

**LEGENDS:**

—	COLOUR CODE BLACK	—	EXISTING IR BOUNDARY
—	COLOUR CODE BLACK	—	EXISTING WORK
—	COLOUR CODE RED	—	PROPOSED BSPP WORKS
—	COLOUR CODE YELLOW	—	DISMANTLING WORKS
—	COLOUR CODE GREEN	—	PRO.BSPP BOUNDARY

**LOADING STANDARD**

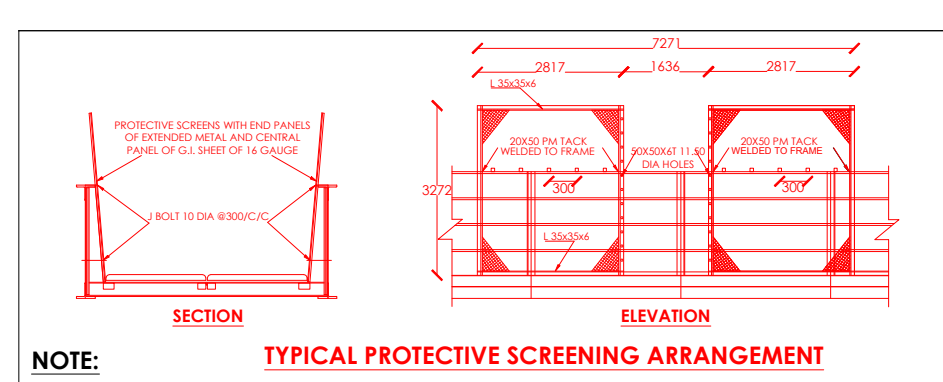
A) PRO BRIDGE: 17T-AXLE LOAD

**DEPTH OF CONSTRUCTION**

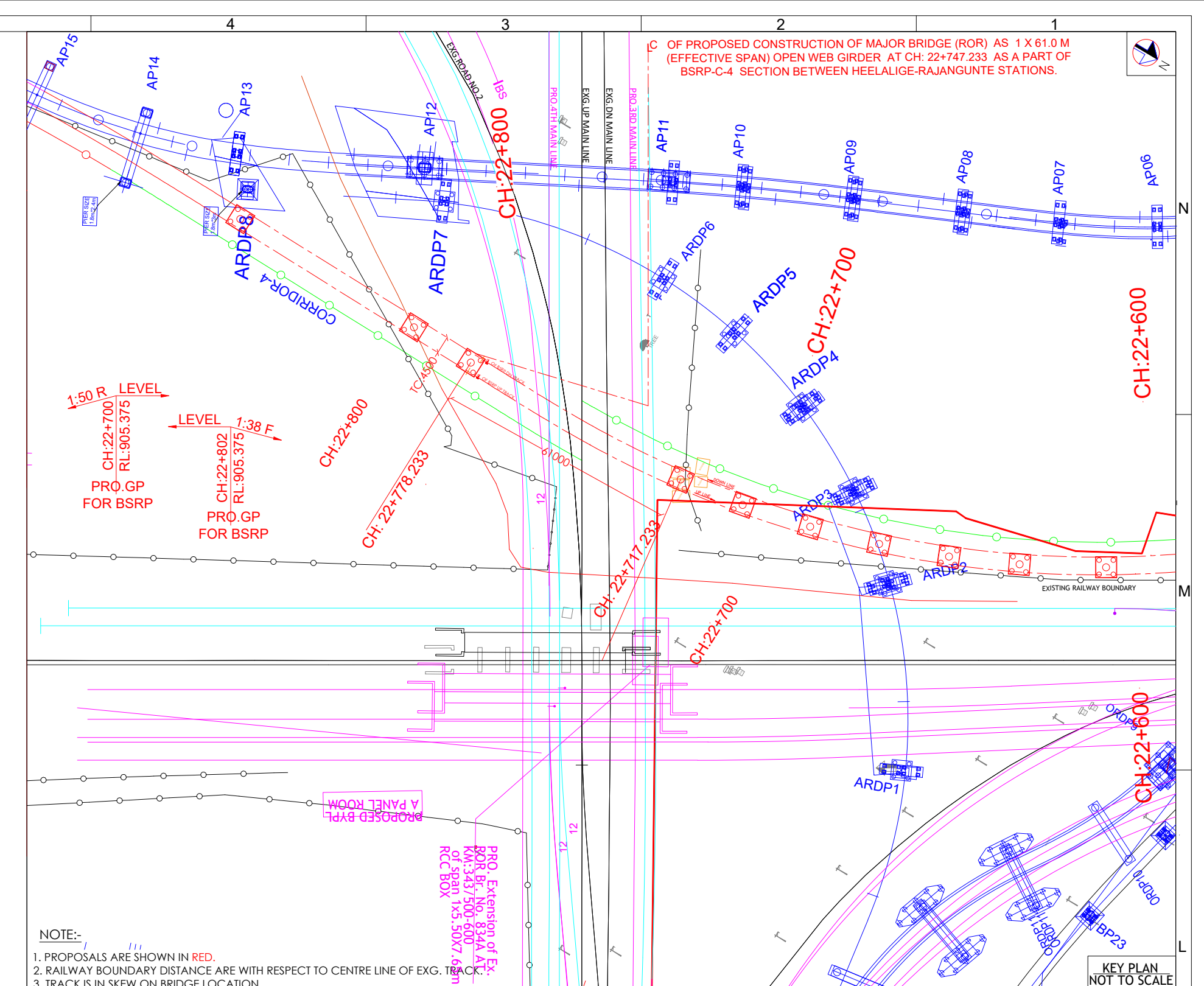
Sl. NO.	TYPE	AS PER
1	50 kg/52 kg RAIL HEIGHT IN mm.	172
2	THICKNESS OF GROOVE RUBBER PAD (RAIL PAD) IN mm.	10
3	THICKNESS OF M.S. CANTED BEARING PLATE IN mm.	18
4	DEPTH OF H-BEAM SLEEPER IN mm.	200
5	THICKNESS OF ELECTROMETRIC PAD IN mm.	25
6	OVER ALL DEPTH OF GIRDER FOR 61.0m SPAN AS PER TENTATIVE NON STANDARD (CROSS GIRDER) IN mm.	1015
TOTAL HEIGHT FROM RAIL LEVEL TO BOTTOM OF GIRDER IN mm.		1440

