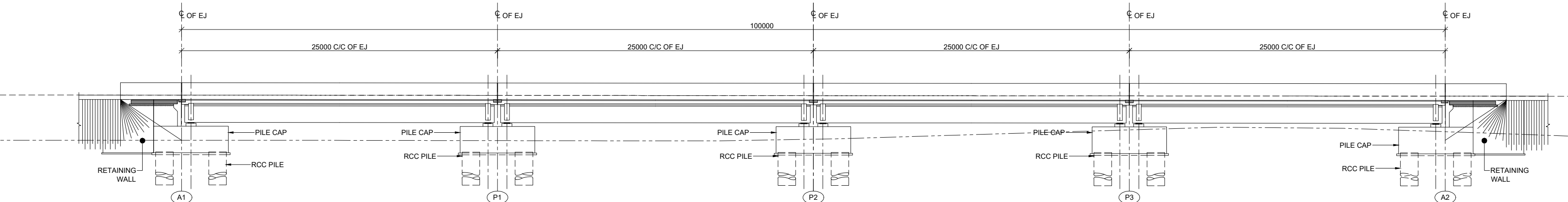


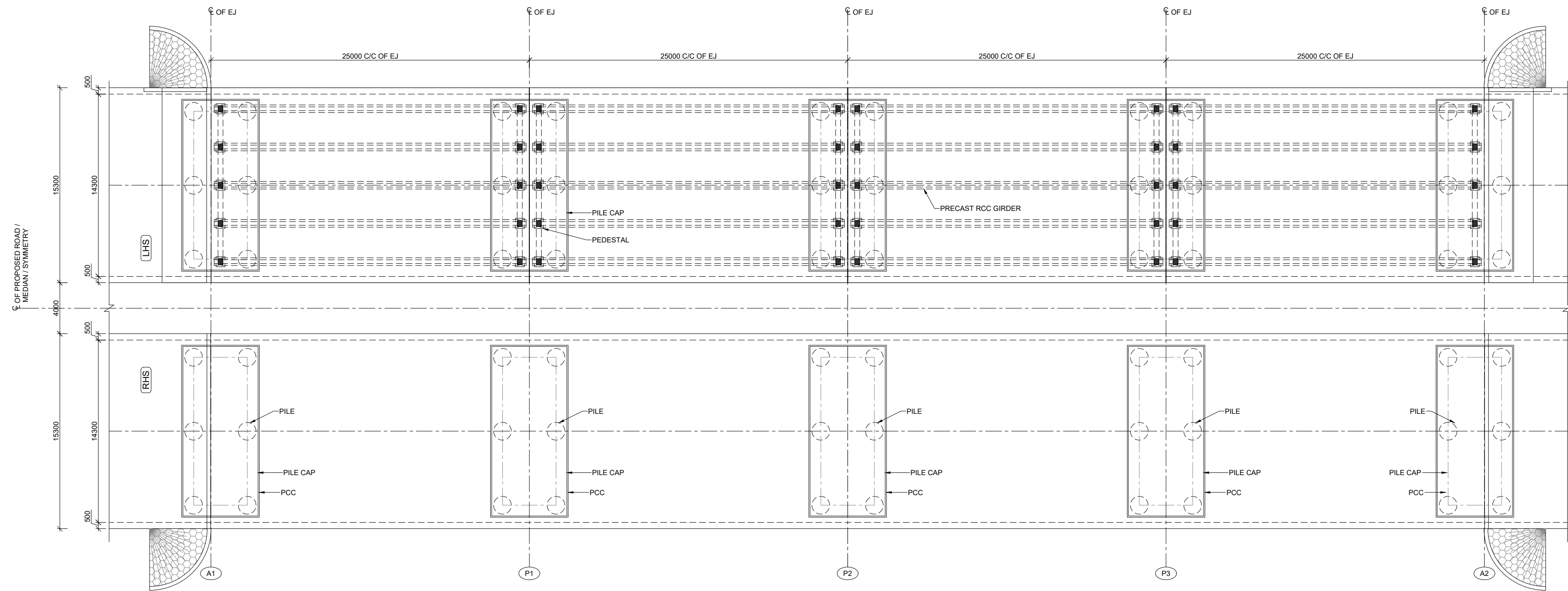
TO TUNA VILLAGE

TO HGCTKPL



FRL (LM/RME)	10.229	10.208	10.187	10.166	10.146
CAMBER	-2.5%	-2.5%	-2.5%	-2.5%	-2.5%
GROUND LEVEL	6.663	6.635	6.747	7.418	7.339
CHAINAGE	3+318	3+343	3+388	3+393	3+418

