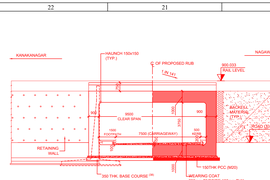
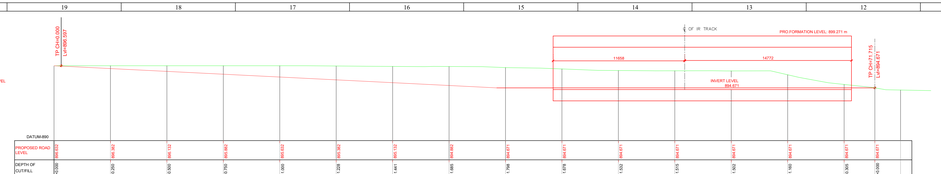




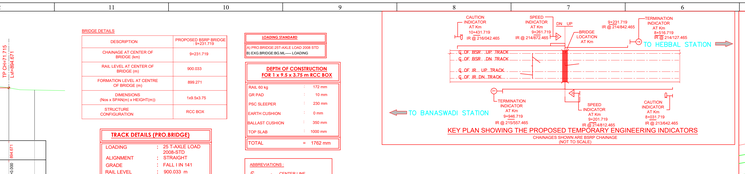
BRIDGE DETAILS	
DESCRIPTION	PROPOSED 830RP BRIDGE
CHAINAGE AT CENTER OF BRIDGE (m)	9+231.719
RAIL LEVEL AT CENTER OF BRIDGE (m)	900.033
FORMATION LEVEL AT CENTRE OF BRIDGE (m)	899.371
DIMENSIONS (Nos x SPANm(c/c) x HtSpmT(m))	1x6.5x3.75
STRUCTURE CONFIGURATION	RCC BOX

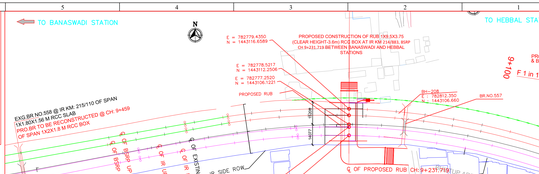
TRACK DETAILS (PRO BRIDGE)	
LOADING	BROAD GAUGE DUAL BG TWIN LEAD 25 T AXLE LOAD 2008-STD
ALIGNMENT	STRAIGHT
GRADE	: FALL I IN 141
RAIL LEVEL	: 900.033 m
FORMATION LEVEL	: 899.271 m

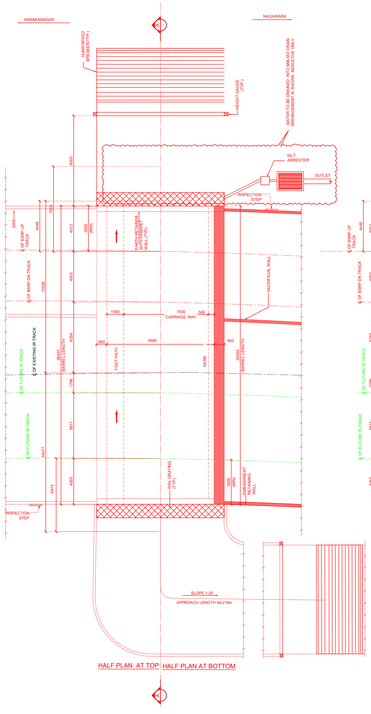
LOADING STANDARD
(i) PRO BRIDGE (25 T AXLE LOAD 2008 STD)
(ii) EXG BRIDGE BG ML ---- LOADING

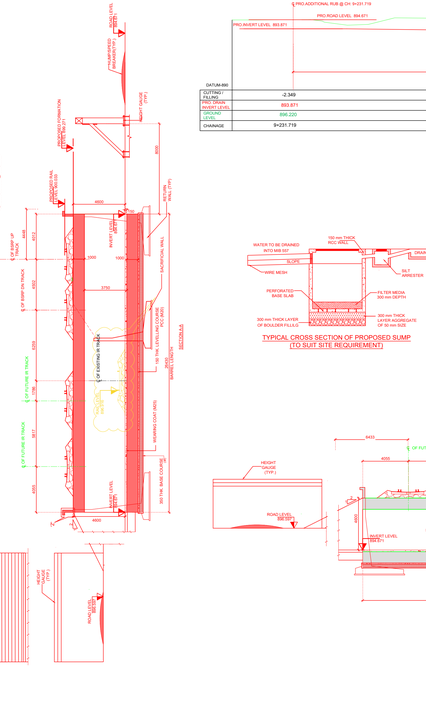
DEPTH OF CONSTRUCTION FOR 1 x 6.5 x 3.75 m RCC BOX	
RAIL 60 kg	: 172 mm
GR PAD	: 10 mm
PSC SLEEPER	: 230 mm
EARTH CUSHION	: 0 mm
BALLAST CUSHION	: 350 mm
TOP SLAB	: 1500 mm
TOTAL	= 1762 mm

