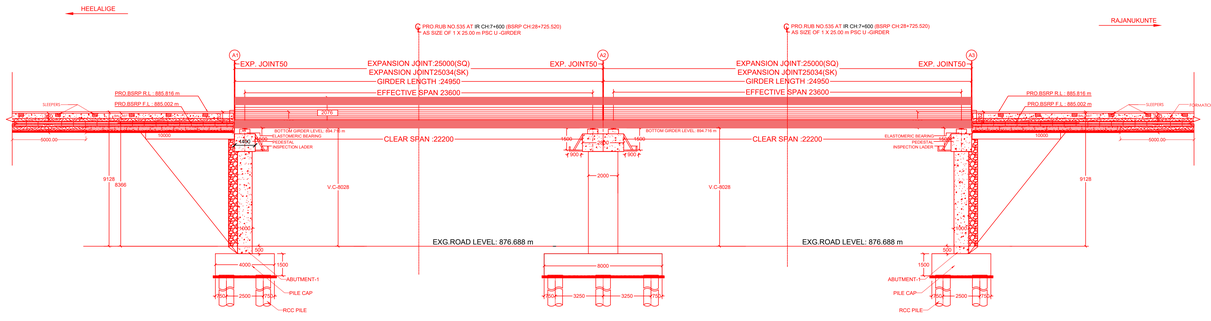

PROPOSED BRIDGE
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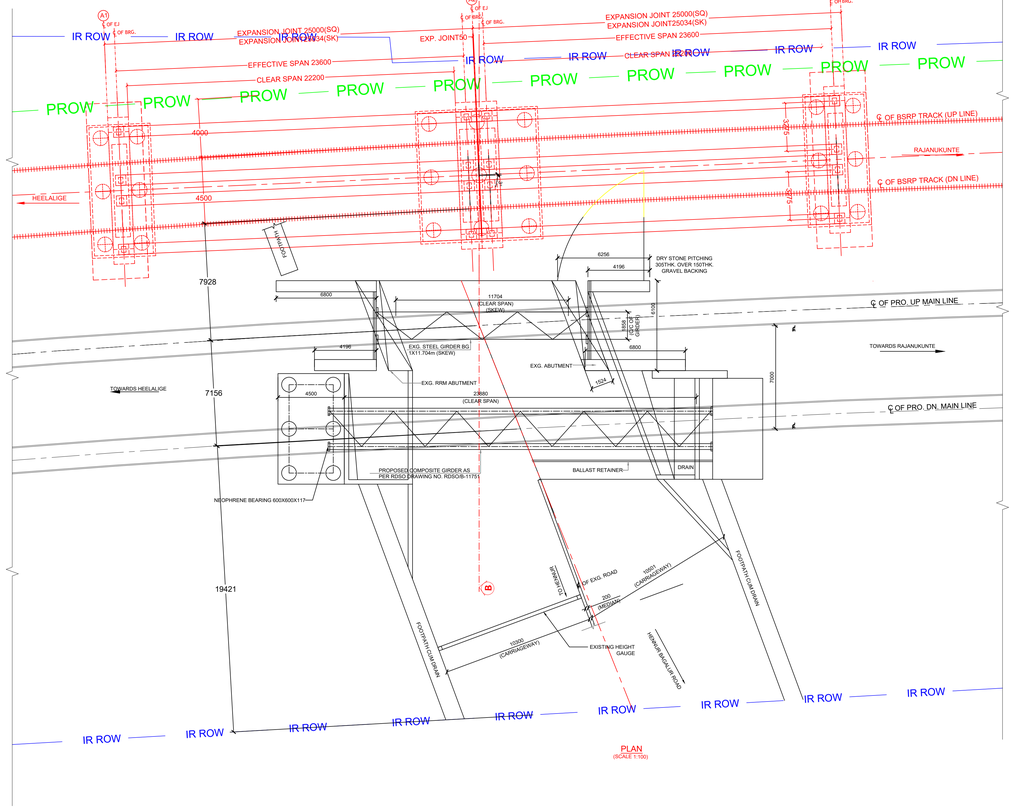

PLAN
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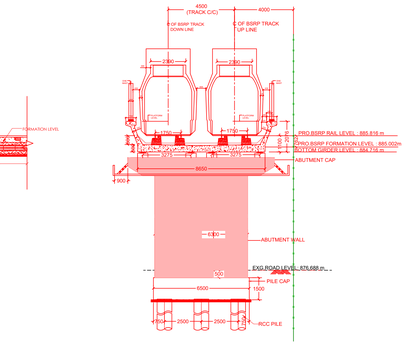

