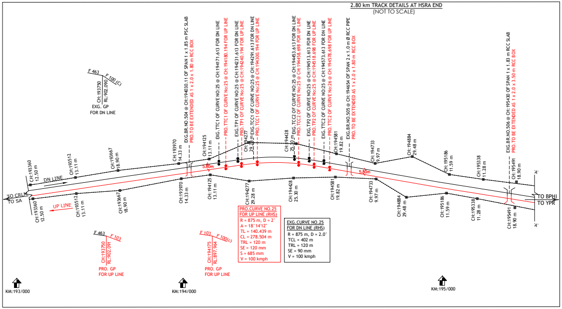
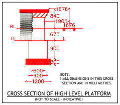
2.80 km TRACK DETAILS AT HSRA END

(NOT TO SCALE)


EXG.BR.NO.504 @ CH:194030.11 OF SPAN 1 x 1.85 m PSC SLAB
PRO.TO BE EXTENDED AS 1 x 2.0 x 1.80 m RCC BOX
EXG.TTC1 OF CURVE NO:25 @ CH:194171.613 FOR DN LINE
PRO. TTC1 OF CURVE No:25 @ CH:194180.194 FOR UP LINE
EXG.TP1 OF CURVE NO:25 @ CH:194231.613 FOR DN LINE
PRO. TP1 OF CURVE No:25 @ CH:194240.194 FOR UP LINE
EXG.TCC1 OF CURVE NO:25 @ CH:194291.613 FOR DN LINE
PRO. TCC1 OF CURVE No:25 @ CH:194300.194 FOR UP LINE
EXG.TCC2 OF CURVE NO:25 @ CH:194453.613 FOR DN LINE
PRO. TCC2 OF CURVE No:25 @ CH:194458.698 FOR UP LINE
EXG.TP2 OF CURVE NO:25 @ CH:194513.613 FOR DN LINE
PRO. TP2 OF CURVE No:25 @ CH:194518.698 FOR UP LINE
EXG. TTC2 OF CURVE NO:25 @ CH:194573.613 FOR DN LINE
PRO. TTC2 OF CURVE No:26 @ CH:194578.698 FOR UP LINE
EXG.BR.NO.505 @ CH:194654 OF SPAN 2 x 1.0 m Ø RCC PIPE
PRO. TO BE EXTENDED AS 1 x 2.0 x 1.80 m RCC BOX
EXG.BR.NO.506 @ CH:195430 OF SPAN 1 x 1.83 m RCC SLAB
PRO. TO BE EXTENDED AS 1 x 2.0 x 3.50 m RCC BOX
F 463
F 100 (C)
CH:193750
RL:902.090
EXG. GP
FOR DN LINE
CH:193360
12.50 m
CH:193512
13.11 m
CH:193667
18.90 m
CH:193970
14.33 m
CH:194125
13.11 m
CH:194277
29.28 m
CH:194428
25.30 m
CH:194581
19.82 m
CH:194733
9.97 m
CH:194884
29.48 m
CH:195186
11.59 m
CH:195338
11.28 m
CH:195491
18.90 m
5.80m
DN LINE
UP LINE
TO CRLM
TO SA
TO BPHI
TO YPR
'A'
'A'
F 463
F 103
CH:193750
RL:902.091
PRO. GP
FOR UP LINE
F 103
F 100(c)
CH:194175
RL:897.964
PRO. GP
FOR UP LINE
KM:193/000
KM:194/000
KM:195/000

PRO.CURVE NO.25
FOR UP LINE (RHS)
R = 875 m, D = 2°
A = 18°14'12"
TL = 140.439 m
CL = 278.504 m
TRL = 120 m
SE = 120 mm
S = 685 mm
V = 100 kmph

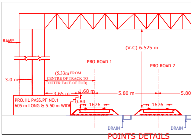
EXG.CURVE NO.25
FOR DN LINE (RHS)
R = 875 m, D = 2.0°
TCL = 402 m
TRL = 120 m
SE = 90 mm
V = 100 kmph


1676
840
1905
1676
RL
G
675
900
300
600
900
1200

NOTE:
1.ALL DIMENSIONS IN THIS CROSS SECTION ARE IN MILLI METRES.

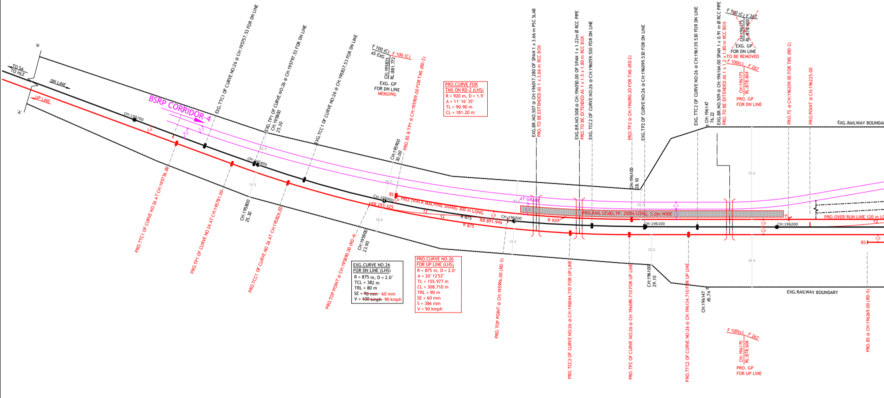
CROSS SECTION OF HIGH LEVEL PLATFORM

(NOT TO SCALE - INDICATIVE)


RAMP
(V.C) 6.525 m
PRO.ROAD-1
PRO.ROAD-2
3.0 m
(5.33m FROM CENTRE OF TRACK TO OUTER FACE OF FOB)
3.65 m
1.68 m
5.80 m
5.80
0.84
1676
1676
PRO.HL PASS.PF NO.1
605 m LONG & 5.50 m WIDE
DRAIN
DRAIN

POINTS DETAILS

P&C No.	Type of crossing	LH/RH	CONNECTING ROADS	LOOP LINE/ MAIN LINE	EXG
1A & 1B	1 in 12	RH	EXG.RD-3 & PRO.RD-4	MAIN LINE	
2A & 2B	1 in 12	LH	EXG.RD-3 & PRO.RD-2	MAIN LINE/COMMON LOOP	
3A & 3B	1 in 12	LH	PRO.RD-2 & PRO.RD-1	COMMON LOOP	
4A & 4B	1 in 12	RH/LH	PRO.RD-4 & PRO.RD-5	MAIN LINE/UP LOOP LINE	
5A & 5B	1 in 12	LH/RH	PRO.RD-5 & PRO.RD-4	UP LOOP LINE/MAIN LINE	
6A & 6B	1 in 12	RH	PRO.RD-1 & PRO.RD-2	COMMON LOOP	
7A & 7B	1 in 12	RH	PRO.RD-2 & EXG.RD-3	COMMON LOOP/MAIN LINE	
8A & 8B	1 in 12	RH	EXG.RD-3 & PRO.RD-4	MAIN LINE	

