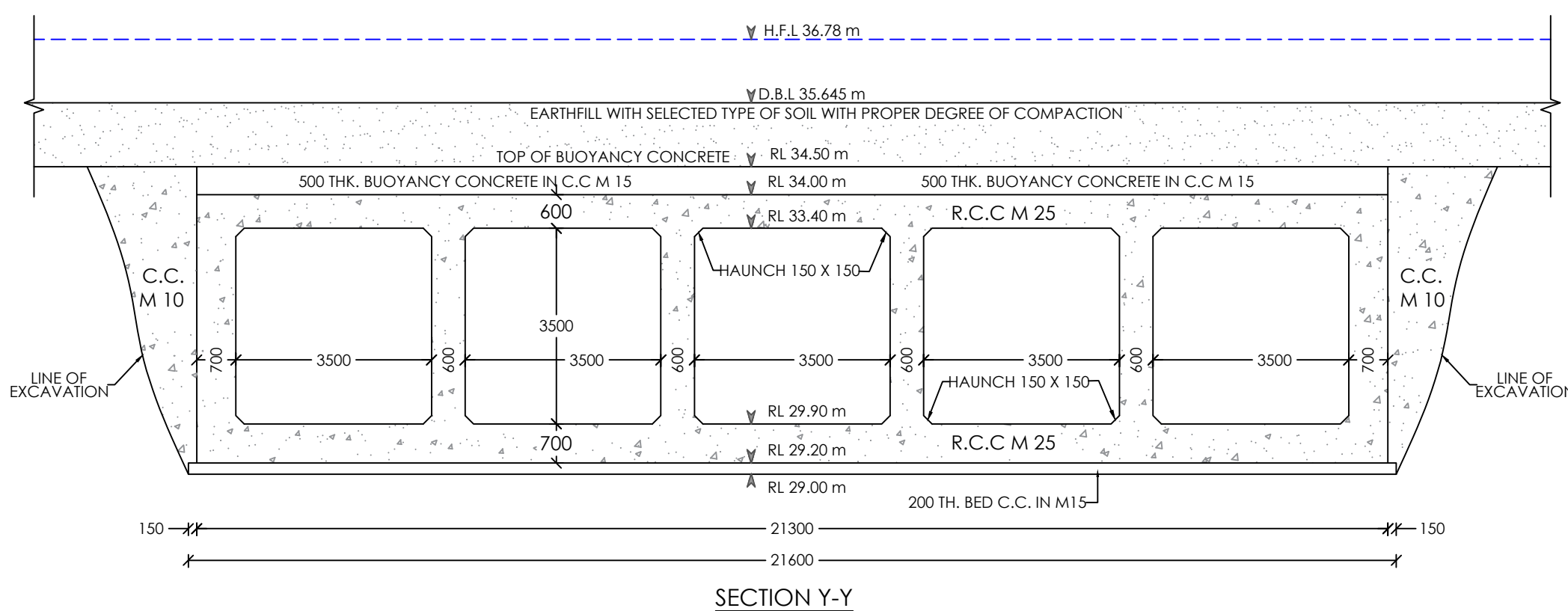


CANAL DATA			
Sl. No.	OFFTAKING CANAL DATA	DATA VALUE	UNIT
1	GROUND LEVEL (LEFT / RIGHT)	39.45/39.78	m
2	FULL SUPPLY DISCHARGE U/S & D/S	118.95	CUM/SEC
3	BED WIDTH U/S & D/S	22.56	m (D/S)
4	FULL SUPPLY DEPTH (U/S & D/S)	3.55/3.55	m
5	CANAL BED LEVEL	35.42	m (U/S)
6	BED GRADIENT U/S	4666.00	m (D/S)
7	FULL SUPPLY LEVEL	38.97	m (U/S)
8	VELOCITY U/S	38.82	m (D/S)
9	TOP OF BANK LEVEL	39.17	m (U/S)
10	CROSS SECTION OF CANAL (U/S & D/S)	22.56 X 3.55 + KEY	
11	WIDTH OF SERVICE ROAD (LEFT)	5.00	m
12	WIDTH OF INSPECTION PATH (RIGHT)	3.00	m
13	SIDE SLOPE (INNER)	1:5.1	
14	SIDE SLOPE (OUTER)	2:1	
15	ALLOWABLE HEAD LOSS	0.15	m
16	WHETHER LINED OR UNLINED	UNLINED	
17	FREE BOARD U/S (L+0.30m + E+0.00m)	0.90	m



