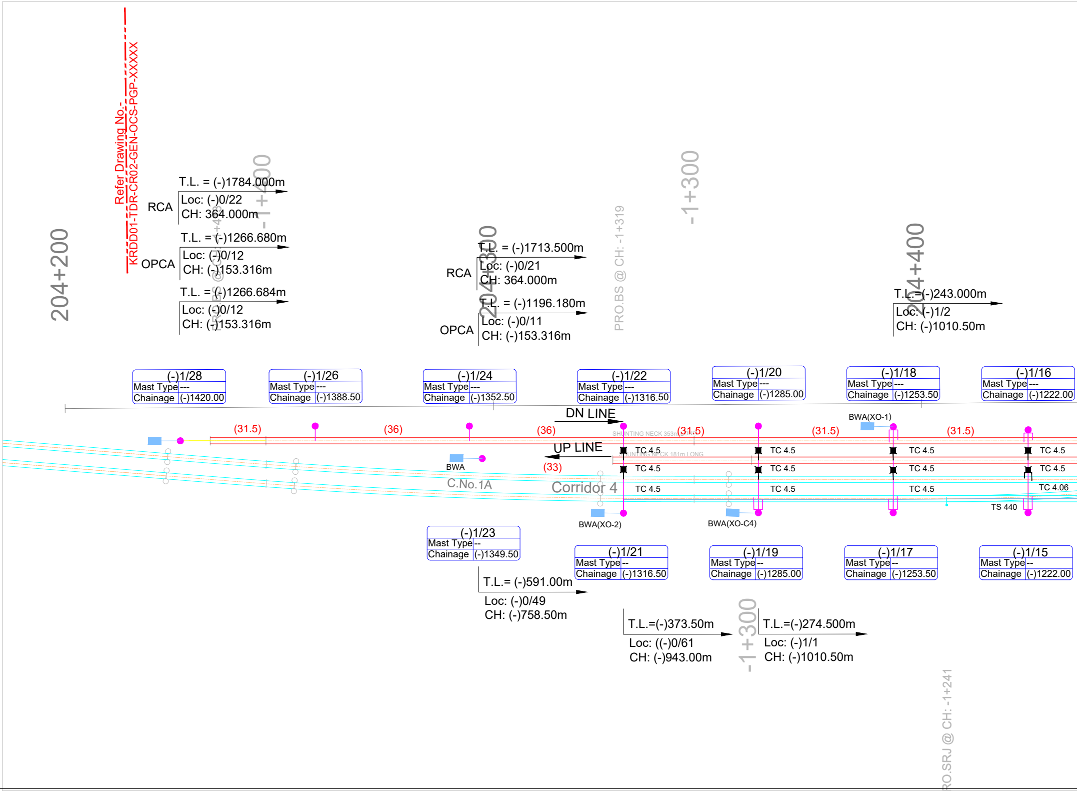
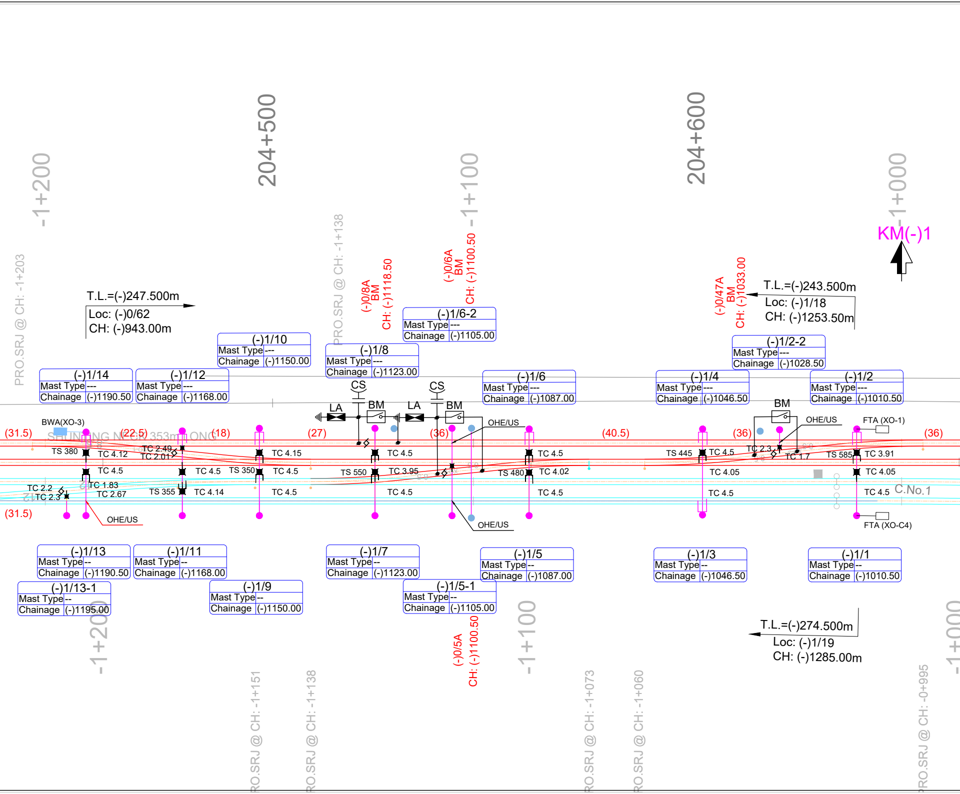
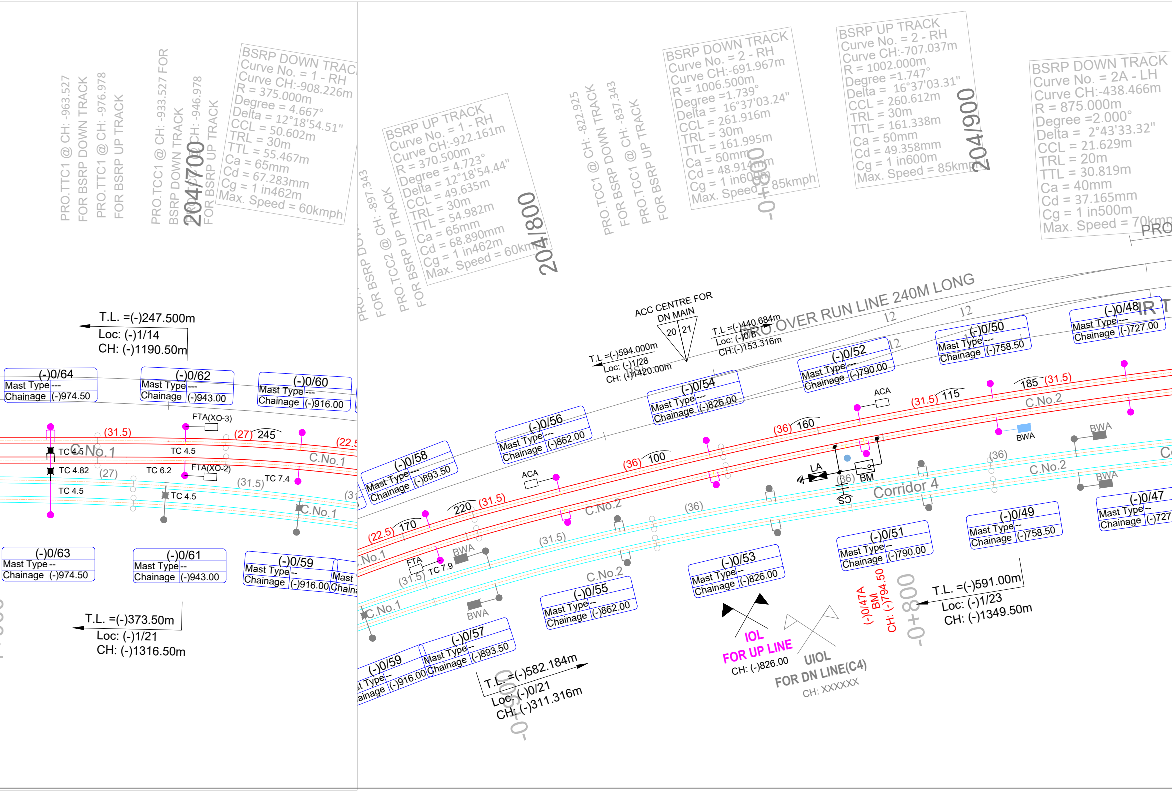
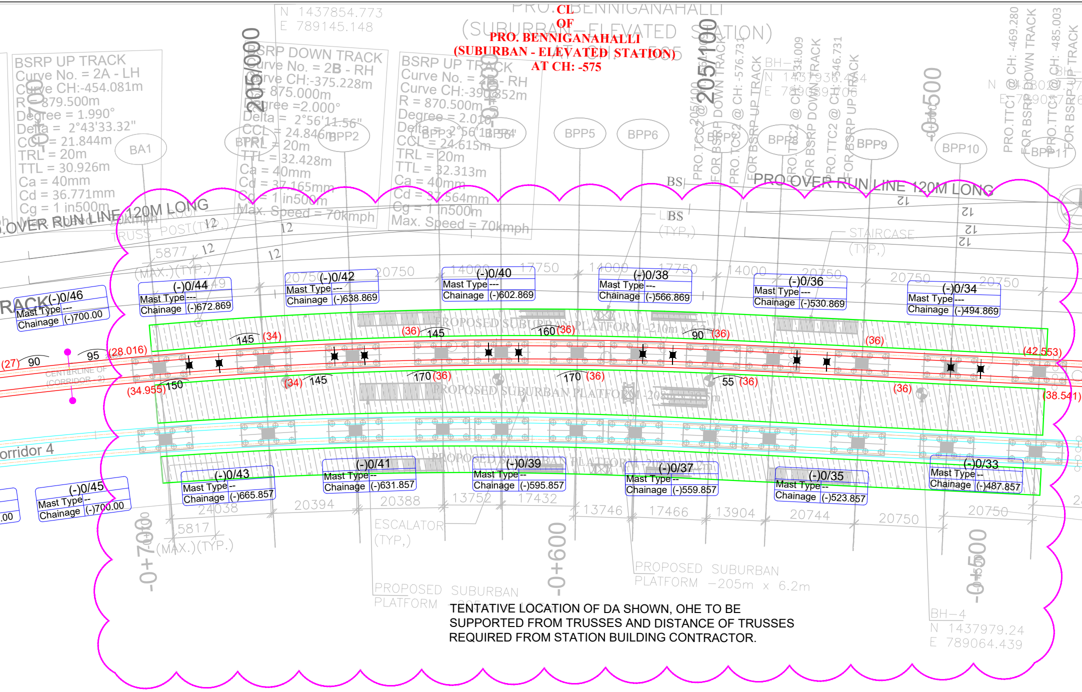

