



डेडीकेटेड फ्रेट कोरीडोर

DESIGN AND CONSTRUCTION OF CIVIL, STRUCTURES AND TRACK WORKS FOR DOUBLE LINE RAILWAY INVOLVING FORMATION IN EMBANKMENTS/CUTTINGS, BALLAST ON FORMATION, TRACK WORKS, BRIDGES, STRUCTURES, BUILDINGS, YARDS, INTEGRATION WITH IR EXISTING RAILWAY SYSTEM AND TESTING & COMMISSIONING ON DESIGN-BUILD LUMP SUM BASIS FOR DADRI - KHURJA SECTION OF EASTERN DEDICATED FREIGHT CORRIDOR

Contract Package: 302

ICB No. HQ/EN/EC/D-B/DADRI - KHURJA

PART - 4 - REFERENCE DOCUMENT

DRAWINGS - VOLUME - 5.3

DADRI - KHURJA

From Km. 1413.856 to Km. 1367.000



GAD - RUB IN LIEU OF LC

EMPLOYER
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LIMITED
(A GOVERNMENT OF INDIA ENTERPRISES)
MINISTRY OF RAILWAYS
COUNTRY : INDIA

CONTENTS GAD - RUB IN LIEU OF LC (CONTRACT PACKAGE 302)

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SL. NO.	DESCRIPTION	DRAWING NO.	REVISION NO.	REMARKS	SL. NO.	DESCRIPTION	DRAWING NO.	REVISION NO.	REMARKS
1	LC No. 130	-----	RO						
2	LC No. 132/C/3E	-----	RO						
3	LC No. 133/C/3E	-----	RO						
4	LC No. 135C/3E	-----	RO						
5	LC No. 137C/3E	-----	RO						
6	LC No. 138	-----	RO						
7	LC No. 140	-----	RO						
8	LC No. 141	-----	RO						
9	LC No. 142	-----	RO						
10	LC No. 143	-----	RO						
11	LC No. 144/C/E	-----	RO						
12	LC No. 145	-----	RO						
13	LC No. 146	-----	RO						

<p>GENERAL CONSULTANT</p>  <p>AECOM Asia Co. Ltd. 9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA</p>	<p>TITLE</p> <p>CONTENTS GAD -RUB IN LIEU OF LC (302)</p>	 <p>DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD (A GOVERNMENT OF INDIA ENTERPRISE)</p> <p>EASTERN CORRIDOR</p> <p>PROJECT DADRI TO KHURJA</p>
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Contract Package: 302

DADRI TO KHURJA

From Km 1413.856 to 1367.000

GAD OF RUB IN LIEU OF LC

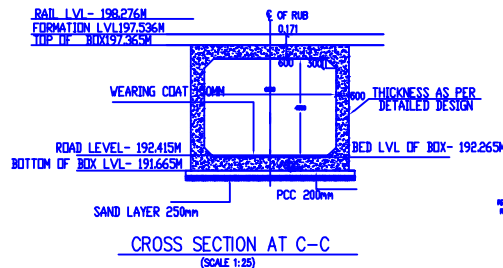
BORE LOG DETAIL OF BH-1 AT A1 OF RUB AT L.C. NO. 130 AT CH. - 1372/33-35

Bore no. 1(RHS)

Depth (m)	Soil Description	Water Table	Safe Net Bearing Capacity (T/m ²)
0.00	Filled Up Soils		
1.50	Light Brown Sandy SH (ML-CI)		
3.00	Light Brown Sandy SH (ML-CI)		
4.50	Light Gray Silty Fine Sand (SM)	13.00m	16.2
6.00	Light Gray Silty Fine Sand (SM)		
7.50	Light Gray Silty Fine Sand (SM)		
9.00	Light Gray Silty Fine Sand (SM)		
10.50	Light Gray Silty Fine Sand (SM)		
12.00	Light Gray Silty Fine Sand (SM)		
13.50	Gray Fine Sand (SP-SM)		
15.00	Gray Fine Sand (SP-SM)		

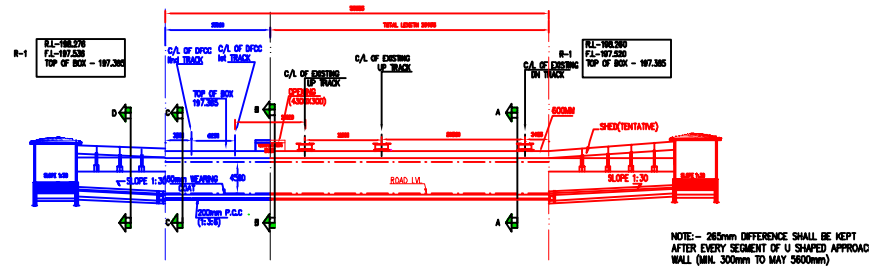
Bore no. 2(LHS)

Depth (m)	Soil Description	Water Table	Safe Net Bearing Capacity (T/m ²)
0.00	Filled Up Soils		
1.50	Light Brown Sandy SH (ML-CI)		
3.00	Light Brown Sandy SH (ML-CI)		
4.50	Light Brown Sandy SH (ML-CI)		
6.00	Light Gray Silty Fine Sand (SM)	13.00m	16.2
7.50	Light Gray Silty Fine Sand (SM)		
9.00	Light Gray Silty Fine Sand (SM)		
10.50	Light Gray Silty Fine Sand (SM)		
12.00	Light Gray Silty Fine Sand (SM)		
13.50	Gray Fine Sand (SP-SM)		
15.00	Gray Fine Sand (SP-SM)		

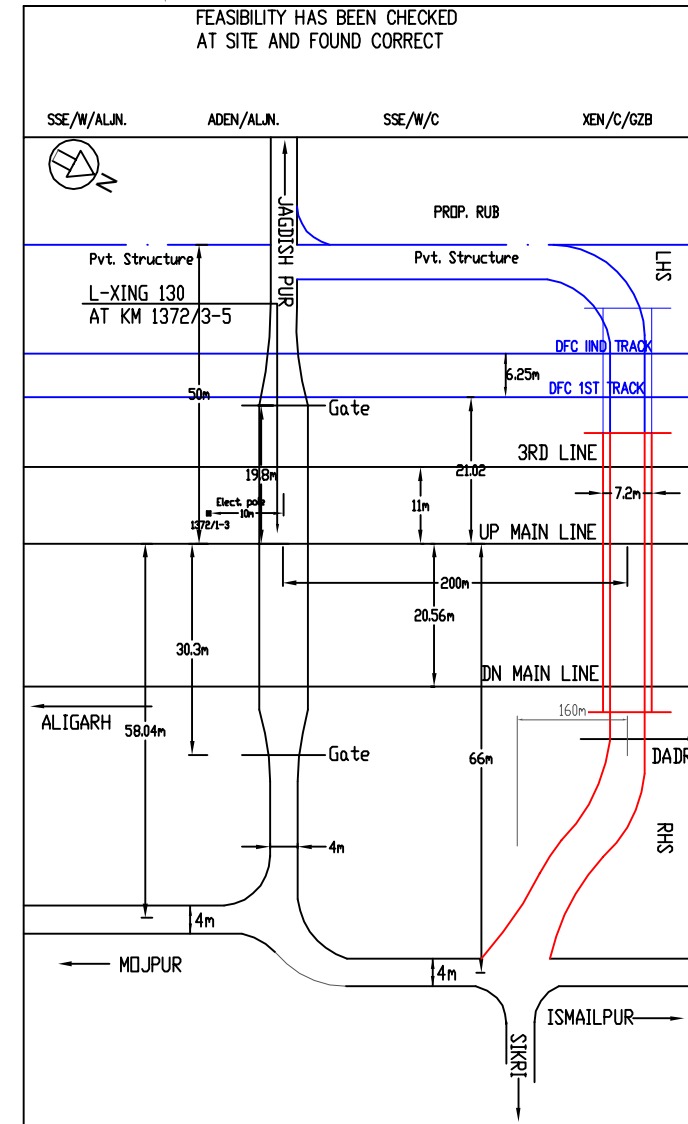
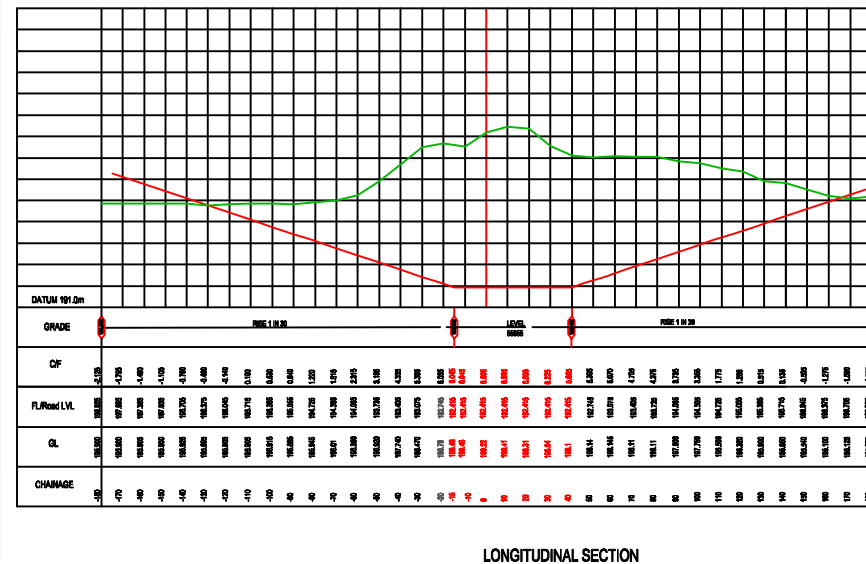
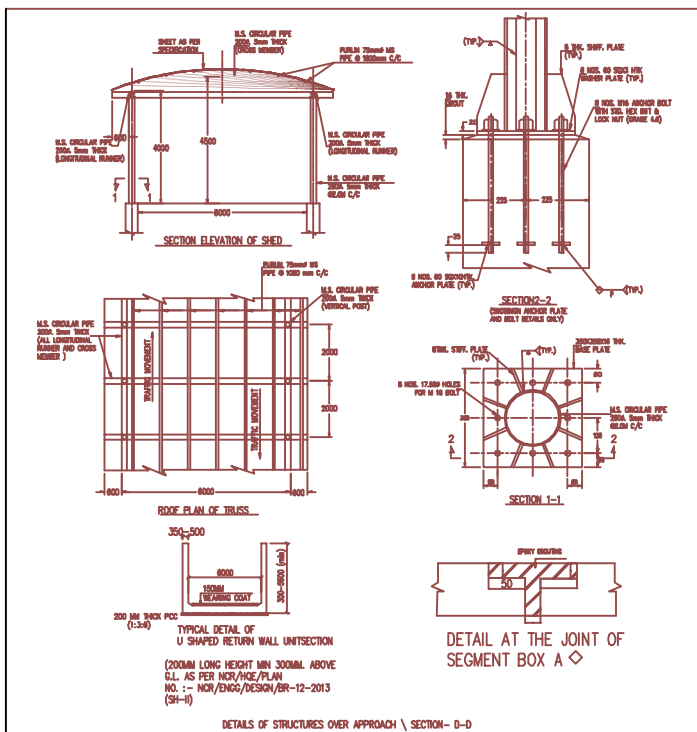
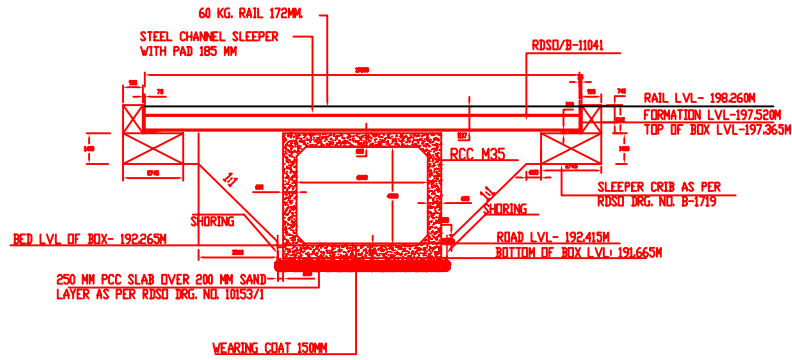
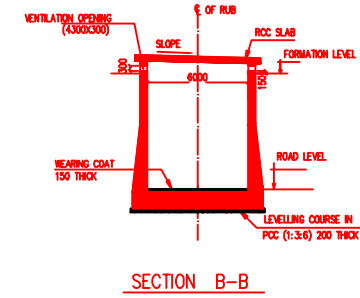


THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DCC.

(REFER NOTE NO.17 & 31)



NOTE:- 250mm DIFFERENCE SHALL BE KEPT AFTER EVERY SEGMENT OF U SHAPED APPROACH WALL (MIN. 300mm TO MAX 500mm)



- NOTES:-
- ALL DIMENSIONS ARE IN MM AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - a) CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
 - IRS BRIDGE RULES.
 - IRS CONCRETE BRIDGE CODE.
 - IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
 - RELEVANT BIS CODES.
 - b) LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COAL TAR OR BITUMEN CONFORMING TO IS: 3070-1985 BEFORE FILLING OFFEARTH.
 - KEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT OFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCOL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCOL WORK SHOWN IN BLUE.

INDICATIVE DRAWING

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.						
GENERAL CONSULTANT AECOM	AECOM Asia Co. Ltd. 9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA					
EASTERN CORRIDOR						
PROJECT DADRI TO NEW KHURJA JN. FROM CH: 1413.856 TO CH: 1367.000						
CONTRACT PACKAGE - 302						
STRUCTURE PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 130 KM-1372/3-5 SPAN 1X6.0MX4.5M						
TITLE GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-XING NO.-130(TN-37800) BY PROVIDING BOX(SIZE 6.0MX4.5M) WITH R/L ORDER METHOD AT KM-1372/3-5 BETWEEN KHURJA & SKANDERPUR RLY STATION INTD.-GZB SECTION.						
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DWG. NO.	REV.
NTS						

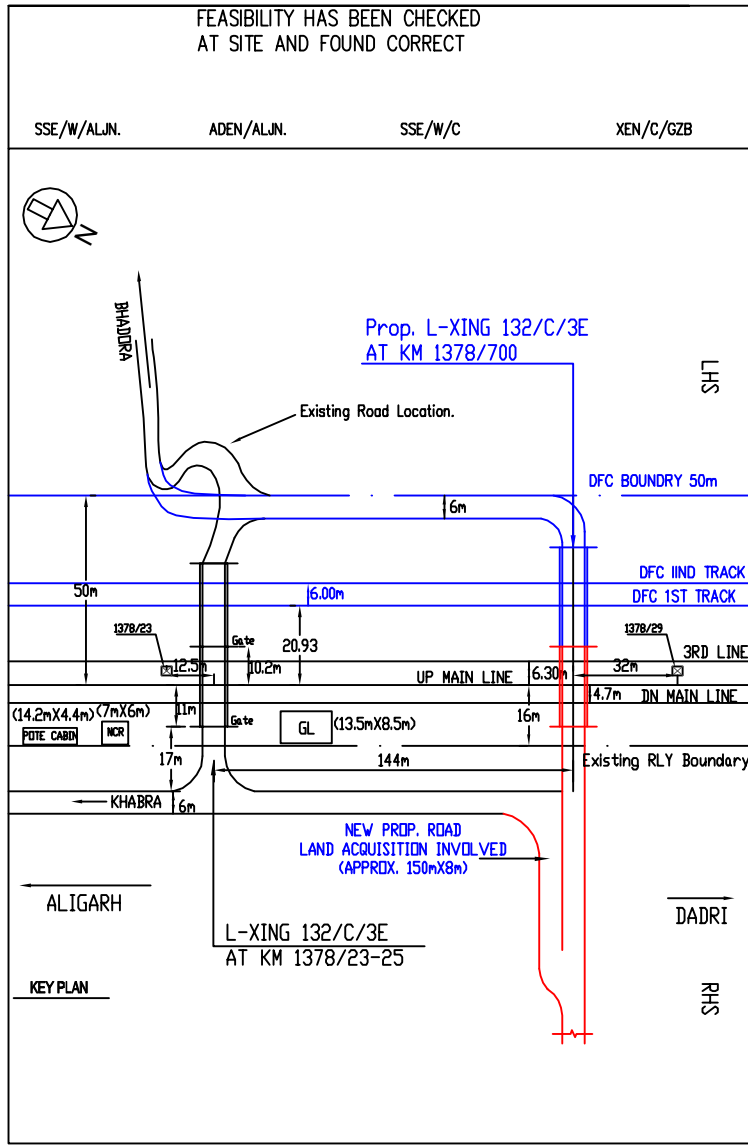
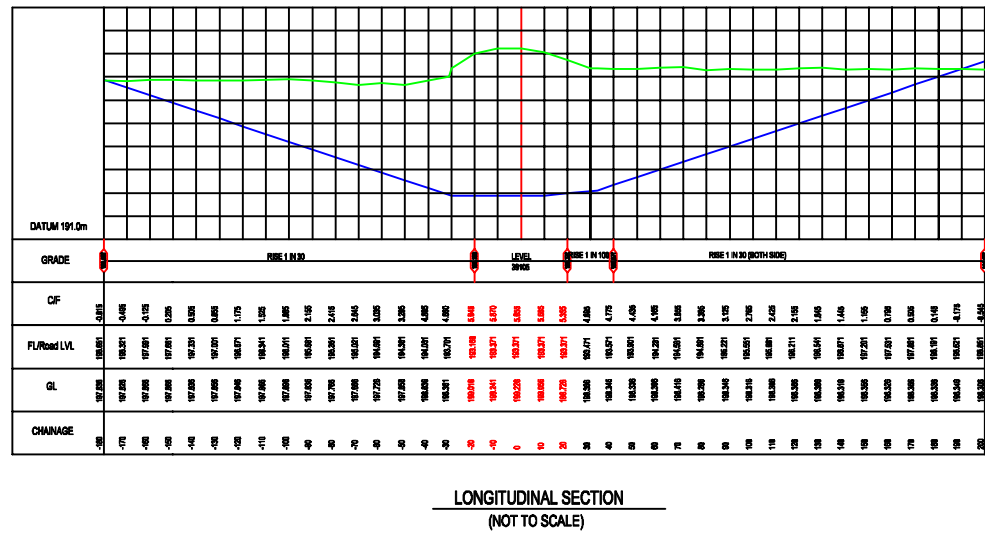
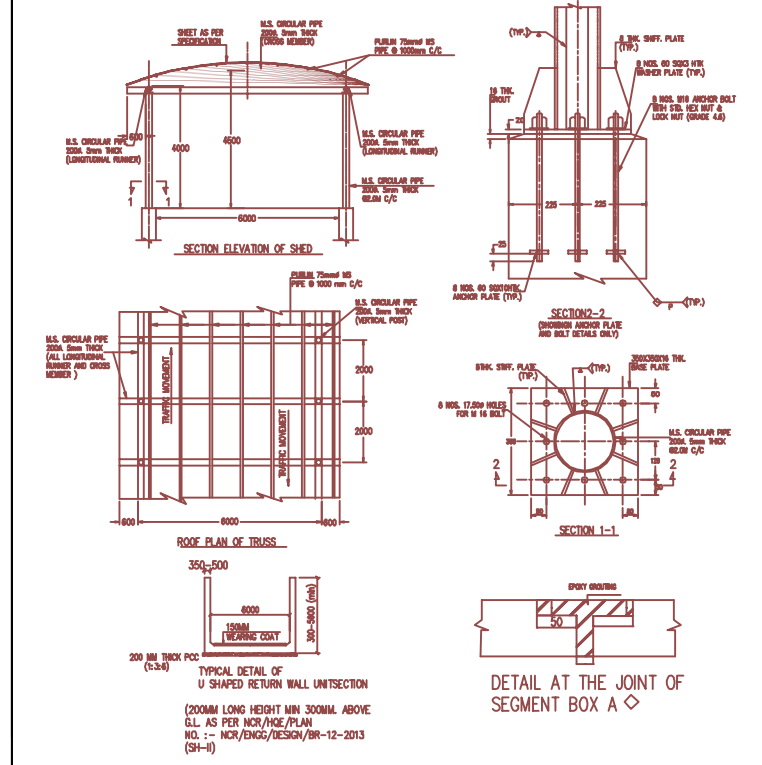
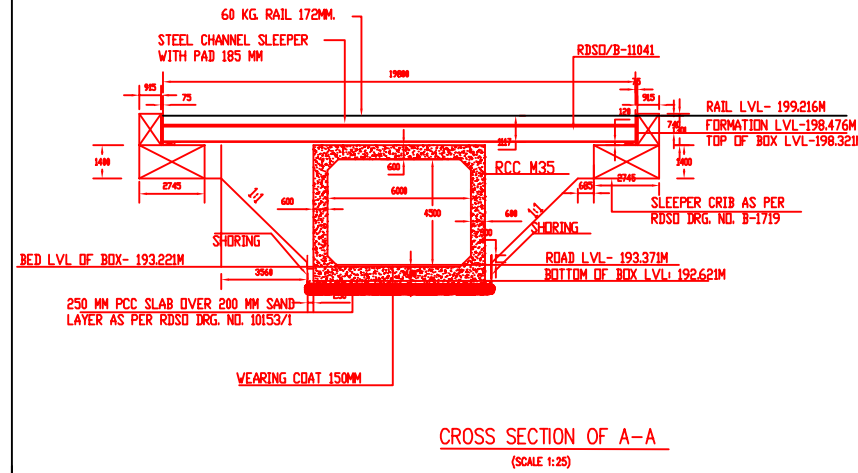
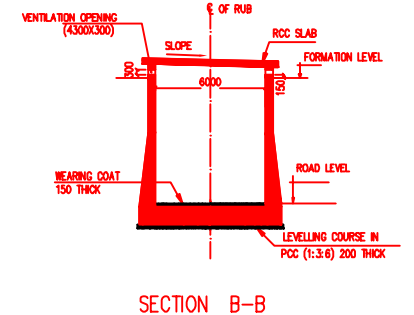
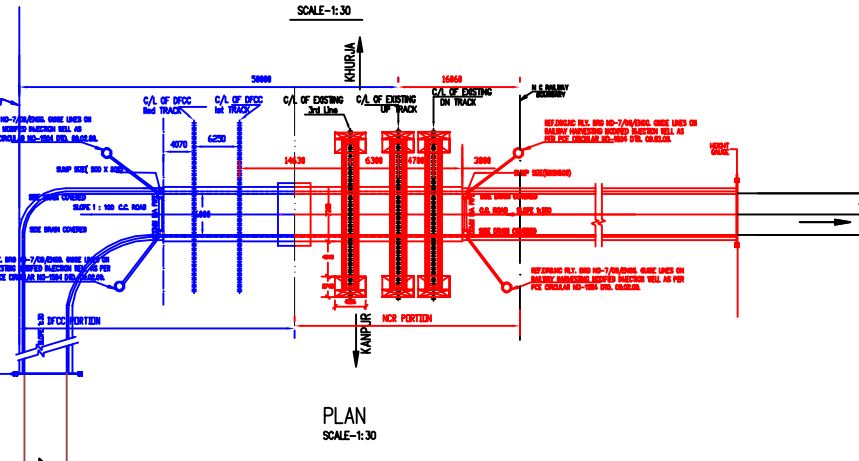
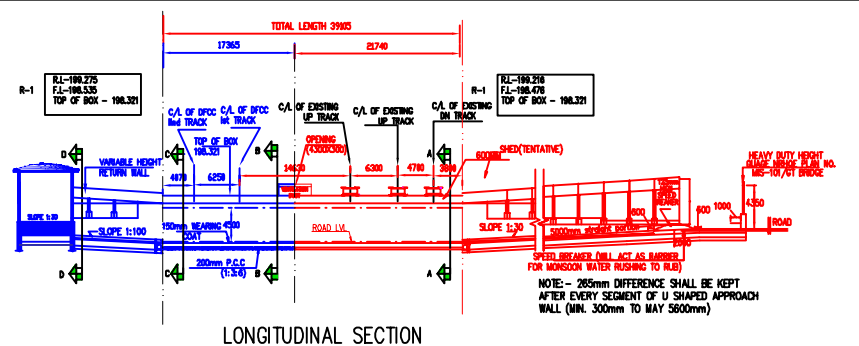
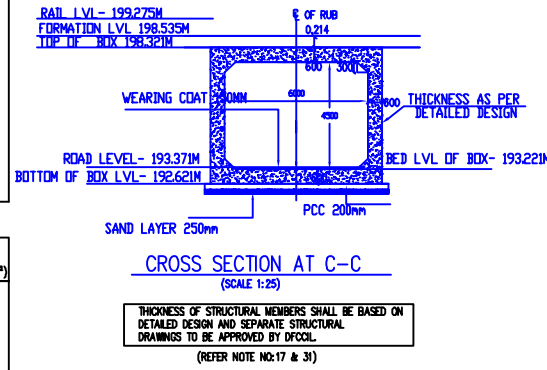
BORE LOG DETAILS
RUB AT L.C. NO. 132/C/3E AT CH. - 1378/23-25

