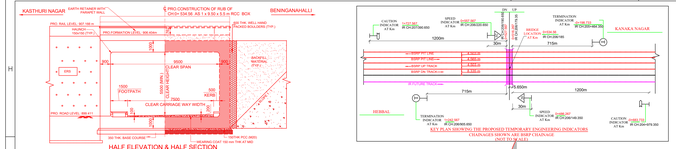

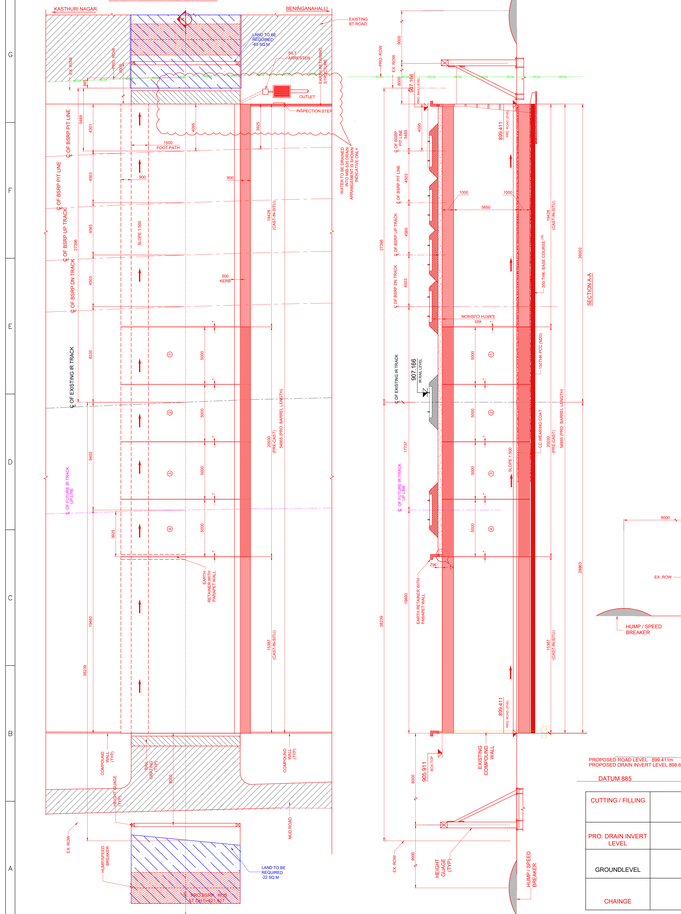

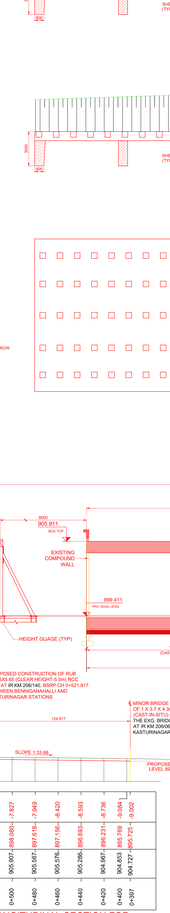

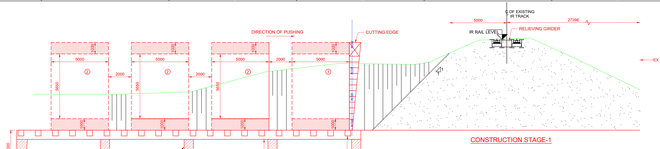

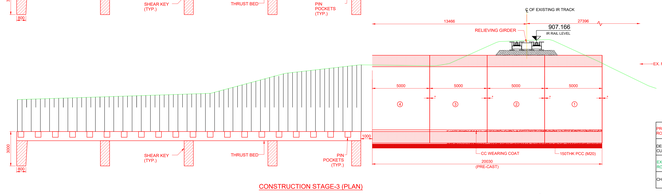

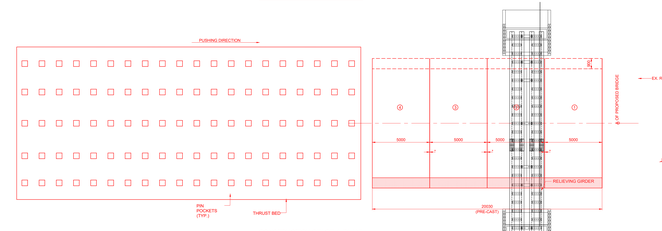

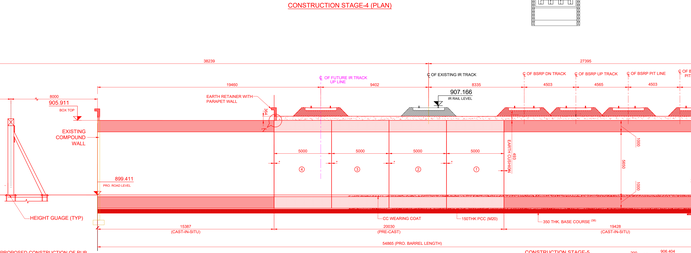

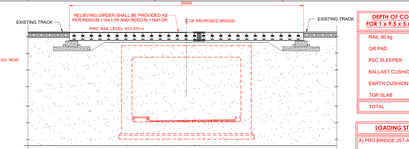

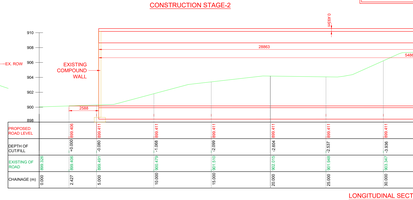

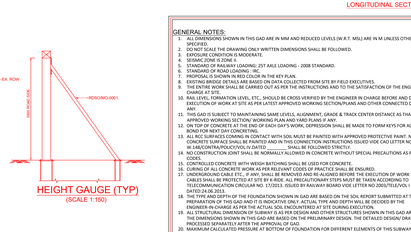

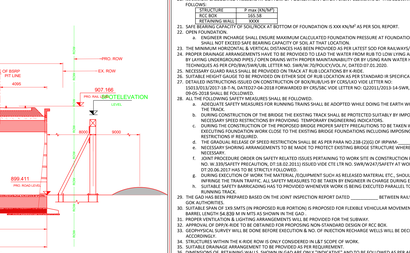

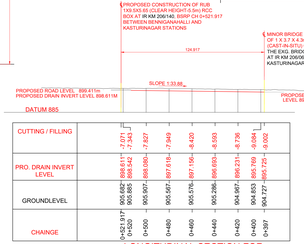

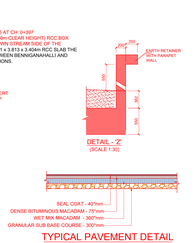

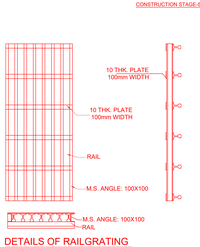

