

CROSS-SECTION OF CONCRETE PAVEMENT
(NOT TO SCALE)

TABLE FOR GSB

IS SIEVE	% BY WEIGHT PASSING IS SIEVE
75.0 mm	100
50.0 mm	80 - 100
24.5 mm	55 - 90
9.50 mm	35 - 65
4.75 mm	25 - 55
2.36 mm	20 - 40
0.425 mm	10 - 25
0.075 mm	03 - 10

NOTES:-

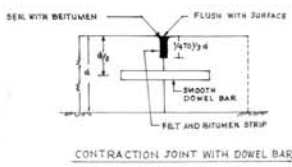
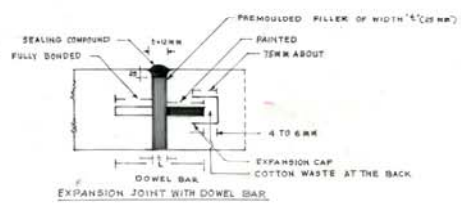
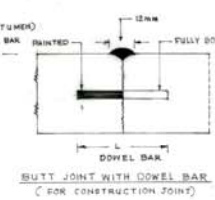
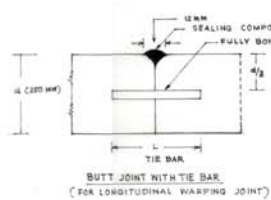
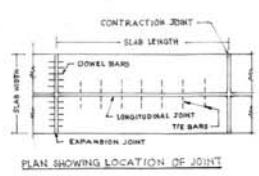
SUBGRADE :- THE SOIL SUBGRADE IS A LAYERS OF NATURAL SOIL, SHALL BE UNIFORMLY COMPACTED TO ACHIEVE DRY DENSITY 80% AT O.M.C. **GRAVELLAR SUB BASE (GSB)** THESE LAYERS ARE MADE OF WELL GRADED GRANULAR MATERIAL SUCH AS:- MOORUM, GRAVEL, CRUSHED STONE OR COMBINATION OF THESE. THE MATERIAL SHALL BE FREE FROM ORGANIC MATTERS. GSB SHALL BE WELL COMPACTED. GRADING FOR GSB IS SHOWN IN TABLE.

DRY LEAN CONCRETE :- (DLC)

1. DLC IS A LAYER OF M-10 GRADE CONCRETE LAID ON PREPARED SUB-BASE MINIMUM CEMENT CONTENT IN DLC SHALL NOT BE LESS THAN 150 KG. PER CUBIC METRE OF CONCRETE.
2. THE LEAN CONCRETE SUB BASE SHALL NOT BE LAID ON SUB GRADE SOFTENED BY RAIN AFTER ITS FINAL PREPARATION. SURFACE TRENCH AND SOFT SPOTS, IF ANY, MUST BE PROPERLY DACK FILLED AND COMPACTED TO AVOID ANY WEAK OR SOFT SPOT. AS FARAS POSSIBLE THE CONSTRUCTION TRAFFIC SHALL BE AVOIDED ON THE PREPARED SUB GRADE A DAY BEFORE PLACING OF THE SUB-BASE. THE SUB GRADE SURFACE SHALL BE GIVEN A FINN SPRAY OF WATER AND ROLLED WITH ONE OR TWO PASSES OF A SMOOTH WHEELED ROLLER AFTER A LAPSE OF 2-3 HOURS IN ORDER TO STABILISE LOOSE SURFACE.
3. MAXIMUM SIZE OF COURSE AGGREGATE SHALL BE 25MM. THE FINN AND COARSE AGGREGATE CONFORM TO IS-383.
4. THE RIGHT AMOUNT OF WATER FOR THE LEAN CONCRETE IN THE MAIN WORK SHALL BE DECIDED SO AS TO ENSURE FULL COMPACTION UNDER ROLLING AND SHALL BE ASSESSED AT TIME OF ROLLING THE TRIAL LENGTH. WATER USED FOR MIXING AND CURING OF CONCRETE SHALL MEET THE REQUIREMENT STIPULATED IN IS-456.
5. THE AVERAGE COMPRESSIVE STRENGTH OF EACH CONSECUTIVE GROUP OF 5 CUBES MADE IN ACCORDANCE WITH IS-456 SHALL NOT BE LESS THAN 10 MPa AFTER DAYS.

PAVEMENT QUALITY CONCRETE (PQC) :- PQC IS THE TOP LAYER OF CONCRETE PAVEMENT, THE GRADE OF PQC IS M-35 (ORIGIN MIX) CONFORMING TO IS-456.

- CONTRACTION JOINT SHOULD BE PROVIDED AT THE SPACING OF 4.5 METRE.
- EXPANSION JOINTS SHOULD BE GIVEN AT THE INTERVAL OF 10M
- CAMBER SHOULD BE PROVIDED MINIMUM 2.5%
- ALL CONCRETE WORKS SHOULD BE DONE WITH WELL COMPACTION AND PROPER CURING.
- ALL DIMENSIONS ARE IN MILLIMETERS.
- LONGITUDINAL JOINTS ARE PROVIDED, IF ROAD WIDTH IS MORE THAN 4.5M.
- 80/100 MAFSALIT IS USED AS SEALING COMPOUND
- COIR FIBRE BOUND WITH BITUMEN IS USED AS A FILLER.



DOWEL BAR DETAIL

DIAMETER	LENGTH	MAX. SPACING
25 mm	300 mm	300 mm

TIE BAR DETAIL

DIAMETER	LENGTH	MAX. SPACING
10 mm	350 mm	300 mm

THIS DRAWING SUPERSEDES
C.E.'S TYPE PLAN NO. **OMLI-2009**
T-902002

TYPE PLAN NO. **OMLI/010**
T/010/01

C.P.D.E	<i>[Signature]</i> 21.1.2010
DY.C.E/P.E.D	<i>[Signature]</i> 21.1.2010
XEN/D	<i>[Signature]</i> 21/1/10
DESIGNATION	SIGNATURES

NORTH EASTERN RAILWAY

TYPE PLAN

CONCRETE PAVEMENT

FOR

APPROACH ROAD FOR GOODS SHED

SCALE:- NOT TO SCALE
CASE NO. W/22/GENERAL/HQ./DRG.