

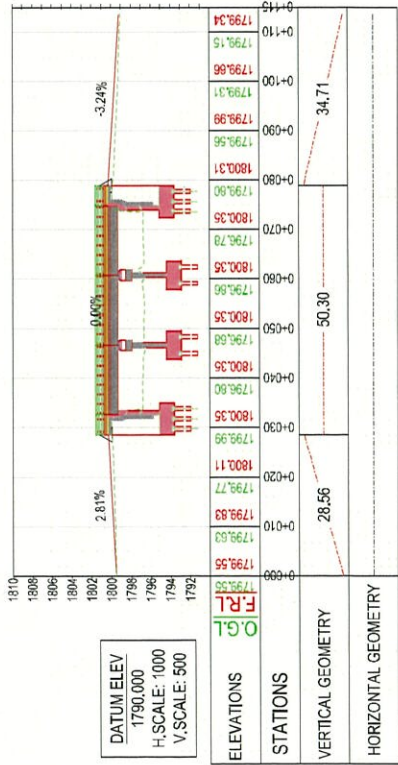
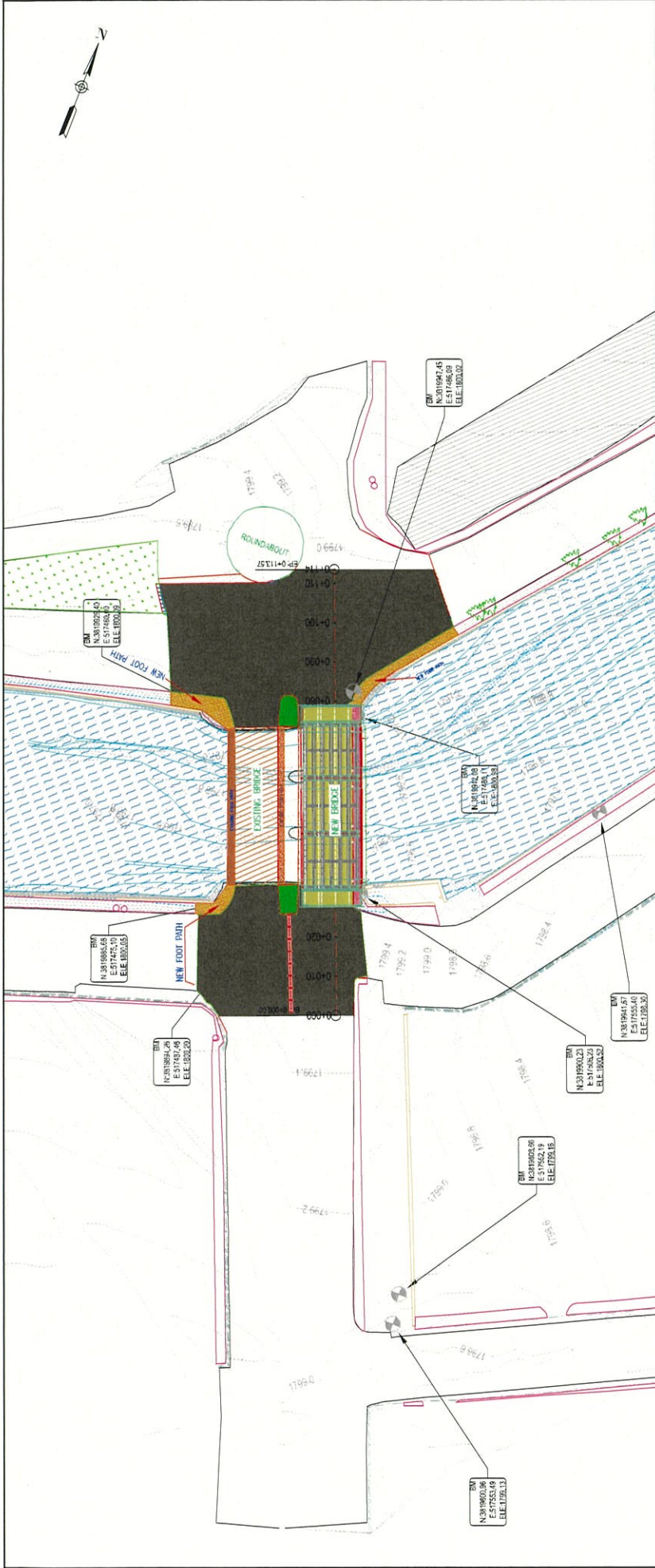
Approach Road

- ① 舗装構造標準断面を追加すること（既設舗装オーバーレイ？）
- ② 各断面の現地盤、計画高を明確にし、既設舗装撤去、土工数量、舗装数量を表示すること
- ③ 橋梁取り付け部の測点を明示すること
- ④ 橋梁取り付け部（CS + 0 + 26.65, 0 + 74.86？）断面が橋梁断面と不一致。
- ⑤ 縁石、歩道の表示がない

Drawings to be prepared

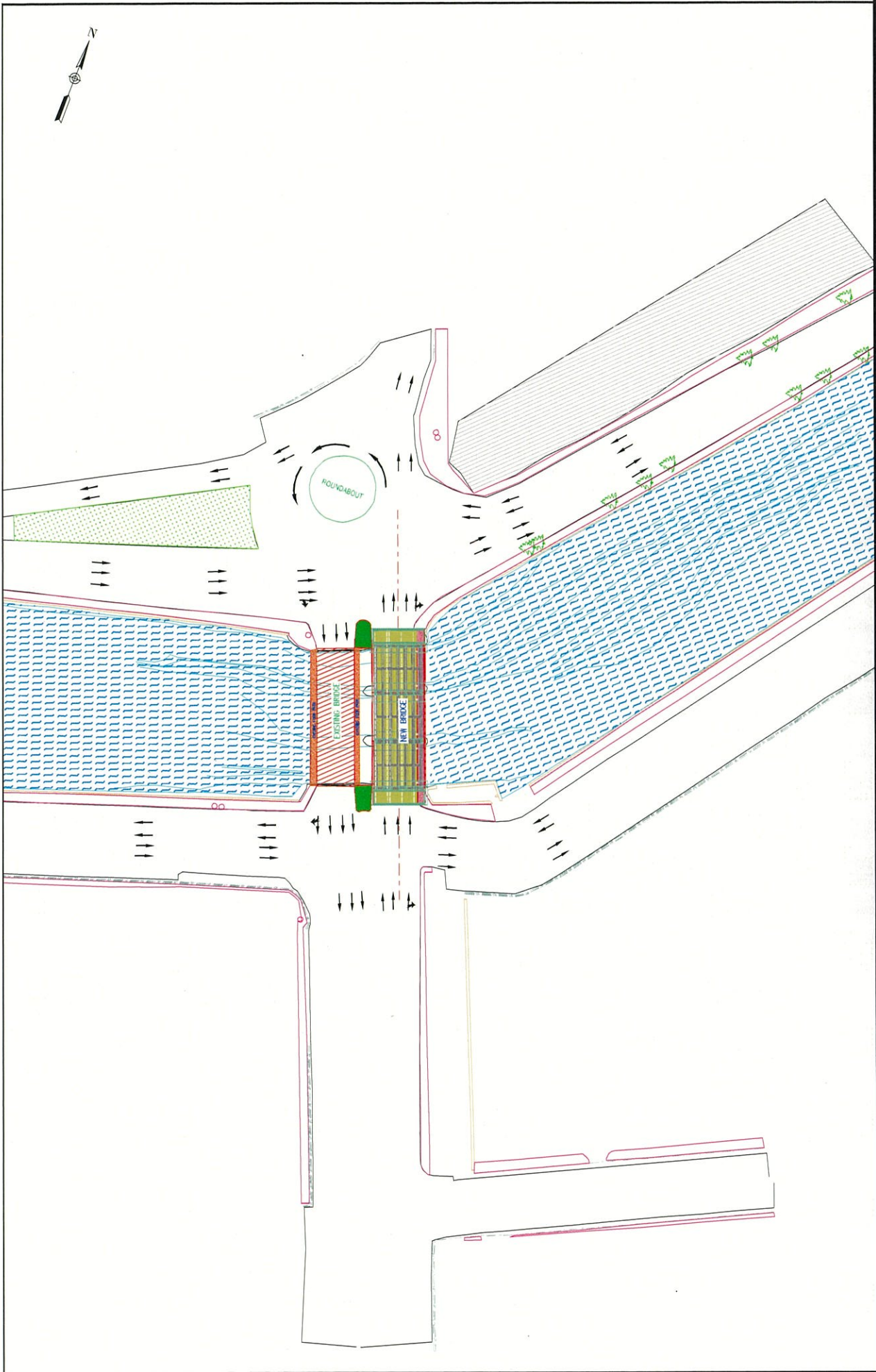
- ① ロードマーキング図
- ② 道路標識
- ③ 既設灌漑水路及び復旧工事詳細図

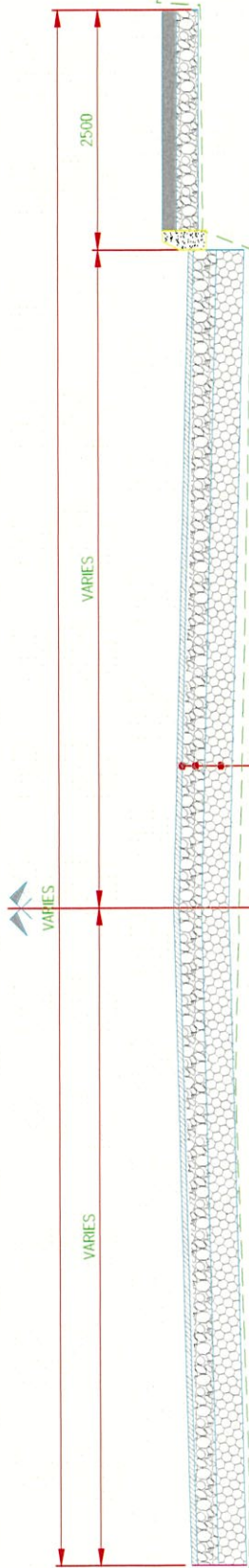
Approach Road Drawings



DATUM ELEV
1790.000
H.SCALE: 1000
V.SCALE: 500

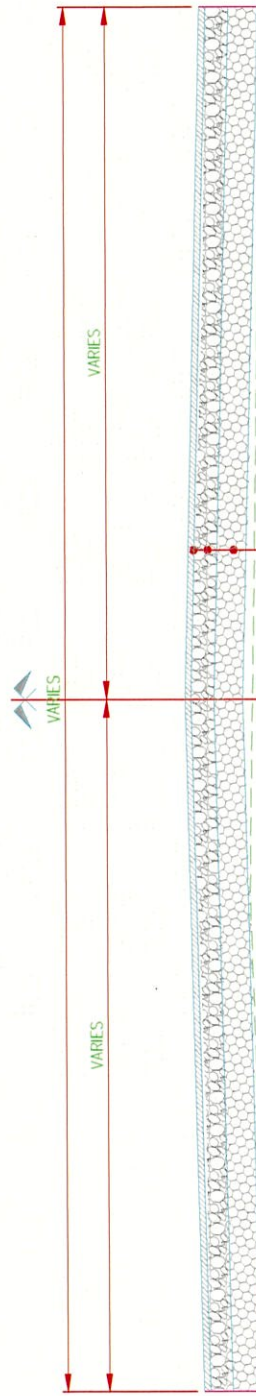
OGI
FRL
 ELEVATIONS
 STATIONS
 VERTICAL GEOMETRY
 HORIZONTAL GEOMETRY





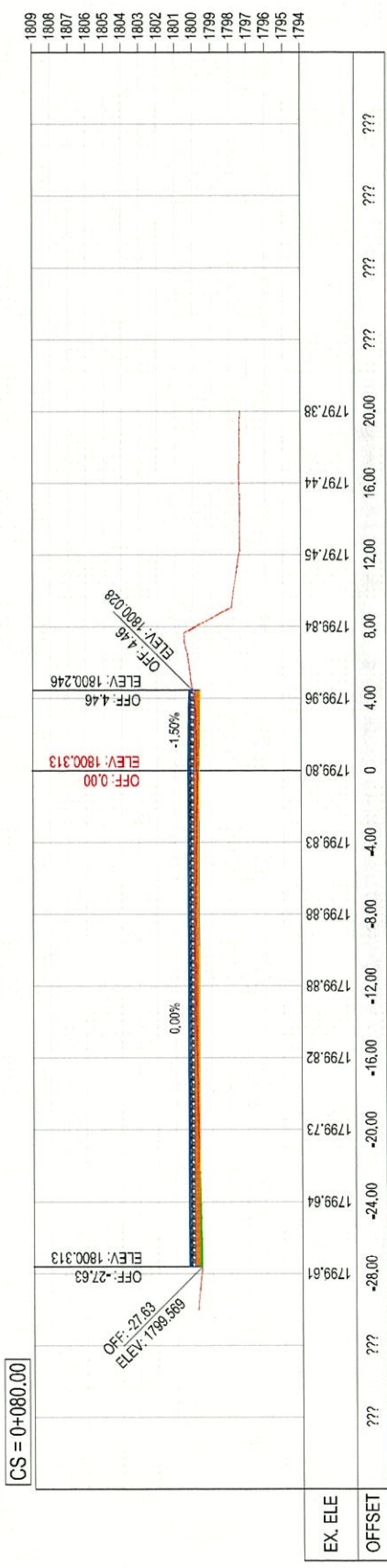
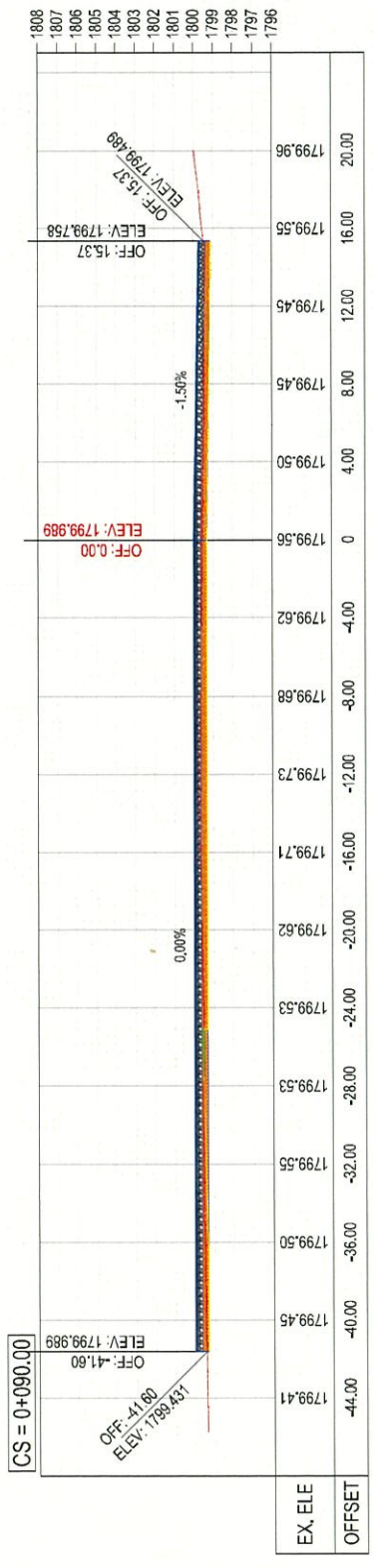
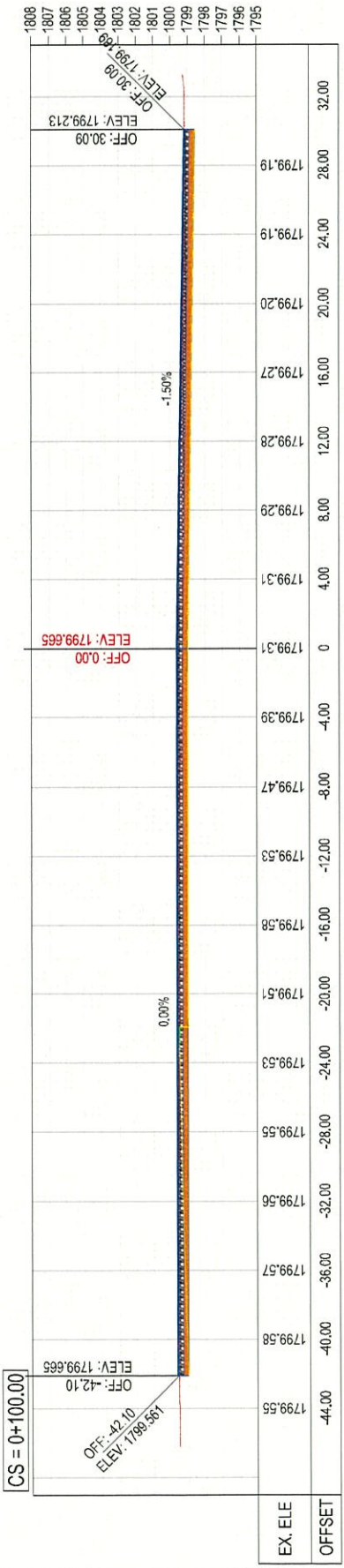
ASPHALT WEARING COURSE	50 mm
ASPHALT BINDER COURSE	50 mm
BASE COURSE	250mm(CBR>80%)
CRUSHED AGGREGATE SUB BASE COURSE	300mm(CBR>30%)

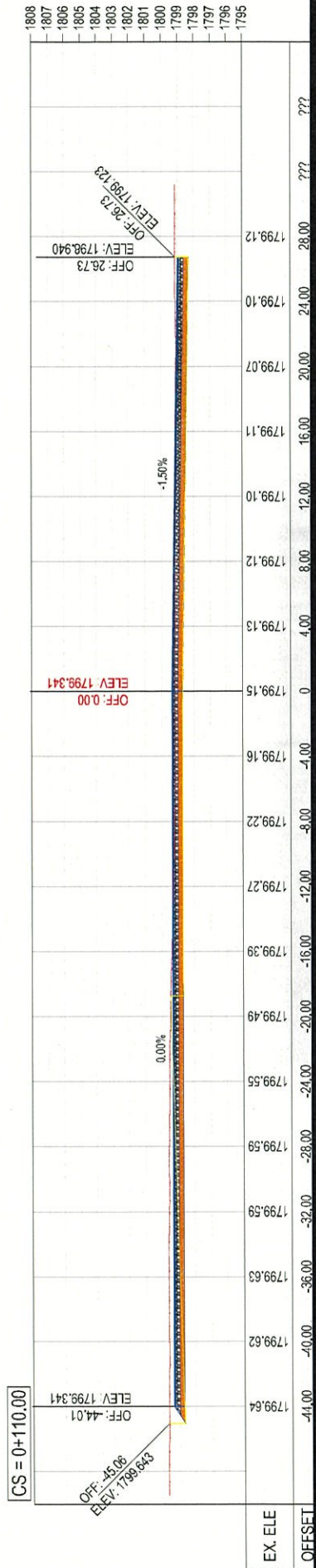
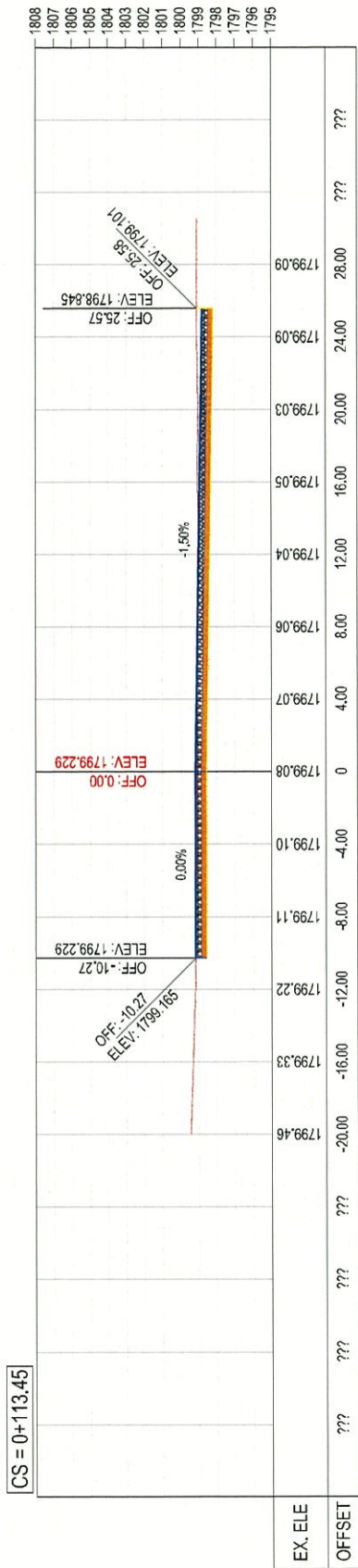
01 TYPICAL SECTION FOR APPROACH ROAD
CH.0+075 - 0+111 SCALE:1:60



ASPHALT WEARING COURSE	50 mm
ASPHALT BINDER COURSE	50 mm
BASE COURSE	250mm(CBR>80%)
CRUSHED AGGREGATE SUB BASE COURSE	300mm(CBR>30%)

02 TYPICAL SECTION FOR APPROACH ROAD
CH.0+000 - 0+033 SCALE:1:60







**JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
KABUL MUNICIPALITY (KM)**



PRELIMINARY DESIGN FOR THE REHABILITATION OF
BRIDGES ON MAIN ROADS IN KABUL

**FINAL DESIGN DRAWINGS
OF
SANG-E-NAWESHTA BRIDGE (VB055)
GENERAL ARRANGEMENT SUBSTRUCTURE, SUPERSTRUCTURE
AND APPROACH ROAD**



JULY, 2021

GENERAL NOTES

1. **STRUCTURE DESCRIPTION**
 - 1.1. THE PROJECT INCLUDES THE CONSTRUCTION OF NEW 2 SPAN 34m LONG AND 15.7m WIDE BRIDGE 30 DEG SLOPED RCC TIECK GROBER BRIDGE. THE SUBSTRUCTURE SHALL CONSIST OF RCC DECK ON CAST IN SITU RCC GIRDERS. THE SUBSTRUCTURE SHALL BE CONSTRUCTED WITH RCC ABUTMENTS AND SOIL NAIL WALL PILES. ABUTMENTS AND PILES SHALL BE SUPPORTED BY RIGID RCC PILES. STONE MASONRY RETAINING/WING WALLS SHALL BE SLOUNDED ON SHALLOW FOUNDATION.
2. **GENERAL NOTES** SHALL BE READ IN CONJUNCTION WITH RELEVANT CONTRACT CONDITIONS, TECHNICAL SPECIFICATIONS, AND BILL OF MATERIALS FOR THE PROJECT. WHERE MORE THAN ONE SET OF STANDARDS IS USED, TO SPECIFY MATERIAL, TEST OR LEVEL OF WORKMANSHIP, THE MOST STRINGENT REQUIREMENTS SHALL GOVERN UNLESS SPECIFICALLY OTHERWISE NOTED.
 - 2.1. ALL MATERIALS USED AND WORKMANSHIP INVOLVED IN THE EXECUTION OF ALL WORK COVERED UNDER THIS CONTRACT SHALL BE IN THE STRICT CONFORMITY WITH DRAWINGS, SPECIFICATIONS, AND CONTRACT CONDITIONS.
 - 2.2. WHERE REFERENCE IS MADE TO DIMENSIONS, ELEVATIONS, AND LEVELS INDICATED ON THE DRAWINGS ARE IN MILLIMETERS.
 - 2.3. ALL DIMENSIONS IN MILLIMETERS, ELEVATIONS, AND LEVELS INDICATED ON THE DRAWINGS ARE IN MILLIMETERS.
 - 2.4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AUTHORITY CONCERNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AUTHORITY CONCERNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AUTHORITY CONCERNED.
 - 2.5. ALL FACES OF CONCRETE IN ABUTMENTS AND WINGWALLS IN CONTACT WITH SOIL SHALL BE FINISHED WITH TWO COATS OF HOT BITUMEN.
 - 2.6. CONSIDER CONSTRUCTION JOINT AT EACH 10m LENGTH OF WINGWALLS OR AS PER THE ADVISE OF ENGINEER-IN-CHARGE.
 - 2.7. CONSTRUCTION SITE FROM COMMENCING THE WORK TO THE END OF ALL CONSTRUCTION WORKS.
 - 3.1. THE COMPLETE DESIGN OF BRIDGE SUPERSTRUCTURE HAVE BEEN CARRIED OUT IN ACCORDANCE WITH THE ASHRO LRFD BRIDGE DESIGN SPECIFICATIONS 2017.
 - 3.2. DESIGN VEHICULAR LIVE LOADS
 - 3.2.1. HL-93 CONSISTING OF DESIGN TRUCK AND LANE LOADS
 - 3.2.2. SECONDARY LOADS
 - 3.2.3. TEMPERATURE AT CONSTRUCTION

25°C
15°C
TEMPERATURE DROP
-40°C
4. **SOIL AND FOUNDATION**
 - 4.1. THE PILE LENGTHS SPECIFIED IN THE DRAWINGS ARE BASED ON THE RECOMMENDATION OF THE GEOTECHNICAL INVESTIGATION REPORT. THE CONTRACTOR WILL CARRY OUT CONFORMITY TO THE CASTING AND TESTING OF THE TEST PILES ACCORDING TO THE RELEVANT DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AUTHORITY CONCERNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE AUTHORITY CONCERNED.
- 4.2. DESIGN SERVICE LOAD CAPACITY OF PILES ARE TAKEN AS FOLLOWS:

FOR ABUTMENT PILE	8324kN
FOR PILE	853 kN
5. **MATERIAL & WORKMANSHIP**

ALL MATERIAL AND WORKMANSHIP SHALL MEET RELEVANT ASHRO AND ASTM STANDARDS AS DETAILED IN THE SPECIFICATIONS AND SUBJECT TO THE ENGINEER'S APPROVAL.
6. **CONCRETE**
 - 6.1. THE FOLLOWING TYPES OF CONCRETE SHALL BE USED FOR ALL STRUCTURAL/NON-STRUCTURAL COMPONENTS
 - 6.2. LEAN CONCRETE 14KSI (10MPa)
 - 6.3. APPROACH SLAB, BARRIER, SIDE WALK 4KSI (28MPa)
 - 6.4. PILES AND DECK SLAB 4.5KSI (31.5MPa)
 - 6.5. FILE CAP, ABUTMENTS, FOUNDATIONS, FOOTING, PIER COLUMNS, BENT CAP 4.5KSI(31.5MPa)
 - 6.6. RCC GIRDERS AND DIAPHRAGMS 4.5KSI (31.5MPa)
 - 6.7. TO INCREASE WORKABILITY OF THE CONCRETE, ENGINEER'S APPROVED PLASTICIZER / ADMIXTURE MAY BE USED AFTER DETERMINING THE QUANTITY AT THE DESIGN MIX STAGE.
 - 6.8. MAXIMUM SIZE OF AGGREGATE FOR ALL CLASSES OF CONCRETE IS 20mm.
 - 6.9. THE CONTRACTOR SHALL SUBMIT CONCRETE MIX DESIGN PRIOR TO COMMENCEMENT OF WORK.
 - 6.10. THE CYLINDERS SHALL BE TESTED IN A LABORATORY APPROVED BY THE ENGINEER. THE CONCRETE SHALL BE DEPOSITED, VIBRATED AND CURED IN ACCORDANCE WITH THE SPECIFICATIONS.
 - 6.11. THE CYLINDERS SHALL BE TESTED AGAINST THE GROUND. LEAN CONCRETE WITH MINIMUM THICKNESS OF 100 mm SHALL BE LAD FIRST BEFORE INSTALLING THE RCC. THIS LEAN CONCRETE SHALL NOT CONSIDERED IN MEASURING THE STRUCTURAL DEPTH OF CONCRETE SECTION.
 - 6.12. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL PLACING SEQUENCE FOR ALL CONCRETE WORK. NATURAL WELL GRADED CLEAN SAND OF SWAMP ANGLUAR AND HARD GRANS WITH F.A. NOT LESS THAN 2.0.
 - 6.13. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL PLACING SEQUENCE FOR ALL CONCRETE WORK. NATURAL WELL GRADED CLEAN SAND OF SWAMP ANGLUAR AND HARD GRANS WITH F.A. NOT LESS THAN 2.0.
 - 6.14. AND HARD GRANS WITH F.A. NOT LESS THAN 2.0.

