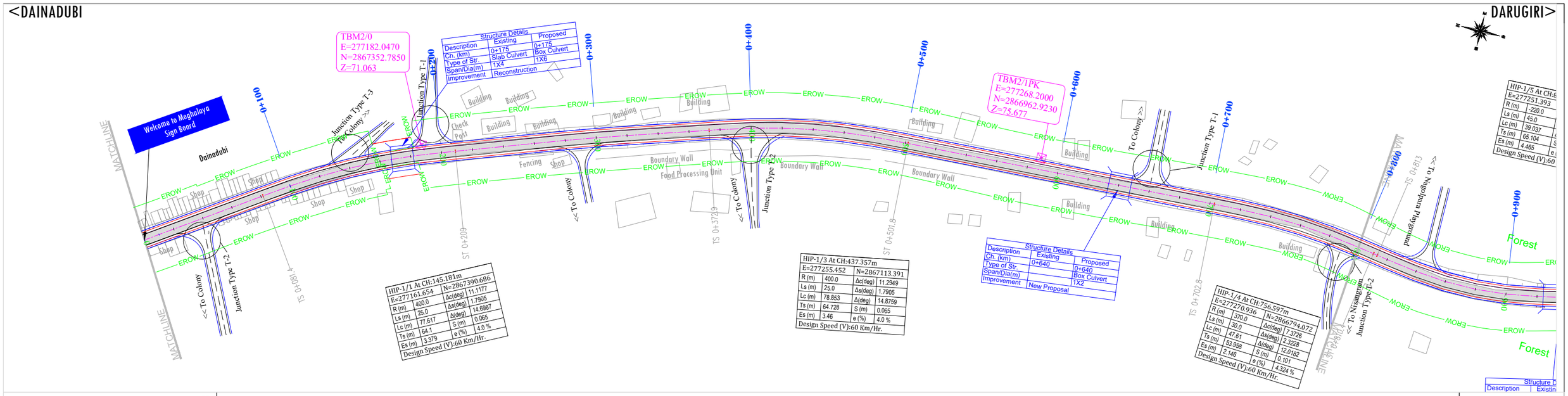
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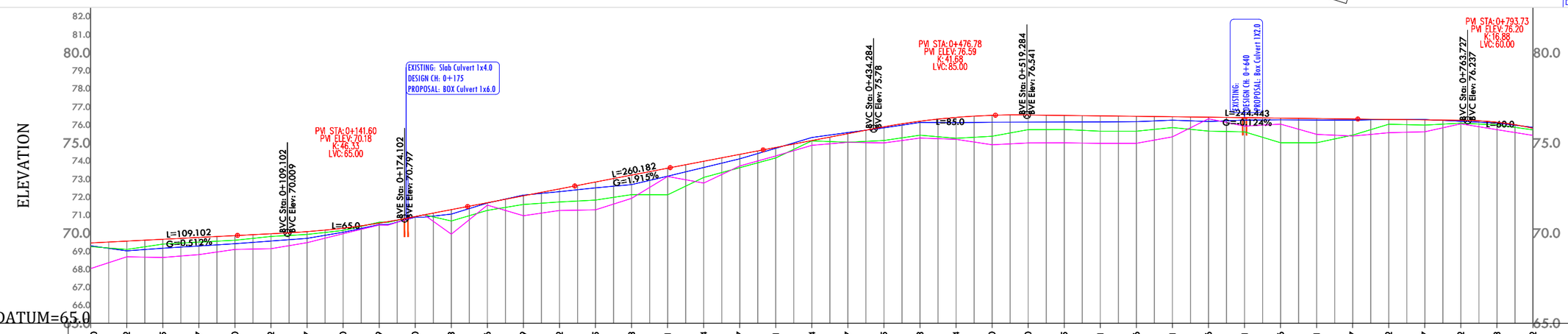
DARUGIRI>
TBM2/0
E=277182.0470
N=2867352.7850
Z=71.063
TBM2/1PK
E=277268.2000
N=2866962.9230
Z=75.677
Welcome to Meghalaya Sign Board
Dainadubi
Junction Type T-3
Junction Type T-1
Junction Type T-2
<< To Colony
To Colony >>
Check Post
Shop
Building
Fencing
Boundary Wall
Food Processing Unit
Forest
To Nongpoh Playground
<< To Nongpoh
Junction Type T-2
MATCHLINE
EROW
0+100
0+200
0+300
0+400
0+500
0+600
0+700
0+800
0+900
ST 0+209
TS 0+372.9
ST 0+501.8
TS 0+702.8
TS 0+813
ST 0+180.4
Structure Details
Description | Existing | Proposed
Ch. (km) | 0+175 | 0+175
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X4 | 1X6
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 0+640 | 0+640
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
HIP-1/1 At CH:145.181m
E=277161.654 | N=2867390.686
R (m) 400.0 | Δc(deg) 11.1177
Ls (m) 25.0 | Δs(deg) 1.7905
Lc (m) 77.617 | Δ(deg) 14.6987
Ts (m) 64.1 | S (m) 0.065
Es (m) 3.379 | e (%) 4.0 %
Design Speed (V):60 Km/Hr.
HIP-1/3 At CH:437.357m
E=277255.452 | N=2867113.391
R (m) 400.0 | Δc(deg) 11.2949
Ls (m) 25.0 | Δs(deg) 1.7905
Lc (m) 78.853 | Δ(deg) 14.8759
Ts (m) 64.728 | S (m) 0.065
Es (m) 3.46 | e (%) 4.0 %
Design Speed (V):60 Km/Hr.
HIP-1/4 At CH:756.597m
E=277270.936 | N=2866794.072
R (m) 370.0
Ls (m) 30.0 | Δs(deg) 7.3728
Lc (m) 47.61 | Δ(deg) 2.3228
Ts (m) 53.958 | S (m) 12.0182
Es (m) 2.146 | e (%) 0.101
Design Speed (V):60 Km/Hr.
HIP-1/5 At CH:6
E=277251.393
R (m) -220.0
Ls (m) 45.0
Lc (m) 39.037
Ts (m) 65.104
Es (m) 4.465
Design Speed (V):60


ELEVATION
DATUM=65.0
EXISTING: Slab Culvert 1x4.0
DESIGN CH: 0+175
PROPOSAL: BOX Culvert 1x6.0
PVI STA:0+141.60
PVI ELEV:70.18
K:46.33
LVC:65.00
BVC Sta: 0+109.102
BVC Elev: 70.009
BVE Sta: 0+174.102
BVE Elev: 70.797
L=109.102
G=0.512%
L=65.0
L=260.182
G=1.915%
BVC Sta: 0+434.284
BVC Elev: 75.78
PVI STA:0+476.78
PVI ELEV:76.59
K:41.68
LVC:85.00
BVE Sta: 0+519.284
BVE Elev: 76.541
L=85.0
EXISTING:
DESIGN CH: 0+640
PROPOSAL: Box Culvert 1X2.0
L=244.443
G=-0.124%
BVC Sta: 0+763.727
BVC Elev: 76.237
PVI STA:0+793.73
PVI ELEV:76.20
K:16.88
LVC:60.00
L=60.0

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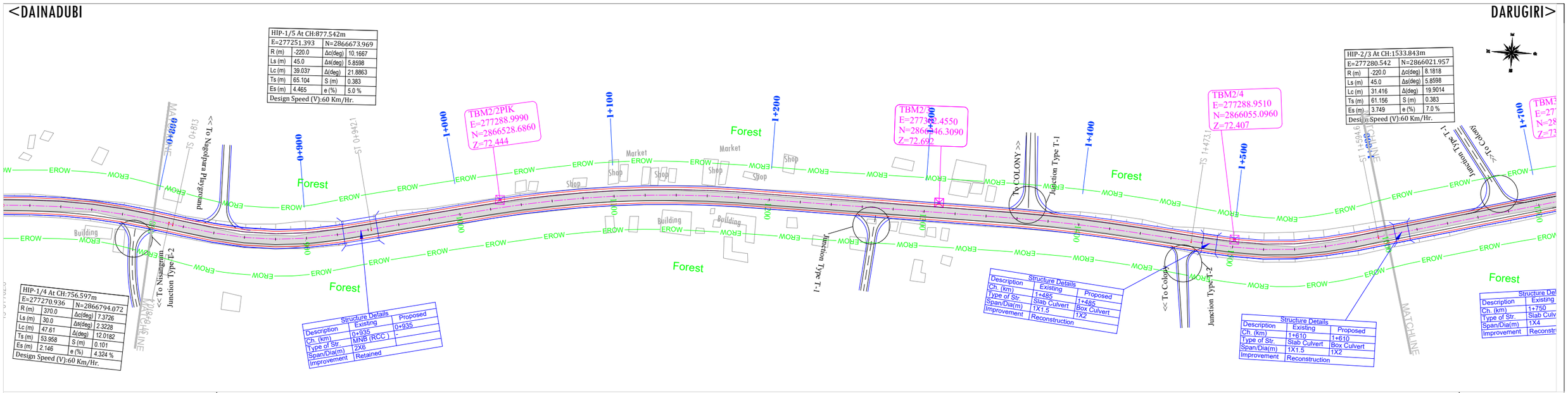
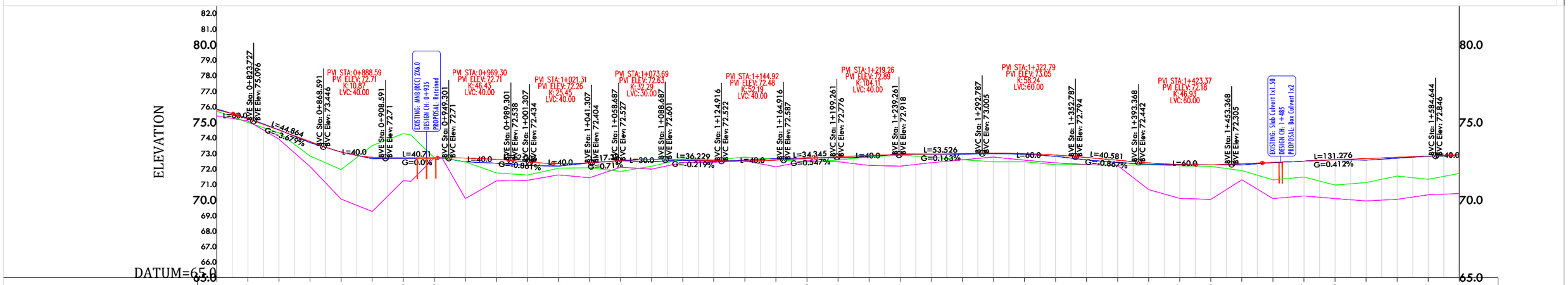

<DAINADUBI
DARUGIRI>
HIP-1/5 At CH:877.542m
E=277251.393 N=2866673.969
R (m) -220.0 Δc(deg) 10.1667
Ls (m) 45.0 Δs(deg) 5.8598
Lc (m) 39.037 Δ(deg) 21.8863
Ts (m) 65.104 S (m) 0.383
Es (m) 4.465 e (%) 5.0 %
Design Speed (V):60 Km/Hr.
HIP-1/4 At CH:756.597m
E=277270.936 N=2866794.072
R (m) 370.0 Δc(deg) 7.3726
Ls (m) 30.0 Δs(deg) 2.3228
Lc (m) 47.61 Δ(deg) 12.0182
Ts (m) 53.958 S (m) 0.101
Es (m) 2.146 e (%) 4.324 %
Design Speed (V):60 Km/Hr.
HIP-2/3 At CH:1533.843m
E=277280.542 N=2866021.957
R (m) -220.0 Δc(deg) 8.1818
Ls (m) 45.0 Δs(deg) 5.8598
Lc (m) 31.416 Δ(deg) 19.9014
Ts (m) 61.156 S (m) 0.383
Es (m) 3.749 e (%) 7.0 %
Design Speed (V):60 Km/Hr.
TBM2/2PIK
E=277288.9990
N=2866528.6860
Z=72.444
TBM2/3
E=277322.4550
N=2866346.3090
Z=72.692
TBM2/4
E=277288.9510
N=2866055.0960
Z=72.407
Forest
Market
Shop
Building
EROW
<< To Nagolpara Playground
<< To Nisangram
Junction Type T-2
Junction Type T-1
<< To COLONY >>
<< To Colony
>> To Colony
MATCHLINE
Structure Details
Description Existing Proposed
Ch. (km) 0+935 0+935
Type of Str. MNB (RCC) -
Span/Dia(m) 2X6
Improvement Retained
Description Existing Proposed
Ch. (km) 1+485 1+485
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
Description Existing Proposed
Ch. (km) 1+610 1+610
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
Description Existing
Ch. (km) 1+750
Type of Str. Slab Culv
Span/Dia(m) 1X4
Improvement Reconstr


ELEVATION
DATUM=65.0
EXISTING: MNB (RCC) 2X6.0
DESIGN CH: 0+935
PROPOSAL: Retained
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 1+485
PROPOSAL: Box Culvert 1x2

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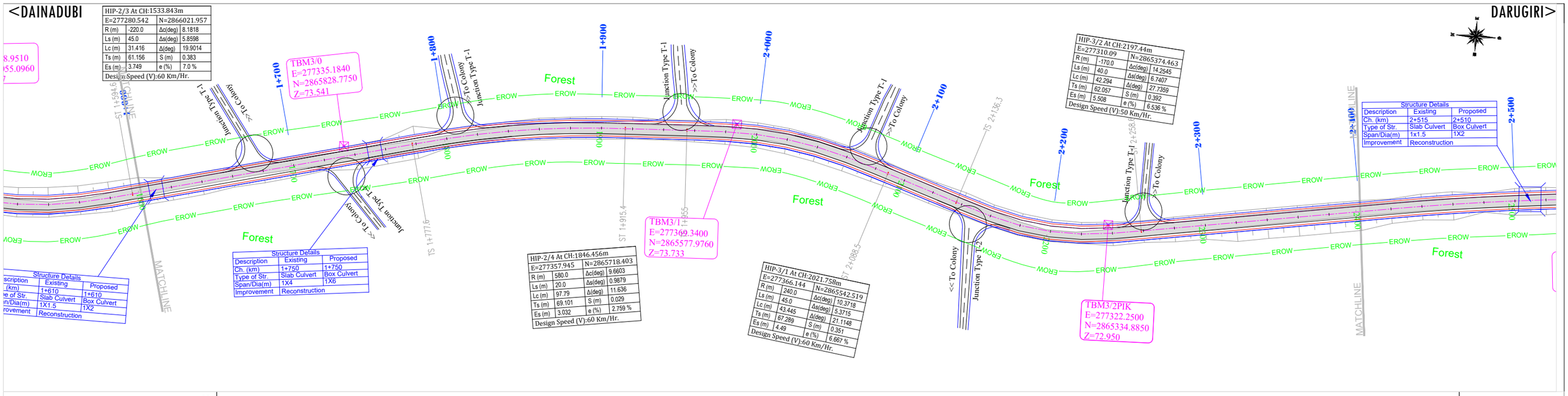
<DAINADUBI
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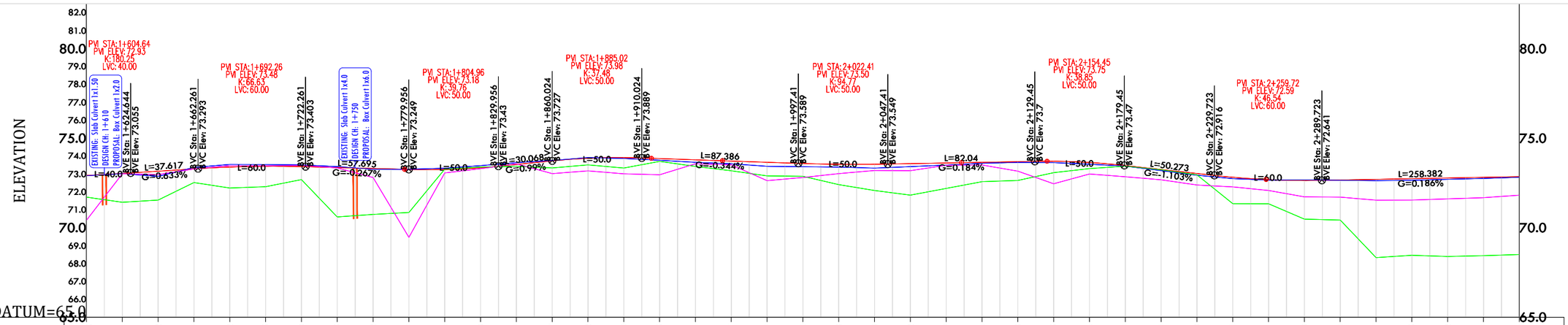
HIP-2/3 At CH:1533.843m
E=277280.542 N=2866021.957
R (m) -220.0 Δc(deg) 8.1818
Ls (m) 45.0 Δs(deg) 5.8598
Lc (m) 31.416 Δ(deg) 19.9014
Ts (m) 61.156 S (m) 0.383
Es (m) 3.749 e (%) 7.0 %
Design Speed (V):60 Km/Hr.
TBM3/0
E=277335.1840
N=2865828.7750
Z=73.541
HIP-3/2 At CH:2197.44m
E=277310.09 N=2865374.463
R (m) -170.0 Δc(deg) 14.2545
Ls (m) 40.0 Δs(deg) 6.7407
Lc (m) 42.294 Δ(deg) 27.7359
Ts (m) 62.057 S (m) 0.392
Es (m) 5.508 e (%) 6.536 %
Design Speed (V):50 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 2+515 2+510
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1x1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 1+750 1+750
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X4 1X6
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 1+610 1+610
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
HIP-2/4 At CH:1846.456m
E=277357.945 N=2865718.403
R (m) 580.0 Δc(deg) 9.6603
Ls (m) 20.0 Δs(deg) 0.9879
Lc (m) 97.79 Δ(deg) 11.636
Ts (m) 69.101 S (m) 0.029
Es (m) 3.032 e (%) 2.759 %
Design Speed (V):60 Km/Hr.
TBM3/1
E=277369.3400
N=2865577.9760
Z=73.733
HIP-3/1 At CH:2021.758m
E=277366.144 N=2865542.519
R (m) 240.0 Δc(deg) 10.3718
Ls (m) 45.0 Δs(deg) 5.3715
Lc (m) 43.445 Δ(deg) 21.1148
Ts (m) 67.289 S (m) 0.351
Es (m) 4.49 e (%) 6.667 %
Design Speed (V):60 Km/Hr.
TBM3/2PIK
E=277322.2500
N=2865334.8850
Z=72.950
MATCHLINE
Forest
EROW
Junction Type T-1
>>To Colony
<<To Colony
Junction Type T-2
1+600
1+700
1+800
1+900
2+000
2+100
2+200
2+300
2+400
2+500


ELEVATION
DATUM=65.0
PVI STA:1+604.64 PVI ELEV:72.93 K:180.25 LVC: 40.00
PVI STA:1+692.26 PVI ELEV:73.48 K:66.63 LVC: 60.00
PVI STA:1+804.96 PVI ELEV:73.18 K:39.76 LVC:50.00
PVI STA:1+885.02 PVI ELEV:73.98 K:37.48 LVC:50.00
PVI STA:2+022.41 PVI ELEV:73.50 K:94.77 LVC:50.00
PVI STA:2+154.45 PVI ELEV:73.75 K:38.85 LVC:50.00
PVI STA:2+259.72 PVI ELEV:72.59 K:46.54 LVC:60.00
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 1+610
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x4.0
DESIGN CH: 1+750
PROPOSAL: Box Culvert 1x6.0
L=40.0 L=37.617 G=0.633% L=60.0 L=57.695 G=-0.267% L=50.0 L=30.068 G=0.990% L=50.0 L=87.386 G=-0.344% L=50.0 L=82.04 G=0.184% L=50.0 L=50.273 G=-1.103% L=60.0 L=258.382 G=0.186%

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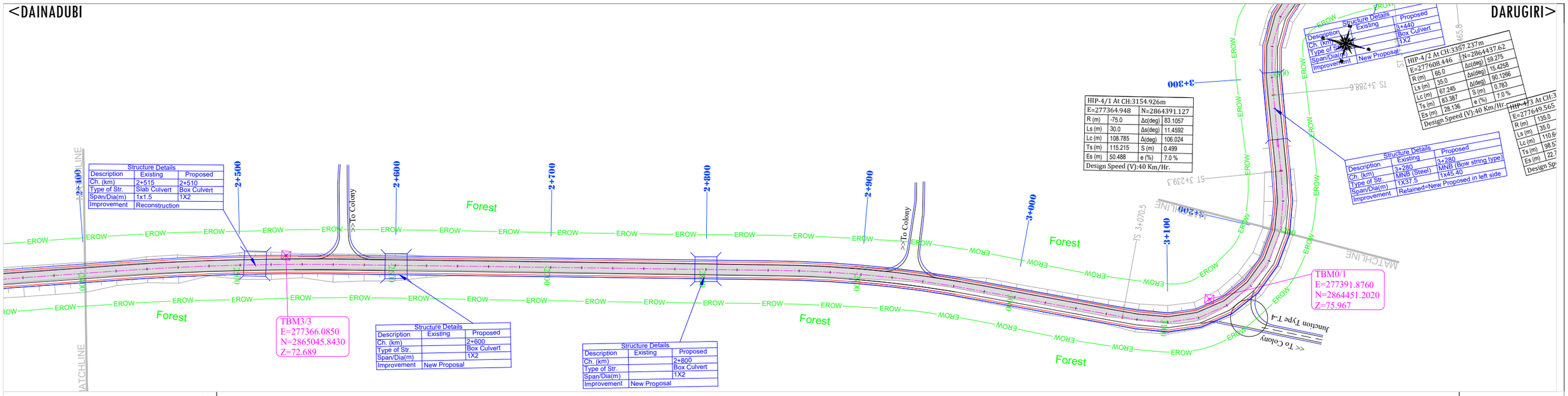
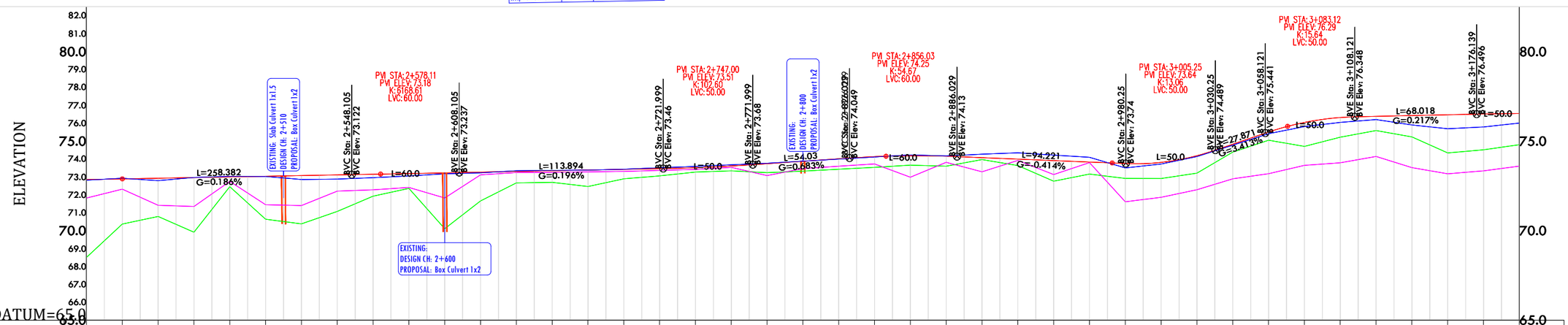

<DAINADUBI
DARUGIRI>
Structure Details
Description | Existing | Proposed
Ch. (km) | 2+515 | 2+510
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1x1.5 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | | 2+600
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | | 2+800
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | 3+440
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | 3+280
Type of Str. | MNB (Steel) | MNB (Bow string type)
Span/Dia(m) | 1X37.5 | 1x45.40
Improvement | Retained=New Proposed in left side
HIP-4/1 At CH:3154.926m
E=277364.948 N=2864391.127
R (m) -75.0 Δc(deg) 83.1057
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 108.785 Δ(deg) 106.024
Ts (m) 115.215 S (m) 0.499
Es (m) 50.488 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-4/2 At CH:3357.237m
E=277608.446 N=2864437.62
R (m) 65.0 Δc(deg) 59.275
Ls (m) 35.0 Δs(deg) 15.4258
Lc (m) 67.245 Δ(deg) 90.1266
Ts (m) 83.387 S (m) 0.783
Es (m) 28.136 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-4/3 At CH:3
E=277649.565
R (m) 135.0
Ls (m) 35.0
Lc (m) 110.6
Ts (m) 98.5
Es (m) 22.7
Design Sp
2+500
2+600
2+700
2+800
2+900
3+000
3+100
3+200
Forest
Forest
Forest
Forest
>>To Colony
>>To Colony
<< To Colony
Junction Type T-4
EROW
MATCHLINE
TBM3/3
E=277366.0850
N=2865045.8430
Z=72.689
TBM0/1
E=277391.8760
N=2864451.2020
Z=75.967


ELEVATION
DATUM=65.0
EXISTING: Slab Culvert 1x1.5
DESIGN CH: 2+510
PROPOSAL: Box Culvert 1x2
EXISTING:
DESIGN CH: 2+600
PROPOSAL: Box Culvert 1x2
EXISTING:
DESIGN CH: 2+800
PROPOSAL: Box Culvert 1x2
L=258.382
G=0.186%
L=60.0
L=113.894
G=0.196%
L=50.0
L=54.03
G=0.683%
L=60.0
L=94.221
G=-0.414%
L=50.0
L=27.871
G=3.413%
L=50.0
L=68.018
G=0.217%
L=50.0
PVI STA: 2+578.11
PVI ELEV: 73.18
K:5168.61
LVC: 60.00
PVI STA: 2+747.00
PVI ELEV: 73.51
K:102.60
LVC: 50.00
PVI STA: 2+856.03
PVI ELEV: 74.25
K:54.67
LVC: 60.00
PVI STA: 3+005.25
PVI ELEV: 73.64
K:13.06
LVC: 50.00
PVI STA: 3+083.12
PVI ELEV: 76.29
K:15.64
LVC: 50.00
BVC Sta: 2+548.105
BVC Elev: 73.122
BVE Sta: 2+608.105
BVE Elev: 73.237
BVC Sta: 2+721.999
BVC Elev: 73.46
BVE Sta: 2+771.999
BVE Elev: 73.68
BVC Sta: 2+886.029
BVC Elev: 74.049
BVE Sta: 2+886.029
BVE Elev: 74.13
BVC Sta: 2+980.25
BVC Elev: 73.74
BVE Sta: 3+030.25
BVE Elev: 74.489
BVC Sta: 3+058.121
BVC Elev: 75.441
BVE Sta: 3+108.121
BVE Elev: 76.348
BVC Sta: 3+176.139
BVC Elev: 76.496

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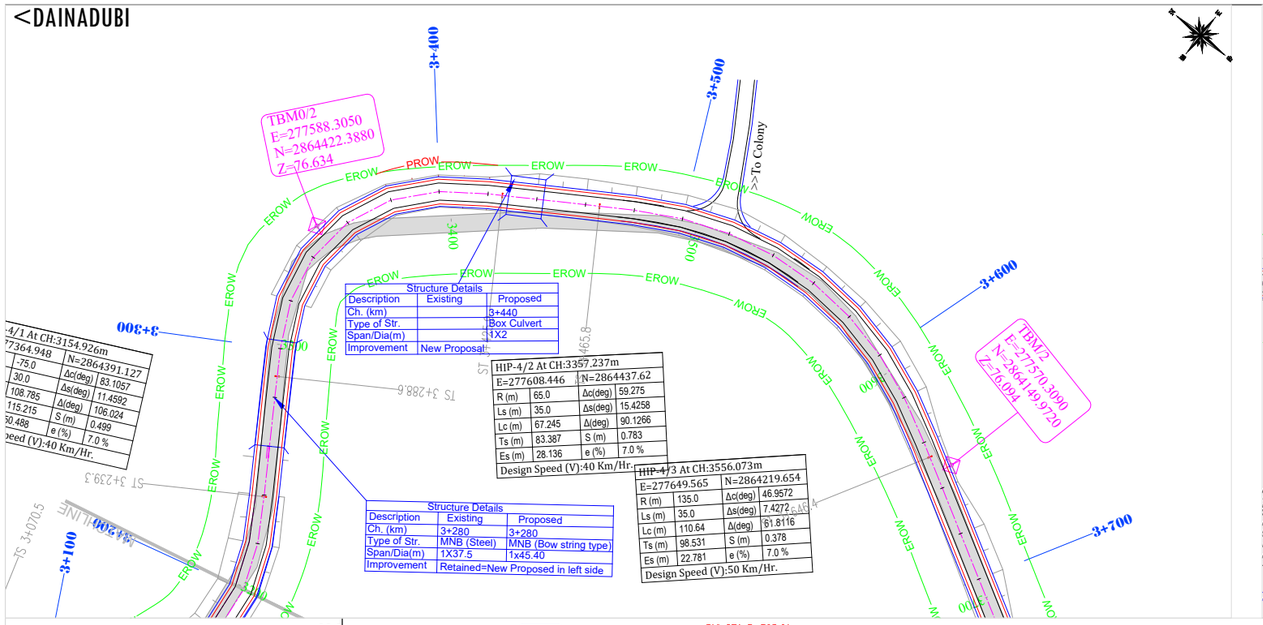
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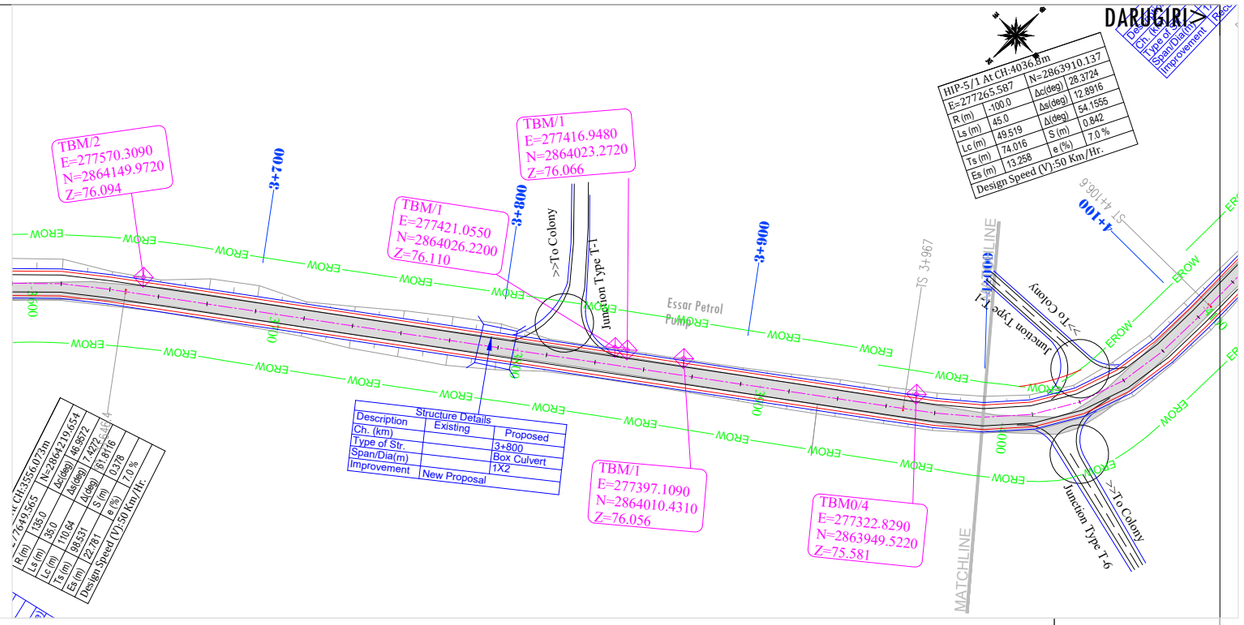
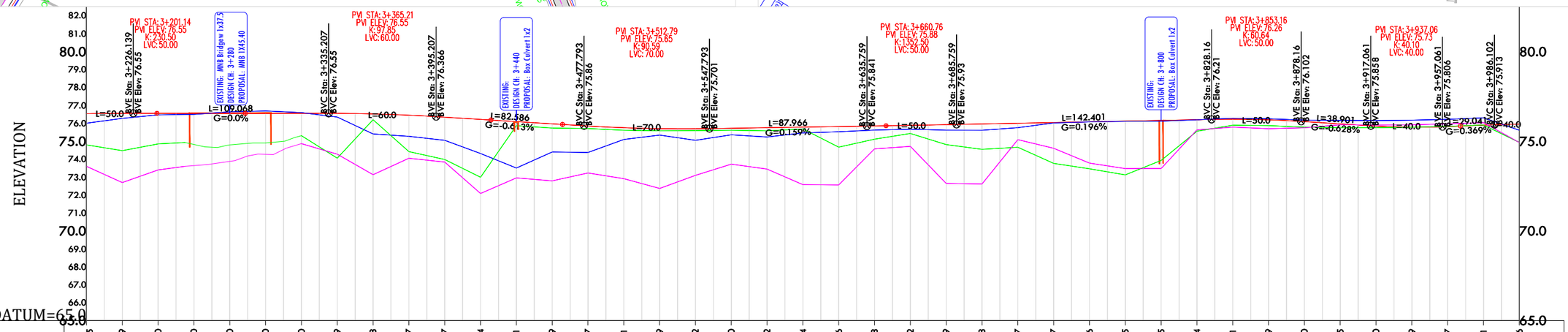
TBM0/2
E=277588.3050
N=2864422.3880
Z=76.634
TBM/2
E=277570.3090
N=2864149.9720
Z=76.094
>>To Colony
Structure Details
Description | Existing | Proposed
Ch. (km) | | 3+440
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | 3+280 | 3+280
Type of Str. | MNB (Steel) | MNB (Bow string type)
Span/Dia(m) | 1X37.5 | 1x45.40
Improvement | Retained=New Proposed in left side
HIP-4/2 At CH:3357.237m
E=277608.446 | N=2864437.62
R (m) 65.0 | Δc(deg) 59.275
Ls (m) 35.0 | Δs(deg) 15.4258
Lc (m) 67.245 | Δ(deg) 90.1266
Ts (m) 83.387 | S (m) 0.783
Es (m) 28.136 | e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-4/3 At CH:3556.073m
E=277649.565 | N=2864219.654
R (m) 135.0 | Δc(deg) 46.9572
Ls (m) 35.0 | Δs(deg) 7.4272
Lc (m) 110.64 | Δ(deg) 61.8116
Ts (m) 98.531 | S (m) 0.378
Es (m) 22.781 | e (%) 7.0 %
Design Speed (V):50 Km/Hr.
3+300
3+400
3+500
3+600
3+700
3+100
3+200
EROW
PROW
TS 3+288.6
ST 3+239.3
ST 3+070.5
MATCHLINE


DARUGIRI>>
TBM/2
E=277570.3090
N=2864149.9720
Z=76.094
TBM/1
E=277421.0550
N=2864026.2200
Z=76.110
TBM/1
E=277416.9480
N=2864023.2720
Z=76.066
TBM/1
E=277397.1090
N=2864010.4310
Z=76.056
TBM0/4
E=277322.8290
N=2863949.5220
Z=75.581
HIP-5/1 At CH:4036.8m
E=277265.587 | N=2863910.137
R (m) 100.0 | Δc(deg) 28.3724
Ls (m) 45.0 | Δs(deg) 12.8916
Lc (m) 49.519 | Δ(deg) 54.1565
Ts (m) 74.016 | S (m) 0.842
Es (m) 13.256 | e (%) 7.0 %
Design Speed (V):50 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | | 3+800
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
Junction Type T-1
Junction Type T-6
>>To Colony
Essar Petrol Pump
3+900
4+000
4+100
TS 3+967
ST 4+106.6
MATCHLINE


ELEVATION
DATUM=65.0
PVI STA: 3+201.14 PVI ELEV: 76.55 K:230.50 LVC: 50.00
EXISTING: MNB Bridgew 1x37.5 DESIGN CH: 3+280 PROPOSAL: MNB 1X45.40
PVI STA: 3+365.21 PVI ELEV: 76.55 K:97.85 LVC: 60.00
EXISTING: DESIGN CH: 3+440 PROPOSAL: Box Culvert 1x2
PVI STA: 3+512.79 PVI ELEV: 75.65 K:90.59 LVC: 70.00
PVI STA: 3+660.76 PVI ELEV: 75.88 K:1352.50 LVC: 50.00
EXISTING: DESIGN CH: 3+800 PROPOSAL: Box Culvert 1x2
PVI STA: 3+853.16 PVI ELEV: 76.26 K:60.64 LVC: 50.00
PVI STA: 3+937.06 PVI ELEV: 75.73 K:40.10 LVC: 40.00
L=50.0
L=109.068 G=0.0%
L=60.0
L=82.586 G=-0.613%
L=70.0
L=87.966 G=0.159%
L=50.0
L=142.401 G=0.196%
L=50.0
L=38.901 G=-0.628%
L=40.0
L=29.041 G=0.369%

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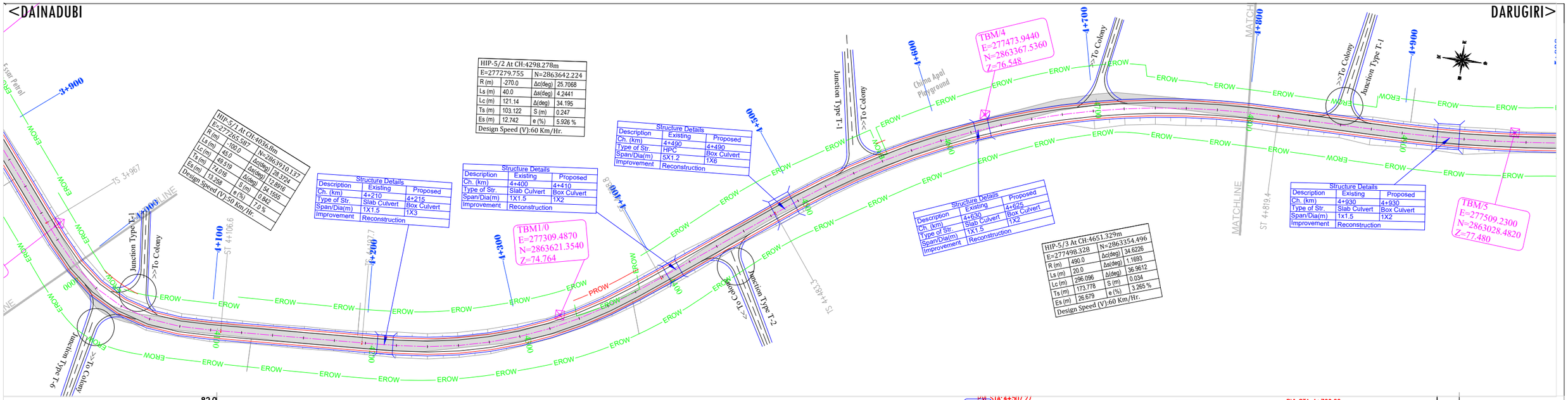


Chainage (KM+m)	Finished Road Level (m)	Ground Level at Design CL (m)	Level Difference (m)	Ground Level Right Toe	Ground Level Left Toe
4+000	75.946	75.608	0.338	74.922	74.93
4+020	75.930	76.136	-0.206	75.604	75.741
4+040	75.856	76.157	-0.301	75.915	75.5
4+060	75.779	75.774	0.005	74.869	74.722
4+080	75.702	75.713	-0.011	74.622	75.277
4+100	75.625	75.581	0.044	74.521	74.865
4+120	75.548	75.445	0.104	74.58	75.115
4+140	75.471	75.226	0.245	74.744	74.889
4+160	75.394	74.968	0.426	74.403	74.608
4+180	75.317	75.097	0.220	74.552	74.739
4+200	75.240	75.165	0.075	74.347	74.348
4+220	75.163	75.121	0.043	73.671	73.98
4+240	75.086	74.91	0.177	74.123	73.698
4+260	75.013	74.782	0.232	73.954	73.835
4+280	75.009	74.752	0.257	73.902	73.812
4+300	75.095	74.81	0.285	73.981	74.521
4+320	75.242	74.993	0.249	74.892	74.722
4+340	75.391	75.082	0.309	74.938	74.834
4+360	75.540	75.075	0.466	74.822	74.31
4+380	75.690	75.108	0.582	74.642	74.311
4+400	75.839	75.239	0.599	74.311	74.484
4+420	75.988	75.358	0.630	74.349	74.6
4+440	76.137	75.785	0.352	75.321	75.067
4+460	76.286	76.295	-0.009	76.025	75.814
4+480	76.435	76.57	-0.135	76.308	75.421
4+500	76.547	76.531	0.016	75.959	75.577
4+520	76.601	76.488	0.113	75.776	76.056
4+540	76.598	76.48	0.117	75.803	76.09
4+560	76.573	76.467	0.105	75.751	76.09
4+580	76.548	76.498	0.049	76.015	76.159
4+600	76.522	76.506	0.017	76.071	76.169
4+620	76.497	76.493	0.005	76.297	76.133
4+640	76.472	76.551	-0.079	76.305	76.248
4+660	76.447	76.731	-0.283	76.138	76.58
4+680	76.422	76.779	-0.357	76.259	76.643
4+700	76.434	76.744	-0.310	76.871	72.895
4+720	76.596	74.984	1.612	76.841	73.831
4+740	76.878	76.473	0.405	77.108	74.035
4+760	77.132	77.252	-0.119	77.134	73.969
4+780	77.255	77.205	0.050	77.075	74.628
4+800	77.275	77.177	0.097	77.067	75.208

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

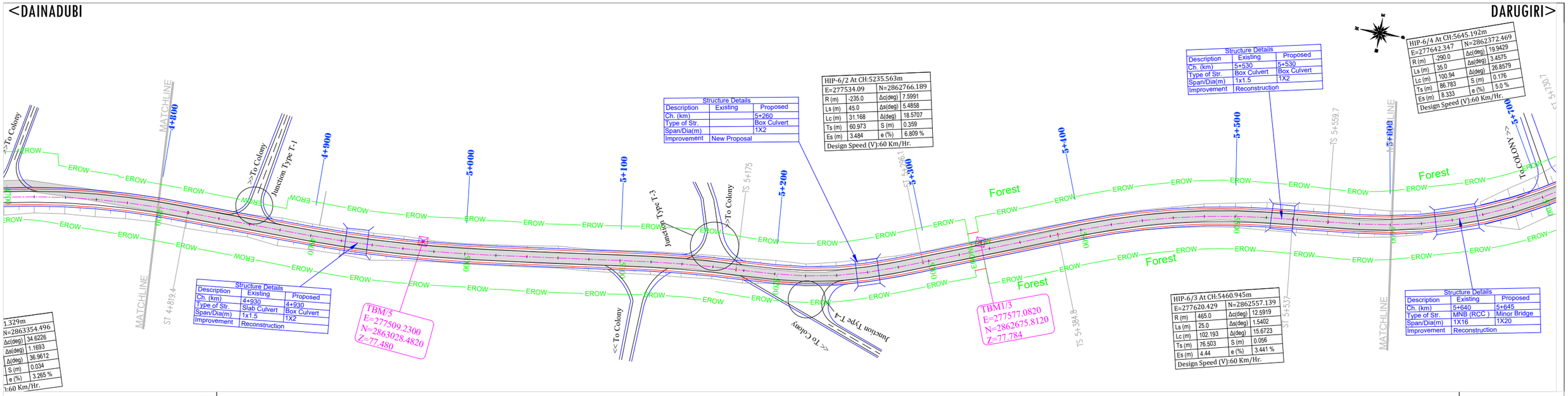
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
VERT.1:250

TITLE:
PLAN AND PROFILE
Km - 4+000 to Km- 4+800

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 6/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC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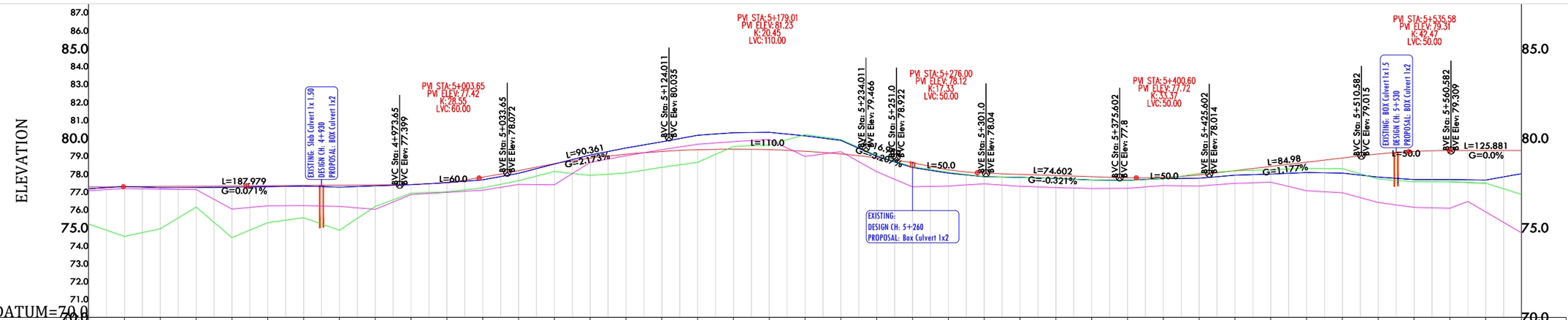
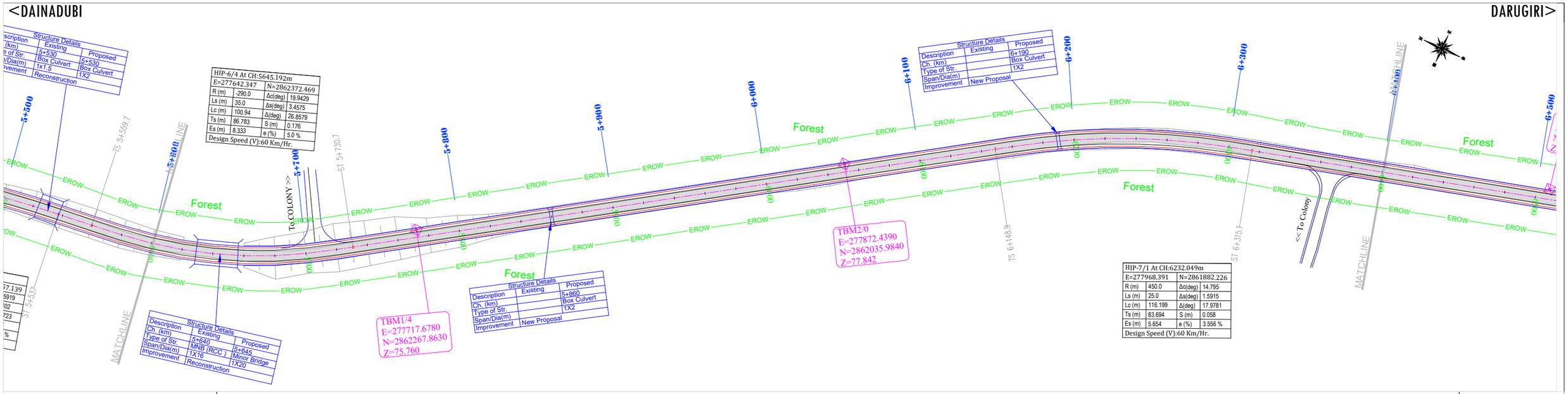
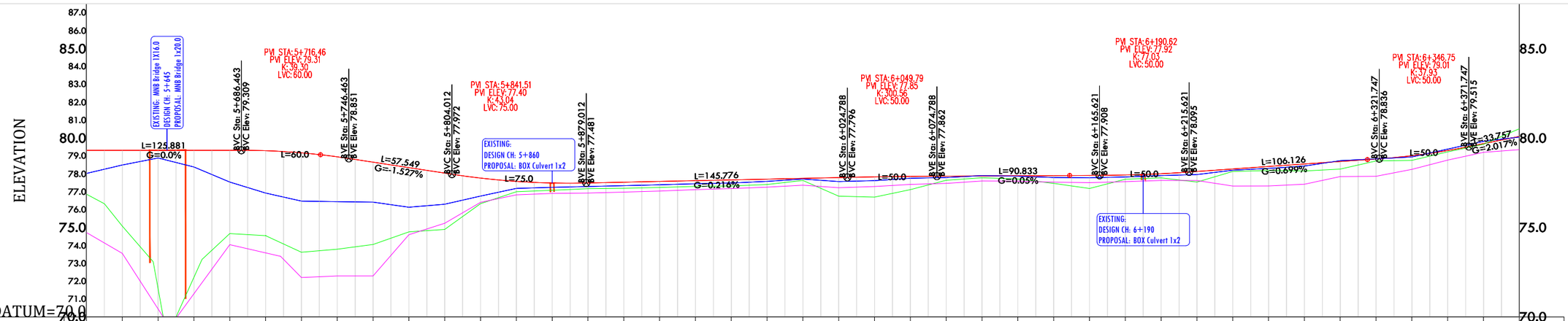
DARUGIRI>
MATCHLINE
4+800
4+900
5+000
5+100
5+200
5+300
5+400
5+500
5+600
5+700
>>To Colony
<<To Colony
Junction Type T-1
Junction Type T-3
Junction Type T-4
Forest
EROW
TBM/5
E=277509.2300
N=2863028.4820
Z=77.480
TBM1/3
E=277577.0820
N=2862675.8120
Z=77.784
HIP-6/2 At CH:5235.563m
E=277534.09 N=2862766.189
R (m) -235.0 Δc(deg) 7.5991
Ls (m) 45.0 Δs(deg) 5.4858
Lc (m) 31.168 Δ(deg) 18.5707
Ts (m) 60.973 S (m) 0.359
Es (m) 3.484 e (%) 6.809 %
Design Speed (V):60 Km/Hr.
HIP-6/4 At CH:5645.192m
E=277642.347 N=2862372.469
R (m) -290.0 Δc(deg) 19.9429
Ls (m) 35.0 Δs(deg) 3.4575
Lc (m) 100.94 Δ(deg) 26.8579
Ts (m) 86.783 S (m) 0.176
Es (m) 8.333 e (%) 5.0 %
Design Speed (V):60 Km/Hr.
HIP-6/3 At CH:5460.945m
E=277620.429 N=2862557.139
R (m) 465.0 Δc(deg) 12.5919
Ls (m) 25.0 Δs(deg) 1.5402
Lc (m) 102.193 Δ(deg) 15.6723
Ts (m) 76.503 S (m) 0.056
Es (m) 4.44 e (%) 3.441 %
Design Speed (V):60 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 4+930 4+930
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1x1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 5+260
Type of Str. Box Culvert
Span/Dia(m) 1X2
Improvement New Proposal
Structure Details
Description Existing Proposed
Ch. (km) 5+530 5+530
Type of Str. Box Culvert Box Culvert
Span/Dia(m) 1x1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 5+640 5+645
Type of Str. MNB (RCC) Minor Bridge
Span/Dia(m) 1X16 1X20
Improvement Reconstruction

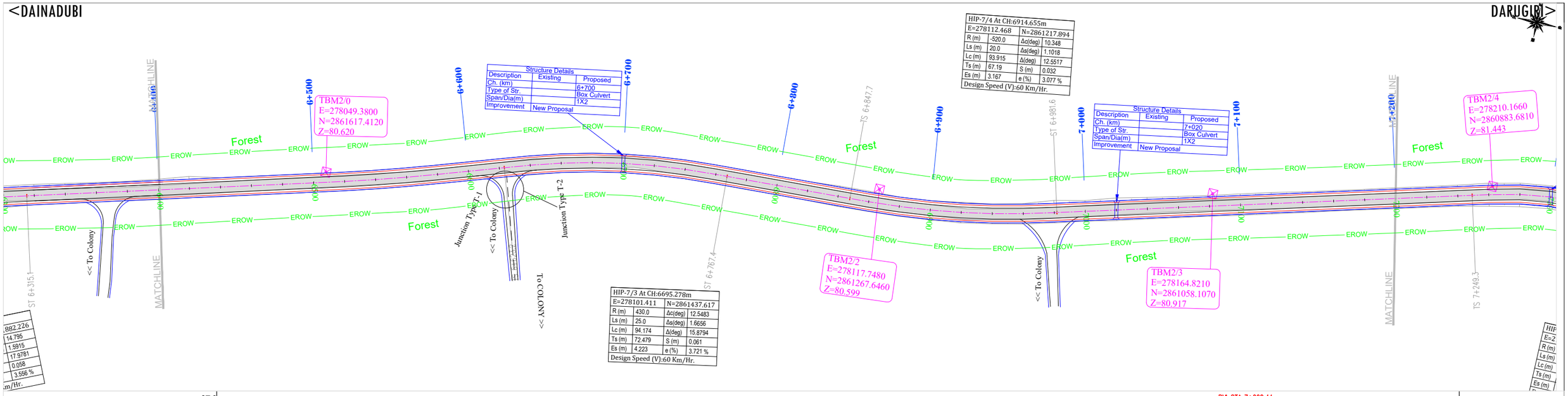

ELEVATION
DATUM=70.0
EXISTING: Slab Culvert 1x 1.30
DESIGN CH: 4+930
PROPOSAL: BOX Culvert 1x2
PVI STA:5+003.65
PVI ELEV:77.42
K:28.55
LVC:60.00
PVI STA:5+179.01
PVI ELEV:81.23
K:20.46
LVC:110.00
PVI STA:5+276.00
PVI ELEV:78.12
K:17.33
LVC:50.00
PVI STA:5+400.60
PVI ELEV:77.72
K:33.37
LVC:50.00
PVI STA:5+535.58
PVI ELEV:79.31
K:42.47
LVC:50.00
EXISTING: BOX Culvert 1x1.5
DESIGN CH: 5+530
PROPOSAL: BOX Culvert 1x2
EXISTING:
DESIGN CH: 5+260
PROPOSAL: Box Culvert 1x2
L=187.979
G=0.071%
L=60.0
L=90.361
G=2.173%
L=110.0
L=16.989
G=-3.201%
L=50.0
L=74.602
G=-0.321%
L=50.0
L=84.98
G=1.177%
L=50.0
L=125.881
G=0.0%

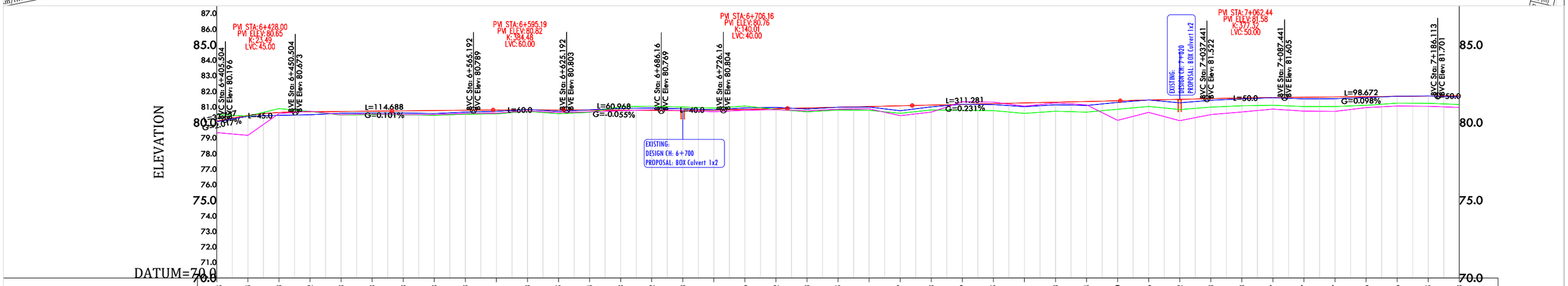
| | | |


<DAINADUBI
DARUGIRI>
HIP-6/4 At CH:5645.192m
E=277642.347 N=2862372.469
R (m) -290.0 Δc(deg) 19.9429
Ls (m) 35.0 Δs(deg) 3.4575
Lc (m) 100.94 Δ(deg) 26.8579
Ts (m) 86.783 S (m) 0.176
Es (m) 8.333 e (%) 5.0 %
Design Speed (V):60 Km/Hr.
HIP-7/1 At CH:6232.049m
E=277968.391 N=2861882.226
R (m) 450.0 Δc(deg) 14.795
Ls (m) 25.0 Δs(deg) 1.5915
Lc (m) 116.199 Δ(deg) 17.9781
Ts (m) 83.694 S (m) 0.058
Es (m) 5.654 e (%) 3.556 %
Design Speed (V):60 Km/Hr.
TBM1/4
E=277717.6780
N=2862267.8630
Z=75.760
TBM2/0
E=277872.4390
N=2862035.9840
Z=77.842
Forest
EROW
MATCHLINE
To COLONY >>
<< To Colony

