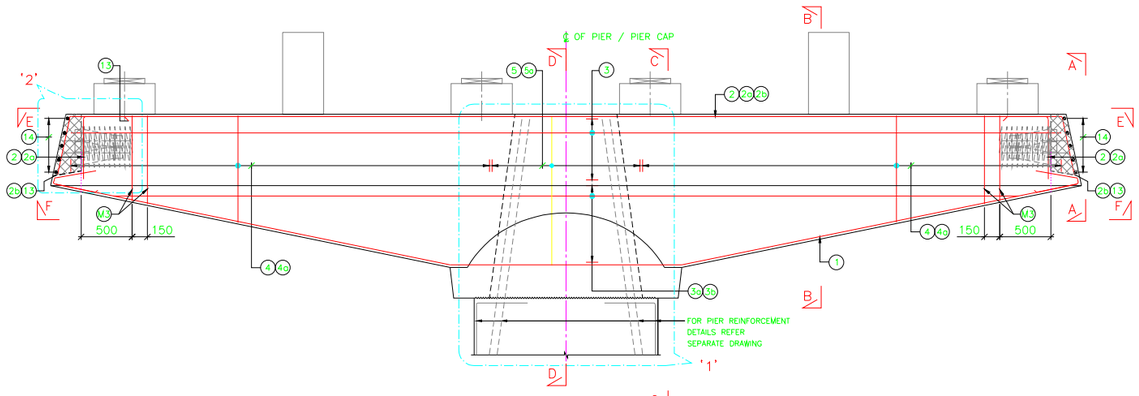
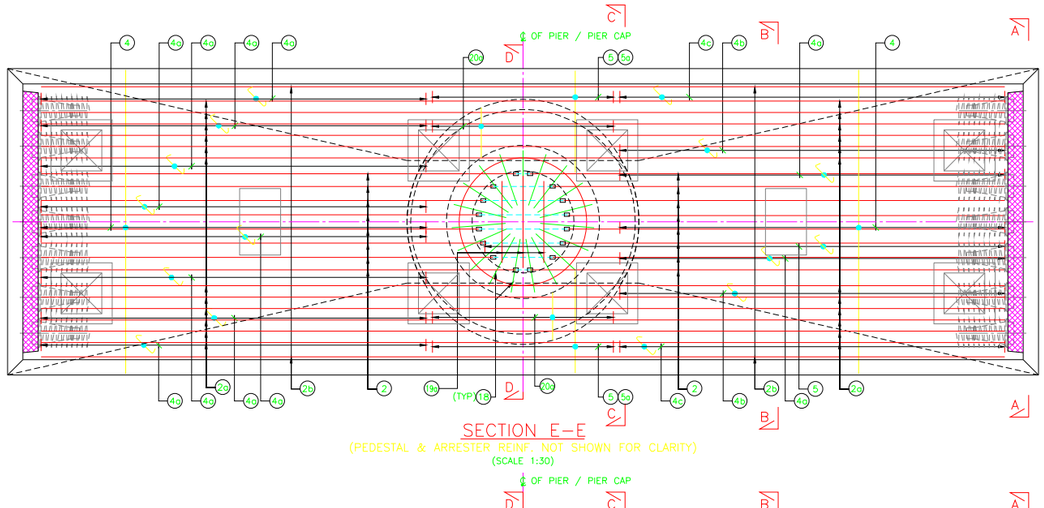


ELEVATION

(PEDESTAL & ARRESTER REINF. NOT SHOWN FOR CLARITY)

