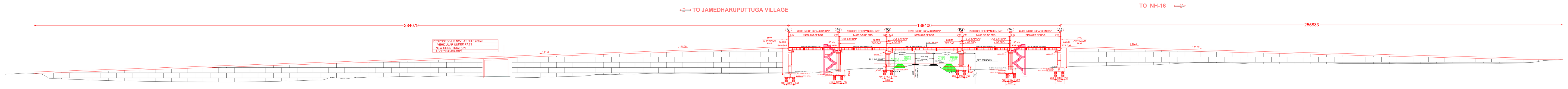
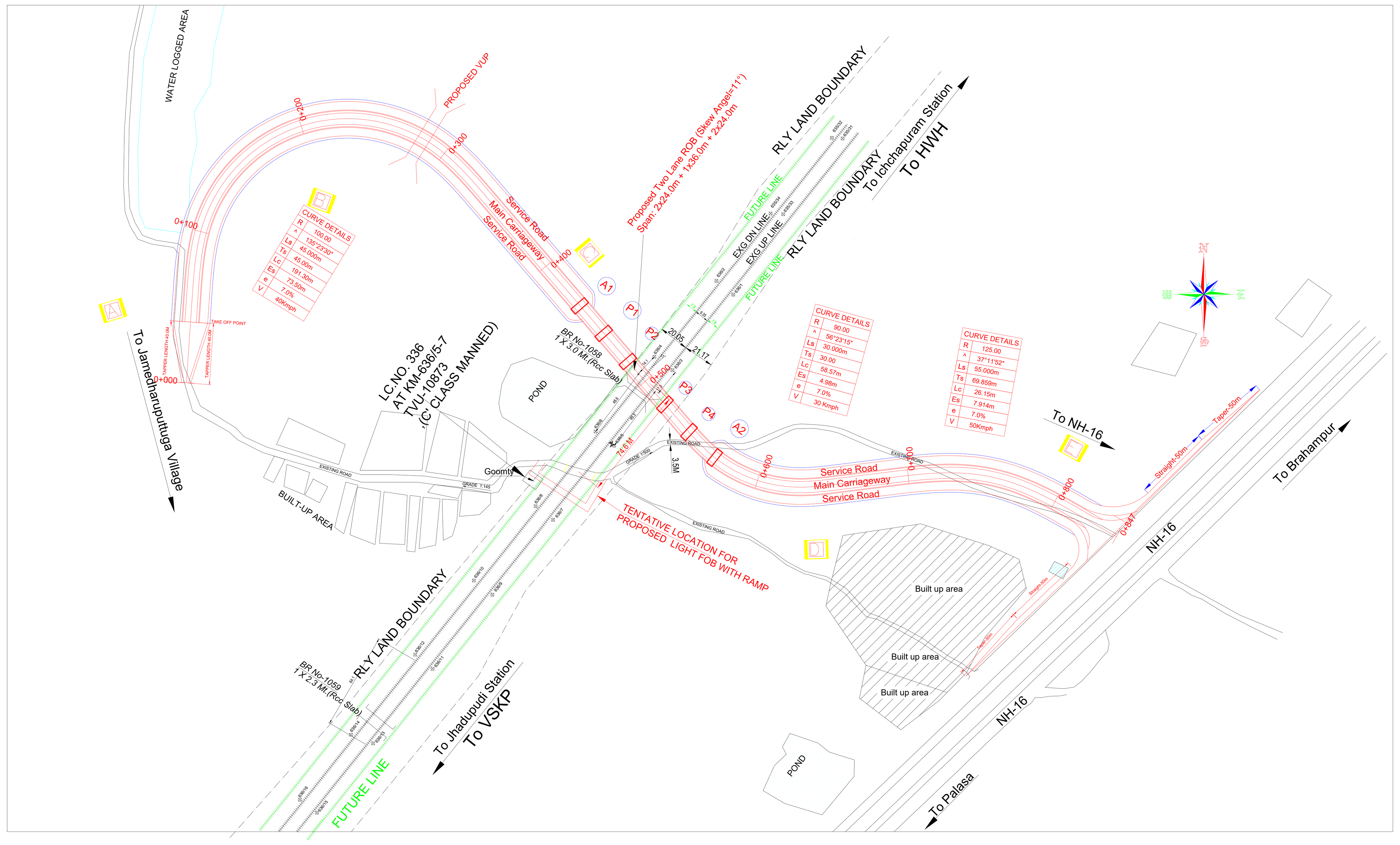


DATUM-22

CHAINAGE	FRL	NGL
-0+020		
0+000		24.661
0+020		24.845
0+040		25.028
0+060	25.293	24.193
0+080	25.863	23.565
0+100	26.530	23.048
0+120	27.196	22.897
0+140	27.863	22.908
0+160	28.530	22.887
0+180	29.196	22.994
0+200	29.863	23.042
0+220	30.529	23.645
0+240	31.196	23.922
0+260	31.863	24.109
0+280	32.529	24.260
0+300	33.196	24.500
0+320	33.862	24.698
0+340	34.529	24.866
0+360	35.196	24.940
0+380	35.862	25.138
0+400	36.529	25.024
0+420	37.195	24.987
0+440	37.853	25.181
0+460	38.029	25.903
0+480	38.029	26.111
0+500	38.029	29.165
0+520	38.029	26.562
0+540	38.029	27.703
0+560	37.754	28.101
0+580	37.254	27.994
0+600	36.754	28.175
0+620	36.254	28.290
0+640	35.754	28.449
0+660	35.254	28.368
0+680	34.754	28.871
0+700	34.254	29.123
0+720	33.754	29.955
0+740	33.254	29.728
0+760	32.754	29.714
0+780	32.254	30.396
0+800	31.804	30.004
0+820	31.674	31.674
0+840		32.370
0+860		
0+880		

