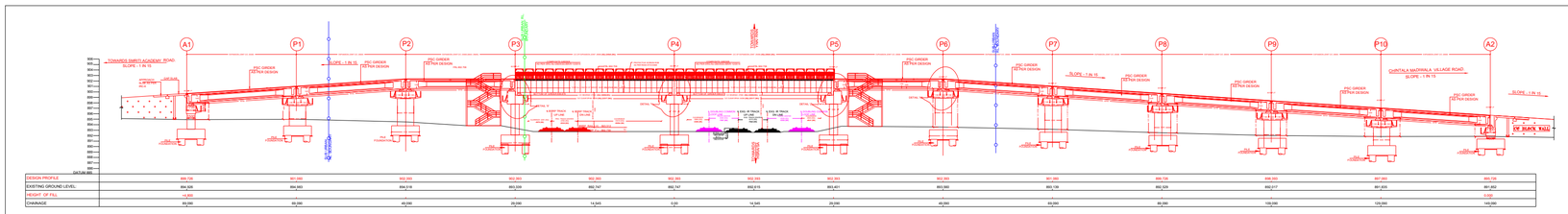
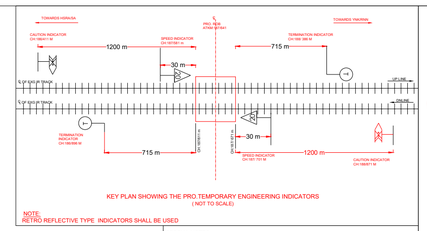
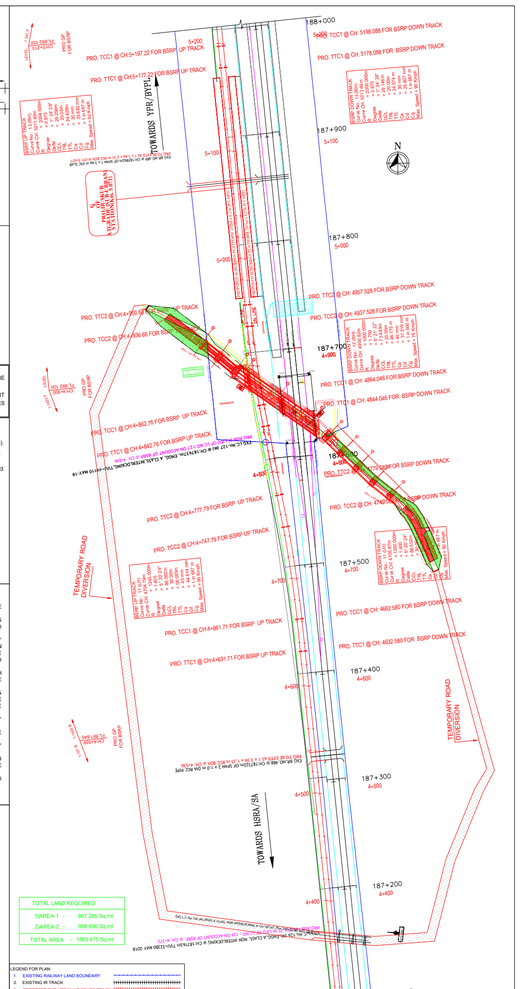




KEY PLAN SHOWING THE PRO.TEMPORARY ENGINEERING INDICATORS
(NOT TO SCALE)