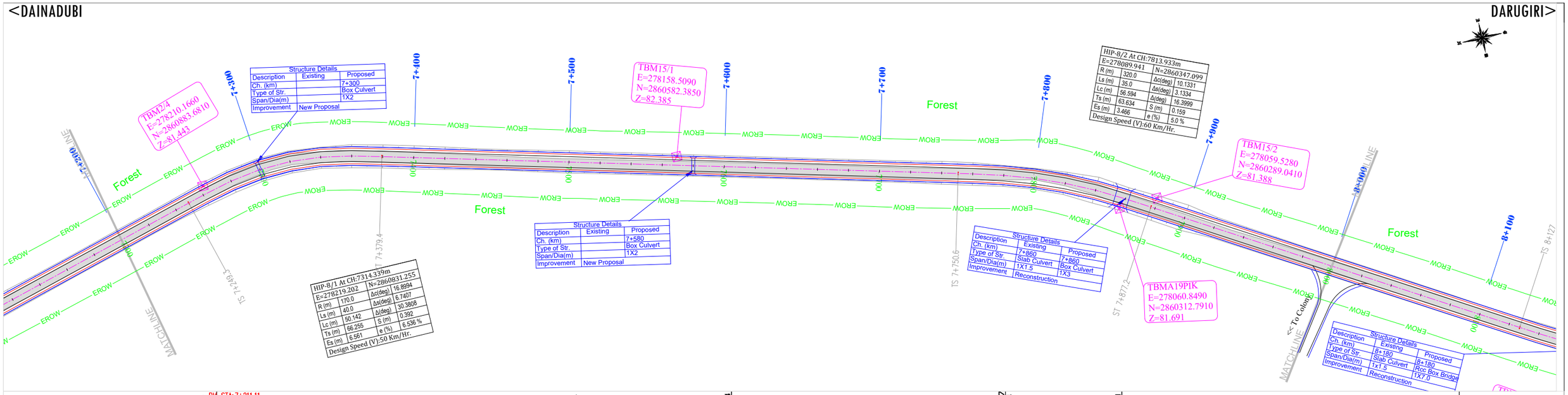

ELEVATION
DATUM=70.0
EXISTING: MNB Bridge 1X16.0 DESIGN CH: 5+645 PROPOSAL: MNB Bridge 1x20.0
PVI STA:5+716.46 PVI ELEV:79.31 K:39.30 LVC:60.00
PVI STA:5+841.51 PVI ELEV:77.40 K:43.04 LVC:75.00
EXISTING: DESIGN CH: 5+860 PROPOSAL: BOX Culvert 1x2
PVI STA:6+049.79 PVI ELEV:77.85 K:300.56 LVC:50.00
PVI STA:6+190.62 PVI ELEV:77.92 K:77.03 LVC:50.00
EXISTING: DESIGN CH: 6+190 PROPOSAL: BOX Culvert 1x2
PVI STA:6+346.75 PVI ELEV:79.01 K:37.93 LVC:50.00
L=125.881 G=0.0%
L=60.0
L=57.549 G=-1.527%
L=75.0
L=145.776 G=0.216%
L=50.0
L=90.833 G=0.05%
L=50.0
L=106.126 G=0.699%
L=50.0
L=33.757 G=2.017%

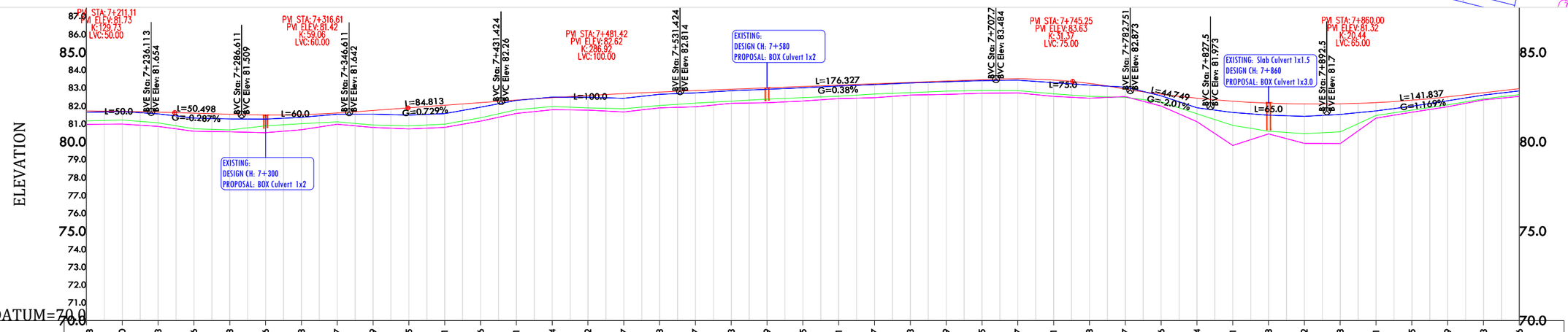
| | | |


<DAINADUBI
DARUGRI>
HIP-7/4 At CH:6914.655m
E=278112.468 N=2861217.894
R (m) -520.0 Δc(deg) 10.348
Ls (m) 20.0 Δs(deg) 1.1018
Lc (m) 93.915 Δ(deg) 12.5517
Ts (m) 67.19 S (m) 0.032
Es (m) 3.167 e (%) 3.077 %
Design Speed (V):60 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 6+700
Type of Str. Box Culvert
Span/Dia(m) 1X2
Improvement New Proposal
Structure Details
Description Existing Proposed
Ch. (km) 7+020
Type of Str. Box Culvert
Span/Dia(m) 1X2
Improvement New Proposal
TBM2/0
E=278049.3800
N=2861617.4120
Z=80.620
TBM2/2
E=278117.7480
N=2861267.6460
Z=80.599
TBM2/3
E=278164.8210
N=2861058.1070
Z=80.917
TBM2/4
E=278210.1660
N=2860883.6810
Z=81.443
HIP-7/3 At CH:6695.278m
E=278101.411 N=2861437.617
R (m) 430.0 Δc(deg) 12.5483
Ls (m) 25.0 Δs(deg) 1.6656
Lc (m) 94.174 Δ(deg) 15.8794
Ts (m) 72.479 S (m) 0.061
Es (m) 4.223 e (%) 3.721 %
Design Speed (V):60 Km/Hr.
6+500
6+600
6+700
6+800
6+900
7+000
7+100
7+200
Forest
EROW
MATCHLINE
<< To Colony
To COLONY >>
Junction Type T-1
Junction Type T-2
ST 6+315.1
ST 6+767.4
TS 6+847.7
ST 6+981.6
TS 7+249.3


ELEVATION
DATUM=70.0
PVI STA:6+428.00
PVI ELEV:80.65
K:23.49
LVC:45.00
PVI STA:6+595.19
PVI ELEV:88.82
K:384.48
LVC:60.00
PVI STA:6+706.16
PVI ELEV:80.76
K:140.01
LVC:40.00
PVI STA:7+062.44
PVI ELEV:81.58
K:377.32
LVC:50.00
EVC Sta: 6+403.504
EVE Elev: 80.196
EVC Sta: 6+450.504
EVE Elev: 80.673
EVC Sta: 6+565.192
EVE Elev: 80.789
EVC Sta: 6+625.192
EVE Elev: 80.803
EVC Sta: 6+686.16
EVE Elev: 80.769
EVC Sta: 6+726.16
EVE Elev: 80.804
EVC Sta: 7+037.441
EVE Elev: 81.522
EVC Sta: 7+087.441
EVE Elev: 81.605
EVC Sta: 7+186.113
EVE Elev: 81.701
L=45.0
L=114.688
G=0.101%
L=60.0
L=60.968
G=-0.055%
L=40.0
L=311.281
G=0.231%
L=50.0
L=98.672
G=0.098%
EXISTING:
DESIGN CH: 6+700
PROPOSAL: BOX Culvert 1x2
EXISTING:
DESIGN CH: 7+020
PROPOSAL: BOX Culvert 1x2

| | | |





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
7+200	81.708	81.635	0.073	80.964	81.155
7+220	81.690	81.676	0.015	80.977	81.205
7+240	81.643	81.552	0.091	80.848	81.048
7+260	81.586	81.314	0.272	80.575	80.717
7+280	81.528	81.262	0.266	80.544	80.653
7+300	81.486	81.252	0.234	80.499	80.878
7+320	81.508	81.352	0.155	80.663	81.003
7+340	81.597	81.531	0.066	80.967	81.103
7+360	81.739	81.533	0.206	80.787	80.926
7+380	81.885	81.483	0.402	80.704	80.88
7+400	82.031	81.56	0.471	80.795	80.974
7+420	82.176	81.921	0.255	81.141	81.328
7+440	82.321	82.3	0.021	81.573	81.78
7+460	82.454	82.483	-0.029	81.778	81.96
7+480	82.572	82.477	0.095	81.756	81.883
7+500	82.677	82.418	0.259	81.656	81.834
7+520	82.768	82.64	0.128	81.885	82.017
7+540	82.847	82.72	0.127	81.942	82.146
7+560	82.923	82.841	0.082	82.138	82.26
7+580	82.999	82.923	0.076	82.169	82.373
7+600	83.075	83.004	0.070	82.267	82.457
7+620	83.151	83.103	0.047	82.402	82.537
7+640	83.227	83.182	0.044	82.449	82.655
7+660	83.303	83.275	0.028	82.596	82.735
7+680	83.379	83.337	0.042	82.634	82.817
7+700	83.455	83.404	0.051	82.7	82.858
7+720	83.507	83.43	0.077	82.718	82.847
7+740	83.441	83.291	0.150	82.526	82.665
7+760	83.248	83.154	0.094	82.426	82.531
7+780	82.927	83.043	-0.116	82.513	82.472
7+800	82.526	82.554	-0.027	81.986	82.216
7+820	82.124	81.889	0.236	81.114	81.548
7+840	81.761	81.627	0.133	79.782	80.339
7+860	81.578	81.478	0.100	80.428	80.154
7+880	81.592	81.41	0.183	79.899	80.03
7+900	81.788	81.516	0.271	79.887	80.123
7+920	82.021	81.715	0.306	81.311	81.46
7+940	82.255	81.975	0.280	81.64	81.755
7+960	82.489	82.283	0.206	81.95	82.055
7+980	82.723	82.601	0.122	82.327	82.389
8+000	82.956	82.833	0.124	82.522	82.624

HORIZONTAL ALIGNMENT: L=267.656 | L=40.0 | R=170.0 L=50.142 | L=40.0 | L=371.226 | L=35.0 | R=320.0 L=56.594 | L=35.0 | L=249.8

VERTICAL ALIGNMENT: L=50.000 K=129.870 R=129870.130 | L=50.498 G=-0.287 | L=60.000 K=59.055 R=59055.118 | L=84.813 G=0.729 | L=100.000 K=286.533 R=286532.951 | L=176.327 G=0.380 | L=75.000 K=31.381 R=31380.753 | L=44.749 G=-2.010 | L=65.000 K=20.447 R=20446.681 | L=141.837 G=1.169

SUPER ELEVATION: e=-2.5% | e=-6.536% / e=6.536% | e=-2.5% | e=-5.0% / e=5.0% | e=-2.5%

TCS TYPE: TCS 2 | TCS 3

REV.	DATE	REVISIONS

CLIENT: NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

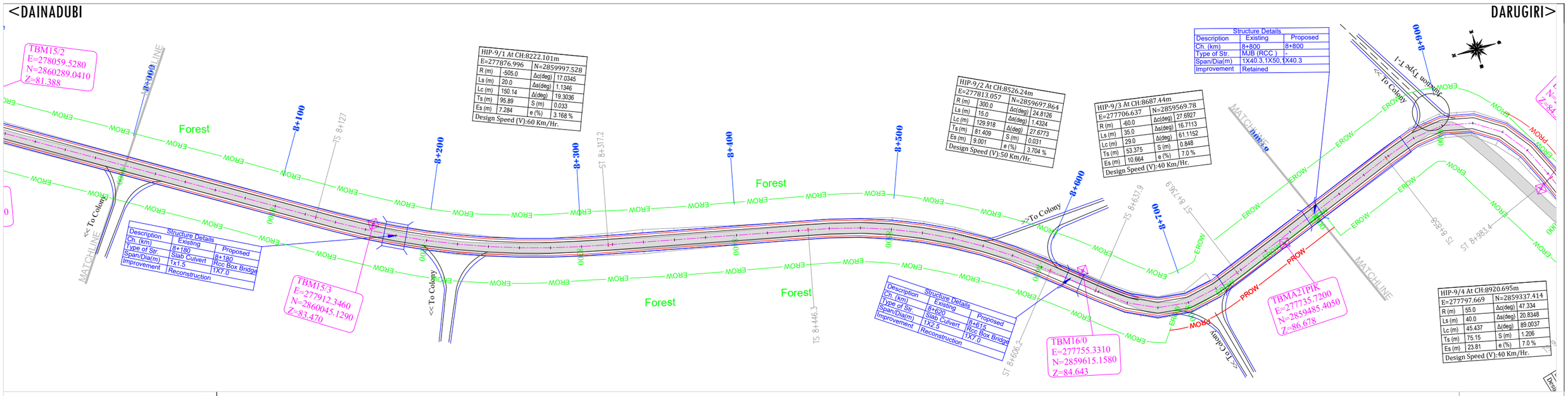
PROJECT: CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

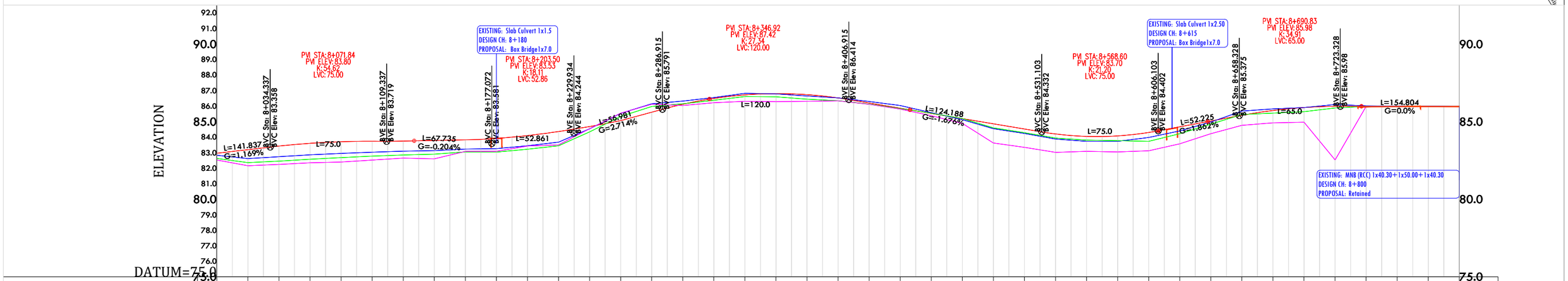
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
VERT.1:250

TITLE: PLAN AND PROFILE
Km - 7+200 to Km- 8+000

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:-10/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
8+000	82.956	82.833	0.124	82.522	82.624
8+020	83.190	82.613	0.578	82.153	82.354
8+040	83.421	82.733	0.687	82.237	82.453
8+060	83.597	82.858	0.739	82.347	82.57
8+080	83.700	82.947	0.754	82.392	82.677
8+100	83.730	83.025	0.705	82.517	82.773
8+120	83.698	83.092	0.606	82.646	82.847
8+140	83.657	83.13	0.527	82.6	82.902
8+160	83.616	83.227	0.389	83.078	83.043
8+180	83.578	83.253	0.324	83.087	83.031
8+200	83.680	83.44	0.240	83.424	83.216
8+220	84.002	83.675	0.328	83.5	83.441
8+240	84.517	84.534	-0.016	84.539	84.334
8+260	85.060	85.529	-0.469	85.539	85.33
8+280	85.603	86.143	-0.540	86.116	85.971
8+300	86.114	86.316	-0.203	86.032	86.141
8+320	86.487	86.544	-0.057	86.211	86.373
8+340	86.715	86.815	-0.100	86.302	86.611
8+360	86.796	86.781	0.015	86.28	86.594
8+380	86.730	86.648	0.083	86.3	86.442
8+400	86.520	86.527	-0.007	86.334	86.34
8+420	86.194	86.294	-0.099	86.113	86.121
8+440	85.859	86.03	-0.170	85.806	85.842
8+460	85.524	85.573	-0.049	85.378	85.535
8+480	85.189	85.122	0.067	84.886	85.194
8+500	84.854	84.541	0.312	83.622	84.592
8+520	84.518	84.232	0.286	83.34	84.283
8+540	84.203	83.872	0.331	83.015	83.938
8+560	84.046	83.723	0.323	83.079	83.806
8+580	84.077	83.728	0.349	83.042	83.766
8+600	84.298	83.972	0.326	83.117	83.727
8+620	84.661	84.399	0.262	83.569	84.219
8+640	85.034	84.968	0.066	84.215	84.832
8+660	85.405	85.672	-0.266	84.758	85.454
8+680	85.711	85.816	-0.105	84.915	85.541
8+700	85.902	85.902	0.000	84.957	85.633
8+720	85.978	86.096	-0.117	82.531	85.874
8+740	85.980	86.008	-0.028	85.98	85.98
8+760	85.980	86.002	-0.022	85.98	85.98
8+780	85.980	85.994	-0.014	85.98	85.98
8+800	85.980	85.97	0.010	85.98	85.98

HORIZONTAL ALIGNMENT: L=249.8 | L=20.0 | R=505.0 L=150.14 | L=20.0 | L=129.11 | L=15.0 | R=300.0 L=129.918 | L=15.0 | L=31.741 | L=35.0 | R=60.0 L=29.0 | L=35.0 | L=121.036

VERTICAL ALIGNMENT: L=141.837 G=1.169 | L=75.000 K=54.625 R=54624.909 | L=67.735 G=-0.204 | L=52.861 K=18.115 R=18115.490 | L=56.981 G=2.714 | L=120.000 K=27.335 R=27334.852 | L=124.188 G=-1.676 | L=75.000 K=21.198 R=21198.417 | L=52.225 G=1.862 | L=65.000 K=34.909 R=34908.700 | L=154.804 G=0.000

SUPER ELEVATION: e=-2.5% | e=3.168% e=-3.168% | e=-2.5% | e=-3.704% e=3.704% | e=-2.5% | e=7.0% e=-7.0% | e=-2.5%

TCS TYPE: TCS 3 | TCS 3

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

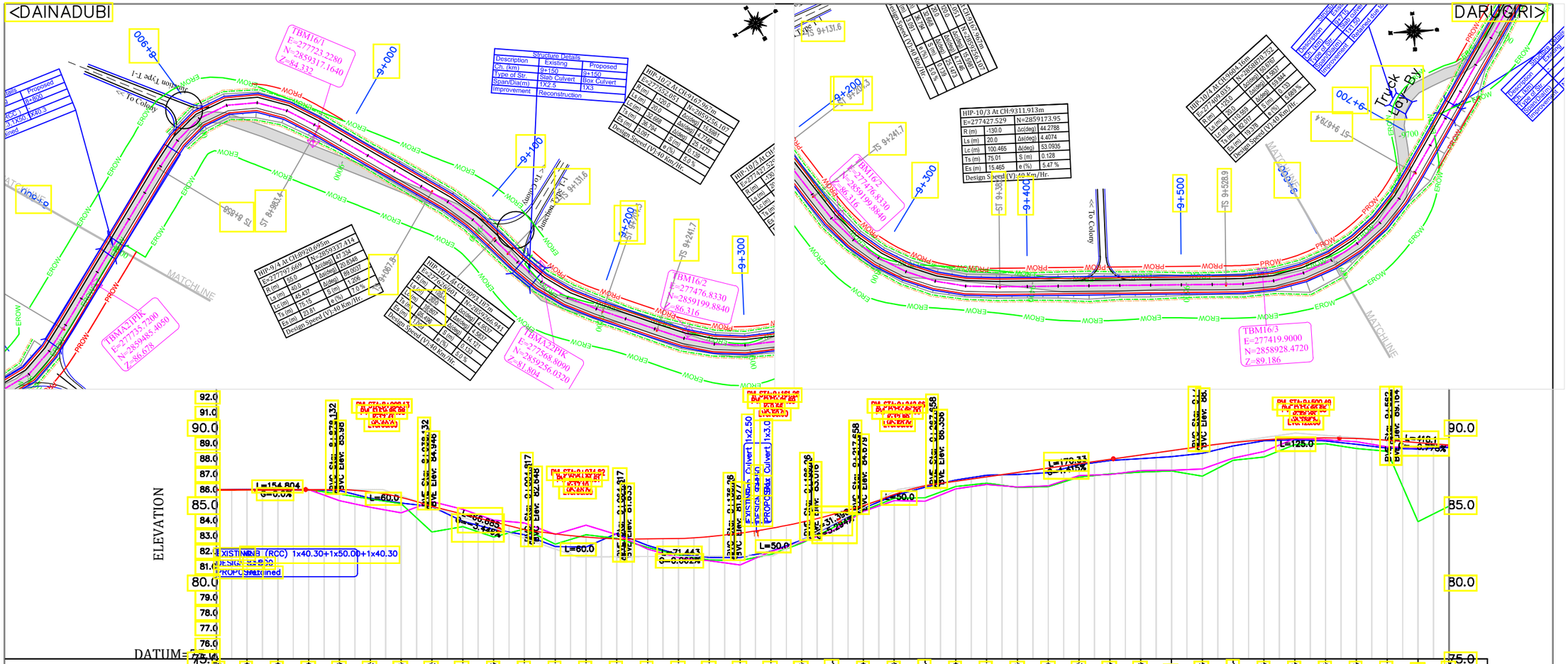
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:250

TITLE: **PLAN AND PROFILE**
Km - 8+000 to Km- 8+800

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:-11/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC



Structure Details		
Description	Existing	Proposed
Ch. (km)	9+150	9+150
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X2.5	1X3
Improvement	Reconstruction	

HIP-10/4 At CH:9107.967m			
E=277526.051	N=2859236.107		
R (m)	-120.0	Δc(deg)	5.5981
Ls (m)	20.0	Δs(deg)	2.7991
Lc (m)	39.964	Δ(deg)	2.7748
Ts (m)	19.984	S (m)	0.173
Es (m)	0.166	e (%)	0.0 %
Design Speed (V):40 Km/Hr.			

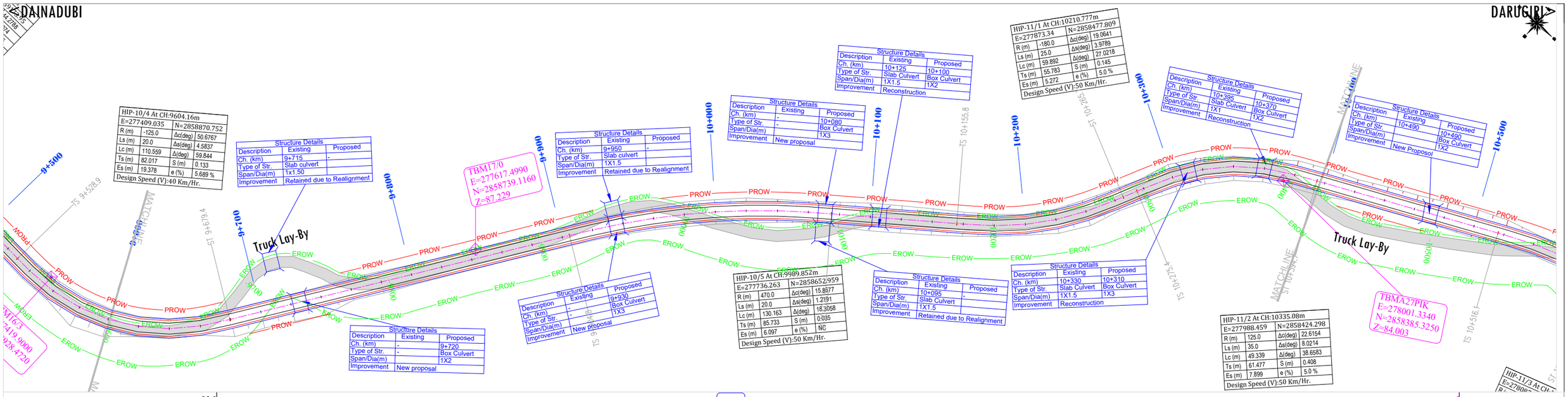
HIP-10/3 At CH:9311.913m			
E=277427.529	N=2859173.95		
R (m)	-130.0	Δc(deg)	44.2788
Ls (m)	20.0	Δs(deg)	4.4074
Lc (m)	100.465	Δ(deg)	53.0935
Ts (m)	75.01	S (m)	0.128
Es (m)	15.465	e (%)	5.47 %
Design Speed (V):40 Km/Hr.			

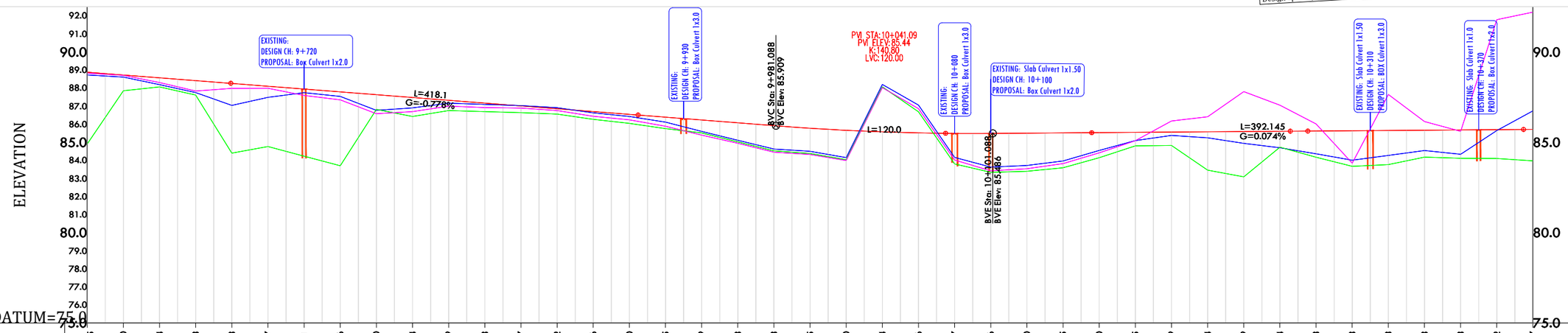
HIP-9/2 At CH:8920.605m			
E=277797.605	N=2859337.414		
R (m)	55.0	Δc(deg)	57.304
Ls (m)	40.437	Δs(deg)	20.6348
Lc (m)	75.15	Δ(deg)	89.0037
Ts (m)	29.81	S (m)	1.206
Es (m)	7.81	e (%)	7.0 %
Design Speed (V):40 Km/Hr.			

HIP-10/1 At CH:9005.185m			
E=277622.601	N=2859236.917		
R (m)	-200.0	Δc(deg)	14.2627
Ls (m)	40.0	Δs(deg)	4.2627
Lc (m)	80.428	Δ(deg)	14.1327
Ts (m)	20.107	S (m)	0.133
Es (m)	1.008	e (%)	0.0 %
Design Speed (V):40 Km/Hr.			

HIP-10/4 At CH:9104.1m			
E=277426.935	N=2859219.752		
R (m)	105.0	Δc(deg)	39.6097
Ls (m)	120.0	Δs(deg)	12.3867
Lc (m)	189.969	Δ(deg)	39.984
Ts (m)	65.01	S (m)	5.999
Es (m)	19.378	e (%)	5.999 %
Design Speed (V):40 Km/Hr.			

Description	Single Lane		
Ch. (km)	9+150		
Span/Dia(m)	1X3		
Improvement	Reconstruction





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
9+600	88.875	88.721	0.155	88.818	84.906
9+620	88.720	88.604	0.116	88.699	87.849
9+640	88.564	88.184	0.380	88.304	88.059
9+660	88.408	87.748	0.660	87.833	87.61
9+680	88.253	87.04	1.213	87.978	84.397
9+700	88.097	87.481	0.616	87.984	84.764
9+720	87.941	87.743	0.198	87.588	84.229
9+740	87.786	87.534	0.252	87.346	83.699
9+760	87.630	86.761	0.869	86.577	86.817
9+780	87.474	86.898	0.576	86.691	86.423
9+800	87.319	87.161	0.158	86.993	86.75
9+820	87.163	87.088	0.075	86.918	86.692
9+840	87.007	87.027	-0.020	86.889	86.636
9+860	86.852	86.909	-0.057	86.751	86.554
9+880	86.696	86.624	0.071	86.432	86.263
9+900	86.540	86.425	0.115	86.238	86.045
9+920	86.385	86.114	0.271	85.885	85.754
9+940	86.229	85.6	0.629	85.392	85.514
9+960	86.073	85.107	0.966	84.941	85.016
9+980	85.918	84.624	1.293	84.448	84.525
10+000	85.775	84.496	1.279	84.324	84.376
10+020	85.660	84.151	1.509	83.989	84.031
10+040	85.574	88.196	-2.622	88.019	88.066
10+060	85.516	87.054	-1.538	86.856	86.683
10+080	85.487	84.157	1.330	84.015	83.799
10+100	85.486	83.624	1.861	83.42	83.333
10+120	85.500	83.715	1.785	83.535	83.39
10+140	85.515	83.965	1.550	83.818	83.59
10+160	85.530	84.545	0.984	84.414	84.141
10+180	85.545	85.091	0.454	85.087	84.799
10+200	85.559	85.374	0.185	86.175	84.818
10+220	85.574	85.241	0.333	86.41	83.456
10+240	85.589	84.936	0.653	87.801	83.087
10+260	85.604	84.693	0.911	87.049	84.727
10+280	85.618	84.359	1.259	86.009	84.17
10+300	85.633	84.007	1.626	83.843	83.665
10+320	85.648	84.271	1.377	87.643	83.762
10+340	85.663	84.541	1.122	86.142	84.175
10+360	85.678	84.334	1.344	85.603	84.109
10+380	85.692	85.648	0.045	91.779	84.1
10+400	85.707	86.734	-1.027	92.195	83.97

HORIZONTAL ALIGNMENT: R=125.0 L=110.559 | L=20.0 | L=225.331 | L=20.0 | R=470.0 L=130.163 | L=20.0 | L=80.897 | L=25.0 | R=180.0 L=59.892 | L=25.0 | L=9.687 | L=35.0 | R=125.0 L=49.339 | L=35.0 | L=121.38

VERTICAL ALIGNMENT: L=418.100 G=-0.778 | L=120.000 K=140.845 R=140845.070 | L=392.145 G=0.074

SUPER ELEVATION: e=5.689% | e=-2.5% | e=5.0% | e=-2.5% | e=-5.0% | e=-2.5%; e=-5.689% | e=-5.0% | e=5.0%

TCS TYPE: TCS 2 | TCS 3 | TCS 3 | TCS 3 | TCS 6 | TCS 6 | TCS 6 | TCS 3 | TCS 6

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

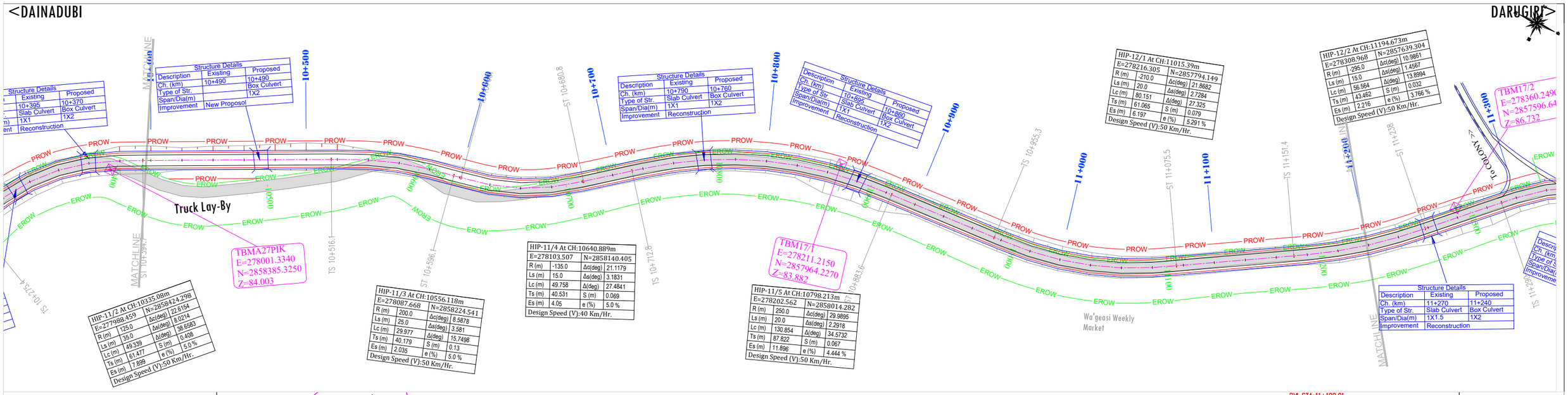
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

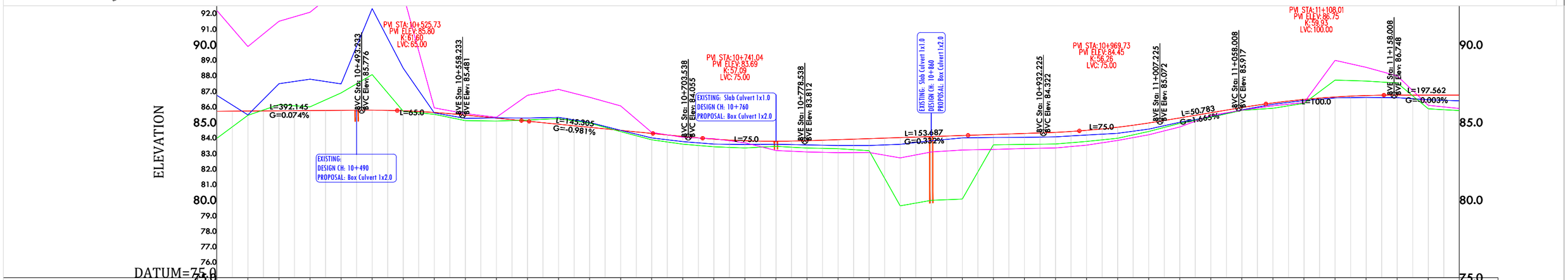
SCALE AT A3 SIZE DRAWING
HORIZ.1:2500
VERT.1:250

TITLE: **PLAN AND PROFILE**
Km - 9+600 to Km- 10+400

CLIENT APPROVAL: | SEAL & SIGNATURE:
DWG NO:-13/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
10+400	85.707	86.734	-1.027	92.195	83.97
10+420	85.722	85.477	0.245	89.873	85.448
10+440	85.737	87.481	-1.744	91.496	86.133
10+460	85.751	87.771	-2.020	92.082	85.994
10+480	85.766	87.469	-1.703	93.687	86.891
10+500	85.777	92.314	-6.537	95.196	88.069
10+520	85.737	88.482	-2.745	93.233	85.71
10+540	85.633	85.605	0.027	85.925	85.513
10+560	85.464	85.254	0.209	85.559	85.105
10+580	85.267	85.284	-0.016	85.321	85.079
10+600	85.071	85.274	-0.203	86.737	85.142
10+620	84.875	85.319	-0.444	87.119	85.241
10+640	84.679	84.989	-0.311	86.611	84.945
10+660	84.482	84.483	-0.001	86.053	84.402
10+680	84.286	83.993	0.293	84.35	83.875
10+700	84.090	83.757	0.333	84.04	83.591
10+720	83.917	83.597	0.321	83.941	83.423
10+740	83.814	83.572	0.241	83.683	83.348
10+760	83.780	83.586	0.194	83.185	83.449
10+780	83.816	83.545	0.271	83.088	83.345
10+800	83.883	83.508	0.375	83.047	83.302
10+820	83.949	83.507	0.442	83.057	83.176
10+840	84.016	83.585	0.431	82.707	79.626
10+860	84.082	83.808	0.275	83.092	79.982
10+880	84.149	83.997	0.152	83.215	80.066
10+900	84.215	84.024	0.192	83.256	83.553
10+920	84.282	84.034	0.248	83.315	83.575
10+940	84.354	84.064	0.289	83.35	83.602
10+960	84.484	84.18	0.304	83.529	83.77
10+980	84.684	84.292	0.392	83.83	83.972
11+000	84.956	84.561	0.394	84.196	84.407
11+020	85.284	85.0	0.284	84.7	84.932
11+040	85.617	85.342	0.276	85.437	85.326
11+060	85.950	85.8	0.149	85.776	85.767
11+080	86.243	86.159	0.084	86.064	85.898
11+100	86.469	86.402	0.067	86.264	86.225
11+120	86.629	86.566	0.063	88.982	87.712
11+140	86.721	86.598	0.123	88.533	87.649
11+160	86.748	86.584	0.164	87.987	87.531
11+180	86.748	86.45	0.298	86.088	85.869
11+200	86.747	86.381	0.366	85.891	85.751

HORIZONTAL ALIGNMENT: L=121.38; L=25.0; R=200.0 L=29.977; L=25.0; L=15.0; R=135.0 L=49.758; L=15.0; L=32.018; L=20.0; R=250.0 L=130.854; L=20.0; L=71.674; L=20.0; R=210.0 L=80.151; L=20.0; L=75.926; L=15.0; R=295.0 L=56.564

VERTICAL ALIGNMENT: L=392.145 G=0.074; L=65.000 K=61.611 R=61611.374; L=145.305 G=-0.981; L=75.000 K=57.121 R=57121.097; L=153.687 G=0.332; L=75.000 K=56.264 R=56264.066; L=50.783 G=1.665; L=100.000 K=59.952 R=59952.038; L=197.562 G=-0.003

SUPER ELEVATION: e=-2.5%; e=-5.0%; e=5.0%; e=-2.5%; e=5.0%; e=-5.0%; e=-2.5%; e=-4.444%; e=4.444%; e=-2.5%; e=5.291%; e=-5.291%; e=-2.5%; e=3.766%; e=-3.766%

TCS TYPE: TCS 6; TCS 3; TCS 1

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
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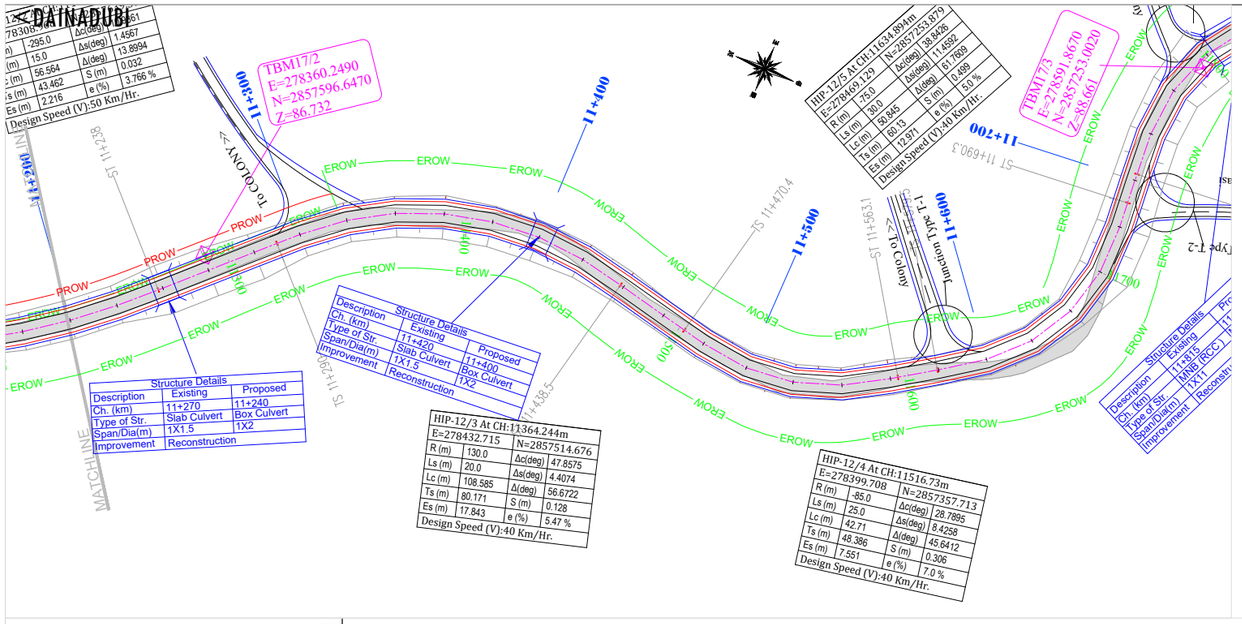
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
VERT.1:250

TITLE: **PLAN AND PROFILE**
Km - 10+400 to Km- 11+200

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:-14/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC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Z=86.732
TBM17/3
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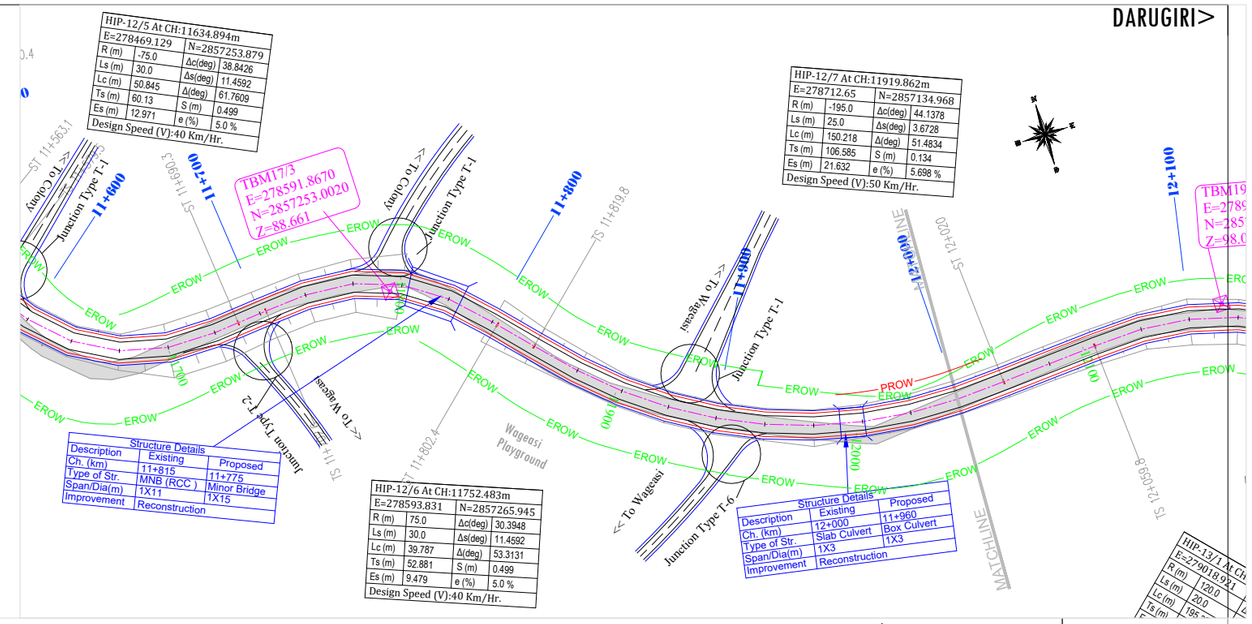
N=2857253.0020
Z=88.661
MATCHLINE
EROW
PROW
To COLONY >>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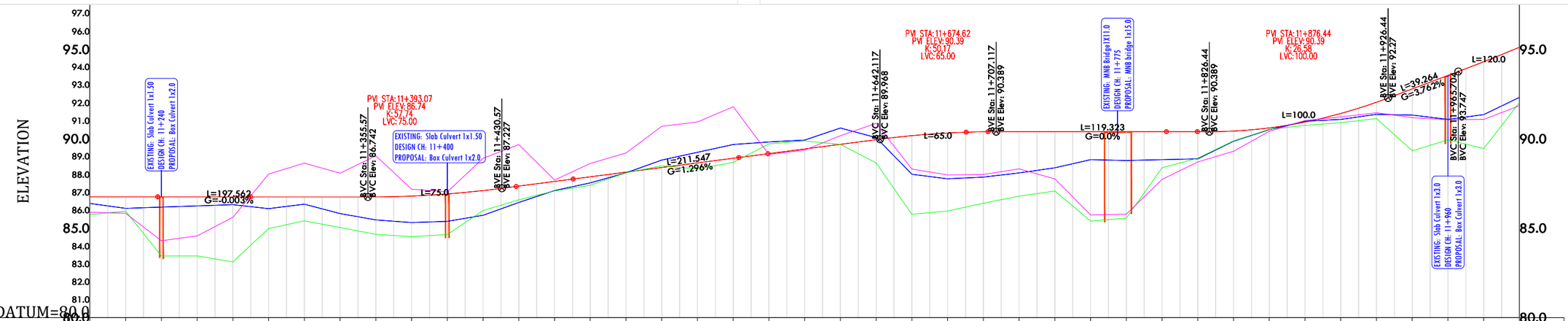
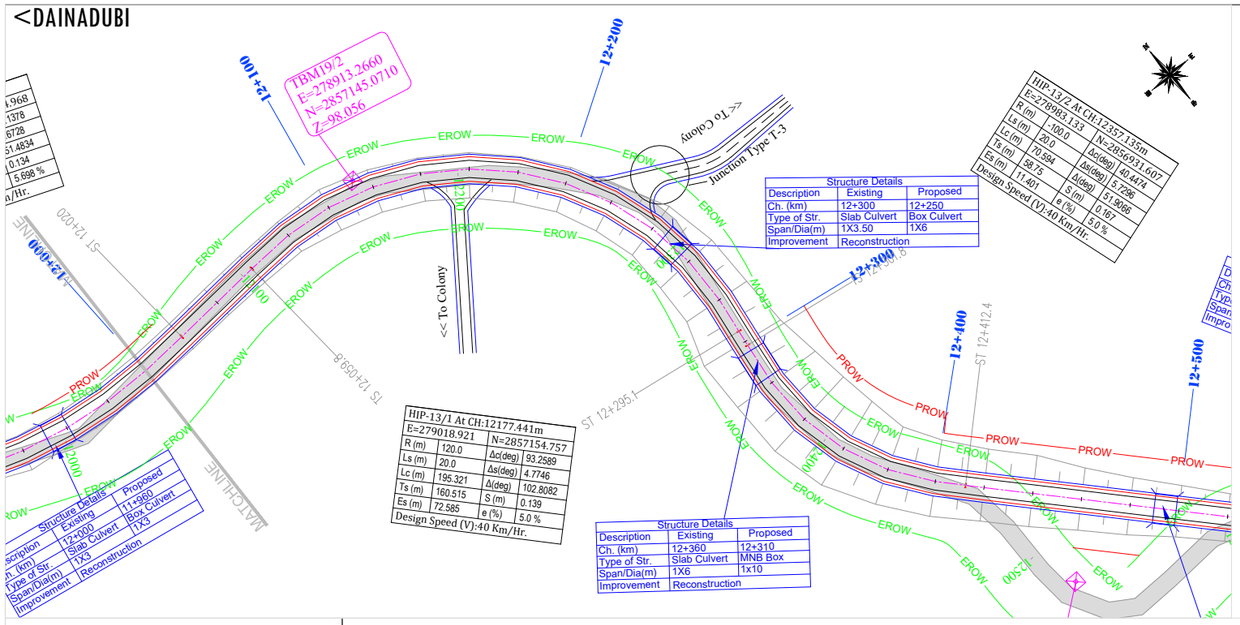
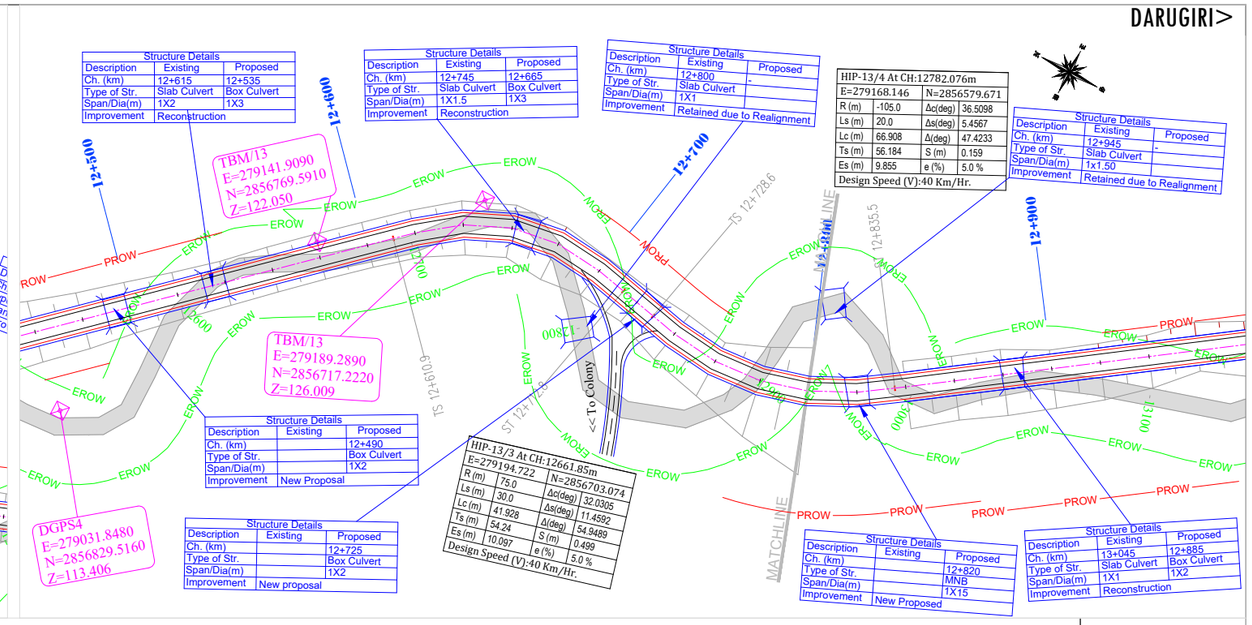
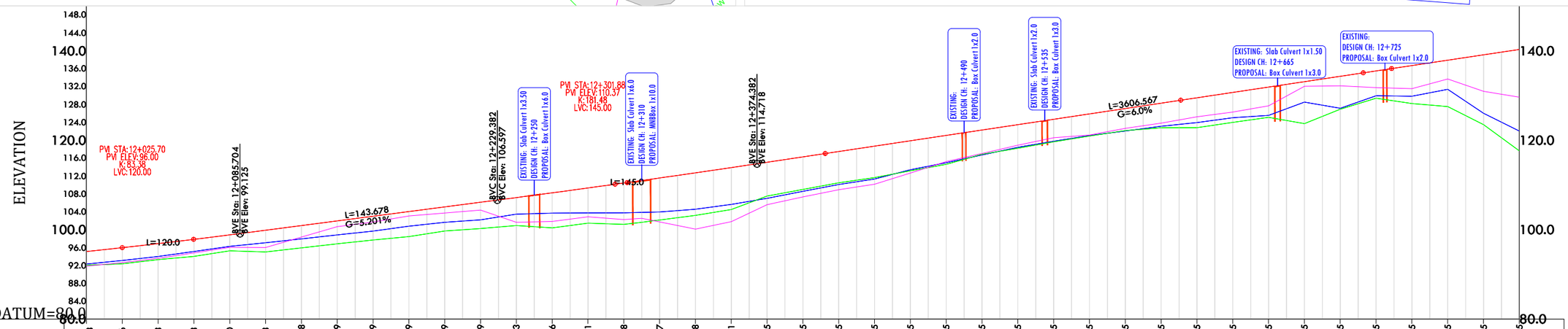
N=2857253.0020
Z=88.661
MATCHLINE
EROW
PROW
Junction Type T-1
Wageesi Playground
<< To Wageesi
<< To Colony


ELEVATION
DATUM=80.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 11+240
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 11+400
PROPOSAL: Box Culvert 1x2.0
EXISTING: MNB Bridge1X11.0
DESIGN CH: 11+775
PROPOSAL: MNB bridge 1x15.0
EXISTING: Slab Culvert 1x3.0
DESIGN CH: 11+960
PROPOSAL: Box Culvert 1x3.0
PVI STA:11+393.07
PVI ELEV:86.74
K:57.74
LVC:75.00
PVI STA:11+674.62
PVI ELEV:90.39
K:50.17
LVC:65.00
PVI STA:11+876.44
PVI ELEV:90.39
K:26.58
LVC:100.00
L=197.562
G=-0.003%
L=75.0
L=211.547
G=1.296%
L=65.0
L=119.323
G=0.0%
L=100.0
L=39.264
G=3.762%
L=120.0

| | | |







DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
12+000	95.108	92.306	2.802	91.843	92.021
12+020	95.966	93.103	2.863	92.61	92.356
12+040	96.873	93.998	2.875	93.584	93.299
12+060	97.828	95.12	2.707	94.796	94.019
12+080	98.830	96.256	2.574	96.053	95.26
12+100	99.868	97.068	2.800	95.997	95.016
12+120	100.908	97.924	2.985	98.34	95.924
12+140	101.949	98.822	3.127	100.668	96.838
12+160	102.989	99.669	3.320	101.686	97.683
12+180	104.029	100.764	3.265	103.047	98.443
12+200	105.069	101.63	3.439	103.712	99.69
12+220	106.109	102.182	3.927	104.37	100.226
12+240	107.153	103.451	3.702	101.627	100.919
12+260	108.216	103.693	4.523	101.817	100.377
12+280	109.301	103.723	5.578	102.85	101.45
12+300	110.408	103.759	6.649	101.15	99.576
12+320	111.537	103.93	7.607	103.840	103.112
12+340	112.688	104.548	8.140	100.101	103.179
12+360	113.861	105.64	8.221	101.787	104.486
12+380	115.055	106.993	8.062	105.567	107.502
12+400	116.255	108.547	7.708	107.294	108.971
12+420	117.455	110.086	7.369	108.918	110.456
12+440	118.655	111.302	7.353	110.136	111.613
12+460	119.855	113.387	6.468	112.634	113.151
12+480	121.055	114.949	6.106	115.206	114.582
12+500	122.255	116.675	5.580	117.002	116.822
12+520	123.455	118.388	5.067	118.855	118.179
12+540	124.655	119.739	4.916	120.53	119.626
12+560	125.855	121.012	4.843	121.121	120.91
12+580	127.055	122.039	5.016	122.636	122.123
12+600	128.255	123.083	5.172	123.782	122.762
12+620	129.455	123.91	5.545	125.208	122.776
12+640	130.655	124.998	5.658	126.261	123.968
12+660	131.855	125.519	6.337	127.66	125.081
12+680	133.055	128.486	4.569	132.016	123.675
12+700	134.255	127.119	7.136	132.119	126.906
12+720	135.455	129.907	5.548	131.735	129.348
12+740	136.655	129.804	6.851	131.49	128.179
12+760	137.855	131.335	6.520	133.654	127.502
12+780	139.055	125.98	13.075	130.911	123.455
12+800	140.255	122.01	18.245	129.578	117.59

