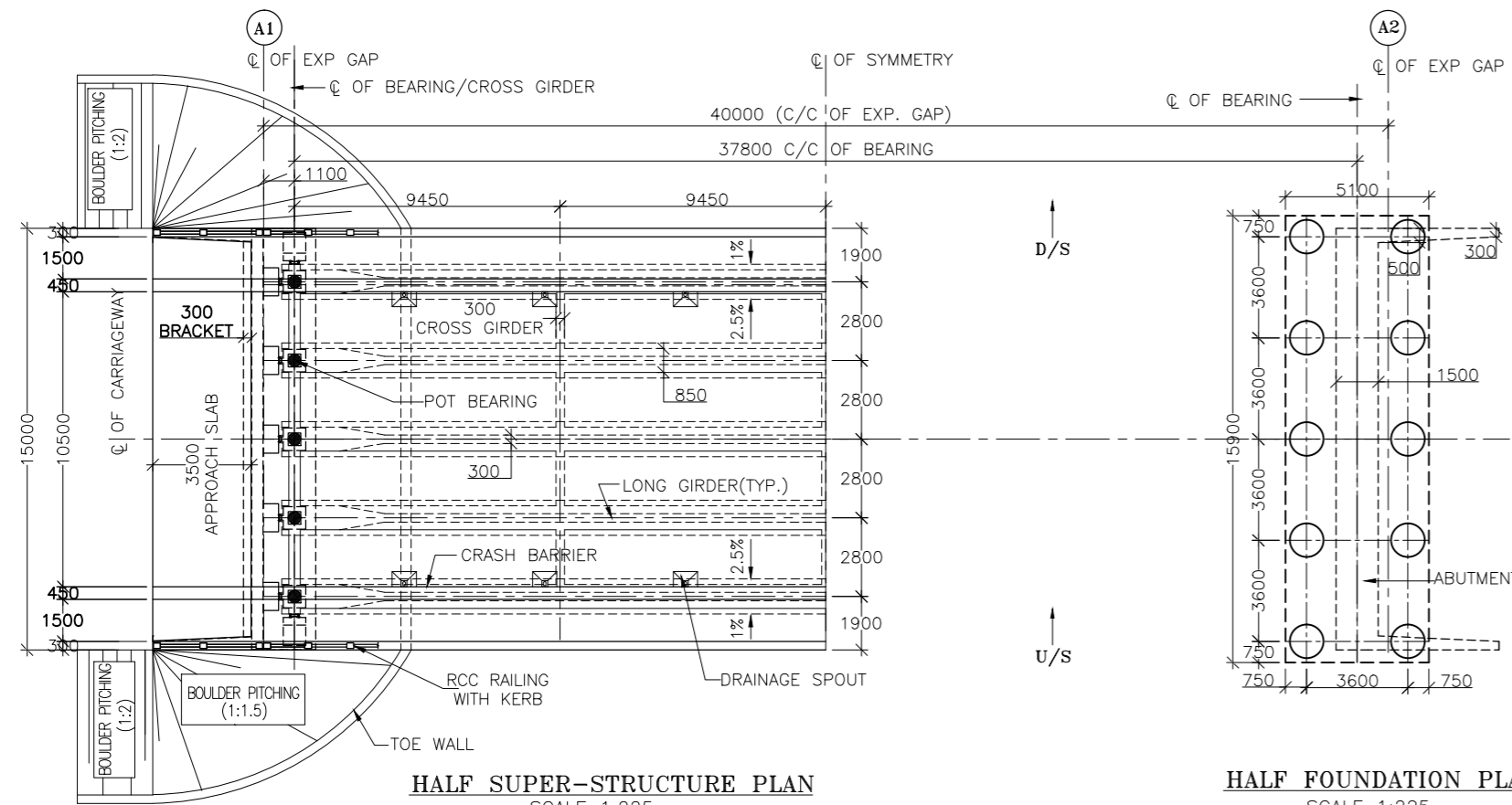
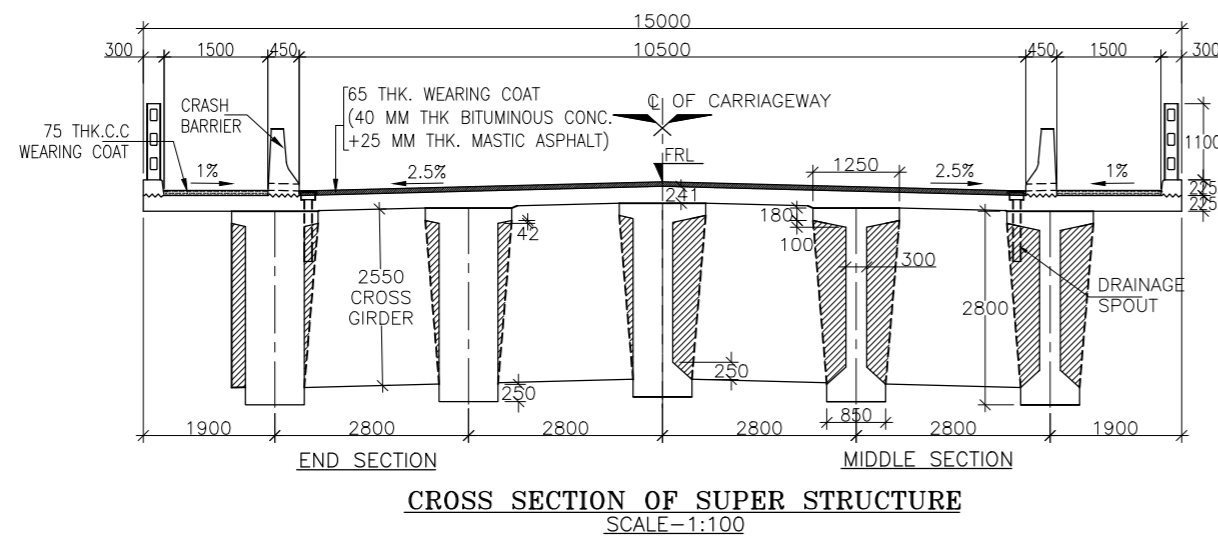


