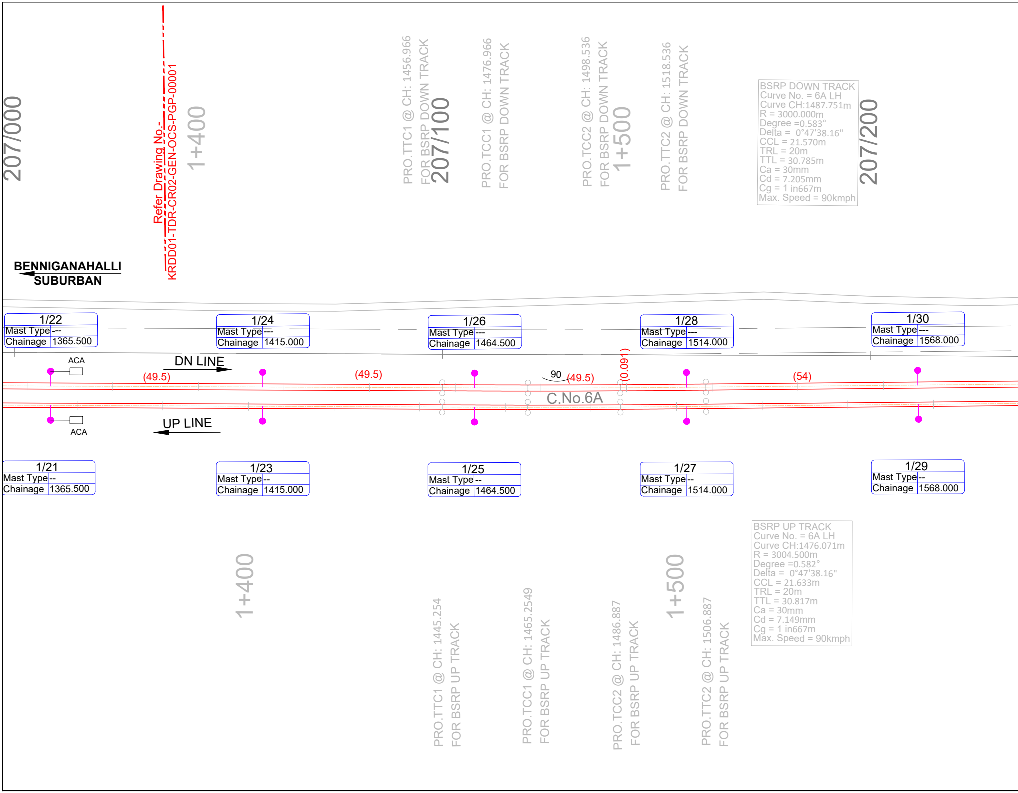
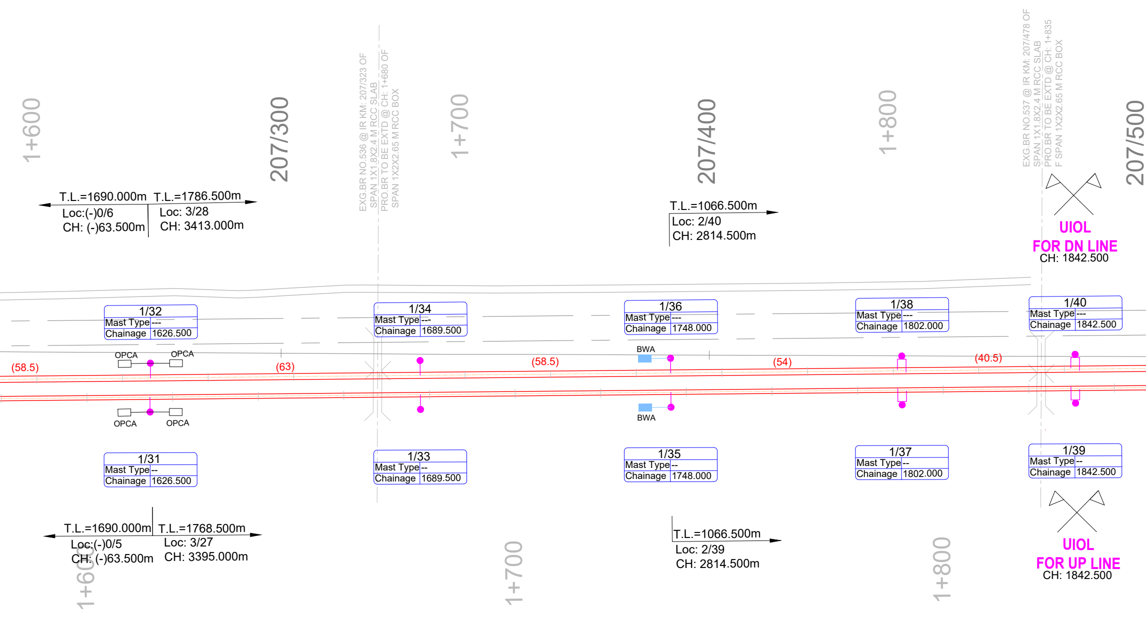
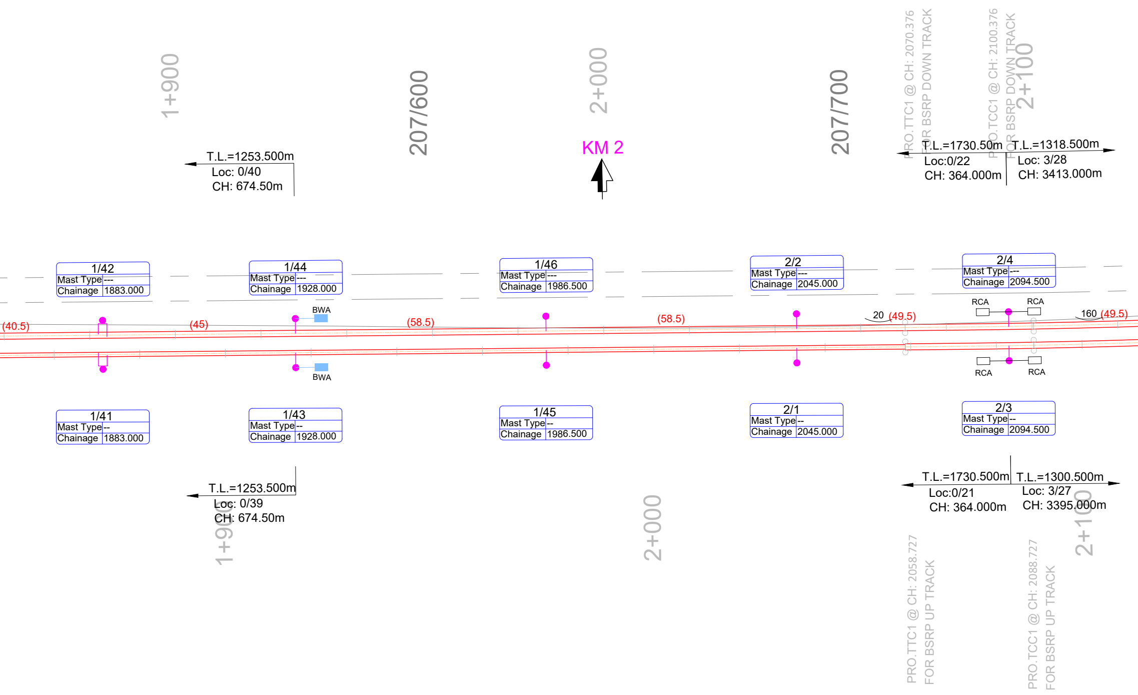