CROSS SECTION AT ABUTMENT
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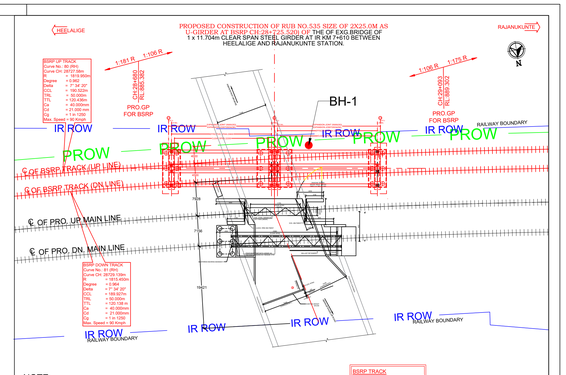
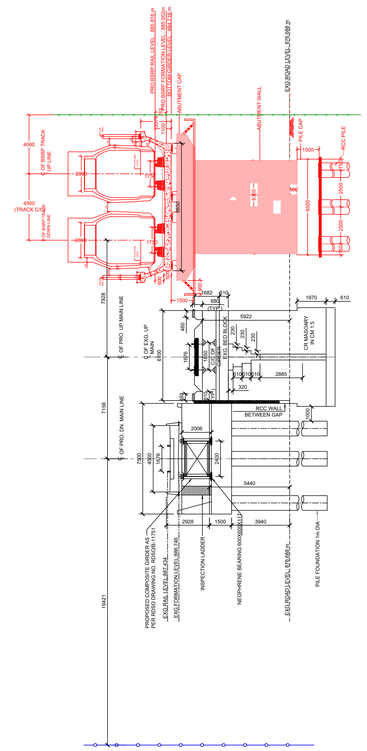


KEY PLAN

NOTE:-
1. PROPOSALS ARE SHOWN IN RED.
2. RAILWAY BOUNDARY DISTANCE ARE WITH RESPECT TO CENTRE LINE OF EXG.TRACK.



CROSS SECTION AB
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SPECIFICATION:

1. ALL WORKS ARE TO BE CARRIED OUT AS PER THE FOLLOWING CODES AND MANUALS WITH THEIR LATEST CORRECTION SLIPS AND REVISIONS
   I) INDIAN RAILWAY UNIFIED STANDARD SPECIFICATIONS FOR WORKS AND MATERIALS 2019.
   II) IRS CONCRETE BRIDGE CODE 2014 (RE-PRINT) & RELEVANT I.S SPECIFICATIONS.
   III) IRS BRIDGE SUB-STRUCTURE CODE, 2013(SECOND REVISION).
   IV) IRS BRIDGE RULES, 2014 (REPRINTING)
2. FOUNDATION :- CEMENT CONCRETE OF GRADE M35 WITH MAX.20 MM SIZE GRADED OF APPROVED QUALITY (AS PER DESIGN) FOR PILE & PILE CAP.
3. SUB STRUCTURE :- CEMENT CONCRETE OF GRADE M30 WITH MAX.20 MM SIZE GRADED OF APPROVED QUALITY (AS PER DESIGN) FOR PIER & ABUTMENT.
4. PILE INTEGRITY TEST SHOULD BE CARRIED OUT FOR ALL THE PILES AS PER THE RELEVANT CODES/SPECIFICATIONS.
5. ENGINEER IN CHARGE SHALL ENSURE MAXIMUM CALCULATED FOUNDATION PRESSURE AT FOUNDATION LEVEL SHALL NOT EXCEED SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
6. RDSO GUIDELINES ON INTEGRITY TEST OF PILES (BS-41 REVISED) VIDE RDSO LETTER NO. CBE/DWF DATED 29.11.2023 TO BE FOLLOWED WITH FOLLOWING STIPULATIONS:
   - INTEGRITY TEST OF THE PILE SHOULD BE DONE ON 100% OF PILES.
   - 25% OF OVERALL NUMBER OF PILES SHOULD BE TESTED BY CHUM METHOD WITH PROVISION OF ACCESS TUBES IN 100%.

