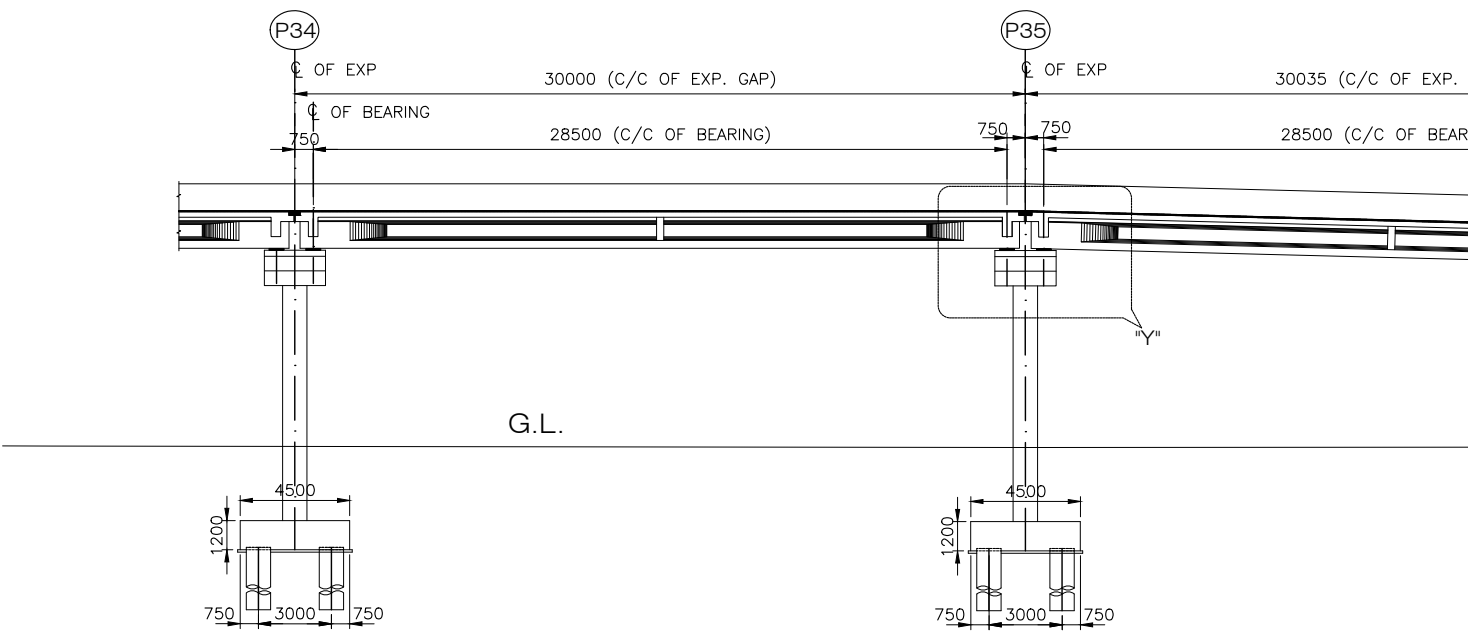
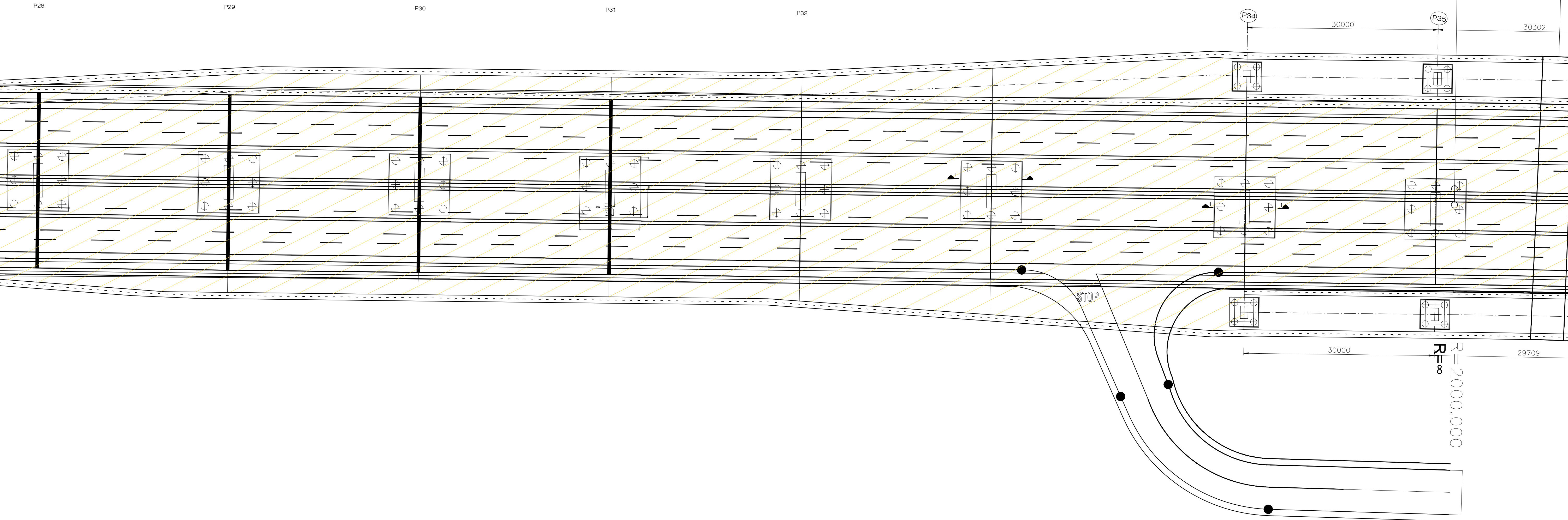


