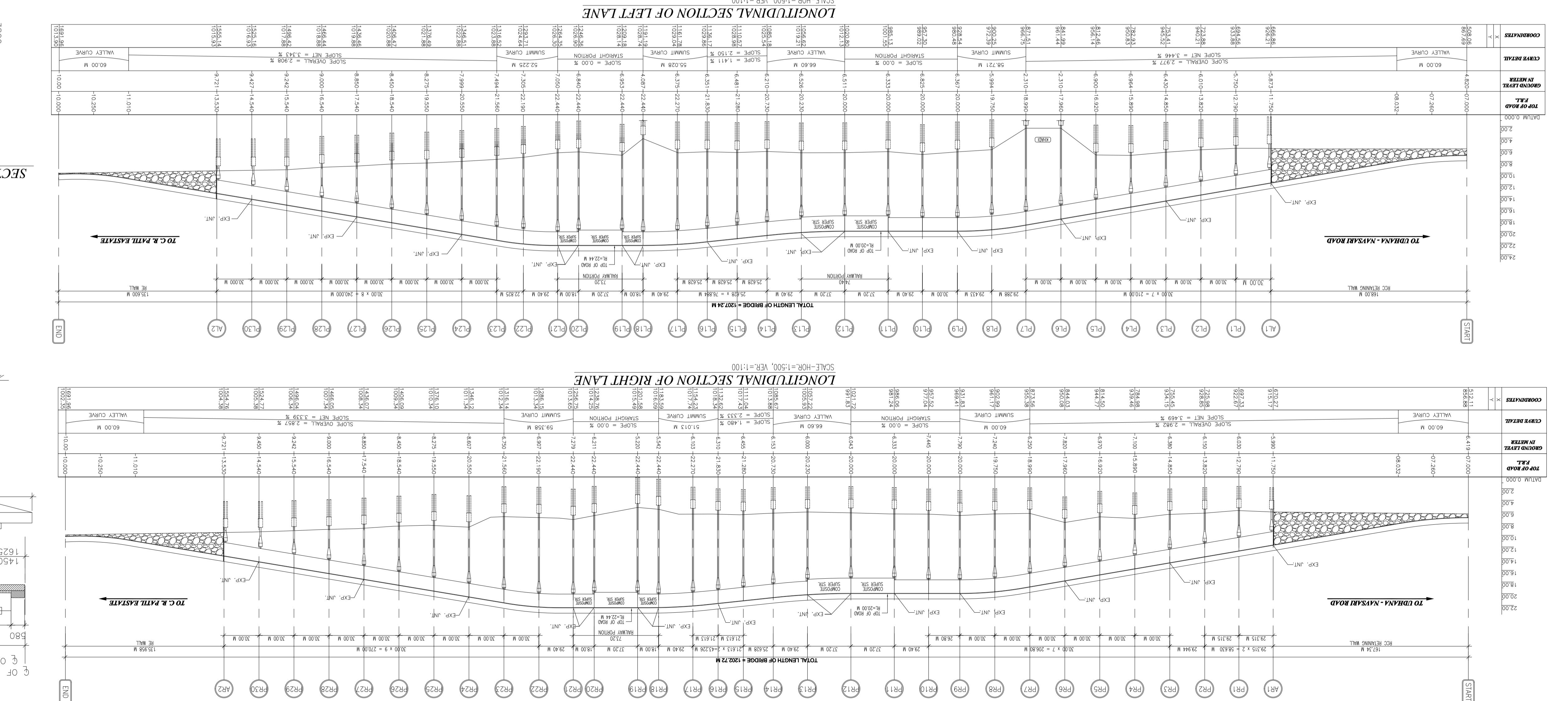
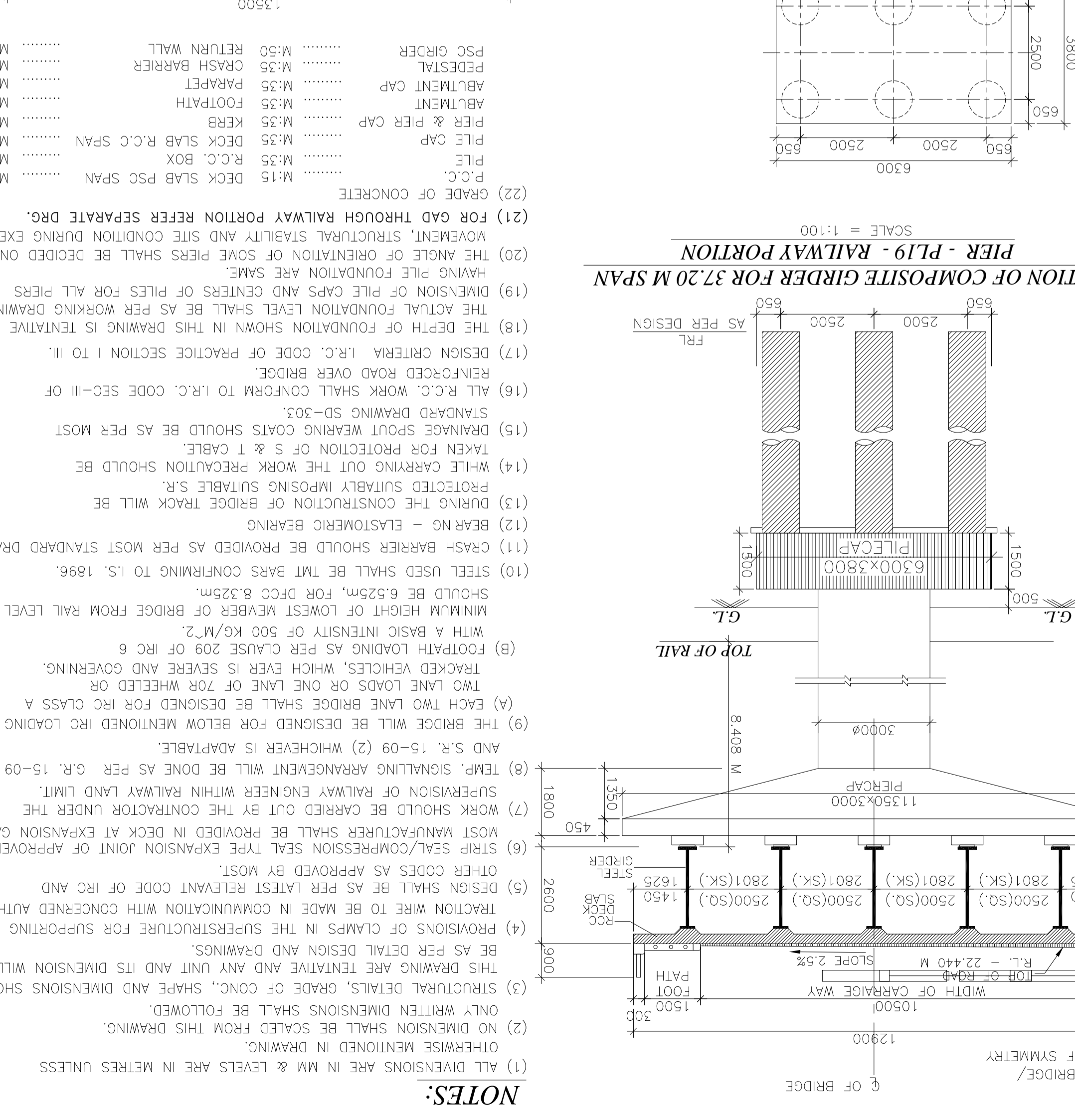
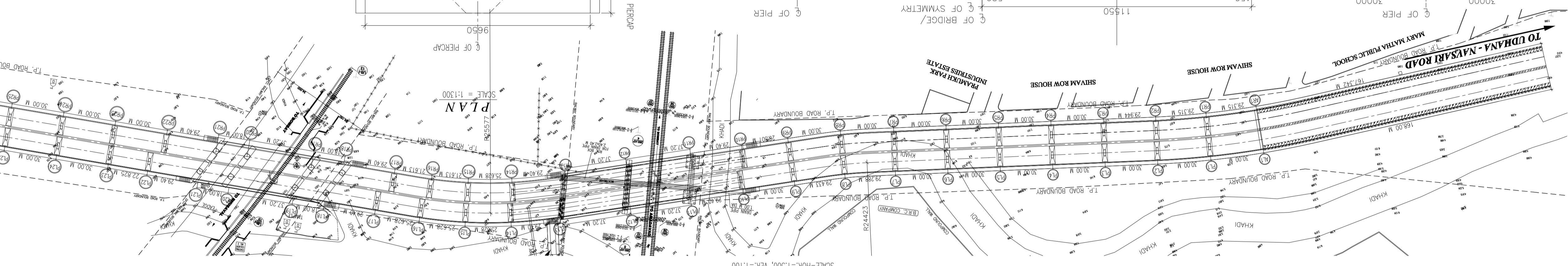
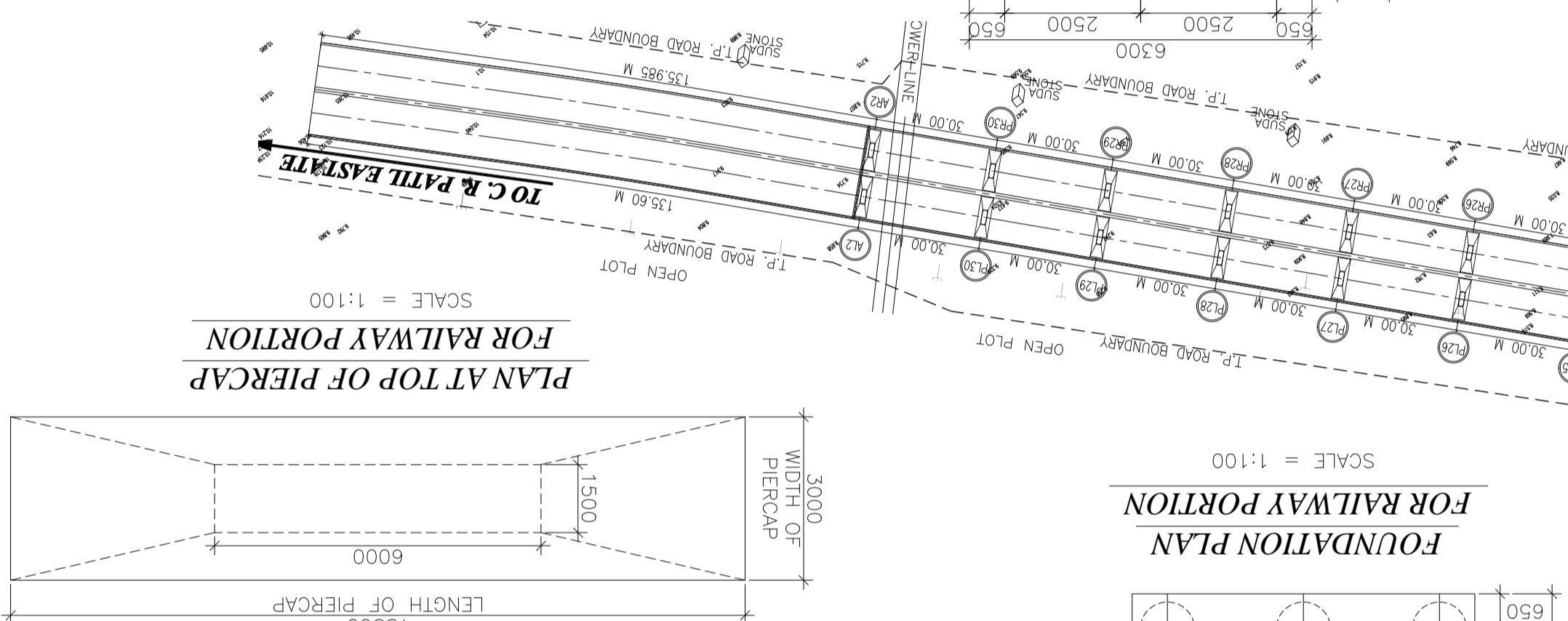
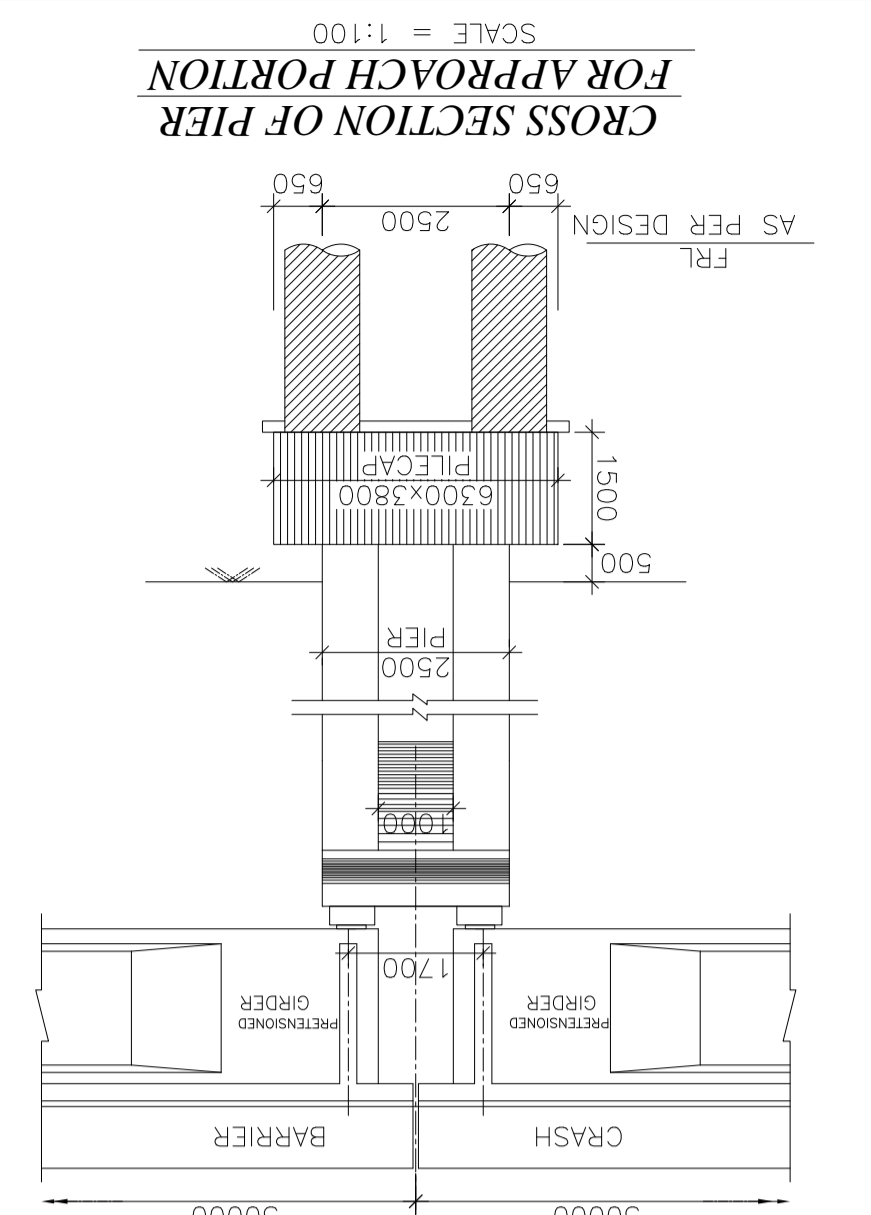
