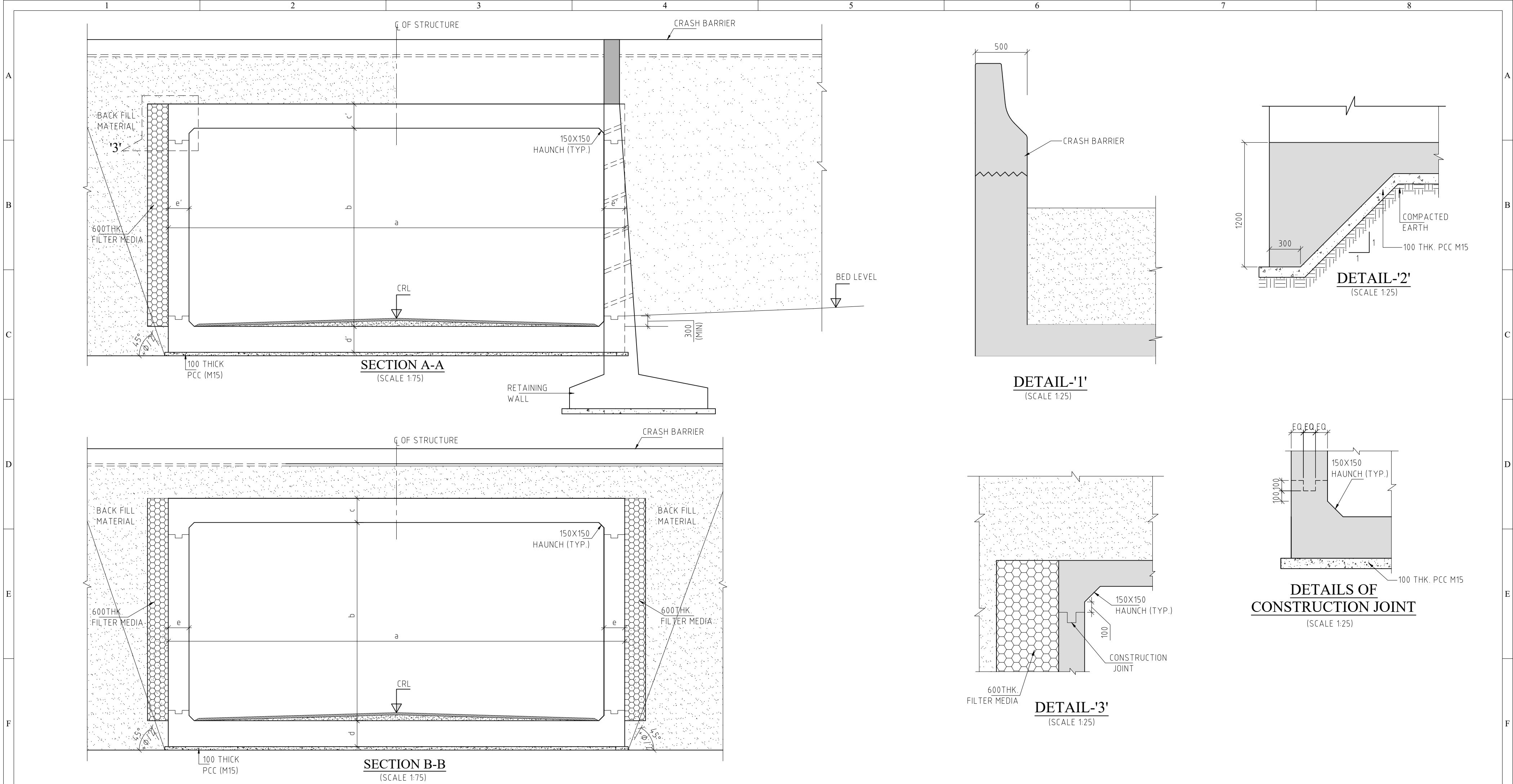



ELEPHANT OVERPASS



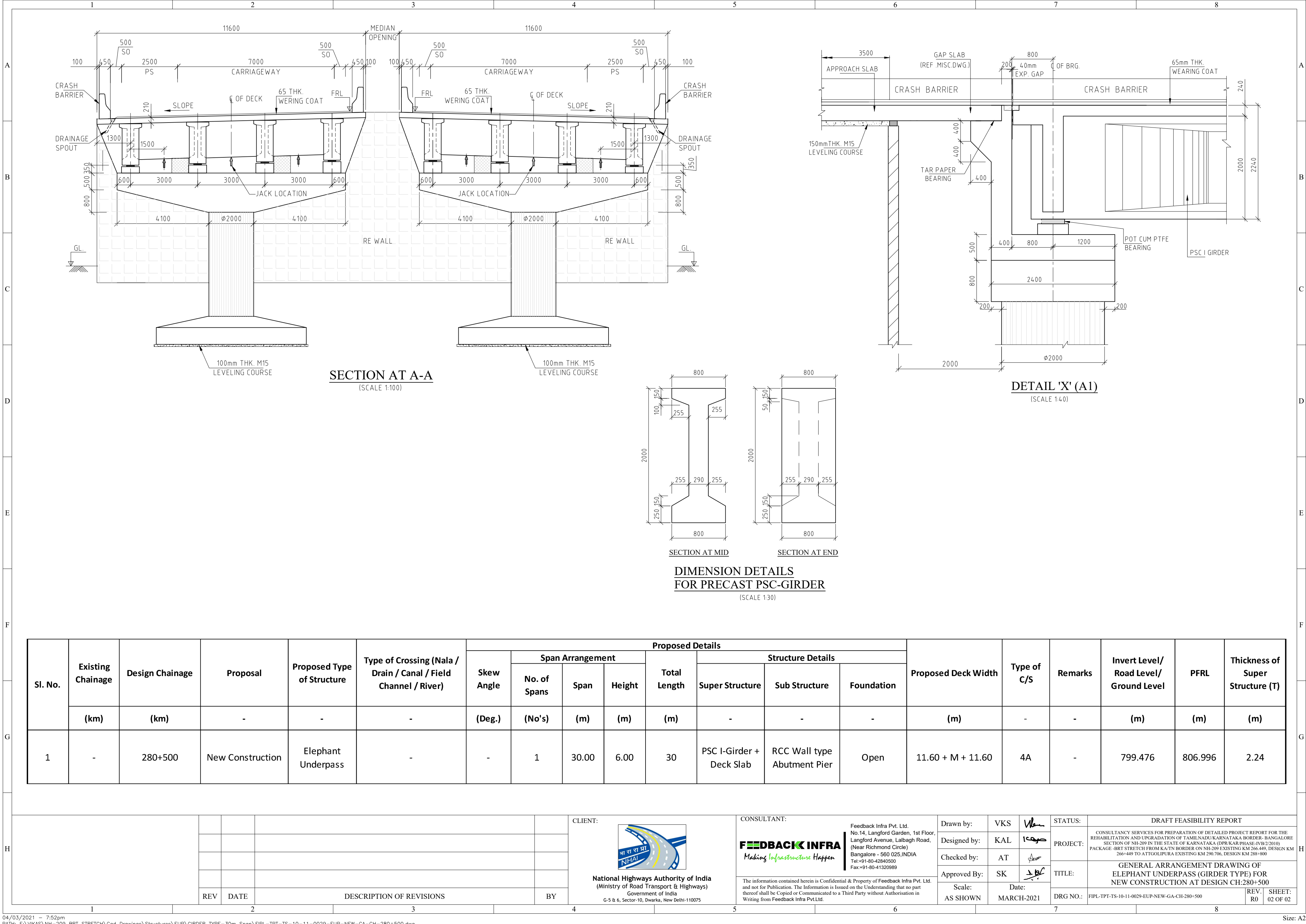
Sl. No.	Existing Chainage	Design Chainage	Proposal	Proposed Type of Structure	Type of Crossing (Nala / Drain / Canal / Field Channel / River)	Proposed Details								Proposed Deck Width	Type of C/S	Remarks	Invert Level/ Road Level/ Ground Level	PFRL	Span	Height	Top Slab	Bottom Slab	Outer Wall	Inner Wall
						Skew Angle	Span Arrangement			Total Length	Structure Details								Dimension Details					
							No. of Spans	Span	Height		Super Structure	Sub Structure	Foundati on						a	b	c	d	e	f
(km)	(km)	-	-	-	(Deg.)	(No's)	(m)	(m)	(m)	-	-	-	(m)	-	-	(m)	(m)							

