



PINK BOOK NO. PB 15.01.30.23.1.50.027 "COST SHARING BASIS"

- ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS IN METER UNLESS WRITTEN OTHERWISE.
- NO DIMENSIONS SHALL BE SCALED FROM THIS DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
- EXISTING WORK SHOWN IN BLACK. PROPOSED WORK SHOWN IN RED. ASSETS BEING R.Y. BOUNDARY SHOWN IN GREEN.
- ACTUAL LOCATION OF ROB SHALL BE DECIDED BY RAILWAY ENGINEER-IN-CHARGE IN CONSULTATION WITH ROAD.
- ACTUAL DEPTH OF FOUNDATION SHALL BE DECIDED BY ENGINEER-IN-CHARGE TO SUIT THE SOIL STRATA MET WITH AT THE SITE. ENGINEER-IN-CHARGE SHOULD ENSURE THAT SBC OF SOIL AT FOUNDING LEVEL IS MORE THAN BEARING PRESSURE AT THAT LEVEL.
- VERTICAL CLEARANCE FROM THE HIGHEST RAIL LEVEL TO BOTTOM OF GIRDER SHALL NOT BE LESS THAN 6.52m FOR A.C. TRACTION AREA & 8.20m FOR DOUBLE TRACK CONTAINER ROUTE.
- SHAPES & SIZE OF GIRDERS, ELASTOMERIC / SPHERICAL BEARING, BEARING PEDESTALS, DIMENSION OF ALL STRUCTURAL MEMBERS, I.E. PILE, PILE CAP, PIER, PIER CAP ETC. SHOWN ARE TENTATIVE AND SHALL BE AS PER STRUCTURAL DESIGN & DRAWING.
- ANTI CRASH BARRIER SHALL BE PROVIDED AS PER NORTH STD.
- WEARING COAT OF THICKNESS 50mm PROVIDED. ROAD SURFACE TO MAINTAINED BY ROAD AUTHORITY.
- ONLY CONTROLLED CEMENT CONCRETE MIX IS TO BE PROVIDED. GRADE OF CONCRETE FOR MASS CONCRETE AND FOR R.C.C. WORK SHALL NOT BE LESSER THAN M40 AND M20 RESPECTIVELY.
- A SEPARATE LAUNCHING SCHEME OF SUPER STRUCTURE HAS TO BE SUBMITTED WHICH WILL BE APPROVED BY CBE BEFORE COMMENCEMENT OF WORK.
- EXCAVATION OF ROB WORK SHALL BE DONE ONLY IN PRESENCE OF AUTHORIZED RAILWAY REPRESENTATIVE TO ENSURE THE SAFETY OF RUNNING TRAINS. PROPER PRECAUTIONS SHALL BE TAKEN DURING EXCAVATION OF OPEN FOUNDATION NEAR THE EXISTING RAILWAY TRACK. IN CASE THE EXCAVATION IS TO BE DONE NEAR THE TRACK PROPER SHORING SHALL BE DONE TO PROTECT SLOPE FAILURE OF SOIL.
- ADDITIONAL LOAD TRANSFERRED FROM FUTURE TRACKS SHALL BE CONSIDERED WHILE DESIGNING OPEN FOUNDATION ON EITHER SIDE.
- OFFICE FOR THE RAILWAY ENGINEERS AT BRIDGE SIDE OR AT NEAR BY LOCATION DECIDED BY THE RAILWAY SHALL BE PROVIDED BY SPONSORING ROAD AUTHORITY AND MAINTAINED DURING THE PERIOD OF CONSTRUCTION OF THE PROJECT.
- INSPECTION LADDER AND PLATFORM FOR INSPECTION OF BEARINGS SHOULD BE PROVIDED AT EVERY PIER.
- ALL TECHNICAL RECORD i.e. CUBE STRENGTH, PRE STRESSING DETAILS ETC. SHALL BE HANDED OVER TO RAILWAY ENGINEER-IN-CHARGE.
- BEFORE OPENING OF ROB COMPLETION DRAWINGS AND COMPLETE COST OF ROB IN HARD COPY AND SOFT COPY DULY APPROVED BY AUTHORITIES SHALL BE HANDED OVER TO RAILWAY ENGINEER IN CHARGE.
- BEFORE OPENING OF ROB (WITHIN RAILWAY PORTION) FOR ROAD TRAFFIC, APPROVAL OF RAILWAY ENGINEER IN CHARGE IS TO BE OBTAINED BY ROAD AUTHORITY.
- GRADE OF CONCRETE (MINIMUM)
- RCC PIER, PILE & PILE CAP M-35
- RCC PIER CAP M-40
- RCC ANTI CRASH BARRIER M-40
- RCC DECK SLAB M-40
- BEARING PEDESTAL M-40

NOTES FOR DIVERSION

FOR RAILWAY PORTION: LC 65 IS 83.32m AWAY FROM PROP. ROB. SO, LC 65 WILL BE USED AS TEMPORARY DIVERSION DURING EXECUTION OF ROB.

FOR APPROACH PORTION: DIVERSION SHOWN AS PER SITE PLAN.

BORE LOG DETAILS (BH - 01) CH - 0+670

SBC AT 3.0m DEPTH 17.8 T/SQ.MT

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