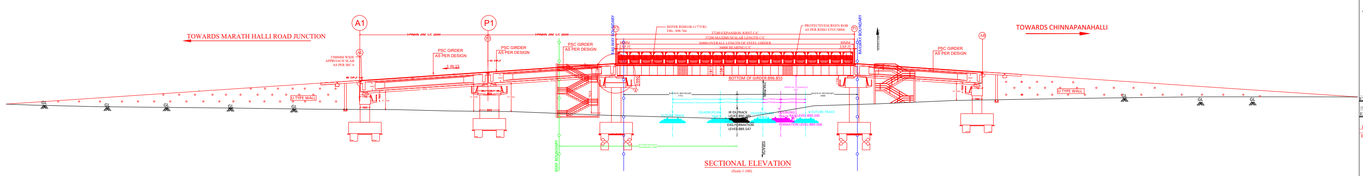


PROPOSED ROAD LEVEL IN M	906.100	897.434	898.766	898.766	898.766	897.433
EXISTING ROAD LEVEL IN M	895.565	891.278	890.615	890.103	892.545	893.050
CHAINAGE IN M	58.928	38.928	18.928	00.000	18.352	38.352

KEY PLAN SHOWING THE PRO.TEMPORARY ENGINEERING INDICATORS
(NOT TO SCALE)

NOTE:
RETRO REFLECTIVE TYPE INDICATORS SHALL BE USED.

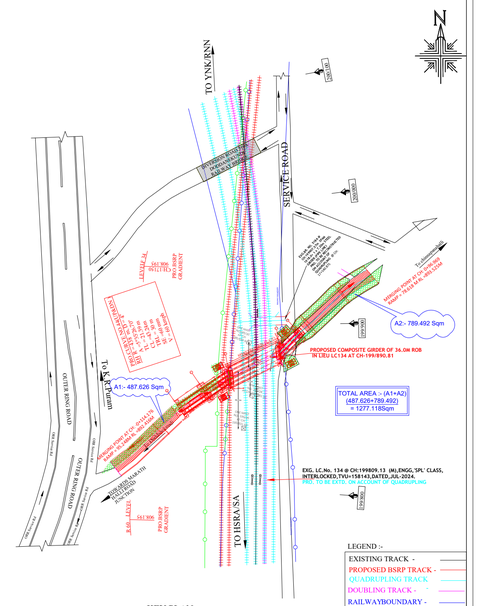
DEPTH OF CONSTRUCTION FOR PSC I GIRDER	
1. WEARING COAT	: 80mm
2. DECK SLAB	: 250mm
3. PSC GIRDER	:1450mm
TOTAL	: 1780mm

PRO. BSRP TRACK STRUCTURE	
ALIGNMENT	: 4° CURVE
GRADIENT	: LEVEL
SKEW ANGLE	: 30°
ANGLE OF CROSSING	: 60°
RAIL LEVEL	: 908.195

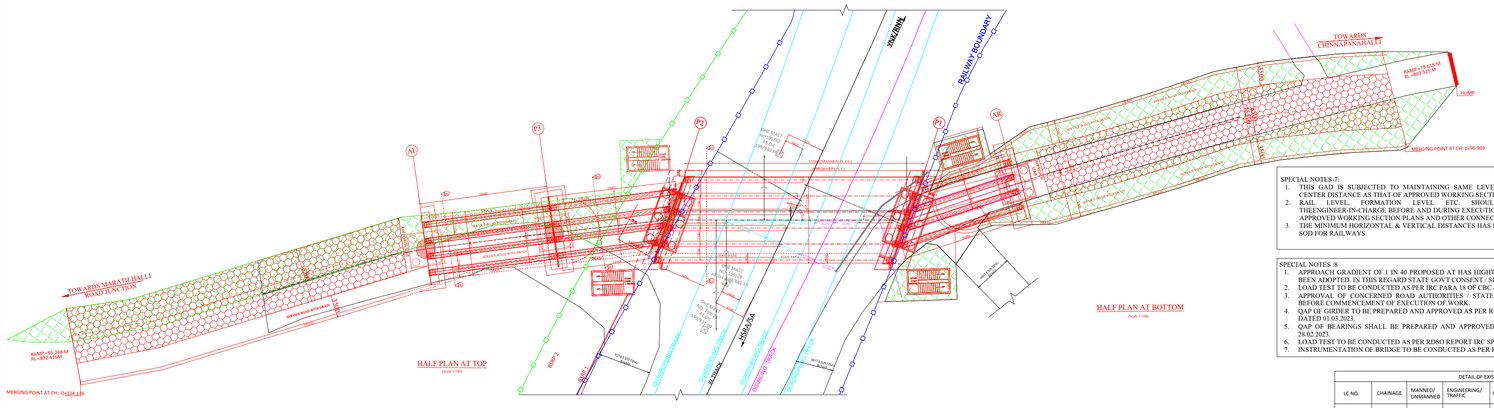
EXISTING IR TRACK STRUCTURE	
ALIGNMENT	: STRAIGHT
GRADIENT	: 1 IN 428 R
SKEW ANGLE	: 25°31'39"
ANGLE OF CROSSING	: 64°28'21"
RAIL LEVEL	: 890.285m
RAIL 60 kg	: 172 mm
GR PAD	: 6 mm
PSC SLEEPER	: 210 mm
BALLAST CUSHION	: 350 mm