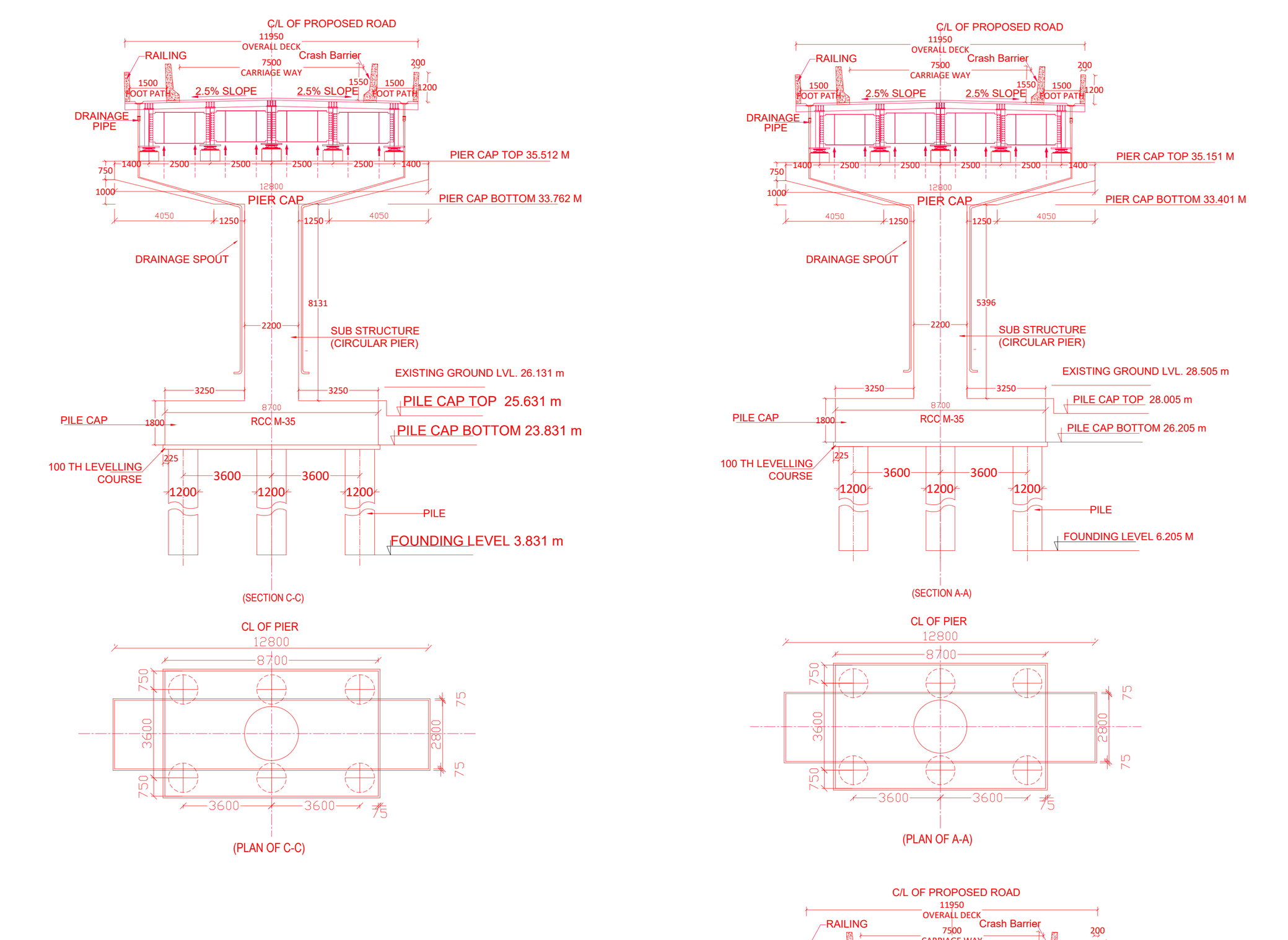
Vertical Geometry: L=5.572, G=0.348%; L=18.129, R=607.418, K=6.074; L=366.298, G=3.333%; L= 15.759, R=472.819, K=4.728; L=87.870, G=0.000%; L= 16.500, R=660.016, K=6.600; L=232.568, G=-2.500%; L=23.505, R=1030.135, K=10.301; L=6.678, G=-0.218%

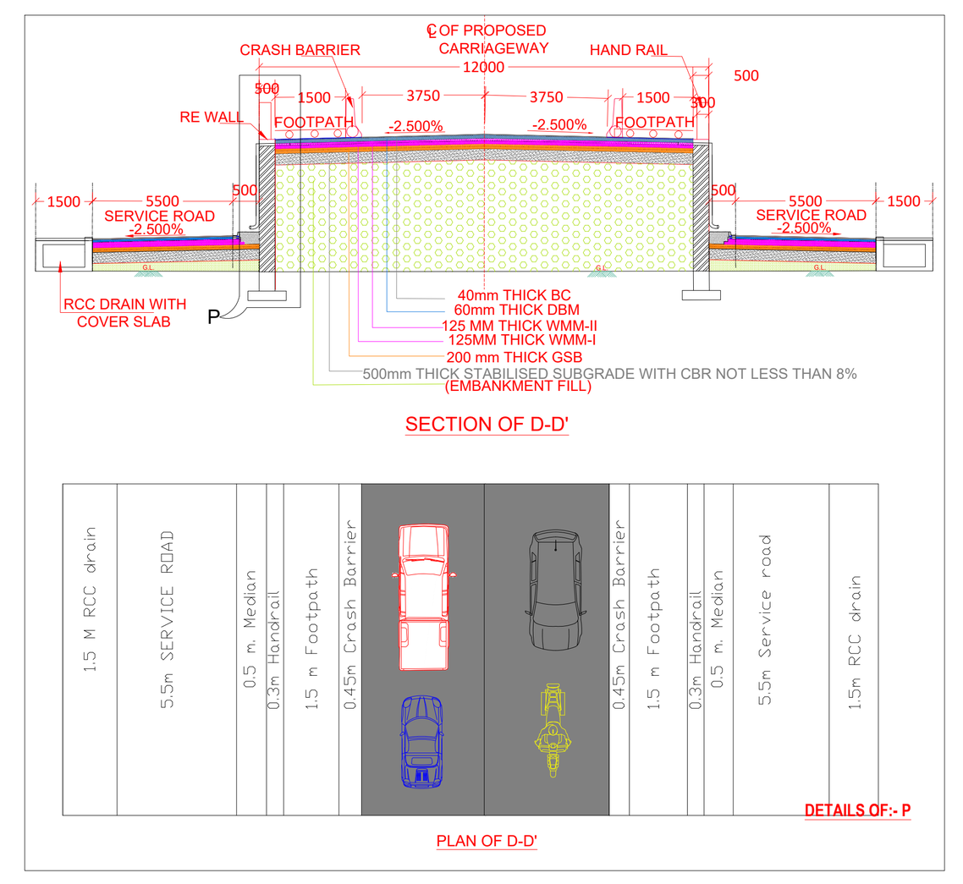
Horizontal Geometry: L=58.275; LS=45.00; L=191.30, R=100.00; LS=45.00; L=196.348; LS=30.00; L=58.57, R=90.00; LS=30.00; L=31.429; LS=55.00; L=26.07, R=125.00; LS=55.00; L=24.586