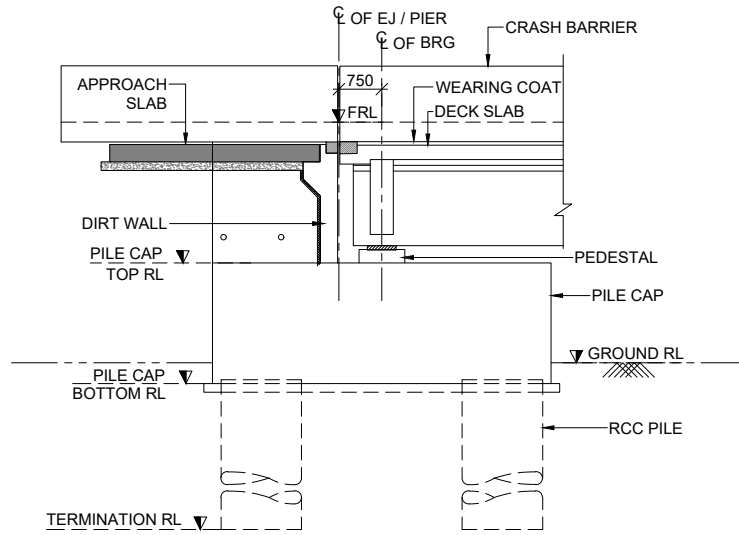
SECTIONAL ELEVATION OF BRIDGE
(SCALE: 1:200)



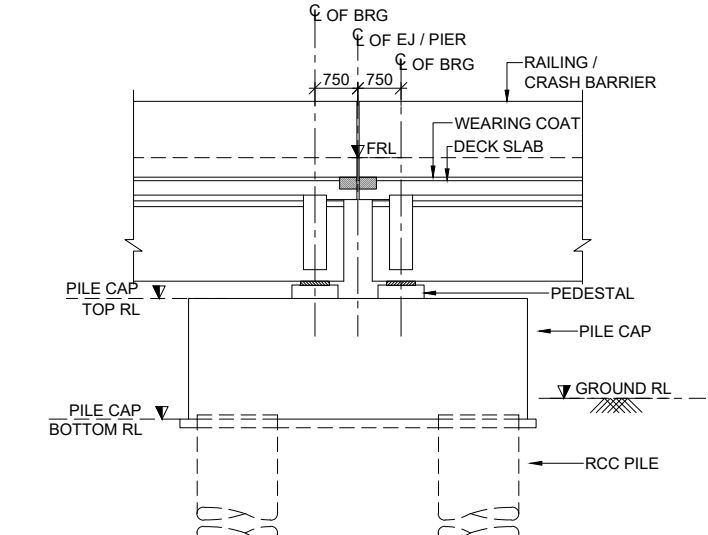
LAYOUT PLAN OF BRIDGE
(SCALE: 1:200)

STRUCTURAL AND OTHER DATA	
SPAN ARRANGEMENT	4 X 25.00m
FOUNDATION	PILE FOUNDATION
SUB STRUCTURE	DIRT WALL
SUPER STRUCTURE	RCC GIRDER & RCC DECK SLAB
BEARING	PTFE POT BEARING
CRASH BARRIER	RCC AS PER IRC-5
WEARING COAT	65 mm THK. BITUMINOUS WITH MASTIC ASPHALT
EXPANSION JOINT	STRIP SEAL
DRAINAGE SPOUT	AT 5.0m C/C
DESIGN SPEED	65 Km/hr AS PER VERTICAL PROFILE
DESIGN WIND SPEED	50 m/sec
EXPOSURE CONDITION	VERY SEVERE
SEISMIC ZONE	V

