



**WATERWAY PARTICULARS**

ITEM	UNIT	REQUIRED	PROVIDED
CATCHMENT AREA	Sq.m	0.03	0.03
FREE BOARD	m	1.000	1.000
VERTICAL CLEARANCE	m	0.000	1.042
SCOUR DEPTH	m	-	-
TOE WALL	m	-	1.350

**TRACK DETAILS (PRO BRIDGE)**

ITEM	UNIT	REQUIRED	PROVIDED
LOADING	25 T-AXLE LOAD	-	-
ALIGNMENT	CURVE	-	-
GRADE	RISE 1 IN 85	-	-
RAIL LEVEL	884.700m	-	-
FORMATION LEVEL	883.938m	-	-

**TRACK DETAILS (EXO BRIDGE)**

ITEM	UNIT	REQUIRED	PROVIDED
LOADING	25 T-AXLE LOAD	-	-
ALIGNMENT	STRAIGHT	-	-
GRADE	RISE 1 IN 110	-	-
RAIL LEVEL	883.767m	-	-
FORMATION LEVEL	883.087m	-	-

**BRIDGE DETAILS**

DESCRIPTION	EXISTING IR	PROPOSED BSRP
CHAINAGE AT CENTER OF BRIDGE (km)	7+408.316	28+848.043
RAIL LEVEL AT CENTER OF BRIDGE (m)	883.767m	884.700m
FORMATION LEVEL AT CENTER OF BRIDGE (m)	883.087m	883.938m

**BASE PRESSURE AT FOUNDATION LEVEL**

STRUCTURE	MAX
RCC BOX (1 TM2)	22.0
RETAINING WALL (1 TM2) AS PER DESIGN	-

**LOADING STANDARD**

STRUCTURE	MAX
RCC BOX (1 TM2)	22.0
RETAINING WALL (1 TM2) AS PER DESIGN	-

**ABBREVIATIONS**

SYMBOL	MEANING
C	CENTER LINE
TYP	TYPICAL
THK.	THICKNESS
U/S	UP STREAM SIDE
D/S	DOWN STREAM SIDE
DN	DOWN
BR	BRIDGE
FL	FORMATION LEVEL
PRO.	PROPOSED
EXG.	EXISTING

**MODUS OPERANDI:**

- IMPOSE 20KMPH SPEED RESTRICTIONS BEFORE THE EXCAVATION WORK.
- DIVERT OR RESTRICT THE WATER FLOW BY PROVIDING BUND ON UPSTREAM SIDE OF THE BRIDGE.
- SHORING ARRANGEMENTS WILL BE DONE FOR PROTECTION OF BANK AND EXISTING TRACK.
- EARTHWORK EXCAVATION TO BE DONE FOR PROPOSED BARREL LENGTH OF RCC BOX.
- IF MAXIMUM BASE PRESSURE AT FOUNDATION LEVEL IS GREATER THAN THE SAFE BEARING CAPACITY OF SOIL, THEN SOIL IMPROVEMENT TO BE DONE.
- EARTHWORK EXCAVATION TO BE DONE FOR THE PROPOSED BARREL LENGTH AND FILL WITH SAND LAYER / BOULDERS AS RECOMMENDED IN GFI REPORT.
- RETAINING WALL, DROP WALL, TOE WALL, STONE FLOORING WITH CM 1:3 & OTHER BRIDGE PROTECTION WORKS TO BE DONE.
- BOULDER FILLING AND BACKFILL AS PER IRS SUBSTRUCTURE AND FOUNDATION CODE TO BE DONE.
- COMPLETE THE REMAINING WORK IN ALL RESPECTS WITHOUT INTERFERING TRAIN TRAFFIC & RESTORE THE NORMAL SPEED IN EXG. LINE AFTER ATTAINING THE REQUIRED CONSOLIDATION IN NEW EMBANKMENTS.
- ALSO RE-DIVERT THE WATER THROUGH THE BRIDGE.

**GENERAL CONSULTANTS:**

**EGIS-AECOM-WSP**

**RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED**

**BENGALURU DIVISION**

**BAIYAPPANAHALLI - RAJANUKUNTE SECTION OF BSRP C-4**

**PROPOSED MINOR BRIDGE NO.536 AT BSRP CH:28+570 AS 1X3.5X1.65m RCC BOX(CAST-IN-SITU) ON UP STREAM SIDE OF THE EXG. BRIDGE OF 2 x 1.20 PIPE BETWEEN CHANNASANDRA TO JAKKUR STATIONS.**

**AUTHORITY OF WORK:** AS PER BSRP DFSR

**DRG.NO:** K RIDE DRG.NO: KRIDE/BSRP/C-4/PKG2/MB-536

**HQ.DRG.NO:**

**SCALE - 1 : 100**

**CONCEPTUAL / TENDER DRAWING**

**GC/K-RIDE**

**K-RIDE**

**FOR GC**

**FOR K-RIDE**

**LEGEND:**

Total Barrel length of MIB 536 = 14.5m.

Completed Barrel length = 0m

Remaining Barrel length 14.5m