BAR BENDING SCHEDULE OF PIER CAP

S.No.	BAR MARK	DESCRIPTION OF BAR	BAR DIA.(MM)	SPACING (MM)	BAR LENGTH (M)	No. OF BARS	UNIT WEIGHT (Kg/m)	TOTAL WEIGHT (Kg)
1	CT1	375 — 2550 — 375	32		3.300	60	6.321	1251.56
2	CT2	375 — 11700 — 375	32		12.450	30	6.321	2360.89
3	CT3	375 — 2550 — 375	32		3.300	15	6.321	312.89
4	CT4	375 — 11700 — 375	32		12.450	30	6.321	2360.89
5	CT5	11700 — 2550 — 100	16	200	28.700	5	1.580	226.77
6	CT6	100 — 1350 — 100	16	X: 180 Y: 400	0.800	450	1.580	568.89
7	CT7	100 — 600 — 100	16	150	0.800	141	1.580	178.25
8	CT8	@200 11700 @400, 2550	16		302.550	5 Layer	1.580	2390.52
9	CT9	750 — 1275 — 150 — 750	16	150	2.925	79	1.580	365.16
10	CT10	100 — 11700 — 100	16	150	11.900	10	1.580	188.05
							TOTAL (KG) :	10203.85

BAR BENDING SCHEDULE OF PEDESTAL

S.No.	BAR MARK	DESCRIPTION OF BAR	BAR DIA.(MM)	SPACING (MM)	BAR LENGTH (M)	No. OF BARS	UNIT WEIGHT (Kg/m)	TOTAL WEIGHT (Kg)
1	TP1	150 — 700 — Avg. 620	16	150	2.520	6	1.580	23.89
2	TP2	150 — 700 — Avg. 620	16	150	2.520	6	1.580	23.89
3	TP3	700 — 700 — 100	16	150	3.000	4	1.580	18.96
4	TP4	675, 675 @ 100	16		16.675	2	0.617	13.18
							TOTAL (KG) :	79.93

BAR BENDING SCHEDULE OF PIER STEM

S.No.	BAR MARK	DESCRIPTION OF BAR	BAR DIA.(MM)	SPACING (MM)	BAR LENGTH (M)	No. OF BARS	UNIT WEIGHT (Kg/m)	TOTAL WEIGHT (Kg)
1	ST1	300 — 6150 — 1125	32		7.575	60	6.321	2872.89
2	ST2	100 — 7350 — 100	20	160	7.550	24	2.469	447.41
3	ST3	300 — 6150 — 1125	32		7.575	60	6.321	2872.89
4	ST4	100 — 7350 — 100	20	160	7.550	24	2.469	447.41
5	ST5	1125 — 300 — 6150	32		7.575	18	6.321	861.87
5	ST6	900 — 2357	20	160	4.157	48	2.469	492.68
6	ST7	100 — 1350 — 100	16	Ver. 150 Hor.300	1.550	750	1.580	1837.04
							TOTAL (KG) :	9832.18

BAR BENDING SCHEDULE OF PILE CAP

S.No.	BAR MARK	DESCRIPTION OF BAR	BAR DIA.(MM)	SPACING (MM)	BAR LENGTH (M)	No. OF BARS	UNIT WEIGHT (Kg/m)	TOTAL WEIGHT (Kg)
1	FT1	900 — 8650 — 900	32	150	10.450	83	6.321	5482.51
2	FT2	900 — 12250 — 900	32	150	14.050	59	6.321	5239.78
3	FT3	900 — 8650 — 900	20	200	10.450	63	2.469	1625.56
4	FT4	900 — 12250 — 900	20	200	14.050	45	2.469	1561.11
5	FT5	100 — 1650 — 100	16	Long. 450 Trans. 450	1.85	524	1.580	1531.89
6	FT6	8586 — 12186 — 150	16	200	41.844	8	1.580	528.99
							TOTAL (KG) :	15969.84

BAR BENDING SCHEDULE OF RCC STOPPER - TRANSVERSE (LEFT)

S.No.	BAR MARK	DESCRIPTION OF BAR	BAR DIA.(MM)	SPACING (MM)	BAR LENGTH (M)	No. OF BARS	UNIT WEIGHT (Kg/m)	TOTAL WEIGHT (Kg)
1	TS1-L	975 — 900, 850 — 850	16	150	4.550	12	1.580	86.28
2	TS2-L	900 — 1600 — 100	16	150	5.200	5	1.580	41.09
3	TS3-L	975 — 1600 — 100	16	200	5.350	5	1.580	42.27
							TOTAL (KG) :	169.64

BAR BENDING SCHEDULE OF RCC STOPPER- TRANSVERSE (RIGHT)

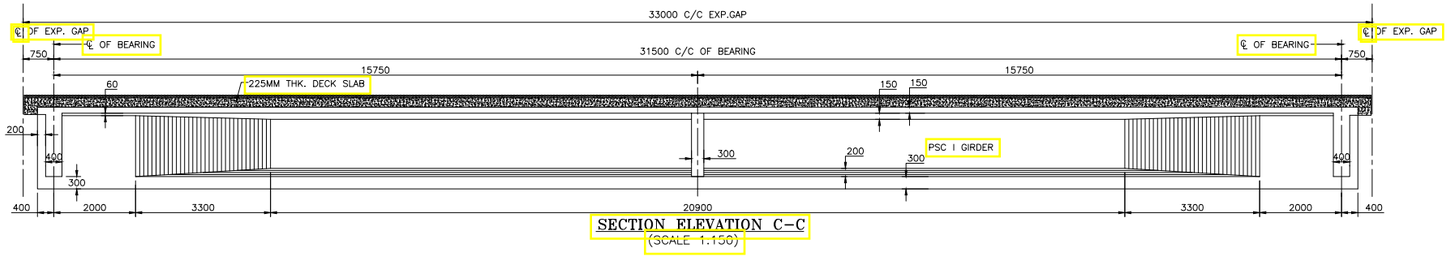
S.No.	BAR MARK	DESCRIPTION OF BAR	BAR DIA.(MM)	SPACING (MM)	BAR LENGTH (M)	No. OF BARS	UNIT WEIGHT (Kg/m)	TOTAL WEIGHT (Kg)
1	TS1-R	1200 — 900, 850 — 850	16	150	5.000	12	1.580	94.81
2	TS2-R	900 — 1600 — 100	16	150	5.200	6	1.580	49.30
3	TS3-R	1200 — 1600 — 100	16	200	5.800	5	1.580	45.83
							TOTAL (KG) :	189.95

BAR BENDING SCHEDULE OF RCC STOPPER - LONGITUDINAL (2 Nos.)

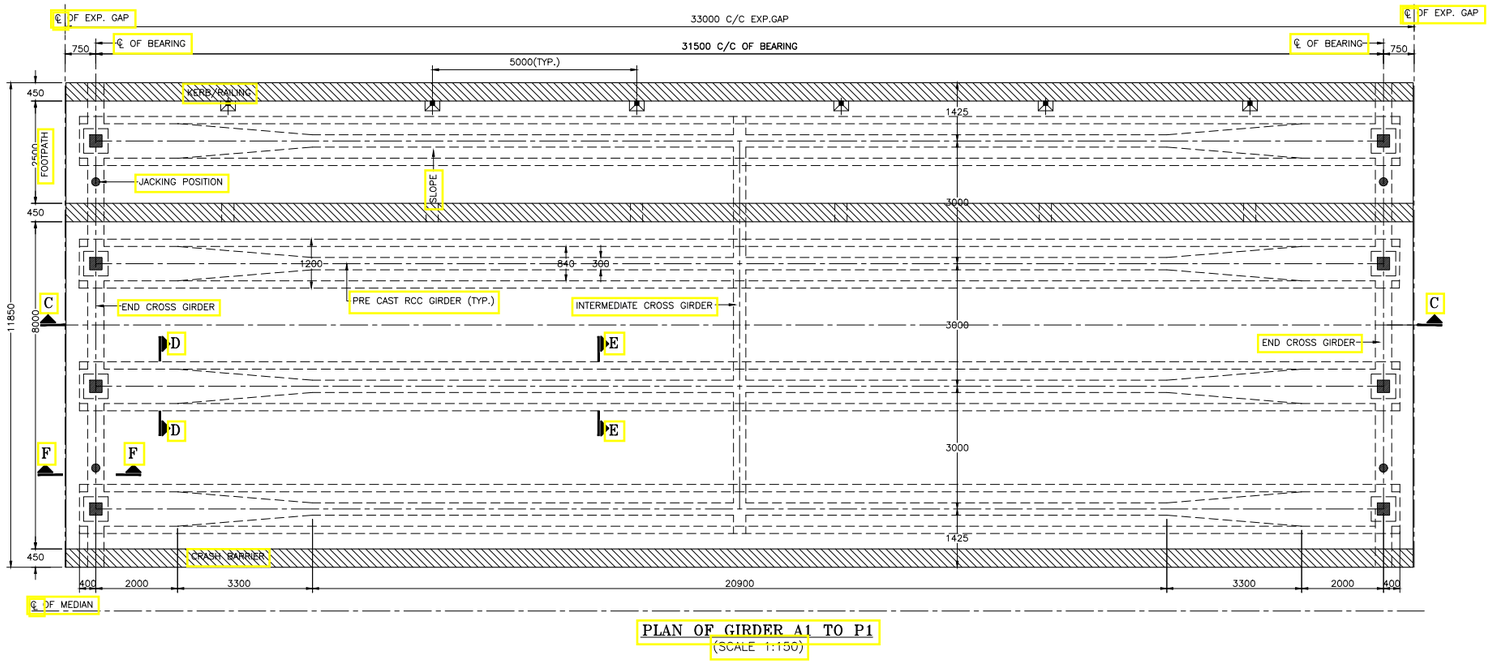
S.No.	BAR MARK	DESCRIPTION OF BAR	BAR DIA.(MM)	SPACING (MM)	BAR LENGTH (M)	No. OF BARS	UNIT WEIGHT (Kg/m)	TOTAL WEIGHT (Kg)
1	TS1	1350 — 500, 850 — 850	16	150	4.900	7	1.580	54.20
2	TS2	500 — 900 — 100	16	150	3.000	7	1.580	33.19
3	TS3	1350 — 900 — 100	12	150	4.700	4	0.889	16.71
							TOTAL (KG) 2 Nos:	208.20

EMPLOYER	PROJECT NAME	DESIGN CONSULTANTS			
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr. S.N.R.B Nec.No. 265 Civil "A"	Signature
			Checked By	Mr. S.M. Nec.No.	Signature
			Approved By	Mr. H.B. Nec.No.	Signature

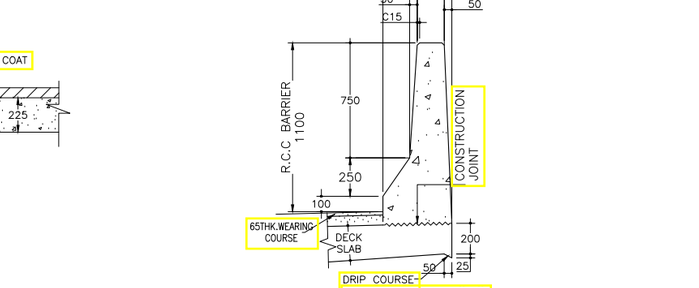
Drawing Name	Scale:	Date:
PIER BAR BENDING SCHEDULE OF BRIDGE OVER RIVER LAKHANDEI	AS SHOWN	JUNE, 2023
Reference Drawings -	Chainage: 300+466	Drawing No.- KDP/DPR/STR/BR/LAKHANDEI/DD-12
		Sheet No. 1/1



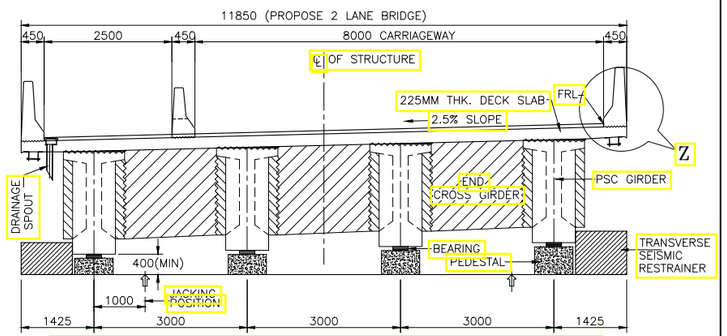
SECTION ELEVATION C–C
(SCALE 1:150)



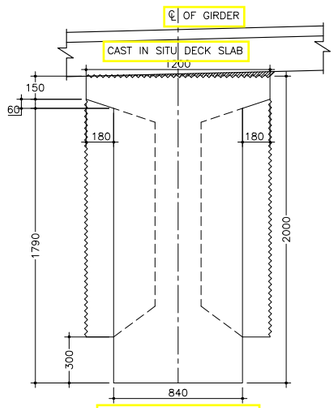
PLAN OF GIRDER A1 TO P1
(SCALE 1:150)



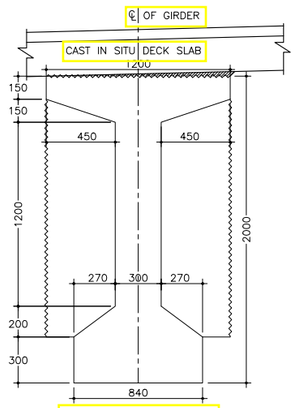
SECTION OF SUPER STRUCTURE AT MID SPAN
SCALE 1:120



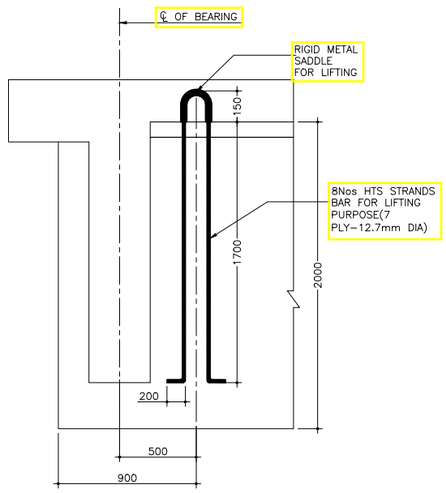
SECTION OF SUPER STRUCTURE AT SUPPORT SPAN
SCALE 1:120



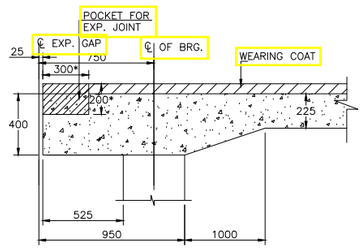
SECTION D–D
(END SECTION OF GIRDER)
(SCALE 1:40)



SECTION E–E
(MID SECTION OF GIRDER)
(SCALE 1:40)



LIFTING HOOK DETAIL
SCALE 1:40



SECTION F–F
(SCALE 1:40)

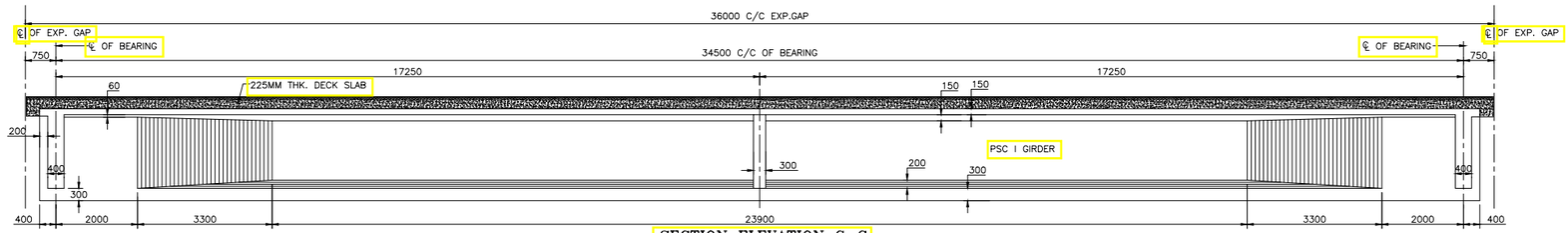
DETAIL MKD "Z"
(SCALE 1:40)

NOTES:

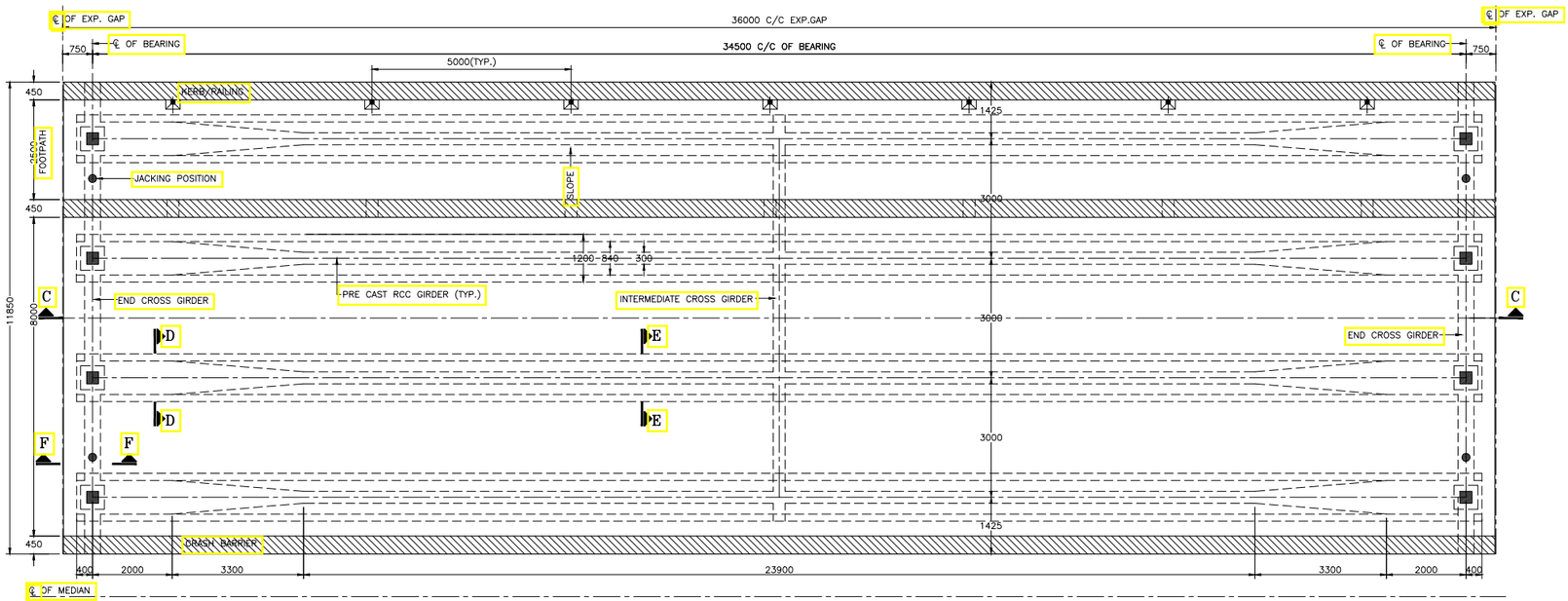
1. DIMENSIONS ARE IN MILLIMETERS. CHANGES & LEVELS ARE IN METER,UNLESS NOTED OTHERWISE.
2. CHAINAGE & LEVEL SHALL BE VERIFIED WITH THE RELEVANT PLAN & PROFILE DRAWING VARIATION (IF ANY) SHALL BE REPORTED TO ENGINEER FOR MODIFICATION.
3. CHAINAGE OF THE STRUCTURE IS AT THE CENTER LINE OF THE PROPOSED STRUCTURE.
4. EACH PRECAST GIRDER WILL BE LIFTED BY USING LIFTING STRAND AT EITHER END DURING LIFTING GIRDER SHALL BE KEPT PLUMB AND UPRIGHT.

EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC NO. 265 CIVIL A	Signature	Drawing Name: SUPER STRUCTURE DETAILS OF BRIDGE OVER RIVER LAKHANDEI Reference Drawings:	Scale: AS NOTED Chainage: 300+466
			Checked By	Mr.S.M	Signature		
			Approved By	Mr.H.B	Signature		

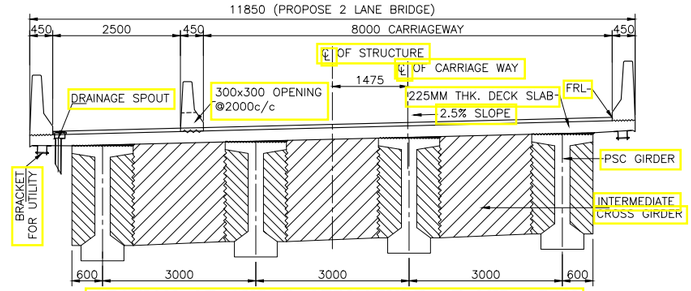
Date: JUNE, 2023
Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -13
Sheet No.: Sheet No. 1/2



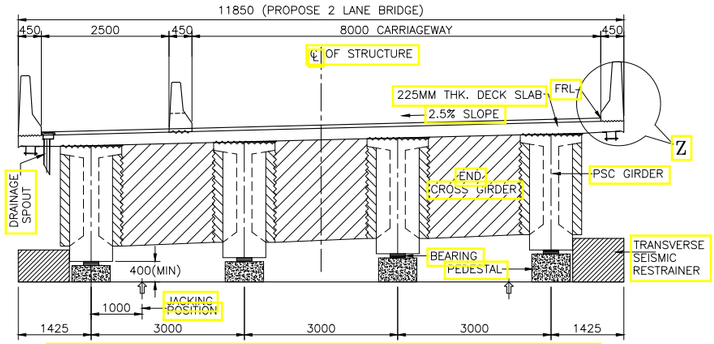
SECTION ELEVATION C–C
(SCALE 1:150)



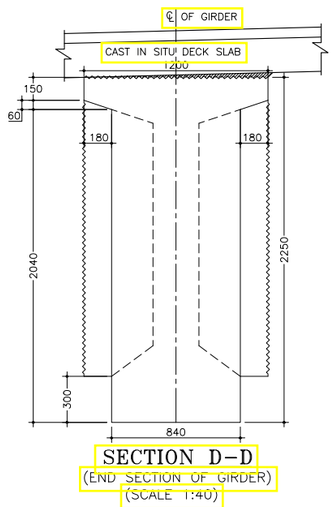
PLAN OF GIRDER A1 TO P1
(SCALE 1:150)



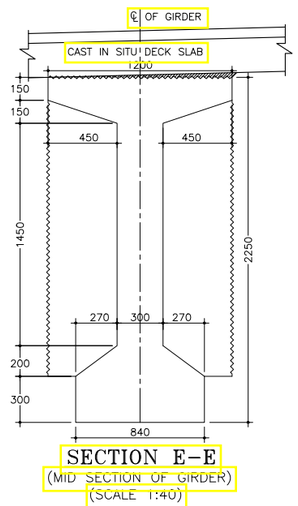
SECTION OF SUPER STRUCTURE AT MID SPAN
SCALE 1:120



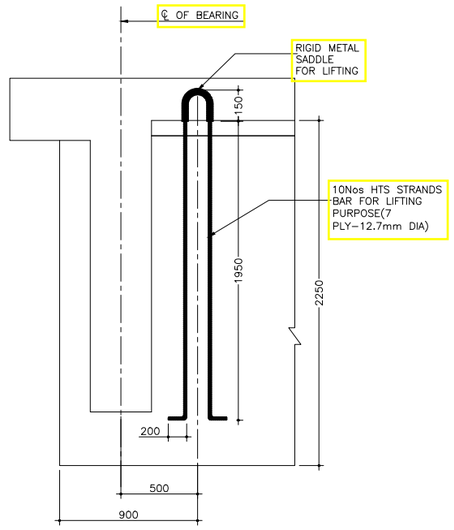
SECTION OF SUPER STRUCTURE AT SUPPORT SPAN
SCALE 1:120



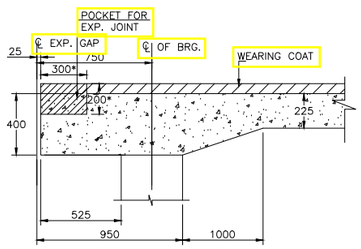
SECTION D–D
(END SECTION OF GIRDER)
(SCALE 1:40)



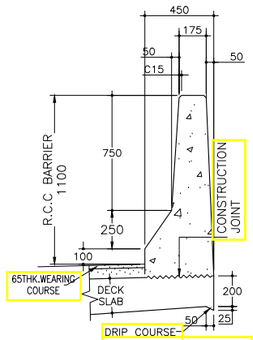
SECTION E–E
(MID SECTION OF GIRDER)
(SCALE 1:40)



LIFTING HOOK DETAIL
SCALE 1:40



SECTION F–F
(SCALE 1:40)



DETAIL MKD "Z"
(SCALE 1:40)

NOTES:

