

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
LOCAL GOVERNMENT ENGINEERING DEPARTMENT  
OFFICE OF THE UPAZILA ENGINEER  
PIRGANJ, RANGPUR.

Package# CIB-Ran-W-27(c)

Name of work

: Remaining work of Construction of 301m long PSC Girder Bridge at Nundaha Ghat over the River Kartoa at Ch. 4500m on Chattra GC to Gillabari Ghat via Nischintobati Primary School road on the Upazila: Pirganj, District: Rangpur [ Road ID: 185764034]

Name of Project

: CIBRR

Contract ID No

: 155337

Package No

: CIB-Ran-W-27(c)

Original Estimate

: Tk. 268233878.600

Original Contract Amount

: Tk. 276215365.092

As per Work Done Amount

: Tk. 170637139.780

Remaining Amount

: Tk. 174334463.00

অনুমোদিত

Approved Amount

: Tk.

Taka: Seventeen Crore forty three lac thirty four thousand four hundred sixty three only

Upazila

: PIRGANJ

District

: Rangpur

Financial Year : 2024-2025

*[Handwritten signature]*

সার্বিক প্রকল্প পরিচালক  
সিলেট জেলা পল্লী উন্নয়ন (১ম সর্বমোট)  
পল্লী উন্নয়ন প্রকল্প (১ম সর্বমোট)  
১৯৯৯-২০০০, ঢাকা

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24/07/24

ফেরদৌস আহমেদ  
সিনিয়র প্রকল্প পরিচালক (১ম সর্বমোট)  
পল্লী উন্নয়ন প্রকল্প (১ম সর্বমোট)  
১৯৯৯-২০০০, গাজিপুর, পদ্মা নগর, ঢাকা।

*[Handwritten signature]*  
24/07/24  
Monjurul Alam Siddiqui  
Project Director  
Construction of Important  
bridges On Rural Roads (1st Revised)  
LGED, HIQ, Dhaka.

GOVERNMENT OF THE PEOPLES REPUBLIC OF BANGLADESH LOCAL  
GOVERNMENT ENGINEERING DEPARTMENT

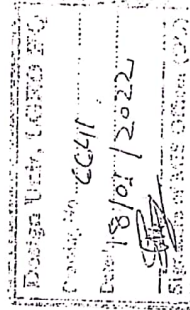
**PROJECT:** CONSTRUCTION OF IMPORTANT BRIDGES ON RURAL ROADS

**REVISED DETAIL DRAWINGS**

CONSTRUCTION OF 301.30M LONG PSC GIRDER BRIDGE AT NUNDAHA GHAT OVER THE  
RIVER KARTOA AT CH. 4+500 Km ON CHATRA GC - GILLABARI GHAT VIA NISCHINTOBATI  
PRIMARY SCHOOL ROAD, ROAD ID: 185764034.  
(39.0m LONG RELIEF BRIDGE)

**UPAZILA: PIRGANJ, DISTRICT: RANGPUR,**

DESIGN UNIT OF LGED  
RDEC BUILDING, LEVEL - 4,  
AGARGAON, SHER-E-BANGLA NAGAR,  
DHA CA-1207.  
Tel : +88 02 9119609  
Fax : +88 02 9119175  
E-mail : design@lged.gov.bd



January 22

TITLE OF DRAWINGS

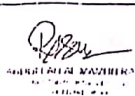
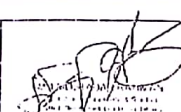
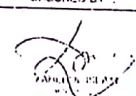
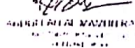
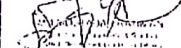
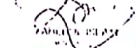
SL No.	DRAWING TITLE	DRG. NO.
1	General Notes & Specification For RCC Work's	S-01
2	Guidelines for Construction of Bored Cast-in-situ Piles.	S-02
3	Topographical Survey	S-03
4	Bridge Layout Plan	S-04
5	General Plan & Elevation	S-05
6	Longitudinal Profile of Deck Girder & Pile Layout	S-06
7	Dimensional Details of Deck Slab	S-07
8	Reinf. Details of Deck Slab	S-08
9	Dimensional Details of Abutment - A1 & A2	S-09
10	Reinf. Details of Abutment - A1 & A2	S-10
11	Reinf. Details of Abutment & Wingwall	S-11
12	Reinf. Details of Abutment Pile - A1 & A2	S-12
13	Dimensional Details of Pile Projected Pier	S-13
14	Reinf. Details of Pile Projected Pier	S-14
15	Details of Railing on Deck & Wingwall	S-15
16	Details of Elastomeric Neoprene Bearing on Abutment & Pier	S-16
17	Typical Details of Expansion joint	S-17
18	Details of Protection Work	S-18
19	Details of Guard Post	S-19
20	Bore Hole Location Plan & Bore Log	S-20

*[Handwritten Signature]*  
 মহাজুল আমান সিনিকী  
 প্রকল্প পরিচালক  
 পলি টেকনিক্যাল সার্ভিসেস (পাবনা অফিস)  
 পলি টেকনিক্যাল সার্ভিসেস, পলি টেকনিক্যাল

*[Handwritten Signature]*  
 মোঃ খালিদুল হক  
 সিনিয়র প্রকল্প পরিচালক  
 পলি টেকনিক্যাল সার্ভিসেস (পাবনা অফিস)  
 পলি টেকনিক্যাল সার্ভিসেস, পলি টেকনিক্যাল

*[Handwritten Signature]*  
 মোঃ মাহমুদুল হক  
 ডিজাইন এন্ড সুপারভিশন ইঞ্জিনিয়ার  
 পলি টেকনিক্যাল সার্ভিসেস (পাবনা অফিস)  
 পলি টেকনিক্যাল সার্ভিসেস, পলি টেকনিক্যাল

REVISION			
REV. NO.	DATE	DESCRIPTION	BY
1st REV	JAN 22		

GOVERNMENT OF THE PEOPLES REPUBLIC OF BANGLADESH LOCAL GOVERNMENT ENGINEERING DEPARTMENT	NAME OF SCHEME CONSTRUCTION OF 301.33M LONG RCC GIRDER BRIDGE AT NUNDHA CHAT OVER THE RIVER KARTHA AT CH-1-500 KM. DHAKA-RAJSHY. CH-1 ABRAH CHAT VIA MSD INFORMATION PRIMARY SCHOOL (RANGPUR) AT 154/4001 (RIVER STRUCTURE)	DESIGN UNIT OF LGED PDEC BHABAN (I) FUEL - 41 AGARTSADI SERGE BARGHA NAGAR DHAKA - 1207 1. PHONE: 9960211167 2. FAX: 9960211175 3. Email: design@lged.gov.bd	DESIGNED TEAM 	CHECKED BY 	APPROVED BY 	SHEET NO. S-00 TOTAL SHEET 20 DRAWN BY: SHILA GUPTA DATE: January 22
	PROJECT: CONSTRUCTION OF IMPROVED BRIDGES ON RURAL ROADS	UPAZILA: PIRANJA DISTRICT: JALPAIGURI ZONE:	DRAWING LIST			

1. All dimension are in mm unless otherwise specified
2. Design Code: AASHTO LRFD Bridge Design Specifications, 6th Edition (2012)
3. Design Data:
  - Live Load: HL-93
  - Utility load: 1 kN/m through duct provided in each loop
  - Temperature: Temperature changes from +5°C to +40°C

**B. Material**

1. Concrete shall have specified characteristic strength of standard cylinder at 28 days are as follows:
  - Cast-in-situ Pile: 25 MPa
  - All other RCC component: 30 MPa
2. Cement conforming to BDS EN 197-1: 2003 CEM I 52.5N or ASTM C150
3. 20mm down graded crushed stone chips shall be used in accordance with ASTM C33
4. Fineness Modulus of Sand shall be minimum 2.5
5. Minimum suggested mix shall be 1:1.5:3 for concrete of 25 MPa or richer mix to attain the specified strength. Mixing ratio shall be confirmed by mix design.
6. For 30 MPa Concrete the Mixing ratio shall be confirmed by mix design.
7. Slump for Cast-in-situ pile shall be between 150 to 200 mm, for other component 50 to 75 mm
8. Water to be used in concreting and curing shall conform to AASHTO
9. To improve workability of concrete and cement grout, admixture conforming to ASTM could be permitted subject to satisfactory proven use.

**C. Reinforcement**

1. All Reinforcement are of Grade 500 DWR high strength deformed bar conforming to BDS ISO 6935-2: 2016 with minimum yield strength,  $f_y$  (ReH)<sub>min</sub> = 500 MPa, but yield strength not exceeding 1.3  $f_y$  (ReH)<sub>min</sub>, the ratio of ultimate tensile strength,  $f_u$  (Rm) to actual yield strength,  $f_y$  (ReH) shall be at least 1.25, minimum total elongation after fracture is 13% and minimum total elongation at maximum force is 6%.
2. The following test for reinforcing bar from random samples shall be conducted as per BDS ISO 6935-2: 2016.
  - Tensile Strength Test
  - Elongation Test
  - Bend/Re-bend Test
3. Splices in reinforcement if necessary shall be made as per AASHTO LRFD Art. 5.11.5 and approved by the Engineer-in-Charge. Splices in reinforcement at maximum stress in deck and girders shall be avoided.
4. Welding of reinforcing bars shall not be permitted, unless approved by the Engineer-in-Charge.
5. Supporting reinforcing chairs of 12mm diameter for main reinforcement shall be provided at suitable intervals
6. Construction Joint
  - The location and provision of construction joints shall be approved by the Engineer-in-Charge. The concreting operation shall be carried out continuously up to construction joint.
  - The preparation of construction joints shall conform to AASHTO LRFD.
7. All RCC casting work must be carried out in steel form work of appropriate size and thickness. Shuttering plates shall suitably be stiffened to enable the compaction by form vibrator.
8. All RCC work must be form finished.
9. Formwork with scaffolding details shall be submitted by the contractor for approval.

**D. Workmanship**

1. Splices in reinforcement if necessary shall be made as per AASHTO LRFD Art. 5.11.5 and approved by the Engineer-in-Charge. Splices in reinforcement at maximum stress in deck and girders shall be avoided.
2. Welding of reinforcing bars shall not be permitted, unless approved by the Engineer-in-Charge.
3. Supporting reinforcing chairs of 12mm diameter for main reinforcement shall be provided at suitable intervals
4. Construction Joint
  - The location and provision of construction joints shall be approved by the Engineer-in-Charge. The concreting operation shall be carried out continuously up to construction joint.
  - The preparation of construction joints shall conform to AASHTO LRFD.
5. Banding of reinforcing bar to be as per AASHTO LRFD Art. 5.10.2
6. All RCC casting work must be carried out in steel form work of appropriate size and thickness. Shuttering plates shall suitably be stiffened to enable the compaction by form vibrator.
7. All RCC work must be form finished.
8. Formwork with scaffolding details shall be submitted by the contractor for approval.

PROJECT: CONSTRUCTION OF SUBSTANTIAL BRIDGES	DESIGNED BY: [Signature]
DESIGN UNIT OF LCED	CHECKED BY: [Signature]
GENERAL NOTES & SPECIFICATIONS FOR RCC WORK	APPROVED BY: [Signature]
DATE: 20/01/2024	DATE: 20/01/2024

Bar Dia (mm)	Tension		Bottom Bar		Compression
	45	35	30	25	
45	25	30	35	40	45
40	25	30	35	40	45
35	25	30	35	40	45
30	25	30	35	40	45
25	25	30	35	40	45
20	25	30	35	40	45
16	25	30	35	40	45
12	25	30	35	40	45
10	25	30	35	40	45
22	25	30	35	40	45
25	25	30	35	40	45
32	25	30	35	40	45
40	25	30	35	40	45

- Minimum lap length of bar shall conform to AASHTO LRFD. Unless otherwise specified, length of the lap splice shall be as follows:
- Splice shall be staggered at least 600 mm. All splices shall be class A splices.
- For closely spaced bars, lapping may be avoided by providing suitable mechanical anchorage with prior approval from Design Unit.
- Not more than 33% of reinforcement shall be lapped at any one section.

Concrete Member	Normal Exposure	Saline Water
Abutment Pier & Deck	60	75
Contact with Earth	60	75
Exposed to Weather and Water	60	75
Piles	75	75
• Precast	60	60
Beam, Girder, Column	50	60
Pier Cap	40	40
Deck Slab (Bottom Layer)	40	40
Deck Slab (Top Layer)	50	50
Railing	25	25

1. During construction of the work, the contractor must check the dimensions of the reinforcement bars before execution.
2. Clear concrete cover to reinforcing bar shall be maintained as follows unless otherwise shown in the drawing or as directed by the Engineer-in-Charge.

REVISION	DATE	DESCRIPTION
1	20/01/2024	Initial Design
2	20/01/2024	Revised Design

SHEET NO. S-01	TOTAL SHEET 20
APPROVED BY: [Signature]	CHECKED BY: [Signature]
DATE: 20/01/2024	DATE: 20/01/2024

**GUIDELINES FOR CONSTRUCTION OF BORED CAST-IN-SITU PILES**

5. Specified type of admixture (ASTM-C494/C 494M-08) must be used to attain slump between 150mm and 175mm for smooth flowing of concrete through the pile. The quantity of admixture to be added shall be determined as per manufacturer's specification.

6. The quality of Bentonite & admixture must be approved by the Engineer in charge before use in construction work.

7. Slurry Tank Design

- The pit should be three times the volume of the finished borehole.
- Each pit should have a settling section and a suction section.
- The dimension of the settling pit can be determined by using a basic equation to establish the width. Once width is known, the length and depth be calculated.

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Two Thousand Fourty Zero One

Two Thousand Fourty Zero One

1. For making bore hole of Cast-in situ pile upto 800mm diameter and 25m length either percussion drilling or rotary drilling method may be used.

2. For pile diameter more than 800mm of any length, rotary drilling method must be used for making bore hole.

3. Continuous bentonite circulation as drilling mud/fluid must be used for smoothly making bore holes avoiding bore hole walls caving and also for bore hole washing. The bentonite powder/slurry must be tested before using to maintain the following properties.

- Dry bentonite Powder
- Liquid limit of bentonite powder shall be > 350%
- Swell index shall be < 450%

Note : Density of Fresh/Re-used Bentonite Slurry shall be measured with sample from slurry make tank.

4. Washing of bore hole shall be continued with the circulation of bentonite slurry until the sand content in slurry is reduced to less than 4%.

- Slurry density to be tested using Mud Balance
- Viscosity to be tested using Marsh Funnel
- Sand content in slurry to be tested using SAND CONTENT SET

TABLE: CHARACTERISTICS OF BENTONITE SLURRY	PH	Sand content
allowed for chairs	7 to 9	< 4
of any shape & profile, spacer bar or any shape & profile, lag/splide unless otherwise shown in the drawing.	7 to 9	n.a
wastages, binders, water, generate etc. or other biogas etc. as the cost of these is included in the unit rate.	7 to 9	n.a
Name: Tests for reinforcement bars shall be conducted at L/GED/BUSET	7 to 9	n.a
CWEP/ or any other tests shall be conducted at L/GED/BUSET	7 to 9	n.a
Grade 400 (RB)	7 to 9	n.a
400/400W)	7 to 9	n.a
Richboro	7 to 9	n.a
32 to 60	7 to 9	n.a
marked as per BDS ISO 15725 with minimum yield strength, fu (ReH) = 400 MPa but the tested yield strength, fu (Re) to tested yield strength (fy) shall be at least 1.25 and minimum elongation after fracture (A5.65) & minimum total elongation at maximum force (Ag1) is 14% and 25% respectively.	7 to 9	n.a
providing and laying of 7-ply un-coated HT strand conforming to AASHTO M 209/ASTM A 416	7 to 9	n.a
1850, low elongation (type) minimum ultimate tensile strength 1650	7 to 9	n.a
per design including supplying,	7 to 9	n.a
fabrication, placing in position, providing corrugated galvanized steel sheathing duct of minimum 0.4mm thickness and minimum 43mm internal diameter, decouling the strands, cutting to the required lengths, preparing cables of required number strands as per drawings.	7 to 9	n.a

PROJECT : CONSTRUCTION OF IMPROVED BRIDGES

DESIGN UNIT OF LEGD

DESIGNED TEAM

CHECKED BY

APPROVED BY

SHEET NO. 3/2

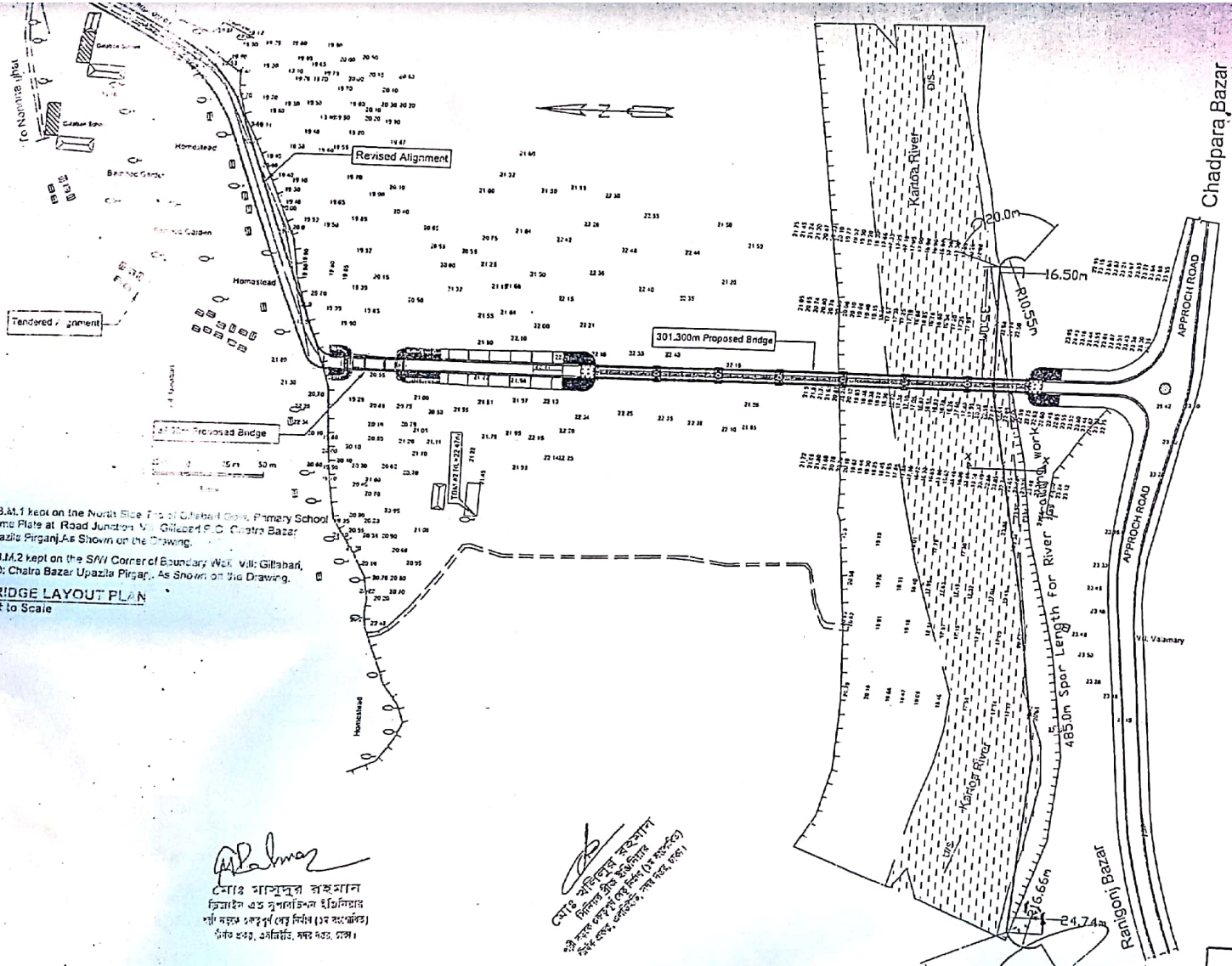
TOTAL SHEETS 20

DATE: 21 JAN 2018

REVISIONS

REV. NO. DATE BY

1. 21 JAN 2018



T.B.M.1 kept on the North Side Top of Chhabra Gok Primary School  
 Name Plate at Road Junction Vill. Gilsaba P.O. Chatro Bazar  
 Upazila Pirganj, As Shown on the Drawing.