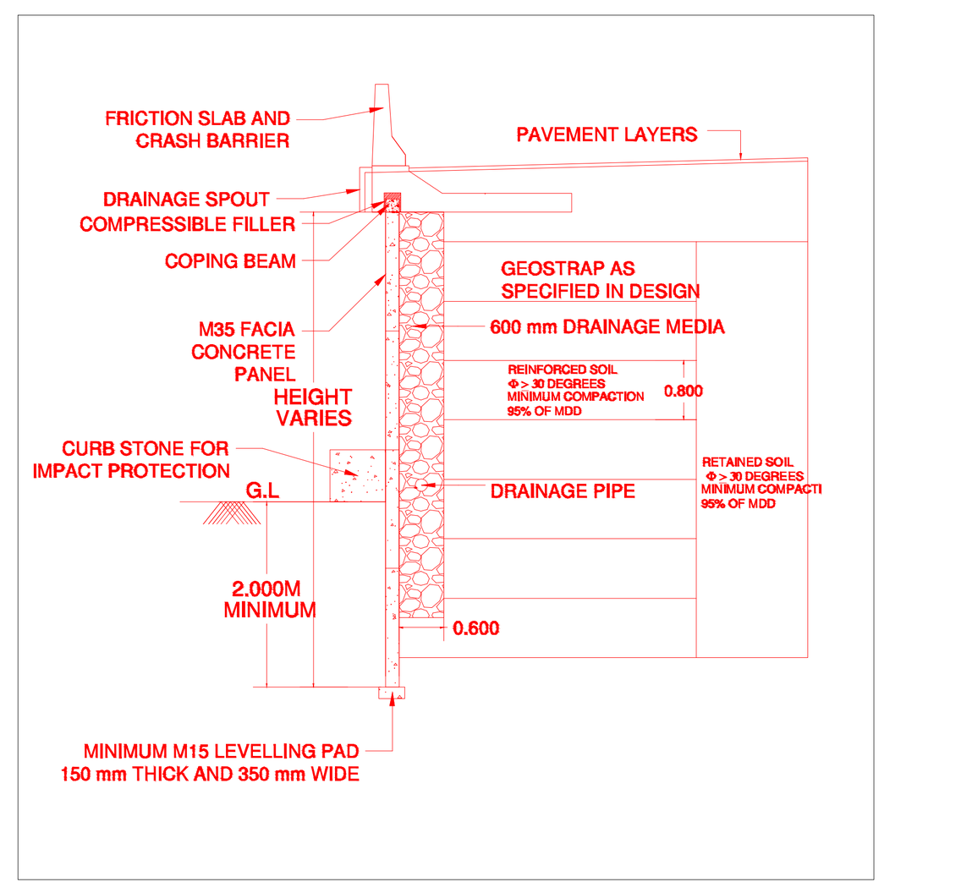


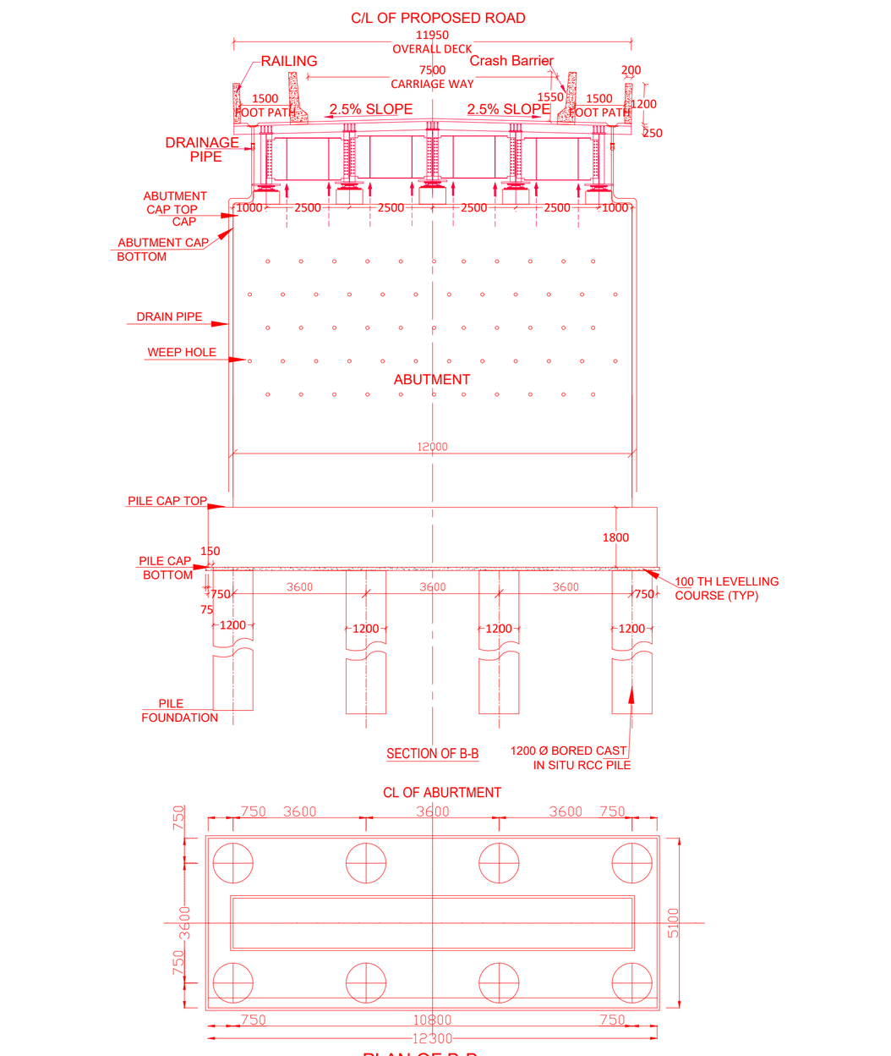
FRL CALCULATION AT ROB

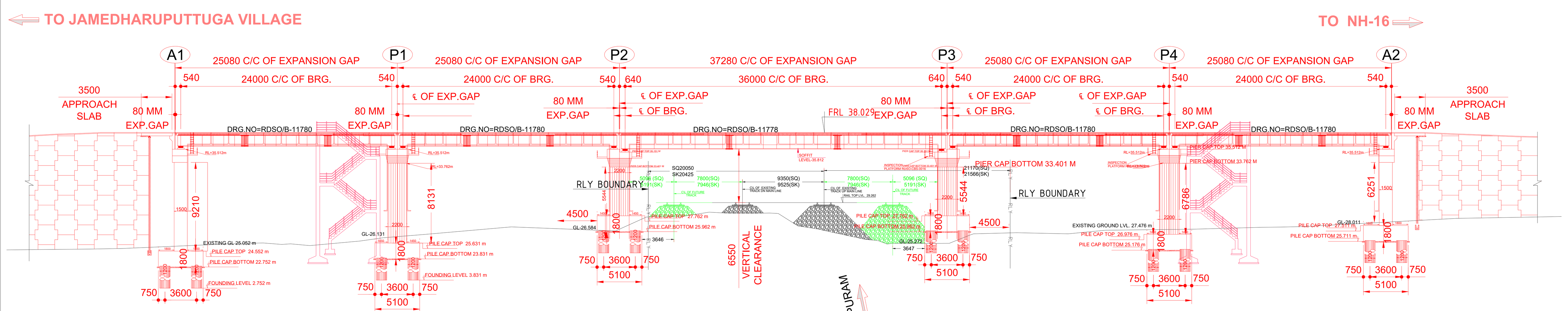
Rail top Level:	29.262m
Existing Track VerticalClearence:	6.550m
Girder/Beam:	1.581m
Bottom Plate:	0.036m
Slab Thickness:	0.250m
CamberHeight:	0.145m
Pedestial Ad ustment Level :	0.125m
Wearing Coat:	0.080m
Finished Road Level:	38.029m
Railway Boundary:	41.22m

