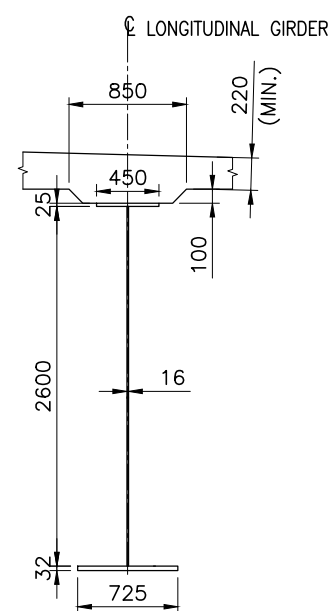
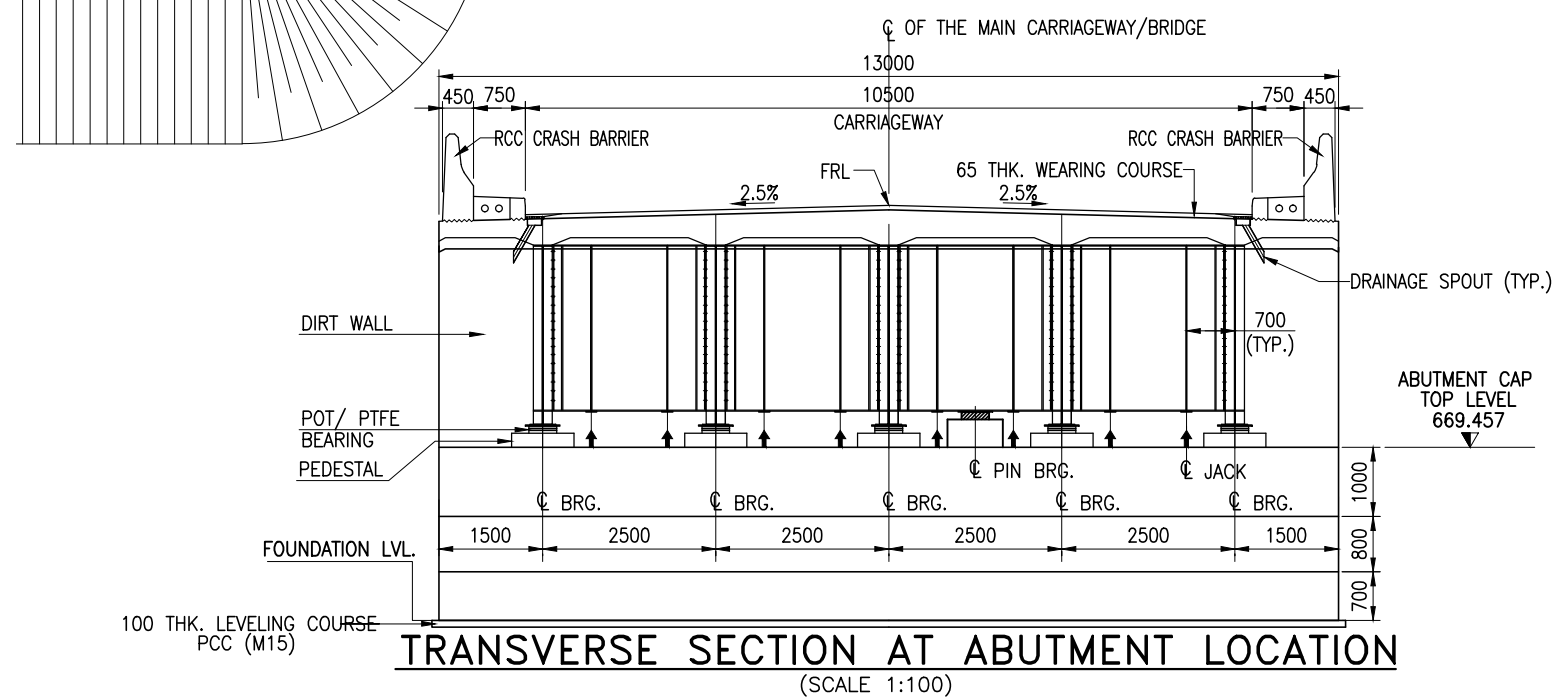
