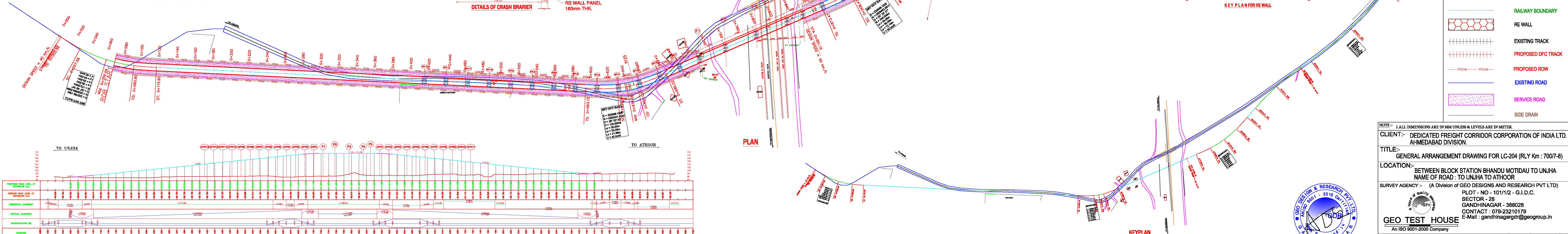
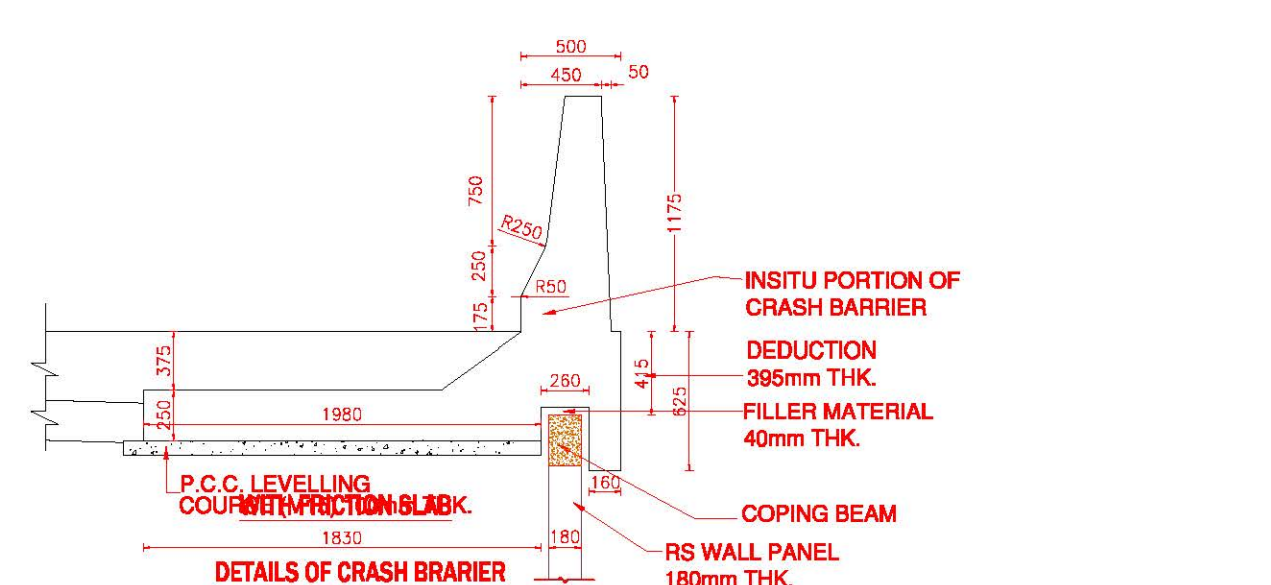
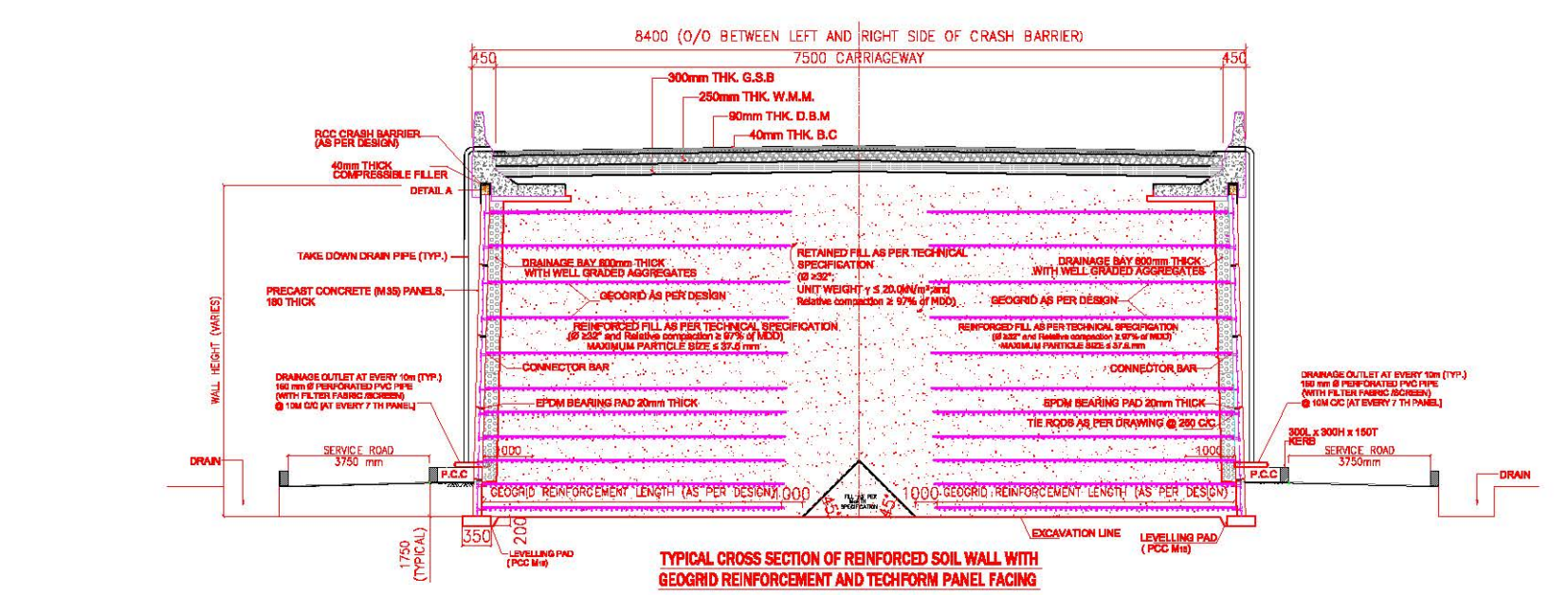
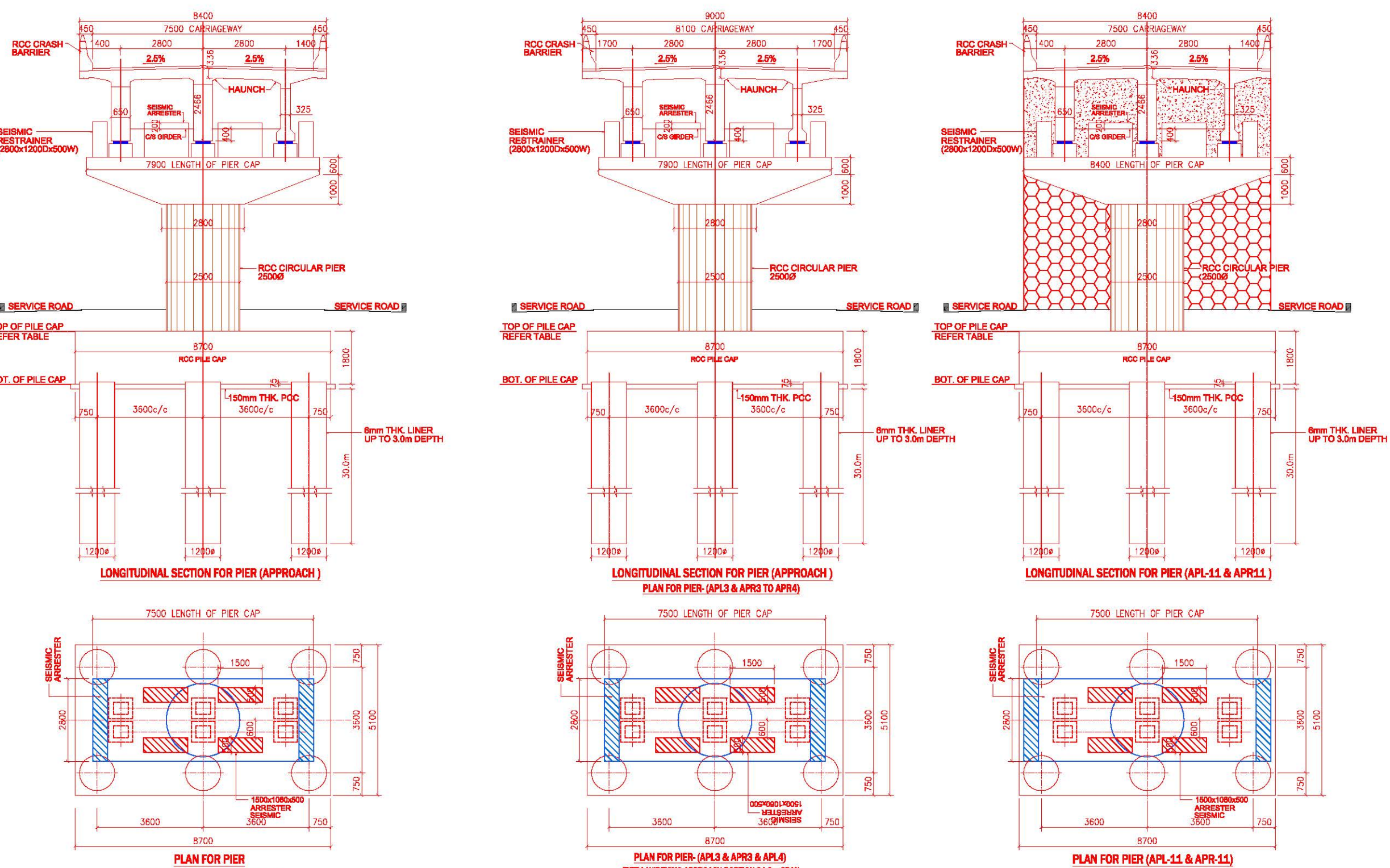
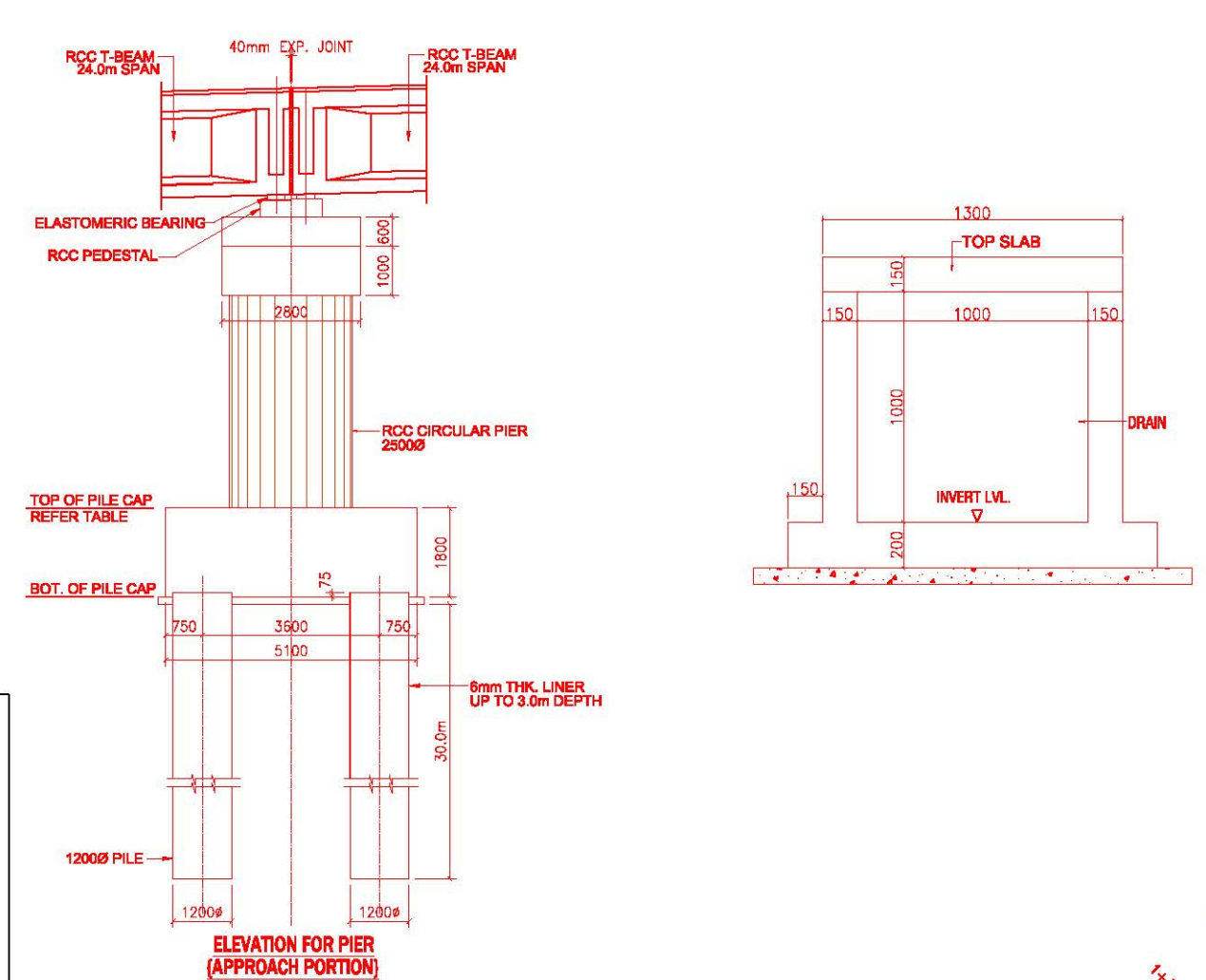
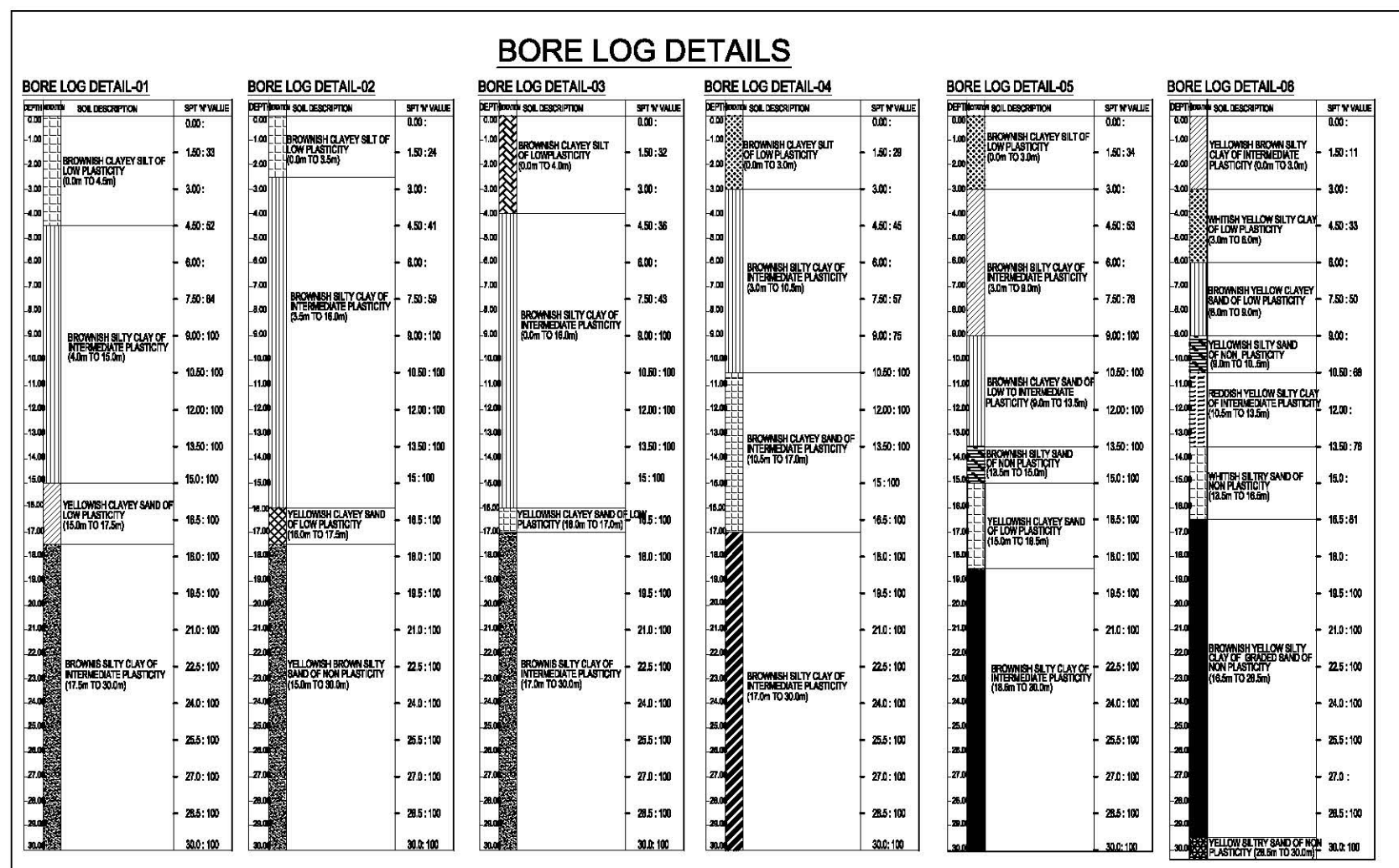
TABLE (TO UNJHA)

LOCATION	CHAMGAE	TOP OF PIER CAP	BED LEVEL	TOP OF PILE CAP	BOTTOM OF PILE CAP
