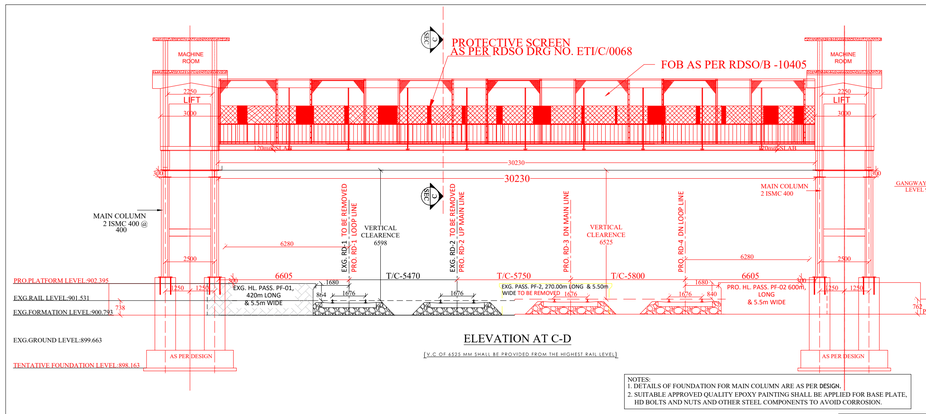
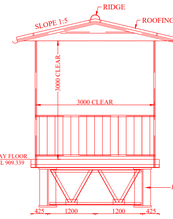
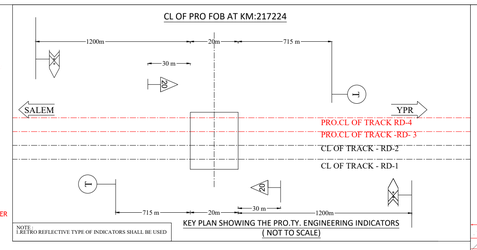


ELEVATION AT C-D

[V.C. OF 6525 MM SHALL BE PROVIDED FROM THE HIGHEST RAIL LEVEL]



GANGWAY SECTION 'C-C'



SL No.	DESCRIPTION	S.O.D CLEARNCE (METER)	
		REQUIRED	PROVIDED
1.	VERTICAL CLEARNCE	6.525	6.525
2.	HORIZONTAL CLARENCE	5.330	6.280

NOTES:
1. DETAILS OF FOUNDATION FOR MAIN COLUMN ARE AS PER DESIGN.
2. SUITABLE APPROVED QUALITY EPOXY PAINTING SHALL BE APPLIED FOR BASE PLATE, HD BOLTS AND NUTS AND OTHER STEEL COMPONENTS TO AVOID CORROSION.

PRO.TRACK DETAILS

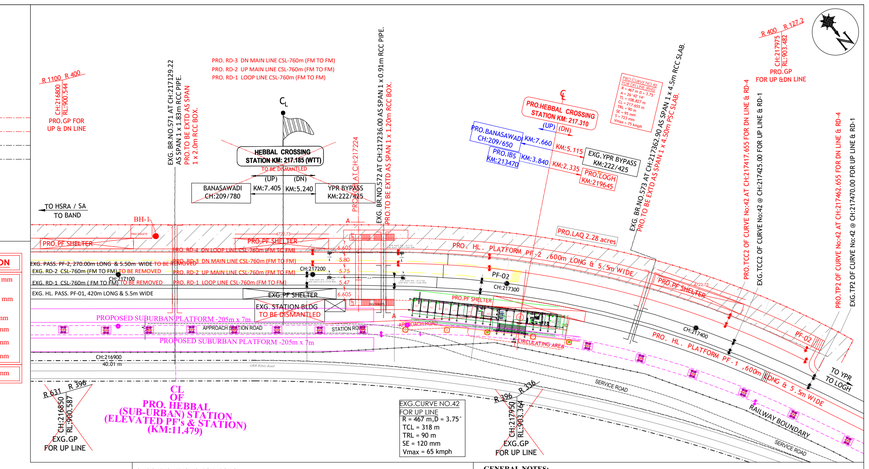
ALIGNMENT	:	STRAIGHT
GRADE	:	R400
RAIL LEVEL	:	901.604 m
FORMATION LEVEL	:	900.842 m

