

			C.4		1.0			BORE L							045		
GROUND W.T. : 8.00M		CASING : 150MMΦ Φ b. Hole : 150 m Φ			GROUND W.T. :8.00M			CASING : 150MMΦ Φ b. Hole : 150 m Φ			GROUND W.T. : 8.00M			CASING : 150MMΦ Φ b. Hole : 150 m Φ			
																	DEPTH
(m.)		DETAIL	DEPTH (m.)	TYPE	(N)	(m.)	LOG	DETAIL	DEPTH (m.)	TYPE	SPT (N)	DEPTH (m.)	LOG	DETAIL	DEPTH (m.)	TYPE	(N)
0.50			0	DS — 1		10.50	D D D D D D D SILTY CALY	10.50	SPT - 7	33	20.50					6 46	
1.00			0.50	- STP - 1	14	11		11.10			21						
1.50			1.50			11.50		12.00 SPT - 8	46	21.50		-	21.50				
2			2.10			12		12:00		22			22.10				
2.50			3.00	3.00 STP - 2	17	12.50		12.60	SPT - 9	50	22.50				SPT - 14	48	
3	-					13		13.50			23			23.50			
3.50			3.60	SPT – 3	18	13.50		14.10	1		23.50						
4	-					14				24			24.10				
4.50			4.50			14.50			SPT	SPT - 10	51	24.50				SPT - 15	R
5	-	SILTY	5.10	SPT - 4	17	15		15.50			25		SILTY CALY	25.50			
5.50		CALY	6.00			15.50					25.50						
6	-					16		16.10	-	26			25.60				
6.50			6.60	SPT - 5	25	16.50		17.	SPT .	SPT - 11	50	26.50			27.00	SPT - 16	R
7	-					17			17.50	17.50		27					<u> </u>
7.50			7.50	.10 SPT - 6	30	17.50				27.50			27.50				
8	-		8.10			18		18.1	4	44	28		-	28.50	SPT - 16	R	
8.50			9.00			18.50		19 SPT -	SPT - 12		28.50			20.00			
9						19					29			28.80	SPT - 17		
9.50			9.60			19.50						29.50					+
	-					20			20.10			30					

		SEC	CTION: BRC-ST	
	. u N I	DIVISION: BCT	HEAD QUARTER	
	TO MOHINI	DRM-BCT (SUNIL KUMAR)	CBE-CCG (MANJUL MATHUR)	(0
ETA-212-200000	00-10	ADRM-(INFRA)BCT (GURU PRAKASH)	DY. CE(D)CCG (B.K. KUSHWAHA)	Pl Pl
0+360		Sr. DEE(P)-BCT (L.M.PAPNOI)	AXEN(BR.)CCG (M.D. DIXIT)	
NHRCL	AUTHORITIES	Sr.DSTE-(NORTH)BCT (RATAN BASU)		V 2
CPM-SURA (AMIYANSH		Sr.DSTE(CO)-BCT (GHANSHYAM VERMA)		C0)
		Sr.DOM-BCT (SUHANI MISHRA)		र इ.इ. TI
		Sr.DEE(TRD)-BL (SHIV KUMAR)		
TEMPORARILY AS SHOWN IN KEY RIDGE.		Sr.DEN(CO)-BCT (RAJESH AGRAWAL)		
VICE ROAD + 1.5(AS AVAILABLE HE SIDE OF PROPOSED BRIDGE VIDED AS DIVERSION DURING ND THE SAME WILL BE UTILISED IMPLETION OF THE WORK.		DEN(C)-BCT (PRIYANSHU AGRAWAL)		

OF		OTES :-					
	1. 2.				LS IN METERS UNLE THIS DRAWING ONL		
	3.	PROPOSED WORK WORK/TRACKS SH		RED, ASSETS	BEING DISMANTLED	SHOWN IN GRE	EN AND FUTURE
	4. 5.	ROAD AUTHORITIES	S AT THE TIME C	OF ITS CONSTR	BY RLY. ENGINEER UCTION. DED BY ENGINEER II		
	6.	MET WITH AT THE VERTICAL CLEARA	SITE. NCE FROM THE ERS FOR AC TF	HIGHEST RAIL	LEVEL TO BOTTON AND 8.325 METERS	/ OF GIRDER SHA	LL NOT BE LESS
