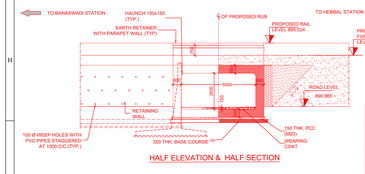
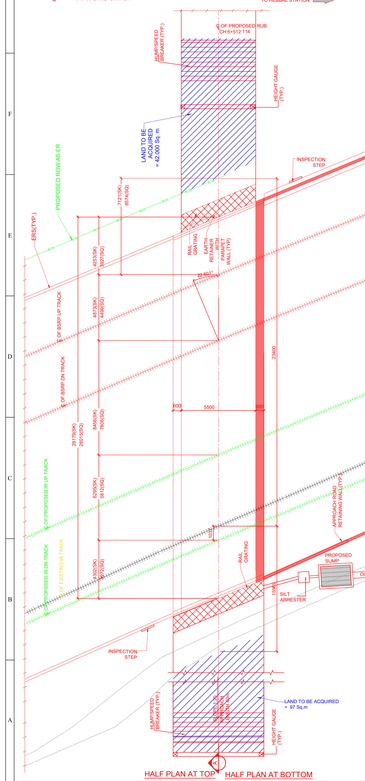
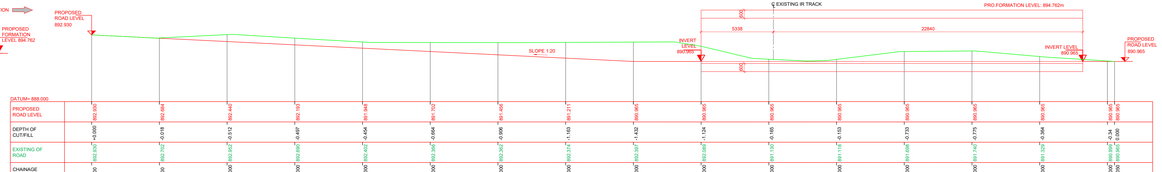
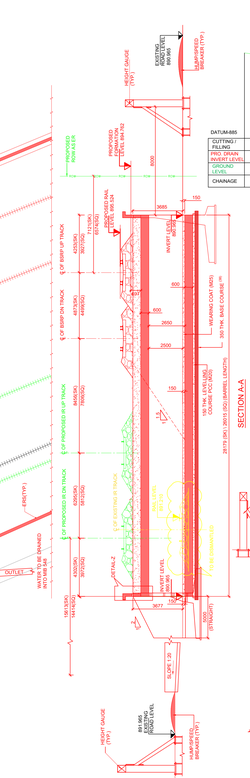


HALF ELEVATION & HALF SECTION





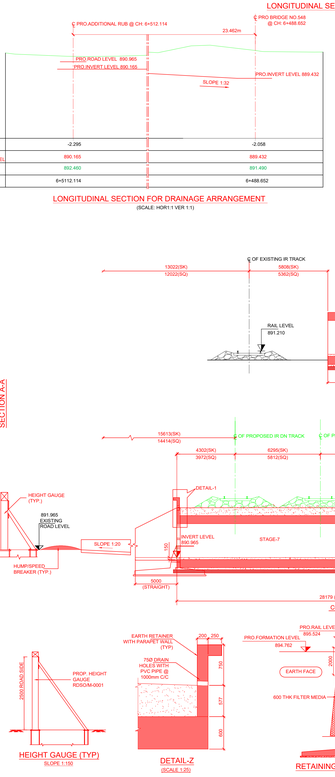
LONGITUDINAL SECTION ALONG PROPOSED RUB TOWARDS HEBBAL STATION



HEIGHT GAUGE (TYP)