Refer Drawing No.-
KRDD01-TDR-CR02-GEN-OCS-PGP-XXXXX
204+200
-1+200
PRO.BS @ CH: -1+4..
RCA
T.L. = (-)1784.000m
Loc: (-)0/22
CH: 364.000m
OPCA
T.L. = (-)1266.680m
Loc: (-)0/12
CH: (-)153.316m
T.L. = (-)1266.684m
Loc: (-)0/12
CH: (-)153.316m
204+300
RCA
T.L. = (-)1713.500m
Loc: (-)0/21
CH: 364.000m
OPCA
T.L. = (-)1196.180m
Loc: (-)0/11
CH: (-)153.316m
PRO.BS @ CH: -1+319
-1+300
204+400
T.L.=(-)243.000m
Loc: (-)1/2
CH: (-)1010.50m
(-)1/28
Mast Type ---
Chainage (-)1420.00
(-)1/26
Mast Type ---
Chainage (-)1388.50
(-)1/24
Mast Type ---
Chainage (-)1352.50
(-)1/22
Mast Type ---
Chainage (-)1316.50
(-)1/20
Mast Type ---
Chainage (-)1285.00
(-)1/18
Mast Type ---
Chainage (-)1253.50
(-)1/16
Mast Type ---
Chainage (-)1222.00
DN LINE
UP LINE
BWA(XO-1)
(31.5)
(36)
(36)
(31.5)
(31.5)
(31.5)
(33)
SHUNTING NECK 353m LONG
SHUNTING NECK 181m LONG
BWA
C.No.1A
Corridor 4
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.06
TS 440
BWA(XO-2)
BWA(XO-C4)
(-)1/23
Mast Type --
Chainage (-)1349.50
(-)1/21
Mast Type --
Chainage (-)1316.50
(-)1/19
Mast Type --
Chainage (-)1285.00
(-)1/17
Mast Type --
Chainage (-)1253.50
(-)1/15
Mast Type --
Chainage (-)1222.00
T.L.= (-)591.00m
Loc: (-)0/49
CH: (-)758.50m
T.L.=(-)373.50m
Loc: ((-)0/61
CH: (-)943.00m
-1+300
T.L.=(-)274.500m
Loc: (-)1/1
CH: (-)1010.50m
PRO.SRJ @ CH: -1+241


-1+200
204+500
-1+100
204+600
-1+000
KM(-)1
PRO.SRJ @ CH: -1+203
PRO.SRJ @ CH: -1+138
T.L.=(-)247.500m
Loc: (-)0/62
CH: (-)943.00m
T.L.=(-)243.500m
Loc: (-)1/18
CH: (-)1253.50m
(-)0/8A
BM
CH: (-)1118.50
(-)0/6A
BM
CH: (-)1100.50
(-)0/47A
BM
CH: (-)1033.00
(-)1/6-2
Mast Type ---
Chainage (-)1105.00
(-)1/10
Mast Type ---
Chainage (-)1150.00
(-)1/8
Mast Type ---
Chainage (-)1123.00
(-)1/2-2
Mast Type ---
Chainage (-)1028.50
(-)1/14
Mast Type ---
Chainage (-)1190.50
(-)1/12
Mast Type ---
Chainage (-)1168.00
(-)1/6
Mast Type ---
Chainage (-)1087.00
(-)1/4
Mast Type ---
Chainage (-)1046.50
(-)1/2
Mast Type ---
Chainage (-)1010.50
CS
LA
BM
CS
LA
BM
OHE/US
BM
OHE/US
FTA (XO-1)
BWA(XO-3)
SHUNTING NECK 353m LONG
(31.5)
(22.5)
(18)
(27)
(36)
(40.5)
(36)
(36)
TS 380
TC 4.12
TC 2.49
TC 2.01
TC 4.15
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TS 445
TC 4.5
TC 2.3
TC 1.7
TS 585
TC 3.91
TC 4.5
TC 4.5
TS 350
TC 4.5
TS 550
TC 3.95
TS 480
TC 4.02
TC 4.05
TC 4.05
TC 2.2
TC 1.83
TC 2.3
TC 2.67
TS 355
TC 4.14
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
C.No.1
(31.5)
OHE/US
OHE/US
FTA (XO-C4)
(-)1/13
Mast Type --
Chainage (-)1190.50
(-)1/11
Mast Type --
Chainage (-)1168.00
(-)1/7
Mast Type --
Chainage (-)1123.00
(-)1/5
Mast Type --
Chainage (-)1087.00
(-)1/3
Mast Type --
Chainage (-)1046.50
(-)1/1
Mast Type --
Chainage (-)1010.50
(-)1/13-1
Mast Type --
Chainage (-)1195.00
(-)1/9
Mast Type --
Chainage (-)1150.00
(-)1/5-1
Mast Type --
Chainage (-)1105.00
(-)0/5A
CH: (-)1100.50
-1+200
-1+100
-1+000
T.L.=(-)274.500m
Loc: (-)1/19
CH: (-)1285.00m
RO.SRJ @ CH: -1+151
RO.SRJ @ CH: -1+138
RO.SRJ @ CH: -1+073
RO.SRJ @ CH: -1+060
PRO.SRJ @ CH: -0+995