	7. 8.	SHAPES AND SIZE	E OF GIRDERS, F	POT PTFE BEAF	DARD DRAWING. (DEL RING, BEARING PEDE	STALS, SHOWN IN	THE DRAWING ARE
	9. 10.	SHAPES AND DIM AND ARE SUBJEC	ENSIONS OF AB T TO CHANGES I	UTMENT, PIERS	IAL DESIGN AND DR 5, PIER CAP, PIER N AND DRAWINGS. S AND RETURN WAL	SHAFT AND FOOTIN	IG ARE TENTATIVE
	11. 12.		D CEMENT CON	ICRETE MIX IS	TO BE PROVIDED		
	13.				LEANER THAN M-24 /IDED . ROAD SUR		
<u>2)</u>	14. 15.	APPROVED BY CB EXCAVATION OF REPRESENTATIVE 1 DURING EXCAVATION	E BEFORE COMM ROB WORK S TO ENSURE THE ON OF OPEN/P	IENCEMENT OF SHALL BE DO SAFETY OF R ILE FOUNDATIO	one only in pr Unning trains. Pr In near the exis	ESENCE OF AUTH OPER PRECAUTIONS TING RAILWAY TRAC	HORIZED RAILWAY SHALL BE TAKEN XK. IN CASE THE
	16.	FAILURE OF SOIL.	TRANSFERRED	FROM FUTURE	PROPER SHORING S TRACKS SHALL BI		
	17.	PROVIDED WITH S	FER ADEQUATE SUITABLE PROTE	RESISTANCE A	GAIN CORROSION, TI DEPENDING UPON	THE ENVIRONMENT	
	18.	OFFICE FOR THE RAILWAY SHALL B OF CONSTRUCTION	Railway Engin 9e provided by 1 of the proje	eers at brid sponsoring ct. pink boo		ear by location Nd maintained du	RING THE PERIOD
3)	19. 20.	APPROVED BY NH	IAI/RAILWAY. I, WORKMANSHIF	P, INSPECTION	OF CHECKED BY II , TESTING & PRC	,	
	21.				ECTION OF BEARING	G SHOULD BE PRO	OVIDED AT EVERY
- 1	22.	TO RAILWAY ENGIN	NEER IN CHARGE	•	PRE-STRESSING DE		
MOHINI_	23. 24.	SOFT COPY DUL' CHARGE.	Y APPROVED B` OF ROB (WITH	Y AUTHORITIES HIN RAILWAY F	NG AND COMPLETE SHALL BE HANDE PORTION) FOR RO. OAD AUTHORITY.	D OVER TO RAILV	VAY ENGINEER IN
	25. * *	GRADE OF CONCR PILES IN FOUNDAT PILE CAP/ OPEN	TION M FDN M	35 35			
9.464 3.916	* * *	RCC ABUTMENT RCC PIER RCC ANTI-CRASH RCC DECK SLAB	M BARRIER M M	35 35 40 35			
98.954 99. 98.916 98.	* 26.		BE PROVIDED A		e top of pier / Aunching of girde		P TO REDUCE
500.00 98. 521.00 98.	27. 28.		BOARD LETTER		MMENCEMENT OF WO		11. TRACK LEVEL
	29. 30.	THE COST OF MO	DIFICATION OF C		ARGEABLE TO ESTIM E. PILE, PILE CAP		
	31.	SHOWN ARE TEN CONSULTANT/PART STRUCTURAL STEE	TATIVE AND SHA TY AND APPROVE EL OF COMPOSITI	ALL BE AS P ED BY RAILWAY E GIRDERS CO	ER STRUCTURAL DE NFIRM TO IS:2062—2	ÉSIGN ÁND DRAWIN 2006 OF GRADE E2	g submitted by
	32.	W) BR OR HIGHE	R i.e IS — 1363	3 & IS- 1367	OTHERWISE SPECIFI	ED IN DESIGN.	,
T)	33. 34.	EXISTING LC WILL THE QAP BEARIN	BE CLOSED ON G AS PER RDS	PERMANENT E	BASIS AFTER COMPLE RCULATED BY RDS0 PECTING ENGINEER.	TION OF ROB WOR	К.