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 - THE GRADE OF CONCRETE SHALL BE AS UNDER:
 - RCC BARREL, BREAST WALL, R.C.C. CUTOFF M 25
 - PROFILE WALLS OF CANAL 200TH R.C.C. LINING M 20
 - TRANSITION WALLS M 15
 - C.C. CUT-OFF U/S & D/S (CANAL & DRAIN) M 15
 - 300TH R.C.C. FLOOR M 15
 - BED CONCRETE FOR ALL THE COMPONENTS M 15
 - THE REINFORCEMENT (M/F R 500) CONFORMING TO IS : 1786 - 2008 AND ONLY TESTED STEEL SHALL BE USED.
 - LAPS OF REINFORCEMENT IF REQUIRED SHALL BE STAGGERED AND SHALL BE PROVIDED AS PER CL. 26.2.5.1 OF IS : 456-2000, AND IN LAPS SHOULD NOT BE MORE THAN 40 % AT ANY POINT.
 - THE EXPANSION JOINTS SHALL BE PROVIDED AS PER IS-3370 (PART-II)-2009, AS SHOWN IN DRAWING.
 - EXCAVATED TRENCH FILLING & BACK FILL SHALL BE CARRIED OUT WITH SELECTED TYPE OF SOIL WITH PROPER DEGREE OF COMPACTION.
 - ALL DIMENSIONS SHOWN ARE IN MILLIMETER EXCEPT OTHERWISE SPECIFIED.
 - 50 mm CLEAR COVER TO REINFORCEMENT SHALL INVARIABLY BE PROVIDED WITH SUITABLE ARRANGEMENT AND THE SAME SHALL BE CONFIRMED BY THE CONCERNED FIELD OFFICER BEFORE LAYING CONCRETE.
 - THE DIMENSIONS ARE TO BE READ AND NOT TO BE MEASURED.
 - THE DRAWING IS BASED ON DATA / DETAILS FURNISHED BY FIELD OFFICE. ANY CHANGE IN DATA / DETAILS, DRAWING MAY ALSO REQUIRE CHANGES.
 - DISCREPANCY IF ANY SHOULD BE GOT RECTIFIED BEFORE EXECUTION.
 - EARTH PROFILE SHOWN IN THE DRAWING IS PURELY TENTATIVE, HENCE, WORK SHALL BE CARRIED OUT AS PER ACTUAL SITE CONDITIONS.
 - IT IS ASSUMED THAT THE QUALITY OF CONCRETE, STEEL AND OTHER MATERIAL AND OF THE WORKMANSHIP, AS VERIFIED BY INSPECTIONS, IS ADEQUATE FOR SAFETY & DURABILITY OF THE STRUCTURE.
 - THE NUMBER OF THE DISTRIBUTION BARS SHOWN IN REINFORCEMENT DETAILS DRAWING ARE PURELY INDICATIVE. IT SHOULD BE PROVIDED AS PER SPACING MENTIONED IN SCHEDULE OF REINFORCEMENT.
 - IF THE FOUNDATION R.L. OF PROPOSED STRUCTURE IS HIGHER THAN THE FOUNDATION R.L. OF EXISTING STRUCTURE IN THAT SITUATION THE GAP BETWEEN FOUNDATION R.L. SHALL BE FILLED WITH LEAN CONCRETE TO AVOID POSSIBLE SETTLEMENT OF THE STRUCTURE AND SAFETY / STABILITY OF THE STRUCTURE.
 - THE GAP BETWEEN INNER FACE OF R.C.C. LINING AND THE INNER SLOPE OF CANAL SHALL BE FILLED WITH LEAN CONCRETE TO AVOID POSSIBLE CRACK FORMATION IN LINING / SETTLEMENT OF LINING. MOREOVER R.C.C. LINING SHALL BE CONSTRUCTED MONOLITHICALLY WITH PROFILE WALL TO AVOID UNWANTED ENTRY OF CANAL WATER LEADING TO DAMAGE OF LINING.
 - U/S & D/S PROFILE WALLS OF CANAL SHOULD BE CONSTRUCTED MONOLITHICALLY WITH U/S & D/S R.C.C. LINING FOR THE STABILITY OF LINING.
 - BACKFILLING BEHIND THE END WALLS OF THE R.C.C. BOX SHOULD BE DONE WITH SELECTED TYPE OF SOIL WITH PROPER DEGREE OF COMPACTION. HOWEVER, IF IT IS NOT FEASIBLE AS PER SITE CONDITION, THEN THE BACKFILLING MAY BE DONE USING C.C. M-10 WITH THE DUE APPROVAL FROM COMPETENT AUTHORITY.



