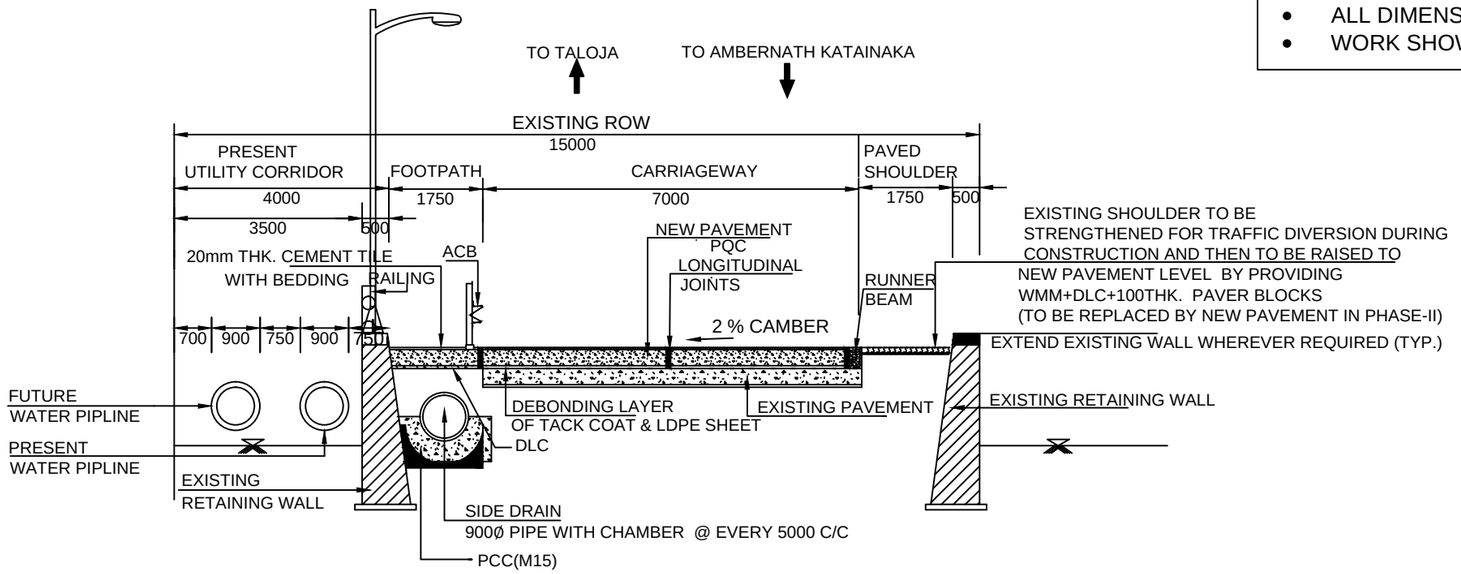
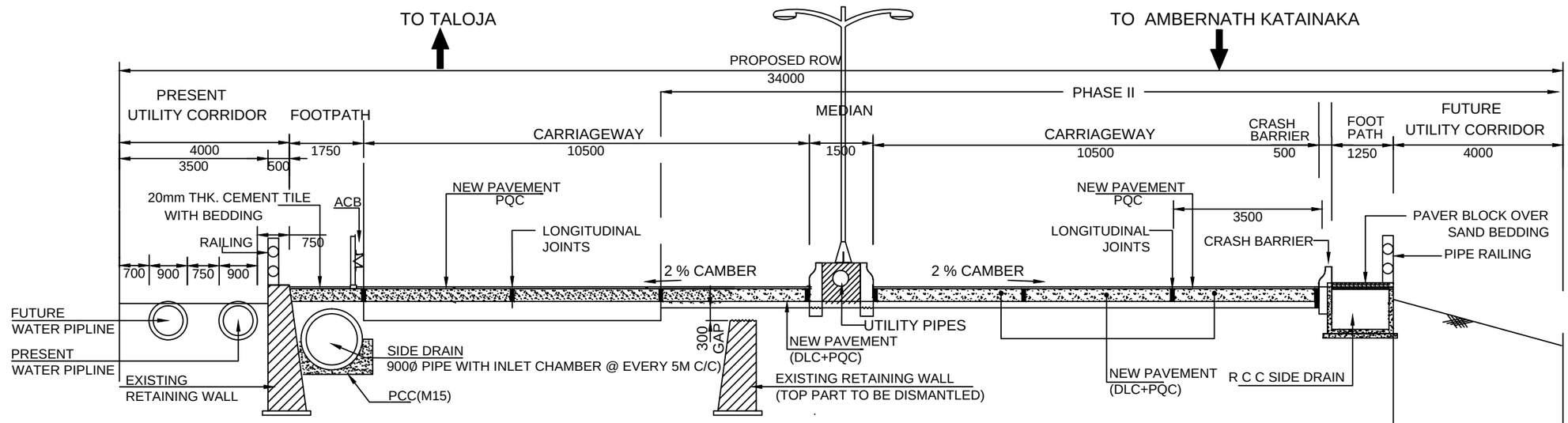
TENDER DRAWING

- ALL DIMENSIONS AND DETAILS SHOWN ARE INDICATIVE
- WORK SHOWN AS "PHASE-II"IS NOT IN PRESENT SCOPE OF WORK



TYPICAL CROSS SECTION IN PHASE -I (TCS 1)



TYPICAL CROSS SECTION IN PHASE-II(TCS 1A)

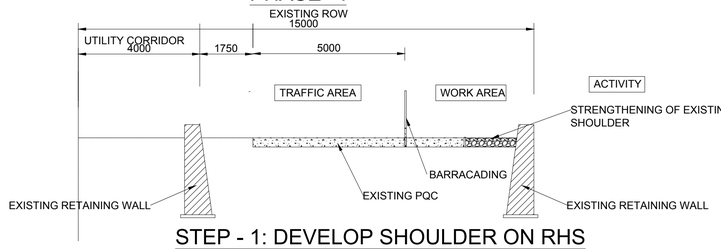
NOTE:- ALL DIMENSIONS ARE IN MM

REV	DATE	DESCRIPTION FOR REVISION
R2	07-09-18	RUNNER BEAM INDICATED
R1	19-08-18	GENERALLY REVISED
R0	-	-

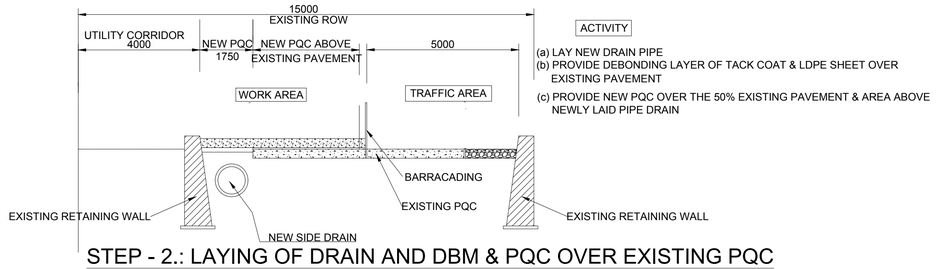
CONSULTANT	M/s. Technogem Consultants Pvt. Ltd.,	803, 8TH FLOOR, B-WING, LODHA SUPREMUS II, NEAR NEW PASSPORT OFFICE, ROAD NO. 22, WAGLE ESTATE, THANE-(W)- 400 604, MAHARASHTRA.	
CLIENT		THE CHIEF OFFICER M.M.R.D.A. OFFICE BUILDING, BANDRA-KURLA COMPLEX, C-14 & 15, E BLOCK BANDRA (EAST), MUMBAI - 400 051	
PROJECT		CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD	
TITLE :-		TYPICAL CROSS SECTION	SCALE : 1:100
			SHEET SIZE A3

DRAWING NO:- 883-TD-TC-02			
DATE:- 07-09-2018		**REVISION:- R2**	
DESIGNED BY	**DRAWN BY**	**CHECKED BY**	**APPROVED BY**
AHK	RNB	UMS	SCA

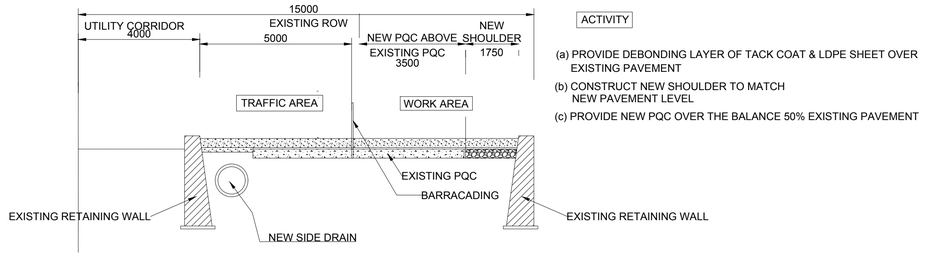
PHASE - I



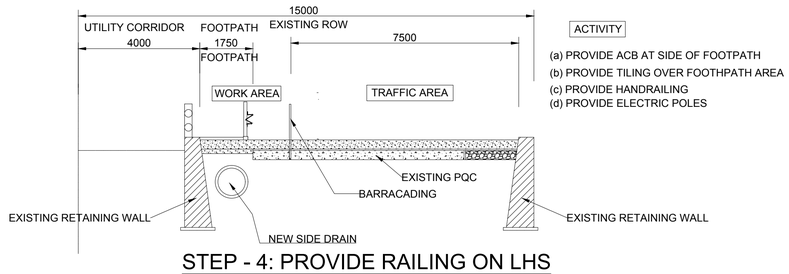
STEP - 1: DEVELOP SHOULDER ON RHS



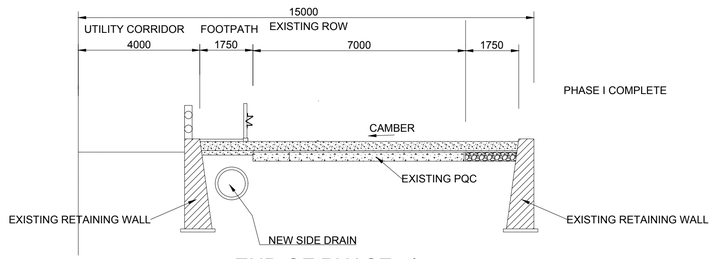
STEP - 2.: LAYING OF DRAIN AND DBM & PQC OVER EXISTING PQC



STEP - 3: PQC IN BALANCE PORTION



STEP - 4: PROVIDE RAILING ON LHS



END OF PHASE - I

TENDER DRAWING

- ALL DIMENSIONS AND DETAILS SHOWN ARE INDICATIVE
- WORK SHOWN AS "PHASE-II"IS NOT IN PRESENT SCOPE OF WORK

REV	DATE	DESCRIPTION FOR REVISION
R1	19-08-18	GENERALLY REVISED
R0	-	-

CONSULTANT

M/s. Technogem Consultants Pvt. Ltd.,

803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
ROAD NO. 22, WAGLE ESTATE,
THANE-(W)- 400 604, MAHARASHTRA.

CLIENT

THE CHIEF OFFICER
M.M.R.D.A.OFFICE BUILDING,
BANDRA-KURLA COMPLEX,
C-14 & 15, E BLOCK BANDRA (EAST),
MUMBAI - 400 051

PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

TRAFFIC DIVERSION PLAN

SCALE : 1:100

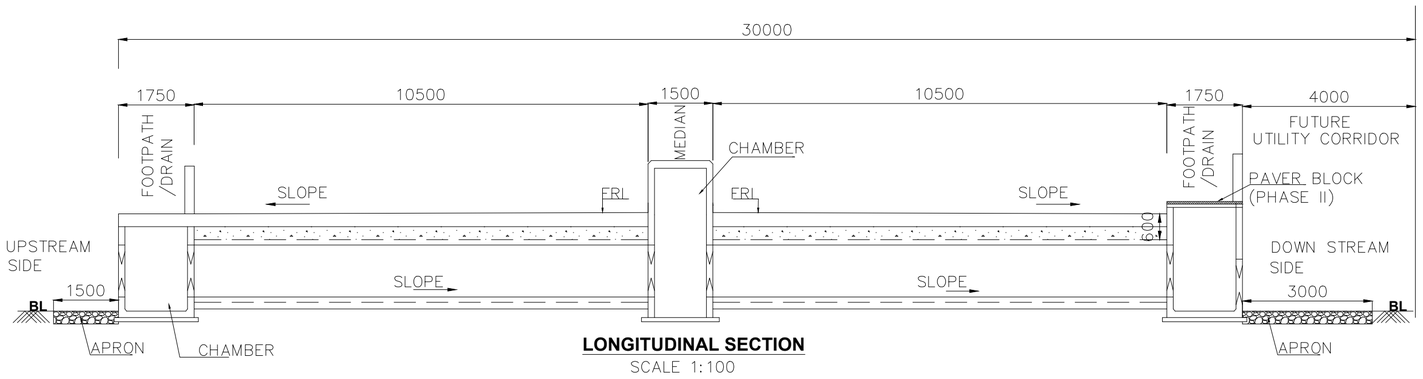
SHEET SIZE: A1

DRAWING NO:- 883-TD-TC-DIV-02

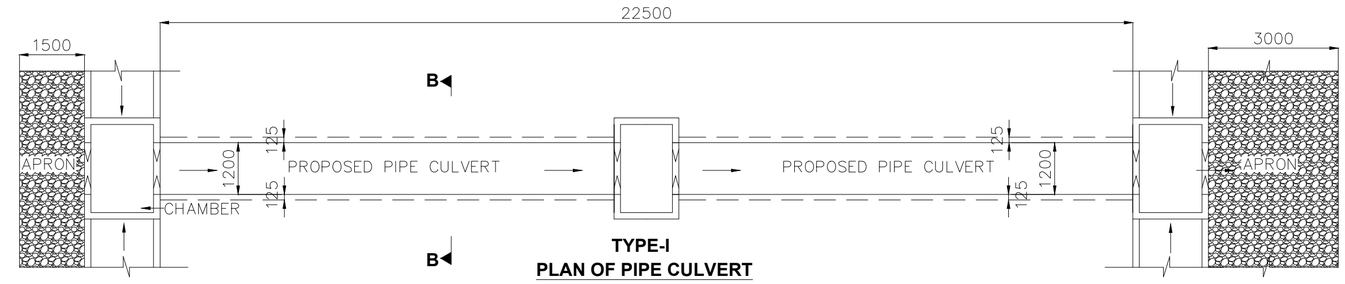
DATE:- 19-08-2018

REVISION:- R1

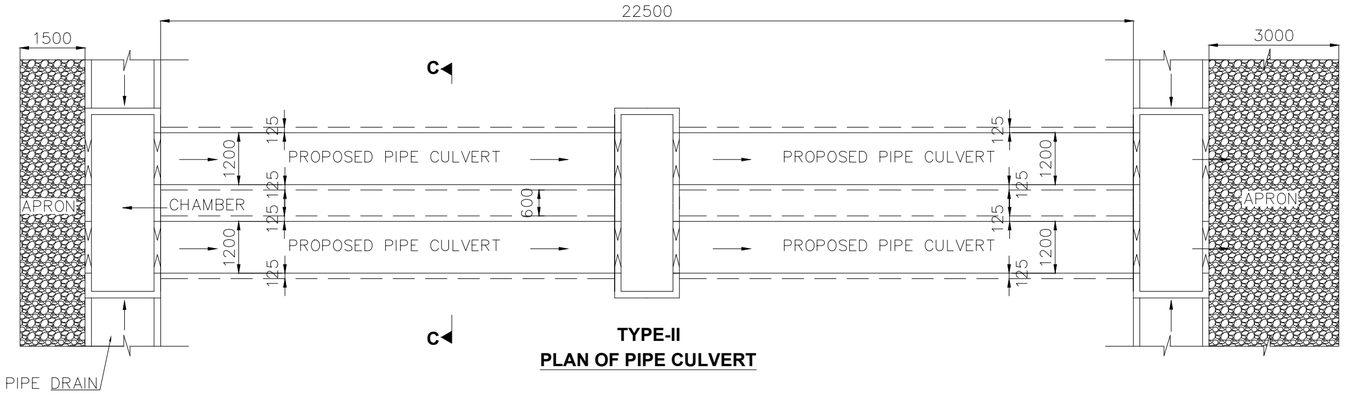
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	RNB	UMS	SCA



