



**SANCTION OF CRS TO BE TAKEN PRIOR TO EXECUTION OF WORK NOTES:-**

1. ALL DIMENSIONS ARE IN MILLIMETER AND LEVELS ARE IN METERS UNLESS SPECIFIED OTHERWISE.
2. DIMENSIONS ARE NOT TO BE SCALED ONLY WRITTEN DIMENSIONS ARE TO BE FOLLOWED.
3. ALL THE DIMENSIONS SHOWN SHOULD BE VERIFIED AT SITE BEFORE TAKING UP DESIGN WORK IN HAND. ANY DISCREPANCY NOTED SHOULD BE FORWARDED THROUGH ALTERATIONS DULY SIGNED.
4. 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.
5. 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.
6. EXPOSURE CONDITION OF THE BRIDGE AND ITS COMPONENTS SHOULD BE DECLARED AS PER IRC 21-2000/IS-456. ALL SPECIFICATION LAID DOWN IN IRC CODE/IS-456 CODE FOR RELEVANT EXPOSURE CONDITION SHALL BE FOLLOWED.
7. FOR DETAILS OF SUBSTRUCTURE AND FOUNDATION REFER SEPARATE DRAWING DULY APPROVED BY RAILWAY/DFCC.
8. WORK SHOULD BE CARRIED OUT UNDER THE SUPERVISION OF RAILWAY ENGINEERS WITHIN RAILWAY LAND LIMIT.
9. TYPE OF BEARING-POT-PIE.
10. SUITABLE UTILITY CUTS IF REQUIRED SHOULD BE PROVIDED BELOW FOOTPATH SLAB WITH THE APPROVAL OF ENGINEER IN CHARGE.
11. DESIGN SHALL BE AS PER LATEST RELEVANT CODE OF IRC INCLUDING SP-33 AND OTHER CODES AS APPROVED BY M.O.S.T.
12. DFCC/PRIVATE AUTHORITIES SHOULD ENSURE THAT DURING EXECUTION OF WORK SAFETY OF RUNNING RAIL TRAFFIC SHOULD NOT BE AFFECTED.
13. SUITABLE 2% IF REQUIRED SHOULD BE IMPOSED BEFORE TAKING UP THE EXECUTION OF WORK WITH THE APPROVAL OF ENGINEER IN CHARGE.
14. TEMPORARY SIGNALING ARRANGEMENT WILL BE DONE AS PER G.R.15.09 (1) D.A.S.R. 15.09 (2) OR G.R. 15.09 (2) B.A.S.R. 15.09 (2) WHICHEVER IS APPLICABLE IF REQUIRED.
15. LOADING STANDARD OF ROB AS PER IRC-62000.
16. FULL FLUGED LOAD TEST OF SUPER STRUCTURE SHOULD BE DONE AS PER IRC-SP-5 TO ENSURE QUALITY WORK.
17. CONCRETE DESIGN MIX: RCC DECK SLAB: M40, RCC PIER CAP/PILE CAP: M40, CRASH BARRIER: M40, PEDESTAL: M40.
18. MANNED LEVEL CROSSING NO. 61 EXIST AT THIS LOCATION.
19. L.C. SHALL BE CLOSED SIMULTANEOUSLY WITH COMMISSIONING OF ROB AND HOC IN THIS REGARD HAS BEEN ISSUED BY STATE GOVT. VIDE ORDER NO.11 A.P.-02/148824 DATED 25.07.14.
20. TVU OF L.C. IS 87407 OF YEAR 2015.
21. PROVISION OF CLAMPS IN THE SUPERSTRUCTURE FOR THE SUPPORTING THE AC TRACTION WIRE TO BE MADE IN CONJUNCTION WITH CONCERNED AUTHORITIES BASED ON TYPICAL DRAWING.
22. ALL R.C.C./M.C.C./P.C.C. WORK SHOULD CONFORM TO RELEVANT IS/IRC CODES & MOST SPECIFICATION FOR FABRICATION, WORKMANSHIP, INSPECTION & TESTING, PROTECTION AGAINST CORROSION ETC.
23. RELEVANT PROVISION OF IRC-24-2001 SHALL BE FOLLOWED.
24. THE DEPTH OF FOUNDATION SHOWN IN THIS DRAWINGS IS TENTATIVE & SHOULD BE DECIDED BY RAILWAY FOR ACTUAL WORKING DRAWING OR METHODOLOGY FOR LAUNCHING OF GORDERS OVER RAILWAY TRACK SHOULD BE GOT APPROVED FROM RAILWAY AUTHORITY BEFORE START OF THE WORK.
25. 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 GORDERS ALSO TO ENSURE LONG LIFE.
26. CONTROLLED CONCRETE WITH WEIGH BATCHING SHALL BE USED.
27. 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 GORDER AND CURBING OF ALL CONCRETE AND MASONRY WORKS AS PER THE RELEVANT CODES OF PRACTICE SHALL BE ENSURED BEFORE USE.
28. INSPECTION LADDER/STEPS SHOULD BE PROVIDED TO ENSURE PROPER INSPECTION / ACCESSIBILITY OF ROB.
29. STRUCTURAL STEEL SHALL CONFORM TO IS-2002 (GRADE-B).
30. 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 CHARGE.