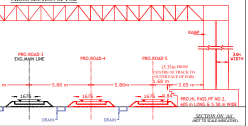

EXG.TTC1 OF CURVE NO:26 @ CH:195757.53 FOR DN LINE
EXG.TP1 OF CURVE NO:26 @ CH:195797.53 FOR DN LINE
EXG.TCC1 OF CURVE NO:26 @ CH:195837.53 FOR DN LINE
PRO.BS & TP1 @ CH:195909.00 FOR TMS (RD-2)
EXG.BR.NO.507 @ CH:196017.280 OF SPAN 1 x 3.66 m PSC SLAB
PRO. TO BE EXTENDED AS 1 x 3.66 m RCC BOX
EXG.BR.NO.508 @ CH: 196050.00 OF SPAN 1 x 1.22m Ø RCC PIPE
PRO. TO BE EXTENDED AS 1 x 1.5 x 1.80 m RCC BOX
EXG. TCC2 OF CURVE NO:26 @ CH:196059.530 FOR DN LINE
PRO.TP2 @ CH:196090.20 FOR TMS (RD-2)
EXG.TP2 OF CURVE NO:26 @ CH:196099.530 FOR DN LINE
EXG. TTC2 OF CURVE NO:26 @ CH:196139.530 FOR DN LINE
EXG.BR.NO.509 @ CH: 196164.00 SPAN 1 x 0.91 m Ø RCC PIPE
PRO. TO BE EXTENDED AS 1 x 1.2 x 1.80 m RCC BOX
PRO.TS @ CH:196209.00 FOR TMS (RD-2)
PRO.POINT @ CH:196225.00
F 100 (C)
F 267
CH:196175
RL:878.600
EXG. GP
FOR DN LINE
TO BE REMOVED
F 100(c)
F 267
CH:196175
RL:878.604
PRO. GP
FOR DN LINE
F 100 (C)
AS EXG
F 100 (C)
CH:195835
RL:881.772
EXG. GP
FOR DN LINE
MERGING
CH:196147
76.22
EXG.RAILWAY BOUNDARY
TO SA
TO HLE
DN LINE
UP LINE
'A'
'A'
BSRP CORRIDOR-4
CH:195700
CH:195800
25.30
CH:195900
30.00
CH:195900
23.90
CH:196000
CH:196100
28.10
CH:196100
29.10
CH:196100
CH:196200
CH:196147
45.74
BS
PRO.TRACK MACHINE SIDING 300 m LONG
AT GRADE
PRO.RAIL LEVEL PF 200m LONG, 5.0m WIDE
RR 293.525
RR 891.946
R 875
R 875
R 920
12
12
TS
PRO.OVER RUN LINE 120 m LO
BS
5.8
5.3
30.0
18.4
19.3
19.5
22.7
23.0
70.4
39.9
PRO.TTC1 OF CURVE NO 26 AT CH:195736.00
PRO.TP1 OF CURVE NO 26 AT CH:195781.00
PRO.TCC1 OF CURVE NO 26 AT CH:195826.00
PRO.TOP POINT @ CH:195890.00 (RD-4)
PRO. TOP POINT @ CH: 195996.00 (RD-3)
PRO.TCC2 OF CURVE NO:26 @ CH:196044.710 FOR UP LINE
PRO.TP2 OF CURVE NO:26 @ CH:196089.710 FOR UP LINE
PRO.TTC2 OF CURVE NO:26 @ CH:196134.710 FOR UP LINE
PRO.BS @ CH:196269.00 (RD-5)
F 100(c)
F 267
CH:196175
RL:878.604
PRO. GP
FOR UP LINE

PRO.CURVE FOR
TMS ON RD-2 (LHS)
R = 920 m, D = 1.9°
A = 11°16'35"
TL = 90.90 m
CL = 181.20 m

EXG.CURVE NO.26
FOR DN LINE (LHS)
R = 875 m, D = 2.0°
TCL = 382 m
TRL = 80 m
SE = ~~90 mm~~ 60 mm
V = ~~100 kmph~~ 90 kmph

PRO.CURVE NO.26
FOR UP LINE (LHS)
R = 875 m, D = 2.0°
A = 20°12'53"
TL = 155.977 m
CL = 308.710 m
TRL = 90 m
SE = 60 mm
S = 386 mm
V = 90 kmph

CROSS SECTION OF FOB


PRO.ROAD-3
EXG.MAIN LINE
PRO.ROAD-4
PRO.ROAD-5
RAMP
3.0m WIDTH
(5.33m FROM CENTRE OF TRACK TO OUTER FACE OF FOB)
1.68 m
5.80 m
5.80m
3.65 m
1676
1676
1676
0.84
PRO.HL PASS.PF NO.2, 605 m LONG & 5.50 m WIDE
DRAIN
DRAIN

SECTION ON 'AA'
(NOT TO SCALE-INDICATIVE)

. STRUCTURE	PRO. STRUCTURE	RESULTANT RADIUS	SPEED POTENTIAL ON POINT	REMARKS
--	60KG CLASS-I	293.525m & 891.946m	50KMPH	EMERGENCY CROSSOVER @ SA END
--	52-KG-CLASS-II	441.36m	50KMPH	
--	52-KG-CLASS-II	441.36m	50KMPH	
--	52-KG-CLASS-II	441.36m	50KMPH	
--	52-KG-CLASS-II	441.36m	50KMPH	TRAP SWITCH @ RD-5
--	52-KG-CLASS-II	441.36m	50KMPH	
--	52-KG-CLASS-II	441.36m	50KMPH	
--	60KG CLASS-I	441.36m	50KMPH	EMERGENCY CROSSOVER @ BYPL END

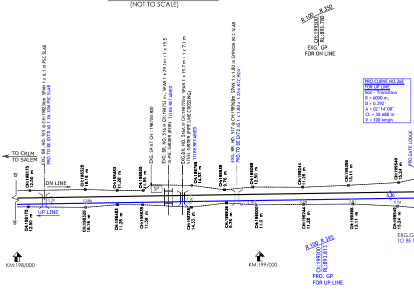
INFRINGEMENT OF MAXIMUM & MINIMUM DIMENSIONS

