

 - AREA NOT IN SCOPE

SECONDARY BEAM SCHEDULE CB-7				
TYPE	L (LENGTH)	B (WIDTH)	D (DEPTH)	NOS
LOGITUDINAL	4500	800	760	132
CANTILEVER LONGITUDINAL	1710	800	760	44
TRANSVERSE (TILL CRANE RAIL PORTION)	5000	800	760	36
CANTILEVER TRANSVERSE	1850	800	760	24
TRANSVERSE (AFTER CRANE RAIL PORTION)	6000	800	760	96

The site plan illustrates the layout of the Kanda Creek area. At the top, a horizontal line represents the '30M WIDE RCC CENTRAL ROAD'. Below this road, the plan is divided into several rectangular zones. On the left side, there are two stacked rectangular areas, both labeled 'COVERED WITH RCC PANELS'. To the right of these, there are two more stacked rectangular areas: the top one is labeled 'RECLAIMED AREA (WITHOUT PRE CONSOLIDATION)' and the bottom one is labeled 'OPEN STACKING GROUND (PRE CONSOLIDATED)'. To the right of the 'RECLAIMED AREA' is a rectangular area labeled 'PAVED AREA (WITHOUT PRE CONSOLIDATION)', which contains two smaller rectangular boxes, each labeled '52'5'. Below the 'PAVED AREA' is a rectangular area labeled 'CONTAINER YARD'. To the right of the 'OPEN STACKING GROUND' is another rectangular area labeled 'CONTAINER YARD'. At the bottom of the plan, a horizontal line represents the 'QUAY AND TRANSIT AREA'. Below this line, there are three rectangular areas, each labeled 'BERTH NO.1', 'BERTH NO.2', and 'BERTH NO.7' respectively. The 'BERTH NO.1' and 'BERTH NO.2' areas are marked with a scale from 0 to 100 meters. The 'BERTH NO.7' area is marked with a scale from 0 to 100 meters. The entire plan is bounded by a line on the left labeled 'WATER' and a line on the right labeled 'BENTH'. At the bottom center, the text 'KANDA CREEK' is written.

1. ALL DIMENSIONS ARE IN MM UNLESS OTHERWISE NOTED AND ALL ELEVATIONS ARE IN METERS WITH RESPECTIVE TO CHART DATUM.
2. GRADE OF CONCRETE MIX SHALL BE M-40 CONFORMING TO IS 456-2000.
3. REINFORCEMENT SHALL BE OF HIGH YIELD STRENGTH DEFORMED BARS OF GRADE FE 500D CONFORMING TO IS 1786-2007.
4. ALL REINFORCING MATERIALS OF ALL REINFORCEMENT SHALL BE PREPARED AT SITE BY THE VENDOR.
5. UNLESS OTHERWISE MENTIONED DEVELOPMENT LENGTH SHALL BE TAKEN AS 45 X DIAMETER.
6. AT LEAST 10% OF REINFORCEMENT BARS SHALL BE LAPPED AT A PARTICULAR SECTION.
7. CLEAR COVER TO ALL REINFORCEMENT (INCLUDING LINKS) IN VARIOUS RCC ELEMENTS SHALL BE TAKEN FOLLOWS
A. PILE CAP = 75MM
B. OTHER RCC MEMBERS = 50MM
C. FENDER COLUMN = 75MM
8. ANCHOR BOLTS AND NUTS SHOULD BE SS 316, HIGH PERFORMANCE CRACKED CONCRETE C2, ETI APPROVED & SUITABLE FOR SEISMIC LOADING WITH RESIN GROUTING.


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(TYP) -- TYPICAL
T&B  -- TOP AND BOTTOM
C/C  -- CENTER TO CENTER
THK  -- THICKNESS
EL   -- ELEVATION
TOC  -- TOP OF CONCRETE
TOPC -- TOP OF PILE CAP
BOPC -- BOTTOM OF PILE CAP
MSL  -- MEAN SEA LEVEL
TOP  -- TOP OF POLYMER
CB   -- CRANE BEAM
LB   -- LONGITUDINAL BEAM
TB   -- TRANSVERSE BEAM
PCC  -- PORTLAND CEMENT CONCRETE
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THIS DRAWING SHALL BE READ IN CONJUNCTION
WITH OLD DRAWINGS OF EXISTING STRUCTURE
AND CONFIRM THE SAME WITH SITE CONDITION
BEFORE THE START OF WORK.

REV.	DATE	DESCRIPTION	DESIGN	CHK'D	APP'D

ENGINEERING
CONSULTANT:

 INDIAN INSTITUTE OF TECHNOLOGY
BOMBAY

CLIENT NAME:  DEENDAYAL PORT AUTHORITY
KANDLA, GUJARAT

PROJECT NAME: **CONDITIONAL ASSESSMENT MODIFICATION
& STRENGTHENING OF EXISTING CARGO
BERTHS 7 TO 10, DPT**

TITLE:	DETAILED BEAM LAYOUT FOR FOR CB-7 (PANEL NO. 51 TO 55)
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DRAWN: BM	DRAWING NO. IITB_DPT_GFC_7002	REVISION R0
SCALE: AS SHOWN		

R. Blazif.