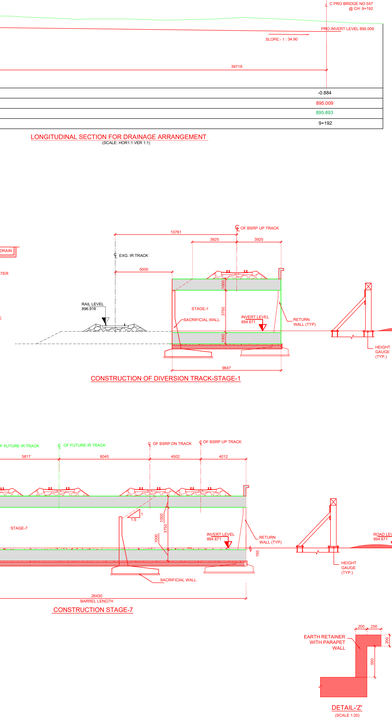
ABBREVIATIONS :		
℄	:	CENTER LINE
TYP	:	TYPICAL
THK	:	THICKNESS
U/S	:	UP STREAM SIDE
D/S	:	DOWN STREAM SIDE
DN	:	DOWN
BR	:	BRIDGE
FSL	:	FORMATION LEVEL
FDN	:	FOUNDATION

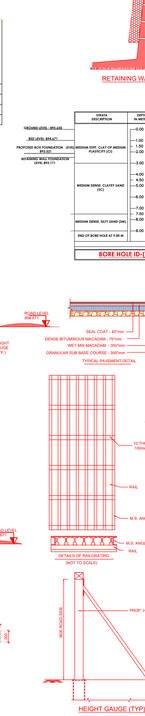


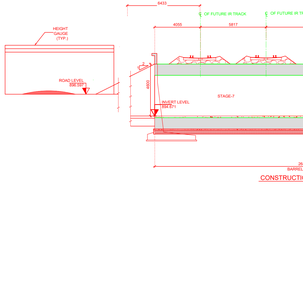












LEGENDS:

- = COLOUR CODE BLACK = EXISTING WORKS
- = COLOUR CODE GREEN = FUTURE IR TRACK WORKS
- = COLOUR CODE RED = PROPOSED RLY WORKS
- = COLOUR CODE YELLOW = TO BE DISMANTLED

LEGENDS:

Total Barrel length of Addl RUB 4 = 26.430m.
Completed Barrel length = 0m(BSRP Slde).
Remaining Barrel length 26.430m is yet to be constructed

MODUS OPERANDI:

PRELIMINARY WORKS

1. SUBJECT TO SITE CONDITIONS FOR EXISTING MAIN LINE AT BRIDGE LOCATION BY INSTALLING NECESSARY TEMPORARY ENGINEERING SPEED INDICATOR AS PER RPWINI AND BLOCK MAP/TAC AT RESTRICTED SPEED OF 15 KMPH AND ENGINEERING CAUTION INDICATOR AS PER RPWINI AT 500 M ON BOTH SIDES OF DIVERSION OF TRAFFIC WITH TRAFFIC CONTROLLING PERSON, PERMISSION TO BE ATTAINED FROM COMPETENT AUTHORITY FOR DIVERSION/CLOSING OF TRAFFIC.

STAGE 1: EARTHWORK FOR EMBANKMENT OF BSRP LINE-2

2. EXCAVATE THE EARTH TO THE REQUIRED DEPTH AT THE BOX PORTION,PREPARE THE GROUND WELL BY RAMPING ETC AS NECESSARY AS PER REQUIREMENT.
3. LEVEL THE GROUND SURFACE.
4. BASE COURSE OF 350 mm.
5. FOUNDATION WORK FOR THE RETAINING WALLS WILL BE EXECUTED WITH ALL SAFETY MEASURES EXCEPT AT RUB PORTION.
6. CONSTRUCTION OF PROPOSED STAGE 1 BOX RETAINING WALL#1 WILL BE DONE EXCEPT AT RUB PORTION.
7. SAY THE BACKFILL WITH EARTHING.
8. BACKFILLING WILL BE DONE AROUND THE BOX.

