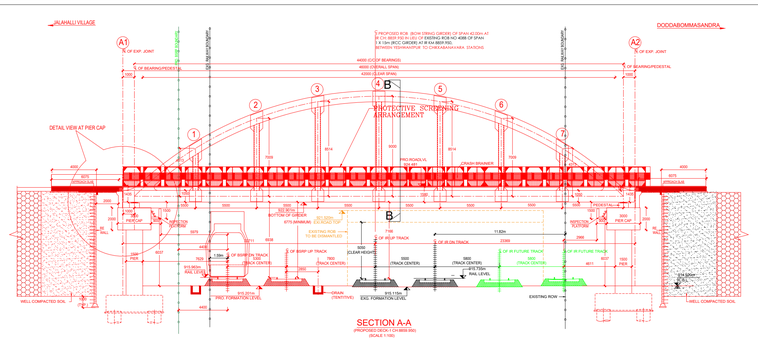
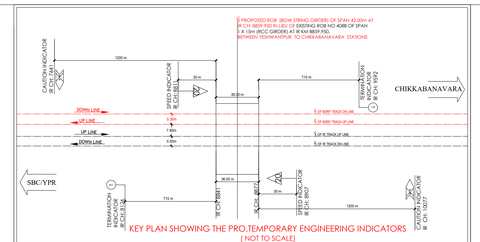
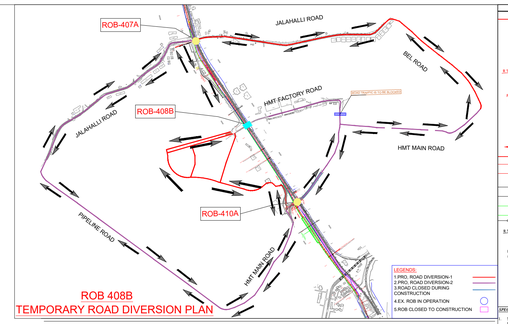
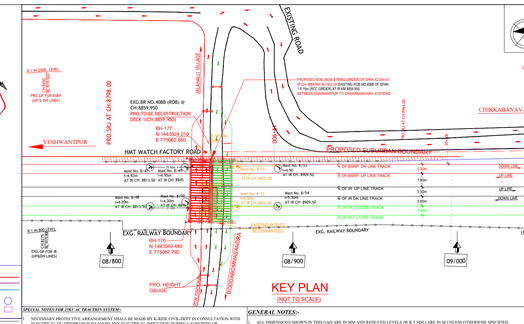




NOTE:-
NECESSARY TEMPORARY ENGINEERING INDICATORS VIZ. CAUTION, SPEED AND TERMINATION INDICATOR. WITH RETRO REFLECTIVE TO BE PROVIDED SUITABLY BY THE ENGINEER-IN-CHARGE AT THE APPROACHES.



ROB 408B
TEMPORARY ROAD DIVERSION PLAN



SPECIAL NOTES FOR 25KV AC TRACTION SYSTEM:-

1. NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE AT R-SIDE GYSL-DEPT IN CONSULTATION WITH ELECTRICAL SI, TRD BRANCH TO AVOID ANY ELECTRICAL INDUCTION DURING LAUNCHING OF GIRDERS.
2. WHILE LAUNCHING OF GIRDER ABOVE THE OHE & ALSO DURING ANY WORK INVOLVING LESS THAN 2.0M WORKING CLEARANCE FROM OHE, THE WORK SHALL BE CARRIED OUT ONLY DURING POWER BLOCK PERIOD AFTER ENSURING ADEQUATE SAFETY CLEARANCE AS PER THE SUPERVISION OF SI/TRD.
3. ALL STEEL STRUCTURES COMPRISE GIRDERS INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHED TO STRUCTURE & RAIL/SLEEPER TO EARTH FOR SAFETY OF WORKING STAFF.
4. ALL STEEL STRUCTURES SHALL BE PROVIDED WITH EARTHING ARRANGEMENT.
5. OHE TRACTION CONDUCTORS SHALL BE PROFILED TO MAXIMUM POSSIBLE WIRE HEIGHT WITH ACHIEVABLE STAGGER AND CLEARANCE AFTER COMPLETION OF WORK ENSURE.
6. ALL WORKS INVOLVING OHE SHALL BE CARRIED OUT UNDER POWER BLOCK UNDER THE SUPERVISION OF SI/TRD/TRACKS/POWER BLOCK CONDITIONS.
7. ADEQUATE CLEARANCE SHALL BE MAINTAINED FOR PORTION AS PER RDSO NORMS.
8. INDEPENDENT EARTHING SHALL BE ENSURED FOR RUB GIRDER AT TWO LOCATIONS.
9. CAUTION BOARD NEED TO BE PROVIDED ON ROB AS PER RDSO SPECIFICATIONS.

