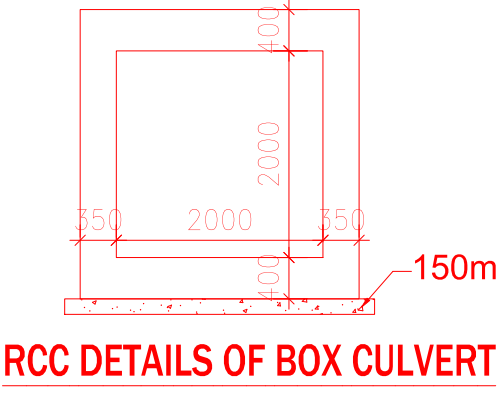


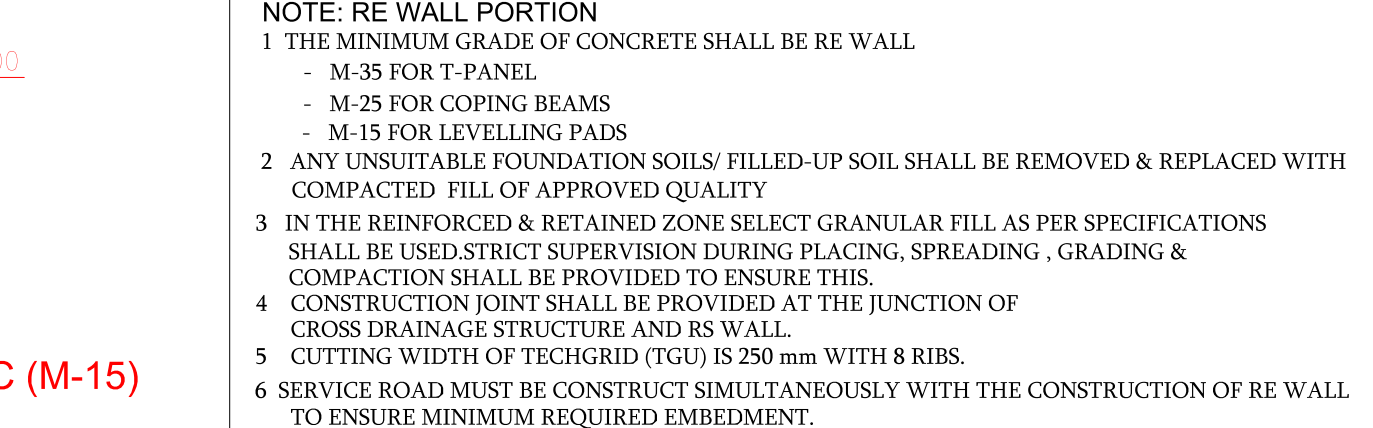
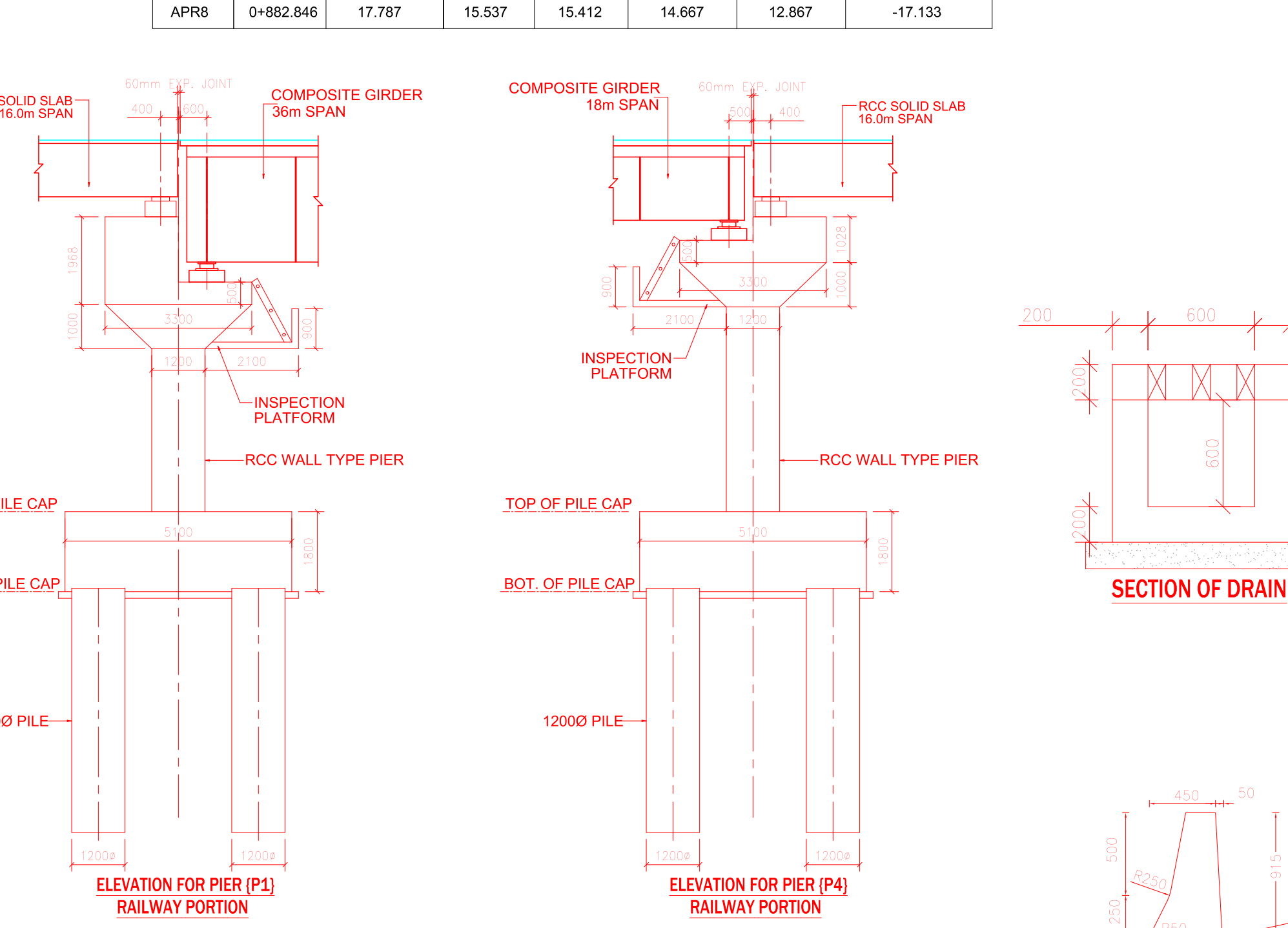
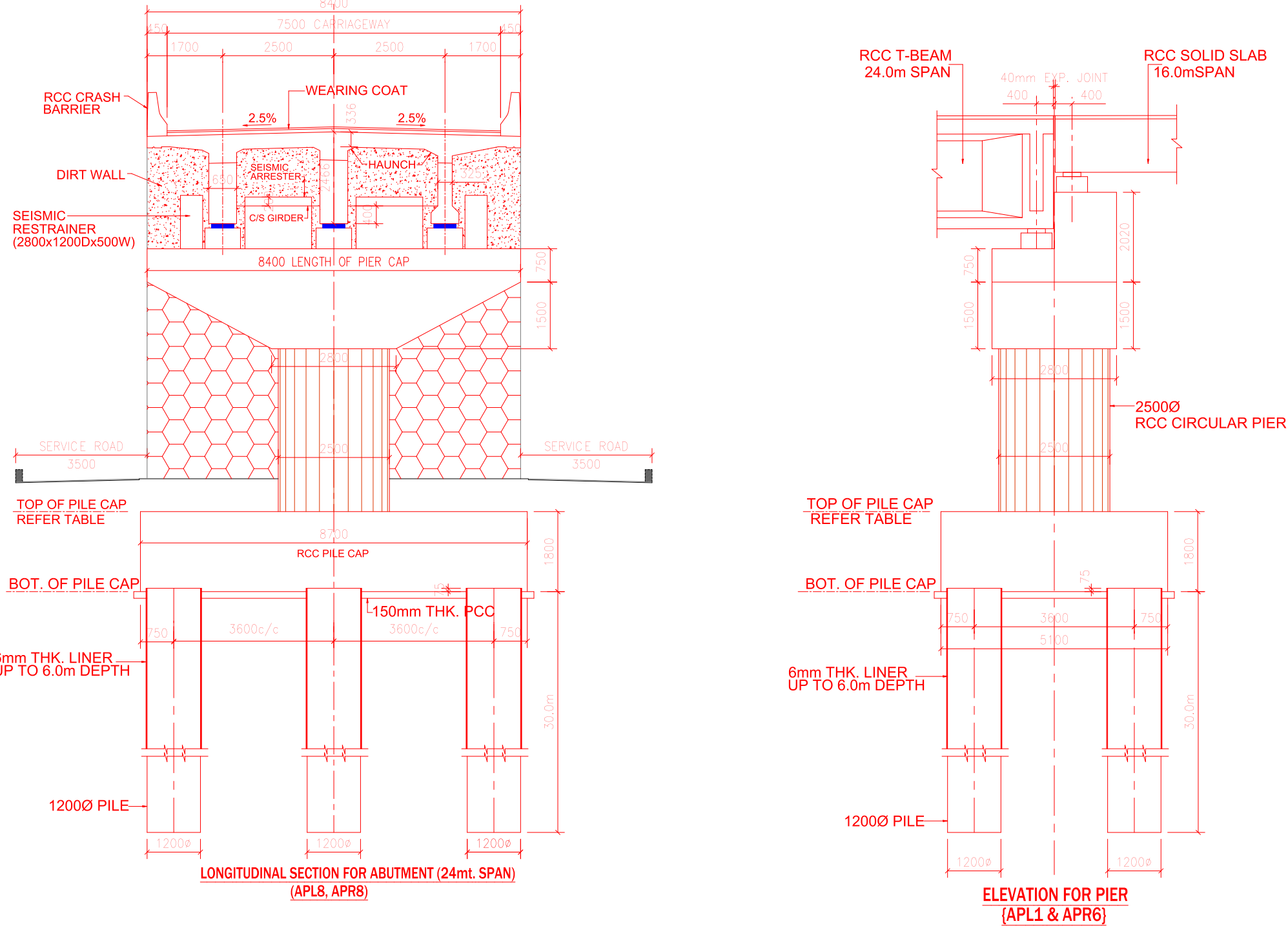
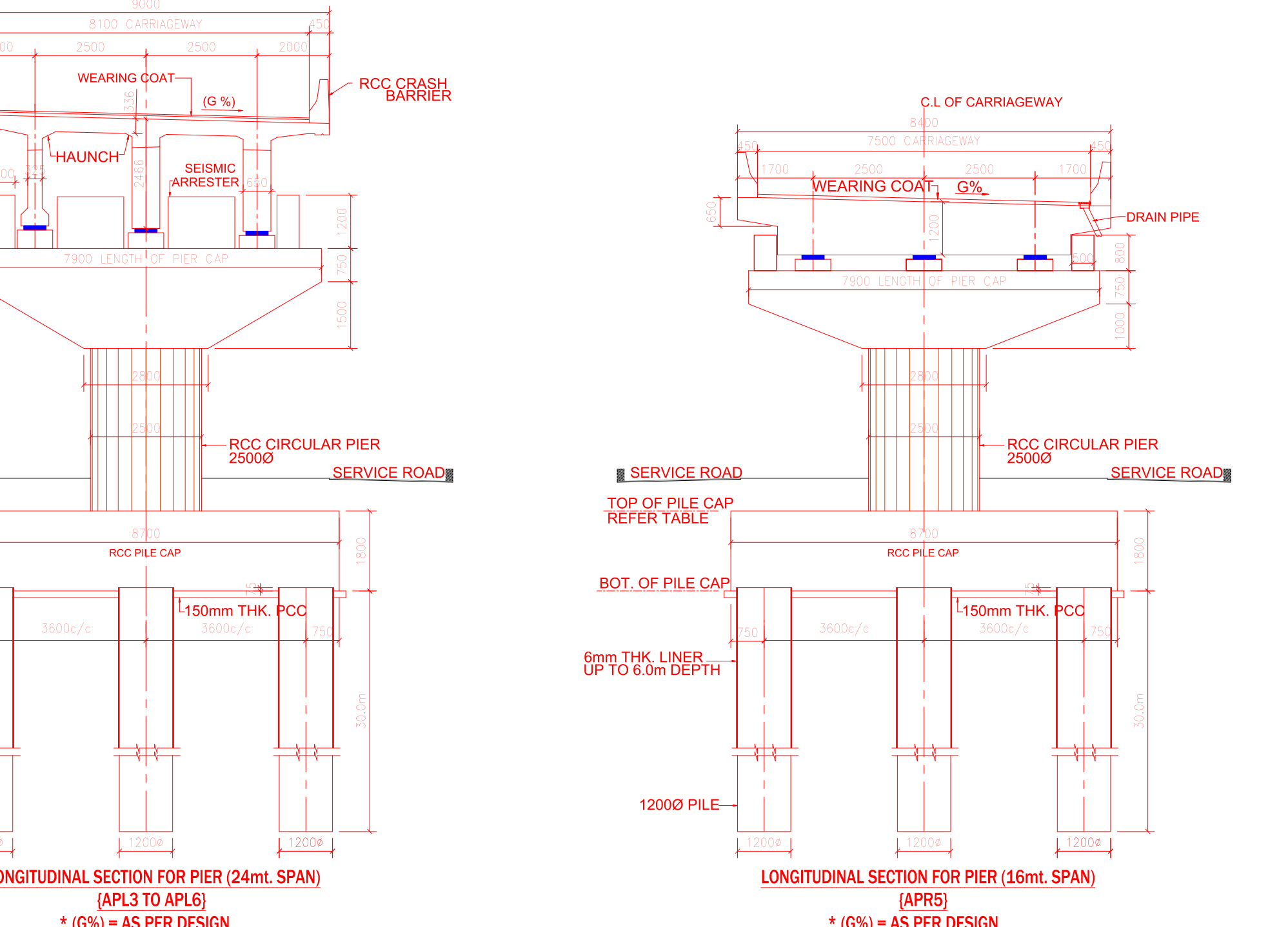
