

- NOTES :**
1. ALL DIMENSIONS ARE IN MM AND LEVELS ARE IN METERS UNLESS OTHERWISE MENTIONED.
 2. DIMENSIONS ARE NOT TO BE SCALED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
 3. ALL REINFORCEMENT SHALL BE HIGH YIELD STRENGTH DEFORMED BARS (GRADE DESIGNATION FE-415 CONFORMING TO IS: 1786).
 4. MINIMUM LAP LENGTH OF REINFORCEMENT FOR M 35 SHALL BE AS PER IS: 456.
 5. THE BRIDGE LIES IN SEISMIC ZONE IV.
 6. ENSURE PROPER COMPACTION OF SOIL BEHIND RETAINING WALLS.
 7. BEHIND RCC BOX WELL HAND PACKED BOULDERS/COBBLES TO A THICKNESS NOT LESS THAN 600 MM WITH SMALLER SIZE TOWARD. SHELL BE PROVIDED AS PER DRAWING & AS PER CLAUSE 7.5 OF IRC BRIDGES SUB STRUCTURE AND FOUNDATION CODE.
 8. MAXIMUM DESIGN FOUNDATION PRESSURE COME OUT 22.7 kN/m².
 9. FOR REINFORCEMENT DETAIL OF RCC BOX SEE DRAWING NUMBER RDSO/B-10162/R & RDSO/B-10162/IR.
 10. RCC BOX WITH KEY CONSTRUCTION AS PER DRAWING NUMBER RDSO/B-10162/R & RDSO/B-10162/IR.
 11. EPOXY GROUTING WITH G1 SHEET ON BOTTOM OF JOINTS TO BE PROVIDED TO PREVENT ANY LEAKAGES AT JOINT, IF REQUIRED.
 12. SURFACE GRANULAR MATERIALS TO BE PROVIDED BELOW RCC BOX TO IMPROVE BEARING CAPACITY OF SOIL, IF REQUIRED.
 13. FOR RCC WORK DESIGN MIXED M35 WILL BE USED EXPECT UNLESS OTHERWISE SPECIFIED.
 14. WATERPROOFING COMPOUND MIX WITH CONCRETE FOR WATERPROOFING.
 15. ON BOTH APPROACHES SHED WILL BE AS PER DRAWING & DESIGN IF REQUIRED.
 16. BEHIND RCC BOX WELL HAND PACKED BOULDERS/COBBLES TO A THICKNESS NOT LESS THAN 600 MM WITH SMALLER SIZE TOWARDS BACK FILL SHALL BE PROVIDED AS PER DRAWING & AS PER CLAUSE 7.5 OF IRC BRIDGE SUB STRUCTURE & FOUNDATION CODE.
 17. TOP OF RETAINING WALL SHALL BE KEPT MINIMUM 500 MM ABOVE THE EXISTING GROUND LEVEL AT ALL LOCATIONS IN APPROACH.
 18. BEFORE EXECUTION OF WORK FEASIBILITY WILL BE CHECKED BY SITE ENGINEER.
 19. LAYOUT SHOULD BE CHECKED BY AXEN/XEN/CON & ALL REFERENCE, PILLARS & LINE SHOULD BE KEPT INTACT TILL THE ENTIRE WORK IS COMPLETED.
 20. HEIGHT GAUGE, SPEED BREAKER WARNING BOARD ETO SHOULD BE PROVIDED ON BOTH END OF THE SUBWAY.
 21. RCC WATER COLLECTION CHAMBER FOR THE RAINWATER, INFILTRATING INTO THE APPROACH ROAD AND LHS SHOULD BE CAST MONOLITHICALLY WITH RCC FLOOR AND WALL SO THAT NO INGRESS OF GROUND WATER IN IT.
 22. AS THE GROUND WATER LEVEL IS HIGH ALL THE NECESSARY PRECAUTIONS TO BE TAKEN TO PROTECT THE LHS FROM WATER LOGGING ETC.
 23. RECOMMENDATION GIVEN IN RLY BD'S LETTER NO. 2017/CE-IV/RUB/8801.22/04/2020 SHOULD BE FOLLOWED AS PER SITE CONDITION.
 24. LAND WILL BE ACQUIRED AS PER SITE CONDITION.
 25. WING/RETURN WALL AS PER CE/CON. PLAN NO. 8/14/02-11 DT.- 11.02.11
 26. CURTAIN/DROP WALL TO BE PROVIDED AND DESIGNED PER SCOUR REQUIREMENTS.
 27. TOP OF ROAD IS VILLAGE ROAD.
 28. SHARP GAUGE IN THE APPROACH ROAD TO BE AVOIDED.
 29. SOIL BEARING CAPACITY AS PER RDSO DRG. RDSO/M-0001.
 30. SOIL BEARING CAPACITY AS PER RDSO DRG. RDSO/M-0001.
 31. LOAD TEST SHOULD BE MENT IN COMPLETION PLAN.
 32. HUMP AS PER RDSO DRAWING NO. B-10159.
 33. BOULDER PACKING BEHIND WING AND RETURN WALL MUST BE AS SHOWN IN SECTION.
 34. FIELD UNIT MUST PRE-VALIDATE ALL DATA AND LEVELS BEFORE STARTING EXECUTION OF WORK.