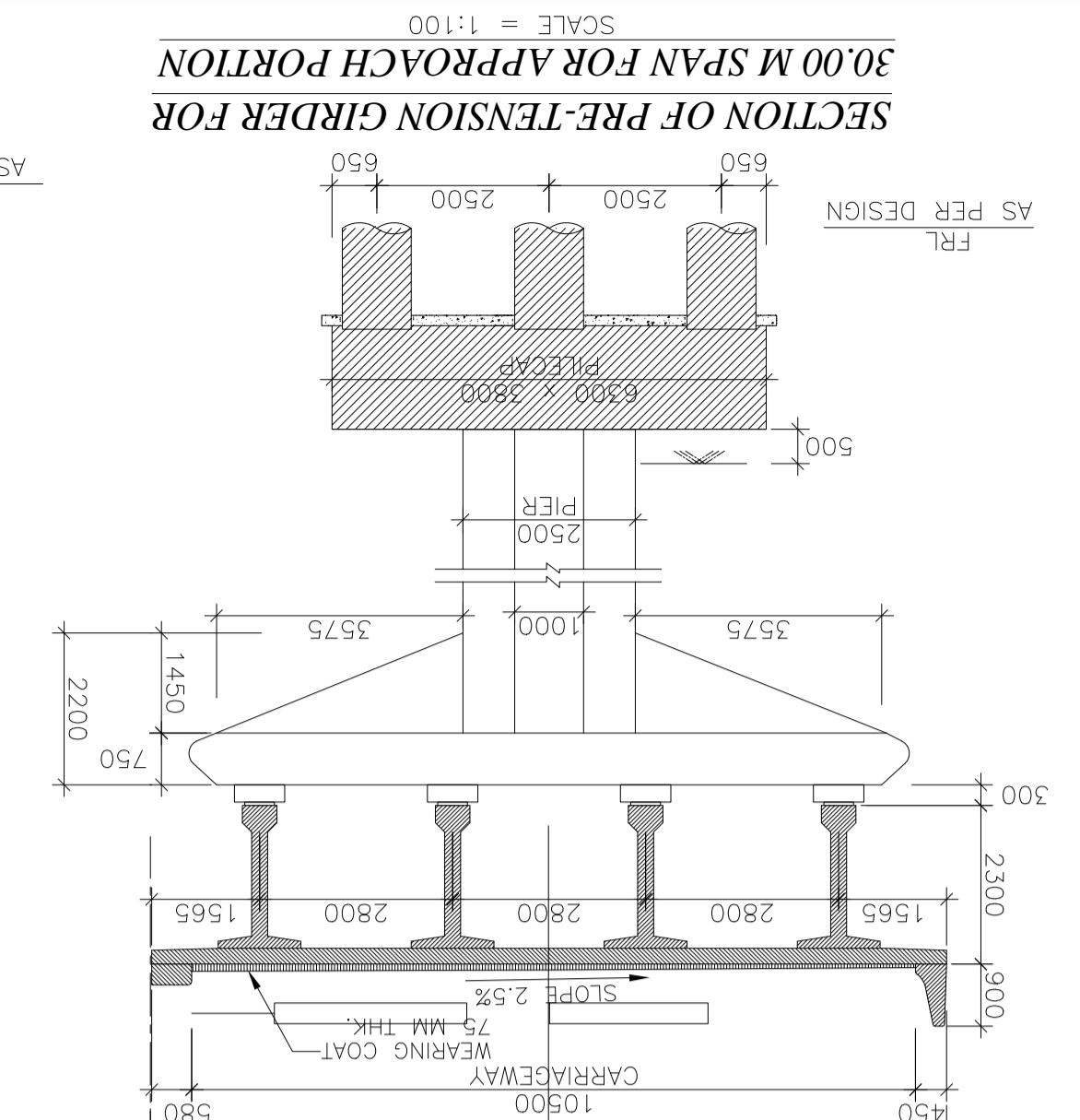
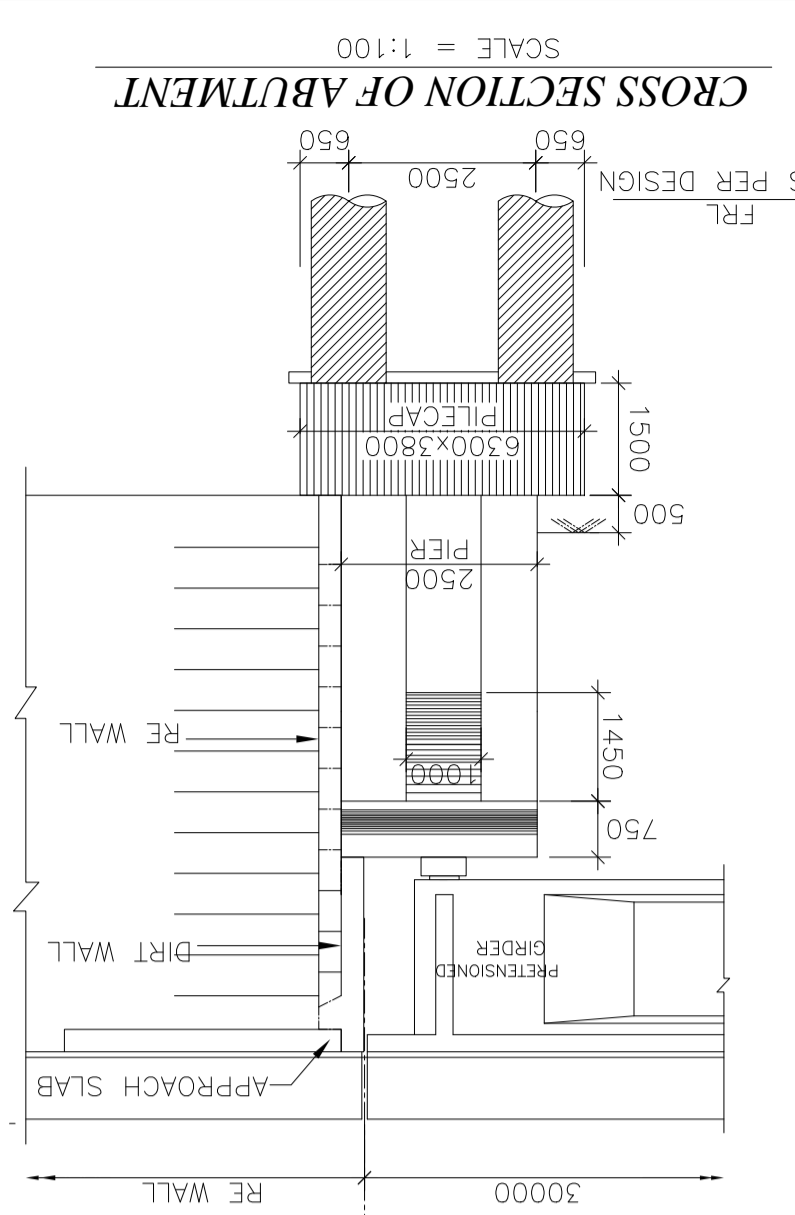
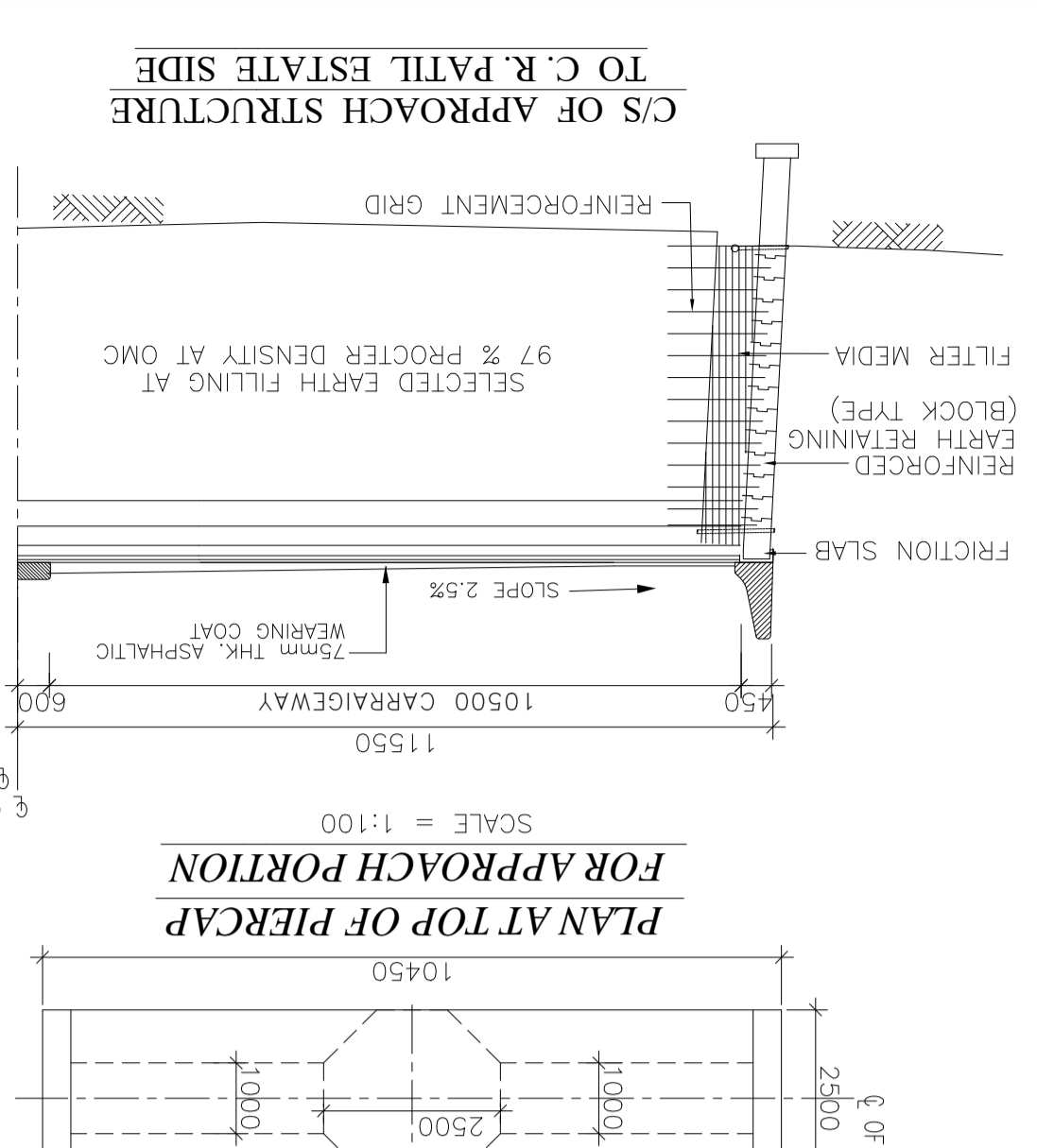
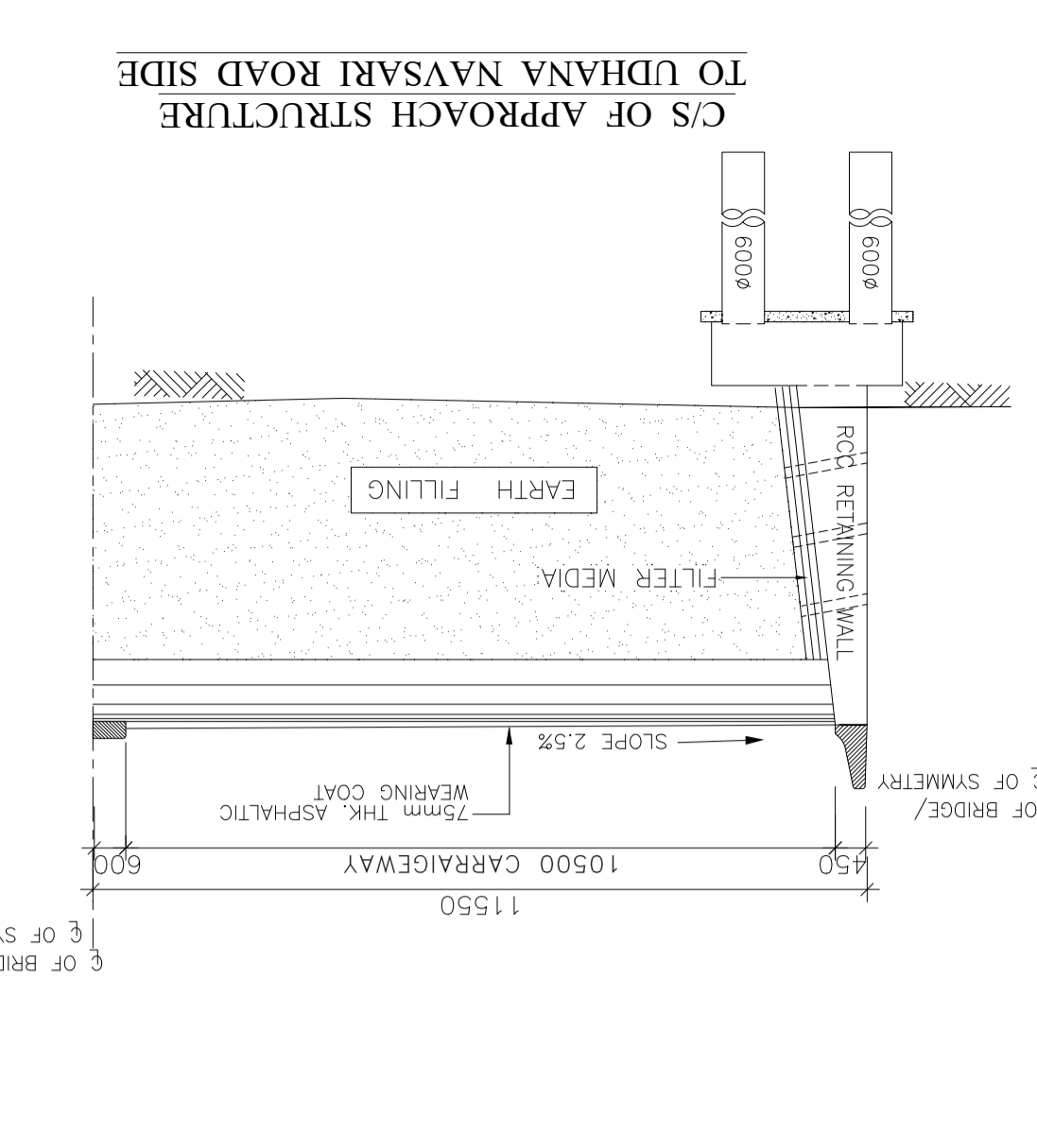