NOTE:
RETRO REFLECTIVE TYPE INDICATORS SHALL BE USED



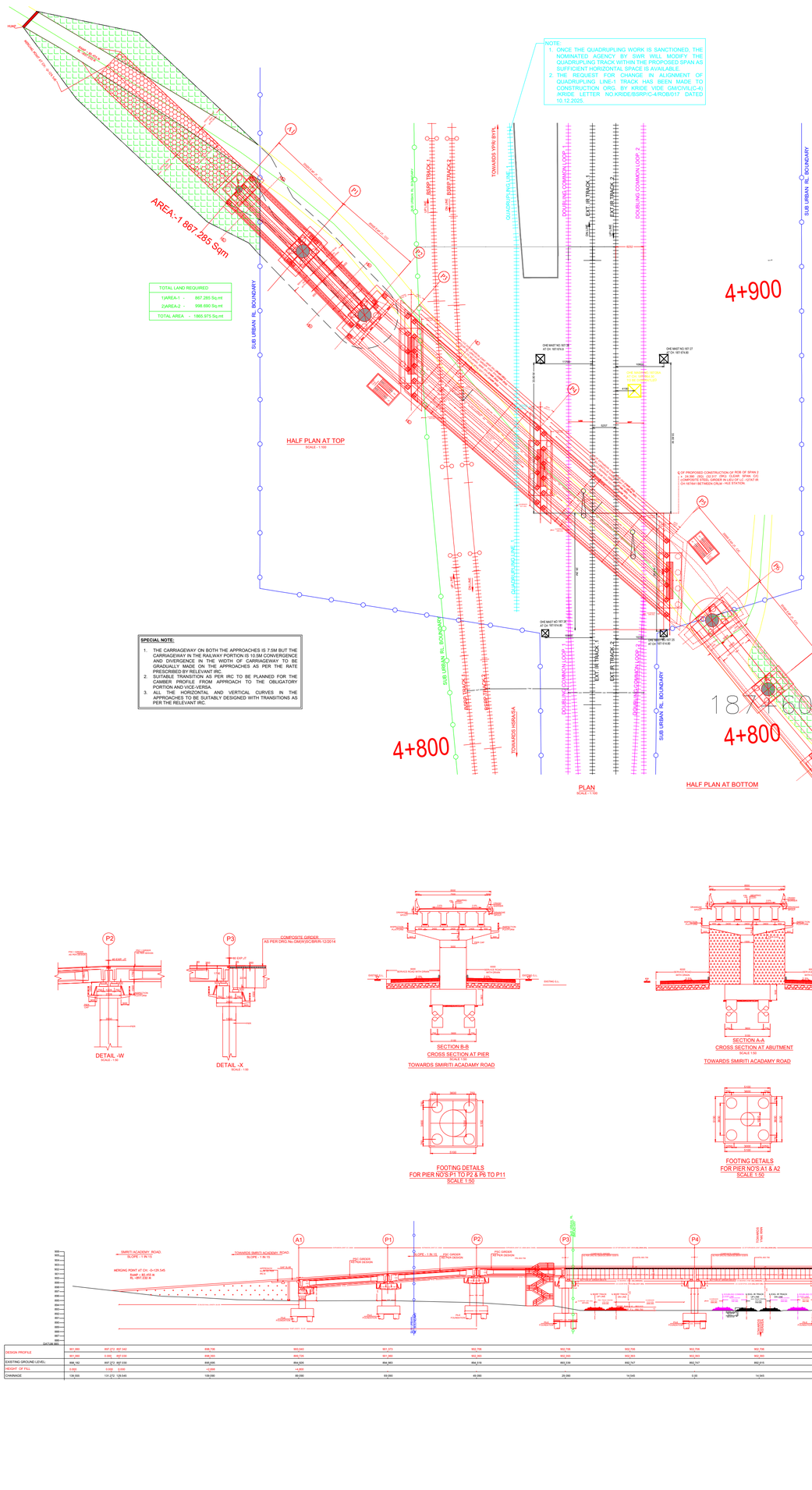
KEY PLAN
(NOT TO SCALE)

TOTAL LAND REQUIRED	
1)AREA-1 -	867.285 Sq.mt
2)AREA-2 -	998.690 Sq.mt
TOTAL AREA -	1865.975 Sq.mt

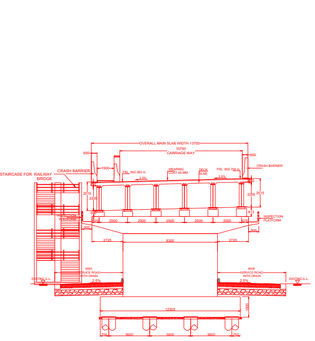
LEGEND FOR PLAN
1. EXISTING RAILWAY LAND BOUNDARY
2. EXISTING IR TRACK
3. PROPOSED SUB URBAN AT GRADE TRACK
4. PROPOSED SUB URBAN BOUNDARY
5. PROPOSED DOUBLING TRACK
6. PROPOSED QUADRUPLING TRACK
7. EXISTING ROAD
8. PROPOSED SUB URBAN FENCING

PCE APPROVAL NOTE:
PCE APPROVAL FOR ADOPTION OF NON STANDARD DRAWING FOR THE SUPER STRUCTURE HAS BEEN OBTAINED VIDE E-OFFICE FILE No. SWR-ZH0ENGG(BR)/98/2023-O/o AXEN/Br/HQ/SWR.

NOTE:
1. ONCE THE QUADRUPLING WORK IS SANCTIONED, THE NOMINATED AGENCY BY SWR WILL MODIFY THE QUADRUPLING TRACK WITHIN THE PROPOSED SPAN AS SUFFICIENT HORIZONTAL SPACE IS AVAILABLE.
2. THE REQUEST FOR CHANGE IN ALIGNMENT OF QUADRUPLING LINE-1 TRACK HAS BEEN MADE TO CONSTRUCTION ORG. BY KRIDE VIDE GM/CIVIL(C-4) KRIDE LETTER NO.KRIDE/BSRP/C-4/ROB/017 DATED 10.12.2025.