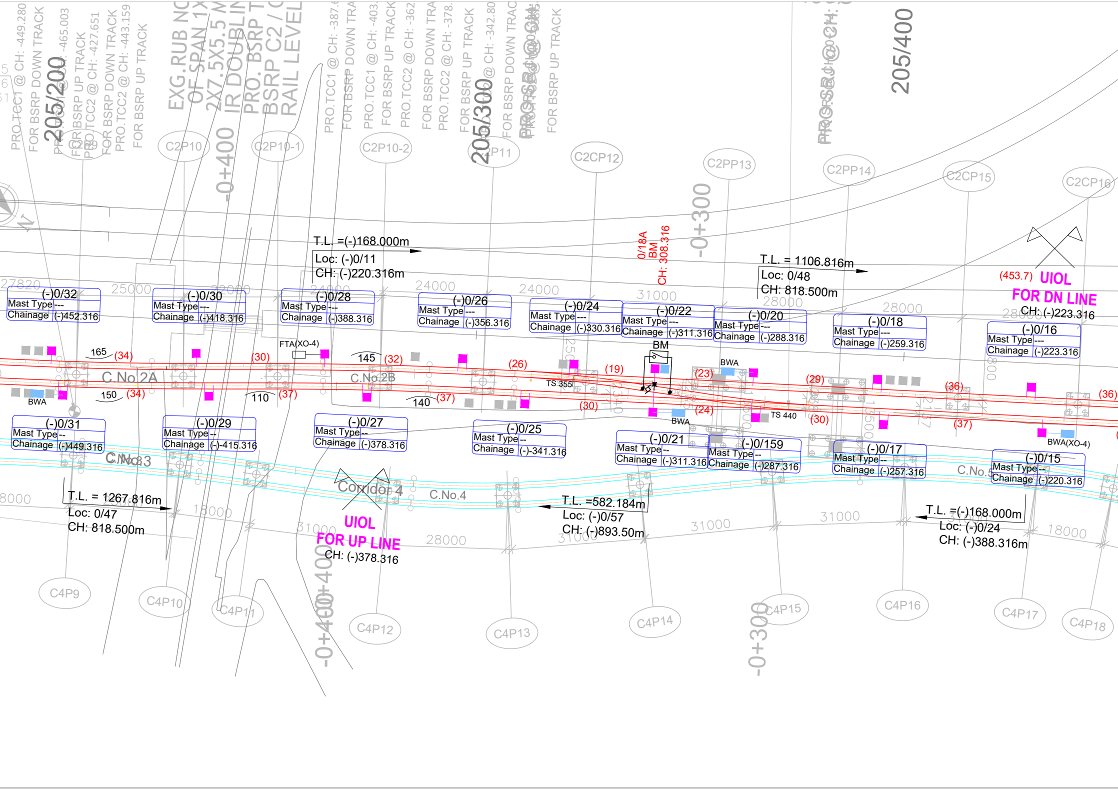

PRO.TTC1 @ CH: -963.527
FOR BSRP DOWN TRACK
PRO.TTC1 @ CH: -976.978
FOR BSRP UP TRACK
PRO.TCC1 @ CH: -933.527 FOR
BSRP DOWN TRACK
PRO.TCC1 @ CH: -946.978
FOR BSRP UP TRACK
204/700
BSRP DOWN TRAC
Curve No. = 1 - RH
Curve CH:-908.226m
R = 375.000m
Degree = 4.667°
Delta = 12°18'54.51"
CCL = 50.602m
TRL = 30m
TTL = 55.467m
Ca = 65mm
Cd = 67.283mm
Cg = 1 in462m
Max. Speed = 60kmph
PRO.TTC2 @ CH: -897.343
FOR BSRP DOWN
PRO.TCC2 @ CH: -
FOR BSRP UP TRACK
BSRP UP TRACK
Curve No. = 1 - RH
Curve CH:-922.161m
R = 370.500m
Degree = 4.723°
Delta = 12°18'54.44"
CCL = 49.635m
TRL = 30m
TTL = 54.982m
Ca = 65mm
Cd = 68.890mm
Cg = 1 in462m
Max. Speed = 60kmph
204/800
PRO.TCC1 @ CH: -822.925
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH: -837.343
FOR BSRP UP TRACK
BSRP DOWN TRACK
Curve No. = 2 - RH
Curve CH:-691.967m
R = 1006.500m
Degree =1.739°
Delta = 16°37'03.24"
CCL = 261.916m
TRL = 30m
TTL = 161.995m
Ca = 50mm
Cd = 48.914mm
Cg = 1 in600m
Max. Speed = 85kmph
-0+800
BSRP UP TRACK
Curve No. = 2 - RH
Curve CH:-707.037m
R = 1002.000m
Degree =1.747°
Delta = 16°37'03.31"
CCL = 260.612m
TRL = 30m
TTL = 161.338m
Ca = 50mm
Cd = 49.358mm
Cg = 1 in600m
Max. Speed = 85kmph
204/900
BSRP DOWN TRACK
Curve No. = 2A - LH
Curve CH:-438.466m
R = 875.000m
Degree =2.000°
Delta = 2°43'33.32"
CCL = 21.629m
TRL = 20m
TTL = 30.819m
Ca = 40mm
Cd = 37.165mm
Cg = 1 in500m
Max. Speed = 70kmp
PRO
T.L. =(-)247.500m
Loc: (-)1/14
CH: (-)1190.50m
(-)0/64
Mast Type ---
Chainage (-)974.50
(-)0/62
Mast Type ---
Chainage (-)943.00
(-)0/60
Mast Type ---
Chainage (-)916.00
FTA(XO-3)
(31.5)
(27) 245
(22.5
TC 4.5
C.No.1
TC 4.5
C.No.1
TC 4.82
(27)
TC 6.2
FTA(XO-2)
(31.5)
TC 7.4
TC 4.5
TC 4.5
C.No.1
(-)0/63
Mast Type --
Chainage (-)974.50
(-)0/61
Mast Type --
Chainage (-)943.00
(-)0/59
Mast Type --
Chainage (-)916.00
Mast
Chaina
T.L. =(-)373.50m
Loc: (-)1/21
CH: (-)1316.50m
ACC CENTRE FOR
DN MAIN
20
21
T.L =(-)594.000m
Loc: (-)1/28
CH: (-)1420.00m
RSI
T.L =(-)440.684m
Loc: (-)0/8
CH:(-)153.316m
PRO.OVER RUN LINE 240M LONG
12
12
12
IR T
(-)0/58
Mast Type ---
Chainage (-)893.50
(-)0/56
Mast Type ---
Chainage (-)862.00
(-)0/54
Mast Type ---
Chainage (-)826.00
(-)0/52
Mast Type ---
Chainage (-)790.00
(-)0/50
Mast Type ---
Chainage (-)758.50
(-)0/48
Mast Type ---
Chainage (-)727.00
ACA
(22.5) 170
220 (31.5)
(36) 100
(36) 160
ACA
(31.5) 115
185 (31.5)
C.No.2
C.No.1
FTA
TC 7.9
BWA
(31.5)
(31.5)
C.No.2
(36)
LA
BM
(36)
SC
Corridor 4
(36)
C.No.2
BWA
BWA
BWA
C
C.No.1
BWA
C.No.2
(-)0/57
Mast Type --
Chainage (-)893.50
(-)0/59
Mast Type --
Chainage (-)916.00
(-)0/55
Mast Type --
Chainage (-)862.00
(-)0/53
Mast Type --
Chainage (-)826.00
(-)0/51
Mast Type --
Chainage (-)790.00
(-)0/49
Mast Type --
Chainage (-)758.50
(-)0/47
Mast Type --
Chainage (-)727
T.L. =(-)582.184m
Loc: (-)0/21
CH: (-)311.316m
-0+900
IOL
FOR UP LINE
CH: (-)826.00
UIOL
FOR DN LINE(C4)
CH: XXXXXX
(-)0/47A
BM
CH: (-)794.50
-0+800
T.L. =(-)591.00m
Loc: (-)1/23
CH: (-)1349.50m

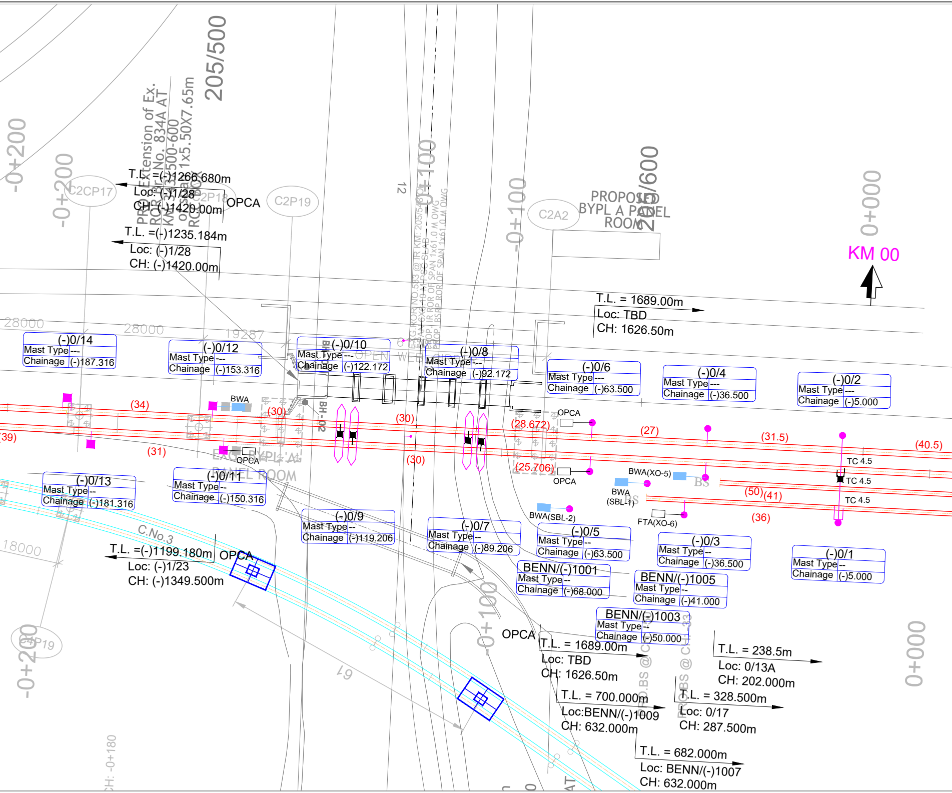


CL
OF
PRO. BENNIGANAHALLI
(SUBURBAN - ELEVATED STATION)
AT CH: -575

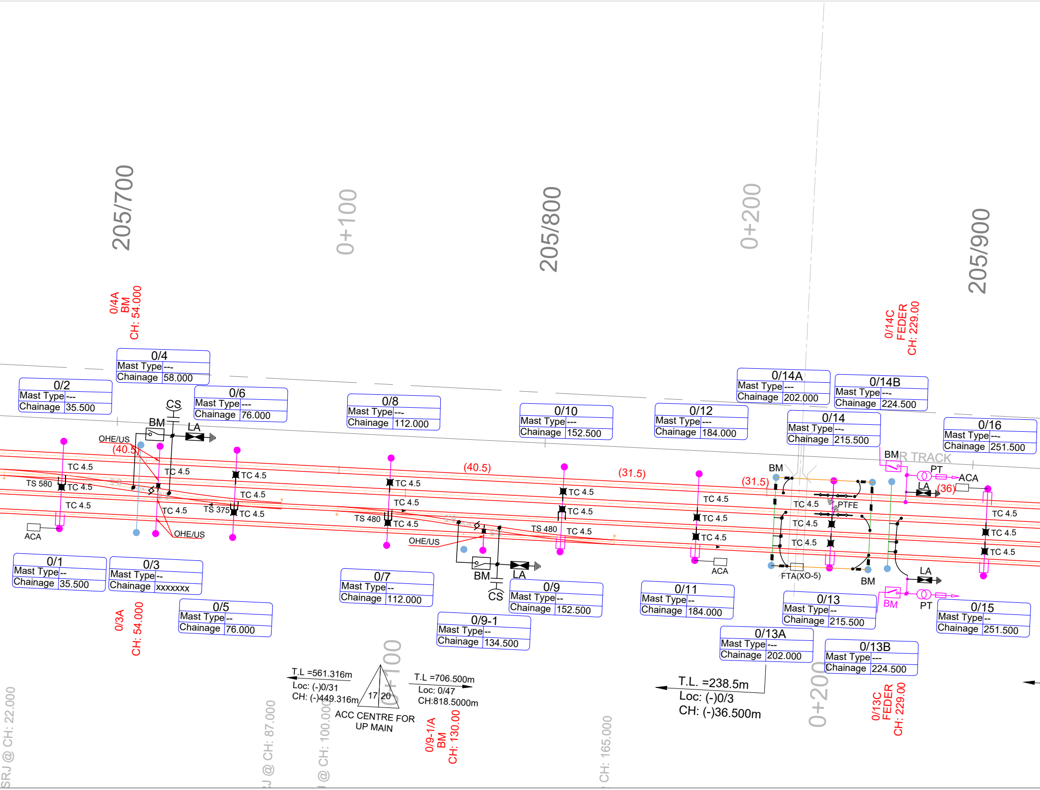
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AND DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.

