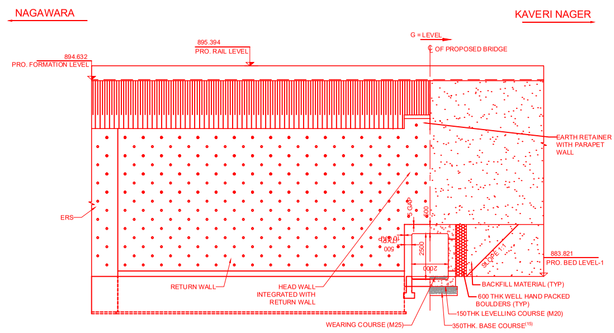
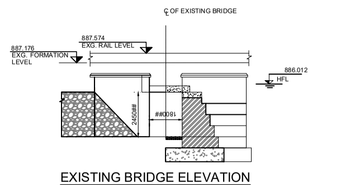
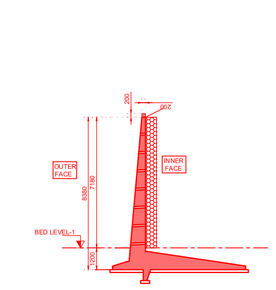


HALF ELEVATION & HALF SECTION

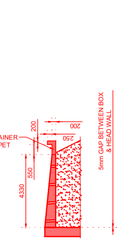


EXISTING BRIDGE ELEVATION



RCC RETURN WALL SECTION (D/S) ON BSRP SIDE

RCC RETURN WALL SECTION (U/S) ON IR SIDE



DETAIL-'Z'

BRIDGE DETAILS		
DESCRIPTION	EXISTING IR BRIDGE - 525	PROPOSED BSRP BRIDGE - 525
CHAINAGE AT CENTER OF BRIDGE (km)	212653	7032.441
RAIL LEVEL AT CENTER OF BRIDGE (m)	887.574 m	895.364 m
FORMATION LEVEL AT CENTRE OF BRIDGE (m)	887.176 m	894.632 m
DIMENSIONS (Nos x SPANS(m) x HEIGHT(m))	1 x 1.80 x 2.45 H P	1 x 2 x 2.5m
STRUCTURE CONFIGURATION	RCC SLAB	RCC BOX

BASE PRESSURE AT FOUNDATION LEVEL		
STRUCTURE	MAX	MIN
RCC BOX (kN/m²)	205.136	-
RETURN WALL (U/S) (kN/m²)	324.711	-
RETURN WALL (D/S) (kN/m²)	252.0188	-

TRACK DETAILS (EXG. BRIDGE)		
LOADING	:	MBG-1987
ALIGNMENT	:	STRAIGHT
GRADE	:	LEVEL
RAIL LEVEL	:	887.569 m
FORMATION LEVEL	:	887.176 m

TRACK DETAILS (PRO.BRIDGE)		
LOADING	:	25 T AXLE LOAD 2008 (IOD
ALIGNMENT	:	STRAIGHT
GRADE	:	LEVEL
RAIL LEVEL	:	895.594 m
FORMATION LEVEL	:	894.632 m

* THE GAP TO BE FILLED WITH SUITABLE SEALANT TAR ROPING.

