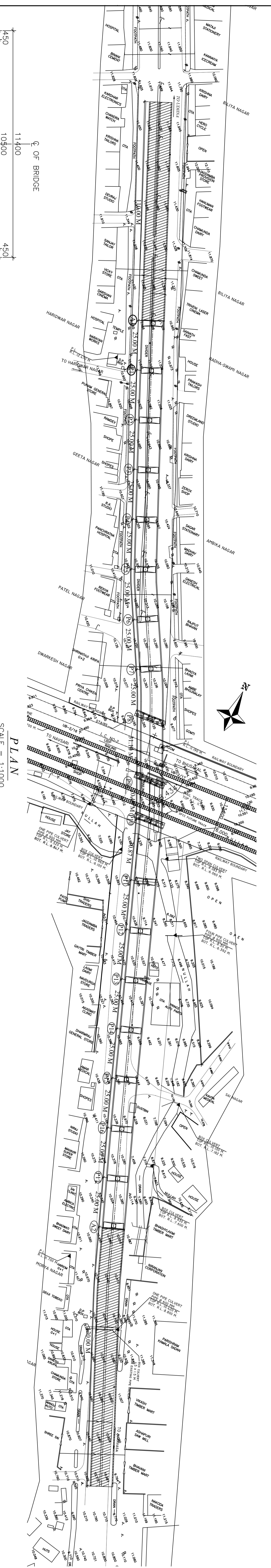
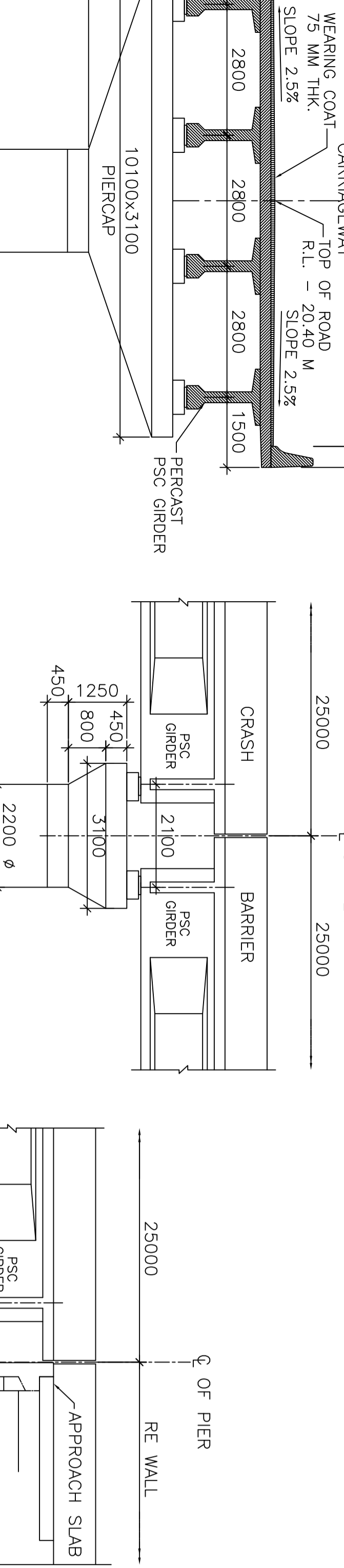


STATION	CHANGING METER	TOP OF ROAD	GROUND LEVEL	CURVE DETAILS	COORDINATES
1873.35	2308.64	11.705	-11.705	0.00	
1917.87	2206.68	11.306	-14.944	11.100	
1927.37	2184.92	11.114	-15.960	135.0	
1937.39	2162.02	11.012	-16.976	160.0	
1947.54	2139.17	10.745	-17.992	185.0	
1957.69	2116.32	10.595	-19.008	210.5	
1967.85	2093.48	10.440	-20.025	235.0	
1979.69	2071.47	10.285	-20.625	260.0	
1991.88	2049.65	10.242	-20.825	285.0	
2002.49	2027.02	10.125	-20.825	310.0	
2015.71	1998.88	9.105	-20.825	341.1	
2024.06	1980.60	7.050	-20.825	361.2	
2035.47	1951.93	8.892	-20.570	392.1	
2044.09	1928.47	10.612	-19.989	417.1	
2052.71	1905.00	10.465	-19.069	442.1	
2061.33	1881.53	10.450	-18.148	467.1	
2069.95	1858.07	10.215	-17.227	492.1	
2078.65	1834.60	10.256	-16.306	517.1	
2087.52	1811.12	10.330	-15.385	542.1	
2095.93	1789.04	10.487	-14.464	567.1	
1921.10	2201.12	11.285	-11.518	647.1	
2147.04	1688.81	10.770	-10.770	697.1	