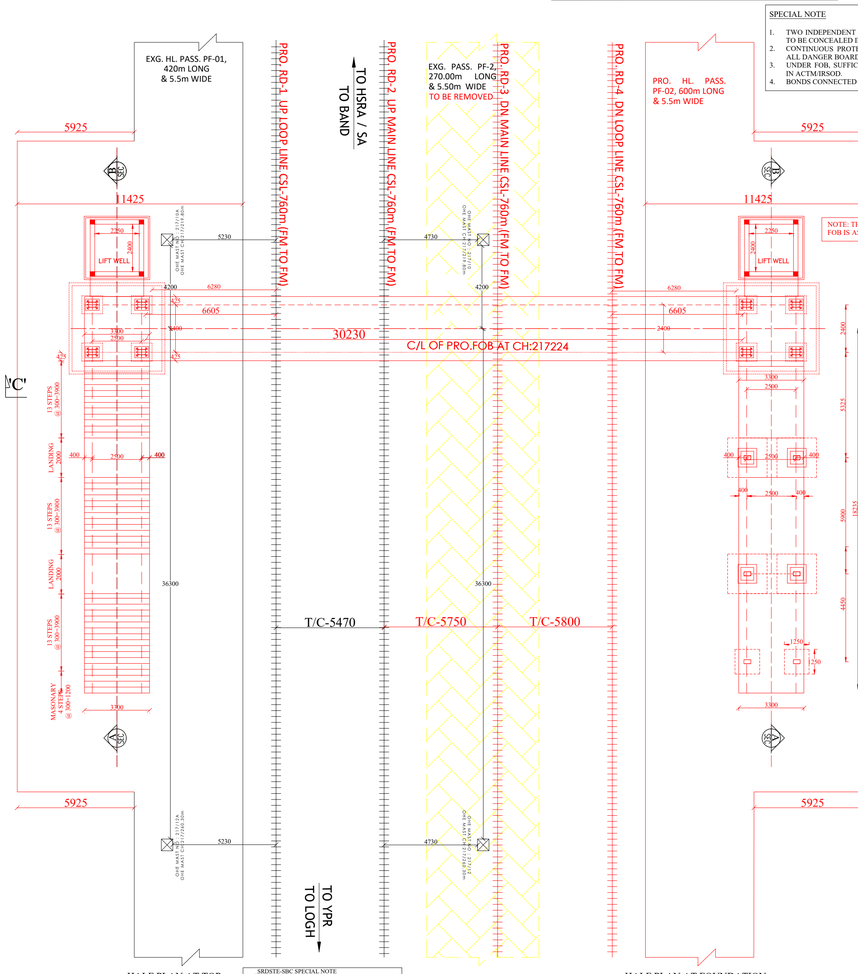
TRACK DETAILS (EXG.BRIDGE)

ALIGNMENT	:	STRAIGHT
GRADE	:	R 396
RAIL LEVEL	:	901.531 m
FORMATION LEVEL	:	900.793 m

PRO.DEPTH OF CONSTRUCTION

GANGWAY FLOOR LEVEL TO BOTTOM OF GIRDER	:	1210 mm
VERTICAL CLEARANCE UPTO RAIL LEVEL	:	6525 mm
RAIL 60 kg	:	172 mm
GR PAD	:	10 mm
PSC SLEEPER	:	230 mm
BALLAST CUSHION	:	350 mm
TOTAL	=	8497 mm