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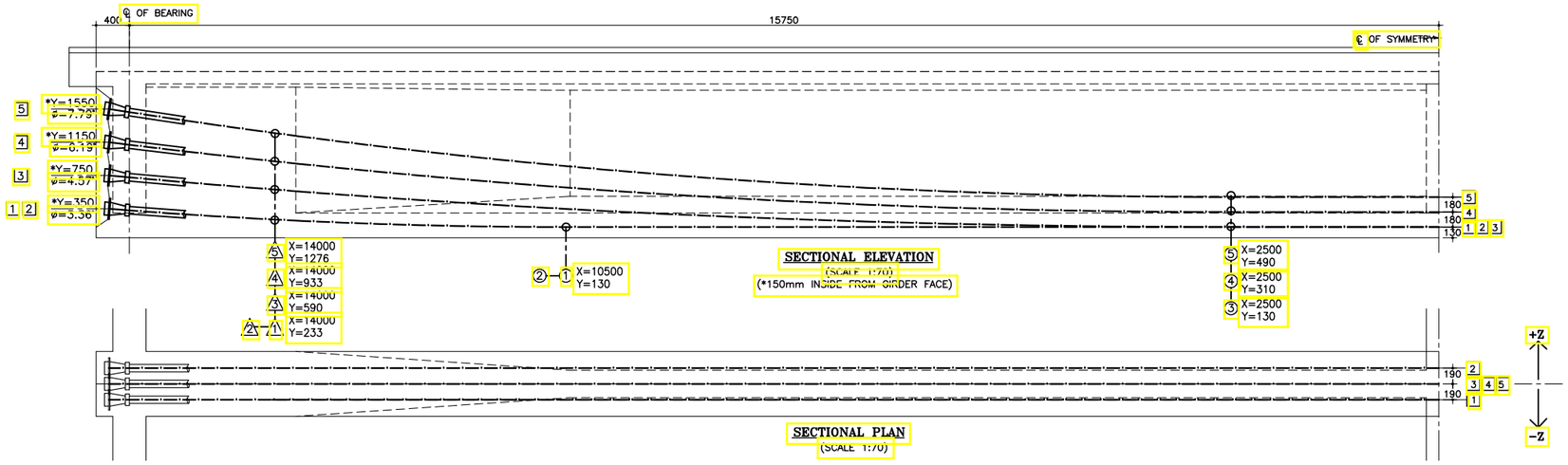
36m Superstructure

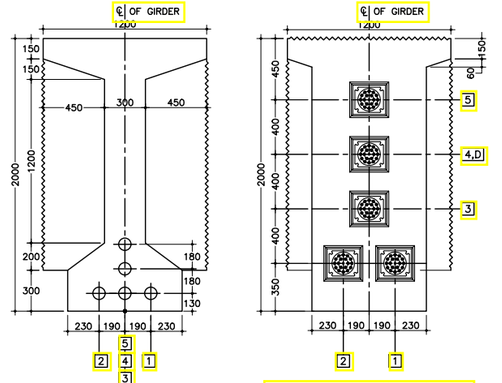
EMPLOYER	PROJECT	DESIGN CONSULTANT						
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC No. 265 CIVIL "A"	Signature	Drawing Name: SUPER STRUCTURE DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS NOTED	Date: JUNE, 2023
			Checked By	Mr.S.M	Signature	Reference Drawings:	Chainage: 300+466	Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -13
			Approved By	Mr.H.B	Signature			Sheet No.: Sheet No. 2/2



SECTIONAL ELEVATION
(SCALE 1:70)
(*150mm INSIDE FROM GIRDER FACE)

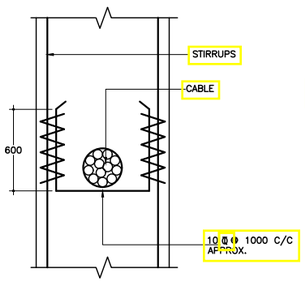
SECTIONAL PLAN
(SCALE 1:70)

cable no	at X =	16000		14300		13000		11700		10400		9100		7800		6500		5200		3900		2600		1300		0	
		y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z
C5		1550	0	1317	0	1146	0	993	0	861	0	749	0	657	0	585	0	533	0	502	0	490	0	490	0	490	0
C4 (Dummy)		1150	0	966	0	830	0	709	0	604	0	515	0	442	0	385	0	344	0	319	0	310	0	310	0	310	0
C3		750	0	614	0	513	0	424	0	347	0	282	0	228	0	186	0	155	0	137	0	130	0	130	0	130	0
C2		350	190	250	190	182	190	142	190	130	190	130	190	130	190	130	190	130	190	130	190	130	190	130	190	130	190
C1		350	-190	250	-190	182	-190	142	-190	130	-190	130	-190	130	-190	130	-190	130	-190	130	-190	130	-190	130	-190	130	-190



SECTION AT MID SPAN
(SCALE 1:45

END VIEW OF BEAM
(*150mm INSIDE FROM GIRDER FACE)
(SCALE 1:45



TYPICAL DETAIL OF SUPPORTING ARRANGEMENT FOR CABLES
(SCALE 1:15)

X=HORIZONTAL DISTANCE FROM MID SPAN SECTION ALONG LENGTH OF GIRDER
Y=VERTICAL DISTANCE TO CABLE CENTRE FROM SOFFIT OF WEB
Z=HORIZONTAL DISTANCE OF CABLE FROM CENTRE OF WEB

LEGEND:

- ◯ — INDICATES END OF CABLE
- □ — INDICATE CABLE NUMBER
- * — ORDINATE AT ANCHORAGE END
- ○ — INDICATES START OF CURVE IN ELEVATION
- △ — INDICATES END OF CUVRE IN ELEVATION
- PS I — PRESTRESSING STAGE 1
- PS II — PRESTRESSING STAGE 2

NOTES FOR PRESTRESSING:

1. ALL DIMENSIONS ARE IN MM. UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS NOT BE SCALED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
   SEQUENCE OF CONSTRUCTION AND PRESTRESSING SHALL BE AS FOLLOWS.
   a) STAGE I CABLES SHALL BE STRESSED WHEN THE BEAM CONCRETE ATTAINS A MINIMUM STRENGTH OF 35mpa OR AFTER 7 DAYS OF CASTING WHICHEVER IS LATER.
   b) ALL REMAINING CABLES SHALL BE STRESSED TO 100% OF JACKING FORCE WHEN THE BEAM CONCRETE IS 21 DAYS OLD WITH MINIMUM CONCRETE STRENGTH OF 40mpa.
   c) IN CASE OF EMERGENCY OR SHORTFALL THE REMAINING STRANDS OF CABLE NO 4 MAY BE STRESSED

TABLE-1:

CABLE NO.	STAGE OF PRESTR-ESSING	ANCHORAGE TYPE	CABLE LENGTH CONSIDERING GRIP ADDITIONAL CUTTING LENGTH IN M.	CALCULATED ELONGATION CONSIDERING GRIP LENGTH (MM)	JACKING FORCE (KN)	NUMBER OF STRANDS TO BE STRESSED
5	PS II	19 T 15	34.009	116.39	3694	19
3		19 T 15	33.937	116.71	3694	19
2	PS I	19 T 15	33.912	116.54	2333	12
1		19 T 15	33.912	116.54	2333	12
CABLE 4 is dummy cable						

TABLE-3 SEQUENCE OF PRESTRESSING

SL. NO.	LOADING CASES	DAY NO.
1.	Casting of Girder	0
2.	1st stage Prestressing	7
3.	2nd stage Prestressing	21
4.	Launching of Girder	24
5.	Casting of Deck slab	28
6.	Removal of Deck shuttering	56
7.	Casting of Crash barrier	56
8.	Laying of Wearing Coat and Allowing Live load	63

3. PRESTRESSING SYSTEM

a) ALL PRESTRESSING STRANDS SHALL HAVE 7 PLY UNCOATED STRESS RELIEVED HIGH TENSILE STRANDS OF 15.2mm DIA CONFORMING TO CLASS 2 OF IS 14268-1995.
b) HDPE SHEATHING SHALL BE USED.
c) THE PARAMETERS ADOPTED FOR DESIGN ARE AS FOLLOLWS:
i) ANCHORAGE TYPE.....19 T 15
ii) SLIP AT EACH END.....10mm
iii) SHEATH DIA .....100mm.
iv) SHEATH THICKNESS.....±3mm
v) CO-EFFICIENT OF FRICTION.....0.17
vi) WOBBLE CO-EFFICIENT.....0.002/m
vii) NOMINAL AREA OF EACH STRAND.....140 mm^2
viii) NOMINAL ULTIMATE BREAKING LOAD OF EACH STRAND.....260.7KN
ix) MODULUS OF ELASTICITY OF HIGH TENSILE STEEL.....$1.95X10^5$ MPa
d) ALL THE DESIGN PARAMETERS ADOPTED SHALL BE VERIFIED AT SITE.
e) ALL PRESTRESSING ACCESSORIES BEING PATENTED ITEMS SHALL BE OBTAINED FROM AUTHORISED MANUFACTURERS ONLY.

4. PRESTRESSING OPERATIONS

a) STRESSING OPERATION SHALL BE DONE AS PER PROCEDURE GIVEN IN MORTH'S SPECIFICATIONS.
b) CABLE LENGTHS MENTIONED IN THE DRAWING ARE INCLUSIVE OF 950 MM. EXTRA AT EACH END. THE TOTAL LENGTH OF CABLE SHALL BE VERIFIED AT SITE.
c) STAGES OF PRESTRESSING SHALL BE AS IN TABLE-1&3.
d) STRESSING OF CABLES SHALL BE CARRIED OUT SIMULTANEOUSLY FROM BOTH ENDS & ALL STRANDS IN A CABLE SHALL BE TENSIONED SIMULTANEOUSLY. ONLY MULTI PULL JACKS SHALL BE USED FOR STRESSING.
e) GROUTING OF CABLES SHALL BE DONE IN SAME SEQUENCE AS STRESSING AND SHALL CONFORM TO IRC:112 2011.
f) ANCHORAGE POCKET SHALL BE FILLED WITH PREPACKED NON-SHRINK MORTAR, END FACES OF GIRDERS TO BE COATED WITH TWO COATS OF EPOXY.
g) EXTENSIONS SHALL BE RECHECKED AT 24 HOURS AFTER ANCHORING TO OBSERVE SLOW SLIPPAGE. THE MATTER SHALL BE REPORTED FOR EXCESSIVE SLIPPAGE IF ANY.
h) INITIAL SLACKNESS IN CABLES SHALL BE REMOVED BY APPLYING SMALL TENSION. THE INITIAL TENSION REQUIRED TO REMOVE SLACKNESS SHALL BE TAKEN AS THE STARTING POINT FOR MEASURING ELONGATION & CORRECTION SHALL BE APPLIED AS PER CL. 12.2.1.3 OF IS:1343- 198
i) IN CASE THE CALCULATED ELONGATION AND THE JACK PRESSURE ARE NOT ACHIEVED SIMULTANEOUSLY DURING PRESTRESSING OPERATION STRESSING SHALL BE CONTINUED/ DISCONTINUED AS PER NOTE NO. 8 GIVEN BELOW.

5. THE EXTENSIONS GIVEN IN TABLE NO.-1 SHALL BE MODIFIED AT SITE IN CASE ACTUAL VALUE OF AREA OF STRANDS 'A' & MODULUS OF ELASTICITY 'E' VARIES FROM THOSE ASSUMED IN DESIGN, REVISED EXTENSION SHALL BE CALCULATED AS UNDER
   REVISED EXTENSION = (195 X 10^5) x ORIGINAL EXTENSION (NEW MODULUS) X OLD AREA OF STRANDS / NEW AREA
6. EXTENSION OF CABLE SHALL BE VERIFIED FOR A FEW CABLES AT SITE. IN CASE OF VALUE OF AND ARE FOUND TO BE DIFFERENT THAN THOSE CONSIDERED FOR DESIGN, EXTENSION SHALL BE SUITABLY MODIFIED AFTER APPROVAL OF DESIGN OFFICE
7. THE GRIP LENGTH FROM ANCHORAGE FACE UP TO GRIPPING POINT IN JACK ASSUMED IN EXTENSION IS 750MM & THE ADDITIONAL LENGTH TAKEN FOR CUTTING IS 200MM. IF GRIP LENGTH VARIES THAN THOSE CONSIDERED, THE EXTENSIONS SHALL BE MODIFIED AS UNDER:-
   NEW EXTENSIONS=EX+EX (GRIP-750)/(LENGTH)
   WHERE, EX IS EXTENSION AS SPECIFIED IN RESPECTIVE DRAWING.

5. SPECIAL NOTE FOR PRESTRESSING

a) IF THE CALCULATED ELONGATION IS REACHED BEFORE THE CALCULATED GAUGE PRESSURE IS OBTAINED, CONTINUE TENSIONING TILL ATTAINING, THE CALCULATED GUAGE PRESSURE PROVIDED THE ELONGATION DOES NOT EXCEED 1.05 TIMES THE CALCULATED ELONGATION.
b) IF THE CALCULATED ELONGATION HAS NOT BEEN REACHED CONTINUE TENSIONING IN INTERVALS OF 5 kg/sqcm UNTILL THE CALCULATED ELONGATION IS REACHED PROVIDED THE GAUGE PRESSURE DOES NOT EXCEED 1.05 TIMES THE CALCULATED GAUGE PRESSURE.
c) IF THE ELONGATION AT 1.05 TIMES THE CALCULATED GUAGE PRESSURE IS LESS THAN 95 TIMES THE CALCULATED ELONGATION THE FOLLOWING MEASURES MUST BE TAKEN:
   i) RECALIBRATE THE PRESSURE GAUGE
   ii) CHECK THE CORRECT FUNCTIONING OF THE JACK PUMP & LEADS
   iii) DETENSION THE CABLE SLIDE IT IN ITS DUCT TO CHECK THAT IT IS NOT BLOCKED BY MORTAR WHICH HAS ENTERED THROUGH HOLES IN THE SHEATH. RETENSION THE CABLE IF FREE.
d) IF THE REQUIRED ELONGATION IS NOT OBTAINED FURTHER FINISHING OPERATION SUCH AS CUTTING OR SEALING SHOULD NOT BE UNDER TAKEN WITHOUT THE APPROVAL OF THE DESIGN OFFICE

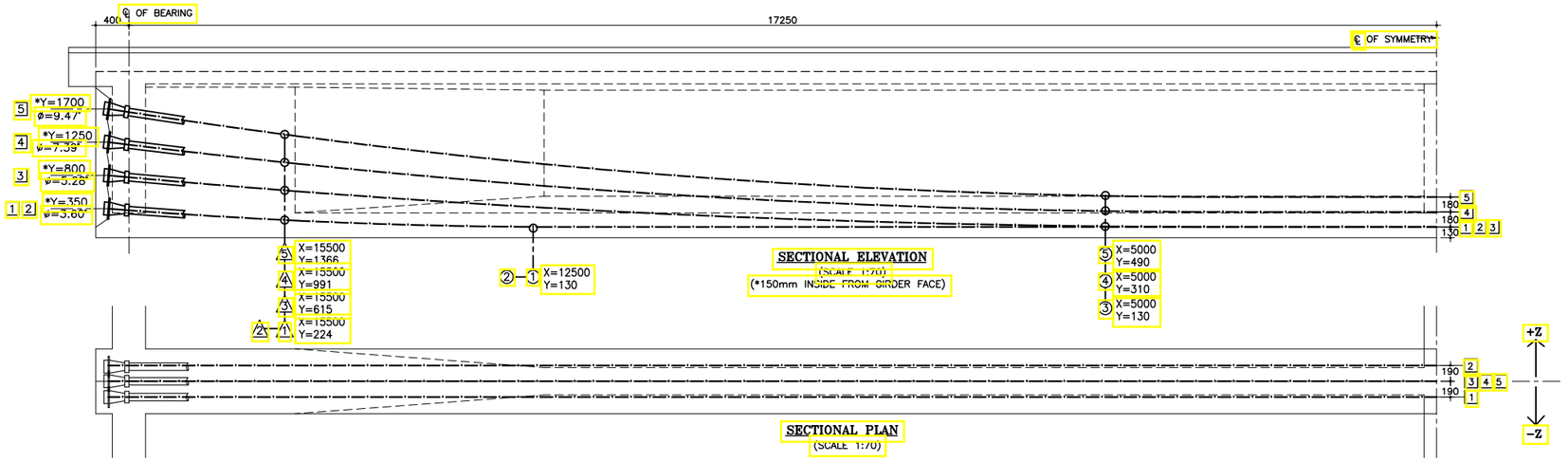
9. THE GAUGE PRESSURE FOR PRESTRESSING SHALL BE WORKED OUT PRIOR TO ANY STRESSING OPERATION DULY TAKING IN TO ACCOUNT THE RAM AREA OF THE JACK & THE JACK EFFICIENCY. THE STRESSING EQUIPMENTS SHALL BE WELL MAINTAINED AND THE CALIBRATION CHARTS SHALL BE AVAILABLE AT SITE.AFTER APPROVAL OF CLIENT.
10. IF CABLE NUMBER 4 (DUMMY CABLE) IS NOT IN USE, IT IS GROUTED BEFORE SLAB CASTING.
11. THIS DRAWING IS APPLICABLE FOR BOTH INNER AND OUTER GIRDER.

NOTES:

1. DIMENSIONS ARE IN MILLIMETERS, CHANGES & LEVELS ARE IN METER UNLESS NOTED OTHERWISE.
2. CHAINAGE & LEVEL SHALL BE VERIFIED WITH THE RELEVANT PLAN & PROFILE DRAWING VARIATION (IF ANY) SHALL BE REPORTED TO ENGINEER FOR MODIFICATION.
3. CHAINAGE OF THE STRUCTURE IS AT THE CENTER LINE OF THE PROPOSED STRUCTURE.
4. WHERE ABSOLUTELY NECESSARY THE UNTENSIONED REINFORCEMENT BARS/MESH MAY BE SUITABLY REPOSITIONED TO SUIT.

EMPLOYER	PROJECT	DESIGN CONSULTANT				
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited				

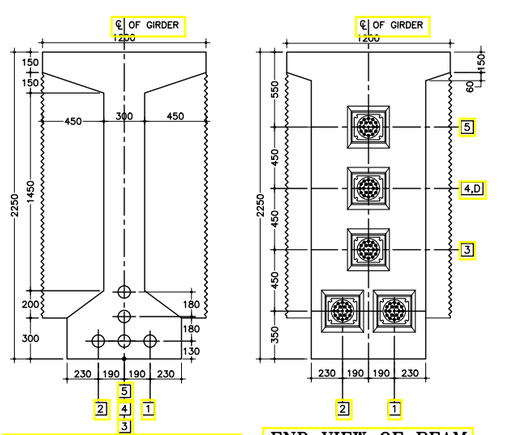
			Drawing Name:	Scale:	Date:
Designed By	Mr.S.N.R.B (NEC NO. 265 CIVIL A)	Signature	MAIN GIRDER DETAILS OF BRIDGE OVER RIVER LAKHANDEI	AS NOTED	JUNE, 2023
Checked By	Mr.S.M	Signature	Reference Drawings:	Chainage: 300+466	Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -14
Approved By	Mr.H.B	Signature			Sheet No.: Sheet No. 1/2



SECTIONAL ELEVATION
(SCALE 1:70)
(*150mm INSIDE FROM GIRDER FACE)

SECTIONAL PLAN
(SCALE 1:70)

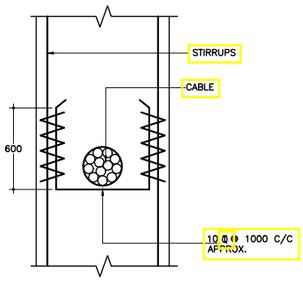
cable no	at X =	17500		16500		15000		13500		12000		10500		9000		7500		6000		4500		3000		1500		0	
		y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z	y	z
C5		1700	0	1533	0	1285	0	1064	0	880	0	730	0	617	0	540	0	498	0	490	0	490	0	490	0	490	0
C4(Dummy)		1250	0	1120	0	927	0	756	0	613	0	497	0	409	0	349	0	316	0	310	0	310	0	310	0	310	0
C3		800	0	708	0	570	0	448	0	346	0	263	0	200	0	158	0	134	0	130	0	130	0	130	0	130	0
C2		350	190	287	190	195	190	140	190	130	190	130	190	130	190	130	190	130	190	130	190	130	190	130	190	130	190
C1		350	-190	287	-190	195	-190	140	-190	130	-190	130	-190	130	-190	130	-190	130	-190	130	-190	130	-190	130	-190	130	-190



SECTION AT MID SPAN
(SCALE 1:45

END VIEW OF BEAM
(*150mm INSIDE FROM GIRDER FACE)
(SCALE 1:45

X=HORIZONTAL DISTANCE FROM MID SPAN SECTION ALONG LENGTH OF GIRDER
Y=VERTICAL DISTANCE TO CABLE CENTRE FROM SOFFIT OF WEB
Z=HORIZONTAL DISTANCE OF CABLE FROM CENTRE OF WEB



TYPICAL DETAIL OF SUPPORTING ARRANGEMENT FOR CABLES
(SCALE 1:15)

LEGEND:

- ◯ — INDICATES END OF CABLE
- □ — INDICATE CABLE NUMBER
- * — ORDINATE AT ANCHORAGE END
- ◯ — INDICATES START OF CURVE IN ELEVATION
- △ — INDICATES END OF CUVRE IN ELEVATION
- PS I — PRESTRESSING STAGE 1
- PS II — PRESTRESSING STAGE 2

NOTES FOR PRESTRESSING:

1. ALL DIMENSIONS ARE IN MM. UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS NOT BE SCALED. ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. SEQUENCE OF CONSTRUCTION AND PRESTRESSING SHALL BE AS FOLLOWS.
   a) STAGE I CABLES SHALL BE STRESSED WHEN THE BEAM CONCRETE ATTAINS A MINIMUM STRENGTH OF 35mpa OR AFTER 7 DAYS OF CASTING WHICHEVER IS LATER.
   b) ALL REMAINING CABLES SHALL BE STRESSED TO 100% OF JACKING FORCE WHEN THE BEAM CONCRETE IS 21 DAYS OLD WITH MINIMUM CONCRETE STRENGTH OF 40Mpa.
   c) IN CASE OF EMERGENCY OR SHORTFALL THE REMAINING STRANDS OF CABLE NO 4 MAY BE STRESSED

TABLE-3 SEQUENCE OF PRESTRESSING

SL. NO.	LOADING CASES	DAY NO.
1.	Casting of Girder	0
2.	1st stage Prestressing	7
3.	2nd stage Prestressing	21
4.	Launching of Girder	24
5.	Casting of Deck slab	28
6.	Removal of Deck shuttering	56
7.	Casting of Crash barrier	56
8.	Laying of Wearing Coat and Allowing Live load	63

TABLE-1:

CABLE NO.	STAGE OF PRESTR-ESSING	ANCHORAGE TYPE	CABLE LENGTH CONSIDERING GRIP ADDITIONAL CUTTING LENGTH IN M.	CALCULATED ELONGATION CONSIDERING GRIP LENGTH (MM)	JACKING FORCE (KN)	NUMBER OF STRANDS TO BE STRESSED
5	PS II	19 T 15	37.052	120.17	3518	19
3		19 T 15	36.947	120.68	3518	19
2	PS I	19 T 15	36.912	126.67	2722	14
1		19 T 15	36.912	126.67	2722	14
CABLE 4 is dummy cable						

3. PRESTRESSING SYSTEM

a) ALL PRESTRESSING STRANDS SHALL HAVE 7 PLY UNCOATED STRESS RELIEVED HIGH TENSILE STRANDS OF 15.2mm DIA CONFORMING TO CLASS 2 OF IS 14268-1995.
b) HDPE SHEATHING SHALL BE USED.
c) THE PARAMETERS ADOPTED FOR DESIGN ARE AS FOLLOLWS:
i) ANCHORAGE TYPE.....19 T 15
ii) SLIP AT EACH END.....10mm
iii) SHEATH DIA .....100mm.
iv) SHEATH THICKNESS.....±3mm
v) CO-EFFICIENT OF FRICTION.....0.17
vi) WOBBLE CO-EFFICIENT.....0.002/m
vii) NOMINAL AREA OF EACH STRAND.....140 mm^2
viii) NOMINAL ULTIMATE BREAKING LOAD OF EACH STRAND.....260.7KN
ix) MODULUS OF ELASTICITY OF HIGH TENSILE STEEL.....1.95X10^5 MPa
d) ALL THE DESIGN PARAMETERS ADOPTED SHALL BE VERIFIED AT SITE.
e) ALL PRESTRESSING ACCESSORIES BEING PATENTED ITEMS SHALL BE OBTAINED FROM AUTHORISED MANUFACTURERS ONLY.

