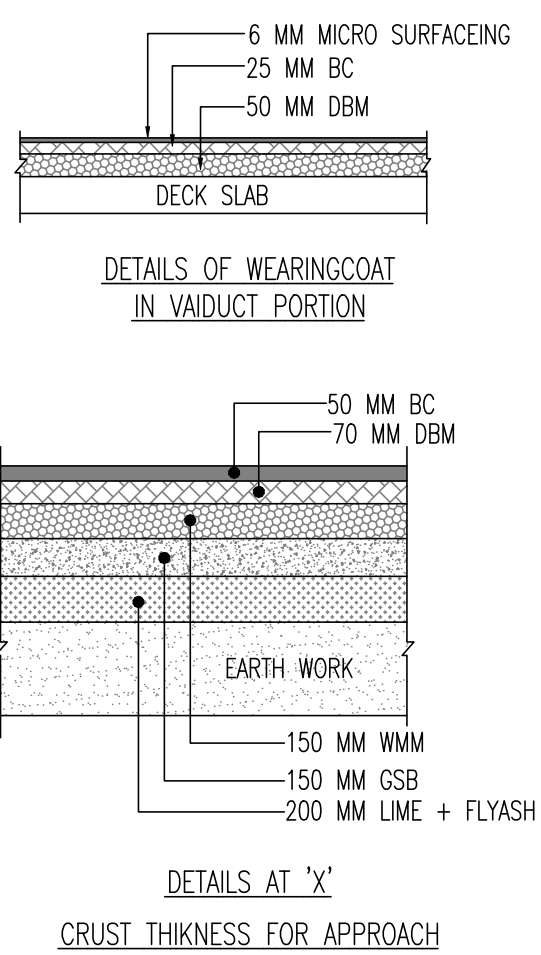
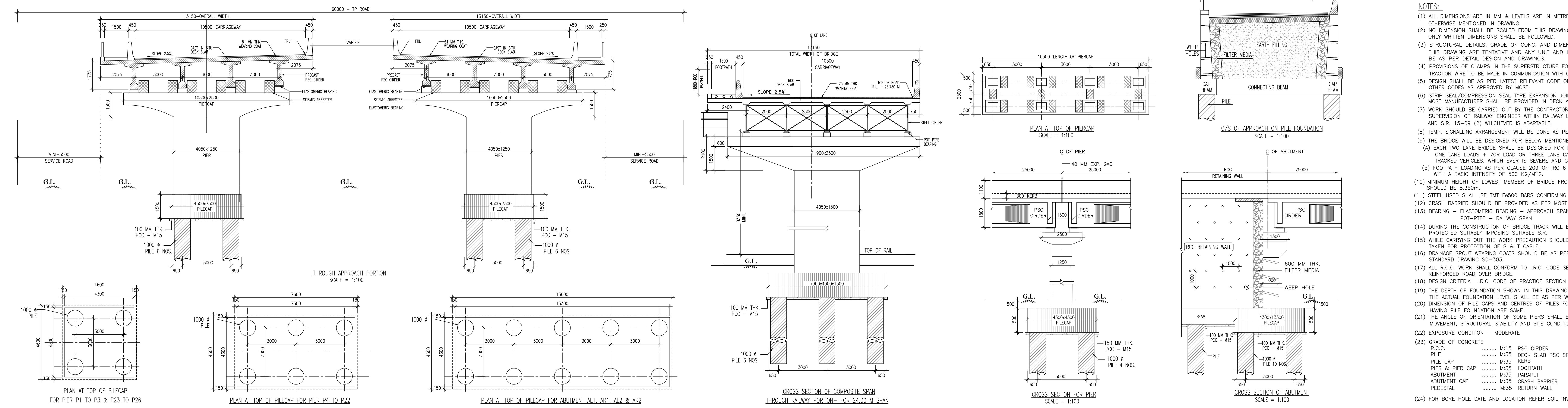
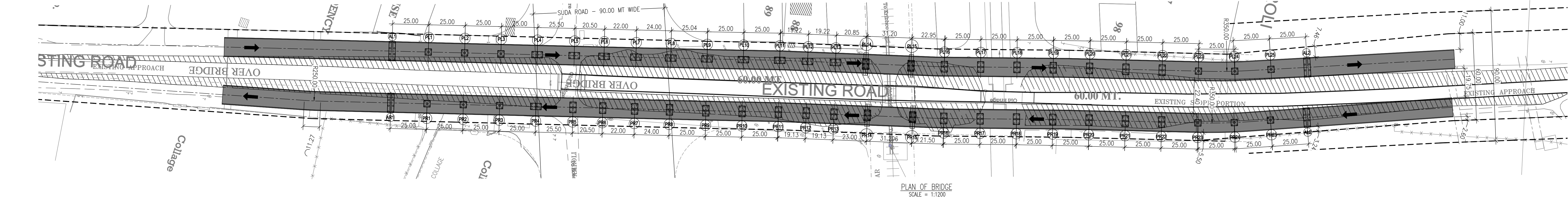
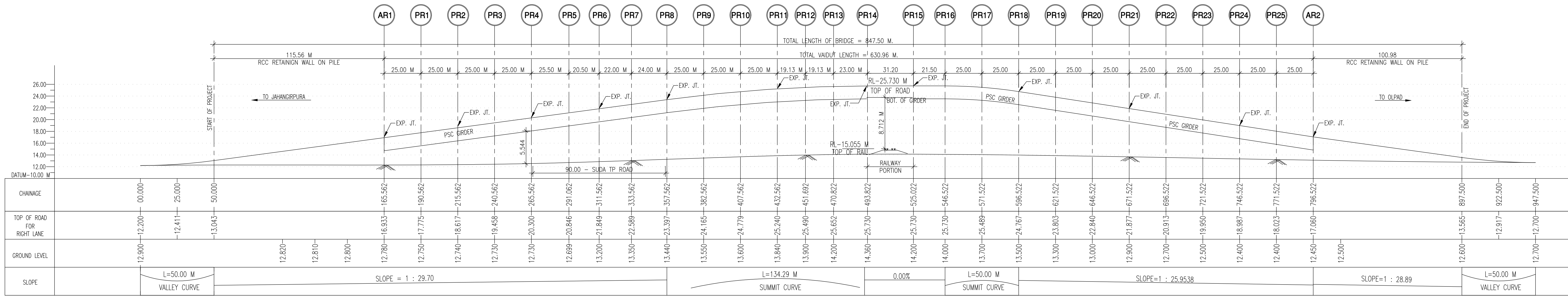