BSRP S-OPERANDI (- (TENTATIVE)

STAGE-I:-

1. CLOSURE OF THE EXISTING ROB TO BE DONE AND DIVERSION OF TRAFFIC FROM THE EXISTING ROB 408B AT IR CH: 8859.950 TO THE ROB-410A AT IR CH:8879.950.
2. ALL THE ABUTMENT/PIER/PILE CAP WORKS WITH APPROACHES TO ACCOMMODATE PROPOSED ABUTMENT WILL BE DONE WITH PROPER PROTECTION MEASURES/SCHEME FOR DISMANTLING OF ROB WILL BE UNDERTAKEN AFTER THE APPROVAL OF GAD.
3. ALL THE PILE CAP/PIER/ABUTMENT WORKS WILL BE DONE AS PER THE CONSTRUCTION PROVISION FOR DECK (STUBS) PROPOSAL WILL BE DONE.
4. ALL THE WORKS WILL BE CARRIED OUT WITH BOTH POWER & TRAFFIC BLOCK WHILE WORKING WITHIN RAILWAY PORTION.
5. START FOUNDATION WORK AS PER APPROVED GAD AND STRUCTURAL DRAWINGS AND COMPLETE THE SUPERSTRUCTURE AS PER APPROVED DRAWINGS.

STAGE-II:-(PRE BLOCK ACTIVITIES):-

6. FABRICATE STEEL BOW STRING GIRDERS AND OTHER COMPONENTS AT FABRICATION DEPOT AND TRANSPORT TO SITE AND STORE AT SITE AS PER APPROVED GAD.
7. METALIZING SHALL BE DONE AT SHOP TO ALL PARTS EXCEPT TOP JOINTS AND CONSTUBS, WHICH WILL BE DONE AT SITE LATER.
8. ASSEMBLE THE BOW-STRING GIRDERS TO BE DONE AT SITE AT THE REQUIRED LENGTH AND IN A PROPER ALIGNMENT.
9. ALL CONNECTIONS SHALL BE WITH THE HSFG BOLT AND METALIZING TO BE DONE AT SITE AFTER COMPLETE ERECTION OF THE GIRDERS.
10. FIXING OF BEARINGS TO BE DONE OVER THE RESPECTIVE ABUTMENTS AS PER APPROVED DRAWING.

STAGE - III - (DURING LINE & POWER BLOCK) :-

11. PROVIDE NECESSARY STITED ELECTRICAL AT WORK SITE BY INSTALLING PROPER INDICATORS.
12. PROVIDE NECESSARY TEMPORARY ARRANGEMENT FOR TRACTION POWER SUPPLY SYSTEM.
13. LAUNCHING OF GIRDER SHALL BE DONE OVER THE BLOCK IN TWO CLEAR LINE LEVEL.
14. BOW STRING GIRDER PLACEMENT SHALL BE AS PER APPROVED GAD.

STAGE - IV:-

15. PLACE THE PREC-CAST PANELS OVER THE CROSS BEAMS OF THE RBG AND CONCRETING OF SLAB SHALL BE DONE AS PER THE DRAWING.
16. FINISHING OF GIRDER SHALL BE DONE AFTER BLACKENCE TEST TO LINE AND LEVEL.
17. PROVIDE DRAINAGE SPOUTS, ITS EXPANSION JOINTS & COMPLETE MISCELLANEOUS WORKS.
18. MAKE ROADS FOR THE APPROACHES AS PER SPECIFICATIONS FROM EXISTING TO BE DONE TO THE EXISTING ROADS AND COMPLETE THE WORK IN ALL RESPECTS.