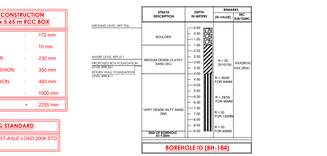

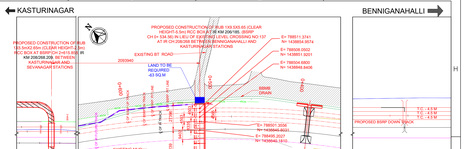

DEPTH OF CONSTRUCTION FOR 1 x 9.5 x 6.65 m RCC BOX

RAIL	60 kg	172 mm
GR PAD		10 mm
PSC SLEEPER		230 mm
BALLAST CUSHION		300 mm
EARTH CUSHION		493 mm
TOP SLAB		1000 mm
TOTAL	=	2255 mm

LOADING STANDARD

A) PRO BRIDGE 25T-AXLE LOAD 2008 STD

STRATA DESCRIPTION	DEPTH (in METRE)	RMA/IRS (IN AS-LOG)
BOULDER	0.00 1.00 2.00 3.00	
MEDIUM DENSE CLAYEY SAND (SC)	3.00 4.00 5.00 6.00	N=26 (AVERAGE VALUE)
VERY DENSE SILTY SAND (SM)	6.00 7.00 8.00 9.00	
END OF BORHOLE AT 10.00m	10.00	