TENTATIVE IR TRACK TRAFFIC AND POWER BLOCK DETAILS FOR GIRDER ERECTION				
SL. NO.	NO. OF DAY	TRACK ROAD/ LINE AFFECTED	ACTIVITY	POWER BLOCK WITH LINE BLOCK
1.	2 DAYS	EXT. IR TRACK :1,2 DOUBLING COMMON LOOP :1,2 QUADRUPLING LINE :1	ERECTION OF GIRDER 1	3 hrs
2.	2 DAYS	EXT. IR TRACK :1,2 DOUBLING COMMON LOOP :1,2 QUADRUPLING LINE :1	ERECTION OF GIRDER 2	3 hrs
3.	2 DAYS	EXT. IR TRACK :1,2 DOUBLING COMMON LOOP :1,2 QUADRUPLING LINE :1	ERECTION OF GIRDER 3	3 hrs
4.	2 DAYS	EXT. IR TRACK :1,2 DOUBLING COMMON LOOP :1,2 QUADRUPLING LINE :1	ERECTION OF GIRDER 4	3 hrs
5.	2 DAYS	EXT. IR TRACK :1,2 DOUBLING COMMON LOOP :1,2 QUADRUPLING LINE :1	ERECTION OF GIRDER 5	3 hrs

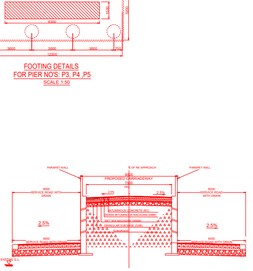


BOREHOLE LOG DETAILS-127B REDUCED LEVEL : 894.223

DEPTH (M)		THICKNESS OF LAYER(M)	DESCRIPTION	PROFILE	N-VALUE	BEARING CAPACITY (t/m2)
FROM	TO					
0.0	1.5	1.5	BACK FILLING		-	-
1.5	3.0	5.0	BROWN COLOURED SANDY SILT(ML)		-	-
3.0	3.5				29	28.40
3.5	4.5				34	33.29
4.5	6.0				-	-
6.0	6.5				42	41.13
6.5	7.5	3.0	WHITE & COLORED SANDY SILT MIX (ML)		45	44.06
7.5	9.0				>50	48.96
9.0	9.5	1.0	SOFT DISINTEGRATED ROCK		>50	48.96
10.5	12.0	7.5	GRANITIC GNEISS WITH COMPLETE WEATHERING (GRADE V)		-	55.00
12.0	13.5				-	55.00
13.5	15.0				-	55.00
15.0	16.5		GRANITIC GNEISS WITH MODERATE WEATHERING (GRADE III)		-	55.00
16.5	18.0				-	55.00
18.0	19.5	1.5			-	110.00

BOREHOLE LOG DETAILS-127A REDUCED LEVEL : 893.763

DEPTH (M)		THICKNESS OF LAYER(M)	DESCRIPTION	PROFILE	N-VALUE	BEARING CAPACITY (t/m2)
FROM	TO					
0.0	1.5	1.5	BACK FILLING		-	-
1.5	3.0	4.5	RED & BROWN COLOURED CLAYEY SILT(ML)		-	-
3.0	3.5				61	48.96
4.5	6.0				-	-
6.0	7.5	1.5	BROWN COLOR CLAYEY SILT (ML)		-	48.96
7.5	9.0	3.0	SOFT DISINTEGRATED ROCK		>50	48.96
9.0	10.5				>50	48.96
10.5	12.0	7.5	GRANITIC GNEISS WITH COMPLETE WEATHERING (GRADE V)		>50	55.00
12.0	13.5				-	55.00
13.5	15.0				-	55.00
15.0	16.5		GRANITIC GNEISS WITH MODERATE WEATHERING (GRADE III)		-	55.00
16.5	18.0				-	55.00
18.0	19.5	1.5			-	100.00



SPECIAL NOTES

a) DURING TENDERING PROCESS FOR FABRICATION OF STEEL GIRDER, GUIDELINES/PROCEDURE ISSUED BY RDSO LETTER NO.CBS/GIRAG, DATED 24.05.2019 SHALL BE STRICTLY FOLLOWED.
b) FOR SEQUENCE OF ANTI-CORROSIVE/PAINTING SCHEME TO THE STEEL GIRDERS OF RAILWAY BRIDGES,ROB & FOBS, THE INSTRUCTIONS CONVEYED VIDE CBE/SWR LETTER NO SWR/W.10/BRIDGE/POLICY, DATED 23.08.2019 SHALL BE STRICTLY FOLLOWED (i.e .METALIZING WITH ALUMINIUM AVERAGE THICKNESS 200 MICRONS FOLLOWED BY EPOXY PAINTING)
c) THE INSTRUCTIONS CONVEYED VIDE PCE CIRCULER NO: 01/2021 DT.09-03-15, REGARDING WORK DISCIPLINE AT SITE' AND AS PER PCE CIRCULER NO:01/2021 DATED 22.06.2021 REGARDING ENSURING QUALITY OF WORK AND MAINTAINING SITE RECORDS IN WORKS CONTRACTS TO BE STRICTLY FOLLOWED.
d) PILE INTEGRITY TEST SHALL BE CONDUCTED FOR ALL THE PILES FROM EXPERT AGENCIES AND PROPER RECORD OF RESULTS OF THE SAME TO BE FURNISHED TO CBE/SWR.
e) PROCUREMENT /FABRICATION OF STEEL GIRDER SHALL BE DONE THROUGH RDSO APPROVED VENDORS/FABRICATORS.