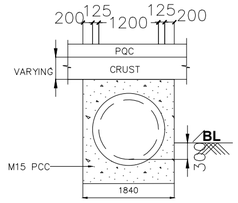
LONGITUDINAL SECTION
SCALE 1:100



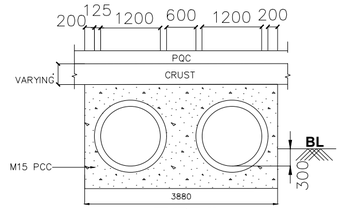
TYPE-I
PLAN OF PIPE CULVERT



TYPE-II
PLAN OF PIPE CULVERT



TYPE-I
SECTION B–B



TYPE-II
SECTION C–C
DETAIL OF ENCASEMENT

Sr.No.	CD No.	Existing Chainage (Km)	Design Chainage (Km)	Existing Opening (mm)	Proposed/ Opening (mm)		Proposed FRL	LHS Bed Level	RHS Bed Level	Type
1	PC01	0+808	0+810	1x800	1	1200mm	25.077	22.17	21.764	TYPE-I
2	PC02	0+830	0+831	1x400	1	1200mm	25.252	22.162	22.162	TYPE-I
3	PC03	1+365	1+366	1x600	1	1200mm	24.956	NA	23.014	TYPE-I
4	PC04	1+560	1+562	2x600	1	1200mm	21.93	NA	NA	TYPE-I
5	PC05	1+620	1+621	1X600	1	1200mm	21.721	19.007	NA	TYPE-I
6	PC06	1+820	1+821	1X600	1	1200mm	24.211	22.014	22.014	TYPE-I
7	PC07	2+347	2+348	1X400	1	1200mm	19.718	18.155	18.173	TYPE-I
8	PC08	2+390	2+392	1X600	1	1200mm	19.44	18.115	18.115	TYPE-I
9	PC09	2+705	2+706	1X900+1X1000	2	1200mm	18.98	16.034	16.034	TYPE-II
10	PC10	2+750	2+751	1000	1	1200mm	18.668	15.932	15.414	TYPE-I
11	PC11	2+790	2+794	1X600+1X900	2	1200mm	18.354	16.177	15.624	TYPE-II
12	PC12	3+255	3+256	600	1	1200mm	18.177	16.742	17.615	TYPE-I
13	PC13	3+355	3+357	1X400 &1X800	1	1200mm	18.91	17.532	17.532	TYPE-I
14	PC14	3+502	3+503	600	1	1200mm	19.952	17.649	17.513	TYPE-I
15	PC15	3+920	3+920	1X600	1	1200mm	22.061	20.888	20.888	TYPE-I
16	PC16	4+055	4+056	1x700	1	1200mm	22.472	20.256	20.077	TYPE-I
17	PC17	4+122	4+123	1X600	1	1200mm	22.688	20.717	20.421	TYPE-I
18	PC18	4+350	4+350	1X850	1	1200mm	24.606	23.732	23.732	TYPE-I
19	PC19	4+585	4+585	1x600	1	1200mm	24.106	NA	NA	TYPE-I
20	PC20	4+690	4+687	2X1000+1X1150	2	1200mm	23.682	21.001	21.001	TYPE-II
21	PC21	4+880	4+880	1x1000	1	1200mm	23.684	21.594	20.837	TYPE-I
22	PC22	5+435	5+436	600	1	1200mm	26.954	25.96	25.75	TYPE-I
23	PC23	5+750	5+748	1X600	1	1200mm	26.21	24.296	24.044	TYPE-I
24	PC24	6+795	6+794	1X900	1	1200mm	22.512	20.352	20.429	TYPE-I
25	PC25	7+585	7+583	1X900	1	1200mm	22.417	20.307	20.307	TYPE-I
26	PC26	7+775	7+774	1X600	1	1200mm	21.763	20.289	19.963	TYPE-I
27	PC27	7+865	7+864	1X600	1	1200mm	22.038	20.911	21.172	TYPE-I
28	PC28	8+308	8+307	1X800	2	1200mm	24.048	22.582	22.593	TYPE-II
29	PC29	8+525	8+524	1X1000	1	1200mm	23.822	23.435	23.155	TYPE-I
30	PC30	8+715	8+713	1X600	1	1200mm	23.198	21.409	21.129	TYPE-I
31	PC31	9+165	9+168	1X900	1	1200mm	19.428	17.964	17.785	TYPE-I

- **ALL DIMENSIONS AND DETAILS SHOWN ARE INDICATIVE**
- **WORK SHOWN AS "PHASE-II" IS NOT IN PRESENT SCOPE OF WORK**

NOTES:

1. ALL DIMENSIONS ARE IN MM AND ALL LEVELS ARE IN METERS.
2. DO NOT SCALE THE DRAWING. FOLLOW WRITTEN DIMENSIONS ONLY.
3. BEFORE STARTING UP THE EXECUTION, VERIFY THE DIMENSIONS. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE CONSULTANT.

LEGENDS:-

RTL - ROAD TOP LEVEL
FRL - FINISH ROAD LEVEL
LBL - LOWEST BED LEVEL

TENDER DRAWING

REV	DATE	DESCRIPTION FOR REVISION
R2	19-08-18	GENERALLY REVISED
R1	-	-
R0	-	-

CONSULTANT
M/s. Technogem Consultants Pvt. Ltd.,
803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
ROAD NO. 22, WAGLE ESTATE,
THANE-(W)- 400 604,
MAHARASHTRA.

CLIENT
THE CHIEF OFFICER
M.M.R.D.A. OFFICE BUILDING,
BANDRA-KURLA COMPLEX,
C-14 & 15, E BLOCK BANDRA (EAST),
MUMBAI - 400 051

PROJECT
CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-
GENERAL ARRANGEMENT DRAWING OF PIPE CULVERT

SCALE : 1:100

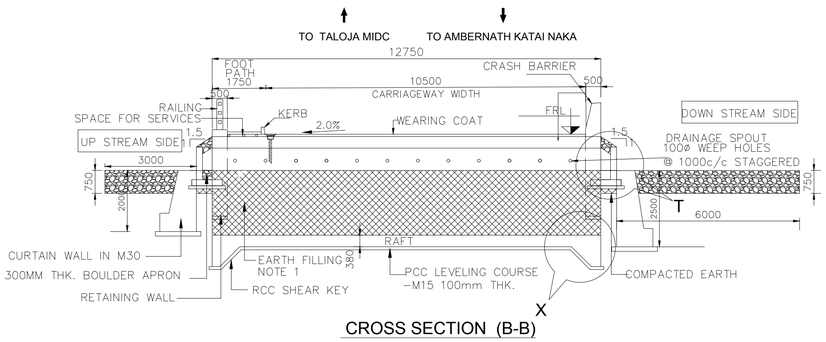
SHEET SIZE: A2

DRAWING NO:- 883-TD-STR-11

DATE:- 19-08-2018

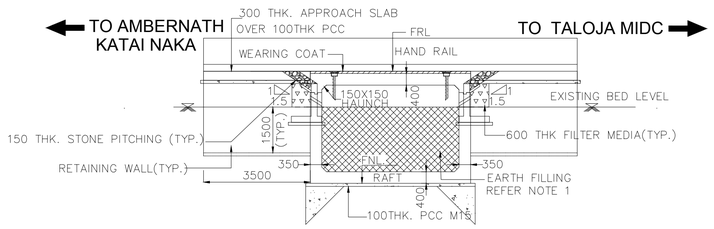
REVISION:- R2

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	PSG	UMS	SCA



CROSS SECTION (B-B)

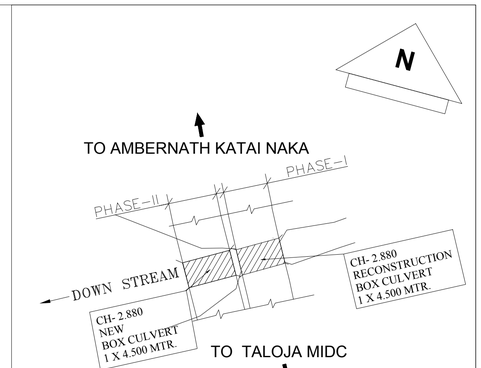
(SCALE 1:100)



PROPOSED ROAD TOP LEVEL (FRL)	17.172			17.172
EXISTING BED LEVEL	15.994	15.994		15.994
CHAINAGE		2.880		
FOUNDING LEVEL	13.494			13.494

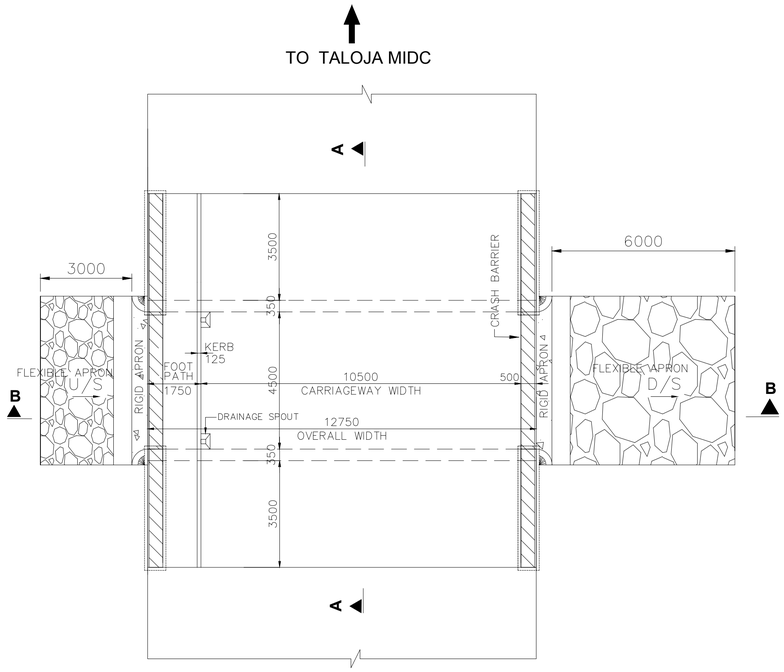
LONGITUDINAL SECTION (A-A)

(SCALE 1:100)



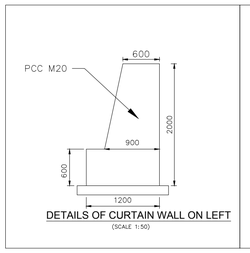
KEY PLAN

(NTS)



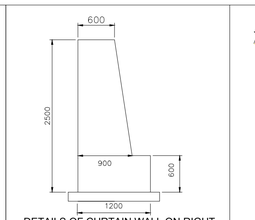
PLAN AT DECK LEVEL

(SCALE 1:100)



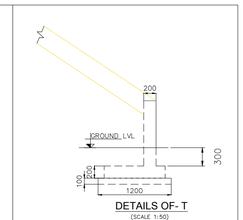
DETAILS OF CURTAIN WALL ON LEFT

(SCALE 1:50)



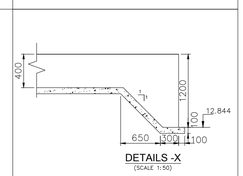
DETAILS OF CURTAIN WALL ON RIGHT

(SCALE 1:50)



DETAILS OF- T

(SCALE 1:50)



DETAILS -X

(SCALE 1:50)

1. ALL DIMENSIONS ARE IN MM AND ALL LEVELS ARE IN METERS.
2. DO NOT SCALE THE DRAWING. FOLLOW WRITTEN DIMENSIONS ONLY.
3. BEFORE STARTING UP THE EXECUTION, VERIFY THE DIMENSIONS. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE CONSULTANT.
4. DESIGN DETAILS:
   GRADE OF CONCRETE- M30 FOR BOX
   COVER TO REINFORCEMENT -
   BASE RAFT 75 MM
   SIDE WALLS (EARTH FACE) 50MM
   GRADE OF STEEL - FE500 CONFORMING TO IS 1786

5.'DK' IS DEPTH OF KEY AT BASE SLAB

FOR BASE SLAB THICKNESS	VALUE OF 'DK'
UPTO 900MM	1200MM
GREATER THAN 900MM	E+300MM

E = BASE SLAB THICKNESS

6. THE BACK FILLING BEHIND BOX CELL WALL AND RETURN WALL SHALL BE PROVIDED WITH SELECTED EARTH CONFIRMING TO APPENDIX-6 OF IRC:78-2014.
7. 600MM THK. FILTER MEDIA SHALL BE PROVIDED BEHIND SIDE WALLS AND RETURN WALLS AS PER IRC:78-2014.
8. WEEP HOLES OF 100MM DIA SHALL BE PROVIDED AT 1000MM C/C BOTH HORIZONTALLY AND VERTICALLY IN A STAGGERED MANNER IN SIDE WALL OF BOX CELL AND RETURN WALLS ABOVE 150MM FROM GL (OR) LWL WHICHEVER IS HIGHER.
9. VALIDATION OF LOCATION OF STRUCTURE, FRL, CAMBER, INVERT LEVEL ETC., SHALL BE VERIFIED AT SITE PRIOR TO EXECUTION OF WORK
10. 150MM THK. FILTER MATERIAL/GRANULAR MATERIAL IS TO BE PROVIDED BELOW 300MM THK. STONE PITCHING.
10. 20MM THK. ASPHALT PLUG EXPANSION JOINT SHALL BE IN ACCORDANCE WITH MOST SPECIFICATIONS.
11. NET SBC SHALL BE CONFIRMED AT SITE PRIOR TO EXECUTION, ANY DISCRIPENCY SHALL BE BROUGHT TO THE NOTICE OF DESIGN CONSULTANT.
12. IF SOFT/WEATHERED/HARD ROCK (NON SCOURABLE STRATA) OCCURS AT HIGHER LEVEL THAN THE PROPOSED FOUNDATION LEVEL OF CUTOFF WALL, THEN THE DEPTH OF CUTOFF WALL CAN BE REDUCED & FOUNDATION LEVEL OF CUTOFF WALL CAN BE PROVIDED AT 0.3 M BELOW THE SOFT/WEATHERED / HARD ROCK (NON SCOURABLE STRATA) DULY CONFIRMED WITH ENGINEER - IN - CHARGE (300 MM MINIMUM EMBEDMENT IN TO SOFT / WEATHERED / HARD ROCK (NON SCOURABLE STRATA))

LEGENDS:-

RTL - ROAD TOP LEVEL
FRL - FINISH ROAD LEVEL
LBL - LOWEST BED LEVEL
FNL -FOUNDING LEVEL

IMP. NOTE:
* IN CASE OF FILLED UP SOIL/LOOSE POCKETS ENCOUNTERED AT FOUNDING LEVEL, THEN THE SAME SHALL BE REPLACED BY PROVIDING WELL GRADED NON PLASTIC COARSE MATERIAL COMPACTED TO 98% MDD TO ACHIEVE THE DESIGNED BASE PRESSURE.(THE MINIMUM REPLACEMENT SHALL BE SUCH THAT THE BOTTOM OF REPLACED LAYER SHALL BE MINIMUM 0.5M IN TO NATURAL GROUND) AS PER IRC: SP 13-2004
* IN CASE OF AT THE PROPOSED FOUNDING LEVEL SHOWN IN THE DRAWING SAFE BEARING CAPACITY (SBC) OF SOIL IS LESS THAN DESIGNED BASE PRESSURE THEN THE SAME SHALL BE REPLACED BY PROVIDING WELL GRADED NON PLASTIC COARSE MATERIAL COMPACTED TO 98% MDD TO ACHIEVE THE DESIGNED BASE PRESSURE.(THE MINIMUM REPLACEMENT SHALL BE SUCH THAT THE BOTTOM OF REPLACED LAYER SHALL BE MINIMUM 0.5M IN TO NATURAL GROUND)

NOTE 1: THE LEVELS SHOWN ON UPSTREAM & DOWNSTREAM SIDES ARE EXISTING FILLED UP LEVELS. THESE ARE TO BE CLEARED OF ALL FILLING/SEDIMENTATION UPTO NATURAL WATERWAY LEVELS. ALL CURTAIN/TOE WALLS, FILTER MEDIA ETC. ARE TO BE CONSTRUCTED AT SUCH LEVELS. INCASE OF NON CLEARANCE OF SUCH FILLINGS AT DOWNSTREAM SIDE, THEN TEMPORARY FILLING IS TO BE DONE IN CULVERTS TO AVOID COLLECTION/PONDING OF WATER.

TENDER DRAWING

- ALL DIMENSIONS AND DETAILS SHOWN ARE INDICATIVE
- WORK SHOWN AS "PHASE-II"IS NOT IN PRESENT SCOPE OF WORK

REV	DATE	DESCRIPTION FOR REVISION
R1	19-08-18	GENERALLY REVISED
R0	-	-

CONSULTANT

M/s. Technogem Consultants Pvt. Ltd.,

803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
ROAD NO. 22, WAGLE ESTATE,
THANE-(W)- 400 604, MAHARASHTRA.