STAGE -IV:-

19. RESTORE NORMAL SPEED IN STAGES, VIDE PARA 653 UTI OF IRPWM.

In DIGITIZED / SPECIAL NOTES:-

1. THE INTERFACING ONE INSTALLATIONS SHOULD BE SUITABLY MODIFIED AFTER PROPR APPROVAL OF SECTIONING FROM TRD.
2. DURING THE EARTH WORKS IT SHOULD BE ENSURED THAT NO FOUNDATION OF ANY OHE STRUCTURE IS DISTURBED / DAMAGED.
3. ADEQUATE SAFETY MEASURES FOR RUNNING TRAIN SHALL BE ADOPTED WHILE DOING THE EARTH WORK BELOW THE TRACK.
4. DURING CONSTRUCTION OF ROB, THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTION BY ISSUING PROPER NOTICE AS PER PARA 653 OF IRPWM.
5. DURING THE CONSTRUCTION OF PROPOSED ROB PROPER SAFETY PRECAUTIONS TO BE TAKEN WHILE EXECUTING FOUNDATION WORK CLOSE TO THE EXISTING STRUCTURES INCLUDING IMPOSING OF SPEED RESTRICTIONS IF REQUIRED.
6. ALL THE WORKS SHALL BE EXECUTED AS PER IS 2911-PART-I/SEC/II 1979 FOR MARKING DANGER LEVEL FOR BRIDGE REFER PARA 703-4D OF BRIDGE MANUAL.
7. NECESSARY SIGNAL/TELECOMMUNICATION ARRANGEMENTS SHALL BE MADE TO FORM EXTN FOR ADEQUATE BOND FOR NEXT DAY CONCRETING.
8. DURING THE WORKS CLOSING IN CONTACT WITH SOIL MUST BE PAINTED WITH APPROVED PROTECTIVE PAINT. NO OTHER CONCRETE SURFACE SHALL BE PAINTED AND NO TIMBER CONSTRUCTION INSIDE THE DESIGNED VERTICAL LETTER NO. W.140/1/INFRA/PACE/VOL IV, DATED 04/05/2019 SHALL BE FOLLOWED STRICTLY.
9. ALL CONCRETE WORKS SHALL BE NORMALLY ALLOWED IN CONCRETE WITHOUT SPECIAL PRECAUTIONS AS PER RELEVANT CODES.
10. CONTROLLED CONCRETE WITH WEDGE BATTENS SHALL BE USED FOR CONCRETE.
11. CURING OF ALL CONCRETE WORK AS PER RELEVANT CODES OF PRACTICE SHALL BE ENSURED.
12. ADEQUATE SAFETY MEASURES SHALL BE ADOPTED WHILE DOING THE EARTH WORK BELOW THE TRACK DURING EXECUTION OF WORK STARTS. S&T CABLES SHALL BE PROTECTED AT SITE BY EXISTING AGENCY. ALL PRECAUTIONARY STEPS MUST BE TAKEN ACCORDING TO TELECOMMUNICATION CIRCULAR NO.T/126/1 ISSUED BY RAILWAY BOARD VIDE LETTER NO.2003/TELE/CIRCLE/PT 25, DATED 26.06.2015.
13. ALL THE WORKS SHALL BE EXECUTED AS PER IS 2911-PART-I/SEC/II 1979 FOR MARKING DANGER LEVEL FOR BRIDGE REFER PARA 703-4D OF BRIDGE MANUAL.
14. THE ENGG DEPT AT SITE SHALL BE ADVISED IMMEDIATELY IF ANY UNEXPECTED PROVISION FOR DECAY, IF ANY, WAS ENCOUNTERED AT SITE DURING EXECUTION AS PER DESIGN.
15. THE ROB SHALL BE DESIGNED FOR 42.00m SPAN AND 15.00m SPAN IS AS PER RDSO AND SUB STRUCTURES AS PER DESIGN. THE DIMENSIONS SHOWN IN THIS GAD ARE BASED ON THE PRELIMINARY DESIGNS. THE DETAILED DESIGN/ DRAWING WILL BE PROCESSED SEPARATELY AFTER THE APPROVAL OF GAD.
