

TRACK DETAILS (EXG BRIDGE)

ALIGNMENT	2488.813
GRADE	96.17%
RAIL LEVEL	896.207
FORMATION LEVEL	896.527

EXG DEPTH OF CONSTRUCTION FOR 7x1 SHALLOW TYPE STEEL GIRDER

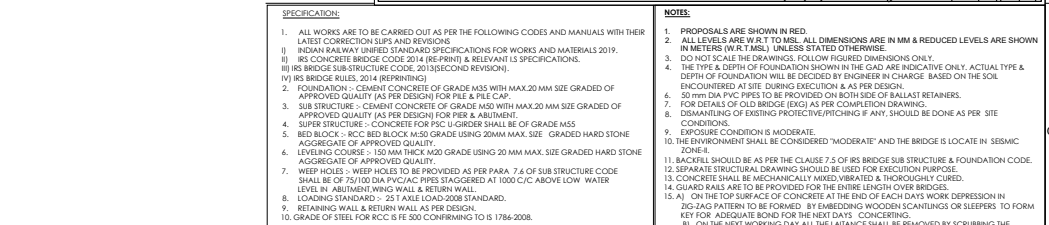
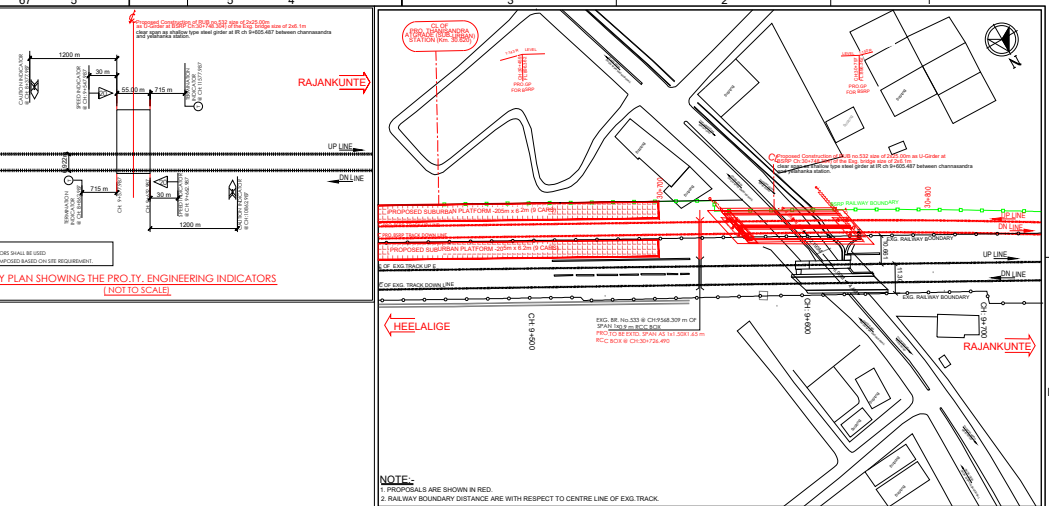
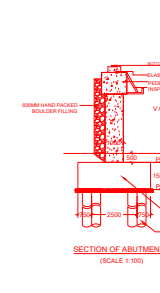
RAIL TO BOTTOM OF SLAB	1148 mm
BOTTOM OF SLAB TO RED LEVEL	640 mm
TOTAL	1788 mm

DEPTH OF CONSTRUCTION FOR 2x1 SHALLOW TYPE STEEL GIRDER

RAIL TO BOTTOM OF SLAB	1148 mm
BOTTOM OF SLAB TO RED LEVEL	640 mm
TOTAL	1788 mm

BRIDGE DETAILS

DESCRIPTION	EXISTING BRIDGE	PROPOSED BRIDGE
CHANGE AT CENTER OF BRIDGE	I-532	30x748.004
RAIL LEVEL AT CENTER OF BRIDGE	896.207	896.207
FORMATION LEVEL AT CENTER OF BRIDGE	896.527	896.527
DIMENSIONS	2 x 6.1 x 4.64	1 x 31.50
STRUCTURE CONFIGURATION	SHALLOW TYPE STEEL GIRDER	PFC U-GIRDER



MODUS OPERANDI

1. EXCAVATE THE EARTH TO REQUIRED DEPTH AND PORTION INCLUDING DEMANTLING OF GUYE BUND IF REQUIRED.
2. INSTALL THE TEMPORARY ENGINEERING INDICATORS AT THE APPROACHES AS PER THE SKETCH.
3. IMPOSE A SPEED RESTRICTION OF NON-STOP 20 MPH AS STIPULATED IN THE RFP/W. CONSTRUCT FOUNDATION (i.e. PILES & FILE CAPS & CURE PROPERLY. KEEP READY FOR LAYING.
4. CONSTRUCT THE SUBSTRUCTURE (i.e. ABUTMENTS AND PIER) AND CURE PROPERLY.
5. CONSTRUCT SUPERSTRUCTURE AS PER APPROVED DESIGN & DRAWING.
6. COMPLETE THE REMAINING WORKS IN ALL RESPECTS WITHOUT INTERFERING TRAIN TRAFFIC & RESTORE THE NORMAL SPEED IN EXG. LINE AFTER ATTAINING THE REQUIRED CONSOLIDATION IN NEW EMBANKMENTS.

