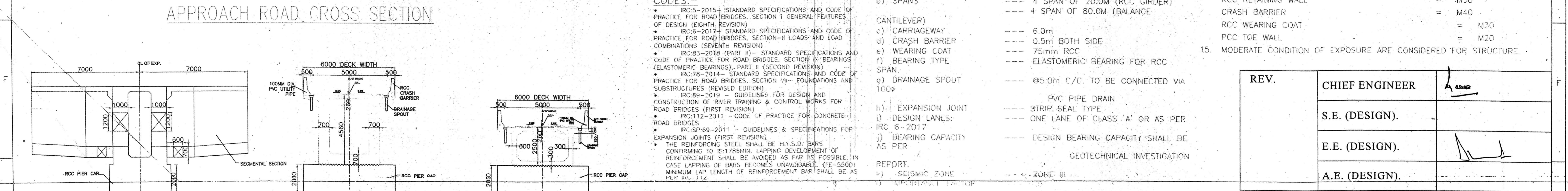
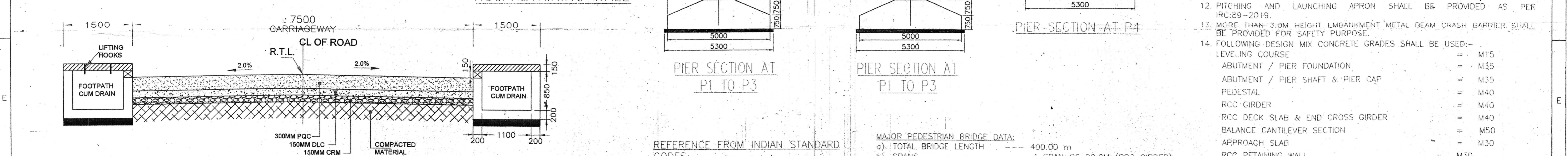
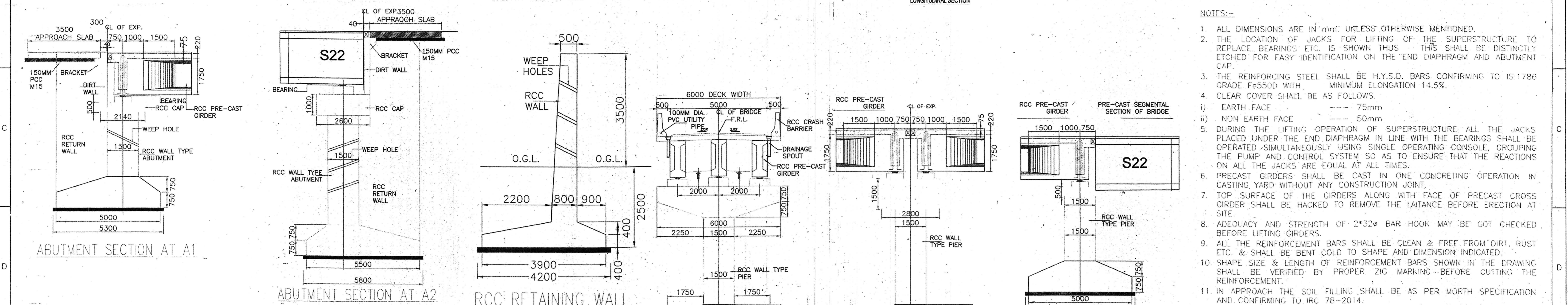


FORMATION	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300	194.300			
GROUND LVL.	193.346	192.058	190.826	190.083	189.288	190.020	188.430	187.861	186.177	184.755	185.393	182.332	178.262	173.591	154.672	172.590	173.490	173.591	178.262	182.332	185.393	186.177	190.000	193.346
CHAINAGE	0+820	0+840	0+860	0+880	0+900	0+920	0+940	0+960	0+980	1+000	1+020	1+040	1+060	1+080	1+100	1+120	1+140	1+160	1+180	1+200	1+220	1+240	1+260	1+280



