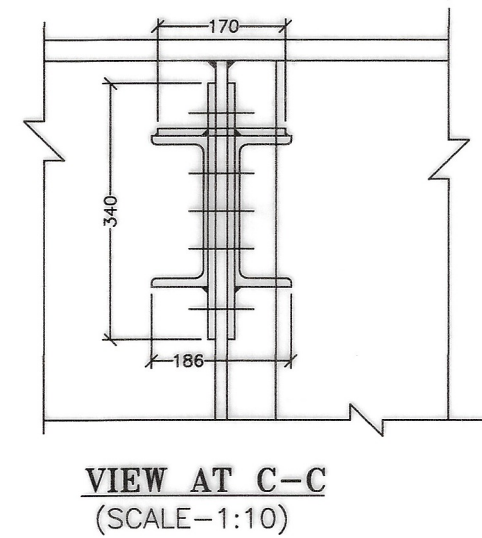
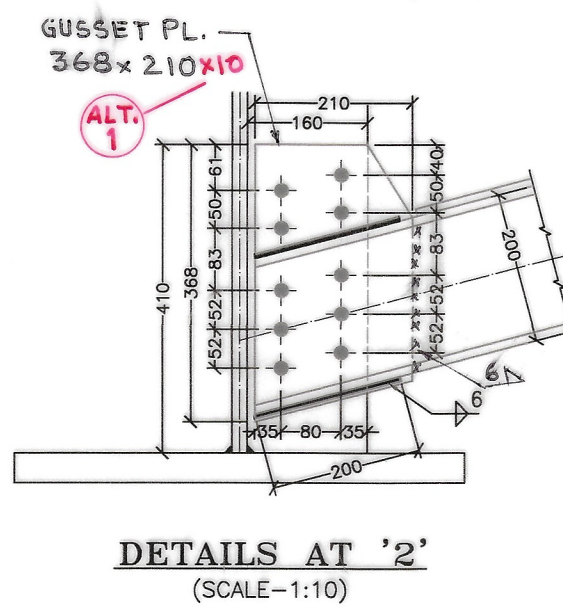
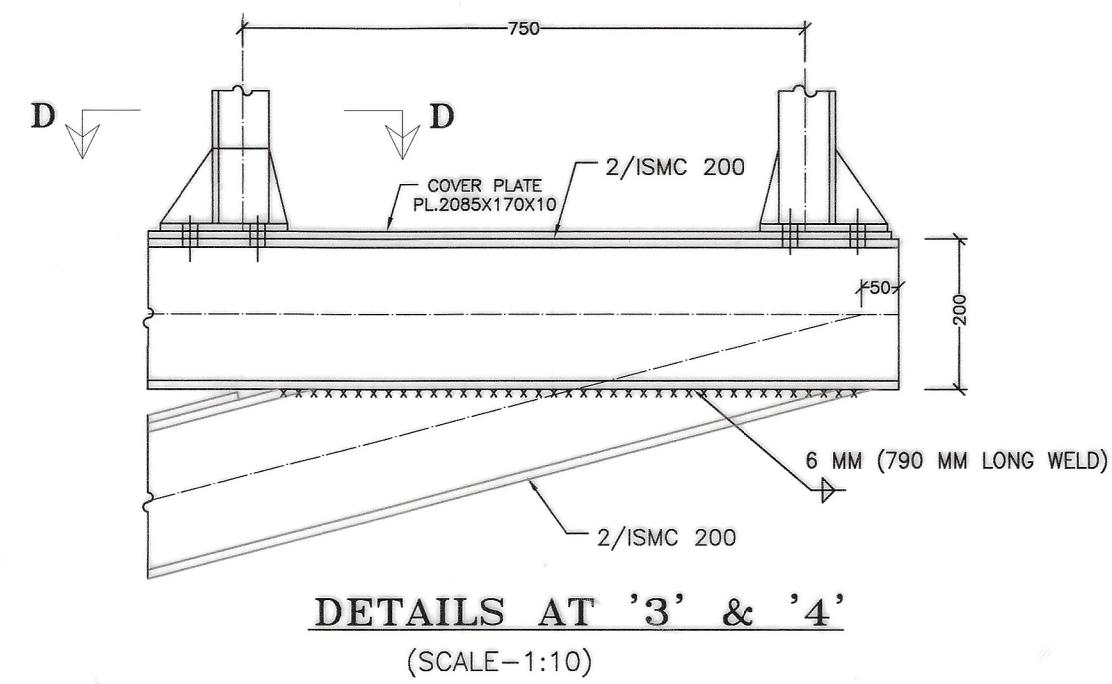
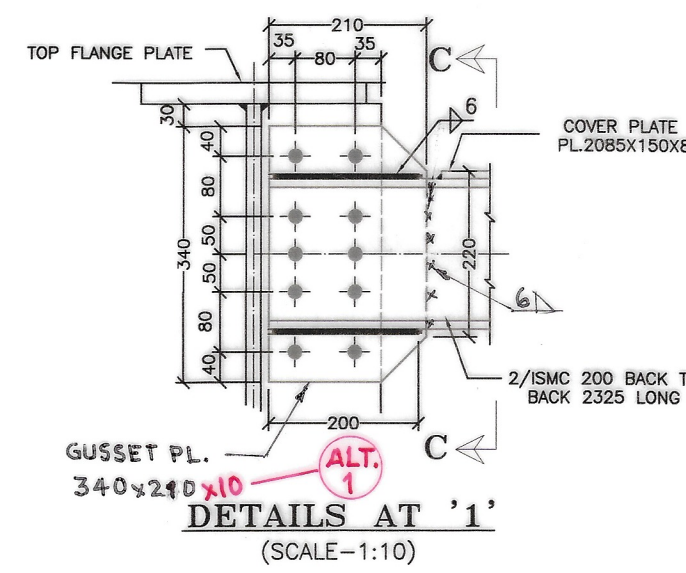