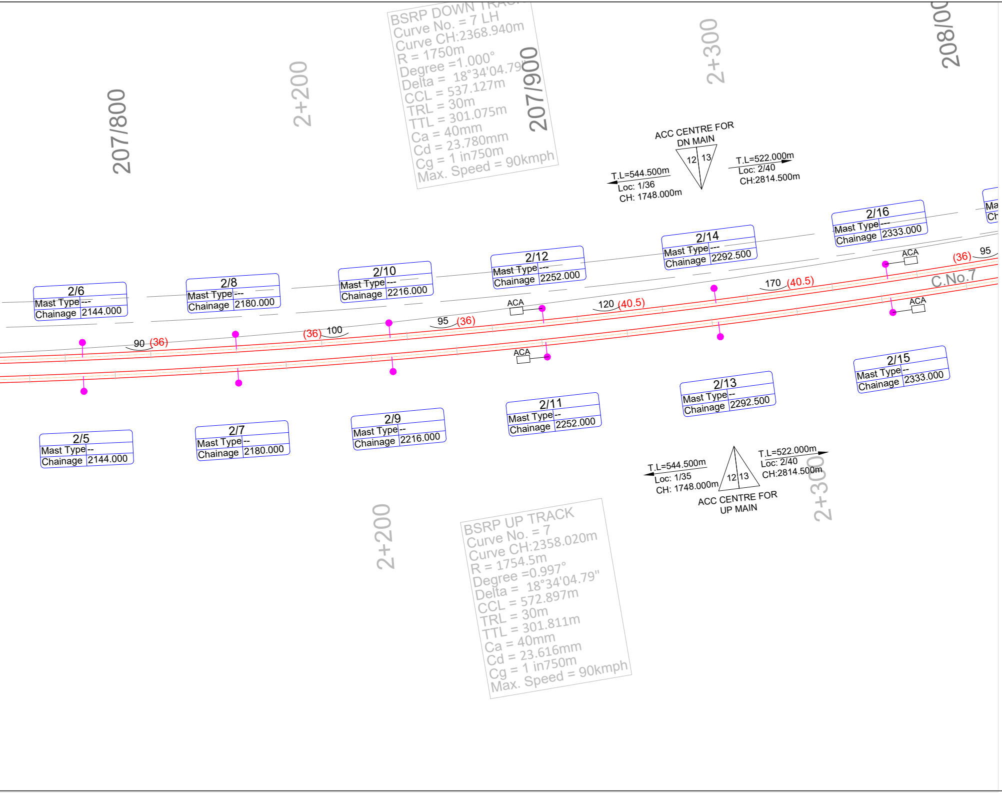
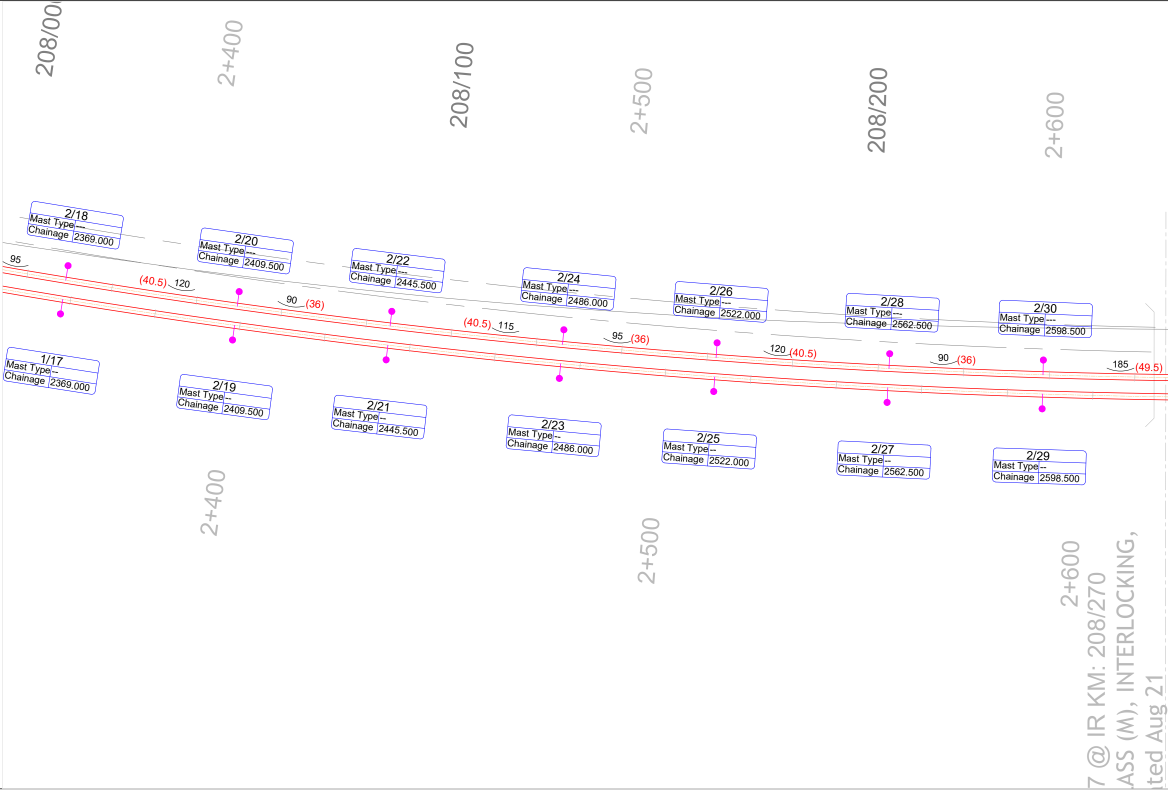