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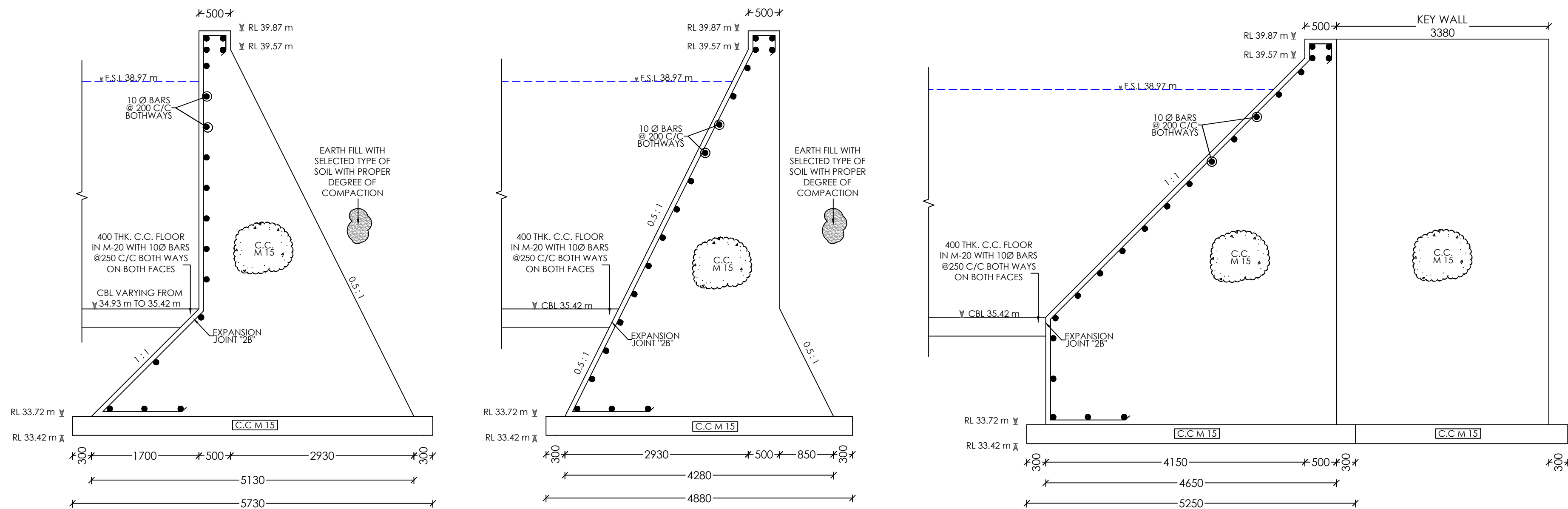
RECONSTRUCTING A CANAL SYMPHON @ CH. 149.733 RD OF KAKRAPUR RIGHT BANK MAIN CANAL AT THE CROSSING OF ROSWAD KHADI

SECTION OFFICER
TADKESHWAR

DY. EX. ENGINEER
RMD, SUB. DIVISION
TADKESHWAR.

EXECUTIVE ENGINEER
K.R.M.C. DIVISION
SURAT.

