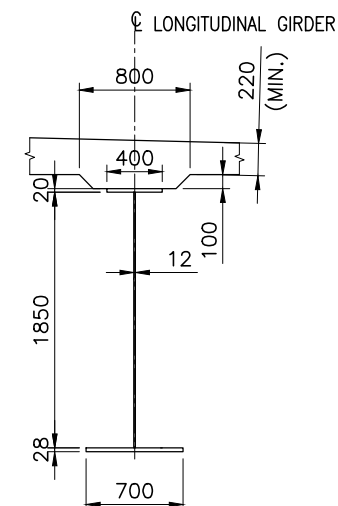


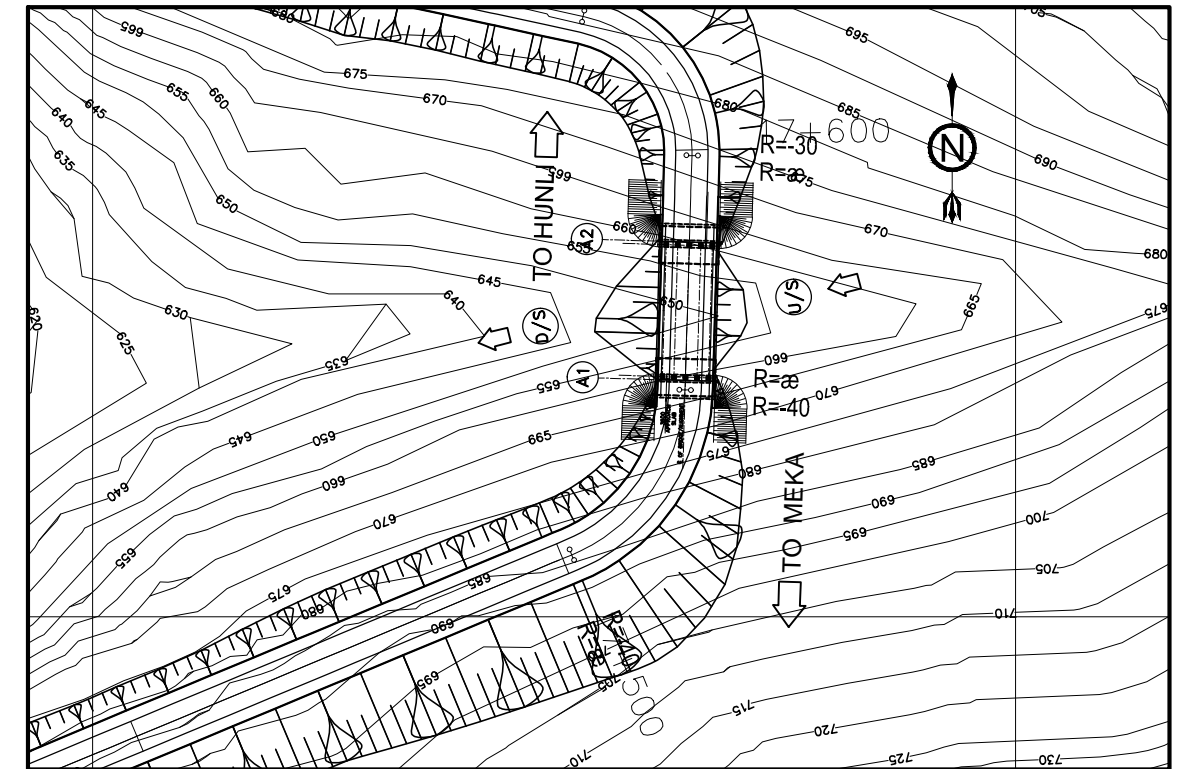
|                     |         |         |         |
|---------------------|---------|---------|---------|
| CHAINAGE IN (m)     | -15     | 00+000  | +15     |
| FORMATION LEVEL (m) | 660     | 660     | 660     |
| BED LEVEL AT C (m)  | 660.157 | 648.909 | 658.665 |