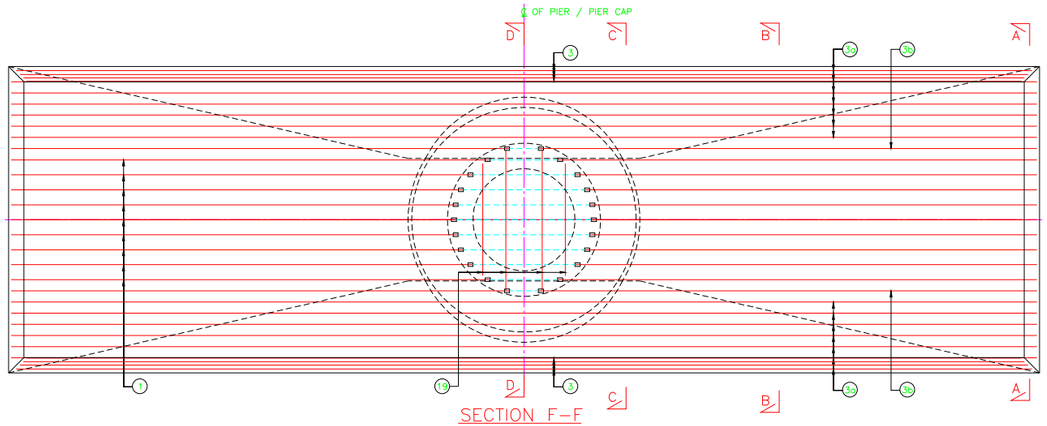
(SCALE 1:30)



SECTION E–E

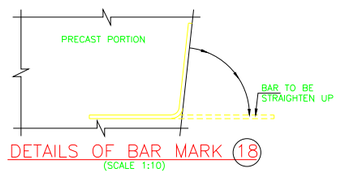
(PEDESTAL & ARRESTER REINF. NOT SHOWN FOR CLARITY)

(SCALE 1:30)



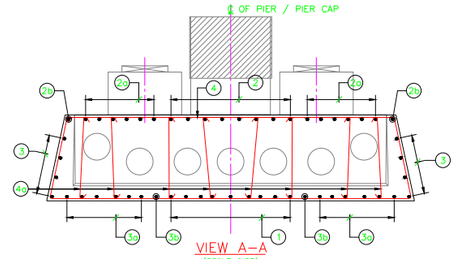
SECTION F–F

(SCALE 1:30)



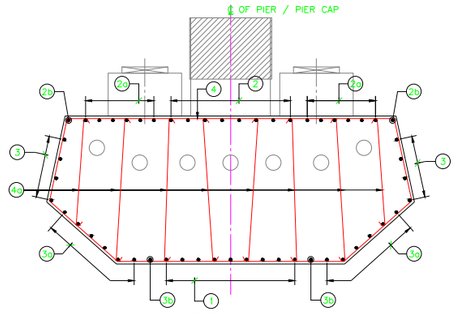
DETAILS OF BAR MARK (18)

(SCALE 1:10)



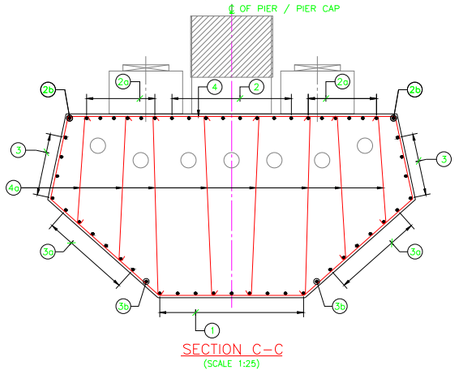
VIEW A–A

(SCALE 1:25)



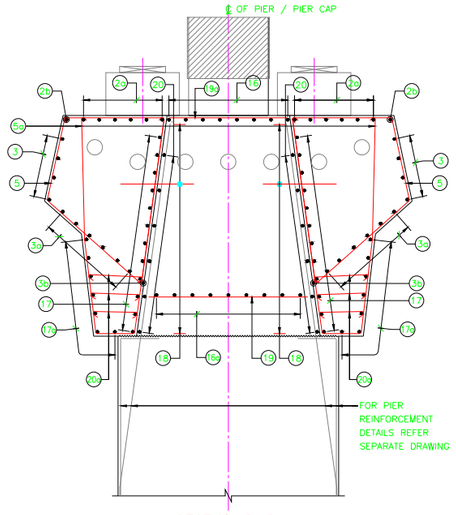
SECTION B–B

(SCALE 1:25)