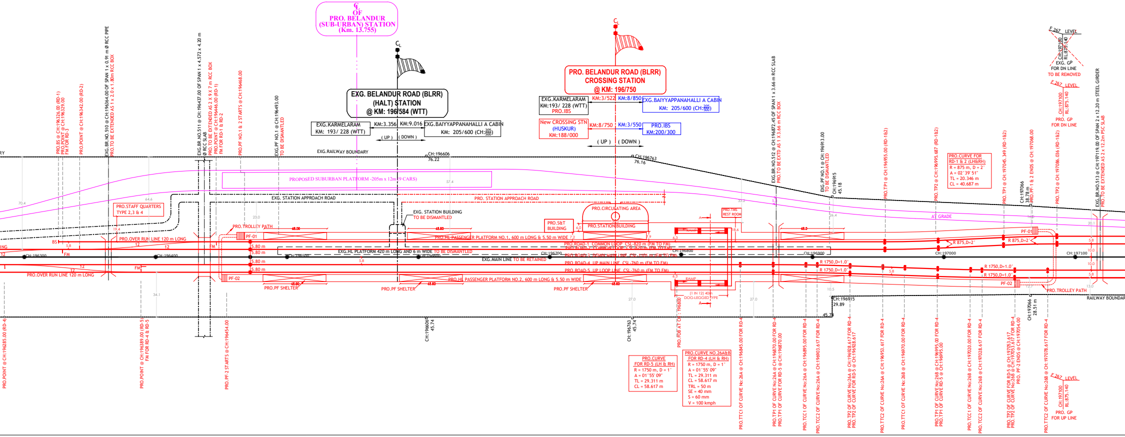
SL NO.	LOCATION	KILOMETERAGE	NAME OF STRUCTURE WHICH INFRINGES	PRESCRIBED MAXIMUM AND MINIMUM DIMENSIONS		ACTUAL DIMENSIONS	AMOUNT OF INFRINGEMENT
				CHAPTER & ITEM	MAXIMUM & MINIMUM		
1	2	3	4	5	6	7	8
	DIVISION: BENGALURU SECTION: SALEM - BAIYAPPANAHALLI						
1.	BELANDUR ROAD (UP & DN LINES)	CH: 195840 TO CH: 196175	YARD GRADIENT	INDIAN RAILWAYS SCHEDULE OF DIMENSIONS, 1676 MM GAUGE (BG) REVISED 2004 (ACS NO-29) CHAPTER - II ITEM NO: 2 (i)(b)	MAXIMUM YARD GRADIENT: 1 IN 400 (0.25%)	1 IN 100 (C) (1%) (PROPOSED)	1 IN 100(C) (1%) , 1 IN 267 (0.374%) & 1 IN 111 (0.90%) INSTEAD OF 1 IN 400 (0.25%)
2.		CH: 196175 TO CH: 197100				1 IN 267 (0.374%) (PROPOSED)	
3.		CH: 197400 TO CH: 197695				1 IN 111 (0.90%) (PROPOSED)	

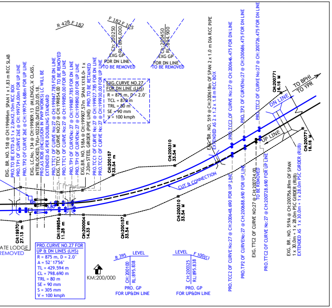
P.WAY DETAILS

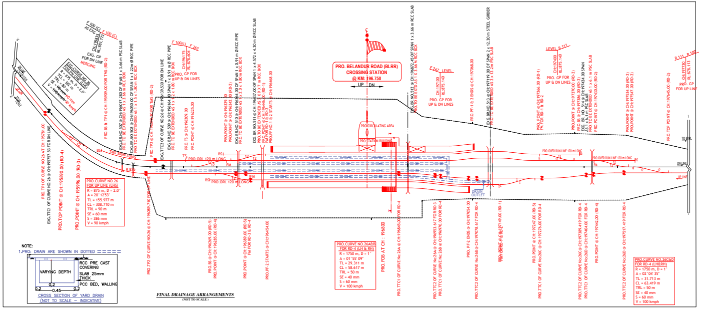
EXISTING LINES	EXISTING RAILS	PROPOSED LINES	PROPOSED RAILS	SLEEPER DENSITY		BALLAST CUSHION	
				EXISTING	PROPOSED	EXISTING	PROPOSED
---	---	PRO.ROAD-1 (COMMON LOOP)	52 kg (90 UTS) CLASS II	---	52 kg PSC (1540 NO'S)	---	250 mm
---	---	PRO.ROAD-2 (COMMON LOOP)	52 kg (90 UTS) CLASS II	---	52 kg PSC (1540 NO'S)	---	250 mm
EXG.ROAD-1 (MAIN LINE)	60 kg (90 UTS) CLASS I	PRO.ROAD-3 (DN MAIN LINE)	EXG.TO BE RETAINED	60 kg PSC (1660 NO'S)	EXG.TO BE RETAINED	350 mm	EXG.TO BE RETAINED
---	---	PRO.ROAD-4 (UP MAIN LINE)	60 kg (90 UTS) CLASS I	---	60 kg PSC (1660 NO'S)	---	350 mm
---	---	PRO.ROAD-5 (UP LOOP LINE)	52 kg (90 UTS) CLASS II	---	52 kg PSC (1540 NO'S)	---	250 mm
---	---	TURNOUTS (1 IN 12 THICK WEB SWITCH)	PSC TURNOUT (60 kg CLASS I CMS)	---	60 kg PSC	---	350mm

2.80 km TRACK DETAILS AT BYPL END
(NOT TO SCALE)


R 100 R 350
CH:199300
RL:893.780
EXG. GP FOR DN LINE
PRO.CURVE NO.26E FOR UP LINE
Non - Transition
R = 6000 m,
D = 0.292°
A = 02° 14' 08"
CL = 30.688 m
V = 100 kmph
PRO.GATE LODGE
TO CRLM
TO SALEM
EXG. BR. NO. 515 @ CH:198236m SPAN 1 x 6.1 m PSC SLAB
PRO.TO BE EXTD AS 1 X6.10M PSC SLAB
EXG. SP AT CH : 198700-800
EXG. BR. NO. 516 @ CH:198753 m , SPAN 1 x 29.1m + 1 x 19.5 m PSC GIRDER (ROB) TO BE RETAINED
EXG.BR. NO. 516A @ CH:198770m SPAN 1 x 19.7 m + 1 x 7.1 m STEEL GIRDER (PIPE LINE CROSSING) TO BE RETAINED
EXG. BR. NO. 517 @ CH:198968m SPAN 1 x 1.80 m SYPHON RCC SLAB
PRO.TO BE EXTD AS 1 x 1.80 x 1.22m RCC BOX
'B'
'B'
DN LINE
UP LINE
SP
CH:198175 12.50 m
CH:198328 16.16 m
CH:198483 11.28 m
CH:198635 11.59 m
CH:198786 14.33 m
CH:198938 9.76 m
CH:199089 12.50 m
CH:199000 11.0 m
CH:199244 11.28 m
CH:199398 13.11 m
CH:199549 15.24 m
5.30
10.86
7.20
5.70
5.98
7.81
5.30
9.94
EXG.G
TO BE
KM:198/000
KM:199/000
R 100 R 395
Ch:199300
RL:893.813
PRO. GP FOR UP LINE


