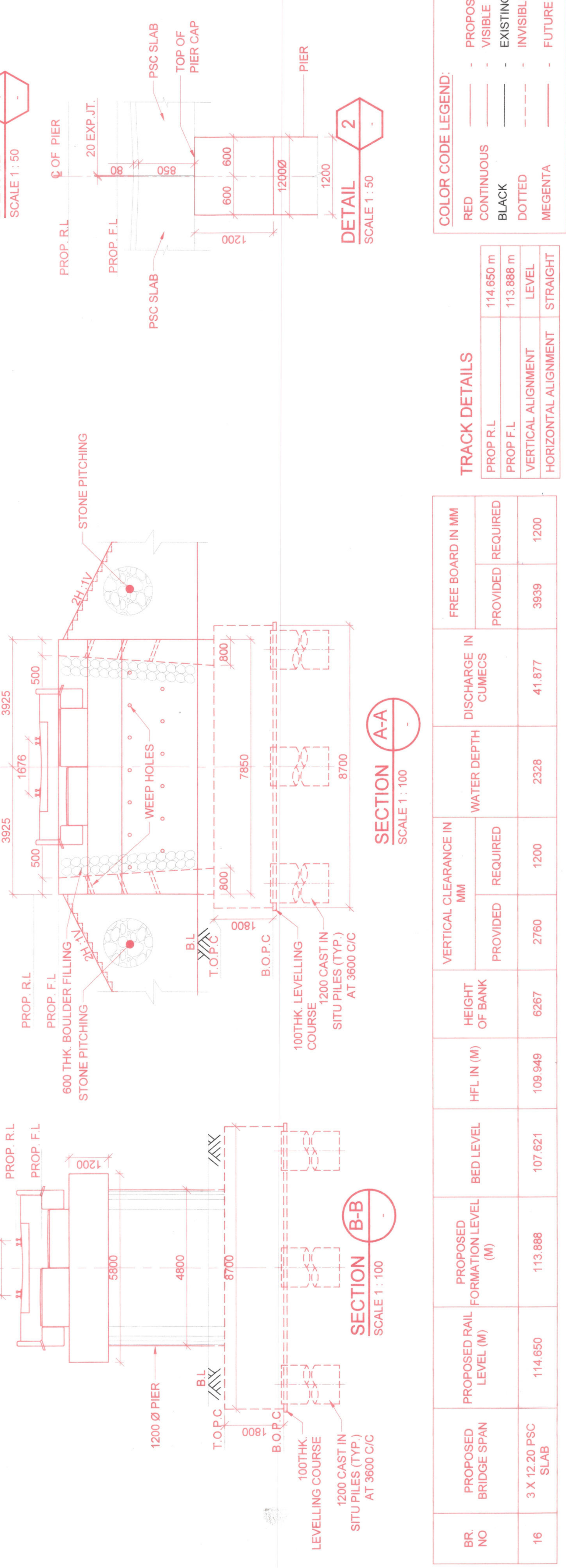
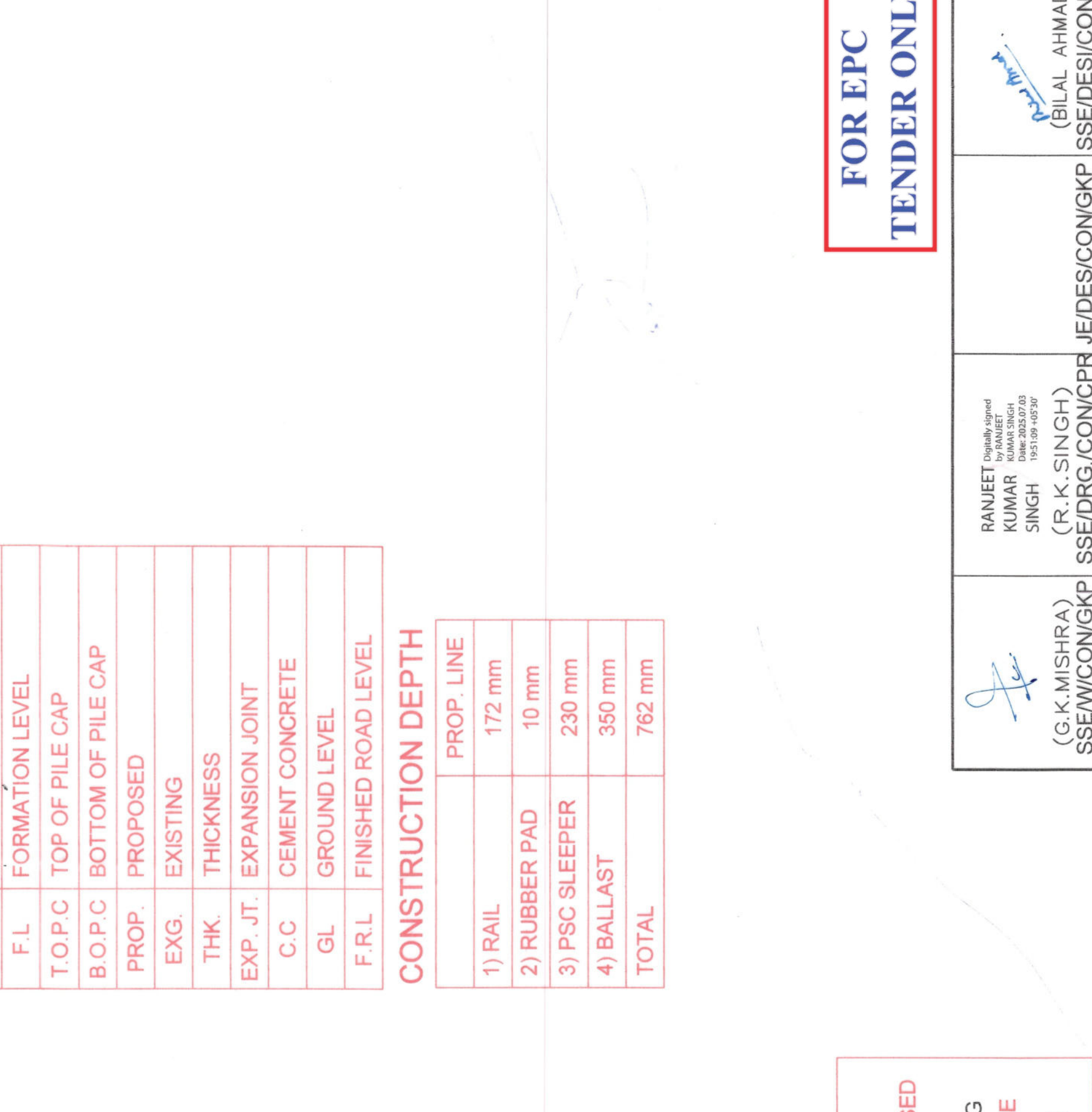
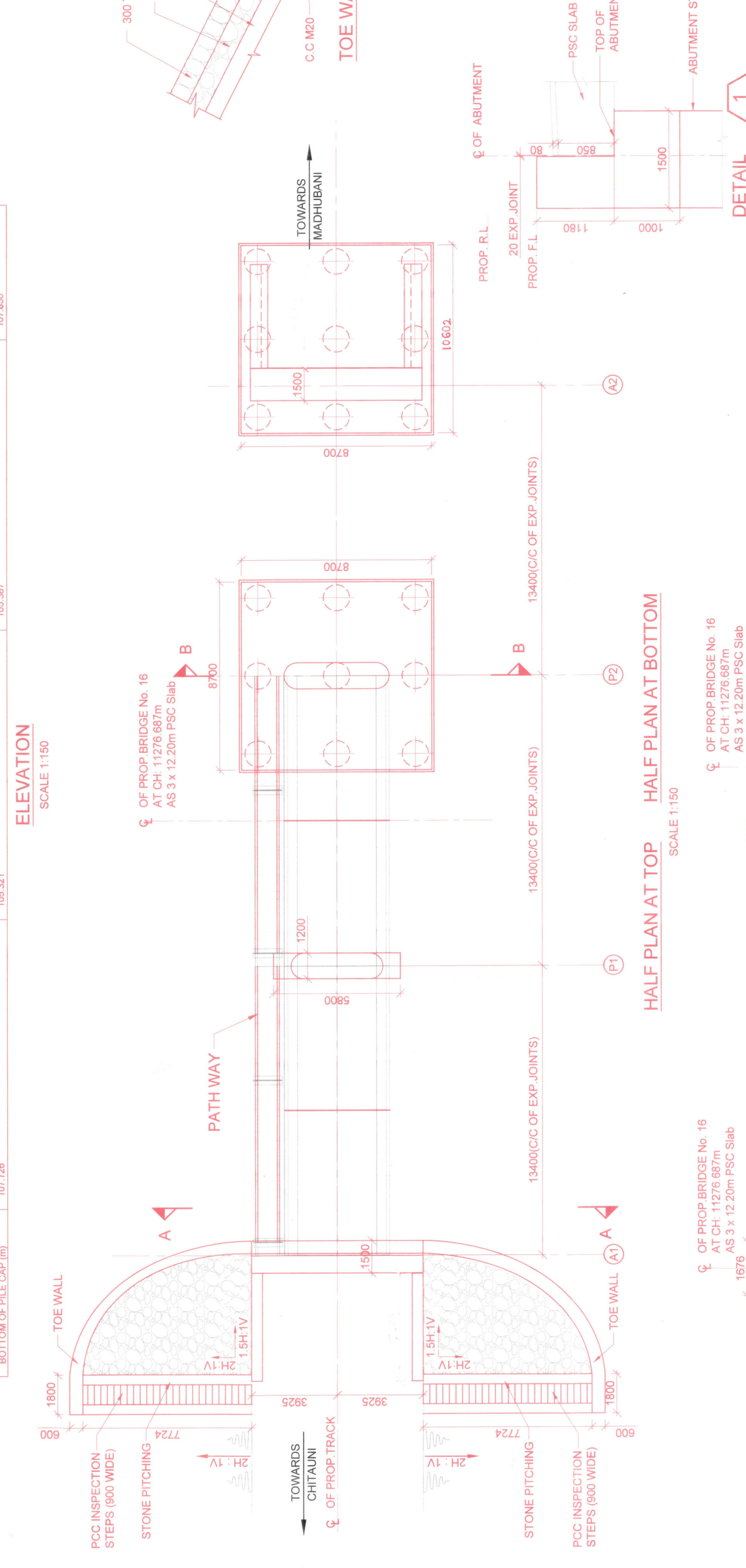