;	35. 36.	CONSENT LETTER DFCC BOUNDARY					
_	37.	SIGNED IN GAD O ROAD ALIGNMENT	F APPROACH PC AND LEVELS OF	ORTION, DWG. N THIS GAD HAS	CONCERN STATE GONO NO. :-LC.NO.08-APP BEEN MAINTAINED	R/1, R1, DTD. 18. AS PER THE APPRO	06.2011. THE OVED GAD OF
3	38.	ALSO BE GOT SIG	INED FROM ROAL IGNED BY THE R) AUTHORITY E OAD AUTHORIT	RITY. IN VIEW OF CH Y DFCCIL BEFORE S Y SHOULD BE SEND	STARTING THE WORK	AND THE COPY
-	39. 41.	EPOXY PAINT ON	PIERS & ABUTM	ENT (AS PER			
_	42.	& DRM AND IS BEEN PREPARED IS 20° AND DUE IN REVISED GAD. GAD FOR APPROAC	AVAILABLE IN C TO INCORPORATI TO SPACE CONS CH PORTION IS	BE OFFICE FII NG THE RDSO STRAINT STEEL AS PER APPR(LE NO.THIS FINAL (STANDARD COMPOS THROUGH GIRDER DVED BY CONCERN I (R&B) CIRCLE, GA	CORRECTED TRACING ITE GIRDER & RED OF 71M & 60M AI STATE GOVT. THE /	G GAD PLAN HAS UCE SKEW ANGLE RE INCORPORATED APPROACH GAD IS
	43.	NO 22635-DRM/4	JGH GIRDER OF 4—D. THE APPRO	71M SPAN PR OVED GAD SHO	OPOSED IN THIS GA WS EACH THROUGH	GIRDER FOR 3 -	LANE CARRIAGE
		HENCE BEFORE C BE ENSURED BY	OMMENCING THE EXECUTING ENTIT	WORK DEIGNII IY.	RDER IS PROPOSED NG OF GIRDER AND	ITS APPROVAL FRO	M RAILWAY MUST
-	44. 45.	RELEVANT PROVISI	IONS OF IRC-24	-2001 SHALL	ESTING & PROTECTIC BE FOLLOWED. ENSURE THAT SIGNAT		SION ETC
	46.	ROAD AUTHORITY ALL REINFORCEME			MT BARS — FE—500), CONFORMING TO	IS 1786/2008.
	47.		LL HAS BEEN I	PROPOSED AS	THE APPROACHES PER GUIDELINE IS: 5.		
	48.	PROVIDED BY THE	SIDE OF ROB	GAD OF THE S	MD-DFCCIL ON DAT	SEPARATELY.	
	49.	APPROACHES (AS AUTHORITY.	PER APPROACH	GAD) COST O	B i.e. FOR 2 X 11. F EXTRA WIDTH WILL	BE TOTALLY BORN	IE BY ROAD
	50. 51.	SPAN ARRANGEME	NTS, CHANGE IN	STANDARD NO	0 ELIMINATION OF ()TES.). RDSO/B-10421.	UNVE UVER RLI. I	RACK CHANGE OF
					1		
	()	GHANSHYAI	MDAS BH	(AGWANI	(RAJE	723/08/2019	HRA)
	``	CHIEF GEN		NAGER		SH V. MISI PM/ENGG CIL,VADODA	
	PR UI	DHANA CABIN	N & CHALT	THAN STA	NO. 08 AT K TION OF UD	HANA-JALGA	ION
	V	VESTER	N RAI	LWAY.			
	2	ND FLOOR, GLO	BUILDING,	CHURCH G	ATE, MUMBAI		
		पिठापारिष्टिठ किटेड फ्रेट कोरीडोर	DEDICATE (A GOVER 4TH FLOO	CD FRIEGH CNMENT OF R, BLOCK	INDIA UNDER	ORPORATION RTAKING) AHER BHAWAN	NAGER of india ltd. (ssnnl office
		tle : GENER					AWING
			(RAI DRG.		Y POR	FION) REV.	DATE
	W]	DFC/CG			N0_08/		
		AILŴAY	•	•	,	R3	23.08.2019