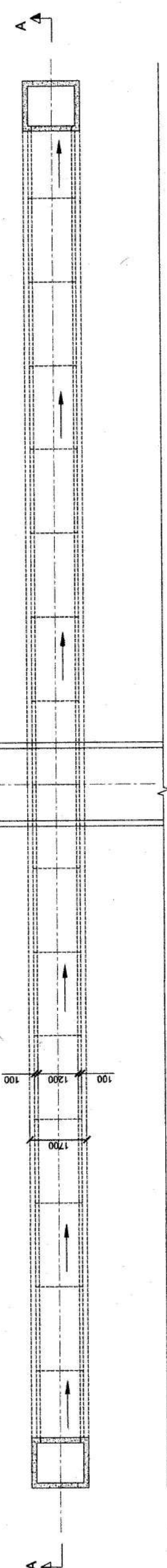
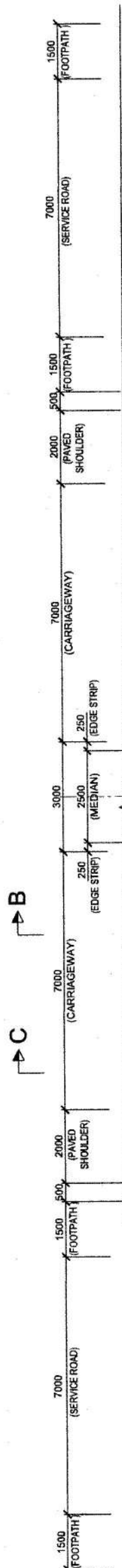
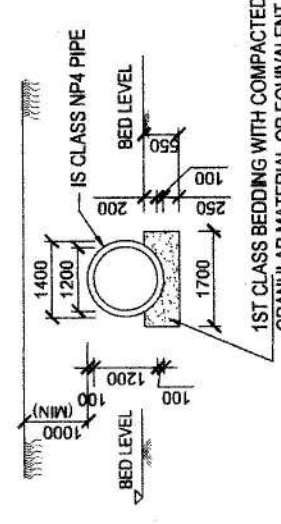


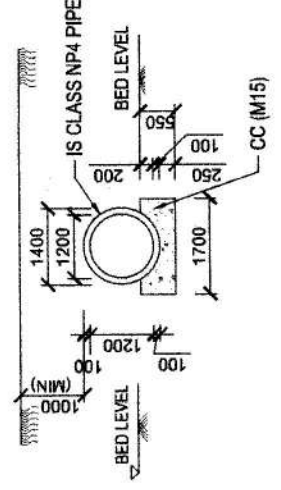
SECTION AT A-A  
(SCALE 1:100)



PLAN  
(SCALE 1:100)



SECTION C-C



SECTION B-B

Bridge Engineer  
VSPL, Sivasagar

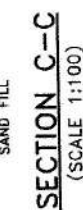
NOTES:-

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE STATED.
2. DIMENSIONS SHALL NOT BE SCALED FROM THE DRAWINGS.
3. ONLY THE WRITTEN DIMENSIONS SHALL BE FOLLOWED.
4. MINIMUM CUSHION ABOVE PIPE INCLUDING ROAD CRUST SHALL BE 1000mm
5. THE CONCRETE PIPES SHALL BE R.C.C. HEAVY DUTY & NON PRESSURE PIPES OF CLASS NP4 CONFORMING TO IS : 458 - 1988(LATEST REVISION).
6. FIRST CLASS BEDDING CAN BE USED FOR MAXIMUM HEIGHT OF FILL OF 4.0 METRES. BELOW EACH PIPE JOINT 500 MM WIDE M15 GRADE CONCRETE CRADLE OF SAME CROSS SECTION IS TO BE PROVIDED.
7. JOINING OF PIPE SHALL BE OF COLLAR TYPE JOINT.
8. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE RELEVANT PLAN & PROFILE DRAWING OF ROAD.

Authorised Signatory  
M/s Kamal Engineering Pvt. Ltd.