CLIENT

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BANDRA-KURLA COMPLEX,
C-14 & 15, E BLOCK BANDRA (EAST),
MUMBAI - 400 051

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

GENERAL ARRANGEMENT DRAWING OF BOX CULVERT AT CH. 2+880

SCALE : AS MENTIONED

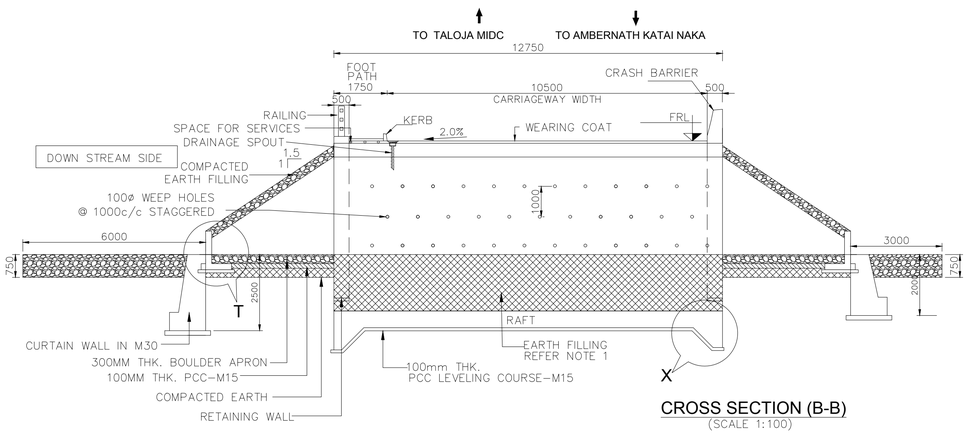
SHEET SIZE: A1

DRAWING NO:- 883-TD-STR-12

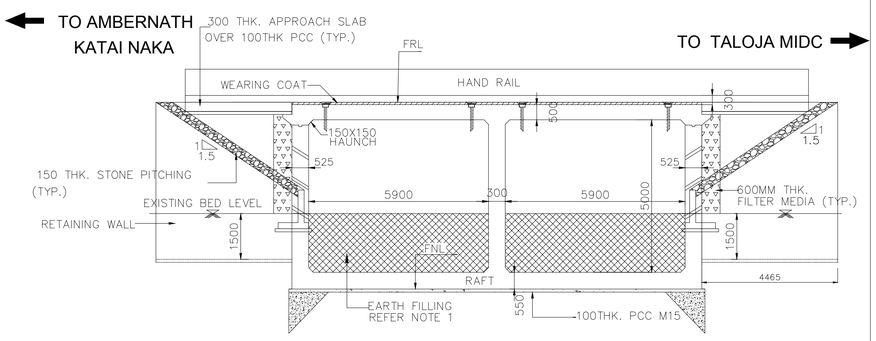
DATE:- 19-08-2018

REVISION:- R1

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AAA	RNB	UMS	SCA

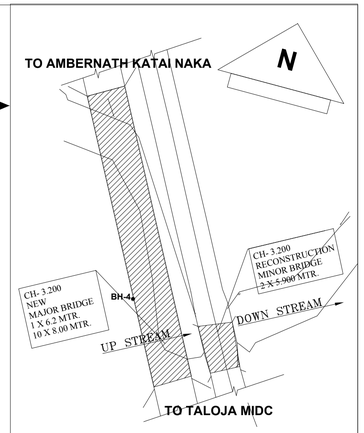


CROSS SECTION (B-B)
(SCALE 1:100)

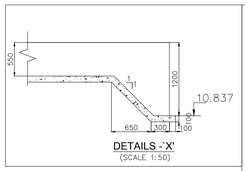


PROPOSED ROAD TOP LEVEL(FRL)	17.612	17.612	17.612	
EXISTING BED LEVEL	13.963	13.963	13.963	
CHAINAGE	3.1941	3.2000	3.2059	
FOUNDING LEVEL	11.487	11.487	11.487	

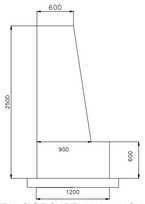
LONGITUDINAL SECTION (A-A)
(SCALE 1:100)



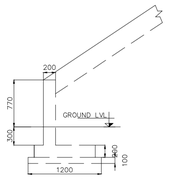
KEY PLAN
(SCALE: NTS)



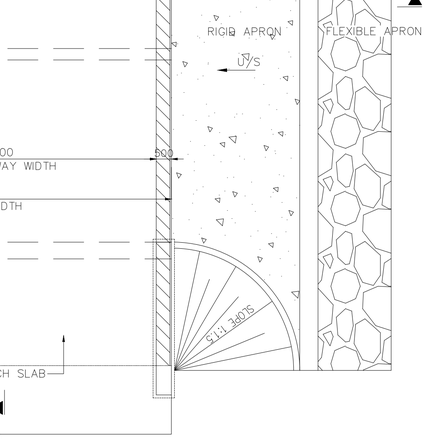
DETAILS -'X'
(SCALE 1:50)



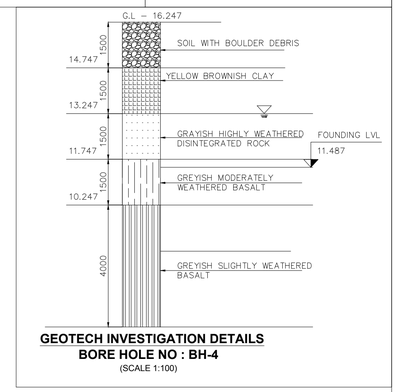
DETAILS OF CURTAIN WALL ON LEFT
(SCALE 1:50)



DETAILS OF- 'T'
(SCALE 1:50)



PLAN AT DECK LEVEL
(SCALE 1:100)



GEOTECH INVESTIGATION DETAILS
BORE HOLE NO : BH-4
(SCALE 1:100)

1. ALL DIMENSIONS ARE IN MM AND ALL LEVELS ARE IN METERS.
2. DO NOT SCALE THE DRAWING. FOLLOW WRITTEN DIMENSIONS ONLY.
3. BEFORE STARTING UP THE EXECUTION, VERIFY THE DIMENSIONS. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE CONSULTANT.
4. DESIGN DETAILS:
   GRADE OF CONCRETE- M30 FOR BOX
   COVER TO REINFORCEMENT -
   BASE RAFT 75 MM
   SIDE WALLS (EARTH FACE) 50MM
   GRADE OF STEEL - FE500 CONFORMING TO IS 1786

5.'DK' IS DEPTH OF KEY AT BASE SLAB

FOR BASE SLAB THICKNESS	VALUE OF 'DK'
UPTO 900MM	1200MM
GREATER THAN 900MM	E+300MM

E = BASE SLAB THICKNESS

6. THE BACK FILLING BEHIND BOX CELL WALL AND RETURN WALL SHALL BE PROVIDED WITH SELECTED EARTH CONFIRMING TO APPENDIX-6 OF IRC:78-2014.
7. 600MM THK. FILTER MEDIA SHALL BE PROVIDED BEHIND SIDE WALLS AND RETURN WALLS AS PER IRC:78-2014.
8. WEEP HOLES OF 100MM DIA SHALL BE PROVIDED AT 1000MM C/C BOTH HORIZONTALLY AND VERTICALLY IN A STAGGERED MANNER IN SIDE WALL OF BOX CELL AND RETURN WALLS ABOVE 150MM FROM GL (OR) LWL WHICHEVER IS HIGHER.
9. VALIDATION OF LOCATION OF STRUCTURE, FRL, CAMBER, INVERT LEVEL ETC., SHALL BE VERIFIED AT SITE PRIOR TO EXECUTION OF WORK
10. 150MM THK. FILTER MATERIAL/GRANULAR MATERIAL IS TO BE PROVIDED BELOW 300MM THK. STONE PITCHING.
10. 20MM THK. ASPHALT PLUG EXPANSION JOINT SHALL BE IN ACCORDANCE WITH MOST SPECIFICATIONS.
11. NET SBC SHALL BE CONFIRMED AT SITE PRIOR TO EXECUTION, ANY DISCRIPENCY SHALL BE BROUGHT TO THE NOTICE OF DESIGN CONSULTANT.
12. IF SOFT/WEATHERED/HARD ROCK (NON SCOURABLE STRATA) OCCURS AT HIGHER LEVEL THAN THE PROPOSED FOUNDATION LEVEL OF CUTOFF WALL, THEN THE DEPTH OF CUTOFF WALL CAN BE REDUCED & FOUNDATION LEVEL OF CUTOFF WALL CAN BE PROVIDED AT 0.3 M BELOW THE SOFT/WEATHERED / HARD ROCK (NON SCOURABLE STRATA) DULY CONFIRMED WITH ENGINEER - IN - CHARGE (300 MM MINIMUM EMBEDMENT IN TO SOFT / WEATHERED / HARD ROCK (NON SCOURABLE STRATA))

LEGENDS:-

RTL - ROAD TOP LEVEL
FRL - FINISH ROAD LEVEL
LBL - LOWEST BED LEVEL
FNL -FOUNDING LEVEL

IMP. NOTE:
* IN CASE OF FILLED UP SOIL/LOOSE POCKETS ENCOUNTERED AT FOUNDING LEVEL, THEN THE SAME SHALL BE REPLACED BY PROVIDING WELL GRADED NON PLASTIC COARSE MATERIAL COMPACTED TO 98% MDD TO ACHIEVE THE DESIGNED BASE PRESSURE.(THE MINIMUM REPLACEMENT SHALL BE SUCH THAT THE BOTTOM OF REPLACED LAYER SHALL BE MINIMUM 0.5M IN TO NATURAL GROUND) AS PER IRC: SP 13-2004
* IN CASE OF AT THE PROPOSED FOUNDING LEVEL SHOWN IN THE DRAWING SAFE BEARING CAPACITY (SBC) OF SOIL IS LESS THAN DESIGNED BASE PRESSURE THEN THE SAME SHALL BE REPLACED BY PROVIDING WELL GRADED NON PLASTIC COARSE MATERIAL COMPACTED TO 98% MDD TO ACHIEVE THE DESIGNED BASE PRESSURE.(THE MINIMUM REPLACEMENT SHALL BE SUCH THAT THE BOTTOM OF REPLACED LAYER SHALL BE MINIMUM 0.5M IN TO NATURAL GROUND)

NOTE 1: THE LEVELS SHOWN ON UPSTREAM & DOWNSTREAM SIDES ARE EXISTING FILLED UP LEVELS. THESE ARE TO BE CLEARED OF ALL FILLING/SEDIMENTATION UPTO NATURAL WATERWAY LEVELS. ALL CURTAIN/TOE WALLS, FILTER MEDIA ETC. ARE TO BE CONSTRUCTED AT SUCH LEVELS. INCASE OF NON CLEARANCE OF SUCH FILLINGS AT DOWNSTREAM SIDE, THEN TEMPORARY FILLING IS TO BE DONE IN CULVERTS TO AVOID COLLECTION/PONDING OF WATER.

TENDER DRAWING

- ALL DIMENSIONS AND DETAILS SHOWN ARE INDICATIVE
- WORK SHOWN AS "PHASE-II"IS NOT IN PRESENT SCOPE OF WORK

REV	DATE	DESCRIPTION FOR REVISION
R1	19-08-18	GENERALLY REVISED
R0	-	-

CONSULTANT
M/s. Technogem Consultants Pvt. Ltd.,
803, 8TH FLOOR, B-WING, LODHA SUPREMUS II, NEAR NEW PASSPORT OFFICE, ROAD NO. 22, WAGLE ESTATE, THANE-(W)- 400 604, MAHARASHTRA.

CLIENT
THE CHIEF OFFICER M.M.R.D.A.OFFICE BUILDING, BANDRA-KURLA COMPLEX, C-14 & 15, E BLOCK BANDRA (EAST), MUMBAI - 400 051

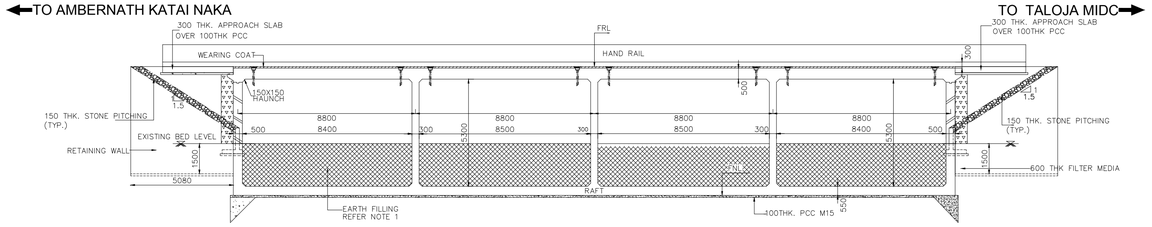
PROJECT
CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-
GENERAL ARRANGEMENT DRAWING OF MINOR BRIDGE AT CH. 3+200

SCALE : AS MENTIONED | SHEET SIZE A1

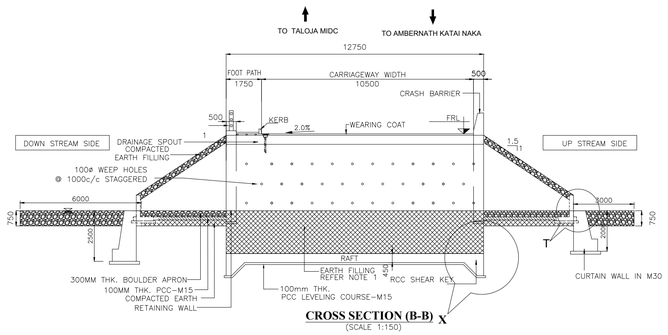
DRAWING NO:- 883-TD-STR-13
DATE:- 19-08-2018 | REVISION:- R1

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AAA	RNB	UMS	SCA

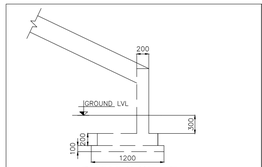


PROPOSED ROAD TOP LEVEL (FRL)	23.279	23.279	23.279	23.279	23.279
EXISTING BED LEVEL	19.467	19.467	19.467	19.467	19.467
CHAINAGE	6.504	6.512	6.520	6.529	6.538
FOUNDING LEVEL	16.904	16.904	16.904	16.904	16.904

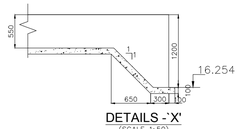
LONGITUDINAL SECTION (A-A)
(SCALE 1:150)



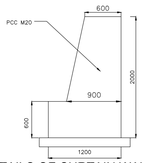
CROSS SECTION (B-B)
(SCALE 1:150)



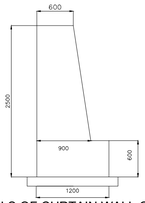
DETAILS OF- `T'
(SCALE 1:50)



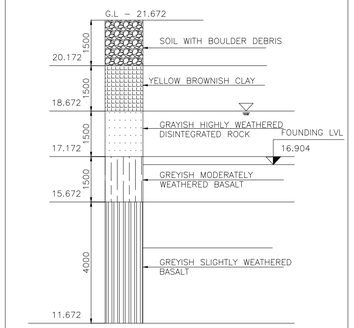
DETAILS -`X'
(SCALE 1:50)



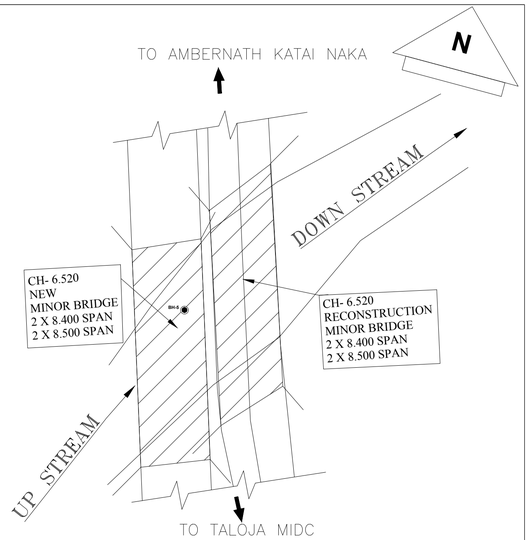
DETAILS OF CURTAIN WALL ON RIGHT
(SCALE 1:50)



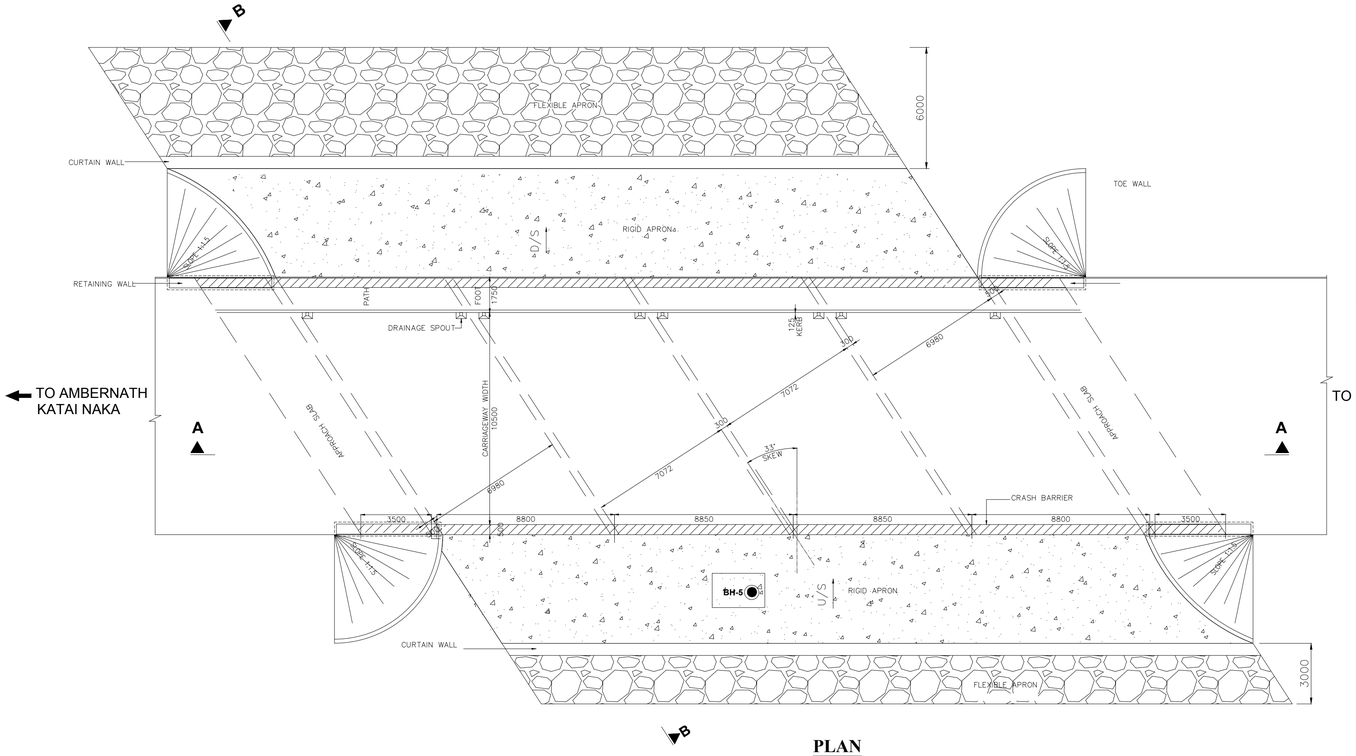
DETAILS OF CURTAIN WALL ON LEFT
(SCALE 1:50)