SECTIONAL ELEVATION OF BRIDGE  
SCALE 1:225

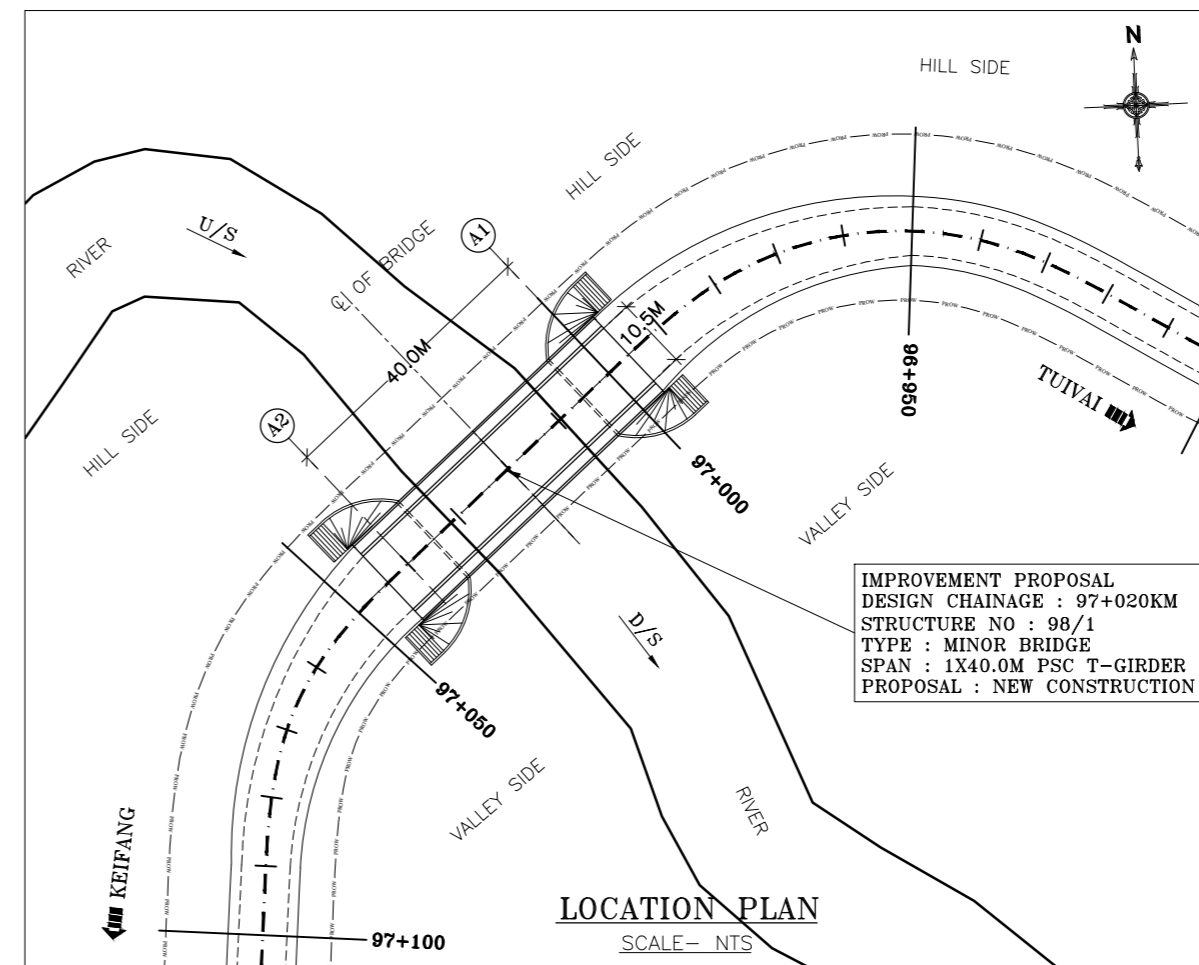


HALF SUPER-STRUCTURE PLAN  
SCALE 1:225

HALF FOUNDATION PLAN  
SCALE 1:225



CROSS SECTION OF SUPER STRUCTURE  
SCALE-1:100



LOCATION PLAN  
SCALE - N.T.S

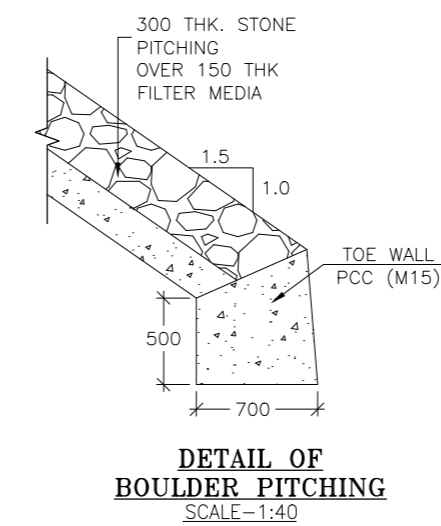
**GENERAL NOTES :**

- A. ALL DIMENSIONS ARE IN MILLIMETERS AND LEVELS ARE IN M . UNLESS OTHERWISE MENTIONED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
- B. **MATERIALS SPECIFICATIONS :**
  - (i) **CONCRETE :**
    1. GRADE OF CONCRETE USED :-
      - a) DECK SLAB = M40,
      - b) GIRDER = M45,
      - c) SUB STRUCTURE & FOUNDATION SLAB = M30,
      - d) RETURN WALL = M25,
      - e) DIRT WALL = M30,
      - f) APPROACH SLAB = M30,
      - g) P.C.C. BELOW APPROACH SLAB = M15,
      - h) R.C.C. RAILING & KERB = M30,
      - i) CRASH BARRIER = M40,
      - j) PEDESTAL = M35,
    2. CONCRETE SHALL BE OF DESIGN MIX AND SHALL HAVE TO ACHIEVE MINIMUM 28 DAYS CHARACTERISTICS STRENGTH ON 150MM CUBES FOR MODERATE EXPOSURE.
    3. 43/53 GRADE ORDINARY PORTLAND CEMENT CONFORMING TO IS : 8112 OR 33 GRADE ORDINARY PORTLAND CEMENT CONFORMING TO IS : 269 OR PORTLAND SLAG CEMENT CONFORMING TO IS. 455 CAPABLE OF ACHIEVING THE REQUIRED DESIGN CONCRETE STRENGTH SHALL ONLY BE USED.
    4. TO IMPROVE WORKABILITY OF CONCRETE, ADMIXTURES CONFORMING TO IS:9103 MAY BE USED SUBJECT TO SATISFACTORY PROVEN USE.
    5. THE MINIMUM CEMENT CONTENT IN CONCRETE SHALL BE AS PER TABLE 14.2, IRC -112-2011
    6. MAX. WATER CEMENT RATIO SHALL BE AS PER TABLE-14.2, IRC:112-2011.
  - (ii) **REINFORCEMENT :**

ALL REINFORCING STEEL SHALL BE OF HIGH YIELD STRENGTH DEFORMED BARS (GRADE DESIGNATION Fe 500) CONFORMING TO IS : 1786 (EXCEPT FOR MESH REINFORCEMENT WHICH SHALL BE MS BARS GRADE, DESIGNATION Fe 250 CONFORMING TO IS:432 PART-I MILD STEEL)
  - (iii) **WATER :**