T.B.M.2 kept on the SW Corner of Boundary Wall Vill. Gilsaba,  
 P.O. Chatro Bazar Upazila Pirganj, As Shown on the Drawing.

**BRIDGE LAYOUT PLAN**  
 Not to Scale

*Signature*  
 মোঃ আব্দুল হকমান  
 জিয়াউর রহমান এন্ড সুনাম কামাল ইঞ্জিনিয়ার্স  
 প্লাট নং ১৯৩ পূর্ব লেনু বিলা (১ম অফিসার)  
 গিলা ১০৩, ওলিভার, সফট ১৩৩, ঢাকা।

*Signature*  
 স্যার শাহাবুদ্দীন হোসেন  
 ডি.সি.এ.সি.ও. পি.ও. চত্রো বজার  
 পি.ও. অফিস, ওলিভার, সফট ১৩৩, ঢাকা।

*Signature*

REPUBLIC OF BANGLADESH  
 GOVERNMENT ENGINEERING DEPARTMENT  
 CONSTRUCTION OF IMPORTANT BRIDGES  
 AND ROADS

PROJECT TITLE  
 CONSTRUCTION OF 301.300m PSC GIRDER BRIDGE AT NUMANA CHAT OVER THE  
 KANHA RIVER AT CH. 4+553.70 ON CHATRA CC. GILSABA CHAT VIA PIRGANJ (TODARI)  
 ROAD, ROAD ID: 18276101 (RELIEF STRUCTURE)

DESIGN UNIT OF LGED  
 ROEC BIHAR (LEVEL - 4)  
 AGARWALI  
 SHER E-BANGLA HANANG  
 DHAKA - 1207

DESIGNED TEAM  
*Signature*  
 APPROVED BY: *Signature*  
 CHECKED BY: *Signature*

APPROVED BY  
*Signature*  
 APPROVED BY: *Signature*

PROJECT TITLE  
 CONSTRUCTION OF 301.300m PSC GIRDER BRIDGE AT NUMANA CHAT OVER THE  
 KANHA RIVER AT CH. 4+553.70 ON CHATRA CC. GILSABA CHAT VIA PIRGANJ (TODARI)  
 ROAD, ROAD ID: 18276101 (RELIEF STRUCTURE)

DESIGN UNIT OF LGED  
 ROEC BIHAR (LEVEL - 4)  
 AGARWALI  
 SHER E-BANGLA HANANG  
 DHAKA - 1207

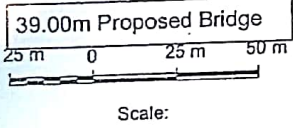
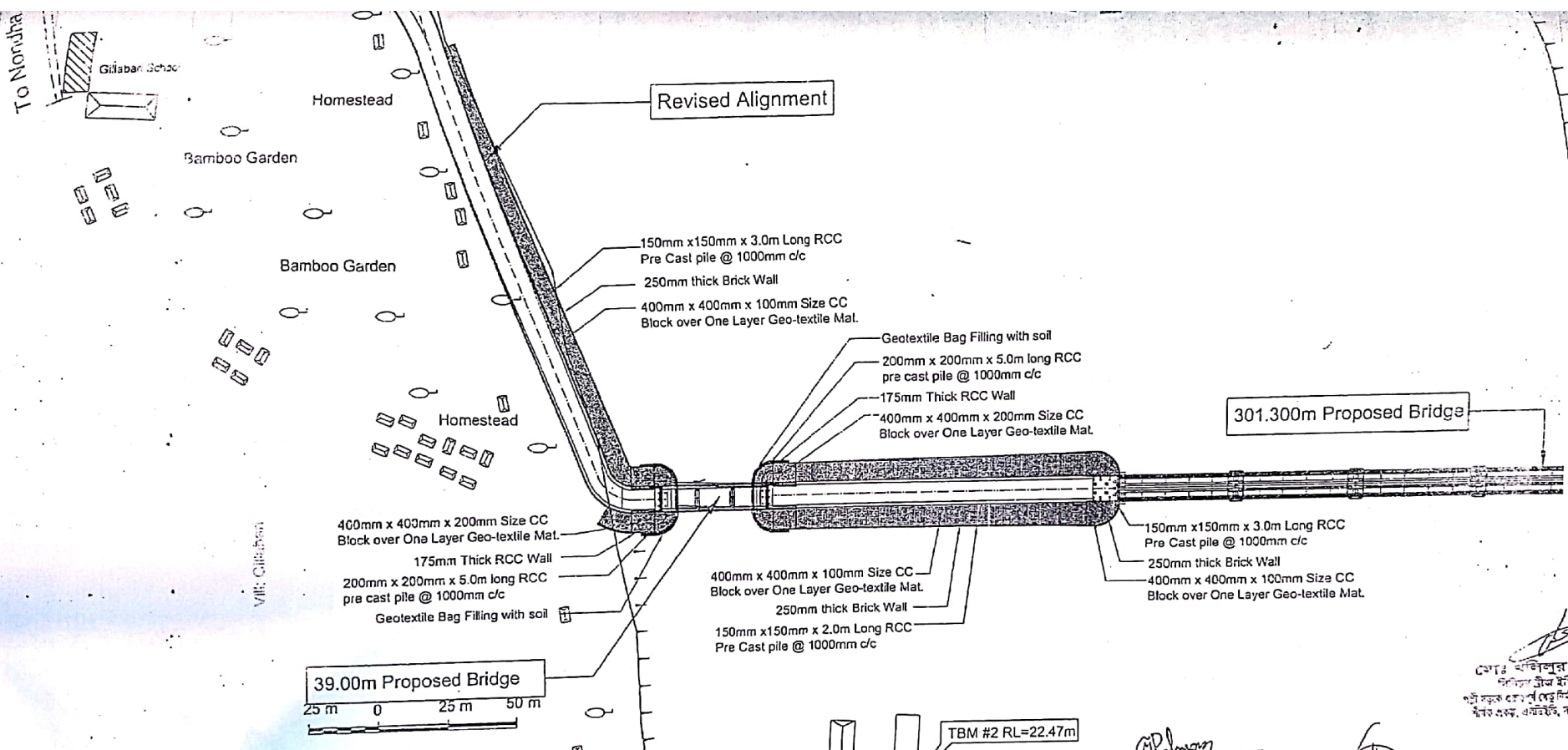
DESIGNED TEAM  
*Signature*  
 APPROVED BY: *Signature*  
 CHECKED BY: *Signature*

APPROVED BY  
*Signature*  
 APPROVED BY: *Signature*

সম্মুখীন আনন্স সিস্টেম  
 প্রকল্প পরিচালক  
 পি.ও. অফিস, ওলিভার, সফট ১৩৩, ঢাকা।

REV. NO	DATE	DESCRIPTION	BY
1st REV	JAN 22		

SHEET NO: 5-01  
 TOTAL SHEET: 26  
 DRAWN BY: SIKHAT  
 DATE: January 22



T.B.M.1 kept on the North Side Top of Gillabari Govt. Primary School Name Plate at Road Junction Vill: Gillabari P.O: Chatra Bazar Upazila Pirganj. As Shown on the Drawing.

T.B.M.2 kept on the S/W Corner of Boundary Wall Vill: Gillabari, P.O: Chatra Bazar Upazila Pirganj. As Shown on the Drawing.

**BRIDGE LAYOUT PLAN**  
Not to Scale

শ্রীঃ মনিমুজ্জব্ব্ব রহমান  
কাজী সৈয়দ মুহাম্মদ হোসেন (সি.এ.ই.সি.ই.)  
পরিচালক (সি.এ.ই.সি.ই.)  
সি.এ.ই.সি.ই. অফিস, কলকাতা, ভারত।

শ্রীঃ মনিমুজ্জব্ব্ব রহমান  
কাজী সৈয়দ মুহাম্মদ হোসেন (সি.এ.ই.সি.ই.)  
পরিচালক (সি.এ.ই.সি.ই.)  
সি.এ.ই.সি.ই. অফিস, কলকাতা, ভারত।

Minnjurul Alam Siddiqui  
Project Director  
Construction of Important  
Bridges Division (Under Revision)  
LGED, HQ, Dhaka.

REVISION			
REV. NO.	DATE	DESCRIPTION	BY
1st Rev	JAN 22		

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH LOCAL GOVERNMENT ENGINEERING DEPARTMENT	NAME OF PROJECT: CONSTRUCTION OF 301.300M LONG PSC GIRDER BRIDGE AT MUNDHA CHAT OVER THE RIVER KALI AT CH. 4+50 KM ON CHATRA GC-GILLABARI CHAT VIA WASHIRI TO GILLABARI GOVT. PRIMARY SCHOOL ROAD (R/W) 165264034 (REF. OF STRUCTURE)		DESIGN UNIT OF LGED: MD. DEC BHATTAN (LEVEL - 4) AGARGAON, SHEER F. BANGLA NAGAR, DHAKA - 1207 Telephone: +8802 9119677 Fax: +8802 9119175		DESIGNED TEAM:	CHECKED BY:	APPROVED BY:	SHEET NO. 0019 TOTAL SHEET 002 DRAWN BY: SHEILA DEBATHI DATE: JAN 22
	PROJECT: BRIDGE LAYOUT PLAN	DISTRICT: BANGLAUR UNION:	SHEER LAMAL EGAHRI (LEVEL - 4) AGARGAON, SHEER F. BANGLA NAGAR, DHAKA - 1207	MD. SAHABUDDIN (LEVEL - 4) AGARGAON, SHEER F. BANGLA NAGAR, DHAKA - 1207	MD. SAHABUDDIN (LEVEL - 4) AGARGAON, SHEER F. BANGLA NAGAR, DHAKA - 1207	MD. SAHABUDDIN (LEVEL - 4) AGARGAON, SHEER F. BANGLA NAGAR, DHAKA - 1207	MD. SAHABUDDIN (LEVEL - 4) AGARGAON, SHEER F. BANGLA NAGAR, DHAKA - 1207	MD. SAHABUDDIN (LEVEL - 4) AGARGAON, SHEER F. BANGLA NAGAR, DHAKA - 1207



OBJECT: CONSULTING ENGINEER'S SERVICES FOR THE DESIGN AND CONSTRUCTION OF THE BRIDGE OVER THE ...

DESIGNED BY: ...

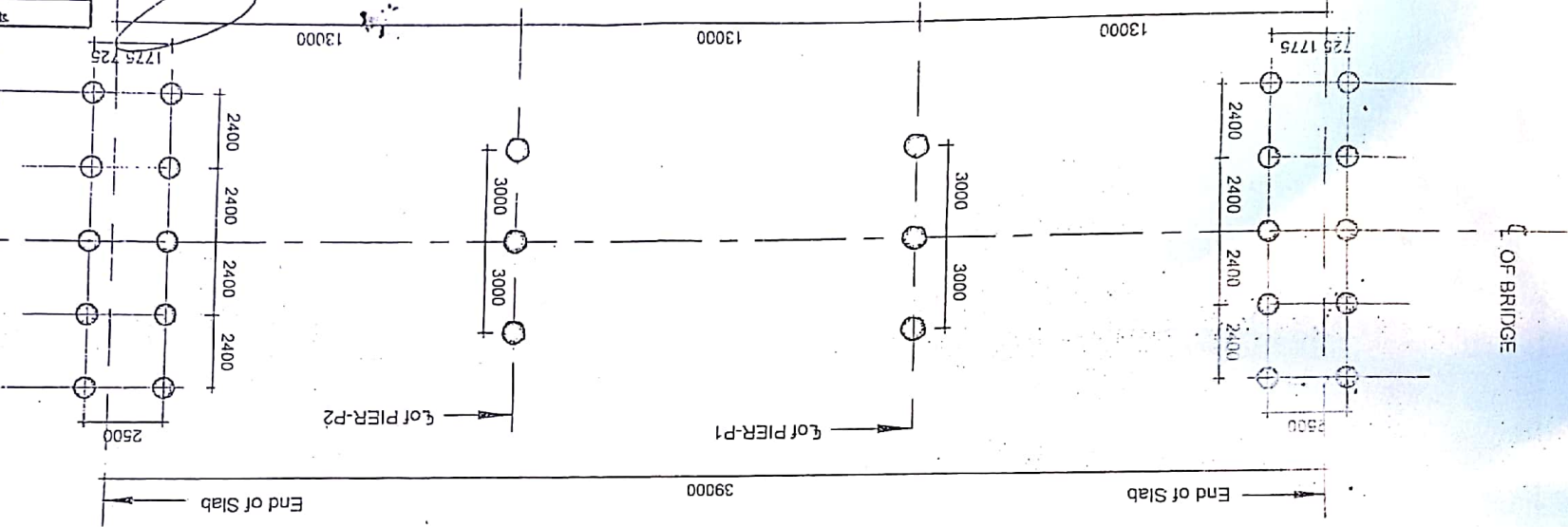
CHECKED BY: ...

APPROVED BY: ...

DATE: ...