GEOTECH INVESTIGATION DETAILS
BORE HOLE NO : BH-5
(SCALE 1:100)



KEY PLAN
(SCALE: NTS)



PLAN
(SCALE 1:150)

1. ALL DIMENSIONS ARE IN MM AND ALL LEVELS ARE IN METERS.
2. DO NOT SCALE THE DRAWING. FOLLOW WRITTEN DIMENSIONS ONLY.
3. BEFORE STARTING UP THE EXECUTION, VERIFY THE DIMENSIONS. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE CONSULTANT.
4. DESIGN DETAILS:
   GRADE OF CONCRETE- M30 FOR BOX
   COVER TO REINFORCEMENT -
   BASE RAFT 75 MM
   SIDE WALLS (EARTH FACE) 50MM
   GRADE OF STEEL - FE500 CONFORMING TO IS 1786

5.'DK' IS DEPTH OF KEY AT BASE SLAB

FOR BASE SLAB THICKNESS	VALUE OF 'DK'
UPTO 900MM	1200MM
GREATER THAN 900MM	E+300MM

E = BASE SLAB THICKNESS

6. THE BACK FILLING BEHIND BOX CELL WALL AND RETURN WALL SHALL BE PROVIDED WITH SELECTED EARTH CONFIRMING TO APPENDIX-6 OF IRC:78-2014.
7. 600MM THK. FILTER MEDIA SHALL BE PROVIDED BEHIND SIDE WALLS AND RETURN WALLS AS PER IRC:78-2014.
8. WEEP HOLES OF 100MM DIA SHALL BE PROVIDED AT 1000MM C/C BOTH HORIZONTALLY AND VERTICALLY IN A STAGGERED MANNER IN SIDE WALL OF BOX CELL AND RETURN WALLS ABOVE 150MM FROM GL (OR) LWL WHICHEVER IS HIGHER.
9. VALIDATION OF LOCATION OF STRUCTURE, FRL, CAMBER, INVERT LEVEL ETC., SHALL BE VERIFIED AT SITE PRIOR TO EXECUTION OF WORK
10. 150MM THK. FILTER MATERIAL/GRANULAR MATERIAL IS TO BE PROVIDED BELOW 300MM THK. STONE PITCHING.
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11. NET SBC SHALL BE CONFIRMED AT SITE PRIOR TO EXECUTION, ANY DISCRIPENCY SHALL BE BROUGHT TO THE NOTICE OF DESIGN CONSULTANT.
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LEGENDS:-
RTL - ROAD TOP LEVEL
FRL - FINISH ROAD LEVEL
LBL - LOWEST BED LEVEL
FNL -FOUNDING LEVEL

IMP. NOTE:
* IN CASE OF FILLED UP SOIL/LOOSE POCKETS ENCOUNTERED AT FOUNDING LEVEL THEN THE SAME SHALL BE REPLACED BY PROVIDING WELL GRADED NON PLASTIC COARSE MATERIAL COMPACTED TO 98% MDD TO ACHIEVE THE DESIGNED BASE PRESSURE.(THE MINIMUM REPLACEMENT SHALL BE SUCH THAT THE BOTTOM OF REPLACED LAYER SHALL BE MINIMUM 0.5M IN TO NATURAL GROUND) AS PER IRC: SP 13-2004
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TENDER DRAWING

- ALL DIMENSIONS AND DETAILS SHOWN ARE INDICATIVE
- WORK SHOWN AS "PHASE-II"IS NOT IN PRESENT SCOPE OF WORK

REV	DATE	DESCRIPTION FOR REVISION
R1	19-08-18	GENERALLY REVISED
R0	-	-

CONSULTANT
M/s. Technogem Consultants Pvt. Ltd.,
803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
ROAD NO. 22, WAGLE ESTATE,
THANE-(W)- 400 604,
MAHARASHTRA.

CLIENT
THE CHIEF OFFICER
M.M.R.D.A.OFFICE BUILDING,
BANDRA-KURLA COMPLEX,
C-14 & 15, E BLOCK BANDRA (EAST),
MUMBAI - 400 051

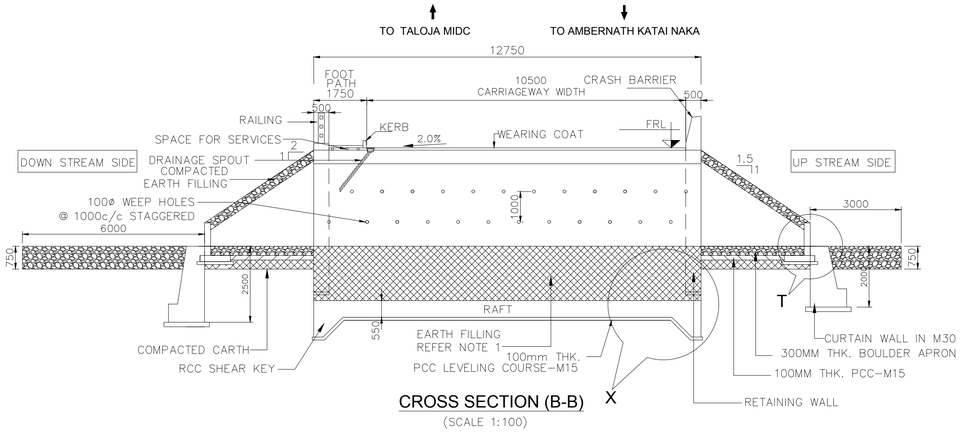
PROJECT
CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-
GENERAL ARRANGEMENT DRAWING OF MINOR BRIDGE AT CH. 6+520

SCALE : AS MENTIONED
SHEET SIZE A1

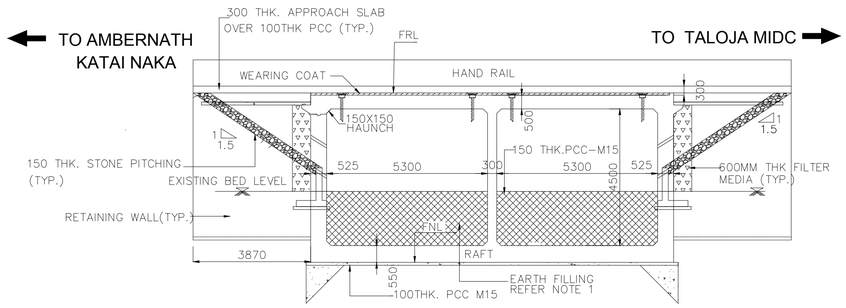
DRAWING NO:- 883-TD-STR-14
DATE:- 19-08-2018
REVISION:- R1

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AAA	RNB	UMS	SCA



CROSS SECTION (B-B)

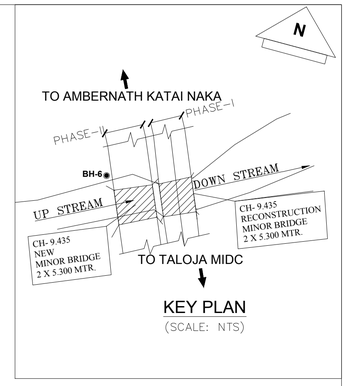
(SCALE 1:100)



PROPOSED ROAD TOP LEVEL (FRL)	16.844	16.844	16.844
EXISTING BED LEVEL	13.604	13.604	13.604
CHAINAGE	9.429	9.435	9.440
FOUNDING LEVEL	11.269	11.269	11.269

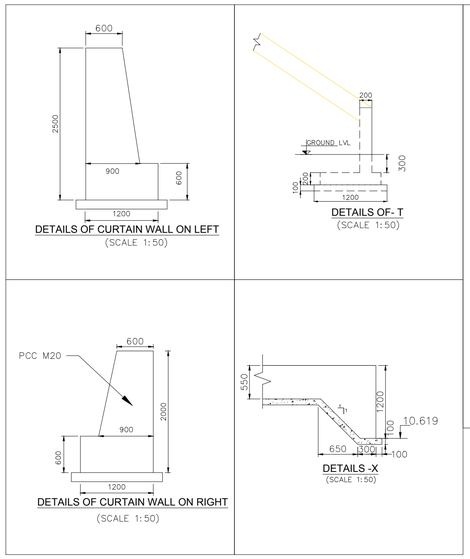
LONGITUDINAL SECTION (A-A)

(SCALE 1:100)



KEY PLAN

(SCALE: NTS)



DETAILS OF CURTAIN WALL ON LEFT

(SCALE 1:50)

DETAILS OF- T

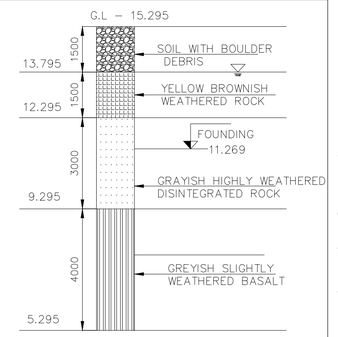
(SCALE 1:50)

DETAILS OF CURTAIN WALL ON RIGHT

(SCALE 1:50)

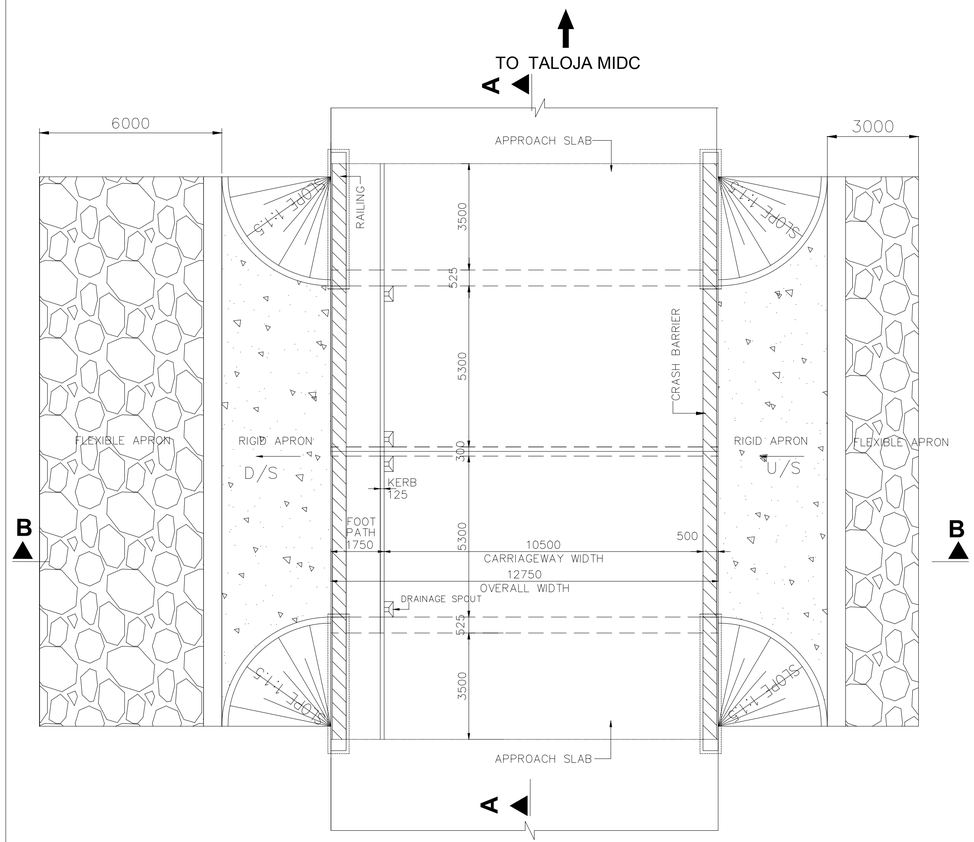
DETAILS -X

(SCALE 1:50)



GEOTECH INVESTIGATION DETAILS
BORE HOLE NO : BH-6

(SCALE 1:100)



PLAN AT DECK LEVEL

(SCALE 1:100)

BH-6

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REV	DATE	DESCRIPTION FOR REVISION
R1	19-08-18	GENERALLY REVISED
R0	-	-

CONSULTANT

M/s. Technogem Consultants Pvt. Ltd.,

803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
ROAD NO. 22, WAGLE ESTATE,
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CLIENT

THE CHIEF OFFICER
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C-14 & 15, E BLOCK BANDRA (EAST),
MUMBAI - 400 051

PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

GENERAL ARRANGEMENT DRAWING OF MINOR BRIDGE AT CH. 9+435

SCALE : AS MENTIONED | SHEET SIZE A1

DRAWING NO:- 883-TD-STR-15

DATE:- 19-08-2018 | REVISION:- R1

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AAA	RNB	UMS	SCA

Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
- EX.WATER SUPPLY LINE
- EX.FENCING
- EX.SHOP
- EX.COMPOUND WALL
- EX.PETROL PUMP
- EX.ELECTRICAL LINE
- EX.DP
- EX.PATRA COMPOUND WALL
- EX.MH6-ELECTRICAL LINE CHAMBER
- EX.MH5-WATER LINE CHAMBER
- EX.BTUMEN ROAD EDGE
- EX.CROSS DRAIN
- EX.SHOULDER LINE
- EX.STRUCTURE BUILDING
- EX.OFC CABLE
- EX.FOOTHPATH
- EX.BRIDGE
- EX.PEAR CAP
- EX.PEAR
- EX.EXPANSION JOINT
- EX.ABUTMENT
- EX.RIVER NALA
- EX.PAVER BLOCK EDGE
- EX. NALA
- EX. TOWER LINE
- EX. TOWER
- EX. CHANGE STATION POINT
- EX. TBM POINT
- EX.ROW
- BRIDGE
- PROP.BRIDGE
- PIPT CULVERT
- BOX CULVERT
- PROP.CENTER LINE
- PROP.MEDIAN
- PROP.CARRIAGEWAY
- PROP.FOOTHPAT
- PROP.RE WALL
- PROP.UC
- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI ← → TALOJA MIDC

CURVE NO. - 01	
HIP CH.	21.028
HIP (E)	301681.732
HIP (N)	2121406.064
Δ	165.686
Δc	009.730
V(kmph) 20	R 125
Ts 10.640	Ls 10
Lc 21.228	s 0.033
Es 0.450	e 2.5

CURVE NO. - 02	
HIP CH.	106.607
HIP (E)	301684.424
HIP (N)	2121320.488
Δ	170.043
Δc	005.030
V(kmph) 80	R 500
Ts 21.960	Ls 43
Lc 43.893	s 0.154
Es 0.482	e 5

CURVE NO. - 03	
HIP CH.	277.969
HIP (E)	301713.648
HIP (N)	2121151.63
Δ	179.178
Δc	000.822
V(kmph) 100	R 2000
Ts 14.354	Ls -
Lc 28.707	s -
Es 0.052	e 2.5

CURVE NO. - 04	
HIP CH.	320.013
HIP (E)	301720.601
HIP (N)	2121110.164
Δ	179.730
Δc	000.270
V(kmph) 100	R 2000
Ts 4.711	Ls -
Lc 9.422	s -
Es 0.006	e 2.5

CURVE NO. - 05	
HIP CH.	408.936
HIP (E)	301734.892
HIP (N)	2121022.397
Δ	178.710
Δc	000.270
V(kmph) 100	R 2000
Ts 22.519	Ls -
Lc 45.035	s -
Es 001.290	e 2.5

CURVE NO. - 06	
HIP CH.	480
HIP (E)	301747.894
HIP (N)	2120952.504
Δ	179.293
Δc	000.707
V(kmph) 100	R 2000
Ts 12.343	Ls -
Lc 24.686	s -
Es 0.038	e 2.5

CURVE NO. - 07	
HIP CH.	633.947
HIP (E)	301774.176
HIP (N)	2120800.843
Δ	179.141
Δc	000.859
V(kmph) 100	R 2000
Ts 14.994	Ls -
Lc 29.988	s -
Es 0.056	e 2.5