← TO SULTANPUR

TO VARANASI →



FRL	19.972	19.972
GL	10.202	10.202
FDNL	-10.50	-10.50
CHAINAGE	367+170	367+200



REV.	DATE	DESCRIPTION

**AUTHORITY:**  
NATIONAL HIGHWAYS  
AUTHORITY OF INDIA  
(Ministry of Shipping Road Transport & Highways)  
(Government of India)

**DESIGN CONSULTANTS:**  
M/s Chaitanya Projects  
Consultancy Pvt. Ltd.  
In Association with  
MSPARK Futuristics &  
Associates

**PROJECT:**  
CONSULTANCY SERVICES FOR PREPARATION  
OF DETAILED PROJECT REPORT (DPR) FOR  
DEVELOPMENT OF VARIOUS PORT  
CONNECTIVITY STRETCHES UNDER PORT  
CONNECTIVITY MASTER PLAN OF KIOCL  
FLYOVER IN THE STATE OF KARNATAKA

DRAWN		
DESIGNED		
CHECKED		
APPROVED		

**TITLE:** GENERAL ARRANGEMENT DRAWING  
OF RAMP AT CH-367+170 TO CH.367+590 (11X30.0M)

**SCALE:** AS SHOWN

**DRG. NO.:** CP/MSPARK/KIOCAL/FLY/CH 367+170

**DATE:**  
MAR  
2026

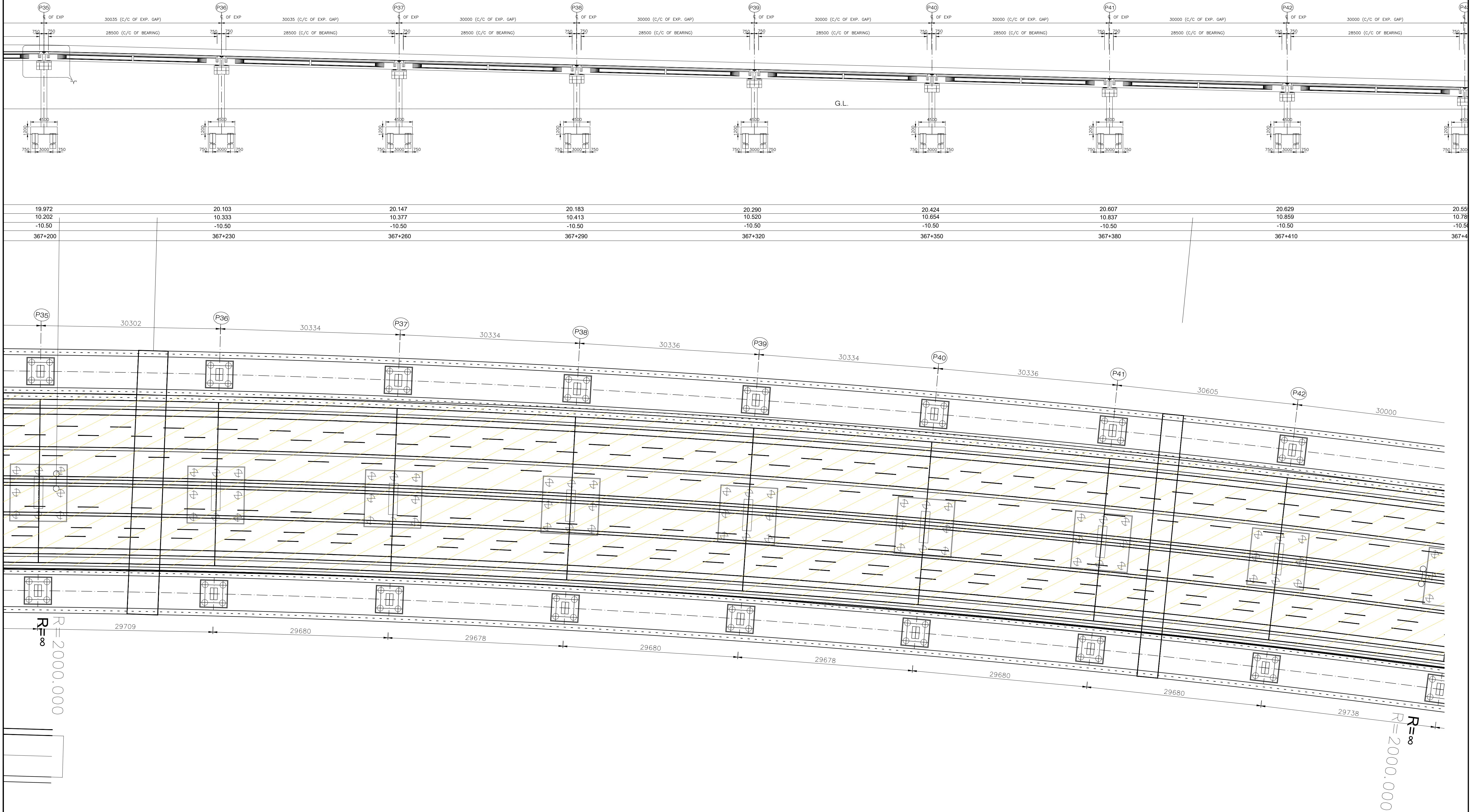
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1 OF 4