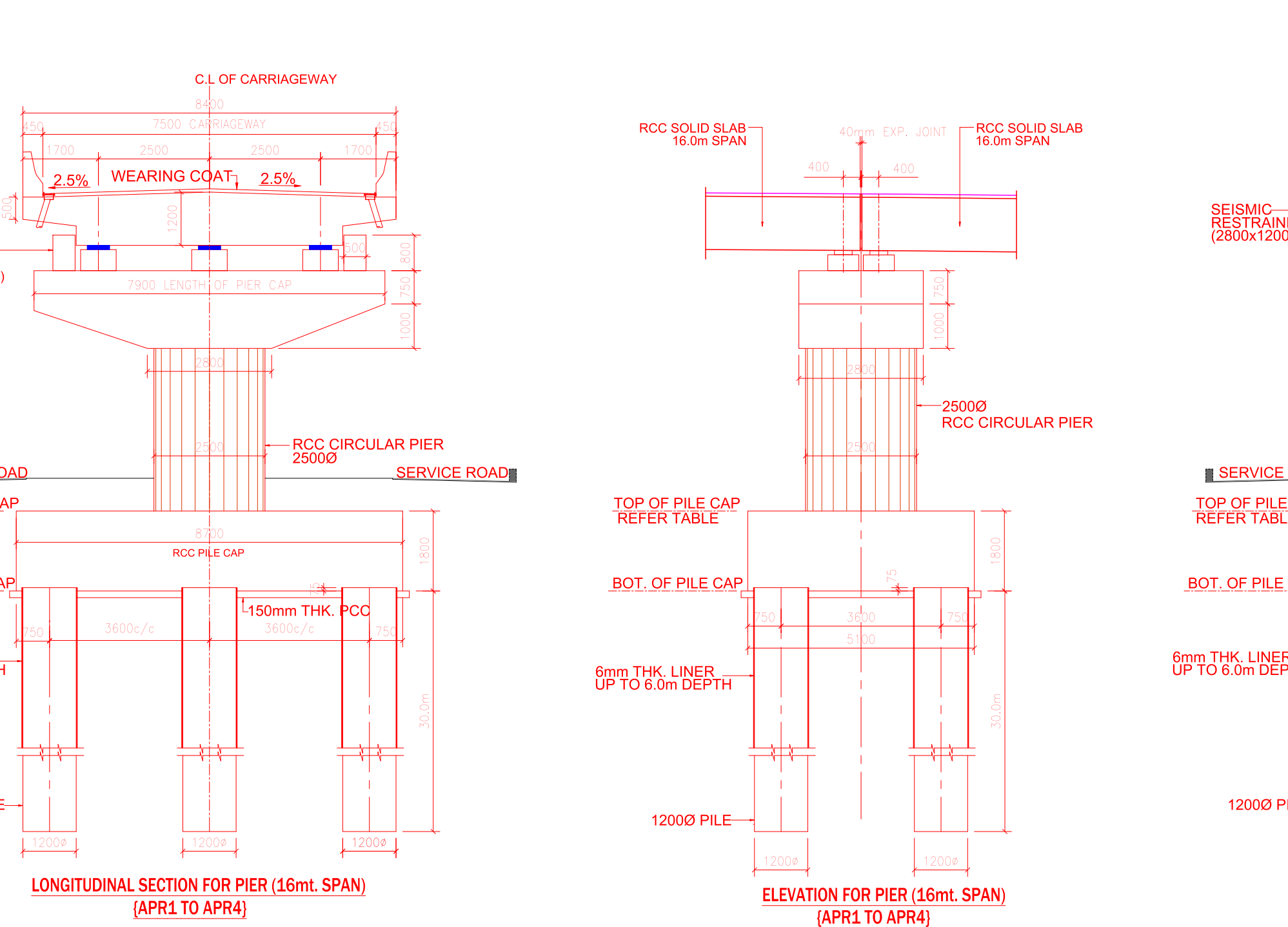
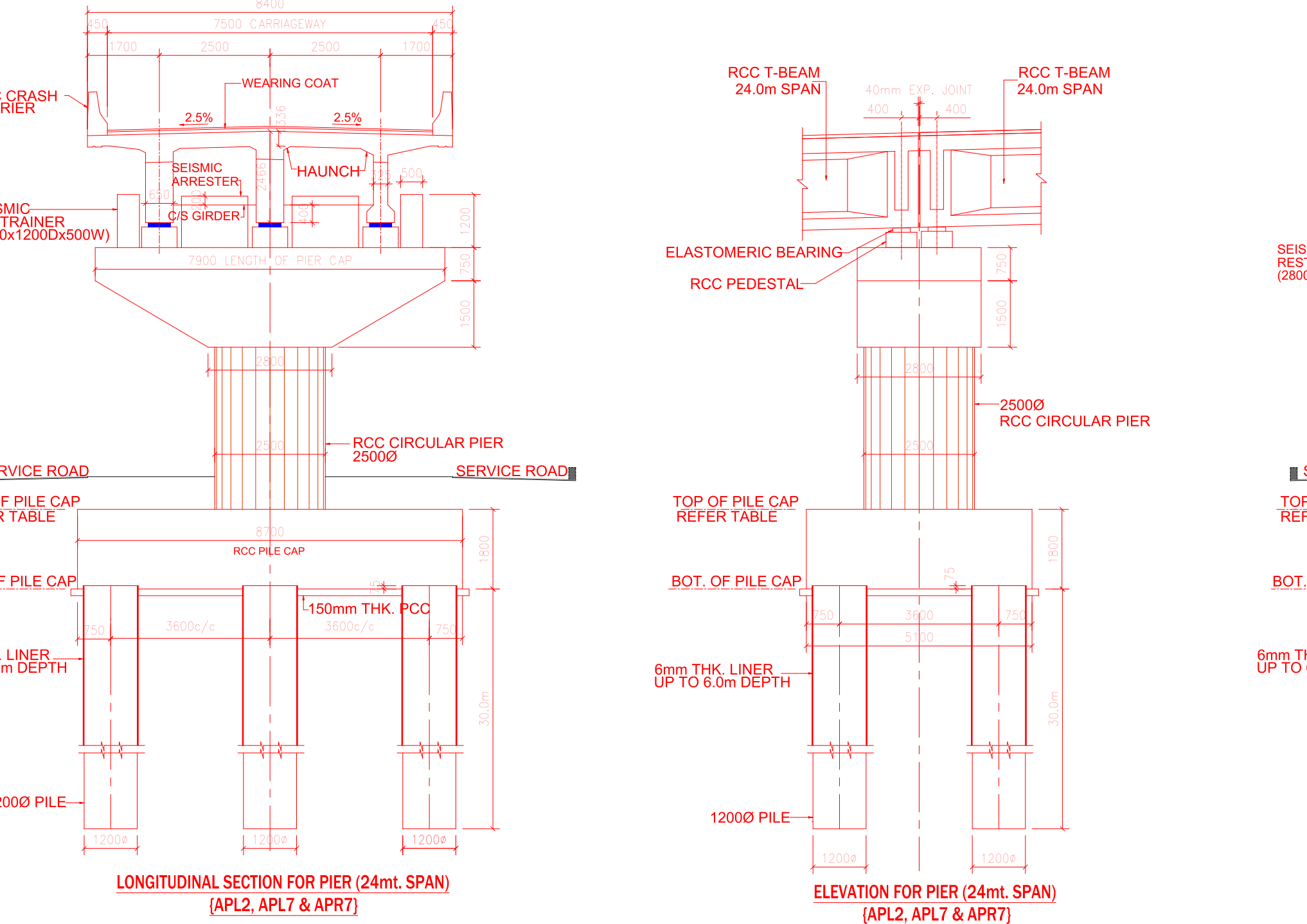
TABLE (TO CHIKHALA)						
LOCATION	PIER CHAINAGE	TOP OF PIER CAP	BOTTOM OF PIER CAP	BED LEVEL	TOP OF PILE CAP	BOTTOM OF PILE CAP
APL1	0+647.347	22.073/20.803	18.553	15.827	15.327	13.527
APL2	0+623.347	20.626	18.376	14.742	14.115	12.315
APL3	0+599.344	20.284	18.034	15.301	14.801	13.001
APL4	0+575.334	19.776	17.526	15.644	14.801	13.001
APL5	0+551.325	19.177	16.927	14.948	14.115	12.315
APL6	0+527.315	18.577	16.327	14.811	14.115	12.315
APL7	0+503.315	17.977	15.727	14.780	14.115	12.315
APL8	0+479.315	17.397	15.147	14.615	14.115	12.315