DETAIL-Z

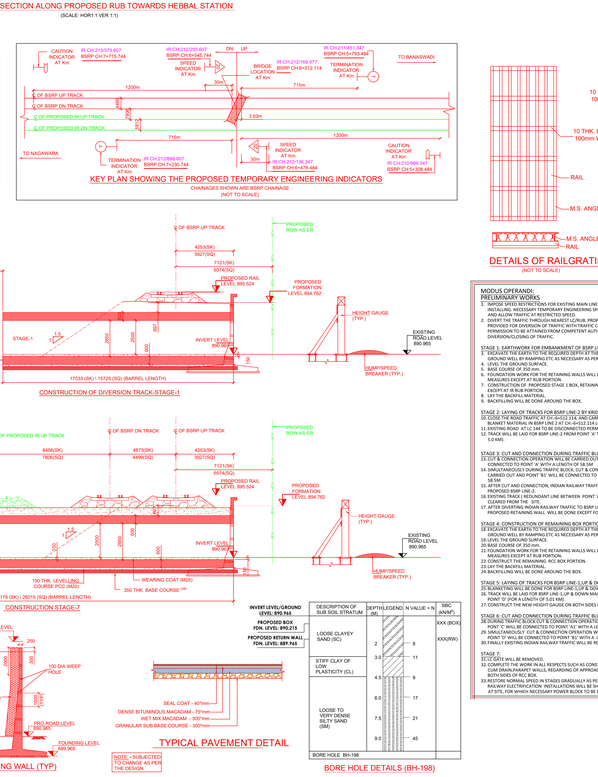
RETAINING WALL (TYP)



TYPICAL PAVEMENT DETAIL

BORE HOLE DETAILS (BH-198)

LONGITUDINAL SECTION FOR DRAINAGE ARRANGEMENT

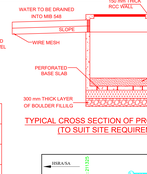


KEY PLAN SHOWING THE PROPOSED TEMPORARY ENGINEERING INDICATORS

CHANAGES SHOWN ARE BSRP CHAINAGE (NOT TO SCALE)

CONSTRUCTION OF DIVERSION TRACK-STAGE-1

CONSTRUCTION STAGE-7



TYPICAL CROSS SECTION OF PROPOSED SUMP (TO SUIT SITE REQUIREMENT)

DETAILS OF RAILGRATING

(NOT TO SCALE)

BRIDGE DETAILS

DESCRIPTION	PROPOSED BSRP BRIDGE : 6+512.114
CHAINAGE AT CENTER OF BRIDGE (m)	6+512.114
RAIL LEVEL AT CENTER OF BRIDGE (m)	895.524
FORMATION LEVEL AT CENTRE OF BRIDGE (m)	894.762
DIMENSIONS (Nos x SPANm) x CLEAR HEIGHT(m):	1 x 5.5 x 2.65
STRUCTURE CONFIGURATION	RCC BOX

GRADE OF CONCRETE

	GRADE
i.	RCC/ BOX
ii.	WEARING COURSE
iii.	LEVELLING COURSE (PCC)
iv.	RETAINING/RETURN WALL

M35
M25
M20
M35

TRACK DETAILS (PRO.BRIDGE)

LOADING	25 T AXLE LOAD (2008-STD)
ALIGNMENT	R-900
GRADE	1 in 99.66
RAIL LEVEL	895.524 m
FORMATION LEVEL	894.762 m

DEPTH OF CONSTRUCTION FOR 1 x 5.5 x 2.75 m RCC BOX

RAIL 60 kg	172 mm
GR PAD	10 mm
PSC SLEEPER	230 mm
BALLAST CUSHION	350 mm
EARTH CUSHION	697 mm
TOP SLAB	600 mm
TOTAL =	2059 mm

ABBREVIATIONS :

℄	- CENTER LINE
TYP.	- TYPICAL
THK.	- THICKNESS
DN	- DOWN
BR	- BRIDGE
FRL	- FORMATION LEVEL
PRO	- PROPOSED
EXG.	- EXISTING
SK	- SKEW
SQ	- SQUARE

GENERAL NOTES:

1. ALL DIMENSIONS SHOWN IN THIS GAD ARE IN MM AND REDUCED LEVELS (W.R.T. MSL) ARE IN M UNLESS OTHERWISE SPECIFIED.
2. DO NOT SCALE THE DRAWING ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. EXPOSURE CONDITION IS MODERATE.
4. SEISMIC ZONE II AS PER IS 1893.
5. STANDARD OF RAILWAY LOADING: 25T AXLE LOADING - 2008 STANDARD.
6. STANDARD OF ROAD LOADING : IRC.
7. PROPOSAL IS SHOWN IN RED COLOUR IN THE KEY PLAN.
8. EXISTING BRIDGE DETAILS ARE BASED ON DATA COLLECTED FROM SITE BY FIELD EXECUTIVES.
9. THE TYPE AND DEPTH OF THE FOUNDATION SHOWN IN GAD ARE BASED ON THE SOIL REPORT SUBMITTED AT THE TIME OF PREPARATION OF THIS GAD AND IT IS INDICATIVE ONLY. ACTUAL TYPE AND DEPTH WILL BE DECIDED BY THE ENGINEER-IN-CHARGE AS PER THE ACTUAL SOIL ENCOUNTERED AT SITE DURING EXCAVATION.
10. RAIL LEVEL, FORMATION LEVEL, ETC., SHOULD BE CROSS VERIFIED BY THE ENGINEER IN CHARGE BEFORE AND DURING EXECUTION OF WORK AT SITE AS PER LATEST APPROVED WORKING SECTION/PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
11. THIS GAD IS SUBJECT TO MAINTAINING SAME LEVELS, ALIGNMENT, GRADE & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION/ WORKING PLAN AND YARD PLANS IF ANY.
12. THE SOIL REPORT FOR THE SITE IS UNDER PREPARATION, PERMISSION SHALL BE MADE TO FORM KEYS FOR ADEQUATE BOND FOR NEW CONCRETING.
13. ALL RCC SURFACES COMING IN CONTACT WITH SOIL MUST BE PAINTED WITH APPROVED PROTECTIVE PAINT. NO OTHER CONCRETE SURFACE SHALL BE PAINTED AND IN NO CIRCUMSTANCES CONDITIONS ISSUED VIDE CPB LETTER NO. W.148/CONTRA/POLICY/VOL/IV DATED _____ SHALL BE FOLLOWED STRICTLY.
14. WATER PROOFING TO TOP SLAB JOINT SHALL BE NORMALLY ALLOWED ON CONCRETE WITHOUT SPECIAL PRECAUTIONS AS PER RELEVANT CODES.
15. CONTROLLED CONCRETE WITH WEIGH BATCHING SHALL BE USED FOR CONCRETE.
16. CURING OF ALL CONCRETE WORK AS PER RELEVANT CODES OF PRACTICE SHALL BE ENSURED.
17. UNDERGROUND CABLE ETC, IF ANY, SHALL BE REMOVED AND RE-ALIGNED BEFORE THE EXECUTION OF WORK AT SITE AS PER THE ACTUAL SITE CONDITIONS AT SITE BY K-RIDE. ALL PRECAUTIONARY STEPS MUST BE TAKEN ACCORDING TO TELECOMMUNICATION CIRCULAR NO. 17/2013. ISSUED BY RAILWAY BOARD VIDE LETTER NO 2003/TELE/VOL I PT. DC. DATED:24.06.2013.
18. THE TYPE AND DEPTH OF THE FOUNDATION SHOWN IN GAD ARE BASED ON THE SOIL REPORT SUBMITTED AT THE TIME OF PREPARATION OF THIS GAD AND IT IS INDICATIVE ONLY. ACTUAL TYPE AND DEPTH WILL BE DECIDED BY THE ENGINEER-IN-CHARGE AS PER THE ACTUAL SOIL ENCOUNTERED AT SITE DURING EXCAVATION.
19. ALL STRUCTURAL DIMENSION OF SUBWAY IS AS PER DESIGN AND OTHER STRUCTURES SHOWN IN THIS GAD ARE AS PER THE PRELIMINARY DESIGN. THE DESIGN OF THE SAME SHALL BE DONE BY THE DESIGNER. THE DETAILED DESIGN OF SUBWAY SHALL BE PROCESSED SEPARATELY AFTER THE APPROVAL OF GAD.
20. MAXIMUM CALCULATED PRESSURE AT BOTTOM OF FOUNDATION FOR DIFFERENT ELEMENTS OF THIS SUBWAY IS AS FOLLOWS:

STRUCTURE	P max (KN/M²)
RETAINING WALL	185.00
BOX	185.00

21. SAFE BEARING CAPACITY OF SOIL/ROCK AT BOTTOM OF FOUNDATION IS 400 KN/M² AS PER SOIL REPORT.
22. OPEN FOUNDATION.
   a. ENGINEER INCHARGE SHALL ENSURE MAXIMUM CALCULATED FOUNDATION PRESSURE AT FOUNDATION LEVEL SHALL NOT EXCEED SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
23. THE LATITUDINAL AND LONGITUDINAL HORIZONTAL & VERTICAL DISTANCES HAS BEEN PROVIDED AS PER LATEST SOD FOR RAILWAYS.
24. PROPER DRAINAGE ARRANGEMENTS HAVE TO BE PROVIDED TO LEAD THE WATER FROM RUB TO LOW LYING AREAS EITHER BY LAYING UNDERGROUND PIPES / OPEN DRAINS WITH PROPER MAINTAINABILITY OR BY USING RAIN WATER HARVESTING TECHNIQUES AS PER CPB/SUBWAYS/RAIL LETTER NO. SWR/W.707/POLICY/VOL.IX, DATED:07.01.2020.
25. SUITABLE RETAINING RAILS SHALL BE PROVIDED ON TRACK AT RUB LOCATIONS BY K-RIDE.
26. SUITABLE RAILING TO BE PROVIDED ON EITHER SIDE OF RUB LOCATION AS PER STANDARD IR SPECIFICATION.
27. DETAILED CONSTRUCTIONS ISSUED ON CONSTRUCTION OF BOX/RUB/SVL BY CCRS/LKO VIDE LETTER NO: 1503/2013/2017-18-T-N, DATED27-04-2018 FORWARDED BY CRS/SBC VIDE LETTER NO: Q2201/2013-14-SWR, DATED 09-05-2018 SHALL BE FOLLOWED.
28. ALL THE FOLLOWING SAFETY MEASURES SHALL BE FOLLOWED.
   a. SUITABLE SAFETY BARRICADING SHALL BE ADOPTED WHILE DOING THE EARTH WORK BELOW THE TRACK.
   b. DURING CONSTRUCTION OF THE BRIDGE THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTIONS AS PROVIDING TEMPORARY ENGINEERING INDICATORS.
   c. DURING THE CONSTRUCTION OF THE PROPOSED BRIDGE PROPER SAFETY PRECAUTIONS TO BE TAKEN FOR PROTECTING THE EXISTING TRACK BY THE ESTABLISHED BRIDGE FOUNDATIONS INCLUDING IMPOSING SPEED RESTRICTIONS IF REQUIRED.
   d. THE GRADUAL RELEASE OF SPEED RESTRICTION SHALL BE AS PER PARA NO.238-(2)(ii) OF IRPWM.
   e. NECESSARY SHORING ARRANGEMENTS TO BE MADE TO PROTECT EXISTING BRIDGE STRUCTURE WHEREVER NECESSARY.
   f. SUITABLE INSTRUCTIONS ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION PROJECTS (VIDE NO. W 1(HS)/SAFETY PRECAUTION, DT.18.02.2011) ISSUED VIDE CTE (TR NO. SWR/W/347/SAFETY AT WORK SPOT DT.20.06.2017 HAS TO BE STRICTLY FOLLOWED.
   g. DURING EXECUTION OF WORK THE MATERIAL /EQUIPMENTS SUCH AS RELEASED MATERIAL ETC., SHOULD NOT INFRINGE THE TRAIN TRAFFIC. ALL SAFETY MEASURES TO BE TAKEN BY ENGINEER IN CHARGE DURING EXECUTION.
   h. SUITABLE SAFETY BARRICADING HAS TO PROVIDED WHENEVER WORK IS BEING EXECUTED PARALLEL TO RUNNING TRACK/LINE.
29. THE GAD HAS BEEN PREPARED BASED ON THE JOINT INSPECTION REPORT DATED _____ BETWEEN RAILWAY AND GOK AUTHORITIES.
30. SUITABLE SPAN OF 5.5 MTS (AS PROPOSED RUB PORTION) IS PROPOSED FOR FLEXIBLE VEHICULAR MOVEMENTS WITH A BARREL LENGTH OF 28.18 M IN MTS AS SHOWN IN THE GAD.
31. SUITABLE SPAN OF 5.5 MTS IN PROPOSED RUB PORTION IS PROVIDED FOR THE SUBWAY.
32. APPROVAL OF DPR/ K-RIDE TO BE OBTAINED FOR PROPOSING NON-STANDARD DESIGN OF RCC BOX.
33. GEOPHYSICAL SURVEY WILL BE DONE BEFORE EXECUTION & NO. OF INJECTION RECHARGE WELLS WILL BE DECIDED ACCORDINGLY.
34. STRUCTURES WITHIN THE K-RIDE ROW IS ONLY CONSIDERED IN L&T SCOPE OF WORK.
35. SUITABLE DRAINAGE ARRANGEMENT TO BE PROVIDED AS PER REQUIREMENT.
36. DIMENSIONS OF RETAINING WALLS, SHOWN IN GAD ARE ONLY "INDICATIVE" AND TO BE FOLLOWED AS PER DESIGN AND SITE CONDITIONS.
37. BRIDGE INSPECTION STEPS TO BE PROVIDED WITH LANDINGS AT APPROPRIATE LOCATIONS AND SPREAD AND RISE TO BE 300mm AND 150mm RESPECTIVELY.
38. BASE COURSE SHALL BE 300MM OF PROPERLY COMPACTED CRUSHED STONE LAYER OF 80MM SIZE AND DOWNGRADED SHALL BE PROVIDED BELOW PCC LEVELING COURSE. AS A COMMON CONSTRUCTION PRACTICE, THIS LAYER SHOULD FULFILL THE CRITERIA OF BINDING THE BOX CULVERT AND THE UNDERMASH SOIL.