- NOTES:-**
- ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE MENTIONED.
 - THE LOCATION OF JACKS FOR LIFTING OF THE SUPERSTRUCTURE TO REPLACE BEARINGS ETC. IS SHOWN THUS THIS SHALL BE DISTINCTLY ETCHED FOR EASY IDENTIFICATION ON THE END DIAPHRAGM AND ABUTMENT CAP.
 - THE REINFORCING STEEL SHALL BE H.Y.S.D. BARS CONFIRMING TO IS:1786 GRADE Fe550D WITH MINIMUM ELONGATION 14.5%.
 - CLEAR COVER SHALL BE AS FOLLOWS:
 - i) EARTH FACE --- 75mm
 - ii) NON EARTH FACE --- 50mm
 - DURING THE LIFTING OPERATION OF SUPERSTRUCTURE ALL THE JACKS PLACED UNDER THE END DIAPHRAGM IN LINE WITH THE BEARINGS SHALL BE OPERATED SIMULTANEOUSLY USING SINGLE OPERATING CONSOLE, GROUPING THE PUMP AND CONTROL SYSTEM SO AS TO ENSURE THAT THE REACTIONS ON ALL THE JACKS ARE EQUAL AT ALL TIMES.
 - PRECAST GIRDERS SHALL BE CAST IN ONE CONCRETING OPERATION IN CASTING YARD WITHOUT ANY CONSTRUCTION JOINT.
 - TOP SURFACE OF THE GIRDERS ALONG WITH FACE OF PRECAST CROSS GIRDER SHALL BE HACKED TO REMOVE THE LAITANCE BEFORE ERECTION AT SITE.
 - ADEQUACY AND STRENGTH OF 2*32# BAR HOOK MAY BE GOT CHECKED BEFORE LIFTING GIRDERS.
 - ALL THE REINFORCEMENT BARS SHALL BE CLEAN & FREE FROM DIRT, RUST ETC. & SHALL BE BENT COLD TO SHAPE AND DIMENSION INDICATED.
 - SHAPE SIZE & LENGTH OF REINFORCEMENT BARS SHOWN IN THE DRAWING SHALL BE VERIFIED BY PROPER ZIG MARKING BEFORE CUTTING THE REINFORCEMENT.
 - IN APPROACH THE SOIL FILLING SHALL BE AS PER MORTH SPECIFICATION AND CONFIRMING TO IRC 78-2014.
 - PITCHING AND LAUNCHING APRON SHALL BE PROVIDED AS PER IRC:89-2019.
 - MORE THAN 3.0M HEIGHT LMBANKMENT METAL BEAM CRASH BARRIER SHALL BE PROVIDED FOR SAFETY PURPOSE.
 - FOLLOWING DESIGN MIX CONCRETE GRADES SHALL BE USED:-

LEVELING COURSE	= M15
ABUTMENT / PIER FOUNDATION	= M35
ABUTMENT / PIER SHAFT & PIER CAP	= M35
PEDESTAL	= M40
RCC GIRDER	= M40
RCC DECK SLAB & END CROSS GIRDER	= M40
BALANCE CANTILEVER SECTION	= M50
APPROACH SLAB	= M30
RCC RETAINING WALL	= M30
CRASH BARRIER	= M40
RCC WEARING COAT	= M30
PCC TOE WALL	= M20
 - MODERATE CONDITION OF EXPOSURE ARE CONSIDERED FOR STRUCTURE.