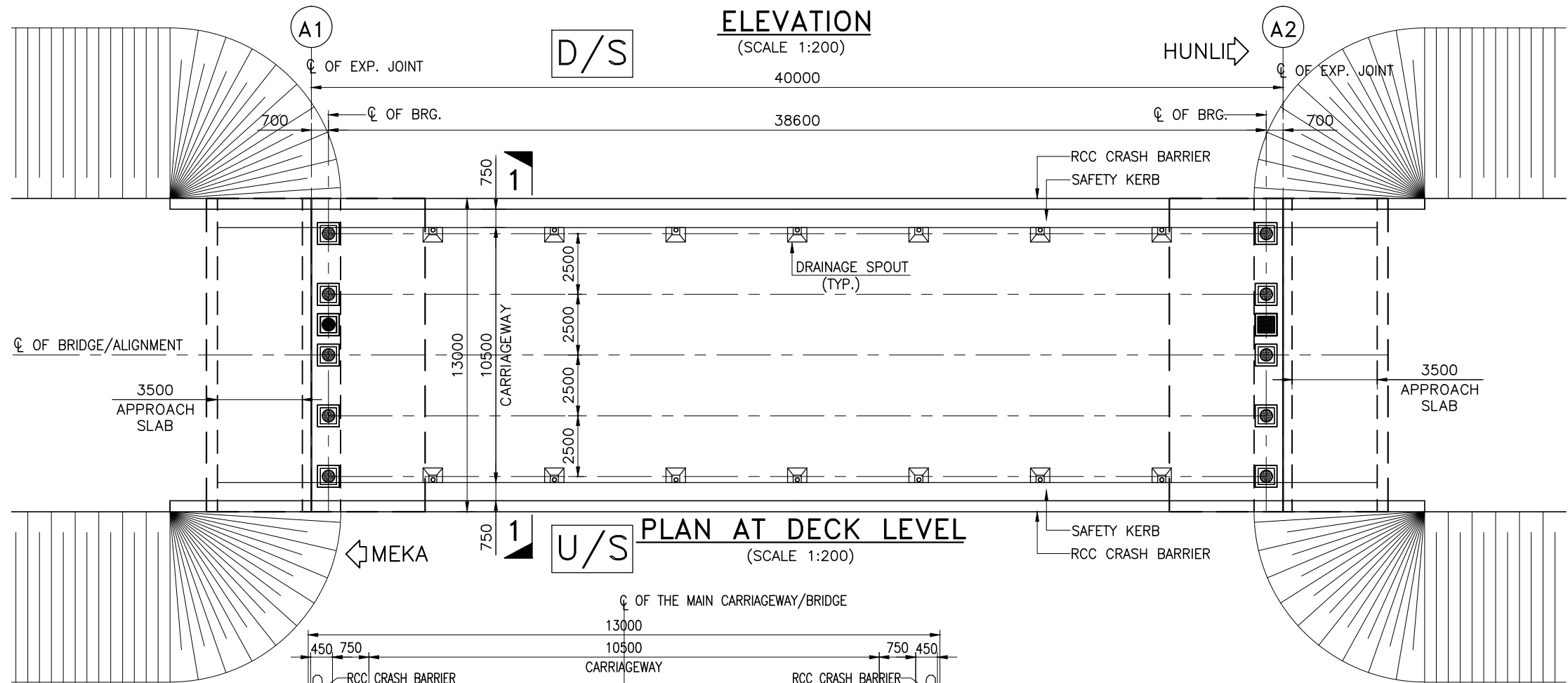