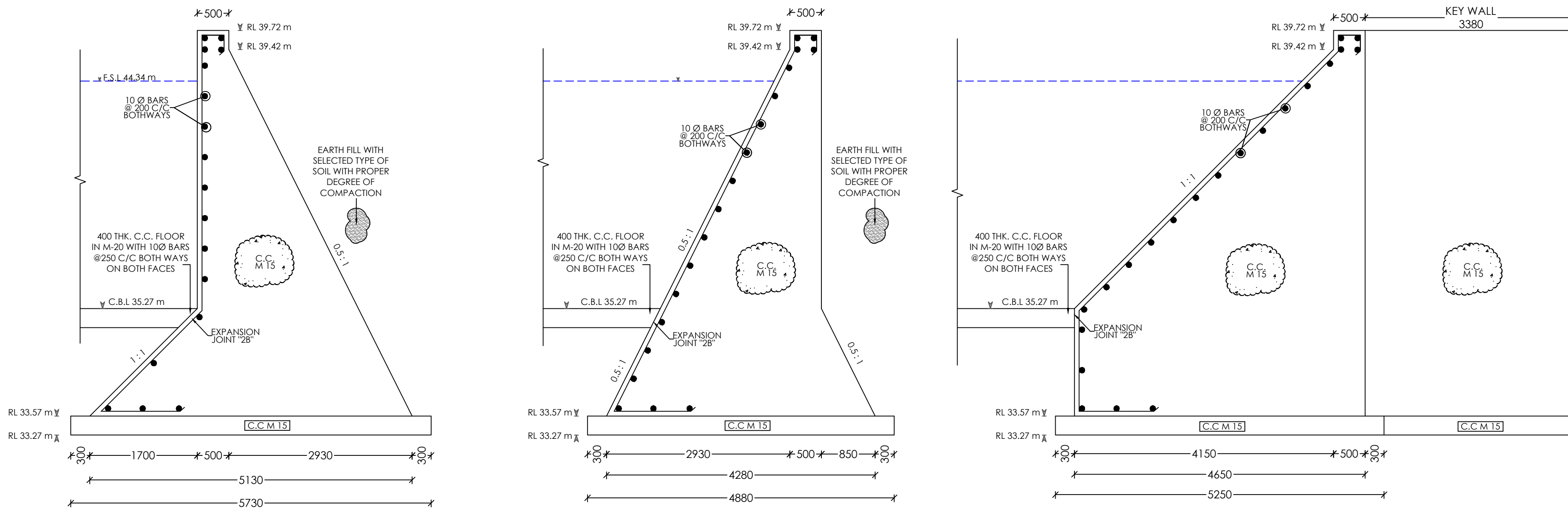
SUPERINTENDING ENGINEER



SECTION OF U/S & D/S
TRANSITION WALL '1'- '1'

SECTION OF U/S & D/S
TRANSITION WALL '2'- '2'

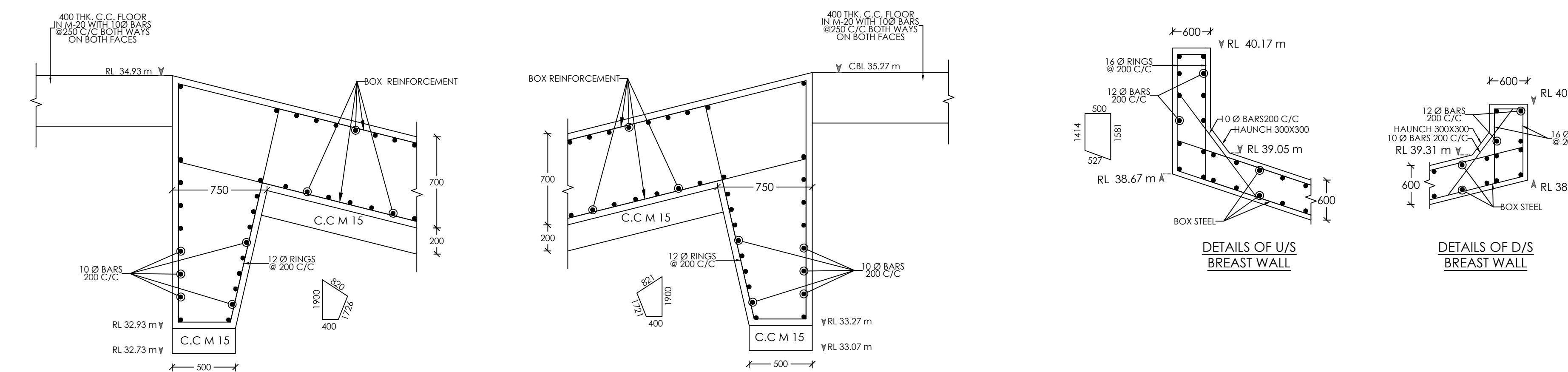
SECTION OF U/S & D/S
TRANSITION WALL '3'- '3'