DEPTH OF CONSTRUCTION FOR COMPOSITE GIRDER	
1. WEARING COAT	: 80mm
2. RCC SLAB	: 250mm
3. COMPOSITE STEEL GIRDER	1581mm
TOTAL =	1911mm

ROAD OVER BRIDGES 36M STEEL COMPOSITE GIRDER	
1. RDSO/B-11775/R1	GENERAL ARRANGEMENT.
2. RDSO/B-11775/R1/1	DETAILS OF MAIN GIRDER.
3. RDSO/B-11775/R1/2	DETAILS OF SPLICE JOINT,STUD CONNECTOR AND CAMBER DIAGRAM.
4. RDSO/B-11775/R1/3	X-SECTIONAL DETAILS FOR 7 GIRDER LEAVES AND PEDSTAL ARRANGEMENT.
5. RDSO/B-11775/R1/4	X-SECTIONAL DETAILS FOR 6 GIRDER LEAVES AND PEDSTAL ARRANGEMENT.
6. RDSO/B-11775/R1/5	DETAILS OF BEARING.
7. RDSO/B-11775/R1/6	ASSEMBLY DRAWING.
8. RDSO/B-11775/R1/7	PART AND SHIPPING LIST.
9. RDSO/B-11776/R1 SERIES	DETAILS OF SLAB, REINFORCEMENT, DRAINAGE ARRANGEMENT AND SKEW ARRANGEMENT
10. RDSO/B-11760/R1	NOTES FOR USE OF HIGH STRENGTH FRICTION GRIP (HSFG) BOLTS IN BRIDGES.



LEGEND :-
- EXISTING TRACK -
- PROPOSED BSRP TRACK -
- QUADRUPLING TRACK -
- DOUBLING TRACK -
- RAILWAYBOUNDARY -
- LAND ACQUISITION - AREA



SPECIAL NOTES-7:
1. THIS GAD IS SUBJECTED TO MAINTAINING SAME LEVELS, ALIGNMENT, GRADE & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION/ L-SECTIONS.
2. RAIL LEVEL, FORMATION LEVEL ETC SHOULD BE CROSS VERIFIED BY THEENGINEER-IN-CHARGE BEFORE AND DURING EXECUTION OF WORK AT SITE AS PER LATEST APPROVED WORKING SECTION/PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
3. THE MINIMUM HORIZONTAL & VERTICAL DISTANCES HAS BEEN PROVIDED AS PER THE LATEST SOD FOR RAILWAYS.

SPECIAL NOTES -8
1. APPROACH GRADIENT OF 1 IN 40 PROPOSED AT HAS HIGHWAY END AND 1 IN 40 AT DUDDA HAS BEEN ADOPTED. IN THIS REGARD STATE GOVT CONSENT / SIGNATURES HAS BEEN TAKEN.
2. LOAD TEST TO BE CONDUCTED AS PER IRC PARA 18 OF CBC & IRC SP 61.
3. APPROVAL OF CONCERNED ROAD AUTHORITIES / STATE GOVT OFFICIALS SHALL BE TAKEN BEFORE COMMENCEMENT OF EXECUTION OF WORK.
4. QAP OF GIRDER TO BE PREPARED AND APPROVED AS PER RDSO LR NO. CBS/Bridge Insp/ Genl Matters DATED 01.03.2023.
5. QAP OF BEARINGS SHALL BE PREPARED AND APPROVED AS PER LR NO.CBS/PBEF/Reg DATED 28.02.2023.
6. LOAD TEST TO BE CONDUCTED AS PER RDSO REPORT IRC SP 51 -2014.
7. INSTRUMENTATION OF BRIDGE TO BE CONDUCTED AS PER RDSO REPORT BS-106 (R2)

