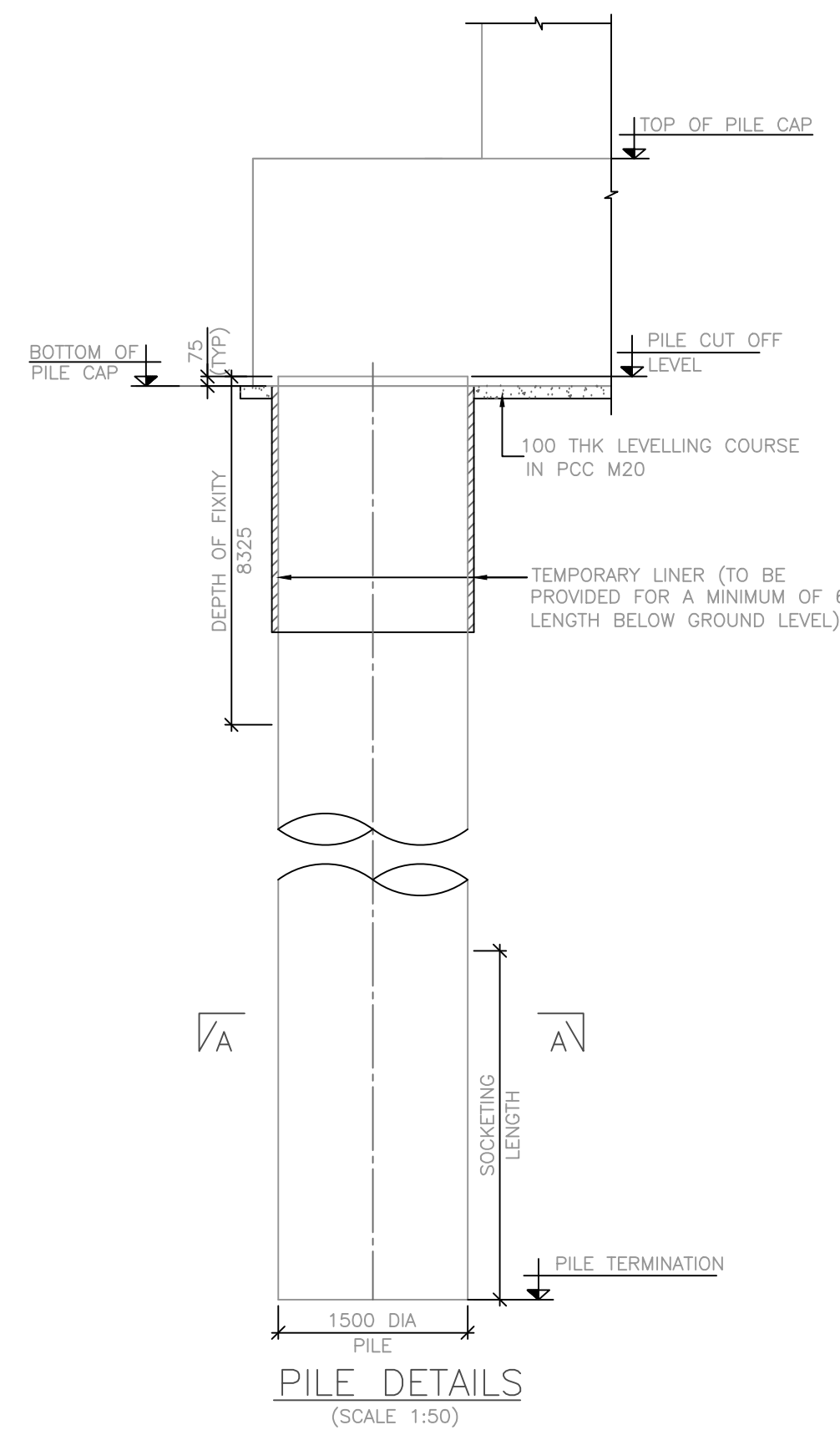
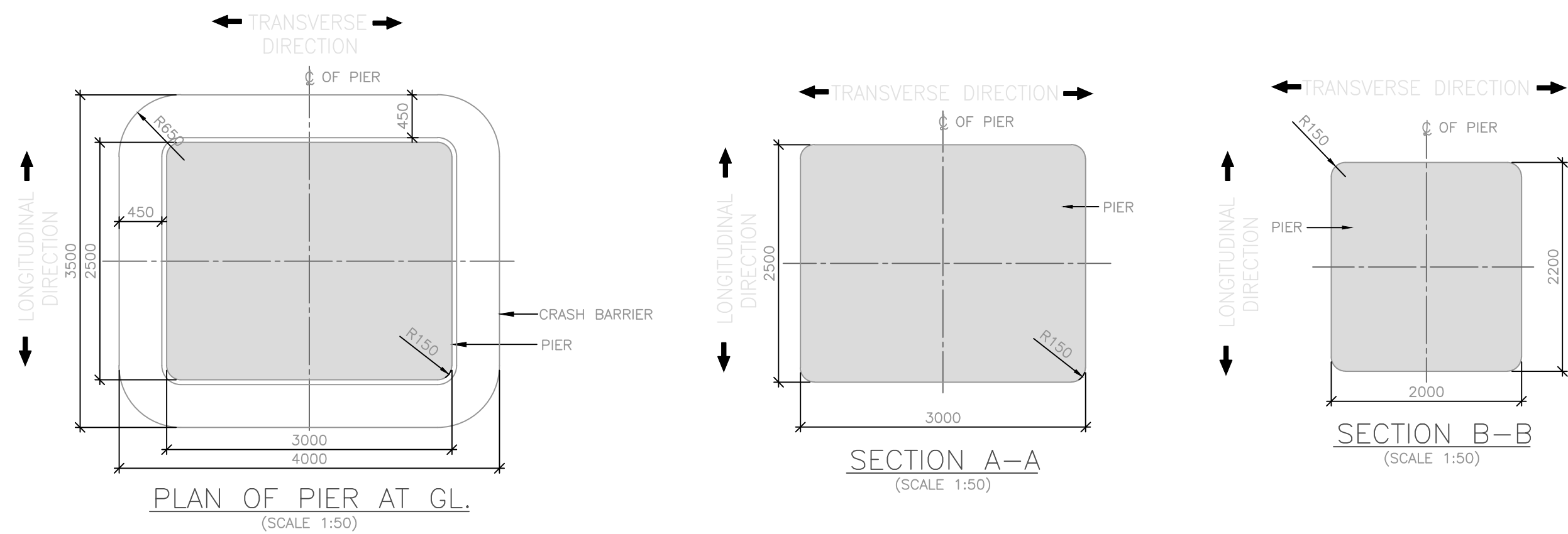


#### NOTES:

- ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METER, UNLESS OTHERWISE SPECIFIED.
- DIMENSIONS ARE NOT TO BE SCALED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH GENERAL ARRANGEMENT DRAWINGS AND RAIL ALIGNMENT DRAWINGS.
- IF ANY AMBIGUITY IS FOUND IN DRAWINGS OR AT SITE, THE SAME SHALL BE BROUGHT TO DESIGNER'S/ ENGINEER'S NOTICE BEFORE EXECUTION.
- REINFORCEMENT STEEL SHALL BE HYSD BARS OF GRADE Fe 500 CONFORMING TO IS:1786-2008
- GRADE OF CONCRETE SHALL BE AS FOLLOWS:  
LEVELING COURSE : RCC M20  
PILE : RCC M35  
PILE CAP : RCC M35  
PIER : RCC M50
- CLEAR COVER TO ALL REINFORCEMENT SHALL BE:  
PILE : 75 mm  
PILE CAP : 75 mm  
PIER : 50 mm
- SEISMIC ZONE: II
- BORING AND CONCRETING OF PILE SHALL BE CARRIED OUT AS PER TECHNICAL SPECIFICATIONS AND METHOD STATEMENT.
- PILE COORDINATES SHOULD BE CHECKED AND CONFIRMED AT SITE BEFORE CASTING OF PILES.
- THE NOMINAL MAXIMUM SIZE OF AGGREGATE TO BE USED SHALL BE 20mm.
- PILE TOP SHOULD PROJECT 75mm INTO PILECAP.