GROUND LEVEL: 897.754

BOREHOLE ID (BH-184)

GRADE OF CONCRETE

	GRADE
i. RCC BOX	M35
ii. WEARING COURSE	M25
iii. LEVELLING COURSE (PCC)	M15
iv. RETAINING/RETURN WALL	M35

KEY PLAN NOTE:

1. PROPOSALS ARE SHOWN IN RED.
2. RAILWAY BOUNDARY DISTANCE ARE WITH RESPECT TO CENTRE LINE OF EXG.TRACK.
3. TRACK IS IN CURVE ON BRIDGE LOCATION.

ABBREVIATIONS :

C	-	CENTER LINE
TYP	-	TYPICAL
THK.	-	THICKNESS
US	-	UP STREAM SIDE
DS	-	DOWN STREAM SIDE
DN	-	DOWN
BR	-	BRIDGE
FRL	-	FORMATION LEVEL
PROP.	-	PROPOSED
EXG.	-	EXISTING

BRIDGE DETAILS

DESCRIPTION	PROPOSED BSRP BRIDGE AT CH:0+ 521.917
CHAINAGE AT CENTER OF BRIDGE (km)	0+ 521.917
RAIL LEVEL AT CENTER OF BRIDGE (m)	907.166
FORMATION LEVEL AT CENTRE OF BRIDGE (m)	906.404
DIMENSIONS (Nos x SPAN(m) x HEIGHT(m))	1 x 9.5 x 5.65
STRUCTURE CONFIGURATION	RCC BOX

TRACK DETAILS (PRO BRIDGE)

LOADING	:	25 T-AXLE LOAD 2008-STD
ALIGNMENT	:	CURVE
GRADE	:	R 1 IN 400
RAIL LEVEL	:	907.166m
FORMATION LEVEL	:	906.404m

IR TRACK	
SWEW	NIL
GRADIENT	R 1 in 400
CURVE	R=875

BSRP TRACK	
SWEW	NIL
GRADIENT	R 1 in 400
CURVE	R=875

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 : III
5. STANDARD OF LOADING: LOADING 25T AXLE LOADING - 2008 STANDARD.
6. STANDARD OF ROAD LOADING : IRC.
7. ALL LEVELS SHOWN IN RED COLOR IN THE KEY PLAN.
8. EXISTING BRIDGE DETAILS ARE BASED ON DATA COLLECTED FROM SITE BY FIELD EXECUTIVES.
9. THE ENTIRE WORK SHALL BE CARRIED OUT AS PER THE INSTRUCTIONS AND TO THE SATISFACTION OF THE ENGINEER IN CHARGE AT SITE.
10. RAIL LEVEL FORMATION LEVEL, ETC., SHOULD BE CROSS VERIFIED BY THE ENGINEER IN CHARGE BEFORE AND DURING THE 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. ON TOP OF CONCRETE AT THE END OF EACH DAY'S WORK, DEPRESSION SHALL BE MADE TO FORM KEYS FOR ADEQUATE BOND WITH SUCCEEDING LAYER.
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 THIS CONNECTION INSTRUCTIONS ISSUED VIDE CAO LETTER NO W. 1401/CON/TECH/VOL.IV DATED _____ SHALL BE FOLLOWED STRICTLY.
14. NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETE WITHOUT SPECIAL PRECAUTIONS AS PER RELEVANT CODE.
15. CONTROLLED CONCRETE WITH WATER BATCHING SHALL BE USED FOR CONCRETE.
16. CURING OF ALL CONCRETE WORK AS PER RELEVANT CODES OF PRACTICE SHALL BE ENSURED.
17. LOADING TO BE TAKEN ETC., IF ANY, SHALL BE REMOVED AND RE-ALIGNED BEFORE THE EXECUTION OF WORK STARTS.S&T CABLES SHALL BE PROTECTED AT SITE BY E-NODE. ALL PRECAUTIONARY STEPS MUST BE TAKEN ACCORDING TO TELECOMMUNICATION CIRCULAR NO. 17/2013, ISSUED IN RAILWAY BOARD VIDE LETTER NO 2003/TELE/VOL-IT, 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 EXECUTION OF WORK BASED ON THE PRESENT DESIGN. THE DETAILED DESIGN/ DRAWING WILL BE PROCESSED SEPARATELY AFTER THE APPROVAL OF GAD.
19. ALL STRUCTURAL DIMENSIONS OF SUBWAY IS AS PER DESIGN AND OTHER STRUCTURES SHOWN IN THIS GAD ARE TENTATIVE. THE DIMENSIONS SHOWN IN THIS GAD ARE BASED ON THE PRESENT DESIGN. THE DETAILED DESIGN/ DRAWING WILL 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)
RCC BOX	185.58
RETAINING WALL	XXXX