MODUS OPERANDI:

PRELIMINARY WORKS

1. NAPOSE SPEED RESTRICTIONS FOR EXISTING MAIN LINE AT BRIDGE LOCATION BY INSTALLING NECESSARY TEMPORARY ENGINEERING SPEED INDICATOR AS PER IRPWM FOR THE PROPOSED BSRP LINE-1.
2. DIVERT THE TRAFFIC THROUGH NEAREST LC/RUB. PROPER TRAFFIC SIGNALS TO BE PROVIDED FOR DIVERSION OF TRAFFIC WITH TRAFFIC CONTROLLING PERSON. PERMISSION TO BE ATTN FROM CONCERNED AUTHORITY FOR DIVERSION/CLOSING OF TRAFFIC.

STAGE 1: EARTHWORK FOR EMBANKMENT OF BSRP LINE-2

1. EXCAVATE THE EARTH TO THE REQUIRED DEPTH AT THE BOX PHOTHON PREPARE THE GROUND WELL BY MAKING ETC AS NECESSARY AS PER REQUIREMENT.
2. LEVEL THE GROUND SURFACE.
3. BASE COURSE OF 350 mm.
4. FOUNDATION WORK FOR THE RETAINING WALLS WILL BE EXECUTED WITH ALL SAFETY MEASURES EXCEPT AT RUB PORTION.
5. CONSTRUCT THE NEW HEIGHT GAUGE STAGE 1 BOX, RETAINING WALL IS NOT TO BE DONE EXCEPT AT IR-RUB PORTION.
6. LAY THE BACKFILL MATERIAL.
7. BACKFILLING WILL BE DONE AROUND THE BOX.

STAGE 2: LAYING OF TRACKS FOR BSRP LINE-2 BY KRIDE.

32 CODE TWO SLEEPER TRACK OF 215 M LENGTH WITH EARTH FILLING AND BLANKET MATERIAL IN BSRP LINE 2 AT CH:-6+512.114 LOCATION.

8. DIVERT THE ROAD TRAFFIC AT 15M TO BE EXCAVATED TEMPORARILY.
9. TRACK WILL BE LAID FOR BSRP LINE-2 FROM POINT 'A' TO POINT 'B' (FOR A LENGTH OF 5.0 KM).

STAGE 3: CUT AND CONNECTION DURING TRAFFIC BLOCK BY KRIDE.

15 CUT & CONNECTION OPERATION WILL BE CARRIED OUT UNDER POINT '81' WILL BE CONNECTED TO POINT 'A' WITH A LENGTH OF 58.5M

10. CUT AND CONNECTION, INDIAN RAILWAY TRAFFIC WILL BE DIVERTED TO PROPOSED BSRP LINE-2.
16. EXISTING TRACK / REDUNDANT LINE BETWEEN POINT 'A2' & POINT 'B1' WILL BE CLEARED FROM THE SITE.
17. AFTER DIVERTING INDIAN RAILWAY TRAFFIC TO BSRP LINE-2, CONSTRUCTION OF PROPOSED RETAINING WALL WILL BE DONE EXCEPT FOR THE RUB LOCATION.

STAGE 4: CONSTRUCTION OF REMAINING BOX PORTIONS DURING TRAFFIC BLOCK

18. EXCAVATE THE EARTH TO THE REQUIRED DEPTH AT THE BOX PORTION PREPARE THE GROUND WELL BY MAKING ETC AS NECESSARY AS PER REQUIREMENT.
19. LEVEL THE GROUND SURFACE.
20. BASE COURSE OF 350 mm.
21. FOUNDATION WORK FOR THE RETAINING WALLS WILL BE EXECUTED WITH ALL SAFETY MEASURES EXCEPT AT RUB PORTION.
22. CONSTRUCT THE NEW HEIGHT GAUGE RCC BOX PORTION.
23. LAY THE BACKFILL MATERIAL.
24. BACKFILLING WILL BE DONE AROUND THE BOX.

