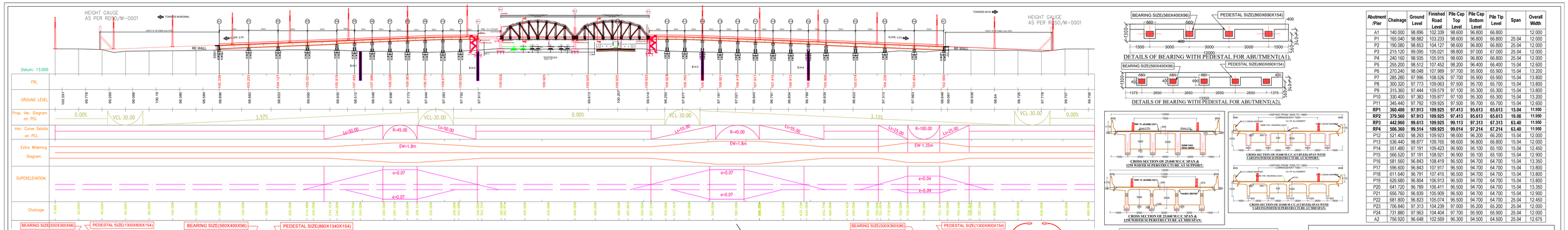
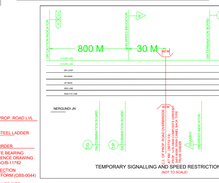
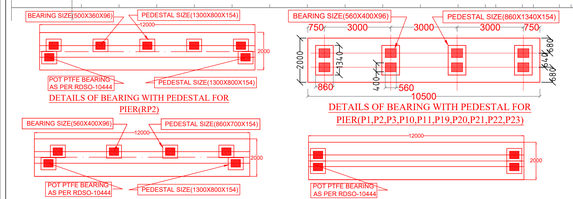
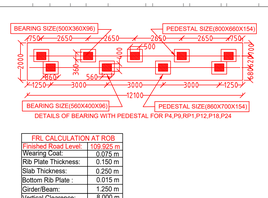


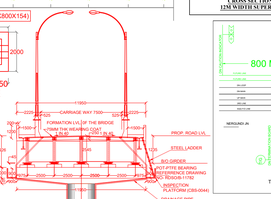
Abutment /Pier	Chainage	Ground Level	Finished Road Level	Pile Cap Top Level	Pile Cap Bottom Level	Pile Tip Level	Span	Overall Width
A1	140.000	98.896	102.339	98.600	96.800	66.800		12.000
P1	165.040	98.882	103.233	98.600	96.800	66.800	25.04	12.000
P2	190.080	98.863	104.127	98.600	96.800	66.800	25.04	12.000
P3	215.120	99.095	105.021	98.800	97.000	67.000	25.04	12.000
P4	240.160	98.935	105.915	98.600	96.800	66.800	25.04	12.000
P5	255.200	98.512	107.452	98.200	96.400	66.400	15.04	12.600
P6	270.240	98.048	107.989	97.700	95.900	65.900	15.04	13.200
P7	285.280	97.996	108.526	97.700	95.900	65.900	15.04	13.800
P8	300.320	97.773	109.063	97.500	95.700	65.700	15.04	13.800
P9	315.360	97.444	109.579	97.100	95.300	65.300	15.04	13.800
P10	330.400	97.383	109.877	97.100	95.300	65.300	15.04	13.200
P11	345.440	97.792	109.925	97.500	95.700	65.700	15.04	12.600
RP1	**360.480**	**97.913**	**109.925**	**97.413**	**95.613**	**65.613**	**15.04**	**11.950**
RP2	**379.560**	**97.913**	**109.925**	**97.413**	**95.613**	**65.613**	**19.08**	**11.950**
RP3	**442.960**	**99.613**	**109.925**	**99.113**	**97.313**	**67.313**	**63.40**	**11.950**
RP4	**506.360**	**99.514**	**109.925**	**99.014**	**97.214**	**67.214**	**63.40**	**11.950**
P12	521.400	98.293	109.923	98.000	96.200	66.200	15.04	12.000
P13	536.440	96.877	109.765	98.600	96.800	66.800	15.04	12.000
P14	551.480	97.191	109.423	96.900	95.100	65.100	15.04	12.450
P15	566.520	97.191	108.921	96.900	95.100	65.100	15.04	12.900
P16	581.560	96.843	108.419	96.500	94.700	64.700	15.04	13.350
P17	596.600	96.843	107.917	96.500	94.700	64.700	15.04	13.800
P18	611.640	96.791	107.415	96.500	94.700	64.700	15.04	13.800
P19	626.680	96.804	106.913	96.500	94.700	64.700	15.04	13.800
P20	641.720	96.780	106.411	96.500	94.700	64.700	15.04	13.350
P21	656.760	96.839	105.909	96.500	94.700	64.700	15.04	12.900
P22	681.800	96.823	105.074	96.500	94.700	64.700	25.04	12.450
P23	706.840	97.313	104.239	97.000	95.200	65.200	25.04	12.000
P24	731.880	97.963	104.404	97.700	95.900	65.900	25.04	12.000
A2	756.920	96.648	102.569	96.300	94.500	64.500	25.04	12.675