TRACK DETAILS

PROP R.L	112.906
PROP F.L	112.144
VERTICAL ALIGNMENT	1 IN 1200 F
HORIZONTAL ALIGNMENT	STRAIGHT

LEGEND

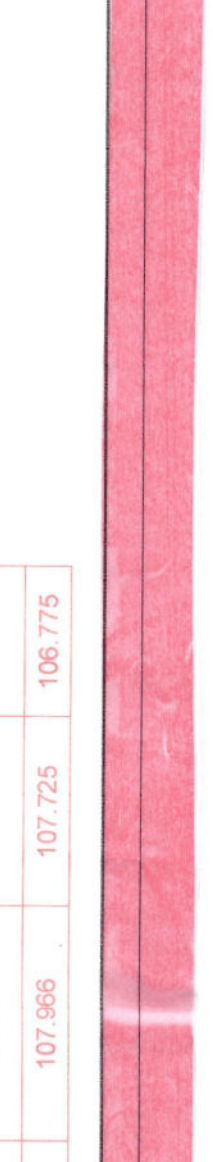
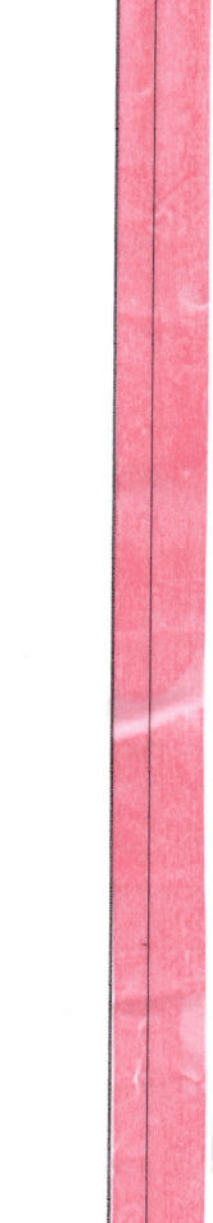
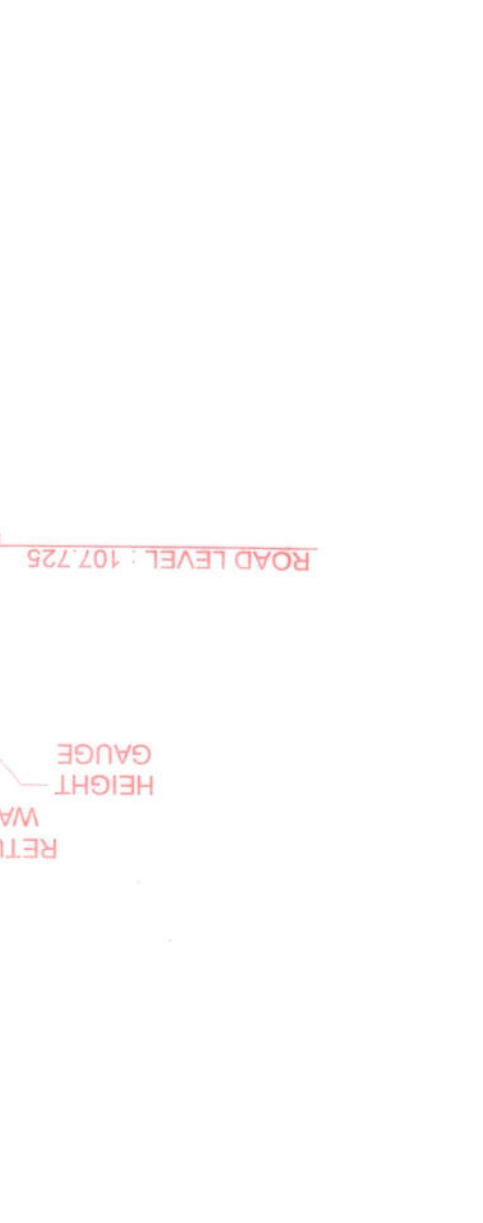
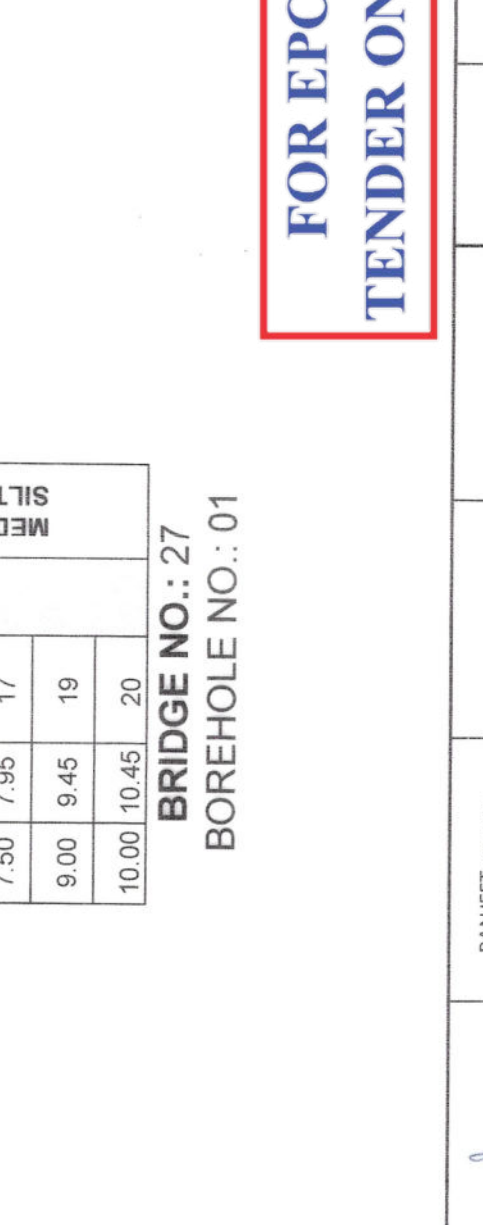
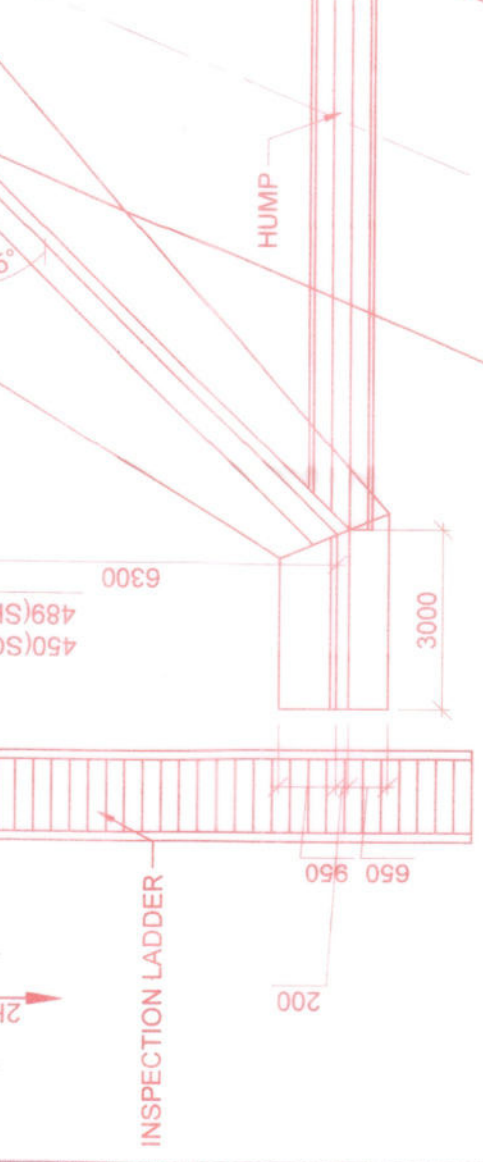