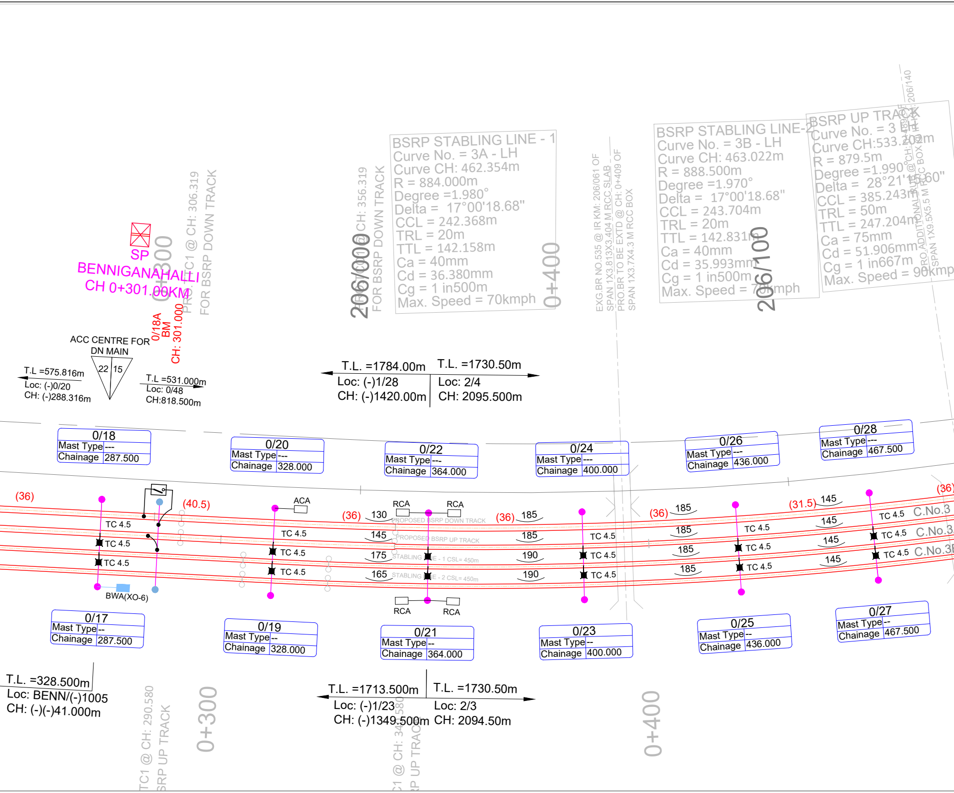
PRO. BENNIGANAHALLI
(SUBURBAN—ELEVATED STATION)
N 1437854.773
E 789145.148
BSRP UP TRACK
Curve No. = 2A - LH
Curve CH:-454.081m
R = 879.500m
Degree = 1.990°
Delta = 2°43'33.32"
CCL = 21.844m
TRL = 20m
TTL = 30.926m
Ca = 40mm
Cd = 36.771mm
Cg = 1 in500m
BSRP DOWN TRACK
Curve No. = 2B - RH
Curve CH:-375.228m
R = 875.000m
Degree =2.000°
Delta = 2°56'11.56"
CCL = 24.846m
TRL = 20m
TTL = 32.428m
Ca = 40mm
Cd = 37.165mm
Cg = 1 in500m
Max. Speed = 70kmph
BSRP UP TRACK
Curve No. = 2B - RH
Curve CH:-390.852m
R = 870.500m
Degree = 2.010
Delta = 2°56'18.56"
CCL = 24.615m
TRL = 20m
TTL = 32.313m
Ca = 40mm
Cd = 37.564mm
Cg = 1 in500m
Max. Speed = 70kmph
205/000
205/100
-0+700
-0+600
-0+500
BA1
BPP1
BPP2
BPP3
BPP4
BPP5
BPP6
BPP7
BPP8
BPP9
BPP10
BPP11
BH-3
N 1437936.454
E 789089.706
PRO.TCC2 @ CH: -576.731
FOR BSRP DOWN TRACK
FOR BSRP UP TRACK
PRO.TTC2 @ CH: -531.009
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH: -546.731
FOR BSRP UP TRACK
PRO.TTC1 @ CH: -469.280
FOR BSRP DOWN TRACK
PRO.TTC1 @ CH: -485.003
FOR BSRP UP TRACK
PRO.OVER RUN LINE 120M LONG
TRUSS POST(TYP.)
BS
BS (TYP.)
STAIRCASE (TYP.)
5877 (MAX.)(TYP.)
12
20750
14000
17750
(-)0/46 Mast Type --- Chainage (-)700.00
(-)0/44 Mast Type --- Chainage (-)672.869
(-)0/42 Mast Type --- Chainage (-)638.869
(-)0/40 Mast Type --- Chainage (-)602.869
(-)0/38 Mast Type --- Chainage (-)566.869
(-)0/36 Mast Type --- Chainage (-)530.869
(-)0/34 Mast Type --- Chainage (-)494.869
PROPOSED SUBURBAN PLATFORM -210m x 6.2m
PROPOSED SUBURBAN PLATFORM -205m x 6.2m
(27) 90
95 (28.016)
145 (34)
(36) 145
160 (36)
90 (36)
(36)
(42.553)
(34.955) 150
(34) 145
170 (36)
170 (36)
55 (36)
(36)
(38.541)
CENTERLINE OF CORRIDOR - 2
Corridor 4
(-)0/45 Mast Type -- Chainage (-)700.00
(-)0/43 Mast Type -- Chainage (-)665.857
(-)0/41 Mast Type -- Chainage (-)631.857
(-)0/39 Mast Type -- Chainage (-)595.857
(-)0/37 Mast Type -- Chainage (-)559.857
(-)0/35 Mast Type -- Chainage (-)523.857
(-)0/33 Mast Type -- Chainage (-)487.857
24038
20394
20388
13752
17432
13746
17466
13904
20744
20750
5817 (MAX.)(TYP.)
ESCALATOR (TYP.)
PROPOSED SUBURBAN PLATFORM
PROPOSED SUBURBAN PLATFORM -205m x 6.2m
BH-4
N 1437979.24
E 789064.439


PRO.TCC1 @ CH: -449.280
FOR BSRP DOWN TRACK
205/200
PRO.TCC1 @ CH: -465.003
FOR BSRP UP TRACK
PRO.TCC2 @ CH: -427.651
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH: -443.159
FOR BSRP UP TRACK
EXG.RUB NO
OF SPAN 1X
2X7.5X5.5 M
IR DOUBLIN
PRO. BSRP T
BSRP C2 / C
RAIL LEVEL
0+400
PRO.TCC1 @ CH: -387.6
FOR BSRP DOWN TRA
PRO.TCC1 @ CH: -403.
FOR BSRP UP TRACK
PRO.TCC2 @ CH: -362
FOR BSRP DOWN TRA
PRO.TCC2 @ CH: -378.
FOR BSRP UP TRACK
205/300
@ CH: -342.80
FOR BSRP DOWN TRAC
FOR BSRP UP TRACK
205/400
C2P9
C2P10
C2P10-1
C2P10-2
C2P11
C2CP12
C2PP13
C2PP14
C2CP15
C2CP16
T.L. =(-)168.000m
Loc: (-)0/11
CH: (-)220.316m
0/18A
BM
CH: 308.316
-0+300
T.L. = 1106.816m
Loc: 0/48
CH: 818.500m
(453.7) UIOL
FOR DN LINE
CH: (-)223.316
27820
25000
22000
24000
24000
24000
31000
28000
28000
28000
(-)0/32
Mast Type ---
Chainage (-)452.316
(-)0/30
Mast Type ---
Chainage (-)418.316
(-)0/28
Mast Type ---
Chainage (-)388.316
(-)0/26
Mast Type ---
Chainage (-)356.316
(-)0/24
Mast Type ---
Chainage (-)330.316
(-)0/22
Mast Type ---
Chainage (-)311.316
(-)0/20
Mast Type ---
Chainage (-)288.316
(-)0/18
Mast Type ---
Chainage (-)259.316
(-)0/16
Mast Type ---
Chainage (-)223.316
FTA(XO-4)
BM
BWA
165
(34)
(30)
145
(32)
(26)
(19)
(23)
(29)
(36)
(36)
C.No.2A
C.No.2B
TS 355
TS 440
BWA
150
(34)
110
(37)
140
(37)
(30)
(24)
(30)
(37)
BWA
BWA(XO-4)
(-)0/31
Mast Type --
Chainage (-)449.316
(-)0/29
Mast Type --
Chainage (-)415.316
(-)0/27
Mast Type --
Chainage (-)378.316
(-)0/25
Mast Type --
Chainage (-)341.316
(-)0/21
Mast Type --
Chainage (-)311.316
(-)0/159
Mast Type --
Chainage (-)287.316
(-)0/17
Mast Type --
Chainage (-)257.316
(-)0/15
Mast Type --
Chainage (-)220.316
C.No.3
Corridor 4
C.No.4
C.No.5
8000
T.L. = 1267.816m
Loc: 0/47
CH: 818.500m
18000
31000
UIOL
FOR UP LINE
CH: (-)378.316
28000
T.L. =582.184m
Loc: (-)0/57
CH: (-)893.50m
31000
31000
31000
T.L. =(-)168.000m
Loc: (-)0/24
CH: (-)388.316m
18000
C4P9
C4P10
C4P11
C4P12
C4P13
C4P14
C4P15
C4P16
C4P17
C4P18
-0+400
-0+300