**REV:**  
R0



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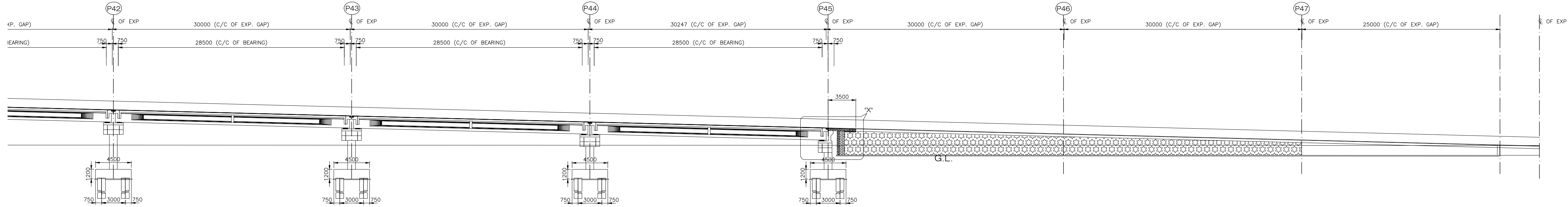
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2 OF 4

**REV:**  
R0



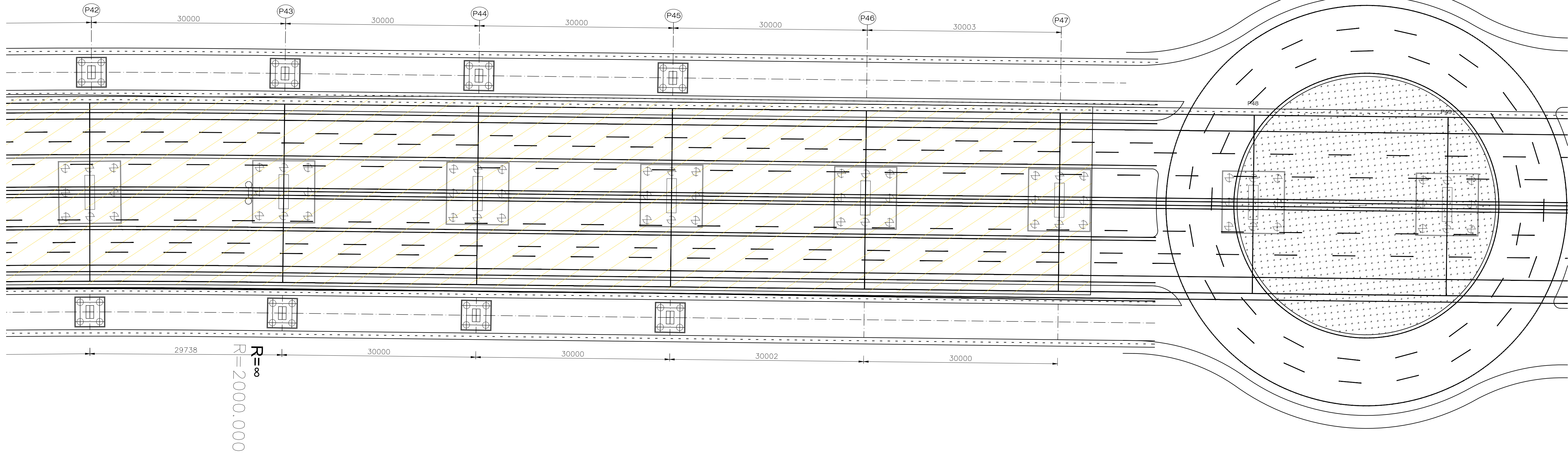
← TO SULTANPUR

TO VARANASI →



20.629	20.559	20.462	20.368	20.250	20.213	20.298
10.859	10.789	10.692	10.598	10.480	10.443	10.528
-10.50	-10.50	-10.50	-10.50	-10.50	-10.50	-10.50
367+410	367+440	367+470	367+500	367+530	367+560	367+590