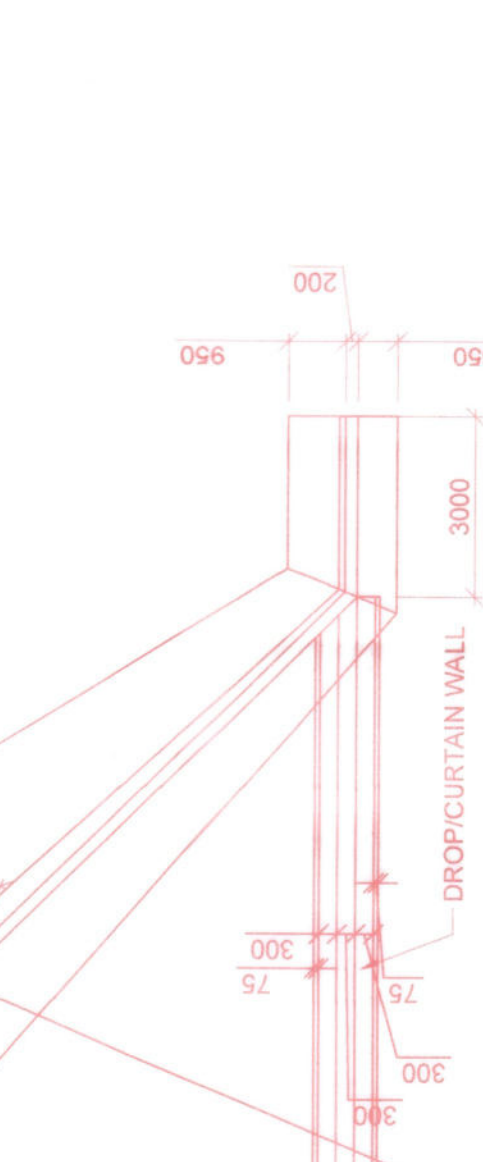
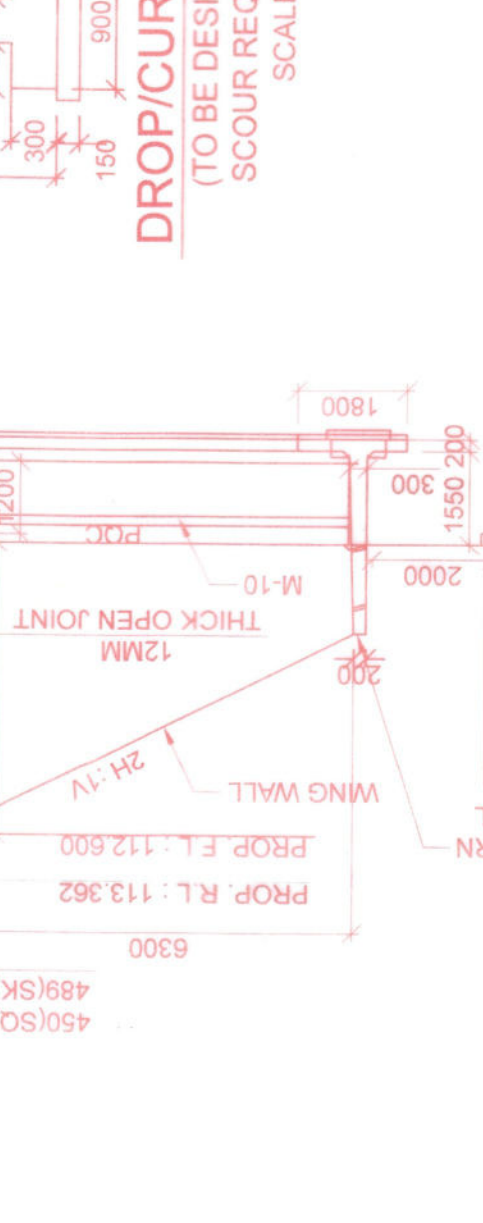
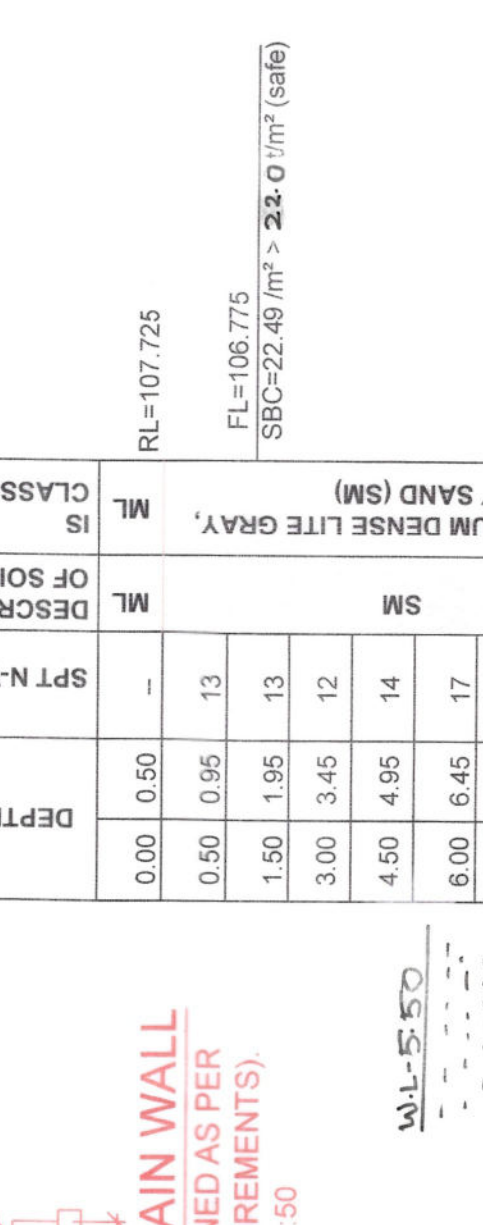
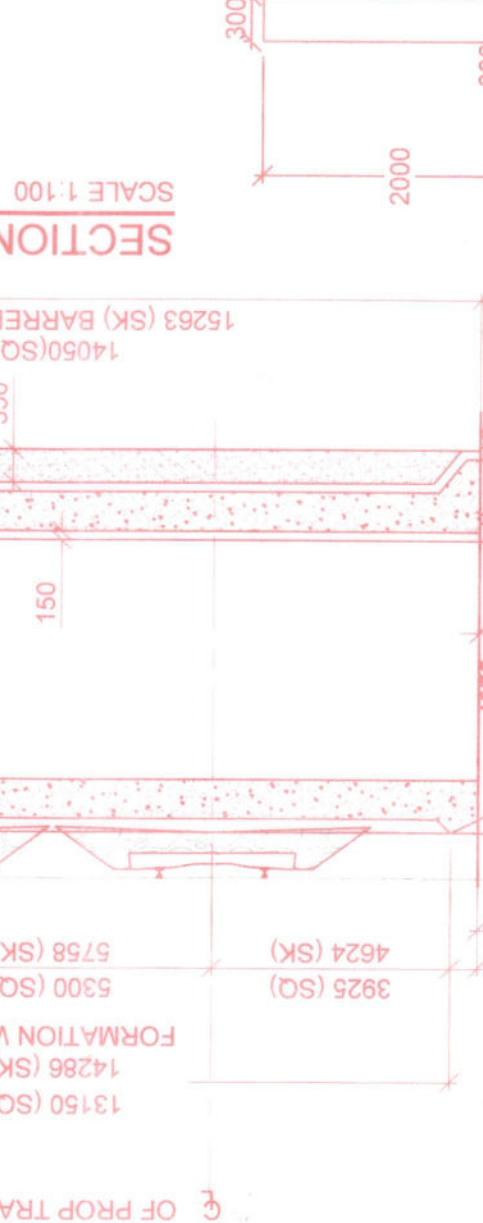