REV. NO.	DESCRIPTION	BY
1st Rev	JAN 22	

PILE LAYOUT PLAN



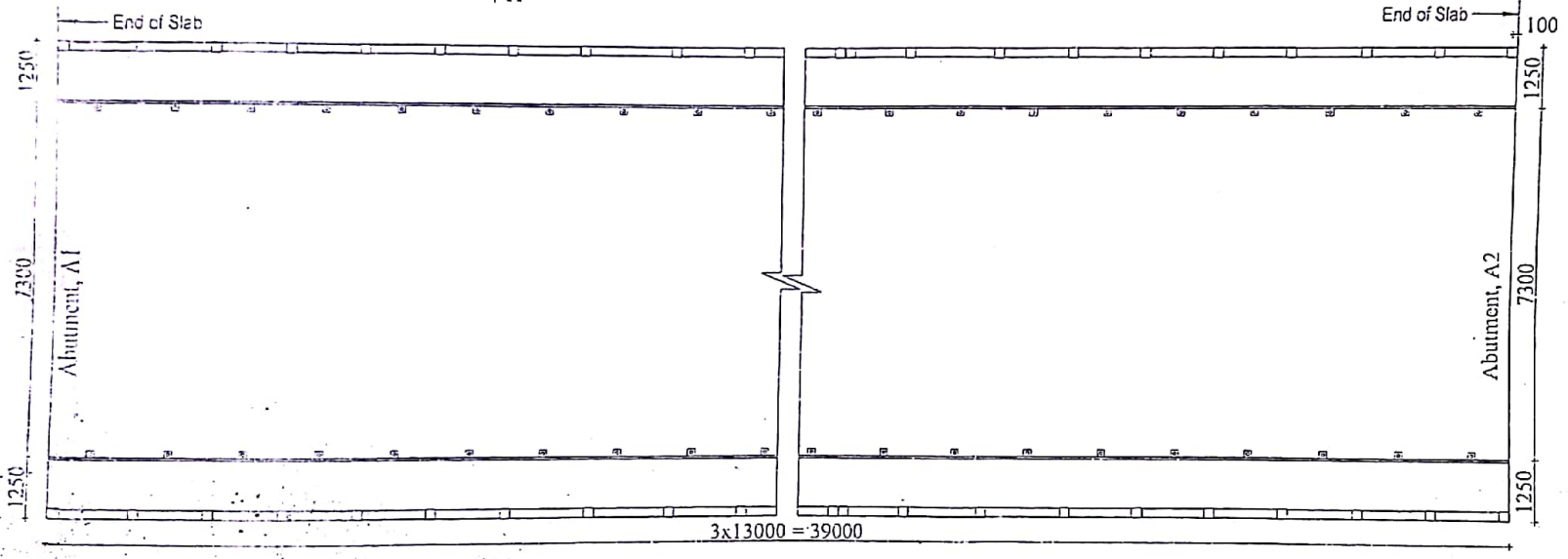
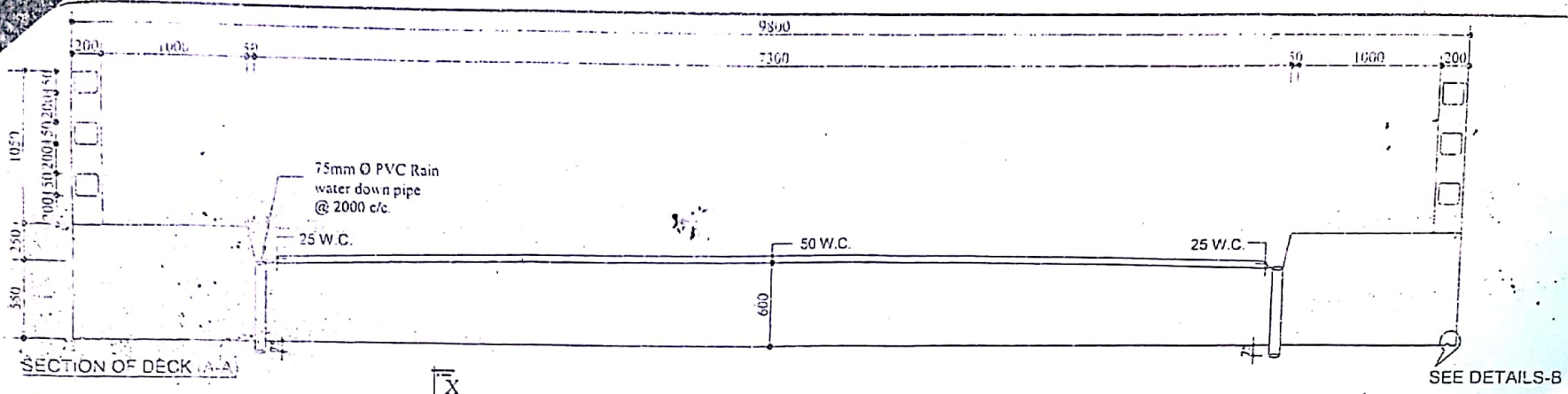
LONGITUDINAL PROFILE OF SLAB

Distance in (m)	Interior Girder R.L in (m) 50% of	Deck top with W.C.	Exterior Girder R.L in (m) 50% of
0	27.006	27.658	26.960
1	27.037	27.687	26.989
2	27.064	27.714	27.016
3	27.091	27.741	27.043
4	27.115	27.765	27.067
5	27.138	27.788	27.090
6	27.160	27.810	27.112
7	27.180	27.830	27.132
8	27.198	27.848	27.150
9	27.215	27.865	27.167
10	27.231	27.881	27.183
11	27.244	27.894	27.196
12	27.257	27.907	27.209
13	27.268	27.918	27.220
14	27.277	27.927	27.229
15	27.284	27.934	27.236
16	27.291	27.941	27.243
17	27.295	27.945	27.247
18	27.298	27.948	27.250
19	27.300	27.950	27.252
20	27.300	27.950	27.252
21	27.298	27.948	27.250
22	27.295	27.945	27.247
23	27.291	27.941	27.243
24	27.284	27.934	27.236
25	27.277	27.927	27.229
26	27.268	27.918	27.220
27	27.257	27.907	27.209
28	27.244	27.894	27.196
29	27.231	27.881	27.183
30	27.215	27.865	27.167
31	27.198	27.848	27.150
32	27.180	27.830	27.132
33	27.160	27.810	27.112
34	27.138	27.788	27.090
35	27.115	27.765	27.067
36	27.091	27.741	27.043
37	27.064	27.714	27.016
38	27.037	27.687	26.989
39	27.008	27.658	26.960

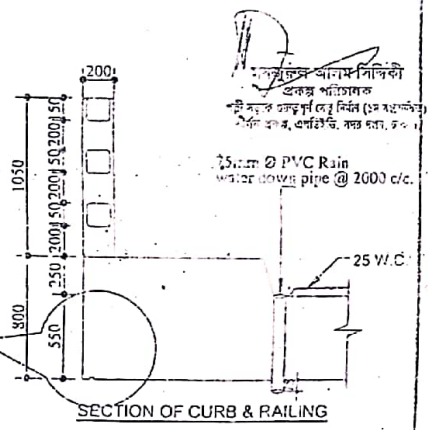
DATE: ...

BY: ...

FOR: ...

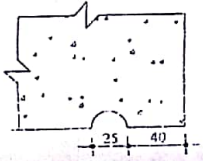


DIMENSIONAL DETAILS OF DECK PLAN



SECTION OF CURB & RAILING

NOTES:  
 MINIMUM CLEAR TO MAIN REINFORCEMENT BAR IS TO BE 50mm UNLESS OTHERWISE MENTIONED.  
 28 DAYS CYLINDER CRUSHING STRENGTH OF CONCRETE:  $f'c = 30 \text{ MPa}$  FOR ALL RCC WORKS  
 YIELD STRENGTH OF MILD STEEL DEFORMED BARS  $f_y = 500 \text{ MPa}$

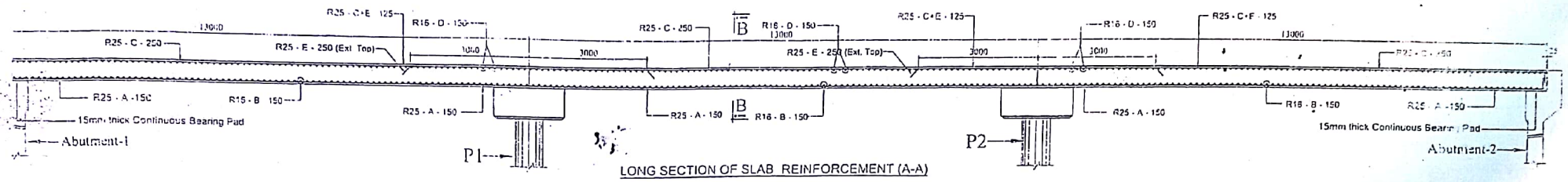


DETAIL "B"

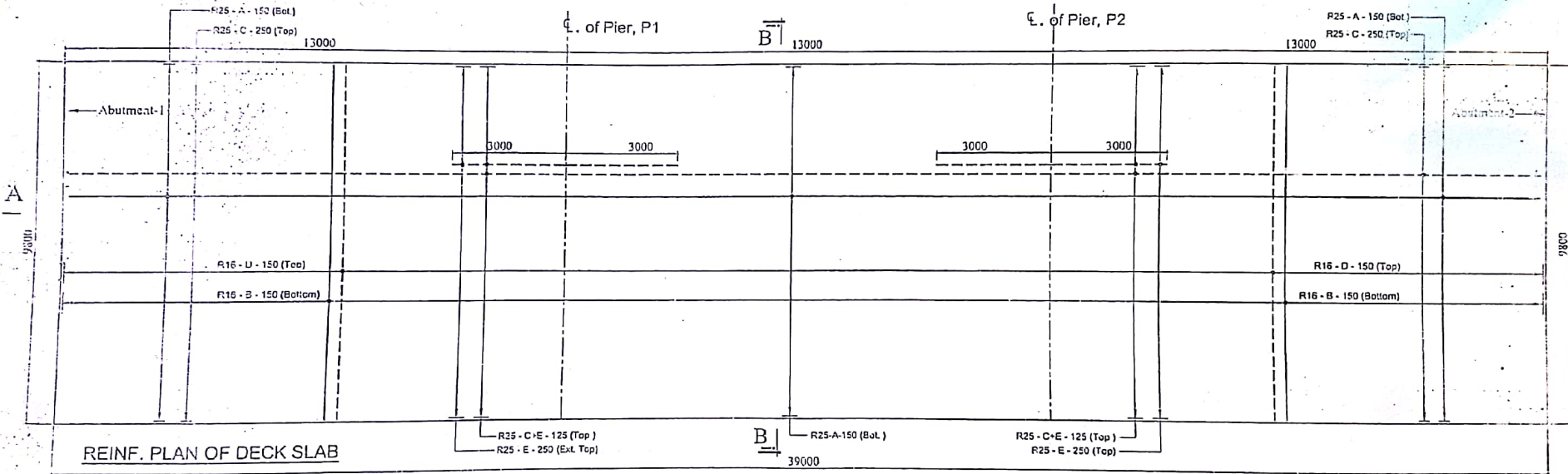
*Signature*  
 মোঃ আব্দুল্লাহ রহমান  
 ডিভিশনাল ইঞ্জিনিয়ার  
 পলি টেকনিক্যাল অফিস (১ম ফ্লোর)  
 সিলেট বঙ্গ, সীতগঞ্জ, নর. বঙ্গ, ৬৪১।

*Signature*  
 CATS সার্ভিসেস সলিউশন  
 সিলেট ডিভিশন ইঞ্জিনিয়ার  
 ১০১ নং সেক্টর ১০১ ফেজ (১ম ফ্লোর)  
 সিলেট বঙ্গ, সীতগঞ্জ, নর. বঙ্গ, ৬৪১।

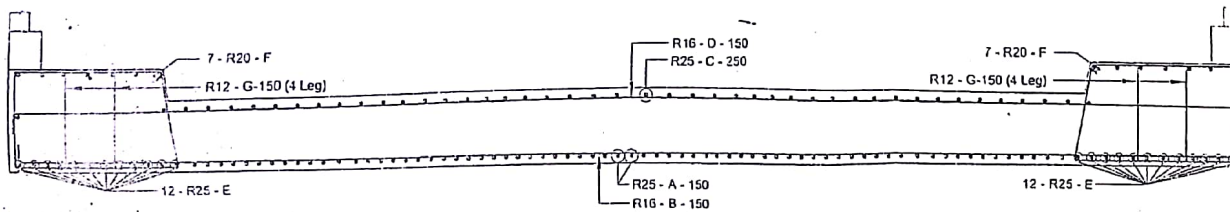
REVISION			
REV NO.	DATE	DESCRIPTION	BY
1st Rev	JAN 22		



LONG SECTION OF SLAB REINFORCEMENT (A-A)



REINF. PLAN OF DECK SLAB

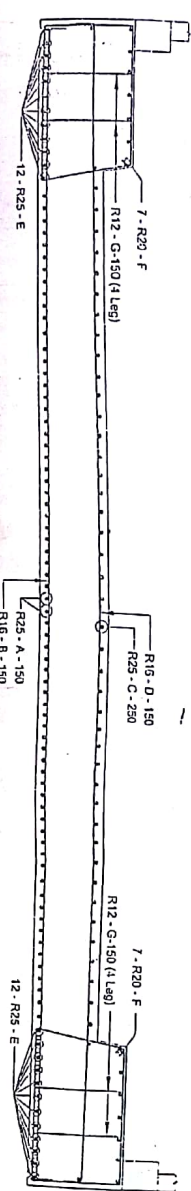
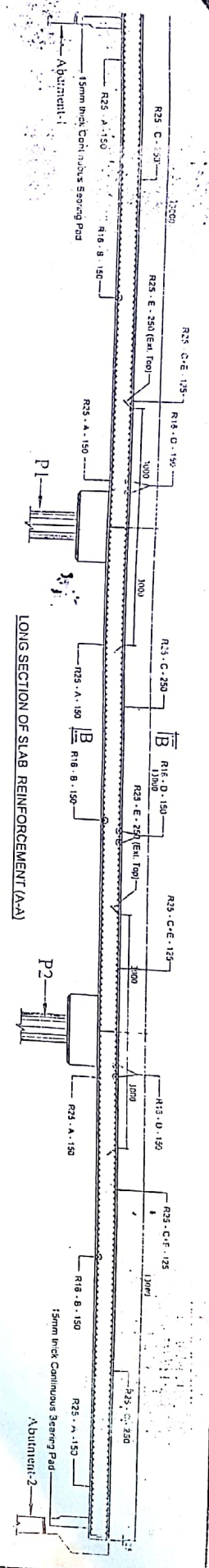


CROSS SECTION OF DECK SLAB REINFORCEMENT (B-B)

NOTES:

1. MINIMUM CLEAR TO MAIN REINFORCEMENT BAR IS TO BE 50mm. UNLESS OTHERWISE MENTIONED.
2. 28 DAYS CYLINDER CRUSHING STRENGTH OF CONCRETE:  $f'c = 30 \text{ MPa}$  FOR ALL RCC WORKS.
3. YIELD STRENGTH OF MILD STEEL REFORMED BAR  $f_y = 500 \text{ MPa}$

Handwritten notes and signatures on the right side of the drawing, including a signature and some illegible text.



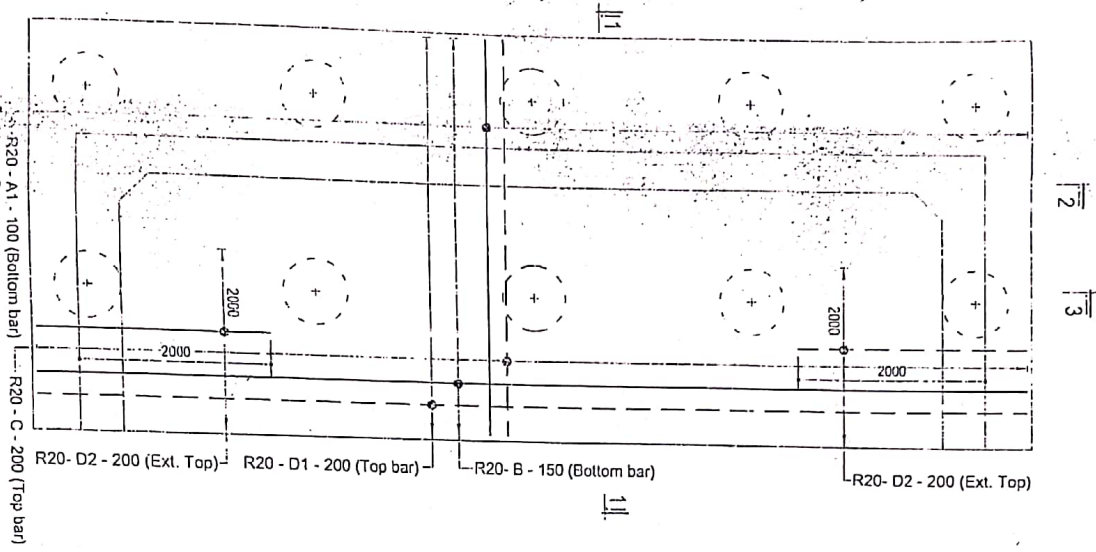
- NOTES:**
1. MINIMUM CLEAR TO MAIN REINFORCEMENT BAR IS TO BE 50mm, UNLESS OTHERWISE MENTIONED.
  2. 28 DAYS CYLINDER CRUSHING STRENGTH OF CONCRETE:  $f_c = 30 \text{ MPa}$  FOR ALL RCC WORKS.
  3. YIELD STRENGTH OF MILD STEEL DEFORMED BAR  $f_y = 500 \text{ MPa}$

REV. NO.	DATE	REVISION	BY
1st Rev	JAN-22	As per design	AV

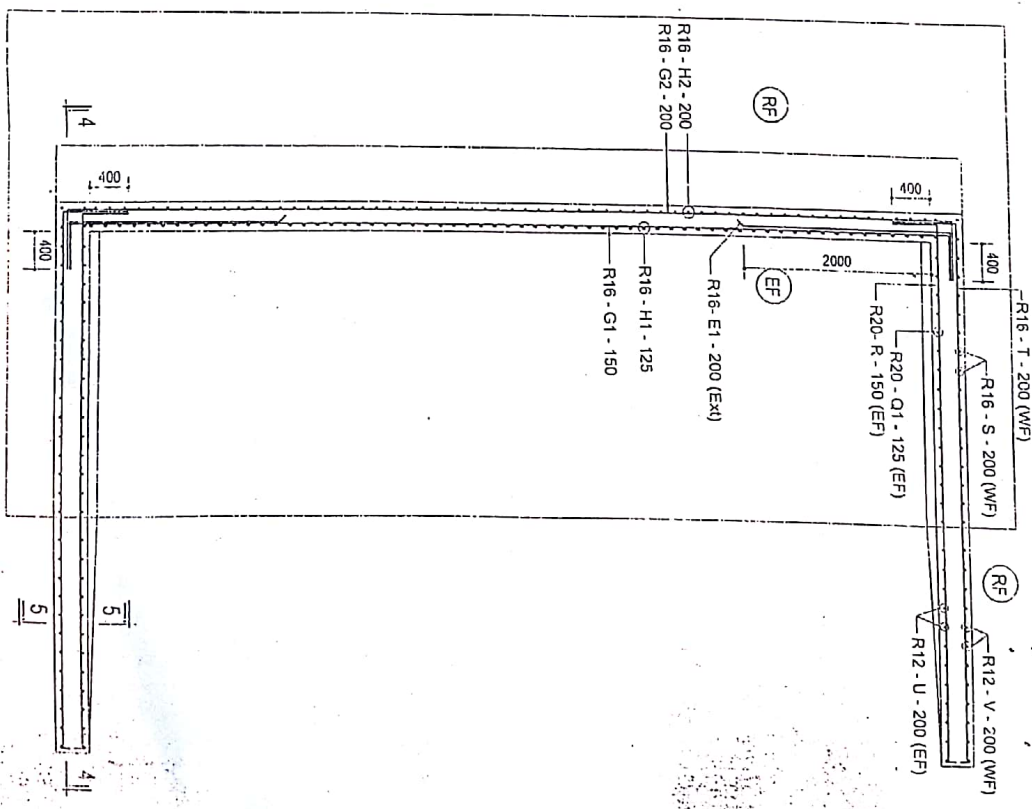
Handwritten notes and signatures at the bottom of the drawing, including a signature and some illegible text.