MODUS OPERENDI: BETWEEN TRAIN TIMINGS

1. EXCAVATE THE EARTH TO REQUIRED DEPTH AND PORTION INCLUDING DISMANTLING OF GUIDE 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 KMPH AS STIPULATED IN THE IRPWM. CONSTRUCT FOUNDATION i.e.,PILES & PILE 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 INFRINGING TRAIN TRAFFIC & RESTORE THE NORMAL SPEED IN EXG.LINE AFTER ATTAINING THE REQUIRED CONSOLIDATION IN NEW EMBANKMENTS.

MODUS OPERANDI:

1. IMPOSE 20KMPH SPEED RESTRICTIONS BEFORE THE EXCAVATION WORK.
2. DIVERT OR RESTRICT THE WATER FLOW BY PROVIDING BUND ON UPSTREAM SIDE OF THE BRIDGE.
3. SHORING ARRANGEMENTS WILL BE DONE FOR PROTECTION OF BANK AND EXT.TRACK.
4. EARTHWORK EXCAVATION TO BE DONE FOR PROPOSED BARREL LENGTH OF RCC BOX.
5. IF MAXIMUM BASE PRESSURE AT FOUNDATION LEVEL IS LESS THAN THE SAFE BEARING CAPACITY OF SOIL THEN SOIL IMPROVEMENT TO BE DONE.
6. EARTHWORK EXCAVATION TO BE DONE FOR PROPOSED BARREL LENGTH WITH 300mm SAND AND 300MM BOULDER FILL BENEATH THE BOX BOTTOM RAFT.
7. PROPER SEALING BETWEEN THE EXISTING AND PROPOSED BRIDGE WILL BE PROVIDED AS PER SITE REQUIREMENTS TO AVOID THE SEEPAGE OF WATER.
8. THE EXTENSION OF THE PROPOSED BRIDGE SHALL BUTT TO EXISTING BRIDGE AND CONSTRUCT RCC BOX AS PER GAD.
9. RETAININGS WALL, DROP WALL, TOE WALL, STONE FLOORING WITH CM 1:3 & OTHER BRIDGE PROTECTION WORKS TO BE DONE.
10. BOULDER FILLING AND BACKFILL AS PER IRS SUBSTRUCTURE AND FOUNDATION CODE TO BE DONE.
11. COMPLETE THE REMAINING WORK IN ALL RESPECTS WITHOUT INFRINGING TRAIN TRAFFIC & RESTORE THE NORMAL SPEED IN EXG. LINE AFTER ATTAINING THE REQUIRED CONSOLIDATION IN NEW EMBANKMENTS.
12. ALSO RE-DIVERT THE WATER THROUGH THE BRIDGE.

SPECIAL SAFETY NOTES INSTRUCTED BY SR.DEE/TRD/SBC

1. FOR ANY OHE MODIFICATION, PRIOR APPROVALS OF SECTIONING TO BE TAKEN FROM TRD AND THEN SUITABLY MODIFY.
2. DURING THE EARTH WORKS IT SHOULD BE ENSURED THAT NO FOUNDATION OF ANY OHE STRUCTURE IS EXPOSING. IN CASE OF ANY OHE STRUCTURE INFRINGING THE TRACK ALIGNMENT SAME SHOULD BE RELOCATED WITH THE APPROVAL OF THIS OFFICE.
3. OHE CONTACT AND CATENARY WIRES DURING THE CRANE OPERATION FOR INSERTION AND REMOVAL TEMPORARY GIRDER SHOULD NOT BE DISTURBED/DAMAGED.
4. OHE MAST SHOULD BE AT LEAST 10M AWAY FROM BRIDGE ABUTMENT. IF NOT AVAILABLE SUITABLE MODIFICATION TO BE DONE BY KRIDE.
5. ANCHORING OF OHE 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:6.5.1 OF IS 14593-1998.
2. THE DETAILS OF PILES AND PILE CAPS SHOWN IN THE GAD ARE TENTATIVE. ATCUAL DETAILS WILL BE BASED ON SEPARATE APPROVED STRUCTURAL DRAWINGS/DESIGNS.
3. GM/C-4 SHOULD ENSURE MAXIMUM LOAD ON THE PILE SHALL NOT BE MORE THAN PILE CARRYING CAPACITY OF SPECIFIC DEPTH / SOCKETED DEPTH INTO ROCK DULY CARRYING PILE LOAD TEST AS PER IS-2911 (PART 4)- 1985.
4. PILE INTEGRITY TEST SHOULD BE CARRIED OUT FOR ALL THE PILES AS PER THE RELEVANT CODES/SPECIFICATIONS.
5. ENGINEER IN CHARGE SHALL ENSURE MAXIMUM CALCULATED FOUNDATION PRESSURE AT FOUNDATION LEVEL SHALL NOT EXCEED SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
6. RDSO GUIDELINES ON INTEGRITY TEST OF PILES (BS-41 REVISED) VIDE RDSO LETTER NO. CBE/DWF DATED 29.11.2023 TO BE FOLLOWED WITH FOLLOWING STIPULATIONS:
   - INTEGRITY TEST OF THE PILE SHOULD BE DONE ON 100% OF PILES.
   - 25% OF OVERALL NUMBER OF PILES SHOULD BE TESTED BY CHUM METHOD WITH PROVISION OF ACCESS TUBES IN 100%.