SPECIAL NOTES SNT KRIDE:-

1. JOINT INSPECTION MAY BE CARRIED OUT TO IDENTIFY CABLES BEFORE THE COMMENCEMENT OF EARTH WORK.
2. SHIFTING OF OFC, QUAD CABLES PASSING THROUGH THE PROPOSED ALIGNMENT SHALL BE CARRIED OUT, IF CABLES ARE EXPOSED, SECURE THE CABLES PROPERLY TO AVOID DAMAGES.

REFERENCE

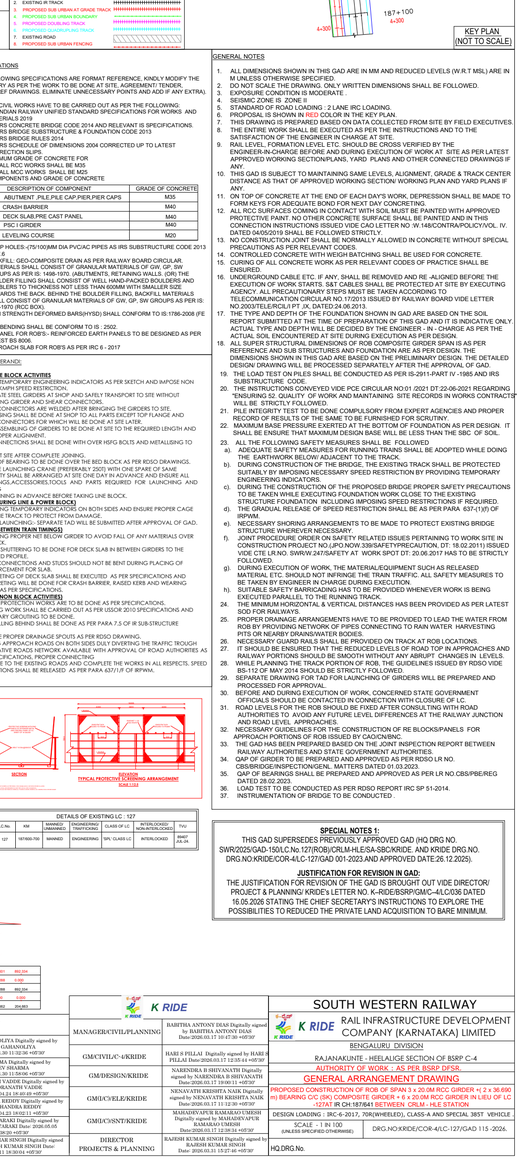
1. COMPOSITE GIRDER OF RAILWAY SPAN AS PER :DRG.No.GM(W)SC/BR/R-1/2014.
1.1. LAYOUT AND DESIGN OF GIRDER IN DECK : NAM/STR/ROB/125+262/401 (Sh-01 OF 05).
1.2. DEATILS OF INTERMEDIATE CROSS BRACING & END CROSS GIRDER : NAM/STR/ROB/125+262/401 (Sh-02 OF 05).
1.3. TYPRICAL DETAILS OF SPLICING OF MAIN GIRDERS :NAM/STR/ROB/125+262/401 (Sh-03 OF 05).
1.4. TYPICAL REINF DETAILS OF DECK SLAB :NAM/STR/ROB/125+262/401 (Sh-04 OF 05).
1.5. GENERAL NOTES :NAM/STR/ROB/125+262/401 (Sh-04 OF 05).
1.6. BRG. LAYOUT & DESIGN LOADS FOR BRG. NAM/STR/ROB/125+262/501 & 502.
1.7. MISCELLANEOUS DETAILS :NAM/STR/MISC/600.
2. ABUTMENT, PILE, PILECAP, PIER & PIERCAP AS PER DESIGN.
3. APPROACH SLAB AS PER DESIGN.
4. REINFORCED EARTH (CC BLOCKS) WALL AS PER DESIGN.
5. INSPECTION PLAT FORM AS PER CBS-0016.
6. PSC I GIRDER AS PER DESIGN.
7. HIGH CONTAINMENT CRASH BARRIER AS PER IRC:06.