- MINIMUM CONCRETE COVER TO REINFORCEMENT

75mm TO THE NEAREST REINFORCEMENT
50mm TO STRIPPUPS
ADJUSTED FOR 40mm, SOFFIT MESH 30mm
40mm
7. **CONCRETE FINISH**

ALL EXPOSED CONCRETE SURFACES ABOVE GROUND SHALL HAVE "TAR PLAC" FINISH. ALL SHARP EDGED EDGES OF CONCRETE SHALL BE CHAMFERED 25mm (1.0"). ALL FORM WORK SHALL BE OF SMOOTH STEEL PLATES PROPERLY STRENGTHENED & BRACED AGAINST WAVES WOBBLING OR BUCKLING.
8. **REINFORCING STEEL**
 - 8.1. ALL REINFORCING STEEL BARS SHALL BE ROLLED FROM PILLE GRADE. REINFORCEMENT ROLLED FROM SCRAP STEEL, SHIP PLATES OR RE-ROLLED BARS SHALL NOT BE USED.
 - 8.2. ALL REINFORCING BARS SHALL BE HIGH-YIELD, DEFORMED BARS WITH MINIMUM YIELD STRENGTH OF GRADE 60 CONFORMING TO THE FOLLOWING STANDARDS. ASTM-615
 - 8.3. UNLESS NOTED OTHERWISE, LAPS IN REINFORCING BARS SHALL BE STAGGERED. DEFORMED BARS SHALL BE LAPPED IN ACCORDANCE WITH THE FOLLOWING FIELD.
 - 8.4. REINFORCING BARS SHALL BE PLACED BY MEANS OF WOOD CHAIRS TO MAINTAIN WIRE AND ADEQUATE DESIGN SPACERS AND SUFFICIENT SPACER CHAIRS TO HOLD RE-BARS IN POSITION.
 - 8.5. UNLESS NOTED ON DRAWING FOLLOWING LAP LENGTHS SHALL BE USED.

28 DAYS MINIMUM COMPRESSIVE STRENGTH (MPa)	BAR DIA (MM)				
	12	16	20	25	32
28	305	385	575	755	1210
31.5	305	385	540	710	1140
41.5	305	385	535	615	990

- * MODIFICATION FACTORS SHALL BE MULTIPLIED TO THE TABULATED SPICES VALUES IF FOLLOWING CONDITIONS APPLIES.
- 8.1. MULTIPLY BY 1.4 FOR TOP HORIZONTAL BARS BELOW WHICH MORE THAN 300mm OF FRESH CONCRETE IS CAST.
 - 8.2. MULTIPLY SPICE LENGTH BY A FACTOR OF '1.3' IF LAPPING BARS ARE NOT STAGGERED. UNLESS OTHERWISE SHOWN ON DRAWINGS. THE CLEAR DISTANCE BETWEEN PARALLEL BARS IN LAYER SHALL NOT BE LESS THAN 1.5 TIMES THE NOMINAL DIAMETER OF THE BAR NOR LESS THAN 1.5 TIMES THE MAXIMUM SIZE OF COARSE AGGREGATE. THE CLEAR DISTANCE BETWEEN LAYERS SHALL NOT BE LESS THAN 25mm NOR ONE BAR DIAMETER. THE BARS IN THE UPPER LAYER SHALL BE PLACED DIRECTLY ABOVE THOSE IN BOT LAYER.
 - 8.7. CONTRACTOR IS RESPONSIBLE TO PROVIDE STEEL MANUFACTURER CERTIFICATE TO IMPLEMENT CONSULTANT PRIOR TO START OF THE WORK.

9. **BEARING PADS**

ELASTOMERIC BEARING PADS SHOWN ON THE INDIVIDUAL DRAWINGS SHALL BE LAMINATE DURD HARDNESS MEETING THE REQUIREMENTS OF ASHRO M-251. INFERRAL STEEL PADS SHALL BE ROLLED MID STEEL CONFORMING TO ASTM A-366 OR ASTM A-283 GRADE 50.
10. **STRUCTURAL STEEL**

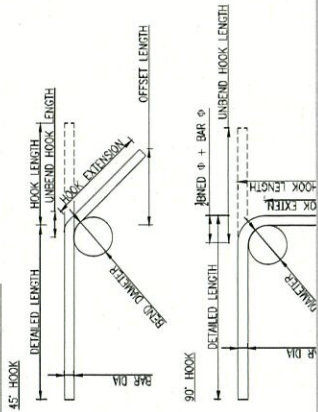
ALL STRUCTURAL STEEL INDICATED ON DRAWINGS INCLUDING PLATES, ANGLES, ETC., SHALL BE ROLLED FROM PRIME BILLETS OF GRADE 80.
11. **PILING WORKS**
 - 11.1. PILING WORK SHALL BE EXECUTED BY THE CONTRACTOR USING PERCUSSION, ROTARY OR OTHER APPROVED METHODS. A TEMPORARY STEEL CASING SHALL BE DRIVEN AHEAD OF THE BOREHOLE TO THE REQUIRED DEPTH TO ENSURE BOREHOLE STABILITY. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REQUIRED SHAPE AND LENGTH OF BOREHOLE AND FINISHED PILE.
 - 11.2. PILE CONCRETING WILL BE CONTINUED WITH IMMERSED TREME UNTIL THE INITIAL BATCH OF CONTAMINATED CONCRETE HAS OVER FLOWN AND THE PILE CONCRETE SURFACE IS AT LEAST 100mm ABOVE THE FINISHED GROUND LEVEL. THE REMAINING PILE SHALL BE CAST AFTER MINIMUM 3 DAYS TO ACHIEVE A UNIFORM SOUND CONCRETE BED. PILE ONCE RECEIVED BY THE ENGINEER SHALL NOT BE ALLOWED FOR PERMANENT WORK. ADDITIONAL REQUIRED PILES DUE TO SUCH REJECTION BEFORE THE FINAL BATCH OF THE CONCRETE HAS OVERFLOWN OR IF IT GETS STUCK IN THE WET CONCRETE, THE PILE WILL BE REJECTED.
 - 11.3. TO THE GENERAL NOTES SPECIFICATIONS RELATING TO PILING WORK CONTAINED IN STRUCTURAL CONCRETE AND REINFORCING STEEL FOR THE TEST PILES SHALL CONFORM TO PROJECT DOCUMENTS.
 - 11.4. LOAD TESTING WILL BE DONE WHEN FIELD CURED CONCRETE CYLINDERS INDICATE A STRENGTH OF 4500PSI (MINIMUM) WHICHEVER IS LATER. PROGRAM FOR LOAD TESTING SHALL BE NOTIFIED TO THE ENGINEER.
 - 11.5. WORKING PILE WILL BE CURED AND CONSTRUCTED AFTER TEST PILE REPORT IS IMPROVED. THE ENGINEER AND ANY MODIFICATIONS INSTRUCTED BY HIM ARE IMPLEMENTED.
 - 11.6. UNRETRACTING PILE LOAD TEST. A RECENT CALIBRATION CERTIFICATE OF JACK & UNDERPILING SHALL ENSURE USE OF PROPERLY CALIBRATED LOADING DEVICE WHILE PRESSURE GAUGE OBTAINED FROM AN INDEPENDENT REPUTABLE LABORATORY SHALL BE SUBMITTED TO THE ENGINEER AS PROOF OF CALIBRATION IN ADVANCE OF THE ACTUAL

- 11.7. LOAD TEST. (THE CERTIFICATE SHALL NOT BE OLDER THAN SIX MONTH). ON COMPLETION OF THE LOAD TEST CONTRACTOR SHALL SUBMIT A FINAL LOAD TEST REPORT COMPLETE WITH LOAD-SETTLEMENT CURVES, OBSERVATION & CONCLUSION TO THE ENGINEER FOR THE ENGINEER'S REVIEW AND INSTRUCTION. ENGINEER'S APPROVAL MUST BE OBTAINED BEFORE PROCEEDING WITH ANY FURTHER PILING WORK.
12. **SCAFFOLDING**

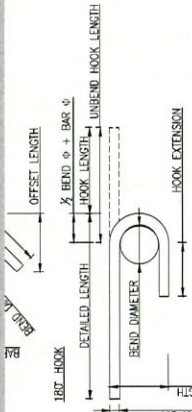
SCAFFOLDING SHALL BE DESIGNED BY THE CONTRACTOR. SCAFFOLDING SHALL BE DESIGNED IN A WAY THAT THE WATER UNDERNEATH IS ABLE TO FLOW UNOBSTRUCTED.
13. **SURVEY**

SURVEY COORDINATES AND SURVEY CONTROL POINTS SHOWN ON SURVEY/LAYOUT PLANS REFER TO UTM COORDINATE SYSTEM.
- 13.1. SETTING OUT. FINAL RESPONSIBILITY FOR PRECISE & ACCURATE SETTING OUT OF THE PROPOSED BRIDGE & COORDINATION WITH PROPOSED HIGHWAY ALIGNMENT RESTS SOLELY WITH THE CONTRACTOR. IF NECESSARY, THE CONTRACTOR SHALL CARRY OUT A DETAILED CLOSED TRANSVERSE SURVEY ALONG THE PROPOSED ALIGNMENT.

REBAR HOOK SPECIFICATION



① 2.5 について図面にも記載すること
 ② 4.1 試験杭は別途施工するかどうかを明記
 ③ 4.2 杭の許容支持力について要再確認
 ④ 6. Concrete コンクリートの設計基準強度の表示が計算書と不一致



REBAR DESIGNATION	BENDING DIAMETER	STANDARD HOOK AND BEND REQUIREMENT (ART. 5.10 ASHRO LRFD 2007)		STANDARD HOOK EXTENSION, MM
		MAIN STEEL REINFORCEMENT	TIE/STRIPPUPS	
10	40	60	90°	180°
12	48	72	72°	144
16	64	96	96°	192
20	120	240	120°	240
25	150	300	150°	300
28	168	168	168°	336
32	256	192	192°	384

4. ALL REINFORCEMENT SHALL BE COLD-BEND.

①橋梁位置図を追加

②測量図が添付されておらず、次ページとの違いが不明だし、アプローチ部分はApproach Road Drawingsと大きく異なる。

★③既設橋の下部工位置・形状を明示すること

★④既設橋との取り合いを明示すること。

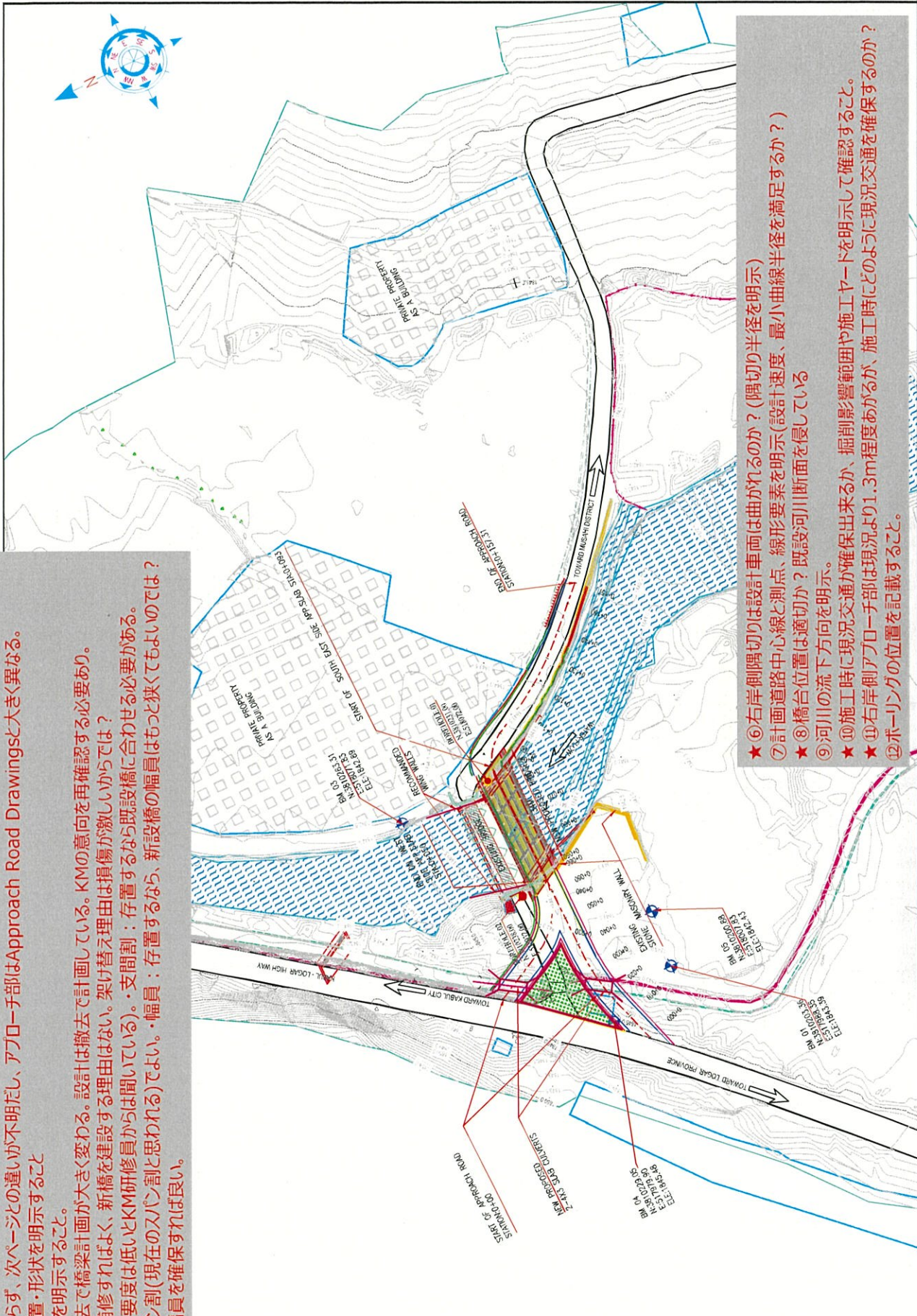
★⑤既設橋を存置 or 撤去で橋梁計画が大きく変わる。設計は撤去で計画している。KMの意向を再確認する必要がある。

(存置できる損傷度なら補修すればよく、新橋を建設する理由はない。架け替え理由は損傷が激しいからでは？)

本橋は交通量も少なく重要度は低いとKM研修員からは聞いている)。・支間割：存置するなら既設橋に合わせなければならない。

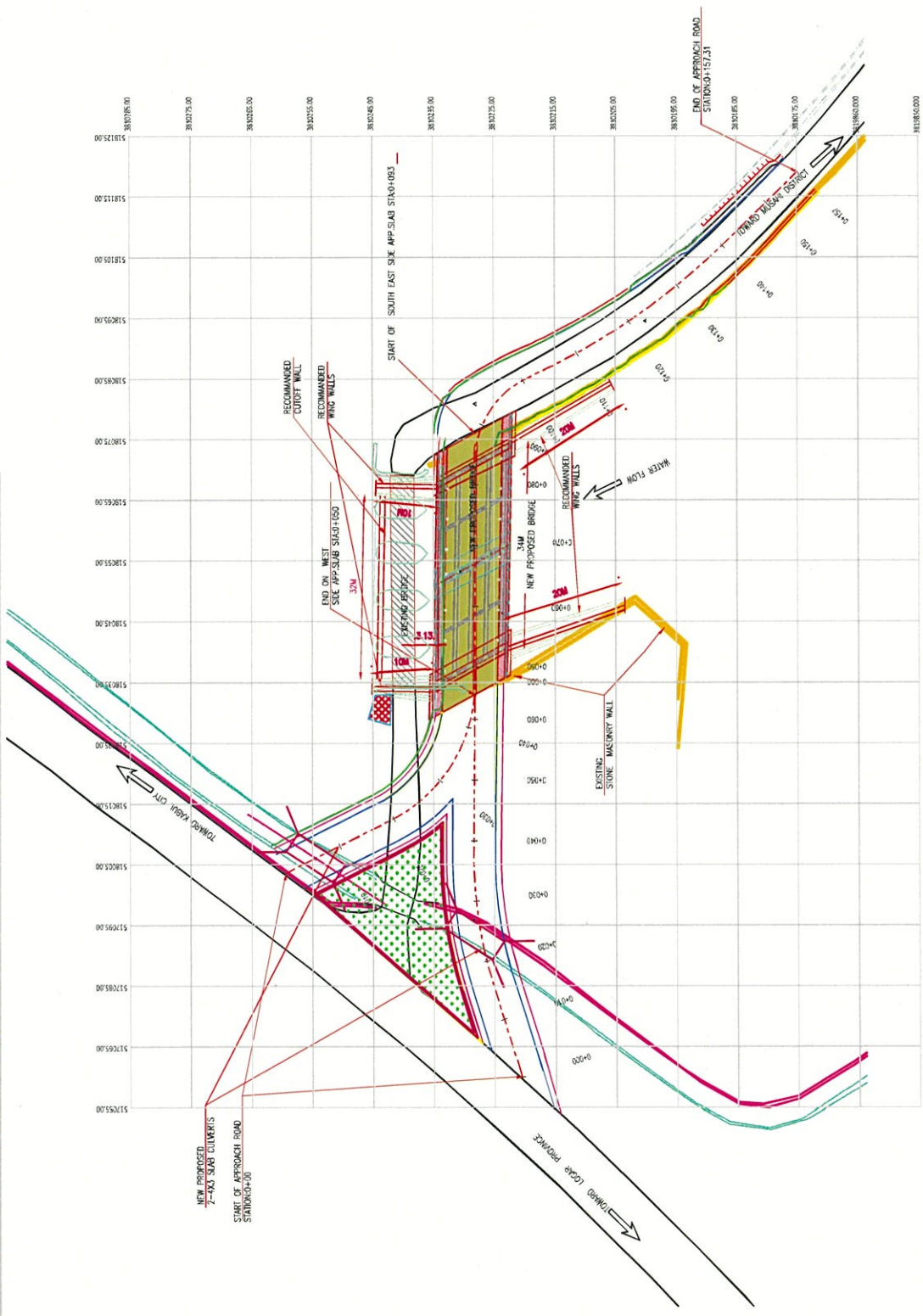
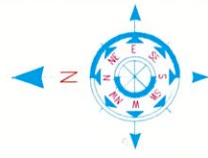
撤去するなら経済的スパン割(現在のスパン割と思われる)でよい。・幅員：存置するならば、新設橋の幅員はもっと狭くてもよいのでは？

既設橋と合わせて必要幅員を確保すれば良い。



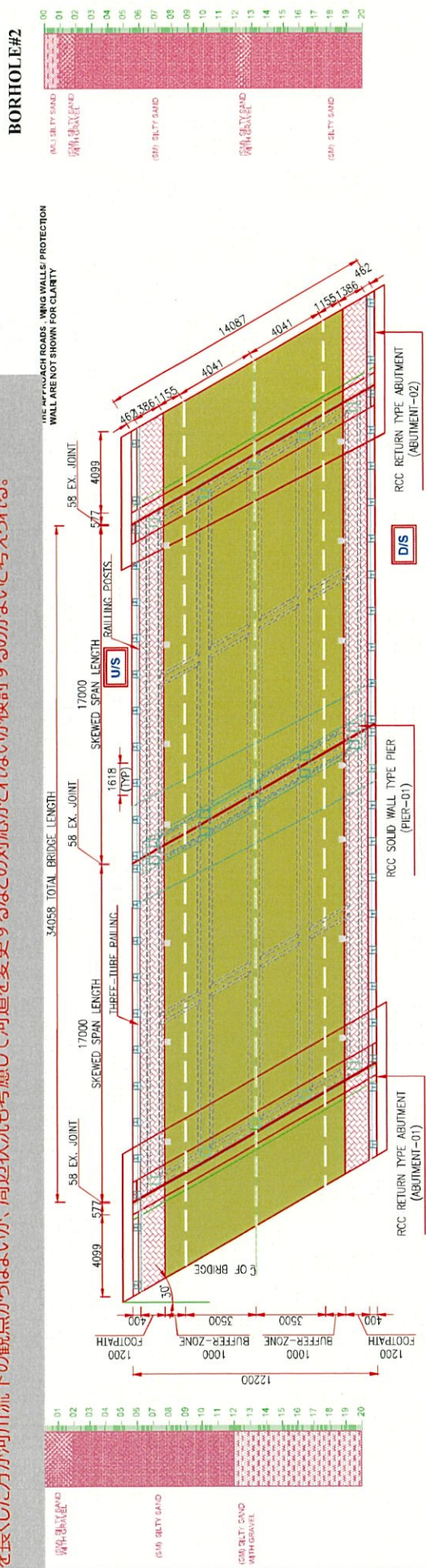
- ★⑥右岸側隅切りは設計車両は曲がれるのか？(隅切り半径を明示)
- ⑦計画道路中心線と測点、線形要素を明示(設計速度、最小曲線半径を満足するか？)
- ★⑧橋台位置は適切か？既設河川断面を侵している
- ⑨河川の流下方向を明示。
- ★⑩施工時に現況交通が確保出来るか、掘削影響範囲や施工ヤードを明示して確認すること。
- ★⑪右岸側アプローチ部分は現況より1.3m程度あがるか、施工時にどのように現況交通を確保するのか？
- ⑫ボーリングの位置を記載すること。

- ① 図面の意図が不明。車両の通行方向やレーンマークくらいは必要では？
- ② 施工時の既設道路切り回しや施工ヤード、資機材配置（仮設構造物、重機の配置等）の図も必要
- ③ 囲い部施工中の既設施設への出入りや交通確保はどのように行うのか？

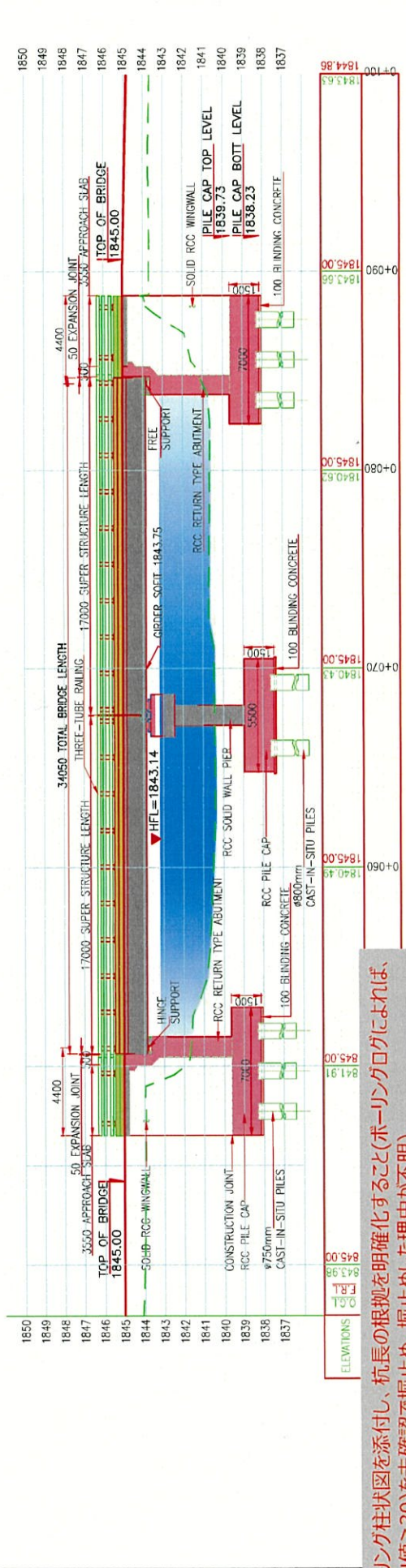


① BRIDGE SITE PLAN
SCALE 1:500

★① Existing Bridgeの下部工位置・形状を追記し、取り付け位置を明示すること、橋台底版底面標高決定の根拠を示すこと。
 ★② KMIによる点検結果(レベル点検)によれば、既設橋の橋長は36mとされている。架替する橋梁は34.05mで計画され、河川断面を侵しているか何故か？
 もっと橋長を長くした方が河川流下の観点からはよいが、周辺状況も考慮して河道を変更するなどの対応がとれないか検討するのがよいと考えられる。