21. SAFE BEARING CAPACITY OF SOIL/ROCK AT BOTTOM OF FOUNDATION IS XXX kN/M² AS PER SOIL REPORT.
22. OPEN FOUNDATION SHALL BE PROVIDED ON STRATA BY SUITABLE ALIGNED AND REGRADED BY R.C.C. WORK.
   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 MINIMUM HORIZONTAL & VERTICAL DISTANCES HAS BEEN PROVIDED AS PER LATEST GID FOR RAILWAYS/BSRP.
24. ALL PRECAUTIONARY MEASURES SHALL BE TAKEN AS PER LATEST GUIDELINES FOR WORKING IN AREAS EITHER BY LAYING UNDERGROUND PIPES / OPEN DRAINS WITH PROPER MAINTAINABILITY OR BY USING RAIN WATER HARVESTING TECHNIQUES AS PER CPD/RWH/SWR/UBL LETTER NO. SWR/W.7(P)OL/VOL.IX, DATED:07.01.2020.
25. NECESSARY GUARD RAILS SHALL BE PROVIDED ON STRATA AT RUB LOCATIONS BY R.C.C. WORK.
26. SUITABLE HEIGHT GAUGE TO BE PROVIDED ON EITHER SIDE OF RUB LOCATIONS AS PER STANDARD SPECIFICATION.
27. SAFETY CLEARANCE TO BE MAINTAINED AS PER CAO LETTER NO. W.1401/CON/TECH/VOL.VIII VIDE LETTER NO - (S)3115/2020/13 DATED 13.04.2018 (CHANGED BY ERS/SWR VIDE LETTER NO- (S)3115/2020/13-14-SWR, DATED 09-05-2018 SHALL BE FOLLOWED.
28. ALL THE FOLLOWING SAFETY MEASURES SHALL BE FOLLOWED:
   a. ADEQUATE SAFETY MEASURES FOR RUNNING TRAINS SHALL BE ADOPTED WHILE DOING THE EARTH WORK BELOW RAIL LEVEL.
   b. DURING CONSTRUCTION OF THE BRIDGE THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTIONS BY PROVIDING TEMPORARY ENGINEERING INDICATORS.
   c. ADEQUATE SAFETY MEASURES FOR EXCAVATION NEAR TRACK SHALL HAVE TO BE TAKEN WHILE EXECUTING FOUNDATION WORK CLOSE TO THE EXISTING 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 REQUIRED.
   f. JOINT PROCEDURE ORDER ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONNECTION WITH PROJECTS UPD NO. W-339/SAFETY PRECAUTION, 07.18.02.2011(I) ISSUED VIDE CTE LTR NO. SWW/W247/SAFETY AT WORK SPOT 07.20.06.2017/140 TO BE STRICTLY FOLLOWED.
   g. DURING EXECUTION OF WORK THE MATERIAL (EQUIPMENT SUCH AS RELEASED MATERIAL ETC., SHOULD NOT BE STACKED WITHIN 1.75 M FROM THE NEAREST RAIL OF THE RUNNING LINE IN ACCORDANCE WITH SECTION.
   h. SUITABLE SAFETY BARRICADING HAS TO PROVIDED WHENEVER WORK IS BEING EXECUTED PARALLEL TO THE RUNNING TRACK.
29. THE GAD HAS BEEN PREPARED BASED ON THE JOINT INSPECTION REPORT DATED _____ BETWEEN RAILWAY AND SDK AUTHORITIES.
30. SUBWAY OF SPAN 9.5M (MTS ON PROPOSED RUB PORTION) IS PROPOSED FOR FLEXIBLE VEHICULAR MOVEMENTS WITH A BARREL LENGTH 54.85M IN MTS AS SHOWN IN THE GAD.
31. PROPER VENTILATION & LIGHTING ARRANGEMENTS WILL BE PROVIDED FOR THE SUBWAY.
32. APPROVAL OF DPR'S HOD 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 4-RIDE ROW IS ONLY CONSIDERED IN LET COPE OF WORK.
35. SUITABLE DRAINAGE ARRANGEMENT TO BE PROVIDED AS PER REQUIREMENT.
36. SUBWAY OF SPAN 9.5M (MTS) WALLS, SHOWN IN GAD ARE ONLY "INDICATIVE" AND TO BE FOLLOWED AS PER APPROVED DESIGN AND DRAWINGS.
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 350MM 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 FULFIL THE CRITERIA OF BINDING THE BOX CULVERT AND THE UNDERNEATH SOIL.

