

CHANGING	PROPOSED ROAD LEVEL AT CENTRELINE (m)	EXISTING ROAD LEVEL AT CENTRELINE (m)
0+000	21.442	21.442
0+020	21.555	21.555
0+040	21.718	21.718
0+060	21.825	21.825
0+080	21.972	21.972
0+100	22.089	22.089
0+120	22.250	22.250
0+140	22.412	22.412
0+160	22.574	22.574
0+180	22.735	22.735
0+200	22.896	22.896
0+220	23.057	23.057
0+240	23.218	23.218
0+260	23.379	23.379
0+280	23.540	23.540
0+300	23.701	23.701
0+320	23.862	23.862
0+340	24.023	24.023
0+360	24.184	24.184
0+380	24.345	24.345
0+400	24.506	24.506
0+420	24.667	24.667
0+440	24.828	24.828
0+460	24.989	24.989
0+480	25.150	25.150
0+500	25.311	25.311
0+520	25.472	25.472
0+540	25.633	25.633
0+560	25.794	25.794
0+580	25.955	25.955
0+600	26.116	26.116
0+620	26.277	26.277
0+640	26.438	26.438
0+660	26.599	26.599
0+680	26.760	26.760
0+700	26.921	26.921
0+720	27.082	27.082
0+740	27.243	27.243
0+760	27.404	27.404
0+780	27.565	27.565
0+800	27.726	27.726
0+820	27.887	27.887
0+840	28.048	28.048
0+860	28.209	28.209
0+880	28.370	28.370
0+900	28.531	28.531
0+920	28.692	28.692
0+940	28.853	28.853
0+960	29.014	29.014
0+980	29.175	29.175
1+000	29.336	29.336