STAGE 2: LAYING OF TRACKS FOR BSRP LINE-2 BY KRIDE

(1 TRACK WILL BE LAID FOR BSRP LINE-2 FROM POINT 'S' TO POINT 'E' @ 5.0M A LENGTH OF 5.0 KM)

STAGE 3: CUT AND CONNECTION DURING TRAFFIC BLOCK BY KRIDE

(1) CUT & CONNECTION OPERATION WILL BE CARRIED OUT AND POINT 'S' WILL BE CONNECTED TO POINT 'A' WITH A LENGTH OF 58.5M

(2) TRAFFIC WILL BE DIVERTED TO TRAFFIC BLOCK CUT & CONNECTION OPERATION WILL BE CARRIED OUT AND POINT 'B1' WILL BE CONNECTED TO POINT 'B' WITH A LENGTH OF 58.5M

(3) ADDITIONAL TRACK WILL BE LAID FROM POINT 'A' TO 'A1' BY PROVIDING TURN OUT (1 NO.) AND POINT 'B1' TO 'B' BY PROVIDING TURN OUT (1 NO.)

(4) AFTER DIVERTING INDIAN RAILWAY TRAFFIC TO BSR LINE-2, CONSTRUCTION OF PROPOSED RETAINING WALL WILL BE DONE EXCEPT FOR THE RUB LOCATION.

STAGE 4: CONSTRUCTION OF REMAINING BOX PORTIONS DURING TRAFFIC BLOCK

(1) EXCAVATION TO THE REQUIRED DEPTH AT THE BOX PORTION,PREPARE THE GROUND WELL BY RAMPING ETC AS NECESSARY AS PER REQUIREMENT.

(2) LEVEL THE GROUND SURFACE.

(3) BASE COURSE OF 350 mm.

(4) FOUNDATION WORK FOR THE RETAINING WALLS WILL BE EXECUTED WITH ALL SAFETY MEASURES EXCEPT AT RUB PORTION.

(5) CONSTRUCT THE REMAINING RCC BOX PORTION.

(6) LAY THE BACKFILL MATERIAL.

(7) BACKFILLING WILL BE DONE AROUND THE BOX.

STAGE 5: LAYING OF TRACKS FOR BSRP LINE-1 UP & DOWN MAIN LINE

(1) TRACK WILL BE LAID FOR BSRP LINE-1 UP & DOWN MAIN LINE FROM POINT 'C' TO POINT 'D' @ A LENGTH OF 5.0 KM.

(2) TRACK WILL BE LAID FOR BSRP LINE-1 UP & DOWN MAIN LINE FROM POINT 'C' TO POINT 'D' @ A LENGTH OF 5.0 KM.

(3) CONSTRUCT THE NEW HEIGHT GAUGE ON BOTH SIDES O.F RUB APPROACHES.

STAGE 6: CUT AND CONNECTION DURING TRAFFIC BLOCK

(1) DURING TRAFFIC BLOCK CUT & CONNECTION OPERATION WILL BE CARRIED OUT AND POINT 'C' WILL BE CONNECTED TO POINT 'D' WITH A LENGTH OF 58.5M

(2) SIMULTANEOUSLY CUT & CONNECTION OPERATION WILL BE CARRIED OUT AND POINT 'S' WILL BE CONNECTED TO POINT 'E' WITH A LENGTH OF 58.5M

(3) AFTER DIVERTING INDIAN RAILWAY TRAFFIC WILL BE RE-DIVERTED TO UP MAIN LINE.

STAGE 7

(1) SET GATE WILL BE REMOVED.

(2) EARTHWORK IN EMBANKMENT WILL RESPECTS SUCH AS CONSTRUCTION OF RETAINING WALL CUM GRADIENT WALLS, REGARDING OF APPROACH ROADS (SEE DWG# 5TL/CIV) BOTH SIDES OF RCC BOX

(3) RESTORE NORMAL SPEED IN STAGES GRADUALLY AS PER PARA 2308(3) OF IRPWM/ RAILWAY ADMINISTRATION WILL BE INFORMED. PLATELAYING WILL BE DIRTED AS PER REQUIREMENT AT SITE. FOR WHICH NECESSARY POWER BLOCK TO BE PROVIDED.

