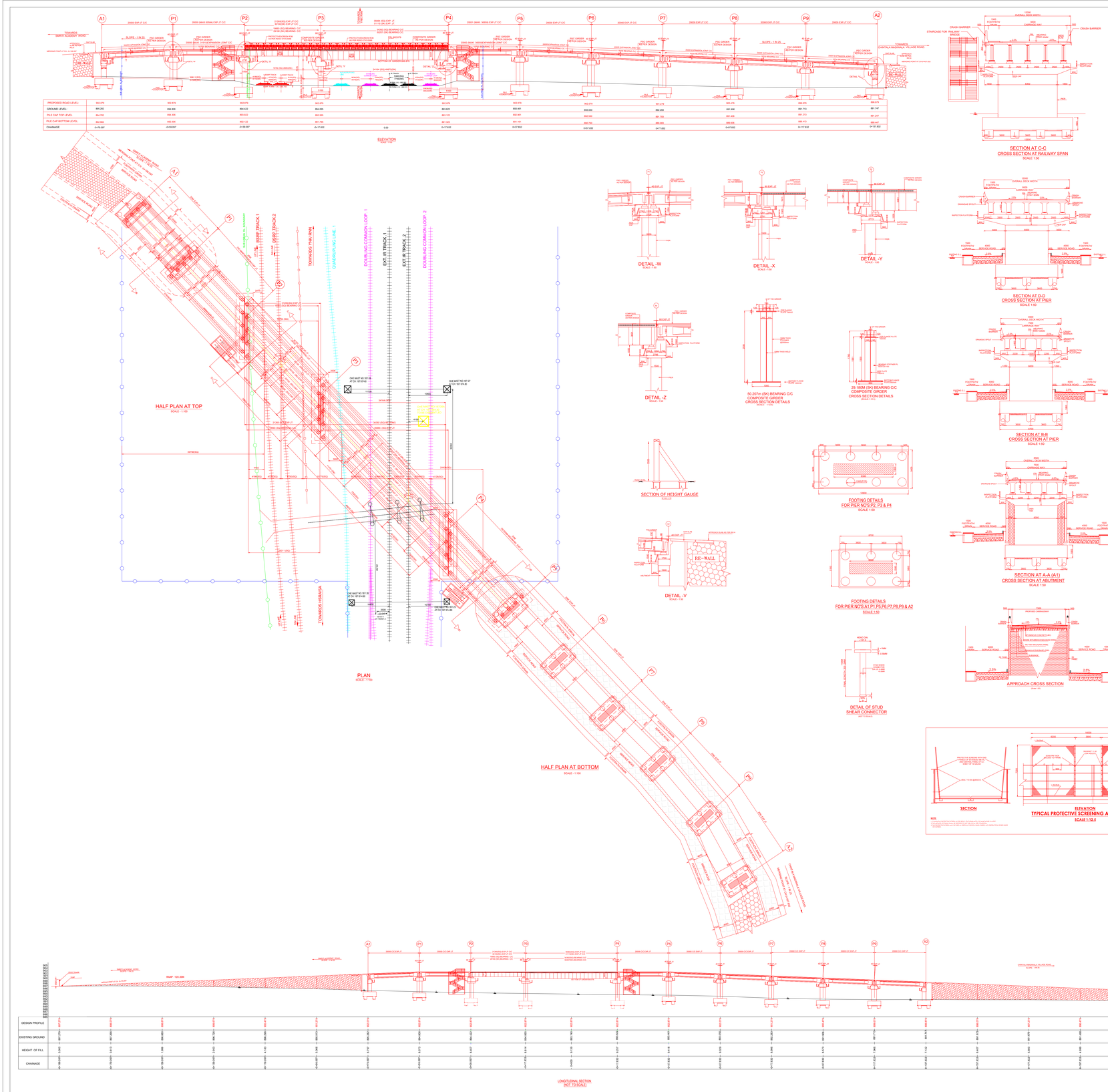

RESPONSIBILITY NOTES

1. THE MAINTENANCE OF ROB SHALL BE AS PER PARA 16 REG OF ENGINEERING CODE & ITS AMENDMENTS AND ITS ANNEXURES.
2. AN ADL TRIALL BE SIGNED BETWEEN RAILWAY AND STATE (ECR) ROAD DRAINAGE AUTHORITY SO I WENTIONING THE RESPONSIBILITIES OF EXECUTION AND MAINTENANCE OF ROB.
3. NECESSARY TEMPORARY DIVERSION OF ROAD TRAFFIC HAS TO BE PROVIDED BY THE ROAD AUTHORITY AT THE ROAD APPROACHES WITHOUT ANY INCONVENIENCE ON THE JOINT INSPECTION BETWEEN STATE AND WRDC AUTHORITIES. SUITABLE ARRANGEMENTS FOR THE SAFE MOVEMENT OF THE TRAFFIC SHALL BE MADE AND MAINTAINED BY WRDC STATE AUTHORITIES WHENEVER & WHEREVER REQUIRED.
4. THE ROB UNDER WILL BE EXECUTED BY WRDC FOR BOTH RAILWAY AND APPROACH PORTION OF ROB EVEN BEYOND RAILWAY BOUNDARY ALONG WITH ROAD AUTHORITIES.
5. EXISTING TELEPHONES/POLES, ELECTRIC POSTS, SIGNAL CABLES, WATER & SEWERAGE PIPES ETC. ON THE ROAD AT THE SITE OF WORK WILL BE SHIFTED BY SHIFTED BY THE RESPECTIVE DEPARTMENTS OF WRDC, STATE AUTHORITIES.
6. ROAD AUTHORITIES ON EITHER SIDE OF THE PROPOSED ROB SHOULD BE BATTMEN ALONGS AND REQUIRED BY WRDC AUTHORITY.
7. THE ROAD AUTHORITIES ON EITHER SIDE OF ROB SHALL BE ENTRUSTED AFTER THE COMPLETION OF WORK.
8. THE ROAD AUTHORITIES ON SURFACE AFTER COMPLETION OF ROB IS TO BE DONE BY ROAD AUTHORITIES BOTH INSIDE AND OUTSIDE THE RAILWAY LIMITS.
9. THE RESPONSIBILITY OF THE MAINTENANCE OF LIGHTING ARRANGEMENTS OF ROAD & RAILWAY PORTION WILL BE BORNE RAILWAY PORTION WILL BE WITH STATE (CIVE BODY)