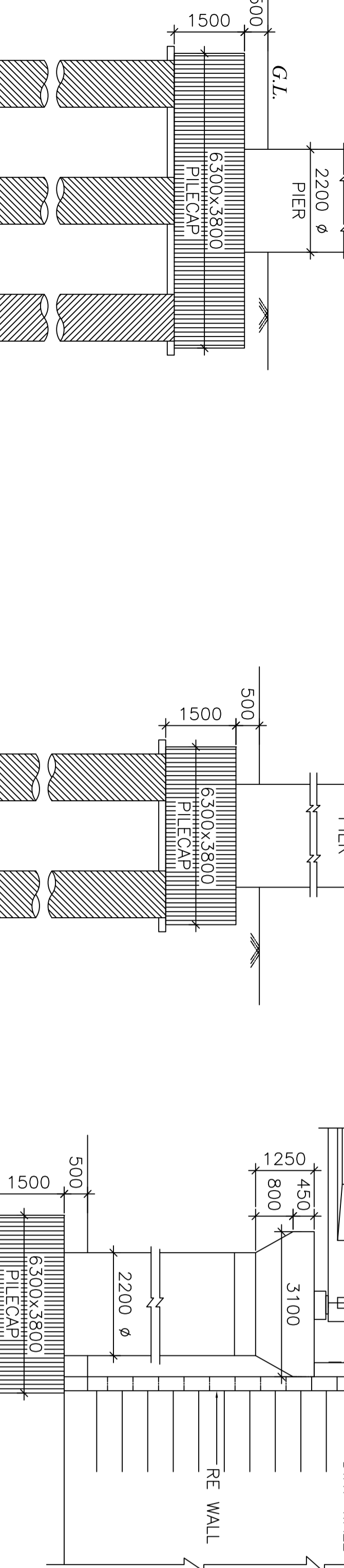
LONGITUDINAL SECTION
SCALE = HORIZ = 1:1000, VERT = 1:250