STAGE 5: LAYING OF TRACKS FOR BSRP LINE-1,UP & DOWN MAIN LINE

35 EARTHING WILL BE DONE FOR BSRP LINE-1,UP & DOWN MAIN LINE.

26. TRACK WILL BE LAID FOR BSRP LINE-1,UP & DOWN MAIN LINE FROM POINT 'C' TO POINT 'D' (FOR A LENGTH OF 5.01 KM).
27. CONSTRUCT THE NEW HEIGHT GAUGE ON BOTH SIDES OF RUB APPROACHES

STAGE 6: CUT AND CONNECTION DURING TRAFFIC BLOCK

28 DURING TRAFFIC BLOCK CUT & CONNECTION OPERATION WILL BE CARRIED OUT AND POINT 'C' WILL BE CONNECTED TO POINT 'A1' WITH A LENGTH OF 55.0M

29. SIMULTANEOUSLY CUT & CONNECTION OPERATION WILL BE CARRIED OUT AND POINT 'D' WILL BE CONNECTED TO POINT 'B1' WITH A LENGTH OF 58.5M
30. FINALLY EXISTING INDIAN RAILWAY TRAFFIC WILL BE RE-DIVERTED TO UP MAIN LINE.

STAGE 7:

31 RETURN WILL BE REMOVED.

32. COMPLETE THE WORK IN ALL RESPECTS SUCH AS CONSTRUCTION OF RETAINING WALL CUM DRAIN,PARAPET WALLS, REGARDING OF APPROACH ROAD,SLOPE DRAIN ETC.ON BOTH SIDES OF RCC BOX.
33. TRAFFIC BLOCK WILL BE GIVEN IN STAGES GRADUALLY AS PER PARA 238(ii) OF IRPWM. RAILWAY ELECTRIFICATION INSTALLATIONS WILL BE SHIFTED AS PER REQUIREMENT AT SITE, FOR WHICH NECESSARY POWER BLOCK TO BE PROVIDED.

LEGENDS:

Total Barrel length of Addl RUB 1 = 28.179m.
Completed Barrel length = 28.179m(BSRP SIde)
Remaining Barrel length 0m is yet to be constructed

SPECIFICATION:

1. ALL CIVIL WORKS HAVE TO BE CARRIED OUT AS PER THE FOLLOWING
   1.1 INDIAN RAILWAY UNIFIED STANDARD SPECIFICATIONS FOR WORKS AND MATERIALS 2010.
   1.2 IRS CONCRETE BRIDGE CODE 2004 & RESULTANT I.S SPECIFICATIONS.
   1.3 IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE 2013.
   1.4 IRS BRIDGE RULES 2014.
   1.5 TECHNIQUE OF UNDERPINNING 2006 CORRECTED UP TO LATEST CORRECTION SLIPS.
2. WEEP HOLES: 100MM DIA PVC/AC PIPES AS IRS SUBSTRUCTURE CODE 2013 CL.7.6
3. BACKFILL: GSI-COMPLIANT DRAIN AS PER RAILWAY BOARD LETTER NO 2017/CE-II/CR/BLDR, DATED 18.02.2018. BEHIND THE GSI COMPOSITE DRAIN. BACKFILL MATERIALS SHALL CONSIST OF GRANULAR MATERIALS OF GW, GP, SW, SPGROUPS AS PER IS:1498-1970 (ADJUSTMENTS, RETAINING WALLS, ..) (OR) THE BOULDER FILLING SHALL CONSIST OF WELL HAND-PACKED BOULDERS AND STONE SPALLS OF NOT LESS THAN 150MM SIZE AS PER RAILWAY BOARD LETTER WITH SMALLER SIZE TOWARDS THE BACK. BEHIND THE BOULDER FILLING. BACKFILL MATERIAL SHALL CONSIST OF GRANULAR MATERIALS OF GW,GP,SW GROUPS AS PER IS 1498-1970(RDSO 2009)
4. HIGH STRENGTH DEFORMED BARS (TOR) SHALL CONFORM TO IS: 1786-2008 (FE-500).
5. BAR BENDING SHALL BE CONFORMING TO IS:2502
6. LOADING STANDARD: 25T - 2008 AXLE LOAD.
7. CONCRETE SHALL BE MECHANICALLY MIXED, VIBRATED & THOROUGHLY CURED.