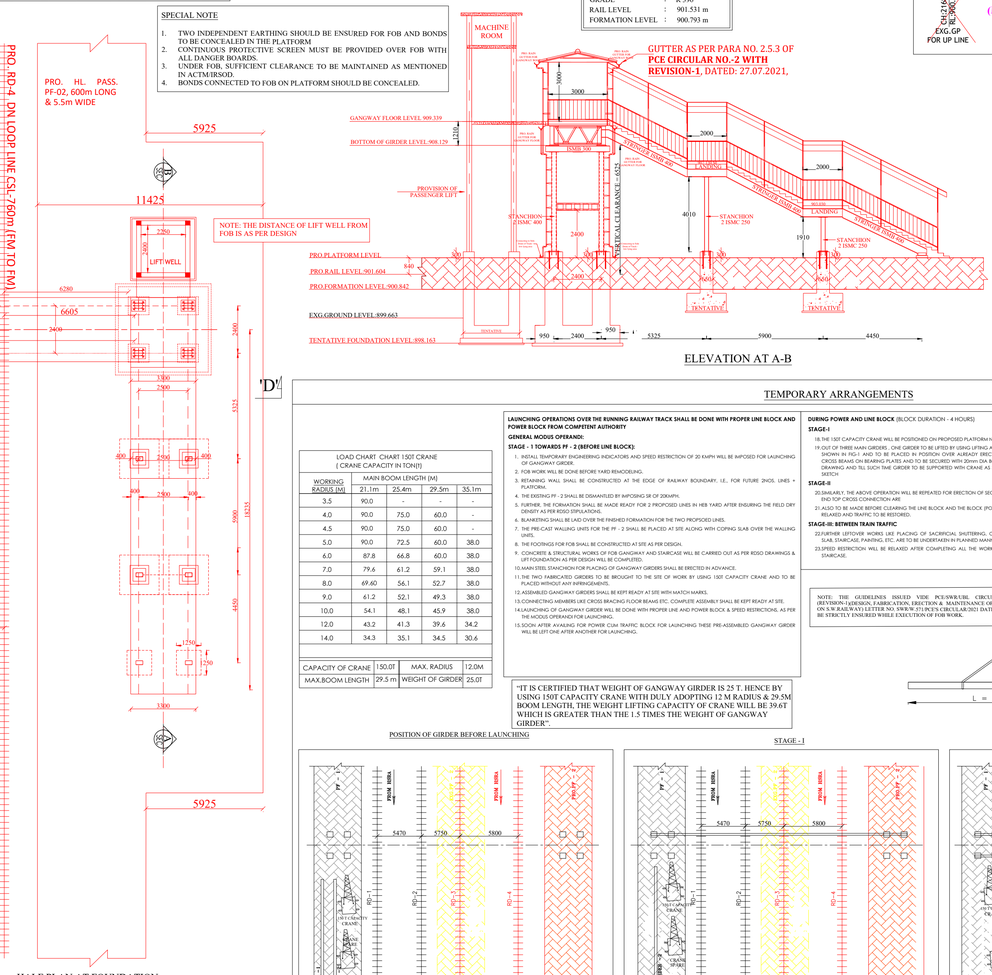




PLAN

THE LOCATION OF FOB IS SHIFTED TOWARDS LOGH END AT CH:217242.
THE SAME WILL BE UPDATED IN ESP OF HEBBAL DURING ALTERATION.

NOTE: THE DISTANCE OF LIFT WELL FROM FOB IS AS PER DESIGN



ELEVATION AT A-B

GUTTER AS PER PARA NO. 2.5.3 OF **PCE CIRCULAR NO.-2 WITH REVISION-1**, DATED: 27.07.2021,

SPECIFICATIONS FOR FOBS:

1. ALL WORKS ARE CARRIED OUT AS PER THE FOLLOWING (LATEST REVISION TO BE FOLLOWED)
   1.1 INDIAN RAILWAY UNIFIED STANDARD SPECIFICATIONS FOR WORKS AND MATERIALS 2010.
   1.2 IRS CONCRETE BRIDGE CODE 2014 & RELEVANT I.S. SPECIFICATIONS.
   1.3 IRS BRIDGE SUB STRUCTURE AND FOUNDATION CODE 2014.
   1.4 IRS BRIDGE RULES 2014.
   1.5 IRS SCHEDULE OF DIMENSIONS 2004 (READ WITH UPDATED CORRECTION SLIP)
   1.6 IRS STEEL BRIDGE CODE.
   1.7 IRS WELDED BRIDGE CODE.
2. STANDARD OF LOADING FOR FOB IS AS PER IS 875-1987 AND IRS BRIDGE RULES.
3. ALL RCC WORKS SHALL BE DONE AS PER IRS CONCRETE BRIDGE CODE.
4. ALL CONCRETE WORKS SHALL BE EXECUTED AS PER IS 456-2000.
5. ALL CEMENT CONCRETE SHALL BE OF MINIMUM GRADE OF M30.
6. WELDING SHALL CONFORM TO IS : 9595.
7. REINFORCEMENT SHALL BE OF TMT BARS CONFORMING TO IS:1786-2008(Fe-500).
8. STRUCTURAL STEEL SHALL CONFORM TO IS 2062:2011.
9. FABRICATION FOB SHALL BE CARRIED OUT AS PER IRS-B12006(REV) SPECIFICATIONS AND WELDED BRIDGE CODE OF 2001.
10. ALL WELDING ELECTRODES SHALL CONFORM TO IS 814/2004.
11. ALL MS BOLTS AND NUTS SHALL CONFORM TO IS1367/2002.
12. ROOFING MATERIAL SPECIFICATION SHALL BE PRE -COATED TRAPEZOIDAL GALVALUME SHEET OF 0.6mm THICK (SHALL BE PROVIDED AS PER THE SPECIFICATIONS ISSUED BY COMPETENT AUTHORITY)
13. LEVELING COURSE: 150mm THK CC 1:3:6 USING 40mm MAX.SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
14. USE OF HSFG BOLTS SHOULD BE AS PER DRG No. RDSO/B-11760/R1.
15. GRADE FOR CONTROLLED CONCRETE FOR VARIOUS COMPONENTS OF FOBS:-

