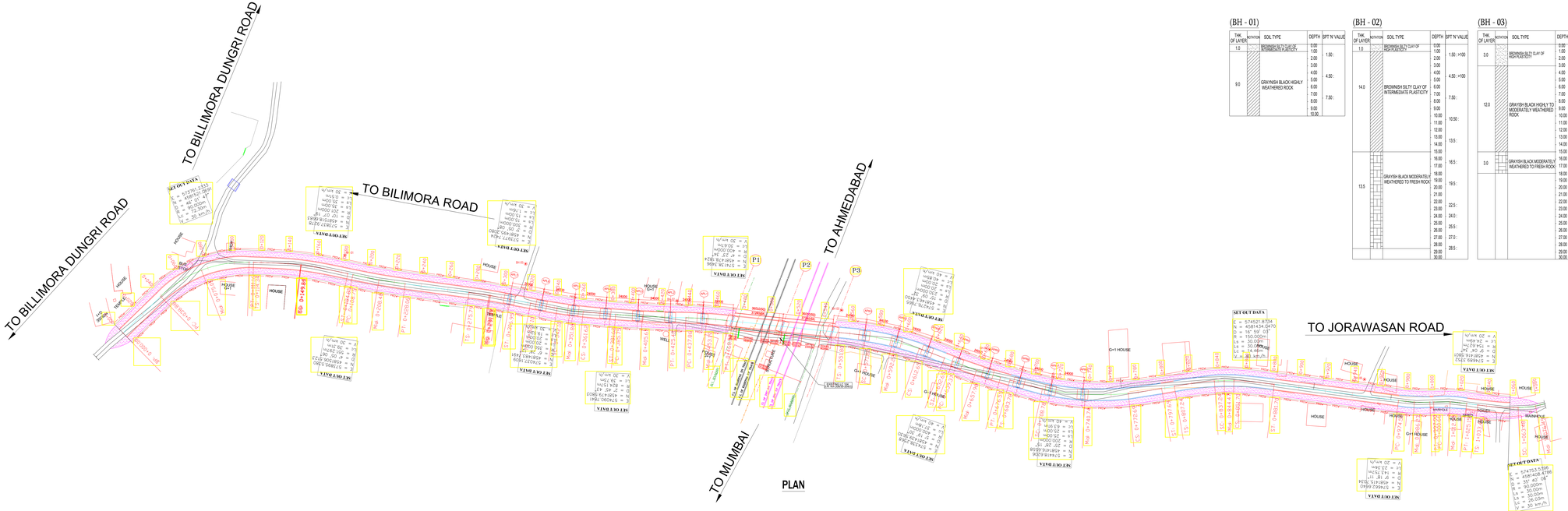


(BH - 01)

THK OF LAYER	ADMIXTURE	SOIL TYPE	DEPTH	SPT N VALUE
1.0		BROWNISH SILTY CLAY OF INTERMEDIATE PLASTICITY	0.00 1.00 2.00 3.00 4.00 5.00 6.00 7.00 8.00 9.00 10.00	1.50 : 4.50 : 7.50 :
9.0		GRAYISH BLACK HIGHLY WEATHERED ROCK		

(BH - 02)

THK OF LAYER	ADMIXTURE	SOIL TYPE	DEPTH	SPT N VALUE
1.0		BROWNISH SILTY CLAY OF HIGH PLASTICITY	0.00 1.00 2.00 3.00 4.00 5.00 6.00 7.00 8.00 9.00 10.00 11.00 12.00 13.00 14.00 15.00 16.00 17.00 18.00 19.00 20.00 21.00 22.00 23.00 24.00 25.00 26.00 27.00 28.00 29.00 30.00	1.50 : >100 4.50 : >100 7.50 : 10.50 : 13.5 : 16.5 : 19.5 : 22.5 : 24.0 : 25.5 : 27.0 : 28.5 :
14.0		BROWNISH SILTY CLAY OF INTERMEDIATE PLASTICITY		
13.5		GRAYISH BLACK MODERATELY WEATHERED TO FRESH ROCK		

(BH - 03)