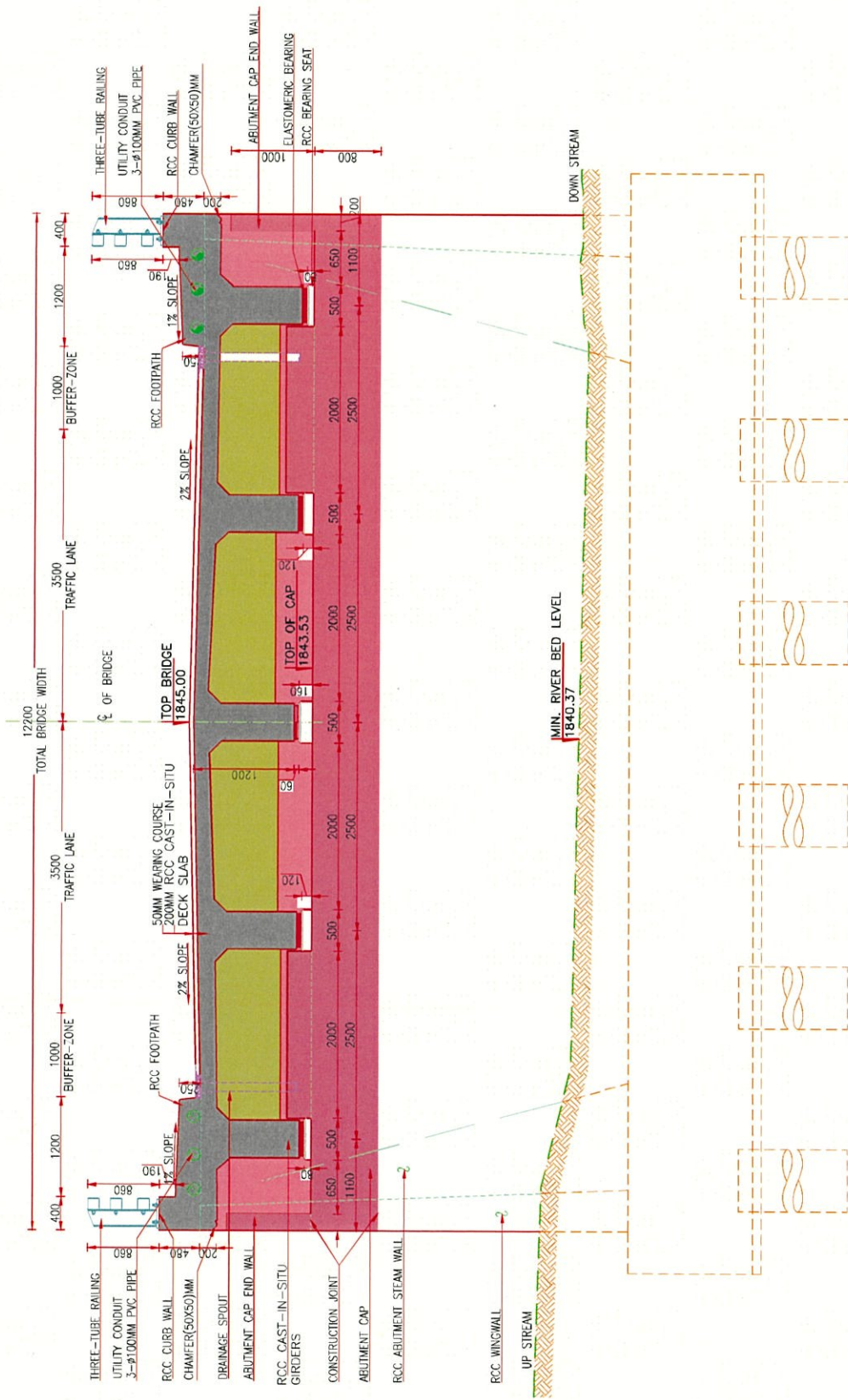


② BRIDGE PLAN
Scale: 1:200



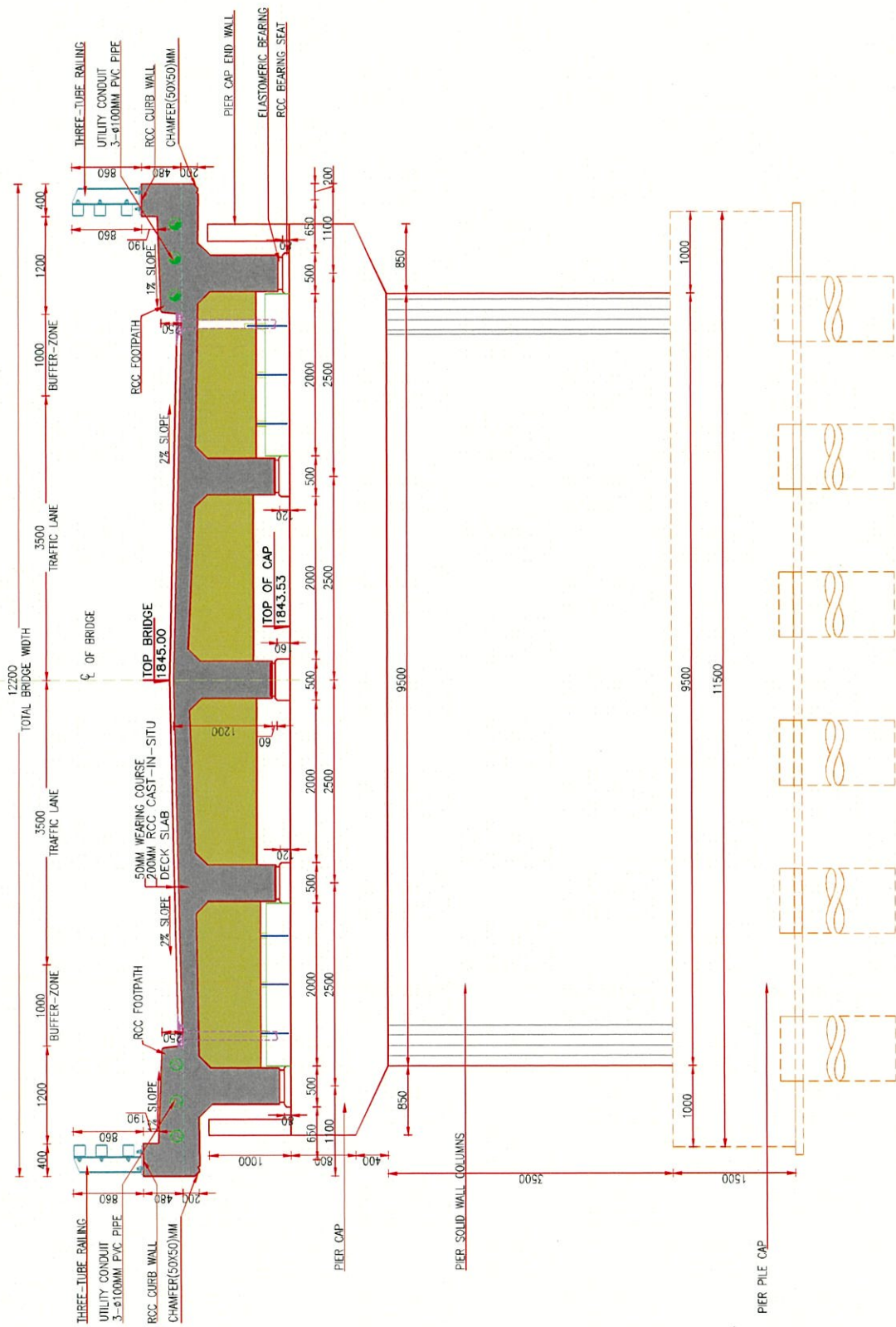
③ BRIDGE LONGITUDINAL SECTION
Scale: 1:200

★③ ボーリング柱状図を添付し、杭長の根拠を明確化すること(ボーリングログによれば、支持層(N値 ≥ 30)を未確認で掘止め。掘止めた理由が不明)。
 ④ 斜角(60度?)を明示すること
 ⑤ U/SとD/Sが逆。
 ⑥ 橋台の水扱は不要。
 ⑦ Approach Slabの長さが平面図と側面図で不整合。
 ⑧ 桁最下端レベルを表示し、freeboard > 600であることを明記すること
 ⑨ 横桁の寸法が不明
 ⑩ 下部工寸法を斜長で表示すること、平面図にセクション位置を明示すること



- ★ ① 既存 or 撤去する既設橋の下部工との取り付け合いを明示すること。
- ★ ② ホーリング柱形状を表示し、杭長設定根拠を明確にすること。
- ④ 橋台水抜孔は不要
- ⑤ HFLと桁最下端の標高を示し、freeboardが600mm以上であることを示すこと。
- ⑥ 高欄幅とウイング幅とすべきでは？
- ⑦ 正面図は斜角を考慮して描画すべき。

4 BRIDGE CROSS SECTION ON ABUTMENT
Scale: 1:50

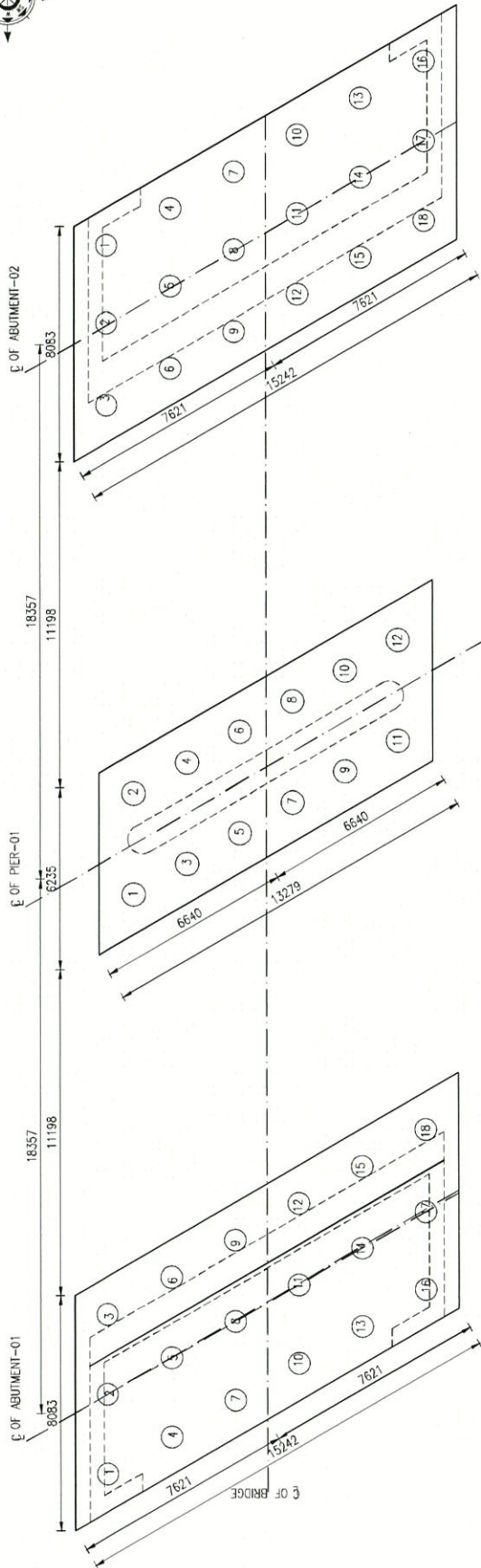
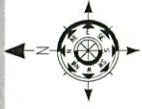


5 BRIDGE CROSS SECTION ON PIER

Scale: 1:50

- ★① 存置or撤去する既設橋の下部工との取り合いを明示すること。
- ★② 現地盤の図がないが、底板下面位置(標高)の設定に既設橋底板位置を考慮しているか？
- ★③ ボーリング柱状図を表示し、杭長設定根拠を明確にすること。
- ④ 橋台水抜きは不要
- ⑤ HFLと桁最下端の標高を示し、freeboardが600mm以上であることを示すこと。
- ⑥ 高欄幅とウイング幅とすべきでは？
- ⑦ 正面図は斜角を考慮して描画すべき。

- ① 橋脚斜長、スパン長の数値を再チェックすること
- ② 斜角を表示すること
- ③ 杭基礎のEL.を表示すること



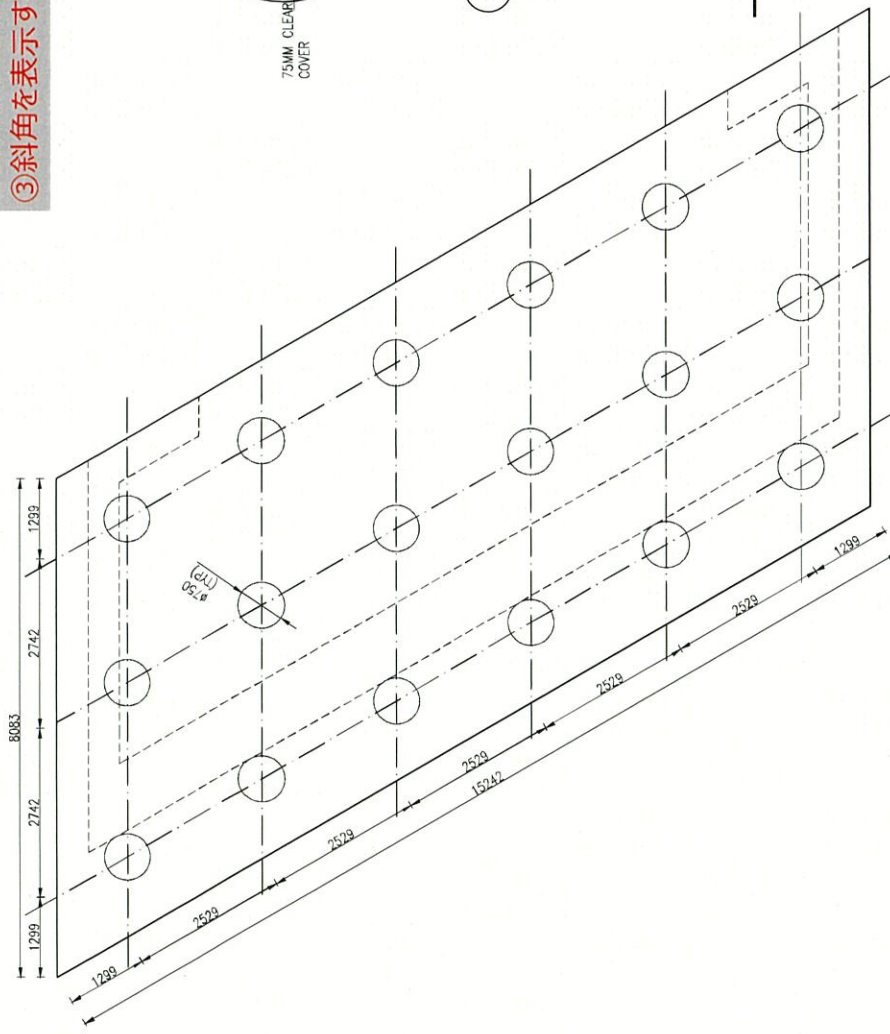
BRIDGE LAYOUT COORDINATE TABLE		
ABUTMENT-01		
MEMBER	NORTHING	EASTING
PILE-01	3810234.58	518029.48
PILE-02	3810234.52	518032.22
PILE-03	3810234.46	518034.96
PILE-04	3810232.36	518030.69
PILE-05	3810232.31	518033.42
PILE-06	3810232.25	518036.18
PILE-07	3810230.15	518031.91
PILE-08	3810230.09	518034.62
PILE-09	3810230.03	518037.40
PILE-10	3810227.93	518033.13
PILE-11	3810227.88	518035.82
PILE-12	3810227.82	518038.61
PILE-13	3810225.72	518034.35
PILE-14	3810225.66	518037.02
PILE-15	3810225.60	518039.83
PILE-16	3810223.50	518035.57
PILE-17	3810223.44	518038.22
PILE-18	3810223.38	518041.05

BRIDGE LAYOUT COORDINATE TABLE		
PIER-01		
MEMBER	NORTHING	EASTING
PILE-01	3810233.24	518049.35
PILE-02	3810233.16	518052.82
PILE-03	3810231.39	518050.37
PILE-04	3810231.32	518053.83
PILE-05	3810229.55	518051.38
PILE-06	3810229.48	518054.84
PILE-07	3810227.71	518052.39
PILE-08	3810227.64	518055.85
PILE-09	3810225.87	518053.40
PILE-10	3810225.80	518056.87
PILE-11	3810224.03	518054.41
PILE-12	3810223.95	518057.88

BRIDGE LAYOUT COORDINATE TABLE		
ABUTMENT-02		
MEMBER	NORTHING	EASTING
PILE-01	3810233.69	518071.67
PILE-02	3810233.75	518069.01
PILE-03	3810233.81	518066.18
PILE-04	3810231.47	518072.88
PILE-05	3810231.53	518070.21
PILE-06	3810231.59	518067.40
PILE-07	3810229.26	518074.10
PILE-08	3810229.31	518071.41
PILE-09	3810229.37	518068.62
PILE-10	3810227.04	518075.32
PILE-11	3810227.10	518072.61
PILE-12	3810227.16	518069.84
PILE-13	3810224.82	518076.54
PILE-14	3810224.88	518073.81
PILE-15	3810224.94	518071.05
PILE-16	3810222.61	518077.76
PILE-17	3810222.67	518075.01
PILE-18	3810222.72	518072.27

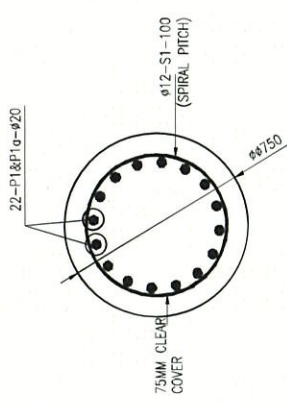
1 FOUNDATION PLAN
Scale: 1:150

- ①柱状図を示し、杭長の妥当性を明示すること。
- ②主鉄筋本数がはたげと不整合
- ③斜角を表示すること

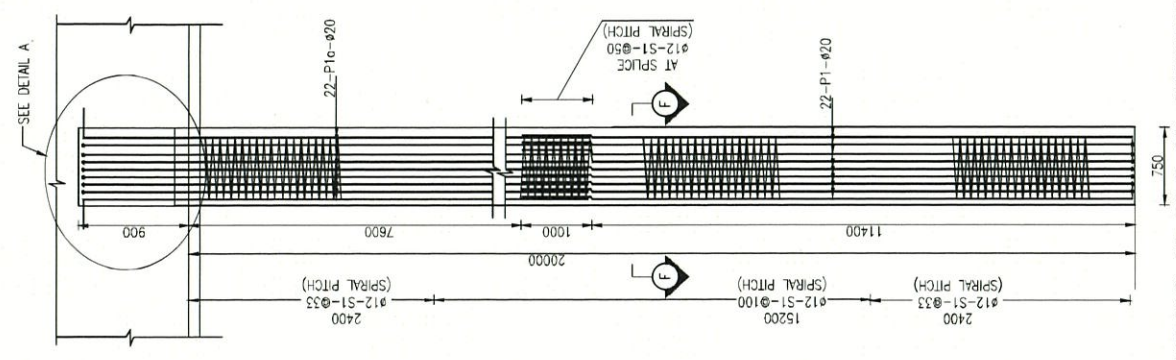


1 PILES ARRANGEMENT PLAN
Scale: 1:75

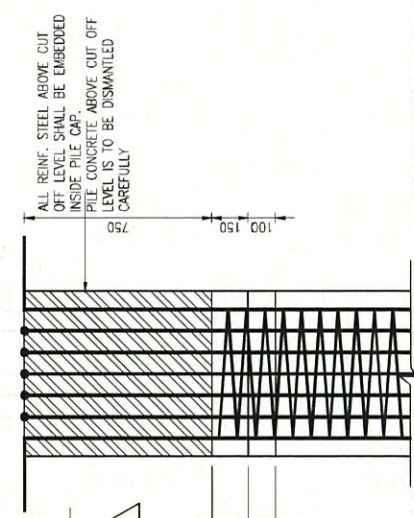
- NOTE:
1. TREMIE CONCRETING IS TO BE ADOPTED WHENEVER WATER IS PRESENT.
 2. THE SPIRAL REINFORCEMENT SHOULD PREFERABLY BE TACK WELDED TO THE MAIN REINF.
 3. CLEAR COVER TO MAIN REINFORCEMENT BAR IS TO BE 75MM. UNLESS OTHERWISE NOTED.
 4. THE LAPPING PORTION OF MAIN REINFORCEMENT SHALL BE JOINT WELDED.
 5. PILE CAPACITY IS TO BE CONFIRMED BY STATIC PILE LOAD TEST FOR 832KN AS PER ASTM D-1143 INTRODUCED METHOD.
 6. TEST PILE TO BE TESTED AT ELEVATION MATCHING THAT OF PERMANENT PILES.
 7. TEST PILE REINFORCEMENT CONFIGURATION IS TO BE TEST AND PERMANENT PILES.



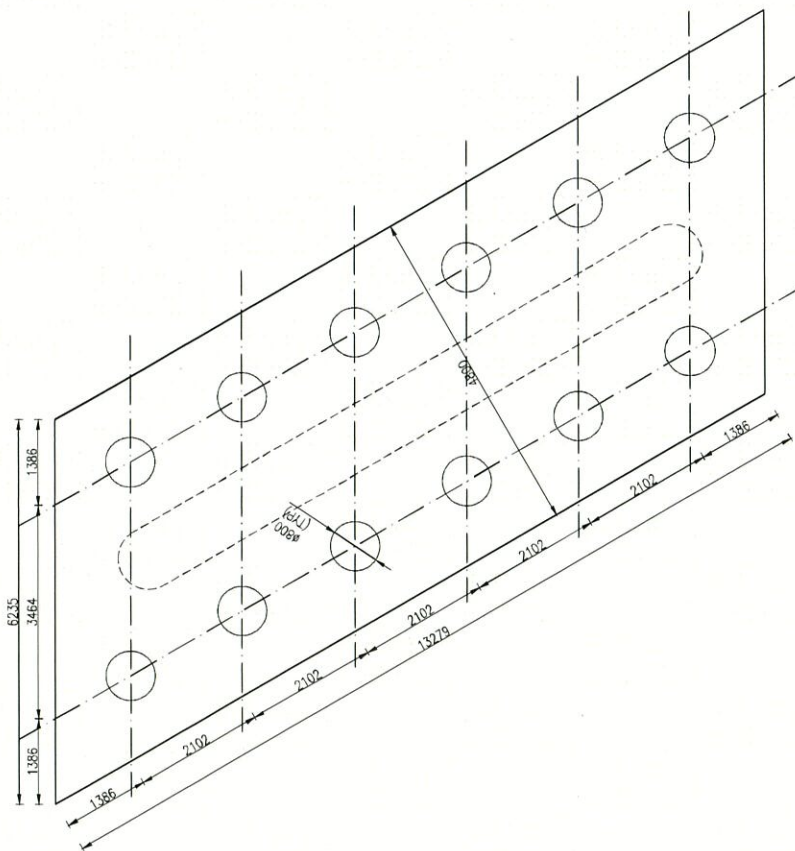
4 SECTION F-F
Scale: 1:20



REINFORCEMENT DETAILS OF PILE ON ABUTMENT
DETAIL "A"



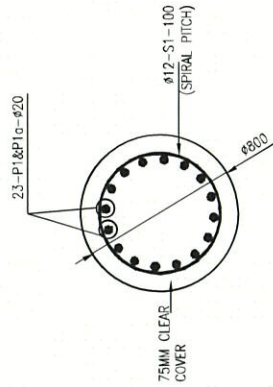
- ①柱状図を示し、杭長の妥当性を明示すること。
- ②主鉄筋本数がはたあげと不整合
- ③斜角を表示すること
- ④Piles Arrangement Plan寸法を修正すること



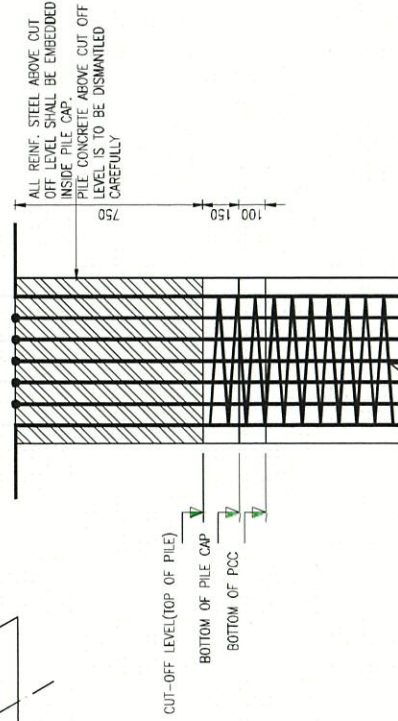
① PILES ARRANGEMENT PLAN
Scale: 1/75

NOTE:

1. TREME CONCRETING IS TO BE ADOPTED WHENEVER WATER IS PRESENT.
2. THE SPIRAL REINFORCEMENT SHOULD PREFERABLY BE TACK WELDED TO THE MAIN REINF.
3. CLEAR COVER TO MAIN REINFORCEMENT BAR IS TO BE 75MM. UNLESS OTHERWISE NOTED.
4. THE LAPPING PORTION OF MAIN REINFORCEMENT SHALL BE JOINT WELDED.
5. PILE CAPACITY IS TO BE CONFIRMED BY STATIC PILE LOAD TEST FOR 893KN AS PER ASTM D-1143 INTRODUCED METHOD.
6. TEST PILE TO BE TESTED AT ELEVATION MATCHING THAT OF PERMANENT PILES.
7. TEST PILE REINFORCEMENT CONFIGURATION APPLICABLE TO TEST AND PERMANENT PILES.