HORIZONTAL ALIGNMENT: L=25.0 | L=39.81 | L=20.0 | R=120.0 L=195.321 | L=20.0 | L=6.786 | L=20.0 | R=100.0 L=70.594 | L=20.0 | L=198.454 | L=30.0 | R=75.0 L=41.928 | L=30.0 | L=15.809 | L=20.0 | R=105.0 L=66.908

VERTICAL ALIGNMENT: L=120.000 K=83.391 R=83391.244 | L=143.678 G=5.201 | L=145.000 K=181.477 R=181476.846 | L=3606.567 G=6.000

SUPER ELEVATION: e=-2.5% | e=-5.0% | e=-2.5% | e=5.0% | e=-2.5% | e=-5.0% | e=-2.5% | e=5.0%
e=5.0% | e=-5.0% | e=5.0% | e=-5.0%

TCS TYPE: TCS 3 | TCS 4 | TCS 15

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

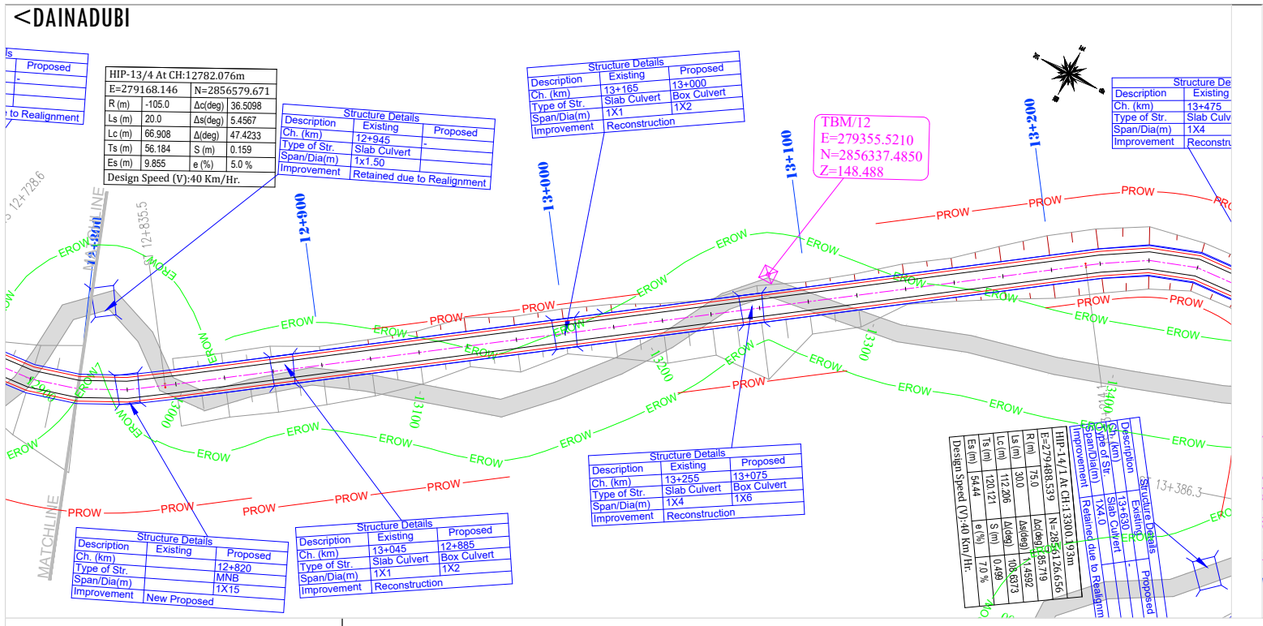
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:1000

TITLE:
PLAN AND PROFILE
Km - 12+000 to Km- 12+800

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:-16/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC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Z=148.488
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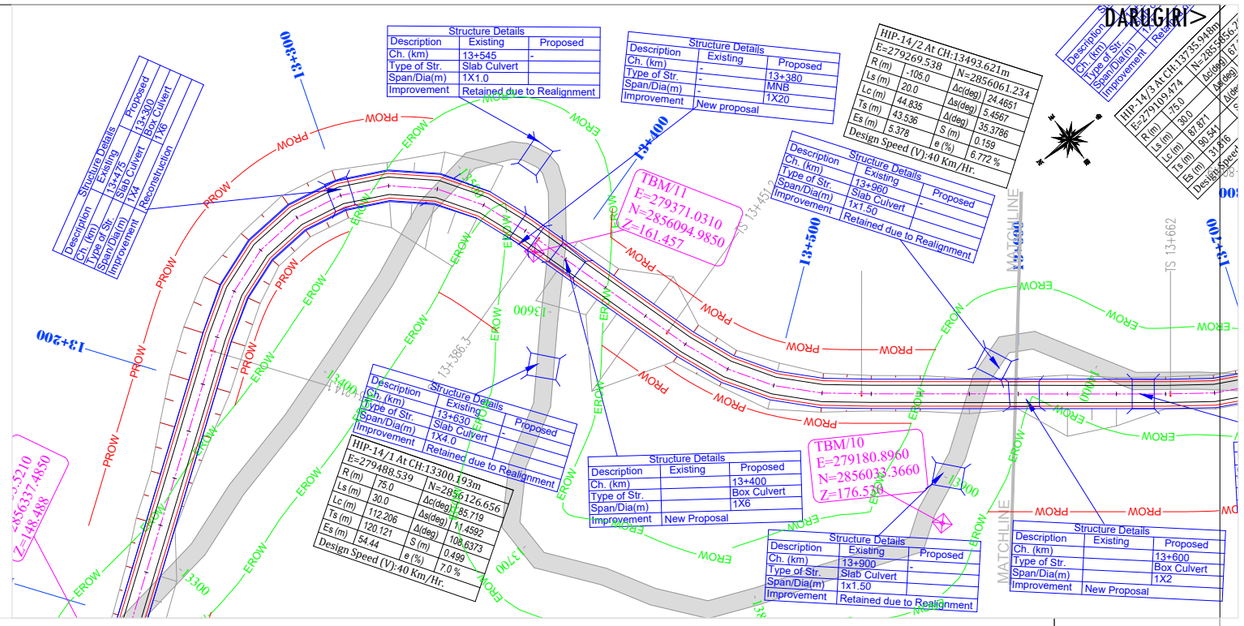
PROW
EROW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TBM/11
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N=2856094.9850
Z=161.457
TBM/10
E=279180.8960
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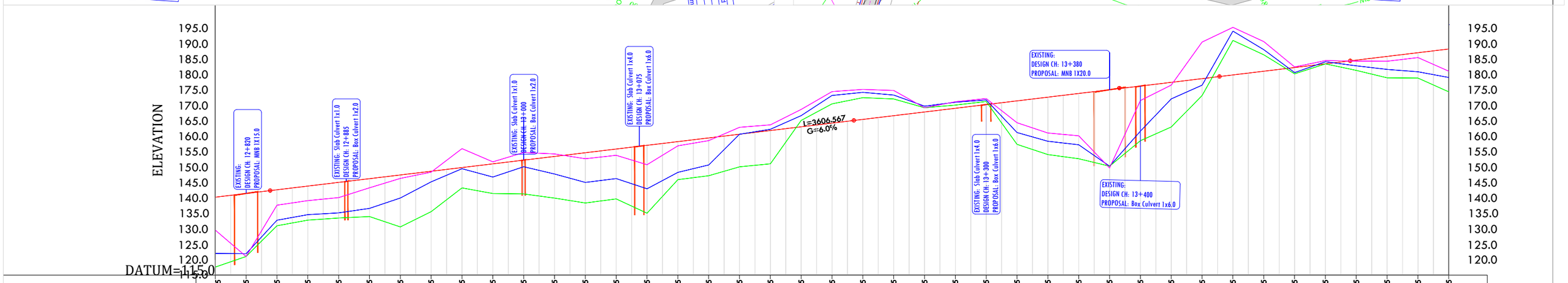
Z=176.578
MATCHLINE
PROW
EROW


ELEVATION
DATUM=115.0
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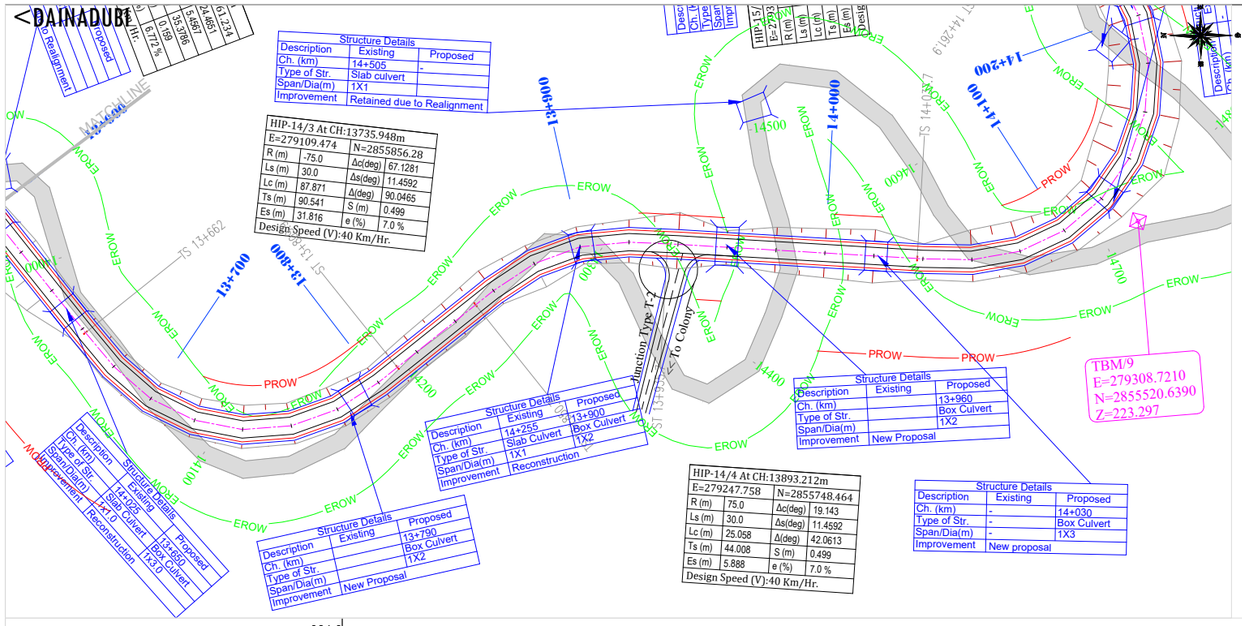
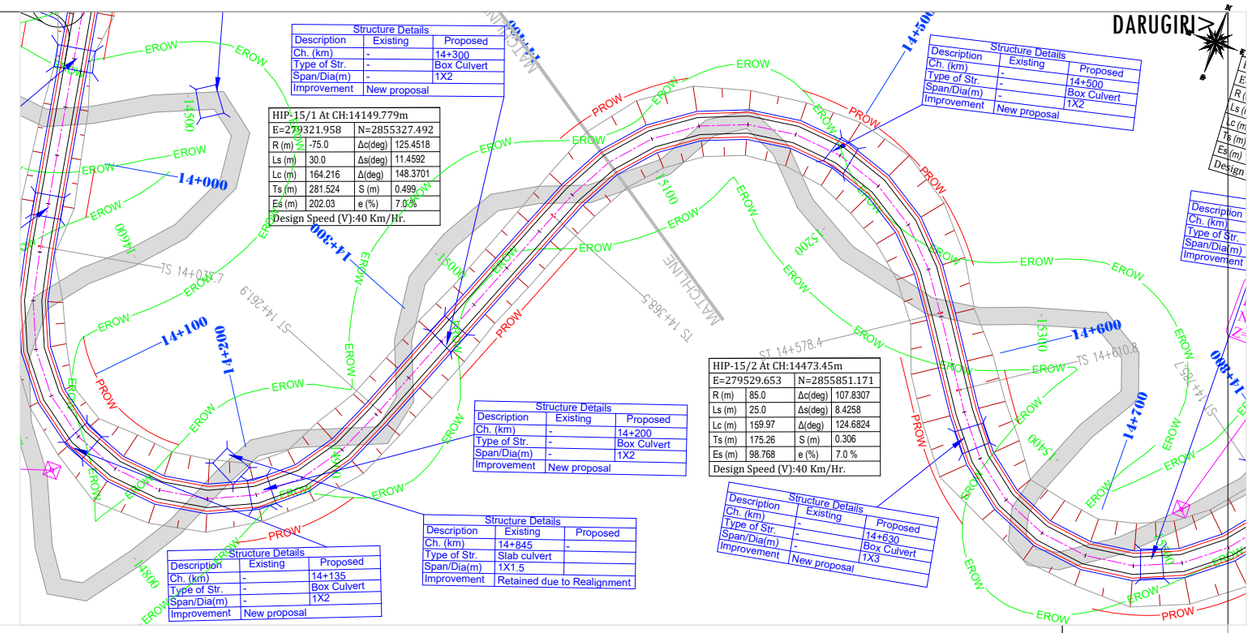
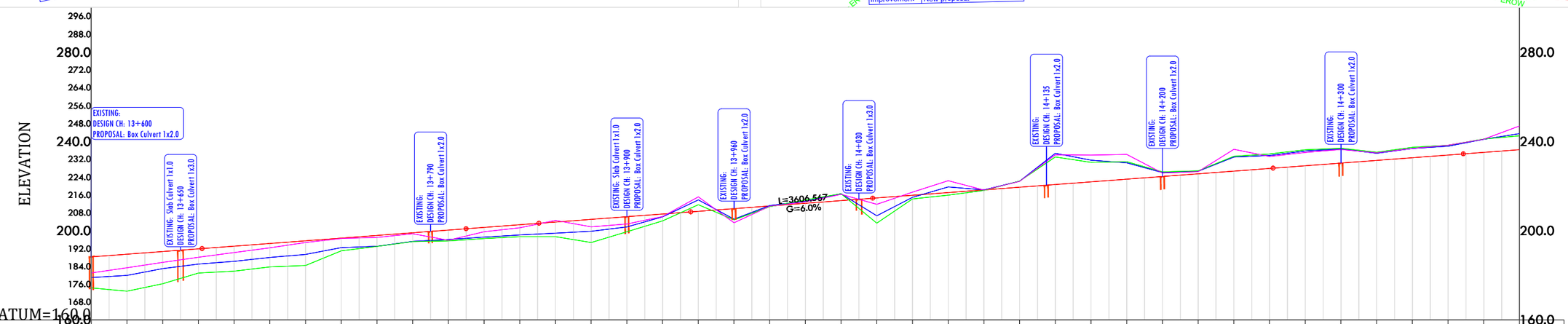
EXISTING: Slab Culvert 1x1.0 DESIGN CH: 12+885 PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.0 DESIGN CH: 13+000 PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x4.0 DESIGN CH: 13+075 PROPOSAL: Box Culvert 1x6.0
L=3606.567
G=-6.0%
EXISTING: DESIGN CH: 13+380 PROPOSAL: MNB 1X20.0
EXISTING: Slab Culvert 1x4.0 DESIGN CH: 13+300 PROPOSAL: Box Culvert 1x6.0
EXISTING: DESIGN CH: 13+400 PROPOSAL: Box Culvert 1x6.0

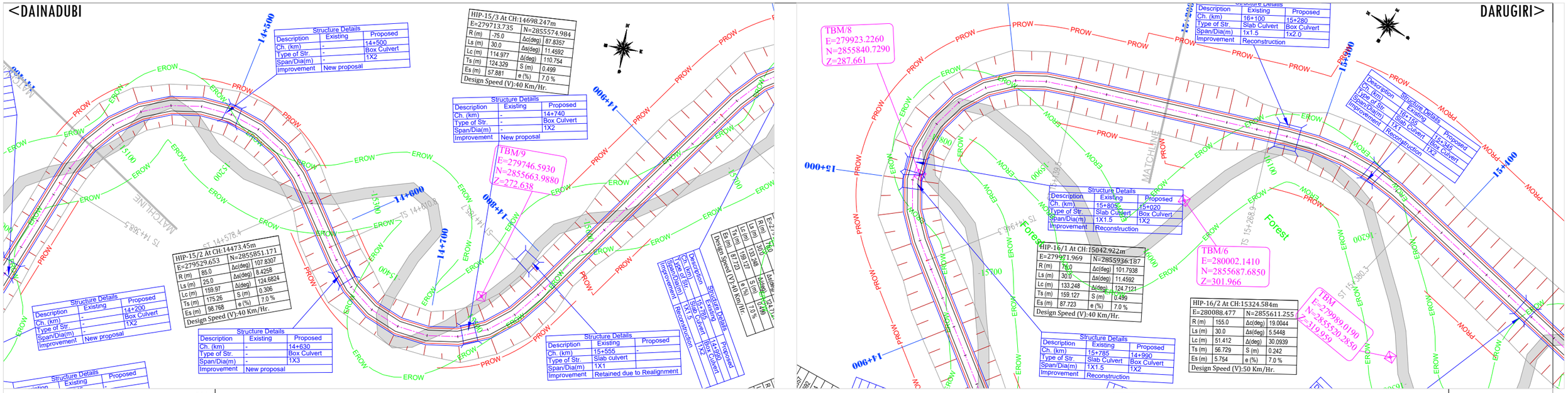
| | | |

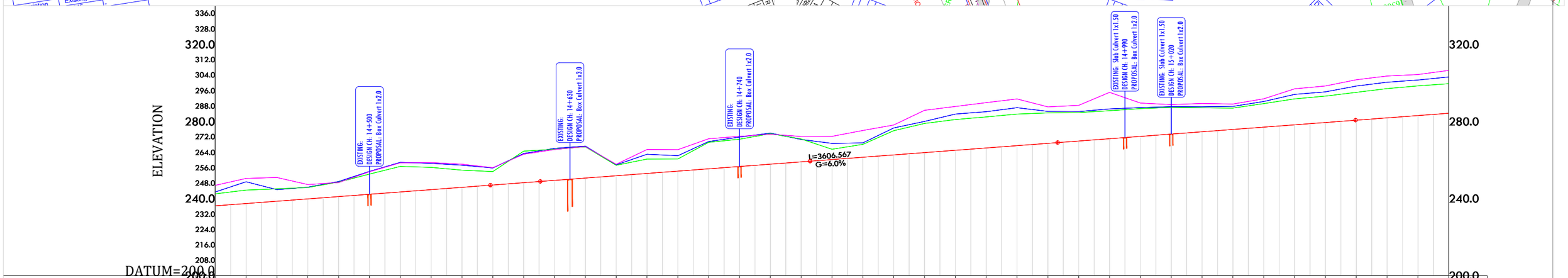

<DAINADUBE
Structure Details
Description | Existing | Proposed
Ch. (km) | 14+505
Type of Str. | Slab culvert
Span/Dia(m) | 1X1
Improvement | Retained due to Realignment
HIP-14/3 At CH:13735.948m
E=279109.474 N=2855856.28
R (m) -75.0 Δc(deg) 67.1281
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 87.871 Δ(deg) 90.0465
Ts (m) 90.541 S (m) 0.499
Es (m) 31.816 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | 14+255 | 13+900
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 13+960
Type of Str. | Box Culvert
Span/Dia(m) | 1X2
Improvement | New Proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | 13+790
Type of Str. | Box Culvert
Span/Dia(m) | 1X2
Improvement | New Proposal
HIP-14/4 At CH:13893.212m
E=279247.758 N=2855748.464
R (m) 75.0 Δc(deg) 19.143
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 25.058 Δ(deg) 42.0613
Ts (m) 44.008 S (m) 0.499
Es (m) 5.888 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | - | 14+030
Type of Str. | - | Box Culvert
Span/Dia(m) | - | 1X3
Improvement | New proposal
TBM/9
E=279308.7210
N=2855520.6390
Z=223.297
Junction Type T-2
To Colony
MATCHLINE
EROW
PROW
13+700
13+800
13+900
14+000
14+100
14+200


DARUGIRI>
Structure Details
Description | Existing | Proposed
Ch. (km) | - | 14+300
Type of Str. | - | Box Culvert
Span/Dia(m) | - | 1X2
Improvement | New proposal
HIP-15/1 At CH:14149.779m
E=279321.958 N=2855327.492
R (m) -75.0 Δc(deg) 125.4518
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 164.216 Δ(deg) 148.3701
Ts (m) 281.524 S (m) 0.499
Es (m) 202.03 e (%) 7.0%
Design Speed (V):40 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | - | 14+500
Type of Str. | - | Box Culvert
Span/Dia(m) | - | 1X2
Improvement | New proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | - | 14+200
Type of Str. | - | Box Culvert
Span/Dia(m) | - | 1X2
Improvement | New proposal
HIP-15/2 At CH:14473.45m
E=279529.653 N=2855851.171
R (m) 85.0 Δc(deg) 107.8307
Ls (m) 25.0 Δs(deg) 8.4258
Lc (m) 159.97 Δ(deg) 124.6824
Ts (m) 175.26 S (m) 0.306
Es (m) 98.768 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | 14+845 | -
Type of Str. | Slab culvert
Span/Dia(m) | 1X1.5
Improvement | Retained due to Realignment
Structure Details
Description | Existing | Proposed
Ch. (km) | - | 14+135
Type of Str. | - | Box Culvert
Span/Dia(m) | - | 1X2
Improvement | New proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | - | 14+630
Type of Str. | - | Box Culvert
Span/Dia(m) | - | 1X3
Improvement | New proposal
MATCHLINE
EROW
PROW
14+000
14+100
14+200
14+300
14+500
14+600
14+700
14+800


ELEVATION
DATUM=160.0
EXISTING: DESIGN CH: 13+600 PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.0 DESIGN CH: 13+650 PROPOSAL: Box Culvert 1x3.0
EXISTING: DESIGN CH: 13+790 PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.0 DESIGN CH: 13+900 PROPOSAL: Box Culvert 1x2.0
EXISTING: DESIGN CH: 13+960 PROPOSAL: Box Culvert 1x2.0
L=3606.567
G=6.0%
EXISTING: DESIGN CH: 14+030 PROPOSAL: Box Culvert 1x3.0
EXISTING: DESIGN CH: 14+135 PROPOSAL: Box Culvert 1x2.0
EXISTING: DESIGN CH: 14+200 PROPOSAL: Box Culvert 1x2.0
EXISTING: DESIGN CH: 14+300 PROPOSAL: Box Culvert 1x2.0

| | | |





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
14+400	236.255	243.45	-7.195	246.849	242.454
14+420	237.455	248.725	-11.270	250.448	244.411
14+440	238.655	244.632	-5.977	250.916	245.041
14+460	239.855	245.921	-6.066	247.296	245.754
14+480	241.055	248.863	-7.808	248.303	248.543
14+500	242.255	254.095	-11.840	253.938	252.683
14+520	243.455	258.787	-15.332	258.556	256.698
14+540	244.655	258.233	-13.578	258.666	256.195
14+560	245.855	257.313	-11.458	257.843	254.754
14+580	247.055	255.883	-8.828	256.004	254.014
14+600	248.255	263.379	-15.124	262.975	264.58
14+620	249.455	266.025	-16.570	265.437	265.581
14+640	250.655	267.208	-16.553	266.943	266.85
14+660	251.855	257.504	-5.649	257.763	257.296
14+680	253.055	262.991	-9.936	265.43	260.506
14+700	254.255	262.236	-7.981	265.353	260.516
14+720	255.455	269.584	-14.129	271.051	269.156
14+740	256.655	271.879	-15.224	272.279	270.788
14+760	257.855	273.944	-16.089	273.369	273.669
14+780	259.055	270.649	-11.594	272.226	270.915
14+800	260.255	268.606	-8.351	272.263	265.574
14+820	261.455	268.866	-7.411	275.323	268.127
14+840	262.655	276.606	-13.951	278.141	275.199
14+860	263.855	280.014	-16.159	285.78	278.947
14+880	265.055	283.826	-18.771	287.743	280.977
14+900	266.255	285.05	-18.795	289.745	282.343
14+920	267.455	287.096	-19.641	291.631	283.823
14+940	268.655	285.218	-16.563	287.517	284.397
14+960	269.855	285.129	-15.274	288.357	284.607
14+980	271.055	286.462	-15.407	295.057	285.533
15+000	272.255	287.168	-14.913	289.526	286.656
15+020	273.455	287.685	-14.230	288.702	287.262
15+040	274.655	287.596	-12.941	289.297	287.036
15+060	275.855	287.796	-11.941	289.018	286.9
15+080	277.055	290.334	-13.279	291.747	289.243
15+100	278.255	294.008	-15.753	296.874	291.706
15+120	279.455	295.31	-15.855	298.36	293.11
15+140	280.655	298.331	-17.676	301.591	295.081
15+160	281.855	300.335	-18.479	303.544	297.033
15+180	283.055	301.466	-18.411	304.29	298.405
15+200	284.255	303.045	-18.790	306.468	299.547

HORIZONTAL ALIGNMENT: R=85.0 L=159.97 | L=25.0 | L=32.324 | L=30.0 | R=75.0 L=114.977 | L=30.0 | L=160.562 | L=30.0 | R=75.0 L=133.248 | L=30.0 | L=129.332

VERTICAL ALIGNMENT: L=3606.567 G=6.000

SUPER ELEVATION: e=-7.0% | e=7.0% | e=-2.5% | e=7.0% | e=-7.0% | e=-2.5% | e=-7.0% | e=7.0% | e=-2.5%

TCS TYPE: TCS 9

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

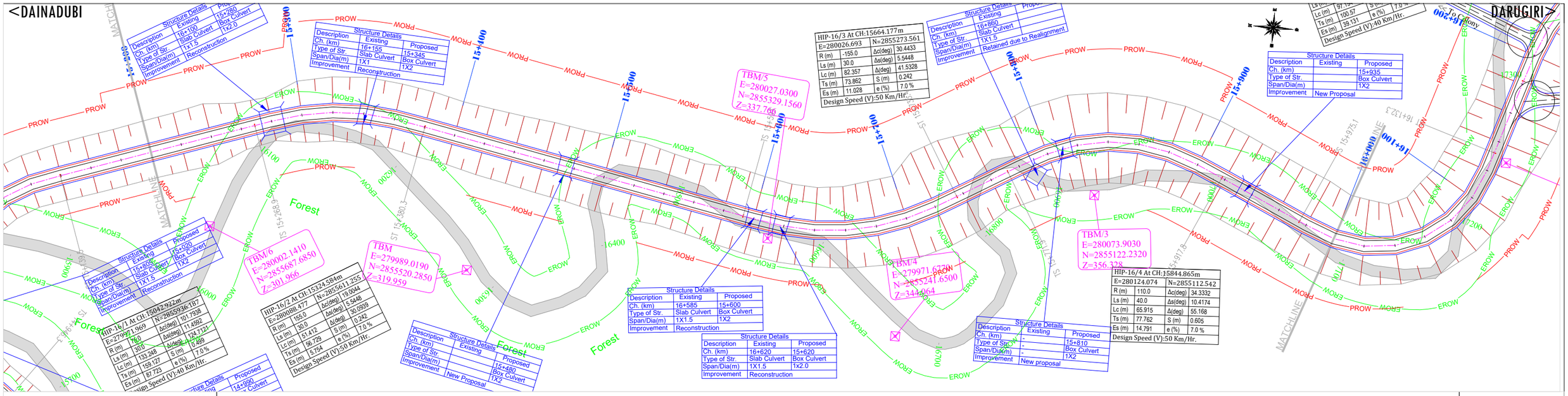
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:2000

TITLE: **PLAN AND PROFILE**
Km - 14+400 to Km- 15+200

CLIENT APPROVAL: | SEAL & SIGNATURE:
DWG NO:-19/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC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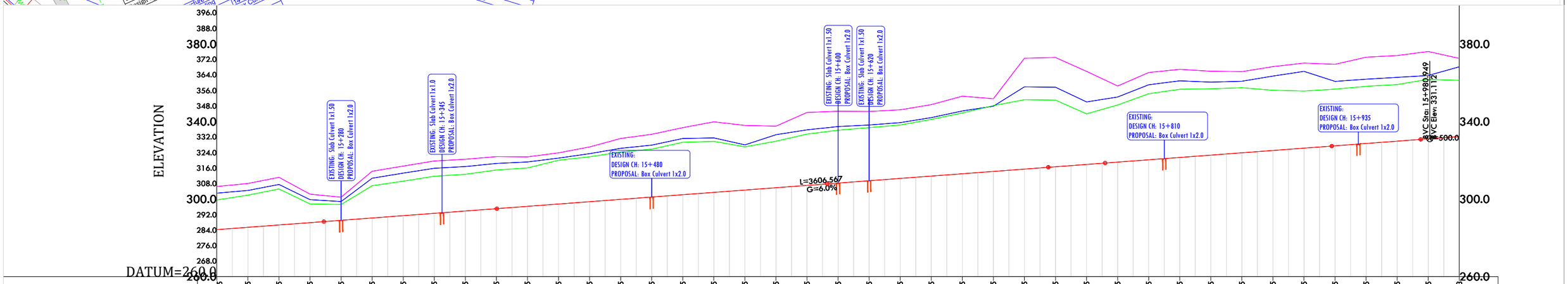
DARUGIRI>
To Colony
MATCHLINE
PROW
EROW
Forest
TBM/5
E=280027.0300
N=2855329.1560
Z=337.766
TBM/6
E=280002.1410
N=2855687.6850
Z=301.966
TBM
E=279989.0190
N=2855520.2850
Z=319.959
TBM/4
E=279971.6750
N=2855241.6500
Z=344.064
TBM/3
E=280073.9030
N=2855122.2320
Z=356.328
HIP-16/3 At CH:15664.177m
E=280026.693 N=2855273.561
R (m) -155.0 Δc(deg) 30.4433
Ls (m) 30.0 Δs(deg) 5.5448
Lc (m) 82.357 Δ(deg) 41.5328
Ts (m) 73.862 S (m) 0.242
Es (m) 11.028 e (%) 7.0 %
Design Speed (V):50 Km/Hr.
HIP-16/4 At CH:15844.865m
E=280124.074 N=2855112.542
R (m) 110.0 Δc(deg) 34.3332
Ls (m) 40.0 Δs(deg) 10.4174
Lc (m) 65.915 Δ(deg) 55.168
Ts (m) 77.762 S (m) 0.605
Es (m) 14.791 e (%) 7.0 %
Design Speed (V):50 Km/Hr.
HIP-16/1 At CH:15042.922m
E=279971.969 N=2855936.187
R (m) 760 Δc(deg) 101.7938
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 133.248 Δ(deg) 114.7171
Ts (m) 159.127 S (m) 10.499
Es (m) 87.723 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-16/2 At CH:15324.584m
E=280088.477 N=2855611.255
R (m) 155.0 Δc(deg) 19.0044
Ls (m) 30.0 Δs(deg) 5.5448
Lc (m) 51.412 Δ(deg) 30.0909
Ts (m) 56.739 S (m) 0.242
Es (m) 5.754 e (%) 7.0 %
Design Speed (V):50 Km/Hr.
Lc (m) 97.15 S (m) 7.0 %
Ts (m) 100.57 e (%)
Es (m) 39.131
Design Speed (V):40 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | 15+935
Type of Str. | Box Culvert
Span/Dia(m) | 1X2
Improvement | New Proposal
Description | Existing | Proposed
Ch. (km) | 16+860
Type of Str. | Slab Culvert
Span/Dia(m) | 1X1.5
Improvement | Retained due to Realignment
Description | Existing | Proposed
Ch. (km) | 16+155 | 15+345
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1 | 1X2
Improvement | Reconstruction
Description | Existing | Proposed
Ch. (km) | 16+585 | 15+600
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Description | Existing | Proposed
Ch. (km) | 16+620 | 15+620
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1x2.0
Improvement | Reconstruction
Description | Existing | Proposed
Ch. (km) | 15+280 | 15+280
Type of Str. | Box Culvert | Box Culvert
Span/Dia(m) | 1x1.5 | 1x2.0
Improvement | Reconstruction
Description | Existing | Proposed
Ch. (km) | 15+808 | 15+320
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Description | Existing | Proposed
Ch. (km) | 15+480
Type of Str. | Box Culvert
Span/Dia(m) | 1X2
Improvement | New Proposal
Description | Existing | Proposed
Ch. (km) | - | 15+810
Type of Str. | - | Box Culvert
Span/Dia(m) | - | 1X2
Improvement | New proposal
15+200
15+300
15+400
15+500
15+600
15+700
15+800
15+900
16+000
16+100
16+200
16+300
16+400
16+500
16+600
16+700
16+800
16+900
17+000
17+100
17+200
17+300
17+400
17+500
15+268.9
15+360.3
15+917.8
15+975.1
16+132.3
16+400
16+700
16+900
17+100
17+200
17+300
17+400
17+500


ELEVATION
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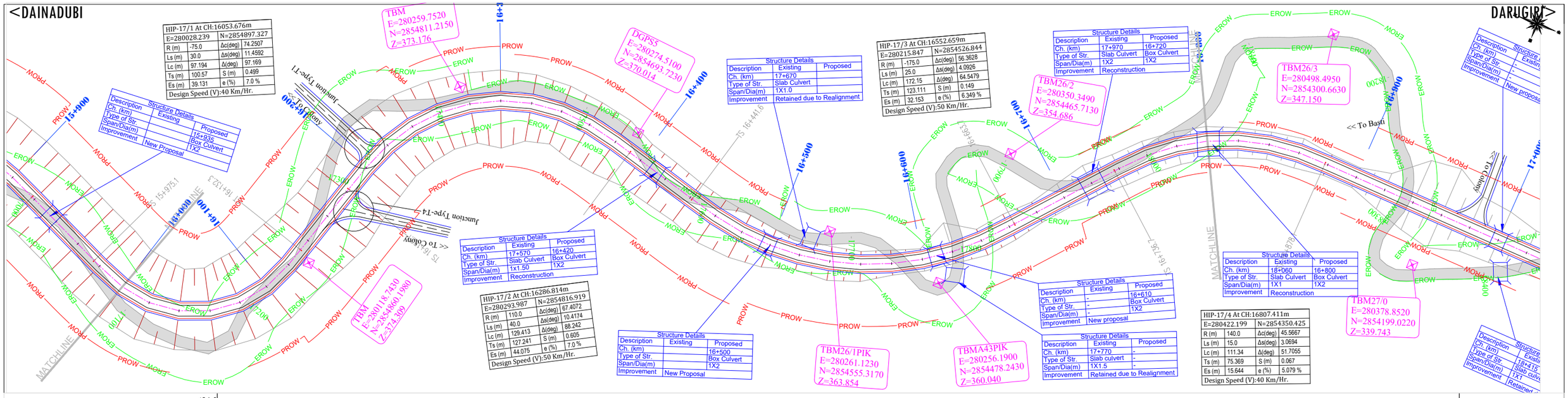
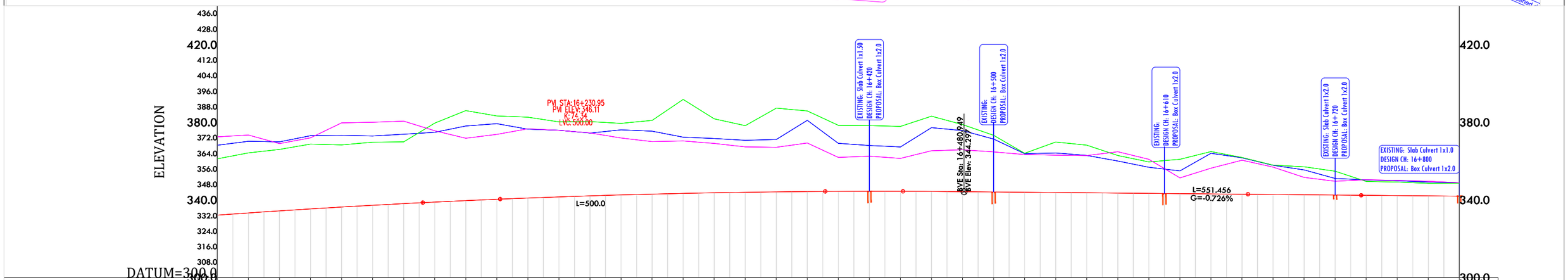
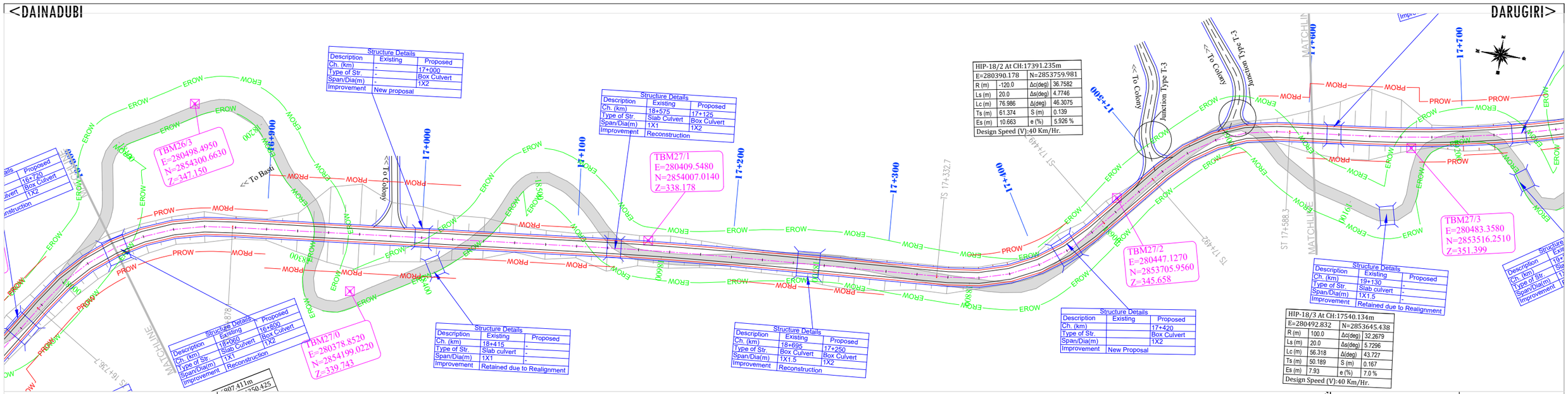
380.0
372.0
364.0
356.0
348.0
340.0
332.0
324.0
316.0
308.0
300.0
292.0
284.0
276.0
268.0
260.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 15+280
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.0
DESIGN CH: 15+345
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 15+480
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 15+600
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 15+620
PROPOSAL: Box Culvert 1x2.0
L=3606.567
G=6.0%
EXISTING:
DESIGN CH: 15+810
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 15+935
PROPOSAL: Box Culvert 1x2.0
EVC Sta: 15+980.949
EVC Elev: 331.112
L=500.0

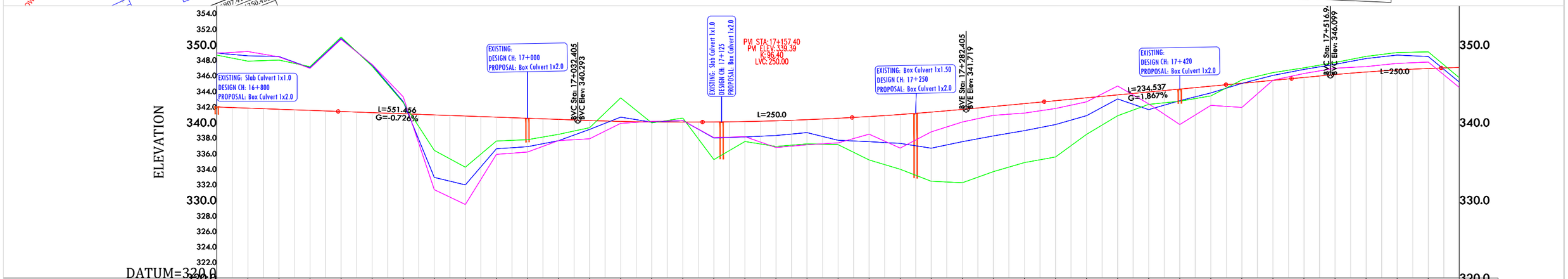
| | | |


<DAINADUBI
DARUGIRI>
HIP-17/1 At CH:16053.676m
E=280028.239 N=2854897.327
R (m) -75.0 Δc(deg) 74.2507
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 97.194 Δ(deg) 97.169
Ts (m) 100.57 S (m) 0.499
Es (m) 39.131 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-17/2 At CH:16286.814m
E=280293.987 N=2854816.919
R (m) 110.0 Δc(deg) 67.4072
Ls (m) 40.0 Δs(deg) 10.4174
Lc (m) 129.413 Δ(deg) 88.242
Ts (m) 127.241 S (m) 0.605
Es (m) 44.075 e (%) 7.0 %
Design Speed (V):50 Km/Hr.
HIP-17/3 At CH:16552.659m
E=280215.847 N=2854526.844
R (m) -175.0 Δc(deg) 56.3628
Ls (m) 25.0 Δs(deg) 4.0926
Lc (m) 172.15 Δ(deg) 64.5479
Ts (m) 123.111 S (m) 0.149
Es (m) 32.153 e (%) 6.349 %
Design Speed (V):50 Km/Hr.
HIP-17/4 At CH:16807.411m
E=280422.199 N=2854350.425
R (m) 140.0 Δc(deg) 45.5667
Ls (m) 15.0 Δs(deg) 3.0694
Lc (m) 111.34 Δ(deg) 51.7055
Ts (m) 75.369 S (m) 0.067
Es (m) 15.644 e (%) 5.079 %
Design Speed (V):40 Km/Hr.
TBM E=280259.7520 N=2854811.2150 Z=373.176
DGPS5 E=280274.5100 N=2854693.7230 Z=370.014
TBM26/2 E=280350.3490 N=2854465.7130 Z=354.686
TBM26/3 E=280498.4950 N=2854300.6630 Z=347.150
TBM E=280118.7430 N=2854880.1980 Z=374.309
TBM26/1PIK E=280261.1230 N=2854555.3170 Z=363.854
TBMA43PIK E=280256.1900 N=2854478.2430 Z=360.040
TBM27/0 E=280378.8520 N=2854199.0220 Z=339.743
Structure Details
Description Existing Proposed
Ch. (km) 17+570 16+420
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1x1.50 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 17+670 16+500
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1.0 1X2
Improvement Retained due to Realignment
Structure Details
Description Existing Proposed
Ch. (km) 17+970 16+720
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X2 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 17+770 16+610
Type of Str. Slab culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Retained due to Realignment
Structure Details
Description Existing Proposed
Ch. (km) - 16+610
Type of Str. - Box Culvert
Span/Dia(m) - 1X2
Improvement New proposal
Structure Details
Description Existing Proposed
Ch. (km) 18+060 16+800
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) - 16+500
Type of Str. - Box Culvert
Span/Dia(m) - 1X2
Improvement New Proposal
Junction Type-T1
Junction Type-T4
<< To Cuttaway
<< To Basti
MATCHLINE
EROW
PROW


ELEVATION
DATUM=300.0
PVI STA:16+230.95
PVI ELEV:346.11
K:74.34
LVC:500.00
L=500.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 16+420
PROPOSAL: Box Culvert 1x2.0
BVE Sta: 16+480.249
BVE Elev: 344.297
EXISTING:
DESIGN CH: 16+500
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 16+610
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x2.0
DESIGN CH: 16+720
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.0
DESIGN CH: 16+800
PROPOSAL: Box Culvert 1x2.0
L=551.456
G=-0.726%

| | | |





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
16+800	341.980	348.91	-6.930	348.897	348.643
16+820	341.835	348.559	-6.724	349.114	347.872
16+840	341.690	348.466	-6.776	348.426	348.007
16+860	341.544	347.017	-5.473	346.949	347.168
16+880	341.399	350.791	-9.391	350.683	350.976
16+900	341.254	347.387	-6.133	347.438	347.221
16+920	341.109	342.669	-1.560	343.287	342.551
16+940	340.964	332.937	8.027	331.356	336.401
16+960	340.818	331.973	8.845	329.455	334.24
16+980	340.673	336.618	4.055	335.893	337.606
17+000	340.528	336.878	3.650	336.195	337.779
17+020	340.383	337.652	2.730	337.666	338.47
17+040	340.242	339.105	1.138	337.897	339.319
17+060	340.133	340.675	-0.542	339.886	343.15
17+080	340.066	340.031	0.034	340.128	339.934
17+100	340.041	340.242	-0.202	340.235	340.56
17+120	340.055	337.996	2.058	338.05	335.219
17+140	340.114	338.125	1.989	338.166	337.545
17+160	340.212	338.322	1.890	336.771	336.908
17+180	340.352	338.693	1.659	337.12	337.237
17+200	340.535	337.7	2.835	337.371	337.142
17+220	340.756	337.526	3.230	338.485	335.173
17+240	341.023	337.301	3.721	336.702	333.984
17+260	341.328	336.691	4.637	338.788	332.438
17+280	341.676	337.528	4.148	340.049	332.241
17+300	342.048	338.264	3.784	340.915	333.669
17+320	342.421	338.945	3.476	341.199	334.834
17+340	342.795	339.721	3.073	341.785	335.552
17+360	343.168	340.866	2.302	342.646	338.47
17+380	343.542	343.015	0.526	344.673	340.862
17+400	343.915	341.637	2.278	342.381	342.314
17+420	344.289	342.799	1.490	339.725	342.72
17+440	344.662	343.794	0.869	342.186	343.409
17+460	345.036	345.017	0.019	341.926	345.457
17+480	345.409	346.043	-0.634	345.427	346.406
17+500	345.782	346.813	-1.031	346.288	347.02
17+520	346.153	347.476	-1.323	346.961	347.707
17+540	346.482	348.209	-1.727	347.18	348.487
17+560	346.742	348.653	-1.912	347.59	348.981
17+580	346.938	348.465	-1.527	347.756	349.068
17+600	347.060	345.179	1.881	344.486	345.731

HORIZONTAL ALIGNMENT: R=140.0 L=111.34 | L=15.0 | L=234.658 | R=2500.0 L=96.282 | L=123.721 | L=20.0 | R=120.0 L=76.986 | L=20.0 | L=42.248 | L=20.0 | R=100.0 L=56.318 | L=20.0 | L=48.68

VERTICAL ALIGNMENT: L=551.456 G=-0.726 | L=250.000 K=96.413 R=96413.421 | L=234.537 G=1.867 | L=250.000 K=58.810 R=58809.692

SUPER ELEVATION: e=-5.079% | e=5.079% | e=-2.5% | e=5.926% | e=-5.926% | e=-2.5% | e=-7.0% | e=7.0% | e=-2.5%

TCS TYPE: TCS 3 | TCS 5 | TCS 15 | TCS 4 | TCS 3 | TCS 13 | TCS 6 | TCS 3 | TCS 6A | TCS 11

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

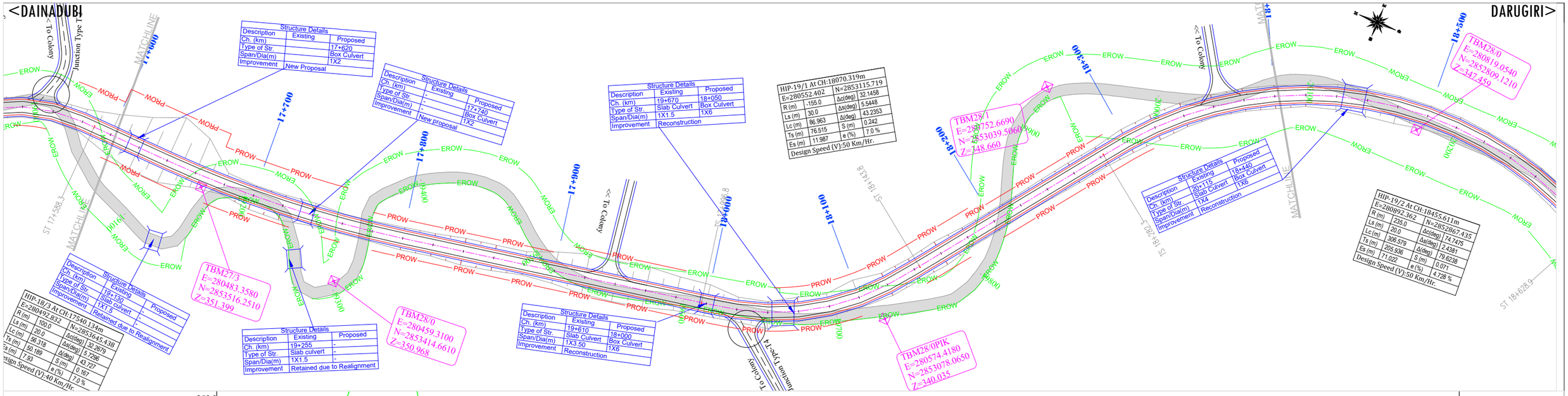
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:500

TITLE: **PLAN AND PROFILE**
Km - 16+800 to Km- 17+600

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 22/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC



Structure Details		
Description	Existing	Proposed
Ch. (km)		17+620
Type of Str.		Box Culvert
Span/Dia(m)		1X2
Improvement	New Proposal	

Structure Details		
Description	Existing	Proposed
Ch. (km)	-	17+740
Type of Str.	-	Box Culvert
Span/Dia(m)	-	1X2
Improvement	New proposal	

Structure Details		
Description	Existing	Proposed
Ch. (km)	19+670	18+050
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X1.5	1X6
Improvement	Reconstruction	

HIP-19/1 At CH:18070.319m			
E=280552.402		N=2853115.719	
R (m)	-155.0	Δc(deg)	32.1458
Ls (m)	30.0	Δs(deg)	5.5448
Lc (m)	86.963	Δ(deg)	43.2353
Ts (m)	76.515	S (m)	0.242
Es (m)	11.987	e (%)	7.0 %
Design Speed (V):50 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	20+115	18+440
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X4	1X6
Improvement	Reconstruction	

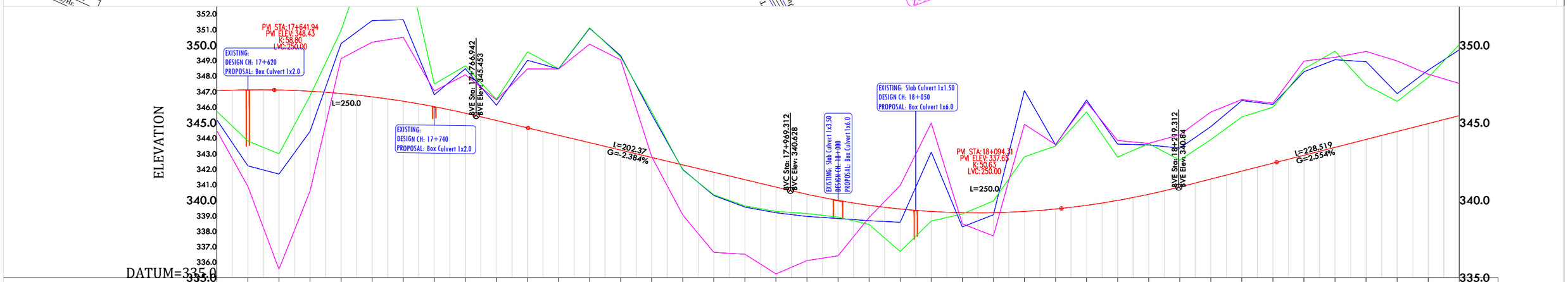
HIP-19/2 At CH:18455.611m			
E=280892.362		N=2852867.435	
R (m)	235.0	Δc(deg)	74.7475
Ls (m)	20.0	Δs(deg)	2.4381
Lc (m)	306.579	Δ(deg)	79.6238
Ts (m)	205.936	S (m)	0.071
Es (m)	71.022	e (%)	4.728 %
Design Speed (V):50 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	19+130	-
Type of Str.	Slab culvert	-
Span/Dia(m)	1X1.5	-
Improvement	Retained due to Realignment	

HIP-18/3 At CH:17540.134m			
E=280492.832		N=2853645.438	
R (m)	100.0	Δc(deg)	32.2679
Ls (m)	20.0	Δs(deg)	5.7296
Lc (m)	56.318	Δ(deg)	43.727
Ts (m)	50.189	S (m)	0.167
Es (m)	7.93	e (%)	7.0 %
Design Speed (V):40 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	19+255	-
Type of Str.	Slab culvert	-
Span/Dia(m)	1X1.5	-
Improvement	Retained due to Realignment	

Structure Details		
Description	Existing	Proposed
Ch. (km)	19+610	18+000
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X3.50	1X6
Improvement	Reconstruction	



DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
17+600	347.060	345.179	1.881	344.486	345.731
17+620	347.118	342.217	4.900	340.888	343.821
17+640	347.107	341.69	5.417	335.556	342.996
17+660	347.027	344.441	2.586	340.595	346.729
17+680	346.882	350.098	-3.216	349.13	350.95
17+700	346.665	351.583	-4.918	350.19	356.781
17+720	346.382	351.635	-5.253	350.504	356.432
17+740	346.032	346.798	-0.766	347.042	347.494
17+760	345.611	348.482	-2.871	348.088	348.669
17+780	345.142	346.128	-0.986	346.466	346.504
17+800	344.665	349.024	-4.359	348.464	349.566
17+820	344.188	348.47	-4.282	348.46	348.486
17+840	343.711	351.084	-7.373	350.061	351.116
17+860	343.234	349.32	-6.085	349.049	349.239
17+880	342.757	345.526	-2.769	342.803	345.698
17+900	342.281	341.977	0.303	339.05	341.946
17+920	341.804	340.308	1.496	336.642	340.352
17+940	341.327	339.564	1.763	336.523	339.637
17+960	340.850	339.198	1.652	335.257	339.28
17+980	340.387	338.961	1.426	336.111	339.15
18+000	339.993	338.826	1.167	336.426	338.916
18+020	339.674	338.684	0.991	338.89	338.439
18+040	339.440	338.581	0.859	340.961	336.7
18+060	339.281	343.109	-3.828	344.978	338.662
18+080	339.201	338.288	0.914	338.48	339.115
18+100	339.203	339.065	0.138	337.705	339.954
18+120	339.279	347.072	-7.793	344.897	342.797
18+140	339.440	343.568	-4.129	343.594	343.496
18+160	339.676	346.459	-6.783	346.329	345.692
18+180	339.991	343.619	-3.628	343.854	342.784
18+200	340.388	343.567	-3.179	343.667	343.657
18+220	340.858	343.36	-2.502	344.225	342.587
18+240	341.369	344.747	-3.378	345.686	343.909
18+260	341.880	346.426	-4.547	346.491	345.37
18+280	342.390	346.175	-3.785	346.263	346.007
18+300	342.901	348.286	-5.385	348.972	348.47
18+320	343.412	349.056	-5.645	349.211	349.609
18+340	343.923	348.932	-5.009	349.594	347.419
18+360	344.433	346.875	-2.442	348.981	346.378
18+380	344.944	348.389	-3.445	348.127	347.923
18+400	345.455	349.697	-4.242	347.531	350.032