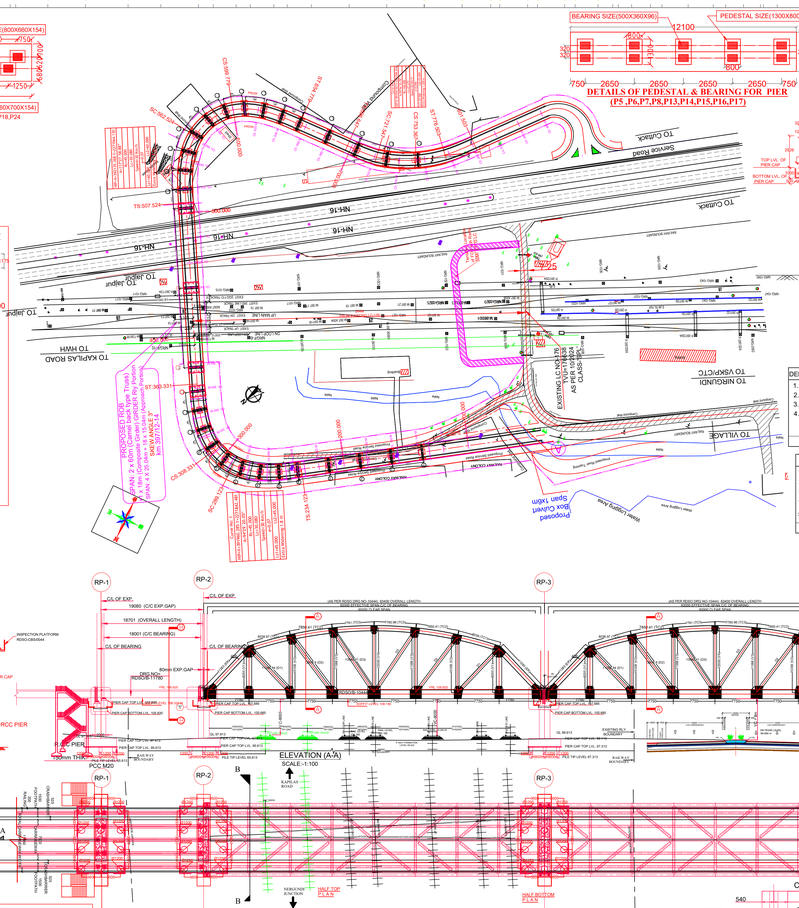






FRL CALCULATION AT ROB	
Finished Road Level:	109.925 m
Wearing Coat:	0.075 m
Rib Plate Thickness:	0.150 m
Slab Thickness:	0.250 m
Bottom Rib Plate :	0.015 m
GirderBeam:	1.250 m
Vertical Clearance:	8.000 m
Rail top Level:	100.185 m