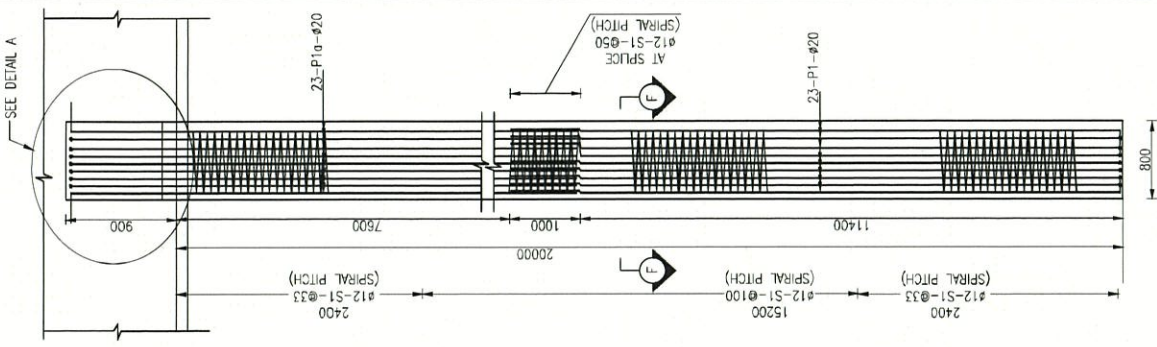


④ SECTION F-F
Scale: 1/20

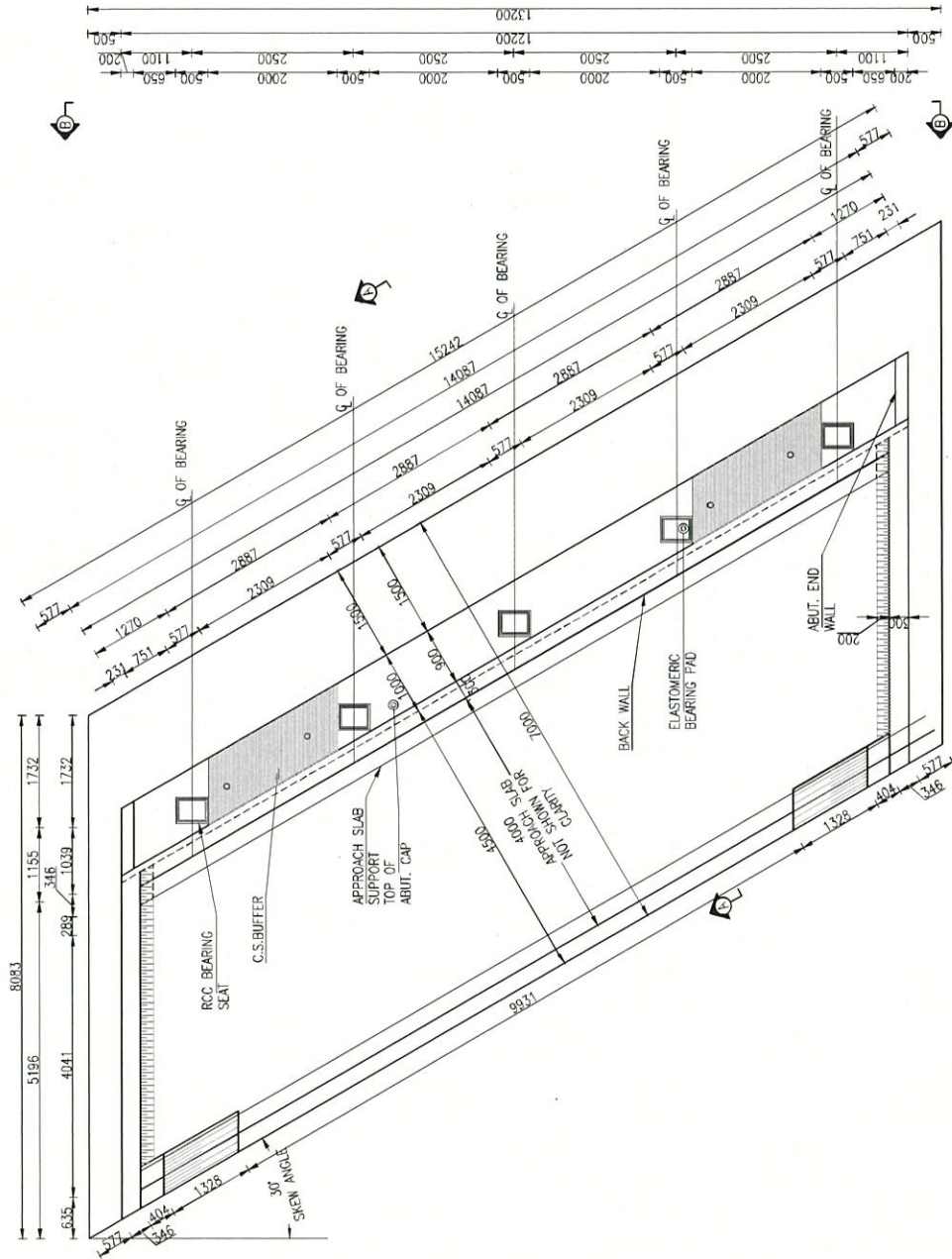


③ DETAIL "A"
Scale: 1/50

② REINFORCEMENT DETAILS OF PILE ON PIER
Scale: 1/50

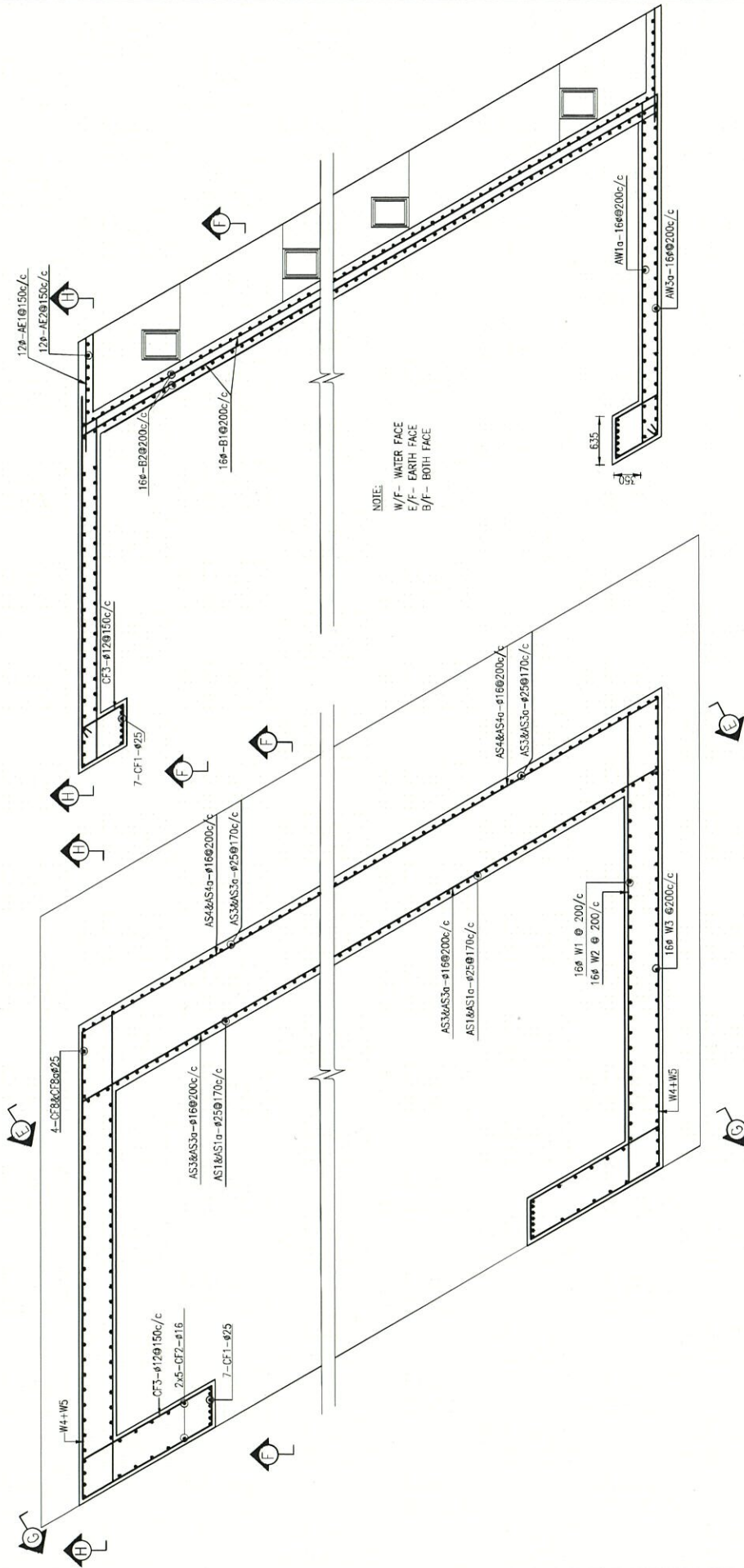


★①橋座幅は斜角を考慮してもっと大きくなるべきでは？支承縁端距離のチエックをしているか？



① PLAN OF ABUTMENT-01 WITH HINGE SUPPORT
Scale: 1:75

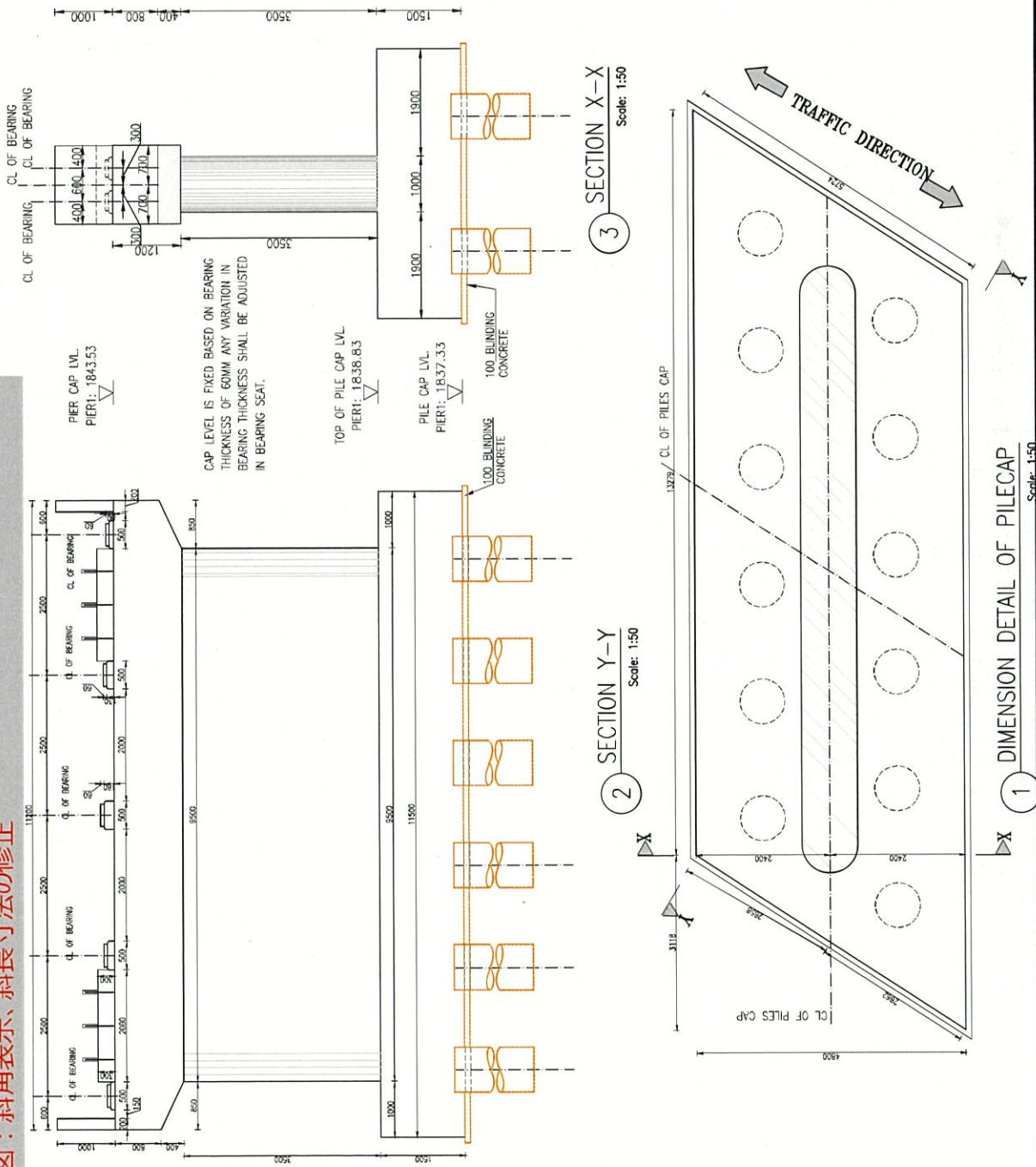
- ① 斜角を考慮した配筋図になってない。
- ② 剪断補強鉄筋、スターラップが入ってない。



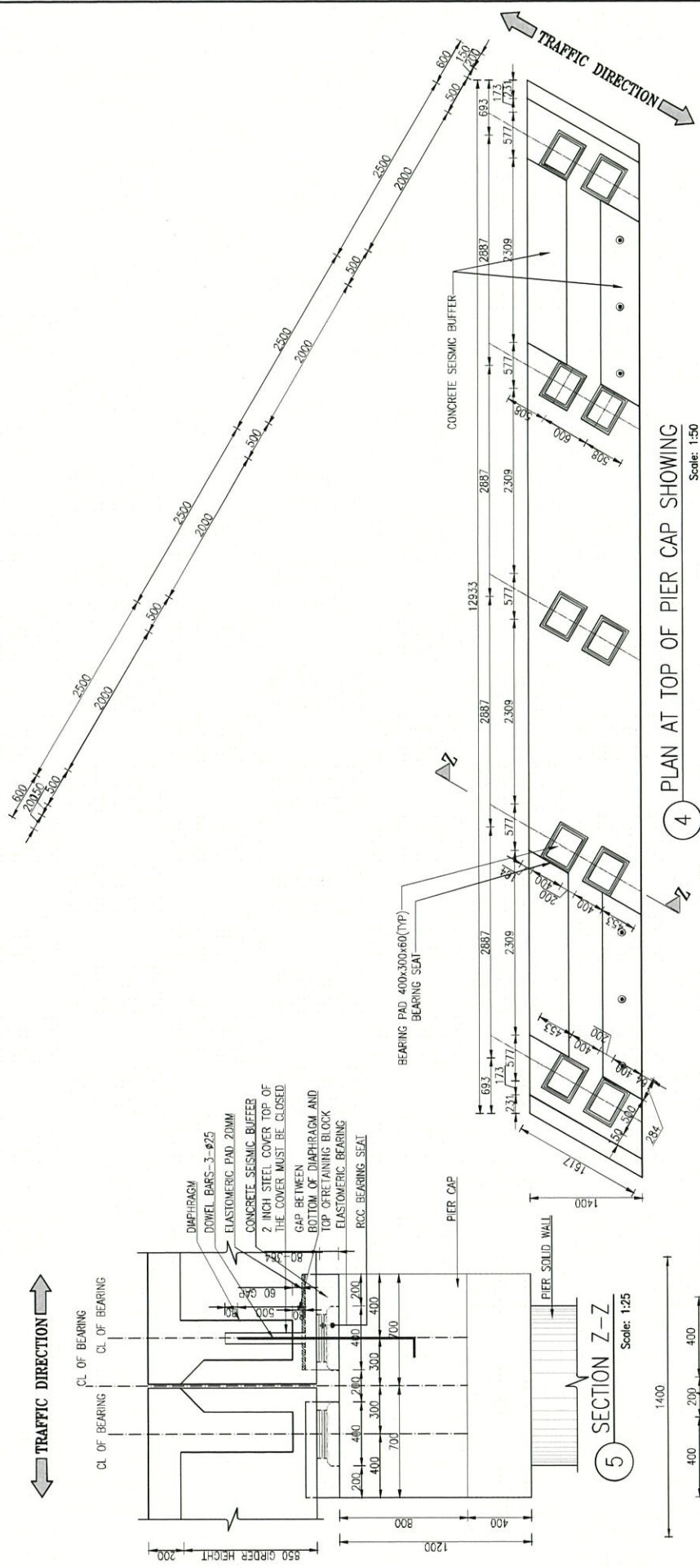
① REINFORCEMENT OF DETAILS OF SEC.(C-C)
Scale: 1:50

② REINFORCEMENT OF DETAILS OF SEC.(D-D)
Scale: 1:50

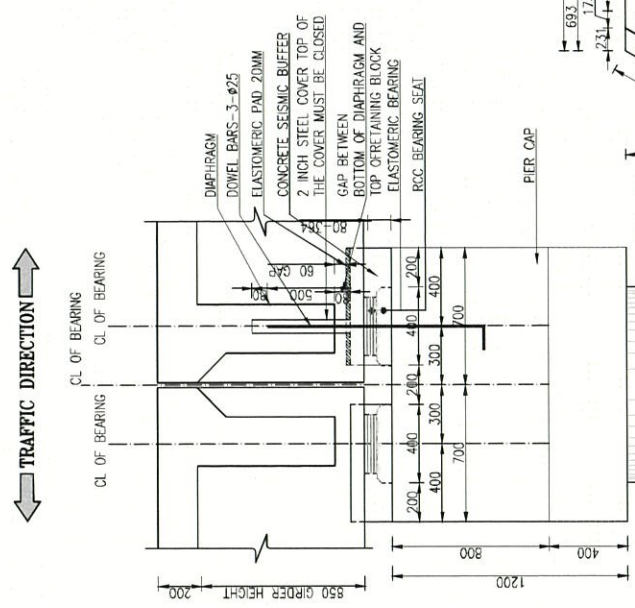
- ① 斜角が考慮されていない。
- ★ ② 橋座幅は斜角を考慮してもっと大きくなるべきでは？ 支承縁端距離のチェックをしているか？
- ③ Pile cap 平面図：斜角表示、斜長寸法の修正



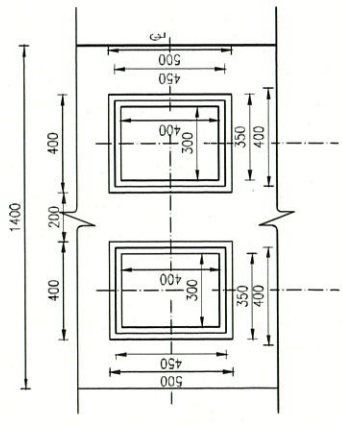
① DIMENSION DETAIL OF PILECAP
Scale: 1:50



4 PLAN AT TOP OF PIER CAP SHOWING
Scale: 1:50

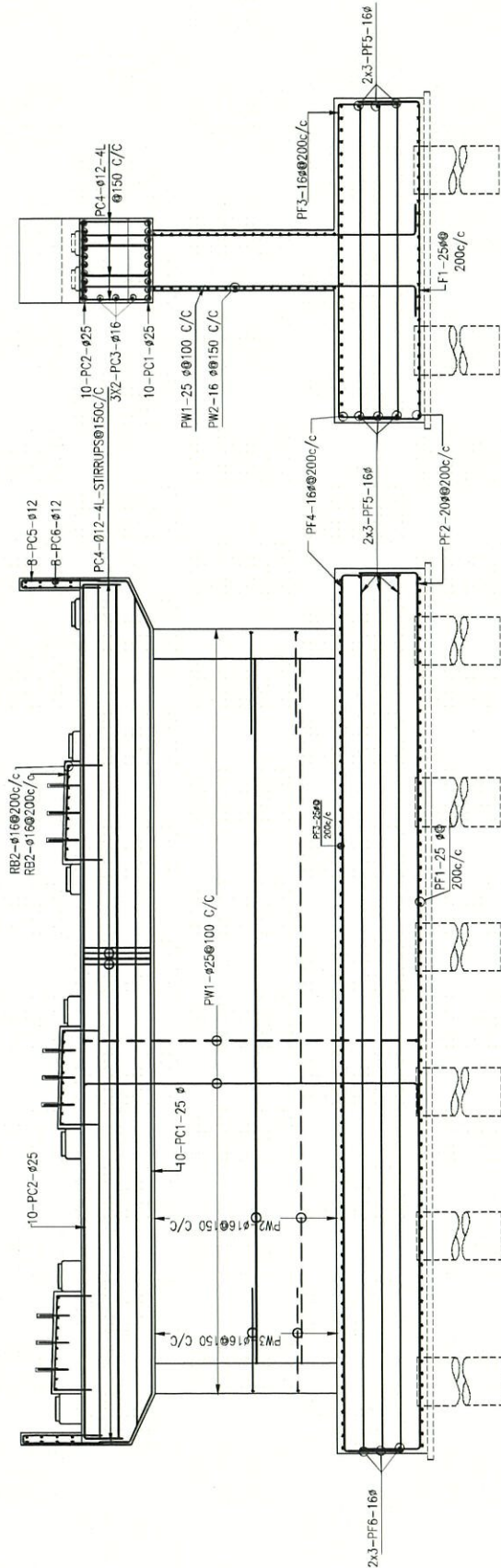


5 SECTION Z-Z
Scale: 1:25



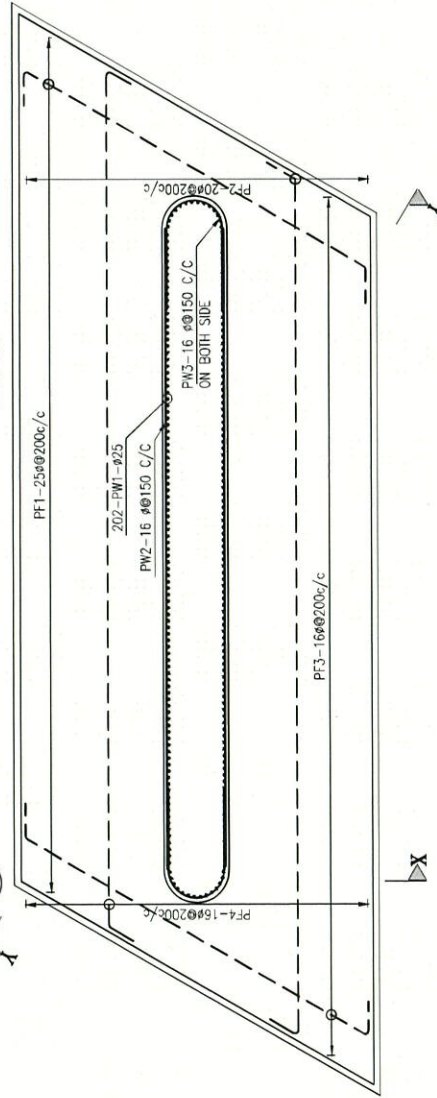
6 PLAN OF BEARING ON PIER
Scale: 1:20

①斜角を表示すること

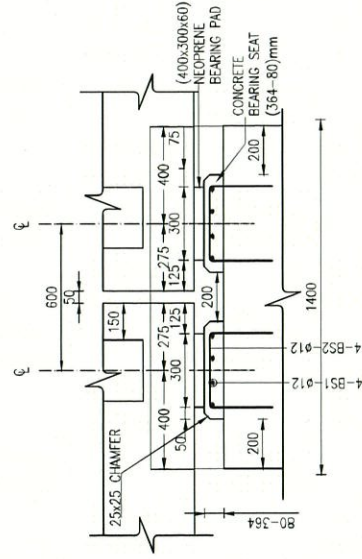


③ REINFORCEMENT DETAILS OF SECTION X-X
Scale: 1:75

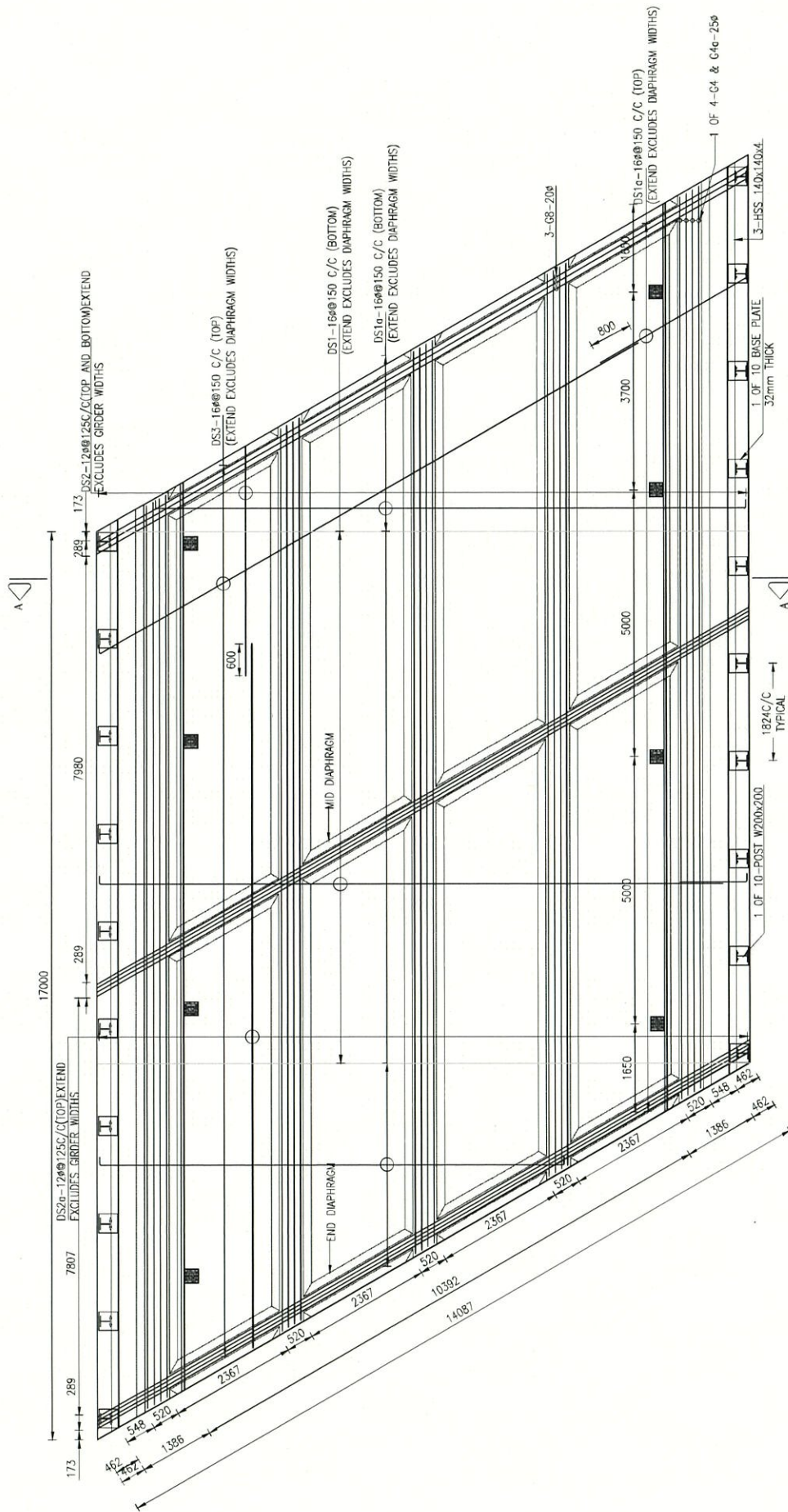
④ REINFORCEMENT DETAILS OF SECTION Y-Y
Scale: 1:75