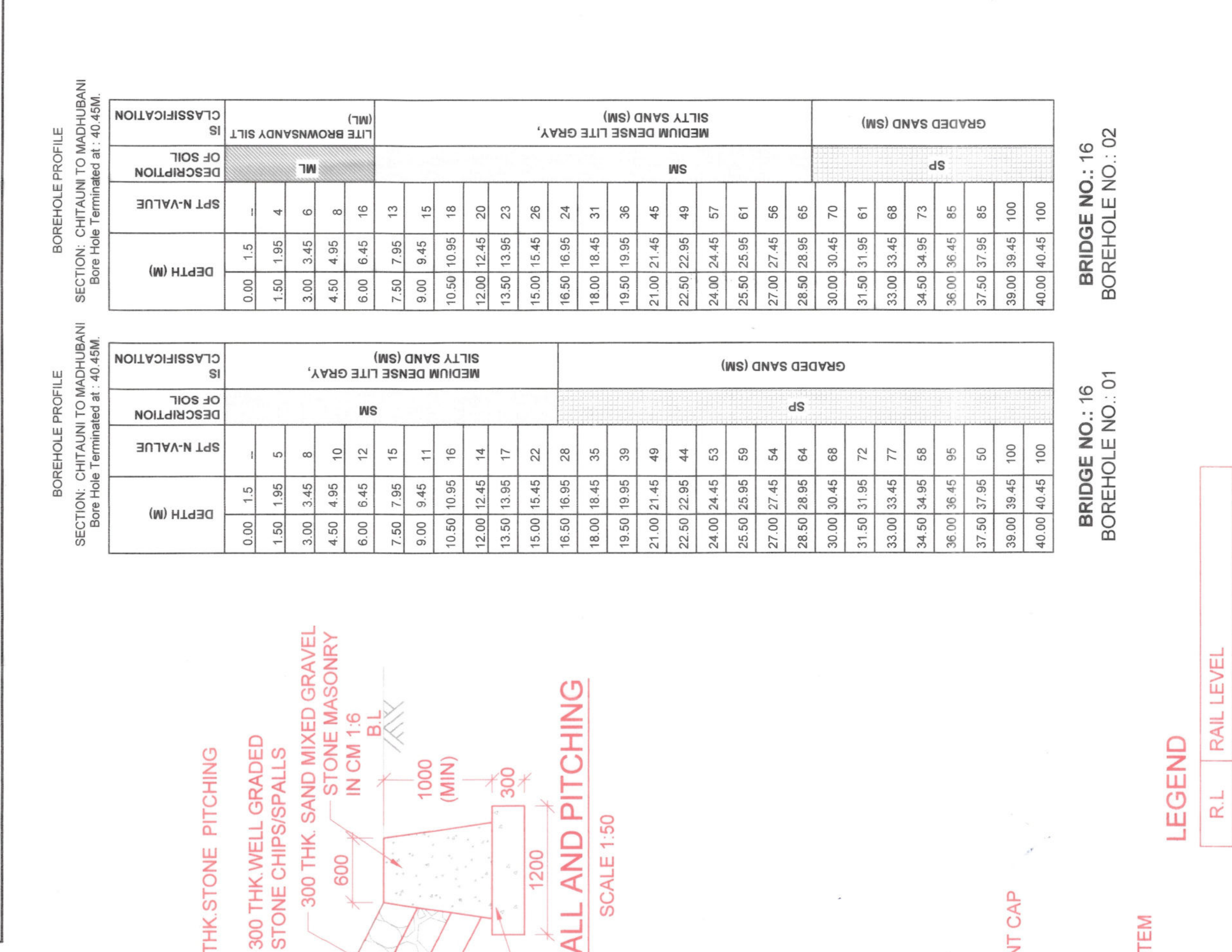
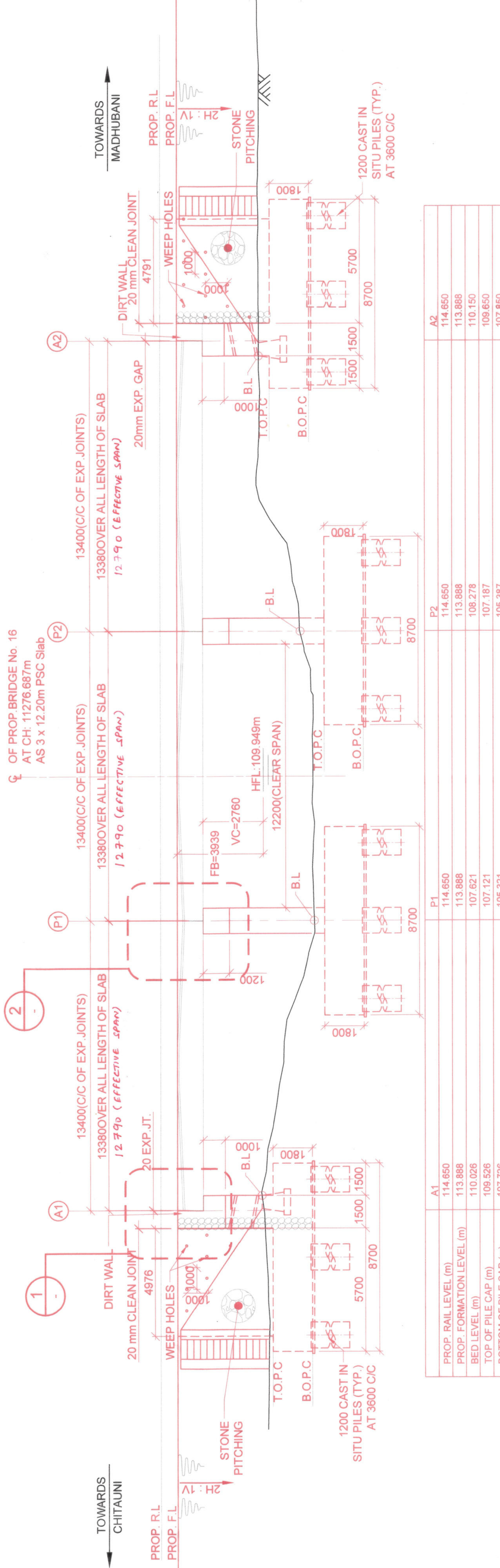
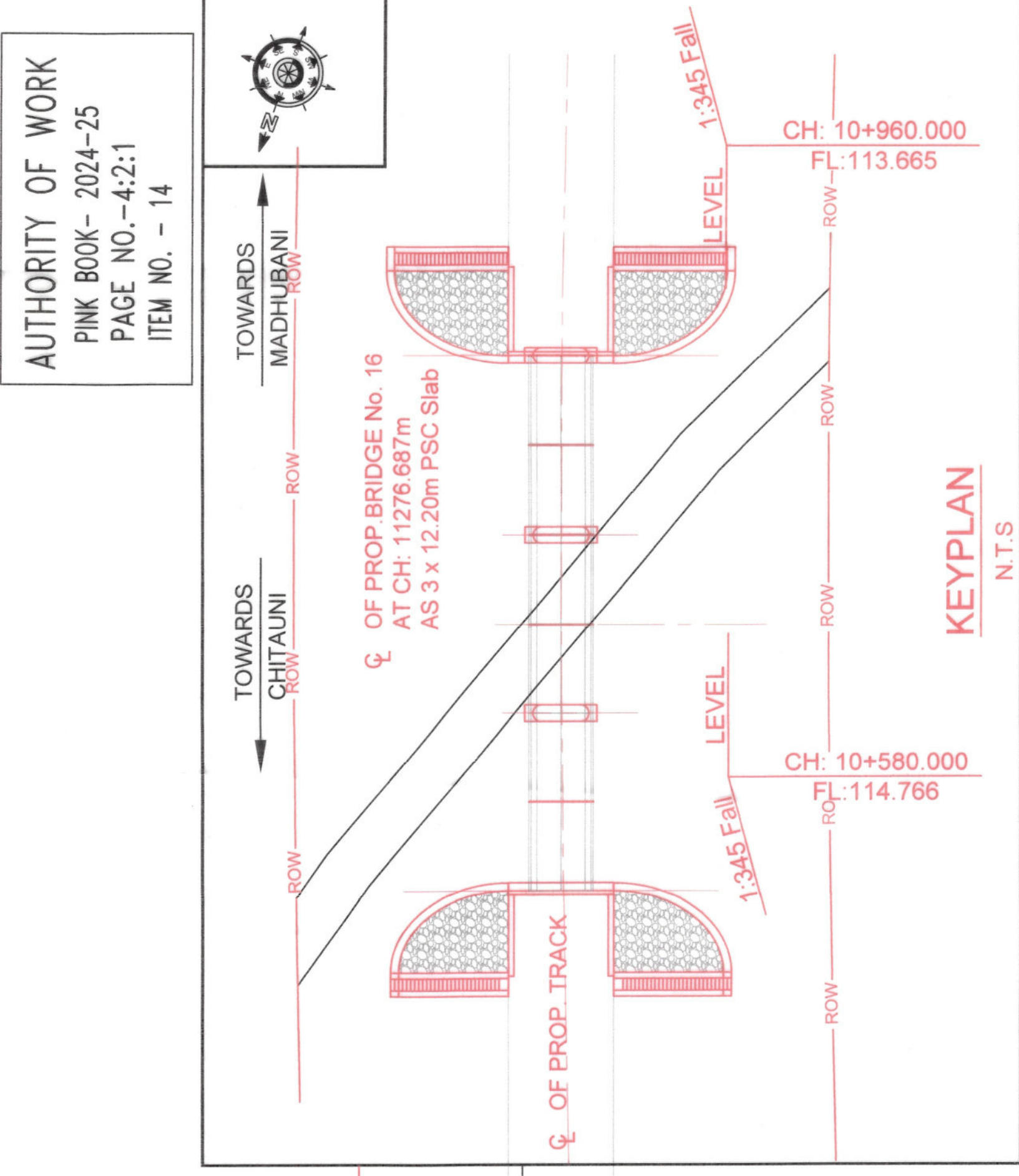


- NOTE:  
1. PROPOSED WORKS SHOWN IN RED.  
2. ALL DIMENSIONS ARE IN mm & ALL LEVELS ARE IN METERS UNLESS OTHERWISE SPECIFIED.  
3. MINIMUM GRADE OF CONCRETE TO BE FOLLOWED :  
(a) BED BLOCK- M35  
(b) ABUTMENT/PIER- M30  
(c) PILE CAP- M35c  
(d) PILE- M35  
4. THE DESIGN BASED ON FOLLOWING CODE WITH LATEST CORRECTION SLIPS.  
(a) IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.  