ELEVATION  
(SCALE 1:300)

CENTER LINE SHOWN HERE AS 0,  
SHOULD BE AT KM. 18+120



DETAILS OF COMPOSITE GIRDER  
(SCALE 1:50)

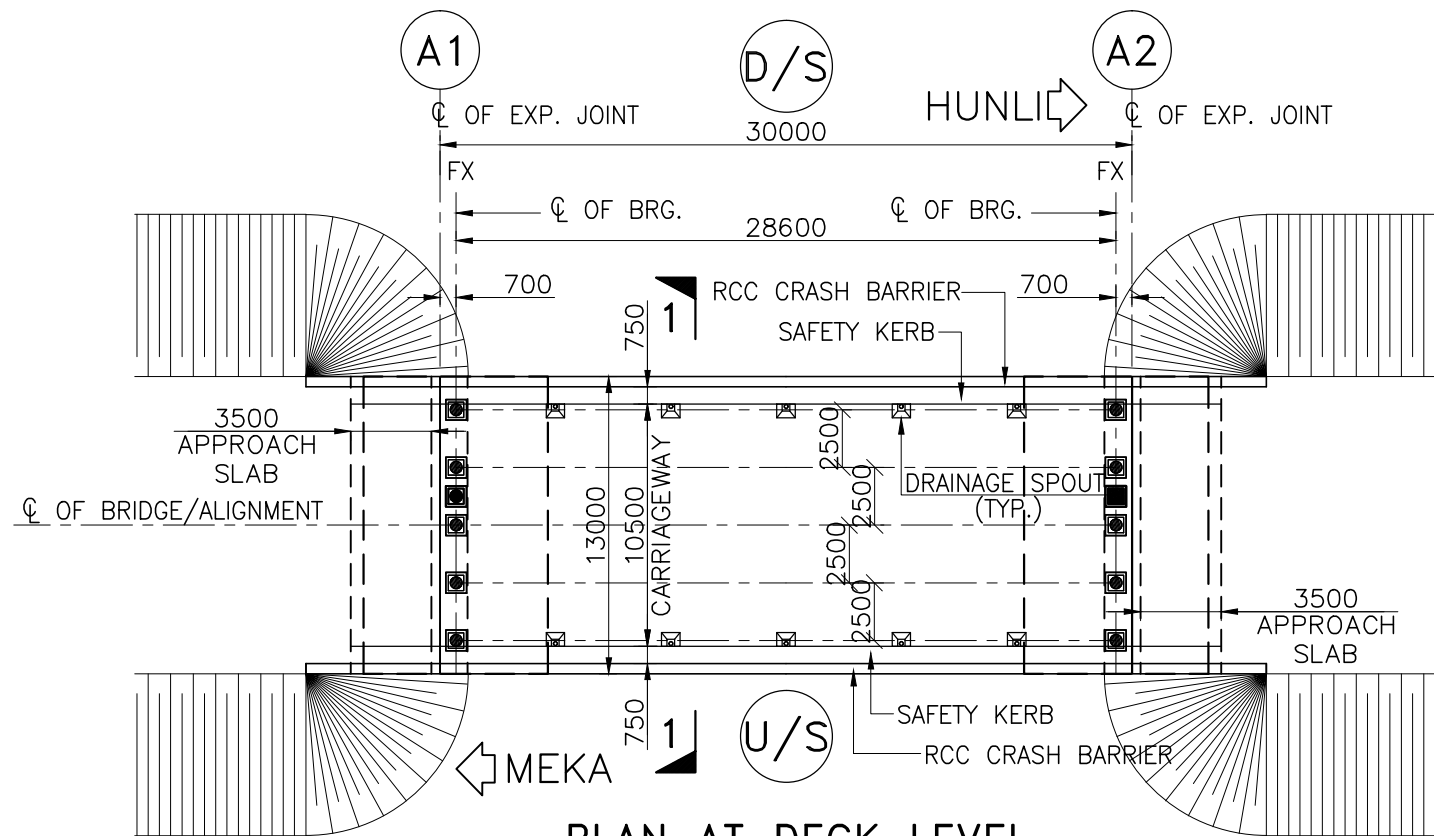


KEY PLAN  
(SCALE=1:1500)