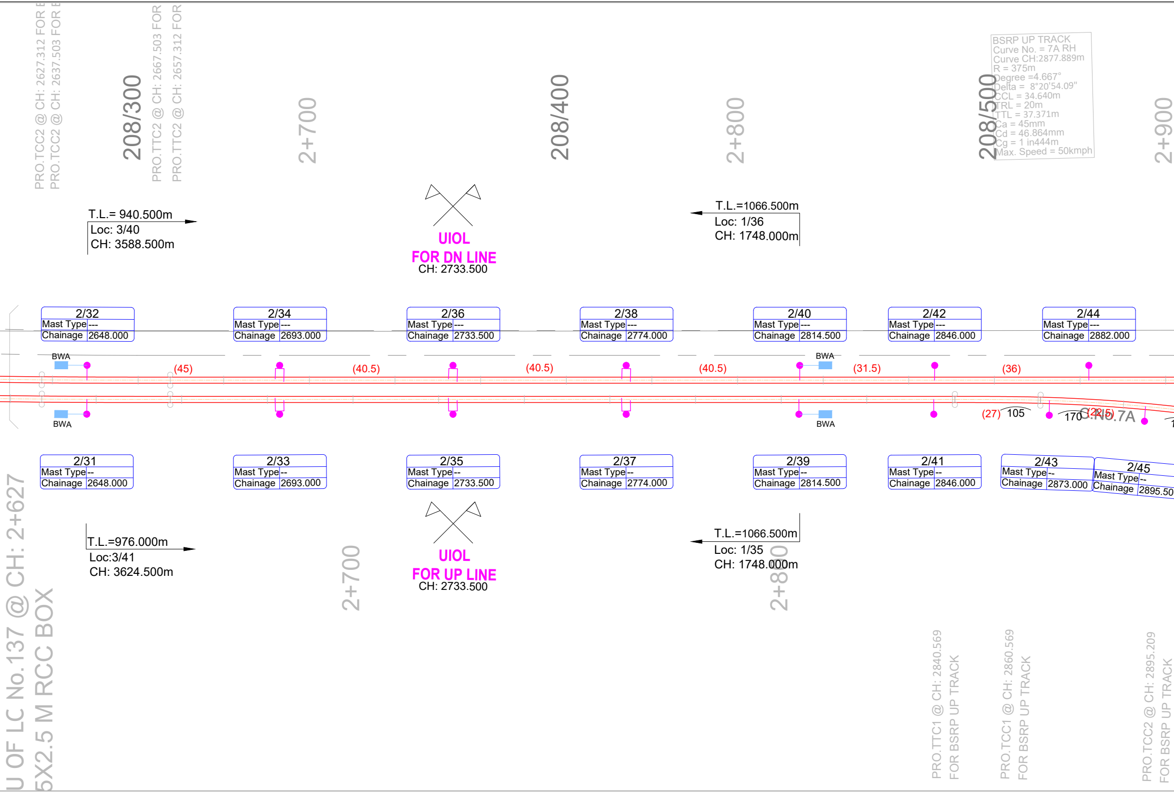
207/000
Refer Drawing No.-
KRDD01-TDR-CR02-GEN-OCS-PGP-00001
1+400
PRO.TTC1 @ CH: 1456.966
FOR BSRP DOWN TRACK
207/100
PRO.TCC1 @ CH: 1476.966
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH: 1498.536
FOR BSRP DOWN TRACK
1+500
PRO.TTC2 @ CH: 1518.536
FOR BSRP DOWN TRACK
BSRP DOWN TRACK
Curve No. = 6A LH
Curve CH:1487.751m
R = 3000.000m
Degree =0.583°
Delta = 0°47'38.16"
CCL = 21.570m
TRL = 20m
TTL = 30.785m
Ca = 30mm
Cd = 7.205mm
Cg = 1 in667m
Max. Speed = 90kmph
207/200
BENNIGANAHALLI
SUBURBAN
1/22
Mast Type ---
Chainage 1365.500
1/24
Mast Type ---
Chainage 1415.000
1/26
Mast Type ---
Chainage 1464.500
1/28
Mast Type ---
Chainage 1514.000
1/30
Mast Type ---
Chainage 1568.000
ACA
DN LINE
(49.5)
(49.5)
90
(49.5)
(0.091)
(54)
C.No.6A
UP LINE
ACA
1/21
Mast Type --
Chainage 1365.500
1/23
Mast Type --
Chainage 1415.000
1/25
Mast Type --
Chainage 1464.500
1/27
Mast Type --
Chainage 1514.000
1/29
Mast Type --
Chainage 1568.000
BSRP UP TRACK
Curve No. = 6A LH
Curve CH:1476.071m
R = 3004.500m
Degree =0.582°
Delta = 0°47'38.16"
CCL = 21.633m
TRL = 20m
TTL = 30.817m
Ca = 30mm
Cd = 7.149mm
Cg = 1 in667m
Max. Speed = 90kmph
1+400
PRO.TTC1 @ CH: 1445.254
FOR BSRP UP TRACK
PRO.TCC1 @ CH: 1465.2549
FOR BSRP UP TRACK
PRO.TCC2 @ CH: 1486.887
FOR BSRP UP TRACK
1+500
PRO.TTC2 @ CH: 1506.887
FOR BSRP UP TRACK