① REINFORCEMENT PLAN OF PILE CAP AND WALL COLUMN



- ② 壁、フーチング止め筋追加
- ③ 鉄筋マークを最初に表示するように統一すること
- ④ Section Y-Y位置を斜長とすること
- ⑤ 斜長の寸法表示をすること
- ⑥ 鉄筋 PW 2 が計算書と不一致



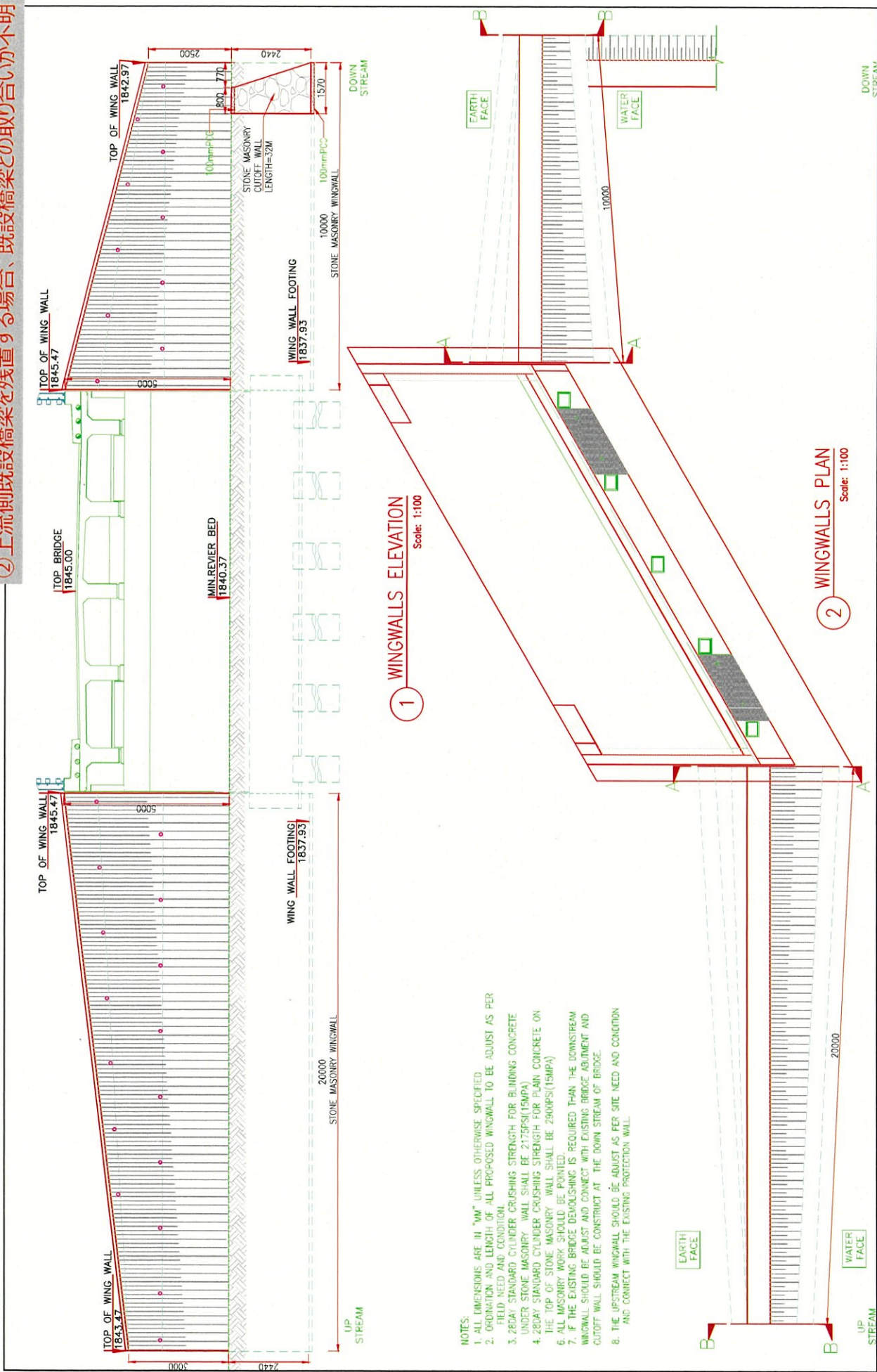
1 REINFORCEMENTS PLAN OF DECK SLAB

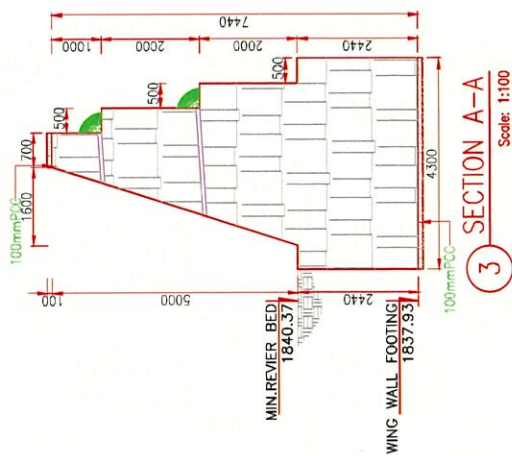
Scale: 1:75

①床版鉄筋の配筋について再検討（鉄筋計算で斜角の効果を検討）

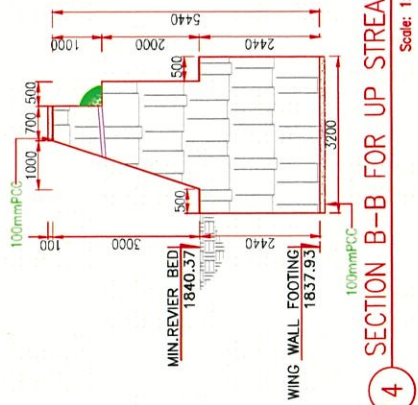
NOTE:
1. CONCRETE IN DECK SLAB SHALL BE PACKED IN FULL WIDTH. NO CONSTRUCTION JOINT SHALL BE PERMITTED.

- ①コンクリート重力式擁壁？石積み擁壁？（設計計算書なし）
- ②上流側既設橋梁を残置する場合、既設橋梁との取り合いが不明

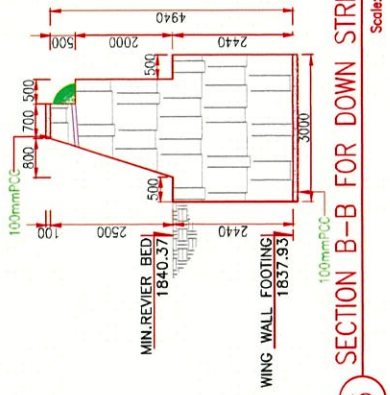




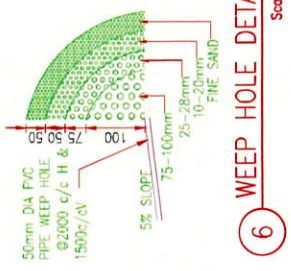
3 SECTION A-A
Scale: 1:100



4 SECTION B-B FOR UP STREAM
Scale: 1:100



5 SECTION B-B FOR DOWN STREAM
Scale: 1:100



6 WEEP HOLE DETAILS
Scale: WTS

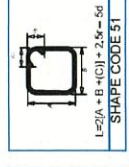
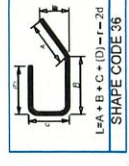
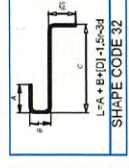
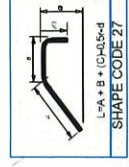
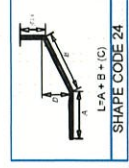
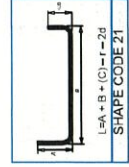
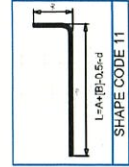
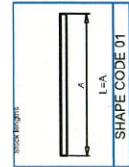
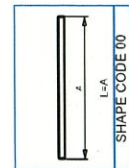
- NOTES:
1. ALL DIMENSIONS ARE IN "MM" UNLESS OTHERWISE SPECIFIED
 2. ORIENTATION AND LENGTH OF ALL PROPOSED WINGWALL TO BE ADJUST AS PER FIELD NEED AND CONDITION.
 3. 28DAY STANDARD CYLINDER CRUSHING STRENGTH FOR BLINDING CONCRETE UNDER STONE MASONRY WALL SHALL BE 2175PSI(15MPA)
 4. 28DAY STANDARD CYLINDER CRUSHING STRENGTH FOR PLAIN CONCRETE ON THE TOP OF STONE MASONRY WALL SHALL BE 2900PSI(15MPA)
 5. ALL MASONRY WORK SHOULD BE POINTED.
 6. IF THE EXISTING BRIDGE DEMOLISHING IS REQUIRED THAN THE DOWNSTREAM WINGWALL SHOULD BE ADJUST AND CONNECT WITH EXISTING BRIDGE ABUTMENT AND CUTOFF WALL SHOULD BE CONSTRUCT AT THE DOWN STREAM OF BRIDGE.
 7. THE UPSTREAM WINGWALL SHOULD BE ADJUST AS PER SITE NEED AND CONDITION AND CONNECT WITH THE EXISTING PROTECTION WALL.

①コンクリート重力式擁壁？石積み擁壁？（設計計算書なし）
②上流側既設橋梁を残置する場合、既設橋梁との取り合いが不明

- ① 数量計算ミス、配筋図との不整合が散見される。再チェックを行うこと
- ② (推奨) 最小部材ごとに集計することを推奨する
- ③ 集計表の最後に合計を追加
- ④ 橋梁全体数量の集計表追加
- ⑤ $D < 20\text{mm}$ と $D \geq 20\text{mm}$ に分けて集計 (単価が異なるため)

ONE ABUTMENT BAR BENDING SCHEDULE															
BAR DIA (MM)	BAR MARK	NO. OF MEMBER	NO. OF BAR IN MEMBER	TOTAL NO. OF BAR	SHAPE CODE	DIMENSIONS (MM)					LENGTH (MM)	TOTAL LENGTH (M)	UNIT WT.(KG/M)	TOTAL WT.(KG)	REMARKS
						a	b	c	d	e					
16	AP1	1	4	4	1	11700					11700	46.80	1.58	73.88	
16	AP1a	1	4	4	1	2500					2500	10.00	1.58	15.79	
12	AP2	1	78	78	36	100	165	100	100		800	62.40	0.89	55.41	
16	AP3	1	8	8	8	11700					11700	93.60	1.58	147.76	
16	AP3a	1	8	8	8	2500					2500	20.00	1.58	31.57	
12	AP4	1	59	59	51	100	400	100			1250	73.75	0.89	65.49	
12	AP5	1	59	59	51	400	150	100			1250	73.75	0.89	65.49	
16	AV1	2	23	46	11	6000	500				6500	298.00	1.58	472.02	
16	AV1a	2	23	46	1	1700					1700	78.20	1.58	123.45	
16	AV2	2	24	48	21	100	5400	300			5800	278.40	1.58	439.50	
16	AV3	2	23	46	11	4000	500				4500	207.00	1.58	326.78	
16	AV3a	2	23	46	1	3700					3700	170.20	1.58	268.69	
20	AW4	2	32	64	21	100	5400	300			5750	161.00	2.47	397.13	
20	AW5	2	14	28	21	100	4500	200			4750	95.00	1.58	149.97	
16	AW6	2	10	20	21	100	4500	200			4800	67.20	3.85	259.00	
25	CF1	2	7	14	11	5500	500				6000	84.00	3.85	323.75	
25	CF1a	2	7	14	11	1650	785				2450	34.30	3.85	132.20	
16	CF2	2	10	20	1	3000					3000	60.00	1.58	94.72	
12	CF3	2	35	70	51	520	1000	100			3200	224.00	0.89	198.91	
25	CF4	4	4	16	11	5500	300				5800	92.80	3.85	357.67	
25	CF4a	4	4	16	0	2650					2650	42.40	3.85	163.42	
12	ABS1	5	8	40	21	400	100	100			600	24.00	0.89	21.31	
12	ABS2	5	8	40	21	300	100	100			500	20.00	0.89	17.76	
25	DONEL	3	2	6	11	1100	200				1300	7.80	3.85	30.06	
16	RB1	2	7	14	21	800	500	500			1800	25.20	1.58	39.78	
16	RB2	2	5	10	21	1600	500	500			2600	26.00	1.58	41.05	

ONE PILE BAR BENDING SCHEDULE															
BAR DIA (MM)	BAR MARK	NO. OF MEMBER	NO. OF BAR IN MEMBER	TOTAL NO. OF BAR	SHAPE CODE	DIMENSIONS (MM)					LENGTH (MM)	TOTAL LENGTH (M)	UNIT WT.(KG/M)	TOTAL WT.(KG)	REMARKS
						a	b	c	d	e					
20	P1	1	22	22	11	11400	300				11700	257.40	2.47	634.92	
20	P1a	1	22	22	11	9350	300				9650	212.30	2.47	523.67	
12	S1	1	1	1	77	600	75	246			454200	454.20	0.89	403.33	

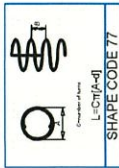
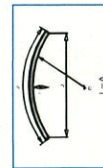
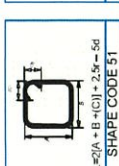
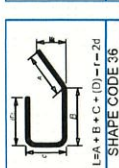
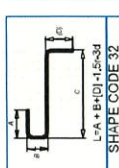
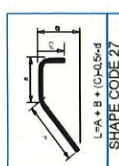
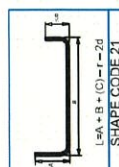
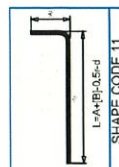
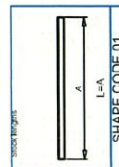
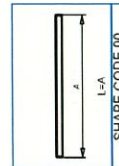


ONE ABUTMENT BAR BENDING SCHEDULE

BAR DIA (MM)	BAR MARK	NO. OF MEMBER	NO. OF BAR IN MEMBER	TOTAL NO. OF BAR	SHAPE CODE	DIMENSIONS (MM)					LENGTH (MM)	TOTAL LENGTH (M)	UNIT WT.(KG/M)	TOTAL WT.(KG)	REMARKS
						a	b	c	d	e					
25	PF1	1	77	77	21	5500	800	800			7050	542.85	3.85	2092.24	
20	PF2	1	24	24	11	10900	800				11700	280.80	2.47	692.64	
20	PF2a	1	27	27	11	3230	800				4050	109.35	2.47	269.73	
16	PF3	1	58	58	21	5500	800	800			7100	411.80	1.58	650.10	
16	PF4	1	25	25	11	10900	800				11700	292.50	1.58	461.76	
16	PF4a	1	25	25	11	3000	800				3800	95.00	1.58	149.97	
16	PF5	1	6	6	1	11700					11700	70.20	1.58	110.82	
16	PF5a	1	6	6	1	2200					2200	13.20	1.58	20.84	
16	PF6	1	6	6	1	5500					5500	33.00	1.58	52.10	
25	PW1	1	202	202	21	6050	500	300			6900	1373.60	3.85	5294.09	
12	PW2	1	20	20	21	10000					10000	200.00	0.89	177.80	
12	PW2a	2	20	40	67	3800					3800	152.00	0.89	134.98	
25	PC1	1	10	10	11	1200	10500				11700	117.00	3.85	450.94	
25	PC1a	1	10	10	11	1200	3583				4800	48.00	3.85	185.00	
25	PC2	1	10	10	11	700	11000				11700	117.00	3.85	450.94	
25	PC2a	1	10	10	11	700	3083				3800	38.00	3.85	146.46	
16	PC3	1	10	10	1	11700					11700	117.00	1.58	184.70	
16	PC3a	1	10	10	1	2200					2200	22.00	1.58	34.73	
12	PC4	1	150	150	51	1100	800	100			3950	592.50	0.89	526.14	
12	PC5	2	8	16	21	1000	100	1000			2100	33.60	0.89	29.84	
12	PC6	2	8	16	1	1300					1300	20.80	0.89	18.47	
12	ABS1	10	8	80	21	400	100	100			600	48.00	0.89	42.62	
12	ABS2	10	8	80	21	300	100	100			500	40.00	0.89	35.52	
25	DOWEL	2	4	11	1100	200					1300	5.20	3.85	20.04	
16	RB1	2	8	16	21	1300	500	500			2300	36.80	1.58	58.09	
16	RB2	2	7	14	21	1600	500	500			2600	36.40	1.58	57.46	

ONE PILE BAR BENDING SCHEDULE

BAR DIA (MM)	BAR MARK	NO. OF MEMBER	NO. OF BAR IN MEMBER	TOTAL NO. OF BAR	SHAPE CODE	DIMENSIONS (MM)					LENGTH (MM)	TOTAL LENGTH (M)	UNIT WT.(KG/M)	TOTAL WT.(KG)	REMARKS
						a	b	c	d	e					
20	P1	1	23	23	11	11400	300				11700	269.10	2.47	663.78	
20	P1a	1	23	23	11	9350	300				9650	221.95	2.47	547.48	
12	S1	1	1	1	77	650	75	246			492850	492.85	0.89	437.65	



ONE SPAN DECK SLAB BAR BENDING SCHEDULE

ONE SPAN ORDER AND DIAPHRAGM BAR BENDING SCHEDULE

BAR DIA (MM)	BAR MARK	NO.OF BAR MEMBER	NO.OF BAR IN MEMBER	SHAPE CODE	DIMENSIONS (MM)					LENGTH (MM)	TOTAL LENGTH (M)	UNIT WT.(KG/M)	TOTAL WT.(KG)	REMARKS
					a	b	c	d	e					
16	DS1	1	68	21	100	12100				12200	829.60	1.58	1309.66	
16	DS1a	2	46	21	100	6100	100			6300	579.60	1.58	915.00	
12	DS2	1	180	160	1	11700				11700	1872.00	0.89	1662.34	
12	DS2a	1	100	100	1	5900				5900	590.00	0.89	523.92	
16	DS3	1	113	113	11	100	11500			11600	1310.80	1.58	2069.32	
16	DS3a	1	113	113	11	100	3300			3400	384.20	1.58	606.52	
12	FP1	2	68	136	21	1500	250	300		2050	278.80	0.89	247.57	
16	FP2	2	6	12	0	11700				11700	140.40	1.58	221.65	
16	FP2a	2	8	16	0	6100				6100	97.60	1.58	154.08	
12	FP3	2	6	12	0	11700				11700	140.40	0.89	124.68	
12	FP3a	2	6	12	1	5900				5900	70.80	0.89	62.87	
16	FP4	2	113	226	32	300	500	300	500	1550	350.30	1.58	553.01	

BAR DIA (MM)	BAR MARK	NO.OF BAR MEMBER	NO.OF BAR IN MEMBER	SHAPE CODE	DIMENSIONS (MM)					LENGTH (MM)	TOTAL LENGTH (M)	UNIT WT.(KG/M)	TOTAL WT.(KG)	REMARKS
					a	b	c	d	e					
32	G1	5	4	20	11400	300				11700	234.00	6.31	1477.63	
32	G1a	5	4	20	7200	300				7500	150.00	6.31	947.20	
32	G2	5	4	20	11400	300				11700	234.00	6.31	1477.63	
32	G2a	5	4	20	7200	300				7500	150.00	6.31	947.20	
32	G3	5	4	20	11700					11700	234.00	6.31	1477.63	
25	G4	5	4	20	11400	300				11700	234.00	3.85	901.88	
25	G4a	5	4	20	6850	300				7150	143.00	3.85	551.15	
16	G5	5	4	20	11700					11700	234.00	1.58	369.41	
16	G5a	5	4	20	6100					6100	122.00	1.58	192.60	
12	G6	5	178	890	51	1180	270	100		3100	2759.00	0.89	2449.99	
12	G7	5	226	1130	24	150	790	150		1100	1243.00	0.89	1103.79	
20	G8	3	6	18	1	10450				10450	188.10	2.47	463.98	
12	G9	12	12	144	51	200	1050	100		2650	381.60	0.89	338.86	
16	G10	3	4	12	1	10450				10450	125.40	1.58	197.96	
12	G11	9	12	108	24	150	650	150		950	102.60	0.89	91.11	
12	G12	3	12	36	36	150	100	300	100	650	23.40	0.89	20.78	
32	G13	5	25	125	1	300				300	37.50	6.31	236.80	
32	G8	5	25	125	1	300				300	37.50	6.31	236.80	
8	MESH	5	16	80	21	65	370	65		500	40.00	0.39	15.79	

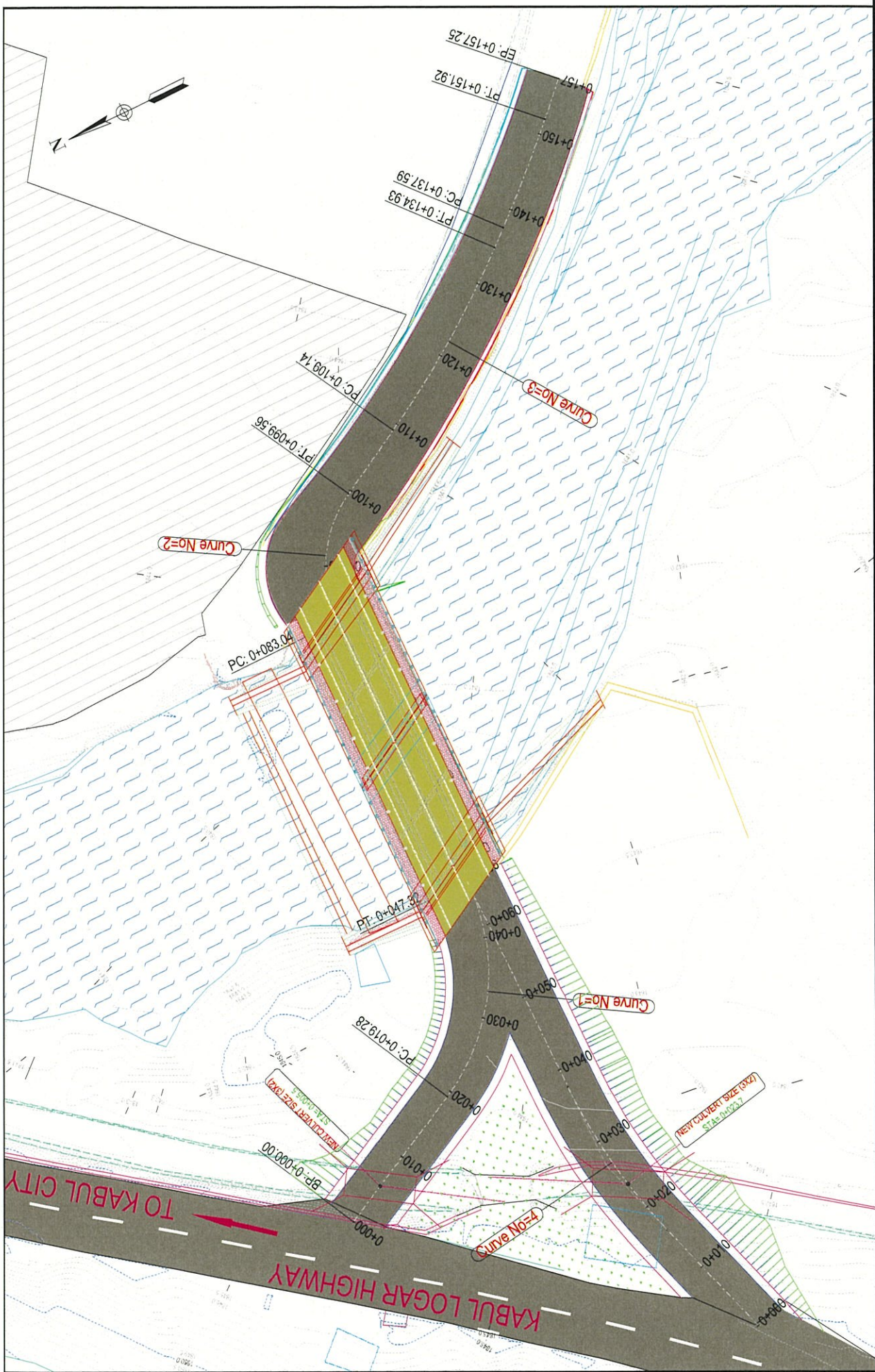
Approach Road

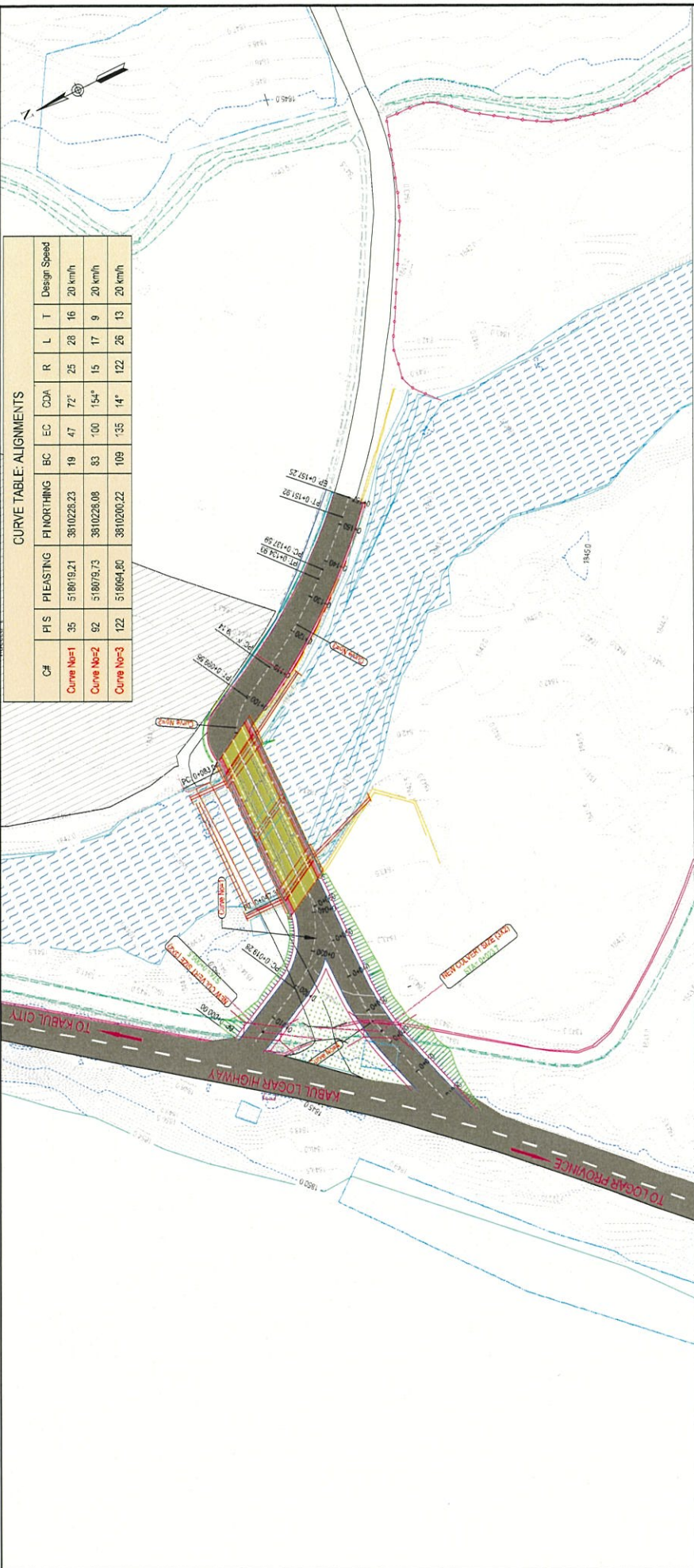
- ★ ①ボックスカルバート(2箇所)の図面を追加
- ②舗装構造標準断面を追加すること
- ③各断面の現地盤、計画高を明確にし、既設舗装撤去、土工数量、舗装数量を表示すること
- ④橋梁部chainageが不明瞭
- ⑤橋梁取り付け部 (0+047.3, 0+083.7?) 断面が橋梁断面と不一致。
- ⑥縁石、歩道の表示がない