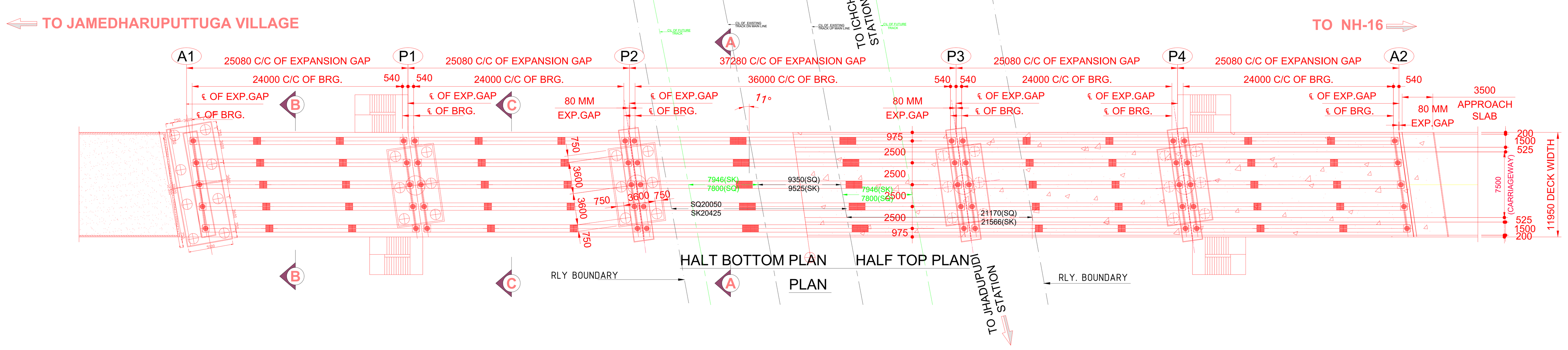


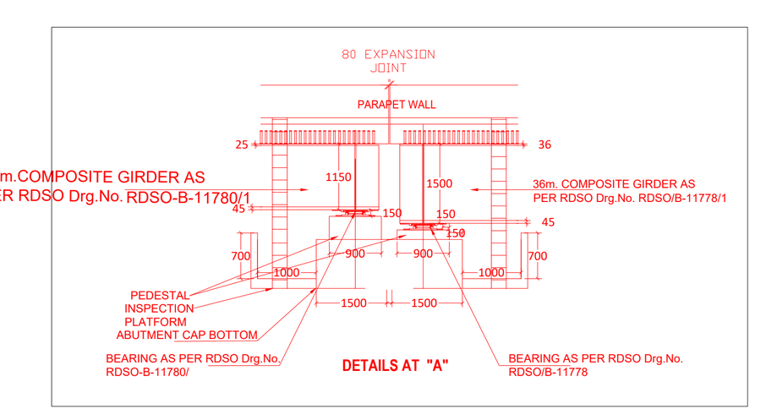


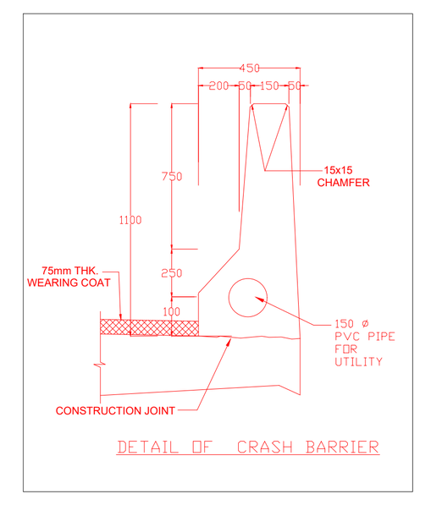


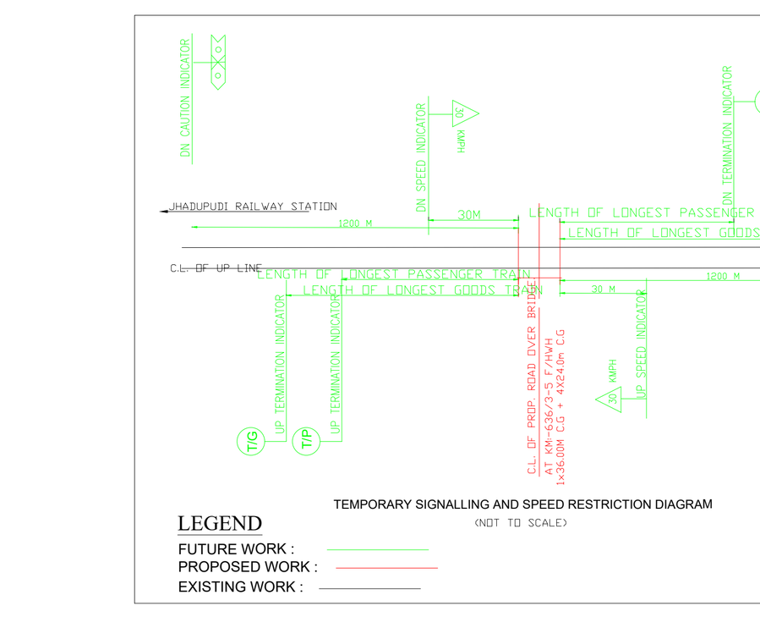


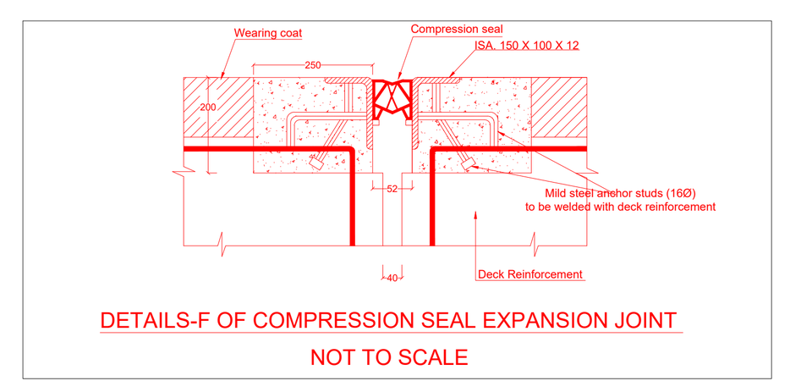


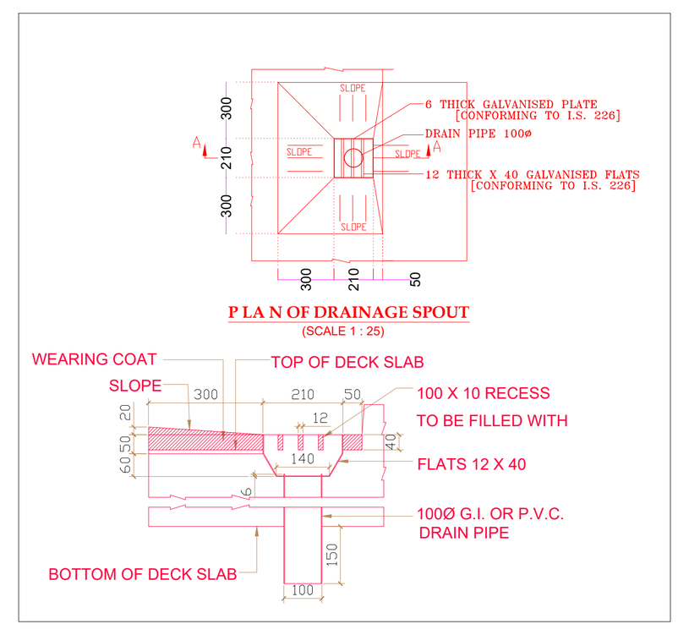


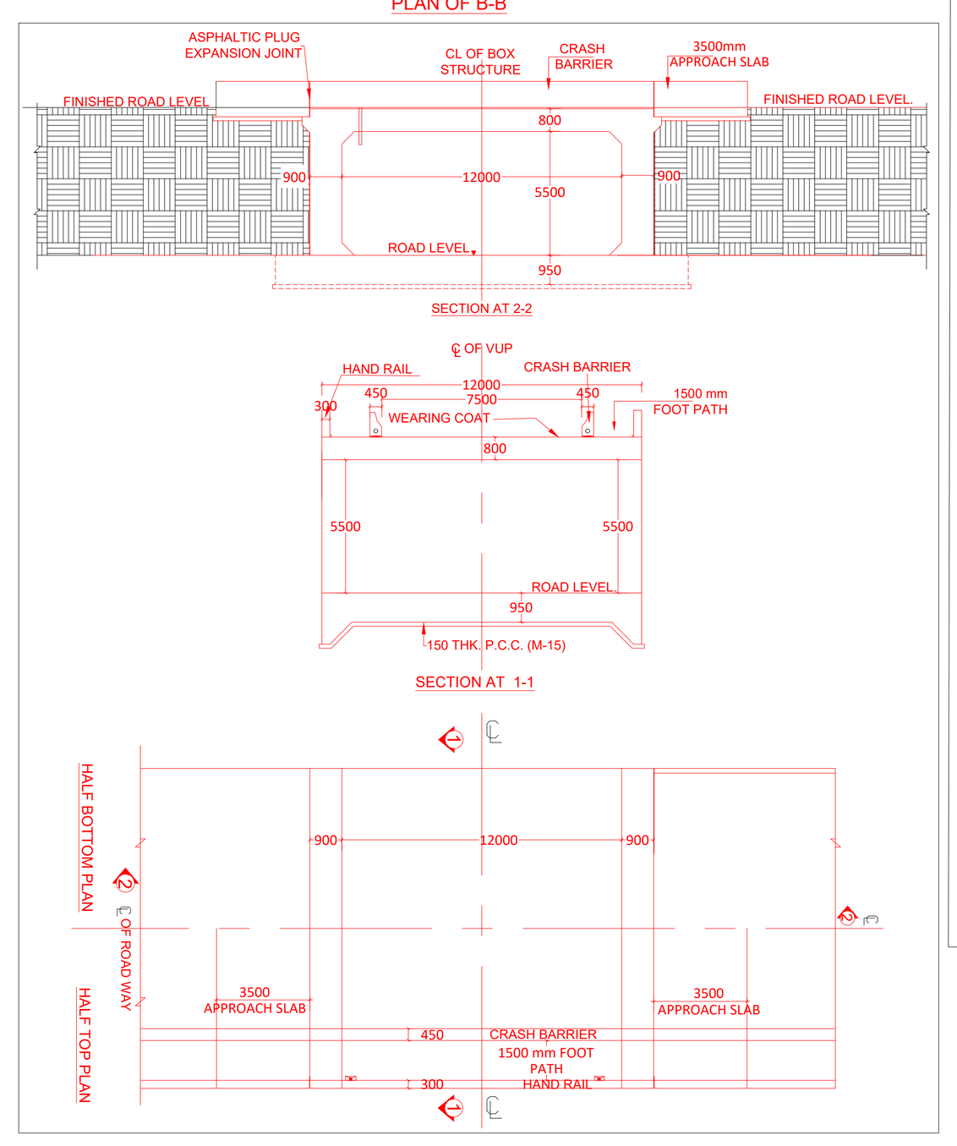












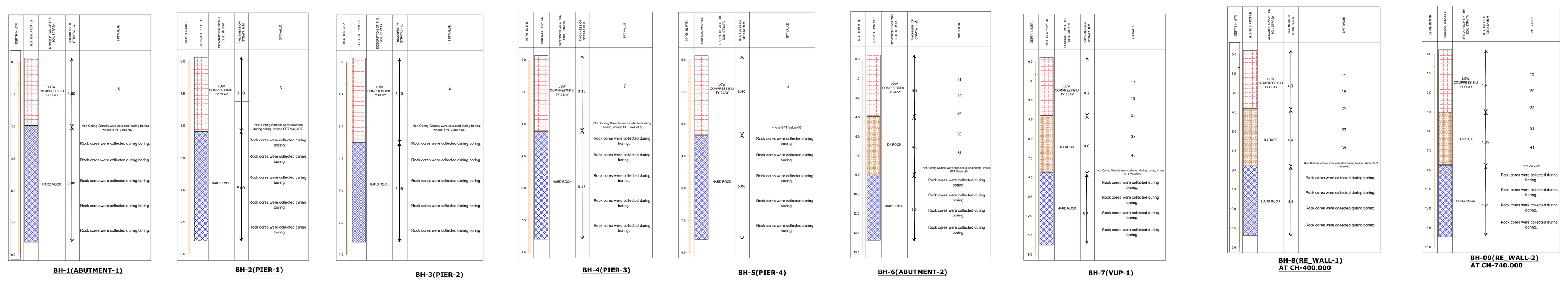
LEGEND	
COMPOSITE GIRDER	
OHE MAST	
RAILWAY BOUNDARY	
FUTURE LINE	
EXISTING LINE	
PROP. ROAD EDGE	
PROP. CL OF ROAD	
BUILDING	
BOUNDARY WALL	
TELECOM TOWER	
ELECTRIC POLE	

REFERENCE TABLE FOR 24 M CLEAR SPAN COMPOSITE GIRDER RDSO/B-11780

	DESCRIPTION
RDSO/B-11780/1	DETAIL OF MAIN GIRDER
RDSO/B-11780/2	PLAN FOR 5 GIRDER ARRANGEMENT
RDSO/B-11780/3	X-SECTIONAL DETAILS FOR 5 GIRDER LEAVES
RDSO/B-11780/4	DETAILS BENT GUSSETS AND STUD SHEAR CONECTORS
RDSO/B-11780/5	DETAILS OF ELASTOMERIC BEARING
RDSO/B-11780/7	GENERAL LAYOUT PLAN OF BEARINGS & PEDESTAL
RDSO/B-11780/10	DETAILS OF STAGING FOR DECK SLAB AND WELDING SEQUENCE
RDSO/B-11780/11	ASSEMBLY DRAWING
RDSO/B-11780/12	PART AND SHIPPING LIST
RDSO/B-11780/13	GENERAL NOTES
RDSO/B-11780	GENERAL LAYOUT