RESPONSIBILITY NOTES

1. THE MAINTENANCE OF ROB SHALL BE AS PER PARA 1816(I) OF ENGINEERING CODE READ ALONG WITH RECENT CORRECTION SLIPS.
2. AN MOU SHALL BE SIGNED BETWEEN RAILWAY AND STATE GOVT./ROAD OWNING AUTHORITY DULY MENTIONING THE RESPONSIBILITIES OF EXECUTION AND MAINTENANCE OF ROB.
3. NECESSARY TEMPORARY DIVERSION OF ROAD TRAFFIC HAS TO BE PROVIDED BY THE KRIDE /STATE AUTHORITIES AT THE TIME OF EXECUTION OF WORK BASED ON THE JOINT INSPECTION BETWEEN STATE AND KRIDE AUTHORITIES. SUITABLE TEMPORARY SERVICE ROADS FOR USE OF PUBLIC SHALL BE ARRANGED AND MAINTAINED BY KRIDE / STATE AUTHORITIES WHEREVER & WHENEVER REQUIRED.
4. THE ROB WORK WILL BE EXECUTED BY KRIDE FOR BOTH RAILWAY AND APPROACH PORTION OF ROB EVEN BEYOND RAILWAY BOUNDARY ALONG WITH DRAINAGE ARRANGEMENTS.
5. 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 KRIDE / STATE AUTHORITIES.
6. THE APPROACHES ON EITHER SIDE OF THE PROPOSED ROB SHOULD BE SUITABLY ALIGNED AND REGARDED BY KRIDE AUTHORITY.
7. MAINTENANCE OF DRAINAGE WILL BE DONE BY ROAD AUTHORITIES AFTER THE COMPLETION OF WORK.
8. MAINTENANCE OF ROAD SURFACE AFTER COMPLETION OF ROB IS TO BE DONE BY ROAD AUTHORITIES BOTH INSIDE AND OUTSIDE THE RAILWAY LIMITS.
9. THE RESPONSIBILITY OF THE MAINTENANCE OF LIGHTING ARRANGEMENTS OF ROB IN RAILWAY PORTION AND BEYOND RAILWAY PORTION WILL BE WITH LOCAL CIVIC BODY
10. AFTER CONSTRUCTION AND COMMISSIONING OF ROB IT WILL BE HANDED OVER TO LOCAL CIVIL AUTHORITY FOR MAINTENANCE WITH ALL RESPECT.

NOTE FOR STEEL WORKS:

1. ALL STEEL SHALL CONFORM TO IS 226 EXCEPT FOR WELDED THE STEEL SHOULD CONFORM TO IS 2062 CONSTRUCTION WHERE Gr.B (FE 500 W B) FULLY KILLED AND FULLY NORMALIZED.
2. METALIZING OF ALL STEEL SURFACES SHALL BE DONE BY SPRAYING ALUMINIUM HAVING 99.5% PURITY WITH A COATING OF 150 MICRON BY MINIMUM OF TWO PASSES.
3. PAINTING OF ALL EXPOSED STEEL SECTIONS SHALL BE DONE AS BELOW.
i. FIRST COAT :- PRIMER TO IS 5666.
ii. SECOND COAT :- ZINC CHROMIUM PAINT TO IS 104.
iii. THIRD AND FOURTH COAT :- ALUMINIUM PAINT TO IS 2339.
4. METALIZING AND PAINTING SHALL BE DONE IN ACCORDANCE WITH INDIAN RAILWAYS BRIDGE MANUAL.
5. ALL WELDS TO BE MADE BY USING APPROVED WELDING TROCEDURES AND BY QUALIFIED WELDERS ONLY. (IS-9595)
6. SPLICING OF FLANGE PLATES SHALL BE DOUBLE "V" BUTT WELD.
7. SPLICING OF WEB PLATES SHALL BE SINGLE "V" BUTT WELD.
8. ALL FIELD WELDS (DIAPHRAGMS) SHALL BE EITHER FILLET WELDING AS PER IS 816,OR BY RIVETING.
9. ALL BUTT WELDS ARE TO BE EXAMINED RADIOGRAPHICALLY AS PER IS 816,OR BY RIVETING.
10. ALL STEEL STRUCTURE INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHED TO TRACTION RAISEPARATE EARTH PIPE FOR SAFETY OF WORKINF STAFF.
11. ALL HSFG BOLTS SHALL CONFIRM TO DRAWING NO.RDSO/B-11760/R1.
12. FOR ALL CONCRETE WORKS , RMC SHALL BVE USED.