HORIZONTAL ALIGNMENT: L=48.68 | R=750.0 L=163.402 | L=196.462 | L=30.0 | R=155.0 L=86.963 | L=30.0 | L=138.521 | L=20.0 | R=235.0 L=306.579

VERTICAL ALIGNMENT: L=250.000 K=58.810 R=58809.692 | L=202.370 G=-2.384 | L=250.000 K=50.628 R=50627.785 | L=228.519 G=2.554

SUPER ELEVATION: e=-2.5% | e=7.0% | e=-7.0% | e=-2.5% | e=-4.728% | e=4.728%

TCS TYPE: TCS 11 | TCS 6A | TCS 10 | TCS 12 | TCS 3 | TCS 5

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

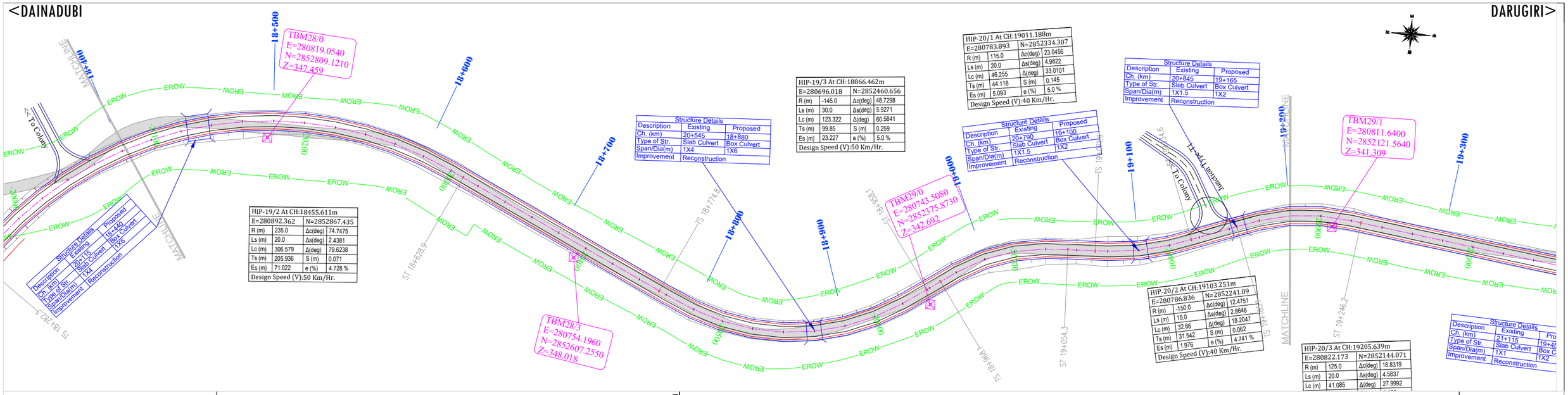
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

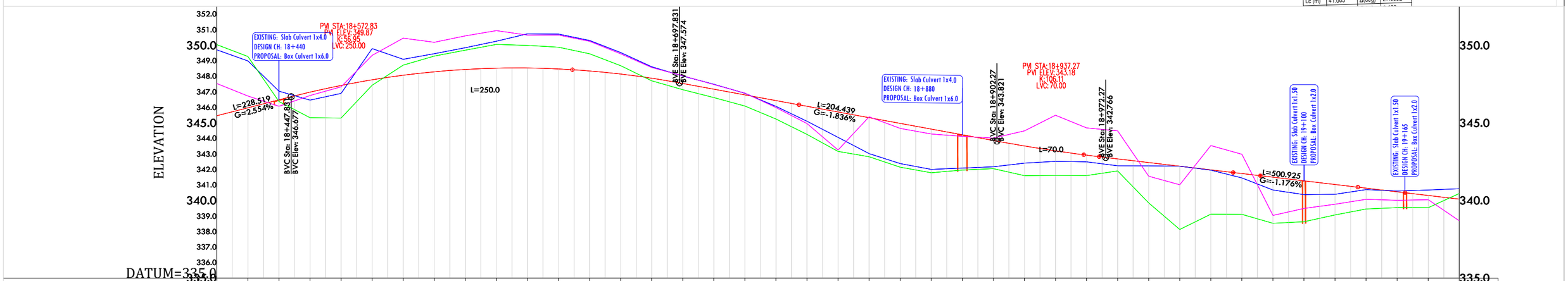
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:250

TITLE:
PLAN AND PROFILE
Km - 17+600 to Km- 18+400

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 23/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
18+400	345.455	349.697	-4.242	347.531	350.032
18+420	345.966	348.983	-3.017	346.727	349.27
18+440	346.477	347.039	-0.562	346.065	346.372
18+460	346.974	346.459	0.515	346.758	345.327
18+480	347.404	346.896	0.508	347.318	345.308
18+500	347.768	349.779	-2.011	349.345	347.416
18+520	348.060	349.092	-1.032	350.448	348.716
18+540	348.281	349.448	-1.167	350.183	349.296
18+560	348.436	349.836	-1.400	350.6	349.676
18+580	348.515	350.252	-1.737	350.934	350.048
18+600	348.528	350.729	-2.201	350.644	349.982
18+620	348.469	350.715	-2.246	350.649	349.866
18+640	348.339	350.302	-1.963	350.249	349.442
18+660	348.143	349.524	-1.382	349.446	348.678
18+680	347.870	348.608	-0.738	348.56	347.702
18+700	347.534	348.012	-0.478	348.027	347.133
18+720	347.167	347.48	-0.313	347.466	346.623
18+740	346.800	346.901	-0.101	346.91	346.079
18+760	346.433	346.061	0.372	345.986	345.242
18+780	346.065	345.1	0.966	344.954	344.256
18+800	345.698	344.066	1.632	343.251	343.16
18+820	345.331	343.018	2.313	342.815	342.142
18+840	344.964	342.377	2.587	342.142	341.784
18+860	344.597	342.0	2.596	344.28	341.957
18+880	344.229	342.088	2.142	344.13	342.05
18+900	343.862	342.17	1.692	344.014	341.598
18+920	343.510	342.402	1.108	344.481	341.611
18+940	343.195	342.517	0.679	345.488	341.605
18+960	342.918	342.485	0.432	344.673	341.898
18+980	342.675	342.233	0.442	344.48	339.843
19+000	342.440	342.228	0.212	341.559	338.131
19+020	342.205	342.206	-0.001	341.009	339.115
19+040	341.970	341.955	0.015	343.535	339.107
19+060	341.734	341.453	0.282	342.972	338.532
19+080	341.499	340.674	0.825	339.037	338.633
19+100	341.264	340.378	0.886	339.485	339.071
19+120	341.029	340.399	0.630	339.757	339.451
19+140	340.793	340.7	0.093	340.074	339.539
19+160	340.558	340.607	-0.049	340.012	339.536
19+180	340.323	340.671	-0.348	340.046	340.449
19+200	340.088	340.755	-0.668	338.687	

HORIZONTAL ALIGNMENT: R=235.0 L=306.579 | L=20.0 | L=145.9 | L=30.0 | R=145.0 L=123.322 | L=30.0 | L=9.937 | L=20.0 | R=115.0 L=46.255 | L=20.0 | L=17.606 | L=15.0 | R=150.0 L=32.66 | L=15.0 | L=30.516 | L=20.0 | R=125.0 L=41.085

VERTICAL ALIGNMENT: L=228.519 G=2.554 | L=250.000 K=56.948 R=56947.608 | L=204.439 G=-1.836 | L=70.000 K=106.061 R=106060.606 | L=500.925 G=-1.176

SUPER ELEVATION: e=-4.728% / e=4.728% | e=-2.5% | e=5.0% / e=-5.0% | e=-2.5% | e=-5.0% / e=5.0% | e=-2.5% | e=4.741% / e=-4.741% | e=-2.5% | e=-5.689% / e=5.689%

TCS TYPE: TCS 5 | TCS 3 | TCS 6 | TCS 3 | TCS 6 | TCS 3 | TCS 6

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

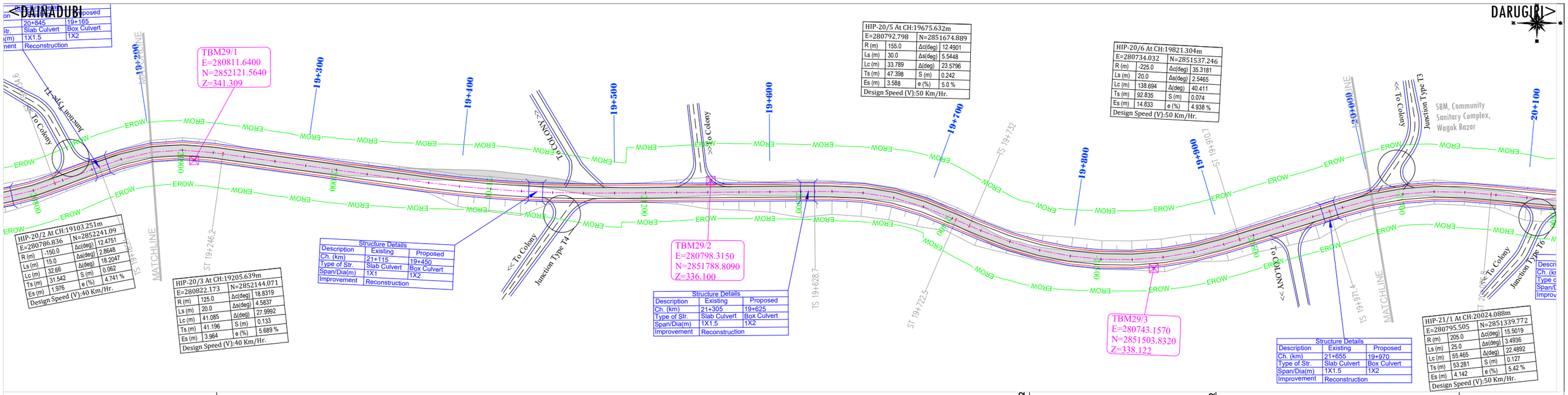
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

SCALE AT A3 SIZE DRAWING
HORIZ.1:2500
VERT.1:250

TITLE:
PLAN AND PROFILE
Km - 18+400 to Km- 19+200

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 24/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC



HIP-20/2 At CH:19103.251m			
E=280786.836		N=2852241.09	
R (m)	-150.0	Δc(deg)	12.4751
Ls (m)	15.0	Δs(deg)	2.8648
Lc (m)	32.66	Δ(deg)	18.2047
Ts (m)	31.542	S (m)	0.062
Es (m)	1.976	e (%)	4.741 %
Design Speed (V):40 Km/Hr.			

HIP-20/3 At CH:19205.639m			
E=280822.173		N=2852144.071	
R (m)	125.0	Δc(deg)	18.8319
Ls (m)	20.0	Δs(deg)	4.5837
Lc (m)	41.085	Δ(deg)	27.9992
Ts (m)	41.196	S (m)	0.133
Es (m)	3.964	e (%)	5.689 %
Design Speed (V):40 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	21+115	19+450
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X1	1X2
Improvement	Reconstruction	

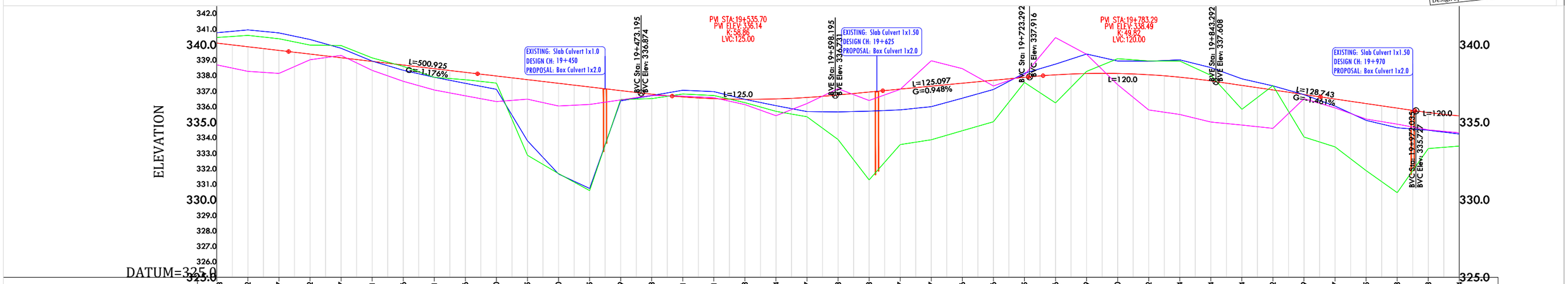
Structure Details		
Description	Existing	Proposed
Ch. (km)	21+305	19+625
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X1.5	1X2
Improvement	Reconstruction	

HIP-20/5 At CH:19675.632m			
E=280792.798		N=2851674.889	
R (m)	155.0	Δc(deg)	12.4901
Ls (m)	30.0	Δs(deg)	5.5448
Lc (m)	33.789	Δ(deg)	23.5796
Ts (m)	47.398	S (m)	0.242
Es (m)	3.588	e (%)	5.0 %
Design Speed (V):50 Km/Hr.			

HIP-20/6 At CH:19821.304m			
E=280734.032		N=2851537.246	
R (m)	-225.0	Δc(deg)	35.3181
Ls (m)	20.0	Δs(deg)	2.5465
Lc (m)	138.694	Δ(deg)	40.411
Ts (m)	92.835	S (m)	0.074
Es (m)	14.833	e (%)	4.938 %
Design Speed (V):50 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	21+655	19+970
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X1.5	1X2
Improvement	Reconstruction	

HIP-21/1 At CH:20024.088m			
E=280795.505		N=2851339.772	
R (m)	205.0	Δc(deg)	15.5019
Ls (m)	25.0	Δs(deg)	3.4936
Lc (m)	55.465	Δ(deg)	22.4892
Ts (m)	53.281	S (m)	0.127
Es (m)	4.142	e (%)	5.42 %
Design Speed (V):50 Km/Hr.			



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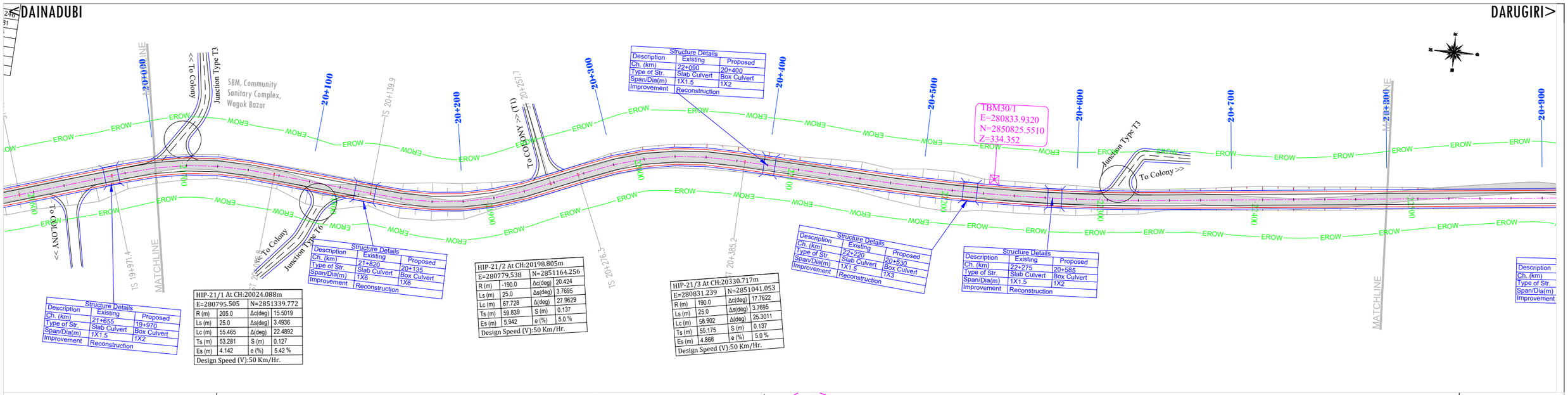
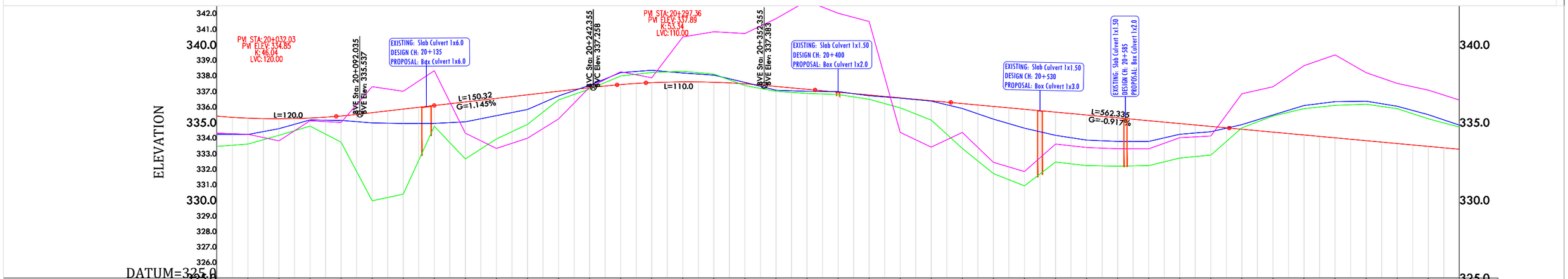




DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
20+000	335.404	334.231	1.173	334.315	333.454
20+020	335.276	334.224	1.052	334.237	333.608
20+040	335.236	334.597	0.639	333.816	334.168
20+060	335.283	335.16	0.123	335.107	334.765
20+080	335.415	335.126	0.289	334.997	333.732
20+100	335.628	334.967	0.661	337.298	329.965
20+120	335.857	334.934	0.923	336.999	330.385
20+140	336.086	334.938	1.149	338.324	334.754
20+160	336.315	335.04	1.276	334.308	332.654
20+180	336.544	335.434	1.111	333.327	333.939
20+200	336.773	335.831	0.943	333.985	334.673
20+220	337.002	336.699	0.303	335.223	336.444
20+240	337.231	337.386	-0.155	337.26	337.147
20+260	337.431	338.204	-0.773	338.253	337.987
20+280	337.556	338.35	-0.794	337.869	338.207
20+300	337.606	338.176	-0.570	340.49	338.284
20+320	337.582	338.035	-0.453	340.824	338.108
20+340	337.482	337.573	-0.091	340.716	337.363
20+360	337.313	337.067	0.246	341.668	336.999
20+380	337.130	336.998	0.131	342.811	336.865
20+400	336.946	336.978	-0.032	342.014	336.796
20+420	336.763	336.714	0.049	341.488	336.488
20+440	336.579	336.562	0.017	334.358	335.938
20+460	336.396	336.372	0.024	333.414	335.147
20+480	336.212	335.893	0.320	334.354	333.33
20+500	336.029	335.214	0.815	332.436	331.713
20+520	335.846	334.632	1.213	331.841	330.921
20+540	335.662	334.172	1.490	333.611	332.455
20+560	335.479	333.865	1.614	333.389	332.223
20+580	335.295	333.776	1.519	333.306	332.185
20+600	335.112	333.777	1.334	333.302	332.225
20+620	334.928	334.238	0.690	334.017	332.708
20+640	334.745	334.402	0.342	334.13	332.898
20+660	334.561	334.857	-0.296	336.84	334.649
20+680	334.378	335.478	-1.100	337.289	335.411
20+700	334.194	336.085	-1.891	338.645	335.886
20+720	334.011	336.331	-2.321	339.34	336.096
20+740	333.827	336.363	-2.536	338.198	336.17
20+760	333.644	336.036	-2.392	337.507	335.885
20+780	333.460	335.496	-2.036	337.076	335.234
20+800	333.277	334.824	-1.547	336.439	334.701

HORIZONTAL ALIGNMENT: R=205.0 L=55.465 | L=25.0 | L=63.121 | L=25.0 | R=190.0 L=67.728 | L=25.0 | L=18.597 | L=25.0 | R=190.0 L=58.902 | L=25.0 | L=87.414 | R=1200.0 L=179.201 | L=300.83

VERTICAL ALIGNMENT: L=120.000 K=46.048 R=46047.583 | L=150.320 G=1.145 | L=110.000 K=53.346 R=53346.266 | L=562.335 G=-0.917

SUPER ELEVATION: e=-5.42% | e=-2.5% | e=5.0% | e=-2.5% | e=-5.0% | e=-2.5%; e=5.42% | e=-5.0% | e=5.0%

TCS TYPE: TCS 3 | TCS 13 | TCS 4 | TCS 5 | TCS 6 | TCS 4 | TCS 6

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

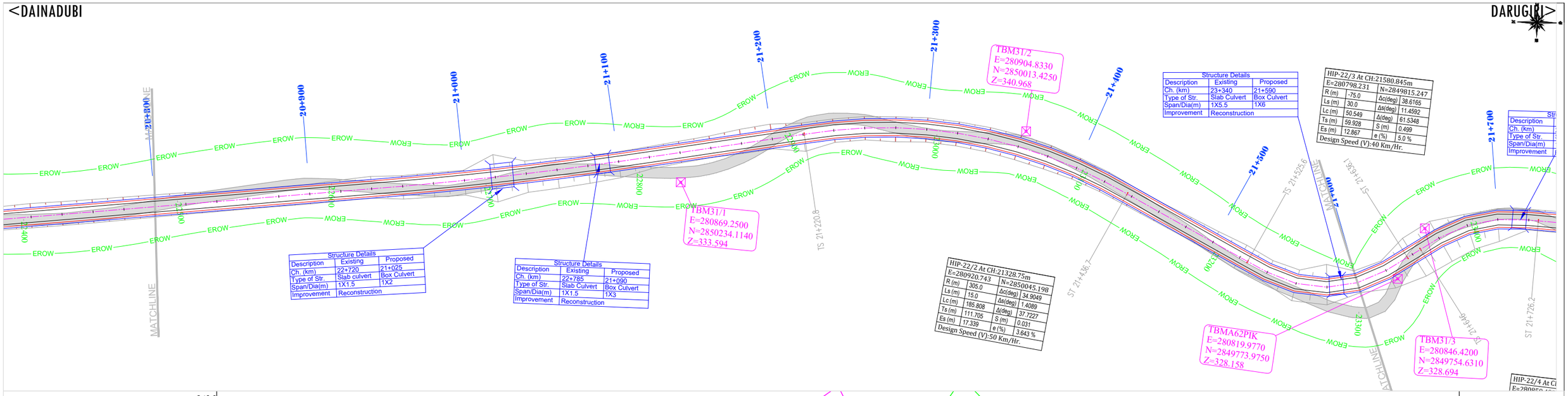
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
VERT.1:250

TITLE: **PLAN AND PROFILE**
Km - 20+000 to Km- 20+800

CLIENT APPROVAL: | SEAL & SIGNATURE:
DWG NO:- 26/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC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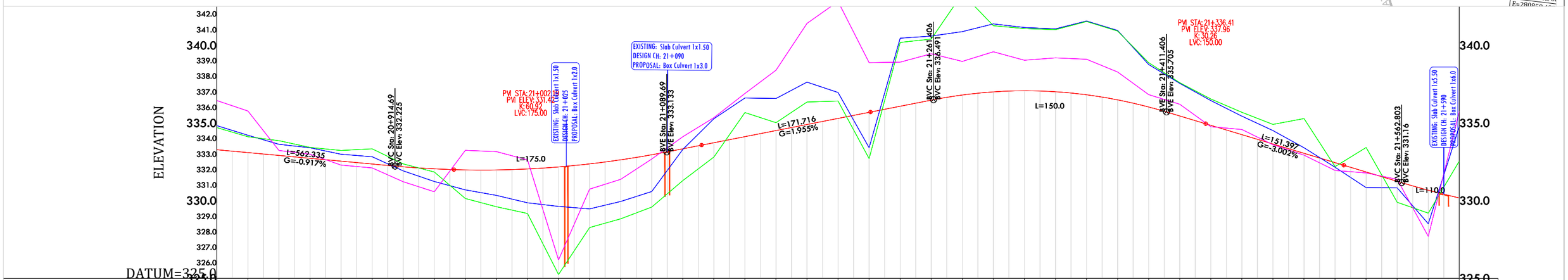
DARUGIRI>
MATCHLINE
EROW
TBM31/1
E=280869.2500
N=2850234.1140
Z=333.594
TBM31/2
E=280904.8330
N=2850013.4250
Z=340.968
TBMA62PIK
E=280819.9770
N=2849773.9750
Z=328.158
TBM31/3
E=280846.4200
N=2849754.6310
Z=328.694
TS 21+220.8
ST 21+436.7
TS 21+525.6
ST 21+636.1
ST 21+726.2
Structure Details
Description | Existing | Proposed
Ch. (km) | 22+720 | 21+025
Type of Str. | Slab culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 22+785 | 21+090
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X3
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 23+340 | 21+590
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X5.5 | 1X6
Improvement | Reconstruction
HIP-22/2 At CH:21328.75m
E=2809920.743 N=2850045.198
R (m) 305.0 Δc(deg) 34.9049
Ls (m) 15.0 Δs(deg) 1.4089
Lc (m) 185.808 Δ(deg) 37.7227
Ts (m) 111.705 S (m) 0.031
Es (m) 17.339 e (%) 3.643 %
Design Speed (V):50 Km/Hr.
HIP-22/3 At CH:21580.845m
E=280798.231 N=2849815.247
R (m) -75.0 Δc(deg) 38.6165
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 50.549 Δ(deg) 61.5348
Ts (m) 59.928 S (m) 0.499
Es (m) 12.867 e (%) 5.0 %
Design Speed (V):40 Km/Hr.


ELEVATION
DATUM=325.0
L=562.335
G=-0.917%
BVC Sta: 20+914.69
BVE Elev: 332.225
PVI STA: 21+002
PVI ELEV: 331.4
K: 60.92
LVC: 175.00
L=175.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 21+025
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 21+090
PROPOSAL: Box Culvert 1x3.0
BVE Sta: 21+089.69
BVE Elev: 333.133
L=171.716
G=1.955%
BVC Sta: 21+261.406
BVC Elev: 336.491
L=150.0
PVI STA: 21+336.41
PVI ELEV: 337.96
K: 30.26
LVC: 150.00
BVE Sta: 21+411.406
BVE Elev: 335.705
L=151.397
G=-3.002%
BVC Sta: 21+562.803
BVC Elev: 331.16
L=110.0
EXISTING: Slab Culvert 1x5.50
DESIGN CH: 21+590
PROPOSAL: Box Culvert 1x6.0

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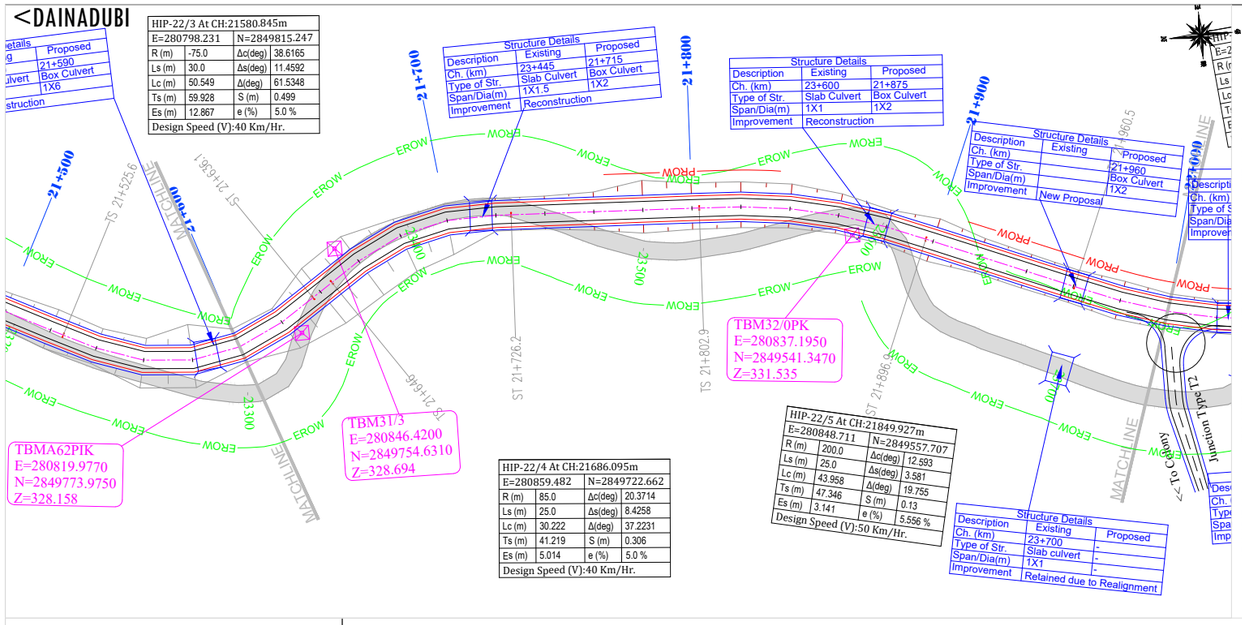
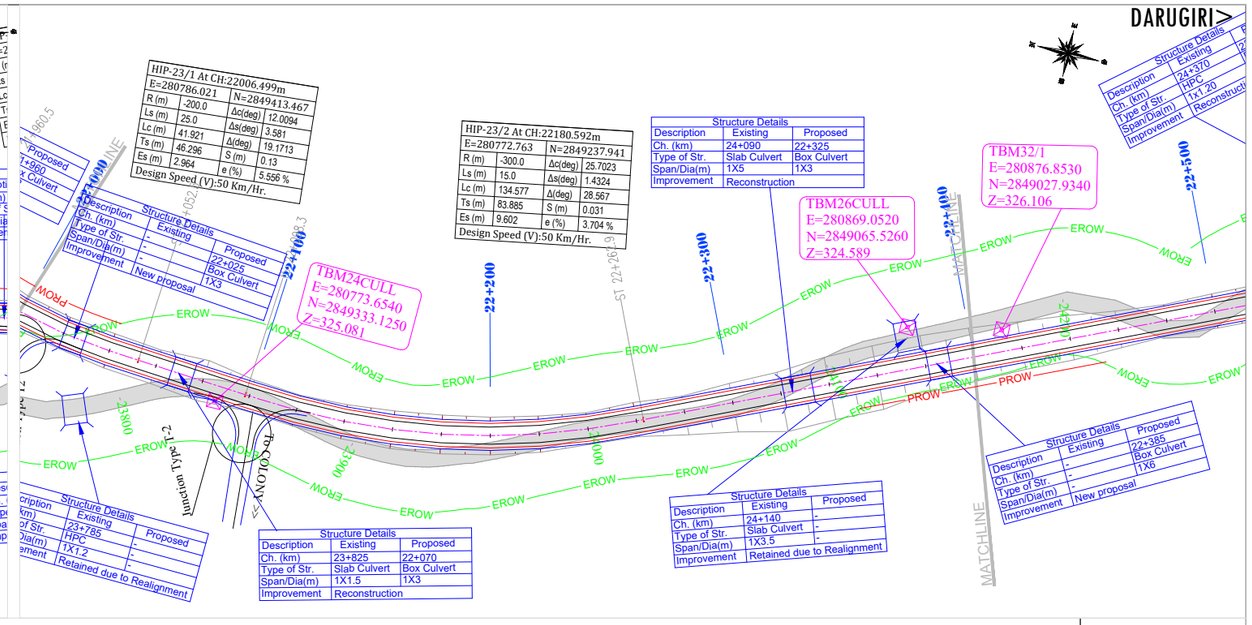
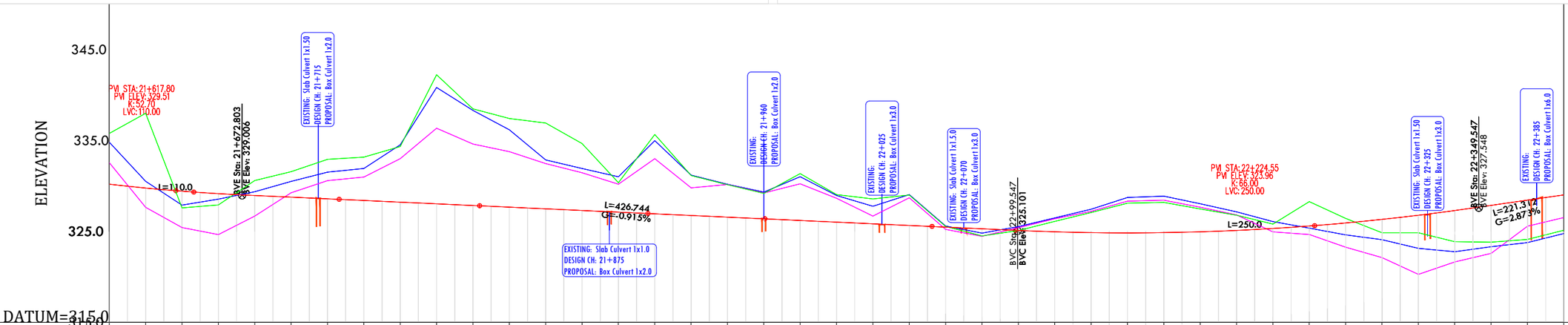

<DAINADUBI
HIP-22/3 At CH:21580.845m
E=280798.231 N=2849815.247
R (m) -75.0 Δc(deg) 38.6165
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 50.549 Δ(deg) 61.5348
Ts (m) 59.928 S (m) 0.499
Es (m) 12.867 e (%) 5.0 %
Design Speed (V):40 Km/Hr.
HIP-22/4 At CH:21686.095m
E=280859.482 N=2849722.662
R (m) 85.0 Δc(deg) 20.3714
Ls (m) 25.0 Δs(deg) 8.4258
Lc (m) 30.222 Δ(deg) 37.2231
Ts (m) 41.219 S (m) 0.306
Es (m) 5.014 e (%) 5.0 %
Design Speed (V):40 Km/Hr.
HIP-22/5 At CH:21849.927m
E=280848.711 N=2849557.707
R (m) 200.0 Δc(deg) 12.593
Ls (m) 25.0 Δs(deg) 3.581
Lc (m) 43.958 Δ(deg) 19.755
Ts (m) 47.346 S (m) 0.13
Es (m) 3.141 e (%) 5.556 %
Design Speed (V):50 Km/Hr.
TBMA62PIK
E=280819.9770
N=2849773.9750
Z=328.158
TBM31/3
E=280846.4200
N=2849754.6310
Z=328.694
TBM32/0PK
E=280837.1950
N=2849541.3470
Z=331.535
MATCHLINE
EROW
PROW


DARUGIRI>
HIP-23/1 At CH:22006.499m
E=280786.021 N=2849413.467
R (m) -200.0 Δc(deg) 12.0094
Ls (m) 25.0 Δs(deg) 3.581
Lc (m) 41.921 Δ(deg) 19.1713
Ts (m) 46.296 S (m) 0.13
Es (m) 2.964 e (%) 5.556 %
Design Speed (V):50 Km/Hr.
HIP-23/2 At CH:22180.592m
E=280772.763 N=2849237.941
R (m) -300.0 Δc(deg) 25.7023
Ls (m) 15.0 Δs(deg) 1.4324
Lc (m) 134.577 Δ(deg) 28.567
Ts (m) 83.885 S (m) 0.031
Es (m) 9.602 e (%) 3.704 %
Design Speed (V):50 Km/Hr.
TBM24CULL
E=280773.6540
N=2849333.1250
Z=325.081
TBM26CULL
E=280869.0520
N=2849065.5260
Z=324.589
TBM32/1
E=280876.8530
N=2849027.9340
Z=326.106
MATCHLINE
EROW
PROW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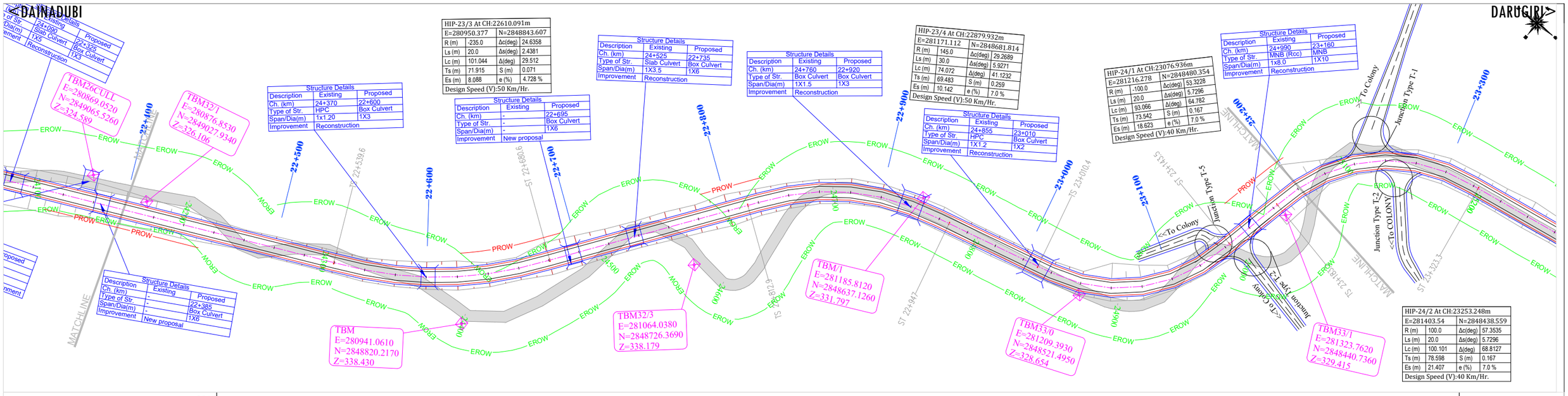
345.0
335.0
325.0
315.0
DATUM=315.0
PVI STA:21+617.80
PVI ELEV:329.51
K:52.70
LVC:110.00
L=110.0
BVE Sta: 21+672.803
BVE Elev: 329.006
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 21+715
PROPOSAL: Box Culvert 1x2.0
L=426.744
G=-0.915%
EXISTING: Slab Culvert 1x1.0
DESIGN CH: 21+875
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 21+960
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 22+025
PROPOSAL: Box Culvert 1x3.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 22+070
PROPOSAL: Box Culvert 1x3.0
BVC Sta: 22+99.547
BVC Elev: 325.101
PVI STA:22+224.55
PVI ELEV:323.96
K:65.00
LVC:250.00
L=250.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 22+325
PROPOSAL: Box Culvert 1x3.0
BVE Sta: 22+349.547
BVE Elev: 327.548
L=221.312
G=2.873%
EXISTING:
DESIGN CH: 22+385
PROPOSAL: Box Culvert 1x6.0

| | | |



HIP-23/3 At CH:22610.091m			
E=280950.377		N=2848843.607	
R (m)	-235.0	Δc(deg)	24.6358
Ls (m)	20.0	Δs(deg)	2.4381
Lc (m)	101.044	Δ(deg)	29.512
Ts (m)	71.915	S (m)	0.071
Es (m)	8.088	e (%)	4.728 %
Design Speed (V):50 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	24+370	22+600
Type of Str.	HPC	Box Culvert
Span/Dia(m)	1x1.20	1X3
Improvement	Reconstruction	

Structure Details		
Description	Existing	Proposed
Ch. (km)	-	22+695
Type of Str.	-	Box Culvert
Span/Dia(m)	-	1X6
Improvement	New proposal	

Structure Details		
Description	Existing	Proposed
Ch. (km)	24+525	22+735
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X3.5	1X6
Improvement	Reconstruction	

Structure Details		
Description	Existing	Proposed
Ch. (km)	24+760	22+920
Type of Str.	Box Culvert	Box Culvert
Span/Dia(m)	1X1.5	1X3
Improvement	Reconstruction	

HIP-23/4 At CH:22879.932m			
E=281171.112		N=2848681.814	
R (m)	145.0	Δc(deg)	29.2689
Ls (m)	30.0	Δs(deg)	5.9271
Lc (m)	74.072	Δ(deg)	41.1232
Ts (m)	69.483	S (m)	0.259
Es (m)	10.142	e (%)	7.0 %
Design Speed (V):50 Km/Hr.			

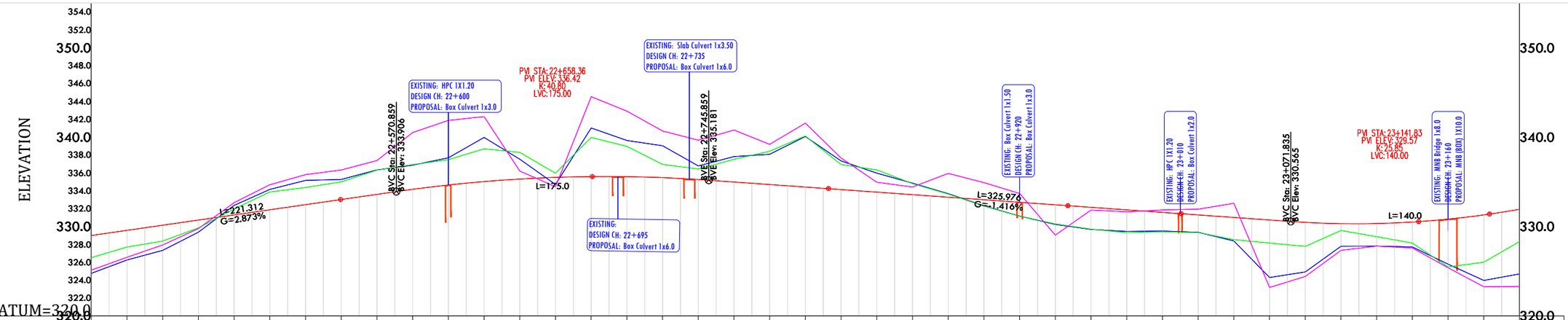
Structure Details		
Description	Existing	Proposed
Ch. (km)	24+855	23+010
Type of Str.	HPC	Box Culvert
Span/Dia(m)	1X1.2	1X2
Improvement	Reconstruction	

HIP-24/1 At CH:23076.936m			
E=281216.278		N=2848480.354	
R (m)	-100.0	Δc(deg)	53.3228
Ls (m)	20.0	Δs(deg)	5.7296
Lc (m)	93.066	Δ(deg)	64.782
Ts (m)	73.542	S (m)	0.167
Es (m)	18.623	e (%)	7.0 %
Design Speed (V):40 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	24+990	23+160
Type of Str.	MNB (Rcc)	MNB
Span/Dia(m)	1x8.0	1X10
Improvement	Reconstruction	

Structure Details		
Description	Existing	Proposed
Ch. (km)	-	22+385
Type of Str.	-	Box Culvert
Span/Dia(m)	-	1X6
Improvement	New proposal	

HIP-24/2 At CH:23253.248m			
E=281403.54		N=2848438.559	
R (m)	100.0	Δc(deg)	57.3535
Ls (m)	20.0	Δs(deg)	5.7296
Lc (m)	100.101	Δ(deg)	68.8127
Ts (m)	78.598	S (m)	0.167
Es (m)	21.407	e (%)	7.0 %
Design Speed (V):40 Km/Hr.			



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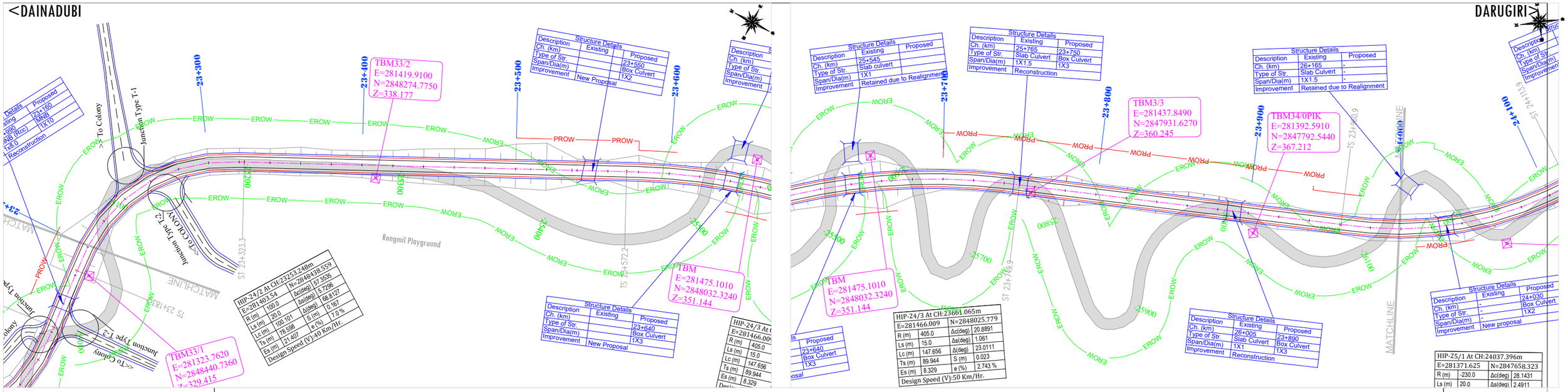
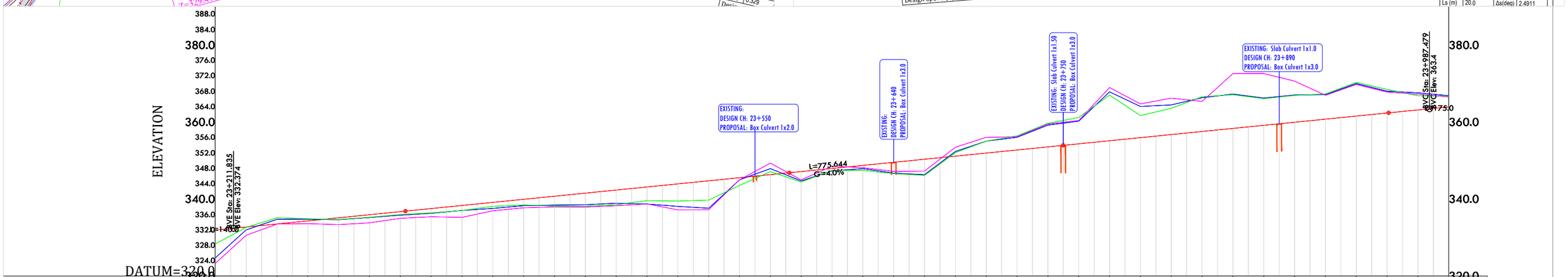




DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
23+200	331.930	324.698	7.231	323.279	328.324
23+220	332.701	331.96	0.740	330.558	332.627
23+240	333.501	334.705	-1.204	333.493	335.109
23+260	334.301	334.727	-0.426	333.589	334.853
23+280	335.101	334.619	0.482	333.342	334.667
23+300	335.901	335.179	0.721	333.793	335.242
23+320	336.701	335.795	0.906	334.976	335.939
23+340	337.501	336.286	1.214	335.393	336.38
23+360	338.301	337.01	1.291	335.227	337.008
23+380	339.101	337.546	1.555	336.927	338.095
23+400	339.901	338.243	1.658	337.698	338.442
23+420	340.701	338.406	2.295	337.949	338.166
23+440	341.501	338.505	2.996	337.899	338.098
23+460	342.301	338.902	3.398	338.255	338.522
23+480	343.101	338.687	4.414	338.714	339.564
23+500	343.901	338.086	5.815	337.177	339.456
23+520	344.701	337.593	7.107	337.213	339.7
23+540	345.501	344.966	0.535	344.982	343.511
23+560	346.301	347.874	-1.574	349.283	347.091
23+580	347.101	344.682	2.419	344.956	344.396
23+600	347.901	347.283	0.618	348.481	347.414
23+620	348.701	347.886	0.815	348.123	347.433
23+640	349.501	346.698	2.803	347.13	346.586
23+660	350.301	346.302	3.998	347.232	346.126
23+680	351.101	352.33	-1.229	353.429	352.013
23+700	351.901	355.006	-3.105	355.984	355.014
23+720	352.701	356.007	-3.306	356.149	356.369
23+740	353.501	359.148	-5.648	359.447	359.628
23+760	354.301	360.188	-5.887	360.345	361.135
23+780	355.101	367.795	-12.694	368.902	366.97
23+800	355.901	364.009	-8.108	364.664	361.632
23+820	356.701	364.403	-7.703	366.161	363.545
23+840	357.501	366.269	-8.768	365.318	366.53
23+860	358.301	367.227	-8.926	372.526	367.052
23+880	359.101	366.186	-7.085	372.557	366.029
23+900	359.901	366.995	-7.094	370.58	366.872
23+920	360.701	367.076	-6.376	366.896	367.24
23+940	361.501	369.943	-8.442	369.713	370.235
23+960	362.301	367.951	-5.650	367.718	368.417
23+980	363.101	367.548	-4.447	367.209	366.805
24+000	363.878	366.808	-2.931	366.484	366.71

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

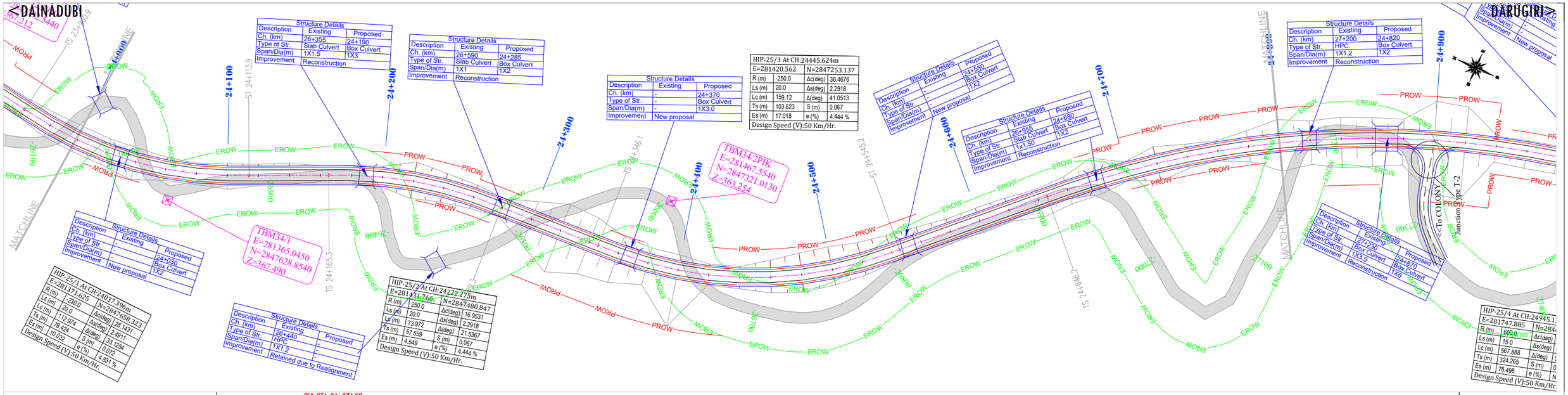
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

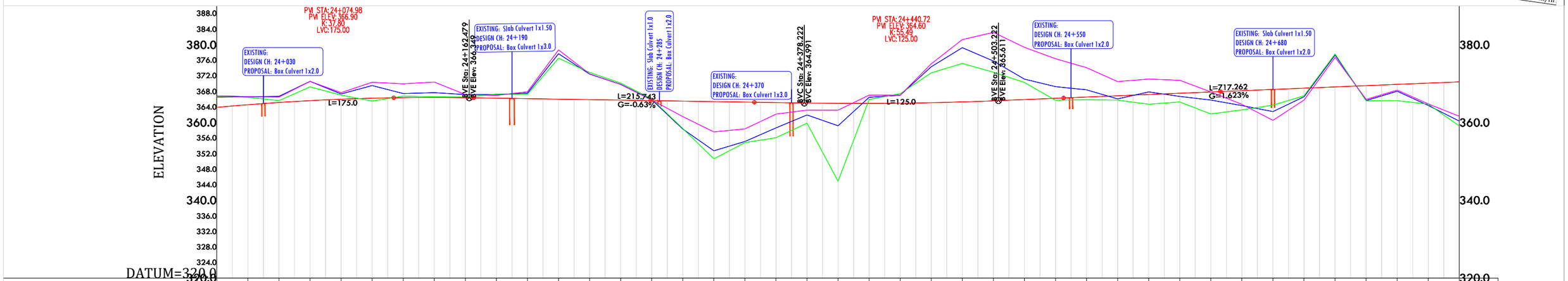
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:1000

TITLE:
PLAN AND PROFILE
Km - 23+200 to Km- 24+000

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 30/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
24+000	363.878	366.808	-2.931	366.484	366.71
24+020	364.559	366.619	-2.060	366.591	366.48
24+040	365.136	366.703	-1.567	366.526	365.609
24+060	365.603	370.557	-4.954	370.554	369.145
24+080	365.966	367.321	-1.355	367.661	367.038
24+100	366.225	369.492	-3.267	370.323	365.513
24+120	366.377	367.421	-1.044	369.921	366.768
24+140	366.421	367.654	-1.233	370.389	366.579
24+160	366.362	367.172	-0.810	367.177	366.543
24+180	366.239	367.171	-0.932	366.95	367.28
24+200	366.113	367.536	-1.423	367.899	367.208
24+220	365.987	377.67	-11.683	378.646	376.516
24+240	365.861	372.424	-6.563	372.479	372.842
24+260	365.735	369.795	-4.060	369.758	370.128
24+280	365.609	365.814	-0.205	365.788	366.046
24+300	365.483	358.302	7.181	361.514	358.427
24+320	365.357	352.728	12.629	357.573	350.639
24+340	365.231	355.105	10.126	358.342	354.815
24+360	365.105	358.599	6.506	362.131	356.082
24+380	364.980	361.924	3.057	363.185	359.817
24+400	364.897	359.146	5.751	363.155	344.887
24+420	364.886	366.462	-1.577	367.02	365.908
24+440	364.946	367.002	-2.056	366.976	367.392
24+460	365.079	374.307	-9.229	375.067	372.752
24+480	365.284	379.216	-13.933	381.299	375.168
24+500	365.561	375.783	-10.222	383.155	372.909
24+520	365.884	371.131	-5.247	379.311	370.284
24+540	366.208	369.203	-2.994	376.387	365.691
24+560	366.533	368.372	-1.839	374.067	365.842
24+580	366.858	366.049	0.809	370.505	365.736
24+600	367.182	367.854	-0.671	371.147	364.688
24+620	367.507	366.686	0.821	370.83	365.272
24+640	367.832	365.755	2.077	367.854	362.173
24+660	368.156	364.35	3.806	364.666	363.236
24+680	368.481	362.799	5.682	360.547	364.437
24+700	368.805	366.601	2.204	365.755	366.849
24+720	369.130	377.329	-8.199	376.735	377.587
24+740	369.455	365.626	3.829	365.924	365.548
24+760	369.779	368.014	1.765	368.319	365.605
24+780	370.104	364.356	5.748	364.767	364.695
24+800	370.429	360.35	10.078	361.599	359.084

HORIZONTAL ALIGNMENT: R=230.0 L=112.974 | L=20.0 | L=51.406 | L=20.0 | R=250.0 L=73.972 | L=20.0 | L=66.803 | L=20.0 | R=250.0 L=159.12 | L=20.0 | L=101.007 | L=15.0 | R=600.0 L=567.888

VERTICAL ALIGNMENT: L=175.000 K=37.797 R=37796.976 | L=215.743 G=-0.630 | L=125.000 K=55.482 R=55481.580 | L=717.262 G=1.623

SUPER ELEVATION: e=4.831% | e=-2.5% | e=-4.444% | e=-2.5% | e=4.444% | e=-2.5%; e=-4.831% | e=4.444% | e=-4.444%

