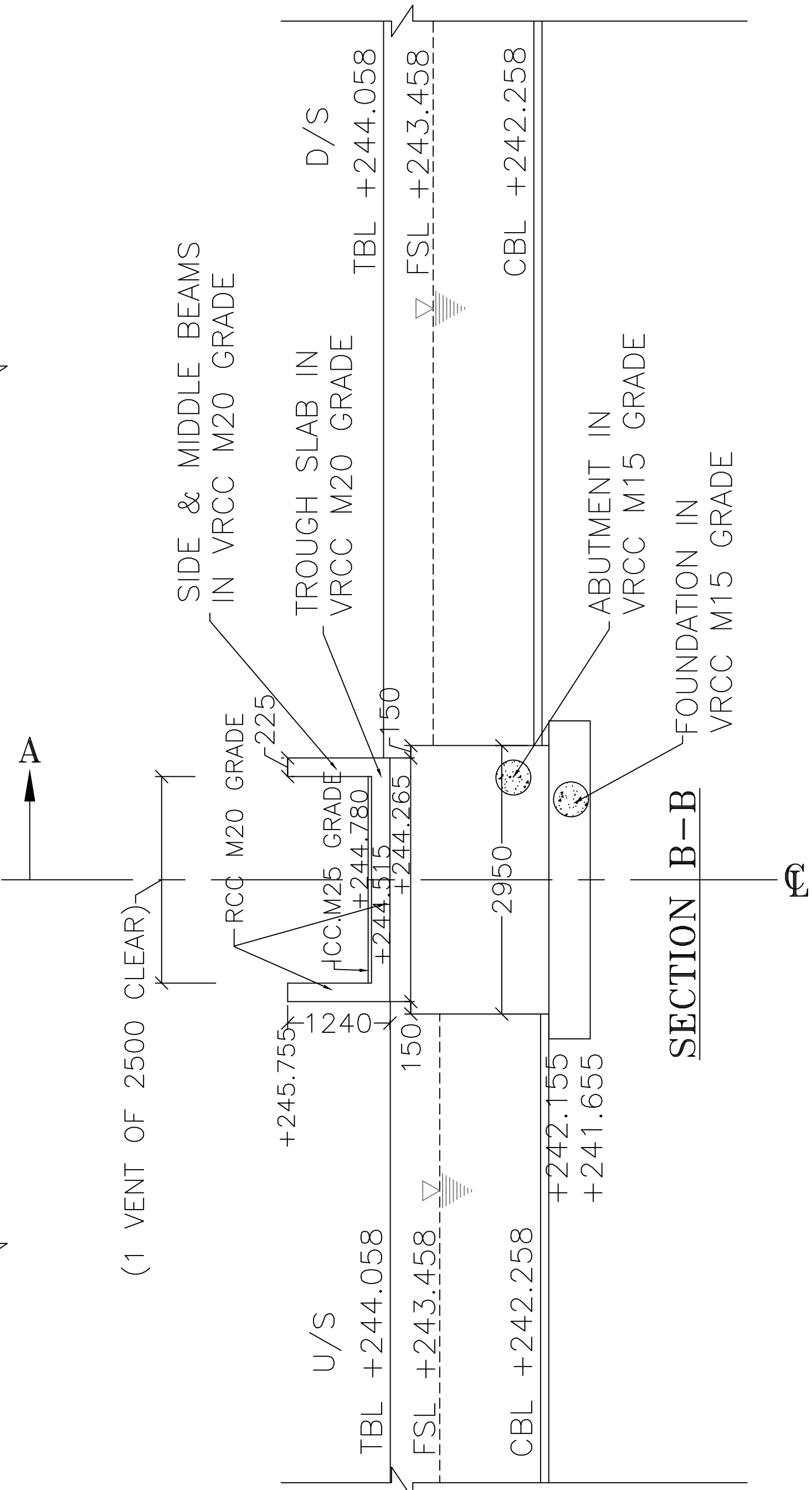
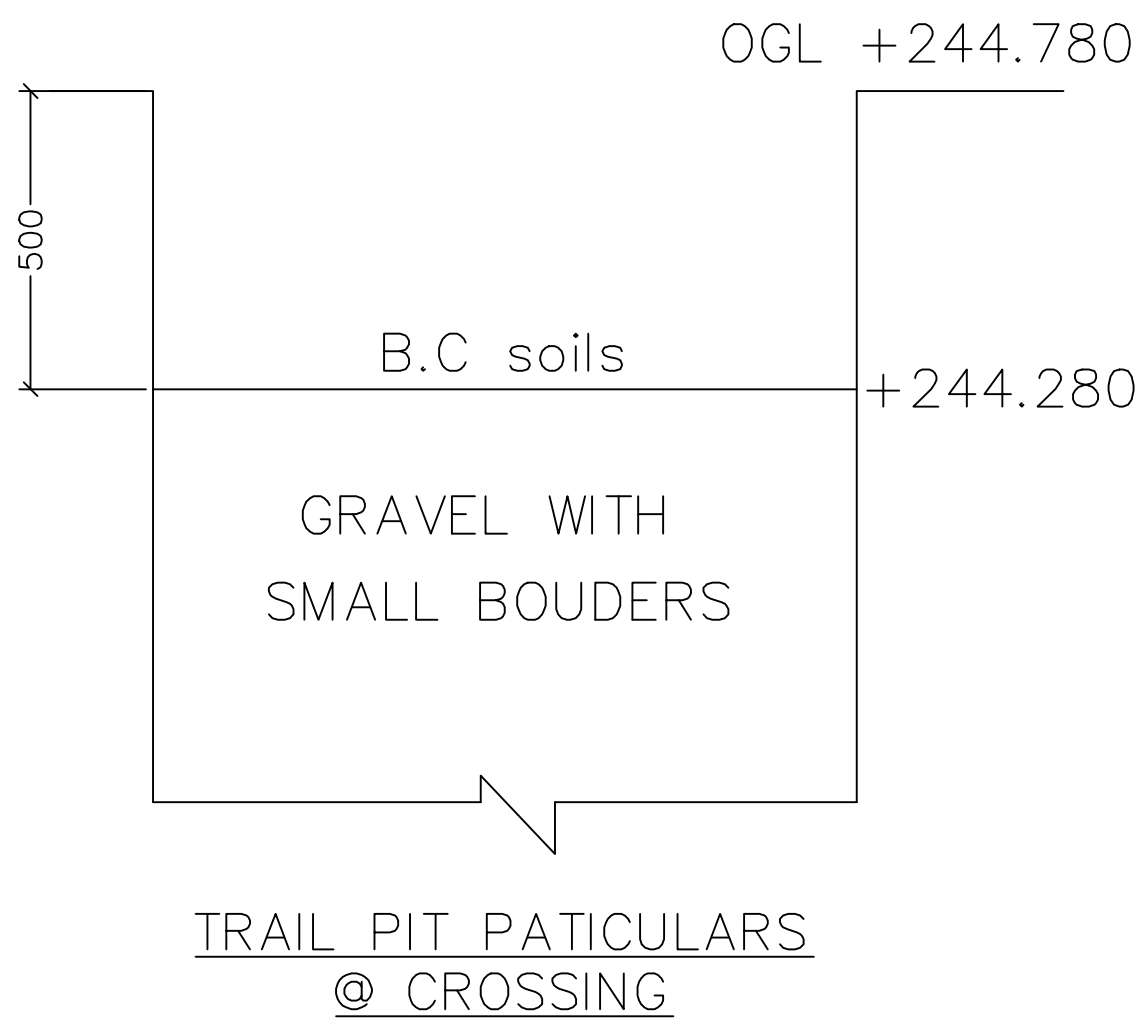


NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. THE ABUTMENTS,WINGS AND RETURNS ARE DESIGNED BASED ON T.V.A PROCEDURE
3. STEEL : ALL STEEL SHALL CONFORM TO LATEST IS : 1786
4. CONCRETE : ALL CONCRETE SHALL CONFORM TO LATEST IS : 456 AND 3370
5. 300 TH ROUGH STONE DRY PACKING OVER 225 TH GRAVEL COMPACTED TO O.M.C. SHALL BE PROVIDED FOR BED PITCHING AND SIDE REVETMENT AS SHOWN IN THE DRAWINGS IN APPROCH AND TAIL CHANNAL.
6. DURING EXECUTION, IF THE STRATA MET WITH AT FOUNDATION LEVEL IS NOT CAPABLE OF TAKING THE DESIGN STRESSES UNDER SATURATION CONDITION THE SECTIONS ARE TO BE SUITABLY MODIFIED.
7. 100 MM LINING TO THE CANAL IN CCM10 GRADE UPTO A LENGTH OF 10.0 M OR AS PER AGREEMENT WHICHEVER IS HIGHER ON EITHER SIDE THE STRUCTURE IS TO BE PROVIDED.
8. 12MM MASTIC PAD AND 300mm WIDE P.V.C. WATER STOPPER SHALL BE PROVIDED AT BOTH ENDS OF TROUGH SLAB ON ABUTMENTS.
9. TAIL CHANNEL SECTION IS FOR GUIDANCE ONLY PROPER CONNECTIONS TO SUIT SITE CONDITIONS MAY BE PROVIDED. THE TAIL CHANNEL IS PROPOSED WITH 5.70M BED WIDTH, 1.5:1 SIDE SLOPES AND 1 IN 1980 BED FALL. TAIL CHANNEL SHALL BE EXCAVATED TILL IT MEETS THE NATURAL BED LEVEL OF THE STREAM.
10. 50X75 MM WEEP HOLES WITH REVERSE FILTERS AT 1800C/C STAGGERED BOTH VERTICALLY AND HORIZONTALLY SHALL BE PROVIDED IN WINGS, RETURNS AND HEAD WALLS
11. 40MM TH SEALING COAT IN C.C. M20 SHALL BE PROVIDED ON THE SLAB UNDER CANAL PORTION.
12. ALL THE WORKMANSHIP OF CONCRETE SHALL CONFORM TO IS 456
13. THE COARSE AGGREGATE SHALL CONFORM TO IS 383.
14. THE BANK CONNECTIONS ARE ONLY TENTATIVE. THEY SHALL BE PROVIDED AS PER SITE CONDITION DURING EXECUTION.
- 15.THE ABUTMENTS, WING AND RETURN WALLS ARE DESIGNED FOR EARTH PRESSURE BASED ON RANKINE'S PROCEDURE WITH BACK FILL SOILS OF NON-COHESIVE NATURE AND AN ANGLE OF INTERNAL FRICTION  $\phi = 32$  DEGREES AND WITH UNIT WEIGHT OF SOIL AS 2.1 T/SQM. THE BACK FILLING OF THESE WALLS SHALL BE WITH SOILS HAVING THE PROPERTIES AS ABOVE AND PROPERLY COMPACTED TO MAXIMUM DRY DENSITY AT OMC AND SHALL BE DONE CONCURRENTLY WITH RAISING OF STRUCTURE.
16. IF THE FOUNDATION IS TO BE REST ON AN EXCAVATED PORTION THE SAME SHALL BE FILLED WITH LEAN MIX.