1:4



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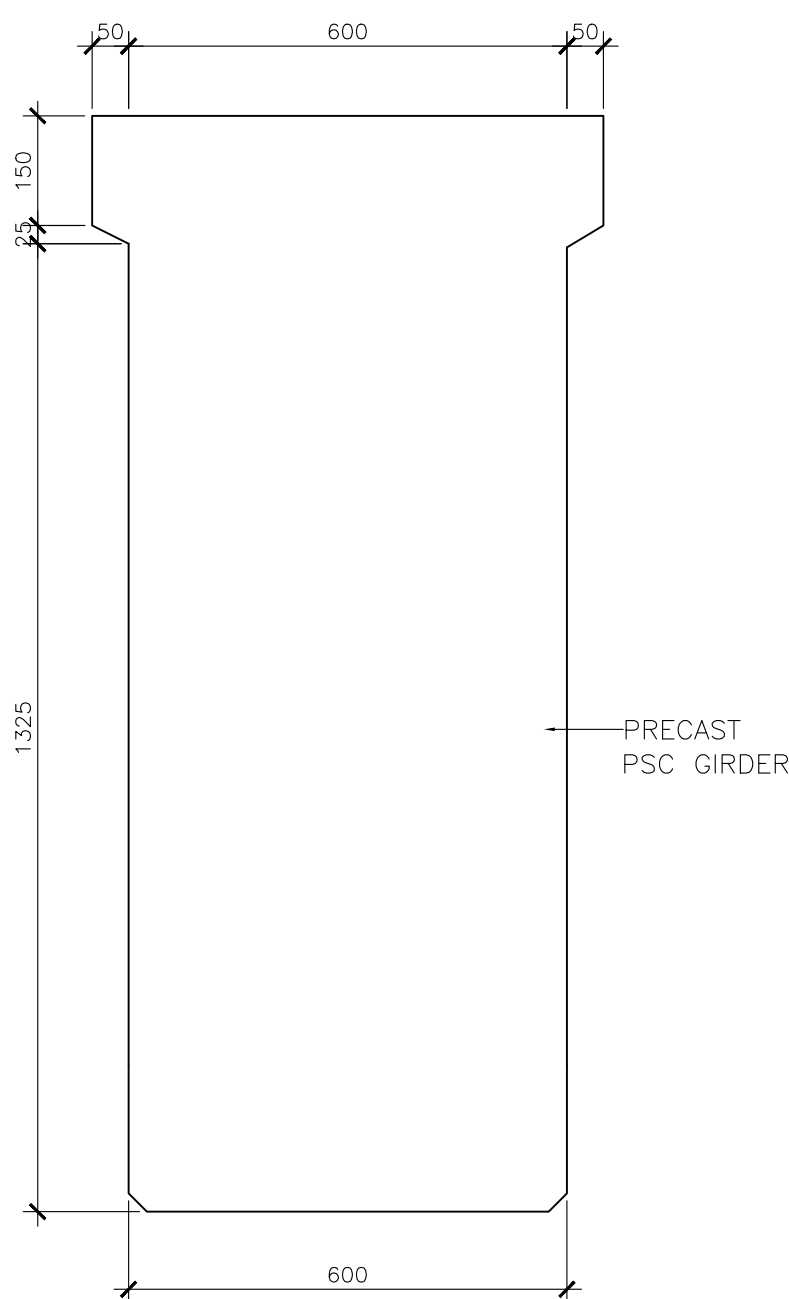