REFERENCE TABLE FOR 36 M CLEAR SPAN COMPOSITE GIRDER RDSO/B-11778

DRG. NO.	DESCRIPTION
RDSO/B-11778/1	DETAIL OF MAIN GIRDER
RDSO/B-11778/2	PLAN FOR 5GIRDER ARRANGEMENT
RDSO/B-11778/3	X-SECTIONAL DETAILS FOR 5 GIRDER LEAVES
RDSO/B-11778/4	DETAILS BENT GUSSETS AND STUD SHEAR CONECTORS
RDSO/B-11778/5	DETAILS OF ELASTOMERIC BEARING
RDSO/B-11778/7	GENERAL LAYOUT PLAN OF BEARINGS & PEDESTAL ARRANGEMENT
RDSO/B-11778/10	DETAILS OF STAGING FOR DECK SLAB AND WELDING SEQUENCE
RDSO/B-11778/11	ASSEMBLY DRAWING
RDSO/B-11778/12	PART AND SHIPPING LIST
RDSO/B-11778/13	GENERAL NOTES
RDSO/B-11778	GENERAL LAYOUT



NOTES:

SANCTION OF PCE TO BE OBTAINED PRIOR TO EXECUTION OF WORK

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS AND ALL LEVELS ARE SHOWN IN METERS UNLESS OTHERWISE MENTIONED.
2. ALL DIMENSIONS AND LEVELS MUST BE VERIFIED AND RECONCILED BEFORE EXECUTION.
3. DIMENSIONS AND TYPES OF SUBSTRUCTURE & FOUNDATION SHOWN ARE TENTATIVE AND MAY CHANGE AFTER FINAL DESIGN.
4. THE DRAWING SHOULD NOT BE SCALED. ONLY WRITTEN DIMENSIONS ARE TO BE FOLLOWED.
5. SLOPE OF 2.5% SHALL BE PROVIDED FOR THE DECK SLAB.
6. THIS DRAWING IS PREPARED BASED ON DRG.NO. RDSO/B-11778 FOR 36.0M COMPOSITE GIRDER AND RDSO/B-11780 FOR 24.0M COMPOSITE GIRDER.
7. DIMENSIONS OF PIER ARE TENTATIVE; DETAILED DESIGN OF ROB WILL BE PREPARED AND WILL BE APPROVED BY CBE. DIMENSIONS MARKED MAY VARY AT THE TIME OF DETAILED DESIGN.
8. CONCRETE SHALL BE A DESIGN MIX WITH A MINIMUM 28 DAYS CHARACTERISTICS STRENGTH ON 150 MM CUBES AS FOLLOWS: -

FOR ROB PORTION: -	FOR APPROACH PORTION: -
CAST IN SITU SLAB M.45	CAST IN SITU SLAB M.40
COLUMN M.35.	PIER, ABUTMENT, PIER CAP & ABUTMENT CAP M.35.
CRASH BARRIER M.40.	CRASH BARRIER M.40.
LEVELLING COURSE M.15.	LEVELLING COURSE M.15.
BED BLOCK M.40.	PIER CAP M.35.
	PILE & PILE CAP M 35