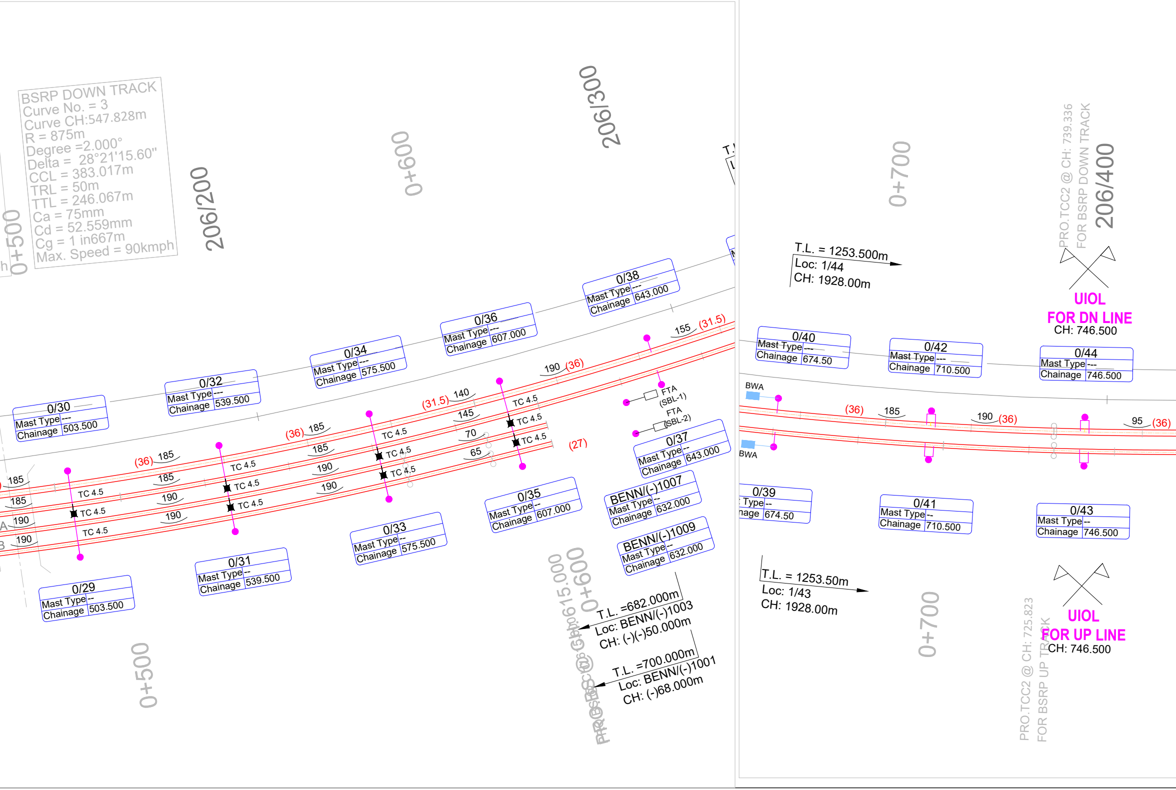


-0+200
-0+200
PROP. Extension of Ex. ROR Br. No. 834A AT KM: 243/500-600 of Span 1x5.50X7.65m RCC BOX
205/500
C2CP17
C2P18
C2P19
T.L. =(-)1266.680m
Loc: (-)1/28
CH: (-)1420.00m
OPCA
T.L. =(-)1235.184m
Loc: (-)1/28
CH: (-)1420.00m
12
-0+100
-0+100
C2A2
PROPOSED BYPL A PANEL ROOM
205/600
0+000
KM 00
T.L. = 1689.00m
Loc: TBD
CH: 1626.50m
28000
28000
19287
(-)0/14
Mast Type ---
Chainage (-)187.316
(-)0/12
Mast Type ---
Chainage (-)153.316
(-)0/10
Mast Type ---
Chainage (-)122.172
(-)0/8
Mast Type ---
Chainage (-)92.172
(-)0/6
Mast Type ---
Chainage (-)63.500
(-)0/4
Mast Type ---
Chainage (-)36.500
(-)0/2
Mast Type ---
Chainage (-)5.000
BWA
BH-02
(34)
(30)
(30)
(28.672)
OPCA
(27)
(31.5)
(40.5)
(39)
(31)
(30)
(25.706)
OPCA
EXG. BYPL 'A' PANEL ROOM
OPCA
BWA(XO-5)
BWA (SBL-1)
BS
BS
(50)
(41)
TC 4.5
TC 4.5
TC 4.5
BWA(SBL-2)
FTA(XO-6)
(36)
(-)0/13
Mast Type --
Chainage (-)181.316
(-)0/11
Mast Type --
Chainage (-)150.316
(-)0/9
Mast Type --
Chainage (-)119.206
(-)0/7
Mast Type --
Chainage (-)89.206
(-)0/5
Mast Type --
Chainage (-)63.500
(-)0/3
Mast Type --
Chainage (-)36.500
(-)0/1
Mast Type --
Chainage (-)5.000
BENN/(-)1001
Mast Type --
Chainage (-)68.000
BENN/(-)1005
Mast Type --
Chainage (-)41.000
BENN/(-)1003
Mast Type --
Chainage (-)50.000
18000
C.No.3
T.L. =(-)1199.180m
Loc: (-)1/23
CH: (-)1349.500m
OPCA
C4P19
-0+200
67
-0+100
OPCA
T.L. = 1689.00m
Loc: TBD
CH: 1626.50m
T.L. = 700.000m
Loc:BENN/(-)1009
CH: 632.000m
T.L. = 682.000m
Loc: BENN/(-)1007
CH: 632.000m
T.L. = 238.5m
Loc: 0/13A
CH: 202.000m
T.L. = 328.500m
Loc: 0/17
CH: 287.500m
PRO.BS @ CH
PRO.BS @ CH 33
0+000
CH: -0+180


205/700
0+100
205/800
0+200
205/900
0/4A
BM
CH: 54.000
0/14C
FEDER
CH: 229.00
0/4
Mast Type ---
Chainage 58.000
0/2
Mast Type ---
Chainage 35.500
0/6
Mast Type ---
Chainage 76.000
0/8
Mast Type ---
Chainage 112.000
0/10
Mast Type ---
Chainage 152.500
0/12
Mast Type ---
Chainage 184.000
0/14A
Mast Type ---
Chainage 202.000
0/14B
Mast Type ---
Chainage 224.500
0/14
Mast Type ---
Chainage 215.500
0/16
Mast Type ---
Chainage 251.500
CS
BM
LA
OHE/US
(40.5)
TC 4.5
TS 580
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TS 375
TC 4.5
TC 4.5
ACA
OHE/US
TC 4.5
TC 4.5
TS 480
TC 4.5
OHE/US
(40.5)
TC 4.5
TC 4.5
TS 480
TC 4.5
(31.5)
TC 4.5
TC 4.5
TC 4.5
ACA
(31.5)
BM
TC 4.5
TC 4.5
TC 4.5
PTFE
FTA(XO-5)
BM
BM
IR TRACK
PT
ACA
LA
(36)
TC 4.5
TC 4.5
TC 4.5
LA
BM
PT
BM
CS
LA
0/1
Mast Type --
Chainage 35.500
0/3
Mast Type --
Chainage xxxxxxx
0/5
Mast Type --
Chainage 76.000
0/3A
CH: 54.000
0/7
Mast Type --
Chainage 112.000
0/9
Mast Type --
Chainage 152.500
0/9-1
Mast Type --
Chainage 134.500
0/11
Mast Type --
Chainage 184.000
0/13
Mast Type --
Chainage 215.500
0/13A
Mast Type ---
Chainage 202.000
0/13B
Mast Type ---
Chainage 224.500
0/15
Mast Type --
Chainage 251.500
T.L =561.316m
Loc: (-)0/31
CH: (-)449.316m
17
20
0+100
ACC CENTRE FOR
UP MAIN
T.L =706.500m
Loc: 0/47
CH:818.5000m
0/9-1/A
BM
CH: 130.00
T.L. =238.5m
Loc: (-)0/3
CH: (-)36.500m
0+200
0/13C
FEDER
CH: 229.00
SRJ @ CH: 22.000
J @ CH: 87.000
J @ CH: 100.000
CH: 165.000

