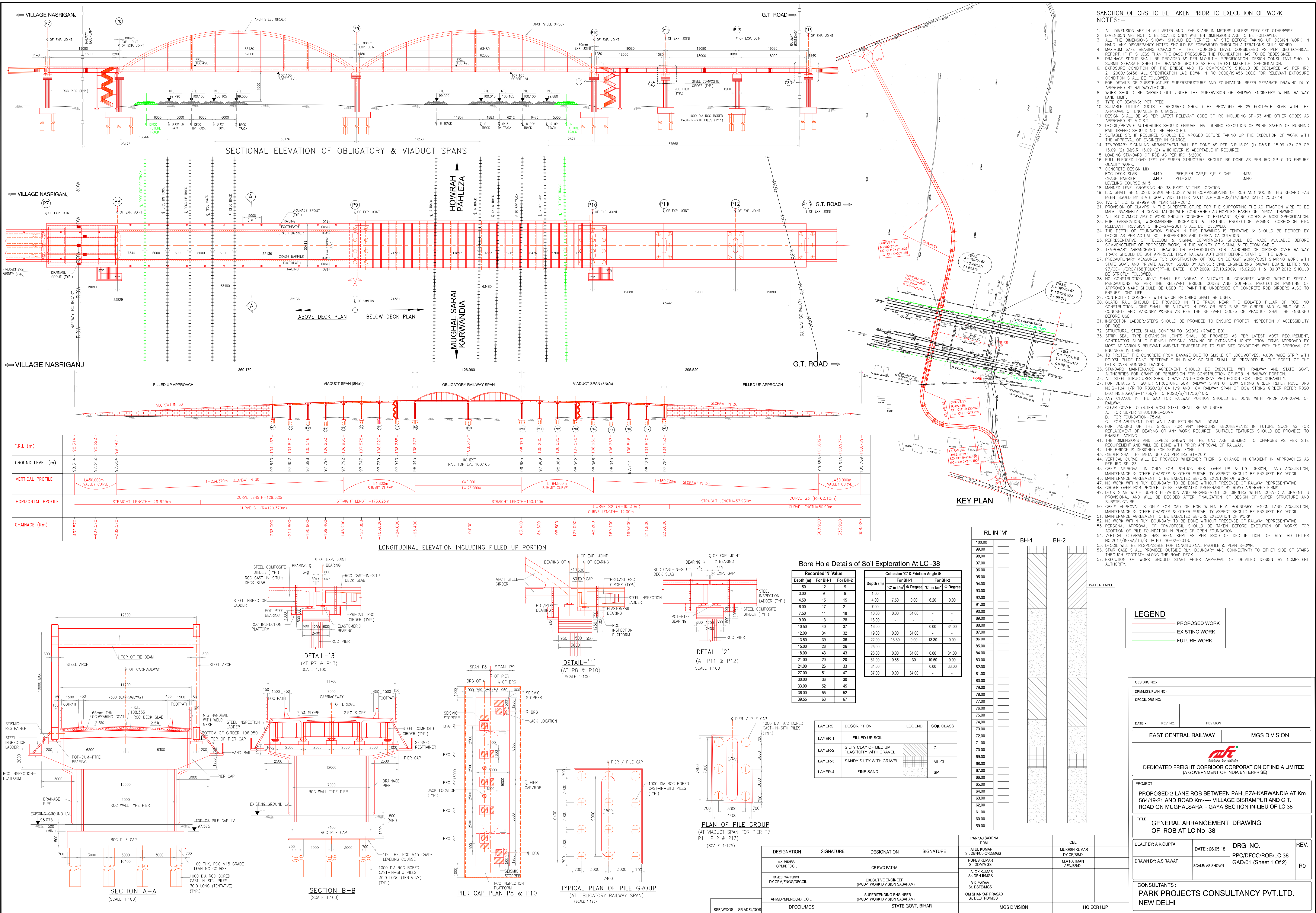




SANCTION OF CRS TO BE TAKEN PRIOR TO EXECUTION OF WORK

- NOTES:-
- ALL DIMENSION ARE IN MILLIMETER AND LEVELS ARE IN METERS UNLESS SPECIFIED OTHERWISE.
  - DIMENSION 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 TO THE DESIGNER FOR RECTIFICATION.
  - MAXIMUM SAFE BEARING CAPACITY AT THE FOUNDING LEVEL CONSIDERED AS PER GEOTECHNICAL REPORT. IF IT IS LESS THAN THE BASE PRESSURE, THE FOUNDATION HAS TO BE REDESIGNED.
