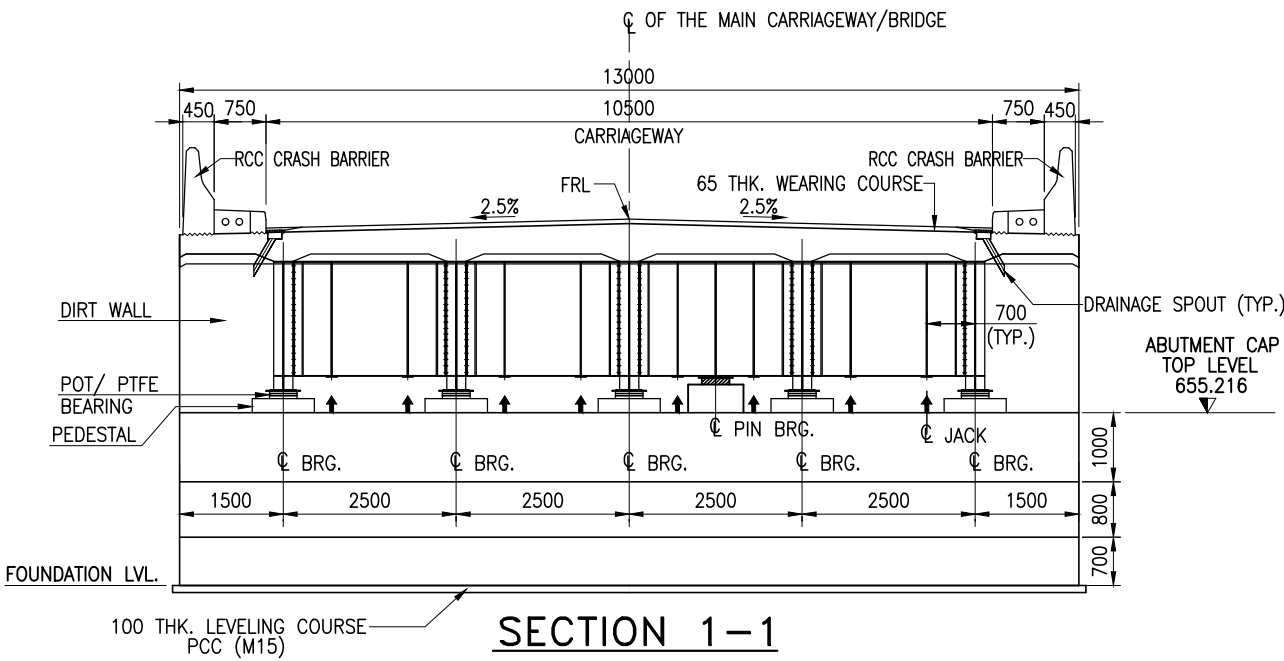


SECTION 2-2
(SCALE 1:100)



SECTION 1-1
(SCALE 1:100)

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 ²	FISSURED ROCK	0.7
PIER	25 T/m ²	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/m³
 - 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 ϕ 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.



BORDER ROADS ORGANISATION



in JV with

Stanley Consultants Inc.

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:		MEKA-ROING-HUNLI ROAD FINAL DETAILED PROJECT REPORT (PACKAGE RH / N2)	
Sheet Size: A2		GENERAL ARRANGEMENT DRAWING OF MAJOR BRIDGE OVER AIRI NALA AT KM. 3+607	
Drg No: Xplorer-SCI/BRO/11193/FDPR/MJBR/3+607/01 (SH-2 OF 2)			