16. ALL THE WORKS SHALL BE EXECUTED AS PER IS 2911-PART-I/SEC/II 1979 FOR MARKING DANGER LEVEL FOR BRIDGE REFER PARA 703-4D OF BRIDGE MANUAL.
17. FOR PILES WHERE CONCRETE IS DEPOSITED UNDER WATER CONDITION 10% EXTRA CEMENT MAY BE PROVIDED AS PER CLAUSE 4.33.0 OF IS 2911-PART-I/SEC/II.
18. THE PILES SHALL BE CONSTUCTED AS PER IS:2911-PART-IV-1985 AND NO BARRETTE PILES SHALL BE CONSTRUCTED.
19. MIX FOR PILE AND PILE CAP IS M35 WITH 20MM GRADED STONE AGGREGATE.
20. THE REINFORCEMENT DETAILS OF PILES AND PILE CAP SHALL BE AS PER IRS CONCRETE BRIDGE CODE.
21. THE REINFORCEMENT DETAILS SHALL BE ALSO ENCIRCLED TO THE PILE CAP FULLY.
22. PILES SHOULD BE PROJECTED TO TO PILE CAP FOR 75 MM.
23. THE WORKS SHALL BE EXECUTED AS PER IS 2911-PART-I/SEC/II 1979 AND IRS CONCRETE BRIDGE CODE.
24. THE INSTRUCTIONS CONTAINED VIDE PCE CIRCULAR NO:- 2021-2022/CE-2/BR-246-2021 REGARDING 'ENSURING QUALITY OF WORK AND MAINTAINING SITE RECORDS IN WORKS CONTRACTS" WILL BE STRICTLY FOLLOWED.
25. THE QUALITY TEST TO BE DONE COMPULSORILY FROM EXPERT AGENCIES AND PROPER RECORD OF RESULTS OF THE SAME TO BE FURNISHED FOR PERUSAL.
26. AS PER GSO TECHNICAL INVESTIGATION REPORT PILE VERTICAL @ CAPACITY IS 400 Te& DIAMETER OF PILE IS 1.20m AND SHALL BE ENGRUED THAT THE SPACING OF PILES SHALL BE LESS THAN THE CAPACITY OF PILE. FOLLOWING GAIDS HAVE BEEN CONSIDERED IN THE DESIGN WHICH SHOULD BE ADHERED TO.
GOVERNING GAD of LAUNCHING
CLASS 708 LOADING
SPAN 42.00m
27. THE MINIMUM HORIZONTAL & VERTICAL DISTANCES HAS BEEN PROVIDED AS PER LATEST SOD FOR RAILWAYS.
28. PROPER DRAINAGE ARRANGEMENTS HAVE TO BE PROVIDED TO LEAD THE WATER FROM ROB BY PROVIDING NETWORK OF PIPES CONNECTING TO NEAREST DRAIN AS PER DIRECTION OF ENGINEER-IN-CHARGE.
29. IT SHOULD BE ENSURED THAT THE RESTRICTED LEVELS OF ROAD FOR APPROACHES AND HAS WAY PORTIONS SHOULD BE SMOOTH WITHOUT ANY ABRUPT CHANGES IN LEVELS.
30. THE DESIGN OF RCC WORKS FOR PORTION OF ROB, THE GUIDELINES ISSUED BY RDSO VIDE BS-132 OF MAY 2014 SHOULD BE STRICTLY FOLLOWED.
31. SEPARATE STRUCTURAL DRAWINGS FOR DIMENSIONS OF SUB STRUCTURE AND FOUNDATION SHALL BE REFERRED.
32. SEPARATE DRAWING FOR TAD FOR LAUNCHING OF GIRDERS WILL BE PREPARED AND PROCESSED FOR APPROVAL.
33. THE ERECTION AND EXECUTION OF WORK, CONCERNED STATE GOVERNMENT OFFICIALS SHOULD BE CONTACTED IN CONNECTION WITH CLOSURE OF ROB.
34. ROAD LEVELS FOR THE ROB SHOULD BE FIXED AFTER CONSULTING WITH ROAD AUTHORITIES TO AVOID ANY FUTURE LEVEL DIFFERENCES AT THE JUNCTION OF ROB AND ROAD LEVELS.