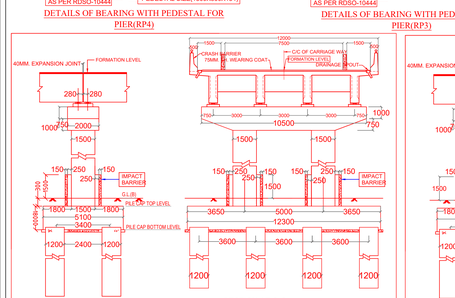


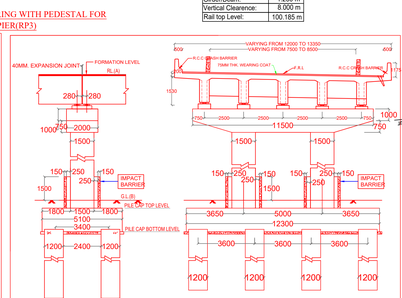


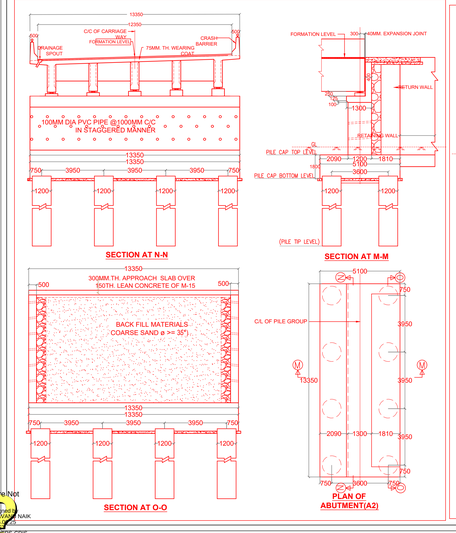
DEPTH OF CONSTRUCTION 16 m COMPOSITE GIRDER	
1. THICKNESS OF WEARING COAT	: 75mm.
2. DECK SLAB	: 250mm.
3. HEIGHT OF CROSS GIRDER	: 865mm.
4. BOTTOM PLATE	: 45 mm.
TOTAL :	1235 mm.

DEPTH OF CONSTRUCTION 60.00m CAMEL BACK	
1. THICKNESS OF WEARING COAT	: 75mm.
2. DECK SLAB	: 250mm.
3. HEIGHT OF CROSS GIRDER	: 1250mm.
4. RIB PLATE	: 150mm.
5. BOTTOM OF RIB PLATE TO BOTTOM OF LONG BEAM	: 15mm.
TOTAL :	1740mm.

RDSO DRG.NO FOR 60.00M CAMEL BACK TYPE TRUSS GIRDER		
S.NO	DRG.NO.	DESCRIPTION
1	RDSO/B-10444	GENERAL ARRANGEMENT
2	RDSO/B-10444/1	GENERAL ARRANGEMENT
3	RDSO/B-10444/2	DETAILS OF CAMBER
4	RDSO/B-10444/3	DETAILS OF BOTTOM CHORDS
5	RDSO/B-10444/4	DETAILS OF END RAKER
6	RDSO/B-10444/5	DETAILS OF TOP CHORDS
7	RDSO/B-10444/5/1	DETAILS OF TOP CHORDS
8	RDSO/B-10444/5/2	DETAILS OF TOP CHORDS
9	RDSO/B-10444/6	DETAILS OF VERTICAL MEMBERS
10	RDSO/B-10444/7	DETAILS OF DIAGONAL MEMBERS
11	RDSO/B-10444/8	DETAILS OF PORTAL GIRDER AND SWAY GIRDER
12	RDSO/B-10444/9	DETAILS OF BOTTOM CHORD JOINT-LO
13	RDSO/B-10444/9/1	DETAILS OF BOTTOM CHORD JOINT-L1
14	RDSO/B-10444/9/2	DETAILS OF BOTTOM CHORD JOINT-L2
15	RDSO/B-10444/9/3	DETAILS OF BOTTOM CHORD JOINT-L3
16	RDSO/B-10444/9/4	DETAILS OF BOTTOM CHORD JOINT-L4
17	RDSO/B-10444/10	DETAILS OF TOP CHORD JOINT-U1
18	RDSO/B-10444/10/1	DETAILS OF TOP CHORD JOINT-U2
19	RDSO/B-10444/10/2	DETAILS OF TOP CHORD JOINT-US
20	RDSO/B-10444/10/3	DETAILS OF TOP CHORD JOINT-U4
21	RDSO/B-10444/11	DETAILS OF END CROSS GIRDER
22	RDSO/B-10444/12	DETAILS OF INTERMEDIATE CROSS GIRDER
23	RDSO/B-10444/13	DETAILS OF STRINGER
24	RDSO/B-10444/14	DETAILS OF TOP LATERAL BRACING
25	RDSO/B-10444/14/1	DETAILS OF TOP LATERAL BRACING
26	RDSO/B-10444/15	DETAILS OF BOTTOMLATERAL BRACING
27	RDSO/B-10444/16	DETAILS OF CONCRETE DECK SLAB
28	RDSO/B-10444/17	BEARING LOAD DETAILS