DETAIL OF EXISTING LC						
LC NO.	CHAINAGE	MANNED/ UNMANNED	ENGINEERING/ TRAFFIC	CLASS OF LC	INTERLOCKED/ NON-INTERLOCKED	TVU
134	199/809.13	MANNED	ENGINEERING	SPL	INTERLOCKED	15814 Jul-24

SPECIAL NOTES : VIDE GM/CIVIL/C/4 KRIDE LETTER NO.KRIDE/Projects/BSRP/R&S DATED:16.10.2024, KRIDE HAS FURNISHED JUSTIFICATION FOR RELAXING APPROACH SLOPE OF 1 IN 15 FROM BOTH SIDE OF APPROACHES AND REGARDING THIS CONSENT OF STATE GOVERNMENT / ROAD AUTHORITY / LOCAL AUTHORITY SHOULD BE TAKEN BEFORE EXECUTION OF PROPOSED ROB WORK AND COPY OF THE SAME SHOULD BE SUBMITTED TO HQ/WORK.

SPECIAL NOTES 3:
1. BEFORE EXECUTION OF WORK, DC CONSENT FOR CLOSURE OF LC SHOULD BE TAKEN AND SUBMITTED TO HQ.
2. BEFORE EXECUTION OF WORK, STATE GOVERNMENT / ROAD AUTHORITY / LOCAL AUTHORITY CONSENT AND APPROVAL IN GAD SHOULD BE TAKEN REGARDING CLOSURE OF LC, TEMPORARY TRAFFIC DIVERSION, APPROACH ROAD WIDTHS, APPROACH ROAD SLOPES (1 IN 15), DRAINAGE CONNECTIVITY, RESPONSIBILITY AND MAINTENANCE OF ROB.
3. SEPARATE TAD (APPROVED BY COMPETENT AUTHORITY) SHALL BE REFEREED FOR LAUNCHING OF GIRDERS / EXECUTION OF PROPOSED ROB WORK.

MODUS OPERANDI:
1. DIVERT THE ROAD TRAFFIC
2. IMPOSE THE NON-STOP 20KMPH SPEED RESTRICTION.
3. CAST THE FOUNDATIONS FOR ABUTMENTS AND PIERS ON BOTH SIDES OF OBLIGATORY SPAN.
4. FABRICATED GIRDERS SHALL BE KEPT READY FOR LAUNCHING AND IT HAS TO BE ENSURES THAT PROPER PRE CAMBER IS AVAILABLE AT CENTER LINE OF SPAN.
5. LAUNCHING OF THE COMPOSITE GIRDER AS PER APPROVED TAD UNDER LINE AND POWER BLOCK.
6. CONSTRUCT THE DECK SLAB OVER THE GIRDER AS PER RDSO DRAWING AND PROVIDE WEARING COAT AS PER RDSO DRAWING.
7. CONSTRUCT THE CRASH BARRIER AND FOOTPATH AS PER RDSO DRAWING.
8. CONSTRUCT THE OPEN SPANS.
9. LAUNCH THE PSC GIRDER FOR APPROACH SPANS.
10. CONSTRUCT RE WALL / RETAINING WALL PORTION AND ROAD OF APPROACHES.
11. ALLOW THE TRAFFIC ON NEWLY CONSTRUCTED ROB AFTER COMMISSIONING.
12. RESTORE THE NORMAL SPEED AS PER IRPWM PARA 637(1)(f) OF IRPWM - JUNE -2020.
13. AFTER COMMISSIONING OF ROB, LEVEL CROSSING WILL BE CLOSED DULY DIVERTING THE TRAFFIC THROUGH ROB WITH CONSENT OF DC.

NOTE: ALL COMPOSITE GIRDERS INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHED TO TRACTION RAIL/SEPARATE EARTH PIPE FOR SAFETY OF WORKING STAFF.

AUTHORITY OF WORK: IS AS PER DFSR OF BSRP, THE RAILWAY BOARD SANCTION FOR BENGALURU SUB URBAN TRANSPORT PROJECT (148.17KMS) VIDE LETTER NO:2019/IV CELL/KRIDE/BSTP/EBR/07 DATED 21.010.2020.

NOTE: TEMPORARY DIVERSION OF PUBLIC TRAFFIC SHALL BE DONE THROUGH PROPOSED SERVICE ROAD TO ENG. LC AS SHOWN IN KEY PLAN. BEFORE THIS CONSENT FROM CONCERNED ROAD AUTHORITIES / STATE GOVT OFFICIALS SHOULD BE TAKEN BEFORE EXECUTION OF PROPOSED WORK.