SECTION OF U/S & D/S
TRANSITION WALL '4'- '4'

SECTION OF U/S & D/S
TRANSITION WALL '5'- '5'

SECTION OF U/S & D/S
TRANSITION WALL '6'- '6'

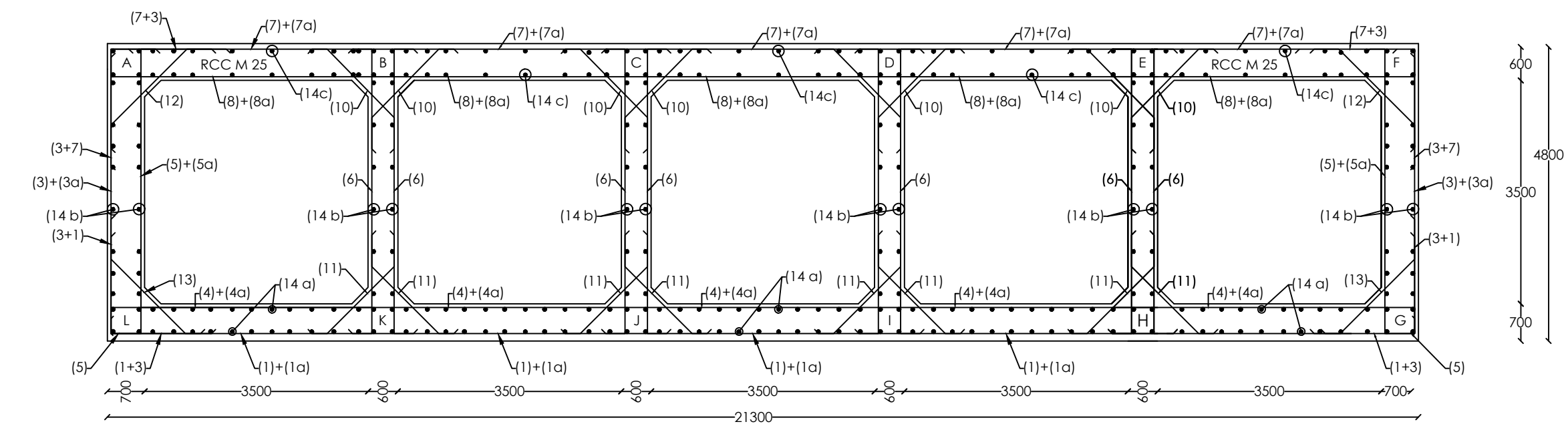
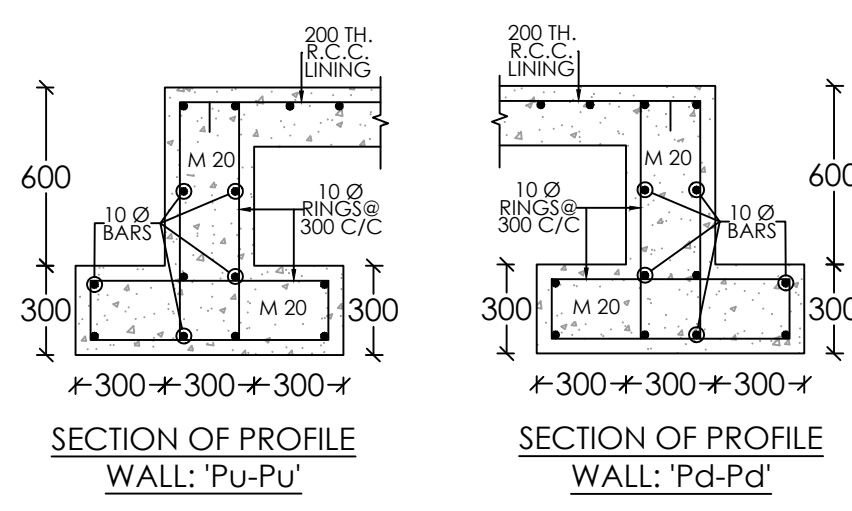
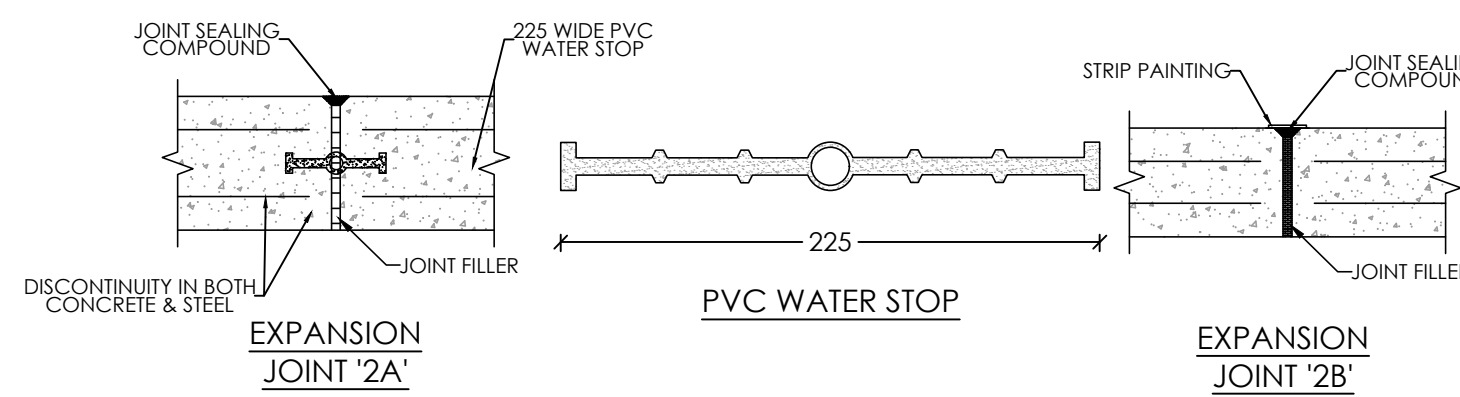