4. PRESTRESSING OPERATIONS

a) STRESSING OPERATION SHALL BE DONE AS PER PROCEDURE GIVEN IN MORTH'S SPECIFICATIONS.
b) CABLE LENGTHS MENTIONED IN THE DRAWING ARE INCLUSIVE OF 950 MM. EXTRA AT EACH END. THE TOTAL LENGTH OF CABLE SHALL BE VERIFIED AT SITE.
c) STAGES OF PRESTRESSING SHALL BE AS IN TABLE-1&3.
d) STRESSING OF CABLES SHALL BE CARRIED OUT SIMULTANEOUSLY FROM BOTH ENDS & ALL STRANDS IN A CABLE SHALL BE TENSIONED SIMULTANEOUSLY. ONLY MULTI PULL JACKS SHALL BE USED FOR STRESSING.
e) GROUTING OF CABLES SHALL BE DONE IN SAME SEQUENCE AS STRESSING AND SHALL CONFORM TO IRC:112-2011.
f) ANCHORAGE POCKET SHALL BE FILLED WITH PREPACKED NON-SHRINK MORTAR, END FACES OF GIRDERS TO BE COATED WITH TWO COATS OF EPOXY.
g) EXTENSIONS SHALL BE RECHECKED AT 24 HOURS AFTER ANCHORING TO OBSERVE SLOW SLIPPAGE. THE MATTER SHALL BE REPORTED FOR EXCESSIVE SLIPPAGE IF ANY.
h) INITIAL SLACKNESS IN CABLES SHALL BE REMOVED BY APPLYING SMALL TENSION. THE INITIAL TENSION REQUIRED TO REMOVE SLACKNESS SHALL BE TAKEN AS THE STARTING POINT FOR MEASURING ELONGATION & CORRECTION SHALL BE APPLIED AS PER CL. 12.2.1.3 OF IS:1343- 198
i) IN CASE THE CALCULATED ELONGATION AND THE JACK PRESSURE ARE NOT ACHIEVED SIMULTANEOUSLY DURING PRESTRESSING OPERATION STRESSING SHALL BE CONTINUED/ DISCONTINUED AS PER NOTE NO. 8 GIVEN BELOW.

5. THE EXTENSIONS GIVEN IN TABLE NO.-1 SHALL BE MODIFIED AT SITE IN CASE ACTUAL VALUE OF AREA OF STRANDS 'A' & MODULUS OF ELASTICITY 'E' VARIES FROM THOSE ASSUMED IN DESIGN, REVISED EXTENSION SHALL BE CALCULATED AS UNDER
   REVISED EXTENSION = (195 X 10^5) / (NEW MODULUS) x ORIGINAL EXTENSION x OLD AREA OF STRANDS / NEW AREA
6. EXTENSION OF CABLE SHALL BE VERIFIED FOR A FEW CABLES AT SITE. IN CASE OF VALUE OF μ AND ARE FOUND TO BE DIFFERENT THAN THOSE CONSIDERED FOR DESIGN, EXTENSION SHALL BE SUITABLY MODIFIED AFTER APPROVAL OF DESIGN OFFICE
7. THE GRIP LENGTH FROM ANCHORAGE FACE UP TO GRIPPING POINT IN JACK ASSUMED IN EXTENSION IS 750MM & THE ADDITIONAL LENGTH TAKEN FOR CUTTING IS 200MM. IF GRIP LENGTH VARIES THAN THOSE CONSIDERED, THE EXTENSIONS SHALL BE MODIFIED AS UNDER:
   NEW EXTENSIONS=EX+EX (GRIP-750)/(LENGTH)
   WHERE, EX IS EXTENSION AS SPECIFIED IN RESPECTIVE DRAWING.

5. SPECIAL NOTE FOR PRESTRESSING

a) IF THE CALCULATED ELONGATION IS REACHED BEFORE THE CALCULATED GAUGE PRESSURE IS OBTAINED, CONTINUE TENSIONING TILL ATTAINING, THE CALCULATED GUAGE PRESSURE PROVIDED THE ELONGATION DOES NOT EXCEED 1.05 TIMES THE CALCULATED ELONGATION.
b) IF THE CALCULATED ELONGATION HAS NOT BEEN REACHED CONTINUE TENSIONING IN INTERVALS OF 5 kg/sqcm UNTILL THE CALCULATED ELONGATION IS REACHED PROVIDED THE GAUGE PRESSURE DOES NOT EXCEED 1.05 TIMES THE CALCULATED GAUGE PRESSURE.
c) IF THE ELONGATION AT 1.05 TIMES THE CALCULATED GUAGE PRESSURE IS LESS THAN 95 TIMES THE CALCULATED ELONGATION THE FOLLOWING MEASURES MUST BE TAKEN:
   i) RECALIBRATE THE PRESSURE GAUGE
   ii) CHECK THE CORRECT FUNCTIONING OF THE JACK PUMP & LEADS
   iii) DETENSION THE CABLE SLIDE IT IN ITS DUCT TO CHECK THAT IT IS NOT BLOCKED BY MORTAR WHICH HAS ENTERED THROUGH HOLES IN THE SHEATH. RETENSION THE CABLE IF FREE.
d) IF THE REQUIRED ELONGATION IS NOT OBTAINED FURTHER FINISHING OPERATION SUCH AS CUTTING OR SEALING SHOULD NOT BE UNDER TAKEN WITHOUT THE APPROVAL OF THE DESIGN OFFICE

9. THE GAUGE PRESSURE FOR PRESTRESSING SHALL BE WORKED OUT PRIOR TO ANY STRESSING OPERATION DULY TAKING IN TO ACCOUNT THE RAM AREA OF THE JACK & THE JACK EFFICIENCY. THE STRESSING EQUIPMENTS SHALL BE WELL MAINTAINED AND THE CALIBRATION CHARTS SHALL BE AVAILABLE AT SITE.AFTER APPROVAL OF CLIENT.
10. IF CABLE NUMBER 4 (DUMMY CABLE) IS NOT IN USE, IT IS GROUTED BEFORE SLAB CASTING.
11. THIS DRAWING IS APPLICABLE FOR BOTH INNER AND OUTER GIRDER.

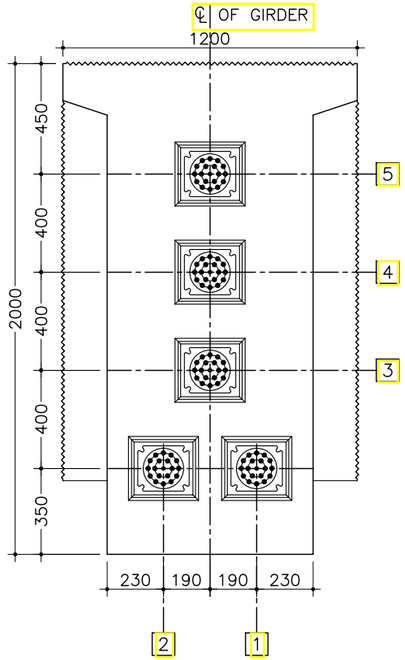
NOTES:

1. DIMENSIONS ARE IN MILLIMETERS. CHANGES & LEVELS ARE IN METER.UNLESS NOTED OTHERWISE.
2. CHAINAGE & LEVEL SHALL BE VERIFIED WITH THE RELEVANT PLAN & PROFILE DRAWING VARIATION (IF ANY) SHALL BE REPORTED TO ENGINEER FOR MODIFICATION.
3. CHAINAGE OF THE STRUCTURE IS AT THE CENTER LINE OF THE PROPOSED STRUCTURE.
4. WHERE ABSOLUTELY NECESSARY THE UNTENSIONED REINFORCEMENT BARS/MESH MAY BE SUITABLY REPOSITIONED TO SUIT.

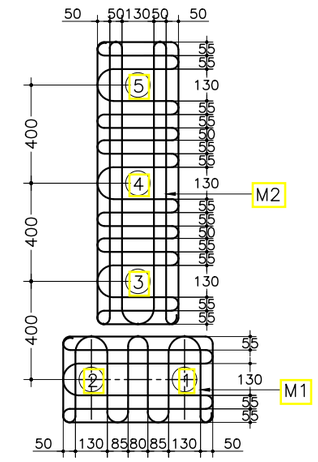
36m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC No. 265 CIVIL "A"	Signature	Drawing Name: MAIN GIRDER DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS NOTED
			Checked By	Mr.S.M	Signature	Reference Drawings:	Chainage: 300+466
			Approved By	Mr.H.B	Signature		

Date: JUNE, 2023
Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -14
Sheet No.: Sheet No. 2/2

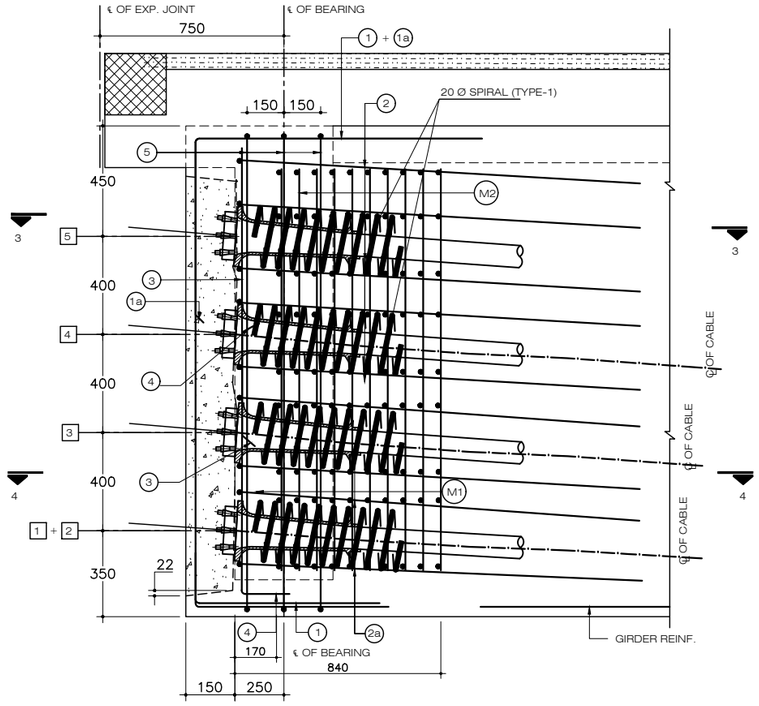


END VIEW OF BEAM



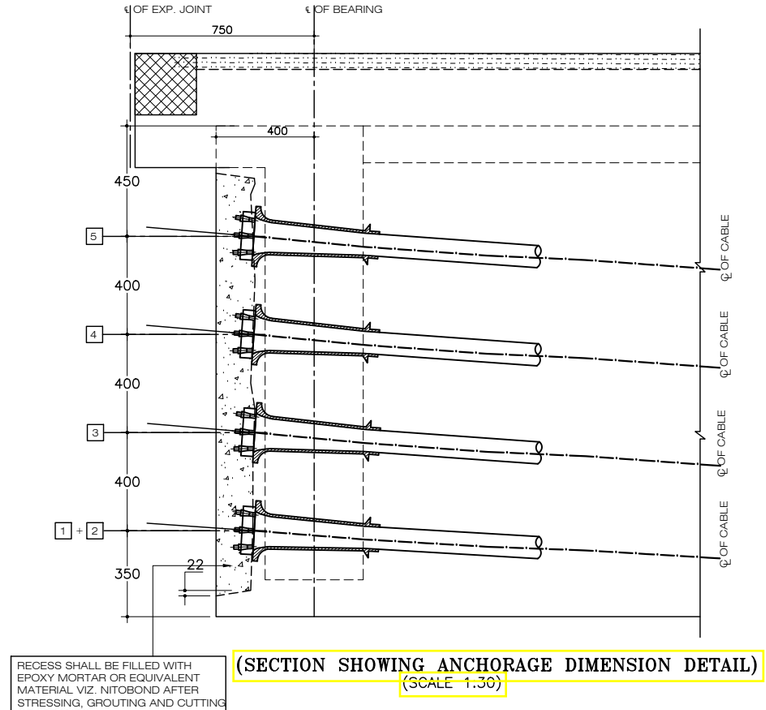
DETAILS OF 16 MESH TYPE M1 & M2 IN 10 LAYERS AT EQUAL SPACING

(SCALE 1:20)



(SECTION SHOWING ANCHORAGE REINF. DETAIL)

(SCALE 1:30)



RECESS SHALL BE FILLED WITH EPOXY MORTAR OR EQUIVALENT MATERIAL VIZ. NITOBOND AFTER STRESSING, GROUTING AND CUTTING OF STRANDS.

(SECTION SHOWING ANCHORAGE DIMENSION DETAIL)

(SCALE 1:30)

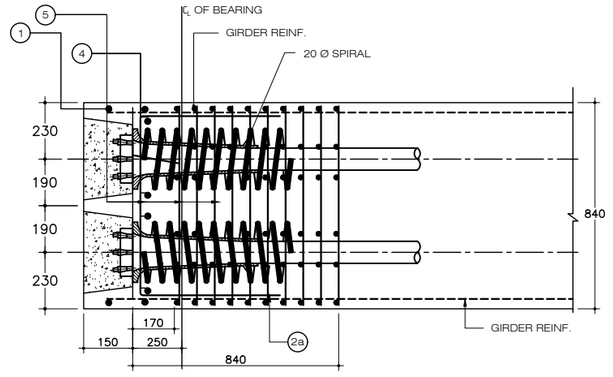
ANCHORAGE BLOCK DIMENSION SHOULD BE AS PER MANUFACTURING AGENCY

REINFORCEMENT SCHEDULE

BAR MKD.	BAR DIA & SPACING/NOS.	BAR SHAPE
1	16 Ø 2 Nos.	700, 700
1a	16 Ø 2 Nos.	700
2	20 Ø 4 Nos.	800, 800
2a	20 Ø 3 Nos.	800, 800
3	12 Ø 2 Nos.	
4	12 Ø 4 Nos.	
5	2L-20 Ø 6 NOS. STIRRUPS	

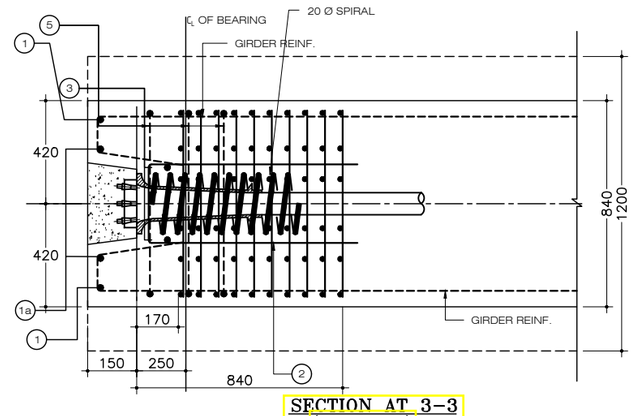
NOTES:

1. ALL DIMENSIONS ARE IN MM. UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS ARE NOT BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. WHEREVER REINFORCEMENT IS FOUND TO BE FOULING WITH THE PRESTRESSED CABLE, ANCHORAGE , LOCAL ADJUSTMENT IN REINFORCEMENT DETAIL CAN BE DONE WITH APPROVAL OF THE ENGINEER. NO CHANGE SHALL BE PERMITTED ON PRESTRESS CABLE ALIGNMENT UNDER ANY CIRCUMSTANCE.
4. THIS DRAWING IS APPLICABLE FOR BOTH INNER & OUTER GIRDER.
5. FIRST LAYER OF MESH TYPE-A AS SHOWN ABOVE SHALL BE PLACED AS CLOSE AS POSSIBLE TO THE FACE OF ANCHORAGE.
6. LAPPING SHALL BE STAGGERED, BARS SHALL BE LAPPED IN SUCH A WAY THAT NOT MORE THAN 50% OF THE BARS ARE LAPPED AT ANY SECTION, LAP LENGTH SHALL BE PROVIDED AS "X*D" MENTIONED IN THE TABLE BELOW. WHERE 'D' IS THE SMALLER BAR UNLESS OTHERWISE SPECIFIED.



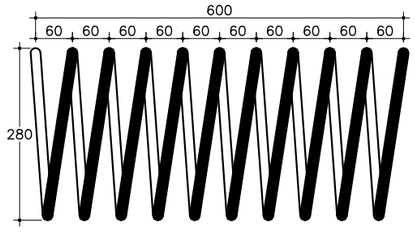
SECTION AT 4-4

(SCALE 1:30)



SECTION AT 3-3

(SCALE 1:30)



*TYPICAL DETAIL OF 20ø SPIRAL REINFORCEMENT
(To be conformed with supplier specification)

(SCALE 1:10)

FAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M50	X	29	33	41	44
M45	X	33	38	47	50

UNFAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M50	X	42	48	59	63
M45	X	45.7	52.6	64	68.6

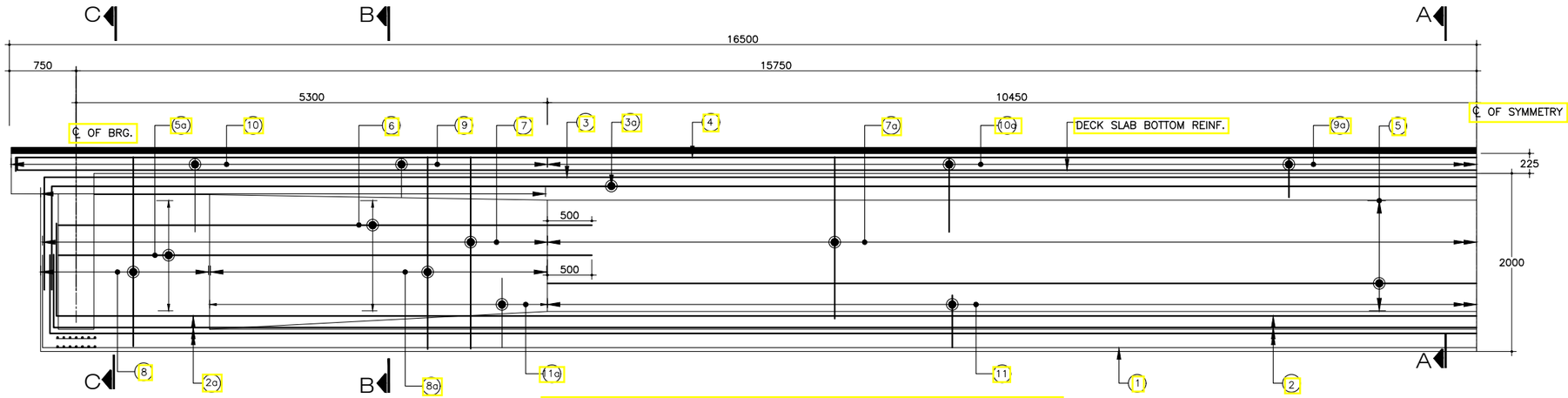
FAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.

UNFAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.
b. WALL/COLUMN MAIN BAR.

33M SUPERSTRUCTURE MANUFACTURER'S SPECIFICATION,

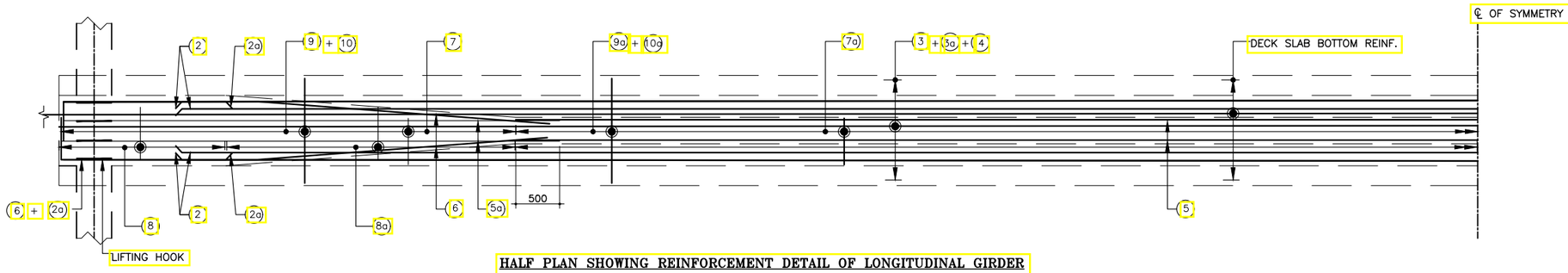
33m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT				
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC NO. 265 CIVIL A	Signature	Drawing Name: MAIN GIRDER REINFORCEMENT DETAILS OF BRIDGE OVER RIVER LAKHANDEI Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18
			Checked By	Mr.S.M	Signature	Scale: AS NOTED Chainage: 300+466
			Approved By	Mr.H.B	Signature	Date: JUNE, 2023 Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -15 Sheet No.: Sheet No. 1/4



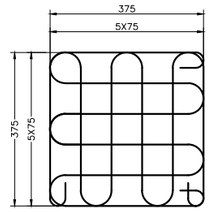
ELEVATION SHOWN REINFORCEMENT DETAIL OF LONGITUDINAL GIRDER

(SCALE 1:60)



HALF PLAN SHOWING REINFORCEMENT DETAIL OF LONGITUDINAL GIRDER

(SCALE 1:60)

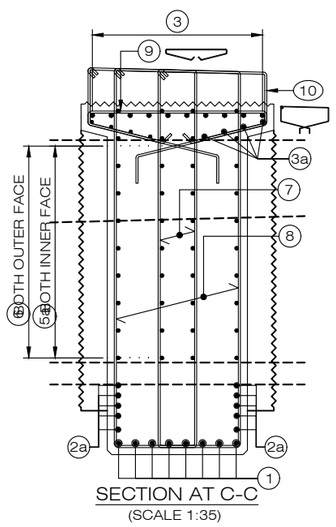


ø8 MESH REINF. AT BRG. LOCATIONS

SCALE 1:15

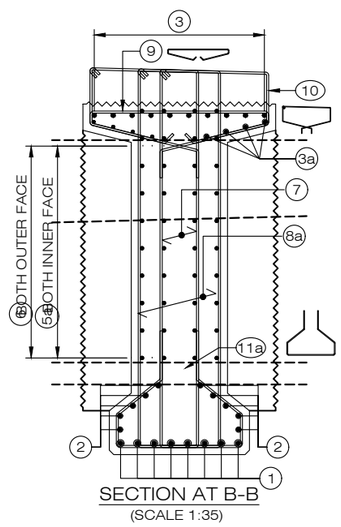
REINFORCEMENT DETAILS

BAR MKD.	BAR DIA & SPACING/NOS	BAR SHAPE
1	16 Ø 10 Nos.	
2	16 Ø 6 Nos. Each Side	
2a	16 Ø 6 Nos. Each Side	
3	16 Ø 14 Nos.	
3a	16 Ø 12 Nos.	
4	DECK REINFORCEMENT	
5	12 Ø 12 Nos. Each side	
5a	12 Ø 12 Nos. Each Side	
6	12 Ø 12 Nos. Each side	
7	2L-12 Ø @150c/c STIRRUP	
7a	2L-12 Ø @200c/c STIRRUP	
8	2L-12 Ø @150c/c STIRRUP	
8a	2L-12 Ø @150c/c STIRRUP	
9	12 Ø @ 150c/c	
9a	12 Ø @ 200/c	
10	12 Ø @ 150c/c	150
10a	12 Ø @ 200c/c	150
11	12 Ø @ 150c/c	150
11a	12 Ø @ 150c/c	150



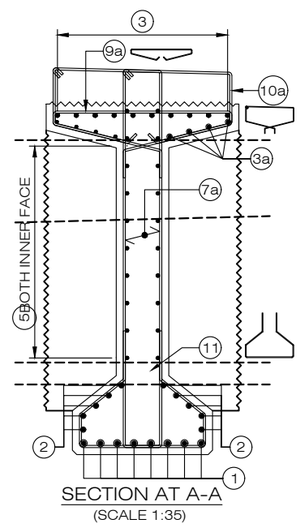
SECTION AT C-C

(SCALE 1:35)



SECTION AT B-B

(SCALE 1:35)



SECTION AT A-A

(SCALE 1:35)

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE MENTIONED,
2. DIMENSIONS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED,
3. GRADE OF CONCRETE SHALL BE AS BELOW:
   a) CAST-IN-SITU DECK SLAB.....M45
   b) PRECAST PSC GIRDER.....M50
   c) CROSS GIRDER.....M45
4. CLEAR COVER TO OUTERMOST STEEL SHALL BE AS BELOW:
   a. CAST-IN-SITU SUPERSTRUCTURE).....45mm
   b. PRECAST PSC GIRDER.....40mm
5. REINFORCING STEEL SHALL BE HYSD (TMT) BARS (GRADE DESIGNATION Fe 500DD) CONFORMING TO TABLE 18 1 OF IRC: 112-2020,
6. ⊗ SHOWN JACK LOCATION IN PLAN AND ↑ SHOWN JACK LOCATION IN ELEVATION OTHERWISE MENTIONED,
7. CURING OF THE GIRDERS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE MORTH SPECIFICATIONS,
8. GIRDERS SHALL BE SECURELY SUPPORTED AT ALL TIMES BY BRACING TO PREVENT BEAMS TOPPLING OVER,
9. EACH GIRDER SHALL BE INDEPENDENTLY BRACED AGAINST OVERTURNING PRIOR TO RELEASE BY THE CRANE OR LIFTING DEVICE,
10. LIFTING LOOPS SHALL BE PLACED WITH THE PLANE OF THE LOOP PERPENDICULAR TO THE LONGITUDINAL AXIS OF THE GIRDER,
11. SHIFTING THE PSC GIRDERS TO SITE SHALL BE AS PER 1811 OF MORT & H REV-V,SECTION
12. RECESS FOR EXPANSION JOINT SHALL BE LEFT AS PER MANUFACTURER'S SPECIFICATION,
13. LAPPING SHALL BE STAGGERED, BARS SHALL BE LAPPED IN SUCH A WAY THAT NOT MORE THAN 50% OF THE BARS ARE LAPPED AT ANY SECTION, LAP LENGTH SHALL BE PROVIDED AS "X*D" MENTIONED IN THE TABLE BELOW, WHERE 'D' IS THE SMALLER BAR UNLESS OTHERWISE SPECIFIED.