SPECIAL NOTES 2:
a) DURING TENDERING PROCESS FOR FABRICATION OF STEEL GIRDER, GUIDELINES/PROCEDURE ISSUED BY RDSO LETTER NO.CBS/GRAL DATED 24.05.2019 SHALL BE STRICTLY FOLLOWED.
b) FOR SEQUENCE OF ANTI-CORROSIVE/PAINTING SCHEME TO THE STEEL GIRDERS OF RAILWAY BRIDGES,ROB & FOBS, THE INSTRUCTIONS CONVEYED VIDE CBE/SWR LETTER NO.SWR/W.70/BRIDGE/POLICY, DATED 23.08.2019 SHALL BE STRICTLY FOLLOWED (I.E. METALIZING WITH ALUMINIUM AVERAGE THICKNESS 200 MICRONS FOLLOWED BY EPOXY PAINTING)
c) ALL HSFG BOLT SHELL CONFIRM TO DRAWING NO. RDSO/B-11760/R1.
d) THE INSTRUCTIONS CONVEYED VIDE PCE CIRCULER NO: 01/2021 DT:09-03-15, REGARDING 'WORK DISCIPLINE AT SITE' AND AS PER PCE CIRCULER NO:01/2021 DATED 22.06.2021 REGARDING ENSURING QUALITY OF WORK AND MAINTAINING SITE RECORDS IN WORKS CONTRACTS TO BE STRICTLY FOLLOWED.
e) PILE INTEGRITY TEST SHALL BE CONDUCTED FOR ALL THE PILES FROM EXPERT AGENCIES AND PROPER RECORD OF RESULTS OF THE SAME TO BE FURNISHED TO CBE/SWR.
f) PROCUREMENT /FABRICATION OF STEEL GIRDER SHALL BE DONE THROUGH RDSO APPROVED VENDORS/FABRICATORS.

NOTE FOR STEEL WORKS:
1. ALL STEEL SHALL CONFORM TO IS 226 EXCEPT FOR WELDED THE STEEL SHOULD CONFORM TO IS 2062 CONSTRUCTION WHERE Gr.B (FE 410 W) FULLY KILLED AND FULLY NORMALIZED.
2. METALIZING OF ALL STEEL SURFACES SHALL BE DONE BY SPRAYING ALUMINUM HAVING 99.5% PURITY WITH A COATING OF 150 MICRON BY MINIMUM OF TWO PASSES.
3. PAINTING OF METALIZED STEEL SECTIONS SHALL BE DONE AS BELOW.
   i. FIRST COAT - PRIMER TO IS 6666.
   ii. SECOND COAT - ZINC CHROMIUM PAINT TO IS 104.
   iii. THIRD AND FOURTH COAT - ALUMINIUM PAINT TO IS 2339.
4. METALIZING AND PAINTING SHALL BE DONE IN ACCORDANCE WITH INDIAN RAILWAYS BRIDGE MANUAL.
5. ALL WELDS TO BE MADE BY USING APPROVED WELDING TROCEDURES AND BY QUALIFIED WELDERS ONLY (IS-9595)
6. SPLICING OF FLANGE PLATES SHALL BE DOUBLE "V" BUTT WELD.
7. SPLICING OF WEB PLATES SHALL BE SINGLE "V" BUTT WELD.
8. ALL FIELD WELDS (DIAPHRAGMS) SHALL BE EITHER FILLET WELDING AS PER IS 816,OR BY RIVETING.
9. ALL BUTT WELDS ARE TO BE EXAMINED RADIOGRAPHICALLY AS PER IS 816,OR BY RIVETING.
10. ALL STEEL STRUCTURE INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHED TO TRACTION RAIL/SEPARATE EARTH PIPE FOR SAFETY OF WORKINF STAFF.

BASE PRESSURE AT FOUNDATION LEVEL		
STRUCTURE	BASE PRESSURE AT FOUNDATION LEVEL	SBC AT FOUNDATION LEVEL
ABUTMENTS PIERS RETAINING WALL	AS PER DESIGN	BEFORE EXECUTION OF THE WORKS, ENGINEER IN-CHARGE SHALL ENSURE THAT THE MAXIMUM BASE PRESSURE AT FOUNDATION LEVEL FOR EACH ELEMENT OF BRIDGE IS LESS THAN THE SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.