GRADE OF CONCRETE		
SL. No.	DESCRIPTION OF COMPONENTS	MIN GRADE
i.	GANGWAY SLAB	M30
ii.	STAIR	M30
iii.	FOUNDATIONS	AS PER DESIGN

SPECIAL NOTE:

PROTECTIVE SCREEN OVER THE TRACK PORTION SHALL BE PROVIDED AS/IF ELECTRIFICATION OF THE SECTION IS SANCTIONED

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN MM AND LEVELS (W.R.T. MSL) IN METERS UNLESS OTHERWISE SPECIFIED.
2. DO NOT SCALE THE DRAWING, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. PROPOSALS ARE SHOWN IN RED COLOR IN KEY PLAN.
4. THIS DRAWING IS PREPARED BASED ON DATA COLLECTED FROM SITE BY FIELD EXECUTIVE. FEASIBILITY OF CONSTRUCTION OF THIS STRUCTURE SHALL BE CHECKED AT SITE IN EVERY RESPECT BY THE ENGINEER -IN- CHARGE BEFORE TAKING UP OF FABRICATION/ERECTION.
5. EXPOSURE CONDITION IS MODERATE.
6. VERTICAL CLEARANCE TO SUIT 25 KV AC TRACTION AND SINGLE STACK CONTAINER SHALL BE PROVIDED.
7. MINIMUM VERTICAL CLEARANCE OF 6525mm FROM HIGHEST RAIL LEVEL TO BOTTOM OF GANGWAY GIRDERS SHALL BE MAINTAINED.
8. GANGWAY SLAB LEVEL SHALL BE MAINTAINED LEVEL THROUGHOUT THE LENGTH OF FOOT OVER BRIDGE.
9. THE ENTIRE WORK SHALL BE EXECUTED AS PER THE INSTRUCTIONS AND TO THE SATISFACTION OF ENGINEER IN CHARGE.
10. THE INSTRUCTIONS ISSUED VIDE CAO/CN/SWR LETTER NO.W.573/CN/HBW/TRACKS DT 09.02.2019 &20.01.20 HAVE TO BE STRICTLY FOLLOWED.
11. THE INSTRUCTION CONVEYED VIDE PCE/SWR/UBL CIRCULAR NO.1/2015 DATED 09.03.2015 HAVE TO BE STRICTLY FOLLOWED WHILE EXECUTION OF FOB WORK.
12. THE CRANE OF SUITABLE CAPACITY IN GOOD WORKING CONDITION SHALL BE USED AND ALSO ONE MORE CRANE OF SAME CAPACITY IN GOOD WORKING CONDITION SHOULD BE KEPT AS STAND BY AND ENGINEER-IN-CHARGE SHOULD ENSURE WORKING OF THE CRANE. REFER SEPARATE APPROVED TAD FOR ACTUAL CRANE DETAILS.
13. ON TOP OF CONCRETE AT THE END OF EACH DAY WORK, DEPRESSION SHALL BE MADE TO FORM KEYS FOR ADEQUATE BOND FOR NEXT DAY CONCRETING.
14. **All RCC 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 CAO LETTER NO .W.148/CON/TRA/POLICY/VOL. IV, DATED 04/05/2019 SHALL BE FOLLOWED STRICTLY.**
15. NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETE WITHOUT SPECIAL PRECAUTION AS PER RELEVANT CODES.
16. CURING OF ALL CONCRETE WORK AS PER RELEVANT CODES OF PRACTICE SHALL BE ENSURED.
17. UNDERGROUND CABLE ETC. IF ANY, SHALL BE REMOVED AND RE-ALIGNED BEFORE THE EXECUTION OF WORK STARTS. S &T 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/TELE/RCILI PT./IX, DATED : 24.06.2013.
18. THE MINIMUM HORIZONTAL & VERTICAL DISTANCES AS PER SOD & LATEST ACS TO IRSOD FOR RAILWAY ARE TO BE PROVIDED.
19. BEFORE AND DURING EXECUTION OF WORK, CONCERNED OPEN LINE OFFICIALS SHOULD BE CONTACTED IN CONNECTION WITH RE-ARRANGEMENT OF THE EXISTING PLATFORM FACILITIES.
20. THIS GAD IS SUBJECT TO MAINTAINING SAME LEVELS, ALIGNMENT, GRADE & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION/ WORKING PLAN AND APPROVED YARD PLANS.
21. ALL DIMENSION AND LEVELS ARE TO BE PHYSICALLY VERIFIED AT SITE PRIOR TO CONSTRUCTION AND ANY DISCREPANCY NOTICED SHOULD BE REPORTED TO ENGINEER- IN-CHARGE OF WORK.
22. ALL ANCHOR BOLTS SHALL BE RIGIDLY FIXED AT CORRECT POSITION AND LEVELS USING A TEMPLATE OR OTHER MEANS APPROVED BY THE ENGINEERING- IN – CHARGE BEFORE CASTING CONCRETE. THE BOTTOM OF ANCHOR BOLTS SHALL BE SECURED TO PREVENT MOVEMENT OR TILTING OF ANCHOR BOLTS DURING CONCRETE PLACEMENT.
23. ENGINEER IN CHARGE SHALL ENSURE THAT MAXIMUM CALCULATED FOUNDATION PRESSURE AT FOUNDATION LEVEL SHALL NOT EXCEED SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