1	-	278+800	New Construction	Elephant Overpass	-	-	1	12.00	5.50	12.00	RCC Box			30.00	4	-	819.102	812.179	12	5.5	0.8	0.9	0.7	-
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H					CLIENT:	 National Highways Authority of India (Ministry of Road Transport & Highways) Government of India G-5 & 6, Sector-10, Dwarka, New Delhi-110075	CONSULTANT:	 Feedback Infra Pvt. Ltd. No.14, Langford Garden, 1st Floor, Langford Avenue, Lalbagh Road, (Near Richmond Circle) Bangalore - 560 025,INDIA Tel:+91-80-42840500 Fax:+91-80-41320989	Drawn by:	VKS		STATUS:	DRAFT FEASIBILITY REPORT		
									Designed by:	KAL		PROJECT:	CONSULTANCY SERVICES FOR PREPARATION OF DETAILED PROJECT REPORT FOR THE REHABILITATION AND UPGRADEATION OF TAMILNADU/KARNATAKA BORDER- BANGALORE SECTION OF NH-209 IN THE STATE OF KARNATAKA (DPR/KAR/PHASE-IVB/2/2010) PACKAGE -BRT STRETCH FROM KA/TN BORDER ON NH-209 EXISTING KM 266.449, DESIGN KM 266+449 TO ATTIGOLIPURA EXISTING KM 290.706, DESIGN KM 288+800		
									Checked by:	AT		TITLE:	GENERAL ARRANGEMENT DRAWING OF ELEPHANT OVERPASS NEW CONSTRUCTION AT DESIGN CH:278+800		
									Approved By:	SK					
										Scale:		Date:			
	REV	DATE	DESCRIPTION OF REVISIONS			BY		The information contained herein is Confidential & Property of Feedback Infra Pvt. Ltd. and not for Publication. The Information is Issued on the Understanding that no part thereof shall be Copied or Communicated to a Third Party without Authorisation in Writing from Feedback Infra Pvt.Ltd.	AS SHOWN		MARCH-2021	DRG NO.:	FIPL-TPT-TS-10-11-0029-EOP-NEW-GA-CH-278+800	REV: R0	SHEET: 02 OF 02

ELEPHANT UNDERPASS






Sl. No.	Existing Chainage	Design Chainage	Proposal	Proposed Type of Structure	Type of Crossing (Nala / Drain / Canal / Field Channel / River)	Proposed Details								Proposed Deck Width	Type of C/S	Remarks	Invert Level/ Road Level/ Ground Level	PFRL	Thickness of Super Structure (T)
						Skew Angle	Span Arrangement			Total Length	Structure Details								
							No. of Spans	Span	Height		Super Structure	Sub Structure	Foundation						
	(km)	(km)	-	-	-	(Deg.)	(No's)	(m)	(m)	(m)	-	-	-	(m)	-	-	(m)	(m)	(m)
1	-	280+500	New Construction	Elephant Underpass	-	-	1	30.00	6.00	30	PSC I-Girder + Deck Slab	RCC Wall type Abutment Pier	Open	11.60 + M + 11.60	4A	-	799.476	806.996	2.24