**TRACK DETAILS (PRO.BSPP)**

LOADING : 17 T-AXLE LOAD  
ALIGNMENT : CURVE  
GRADE : LEVEL  
RAIL LEVEL : 905.375 m  
FORMATION LEVEL : 904.613 m



**NOTE:**  
1. PROTECTIVE SCREENING SHALL BE PROVIDED AS PER DESIGN.  
2. THE METHOD OF FIXING SHALL BE DECIDED TO SUIT THE LOCAL SITE CONDITION.  
3. THE PROTECTIVE SCREENING SHALL BE IN VERTICAL POSITION WHEN THERE IS NO OBSTRUCTION EITHER INSIDE OR OUTSIDE.



**NOTE:**  
1. PROFILES ARE SHOWN IN RED.  
2. MINIMUM CLEARANCE SHALL BE MAINTAINED WITH RESPECT TO CENTRE LINE OF EXIST. TRACK.  
3. TRACK IS IN VIEW ON BRIDGE LOCATION.

- NOTES:**
- ALL LEVELS ARE W.R.T TO MSL. ALL DIMENSIONS ARE IN MM & REDUCED LEVELS ARE SHOWN IN METERS (W.R.T.MSL) UNLESS STATED OTHERWISE.
  - DO NOT SCALE THE DRAWINGS. FOLLOW FIGURED DIMENSIONS ONLY.
  - THE TYPE & DEPTH OF FOUNDATION SHOWN IN THE GAD ARE INDICATIVE ONLY. ACTUAL TYPE & DEPTH OF FOUNDATION WILL BE DECIDED BY ENGINEER IN CHARGE BASED ON THE SOIL ENCOUNTERED AT SITE DURING EXECUTION & AS PER DESIGN.
  - 50 mm DIA PVC PIPES TO BE PROVIDED ON BOTH SIDE OF DECK SLAB & BALLAST RETAINERS.
  - EXPOSURE CONDITION IS MODERATE.
  - PROPOSED BRIDGE IS ON DOWN LINE ON THE EXG. BRIDGE.
  - DETAILS OF OLD BRIDGE (EXG) AS PER COMPLETION PLAN DETAILS PROVIDED.
  - DISMANTLING OF EXISTING PROTECTIVE/PITCHING IF ANY SHOULD BE DONE AS PER SITE CONDITIONS.
  - THE ENVIRONMENT SHALL BE CONSIDERED "MODERATE" AND THE BRIDGE IS LOCATE IN SEISMIC ZONE-II.
  - BACKFILL SHOULD BE AS PER THE CLAUSE 7.5 OF IRS BRIDGE SUB STRUCTURE & FOUNDATION CODE AND RDSO DRG NO.GE/50/0003/REV1/2002.
  - SEPARATE STRUCTURAL DRAWING SHOULD BE REFERRED FOR EXECUTION PURPOSE.
  - CONCRETE SHALL BE MECHANICALLY MIXED, VIBRATED & THOROUGHLY CURED.
  - SUITABLE PROTECTION WORKS MAY BE PROVIDED AS PER REQUIREMENT OF THE SITE CONDITION BY ENGINEER-IN-CHARGE.
  - 150 MM THICK M20 GRADE USING 20 MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
  - GUARD RAILS ARE TO BE PROVIDED FOR THE ENTIRE LENGTH OVER BRIDGES.
  - A. ON THE TOP SURFACE OF CONCRETE AT THE END OF EACH DAYS WORK DEPRESSION IN ZIG-ZAG PATTERN TO BE FORMED BY EMBEDDING WOODEN SCANTLING OR SLEEPERS TO FORM KEY FOR ADEQUATE BOND FOR THE NEXT DAYS CONCRETING.  
B. ON THE NEXT WORKING DAY ALL THE LANTINE SHALL BE REMOVED BY SCRUBBING THE SURFACE WITH WIRE BRUSH WITHOUT DISLODGING THE PARTICLES OF AGGREGATE. THE SURFACE SHALL BE THOROUGHLY WETTED & CAN BE COATED WITH NEAT CEMENT GROUT BEFORE FIRST LAYER OF CONCRETE IS LAID.
  - GRADE FOR CONTROLLED CONCRETE FOR VARIOUS COMPONENTS OF BRIDGE:

NO.	DESCRIPTION OF COMPONENTS	GRADE AGG?
i.	BALLAST RETAINERS	M35 20
ii.	BED BLOCK, PEDESTALS, DIRT WALLS	M40 20
iii.	ABUTMENTS	M35/40 20
iv.	RETURN WALL	M35 20
v.	DIRT WALLS	M30 20
vi.	RCC PILE AND PILE CAP	M30 20

- ALL STRUCTURAL DETAILS OF ABUTMENT & FOUNDATION SHOWN ARE TENTATIVE. ACTUAL DETAILS WILL BE BASED ON SEPARATE APPROVED STRUCTURAL DRAWINGS/ DESIGNS.
- NECESSARY SHORING ARRANGEMENTS TO BE DONE AS PER THE SITE CONDITIONS FOR THE PROTECTION OF EXISTING BRIDGE.
- CONTROLLED CONCRETE AS PER DESIGN MIX TO BE USED AND MIXED BY WEIGH BATCHING.
- PROPER DRAINAGE ARRANGEMENTS SHOULD BE PROVIDED TO DRAIN THE WATER COLLECTED BETWEEN THE EXISTING & THE PROPOSED BRIDGE.
- STRUCTURAL DIMENSIONS & BASE PRESSURE SHOWN IN THIS GAD ARE TENTATIVE.WILL BE BASED ON ACTUAL DESIGN.
- IT IS TO BE ENSURED BY AGM/CIVIL/PROJECTS BEFORE EXECUTION THAT THE MAXIMUM BASE PRESSURE AT FOUNDATION LEVEL FOR EACH ELEMENT OF BRIDGE IS LESS THAN THE SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
- SUITABLE SPEED RESTRICTIONS MAY BE IMPOSED BASED ON SITE CONDITIONS WHENEVER & WHEREVER IS NEEDED TO ENSURE SAFETY OF RUNNING LINE.
- THE INSTRUCTIONS CONVEYED VIDE PCE CIRCULAR NO.01 / 2015 DT:09-03-15 WILL BE STRICTLY FOLLOWED WHILE EXECUTION OF THE WORK.
- FEASIBILITY OF THIS STRUCTURE AT SITE SHOULD BE ENSURED BY AGM/CIVIL/PROJECTS.
- JOINT PROCEDURE ORDER ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION PROJECTS (IPO NO. W.339/SAFETY PRECAUTIONS.DT:18-02-2011) ISSUED BY CTE LETTER NO. SWR/W.247/SAFETY AT WORKSPOT DT:20-06-2017 IS TO BE STRICTLY FOLLOWED.
- THE FOUNDATION TO BE KEYED TO A MINIMUM DEPTH OF 0.30m IN CASE OF HARD ROCK & 1.50m IN CASE OF SOFT ROCK AS PER CLAUSE 403 OF IRBM.
- ALL PILE WORKS SHALL BE EXECUTED AS PER IS 2911-PART-1/SECTION/1978 FOR MARKING DANGER LEVEL FOR BRIDGE REFER PARA 703-4D OF BRIDGE MANUAL.
- JOINT PROCEDURE ORDER FOR PROVISION PROTECTIVE SCREEN OVER 25KV AC ELECTRIFIED SECTIONS CIRCULATED VIDE LETTER NO. SWR/W.352/BRIDGE-DESIGN AND DRAWING/VOL II DATED:30.03.2022. TO BE STRICTLY FOLLOWED FURTHER STANDARD RDSO DRAWING, RDSO/ETI/0068 SHALL BE ADOPTED FOR PROTECTIVE SCREEN AT ROR.
- ALL HSG BOLTS SHALL CONFIRM TO DRAWING NO. RDSO/B-11760/R.1.
- THE INSTRUCTIONS CONVEYED VIDE PCE CIRCULAR NO.01 / 2015 DT:09-03-15 REGARDING WORK DISCIPLINE AT SITE AND AS PER PCE CIRCULAR NO.01/2021 DATED:22.04.2021 REGARDING ENSURING QUALITY OF WORK AND MAINTAINING SITE RECORDS IN WORKS CONTRACTS TO BE STRICTLY FOLLOWED.
- DURING TENDERING PROCESS FOR FABRICATION OF STEEL GIRDER, GUIDELINES/PROCEDURE ISSUED BY RDSO LETTER NO.CBS/G/REG. DATED 24.05.2019 SHALL BE STRICTLY FOLLOWED
- FOR SEQUENCE OF ANTI-CORROSION/PAINTING SCHEME TO THE STEEL GIRDERS OF RAILWAY BRIDGES, RO/RUB/ & FOS. THE INSTRUCTIONS CONVEYED VIDE CBE/SWR LETTER NO.SWR/W.70/BRIDGE/POLICY, DATED 23.08.2019 SHALL BE STRICTLY FOLLOWED (IE. METALIZING WITH ALUMINUM AVERAGE THICKNESS 200 MICRONS FOLLOWED BY EPOXY PAINTING).
- FOR ALL CONCRETE WORKS, RMC SHALL BE USED.
- PROCUREMENT/FABRICATION OF STEEL GIRDERS SHALL BE DONE THROUGH RDSO APPROVED VENDORS/FABRICATORS.
- PROTECTIVE SCREEN OVER THE TRACK PORTION MAY ALSO BE INCORPORATED AS THE SECTION IS ELECTRIFIED.
- PROCUREMENT/FABRICATION OF STEEL GIRDERS SHALL BE DONE THROUGH RDSO APPROVED VENDORS/FABRICATORS.
- PILE INTEGRITY TEST TO BE DONE COMPULSORY FROM EXPERT AGENCIES AND PROPER RECORD OF RESULTS OF THE SAME TO BE FURNISHED HQ FOR RECORD.
- GAP OF GIRDER TO BE PREPARED AND APPROVED AS PER RDSO LR NO. CBS/Bridge Insp/ Genl Mofers DATED 01.03.2023.
- GAP OF BEARINGS SHALL BE PREPARED AND APPROVED BY COMPETENT AUTHORITY.
- LOAD TEST TO BE CONDUCTED AS PER RAILWAY BOARD GUIDELINES.
- INSTRUMENTATION OF BRIDGE TO BE CONDUCTED AS PER RDSO REPORT BS 106 (R2).
- FOR DETAIL LAUNCHING SCHEME, SEE PAPER TAD SHALL BE REFERRED.
- PROVISION SHALL BE MADE FOR OHE MAST (OR OHE MAST) ON THE ABUTMENT OR ON THE SQUARE RETURNS. THE DESIGN OF THE STRUCTURE SHALL BE MADE ACCORDINGLY.
- RDSO GUIDELINES ON INTEGRITY TEST OF PILES (BS-41 REVISED) VIDE RDSO LETTER NO. CBS/DWF DATED 29.11.2023 TO BE FOLLOWED.
- PILE LOAD TEST SHALL BE CONDUCTED AS PER RELEVANT CODAL PROVISIONS.
- DURING THE DESIGN OF FOUNDATION, THE EFFECT OF LOAD EXERTED FROM THE EXISTING FOUNDATION AND TRACKS TO BE CONSIDERED
- THE BED BLOCK OF ABUTMENTS SHALL BE DESIGNED DULY TAKING OHE MAST INTO CONSIDERATION.
- THAT PROPER RETAINING WALLS TO BE CONSTRUCTED CONNECTING BOTH THE PROPOSED AND EXISTING ABUTMENTS.