FAVORABLE BOND CONDITION

GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M50	X	29	33	41	44

UNFAVORABLE BOND CONDITION

GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M50	X	42	48	59	63

FAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.

UNFAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.
b. WALL/COLUMN MAIN BAR.

33M SUPERSTRUCTURE

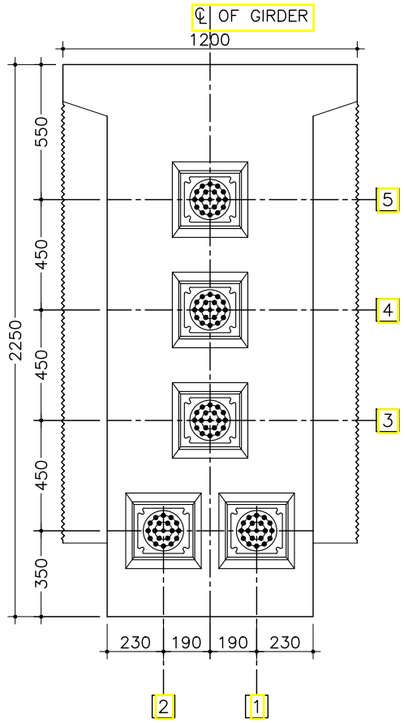
33m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC NO. 265 CIVIL A	Signature	Drawing Name: MAIN GIRDER REINFORCEMENT DETAILS OF BRIDGE OVER RIVER LAKHANDEI Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18	Scale: AS NOTED Chainage: 300+466
			Checked By	Mr.S.M	Signature		
			Approved By	Mr.H.B	Signature		

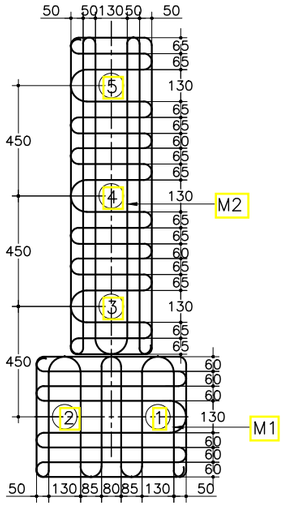
Date: JUNE, 2023

Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -15

Sheet No.: Sheet No. 2/4

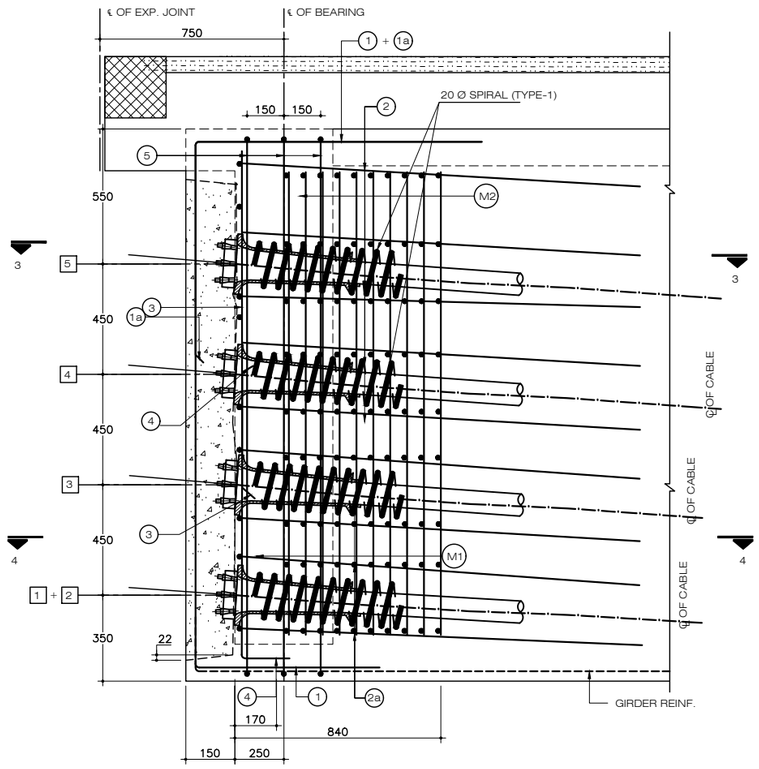


END VIEW OF BEAM



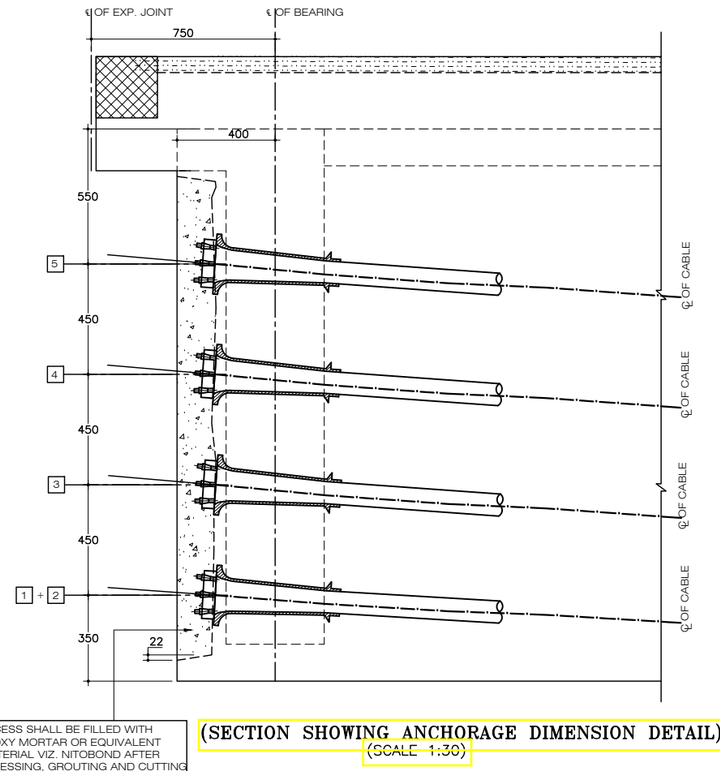
DETAILS OF 16 MESH TYPE M1 & M2 IN 10 LAYERS AT EQUAL SPACING

(SCALE 1:20)



(SECTION SHOWING ANCHORAGE REINF. DETAIL)

(SCALE 1:30)



RECESS SHALL BE FILLED WITH EPOXY MORTAR OR EQUIVALENT MATERIAL VIZ. NITOBOND AFTER STRESSING, GROUTING AND CUTTING OF STRANDS.

(SECTION SHOWING ANCHORAGE DIMENSION DETAIL)

(SCALE 1:30)

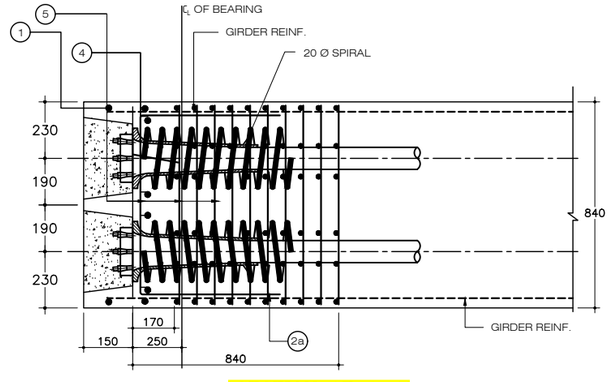
ANCHORAGE BLOCK DIMENSION SHOULD BE AS PER MANUFACTURING AGENCY

REINFORCEMENT SCHEDULE

BAR MKD.	BAR DIA & SPACING/NOS.	BAR SHAPE
1	16 Ø 2 Nos.	700, 700
1a	16 Ø 2 Nos.	700
2	20 Ø 4 Nos.	800, 800
2a	20 Ø 3 Nos.	800, 800
3	12 Ø 2 Nos.	
4	12 Ø 4 Nos.	
5	2L-20 Ø 6 NOS. STIRRUPS	

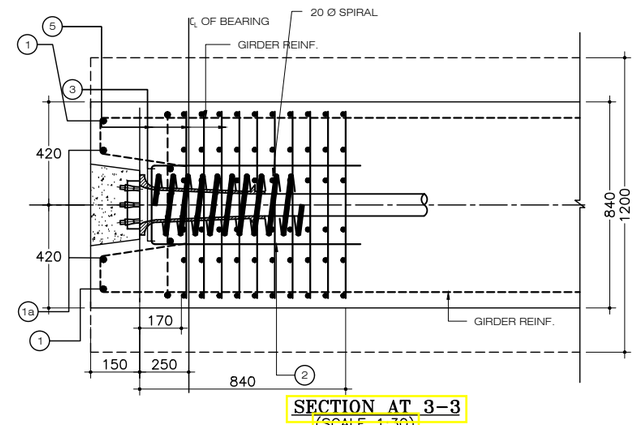
NOTES:

1. ALL DIMENSIONS ARE IN MM. UNLESS OTHERWISE SPECIFIED.
2. DIMENSIONS ARE NOT BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
3. WHEREVER REINFORCEMENT IS FOUND TO BE FOULING WITH THE PRESTRESSED CABLE, ANCHORAGE , LOCAL ADJUSTMENT IN REINFORCEMENT DETAIL CAN BE DONE WITH APPROVAL OF THE ENGINEER. NO CHANGE SHALL BE PERMITTED ON PRESTRESS CABLE ALIGNMENT UNDER ANY CIRCUMSTANCE.
4. THIS DRAWING IS APPLICABLE FOR BOTH INNER & OUTER GIRDER.
5. FIRST LAYER OF MESH TYPE-A AS SHOWN ABOVE SHALL BE PLACED AS CLOSE AS POSSIBLE TO THE FACE OF ANCHORAGE.
6. LAPPING SHALL BE STAGGERED, BARS SHALL BE LAPPED IN SUCH A WAY THAT NOT MORE THAN 50% OF THE BARS ARE LAPPED AT ANY SECTION, LAP LENGTH SHALL BE PROVIDED AS "X*D" MENTIONED IN THE TABLE BELOW, WHERE 'D' IS THE SMALLER BAR UNLESS OTHERWISE SPECIFIED.



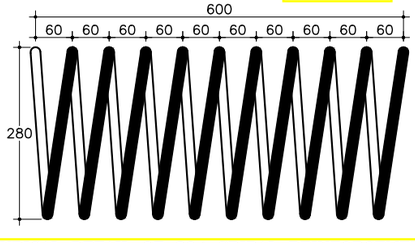
SECTION AT 4-4

(SCALE 1:30)



SECTION AT 3-3

(SCALE 1:30)



*TYPICAL DETAIL OF 20ø SPIRAL REINFORCEMENT
(To be conformed with supplier specification)

(SCALE 1:10)

FAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M50	X	29	33	41	44
M45	X	33	38	47	50

UNFAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M50	X	42	48	59	63
M45	X	45.7	52.6	64	68.6

FAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.

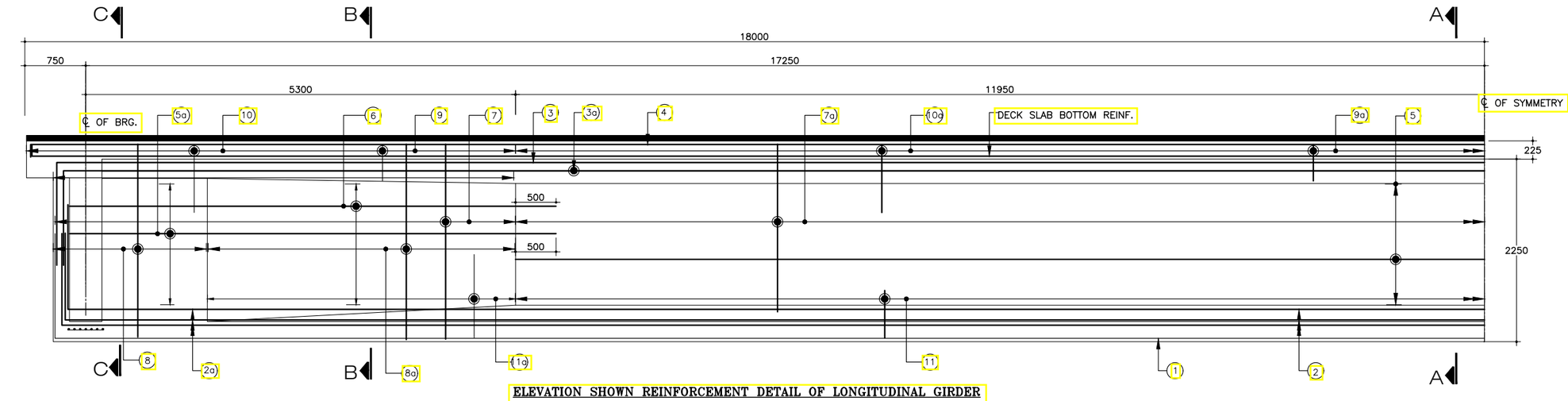
UNFAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.
b. WALL/COLUMN MAIN BAR.

MANUFACTURER'S SPECIFICATION,

36m Superstructure

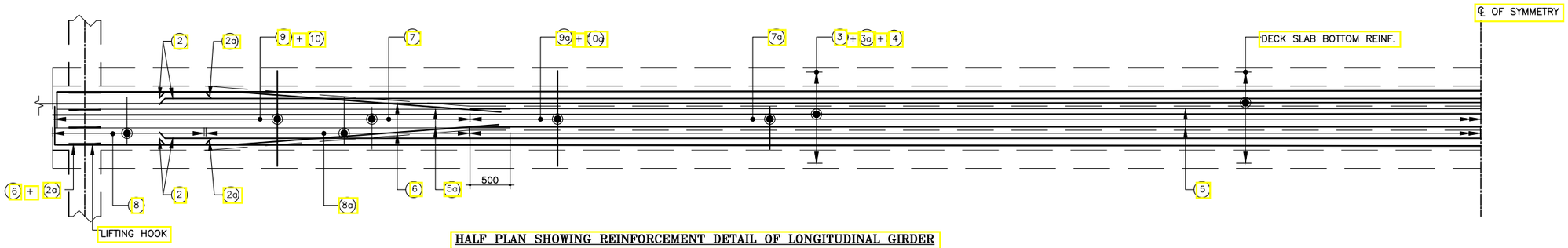
EMPLOYER	PROJECT	DESIGN CONSULTANT				
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited				

			Drawing Name:	Scale:	Date:
Designed By	Mr.S.N.R.B (NEC No. 265 CIVIL "A")	Signature	MAIN GIRDER REINFORCEMENT DETAILS OF BRIDGE OVER RIVER LAKHANDEI	AS NOTED	JUNE, 2023
Checked By	Mr.S.M	Signature			Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -15
Approved By	Mr.H.B	Signature	Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18	Chainage: 300+466	Sheet No.: Sheet No. 3/4



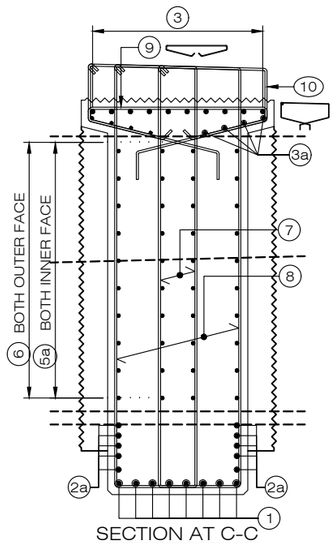
ELEVATION SHOWN REINFORCEMENT DETAIL OF LONGITUDINAL GIRDER

(SCALE 1:60)



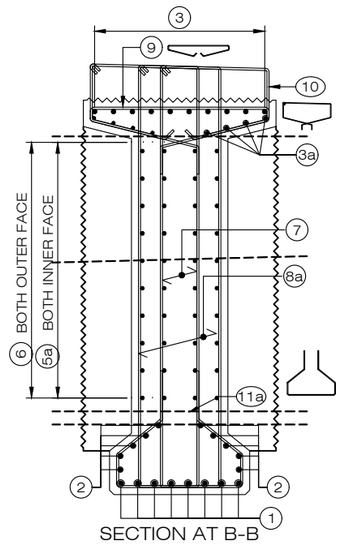
HALF PLAN SHOWING REINFORCEMENT DETAIL OF LONGITUDINAL GIRDER

(SCALE 1:60)



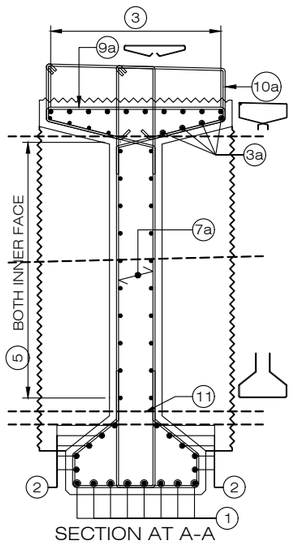
SECTION AT C-C

(SCALE 1:35)



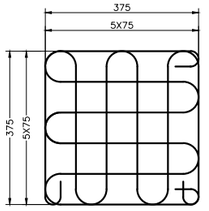
SECTION AT B-B

(SCALE 1:35)



SECTION AT A-A

(SCALE 1:35)



ø8 MESH REINF. AT BRG. LOCATIONS

SCALE 1:15

REINFORCEMENT DETAILS

BAR MKD.	BAR DIA & SPACING/NOS	BAR SHAPE
1	16 Ø 10 Nos.	
2	16 Ø 6 Nos. Each Side	
2a	16 Ø 6 Nos. Each Side	
3	16 Ø 14 Nos.	
3a	16 Ø 12 Nos.	
4	DECK REINFORCEMENT	
5	12 Ø 12 Nos. Each side	
5a	12 Ø 12 Nos. Each Side	
6	12 Ø 12 Nos. Each side	
7	2L-12 Ø @150c/c STIRRUP	
7a	2L-12 Ø @200c/c STIRRUP	
8	2L-12 Ø @150c/c STIRRUP	
8a	2L-12 Ø @150c/c STIRRUP	
9	12 Ø @ 150c/c	
9a	12 Ø @ 150c/c	
10	12 Ø @ 150c/c	150
10a	12 Ø @ 200c/c	150
11	12 Ø @ 150c/c	150
11a	12 Ø @ 150c/c	150

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE MENTIONED,
2. DIMENSIONS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED,
3. GRADE OF CONCRETE SHALL BE AS BELOW:
   a) CAST-IN-SITU DECK SLAB.....M45
   b) PRECAST PSC GIRDER.....M50
   c) CROSS GIRDER.....M45
4. CLEAR COVER TO OUTERMOST STEEL SHALL BE AS BELOW:
   a. CAST-IN-SITU SUPERSTRUCTURE).....45mm
   b. PRECAST PSC GIRDER.....40mm
5. REINFORCING STEEL SHALL BE HYSD (TMT) BARS (GRADE DESIGNATION Fe 500DD) CONFORMING TO TABLE 18 1 OF IRC: 112-2020,
6. ⊗ SHOWN JACK LOCATION IN PLAN AND ↑ SHOWN JACK LOCATION IN ELEVATION OTHERWISE MENTIONED,
7. CURING OF THE GIRDERS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE MORTH SPECIFICATIONS,
8. GIRDERS SHALL BE SECURELY SUPPORTED AT ALL TIMES BY BRACING TO PREVENT BEAMS TOPPLING OVER,
9. EACH GIRDER SHALL BE INDEPENDENTLY BRACED AGAINST OVERTURNING PRIOR TO RELEASE BY THE CRANE OR LIFTING DEVICE,
10. LIFTING LOOPS SHALL BE PLACED WITH THE PLANE OF THE LOOP PERPENDICULAR TO THE LONGITUDINAL AXIS OF THE GIRDER,
11. SHIFTING THE PSC GIRDERS TO SITE SHALL BE AS PER 1811 OF MORT & H REV-V,SECTION
12. RECESS FOR EXPANSION JOINT SHALL BE LEFT AS PER MANUFACTURER'S SPECIFICATION,
13. LAPPING SHALL BE STAGGERED, BARS SHALL BE LAPPED IN SUCH A WAY THAT NOT MORE THAN 50% OF THE BARS ARE LAPPED AT ANY SECTION, LAP LENGTH SHALL BE PROVIDED AS "X*D" MENTIONED IN THE TABLE BELOW, WHERE 'D' IS THE SMALLER BAR UNLESS OTHERWISE SPECIFIED.

FAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M50	X	29	33	41	44

UNFAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M50	X	42	48	59	63

FAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.

UNFAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.
b. WALL/COLUMN MAIN BAR.

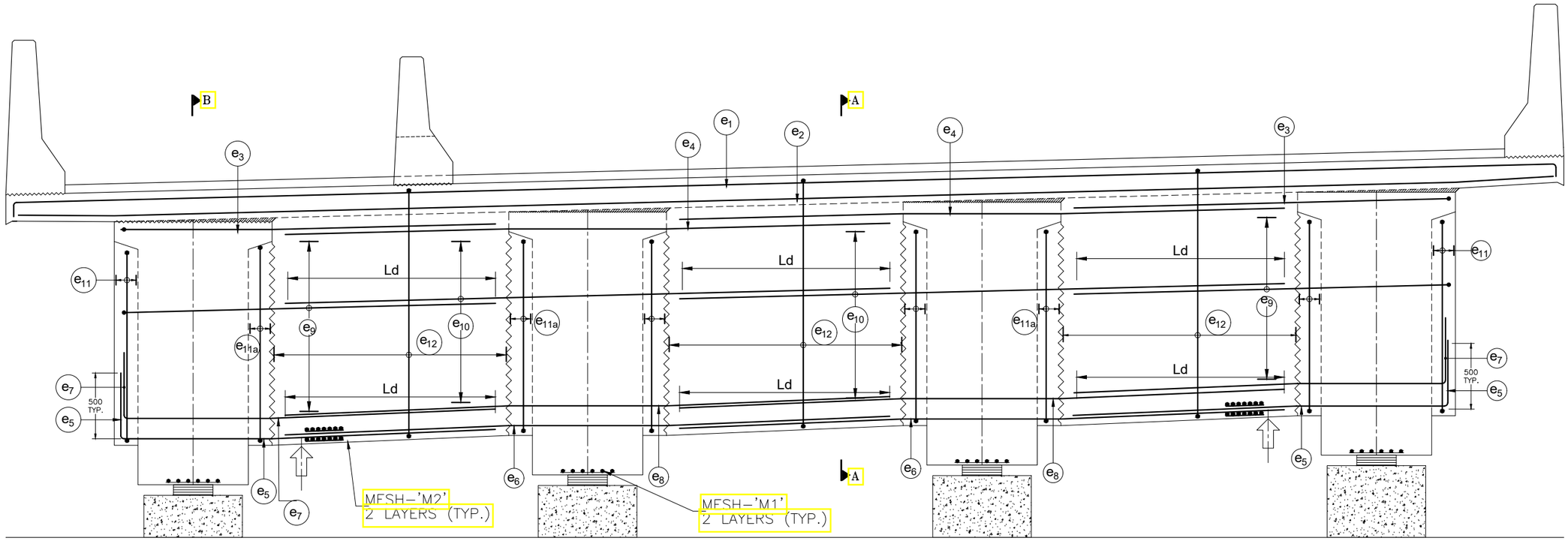
36m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC No. 265 CIVIL "A"	Signature	Drawing Name: MAIN GIRDER REINFORCEMENT DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS NOTED
			Checked By	Mr.S.M	Signature	Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18	Chainage: 300+466
			Approved By	Mr.H.B	Signature		

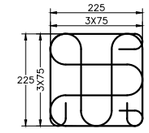
Date: JUNE, 2023

Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -15

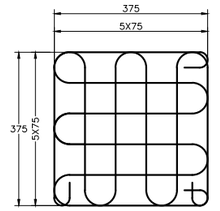
Sheet No.: Sheet No. 4/4



REINFORCEMENT DETAIL OF END CROSS GIRDER
(SCALE 1:35)



ø8 MESH TYPE–M2
(SCALE 1:15)



ø8 MESH TYPE–M1
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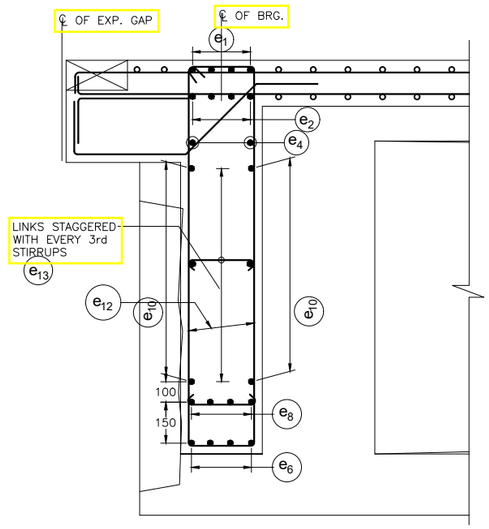
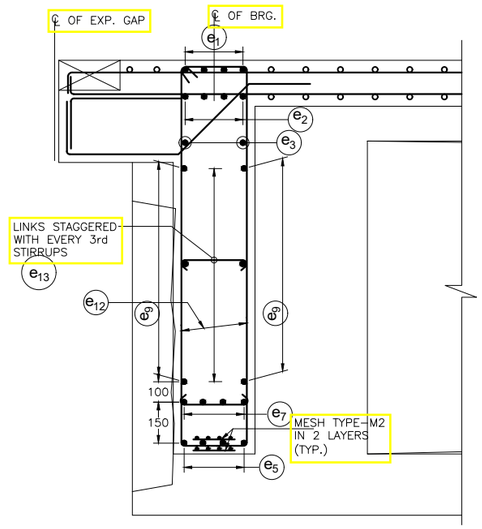


SECTION A–A
(SCALE 1:30)



SECTION B–B
(SCALE 1:30)

NOTES:–

1. ALL DIMENSIONS ARE IN mm AND LEVELS ARE IN METER, DIMENSIONS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
2. CONCRETE GRADE FOR CROSS–GIRDER & DECK SLAB M45.
3. SUITABLE HOLES SHALL BE LEFT IN PRECAST GIRDER FOR SUPPORTING THE DECK SLAB SHUTTERING.
4. SUITABLE PROVISION FOR HANDLING & LIFTING HOOKS ETC TO BE PROVIDED.
5. BEAMS SHALL BE KEPT UPRIGHT AT ALL TIMES AND TO BE CLEARLY MARKED INDICATING SPAN LOCATION & RESPECTIVE ENDS BEFORE REMOVAL FROM CASTING BED.
6. TOP SURFACE OF PRECAST BEAM & VERTICAL EDGES OF END TO BE LEFT ROUGHENED FOR EFFECTIVE BONDING.
7. ALL SURFACES, COMING IN CONTACT WITH DECK SLAB/DIAPHRAGM SHALL BE ADEQUATELY PREPARED BY GREEN CUTTING. USING SURFACE RETARDERS OR BY MECHANICAL MEANS(SUCH AS 100% HACKING) TO ENSURE THAT COARSE AGGREGATES ARE JUST EXPOSED.
8. ALL REINFORCING BARS SHALL BE THERMO MECHANICALLY TREATED (TMT) BARS (GRADE DESIGNATE Fe500D) CONFORMING TO IS–1786 STANDARDS.
9. LAPPING SHALL BE STAGGERED, BARS SHALL BE LAPPED IN SUCH A WAY THAT NOT MORE THAN 50% OF THE BARS ARE LAPPED AT ANY SECTION, LAP LENGTH SHALL BE PROVIDED AS "X*D" MENTIONED IN THE TABLE BELOW, WHERE 'D' IS THE SMALLER BAR UNLESS OTHERWISE SPECIFIED.

FAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M45	X	33	38	47	50

UNFAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M45	X	45.7	52.6	64	68.6

FAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.

UNFAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.
b. WALL/COLUMN MAIN BAR.

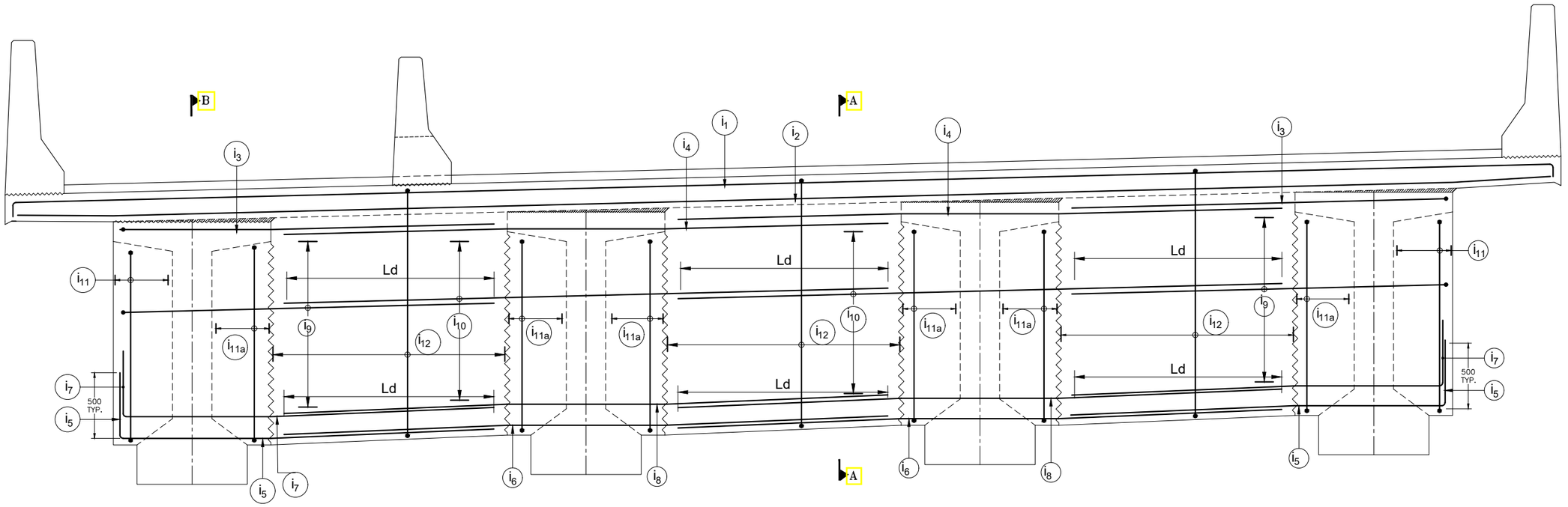
SCHEDULE OF REINFORCEMENT
(END CROSS GIRDERS TYP. EACH)

BAR MKD.	DESCRIPTION	SHAPE
e1	20 ℄ 4 nos	150
e2	20 ℄ 4 nos	150
e3	20 ℄ 4x2 Nos	150
e4	20 ℄ 4x2 Nos	
e5	20 ℄ 4 nos	
e6	20 ℄ 4 nos	
e7	20 ℄ 4 nos	300
e8	20 ℄ 4 nos	
e9	16 ℄ 6x2 Nos	150
e10	16 ℄ 6x2 Nos	
e11	2L–20 ℄ @ 150c/c	
e11a	2L–20 ℄ @ 150c/c	
e12	2L–20 ℄ @ 150c/c	
e13	12℄ Linked Every 3rd Layer	
MESH–M1	8ø @ 75 x 75	
MESH–M2	8ø @ 75 x 75	

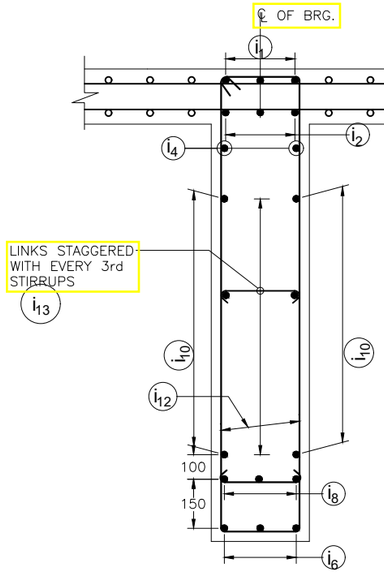
33M SUPERSTRUCTURE

33m Superstructure

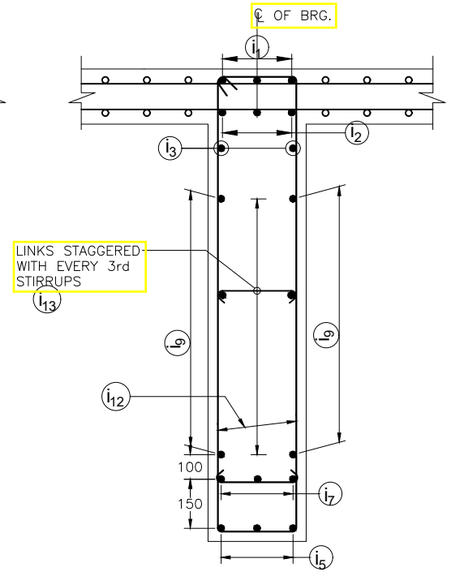
EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC NO. 265 CIVIL A	Signature	Drawing Name: CROSS GIRDER REINFORCEMENT DETAILS OF BRIDGE OVER RIVER LAKHANDEI Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18	Scale: AS NOTED Chainage: 300+466	Date: JUNE, 2023 Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -16 Sheet No.: Sheet No. 1/4
			Checked By	Mr.S.M	Signature			
			Approved By	Mr.H.B	Signature			



REINFORCEMENT DETAIL OF INTERMEDIATE CROSS GIRDER
(SCALE 1:35)



SECTION A–A
(SCALE 1:25)



SECTION B–B
(SCALE 1:25)

SCHEDULE OF REINFORCEMENT
(INTERMEDIATE CROSS GIRDERS TYP. EACH)

BAR MKD.	DESCRIPTION	SHAPE
i1	16 Ø 3 nos	150
i2	16 Ø 3 nos	150
i3	12 Ø 3x2 Nos	150
i4	12 Ø 3x2 Nos	
i5	20 Ø 3 Nos	
i6	20 Ø 3 Nos	
i7	20 Ø 3 Nos	300
i8	20 Ø 3 Nos	
i9	12 Ø 6x2 Nos	150
i10	12 Ø 6x2 Nos	
i11	2L–20 Ø @ 150c/c	
i11a	2L–20 Ø @ 150c/c	
i12	2L–16 Ø @ 150c/c	
i13	12Ø Linked Every 3rd Layer	

NOTES:–

1. ALL DIMENSIONS ARE IN mm AND LEVELS ARE IN METER, DIMENSIONS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
2. CONCRETE GRADE FOR CROSS–GIRDER & DECK SLAB M45.
3. SUITABLE HOLES SHALL BE LEFT IN PRECAST GIRDER FOR SUPPORTING THE DECK SLAB SHUTTERING.
4. SUITABLE PROVISION FOR HANDLING & LIFTING HOOKS ETC TO BE PROVIDED.
5. BEAMS SHALL BE KEPT UPRIGHT AT ALL TIMES AND TO BE CLEARLY MARKED INDICATING SPAN LOCATION & RESPECTIVE ENDS BEFORE REMOVAL FROM CASTING BED.
6. TOP SURFACE OF PRECAST BEAM & VERTICAL EDGES OF END TO BE LEFT ROUGHENED FOR EFFECTIVE BONDING.
7. ALL SURFACES, COMING IN CONTACT WITH DECK SLAB/DIAPHRAGM SHALL BE ADEQUATELY PREPARED BY GREEN CUTTING. USING SURFACE RETARDERS OR BY MECHANICAL MEANS(SUCH AS 100% HACKING) TO ENSURE THAT COARSE AGGREGATES ARE JUST EXPOSED.
8. ALL REINFORCING BARS SHALL BE THERMO MECHANICALLY TREATED (TMT) BARS (GRADE DESIGNATE Fe500D) CONFORMING TO IS–1786 STANDARDS.
9. LAPPING SHALL BE STAGGERED, BARS SHALL BE LAPPED IN SUCH A WAY THAT NOT MORE THAN 50% OF THE BARS ARE LAPPED AT ANY SECTION, LAP LENGTH SHALL BE PROVIDED AS "X*D" MENTIONED IN THE TABLE BELOW, WHERE 'D' IS THE SMALLER BAR UNLESS OTHERWISE SPECIFIED.

FAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M45	X	33	38	47	50

UNFAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M45	X	45.7	52.6	64	68.6

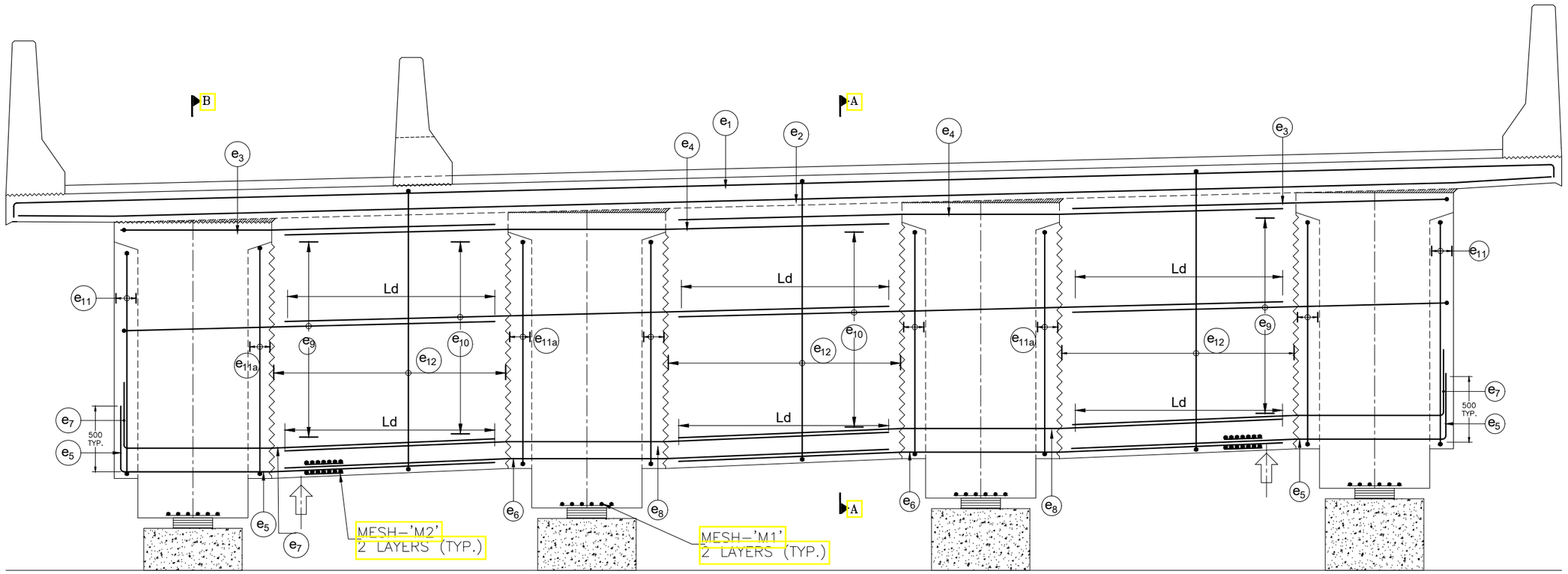
FAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.

UNFAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.
b. WALL/COLUMN MAIN BAR.

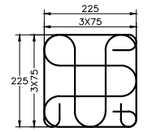
33M SUPERSTRUCTURE

33m Superstructure

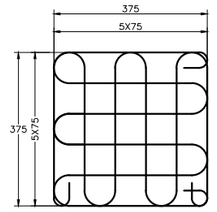
EMPLOYER	PROJECT	DESIGN CONSULTANT						
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC NO. 265 CIVIL A	Signature	Drawing Name: CROSS GIRDER REINFORCEMENT DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS NOTED	Date: JUNE, 2023
			Checked By	Mr.S.M	Signature			Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -16
			Approved By	Mr.H.B	Signature	Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18	Chainage: 300+466	Sheet No.: Sheet No. 2/4



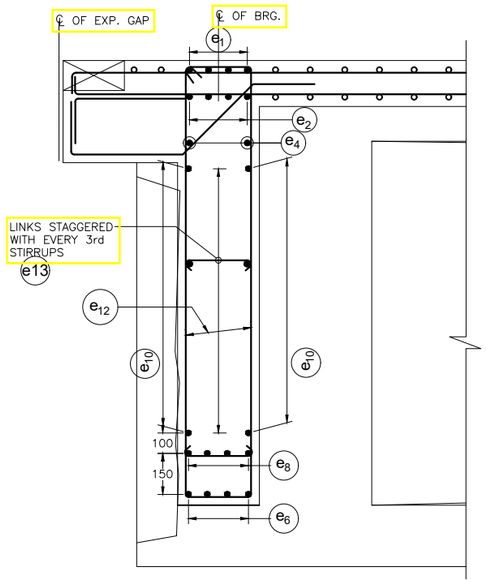
REINFORCEMENT DETAIL OF END CROSS GIRDER
(SCALE 1:55)



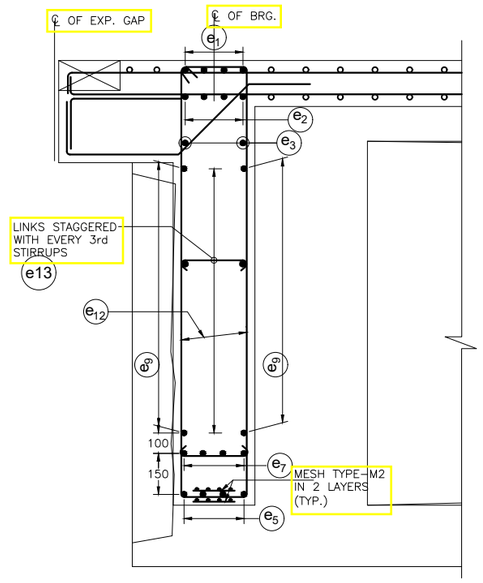
ø8 MESH TYPE–M2
(SCALE 1:15)



ø8 MESH TYPE–M1
(SCALE 1:15)



SECTION A–A
(SCALE 1:30)



SECTION B–B
(SCALE 1:30)

NOTES:–

1. ALL DIMENSIONS ARE IN mm AND LEVELS ARE IN METER, DIMENSIONS ARE NOT TO BE SCALED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
2. CONCRETE GRADE FOR CROSS–GIRDER & DECK SLAB M45.
3. SUITABLE HOLES SHALL BE LEFT IN PRECAST GIRDER FOR SUPPORTING THE DECK SLAB SHUTTERING.
4. SUITABLE PROVISION FOR HANDLING & LIFTING HOOKS ETC TO BE PROVIDED.
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FAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M45	X	33	38	47	50

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GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M45	X	45.7	52.6	64	68.6

FAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.

UNFAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.
b. WALL/COLUMN MAIN BAR.

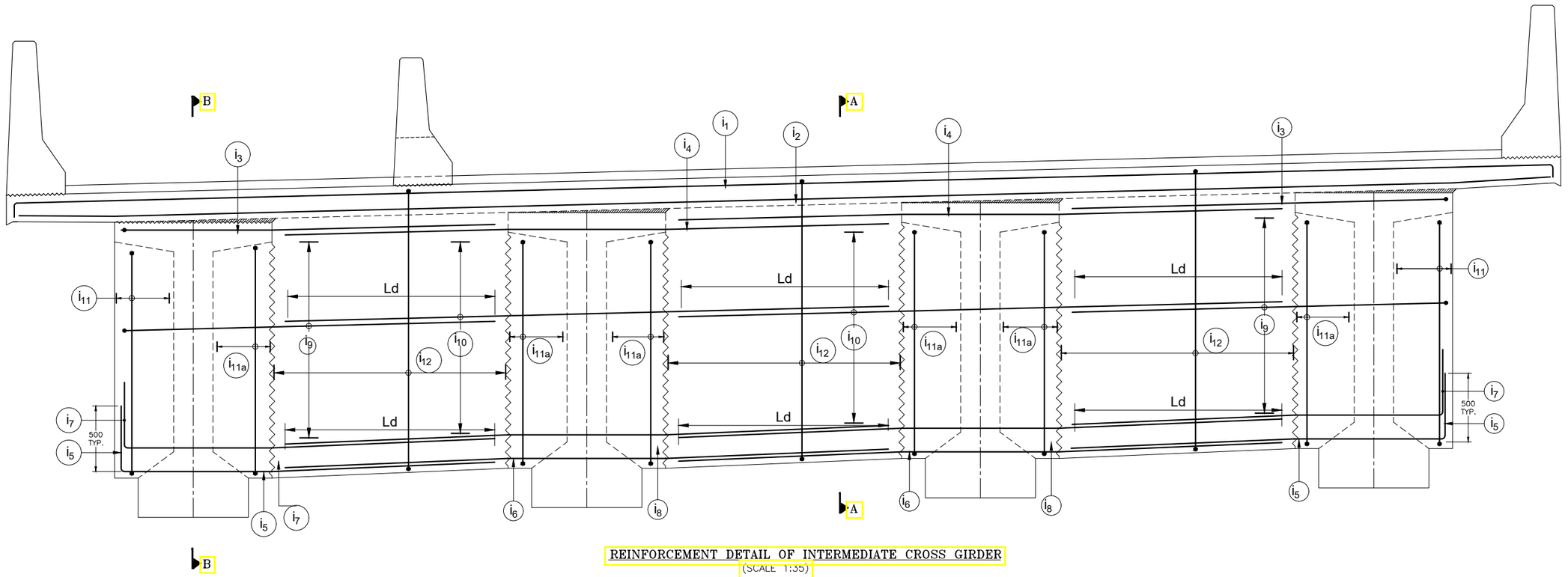
SCHEDULE OF REINFORCEMENT
(END CROSS GIRDERS TYP. EACH)

BAR MKD.	DESCRIPTION	SHAPE
e1	20 ℄ 4 nos	150
e2	20 ℄ 4 nos	150
e3	20 ℄ 4x2 Nos	150
e4	20 ℄ 4x2 Nos	
e5	20 ℄ 4 nos	
e6	20 ℄ 4 nos	
e7	20 ℄ 4 nos	300
e8	20 ℄ 4 nos	
e9	16 ℄ 6x2 Nos	150
e10	16 ℄ 6x2 Nos	
e11	2L–20 ℄ @ 150c/c	
e11a	2L–20 ℄ @ 150c/c	
e12	2L–20 ℄ @ 150c/c	
e13	12 ℄ Linked Every 3rd Layer	
MESH–M1	8ø @ 75 x 75	
MESH–M2	8ø @ 75 x 75	

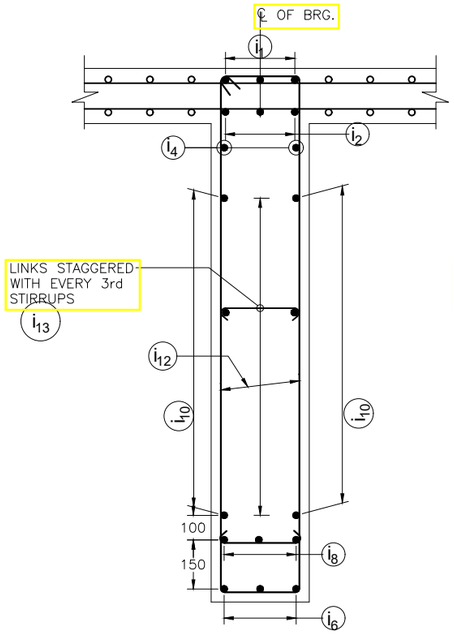
36m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC No. 265 CIVIL "A"	Signature	Drawing Name: CROSS GIRDER REINFORCEMENT DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS NOTED
			Checked By	Mr.S.M	Signature	Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18	Chainage: 300+466
			Approved By	Mr.H.B	Signature		

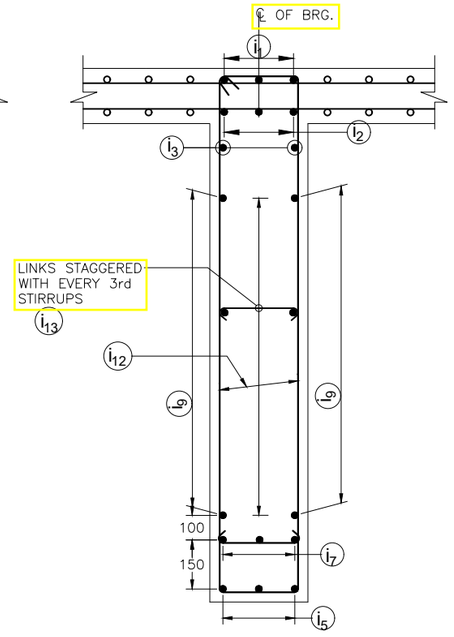
Date: JUNE, 2023
Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -16
Sheet No.: Sheet No. 3/4



REINFORCEMENT DETAIL OF INTERMEDIATE CROSS GIRDER
(SCALE 1:35)



SECTION A–A
(SCALE 1:25)



SECTION B–B
(SCALE 1:25)

SCHEDULE OF REINFORCEMENT
(INTERMEDIATE CROSS GIRDERS TYP. EACH)

BAR MKD.	DESCRIPTION	SHAPE
i1	16 Ø 3 nos	150
i2	16 Ø 3 nos	150
i3	12 Ø 3x2 Nos	150
i4	12 Ø 3x2 Nos	
i5	20 Ø 3 Nos	
i6	20 Ø 3 Nos	
i7	20 Ø 3 Nos	300
i8	20 Ø 3 Nos	
i9	12 Ø 6x2 Nos	150
i10	12 Ø 6x2 Nos	
i11	2L–20 Ø @ 150c/c	
i11a	2L–20 Ø @ 150c/c	
i12	2L–16 Ø @ 150c/c	
i13	12Ø Linked Every 3rd Layer	