10. AFTER CONSTRUCTION AND COMMISSIONING OF ROB IT WILL BE HANDED OVER TO STATE ROAD AUTHORITY FOR MAINTENANCE WITH ALL RESPECT.

NOTE FOR STEEL WORKS

1. ALL STEEL SHALL CONFORM TO IS 226 EXCEPT FOR WELDED THE STEEL SHOULD CONFORM TO IS 2062 CONSTRUCTION WHERE IS 2 E 250 WI IS.
2. ALL STEEL SHALL BE PROTECTED.
3. METALLIZING OF ALL STEEL SURFACES SHALL BE DONE BY SPRAYING METALLIZING SHALL BE DONE IN ACCORDANCE WITH INDIAN MINIMUM OF TWO PASSES.
4. ALL SURFACES OF ALL STEEL SECTIONS SHALL BE DONE AS BELOW:
   1. FIRST COAT - PRIMER TO IS 5666.
   2. SECOND COAT - ZINC CHROMIUM PAINT TO IS 10.
5. ALL STEEL SHALL BE PAINTED AS PER IRS CODE OF PRACTICE.
6. METALLIZING AND PAINTING SHALL BE DONE IN ACCORDANCE WITH INDIAN STANDARD CODE OF PRACTICE.
7. ALL WELDS TO BE MADE BY USING APPROVED WELDING TRIDCEEDURES AND BY WELDERS TESTED AS PER IRS.
8. SPLICING OF FLANGE PLATES SHALL BE DOUBLE "V" BUTT WELD.
9. SPLICING OF WEB PLATES SHALL BE SINGLE "V" BUTT WELD.
10. ALL BUTT WELDS SHALL BE FULLY PENETRATED FILLET WELDING AS PER IS 816 OR BY PASTING.
11. ALL BUTT WELDS ARE TO BE EXAMINED RADIOGRAPHICALLY AS PER IS 816 OR BY ULTRASONIC.
12. ALL STEEL WORKS SHALL BE CARRIED OUT TO IDENTIFY CHILDS BEFORE THE COMMENCEMENT OF EARTH WORK.
13. ALL PIPES, CABLES, ETC. SHALL BE PASSED THROUGH THE PROPOSED ALIGNMENT SHALL BE CARRIED OUT IF CABLES ARE EXPOSED. SECURE THE CABLES PROPERLY TO AVOID DAMAGES.