C_L OF PRO. BELANDUR (SUB-URBAN) STATION (Km. 13.755)
EXG. BELANDUR ROAD (BLRR) (HALT) STATION @ KM: 196/584 (WTT)
EXG.KARMELARAM KM: 193/ 228 (WTT)
KM:3.356
KM:9.016
EXG.BAIYYAPPANAHALLI A CABIN KM: 205/600 (CH: 205/500)
(UP)
(DOWN)
PRO. BELANDUR ROAD (BLRR) CROSSING STATION @ KM: 196/750
EXG.KARMELARAM KM:193/ 228 (WTT) PRO.IBS
KM:3/522
KM:8/850
EXG.BAIYYAPPANAHALLI A CABIN KM: 205/600 (CH: 205/500)
New CROSSING STN (HUSKUR) KM:188/000
KM:8/750
KM:3/550
PRO.IBS KM:200/300
(UP)
(DOWN)
EXG.RAILWAY BOUNDARY
CH:196606 76.22
CH:196763 76.16
PROPOSED SUBURBAN PLATFORM -205m x 12m (9 CARS)
EXG. STATION APPROACH ROAD
PRO. STATION APPROACH ROAD
PRO.STAFF QUARTERS TYPE 2,3 & 4
EXG. STATION BUILDING TO BE DISMANTLED
PRO.S&T BUILDING
PRO.CIRCULATING AREA
PRO.STATION BUILDING
PRO.TMS REST ROOM
PRO.TROLLEY PATH
PRO.OVER RUN LINE 120 m LONG
PRO.HL PASSENGER PLATFORM NO.1, 600 m LONG & 5.50 m WIDE
PRO.HL PASSENGER PLATFORM NO.2, 600 m LONG & 5.50 m WIDE
EXG.HL PLATFORM 420 m LONG AND 6 m WIDE TO BE DISMANTLED
PRO.ROAD-1 COMMON LOOP CSL-820 m (FM TO FM)
PRO.ROAD-2 COMMON LOOP CSL-820 m (FM TO FM)
PRO.ROAD-3 DOWN MAIN LINE CSL-1101 m (FM TO FM)
EXG.MAIN LINE TO BE RETAINED
PRO.ROAD-4 UP MAIN LINE CSL-760 m (FM TO FM)
PRO.ROAD-5 UP LOOP LINE CSL-760 m (FM TO FM)
PF-01
PF-02
PRO.PF SHELTER
RAMP
(1 IN 12) 40m DOG-LEGGED TYPE
AT GRADE
5.80 m
CH:196300
CH:196400
CH:196500
CH:196600
CH:196700
CH:196800
CH:196900
CH:197000
CH:197100
R 875,D=2°
R 1750,D=1.0°
PRO.CURVE FOR RD-1 & 2 (LH&RH)
R = 875 m, D = 2°
A = 02° 39' 51"
TL = 20.346 m
CL = 40.687 m
PRO.CURVE FOR RD-5 (LH & RH)
R = 1750 m, D = 1°
A = 01° 55' 09"
TL = 29.311 m
CL = 58.617 m
PRO.CURVE NO.26A&B FOR RD-4 (LH & RH)
R = 1750 m, D = 1°
A = 01° 55' 09"
TL = 29.311 m
CL = 58.617 m
TRL = 50 m
SE = 40 mm
S = 60 mm
V = 100 kmph
PRO.FOB AT CH : 196800
PRO.TP2 @ CH:196995.687 (RD-1&2)
PRO.TP1 @ CH:197045.349 (RD-1&2)
PRO.TTC1 OF CURVE No:26A @ CH:196845.00 FOR RD-4
F 267 LEVEL
EXG. GP FOR DN LINE TO BE REMOVED
PRO. GP FOR DN LINE
PRO. GP FOR UP LINE
RAILWAY BOUNDARY
EXG.BR.NO.510 @ CH:196364.00 OF SPAN 1 x 0.91 m Ø RCC PIPE
PRO.TO BE EXTENDED AS 1 x 2.0 x 1.80m RCC BOX
EXG.BR.NO.511 @ CH:196437.00 OF SPAN 1 x 4.572 x 4.20 m Ø RCC SLAB
PRO.TO BE EXTENDED AS 2 X 9 X 7 m RCC BOX
EXG.BR.NO.512 @ CH:196872.45 OF SPAN 1 x 3.66 m RCC SLAB
PRO.TO BE EXTD AS 1 X 3.66 m RCC BOX
EXG.BR.NO.513 @ CH:197119.00 OF SPAN 2 x 12.20 m STEEL GIRDER
EXG.PF NO.1 @ CH:196493.00 TO BE DISMANTLED
EXG.PF NO.1 @ CH:196913.00 TO BE DISMANTLED
PRO.PF NO.1 & 2 STARTS @ CH:196468.00
PRO.PF NO.1 & 2 ENDS @ CH:197068.00


TO BPHI
TO YPR
DN LINE
UP LINE
CUT & CONNECTION
EXG.CURVE NO.27
FOR DN LINE (LHS)
R = 875 m, D = 2.0°
TCL = 872 m
TRL = 80 m
SE = 90 mm
V = 100 kmph
PRO.CURVE NO.27 FOR
UP & DN LINES (LHS)
R = 875 m, D = 2.0°
A = 52°17'56"
TL = 429.594 m
CL = 798.690 m
TRL = 80 m
SE = 90 mm
S = 305 mm
V = 100 kmph
EXG GP
FOR DN LINE
TO BE REMOVED
KM:200/000
PRO. GP
FOR UP&DN LINE
LEVEL
F 100(C)
R 395
R 428
F 182
CH:200157
33.54 m
CH:200310
33.54 M
CH:200004
14.33 m
CH:199854
11.28 m
CH:200771
16.18 M