DETAILS OF EXISTING STRUCTURE SHOWN ARE AS PER GAD

GRADE OF CONCRETE	
GRADE	
RCC BOX	M30
WEARING COURSE	M25
LEVELLING COURSE (PCC)	M20
RETAINING/RETURN WALL	M30

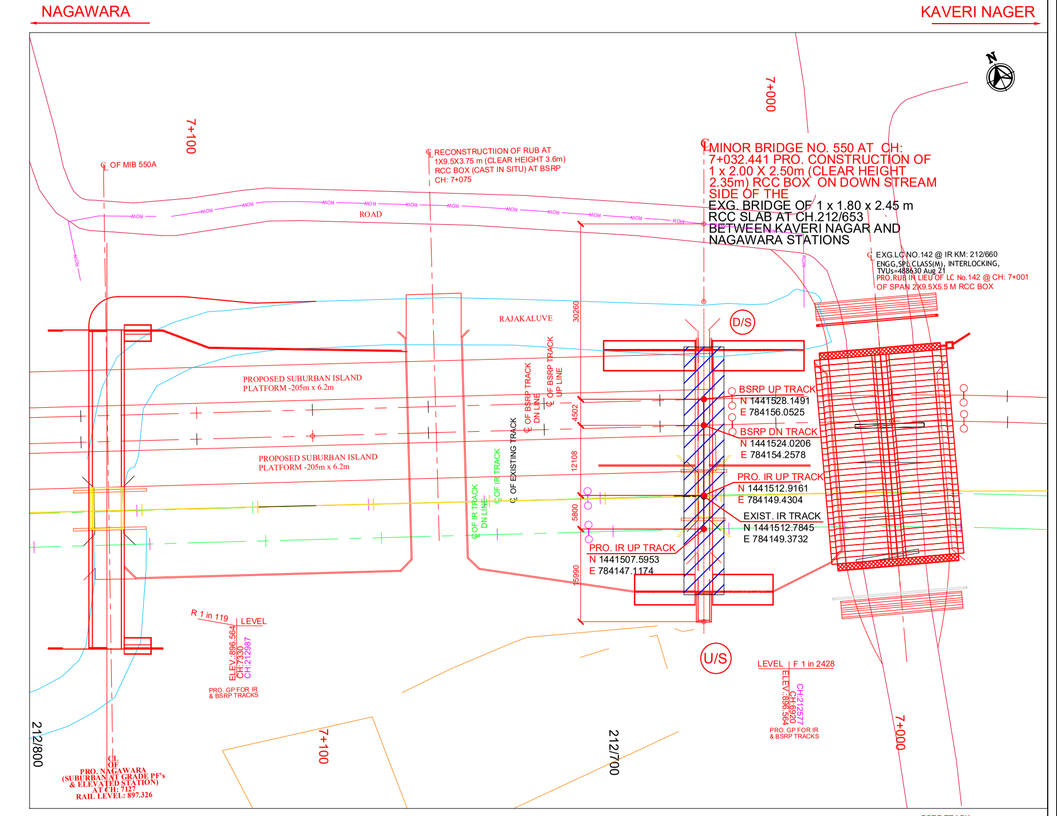
ABBREVIATIONS	
CL	: CENTER LINE
Typ	: TYPICAL
THK	: THICKNESS
U/S	: UPSTREAM SIDE
D/S	: DOWN STREAM SIDE
DN	: DOWN
BR	: BRIDGE
FRL	: FORMATION LEVEL

DEPTH OF CONSTRUCTION FOR 1 x 2 x 2.50 m RCC BOX		
RAIL fill kg	:	1000 kg/m³
GB PAD	:	6 mm
PSC SLEEPER	:	210 mm
BALLAST CUSHION	:	350 mm
EARTH CUSHION	:	7951 mm
TOP SLAB	:	600 mm
TOTAL	=	9169 mm

WATERWAY PARTICULARS		
CATCHMENT AREA	:	0.045
LATITUDE	:	77°37'16.167"N
LONGITUDE	:	77°37'16.167"E
TOPOSHEET NO	:	57/K/16
100 DISCHARGE	:	1.11 CUMSEC
ISO DUTY	:	1.43 M³/SEC
DEPTH OF FLOW	:	0.15 m
LEVEL	:	889.21
(HIGHEL DESIGN HFL)	:	889.512 m

	EXISTING	PROPOSED
WATERWAY AREA - Sq.m	0.54	1.76
CREST WIDTH - m	1.1	0.525
VERTICAL CLEARANCE - m	0.03	0.234
SKEW WITH N	0°	0°
SKEW WITH IR	0°	0°
GRADE WITH IR	LEVEL	LEVEL
CREST WIDTH - m	1.1	0.525
VERTICAL CLEARANCE - m	0.03	0.234

