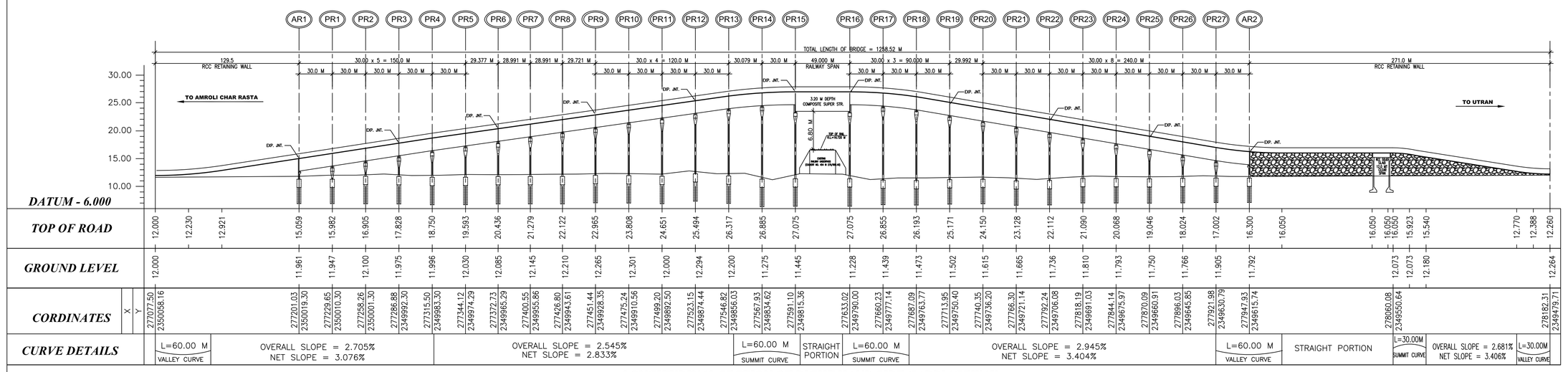
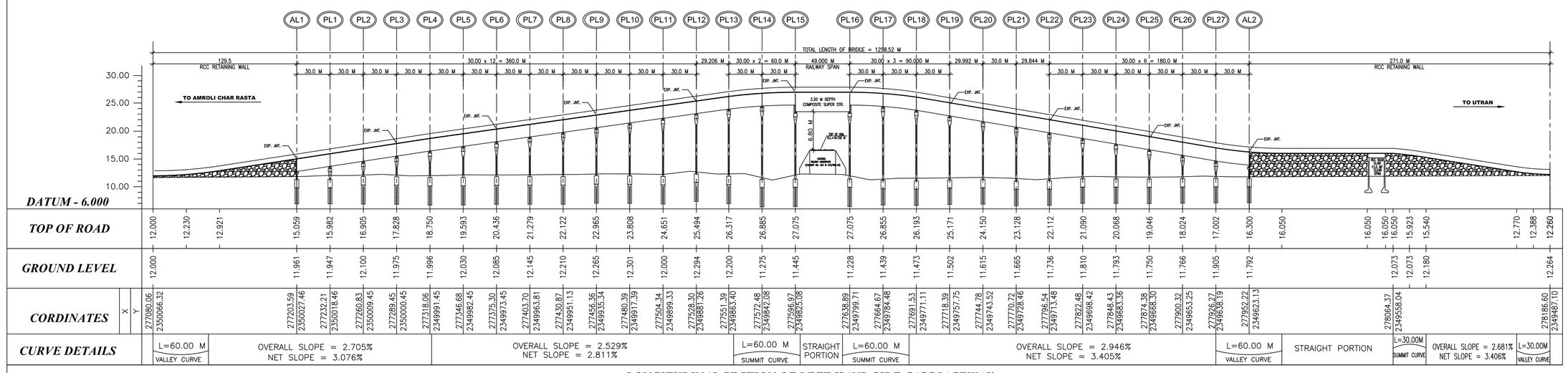
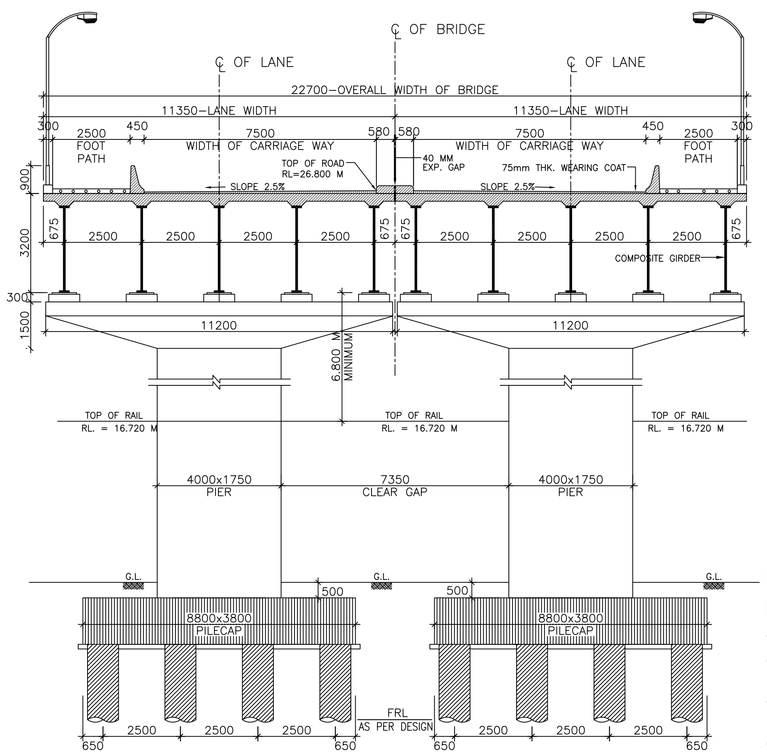