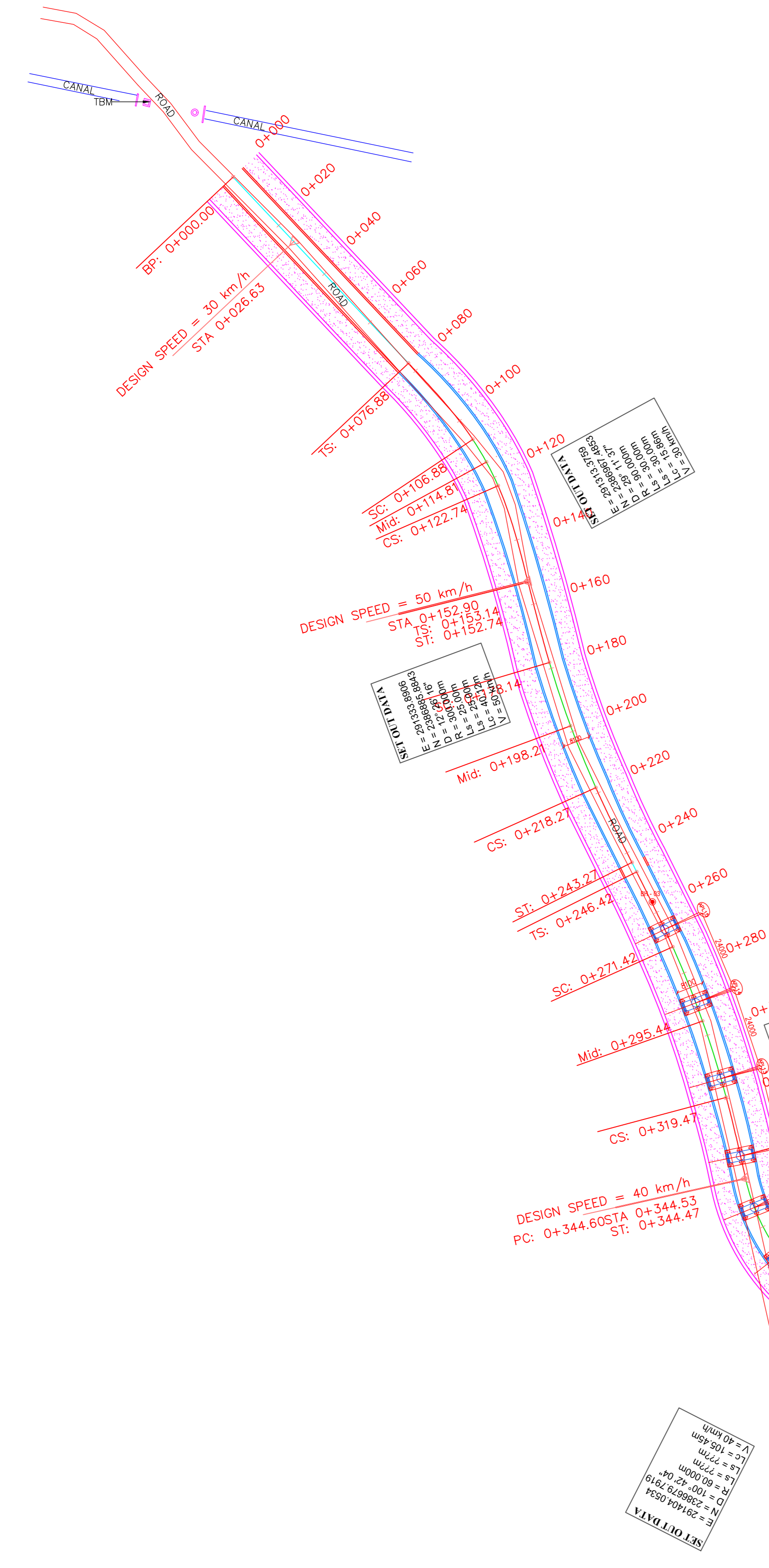
ELEVATION

TABLE (TO PANOLI)

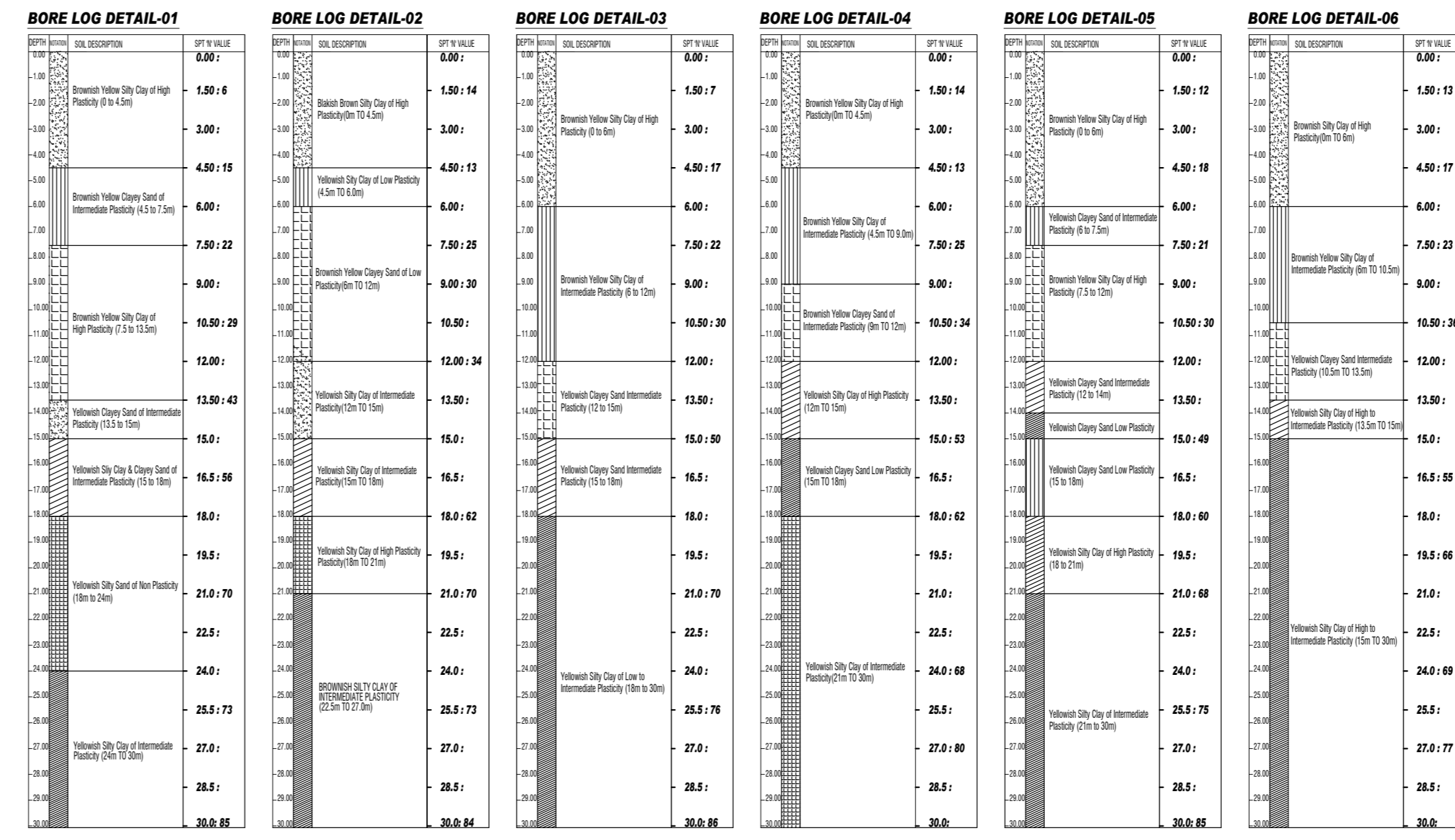
LOCATION	TOP OF PIER CAP	BED LEVEL	TOP OF PILE CAP	BOTTOM OF PILE CAP
APL1	33.647/32.577	22.418	21.904	20.104
APL2	32.370	22.637	21.904	20.104
APL3	31.533/31.968	22.883	22.334	20.534
APL4	30.856	22.659	22.114	20.314
APL5	30.171	22.467	21.829	20.029
APL6	30.752/29.486	22.357	21.829	20.029
APL7	30.295	22.251	21.711	19.911
APL8	29.837	22.123	21.581	19.781
APL9	29.380	21.860	21.274	19.474
APL10	28.923	21.693	21.070	19.270
APL11	28.461	21.660	21.070	19.270
APL12	28.008/26.742	22.112	21.571	19.771
APL13	26.106	21.967	21.386	19.586
APL14	25.421	21.475	20.937	19.137
APL15	24.756	22.016	21.306	19.506