JUSTIFICATION FOR APPROACH GRADIENT NOTE:
THE PROPOSED APPROACH GRADIENT OF 1 IN 15 TOWARDS MARATHI HALLI ROAD JUNCTION AND 1 IN 15 TOWARDS CHINNAPANAHALLI IS PROVIDED FOR THIS ROB, TO END THE RAMP BEFORE ROAD JUNCTIONS. REGARDING THIS APPROACH SLOPE OF1 IN 15, CONSENT OF ROAD AUTHORITY / STATE GOVT OFFICIALS SHOULD BE TAKEN BEFORE EXECUTION OF PROPOSED WORK AND SAME SHALL BE SUBMITTED TO HQ FOR RECORD.

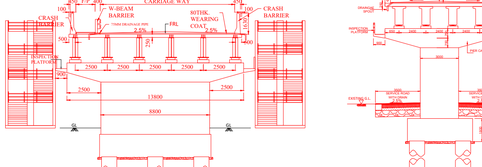
ALL THE FOLLOWING SAFETY MEASURES SHALL BE FOLLOWED
a. ADEQUATE SAFETY MEASURES FOR RUNNING TRAINS SHALL BE ADOPTED WHILE DOING THE EARTH WORK BELOW/ ADJACENT TO THE TRACK.
b. DURING CONSTRUCTION OF THE BRIDGE, THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTION BY PROVIDING TEMPORARY ENGINEERING INDICATORS.
c. DURING THE CONSTRUCTION OF THE PROPOSED BRIDGE PROPER SAFETY PRECAUTIONS TO BE TAKEN WHILE EXECUTING FOUNDATION WORK CLOSE TO THE EXISTING STRUCTURE FOUNDATION INCLUDING IMPOSING SPEED RESTRICTIONS IF REQUIRED.
d. THE GRADUAL RELEASE OF SPEED RESTRICTION SHALL BE AS PER PARA 637-(1)(f) OF IRPWM.
e. NECESSARY SHORING ARRANGEMENTS TO BE MADE TO PROTECT EXISTING BRIDGE STRUCTURE WHEREVER NECESSARY.
f. JOINT PROCEDURE ORDER ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION PROJECTS (JPO NO. W.339/SAFETY PRECAUTION, DT: 18.02.2011) ISSUED VIDE CTE LR.NO. SWR/W.247/SAFETY AT WORK SPOT DT: 20.06.2017 HAS TO BE STRICTLY FOLLOWED.
g. DURING EXECUTION OF WORK, THE MATERIAL/EQUIPMENT SUCH AS RELEASED MATERIAL ETC. SHOULD NOT INFRINGE THE TRAIN TRAFFIC. ALL SAFETY MEASURES TO BE TAKEN BY ENGINEER IN CHARGE DURING EXECUTION.
h. SUITABLE SAFETY BARRICADING HAS TO BE PROVIDED WHENEVER WORK IS BEING EXECUTED PARALLEL TO THE RUNNING TRACK.

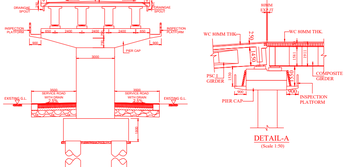
PILE FOUNDATION.
1. MINIMUM LENGTH OF SOCKET OF PILES TO BE PROVIDED AS PER CL.6.5.1 OF IS 14593-1998.
2. THE DETAILS OF PILES AND PILE CAPS SHOWN IN THE GAD ARE TENTATIVE, ACTUAL DETAILS WILL BE BASED ON SEPARATE APPROVED STRUCTURAL DRAWINGS/DESIGNS.
3. ENGINEER IN-CHARGE SHOULD ENSURE MAXIMUM LOAD ON THE PILE SHALL NOT BE MORE THAN PILE CARRYING CAPACITY OF SPECIFIC DEPTH / SOCKETING DEPTH INTO ROCK DULY CARRYING PILE LOAD TEST AS PER IS-2911 (PART 4)- 1985.
4. PILE INTEGRITY TEST SHOULD BE CARRIED OUT FOR ALL THE PILES AS PER THE RELEVANT CODES/SPECIFICATIONS.
5. ENGINEER IN CHARGE SHALL ENSURE MAXIMUM CALCULATED FOUNDATION PRESSURE AT FOUNDATION LEVEL SHALL NOT EXCEED SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
6. RDSO GUIDELINES ON INTEGRITY TEST OF PILES (BS-41 REVISED) VIDE RDSO LETTER NO. CBE/DWF DATED 29.11.2023 TO BE FOLLOWED WITH FOLLOWING STIPULATIONS:
   - INTEGRITY TEST OF THE PILE SHOULD BE DONE ON 100% OF PILES.
   - 25% OF OVERALL NUMBER OF PILES SHOULD BE TESTED BY CHUM METHOD WITH PROVISION OF ACCESS TUBES IN 100%.