EXISTING WATERWAY PARTICULARS	
SKEW WITH IR	0°
GRADIENT WITH IR	LEVEL
CREST WIDTH - m	1.10m
VERTICAL CLEARANCE - m	0.76m

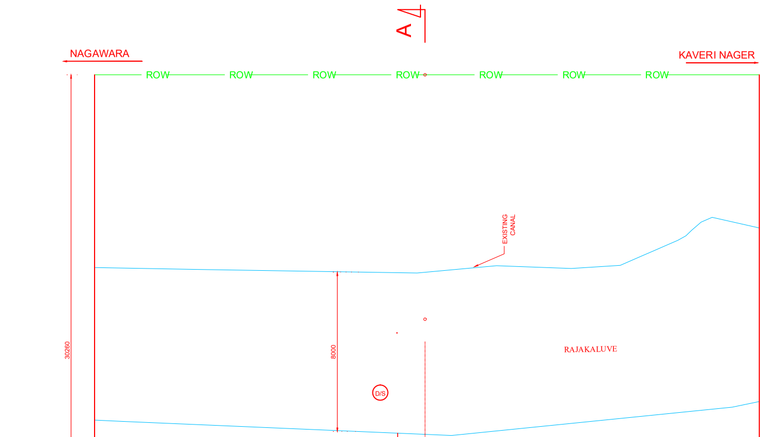


IR TRACK	
SKEW	0°
GRADIENT	LEVEL
CURVE	NIL

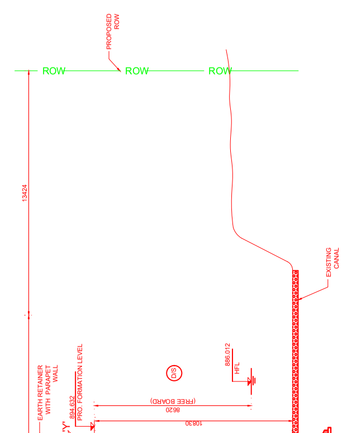
KEY PLAN NOTE:
1. PROPOSALS ARE SHOWN IN RED.
2. RAILWAY BOUNDARY DISTANCE ARE WITH RESPECT TO CENTRE LINE OF EXG TRACK.
3. TRACK IS CURVE ON BRIDGE LOCATION.