Bore no. 1(RHS)

Depth (m)	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00	Filled Up Soils		
2.2	Light Brown Sandy Silt (ML-CL)		
4.50	Light Grey Silty Fine Sand (SM)	Not Met	18.2
6.00			
7.50			
9.00			
10.50			
12.00			
13.50			
15.00			

Bore no. 2(LHS)

Depth (m)	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00	Filled Up Soils		
2.8	Light Brown Sandy Silt (ML-CL)		
3.5	Light Grey Silty Fine Sand (SM)	Not Met	18.2
5.8			
7.5			
9.0			
10.5			
12.0			
13.5			
15.0			



- NOTES: -
- ALL DIMENSIONS ARE IN mm AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
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 - a) CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
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 - IRS CONCRETE BRIDGE CODE.
 - IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
 - RELEVANT BIS CODES.
 - LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COALTAR OR BITUMEN CONFORMING TO IS: 3070-1965 BEFORE FILLING OF EARTH.
 - WEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED OUTER SIDE FOR PROPER DRAINAGE.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - METHODLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFOCL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFOCL WORK SHOWN IN BLUE.

INDICATIVE DRAWING

dedicated freight corridor CORPORATION OF INDIA LTD.

GENERAL CONSULTANT: **AECOM Asia Co. Ltd.**
9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA

PROJECT: DADRI TO NEW KHURJA JN.
FROM CH: 1413.856 TO CH: 1367.000

CONTRACT PACKAGE - 302

STRUCTURE: PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 132/C/3E
KM-1378/23-25 SPAN 1X6.0MX4.5M

TITLE: GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-XING NO.-132(TW-23071) BY PROVIDING BOX(SIZE 6.0MX4.5M) WITH RAIL CROSSING METHOD AT KM-1378/23-25 BETWEEN SPANNER PUR & GENERAL RLY STATION IN DL-CB SECTION.

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DRG. NO.	REV.
NTS						

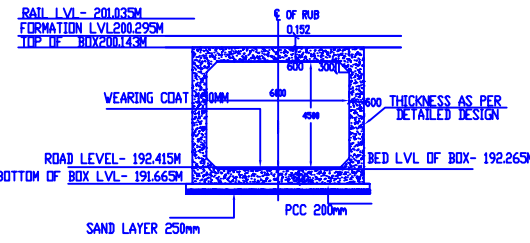
BORE LOG DETAIL OF BH-1 AT A1 OF
RUB AT L.C. NO. 133/C/E AT CH. - 1381/23-25

Bore no. 1(RHS)

H-Value	Depth(m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
	0.00		Light Brown Sandy SR (ML)		
	1.50				
	3.00				
	4.50				
	6.00				
	7.50		Grey Fine Sand (SP-SM)	Not Met	12.1
	9.00				
	10.50				
	12.00				
	13.50				
	15.00				

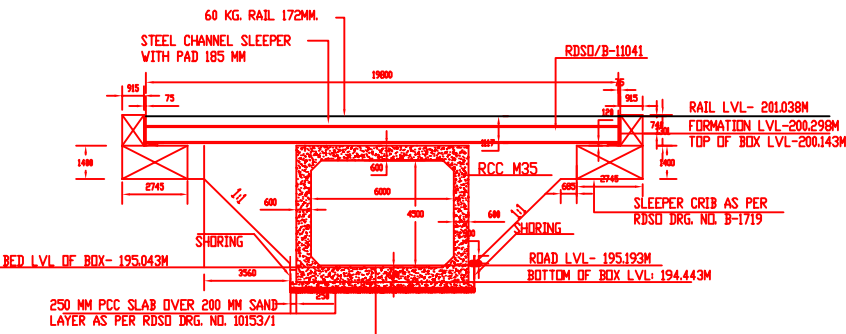
Bore no. 2(LHS)

H-Value	Depth(m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
	0.00		Light Brown Sandy SR (ML)		
	1.50				
	3.00				
	4.50				
	6.00				
	7.50		Grey Fine Sand (SP-SM)	Not Met	12.1
	9.00				
	10.50				
	12.00				
	13.50				
	15.00				

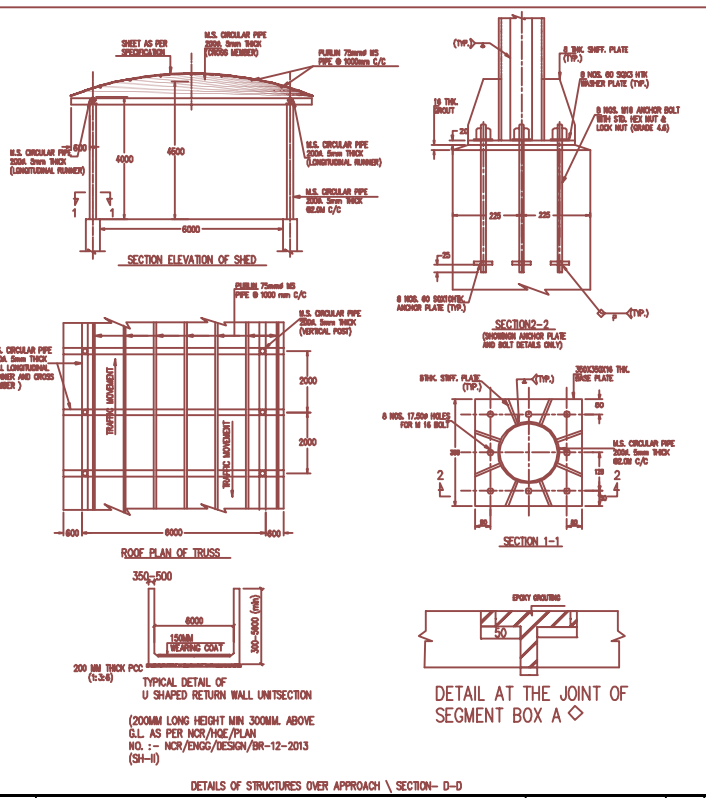


CROSS SECTION AT C-C
(SCALE 1:25)

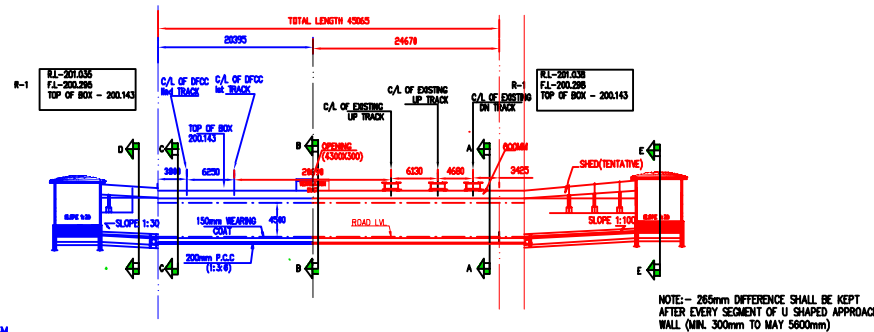
THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DFCC.
(REFER NOTE NO.17 & 31)



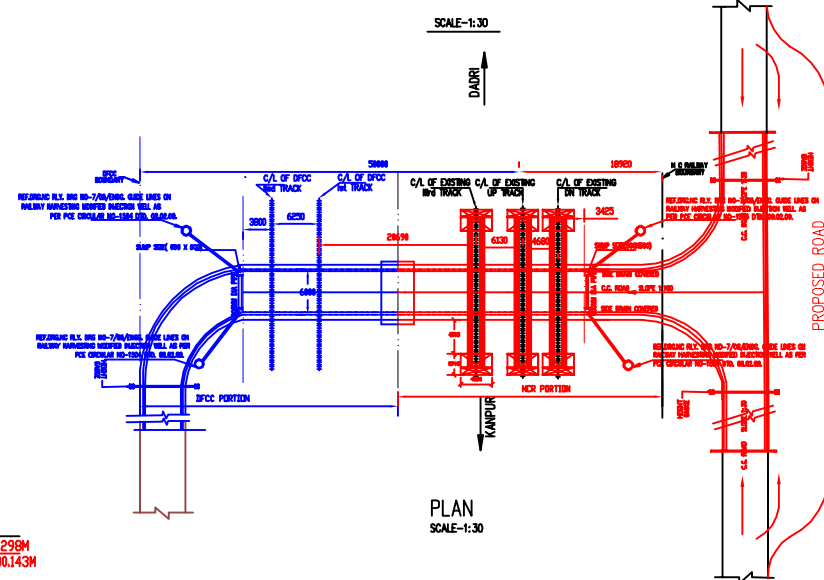
CROSS SECTION OF A-A
(SCALE 1:25)



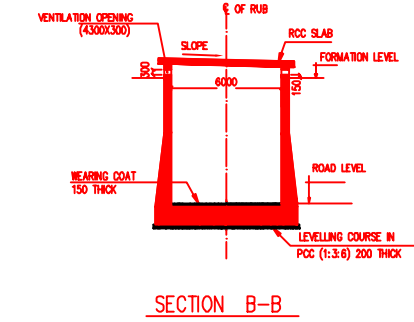
DETAILS OF STRUCTURES OVER APPROACH SECTION-D-D



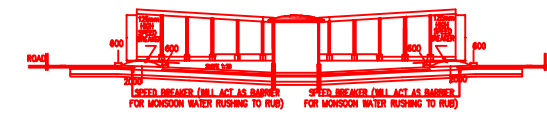
LONGITUDINAL SECTION
SCALE-1:30



PLAN
SCALE-1:30

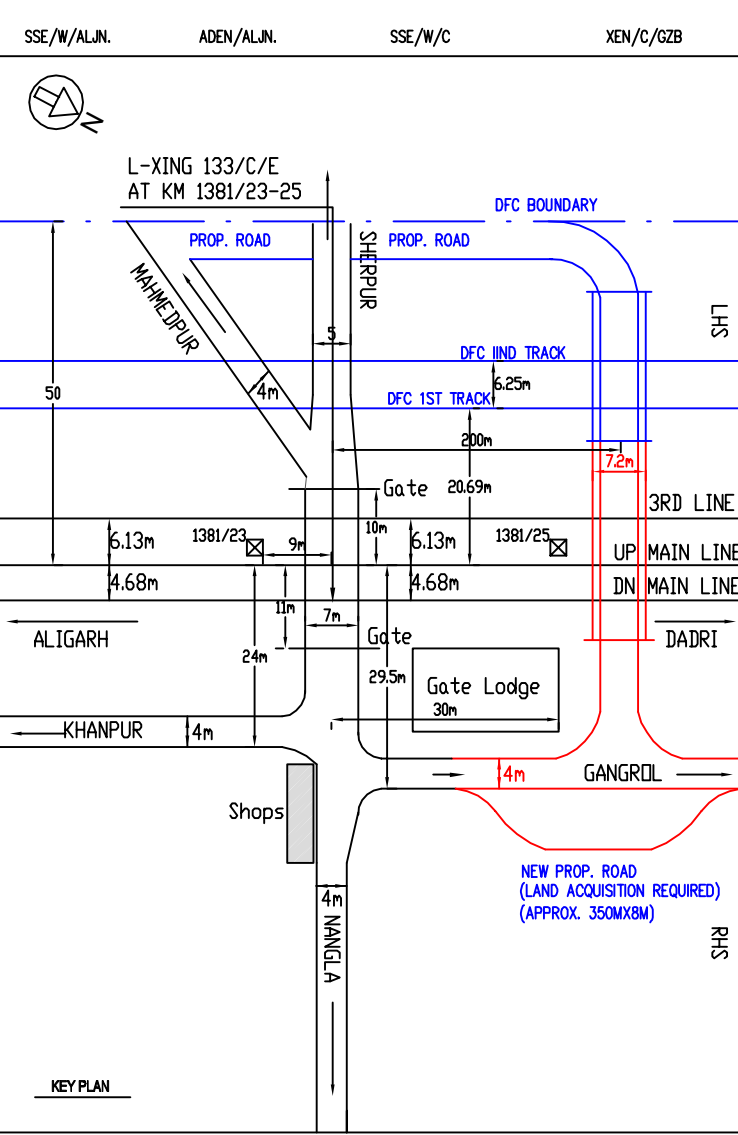


SECTION B-B

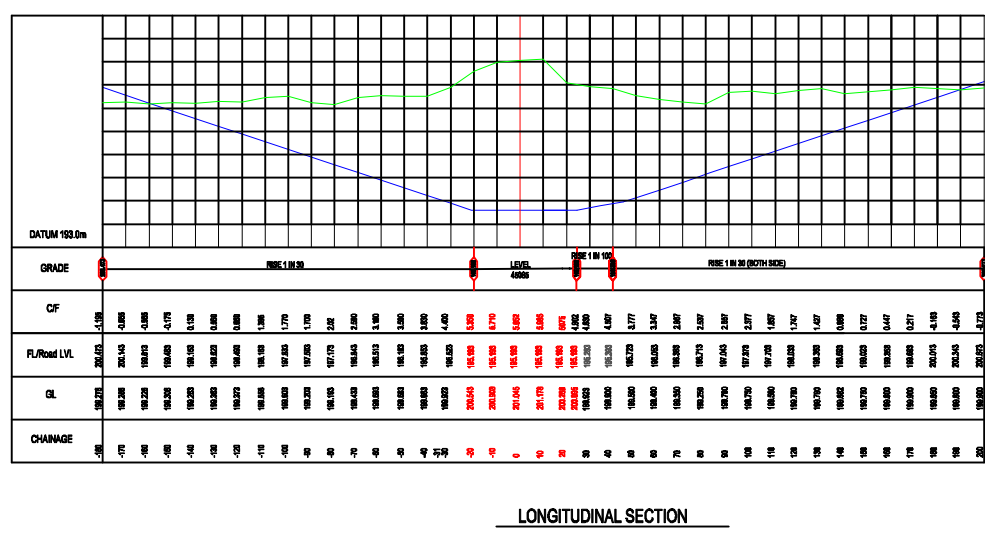


SECTION E-E

FEASIBILITY HAS BEEN CHECKED AT SITE AND FOUND CORRECT



KEY PLAN



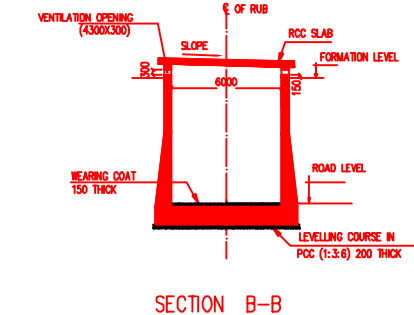
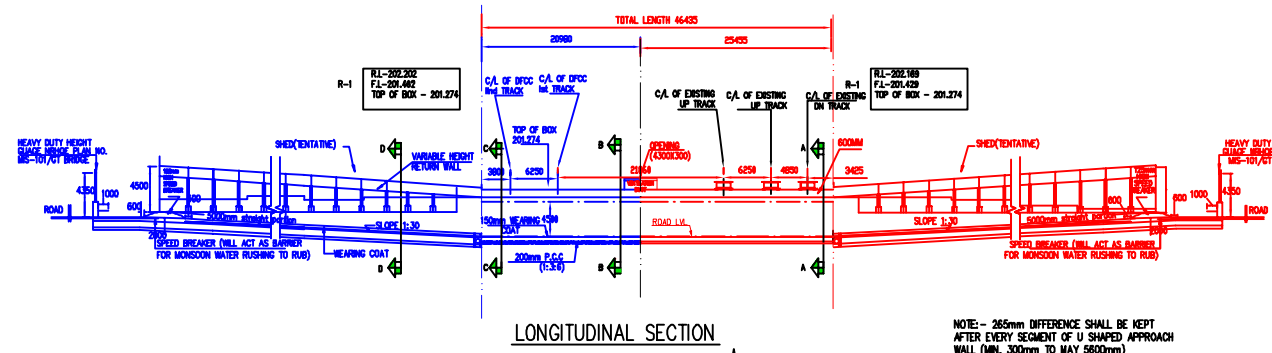
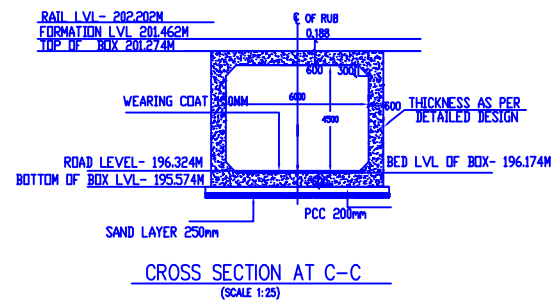
LONGITUDINAL SECTION

- NOTES: -
- ALL DIMENSIONS ARE IN MM AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - a) CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
i. IRS BRIDGE RULES.
ii. IRS CONCRETE BRIDGE CODE.
iii. IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
iv. RELEVANT BIS CODES.
 - b) LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COALTAR OR BITUMEN CONFORMING TO IS: 3070-1985 BEFORE FILLING OF EARTH.
 - WEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
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 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFCC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT OFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCC & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCC WORK SHOWN IN BLUE.