DEPTH OF CONSTRUCTION FOR 38.545 M (SK)COMPOSITE GIRDER (AS PER DRG.No.GM(W)SC/BR/R-12/2014).	
WEARING COAT	: 65 mm
DECK SLAB	: 250 mm
STEEL I GIRDER	: 2200 mm
CAMBER	: 313 mm
TOTAL	: 2828 mm

DEPTH OF CONSTRUCTION FOR 20M SPAN PSC I GIRDER (AS PESTE DESIGN)	
1. WEARING COAT	: 80mm
2. DECK SLAB	: 250mm
3. PSC GIRDER	: 1450mm
TOTAL	: 1780mm

SPECIAL NOTES FOR 25KV AC TRACTION SYSTEM:

1. NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE BY K-RIDE CIVIL-DEPT IN CONSULTATION WITH ELECTRICAL OLTR/DIBRANCH TO AVOID ANY ELECTRICAL INDUCTION DURING LAUNCHING OF BOWSTRING GIRDERS.
2. WHILE LAUNCHING OF GIRDER ABOVE THE OHE & ALSO DURING ANY WORK INVOLVING LESS THAN 2.0M WORKING CLEARANCE FROM OHE, THE WORK SHALL BE CARRIED OUT ONLY DURING POWER BLOCK CONDITION BY OBTAINING PERMISSION TO WORK FROM AUTHORIZED TRD BRANCH OF FICIALS.
3. ALL STEEL STRUCTURES/COMPOSITE GIRDERS INVOLVING THE ABOVE WORKS SHALL BE SUITABLY EARTHED TO TRACTION RAILS/SEPARATE EARTH PIPE FOR SAFETY OF WORKING STAFF.
4. FOR THE ONE MAST WITH IN 10m FROM THE BRIDGE ABUTMENT, THE REQUIRED MODIFICATION TO BE CARRIED OUT BY KRIDE.
5. GIRDER LAUNCHING SHOULD BE DONE WITHOUT DISTURBING THE OHE
6. OHE TRACTION CONDUCTORS SHALL BE PROFILED TO GET MAXIMUM CONTACT WIRE HEIGHT WITH NORMAL ELECTRICAL CLEARANCE AFTER COMPLETION OF WORK BY OLTRD.
7. ALL OHE PROFILING WORKS, GIRDER ERECTION, ETC; WILL BE DONE UNDER THE SUPERVISION OF SSE/OLTRD UNDER POWER BLOCK CONDITIONS.
8. PROTECTIVE SCREEN WILL BE PROVIDED OVER ROB PORTION AS PER RDSO NORMS.
9. INDEPENDENT EARTHLING SHOULD BE ENSURED FOR ROB GIRDER AT TWO LOCATIONS.
10. CAUTION BOARD NEED TO BE PROVIDED ON ROB AS PER RDSO SPECIFICATIONS.

ELECTRICAL KRIDE INSTRUCTIONS:

1. DURING THE EARTH WORKS IT SHOULD BE ENSURED THAT NO FOUNDATION OF ANY OHE STRUCTURE IS EXPOSING.
2. SUFFICIENT POWER BLOCK AND LINE BLOCK SHOULD BE GRANTED BEFORE AND AFTER CIVIL WORKS FOR OHE SLEWING AND RESTORATION.

NOTE:

TEMPORARY DIVERSION OF PUBLIC TRAFFIC SHALL BE DONE THROUGH PROPOSED.

JUSTIFICATION FOR SELECTING THE SPAN

SPAN HAS BEEN PROPOSED CONSIDERING RAILWAY TRACKS, RAILWAY BOUNDARY & RAILWAY CIRCULAR.

JUSTIFICATION FOR TRACK CENTER DISTANCE

PROPOSED FUTURE RAILWAY TRACK AS PER CTE APPROVED WORKING SECTION DRG.NO.WRKG/BSRP/CA/005-2021/R1 IS KEPT.

AUTHORITY OF WORK:

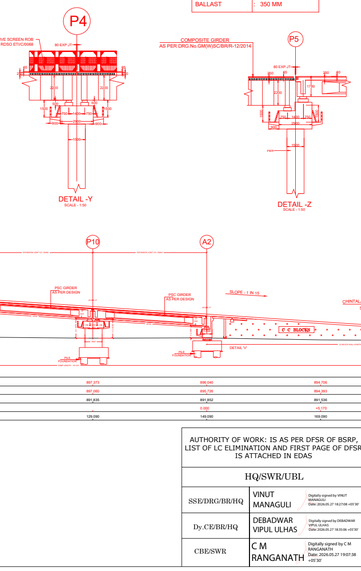
IS AS PER DFSR OF BSRP, THE RAILWAY BOARD SANCTION FOR BENGLURU SUB URBAN TRANSPORT PROJECT (148.17KM'S) VIDE LETTER NO:2019/J/ CELL/KRIDE/BSTP/EB/07 DATED 21.010.2020.

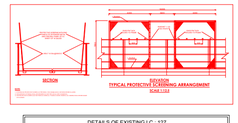
JUSTIFICATION FOR VERTICAL CLEARENCE:

VERTICAL HEIGHT OF 6.525m IS PROPOSED AS PER IR SOD NORMS.