PRO. BELANDUR ROAD (BLRR)
CROSSING STATION
@ KM: 196.750
UP
DN
PRO.CIRCULATING AREA
PRO.STATION BUILDING
PRO.CURVE NO.26
FOR UP LINE (LHS)
R = 875 m, D = 2.0°
A = 20°12'53"
TL = 155.977 m
CL = 308.710 m
TRL = 90 m
SE = 60 mm
S = 386 mm
V = 90 kmph
EXG.CURVE NO.26
FOR DN LINE (LHS)
PRO.CURVE NO.26A&B
FOR RD-4 (LH & RH)
R = 1750 m, D = 1°
A = 01°55'09"
TL = 29.311 m
CL = 58.617 m
TRL = 50 m
SE = 40 mm
S = 60 mm
V = 100 kmph
PRO.CURVE NO.26C&D
FOR RD-4 (LH&RH)
R = 1750 m, D = 1°
A = 02°04'35"
TL = 31.713 m
CL = 63.419 m
TRL = 50 m
SE = 40 mm
S = 60 mm
V = 100 kmph
PRO.ORL 120 m LONG
PRO.OVER RUN LINE 120 m LONG
DRAIN OUTLET
TO BYPL
NOTE:
1.PRO. DRAIN ARE SHOWN IN DOTTED
VARYING DEPTH
RCC PRE CAST COVERING SLAB 25mm THICK
PCC BED, WALLING
CROSS SECTION OF YARD DRAIN
(NOT TO SCALE – INDICATIVE)
FINAL DRAINAGE ARRANGEMENTS
(NOT TO SCALE)
PRO.FOB AT CH : 196800

LEVEL
R 111
CH:197400
RL:875.150
EXG.GP
FOR DN LINE
TO BE REMOVED
PRO. GP
FOR DN LINE

IMP NOTE:

CORRIDOR-4 AT BLRR STN IS AT GRADE SHOWN IN AS MEGENTA LINE

PROPOSE SUBURBAN ALIGNMENT LINES SHOWN IN YARD PLAN ARE TENTATIVE , REFERENCE PURPOSE ONLY FOR DETAILED INFORMATION REFER BSRP DRAWING IN E-DAS.

MODUS OPERANDI - PHASE 1:

UNDER NON-BLOCK CONDITION:

1. CONSTRUCT THE HL PLATFORM NO.2
2. LINKING OF RD-4 AND RD-5, LAYING OF POINTS & CROSSINGS ON BOTH ENDS AT RD-4 TO CONNECT RD-5, LAYING OF OVER RUN LINE AND ITS POINT & CROSSING ON RD-5 ON HSRA END AND LAYING OF TRAP SWITCH ON RD-5 ON BYPL END.
3. ASSEMBLING OF POINTS & CROSSINGS ON STAGE FOR INSERTION ON BOTH ENDS FOR CONNECTING RD-3 TO RD-2.
4. LAYING OF POINTS & CROSSINGS ON RD-4 ON BOTH ENDS FOR EMERGENCY CROSS OVER AND ASSEMBLING OF POINTS & CROSSINGS ON STAGE FOR EMERGENCY CROSS OVER TO INSERT AT RD-3 ON BOTH ENDS.

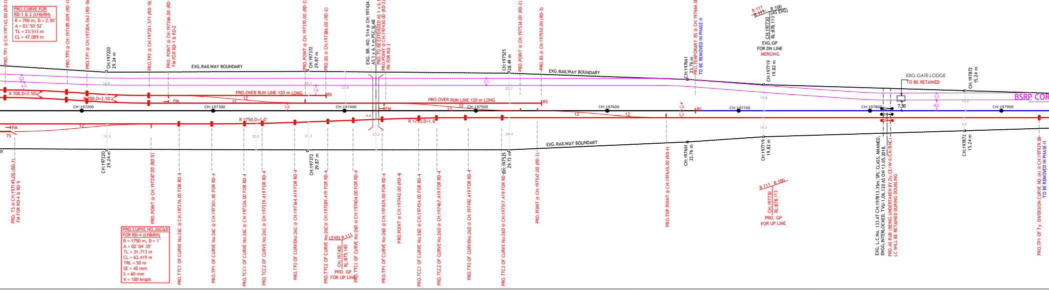
UNDER BLOCK CONDITION :

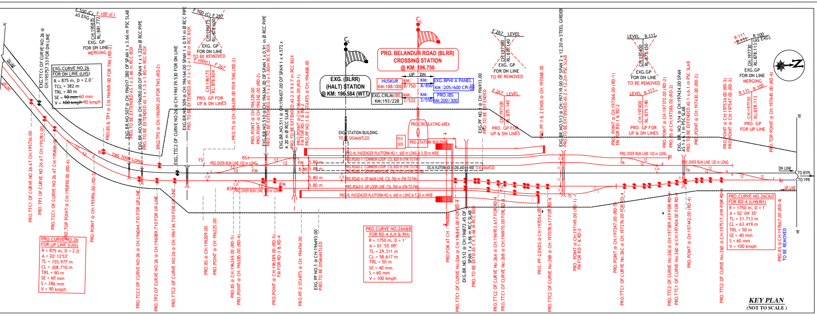
1. REGRADING WITH STONE BALLAST OF EXG.TRACK IN STAGES TO THE PROPOSED FINAL LEVEL.
2. INSERTION OF POINTS & CROSSINGS KEPT ON STAGE FOR EMERGENCY CROSS OVER ON RD-3 ON BOTH ENDS AND ALSO FOR CONNECTING RD-3 TO RD-2.
3. LAYING OF TY.DIVERSION REVERSE CURVES AT CH:197929.00 TO CH:198133.54 ON BYPL END.
4. SUSPEND THE RD-1& RD-2 FOR TRAFFIC TILL FURTHER ADVICE.
5. PROVIDE BS AT CH:197664.00 ON BYPL END ON RD-3.
6. COMMISSION RD-3, RD-4, RD-5 & UP LINE AND DN LINE ON HSRA END UNDER SPEED RESTRICTION OF 20 KMPH AND RELAX THE SPEED IN STAGES.
7. DISMANTLE THE EXG.PF NO.1 & CONSTRUCT THE HL PF NO.1
8. LINKING OF RD-1 & RD-2, LAYING OF OVER RUN LINE AND POINTS & CROSSINGS ON BOTH ENDS.
9. RESTORE THE TRAFFIC ON RD-1 & RD-2.
10. COMMISSION THE 5 LINE STATION ALONG WITH DOUBLING TOWARDS SA END AND SINGLE LINE WORKING TOWARDS BYPL END.