APL1	701.782	108.677	96.768	96.243	94.443
APL2	677.782	108.136	96.709	96.163	94.363
APL3	983.697	107.596	96.453	95.830	94.030
APL4	629.734	106.596	96.453	95.830	94.030
APL5	509.734	105.956	96.595	96.304	94.524
APL6	581.735	105.796	97.171	96.638	94.838
APL7	562.287	105.136	97.066	96.638	94.838
APL8	533.735	104.596	96.906	96.407	94.607
APL9	509.735	103.956	96.838	96.317	94.517
APL10	485.735	103.396	96.813	96.307	94.507
APL11	461.735	102.796	96.736	96.214	94.414
APL12	437.735	102.196	96.699	96.214	94.414
APL13	413.735	101.596	96.752	96.214	94.414

TABLE (TO ATHOOR)

LOCATION	CHANNAGE	TOP OF PIER CAP	BED LEVEL	TOP OF PILE CAP	BOTTOM OF PILE CAP
APR1	874.702	108.840	97.378	96.845	95.045
APR2	898.198	108.713	97.475	96.845	95.045
APR3	922.713	108.251	97.397	96.845	95.045
APR4	946.725	107.651	97.389	96.845	95.045
APR5	970.733	107.051	97.493	96.845	95.045
APR6	994.738	106.451	97.562	96.897	95.197
APR7	1018.739	105.851	98.031	97.467	95.667
APR8	1042.739	105.251	98.229	97.722	95.922
APR9	1066.741	104.651	98.308	97.722	95.922
APR10	1090.744	104.051	97.868	97.303	95.503
APR11	1134.746	103.466	97.732	97.139	95.419



	APPROACH PORTION (TO UNJHA)	RAILWAY PORTION	APPROACH PORTION (TO ATHOOR)
SKREW ANGLE	-	19°	-
NO OF SPAN	13 x 24mtr.	1 x 30m, 2 x 36m, 1 x 18m	11 x 24mtr.