CURVE NO. - 08	
HIP CH.	730.087
HIP (E)	301789.169
HIP (N)	2120705.879
Δ	179.199
Δc	000.801
V(kmph) 100	R 2000
Ts 13.983	Ls -
Lc 27.966	s -
Es 0.049	e 2.5

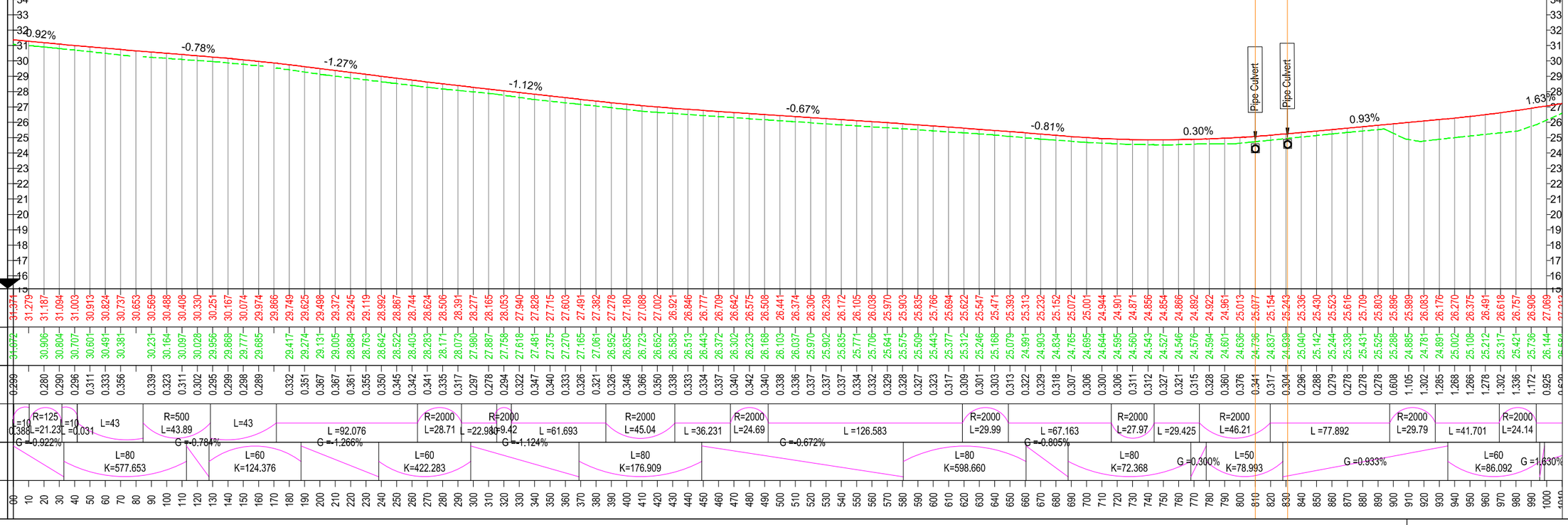
CURVE NO. - 09	
HIP CH.	796.599
HIP (E)	301800.46
HIP (N)	2120640.332
Δ	178.676
Δc	001.324
V(kmph) 100	R 2000
Ts 23.104	Ls -
Lc 46.207	s -
Es 0.133	e 2.5

CURVE NO. - 10	
HIP CH.	912.490
HIP (E)	301822.766
HIP (N)	2120526.608
Δ	179.146
Δc	000.854
V(kmph) 100	R 2000
Ts 14.897	Ls -
Lc 29.793	s -
Es 0.055	e 2.5

CURVE NO. - 11	
HIP CH.	981.154
HIP (E)	301834.977
HIP (N)	2120459.035
Δ	179.309
Δc	000.691
V(kmph) 100	R 2000
Ts 12.068	Ls -
Lc 24.136	s -
Es 0.036	e 2.5

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	0+810	0+810
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.8	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	0+832	0+831
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.4	1x1.2



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TENDER DRAWING

REV	DATE	DESCRIPTION FOR REVISION

CONSULTANT

M/s. Technogem Consultants Pvt. Ltd.,
803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
ROAD NO. 22, WAGLE ESTATE,
THANE-(W)- 400 604, MAHARASHTRA.

CLIENT

THE CHIEF OFFICER
M.M.R.D.A.OFFICE BUILDING,
BANDRA-KURLA COMPLEX,
C-14 & 15, E BLOCK BANDRA (EAST),
MUMBAI - 400 051

PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

PLAN & PROFILE
(CH-0+000 TO 1+000)

SCALE : NTS

DRAWING NO:- 883-TD-P&P-01/10

DATE:- 06.08.2018

REVISION:- R0

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	RNB	UMS	SCA

Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
- EX.WATER SUPPLY LINE
- EX.FENCING
- EX.SHOP
- EX.COMPOUND WALL
- EX.PETROL PUMP
- EX.ELECTRICAL LINE
- EX.DP
- EX.PATRA COMPOUND WALL
- EX.MH6-ELECTRICAL LINE CHAMBER
- EX.MH5-WATER LINE CHAMBER
- EX.BTUMEN ROAD EDGE
- EX.CROSS DRAIN
- EX.SHOULDER LINE
- EX.STRUCTURE BUILDING
- EX.OFC CABLE
- EX.FOOTHPATH
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- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI

TALOJA MIDC

CURVE NO. - 12	
HIP CH.	1114.559
HIP (E)	301857.115
HIP (N)	2120327.48
△	179.102
△c	000.898
V(kmph) 100	R 2000
Ts 15.679	Ls -
Lc 31.357	s -
Es 0.061	e 2.5

CURVE NO. - 13	
HIP CH.	1303.011
HIP (E)	301885.47
HIP (N)	2120141.173
△	179.280
△c	000.720
V(kmph) 100	R 2000
Ts 12.068	Ls -
Lc 25.115	s -
Es 0.039	e 2.5

CURVE NO. - 14	
HIP CH.	1368.967
HIP (E)	301896.212
HIP (N)	2120076.097
△	178.757
△c	001.243
V(kmph) 100	R 2000
Ts 21.688	Ls -
Lc 43.374	s -
Es 0.118	e 2.5

CURVE NO. - 15	
HIP CH.	1431.197
HIP (E)	301905.013
HIP (N)	2120014.491
△	178.099
△c	001.901
V(kmph) 100	R 2000
Ts 33.186	Ls -
Lc 66.366	s -
Es 0.275	e 2.5

CURVE NO. - 16	
HIP CH.	1524.103
HIP (E)	301921.199
HIP (N)	2119922.999
△	179.159
△c	000.841
V(kmph) 100	R 2000
Ts 14.683	Ls -
Lc 29.365	s -
Es 0.054	e 2.5

CURVE NO. - 17	
HIP CH.	1607.861
HIP (E)	301934.577
HIP (N)	2119840.316
△	179.538
△c	000.462
V(kmph) 100	R 2000
Ts 8.065	Ls -
Lc 16.130	s -
Es 0.016	e 2.5

CURVE NO. - 18	
HIP CH.	1710.006
HIP (E)	301951.704
HIP (N)	2119739.617
△	179.424
△c	000.576
V(kmph) 100	R 2000
Ts 10.046	Ls -
Lc 20.092	s -
Es 0.025	e 2.5

CURVE NO. - 19	
HIP CH.	1863.338
HIP (E)	301976.627
HIP (N)	2119588.331
△	175.637
△c	001.498
V(kmph) 100	R 1000
Ts 13.075	Ls 50.000
Lc 26.149	s 0.104
Es 0.085	e 4.4

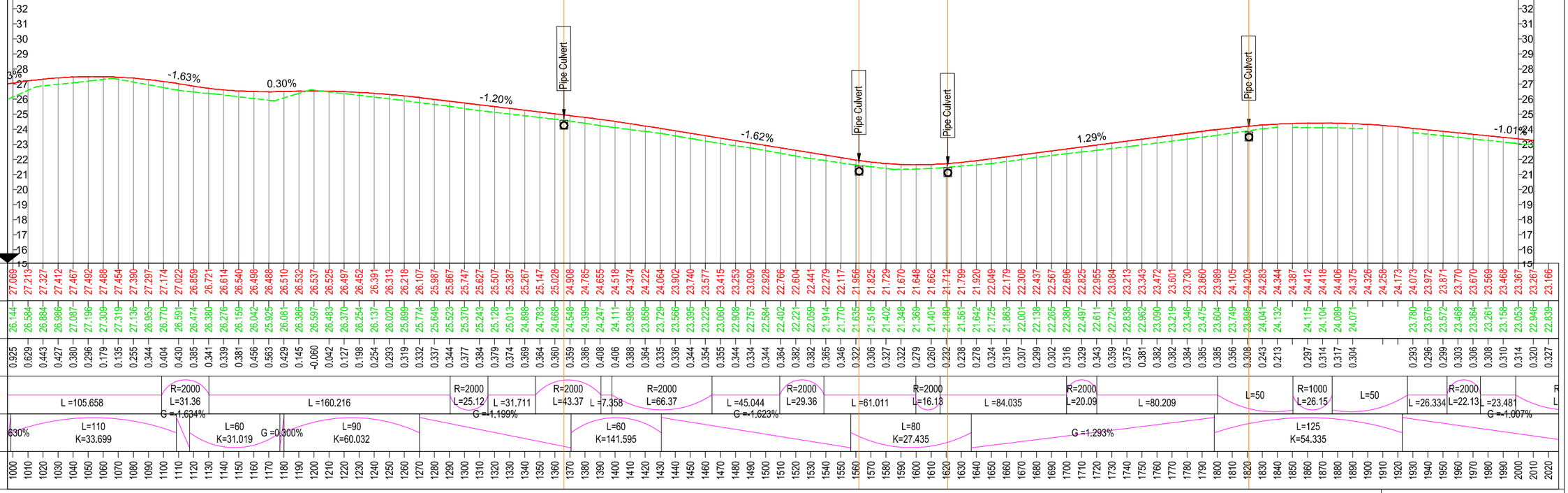
CURVE NO. - 20	
HIP CH.	1963.811
HIP (E)	301999.256
HIP (N)	2119490.441
△	179.366
△c	000.634
V(kmph) 100	R 2000
Ts 11.067	Ls -
Lc 22.134	s -
Es 0.031	e 2.5

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	1+365	1+366
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	1+560	1+562
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	2x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	1+620	1+621
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	1+620	1+821
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2



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TITLE :-

PLAN & PROFILE
(CH-1+000 TO 2+000)

SCALE : NTS

DRAWING NO:- 883-TD-P&P-02/10

DATE:- 06.08.2018

REVISION:- R0

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	RNB	UMS	SCA

Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
- EX.WATER SUPPLY LINE
- EX.FENCING
- EX.SHOP
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- EX.MH6-ELECTRICAL LINE CHAMBER
- EX.MH5-WATER LINE CHAMBER
- EX.BTUMEN ROAD EDGE
- EX.CROSS DRAIN
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- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI

TALOJA MIDC

CURVE NO. - 21			
HIP CH.	2033.580		
HIP (E)	302014.721		
HIP (N)	2119422.407		
△	178.386		
△c	001.614		
V(kmph)	100	R	2500
Ts	35.221	Ls	-
Lc	70.436	s	-
Es	0.248	e	2.5

CURVE NO. - 22			
HIP CH.	2129.861		
HIP (E)	302038.699		
HIP (N)	2119329.155		
△	178.566		
△c	001.434		
V(kmph)	100	R	2000
Ts	25.033	Ls	-
Lc	50.063	s	-
Es	0.157	e	2.5

CURVE NO. - 23			
HIP CH.	2180.015		
HIP (E)	302049.97		
HIP (N)	2119280.282		
△	179.995		
△c	000.005		
V(kmph)	100	R	2000
Ts	0.082	Ls	-
Lc	0.164	s	-
Es	0.000	e	2.5

CURVE NO. - 24			
HIP CH.	2240.018		
HIP (E)	302063.449		
HIP (N)	2119221.812		
△	179.117		
△c	000.883		
V(kmph)	100	R	2000
Ts	15.417	Ls	-
Lc	30.834	s	-
Es	0.059	e	2.5

CURVE NO. - 25			
HIP CH.	2310.019		
HIP (E)	302080.224		
HIP (N)	2119153.85		
△	179.980		
△c	000.020		
V(kmph)	100	R	2000
Ts	0.344	Ls	-
Lc	0.687	s	-
Es	0.000	e	2.5

CURVE NO. - 26			
HIP CH.	2410.167		
HIP (E)	302104.256		
HIP (N)	2119056.628		
△	179.686		
△c	000.314		
V(kmph)	100	R	2000
Ts	5.476	Ls	-
Lc	10.329	s	-
Es	0.007	e	2.5

CURVE NO. - 27			
HIP CH.	2619.115		
HIP (E)	302153.285		
HIP (N)	2118853.514		
△	179.902		
△c	000.098		
V(kmph)	100	R	2000
Ts	1.704	Ls	-
Lc	3.407	s	-
Es	0.001	e	2.5

CURVE NO. - 28			
HIP CH.	2839.968		
HIP (E)	302205.473		
HIP (N)	2118638.915		
△	178.996		
△c	001.004		
V(kmph)	100	R	2000
Ts	17.519	Ls	-
Lc	35.037	s	-
Es	0.077	e	2.5

CURVE NO. - 29			
HIP CH.	2932.569		
HIP (E)	30225.776		
HIP (N)	2118548.566		
△	179.966		
△c	000.034		
V(kmph)	100	R	2000
Ts	0.597	Ls	-
Lc	1.195	s	-
Es	0.000	e	2.5

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	2+345	2+348
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	2+390	2+392
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.8	1x1.2

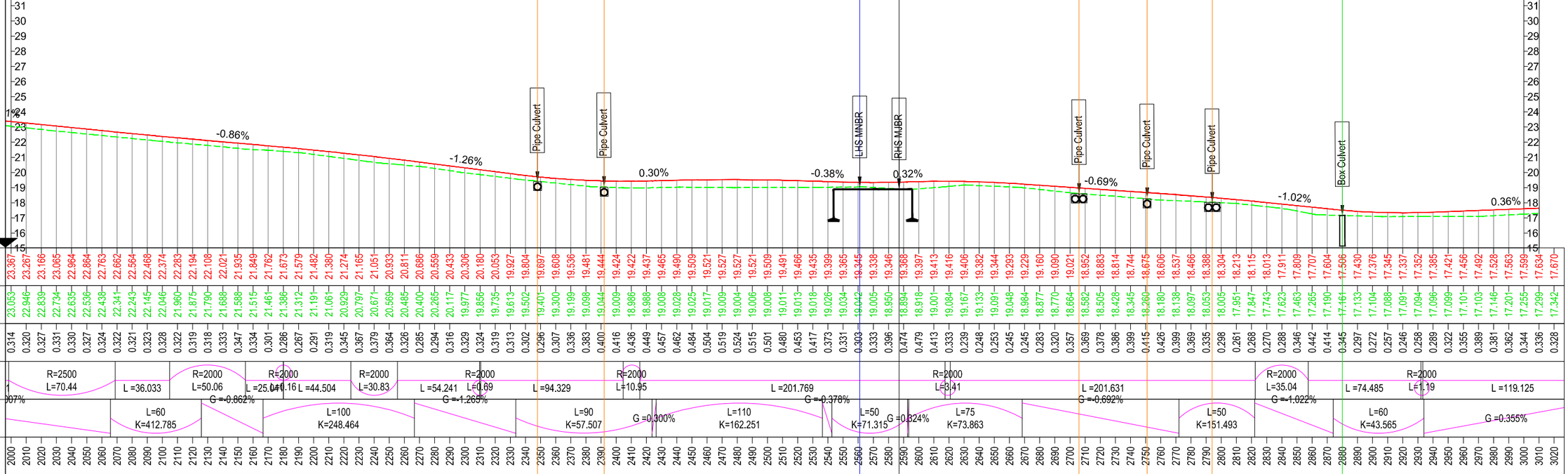
STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	2+560	2+561
Structure	Minor Bridge	Minor Bridge
Type	-	Retained
Size	1x8+4x9+1x8	-

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	2+705	2+706
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x1+1x0.9	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	2+750	2+751
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x1	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	2+790	2+794
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	2+880	2+880
Structure	Box Culvert	Box Culvert
Type	-	Reconstruction
Size	1x4.5	1x4.5