					CLIENT:	 National Highways Authority of India (Ministry of Road Transport & Highways) Government of India G-5 & 6, Sector-10, Dwarka, New Delhi-110075	CONSULTANT:	 FEEDBACK INFRA <i>Making Infrastructure Happen</i> Feedback Infra Pvt. Ltd. No.14, Langford Garden, 1st Floor, Langford Avenue, Lalbagh Road, (Near Richmond Circle) Bangalore - 560 025,INDIA Tel: +91-80-42840500 Fax: +91-80-41320969	Drawn by:	VKS		STATUS:	DRAFT FEASIBILITY REPORT				
								Designed by:	KAL			PROJECT:	CONSULTANCY SERVICES FOR PREPARATION OF DETAILED PROJECT REPORT FOR THE REHABILITATION AND UPGRADEATION OF TAMILNADU/KARNATAKA BORDER- BANGALORE SECTION OF NH-209 IN THE STATE OF KARNATAKA (DPR/KAR/PHASE-IVB/2/2010) PACKAGE -BRT STRETCH FROM KA/TN BORDER ON NH-209 EXISTING KM 266.449, DESIGN KM 266+449 TO ATTIGOLIPURA EXISTING KM 290.706, DESIGN KM 288+800				
								Checked by:	AT			TITLE:	GENERAL ARRANGEMENT DRAWING OF ELEPHANT UNDERPASS (GIRDER TYPE) FOR NEW CONSTRUCTION AT DESIGN CH:280+500				
								Approved By:	SK			DRG NO.:	FIPL-TPT-TS-10-11-0029-EUP-NEW-GA-CH-280+500	REV:	R0	SHEET:	02 OF 02
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1. ALL DIMENSIONS ARE IN mm, LEVELS ARE IN m & CHAINAGE ARE IN KILOMETER. UNLESS OTHERWISE SPECIFIED, ONLY WRITTEN DIMENSIONS SHALL BE FOLLOWED.
2. STRUCTURE LOCATION REFER TO THE CHAINAGE AT STRUCTURE CENTER
3. THIS DRAWING TO BE READ IN CONJUNCTION TO THE HIGHWAY APPROVED DRAWINGS. IF THERE IS ANY DIFFERENCE IN CHAINAGE OR LEVELS H/W DRAWINGS WILL PREVAIL.
4. THE FOLLOWING LOADS HAVE BEEN CONSIDERED IN THE DESIGN:
 - a. ONE LANE, TWO LANE, THREE LANE OF CLASS A.
 - b. ONE LANE OF 70R WHEEL + ONE LANE OF CLASS A
 - c. ONE LANE OF 70R TRACKED + ONE LANE OF CLASS A
5. SEISMIC ZONE = II AS PER IS:1893-2002 HAS BEEN CONSIDERED.
6. GRADE OF CONCRETE:
 - SUPERSTRUCTURE (PSC GIRDER & SLAB).....M50
 - PEDESTALS & CRASH BARRIER.....M40
 - SUBSTRUCTURE & FOUNDATION.....M35
 - APPROACH SLAB.....M30
 - LEVELING COURSE.....M15
7. GRADE OF STEEL SHALL BE Fe-500 CONFIRMING TO IS:1786.
8. STRIP SEAL TYPE EXPANSION JOINTS SHALL BE PROVIDED IN TERMS OF MODIFIED INTERIM FOR EXPANSION JOINTS ISSUED VIDE "MORTH" CIRCULAR No. RW/NH-34-05/9-1/96-S&R DATED 30.11.2000 & 21.5.2001.
9. PEDESTAL HEIGHT SHALL BE ADJUSTED TO MAINTAIN TRANSVERSE DECK SLOPE. AND SHALL BE CONFIRMED THAT NEITHER MORE THAN 500mm NOR LESS THAN 150mm
10. FOR BEARING MAINTENANCE ALL GIRDER TO BE LIFTED AT A TIME. NO DIFFERENTIAL LIFTING TO BE ALLOWED.
11. ABUTMENT CAP TOP LEVEL MAY marginally be VARIED TO SUIT BEARING HEIGHT (SUBJECT TO APPROVAL OF ENGINEER).
12. FOR APPROACH SLAB, DRAINAGE SPOUT, CRASH BARRIER, RAILING, BEARINGS & RE WALL DETAIL REFER RELEVANT MISCELLANEOUS DRAWING.
13. REINFORCEMENT FOR CRASH BARRIER SHOULD BE PROPERLY ANCHORED IN DECK SLAB BEFORE CASTING THE SLAB.
14. ADEQUATE LINKS / SPACER BARS SHALL BE PROVIDED FOR PROPER POSITIONING OF REINFORCEMENT.
15. THE LOCATION OF JACKS FOR LIFTING OF SUPERSTRUCTURE TO REPLACE BEARING ETC. IS SHOWN  THUS THIS SHALL BE DISTINCTLY ETCHED FOR EASY IDENTIFICATION ON THE END CROSS GIRDERS AND PIER/ABUTMENT CAPS.
16. TYPE OF STRUCTURE'S CONSTRUCTION METHODOLOGY CONSIDERED IN DESIGN IS-
 - SUPERSTRUCTURE - PRECAST PSC GIRDER WITH DECK SLAB AND DIAPHRAGM.
 - SUBSTRUCTURE - RCC CIRCULAR TYPE ABUTMENTS
 - FOUNDATION - OPEN
 - 65 THK WEARING COAT + 40mm THICK WITH BITUMINOUS CONCRETE WITH+25mm THICK MASTIC ASPHALT.
 - BEARINGS - ELASTOMERIC BEARING
17. 1500mm ANCHORING IN SOFT ROCK SHALL IN CASE OF EDUCATION IN SOFT HARD ROCK THE TRENCH AROUND THE FOOTING SHALL BE FILLED. WITH CONCRET-M15 GRADE UP TO THE TOP OF ROCK.
18. LEVEL TO BE VERIFIED AT SITE IN CASE OF ANY DISCREPANCY PLEASE INFORM DESIGNER.