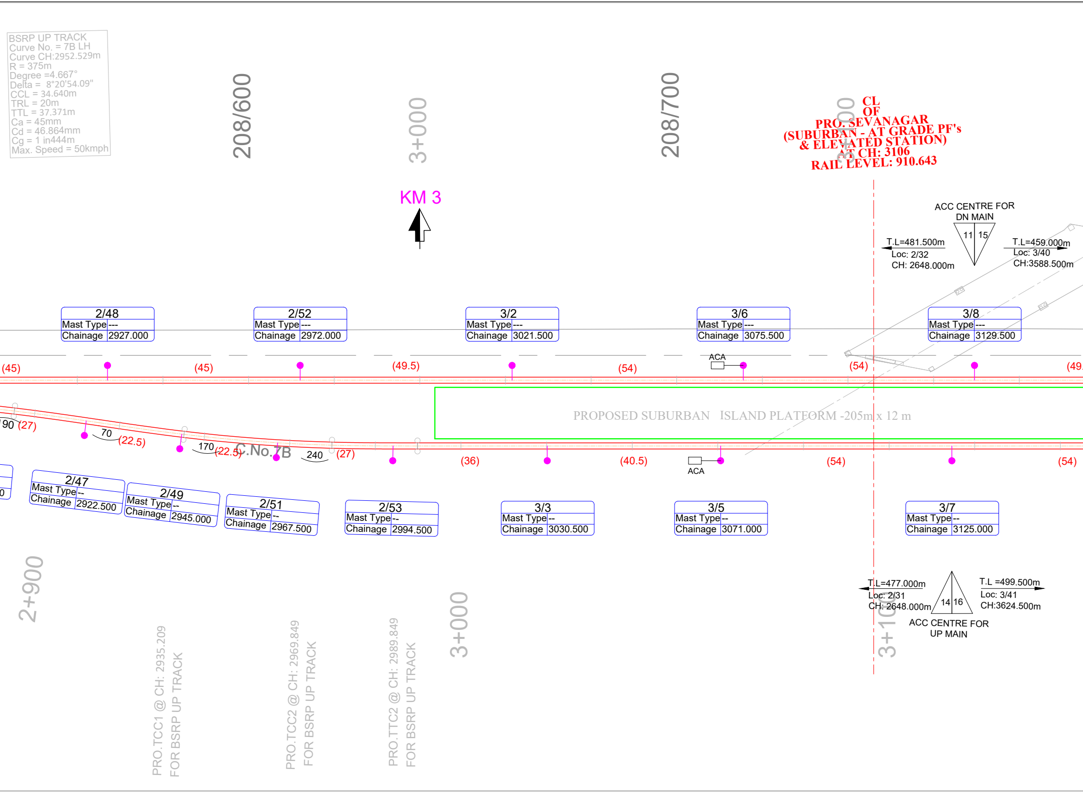

1+600
207/300
EXG.BR NO.536 @ IR KM: 207/323 OF
SPAN 1X1.8X2.4 M RCC SLAB
PRO.BR TO BE EXTD @ CH: 1+680 OF
SPAN 1X2X2.65 M RCC BOX
1+700
207/400
1+800
EXG.BR NO.537 @ IR KM: 207/478 OF
SPAN 1X1.8X2.4 M RCC SLAB
PRO.BR TO BE EXTD @ CH: 1+835
F SPAN 1X2X2.65 M RCC BOX
207/500
T.L.=1690.000m
Loc:(-)0/6
CH: (-)63.500m
T.L.=1786.500m
Loc: 3/28
CH: 3413.000m
T.L.=1066.500m
Loc: 2/40
CH: 2814.500m
UIOL
FOR DN LINE
CH: 1842.500
1/32
Mast Type ---
Chainage 1626.500
1/34
Mast Type ---
Chainage 1689.500
1/36
Mast Type ---
Chainage 1748.000
1/38
Mast Type ---
Chainage 1802.000
1/40
Mast Type ---
Chainage 1842.500
OPCA
OPCA
BWA
(58.5)
(63)
(58.5)
(54)
(40.5)
OPCA
OPCA
BWA
1/31
Mast Type --
Chainage 1626.500
1/33
Mast Type --
Chainage 1689.500
1/35
Mast Type --
Chainage 1748.000
1/37
Mast Type --
Chainage 1802.000
1/39
Mast Type --
Chainage 1842.500
T.L.=1690.000m
Loc:(-)0/5
CH: (-)63.500m
T.L.=1768.500m
Loc: 3/27
CH: 3395.000m
T.L.=1066.500m
Loc: 2/39
CH: 2814.500m
UIOL
FOR UP LINE
CH: 1842.500
1+600
1+700
1+800

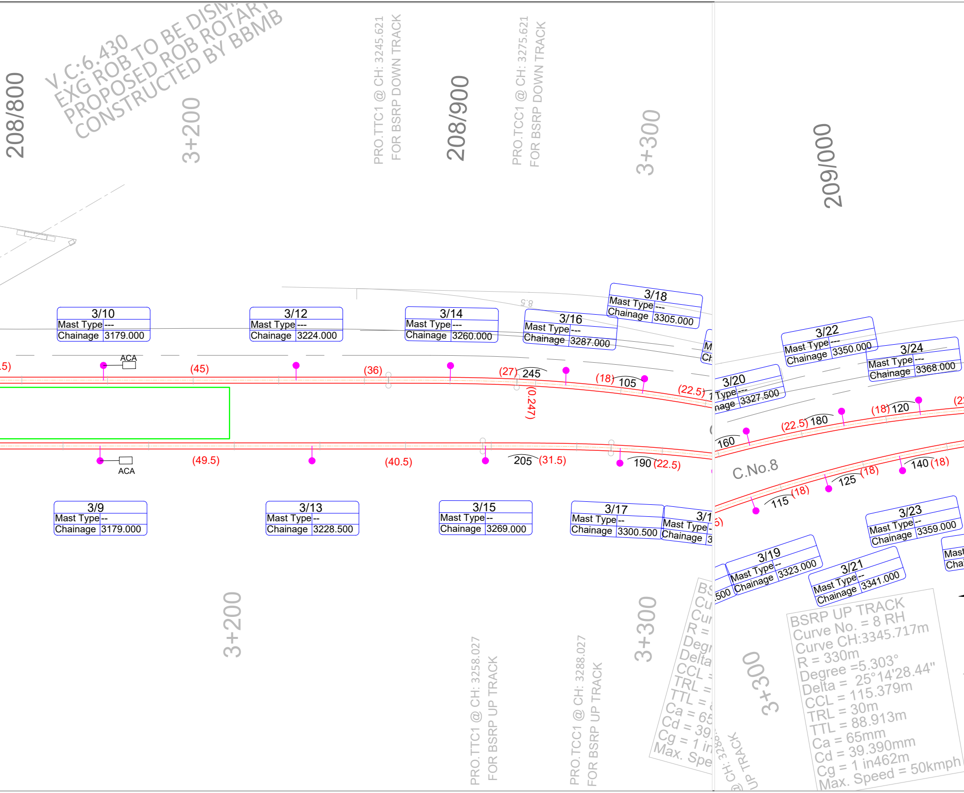

1+900
207/600
2+000
207/700
2+100
PRO.TTC1 @ CH: 2070.376
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH: 2100.376
FOR BSRP DOWN TRACK
T.L.=1253.500m
Loc: 0/40
CH: 674.50m
KM 2
T.L.=1730.50m
Loc:0/22
CH: 364.000m
T.L.=1318.500m
Loc: 3/28
CH: 3413.000m
1/42
Mast Type ---
Chainage 1883.000
1/44
Mast Type ---
Chainage 1928.000
1/46
Mast Type ---
Chainage 1986.500
2/2
Mast Type ---
Chainage 2045.000
2/4
Mast Type ---
Chainage 2094.500
BWA
RCA
RCA
(40.5)
(45)
(58.5)
(58.5)
20
(49.5)
160
(49.5)
BWA
RCA
RCA
1/41
Mast Type --
Chainage 1883.000
1/43
Mast Type --
Chainage 1928.000
1/45
Mast Type --
Chainage 1986.500
2/1
Mast Type --
Chainage 2045.000
2/3
Mast Type --
Chainage 2094.500
T.L.=1253.500m
Loc: 0/39
CH: 674.50m
T.L.=1730.500m
Loc:0/21
CH: 364.000m
T.L.=1300.500m
Loc: 3/27
CH: 3395.000m
1+900
2+000
2+100
PRO.TTC1 @ CH: 2058.727
FOR BSRP UP TRACK
PRO.TCC1 @ CH: 2088.727
FOR BSRP UP TRACK

