

Your reference: No 1982-83/CDO/G/473/13 Dated 18/09/2015

Our response to various observation is as under:

1. In our case deflection comes out to be $L/1367$, which is less than 30 mm. The clause no. 12.4 (about Limit State of Deflection) on page 131 IRC112-2011, specify the deflection to be less than equal to $\text{Span}/800$ for Vehicular traffic and $\text{Span}/1000$ for Vehicular and pedestrian traffic. Our design meets above codal requirement.
2. Spacing of cross-girder is shown. Detailed calculations will be provided.
3. Detail of cable profile will be provided.
4. Detail of End Block of Longitudinal Girder is given.
5. It is given
6. It will be considered, and appropriate detail will be issues.
7. No crash barrier is needed as footpath is provided.
8. Will be provided.
9. It is given
10. It is given
11. It is there.
12. It will be provided.
13. It will provided.
14. It will be provided.
15. Will be provided.

Most of the things are provided, and where ever something is missing or more detail is needed, will be provided. However, if we go with first observation, then whole design will be affected. So before we do any further change or supply more detail, you are requested to freeze first point. In out opinion, our design meet codal requirement, and there is no need to increase depth of girder.

So you are requested to convey decision on first observation first to enable us to supply more information as required.