SPECIAL SAFETY NOTES INSTRUCTED BY SR/DEE/TRO/SC

1. FOR ANY ONE MODIFICATION, PRIOR APPROVALS OF SECTIONING TO BE TAKEN FROM TRO AND THEN SUITABLY MODIFY.
2. DURING THE EARTH WORKS IT SHOULD BE ENSURED THAT NO FOUNDATION OF ANY ONE STRUCTURE IS EXPOSING. IN CASE OF ANY ONE STRUCTURE EXPOSING, THE TRACK ALIGNMENT SAME SHOULD BE RELOCATED WITH THE APPROVAL OF THIS OFFICE.
3. ONE CONTACT AND CATHARTY WIRES DURING THE CRANE OPERATION FOR INSERTION AND REMOVAL TEMPORARY CRIDER SHOULD NOT BE DISTURBED/DAMAGED.
4. ONE MAST SHOULD BE AT LEAST 10M AWAY FROM BRIDGE ABUTMENT. IF NOT AVAILABLE SUITABLE MODIFICATION TO BE DONE BY KRIDE.
5. ANCHORING OF ONE TO BE AVOIDED IN THE UPCOMING LINES ON THE MAST NEAR THE BRIDGE ABUTMENT.

PILE FOUNDATION

1. MINIMUM LENGTH OF SOCKET OF PILES TO BE PROVIDED AS PER CL. A.1 OF S 1493-1998.
2. THE DETAILS OF PILES AND FILE CAPS SHOWN IN THE GAO ARE TENTATIVE. ACTUAL DETAILS WILL BE BASED ON SEPARATE APPROVED STRUCTURAL DRAWINGS/DESIGNS.
3. ENGINEER IN CHARGE & C/C SHOULD ENSURE MAXIMUM LOAD ON THE PILE SHALL NOT BE MORE THAN FILE CARRYING CAPACITY OF SPECIFIC DEPTH / LOCKING BRIDGE ROCK.
4. DAILY CARRYING FILE LOAD TEST AS PER S-2911 (PART 4)-1985.
5. FILE INTEGRITY TEST SHOULD BE CARRIED OUT FOR ALL THE PILES AS PER THE RELEVANT CODES/SPECIFICATIONS.
6. ENGINEER IN CHARGE & C/C SHALL ENSURE MAXIMUM CALCULATED FOUNDATION PRESSURE AT FOUNDATION LEVEL SHALL NOT EXCEED SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
7. ROAD CHANGES ON INTEGRITY TEST OF PILES (BS-41 REVISD) VIDE ROAD LETTER NO. C/ROW/DT DATED 29.11.2020 TO BE FOLLOWED WITH FOLLOWING STIPULATIONS: INTEGRITY TEST OF THE PILE SHOULD BE DONE ON 100% OF PILES.
8. 25% OF OVERALL NUMBER OF PILES SHOULD BE TESTED BY CHAIN METHOD WITH PROVISION OF ACCESS TUBES IN 100%.

CRIDE-SPECIAL NOTES:

1. LAUNCHING OF GIRDER TO BE DONE WITHOUT DISTURBING THE ONE.
2. NECESSARY PROTECTIVE ARRANGEMENTS SHALL BE MADE TO AVOID ANY ELECTRICAL INDUCTION DURING EXECUTION OF WORK.
3. DURING ANY WORK INVOLVING LESS THAN 2.0M WORKING CLEARANCE FROM ONE OF THE WORK SHALL BE CARRIED OUT ONLY DURING POWER BLOCK CONDITION.
4. NECESSARY LASHING FOR SANCTION OF POWER BLOCK FOR LAUNCHING OF GIRDER WILL BE DONE BY KRIDE.

REFERENCE:

1. PFC U-GIRDER AS PER DESIGN.
2. ABUTMENT PER R & BED BLOCK AS PER DESIGN.
3. FOUNDATION (PILE FOUNDATIONS) AS PER DESIGN.
4. COMPLETION PLAN NO. DRG No. DT/CE/Est/ICN/BS/64/2014/COMP.

SPECIAL NOTES FOR 25 KV A.C. TRACTION SYSTEM:

1. NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE BY KRIDE IN CONSULTATION WITH ELECTRICAL TRO/BRANCH/SC TO AVOID ANY ELECTRICAL INDUCTION DURING EXECUTION OF WORK.
2. DURING ANY WORK INVOLVING LESS THAN 2.0M WORKING CLEARANCE FROM ONE OF THE WORK SHALL BE CARRIED OUT ONLY DURING POWER BLOCK CONDITION BY OBTAINING PERMISSION TO WORK FROM AUTHORIZED TRO BRANCH OFFICIALS.
3. ONE TRACTION CONDUCTORS SHALL BE PROVIDED TO GET MAXIMUM CONTACT WIRE HEIGHT WITH NORMAL ELECTRICAL CLEARANCE AFTER COMPLETION OF WORK BY CL/RO.
4. ALL ONE PROFILING WORKS AND LAUNCHING OF PFC SLAB SHALL BE DONE UNDER THE SUPERVISION OF S/CL/RO UNDER POWER BLOCK CONDITION.

GENERAL CONSULTANTS: AECOM | EGIS-AECOM-WSP

RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED

GENERAL ARRANGEMENT DRAWING

BENGALURU SUBURBAN RAILWAY PROJECT (BSRP)

BETWEEN STATIONS HEELALIGE-RAJANKUNTE SECTION OF BSRP C-4

PROPOSED CONSTRUCTION OF RUB NO 532 SIZE OF 2X25.00M AS U-GIRDER AT BSRP CH-30-748.004 OF THE EXG. BRIDGE SIZE OF 2X6.1M CLEAR SPAN AS SHALLOW TYPE STEEL GIRDER AT IR CH 9-605.487 BETWEEN CHANNASANDRA AND YELAHANKA STATION.

FOR GC FOR KRIDE

DRG. NO. SCALE: 1:100 (UNLESS SPECIFIED OTHERWISE)