35. NECESSARY CLEARANCES FOR THE CONSTRUCTION OF RE BLOCK/PANELS FOR APPROACH PORTIONS OF ROB ISSUED BY C.A/CON/SBC VIDE HIS LETTER DATED 04.10.2019 SHALL BE FOLLOWED.
36. THE GAD HAS BEEN PREPARED BASED ON THE JOINT INSPECTION REPORT BETWEEN RAILWAY AUTHORITIES AND STATE GOVERNMENT AUTHORITIES.
37. GAD OF GIRDER TO BE PREPARED AND APPROVED AS PER RDSO LR NO.CBS/BRIDGE/INSPECTION/GENL. MATTERS DATED 01.03.2021.
38. GAD OF BEARINGS SHALL BE PREPARED AND APPROVED AS PER LR NO.CBS/PRE/BRG/DESIGN/2021 DATED 01.03.2021.
39. LOAD TEST TO BE CONDUCTED AS PER RDSO REPORT BS-100.
40. INSTRUMENTATION OF BRIDGE TO BE CONDUCTED AS PER RDSO REPORT BS-106(R).
41. THE DETAIL GEOMETRIC DESIGN OF THE APPROACH ROAD SHALL BE MADE AND SUBMITTED TO RQ FOR RECORD.
42. ALL THE FOLLOWING SAFETY TIPS SHALL BE ENSURED:
a. DURING TENDERING PROCESS FOR FABRICATION OF STEEL GIRDER, GUIDELINES/PROCEDURE ISSUED BY RDSO LETTER NO. CBS/GIRD, DATED 26.08.2019 SHALL BE STRICTLY FOLLOWED.
b. FOR SOUNDNESS OF ANTI-CORROSIVE PAINTING SCHEME TO THE STEEL GIRDERS OF RAILWAY BRIDGES, ROB/RUB & FOBS, THE INSTRUCTIONS CONTAINED VIDE LETTER NO. SWR/TRD/BRIDGE/PAINTING/ DATED 23.08.2019 SHALL BE STRICTLY FOLLOWED.
c. METALIZING WITH ALUMINUM AVERAGE THICKNESS 200 MICRONS FOLLOWED BY EPOXY PAINTING.
d. FOR ALL STEEL WORKS, ESSC SHALL BE CARRIED OUT BY RDSO/ CHENNAI CENTRE.
e. NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETE WORKS WITHOUT SPECIAL PRECAUTIONS AS PER THE RELEVANT CODES. IF CONSTRUCTION JOINT IS PROVIDED THE PAINTING APPROVED MAKE SHALL BE USED TO PAINT THE UNDERSIDE OF CONCRETE ROB GIRDER ALSO ENSURE LONG LIFE.
f. INSTRUCTIONS CONVEYED VIDE PCE CIRCULAR NO. 01 / 2015 DT.08.01.15, REGARDING 'WORK DISCIPLINE AT SITE' AND AS PER PCE CIRCULAR NO 2015-2016/CE-2/BR-2/GAD/ROB DT.22.06.2015 REGARDING 'ENSURING QUALITY OF WORK AND MAINTAINING SITE RECORDS IN WORKS CONTRACTS' TO BE STRICTLY FOLLOWED.
g. PROCUREMENT/FABRICATION OF STEEL GIRDERS SHALL BE DONE THROUGH RDSO APPROVED VENDORS/FABRICATORS.
h. ROAD APPROACHES ON EITHER SIDE OF THE PROPOSED ROB SHOULD BE SUITABLY AGEINED AND REGRADED BY ERDE AUTHORITY. ALSO SANCTIONED ESTIMATE FOR THE SAME SHALL BE FURNISHED FOR PERUSAL.
i. MAINTENANCE OF ROAD SURFACE AFTER COMPLETION OF ROB TO BE DONE BY ROAD AUTHORITIES BOTH SIDES AND OUTSIDE THE RAILWAY LIMITS.
j. THE RESPONSIBILITY OF THE MAINTENANCE OF LIGHTING ARRANGEMENTS OF ROB IN RAILWAY PORTION AND BEYOND RAILWAY PORTION WILL BE WITH RESPECTIVE AUTHORITIES.
43. AFTER CONSTRUCTION AND COMMISSIONING OF ROB IT WILL BE HANDED OVER TO LOCAL CIVIL AUTHORITY FOR MAINTENANCE WITH ALL RESPECT.