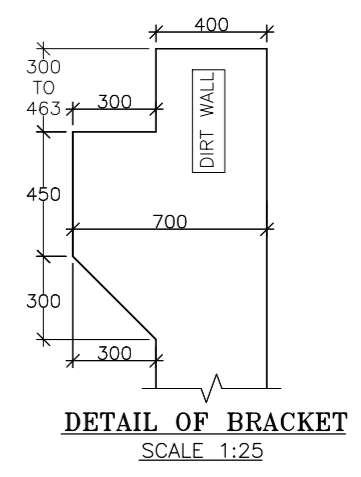
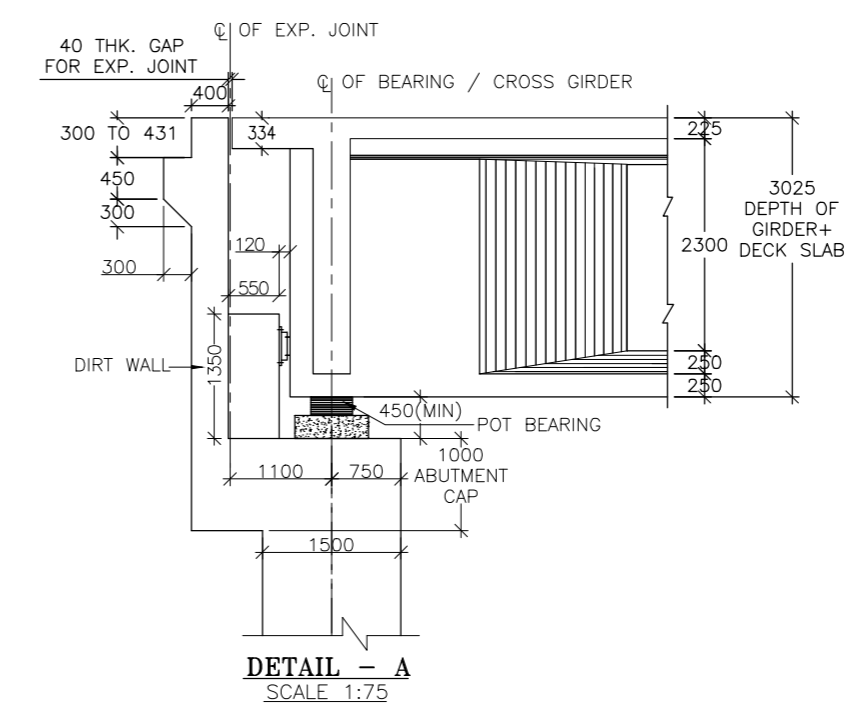
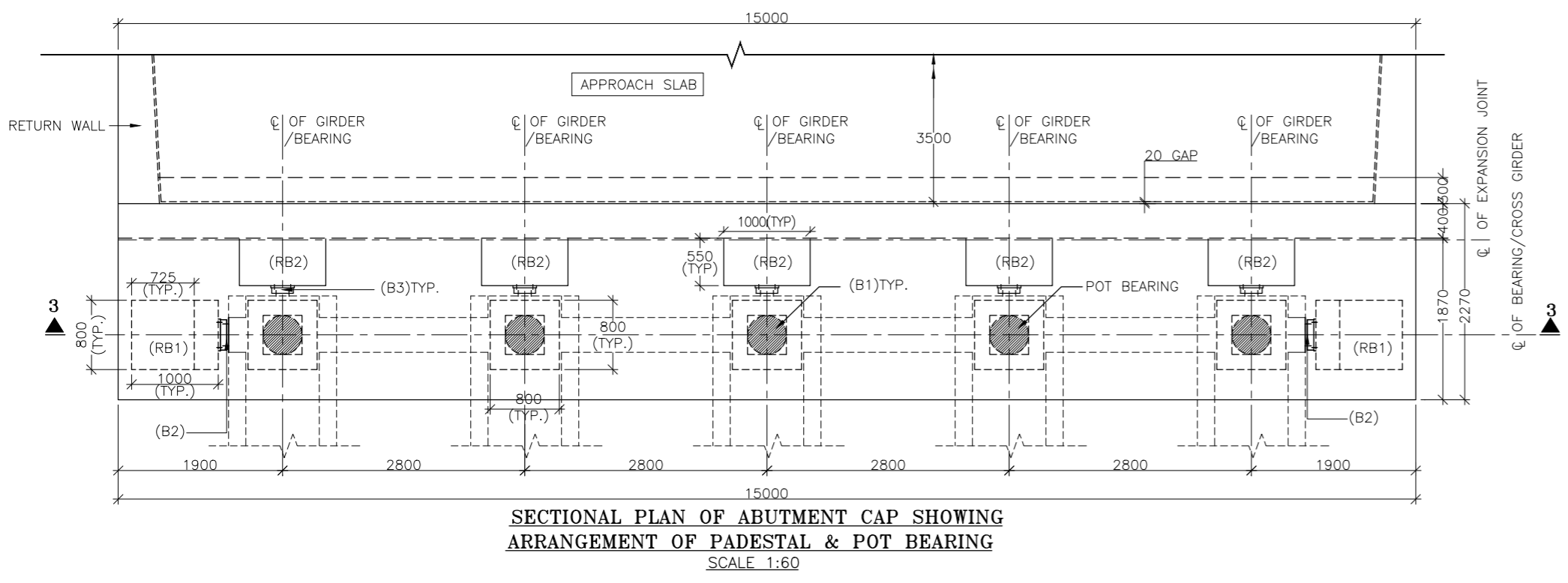
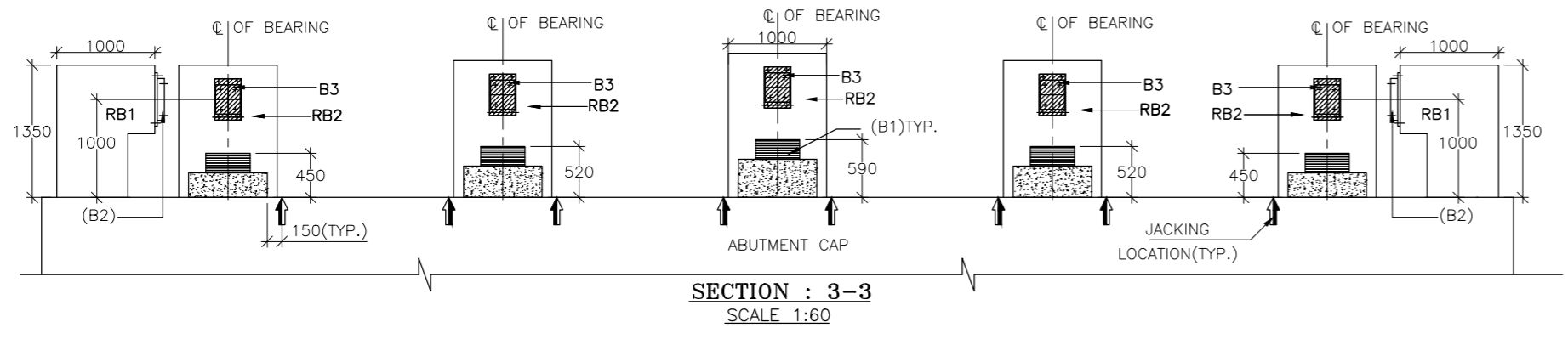
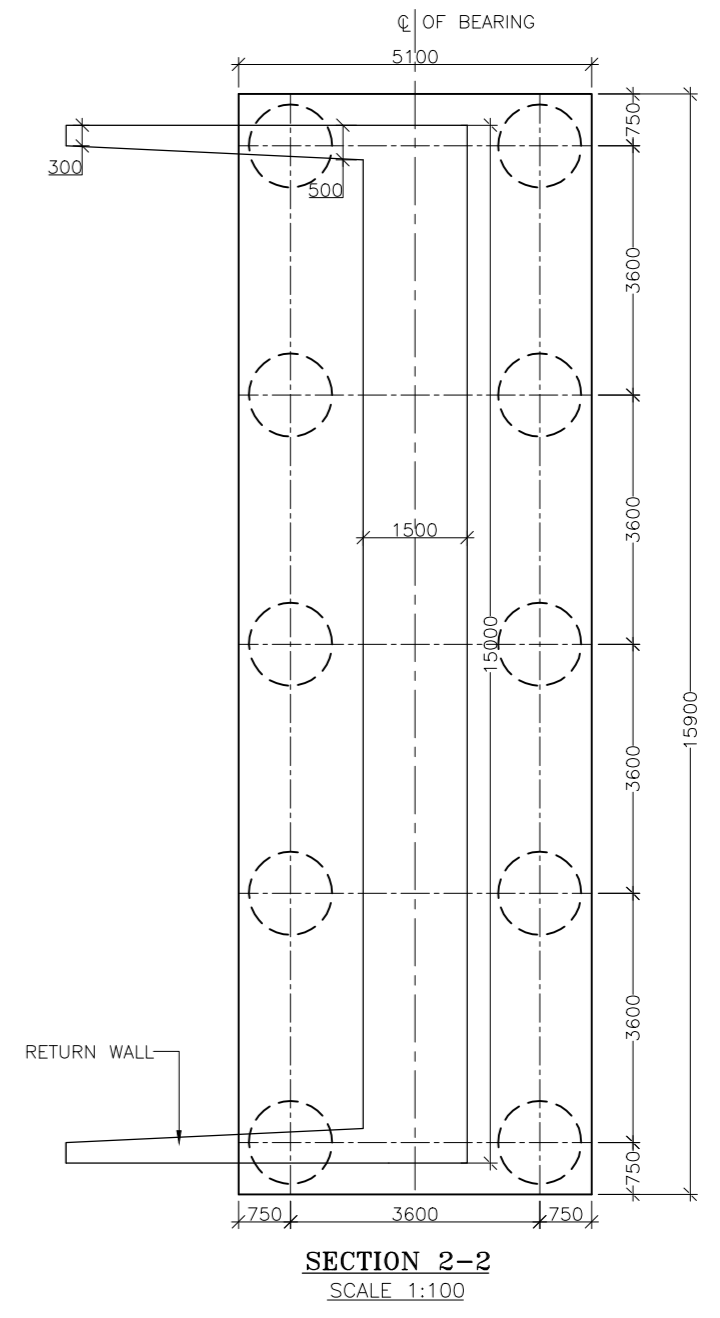
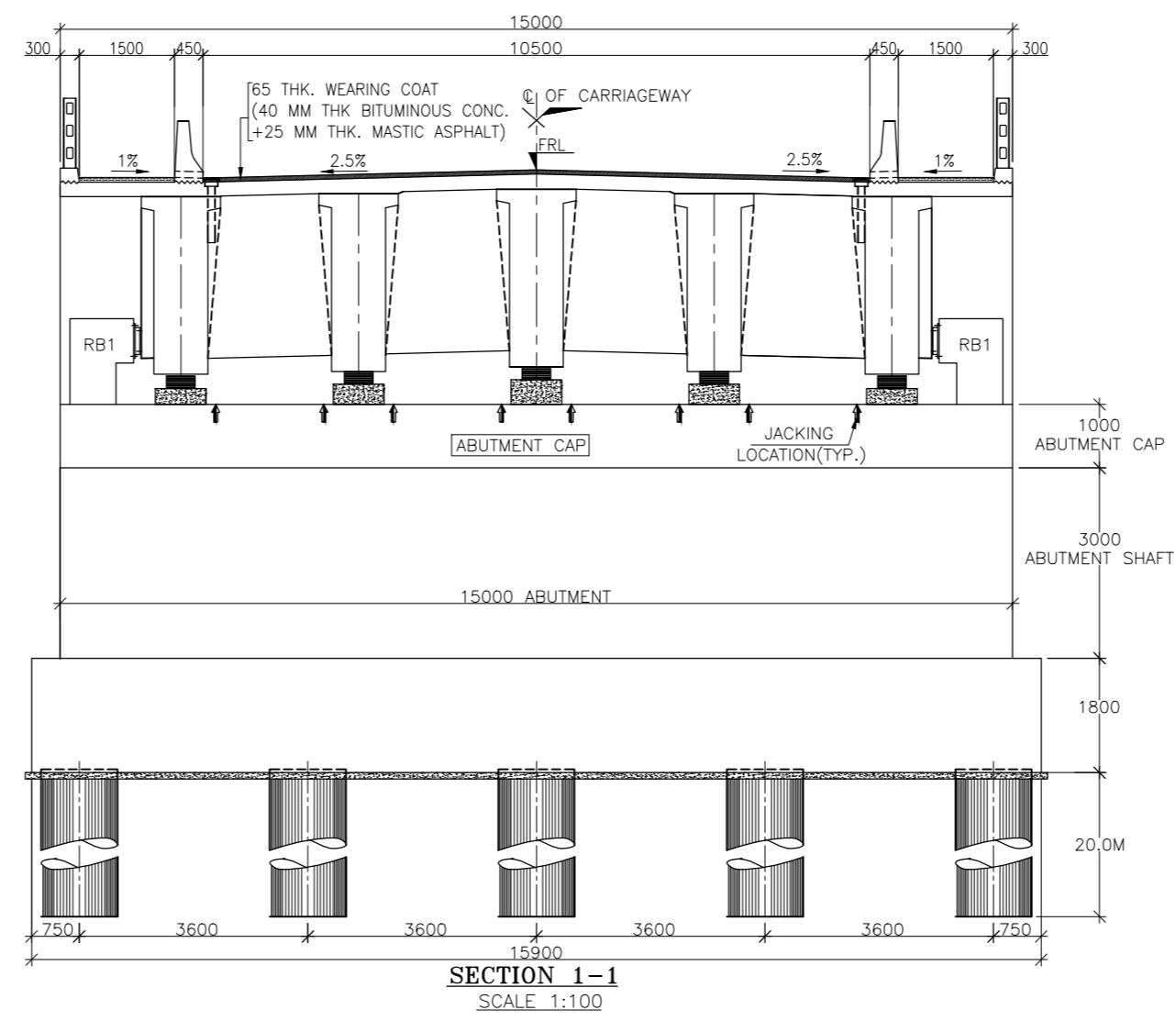
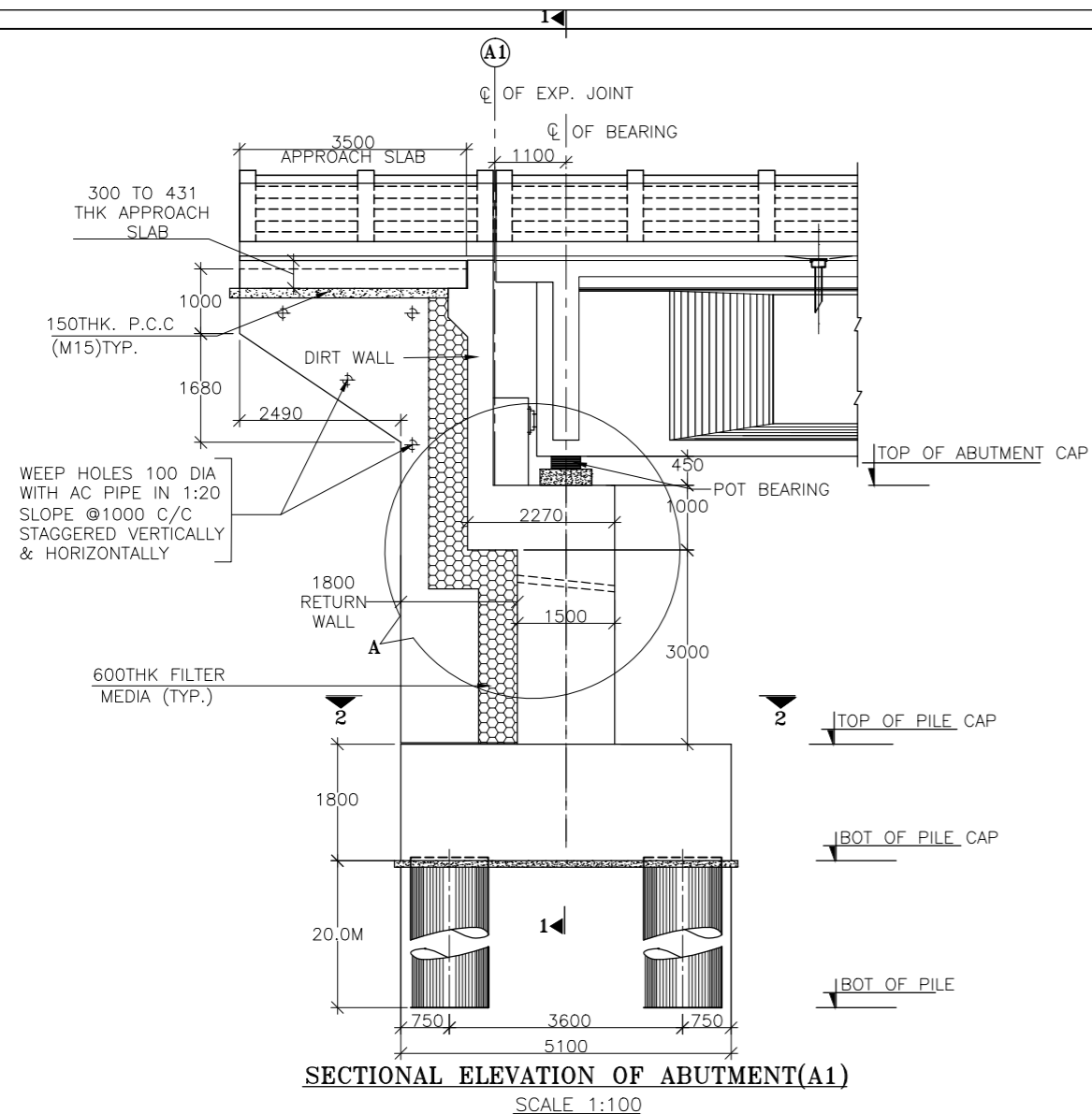
WATER TO BE USED IN CONCRETING AND CURING SHALL CONFORM TO IRC : 112 - 2011.
  - (iv) **EXPANSION JOINTS :**