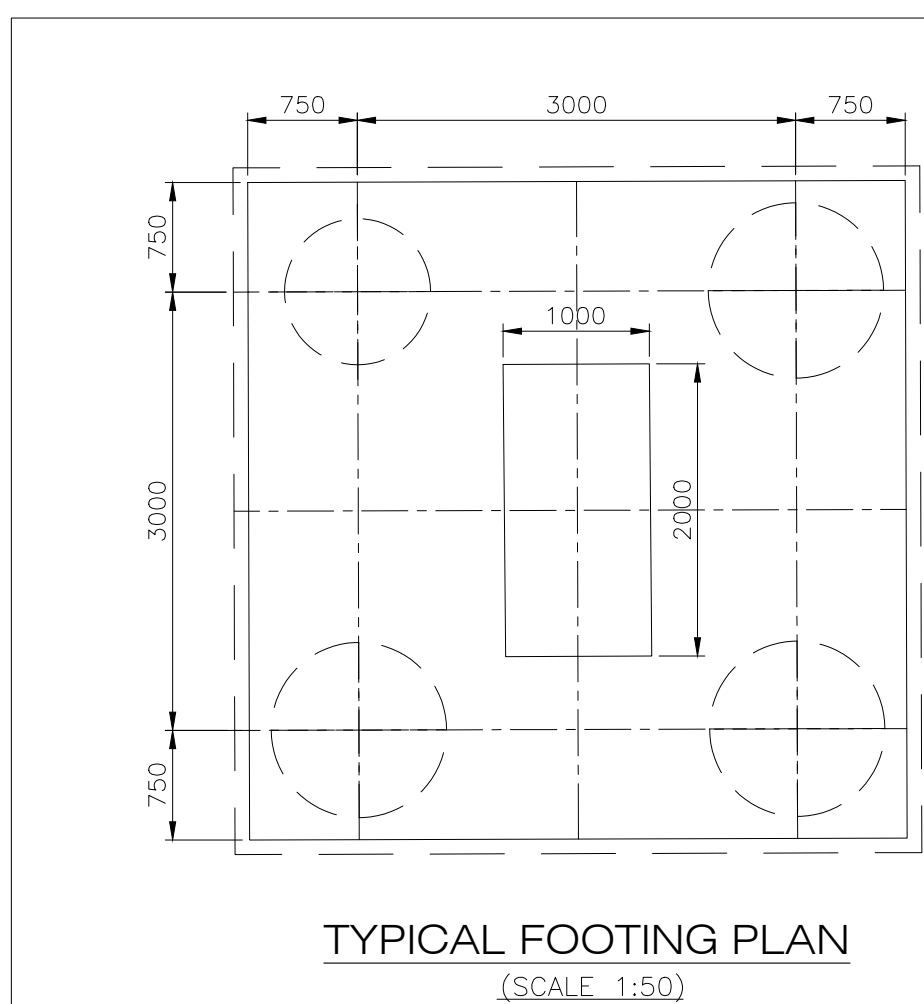
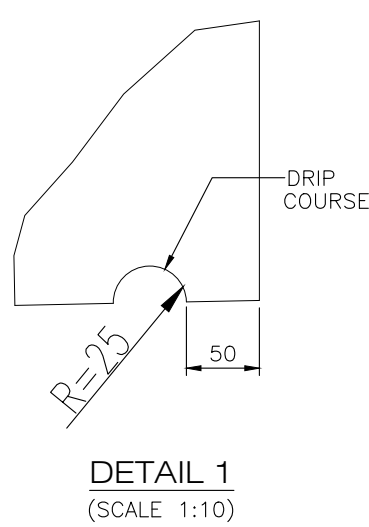
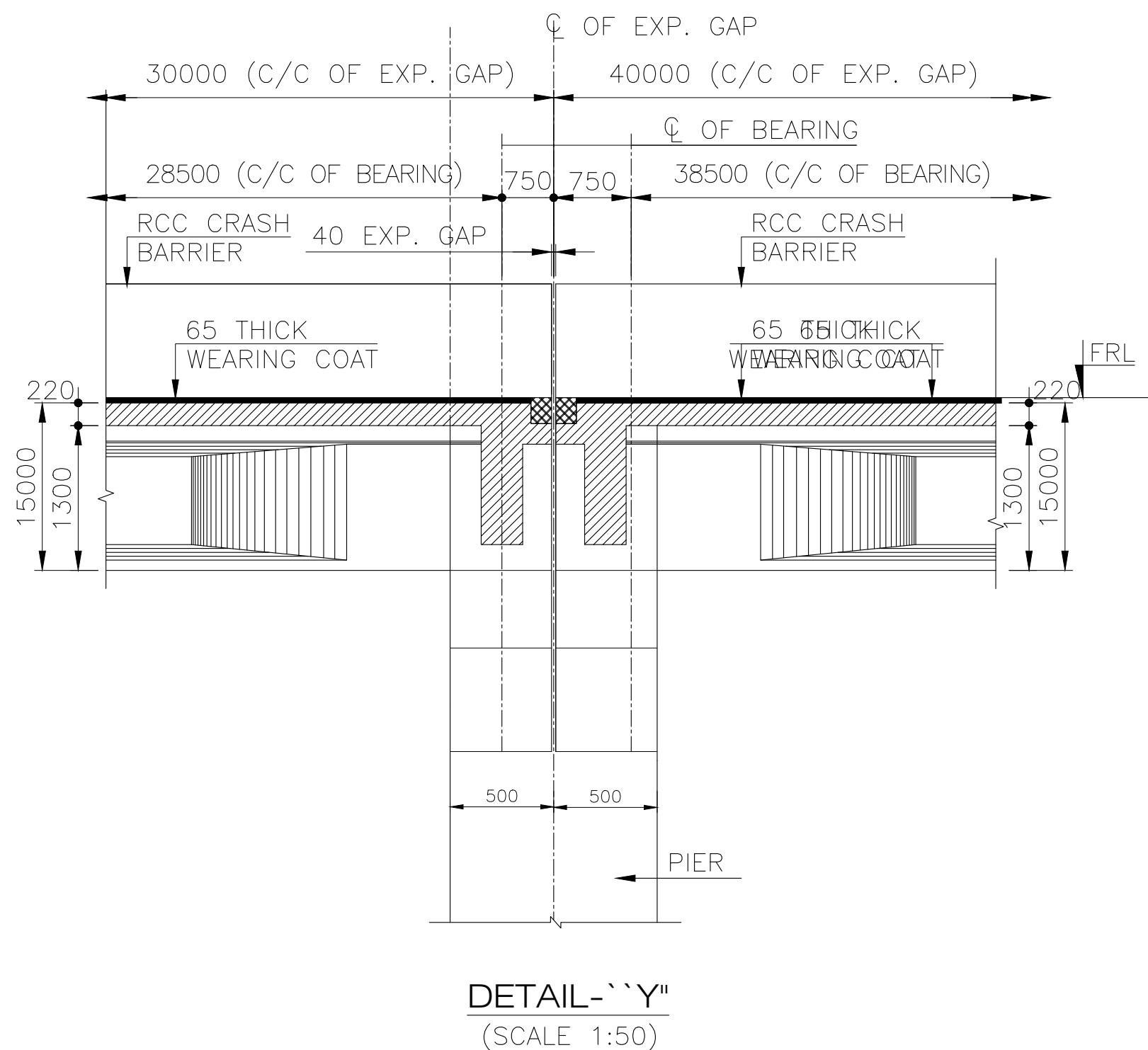