**SPECIFICATION:**

- ALL WORKS ARE TO BE CARRIED OUT AS PER THE FOLLOWING:
  - INDIAN RAILWAY UNIFIED STANDARD SPECIFICATIONS FOR WORKS AND MATERIALS 2019.
  - IRS CONCRETE BRIDGE CODE 2004 & RELEVANT I.S SPECIFICATIONS.
  - IRS BRIDGE SUB-STRUCTURE CODE.1985(RVSD).
  - IRS BRIDGE RULES.
- FOUNDATION :- CEMENT CONCRETE OF GRADE M30 WITH MAX.20 MM SIZE GRADED OF APPROVED QUALITY.
- SUB STRUCTURE :- MASS CONCRETE USING M30 GRADE USING 20 MM MAX.SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY AND MINIMUM CEMENTITIOUS MATERIAL CONTENT FOR DURABILITY CONSIDERATION SHOULD CONFIRM TO CLAUSE 5.4.5 OF CONCRETE BR.CODE.
- SUPER STRUCTURE :- OPEN WEB GIRDER AS PER DESIGN.
- BED BLOCK :- RCC BED BLOCK M40 GRADE USING 20MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- COPING :- C/C M25 GRADE USING 20MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- PITCHING :- DRY STONE PITCHING 300MM THICK OVER 300MM THICK SAND MIXED GRAVEL & 300 MM STONE CHIPS (AS PER PARA 205 OF INDIAN RAILWAY BRIDGE MANUAL ANNEXURE 27).
- LEVELING COURSE :- 150 MM THICK M20 GRADE USING 20 MM MAX. SIZE GRADED HARD STONE AGGREGATE OF APPROVED QUALITY.
- LOADING STANDARD :- 25 T AXLE LOAD-2008 STANDARD.
- TOE WALL :- R.R MASONRY IN CEMENT MORTAR MIX WITH C.C M20 MIX IN FOUNDATION.
- RETURN WALL AS PER DESIGN.
- GRADE OF STEEL FOR RCC IS FE 500 CONFIRMING TO IS 1786-2008.
- PROVIDE SKIN REINFORCEMENT OF 10 MM DIA @ 200 MM C/C FOR ABUTMENT,PIER, WING & RETURN WALL.
- BAR BENDING SHALL CONFORM TO IS 2502.HIGH YIELD STRENGTH DEFORMED BARS OF GRADE FE 500 CONFORMING TO IS:1786 - 2008 SHALL BE USED AS REINFORCEMENT.