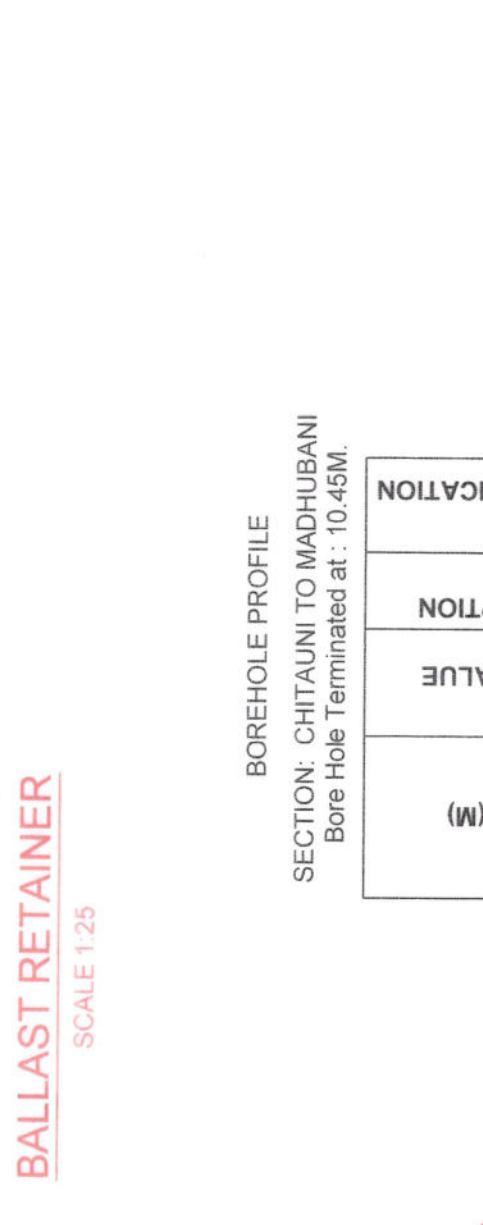
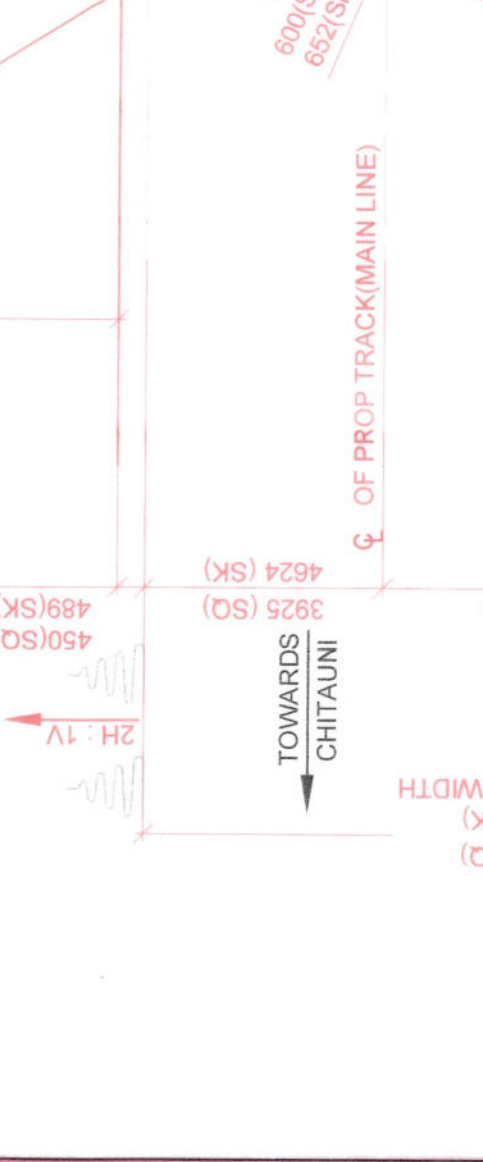
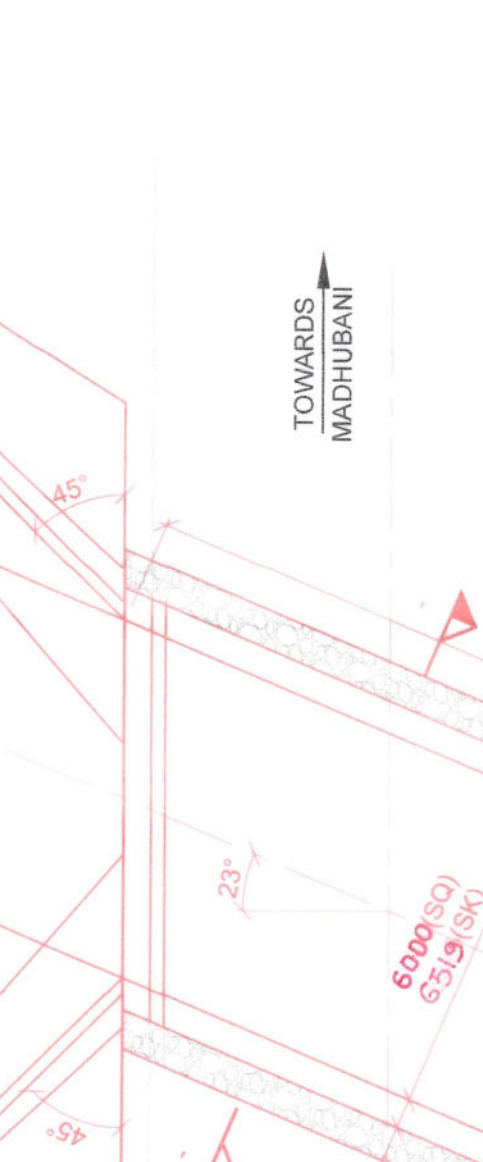
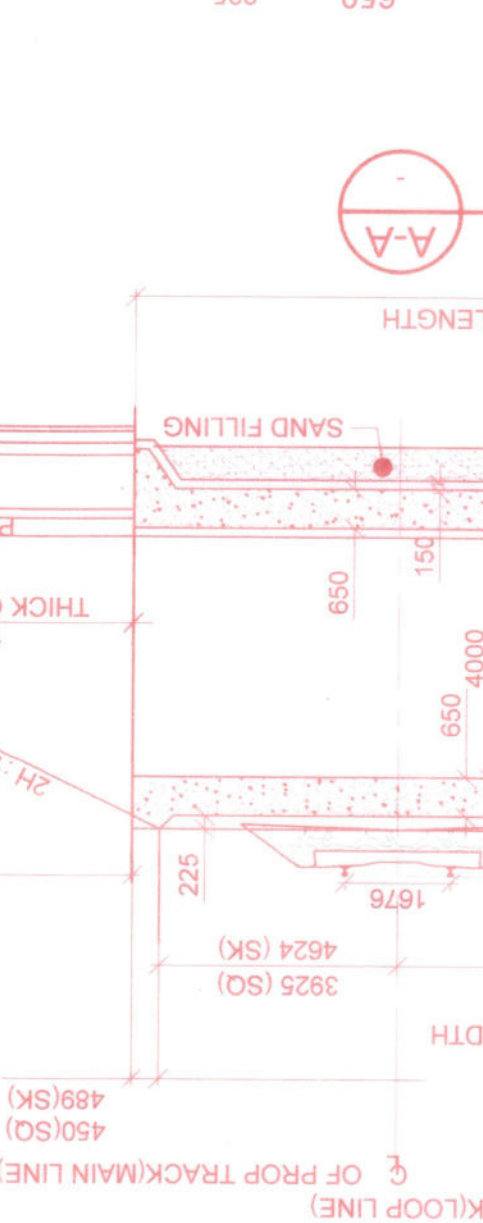