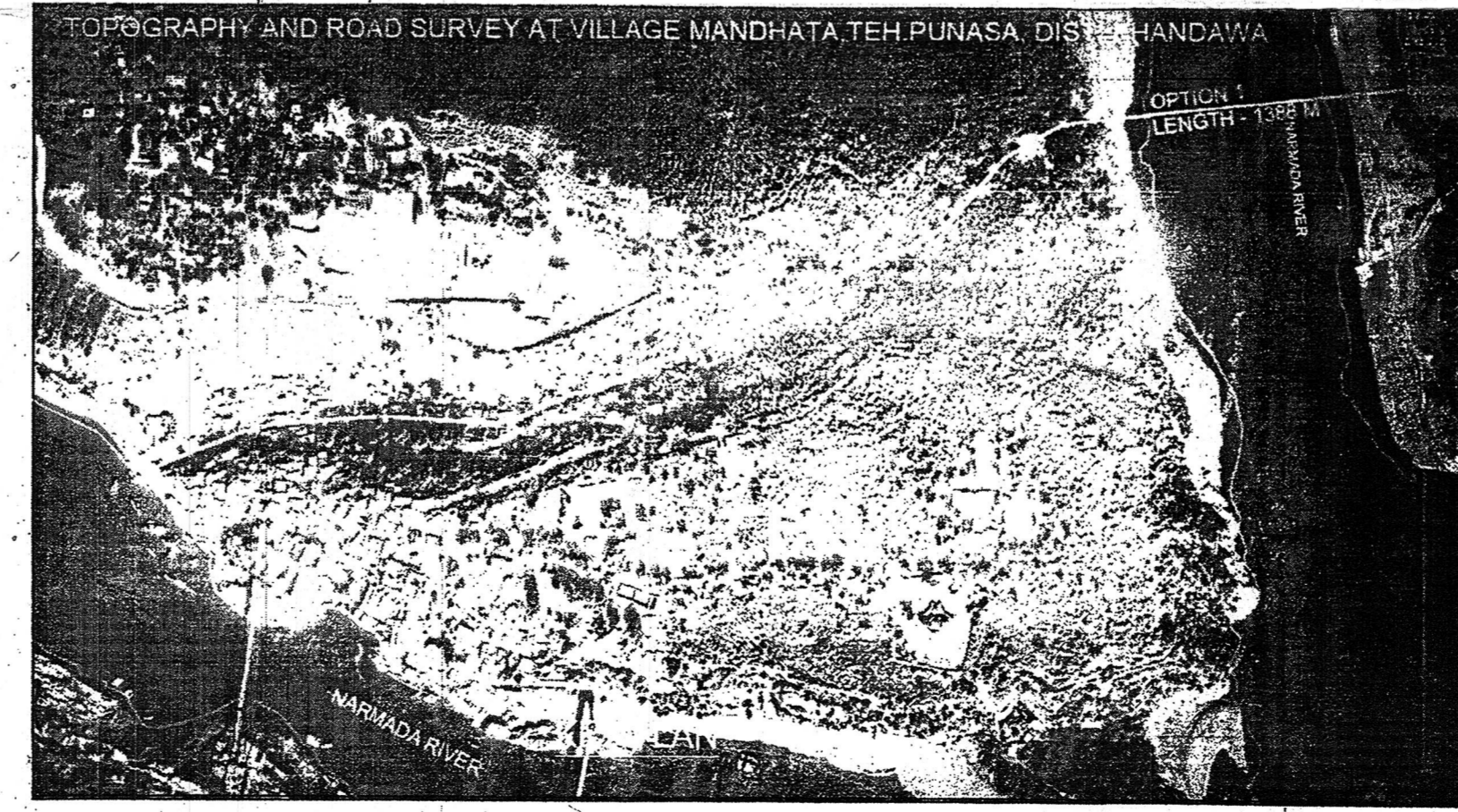
REFERENCE FROM INDIAN STANDARD CODES:-

- IRC:5-2015 - STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES, SECTION I GENERAL FEATURES OF DESIGN (EIGHTH REVISION)
- IRC:6-2017 - STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES, SECTION-II LOADS AND LOAD COMBINATIONS (SEVENTH REVISION)
- IRC:83-2018 (PART II) - STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES, SECTION III BEARINGS (ELASTOMERIC BEARINGS), PART II (SECOND REVISION)
- IRC:78-2014 - STANDARD SPECIFICATIONS AND CODE OF PRACTICE FOR ROAD BRIDGES, SECTION VII- FOUNDATIONS AND SUBSTRUCTURES (REVISED EDITION)
- IRC:89-2019 - GUIDELINES FOR DESIGN AND CONSTRUCTION OF RIVER TRAINING & CONTROL WORKS FOR ROAD BRIDGES (FIRST REVISION)
- IRC:112-2011 - CODE OF PRACTICE FOR CONCRETE ROAD BRIDGES
- IRC:58-19-2011 - GUIDELINES & SPECIFICATIONS FOR EXPANSION JOINTS (FIRST REVISION)