24. DURING TENDERING PROCESS FOR FABRICATION OF STEEL GIRDER , GUIDELINES ISSUED BY RDSO VIDE LETTER No. CBS/G/REG DATED 24.05.2019 SHALL BE STRICTLY FOLLOWED.
25. ANTI CORROSIVE /PAINTING SCHEME SHALL BE FOLLOWED AS PER CBE/SWR LETTER No. SWR/W.70/Bridge/Policy DATED 23.08.2019.
26. SACRIFICIAL SHUTTERING SHEET OF NON CORRODIBLE GALVANISED SHEETS TO IS:277 FROM LEADING BRANDS SUCH AS TATA BLUE ETC. SHOULD BE USED TO AVOID ANY INCIDENCE OF FALLING OF CONCRETE, REINFORCEMENT ETC. ON THE TRAINS PASSING UNDER THE FOB.
27. TO ENSURE GOOD QUALITY, READY MIX CONCRETE (RMC)/ANY OTHER QUALITY CONCRETE SHALL BE USED AS PER PCE Lr. No. SWR/W.361/PA/Pg DT.24.06.2019
28. ECONOMICAL SELF SUPPORTING ROOF ARRANGEMENT SHALL BE USED.
29. PROPER TROLLEY PATHS AT BOTH ENDS OF THE PLATFORMS WITH GOOD SURFACE SHOULD BE PROVIDED SO THAT SAME CAN BE USED BY PHYSICALLY CHALLENGED PERSONS AS PER CAO/SBC LETTER No. W.573 CN/SBC/TRACK/CIRCULARS DATED 30.01.2020.
30. THE CONTRACTOR SHALL SUBMIT QAP TO ENGINEER CONCERNED. FABRICATION OF FOB SHALL BE STARTED ONLY AFTER APPROVAL OF QAP BY ENGINEER IN CHARGE. IN THIS CONNECTION CPD/BW/SWR LETTER NO.SWR/W.70/Bridges DATED 14/07/2020 SHOULD BE FOLLOWED.
31. ALL THE FOLLOWING SAFETY MEASURES HAS TO BE FOLLOWED:
    i. ADEQUATE SAFETY MEASURE FOR RUNNING TRAIN SHALL BE ADOPTED WHILE DOING THE EARTH WORK BELOW THE TRACK.
    ii. DURING CONSTRUCTION OF FOB, THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTION BY PROVIDING TEMPORARY ENGINEERING INDICATORS.
    iii. DURING THE CONSTRUCTION OF PROPOSED FOB PROPER SAFETY PRECAUTIONS TO BE TAKEN WHILE EXECUTING FOUNDATION WORK CLOSE TO THE EXISTING BRIDGE FOUNDATION INCLUDING IMPOSING OF SPEED RESTRICTIONS IF REQUIRED.
    iv. THE GRADUAL RELEASE OF SPEED RESTRICTION SHALL BE AS PER PARA 238(G) OF IRPWM.
    v. NECESSARY SHORING ARRANGEMENTS TO BE MADE TO PROTECT EXISTING BRIDGE STRUCTURE WHEREVER REQUIRED.
    vi. NON-ISSUANCE ORDER ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION PROJECTS (LR.NO.W/339/SAFETY PRECAUTION DT: 18.02.2011) VIDE CTE LR.NO.SWR/W.247/SAFETY AT WORK SPOT DATED 20.06.2017 IS TO BE STRICTLY FOLLOWED.
    vii. DURING EXECUTION OF WORK THE MATERIAL/EQUIPMENTS SUCH AS RELEASED MATERIAL ETC. SHOULD NOT INFRINGE THE TRANS-ALL SAFETY MEASURES TO BE TAKEN BY ENGINEER-IN-CHARGE DURING EXECUTION.
    viii. SUITABLE SAFETY BARRICADING IS REQUIRED TO BE PROVIDED WHENEVER WORK IS BEING EXECUTED PARALLEL TO RUNNING TRACK.
    ix. SAFETY PRECAUTIONS MUST BE ENSURED AS PER ABOVE, RELEVANT JPOS OF ZONAL RAILWAY AND INSTRUCTIONS OF RAILWAY BOARD.
    x. WORKING AREA SHALL BE BARRICADED TO ENSURE SAFETY OF TRACK OPERATION ON RUNNING LINES.
    xi. WHILE CARRYING OUT PREPARATORY WORK AT PALTFORMS NECESSARY PRECAUTIONS SHOULD BE TAKEN TO AVOID UNSAFE CONDITIONS.
    xii. PROTECTIVE SCREEN OF STANDARD DIMENSION TO BE PROVIDED ALONG THE ENTIRE LENGTH OF PROPOSED FOB OVER THE TRACK WITHOUT ANY GAP.
    xiii. ERECTION/LAUNCHING WORK OVER RUNNING LINE SHALL BE CARRIED OUT UNDER TRAFFIC BLOCK UNDER SUPERVISION OF CONCERNED ENGINEER IN CHARGE.
    xiv. IN ELECTRIFIED TERRITORY EARTHING TO BE DONE AND CERTIFIED BY TRD OFFICIALS BEFORE POWER BLOCK IS CANCELLED.
    xv. GIRDER MUST BE ADEQUATELY SECURED IMMEDIATELY AFTER LAUNCHING.
    xvi. WORK HAS TO BE EXECUTED UNDER SUPERVISION OF AN EXPERIENCED AND COMPETENT RAILWAY ENGINEER.
    xvii. ADHERENCE OF PROVISION OF SOD TO BE ENSURED AND VISIBILITY OF SIGNAL TO BE CHECKED AFTER COMPLETION OF WORK.