REFERENCES:-

1. ABUTMENT, PILE, PILE CAP, PIER, PIER CAP AND RE BLOCK ARE :- AS PER DESIGN.
2. RETURN / RETAINING WALL :- AS PER DESIGN.
3. BEARING :- AS PER APPROVED DRAWING (BOW STRING STEEL GIRDER) 42M CLEAR SPAN FOR N.S.H.I
4. GIRDER :- AS PER RDSO/2007/ 0003
5. WEEP HOLES AS PER PARA 7.6 OF SUB STRUCTURE CODE.
6. ALL THE MATERIAL BEHIND ABUTMENT AS PER PARA 7 OF IRS BRIDGE SUB STRUCTURE & FOUNDATION CODE.
7. SAFETY SCREEN FOR OHE :-AS PER RDSO/DRG NO. ETI/C/0068.
8. CRASH BARRIER :- AS PER RDSO/2007/0003 & RDSO/CB/1100 ALIGNMENT DRG.NO.CB-31771.
9. APPROACH SLAB :-AS PER DESIGN.
10. INSPECTION PLAT FORM :- AS PER RDSO/CBS/8016.
11. HS WALL :- AS PER DESIGN.
12. HEIGHT GAUGE :- AS PER CBS -0051.

SPECIFICATIONS:-

ALL WORKS TO BE CARRIED OUT AS PER THE FOLLOWING CODES OR MANUALS

a.	I.R.S.BRIDGE CODE	IRC:5-2015
b.	LOADS AND STRESSES FOR ROAD BRIDGES	IRC:6-2017
c.	STEEL ROAD BRIDGE CODES	IRC:24-2010
d.	STEEL RAILWAY BRIDGES	IS:1786-2008
e.	CONCRETE ROAD BRIDGES	IRC:112-2020
f.	SELECTION OF FALSE WORK FOR	
i.	ROAD BRIDGES	IRC:97-1984
ii.	RAILWAY BRIDGES	IRS:CBC-2005
iii.	HIGH TENSILE BOLTING	IS:4000-1992
iv.	CUSTOMARY HOOK BOLTS	IS:1363 (PART1)
v.	HIGH STRENGTH NUTS AND WASHERS	IS:6623 (PART1) 2013 (4)
vi.	SHEAR STUDS	IS:2911(PART4) , IS ISO:13918-8 & BS EN ISO 6892.
vii.	STEEL FABRICATION	IRS:M31
viii.	STEEL STRUCTURAL STEEL	IS:2062-2011

SPECIAL NOTE :-
A SAFETY APPROVAL SHALL BE OBTAINED FOR ADOPTION OF PILE FOUNDATION AT THE TIME OF DETAIL DESIGN OF SUB STRUCTURE.

ABBREVIATIONS:

C	- CENTER LINE
THK	- THICKNESS
LVS	- UP STREAM SIDE
DVS	- DOWN STREAM SIDE
DN	- DOWN
MM	- MINIMUM
FRL	- FORMATION LEVEL
PROP.	- PROPOSED
EXG.	- EXISTING
RWL	- RIVER/ CAP TOP LEVEL

TRACK DETAIL

RAIL 60 kg	172 mm
GR PAD	10 mm
PSC SLEEPER	230 mm
BALLAST CUSHION	350 mm
TOTAL	= 762 mm

PROPOSED TRACK STRUCTURE

LOADING	:	25 T AXLE LOADING - 2008 STD
ALIGNMENT	:	STRAIGHT
GRADIENT	:	LEVEL
BSRP RAIL LEVEL	:	915.963 m
BSRP FORMATION LVL	:	915.201 m
RAIL 60 kg	:	172 mm
GR PAD	:	10 mm
PSC SLEEPER	:	230 mm
BALLAST CUSHION	:	350 mm