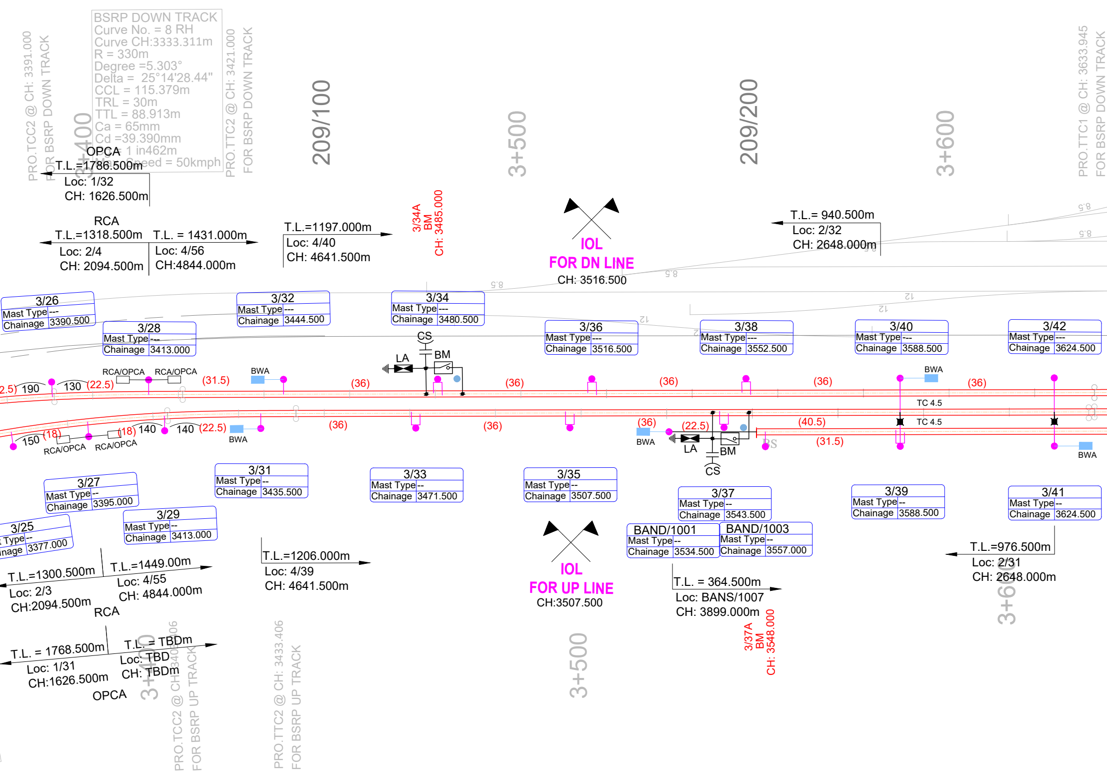

BSRP DOWN TRACK
Curve No. = 7 LH
Curve CH:2368.940m
R = 1750m
Degree =1.000°
Delta = 18°34'04.79"
CCL = 537.127m
TRL = 30m
TTL = 301.075m
Ca = 40mm
Cd = 23.780mm
Cg = 1 in750m
Max. Speed = 90kmph
207/800
2+200
207/900
2+300
208/00
ACC CENTRE FOR DN MAIN
12
13
T.L=544.500m
Loc: 1/36
CH: 1748.000m
T.L=522.000m
Loc: 2/40
CH:2814.500m
2/6
Mast Type ---
Chainage 2144.000
2/8
Mast Type ---
Chainage 2180.000
2/10
Mast Type ---
Chainage 2216.000
2/12
Mast Type ---
Chainage 2252.000
2/14
Mast Type ---
Chainage 2292.500
2/16
Mast Type ---
Chainage 2333.000
Ma
Ch
90 (36)
(36) 100
95 (36)
120 (40.5)
170 (40.5)
(36) 95
ACA
ACA
ACA
ACA
C.No.7
2/5
Mast Type --
Chainage 2144.000
2/7
Mast Type --
Chainage 2180.000
2/9
Mast Type --
Chainage 2216.000
2/11
Mast Type --
Chainage 2252.000
2/13
Mast Type --
Chainage 2292.500
2/15
Mast Type --
Chainage 2333.000
T.L=544.500m
Loc: 1/35
CH: 1748.000m
12
13
T.L=522.000m
Loc: 2/40
CH:2814.500m
ACC CENTRE FOR UP MAIN
2+300
2+200
BSRP UP TRACK
Curve No. = 7
Curve CH:2358.020m
R = 1754.5m
Degree =0.997°
Delta = 18°34'04.79"
CCL = 572.897m
TRL = 30m
TTL = 301.811m
Ca = 40mm
Cd = 23.616mm
Cg = 1 in750m
Max. Speed = 90kmph