THE EXPANSION JOINTS SHOULD BE STRIP SEAL TYPE.
  - (v) **BEARING SHALL BE OF POT CUM PTFE TYPE. THE SIZE & DIMENSIONS OF THE BEARINGS SHALL BE FINALIZED AS PER THE DETAILS PROVIDED BY THE APPROVED VENDOR.**
  - (vi) **FILTER MATERIAL BEHIND ABUTMENT AND FIN WALL SHALL CONFORM TO CLAUSE 2504.2.2 OF MoRTH SPECIFICATIONS TO A THICKNESS OF NOT LESS THAN 600mm. WITH SMALLER SIZE TOWARDS THE SOIL AND BIGGER SIZE TOWARDS THE WALL TO THE FULL HEIGHT.**
  - (vii) **PROPERTIES OF BACKFILL SOIL  $\gamma=1.8t/m^3$  ,  $\phi=30^\circ$ .**
- C. **WORKMANSHIP/DETAILING :**
  1. MINIMUM CLEAR COVER :
    - a) SUPERSTRUCTURE = 40MM
    - b) ABUTMENT, ABUTMENT CAP & RETURN WALL = 75MM
    - c) FOUNDATION SLAB = 75MM
  2. DESIGN LOAD :
    - a) CLASS A THREE LANES OR CLASS A ONE LANE + CLASS 70R TRACKED/WHEELED OR IRC CLASS SV LOADING WHICHEVER PRODUCES WORST EFFECT IS CONSIDERED FOR DESIGN.
    - b) THE BRIDGE IS IN SEISMIC ZONE-V.
    - c) SEISMIC LOADING :- AS PER CL. NO. 219 OF IRC:6-2017.
    - d) FOOTPATH LOADING :- AS PER CL.NO. 206.1 OF IRC:6-2017
  3. FOR ENSURING PROPER COVER OF CONCRETE TO REINFORCEMENT SPECIALLY MADE POLYMER COVER BLOCKS SHALL ONLY BE USED.
  4. BENDING OF REINFORCEMENT BARS SHALL BE AS PER IS:2502.
  5. LAP LENGTH & DEVELOPMENT LENGTH (Ld) OF REINFORCING BARS SHALL BE DONE IN ACCORDANCE WITH RELEVANT CLAUSE 15.2.5.1 & 15.2.3.3 OF IRC : 112-2011.
  6. PROPER COMPACTION OF CONCRETE SHALL BE ENSURED BY USE OF FORM VIBRATOR OR NEEDLE VIBRATORS. USE OF FULL WIDTH SCREED VIBRATORS FOR COMPACTION OF CONCRETE IN DECK SLAB SHALL BE ENSURED.
  7. SHUTTERING PLATES SHALL SUITABLY BE STIFFENED TO ENABLE THE COMPACTION BY FORM VIBRATORS.
  8. SHARP EDGES OF CONCRETE SHALL BE CHAMFERED.
  9. THE WEEP HOLES SHALL BE WITH 100MM DIA AC PIPE IN 1:20 SLOPE @ 1M C/C STAGGERED HORIZONTALLY & VERTICALLY AT ABUTMENT & RETURN WALLS.
  10. CONSTRUCTION JOINT SHOULD BE PROVIDED WHERE MOMENT EQUAL TO ZERO.
  11. THE LOCATION OF JACKS FOR LIFTING UP THE SUPERSTRUCTURE TO REPLACE BEARINGS ETC. IS SHOWN THUS. THIS SHALL BE DISTINCTLY ETCHED ON END CROSS GIRDERS AND ABUTMENT CAPS.
  12. FOUNDATIONS ARE TENTATIVE & WILL BE FINALISED ON THE BASIS OF SOIL INVESTIGATION REPORT LATER.
  13. MAXIMUM BASE PRESSURE OF SOIL = T/SQ.M
  14. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH DWG. NO.:



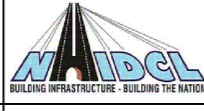

DETAIL OF BOULDER PITCHING  
SCALE-1:40

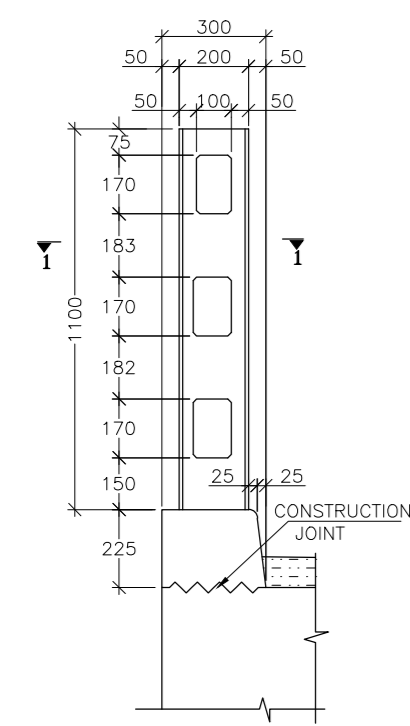
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PROJECT: CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR DEVELOPMENT OF ECONOMIC CORRIDORS AND INTERNATIONAL CONNECTIVITY ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN THE STATE OF NAGALAND & MIZORAM UNDER BHARATMALA PARIYOJANA (LOT-2) PKG-II :- TUIVAI - KEIFANG IN THE STATE OF MIZORAM					SUBMISSION TYPE : DETAILED PROJECT REPORT					REVISION MKD. - R0 SHEET NO. - 01 OF 02					DRAWN BY: A.MANNA DESIGNED BY: D.PAL CHECKED BY: A.DEY ISSUED BY: A.K.DAS									
DATE: DEC, 2020																								
REVISIONS																								



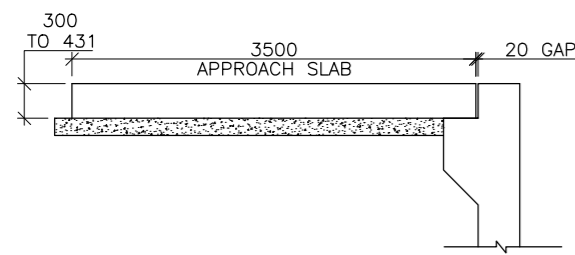
**NOTES:-**

- ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN M. UNLESS OTHERWISE MENTIONED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
- THIS DRAWING IS PREPARED IN CONNECTION WITH :  
CET/4286/NHIDCL/NH-102B/T-K/DPR/MN/(STR-98/1)/GA (SHEET NO. 01)  
CET/4286/NHIDCL/NH-102B/T-K/DPR/MN/(STR-98/1)/MISC (SHEET NO. 01)

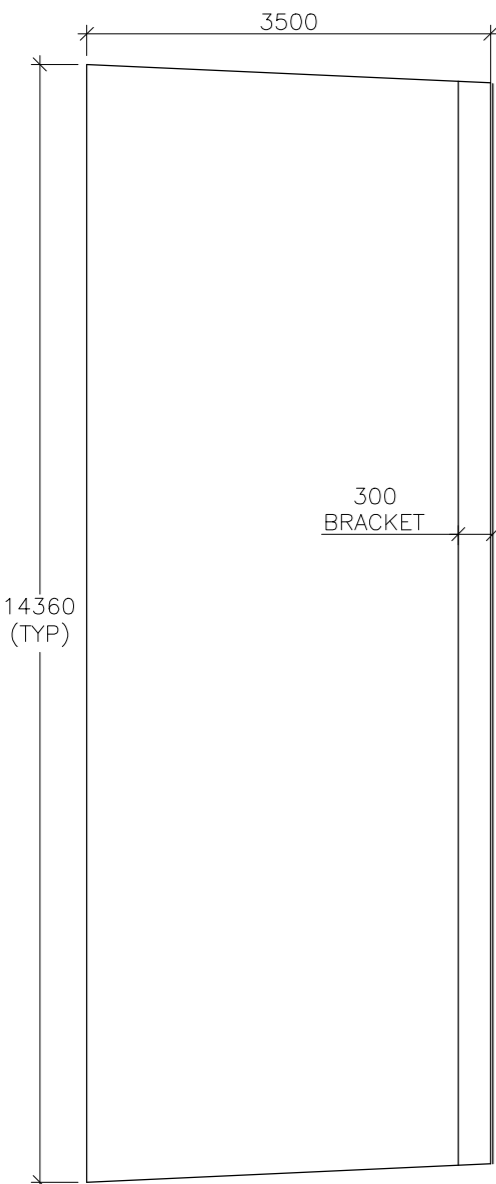
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PROJECT: CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR DEVELOPMENT OF ECONOMIC CORRIDORS AND INTERNATIONAL CONNECTIVITY ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN THE STATE OF NAGALAND & MIZORAM UNDER BHARATMALA PARIYOJANA (LOT-2) PKG-II :- TUIVAI - KEIFANG IN THE STATE OF MIZORAM					SUBMISSION TYPE : DETAILED PROJECT REPORT					REVISION MKD. - R0					SHEET NO. - 02 OF 02														
DATE: DEC, 2020										DRAWN BY: A.MANNA					DESIGNED BY: D.PAL					CHECKED BY: A.DEY					ISSUED BY: A.K.DAS				
REVISIONS																													



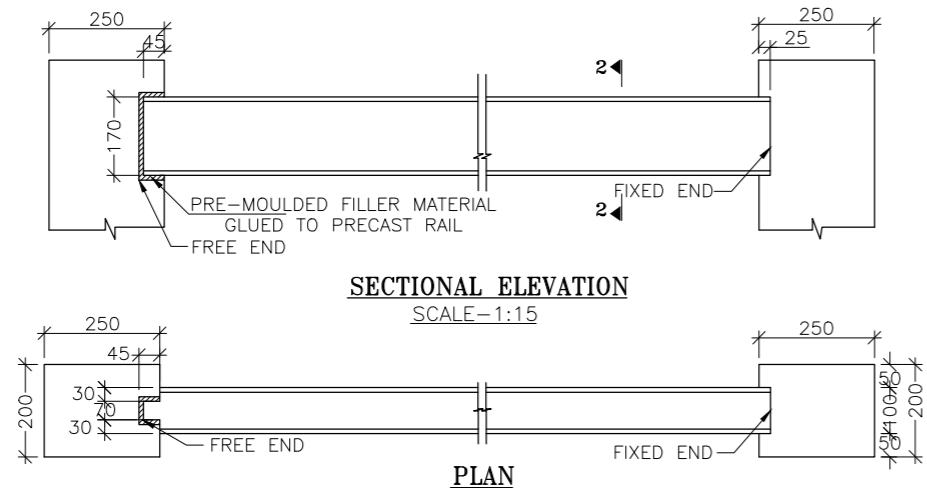
SECTION THROUGH POST  
(FOR GENERAL ARRANGEMENT)  
SCALE-1:20