REINFORCEMENT PLAN OF PILE CAP



TOP PLAN OF ABUTMENT WALL & WINGWALL REINFORCEMENT



चरित्रे चरित्रे चरित्रे  
 इति चरित्रे चरित्रे  
 चरित्रे चरित्रे चरित्रे

APD Sharma

1. चरित्रे चरित्रे चरित्रे  
 2. चरित्रे चरित्रे चरित्रे  
 3. चरित्रे चरित्रे चरित्रे

DESIGN UNIT OF LGED, DESIGNED TEAM, CHECKED BY, APPROVED BY, SHEET NO. S-10/2011

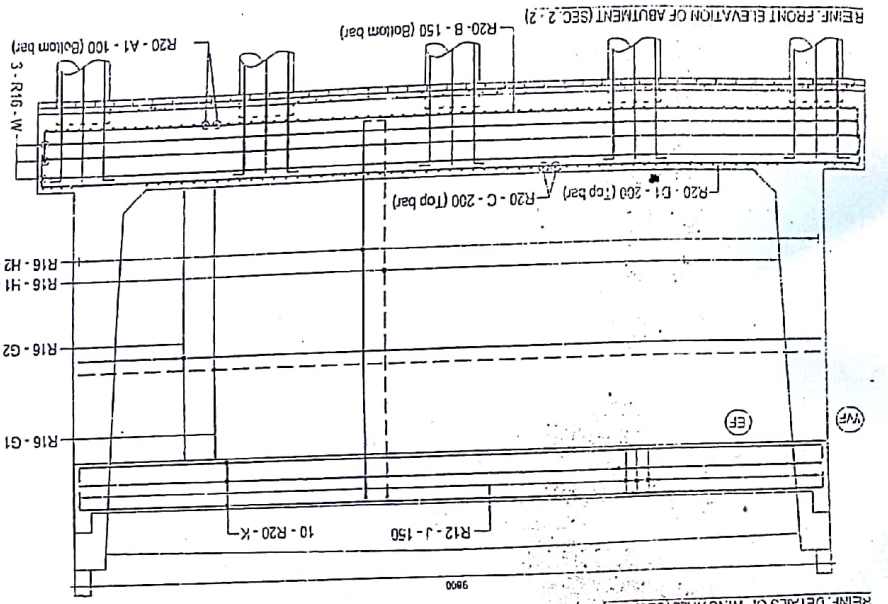
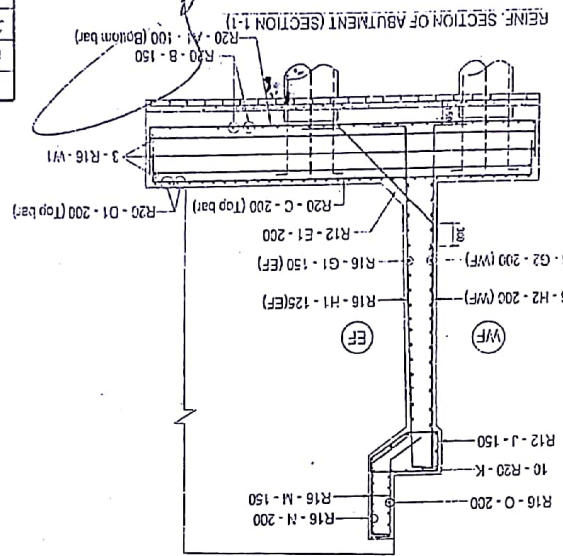
REV NO	DATE	DESCRIPTION	BY
1st Rev	JUN 20		

PROJECT - CONSTRUCTION OF BARRIAGE BEHIND GOVERNMENT ENGINEERING COLLEGE GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BUNIA, AUSTRIA DRAWN BY: [Signature] CHECKED BY: [Signature] DESIGNED BY: [Signature]	DATE OF ISSUE: [Blank] SCALE: [Blank] SHEET NO.: [Blank] OF [Blank]	DESIGN UNIT OF I.G.E.D. R20 - BARRIAGE BEHIND R20 - BARRIAGE BEHIND R20 - BARRIAGE BEHIND
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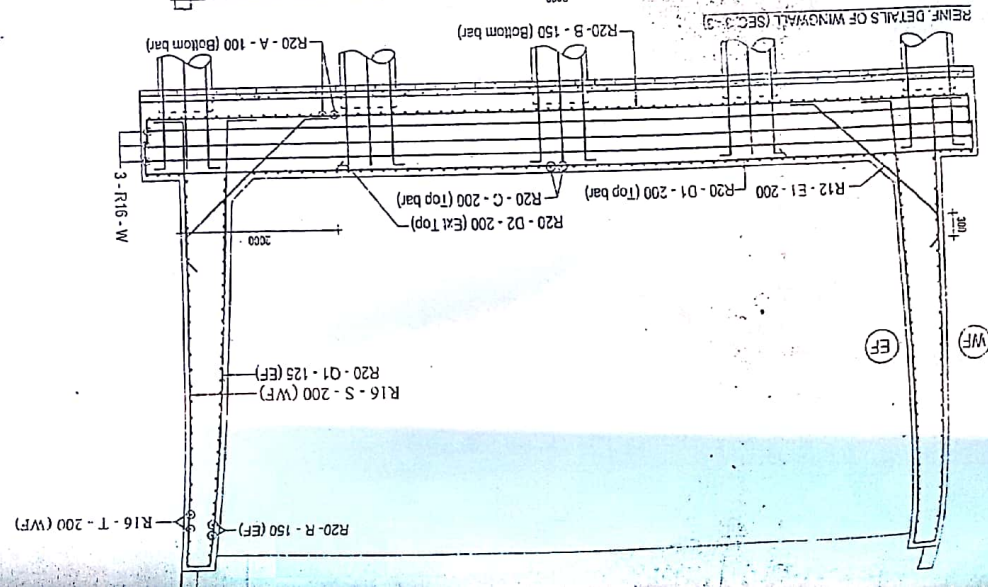
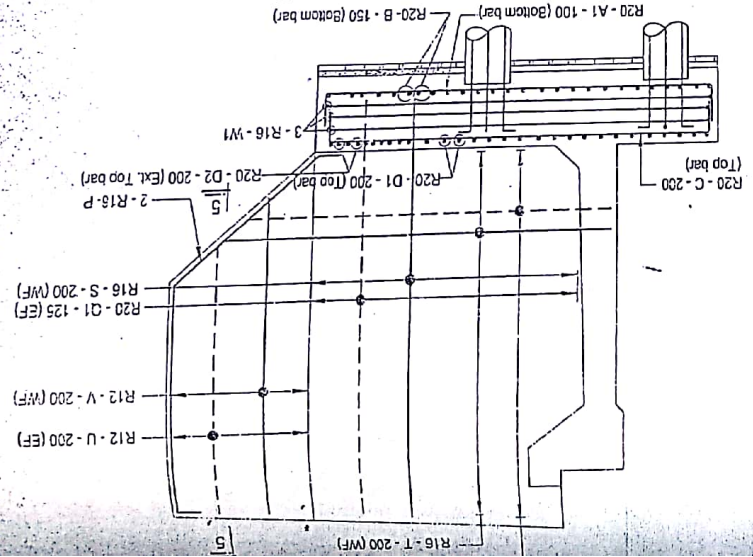
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1st Rev	JAN 22	[Blank]

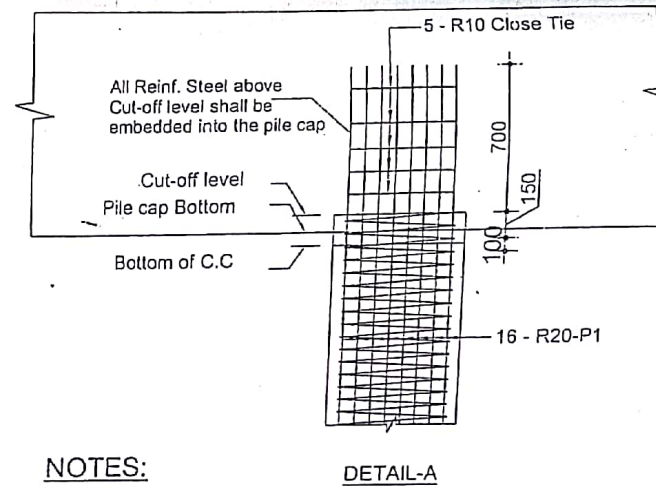
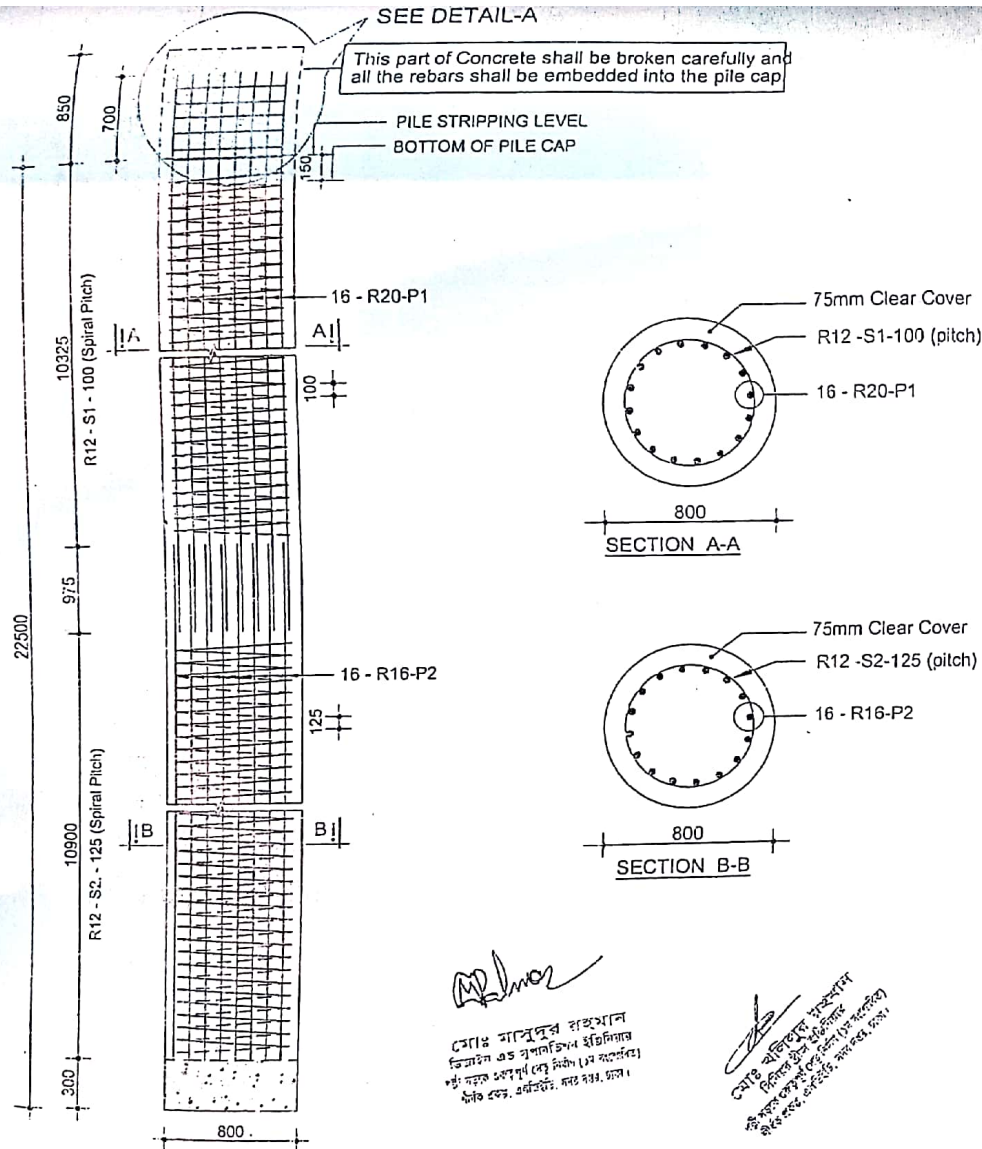
THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.



SECTIONAL ELEVATION OF WING WALL (SEC. 4-4)





**NOTES:**  
**Cast-in-situ Pile:**

1. All dimensions are in millimeters unless otherwise mentioned.
2. 28 days cylinder crushing strength of concrete  $f_c = 25$  Mpa
3. Yield strength of M.S deformed reinforcement bar  $f_y = 500$  Mpa
4. Clear Cover to main reinforcement bar is to be 75mm. unless otherwise mentioned.
5. When concreting at the top of Pile one batch of concrete must be over-flown to insure fresh concrete at Pile head.
6. The spiral reinforcement should preferably be tack welded to the main Reinforcing bars.
7. The lapping portion of main reinforcement shall be joint welded.
8. Design load of Pile under service load condition is 75 ton for Abutment Pile.
9. Test load shall be 113 ton on service Pile.
10. Pile capacity is to be confirmed by static pile load test.

*Handwritten signature and notes in Bengali:*  
 মোঃ মাসুদুর রহমান  
 ডিজাইনিং এন্ড সুপারভাইজিং ইঞ্জিনিয়ার  
 পল্লী সড়ক প্রকল্পের জন্য (পল্লী সড়ক প্রকল্প)  
 সিসি প্রকল্প, ঢাকা-১১০০, গণ।

*Handwritten signature and notes in Bengali:*  
 সিসি প্রকল্পের প্রধান ইঞ্জিনিয়ার  
 পল্লী সড়ক প্রকল্পের জন্য (পল্লী সড়ক প্রকল্প)  
 সিসি প্রকল্প, ঢাকা-১১০০, গণ।

REIN. DETAILS OF ABUTMENT PILE

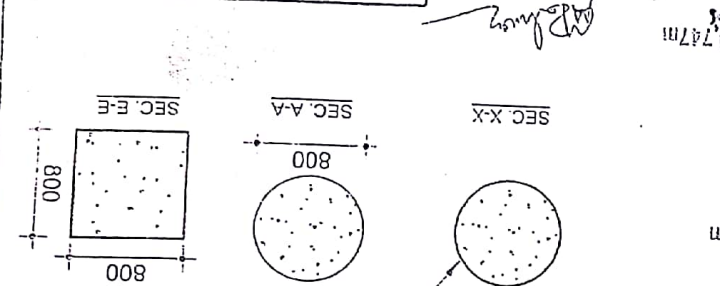
REVISION			
REV. NO.	DATE	DESCRIPTION	BY
1st Rev	JAN-22		

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH GOVERNMENT ENGINEERING DEPARTMENT	DESIGN UNIT OF LGED ROCEB HASAN (LEVEL 4) AGAF9303 SHER E BANGLA NAHAR DHAKA - 1207 Telephone: 96102311/12 Fax: +88 021011174 E-mail: roceb@lged.gov.bd	DESIGNED TEAM:	CHECKED BY:	APPROVED BY:	SHEET NO 5-12
		SUBJECT: CONSTRUCTION OF IMPORTANT BRIDGES RURAL ROADS	ABUTMENT AT HASAN HASIL ROAD NO. 10 DISTRICT: FARIDPUR	SHEET NO. 5-12 DRAWN BY: SHILA DEBNATH	TOTAL SHEET 20 DRAWN BY: SHILA DEBNATH

GOVERNMENT OF INDIA  
 MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
 NATIONAL HIGHWAYS AUTHORITY OF INDIA  
 NATIONAL HIGHWAYS  
 PROJECT : CONSTRUCTION OF RURAL ROADS  
 DESIGN UNIT OF UCEED

