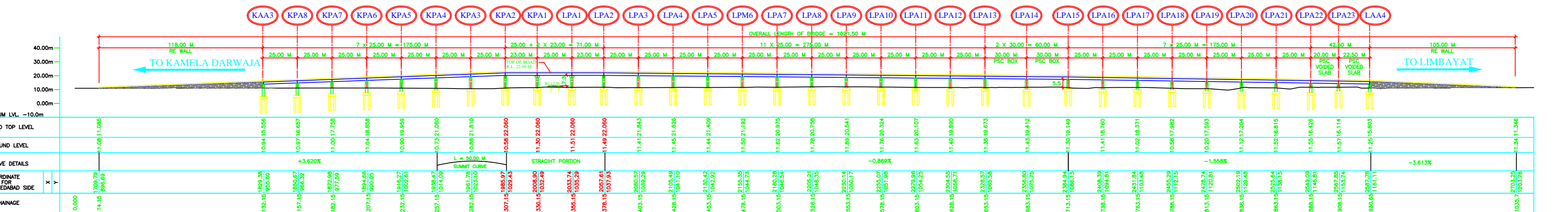
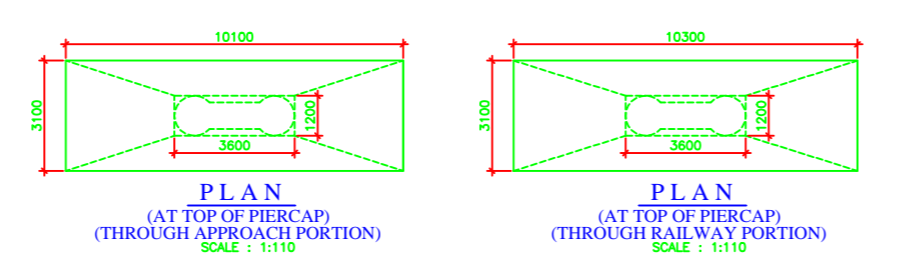
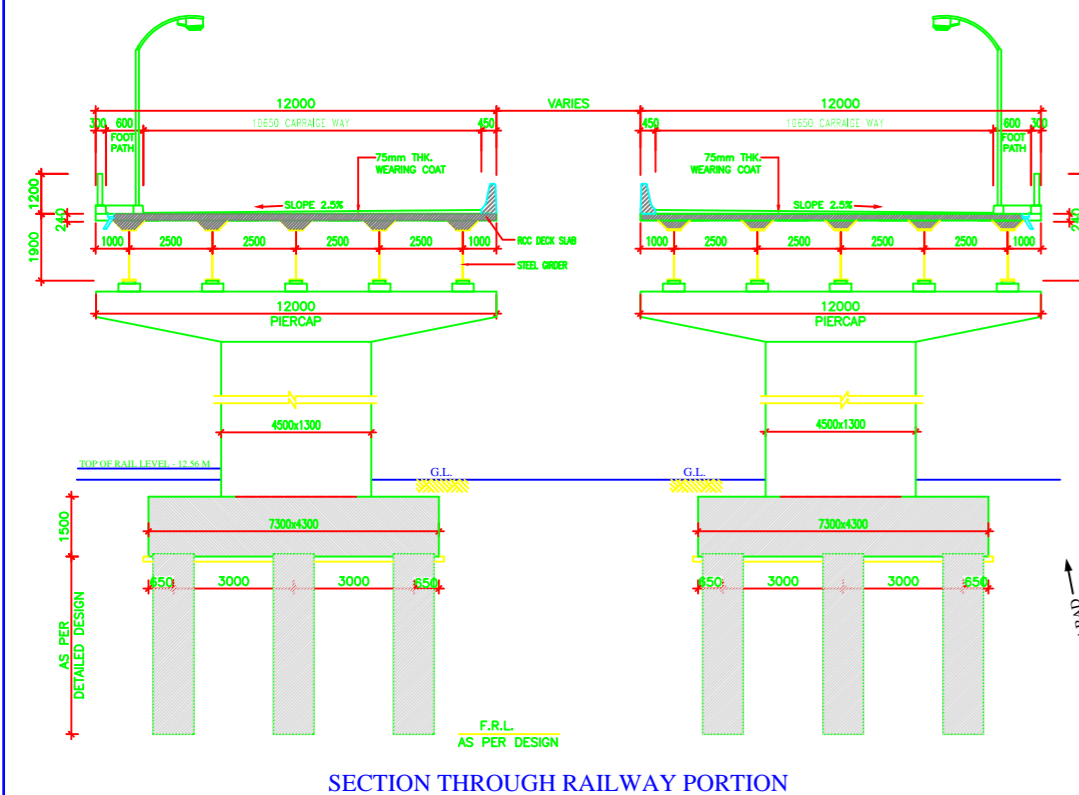