DRG. NO. NHIDCL/KSU/UPC/01	DATE: APRIL 2023	REVISION: R0
TITLE: GENERAL ARRANGEMENT DRAWING FOR SINGLE ROW HUME PIPE CULVERT CH km 501+350 (1X1200 DIA)	APPROVED	P.S.
SCALE: AS SHOWN	DESIGNED	G.R.
PREPARED	K.R.	P.S.
SAFETY CONSULTANT	U.A. INTERTECH LEGATO & CO NEW DELHI - 110092	
PROF. CONSULTANT	SKA	
DESIGN DIRECTOR	Prateek Srivastava	
CONTRACTOR	M/S KAMAL ENGINEERS PVT. LTD. M/S SHIVA HARILAKA (M)	
PROJECT	FOUR LANE OF JHARUHI TO DEWOW SECTION FROM KM. 481+000 TO KM. 535+250 (DESIGN KM. 481+000 TO KM. 534+800) OF NH-27 IN THE STATE CAPITAL REGION IN THE STATE ENGINEERING PROCUREMENT & CONSTRUCTION (EPC) MODE.	
CLIENT	National Highways & Infrastructure Development Corporation Limited.	
NO.	DATE	DESCRIPTION

SL NO	CHAINAGE	S	H	Tt	Tw	Tb	C	Tub	Tuw	Hu	Lu
1	514-345	3.0m	3.2m	0.30m	0.35m	0.35m	0.50m	0.25m	0.25m	3.45m	3.90m



NOTES

1. ALL DIMENSION ARE IN MILLIMETERS, LEVELS ARE IN METRE AND CHAINAGES ARE IN KM UNLESS OTHERWISE MENTIONED. FOR UNWRITTEN DIMENSION SHALL BE FOLLOWED. DRAWING SHALL NOT BE SCALED.
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS.
3. GRADE OF CONCRETE FOR VARIOUS STRUCTURES SHALL BE AS FOLLOWS :  
 UT-TROUGH & ITS FOUNDATION-----M40  
 BOX CELL STRUCTURES-----M40  
 APPROACH SLAB-----M40  
 CURTAIN WALL-----M40  
 PCC LEAN CONCRETE BELOW FOUNDATION-----M15
4. ALL REINFORCEMENTS SHALL BE OF THERMO MECHANICALLY TREATED (TM) OR HIGH YIELD STRENGTH DEFORMED BARS (GRADE DESIGNATION Fe-500), CONFORMING TO IS : 1786/1965.
5. THE SELECTED EARTH FILLING SHALL HAVE FOLLOWING PROPERTIES :  
 $\phi > = 30^\circ$ ,  $e = 1$ ,  $q_d = 18kN/m^2$
6. BACKFILLING BEHIND BOTH END WALLS AND ON BOTH SIDES OF CURTAIN WALL SHALL BE DONE SIMULTANEOUSLY.
7. THE SAFE BEARING CAPACITY CONSIDERED IN DESIGN IS  $107kN/m^2$ . THE CURTAIN WALL SHALL BE COMPACTED TO PROCTOR DENSITY 95% TO ENHANCE THE BEARING CAPACITY OF FOUNDATION STRATA.

LEGEND :-

- 1) PCL - PROPOSED CENTRE LINE  
2) FRL - FINISHED ROAD LEVEL  
3) LBL - LOWEST BED LEVEL  
4) FL - FOUNDING LEVEL

7. THE SAFE BEARING CAPACITY CONSIDERED IN DESIGN IS 107 kg/cm<sup>2</sup>. EARTH SHALL BE COMPACTED TO PROCTOR DENSITY 95% TO ENHANCE THE BEARING CAPACITY OF FOUNDATION STRATA.

U/S IS SHOWN IN RIGHT SIDE OF THE DRAWING. EITHER DALKHOLA OR RAIGANJ IN ROAD DIRECTION IS TO BE TAKEN AS PER U/S SHOWN IN DRAWING.

[illegible]