Signature block	
CBE/BBS	ASHOK KUMAR Digitally signed by ASHOK KUMAR Date: 2026.05.29 17:58:56 +05'30'
DYCE/B&F/BBS	RAJIB RAM PATEL Digitally signed by RAJIB RAM PATEL Date: 2026.05.29 19:05:53 +05'30'
DRM/KUR	SUNIL D Digitally signed by SUNIL D 2026.05.08 20.18.32 +05'30'
SR.DEN/CO/KUR	AVDHES KUMAR JAISYA Digitally signed by AVDHES KUMAR JAISYA 2026.05.08 17.42.35 +05'30'
SR.DOM/KUR	SUNEEL KUMAR GEDDAM Digitally signed by SUNEEL KUMAR GEDDAM 2026.03.26 12.41.13 +05'30'
SR.DSTE/KUR	BHUPESH KUMAR Digitally signed by BHUPESH KUMAR 2026.03.26 16.46.48 +05'30'
SR.DEE/G/KUR	SANJAY KUMAR ROUT Digitally signed by SANJAY KUMAR ROUT 2026.03.27 12.36.33 +05'30'
SR.DEE/TRD/KUR	PRASANNA KUMAR PRADHAN Digitally signed by PRASANNA KUMAR PRADHAN 2026.03.26 13.43.06 +05'30'
SR.DEN/E/KUR	ANKIT VERMA Digitally signed by ANKIT VERMA 2026.03.26 12.21.58 +05'30'
DYCE/CON/RSI/BBS	CHANDRAVANU NAIK Digitally signed by CHANDRAVANU NAIK 2026.03.07 13.52.47 +05'30'

REFERENCE DRAWING NOS. [18.0 M COMPOSITE GIRDER]	
RDSO/B-11781	GENERAL LAYOUT
RDSO/B-11782/1	DETAILS OF MAIN GIRDER, SPLICE JOINT & LONGITUDINAL GIRDER SECTION
RDSO/B-11782/2	PLAN FOR 1 GIRDER ARRANGEMENT
RDSO/B-11783/3	X-SECTIONAL DETAILS FOR S-GIRDER LEAVES
RDSO/B-11784/4	DETAILS OF BENT GUSSETS,STUD SHEAR CONNECTOR AND CAMBER DIAGRAM
RDSO/B-11785/5	DETAILS OF ELASTOMERIC BEARING
RDSO/B-11786/6	DETAILS OF METALLIC GUIDED BEARING
RDSO/B-11787/7	GENERAL LAYOUT PLAN OF BEARINGS AND PEDESTAL ARRANGEMENT
RDSO/B-11788/8	DETAILS OF RCC DECK SLAB
RDSO/B-11789/9	DETAILS OF RCC SEISMIC RESTRAINER
RDSO/B-11781/10	DETAILS OF STAGING FOR DECK SLAB AND WELDING SEQUENCE
RDSO/B-11781/11	ASSEMBLY DRAWING
RDSO/B-11781/12	PART AND SHIPPING LIST
RDSO/B-11781/13	GENERAL NOTES
RDSO/B-11760/N	NOTES FOR USE OF HSFG BOLT IN BRIDGES
CBS-0044	INSPECTION ARRANGEMENT

GENERAL NOTES:-(RAILWAY PORTION)