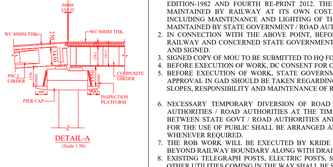
SPECIAL NOTES 1:
1. DPP/KRIDE APPROVAL FOR ADOPTION OF PILE FOUNDATION SHOULD BE TAKEN AND SUBMITTED TO HQ .
2. THE PILE / SOCKETING DEPTH ARE TENTATIVE, IT WILL BE DECIDED BY ENGINEER INCHARGE AS PER ACTUAL BORE LOG AT TIME OF PILING AS PER TABLE 1 OF IS 14593
3. PEDESTAL SHOULD BE AS PER PARA 4.1 OF BS 102 (Rev 1)

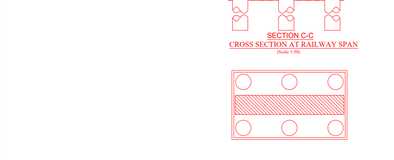
SPECIAL NOTES FOR 25KV AC TRACTION SYSTEM:
1. NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE BY K-RIDE CIVIL-DEPT IN CONSULTATION WITH ELECTRICAL OL/TRD/BRANCH TO AVOID ANY ELECTRICAL INDUCTION DURING LAUNCHING OF BOWSTRING GIRDERS.
2. WHILE LAUNCHING OF GIRDER ABOVE THE OHE & ALSO DURING ANY WORK INVOLVING LESS THAN 2.0M WORKING CLEARANCE FROM OHE, THE WORK SHALL BE CARRIED OUT ONLY DURING POWER BLOCK CONDITION BY OBTAINING PERMISSION TO WORK FROM AUTHORIZED TRD BRANCH OFFICIALS.
3. ALL STEEL STRUCTURES/COMPOSITE GIRDERS INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHED TO TRACTION RAILS/SEPARATE EARTH PIPE FOR SAFETY OF WORKING STAFF.
4. GIRDER LAUNCHING SHOULD BE DONE WITHOUT DISTURBING THE OHE.
5. OHE TRACTION CONDUCTORS SHALL BE PROFILED TO GET MAXIMUM CONTACT WIRE HEIGHT WITH NORMAL ELECTRICAL CLEARANCE AFTER COMPLETION OF WORK BY OL/TRD.
6. ALL OHE PROFILING WORKS, GIRDER ERECTION, ETC; WILL BE DONE UNDER THE SUPERVISION OF SSE/OL/TRD UNDER POWER BLOCK CONDITIONS.
7. PROTECTIVE SCREEN WILL BE PROVIDED OVER ROB PORTION AS PER RDSO NORMS.
8. INDEPENDENT EARTHLING SHOULD BE ENSURED FOR ROB GIRDER AT TWO LOCATIONS.
9. CAUTION BOARD NEED TO BE PROVIDED ON ROB AS PER RDSO SPECIFICATIONS.

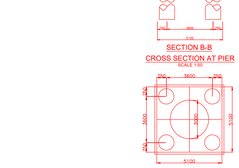
SPECIAL NOTES:
1. THIS GAD SUPERSEDES PREVIOUSLY APPROVED GAD (HQ DRG.NO:SWR/2024/GAD-222/LC NO-134(ROB)/C-4/SA-SBC/KRIDE AND KRIDE DRG.NO. DRG.NO:KRIDE/BSRP/C-4/BR-0017/2023 AND APPROVED DATE:25.10.2024).
2. PREVIOUSLY APPROVED GAD IS REVISED AND INCORPORATED THE ADDITIONAL DETAILS i.e., REVISED LAND ACQUISITION DETAILS, AND RE-PANELS TO U-TYPE RETAINING WALL DETAILS.

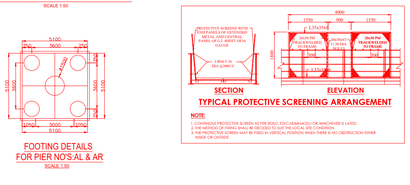












BOREHOLE LOG DETAILS-134A REDUCED LEVEL:890.063

DESCRIPTION	LEGEND	DEPTH (m)	'N'-VALUE	SBC (t/Sq.m)
BACK FILLING		1.500		
BROWN COLOURED SILTY SAND (SM)		3.500	37	36.23
GREY & WHITE COLOURED SILTY SAND (SM)		4.500	43	42.11
		6.000		
		6.500	55	48.96
GREY & GREEN COLOURED SILTY SAND (SM)		7.500	60	48.96
		9.000	71	48.96
SOFT DISINTEGRATED ROCK		10.500	>50	48.96
		12.000	>50	48.96
		13.500	>50	48.96
GRANITE GNEISS WITH COMPLETE WEATHERING (GRADE V)		15.000		55.00
		16.500		55.00
		18.000		55.00
GRANITE GNEISS WITH MODERATE WEATHERING (GRADE III)		19.500		55.00
		21.000		130.00