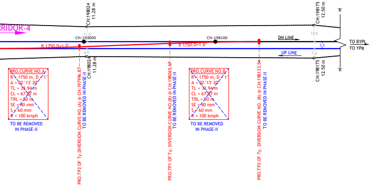
MODUS OPERANDI - PHASE 2:

UNDER LINE BLOCK CONDITION:

1. REMOVAL OF BS AND CUT & CONNECTION TO THE EXG.TRACK AT CH:197664.00 ON BYPL END.
2. REMOVAL OF TY.DIVERSION REVERSE CURVES AT BYPL END AND CONNECT TO THE ALREADY LINKED NEW DOUBLING MAIN LINE AT CH:197929.00 TO CH:198133.54 ON BYPL END.
3. COMMISSION OF UP LINE AND DN LINE ON BYPL END UNDER SPEED RESTRICTION OF 20 KMPH AND RELAX THE SPEED IN STAGES.


PRO.CURVE FOR
RD-1 & 2 (LH&RH)
R = 700 m, D = 2.50°
A = 03°50'52"
TL = 23.513 m
CL = 47.009 m
PRO.CURVE NO.26C&D
FOR RD-4 (LH&RH)
R = 1750 m, D = 1°
A = 02°04'35"
TL = 31.713 m
CL = 63.419 m
TRL = 50 m
SE = 40 mm
S = 60 mm
V = 100 kmph
EXG.RAILWAY BOUNDARY
PRO.OVER RUN LINE 120 m LONG
R 700,D=2.50°
R 1750,D=1.0°
CH:197200
CH:197300
CH:197400
CH:197500
CH:197600
CH:197700
CH:197800
CH:197900
EXG.GATE LODGE
TO BE RETAINED
BSRP COR
R 111
R 100
(AS EXG)
CH:197730
RL:878.113
EXG.GP
FOR DN LINE
MERGING
PRO. GP
FOR UP LINE
LEVEL
R 111
CH:197400
RL:875.140
PRO. GP
FOR UP LINE


PRO. BELANDUR ROAD (BLRR)
CROSSING STATION
@ KM: 196.750
EXG. (BLRR)
(HALT) STATION
@ KM: 196.584 (WTT)
HUSKUR
KM:188/000
EXG.CRLM(IBS)
KM:193/228
UP
DN
8/750
8/850
3/522
3/550
EXG.BPHI A PANEL
KM :205/600
PRO.IBS
KM:200/300
PRO.CIRCULATING AREA
PRO.STATION BUILDING
EXG. STATION BUILDING
TO BE DISMANTLED
PRO.HL PASSENGER PLATFORM NO.1, 600 m LONG & 5.50 m WIDE
PRO.HL PASSENGER PLATFORM NO.4, 600 m LONG & 5.50 m WIDE
PRO.OVER RUN LINE 120 m LONG
DN LINE
UP LINE
TO BYPL
TO YPR
EXG.CURVE NO.26
FOR DN LINE (LHS)
R = 875 m, D = 2.0˚
TCL = 382 m
TRL = 80 m
SE = ~~90 mm~~ 60 mm
V = ~~100 kmph~~ 90 kmph
PRO.CURVE NO.26
FOR UP LINE (LHS)
R = 875 m, D = 2.0˚
A = 20˚12'53"
TL = 155.977 m
CL = 308.710 m
TRL = 90 m
SE = 60 mm
S = 386 mm
V = 90 kmph
PRO.CURVE NO.26A&B
FOR RD-4 (LH & RH)
R = 1750 m, D = 1˚
A = 01˚55' 09"
TL = 29.311 m
CL = 58.617 m
TRL = 50 m
SE = 40 mm
S = 60 mm
V = 100 kmph
PRO.CURVE NO.26C&D
FOR RD-4 (LH&RH)
R = 1750 m, D = 1˚
A = 02˚04' 35"
TL = 31.713 m
CL = 63.419 m
TRL = 50 m
SE = 40 mm
S = 60 mm
V = 100 kmph
KEY PLAN
(NOT TO SCALE)


CORRIDOR-4
CH:198024
11.28 m
CH:198175
12.50 m
DN LINE
UP LINE
TO BYPL
TO YPR
PRO.CURVE NO.A
TO BE REMOVED
IN PHASE-II
PRO.CURVE NO.B
TO BE REMOVED
IN PHASE-II

SAFTEY NOTES:

1. ADEQUATE SAFETY MEASURES FOR RUNNING TRAINS SHALL BE PROVIDED WHILE EXECUTING YARD RE-MODELING WORK / TAKING OF THE EARTHWORK NEAR TO THE TRACK.
2. NECESSARY SHORING ARRANGEMENT SHALL HAVE TO BE PROVIDED TO PROTECT THE EXISTING TRACKS IN CASE OF CUTTING CLOSE TO THE TRACKS.
3. DURING EXECUTION OF YARD WORK, THE MATERIALS / EQUIPMENT'S / RELEASED MATERIAL / NEW MATERIAL ETC., SHALL BE STACKED IN SUCH A WAY THAT THEY WILL NOT INFRINGE THE RUNNING LINE DULY ENSURING ALL SAFETY MEASURES DURING RE-MODELING OF THIS YARD.
4. SUITABLE SAFETY BARRICADING HAS TO BE PROVIDED WHENEVER AND WHEREVER WORK IS BEING EXECUTED PARALLEL AND NEARER TO THE RUNNING TRACK.
5. WHILE CARRYING OUT PRE-NI WORKS NECESSARY PRECAUTIONS SHOULD BE TAKEN TO AVOID UNSAFE CONDITIONS. MODIFICATIONS, REMOVALS, ERECTIONS, INSERTIONS OF POINTS AND CROSSINGS, SEJs, TRAPS, GLUED JOINTS ETC., SHALL BE CARRIED OUT UNDER TRAFFIC BLOCKS ONLY UNDER THE SUPERVISION OF THE COMPETENT DEPARTMENT OFFICIALS.
6. WHILE WORKING IN CLOSED VICINITY WITH OHE, MINIMUM 2 METERS WORKING CLEARANCE TO BE MAINTAINED, IF REQUIRED PROPER POWER BLOCK TO BE TAKEN DULY GIVING ADVANCE INTIMATION.
7. IN ELECTRIFIED SECTION TRACTION TERRITORY, EARTHING TO BE DONE AND CERTIFIED BY THE TRD OFFICIALS BEFORE POWER BLOCK IS CANCELED FOR WORKS RELATED TO YARD RE-MODELING WHICH HAS TO BE EXECUTED UNDER THE SUPERVISION OF EXPERIENCED AND COMPETENT TRD OFFICIALS.
8. ADHERENCE OF IRSOD DIMENSIONS HAVE TO BE ENSURED BEFORE ALLOWING THE TRAFFIC AFTER CANCELLATION OF LINE BLOCK.
9. THE JOINT PROCEDURE ORDER ON SAFETY RELATED ISSUES PERTAINING TO WORK SITE IN CONSTRUCTION PROJECTS (LETTER NO.W.339/SAFETY PRECAUTIONS Dt. 18.02.2011) VIDE CTE LETTER NO. SWR/W.247/SAFETY AT WORK SPOT. Dt. 20.06.2017 HAS TO BE STRICTLY FOLLOWED.
10. THE GRADUAL RELEASE OF SPEED RESTRICTIONS SHALL BE FOLLOWED AS PER PARA NO.637 OF IRPWM-2020.