ROAD TRIALLING INSTRUCTIONS

1. DURING THE EARTH WORKS IT SHOULD BE ENSURED THAT NO FOUNDATION OF ANY OHE STRUCTURE IS EXPOSING.
2. SUFFICIENT WORKER BLOCK AND LINE BLOCK SHOULD BE OBTAINED BEFORE AND DURING THE EXECUTION OF ROB WORKS AS PER RELEVANT CODES.

CERTIFICATION OF APPROACH GRADIENT NOTE

APPROACH GRADIENT OF 1 IN 30. TOWARDS SMRITI ACADEMY ROAD AND 1 IN 20 TOWARDS CHINTALAMADIVALA ROAD IS PROVIDED TO END THE RAMP BEFORE ROAD JUNCTION.

ROAD TRIALLING

1. TEMPORARY DIVERSION OF PUBLIC TRAFFIC SHALL BE DONE THROUGH ROAD.

JUSTIFICATION FOR SELECTING THE SPAN
SPAN HAS BEEN PROPOSED CONSIDERING RAILWAY TRACKS, RAILWAY BOUNDARY & RAILWAY CIRCULAR.

JUSTIFICATION FOR TRACK CENTRE DISTANCE
PROPOSED FUTURE RAILWAY TRACK IS 4.0FT AS IS BA AS PER APPROVED DRAWING.

AUTHORITY OF WORK : IS AS PER DFSR OF BSRP. THE RAILWAY BOARD SANCTION FOR BSRP(SQ) SUB URBAN TRANSHIPT PROJECT (140 TRAFS) VIDE LETTER NO.2010/Co-Ord/Sanction/Project/Suburban dtd 31.12.2014.

JUSTIFICATION FOR VERTICAL CLEARANCE
VERTICAL HEIGHT OF 6.55m IS PROPOSED AS PER IR SOD NORMS.