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETER UNLESS OTHERWISE MENTIONED.
2. ALL DIMENSIONS AND LEVELS ARE TO BE VERIFIED AND RECONCILED BEFORE EXECUTION.
3. DIMENSIONS AND TYPES OF SUBSTRUCTURE & FOUNDATION SHOWN ARE TENTATIVE ONLY AND ARE LIKELY TO CHANGE AFTER FINAL DESIGN.
4. THE DRAWING SHOULD NOT BE SCALED WHITTEN DIMENSIONS ARE TO BE FOLLOWED ONLY.
5. THE BRIDGE IS DESIGNED FOR CWC (DESIGNED) AND A CLASS 1X LOAD WITH IMPACT AND APPROPRIATE CONGESTION FACTOR AS PER IRC:6-2017 AND FOR SPECIAL DET-VEHICLE GIVEN IN IRC:6-2017.
6. SLOPE OF 2.5% SHALL BE PROVIDED FOR THE DECK SLAB.
7. THIS DRAWING IS PREPARED BASED ON DRG.NO.RDSO/B-10444 SERIES FOR 60.00 m CAMEL BACK TYPE TRUSS GIRDER AND RDSO/B-11241 SERIES FOR 18.00 m COMPOSITE GIRDER.
8. DIMENSIONS GIVEN IN TENTATIVE DETAILED DESIGN OF ROB WILL BE PREPARED AND WILL BE APPROVED BY CEO/CONRSP DIMENSIONS MARKED " MAY VARY AT SITE" SHALL BE CHECKED.
9. DETAILED DESIGN AND DRAWING OF SUBSTRUCTURE AND FOUNDATION, DULY PROOF CHECKED BY ITNT OR ANY OTHER REPUTED GOVT. ENGINEERING COLLEGE TO BE SUBMITTED TO RAILWAY FOR APPROVAL OF CEO/CONRSP.
10. CONCRETE SHALL BE DESIGN MIX WITH A MINIMUM 28 DAYS CHARACTERISTICS STRENGTH ON 150 MM CUBES AS FOLLOWS:-
   CONCRETE GRADE
   CAST IN SITU PILE M 45
   COLUMN: M 35
   CRASH BARRIER: M 40
   PEDESTAL & PEDESTAL: M 45
   BED BLOCK: M 45
   PEDESTAL: M45
11. REINFORCING STEEL SHALL BE CORROSION RESISTANT TMT H.Y.S.D. BARS (GRADE DESIGNATION Fe-500 D) CONFORMING TO IS:1786.
12. STRUCTURAL STEEL SHALL BE OF E 350 BR QUALITY SHALLCONFORM TO IS:2062:2011.
13. FOR FABRICATION WORKMANSHIP INSPECTION AND TESTING, PROTECTION AGAINST CORROSION ETC. RELEVANT PROVISIONS OF IRC 22-2015 SHALL BE FOLLOWED ALSO INDIAN RAILWAYS MANUAL FOR FABRICATION AND ERECTION OF STEEL GIRDER BRIDGES AND LOCOMOTIVE TURNTABLES FABRICATION SPECIFICATIONS (INCORPORATING LATEST CORRECTION SLIPS) IS TO BE FOLLOWED. (SERIAL NO.B-10301) ADOPTED-1934, LAST VERSION 2001, REPRINTED - 2008 (INCORPORATING CORRECTION SLIP).
14. MANUAL TRENCHING WILL BE DONE AS PER REQUIREMENTS OF S&T DEPARTMENT.
15. STRIP SEAL TYPE EXPANSION JOINTS OF PROVEN QUALITY SHALL BE PROVIDED IN ACCORDANCE WITH IRC:83-2011 GUIDELINES AND SPECIFICATIONS FOR EXPANSION JOINTS.
16. GRADE OF CONCRETE FOR PEDESTAL SHALL BE M-45 FOR ROB PORTION.
17. SHALL BE USED IN CONCRETING GROUTING AND CURING SHALL CONFORMING TO IRC:112 - 2020/IRC:78 - 2020 & 2024.
18. TYPE OF BEARING
   POTPTFE BEARING UNDER CAMEL BACK TYPE OPEN WEB GIRDER AND ELASTOMERIC UNDER COMPOSITE GIRDER IN RAILWAY SPAN AS PER RDSO DRAWING IS TO BE PROVIDED.