INDICATIVE DRAWING

AECOM Asst. to client		DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
GENERAL CONSULTANT		AECOM Asia Co. Ltd. 9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA
		EASTERN CORRIDOR
PROJECT		DADRI TO NEW KHURJA JN. FROM CH: 1413.856 TO CH: 1367.000
CONTRACT PACKAGE - 302		
STRUCTURE		PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 133/C/3E KM-1381/23-25 SPAN 1X6.0M X 4.5M
TITLE GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-XING NO.-133(TW-31565) BY PROVIDING BOX(SIZE 6.0M X 4.5M) WITH RAIL GROUND METHOD AT KM-1381/23-25 BETWEEN GANGROL & CHOLA RLY STATION INTD.-GZB SECTION.		
SCALE	DATE	DRAWN BY
NTS		
DATE	CHECKED BY	APPROVED BY
		DRG. NO.
		REV.

REVISION			SCALE		
NO.	DATE	REVISION	AS SHOWN		



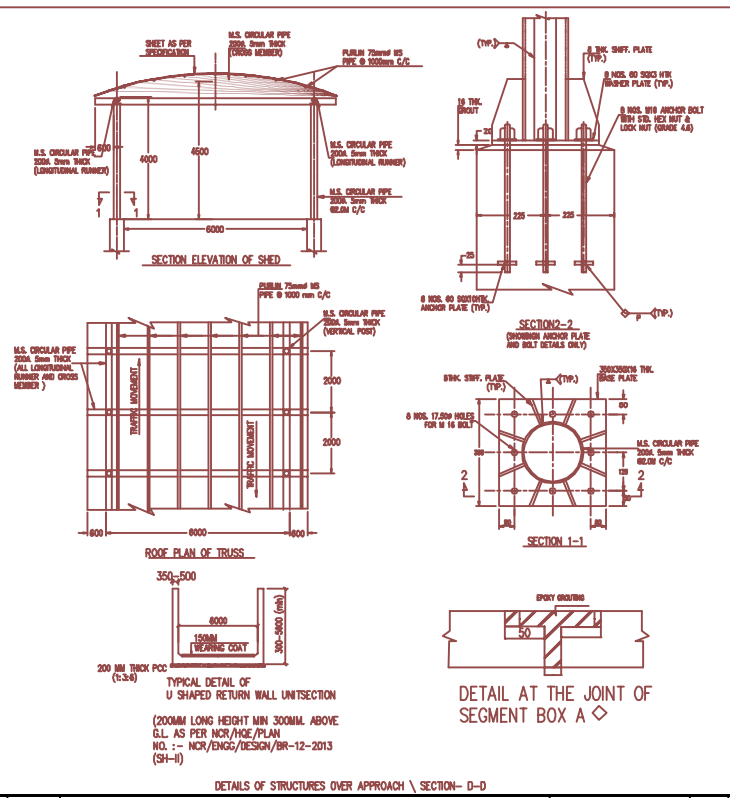
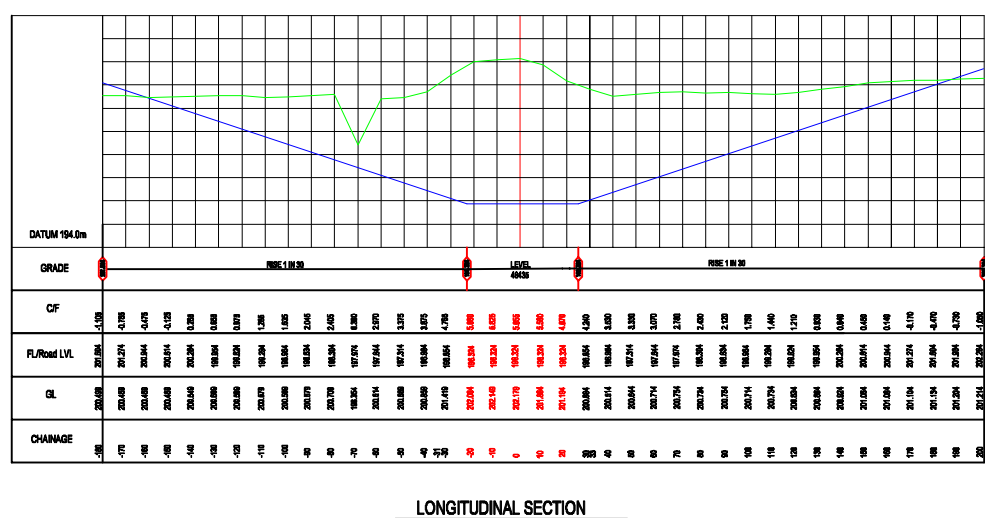
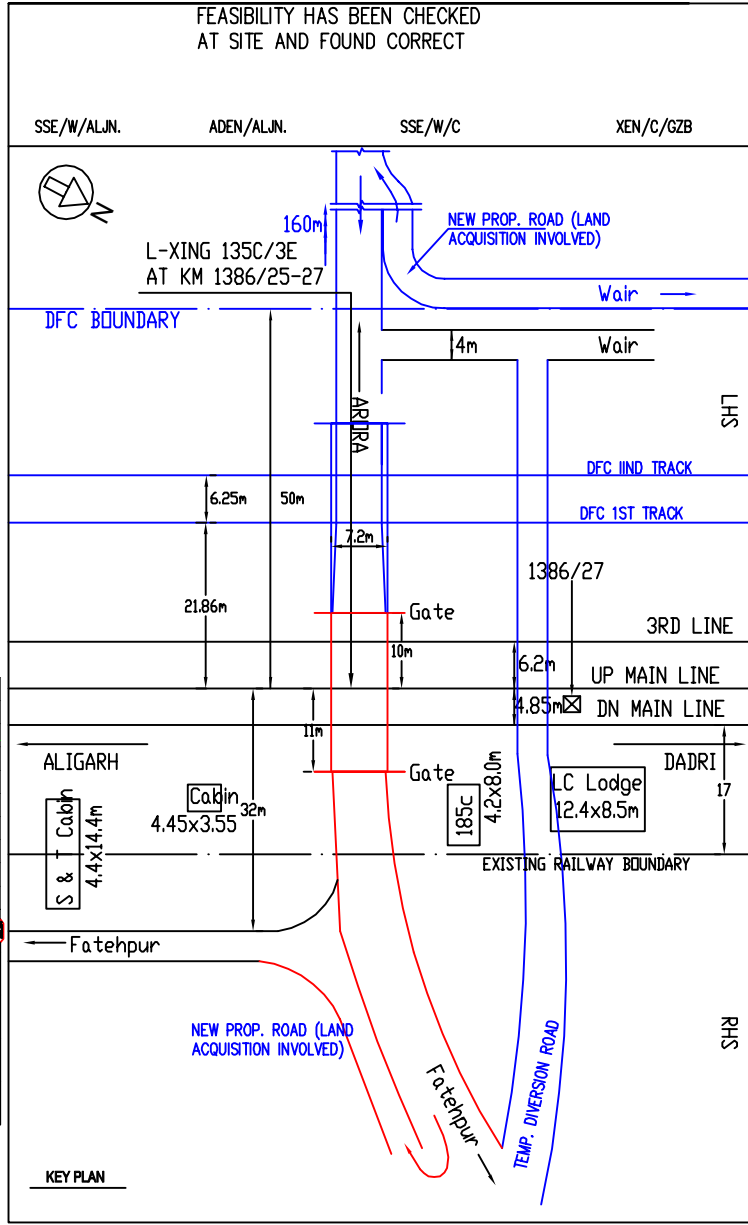
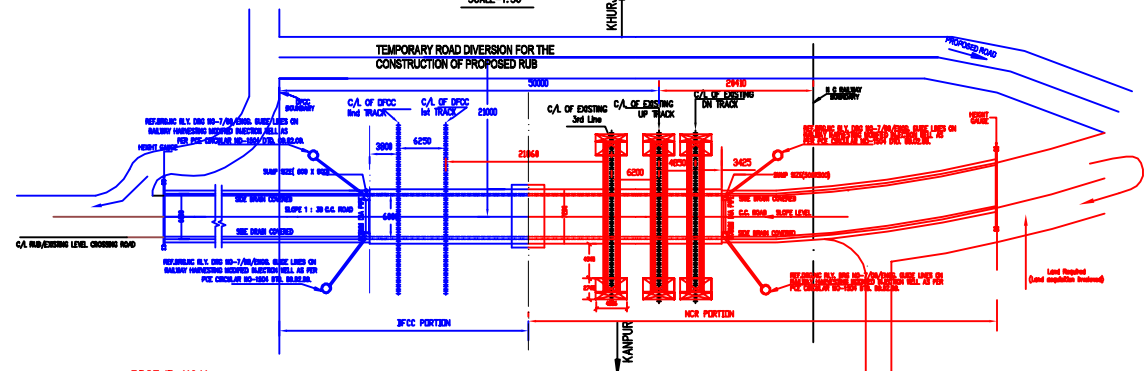
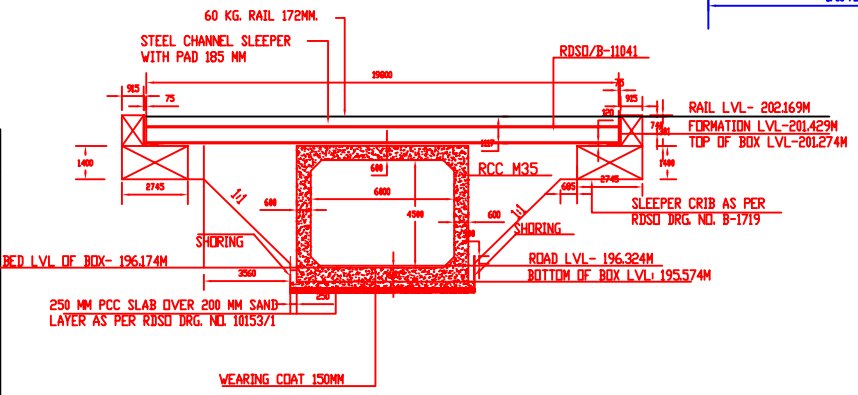
BORE LOG DETAIL OF BH-1 AT A1 OF RUB AT L.C NO. 135/C/3E AT CH. - 1386/25-27

Bore no. 1(RHS)

H-Value	Depth(m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00	0.00				
15	1.50		Light Brown Sandy Silt (ML-CL)		
21	3.00			8.00m	17.3
21	4.50				
18	7.50		Gray Fine Sand (SP-SI)		
38	10.50		Slipped		
46	13.50				
44	15.00				

Bore no. 2(LHS)

H-Value	Depth(m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00	0.00				
16	1.50		Light Brown Sandy Silt (ML-CL)		
26	3.00			8.50m	17.3
26	4.50				
20	7.50		Gray Fine Sand (SP-SI)		
37	10.50		Slipped		
45	13.50				
51	15.00				



- NOTES: -
- ALL DIMENSIONS ARE IN mm AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - a) CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
 - IRS BRIDGE RULES.
 - IRS CONCRETE BRIDGE CODE.
 - IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
 - RELEVANT BIS CODES.
 - b) LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE $F_y = 500$ SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COALTAR OR BITUMEN CONFORMING TO IS: 3070-1965 BEFORE FILLING OF EARTH.
 - KEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT OFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCOL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCOL WORK SHOWN IN BLUE.

INDICATIVE DRAWING

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

GENERAL CONSULTANT: **AECOM Asia Co. Ltd.**
9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA

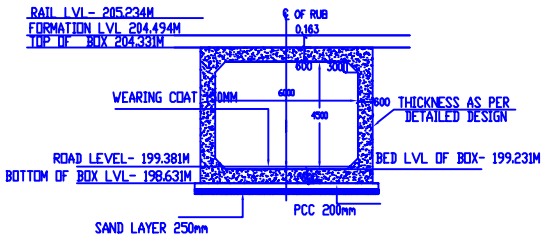
PROJECT: DADRI TO NEW KHURJA JN.
FROM CH: 1413.856 TO CH: 1367.000

CONTRACT PACKAGE - 302

STRUCTURE: PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 135C/3E
KM-1386/25-27 SPAN 1X6.0MX4.5M

TITLE: GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-XING NO.-135(TW-35888) BY PROVIDING BOX (SIZE 6.0MX4.5M) WITH R&L CROSSING METHOD AT KM-1386/25-27 BETWEEN CHOLA & WAIR RLY STATION INTER-CROSS SECTION.

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DRG. NO.	REV.
NTS						



CROSS SECTION AT C-C
(SCALE 1:25)

THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DFCCL.
(REFER NOTE NO:17 & 31)

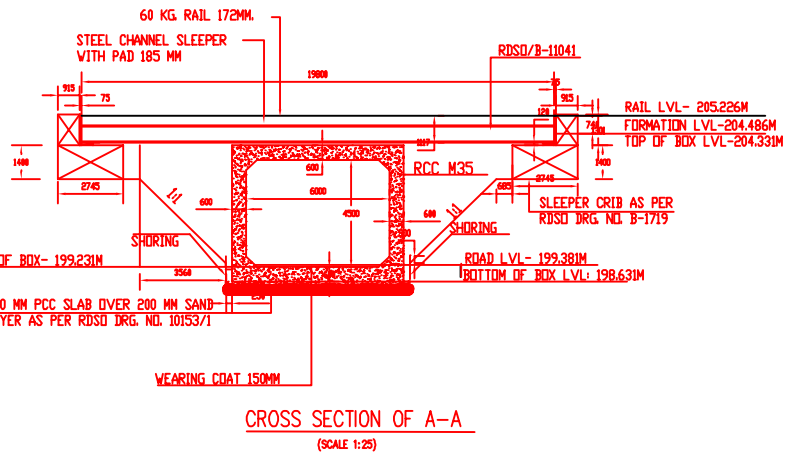
BORE LOG DETAILS
RUB AT LC NO. 137/C/3E AT CH. - 1392/17-19

Bore no. 1(RHS)

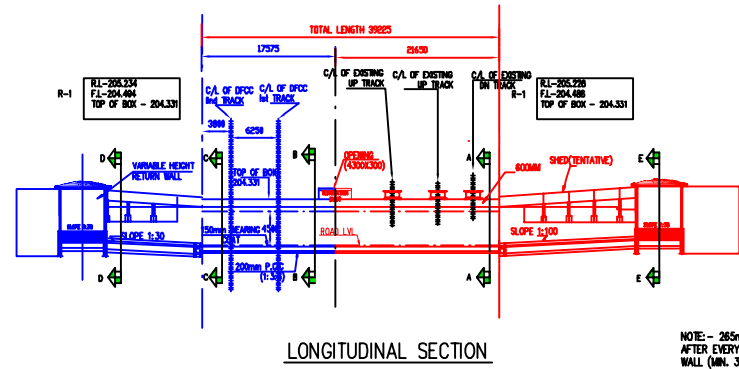
H-Value (m)	Depth (m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00	0.00		SILTY FINE SAND(SM)		
12	1.50		SANDY SILT (ML-CL)		
18	3.00		SANDY SILT (ML)		
21	4.50		SANDY SILT (ML)	NOT MET	13.8
34	7.50		SANDY SILT (ML)		
39	10.50		LIGHT GRAY FINE SANDY		
46	15.00		LIGHT GRAY FINE SANDY		

Bore no. 2(LHS)

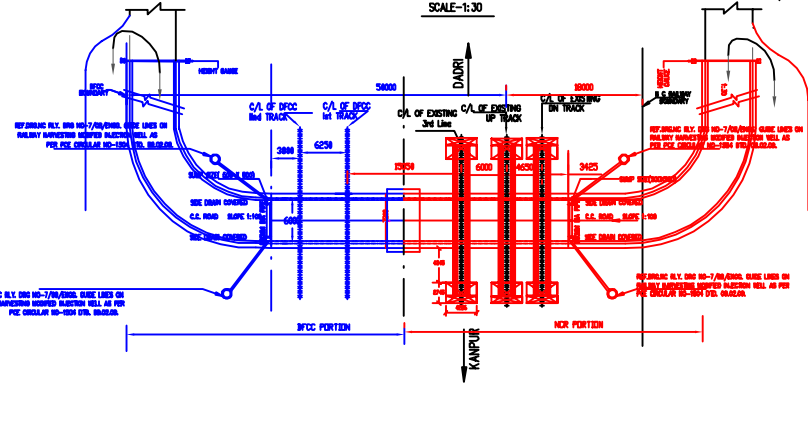
H-Value (m)	Depth (m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00	0.00		SILTY FINE SAND(SM)		
16	1.50		SANDY SILT (ML-CL)		
26	4.50		SANDY SILT (ML)		
20	7.50		SANDY SILT (ML)	NOT MET	13.8
37	10.50		LIGHT GRAY FINE SANDY		
45	13.50		LIGHT GRAY FINE SANDY		
51	15.00		LIGHT GRAY FINE SANDY		



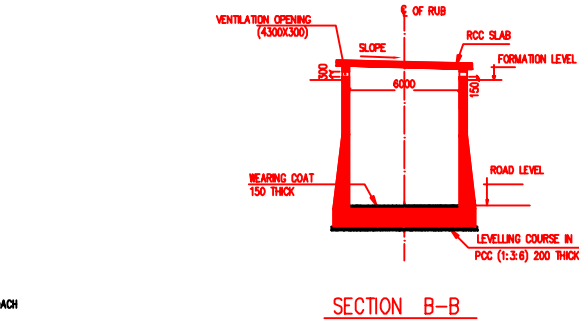
CROSS SECTION OF A-A
(SCALE 1:25)



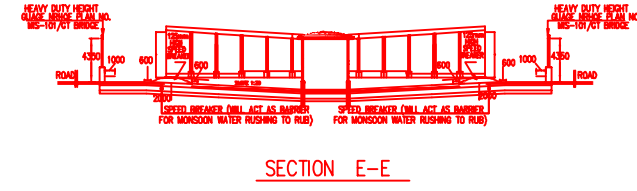
LONGITUDINAL SECTION
SCALE-1:30



PLAN
SCALE-1:30



SECTION B-B

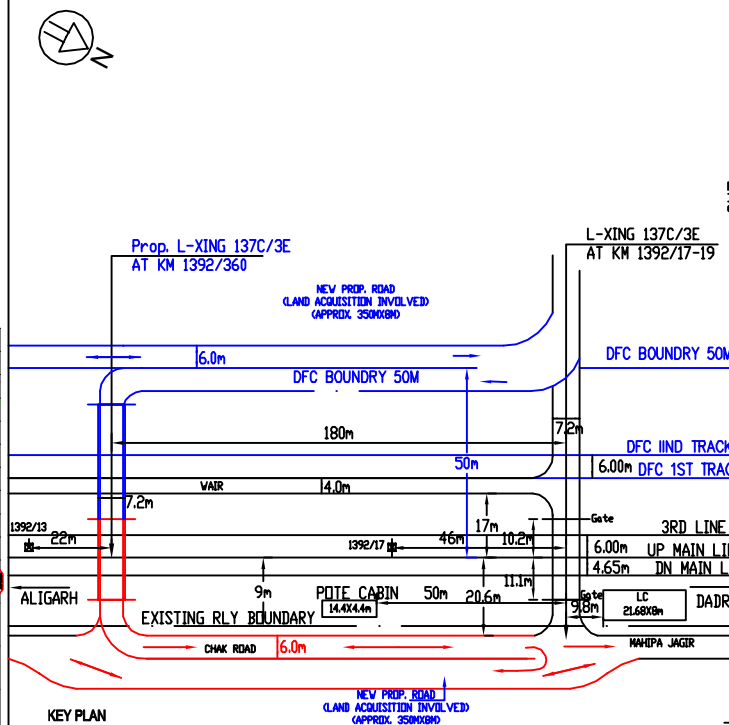


SECTION E-E

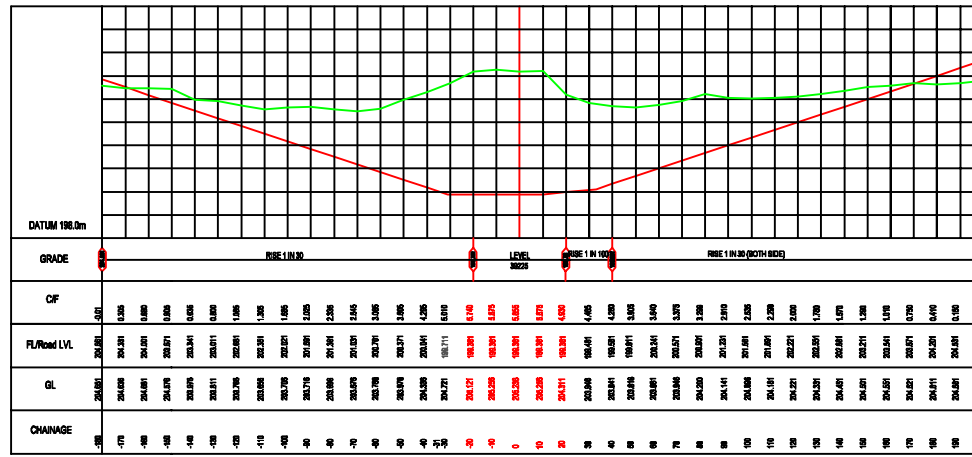
- NOTES: -
- ALL DIMENSIONS ARE IN MM AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - o) CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE -
i. IRS BRIDGE RULES.
ii. IRS CONCRETE BRIDGE CODE.
iii. IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
iv. RELEVANT BIS CODES.
 - b) LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COALTAR OR BITUMEN CONFORMING TO IS: 3070-1985 BEFORE FILLING OPERATH.
 - KEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT DFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCCL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCCL WORK SHOWN IN BLUE.