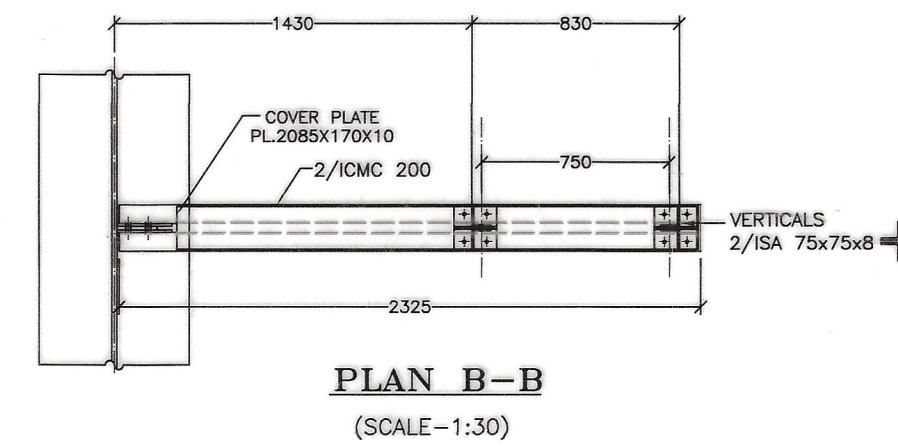
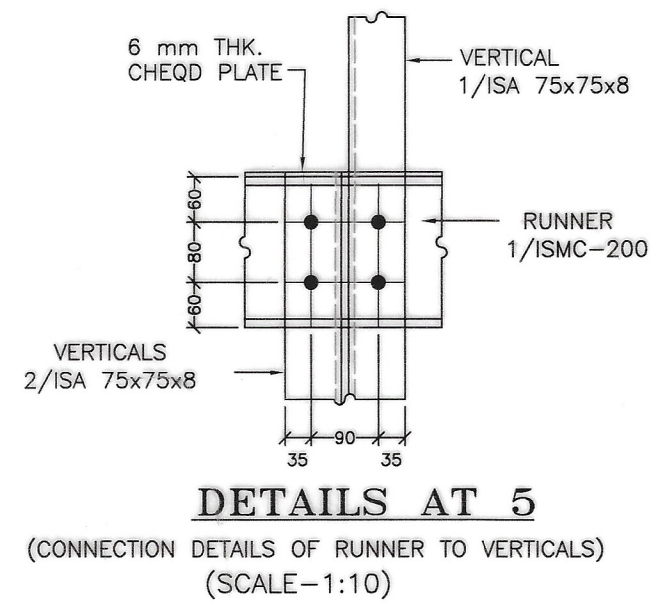
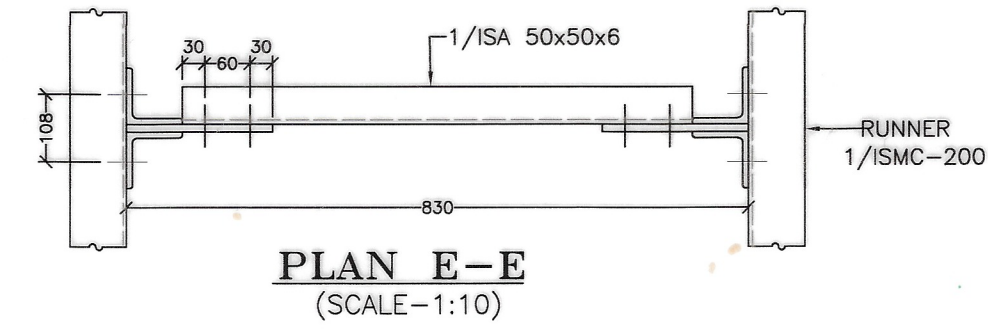
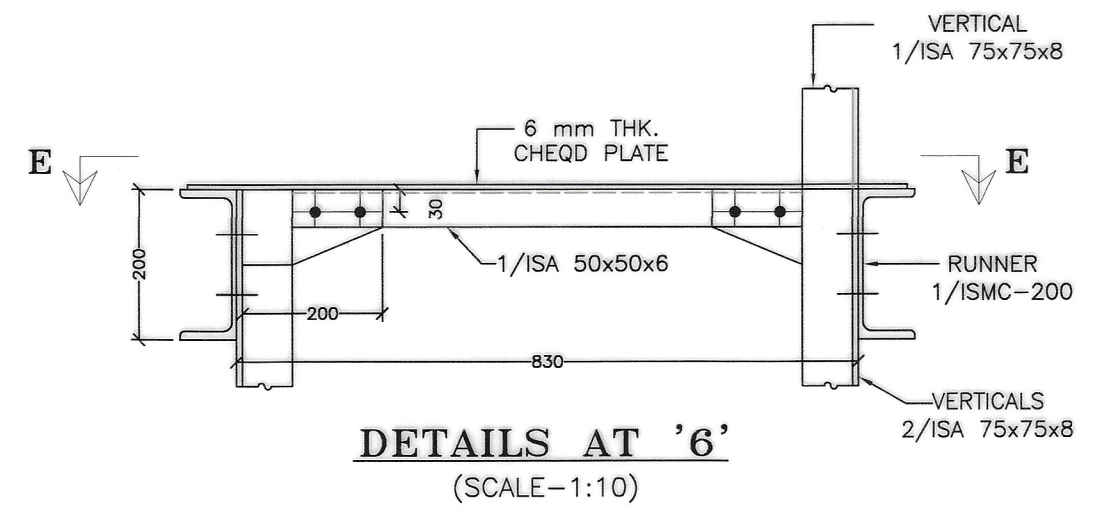
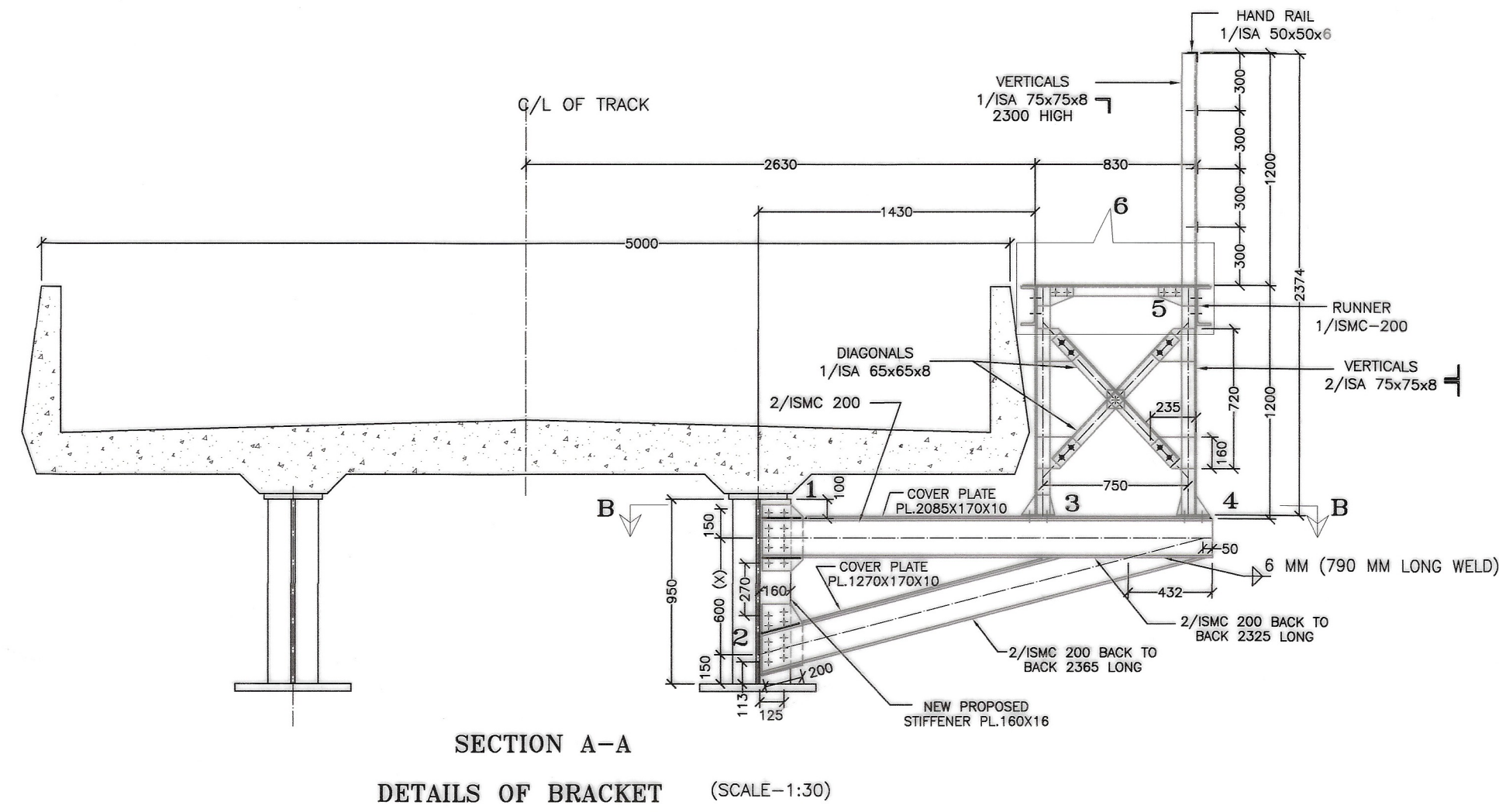
