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- NOTES-
1. ALL DIMENSIONS ARE IN METER UNLESS OTHERWISE STATED.
  2. DRAIN / RETAINING WALL DETAILS SHALL BE SUBMITTED SEPARATELY.
  3. SCHEDULE OF DIMENSIONS FOLLOWED AS PER BSRP.
  4. P-WAY DESIGN DETAILS ARE NOT PART OF THIS PACKAGE SCOPE.
  5. THE RUB/ROB/BRIDGES/STRUCTURE SHOWN IN THE DRAWING SHALL BE REFERRED TO RESPECTIVE GAD'S FOR DETAILS.
  6. DESIGN SLOPES SHALL BE AS PER THE APPROVED DESIGN REPORT.
  7. IR DOUBLING SHOWN IN PLAN IS AS PER CLIENTS TENDER STAGE DRAWING AND NOT FINAL.

LEGEND FOR PLAN:	
PROPOSED BSRP TRACK	
FUTURE BSRP WORK	
EXISTING IR TRACK	
FUTURE IR WORK	
EXISTING IR ROW	
PROPOSED BSRP ROW (LAQ)	

LEGEND FOR PROFILE:	
PROPOSED BSRP FORMATION LEVEL	
PROPOSED BSRP RAIL LEVEL	
EXISTING IR RAIL LEVEL	
GROUND LEVEL	

ALIGNMENT NOTATIONS:

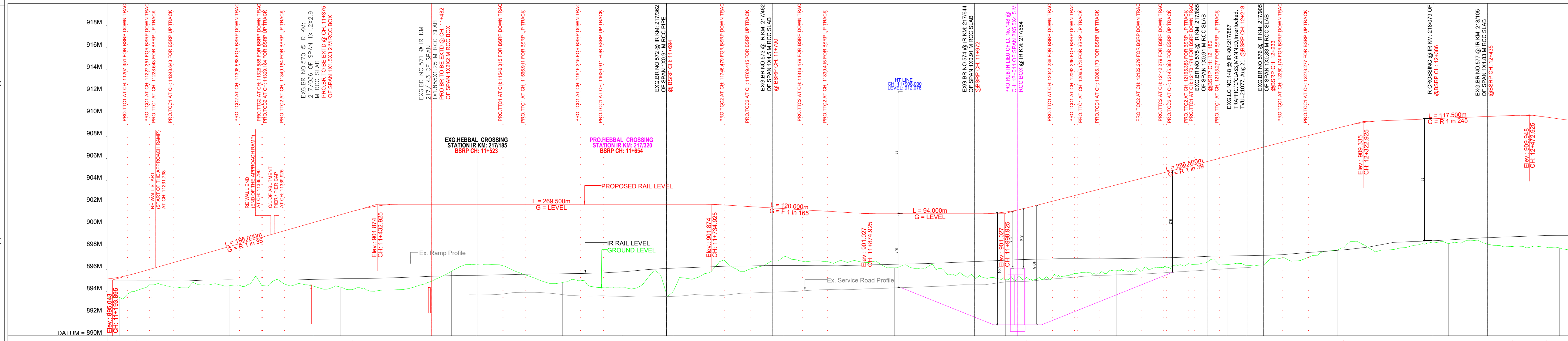
R = RADIUS	G = GRADIENT
CCL = CIRCULAR CURVE LENGTH	TRL = TRANSITION LENGTH
TTOT = TANGENT TO SPIRAL	TTC1 = SPIRAL TO CURVE
Ca = ACTUAL CANT	TCC2 = CURVE TO SPIRAL
Cd = CANT DEFICIENT	TTT2 = SPIRAL TO TANGENT
Cg = CANT GRADIENT	

PROJECT :  
BENGALURU SUBURBAN RAILWAY PROJECT (BSRP) - CORRIDOR - 2

EMPLOYER :  
 RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED

GENERAL CONSULTANTS :  
 WSP

CONTRACTOR :  
 LARSEN & TOUBRO LTD. L&T CONSTRUCTION TRANSPORTATION INFRASTRUCTURE IC



DETAILED DESIGN CONSULTANT (DDC) :  
 STUP CONSULTANTS PRIVATE LIMITED - & -  
 L&T EDRC - TRANSPORTATION INFRASTRUCTURE IC