AUTHORITY OF WORK:
MINISTRY OF RAILWAY/RAILWAY BOARD LETTER NO.2018/W-1/DLSWR/BS DATED:9.9.2019.

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 GANGWAY GIRDER.
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 BY WORK FROM AUTHORIZED **TRD BRANCH OFFICIALS OF SBC DIVISION.**
3. ALL STEEL STRUCTURES/GIRDER INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHED TO **TRACTION RAILS AND SEPARATE EARTH PIPE** FOR SAFETY OF WORKING STAFF.
4. GIRDER LAUNCHING SHOULD BE DONE WITHOUT DISTURBING THE OHE.
5. PROFILING OF OHE TRACTION CONDUCTOR(BTD) GET MAXIMUM CONTACT WIRE HEIGHT AS PER RDSO STANDARDS WITH NORMAL CLEARANCE FROM THE LOWEST PART OF FOB GIRDER NEED TO BE ENSURED BY CIVIL DEPT/K-RIDE BEFORE LAUNCHING OF GIRDER.
6. ALL OHE PROFILING WORKS,GIRDER ERECTION ETC WILL BE DONE UNDER THE SUPERVISION OF SSE/OL/TRD UNDER POWER BLOCK CONDITIONS.

SI NO	ALTERATION NO	DESCRIPTION	SIGNATURE OF OFFICER

TEMPORARY ARRANGEMENTS

LAUNCHING OPERATIONS OVER THE RUNNING RAILWAY TRACK SHALL BE DONE WITH PROPER LINE BLOCK AND POWER BLOCK FROM COMPETENT AUTHORITY

GENERAL MODUS OPERANDI:

STAGE – 1 TOWARDS PF - 2 (EBERFO LINE BLOCK):