SPECIAL NOTES:

1. CHAINAGE ZERO (0.00) IS RECKONED FROM THE CENTRE LINE OF SALEM JUNCTION.
2. THE AUTHORITY OF EXECUTION OF WORK IS AS PER CAO/CN/BNC'S SANCTION OF BYPL-HSRA DOUBLING ESTIMATE VIDE No.B/CN/DL/CAO/177-2018/dated 02.08.2018.
3. THIS PLAN IS PROPOSED BASED ON COMPLETION DRAWING OF BELANDUR ROAD VIDE NO.CN/175-95/2 (COM).
4. THIS PLAN SUPERSEEDS THE EXG.BLRR MASTER PLAN DRG.NO:KRIDE/DL.BH/008-2020 AND PLAN IS REVISED AS PER LATEST HQ SWR APPROVED CONCEPTUAL PLAN Dt:12.08.2021.
5. THIS PROJECT IS INCLUDED IN ITEM NO.34 OF PINK BOOK 2021-2022 & PROJECT ID-15549.
6. SINCE THE SECTION IS MADE FIT FOR 25T LOADING, THE EXISTING BRIDGES ARE CHECKED FOR CARRYING OUT FOR 25T LOADING, FOR WHICH NECESSARY CALCULATIONS HAVE BEEN CARRIED OUT AND CERTIFIED.
7. AS FAR AS POSSIBLE, THE EXISTING LCs IN THE YARD HAS BEEN ELIMINATED BY CONSTRUCTION OF ROB/RUB. HOWEVER, ELIMINATION OF LCs IS NOT INCLUDED IN BYPL - HSRA DETAILED ESTIMATE . & AS PER DIRECTION OF RAILWAY BOARD VIDE LETTER NO.2013/W-I/Genl./O/30 Pt-II,THE COMMISSIONING OF ROB/RUB SHALL NOT BE LINKED WITH DOUBLING PROJECT. HENCE, THE EXG.LC HAS BEEN RETAINED/EXTENDED AS PER THE IRPWM DOUBLING STANDARDS.
8. THE PROPOSED CONDONATION AND DETAILS OF TRACK STRUCTURE ARE MENTIONED IN A SEPARATE TABLE.
9. THE RULING GRADIENT OF THIS SECTION IS 1 IN 100. AND GRADE COMPENSATION HAS BEEN CONSIDERED FOR THE CURVES.
10. THIS YARD LIES IN 'D' ROUTE AS PER LATEST WTT.
11. THE EXISTING SECTIONAL SPEED OF YARD IS 100 KMPH AND THE YARD HAS BEEN PLANED FOR PROPOSED SECTIONAL SPEED OF 100 KMPH.
12. ALL WORKS PROPOSED IN THE MASTER PLAN ARE TO BE COMPLETED IN 2 PHASES, SHOWN AS PHASE 1 - RED,PHASE 2 - BLUE AS PER LATEST PCE/SWR CIRCULAR. Dt:12.09.2021.

GENERAL NOTES:

1. STANDARD OF RAIL LOADING 25T AXLE LOAD-2008.
2. PROPOSALS (SCOPE OF WORK) ARE SHOWN IN CONTINUOUS RED.
3. EXISTING ARRANGEMENTS TO BE RETAINED ARE SHOWN IN CONTINUOUS BLACK. ———
4. EXISTING ARRANGEMENTS TO BE REMOVED ARE SHOWN IN BLACK DASH. — — —
5. LAND BOUNDARY DISTANCES TO BE SHOWN AS CHAIN DOTTED IN BLACK .
6. NORTH DIRECTION INDICATED IN THE PLAN IS OF THE MAGNETIC NORTH.
7. ALL DIMENSIONS AND LEVELS (WITH RESPECT TO MSL) ARE IN METERS, UNLESS OTHERWISE SPECIFIED.
8. LAND BOUNDARY DISTANCES SHOWN IN THE PLAN ARE THE PERPENDICULAR OFFSETS FROM THE NEAREST TRACK CENTER AND THE LOCATION OF STATION BUILDING ARE ONLY INDICATIVE. FOR ACCURATE MEASUREMENTS, RESPECTIVE LAND PLANS ARE TO BE VERIFIED.
9. SINCE THE EXG. DETAILS MENTIONED IN THE LATEST COMPLETION YARD PLAN ARE NOT MATCHING WITH THE DETAILS AVAILABLE AT SITE, THIS ESP HAS BEEN PREPARED BASED ON THE DETAILS PHYSICALLY COLLECTED FROM SITE BY FIELD OFFICIALS.
10. THE FEASIBILITY OF EXECUTION AS PER THIS PLAN SHALL BE CHECKED AT SITE BY ENGINEER-IN-CHARGE BEFORE TAKING UP THE WORK.
11. THE CHAINAGES AND EXISTING LEVELS GIVEN IN THE YARD PLAN ARE ACTUALLY MEASURED AND VERIFIED AT SITE.
12. THE MINIMUM HORIZONTAL AND VERTICAL DISTANCE AND OTHER DIMENSIONS SHALL BE PROVIDED AS PER IRSOD AND LATEST CORRECTION SLIPS TO IRSOD UNLESS OTHERWISE SPECIFIED.
13. THIS YARD PLAN IS PROCESSED FOR APPROVAL SUBJECTED TO MAINTAINING SAME LEVELS, ALIGNMENT, GRADE AND TRACK CENTER DISTANCES SHOWN IN THIS PLAN AND AS THAT OF APPROVED WORKING SECTION / PLANS.
14. NECESSARY DRAINAGE ARRANGEMENTS TO SUIT SITE CONDITION WILL BE PROVIDED AS PER THE STANDARDS BY THE ENGINEER-IN-CHARGE.
15. PASSENGER AMENITIES AS PER RAILWAY BOARD'S LR.NO.2018/LM(PA)/$\frac{3}{8}$ DATED 09.04.2018 AND RDSO GUIDELINES (WSC AGENDA ITEM NO. 004/01/05) AS PER ED/WORKS/RDSO VIDE LETTER NO. WKS/WS/05/FS DATED 16.01.2013 TO BE PROVIDED.
16. AMENITIES FOR DIVYANGJAN SHALL BE PROVIDED AS PER RAILWAY BOARD'S LR NO.2012/ LM(PA)/08/04/POLICY/Pwds dt.06-06-2013.
17. ALL PLATFORMS SHOULD BE CONSTRUCTED AS PER RAILWAY BOARD LETTER NO.2013/W-I/GENL/0/30/PT-II. DT:25.02.2020.
18. ALL LOOP LINES PROPOSED ARE TO BE MADE FIT FOR 30 kmph.
19. THE ENGINEER-IN-CHARGE AT SITE SHOULD ENSURE TRACK CENTERS AS SHOWN ON CURVES DULY TAKING CARE OF SHIFT AND ALL OTHER ALLOWANCES.
20. VERTICAL CLEARANCE FOR THE PROPOSED FOB IS 6.525 m ABOVE RAIL LEVEL.
21. FOR CHANGE OF GRADIENTS IN THE YARDS, PROPER VERTICAL CURVE SHALL BE DESIGNED AND ACCORDINGLY PROVIDED.
22. THE EXISTING TRACK COMPONENTS SUCH AS SEJS, TRAPS, GLUED JOINTS, NON-STANDARD RAILS, SLEEPERS ETC. SHALL BE REPLACED WITH PROPOSED TRACK STANDARDS MENTIONED IN THIS PLAN.
23. ALL STANDARD AND CONVENTIONAL APPROVED DRAWINGS SHALL BE ADOPTED FOR VARIOUS PASSENGER AMENITIES, TRACK WORKS, BRIDGE WORKS, BUILDING WORKS, S&T WORKS, ELECTRICAL WORKS ETC., UNLESS OTHERWISE SPECIFIED.
24. REGRADING PLAN BEING ADOPTED, IF ANY, SHALL BE REFERRED IN THE ESP UNDER PROCESS.
25. THE UNDERGROUND CABLE ETC., IF ANY, SHALL BE REMOVED AND RE ALIGNED BEFORE THE STARTING OF THE WORK, S&T CABLES SHALL BE PROPERLY PROTECTED AND ALL PRECAUTIONARY MEASURES MUST BE TAKEN ACCORDING TO TELECOMMUNICATIONS CIRCULAR NO.17/2013 ISSUED BY RAILWAY BOARD VIDE LETTER NO.2003/TELE/RCIL/I/PT, IX DATED24.06.2013.
26. BEFORE AND DURING EXECUTION OF WORK, CONCERNED OPEN LINE OFFICIALS SHOULD BE CONSULTED IN CONNECTION WITH WORKS AFFECTING THE EXISTING FACILITIES.
27. TRACK MACHINE AMENITIES TO BE INCORPORATED IN THE YARD AS PER RB LATTER NO.2007/TRACK-III/TK/24/VOL.3 DATED 26.10.2018.
28. WHEREVER NEW PLATFORM SHELTER BEING PROVIDED OVER THE EXISTING OHE MAST, THE WATER PROOFING OF CUT AREA IN THE PLATFORM SHELTER TO BE DONE BY CONCERNED CIVIL DEPT.
29. WHENEVER PLATFORM EXTENSION OR NEW PLATFORM BEING CONSTRUCTED THE PLATFORM EARTH WORK TO BE DONE BEFORE TAKING UP THE TRACK WORK TO FACILITATE THE ERECTION OF MAST FOR MODIFICATION IN THE EXISTING OHE.

SIGNATURE COLUMN	
K RIDE	
JGM/ELE/PROJECTS	Aman Katyal Digitally signed by Aman Katyal Date:2021.12.07 12:46:05 +05'30'
AGM/CIVIL/PROJECTS	Nabin Chandra Patra Digitally signed by Nabin Chandra Patra Date:2021.12.02 10:43:56 +05'30'
GM/SNT/PROJECTS	SOWPATI NAGESWARARAO Digitally signed by SOWPATI NAGESWARARAO Date:2021.12.02 05:49:22 +05'30'
GM/CIVIL/PROJECTS	Praveen Kumar Digitally signed by Praveen Kumar Date:2021.12.02 11:03:16 +05'30'

DIVISION -SBC	
Sr.DEN/Co-ord/SBC	PERVESH KUMAR Digitally signed by PERVESH KUMAR Date:2021.12.23 11:42:06 +05'30'
DEN/South/SBC	HISAM UDDIN Digitally signed by HISAM UDDIN Date:2021.12.22 10:47:00 +05'30'
Sr.DOM/SBC	Akhil M Shastary Digitally signed by Akhil M Shastary Date:2021.12.27 11:52:37 +05'30'
Sr.DEE/TRD/SBC	PUJA KUMARI Digitally signed by PUJA KUMARI Date:2021.12.23 03:58:15 +05'30'
Sr.DCM/SBC	Dr.A.N.Krishna Reddy Digitally signed by Dr.A.N.Krishna Reddy Date:2021.12.24 05:47:51 +05'30'
Sr.DSTE/SBC	P S ALAWA Digitally signed by P S ALAWA Date:2021.12.28 03:54:05 +05'30'
ADRM/T/SBC	LAKSHMAN SINGH Digitally signed by LAKSHMAN SINGH Date:2021.12.25 10:53:23 +05'30'
DRM/SBC	SHYAM SINGH Digitally signed by SHYAM SINGH Date:2021.12.29 07:03:53 +05'30'

HEAD QUARTERS- SWR	
CTPM/SWR	H.M. Dinesh Digitally signed by H.M. Dinesh Date: 2022.03.03 11:04:55 +05'30'
CPDE/SWR	H. Gul Ashfaque Mohammed Digitally signed by H. Gul Ashfaque Mohammed Date: 2022.03.03 10:01:48 +05'30'

SOUTH WESTERN RAILWAY

K RIDE

RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED

BENGALURU DIVISION

SALEM - BAIYAPPANAHALLI SECTION

DOUBLING OF BG TRACK BETWEEN
BAIYAPPANAHALLI 'A' PANEL AND HOSUR STATIONS
PROPOSED YARD ARRANGEMENTS AT

BELANDUR ROAD

MASTER PLAN

DRAWN BY: Sr.EXECUTIVE/CIVIL/KRIDE BHARATH KUMAR M	CHECKED BY: Dy.MANAGAER/CIVIL/KRIDE BABITHA ANTONY DIAS
SCALE - 1 : 1000	~~DRG.NO:KRIDE/DL/BH/027 - 2021~~ HQ DRG.NO:SWR/W.573/ESP/BLRR/M.P/K-RIDE/163/MAR-2022