DETAILS OF BOX
CUT-OFF U/S

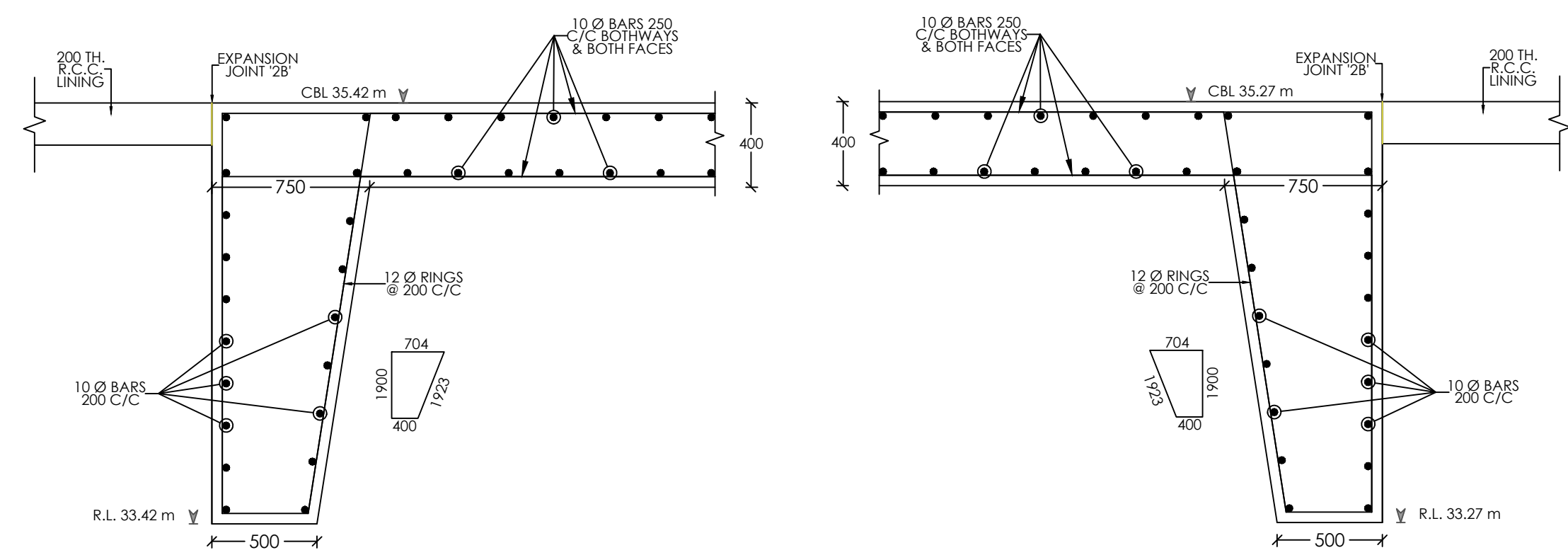
DETAILS OF BOX
CUT-OFF D/S

DETAILS OF U/S
BREAST WALL

DETAILS OF D/S
BREAST WALL



REINFORCEMENT DETAIL FOR R.C.C. BARREL



DETAILS OF U/S C.C.
CUT-OFF: "Uc-Uc"

DETAILS OF D/S C.C.
CUT-OFF: "Dc-Dc"

SCHEDULE OF REINFORCEMENT FOR R.C.C. BARREL				
NOM	DIA IN mm	SPAC./ No	SHAPE OF BAR	REMARKS
1	16	200	1700 21200 1700	AT OUTER FACE OF BOTTOM SLAB
1a	20	200	1700 21200 1700	AT OUTER FACE OF BOTTOM SLAB ALTERNATE WITH BAR 1
2				BAR NOT USED
3	16	200	4700 1700 4700 1700	AT OUTER FACE OF OUTER VERTICAL WALLS 'AL' & 'FG'
3a	12	200	4700 1700 4700 1700	AT OUTER FACE OF OUTER VERTICAL WALLS 'AL' & 'FG' ALTERNATE WITH BAR 3
4	16	200	21200 600 1600	AT INNER FACE OF BOTTOM SLAB
4a	12	200	21200 600 1600	AT INNER FACE OF BOTTOM SLAB ALTERNATE WITH BAR 4
5	16	200	4700 200 4700 200	AT INNER FACE OF OUTER VERTICAL WALLS 'AL' & 'FG'.
5a	12	200	4700 200 4700 200	AT INNER FACE OF OUTER VERTICAL WALLS 'AL' & 'FG' ALTERNATE WITH BAR 5
6	16	200	4700 200 4700 200	AT BOTH FACES OF INTERMEDIATE VERTICAL WALLS 'BK', 'CJ', 'DI' & 'EH'