BOREHOLE LOG DETAILS-134B REDUCED LEVEL:890.843

DESCRIPTION	LEGEND	DEPTH (m)	'N'-VALUE	SBC (t/Sq.m)
BACK FILLING		1.500		
BROWN & GREY COLOURED GREY SAND MIXED WITH SILT (SC)		3.500	43	42.11
		4.500	50	48.96
		6.000		
		6.500	57	48.96
		7.500	62	48.96
SOFT DISINTEGRATED ROCK		9.000	>50	48.96
		10.500	>50	48.96
		12.000		55.00
GRANITE GNEISS WITH COMPLETE WEATHERING (GRADE V)		13.500		55.00
		15.000		55.00
		16.500		55.00
		18.000		55.00
GRANITE GNEISS WITH MODERATE WEATHERING (GRADE III)		19.500		190.00

SPECIAL NOTES:7
1. DETAILED SOIL INVESTIGATION SHOULD BE DONE BEFORE PROCESSING OF STRUCTURAL DRAWINGS.
2. BEFORE EXECUTION OF THE PROPOSED WORK, ENGINEER IN-CHARGE SHALL ENSURED THAT, THE MAXIMUM BASE PRESSURE EXERTED AT FOUNDATION LEVEL FOR EACH ELEMENT OF BRIDGE IS LESS THAN THE SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
3. BEFORE EXECUTION OF THE PROPOSED WORK, ENGINEER IN-CHARGE SHOULD ENSURE THAT, MAXIMUM LOAD COMING ON THE PILE SHOULD NOT BE MORE THAN PILE CARRYING CAPACITY OF PILE.

REFERENCES:
1. COMPOSITE GIRDER IS PER RDSO DRG NO:11775/R1.
2. ABUTMENT, PIER AND FOUNDATIONS ARE AS PER DESIGN.
3. BED BLOCK, PIER CAP ARE AS PER DESIGN.
4. PILE, PILE CAP AS PER FOUNDATION.
5. PSC I GIRDER AS PER DESIGN;
6. PSC I GIRDER BEARINGS AS PER DESIGN.
7. INSPECTION PLAT FORM AS PER CBE-0016
8. CRASH BARRIER AS PER IRC-6.
9. RE-WALL: - AS PER DESIGN.
10. HEIGHT GAUGE AND FOUNDATION AS PER DESIGN.