19. NO CONSTRUCTION JOINTS SHALL BE NORMALLY ALLOWED IN CONCRETE WORKS WITHOUT SPECIAL PRECAUTIONS AS PER RELEVANT BRIDGE CODE AND SUITABLE PROTECTIVE PAINTING OF APPROVED MAKE SHOULD BE USED TO PAINT THE UNDERSIDE OF CONCRETE OF ROB GIRDERS.
20. ALL SAFETY MEASURES INCLUDING SUITABLE SPEED RESTRICTION/CAUTION ORDER MAY BE TAKEN DURING EXECUTION OVER THE TRACK.
21. TRAFFIC BLOCK SHALL BE TAKEN AT THE TIME OF LAUNCHING OF GIRDER OVER THE TRACKS.
22. ADEQUATE PRECAUTIONS SHALL BE TAKEN AT SITE TO ENSURE SAFETY OF MAN AT WORK AS WELL AS RAILWAY TRAFFICS.
23. ADEQUATE PRECAUTIONS SHALL BE TAKEN AT SITE TO ENSURE SAFETY OF MAN AT WORK AS WELL AS RAILWAY TRAFFICS.
24. NECESSARY PRECAUTIONS SHALL BE TAKEN DURING THE EXECUTION OF WORK, SO THAT SIGNALLING AND TELECOMMUNICATION CABLES ARE NOT DAMAGED.
25. GUARD RAILS ARE TO BE PROVIDED ON TRACKS BELOW ROAD OVER BRIDGE ON LINES ADJACENT TO PIERS TO PROTECT FROM DAMAGES OF ROAD OVER BRIDGE DURING ITS MOVEMENT.
25. LTH/TWT LOCH POWER LINE AT LEVEL CROSSING IF ANY TO BE MODIFIED BY STATE GOVT. AS PER THE "REGULATION OF ELECTRICAL CROSSING OF RAILWAY TRACK-1987"AND PROPER APPROVAL SHOULD BE OBTAINED SEPARATELY FROM RAILWAY & TOTAL COST WILL BE BORNE FROM PROJECT COST OF ROB.
27. ADEQUATE SAFETY MEASURES FOR BRIDGE & ITS COMPONENTS SHALL BE AS PER IRC: 112/IRS-66, ALL STRUCTURES SHALL BE DESIGNED FOR SEISMIC FORCES AS PER RELEVANT EXPOSURE FOLLOWED.
28. DURING THE CONSTRUCTION ACTIVITIES BARRICADING WITH RELEASED PIPES OR BAMBOOS AND SHUTTERS SHALL BE DONE AROUND THE SITE FOR SAFE MOVEMENT OF TRAFFIC AND TO PREVENT ACCIDENT.
30. MOU FOR MAINTENANCE OF ROB BETWEEN RAILWAY & STATE GOVT. TO BE EXECUTED BEFORE EXECUTION OF WORK.
31. ALL STEEL WORK FABRICATION SHALL BE DONE IN ACCORDANCE WITH INDIAN RAILWAY CODES.
32. TEMPORARY SIGNALING ARRANGEMENTS WILL BE DONE AS PER SR. 15.06(2) AND 15.14 TO 15.17 OF GR-2020 AND WHEREVER IS ADOPTABLE IF REQUIRED.
33. DETAILS OF INSPECTION PLATFORM WILL BE SHOWN IN DETAILED STRUCTURAL DRAWING. INSPECTION PLATFORM ARRANGEMENTS OF BEARING SHALL BE FOLLOWED RDSO DRG NO.CBS/0044
34. **PROPOSED FOR WITH APPROACHES IS ADJACENT TO LC NO-176 AS PER SITE FEASIBILITY.**
35. **ROB SHALL BE CONSTRUCTED AS PER DETAILED GENERAL ARRANGEMENT DRAWING.**
36. PROPOSED WORK SHOWN IN RED.
37. EXISTING WORK IN GREEN.
38. TRAFFIC BLOCK IS REQUIRED TO BE DONE BY OPEN LINE AND TOTAL COST WILL BE BORNE FROM PROJECT COST OF ROB.
39. SYNOPSIS OF S & T CABLE IF REQUIRED TO BE DONE BY OPEN LINE AND TOTAL COST WILL BE BORNE FROM PROJECT COST OF ROB.