**REFERENCE:**

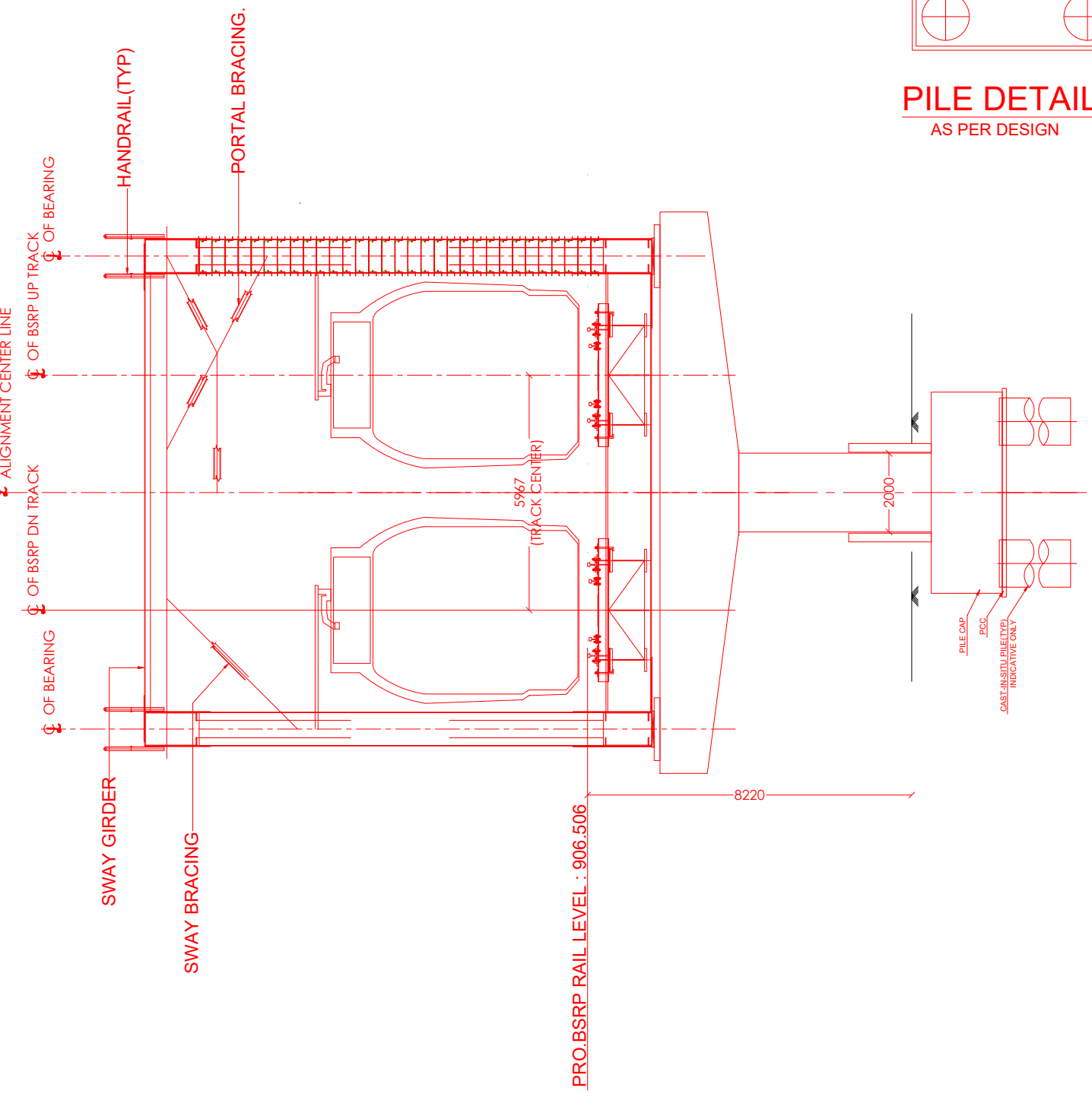
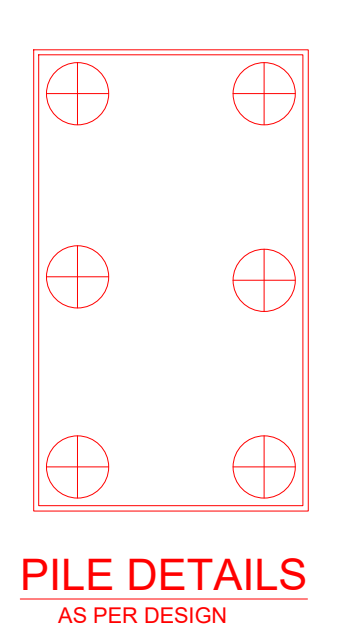
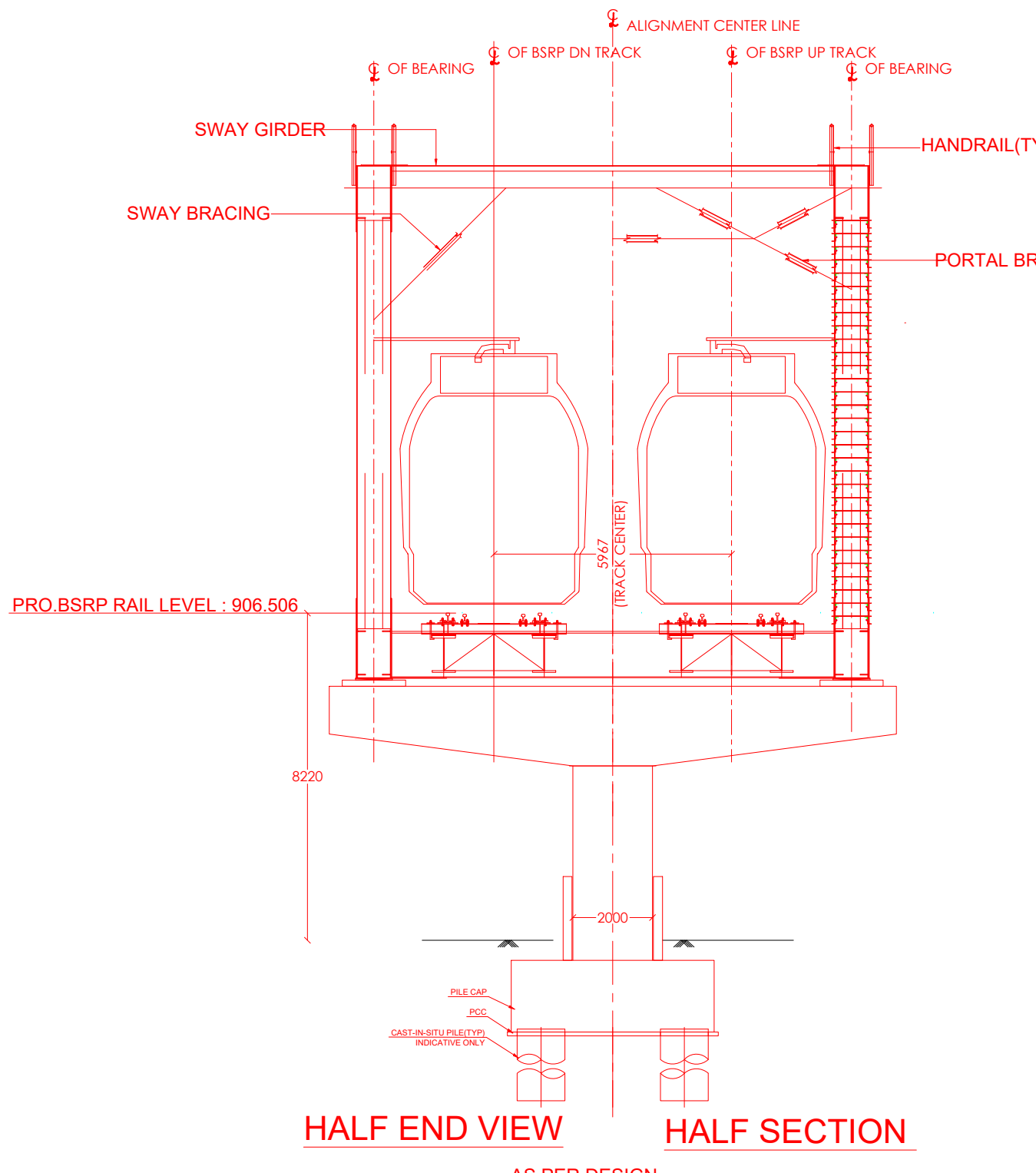
- OPEN WEB GIRDER AS PER DESIGN.
- ABUTMENT, BED BLOCK (WITH PROVISION OF OHE MAST) & PEDESTAL ARE AS PER DESIGN.
- RETURN WALL AS PER DESIGN.
- BEARING AS PER DESIGN.
- EXISTING BRIDGE DETAILS ARE AS PER DRG NO: CN/BNC/BR/247-97/COM.
- SHORING ARRANGEMENT AS PER DESIGN.
- RCC INSPECTION PLATFORM AS PER RDSO DRG.NO.CBS/0016.
- STAINLESS STEEL CHEQUERED PLATES TO BE USED SIDE PATHWAYS ETC. AS PER CBE/SWR LETTER NO. SWR/W.70/POLICY/2022 DATED 04.08.2023.
- LOAD TEST TO BE CONDUCTED AS PER RDSO REPORT BS -128 (R3)
- INSTRUMENTATION OF BRIDGE TO BE CONDUCTED AS PER RDSO REPORT BS -106 (R2)
- SELF LOCKING STEEL NUTS TO BE USED IN HOOK BOLTS AS PER RDSO LR NO.CBS/SELF LOCKING NUTS DT 16.03.2023.