CHAINAGE IN (m)	-20	00+000	+20
FORMATION LEVEL (m)	673	673	673
BED LEVEL AT CL (m)	670.579	659.690	671.600

CENTER LINE SHOWN HERE AS 0,  
SHOULD BE AT KM. 13+337



**DETAILS OF COMPOSITE GIRDER**  
(SCALE 1:50)

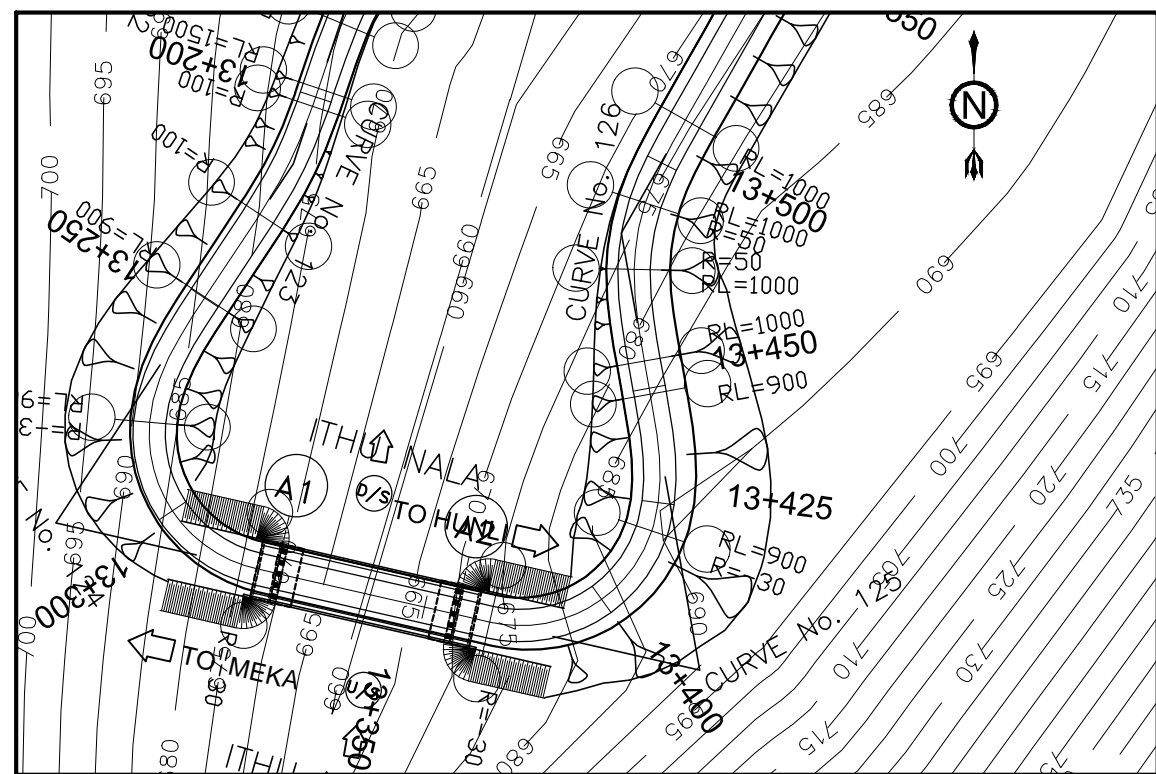
BEARING CAPACITY HAS BEEN TAKEN FOR DESIGN PURPOSE ARE GIVEN BELOW IN TABLE:-

	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-III
- 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 CONFORMING 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.



**KEY PLAN**  
(SCALE-1:1500)



**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>
	<b>FINAL DETAILED PROJECT REPORT</b>
	(PACKAGE RH / N3)
Sheet Size: A2	<b>GENERAL ARRANGEMENT DRAWING OF</b>
	<b>MINOR BRIDGE OVER ITHU NALA</b>
	<b>AT KM. 13+337</b>
Drg No: Xplorer-SCI/BRO/11193/FDPR/MNBR/13+337/01	