NOTES:–

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UNFAVORABLE BOND CONDITION					
GRADE OF CONCRETE	PERCENTAGE OF LAPPED BARS	<25%	33%	50%	>50%
M45	X	45.7	52.6	64	68.6

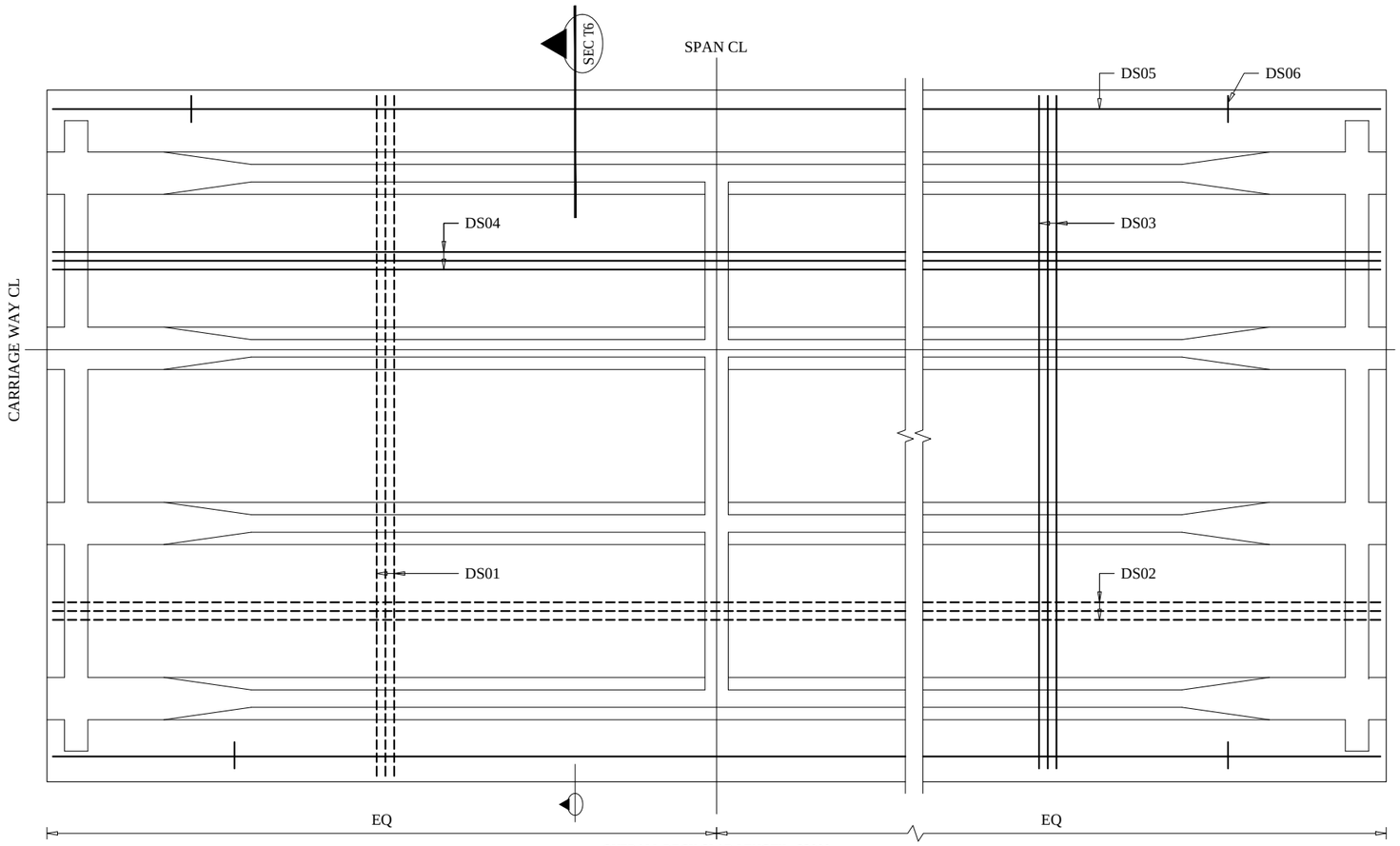
FAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.

UNFAVORABLE ZONE:
a. RAFT/SLAB BOTTOM MAIN BAR.
b. WALL/COLUMN MAIN BAR.

36m Superstructure

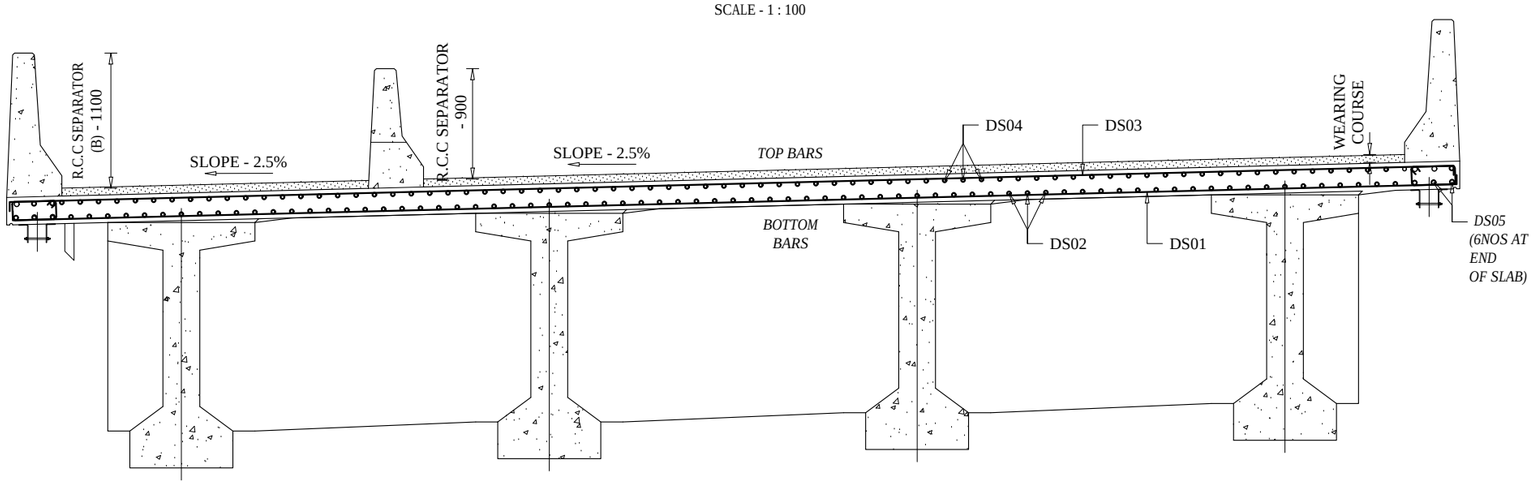
EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC No. 265 CIVIL "A"	Signature	Drawing Name: CROSS GIRDER REINFORCEMENT DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS NOTED
			Checked By	Mr.S.M	Signature	Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18	Chainage: 300+466
			Approved By	Mr.H.B	Signature		

Date: JUNE, 2023
Drawing No.: KDP/DPR/STR/BR/LAKHANDEI /DD -16
Sheet No.: Sheet No. 4/4



REINFORCEMENT DETAILS OF DECK SLAB - PLAN VIEW

SCALE - 1 : 100



REINFORCEMENT DETAILS OF DECK SLAB - SECTIONAL VIEW AT T6

SCALE - 1 : 50

BAR MARK	SHAPE	BAR DIA & SPACING/Nos.
DS01	150 150	16Ø @ 150 C/C
DS02	150 150	12Ø @ 150 C/C
DS03	150 150	16Ø @ 150 C/C
DS04	150 150	12Ø @ 150 C/C
DS05	150 150	(3+3) 6Nos Ø16
DS06		2L-Ø10 @300 C/C

LEGEND FOR REINFORCEMENT BAR

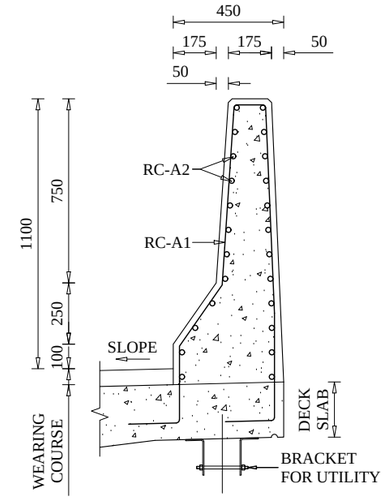
AB (M / E) 02 @ 250C/C

- SPACING OF BARS (mm)
- BAR SHAPE MARK
- MID OR EDGE
- SUPERSTRUCTURE SHORT FORM

CODE	FULL FORM		
DS	- DECK SLAB	CG	- CROSS GIRDER
RB	- R.C.C BARRIER	AS	- APPROACH SLAB
RS	- R.C.C SEPARATOR	ST	- STOPPER
MG	- MAIN GIRDER	**	- ***

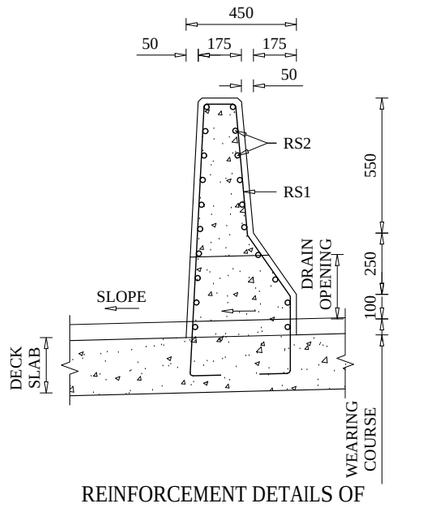
TOP BAR OR NEAR FACE REINFORCEMENT

BOTTOM BAR OR FAR FACE REINFORCEMENT



REINFORCEMENT DETAILS OF R.C.C BARRIER (A)- SECTIONAL VIEW

SCALE - 1 : 25



REINFORCEMENT DETAILS OF R.C.C SEPARATOR - SECTIONAL VIEW

SCALE - 1 : 25

33M SUPERSTRUCTURE

33m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT				
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited				
		Designed By	Mr.S.N.R.B NEC NO. 265 CIVIL A	Signature	Drawing Name: DECK SLAB DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS NOTED
		Checked By	Mr.S.M	Signature	Reference Drawings: KDP/DPR/STR/BR/LAKHANDEI /DD -18	Chainage: 300+466
		Approved By	Mr.H.B	Signature		Date: JUNE, 2023 Drawing No.: KDP/DPR/STR/BR/LAKHANDEI/DD -17 Sheet No.: Sheet No. 1/2

Bar bending schedule for Deck Slab

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing (mm)	No. of bars	Length (m)	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	DS01	150 — 11770 — 150	16	150	217	12.07	2619.19	1.578	4133.96
2	DS02	150 — 32145 — 150	12	150	79	32.445	2563.155	0.89	2275.61
3	DS03	150 — 11770 — 150	16	150	217	12.07	2619.19	1.578	4133.96
4	DS04	150 — 32145 — 150	12	150	79	32.45	2563.155	0.888	2275.61
5	DS05	150 — 32145 — 150	16		12	32.45	389.34	1.578	614.51
6	DS06	175, 75, 400	10	300	216	1.3	280.8	0.617	173.12
Total Weight of Deck Slab (kg)									13606.77

Bar bending schedule for Longitudinal Girder

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	1	100 — 32220 — 100	16		10	32.42	324.2	1.578	511.70
2	2	100 — 28000 — 100	16		12	28.20	338.4	1.578	534.11
3	2a	100 — 2900 — 100	16		24	3.10	74.4	1.578	117.43
4	3	100 — 32200 — 100	16		14	32.40	453.6	1.578	715.93
5	3a	32200	16		12	32.20	386.4	1.578	609.87
6	5	20900	12		24	20.90	501.6	0.888	445.33
7	5a	6150	12		48	6.15	295.2	0.888	262.08
8	6	100 — 6150	12		48	6.25	300	0.888	266.34
9	7a	2145, 100, 220	12	200	105	4.93	517.65	0.888	459.58
10	7	2145, 100, 220	12	150	78	4.93	384.54	0.888	341.40
11	8a	100, 2145, 760 — Tapered Section — 100, 2145, 220	12	150	46	Average 5.47	251.62	0.888	223.39
12	8	100, 2145, 760	12	150	34	6.01	204.34	0.888	181.42

Bar bending schedule for Longitudinal Girder

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
13	9&9a	110, 1120, 570, 100	12	150	216	2.68	578.9178918	0.89	513.97
14	10	335, 1120, 570, 200	12	150	72	3.33	239.7726306	0.89	212.87
15	10a	335, 1120, 570, 200	12	200	109	3.33	362.9891213	0.89	322.27
16	11&11a	150, 310, 760, 230	12	150	184	2.14	393.76	0.89	349.59
Total Weight for One Longitudinal Beam (kg)									6067.3
Total Weight for Tour webs (kg) = 6067.2 X 4=									24269.1

Bar bending schedule for Cross Girder at support

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	e1	150 — 11770 — 150	20		4	12.07	48.28	2.466	119.07
2	e2	150 — 11770 — 150	20		4	12.07	48.28	2.466	119.07
3	e3	150 — 2860	20		16	3.01	48.16	2.466	118.77
4	e4	4600	20		16	4.6	73.6	2.466	181.51
5	e5	500 — 2860	20		8	3.36	26.88	2.466	66.29
6	e6	4600	20		8	4.6	36.8	2.466	90.75
7	e7	500 — 2860	20		8	3.36	26.88	2.466	66.29
8	e8	4600	20		8	4.6	36.8	2.466	90.75
9	e9	150 — 2860	16		24	3.01	72.24	1.578	114.02
10	e10	4600	16		24	4.6	110.4	1.578	174.25
11	e11	1340, 100, 320	20	150	4	3.52	14.08	2.466	34.72
12	e11a	1340, 100, 320	20	150	12	3.52	42.24	2.466	104.17
13	e12	1845, 100, 320	20	150	39	4.53	176.67	2.466	435.69

33M SUPERSTRUCTURE

33m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr.S.N.R.B NEC NO. 2GS CIVIL A	Signature	Drawing Name: SUPERSTRUCTURE BAR BENDING SCHEDULE OF BRIDGE OVER RIVER LAKHANDEI Reference Drawings:	Scale: AS NOTED Chainage: 300+466
			Checked By	Mr.S.M	Signature		
			Approved By	Mr.H.B	Signature		

Date: JUNE, 2023
Drawing No.: KDP/DPR/STR/BR/LAKHANDEI/DD -18
Sheet No.: Sheet No. 1/4

Bar bending schedule for Cross Girder at support

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
14	e13	100 — 320 — 100	12	300	15	0.52	7.8	0.888	6.92
15	Mesh-M1		8		4	2.17	8.7	0.4	13.7
1	Mesh-M2		8		4	5.24	21.0	0.4	33.1
Total Weight for 1 Cross Girder (kg)									1769.09
Total Weight for 2 Cross Girder (kg)									3538.18

Bar bending schedule for Webs

S.N	Bar Label		Bar Dia (mm)	No. of bars	Length(m)	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	M1	MESH TYPE M1	16	20	13.710	274.2	1.58	432.78
2	M2	MESH TYPE M2	16	20	7.037	140.74	1.58	222.14
3	SPIRAL	SPIRAL REINFORCEMNET;10 TURNS EACH)	20	8	5.6	44.8	2.47	110.48
4	1	1920 — 700 — 700	16	4	3.32	13.28	1.58	20.95
5	1a	960 — 700	16	4	1.66	6.64	1.58	10.48
6	2	345 — 800 — 800	20	8	1.945	15.56	2.47	38.37
7	2a	730 — 800 — 800	20	6	2.33	13.98	2.47	34.48
8	3	960	12	8	0.96	7.68	0.89	6.82
9	4	960 — 700	12	16	1.66	26.56	0.89	23.58
10	5	1920 — 730	20	12	5.5	66	2.47	162.77
Sub-Total								1,062.85
Total Weight for Four webs (kg) = 1062.8 X 4=								4251.41

Bar bending schedule for Approach Slab

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total length	Unit Weight (kg/m)	Weight (kg)
1	1601	100 — 3420 — 100	16	150	148	3.62	535.76	1.578	845.61
2	1201	100 — 10970 — 100	12	150	48	11.17	536.16	0.888	476.01
Total Weight for one approach Slab (Kg)									1,321.62
Total Weight for one Sapn of bridge (Kg)									2,643.24

Bar bending schedule for Cross Girder at Mid

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	i1	150 — 11770 — 150	16		3	12.07	36.21	1.578	57.15
2	i2	150 — 11770 — 150	16		3	12.07	36.21	1.578	57.15
3	i3	150 — 2860	12		12	3.01	36.12	0.888	32.07
4	i4	4600	12		12	4.6	55.2	0.888	49.01
5	i5	500 — 2860	20		6	3.36	20.16	2.466	49.72
6	i6	4600	20		6	4.6	27.6	2.466	68.07
7	i7	500 — 2860	20		6	3.36	20.16	2.466	49.72
8	i8	4600	20		6	4.6	27.6	2.466	68.07
9	i9	2860	12		24	2.86	68.64	0.888	60.94
10	i10	4600	12		24	4.6	110.4	0.888	98.01
11	i11	1295, 100, 120	20	150	4	3.03	12.12	2.466	29.89
12	i11a	1295, 100, 120	20	150	12	3.03	36.36	2.466	89.67
13	i12	1845, 100, 120	16	150	39	4.13	161.07	1.578	254.22
14	i13	100 — 120 — 100	12	300	15.00	0.32	4.8	0.888	4.26
Total Weight for 1 Cross Girder (kg)									967.94

BAR BENDING SCHEDULE OF R.C.C BARRIER

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total length	Unit Weight (kg/m)	Weight (kg)
1	RC-A1	130, 850, 735, 445, 305, 200, 305	16	150	220	3.17	697.4	1.58	1100.73
2	RC-A2	100 — 32870 — 100	10	150	20	33.07	661.4	0.62	407.78
Total Weight (Kg)									1,508.51

BAR BENDING SCHEDULE OF R.C.C SEPARATOR

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total length	Unit Weight (kg/m)	Weight (kg)
1	RS1	130, 1110, 535, 305, 150, 315	16	150	220	2.695	592.9	1.58	935.80
2	RS2	100 — 32870 — 100	10	150	17	33.07	562.19	0.62	346.61
Total Weight (Kg)									1,282.41

33M SUPERSTRUCTURE

33m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited					

			Drawing Name:	Scale:	Date:
Designed By	Mr.S.N.R.B (NEC NO. 265 CIVIL A)	Signature	SUPERSTRUCTURE BAR BENDING SCHEDULE OF BRIDGE OVER RIVER LAKHANDEI	AS NOTED	JUNE, 2023
Checked By	Mr.S.M	Signature	Reference Drawings:	Chainage: 300+466	Drawing No.: KDP/DPR/STR/BR/LAKHANDEI/DD -18
Approved By	Mr.H.B	Signature			Sheet No.: Sheet No. 2/4

Bar bending schedule for Deck Slab

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing (mm)	No. of bars	Length (m)	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	DS01	150 — 11770 — 150	16	150	242	12.07	2920.94	1.578	4610.23
2	DS02	150 — 35870 — 150	12	150	79	36.17	2857.43	0.89	2536.87
3	DS03	150 — 11770 — 150	16	150	242	12.07	2920.94	1.578	4610.23
4	DS04	150 — 35870 — 150	12	150	79	36.17	2857.43	0.888	2536.87
5	DS05	150 — 35870 — 150	16		12	36.17	434.04	1.578	685.06
6	DS06	145, 410, 75	10	300	242	1.26	304.92	0.617	187.99
Total Weight of Deck Slab (kg)									15167.24

Bar bending schedule for Longitudinal Girder

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	1	100 — 35220 — 100	16		10	35.42	354.2	1.578	559.05
2	2	100 — 31000 — 100	16		12	31.20	374.4	1.578	590.93
3	2a	100 — 2900 — 100	16		24	3.10	74.4	1.578	117.43
4	3	100 — 35200 — 100	16		14	35.40	495.6	1.578	782.22
5	3a	35200	16		12	35.20	422.4	1.578	666.69
6	5	23900	12		24	23.90	573.6	0.888	509.25
7	5a	6150	12		48	6.15	295.2	0.888	262.08
8	6	100 — 6150	12		48	6.25	300	0.888	266.34
9	7a	2395, 100, 220	12	200	120	5.43	651.6	0.888	578.50
10	7	2395, 100, 220	12	150	78	5.43	423.54	0.888	376.02
11	8a	2395, 100, 760 — Tapered Section — 2395, 100, 220	12	150	46	Average 5.67	274.62	0.888	243.81
12	8	2395, 100, 760	12	150	34	6.51	221.34	0.888	196.51

Bar bending schedule for Longitudinal Girder

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
13	9&9a	110, 1120, 570, 100	12	150	236	2.68	632.5214003	0.89	561.56
14	10	335, 1120, 570, 200	12	150	78	3.33	259.7536832	0.89	230.61
15	10a	335, 1120, 570, 200	12	200	121	3.33	402.9512264	0.89	357.75
16	11&11a	230, 150, 310, 760	12	150	204	2.14	436.56	0.89	387.58
Total Weight for One Longitudinal Beam (kg)									6686.3
Total Weight for Four webs (kg) = 6686.3 X 4=									26745.4

Bar bending schedule for Cross Girder at support

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	e1	150 — 11770 — 150	20		4	12.07	48.28	2.466	119.07
2	e2	150 — 11770 — 150	20		4	12.07	48.28	2.466	119.07
3	e3	150 — 2860	20		16	3.01	48.16	2.466	118.77
4	e4	4600	20		16	4.6	73.6	2.466	181.51
5	e5	500 — 2860	20		8	3.36	26.88	2.466	66.29
6	e6	4600	20		8	4.6	36.8	2.466	90.75
7	e7	500 — 2860	20		8	3.36	26.88	2.466	66.29
8	e8	4600	20		8	4.6	36.8	2.466	90.75
9	e9	150 — 2860	16		24	3.01	72.24	1.578	114.02
10	e10	4600	16		24	4.6	110.4	1.578	174.25
11	e11	1590, 100, 320	20	150	4	4.02	16.08	2.466	39.66
12	e11a	1590, 100, 320	20	150	12	4.02	48.24	2.466	118.97
13	e12	2095, 100, 320	20	150	39	5.03	196.17	2.466	483.78

36m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT				
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited				

			Drawing Name:	Scale:	Date:
Designed By	Mr.S.N.R.B NEC No. 265 CIVIL "A"	Signature	SUPERSTRUCTURE BAR BENDING SCHEDULE OF BRIDGE OVER RIVER LAKHANDEI	AS NOTED	JUNE, 2023
Checked By	Mr.S.M	Signature			Drawing No.: KDP/DPR/STR/BR/LAKHANDEI/DD -18
Approved By	Mr.H.B	Signature	Reference Drawings:	Chainage: 300+466	Sheet No.: Sheet No. 3/4

Bar bending schedule for Cross Girder at support

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
14	e13	100 — 320 — 100	12	300	18	0.52	9.36	0.888	8.31
15	Mesh-M1		8		4	2.17	8.7	0.4	13.7
16	Mesh-M2		8		4	5.24	21.0	0.4	33.1
Total Weight for 1 Cross Girder (kg)									1838.29
Total Weight for 2 Cross Girder (kg)									3676.59

Bar bending schedule for Webs

S.N	Bar Label	Bar Shape	Bar Dia (mm)	No. of bars	Length(m)	Total Length(m)	Unit Weight (kg/m)	Weight (kg)
1	M1	MESH TYPE M1	16	20	14.632	292.64	1.58	461.88
2	M2	MESH TYPE M2	16	20	9.452	189.04	1.58	298.37
3	SPIRAL	SPIRAL REINFORCEMNET(10 TURNS EACH)	20	8	5.6	44.8	2.47	110.48
4	1	2170 — 700 — 700	16	4	3.57	14.28	1.58	22.54
5	1a	1085 — 700	16	4	1.785	7.14	1.58	11.27
6	2	345 — 800 — 800	20	8	1.945	15.56	2.47	38.37
7	2a	730 — 800 — 800	20	6	2.33	13.98	2.47	34.48
8	3	1085	12	4	1.085	4.34	0.89	3.85
9	4	1085 — 700	12	8	1.785	14.28	0.89	12.68
10	5	2170 — 730	20	12	6	72	2.47	177.56
Sub-Total								1,171.43
Total Weight for Four webs (kg) = 1171.4 X 4=								4685.95

Bar bending schedule for Approach Slab

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total length	Unit Weight (kg/m)	Weight (kg)
1	1601	100 — 3420 — 100	16	150	148	3.62	535.76	1.578	845.61
2	1201	100 — 10970 — 100	12	150	48	11.17	536.16	0.888	476.01
Total Weight for one approach Slab (Kg)									1,321.62
Total Weight for one Sapn of bridge (Kg)									2,643.24