THK OF LAYER	ADMIXTURE	SOIL TYPE	DEPTH	SPT N VALUE
3.0		BROWNISH SILTY CLAY OF HIGH PLASTICITY	0.00 1.00 2.00 3.00 4.00 5.00 6.00 7.00 8.00 9.00 10.00 11.00 12.00 13.00 14.00 15.00 16.00 17.00 18.00 19.00 20.00 21.00 22.00 23.00 24.00 25.00 26.00 27.00 28.00 29.00 30.00	1.50: 38 4.50: >100 7.50 : 10.50 : 13.5 : 16.5 :
12.0		GRAYISH BLACK HIGHLY TO MODERATELY WEATHERED ROCK		
3.0		GRAYISH BLACK MODERATELY WEATHERED TO FRESH ROCK		

(BH - 04)

THK OF LAYER	ADMIXTURE	SOIL TYPE	DEPTH	SPT N VALUE
2.5		BROWNISH SILTY CLAY OF INTERMEDIATE PLASTICITY	0.00 1.00 2.00 3.00 4.00 5.00 6.00 7.00 8.00 9.00 10.00	1.95: 29 4.50 : 7.50 :
7.5		GRAYISH BLACK HIGHLY WEATHERED ROCK		

NOTE: BRIDGE PORTION

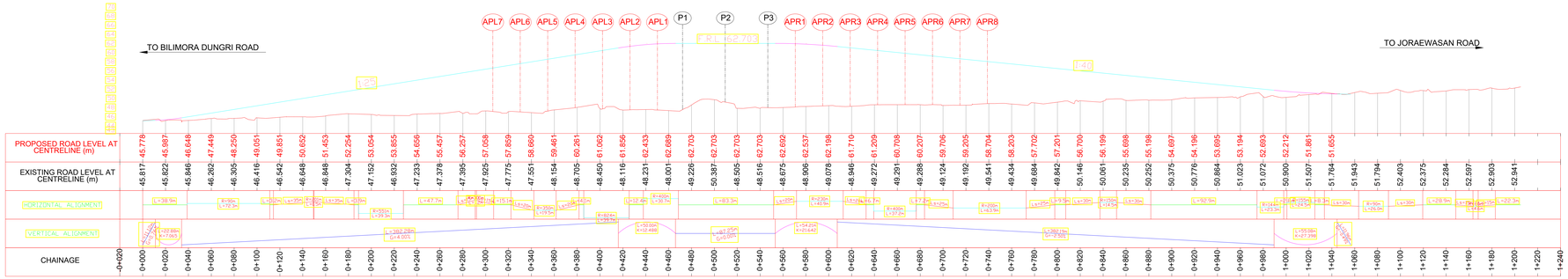
1. THE DIMENSIONS SECTIONAL DETAILS, CURVE DETAILS ARE TANTATIVE AND MAY BE CHANGED TO SUIT DESIGN REQUIREMENT AND SITE CONDITIONS.
2. STRIP SEAL TYPE EXPANSION JOINTS MORTH 1.8 C & 1.5 SPECIFICATION SHALL BE USED.
3. ALL OTHER SPECIFICATIONS SHALL BE AS PER MORTH & IRC SPECIFICATION FOR ROAD & BRIDGES.
4. SUPER STRUCTURE AND BEARING SHALL BE AS PER MORTH DRAWING
5. CONCRETE GRADE
   I) LEVELLING COURSE M-15 II) PIER, PIER CAP, FOUNDATION, SEISMIC RESTRAINER M-35
   III) SUPER STRUCTURE M-35 IV) PEDESTAL, CRASH BARRIER M-40 ,
   V) RETAINING WALL M-35
6. REINFORCEMENT : Fe 500(DTMT) CONFORMING TO IS 1786-2008
7. CLEAR COVER FOR REINFORCEMENT AS FOLLOWS
   (I) FOUNDATION : 75mm (II) PIER 50mm
8. CRASH BARRIER SHALL BE AS PER LATEST IRC STANDARD.
9. THE STRUCTURE WILL BE DESIGNED AS PER LATEST IRC / IS SPECIFICATIONS FOR MODERATE CONDITION EXPOSURE.
10. ALL THE SETTING OUT DIMENSIONS AND REDUCED LEVEL ETC. SHALL BE VERIFIED AT SITE BEFORE STARTING THE WORK.
11. DESIGN LOADING: ONE LANE OF 70R OR TWO LANE OF CLASS A LOADING
12. PROPER PROTECTION MEASURES SHALL BE TAKEN WHILE EXECUTING THE WORK NEAR THE RAILWAY TRACK.
13. SAFETY WORK SHOULD BE PROVIDE LIKE PROTECTIVE SCREENS, EARTHING, CAUTION BOARD ETC.
14. IF THERE IS VARIATION OF SOIL STRATA BY MORE THAN 500mm, THE MATTER SHOULD BE BROUGHT TO NOTICE OF DESIGN SECTION.
15. CHECK & VERIFIED THE ALIGNMENT BEFORE STARTING EXECUTION WORK.
16. BED LEVEL, FRL, SHOULD BE VERIFIED BEFORE EXECUTION.
17. THE APPROACHES WORK SHOULD BE DONE WITH MOST SPECIFICATION.
18. SHAPES AND SIZE OF PIER, PIER CAP, BEARING SHOWN IN THIS DRG. TENTATIVE, AND ARE SUBJECTED TO CHANGE IN FINAL DESIGN & DRAWING
19. 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.
20. SHOWN THE LEVELS OF PIER CAP, IS TENTATIVE, MAY BE CHANGE AS PER FINAL DESIGN.
21. ELASTOMERIC BEARING SHALL BE USED IN RCC T-BEAM.
22. EXTRA WIDENING IN CURVATURE PORTION SHALL BE PROVIDED AS PER TABLE 2.5 OF IRC : SP 84 -2014