FEASIBILITY HAS BEEN CHECKED AT SITE AND FOUND CORRECT

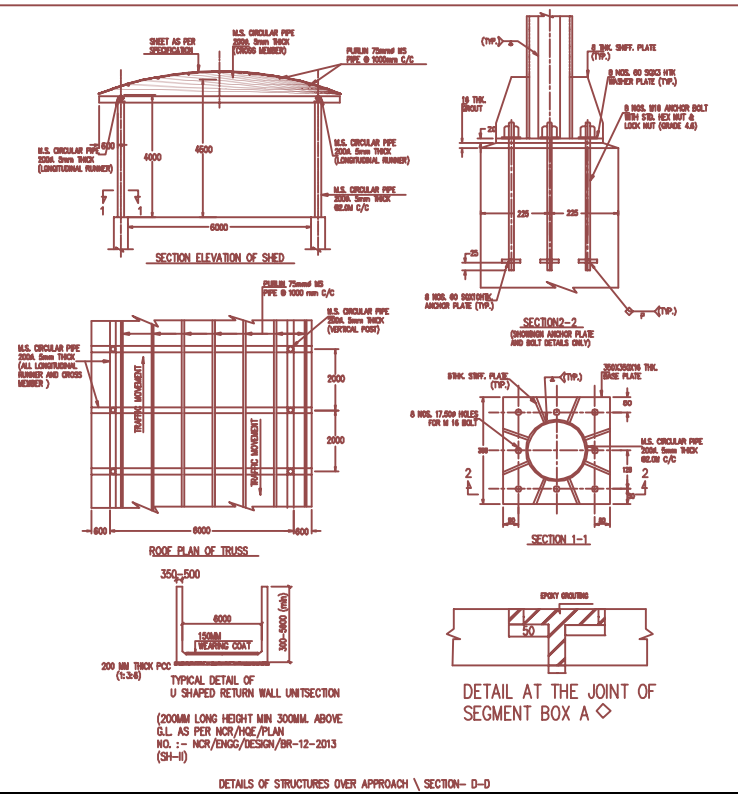
SSE/W/ALJN. ADEN/ALJN. SSE/W/C XEN/C/GZB



KEY PLAN



LONGITUDINAL SECTION
NOT TO SCALE



DETAILS OF STRUCTURES OVER APPROACH SECTION- D-D

NO.	DATE	REVISION	SCALE	AS SHOWN

NO.	DATE	REVISION	SCALE	AS SHOWN

INDICATIVE DRAWING

AECOM		DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.	
GENERAL CONSULTANT		AECOM Asia Co. Ltd.	
PROJECT		9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA	
PROJECT		EASTERN CORRIDOR	
PROJECT		DADRI TO NEW KHURJA JN. FROM CH: 1413.856 TO CH: 1367.000	
STRUCTURE		CONTRACT PACKAGE - 302	
STRUCTURE		PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 137C KM-1392/17-19 SPAN 1X6.0MX4.5M	
TITLE GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-XING NO.-137(TW-60178) BY PROVIDING BOX(SIZE 6.0X4.5M) WITH R/L UNDER METHOD AT KM-1392/17-19 BETWEEN WAIR & DANWARI RLY STATION IN XL-C2B SECTION			
SCALE	DATE	DRAWN BY	CHECKED BY
NTS			
NO.	DATE	REVISION	

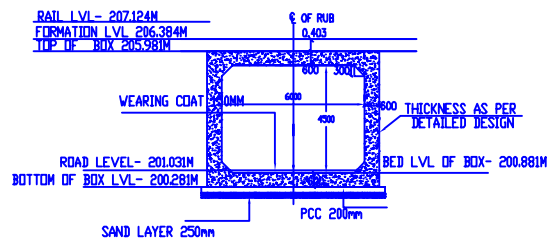
BORE LOG DETAILS
RUB AT LC NO. 140/C/E AT CH. - 1400/19-21

Bore no. 1(RHS)

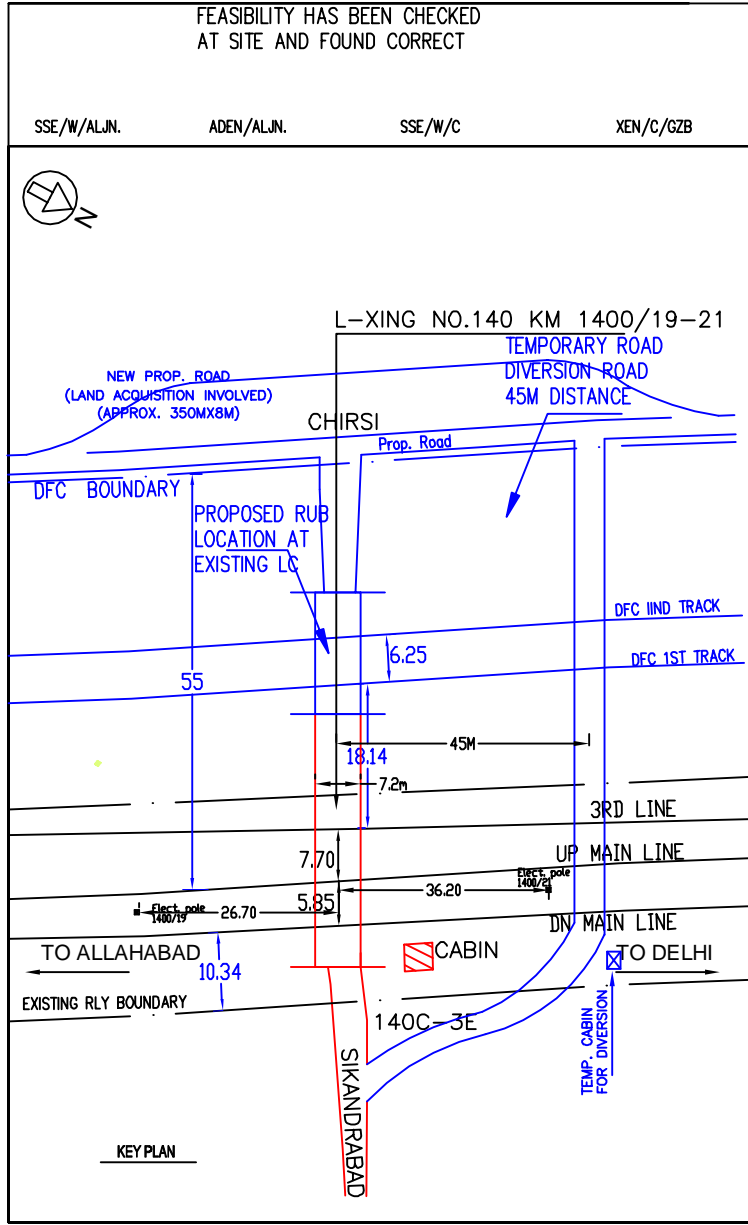
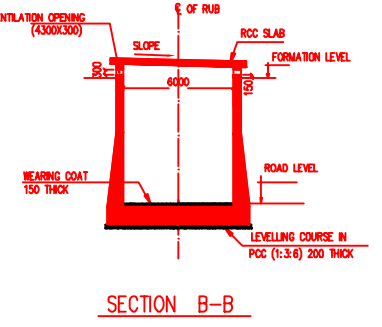
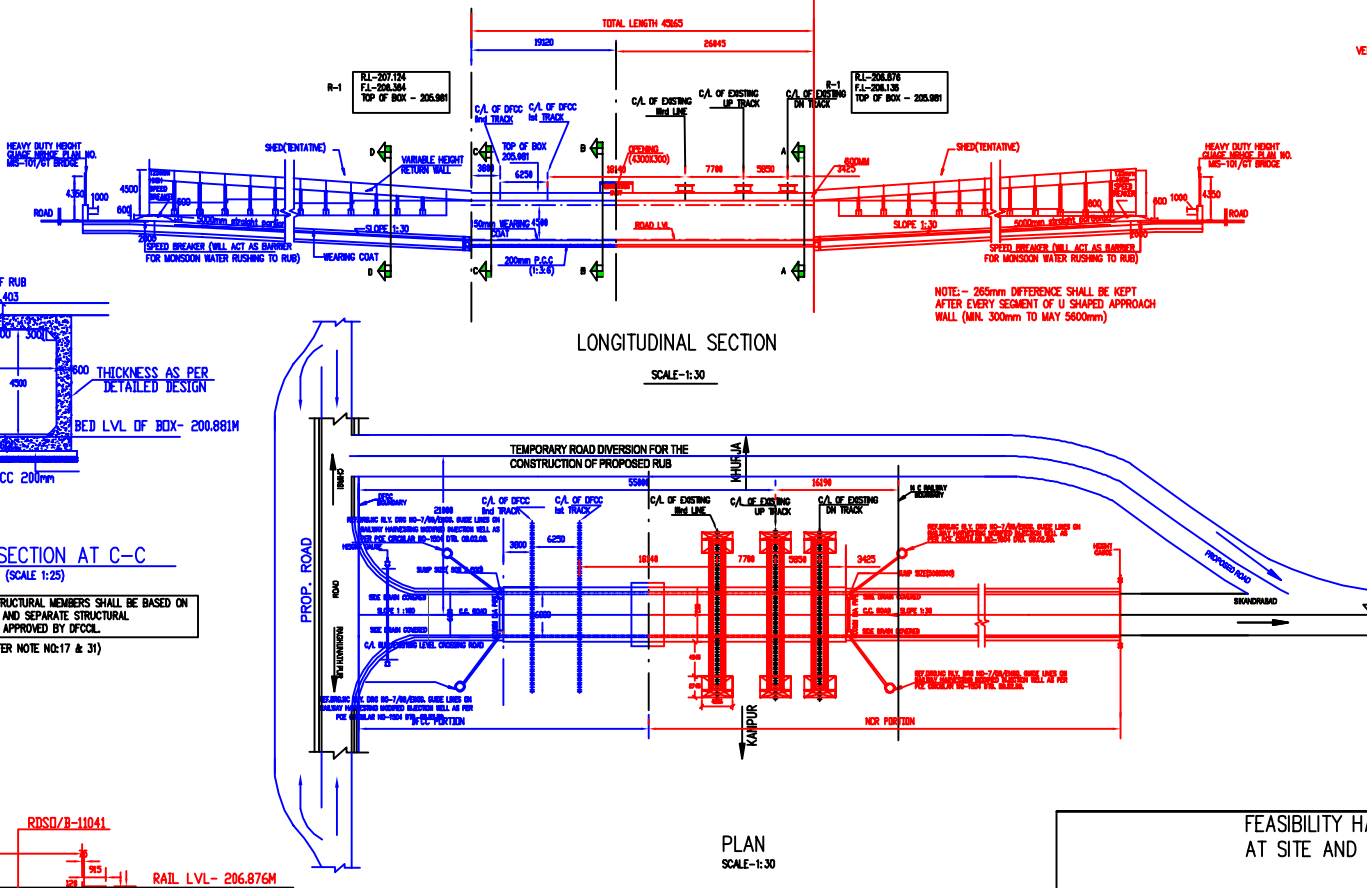
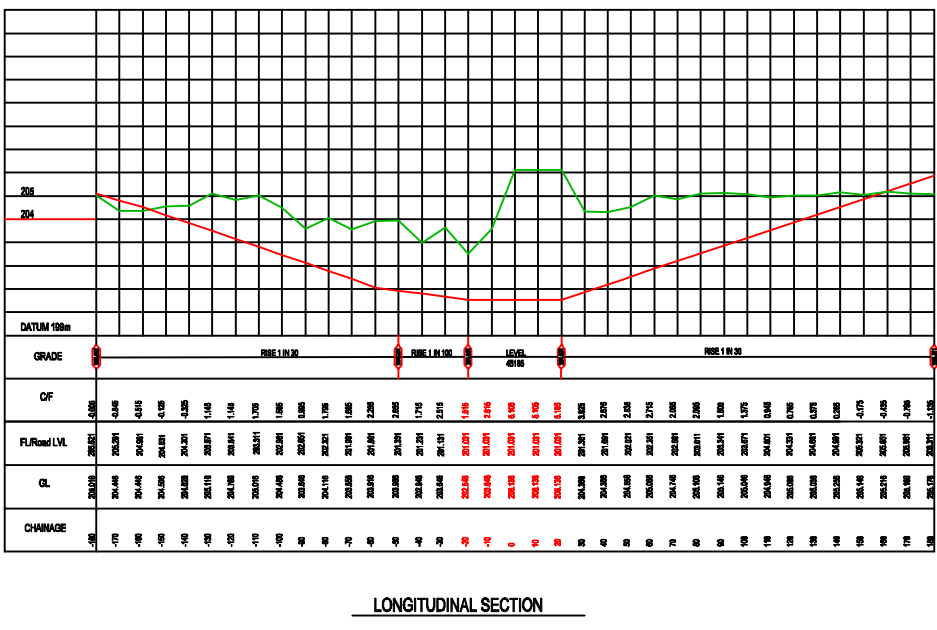
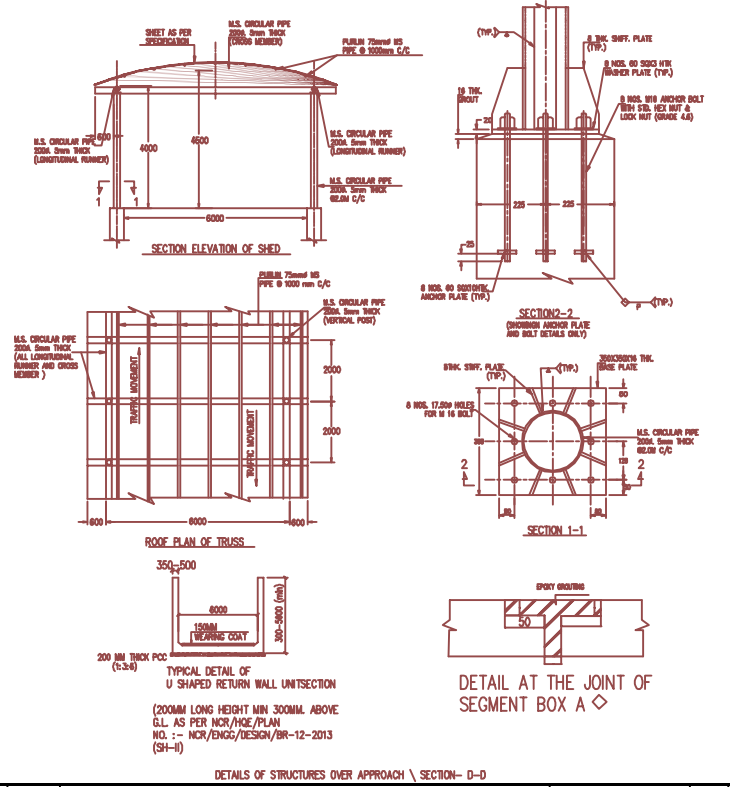
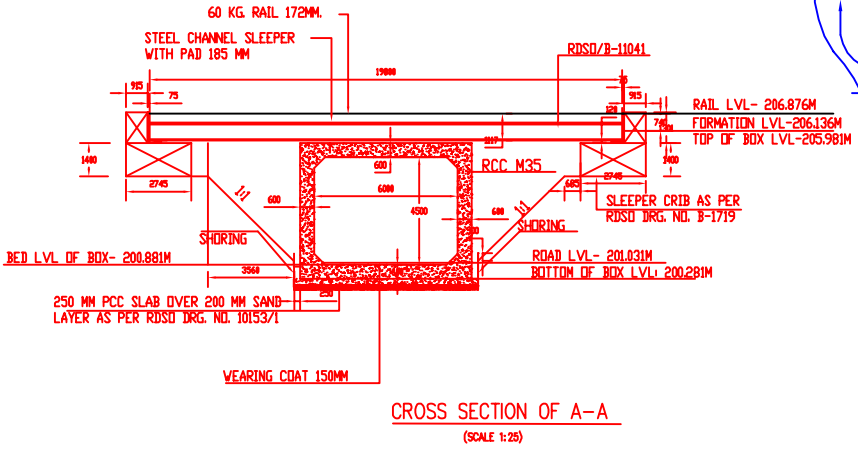
N-Value	Depth(m)	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING T/M ² CAPACITY
	0.00			
	1.50			
	3.00	SILTY FINE SAND(SM)		
	4.50			
	6.00		5.7M	17.9
	7.50			
	9.00			
	10.50			
	12.00	SANDY SILT (ML)		
	13.50			
	15.00	SILTY FINE SAND(SM)		

Bore no. 2(LHS)

N-Value	Depth(m)	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING T/M ² CAPACITY
	0.00			
	1.50			
	3.00			
	4.50			
	6.00			
	7.50	Silty Fine Sand (SM)	4.00M	17.9
	9.00			
	10.50			
	12.00			
	13.50			
	15.00			



THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DFCSL.
(REFER NOTE NO:17 & 31)



- NOTES: -
- ALL DIMENSIONS ARE IN MM AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - o CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
i. IRS BRIDGE RULES.
ii. IRS CONCRETE BRIDGE CODE.
iii. IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
iv. RELEVANT BIS CODES.
b) LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATYSFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COALTAR OR BITUMEN CONFORMING TO IS: 3070-1965 BEFORE FILLING OF EARTH.
 - WEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT OF C & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCOL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCOL WORK SHOWN IN BLUE.

INDICATIVE DRAWING

AECOM DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

GENERAL CONSULTANT: AECOM Asia Co. Ltd.
9TH FLOOR, INFINITY TOWER C DLF CYBER CITY
DLF PHASE II GURGAON 122002, INDIA

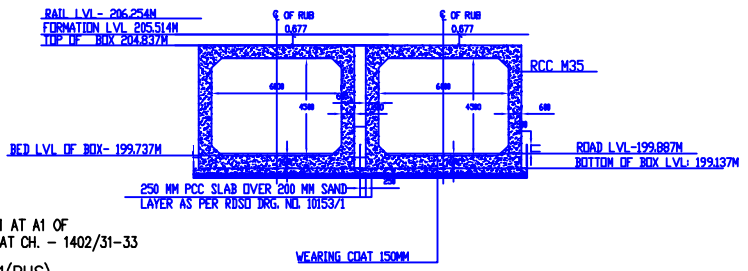
PROJECT: DADRI TO NEW KHURJA JN.
FROM CH: 1413.856 TO CH: 1367.000

CONTRACT PACKAGE - 302

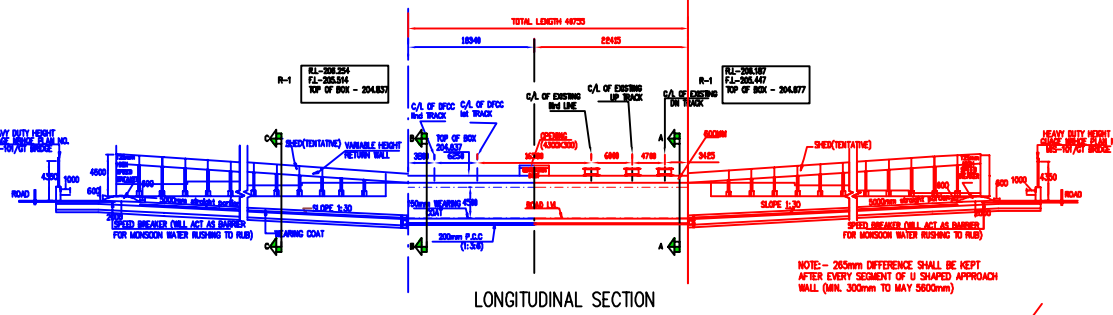
STRUCTURE: PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 140
KM-1400/19-21 SPAN 1X6.0MX4.5M

TITLE: GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-XING NO-140(KM-1400/19-21) BY PROVISION(SIZE: 6.0MX4.5M) WITH R.L. ORDER METHOD AT KM-1400/19-21 BETWEEN DANKAUR & JANKPUR RLY STATION INTER-CDS SECTION.