40. LC NO-176 WILL BE CLOSED SIMULTANEOUSLY WITH THE COMMISSIONING OF ROB. NOC FROM CONCERNED COLLECTOR & DISTRICT MAGISTRATE IN THIS REGARD TO BE OBTAINED BEFORE TENDERING.
41. CAO/CONRS/BBS IS THE EXECUTIVE AUTHORITY FOR THE APPROACH PORTIONS.
42. **ROB AT KM:397/12-14 IN LIEU OF LC.NO-176 AT KM:397/24-25 IN BETWEEN KAPILSH ROAD (KIS)-NIRGUNDI (NRG) STATIONS ON HOWRAH-VISHAKHAPATNAM MAIN LINE UNDER KHURDHA ROAD DIVISION** SPAN- 4 X 25.040M +8 X15.040M RCC T-BEAM GIRDER ON VILLAGE SIDE & 10 X 15.040+4 X 25.040 RCC T-BEAM GIRDER ON NH-16 SIDE OF STATE GOVT. PORTION AND 1x19.080M COMPOSITE GIRDER + 2x63.400M SPAN CAMEL BACK TYPE TRUSS GIRDER (BRIDGE PROPER) IN RAILWAY PORTION.
43. APPROVAL FOR FOUNDATION AS PER RAILWAY BOARD LETTER NO.2014/CE-II/BRIDGE POLICY ,DT.15/11/2016. WILL BE TAKEN BEFORE EXECUTION OF WORK.
44. TESTING OF FOUNDATION DESIGN IF WILL BE DECIDED AS PER SITE CONDITION AND AS PER DESIGN.
45. PROTECTIVE SCREEN MUST BE KEPT IN THE FULL LENGTH OF ROB FROM RAILWAY PORTION ON TRACK TO PROTECT DEBRIS FROM FALLING ON OHE WIRE AS PER RDSO DRAWING NO.ETI/0501
47. OHE MAST IF ANY TO BE RELOCATED & NO MAST SHOULD BE LESS THAN 10M FROM THE FACE OF THE PROPOSED ROB.
48. SBI (ELCT & TRD) ESTIMATE TO BE PREPARED FOR ALTERATION OF OHE WHERE LOCATION OF MAST NEEDS TO BE ENSURED.
49. SBI (ELCT & TRD) ESTIMATE TO BE PREPARED IN ENGG. MAIN ESTIMATE.
50. PILE CAP IS TO BE DESIGNED KEEPING IN VIEW OF THE LOADS COMING FROM EXISTING AND FUTURE TRACK.
51. IN ORDER TO ENSURE FLAWLESS SHIPPING/ ERECTION MARKING, DURABLE TAGS IDENTIFYING THE ERECTION MARK/ SHIPPING MARK/ ID ETC. OF PARTICULAR COMPONENT/MEMBERS SHALL BE INSERTED/TIED IN THE (PLANNED) BOLT HOLES IN MEMBERS USING METAL WIRE BEFORE DESPATCHING/SHIPPING. THE STANDARD PRACTICE OF MARKING STENCILED ERECTION MARKS/ SHIPPING MARKS ON THE MEMBER SHALL BE FOLLOWED. ALL CARE, TIMING AND QUALITY/TESTS IF REQUIRED TO BE SHIFTED FOR THE PROPOSED FOR WORK THEN SAME TO BE ENSURED PRIOR TO EXECUTION OF WORK.
52. INTEGRITY AND DURABILITY TEST/ CROSS HOLE ULTRASONIC MONITOR TEST (IF WORKING PILES IS TO BE DONE AS PER RDSO-BS-41(R1).
53. INTEGRITY AND DURABILITY TEST CROSS HOLE ULTRASONIC MONITOR TEST OF WORKING PILES IS TO BE DONE AS PER RDSO/BS-41(R1)
54. THE PERMISSIBLE LOAD CARRYING CAPACITY OF PILE MAY BE CONFORMED BY AN INITIAL LOAD TEST (BOTH HORIZONTAL AND VERTICAL) ON TRIAL PILE AS PER I.S.2911, THE INITIAL TEST PILE MAY BE TESTED UP TO 2.5 TIMES THE ESTIMATED SAFE LOAD OR UP TO FAILURE LOAD WHICH OCCURS EARLIER FOR RAILWAY PORTION.
55. CROSS HOLE ULTRASONIC METHOD (CHUM), TESTS SHALL BE PERFORMED ON 100% OF PILES. ACCORDINGLY, ACCESS TUBES SHALL BE INSTALLED IN 100% OF THE PILES.