GENERAL NOTES
1. ALL DIMENSIONS SHOWN IN THIS GAD ARE IN MM AND REDUCED LEVELS (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 IS ZONE II
4. EXPOSURE CONDITION IS SEVERE
5. PROPOSAL IS SHOWN IN RED COLOR IN THE KEY PLAN.
6. THIS DRAWING IS PREPARED BASED ON DATA COLLECTED FROM SITE BY FIELD EXTECUTIVES.
7. THE ENTIRE WORK SHALL BE EXECUTED AS PER THE INSTRUCTIONS AND TO THE SATISFACTION OF THE ENGINEER IN CHARGE AT SITE.
8. RAIL LEVEL, FORMATION LEVEL ETC. SHOULD BE CROSS VERIFIED BY THE ENGINEER-IN-CHARGE BEFORE AND DURING EXECUTION OF WORK AT SITE AS PER LATEST APPROVED WORKING SECTION/PLANS, YARD PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
9. THIS GAD IS SUBJECT TO MAINTAINING SAME LEVELS, ALIGNMENT, GRADE & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION/ WORKING PLAN AND YARD PLANS IF ANY.
10. ON 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.
11. ALL RCC SURFACES COMING IN CONTACT WITH SOIL MUST BE PAINTED WITH APPROVED PROTECTIVE PAINT. NO OTHER CONCRETE SHALL BE PAINTED AND IN THIS CONNECTION INSTRUCTIONS ISSUED VIDE CAO LETTER NO.:W.148/CONTRA/POLICY/VOL. IV. DATED 04/05/2019 SHALL BE FOLLOWED STRICTLY.
12. NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETE WITHOUT SPECIAL PRECAUTIONS AS PER RELEVANT CODES.
13. CONTROLLED CONCRETE WITH WEIGH BATCHING SHALL BE USED FOR CONCRETE.
14. CURING OF CONCRETE WORK AS PER RELEVANT CODES OF PRACTICE SHALL BE ENSURED.
15. UNDERGROUND CABLE ETC. IF ANY, SHALL BE REMOVED AND RE -ALIGNED BEFORE THE EXECUTION OF WORK STARTS. SAIT CABLES SHALL BE PROTECTED AT SITE BY EXECUTING AGENCY. ALL PRECAUTIONARY STEPS MUST BE TAKEN ACCORDING TO TELECOMMUNICATION CIRCULAR NO.17/2013 ISSUED BY RAILWAY BOARD VIDE LETTER NO.2003/TEL/E/RCIL/1 PT .IX, DATED:24.06.2013.
16. THE TYPE AND DEPTH OF THE FOUNDATION SHOWN IN GAD ARE BASED ON THE SOIL REPORT SUBMITTED AT THE TIME OF PREPARATION OF THIS GAD AND IT IS INDICATIVE ONLY. ACTUAL TYPE AND DEPTH WILL BE DECIDED BY THE ENGINEER - IN - CHARGE AS PER THE ACTUAL SOIL ENCOUNTERED AT SITE DURING EXECUTION AS PER DESIGN.
17. COMPOSITE GIRDER DETAILS ARE AS PER RDSO AND SUB STRUCTURES AS PER DESIGN. THE DIMENSIONS SHOWN IN THIS GAD ARE BASED ON THE PRELIMINARY DESIGN. THE DETAILED DESIGN/ DRAWING WILL BE PROCESSED SEPARATELY AFTER THE APPROVAL OF GAD.
18. THE MINIMUM HORIZONTAL & VERTICAL DISTANCES HAS BEEN PROVIDED AS PER LATEST SOD FOR RAILWAYS.
19. PROPER DRAINAGE ARRANGEMENTS HAVE TO BE PROVIDED TO LEAD THE WATER FROM ROB BY PROVIDING NETWORK OF PIPES CONNECTING TO RAIN WATER HARVESTING PITS OR NEARBY DRAINS/ WATER BODIES.
20. NECESSARY GUARD RAILS SHALL BE PROVIDED ON TRACK AT ROB LOCATIONS.
21. IT SHOULD BE ENSURED THAT THE REDUCED LEVELS OF ROAD TOP IN APPROACHES AND RAILWAY PORTIONS SHOULD BE SMOOTH WITHOUT ANY ABRUPT CHANGES IN LEVELS.
22. WHILE PLANNING THE TRACK PORTION OF ROB, THE GUIDELINES ISSUED BY RDSO VIDE BS-112 OF MAY 2014 SHOULD BE STRICTLY FOLLOWED.
23. SEPARATE DRAWING FOR TAD FOR LAUNCHING OF GIRDERS WILL BE PREPARED AND PROCESSED FOR APPROVAL.
24. BEFORE AND DURING EXECUTION OF WORK, CONCERNED STATE GOVERNMENT OFFICIALS SHOULD BE CONTACTED IN CONNECTION WITH CLOSURE OF LC.
25. ROAD LEVELS FOR THE ROB SHOULD BE FIXED AFTER CONSULTING WITH ROAD AUTHORITIES TO AVOID ANY FUTURE LEVEL DIFFERENCES AT THE RAILWAY JUNCTION AND ROAD LEVEL APPROACHES
26. NECESSARY GUIDELINES FOR THE CONSTRUCTION OF RE BLOCKS/PANELS FOR APPROACH PORTIONS OF ROB ISSUED BY CAO/CN/BNC VIDE HIS LETTER DATED
27. THE GAD HAS BEEN PREPARED BASED ON THE JOINT INSPECTION REPORT BETWEEN RAILWAY AUTHORITIES AND STATE GOVERNMENT AUTHORITIES.
28. QAP OF GIRDER TO BE PREPARED AND APPROVED AS PER RDSO LR NO.CBS/BRIDGE/INSPECTION/GENL. MATTERS DATED 01.03.2023
29. QAP OF BEARINGS SHALL BE PREPARED AND APPROVED AS PER LR NO.CBS/PBE/REG DATED 28.02.2023
30. LOAD TEST TO BE CONDUCTED AS PER RDSO REPORT IRC SP 51-2014.
31. INSTRUMENTATION OF BRIDGE TO BE CONDUCTED AS PER RDSO REPORT BS 106(R2).

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

JUSTIFICATION FOR TRACK CENTRE DISTANCE
PROPOSED FUTURE