TCS TYPE: TCS 3 | TCS 6 | TCS 7 | TCS 5 | TCS 4 | TCS 13 | TCS 5 | TCS 7 | TCS 6 | TCS 3 | TCS 9 | TCS 5 | TCS 4

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

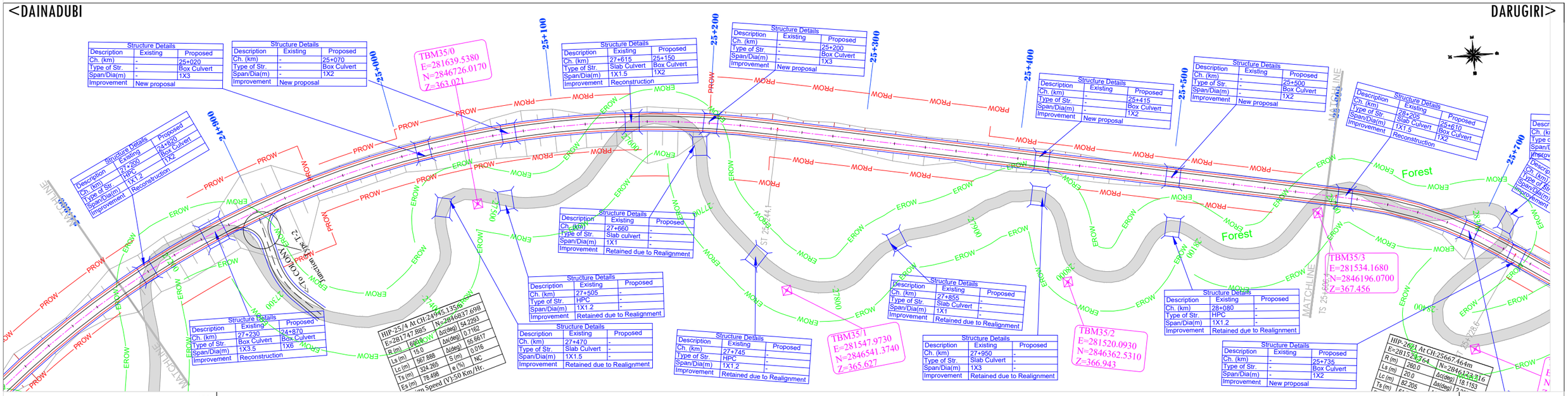
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

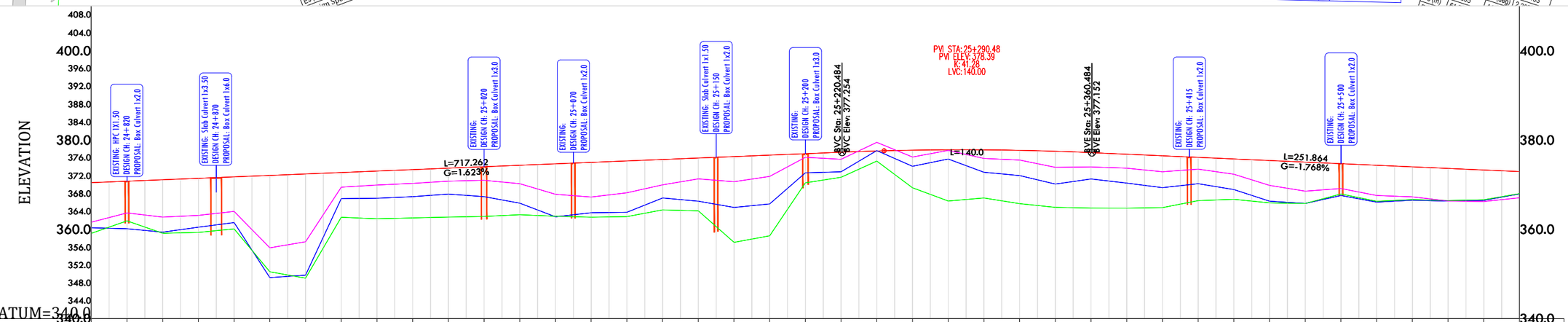
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
VERT.1:1000

TITLE: **PLAN AND PROFILE**
Km - 24+000 to Km- 24+800

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 31/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC


<DAINADUBI
DARUGIRI>
TBM35/0
E=281639.5380
N=2846726.0170
Z=363.021
TBM35/1
E=281547.9730
N=2846541.3740
Z=365.627
TBM35/2
E=281520.0930
N=2846362.5310
Z=366.943
TBM35/3
E=281534.1680
N=2846196.0700
Z=367.456
Forest
Forest
MATCH LINE
TO COLONY


ELEVATION
DATUM=340.0
EXISTING: HPC 1X1.50
DESIGN CH: 24+820
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x3.50
DESIGN CH: 24+870
PROPOSAL: Box Culvert 1x6.0
EXISTING:
DESIGN CH: 25+020
PROPOSAL: Box Culvert 1x3.0
EXISTING:
DESIGN CH: 25+070
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 25+150
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 25+200
PROPOSAL: Box Culvert 1x3.0
PVI STA:25+290.48
PVI ELEV:378.39
K:41.28
LVC:140.00
BVC Sta: 25+220.484
BVC Elev: 377.254
EVE Sta: 25+360.484
EVE Elev: 377.152
EXISTING:
DESIGN CH: 25+415
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 25+500
PROPOSAL: Box Culvert 1x2.0
L=717.262
G=1.623%
L=140.0
L=251.864
G=-1.768%

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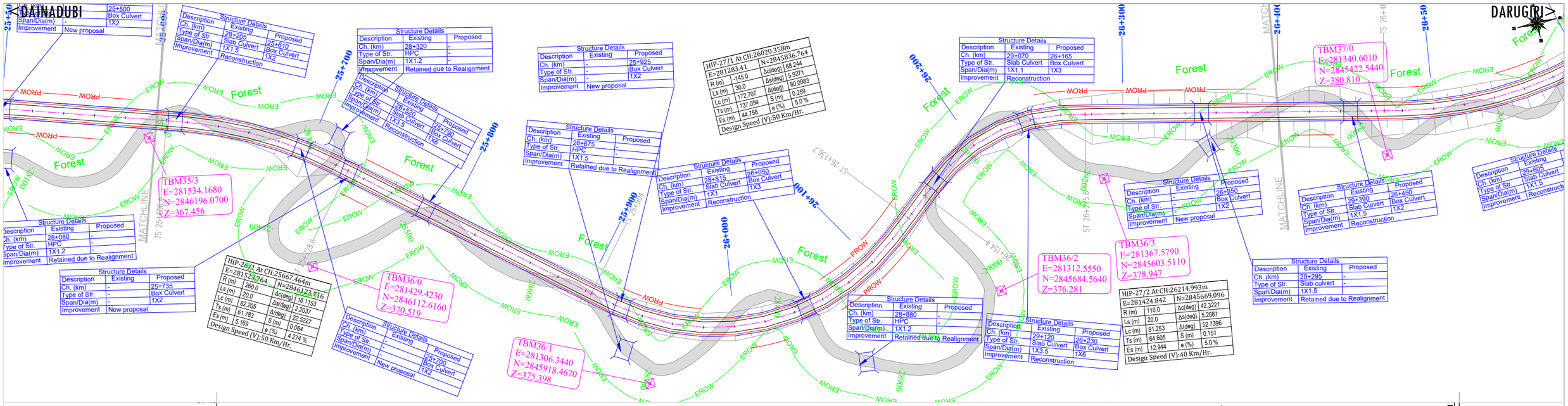
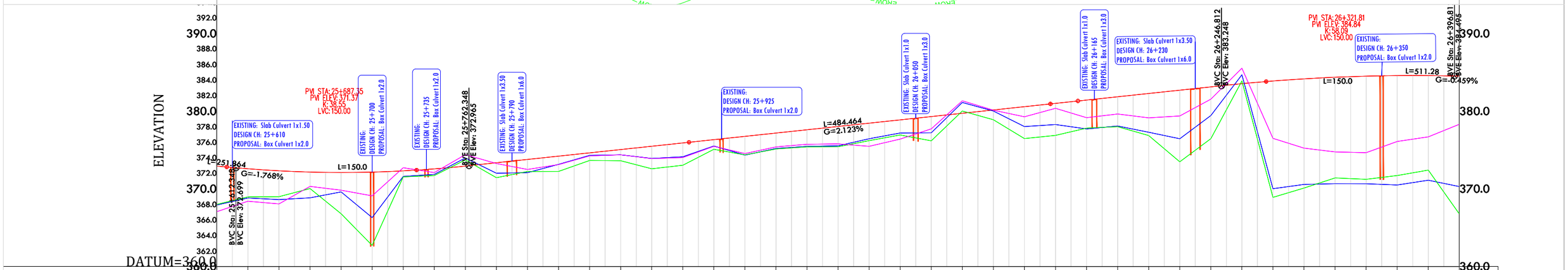




DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
25+600	372.917	367.913	5.004	367.055	367.987
25+620	372.572	368.807	3.765	368.399	368.95
25+640	372.311	368.606	3.705	368.053	368.976
25+660	372.153	368.836	3.317	370.298	370.025
25+680	372.097	369.594	2.502	369.82	366.785
25+700	372.147	366.289	5.859	369.086	362.713
25+720	372.300	371.583	0.717	372.701	371.533
25+740	372.555	371.843	0.712	372.084	371.696
25+760	372.917	373.968	-1.050	374.386	373.712
25+780	373.340	371.994	1.345	373.245	371.43
25+800	373.764	372.069	1.695	372.486	372.217
25+820	374.189	373.136	1.053	373.109	372.234
25+840	374.613	374.293	0.320	374.233	373.633
25+860	375.038	374.37	0.668	374.372	373.61
25+880	375.462	373.898	1.564	373.882	372.57
25+900	375.887	374.113	1.773	374.018	373.019
25+920	376.311	375.5	0.811	375.461	375.081
25+940	376.736	374.328	2.407	374.523	374.354
25+960	377.160	375.183	1.978	375.383	375.119
25+980	377.585	375.444	2.141	375.72	375.392
26+000	378.009	375.523	2.487	375.776	375.403
26+020	378.434	376.428	2.006	375.461	376.19
26+040	378.858	377.173	1.686	376.392	376.912
26+060	379.283	377.191	2.092	377.7	376.164
26+080	379.707	381.095	-1.388	381.307	379.995
26+100	380.132	379.997	0.135	380.098	378.88
26+120	380.556	377.994	2.563	379.252	376.448
26+140	380.981	378.265	2.716	380.342	376.865
26+160	381.405	377.691	3.714	379.142	377.792
26+180	381.830	378.07	3.760	379.613	377.986
26+200	382.254	377.266	4.989	379.119	376.844
26+220	382.679	376.431	6.248	379.357	373.47
26+240	383.103	379.411	3.692	381.517	376.441
26+260	383.512	384.658	-1.146	385.5	383.855
26+280	383.857	370.007	13.850	376.479	368.898
26+300	384.133	370.554	13.579	375.219	370.094
26+320	384.340	370.649	13.691	374.742	371.389
26+340	384.477	370.646	13.831	374.638	371.209
26+360	384.548	370.479	14.069	376.076	371.703
26+380	384.547	371.094	13.453	376.669	372.402
26+400	384.481	370.277	14.203	378.297	366.763

HORIZONTAL ALIGNMENT

L=362.204 | L=20.0 | R=260.0 L=82.205 | L=20.0 | L=175.438 | L=30.0 | R=145.0 L=172.707 | L=30.0 | L=17.655 | L=20.0 | R=110.0 L=81.253 | L=20.0 | L=192.668

VERTICAL ALIGNMENT

L=251.864 G=-1.768 | L=150.000 K=38.551 R=38550.501 | L=484.464 G=2.123 | L=150.000 K=58.095 R=58094.500 | L=511.280 G=-0.459

SUPER ELEVATION

e=-4.274% | e=4.274% | e=-2.5% | e=5.0% | e=-5.0% | e=-2.5% | e=-5.0% | e=5.0% | e=-2.5%

TCS TYPE

TCS 6 | TCS 4 | TCS 6 | TCS 3 | TCS 6 | TCS 13

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

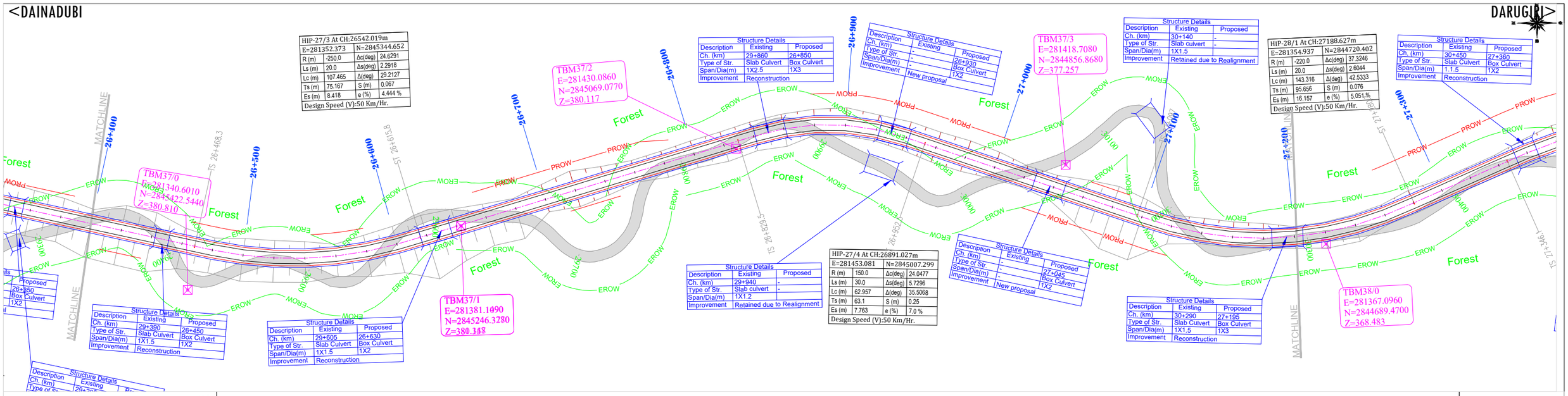
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

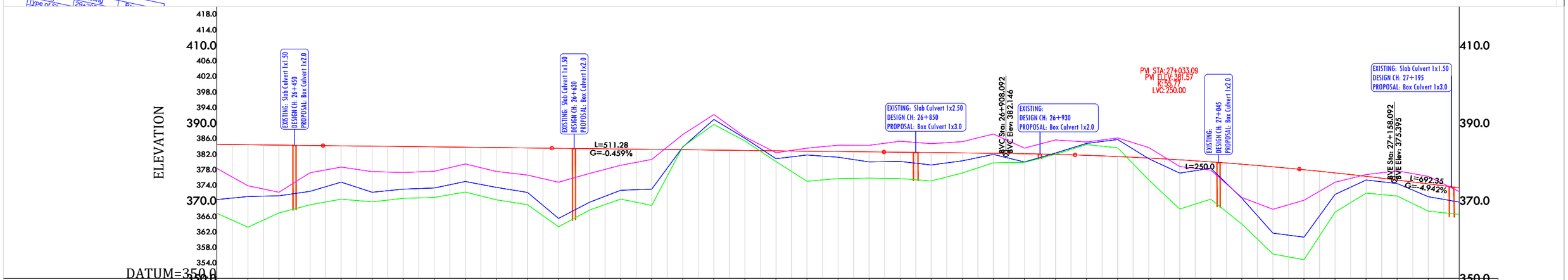
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:500

TITLE:
PLAN AND PROFILE
Km - 25+600 to Km- 26+400

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 33/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC





DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
26+400	384.481	370.277	14.203	378.297	366.763
26+420	384.389	371.055	13.334	373.832	363.167
26+440	384.297	371.255	13.042	372.156	366.856
26+460	384.205	372.399	11.806	377.169	368.921
26+480	384.113	374.763	9.350	378.632	370.39
26+500	384.021	372.166	11.856	377.476	369.677
26+520	383.929	372.964	10.965	377.241	370.606
26+540	383.838	373.266	10.571	377.568	370.831
26+560	383.746	374.937	8.809	379.436	372.222
26+580	383.654	373.408	10.246	377.524	370.205
26+600	383.562	372.127	11.435	376.587	368.956
26+620	383.470	365.432	18.038	374.733	363.278
26+640	383.378	369.596	13.782	377.011	367.583
26+660	383.286	372.659	10.627	379.112	370.403
26+680	383.194	372.975	10.219	380.609	368.747
26+700	383.102	383.804	-0.701	387.02	383.914
26+720	383.011	390.887	-7.876	392.156	389.595
26+740	382.919	386.053	-3.134	386.401	385.36
26+760	382.827	380.796	2.031	382.335	380.045
26+780	382.735	381.74	0.994	383.501	374.987
26+800	382.643	381.178	1.465	384.275	375.68
26+820	382.551	379.963	2.588	384.252	375.794
26+840	382.459	380.091	2.368	385.279	375.682
26+860	382.367	379.197	3.171	384.67	375.079
26+880	382.275	380.243	2.033	385.186	377.12
26+900	382.183	381.894	0.289	387.135	379.729
26+920	382.078	379.948	2.131	383.531	379.846
26+940	381.905	382.252	-0.347	385.628	381.942
26+960	381.664	384.74	-3.075	385.084	384.429
26+980	381.350	385.723	-4.374	386.126	383.593
27+000	380.964	380.789	0.174	383.664	375.327
27+020	380.509	377.095	3.414	378.783	367.852
27+040	379.977	378.347	1.630	377.863	370.384
27+060	379.378	370.626	8.752	370.808	363.955
27+080	378.705	361.648	17.057	367.775	356.272
27+100	377.960	360.611	17.349	370.099	354.813
27+120	377.147	371.608	5.538	374.733	367.031
27+140	376.256	375.312	0.945	376.712	371.954
27+160	375.301	374.41	0.891	377.66	371.192
27+180	374.312	371.012	3.300	376.24	367.295
27+200	373.324	369.613	3.711	372.315	366.478

HORIZONTAL ALIGNMENT: L=192.668 | L=20.0 | R=250.0 L=107.465 | L=20.0 | L=213.797 | L=30.0 | R=150.0 L=62.957 | L=30.0 | L=144.464 | L=20.0 | R=220.0 L=143.316

VERTICAL ALIGNMENT: L=511.280 G=-0.459 | L=250.000 K=55.766 R=55766.228 | L=692.350 G=-4.942

SUPER ELEVATION: e=-2.5% | e=4.444% | e=-4.444% | e=-2.5% | e=-7.0% | e=7.0% | e=-2.5% | e=5.051% | e=-5.051%

TCS TYPE: TCS 13 | TCS 12 | TCS 7 | TCS 6 | TCS 13 | TCS 6

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

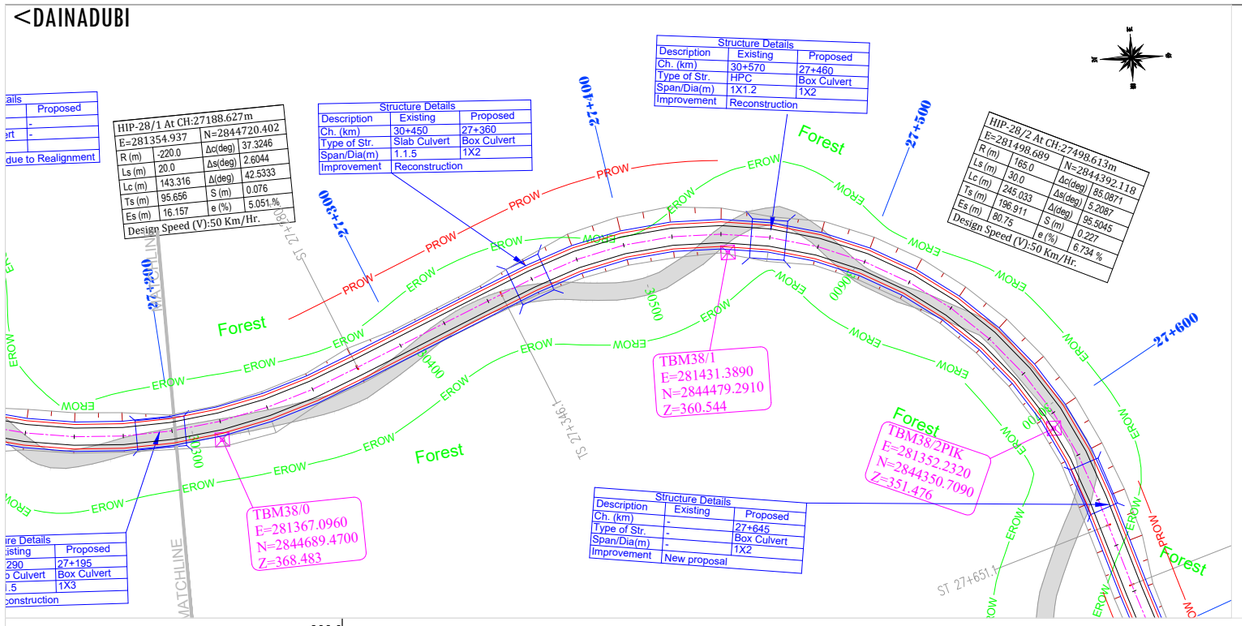
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

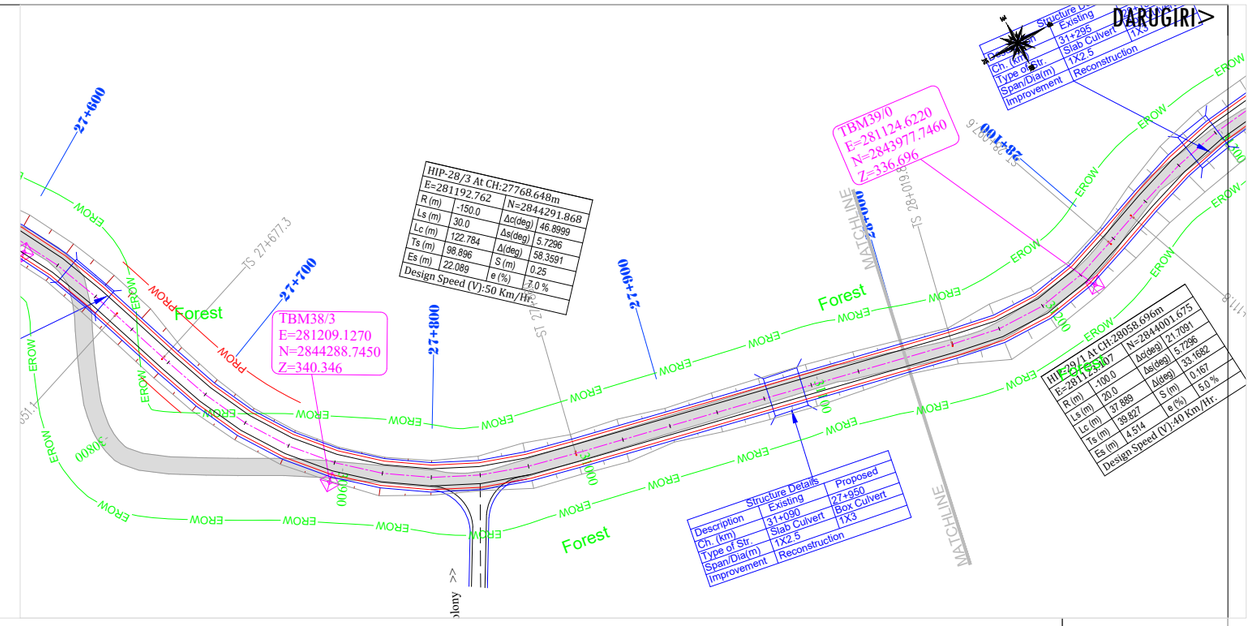
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:1000

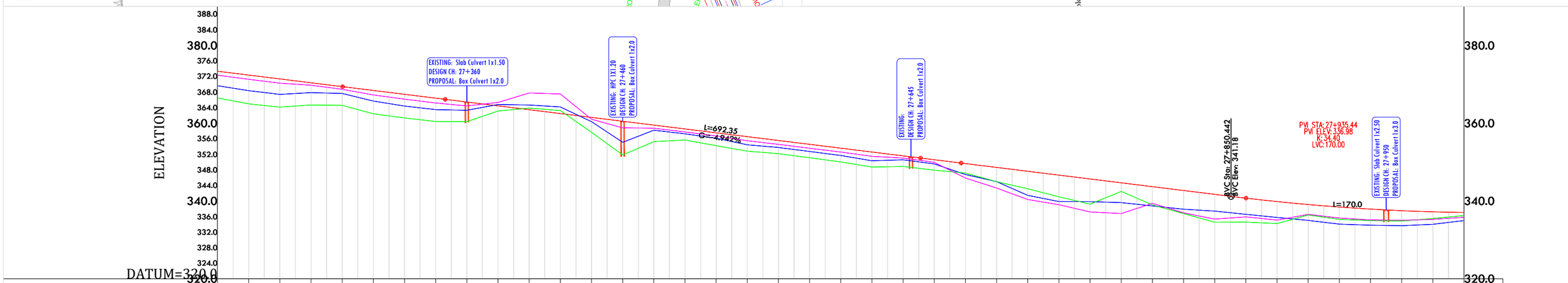
TITLE:
PLAN AND PROFILE
Km - 26+400 to Km- 27+200

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 34/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC







DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
27+200	373.324	369.613	3.711	372.315	366.478
27+220	372.335	368.341	3.995	371.258	364.961
27+240	371.347	367.379	3.968	370.269	364.106
27+260	370.359	367.838	2.521	369.739	364.656
27+280	369.370	367.621	1.750	368.71	364.568
27+300	368.382	365.664	2.718	367.249	362.39
27+320	367.394	364.374	3.020	366.17	361.329
27+340	366.405	363.475	2.931	365.172	360.42
27+360	365.417	363.298	2.118	364.415	360.387
27+380	364.429	364.778	-0.350	365.322	363.109
27+400	363.440	364.649	-1.209	367.755	363.862
27+420	362.452	364.149	-1.697	367.498	363.234
27+440	361.464	360.377	1.086	361.005	357.638
27+460	360.475	355.078	5.397	358.787	351.828
27+480	359.487	358.178	1.309	358.7	355.237
27+500	358.499	357.241	1.257	357.732	355.656
27+520	357.510	356.12	1.391	356.727	354.201
27+540	356.522	354.43	2.092	355.472	352.816
27+560	355.533	353.731	1.803	354.536	352.141
27+580	354.545	352.719	1.826	353.542	351.114
27+600	353.557	351.684	1.873	352.569	350.029
27+620	352.568	350.337	2.231	351.483	348.718
27+640	351.580	350.587	0.993	351.027	348.876
27+660	350.592	349.527	1.064	349.935	347.918
27+680	349.603	346.792	2.812	345.904	347.181
27+700	348.615	344.984	3.631	343.329	344.963
27+720	347.627	341.45	6.176	340.382	343.145
27+740	346.638	339.862	6.777	339.046	341.09
27+760	345.650	339.838	5.812	337.186	339.206
27+780	344.662	339.584	5.077	336.764	342.451
27+800	343.673	338.731	4.942	339.383	338.984
27+820	342.685	337.895	4.790	336.957	336.767
27+840	341.697	337.405	4.291	335.347	334.539
27+860	340.723	336.585	4.137	335.927	334.575
27+880	339.849	335.781	4.068	335.096	334.202
27+900	339.090	335.017	4.073	336.553	336.401
27+920	338.448	334.061	4.387	335.628	335.281
27+940	337.923	333.775	4.148	335.138	334.958
27+960	337.512	333.661	3.851	335.039	334.856
27+980	337.220	334.023	3.197	335.286	335.493
28+000	337.043	334.973	2.070	335.811	336.265

HORIZONTAL ALIGNMENT: R=220.0 L=143.316 | L=20.0 | L=65.811 | L=30.0 | R=165.0 L=245.033 | L=30.0 | L=26.126 | L=30.0 | R=150.0 L=122.784 | L=30.0 | L=159.712

VERTICAL ALIGNMENT: L=692.350 G=-4.942 | L=170.000 K=34.399 R=34399.029

SUPER ELEVATION: e=5.051% | e=-2.5% | e=-6.734% | e=-2.5% | e=7.0% | e=-2.5%; e=-5.051% | e=6.734% | e=-7.0%

TCS TYPE: TCS 6 | TCS 3

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

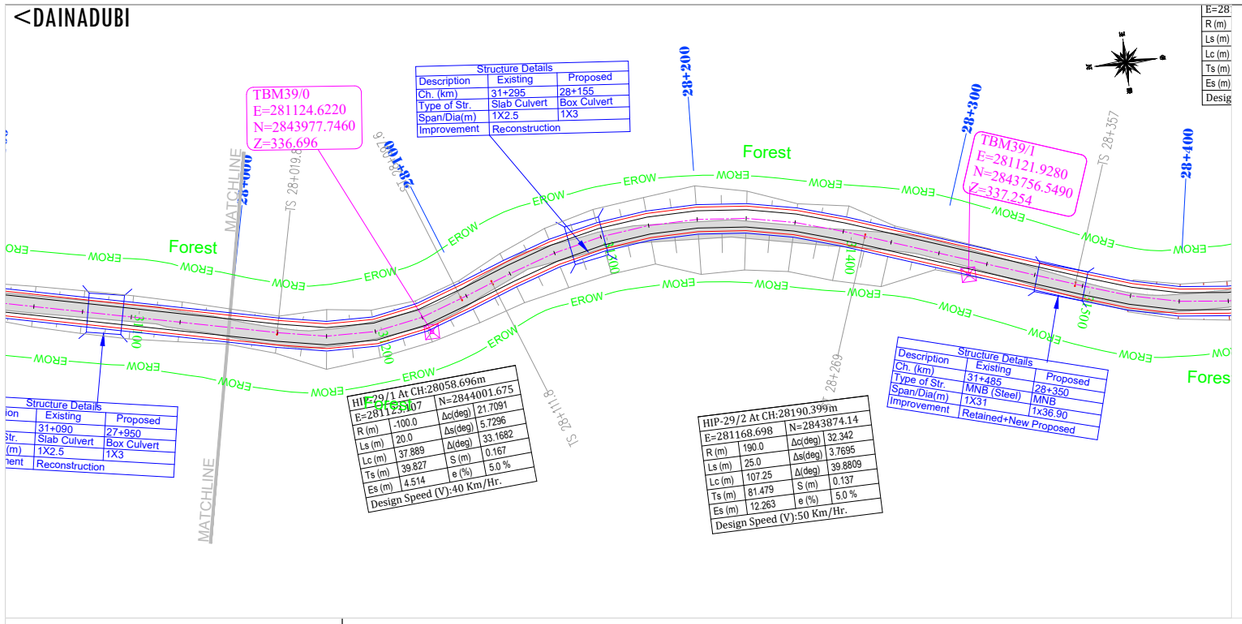
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

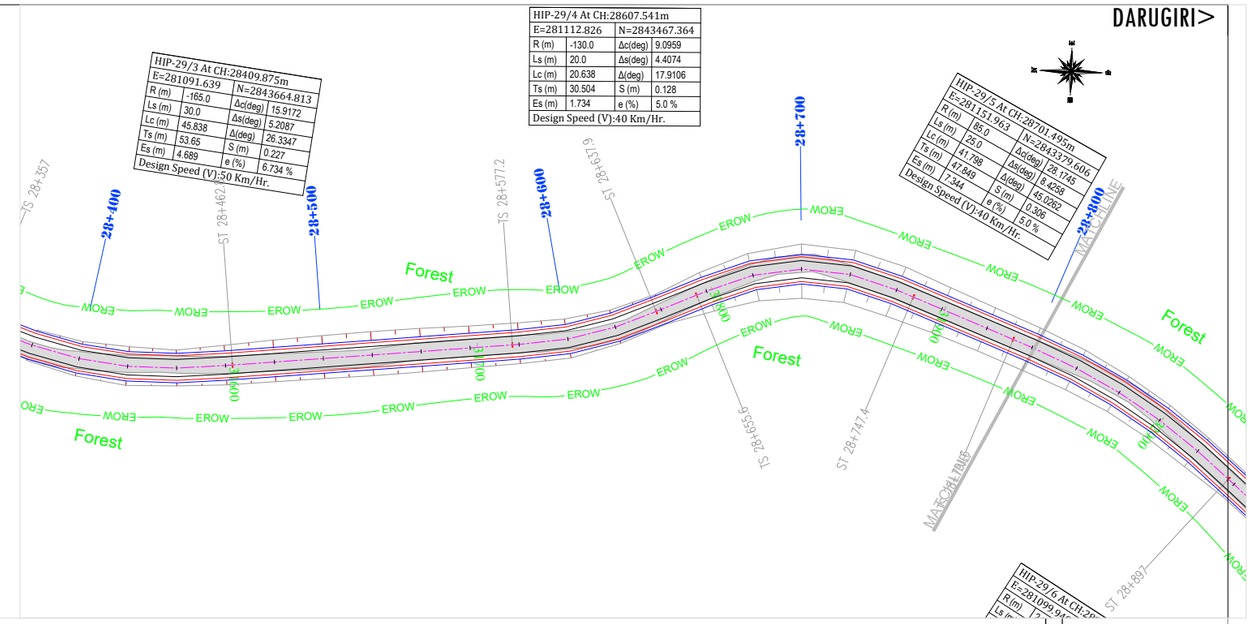
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
VERT.1:1000

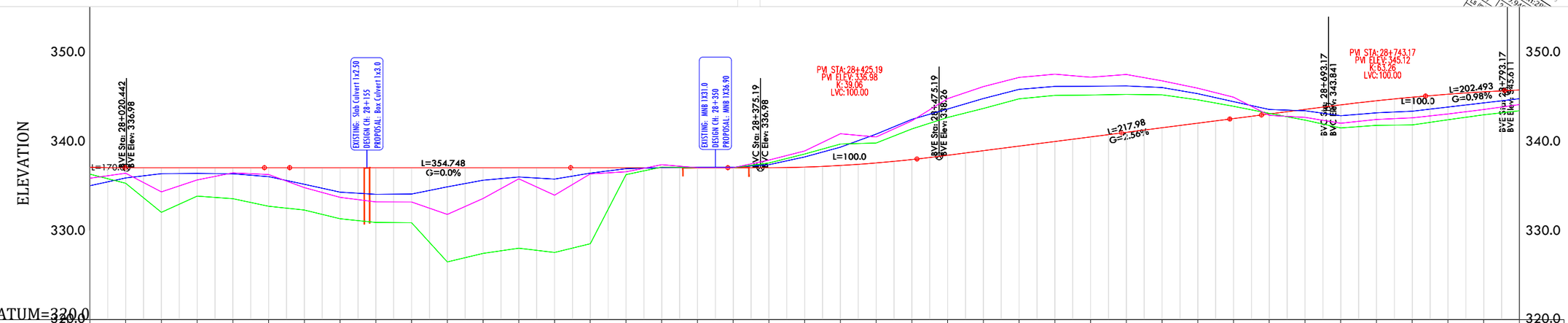
TITLE: **PLAN AND PROFILE**
Km - 27+200 to Km- 28+000

CLIENT APPROVAL: | SEAL & SIGNATURE:
DWG NO:- 35/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC







DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
28+000	337.043	334.973	2.070	335.811	336.265
28+020	336.981	335.845	1.135	336.367	335.252
28+040	336.980	336.318	0.662	334.29	332.003
28+060	336.980	336.352	0.628	335.624	333.808
28+080	336.980	336.307	0.673	336.414	333.527
28+100	336.980	335.988	0.992	336.227	332.68
28+120	336.980	335.134	1.846	334.768	332.252
28+140	336.980	334.258	2.722	333.67	331.287
28+160	336.980	334.01	2.970	333.161	330.874
28+180	336.980	334.046	2.934	333.151	330.837
28+200	336.980	334.847	2.133	331.771	326.459
28+220	336.980	335.587	1.393	333.548	327.412
28+240	336.980	335.952	1.028	335.743	327.995
28+260	336.980	335.715	1.265	333.92	327.51
28+280	336.980	336.383	0.597	336.297	328.489
28+300	336.980	336.878	0.102	336.529	336.217
28+320	336.980	336.991	-0.011	337.324	337.059
28+340	336.980	337.018	-0.038	336.98	336.98
28+360	336.980	337.039	-0.059	336.98	336.98
28+380	336.983	337.324	-0.341	337.844	337.517
28+400	337.059	338.188	-1.129	338.86	338.523
28+420	337.237	339.278	-2.041	340.789	339.628
28+440	337.518	340.74	-3.223	340.419	339.743
28+460	337.901	342.395	-4.494	342.238	341.319
28+480	338.383	343.55	-5.167	344.712	342.604
28+500	338.895	344.721	-5.826	346.05	343.613
28+520	339.407	345.743	-6.336	347.081	344.686
28+540	339.919	346.072	-6.152	347.438	345.067
28+560	340.431	346.099	-5.668	347.096	345.107
28+580	340.943	346.122	-5.179	347.403	345.191
28+600	341.456	345.952	-4.497	346.699	345.137
28+620	341.968	345.262	-3.294	345.869	344.577
28+640	342.480	344.37	-1.891	344.871	343.857
28+660	342.992	343.49	-0.499	342.838	343.054
28+680	343.504	343.354	0.149	342.619	342.308
28+700	344.012	342.79	1.222	341.963	341.431
28+720	344.470	343.127	1.344	342.385	341.724
28+740	344.866	343.3	1.566	342.562	341.77
28+760	345.198	343.765	1.433	342.998	342.353
28+780	345.468	344.229	1.239	343.49	342.904
28+800	345.678	344.694	0.984	344.04	343.353

HORIZONTAL ALIGNMENT: L=159.712 | L=20.0 | R=100.0 L=37.889 | L=20.0 | L=14.133 | L=25.0 | R=190.0 L=107.25 | L=25.0 | L=87.931 | L=30.0 | R=165.0 L=45.838 | L=30.0 | L=114.428 | L=20.0 | R=130.0 L=20.638 | L=20.0 | L=17.736 | L=25.0 | R=85.0 L=41.798 | L=25.0 | L=44.238 | L=20.0

VERTICAL ALIGNMENT: L=170.000 K=34.399 R=34399.029 | L=354.748 G=0.000 | L=100.000 K=39.063 R=39062.500 | L=217.980 G=2.560 | L=100.000 K=63.291 R=63291.139 | L=202.493 G=0.980

SUPER ELEVATION: e=-2.5% | e=5.0% | e=-5.0% | e=-2.5% | e=-5.0% | e=5.0% | e=-2.5% | e=6.734% | e=-6.734% | e=-2.5% | e=5.0% | e=-5.0% | e=-2.5% | e=-5.0% | e=5.0%

TCS TYPE: TCS 4 | TCS 13 | TCS 5 | TCS 3

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

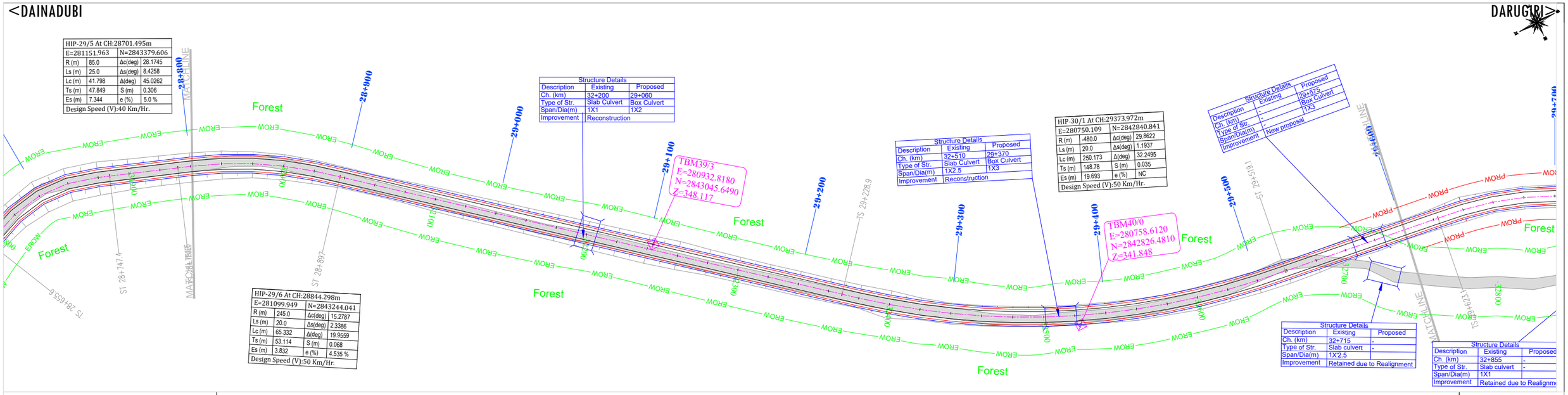
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:500

TITLE: **PLAN AND PROFILE**
Km - 28+000 to Km- 28+800

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 36/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC



HIP-29/5 At CH:28701.495m			
E=281151.963		N=2843379.606	
R (m)	85.0	Δc(deg)	28.1745
Ls (m)	25.0	Δs(deg)	8.4258
Lc (m)	41.798	Δ(deg)	45.0262
Ts (m)	47.849	S (m)	0.306
Es (m)	7.344	e (%)	5.0 %
Design Speed (V):40 Km/Hr.			

HIP-29/6 At CH:28844.298m			
E=281099.949		N=2843244.041	
R (m)	245.0	Δc(deg)	15.2787
Ls (m)	20.0	Δs(deg)	2.3386
Lc (m)	65.332	Δ(deg)	19.9559
Ts (m)	53.114	S (m)	0.068
Es (m)	3.832	e (%)	4.535 %
Design Speed (V):50 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	32+200	29+060
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X1	1X2
Improvement	Reconstruction	

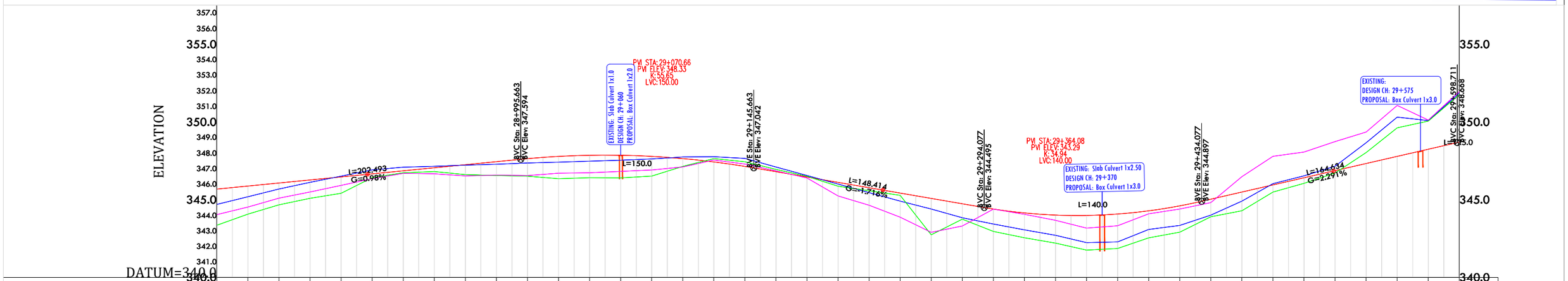
Structure Details		
Description	Existing	Proposed
Ch. (km)	32+510	29+370
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X2.5	1X3
Improvement	Reconstruction	

HIP-30/1 At CH:29373.972m			
E=280750.109		N=2842840.841	
R (m)	-480.0	Δc(deg)	29.8622
Ls (m)	20.0	Δs(deg)	1.1937
Lc (m)	250.173	Δ(deg)	32.2495
Ts (m)	148.78	S (m)	0.035
Es (m)	19.693	e (%)	NC
Design Speed (V):50 Km/Hr.			

Structure Details		
Description	Existing	Proposed
Ch. (km)	-	29+575
Type of Str.	-	Box Culvert
Span/Dia(m)	-	1X3
Improvement	New proposal	

Structure Details		
Description	Existing	Proposed
Ch. (km)	32+715	-
Type of Str.	Slab culvert	-
Span/Dia(m)	1X2.5	
Improvement	Retained due to Realignment	

Structure Details		
Description	Existing	Proposed
Ch. (km)	32+855	-
Type of Str.	Slab culvert	-
Span/Dia(m)	1X1	
Improvement	Retained due to Realignme	



DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
28+800	345.678	344.694	0.984	344.04	343.353
28+820	345.874	345.187	0.687	344.524	344.072
28+840	346.070	345.685	0.384	345.098	344.668
28+860	346.265	346.114	0.152	345.494	345.087
28+880	346.461	346.506	-0.045	345.915	345.41
28+900	346.657	346.912	-0.255	346.349	346.412
28+920	346.853	347.083	-0.230	346.688	346.724
28+940	347.049	347.146	-0.097	346.664	346.804
28+960	347.245	347.216	0.029	346.525	346.611
28+980	347.441	347.275	0.166	346.579	346.552
29+000	347.634	347.357	0.276	346.548	346.506
29+020	347.779	347.41	0.369	346.697	346.343
29+040	347.852	347.474	0.378	346.728	346.406
29+060	347.851	347.538	0.314	346.813	346.397
29+080	347.780	347.616	0.164	346.906	346.514
29+100	347.638	347.741	-0.103	347.102	347.139
29+120	347.422	347.759	-0.337	347.546	347.633
29+140	347.135	347.649	-0.514	347.287	347.435
29+160	346.796	347.096	-0.300	346.845	346.943
29+180	346.453	346.55	-0.097	346.394	346.499
29+200	346.110	345.999	0.110	345.237	345.861
29+220	345.766	345.452	0.315	344.639	345.574
29+240	345.423	344.903	0.520	343.872	345.274
29+260	345.080	344.399	0.681	342.902	342.741
29+280	344.737	343.834	0.902	343.306	343.746
29+300	344.399	343.435	0.965	344.394	342.957
29+320	344.148	343.058	1.090	344.057	342.551
29+340	344.011	342.711	1.300	343.672	342.207
29+360	343.988	342.241	1.746	343.169	341.758
29+380	344.079	342.287	1.792	343.322	341.864
29+400	344.284	343.087	1.197	344.091	342.546
29+420	344.603	343.344	1.259	344.397	342.913
29+440	345.033	344.005	1.029	344.81	343.898
29+460	345.491	344.907	0.584	346.479	344.289
29+480	345.949	346.025	-0.076	347.783	345.487
29+500	346.407	346.528	-0.121	348.059	346.05
29+520	346.865	347.15	-0.285	348.731	346.709
29+540	347.324	348.655	-1.331	349.346	348.026
29+560	347.782	350.3	-2.519	351.055	349.616
29+580	348.240	350.079	-1.839	350.11	350.048
29+600	348.697	351.851	-3.154	351.953	351.751

HORIZONTAL ALIGNMENT: L=20.0 | R=245.0 L=65.332 | L=20.0 | L=331.921 | L=20.0 | R=480.0 L=250.173 | L=20.0 | L=104.003

VERTICAL ALIGNMENT: L=202.493 G=0.980 | L=150.000 K=55.638 R=55637.982 | L=148.414 G=-1.716 | L=140.000 K=34.939 R=34938.857 | L=164.634 G=2.291

SUPER ELEVATION: e=-4.535% | e=-2.5% | e=4.535%

TCS TYPE: TCS 3 | TCS 6 | TCS 5

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

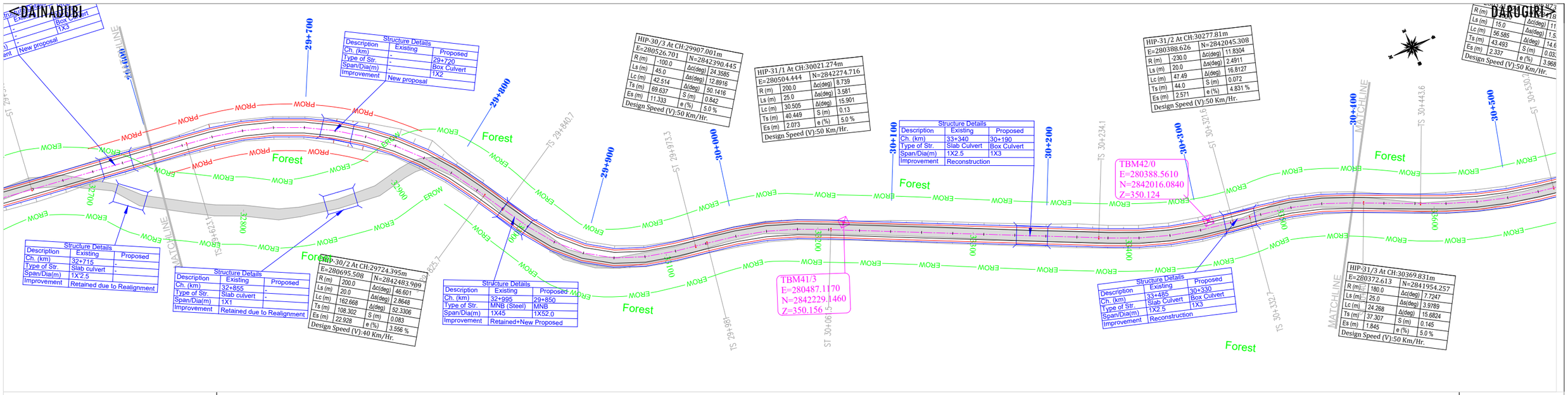
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

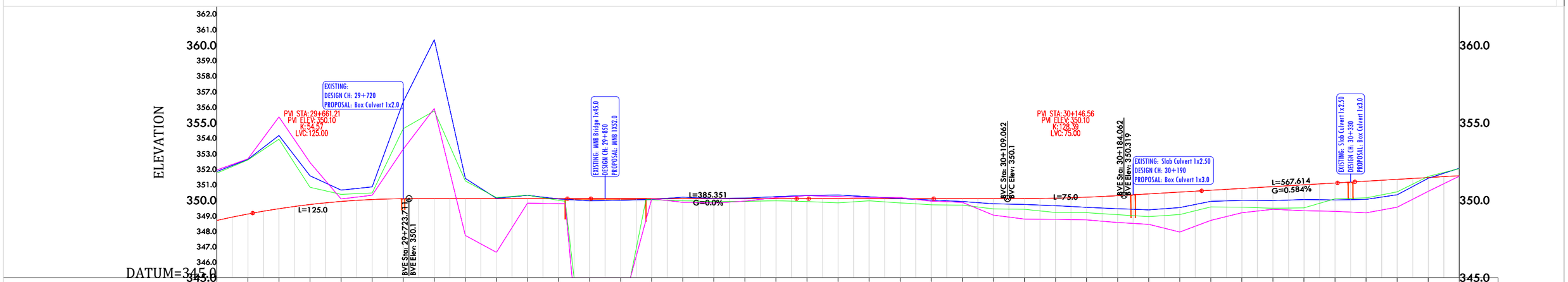
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:250

TITLE: **PLAN AND PROFILE**
Km - 28+800 to Km- 29+600

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 37/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC


DAINADUBI
DARUGIRI
Forest
ROW
EROW
MATCHLINE
TBM42/0
E=280388.5610
N=2842016.0840
Z=350.124
TBM41/3
E=280487.1170
N=2842229.1460
Z=350.156
HIP-30/3 At CH:29907.001m
E=280526.701 N=2842390.445
R (m) -100.0 Δc(deg) 24.3585
Ls (m) 45.0 Δs(deg) 12.8916
Lc (m) 42.514 Δ(deg) 50.1416
Ts (m) 69.637 S (m) 0.842
Es (m) 11.333 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
HIP-31/1 At CH:30021.274m
E=280504.444 N=2842274.716
R (m) 200.0 Δc(deg) 8.739
Ls (m) 25.0 Δs(deg) 3.581
Lc (m) 30.505 Δ(deg) 15.901
Ts (m) 40.449 S (m) 0.13
Es (m) 2.073 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
HIP-31/2 At CH:30277.81m
E=280388.626 N=2842045.308
R (m) -230.0 Δc(deg) 11.8304
Ls (m) 20.0 Δs(deg) 2.4911
Lc (m) 47.49 Δ(deg) 16.8127
Ts (m) 44.0 S (m) 0.072
Es (m) 2.571 e (%) 4.831 %
Design Speed (V):50 Km/Hr.
HIP-30/2 At CH:29724.395m
E=280695.508 N=2842483.909
R (m) 200.0 Δc(deg) 46.601
Ls (m) 20.0 Δs(deg) 2.8648
Lc (m) 162.668 Δ(deg) 52.3306
Ts (m) 108.302 S (m) 0.083
Es (m) 22.928 e (%) 3.556 %
Design Speed (V):40 Km/Hr.
HIP-31/3 At CH:30369.831m
E=280372.613 N=2841954.257
R (m) 180.0 Δc(deg) 7.7247
Ls (m) 25.0 Δs(deg) 3.9789
Lc (m) 24.268 Δ(deg) 15.6824
Ts (m) 37.307 S (m) 0.145
Es (m) 1.845 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | 32+715 | -
Type of Str. | Slab culvert | -
Span/Dia(m) | 1X2.5 | -
Improvement | Retained due to Realignment
Structure Details
Description | Existing | Proposed
Ch. (km) | 32+855 | -
Type of Str. | Slab culvert | -
Span/Dia(m) | 1X1 | -
Improvement | Retained due to Realignment
Structure Details
Description | Existing | Proposed
Ch. (km) | -100.0 | 29+720
Type of Str. | - | Box Culvert
Span/Dia(m) | - | 1X2
Improvement | New proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | 32+995 | 29+850
Type of Str. | MNB (Steel) | MNB
Span/Dia(m) | 1X45 | 1X52.0
Improvement | Retained+New Proposed
Structure Details
Description | Existing | Proposed
Ch. (km) | 33+340 | 30+190
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X2.5 | 1X3
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 33+485 | 30+330
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X2.5 | 1X3
Improvement | Reconstruction
29+700
29+800
29+900
30+000
30+100
30+200
30+300
30+400
30+500


ELEVATION
DATUM=345.0
EXISTING:
DESIGN CH: 29+720
PROPOSAL: Box Culvert 1x2.0
PVI STA:29+661.21
PVI ELEV: 350.10
K:54.57
LVC:125.00
EXISTING: MNB Bridge 1x45.0
DESIGN CH: 29+850
PROPOSAL: MNB 1X52.0
BVE Sta: 29+723.711
BVE Elev: 350.1
L=125.0
L=385.351
G=0.0%
EVC Sta: 30+109.062
EVC Elev: 350.1
PVI STA:30+146.56
PVI ELEV: 350.10
K:128.39
LVC: 75.00
L=75.0
BVE Sta: 30+184.062
BVE Elev: 350.319
EXISTING: Slab Culvert 1x2.50
DESIGN CH: 30+190
PROPOSAL: Box Culvert 1x3.0
L=567.614
G=0.584%
EXISTING: Slab Culvert 1x2.50
DESIGN CH: 30+330
PROPOSAL: Box Culvert 1x3.0