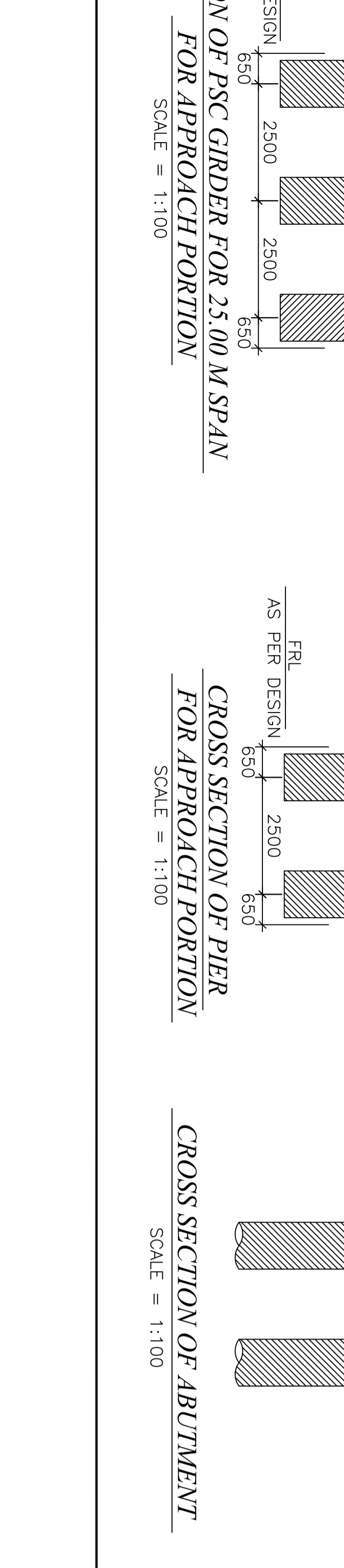
PLAN
SCALE = 1:1000



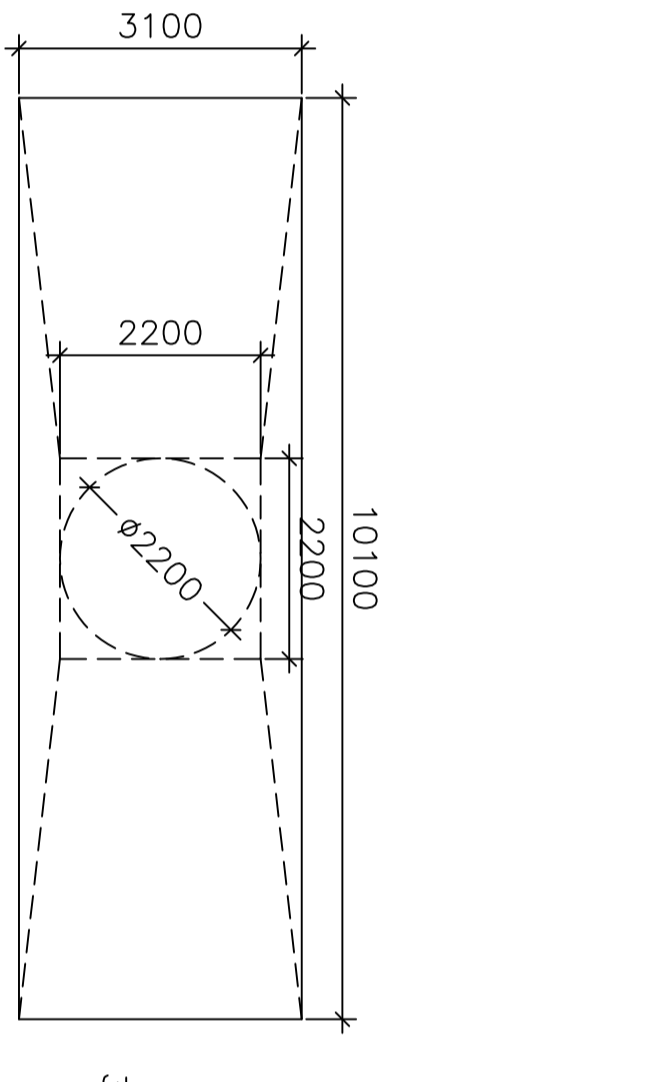
CROSS SECTION OF PIER
FOR APPROACH PORTION
SCALE = 1:100