(SCALE 1:200)



(SCALE 1:200)

LEGEND:-

FRL	FINISHED ROAD LEVEL
GL	GROUND LEVEL
FDN.	FOUNDATION
LVL.	LEVEL
PS:	PAVED SHOULDER
SO:	SHY OFF

				CLIENT:	<div></div> <div>National Highways Authority of India (Ministry of Road Transport & Highways) Government of India G-5 & 6, Sector-10, Dwarka, New Delhi-110075</div>	CONSULTANT:	<div>Feedback Infra Pvt. Ltd. No.14, Langford Garden, 1st Floor, Langford Avenue, Lalbagh Road, (Near Richmond Circle) Bangalore - 560 025,INDIA Tel: +91-80-42840500 Fax: +91-80-41320989</div> <div>FEEDBACK INFRA Making Infrastructure Happen</div> <div>The information contained herein is Confidential & Property of Feedback Infra Pvt. Ltd. and not for Publication. The Information is Issued on the Understanding that no part thereof shall be Copied or Communicated to a Third Party without Authorisation in Writing from Feedback Infra Pvt.Ltd.</div>	Drawn by:	VKS		STATUS:	DRAFT FEASIBILITY REPORT			
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								Checked by:	AT		TITLE:	TYPICAL GENERAL ARRANGEMENT DRAWING OF ELEPHANT UNDERPASS (GIRDER TYPE) FOR NEW CONSTRUCTION			
								Approved By:	SK		DRG NO.:	FIPL-TPT-TS-10-11-0029-EUP-NEW-GA-TYP-001		REV. R0	SHEET: 01 OF 02
REV	DATE	DESCRIPTION OF REVISIONS				BY			Scale: AS SHOWN	Date: MARCH-2021					