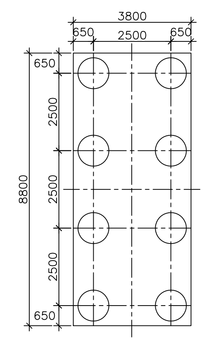
LONGITUDINAL SECTION OF RIGHT HAND SIDE CARRIAGEWAY
SCALE = HOR. – 1:2000, VER., – 1:400



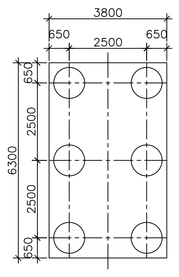
LONGITUDINAL SECTION OF LEFT HAND SIDE CARRIAGEWAY
SCALE = HOR. – 1:2000, VER., – 1:400



CROSS SECTION COMPOSITE GIRDER - PL15 & PR15
(FOR 49.00 M RAILWAY SPAN)
SCALE – 1:100



FOUNDATION PLAN
FOR RAILWAY SPAN (PL15 & PR15)
SCALE = 1:100

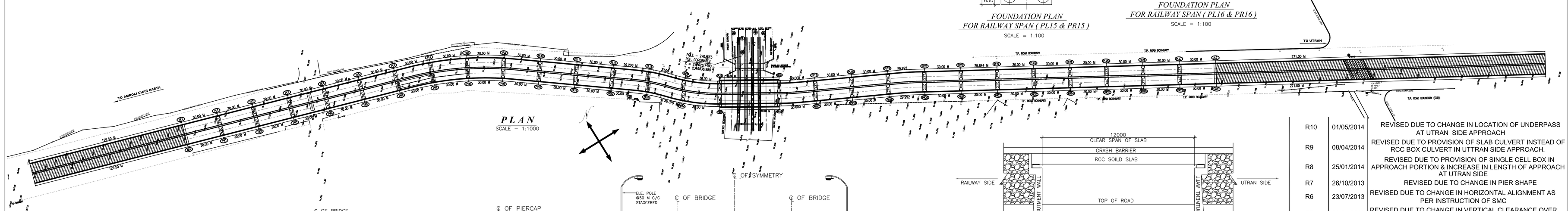


FOUNDATION PLAN
FOR RAILWAY SPAN (PL16 & PR16)
SCALE = 1:100

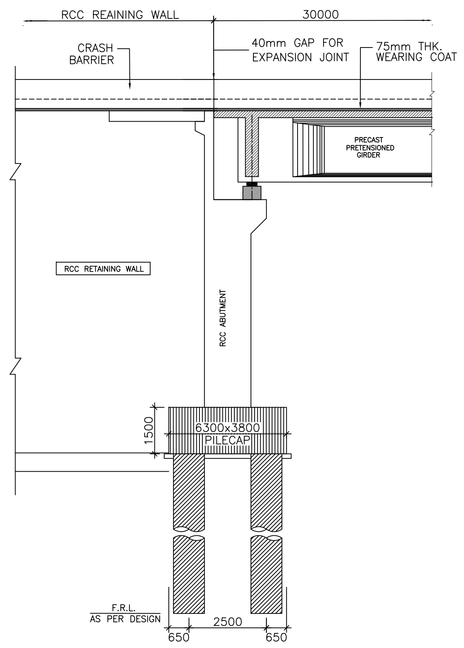
NOTES:

(1) ALL DIMENSIONS ARE IN MM & LEVELS ARE IN METRES UNLESS OTHERWISE MENTIONED IN DRAWING.
(2) NO DIMENSION SHALL BE SCALED FROM THIS DRAWING. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
(3) STRUCTURAL DETAILS, GRADE OF CONC. AND DIMENSIONS SHOWN IN THIS DRAWING ARE TENTATIVE AND ANY UNIT AND ITS DIMENSION WILL BE AS PER DETAIL DESIGN AND DRAWINGS.
(4) PROVISIONS OF CLAMPS IN THE SUPERSTRUCTURE FOR SUPPORTING THE TRACTION WIRE TO BE MADE IN COMMUNICATION WITH CONCERNED AUTHORITY.
(5) DESIGN SHALL BE AS PER LATEST RELEVANT CODE OF IRC AND OTHER CODES AS APPROVED BY MOST.
(6) STRIP SEAL/COMPRESSION SEAL TYPE EXPANSION JOINT OF APPROVED MOST MANUFACTURER SHALL BE PROVIDED IN DECK AT EXPANSION GAP.
(7) WORK SHOULD BE CARRIED OUT BY THE CONTRACTOR UNDER THE SUPERVISION OF RAILWAY ENGINEER WITHIN RAILWAY LAND LIMIT.
(8) TEMP. SIGNALLING ARRANGEMENT WILL BE DONE AS PER G.R. 15–09 (1) d AND S.R. 15–09 (2) WHICHEVER IS ADAPTABLE.
(9) THE BRIDGE WILL BE DESIGNED FOR BELOW MENTIONED IRC LOADING
(A) EACH TWO LANE BRIDGE SHALL BE DESIGNED FOR IRC CLASS A TWO LANE LOADS OR ONE LANE OF 70R WHEELED OR TRACKED VEHICLES, WHICH EVER IS SEVERE AND GOVERNING.
(B) FOOTPATH LOADING AS PER CLAUSE 209 OF IRC 6 WITH A BASIC INTENSITY OF 500 KG/M^2.
MINIMUM HEIGHT OF LOWEST MEMBER OF BRIDGE FROM RAIL LEVEL SHOULD BE 7.30m.
(10) STEEL USED SHALL BE TMT BARS CONFIRMING TO I.S. 1786.
(11) CRASH BARRIER SHOULD BE PROVIDED AS PER MOST STANDARD DRAWING.
(12) BEARING – ELASTOMERIC BEARING
(13) DURING THE CONSTRUCTION OF BRIDGE TRACK WILL BE PROTECTED SUITABLY IMPOSING SUITABLE S.R.
(14) WHILE CARRYING OUT THE WORK PRECAUTION SHOULD BE TAKEN FOR PROTECTION OF S & T CABLE.
(15) DRAINAGE SPOUT WEARING COATS SHOULD BE AS PER MOST STANDARD DRAWING SD–303.
(16) ALL R.C.C. WORK SHALL CONFORM TO I.R.C. CODE SEC–III OF REINFORCED ROAD OVER BRIDGE.
(17) DESIGN CRITERIA I.R.C. CODE OF PRACTICE SECTION I TO III.
(18) THE DEPTH OF FOUNDATION SHOWN IN THIS DRAWING IS TENTATIVE THE ACTUAL FOUNDATION LEVEL SHALL BE AS PER WORKING DRAWING
(19) DIMENSION OF PILE CAPS AND CENTERS OF PILES FOR ALL PIERS HAVING PILE FOUNDATION ARE SAME.
(20) THE ANGLE OF ORIENTATION OF SOME PIERS SHALL BE DECIDED ON TRAFFIC MOVEMENT, STRUCTURAL STABILITY AND SITE CONDITION DURING EXECUTION.
(21) FOR GAD THROUGH RAILWAY PORTION REFER SEPARATE DRG.
(22) GRADE OF CONCRETE