KEY PLAN
NOT TO SCALE

BSRP TRACK	
SKEW	0°
GRADIENT	LEVEL
CURVE	NIL

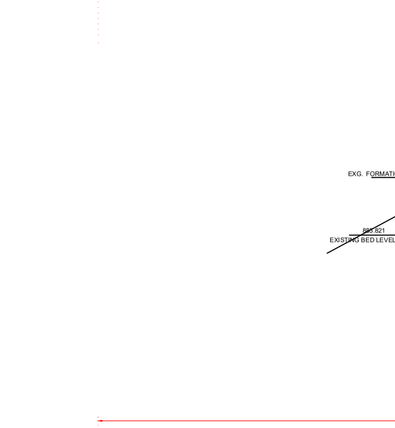


HALF PLAN AT TOP

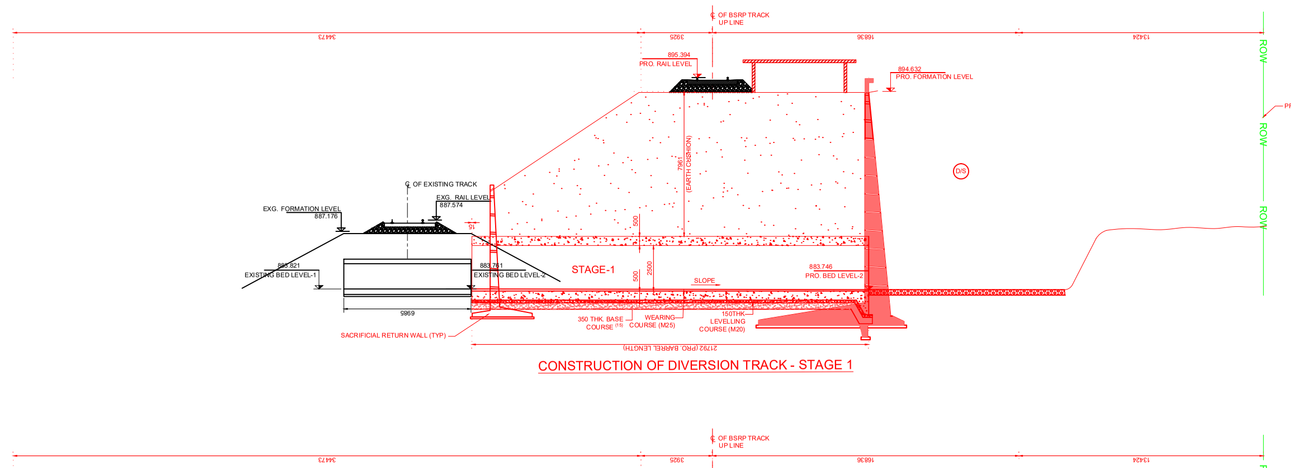


HALF PLAN AT BOTTOM

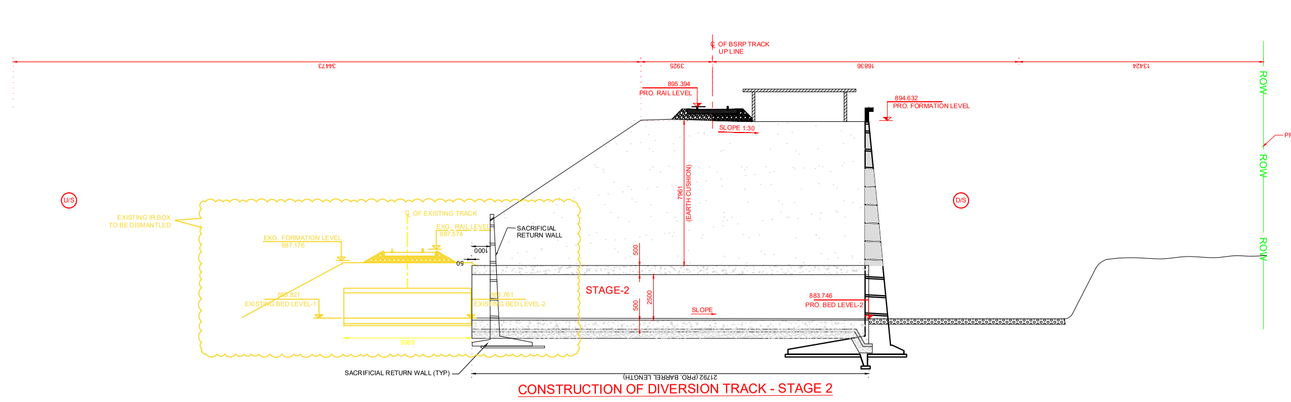
HFL	FREE BOARD (mm)	BED LEVEL-1	BED LEVEL-2
886.512	0630	883.821	883.746