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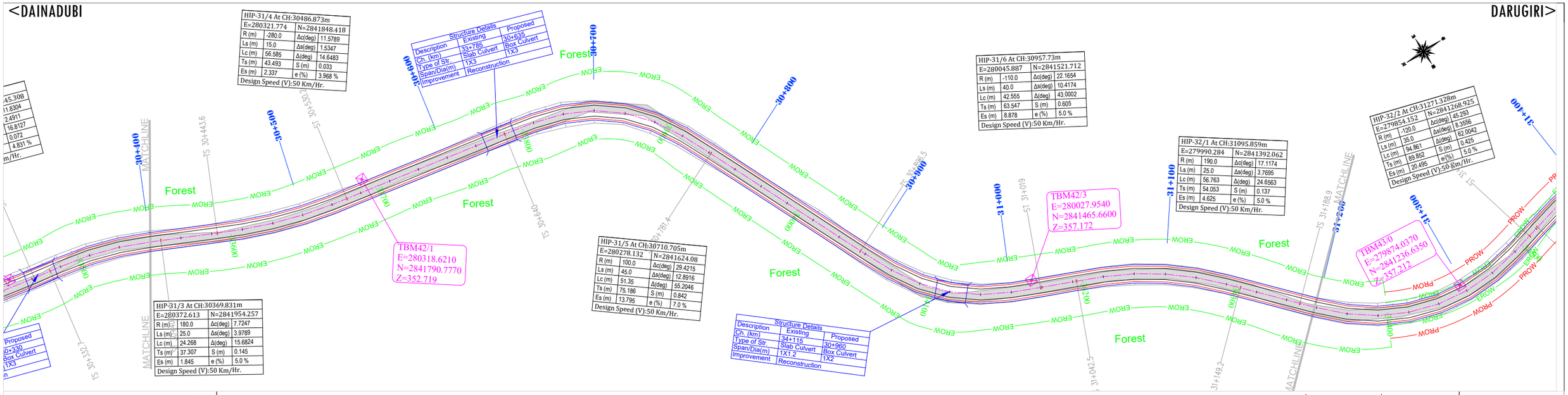
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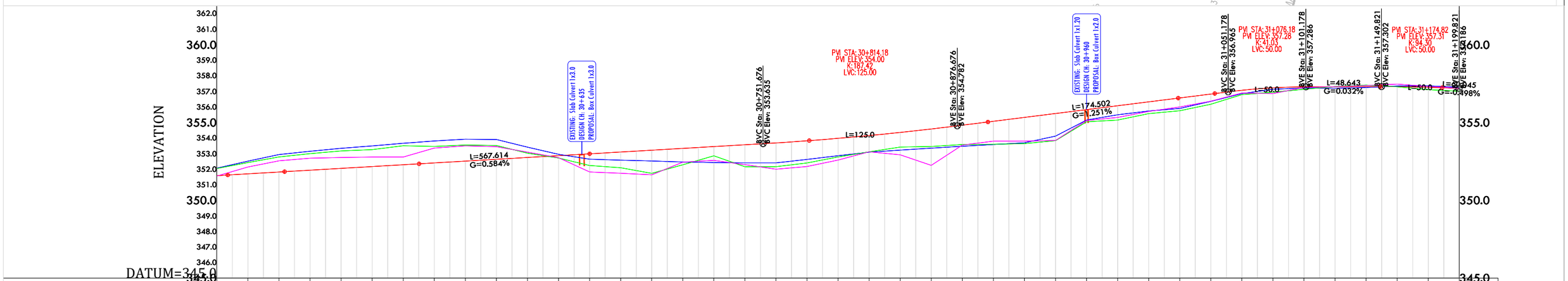
DARUGIRI>
HIP-31/4 At CH:30486.873m
E=280321.774 N=2841848.418
R (m) -280.0 Δc(deg) 11.5789
Ls (m) 15.0 Δs(deg) 1.5347
Lc (m) 56.585 Δ(deg) 14.6483
Ts (m) 43.493 S (m) 0.033
Es (m) 2.337 e (%) 3.968 %
Design Speed (V):50 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 33+785 30+635
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X3 1X3
Improvement Reconstruction
HIP-31/6 At CH:30957.73m
E=280045.887 N=2841521.712
R (m) -110.0 Δc(deg) 22.1654
Ls (m) 40.0 Δs(deg) 10.4174
Lc (m) 42.555 Δ(deg) 43.0002
Ts (m) 63.547 S (m) 0.605
Es (m) 8.878 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
HIP-32/2 At CH:31271.328m
E=279854.152 N=2841268.925
R (m) -120.0 Δc(deg) 45.293
Ls (m) 35.0 Δs(deg) 8.3556
Lc (m) 94.861 Δ(deg) 62.0042
Ts (m) 89.852 S (m) 0.425
Es (m) 20.495 e(%) 5.0 %
Design Speed (V):50 Km/Hr.
HIP-32/1 At CH:31095.859m
E=279990.284 N=2841392.062
R (m) 190.0 Δc(deg) 17.1174
Ls (m) 25.0 Δs(deg) 3.7695
Lc (m) 56.763 Δ(deg) 24.6563
Ts (m) 54.053 S (m) 0.137
Es (m) 4.625 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
HIP-31/5 At CH:30710.705m
E=280278.132 N=2841624.08
R (m) 100.0 Δc(deg) 29.4215
Ls (m) 45.0 Δs(deg) 12.8916
Lc (m) 51.35 Δ(deg) 55.2046
Ts (m) 75.186 S (m) 0.842
Es (m) 13.795 e (%) 7.0 %
Design Speed (V):50 Km/Hr.
HIP-31/3 At CH:30369.831m
E=280372.613 N=2841954.257
R (m) 180.0 Δc(deg) 7.7247
Ls (m) 25.0 Δs(deg) 3.9789
Lc (m) 24.268 Δ(deg) 15.6824
Ts (m) 37.307 S (m) 0.145
Es (m) 1.845 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
TBM42/1
E=280318.6210
N=2841790.7770
Z=352.719
TBM42/3
E=280027.9540
N=2841465.6600
Z=357.172
TBM43/0
E=279874.0370
E=2841236.6350
Z=357.212
Forest
MATCHLINE
PROW
EROW
BROW
30+400
30+500
30+600
30+700
30+800
30+900
31+000
31+100
31+200
31+300
31+400


ELEVATION
DATUM=345.0
EXISTING: Slab Culvert 1x3.0
DESIGN CH: 30+635
PROPOSAL: Box Culvert 1x3.0
BVC Sta: 30+751.676
BVC Elev: 353.635
PVI STA: 30+814.18
PVI ELEV: 354.00
K:187.42
LVC: 125.00
EVE Sta: 30+876.676
EVE Elev: 354.782
EXISTING: Slab Culvert 1x1.20
DESIGN CH: 30+960
PROPOSAL: Box Culvert 1x2.0
BVC Sta: 31+051.178
BVC Elev: 356.965
PVI STA: 31+076.18
PVI ELEV: 357.28
K:41.03
LVC: 50.00
EVE Sta: 31+101.178
EVE Elev: 357.286
BVC Sta: 31+149.821
BVC Elev: 357.302
PVI STA: 31+174.82
PVI ELEV: 357.31
K:94.30
LVC: 50.00
EVE Sta: 31+199.821
EVE Elev: 357.186
L=567.614
G=0.584%
L=125.0
L=174.502
G=1.251%
L=50.0
L=48.643
G=0.032%
L=50.0
L=68.045
G=-0.0498%

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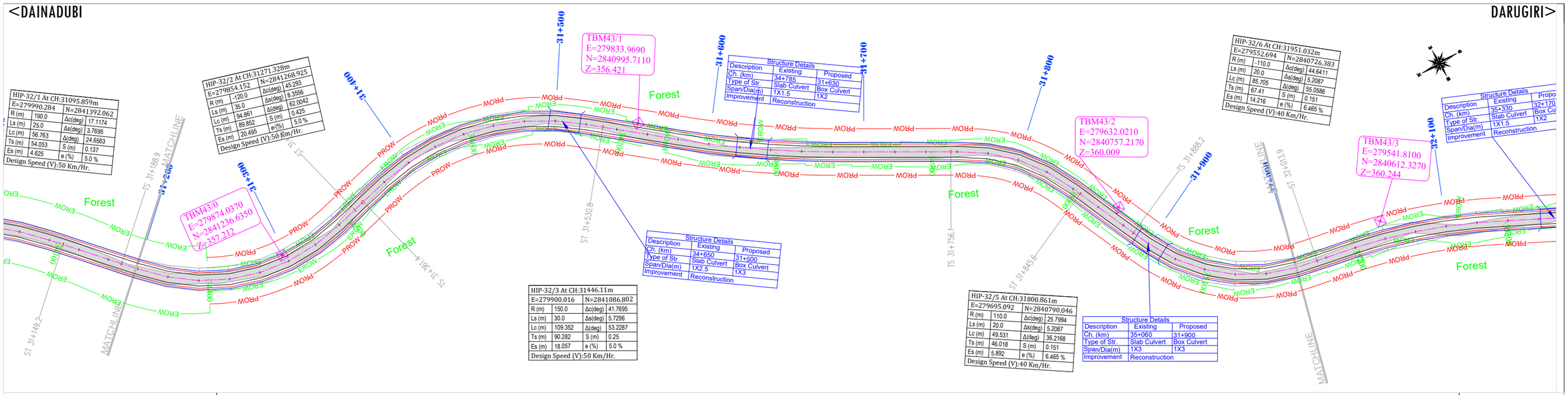
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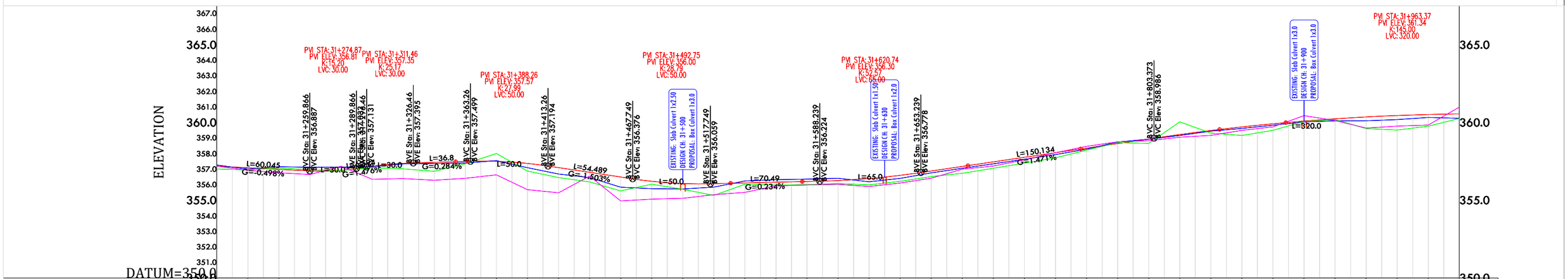
DARUGIRI>
HIP-32/1 At CH:31095.859m
E=279990.284 N=2841392.062
R (m) 190.0 Δc(deg) 17.1174
Ls (m) 25.0 Δs(deg) 3.7695
Lc (m) 56.763 Δ(deg) 24.6563
Ts (m) 54.053 S (m) 0.137
Es (m) 4.625 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
HIP-32/2 At CH:31271.328m
E=279854.152 N=2841268.925
R (m) 120.0 Δc(deg) 45.293
Ls (m) 35.0 Δs(deg) 8.3556
Lc (m) 94.861 Δ(deg) 62.0042
Ts (m) 89.852 S (m) 0.425
Es (m) 20.495 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
TBM43/0
E=279874.0370
N=2841236.6350
Z=357.212
TBM43/1
E=279833.9690
N=2840995.7110
Z=356.421
TBM43/2
E=279632.0210
N=2840757.2170
Z=360.009
TBM43/3
E=279541.8100
N=2840612.3270
Z=360.244
Structure Details
Description Existing Proposed
Ch. (km) 34+785 31+630
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 34+650 31+500
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X2.5 1X3
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 35+060 31+900
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X3 1X3
Improvement Reconstruction
Structure Details
Description Existing Propo
Ch. (km) 35+330 32+170
Type of Str. Slab Culvert Box Cu
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
HIP-32/3 At CH:31446.11m
E=279900.016 N=2841086.802
R (m) 150.0 Δc(deg) 41.7695
Ls (m) 30.0 Δs(deg) 5.7296
Lc (m) 109.352 Δ(deg) 53.2287
Ts (m) 90.282 S (m) 0.25
Es (m) 18.057 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
HIP-32/5 At CH:31800.861m
E=279695.092 N=2840790.046
R (m) 110.0 Δc(deg) 25.7994
Ls (m) 20.0 Δs(deg) 5.2087
Lc (m) 49.531 Δ(deg) 36.2168
Ts (m) 46.018 S (m) 0.151
Es (m) 5.892 e (%) 6.465 %
Design Speed (V):40 Km/Hr.
HIP-32/6 At CH:31951.032m
E=279552.694 N=2840726.383
R (m) 110.0 Δc(deg) 44.6411
Ls (m) 20.0 Δs(deg) 5.2087
Lc (m) 85.705 Δ(deg) 55.0586
Ts (m) 67.41 S (m) 0.151
Es (m) 14.216 e (%) 6.465 %
Design Speed (V):40 Km/Hr.
Forest
MATCHLINE
PROW
EROW
ST 31+149.2
TS 31+188.9
ST 31+361.4
ST 31+530.8
TS 31+756.1
ST 31+845.6
TS 31+888.2
ST 32+019.9
31+200
31+300
31+400
31+500
31+600
31+700
31+800
31+900
32+000
32+100


ELEVATION
DATUM=350.0
PVI STA:31+274.87 PVI ELEV:356.81 K:15.20 LVC:30.00
PVI STA:31+311.46 PVI ELEV:357.35 K:25.17 LVC:30.00
PVI STA:31+388.26 PVI ELEV:357.57 K:27.99 LVC:50.00
PVI STA:31+492.75 PVI ELEV:356.00 K:28.79 LVC:50.00
PVI STA:31+620.74 PVI ELEV:356.30 K:52.57 LVC:65.00
PVI STA:31+963.37 PVI ELEV:361.34 K:145.00 LVC:320.00
EXISTING: Slab Culvert 1x2.50 DESIGN CH: 31+500 PROPOSAL: Box Culvert 1x3.0
EXISTING: Slab Culvert 1x1.50 DESIGN CH: 31+630 PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x3.0 DESIGN CH: 31+900 PROPOSAL: Box Culvert 1x3.0
L=60.045 G=-0.498%
L=30.0 G=-1.476%
L=36.8 G=0.284%
L=50.0
L=54.489 G=-1.503%
L=50.0
L=70.49 G=0.234%
L=65.0
L=150.134 G=1.471%
L=820.0

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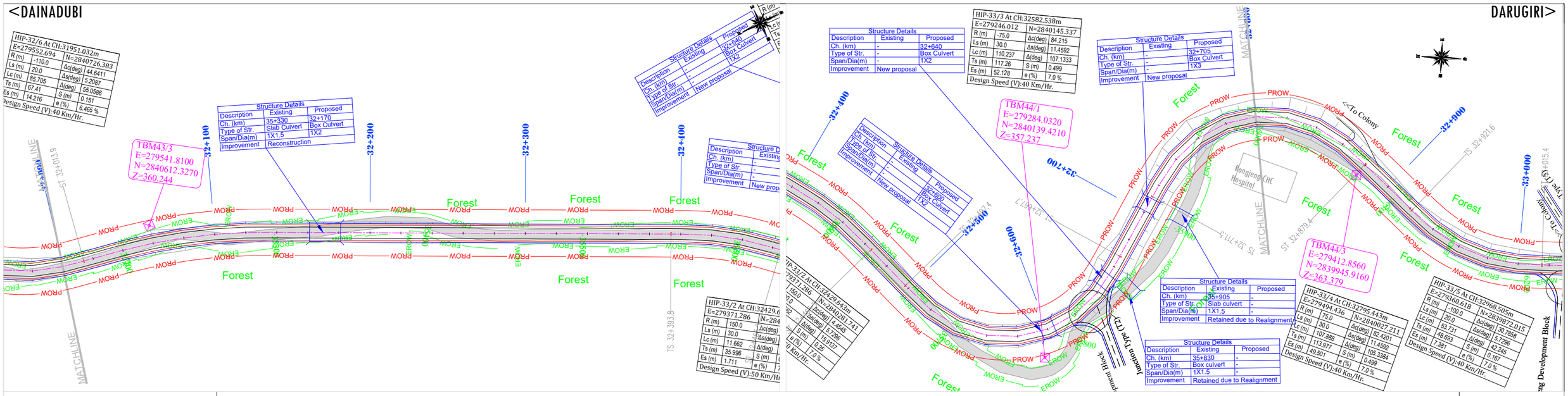
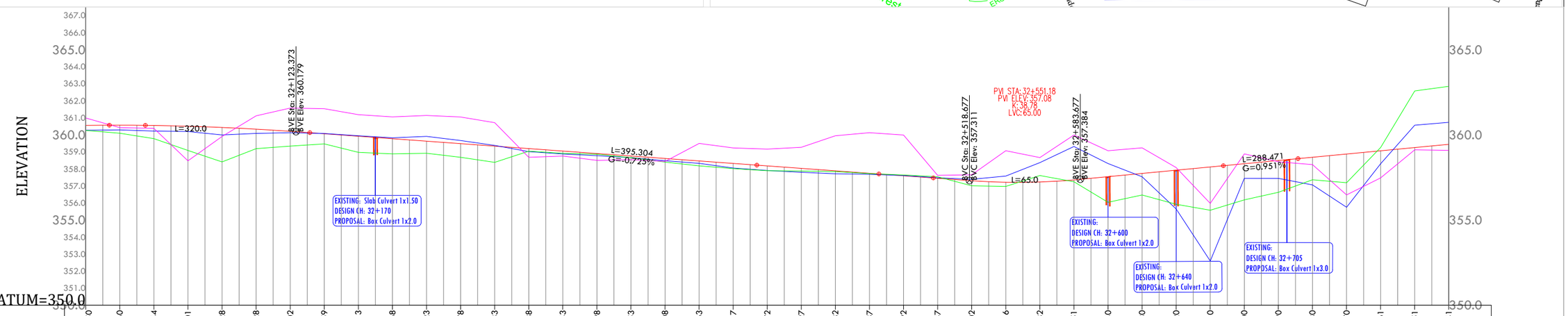




DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
32+000	360.550	360.266	0.284	360.986	360.255
32+020	360.560	360.285	0.275	360.419	360.092
32+040	360.544	360.218	0.326	360.375	359.774
32+060	360.501	360.192	0.309	358.473	359.082
32+080	360.428	359.991	0.437	359.901	358.409
32+100	360.328	360.079	0.249	361.11	359.185
32+120	360.202	360.12	0.082	361.566	359.336
32+140	360.059	360.073	-0.014	361.527	359.468
32+160	359.913	359.942	-0.028	361.18	358.971
32+180	359.768	359.823	-0.054	361.047	358.877
32+200	359.623	359.906	-0.283	361.132	358.918
32+220	359.478	359.663	-0.185	361.042	358.677
32+240	359.333	359.377	-0.044	360.708	358.384
32+260	359.188	359.009	0.179	358.676	359.04
32+280	359.043	358.875	0.168	358.754	358.91
32+300	358.898	358.773	0.125	358.5	358.857
32+320	358.753	358.655	0.098	358.539	358.657
32+340	358.608	358.477	0.131	358.437	358.395
32+360	358.463	358.321	0.141	359.495	358.175
32+380	358.317	358.047	0.271	359.227	358.019
32+400	358.172	357.908	0.264	359.158	357.892
32+420	358.027	357.8	0.228	359.267	357.875
32+440	357.882	357.708	0.174	359.942	357.841
32+460	357.737	357.682	0.055	360.12	357.718
32+480	357.592	357.609	-0.017	359.985	357.64
32+500	357.447	357.479	-0.032	357.622	357.534
32+520	357.302	357.389	-0.087	357.654	357.005
32+540	357.216	357.577	-0.361	359.064	356.967
32+560	357.232	358.367	-1.135	358.661	357.61
32+580	357.351	359.31	-1.959	359.983	357.242
32+600	357.540	358.313	-0.774	359.062	356.038
32+620	357.730	357.533	0.197	359.235	356.466
32+640	357.920	355.644	2.276	358.075	355.923
32+660	358.110	352.595	5.515	355.973	355.57
32+680	358.300	357.447	0.853	358.881	356.182
32+700	358.490	357.441	1.049	358.415	356.627
32+720	358.680	357.058	1.622	358.248	357.362
32+740	358.870	355.749	3.121	356.472	357.187
32+760	359.061	358.304	0.756	357.471	359.256
32+780	359.251	360.563	-1.312	359.117	362.571
32+800	359.441	360.731	-1.291	359.085	362.844

HORIZONTAL ALIGNMENT: L=20.0 | L=21.079 | R=350.0 L=96.503 | L=262.346 | L=30.0 | R=150.0 L=11.662 | L=30.0 | L=31.946 | L=30.0 | R=75.0 L=110.237 | L=30.0 | L=43.842 | L=30.0 | R=75.0 L=107.888

VERTICAL ALIGNMENT: L=320.000 K=145.719 R=145719.490 | L=395.304 G=-0.725 | L=65.000 K=38.783 R=38782.816 | L=288.471 G=0.951

SUPER ELEVATION: e=-2.5% | e=-7.0% | e=7.0% | e=-2.5% | e=7.0% | e=-7.0% | e=-2.5% | e=-7.0% | e=7.0% | e=-7.0% | e=7.0%

TCS TYPE: TCS 4 | TCS 3 | TCS 6 | TCS 2 | TCS 5 | TCS 13 | TCS 11 | TCS 11

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

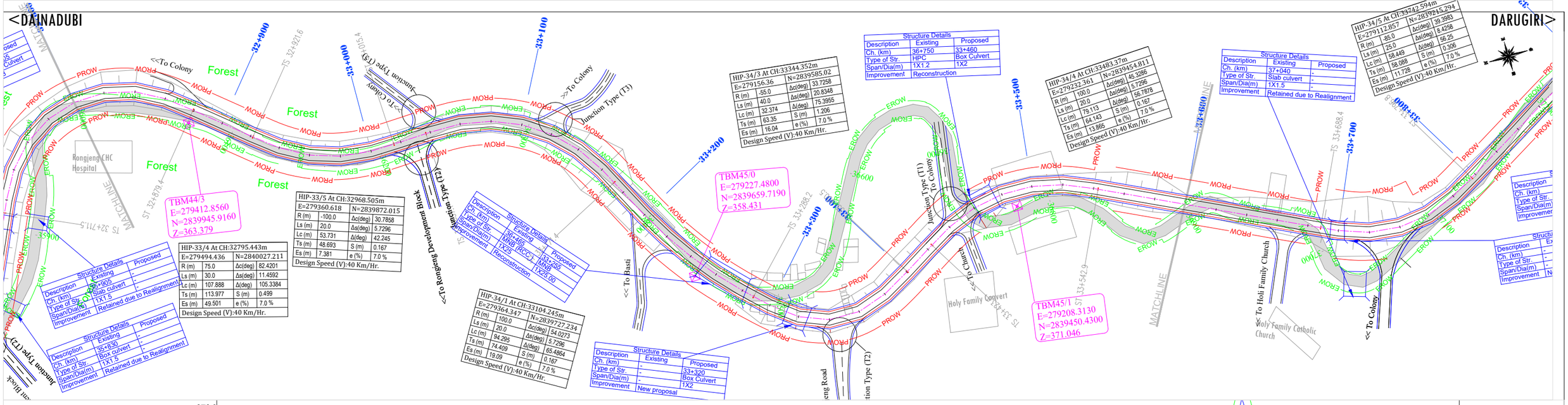
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
VERT.1:10

TITLE: **PLAN AND PROFILE**
Km - 32+000 to Km- 32+800

CLIENT APPROVAL: | SEAL & SIGNATURE:
DWG NO:- 41/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC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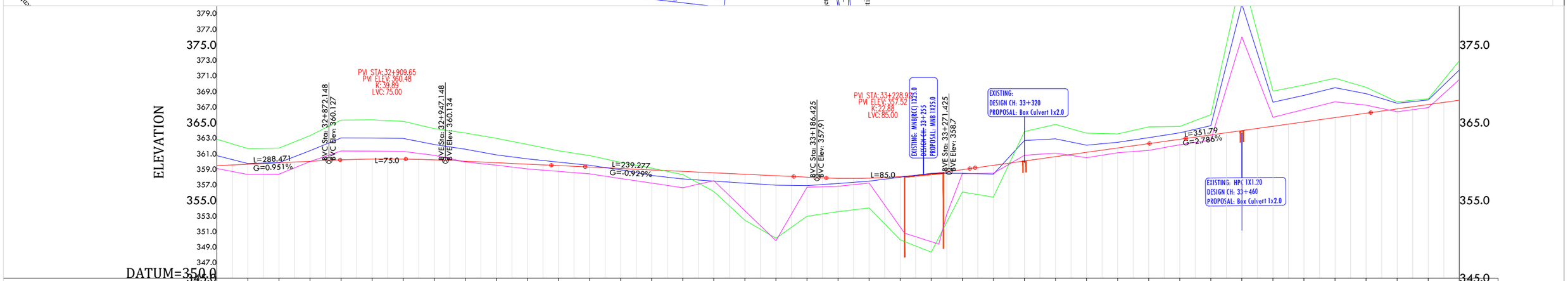
<<To Colony
Forest
Rongjeng CHC Hospital
Junction Type (T3)
Junction Type (T2)
Junction Type (T1)
Holy Family Convert
Holy Family Catholic Church
<< To Holt Family Church
<< To Basti
MATCHLINE
TBM44/3
E=279412.8560
N=2839945.9160
Z=363.379
TBM45/0
E=279227.4800
N=2839659.7190
Z=358.431
TBM45/1
E=279208.3130
N=2839450.4300
Z=371.046
HIP-33/5 At CH:32968.505m
E=279360.618 N=2839872.015
R (m) -100.0 Δc(deg) 30.7858
Ls (m) 20.0 Δs(deg) 5.7296
Lc (m) 53.731 Δ(deg) 42.245
Ts (m) 48.693 S (m) 0.167
Es (m) 7.381 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-33/4 At CH:32795.443m
E=279494.436 N=2840027.211
R (m) 75.0 Δc(deg) 82.4201
Ls (m) 30.0 Δs(deg) 11.4592
Lc (m) 107.888 Δ(deg) 105.3384
Ts (m) 113.977 S (m) 0.499
Es (m) 49.501 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-33/1 At CH:33104.245m
E=279364.347 N=2839727.234
R (m) 100.0 Δc(deg) 54.0273
Ls (m) 20.0 Δs(deg) 5.7296
Lc (m) 94.295 Δ(deg) 65.4864
Ts (m) 74.409 S (m) 0.167
Es (m) 19.09 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-34/3 At CH:33344.352m
E=279156.36 N=2839585.02
R (m) -55.0 Δc(deg) 33.7258
Ls (m) 40.0 Δs(deg) 20.8348
Lc (m) 32.374 Δ(deg) 75.3955
Ts (m) 63.35 S (m) 1.206
Es (m) 16.04 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-34/4 At CH:33483.37m
E=279232.361 N=2839454.811
R (m) 100.0 Δc(deg) 145.3286
Ls (m) 20.0 Δs(deg) 5.7296
Lc (m) 79.113 Δ(deg) 56.7878
Ts (m) 64.143 S (m) 0.167
Es (m) 13.865 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-34/5 At CH:33742.594m
E=279112.857 N=2839215.294
R (m) -85.0 Δc(deg) 39.3983
Ls (m) 25.0 Δs(deg) 8.4298
Lc (m) 58.449 Δ(deg) 56.25
Ts (m) 58.088 S (m) 0.306
Es (m) 11.728 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 36+750 33+460
Type of Str. HPC Box Culvert
Span/Dia(m) 1X1.2 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 37+040 -
Type of Str. Slab culvert -
Span/Dia(m) 1X1.5 -
Improvement Retained due to Realignment
Structure Details
Description Existing Proposed
Ch. (km) 33+255 33+320
Type of Str. MNB (RCC) Box Culvert
Span/Dia(m) 1X25.00 1X2
Improvement Reconstruction New proposal
Structure Details
Description Existing Proposed
Ch. (km) 33+905 -
Type of Str. Slab culvert -
Span/Dia(m) 1X1.5 -
Improvement Retained due to Realignment
Structure Details
Description Existing Proposed
Ch. (km) 35+830 -
Type of Str. Box culvert -
Span/Dia(m) 1X1.5 -
Improvement Retained due to Realignment


ELEVATION
DATUM=350.0
PVI STA:32+909.65
PVI ELEV: 360.48
K:39.89
LVC:75.00
BVC Sta: 32+872.148
BVC Elev: 360.127
EVE Sta: 32+947.148
EVE Elev: 360.134
L=288.471
G=0.951%
L=75.0
L=239.277
G=-0.929%
BVC Sta: 33+186.425
BVC Elev: 357.91
PVI STA:33+228.92
PVI ELEV: 357.52
K:22.88
LVC:85.00
L=85.0
EXISTING: MNB(RCC) 1X25.0
DESIGN CH: 33+255
PROPOSAL: MNB 1X25.0
EVE Sta: 33+271.425
EVE Elev: 358.7
EXISTING:
DESIGN CH: 33+320
PROPOSAL: Box Culvert 1x2.0
L=351.79
G=2.786%
EXISTING: HPC 1X1.20
DESIGN CH: 33+460
PROPOSAL: Box Culvert 1x2.0

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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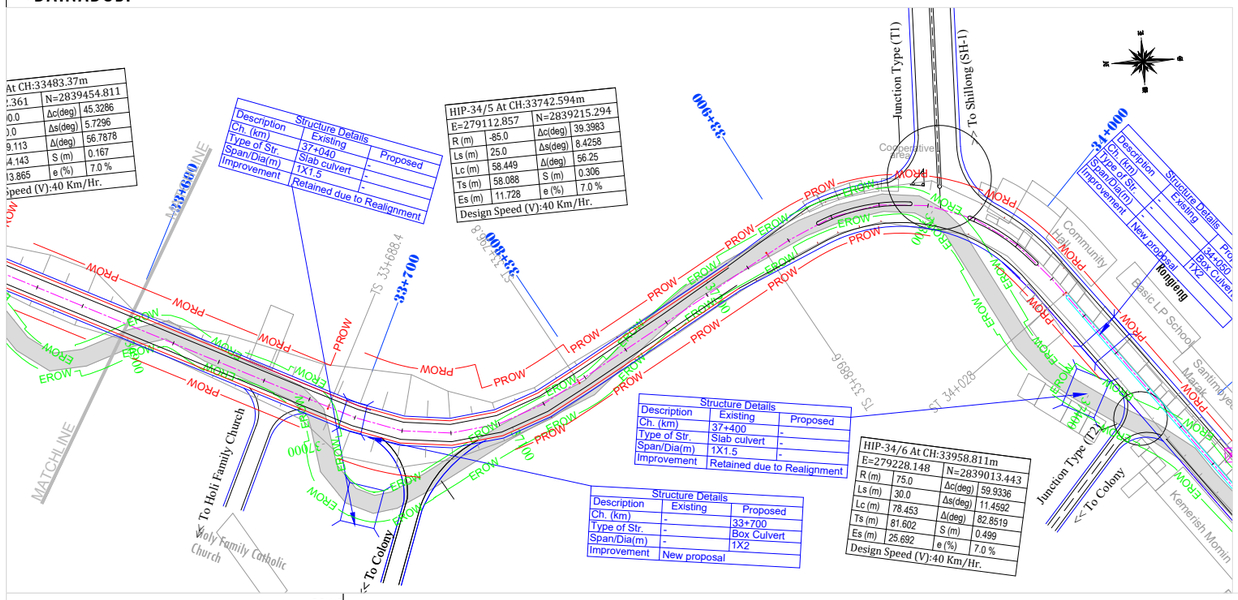


At CH:33483.37m	
E:2361	N=2839454.811
R (m) 0.0	Δc(deg) 45.3286
Ls (m) 9.113	Δs(deg) 5.7296
Lc (m) 4.143	Δ(deg) 56.7878
Ts (m) 3.865	S (m) 0.167
Es (m)	e (%) 7.0 %
Design Speed (V):40 Km/Hr.	

Structure Details		
Description	Existing	Proposed
Ch. (km)	37+040	-
Type of Str.	Slab culvert	-
Span/Dia(m)	1X1.5	-
Improvement	Retained due to Realignment	

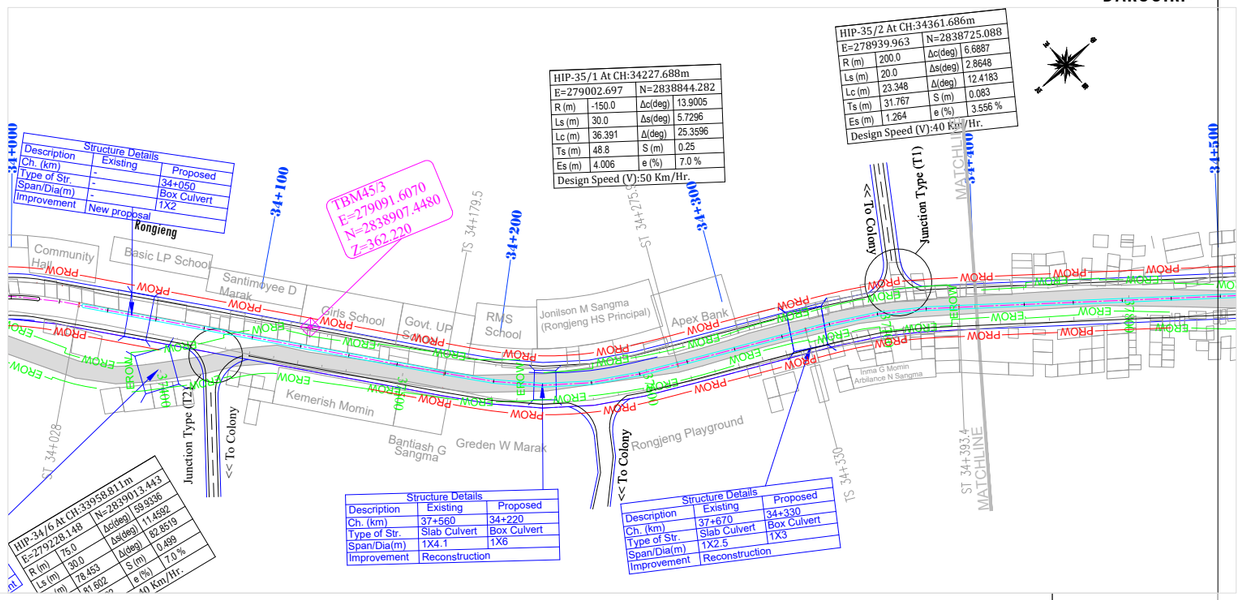
HIP-34/5 At CH:33742.594m	
E=279112.857	N=2839215.294
R (m) -85.0	Δc(deg) 39.3983
Ls (m) 25.0	Δs(deg) 8.4258
Lc (m) 58.449	Δ(deg) 56.25
Ts (m) 58.088	S (m) 0.306
Es (m) 11.728	e (%) 7.0 %
Design Speed (V):40 Km/Hr.	

Structure Details		
Description	Existing	Proposed
Ch. (km)	37+400	-
Type of Str.	Slab culvert	-
Span/Dia(m)	1X1.5	-
Improvement	Retained due to Realignment	

Structure Details		
Description	Existing	Proposed
Ch. (km)	-	33+700
Type of Str.	-	Box Culvert
Span/Dia(m)	-	1X2
Improvement	New proposal	

HIP-34/6 At CH:33958.811m	
E=279228.148	N=2839013.443
R (m) 75.0	Δc(deg) 59.9336
Ls (m) 30.0	Δs(deg) 11.4592
Lc (m) 78.453	Δ(deg) 82.8519
Ts (m) 81.602	S (m) 0.499
Es (m) 25.692	e (%) 7.0 %
Design Speed (V):40 Km/Hr.	

Structure Details		
Description	Existing	Proposed
Ch. (km)	-	34+050
Type of Str.	-	Box Culvert
Span/Dia(m)	-	1X2
Improvement	New proposal	

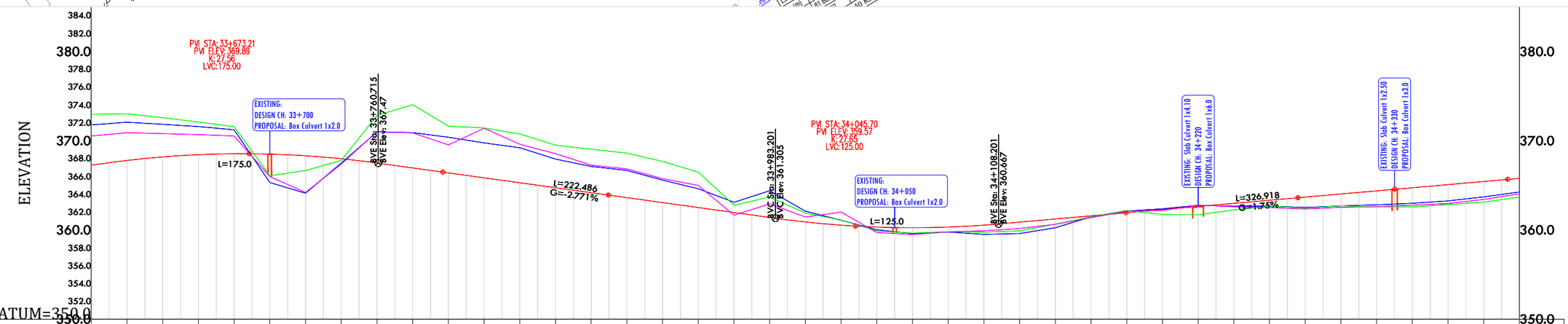


HIP-35/1 At CH:34227.688m	
E=279002.697	N=2838844.282
R (m) -150.0	Δc(deg) 13.9005
Ls (m) 30.0	Δs(deg) 5.7296
Lc (m) 36.391	Δ(deg) 25.3596
Ts (m) 48.8	S (m) 0.25
Es (m) 4.006	e (%) 7.0 %
Design Speed (V):50 Km/Hr.	

HIP-35/2 At CH:34361.686m	
E=278939.963	N=2838725.088
R (m) 200.0	Δc(deg) 6.6887
Ls (m) 20.0	Δs(deg) 2.8648
Lc (m) 23.348	Δ(deg) 12.4183
Ts (m) 31.767	S (m) 0.083
Es (m) 1.264	e (%) 3.556 %
Design Speed (V):40 Km/Hr.	

Structure Details		
Description	Existing	Proposed
Ch. (km)	37+560	34+220
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X4.1	1X6
Improvement	Reconstruction	

Structure Details		
Description	Existing	Proposed
Ch. (km)	37+670	34+330
Type of Str.	Slab Culvert	Box Culvert
Span/Dia(m)	1X2.5	1X3
Improvement	Reconstruction	



DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
33+600	367.234	371.751	-4.517	370.509	372.937
33+620	367.776	372.051	-4.276	370.877	373.011
33+640	368.169	371.816	-3.647	370.775	372.565
33+660	368.417	371.568	-3.152	370.671	372.077
33+680	368.522	371.208	-2.687	370.512	371.557
33+700	368.482	365.3	3.183	365.973	366.062
33+720	368.294	364.105	4.189	364.192	366.649
33+740	367.962	367.486	0.476	367.364	367.779
33+760	367.488	370.961	-3.473	371.001	372.814
33+780	366.935	370.893	-3.957	370.857	374.015
33+800	366.381	370.368	-3.987	369.512	371.613
33+820	365.827	369.739	-3.913	371.378	371.41
33+840	365.273	369.199	-3.926	369.586	370.74
33+860	364.718	367.931	-3.212	368.53	369.48
33+880	364.164	367.104	-2.940	367.247	369.032
33+900	363.610	366.653	-3.043	366.826	368.597
33+920	363.056	365.568	-2.512	365.733	367.662
33+940	362.502	364.603	-2.101	364.971	366.463
33+960	361.948	363.092	-1.144	361.641	362.76
33+980	361.393	364.386	-2.993	362.922	363.682
34+000	360.892	362.101	-1.209	361.443	361.885
34+020	360.531	361.076	-0.546	361.994	361.114
34+040	360.315	360.016	0.299	359.709	359.886
34+060	360.245	359.575	0.669	359.481	359.64
34+080	360.319	359.772	0.547	359.777	359.791
34+100	360.537	359.495	1.042	359.897	359.762
34+120	360.873	359.586	1.288	360.161	359.88
34+140	361.223	360.248	0.975	360.626	360.64
34+160	361.573	361.459	0.114	361.378	361.463
34+180	361.923	362.107	-0.183	362.083	362.173
34+200	362.273	362.365	-0.091	362.175	361.72
34+220	362.623	362.757	-0.134	362.779	361.69
34+240	362.973	362.649	0.325	362.591	362.232
34+260	363.323	362.665	0.659	362.511	362.679
34+280	363.673	362.51	1.164	362.343	362.44
34+300	364.023	362.692	1.331	362.528	362.695
34+320	364.373	362.808	1.565	362.593	362.557
34+340	364.724	362.98	1.743	362.763	362.575
34+360	365.074	363.248	1.825	362.953	362.842
34+380	365.424	363.692	1.731	363.414	363.114
34+400	365.774	364.242	1.531	364.041	363.68

HORIZONTAL ALIGNMENT: L=145.444 | L=25.0 | R=85.0 L=58.449 | L=25.0 | L=92.766 | L=30.0 | R=75.0 L=78.453 | L=30.0 | L=151.455 | L=30.0 | R=150.0 L=36.391 | L=30.0 | L=54.128 | L=20.0 | R=200.0 L=23.348 | L=20.0 | L=258.57

VERTICAL ALIGNMENT: L=175.000 K=27.563 R=27563.396 | L=222.486 G=-2.771 | L=125.000 K=27.649 R=27648.750 | L=326.918 G=1.750

SUPER ELEVATION: e=-2.5% | e=7.0% | e=-7.0% | e=-2.5% | e=-7.0% | e=7.0% | e=-2.5% | e=7.0% | e=-7.0% | e=-2.5% | e=-3.556% | e=3.556%

TCS TYPE: TCS 3 | TCS 11 | TCS 6A | TCS 5 | TCS 4 | TCS 5 | TCS 4 | TCS 1A

REV.	DATE	REVISIONS

CLIENT: **NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.**
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT: **Global Infra Solutions**
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

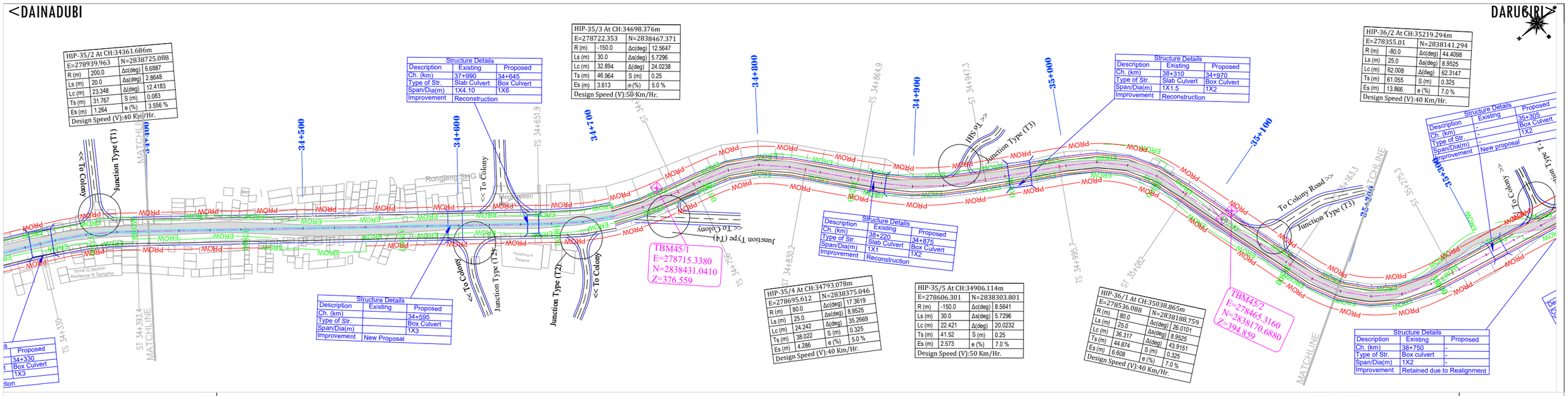
PROJECT: **CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.**

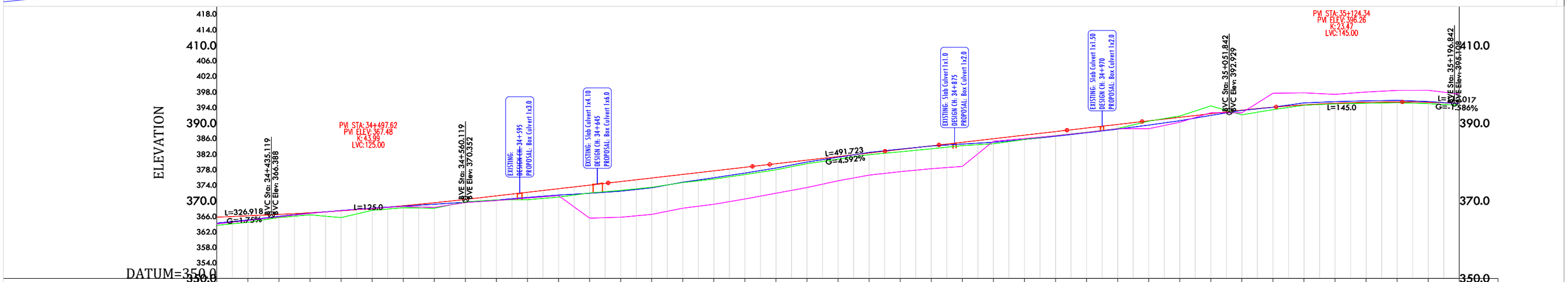
SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:5

TITLE: **PLAN AND PROFILE**
Km - 33+600 to Km- 34+400

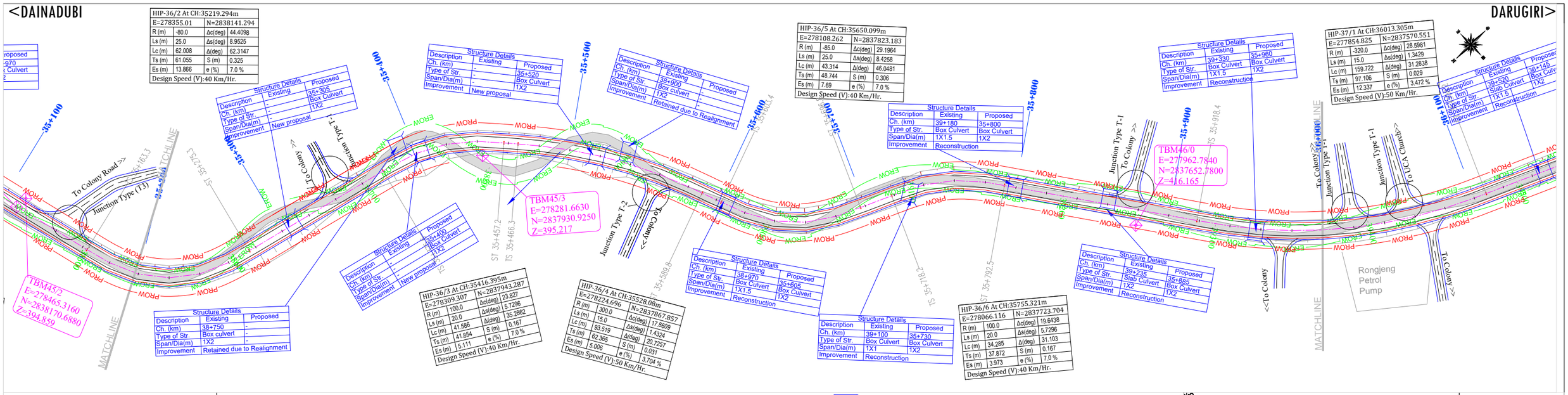
CLIENT APPROVAL: | SEAL & SIGNATURE:
DWG NO:- 43/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC


<DAINADUBI
DARUGRI
HIP-35/2 At CH:34361.686m
E=278939.963 N=2838725.088
R (m) 200.0 Δc(deg) 6.6887
Ls (m) 20.0 Δs(deg) 2.8648
Lc (m) 23.348 Δ(deg) 12.4183
Ts (m) 31.767 S (m) 0.083
Es (m) 1.264 e (%) 3.556 %
Design Speed (V):40 Km/Hr.
HIP-35/3 At CH:34698.376m
E=278722.353 N=2838467.371
R (m) -150.0 Δc(deg) 12.5647
Ls (m) 30.0 Δs(deg) 5.7296
Lc (m) 32.894 Δ(deg) 24.0238
Ts (m) 46.964 S (m) 0.25
Es (m) 3.613 e (%) 5.0 %
Design Speed (V):50 Km/Hr.
HIP-36/2 At CH:35219.294m
E=278355.01 N=2838141.294
R (m) -80.0 Δc(deg) 44.4098
Ls (m) 25.0 Δs(deg) 8.9525
Lc (m) 62.008 Δ(deg) 62.3147
Ts (m) 61.055 S (m) 0.325
Es (m) 13.866 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 37+990 34+645
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X4.10 1X6
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 38+310 34+970
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) - 35+305
Type of Str. - Box Culvert
Span/Dia(m) - 1X2
Improvement New proposal
Structure Details
Description Existing Proposed
Ch. (km) 38+220 34+875
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 34+595
Type of Str. Box Culvert
Span/Dia(m) 1X3
Improvement New Proposal
Structure Details
Description Existing Proposed
Ch. (km) 38+750 -
Type of Str. Box culvert -
Span/Dia(m) 1X2 -
Improvement Retained due to Realignment
TBM45/1
E=278715.3380
N=2838431.0410
Z=376.559
TBM45/2
E=278465.3160
N=2838170.6880
Z=394.859
HIP-35/4 At CH:34793.078m
E=278695.612 N=2838375.046
R (m) 80.0 Δc(deg) 17.3619
Ls (m) 25.0 Δs(deg) 8.9525
Lc (m) 24.242 Δ(deg) 35.2669
Ts (m) 38.022 S (m) 0.325
Es (m) 4.286 e (%) 5.0 %
Design Speed (V):40 Km/Hr.
HIP-35/5 At CH:34906.114m
E=278606.301 N=2838303.801
R (m) -150.0 Δc(deg) 8.5641
Ls (m) 30.0 Δs(deg) 5.7296
Lc (m) 22.421 Δ(deg) 20.0232
Ts (m) 41.52 S (m) 0.25
Es (m) 2.573 e (%) 7.0 %
Design Speed (V):50 Km/Hr.
HIP-36/1 At CH:35038.865m
E=278536.088 N=2838188.759
R (m) 80.0 Δc(deg) 26.0101
Ls (m) 25.0 Δs(deg) 8.9525
Lc (m) 36.317 Δ(deg) 43.9151
Ts (m) 44.874 S (m) 0.325
Es (m) 6.608 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
Junction Type (T1)
Junction Type (T2)
Junction Type (T3)
Junction Type (T4)
HBS Type
<< To Colony
To Colony Road >>
MATCHLINE
Rongjeng SHG
Megagreen
Parishma A Sangma
Irma G Momin
Arbilance N Sangma
34+300
34+400
34+500
34+600
34+700
34+800
34+900
35+000
35+100
35+200
TS 34+330
ST 34+393.4
TS 34+651.9
TS 34+750
ST 34+830.2
TS 34+864.9
ST 34+947.3
TS 34+995.7
ST 35+082
ST 35+216.3
TS 35+263.3
PROW
BLOW


ELEVATION
DATUM=350.0
PVI STA:34+497.62
PVI ELEV:367.48
K:43.983
LVC:125.00
BVC Sta: 34+435.119
BVC Elev: 366.388
L=326.918
G=1.750%
L=125.0
EVC Sta: 34+560.119
EVC Elev: 370.352
EXISTING: DESIGN CH: 34+595 PROPOSAL: Box Culvert 1x3.0
EXISTING: Slab Culvert 1x4.10 DESIGN CH: 34+645 PROPOSAL: Box Culvert 1x6.0
L=491.723
G=4.592%
EXISTING: Slab Culvert 1x1.0 DESIGN CH: 34+875 PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.50 DESIGN CH: 34+970 PROPOSAL: Box Culvert 1x2.0
PVI STA:35+124.34
PVI ELEV:396.28
K:23.47
LVC:145.00
BVC Sta: 35+051.842
BVC Elev: 392.929
L=145.0
EVC Sta: 35+196.842
EVC Elev: 396.108
L=112.017
G=-1.586%

| | | |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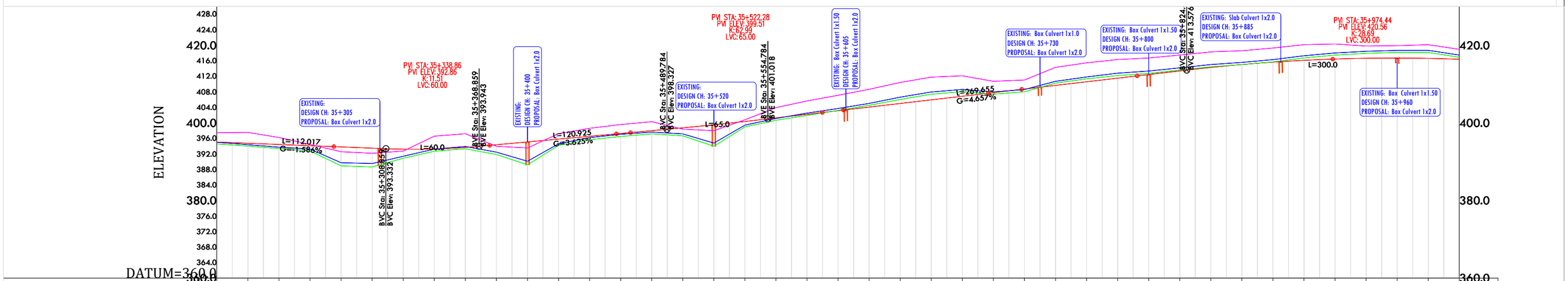
DARUGIRI>
HIP-36/2 At CH:35219.294m
E=278355.01 N=2838141.294
R (m) -80.0 Δc(deg) 44.4098
Ls (m) 25.0 Δs(deg) 8.9525
Lc (m) 62.008 Δ(deg) 62.3147
Ts (m) 61.055 S (m) 0.325
Es (m) 13.866 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-36/5 At CH:35650.099m
E=278108.262 N=2837823.183
R (m) -85.0 Δc(deg) 29.1964
Ls (m) 25.0 Δs(deg) 8.4258
Lc (m) 43.314 Δ(deg) 46.0481
Ts (m) 48.744 S (m) 0.306
Es (m) 7.69 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-37/1 At CH:36013.305m
E=277854.825 N=2837570.551
R (m) -320.0 Δc(deg) 28.5981
Ls (m) 15.0 Δs(deg) 1.3429
Lc (m) 159.722 Δ(deg) 31.2838
Ts (m) 97.106 S (m) 0.029
Es (m) 12.337 e (%) 3.472 %
Design Speed (V):50 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) - 35+305
Type of Str. - Box Culvert
Span/Dia(m) - 1X2
Improvement New proposal
Structure Details
Description Existing Proposed
Ch. (km) - 35+520
Type of Str. - Box Culvert
Span/Dia(m) - 1X2
Improvement New proposal
Structure Details
Description Existing Proposed
Ch. (km) 39+900 -
Type of Str. Box culvert -
Span/Dia(m) 1X2 -
Improvement Retained due to Realignment
Structure Details
Description Existing Proposed
Ch. (km) 39+180 35+800
Type of Str. Box Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 39+330 35+960
Type of Str. Box Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 39+520 36+145
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 38+750 -
Type of Str. Box culvert -
Span/Dia(m) 1X2 -
Improvement Retained due to Realignment
Structure Details
Description Existing Proposed
Ch. (km) - 35+400
Type of Str. - Box Culvert
Span/Dia(m) - 1X2
Improvement New proposal
Structure Details
Description Existing Proposed
Ch. (km) 38+970 35+605
Type of Str. Box Culvert Box Culvert
Span/Dia(m) 1X1.5 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 39+100 35+730
Type of Str. Box Culvert Box Culvert
Span/Dia(m) 1X1 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 39+235 35+885
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X2 1X2
Improvement Reconstruction
HIP-36/3 At CH:35416.395m
E=278309.307 N=2837943.287
R (m) 100.0 Δc(deg) 23.827
Ls (m) 20.0 Δs(deg) 5.7296
Lc (m) 41.586 Δ(deg) 35.2862
Ts (m) 41.854 S (m) 0.167
Es (m) 5.111 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
HIP-36/4 At CH:35528.08m
E=278224.696 N=2837867.857
R (m) 300.0 Δc(deg) 17.8609
Ls (m) 15.0 Δs(deg) 1.4324
Lc (m) 93.519 Δ(deg) 20.7257
Ts (m) 62.365 S (m) 0.031
Es (m) 5.006 e (%) 3.704 %
Design Speed (V):50 Km/Hr.
HIP-36/6 At CH:35755.321m
E=278066.116 N=2837723.704
R (m) 100.0 Δc(deg) 19.6438
Ls (m) 20.0 Δs(deg) 5.7296
Lc (m) 34.285 Δ(deg) 31.103
Ts (m) 37.872 S (m) 0.167
Es (m) 3.973 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
TBM45/3
E=278281.6630
N=2837930.9250
Z=395.217
TBM45/2
E=278465.3160
N=2838170.6880
Z=394.859
TBM46/0
E=277962.7840
N=2837652.7800
Z=416.165
To Colony Road >>
Junction Type (T3)
Junction Type T-1
Junction Type T-2
To Colony >>
<<To Colony
To LCA Quarry
Rongjeng Petrol Pump
MATCHLINE
ROW
PROW
EROW
WRW
35+100
35+200
35+300
35+400
35+500
35+600
35+700
35+800
35+900
36+000
36+100