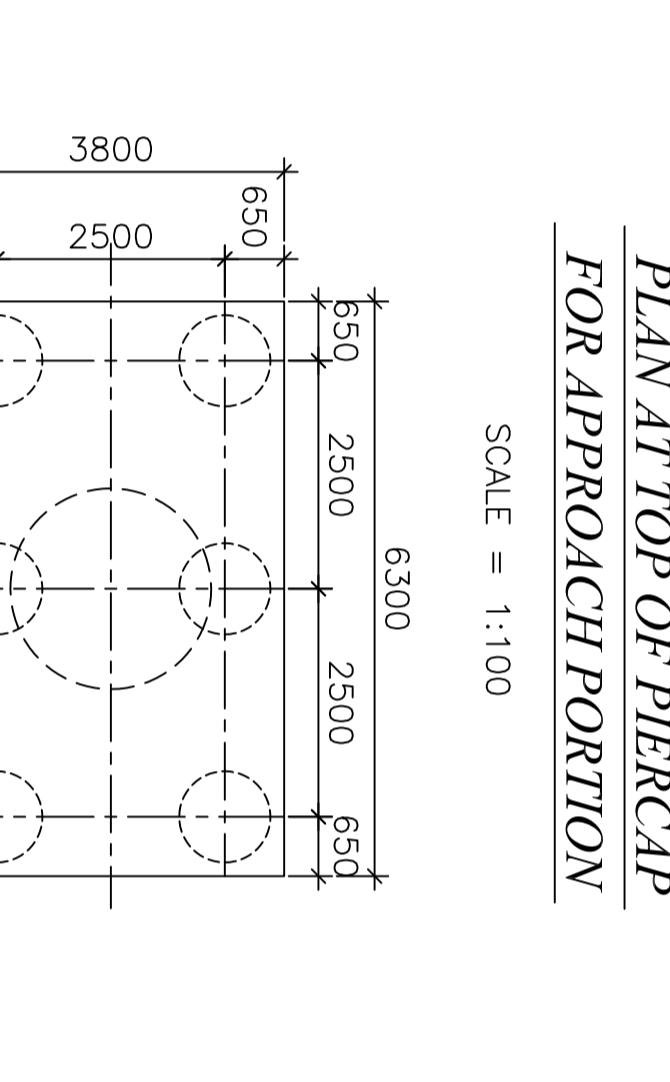
CROSS SECTION OF COMPOSITE GIRDER
THROUGH RAILWAY PORTION
SCALE = 1:100



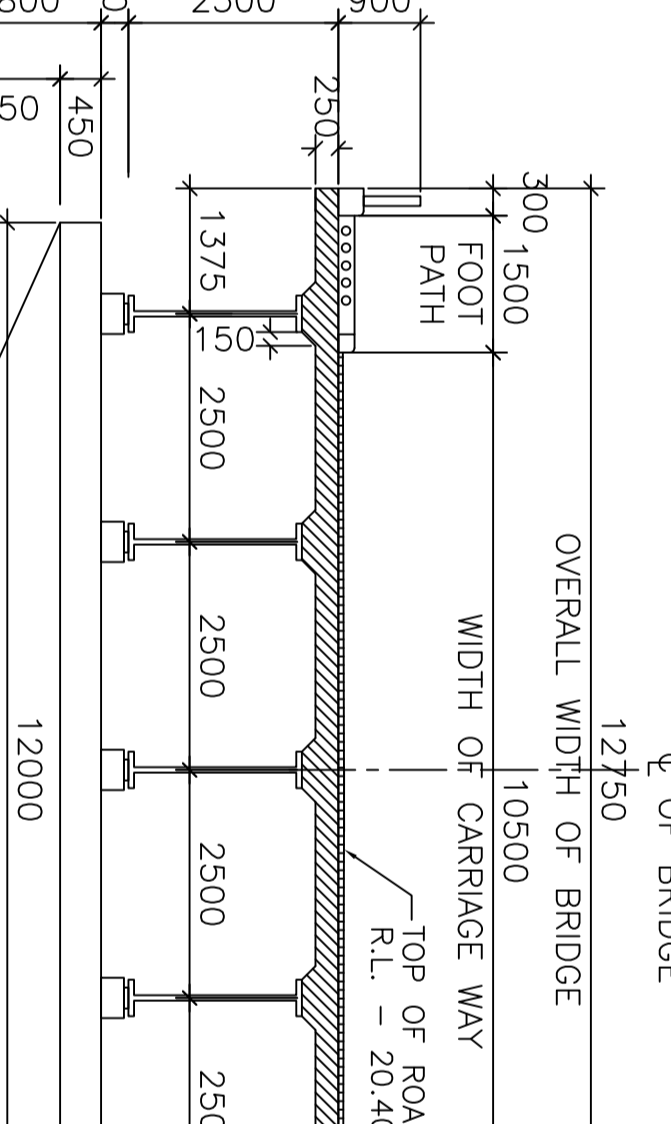
SECTION OF PSC GIRDER FOR 25.00 M SPAN
FOR APPROACH PORTION
SCALE = 1:100