Proposed Finished Road Levels (LHS Carriageway)	23.367 23.267 23.166 23.065 22.964 22.864 22.763 22.662 22.564 22.468 22.374 22.283 22.194 22.108 22.021 21.935 21.849 21.762 21.673 21.579 21.482 21.380 21.274 21.165 21.051 20.933 20.811 20.686 20.559 20.433 20.306 20.180 20.053 19.927 19.804 19.697 19.608 19.536 19.481 19.444 19.424 19.422 19.437 19.465 19.490 19.509 19.521 19.527 19.527 19.521 19.509 19.491 19.466 19.435 19.399 19.365 19.345 19.338 19.346 19.397 19.413 19.416 19.382 19.344 19.293 19.229 19.160 19.090 19.021 18.952 18.883 18.814 18.744 18.675 18.606 18.537 18.466 18.388 18.304 18.213 18.115 18.013 17.911 17.809 17.707 17.604 17.506 17.376 17.345 17.337 17.352 17.385 17.421 17.456 17.492 17.528 17.563 17.599 17.634 17.670
Existing Road Level (LHS Carriageway)	23.053 22.946 22.839 22.734 22.635 22.536 22.439 22.341 22.243 22.145 22.046 21.960 21.875 21.790 21.688 21.588 21.515 21.461 21.386 21.312 21.191 21.061 20.929 20.797 20.671 20.569 20.485 20.400 20.265 20.117 19.977 19.856 19.735 19.613 19.502 19.401 19.300 19.199 19.098 19.044 19.009 18.986 18.988 19.008 19.028 19.025 19.017 19.009 19.004 19.006 19.008 19.011 19.013 19.018 19.026 19.042 19.005 18.950 18.894 18.918 19.001 19.084 19.167 19.133 19.091 19.048 18.984 18.877 18.770 18.664 18.582 18.505 18.428 18.345 18.260 18.180 18.138 18.097 18.053 18.005 17.951 17.847 17.743 17.623 17.463 17.265 17.190 17.161 17.133 17.104 17.088 17.091 17.094 17.096 17.099 17.101 17.103 17.146 17.201 17.255 17.299 17.342
Level Difference	0.314 0.320 0.327 0.331 0.330 0.327 0.324 0.322 0.321 0.323 0.328 0.322 0.319 0.318 0.333 0.347 0.334 0.301 0.286 0.267 0.291 0.319 0.345 0.367 0.379 0.364 0.326 0.285 0.294 0.316 0.329 0.324 0.319 0.313 0.302 0.296 0.307 0.336 0.383 0.400 0.416 0.436 0.449 0.457 0.462 0.484 0.504 0.519 0.524 0.515 0.501 0.480 0.453 0.417 0.373 0.331 0.303 0.333 0.396 0.474 0.479 0.413 0.333 0.239 0.248 0.253 0.245 0.245 0.283 0.320 0.357 0.369 0.378 0.386 0.399 0.415 0.426 0.399 0.369 0.335 0.298 0.261 0.268 0.270 0.288 0.346 0.442 0.414 0.345 0.297 0.272 0.257 0.246 0.258 0.289 0.322 0.355 0.389 0.381 0.362 0.344 0.336 0.328
Horizontal Alignment Schematic	R=2500 L=70.44 / L =36.033 / R=2000 L=50.06 / R=2000 L=25.04 / R=2000 L=0.16 / L =44.504 / R=2000 L=30.83 / L =54.241 / R=2000 L=0.69 / L =94.329 / R=2000 L=10.95 / L =201.769 / R=2000 L=3.41 / L =201.631 / R=2000 L=35.04 / L =74.485 / R=2000 L=1.19 / L =119.125
Vertical Alignment Schematic	L=60 K=412.785 / L=100 K=248.464 / L=90 K=57.507 / G =0.300% / L=110 K=162.251 / L=50 K=71.315 / G =0.324% / L=75 K=73.863 / L=50 K=151.493 / L=60 K=43.565 / G =0.355%
Chainage (m)	2000 2010 2020 2030 2040 2050 2060 2070 2080 2090 2100 2110 2120 2130 2140 2150 2160 2170 2180 2190 2200 2210 2220 2230 2240 2250 2260 2270 2280 2290 2300 2310 2320 2330 2340 2350 2360 2370 2380 2390 2400 2410 2420 2430 2440 2450 2460 2470 2480 2490 2500 2510 2520 2530 2540 2550 2560 2570 2580 2590 2600 2610 2620 2630 2640 2650 2660 2670 2680 2690 2700 2710 2720 2730 2740 2750 2760 2770 2780 2790 2800 2810 2820 2830 2840 2850 2860 2870 2880 2890 2900 2910 2920 2930 2940 2950 2960 2970 2980 2990 3000 3010 3020

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MUMBAI - 400 051

PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

PLAN & PROFILE
(CH-2+000 TO 3+000)

SCALE : NTS

DRAWING NO:- 883-TD-P&P-03/10

DATE:- 06.08.2018 | **REVISION:- R0**

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	RNB	UMS	SCA

Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
- EX.WATER SUPPLY LINE
- EX.FENCING
- EX.SHOP
- EX.COMPOUND WALL
- EX.PETROL PUMP
- EX.ELECTRICAL LINE
- EX.DP
- EX.PATRA COMPOUND WALL
- EX.MH6-ELECTRICAL LINE CHAMBER
- EX.MH5-WATER LINE CHAMBER
- EX.BTUMEN ROAD EDGE
- EX.CROSS DRAIN
- EX.SHOULDER LINE
- EX.STRUCTURE BUILDING
- EX.OFC CABLE
- EX.FOOTHPATH
- EX.BRIDGE
- EX.PEAR CAP
- EX.PEAR
- EX.EXPANSION JOINT
- EX.ABUTMENT
- EX.RIVER NALA
- EX.PAVER BLOCK EDGE
- EX. NALA
- EX. TOWER LINE
- EX. TOWER
- EX. CHANGE STATION POINT
- EX. TBM POINT
- EROW — EX.ROW
- BRIDGE
- PROP.BRIDGE
- PIPT CULVERT
- BOX CULVERT
- PROP.CENTER LINE
- PROP.MEDIAN
- PROP.CARRIAGEWAY
- PROP.FOOTHPAT
- PROP.RE WALL
- PROP.UC
- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI

TALOJA MIDC

CURVE NO. - 30			
HIP CH.	3059.018		
HIP (E)	302253.573		
HIP (N)	2118425.211		
△	179.615		
△c	000.385		
V(kmph)	100	R	2000
Ts	6.726	Ls	-
Lc	13.451	s	-
Es	0.011	e	2.5

CURVE NO. - 31			
HIP CH.	3212.254		
HIP (E)	302288.263		
HIP (N)	2118275.953		
△	178.321		
△c	001.679		
V(kmph)	100	R	2000
Ts	29.312	Ls	-
Lc	58.619	s	-
Es	0.215	e	2.5

CURVE NO. - 32			
HIP CH.	3325.460		
HIP (E)	302317.112		
HIP (N)	2118166.481		
△	179.305		
△c	000.695		
V(kmph)	100	R	2000
Ts	12.136	Ls	-
Lc	24.271	s	-
Es	0.037	e	2.5

CURVE NO. - 33			
HIP CH.	3497.931		
HIP (E)	302359.036		
HIP (N)	2117999.182		
△	178.808		
△c	001.192		
V(kmph)	100	R	2000
Ts	20.805	Ls	-
Lc	41.608	s	-
Es	0.108	e	2.5

CURVE NO. - 34			
HIP CH.	3551.318		
HIP (E)	302370.934		
HIP (N)	2117947.138		
△	179.372		
△c	000.628		
V(kmph)	100	R	2000
Ts	10.960	Ls	-
Lc	21.919	s	-
Es	0.030	e	2.5

CURVE NO. - 35			
HIP CH.	3616.544		
HIP (E)	302386.165		
HIP (N)	2117883.713		
△	179.805		
△c	000.195		
V(kmph)	100	R	2000
Ts	3.405	Ls	-
Lc	6.811	s	-
Es	0.003	e	2.5

CURVE NO. - 36			
HIP CH.	3645.302		
HIP (E)	302461.847		
HIP (N)	2117563.784		
△	179.921		
△c	000.079		
V(kmph)	100	R	2000
Ts	1.373	Ls	-
Lc	2.746	s	-
Es	0000	e	2.5

TBM NO--11 RL= 17.954

RHS STREAM

PIPE LINE

LHS STREAM

TBM NO--12 RL= 18.406

DOWN STREAM

TEA STALE

UP STREAM

HANU TYRES WORKS STORE

PIPE LINE

BANK

UP STREAM

TBM NO--13 RL= 18.155

DOWN STREAM

STORE

PIPE LINE

TBM NO--14 RL= 21.500

UP STREAM

DOWN STREAM

CROSS ROAD AT 4+000

TBM NO--15 RL= 21.700

NANDA FARM HOUSE

3+000 3+100 3+200 3+300 3+400 3+500 3+600 3+700 3+800 3+900 4+000

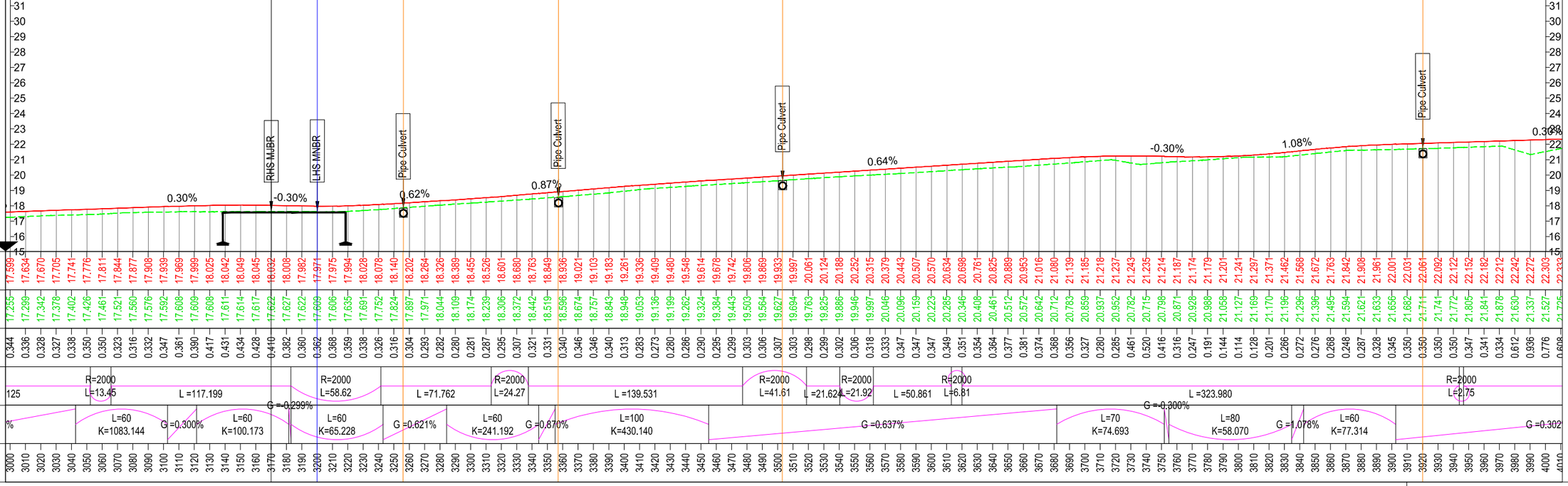
STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	3+200	3+200
Structure	Minor Bridge	Minor Bridge
Type	-	Reconstruction
Size	2x5.9	2x5.9

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	3+255	3+256
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.5	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	3+355	3+357
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.8+1x0.4	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	3+502	3+503
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	3+920	3+920
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2



NOTES:- 1.ALL DIMENSION ARE IN METER UNLESS OTHERWISE STATED
2.EXISTING ROAD LEVELS ARE AT CENTER LINE OF EXISTING PAVEMENT (ON LHS)
3.PROPOSED FINISHED ROAD LEVELS ARE AT RHS EDGE OF CARRIAGWAY
4.ALL DIMENSIONS AND DETAILS SHOWN ARE INDICATIVE
5.WORK SHOWN AS " PHASE II " IS NOT IN PRESENT SCOPE OF WORK.

TENDER DRAWING

REV	DATE	DESCRIPTION FOR REVISION

CONSULTANT

M/s. Technogem Consultants Pvt. Ltd.,

803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
ROAD NO. 22, WAGLE ESTATE,
THANE-(W)- 400 604, MAHARASHTRA.

CLIENT

THE CHIEF OFFICER
M.M.R.D.A.OFFICE BUILDING,
BANDRA-KURLA COMPLEX,
C-14 & 15, E BLOCK BANDRA (EAST),
MUMBAI - 400 051

PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

PLAN & PROFILE
(CH-3+000 TO 4+000)

SCALE : NTS

DRAWING NO:- 883-TD-P&P- 04/10

DATE:- 06.08.2018 | **REVISION:- R0**

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	RNB	UMS	SCA

Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
- EX.WATER SUPPLY LINE
- EX.FENCING
- EX.SHOP
- EX.COMPOUND WALL
- EX.PETROL PUMP
- EX.ELECTRICAL LINE
- EX.DP
- EX.PATRA COMPOUND WALL
- EX.MH6-ELECTRICAL LINE CHAMBER
- EX.MH5-WATER LINE CHAMBER
- EX.BTUMEN ROAD EDGE
- EX.CROSS DRAIN
- EX.SHOULDER LINE
- EX.STRUCTURE BUILDING
- EX.OFC CABLE
- EX.FOOTHPATH
- EX.BRIDGE
- EX.PEAR CAP
- EX.PEAR
- EX.EXPANSION JOINT
- EX.ABUTMENT
- EX.RIVER NALA
- EX.PAVER BLOCK EDGE
- EX. NALA
- EX. TOWER LINE
- EX. TOWER
- EX. CHANGE STATION POINT
- EX. TBM POINT
- EX.ROW
- BRIDGE
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- PIPT CULVERT
- BOX CULVERT
- PROP.CENTER LINE
- PROP.MEDIAN
- PROP.CARRIAGEWAY
- PROP.FOOTHPAT
- PROP.RE WALL
- PROP.UC
- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI

TALOJA MIDC

CURVE NO. - 37	
HIP CH.	4286.156
HIP (E)	302539.83
HIP (N)	2117231.98
△	174.237
△c	003.184
V(kmph) 100	R 1000
Ts 27.795	Ls 45
Lc 55.577	s 0.084
Es 0.386	e 4.4

CURVE NO. - 38	
HIP CH.	4391.244
HIP (E)	302554.729
HIP (N)	2117127.943
△	178.511
△c	001.489
V(kmph) 100	R 2000
Ts 25.991	Ls -
Lc 51.979	s -
Es 0.169	e 2.5

CURVE NO. - 39	
HIP CH.	4468.348
HIP (E)	302562.971
HIP (N)	2117051.278
△	179.287
△c	000.713
V(kmph) 100	R 2000
Ts 12.438	Ls -
Lc 24.875	s -
Es 0.039	e 2.5

CURVE NO. - 40	
HIP CH.	4589.826
HIP (E)	302577.457
HIP (N)	2116930.667
△	179.975
△c	000.025
V(kmph) 100	R 2000
Ts 0.432	Ls -
Lc 0.863	s -
Es 0.000	e 2.5

CURVE NO. - 41	
HIP CH.	4643.941
HIP (E)	302583.887
HIP (N)	2116876.935
△	179.264
△c	000.736
V(kmph) 100	R 2000
Ts 12.852	Ls -
Lc 25.704	s -
Es 0.041	e 2.5

CURVE NO. - 42	
HIP CH.	4751.358
HIP (E)	302595.278
HIP (N)	2116770.124
△	179.059
△c	000.941
V(kmph) 100	R 2000
Ts 16.426	Ls -
Lc 32.851	s -
Es 0.067	e 2.5

CURVE NO. - 43	
HIP CH.	4819.787
HIP (E)	302603.652
HIP (N)	2116702.208
△	178.965
△c	001.035
V(kmph) 100	R 2000
Ts 18.061	Ls -
Lc 36.121	s -
Es 0.082	e 2.5

CURVE NO. - 44	
HIP CH.	4870.127
HIP (E)	302610.713
HIP (N)	2116652.365
△	178.453
△c	001.547
V(kmph) 100	R 2000
Ts 27.002	Ls -
Lc 54.001	s -
Es 0.182	e 2.5

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	4+055	4+056
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.7	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	4+122	4+123
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	4+350	4+350
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.85	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	4+585	4+585
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	4+690	4+687
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	2x1+1x1.15	2x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	4+880	4+880
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x1	1x1.2

Pipe Culvert

1.20% -0.46% -0.30% -0.68%

DATUM

Proposed Finished Road Levels (LHS Carriageway)

Existing Road Level (LHS Carriageway)

Level Difference

Horizontal Alignment Schematic: L =266.685 | L=45 | R=1000 L=55.58 | L=45 | L =6.317 | R=2000 L=51.98 | L =38.678 | R=2000 L=24.88 | L =108.609 | R=2000 L=0.86 | L =40.832 | R=2000 L=25.70 | L=78.139 | R=2000 L=32.85 | L =33.943 | R=2000 L=36.12 | L =5.278 | R=2000 L=54.00

Vertical Alignment Schematic: 0.302% | L=180 K=199.936 | G =1.202% | L=150 K=90.270 | G=-0.460% | L=80 K=508.902 | G=-0.303% | L=80 K=211.824 | G=-0.680% | L=150 K=109.740

Chainage (m)

NOTES:- 1.ALL DIMENSION ARE IN METER UNLESS OTHERWISE STATED
2.EXISTING ROAD LEVELS ARE AT CENTER LINE OF EXISTING PAVEMENT (ON LHS)
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4.ALL DIMENSIONS AND DETAILS SHOWN ARE INDICATIVE
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TENDER DRAWING