1. INSTALL TEMPORARY ENGINEERING INDICATORS AND SPEED RESTRICTION OF 20 KMPH WILL BE IMPOSED FOR LAUNCHING OF GANGWAY GIRDER.
2. FOB WORK WILL BE DONE BEFORE YARD REMODELING.
3. RETAINING WALL SHALL BE CONSTRUCTED AT THE EDGE OF RAILWAY BOUNDARY, I.E., FOR FUTURE 2NOS. LINES + PLATFORM.
4. THE EXISTING PF - 2 SHALL BE DISMANTLED BY IMPOSING SR OF 20KM/H.
5. FURTHER, THE FORMATION SHALL BE MADE READY FOR 2 PROPOSED LINES IN HEB YARD AFTER ENSURING THE FIELD DRY DENSITY AS PER RDSO STIPULATIONS.
6. BLANKETING SHALL BE LAID OVER THE FINISHED FORMATION FOR THE TWO PROPOSED LINES.
7. THE PRE-CAST WALLING UNITS FOR THE PF - 2 SHALL BE PLACED AT SITE ALONG WITH COPING SLAB OVER THE WALLING UNITS.
8. THE FOOTINGS FOR FOB SHALL BE CONSTRUCTED AT SITE AS PER DESIGN.
9. CONCRETE & STRUCTURAL WORKS OF FOR GANGWAY AND STAIRCASE WILL BE CARRIED OUT AS PER RDSO DRAWINGS & LIFT FOUNDATION AS PER DESIGN WILL BE COMPLETED.
10. MAIN STEEL STANCHION FOR PLACING OF GANGWAY GIRDERS SHALL BE ERECTED IN ADVANCE.
11. THE TWO FABRICATED GIRDERS TO BE BROUGHT TO THE SITE OF WORK BY USING 150T CAPACITY CRANE AND TO BE PLACED WITHOUT ANY INFRINGEMENTS.
12. ASSEMBLED GANGWAY GIRDERS SHALL BE KEPT READY AT SITE WITH MATCH MARKS.
13. CONNECTING MEMBERS LIKE CROSS BRACING FLOOR BEAMS ETC. COMPLETE ASSEMBLY SHALL BE KEPT READY AT SITE.
14. LAUNCHING OF GANGWAY GIRDER WILL BE DONE WITH PROPER LINE AND POWER BLOCK & SPEED RESTRICTIONS, AS PER THE MODUS OPERANDI FOR LAUNCHING.
15. SOON AFTER AVAILING FOR POWER CUM TRAFFIC BLOCK FOR LAUNCHING THESE PRE-ASSEMBLED GANGWAY GIRDER WILL BE LIFT ONE AFTER ANOTHER FOR LAUNCHING.

"IT IS CERTIFIED THAT WEIGHT OF GANGWAY GIRDER IS 25 T. HENCE BY USING 150T CAPACITY CRANE WITH DULY ADOPTING 12 M RADIUS & 29.5M BOOM LENGTH, THE WEIGHT LIFTING CAPACITY OF CRANE WILL BE 39.6T WHICH IS GREATER THAN THE 1.5 TIMES THE WEIGHT OF GANGWAY GIRDER".

LOAD CHART CHART 150T CRANE (CRANE CAPACITY IN TON))				
WORKING RADIUS (M)	MAIN BOOM LENGTH (M)			
	21.1m	25.4m	29.5m	35.1m
3.5	90.0	-	-	-
4.0	90.0	75.0	60.0	-
4.5	90.0	75.0	60.0	-
5.0	90.0	72.5	60.0	38.0
6.0	87.8	66.8	60.0	38.0
7.0	79.6	61.2	59.1	38.0
8.0	69.60	56.1	52.7	38.0
9.0	61.2	52.1	49.3	38.0
10.0	54.1	48.1	45.9	38.0
12.0	43.2	41.3	39.6	34.2
14.0	34.3	35.1	34.5	30.6

CAPACITY OF CRANE	150.0T	MAX. RADIUS	12.0M
MAX.BOOM LENGTH	29.5 m	WEIGHT OF GIRDER	25.0T

NOTE: THE GUIDELINES ISSUED VIDE PCE/SWR/UBL CIRCULAR NO.2 OF 2021 (REVISION-1)DESIGN, FABRICATION, ERECTION & MAINTENANCE OF FOOT OVER BRIDGES ON S.W.RAILWAY) LETTER NO. SWR/W.571/PCE'S CIRCULAR/2021 DATED 27.07.2021 HAVE TO BE STRICTLY ENSURED WHILE EXECUTION OF FOB WORK.

DURING POWER AND LINE BLOCK (BLOCK DURATION - 4 HOURS)

STAGE-I

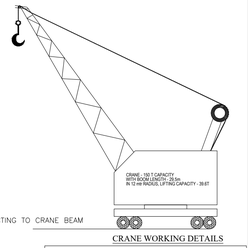
1. TIE THE 150T CAPACITY CRANE WILL BE POSITIONED ON PROPOSED PLATFORM NO -1.
2. OUT OF THREE MAIN GIRDERS , ONE GIRDER TO BE LIFTED BY USING ARRANGEMENTS AS SHOWN IN FIG-1 AND TO BE PLACED IN POSITION OVER ALREADY ERECTED TRESTLES AND CROSS BEAMS ON BEARING PLATES AND TO BE SECURED WITH 25mm DIA BOLTS AS PER RDSO DRAWING AND TILL SUCH TIME GIRDER TO BE SUPPORTED WITH CRANE AS SHOW IN STAGE -I SKETCH

STAGE-II

1. SIMILARLY, THE ABOVE OPERATION WILL BE REPEATED FOR ERECTION OF SECOND GIRDER, THE END TOP CROSS CONNECTION ARE
2. ALSO TO BE MADE BEFORE CLEARING THE LINE BLOCK AND THE BLOCK (POWER + LINE) TO BE RELAXED AND TRAFFIC TO BE RESTORED.