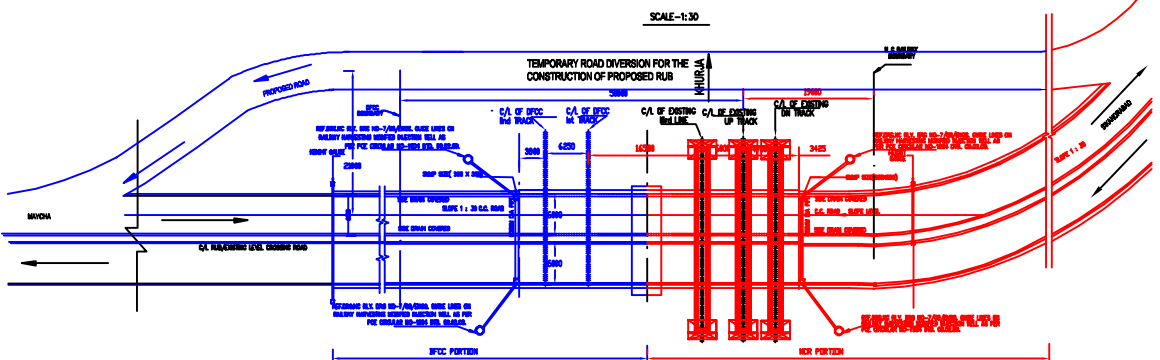
SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DRG. NO.	REV.
NTS						



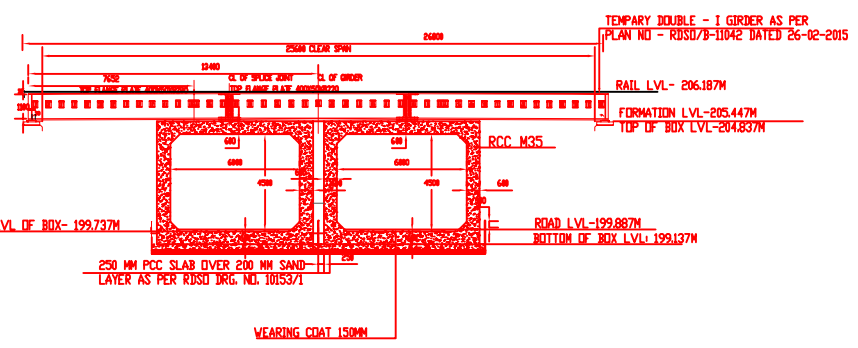
CROSS SECTION AT B-B
(SCALE 1:25)



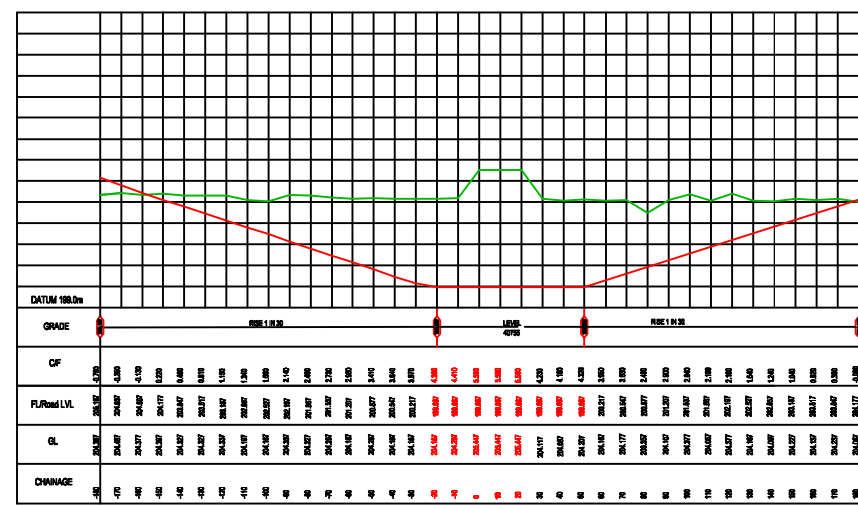
LONGITUDINAL SECTION
SCALE-1:30



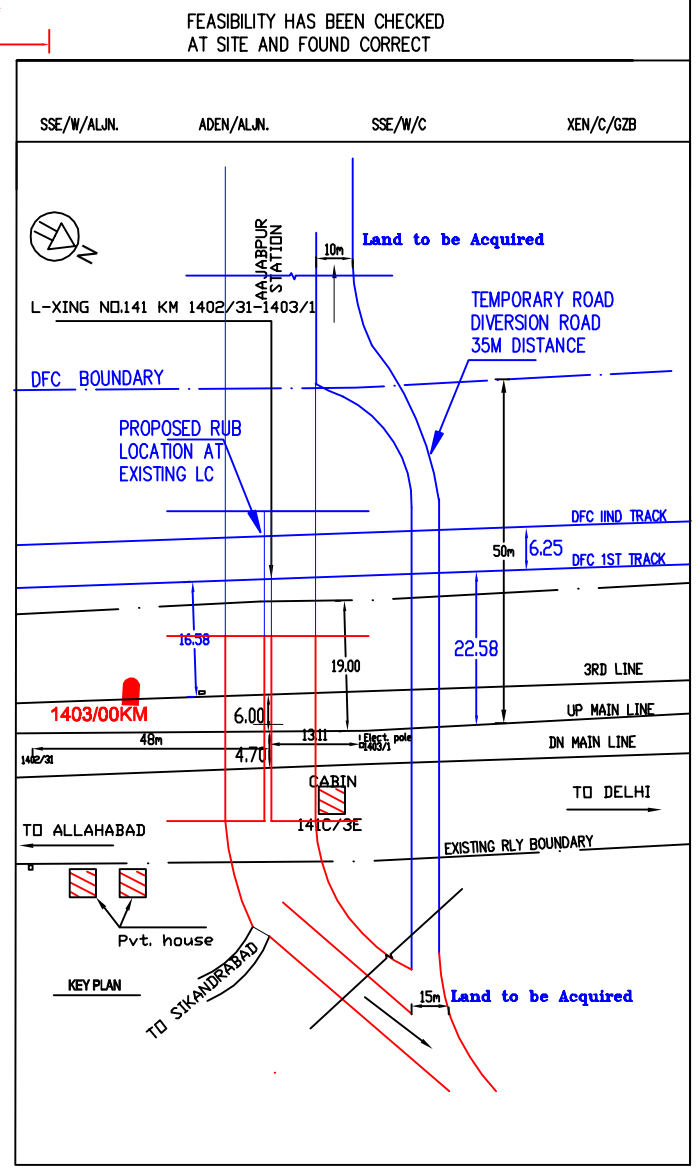
PLAN
SCALE-1:30



CROSS SECTION OF A-A
(SCALE 1:25)



LONGITUDINAL SECTION



KEY PLAN

FEASIBILITY HAS BEEN CHECKED AT SITE AND FOUND CORRECT

- NOTES: -
- ALL DIMENSIONS ARE IN MM AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - a) CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
 - IRS BRIDGE RULES.
 - IRS CONCRETE BRIDGE CODE.
 - IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
 - RELEVANT BIS CODES.
 - b) LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COALTAR OR BITUMEN CONFORMING TO IS: 3070-1965 BEFORE FILLING OF EARTH.
 - WEEP HOLES OF 75mm DIA, PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH / BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD FOLLOW THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT OFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCCL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCCL WORK SHOWN IN BLUE.

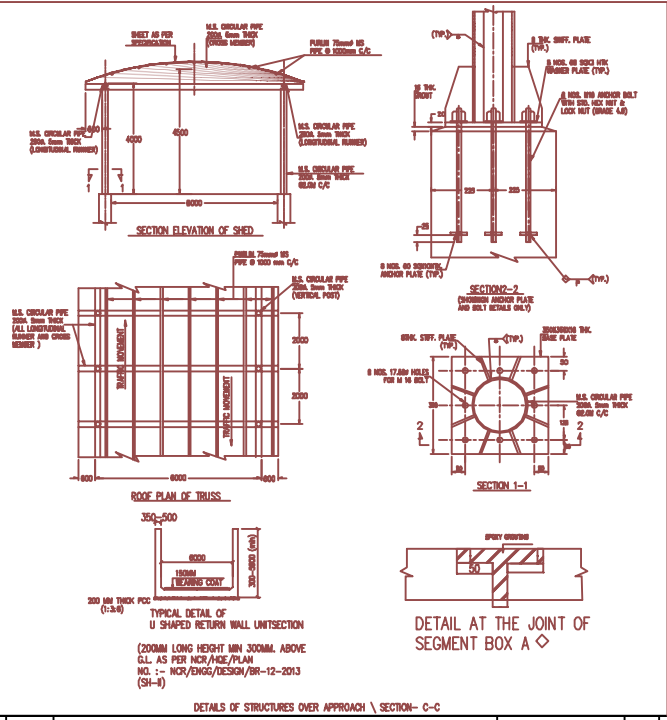
BORE LOG DETAIL OF BH-1 AT A1 OF RUB AT LC NO. 141/C/E AT CH. - 1402/31-33

Bore no. 1(RHS)

DEPTH (m)	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00			
1.50			
3.00			
6.00	CLAYEY SILT WITH SAND		
12.00		20.0M	17.9
15.00	SILTY SAND		
18.00	CLAYEY SILT WITH SAND		
21.00			
24.00	SILTY SAND		
27.00	CLAYEY SILT WITH SAND & GRAVELS		
30.00			

Bore no. 2(LHS)

DEPTH (m)	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00			
1.50			
3.00	SILTY SAND		
6.00			
9.00	CLAYEY SILT WITH SAND		
12.00		19.0M	17.9
15.00	SILTY SAND		
18.00	CLAYEY SILT WITH SAND		
21.00			
24.00	SILTY SAND		
27.00	CLAYEY SILT WITH SAND & GRAVELS		
30.00			



DETAILS OF STRUCTURES OVER APPROACH \ SECTION- C-C

NO.	DATE	REVISION	FOR APPROVAL	DESIGN	CHECKED	APPROVED

SCALE AS SHOWN

INDICATIVE DRAWING

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

GENERAL CONSULTANT: **AECOM** Asia Co. Ltd.
9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA

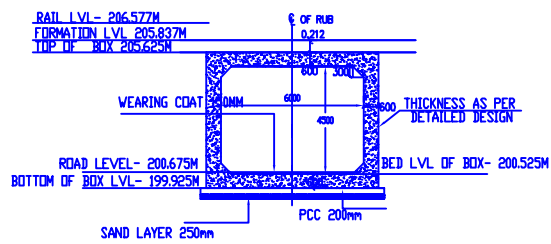
PROJECT: DADRI TO NEW KHURJA JN. FROM CH. 1413.856 TO CH. 1367.000

CONTRACT PACKAGE - 302

STRUCTURE: PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 141 KM-1402/31-1403/1 SPAN 2X6.0MX4.5M

TITLE: GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-XING NO-141 (TU-02165/2012) BY PROVIDING BOX(SIZE 2x6.0MX4.5M) WITH R.H. ORDER METHOD AT KM-1402/31-1403/1 BETWEEN DAMKAUR & AJMABUR RLY STATION/NDL-GZB SECTION.

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DRG. NO.	REV.
NTS						



CROSS SECTION AT C-C
(SCALE 1:25)

THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DFCCIL.
(REFER NOTE NO:17 & 31)

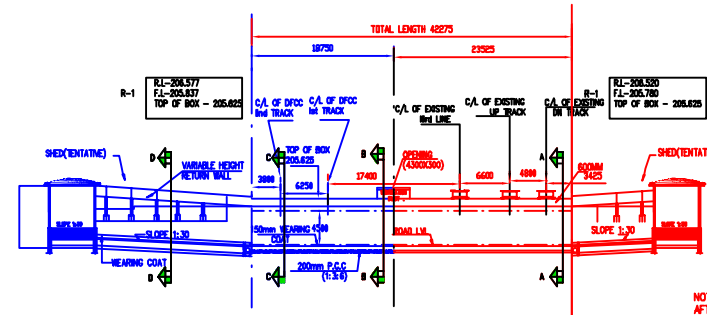
BORE LOG DETAIL OF BH-2 AT A2 OF RUB AT LC NO. 142/C/3E AT CH. - 1404/19-21

Bore no. 1(RHS)

Sl. No.	Depth (m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
8	0.00				
15	1.50				
16	3.00		CLAYEY SILT WITH SAND		
18	6.00				
UDS	9.00		SANDY SILT	19.05m	17.2
14	12.00				
15	15.00				
28	18.00				
35	21.00		SILTY SAND		
UDS	24.00				
64	27.00		SILT SAND WITH GRAVELS		
42	30.00		CLAYEY SILT WITH SAND & GRAVELS		

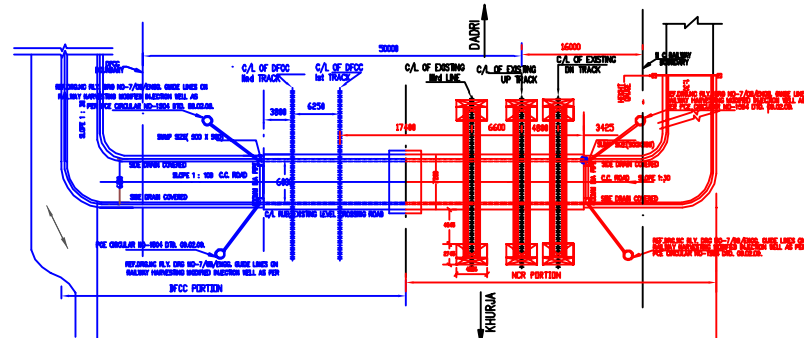
Bore no. 2(LHS)

Sl. No.	Depth (m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
8	0.00				
13	1.50				
15	3.00		CLAYEY SILT WITH SAND		
29	6.00				
29	8.00		SANDY SILT	16.90m	17.2
32	12.00				
UDS	15.00				
30	18.00		SILTY SAND		
UDS	21.00				
62	24.00		SILT SAND WITH GRAVELS		
59	27.00		CLAYEY SILT WITH SAND & GRAVELS		
37	30.00				

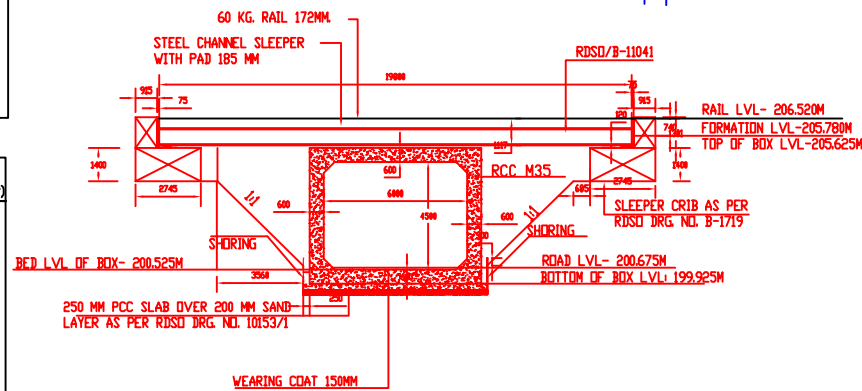


LONGITUDINAL SECTION
(SCALE 1:30)

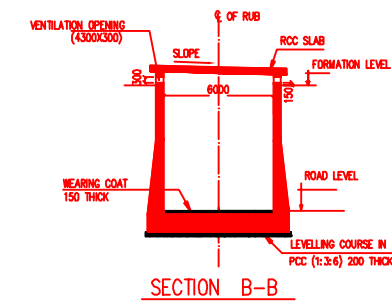
NOTE:- 255mm DIFFERENCE SHALL BE KEPT AFTER EVERY SEGMENT OF U SHAPED APPROACH WALL (MIN. 300mm TO MAX 500mm)



PLAN
(SCALE 1:30)



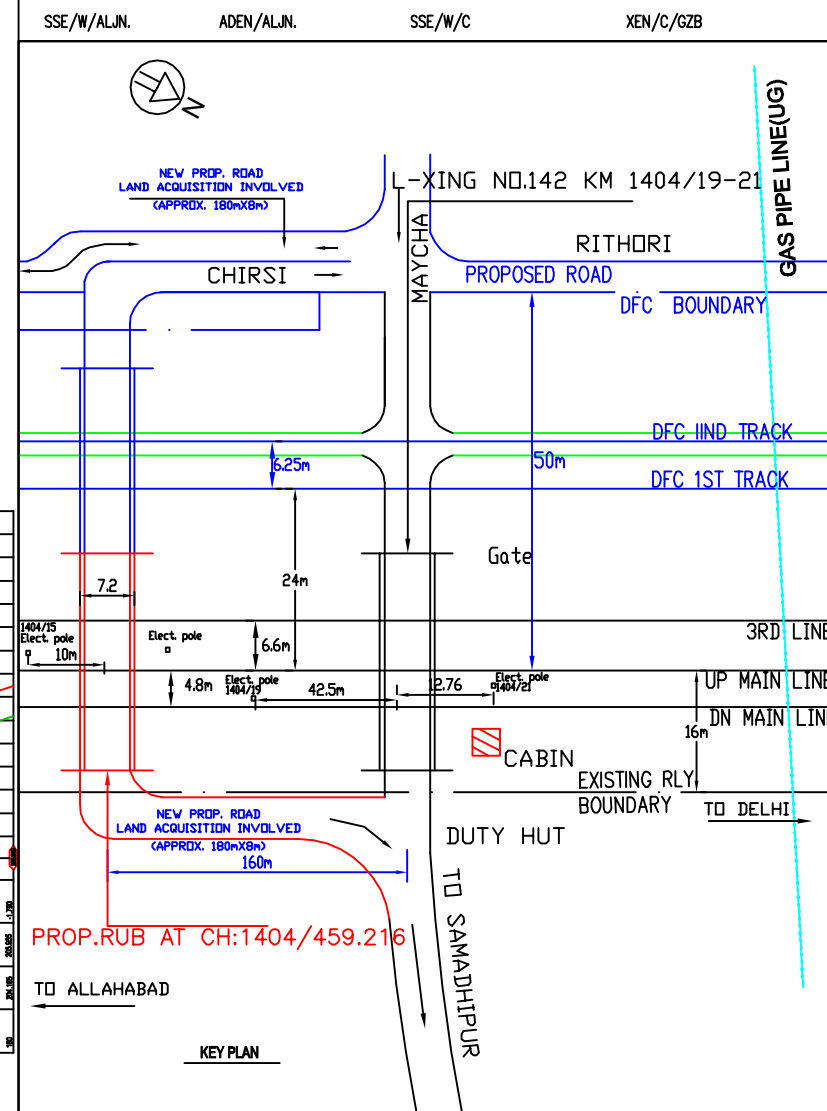
CROSS SECTION OF A-A
(SCALE 1:25)



