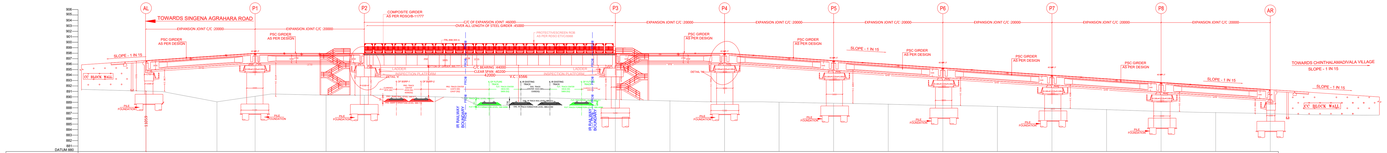


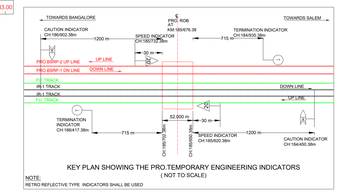
	AL	P1	P2	P3	P4	P5	P6	P7	P8	AR
BANK FILLING	+5.591									+4.399
PROPOSED ROAD LEVEL:	896.659	897.992	897.992	897.992	897.992	897.992	896.659	895.325	893.992	892.658	891.325
GROUND LEVEL:	891.058	890.098	890.310	889.780	889.512	889.120	888.769	888.432	887.928	887.332	886.926
CHAINAGE	-63.00	-43.00	-23.00	0.00	+23.00	+43.00	+63.00	+83.00	+103.00	+123.00	+143.00

SECTIONAL ELEVATION
SCALE (1:100)

SPECIAL NOTE :PILE FOUNDATION DETAILS SHOWN IN THIS GAD ARE TENTATIVE ONLY.

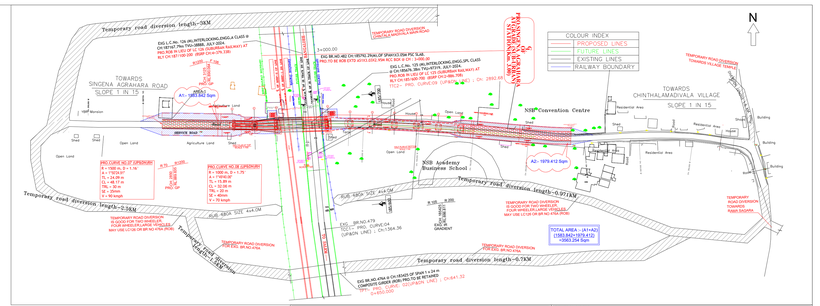
SPECIAL NOTES :
1. RAIL LEVEL, FORMATION LEVEL ETC. SHOULD BE CROSS VERIFIED BY THE ENGINEER-IN-CHARGE BEFORE AND DURING EXECUTION OF WORK AT SITE AS PER LATEST APPROVED WORKING SECTION/PLANS AND OTHER CONNECTED DRAWINGS IF ANY.
2. THIS GAD IS SUBJECTTO MAINTAINING SAME LEVELS, ALIGNMENT, GRADE & TRACK CENTER DISTANCE AS THAT OF APPROVED WORKING SECTION/ L-SECTIONS.