TABLE (TO ANKLESHWAR)

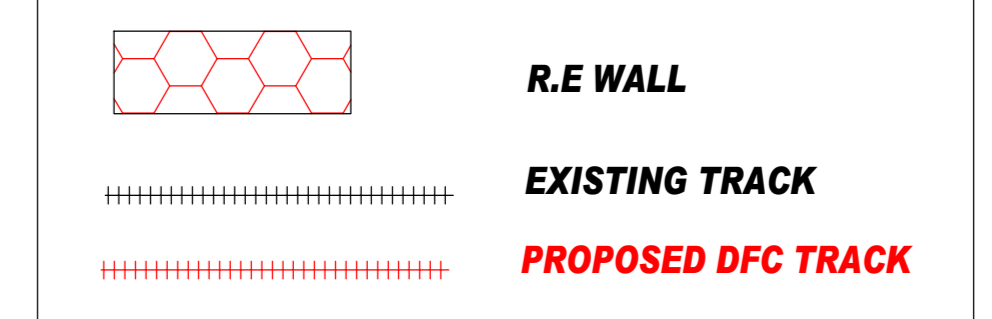
LOCATION	TOP OF PIER CAP	BED LEVEL	TOP OF PILE CAP	BOTTOM OF PILE CAP
APR1	33.677/32.208	23.307	22.714	20.914
APR2	32.017	23.181	22.645	20.845
APR3	31.506	23.115	22.513	20.713
APR4	30.736	23.296	22.689	20.889
APR5	29.937	23.489	22.925	21.125
APR6	29.138	23.483	22.925	21.125
APR7	28.339	23.562	23.038	21.238
APR8	27.539	23.611	22.935	21.135
APR9	26.767	23.635	23.040	21.240