RESPONSIBILITY NOTES:

1. THE RUB WORK WILL BE EXECUTED BY K-RIDE FOR BOTH RAILWAY AND APPROACH PORTION OF RUB EVEN BEYOND RAILWAY BOUNDARY. ALONG WITH DRAINAGE ARRANGEMENTS.
2. EXISTING TELEGRAPH POSTS, ELECTRIC POSTS, SIGNAL CABLES, WATER & DRAINAGE, WATER MAINS AND ALL OTHER UTILITIES COMING IN THE WAY SHALL BE SHIFTED SUITABLY BY THE RESPECTIVE DEPARTMENTS OF RAILWAYS / STATE AUTHORITIES.
3. NECESSARY TEMPORARY DIVERSION OF ROAD TRAFFIC HAS TO BE PROVIDED BY THE K-RIDE AGENCY AT THE TIME OF EXECUTION OF WORK BASED ON THE JOINT INSPECTION BETWEEN STATE AND RAILWAY AUTHORITIES. SUITABLE TEMPORARY SERVICE ROADS FOR THE USE OF PUBLIC SHALL BE ARRANGED AND MAINTAINED BY THE K-RIDE WHEREVER & WHENEVER REQUIRED.
4. ROAD APPROACHES ON EITHER SIDE OF THE PROPOSED RUB SHOULD BE SUITABLY ALIGNED AND REGRADED BY K-RIDE AUTHORITY IN DUE CONSULTATION WITH STATE AUTHORITIES.
5. THE RESPONSIBILITY FOR THE MAINTENANCE OF ROAD PASSING THROUGH THE RUB, LIGHTING, DRAINAGE SYSTEM, DIVERSION ROAD AND ANY OTHER ALLIED WORKS IN RAILWAY PORTION SHALL BE OF K-RIDE AUTHORITY IN DUE CONSULTATION WITH STATE AUTHORITIES.
6. IN CASE OF ANY LAND ACQUISITION INVOLVED FOR EXECUTING THE RUB WORK, K-RIDE AUTHORITY SHALL ACQUIRE SUCH LAND CHARGEABLE TO THE CONCERNED AS PER EXTANT RULES AND STATE GOVERNMENT HAS TO ACQUIRE SUCH LAND.

SPECIAL NOTES FOR 25 kV AC TRACTION SYSTEM

1. NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE BY CONSTRUCTION ORGANIZATION IN CONSULTATION WITH ELECTRICAL TRD/BRANCH TO AVOID ANY ELECTRICAL INDUCTION DURING LAUNCHING OF GIRDER/EXECUTION OF WORK.
2. WHILE LAUNCHING OF GIRDER ABOVE THE OHE AND ALSO DURING ANY WORK INVOLVING LESS THAN 2M WORKING CLEARANCE FROM OHE, THE WORK SHALL BE CARRIED OUT ONLY DURING POWER BLOCK CONDITION BY OBTAINING PERMISSION TO WORK FROM AUTHORIZED TRD BRANCH OF OPERATION.
3. ALL STEEL STRUCTURE & GIRDERS INVOLVING THE ABOVE WORK SHALL BE SUITABLY EARTHED TO TRACTION RAIL. SEPARATE EARTH PITS FOR SAFETY OF WORKING STAFF.
4. ADEQUATE NUMBER OF DANGER BOARDS SHALL BE PROVIDED.
5. OHE TRACTION CONDUCTORS SHALL BE PROTECTED FROM MAXIMUM CONTACT WIRE HEIGHT WITH NORMAL ELECTRICAL CLEARANCE AFTER COMPLETION OF WORK BY OUTRD.
6. ALL OHE PROFILING WORKS, GIRDERS ERECTION ETC. WILL BE DONE UNDER THE SUPERVISION OF SSE/OUTRD UNDER POWER BLOCK CONDITIONS.
7. JOINT PROCEDURE FOR PROVISION PROTECTIVE SCREEN OVER 25KV AC ELECTRIFIED SECTION OF RAILWAYS AT FULL SPEED.