Approach Road Drawings

Drawings to be prepared

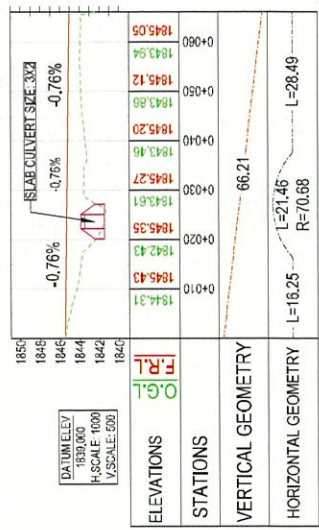
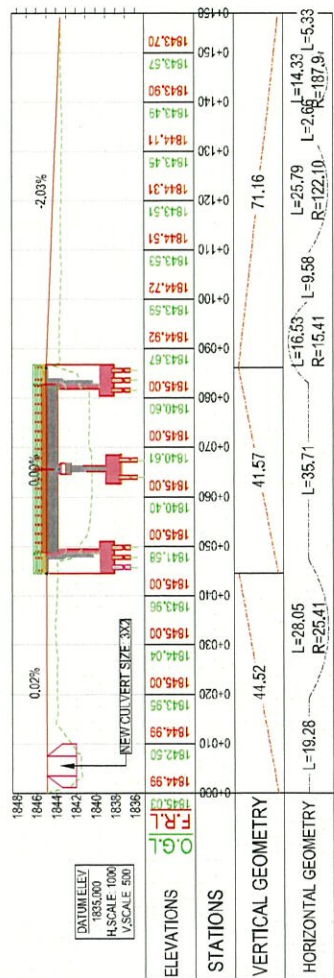
- ①ロードマーキング図
- ②道路標識
- ③カルバート詳細図

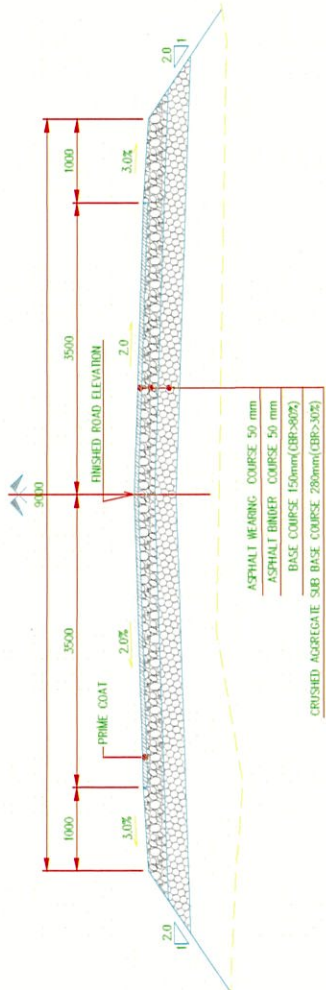




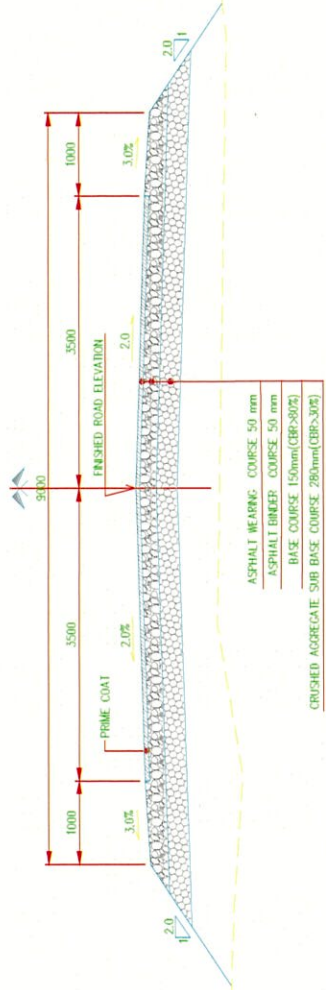
CURVE TABLE: ALIGNMENTS

CH	PIS	PIE/STING	PI/ORTHING	BC	EC	CDA	R	L	T	Design Speed
Curve No-1	35	518018.21	3810228.23	19	47	72°	25	28	16	20 km/h
Curve No-2	92	518079.73	3810228.08	83	100	154°	15	17	9	20 km/h
Curve No-3	122	518064.80	3810200.22	109	135	14°	122	26	13	20 km/h

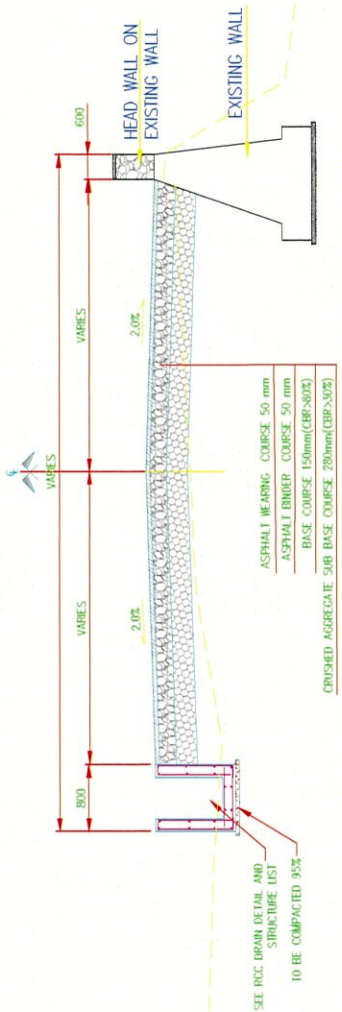
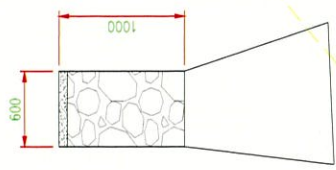




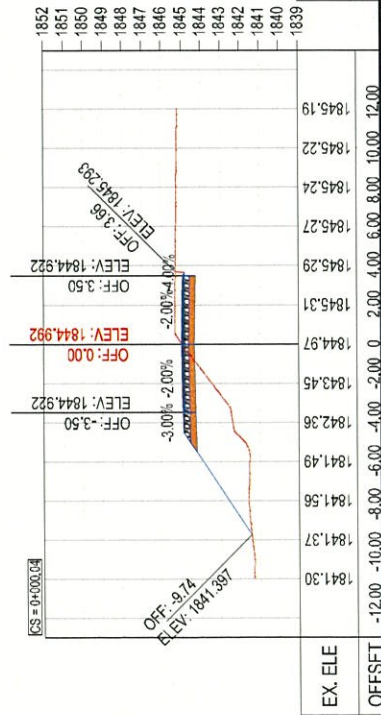
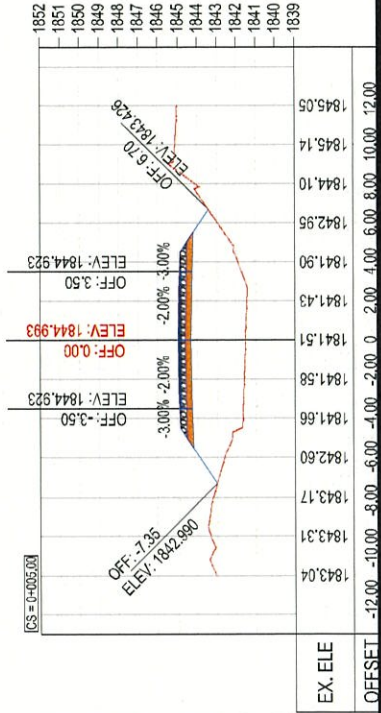
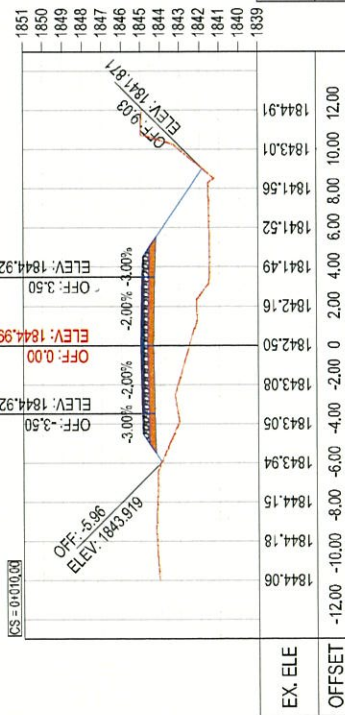
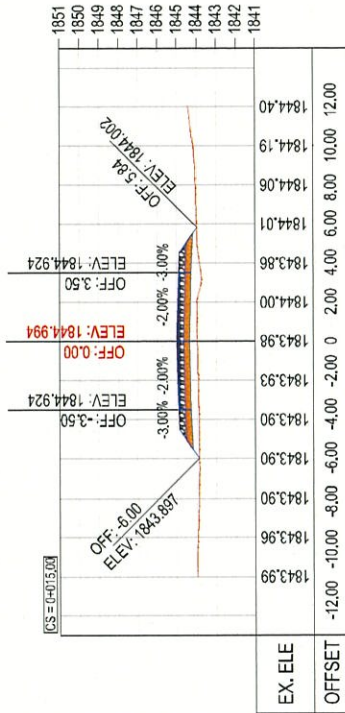
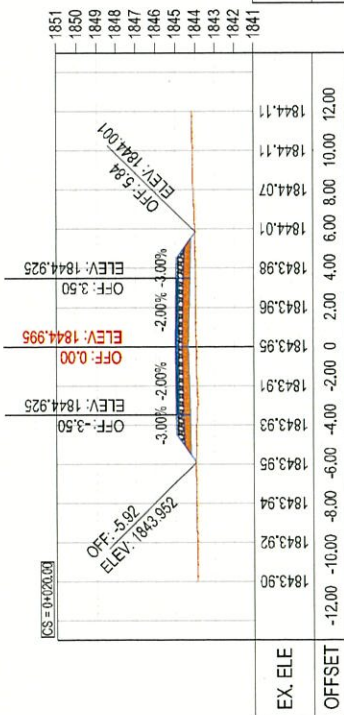
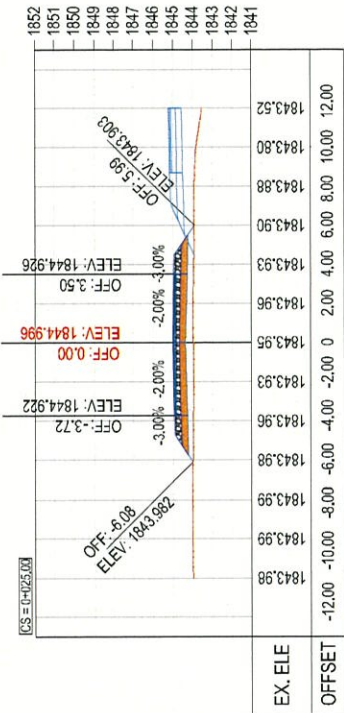
01 TYPICAL SECTION FOR ALIGNMENT-1
SCALE:1:60 CH.0+000 - 0+045

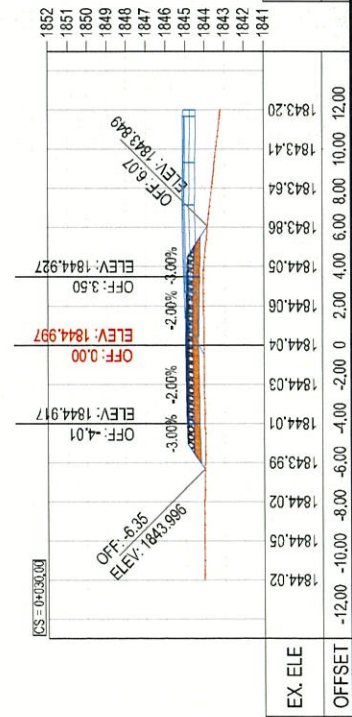
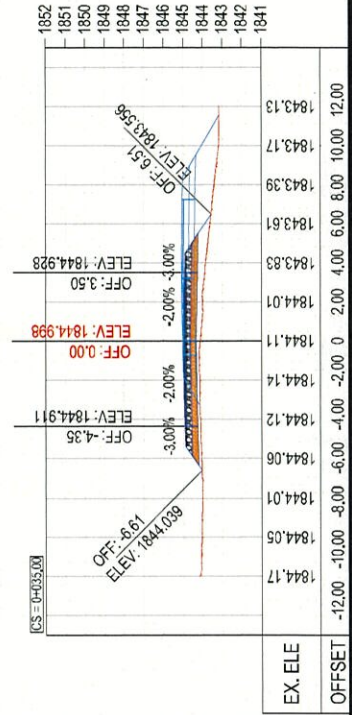
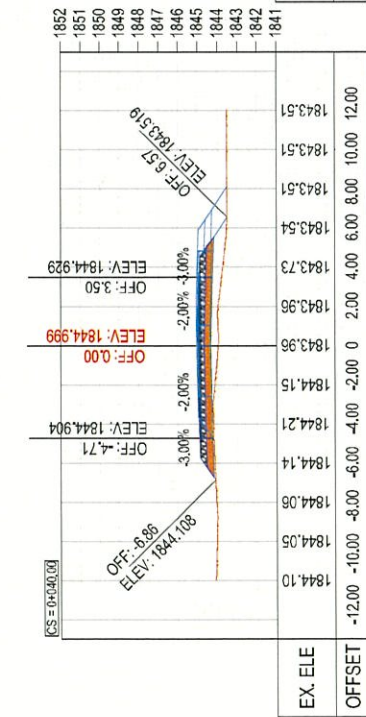
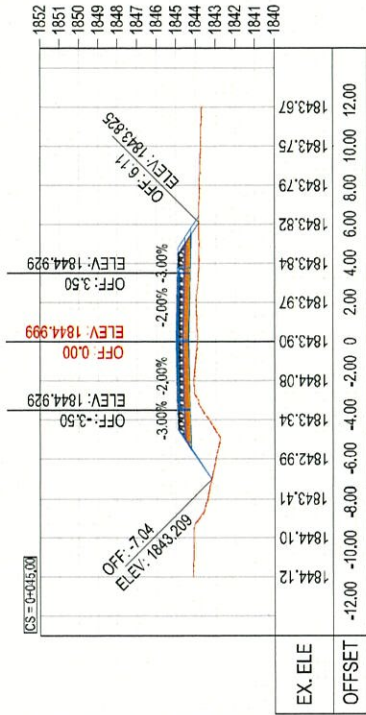
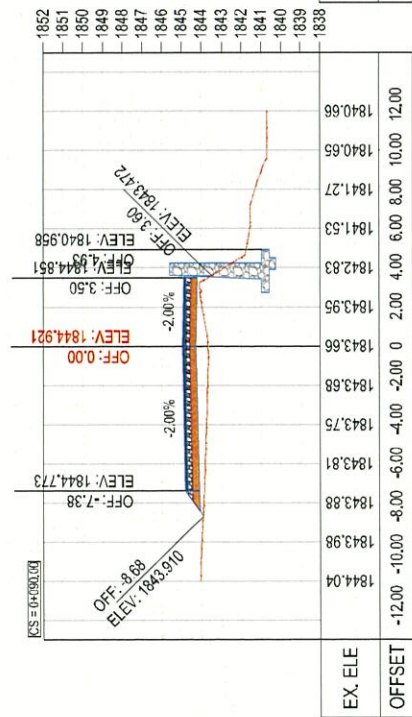
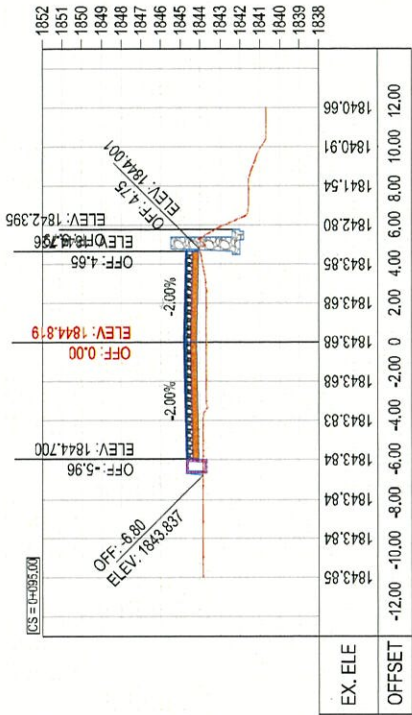


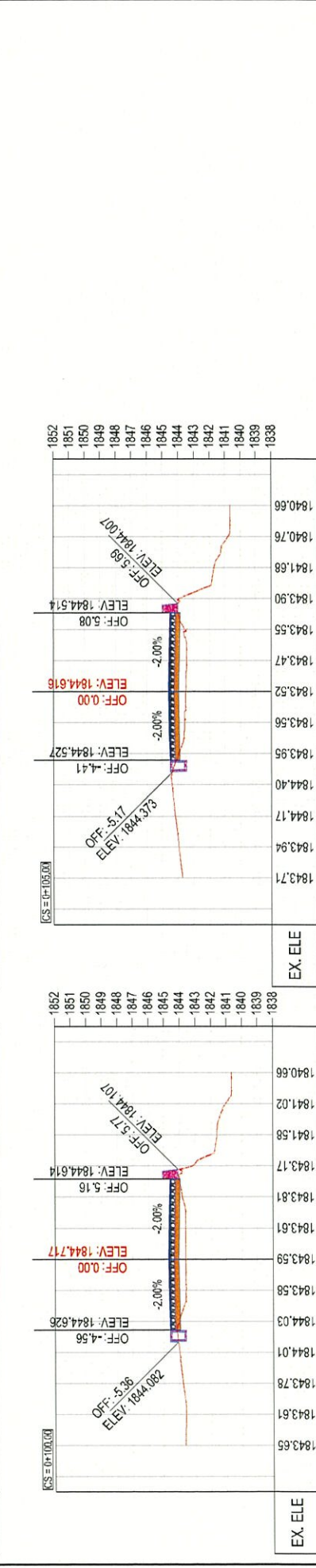
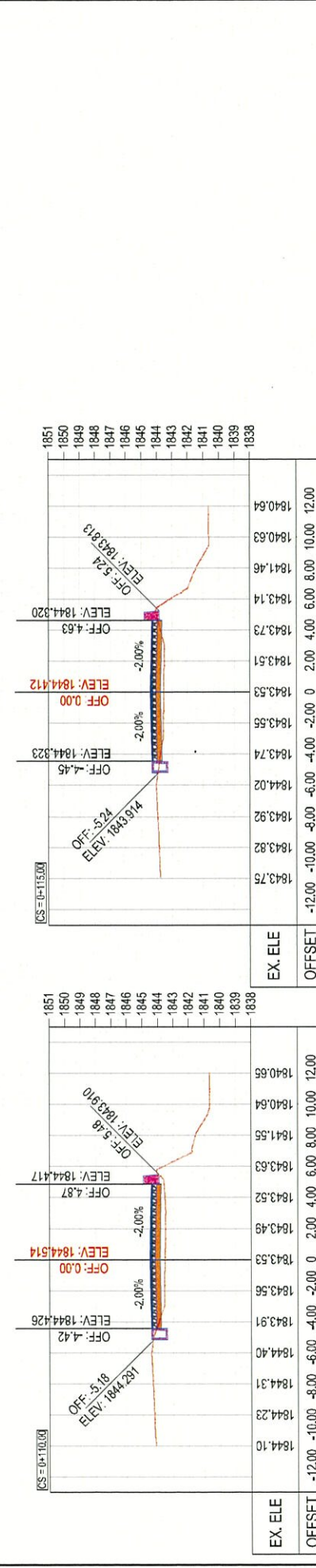
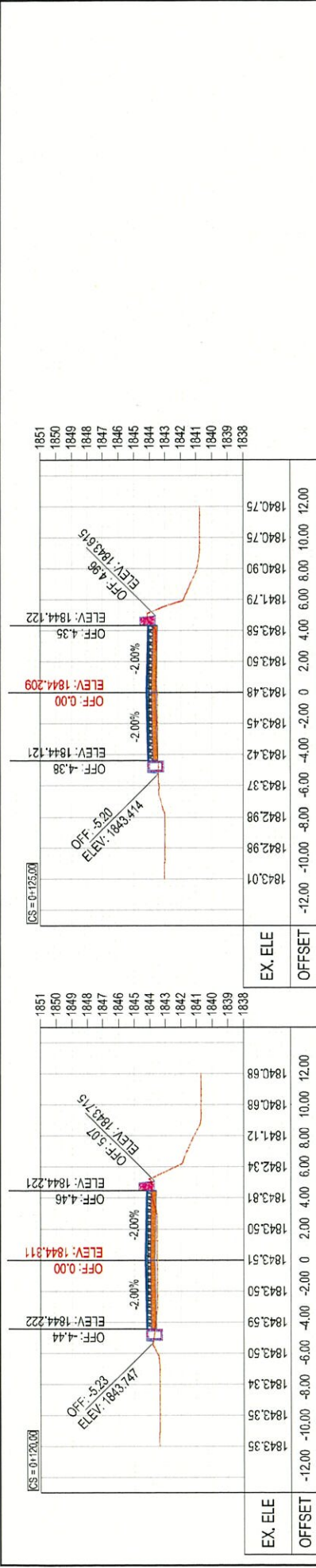
02 TYPICAL SECTION FOR ALIGNMENT-2
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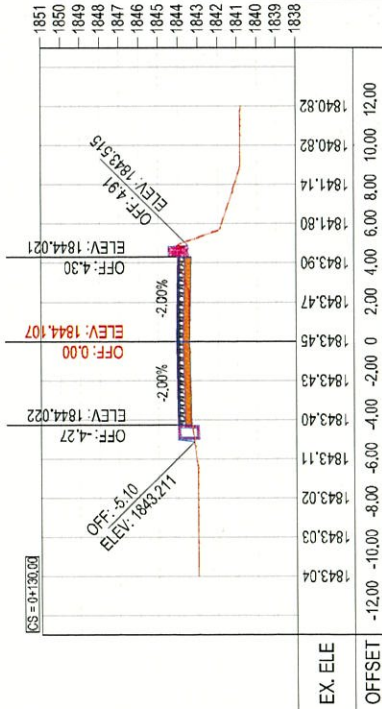
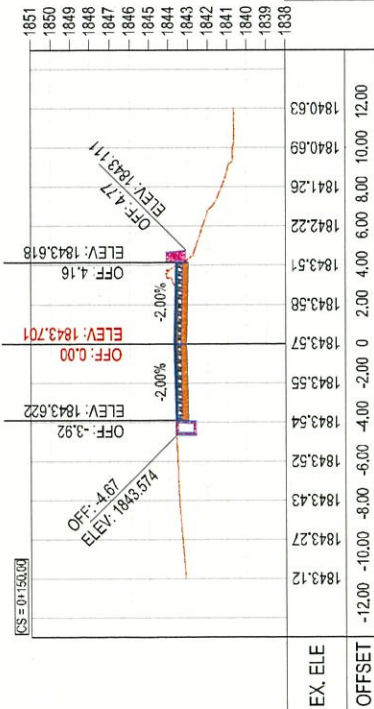
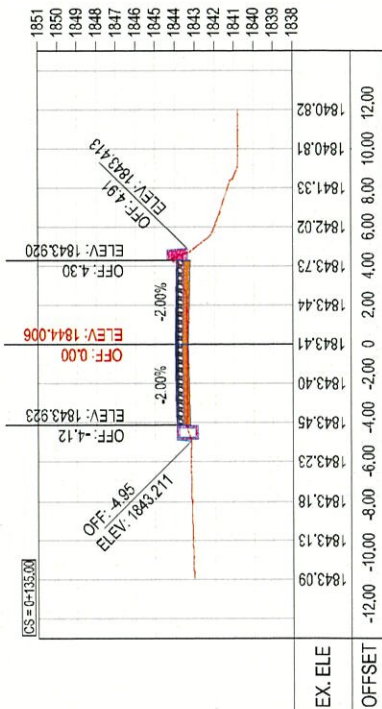
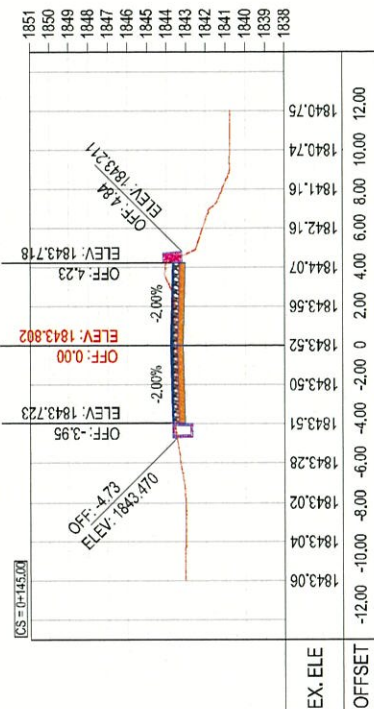
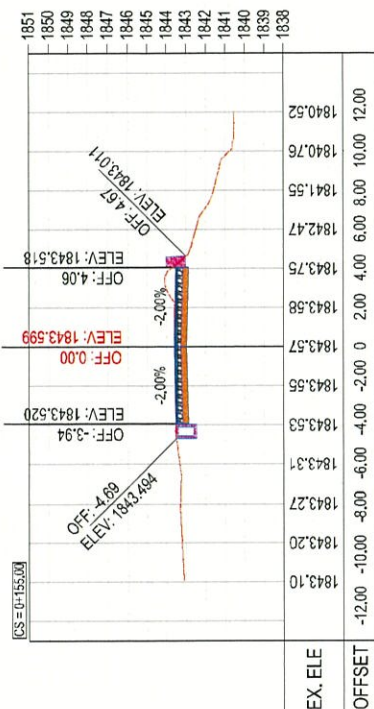