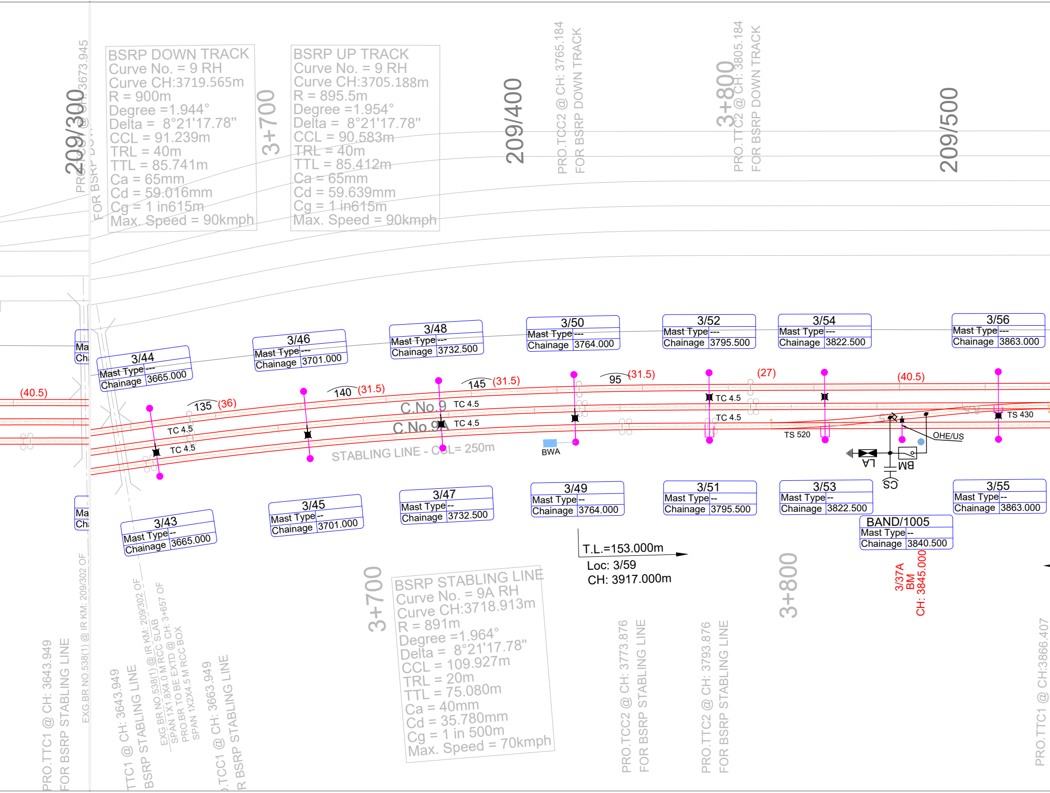

208/000
2+400
208/100
2+500
208/200
2+600
2/18
Mast Type ---
Chainage 2369.000
2/20
Mast Type ---
Chainage 2409.500
2/22
Mast Type ---
Chainage 2445.500
2/24
Mast Type ---
Chainage 2486.000
2/26
Mast Type ---
Chainage 2522.000
2/28
Mast Type ---
Chainage 2562.500
2/30
Mast Type ---
Chainage 2598.500
95
(40.5) 120
90 (36)
(40.5) 115
95 (36)
120 (40.5)
90 (36)
185 (49.5)
1/17
Mast Type --
Chainage 2369.000
2/19
Mast Type --
Chainage 2409.500
2/21
Mast Type --
Chainage 2445.500
2/23
Mast Type --
Chainage 2486.000
2/25
Mast Type --
Chainage 2522.000
2/27
Mast Type --
Chainage 2562.500
2/29
Mast Type --
Chainage 2598.500
2+400
2+500
2+600
7 @ IR KM: 208/270
ASS (M), INTERLOCKING,
ted Aug 21


PRO.TCC2 @ CH: 2627.312 FOR B
PRO.TCC2 @ CH: 2637.503 FOR B
208/300
PRO.TTC2 @ CH: 2667.503 FOR
PRO.TTC2 @ CH: 2657.312 FOR
2+700
208/400
2+800
208/500
2+900
BSRP UP TRACK
Curve No. = 7A RH
Curve CH:2877.889m
R = 375m
Degree =4.667°
Delta = 8°20'54.09"
CCL = 34.640m
TRL = 20m
TTL = 37.371m
Ca = 45mm
Cd = 46.864mm
Cg = 1 in444m
Max. Speed = 50kmph
T.L.= 940.500m
Loc: 3/40
CH: 3588.500m
UIOL
FOR DN LINE
CH: 2733.500
T.L.=1066.500m
Loc: 1/36
CH: 1748.000m
2/32 Mast Type --- Chainage 2648.000
2/34 Mast Type --- Chainage 2693.000
2/36 Mast Type --- Chainage 2733.500
2/38 Mast Type --- Chainage 2774.000
2/40 Mast Type --- Chainage 2814.500
2/42 Mast Type --- Chainage 2846.000
2/44 Mast Type --- Chainage 2882.000
BWA
(45)
(40.5)
(40.5)
(40.5)
BWA
(31.5)
(36)
BWA
(27)
105
170
(22.5)
C.No.7A
BWA
2/31 Mast Type -- Chainage 2648.000
2/33 Mast Type -- Chainage 2693.000
2/35 Mast Type -- Chainage 2733.500
2/37 Mast Type -- Chainage 2774.000
2/39 Mast Type -- Chainage 2814.500
2/41 Mast Type -- Chainage 2846.000
2/43 Mast Type -- Chainage 2873.000
2/45 Mast Type -- Chainage 2895.50
T.L.=976.000m
Loc:3/41
CH: 3624.500m
2+700
UIOL
FOR UP LINE
CH: 2733.500
T.L.=1066.500m
Loc: 1/35
CH: 1748.000m
2+800
U OF LC No.137 @ CH: 2+627
5X2.5 M RCC BOX
PRO.TTC1 @ CH: 2840.569
FOR BSRP UP TRACK
PRO.TCC1 @ CH: 2860.569
FOR BSRP UP TRACK
PRO.TCC2 @ CH: 2895.209
FOR BSRP UP TRACK


BSRP UP TRACK
Curve No. = 7B LH
Curve CH:2952.529m
R = 375m
Degree =4.667°
Delta = 8°20'54.09"
CCL = 34.640m
TRL = 20m
TTL = 37.371m
Ca = 45mm
Cd = 46.864mm
Cg = 1 in444m
Max. Speed = 50kmph
208/600
3+000
208/700
3+100
CL
OF
PRO. SEVANAGAR
(SUBURBAN - AT GRADE PF's
& ELEVATED STATION)
AT CH: 3106
RAIL LEVEL: 910.643
KM 3
ACC CENTRE FOR
DN MAIN
11
15
T.L=481.500m
Loc: 2/32
CH: 2648.000m
T.L=459.000m
Loc: 3/40
CH:3588.500m
2/48
Mast Type ---
Chainage 2927.000
2/52
Mast Type ---
Chainage 2972.000
3/2
Mast Type ---
Chainage 3021.500
3/6
Mast Type ---
Chainage 3075.500
3/8
Mast Type ---
Chainage 3129.500
(45)
(45)
(49.5)
(54)
ACA
(54)
(49.
PROPOSED SUBURBAN ISLAND PLATFORM -205m x 12 m
90
(27)
70
(22.5)
170
(22.5)
C.No.7B
240
(27)
(36)
(40.5)
ACA
(54)
(54)
2/47
Mast Type --
Chainage 2922.500
2/49
Mast Type --
Chainage 2945.000
2/51
Mast Type --
Chainage 2967.500
2/53
Mast Type --
Chainage 2994.500
3/3
Mast Type --
Chainage 3030.500
3/5
Mast Type --
Chainage 3071.000
3/7
Mast Type --
Chainage 3125.000
T.L=477.000m
Loc: 2/31
CH: 2648.000m
14
16
T.L =499.500m
Loc: 3/41
CH:3624.500m
ACC CENTRE FOR
UP MAIN
2+900
PRO.TCC1 @ CH: 2935.209
FOR BSRP UP TRACK
PRO.TCC2 @ CH: 2969.849
FOR BSRP UP TRACK
PRO.TTC2 @ CH: 2989.849
FOR BSRP UP TRACK
3+000
3+100