ELEVATION
DATUM=360.0
EXISTING: DESIGN CH: 35+305 PROPOSAL: Box Culvert 1x2.0
PVI STA: 35+338.86 PVI ELEV: 392.86 K:11.51 LVC: 60.00
BVC Sta: 35+308.859 BVC Elev: 393.332
BVC Sta: 35+368.859 BVC Elev: 393.943
EXISTING: DESIGN CH: 35+400 PROPOSAL: Box Culvert 1x2.0
BVC Sta: 35+489.784 BVC Elev: 398.327
EXISTING: DESIGN CH: 35+520 PROPOSAL: Box Culvert 1x2.0
PVI STA: 35+522.28 PVI ELEV: 399.51 K:62.99 LVC: 65.00
BVC Sta: 35+554.784 BVC Elev: 401.016
EXISTING: Box Culvert 1x1.50 DESIGN CH: 35+605 PROPOSAL: Box Culvert 1x2.0
EXISTING: Box Culvert 1x1.0 DESIGN CH: 35+730 PROPOSAL: Box Culvert 1x2.0
EXISTING: Box Culvert 1x1.50 DESIGN CH: 35+800 PROPOSAL: Box Culvert 1x2.0
BVC Sta: 35+824.
BVC Elev: 413.576
EXISTING: Slab Culvert 1x2.0 DESIGN CH: 35+885 PROPOSAL: Box Culvert 1x2.0
PVI STA: 35+974.44 PVI ELEV: 420.56 K: 28.69 LVC: 300.00
EXISTING: Box Culvert 1x1.50 DESIGN CH: 35+960 PROPOSAL: Box Culvert 1x2.0
L=112.017 G=-1.586%
L=60.0
L=120.925 G=3.625%
L=65.0
L=269.655 G=4.657%
L=300.0
428.0 424.0 420.0 416.0 412.0 408.0 404.0 400.0 396.0 392.0 388.0 384.0 380.0 376.0 372.0 368.0 364.0 360.0

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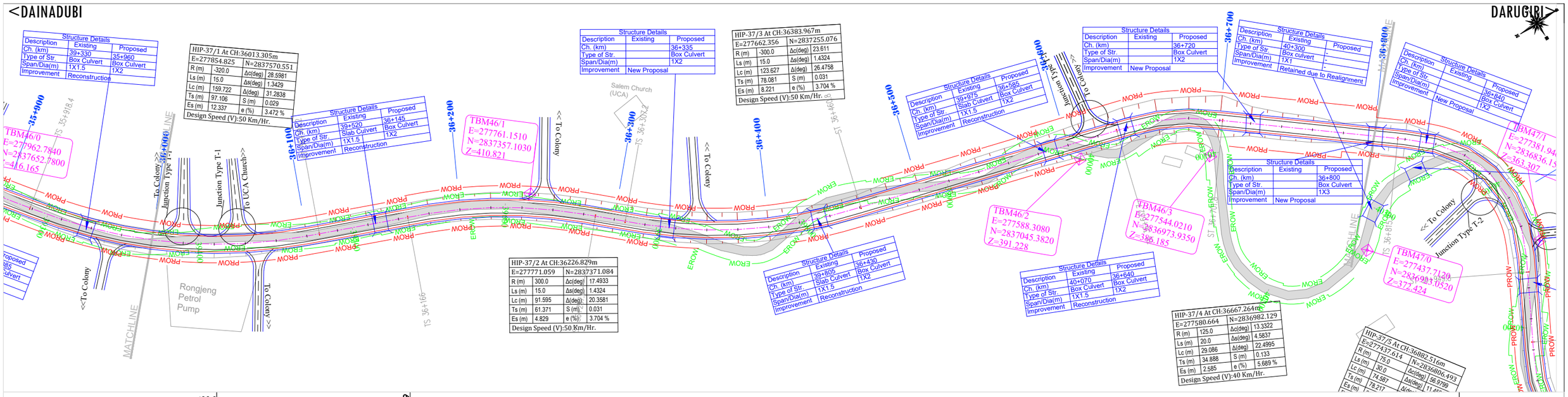
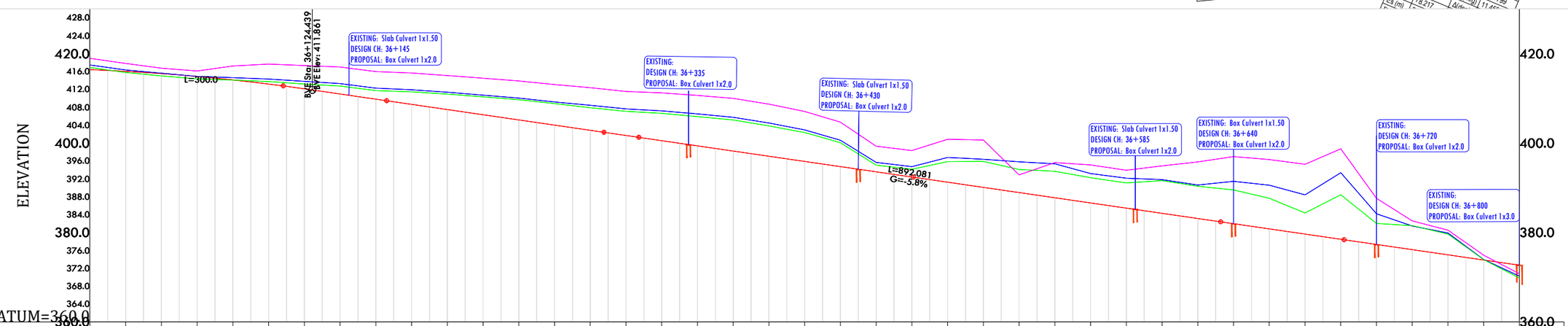

<DAINADUBI
DARUGIRI
Structure Details
Description | Existing | Proposed
Ch. (km) | 39+330 | 35+960
Type of Str. | Box Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
HIP-37/1 At CH:36013.305m
E=277854.825 N=2837570.551
R (m) -320.0 Δc(deg) 28.5981
Ls (m) 15.0 Δs(deg) 1.3429
Lc (m) 159.722 Δ(deg) 31.2838
Ts (m) 97.106 S (m) 0.029
Es (m) 12.337 e (%) 3.472 %
Design Speed (V):50 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | 39+520 | 36+145
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | | 36+335
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
HIP-37/3 At CH:36383.967m
E=277662.356 N=2837255.076
R (m) -300.0 Δc(deg) 23.611
Ls (m) 15.0 Δs(deg) 1.4324
Lc (m) 123.627 Δ(deg) 26.4758
Ts (m) 78.081 S (m) 0.031
Es (m) 8.221 e (%) 3.704 %
Design Speed (V):50 Km/Hr.
Structure Details
Description | Existing | Proposed
Ch. (km) | 39+975 | 36+585
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | | 36+720
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | 40+300 | -
Type of Str. | Box culvert | -
Span/Dia(m) | 1X1 | -
Improvement | Retained due to Realignment | -
Structure Details
Description | Existing | Proposed
Ch. (km) | | 36+840
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | | 36+800
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X3
Improvement | New Proposal
TBM46/0
E=277962.7840
N=2837652.7800
Z=416.165
TBM46/1
E=277761.1510
N=2837357.1030
Z=410.821
TBM46/2
E=277588.3080
N=2837045.3820
Z=391.228
TBM46/3
E=277544.0210
N=2836973.9350
Z=386.185
TBM47/1
E=277381.94
N=2836836.15
Z=363.307
TBM47/0
E=277437.7120
N=2836983.0520
Z=372.424
HIP-37/2 At CH:36226.829m
E=277771.059 N=2837371.084
R (m) 300.0 Δc(deg) 17.4933
Ls (m) 15.0 Δs(deg) 1.4324
Lc (m) 91.595 Δ(deg) 20.3581
Ts (m) 61.371 S (m) 0.031
Es (m) 4.829 e (%) 3.704 %
Design Speed (V):50 Km/Hr.
HIP-37/4 At CH:36667.264m
E=277580.664 N=2836982.129
R (m) 125.0 Δc(deg) 13.3322
Ls (m) 20.0 Δs(deg) 4.5837
Lc (m) 29.086 Δ(deg) 22.4995
Ts (m) 34.888 S (m) 0.133
Es (m) 2.585 e (%) 5.689 %
Design Speed (V):40 Km/Hr.
HIP-37/5 At CH:36882.516m
E=277437.614 N=2836806.493
R (m) 75.0 Δc(deg) 56.9799
Ls (m) 30.0 Δs(deg) 11.45
Lc (m) 74.587
Ts (m) 78.217
Es (m)
Salem Church (UCA)
Rongjeng Petrol Pump
Junction Type T-1
Junction Type T-2
<< To Colony
To Colony >>
To UCA Church>>
MATCHLINE
PROW
EROW
TS 35+918.4
TS 36+494.69
TS 36+307.2
TS 36+494
35+800
36+000
36+100
36+200
36+300
36+400
36+500
36+600
36+700
36+800


ELEVATION
DATUM=360.0
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424.0
420.0
416.0
412.0
408.0
404.0
400.0
396.0
392.0
388.0
384.0
380.0
376.0
372.0
368.0
364.0
360.0
L=300.0
BVE Str. 36+124.439
BVE Elev: 411.861
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 36+145
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 36+335
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 36+430
PROPOSAL: Box Culvert 1x2.0
L=892.081
G=-5.8%
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 36+585
PROPOSAL: Box Culvert 1x2.0
EXISTING: Box Culvert 1x1.50
DESIGN CH: 36+640
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 36+720
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 36+800
PROPOSAL: Box Culvert 1x3.0

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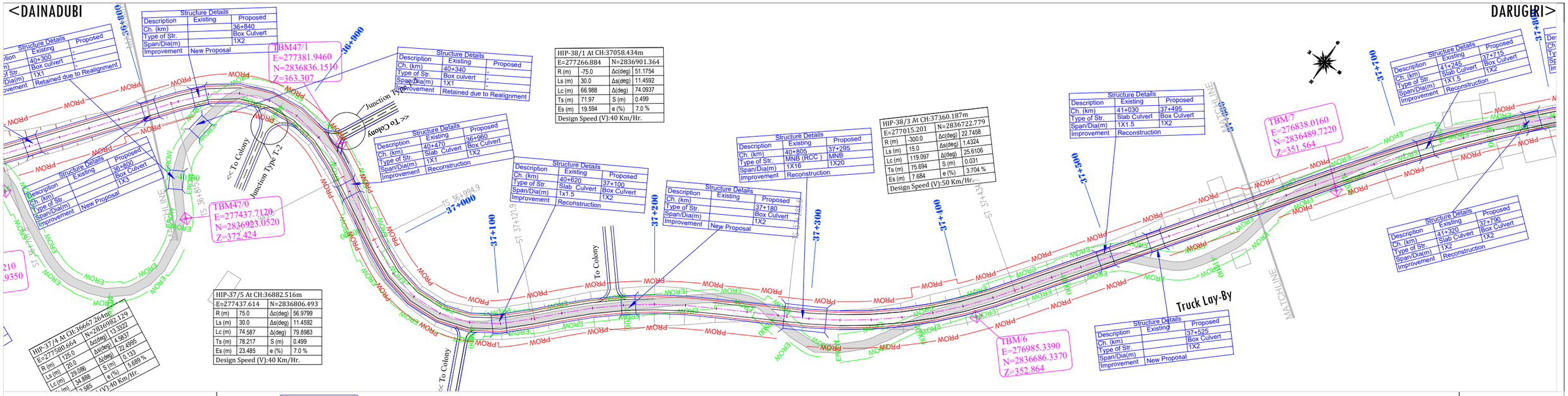
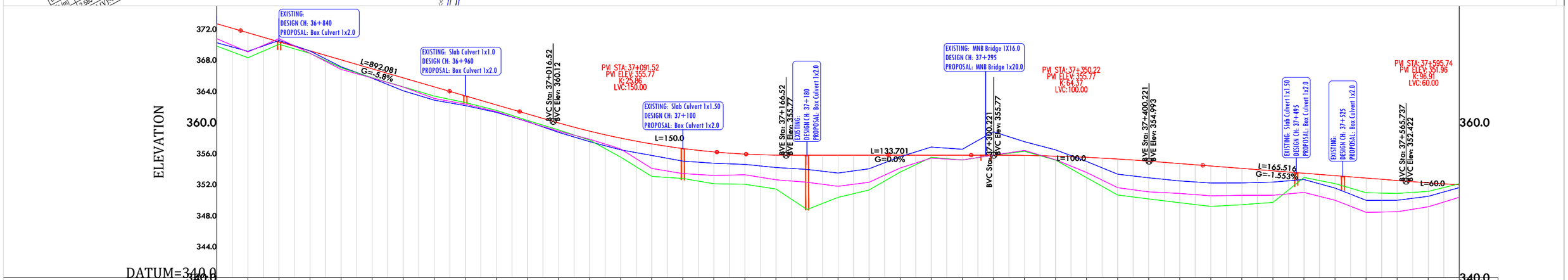




DESIGN CHAINAGE (KM+m)	FINISHED ROAD LEVEL (m)	GROUND LEVEL AT DESIGN CL (m)	LEVEL DIFFERENCE (m)	GROUND LEVEL RIGHT TOE	GROUND LEVEL LEFT TOE
36+800	372.678	370.231	2.447	370.749	369.8
36+820	371.518	369.127	2.391	369.044	368.311
36+840	370.358	370.531	-0.173	370.767	370.034
36+860	369.198	369.172	0.026	368.883	368.871
36+880	368.038	367.146	0.893	366.804	367.014
36+900	366.878	365.668	1.211	365.703	365.739
36+920	365.718	364.05	1.669	364.545	364.56
36+940	364.558	362.849	1.709	363.066	363.369
36+960	363.398	362.148	1.251	362.33	362.537
36+980	362.238	361.274	0.964	361.38	361.533
37+000	361.078	360.098	0.980	360.055	360.239
37+020	359.923	358.705	1.218	358.854	359.013
37+040	358.866	357.511	1.355	357.816	357.712
37+060	357.965	356.455	1.511	356.574	355.515
37+080	357.220	355.734	1.486	354.064	353.034
37+100	356.627	355.006	1.620	353.402	352.774
37+120	356.190	354.729	1.461	353.161	352.095
37+140	355.909	354.588	1.321	353.247	352.024
37+160	355.779	354.182	1.597	352.609	351.42
37+180	355.770	353.942	1.828	352.288	348.783
37+200	355.770	353.469	2.301	351.766	350.337
37+220	355.770	354.022	1.748	352.282	351.289
37+240	355.770	355.57	0.200	354.122	353.6
37+260	355.770	356.814	-1.044	355.393	355.496
37+280	355.770	356.531	-0.761	355.154	355.139
37+300	355.770	358.786	-3.016	355.77	355.77
37+320	355.740	357.507	-1.768	356.377	356.271
37+340	355.647	356.458	-0.811	355.173	355.139
37+360	355.492	354.96	0.532	353.545	352.88
37+380	355.276	353.326	1.949	351.592	350.65
37+400	354.997	352.854	2.143	351.046	350.14
37+420	354.686	352.455	2.231	350.844	349.649
37+440	354.375	352.192	2.184	350.543	349.176
37+460	354.065	352.206	1.859	350.6	349.398
37+480	353.754	352.304	1.450	350.613	349.697
37+500	353.443	352.635	0.809	350.971	350.898
37+520	353.133	351.538	1.595	349.974	352.104
37+540	352.822	349.954	2.868	348.418	350.93
37+560	352.511	349.97	2.541	348.492	350.851
37+580	352.211	350.474	1.737	349.13	351.109
37+600	351.950	351.596	0.354	350.347	352.092

HORIZONTAL ALIGNMENT: L=113.415 | L=30.0 | R=75.0 L=74.587 | L=30.0 | L=45.131 | L=30.0 | R=75.0 L=66.988 | L=30.0 | L=18.761 | R=305.0 L=91.699 | L=53.25 | L=15.0 | R=300.0 L=119.097 | L=15.0 | L=225.56

VERTICAL ALIGNMENT: L=892.081 G=-5.800 | L=150.000 K=25.862 R=25862.069 | L=133.701 G=0.000 | L=100.000 K=64.392 R=64391.500 | L=165.516 G=-1.553 | L=60.000 K=96.931 R=96930.533

SUPER ELEVATION: e=-2.5% | e=-7.0% | e=7.0% | e=-2.5% | e=7.0% | e=-7.0% | e=-2.5% | e=3.704% | e=-3.704% | e=-2.5%

TCS TYPE: TCS 3 | TCS 13 | TCS 3 | TCS 5 | TCS 3 | TCS 11

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

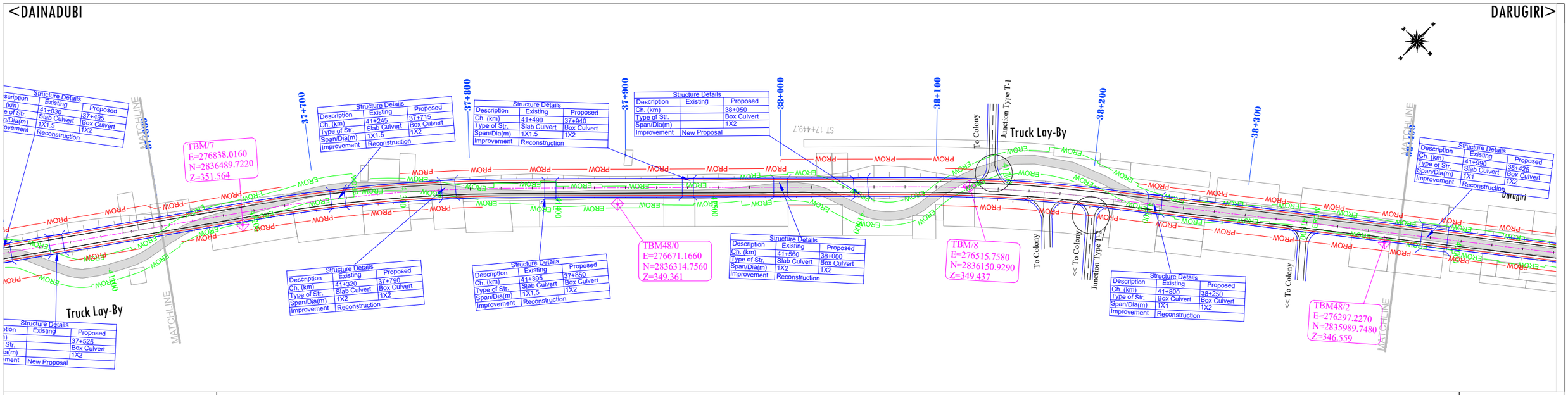
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:5

TITLE:
PLAN AND PROFILE
Km - 36+800 to Km- 37+600

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:- 47/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC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DARUGIRI>
MATCHLINE
Truck Lay-By
Truck Lay-By
Junction Type T-1
Junction Type T-1
To Colony
<< To Colony
Darugiri
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N=2836489.7220
Z=351.564
TBM48/0
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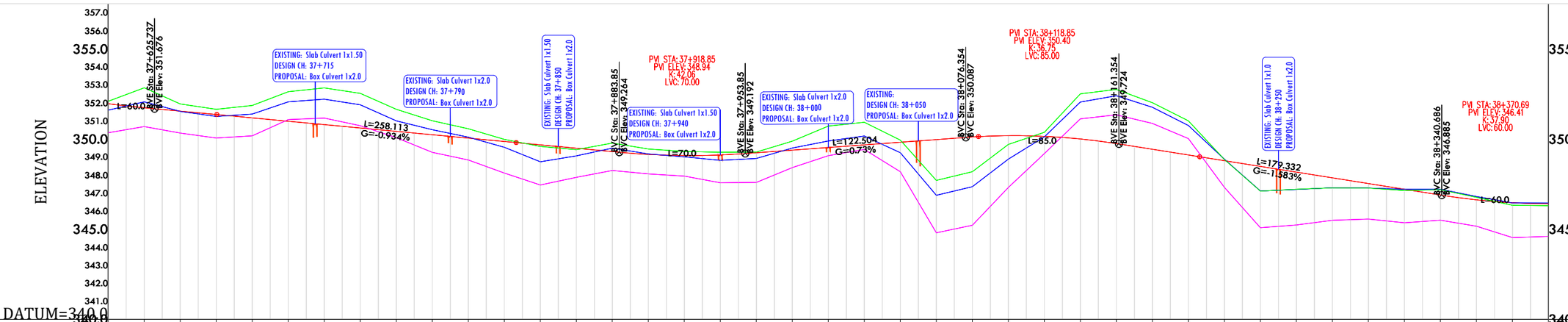
Z=349.361
TBM/8
E=276515.7580
N=2836150.9290
Z=349.437
TBM48/2
E=276297.2270
N=2835989.7480
Z=346.559
37+100
37+800
37+900
38+000
38+100
38+200
38+300
Structure Details
Description | Existing | Proposed
Ch. (km) | 41+030 | 37+495
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 41+245 | 37+715
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 41+490 | 37+940
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | | 38+050
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal
Structure Details
Description | Existing | Proposed
Ch. (km) | 41+320 | 37+790
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X2 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 41+395 | 37+850
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1.5 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 41+560 | 38+000
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X2 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 41+800 | 38+250
Type of Str. | Box Culvert | Box Culvert
Span/Dia(m) | 1X1 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | 41+990 | 38+425
Type of Str. | Slab Culvert | Box Culvert
Span/Dia(m) | 1X1 | 1X2
Improvement | Reconstruction
Structure Details
Description | Existing | Proposed
Ch. (km) | | 37+525
Type of Str. | | Box Culvert
Span/Dia(m) | | 1X2
Improvement | New Proposal


ELEVATION
DATUM=340.0
BVC Sta: 37+625.737
BVE Elev: 351.676
L=60.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 37+715
PROPOSAL: Box Culvert 1x2.0
L=258.113
G=-0.934%
EXISTING: Slab Culvert 1x2.0
DESIGN CH: 37+790
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 37+850
PROPOSAL: Box Culvert 1x2.0
BVC Sta: 37+883.85
BVC Elev: 349.264
PVI STA:37+918.85
PVI ELEV: 348.94
K:42.06
LVC: 70.00
EXISTING: Slab Culvert 1x1.50
DESIGN CH: 37+940
PROPOSAL: Box Culvert 1x2.0
L=70.0
BVE Sta: 37+953.85
BVE Elev: 349.192
EXISTING: Slab Culvert 1x2.0
DESIGN CH: 38+000
PROPOSAL: Box Culvert 1x2.0
L=122.504
G=0.730%
EXISTING:
DESIGN CH: 38+050
PROPOSAL: Box Culvert 1x2.0
BVC Sta: 38+076.354
BVC Elev: 350.087
PVI STA:38+118.85
PVI ELEV: 350.40
K:36.75
LVC: 85.00
L=85.0
BVE Sta: 38+161.354
BVE Elev: 349.724
EXISTING: Slab Culvert 1x1.0
DESIGN CH: 38+250
PROPOSAL: Box Culvert 1x2.0
L=179.332
G=-1.583%
BVC Sta: 38+340.686
BVC Elev: 346.885
PVI STA:38+370.69
PVI ELEV: 346.41
K:37.90
LVC: 60.00
L=60.0
357.0
356.0
355.0
354.0
353.0
352.0
351.0
350.0
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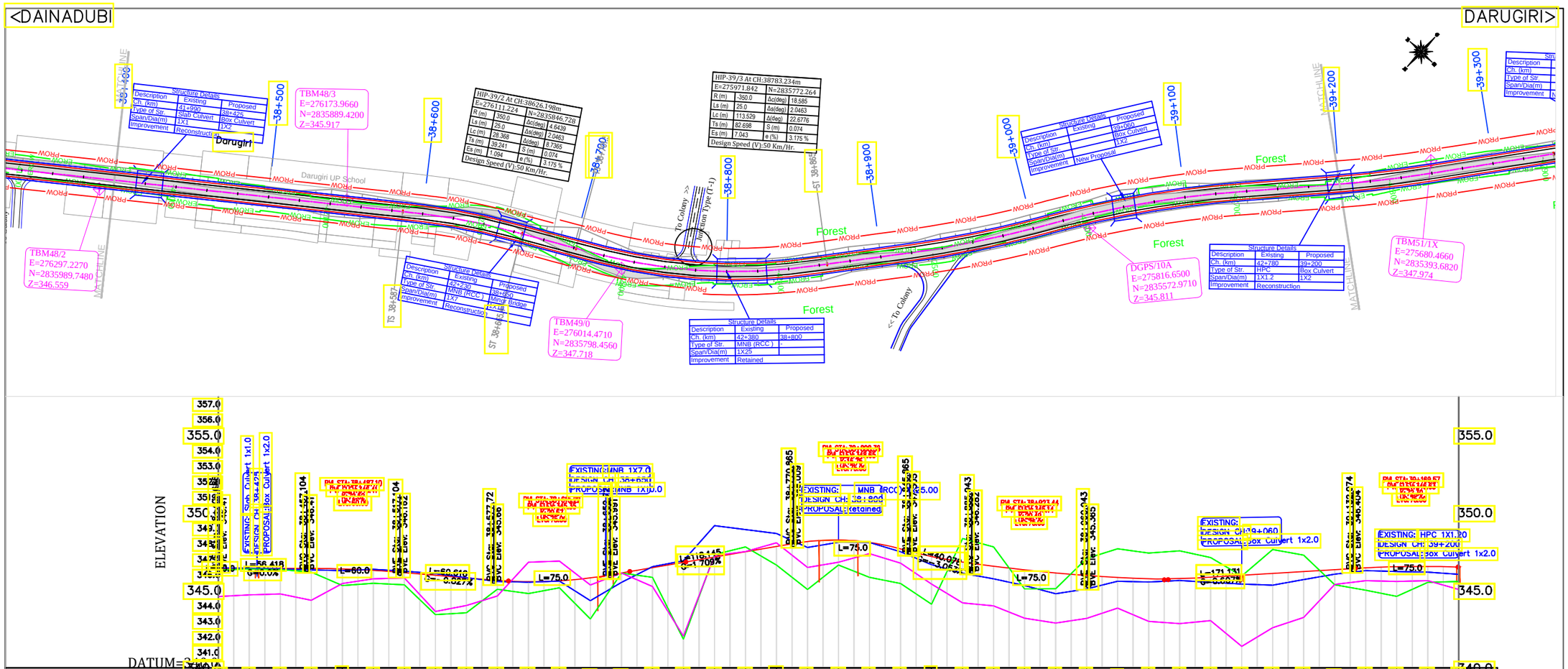
| | | |


<DAINADUBI
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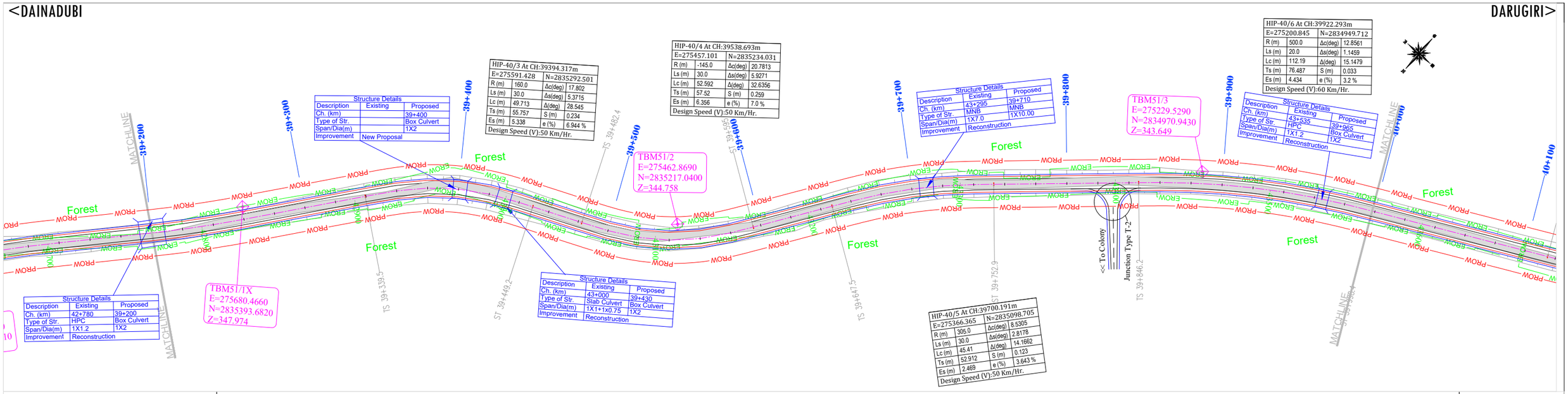
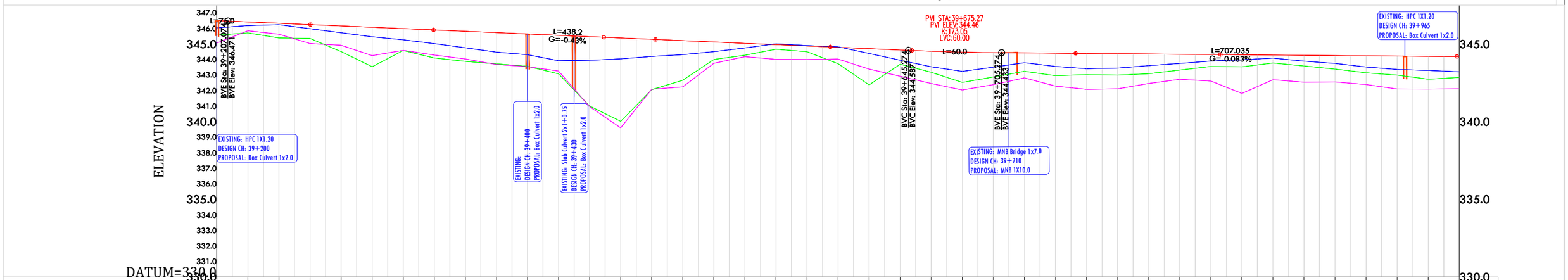
Darugiri
Darugiri UP School
Forest
TBM48/2
E=276297.2270
N=2835989.7480
Z=346.559
TBM48/3
E=276173.9660
N=2835889.4200
Z=345.917
TBM49/0
E=276014.4710
N=2835798.4560
Z=347.718
DGPS/10A
E=275816.6500
N=2835572.9710
Z=345.811
TBM51/1X
E=275680.4660
N=2835393.6820
Z=347.974
HIP-39/2 At CH:38626.198m
E=276111.224 N=2835846.728
R (m) 350.0 Δa(deg) 18.585
Ls (m) 25.0 Δs(deg) 2.0463
Lc (m) 113.529 Δ(deg) 22.6776
Ts (m) 82.698 S (m) 0.074
Es (m) 7.043 e (%) 3.175 %
Design Speed (V):50 Km/Hr.
HIP-39/3 At CH:38783.234m
E=275971.842 N=2835772.264
R (m) 350.0 Δa(deg) 18.585
Ls (m) 25.0 Δs(deg) 2.0463
Lc (m) 113.529 Δ(deg) 22.6776
Ts (m) 82.698 S (m) 0.074
Es (m) 7.043 e (%) 3.175 %
Design Speed (V):50 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 41+990 38+425
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 42+380 38+800
Type of Str. MNB (RCC) Minor Bridge
Span/Dia(m) 1X7 1X10
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 42+380 38+800
Type of Str. MNB (RCC)
Span/Dia(m) 1X25
Improvement Retained
Structure Details
Description Existing Proposed
Ch. (km) 39+060
Type of Str. Box Culvert
Span/Dia(m) 1X2
Improvement New Proposal
Structure Details
Description Existing Proposed
Ch. (km) 42+780 39+200
Type of Str. HPC Box Culvert
Span/Dia(m) 1X1.2 1X2
Improvement Reconstruction
To Colony >>
Junction Type (T-1)
<< To Colony
ELEVATION
DATUM=340.0
FINISHED ROAD LEVEL (m)
GROUND LEVEL AT DESIGN CL (m)
LEVEL DIFFERENCE (m)
GROUND LEVEL RIGHT TOE
GROUND LEVEL LEFT TOE
HORIZONTAL ALIGNMENT
VERTICAL ALIGNMENT
SUPER ELEVATION
TCS TYPE
DESIGN CHAINAGE (KM+m)
CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI – 110001
DESIGN CONSULTANT:
Global Infra Solutions
In JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal –462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org
PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) –(PKG-1B)–Dainadubi To Darugri.
SCALE AT A3 SIZE DRAWING
HORIZ.1:2500
VERT.1:10
TITLE:
PLAN AND PROFILE
38+400
39+200
CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:-19/52
DRAWN: PR
CHECKED: SJ
DESIGNED: SY
APPROVED: SC
REV.
DATE
REVISIONS


<DAINADUBI
DARUGIRI>
HIP-40/3 At CH:39394.317m
E=275591.428 N=2835292.501
R (m) 160.0 Δc(deg) 17.802
Ls (m) 30.0 Δs(deg) 5.3715
Lc (m) 49.713 Δ(deg) 28.545
Ts (m) 55.757 S (m) 0.234
Es (m) 5.338 e (%) 6.944 %
Design Speed (V):50 Km/Hr.
HIP-40/4 At CH:39538.693m
E=275457.101 N=2835234.031
R (m) -145.0 Δc(deg) 20.7813
Ls (m) 30.0 Δs(deg) 5.9271
Lc (m) 52.592 Δ(deg) 32.6356
Ts (m) 57.52 S (m) 0.259
Es (m) 6.356 e (%) 7.0 %
Design Speed (V):50 Km/Hr.
HIP-40/6 At CH:39922.293m
E=275200.845 N=2834949.712
R (m) 500.0 Δc(deg) 12.8561
Ls (m) 20.0 Δs(deg) 1.1459
Lc (m) 112.19 Δ(deg) 15.1479
Ts (m) 76.487 S (m) 0.033
Es (m) 4.434 e (%) 3.2 %
Design Speed (V):60 Km/Hr.
HIP-40/5 At CH:39700.191m
E=275366.365 N=2835098.705
R (m) 305.0 Δc(deg) 8.5305
Ls (m) 30.0 Δs(deg) 2.8178
Lc (m) 45.41 Δ(deg) 14.1662
Ts (m) 52.912 S (m) 0.123
Es (m) 2.469 e (%) 3.643 %
Design Speed (V):50 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 42+780 39+200
Type of Str. HPC Box Culvert
Span/Dia(m) 1X1.2 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) New Proposal
Type of Str. Box Culvert
Span/Dia(m) 1X2
Improvement
Structure Details
Description Existing Proposed
Ch. (km) 43+000 39+430
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1+1X0.75 1X2
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 43+295 39+710
Type of Str. MNB MNB
Span/Dia(m) 1X7.0 1X10.00
Improvement Reconstruction
Structure Details
Description Existing Proposed
Ch. (km) 43+535 39+965
Type of Str. HPC Box Culvert
Span/Dia(m) 1X1.2 1X2
Improvement Reconstruction
TBM51/1X
E=275680.4660
N=2835393.6820
Z=347.974
TBM51/2
E=275462.8690
N=2835217.0400
Z=344.758
TBM51/3
E=275229.5290
N=2834970.9430
Z=343.649
MATCHLINE
Forest
PROW
EROW
TS 39+339.5
ST 39+449.2
TS 39+482.4
TS 39+647.5
ST 39+752.9
TS 39+846.2
<< To Colony
Junction Type T-2
39+200
39+300
39+400
39+500
39+600
39+700
39+800
39+900
40+000
40+100


ELEVATION
DATUM=330.0
347.0
346.0
345.0
344.0
343.0
342.0
341.0
340.0
339.0
338.0
337.0
336.0
335.0
334.0
333.0
332.0
331.0
330.0
L=750
BVE Sta: 39+207.07
BVE Elev: 346.47
L=438.2
G=-0.43%
PVI STA: 39+675.27
PVI ELEV: 344.46
K=173.05
LVC: 60.00
L=60.0
BVC Sta: 39+645.27
BVC Elev: 344.587
BVE Sta: 39+705.27
BVE Elev: 344.433
L=707.035
G=-0.083%
EXISTING: HPC 1X1.20
DESIGN CH: 39+200
PROPOSAL: Box Culvert 1x2.0
EXISTING:
DESIGN CH: 39+400
PROPOSAL: Box Culvert 1x2.0
EXISTING: Slab Culvert 2x1+0.75
DESIGN CH: 39+430
PROPOSAL: Box Culvert 1x2.0
EXISTING: MNB Bridge 1x7.0
DESIGN CH: 39+710
PROPOSAL: MNB 1X10.0
EXISTING: HPC 1X1.20
DESIGN CH: 39+965
PROPOSAL: Box Culvert 1x2.0

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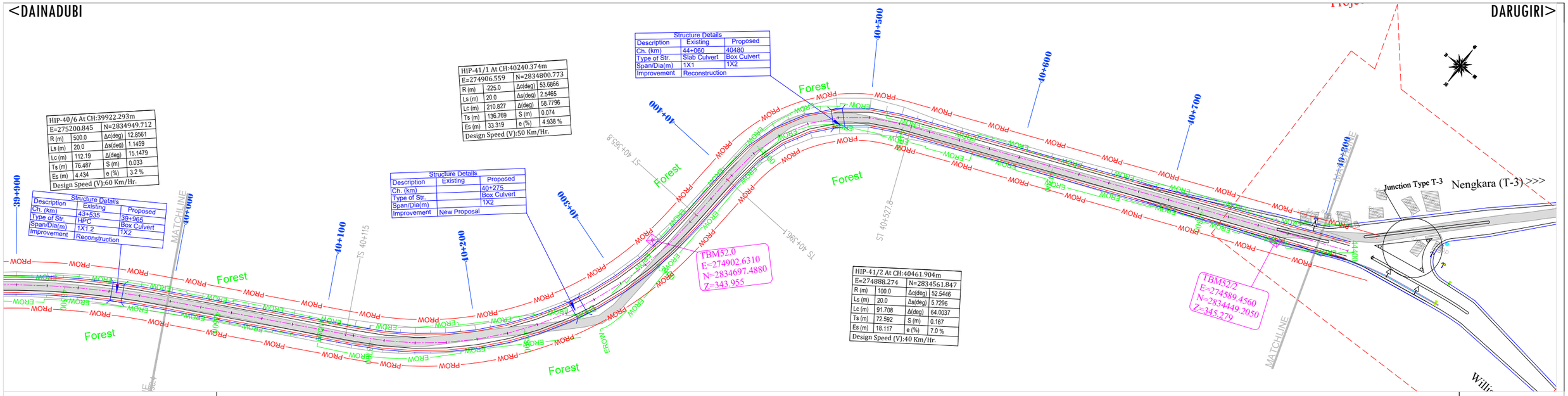
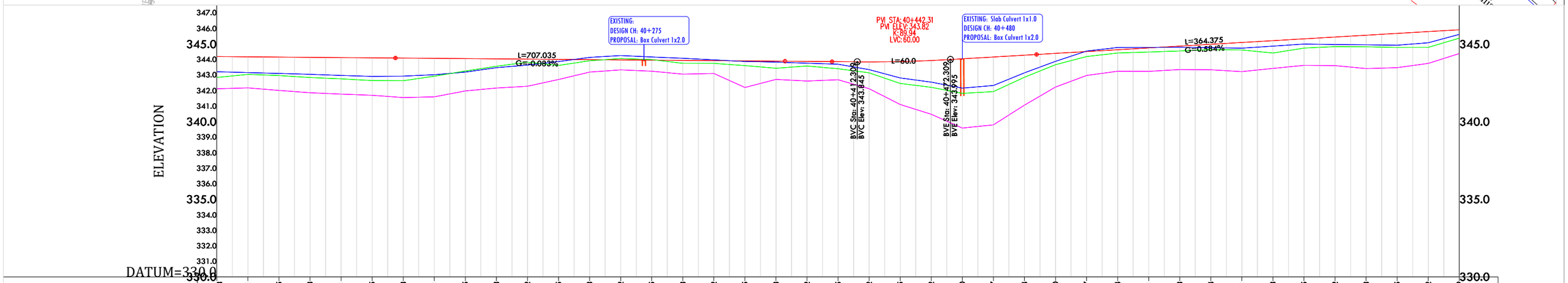

<DAINADUBI
DARUGIRI>
HIP-40/6 At CH:39922.293m
E=275200.845 N=2834949.712
R (m) 500.0 Δc(deg) 12.8561
Ls (m) 20.0 Δs(deg) 1.1459
Lc (m) 112.19 Δ(deg) 15.1479
Ts (m) 76.487 S (m) 0.033
Es (m) 4.434 e (%) 3.2 %
Design Speed (V):60 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 43+535 39+965
Type of Str. HPC Box Culvert
Span/Dia(m) 1X1.2 1X2
Improvement Reconstruction
HIP-41/1 At CH:40240.374m
E=274906.559 N=2834800.773
R (m) -225.0 Δc(deg) 53.6866
Ls (m) 20.0 Δs(deg) 2.5465
Lc (m) 210.827 Δ(deg) 58.7796
Ts (m) 136.769 S (m) 0.074
Es (m) 33.319 e (%) 4.938 %
Design Speed (V):50 Km/Hr.
Structure Details
Description Existing Proposed
Ch. (km) 40+275
Type of Str. Box Culvert
Span/Dia(m) 1X2
Improvement New Proposal
Structure Details
Description Existing Proposed
Ch. (km) 44+060 40480
Type of Str. Slab Culvert Box Culvert
Span/Dia(m) 1X1 1X2
Improvement Reconstruction
HIP-41/2 At CH:40461.904m
E=274888.274 N=2834561.847
R (m) 100.0 Δc(deg) 52.5446
Ls (m) 20.0 Δs(deg) 5.7296
Lc (m) 91.708 Δ(deg) 64.0037
Ts (m) 72.592 S (m) 0.167
Es (m) 18.117 e (%) 7.0 %
Design Speed (V):40 Km/Hr.
TBM52.0
E=274902.6310
N=2834697.4880
Z=343.955
TBM52/2
E=274589.4560
N=2834449.2050
Z=345.279
39+900
40+000
40+100
40+200
40+300
40+400
40+500
40+600
40+700
40+800
MATCHLINE
Forest
PROW
EROW
Junction Type T-3
Nengkara (T-3) >>>


ELEVATION
DATUM=330.0
EXISTING:
DESIGN CH: 40+275
PROPOSAL: Box Culvert 1x2.0
PVI STA: 40+442.31
PVI ELEV: 343.82
K:89.94
LVC: 60.00
EXISTING: Slab Culvert 1x1.0
DESIGN CH: 40+480
PROPOSAL: Box Culvert 1x2.0
L=707.035
G=-0.083%
L=60.0
L=364.375
G=0.584%
BVC Sta: 40+412.309
BVC Elev: 343.845
BVE Sta: 40+472.309
BVE Elev: 343.995

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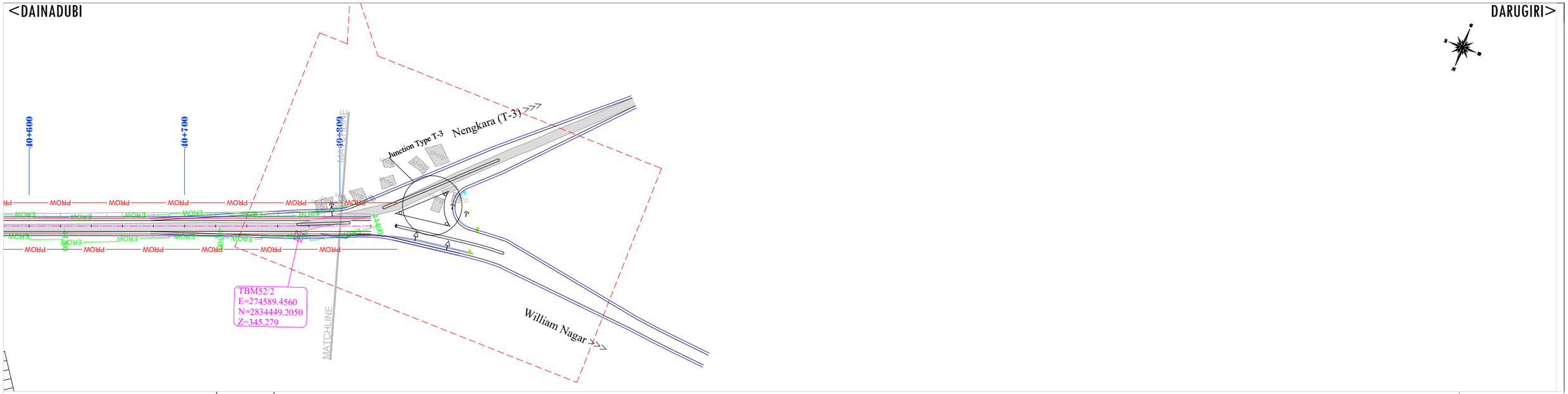


FINISHED ROAD LEVEL (m)	345.909	346.026	346.123
GROUND LEVEL AT DESIGN CL (m)	345.613	346.033	346.033
LEVEL DIFFERENCE (m)	0.296	-0.008	0.090
GROUND LEVEL RIGHT TOE	344.379	344.934	344.934
GROUND LEVEL LEFT TOE	345.371	345.861	345.861
HORIZONTAL ALIGNMENT	L=309.092		
VERTICAL ALIGNMENT	L=364.375 G=0.584		
SUPER ELEVATION	e=-2.5%		
TCS TYPE	TCS 3		
DESIGN CHAINAGE (KM+m)	40+800	40+820	40+840

REV.	DATE	REVISIONS

CLIENT:
NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI - 110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV Krishna Techno Consultants Pvt. Ltd. and association with Infycons Creative Software Pvt. Ltd.
F-2, E-8/11A, Sukhsagar Apartment, Trilanga, Bhopal -462039
e: globalinfrasolutions@gmail.com web: globalinfrasolutions.org

PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)-Dainadubi To Darugri.

SCALE AT A3 SIZE DRAWING
HORIZ.1: 2500
20 0 20 40 60 80 100
VERT.1:1

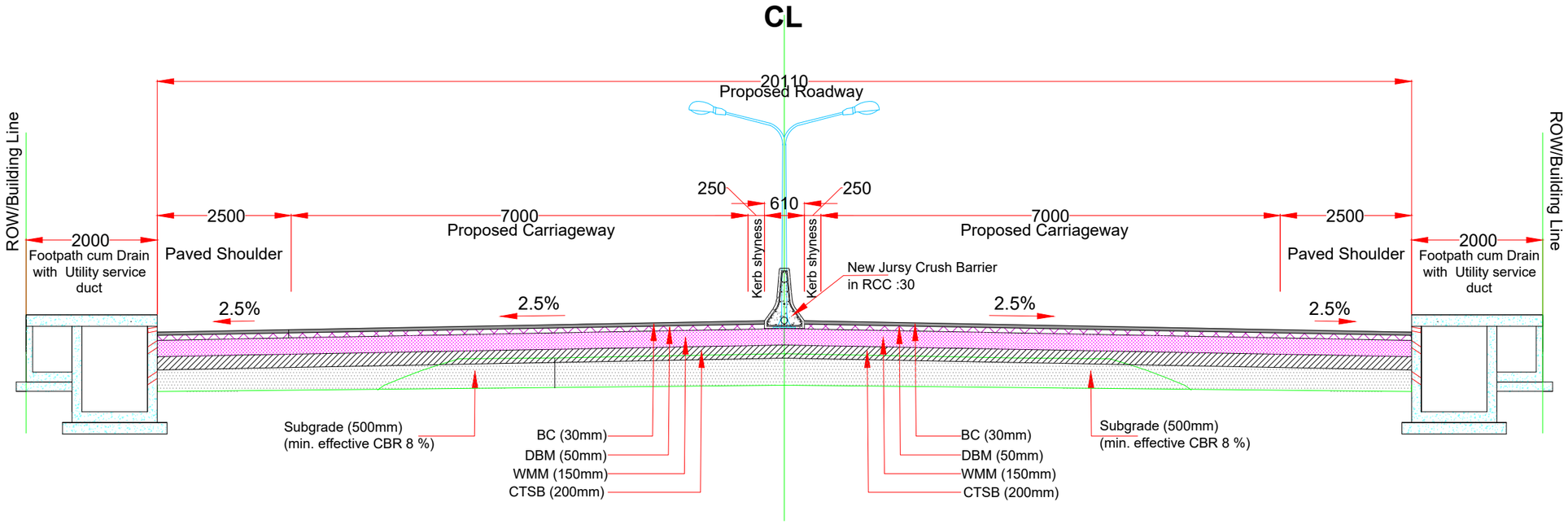
TITLE:
PLAN AND PROFILE
Km - 40+800 to Km- 40+840

CLIENT APPROVAL:
SEAL & SIGNATURE:
DWG NO:-52/52

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
PR	SJ	SY	SC

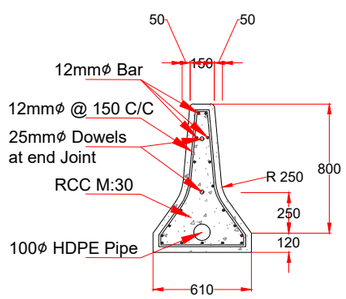
TYPICAL CROSS SECTIONS

GLOBAL INFRA SOLUTIONS
BHOPAL

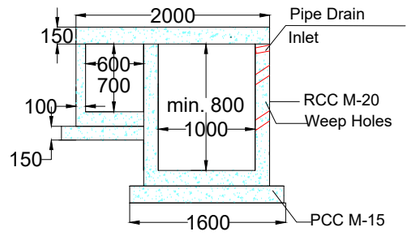


TCS-01B: RECONSTRUCTION OF EXISTING 2-LANE/INTERMEDIATE LANE TO 4-LANE DIVIDED CARRIAGEWAY WITH PAVER BLOCK FLOORING & RCC COVERED DRAIN IN BUILT-UP AREA (RONGJENG MARKET)

ALL DIMENSIONS ARE IN MM



Details of RCC New Jursy Crush Barrier



Details of Footpath cum Drain with Utility Service Duct

Sr No.	Chainag From	Chainag To	Length (Km)	TCS Type
1	24.020	24.720	0.700	1B
	Total		0.670	

REV.	DATE	REVISIONS

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI -110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV with **Krishna Techno Consultant**.
F-2, E-8/11A, Global Tower, Trilanga, Bhopal -462039
e: globalinfrasolutions.bpl@gmail.com web: globalinfrasolutions.org

PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)- DAINADUBI TO DARUGIRI JUNCTION ROAD (NH-217) IN THE STATE ON MEGHALAYA.

SCALE:
Not to scale
Dimensions as mentioned

TITLE:
TYPICAL CROSS SECTION

CLIENT APPROVAL:
SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 01A

TYPICAL CROSS SECTION FOR 2 - LANE HIGHWAY IN BUILT-UP AREA (RECONSTRUCTION)

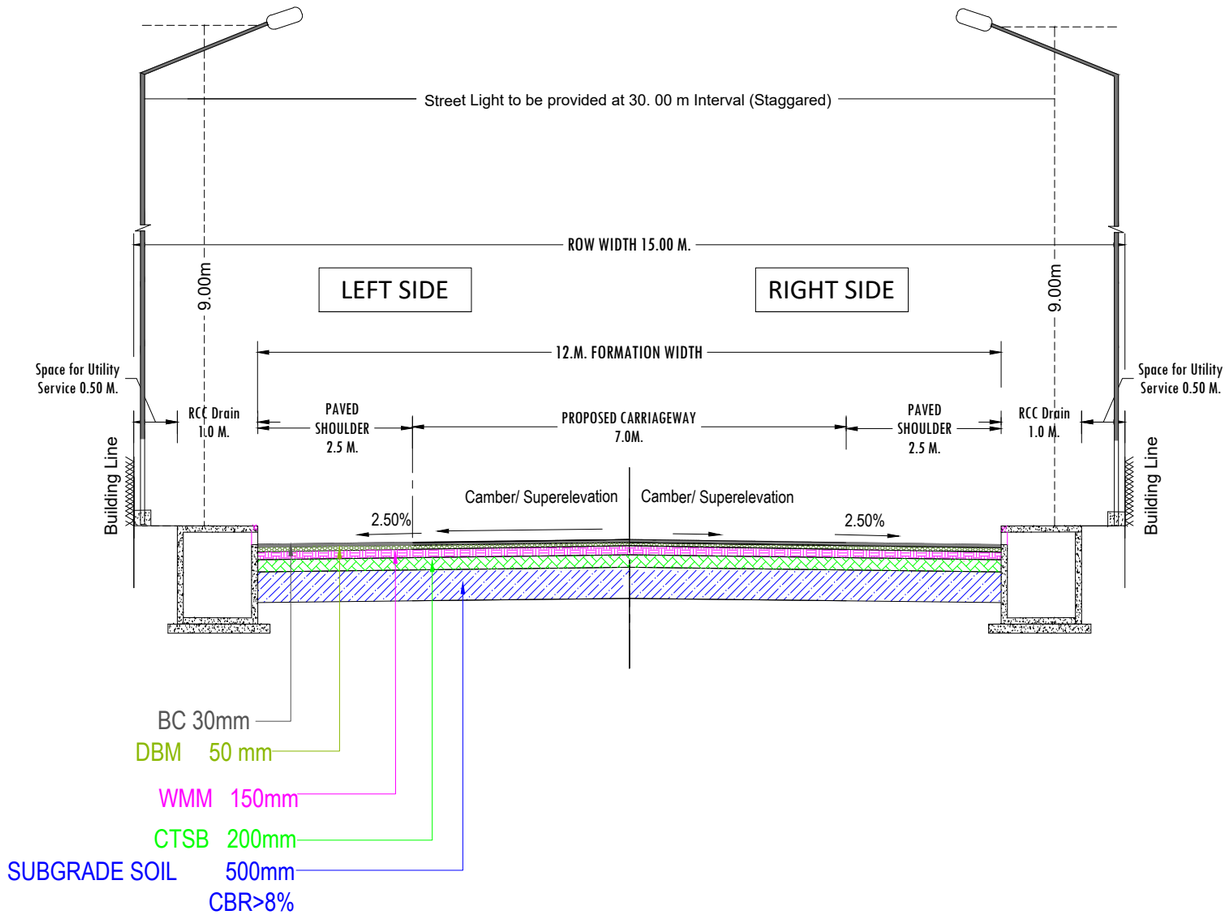


Fig. 2.6 Modified
As per IRC SP 73: 2018

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	33.050	33.245	0.195	1A
2	34.700	35.060	0.360	1A
	Total		0.555	km

NOTES:

1. ALL DIMENSIONS ARE IN METERS, UNLESS NOTED OTHERWISE.
2. DIMENSIONS SHALL NOT BE SCALED OFF FROM THE DRAWING. ONLY WRITTEN DIMENSION SHALL BE FOLLOWED.
3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.