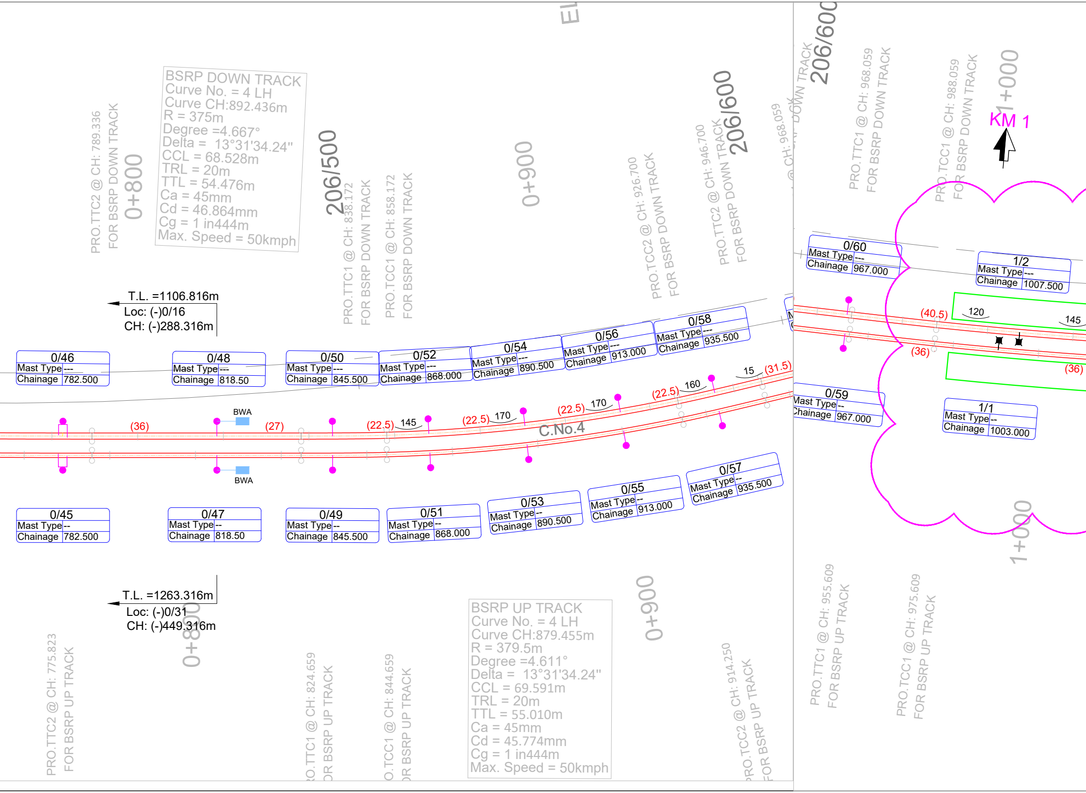


SP
BENNIGANAHALLI
CH 0+301.00KM
0/18A
BM
CH: 301.000
0+300
PRO. TC1 @ CH: 306.319
FOR BSRP DOWN TRACK
206/000
TC1 @ CH: 356.319
FOR BSRP DOWN TRACK
BSRP STABLING LINE - 1
Curve No. = 3A - LH
Curve CH: 462.354m
R = 884.000m
Degree =1.980°
Delta = 17°00'18.68"
CCL = 242.368m
TRL = 20m
TTL = 142.158m
Ca = 40mm
Cd = 36.380mm
Cg = 1 in500m
Max. Speed = 70kmph
0+400
EXG.BR NO.535 @ IR KM: 206/061 OF
SPAN 1X3.813X3.404 M RCC SLAB
PRO.BR TO BE EXTD @ CH: 0+409 OF
SPAN 1X3.7X4.3 M RCC BOX
BSRP STABLING LINE-2
Curve No. = 3B - LH
Curve CH: 463.022m
R = 888.500m
Degree =1.970°
Delta = 17°00'18.68"
CCL = 243.704m
TRL = 20m
TTL = 142.831m
Ca = 40mm
Cd = 35.993mm
Cg = 1 in500m
Max. Speed = 70kmph
206/100
BSRP UP TRACK
Curve No. = 3 LH
Curve CH:533.202m
R = 879.5m
Degree =1.990°
Delta = 28°21'15.60"
CCL = 385.243m
TRL = 50m
TTL = 247.204m
Ca = 75mm
Cd = 51.906mm
Cg = 1 in667m
Max. Speed = 90kmph
206/140
PRO.ADDITIONAL RUB @ CH: 0+489 OF
SPAN 1X9.5X5.5 M RCC BOX
ACC CENTRE FOR
DN MAIN
22
15
T.L =575.816m
Loc: (-)0/20
CH: (-)288.316m
T.L =531.000m
Loc: 0/48
CH:818.500m
T.L. =1784.00m
Loc: (-)1/28
CH: (-)1420.00m
T.L. =1730.50m
Loc: 2/4
CH: 2095.500m
0/18
Mast Type ---
Chainage 287.500
0/20
Mast Type ---
Chainage 328.000
0/22
Mast Type ---
Chainage 364.000
0/24
Mast Type ---
Chainage 400.000
0/26
Mast Type ---
Chainage 436.000
0/28
Mast Type ---
Chainage 467.500
(36)
(40.5)
ACA
(36)
130
RCA
RCA
(36)
185
(36)
185
(31.5)
145
(36)
C.No.3
C.No.3
C.No.3B
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
145
185
185
185
145
145
175
190
185
145
165
190
185
145
PROPOSED BSRP DOWN TRACK
PROPOSED BSRP UP TRACK
STABLING LINE - 1 CSL= 450m
STABLING LINE - 2 CSL= 450m
BWA(XO-6)
RCA
RCA
0/17
Mast Type --
Chainage 287.500
0/19
Mast Type --
Chainage 328.000
0/21
Mast Type --
Chainage 364.000
0/23
Mast Type --
Chainage 400.000
0/25
Mast Type --
Chainage 436.000
0/27
Mast Type --
Chainage 467.500
T.L. =328.500m
Loc: BENN/(-)1005
CH: (-)(-)41.000m
TC1 @ CH: 290.580
BSRP UP TRACK
0+300
T.L. =1713.500m
Loc: (-)1/23
CH: (-)1349.500m
T.L. =1730.50m
Loc: 2/3
CH: 2094.50m
TC1 @ CH: 340.580
BSRP UP TRACK
0+400

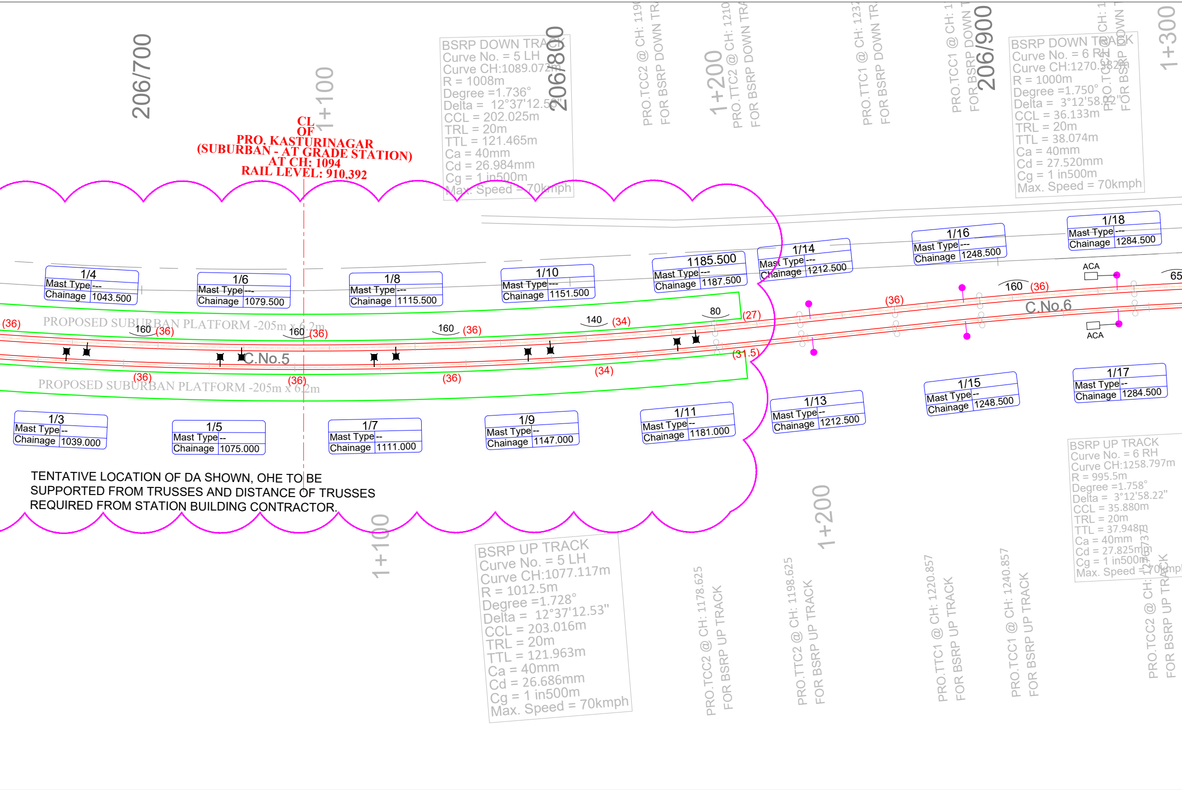


BSRP DOWN TRACK
Curve No. = 3
Curve CH:547.828m
R = 875m
Degree =2.000°
Delta = 28°21'15.60"
CCL = 383.017m
TRL = 50m
TTL = 246.067m
Ca = 75mm
Cd = 52.559mm
Cg = 1 in667m
Max. Speed = 90kmph