- THE REINFORCING STEEL SHALL BE H.Y.S.D. BARS CONFIRMING TO IS:1786MM. LAPPING DEVELOPMENT OF REINFORCEMENT SHALL BE AVOIDED AS FAR AS POSSIBLE. IN CASE LAPPING OF BARS BECOMES UNAVOIDABLE, (FE-5500) MINIMUM LAP LENGTH OF REINFORCEMENT BAR SHALL BE AS PER IRC 112.

MAJOR PEDESTRIAN BRIDGE DATA:

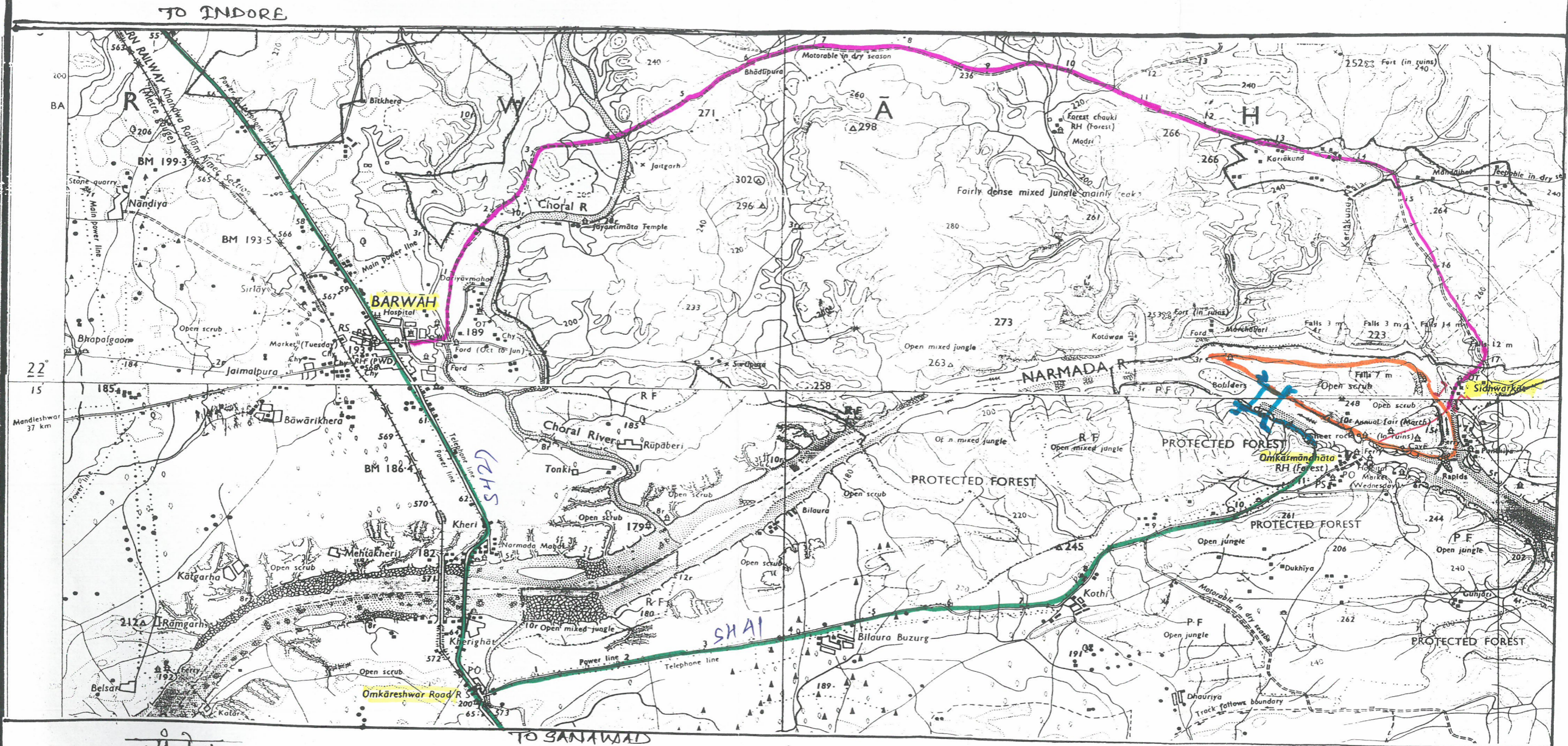
- TOTAL BRIDGE LENGTH --- 400.00 m
- SPANS --- 4 SPAN OF 20.0M (RCC GIRDER) --- 4 SPAN OF 80.0M (BALANCE CANTILEVER)
- CARRIAGEWAY --- 6.0m
- CRASH BARRIER --- 0.5m BOTH SIDE
- WEARING COAT --- 75mm RCC
- BEARING TYPE --- ELASTOMERIC BEARING FOR RCC SPAN.
- DRAINAGE SPOUT --- @ 5.0m C/C. TO BE CONNECTED VIA PVC PIPE DRAIN
- EXPANSION JOINT --- STRIP SEAL TYPE
- DESIGN LANES --- ONE LANE OF CLASS 'A' OR AS PER IRC 6-2017
- BEARING CAPACITY --- DESIGN BEARING CAPACITY SHALL BE AS PER GEOTECHNICAL INVESTIGATION REPORT.
- SEISMIC ZONE --- ZONE III
- IMPORTANT FACTOR