GENERAL NOTES

1. ALL DIMENSIONS SHOWN IN THIS DWG ARE IN MM AND REDUCED LEVELS ON R.T.MILLIMETR IN UNLESS OTHERWISE NOTED.
2. DO NOT SCALE THE DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. EXPOSURE CONDITION IS MODERATE.
4. CLASS OF CONCRETE :
   - STANDARD OF ROAD CLEARANCE : 2.LANE IRC CLASSAA.
   - STANDARD OF RAILWAY CLEARANCE : 25T OF IRS CODE.
5. THIS DRAWING IS PREPARED BASED ON DATA COLLECTED FROM SITE BY FIELD EXECUTIVES. THE DATA COLLECTED IS AS PER THE INSTRUCTIONS AND TO BE SATISFACTORY TO THE ENGINEER IN CHARGE OF SITE.
6. RAIL LEVEL FORMATION LEVEL ETC. SHOULD BE CROSS VERIFIED BY THE ENGINEER-IN-CHARGE BEFORE AND DURING CONSTRUCTION. ANY DISCREPANCY MUST BE REPORTED TO THE DESIGNER ON THE SITE AND OTHER CONDITIONS OBTAINED IF ANY.
7. THE ROAD CLEARANCE SHALL BE 2.LANE ALLIGNMENT ORDER & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION WORKING PLAN AND YARD PLAN IF ANY.
8. THE ROAD CLEARANCE SHALL BE AS PER THE ROAD ENGINEER'S DIRECTIONS SHALL BE ADEQUATE BEYOND THE RAIT CAN CONSTRUCTION.
9. ALL RCC SURFACES COMING IN CONTACT WITH SOIL MUST BE PAINTED WITH APPROVED PROTECTIVE PAINT TO ENSURE DURABILITY OF STRUCTURE. ALL RCC WORKS SHALL BE CARRIED OUT AS PER IRS CODE CALCUTTER NO.14 HAUCONTRAPUCTUCTUL. IN SAFEGUARDING SHALL BE FOLLOWED STRICTLY.
10. ALL RCC WORKS SHALL BE CARRIED OUT AS PER IRS CONCRETE BRIDGES CODE OF PRACTICE WITH ADDITIONAL CLAUSES IN CONCRETE WITHOUT SPECIAL PRECAUTIONS AS PER RELEVANT CODES.
11. CURING OF ALL CONCRETE WORK AS PER RELEVANT CODES OF PRACTICE.
12. UNDERGROUND CABLE ETC. IF ANY. SHALL BE REMOVED AND BE ALIGNED BEFORE THE EXECUTION OF WORK. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD BE INFORMED. THE ROAD ENGINEER IN CHARGE OF STATE MUST BE TAKEN ACCORDING TO RELEVANT CODES AND TO GIVE A DESIGN BOARD VIDE LETTER NO.2002/BU/ENG/PT. JA DATED 28.08.07.
13. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD BE ENGAGED ON THE SOIL REPORT SUBMITTED AT THE TIME OF PREPARATION OF TENDER AND TO BE ENGAGED ON THE SOIL REPORT SUBMITTED AT THE TIME OF PREPARATION OF TENDER AND TO BE INSTALLED SOIL BOX/BORE HOLE AT SITE DURING EXECUTION AS PER DESIGN.
14. THE ROAD ENGINEER IN CHARGE OF ROB COMPOSITE GIRDER SPAN IS AS PER DESIGN AND SUB STRUCTURES AS PER DESIGN. THE DIMENSIONS SHOWN IN THIS DRAWING ARE ON THE PRELIMINARY DESIGN. THE DETAILED DESIGN DRAWING WILL BE PROCESSED SEPARATELY AFTER THE APPROVAL OF GAD.
15. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD BE ENGAGED ON THE SOIL REPORT SUBMITTED AT THE BRIDGE REFER PARA 16.LAC OF BRIDGE MANUAL.
16. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD ENSURE WATER CONDITION VIS. ULTRA CEMENT AND BE PROVIDED AS PER IS:2400 (S & U) OF 30.01.2017 / SECT.-4(T).
17. ALL RCC WORKS SHALL BE CARRIED OUT AS PER IRS CODE-B-01-LP-0017 IS -1892 AND IRS SUBSTRUCTURE CODE WITH FOR IS 2 AND IS-2 LLP IS 800 WITH GRADED STONE AGGREGATE.
18. A 25MM NO OF 100MM THICK 1.2.4 MIX TO BE PROVIDED BELOW PILE CAP.
19. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD ENSURE THE PILE CAP FULLY.
20. PILES SHOULD BE PROJECTED TO 75 PILE CAP FOR 75 MM.
21. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD ENSURE THE PILE CAP FULLY.
22. THE INSTRUCTIONS CONTAINED VIDE PCE CIRCULAR NO.01 (SOT-2)/ 28.2021 REGARDING TENDERING IS STRICTLY TO BE FOLLOWED. THE DESIGN OF ROB SHALL BE PREPARED AS PER THE CODE OF PRACTICE.
23. PILE INTEGRITY TEST TO BE DONE CAMPULSORY FROM EXPERT AGENCIES AND PROPER RECORD OF RESULTS OF THE SAME TO BE FURNISHED FOR SCRUTINY.
24. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD ENSURE THE SECTION OF FOUNDATION AS PER DESIGN. IT SHALL BE ENSURE THAT MAXIMUM DESIGN BASE WILL BE LESS THAN THE SBC OF SOIL.
25. AS PER LEO TECHNICAL INVESTIGATION REPORT PILE VERTICLE CAPACITY IS 60t T. DIAMETER OF PILE IS1.20m
26. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD ENSURE THE DESIGN WHICHEVER IS CLEVERING OF PILE.
27. THE ROAD ENGINEER IN CHARGE OF SITE SHOULD ENSURE THE DESIGN WHICHEVER IS CLEVERING OF PILE.
28. CLASS A CASING
29. CLASS A CASING IN MODERATE
30. ALL THE FOLLOWING SAFETY MEASURES SHALL BE FOLLOWED.
31. ADEQUATE SAFETY MEASURES FOR RUNNING TRAINS SHALL BE ADOPTED WHILE DOING THE EARTHWORK NEAR THE RAILWAY TRACK.
32. DURING CONSTRUCTION OF THE BRIDGE, THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPROVING THE FORMATION AND PROVIDING ADEQUATE SIGNALS AND WARNING INDICATORS.
33. DURING THE CONSTRUCTION OF THE PROPOSED BRIDGE PROPER, ADEQUATE SAFETY MEASURES SHALL BE ADOPTED WHILE DOING THE WORK CLOSE TO THE EXISTING STRUCTURE FOUNDATION INCLUDING IMPOSING SPEED RESTRICTIONS IF REQUIRED.
34. ADEQUATE SAFETY MEASURES FOR WORKMEN SHALL BE AS PER PARA. 601-(1)(f) OF RPRW.
35. NECESSARY SIGNING ARRANGEMENTS TO BE MADE TO PROTECT EXISTING BRIDGE STRUCTURE WHEREVER NECESSARY.
36. JOINT PROCEDURE ORDER ON SAFETY RELATED ISSUES BETWEEN RAILWAY TO WORK SITE IN CONSTRUCTION OF ROB WORKS AS PER RELEVANT CODES. ALL ROAD ISSUES VIDE CTE LAND, SWRW (JA)/SAFETY AT WORK SPOT OF 20.08.2011 HAS TO BE STRICTLY FOLLOWED.
37. DURING EXECUTION OF WORK, THE MATERIAL EQUIPMENT SUCH AS RELEASED MATERIAL ETC. SHOULD NOT FOUL THE RUNNING LINE. ALL THE MATERIAL EQUIPMENT SHALL BE KEPT AT SAFE DISTANCE FROM THE RUNNING LINE.
38. EXECUTION OF ROB WORKS SHALL BE CARRIED OUT AS PER IRS CODE OF PRACTICE.
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SPECIAL NOTES FOR (SSH) AC TRACTION SYSTEM

1. NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE BY A BODE CIVIL(DEPT IN CONSULTATION WITH ELECTRICAL ELTRIBRANCH TO AVOID ANY ELECTRICAL INDUCTION DURING LAUNCHING OF SEWRTRING GIRDER.
2. WHILE LAUCHING OF GIRDER ABOVE THE OHE & ALSO DURING ANY WORK WHICH WILL LESS THAN 2.0M DISTANCE FROM THE OHE WILL BE TAKEN UP ONLY AFTER TAKING ADEQUATE TRACTION BLOCK AND OBTAINING PERMISSION TO WORK FROM AUTHORIZED TRD BRANCH OFFICIAL.
3. ALL STEEL STRUCT(RESIDCSPORTS GIRDER) WHICH(AND THE ABOVE WORKS SHALL BE SUITABLY EARTHED AS PER RDSO/ELECTRICAL/ELTRIBRANCH/ SPECIFICATION NO.TI/SPC/PSI/EARTHING/2010.
4. GIRDER LAUNCHING SHOULD BE DONE WITHOUT DISTURBING THE OHE.
5. ALL WORKS ABOVE THE OHE SHALL BE CARRIED OUT ONLY AFTER TAKING ADEQUATE ELECTRICAL CLEARANCE AFTER COMPLETION OF WORKS BY GIRDER.
6. ALL WORKS ABOVE THE OHE SHALL BE CARRIED OUT ONLY AFTER TAKING ADEQUATE ELECTRICAL CLEARANCE AFTER COMPLETION OF WORKS BY GIRDER.
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SPECIFICATIONS

(THE FOLLOWING SPECIFICATIONS AND FORMAT REFERENCE, AINDLY MODIFY THE DESIGN AND DRAWING AS PER THE ACTUAL DESIGN. THE DRAWING SHOULD BE AS PER DESIGN, REF DRAWINGS. ELIMINATE UNNECESSARY POINTS AND ADD IF ANY EXTRA)

1. ALL CIVIL WORKS HAVE TO BE CARRIED OUT AS PER THE FOLLOWING SPECIFICATIONS AND LATEST STANDARD SPECIFICATIONS FOR WORKS AND MATERIALS (2012)
   1. IRS CONCRETE BRIDGE CODE 2014 AND RELEVANT IS SPECIFICATIONS.
   2. IRC:6-2017 STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES (IRC:6-2014 CORRECTED UP TO LATEST CORRECTION SLIP)
   3. IRC:112-2011 CODE OF PRACTICE
   4. ALL RCC WORKS SHALL BE M35
   5. ALL MCC WORKS SHALL BE M25
   6. ALL REINFORCEMENT SHALL BE FE 500 GRADE

1.	REFORCEMENT CLEAR DISTANCE	40MM
2.	PIER CAP	50MM
3.	PIER WALL	50MM
4.	ABUTMENT CAP	50MM
5.	ABUT WALL	50MM
6.	WING WALL	50MM

