

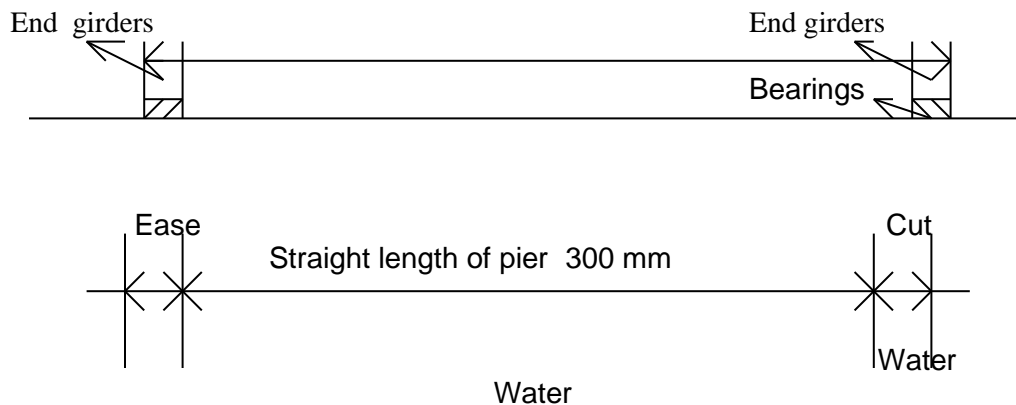
C I R C U L A R

Sub:- Providing 7.5 m clear road width on bridges which are initially designed for 6.8 m clear road width.

2. Certain bridge projects have initially been designed for a clear road width of 6.8 m. While according administrative approval, Government have generally added 10% of the estimated cost to cover the modification, of the road width from 6.80 m. to 7.50 m. during execution. It is not necessary to recast the whole project for this minor change which can be implemented as detailed below.

3. Before inviting tenders, a working drawing and estimate be prepared to suit the clear road width of 7.50 m. Lump-sum rates for items such as dewatering etc. should be increased by 10% before inviting tenders so as to cover the extra area required in foundations. For solid slab type decking the straight length of the piers should be changed from 6.80 m. to 7.50 m. and for abutments from 7.56 m. to 8.25 m., the centre line of the bridge remaining unchanged. (The widening required from 6.80 m. to 7.50 m. should be done equally on both sides of the centre line). The quantities of various items for the work of foundations and substructure should then be actually calculated from the detailed working drawing. For superstructure, the Drawing No. TS-13/69(I) or the latest revised drawing should be adopted and quantities of concrete and steel worked out accordingly.

4. For T-beam and slab type bridges, the straight length of the piers should kept as indicated in the sketch below, for superstructure, working drawings should be called for before inviting tenders and quantities of concrete and steel be worked out from these drawings and the same be considered while inviting tenders.



The length of the abutment shall be increased  
From 7.56 m. to 8.25m.

5. R.C.C. Box Returns :-

The tie lengths should be suitably increased to match the increased length of abutment. New type plan for box returns shall be obtained from design's Circle.

6. Foundations:-

The width of raft (along the direction of current) should be increased to the extent by which straight length of pier or abutment is increased (whichever is greater).

For well foundations there will not be any change in diameter or thickness of staining. If need be the shape and size of well cap should be suitably modified to accommodate the increase in straight length of the substructure.

7. The changes in quantities of wearing coat, approach slab ... etc. are to be done on pro-rata basis.

Sd/-  
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