BORE LOG DETAILS



LEGEND:



NOTE: BRIDGE PORTION

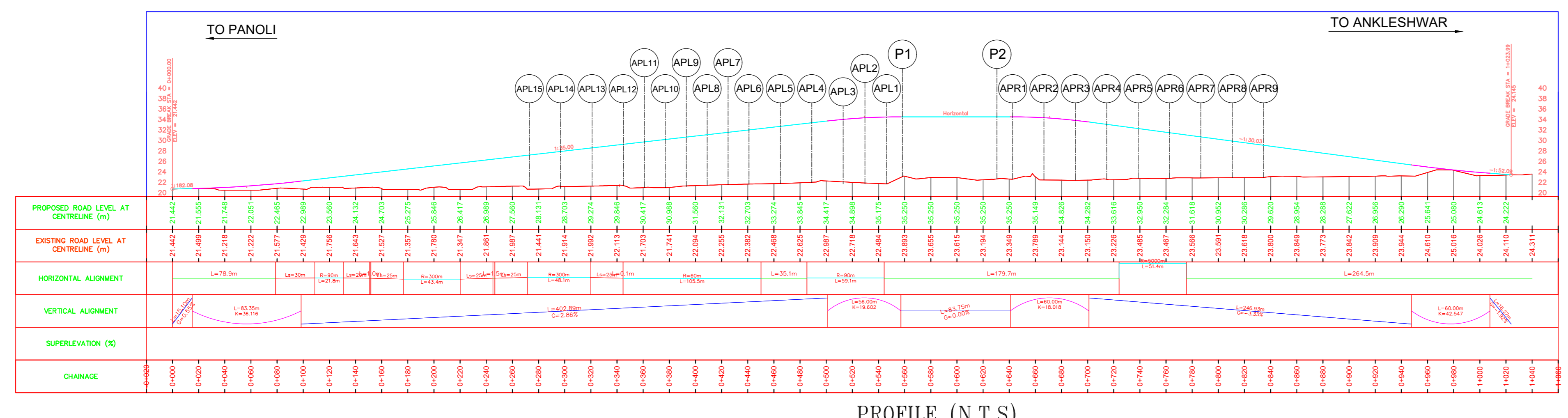
- THE DIMENSIONS SECTIONAL DETAILS, CURVE DETAILS ARE TANTATIVE AND MAY BE CHANGED TO SUIT DESIGN REQUIREMENT AND SITE CONDITIONS.
- DIAMETER DEPTH & NUMBER OF PILES ARE TANTATIVE AND MAY BE CHANGED AS PER DESIGN.
- TEST PILE SHALL BE LOAD TESTED BEFORE CASTING OF OTHER MAIN PILES.
- STRIP SEAL TYPE EXPANSION JOINTS MORTH I.R.C & I.S SPECIFICATION SHALL BE USED.
- ALL OTHER SPECIFICATIONS SHALL BE AS PER MORTH & IRC SPECIFICATION FOR ROAD & BRIDGES.
- SUPER STRUCTURE AND BEARING SHALL BE AS PER MORTH DRAWING
- CONCRETE GRADE
 - LEVELLING COURSE M:15
 - PIER, PIER CAP, PILE, PILE CAP, SEISMIC RESTRAINER M:35
 - SUPER STRUCTURE M:35
 - PEDESTAL, CRASH BARRIER M:40
 - RETAINING WALL M:35
- REINFORCEMENT: Fe-500(TMT) CONFORMING TO IS 1786-2008
- CLEAR COVER FOR REINFORCEMENT AS FOLLOWS:
 - PILE: 75mm
 - PIER CAP: 75mm
 - PIER: 50mm
- CRASH BARRIER SHALL BE AS PER LATEST IRC STANDARD.
- THE STRUCTURE WILL BE DESIGNED AS PER LATEST IRC / IS SPECIFICATIONS FOR MODERATE CONDITION EXPOSURE.
- ALL THE SETTING OUT DIMENSIONS AND REDUCED LEVEL ETC. SHALL BE VERIFIED AT SITE BEFORE STARTING THE WORK.
- DESIGN LOADING: ONE LANE OF 70R OR TWO LANE OF CLASS A LOADING
- PROPER PROTECTION MEASURES SHALL BE TAKEN WHILE EXECUTING THE WORK NEAR THE RAILWAY TRACK.
- SAFETY WORK SHOULD BE PROVIDE LIKE PROTECTIVE SCREENS, EARTHING, CAUTION BOARD ETC.
- IF THERE IS VARIATION OF SOIL STRATA BY MORE THAN 500mm, THE MATTER SHOULD BE BROUGHT TO NOTICE OF DESIGN SECTION.
- CHECK & VERIFIED THE ALIGNMENT BEFORE STARTING EXECUTION WORK.
- BED LEVEL, FRL, SHOULD BE VERIFIED BEFORE EXECUTION.
- THE APPROACHES WORK SHOULD BE DONE WITH MOST SPECIFICATION.
- SHAPES AND SIZE OF PIER, PIER CAP, BEARING SHOWN IN THIS DRG, TENTATIVE, AND ARE SUBJECT TO CHANGE IN FINAL DESIGN & DRAWING
- EXCAVATION OF ROB WORK SHALL BE DONE ONLY IN PRESENCE OF AUTHORIZED RAILWAY REPRESENTATIVE TO ENSURE THE SAFETY OF RUNNING TRAIN PROPER PRECAUTION SHALL BE TAKEN DURING EXCAVATION OF FOUNDATION NEAR THE TRACK PROPER SHORING SHALL BE DONE TO PROTECT SLOPE FAILURE OF SOIL.
- 6mm THK. LINER PROVIDED UP TO 6.0m DEPTH.
- SHOWN THE LEVELS OF PIER CAP, PILE CAP IS TENTATIVE, MAY BE CHANGE AS PER FINAL DESIGN.