4. KEEP HOLES (75/100MM DIA PVC/MC PIPES) AS PER SUBSTRUCTURE CODE 2013 CL.7.8.
   - MATERIAL SHALL CONSIST OF GRANULAR MATERIALS OF CLEAN, HARD, DURABLE STONE OR GRAVEL. THE GRADING OF GRANULAR MATERIALS SHALL BE WITHIN THE LIMITS GIVEN IN TABLE 1 OF IRC:6-2017 (SECTION 2) FOR GRADING OF GRAVEL OR COBBLES TO THICKNESS NOT LESS THAN 60MM WITH SMALLER SIZE PROPORTIONALLY REDUCED FOR THINNER LAYERS. THE GRANULAR MATERIAL SHALL CONSIST OF GRANULAR MATERIALS OF CLEAN GRADE AS PER IS 1498-1970 (RE 2003).
   - THE BALLAST SHALL BE GRADED BAR@W100(S) SHALL CONFORM TO IS-1786-2008 (FE 500)
   - THE WEARING SHALL BE CONFORM TO IS - 2062.
   - RE PANEL FOR RCW'S - REINFORCED EARTH PANELS TO BE DESIGNED AS PER RDSO/B-9363 & 9364.
   - APPROACH SLAB FOR RCW'S AS PER IRC:6 - 2017.

MODULE OPERANDI

STAGE LINE BLOCK ACTIVITIES

1. PROPER SIGNALS/WARNING INDICATIONS AS PER SIETCH AND IMPOSE HON-STOP DRAIN WITH DIVERSION
2. ERECTION OF GIRDER ERECTION SHIP AND SHIFT TRAMPOLIP TO SITE WITHOUT DAMAGING GIRDER AND SHEAR CONNECTORS.
3. ERECTION OF GIRDER ERECTION SHIP AND SHIFT THE GIRDERS TO SITE
4. METALLIZING SHALL BE DONE AT SHOP TO ALL FACES EXCEPT TOP FLANGE AND SHEAR CONNECTORS FOR WHICH WELD BE DONE AT SITE LATER.
5. ERECTION OF GIRDER ERECTION SHIP AND SHIFT THE GIRDERS TO SITE (ONCH AND PLA PROPER ALIGNMENT.
6. ERECTION OF GIRDER ON SITE WITH CONTI WELD BLOCK AND METALLIZING TO BE DONE AT SITE AFTER COMPLETE JOINING.
7. ERECTION OF GIRDER ON SITE WITH CONTI WELD BLOCK AS PER RDSO DRAWINGS.
8. SURVEY & LAUNCHING CRANE (PRERAMP 2.5ES) AND CRE (PAR OF SHAR CAPACITY SHALL BE ARRANGED AT SITE ONE DAY IN ADVANCE AND ENSURE ALL SAFETY MEASURES ARE IN PLACE. ALL THE ARRANGEMENTS FOR LANCHING AND JOINING ARRANGED BEFORE TAKING LINE BLOCK.

STAGE LONING AND POWER BLOCK

1. LONCHING OF GIRDER ON SITE WITH CONTI WELD BLOCK AND PROPER CAGE LONCHING ARRANGEMENT.
2. GIRDER LAUNCHING SEPARATE PAN WILL BE SUBMITTED AFTER APPROVAL OF GAD.

STAGE 6 (BETWEEN TRAIN TWINING)

1. PROPER SIGNALS/WARNING INDICATIONS AS PER SIETCH AND IMPOSE HON-STOP DRAIN WITH DIVERSION
2. PROPER EARTHWORK TO BE DONE FOR DECK SLAB IN BETWEEN GIRDERS TO THE DECK LEVEL
3. SHEAR CONNECTORS AND STUDS SHOULD NOT BE BENT DURING PLACING OF DECK SLAB.
4. ALCONCRETING OF DECK SLAB SHALL BE DONE ACCORDING AS PER SPECIFICATIONS AND ENSURE PROPER CURING. ALL THE ARRANGEMENTS FOR CURING AND REMOVING CAGE AS PER SPECIFICATIONS.

STAGE 7(BEFORE ACTIVITIES)

1. PROPER SIGNALS/WARNING INDICATIONS AS PER SPECIFICATIONS.
2. PROVIDING WORK SHALL BE CARRIED OUT AS PER GSCR 2010 (SPECIFICATIONS AND ENSURE PROPER CURING.
3. BACK FILLING BRINGS SHALL BE DONE AS PER PARA 7.5 OF IS:8.0RLCTURE C