GENERAL NOTES:

1. ALL DIMENSIONS SHOWN IN THIS GAD ARE IN MM AND REDUCED LEVELS (IN M.T. MSL) ARE IN M UNLESS OTHERWISE SPECIFIED.
2. DO NOT SCALE THE DRAWING ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. EXPOSURE CONDITION IS MODERATE.
4. CONCRETE GRADE M35.
5. STANDARD OF RAILWAY LOADING: 25T AXLE LOADING - 2008 STANDARD.
6. STANDARD OF ROAD LOADING: IRC CLASS AA TRACKED VEHICLE OR 70R WHEELED VEHICLE IN THE 4/5 PLAN.
7. EXISTING BRIDGE DETAILS ARE BASED ON DATA COLLECTED FROM SITE BY FIELD EXECUTIVES.
8. THE ENTIRE WORK SHALL BE CARRIED OUT AS PER THE INSTRUCTIONS AND TO THE SATISFACTION OF THE ENGINEER IN CHARGE AT SITE.
9. THE WORK SHALL BE CARRIED OUT AS PER THE RELEVANT CODES OF PRACTICE AND SPECIFICATIONS FOR CONSTRUCTION OF WORK AT SITE AS PER LATEST APPROVED WORKING SECTION PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
10. THIS GAD IS SUBJECT TO MAINTAINING SAME LEVELS, ALIGNMENT, GRADE & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
11. CM TOP OF CONCRETE AT THE END OF EACH DAY'S WORK, DEPRESSION SHALL BE MADE TO FORM KEYS FOR ADEQUATE BOND FOR NEXT DAY CONCRETING.
12. ALL CONCRETE SURFACES COMING IN CONTACT WITH SOIL MUST BE PAINTED WITH APPROVED PROTECTIVE PAINT. NO OTHER CONCRETE SURFACE SHALL BE PAINTED AND IN THIS CONNECTION INSTRUCTIONS ISSUED VIDE CSO LETTER NO. W.3.68/CONTRACT/POLICY/VOL.III DATED _____ SHALL BE FOLLOWED STRICTLY.
13. CONCRETE SHALL BE PLACED IN ACCORDANCE WITH THE SPECIFICATION. SPECIAL PRECAUTIONS AS PER RELEVANT CODES.
14. CONTROLLED CONCRETE WITH MEDIUM RETARDING SHALL BE USED FOR CONCRETE.
15. CURING OF ALL CONCRETE WORK AS PER RELEVANT CODES OF PRACTICE SHALL BE ENSURED.
16. ALL CONSTRUCTION JOINTS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER IN CHARGE. CONSTRUCTION OF WORK STARTS SET CABLES SHALL BE PROTECTED AT SITE BY K-RIDE. ALL PRECAUTIONARY STEPS MUST BE TAKEN ACCORDING TO TELECOMMUNICATION CIRCULAR NO. 37/2003, ISSUED BY RAILWAY BOARD VIDE LETTER NO 2003/TELE/DVS/1, PT, DC, DATED 24.06.2013.
17. THE WORK SHALL BE CARRIED OUT AS PER THE INSTRUCTIONS AND TO THE SATISFACTION OF THE ENGINEER IN CHARGE AT THE TIME OF PREPARATION OF THIS GAD AND IF IS NECESSARY DUE TO ACTUAL TYPE AND DEPTH WILL BE DECIDED BY THE ENGINEER-IN-CHARGE AS PER THE ACTUAL SOIL ENCOUNTERED AT SITE DURING EXECUTION.
18. THE WORK SHALL BE CARRIED OUT AS PER THE DESIGN AND OTHER STRUCTURES SHOWN IN THIS GAD ARE TENTATIVE. THE RESPONSIBILITY FOR THE MAINTENANCE OF ROAD PASSING THROUGH THE RUB, LIGHTING, DRAINAGE SYSTEM, DRAINAGE WILL BE PROCESSED SEPARATELY AFTER THE APPROVAL OF GAD.
19. MAXIMUM CALCULATED PRESSURE AT BOTTOM OF FOUNDATION FOR DIFFERENT ELEMENTS OF THIS SUBWAY IS AS FOLLOWS:

STRUCTURE	SAFE BEARING CAPACITY
RETAINING WALL	30 T/M²

20. SAFE BEARING CAPACITY OF SOIL/ROCK AT BOTTOM OF FOUNDATION IS 400 Kn/M² AS PER SOIL REPORT.
21. FOR EARTHWORK IN EMBANKMENT:
   a. ENGINEER INCHARGE SHALL ENSURE MAXIMUM CALCULATED FOUNDATION PRESSURE AT FOUNDATION LEVEL SHALL NOT EXCEED SAFE BEARING CAPACITY OF SOIL AS PER SOIL INVESTIGATION REPORT.
22. THE MINIMUM HORIZONTAL & VERTICAL DISTANCES BETWEEN PROVIDED AS PER LATEST SOR FOR RAILWAYS/DEPT.
24. PROPER DRAINAGE ARRANGEMENTS HAVE TO BE PROVIDED TO LEAD THE WATER FROM RUB TO LOW LYING AREAS EITHER BY LAYING UNDERGROUND PIPE DRAINAGE OR BY PROVIDING OPEN DRAINS. THE DRAINAGE SHALL BE DESIGNED USING RAIN WATER HARVESTING TECHNIQUES AS PER IRPW(RAINFALL LETTER NO. SWK/W.707/POLICY/VOL.I DATED 01.01.2020.
25. NECESSARY GUARD RAILS SHALL BE PROVIDED ON TRACK AT RUB LOCATIONS BY K-RIDE.
26. ALL THE WORKS SHALL BE CARRIED OUT AS PER THE RELEVANT CODES OF PRACTICE AND STANDARD IR SPECIFICATION.
27. DETAILED INSTRUCTIONS ON CONSTRUCTION OF BOX/SUBWAYS BY COMPLIED VIDE LETTER NO. 2003/CE(G)/2/CLW-1/8 Pt. DATED 27-04-2018 FORWARDED BY CHIEF/SWC VIDE LETTER NO. C(2001)/2013-14-SWR, DATED 09-05-2018 SHALL BE FOLLOWED.
28. FOR CONSTRUCTION OF RETAINING WALL:
   a. ADEQUATE SAFETY MEASURES FOR RUNNING TRAINS SHALL BE ADOPTED WHILE DOING THE EARTH WORK BELOW THE TRACK.
   b. DURING CONSTRUCTION OF THE BRIDGE THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTIONS IF REQUIRED, AS PER THE INSTRUCTIONS OF THE ENGINEER-IN-CHARGE.
   c. DURING THIS CONSTRUCTION OF THE PROPOSED BRIDGE PROPER SAFETY PRECAUTIONS TO BE TAKEN WHILE EXECUTING FOUNDATION WORK CLOSE TO THE EXISTING BRIDGE FOUNDATIONS INCLUDING IMPOSING SPEED RESTRICTIONS IF REQUIRED, AS PER THE INSTRUCTIONS OF THE ENGINEER-IN-CHARGE AND AS PER RELEVANT CODES.
   d. NECESSARY SHORING ARRANGEMENTS TO BE MADE TO PROTECT EXISTING BRIDGE STRUCTURE WHEREVER NECESSARY.
   e. JOINT PROCEDURE ORDER ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION PROJECTS (JPO NO. SWK/W.707/POLICY/VOL.I DATED 01.01.2013) ISSUED VIDE LTR.(1) NO. SWK/W/CIVIL/CIRCULARS/VOL.I/ DATED 27.03.2017 HAS TO BE STRICTLY FOLLOWED.
   f. DURING EXECUTION OF WORK THE MATERIAL (EQUIPMENT SUCH AS RELEASED MATERIAL ETC., SHOULD NOT INFRINGE THE RUNNING TRAFFIC. ALL SAFETY MEASURES HAS TO BE TAKEN BY ENGINEER IN CHARGE DURING EXECUTION.
   g. SUITABLE SAFETY BARRICADING HAS TO PROVIDED WHEREVER WORK IS BEING EXECUTED PANALLEL TO THE RUNNING TRACK.
29. TRAFFIC BLOCK HAS BEEN PREPARED BASED ON THE JOINT INSPECTION REPORT DATED _____ BETWEEN RAILWAY AND GOK AUTHORITIES.
30. SUITABLE SPAN OF 3.65 UNITS (IN PROPOSED RUB PORTION) IS PROPOSED FOR FLEXIBLE VEHICULAR MOVEMENTS WITH A BARREL LENGTH OF 26.43M AS PER IRC:6-2017 CLAUSE 211.3.
31. PROPER VENTILATION & LIGHTING ARRANGEMENTS WILL BE PROVIDED FOR SUBWAY.
32. APPROVAL OF DPR'S IR/E TO BE OBTAINED FOR PROPOSING NON-STANDARD DESIGN OF RCC BOX.
33. BRIDGE INSPECTION SYSTEM TO BE PROVIDED WHEREVER WORK IS BEING EXECUTED PANALLEL TO THE RUNNING TRACK. SUITABLE SAFETY MEASURES WILL BE DECIDED ACCORDINGLY.
34. STRUCTURES WITHIN THE 4 WIDE ROW IS ONLY CONSIDERED IN LIE TO CPR OF WORK.
35. SUITABLE DRAINAGE ARRANGEMENT TO BE PROVIDED AS PER REQUIREMENT.
36. ALL THE EXISTING UTILITIES SHALL BE PROTECTED DURING ACTUAL RETURNWALL WORKS IN GAD ARE ONLY "INDICATIVE" AND TO BE FOLLOWED AS PER APPROVED DESIGN AND DRAWINGS.
37. BRIDGE INSPECTION SYSTEM TO BE PROVIDED WITH LANDINGS AT APPROPRIATE LOCATIONS AND SPREAD AND RISE TO BE 300mm AND 200mm RESPECTIVELY.
38. SIDE CLEARANCE BETWEEN TRACK AND PROPOSED COMPACTED CRUSHED STONE LAYER OF 300mm AND 600mm (WHEREVER) SHALL BE PROVIDED BELOW PCC LEVELLING COURSE. AS A COMMON CONSTRUCTION PRACTICE, THIS LAYER SHOULD FULFILL THE CRITERIA OF BINDING THE BOX CULVERT AND THE UNDERMASTON SOIL.