LONGITUDINAL ELEVATION (MUMBAI SIDE)
SCALE = 1:1100

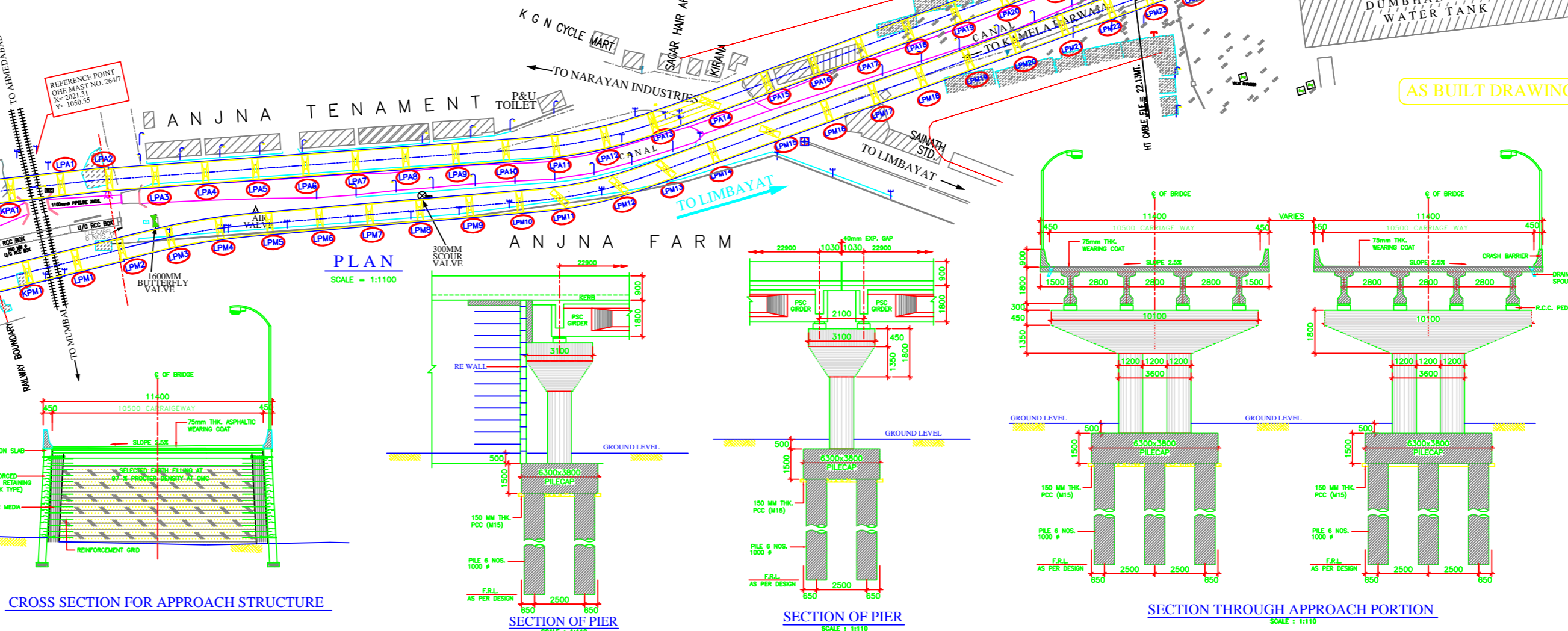


LONGITUDINAL ELEVATION (AHMEDABAD SIDE)
SCALE = 1:1100



LEGEND:

[Symbol]	GATE	99.19	ROAD LEVEL
[Symbol]	MAN HOLE		ELEC. POLE
[Symbol]	TREE		COMPOUND WALL
[Symbol]	BUILDING/HUT		STREET LIGHT POLE
[Symbol]	FOOTPATH		TELEPHONE POLE
[Symbol]	ROAD		SINGLE POST
[Symbol]	DIVIDER		CP VP
[Symbol]	WATER STAND POST		CANAL