LEGENDS:

Total Barrel length of Addl RUB = 54.865m.
Completed Barrel length = 0 m(BSRP SIde).
Remaining Barrel length 54.865m is yet to be constructed

LEGENDS:

= COLOUR CODE BLACK = EXISTING WORKS
= COLOUR CODE RED = PROPOSED RLY WORKS
= COLOUR CODE YELLOW = TO BE DISMANTLED

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 WHENEVER & WHEREVER REQUIRED
4. ROAD APPROACHES ON EITHER SIDE OF THE PROPOSED RUB SHOULD BE SUITABLY ALIGNED AND REGRADED BY K-RIDE AUTHORITY IN 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 AND BEYOND SHALL NOT EXCEED SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
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. CERTIFIED THAT THE PRO RCC BOX BRIDGE NO. RUB @ 0+534.56 OF SPAN OF 1x9.5x6.65 m AS PER DESIGN TO BE CONSTRUCTED 0 OF SUCH DESIGN, DIMENSIONS AND CONSTRUCTIONS AS WILL ENABLE IT TO CARRY THE DEAD LOAD OF THE STRUCTURE ITSELF (INCLUDING P-WAY COMPLETE) AND CONDITION BY OBTAINING PERMISSION TO WORK FROM AUTHORIZED TRD BRANCH OF OPERATIONS.
2. WHILE LAUNCHING OF GIRDER ABOVE THE CWE AND ALSO DURING ANY WORK INVOLVING LESS THAN 2M WORKING CLEARANCE FROM OHE, THE WORK SHALL BE CARRIED OUT ONLY DURING POWER BLOCK
3. ALL STEEL STRUCTURE & GIRDERS INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHEN TO TRACTION RAIL, SEPARATE EARTH PIPE FOR SAFETY OF WORKING STAFF.
4. GIRDER LAUNCHING / EXECUTION OF WORK TO BE DONE WITHOUT DISTURBING OHE.
5. OHE TRACTION CONDUCTORS SHALL BE PROPLED TO GET MAXIMUM CONTACT WIRE HEIGHT WITH NORMAL ELECTRICAL CLEARANCE AFTER COMPLETION OF WORK BY OUTRD.
6. ALL OHE PROTLINS WORKS, TRACTION ETC., WILL BE DONE UNDER THE SUPERVISION OF SSE(OHE) DURING POWER BLOCK CONDITIONS.
7. JOINT PROCEDURE ORDER FOR PROVISION PROTECTIVE SCREEN OVER PROTECTIVE SCREEN OVER 25KV AC ELECTRIFIED SECTION CIRCULATED VIDE LETTER NO SWW/W. 352/BRIDGE -DESIGN AND DRAWING/VOL III ____ TO BE STRICTLY FOLLOWED.