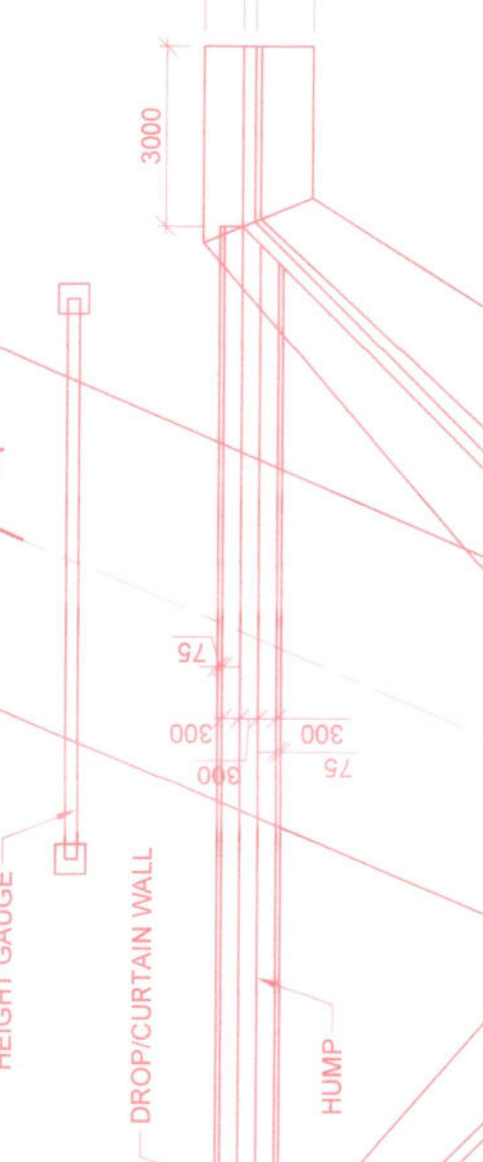
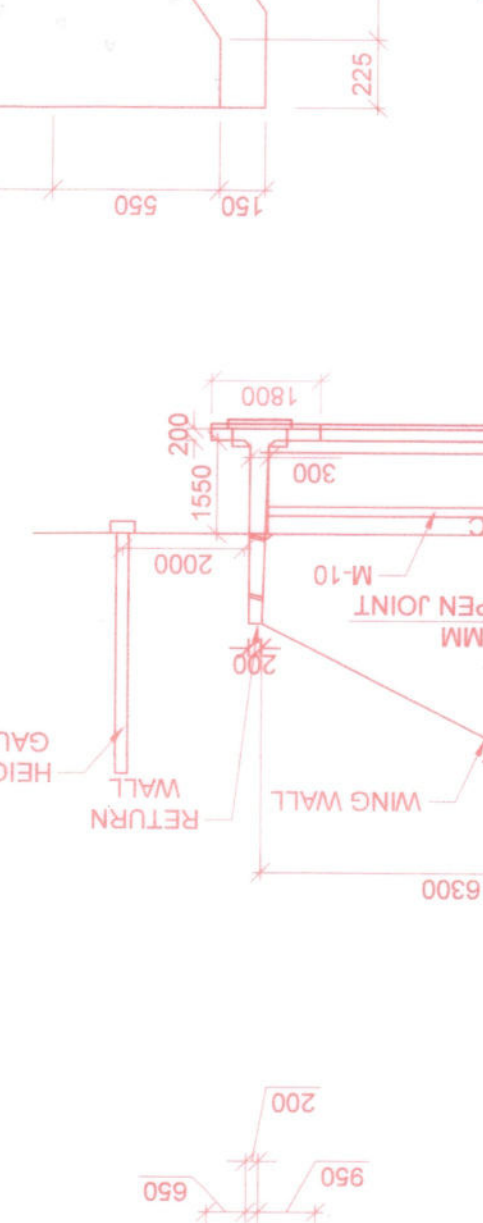
F.L	FORMATION LEVEL
R.L	RAIL LEVEL
P.R.L	PROPOSED ROAD LEVEL
BOF	BOTTOM OF FOUNDATION
PROP	PROPOSED
EXISTG	EXISTING
THK	THICKNESS
CH	CHAINAGE
PCC	PLAIN CEMENT CONCRETE
RCC	REINFORCED CEMENT CONCRETE
BR	BRIDGE
PRL	PROPOSED ROAD LEVEL
ERL	EXISTING ROAD LEVEL