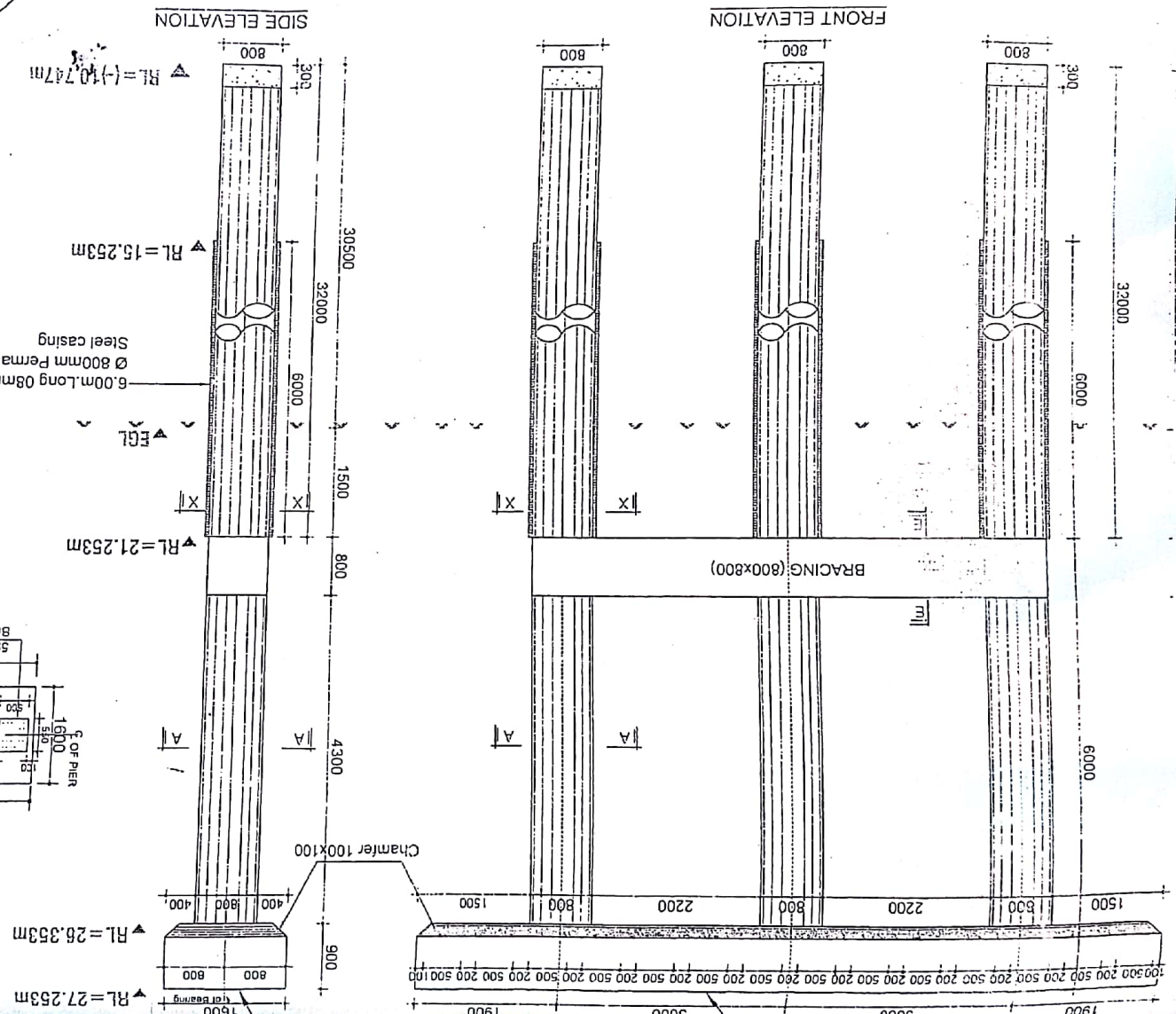
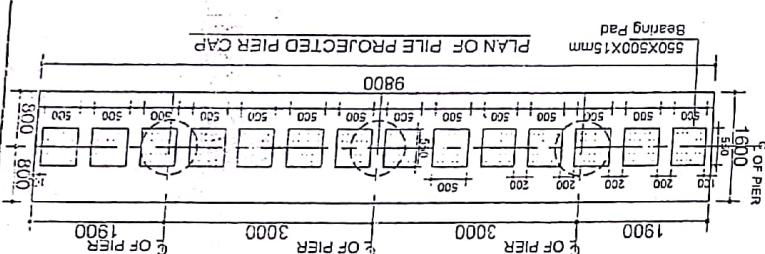
APPROVED BY: [Signature]  
 CHECKED BY: [Signature]  
 DESIGNER: [Signature]  
 DATE: [Blank]  
 SHEET NO. S-13  
 TOTAL SHEETS: 15

REVISION	DATE	DESCRIPTION	BY
1st Rev	07/11/22		



6.00m Long Ø8mm thick  
 Ø800mm (inner) Permanent  
 Steel casing

CTSs अतिरिक्त बरतनी  
 पक्का ढांचे (सूचना के अनुसार)  
 कि मरे काटनी, मरुत, मरुत, मरुत

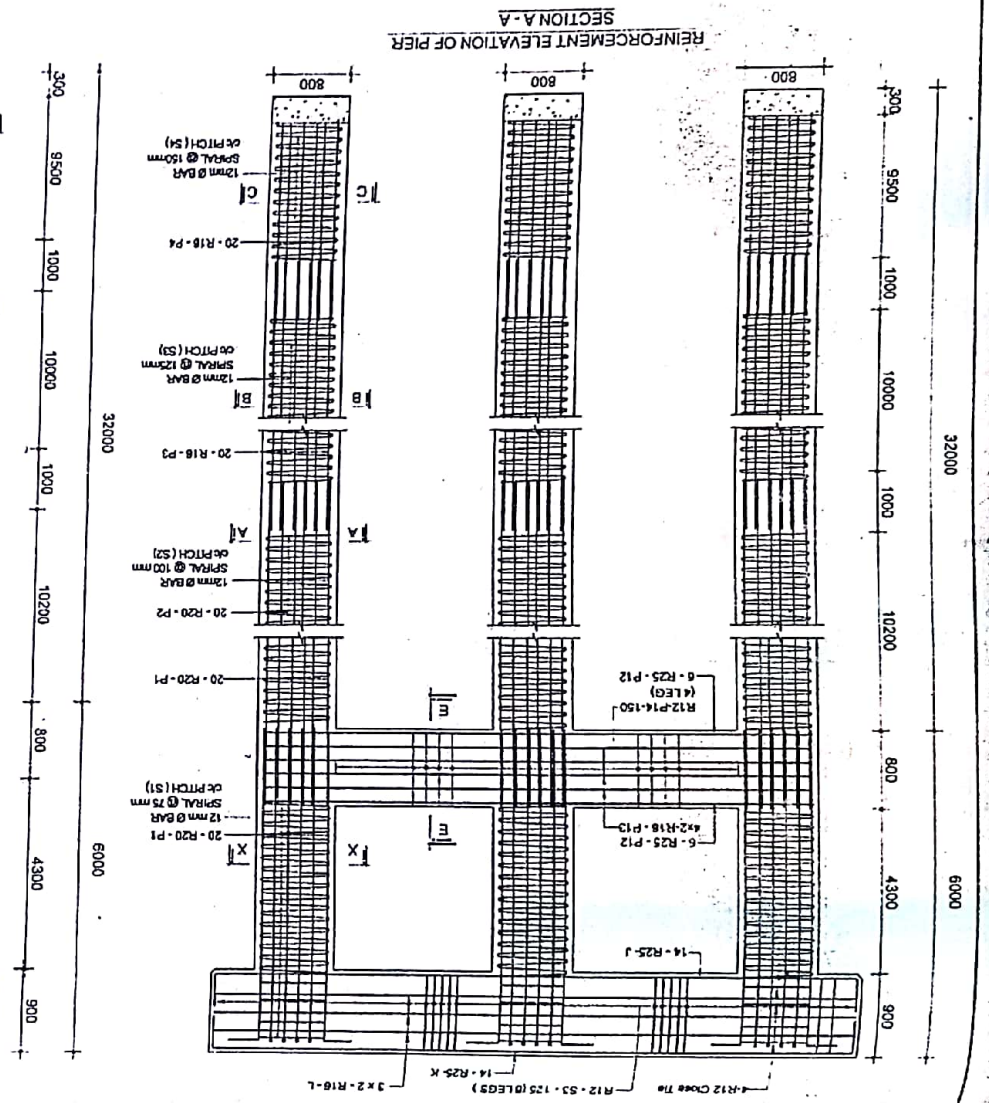
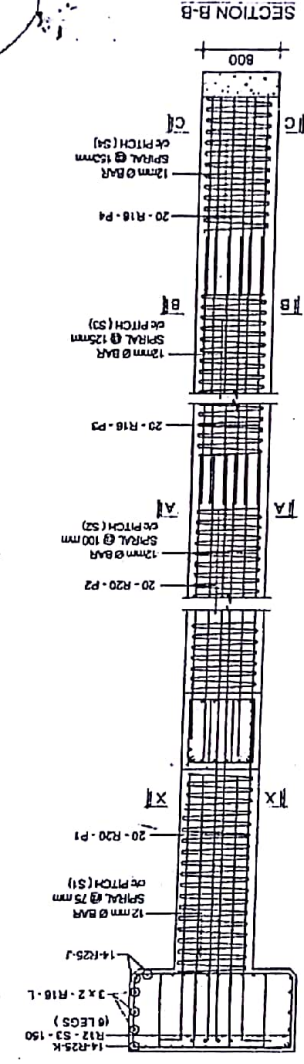
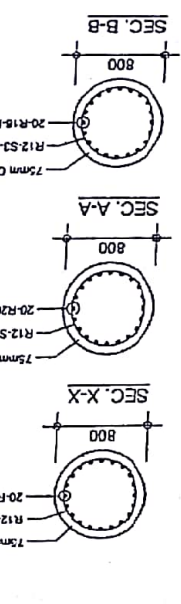


GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH LOCAL GOVERNMENT ENGINEERING DEPARTMENT LOCATION OF 201 AND 202 PILES PER GROUP BRIDGE AT MANUKHA GRANT OVER THE RAJSHAHI BRIDGE ROAD TO WASHODA, DISTRICT BANGLA (EXCLUDED) PROJECT TITLE:		LOCAL GOVERNMENT OF MANUKHA DISTRICT MANUKHA UTMAR BRIDGE NO. 1201 BRIDGE RAMP/RAILWAY BRIDGE NO. 1201/1202 BRIDGE NO. 1201/1202		DESIGN UNIT OF LGED DESIGNER: RAJIBUL KARIM RAHAT PROJECT SUPERVISOR: CHECKED BY: APPROVED BY:		GOVERNMENT OF BANGLADESH PROJECT SUPERVISOR: CHECKED BY: APPROVED BY:		DATE: JANUARY 23 DRAWN BY: SHILA DEBMAITH TOTAL SHEET: (28) OF (28) SHEET NO.: S-14	
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REV. NO.	DATE	DESCRIPTION	BY:
1st Rev	22-1-23		

REVISION	DESCRIPTION	BY:

- NOTES:**
- All dimensions are in millimeters unless otherwise mentioned
  - 28 days cylinder crushing strength of concrete  $f_{ck}$  = 25.0 MPa
  - Yield strength of M.S. deformed reinforcement bar by: 500 MPa
  - Full length of pile to be cast upto ground level or fill level.
  - Clear Cover to main reinforcement bar is to be 75mm, unless otherwise mentioned.
  - Termination of pile shall be as per code of practice for cast-in-situ pile.
  - Concrete shall be continued until fresh concrete is found at pile cut-off level.
  - The spiral reinforcement should preferably be laced welded to the main Reinforcing bars.
  - The lapping portion of main reinforcement shall be joint welded.
  - Pile capacity is to be confirmed by static pile load test
  - Pile design capacity = 160 ton (Service Limit State)
  - Pile Load test on service pile = 240 ton

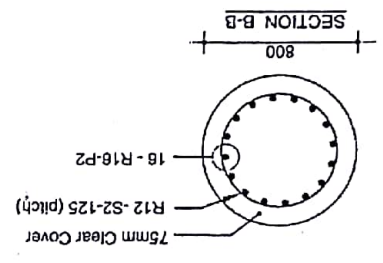
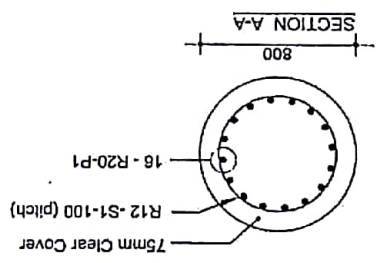
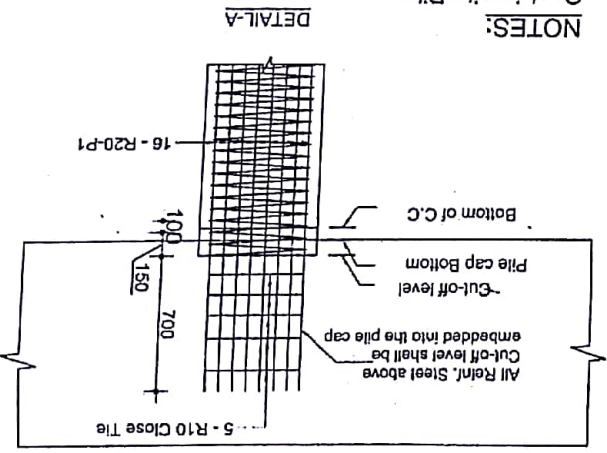


LOCAL GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH CONSTRUCTION OF RURAL ROADS DEPARTMENT		PROJECT : CONSTRUCTION OF RURAL ROADS ON RURAL ROADS	
DESIGN UNIT OF LGED		REINFORCEMENT DETAILS OF ABUTMENT PILE-A1A3	
DESIGNED BY : ABDUL KADIR MAMUN HASSEIN	CHECKED BY : [Signature]	DATE : JANUARY 22	DRAWN BY : SHILA DEBARMAN, KUTUBA
APPROVED BY : [Signature]	SHEET NO. : 9-12	TOTAL SHEET : 20	

REV. NO.	DATE	DESCRIPTION	BY
1st Rev	27-11-20		

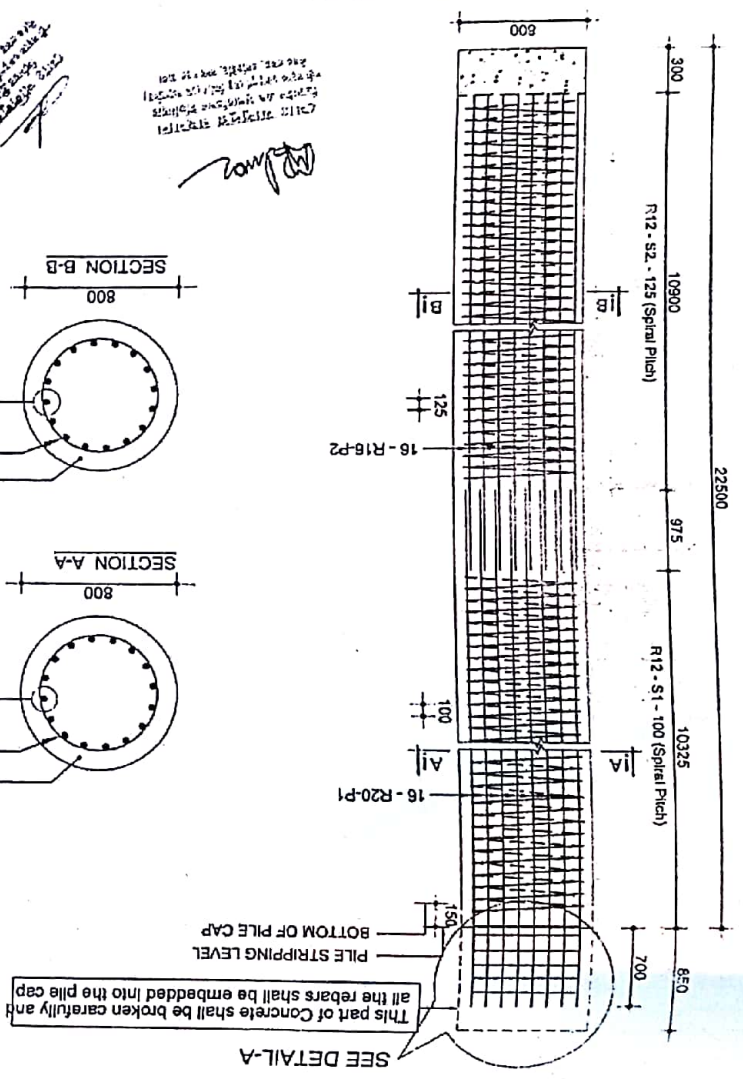
- All dimensions are in millimeters unless otherwise mentioned.
- 28 days cylinder crushing strength of concrete  $f_c = 25$  Mpa
- Yield strength of M.S deformed reinforcement bar fy: 500 Mpa
- Clear Cover to main reinforcement bar is to be 75mm, unless otherwise mentioned.
- When concreting at the top of Pile one batch of concrete must be over flown to insure fresh concrete at Pile head.
- The spiral reinforcement should preferably be tack welded to the main Reinforcing bars.
- The lapping portion of main reinforcement shall be joint welded.
- Design load of Pile under service load condition is 75 ton for Abutment Pile.
- Test load shall be 113 ton on service Pile.
- Pile capacity is to be confirmed by static pile load test.