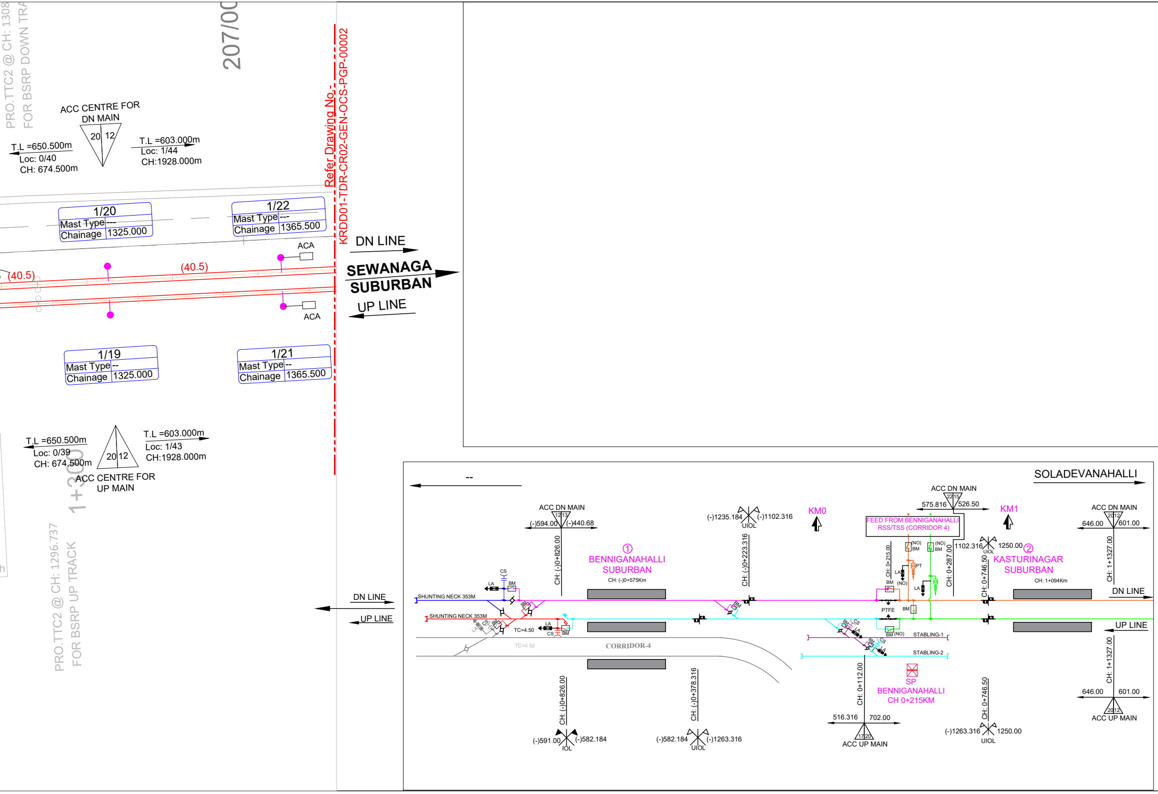
0+500
206/200
0+600
206/300
0/30
Mast Type ---
Chainage 503.500
0/32
Mast Type ---
Chainage 539.500
0/34
Mast Type ---
Chainage 575.500
0/36
Mast Type ---
Chainage 607.000
0/38
Mast Type ---
Chainage 643.000
0/29
Mast Type --
Chainage 503.500
0/31
Mast Type --
Chainage 539.500
0/33
Mast Type --
Chainage 575.500
0/35
Mast Type --
Chainage 607.000
0/37
Mast Type --
Chainage 643.000
BENN/(-)1007
Mast Type --
Chainage 632.000
BENN/(-)1009
Mast Type --
Chainage 632.000
185
185
190
190
(36)
185
185
190
190
(36)
185
185
190
190
(31.5)
140
145
70
65
190
(36)
155
(31.5)
(27)
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
TC 4.5
FTA
(SBL-1)
FTA
(SBL-2)
A
B
615.000
0+600
T.L. =682.000m
Loc: BENN/(-)1003
CH: (-)(-)50.000m
T.L. =700.000m
Loc: BENN/(-)1001
CH: (-)68.000m
0+500
0+700
T.L. = 1253.500m
Loc: 1/44
CH: 1928.00m
PRO.TCC2 @ CH: 739.336
FOR BSRP DOWN TRACK
206/400
UIOL
FOR DN LINE
CH: 746.500
0/40
Mast Type ---
Chainage 674.50
0/42
Mast Type ---
Chainage 710.500
0/44
Mast Type ---
Chainage 746.500
BWA
BWA
(36)
185
190
(36)
95
(36)
0/39
Type --
nage 674.50
0/41
Mast Type --
Chainage 710.500
0/43
Mast Type --
Chainage 746.500
T.L. = 1253.50m
Loc: 1/43
CH: 1928.00m
0+700
PRO.TCC2 @ CH: 725.823
FOR BSRP UP TRACK
UIOL
FOR UP LINE
CH: 746.500



BSRP DOWN TRACK
Curve No. = 4 LH
Curve CH:892.436m
R = 375m
Degree =4.667°
Delta = 13°31'34.24"
CCL = 68.528m
TRL = 20m
TTL = 54.476m
Ca = 45mm
Cd = 46.864mm
Cg = 1 in444m
Max. Speed = 50kmph
BSRP UP TRACK
Curve No. = 4 LH
Curve CH:879.455m
R = 379.5m
Degree =4.611°
Delta = 13°31'34.24"
CCL = 69.591m
TRL = 20m
TTL = 55.010m
Ca = 45mm
Cd = 45.774mm
Cg = 1 in444m
Max. Speed = 50kmph
PRO.TTC2 @ CH: 789.336 FOR BSRP DOWN TRACK
0+800
206/500
PRO.TTC1 @ CH: 838.172 FOR BSRP DOWN TRACK
PRO.TCC1 @ CH: 858.172 FOR BSRP DOWN TRACK
0+900
PRO.TCC2 @ CH: 926.700 FOR BSRP DOWN TRACK
PRO.TTC2 @ CH: 946.700 FOR BSRP DOWN TRACK
206/600
CH: 968.059
DOWN TRACK
206/600
PRO.TTC1 @ CH: 968.059 FOR BSRP DOWN TRACK
PRO.TCC1 @ CH: 988.059 FOR BSRP DOWN TRACK
1+000
KM 1
T.L. =1106.816m
Loc: (-)0/16
CH: (-)288.316m
T.L. =1263.316m
Loc: (-)0/31
CH: (-)449.316m
0/46 Mast Type --- Chainage 782.500
0/48 Mast Type --- Chainage 818.50
0/50 Mast Type --- Chainage 845.500
0/52 Mast Type --- Chainage 868.000
0/54 Mast Type --- Chainage 890.500
0/56 Mast Type --- Chainage 913.000
0/58 Mast Type --- Chainage 935.500
0/60 Mast Type --- Chainage 967.000
1/2 Mast Type --- Chainage 1007.500
0/45 Mast Type -- Chainage 782.500
0/47 Mast Type -- Chainage 818.50
0/49 Mast Type -- Chainage 845.500
0/51 Mast Type -- Chainage 868.000
0/53 Mast Type -- Chainage 890.500
0/55 Mast Type -- Chainage 913.000
0/57 Mast Type -- Chainage 935.500
0/59 Mast Type -- Chainage 967.000
1/1 Mast Type -- Chainage 1003.000
BWA
BWA
(36)
(27)
(22.5)
145
(22.5)
170
(22.5)
170
(22.5)
160
15
(31.5)
C.No.4
(40.5)
120
145
(36)
(36)
0+800
0+900
1+000
PRO.TTC2 @ CH: 775.823 FOR BSRP UP TRACK
PRO.TTC1 @ CH: 824.659 FOR BSRP UP TRACK
PRO.TCC1 @ CH: 844.659 FOR BSRP UP TRACK
PRO.TCC2 @ CH: 914.250 FOR BSRP UP TRACK
PRO.TTC1 @ CH: 955.609 FOR BSRP UP TRACK
PRO.TCC1 @ CH: 975.609 FOR BSRP UP TRACK


206/700
1+100
206/800
1+200
206/900
1+300
CL
OF
PRO. KASTURINAGAR
(SUBURBAN - AT GRADE STATION)
AT CH: 1094
RAIL LEVEL: 910.392
BSRP DOWN TRACK
Curve No. = 5 LH
Curve CH:1089.072m
R = 1008m
Degree =1.736°
Delta = 12°37'12.53"
CCL = 202.025m
TRL = 20m
TTL = 121.465m
Ca = 40mm
Cd = 26.984mm
Cg = 1 in500m
Max. Speed = 70kmph
PRO.TCC2 @ CH: 119
FOR BSRP DOWN TR
PRO.TTC2 @ CH: 1210
FOR BSRP DOWN TRA
PRO.TTC1 @ CH: 123
FOR BSRP DOWN TR
PRO.TCC1 @ CH: 1
FOR BSRP DOWN T
BSRP DOWN TRACK
Curve No. = 6 RH
Curve CH:1270.832m
R = 1000m
Degree =1.750°
Delta = 3°12'58.22"
CCL = 36.133m
TRL = 20m
TTL = 38.074m
Ca = 40mm
Cd = 27.520mm
Cg = 1 in500m
Max. Speed = 70kmph
PRO.TCC2 @ CH: 1
FOR BSRP DOWN T
1/4 Mast Type --- Chainage 1043.500
1/6 Mast Type --- Chainage 1079.500
1/8 Mast Type --- Chainage 1115.500
1/10 Mast Type --- Chainage 1151.500
1185.500 Mast Type --- Chainage 1187.500
1/14 Mast Type --- Chainage 1212.500
1/16 Mast Type --- Chainage 1248.500
1/18 Mast Type --- Chainage 1284.500
ACA
65
160
(36)
C.No.6
(36)
(27)
80
140
(34)
PROPOSED SUBURBAN PLATFORM -205m x 6.2m
160
(36)
C.No.5
(31.5)
(34)
(36)
PROPOSED SUBURBAN PLATFORM -205m x 6.2m
1/3 Mast Type -- Chainage 1039.000
1/5 Mast Type -- Chainage 1075.000
1/7 Mast Type -- Chainage 1111.000
1/9 Mast Type -- Chainage 1147.000
1/11 Mast Type -- Chainage 1181.000
1/13 Mast Type -- Chainage 1212.500
1/15 Mast Type -- Chainage 1248.500
1/17 Mast Type -- Chainage 1284.500
BSRP UP TRACK
Curve No. = 6 RH
Curve CH:1258.797m
R = 995.5m
Degree =1.758°
Delta = 3°12'58.22"
CCL = 35.880m
TRL = 20m
TTL = 37.948m
Ca = 40mm
Cd = 27.825mm
Cg = 1 in500m
Max. Speed = 70kmph
BSRP UP TRACK
Curve No. = 5 LH
Curve CH:1077.117m
R = 1012.5m
Degree =1.728°
Delta = 12°37'12.53"
CCL = 203.016m
TRL = 20m
TTL = 121.963m
Ca = 40mm
Cd = 26.686mm
Cg = 1 in500m
Max. Speed = 70kmph
PRO.TCC2 @ CH: 1178.625
FOR BSRP UP TRACK
PRO.TTC2 @ CH: 1198.625
FOR BSRP UP TRACK
PRO.TTC1 @ CH: 1220.857
FOR BSRP UP TRACK
PRO.TCC1 @ CH: 1240.857
FOR BSRP UP TRACK
PRO.TCC2 @ CH: 1
FOR BSRP UP TRACK

TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AND DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.