ALSO CERTIFIED THAT THE HEAVIEST LOADS WHICH THE BRIDGE WILL HAVE TO CARRY WILL NOT BE IN EXCESS OF THE ABOVE STANDARDS OF LOADING AT THE STIPULATED SPEED AND WILL NOT CAUSE ANY STRESS IN ANY MEMBER OR PORTION OF THE STRUCTURE IN EXCESS OF MAXIMUM PERMISSIBLE STRESSES LAID DOWN IN THE INDIAN RAILWAY STANDARD CODE OF PRACTICE.

SPECIAL NOTES FOR CONSTRUCTION RUB

1. AS PER IRC, MINIMUM VERTICAL CLEARANCE REQUIRED FOR RUB IS 2.5M.
2. AS PER IRC, THE APPROACH GRADIENT FOR THIS RUB SHALL NOT BE STEEPER THAN 1 IN 20.
3. BEFORE AND DURING EXECUTION OF WORK, CONCERNED STATE GOVERNMENT OFFICIALS SHOULD BE CONTACTED IN CONNECTION WITH CLOSURE OF LC.
4. IT SHOULD BE ENSURED THAT THE REDUCED LEVELS OF ROAD TOP IN APPROACHES AND ALIGNMENT CHANGE IN LEVELS.
5. THE JOINTS OF RCC BOX SEGMENTS SHALL BE SEALED AS ADVISED IN THE DETAILED SCHEME ISSUED BY CRS/SWR/UBL/VIDE DY.CE/BW/SWR LETTER NO.SWR/W/9/POLICY/_____ DATED _____
6. LC SHALL BE CLOSED AFTER COMMISSIONING OF RUB AFTER RECEIVING CERTIFICATE FOR CLOSURE OF LEVEL CROSSING IS OBTAINED FROM CONCERNED AUTHORITY.
7. ROAD LEVELS FOR THE RUB SHOULD BE FIXED AFTER CONSULTING WITH ROAD AUTHORITIES TO AVOID ANY FUTURE LEVEL DIFFERENCES AT THE RAILWAY JUNCTION AND ROAD LEVEL APPROACHES.
8. CERTIFICATION FOR DRAINAGE ARRANGEMENT FOR THE PROPOSED RUB IN LIEU OF/CH:- 6+512.114 TO BE OBTAINED FROM GC / EMPLOYER
9. PROPER DRAINAGE ARRANGEMENTS HAVE TO BE PROVIDED TO RUB AS PER PCE CIRCULAR NO. 05/2003 DATED _____ &CBE/SWR LETTER NO._____ BRIDGE DESIGN & DRAWING/VOL-III DATED _____

JUSTIFICATION FOR TRACK CENTRE DISTANCE

TRACK CENTRE DECIDED BASED ON THE APPROVED ALIGNMENT PLAN OF IR /BSRP .

JUSTIFICATION FOR SELECTION THE SPAN

SPAN SELECTED BASED ON THE JOINT INSPECTION REPORT DATED _____ BETWEEN RAILWAY OFFICIALS AND BBMP OFFICIALS. FOR THIS PURPOSE SBC DIVISION DEMANDED FOR A 9.5M ROAD IN THE FORMATION. HENCE A BARREL LENGTH OF 28.18 M HAS BEEN PROPOSED IN THIS GAD.

CERTIFICATE OF DRAINAGE ARRANGEMENTS :

IT IS CERTIFIED THAT THE DRAINAGE ARRANGEMENTS FOR PROPOSED CONSTRUCTION OF RUB IN LIEU OF AT BSRP CH: 6+512.114 AS PROPOSED 2 OF BSRP HAVE BEEN THOROUGHLY CHECKED AND THERE WILL BE NO PROBLEM OF DRAINAGE AT THIS LOCATION IN THE FUTURE.

(-Sd-)
AGMM-RIDE

BRIDGE STRENGTH CERTIFICATE

CERTIFIED THAT THE PRO RC BOX CH:6+512.114 OF SPAN OF 5X5.5M/2.65m AS PER DESIGN TO BE CONSTRUCTED IS OF SUCH DESIGN, DIMENSIONS AND CONSTRUCTIONS AS WILL ENABLE IT TO CARRY THE DEAD LOAD OF THE STRUCTURE AND SUPERIMPOSED LOADS AND THE LIVE LOADS OF THE STANDARD TRAIN OF RAILWAY LOADING PRESCRIBED IN THE BRIDGE RULES CHAPTER IV OF THE RULES FOR PROVISION OF RAILWAYS AT FULL SPEED.

(-Sd-)
AGMM-RIDE

EMPLOYER :

ELECTRIF