**SPECIAL NOTES: ALL THE FOLLOWING SAFETY MEASURES SHALL BE FOLLOWED:-**

- ADEQUATE SAFETY MEASURES FOR RUNNING TRAINS SHALL BE ADOPTED, WHILE EXECUTION OF BRIDGE WORKS BELOW THE TRACK.
- DURING CONSTRUCTION OF BRIDGE, EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTION BY PROVIDING TEMPORARY ENGINEERING INDICATIONS.
- DURING THE CONSTRUCTION OF THE PROPOSED BRIDGE, PROPER SAFETY PRECAUTIONS TO BE TAKEN WHILE EXECUTING CLOSE TO THE EXISTING TRACK, BY PROVIDING SAFETY BARRICADING
- THE GRADUAL RELEASE OF SPEED RESTRICTION SHALL BE AS PER PARA 637 (1) (F) OF IRP/MW -2020.
- NECESSARY SHORING ARRANGEMENTS IF REQUIRED TO BE MADE TO PROTECT EXISTING BRIDGE STRUCTURE WHEREVER REQUIRED AND TO PROTECTIVE WORKS, RETURN WALLS ETC.
- JOINT PROCEDURE ORDER ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION PROJECTS (IPO NO. W.339/SAFETY PRECAUTION, DT: 18.02.2011) ISSUED VIDE CTE LR NO.SWR/W.247/SAFETY AT WORK SPOT DT: 20.06.2017 HAS TO BE STRICTLY FOLLOWED.
- DURING EXECUTION OF WORK, THE MATERIAL/EQUIPMENT SUCH AS RELEASED MATERIAL ETC. SHOULD NOT INFRINGE THE TRAIN TRAFFIC. ALL SAFETY, MEASURES TO BE TAKEN BY ENGINEER IN CHARGE DURING EXECUTION.
- SUITABLE SAFETY BARRICADING HAS TO BE PROVIDED WHENEVER WORK IS BEING EXECUTED PARALLEL TO THE RUNNING TRACK.
- NECESSARY PROTECTIVE ARRANGEMENTS SHALL BE MADE BY KRIDE IN CONSULTATION WITH SBC DIVISION ELECTRICAL TRD/BANCH TO AVOID ANY ELECTRICAL INDUCTION DURING EXECUTION OF PROPOSED WORK.
- DISMANTLING OF EXISTING PROTECTIVE WORKS, SUCH AS PITCHING, RETURN WALL, ETC TO BE DONE AS PER SITE CONDITION DULY TAKING ALL THE SAFETY PRECAUTIONS AND INDICATING TO GC/KRIDE/R AUTHORITY, WELL IN ADVANCE.

**SPECIAL NOTE:**

- BEFORE EXECUTION OF THE WORK, ENGINEER-IN-CHARGE SHALL ENSURE THAT THE MAXIMUM BASE PRESSURE AT FOUNDATION LEVEL FOR EACH ELEMENT OF BRIDGE IS LESS THAN THE SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
- SAFE BEARING CAPACITY OF SOIL AT RUB LOCATION TO BE TESTED BEFORE EXECUTION & IF THE REQUIRED SBC IS NOT AVAILABLE, NECESSARY SOIL IMPROVEMENTS TO BE DONE & PLATE LOAD TEST TO BE DONE FOR THE CONFIRMATION OF REQUIRED SBC.
- ENGINEER IN-CHARGE SHOULD ENSURE MAXIMUM LOAD ON THE PILE SHALL NOT BE MORE THAN PILE CARRYING CAPACITY OF PILE



