREVENT THE UNDERBITE OF THE ROB GIRDERS ALSO TO ENSURE LONG LIFE.
  - CONTROLLED CONCRETE WITH WASH BATCHING SHALL BE USED.
  - SHARD RAIL SHOULD BE PROVIDED IN THE TRACK NEAR THE ISOLATED PIER OF ROB. NO CONSTRUCTION JOINT SHALL BE ALLOWED IN PIER OR RCC SLAB OR GIRDER AND CURING OF ALL CONCRETE AND MASONRY WORKS FOR THE RELEVANT CODES OF PRACTICE SHALL BE OBSERVED BEFORE USE.
  - INSPECTION LADDER/STEPS SHOULD BE PROVIDED TO ENSURE PROPER INSPECTION/ACCESSIBILITY OF ROB.
  - STRUCTURAL STEEL SHALL CONFORM TO IS-2062 (GRADE - B).
  - STEEL STRAP TYPE EXPANSION JOINTS SHALL BE PROVIDED AS PER LATEST MOST REQUIREMENT. CONTRACTOR SHOULD FURNISH DESIGN/DRAWING OF EXPANSION JOINTS FROM FIRMS APPROVED BY MCT AT VARIOUS RELEVANT AMBIENT TEMPERATURE TO SUIT SITE CONDITIONS WITH THE APPROVAL OF ENGINEER IN CHIEF.
  - TO PROTECT THE CONCRETE FROM DAMAGE DUE TO SMOKE OF LOCOMOTIVES, 40MM WIDE STRIP WITH POLYSULPHIDE PAINT PREFERABLY IN BLACK COLOUR SHALL BE PROVIDED IN THE SOFFIT OF THE DECK OVER RUNNING TRACKS.
  - STANDARD MAINTENANCE AGREEMENT SHOULD BE EXECUTED WITH RAILWAY AND STATE GOVT. AUTHORITIES FOR GRANT OF PERMISSION FOR CONSTRUCTION OF ROB/RUB IN RAILWAY PORTION.
  - ROAD AUTHORITY SHOULD INQUIRE THAT BEFORE LAYING OF ANY NEW WEARING COAT IN FUTURE EXISTING WEARING COAT SHOULD BE COMPLETELY REMOVED.
  - NO WORK SHOULD BE TAKEN UP IN HAND TILL PROOF CHECKED DESIGN AND DRAWING WITHIN RAILWAY PORTION AREA APPROVED BY RAILWAY.
  - ALL STEEL STRUCTURES SHOULD HAVE ANTI - CORROSION PROTECTION OF LONG DURABILITY.
  - FOR DETAILS OF SUPER STRUCTURE OF 18.00M SPAN REFER RDSO'S DRG. NO. RDSO/B-11756/R, AND FOR 30M RAILWAY SPAN OF BOW STRING GIRDER REFER RDSO DRG. NO. S-104/L/1.
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  - ANY CHANGE IN THE GAP FOR RAILWAY PORTION SHOULD BE DONE WITH PRIOR APPROVAL OF RAILWAY.
  - CLEAR COVER TO OUTER MOST STEEL SHALL BE AS UNDER:
    - A. FOR SUPER STRUCTURE - 50MM.
    - B. FOR FOUNDATION - 75MM.
    - C. FOR ABUTMENT, DIRT WALL AND RETURN WALL - 50MM.
  - BACK FILLING BEHIND ABUTMENTS SHALL CONSIST OF SELECTED EARTH CONFORM TO SOIL PROPERTIES C-0-3P Φ=3.8 +18N/30M.
  - FOR JACKING UP THE GIRDER FOR ANY HANDBOOK REQUIREMENTS IN FUTURE SUCH AS FOR REPLACEMENT OF BEARING OR ANY OTHER WORK REQUIRED, SUITABLE FEATURES SHOULD BE PROVIDED TO ENABLE JACKING.
  - THE DIMENSIONS & LEVELS SHOWN IN THE GAD ARE SUBJECT TO CHANGES AS PER SITE REQUIREMENT AND WILL BE DONE WITH PRIOR APPROVAL OF RAILWAY.
  - THE BRIDGE IS DESIGN FOR SEISMIC ZONE IV.
  - DIMENSIONS MAY GET CHANGED AFTER ITS DETAILED DESIGN.
  - AS PER DATA GIVEN BY DIC ORIGINAL, THE DISTANCE BETWEEN PROPOSED DFC TRACK ON DL LINE AND ITS PROPOSED LEVEL HAVE BEEN SHOWN IN THE DRAWING.
  - PROVISION OF EXPANSION JOINT SHOULD BE BEYOND THE GIRDER.
  - GIRDER SHALL BE METALISED AS PER RDSO-2001.
  - VERTICAL CLEARANCE WILL BE TAKEN FROM HIGHEST RAIL LEVEL.
  - VERTICAL CURVE WILL BE PROVIDED WHEREVER THERE IS CHANGE IN GRADIENT IN APPROACHES AS PER IRC-SP-33.
  - SAFE BEARING CAPACITY AT 2M DEPTH 13.30 T/M².
  - RESTRAINER ON BOTH SIDE OF OUTERMOST GIRDER ON PIER CAP & ABUTMENT CAP WILL BE PROVIDED.
  - DRAWING FOR SHIFTING OF L.C. WILL BE GOT APPROVED FROM COMPETENT AUTHORITY BEFORE START OF WORK.
  - S&T CABLE SHOULD BE SHIFTED BEFORE UNDOING TACKLING OR TRENCHING NEAR R/R TRACK OR S&T CONSTRUCTION.

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