TABLE (TO NH-8)						
LOCATION	PIER CHAINAGE	TOP OF PIER CAP	BOTTOM OF PIER CAP	BED LEVEL	TOP OF PILE CAP	BOTTOM OF PILE CAP
APR1	0+754.787	22.058	20.308	14.628	14.128	12.328
APR2	0+770.787	21.936	20.186	15.082	14.128	12.328
APR3	0+786.787	21.732	19.982	15.437	14.667	12.867
APR4	0+802.787	21.448	19.698	15.419	14.667	12.867
APR5	0+818.800	21.072	19.322	15.365	14.667	12.867
APR6	0+834.845	20.638/19.347	17.097	15.167	14.667	12.867
APR7	0+858.845	18.560	16.310	15.460	14.667	12.867
APR8	0+882.846	17.787	15.537	15.412	14.667	12.867

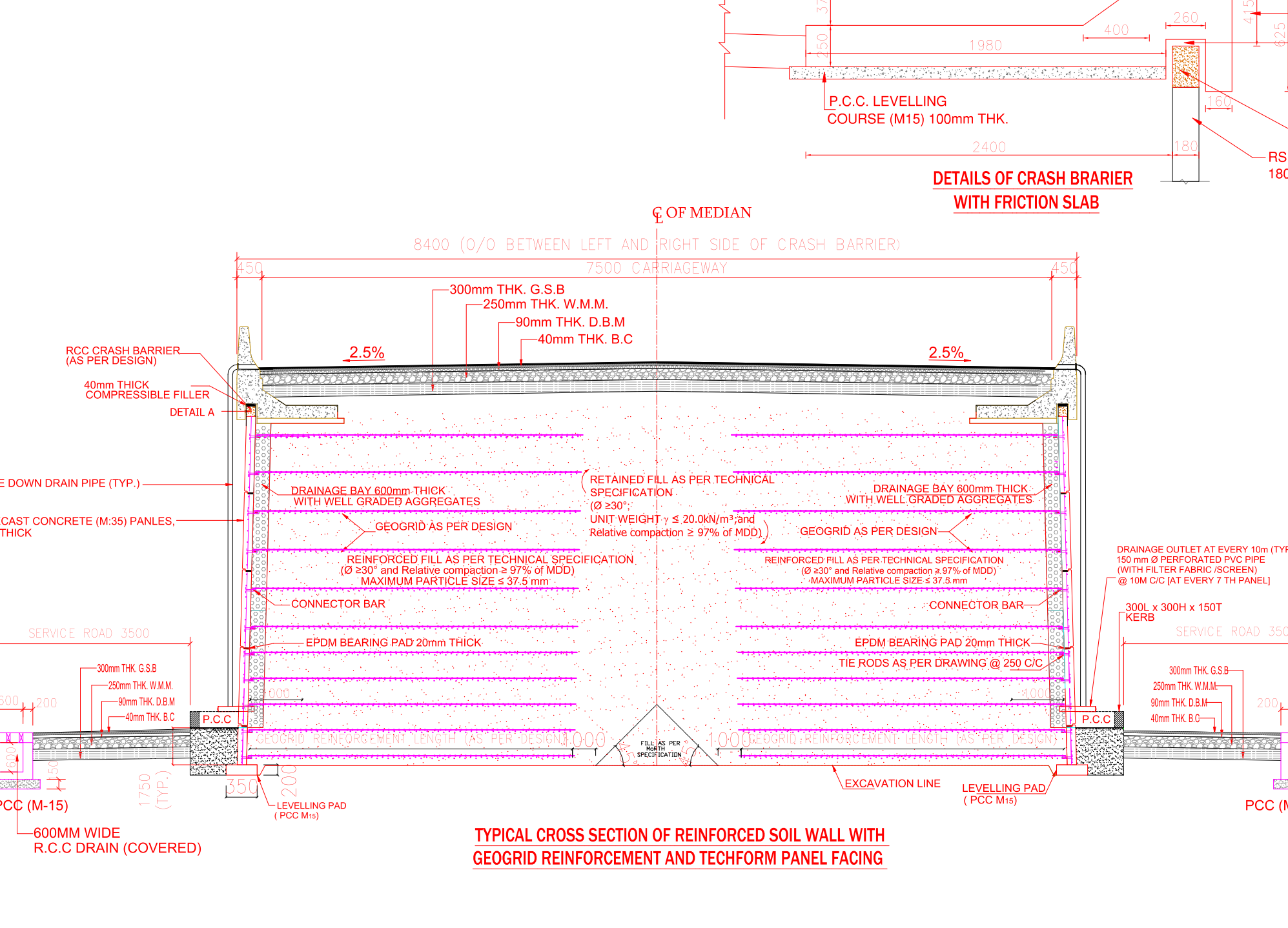
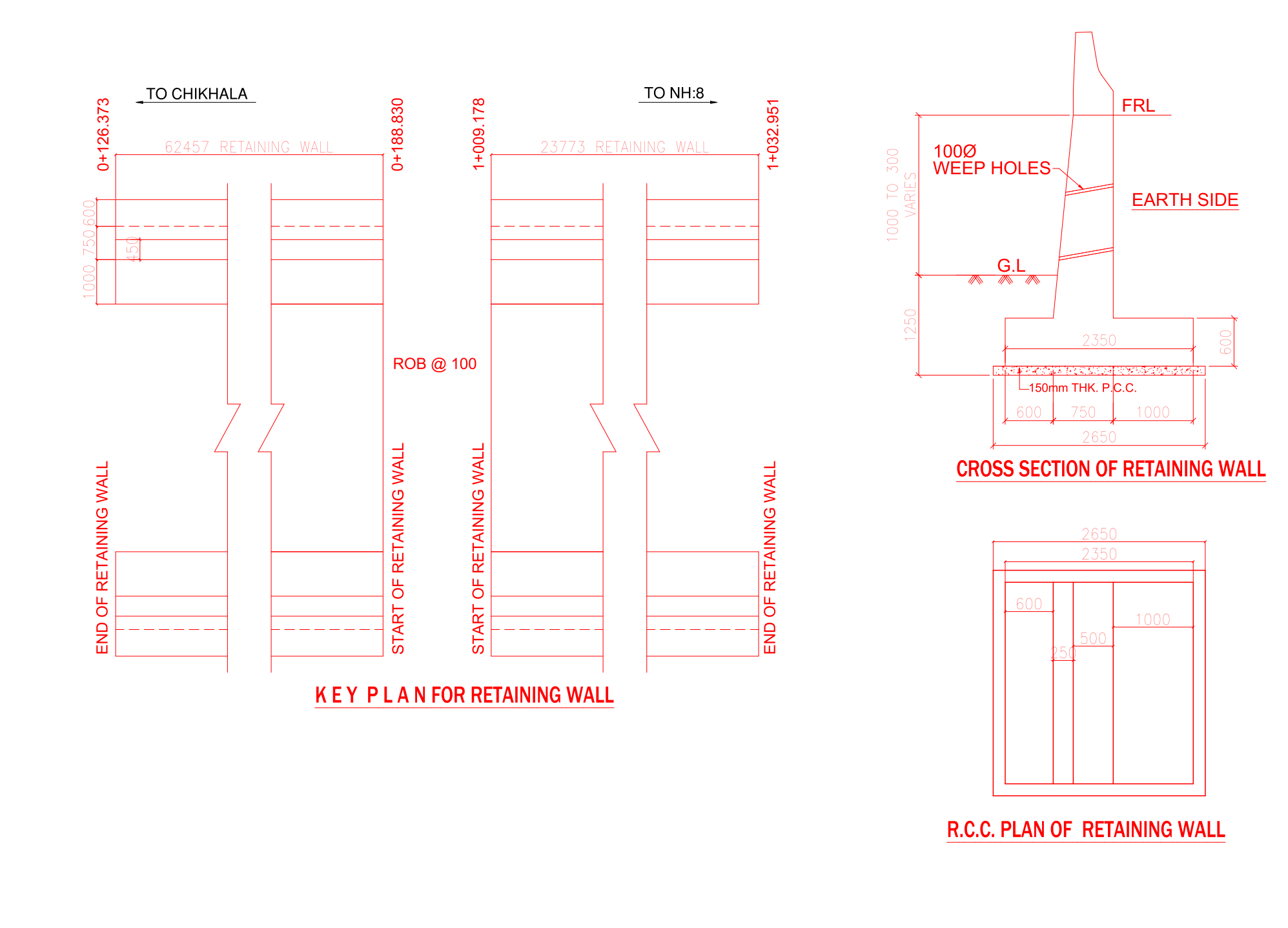
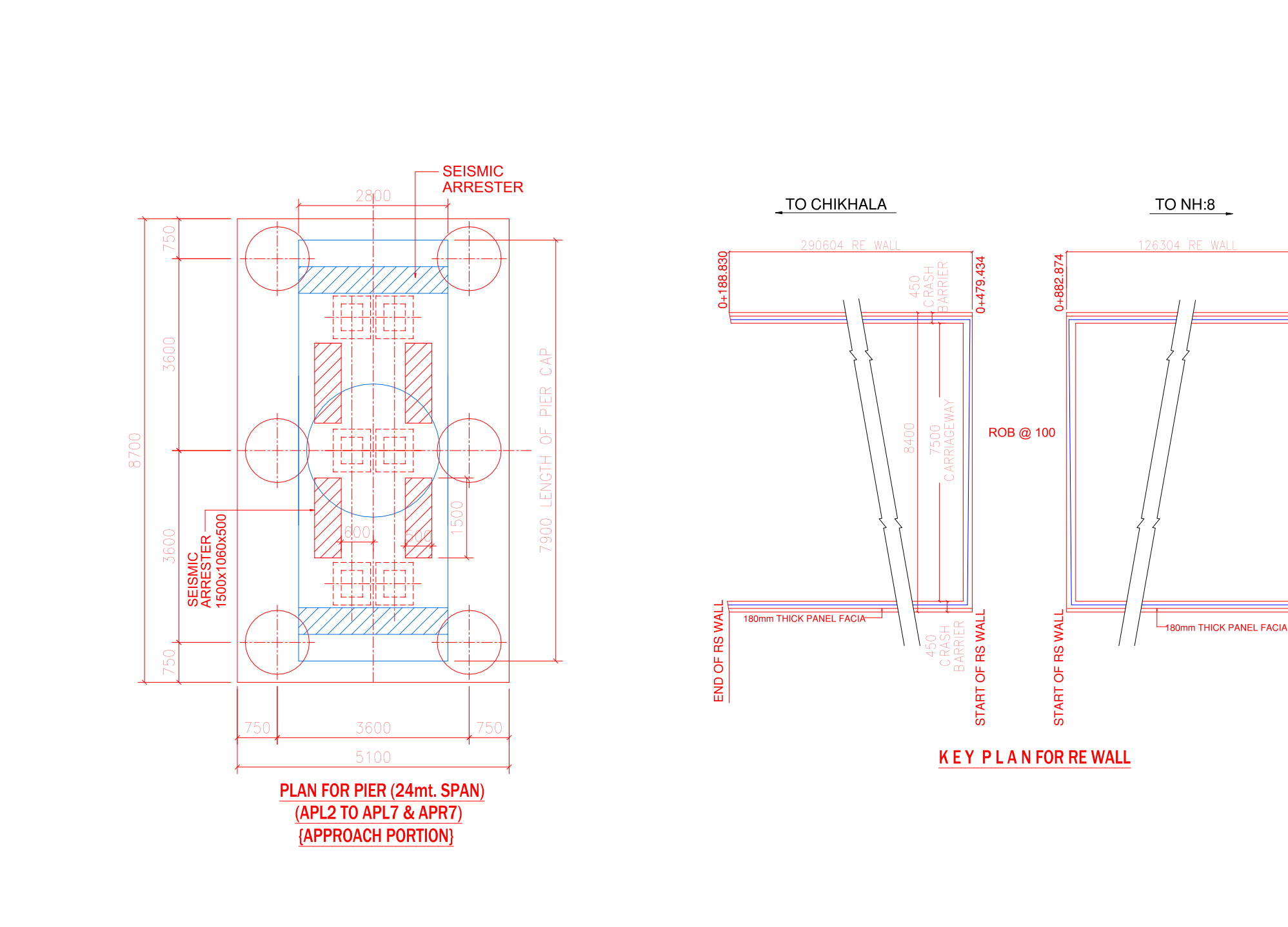
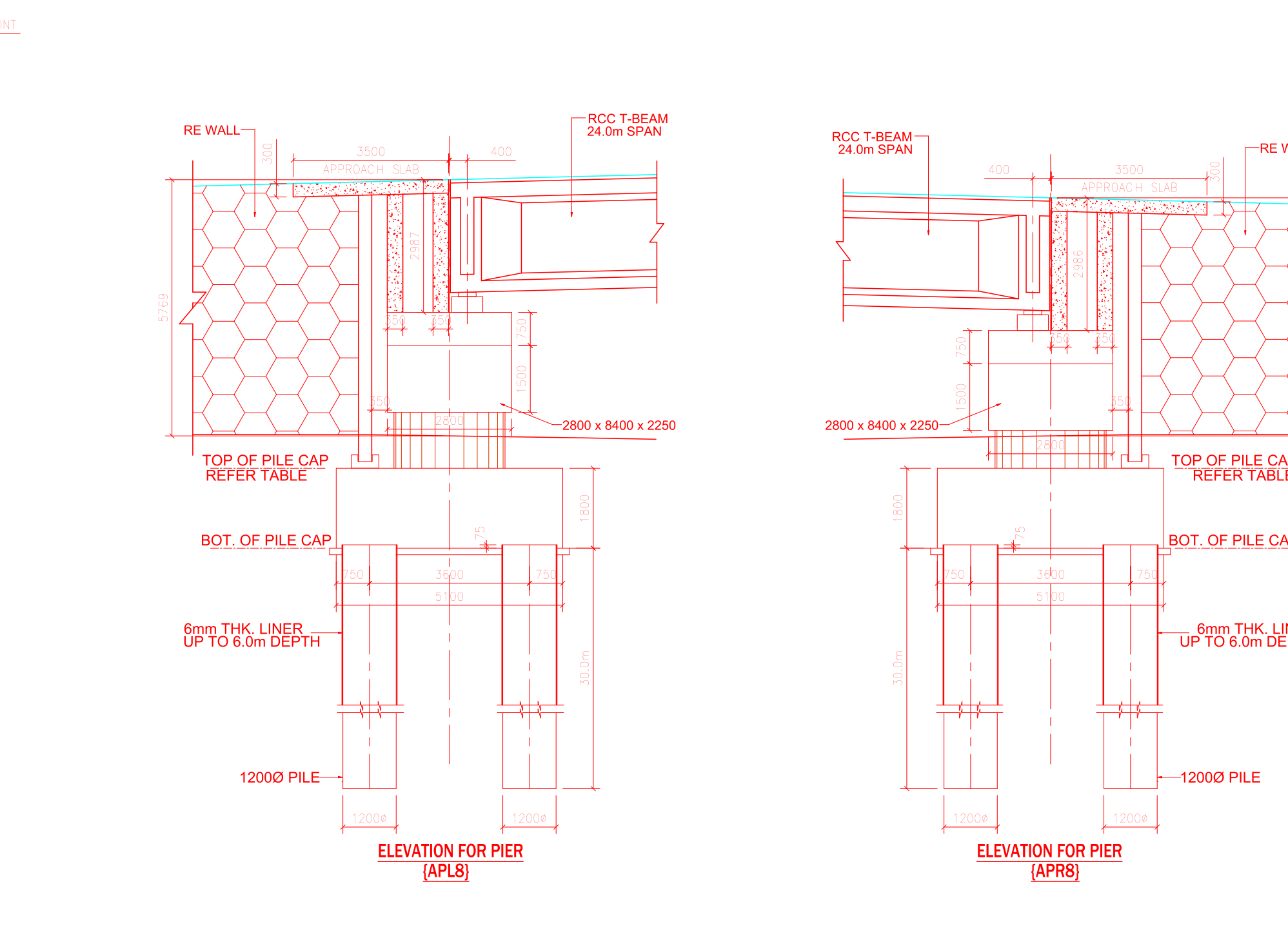
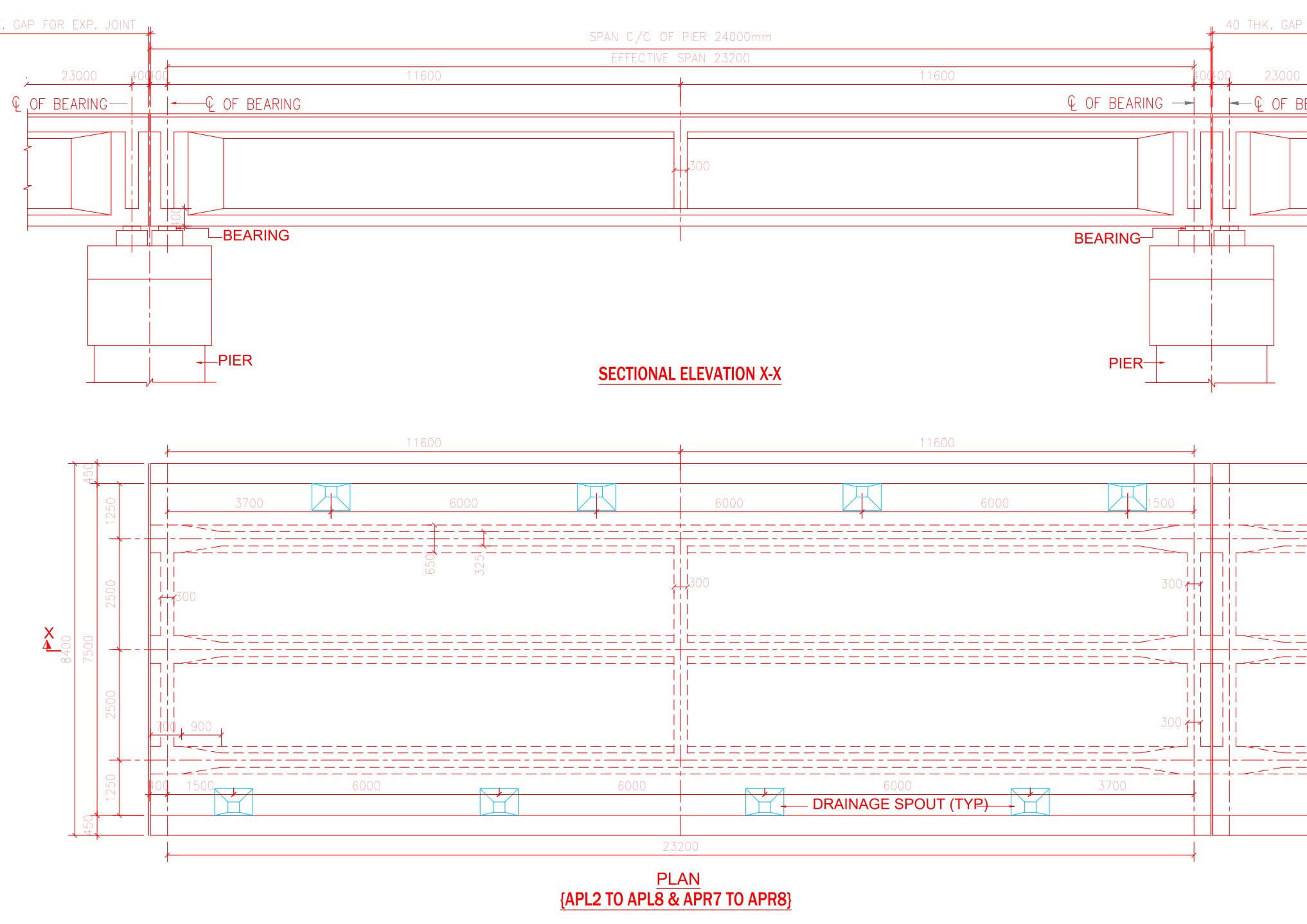