9. CORROSION_RESISTANT TMT (FE_500 D) HYSD BARS CONFORMING TO BIS 1786 SHALL BE USED.
10. STRUCTURAL STEEL SHALL BE OF E-350 B0 QUALITY AND SHOULD CONFORM TO IS:2062-2011.
11. FOR FABRICATION WORKMANSHIP, INSPECTION AND TESTING, PROTECTION AGAINST CORROSION, ETC., RELEVANT PROVISIONS OF THE IRC 22-2008 SHALL BE FOLLOWED.
12. STRIP SEAL EXPANSION JOINTS OF PROVEN QUALITY SHALL BE PROVIDED IN ACCORDANCE WITH IRC:69-2005 GUIDELINES AND SPECIFICATIONS FOR EXPANSION JOINTS.
13. GRADE OF CONCRETE FOR PEDESTAL SHALL BE M-45 FOR ROB PORTION.
14. WATER TO BE USED IN CONCRETING, GROUTING AND CURING SHALL CONFORM TO IRC:112/IRC:78.
15. TYPE OF BEARING: - POT/PTFE BEARING IN RAILWAY SPAN.
16. ALL SAFETY MEASURES, INCLUDING SUITABLE SPEED RESTRICTION/CAUTION ORDERS, MAY BE TAKEN DURING EXECUTION OF WORK OVER THE TRACK.
17. NECESSARY PRECAUTIONS SHALL BE TAKEN DURING THE EXECUTION OF WORK, SO THAT SIGNALLING AND TELECOMMUNICATION CABLES ARE NOT DAMAGED.
18. GUARD RAILS ARE TO BE PROVIDED ON TRACKS BELOW ROAD OVER BRIDGE ON LINES ADJACENT TO PIERS TO PROTECT FROM DAMAGES OF ROAD OVER BRIDGE AGAINST DERAILMENT.
19. LT/HT/EHT UG/OH POWER LINE CROSSINGS, IF ANY, TO BE MODIFIED BY STATE GOVT AS PER THE "REGULATION FOR ELECTRICAL CROSSING OF RAILWAY TRACK-1987", AND PRIOR APPROVAL SHOULD BE OBTAINED SEPARATELY FROM THE RAILWAY, AND TOTAL COST WILL BE BORNE FROM PROJECT COST OF ROB.
20. THE BRIDGE EXPOSURE CONDITIONS SHALL COMPLY WITH IRC 112 AND IS 456.
21. DURING THE CONSTRUCTION ACTIVITIES, BARRICADING WITH RELEASED PIPES OR BAMBOOS AND SHUTTERS SHALL BE DONE AROUND THE SITE FOR SAFE MOVEMENT OF TRAFFIC AND TO PREVENT ACCIDENTS.
22. A PROTECTIVE SCREEN OF ADEQUATE SIZE TO BE PROVIDED ALONG THE CRASH BARRIER ON EITHER SIDE OF THE ROB.
23. MOU FOR MAINTENANCE OF ROB BETWEEN RAILWAY & STATE GOVT. TO BE FINALIZED PRIOR EXECUTION OF WORK.
24. THE FOUNDATION SHOULD BE DESIGNED TO CATER FOR LOAD COMING FROM NEARBYFUTURE RLY. TRACK IF APPLICABLE.
25. DETAILS OF INSPECTION PLATFORM WILL BE SHOWN IN DETAILED STRUCTURAL DRAWING. INSPECTION ARRANGEMENTS OF BEARING SHALL BE FOLLOWED RDSO DRG NO.CBS/0044.
26. PROPOSED WORK SHOWN IN RED.
27. FUTURE WORKS SHOWN IN GREEN.
28. THIS PROJECT COST WILL BE BORNE BY INDIAN RAILWAY ON A 100% COST BASIS.
29. THIS WORK WILL BE EXECUTED BY CAO/CON/RSP/BBS.
30. A SUITABLE FOUNDATION WILL BE DECIDED AS PER SITE CONDITION AND AS PER DESIGN.
31. THE PROTECTIVE SCREEN MUST BE KEPT INSIDE OF THE ROB TO PROTECT IT FROM FALLING ON THE WIRE AS PER RDSO DRAWING NO. ETI/C/0068.
32. THE CATEGORY OF EXISTING ROAD ON BOTH SIDES OF THE PROPOSED ROB IS MDR.
33. THIS ROB HAS BEEN SANCTIONED IN LIEU OF LC NO. 336.
34. DURING EXECUTION DIVERSION ROAD TO BE PROVIDED AS PER SITE REQUIREMENT.
35. FABRICATION & LAUNCHING MECHANISM SHALL BE PLANNED WITH SINGLE/MINIMUM BLOCKS.
36. GAS HOLES ARE NOT ALLOWED IN MEMBER.
37. BEFORE THE STARTING OF WORK, S&T CABLE DIVERSION OF THE CONCERNED LOCATION NEEDS TO BE ENSURED, AND IF NEEDED TO BE DIVERTED, THEN IT MUST BE CARRIED OUT WITH PROPER PRECAUTION IN THE PRESENCE OF CONCERNED OFFICIALS.
38. ALL RCC/PSC STRUCTURES ARE TO BE PAINTED AS PER THE PROVISIONS OF THE IR SUBSTRUCTURE CODE & STEEL STRUCTURES ARE TO BE PAINTED AS PER THE PROVISIONS OF THE IR BRIDGE MANUAL.
39. A SUITABLE INSPECTION PLATFORM ALL AROUND THE BED BLOCK BOTTOM LEVEL WITH RAILING TO BE PROVIDED IN ALL PIERS ABUTMENTS WITHIN RAILWAY BOUNDARY.
40. FOR JACKING UP OF THE GIRDERS FOR ANY HANDLING REQUIREMENT IN THE FUTURE, SUCH AS FOR REPLACEMENT OF BEARING OR ANY OTHER WORK REQUIRED, SUITABLE FEATURES ARE TO BE PROVIDED & MENTIONED IN A DETAILED PLAN & ELEVATION.
41. APPROVAL FOR PILE FOUNDATION TO BE TAKEN FROM CAO/CON/RSP PRIOR TO EXECUTION OF WORK.
42. **PROPOSED LIGHT FOB WITH RAMP IS TO BE PROVIDED ADJACENT TO LC NO-336 AS PER SITE FEASIBILITY.**
43. DETAILS OF FOB WILL BE SHOWN IN DETAILED STRUCTURAL DRAWING.
44. MODIFICATION OF OHE IF REQUIRED TO BE DONE BY OPEN LINE AND TOTAL COST WILL BE BORNE FROM PROJECT COST OF ROB.
45. DIVERSION OF S & T CABLE IF REQUIRED TO BE DONE BY OPEN LINE AND TOTAL COST WILL BE BORNE FROM PROJECT COST OF ROB.
46. LC NO-336 WILL BE CLOSED SIMULTANEOUSLY WITH THE COMMISSIONING OF ROB NOC IN THIS REGARD TO BE OBTAINED BEFORE TENDERING.
47. AS PER RAILWAY BOARD'S LETTER NO 2015/CE-IV/ROB/78 PT. DATED 07.12.2022 "GAD NEEDS TO BE REVALIDATED AFTER A REASONABLE PERIOD OF 2 YEARS TO MATCH THE PREVAILING GROUND SITUATION.
48. S&T, ELCT & TRD ESTIMATEESTIMATE TO BE INCLUDED IN ENGG. MAIN ESTIMATE.
49. ALL REFERENCED STANDARD DRAWINGS APPLICATION TO SV LOADING TYPES ARE LISTED IN THE REFERENCES SECTION.
50. UTILITY SHIFTING OR SHIFTING OF ANY FIXED STRUCTURE/MODIFICATION IF ANY WITHIN RAILWAY BOUNDARY TO BE DONE BY OPEN LINE VIDE RAILWAY BOARD GUIDELINES LETTER NO.2024/CE-IV/UTILITY SHIFTING/ROB-RUB(EO.NO. 3459904) DT-14/05/24
51. VIDE RLY BRD'S LTR.NO.2017/CE-IV/LX/MISC./244 (LCS)PT. DTD.10.07.2025 GEO-REFERENCED AUTOCAD FILE OF THE COMPLETE ROB/RUB ALIGNMENT HAS BEEN SUBMITTED TO HQ.
52. POT/PTFE BEARING IS TO BE DESIGNED AND PROOF CHECKED FROM IIT/NIT AND SUBMITTED TO HQ BEFORE EXECUTION OF WORK.
53. VIDE RLY BRD LTR NO.2017/CE-IV/LX/Misc./244(LCs)Pt., dtd.09.05.2025, NECESSARY PROVISIONS ARE TO BE ENSURED AS PER SITE FEASIBILITY.

SPECIAL NOTES CONTINUED: (RAILWAY PORTION)

1. NO WORK SHOULD BE TAKEN UP UNTIL PROOF-CHECKED DESIGN DRAWINGS WITHIN THE RAILWAY PORTION ARE APPROVED BY THE RAILWAY.
2. PCE SANCTION MUST BE OBTAINED BEFORE STARTING WORKS AFFECTING THE SAFETY OF PASSENGER RUNNING LINES.
3. SUITABLE SPEED RESTRICTIONS, IF REQUIRED, SHOULD BE IMPOSED BEFORE EXECUTION OF WORK, WITH THE APPROVAL OF THE DIVISIONAL ENGINEER IN CHARGE.
4. ALL THE PREFABRICATED STEEL GIRDERS SHOULD BE LAUNCHED USING A SUITABLE LAUNCHING SCHEME AS PER SITE REQUIREMENTS, WITH RAILWAY APPROVAL AND AFTER OBTAINING PCE SANCTION.
5. THE WORK IS TO BE EXECUTED IN THE PRESENCE OF THE CONCERNED SSE (ELECT.), SSE (OHE), SSE (SIGNAL), AND SSE (TELE) AT SITE FOR ANY ELECTRICAL, OHE, AND S&T INFRINGEMENTS.
6. TVU OF LC NO. 336 IS 10,873 AS OF SEP/2024, AND THE CATEGORY OF THE LEVEL CROSSING IS "C" CLASS. THE CATEGORY OF ROAD IS VILLAGE ROAD.
7. DESIGN SHOULD BE AS PER RELEVANT CODES.
8. SUITABLE UTILITY DUCTS, IF REQUIRED, SHOULD BE PROVIDED BELOW THE FOOTPATH SLAB WITH THE APPROVAL OF THE ENGINEER-IN-CHARGE.
9. DRAINAGE SPOUTS SHALL BE PROVIDED AS PER MORTH SPECIFICATIONS. WATER MUST NOT FALL ON RAILWAY TRACKS. THE WATER FROM DRAINAGE SPOUTS SHALL BE COLLECTED AND DISCHARGED INTO DRAINS OUTSIDE RAILWAY TRACKS. DESIGN CONSULTANT SHOULD SUBMIT A SEPARATE SHEET OF DRAINAGE SPOUTS AS PER LATEST MORTH STANDARDS.
10. HORIZONTAL AND VERTICAL CLEARANCES SHALL BE VERIFIED BEFORE EXECUTION OF WORK.
11. PROTECTIVE SCREENS MUST BE PROVIDED INSIDE THE ROB TO PREVENT OBJECTS FROM FALLING ON OHE WIRES, AS PER RDSO DRAWING NO. ETI/C/0068.
12. STAIRCASE IS OPTIONAL AND MAY BE MODIFIED AS PER SITE REQUIREMENT.
13. ALL STEEL WORK FABRICATION SHALL BE DONE IN ACCORDANCE WITH INDIAN CODES.
14. A SEPARATE LAUNCHING SCHEME DRAWING WILL BE SUBMITTED FOR THE APPROVAL OF CBE BEFORE LAUNCHING OF GIRDERS, ETC.
15. FABRICATION AND LAUNCHING MECHANISMS SHALL BE NON-INTERFERING WITH TRAFFIC OPERATIONS EVEN FOR LONG PERIODS AND SHALL BE PLANNED WITH SINGLE/MINIMUM BLOCKS.
16. ALL STEEL PLATES USED IN FABRICATION OF THIS BRIDGE ARE OF GRADE FE-490BO/490. ONLY ISMB 600 IS OF GRADE FE-410BO.
17. ANALYSIS AND DESIGN OF COMPOSITE CONCRETE DECK IS AS PER IRC:22-2014.
18. ALL EXISTING S&T CABLES AND GEARS, IF THEY NEED TO BE DIVERTED, SHALL BE HANDLED WITH PROPER SAFETY PRECAUTIONS.
19. THE WORK SHALL BE EXECUTED IN THE PRESENCE OF, OR WITH PRIOR INTIMATION TO, THE CONCERNED SSE (S&T).
20. DURING EXECUTION, PROPER SAFETY PRECAUTIONS SHALL BE TAKEN TO PROTECT THE EXISTING S&T CABLES FROM ANY DAMAGE.
21. NO MAST SHALL BE LOCATED LESS THAN 10 M FROM THE FACE OF THE ROB.
22. COLLECTOR'S CONSENT FOR CLOSING OF LC NO. 336 WILL BE OBTAINED BEFORE EXECUTION OF THE ROB.