NOTE: RE WALL PORTION

- THE MINIMUM GRADE OF CONCRETE SHALL BE RE WALL
 - M-35 FOR T-PANEL
 - M-35 FOR CORING BEAMS
 - M-15 FOR LEVELLING PADS
- THE REQUIRED SAFE BEARING CAPACITIES FOR VARIOUS LOCATIONS ARE SHOWN IN CORRESPONDING L SECTIONS.
- ANY UNSUITABLE FOUNDATION SOILS/ FILLED-UP SOIL SHALL BE REMOVED & REPLACED WITH COMPACTED FILL OF APPROVED QUALITY
- IN THE REINFORCED & RETAINED ZONE SELECT GRANULAR FILL AS PER SPECIFICATIONS SHALL BE USED STRICT SUPERVISION DURING PLACING, SPREADING, GRADING & COMPACTION SHALL BE PROVIDED TO ENSURE THIS.
- CONSTRUCTION JOINT SHALL BE PROVIDED AT THE JUNCTION OF CROSS DRAINAGE STRUCTURE AND RE WALL.
- CUTTING WIDTH OF TECHGRID (TGU) IS 250 mm WITH 8 RIBS.
- SERVICE ROAD MUST BE CONSTRUCT SIMULTANEOUSLY WITH THE CONSTRUCTION OF RE WALL TO ENSURE MINIMUM REQUIRED EMBEDMENT.

NOTE:- 1. ALL DIMENSIONS ARE IN MM UNLESS & LEVELS ARE IN METER.

CLIENT: THE CHIEF PROJECT MANAGER DFCCIL, VADODARA
TITLE: GENERAL ARRANGEMENT DRG. FOR LC-168 (1.R KM 308/8-10)
LOCATION: BLOCK SECTION PANOLI-ANKLESHWAR BETWEEN PANOLI- SANJALI STATION
SURVEY AGENCY: A Division of GEO DESIGNS AND RESEARCH PVT LTD) B/10, KRISHNA INDUSTRIAL ESTATE, OPP. B.I.D.C. GORWA ESTATE, VADODARA - 390 016
TELEFAX: 91-265-2290222, 2283081
E-Mail: geo_group@yahoo.com



PROFILE (N.T.S)