REV.	DATE	REVISIONS

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI -110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV with **Krishna Techno Consultant**.
F-2, E-8/11A, Global Tower, Trilanga, Bhopal -462039
e: globalinfrasolutions.bpl@gmail.com **web:** globalinfrasolutions.org

PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)- DAINADUBI TO DARUGIRI JUNCTION ROAD (NH-217) IN THE STATE ON MEGHALAYA.

SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/TS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 01

TYPICAL CROSS SECTION FOR 2 - LANE HIGHWAY IN BUILT-UP AREA (OVERLAY/WIDENING)

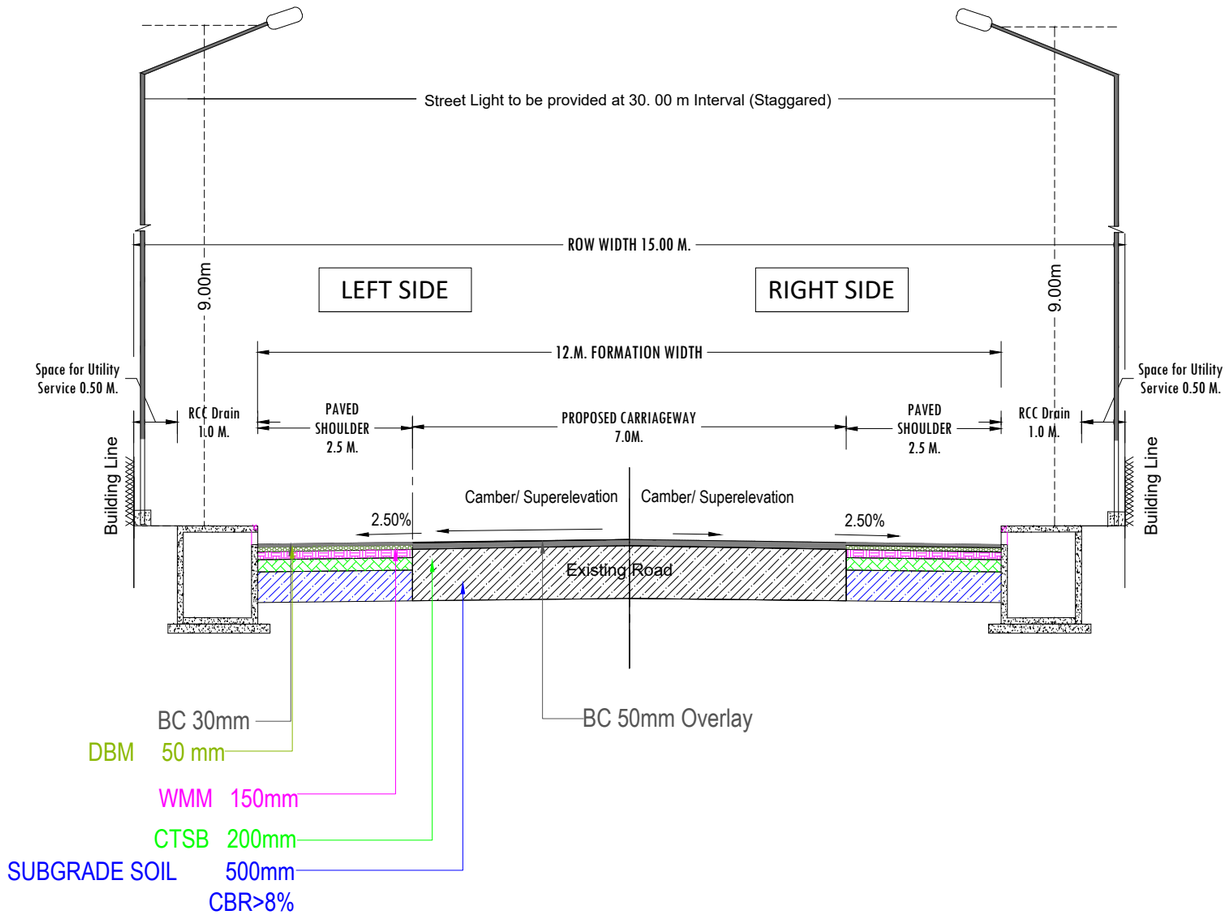


Fig. 2.6 Modified
As per IRC SP 73: 2018

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	0.000	0.700	0.700	I
2	10.900	11.200	0.300	I
Total			1.000	km

NOTES:

1. ALL DIMENSIONS ARE IN METERS, UNLESS NOTED OTHERWISE.
2. DIMENSIONS SHALL NOT BE SCALED OFF FROM THE DRAWING. ONLY WRITTEN DIMENSION SHALL BE FOLLOWED.
3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.

REV.	DATE	REVISIONS

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI -110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV with **Krishna Techno Consultant**.
F-2, E-8/11A, Global Tower, Trilanga, Bhopal -462039
e: globalinfrasolutions.bpl@gmail.com web: globalinfrasolutions.org

PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)- DAINADUBI TO DARUGIRI JUNCTION ROAD (NH-217) IN THE STATE ON MEGHALAYA.

SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL:
SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 02

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY OVERLAY (OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

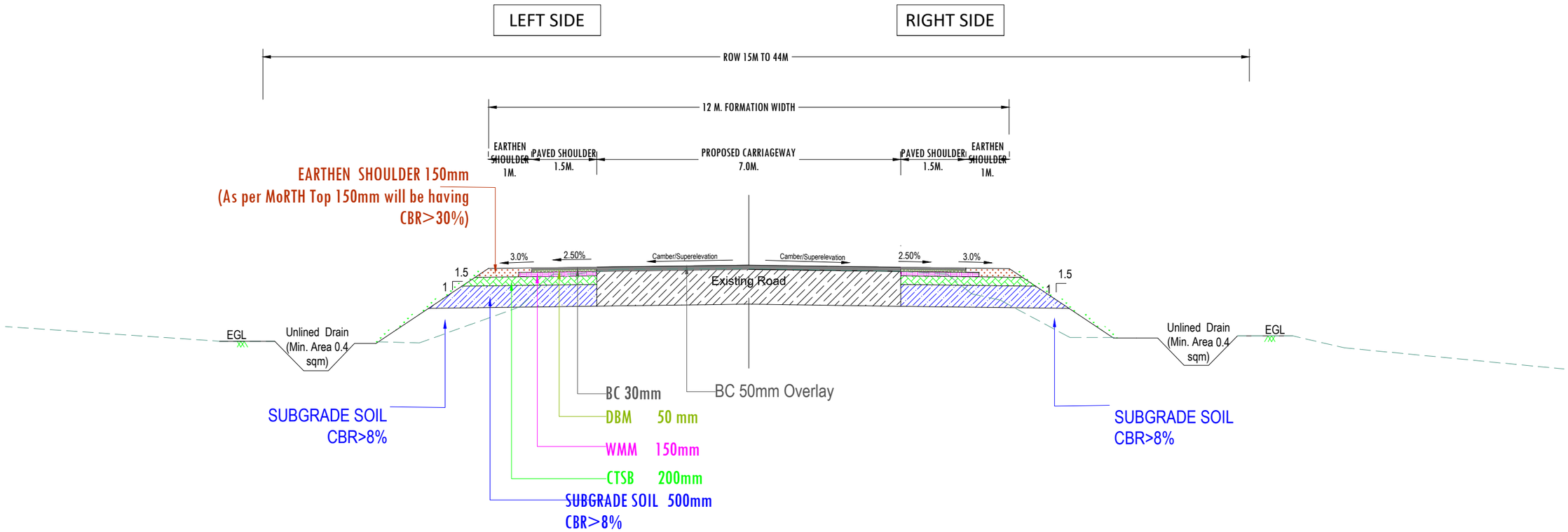


Fig. 2.9 Modified
As per IRC SP 73: 2018

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	0.700	1.300	0.600	2
2	1.600	3.300	1.700	2
3	3.740	3.980	0.240	2
4	4.800	5.300	0.500	2
5	5.880	7.750	1.870	2
6	9.180	9.650	0.470	2
7	31.060	31.420	0.360	2
8	32.290	32.520	0.230	2
Total			5.970	km

NOTES:

1. ALL DIMENSIONS ARE IN METERS, UNLESS NOTED OTHERWISE.
2. DIMENSIONS SHALL NOT BE SCALED OFF FROM THE DRAWING. ONLY WRITTEN DIMENSION SHALL BE FOLLOWED.
3. 50MM PCC M15 PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.

REV.	DATE	REVISIONS

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SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO: – GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 03

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY (NEW CONSTRUCTION)
(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

BANKING SECTION
HEIGHT LESS THAN 3m

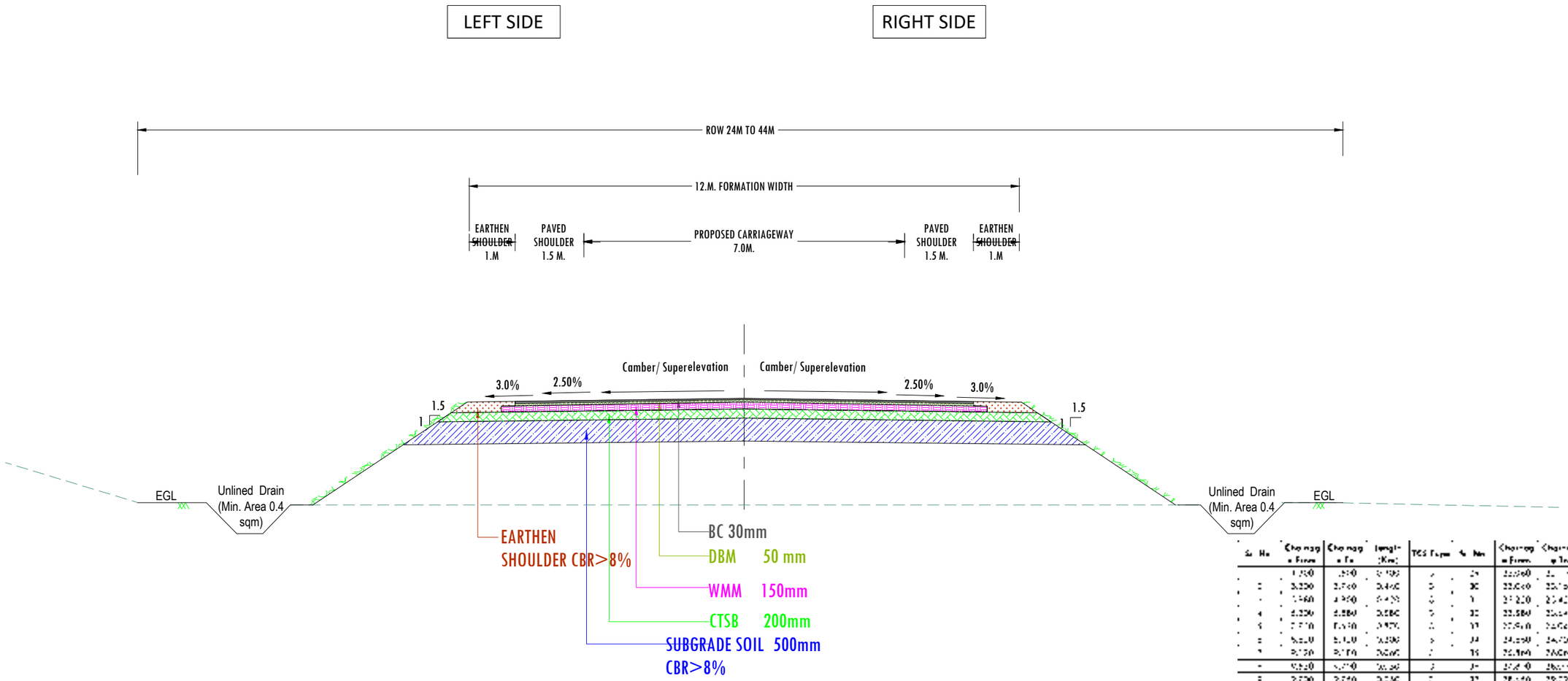

Fig. 2.9 Modified
As per IRC SP 73: 2018

Sl. No.	Chainage From	Chainage To	Length (Km)	TCS Type	Sl. No.	Chainage From	Chainage To	Length (Km)	TCS Type
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total			11.535	Km					

NOTES:

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3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.

REV.	DATE	REVISIONS

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SCALE:
Not to scale
Dimensions as mentioned

TITLE:
TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 04

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)
(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

BANKING SECTION
HEIGHT MORE THAN 3m

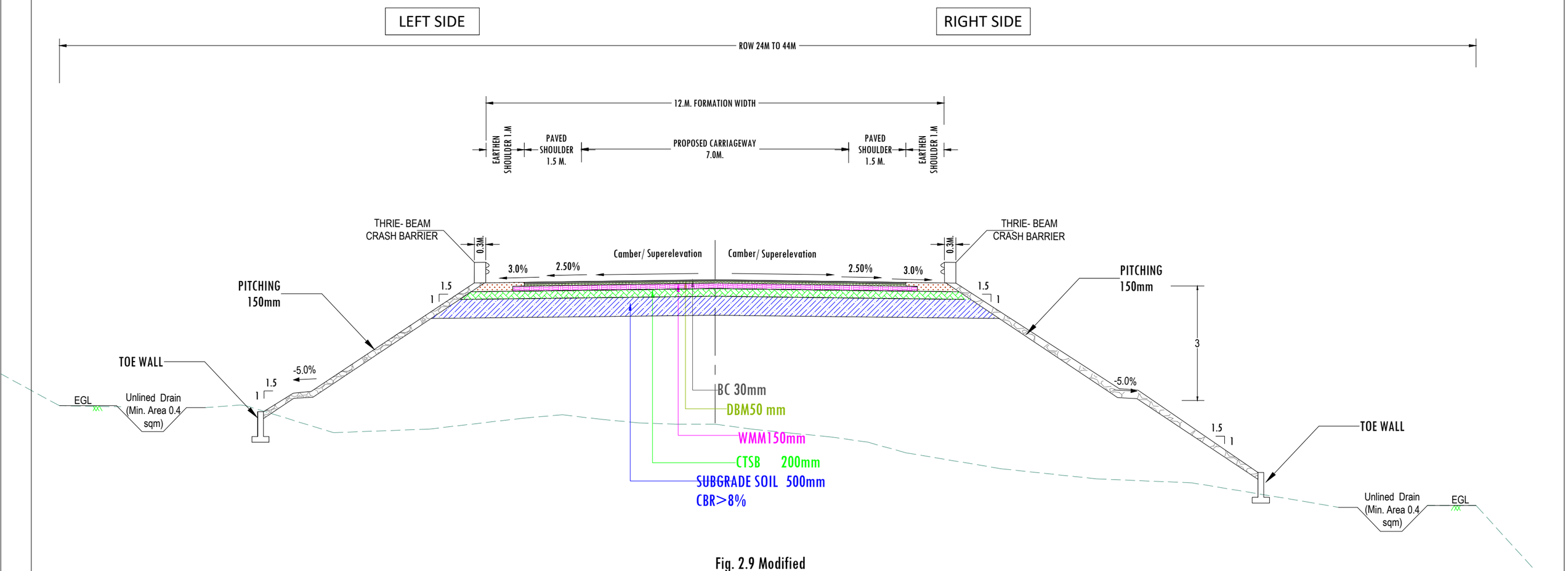

Fig. 2.9 Modified
As per IRC SP 73: 2018

NOTES:

1. ALL DIMENSIONS ARE IN METERS, UNLESS NOTED OTHERWISE.
2. DIMENSIONS SHALL NOT BE SCALED OFF FROM THE DRAWING. ONLY WRITTEN DIMENSION SHALL BE FOLLOWED.
3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.

REV.	DATE	REVISIONS

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SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 05

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)
(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

CUTTING SECTION
CUTTING HEIGHT < 1m

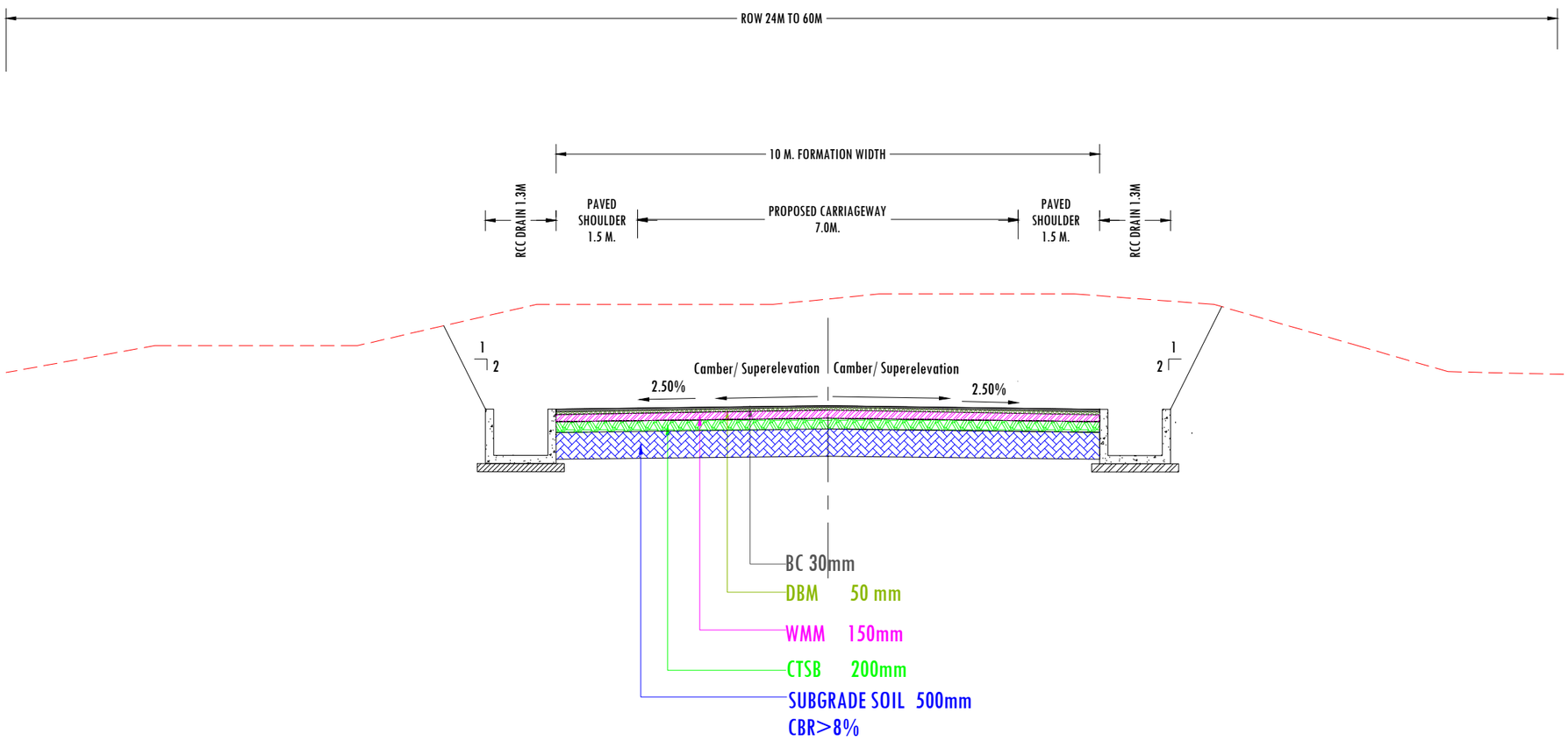

Fig. 2.9 Modified
As per IRC SP 73: 2018

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	8.980	9.120	0.140	5
2	13.900	13.920	0.020	5
3	16.680	16.720	0.040	5
4	16.860	16.900	0.040	5
5	18.100	18.430	0.330	5
6	20.240	20.300	0.060	5
7	21.250	21.160	0.210	5
8	21.580	21.620	0.040	5
9	21.720	21.760	0.040	5
10	22.100	22.240	0.140	5
11	22.480	22.580	0.100	5
12	22.620	22.680	0.060	5
13	23.520	23.580	0.060	5
14	23.680	23.960	0.280	5
15	24.240	24.280	0.040	5
16	24.400	24.460	0.060	5
17	24.740	24.780	0.040	5
18	25.040	25.140	0.100	5
19	28.900	29.250	0.350	5
20	29.580	29.760	0.180	5
21	30.400	30.600	0.200	5
22	31.520	31.600	0.080	5
23	32.520	32.600	0.080	5
24	33.310	33.340	0.030	5
25	33.820	33.940	0.120	5
26	33.980	34.030	0.050	5
27	36.720	36.780	0.060	5
28	37.260	37.340	0.080	5
29	38.120	38.220	0.100	5
		Total	3.130	km

REV.	DATE	REVISIONS

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PTI BUILDING, 4 PARLIAMENT STREET
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DESIGN CONSULTANT:
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SCALE:
Not to scale
Dimensions as mentioned

TITLE:
TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/GS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 06 A

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)
(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

CUTTING SECTION
CUTTING HEIGHT > 1m AND LESS THAN 7m

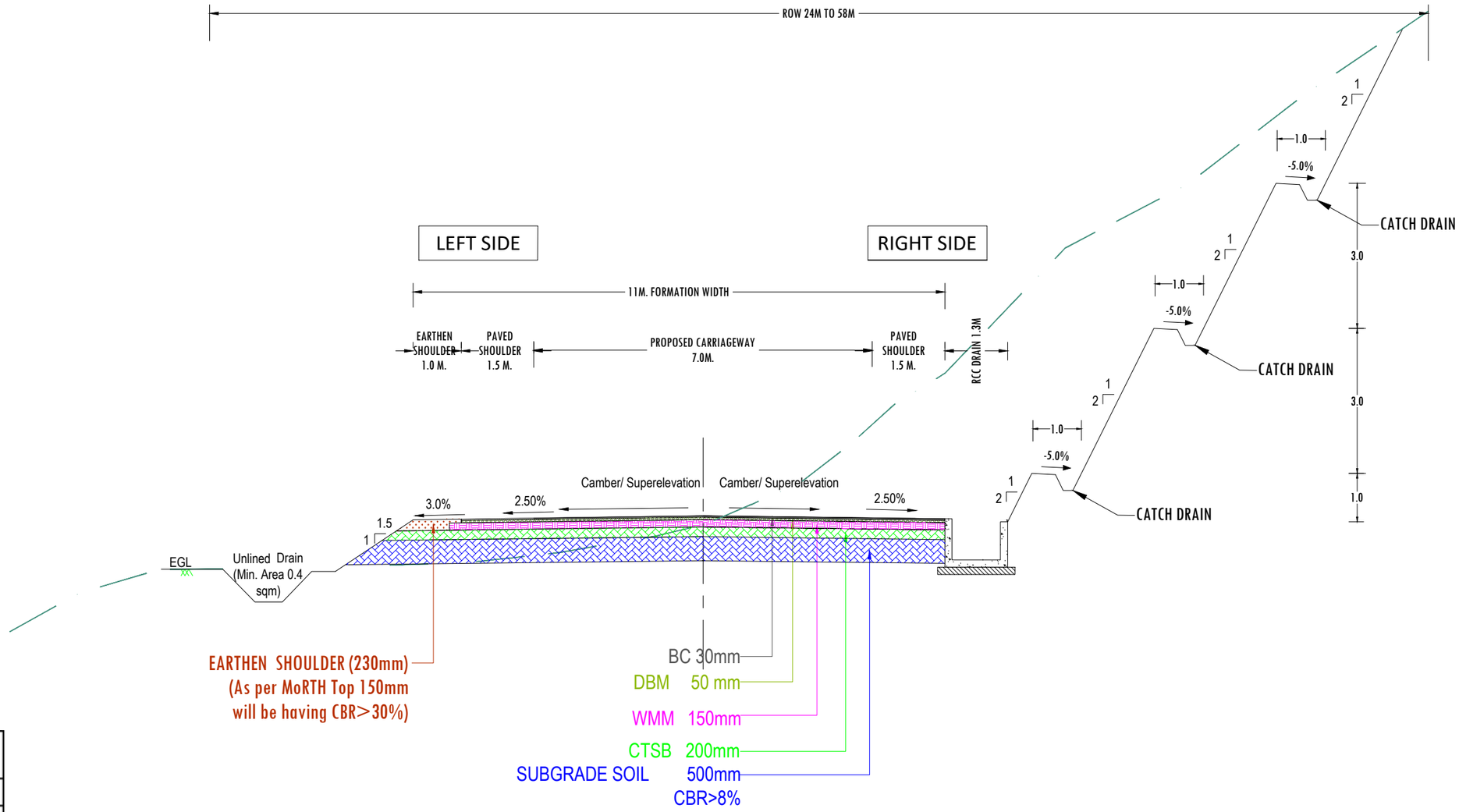

Fig. 2.9 Modified
As per IRC SP 73:
2018

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	17.460	17.580	0.120	6A
2	17.680	17.880	0.200	6A
3	19.140	19.320	0.180	6A
4	32.880	33.050	0.170	6A
5	33.480	33.540	0.060	6A
6	33.760	33.820	0.060	6A
7	37.680	37.800	0.120	6A
Total			0.910	km

NOTES:

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3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.

REV.	DATE	REVISIONS

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI -110001

DESIGN CONSULTANT:
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SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 06

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)
(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

CUTTING SECTION
CUTTING HEIGHT > 1m AND LESS THAN 7m

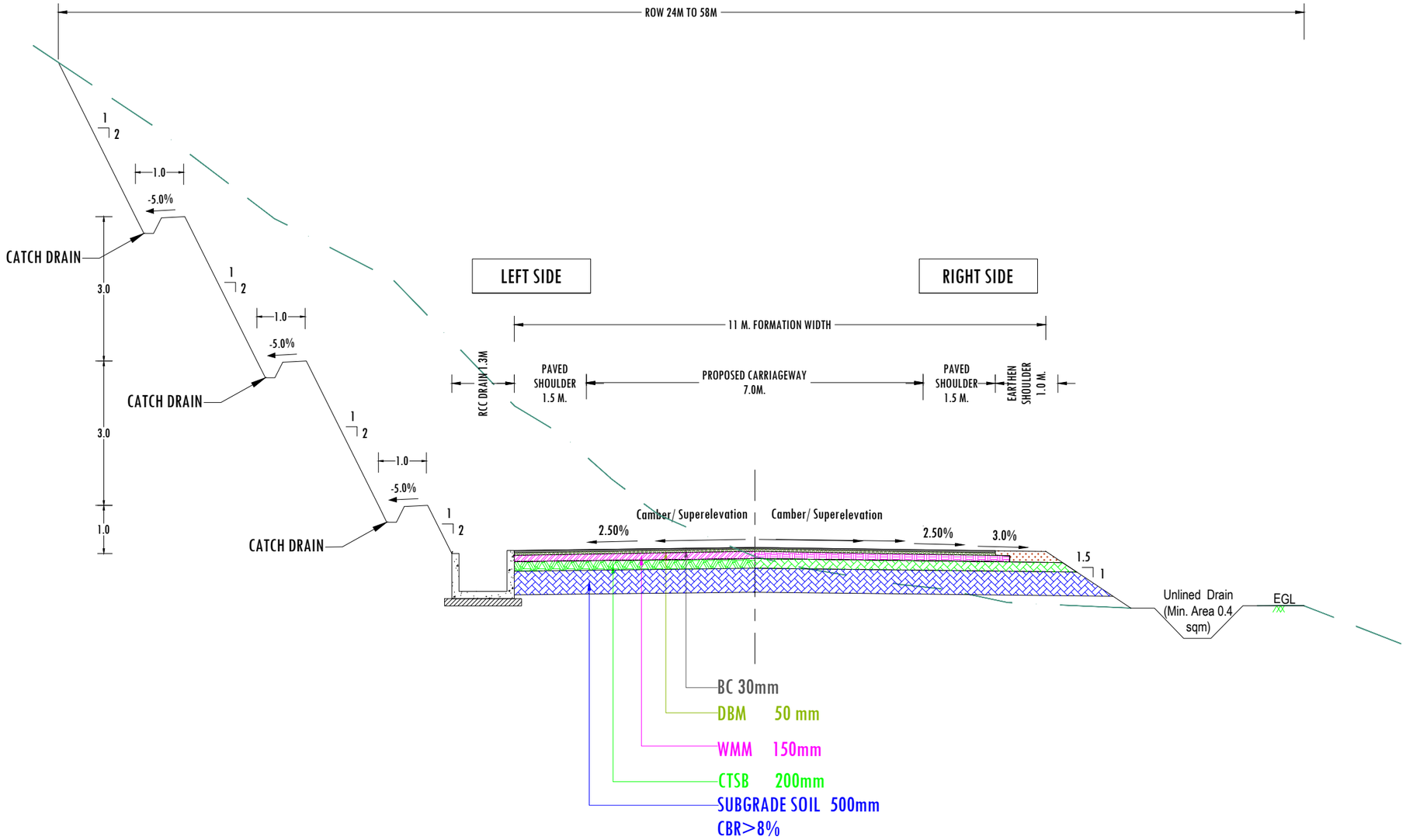

Fig. 2.9 Modified
As per IRC SP 73: 2018

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	8.920	8.980	0.060	6
2	10.020	10.180	0.160	6
3	10.160	10.240	0.080	6
4	10.240	10.270	0.030	6
5	10.350	10.750	0.390	6
6	11.600	11.620	0.020	6
7	13.130	13.170	0.040	6
8	13.380	13.440	0.060	6
9	13.700	13.900	0.200	6
10	17.320	17.390	0.070	6
11	18.490	18.600	0.110	6
12	18.800	19.000	0.200	6
13	20.300	20.400	0.100	6
14	20.840	21.040	0.200	6
15	21.100	21.250	0.150	6
16	21.840	22.060	0.220	6
17	22.880	23.040	0.160	6
18	23.900	24.000	0.100	6
19	24.580	24.660	0.080	6
20	24.940	25.040	0.100	6
21	25.180	25.680	0.500	6
22	25.720	25.860	0.140	6
23	26.050	26.270	0.220	6
24	26.740	27.060	0.320	6
25	27.120	27.800	0.680	6
26	29.290	29.580	0.290	6
27	32.080	32.290	0.210	6
28	35.040	35.240	0.200	6
29	35.320	35.380	0.060	6
30	35.420	35.500	0.080	6
31	35.540	36.200	0.660	6
32	36.120	36.160	0.040	6
33	36.500	36.540	0.040	6
34	35.720	35.820	0.100	6
		Total	6.300	km

NOTES:

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3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.

REV.	DATE	REVISIONS

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI -110001

DESIGN CONSULTANT:
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PROJECT:
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SCALE:
Not to scale
Dimensions as mentioned

TITLE:
TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 07

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)

(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

CUTTING SECTION WITH LEFT SIDE BREAST WALL

CUTTING HEIGHT > 7m

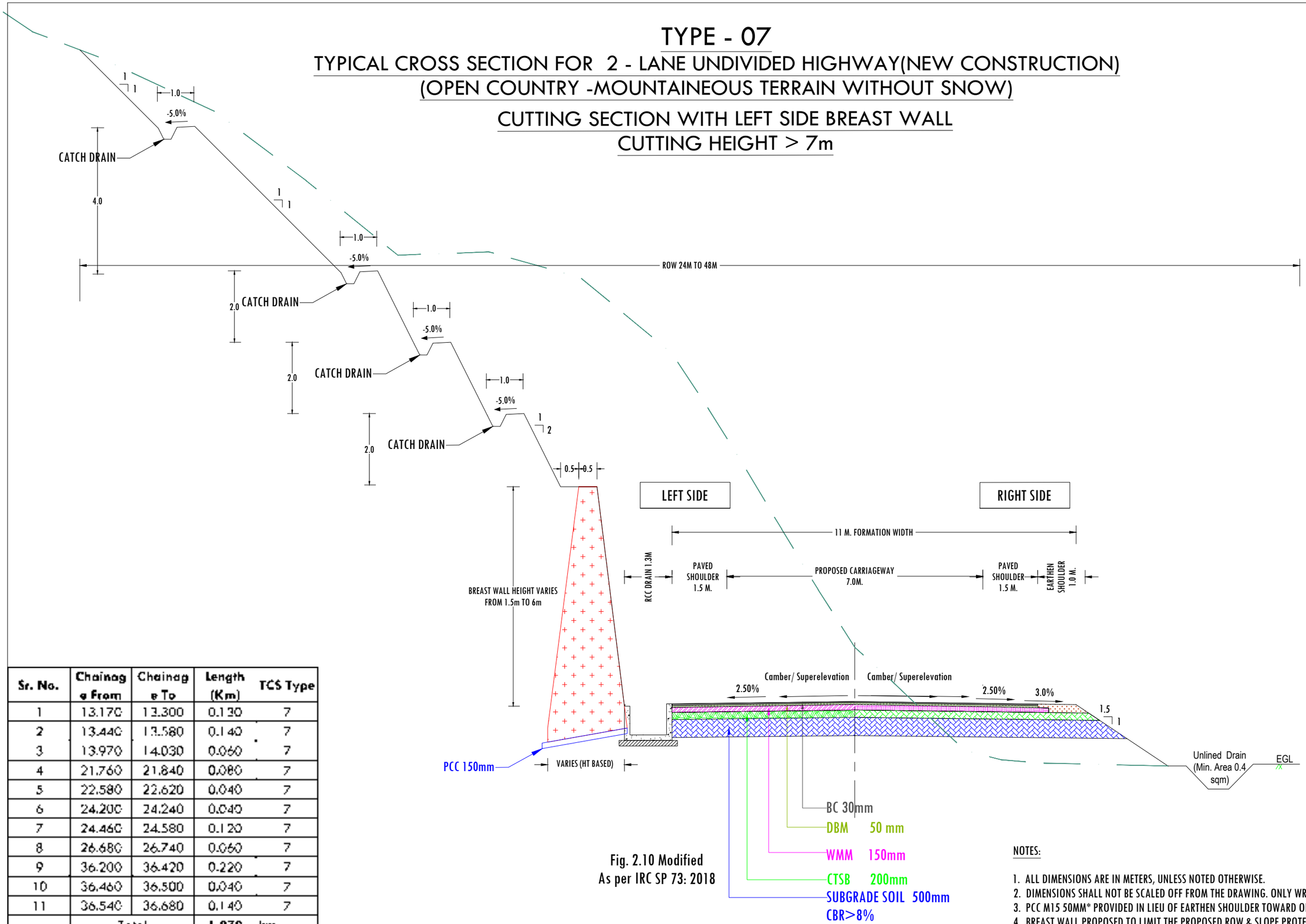

Fig. 2.10 Modified
As per IRC SP 73: 2018

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	13.170	13.300	0.130	7
2	13.440	13.580	0.140	7
3	13.970	14.030	0.060	7
4	21.760	21.840	0.080	7
5	22.580	22.620	0.040	7
6	24.200	24.240	0.040	7
7	24.460	24.580	0.120	7
8	26.680	26.740	0.060	7
9	36.200	36.420	0.220	7
10	36.460	36.500	0.040	7
11	36.540	36.680	0.140	7
	Total		1.070	km

NOTES:

1. ALL DIMENSIONS ARE IN METERS, UNLESS NOTED OTHERWISE.
2. DIMENSIONS SHALL NOT BE SCALED OFF FROM THE DRAWING. ONLY WRITTEN DIMENSION SHALL BE FOLLOWED.
3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.
4. BREAST WALL PROPOSED TO LIMIT THE PROPOSED ROW & SLOPE PROTECTION IN CUT SECTION.

REV.	DATE	REVISIONS

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
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DESIGN CONSULTANT:
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SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO: – GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 8

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)

(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

CUTTING SECTION WITH RIGHT SIDE BREAST WALL

CUTTING HEIGHT > 7m

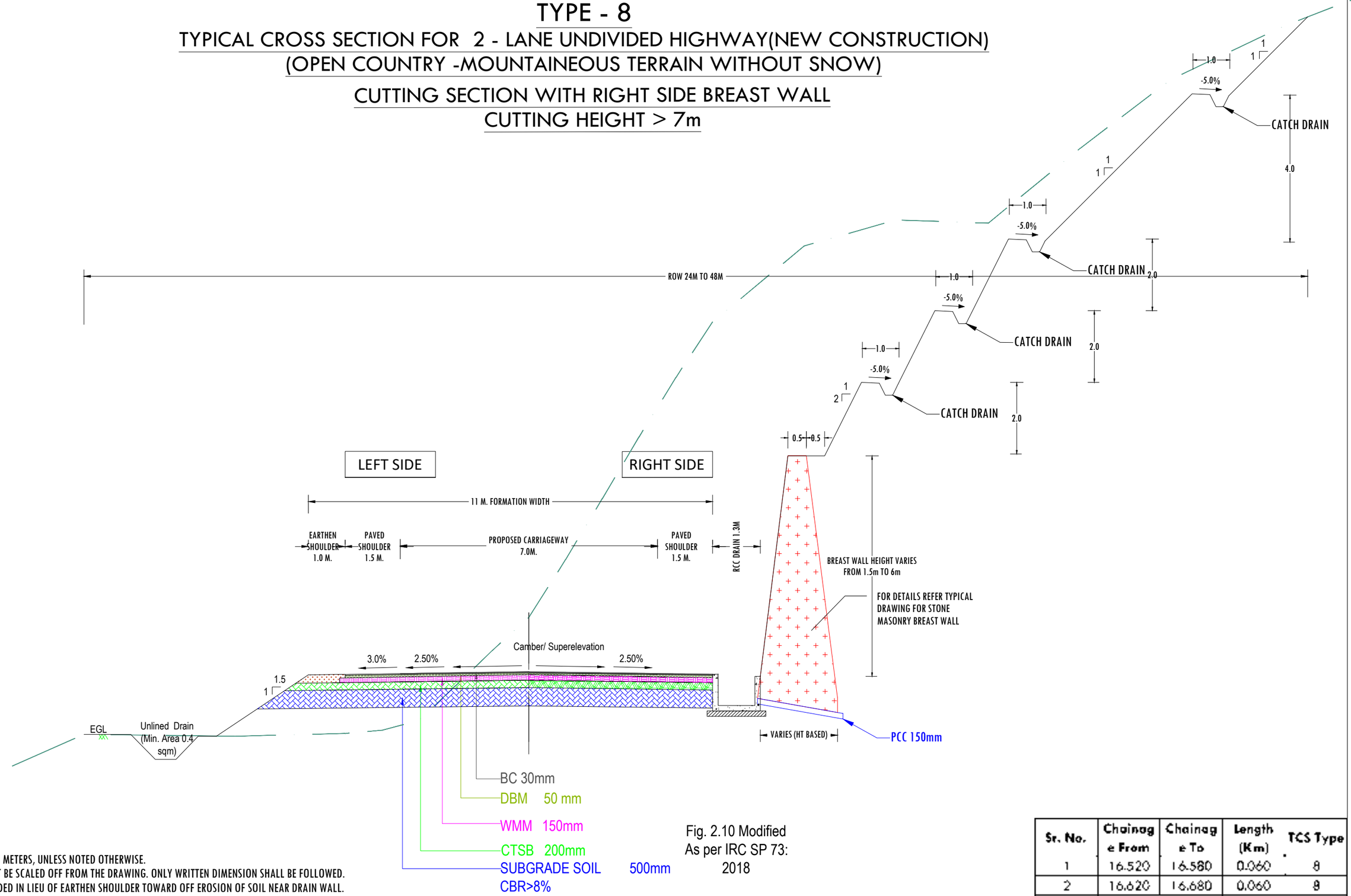

Fig. 2.10 Modified
As per IRC SP 73:
2018

NOTES:

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2. DIMENSIONS SHALL NOT BE SCALED OFF FROM THE DRAWING. ONLY WRITTEN DIMENSION SHALL BE FOLLOWED.
3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.
4. BREAST WALL PROPOSED TO LIMIT THE PROPOSED ROW & SLOPE PROTECTION IN CUT SECTION.

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	16.520	16.580	0.060	8
2	16.620	16.680	0.060	8
	Total		0.120	km

REV.	DATE	REVISIONS

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SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

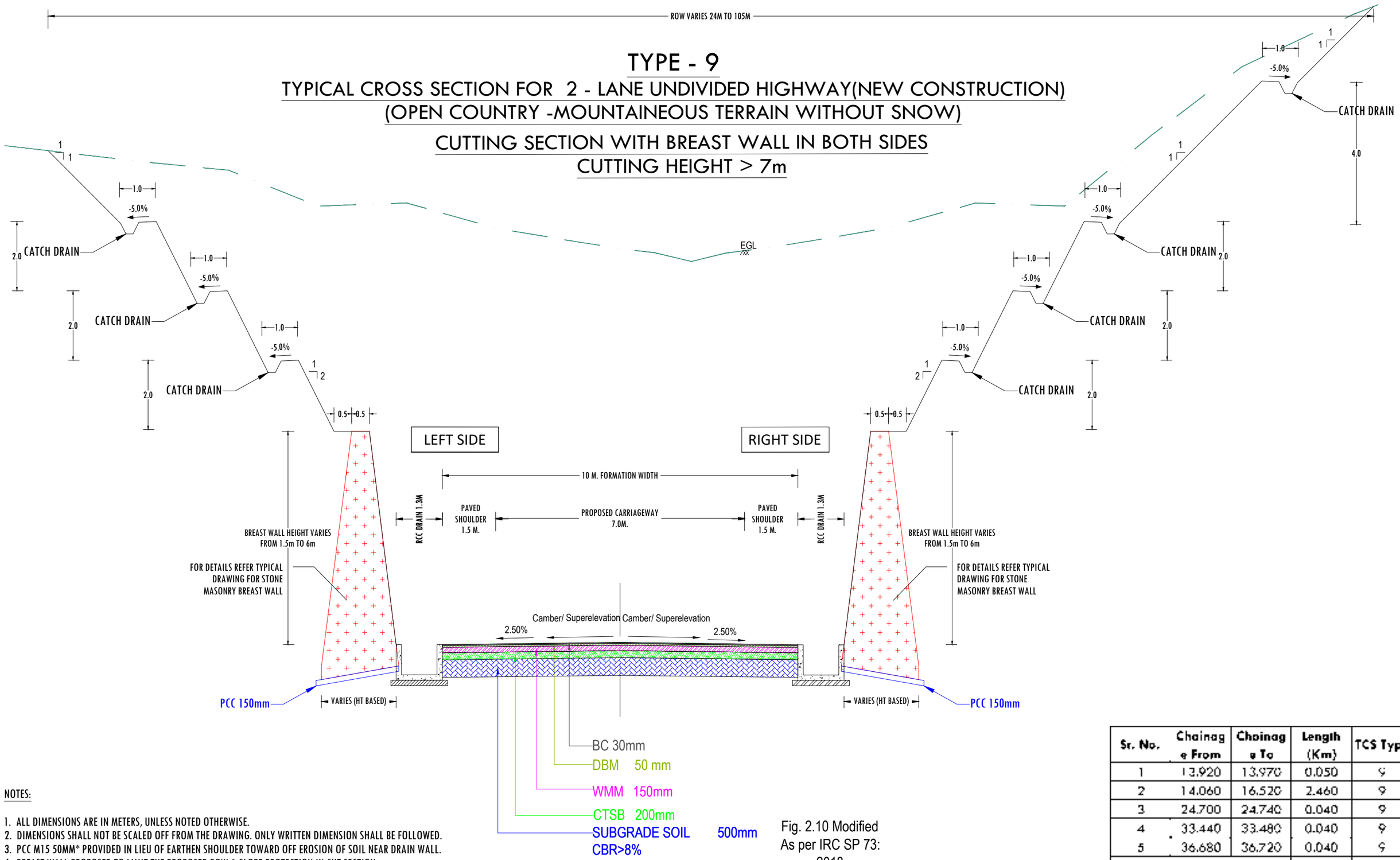
CLIENT APPROVAL:
SIGNATURE:
DWG NO:- GIS/1B/NHIDCL/GS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 9

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)
(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

CUTTING SECTION WITH BREAST WALL IN BOTH SIDES
CUTTING HEIGHT > 7m



Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	13.920	13.970	0.050	9
2	14.060	16.520	2.460	9
3	24.700	24.740	0.040	9
4	33.440	33.480	0.040	9
5	36.680	36.720	0.040	9
Total			2.630	km

Fig. 2.10 Modified
As per IRC SP 73:
2018

NOTES:

1. ALL DIMENSIONS ARE IN METERS, UNLESS NOTED OTHERWISE.
2. DIMENSIONS SHALL NOT BE SCALED OFF FROM THE DRAWING. ONLY WRITTEN DIMENSION SHALL BE FOLLOWED.
3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.
4. BREAST WALL PROPOSED TO LIMIT THE PROPOSED ROW & SLOPE PROTECTION IN CUT SECTION.

REV.	DATE	REVISIONS

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
PTI BUILDING, 4 PARLIAMENT STREET
SANSAD MARG AREA, NEW DELHI -110001

DESIGN CONSULTANT:
Global Infra Solutions
in JV with **Krishna Techno Consultant**.
F-2, E-8/11A, Global Tower, Trilanga, Bhopal -462039
e: globalinfrasolutions.bpl@gmail.com web: globalinfrasolutions.org

PROJECT:
CONSULTANCY SERVICES FOR PREPARATION OF DPR FOR ECONOMIC CORRIDORS, INTER CORRIDORS AND FEEDER ROUTES TO IMPROVE THE EFFICIENCY OF FREIGHT MOVEMENT IN INDIA UNDER BHARATMALA PARIYOJNA (LOT-01) -(PKG-1B)- DAINADUBI TO DARUGIRI JUNCTION ROAD (NH-217) IN THE STATE ON MEGHALAYA.

SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO: – GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 10

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)
(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)

BANKING SECTION WITH RETAINING WALL IN LEFT SIDE
HEIGHT MORE THAN 3m

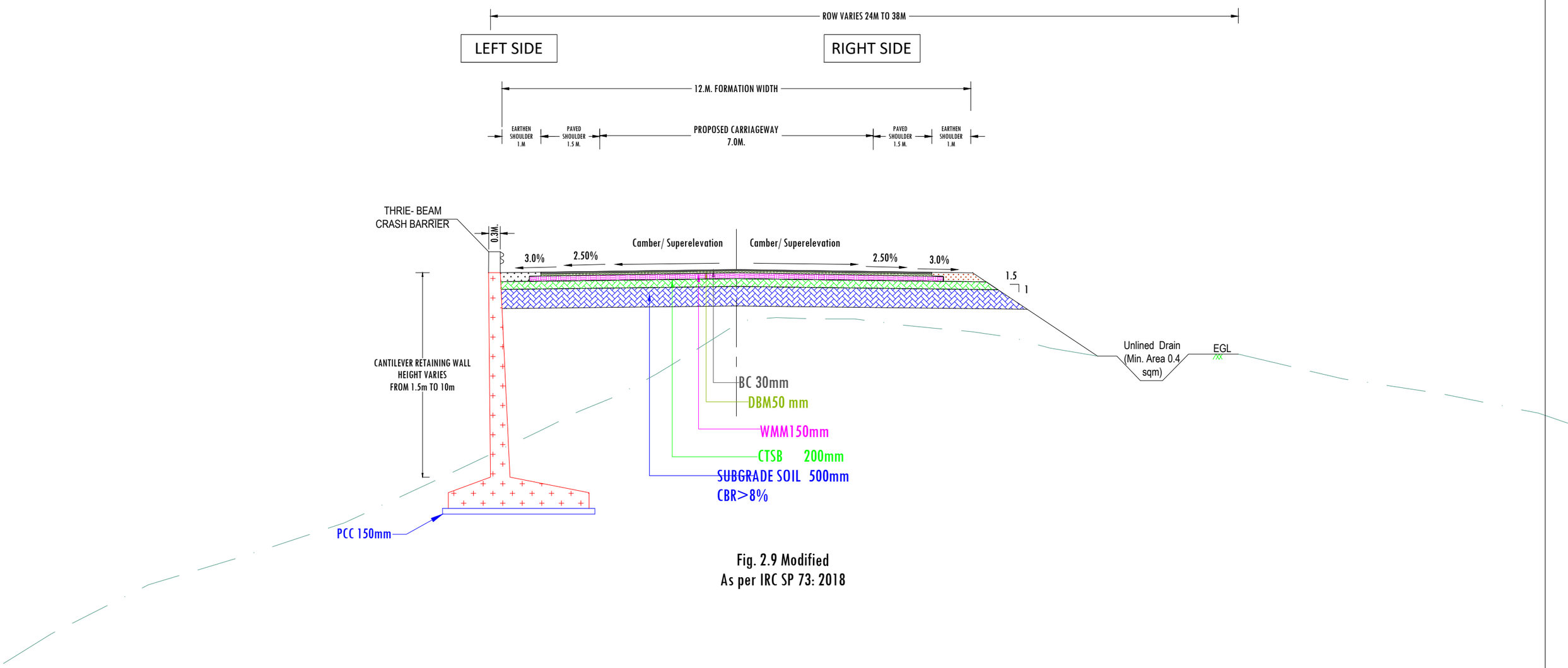


Fig. 2.9 Modified
As per IRC SP 73: 2018

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3. PCC M15 50MM* PROVIDED IN LIEU OF EARTHEN SHOULDER TOWARD OFF EROSION OF SOIL NEAR DRAIN WALL.

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	17.880	18.020	0.140	10
	Total		0.140	Km

REV.	DATE	REVISIONS

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PROJECT:
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SCALE: Not to scale Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO: – GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA

TYPE - 11

TYPICAL CROSS SECTION FOR 2 - LANE UNDIVIDED HIGHWAY(NEW CONSTRUCTION)
(OPEN COUNTRY -MOUNTAINEOUS TERRAIN WITHOUT SNOW)
BANKING SECTION WITH RETAINING WALL IN LEFT SIDE OFFSET FROM SHOULDER
HEIGHT MORE THAN 3m

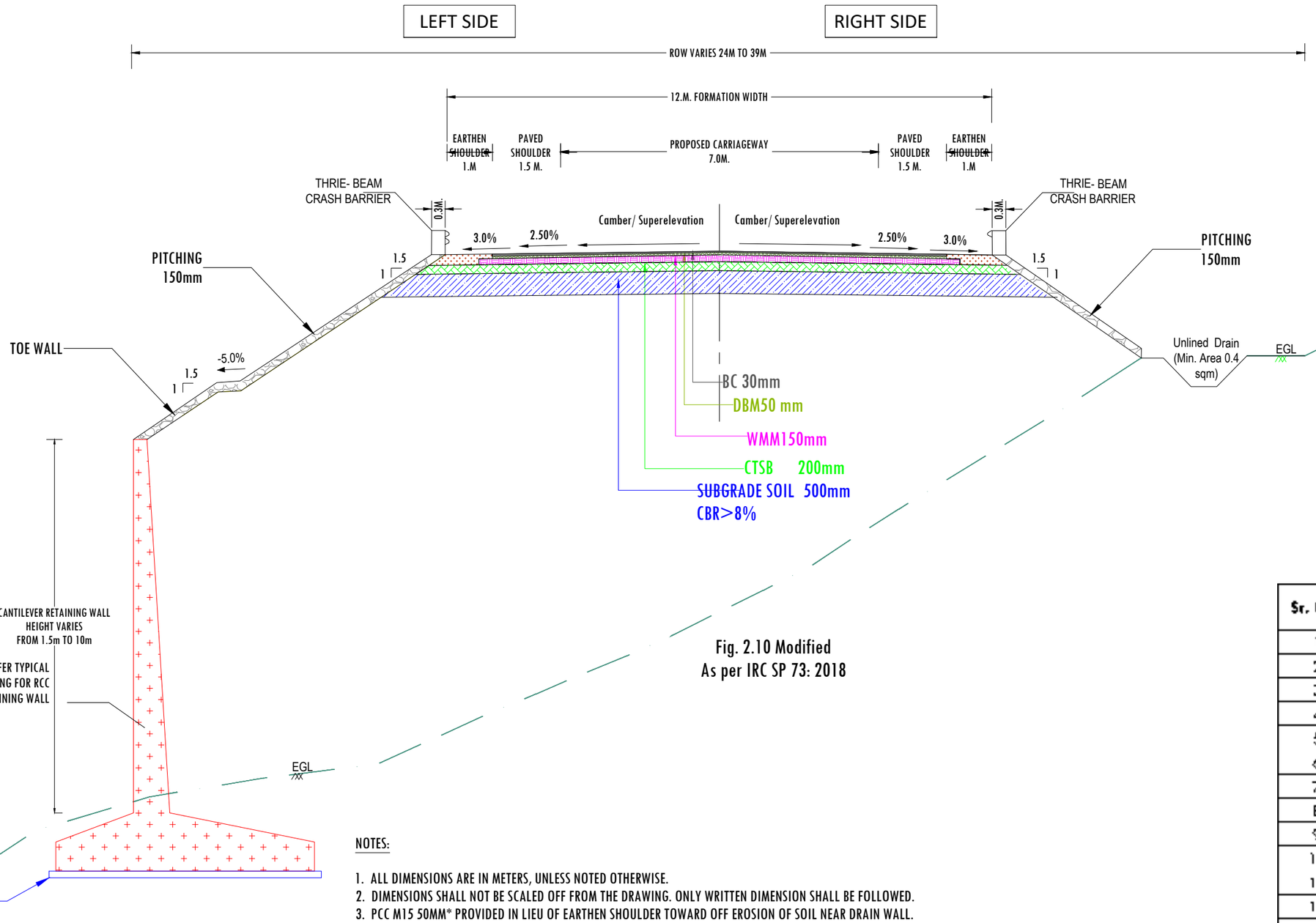

Fig. 2.10 Modified
As per IRC SP 73: 2018

Sr. No.	Chainage From	Chainage To	Length (Km)	TCS Type
1	17.580	17.680	0.100	11
2	23.160	23.220	0.060	11
3	29.760	29.800	0.040	11
4	32.740	32.780	0.040	11
5	32.780	32.880	0.100	11
6	33.340	33.440	0.100	11
7	33.540	33.600	0.060	11
8	33.640	33.760	0.120	11
9	37.440	37.680	0.240	11
10	37.800	38.120	0.320	11
11	38.820	38.920	0.100	11
12	38.920	39.100	0.180	11
Total			1.460	km

NOTES:

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REV.	DATE	REVISIONS

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SCALE: Not to scale
Dimensions as mentioned

TITLE: TYPICAL CROSS SECTION

CLIENT APPROVAL: | SIGNATURE:

DWG NO:- GIS/1B/NHIDCL/FS/TCS

DRAWN:	CHECKED:	DESIGNED:	APPROVED:
LK	SJ	SC	LA