SPECIFICATION:

ALL CIVIL WORKS HAVE TO BE CARRIED OUT AS PER THE FOLLOWING

1.1 INDIAN RAILWAY UNIFIED STANDARD SPECIFICATIONS FOR WORKS AND MATERIALS 2010.

1.2 IRS CONCRETE BRIDGE CODE AND CONCRETE TECH CODE

1.3 IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE 2013

1.4 IRS BRIDGE RULES 2014

1.5 IRS CONCRETE BRIDGES RECOMMENDS 2004 CORRECTED UP TO LATEST CORRECTION SLIPS.

2. WEEP HOLES : 100MM DIA PVC/AC PIPES AS IRS SUBSTRUCTURE CODE 2013 CL:7.3

3. BACKFILL: GEO-COMPOSITE DRAIN AS PER RAILWAY BOARD LETTER NO 2012/CE-I/CRL&TBB, DATED 18.02.2016 .BEHIND THE GEO COMPOSITE DRAIN, BACKFILL MATERIALS SHALL CONSIST OF GRANULAR MATERIALS OF GW, GP, SW, SP GROUPS OF IS:1498 OR MURRUM OR GRAVEL OR MOORUM OR BROKEN STONE OR BROKEN BRICK BAT OR A MIXTURE OF THESE MATERIALS TO THICKNESS NOT LESS THAN 600MM WITH GRADUAL SIZE TOWARDS THE BACK. BEHIND THE BOULDER FILLING, BACKFILL MATERIAL SHALL CONSIST OF GRANULAR MATERIALS OF GW,GP,SW GROUPS AS PER IS 1498 (SP)(IRC 80)

4. HIGH STRENGTH DEFORMED BARS (TOR) SHALL CONFORM TO IS: 1786-2008 (FE 500).

5. CONCRETE GRADE M35 AS PER IRS CODE.

6. LOADING STANDARD: 25T - 2008 AXLE LOAD.

7. CONCRETE SHALL BE MECHANICALLY MIXED, VIBRATED & THOROUGHLY CURED.

RESPONSIBILITY NOTES:

1. THE RUB WORK WILL BE EXECUTED BY K-RIDE FOR BOTH RAILWAY AND APPROACH PORTION OF RUB EVEN BEYOND RAILWAY BOUNDARY ALONG WITH DRAINAGE ARRANGEMENTS.
2. EXISTING TELEGRAPH POSTS, ELECTRIC POSTS, SIGNAL CABLES, WATER & DRAINAGE, WATER MAINS AND ALL OTHER UTILITIES COMMING IN THE WAY SHALL BE SHIFTED SUITABLY BY THE RESPECTIVE DEPARTMENTS OF RAILWAYS / BWSSB.
3. NECESSARY TEMPORARY DIVERSION OF ROAD TRAFFIC HAS TO BE PROVIDED BY THE K-RIDE AGENCY AT THE TIME OF EXECUTION OF WORK BASED ON THE JOINT INSPECTION BETWEEN STATE AND RAILWAY AUTHORITIES. SUITABLE TEMPORARY SERVICE ROADS FOR THE USE OF PUBLIC SHALL BE ARRANGED AND MAINTAINED BY THE K-RIDE WHEREVER & WHENEVER REQUIRED.
4. THE RESPONSIBILITY FOR THE MAINTENANCE OF ROAD PASSING THROUGH THE RUB, LIGHTING, DRAINAGE SYSTEM, DRAINAGE WILL BE PROCESSED AFTER THE APPROVAL OF GAD BASED ON THE JOINT INSPECTION BETWEEN STATE AUTHORITIES.
5. THE RESPONSIBILITY FOR THE MAINTENANCE OF ROAD PASSING THROUGH THE RUB, LIGHTING, DRAINAGE SYSTEM, DRAINAGE WILL BE PROCESSED SEPARATELY AFTER THE APPROVAL OF GAD.
6. IN CASE OF ANY LAND ACQUISITION INVOLVED FOR EXECUTING THE RUB WORK, K-RIDE AUTHORITY SHALL ACQUIRE SUCH LAND CHARGEABLE TO THE CONCERNED AS PER EXTANT RULES AND STATE GOVERNMENT HAS TO ACQUIRE SUCH LAND.

SPECIAL NOTES FOR 25 kV AC TRACTION SYSTEM

1. NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE BY CONSTRUCTION ORGANISATION IN CONSULTATION WITH ELECTRICAL TRD/BANGALORE TO AVOID ANY ELECTRICAL INDUCTION DURING LAUNCHING OF GIRDER/EXECUTION OF OPEN FOUNDATION.
2. WHILE LAUNCHING OF GIRDER ABOVE THE OHE AND ALSO DURING ANY WORK INVOLVING LESS THAN 2M WORKING CLEARANCE FROM OHE, THE WORK SHALL BE CARRIED OUT ONLY DURING POWER BLOCK CONDITION BY DEMARKING PERMISSION TO WORK FORM AUTHORIZED FROM BRANCH OF OPERATIONS.
3. ALL STEEL STRUCTURE & GIRDERS INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHEN TO TRACTION RAIL SEPARATE EARTH PIPE FOR SAFETY OF WORKING STAFF.
4. ALL STEEL STRUCTURE SHALL BE PAINTED WITH ANTI CORROSIVE PAINT.
5. OHE TRACTION CONDUCTORS SHALL BE PROTECTED BY SUITABLE MECHANICAL CONTACT WIRE HEIGHT WITH NORMAL ELECTRICAL CLEARANCE AFTER COMPLETION OF WORK BY OUTRIG.
6. ALL OHE PROTECTING WORKS, GINDERS ERECTION ETC., WILL BE DONE UNDER THE SUPERVISION OF SSE(S)/TRD UNDER POWER BLOCK CONDITION BY DEMARKING.
7. JOINT PROCEDURE ORDER FOR PROVISION PROTECTIVE SCREEN OVER PROTECTIVE SCREEN OVER 25kV AC ELECTRIFIED SECTION CIRCULATED VIDE LETTER NO SWK/W. 312/RB/DGE -DESIGN AND DRAWING/VOL III DT _____ TO BE STRICTLY FOLLOWED.

SPECIAL NOTES FOR CONSTRUCTION RUB

1. AS PER IRC, MINIMUM VERTICAL CLEARANCE REQUIRED FOR RUB IS 5.60M.
2. AS PER IRC, THE APPROACH GRADIENT FOR THIS RUB SHALL NOT BE STEEPER THAN 1 IN 20.
3. BEFORE AND DURING EXECUTION OF WORK, CONCERNED STATE GOVERNMENT OFFICIALS SHOULD BE CONTACTED IN CONNECTION WITH CULDURE OF LC
4. THE CONTRACTOR SHALL ARRANGE TO MAKE GOOD THE DAMAGE TO ROAD CAUSED DURING CONSTRUCTION AND ALSO AN