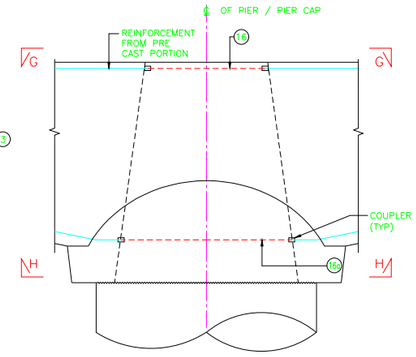
SECTION C–C

(SCALE 1:25)



SECTION D–D

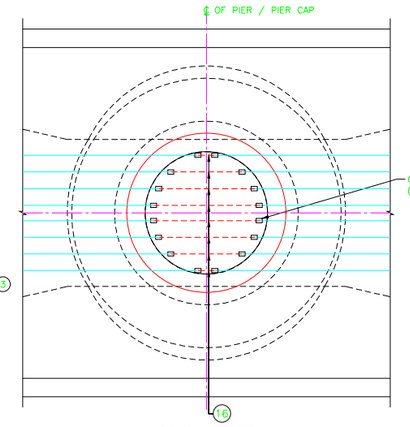
(SCALE 1:25)



DETAIL–'1'

('B' TYPE COUPLER SHALL ONLY BE USED)

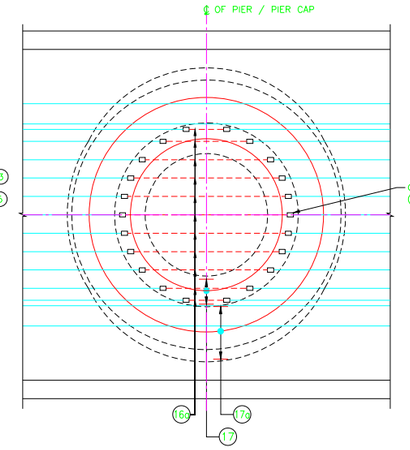
(SCALE 1:25)



VIEW G–G

('B' TYPE COUPLER SHALL ONLY BE USED)

(SCALE 1:25)



VIEW H–H

('B' TYPE COUPLER SHALL ONLY BE USED)

(SCALE 1:25)

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS ARE IN METERS UNLESS OTHER WISE NOTED.
2. DIMENSIONS SHALL NOT BE SCALED FROM THE DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. MATERIAL:
   i) CONCRETE
   PIER CAP : M50
   CAST–IN–SITU STITCH : M50
   ii) REINFORCEMENT
   REINFORCING STEEL SHALL BE Fe500D TMT BARS CONFORMING TO IS:1786–2008
4. CLEAR COVER TO ANY REINFORCEMENT = 50MM.
5. LENGTH OF BARS ARE INDICATIVE AND SHALL BE VERIFIED BY BAR BENDING SCHEDULE.
6. BASIC LAP LENGTH SHALL BE 42 X ø (ø IS DIA. OF BAR).
7. SURFACE OF PIER CAP HOLE SHALL BE ROUGHENED IMMEDIATELY AFTER REMOVAL OF SHUTTERING.
8. NOT MORE THAN 50% OF THE BAR SHALL BE LAPPED AT ANY LOCATION.
9. THE LAP SHALL BE STAGGERED BY A DISTANCE OF 1.3 TIMES LAP LENGTH.
10. IF REINFORCEMENT IS INFRINGING WITH CABLE DUCTS THE REINFORCEMENT BARS SHALL BE ADJUSTED LOCALLY.
11. ANCHORAGE LENGTH (FOR STRAIGHT ENDS OR HOOKED ENDS) LAP LENGHT, BAR SPACING & ALL OTHER REINFORCEMENT REQUIREMENT SHALL COMPLY WITH SPECIFICATIONS GIVEN IN IRS CBC – CLAUSE 15.9
12. NO ADDITIONAL OVER LAP THAN SHOWN IN DRAWINGS SHALL BE ALLOWED.
13. MINIMUM BAR BEND SHALL BE SIX TIMES THE BAR DIAMETER
14. ANY DISCREPANCIES MUST BE BROUGHT TO THE NOTICE OF THE ENGINEER
15. PLEASE NOTE THAT IN CASE THERE IS ANY CONFLICT BETWEEN NUMBER OF BARS THEIR SPACING THE MATTER SHALL BE IMMEDIATELY BROUGHT TO THE NOTICE OF ENGINEER IN CHARGE