  - DRAINAGE SPOUT SHALL BE PROVIDED AS PER M.O.R.T.H. SPECIFICATION. DESIGN CONSULTANT SHOULD SUBMIT SEPARATE SHEET OF DRAINAGE SPOUTS AS PER LATEST M.O.R.T.H. SPECIFICATION.
  - EXPOSURE CONDITION OF THE BRIDGE AND ITS COMPONENTS SHOULD BE DECLARED AS PER IRC 21-2000/IS-456. ALL SPECIFICATION LAD DOWN IN IRC CODE/IS-456 CODE FOR RELEVANT EXPOSURE CONDITION SHALL BE FOLLOWED.
  - FOR DETAILS OF SUBSTRUCTURE SUPERSTRUCTURE AND FOUNDATION REFER SEPARATE DRAWING DULY APPROVED BY RAILWAY/DFCC.
  - WORK SHOULD BE CARRIED OUT UNDER THE SUPERVISION OF RAILWAY ENGINEERS WITHIN RAILWAY LAND LIMIT.
  - TYPE OF BEARING-POT-PTEE
  - SUITABLE UTILITY DUCTS IF REQUIRED SHOULD BE PROVIDED BELOW FOOTPATH SLAB WITH THE APPROVAL OF ENGINEER IN CHARGE.
  - DESIGN SHALL BE AS PER LATEST RELEVANT CODE OF IRC INCLUDING SP-33 AND OTHER CODES AS APPROVED BY M.O.S.T.
  - DFCC/PRIVATE AUTHORITIES SHOULD ENSURE THAT 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 STAGING ARRANGEMENT WILL BE DONE AS PER G.R.15.09 (1) D&S.R. 15.09 (2) OR GR 15.09 (2) B&S.R. 15.09 (2) WHICHEVER IS APPLICABLE IF REQUIRED.
  - LOADING STANDARD OF ROB AS PER IRC-6:2000.
  - FULL FLEETED LOAD TEST OF SUPER STRUCTURE SHOULD BE DONE AS PER IRC-SP-5 TO ENSURE QUALITY WORK.
  - CONCRETE DESIGN MIX:  
RCC DECK SLAB - M40  
CRASH BARRIER - M40  
PIER, PIER CAP, PILE, CAP - M35  
PEDESTAL - M40  
LEVELING COURSE - M15
  - MANNED LEVEL CROSSING NO-38 EXIST AT THIS LOCATION.
  - L.C. SHALL BE CLOSED SIMULTANEOUSLY WITH COMMISSIONING OF ROB AND NOC IN THIS REGARD HAS BEEN ISSUED BY STATE GOVT. VIDE LETTER NO.11 A.P.-08-02/14/8842 DATED 25.07.14
  - T.V.I. OF L.C. IS 2789 OF YEAR SEP-2013
  - PROVISION OF CLAMPS IN THE SUPERSTRUCTURE FOR THE SUPPORTING THE AC TRACTION WIRE TO BE MADE IN ADVANCE IN CONSULTATION WITH CONCERNED AUTHORITIES BASED ON TYPICAL DRAWING.
  - ALL R.C.C./M.C.C./P.C.C. WORK SHOULD CONFORM TO RELEVANT IS/RC CODES & MOST SPECIFICATION.
  - FOR FABRICATION, WORKMANSHIP, INSPECTION & TESTING, PROTECTION AGAINST CORROSION ETC. RELEVANT PROVISION OF IRC-24-2001 SHALL BE FOLLOWED.
  - THE DEPTH OF FOUNDATION SHOWN IN THIS DRAWINGS IS TENTATIVE & SHOULD BE DECIDED BY DFCOL/STATE GOVT. AFTER CONSIDERING ALL THE FACTORS.
  - TEMPORARY ARRANGEMENT DRAWING OR METHODOLOGY FOR LAUNCHING OF ORDERS OVER RAILWAY TRACK SHOULD BE PROVIDED AND APPROVED BY RAILWAY AUTHORITY BEFORE START OF THE WORK.
  - 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/CE-1 (BRO/158/PO/CT)/PT-II, DATED 16.07.2009, 27.10.2009, 15.02.2011 & 09.07.2012 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 PAINT THE UNDERSIDE OF CONCRETE ROB GIRDERS ALSO TO ENSURE LONG LIFE.
  - CONTROLLED CONCRETE WITH WEIGH BATCHING SHALL BE USED.