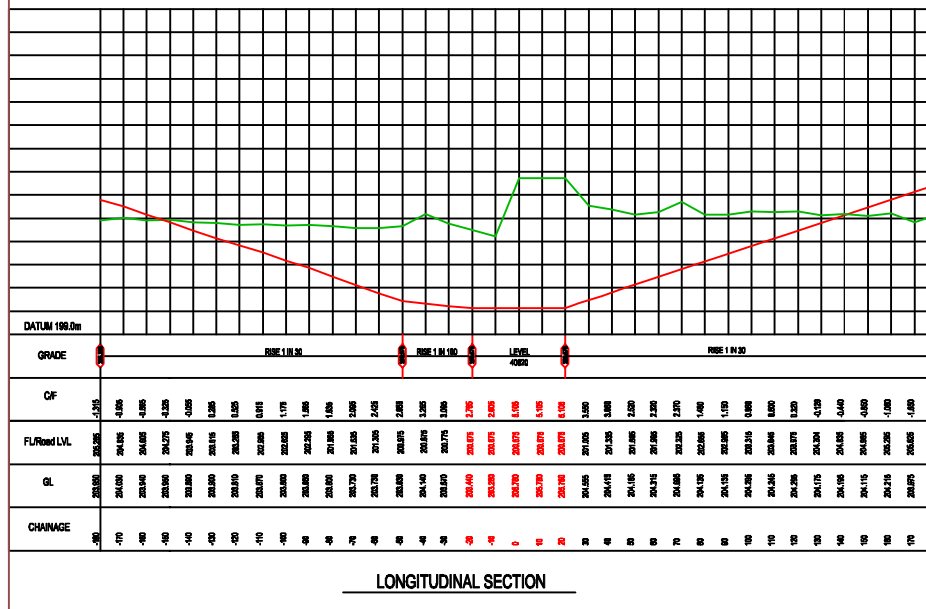
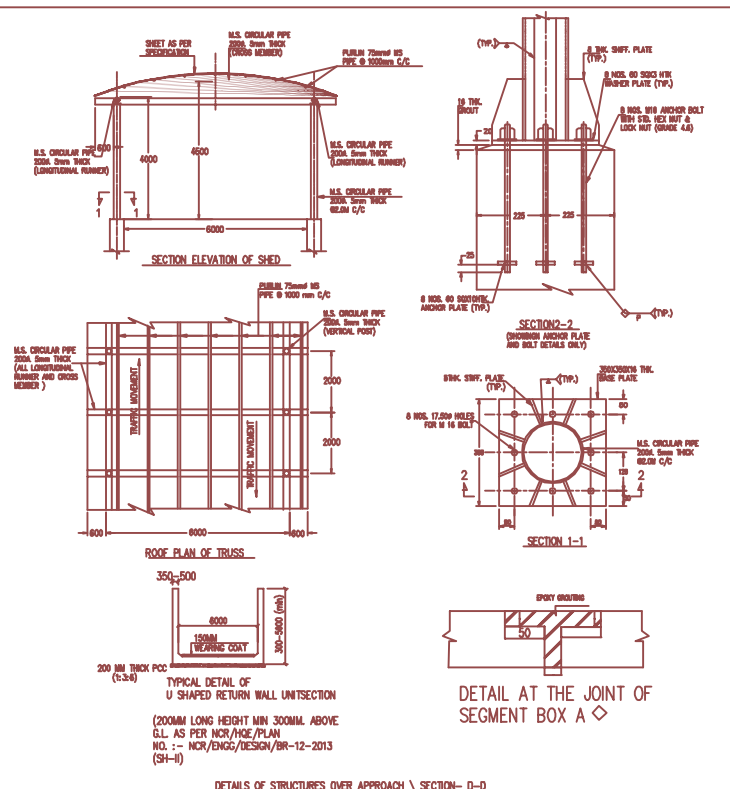
SECTION B-B

- NOTES:-
- ALL DIMENSIONS ARE IN mm AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - a) CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
 - IRS BRIDGE RULES.
 - IRS CONCRETE BRIDGE CODE.
 - IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
 - RELEVANT BIS CODES.
 - b) LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COALTAR OR BITUMEN CONFORMING TO IS: 3070-1985 BEFORE FILLING OF EARTH.
 - KEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFCC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT OFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCCIL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCCIL WORK SHOWN IN BLUE.

FEASIBILITY HAS BEEN CHECKED AT SITE AND FOUND CORRECT



KEY PLAN



LONGITUDINAL SECTION

NO.	DATE	REVISION	PURPOSE OF ISSUE	DRAWN	CHECKED	APPROVED

SCALE
AS SHOWN

INDICATIVE DRAWING

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

GENERAL CONSULTANT: **AECOM Asia Co. Ltd.**
9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA

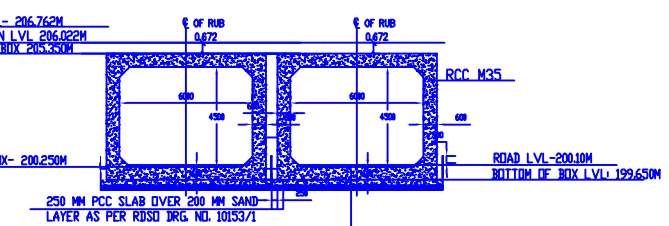
PROJECT: DADRI TO NEW KHURJA JN. FROM CH: 1413.856 TO CH: 1367.000

CONTRACT PACKAGE - 302

STRUCTURE: PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 142 KM-1404/19-21 SPAN 1X6.0MX4.5M

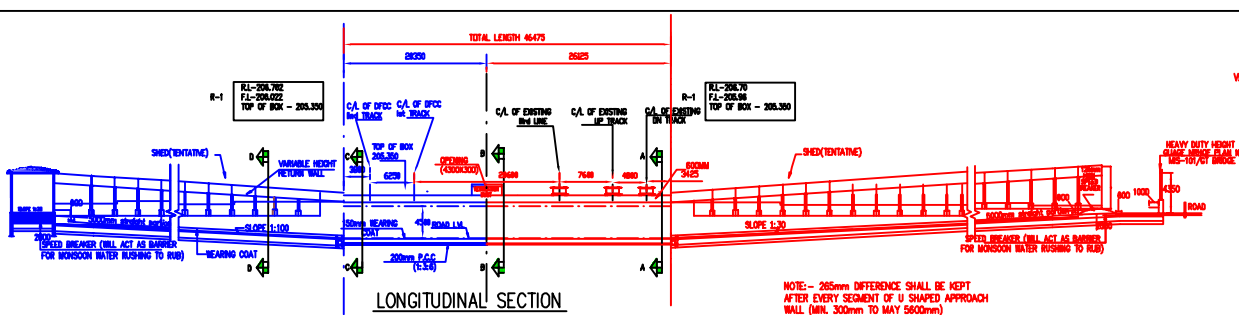
TITLE: GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-XING NO-142(TM-2533/2012) BY PROVISION BOX (SIZE 6.0MX4.5M) WITH R/LR ORDER METHOD AT CH-1404/19-21 BETWEEN DANKAUR & KHURJA RLY STATION IN LIEU OF GZB SECTION.

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DRG. NO.	REV.
NTS						

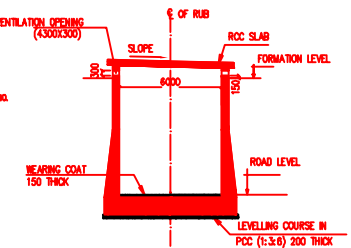


CROSS SECTION AT C-C
(SCALE 1:25)

THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DFCCL.
(REFER NOTE NO:17 & 31)



LONGITUDINAL SECTION
(SCALE 1:30)



SECTION B-B

- NOTES: -
- ALL DIMENSIONS ARE IN mm AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE: -
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 - IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
 - RELEVANT BIS CODES.
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 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
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 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COAL TAR OR BITUMEN CONFORMING TO IS: 3070-1985 BEFORE FILLING OF EARTH.
 - NEEP HOLES OF 75mm DIA. PVC PIPES ϕ 1000mm C/C SHOULD BE PROVIDED IN EARTH / BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COAT OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - PRESENT DFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCCL & R BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCCL WORK SHOWN IN BLUE.

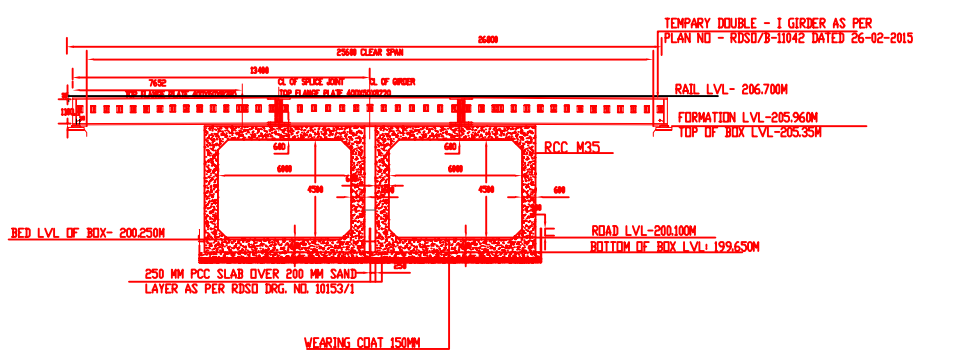
BORE LOG DETAILS
RUB AT LC NO. 143 AT CH. - 1406/33-1407/1

Bore no. 1(RHS)

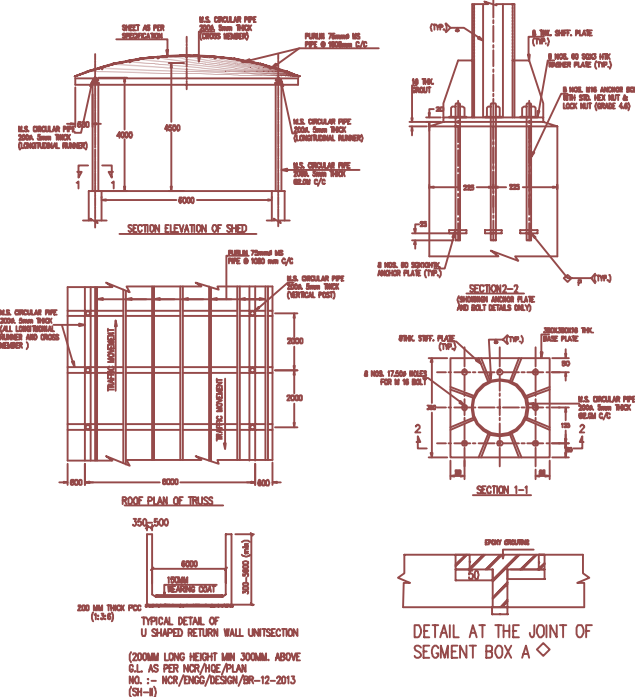
H. (M)	Depth (m)	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00	0.00	Sandy Silt (M-C)		
1.50	1.50	Sandy Silt (M-C)		
4.50	4.50	Sandy Silt (M-C)		
5.75	5.75	Changing Silt of Medium Plasticity (C)	5.75m	17.2
7.50	7.50	Sandy Silt (M-C)		
9.00	9.00	Sandy Silt (M-C)		
10.50	10.50	Sandy Silt (M-C)		
12.00	12.00	Sandy Silt (M-C)		
13.50	13.50	Sandy Silt (M-C)		
15.00	15.00	Silty Sandy (SS)		

Bore no. 1(LHS)

H. (M)	Depth (m)	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
0.00	0.00	Sandy		
1.50	1.50	Sandy		
4.50	4.50	Sandy Silt (M-C)		
5.50	5.50	Silt of medium Plasticity (C)	5.50m	17.2
7.50	7.50	Sandy Silt (M-C)		
9.00	9.00	Sandy Silt (M-C)		
10.50	10.50	Sandy Silt (M-C)		
12.00	12.00	Sandy Silt (M-C)		
13.50	13.50	Sandy Silt (M-C)		
15.00	15.00	Silty Sandy (SS)		



CROSS SECTION AT A-A
(SCALE 1:25)

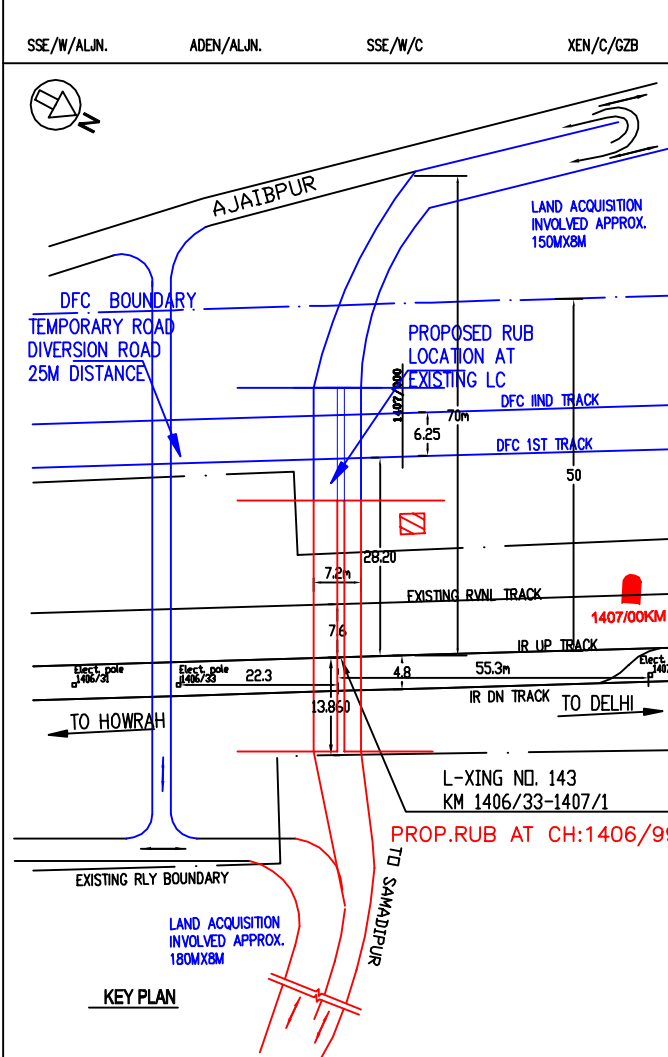


LONGITUDINAL SECTION
(SCALE 1:30)

DATUM/IRL (m)	GRADE	CP	FL (red LVL)	GL	CHANGE
21.00	21.00	1	20.00	21.00	1
21.50	21.50	2	20.50	21.50	2
22.00	22.00	3	21.00	22.00	3
22.50	22.50	4	21.50	22.50	4
23.00	23.00	5	22.00	23.00	5
23.50	23.50	6	22.50	23.50	6
24.00	24.00	7	23.00	24.00	7
24.50	24.50	8	23.50	24.50	8
25.00	25.00	9	24.00	25.00	9
25.50	25.50	10	24.50	25.50	10
26.00	26.00	11	25.00	26.00	11
26.50	26.50	12	25.50	26.50	12
27.00	27.00	13	26.00	27.00	13
27.50	27.50	14	26.50	27.50	14
28.00	28.00	15	27.00	28.00	15
28.50	28.50	16	27.50	28.50	16
29.00	29.00	17	28.00	29.00	17
29.50	29.50	18	28.50	29.50	18
30.00	30.00	19	29.00	30.00	19
30.50	30.50	20	29.50	30.50	20
31.00	31.00	21	30.00	31.00	21
31.50	31.50	22	30.50	31.50	22
32.00	32.00	23	31.00	32.00	23
32.50	32.50	24	31.50	32.50	24
33.00	33.00	25	32.00	33.00	25
33.50	33.50	26	32.50	33.50	26
34.00	34.00	27	33.00	34.00	27
34.50	34.50	28	33.50	34.50	28
35.00	35.00	29	34.00	35.00	29
35.50	35.50	30	34.50	35.50	30
36.00	36.00	31	35.00	36.00	31
36.50	36.50	32	35.50	36.50	32
37.00	37.00	33	36.00	37.00	33
37.50	37.50	34	36.50	37.50	34
38.00	38.00	35	37.00	38.00	35
38.50	38.50	36	37.50	38.50	36
39.00	39.00	37	38.00	39.00	37
39.50	39.50	38	38.50	39.50	38
40.00	40.00	39	39.00	40.00	39
40.50	40.50	40	39.50	40.50	40
41.00	41.00	41	40.00	41.00	41
41.50	41.50	42	40.50	41.50	42
42.00	42.00	43	41.00	42.00	43
42.50	42.50	44	41.50	42.50	44
43.00	43.00	45	42.00	43.00	45
43.50	43.50	46	42.50	43.50	46
44.00	44.00	47	43.00	44.00	47
44.50	44.50	48	43.50	44.50	48
45.00	45.00	49	44.00	45.00	49
45.50	45.50	50	44.50	45.50	50
46.00	46.00	51	45.00	46.00	51
46.50	46.50	52	45.50	46.50	52
47.00	47.00	53	46.00	47.00	53
47.50	47.50	54	46.50	47.50	54
48.00	48.00	55	47.00	48.00	55
48.50	48.50	56	47.50	48.50	56
49.00	49.00	57	48.00	49.00	57
49.50	49.50	58	48.50	49.50	58
50.00	50.00	59	49.00	50.00	59
50.50	50.50	60	49.50	50.50	60

LONGITUDINAL SECTION

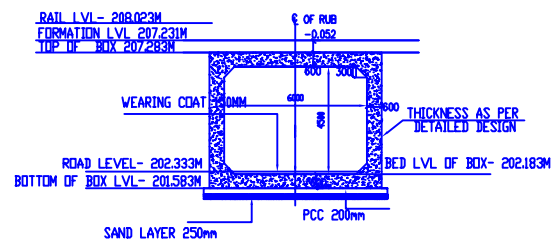
FEASIBILITY HAS BEEN CHECKED AT SITE AND FOUND CORRECT



KEY PLAN

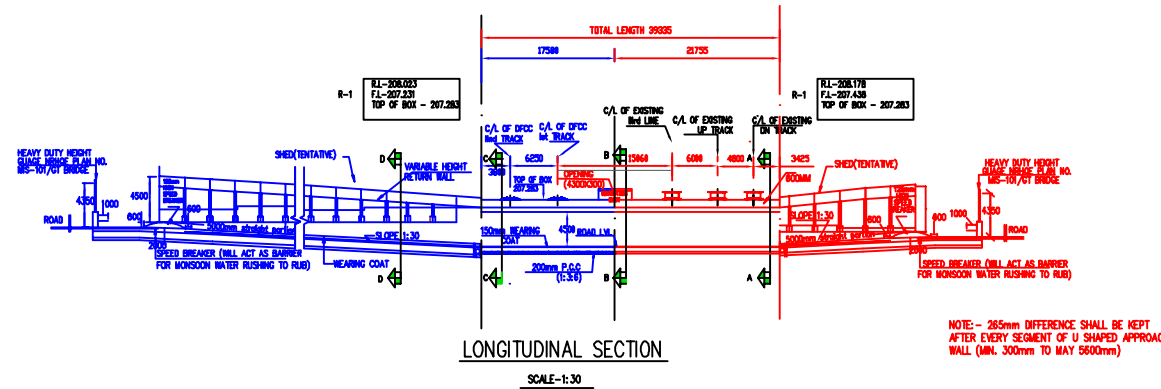
INDICATIVE DRAWING

mf INDIA		DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.	
GENERAL CONSULTANT	AECOM Asia Co. Ltd.	9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA	
AECOM		EASTERN CORRIDOR	
PROJECT		DADRI TO NEW KHURJA JN. FROM CH: 1413.856 TO CH: 1367.000	
		CONTRACT PACKAGE - 302	
STRUCTURE	PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 143 KM-1406/31-33 SPAN 2X6.0MX4.5M		
TITLE	GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-206 NO.-143 (710-30703/2012) BY PROVIDING BOSSPILE (26.0X16X30) WITH RAIL GIRDER METHOD AT 104-1406/31-33 BETWEEN AJAIBPUR & BORANI RLY STATION INTD. - GZB SECTION.		
SCALE	DATE	DRAWN BY	CHECKED BY
NTS			
	APPROVED BY	DWG. NO.	REV.