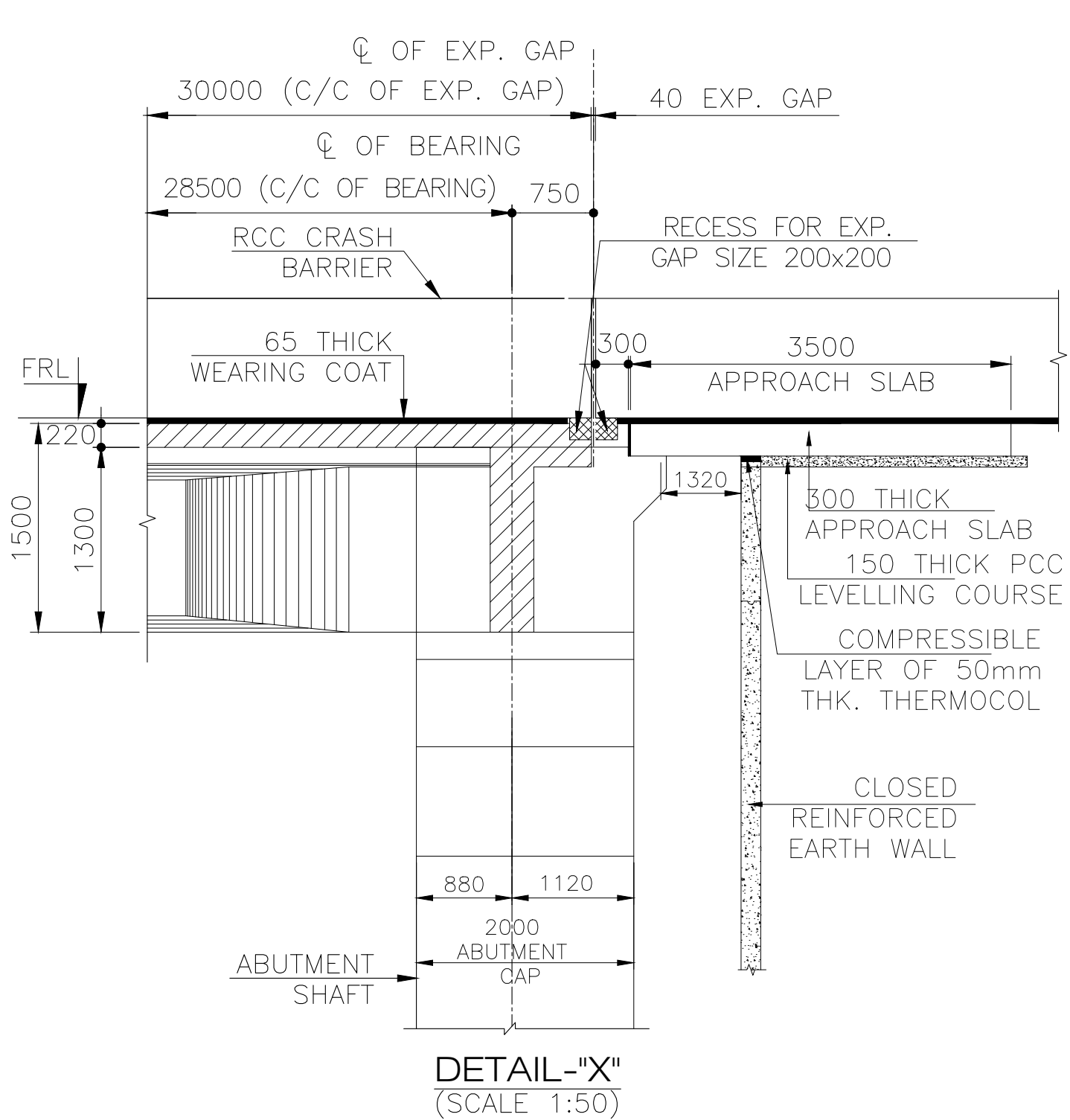
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3 OF 4