NOTE: RE WALL PORTION

1 THE MINIMUM GRADE OF CONCRETE SHALL BE RE WALL
   - M-30 FOR T- PANEL
   - M-25 FOR COPING BEAMS
   - M-15 FOR LEVELLING PADS
2 THE REQUIRED SAFE BEARING CAPACITIES FOR VARIOUS LOCATIONS ARE SHOWN IN CORRESPONDING L-SECTIONS.
3 ANY UNSUITABLE FOUNDATION SOILS/ FILLED-UP SOIL SHALL BE REMOVED & REPLACED WITH COMPACTED FILL OF APPROVED QUALITY
4 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.
5 CONSTRUCTION JOINT SHALL BE PROVIDED AT THE JUNCTION OF CROSS DRAINAGE STRUCTURE AND RS WALL.
6 CUTTING WIDTH OF TECHGRID (TGG) IS 290 mm WITH 8 RIBS.
7 SERVICE ROAD MUST BE CONSTRUCT SIMULTANEOUSLY WITH THE CONSTRUCTION OF RE WALL TO ENSURE MINIMUM REQUIRED EMBEDMENT.

LEGEND: -

- RAILWAY BOUNDARY
- RE WALL
- EXISTING TRACK
- PROPOSED DFC TRACK
- PROPOSED ROW
- EXISTING ROAD
- SERVICE ROAD
- SIDE DRAIN
- EXTRA WIDENING



PROFILE (N.T.S)

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

CLIENT:- DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD, MUMBAI DIVISION.

TITLE:- PLAN DETAIL FOR LC - 104 (FOR APPROACH PORTION)

LOCATION:- BETWEEN BLOCK STATION VALSAD TO DUNGRI
NAME OF ROAD : BILIMORA TO JORAWASAN

SURVEY AGENCY :- (A Division of GEO DESIGNS AND RESEARCH PVT LTD)

GEO TEST HOUSE
An ISO 9001-2000 Company
B/10, KRISHNA INDUSTRIAL ESTATE,
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VADODARA - 390 016
TELEFAX 91-265-2290222_2283081
E-Mail geo_group@yahoo.com

PREPARED BY	KETAN KHARWA (SR. ENGINEER)	DRG NO.	GTH_GAD_01Rev.
DESIGNED BY	ASEEF SHEIKH (SR. ENGINEER)	DATE	12/07/2019 R0
CHECKED BY	MEHUL PATEL (DESIGN ENGINEER)	JOB NO.	2019_20_101