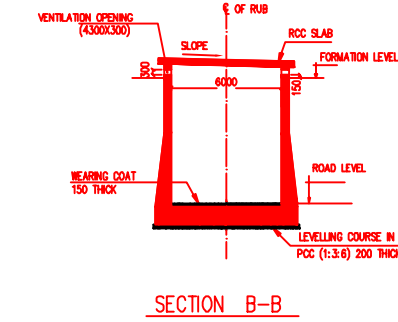


CROSS SECTION AT C-C
(SCALE 1:25)

THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DFCOL.
(REFER NOTE NO:17 & 31)



LONGITUDINAL SECTION
(SCALE 1:30)



SECTION B-B

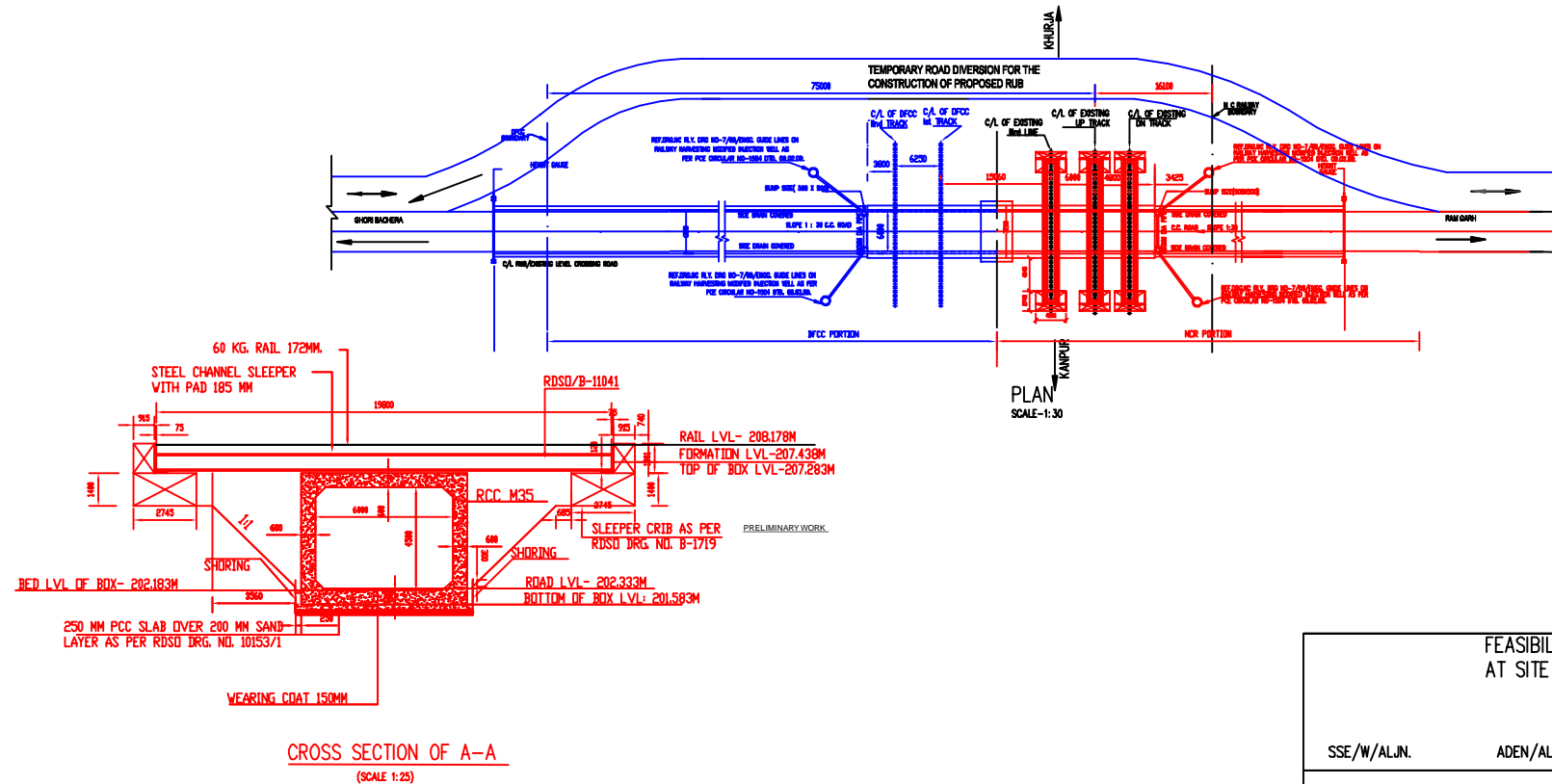
BORE LOG DETAILS
RUB AT L.C NO. 144/C/E AT CH. -1409/1-3

Bore no. 1(RHS)

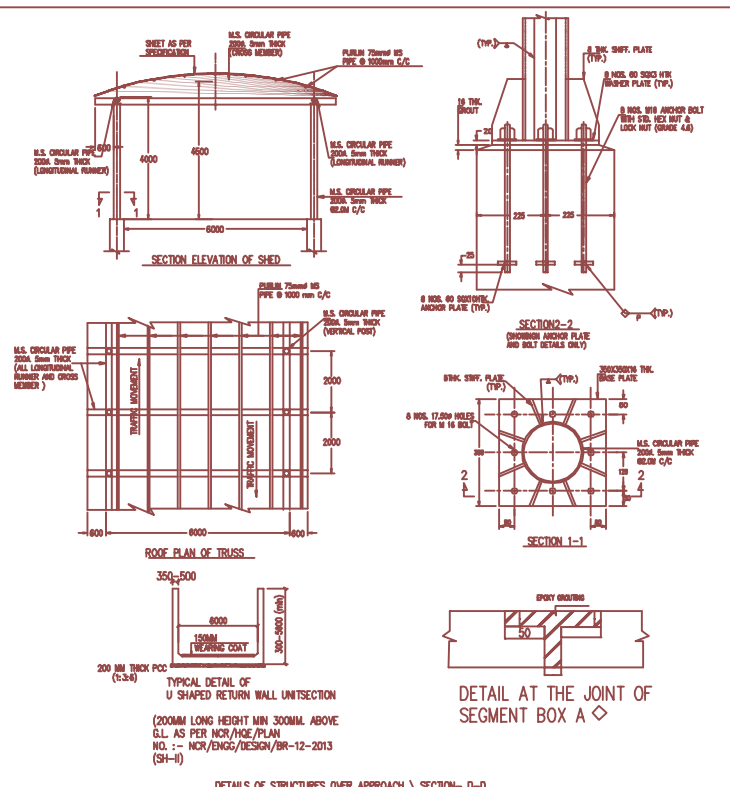
H-Value	Depth(m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
14	0.00		Sandy Fine Silt		
19	3.00		Clayey Silty of Low Plasticity	3.50M	14.1
32	7.50				
37	10.50				
38	13.50				
44	15.00		Silty Fine Sandy		

Bore no. 1(LHS)

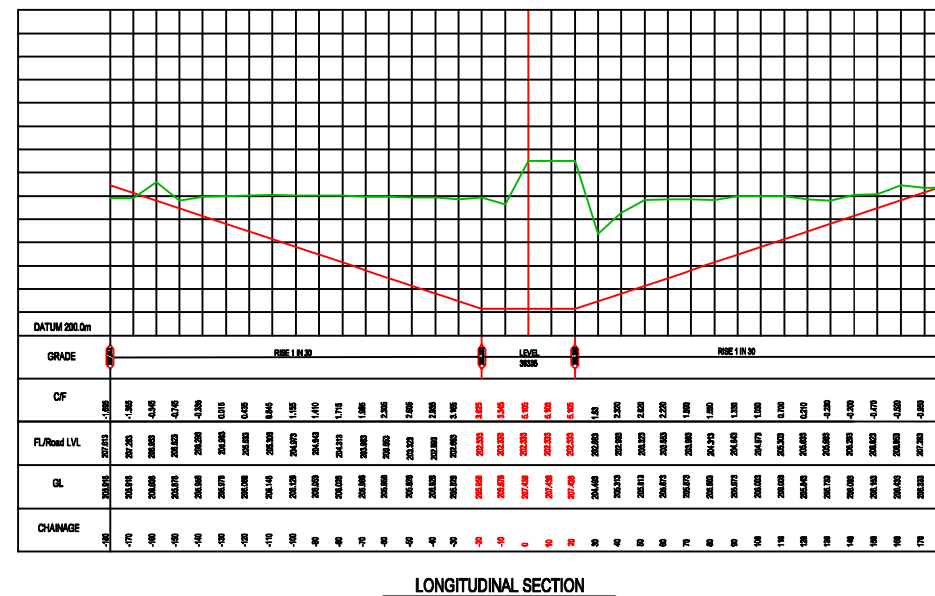
H-Value	Depth(m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING CAPACITY (T/m ²)
15	0.00		Clayey Silty of Medium Plasticity		
22	3.00				
28	6.00		Silty Fine Sandy	4.00M	14.1
34	10.50				
39	13.50				
46	15.00		Silty Fine Sandy		



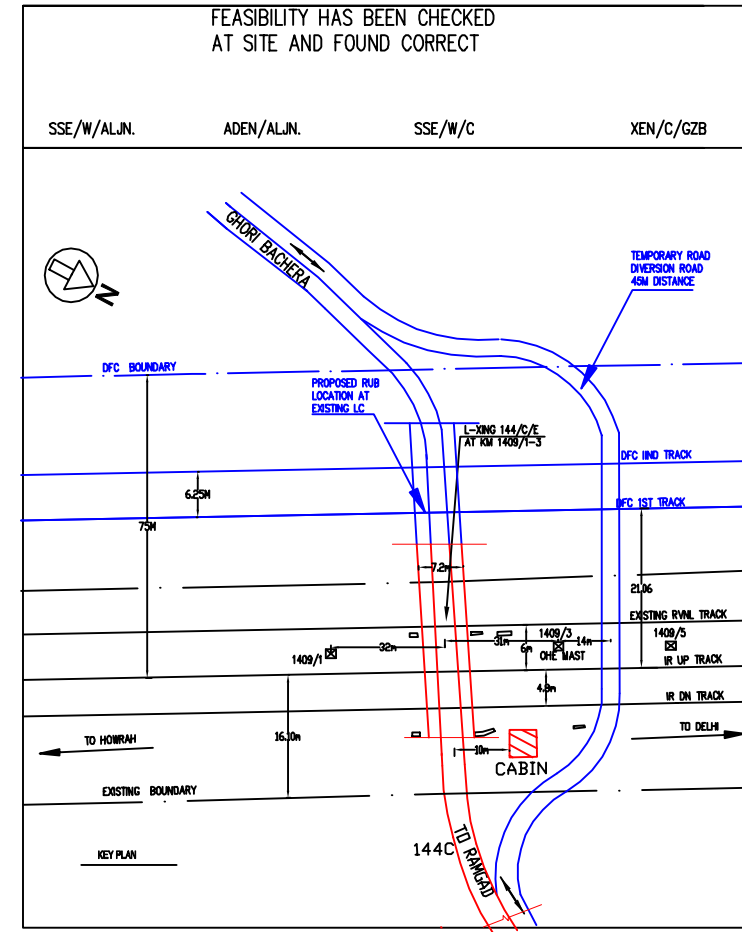
CROSS SECTION OF A-A
(SCALE 1:25)



DETAILS OF STRUCTURES OVER APPROACH \ SECTION- D-D



LONGITUDINAL SECTION



FEASIBILITY HAS BEEN CHECKED AT SITE AND FOUND CORRECT

- NOTES: -
- ALL DIMENSIONS ARE IN MM AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE. FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - a) CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
i. IRS BRIDGE RULES.
ii. IRS CONCRETE BRIDGE CODE.
iii. IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
iv. RELEVANT BIS CODES.
b) LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF CALTAR OR BITUMEN CONFORMING TO IS: 3070-1985 BEFORE FILLING OF EARTH.
 - WEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INESCAPABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT OF C & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCOL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFCOL WORK SHOWN IN BLUE.

INDICATIVE DRAWING

AECOM DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

GENERAL CONSULTANT: **AECOM Asia Co. Ltd.**
9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA

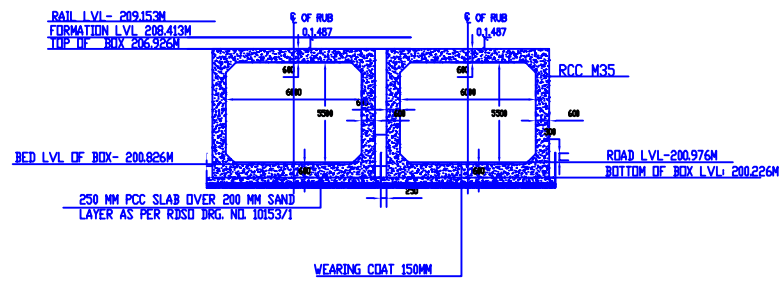
PROJECT: DADRI TO NEW KHURJA JN.
FROM CH: 1413.856 TO CH: 1367.000

CONTRACT PACKAGE - 302

STRUCTURE: PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 144/C/E
KM-1409/1-3 SPAN 1X6.0MX4.5M

TITLE: GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-308 NO-144 (1412/158/2012) BY PROVIDING BOX(SIZE 6.0MX4.5M) WITH R.R. GROUND METHOD AT KM-1409/1-3 BETWEEN AHMABPUR & BRAWA RLY STATION INTD.-G2B SECTION.

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DRG. NO.	REV.
NTS						



CROSS SECTION AT B-B
(SCALE 1:25)

BORE LOG DETAILS
RUB AT L.C NO. 145 AT CH. - 1410.82/25-27

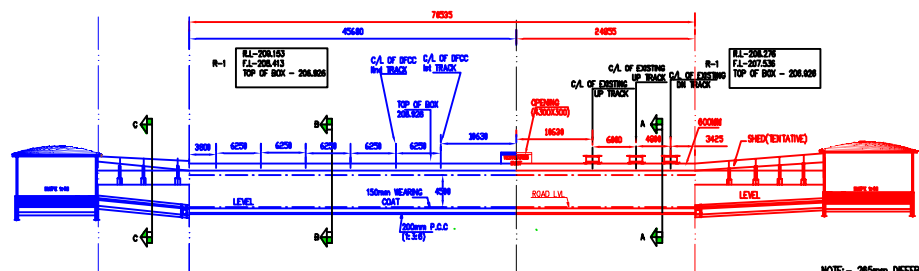
THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DFCC.
(REFER NOTE NO.17 & 31)

Bore no. 1(RHS)

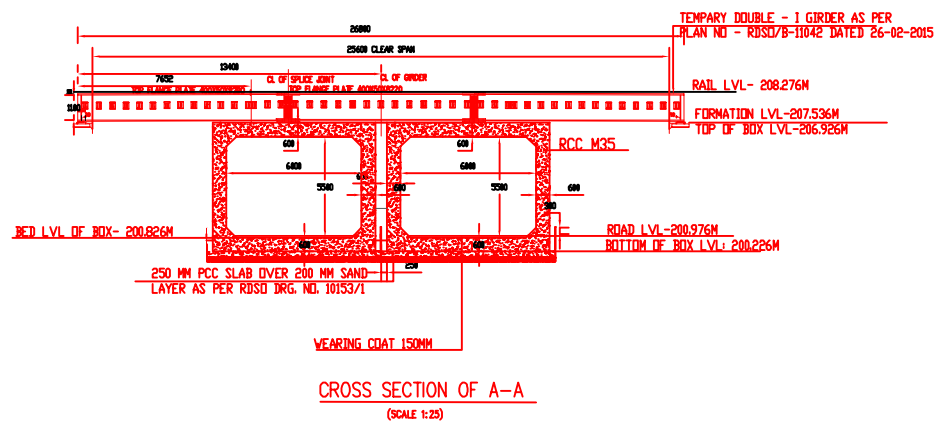
Depth (m)	Soil Description	Water Table	Safe Net Bearing T/M² Capacity
0.00	LIGHT GRAY SANDY SILT (ML-Q)		
1.50	LIGHT GRAY SANDY SILT (ML-Q)		
3.00	LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY (CL)	5.50m	14.7
4.50	LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY (CL)		
6.00	LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY (CL)		
7.50	LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY (CL)		
9.00	LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY (CL)		
10.50	LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY (CL)		
12.00	LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY (CL)		
13.50	LIGHT GRAY SANDY SILT (ML-Q)		
15.00	LIGHT GRAY SANDY SILT (ML-Q)		

Bore no. 2(LHS)

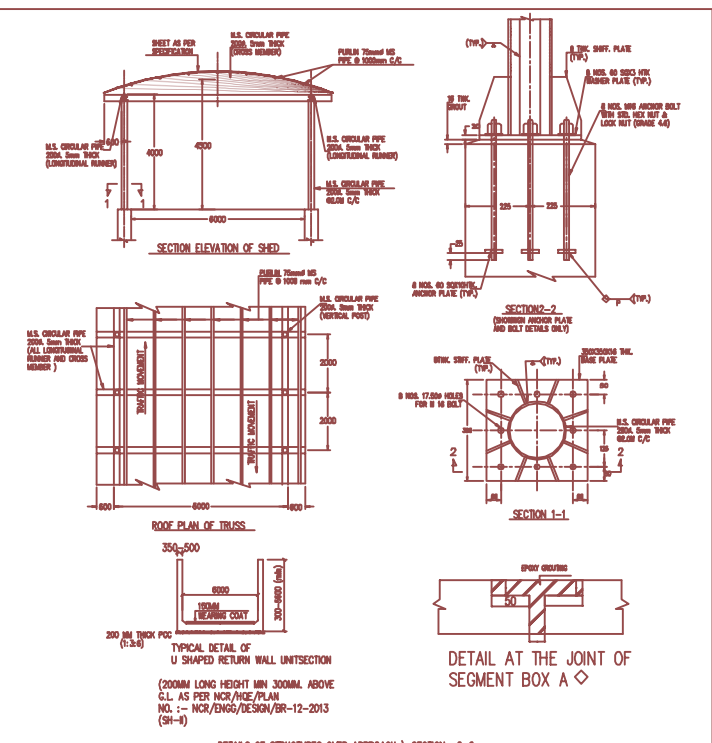
Depth (m)	Soil Description	Water Table	Safe Net Bearing T/M² Capacity
0.00	LIGHT BROWN SANDY SILT (ML-Q)		
1.50	LIGHT BROWN SANDY SILT (ML-Q)		
3.00	LIGHT GRAY SILTY SAND (SM)	5.50m	14.7
4.50	LIGHT GRAY SILTY SAND (SM)		
6.00	LIGHT GRAY SILTY SAND (SM)		
7.50	LIGHT GRAY SILTY SAND (SM)		
9.00	LIGHT GRAY SILTY SAND (SM)		
10.50	LIGHT BROWN SANDY SILT (ML-Q)		
12.00	LIGHT BROWN SANDY SILT (ML-Q)		
13.50	LIGHT BROWN SANDY SILT (ML-Q)		
15.00	LIGHT BROWN SANDY SILT (ML-Q)		



PLAN
SCALE: 1:30

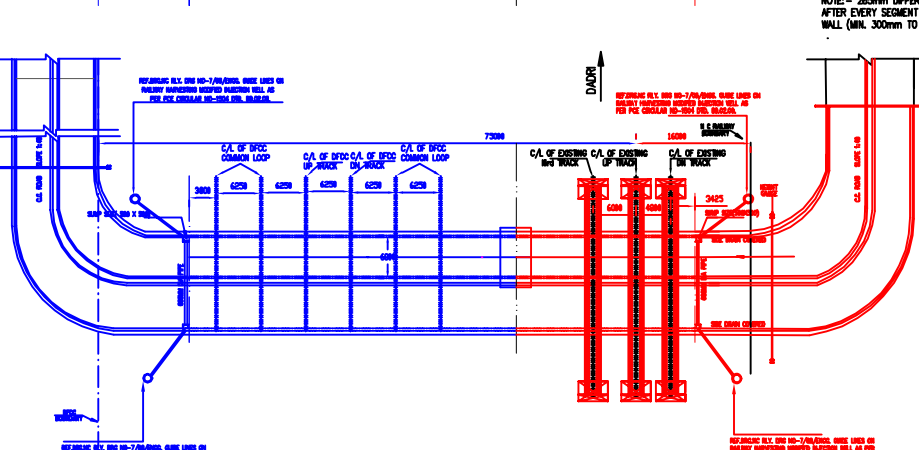


CROSS SECTION OF A-A
(SCALE 1:25)