208/800
V.C:6.430
EXG ROB TO BE DISM
PROPOSED ROB ROTARY
CONSTRUCTED BY BBMB
3+200
PRO.TTC1 @ CH: 3245.621
FOR BSRP DOWN TRACK
208/900
PRO.TCC1 @ CH: 3275.621
FOR BSRP DOWN TRACK
3+300
209/000
3/10 Mast Type --- Chainage 3179.000
3/12 Mast Type --- Chainage 3224.000
3/14 Mast Type --- Chainage 3260.000
3/16 Mast Type --- Chainage 3287.000
3/18 Mast Type --- Chainage 3305.000
3/20 Type --- nage 3327.500
3/22 Mast Type --- Chainage 3350.000
3/24 Mast Type --- Chainage 3368.000
8.5
ACA
(45)
(36)
(27)
245
(0.247)
(18)
105
(22.5)
160
(22.5)
180
(18)
120
ACA
(49.5)
(40.5)
205
(31.5)
190
(22.5)
C.No.8
115
(18)
125
(18)
140
(18)
3/9 Mast Type -- Chainage 3179.000
3/13 Mast Type -- Chainage 3228.500
3/15 Mast Type -- Chainage 3269.000
3/17 Mast Type -- Chainage 3300.500
3/19 Mast Type -- Chainage 3323.000
3/21 Mast Type -- Chainage 3341.000
3/23 Mast Type -- Chainage 3359.000
3+200
PRO.TTC1 @ CH: 3258.027
FOR BSRP UP TRACK
PRO.TCC1 @ CH: 3288.027
FOR BSRP UP TRACK
3+300
3+300
BSRP UP TRACK
Curve No. = 8 RH
Curve CH:3345.717m
R = 330m
Degree =5.303°
Delta = 25°14'28.44"
CCL = 115.379m
TRL = 30m
TTL = 88.913m
Ca = 65mm
Cd = 39.390mm
Cg = 1 in462m
Max. Speed = 50kmph


BSRP DOWN TRACK
Curve No. = 8 RH
Curve CH:3333.311m
R = 330m
Degree =5.303°
Delta = 25°14'28.44"
CCL = 115.379m
TRL = 30m
TTL = 88.913m
Ca = 65mm
Cd =39.390mm
1 in462m
Speed = 50kmph
PRO.TCC2 @ CH: 3391.000
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH: 3421.000
FOR BSRP DOWN TRACK
PRO.TTC1 @ CH: 3633.945
FOR BSRP DOWN TRACK
3+400
209/100
3+500
209/200
3+600
OPCA
T.L.=1786.500m
Loc: 1/32
CH: 1626.500m
RCA
T.L.=1318.500m
Loc: 2/4
CH: 2094.500m
T.L. = 1431.000m
Loc: 4/56
CH:4844.000m
T.L.=1197.000m
Loc: 4/40
CH: 4641.500m
3/34A
BM
CH: 3485.000
IOL
FOR DN LINE
CH: 3516.500
T.L.= 940.500m
Loc: 2/32
CH: 2648.000m
3/26 Mast Type --- Chainage 3390.500
3/28 Mast Type --- Chainage 3413.000
3/32 Mast Type --- Chainage 3444.500
3/34 Mast Type --- Chainage 3480.500
3/36 Mast Type --- Chainage 3516.500
3/38 Mast Type --- Chainage 3552.500
3/40 Mast Type --- Chainage 3588.500
3/42 Mast Type --- Chainage 3624.500
CS
LA
BM
RCA/OPCA
RCA/OPCA
BWA
BWA
190
130
(22.5)
(31.5)
(36)
(36)
(36)
(36)
(36)
TC 4.5
TC 4.5
150
(18)
(18)
140
140
(22.5)
(36)
(36)
(36)
(22.5)
(40.5)
(31.5)
RCA/OPCA
RCA/OPCA
BWA
BWA
LA
BM
CS
BWA
3/27 Mast Type -- Chainage 3395.000
3/25 Mast Type -- Chainage 3377.000
3/29 Mast Type -- Chainage 3413.000
3/31 Mast Type -- Chainage 3435.500
3/33 Mast Type -- Chainage 3471.500
3/35 Mast Type -- Chainage 3507.500
3/37 Mast Type -- Chainage 3543.500
BAND/1001 Mast Type -- Chainage 3534.500
BAND/1003 Mast Type -- Chainage 3557.000
3/39 Mast Type -- Chainage 3588.500
3/41 Mast Type -- Chainage 3624.500
IOL
FOR UP LINE
CH:3507.500
T.L.=1300.500m
Loc: 2/3
CH:2094.500m
T.L.=1449.00m
Loc: 4/55
CH: 4844.000m
RCA
T.L.=1206.000m
Loc: 4/39
CH: 4641.500m
T.L. = 364.500m
Loc: BANS/1007
CH: 3899.000m
3/37A
BM
CH: 3548.000
T.L.=976.500m
Loc: 2/31
CH: 2648.000m
3+600
T.L. = 1768.500m
Loc: 1/31
CH:1626.500m
OPCA
T.L. = TBDm
Loc: TBD
CH: TBDm
3+400
PRO.TCC2 @ CH: 3403.406
FOR BSRP UP TRACK
PRO.TTC2 @ CH: 3433.406
FOR BSRP UP TRACK
3+500



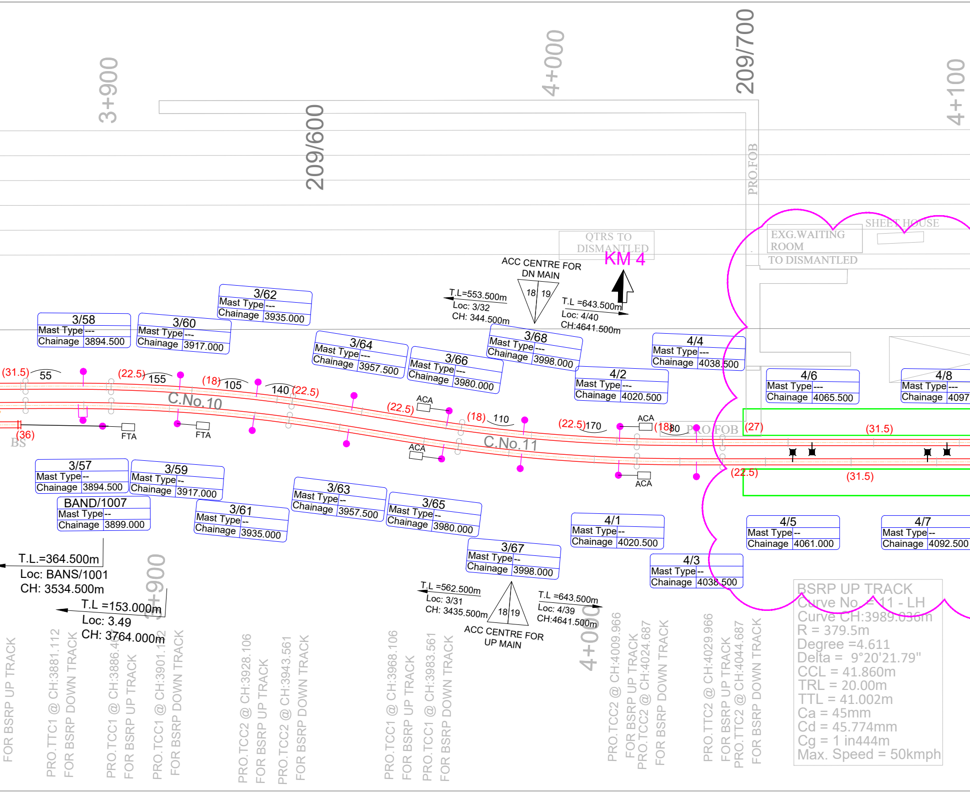
BSRP DOWN TRACK
Curve No. = 9 RH
Curve CH:3719.565m
R = 900m
Degree =1.944°
Delta = 8°21'17.78"
CCL = 91.239m
TRL = 40m
TTL = 85.741m
Ca = 65mm
Cd = 59.016mm
Cg = 1 in615m
Max. Speed = 90kmph