PROOF CONSULTANT (PC) :  
 CHETAN INFRA TECH CONSULTANTS PRIVATE LIMITED

TITLE :  
ALIGNMENT PLAN & PROFILE FROM CH: 11+200 TO CH: 12+500

SIGNATURE	PREPARED BY	CHECKED BY	APPROVED BY
	AMIT DUBEY	PALLAB GHOSH	SUBRAMANIAN R.
DESIGNATION	ASST. MANAGER	MANAGER	DGM
DATE			

PROJECT MANAGER (L&T)	DETAILED DESIGN CONSULTANT	PROOF CONSULTANT
SIGN	SIGN	SIGN
NAME	K.V. MAHADEV	SHASHIDHAR D. CHIKODI
DATE		

GENERAL CONSULTANTS			
NAME	DESIGNATION	DATE	SIGN
			SIGN
			NAME
			DATE

VERTICAL ALIGNMENT BSRP CL TRACK		L = 43.000m R = 1504.654m		L = 195.030m G = R 2.855%		CL = 45.000m R = 1574.638m		L = 269.500m G = 0.000%		CL = 20.000m R = 8305.785m		L = 120.000m G = 0.000%		CL = 20.000m R = 8305.785m		L = 94.000m G = 0.000%		CL = 40.000m R = 1559.942m		L = 286.500m G = R 2.564%		CL = 35.000m R = 1623.730m		L = 117.500m G = R 0.403%		CL = 30.000m R = 1687.600m			
HORIZONTAL ALIGNMENT UP TRACK		TRL = 20m		C.No.25 R = 750m CCL = 81m		TRL = 20m		Straight = 218m*		TRL = 70m		R = 450m CCL = 133m C.No.25		TRL = 70m		Straight = 226m*		TRL = 20m		R = 2500m CCL = 60m C.No.27		TRL = 20m		Straight = 28m*		TRL = 80m		C.No.28 R = 540m CCL = 338m	
HORIZONTAL ALIGNMENT DOWN TRACK		TRL = 20m		C.No.25 R = 750m CCL = 81m		TRL = 20m		Straight = 218m*		TRL = 70m		R = 445m CCL = 130m C.No.25		TRL = 70m		Straight = 226m*		TRL = 20m		R = 2495m CCL = 60m C.No.27		TRL = 20m		Straight = 28m*		TRL = 80m		C.No.28 R = 545m CCL = 342m	
TRACK CENTER BSRP CL TRACK TO IR TRACK		18.874		18.874		21.551		21.551		24.055		24.055		26.085		26.085		27.551		27.551		28.625		28.625		28.625		28.625	
FILL HEIGHT (+) / CUT DEPTH (-)		+1.804		+1.804		+1.556		+1.556		+1.774		+1.774		+2.695		+2.695		+2.829		+2.829		+3.543		+3.543		+3.543		+3.543	
PROPOSED RAIL LEVEL BSRP CL TRACK		895.296		895.296		895.789		895.789		896.361		896.361		896.932		896.932		897.504		897.504		898.075		898.075		898.075		898.075	
DIFFERENCE BETWEEN IR TRACK RAIL LEVEL & BSRP CL TRACK RAIL LEVEL		0.333		0.333		0.818		0.818		1.392		1.392		1.972		1.972		2.551		2.551		3.081		3.081		3.081		3.081	
IR RAIL LEVEL		894.963		894.963		894.971		894.971		894.969		894.969		894.960		894.960		894.960		894.960		894.960		894.960		894.960		894.960	
GROUND LEVEL		893.932		893.932		894.233		894.233		894.537		894.537		894.840		894.840		894.840		894.840		894.840		894.840		894.840		894.840	
DESIGN CHAINAGE BSRP CL TRACK		11+200		11+200		11+220		11+220		11+240		11+240		11+260		11+260		11+280		11+280		11+300		11+300		11+320		11+320	

REVISIONS			
REV	DATE	DESCRIPTION	
0	14.10.2024	GFC SUBMISSION FOR APPROVAL	

REVISION	DWG STATUS	0	1
DATE	14.10.2024		
SCALE	H-1:2000, V-1:200		
SIZE	A1		
SHEET	13 OF 27		
DRG. NO.	02/07/2024		

PROJECTION	RELEASED FOR
FIRST ANGLE	PRELIMINARY
	DEFINITIVE
	GOOD FOR CONSTRUCTION
	AS BUILT