RCC DETAILS OF BOX CULVERT

- NOTE: BRIDGE PORTION
- THE DIMENSIONS SECTIONAL DETAILS, CURVE DETAILS ARE TENTATIVE AND MAY BE CHANGED TO SUIT DESIGN REQUIREMENT AND SITE CONDITIONS.
 - DIAMETER DEPTH & NUMBER OF PILES ARE TENTATIVE AND MAY BE CHANGED AS PER DESIGN.
 - TEST PILE SHALL BE LOAN TESTED BEFORE CASTING OF OTHER MAIN PILES.
 - STRIP SEAL TYPE EXPANSION JOINTS MORTH J.R.C & I.S SPECIFICATION SHALL BE USED.
 - ALL OTHER SPECIFICATIONS SHALL BE AS PER MORTH & I.R.C SPECIFICATION FOR ROAD & BRIDGES.
 - CONCRETE GRADE.
 - PILE - PILE CAP M35
 - LEVELLING COURSE M15
 - PIER, PIER CAP M35
 - PIEDRAL M40
 - SEISMIC RESTRAINER M35
 - SUPER STRUCTURE M35
 - CRASH BARRIER M40
 - RETAINING WALL M30
 - TOE WALL M15
 - REINFORCEMENT - IS 500(TMT) CONFORMING TO IS 1786-2008
 - CLEAR COVER FOR REINFORCEMENT AS FOLLOWS:
 - (I) PILE - 75mm (II) PILE CAP - 75mm (III) PIER - 50mm
 - CRASH BARRIER SHALL BE AS PER LATEST I.R.C 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 70K OR TWO LANE OF CLASS A LOADING OR SPECIAL VEHICLE LOADING SHALL BE TAKEN TO PROTECT SLOPE FAILURE OF SOIL.
 - NEAR THE RAILWAY TRACK.
 - SAFETY WORK SHOULD BE PROVIDED LIKE PROTECTIVE SCREENS, EARTHING, CAUTION BOARD ETC.
 - IF THERE IS VARIATION OF SOIL STRATA BY MORE THAN 900mm, 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 EMULSION.
 - THE APPROACHES WORK SHOULD BE DONE WITH MOST SPECIFICATION.
 - SHAIRS 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.
 - SHOW THE LEVELS OF PIER CAP. PILE CAP IS TENTATIVE. MAY BE CHANGE AS PER FINAL DESIGN.
 - ELASTOMERIC BEARING SHALL BE USED IN R.C.C. BEAM & SOLID SLAB.
 - EXTRA WIDENING IN CURVATURE PORTION SHALL BE PROVIDED AS PER TABLE 18 OF IRC 73.
 - SOIL INVESTIGATION ARE CARRIED OUT AND SUBMITTED TO DRCC MUMBAI.
 - VIDE REPORT NO -
 - PROPOSED ROB IS LOCATED IN SEISMIC ZONE - III
- NOTE: RE WALL PORTION
- THE MINIMUM GRADE OF CONCRETE SHALL BE RE WALL -
 - M-35 FOR T. PANEL
 - M-25 FOR COPING BEAMS
 - M-15 FOR LEVELLING PADS
 - 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 (G.D) IS 240 mm WITH 8 RIBS.
 - SERVICE ROAD MUST BE CONSTRUCTED SIMULTANEOUSLY WITH THE CONSTRUCTION OF RE WALL TO ENSURE MINIMUM REQUIRED EMBEDEDMENT.



SECTION OF DRAIN



	APPROACH PORTION (TO CHIKHALA)	RAILWAY PORTION	APPROACH PORTION (TO NH-8)
SKREW ANGLE	-	10°	-
NO OF SPAN	1 x 16 + 7 x 24mtr.	1 x 36.00 + 2 x 18.00mtr.	6 x 16 + 2 x 24mtr.
RE WALL LENGTH	290.604m	-	126.304m
MAX. RE WALL HEIGHT ABOVE G.L.	5.769m	-	5.361m
RETAINING WALL LENGTH	62.457m	-	23.773m
KERB STONE	12.691m	-	27.137m
TOTAL LENGTH OF APPROACH	549.752m	-	321.213m
TOTAL LENGTH OF RAILWAY	-	75.440m	-

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

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

TITLE:- ELEVATION & CROSS SECTION DETAILS FOR LC - 100 (FOR APPROACH PORTION)

LOCATION:- BETWEEN BLOCK STATION AHMEDABAD TO MUMBAI

SURVEY AGENT:- (A Division of GEO DESIGNS AND RESEARCH PVT LTD) B/10, KRISHNA INDUSTRIAL ESTATE, OPP. B.I.D.C. GORWA ESTATE, VALEADAX - 390 016, TEL: 01-265-2290222, 2283081 E-Mail geo_group@yahoo.com

GEO TEST HOUSE

An ISO 9001-2000 Company

PREPARED BY	KETAN KHARWA (SR. ENGINEER)	DRG NO.	GTH_GAD_02Rev.
DESIGNED BY	ASEEF SHEIKH (SR. ENGINEER)	DATE	05/09/2019
CHECKED BY	MEHUL PATEL (DESIGN ENGINEER)	JOB NO.	2019_20_101

R0