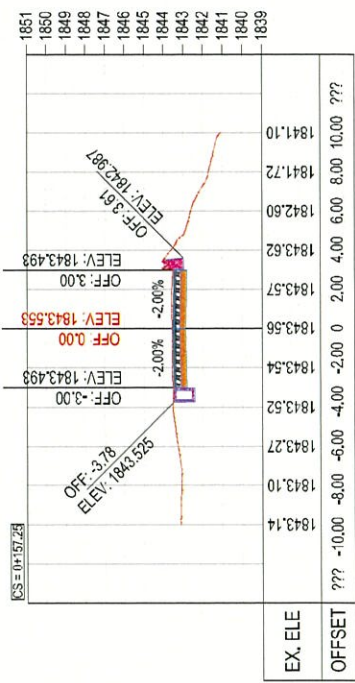
03 TYPICAL SECTION FOR RIGHT SIDE RETAINING WALL AND LEFT SIDE RCC DRAIN
SCALE:1:60 CH.000+090 TO 0+157

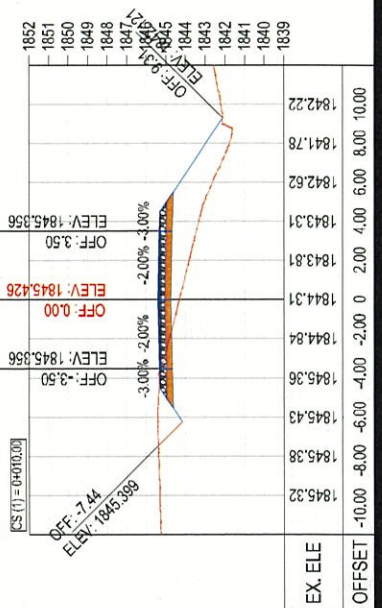
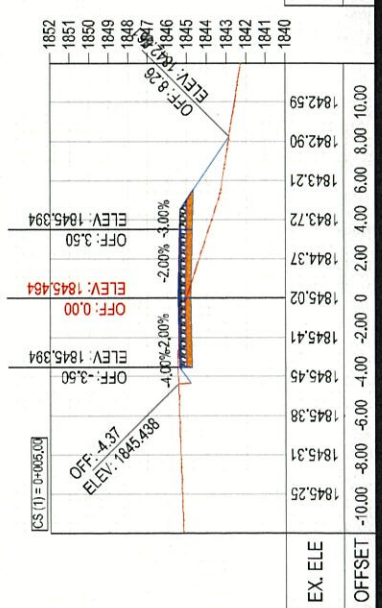
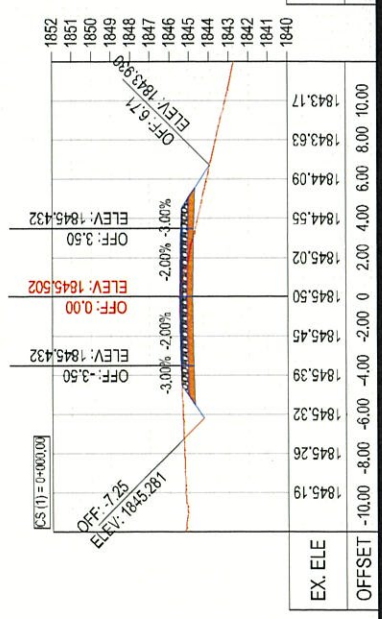
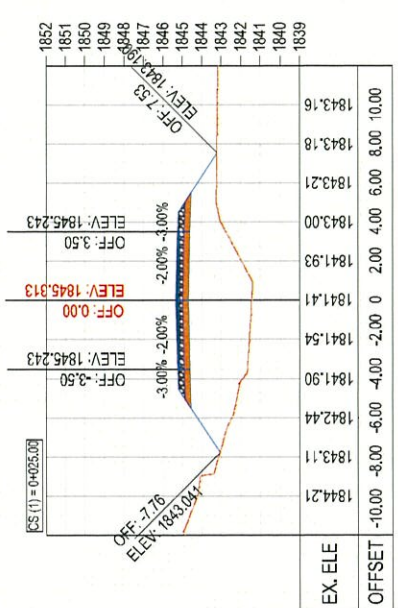
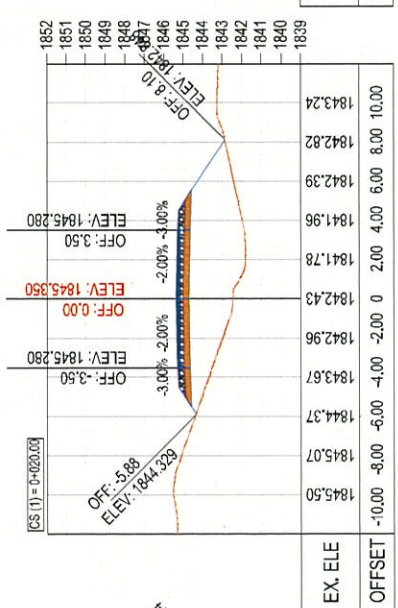
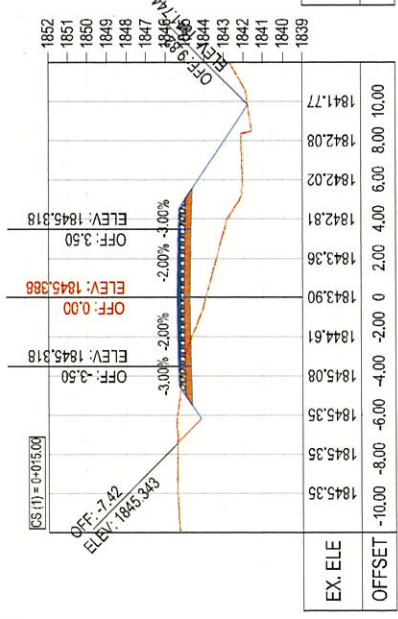
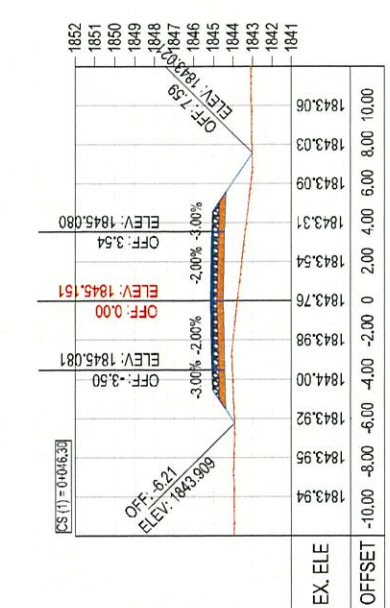
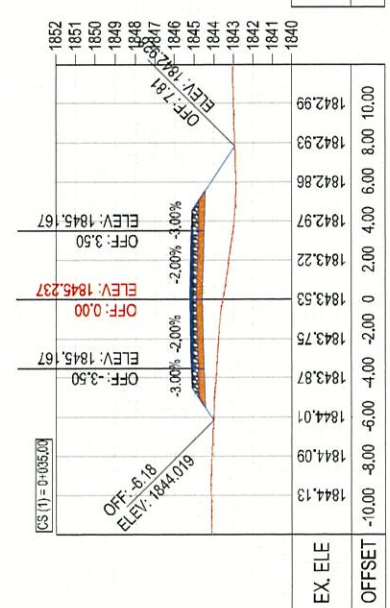
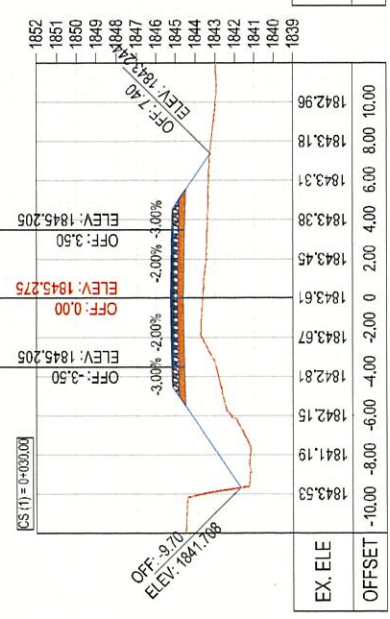














**JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
KABUL MUNICIPALITY (KM)**



**PRELIMINARY DESIGN FOR THE REHABILITATION OF
BRIDGES ON MAIN ROADS IN KABUL**

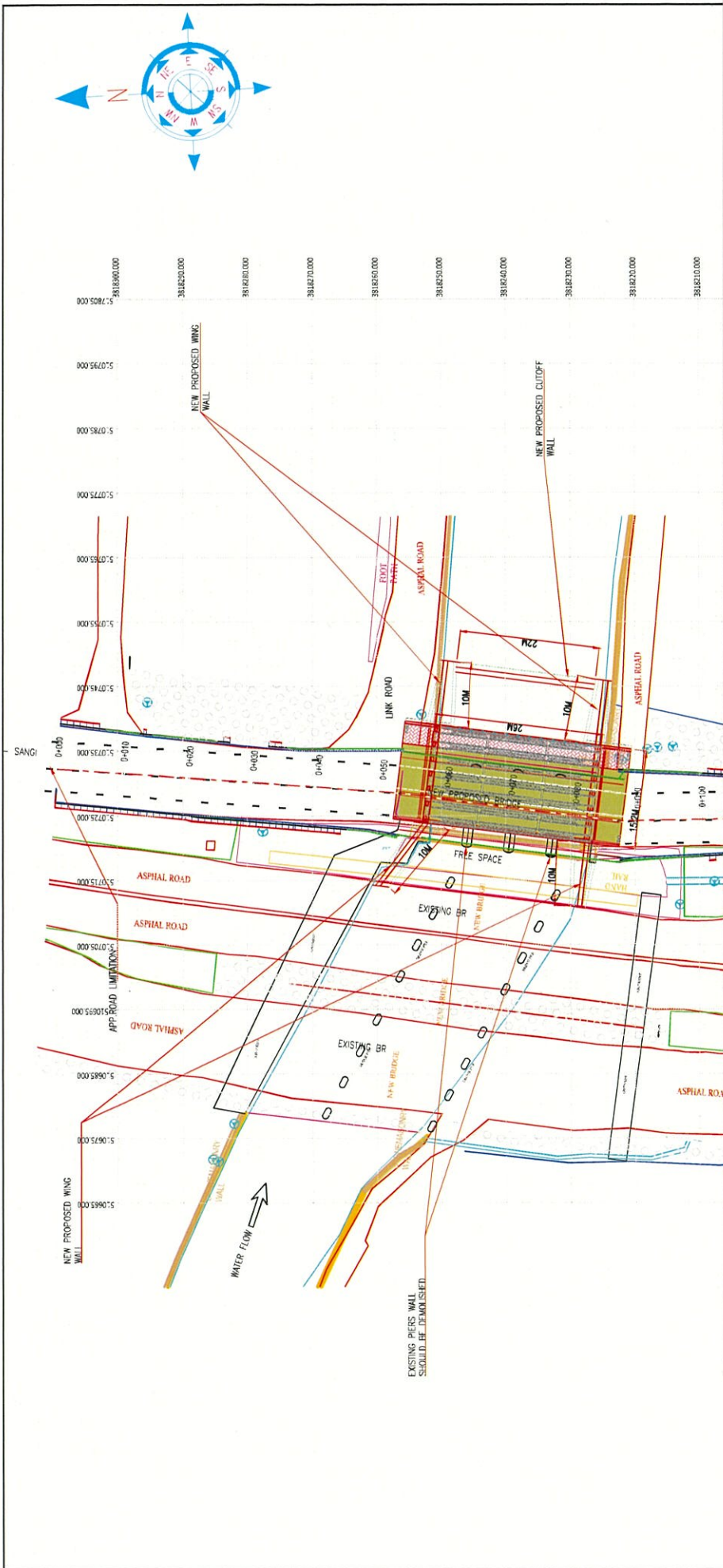
FINAL DESIGN DRAWING OF

PULE SOKHTA BRIDGE (VB021)

**GENERAL ARRANGEMENT, SUB STRUCTURE, SUPER STRUCTURE AND
APPROACH ROAD**



JULY, 2021



★①水理解析結果に基づく架橋位置における河道の計画横断面の設定が必要である。これによると、既設VB022と対象のVB021の間で水位が大きく変化している。したがって、現在の当該位置の河川断面は妥当と言えない。

★②上記①の計画河道断面に対して、これを侵さない橋台位置の設定が必要である。

★③橋梁の両端部は川沿い道路との交差点となっている。そのため、まずは河川沿い道路とのアクセスも考慮した適切な交差点設計により交差点の形状が決定されるべきである。橋梁の平面的な形状は交差点設計の結果に基づき決定されるべきである。

★④計画道路の中心線形や線形要素を記載すること。

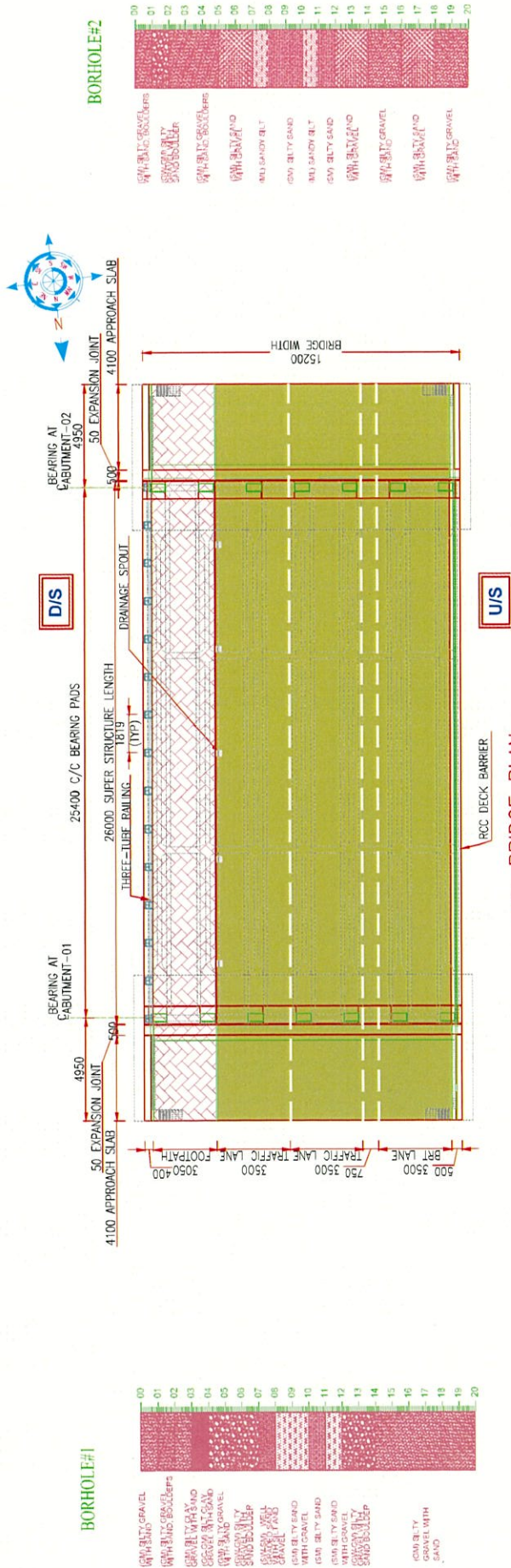
★⑤計画道路中心線が橋梁の両端部で折れているため危険を伴うと判断される。設計速度に基づき、曲線が適切に挿入された線形に修正される必要がある。

★⑥橋台築造時の掘削影響範囲を示し、隣接建築物に支障がないことが明示される必要がある。もし影響がある場合は土留が必要であり工費にも影響する。

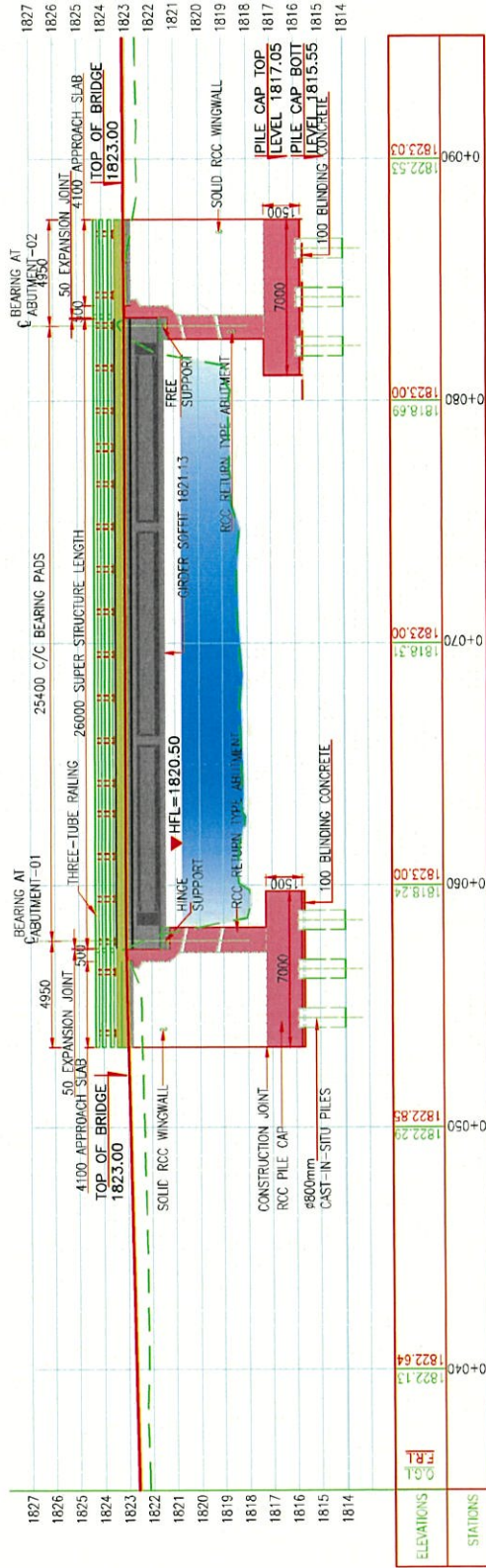
★⑦ボーリング位置を追加する必要がある。

BRIDGE SITE PLAN
SCALE 1/1000

①橋台位置の測点を明示。
 ★橋台は水理解析結果を踏まえて設定された河川の計画横断形を侵さない位置に決定される必要がある。

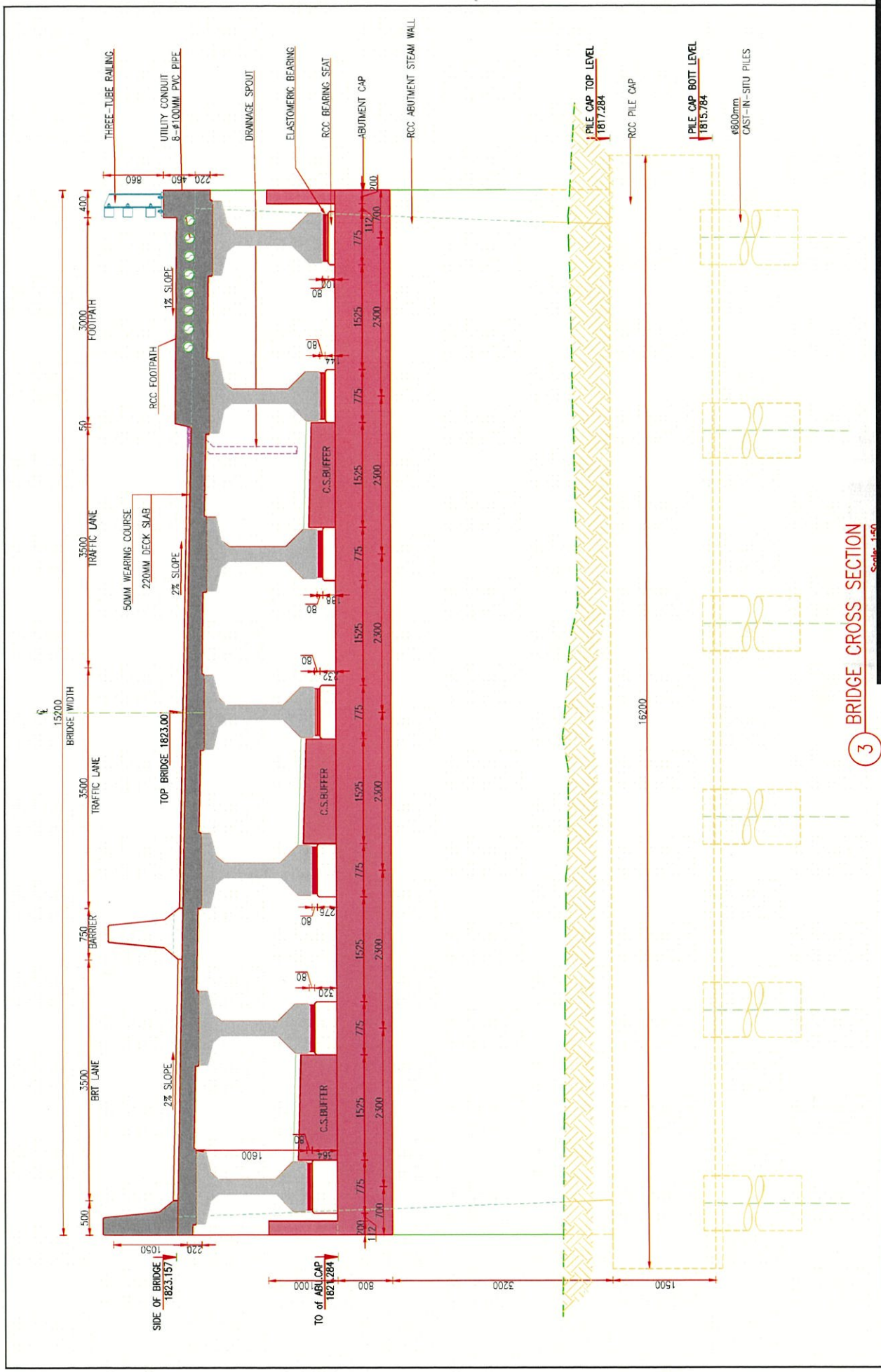


① BRIDGE PLAN
 Scale: 1:200



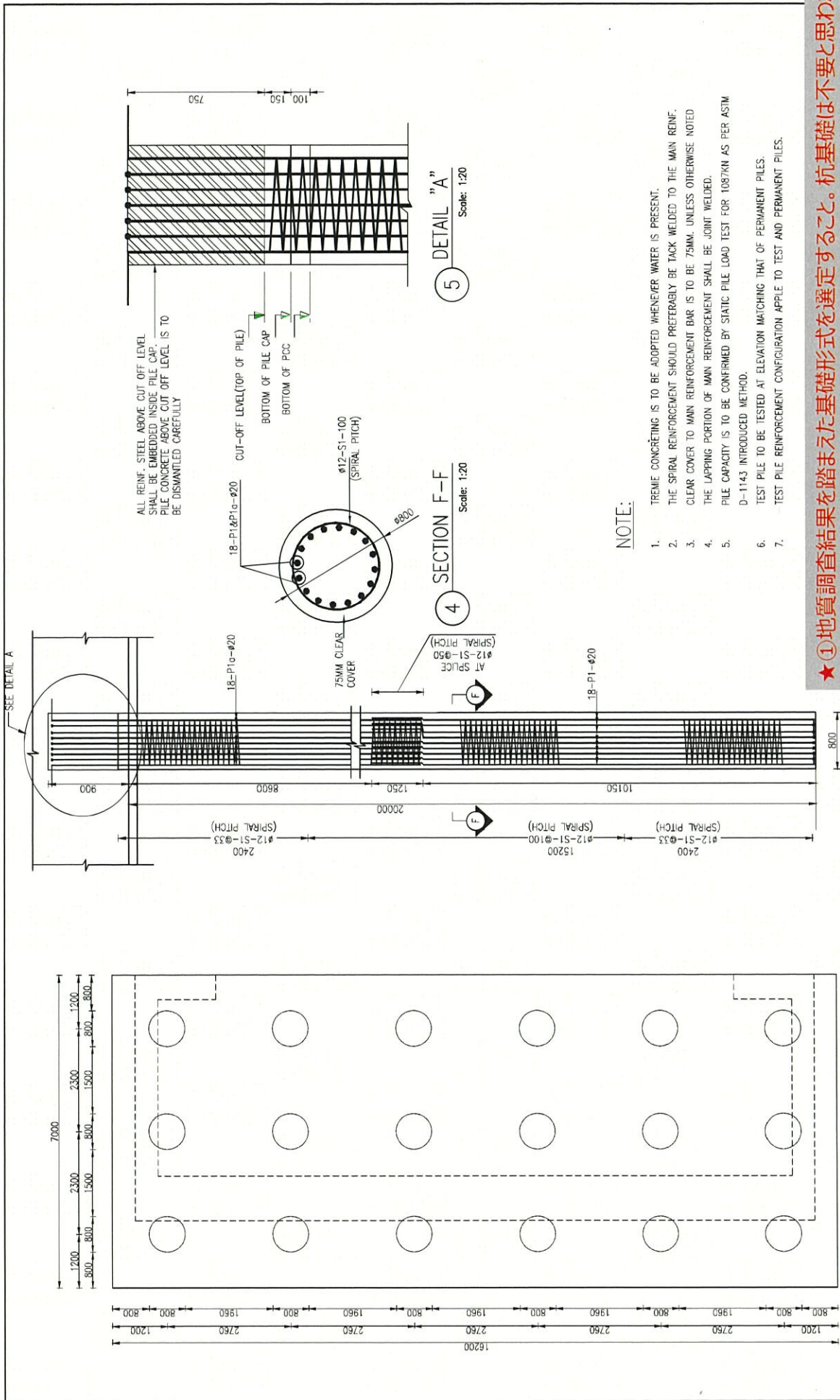
② BRIDGE LONGITUDINAL SECTION

- ★ ③ 地表からN値が50以上の支持層と見なせる層が出現しているという地質調査結果を踏まえて、基礎形式は杭基礎ではなく直接基礎が適切であると考えられる。
- ★ ④ 底板底面標高の決定根拠を明確にすること。
- ★ ⑤ 橋台の水抜孔は不要。
- ★ ⑥ 最も低い桁の桁下標高がHFL+余裕高を満足することを示すこと。