KRIDE-ELE-SPECIAL NOTES:-

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

REFERANCE:

1. PSC U-GIRDER AS PER DESIGN.
2. ABUTMENT,PIER & BED BLOCK AS PER DESIGN.
3. FOUNDATION (PILE FOUNDATION) AS PER DESIGN.
4. COMPLETION PLAN NO:DRG.No.DY.CE/East/CN/BNC/Br/64-2014/COMP.

NOTES:

1. **PROPOSALS ARE SHOWN IN RED.**
2. **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.**
3. DO NOT SCALE THE DRAWINGS, FOLLOW FIGURED DIMENSIONS ONLY.
4. 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.
5. 50 mm DIA PVC PIPES TO BE PROVIDED ON BOTH SIDE OF BALLAST RETAINERS.
6. FOR DETAILS OF OLD BRIDGE (EXG) AS PER COMPLETION DRAWING.
7. DISMANTLING OF EXISTING PROTECTIVE/PITCHING IF ANY, SHOULD BE DONE AS PER SITE CONDITIONS.
8. EXPOSURE CONDITION IS MODERATE.
9. THE ENVIRONMENT SHALL BE CONSIDERED "MODERATE" AND THE BRIDGE IS LOCATE IN SESMIC ZONE-II.
10. BACKFILL SHOULD BE AS PER THE CLAUSE 7.5 OF IRS BRIDGE SUB STRUCTURE & FOUNDATION CODE.
11. SEPARATE STRUCTURAL DRAWING SHOULD BE USED FOR EXECUTION PURPOSE.
12. CONCRETE SHALL BE MECHANICALLY MIXED VIBRATED & THOROUGHLY CURED.
13. GUARD RAILS ARE TO BE PROVIDED FOR THE ENTIRE LENGTH OVER BRIDGES.
14. 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 SCANTLINGS OR SLEEPERS TO FORM KEY FOR ADEQUATE BOND FOR THE NEXT DAYS CONCRETING.
    B) ON THE NEXT WORKING DAY ALL THE LAITANCE 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.
15. GRADE FOR CONTROLLED CONCRETE FOR VARIOUS COMPONENTS OF BRIDGE:

No.	DESCRIPTION OF COMPONENTS	GRADE	AGG*
i.	PSC U-GIRDER	M55	20
ii.	BED BLOCK (AS PER DESIGN), PEDESTALS, DIRT WALLS	M50	20
iii.	ABUTMENTS/PIER	M50	20
iv.	WING WALL & RETURN WALL (AS PER DESIGN)	M35	40
v.	WEARING COAT AND COPING	M25	20
vi.	RCC PILE AND PILE CAP (AS PER DESIGN)	M35	20
vii.	PCC LEVELING COURSE	M20	20