**NOTES:**  
Cast-in-situ Pile:



CALL STRIPPING STRIPPER  
FOR ALL STRIPPING STRIPPER  
AND ALL STRIPPING STRIPPER  
AND ALL STRIPPING STRIPPER

**REINFORCEMENT DETAILS OF ABUTMENT PILE**



REV. NO.	DATE	DESCRIPTION	BY
1st Rev	07/01/22		

DESIGN UNIT OF LGFD  
 DESIGN TEAM  
 CHECKED BY: [Signature]  
 APPROVED BY: [Signature]

REVISION  
 DATE: [Blank]  
 DESCRIPTION: [Blank]  
 BY: [Blank]

DATE: 07/01/22  
 BY: [Signature]

DATE: 07/01/22  
 BY: [Signature]

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 BY: [Signature]

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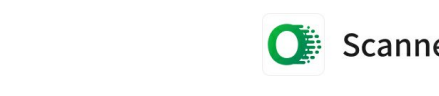
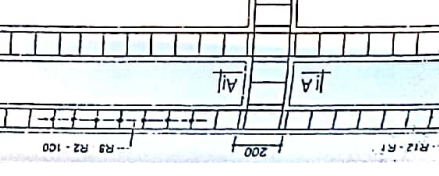
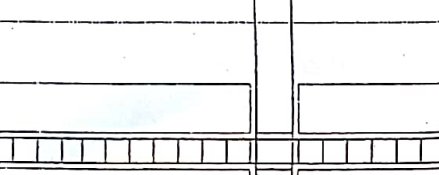
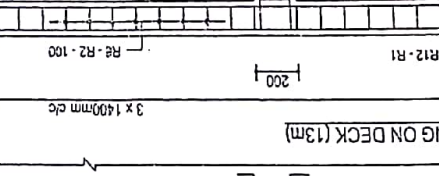
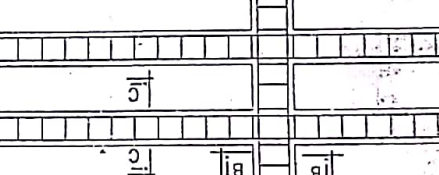
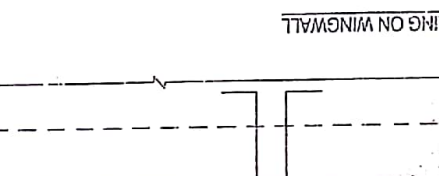
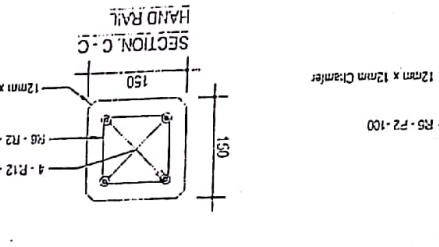
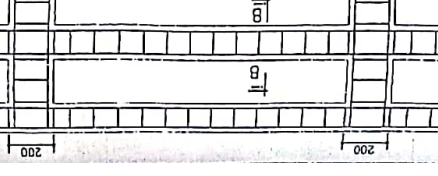
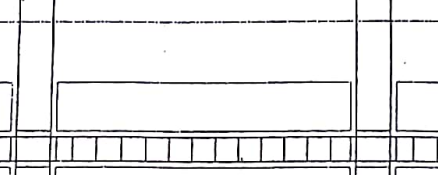
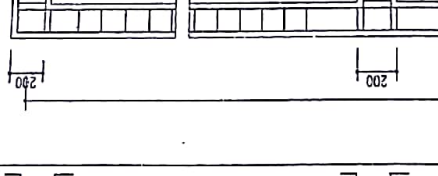
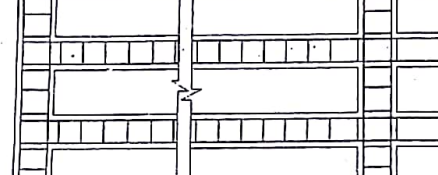
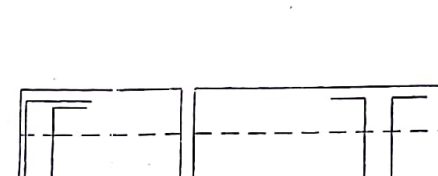
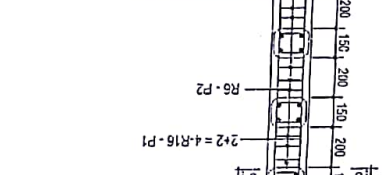
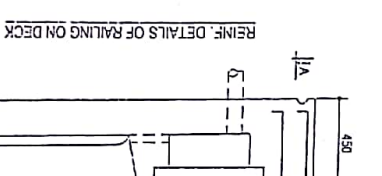
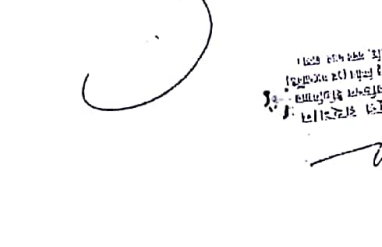
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 BY: [Signature]

DATE: 07/01/22  
 BY: [Signature]

DATE: 07/01/22  
 BY: [Signature]

DATE: 07/01/22  
 BY: [Signature]

DATE: 07/01/22  
 BY: [Signature]



DESIGN UNIT OF LEAD		CHECKED BY		DATE	
DESIGNED BY		DATE		REVISION	
DRAWN BY		DATE		REVISION	
PROJECT NO.		DATE		REVISION	
SHEET NO.		DATE		REVISION	
PROJECT TITLE		DATE		REVISION	
PROJECT NO.		DATE		REVISION	
SHEET NO.		DATE		REVISION	
PROJECT TITLE		DATE		REVISION	

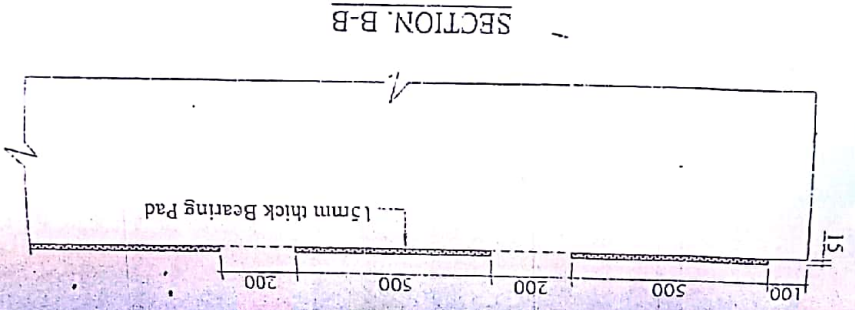
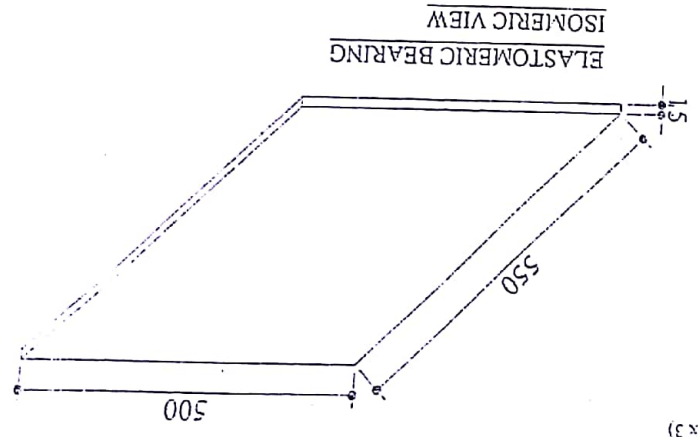
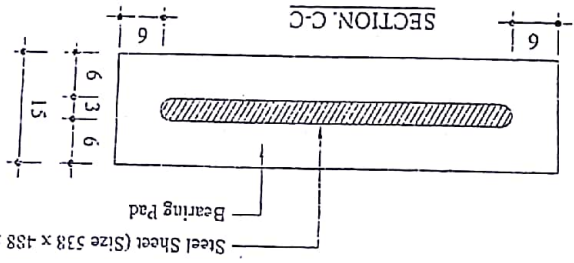
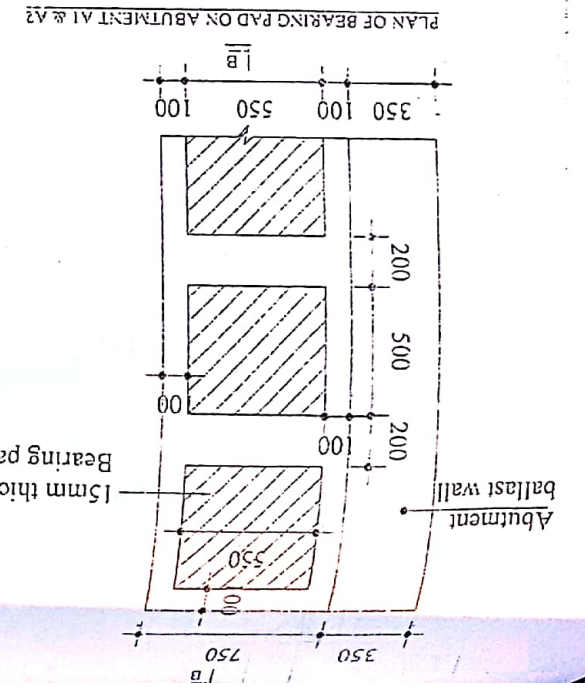
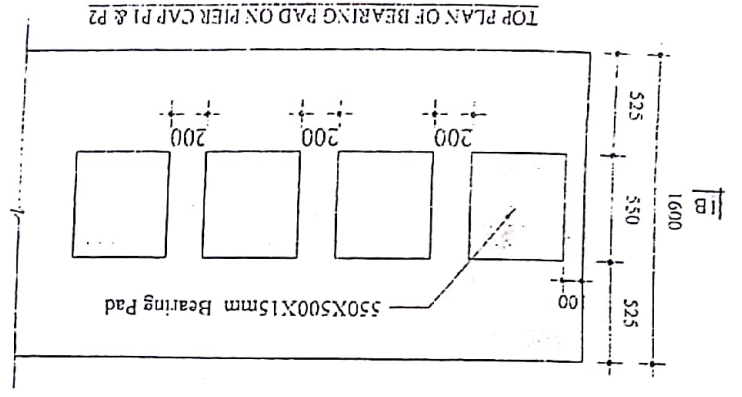
REV NO.	DATE	DESCRIPTION
1st Rev	04-11-22	

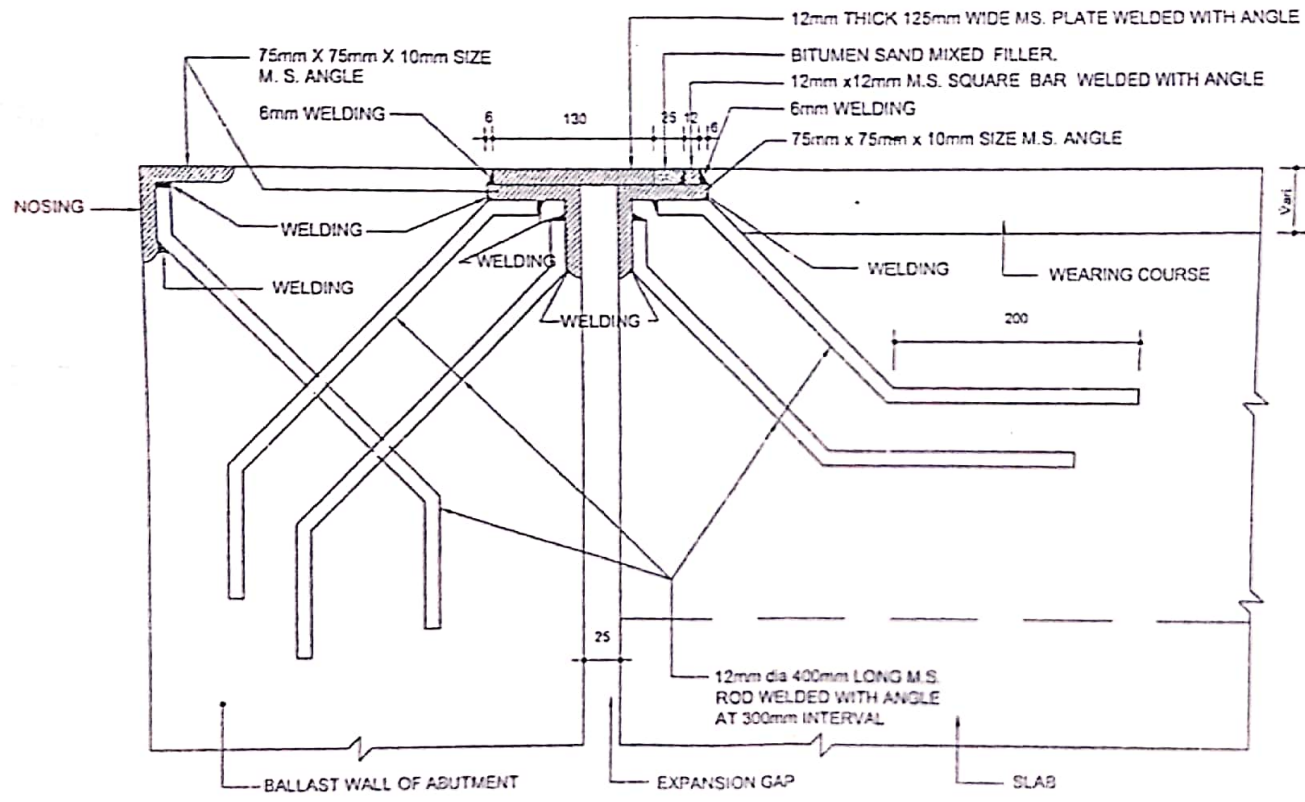
- (v) Shear Modulus : 0.8-1.2 N/mm<sup>2</sup>
- (iv) Neoprene content : Min 60%
- (iii) Ash content : Max 5%
- (ii) Compression set : Max 35%
- (i) Elastomeric hardness : 60 ± 5 duro.

**NOTES**

- All dimensions are in millimetre unless otherwise mentioned.
- Provide two layer polythene sheet between the elastomeric bearing pad and the slab.
- Required tests for bearing pad.

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CROSS SECTION OF EXPANSION JOINT OVER ABUTMENT

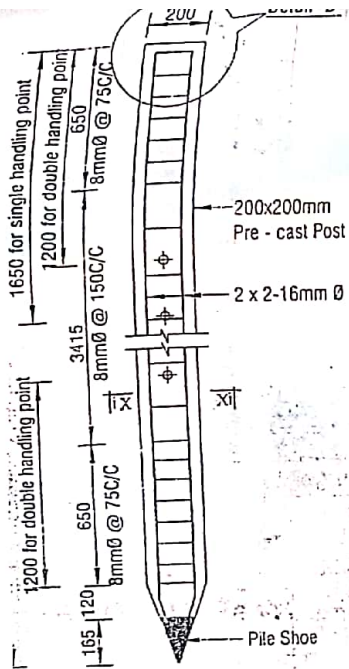
*AR*

ಈಗಿನ ವಿಷಯವನ್ನು  
 ಪರಿಶೀಲಿಸಿ ಮತ್ತು ಸೂಕ್ತ  
 ಸುಧಾರಣೆಗಳನ್ನು ಮಾಡಿ  
 ನೀಡಿ.

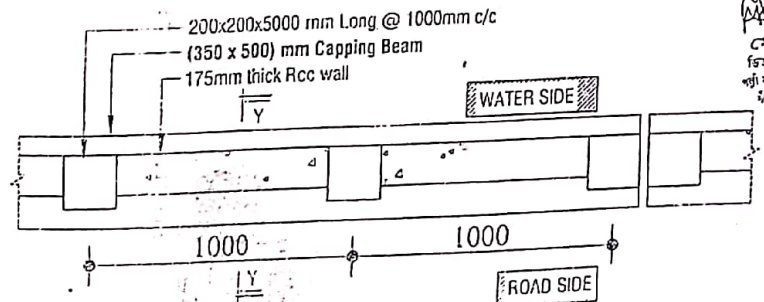
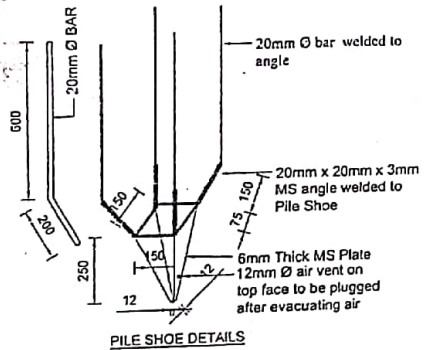
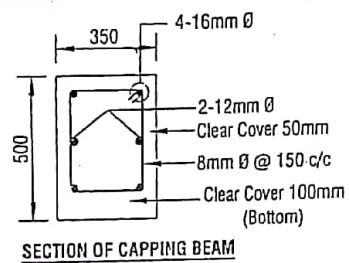
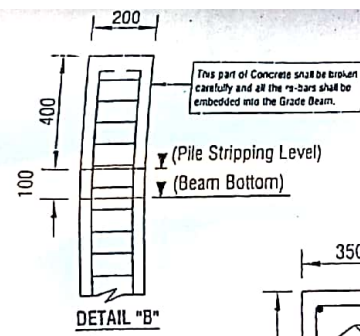
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 ಪರಿಶೀಲಿಸಿ ಮತ್ತು ಸೂಕ್ತ  
 ಸುಧಾರಣೆಗಳನ್ನು ಮಾಡಿ  
 ನೀಡಿ.