(b) IRS BRIDGE RULES.  
(c) IRS CONCRETE BRIDGE CODE.  
(d) IS- 456-2000.  
(e) IS 2911-2010 PART-1 SECTION-2.  
5. ALL THE CONCRETE SHALL BE DESIGNED MIXED CONTROLLED CONCRETE AS PER IRS CONCRETE BRIDGE AND IS 456-2000  
6. THE CRUSHING STRENGTH OF CONCRETE SHALL BE AS PER CRITERIA SPECIFIED IN IRS CONCRETE BRIDGE CODE AND IS 456-2000.  
7. FOR SUPER STRUCTURE DRAWING RDSO/B-1027/IR AND ALL THE RELATED DRAWINGS.  
8. INSPECTION LADDERS AREA TO PROVIDED ON PIERS / ABUTMENTS AS PER SPECIFICATION FOR ACCESS TO BED BLOCKS FOR INSPECTION.  
9. REINFORCEMENT SHALL BE OF HIGH STRENGTH DEFORMED BARS CONFORMING TO IS 1786.  
10. ONLY ONE TYPE OF CEMENT & STEEL WILL BE USED ON A PARTICULAR BRIDGES AND BRAND OF CEMENT AND STEEL SHOULD BE APPROVED BY DY. CE/CON OF THE PROJECT.  
11. DIMENSIONS GIVEN IN THIS DRAWING MUST BE RECONCILED AT SITE BEFORE START OF THE WORK FOR FEASIBILITY OF CONCRETE WITH WEIGHT BATCHING OR AUTOMATIC WEIGHT BATCHING WITH PAN MIXTURE IF APPLICABLE SHALL BE USED.  
12. THE BACKFILL BEHIND ABUTMENT, WING WALL AND RETURN WALL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE WITH UP TO DATE ALL CORRECTION SLIPS.  
13. 600MM FILTER MEDIA SHALL BE PROVIDED WITH HAND PACKED Boulders ON THE FATH FACE OF ABUTMENT/REPPANNING WALL VOIDS BETWEEN Boulders SHALL BE FILLED WITH MATERIALS.  
14. WEEP HOLES SHALL BE 75/100 DIA PVC PIPES STAGGERED 1000MM C/C HORIZONTALLY AND VERTICALLY ABOVE L.WL OR F.S.L IN CASE OF CANAL BRIDGE IN BOTH WING/RETURN WALL AND EARTH RETAINER / ABUTMENT OF BRIDGE SHOULD BE AS PER CLAUSE 7.6 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.  
15. THE BANK SLOPES BEYOND THE Boulders PITCHING SHALL BE PROTECTED FROM RAIN CUTS BY PROVIDING TURFING.  
16. ALL WORK SHALL BE CARRIED OUT AS PER THE INSTRUCTIONS & SUPERVISION OF ENGINEER-IN-CHARGE.  
17. SHARP EDGES OF CONCRETE SHALL BE CHAMFERED.  
18. BRIDGES COMES UNDER SEISMIC ZONE IV AREA.  
19. EXPOSURE CONDITION OF BRIDGES IS MODERATE.  
20. PITCHING WORK SHALL BE DONE IN ACCORDANCE WITH ANNEXURE-1 AS PER WICON290/AW-1/PART-III DATED 11-11-2008.  
21. SEPARATE DRAWING WILL BE ISSUED FOR RETURN TOE WALL.  
22. DIMENSION SHOWN IN SUBSTRUCTURE AND SOIL REPORT WILL BE NATURE DETAILED DESIGN CALCULATION AND SOIL REPORT WILL BE SUBMITTED ALONG WITH STRUCTURAL DRAWINGS.  