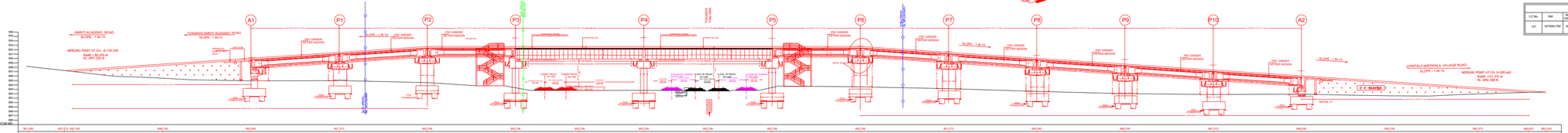
BSRP TRACK STRUCTURE	
LOADING	: 25 T -2008 LOADING
ALIGNMET	: 1.4° CURVE
GRADIENT	: LEVEL
SKEW ANGLE	: 41°
CROSSING ANGLE	: 49°
RAIL LVL.	: 893.512
FORMATION LVL.	: 892.750
RAIL 60 KG	: 172 MM
GR PAD	: 10 MM
SLEEPER	: 230 MM
BALLAST	: 350 MM

EXISTING TRACK STRUCTURE	
LOADING	: 25 T -2008 LOADING
ALIGNMET	: STRAIGHT
GRADIENT	: 1 IN F 500
RAIL LVL.	: 893.353
FORMATION LVL.	: 892.615
RAIL 60 KG	: 172MM
GR PAD	: 6 MM
SLEEPER	: 210MM
BALLAST	: 350MM





DETAILS OF EXISTING LC : 127						
LC.No.	KM	MANNED/ UNMANNED	ENGINEERING/ TRAFFICKING	CLASS OF LC	INTERLOCKED/ NON-INTERLOCKED	TVU
127	197880-769	MANNED	ENGINEERING	SPL CLASS LC	INTERLOCKED	85467 AX-3A



DESIGN PROFILE	901.080	897.212 897.542	898.708	900.040	901.373	902.705	902.705	902.705	902.705	902.705	902.705	902.705	901.373	900.040	898.708	901.373	898.040	894.708	893.373	892.801	892.554
	901.080	0.335	1.954	3.540	4.873	5.205	5.205	5.205	5.205	5.205	5.205	5.205	4.873	3.540	1.954	4.873	3.540	1.954	0.621	0.049	0.000
EXISTING GROUND LEVEL	896.182	897.212 897.539	896.846	894.500	894.365	894.318	894.239	892.747	892.747	892.915	893.401	893.980	893.139	892.329	892.017	891.835	891.852	891.852	891.872	892.288	892.554
HEIGHT OF FILL	0.000	0.000	0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.000	+0.774	+0.750	0.000	0.000
CHAINAGE	129.200	131.272 - 129.545	129.090	88.090	69.090	49.090	29.090	14.545	0.00	14.545	29.090	49.090	69.090	89.090	109.090	129.090	149.090	169.090	189.090	209.862	254.863

SPECIAL NOTE:

1. THE CARRIAGEWAY ON BOTH THE APPROACHES IS 7.5M BUT THE CARRIAGEWAY IN THE RAILWAY PORTION IS 10.5M CONVERGENCE AND DIVERGENCE IN THE WIDTH OF CARRIAGEWAY TO BE GRADUALLY MADE ON THE APPROACHES AS PER THE RATE PRESCRIBED BY RELEVANT IRC.
2. SUITABLE TRANSITION AS PER IRC TO BE PLANNED FOR THE CAMBER PROFILE FROM APPROACH TO THE OBLIGATORY PORTION AND VICE-VERSA.
3. ALL THE HORIZONTAL AND VERTICAL CURVES IN THE APPROACHES TO BE SUITABLY DESIGNED WITH TRANSITIONS AS PER THE RELEVANT IRC.

AUTHORITY OF WORK: IS AS PER DFSR OF BSRP, LIST OF LC ELIMINATION AND FIRST PAGE OF DFSR IS ATTACHED IN EDAS

HQ/SWR/UBL		
SSE/DBG/BB/HQ	VINUT MANAGULI	Digitally signed by VINUT MANAGULI Date: 2026.05.27 16:57:08 +05'30'
D_Y.CE/BB/HQ	DEBADWAR VIPUL ULHAS	Digitally signed by DEBADWAR VIPUL ULHAS Date: 2026.05.27 16:53:56 +05'30'
CBE/SWR	C M RANGANATH	Digitally signed by C M RANGANATH Date: 2026.05.27 19:07:38 +05'30'

SBC DIVISION	
Sr.DEN/SOUTH/SBC	VIKRAM GAHANOLIYA Digitally signed by VIKRAM GAHANOLIYA Date: 2026.04.30 11:32:36 +05'30'
Sr.DEN/CO-ORD/SBC	RAJEEV SHARMA Digitally signed by RAJEEV SHARMA Date: 2026.04.30 11:58:06 +05'30'
Sr.DEE/TRD/SBC	SURENDRANATH VADDE Digitally signed by SURENDRANATH VADDE Date: 2026.04.21 14:40:49 +05'30'
Sr.DSTE/SBC	R RAMCHANDRA REDDY Digitally signed by R RAMCHANDRA REDDY Date: 2026.04.22 10:02:13 +05'30'
ADRM/G/SBC	PRAVEEN KATAMARI Digitally signed by PRAVEEN KATAMARI Date: 2026.05.05 13:30:20 +05'30'
DRM/SBC	ABHUTOSH KUMAR SINGH Digitally signed by ABHUTOSH KUMAR SINGH Date: 2026.05.11 18:30:04 +05'30'