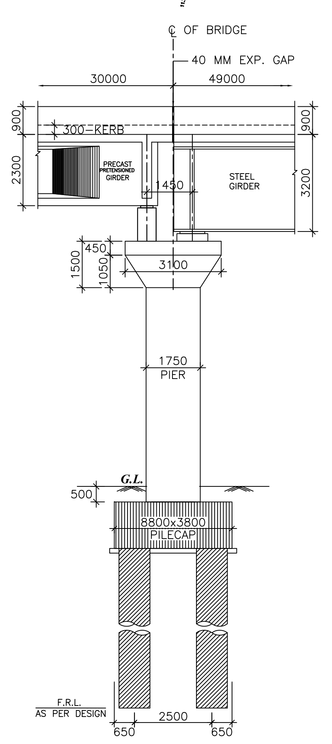
P.C.C.	M:15	DECK SLAB PSC SPAN	M:50
PILE	M:35	R.C.C. BOX	M:35
PILE CAP	M:35	DECK SLAB R.C.C SPAN	M:35
PIER & PIER CAP	M:35	KERB	M:35
ABUTMENT	M:35	FOOTPATH	M:35
ABUTMENT CAP	M:35	PARAPET	M:35
PEDESTAL	M:35	CRASH BARRIER	M:35
PSC GIRDER	M:50	RETAINING WALL	M:35



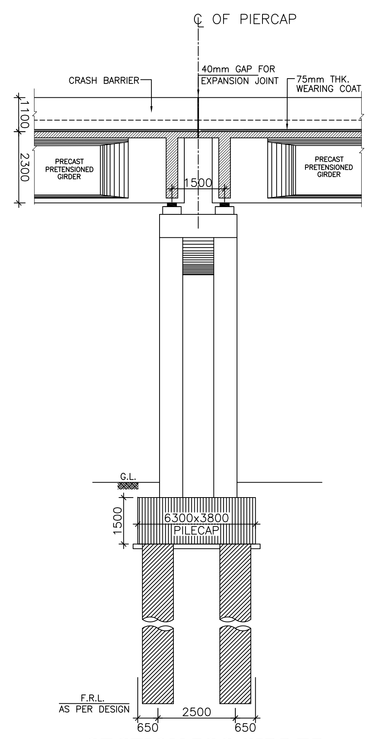
PLAN
SCALE – 1:1000



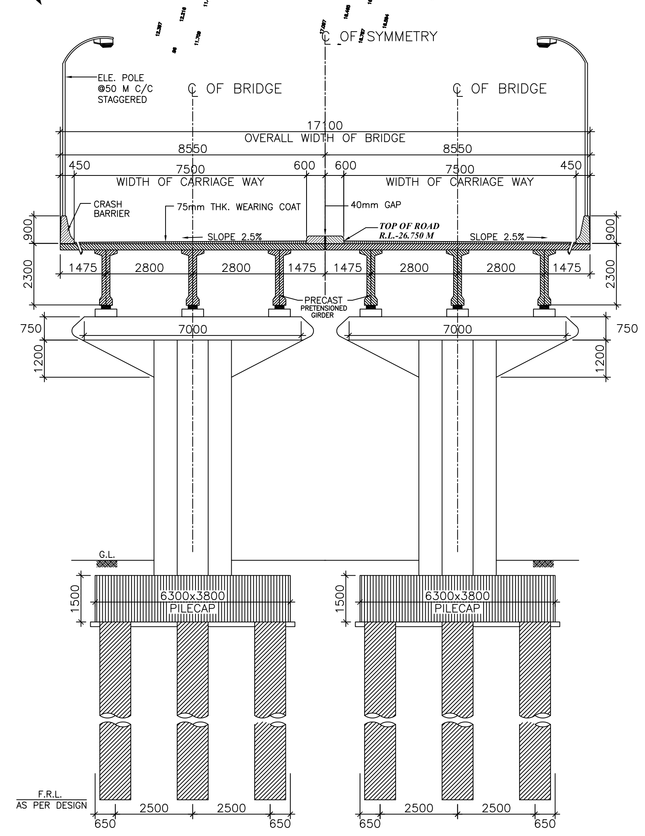
CROSS SECTION ABUTMENT
SCALE – 1:100



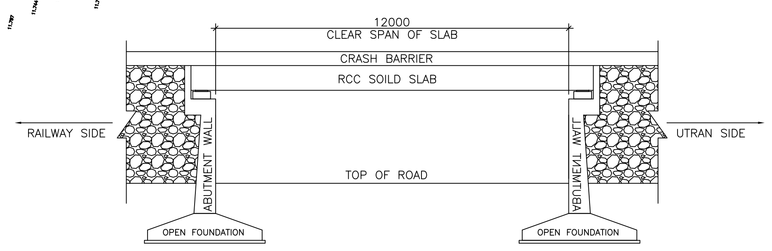
SECTION OF PIER - PL15
SCALE = 1:100



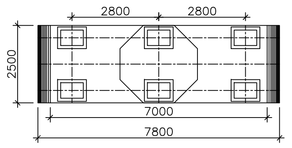
SECTION PSC GIRDER
(FOR 30.00 M SPAN)
SCALE – 1:100