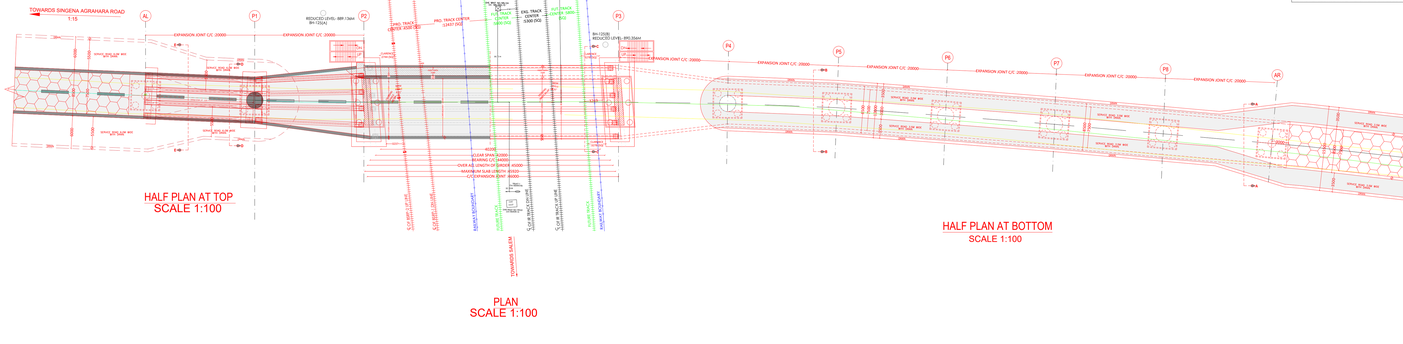
SPECIAL NOTE:
1. THE CARRAGEWAY ON BOTH THE APPROACHES IS 7.5M BUT THE CARRIAGEWAY IN THE RAILWAY PORTION IS 10.5M CONVERGENCE AND DIVERGENCE IN THE WIDTH OF CARRIAGEWAY TO BE GRADUALLY MADE ON THE APPROACHES AS PER THE RATE PRECRIBED BY RELEVANT IRC.
2. SUITABLE TRANSITION AS PER IRC TO BE PLANNED FOR THE CAMBER PROFILE FROM APPROACH TO THE OBLIGATORY PORTION AND VICE-VERSA.

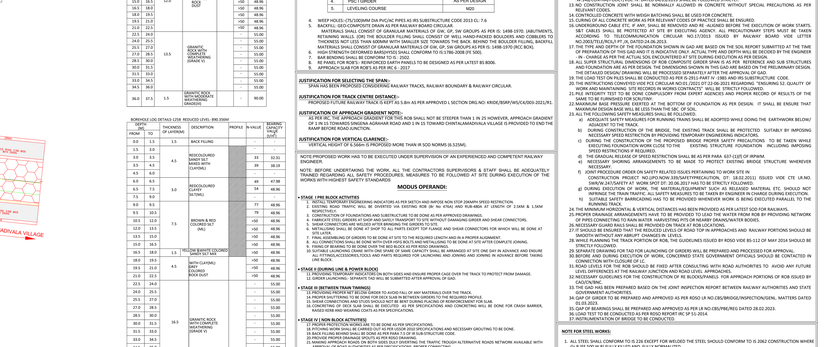


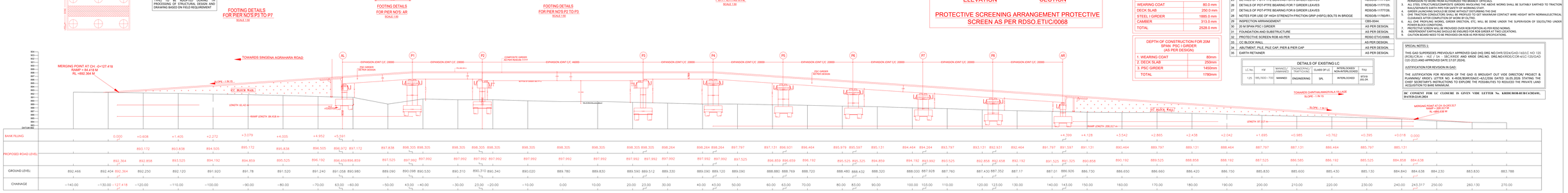
NOTE:
RETRO REFLECTIVE TYPE INDICATORS SHALL BE USED

KEY PLAN SHOWING THE PRO TEMPORARY ENGINEERING INDICATORS
(NOT TO SCALE)









LONGITUDINAL SECTION FROM CHAINAGE
HORIZONTAL: 1:1000
SCALE
VERTICAL: 1:1000

VIDE LETTER NO.KRIDE/BSRP/C-4/GAD/40 DATE: 15.06.2026, General Manager/Civil/C4 STATED THAT, THE EARLIER APPROVED GAD HAD BEEN REVISED. ACCORDINGLY, THE REVISED GAD INCORPORATES THE FOLLOWING CHANGES FROM THE EARLIER APPROVED GAD:

Sl No.	Parameter	Approved GAD	Now PROPESED	JUSTIFICATAIONS
1	Approach 1 Gradient	1 in 25 & 1 in 21	1 in 15	To reduce the land acquisition the gradient of 1 in 15 is modified in the revised GAD.
2	Open Spans	2 nos of 15m span	8 nos of 20m span	More open spans have been proposed upto a minimum vertical clearance of 2.60m.
3	Service Road	6m both sides	3.5 m service road provided on Chintanamadivala side & 6.0 m on Singena Agrahara side	The proposed BSTP station is on Singena Agrahara side, hence 6.0m service road is provided
4	Carriage way	4 lane	2 lane	Due to huge land acquisition, the proposal has been revised to 2 lane as existing road is only 5.50
5	Main span	48m Bpw String Girder	46m Composite girder	Previously approved 48m Bowstring Girder is shifted to the "Archives" section of RDSO drawings. As per HQ observation letter dated 24.04.2026, feasibility of adoption of 42m composite girder duly keeping the pier parallel to track shall be explored was suggested. Hence the GAD was revised accordingly.
6	Land Acquisition Sqm	16216.22	3563.254	As per the previous proposal the land acquisition for 4 lane road was approximately 16216 Sqm. However, in key plan of previously approved GAD it was mentioned incorrectly. As per the revised proposal with composite girder, the land acquisition is reduced to approx.3563 Sqm
7	Type of foundation	Pile Foundation	Pile Foundation	As per GTI report pile foundation has been recommended

SPECIAL NOTES:
1. AS PER ABC NO:82 TO PARA NO.1816 (D) OF INDIAN RAILWAY CODE FOR ENGINEERING DEPARTMENT REVISED EDITION-1982 AND FOURTH REVISION (2012) THE PORTION OF THE RAILWAY LAND AREA, INCLUDING MAINTENANCE AND LIGHTING OF THE ROADWAY OF THE BRIDGE AND ITS APPROACHES, WILL BE MAINTAINED BY STATE GOVERNMENT / ROAD AUTHORITY / LOCAL AUTHORITY AT ITS OWN COST.
2. IN CONNECTION WITH THE ABOVE POINT, BEFORE EXECUTION OF THE PROPOSED WORK THE MOU BETWEEN K-RIDE, RAILWAY AND CONCERNED STATE GOVERNMENT / ROAD AUTHORITY / LOCAL AUTHORITY SHALL BE PREPARED AND SIGNED AND SAME TO BE SUBMITTED TO HQ FOR RECORD.

SPECIAL NOTE:AS PER GTI REPORT: SBC OF 36.223 MT IS AVAILABLE AT DEPTH 5.0 TO 5.5M (BH-12SA) AND SBC OF 32.31 T/M² IS AVAILABLE AT DEPTH 5.0 TO 5.5M (BH-12SB).HOWEVER PILE FOUNDATION HAS BEEN PROPOSED. THIS SHOULD BE REVIEWED, IF REQUIRED BEFORE EXECUTION AND DECIDE TYPE OF FOUNDATION ACCORDINGLY.

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BOREHOLE LOG DETAILS LESS REDUCED LEVEL: BHS 12BM

DEPTH BELOW GL		THICKNESS OF LAYERING	DESCRIPTION	PROFILE	N-VALUE	BEARING CAPACITY KN/M²
FROM	TO					
0.0	1.5	1.5	BACK FILLING			-
1.5	3.0				27	36.21
3.0	3.5	5.0	BROWN AND GREY COLORED SILT(ML)		34	33.29
3.5	4.5					
4.5	6.0				50	48.96
6.0	6.5	4.0	RED AND BROWN COLORED SILT(ML)		52	48.96
6.5	7.5				60	48.96
7.5	9.0				64	48.96
9.0	10.5				75	48.96
10.5	12.0				80	48.96
12.0	13.5	12.0	GREY COLORED SILT		>50	48.96
13.5	15.0				>50	48.96
15.0	16.5				>50	48.96
16.5	18.0				>50	48.96
18.0	19.5				>50	48.96
19.5	21.0				>50	48.96
21.0	22.5				>50	48.96
22.5	24.0				-	55.00
24.0	25.5				-	55.00
25.5	27.0				-	55.00
27.0	28.5	15.5	GRANITE ROCK WITH WEATHERED (GRADE V)		-	55.00
28.5	30.0				-	55.00
30.0	31.5				-	55.00
31.5	33.0				-	55.00
33.0	34.5				-	55.00
34.5	36.0				-	55.00
36.0	37.5	1.5	GRANITE ROCK WITH WEATHERED (GRADE V)		-	90.00