- 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 LIMIT 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) STOP SEAL/COMPRESSION SEAL TYPE EXPANSION JOINT OF APPROVED MOST MANUFACTURER SHALL BE PROVIDED IN DECK AT EXPANSION CAP.
 - (7) WORK SHOULD BE CARRIED OUT BY THE CONTRACTOR UNDER THE SUPERVISION OF RAILWAY ENGINEER WITHIN RAILWAY LAND LIMIT.
 - (8) TEMP. SIGNALING ARRANGEMENT WILL BE DONE AS PER G.R. 15-09 (1) & S.R. 15-09 (2) WHICHEVER IS ADAPTABLE.
 - (9) THE BRIDGE WILL BE DESIGNED FOR BELOW MENTIONED IRC LOADING
 - (10) EACH TWO LANE BRIDGE SHALL BE DESIGNED FOR IRC CLASS A TWO LANE LOADS OR ONE LANE OF TOR WHEELED OR TRACKED VEHICLES, WHICHEVER IS SEVERE AND GOVERNING.
 - (11) FOOTPATH LOADING AS PER CLAUSE 209 OF IRC 6 WITH A BASIC INTENSITY OF 500 KG/M².
 - (12) MINIMUM HEIGHT OF LOWEST MEMBER OF BRIDGE FROM RAIL LEVEL SHOULD BE 7.30m.
 - (13) STEEL SHALL BE TMT BARS CONFORMING TO IS. 1986.
 - (14) CRASH BARRIER SHOULD BE PROVIDED AS PER MOST STANDARD DRAWING.
 - (15) BEARING - ELASTOMERIC BEARING
 - (16) DURING THE CONSTRUCTION OF BRIDGE TRACK WILL BE PROTECTED SUITABLY IMPOSING SUITABLE S.R.
 - (17) WHILE CARRYING OUT THE WORK PRECAUTION SHOULD BE TAKEN FOR PROTECTION OF S & T CANAL.
 - (18) DRAINAGE SPOUT WEARING COATS SHOULD BE AS PER MOST STANDARD DRAWING SMC-303.
 - (19) ALL R.C.C. WORK SHALL CONFORM TO I.R.C. CODE SEC-III OF REINFORCED ROAD OVER BRIDGE.
 - (20) DESIGN CRITERIA I.R.C. CODE OF PRACTICE SECTION 1 TO 10.
 - (21) THE DEPTH OF FOUNDATION SHOWN IN THIS DRAWING IS TENTATIVE. THE ACTUAL FOUNDATION LEVEL SHALL BE AS PER WORKING DRAWING MOVING FILE FOUNDATION ARE SAME.
 - (22) DIMENSION OF PILE CAPS AND CENTRES OF PILES FOR ALL PIERS HAVING FILE FOUNDATION ARE SAME.
 - (23) THE ANGLE OF ORIENTATION OF SOME PIERS SHALL BE DECIDED ON TRAFFIC MOVEMENT, STRUCTURAL STABILITY AND SITE CONDITION DURING EXECUTION.
 - (24) GRADE OF CONCRETE

R4	09/06/10	SHIFTING OF ABUTMENT ON LIMBAYT SIDE	
R3	09/06/09	CHANGE IN ALIGNMENT NEAR	
R2	31/12/08	DUMBHAL UNDERGROUND WATER TANK.	
R1	06/12/08	AS PER DISCUSSION HELD ON DATE 30/12/08.	
R0	04/11/08	REVISOR FOR CONTRACTOR'S OWN DESIGN BASED ON W/R APPROVED DRG. NO. SMC-303 DSG.	
REVISION	DATE	PARTICULAR	

PROJECT: PROPOSED RAILWAY OVER BRIDGE NO. 440-A NEAR ANJANA TREATMENT PLANT, AT SURAT.

CLIENT: RANJIT BUILDCON LTD., AHMEDABAD

ORGANIZATION: SURAT MUNICIPAL CORPORATION, SURAT

DRAWN BY: KANAK

CONSULTANT: JIGNESH GANDHI CASAD Consultants. MANKAYAM BUILDING, SARABAR PATEL NAGAR, OFF C.G. ROAD, ELLISBRIDGE, AHMEDABAD-380 006. PH: 28403907

DESIGNED BY: J.B.G.

CHECKED BY: H.M.

TITLE: GENERAL ARRANGEMENT DRAWING

SCALE	PROJECT NO.	DRG. NO.	REVISION
AS SHOWN	2008-09/19	SMC/440/GAD	R4