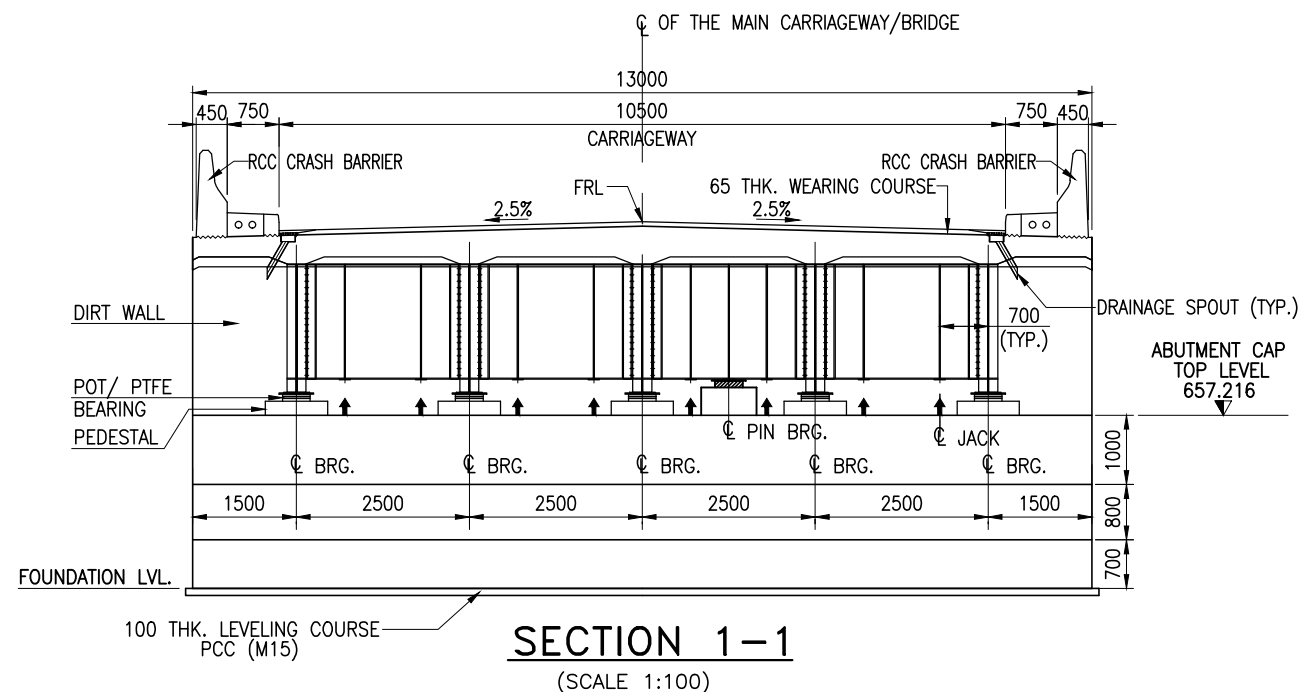
|   |                     |                         |                       |
|---|---------------------|-------------------------|-----------------------|
| BEARING CAPACITY HAS BEEN TAKEN FOR DESIGN PURPOSE ARE GIVEN BELOW IN TABLE:- |                     |                         |                       |
|   | BEARING CAPACITY    | TYPE OF FOUNDING STRATA | FRICTION CO-EFFICIENT |
| ABUT.   | 25 T/m <sup>2</sup> | FISSURED ROCK           | 0.7                   |