REV	DATE	DESCRIPTION FOR REVISION

CONSULTANT

M/s. Technogem Consultants Pvt. Ltd.,

803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
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PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

PLAN & PROFILE
(CH-4+000 TO 5+000)

SCALE : NTS

DRAWING NO:- 883-TD-P&P- 05/10

DATE:- 06.08.2018

REVISION:- R0

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	RNB	UMS	SCA

Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
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- EX. TBM POINT
- EX.ROW
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- PROP.BRIDGE
- PIPT CULVERT
- BOX CULVERT
- PROP.CENTER LINE
- PROP.MEDIAN
- PROP.CARRIAGEWAY
- PROP.FOOTHPAT
- PROP.RE WALL
- PROP.UC
- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI

TALOJA MIDC

CURVE NO. - 45			
HIP CH.	5260.278		
HIP (E)	302654.992		
HIP (N)	2116264.731		
Δ	179.871		
Δc	000.129		
V(kmph)	100	R	2000
Ts	2.245	Ls	-
Lc	4.490	s	-
Es	0.001	e	2.5

CURVE NO. - 46			
HIP CH.	5399.782		
HIP (E)	302670.513		
HIP (N)	2116126.094		
Δ	179.490		
Δc	000.510		
V(kmph)	100	R	2000
Ts	8.898	Ls	-
Lc	17.795	s	-
Es	0.020	e	2.5

CURVE NO. - 47			
HIP CH.	5471.158		
HIP (E)	302679.085		
HIP (N)	2116055.233		
Δ	179.690		
Δc	000.310		
V(kmph)	100	R	2000
Ts	5.408	Ls	-
Lc	10.816	s	-
Es	0.007	e	2.5

CURVE NO. - 48			
HIP CH.	5508.155		
HIP (E)	302683.727		
HIP (N)	2116018.529		
Δ	179.043		
Δc	000.957		
V(kmph)	100	R	2000
Ts	16.701	Ls	-
Lc	33.401	s	-
Es	0.070	e	2.5

CURVE NO. - 49			
HIP CH.	5617.574		
HIP (E)	302696.271		
HIP (N)	2115909.836		
Δ	175.086		
Δc	001.094		
V(kmph)	80	R	600
Ts	5.728	Ls	40
Lc	11.455	s	0.111
Es	0.027	e	4.7

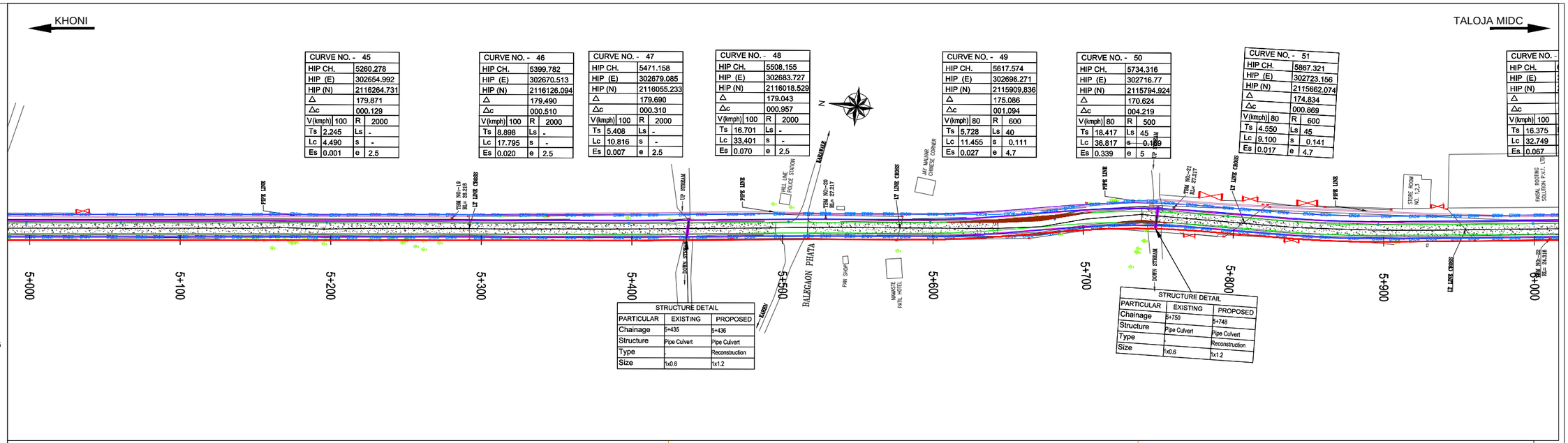
CURVE NO. - 50			
HIP CH.	5734.316		
HIP (E)	302716.77		
HIP (N)	2115794.924		
Δ	170.624		
Δc	004.219		
V(kmph)	80	R	500
Ts	18.417	Ls	45
Lc	36.817	s	0.159
Es	0.339	e	5

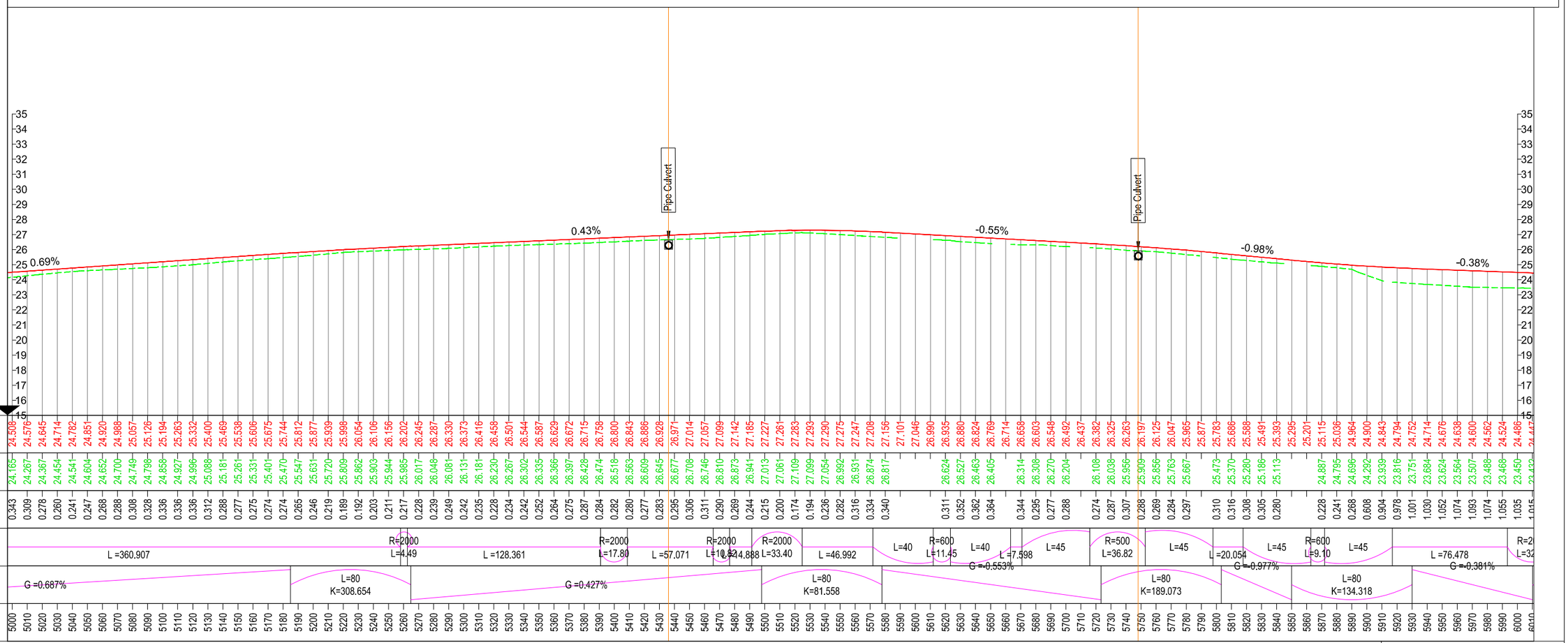
CURVE NO. - 51			
HIP CH.	5867.321		
HIP (E)	302723.156		
HIP (N)	2115662.074		
Δ	174.834		
Δc	000.869		
V(kmph)	80	R	600
Ts	4.550	Ls	45
Lc	9.100	s	0.141
Es	0.017	e	4.7

CURVE NO. -	
HIP CH.	
HIP (E)	
HIP (N)	
Δ	
Δc	
V(kmph)	100
Ts	16.375
Lc	32.749
Es	0.067

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	5+435	5+436
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	5+750	5+748
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2





NOTES:- 1.ALL DIMENSION ARE IN METER UNLESS OTHERWISE STATED
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TENDER DRAWING

REV	DATE	DESCRIPTION FOR REVISION

CONSULTANT

M/s. Technogem Consultants Pvt. Ltd.,

803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
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PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

PLAN & PROFILE
(CH-5+000 TO 6+000)

SCALE : NTS

DRAWING NO:- 883-TD-P&P- 06/10

DATE:- 06.08.2018

REVISION:- R0

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
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Legend

- EX.TREE
- EX. ELECTRIC POLE
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- PROP.FOOTHPAT
- PROP.RE WALL
- PROP.UC
- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI → TALOJA MIDC

CURVE NO. - 52			
HIP CH.	6009.724		
HIP (E)	302739.67		
HIP (N)	2115520.64		
Δ	179.062		
Δc	000.938		
V(kmph)	100	R	2000
Ts	16.375	Ls	-
Lc	32.749	s	-
Es	0.067	e	2.5

CURVE NO. - 53			
HIP CH.	6129.561		
HIP (E)	302756.127		
HIP (N)	2115401.937		
Δ	178.580		
Δc	001.420		
V(kmph)	100	R	2000
Ts	24.781	Ls	-
Lc	49.560	s	-
Es	0.154	e	2.5

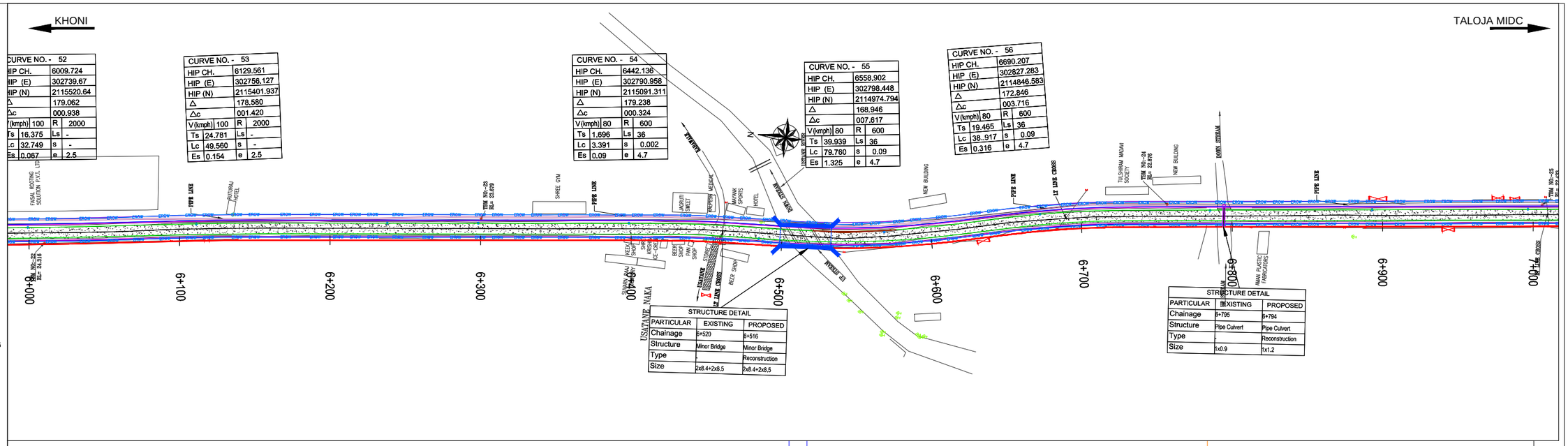
CURVE NO. - 54			
HIP CH.	6442.136		
HIP (E)	302790.958		
HIP (N)	2115091.311		
Δ	179.238		
Δc	000.324		
V(kmph)	80	R	600
Ts	1.696	Ls	36
Lc	3.391	s	0.002
Es	0.09	e	4.7

CURVE NO. - 55			
HIP CH.	6558.902		
HIP (E)	302798.448		
HIP (N)	2114974.794		
Δ	168.946		
Δc	007.617		
V(kmph)	80	R	600
Ts	39.939	Ls	36
Lc	79.760	s	0.09
Es	1.325	e	4.7

CURVE NO. - 56			
HIP CH.	6690.207		
HIP (E)	302827.283		
HIP (N)	2114846.583		
Δ	172.846		
Δc	003.716		
V(kmph)	80	R	600
Ts	19.465	Ls	36
Lc	38..917	s	0.09
Es	0.316	e	4.7

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	6+520	6+516
Structure	Minor Bridge	Minor Bridge
Type	-	Reconstruction
Size	2x8.4+2x8.5	2x8.4+2x8.5

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	6+795	6+794
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.9	1x1.2



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5.WORK SHOWN AS " PHASE II " IS NOT IN PRESENT SCOPE OF WORK.

TENDER DRAWING

REV	DATE	DESCRIPTION FOR REVISION

CONSULTANT

M/s. Technogem Consultants Pvt. Ltd.,

803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
NEAR NEW PASSPORT OFFICE,
ROAD NO. 22, WAGLE ESTATE,
THANE-(W)- 400 604, MAHARASHTRA.

CLIENT

THE CHIEF OFFICER
M.M.R.D.A.OFFICE BUILDING,
BANDRA-KURLA COMPLEX,
C-14 & 15, E BLOCK BANDRA (EAST),
MUMBAI - 400 051

PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

PLAN & PROFILE
(CH-6+000 TO 7+000)

SCALE : NTS

DRAWING NO:- 883-TD-P&P- 07/10

DATE:- 06.08.2018 | **REVISION:- R0**

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	RNB	UMS	SCA

Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
- EX.WATER SUPPLY LINE
- EX.FENCING
- EX.SHOP
- EX.COMPOUND WALL
- EX.PETROL PUMP
- EX.ELECTRICAL LINE
- EX.DP
- EX.PATRA COMPOUND WALL
- EX.MH6-ELECTRICAL LINE CHAMBER
- EX.MH5-WATER LINE CHAMBER
- EX.BTUMEN ROAD EDGE
- EX.CROSS DRAIN
- EX.SHOULDER LINE
- EX.STRUCTURE BUILDING
- EX.OFC CABLE
- EX.FOOTHPATH
- EX.BRIDGE
- EX.PEAR CAP
- EX.PEAR
- EX.EXPANSION JOINT
- EX.ABUTMENT
- EX.RIVER NALA
- EX.PAVER BLOCK EDGE
- EX. NALA
- EX. TOWER LINE
- EX. TOWER
- EX. CHANGE STATION POINT
- EX. TBM POINT
- EROW — EX.ROW
- BRIDGE
- PROP.BRIDGE
- PIPT CULVERT
- BOX CULVERT
- PROP.CENTER LINE
- PROP.MEDIAN
- PROP.CARRIAGEWAY
- PROP.FOOTHPAT
- PROP.RE WALL
- PROP.UC
- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI

TALOJA MIDC

CURVE NO. - 57	
HIP CH.	7149.801
HIP (E)	302872.91
HIP (N)	2114389.783
△	152.213
△c	004.122
V(kmph) 80	R 230
Ts 8.276	Ls 36
Lc 16.546	s 1.632
Es 0.149	e 7.0

CURVE NO. - 58	
HIP CH.	7384.194
HIP (E)	302796.275
HIP (N)	2114168.72
△	177.738
△c	001.001
V(kmph) 80	R 1000
Ts 8.737	Ls 22.000
Lc 17.473	s 0.02
Es 0.038	e 2.8

CURVE NO. - 59	
HIP CH.	7433.959
HIP (E)	302779.977
HIP (N)	2114121.698
△	178.949
△c	001.051
V(kmph) 100	R 2000
Ts 18.351	Ls -
Lc 36.700	s -
Es 0.084	e 2.5

CURVE NO. - 60	
HIP CH.	7530.634
HIP (E)	302746.041
HIP (N)	2114022.708
△	169.234
△c	003.174
V(kmph) 80	R 400
Ts 11.083	Ls 53.000
Lc 22.160	s 0.293
Es 0.153	e 7.0