- MODUS OPERENDI (TENTATIVE ONLY):**
- STAGE I: BEFORE TAKING UP WORKS**
- ENSURE SAFETY FOR RUNNING TRAINS AND IR FORMATION. DULY PROVIDING SAFETY BARRICADES AND WARNING BOARDS AT APPROPRIATE LOCATIONS.
  - IMPOSE SPEED RESTRICTIONS 20 KM/H SPEED AS PER IRP/M, DULY FIXING TEMPORARY SPEED RESTRICTIONS INDICATORS AS PER SKETCH.
  - PROVIDE THE SHORING ARRANGEMENTS, WHEREVER REQUIRED.
  - ENSURE RELOCATING/SHIFTING OF INFINGING IR OHE MASTS.
  - ENSURE DISMANTLING AND SHIFTING OF EXISTING IR-A-PANEL BY PL BUILDING FOR HUSSLE FREE WORKING.
- STAGE II: FABRICATION OF OWG AND CASTING OF PILE, PILE CAP AND PIERS**
- ENSURE APPROVAL OF GAD AND DETAILED DESIGN AND DRAWINGS FOR SUB-STRUCTURE AND SUPER-STRUCTURE OPEN WEB GIRDER.
  - FABRICATE THE OPEN WEB GIRDER PART BY PART AS PER APPROVED DESIGN AND DRAWINGS.
  - MAKE THE FIRM BASE ON APPROACHES ON ONE SIDE FOR ROR SUPER-STRUCTURE.
  - EXCAVATE THE EARTH TO REQUIRED DEPTH AND DIMENSIONS.
  - CAST THE PILE, PILE CAP AND PIERS AS PER APPROVED DRAWINGS, ENSURE PROPER CURING AND REQUIRED STRENGTH.
- STAGE III: LAUNCHING OF O.W.G AS PER APPROVED LAUNCHING ARRANGEMENT DRAWING**
- PROVIDE FOUNDATIONS FOR LAYING TRACK BEAM ON APPROACH AS WELL AS IN SUPER-STRUCTURE ZONE AS PER THE CONSTRUCTION METHODOLOGY.
  - BRING FIRST PART OF TRUSS AND PLACE THE SAME ON RAILS AND TRACK BEAM.
  - AFTER COMPLETING CONNECTIONS, MOVE THIS PART IN SUPER-STRUCTURE DIRECTION, USING SUITABLE ARRANGEMENT.
  - BRING ANOTHER PART OF TRUSS AND PLACE AND CONNECT IT WITH OTHER PART OF TRUSS ON RAIL AND TRACK BEAMS.
  - MOVE THE COMBINED TRUSS IN SUPER-STRUCTURE DIRECTION.
  - THIS PROCEDURE SHALL BE REPEATED TILL BOTH END OF TRUSS REACHES ON RESPECTIVE BEARING LOCATION.
  - LIFT THE TRUSS USING JACKS PLACED BELOW CROSS GIRDER AT TRUSS END.
  - REMOVE THE TRACK AND TRESTLE ARRANGEMENT BELOW THE TRACK.
  - FIX THE BEARINGS AS PER APPROVED BEARING LAYOUT DRAWING.
  - LOWER THE TRUSS BY RELEASING PRESSURE FROM JACKS.
  - COMPLY THE WORKS IN ALL RESPECTS AND RESTORE NORMAL.
- NOTE:** THE DETAIL LAUNCHING SCHEME TO BE SUBMITTED FOR THE APPROVAL OF COMPETENT AUTHORITY.

- SPECIAL NOTES FOR 25kv AC TRACTION SYSTEM:-**
- NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE BY CONTRACTOR IN CONSULTATION WITH KRIDE AND GC TO AVOID ANY ELECTRICAL INDUCTION DURING EXECUTION OF WORK.
  - 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 OFFICIALS.
  - OHE TRACTION CONDUCTORS SHALL BE PROFILED TO GET MAXIMUM CONTACT WIRE HEIGHT WITH NORMAL ELECTRICAL CLEARANCE AFTER COMPLETION OF WORK BY OLT/TRD.
  - ALL OHE PROFILING WORKS, GIRDERS ERECTION, WILL BE DONE UNDER THE SUPERVISION OF SSE/OLT/TRD UNDER POWER BLOCK CONDITIONS.

GC	KRIDE
FOR GC	FOR KRIDE

**TENDER DRAWING**

GENERAL CONSULTANTS:  
AECOM | EGIS-AECOM-WSP

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

GENERAL ARRANGEMENT DRAWING

BENGALURU SUBURBAN RAILWAY PROJECT (BSRP) CORRIDOR-4  
BETWEEN STATIONS HEELALIGE AND RAJANKUNTE STATIONS

PROPOSED CONSTRUCTION OF MAJOR BRIDGE (ROR) AS 1 X 61.0 M (EFFECTIVE SPAN) OPEN WEB GIRDER AT CH: 22+747.233 AS A PART OF BSPP-C-4 SECTION BETWEEN HEELALIGE-RAJANKUNTE STATIONS.

KRIDE.DRG.NO: \_\_\_\_\_ SCALE - 1 : 100 (UNLESS SPECIFIED OTHERWISE)