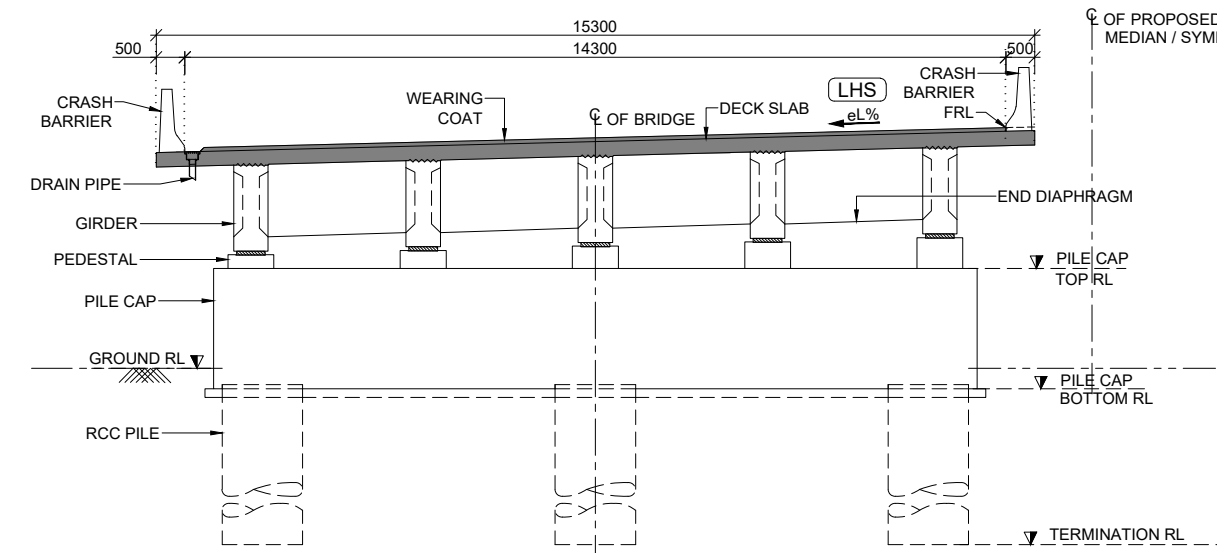
CONCRETE GRADE & COVER		
STRUCTURE TYPE	GRADE	COVER
PILE FOUNDATION	40	75
PILE CAP	40	75
PIER	40	75
PIER CAP, PEDESTAL AND ARRESTER	40	50
PSC GIRDER & RCC DECK SLAB	40	50
SOLID SLAB	40	50
APPROACH SLAB & KERB	40	50
RCC CRASH BARRIER	40	50
PCC LEVELING COURSE	M15	-
STEEL GRADE CONFORMING TO S-1786-2006 (CRS)	Fe 550 D	CRS



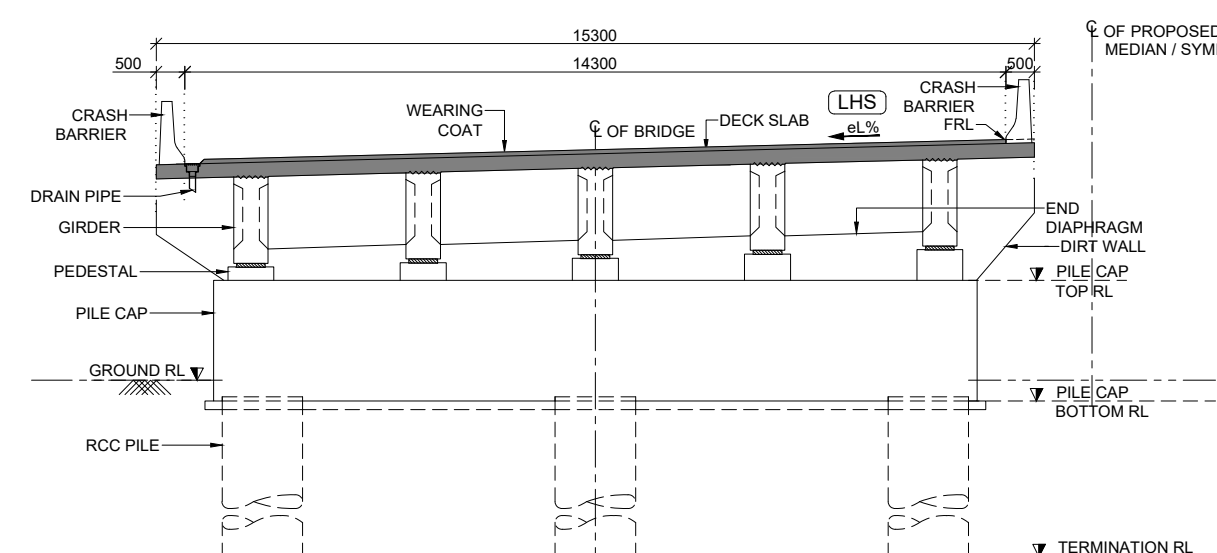
TYPICAL LONG SECTION OF ABUTMENT
(SCALE: 1:100)