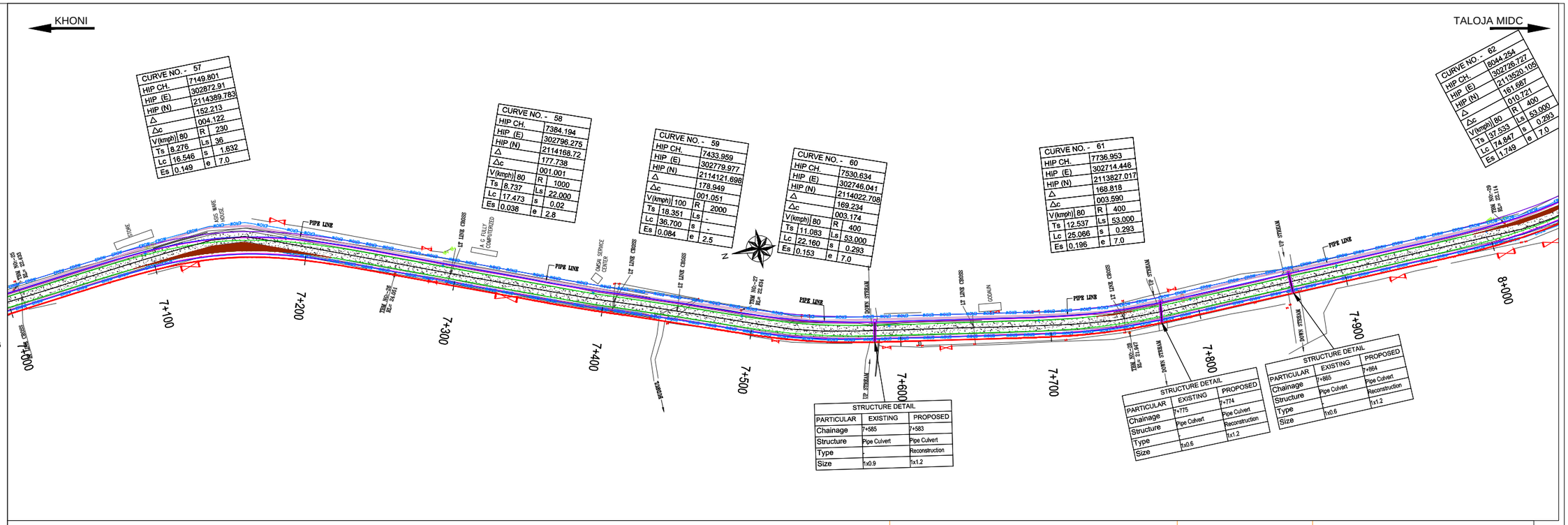
CURVE NO. - 61	
HIP CH.	7736.953
HIP (E)	302714.446
HIP (N)	2113827.017
△	168.818
△c	003.590
V(kmph) 80	R 400
Ts 12.537	Ls 53.000
Lc 25.066	s 0.293
Es 0.196	e 7.0

CURVE NO. - 62	
HIP CH.	8044.254
HIP (E)	302726.727
HIP (N)	2113520.105
△	161.667
△c	010.721
V(kmph) 80	R 400
Ts 37.533	Ls 53.000
Lc 74.847	s 0.293
Es 1.749	e 7.0

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	7+585	7+583
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.9	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	7+775	7+774
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	7+865	7+864
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2



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TENDER DRAWING

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CONSULTANT

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803, 8TH FLOOR, B-WING, LODHA SUPREMUS II,
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MUMBAI - 400 051

PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

PLAN & PROFILE
(CH-7+000 TO 8+000)

SCALE : NTS

DRAWING NO:- 883-TD-P&P- 08/10

DATE:- 06.08.2018

REVISION:- R0

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
AHK	RNB	UMS	SCA

Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
- EX.WATER SUPPLY LINE
- EX.FENCING
- EX.SHOP
- EX.COMPOUND WALL
- EX.PETROL PUMP
- EX.ELECTRICAL LINE
- EX.DP
- EX.PATRA COMPOUND WALL
- EX.MH6-ELECTRICAL LINE CHAMBER
- EX.MH5-WATER LINE CHAMBER
- EX.BTUMEN ROAD EDGE
- EX.CROSS DRAIN
- EX.SHOULDER LINE
- EX.STRUCTURE BUILDING
- EX.OFC CABLE
- EX.FOOTHPATH
- EX.BRIDGE
- EX.PEAR CAP
- EX.PEAR
- EX.EXPANSION JOINT
- EX.ABUTMENT
- EX.RIVER NALA
- EX.PAVER BLOCK EDGE
- EX. NALA
- EX. TOWER LINE
- EX. TOWER
- EX. CHANGE STATION POINT
- EX. TBM POINT
- EX.ROW
- BRIDGE
- PROP.BRIDGE
- PIPT CULVERT
- BOX CULVERT
- PROP.CENTER LINE
- PROP.MEDIAN
- PROP.CARRIAGEWAY
- PROP.FOOTHPAT
- PROP.RE WALL
- PROP.UC
- PROP.FILLET CURVE NEW PEVEMENT
- PROP Centre Line Profile
- EX.Centre Line Profile

KHONI

TALOJA MIDC

CURVE NO. -	62		
HIP CH.	8044.254		
HIP (E)	302726.727		
HIP (N)	2113520.105		
Δ	161.687		
Δc	010.721		
V(kmph)	80	R	400
Ts	37.533	Ls	53.000
Lc	74.847	s	0.293
Es	1.749	e	7.0

CURVE NO. -	63		
HIP CH.	8230.715		
HIP (E)	302788.015		
HIP (N)	2113343.846		
Δ	179.223		
Δc	000.777		
V(kmph)	100	R	2000
Ts	13.567	Ls	-
Lc	27.134	s	-
Es	0.046	e	2.5

CURVE NO. -	64		
HIP CH.	8554.419		
HIP (E)	302896.167		
HIP (N)	2113038.743		
Δ	179.064		
Δc	000.936		
V(kmph)	100	R	2000
Ts	16.333	Ls	-
Lc	32.665	s	-
Es	0.067	e	2.5

CURVE NO. -	65		
HIP CH.	8785.461		
HIP (E)	302976.905		
HIP (N)	2112822.267		
Δ	177.762		
Δc	002.238		
V(kmph)	100	R	2000
Ts	39.061	Ls	-
Lc	78.112	s	-
Es	0.381	e	2.5

CURVE NO. -	66		
HIP CH.	8965.756		
HIP (E)	303036.096		
HIP (N)	2112652.017		
Δ	164.488		
Δc	007.921		
V(kmph)	80	R	400
Ts	27.692	Ls	53.000
Lc	55.296	s	0.293
Es	0.955	e	7.0

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	8+308	8+307
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	2x0.8	2x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	8+525	8+524
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x1	1x1.2

STRUCTURE DETAIL		
PARTICULAR	EXISTING	PROPOSED
Chainage	8+715	8+713
Structure	Pipe Culvert	Pipe Culvert
Type	-	Reconstruction
Size	1x0.6	1x1.2

Pipe Culvert

Pipe Culvert

Pipe Culvert

0.84%

-0.30%

-0.46%

0.30%

DATUM

Proposed Finished Road Levels (LHS Carriageway)	22.167 22.150 22.148 22.160 22.186 22.226 22.281 22.351 22.433 22.517 22.602 22.686 22.771 22.855 22.940 23.024 23.108 23.193 23.277 23.362 23.445 23.523 23.597 23.667 23.732 23.792 23.848 23.899 23.946 23.988 24.025 24.058 24.087 24.110 24.130 24.144 24.155 24.160 24.161 24.158 24.149 24.137 24.119 24.098 24.071 24.042 24.012 23.982 23.953 23.923 23.894 23.864 23.834 23.805 23.775 23.745 23.716 23.686 23.656 23.627 23.597 23.568 23.538 23.508 23.478 23.446 23.412 23.376 23.337 23.297 23.255 23.211 23.166 23.120 23.074 23.029 22.983 22.938 22.897 22.866 22.844 22.831 22.828 22.835 22.851 22.876 22.906 22.936 22.966 22.996 23.025 23.040 23.036 23.014 22.973 22.913 22.836 22.739 22.625 22.491 22.339 22.170
Existing Road Level (LHS Carriageway)	21.851 21.817 21.809 21.817 21.872 21.956 22.030 22.100 22.182 22.254 22.348 22.440 22.616 22.705 22.785 22.864 22.943 23.050 23.182 23.230 23.278 23.327 23.380 23.437 23.494 23.551 23.587 23.619 23.651 23.683 23.682 23.663 23.643 23.635 23.750 23.865 23.883 23.864 23.847 23.832 23.818 23.785 23.745 23.710 23.691 23.673 23.647 23.618 23.591 23.565 23.539 23.506 23.476 23.448 23.426 23.403 23.346 23.275 23.249 23.237 23.224 23.216 23.212 23.197 23.144 23.092 22.994 22.878 22.780 22.731 22.683 22.660 22.653 22.642 22.623 22.598 22.566 22.522 22.492 22.489 22.494 22.508 22.526 22.549 22.575 22.601 22.649 22.708 22.739 22.731 22.722 22.720 22.710 22.617 22.517 22.401 22.224 22.036 21.854
Level Difference	0.299 0.331 0.350 0.369 0.354 0.325 0.321 0.332 0.335 0.348 0.338 0.330 0.323 0.319 0.324 0.329 0.335 0.312 0.263 0.294 0.320 0.340 0.351 0.355 0.354 0.348 0.359 0.369 0.374 0.375 0.405 0.448 0.486 0.510 0.404 0.295 0.278 0.293 0.302 0.304 0.302 0.312 0.326 0.332 0.321 0.309 0.306 0.305 0.303 0.299 0.295 0.298 0.299 0.298 0.290 0.283 0.310 0.352 0.348 0.331 0.314 0.292 0.266 0.249 0.268 0.283 0.343 0.419 0.475 0.480 0.483 0.460 0.421 0.387 0.361 0.339 0.331 0.344 0.352 0.343 0.335 0.327 0.324 0.327 0.331 0.335 0.317 0.288 0.286 0.308 0.314 0.252 0.203 0.219 0.222 0.223 0.267 0.303 0.319
Horizontal Alignment Schematic	R=400 L=74.85 · L=53 · L =82.580 · R=2000 L=27.13 · L =293.804 · R=2000 L=32.67 · L =175.648 · R=2000 L=78.11 · L =60.552 · L=53 · R=400 L=55.30
Vertical Alignment Schematic	L=80 K=69.647 · G =0.845% · L=250 K=219.120 · G =-0.296% · L=80 K=503.849 · G =-0.455% · L=80 K=105.943 · G =0.300% · L=110 K=54.040
Chainage (m)	8000 8010 8020 8030 8040 8050 8060 8070 8080 8090 8100 8110 8120 8130 8140 8150 8160 8170 8180 8190 8200 8210 8220 8230 8240 8250 8260 8270 8280 8290 8300 8310 8320 8330 8340 8350 8360 8370 8380 8390 8400 8410 8420 8430 8440 8450 8460 8470 8480 8490 8500 8510 8520 8530 8540 8550 8560 8570 8580 8590 8600 8610 8620 8630 8640 8650 8660 8670 8680 8690 8700 8710 8720 8730 8740 8750 8760 8770 8780 8790 8800 8810 8820 8830 8840 8850 8860 8870 8880 8890 8900 8910 8920 8930 8940 8950 8960 8970 8980 8990 9000 9010

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TENDER DRAWING

REV	DATE	DESCRIPTION FOR REVISION

CONSULTANT

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NEAR NEW PASSPORT OFFICE,
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PROJECT

CONSULTANCY SERVICES FOR PREPARATION OF DETAIL PROJECT REPORT FOR THE WORK OF 'WIDENING AND CONSTRUCTION OF MIDC ROAD FROM TALOJA MIDC ROAD TO AMBERNATH - KATAI NAKA ROAD

TITLE :-

PLAN & PROFILE
(CH-8+000 TO 9+000)

SCALE : NTS

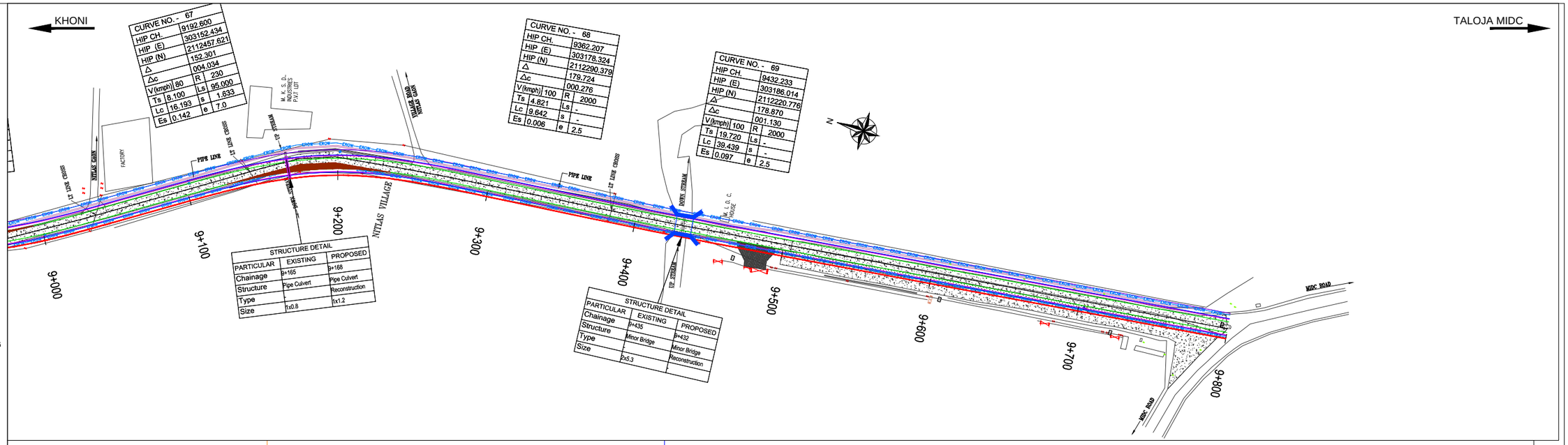
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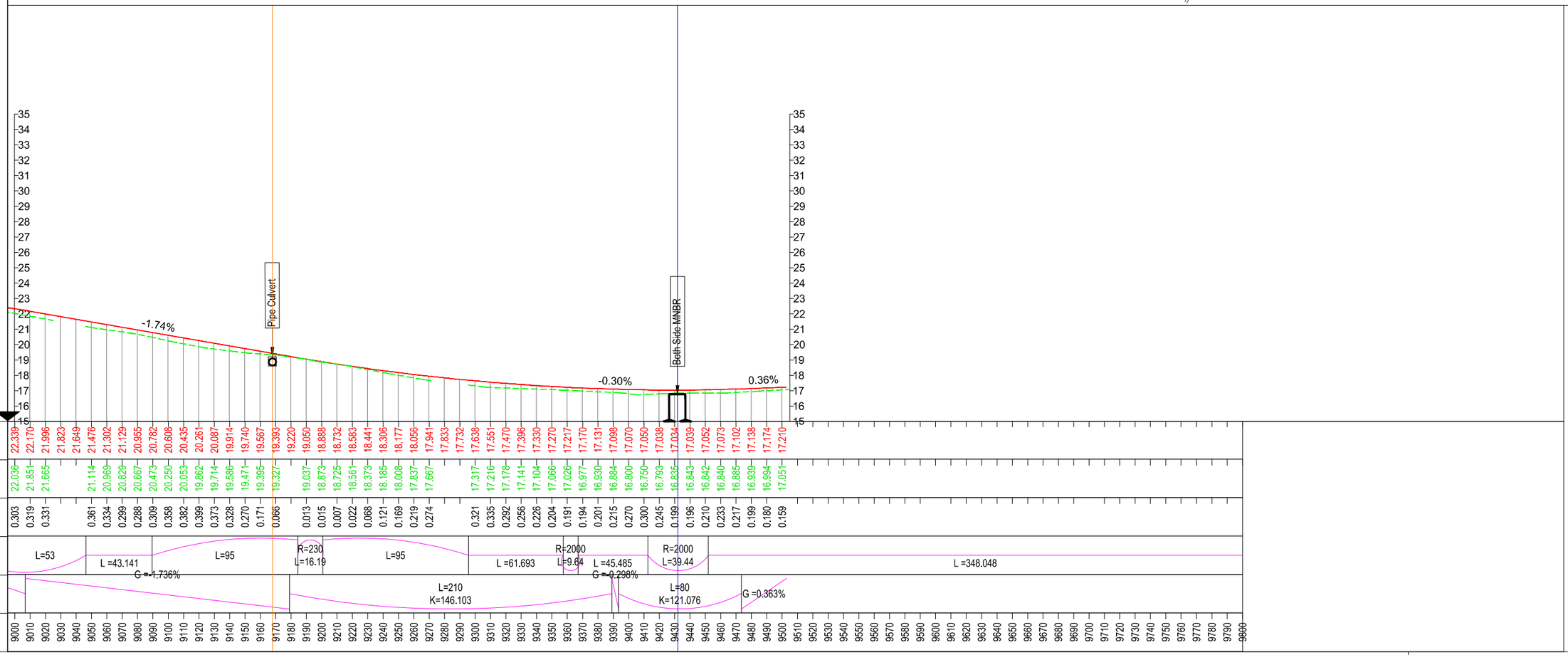
DATE:- 06.08.2018 | **REVISION:- R0**

DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY
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Legend

- EX.TREE
- EX. ELECTRIC POLE
- EX.PATRA SHED
- EX.CONCRET ROAD
- EX.RE WALL
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PLAN & PROFILE
(CH-9+000 TO 9+800)

SCALE : NTS

DRAWING NO:- 883-TD-P&P-10/10

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