REV.	CHIEF ENGINEER	
	S.E. (DESIGN).	
	E.E. (DESIGN).	
	A.E. (DESIGN).	
OFFICE	OFFICE OF THE CHIEF ENGINEER M.P.P.W.D.BRIDGE CONSTRUCTION ZONE BHOPAL(M.P.)	
WORK	CONSTRUCTION OF HIGH LEVEL BRIDGE ACROSS KAVERI RIVER AT OMKARESHWAR AND APPROACH ROAD FROM OMKAR GHAT TO BHILAT BABA MANDIR AT SIDDHAWKUT	
CONTRACTOR		
CONSULTANT	M/S ENNOVIS CONSULTANTS INDIA PVT LTD 194, OM SHIV SOCIETY, TILAK NAGAR PUMP HOUSE, LALGHATI BHOPAL, MADHYA PRADESH, 462030	
TITLE	GENERAL ARRANGEMENT DRAWING OF MAJOR PEDESTRIAN HIGH LEVEL BRIDGE	
DRG.NO.	W-IND-450	DATE - 16.10.2024
		PAPER SIZE -A0
		REV. - R0



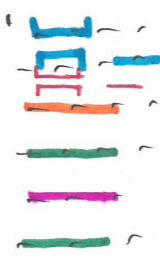
देशाना मानचित्र :- ओंकारेश्वर में कावेरी नदी पर उच्च स्तरीय पुल सहित ओंकारघाट से सिद्धवरकुट तक पहुँच मार्ग निर्माण

शेडो शीट 55B/3 & 55B/4



संकेत

- 1/ निर्माणाधीन पुल सहित पहुँच मार्ग
- 2/ प्रस्तावित पुल सहित पहुँच मार्ग
- 3/ परिक्रमा पथ
- 4/ मोरटक्का मांघरा मार्ग (SM)
- 5/ बड़वाह सिद्धवरकुट मार्ग
- 6/ मोरटक्का बड़वाह मार्ग (SM)



Shahi
Sub-Engineer

Shahi
Sub-Division Officer
P.W.D. Bridge Construction
Sub-Division, Indore

Shahi
Sub-Division Officer
P.W.D. Bridge Construction
Division, Indore