17. ALL STRUCTURAL DETAILS WITH FOUNDATION SHOWN ARE TENTATIVE, ACTUAL DETAILS WILL BE BASED ON SEPARATE APPROVED STRUCTURAL DRAWINGS/ DESIGNS.
18. WHILE EXECUTION OF PROPOSED BRIDGE,EXISTING CONCRETE PROTECTIVE WORKS MAY GET DAMAGED,SO TO PROTECT THE EXG.BRIDGE FROM SCOURING EFFECT FLOORING PROTECTIVE WORKS WILL BE PROVIDED.
19. GAP AT JUNCTION OF EXISTING & PROPOSED BRIDGE SHOULD BE PROPERLY FILLED WITHOUT DISTURBING THE EXISTING FOUNDATION.
20. CONTROLLED CONCRETE AS PER DESIGN MIX TO BE USED AND MIXED BY WEIGH BATCHING.
21. EXISTING DRAINAGE ARRANGEMENTS TO BE MAINTAINED TO DRAIN OUT THE WATER COLLECTED BETWEEN THE EXISTING & THE PROPOSED BRIDGE.
22. THIS IS GENERAL ARRANGEMENT DRAWING ONLY.
23. STRUCTURAL DIMENSIONS & BASE PRESSURE SHOWN IN THIS GAD ARE TENTATIVE ONLY AND DETAILS WILL BE BASED ON ACTUAL DESIGN.
24. 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: 22.06.2021 REGARDING ENSURING QUALITY OF WORK AND MAINTAINING SITE RECORDS IN WORKS CONTRACTS TO BE STRICTLY FOLLOWED.
25. FEASIBILITY OF THIS STRUCTURE AT SITE SHOULD BE ENSURED BY MANAGER/CIVIL /C-4.
26. FOR MINIMUM LENGTH OF SOCKET REFR TABLE 1 OF IS 14593:1998
27. ALL PILE WORKS SHALL BE EXECUTED AS PER IS 2911-1/PART-I/SEC-II/1979 FOR MARKING DANGER LEVEL FOR BRIDGE REFER PARA 703 OF BRIDGE MANUAL
28. FOR PILES WHERE CONCRETE IS DEPOSITED UNDER WATER CONDITION 10% EXTRA CEMENT MAY BE PROVIDED AS PER CLAUSE 6.33 OF IS 2911-PART I SEC-2 1979
29. THE LOAD TEST ON PILES SHALL BE CONDUCTED AS PER IS-2911-PART IV -1985 AND IRS SUBSTRUCTURE CODE.
30. MIX FOR PILE AND PILE CAP IS M35 WITH 20MM (AS PER DESIGN) GRADED STONE AGGREGATE.
31. A LEAN MIX OF 150MM THICK 1:2:4 MIX (AS PER DESIGN) TO BE PROVIDED BELOW PILE CAP.
32. THE REINFORCEMENT OF PILES ARE TO BE ANCHORED INTO THE PILE CAP FULLY.
33. PILES SHOULD BE PROJECTED IN TO PILE CAP FOR 75 MM.
34. WHILE EXECUTING THE PROPOSED BRIDGE, THE EXISTING BRIDGE FOUNDATION IS TO BE PROTECTED/SAFE GUARDED.
35. WHILE CARRYING OUT THE SHORING WORK "SETTLEMENT AND INCLINATION OF EXISTING BRIDGE FOUNDATION. PIER BOTH ABUTMENTS AS WELL AS SLAB TO BE CONTINUOUSLY MONITORED AND CHECKED REGULARLY", IF THERE IS ANY SIGN OF SETTLEMENT AND INCLINATION OF EXISTING BRIDGE, IMMEDIATELY REMEDIAL ACTIONS TO BE TAKEN.
36. WHILE EXECUTION OF NEW BRIDGE WORK "SETTLEMENT AND INCLINATION OF EXISTING BRIDGE FOUNDATION. PIER BOTH ABUTMENTS AS WELL AS SLAB TO BE CONTINUOUSLY MONITORED AND CHECKED REGULARLY", IF THERE IS ANY SIGN OF SETTLEMENT AND INCLINATION OF EXISTING BRIDGE, IMMEDIATELY REMEDIAL ACTIONS TO BE TAKEN.
37. SHORING ARRANGEMENTS TO BE DESIGNED AND SUBMITTED TO THE DIVISION AND HQ BEFORE COMMENCEMENT OF WORK.

SPECIAL NOTES:

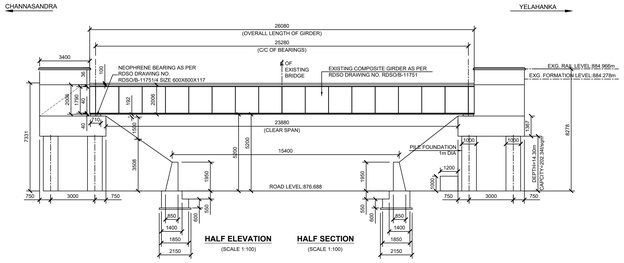
1. RAIL LEVEL, FORMATION LEVEL ETC. SHOULD BE CROSS VERIFIED BY THE ENGINEER-IN-CHARGE BEFORE AND DURING EXECUTION OF WORK AT SITE., AS PER LATEST APPROVED WORKING SECTION/PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
2. BEFORE EXECUTION THE WORK, ENGINEER-IN-CHARGE HAS TO BE ENSURED THAT THE MAXIMUM BASE PRESSURE AT FOUNDATION LEVEL FOR EACH ELEMENT OF BRIDGE IS LESS THAN THE SAFE BEARING CAPACITY OF SOIL AT THAT LOCATION.
3. ENGINEER IN-CHARGE SHOULD ENSURE THAT SUITABILITY OF THE EXISTING BRIDGE TO TAKE OF 25T LOAD DISPERSION FOR ITS ELEMENTS SUCH AS SUBSTRUCTURE AND FOUNDATION BEFORE TAKING UP PROPOSAL WORK.

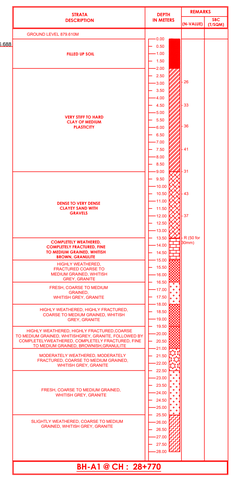
ALL THE FOLLOWING SAFETY MEASURES SHALL BE FOLLOWED.

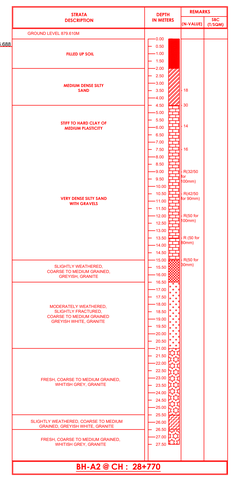
1. ADEQUATE SAFETY MEASURES FOR RUNNING TRAINS SHALL BE ADOPTED WHILE DOING THE EARTH WORK BELOW THE TRACK.
2. DURING CONSTRUCTION OF THE BRIDGE, THE EXISTING TRACK SHALL BE PROTECTED SUITABLY BY IMPOSING NECESSARY SPEED RESTRICTION BY PROVIDING TEMPORARY ENGINEERING INDICATORS.
3. DURING THE CONSTRUCTION OF THE PROPOSED BRIDGE PROPER SAFETY PRECAUTIONS TO BE TAKEN WHILE EXECUTING FOUNDATION WORK CLOSE TO THE EXISTING BRIDGE FOUNDATION INCLUDING IMPOSING SPEED RESTRICTIONS IF REQUIRED.
4. THE GRADUAL RELEASE OF SPEED RESTRICTION SHALL BE AS PER PARA 637 (1) (F) OF IRPWM-2020.
5. NECESSARY SHORING ARRANGEMENTS TO BE MADE TO PROTECT EXISTING BRIDGE STRUCTURE WHEREVER NECESSARY.
6. JOINT PROCEDURE ORDER ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION
7. PROJECTS (JPO NO. W.339/SAFETY PRECAUTION, DT: 18.02.2011) ISSUED VIDE CTE LR.NO.SWR/W.247/SAFETY AT WORK SPOT DT:30.06.2017 HAS TO BE STRICTLY FOLLOWED.
8. 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.
9. SUITABLE SAFETY BARRICADING HAS TO BE PROVIDED WHENEVER WORK IS BEING EXECUTED PARALLEL TO THE RUNNING TRACK.
10. NECESSARY PROTECTIVE ARRANGEMENTS SHALL BE MADE BY KRIDE IN CONSULTATION WITH SBC DIVISION ELECTRICAL TRD/BRANCH TO AVOID ANY ELECTRICAL INDUCTION DURING EXECUTION OF PROPOSED WORK.