LEVEL TABLE AT LHS					
Pier No.	Top of Road	Top of Piercap	Top of Pier	G.L.	
AL1	16.933	14.499	12.999	12.800	
PL1	17.775	15.341	13.841	12.750	
PL2	18.617	16.183	14.683	12.740	
PL3	19.458	17.024	15.524	12.730	
PL4	20.300	17.865	16.365	12.730	
PL5	21.158	18.724	17.224	12.880	
PL6	21.849	19.415	17.915	13.200	
PL7	22.589	20.155	18.655	13.350	
PL8	23.397	20.963	19.463	13.440	
PL9	24.165	21.731	20.231	13.550	
PL10	24.779	22.345	20.845	13.600	
PL11	25.240	22.806	21.306	13.840	
PL12	25.491	23.057	21.557	13.900	
PL13	25.653	23.219	21.719	14.200	
PL14	25.730	23.075	20.975	14.360	
PL15	25.730	23.075	20.975	14.200	
PL16	25.730	23.296	21.580	14.000	
PL17	25.490	23.056	21.556	13.700	
PL18	24.769	22.335	20.835	13.500	
PL19	23.807	21.373	19.873	13.300	
PL20	22.846	20.412	18.912	13.000	
PL21	21.885	19.451	17.951	12.900	
PL22	20.923	18.489	16.989	12.700	
PL23	19.962	17.528	16.028	12.500	
PL24	19.001	16.567	15.067	12.400	
PL25	18.039	15.605	14.105	12.400	
AL2	17.078	14.644	13.144	12.500	

LEVEL TABLE AT RHS					
Pier No.	Top of Road	Top of Piercap	Top of Pier	G.L.	
AR1	16.933	14.499	12.999	12.800	
PR1	17.775	15.341	13.841	12.750	
PR2	18.617	16.183	14.683	12.740	
PR3	19.458	17.024	15.524	12.730	
PR4	20.300	17.865	16.365	12.730	
PR5	20.846	18.412	16.912	12.890	
PR6	21.849	19.940	18.440	13.200	
PR7	22.589	20.680	19.180	13.350	
PR8	23.397	20.963	19.463	13.440	
PR9	24.165	21.731	20.231	13.550	
PR10	24.779	22.345	20.845	13.600	
PR11	25.240	22.806	21.306	13.840	
PR12	25.490	23.056	21.556	13.900	
PR13	25.652	23.218	21.718	14.200	
PR14	25.730	23.075	20.975	14.360	
PR15	25.730	23.075	20.975	14.200	
PR16	25.730	23.296	21.796	14.000	
PR17	25.489	23.055	21.555	13.700	
PR18	24.767	22.333	20.833	13.500	
PR19	23.803	21.369	19.869	13.300	
PR20	22.840	20.406	18.906	13.000	
PR21	21.877	19.443	17.943	12.900	
PR22	20.913	18.479	16.979	12.700	
PR23	19.950	17.516	16.016	12.500	
PR24	18.987	16.553	15.053	12.400	
PR25	18.023	15.589	14.089	12.400	
AR2	17.060	14.626	13.126	12.500	