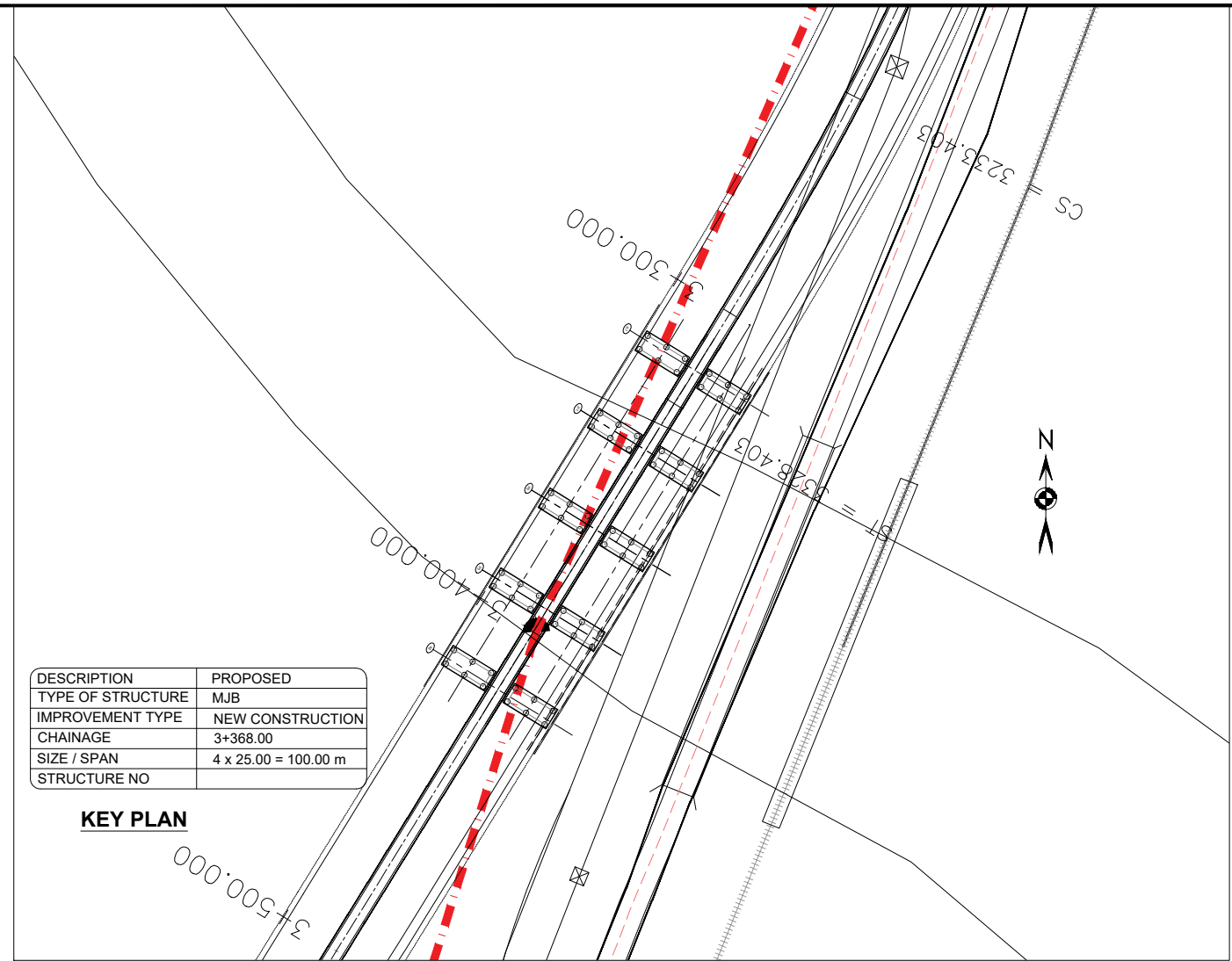
TYPICAL LONG SECTION OF PIER
(SCALE: 1:100)



TYPICAL CROSS SECTION OF PIER
(SCALE: 1:100)