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

1. NECESSARY PROTECTIVE ARRANGEMENT SHALL BE MADE BY KRIDE IN CONSULTATION WITH ELECTRICAL TRD/BRANCH/SBC TO AVOID ANY ELECTRICAL INDUCTION DURING EXECUTION OF WORK.
2. DURING ANY WORK INVOLVING LESS THAN 2.0m WORKING CLEARANCE FROM OHE, THE WORK SHALL BE CARRIED OUT ONLY DURING BLOCK CONDITION BY OBTAINING PERMISSION TO WORK FROM AUTHORIZED TRD BRANCH OFFICIALS.
3. OHE TRACTION CONDUCTORS SHALL BE RE-PROFILED TO GET MAXIMUM CONTACT WIRE HEIGHT WITH NORMAL ELECTRICAL CLEARANCE AFTER COMPLETION OF WORK BY OL/TRD.
4. ALL OHE PROFILING WORKS AND LAUNCHING OF PSC SLAB SHALL BE DONE UNDER THE SUPERVISION OF SSE/OL/TRD UNDER POWER BLOCK CONDITION.







TRACK DETAILS (PRO.BRIDGE)

LOADING	:	25 T AXLE LOAD 2008-STD
ALIGNMENT	:	CURVE
GRADE	:	RISE 1 IN 106
RAIL LEVEL	:	885.816m
FORMATION LEVEL	:	885.002m

DEPTH OF CONSTRUCTION FOR 1 x 31.00 m U-GIRDER

RAIL 60 kg	:	172 mm
GR PAD	:	10 mm
PSC SLEEPER	:	230 mm
BALLAST CUSHION	:	350 mm
FL TO BOTTOM OF GIRDER	:	338 mm
BOTTOM OF GIRDER TO BED LEVEL	:	8028 mm
TOTAL	=	9128 mm

TRACK DETAILS (EXG.BRIDGE)

GRADIENT	:	1 IN 110
ALIGNMENT	:	CURVE 1.03°
RAIL LEVEL	:	884.996m
FORMATION LEVEL	:	884.278m
RAILS	:	60KG
SLEEPERS	:	1660
CUSHION	:	300mm
LOADING	:	25T-2008

EXIS.DEPTH OF CONSTRUCTION FOR 1 x 26.08 m STEEL COMPOSITE GIRDER

RAIL	:	172 mm
RUBBER PAD	:	6 mm
PSC SLEEPER	:	210 mm
BALLAST CUSHION	:	300 mm
DEPTH OF GIRDER	:	2256 mm
TOTAL	=	2944 mm

BRIDGE DETAILS

DESCRIPTION	EXISTING IR BRIDGE : 535	PROPOSED BSRP BRIDGE : 535
CHAINAGE AT CENTER OF BRIDGE (km)	7+810	28+742.040
RAIL LEVEL AT CENTER OF BRIDGE (m)	884.996m	885.816m
FORMATION LEVEL AT CENTRE OF BRIDGE (m)	884.278m	885.002m
DIMENSIONS (Nos x SPAN(m) x HEIGHT(m))	1 x 11.7	2 x 25.0m
STRUCTURE CONFIGURATION	STEEL GIRDER	PSC U - GIRDER

LOADING STANDARD
AS PER BRIDGE:25T-AXLE LOAD 2008 STD

GRADE OF CONCRETE

NO.	DESCRIPTION OF COMPONENTS	GRADE	SIZE OF AGG.
i.	DECK SLAB	M35	20mm
ii.	WEARING COURSE	M35	20mm
iii.	RCC ABUTMENT/ABUTMENT CAP	M35	20mm
iv.	RCC PILE AND PILE CAP	M35	20mm
v.	RETAINING/RETURN WALL	M35	20mm

LEGENDS:

= COLOUR CODE BLACK	= EXISTING WORKS
= COLOUR CODE RED	= PROPOSED RLY WORKS
= COLOUR CODE YELLOW	= TO BE DISMANTLED
= COLOUR CODE GREEN	= FUTURE TRACK
= ROW = = COLOUR CODE BLUE	= RAILWAY BOUNDARY

TENDER DRAWING

GENERAL CONSULTANTS:

EGIS-AECOM-WSP

RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED

GC	KRIDE

GENERAL ARRANGEMENT DRAWING

BENGALURU SUBURBAN RAILWAY PROJECT(BSRP)
BETWEEN STATIONS HEELALIGE-RAJANKUNTE SECTION OF BSRP C-4

PROPOSED CONSTRUCTION OF RUB NO.535 SIZE OF2X25.0M(25000(SQ)/25034(SK)) AS U-GIRDER AT BSRP CH:28+725.520 OF THE OF EXG.BRIDGE OF 1 x 11.704m CLEAR SPAN STELL GIRDER AT IR KM 7+610 BETWEEN HEELALIGE AND RAJANKUNTE STATION.

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