Bar bending schedule for Cross Girder at Mid

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total Length (m)	Unit Weight (kg/m)	Weight (kg)
1	i1	150 — 11770 — 150	16		3	12.07	36.21	1.578	57.15
2	i2	150 — 11770 — 150	16		3	12.07	36.21	1.578	57.15
3	i3	150 — 2860	12		12	3.01	36.12	0.888	32.07
4	i4	4600	12		12	4.6	55.2	0.888	49.01
5	i5	500 — 2860	20		6	3.36	20.16	2.466	49.72
6	i6	4600	20		6	4.6	27.6	2.466	68.07
7	i7	500 — 2860	20		6	3.36	20.16	2.466	49.72
8	i8	4600	20		6	4.6	27.6	2.466	68.07
9	i9	150 — 2860	12		24	3.01	72.24	0.888	64.14
10	i10	4600	12		24	4.6	110.4	0.888	98.01
11	i11	1545 — 100 — 220	20	150	4	3.73	14.92	2.466	36.79
12	i11a	1545 — 100 — 220	20	150	12	3.73	44.76	2.466	110.38
13	i12	2095 — 100 — 220	16	150	39	4.83	188.37	1.578	297.31
14	i13	100 — 220 — 100	8	300	18.00	0.42	7.56	0.395	2.98
Total Weight for 1 Cross Girder (kg)									1040.57

BAR BENDING SCHEDULE OF R.C.C BARRIER

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total length	Unit Weight (kg/m)	Weight (kg)
1	RC-A1	130, 850, 735, 445, 305, 200, 305	16	150	240	3.17	760.8	1.58	1200.80
2	RC-A2	100 — 35870 — 100	10	150	20	36.07	721.4	0.62	444.77
Total Weight (Kg)									1,645.57

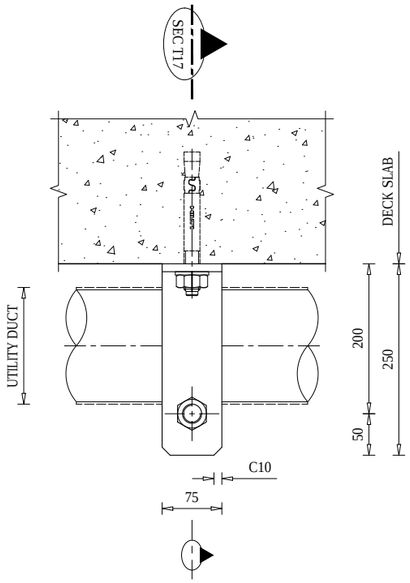
BAR BENDING SCHEDULE OF R.C.C SEPARATOR

S.N	Bar Label	Bar Shape	Bar Dia (mm)	Bar spacing	No. of bars	Length	Total length	Unit Weight (kg/m)	Weight (kg)
1	RS1	130, 1110, 535, 305, 150, 315	16	150	240	2.695	646.8	1.58	1020.87
2	RS2	100 — 35870 — 100	10	150	17	36.07	613.19	0.62	378.05
Total Weight (Kg)									1,398.92

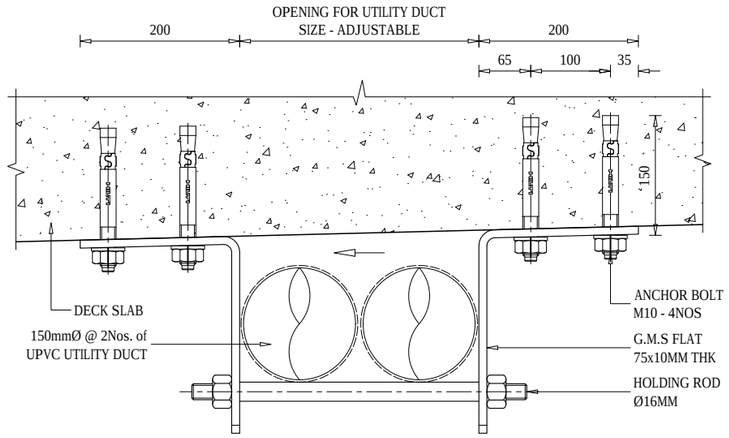
36m Superstructure

EMPLOYER	PROJECT	DESIGN CONSULTANT				
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited				

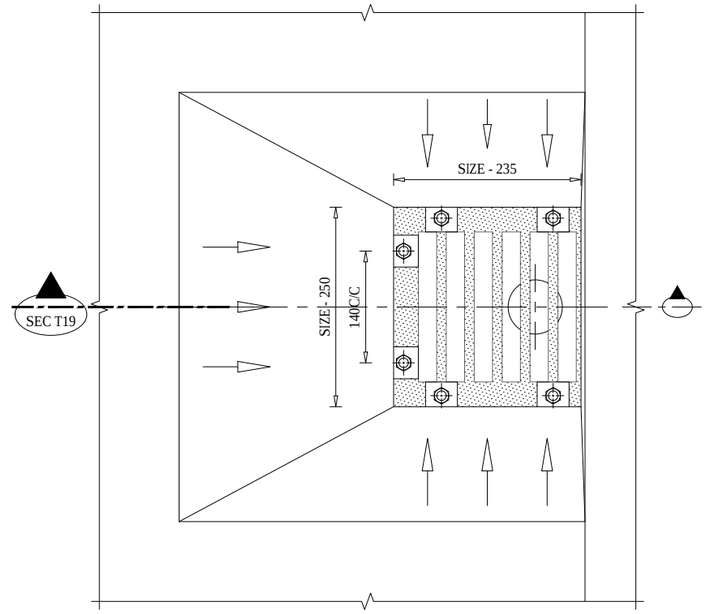
Designed By	Mr.S.N.R.B NEC No. 265 CIVIL "A"	Signature	Drawing Name: SUPERSTRUCTURE BAR BENDING SCHEDULE OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS NOTED	Date: JUNE, 2023
Checked By	Mr.S.M	Signature			Drawing No.: KDP/DPR/STR/BR/LAKHANDEI/DD -18
Approved By	Mr.H.B	Signature	Reference Drawings:	Chainage: 300+466	Sheet No.: Sheet No. 4/4



FRONT VIEW



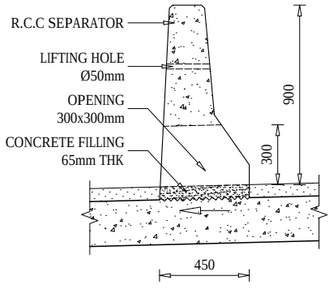
SECTIONAL ELEVATION VIEW AT SEC T17



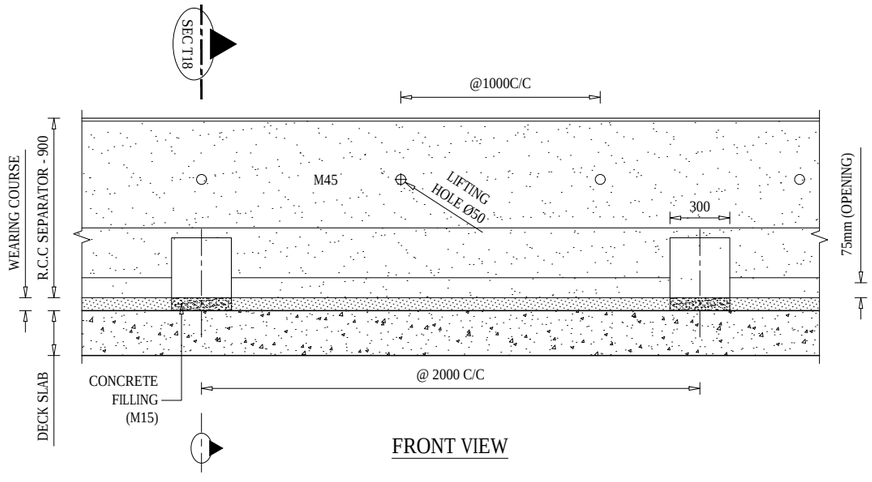
PLAN VIEW

DETAILS OF GALVANIZED MILD STEEL (G.M.S)
UTILITY DUCT CLAMP

SCALE - 1 : 10



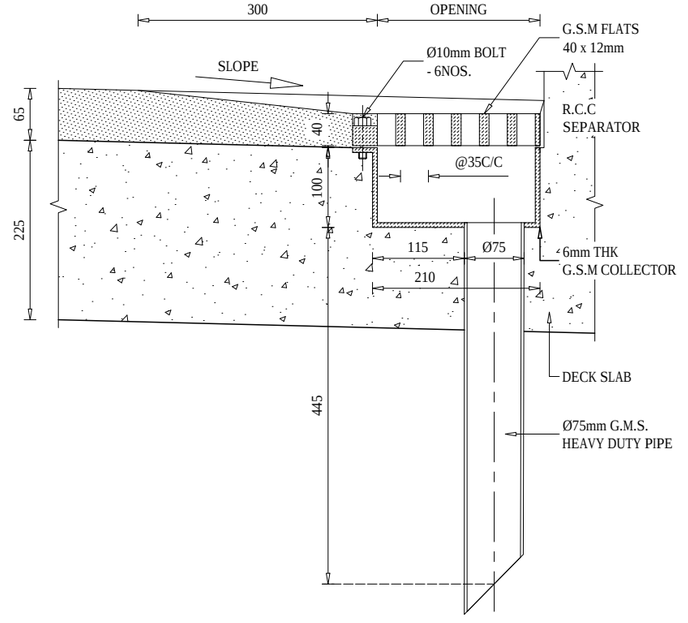
SECTIONAL ELEVATION VIEW AT SEC T18



FRONT VIEW

DETAIL ELEVATION VIEW AT R.C.C SEPARATOR & IT'S DRAIN OPENING

SCALE - 1 : 40

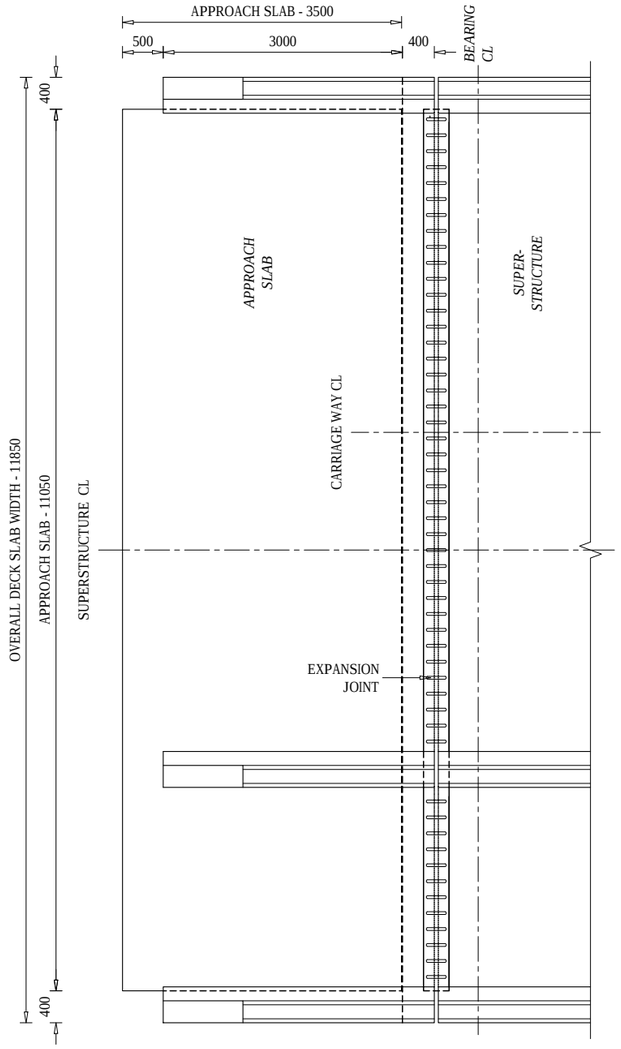


SECTIONAL ELEVATION VIEW AT SEC T19

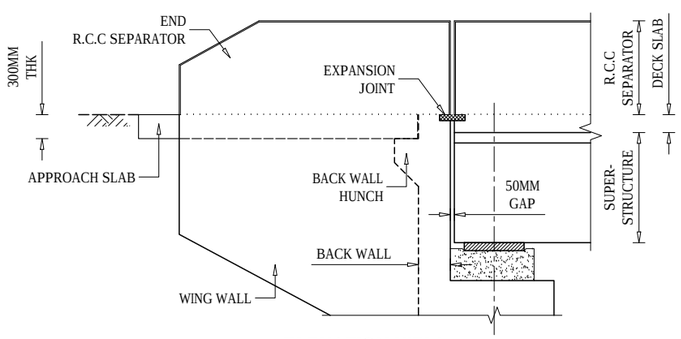
DETAILS OF GALVANIZED MILD STEEL (G.M.S)
DRAINAGE SPOUT

SCALE - 1 : 10

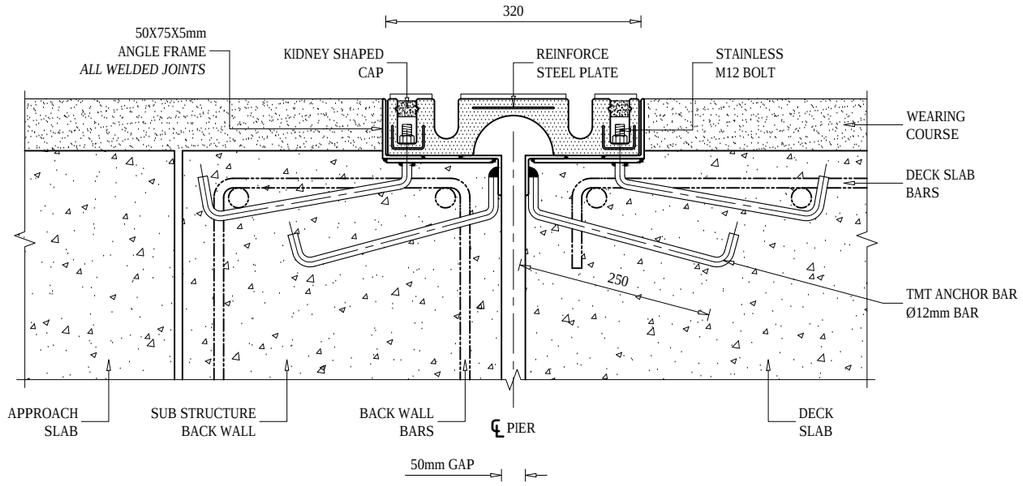
EMPLOYER	PROJECT NAME	DESIGN CONSULTANTS				Drawing Name	Scale:	Date:
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr. S.N.R.B NEC No:265 Civil "A"	Signature	MISCELLANEOUS DETAILS OF BRIDGE OVER RIVER LAKHANDEI	AS SHOWN	JUNE, 2023
			Checked By	Mr. S.M.	Signature	Reference Drawings -	Chainage: 300+466	Drawing No.- KDP/DPR/STR/BR/LAKHANDEI/DD-19
			Approved By	Mr. H.B.	Signature			Sheet No. 1 / 2



PLAN VIEW AT EXPANSION JOINT, END R.C.C SEPARATOR & APPROACH SLAB

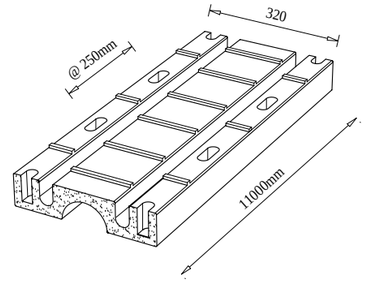


ELEVATION VIEW



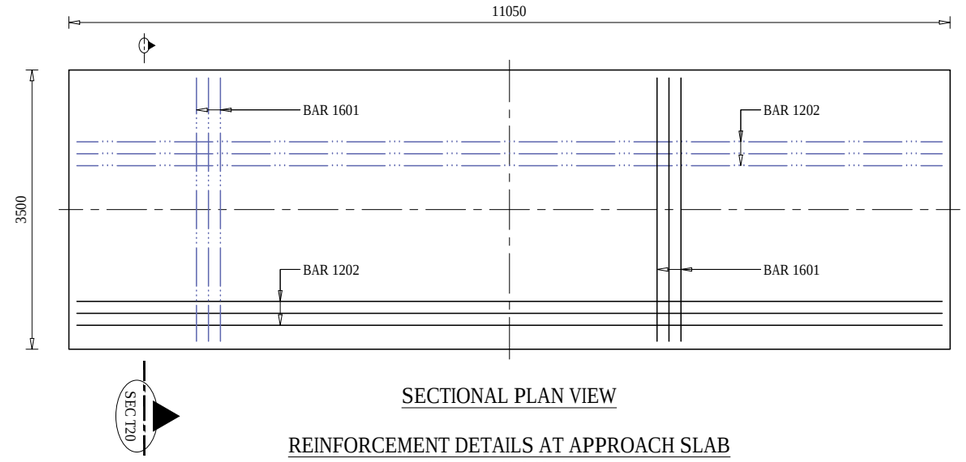
SLAB SEAL TYPE EXPANSION JOINTS ARRANGEMENT IN A CARRIAGEWAY

SCALE - 1 : 10 @ A3 PAPER



EXPANSION JOINT ISOMETRIC VIEW - SEAL TYPE

SCALE - NON



SECTIONAL PLAN VIEW

REINFORCEMENT DETAILS AT APPROACH SLAB

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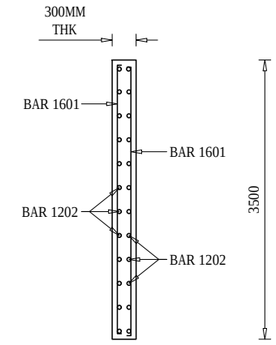
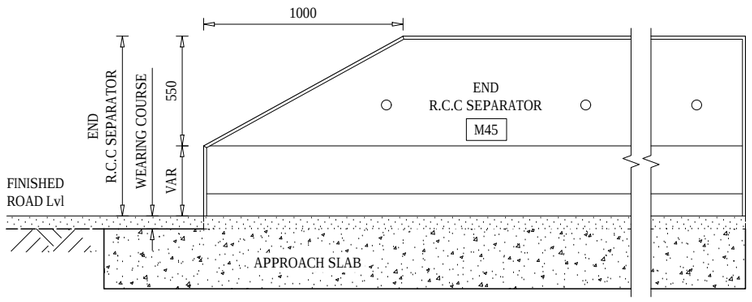


SECTIONAL ELEVATION VIEW AT SEC T20



ELEVATION VIEW OF END R.C.C SEPARATOR

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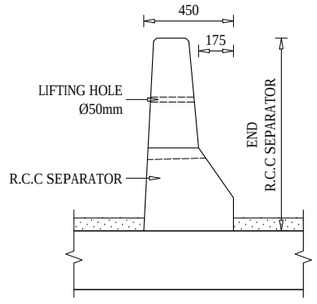
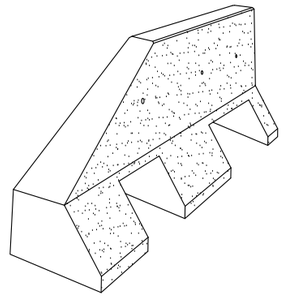


SIDE VIEW

SCALE - 1 : 40 @ A3 PAPER



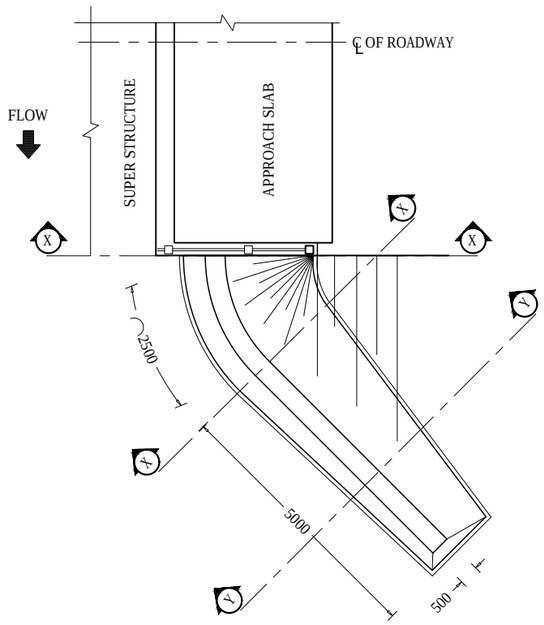
END R.C.C SEPARATOR ISOMETRIC VIEW

SCALE - NONE

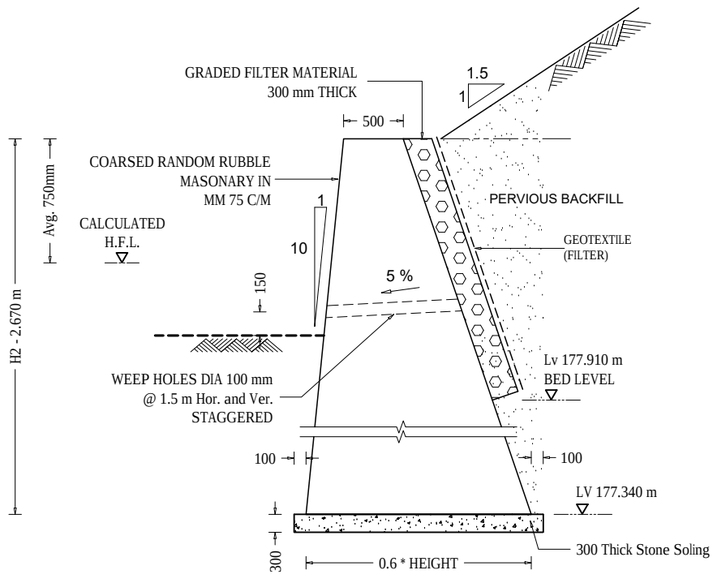
EMPLOYER	PROJECT NAME	DESIGN CONSULTANTS					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr. S.N.R.B NEC No:265 Civil "A"	Signature	Drawing Name MISCELLANEOUS DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS SHOWN
			Checked By	Mr. S.M.	Signature	Reference Drawings KDP/DPR/STR/BR/LAKHANDEI/DD-18.	Chainage: 300+466
			Approved By	Mr. H.B.	Signature		Sheet No. 2 / 2