SCHEDULE OF REINFORCEMENT

BAR MARK	BAR DIA.	SHAPE	TOTAL NOS./ SPACINGS	REMARKS
1	ϕ16+10	ϕ10 ϕ16	2x9 Nos.	BOTTOM BAR
2	ϕ25	600 600	8 Nos.	TOP BAR
2a	ϕ25		2x6 Nos.	TOP BAR
2b	ϕ32		2x1 Nos.	TOP BAR
3	ϕ16+10	ϕ10 ϕ16	2x4 Nos.	SIDE FACE
3a	ϕ16+10	ϕ10 ϕ16	2x6 NOS.	SIDE FACE
3b	ϕ16+10	ϕ10 ϕ16	2x1 NOS.	SIDE FACE
4	ϕ16		@ 150 c/c	DEPTH VARIES
4a	ϕ12		@ 150 c/c	DEPTH VARIES
5	ϕ12		@ 150 c/c	WIDTH VARIES
5a	ϕ12		@ 150 c/c	
6 TO 10				NOT USED
11	ϕ16	500 500 VARIES	2x14 Nos.	AS SHOWN
12	ϕ12		@ 150 c/c	AS SHOWN
13	ϕ12		2x20 Nos.	BUNDLED WITH BAR MARK 2 & 2a
14	ϕ10		2x5 Nos.	
15	ϕ16	VARIES 50	2x3 Nos.	
15a	ϕ16		2x1 Nos.	
15b	ϕ16	VARIES 50	2x1 Nos.	
15c	ϕ16	VARIES 50	2x1 Nos.	LENGTH VARIES
16	ϕ25	VARIES LAP. VARIES		TO BE CONNECTED TO BAR MARKED 2
16a	ϕ16	VARIES LAP. VARIES		TO BE CONNECTED TO BAR MARKED 1 AND 2a
17	ϕ16	VARIES	@ 150 C/C	
17a	ϕ16	VARIES	@ 150 C/C	
18	ϕ12	600	@ 400 c/c RADIAL @ 400 c/c VERTICAL	
19	ϕ10		4 Nos.	LENGTH VARIES
19a	ϕ10		3 Nos.	LENGTH VARIES
20	ϕ12	VARIES	@ 300 C/C	
20a	ϕ10		@ 200 c/c	6 LEGGED
21	ϕ16		16 Nos.	
22	ϕ12		@ 125 c/c	
23	ϕ25		16 Nos.	AS SHOWN
24	ϕ12		@ 100 c/c	
M1	ϕ10		2 LAYERS	AT PEDESTAL LOCATION
M2	ϕ10		2 LAYERS	AT JACK LOCATION
M3	ϕ16+12	ϕ16 ϕ12	2 Nos.	2 LEGGED 16 MM 14 LEGGED 12 MM

CONCEPTUAL / TENDER DRAWING

EMPLOYER : RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED (K RIDE)	PROJECT : BENGALURU SUBURBAN RAILWAY PROJECT (BSRP) K-RIDE CORRIDOR - 4
GENERAL CONSULTANTS : AECOM egis WSP AECOM-EGIS-WSP	DRAWING TITLE : TYPICAL REINFORCEMENT DETAILS OF PIER CAP FOR DOUBLE TRACK
	DRAWING NO. : O22077-BSRP-CR4-C-VD-GEN-30-1153
	SCALE : AS SHOWN
	PRELIMINARY DWG (P), DEFINITIVE DWG (D), CONSTRUCTION DWG (C), AS BUILT DWG (B), SHOP DWG (S), MANUFACTURED DWG (M) SHEET SIZE - A1

12/11/2024 3:37 PM
D:\C-4 Package 2 Tender Drawings\For Cad\O22077-BSRP-CR4-C-VD-GEN-30-1153_01.R14.2.0.dwg