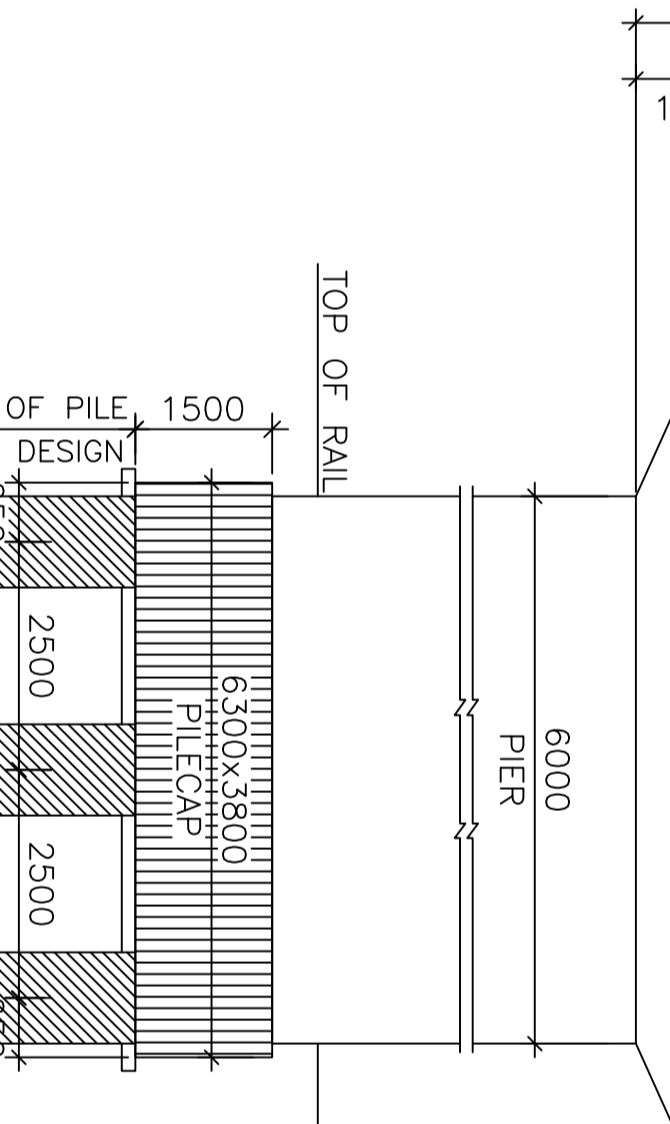
PLAN AT TOP OF PIERCAP
FOR APPROACH PORTION
SCALE = 1:100



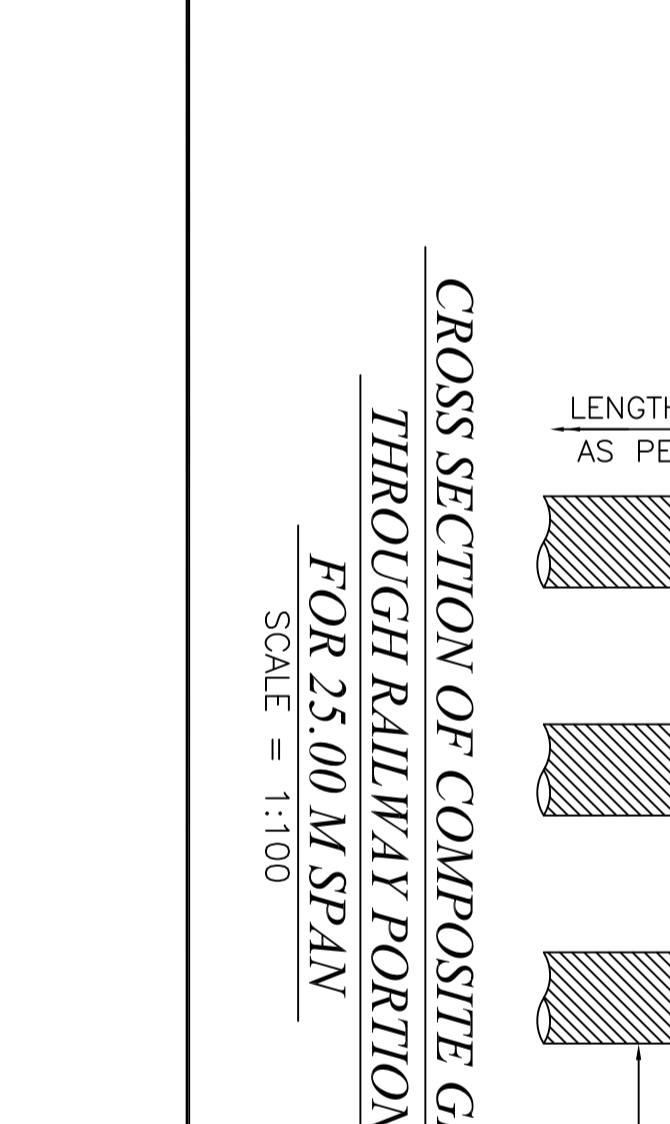
FOUNDATION PLAN
FOR APPROACH PORTION
SCALE = 1:100