SPECIAL NOTES CONTINUED:- (RAILWAY PORTION)

1. NO WORKS SHOULD BE TAKEN UP TILL STRUCTURAL DESIGN AND DRAWING WITHIN RAILWAY PORTION ARE APPROVED BY RAILWAY.
2. PCE SANCTION MUST BE TAKEN BEFORE STARTING WORKS AFFECTING SAFETY OF PASSENGER RUNNING LINES.
3. SUITABLE SPEED RESTRICTION IF REQUIRED SHOULD BE IMPOSED BEFORE TAKING UP THE EXECUTION OF WORK WITH THE APPROVAL OF DIVISIONAL ENGINEER IN CHARGE.
4. ALL THE PRE FABRICATED STEEL GIRDERS SHOULD BE LAUNCHED WITH SUITABLE LAUNCHING SCHEME AS PER SITE REQUIREMENT WITH THE APPROVAL OF RAILWAY AND AFTER OBTAINING PCE SANCTION.
5. THE WORK TO BE EXECUTED IN PRESENCE OF CONCERNED SSE(ELECT),SSE(OHE), SSE(SIGNAL) AND SSE(TELE) AT SITE FOR ANY ELECTRICAL OHE AND S&T EXPOSURE FOLLOWED.
6. TVU OF TVU OF LC NO. 178 IS 178/08. DATED OCT-2024 & CLASSIFICATION OF ROAD CROSSING AT LC IS "SPL" CATEGORY OF LC IS NOR.
7. DESIGN SHOULD BE AS PER RELEVANT INDIAN RAILWAY CODES.
8. SUITABLE UTILITY DUCTS IF REQUIRED SHOULD BE PROVIDED BELOW FOOTPATH SLAB WITH THE APPROVAL OF ENGINEER IN CHARGE.
9. ADEQUATE SAFETY MEASURES SHALL BE TAKEN DURING THE EXECUTION OF WORK.
10. STAIRCASE IS OPTIONAL AND MAY BE MODIFIED AS PER SITE REQUIREMENT.
11. ALL STEEL WORK FABRICATION SHALL BE DONE IN ACCORDANCE WITH INDIAN RAILWAY CODES.
12. SEPARATE LAUNCHING SCHEME DRAWING WILL BE SUBMITTED FOR APPROVAL OF GBE BEFORE LAUNCHING OF GIRDERS, ETC.
13. ANALYSIS AND DESIGN OF COMPOSITE CONCRETE DECK IS AS PER IRC:22-2015.
14. ALL WORKS AFFECTING SAFETY OF RAILWAY RUNNING LINES SHALL BE CARRIED OUT WITH PROPER SAFETY PRECAUTIONS.
15. VCM/ RLY-BNTS-LTR-NO.2011/CE-II/LK/MISC-244 (LC)DT.07/10.07.2020 GEO-REFERENCED AUTOCAD FILE OF THE COMPLETE ROB/RUB ALIGNMENT HAS BEEN SUBMITTED TO HQ.
16. VCM/RLY-BNTS-LTR-NO.2017/CE-II/VLR/Misc-244(LC)vPt , dtd-09.05.2025. NECESSARY PROVISIONS ARE TO BE ENSURED AS PER SITE FEASIBILITY.
17. TOP/BOTTOM JOINTS AND TO BE PROVIDED AS PER IRC:SP-90-2011.
18. **LOAD TESTING OF BRIDGE SUPERSTRUCTURES ARE TO BE DONE AS PER IRC SP-51-2015 BEFORE COMMISSIONING.**
19. A JOINT SURVEY WITH REMARKS OF CONCERNED SSE(S&T) IS TO BE CARRIED OUT BEFORE EXECUTION OF WORK.
20. **WITHIN 2 TO 3 MONTHS FROM THE DATE OF APPROVAL OF THIS GAD, A GAD FOR LHS IN LIEU OF THIS LC, BASING UPON SITE FEASIBILITY, WILL BE SUBMITTED TO RAILWAY BOARD FOR APPROVAL.**
21. DURING EXECUTION DIVERSION ROAD TO BE PROVIDED BY STATE GOVT. AS PER SITE REQUIREMENT.
22. LT/HT / EHT/ UG /OH POWER LINE CROSSINGS IF ANY TO BE MODIFIED BY STATE GOVT AS PER THE " REGULATION FOR ELECTRICAL CROSSING OF RAILWAY TRACK-1987"
   AND PROPER APPROVAL SHOULD BE OBTAINED SEPARATELY FROM THEC RAILWAY AND TOTAL COST WILL BE BORN FROM PROJECT COST OF ROB.
23. ADEQUATE SAFETY MEASURES SHALL BE TAKEN AT SITE TO ENSURE SAFETY OF MAN AT WORK AS WELL AS RAILWAY TRAFFICS.
24. DURING EXECUTION OF WORK PROPER SAFETY PRECAUTIONS NEED TO BE TAKEN TO PROTECT THE EXISTING S&T CABLES FROM ANY DAMAGES.
25. BEFORE START OF WORK IF ANY S&T CABLE PRESENT IN THE PROPOSED LOCATION THEN DIVERSION OF THE SAME NEEDS TO BE ENSURED & AFTER THAT ONLY WORK TO BE STARTED.
26. ALL CARE, TIMING AND QUALITY/TESTS IF REQUIRED TO BE SHIFTED FOR THE PROPOSED FOR WORK THEN SAME TO BE ENSURED PRIOR TO EXECUTION OF WORK.
27. SUFFICIENT FUND PROVISION TO BE ENSURED FOR PROPOSED WORK & S&T PART ESTIMATE TO BE INCLUDED IN THE MAIN ESTIMATE.
28. WATER TO BE USED IN CONCRETING GROUTING AND CURING SHALL CONFORMING TO IRC:112 - 2020/IRC:78 - 2020 & 2024.

P.B item no.195 of year 2020-21

CE's DRG No. 6521/2026

EAST COAST RAILWAY

KHURDA ROAD DIVISION

GOVERNMENT OF ODISHA

WORKS DEPARTMENT

GENERAL ARRANGEMENT DRAWING

चत्रि शीर्षक

खुरदा रोड डविीजन के अंतगत हावड़ा-वशिाखापत्तनम मुख्य लाइन पर कपलिास रोड (KIS)-नरि्गडी(NRG) स्टेशनों के बीच KM:397/23-25 पर LC.NO-176 के स्थान पर KM:397/12-14 पर ROB के प्रस्तावति नरि्माण के लिए संयुक्त जीएडी

DRAWING TITLE:

**COMBINED GAD FOR PROPOSED CONSTRUCTION OF ROB AT KM:397/12-14 IN LIEU OF LC.NO-176 AT KM:397/24-25 IN BETWEEN KAPILSH ROAD (KIS)-NIRGUNDI (NRG) STATIONS ON HOWRAH-VISHAKHA