ROB DETAILS

1. CARRIAGEWAY	10.5m PER DECK
2. LOADING	IRC:CLASS AA TRACK

GENERAL NOTES:-

1. ALL DIMENSIONS SHOWN IN THIS GAD ARE IN MM AND RL/CCD LEVELS I.W.R.T MSL ARE IN M UNLESS OTHERWISE SPECIFIED.
2. DO NOT SCALE THE DRAWING, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. SEISMIC ZONE III (OLD)
4. SEISMIC ZONE II (NEW)
5. STANDARD OF ROAD LOADING : 2 LANE IRC LOADING.
6. DESIGN SPEED OF ROAD : 80 KMPH (PLAIN AREA)
7. THIS DRAWING IS PREPARED BASED ON DATA COLLECTED FROM SITE BY FIELD EXECUTIVES.
8. THE ENTIRE WORK SHALL BE EXECUTED AS PER THE INSTRUCTIONS AND TO THE SATISFACTION OF THE ENGINEER-IN-CHARGE AT SITE.
9. ALL THE WORKS SHALL BE EXECUTED AS PER IS 2911-PART-I/SEC/II 1979 FOR MARKING DANGER LEVEL FOR BRIDGE REFER PARA 703-4D OF BRIDGE MANUAL.
10. THIS GAD IS SUBJECT TO MAINTAINING SAME LEVEL, ALIGNMENT, GRADE & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION/ PLAN/ PROFILE OF THE RAILWAY.
11. ON TOP OF CONCRETE AT THE END OF EACH DAYS WORK, DEPRESSION SHALL BE MADE TO FORM KEYS FOR ADEQUATE BOND FOR NEXT DAY CONCRETING.
12. ADEQUATE PRECAUTIONS COMING IN CONTACT WITH SOIL MUST BE PAINTED WITH APPROVED PROTECTIVE PAINT. NO OTHER CONCRETE SURFACE SHALL BE PAINTED AND NO TIMBER CONSTRUCTION INSIDE THE DESIGNED VERTICAL LETTER NO. W.140/1/INFRA/PACE/VOL IV, DATED 04/05/2019 SHALL BE FOLLOWED STRICTLY.
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GOVERNING GAD of LAUNCHING
CLASS 708 LOADING
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40. THE GAD HAS BEEN PREPARED BASED ON THE JOINT INSPECTION REPORT BETWEEN RAILWAY AUTHORITIES AND STATE GOVERNMENT AUTHORITIES.
41. GAD OF GIRDER TO BE PREPARED AND APPROVED AS PER RDSO LR NO.CBS/BRIDGE/INSPECTION/GENL. MATTERS DATED 01.03.2021.
42. GAD OF BEARINGS SHALL BE PREPARED AND APPROVED AS PER LR NO.CBS/PRE/BRG/DESIGN/2021 DATED 01.03.2021.
43. LOAD TEST TO BE CONDUCTED AS PER RDSO REPORT BS-100.
44. INSTRUMENTATION OF BRIDGE TO BE CONDUCTED AS PER RDSO REPORT BS-106(R).
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b. FOR SOUNDNESS OF ANTI-CORROSIVE PAINTING SCHEME TO THE STEEL GIRDERS OF RAILWAY BRIDGES, ROB/RUB & FOBS, THE INSTRUCTIONS CONTAINED VIDE LETTER NO. SWR/TRD/BRIDGE/PAINTING/ DATED 23.08.2019 SHALL BE STRICTLY FOLLOWED.
c. METALIZING WITH ALUMINUM AVERAGE THICKNESS 200 MICRONS FOLLOWED BY EPOXY PAINTING.
d. FOR ALL STEEL WORKS, ESSC SHALL BE CARRIED OUT BY RDSO/ CHENNAI CENTRE.
e. NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETE WORKS WITHOUT SPECIAL PRECAUTIONS AS PER THE RELEVANT CODES. IF CONSTRUCTION JOINT IS PROVIDED THE PAINTING APPROVED MAKE SHALL BE USED TO PAINT THE UNDERSIDE OF CONCRETE ROB GIRDER ALSO ENSURE LONG LIFE.
f. INSTRUCTIONS CONVEYED VIDE PCE CIRCULAR NO. 01 / 2015 DT.08.01.15, REGARDING 'WORK DISCIPLINE AT SITE' AND AS PER PCE CIRCULAR NO 2015-2016/CE-2/BR-2/GAD/ROB DT.22.06.2015 REGARDING 'ENSURING QUALITY OF WORK AND MAINTAINING SITE RECORDS IN WORKS CONTRACTS' TO BE STRICTLY FOLLOWED.
g. PROCUREMENT/FABRICATION OF STEEL GIRDERS SHALL BE DONE THROUGH RDSO APPROVED VENDORS/FABRICATORS.
h. ROAD APPROACHES ON EITHER SIDE OF THE PROPOSED ROB SH