CROSS SECTION OF PIERCAP
FOR RAILWAY PORTION
SCALE = 1:100



CROSS SECTION OF COMPOSITE GIRDER
THROUGH RAILWAY PORTION
SCALE = 1:100



SECTION OF PSC GIRDER FOR 25.00 M SPAN
FOR RAILWAY PORTION
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.
- (3) STRUCTURAL DETAILS, GRADE OF CONC. AND DIMENSIONS SHOWN IN THIS DRAWING ARE FINAL AND ANY CHANGE THEREAFTER SHALL BE BY THE DESIGNER'S ORDER.
- (4) PROVISIONS OF CLAUSES IN THE SPECIFICATION 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. SIGNALING ARRANGEMENT WILL BE DONE AS PER G.R. 15-09 (1) D AND S.R. 15-09 (2) WHICH EVER IS APPLICABLE.
- (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 LOADING ON ONE LANE OF STRENGTHENED STRUCTURE UNDER SUPERVISION OF RAILWAY ENGINEER WITHIN RAILWAY LAND LIMIT.
- (B) WITH A BASIC INTENSITY OF 500 KG/M².
- (10) STEEL USED SHALL BE TMT BARS CONFORMING 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 TO PROTECT THE EXISTING UTILITIES.
- (15) BRIDGE SPACING SHOULD BE AS PER MOST STANDARD DRAWING SO-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 1 TO III.
- (18) THE DEPTH OF FOUNDATION SHOWN IN THIS DRAWING IS TENTATIVE.
- (19) THE ACTUAL FOUNDATION LEVEL SHALL BE AS PER WORKING DRAWING HAVING THE FOUNDATION ARE SAME.
- (20) ALL PILES SHALL BE DESIGNED ON TRAFFIC INDICENT 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	R.C.C. BOX	M:35	DECK SLAB	M:35	PILER & PIER CAP	M:35	KEB	M:35	ABUTMENT CAP	M:35	CRASH BARRIER	M:35	RETURN WALL	M:35
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REVISION	DATE	PARTICULARS
R7	25-11-11	CHANGE IN RAILWAY SPAN ARRANGEMENT AS PER THE COMMENTS OF RAILWAY
R6	05-07-11	CHANGE IN RAILWAY SPAN DUE TO PROVISION OF DRFC TRACK AS PER DRFC LETTER NO. 102/11 (S) DATED 11/07/2011
R5	08-04-11	REVISED FOR CHANGE IN LOCATION OF PIER P1 & ABUTMENT AT.
R4	02-04-11	REVISED FOR ALIGNMENT AS PER TP ROAD AND SITE CONDITION
R3	03-09-10	REVISED FOR CHANGE IN SPACING OF STEEL GIRDER IN RAILWAY PORTION.
R2	02-02-10	REVISED FOR PROVISION OF STEEL GIRDER IN RAILWAY PORTION.
R1	15-10-09	REVISED FOR PROVISION OF 3 LANE CARRIAGE WAY.

PROJECT: CONSTRUCTION OF ROB ON BOMBAY - BHESHAN-BHUSAVAL LOOP RAILWAY LINE JOINING ON DINDOLI MAIN ROAD NEAR OLD DINDOLI JAKATNAGA SURAT.
ORGANIZATION: SURAT MUNICIPAL CORPORATION

DRAWN BY	KANAK	CONSULTANT:	CASAD Consultants.	DESIGNED BY	J.B.G.
DATE	08-08-09	MANIKYAM BUILDING, SABDAR PATEL NAGAR, OFF C.G. ROAD, ELLISBRIDGE, AHMEDABAD-380 006. PH: 26403907 EMAIL: casad_cons@yahoo.co.in		CHECKED BY	H.M.

TITLE:	GENERAL ARRANGEMENT DRAWING
SCALE	PROJECT NO. 2009-10/02
AS SHOWN	DRG. NO. SMC / DJ / GAD
	REVISION R7