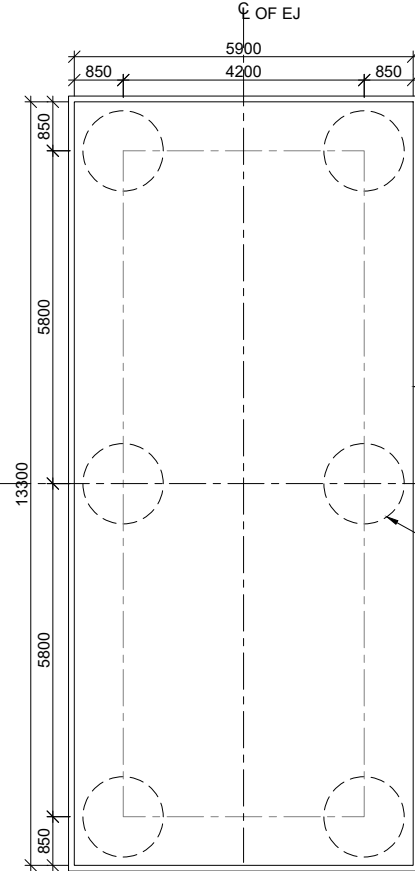


TYPICAL CROSS SECTION OF ABUTMENT
(SCALE: 1:100)

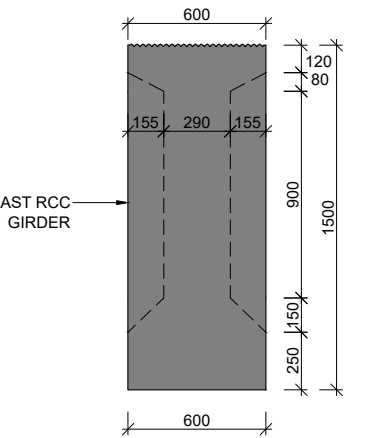


DESCRIPTION	PROPOSED
TYPE OF STRUCTURE	MB
IMPROVEMENT TYPE	NEW CONSTRUCTION
CHAINAGE	3+388.00
SIZE / SPAN	4 x 25.00 = 100.00 m
STRUCTURE NO	

KEY PLAN



PLAN OF PILE & PILE CAP
(TYP. PLAN)
(SCALE: 1:100)



TYPICAL DETAILS OF GIRDER
(SCALE: 1:25)

NOTES:

- ALL DIMENSIONS ARE IN MILLIMETER AND LEVELS ARE IN METER UNLESS OTHERWISE MENTIONED.
- DIMENSIONS SHALL NOT BE SCALED OFF FROM THE DRAWING.
- ALL THE DIMENSIONS SHOWN ARE TENTATIVE AND THE SAME SHALL BE REVISED AS PER DETAILED DESIGN.
- THE BRIDGE SHALL BE DESIGNED FOR 2+2 LANES OF IRC CLASS "A" LOADING OR 1 LANE OF CLASS "70R" OR 1 LANE OF CLASS "70R" + 2 LANE OF CLASS "A" OR 1 LANE OF "SPV" LOADING WITH WORST COMBINATION AS PER IRC:6:2017.
- DESIGN AS PER LATEST CODAL PROVISION IRC SP 114:2018.
- LAYING OF FILTER MEDIA FOR DRAINAGE AND BACK FILLING BEHIND RETAINING WALLS / RE WALL SHALL BE DONE IN ACCORDANCE WITH APPENDIX-6 OF IRC:78:2014.
- BACK FILLING BEHIND RETAINING WALLS / RE WALL SHALL CONSIST OF SELECTED EARTH CONFORMING TO APPENDIX-6 OF IRC:78:2014 HAVING PROPERTIES $C > 0$, $\phi > 30^\circ$, $d_{20} < 20$ & $d_{60} < 20$ kN/m³.
- THE DESIGN OF FOUNDATION IS CARRIED OUT CONSIDERING THE SOIL INVESTIGATION DONE EARLIER BY "KBM ENGINEERING RESEARCH LABORATORY" REPORT NO. 3713 DATED 19/11/2025.

FOR TENDER PURPOSE

Rev	Revised	Particulars of revision	Drawn	Checked	Approved
Deendayal Port Authority					
Construction of Road Over Bridge (ROB) including Roads & Allied Facilities at Tuna-Tekra					
Drawing No. CREEK BRIDGE GENERAL ARRANGEMENT DRAWING 4 NOS 25 M SPAN					
Scale: 1:200					
MERIZEN-DPA-1539-ROB-DDE-DWG-015					
B1					