NOTES :-

- ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS ARE IN METERS UNLESS NOTED OTHERWISE. DIMENSIONS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS ARE TO BE FOLLOWED.
- FOR FORMATION LEVELS & SITING OF THE BRIDGE, RELEVANT HIGHWAY PLAN & PROFILE DRAWINGS TO BE REFERRED. IN CASE OF ANY VARIATION HIGHWAY DRAWINGS TO BE CONSIDERED CORRECT.
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH OTHER RELEVANT DRAWINGS.
- THE PROPOSED MAJOR BRIDGE IS DESIGNED FOR 3 LANES OF IRC CLASS A OR 1 LANE OF 70R + 1 LANE OF CLASS A LOADING WHICHEVER GOVERNS.
- CONCRETE GRADE FOR DIFFERENT COMPONENT SHALL BE AS FOLLOWS.  
(a) ABUTMENT AND PIER FOUNDATION ..... M-35  
(a) ABUTMENT AND PIER SHAFT ..... M-35  
(a) ABUTMENT AND PIER CAP ..... M-35  
(a) DECK SLAB ..... M-40
- DESIGN HAS BEEN DONE BASED ON IRC:6-2000.
- THE PROJECT CORRIDOR FALLS IN SEISMIC ZONE-V.
- THE REINFORCEMENT SHALL BE HYSD BARS OF GRADE Fe-500 CONFORMING TO IS:1786-1985 WITH MIN. ELONGATION OF 14.5%.
- STRUCTURAL STEEL SHALL BE OF GRADE 410 WB CONFORMING TO (IS:2062-1999).
- POT-PTFE BEARING CONFORMING TO IRC:83 (PART III) SPECIFICATION SHALL BE USED.
- LAYING, COMPACTION AND EXTENT OF BACKFILL BEHIND ABUTMENT, RETURN WALL, RETAINING WALL SHALL CONSISTS OF SELECTED EARTH CONFIRMING TO APPENDIX-6 OF IRC:78-2000 HAVING PROPERTIES C=0,  $\phi = 35^\circ$  & DENSITY=18 kN/m<sup>3</sup>.
- 600mm THK. FILTER MEDIA SHALL BE PROVIDED BEHIND ABUTMENT, RETURN WALL, RETAINING WALL UP TO FOUNDATION TOP.
- ADEQUATE NUMBER OF WEEP HOLES CONSISTING OF 100 $\phi$  AC PIPES SHALL BE PROVIDED IN STAGGERED MANNER AT A SPACING NOT MORE THAN 1000mm IN BOTH VERTICALLY & HORIZONTALLY AT A SLOPE OF 1 VERTICAL : 20 HORIZONTAL FROM 150mm ABOVE LWL TO 150mm ABOVE HFL.
- STRIP SEAL EXPANSION JOINT CONFORMING TO IRC: SP-69-2011 SHALL BE PROVIDED.
- MODERATE CONDITION OF EXPOSURES HAS BEEN TAKEN.



PLAN AT DECK LEVEL  
(SCALE 1:300)



SECTION 1-1  
(SCALE 1:100)



BORDER ROADS ORGANISATION



Unit No. 405 A & B, Rectangle I, Saket District Centre  
Saket, New Delhi - 110 017

Detailed Project Report for Improvement of  
Meka-Roing-Hunli Road to NH Double Lane  
Specifications in Dibang District of  
Arunachal Pradesh

|          |              |  |  |  |  |
|----------|--------------|--|--|--|--|
| REV      | R0           |  |  |  |  |
| DATE     | October 2012 |  |  |  |  |
| DRAWN    |              |  |  |  |  |
| DESIGNED |              |  |  |  |  |
| CHECKED  |              |  |  |  |  |
| APPROVED |              |  |  |  |  |

|   |   |
|---|---|
| Scale:  | <b>MEKA-ROING-HUNLI ROAD</b><br><b>FINAL DETAILED PROJECT REPORT</b><br>(PACKAGE RH / N1) |
| Sheet Size:<br>A2                                 | GENERAL ARRANGEMENT DRAWING OF<br>MINOR BRIDGE OVER NALA<br>AT KM.18+120                  |
| Drg No: Xplorer-SCI/BRO/11193/FDPR/MNBR/18+120/01 |   |