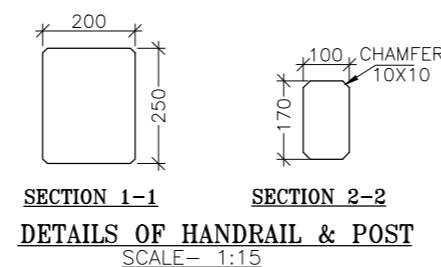
DETAILS OF APPROACH SLAB  
SCALE 1:60



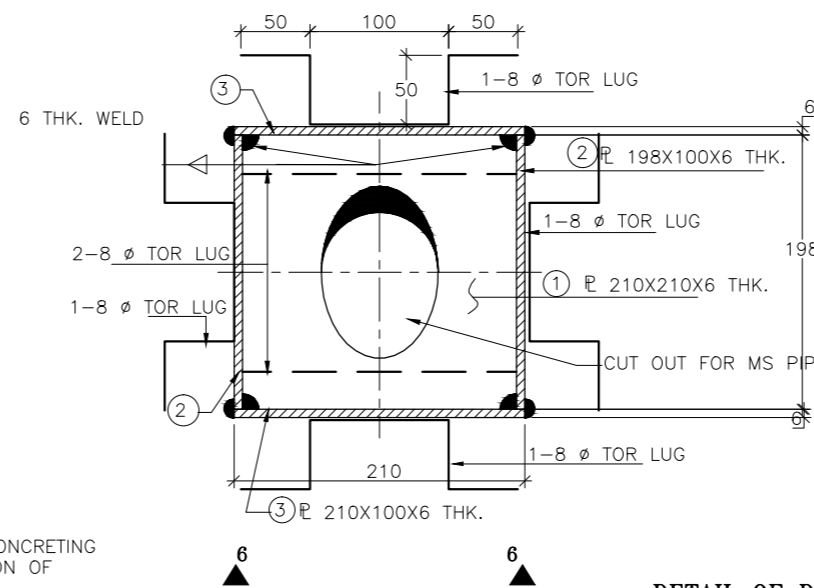
PLAN OF APPROACH SLAB  
SCALE-NTS



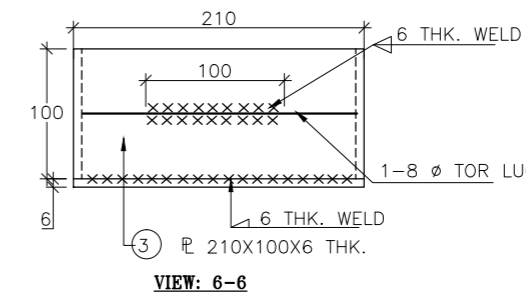
SECTIONAL ELEVATION  
SCALE-1:15  
PLAN  
SCALE-1:15