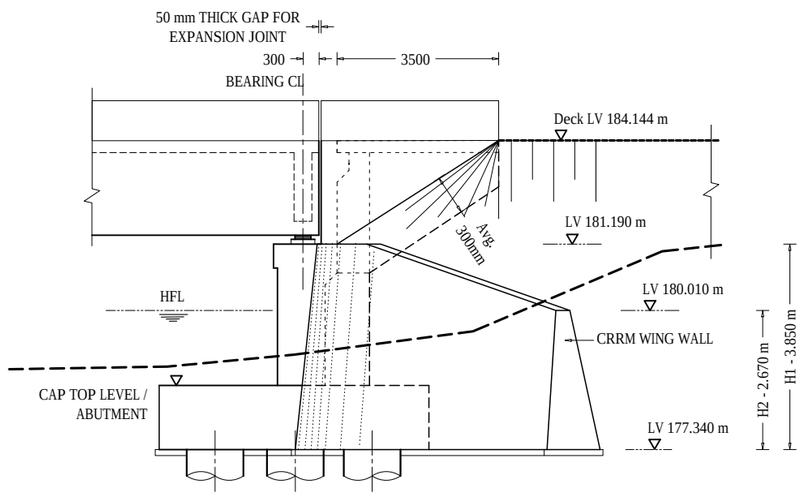
Date: JUNE, 2023

Drawing No.- KDP/DPR/STR/BR/LAKHANDEI/DD-19

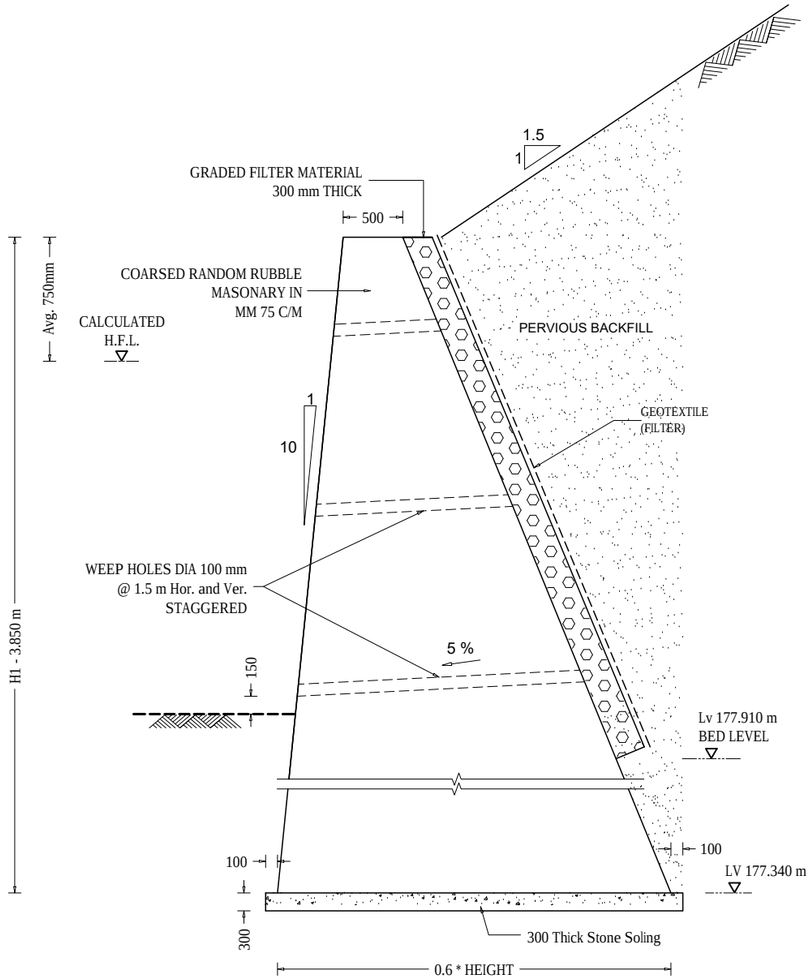


NOTE : AT DOWN STREAM ONLY





WING WALL ELEVATION

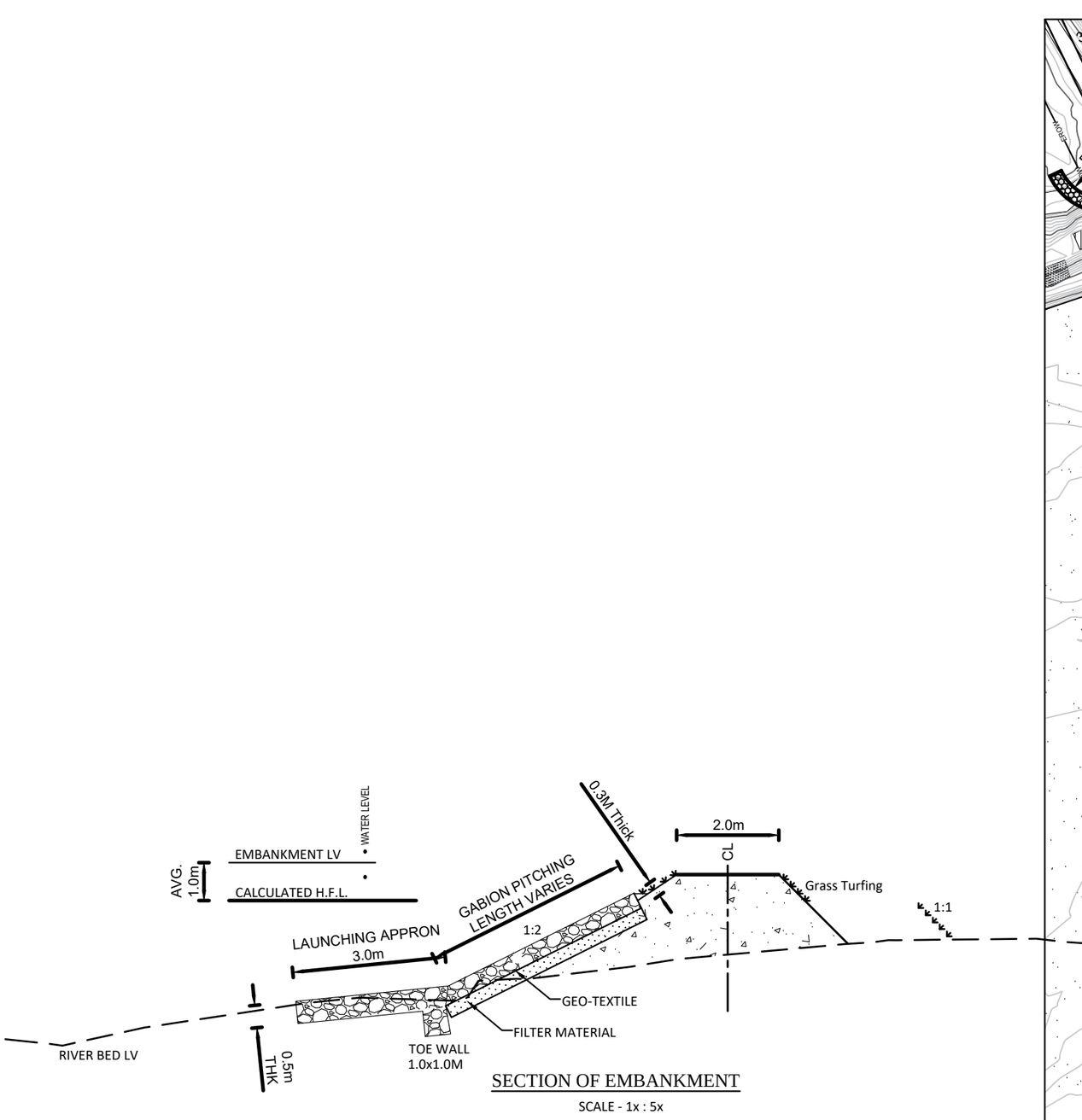


STONE MASONRY WING WALL SECTION X - X

0 1.5m 3m 4.5m 6m

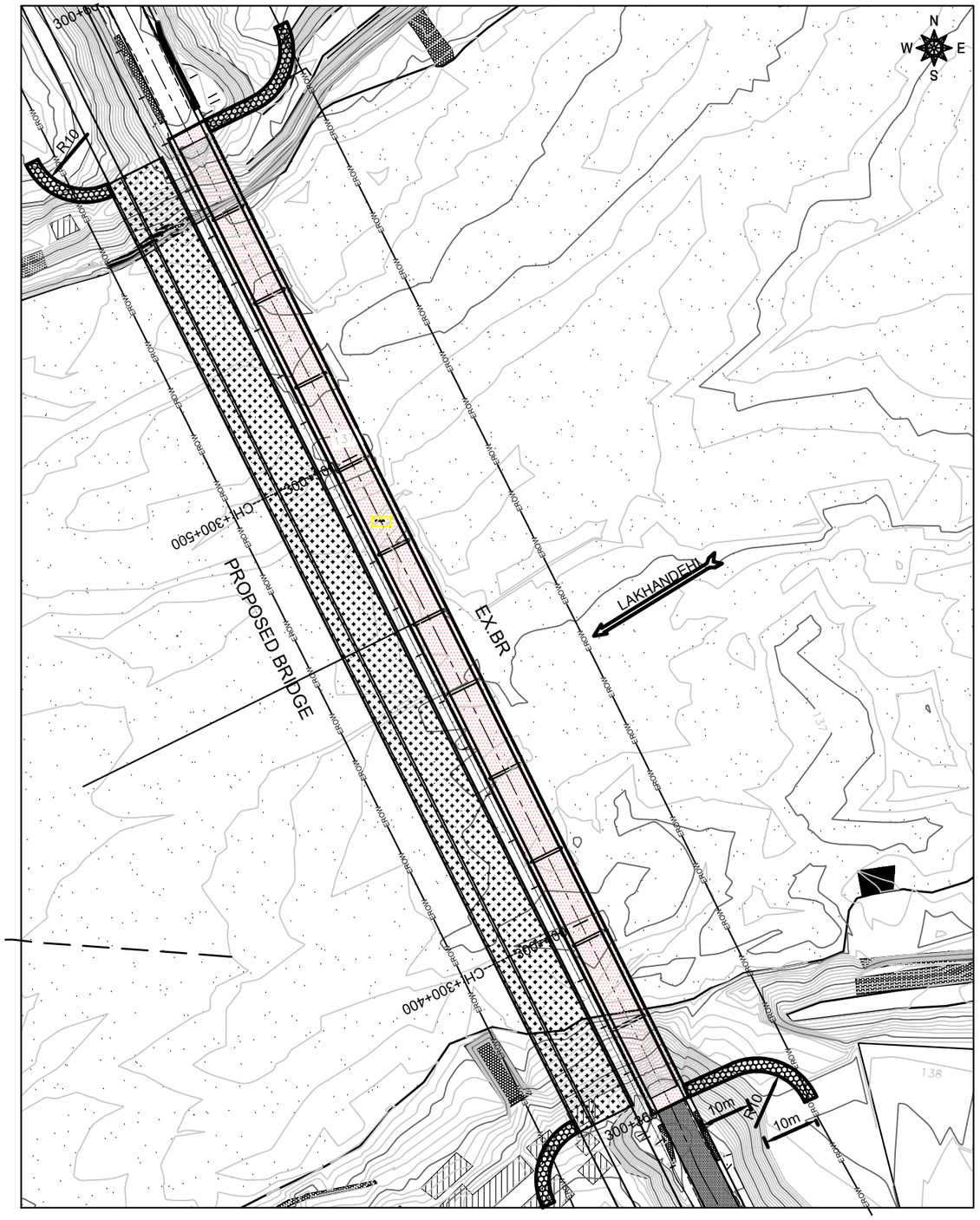
0 0.5m 1m 1.5m 2m

EMPLOYER	PROJECT NAME	DESIGN CONSULTANTS					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr. S.N.R.B Nec.No. 265 CIVIL 'A'	Signature	Drawing Name WING WALL DETAILS OF BRIDGE OVER RIVER LAKHANDEI	Scale: AS SHOWN Date: JUNE, 2023
			Checked By	Mr. S.M.	Signature	Reference Drawings	Drawing No.- KDP/DPR/STR/BR/LAKHANDEI/DD-20
			Approved By	Mr. H.B.	Signature	Chainage: 300+466	Sheet No. 1 / 1

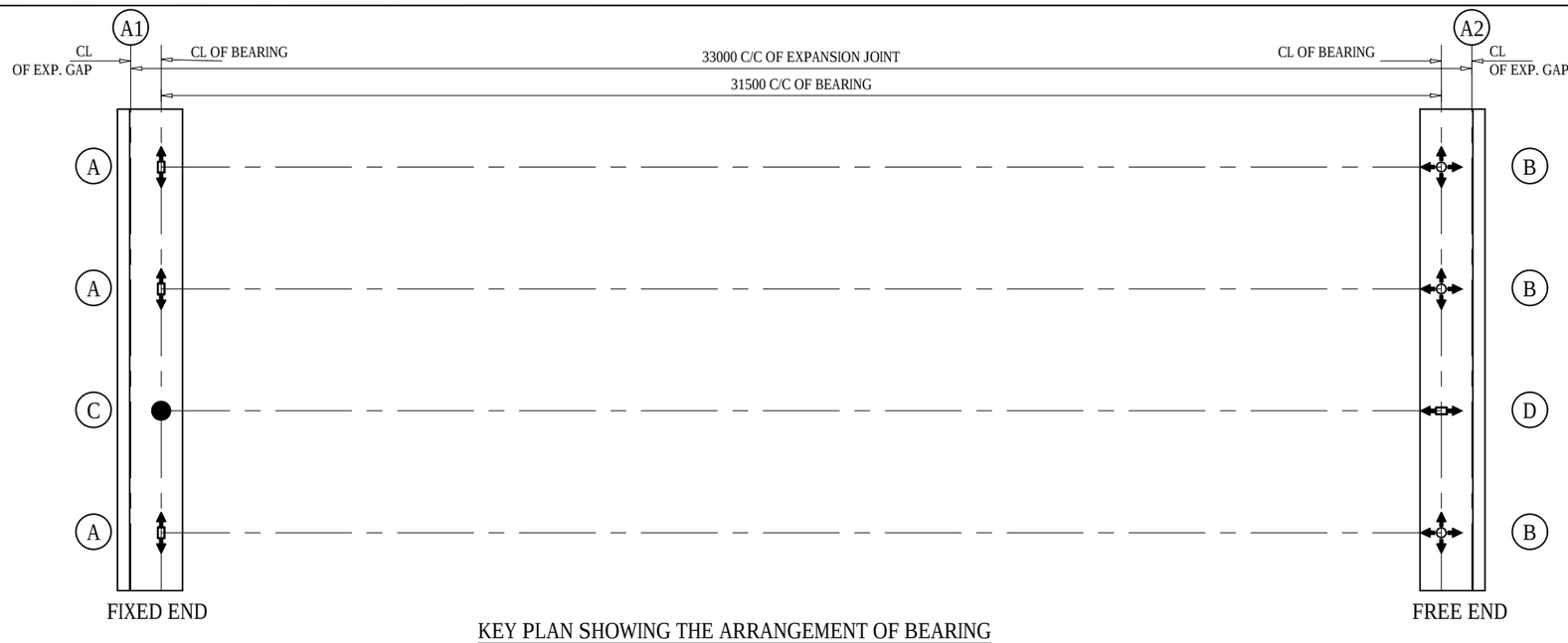


SECTION OF EMBANKMENT

SCALE - 1x : 5x



EMPLOYER	PROJECT NAME	DESIGN CONSULTANTS				Drawing Name	Scale:	Date:
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr. S.N.R.B Nec.No. 265 CIVIL "A"	Signature	RIVER TRAINING WORK OF BRIDGE OVER RIVER LAKHANDEI	1:1000	JUNE, 2023
			Checked By	Mr. S.M.	Signature			Drawing No.- KDP/DPR/STR/BR/LAKHANDEI/DD-21
			Approved By	Mr. H.B.	Signature	Reference Drawings -	Chainage: 300+466	Sheet No. 1/1



KEY PLAN SHOWING THE ARRANGEMENT OF BEARING

SCALE - 1: 150

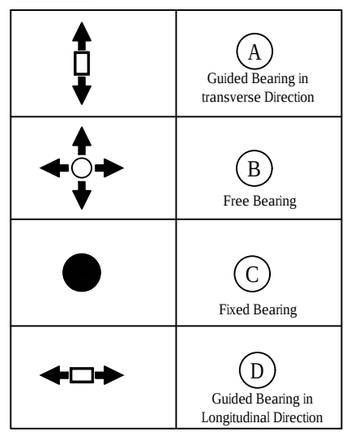
TABLE SHOWING DATA FOR DESIGN OF BEARINGS

	Structure Reference						
1	Bearing Identification mark				A	B	C	D
	Type of Bearing				Guided Bearing in transverse Direction	Free Bearing	Fixed Bearing	Guided Bearing in Longitudinal Direction
2	Seating Material and characteristic strength	Upper Surface			M35	M35	M35	M35
		Lower Surface			M35	M35	M35	M35
3	Design Load (KN)	Serviceability Limit state (SLS Rare)	Vertical	max (LL)	142.40 T	105.11 T	142.40 T	105.11 T
				min (NO LL)	95.87 T	95.87 T	95.87 T	95.87 T
			Transverse					
			Longitudinal	max (LL)	23.36 T	6.17 T	23.36 T	6.17 T
				min (NO LL)	4.79 T	4.79 T	4.79 T	4.79 T
		Serviceability Limit state (SLS Frequent)	Vertical	max (LL)	130.77 T	102.80 T	130.77 T	102.80 T
				min (NO LL)	95.87 T	95.87 T	95.87 T	95.87 T
			Transverse					
			Longitudinal	max (LL)	16.80 T	5.82 T	16.80 T	5.82 T
				min (NO LL)	4.79 T	4.79 T	4.79 T	4.79 T
		Ultimate Limit state (ULS Basic)	Vertical	max (LL)	200.08 T	144.14 T	200.08 T	144.14 T
				min (NO LL)	130.28 T	130.28 T	130.28 T	130.28 T
			Transverse					
			Longitudinal	max (LL)	35.45 T	8.57 T	35.45 T	8.57 T
				min (NO LL)	6.51 T	6.51 T	6.51 T	6.51 T
		Ultimate Limit state (ULS Seismic)	Vertical	max (LL)	236.28 T	195.31 T	236.28 T	195.31 T
				min (NO LL)	181.34 T	181.34 T	181.34 T	181.34 T
			Transverse		59.16 T	59.16 T	59.16 T	59.16 T
			Longitudinal	max (LL)	155.06 T	8.42 T	155.06 T	8.42 T
				min (NO LL)	149.26 T	6.51 T	149.26 T	6.51 T
4	Displacement (mm)	SLS		Transverse	3.20 mm	3.20 mm		
				Longitudinal		41.16 mm		41.16 mm
		ULS		Transverse	4.80 mm	4.80 mm		
				Longitudinal		61.74 mm		61.74 mm
5	Rotation (Radians)	SLS	Rare	max (LL)	0.00293 radian			
				min (NO LL)	0.00202 radian			
		ULS	Basic	max (LL)	0.00410 radian			
				min (NO LL)	0.00275 radian			

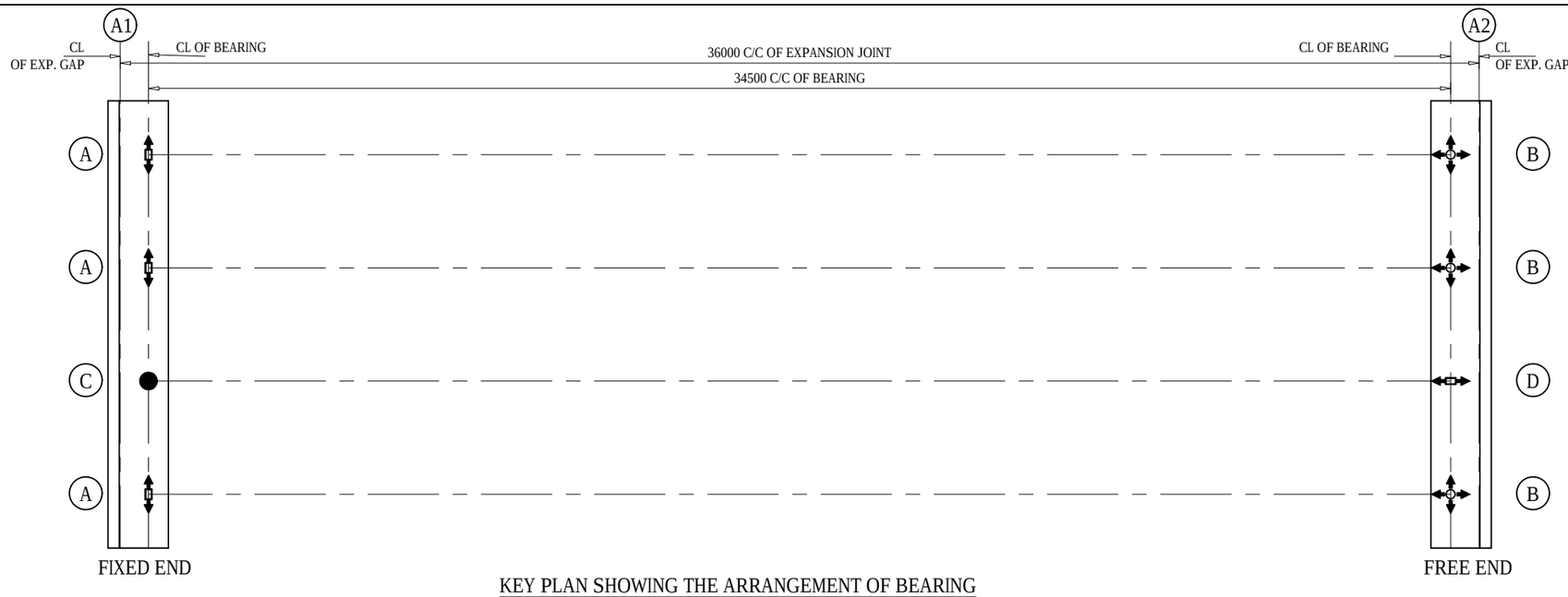
NOTE:

1. MATERIAL SPECIFICATIONS, DESIGN OF BEARINGS ACCEPTANCE CRITERIA AND INSTALLATION SHALL BE IN ACCORDANCE WITH IRC:83 (PART 3)-2018.
2. BEARINGS SHALL BE OBTAINED FROM MANUFACTURERS.
3. INSTALLATION OF BEARINGS SHALL BE UNDER THE SUPERVISION OF REPRESENTATIVE OF THE MANUFACTURER.
4. FOR DESIGN LOADS AND ROTATIONS REFER TABLE IN THE DRAWING.
5. FOR BEARINGS, DETAILED SHOP DRAWINGS SHALL BE PREPARED BY THE SUPPLIER AND BE DULY APPROVED BEFORE MANUFACTURE AND INSTALLATION.
6. THE GROUT/BEDDING MORTAR SHALL BE HIGH STRENGTH FREE FLOWING NON SHRINK GROUT (80 MPa STRENGTH).
7. ALL BEARING SHALL BE PLACED IN TRULY HORIZONTAL PLANE ONLY.
8. FOR DESIGN OF POT BEARINGS, THE DESIGN HORIZONTAL FORCE SHALL, IN NO CASE BE LESS THAN 10% AND GREATER THAN 25% OF THE DESIGN VERTICAL LOAD.
9. THE CONTRACTOR AND SUPPLIER OF BEARINGS SHALL BE FURNISH A MINIMUM TROUBLE FREE WARRANTY OF 10 YEARS AFTER OPENING OF THE BRIDGE.

LEGEND



EMPLOYER	PROJECT NAME	DESIGN CONSULTANTS				
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr. S.N.R.B Nec.No. 265 Civil "A"	Signature	Drawing Name BEARING DATA OF BRIDGE OVER RIVER LAKHANDEI Reference Drawings
			Checked By	Mr. S.M. Nec.No.	Signature	Scale: AS SHOWN Chainage: 300+466
			Approved By	Mr. H.B. Nec.No.	Signature	Date: JUNE, 2023 Drawing No.- KDP/DPR/STR/BR/LAKHANDEI/DD -22 Sheet No. 1 / 2



KEY PLAN SHOWING THE ARRANGEMENT OF BEARING

SCALE - 1: 150

TABLE SHOWING DATA FOR DESIGN OF BEARINGS

	Structure Reference							
1	Bearing Identification mark				A	B	C	D
	Type of Bearing				Guided Bearing in transverse Direction	Free Bearing	Fixed Bearing	Guided Bearing in Longitudinal Direction
2	Seating Material and characteristic strength	Upper Surface			M35	M35	M35	M35
		Lower Surface			M35	M35	M35	M35
3	Design Load (KN)	Serviceability Limit state (SLS Rare)	Vertical	max (LL)	157.40 T	118.50 T	157.40 T	118.50 T
				min (NO LL)	110.06 T	110.06 T	110.06 T	110.06 T
			Transverse					
			Longitudinal	max (LL)	23.00 T	6.77 T	23.00 T	6.77 T
				min (NO LL)	5.50 T	5.50 T	5.50 T	5.50 T
		Serviceability Limit state (SLS Frequent)	Vertical	max (LL)	145.57 T	116.39 T	145.57 T	116.39 T
				min (NO LL)	110.06 T	110.06 T	110.06 T	110.06 T
			Transverse					
			Longitudinal	max (LL)	16.58 T	6.45 T	16.58 T	6.45 T
				min (NO LL)	5.50 T	5.50 T	5.50 T	5.50 T
		Ultimate Limit state (ULS Basic)	Vertical	max (LL)	220.53 T	162.18 T	220.53 T	162.18 T
				min (NO LL)	149.52 T	149.52 T	149.52 T	149.52 T
			Transverse					
			Longitudinal	max (LL)	34.97 T	9.37 T	34.97 T	9.37 T
				min (NO LL)	7.48 T	7.48 T	7.48 T	7.48 T
		Ultimate Limit state (ULS Seismic)	Vertical	max (LL)	264.14 T	221.14 T	264.14 T	221.14 T
				min (NO LL)	208.17 T	208.17 T	208.17 T	208.17 T
			Transverse		66.75 T	66.75 T	66.75 T	66.75 T
			Longitudinal	max (LL)	177.38 T	9.22 T	177.38 T	9.22 T
				min (NO LL)	171.48 T	7.48 T	171.48 T	7.48 T
4	Displacement (mm)	SLS		Transverse	3.20 mm	3.20 mm		
				Longitudinal		45.08 mm		45.08 mm
		ULS		Transverse	4.80 mm	4.80 mm		
				Longitudinal		67.62 mm		67.62 mm
5	Rotation (Radians)	SLS	Rare	max (LL)	0.00289 radian			
				min (NO LL)	0.00205 radian			
		ULS	Basic	max (LL)	0.00404 radian			
				min (NO LL)	0.00279 radian			

NOTE:

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LEGEND

	A Guided Bearing in transverse Direction
	B Free Bearing
	C Fixed Bearing
	D Guided Bearing in Longitudinal Direction

EMPLOYER	PROJECT NAME	DESIGN CONSULTANTS					
Government of Nepal Ministry of Physical Infrastructure and Transport **Department of Roads** **Development Cooperation Implementation Division**	Strategic Road Connectivity & Trade Improvement Project (SRCTIP) Detailed Design of Upgradation of Kamala-Dhalkebar-Pathlaiya Road Section (130 KM) of Mahendra Highway and Bridges	Joint Venture of EPTISA Servicios De Ingeniera Madrid, Spain STUP Consultants Private Limited Kolkatta, India In Association With Udaya Consultancy, Geocom International, Sundar Kriti Consultant and Rays Consultant Private Limited	Designed By	Mr. S.N.R.B Nec.No. 265 Civil "A"	Signature	Drawing Name BEARING DATA OF BRIDGE OVER RIVER LAKHANDEI Reference Drawings	Scale: AS SHOWN Chainage: 300+466	Date: JUNE, 2023 Drawing No.- KDP/DPR/STR/BR/LAKHANDEI/DD -22 Sheet No. 2 / 2
			Checked By	Mr. S.M. Nec.No.	Signature			
			Approved By	Mr. H.B. Nec.No.	Signature			