STAGE-III: BETWEEN TRAIN TRAFFIC

1. FURTHER LEFTOVER WORKS LIKE PLACING OF SACRIFICIAL SHITTERING, CASTING OF DECK SLAB, STAIRCASE, PAINTING, ETC. ARE TO BE UNDERTAKEN IN PLANNED MANNER.
2. SPEED RESTRICTION WILL BE RELAXED AFTER COMPLETING ALL THE WORKS OF GANGWAY, STAIRCASE.



CRANE WORKING DETAILS

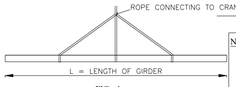
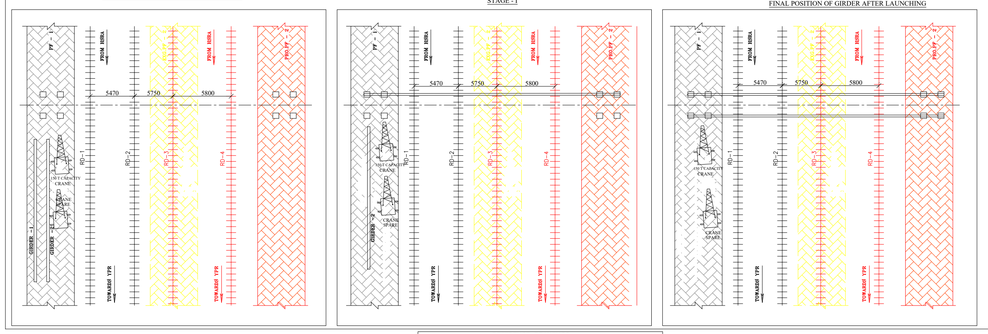


FIG - 1

NOTE:
1. LIFTING HOOK AS PER IS 2758(1969) UP TO THE LATEST REVISION.
2. WIRE ROPE SLINGS AS PER IS 2296 (2002) UP TO THE LATEST REVISION.
3. THE CONDITION OF THE CRANE SHALL BE STRICTLY OBSERVED IN THE LIGHT OF RAILWAY BOARD LETTER NO 2015/CE-IV/RUB/206 DATED 15.02.2016.



HALF PLAN AT TOP

HALF PLAN AT FOUNDATION

NOTE: BEFORE EXECUTION OF THE WORK, ENGINEER IN-CHARGE SHALL ENSURED THAT THE MAXIMUM BASE PRESSURE AT FOUNDATION LEVEL FOR EACH ELEMENT OF FOB IS LESS THAN THE SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.

SPECIAL NOTES:1
1. SBC AT FOUNDING LEVEL COULD NOT ASCERTAINED DURING SOIL INVESTIGATION. PLATE LOAD TEST TO BE CONDUCTED AT FOUNDING LEVEL IN SITE TO ASCERTAIN SBC.
2. DETAILED SOIL INVESTIGATION AT FOB LOCATION SHOULD BE DONE BEFORE FOUNDATION DESIGN.

SRDSTE-SBC SPECIAL NOTE

1. JOINT INSPECTION MAY BE CARRIED OUT TO IDENTIFY CABLES BEFORE THE COMMENCEMENT OF EARTH WORKS.
2. SHIFTING OF OFC, QUAD CABLES PASSING THROUGH THE PROPOSED ALIGNMENT SHALL BE CARRIED OUT. IF CABLES ARE EXPOSED, SECURE THE CABLES PROPERLY TO AVOID DAMAGES.

TYPICAL PROTECTIVE SCREENING ARRANGEMENT

NOTE:

1. PROTECTIVE SCREEN AS PER RDSO, ETI/C/0068.
2. THE METHOD OF FIXING SHALL BE DECIDED TO SUIT THE LOCAL SITE CONDITION.
3. THE PROTECTIVE SCREEN MAY BE FIXED IN VERTICAL POSITION WHEN THERE IS NO OBSTRUCTION EITHER INSIDE OR OUTSIDE.

SRDEE-TRD-SBC SPECIAL NOTE

1. TWO INDEPENDENT EARTHING SHOULD BE ENSURED FOR FOB AND BONDS TO BE CONCEALED IN THE PLATFORM
2. CONTINUOUS PROTECTIVE SCREEN MUST BE PROVIDED OVER FOB WITH ALL DANGER BOARDS.
3. UNDER FOB, SUFFICIENT CLEARANCE TO BE MAINTAINED AS MENTIONED IN ACTM/IRSOD.
4. BONDS CONNECTED TO FOB ON PLATORM SHOULD BE CONCEALED.
5. DURING THE EARTH FORMATION, IF