REVISION			
REV. NO	DATE	DESCRIPTION	BY
1st Rev	3/11/21		

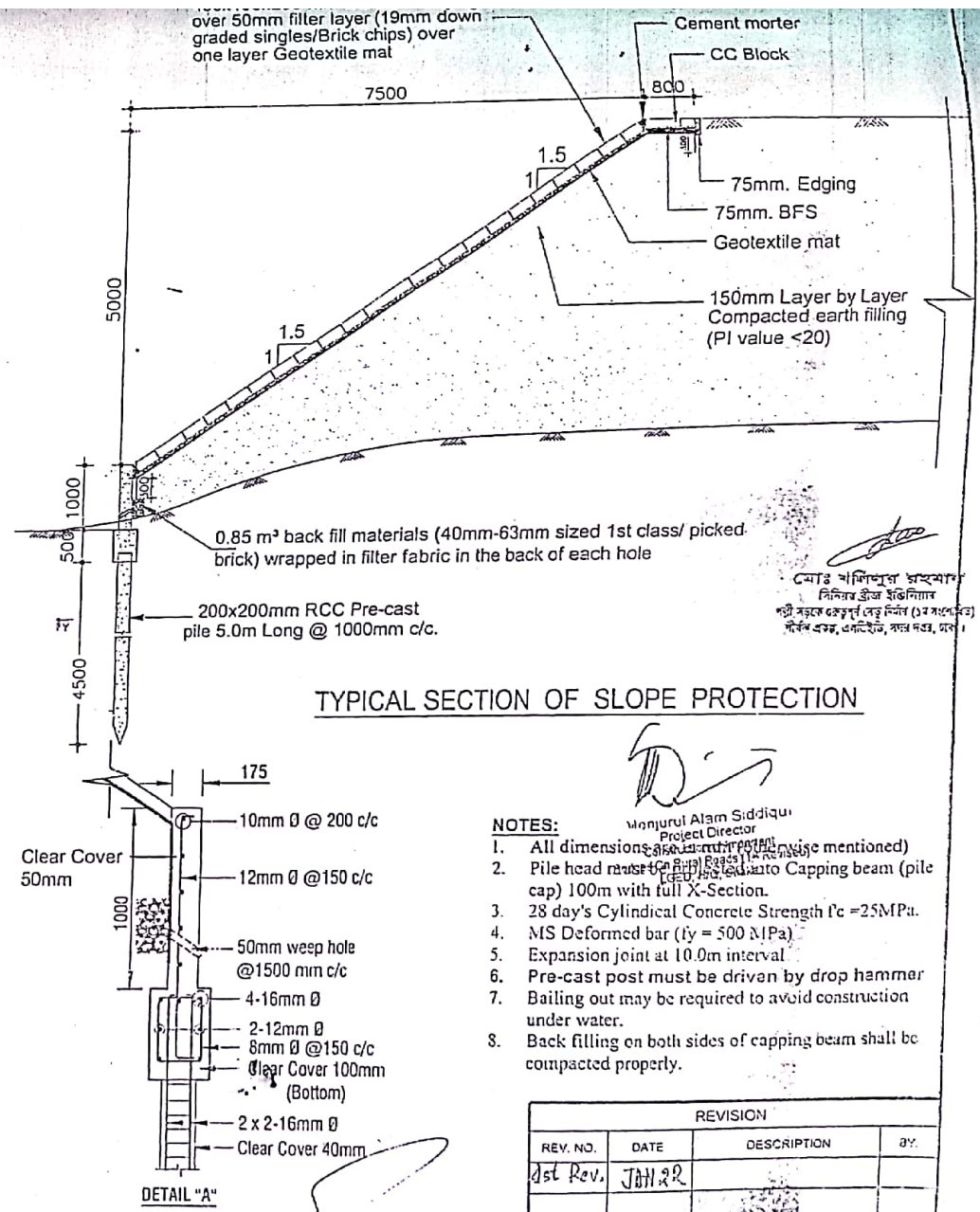
GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH NATIONAL GOVERNMENT ENGINEERING DEPARTMENT PROJECT : CONSTRUCTION OF SURFACE AND BRIDGE ON RURAL ROADS	PROJECT TITLE EXPANSION JOINT OVER ABUTMENT AT KALINGA CHAT OVER THE RURAL ROAD AT KALINGA CHAT, KALINGA CHAT, KALINGA CHAT DISTRICT, BARISAL DISTRICT, BARISAL DISTRICT	DESIGN UNIT OF I/CED HOSIC BANGLA & CIVIL ENGRS. & ARCHITECTS SHEIKH ANSARU AL HAQUE DPO/10/11/21	DESIGNER TEAM 	CHECKED BY 	APPROVED BY 	SHEET NO. 5 OF 5 TOTAL SHEETS : 5 PROJECT NO. 11/21/21 DRAWING NO. 11/21/21
	PROJECT NO. 11/21/21 DRAWING NO. 11/21/21	DATE : 11/11/21 SCALE : 1:100	PROJECT NO. 11/21/21 DRAWING NO. 11/21/21	PROJECT NO. 11/21/21 DRAWING NO. 11/21/21	PROJECT NO. 11/21/21 DRAWING NO. 11/21/21	PROJECT NO. 11/21/21 DRAWING NO. 11/21/21



Reint. Details of 5.00m Long Pile



Plan of Protection Wall

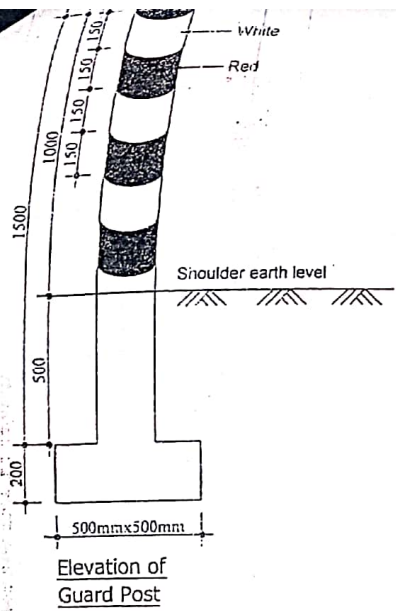


TYPICAL SECTION OF SLOPE PROTECTION

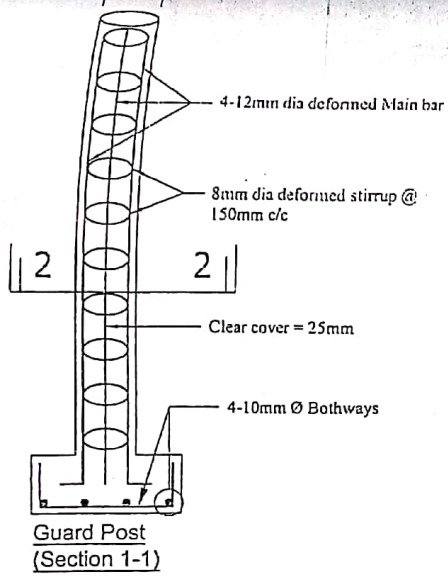
- NOTES:**
- All dimensions are in mm unless mentioned
  - Pile head must be fixed into Capping beam (pile cap) 100m with full X-Section.
  - 28 day's Cylindrical Concrete Strength  $f_c = 25\text{MPa}$ .
  - MS Deformed bar ( $f_y = 500\text{MPa}$ )
  - Expansion joint at 10.0m interval
  - Pre-cast post must be driven by drop hammer
  - Bailing out may be required to avoid construction under water.
  - Back filling on both sides of capping beam shall be compacted properly.

REVISION			
REV. NO.	DATE	DESCRIPTION	BY.
1st Rev.	JAN 22		

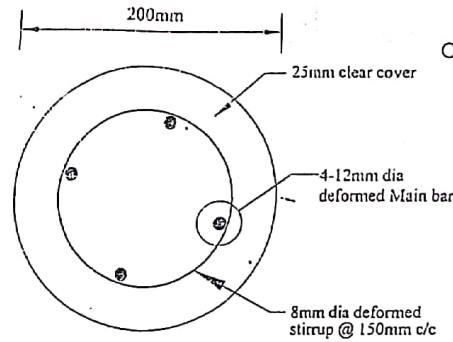
GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH FEDERAL GOVERNMENT ENGINEERING DEPARTMENT (II)	DESIGN UNIT OF I.C.E.D ROCC BANGALORE (LEVEL - 1) ADDICASH SHEET NO. 13-13 DATE: 12/1/22 TEL: 48029114/5	DESIGNED BY 	CHECKED BY 	APPROVED BY 	SHEET NO. 13-13 TOTAL SHEET: 20 DRAWN BY: SHILA DEBMAHA DATE: January 22
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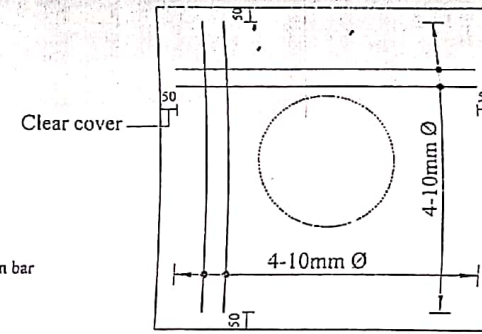
Elevation of Guard Post



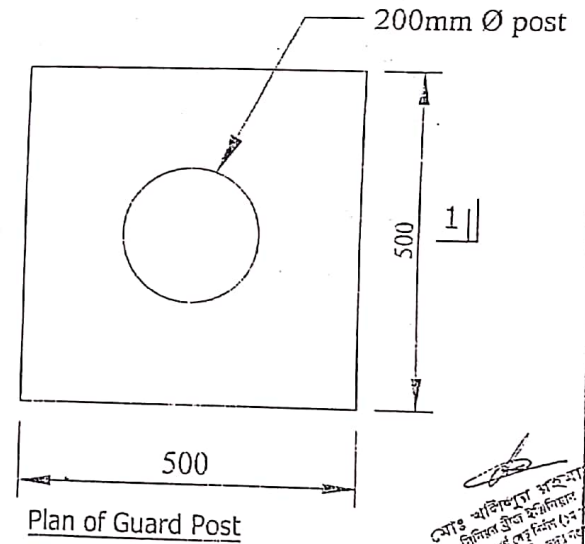
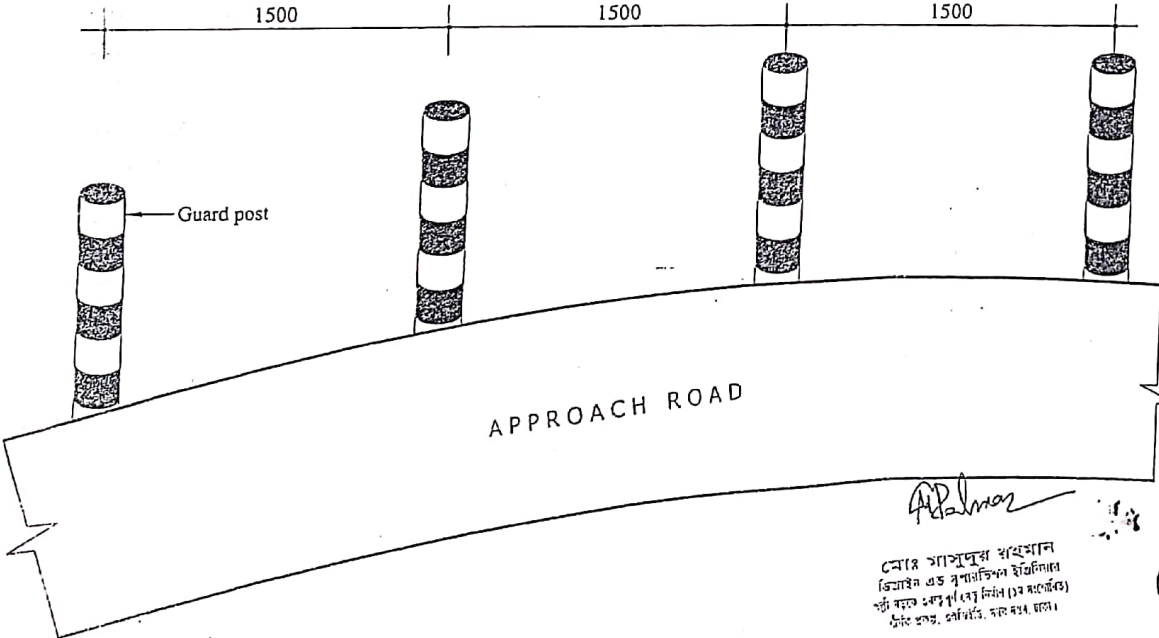
Guard Post (Section 1-1)



Section 2-2



Reinf. Plan of Post Base



Plan of Guard Post

স্বাক্ষরিত  
নিম্নলিখিত প্রকল্পের  
স্বাক্ষরিত  
স্বাক্ষরিত

স্বাক্ষরিত  
স্বাক্ষরিত

MINISTRY OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
NATIONAL GOVERNMENT ENGINEERING DEPARTMENT

PROJECT: CONSTRUCTION OF IMPORTANT BRIDGES  
RURAL ROADS

NAME OF SHEET  
CONSTRUCTION OF BRIDGES AND ROADS AT KARIMNAGAR DISTRICT  
RIVER KALINDA AT CH-4584 KM (KALINDA CC - GATEWAY) (RAILWAY CROSSING)  
RURAL ROAD FROM 155/4031 (RAILWAY CROSSING)

DESIGNER'S NAME: [Signature]  
DESIGNER'S NAME: [Signature]  
DESIGNER'S NAME: [Signature]

DETAILS OF GUARD POST

DESIGN UNIT OF LGED  
RURAL ROAD (LEVEL 1)  
AGARGAON  
SHER E BANG ATANGON  
DIVISA - 1307  
Telephone: 8802911, 8802  
Fax: 8802911812  
E-mail: design@lged.gov.bd

DESIGNER TEAM  
[Signature]  
[Signature]  
[Signature]

CHECKED BY  
[Signature]

APPROVED BY  
[Signature]

REVISION			
REV. NO	DATE	DESCRIPTION	BY
1st Rev	JAN 22		

SHEET NO S-19  
TOTAL SHEET 20  
DRAWN BY: SHILA DEBNATH  
DATE: January, 22

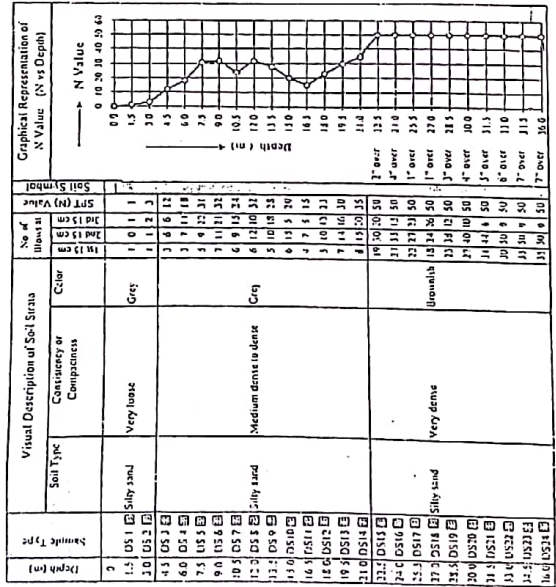


**BOREHOLE LOG**  
BH - 02

Client : Executive Engineer, I.C.E.D, Rangpur  
Project : Construction of 20.0 m long TSC Girder Bridge at Approach Road of 301.30 m Existing Bridge at Mandilata Chat over the Kamta River  
Location : Pirgonj, Rangpur

Date of Boring : April 17 & 18, 2019

ECL :  
Water Level:



End of Boring = 36.0 m

Disturbed Sample  Unundisturbed Sample   
Clayey  Sandy  Organic  Non-organic

Engineering Corporation

Figure 1

Scanned with CamScanner

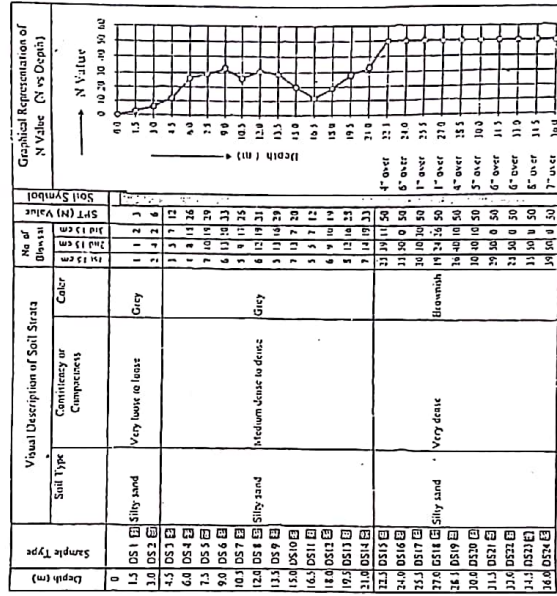


**BOREHOLE LOG**  
BH - 01

Client : Executive Engineer, I.C.E.D, Rangpur  
Project : Construction of 20.0 m long TSC Girder Bridge at Approach Road of 301.30 m Existing Bridge at Mandilata Chat over the Kamta River  
Location : Pirgonj, Rangpur

Date of Boring : April 15 & 16, 2019

ECL :  
Water Level:



End of Boring = 36.0 m

Disturbed Sample  Unundisturbed Sample   
Clayey  Sandy  Organic  Non-organic

Engineering Corporation

Figure 2

Scanned with CamScanner

Handwritten notes and signatures at the top right of the page.