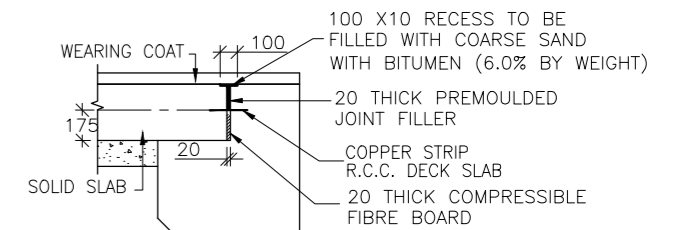
DETAILS OF HANDRAIL & POST  
SCALE-1:15



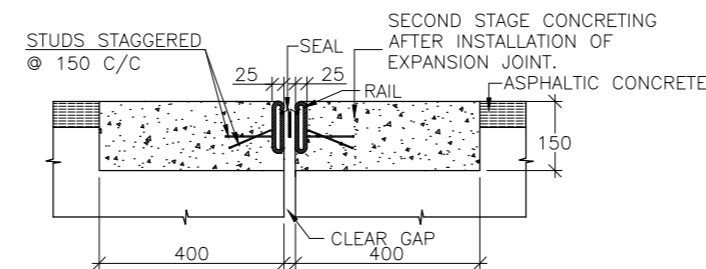
DETAIL OF DRAINAGE BOX  
SCALE 1:5



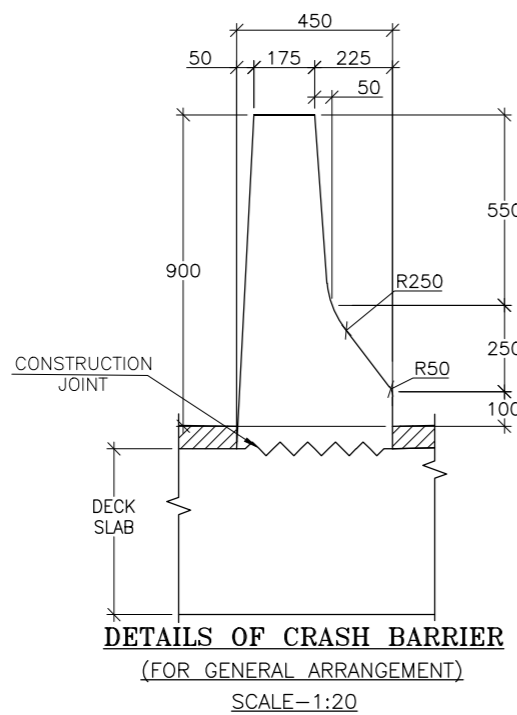
VIEW-6-6



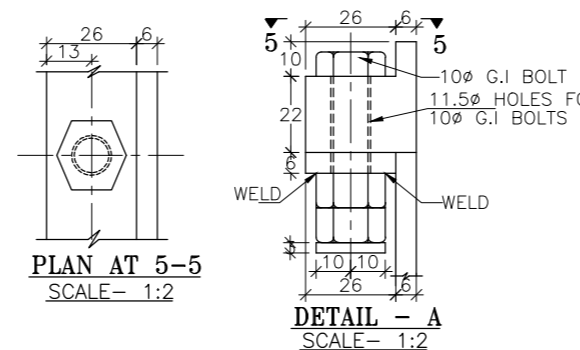
DETAILS OF FILLER JOINT  
SCALE-1:40



DETAIL OF STRIP TYPE EXPANSION JOINT (40MM GAP)  
SCALE 1:15

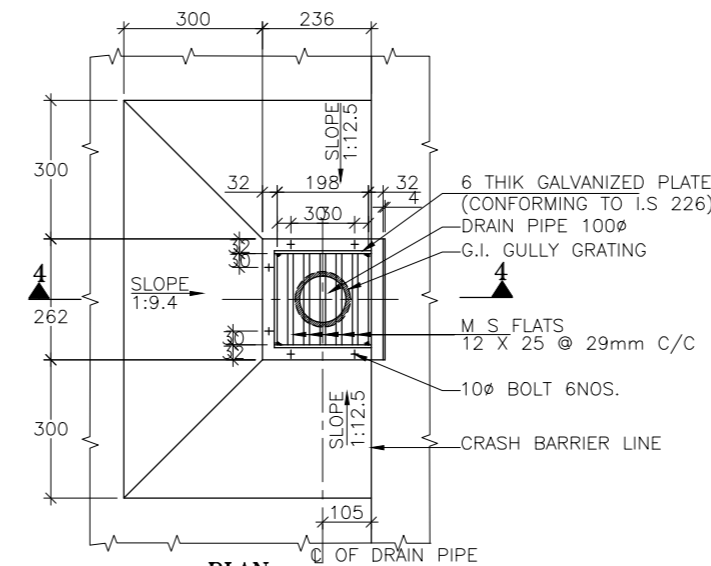


DETAILS OF CRASH BARRIER  
(FOR GENERAL ARRANGEMENT)  
SCALE-1:20

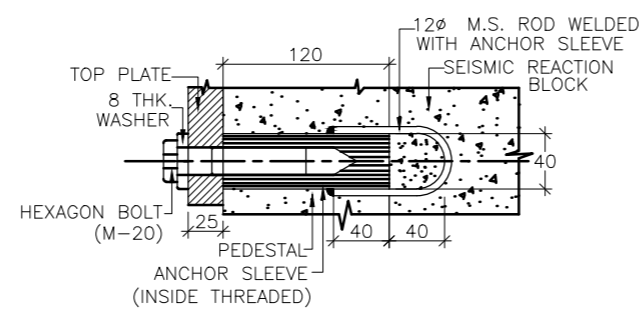


PLAN AT 5-5  
SCALE-1:2

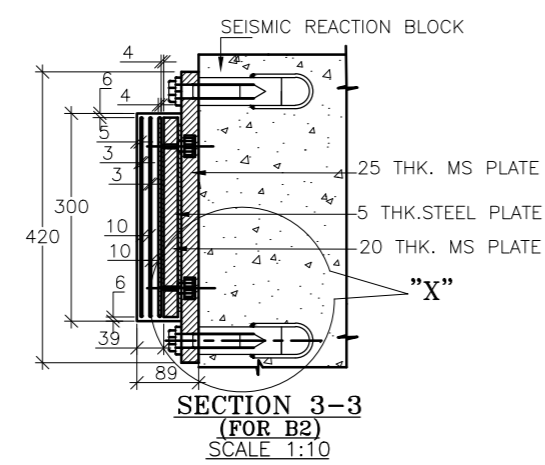
DETAIL - A  
SCALE-1:2



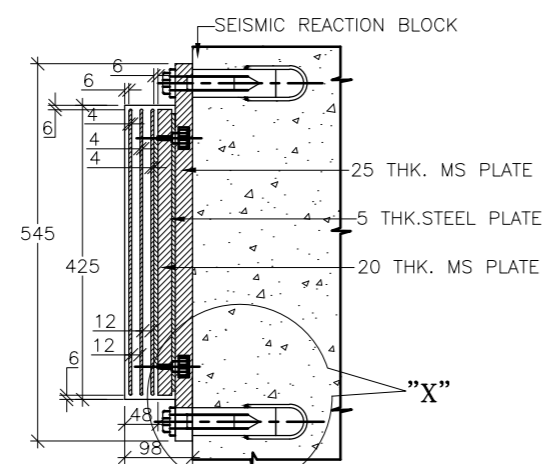
DETAIL OF DRAINAGE SPOUT AND COLLECTION PIT  
SCALE-1:15



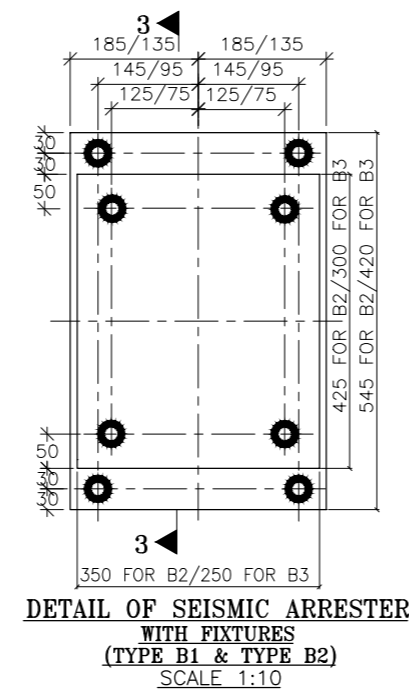
DETAIL OF "X"  
SCALE 1:5



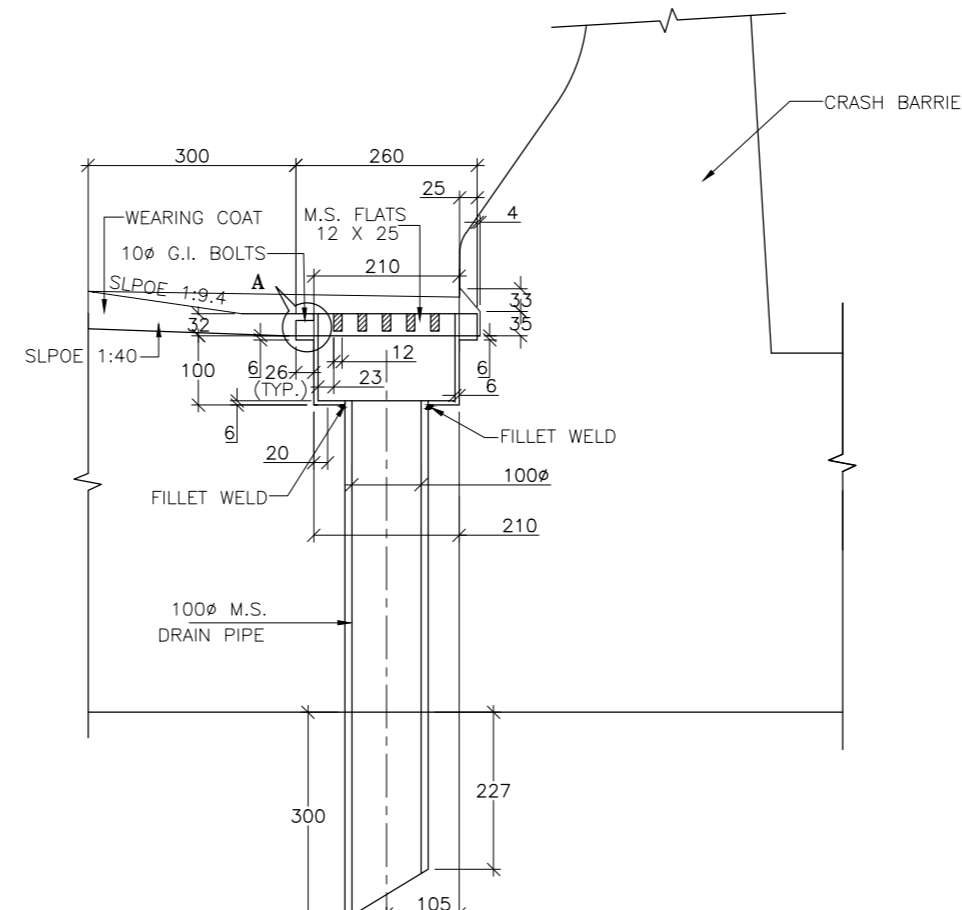
SECTION 3-3  
(FOR B2)  
SCALE 1:10



SECTION 3-3  
(FOR B1)  
SCALE 1:10



DETAIL OF SEISMIC ARRESTER  
WITH FIXTURES  
(TYPE B1 & TYPE B2)  
SCALE 1:10



SECTION 4-4  
SCALE-1:10

**SPECIAL NOTES FOR ROCKER ROLLER BEARINGS  
INSTALLATION INSTRUCTIONS :**

- CARE SHALL BE TAKEN IN PACKING, TRANSPORTATION, STORAGE AND HANDLING TO AVOID ANY MECHANICAL DAMAGE, CONTAMINATION WITH OIL, GREASE AND DIRT, UNDUE EXPOSURE TO SUNLIGHT AND WEATHER.
- THE BEARINGS SHALL BE PLACED IN A RECESS.
- THE POSITION OF THE BEARINGS SHALL BE ACCURATELY MARKED ON THE AREA WHERE THE BEARINGS SHALL BE SEATED ACCURATELY LEVELED.
- THE CONCRETE SURFACE SHALL BE FREE FROM ANY LOOSE MATERIAL AND CLEANED OF ANY GREASE, OIL, PAINT ETC. THE SURFACE SHALL BE SAND BLASTED, CLEAN OF ALL LAITANCE AND LEVELED TRUE.
- BEARINGS MUST BE PLACED BETWEEN TRUE HORIZONTAL SURFACES (MAXIMUM TOLERANCE 0.2 PER CENT PERPENDICULAR TO LOAD) AND AT TRUE PLAN POSITION OF THEIR CONTROL LINES MARKED ON RECEIVING SURFACES (MAXIMUM TOLERANCE + 3mm). CONCRETE SURFACES SHALL BE FREE LOCAL IRREGULARITIES (MAXIMUM TOLERANCE + 1mm IN HEIGHT).
- THE FROMS AROUND THE BEARINGS SHALL BE SOFT ENOUGH FOR EASY REMOVAL. FROMS SHALL ALSO FIT THE BEARINGS SNUGLY AND PREVENT ANY LEAKAGE OF MORTAR GROUT. ANY MORTAR CONTAMINATING THE BEARING DURING CONCRETING SHALL BE COMPLETELY REMOVED BEFORE SETTING.
- THE TEMPORARY FORMS SHALL BE REMOVED AFTER THE SUPERSTRUCTURE CONCRETE HAS SET. THE SIDES OF THE BEARINGS SHALL BE CLEANED OF ANY DEPOSIT OF CEMENT SLURRY/CONCRETE.
- SURFACE OF REACTION BLOCK, USED FOR BEARING INSTALLATION SHOULD BE FAIR FACED.