CE's Drg. No.:6152/2025

SIGNATURE BLOCK	
CBE/BBS	ASOK KUMAR Digitally signed by ASOK KUMAR Date:2025.09.04 18:12:48 +05'30'
DY.CE/B&F/BBS	RAJIB RAM PATEL Digitally signed by RAJIB RAM PATEL Date:2025.09.03 15:53:04 +05'30'
DRM/KUR	HARBRINDER SINGH BAJWA Digitally signed by HARBRINDER SINGH BAJWA Date:2025.07.25 15:48:17 +05'30'
SR.DEN/CO/KUR	PANKAJ KUMAR NAGWANI Digitally signed by PANKAJ KUMAR NAGWANI Date:2025.07.25 14:24:52 +05'30'
SR.DOM/KUR	SUNEEL KUMAR GEDDAM Digitally signed by SUNEEL KUMAR GEDDAM Date:2025.07.23 15:52:02 +05'30'
SR.DSTE/KUR	BHUPESH KUMAR Digitally signed by BHUPESH KUMAR Date:2025.07.24 19:01:32 +05'30'
SR.DEE/G/KUR	SANJAY KUMAR ROUT Digitally signed by SANJAY KUMAR ROUT Date:2025.07.22 11:26:03 +05'30'
SR.DEE/TRD/KUR	PRASANNA KUMAR PRADHAN Digitally signed by PRASANNA KUMAR PRADHAN Date:2025.07.21 18:44:59 +05'30'
SR.DEN-SOUTH-KUR	Abhishek Kumar Digitally signed by Abhishek Kumar Date:2025.07.25 15:31:35 +05'30'
DYCE/CON/RSP/BBS	CHANDRAVANU NAIK Digitally signed by CHANDRAVANU NAIK Date:2025.07.14 11:53:34 +05'30'

SIGNATURE BLOCK OF STATE GOVT. OFFICIALS	
CHIEF ENGINEER,(PR) VIJAYAWDA,ANDRHRAPRADESH	[signature]
SUPERINTENDING ENGINEER (PR) DIVISION,SRIKAKULAM	[signature]
EXECUTIVE ENGINEER (PR) DIVISION,SRIKAKULAM	[signature]
DEPUTY EXECUTIVE ENGINEER (PR) SUB-DIV ,SOMPETA	[signature]
ASST. EXECUTIVE ENGINEER (PR) SUB-DIV ,SOMPETA	[signature]

East Coast Railway
Khurda Road Division
DRM Building,Jatni,P.O.-Khurda Road
Distrit-Khurda,District-Odisha.Pin-752050

GOVERNMENT OF ANDRHRA PRADESH
OFFICE OF THE EE, PR DIVISION,
SOMPETA-532284,DIST-SRIKAKULAM

कार्य का नाम:

खुर्दा रोड डिवीजन में ईसीओआर के हावड़ा - विशाखापत्तनम मुख्य लाइन पर इच्छापुरम (आईपीएम) - झाडुपुडी (जेपीआई) स्टेशनों के बीच रेलवे चेनेज 636/3-5 किमी पर एलसी-336 के बदले में प्रस्तावित आरओबी का निर्माण।

NAME OF THE WORK:
CONSTRUCTION OF PROPOSED ROB IN LIEU OF LC-336 @ RLY CHAINAGE 636/3-5 KM IN BETWEEN ICHHAPURAM(IPM) - JHADUPUDI(JPI) STATIONS ON HOWRAH - VISHAKHAPATNAM MAIN LINE OF ECOR IN KHURDA ROAD DIVISION.

चित्र शीर्षक

खुर्दा रोड डिवीजन के अंतर्गत झाडुपुडी स्टेशन - इच्छापुरम स्टेशन मुख्य लाइन के बीच एलसी नंबर-336 (ओएचई 636/3-5) के स्थान पर रेलवे हिस्से के लिए सड़क ओवर ब्रिज 1X36.0 मीटर कम्पोजिट गर्डर + 4X24.0 मीटर कम्पोजिट गर्डर के प्रस्तावित निर्माण का संयुक्त सामान्य व्यवस्था आरेख (जीएडी)

Drawing Title

COMBINED GAD OF PROPOSED CONSTRUCTION OF ROAD OVER BRIDGE 1X36.0M COMPOSITE GIRDER +4X24.0M COMPOSITE GIRDER FOR RAILWAY PORTION IN LIEU OF LC NO-336 (OHE 636/3-5) IN BETWEEN JHADUPUDI STATION - ICHCHAPURAM STATION ON MAIN LINE UNDER KHURDA ROAD DIVISION .

CONSULTANTS:
Rajlaxmi constructions LTD
PLOT NO- 2273, FIRST FLOOR
NEW INDUSTRIAL ESTATE,
JAGATPUR, CUTTACK, ODISHA,
ISO-9001:2015

Drawing No.: CE's Drg. No.:6152/2025

Design By:	P.SAHOO	Date:		Scale:	As Shown
Checked By:	S.SAHOO	Revision:		Sheet:	A0