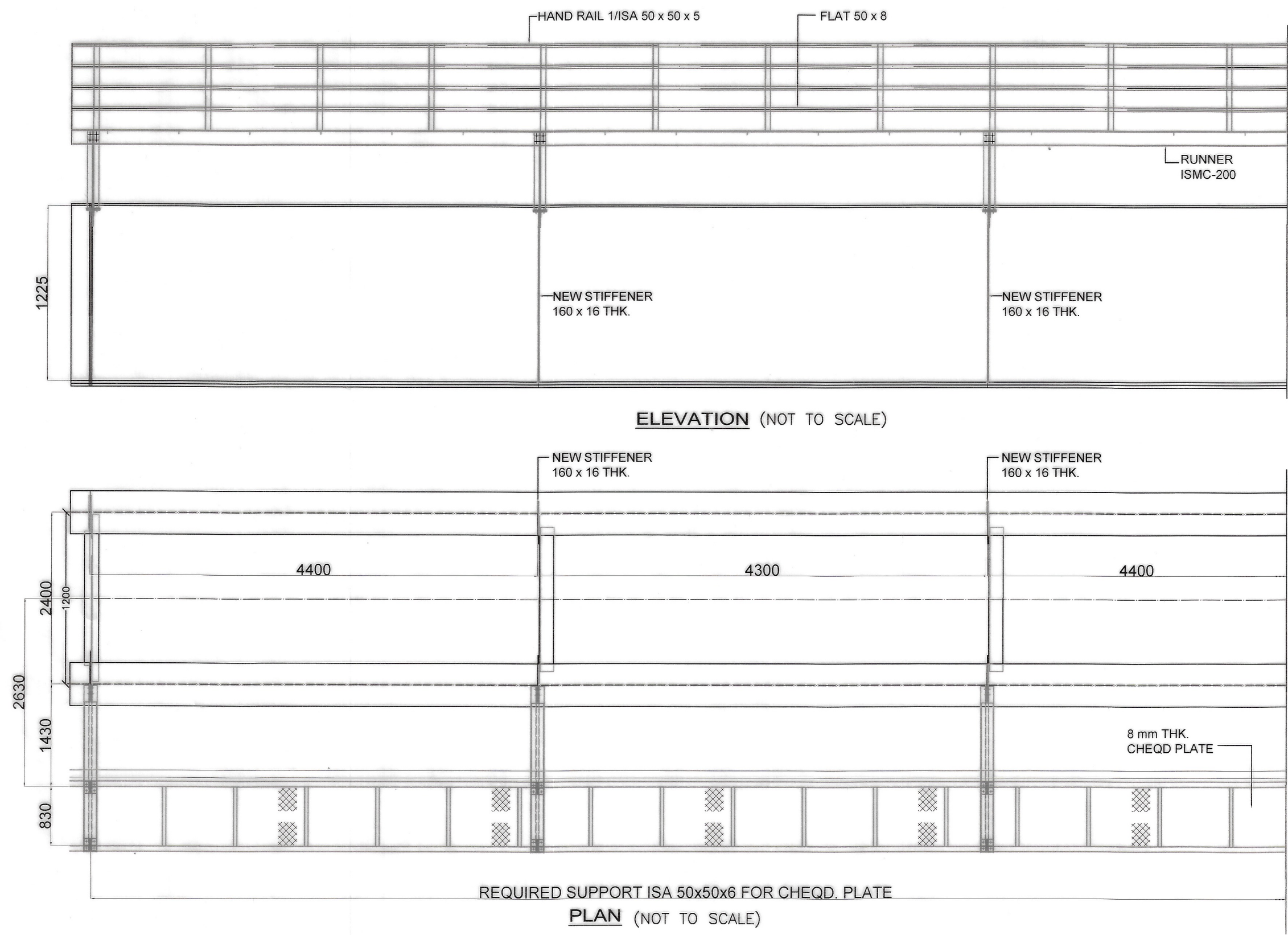
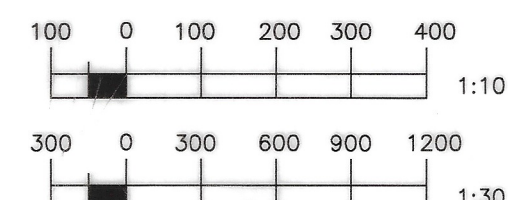




12. ANTI-SKID CHEQUERED PLATES FOR GANGWAY, TROLLEY REFUGE, MAN REFUGE, SIDE PATHWAY etc. SHALL BE CONFORMING TO LATEST IS 6911, ISS SYMBOL 409M, MINIMUM 6MM THICK (EXCLUDING BEAD HEIGHT) WITH FLAT BOTTOM AND TOP PATTERN CONFORMING TO IS 3502, 1A, FOR COASTAL/CORROSIVE AREAS, THICKNESS MAY BE SUITABLY INCREASED DEPENDING UPON SEVERITY OF CORROSION. APPROPRIATE MATCHING STAINLESS STEEL GRADE FASTENERS AS RECOMMENDED BY MANUFACTURER SHALL BE USED.