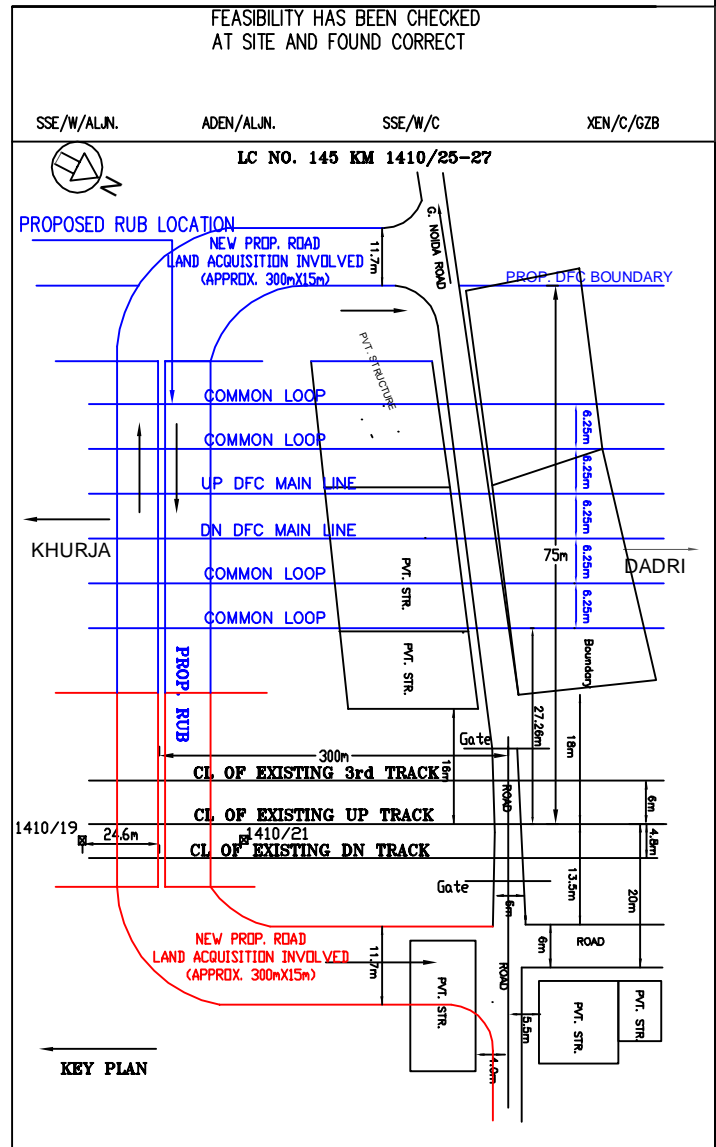
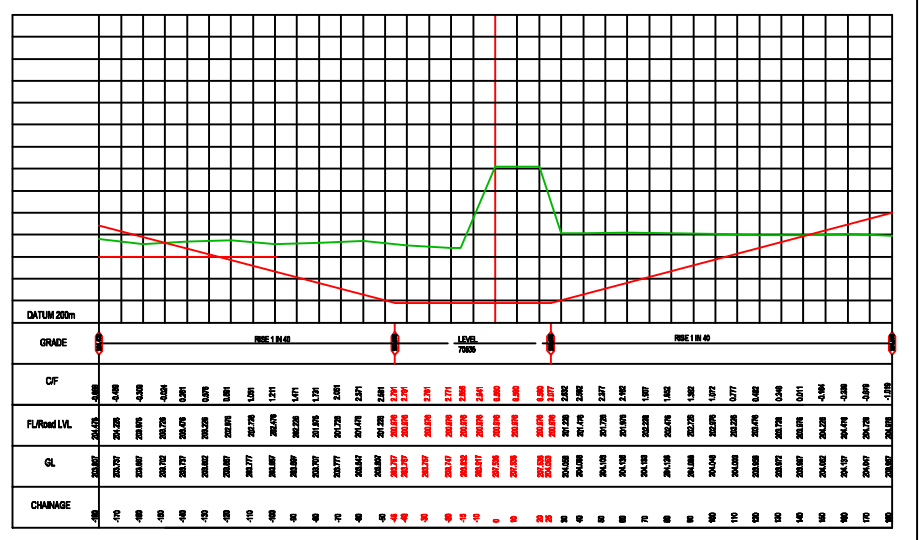


DETAILS OF STRUCTURES OVER APPROACH SECTION - C-C

NO.	DATE	REVISION	PURPOSE OF REVISION	DRAWN	CHECKED	APPROVED



LONGITUDINAL SECTION



KEY PLAN

- NOTES: -
- ALL DIMENSIONS ARE IN mm AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE, FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
 - IRS BRIDGE RULES.
 - IRS CONCRETE BRIDGE CODE.
 - IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
 - RELEVANT BIS CODES.
 - LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COLTAR OR BITUMEN CONFORMING TO IS: 3070-1985 BEFORE FILLING OF EARTH.
 - WEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INEVITABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT OFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIVERSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFCC & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED R WORK SHOWN IN RED.
 - PROPOSED DFCC WORK SHOWN IN BLUE.

INDICATIVE DRAWING

DFCC DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

GENERAL CONSULTANT: **AECOM** AECOM Asia Co. Ltd. 9TH FLOOR, INFINITY TOWER C DLF CYBER CITY DLF PHASE II GURGAON 122002, INDIA

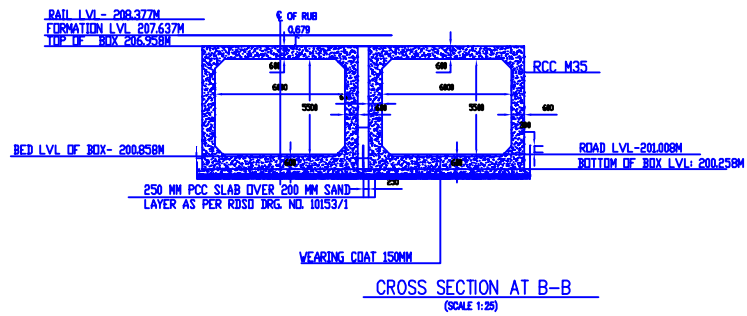
PROJECT: DADRI TO NEW KHURJA, JN. FROM CH: 1413.856 TO CH: 1367.000

CONTRACT PACKAGE - 302

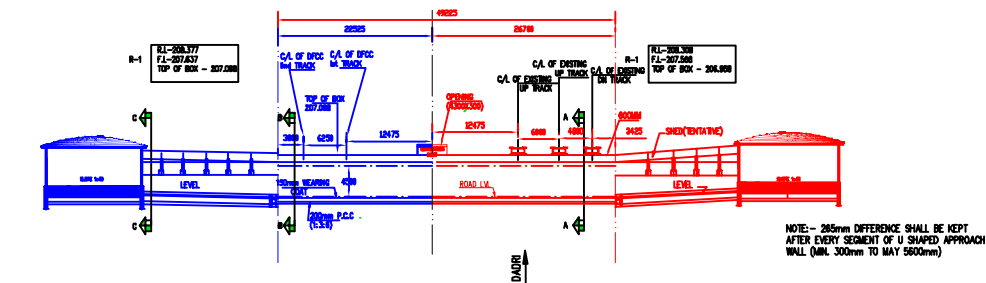
STRUCTURE: PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 145 KM-1410/25-27 SPAN 2X6.0MX5.5M

TITLE: GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-306 NO.-145(1W/168304) BY PROVIDING BOX(SIZE 2X6.0MX5.5M) WITH RAIL GROSS METHOD AT CH-1410/25-27 BETWEEN NAR & DANAUAR RLY STATION INTL-G2B SECTION.

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DWG. NO.	REV.
NTS						



CROSS SECTION AT B-B
(SCALE 1:25)



PLAN
SCALE-1:30

BORE LOG DETAILS
RUB AT L.C NO. 146 AT CH. - 1412/11-13

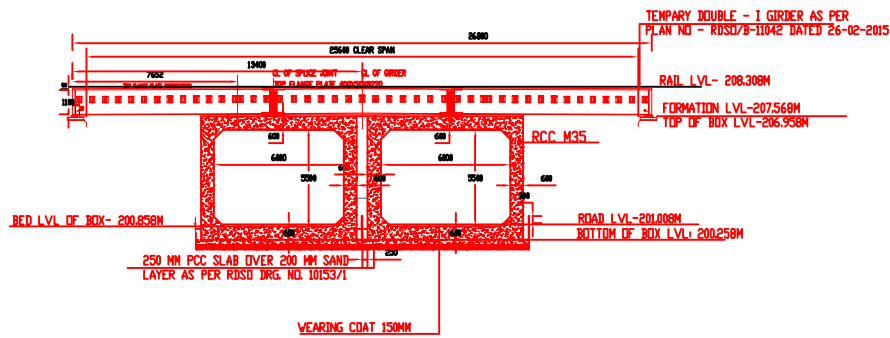
Bore no. 1(RHS)

H-Value	Depth(m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING /M ² CAPACITY
11	0.00		LIGHT GRAY SANDY SILT(M-CL)		
15	1.50		LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY(C)		
32	3.00		LIGHT GRAY FINE SAND(SP-SM)	2.30m	14.5
44	4.50				
57	6.00				
58	7.50				
59	10.50				
60	12.00				
61	13.50				
62	15.00				

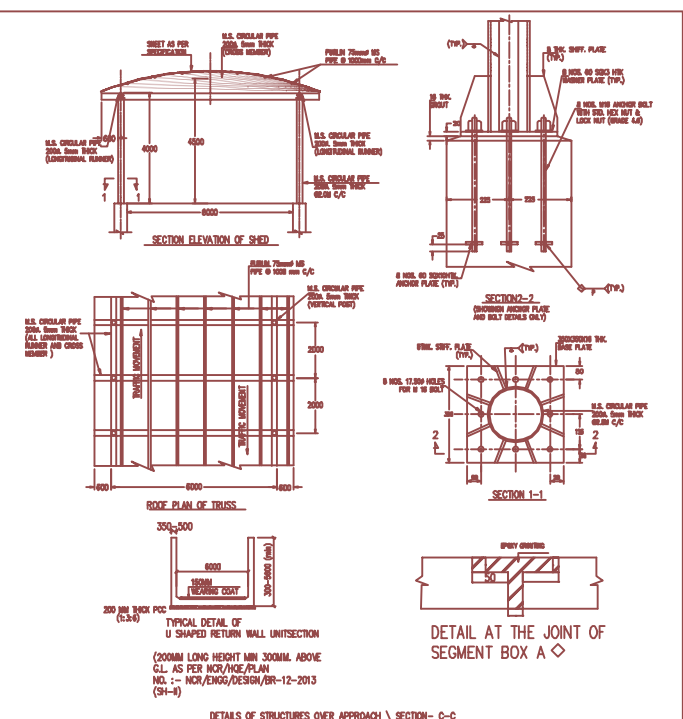
THICKNESS OF STRUCTURAL MEMBERS SHALL BE BASED ON DETAILED DESIGN AND SEPARATE STRUCTURAL DRAWINGS TO BE APPROVED BY DFOCL.
(REFER NOTE NO.17 & 31)

Bore no. 2(LHS)

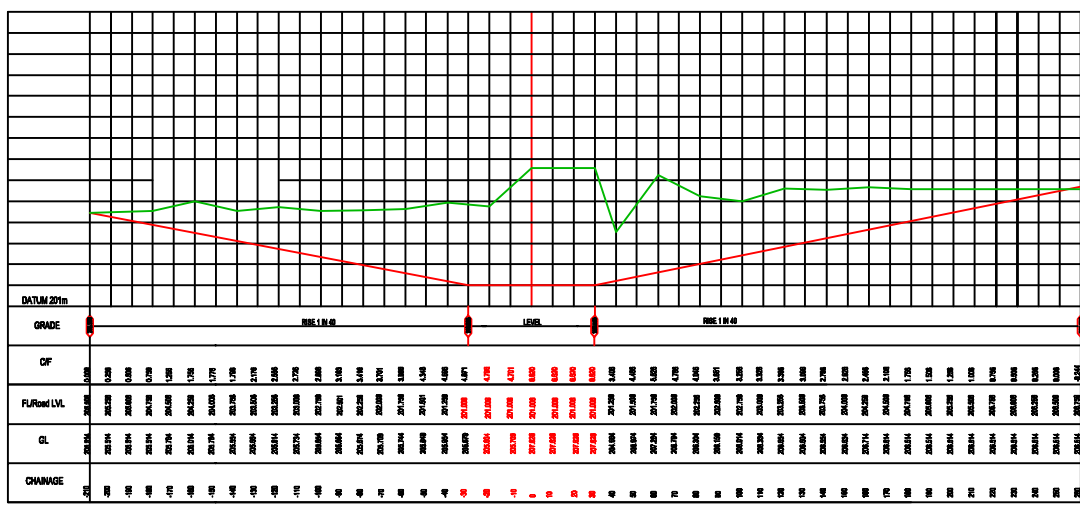
H-Value	Depth(m)	Symbol	SOIL DESCRIPTION	WATER TABLE	SAFE NET BEARING /M ² CAPACITY
12	0.00		LIGHT GRAY SANDY SILT(M-CL)		
30	1.50		LIGHT GRAY CLAYEY SILT OF MEDIUM PLASTICITY(C)		
34	3.00		LIGHT GRAY FINE SAND(SP-SM)	2.30m	14.5
38	4.50				
50	6.00				
51	7.50				
52	10.50				
53	12.00				
54	13.50				
55	15.00				



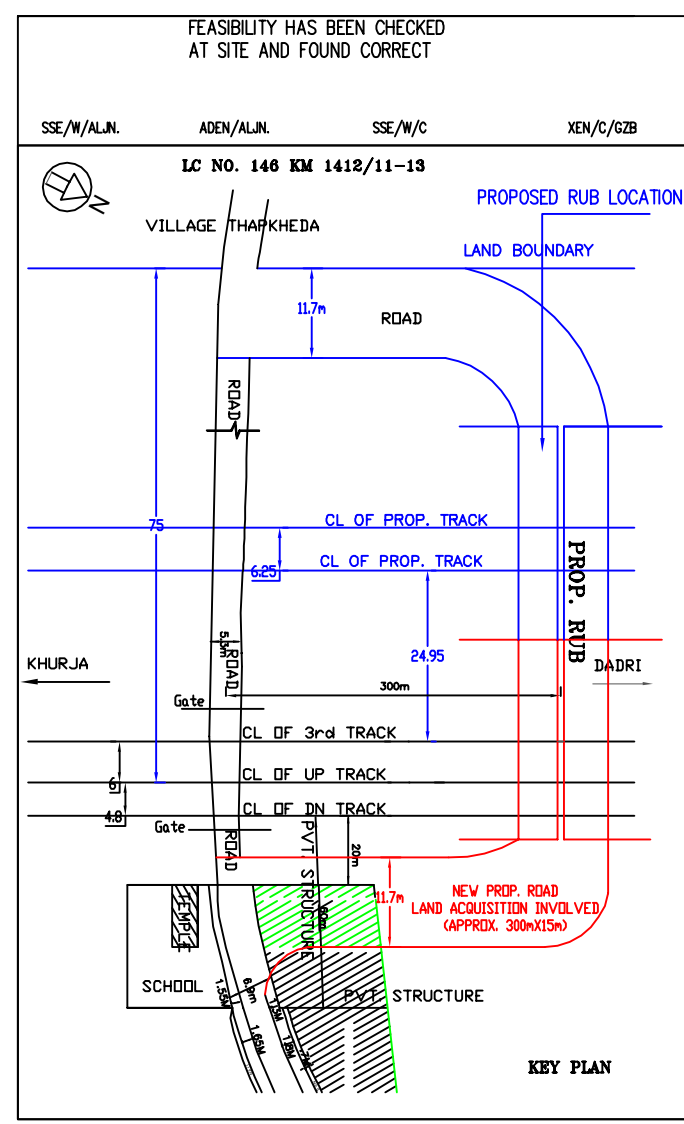
CROSS SECTION OF A-A
(SCALE 1:25)



DETAILS OF STRUCTURES OVER APPROACH \ SECTION - C-C



LONGITUDINAL SECTION



KEY PLAN

- NOTES: -
- ALL DIMENSIONS ARE IN mm AND ALL LEVELS IN METERS UNLESS OTHERWISE SPECIFIED.
 - DO NOT SCALE. FOLLOW THE WRITTEN DIMENSIONS ONLY.
 - CODES TO BE FOLLOWED (WITH LATEST CORRECTIONS SLIP) IN ORDER OF PREFERENCE:-
i. IRS BRIDGE RULES.
ii. IRS CONCRETE BRIDGE CODE.
iii. IRS BRIDGE SUBSTRUCTURE AND FOUNDATION CODE.
iv. RELEVANT BIS CODES.
 - LOADING TO BE FOLLOWED IS D.F.C. LOADING (32.5 TON AXLE LOAD).
 - HIGH YIELD STRENGTH DEFORMED (HYSD) / THERMO MECHANICAL TREATED (TMT) BARS OF GRADE Fe - 500 SATISFYING THE REQUIREMENT OF IS: 1786-1985 SHALL BE USED AS REINFORCEMENT.
 - BACK FILL SHOULD BE AS PER CLAUSE 7.5 OF IRS BRIDGE SUB-STRUCTURE AND FOUNDATION CODE.
 - ALL DIMENSION AND LEVEL SHOULD BE VERIFIED & RECONCILED BEFORE EXECUTION.
 - DEPTH AND SIZE OF FOUNDATION, LENGTH OF RETURN WALL AND LEVELS SHALL BE DECIDED BASED ON SITE CONDITION (TYPE OF STRATA AND GROUND LEVEL).
 - THIS GAD IS TENTATIVE AND IS MEANT ONLY FOR GUIDANCE OF THE BIDDER. ALL THE ENGINEERING DETAILS ARE TO BE DESIGNED BY THE CONTRACTOR AS PER SITE CONDITIONS/DIMENSIONS SHALL BE APPROVED BY ENGINEER.
 - TOP SURFACE AND SIDE OF BOX SHALL BE GIVEN TWO COATS OF COALTAR OR BITUMEN CONFORMING TO IS: 3070-1965 BEFORE FILLING OF EARTH.
 - WEEP HOLES OF 75mm DIA. PVC PIPES @ 1000mm C/C SHOULD BE PROVIDED IN EARTH/ BALAST RETAINER.
 - TOP OF SLAB/BOX SHALL HAVE A WEARING COURSE OF 1 IN 40 TOWARDS OUTER SIDE FOR PROPER DRAINAGE.
 - WORK SCHEME SHALL BE SUCH THAT ADJACENT IR TRACK IS NOT AFFECTED IN ANYWAY. HOWEVER, IF IT IS INEVITABLE THE ENGINEER WILL DECIDE THE IMPOSITION OF TEMPORARY SPEED RESTRICTION.
 - THE EXISTING TRACK SHALL BE PROTECTED BEFORE EXECUTION OF WORK. DESIGN OF SUCH PROTECTION WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE APPROVED BY THE ENGINEER.
 - THE DIFFERENCE BETWEEN PROPOSED RAIL LEVEL (RL) & PROPOSED FORMATION LEVEL (FL) HAS BEEN ASSUMED AS 730mm.
 - PROPER OUTLETS ON D/S SIDE FOR DRAINAGE OF DISCHARGE IS TO BE ENSURED.
 - SUITABLE DRAIN HAS TO BE PROVIDED BETWEEN THE IR AND DFC FORMATIONS AND THE WING WALLS SHOULD HAVE PROVISION FOR DISCHARGE OF FLOW FROM THESE DRAINS.
 - SAFE BEARING CAPACITY OF SOIL SHALL BE CONFIRMED BY SUITABLE METHOD BEFORE CONSTRUCTION WORK. IT SHALL BE GREATER THAN MAXIMUM FOUNDATION PRESSURE.
 - THE GAD SHOULD SATISFY THE LATEST APPROVED SCHEDULE OF DIMENSION FOR DFC.
 - SAFE WORKING AT SITE, INCLUDING SAFETY OF TRAINS SHOULD BE ENSURED BY CONTRACTOR.
 - AT PRESENT DFC & SIGNAL CABLE MAY EXIST ADJACENT TO IR TRACK. THE SAME IS TO BE PROTECTED TO PREVENT DAMAGE OF CABLE. NO JOB WORKING WILL BE ALLOWED NEAR CABLES.
 - METHODOLOGY FOR CONSTRUCTION OF SUBWAY OF DFC PORTION SHALL BE GOT APPROVED FROM ENGINEER.
 - DIMENSION OF LC FOR EXECUTION OF WORK SHALL BE UNDER THE SCOPE OF DFC CONTRACTOR. METHODOLOGY FOR THE SAME SHALL BE GOT APPROVED FROM DFOCL & IR BOTH.
 - HEIGHT GAUGES ON DFC SIDE SHALL BE SHIFTED AS PER APPROVED PLAN.
 - EXISTING WORK SHOWN IN BLACK.
 - PROPOSED IR WORK SHOWN IN RED.
 - PROPOSED DFOCL WORK SHOWN IN BLUE.

INDICATIVE DRAWING

DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.

GENERAL CONSULTANT: **AECOM** Asia Co. Ltd.
9TH FLOOR, INFINITY TOWER C DLF CYBER CITY
DLF PHASE II GURGAON 122002, INDIA

PROJECT: DADRI TO NEW KHURJA J.N.
FROM CH: 1413.856 TO CH: 1367.000

CONTRACT PACKAGE - 302

STRUCTURE: PROPOSED RUB IN LIEU OF LEVEL CROSSING NO. 146
KM-1412/11-13A SPAN 2X6.0MX5.5M

TITLE: GENERAL ARRANGEMENT DRAWING OF PROPOSED RUB IN LIEU OF L-100C
NO.-146(TV/15061/2012) BY PROVIDING(SIZE 200.0MX5.5M) WITH R/L ORDER METHOD AT
KM-1412/11-13A BETWEEN BORAKI & DADRI RLY STATION/100C-G2B SECTION

SCALE	DATE	DRAWN BY	CHECKED BY	APPROVED BY	DRG. NO.	REV.
NTS						