31. TO PROTECT THE CONCRETE FROM DAMAGE DUE TO SMOKE OF LOCOMOTIVES, 4.00M WIDE STRIP WITH POLYURETHANE PAINT PREFERABLE IN BLACK COLOUR SHALL BE PROVIDED IN THE SLOTT OF THE DECK OVER RUNNING TRACKS.
32. STANDARD MAINTENANCE AGREEMENT SHOULD BE EXECUTED WITH RAILWAY AND STATE GOVT. AUTHORITIES FOR GRANT OF PERMISSION FOR CONSTRUCTION OF ROB IN RAILWAY PORTION.
33. NO WORK SHOULD BE TAKEN UP IN HAND TILL PROOF CHECKED DESIGN AND DRAWING WITHIN RAILWAY PORTION AREA IS APPROVED BY RAILWAY.
34. ALL STEEL STRUCTURES SHOULD HAVE ANTI-CORROSION PROTECTION FOR LONG DURABILITY.
35. ANY CHANGE IN THE GAD FOR RAILWAY PORTION SHOULD BE DONE WITH PRIOR APPROVAL OF RAILWAY.
36. FOR DETAIL OF SUPER STRUCTURE FOR RAILWAY SPAN OF BOW STRING GORDER REFER ROSO DRG NO.10411/1/R TO ROSO/10411/1/R.
37. CLEAR COVER TO OUTER MOST STEEL SHALL BE AS UNDER:  
A. FOR SUPER STRUCTURE-SOAM.  
B. FOR FOUNDATION-70MM.  
C. FOR ABUTMENT, DIRT WALL AND RETURN WALL-SOAM.
38. FOR JACKING UP THE GORDER FOR ANY HANDLING REQUIREMENTS IN FUTURE SUCH AS FOR REPLACEMENT OF BEARING OR ANY WORK REQUIRED, SUITABLE FEATURES SHOULD BE PROVIDED TO ENABLE JACKING.
39. THE DIMENSIONS AND LEVELS SHOWN IN THE GAD ARE SUBJECT TO CHANGES AS PER SITE REQUIREMENT AND WILL BE DONE WITH PRIOR APPROVAL OF DFCC.
40. THE BRIDGE IS DESIGNED FOR SEISMIC ZONE IV.
41. ORDER SHALL BE METALLIZED AS PER IS-81-2001.
42. VERTICAL CURVE WILL BE PROVIDED WHEREVER THERE IS CHANGE IN GRADIENT IN APPROACHES AS PER IRC SP-23.
43. AS PER THE INFORMATION AVAILABLE S&T CABLE IS LAID SOUTH SIDE WITHIN APP. 5M FROM THE UP TRACK. SIGNALING CABLE ARE LAID PARALLEL TO THE DOWN GC TRACK AT A DISTANCE OF APP. 10M FROM DN TRACK.
44. TRENCHING ON THE SITE OR IN TRACK IN RLY. BOUNDARY SHOULD BE DONE IN THE PRESENCE OF S&T/OL STAFF.
45. DECK SLAB WITH SUPER ELEVATION AND ARRANGEMENT OF GORDERS WITHIN CURVED ALIGNMENT IS PROVISIONAL AND WILL BE DECIDED AFTER FINALIZATION OF DESIGN OF SUPER STRUCTURE AND SUBSTRUCTURE.
46. G.O.T. APPROVAL IS ONLY FOR GAD OF ROB WITHIN RLY. BOUNDARY DESIGN LAND ACQUISITION, MAINTENANCE & OTHER CHARGES & OTHER SUITABILITY ASPECT SHOULD BE ENSURED BY DFCC.
47. MAINTENANCE AGREEMENT TO BE EXECUTED BEFORE EXECUTION OF WORK.
48. NO WORK SHOULD BE TAKEN UP IN HAND TILL PROOF CHECKED DESIGN AND DRAWING WITHIN RAILWAY PORTION AREA IS APPROVED BY RAILWAY.
49. ORDER OVER ROB PROPER TO BE FABRICATED PREFERABLY BY ROSO APPROVED FIRMS.
50. PERSONAL APPROVAL OF CMA/DFCC SHOULD BE TAKEN BEFORE EXECUTION OF WORKS FOR ADOPTION OF PILE FOUNDATION IN PLACE OF OPEN FOUNDATION.
51. VERTICAL CLEARANCE HAS BEEN KEPT AS PER SSOD OF DFC IN LIGHT OF RLY. BD LETTER NO.2017/INP/16/8 DATED 28-04-2018.
52. STAIRCASE SHALL BE PROVIDED LONGITUDINAL PROFILE & PLAN SHOWN.
53. STAIRCASE SHALL BE PROVIDED UNDER RLY. BOUNDARY AND CONNECTIVITY TO EITHER SIDE OF STAIRS THROUGH FOOTPATH ALONG THE ROAD DECK.
54. LAUNCHING SCHEME OF THE STEEL GORDERS WILL BE SUBMITTED SEPARATELY BY THE CONTRACTOR.