11. RDSO DRAWINGS HAVE LIFTING ARRANGEMENT ON DIAPHRAGMS INSIDE THE GIRDERS. FOR GIRDERS REQUIRED TO BE LIFTED FROM OUT SIDE, SUITABLE ARRANGEMENT SHALL BE DESIGNED.
10. ALL HOLES ARE 23.5MM DIA FOR 20MM NOMINAL DIA PROPERTY CLASS 4.6 BOLTS (ACTUAL DIA 23.2 MM) AS PER IS: 3640.
9. (a) X SHOULD BE KEPT BETWEEN 600 MM- 2000 MM, DEPENDING UPON DEPTH OF THE WEB. MAXIMUM POSSIBLE VALUE OF 'X' SHOULD BE KEPT. (b) CLEARANCE OF ARRANGEMENT FROM BOTTOM OF TOP FLANGE AND CLEARANCE FROM TOP OF BOTTOM FLANGE SHOULD BE KEPT NOT LESS THAN 150 MM IN 20.4 METER SPAN AND 30.5 M SPAN COMPOSITE GIRDER. (c) THIS DRAWING IS APPLICABLE TO ALL BGML, RBG, MBG AND 2ST LOADING OF STANDARD SPAN 12.2 M, 18.3 M, 24.4 M AND 30.5 M COMPOSITE GIRDER. (d) DISTANCE/SPACING BETWEEN BRACKET ARRANGEMENTS SHOULD BE KEPT LESS THAN 7000 MM. (e) NEW STIFFENER OF SIZE NOT LESS THAN 160x16 MM SHOULD BE USED FOR BRACKET ARRANGEMENT. (f) MAXIMUM SPACING BETWEEN EACH BAY PROVIDED TO SUPPORT BRACKET ARRANGEMENT SHOULD BE KEPT MAXIMUM 1000 MM.
8. A WARNING BOARD SHALL BE ERECTED AT ENTRY OR EXIT END OF PATHWAY IN HINDI / LOCAL LANGUAGES TO INDICATE THAT THE PATHWAY IS NOT MEANT FOR VEHICLES AND THAT THE PEDESTRIANS NEED TO BE CAREFUL ABOUT MOVING TRAINS. SUITABLE WICKET GATES SHALL BE PROVIDED AT BOTH ENDS OF PATHWAY AND INTERMITTENTLY IN BETWEEN TO BAR VEHICLES MOVING ON PATHWAY.
7. ALL WELDS IN JOINTS OF TRUSSES AND THOSE CONNECTING TRUSSES WITH BRACKETS SHALL BE 6 MM SIZE.
6. PATHWAY AS PER THIS DRAWING SHALL NOT BE PROVIDED IF GIRDERS ARE HAVING PROBLEM OF LOOSE RIVETS IN X-FRAMES / BRACING SYSTEM.
5. THIS DESIGN IS SUITABLE FOR MAXIMUM SPACING FOR CROSS FRAME OF 7000 MM C/C AND ONLY FOR PEDESTRIAN LOADS @ 500 KG/M².
4. THE BRACKET'S FOR PATH WAY SHALL BE PROVIDED WITH NEW STIFFENER OF MINIMUM SIZE 160MM X 16MM.
3. THIS DRAWING IS APPLICABLE FOR RDSO STANDARD DRAWING FOR COMPOSITE GIRDER.
2. STRUCTURAL STEEL FOR FABRICATION IS AS PER IS: 2082 GRADE 410 A OR OF SAME STRENGTH APPROVED IN IRS B1 FOR MEMBERS NOT SUBJECTED TO FATIGUE LOADING AND HOLLOW SECTIONS ARE AS PER IS: 4923 .
1. ALL DIMENSIONS ARE IN MILLIMETERS.

NOTES

(SIZE-A1)
MILLIMETERS



2. NOTE ADDED

1 GUSSET THICKNESS AND NOTE ADDED

DESCRIPTION	SYMBOL
FILLET WELD (ONE SIDE)	—
FILLET WELD (BOTH SIDES)	—
BOLTS	—

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TYPICAL PLAN OF SIDE
PATHWAY IN STANDARD
COMPOSITE GIRDERS

DATE- 01.01.2018

CBS-0046