MANAGER/CIVIL/PLANNING	BABITHA ANTONY DIAS Digitally signed by BABITHA ANTONY DIAS Date:2026.03.17 10:47:30 +05'30'	
GM/CIVIL/C-4/KRIDE	HARI S PILLAI Digitally signed by HARI S PILLAI Date:2026.03.17 12:55:14 +05'30'	
GM/DESIGN/KRIDE	NARENDRA B SHIVANANTH Digitally signed by NARENDRA B SHIVANANTH Date:2026.03.17 19:00:11 +05'30'	
GM/C/CELE/KRIDE	NENAVATH KRISHNA NAIK Digitally signed by NENAVATH KRISHNA NAIK Date:2026.03.17 11:12:30 +05'30'	
GM/C/CSNT/KRIDE	MAHADEVAPUR RAMAKRAO UMESH Digitally signed by MAHADEVAPUR RAMAKRAO UMESH Date:2026.03.17 12:38:54 +05'30'	
DIRECTOR PROJECTS & PLANNING	RAJESH KUMAR SINGH Digitally signed by RAJESH KUMAR SINGH Date: 2026.03.31 15:27:46 +05'30'	

SOUTH WESTERN RAILWAY
K RIDE RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED
BENGALURU DIVISION
RAJANAKUNTE - HEELAIGE SECTION OF BSRP C-4
AUTHORITY OF WORK - AS PER BSRP DFSR.
GENERAL ARRANGEMENT DRAWING
PROPOSED CONSTRUCTION OF ROB OF SPAN 3 x 20.0M RCC GIRDER +(2 x 38.690 m) BEARING C/C (SK) COMPOSITE GIRDER + 6 x 20.0M RCC GIRDER IN LIEU OF LC -127A/ IR CH:187/641 BETWEEN CRLM - HLE STATION
DESIGN LOADING : IRC-6-2017, 70R(WHEELED), CLASS-A AND SPECIAL 38ST VEHICLE
SCALE :- 1 IN 100 (UNLESS SPECIFIED OTHERWISE)
DRG.NO:KRIDE/COR-4/LC-127/GAD 115 -2026.
HQ.DRG.No.

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 IS ZONE II
5. STANDARD OF ROAD LOADING : 2 LANE IRC LOADING.
6. PROPOSAL IS SHOWN IN RED COLOR IN THE KEY PLAN.
7. THIS DRAWING IS PREPARED BASED ON DATA COLLECTED FROM SITE BY FIELD EXECUTIVES.
8. THE ENTIRE WORK SHALL BE EXECUTED AS PER THE INSTRUCTIONS AND TO THE SATISFACTION OF THE ENGINEER IN CHARGE AT SITE.
9. RAIL LEVEL, FORMATION LEVEL ETC. SHOULD BE CROSS VERIFIED BY THE ENGINEER-IN-CHARGE BEFORE AND DURING EXCUTION OF WORK AT SITE AS PER LATEST APPROVED WORKING SECTION/PLANS, YARD PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
10. 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.
11. ON TOP OF CONCRETE AT THE END OF EACH DAYS WORK, DEPRESSION SHALL BE MADE TO FORM KEYS FOR ADEQUATE BOND FOR NEXT DAY CONCRETING.
12. 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.148/CONTRA/POLICY/VOL. IV. DATED 04/05/2019 SHALL BE FOLLOWED STRICTLY.
13. NO CONSTRUCTION JOINT SHALL BE NORMALLY ALLOWED IN CONCRETING WITHOUT SPECIAL PRECAUTIONS AS PER RELEVANT CODES.
14. CONTROLLED CONCRETE WITH WEIGH BATCHING SHALL BE USED FOR CONCRETE.
15. CURING OF ALL CONCRETE WORK AS PER RELEVANT CODES OF PRACTICE SHALL BE ENSURED.
16. UNDERGROUND CABLE ETC. IF ANY, SHALL BE REMOVED AND RE -ALIGNED BEFORE THE EXECUTION OF WORK STARTS. S&T CABLES SHALL BE PROTECTED AT SITE BY EXECUTING AGENCY. ALL PRECAUTIONARY STEPS MUST BE TAKEN ACCORDING TO TELECOMMUNICATION CIRCULAR NO.172/2013 ISSUED OF RAILWAY BOARD VIDE LETTER NO.2003/TELE/RC/ILI/PT (X, DATED 24.06.2013.
17. THE TYPE AND DEPTH OF THE FOUNDATION SH