Refer Drawing No.- KRDD01-TDR-CR02-GEN-OCS-PGP-00002

PRO.TTC2 @ CH: 1308
FOR BSRP DOWN TRA
207/00
ACC CENTRE FOR
DN MAIN
20 12
T.L =650.500m
Loc: 0/40
CH: 674.500m
T.L =603.000m
Loc: 1/44
CH:1928.000m
1/20
Mast Type ---
Chainage 1325.000
1/22
Mast Type ---
Chainage 1365.500
ACA
(40.5)
(40.5)
ACA
1/19
Mast Type --
Chainage 1325.000
1/21
Mast Type --
Chainage 1365.500
T.L =650.500m
Loc: 0/39
CH: 674.500m
20 12
T.L =603.000m
Loc: 1/43
CH:1928.000m
ACC CENTRE FOR
UP MAIN
1+300
PRO.TTC2 @ CH: 1296.737
FOR BSRP UP TRACK
DN LINE
SEWANAGA
SUBURBAN
UP LINE
--
SOLADEVANAHALLI
ACC DN MAIN
12 13
(-)594.00
(-)440.68
CH: (-)0+826.00
① BENNIGANAHALLI SUBURBAN
CH: (-)0+575Km
(-)1235.184
(-)1102.316
UIOL
CH: (-)0+223.316
KM0
ACC DN MAIN
22 15
575.816
526.50
FEED FROM BENNIGANAHALLI RSS/TSS (CORRIDOR 4)
(NO) BM
(NO) BM
PT
LA
(NO)
BM
CH: 0+215.00
CH: 0+287.00
1102.316
1250.00
UIOL
KM1
② KASTURINAGAR SUBURBAN
CH: 1+094Km
CH: 0+746.50
ACC DN MAIN
20 12
646.00
601.00
CH: 1+1327.00
DN LINE
UP LINE
DN LINE
UP LINE
SHUNTING NECK 353M
SHUNTING NECK 353M
CS
LA
BM
BM
CS
LA
TC=4.50
LA
CS
BM
BM
TC=4.50
CORRIDOR-4
PTFE
BM
BM (NO)
LA
STABLING-1
STABLING-2
BM
CS
LA
BM
CS
LA
SP
BENNIGANAHALLI
CH 0+215KM
CH: (-)0+826.00
(-)591.00
(-)582.184
IOL
CH: (-)0+378.316
(-)582.184
(-)1263.316
UIOL
CH: 0+112.00
516.316
702.00
17 20
ACC UP MAIN
CH: 0+746.50
(-)1263.316
1250.00
UIOL
CH: 1+1327.00
646.00
601.00
20 12
ACC UP MAIN

LEGEND

Sr. No.	DESCRIPTION	SYMBOL
1	OHE Span length in metres	(30)
2	Insulated Overlap (IOL)	
3	Un insulated Overlap (UIOL)	
4	Section Insulator	
5	Single Pole Isolator	
6	Double pole Isolator with Earth Heel	
7	Normal Mast with Single Cantilever Assembly at Viaduct	
8	Normal Mast with Multiple Cantilever Assembly at Viaduct	
9	Normal Mast with triple Cantilever Assembly at Viaduct	
10	Portal with Drop Arm and Single Cantilever Assembly at Viaduct	
11	Portal with Drop Arm and Double Cantilever Assembly at Viaduct	
12	Two Track Cantilever Assembly (TTC 5.50/8.0) at Viaduct	
13	Normal Mast with Single Cantilever Assembly at Grade	
14	Normal Mast with Multiple Cantilever Assembly at Grade	
15	Normal Mast with triple Cantilever Assembly at Grade	
16	Portal with Drop Arm and Single Cantilever Assembly at Grade	
17	Portal with Drop Arm and Double Cantilever Assembly at Grade	
18	Two Track Cantilever Assembly (TTC 5.50/8.0) at Grade	
19	Drop arm support with single cantilever (6"x6" DA)	
20	Drop arm support with Double cantilever (8"x6" DA)	
21	Drop arm support with triple cantilever (8"x6" DA)	
22	Anchoring stay with Fixed Termination-conv.	FTA
23	Anchoring Stay with Spring Termination Anchor	BWA
24	Versine	300
25	Anticreep Anchor	ACA
26	Anticreep Center	ACC
27	Tension Length	TL

28	Upright Details (Clearspan)	BFBU/GU(CS:xx)
29	Sub-Sectioning and Paralleling Post (SSP)	
30	Sub-Sectioning Post (SS)	
31	Sectioning and Paralleling Post (SP)	☒
32	Feeding Post (FP)	
33	Obligatory	OBL
34	To Be Decided	TBD
35	Interrupter(BM)	
36	Potential Transformer (PT)	
37	Lightning Arrestor (LA)	
38	Booster Transformer	
39	Spare	■
40	Overhead Protection Conductor Anchor	OPCA
41	Return Conductor Anchor	RCA
42	Tramway OHE	
43	In-Run Wire	—
44	Out-of Run Wire	- - -
45	PTFE	
46	Overhead Protection Conductor	OPC
47	Return Conductor	RC
48	Cross feeder	—
49	Slack feeder	—
50	Full Feeding Jumper	
51	Potential Equalising Jumper	
52	In-Span Jumper	
53	RC and OPC Support	
54	Track at Lower level (Corridor 2)	— - - —
55	Track at UP/DN line (Corridor 2)	—
56	Track at UP & DN (Corridor 1)	—

NOTES:-

1. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS ARE TO BE READ AND NOT TO BE MEASURED.
3. ALIGNMENT OF THE PEGGING PLAN HAS BEEN PREPARED ACCORDING TO THE ALIGNMENT DRAWING RECEIVED FROM GC / KRIDE DT. 08-07-2024.
4. OHE CHAINAGES OF PEGGING PLAN FOR AT GRADE SECTION HAS BEEN REFERRED WITH RESPECT TO DOWN LINE CHAINAGE.
5. ELEVATED PORTION AT BENNIGANAHALLI STATION HAS BEEN PREPARED FROM ELEVATED GAD RECEIVED FROM L&T ON 10-07-2024.
6. CHAINAGES OF OHE LOCATIONS AT ELEVATED PORTION HAS BEEN CONSIDERED WITH RESPECT TO PIER CENTER LINE DESIGN CHAINAGE FOR BOTH UP & DN LINE.
7. SPANS ARE ROUNDED OFF TO NEAREST SINGLE DECIMAL.
8. MAST TYPE SHALL BE DEMARCATED IN PEGGING PLAN AFTER FINALIZATION OF OHE LOAD CALCULATIONS.
9. BETWEEN PIER C2P19 & C2A2 TENTATIVE DA LOCATIONS ON THE STEEL GIRDER ARE PROVIDED, SAME WILL BE FINALIZED ONCE PLAN VIEW OF THE GIRDER IS RECEIVED.
10. OHE HEIGHT CLEARANCE UNDER/OVER LINE STRUCTURE (HT. LINE X-ING ETC.) TO BE CONFIRMED OR SPECIAL CARE TO BE TAKEN BEFORE ERECTION FOR THAT PARTICULAR AREA WHEREVER REQUIRED.

SEWANAGA SUBURBAN →

FOR TENDER PURPOSE ONLY

NOTES:

1. ALL DIMENSIONS ARE IN METER UNLESS MENTIONED OTHERWISE.
2. ALL DIMENSIONS ARE TO BE READ AND NOT TO BE MEASURED.
3. ANY DISCREPANCY IN THE DRAWING MUST BE BROUGHT TO THE NOTICE OF THE DESIGNER.
4. INTERFACE WITH OTHER DESIGN DISCIPLINE WILL BE DONE AS PER AVAILABILITY OF DETAILS.

REV	DATE	DESCRIPTION	Originator	Checked	Approved
R0	09-08-2024	First Submission	IA / SB	CK/NP	RK/SK

K RIDE

DM / ELE / KRIDE	Sr. DGM / ELE / KRIDE	AGM / ELE / KRIDE

Certified that this document has been designed and checked in accordance with GC Quality Assurance Plan.

egis AECOM wsp
EGIS-AECOM-WSP

Senior Discipline Expert	Chief Discipline Expert	Project Director

Certified that this document has been designed and checked in accordance with DDC Quality Assurance Plan.

Detailed Design Consultant for design of Traction & Auxiliary Power Supply and Distribution for BSRP

SYSTRA
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Client:
K RIDE
RAIL INFRASTRUCTURE
DEVELOPMENT COMPANY
(KARNATAKA) LIMITED

Project Title: Bengaluru Suburban Rail Project (BSRP)
(Detailed Design Consultant for design of Traction & Auxiliary Power Supply and Distribution for BSRP)

Corridor-2 (Benniganahalli -Soladevanahalli)

Drawing Title: OHE Pegging Plan for Main Line
CH: (-)1+420.00 Km to CH:1+365.500Km

Project Stage: Tender Drawing

Paper Size: A3
Discipline: Power Supply & Traction System
Date: 09/08/2024
Scale: NTS
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