SPECIAL NOTES FOR CONSTRUCTION RUB

1. MINIMUM VERTICAL CLEARANCE REQUIRED FOR RUB IS 5.5(M).
2. AS PER RC, THE APPROACH GRADIENT FOR 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 RAILWAY PORTIONS SHOULD BE SMOOTH WITHOUT ANY ABRUPT CHANGE IN LEVELS.
5. THE JOINTS OF RCC BOX SEGMENTS SHALL BE SEALED AS ADVISED IN THE DETAILED SCHEME ISSUED BY CBE/SWR/UBL/VIDE DY.CE/BR/SWR LETTER NO SWR/W/570/POLICY/_____ DATED _____
6. ROAD LEVELS ON THE RAILWAY PORTION SHALL BE FINALISED IN CONSULTATION WITH STATE AUTHORITY.
7. ROAD LEVELS ON THE RUB SHOULD BE FIXED AFTER CONSULTING WITH ROAD AUTHORITIES TO AVOID ANY FUTURE DIFFICULTY IN DIFFERENCE AT THE RAILWAY JUNCTION AND ROAD LEVEL APPROACHES.
8. CERTIFICATION FOR DRAINAGE ARRANGEMENT FOR THE PROPOSED RUB OF CH:0+521.93 AT KM 206/185 TO BE OBTAINED FROM GC / EMPLOYER
9. PROPER DRAINAGE ARRANGEMENTS HAVE TO BE PROVIDED TO RUB AS PER RCL 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 R / BSRP.

JUSTIFICATION FOR SELECTION THE SPAN

SPAN SELECTED BASED ON THE JOINT INSPECTION REPORT DATED _____ BETWEEN RAILWAY OFFICIALS AND BMRP OFFICIALS FOR THIS PURPOSE SBC DIVISION DEMANDED FOR A 9.5M ROAD IN THE FORMATION. HENCE A BARREL LENGTH OF 54.839 M HAS BEEN PROPOSED IN THIS GAD.

DATE	03-04-2024	03-04-2024	03-04-2024	DATE	03-04-2024

MODUS OPERANDI :

PRELIMINARY :
BETWEEN TRAIN TIMINGS :
STAGE - I :

1. CAST THE CASTING CUM THRUST BED AS PER APPROVED DRAWING AND CURE PROPERLY.
2. CAST 15 NOS PRECAST RCC BOX SEGMENTS OF REQUIRED SIZE AND CURE PROPERLY.
3. INSTALL THE TEMPORARY ENGINEERING INDICATORS AT THE APPROACHES AS PER THE SKETCH AND IMPOSE NON STOP 20 KM/PH SPEED RESTRICTION.

STAGE - II : (DURING LINE & POWER BLOCKS)

4. DISCONNECT THE P-WAY TO REQUIRED LENGTH, EXCAVATE EARTH AND ERECT THE TEMPORARY CRIBS A & B. INSTALL 2 NO TEMPORARY BUFFER OF 25.4 m OVER ALL LENGTH OVER CRIBS, USING 2X27 CAPACITY ROAD CRANE.
5. LINK UP THE P-WAY AND ALLOW THE TRAFFIC AT RESTRICTED SPEED OF 20 KMPH.

STAGE III : (BETWEEN TRAIN TIMINGS)

PUSHING OF BOX SEGMENTS :

6. FIX THE FABRICATED STEEL CUTTING EDGE AND DRAG SHIET TO BE SEGMENT 1 OF BOX.
7. PUSH THE BOX SEGMENT TO THE EARTH WITH THE HELP OF HORIZONTAL JACKS AND DRAG SHEET TO A LENGTH EQUAL TO DISTANCE FROM THE CUTTING EDGE BEYOND THE TOP OF THE BOX & REMOVE THE SIDE ½ IN FRONT OF BOX.
8. REPEAT THE PROCESS UNTIL THE SEGMENTS ARE PUSHED & PLACED AT IT'S CORRECT POSITION.

STAGE IV : (DURING LINE & POWER BLOCKS)

9. REMOVE THE CUTTER ARRANGEMENT AND THE TEMPORARY GIRDERS RECONNECT THE P-WAY AND ALLOW THE TRAFFIC AT RESTRICTED SPEED OF 20 KMPH.