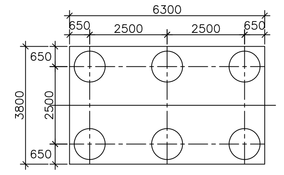
CROSS SECTION PSC GIRDER
(FOR 30.00 M SPAN)
SCALE – 1:100



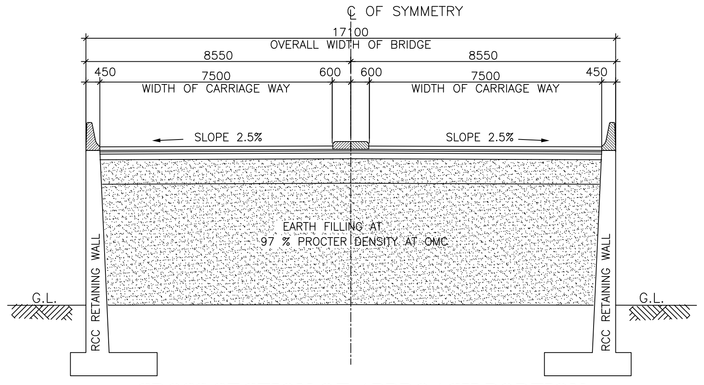
C/S OF SLAB CULVERT IN APPROACH PORTION AT UTRAN SIDE
SCALE – 1:100



PLAN AT TOP OF PIERCAP
(FOR APPROACH PORTION)
SCALE – 1:100



FOUNDATION PLAN
FOR APPROACH PORTION
SCALE = 1:100



CROSS SECTION OF APPROACH PORTION
SCALE – 1:100

REVISION	DATE	PARTICULARS
R10	01/05/2014	REVISED DUE TO CHANGE IN LOCATION OF UNDERPASS AT UTRAN SIDE APPROACH
R9	08/04/2014	REVISED DUE TO PROVISION OF SLAB CULVERT INSTEAD OF RCC BOX CULVERT IN UTTRAN SIDE APPROACH.
R8	25/01/2014	REVISED DUE TO PROVISION OF SINGLE CELL BOX IN APPROACH PORTION & INCREASE IN LENGTH OF APPROACH AT UTRAN SIDE
R7	26/10/2013	REVISED DUE TO CHANGE IN PIER SHAPE
R6	23/07/2013	REVISED DUE TO CHANGE IN HORIZONTAL ALIGNMENT AS PER INSTRUCTION OF SMC
R5	06/04/2013	REVISED DUE TO CHANGE IN VERTICAL CLEARANCE OVER RAILWAY SPAN
R4	17/12/2012	CHANGE IN THE SPAN OF RAILWAY PORTION FROM 38.10 M TO 49.00 M
R3	09/08/2012	CHANGE IN THE SPAN OF RAILWAY PORTION FROM 40.10 M TO 38.10 M
R2	25/02/2012	CHANGE IN THE TYPE OF GIRDER FROM POST TENSION TO PRE TENSION.
R1	28/04/2011	CHANGE IN THE VERTICAL CLEARANCE OVER RAILWAY SPAN AS PER THE SMC INSTRUCTIONS.

PROJECT :
CONSTRUCTION OF ROB ABOVE R.C. NO.454 JOINING AMROLI AND UTRAN NEAR MANISHA SOCIETY, UTRAN RLY. STATION,SURAT.

ORGANIZATION : SURAT MUNICIPAL CORPORATION
SURAT.

DRAWN BY: KANAK
DATE: 07-10-10

CONSULTANT :
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DESIGNED BY: J.B.G.
CHECKED BY: H.M.

TITLE : GENERAL ARRANGEMENT DRAWING

SCALE	PROJECT NO.	DRG. NO.	REVISION
AS SHOWN	2010-11/01	SMC / MG / GAD	R10