REV. NO	DATE	DESCRIPTION	BY
1st Rev	JAN 22		

APPROVED BY: [Signature]  
CHECKED BY: [Signature]

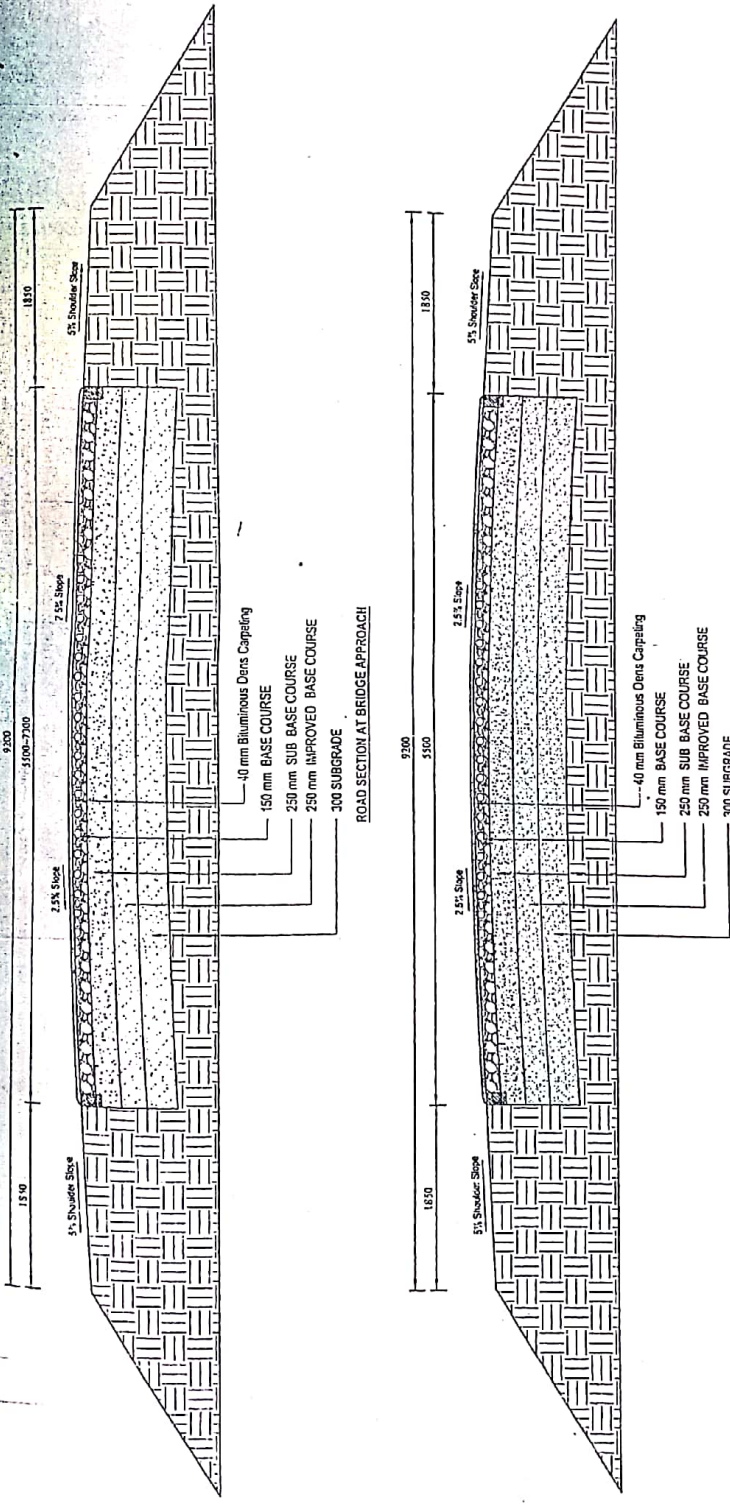
DESIGNED TEAM: [Signature]  
KUBEC BANGALORE

DESIGN UNIT OF I.C.E.D  
KUBEC BANGALORE

REPUBLIC OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
RURAL ROADS

BOREHOLE LOCATION & BORE LOG

PROJECT: CONSTRUCTION OF APPROACH ROAD AT  
RURAL ROADS



ROAD SECTION AT BRIDGE APPROACH

ROAD SECTION (TYPICAL SECTION)



பெரிய அளவில்  
 மிகவும் கடினமான  
 மற்றும் கடினமான  
 மிகவும் கடினமான  
 மிகவும் கடினமான

REVISION	
REV. NO	DATE

APPROVED BY	CHECKED BY	DESIGNED BY

DESIGN UNIT L1ED	DESIGNED BY
MURUGAN (L1ED)	

DESIGNED BY	DESIGNED BY

DESIGNED BY	DESIGNED BY

DESIGNED BY	DESIGNED BY

DESIGNED BY	DESIGNED BY

DESIGNED BY	DESIGNED BY

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
 LOCAL GOVERNMENT ENLIGHTENING DEPARTMENT  
 PROJECT: CONSTRUCTION AND MAINTENANCE OF  
 CHURNAL ROAD

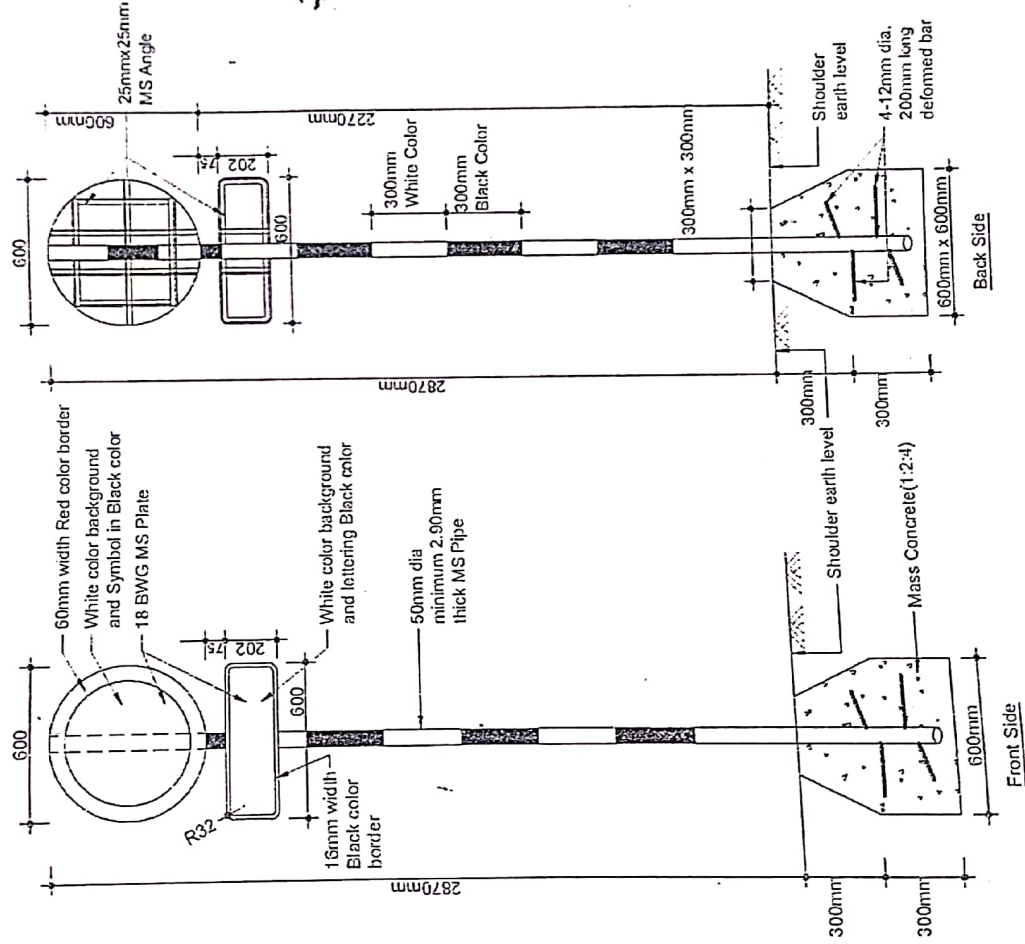
DESIGN UNIT L1ED  
 MURUGAN (L1ED)  
 MURUGAN (L1ED)  
 MURUGAN (L1ED)

DESIGNED BY

DESIGNED BY

REVISION  
 REV. NO DATE DESCRIPTION

• Compulsory Traffic Sign:



Section of Traffic Sign (Compulsory)

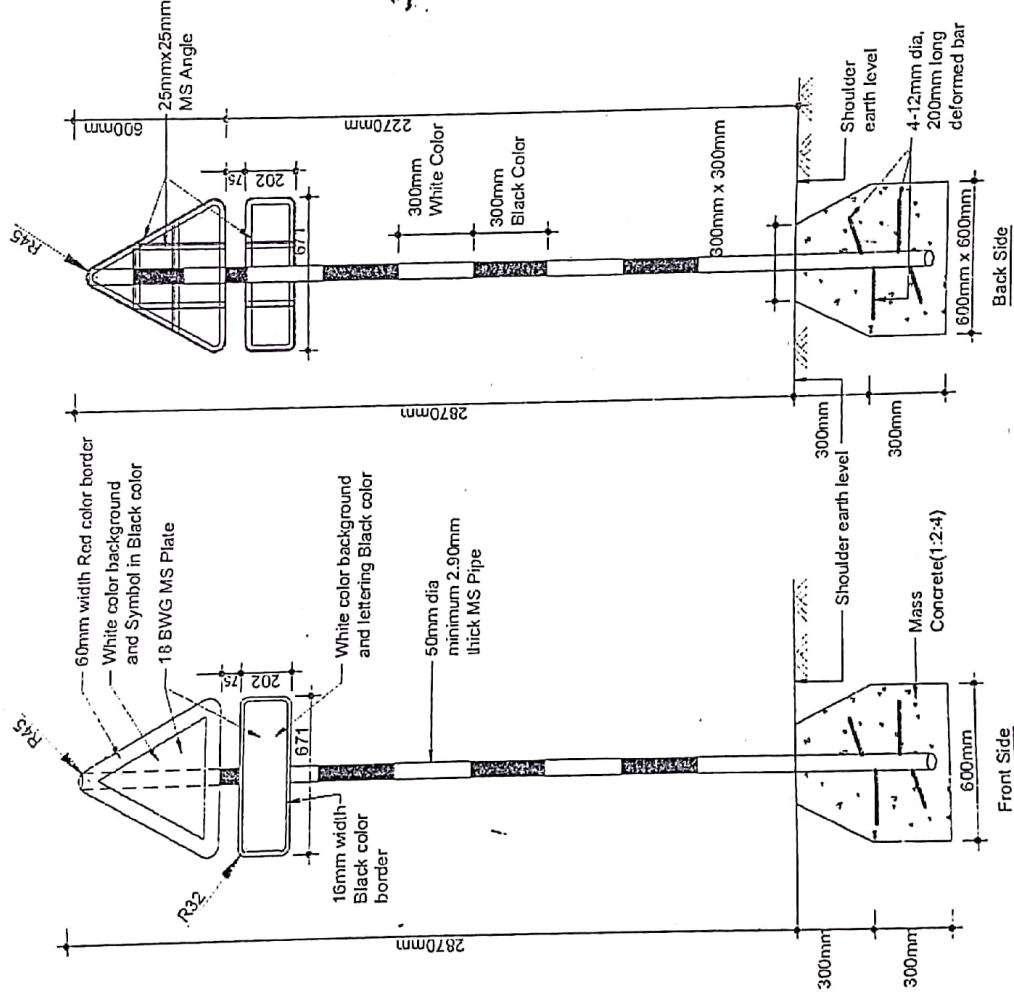


LOCAL GOVERNMENT ENGINEERING DEPARTMENT	
DETAIL OF SECTION OF TRAFFIC SIGN	
DESIGNED BY	RECOMMENDED BY
Md. Mostafizur Rahman Sr. Bridge Design Eng LGED HQ, Dhaka	Md. Abul Kalam Azad Sr. (Design & Check Control) LGED HQ, Dhaka
DATE	DRAWN BY
	S. Jakubir

Note:  
Retro-Reflective paint / Reflective sheet should be used for signs.

Drawings are available in pdf form at <http://www.lged.gov.bd/UnitPublication.aspx?UnitID=7>

• Precautionary Traffic Sign:



Section of Traffic Sign (Precautionary)

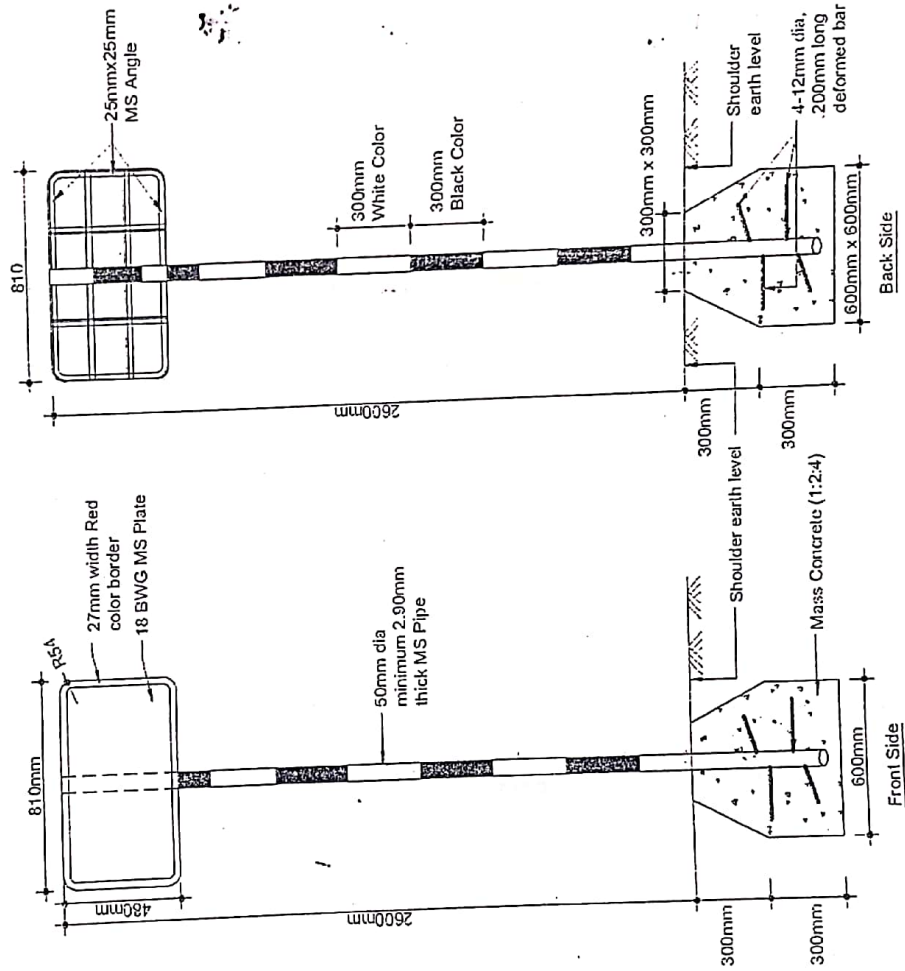


LOCAL GOVERNMENT ENGINEERING DEPARTMENT	
DETAIL OF SECTION OF TRAFFIC SIGN	
DESIGNED BY:	RECOMMENDED BY:
Md. Mostafar Rahman Senior Engineer LGED, Ag. Dhaka	Md. Abdul Kalam Azad Senior Engineer LGED, Ag. Dhaka
DATE	DRAWN BY: S Mozammar

Note:  
Retro-Reflective paint/ Reflective sheet should be used for signs.

Drawings are available in pdf form at <http://www.lged.gov.bd/UnitPublication.aspx?UnitID=7>

• Informative Traffic Sign (Rectangular):



Section of Traffic Sign Informative (Rectangular)

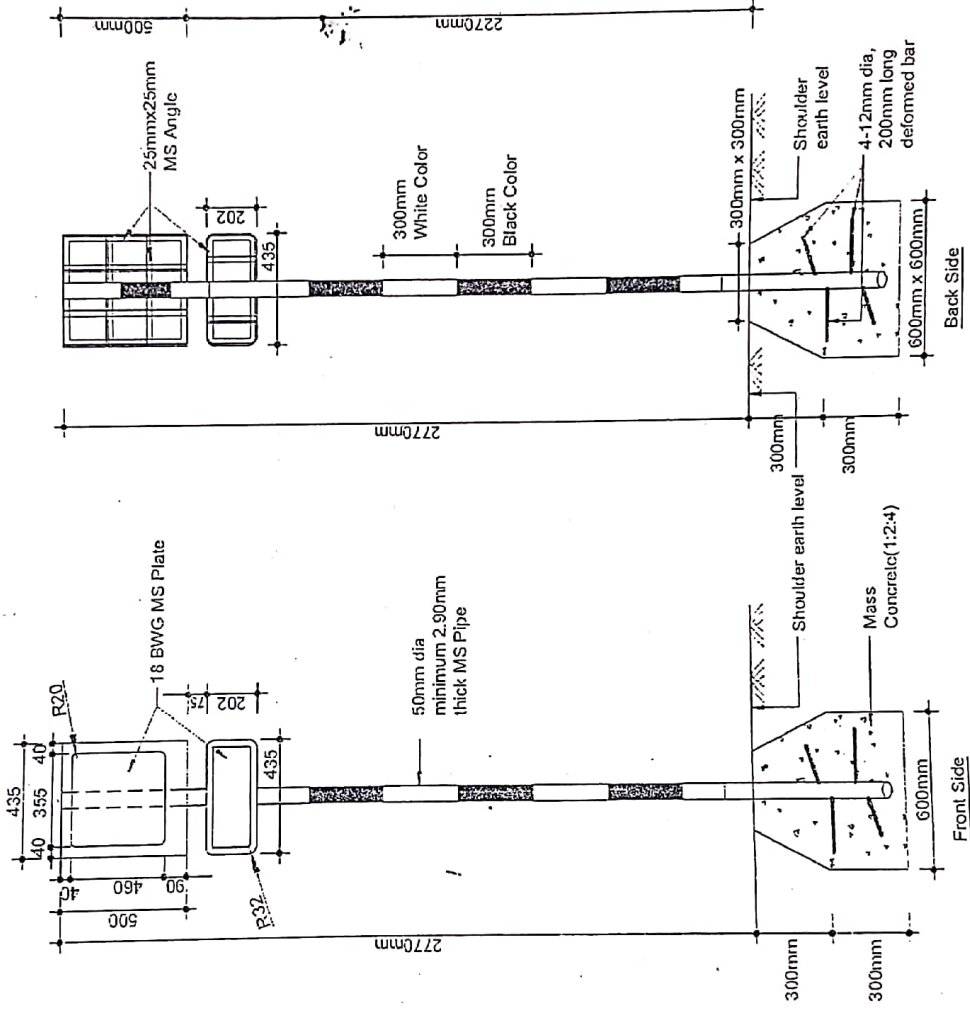


Note: Retro-Reflective paint / Reflective sheet should be used for signs.

LOCAL GOVERNMENT ENGINEERING DEPARTMENT	
DETAIL OF SECTION OF TRAFFIC SIGN	
DESIGNED BY	RECOMMENDED BY
Md. Mostafizur Rahman Sr. Bridge Design Eng. LGED Hd, Dhaka	Md. Abul Kalam Nazzar Sr. (Design & Quality Control) LGED Hd, Dhaka
DATE	DWG/WRT BY
	S. Mucamiller

Drawings are available in pdf form at <http://www.lged.gov.bd/UnitPublication.aspx?UnitID=7>

• Informative Traffic Sign (Square):



Section of Traffic Sign (Square)



LOCAL GOVERNMENT ENGINEERING DEPARTMENT	
DETAIL OF SECTION OF TRAFFIC SIGN	
DESIGNED BY :	RECOMMENDED BY :
Md. Masudul Karim Sr. Engineer LGED, Dhaka	Md. Abul Kalam Azad Sr. Engineer LGED, Dhaka
DATE	DRAWN BY : S. Masum

Note: Retro-Reflective paint / Reflective sheet should be used for signs.

Drawings are available in pdf form at <http://www.lged.gov.bd/UnitPublication.aspx?UnitID=>