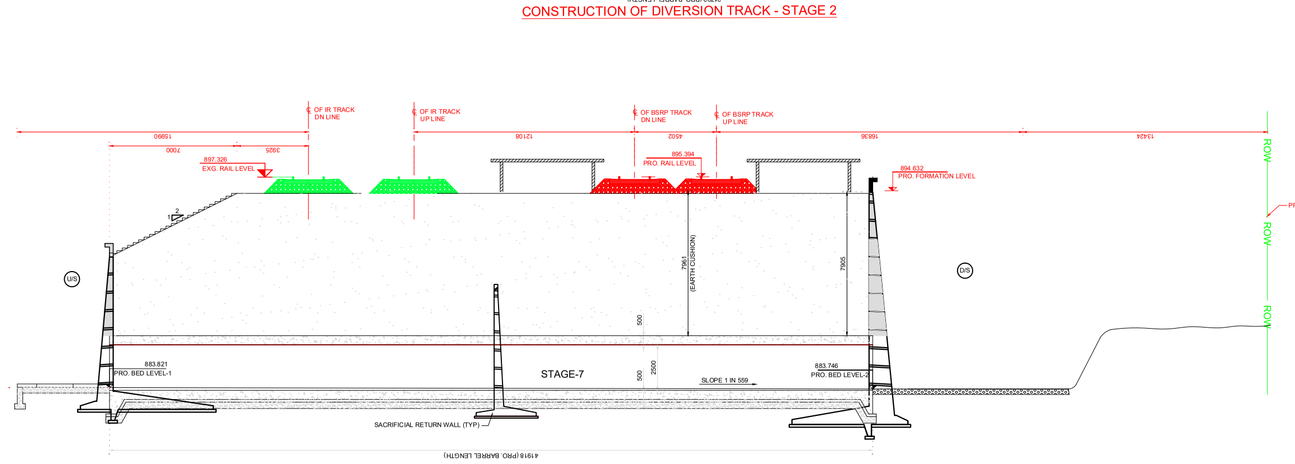
SECTION A-A



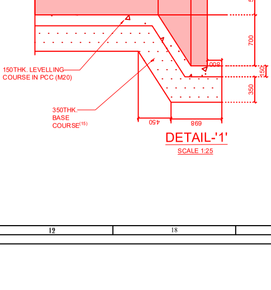
CONSTRUCTION OF DIVERSION TRACK - STAGE 1



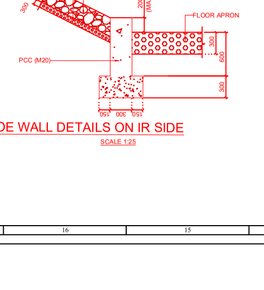
CONSTRUCTION OF DIVERSION TRACK - STAGE 2



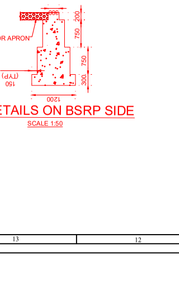
CONSTRUCTION STAGE 7



DETAIL-'1'



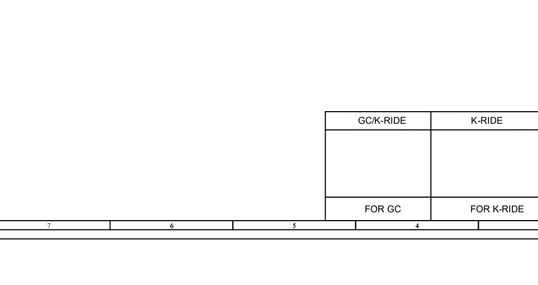
TOE WALL DETAILS ON IR SIDE



CURTAIN WALL DETAILS ON BSRP SIDE

STATA DESCRIPTION	DEPTH IN METRES	RSM ASS'T (Refer Cl.2104(3) of Vol.I)	SPT 'N' VALUES
ASPHALTIC CONCRETE	0.00		
LOOSE/CLAYEY SOIL	1.00	N = 8 (3&5)	
MEDIUM DENSE POORLY GRADED SAND/SILTY SAND	2.00	N = 12 (5&6)	
	3.00		
	4.00	N = 13 (4&7&6)	
	5.00		
MEDIUM DENSE SILTY SAND (LATE 2008 LBC)	6.00	N = 12 (3&7)	380-84 (BOR)
	7.00		
	8.00	N = 18 (9&9&12)	400 (PEN)
	9.00		
	9.50	N = 36 (13&15&18)	

BORE HOLE ID 550(BH200)


℄ OF BR NO.550 AT CH:7+032.441
KAVERI NAGAR
NAGAWARA
UP LINE
DN MAIN LINE
UP LINE
DN MAIN LINE
CANTON BOUNDARY 4.0 m FROM EXG FENCE
SPEED INDICATOR 4.0 m FROM EXG FENCE
SIGNAL BOARD 4.0 m FROM EXG FENCE
SPEED INDICATOR 4.0 m FROM EXG FENCE
CANTON BOUNDARY 4.0 m FROM EXG FENCE
CH: 7+027.441 (SLEEPER END)
CH: 7+037.441 (SLEEPER END)
CH: 7+027.441 (SLEEPER END)
CH: 7+037.441 (SLEEPER END)
14+00 Rt
14+00 Lt
14+00 Rt
14+00 Lt
14+00 Rt
14+00 Lt