23. DEPTH OF PILES SHOWN IN DRAWING MAY Varies AT THE TIME OF DESIGNING OF THE SUB STRUCTURE OF BRIDGES.  
24. THE EXECUTION OF BRIDGES WILL START AFTER APPROVAL OF DESIGN FROM RAILWAYS.  
25. DUCTILE DETAILING OF REINFORCEMENT CONCRETE SHALL BE AS PER IRS SEISMIC CODE-2020.  
26. INITIAL PILE TEST REPORT MUST BE APPROVED BY CE/CON BEFORE EXECUTION OF WORKING PILE.  
27. TRANSITION SYSTEM SHOULD BE PROVIDED AT BOTH END OF ABUTMENT AS PER RDSO DRG. NO. GES/KGL912/REV.02/24.  
28. MINIMUM 150 MM PROJECTION IN BEARING PEDESTAL IS REQUIRED IF THERE IS PILE ARRANGEMENT AS PER DESIGN.  
29. LIQUEFACTION ANALYSIS TO BE SUBMITTED WITH DESIGN.  
30. SUB-STRUCTURE PROPOSED IS FOR SINGLE LINE TRACK ONLY.  
31. FIELD UNIFORMITY MUST PRE VALIDATE ALL DATA AND LEVELS BEFORE EXECUTION OF WORK COMMENCES.  
32. LATEST RAILWAY BOARD GUIDELINES REGARDING RSI ANALYSIS MUST BE FOLLOWED.  
33. ALL REINFORCEMENT DETAILS WILL BE ISSUED SEPARATELY.  
34. CRS MINOR SECTION IS REQUIRED TO BE TAKEN BEFORE EXECUTION OF WORK STARTS.  
35. THE EXECUTION OF BRIDGE WORK AT SITE SHALL START AFTER APPROVAL OF DESIGN FROM RAILWAYS.  
36. FOOTPATH SLAB AS PER RDSO DRG. NO. B-10294 MUST BE PROVIDED.  
37. DIMENSIONS OF G-TYPE RETURN WALL TO BE PROVIDED AS PER SITE CONDITIONS.

- REFERENCE :  
1. FOR 12.20 PSC SLAB, FOR SUPERSTRUCTURE DETAILS REFER STANDARD DRAWING RDSO/B-10271.  
2. SEISMIC ZONE IV RCC RETAINER TO BE CASTED ALONG WITH BED BLOCK AS PER RDSO DRAWING NO. B-10255/2

LOADING STANDARD 25T-AXLE LOAD-2008		CE / CON / IIGKP	
DY. CE / CON / BSB	PANKAJ PANDEY (PANKAJ PANDEY)	DY. CE / CON / P&D	(SARAY KUNDIA)
AXEN / CON / BSB	VIJAY KUMAR (PANKAJ PANDEY)	XEN / C / DESIGN	(SHREEDHAR SINGH)
CONST. & HQ. OFFICER'S SIGNATURE		(R.K.SINGH)	
CLIENT: NORTH EASTERN RAILWAY			
PROJECT: CHITAUUNI-TAMKUHI ROAD NEW LINE PART-1			
TITLE : GENERAL ARRANGEMENT DRAWING FOR PROPOSED BR. NO. 16 ( 3 x 12.20m PSC SLAB) (MAJOR)			
BETWEEN STATION : CHITAUUNI-MADHUBANI		KM: 112+3 CH- 11276.687M	
TYPE OF MAP : GENERAL ARRANGEMENT DRAWING			
FILE NO. AAA2844/STR/BR NO. 16/GAD/001			
CONSULTANT			
CE/CON / Plan No. B/CTE-TOL/14 / 17-2025			
SCALE AS SHOWN SHEET : 1/1			



COLOR CODE LEGEND:

RED	PROPOSED
CONTINUOUS	VISIBLE
BLACK	EXISTING
DOTTED	INVISIBLE
MEGENTA	FUTURE

TRACK DETAILS

PROP R.L	114.650 m
PROP F.L	113.888 m
VERTICAL ALIGNMENT	LEVEL
HORIZONTAL ALIGNMENT	STRAIGHT

BR. NO	PROPOSED BRIDGE SPAN	PROPOSED RAIL FORMATION LEVEL (M)	HEIGHT OF BANK	VERTICAL CLEARANCE IN MM		WATER DEPTH	FREE BOARD IN MM	
				PROVIDED	REQUIRED	PROVIDED	REQUIRED	REQUIRED
16	3 X 12.20 PSC SLAB	114.650	109.949	2760	1200	2328	41.877	3939