**MAINTENANCE :**

- THE BEARINGS SHALL BE SUBJECTED TO PLANNED MAINTENANCE CARE.
- THE EXPOSED BEARING SURFACE SHALL BE MAINTAINED CLEAN AND FREE FROM CONTAMINATION WITH GREASE OR OIL, ETC.
- ANNUAL ROUTINE MAINTENANCE INSPECTION OR SPECIAL MAINTENANCE INSPECTION OF ALL BEARINGS SHALL BE MADE TO CHECK FOR ANY SURFACE CRACKING OR SIGNS OF DAMAGE, DETERIORATION OR DISTRESS.
- DAMAGED BEARINGS SHALL BE REPLACED IMMEDIATELY. TO AVOID DIFFERENCES IN STIFFNESS, ALL ADJACENT BEARINGS ON THE SAME LINE OF SUPPORT SHALL ALSO BE REPLACED AND UNIFORM SEATING OF THE MAIN GIRDERS OVER ALL THE NEW BEARINGS SHALL BE ENSURED.

**RAILING :**

- REINFORCEMENT OF RAILING POST SHOULD BE SUITABLY ANCHORED IN DECK SLAB.
- CASTING OF POST SHALL BE DONE IN SINGLE POUR AFTER ACCURATELY POSITIONING THE PRECAST HANDRAIL.
- RAILING SHALL BE CONSTRUCTED ONLY AFTER THE STRUCTURAL CONCRETE OF SUPERSTRUCTURE HAS HARDENED AND SHUTTERING IS RELEASED.
- EXPANSION GAPS IN RAILING SHALL BE PROVIDED AT THE SAME LOCATIONS AS IN THE DECK SLAB.

**NOTES :**

- ALL DIMENSIONS ARE IN MM. UNLESS OTHERWISE NOTED.
- BEARING TYPE B1, B2 & B3 SHOULD BE PLACED ON PIER AND ABUTMENT AS PER THEIR POSITIONS MARKED IN GENERAL ARRANGEMENT DRAWINGS.
- SPECIFICATIONS INCLUDING PERMISSIBLE TOLERANCES FOR THE ELASTOMERIC BEARINGS SHALL BE IN ACCORDANCE WITH IRC:83(PART II) 2015 STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES SECTION IX PART II-ELASTOMERIC BEARINGS.
- RAW MATERIAL CHLOROPRENE (CR) SHALL ONLY BE USED IN MANUFACTURE OF BEARINGS.
- GRADES OF RAW ELASTOMER OF PROVEN USE IN ELASTOMERIC BEARINGS, WITH LOW CRYSTALLISATION RATES AND ADEQUATE SHELF LIFE (E.G. NEOPRENE WRT. BAYPRENE 110 OR EQUIVALENT) SHALL BE USED. NO RECLAIMED RUBBER OR VULCANISED WASTES SHALL BE USED. THE RAW ELASTOMER CONTENT OF THE COMPOUND SHALL NOT BE LOWER THAN 60 PER CENT. THE ASH CONTENT SHALL NOT EXCEED 5 PER CENT. (AS PER TESTS CONDUCTED IN ACCORDANCE WITH ASTM D-297). EPDM AND OTHER SIMILAR CANDIDATE ELASTOMERS FOR BRIDGES BEARING USE SHALL NOT BE PERMITTED.
- FABRICATION, TESTING AND ACCEPTANCE OF BEARINGS SHALL BE IN ACCORDANCE WITH IRC:83(PART II) 1987.
- BEARINGS SHALL BE HANDLED CAREFULLY. THESE SHALL BE PROTECTED FROM BRIGHT SUN LIGHT AND EXTREME COLD. THESE SHALL BE STORED NEATLY UNDER COVER TILL INSTALLATION.
- BEARINGS & EXPANSION JOINTS SHALL BE PROCURED ONLY FROM PREQUALIFIED MANUFACTURERS.

**NOTES OF DRAINAGE SPOUT**

- ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED.
- ALL STEEL WORK SHALL BE AS PER IS - 2062.
- DRAINAGE SPOUT & COLLECTION PIT ASSEMBLY SHALL BE FABRICATED FROM MILD STEEL & AFTER FABRICATION, THE COMPLETE ASSEMBLY EXCEPT GRATING SHALL BE GIVEN A HOT DIPPED GALVANISED COATING.
- THE REINFORCEMENT OF TOP SLAB OF BOX SHALL BE SUITABLY MODIFIED TO ACCOMMODATE THE DRAINAGE SPOUT.
- THE DRAINAGE SPOUT SHALL BE GALVANIZED AFTER WELDING THE PLATES & FLATS.

**REFERENCE DRAWINGS :**

CET/4286/NH/DCL/NH-102B/T-K/DPR/MN/(STR-98/1)/GA  
(SHEET NO. 01 TO 02)

SCALE :- N.T.S	CLIENT: NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. (MINISTRY OF ROAD TRANSPORT & HIGHWAYS) GOVERNMENT OF INDIA	TITLE: DETAILS OF DRAINAGE SPOUT, EXP. GAP & CRASH BARRIER, APPROACH SLAB, SEISMIC ARRESTER BLOCK	CONSULTANT: CE TESTING COMPANY PVT. LTD. 124-A, N.S.C. Bose Road Kolkata - 700092.	DWG NO.:- CET/4286/NH/DCL/NH-102B/T-K/DPR/MN/(STR-98/1)/MISC
MKD.	DATE: DEC, 2020	SUBMISSION TYPE: DETAILED PROJECT REPORT	REVISION MKD. - R0	SHEET NO. - 01 OF 01
REVISIONS	PROJECT: CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR DEVELOPMENT OF ECONOMIC CORRIDORS AND INTERNATIONAL CONNECTIVITY ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN THE STATE OF NAGALAND & MIZORAM UNDER BHARATMALA PARIYOJANA (LOT-2) PKG-II :- TUIVAI - KEIFANG IN THE STATE OF MIZORAM		DRAWN BY A.MANNA	CHECKED BY A.DEY
			DESIGNED BY -	ISSUED BY A.K.DAS

DATE: DEC, 2020	PROJECT: CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR DEVELOPMENT OF ECONOMIC CORRIDORS AND INTERNATIONAL CONNECTIVITY ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN THE STATE OF NAGALAND & MIZORAM UNDER BHARATMALA PARIYOJANA (LOT-2) PKG-II :- TUIVAI - KEIFANG IN THE STATE OF MIZORAM
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CLIENT: NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. (MINISTRY OF ROAD TRANSPORT & HIGHWAYS) GOVERNMENT OF INDIA	TITLE: DETAILS OF DRAINAGE SPOUT, EXP. GAP & CRASH BARRIER, APPROACH SLAB, SEISMIC ARRESTER BLOCK	CONSULTANT: CE TESTING COMPANY PVT. LTD. 124-A, N.S.C. Bose Road Kolkata - 700092.	DWG NO.:- CET/4286/NH/DCL/NH-102B/T-K/DPR/MN/(STR-98/1)/MISC
SCALE :- N.T.S	SUBMISSION TYPE: DETAILED PROJECT REPORT	REVISION MKD. - R0	SHEET NO. - 01 OF 01
DATE: DEC, 2020		DRAWN BY A.MANNA	CHECKED BY A.DEY
		DESIGNED BY -	ISSUED BY A.K.DAS

CLIENT: NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. (MINISTRY OF ROAD TRANSPORT & HIGHWAYS) GOVERNMENT OF INDIA	TITLE: DETAILS OF DRAINAGE SPOUT, EXP. GAP & CRASH BARRIER, APPROACH SLAB, SEISMIC ARRESTER BLOCK	CONSULTANT: CE TESTING COMPANY PVT. LTD. 124-A, N.S.C. Bose Road Kolkata - 700092.	DWG NO.:- CET/4286/NH/DCL/NH-102B/T-K/DPR/MN/(STR-98/1)/MISC
SCALE :- N.T.S	SUBMISSION TYPE: DETAILED PROJECT REPORT	REVISION MKD. - R0	SHEET NO. - 01 OF 01
DATE: DEC, 2020		DRAWN BY A.MANNA	CHECKED BY A.DEY
		DESIGNED BY -	ISSUED BY A.K.DAS

CLIENT: NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LTD. (MINISTRY OF ROAD TRANSPORT & HIGHWAYS) GOVERNMENT OF INDIA	TITLE: DETAILS OF DRAINAGE SPOUT, EXP. GAP & CRASH BARRIER, APPROACH SLAB, SEISMIC ARRESTER BLOCK	CONSULTANT: CE TESTING COMPANY PVT. LTD. 124-A, N.S.C. Bose Road Kolkata - 700092.	DWG NO.:- CET/4286/NH/DCL/NH-102B/T-K/DPR/MN/(STR-98/1)/MISC
SCALE :- N.T.S	SUBMISSION TYPE: DETAILED PROJECT REPORT	REVISION MKD. - R0	SHEET NO. - 01 OF 01
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