7	16	200	1700 21200 1700	AT OUTER FACE OF TOP SLAB
7a	12	200	1700 21200 1700	AT OUTER FACE OF TOP SLAB ALTERNATE WITH BAR 7
8	16	200	500 21200 500	AT INNER FACE OF TOP SLAB
8a	12	200	500 21200 500	AT INNER FACE OF TOP SLAB ALTERNATE WITH BAR 8
9				BAR NOT USED
10	12	200	200 200 200 200	HAUNCH BARS AT JOINT 'B', 'C', 'D' & 'E'.
11	12	200	200 200 200 200	HAUNCH BARS AT JOINT 'H', 'I', 'J' & 'K'.
12	12	200	200 200 200 200	HAUNCH BARS AT JOINT 'A' & 'F'
13	12	200	200 200 200 200	HAUNCH BARS AT JOINT 'G' & 'L'
14a	12	200		DISTRIBUTION BARS AT ALL FACES OF BOTTOM SLAB
14b	12	200		DISTRIBUTION BARS AT ALL FACES OF OUTER WALL & CENTRAL WALL
14c	12	200		DISTRIBUTION BARS AT BOTTOM FACES OF TOP SLAB

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 - PROFILE WALLS OF CANAL, 200 THK.R.C.C. LINING M 20
 - TRANSITION WALLS M 15
 - C.C. CUT-OFF U/S & D/S(CANAL & DRAIN)..... M 15
 - 300 THK. CC FLOOR M 15
 - BED CONCRETE FOR ALL THE COMPONENTS M 15
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SECTION OFFICER
SECTION BODHAN

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