DESIGNED BY	J.B.G.
CHECKED BY	H.M.
<b>CASAD CONSULTANTS.</b> MANIKYAM BUILDING, SARDAR PATEL NAGAR, OFF C. ROAD, AHMEDABAD-380 006. PH: 26562151 EMAIL: casadconsultants@gmail.com	
ORGANIZATION:	SURAT MUNICIPAL CORPORATION
PROJECT:	CONSTRUCTION OF R.O.B ON W.R MAIN LINE & LIEU BHESTAN RAILWAY LINE ON 45.00 MT. WIDE D.P. ROAD NEAR PRAMUKH PARK SOCIETY JOINING BHEWAD & DINDOLI AREA
DRAWN BY	VRJA
DATE	29-04-10
TITLE:	GENERAL ARRANGEMENT DRAWING (THROUGH APPROACH PORTION)
SCALE	PROJECT NO.
AS SHOWN	2010-11/01
SMC / PRP / GAD	DRG. NO.
R10	REVISION

REV.	DATE	PARTICULARS
R1	26-08-10	CHANGE IN ALIGNMENT OF BRIDGE AS PER COMMENTS OF SURAT MUNICIPAL CORPORATION
R2	03-09-11	CHANGE IN TOP OF ROAD OVER RAILWAY PORTION DUE TO PROVISION OF FUTURE DFCC TRACK
R3	10-10-11	CHANGE IN SPAN ARRANGEMENT AS PER THE INSTRUCTION OF S.M.C.
R4	14-10-11	CHANGE IN VERTICAL CLEARANCE OVER DFCC TRACK
R5	25-02-12	CHANGE IN TYPE OF GIRDER FROM POST TENSIONED TO PRE TENSIONED.