RE WALL LENGTH	309.270m	-	270.392m
MAX. RE WALL HEIGHT ABOVE G.L	7.846m	-	8.724m
RETAINING WALL LENGTH	7.786m	-	42.708m
KERB STONE	27.892m	-	32.943m
TOTAL LENGTH OF APPROACH	657.238m	-	609.783m
TOTAL LENGTH OF RAILWAY	-	124.920m	-

NOTE:

1. THE DIMENSIONS, SECTIONAL DETAILS, CURVE DETAILS ARE TENTATIVE AND ARE SUBJECT TO CHANGES TO SUIT DESIGN REQUIREMENT AND SITE CONDITIONS.
2. DIAMETER, DEPTH AND NUMBER OF PILES ARE TENTATIVE AND ARE SUBJECT TO CHANGES AS PER DESIGN.
3. TEST PILE SHALL BE LOADED TESTED BEFORE CASTING OF MAIN PILES.
4. TEST SEAL TYPE EXPANSION JOINTS SHALL BE AS PER MORTH, IRC & IS SPECIFICATIONS.
5. ALL OTHER SPECIFICATIONS SHALL BE AS PER MORTH & IRC SPECIFICATIONS FOR ROADS & BRIDGES.
6. SUPER STRUCTURE AND BEARINGS SHALL BE AS PER MORTH DRAWINGS.
7. CONCRETE GRADE SHALL BE:
 - (I) LEVELLING COURSE - M 15, (II) PIER, PIER CAP, PILE, PILE CAP, SEISMIC RESTRAINER - M 35, (III) SUPERSTRUCTURE - M 35, (IV) PEDESTAL, CRASH BARRIER - M 40 & (V) RETAINING WALL - M 35.
8. REINFORCEMENT SHALL BE F-500 (TMT) CONFORMING TO IS 1786-2000.
9. CLEAR COVER FOR REINFORCEMENT SHALL BE AS FOLLOWS:
 - (I) PILE : 75 mm, (II) PILE CAP : 75 mm & (III) PIER - 50 mm.
10. CRASH BARRIER SHALL BE AS PER LATEST IRC STANDARD.
11. THE STRUCTURE SHALL BE DESIGNED AS PER LATEST IRC'S SPECIFICATIONS FOR MODERATE EXPOSURE CONDITION.
12. ALL THE DESIGN DIMENSIONS & REDUCED LEVELS etc. SHALL BE VERIFIED AT SITE BEFORE STARTING THE WORK.
13. DESIGN LOADING: 70K FOR SINGLE LANE AND/OR CLASS A FOR TWO LANE.
14. PROPER PROTECTION MEASURES SHALL BE TAKEN WHILE EXECUTING THE WORK NEAR RAILWAY TRACKS.
15. SAFETY MEASURES SHALL BE PROVIDED LIKE PROTECTIVE SCREENS, EARTHING, CAUTION BOARD etc.
16. IF VARIATION IN SOIL STRATA BY MORE THAN 500mm IS NOTICED, THE SAME SHALL BE REPORTED TO DESIGN SECTION.
17. CHECK & VERIFY THE ALIGNMENT BEFORE STARTING EXECUTION OF WORK.
18. BED LEVEL & R/L SHOULD BE VERIFIED BEFORE EXECUTION.
19. THE APPROACHES PORTION WORK SHALL BE CARRIED OUT AS PER MOST SPECIFICATIONS.
20. SHAPES & SIZE OF PIER, PIER CAP, BEARING SHOWN IN THIS DRAWING ARE TENTATIVE & ARE SUBJECT TO CHANGE IN FINAL DESIGN & DRAWING.