CONSTRUCTION DEPTH

1) RAIL (60kg)	172 mm
2) RUBBER PAD	10 mm
3) WIDER PSC SLEEPER HEIGHT AT RAIL SEAT	230 mm
4) MINIMUM BALLAST THK	350 mm
TOTAL	762 mm

COLOR CODE LEGEND

RED	PROPOSED
CONTINUOUS	VISIBLE
DOTTED	INVISIBLE



AUTHORITY OF WORK
PINK BOOK- 2024-25
PAGE NO.-4/2:1
ITEM NO. - 5

**FOR EPC
TENDER ONLY**

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DETAILS OF RETURN WALL
SCALE 1:50

**DETAIL OF WING WALL
AT MAXIMUM HEIGHT**
SCALE 1:50

SHEAR KEY
SCALE 1:25

BALLAST RETAINER
SCALE 1:25

BOREHOLE PROFILE
SECTION: CHITAUNI TO MADHUBANI
Bore hole terminated at: 10.45M.

DEPTH (M)	SPT N-VALUE	DESCRIPTION OF SOIL	ML	IS CLASSIFICATION
0.00	0.50	1	ML	ML
0.50	0.95	13	SM	SM
1.50	1.95	13	SM	SM
3.00	3.45	12	SM	SM
4.50	4.95	14	SM	SM
6.00	6.45	17	SM	SM
7.50	7.95	17	SM	SM
9.00	9.45	19	SM	SM
10.00	10.45	20	SM	SM

DROP/CURTAIN WALL
(TO BE DESIGNED AS PER
SCOUR REQUIREMENTS)
SCALE 1:50

BRIDGE NO.: 27
BOREHOLE NO.: 01

S.NO	BR.NO.	CHAINAGE	SKREW ANGLE	SIZE OF STRUCTURE	NO XSPAN (MIXHT (M)	DEGREE	RAIL LEVEL	FORMATIO / EXISTING ROAD LEVEL	GROUNDLEVEL / EXISTING ROAD LEVEL	PROP. ROAD LEVEL	FOUNDING LEVEL
1	27	15876.7184	23°	1:6.0x4.0			113.362	112.600	107.668	107.725	106.775

**FOR EPC
TENDER ONLY**

RAJEEV KUMAR SINGH (G.K. WISHRA) SSE/W/CON/GKP	RAJEEV KUMAR SINGH (R.K. SINGH) JE/DES/CON/GKP	RAJEEV KUMAR SINGH (BLAL AHMAD) SSE/DES/CON/GKP	DATE: 15/05/2025 / 27-06-2025
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	TYPE OF MAP : GENERAL ARRANGEMENT DRAWING	CE Plan No. 01/RUB/107E-27/18/106-24
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	BETWEEN STATION : CHITAUNI-MADHUBANI KM : 158-9CH - 15876.7184M	AS SHOWN
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	TITLE : GENERAL ARRANGEMENT DRAWING FOR PROPOSED BR. NO. 27 (1X6.0MX4.0M) (RUB) KM 15/8-9	SCALE
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	CLIENT : NORTH EASTERN RAILWAY	SHEET : 1/1
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	PROJECT : CHITAUNI-TAMKUHI ROAD NEW LINE PART-1	
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	LOADING STANDARD 25T/AXLE LOAD-2008	
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	DY. CE / CON / BSB	
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	XEN / CON / GKP	
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	XEN / C / DESIGN	
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	DY. CE / CON / P&D	
CONSULTANT	FILE NO. AAA2644/STR/BR NO. 27/GAD/001	CE / CON / I/GKP	