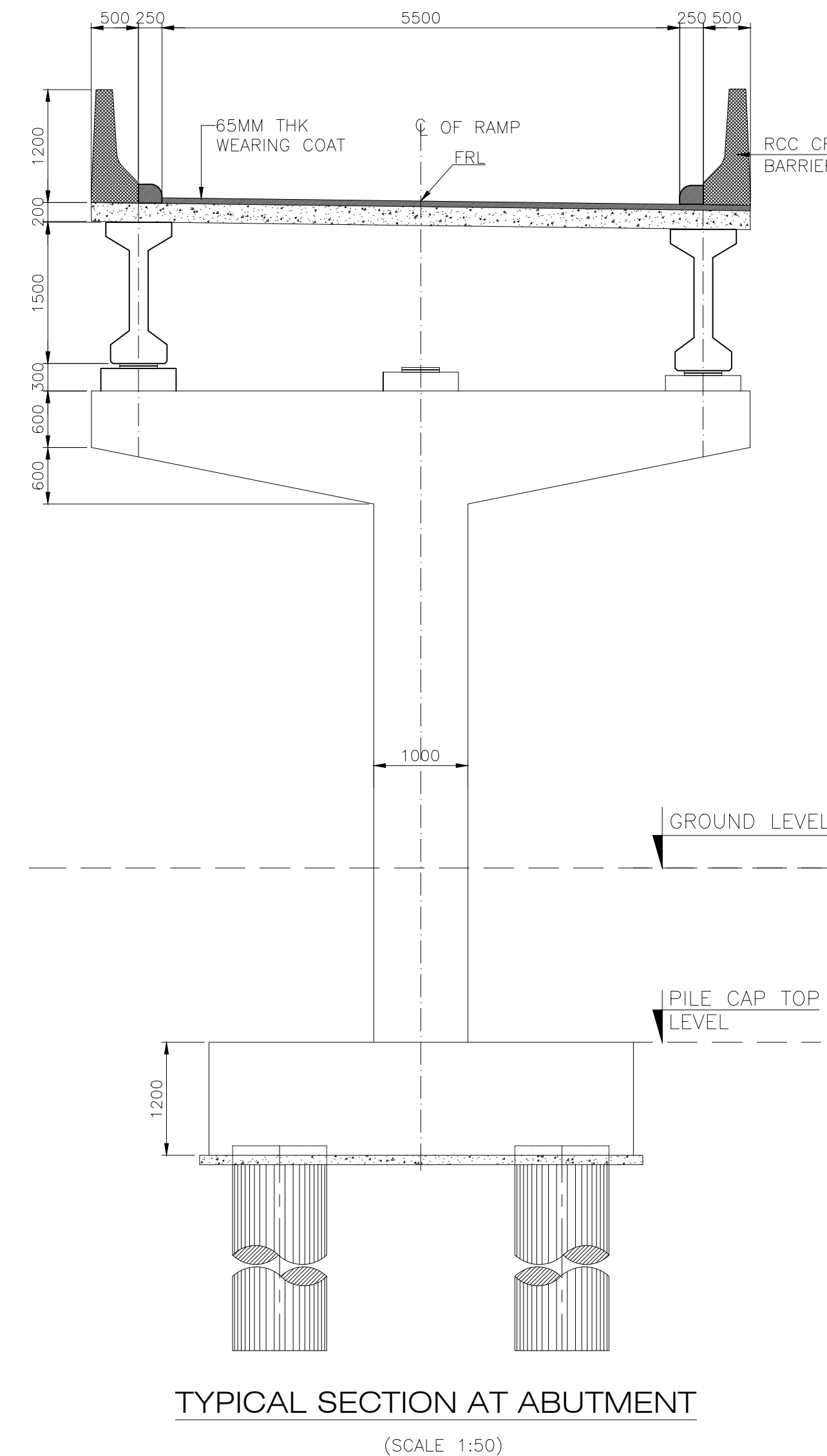
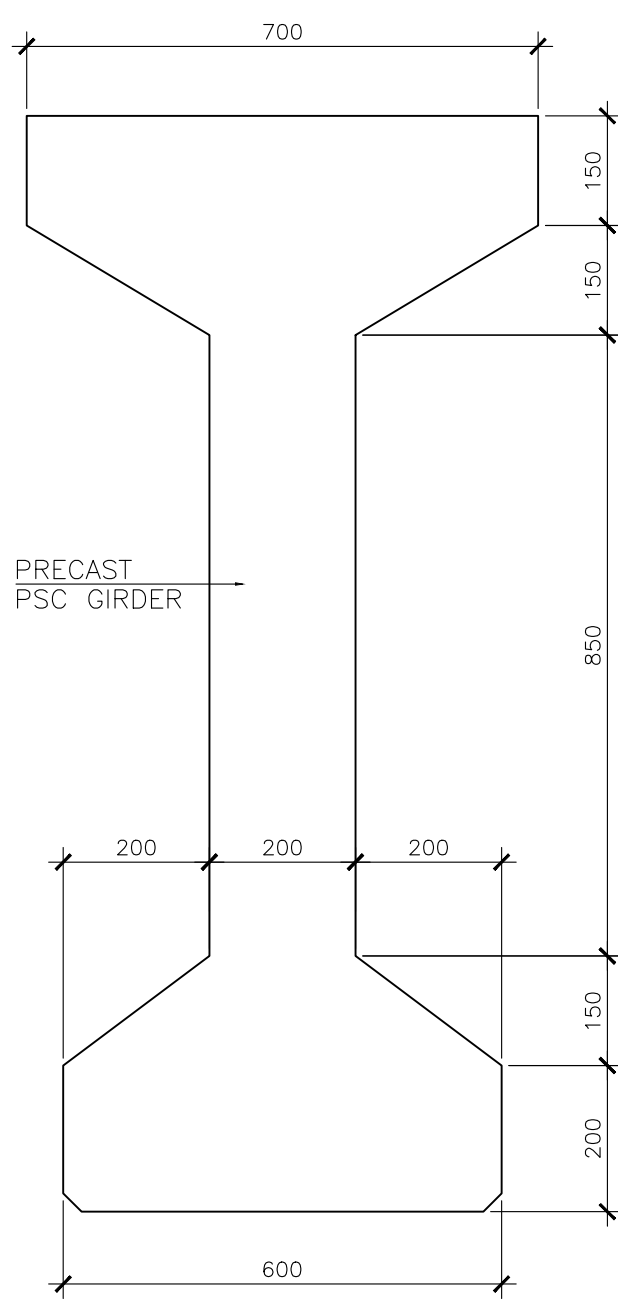
REV:

R0





GIRDER SECTION  
DETAILS OF PSC GIRDER  
FOR 30.0M  
(SCALE 1:10)



- ALL DIMENSION ARE IN MILLIMETERS, LEVELS IN METERS AND CHANGES IN KILOMETERS UNLESS OTHERWISE MENTIONED. ONLY WRITTEN DIMENSION TO BE FOLLOWED.
- CONCRETE SHALL BE DESIGN MIX AND SHALL HAVE MINIMUM 28 DAYS CHARACTERISTIC STRENGTH ON 150MM CUBES FOR ALL ELEMENTS OF STRUCTURES AS INDICATED BELOW:-
  - RCC CRASH BARRIER.....M40
  - PRECAST PSC GIRDER (SUPERSTRUCTURE).....M45
  - CAST-IN-SITU DECK SLAB (SUPERSTRUCTURE).....M40
  - SUBSTRUCTURE & FOUNDATION.....M35
  - APPROACH SLAB.....M30
  - PCC LEVELLING COURSE.....M15
- THE CARRIAGEWAY OF PROPOSED BRIDGE IS DESIGNED FOR 2-LANE OF IRC CLASS 70R OR WHICHEVER COVERS.
- 1-LANE OF SV LOADING CLOSE TO CENTRE-LINE OF CARRIAGEWAY AS PER IRC-6, 2017 TABLE 6A AND CLAUSE 204.5.3, INCLUDING CONGESTION FACTOR AS PER CL 204.4.
- UNTENSIONED REINFORCING STEEL SHALL BE OF THERMO MECHANICALLY TREATED (TMT) BARS. (GRADE DESIGNATION FE500) CONFORMING TO IS:1786.
- 65MM THICK CONCRETE WEARING COAT SHALL BE PROVIDED AS PER MORTH SPECIFICATION.
- CLEAR COVER TO OUTERMOST STEEL SHALL BE AS BELOW:-
  - SUPERSTRUCTURE (PRECAST).....40MM
  - SUPERSTRUCTURE (CAST IN-SITU).....40MM
  - SUB-STRUCTURE (EARTH FACE).....75MM
  - SUB-STRUCTURE (OPEN FACE).....50MM
- ALL SPACE EXCAVATED AND NOT OCCUPIED BY THE FOUNDATION & OTHER PERMANENT WORK SHALL BE FILLED WITH EARTH UP TO SURFACE OF SURROUNDING GROUND IN ACCORDANCE WITH SECTION 300 OF "MORTH" SPECIFICATION. IN CASE OF EXCAVATION IN ROCK, 300 OF "MORTH" SPECIFICATION. IN CASE OF EXCAVATION IN ROCK, 300 OF "MORTH" SPECIFICATION. IN CASE OF EXCAVATION IN ROCK, 300 OF "MORTH" SPECIFICATION.
- THE ANNULAR SPACE AROUND FOUNDATION SHALL BE FILLED WITH M15 PCC UP TO THE TOP OF ROCK.
- 600 THICK FILTER MEDIA SHALL BE PROVIDED AS PER IRC 78:2014 (APPENDIX-6)/GEOCOMPOSITE AS PER CLAUSE "704" OF MORTH.
- 40 THICK STRIP SEAL TYPE EXPANSION JOINTS SHALL BE PROVIDED AS PER MORTH SPECIFICATIONS FOR ROAD AND BRIDGE WORKS.
- 1000x WEAP HOLES SPACED AT 1000 C/C BOTH HORIZONTALLY AND VERTICALLY SHALL BE PROVIDED IN A STAGGERED MANNER IN VERTICAL WALLS.
- BACK FILLING BEHIND ABUTMENT AND RETURN WALL SHALL CONSIST OF SELECTED EARTH CONFORMING TO APPENDIX 6 OF IRC:78-2014 HAVING PROPERTIES  $C=0.4 \geq 30^\circ$  AND  $\phi=1/87\text{N}^\circ$ .
- LAYING, COMPACTION AND EXTENT OF BACK FILL BEHIND SIDE WALL SHALL CONFORM TO SPECIFICATIONS IN APPENDIX : 6 OF IRC : 78-2014.
- LAP/SPICES SHALL BE PROVIDED AS PER CLAUSE NO. 15.2.4 & 15.2.5 OF IRC : 112-2011.
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH RELEVANT APPROVED HIGHWAY DRAWINGS FOR STRUCTURE ORIENTATION, SKEW FRL & CAMBER/SUPER ELEVATION, ETC IF ANY DISCREPANCY FOUND IT SHALL BE BROUGHT TO THE NOTICE OF DESIGN CONSULTANT/PROOF CHECKING CONSULTANT.
- PROPOSED CHAINAGE / FRL SHALL BE CHECKED AND CONFIRMED AS PER APPROVED PLAN & PROFILE.
- BEARING TYPE SHALL BE POT-PITF BEARING.
- EXPOSURE CONDITION IS SEVERE-STEEL CONFORMING TO THE IS 15651:2017 SHALL BE USED FOR RC BRIDGES (SUPERSTRUCTURE AND SUBSTRUCTURE) ON NATIONAL HIGHWAYS.
- DIMENSIONS OF SUBSTRUCTURE ARE TENTATIVE. & SHALL BE CONFIRMED AFTER FINAL DESIGN.
- SIZE & WEIGHT OF STONE PITCHING SHALL BE PROVIDED AS PER IRC-84-1997, TABLE 5.2
- THE PROJECT ROAD FALLS WITHIN SEISMIC ZONE-IV.
- MAXIMUM DESIGN VERTICAL LOAD OF PILE 360T & HORIZONTAL LOAD OF PILE 33T
- VIA-DUCT (ELEVATED STRUCTURE) SHALL BE BUILT IN FROM BOTTOM TO TOP IN A SEQUENCE AS FOLLOWS: A.DRIVE PILE, B. CONSTRUCT PILE-CAP C. CAST PIER IN 3 LIFTS, D. CAST PIER CAP ALONG WITH PEDESTAL / SEISMIC RESTRAINER, E. PSC GIRDER LIFTED FROM YARD AND PLACED ON BEARING, F. CAST END DIAPHRAGM G. CAST SLAB H. EXPANSION JOINT TO BE COMPLETED.

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