- CONTRACTOR TO ENSURE THAT AT CUT-OFF LEVEL THE CONCRETE IS SOUND AND THE MATRIX HAS NO HONEYCOMBING OR OTHER DEFECTS.
- THE METHOD OF BORING AND INSTALLATION FOR WORKING PILE SHALL BE SAME AS PER THE TEST PILE.
- PERMISSIBLE TOLERANCES FOR PILE SHALL BE:-  
a) SHIFT NOT TO EXCEED 75 MM, AT PILING PLATFORM LEVEL.  
b) TILT NOT TO EXCEED 1 IN 150.
- IN CASE OF ANY DEVIATION IS OBSERVED DURING THE PILE BORING OPERATION, THE SAME SHOULD BE BROUGHT TO THE NOTICE OF DESIGNER AND ENGINEER FOR NECESSARY ACTION/ AMENDMENTS BEFORE EXECUTION.
- TEMPORARY LINER SHALL BE FOLLOWED AT SITE, HOWEVER IF ANY DIFFICULTY ARISES IN EXECUTION, PERMANENT LINER SHALL BE PROVIDED AS PER ENGINEER'S RECOMMENDATION.
- DESIGN OF FOUNDATION IS CARRIED OUT CONSIDERING BORE LOG IN THE DRAWING. IN CASE OF ANY VARIATION IN THE STRATUM MATTER SHALL BE REFERRED TO THE DESIGNER.
- ANY SHIFTING IN PILE AT SITE, SHALL BE BROUGHT TO THE NOTICE OF DDC.
- LEVELS CONSIDERED IN DESIGN ARE AS PER GENERAL ARRANGEMENT DRAWING. IF THERE IS ANY VARIATION IN TERMS OF THE LEVELS, MATTER SHALL BE REFERRED TO THE DESIGNER.
- BEARING TYPE USED FOR LEVEL 1 AND LEVEL 2 SUPERSTRUCTURE IS ELASTOMERIC TYPE BEARING.
- HIGHWAY LOADING CONSIDERED FOR DESIGN OF LEVEL 1 SUPERSTRUCTURE IS CLASS A TYPE VEHICLE AS PER IRC6:2017.



- SOCKETING LENGTH:
- FOR HARD ROCK-ONE TIMES DIA. OF PILE
  - FOR WEATHERED ROCK-2.5 TIMES DIA. OF PILE
  - FOR HIGHLY WEATHERED ROCK-6 TIMES DIA. OF PILE



NOTES		NOTES		LEGEND		REFERENCE DRAWINGS		REFERENCE DOCUMENTS		KEY PLAN		STATION BOX KEY PLAN		EMPLOYER	
				☒ BEARING		1. 022077-BSRP-CR2-C1-VD-GEN-10-2007 TO 2014...GENERAL ARRANGEMENT DRAWING FOR VIADUCT PORTION FOR CH. 13+500 Km TO CH. 16+900 Km 2. 022077-BSRP-CR2-C-VD-GEN-20-4508...REINFORCEMENT DETAILS OF PILE CAP & PIER FOR DOUBLE DECKER PIER P132 TO P137		DOC-BSRP-CR2-VD-GEN-20-4507 (REV-A)						DESIGNATION NAME SIGN	
										EMPLOYER :					
										RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED		PROJECT :			
										GENERAL CONSULTANTS :		DRAWING TITLE :			
										AECOM-EGIS-WSP		BENGALURU SUBURBAN RAILWAY PROJECT (BSRP)			
												K-RIDE CORRIDOR - 2			
												DIMENSION DETAILS OF FOUNDATION AND SUBSTRUCTURE FOR DOUBLE DECKER PIER AT P132 TO P137 (GROUP-18)			
												DRAWING NO. :			
												022077-BSRP-CR2-C-VD-GEN-20-4507			
												SHEET-1 OF 2			
												SCALE : AS SHOWN			
												DATE : 26.06.2024			
												PRELIMINARY DWG (P), DEFINITIVE DWG (D), CONSTRUCTION DWG (C), AS BUILT DWG (S), MANUFACTURED DWG (M)			
												SHEET SIZE - A1			