  - GUARD RAIL SHOULD BE PROVIDED IN THE TRACK NEAR THE ISOLATED PILLAR OF ROB. NO CONSTRUCTION JOINT SHALL BE ALLOWED IN PSC OR RCC SLAB OR GIRDER AND CURING OF ALL CONCRETE AND MASONRY WORKS AS PER THE RELEVANT CODES OF PRACTICE SHALL BE ENSURED BEFORE USE.
  - INSPECTION LADDER/STEPS SHOULD BE PROVIDED TO ENSURE PROPER INSPECTION / ACCESSIBILITY OF ROB.
  - STRUCTURAL STEEL SHALL CONFORM TO IS:2062 (GRADE-80)
  - STRIP SEAL TYPE EXPANSION JOINTS SHALL BE PROVIDED AS PER LATEST MOST REQUIREMENT. CONTRACTOR SHOULD FURNISH DESIGN/ DRAWING OF EXPANSION JOINTS FROM FIRMS APPROVED BY MOST 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, 4.00M WIDE STRIP WITH POLYSULPHIDE PAINT PREFERABLE 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 IN RAILWAY PORTION.
  - ALL STEEL STRUCTURES SHOULD HAVE ANTI-CORROSION PROTECTION FOR LONG DURABILITY.
  - FOR DETAILS OF SUPER STRUCTURE 60M RAILWAY SPAN OF BOW STRING GIRDER REFER RDSO DRG NO.B-10411/R TO RDSO/B/10411/9 AND 18M RAILWAY SPAN OF BOW STRING GIRDER REFER RDSO DRG NO.RDSO/B/11756/R TO RDSO/B/11756/10R.
  - ANY CHANGE IN THE GAD 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
  - FOR JACKING UP THE GIRDER FOR ANY HANDLING REQUIREMENTS IN FUTURE SUCH AS FOR REPLACEMENT OF BEARING OR ANY WORK REQUIRED, SUITABLE FEATURES SHOULD BE PROVIDED TO ENABLE JACKING.
  - THE DIMENSIONS AND 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 DESIGNED FOR SEISMIC ZONE II.
  - VERTICAL CURVE WILL BE PROVIDED WHEREVER THEIR IS CHANGE IN GRADIENT IN APPROACHES AS PER IRC SP-22.
  - CBE'S APPROVAL IN ONLY FOR PORTION OVER P8 & P9. DESIGN, LAND ACQUISITION, MAINTENANCE & OTHER CHARGES & OTHER SUITABLE ASPECT SHOULD BE ENSURED BY DFCOL.
  - MAINTENANCE AGREEMENT TO BE EXECUTED BEFORE EXECUTION OF WORK.
  - NO WORK WITHIN RLY. BOUNDARY TO BE DONE WITHOUT PRESENCE OF RAILWAY REPRESENTATIVE.
  - ORDER OVER ROB PROPER TO BE FABRICATED PREFERABLY BY RDSO APPROVED FIRMS.
  - DECK SLAB WITH SUPER ELEVATION AND ARRANGEMENT OF GIRDERS WITHIN CURVED ALIGNMENT IS PROVISIONAL AND WILL BE DECIDED AFTER FINALIZATION OF DESIGN OF SUPER STRUCTURE AND SUBSTRUCTURE.
  - CBE'S APPROVAL IS ONLY FOR GAD OF ROB WITHIN RLY. BOUNDARY DESIGN LAND ACQUISITION, MAINTENANCE & OTHER CHARGES & OTHER SUITABLE ASPECT SHOULD BE ENSURED BY DFCOL.
  - PERSONAL APPROVAL OF CPM/DFCOL SHOULD BE TAKEN BEFORE EXECUTION OF WORKS FOR ADOPTION OF PILE FOUNDATION IN PLACE OF OPEN FOUNDATION.
  - VERTICAL CLEARANCE HAS BEEN KEPT AS PER S500 OF DFC IN LIGHT OF RLY. BO LETTER NO.2017/INRA/16/8 DATED 28-02-2018.
  - DFCOL WILL BE RESPONSIBLE FOR LONGITUDINAL PROFILE & PLAN SHOWN.
  - STAIR CASE SHALL PROVIDED OUTSIDE RLY. BOUNDARY AND CONNECTIVITY TO EITHER SIDE OF STAIRS THROUGH FOOTPATH ALONG THE ROAD DECK.
  - EXECUTION OF WORK SHOULD START AFTER APPROVAL OF DETAILED DESIGN BY COMPETENT AUTHORITY.