3 BRIDGE CROSS SECTION Scale: 1:50

- ★ ① 存置・撤去される既設橋の下部工との取り合いを明示すること。
- ★ ② 底板底面標高の決定根拠を明確にすること。
- ★ ③ ボーリング柱状図を表示し、杭長設定根拠を明確にすること。上記の通り、杭基礎は不要と思われる。
- ★ ④ 最も低い桁の桁下標高がHFL+余裕高を満足することを示すこと。
- ★ ⑤ ウイングの断面の高さは防護柵の基礎幅以上とするべきである。



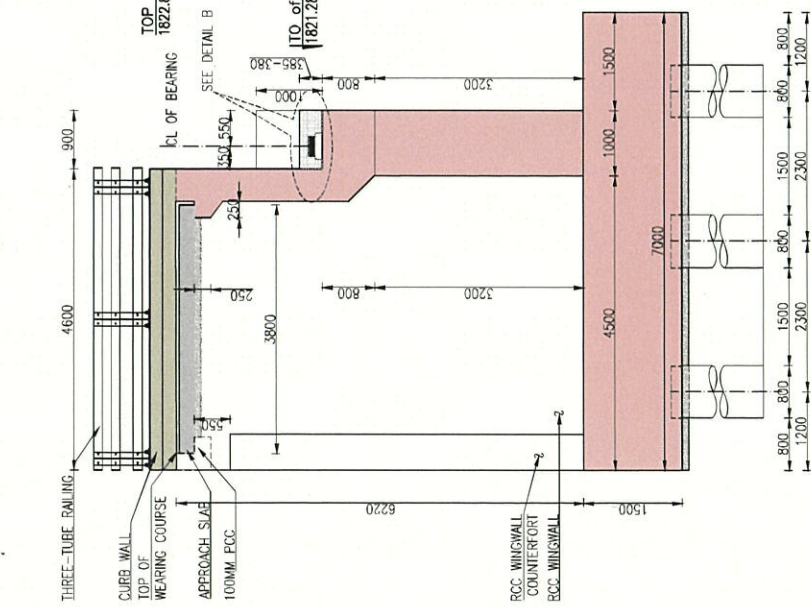
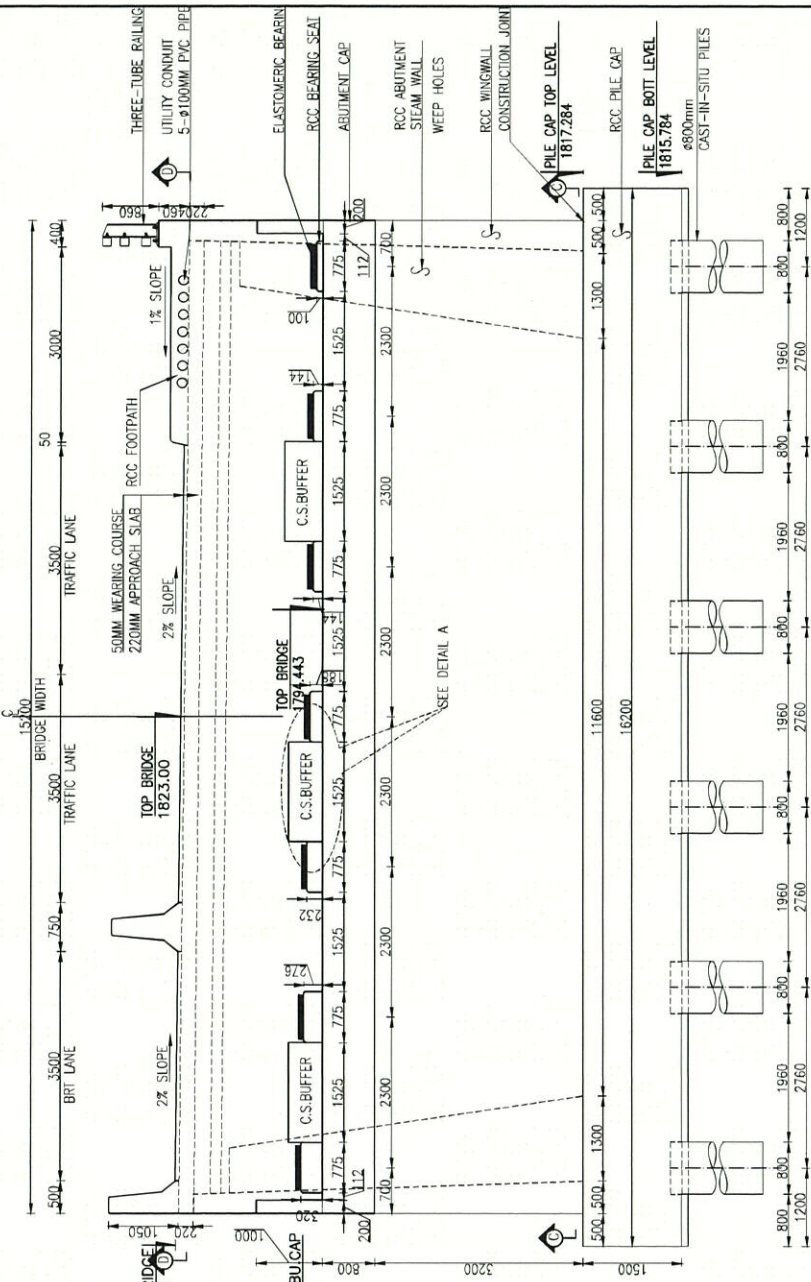
NOTE:

1. TREME CONCRETING IS TO BE ADOPTED WHENEVER WATER IS PRESENT.
2. THE SPIRAL REINFORCEMENT SHOULD PREFERABLY BE TACK WELDED TO THE MAIN REINF.
3. CLEAR COVER TO MAIN REINFORCEMENT BAR IS TO BE 75MM. UNLESS OTHERWISE NOTED
4. THE LAPPING PORTION OF MAIN REINFORCEMENT SHALL BE JOINT WELDED.
5. PILE CAPACITY IS TO BE CONFIRMED BY STATIC PILE LOAD TEST FOR 1087KN AS PER ASTM D-1143 INTRODUCED METHOD.
6. TEST PILE TO BE TESTED AT ELEVATION MATCHING THAT OF PERMANENT PILES.
7. TEST PILE REINFORCEMENT CONFIGURATION APPLICABLE TO TEST AND PERMANENT PILES.

★①地質調査結果を踏まえた基礎形式を選定すること。杭基礎は不要と思われる

3 REINFORCEMENT DETAILS OF PILE Scale: 1:50

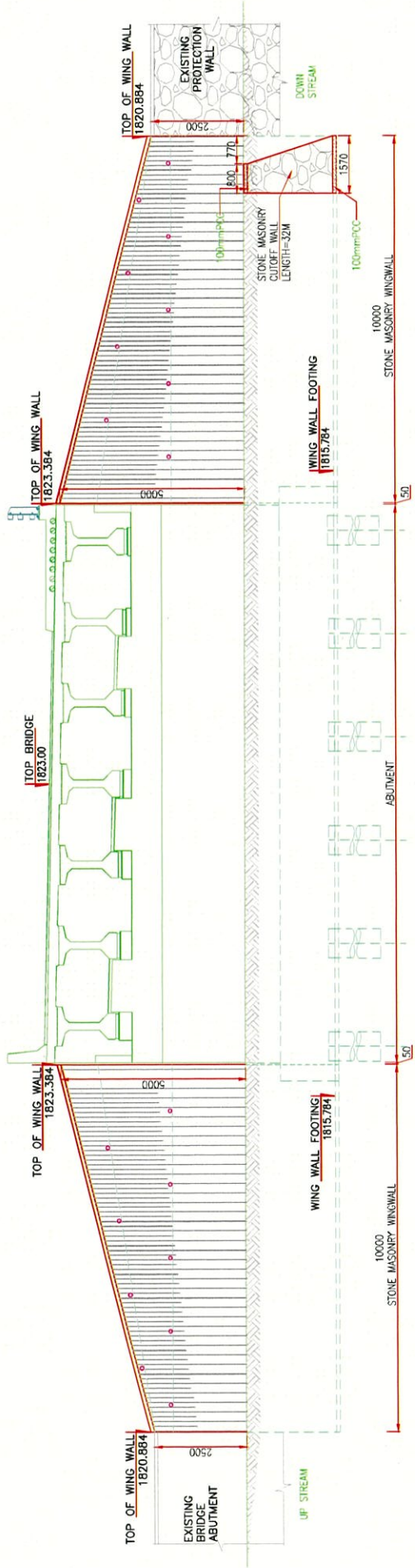
2 PILES ARRANGEMENT PLAN Scale: 1:50



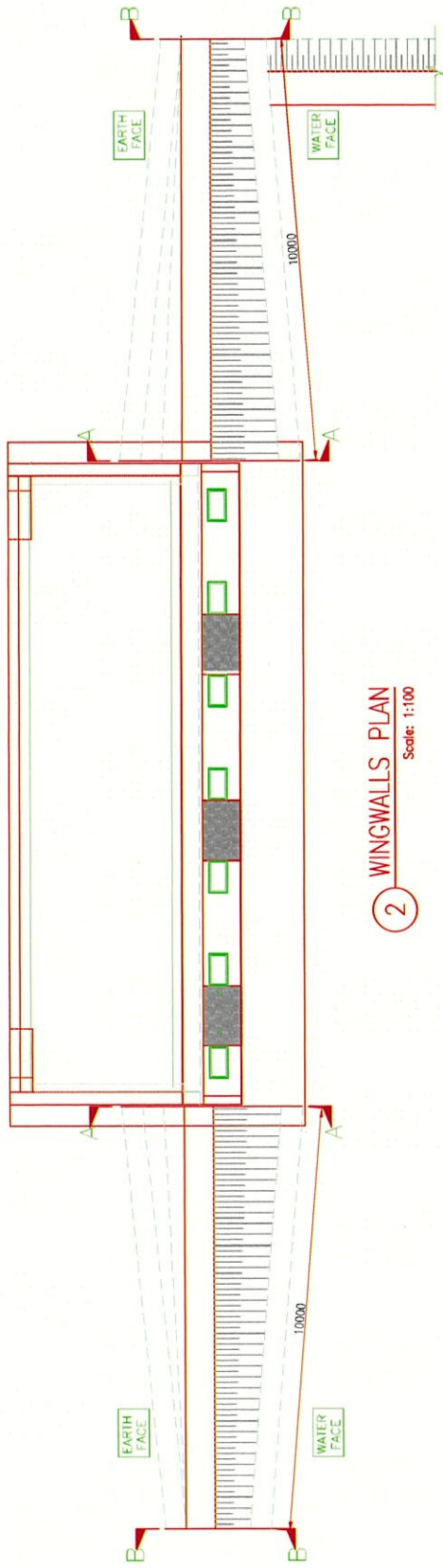
② FRONT ELEVATION OF ABUTMENT (B-B)
Scale: 1:75

① SECTION (A-A)
Scale: 1:75

①側面図の橋台高は正面図のどの位置を示しているのか不明である。

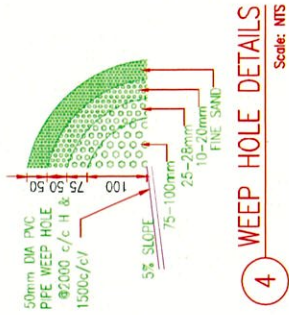
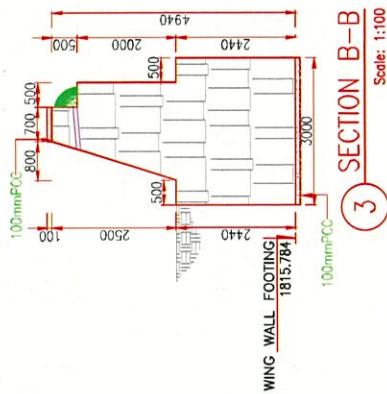
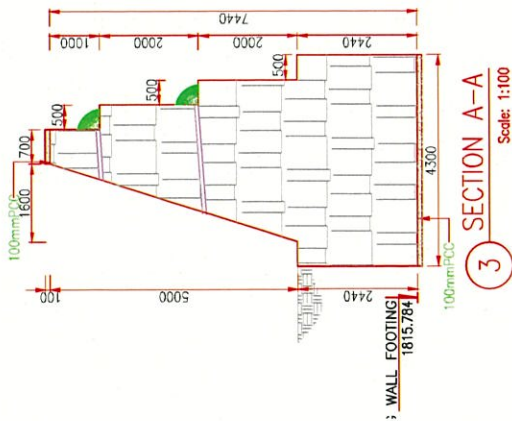


① WINGWALLS ELEVATION
Scale: 1:100



② WINGWALLS PLAN
Scale: 1:100

★ ① 隣接橋を踏ませた計画となっているか疑わしい。

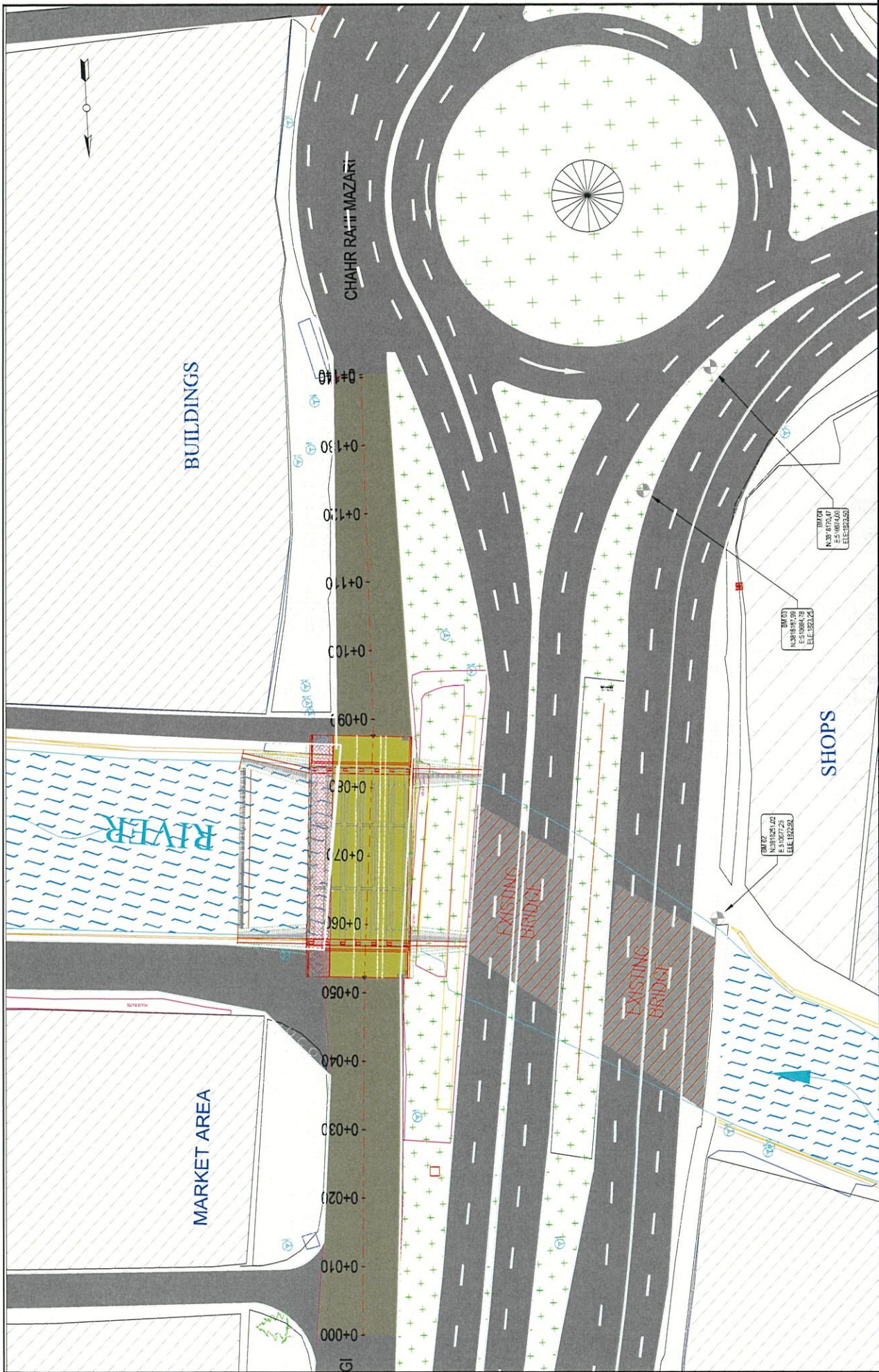


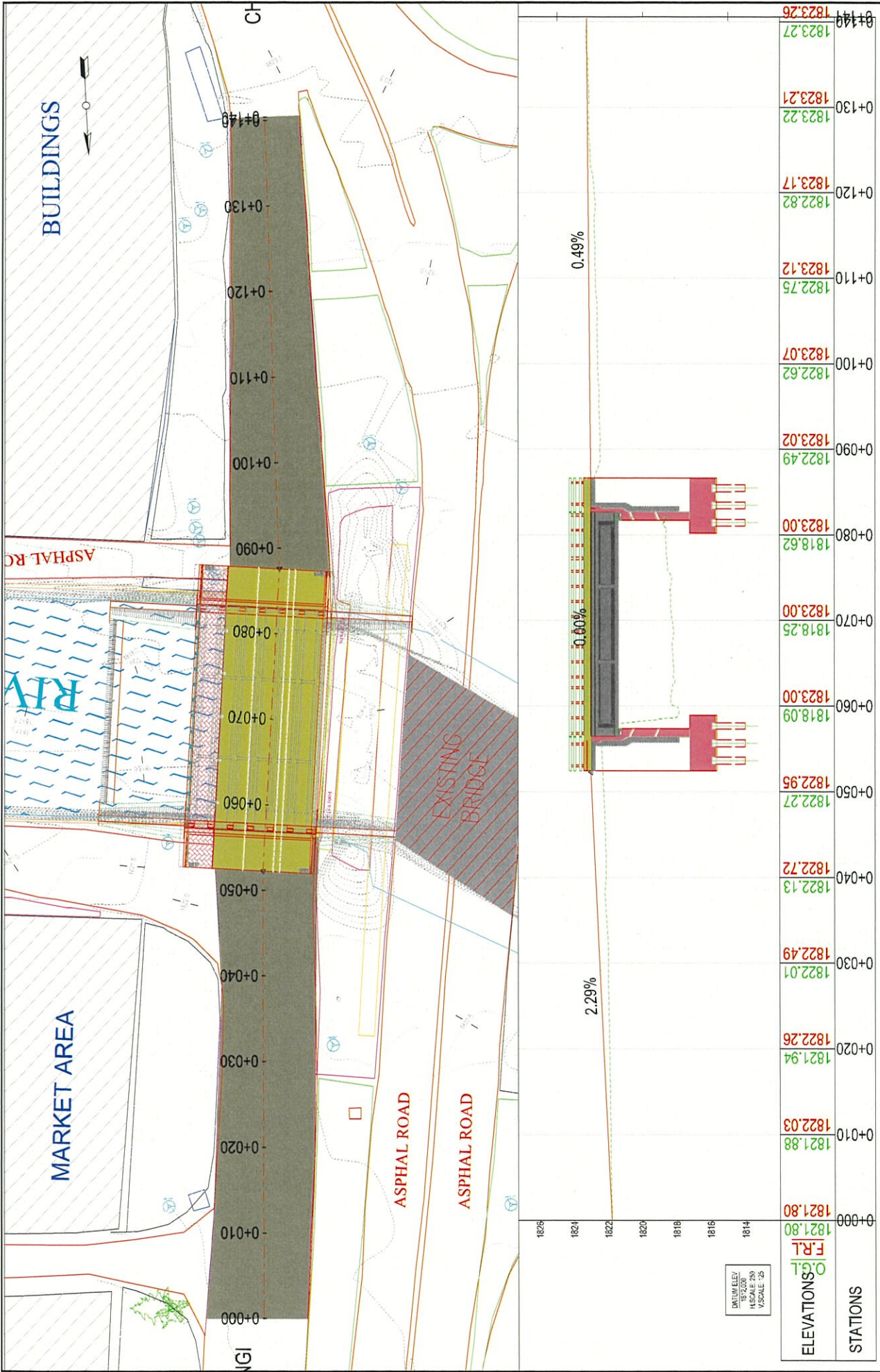
- NOTES:
1. ALL DIMENSIONS ARE IN "MM" UNLESS OTHERWISE SPECIFIED.
 2. ORIENTATION AND LENGTH OF ALL PROPOSED WINGWALL TO BE ADJUST AS PER FIELD NEED AND CONDITION.
 3. 28DAY STANDARD CYLINDER CRUSHING STRENGTH FOR BLINDING CONCRETE UNDER STONE MASONRY WALL SHALL BE 2175PSI(15MPA)
 4. 28DAY STANDARD CYLINDER CRUSHING STRENGTH FOR PLAIN CONCRETE ON THE TOP OF STONE MASONRY WALL SHALL BE 2900PSI(15MPA)
 5. ALL MASONRY WORK SHOULD BE POINTED.
 6. THE DOWNSTREAM WINGWALL SHOULD BE ADJUST AND CONNECT WITH EXISTING PROTECTION WALL.
 7. THE UPSTREAM WINGWALL CONSIDERED TO FILL THE GAP BETWEEN NEW AND EXISTING BRIDGE THE HEIGHT AND LENGTH SHOULD BE ADJUST AS PER SITE NEED AND CONDITION.

★ ① 隣接橋を踏まえた計画となっているか疑わしい。

- ★①図の目的が不明。車両の通行方向やレーンマークは最低限必要。
- ★②BRTレーンと一般車レーンとの間に設置される計画のバリアの設置範囲を明示すること。
- ★③施工時における既設道路の交通確保や施工ヤード、資機材配置計画(仮設構造物、重機の配置等)の図も必要である
- ★④施工中の隣接施設への出入りや交通確保はどのように行うのかを示す図が必要である。

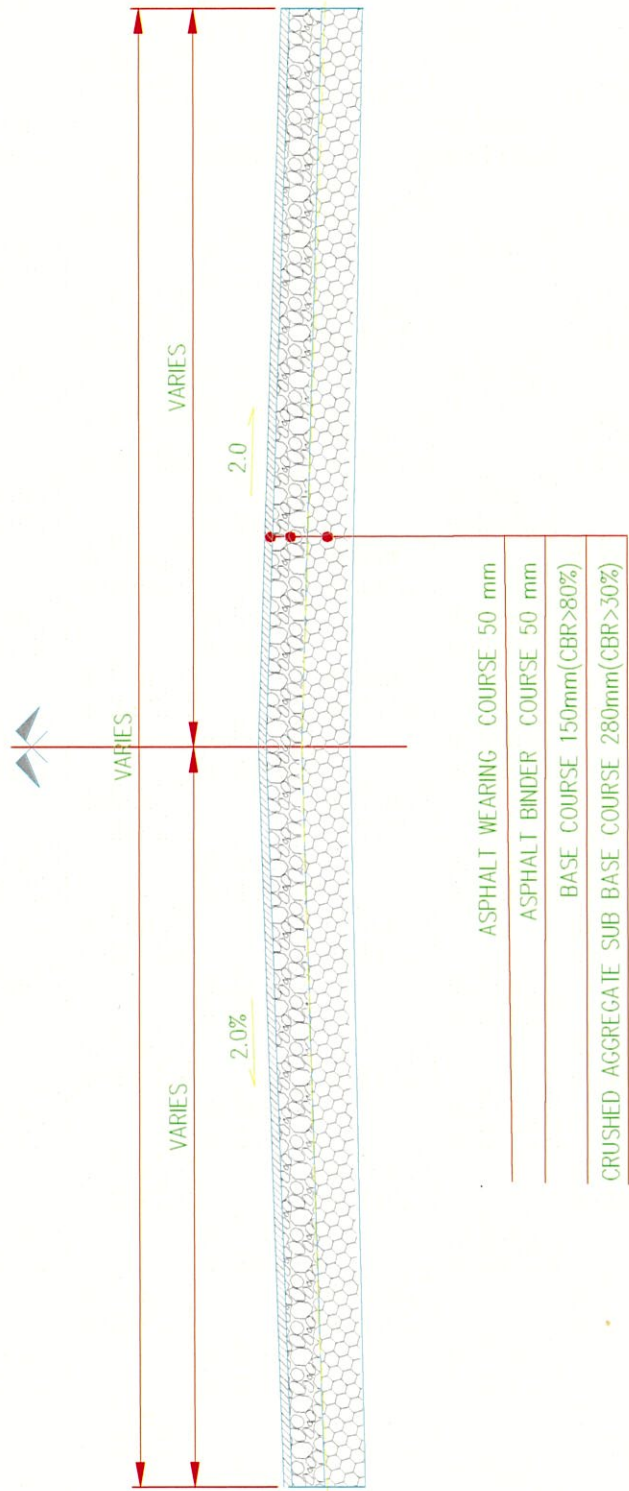
Approach Road Drawings





STATIONS	ELEVATIONS
0+000	1821.80
0+010	1821.88
0+020	1821.94
0+030	1822.01
0+040	1822.13
0+050	1822.27
0+060	1818.09
0+070	1818.25
0+080	1818.62
0+090	1822.49
0+100	1823.07
0+110	1822.75
0+120	1822.82
0+130	1823.21
0+149	1823.27
0+149	1823.26

DATUM/ELEVY
1872.000
HSCALE 250
VSCALE 75



01 TYPICAL SECTION FOR BOTH SIDE APPROACH ROAD
 CH.0+000 – 0+052 AND 0+087– 0+140 SCALE:1:60