BOREHOLE LOG DETAILS LESS REDUCED LEVEL: BHS 20SHM

DEPTH BELOW GL		THICKNESS OF LAYERING	DESCRIPTION	PROFILE	N-VALUE	BEARING CAPACITY KN/M²
FROM	TO					
0.0	1.5	1.5	BACK FILLING		-	
1.5	3.0				-	
3.0	3.5	4.5	REDDISH BROWN SANDY SILT MIXED WITH (CLAYS(ML))		33	32.31
3.5	4.5				39	38.19
4.5	6.0				-	
6.0	6.5	3.0	REDDISH BROWN CLAYEY SILT(ML)		49	47.98
6.5	7.5				54	48.96
7.5	9.0				-	
9.0	9.5		BROWN & RED COLORED CLAYS (ML)		77	48.96
9.5	10.5				78	48.96
10.5	12.0				>50	48.96
12.0	13.5				>50	48.96
13.5	15.0				>50	48.96
15.0	16.5				>50	48.96
16.5	18.0	11.5	YELLOW BROWN COLORED SANDY SILT MIXED WITH CLAYS(ML)		>50	48.96
18.0	19.5				>50	48.96
19.5	21.0				>50	48.96
21.0	22.5				>50	48.96
22.5	24.0		GRANITIC ROCK WITH WEATHERED (GRADE V)		-	55.00
24.0	25.5				-	55.00
25.5	27.0				-	55.00
27.0	28.5				-	55.00
28.5	30.0	16.5			-	55.00
30.0	31.5				-	55.00
31.5	33.0				-	55.00
33.0	34.5				-	55.00
34.5	36.0				-	55.00
36.0	37.5				-	55.00
37.5	39.0				-	55.00
39.0	40.0	2.0	GRANITIC ROCK WITH WEATHERED (GRADE V)		-	110.00
40.0	40.0				-	

TRACK STRUCTURE

LOADING	: 25 T-2008 LOADING
SKEW ANGLE	: 4.31°
ANGLE OF CROSSING	: 85.69°
ALIGNMENT	: STRAIGHT
GRADE	: R 1 IN 200
RAIL LEVEL	: 889.211 m
FORMATION LEVEL	: 888.473 m
RAIL 60 kg	: 172 mm
GR PAD	: 6 mm
PSC SLEEPER	: 210 mm
BALLAST CUSHION	: 350 mm

BSRP TRACK STRUCTURE

LOADING	: 25 T-2008 LOADING
SKEW ANGLE	: 6.11°
ANGLE OF CROSSING	: 83.89°
ALIGNMENT	: 1.75° CURVE
GRADE	: R 1 IN 1200
RAIL LEVEL	: 889.877 m
FORMATION LEVEL	: 889.115 m
RAIL 60 kg	: 172 mm
GR PAD	: 10 mm
PSC SLEEPER	: 230 mm
BALLAST CUSHION	: 350 mm

DEPTH OF CONSTRUCTION FOR 46.00 (SQ)M (EXP. JT. COMPOSITE GIRDER (AS PER RDSO/B-11777)

WEARING COAT	80.0 mm
DECK SLAB	250.0 mm
STEEL I GIRDER	1685.0 mm
CAMBER	313.0 mm
TOTAL	2528.0 mm

DEPTH OF CONSTRUCTION FOR 20M SPAN PSC I GIRDER (AS PER DESIGN)

1. WEARING COAT	80mm
2. DECK SLAB	250mm
3. PSC GIRDER	1450mm
TOTAL	1780mm

DETAILS OF EXISTING LC

LC No.	KM	MANNED / UNMANNED	ROAD OVER BRIDGE / TRAFFIC/CANE	CLASS OF LC	INTERLOCKED NON-INTERLOCKED	TVU
125	185/650-700	MANNED	ENGINEERING	SPL	INTERLOCKED	BTPN AX-04

TOWARDS CHINTHALAMADIVALA VILLAGE
SLOPE - 1 IN 15
CC BLOCK WALL
RAMP LENGTH 200.317 m
LENGTH 81.62 m
MERGING POINT AT CH: 0+243.317
RAMP = 243.317 M
RL =892.558 M

| | AL | | | | | | | | |