HYDRAULIC PARTICULARS OF DRAIN:

S.NO.	PARITCULARS	
1.	CATCHMENT AREA	0.091 SqKm = 0.0354 SqMiles
2.	DEEPEST BED LEVEL	+244.780
3.	MAXIMUM FLOOD DISCHARGE	3.300 Cumecs



SD/- DT:13.12.2009  
SUPERINTENDING ENGINEER  
GNSS CIRCLE,KADAPA

HYDRAULIC PARTICULARS @ KM 7.930

S.NO.	PARITCULARS	U/S SIDE
1.	DISCHARGE REQD. (CUMECs)	4.892
2.	DISCHARGE DGND. (CUMECs)	4.950
3.	BED WIDTH (M)	4.500
4.	F.S.D (M)	1.200
5.	VELOCITY (M/S)	0.655
6.	BED FALL	1 IN 3750
7.	CANAL BED LEVEL (M)	+242.258
8.	FULL SUPPLY LEVEL (M)	+243.458
9.	TOP OF BANK LEVEL (M)	+244.058
10.	FREE BOARD (M)	0.600
11.	SIDE SLOPES (INNER/OUTER)	1.5:1
12.	VALUE OF 'n'	0.0225
13.	TOP WIDTH OF BANKS (L/R)(M)	2.50/4.50
14.	AVG. GROUND LEVEL (M)	+244.780

REFERENCE:

1. DWG NO.: 2/2- REINFORCEMENT DETAILS OF TROUGH & SECTIONS

CLIENT	GOVERNMENT OF ANDHRA PRADESH IRRIGATION & CAD DEPARTMENT		
PROJECT	GANDIKOTA LIFT IRRIGATION SCHEME KADAPA		
TITLE	SUPER PASSAGE AT KM 7.930 OF SANTHAKOVUR MAJOR ON FEEDER CHANNEL TO BUCHUPALLI TANK		
	GENERAL PLAN & SECTIONAL ELEVATIONS		
CONTRACTORS	M/S K.B.L. - M.C.C.L. JV, PUNE		
DRAWING NO:		SCALE	DATE
		AS INDICATED	