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) STEEL 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, AND S.R. 15-09 (2) WHICHEVER IS APPLICABLE.
- (8) TEMP. SIGNALING ARRANGEMENT WILL BE DONE AS PER G.R. 15-09 (1) d.
- (9) THE BRIDGE WILL BE DESIGNED FOR BELOW MENTIONED IRC LOADING
- (A) EACH TWO LANE BRIDGE SHALL BE DESIGNED FOR IRC CLASS A ONE LANE LOADS + TOR LOAD OR THREE LANE CLASS A LOAD OR TRACKED VEHICLES, WHICH EVER IS SEVERE AND GOVERNING.
- (B) FOOTPATH LOADINGS AS PER CLAUSE 209 OF IRC 6 WITH A BASIC INTENSITY OF 500 KG/M².
- (10) MINIMUM HEIGHT OF LOWEST MEMBER OF BRIDGE FROM RAIL LEVEL SHOULD BE 8.350m.
- (11) STEEL USED SHALL BE TMT Fe500 BARS CONFORMING TO IS. 1786.
- (12) CRASH BARRIER SHOULD BE PROVIDED AS PER MOST STANDARD DRG.
- (13) BEARING - ELASTOMERIC BEARING - APPROACH SPAN
- (14) DURING THE CONSTRUCTION OF BRIDGE TRACK WILL BE PROTECTED SUITABLY IMPOSING SUITABLE S.R.
- (15) WHILE CARRYING OUT THE WORK PRECAUTION SHOULD BE TAKEN FOR PROTECTION OF S & T CABLE.
- (16) DRAINAGE SPOUT WEARING COATS SHOULD BE AS PER MOST STANDARD DRAWING 50-303.
- (17) ALL R.C.C. WORK SHALL CONFORM TO I.R.C. CODE SEC-II OF REINFORCED ROAD OVER BRIDGE.
- (18) DESIGN CRITERIA - I.R.C. CODE OF PRACTICE SECTION I TO III.
- (19) THE DEPTH OF FOUNDATION SHOWN IN THIS DRAWING IS TENTATIVE. THE ACTUAL FOUNDATION LEVEL SHALL BE AS PER WORKING DRAWING.
- (20) DIMENSION OF PILE CAPS AND CENTRES OF PILES FOR ALL PIERS HAVING PILE FOUNDATION ARE SAME.
- (21) THE ANGLE OF ORIENTATION OF SOME PIERS SHALL BE DECIDED ON TRAFFIC MOVEMENT, STRUCTURAL STABILITY AND SITE CONDITION DURING EXECUTION.
- (22) EXPOSURE CONDITION - MODERATE
- (23) GRADE OF CONCRETE
- P.C.C. M:15 PSC GIRDER M:45
- PILE CAP M:35 DECK SLAB PSC SPAN M:45
- PIER & PIER CAP M:35 FOOTPATH M:25
- ABUTMENT M:35 PARAPET M:25
- ABUTMENT CRASH BARRIER M:35 CRASH BARRIER M:40
- PEDESTAL M:35 RETURN WALL M:35

(24) FOR BORE HOLE DATE AND LOCATION REFER SOIL INVESTIGATION REPORT.

EXE. ENGG. BRIDGE CELL		SURAT MUNICIPAL CORPORATION		CASAD Consultants PVT. LTD., AHMEDABAD	
R5	18/03/2020	REVISED VERTICAL PROFILE AT OLPAD SIDE			
R4	13/03/2020	REVISED DUE CHANGE IN SPAN ARRANGEMENT IN RLY PORTION			
R3	21/12/2020	PROVIDE PSC GIRDER OVER 90.0 MT SUDA ROAD			
R2	08/12/2020	REVISED AS THE ALIGNMENT OF BRIDGE NEAR ABUTMENT A2 AS PER T.P. BOUNDARY			
R1	03/08/2019	REVISED AS PER COMMENTS OF R&B DESIGN CIRCLE WIDE LETTER NO. SRT/5209/2455 OF 2019, DT. 09-07-2019			
REV.	DATE	PARTICULARS			
PROJECT : CONSTRUCTION OF NEW 6 LANE ROAD IN PLACE OF EXISTING 2 LANE BRIDGE NEAR OLD OCTROI NAKA AT SARAT ON SURAT-OLPAD ROAD AT SURAT.					
ORGANIZATION : SURAT MUNICIPAL CORPORATION BRIDGE CELL, SURAT					
CONTRACTOR : RANJIT BUILDCON LTD. AHMEDABAD					
CASAD CONSULTANTS PVT. LTD. 101, DEVASHISH, 14/B, JAIN SOCIETY, NR. PRITAM NAGAR AVHADA, OPP. KOCHHAB ASHRAM, ELUSIBRIDGE AHMEDABAD-380 008. PH: 079-2688151 EMAIL: casadconsultants@gmail.com					
TITLE GENERAL ARRANGEMENT DRAWING					
DRAWN BY V.J. SHAH		CHECK BY H.V.MOJIDRA			
DESIGN BY K.I.GAJJAR		APPROVED BY J.B.GANDHI			
PROJECT NO. -		DRG. NO. SMC / SRL / GAD			
DATE 18-03-2021		SCALE AS SHOWN		R5	