21. EXCAVATION WORK FOR ROB SHALL BE DONE ONLY IN PRESENCE OF AUTHORISED RAILWAY REPRESENTATIVE TO ENSURE THE SAFETY OF LABOUR & RUNNING TRAIN. PROPER PRECAUTION SHALL BE TAKEN DURING FOUNDATION EXCAVATION NEAR THE TRACK BY PROVIDING PROPER SHORING / SHUTTLING TO PREVENT SLOPE FAILURE OF SOIL.
22. 6mm THIN UNDER SHALL BE INCORPORATED UP TO A DEPTH OF 5.0 m.
23. THE LEVELS SHOWN FOR PIER CAP, PILE CAP ARE TENTATIVE AND ARE SUBJECT TO CHANGES AS PER FINAL DESIGN.
24. ROB IS LOCATED IN SEISMIC ZONE-IV.

NOTE : RETAINAL PORTION

1. THE MINIMUM GRADE OF CONCRETE FOR RE WALL SHALL BE:
 - M 35 FOR P & PANEL
 - M 25 FOR COPING BEAMS
 - M 15 FOR LEVELLING PADS.
2. THE REQUIRED SAIL BEARING CAPACITIES FOR VARIOUS LOCATIONS ARE SHOWN IN CORRESPONDING SECTIONS.
3. ANY UNSUITABLE SOIL/FILLED-UP SOIL SHALL BE REMOVED AND REPLACED WITH COMPACTED FILL OF APPROVED QUALITY.
4. IN THE REINFORCED & RETAINED ZONE SELECT GRANULAR FILL AS PER SPECIFICATIONS SHALL BE USED. TO ENSURE PROPER PLACING, SPREADING, GRADING & COMPACTION STRICT SUPERVISION SHALL BE OBSERVED.
5. CONSTRUCTION JOINT SHALL BE PROVIDED AT THE JUNCTION OF CROSS DRAINAGE STRUCTURE AND RETAINMENT WALL.
6. CUTTING WIDTH OF TECHROID (TDS) SHALL BE 250mm WITH 8 RIBS.
7. SERVICE ROAD SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH THE CONSTRUCTION OF R/S/RE WALL TO ENSURE MINIMUM REQUIRED EMBEDEDMENT.

NOTE :- ALL DIMENSIONS ARE IN MM UNLESS & LEVELS ARE IN METTER.
 CLIENT:- DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LTD.
 AHMEDABAD DIVISION.
 TITLE:- GENERAL ARRANGEMENT DRAWING FOR LC-204 (RLY Km : 7007-8)
 LOCATION:- BETWEEN BLOCK STATION BHANDU MOTIDAU TO UNJIA
 NAME OF ROAD :- TO UNJIA TO ATHOOR
 SURVEY AGENCY :- (A Division of GEO DESIGNS AND RESEARCH PVJT LTD)
 PLOT - NO / 101/1/2 - G.I.D.C.
 SECTOR - 28
 G-MAILING ADDRESS - 386028
 CONTACT :- 079-23221014
 E-Mail :- gandingnagar@gmail.com
 GEO TEST HOUSE
 An ISO 9001:2000 Company
 PREPARED BY: KETAN KHARWA (SR. ENGINEER)
 DESIGNED BY: ASHIF SHEKH (SR. ENGINEER)
 DRG NO. / GTH_GAD_01
 DATE: 17/05/2019