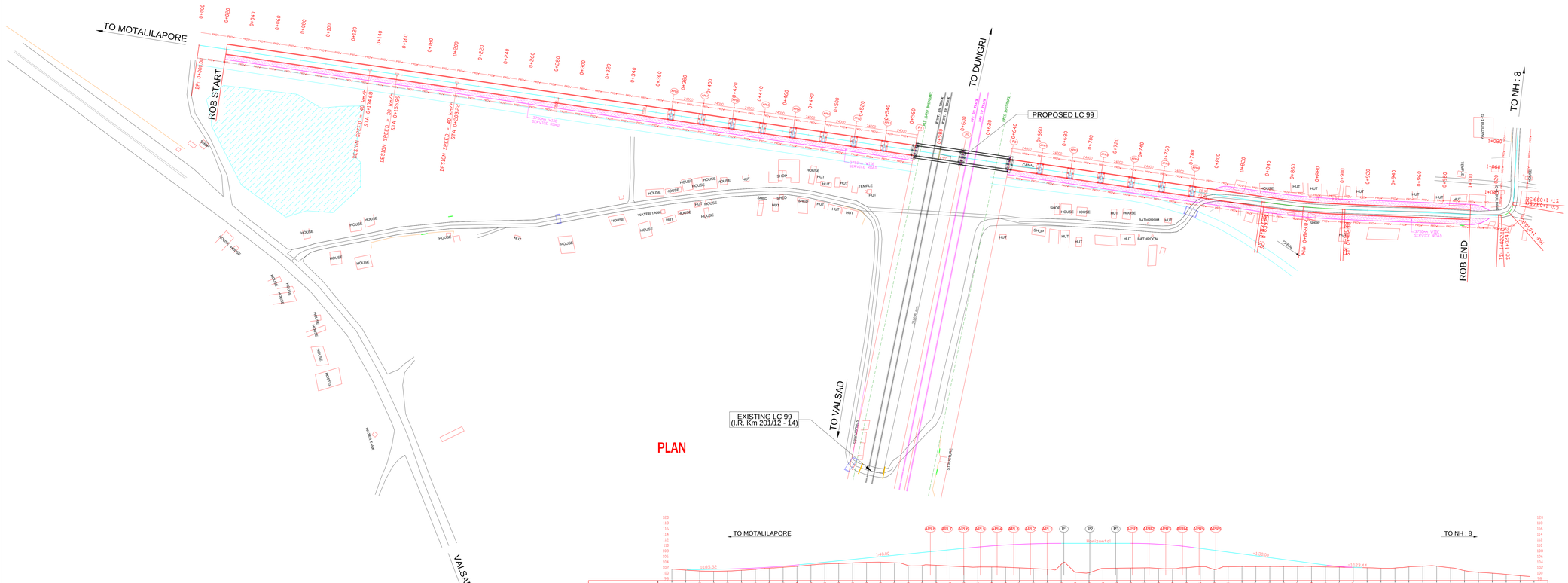

NOTE: BRIDGE PORTION

1. THE DIMENSIONS SECTIONAL DETAILS IS TANTATIVE AND MAY BE CHANGED TO SUIT DESIGN REQUIREMENT AND SITE CONDITIONS.
2. DIAMETER DEPTH & NUMBER OF PILES ARE TANTATIVE AND MAY BE CHANGED AS PER DESIGN.
3. TEST PILE SHALL BE LOAD TESTED BEFORE CASTING OF OTHER MAIN PILES.
4. STRIP SEAL TYPE EXPANSION JOINTS MORTH I.R.C.& I.S SPECIFICATION SHALL BE USED.
5. ALL OTHER SPECIFICATIONS SHALL BE AS PER MORTH & IRC SPECIFICATION FOR ROAD & BRIDGES.
6. CONCRETE GRADE
   I) LEVELLING COURSE M-15 II) PIER, PIER CAP, PILE , PILE CAP , SEISMIC ARRESTER M:35
   III) PEDESTAL, CRASH BARRIER M:40 IV) RETAINING WALL M:30 V) RCC SUPER STRUCTURE M:35
7. REINFORCEMENT : Fe- 500D(TMT) CONFORMING TO IS 1786-2008
8. CLEAR COVER FOR REINFORCEMENT AS FOLLOWS:
   (I) PILE : 75mm (II) PILE CAP : 75mm (III) PIER,PIER CAP :50mm
9. CRASH BARRIER SHALL BE AS PER LATEST IRC STANDARD.
10. THE STRUCTURE WILL BE DESIGNED AS PER LATEST IRC / IS SPECIFICATIONS FOR MODERATE CONDITION EXPOSURE.
11. ALL THE SETTING OUT DIMENSIONS AND REDUCED LEVEL ETC. SHALL BE VERIFIED AT SITE BEFORE STARTING THE WORK.
12. DESIGN LOADING: ONE LANE OF 70R OR TWO LANE OF CLASS A LOADING
13. PROPER PROTECTION MEASURES SHALL BE TAKEN WHILE EXECUTING THE WORK NEAR THE RAILWAY TRACK.
14. SAFETY WORK SHOULD BE PROVIDE LIKE PROTECTIVE SCREENS,EARTHING, CAUTION BOARD ETC.
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. 6mm THK. LINER PROVIDED UP TO 6.0m DEPTH.

NOTE: RE WALL PORTION

1 THE MINIMUM GRADE OF CONCRETE SHALL BE RE WALL
- M-35 FOR T-PANEL
- M-25 FOR COPING BEAMS
- M-15 FOR LEVELLING PADS

2 ANY UNSUITABLE FOUNDATION SOILS/ FILLED-UP SOIL SHALL BE REMOVED & REPLACED WITH COMPACTED FILL OF APPROVED QUALITY

3 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.

4 CONSTRUCTION JOINT SHALL BE PROVIDED AT THE JUNCTION OF CROSS DRAINAGE STRUCTURE AND RE WALL.

5 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
- CANAL

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 - 99 (FOR APPROACH PORTION)

LOCATION:- BETWEEN BLOCK STATION VALSAD TO DUNGRI
NAME OF ROAD : MOTILILAPORE TO VEJALPUR

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

GEO TEST HOUSE
An ISO 9001-2000 Company

PREPARED BY	KETAN KHARWA (SR. ENGINEER)	DRG NO.	GTH_GAD_01Rev.
DESIGNED BY	ASEEF SHEIKH (SR. ENGINEER)	DATE	04/07/2019 R0
CHECKED BY	MEHUL PATEL (DESIGN ENGINEER)	JOB NO.	2019_20_101