R6	06-08-12	CHANGE IN SPAN ARRANGEMENT OF RAILWAY PORTION OF RAILWAY PORTION & TOP OF ROAD
R7	16-03-13	CHANGE IN SPAN ARRANGEMENT & TOP OF ROAD OF RAILWAY PORTION
R8	22-08-13	CHANGE IN SPAN ARRANGEMENT & TOP OF ROAD OF RAILWAY PORTION
R9	04-10-13	CHANGE IN TOP OF ROAD IN STARTING PORTION
R10	27-01-14	SPAN AT C.R.PATIL ESTATE SIDE DUE TO PROVISION OF RCC RETAINING WALL INSTEAD OF RE.WALL AT PARK SIDE & ADDITION OF



**NOTES:**

- ALL DIMENSIONS ARE IN MM & LEVELS ARE IN METRES UNLESS OTHERWISE MENTIONED IN DRAWING.
- NO DIMENSION SHALL BE SCALD FROM THIS DRAWING.
- STRUCTURAL DETAILS, GRADE OF CONC., SHAPE AND DIMENSIONS SHOWN IN THIS DRAWING ARE TENTATIVE AND ANY UNIT AND ITS DIMENSION WILL BE AS PER DETAIL DESIGN AND DRAWINGS.
- PROVISIONS OF CLAMPS IN THE SUPERSTRUCTURE FOR SUPPORTING THE TRACTION WIRE TO BE MADE IN COMMUNICATION WITH CONCERNED AUTHORITY.
- DESIGN SHALL BE AS PER LATEST RELEVANT CODE OF IRC AND OTHER CODES AS APPROVED BY MOST.
- STRIP SEAL/COMPRESSION SEAL TYPE EXPANSION JOINT OF APPROVED MOST MANUFACTURER SHALL BE PROVIDED IN DECK AT EXPANSION CAP.
- WORK SHOULD BE CARRIED OUT BY THE CONTRACTOR UNDER THE SUPERVISION OF RAILWAY ENGINEER WITHIN RAILWAY LAND LIMIT.
- TEMP. SIGNALING ARRANGEMENT WILL BE DONE AS PER G.R. 15-09 (1) D AND S.R. 15-09 (2) WHICH EVER IS APPLICABLE.
- THE BRIDGE WILL BE DESIGNED FOR BELOW MENTIONED IRC LOADING AND S.R. 15-09 (2) WHICH EVER IS APPLICABLE.
- EACH TWO LANE BRIDGE SHALL BE DESIGNED FOR IRC CLASS A TWO LANE LOADS ON ONE LANE OF 70T WHEELED OR TRACED VEHICLES, WHICH EVER IS SEVERE AND GOVERNING.
- FOOTPATH LOADING AS PER CLAUSE 209 OF IRC 6 WITH A BASIC INTENSITY OF 500 KG/M<sup>2</sup>.
- MINIMUM HEIGHT OF LOWEST MEMBER OF BRIDGE FROM RAIL LEVEL SHOULD BE 6.525m, FOR DFCC 8.325m.
- STEEL USED SHALL BE TMT BARS CONFIRMING TO I.S. 1896.
- CRASH BARRIER SHOULD BE PROVIDED AS PER MOST STANDARD DRAWING.
- BEARING - ELASTOMERIC BEARING.
- DURING THE CONSTRUCTION OF BRIDGE TRACK WILL BE PROTECTED SUITABLY IMPOSING SUITABLE S.R.
- WHILE CARRYING OUT THE WORK PRECAUTION SHOULD BE TAKEN FOR PROTECTION OF S & T CABLE.
- DRAINAGE SPOUT WEARING COATS SHOULD BE AS PER MOST STANDARD DRAWING SD-303.
- ALL R.C. WORK SHALL CONFORM TO I.R.C. CODE SEC-III OF REINFORCED ROAD OVER BRIDGE.
- DESIGN CRITERIA I.R.C. CODE OF PRACTICE SECTION I TO III.
- THE DEPTH OF FOUNDATION SHOWN IN THIS DRAWING IS TENTATIVE THE ACTUAL FOUNDATION LEVEL SHALL BE AS PER WORKING DRAWING.
- DIMENSION OF PILE CAPS AND CENTERS OF PILES FOR ALL PIERS HAVING PILE FOUNDATION ARE SAME.
- THE ANGLE OF ORIENTATION OF SOME PIERS SHALL BE DECIDED ON TRAFFIC MOVEMENT, STRUCTURAL STABILITY AND SITE CONDITION DURING EXECUTION.
- FOR GAD THROUGH RAILWAY PORTION REFER SEPARATE DRG.
- GRADE OF CONCRETE
- M-50 DECK SLAB PSC SPAN
- M-35 P.I.C. BOX
- M-35 R.C. DECK SLAB R.C. SPAN
- M-35 PILE CAP
- M-35 DECK SLAB R.C. SPAN
- M-35 PIER & PIER CAP
- M-35 KERB
- M-35 FOOTPATH
- M-35 ABUTMENT CAP
- M-35 PARAPET
- M-35 CRASH BARRIER
- M-50 RETURN WALL
- M-35 P.F.C.