STAGE – V (BETWEEN TRAIN TIMINGS)

10. ERECT THE WING WALL OF BOX NO. 1 PORTION.
11. CAST THE RCC BOX NO. 1 BY CAST IN SITU METHOD.
12. COMPLETE THE WORK IN ALL RESPECTS AS PER CONSTRUCTION OF WING, RETURN AND PARAPET WALLS.
13. RESTORE NORMAL SPEED IN STAGES GRADUALLY AS PER PARA 238(g) OF IRPWM.

NOTING :

1. BOX DESIGN CONFORM TO: GDC-BSRP-CR2-GL-DGN-RP-20-1028.
2. GEOTECHNICAL DESIGN REPORT CONFORM TO: GDC-BSRP-CR2-GL-GEO-RP-20-1029.
3. RETURN WALL DESIGNED AS: GDC-BSRP-CR2-GL-DGN-RW-20-1029
4. RETURN WALL - D22077-BSRP-CR2-UB-0-20-1133.
5. RETURN WALL REINFORCEMENT DETAILS - D22077-BSRP-CR2-UB-0-20-1134.
6. EARTH RETAINING WALL - D22077-BSRP-CR2-UB-0-20-1135.
7. CURTAIN WALL AND TIE WALL AS PER DESIGN
8. BOX SEGMENT SHALL BE CASTED AS PER DRAWING ATTACHED AS PER PARA 5
   OF IRS BRIDGE RULES 2014.
9. SHORING ARRANGEMENTS AS PER DESIGN.
10. PROPOSED DRAINAGE ARRANGEMENTS - D22077-BSRP-CR2-UB-0R-20-1077.
11. HIGHT GAUGE AS PER RDSO/B-0001.
12. HUMP ARRANGEMENT SHALL BE REFERRED DWG NO. CA/C/CHTD-332/0.18

CERTIFICATE OF DRAINAGE ARRANGEMENTS:

IT IS CERTIFIED THAT THE DRAINAGE ARRANGEMENTS FOR THE PROPOSED CONSTRUCTION OF RUB AT CH CH:206/185, BSRP CH: 0+534.56 AT CORRIDOR 2 OF BSRP HAVE BEEN THOROUGHLY CHECKED AND THERE WILL BE NO PROBLEM OF DRAINAGE AT THIS LOCATION IN THE FUTURE.

(-Sd-)
_____
AGM/K-RIDE

BRIDGE STRENGTH CERTIFICATE

I CERTIFY THAT THE PRO RCC BOX BRIDGE NO. RUB @ 0+534.56 OF SPAN OF 1x9.5x6.65 m AS PER DESIGN TO BE CONSTRUCTED 0 OF SUCH DESIGN, DIMENSIONS AND CONSTRUCTIONS AS WILL ENABLE IT TO CARRY THE DEAD LOAD OF THE STRUCTURE ITSELF (INCLUDING P-WAY COMPLETE) AND CONDITION BY OBTAINING PERMISSION TO WORK FROM AUTHORIZED TRD BRANCH OF OPERATIONS.
VII OF THE RULES FOR THE OPENING OF RAILWAYS BY 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 THE MAXIMUM STRESSES IN ANY PART OF THE BRIDGE TO EXCEED THE PERMISSIBLE STRESSES LAID DOWN IN THE INDIAN RAILWAY STANDARD CODE OF PRACTICES.

EMPLOYER :
RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED

GENERAL CONSULTANTS:
AECOM-EGIS-WSP

GENERAL ARRANGEMENT DRAWING

BENGALURU SUBURBAN RAILWAY PROJECT (BSRP)
K-RIDE CORRIDOR - 2

PROPOSED CONSTRUCTION OF RUB 1X9.5X5.65 (CLEAR HEIGHT-5.5m) RCC BOX AT IR KM 206/185, (BSRP CH 0+ 534.56) IN LIEU OF EXISTING LEVEL CROSSING NO:137 AT IR CH:208/268 BETWEEN BENNIGANAHALLI AND KASTURINAGAR STATIONS

GC/K-RIDE	K-RIDE
FOR GC	FOR K-RIDE

KRIDE.DRG.NO:
HQ.DRG.NO:
SCALE 1 : 100 (UNLESS NOTED)
DRG. No: O22077-BSRP-CR2-C-UB-0-20-1333 - D