BSRP UP TRACK
Curve No. = 9 RH
Curve CH:3705.188m
R = 895.5m
Degree =1.954°
Delta = 8°21'17.78"
CCL = 90.583m
TRL = 40m
TTL = 85.412m
Ca = 65mm
Cd = 59.639mm
Cg = 1 in615m
Max. Speed = 90kmph

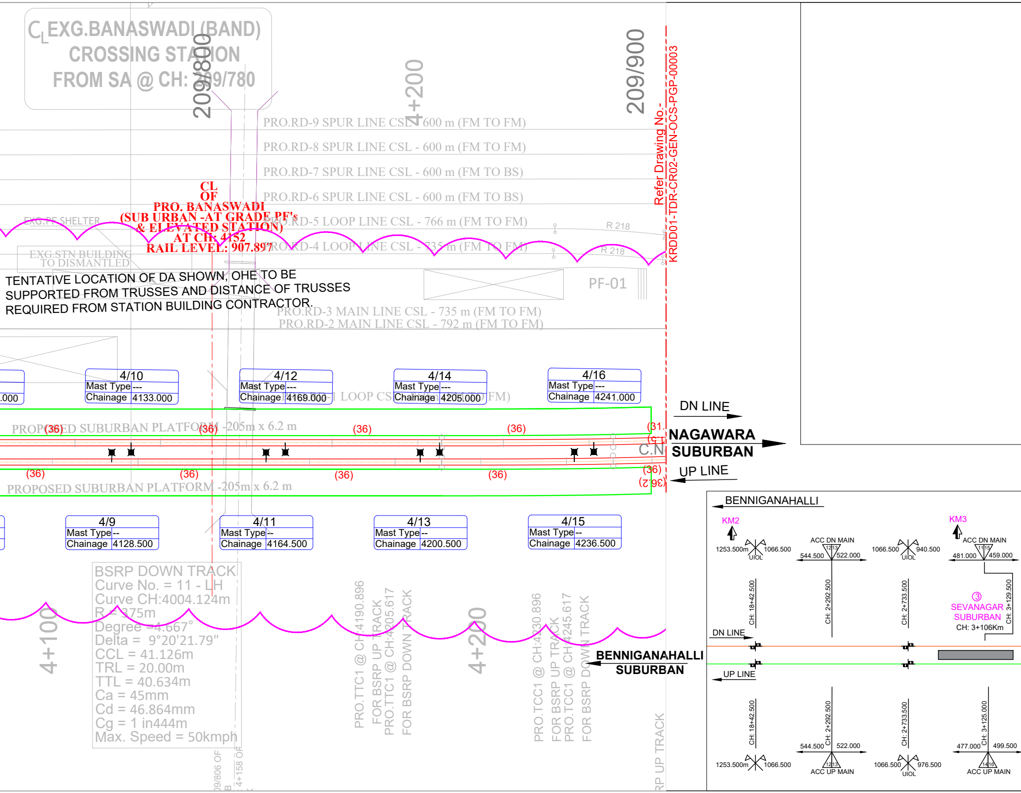
BSRP STABLING LINE
Curve No. = 9A RH
Curve CH:3718.913m
R = 891m
Degree =1.964°
Delta = 8°21'17.78"
CCL = 109.927m
TRL = 20m
TTL = 75.080m
Ca = 40mm
Cd = 35.780mm
Cg = 1 in 500m
Max. Speed = 70kmph

T.L.=153.000m
Loc: 3/59
CH: 3917.000m

209/300
PRO.TCC2 @ CH: 3673.945
FOR BSRP DOWN
3+700
209/400
PRO.TCC2 @ CH: 3765.184
FOR BSRP DOWN TRACK
3+800
PRO.TTC2 @ CH: 3805.184
FOR BSRP DOWN TRACK
209/500
3/44
Mast Type ---
Chainage 3665.000
3/46
Mast Type ---
Chainage 3701.000
3/48
Mast Type ---
Chainage 3732.500
3/50
Mast Type ---
Chainage 3764.000
3/52
Mast Type ---
Chainage 3795.500
3/54
Mast Type ---
Chainage 3822.500
3/56
Mast Type ---
Chainage 3863.000
(40.5)
135
(36)
140
(31.5)
145
(31.5)
95
(31.5)
(27)
(40.5)
TC 4.5
TC 4.5
C.No.9
TC 4.5
C.No.9A
TC 4.5
TC 4.5
TC 4.5
TS 520
TS 430
OHE/US
STABLING LINE - CCL= 250m
BWA
LA
BM
CS
3/43
Mast Type --
Chainage 3665.000
3/45
Mast Type --
Chainage 3701.000
3/47
Mast Type --
Chainage 3732.500
3/49
Mast Type --
Chainage 3764.000
3/51
Mast Type --
Chainage 3795.500
3/53
Mast Type --
Chainage 3822.500
3/55
Mast Type --
Chainage 3863.000
BAND/1005
Mast Type --
Chainage 3840.500
3/37A
BM
CH: 3845.000
3+700
3+800
PRO.TTC1 @ CH: 3643.949
FOR BSRP STABLING LINE
EXG.BR NO.538(1) @ IR KM: 209/302 OF
TTC1 @ CH: 3643.949
BSRP STABLING LINE
EXG.BR NO.538(1) @ IR KM: 209/302 OF
SPAN 1X1.8X4.0 M RCC SLAB
PRO.BR TO BE EXTD @ CH: 3+657 OF
SPAN 1X2X4.5 M RCC BOX
TCC1 @ CH: 3663.949
R BSRP STABLING LINE
PRO.TCC2 @ CH: 3773.876
FOR BSRP STABLING LINE
PRO.TTC2 @ CH: 3793.876
FOR BSRP STABLING LINE
PRO.TTC1 @ CH:3866.407


3+900
209/600
4+000
209/700
4+100
PRO.FOB
QTRS TO DISMANTLED
KM 4
EXG.WAITING ROOM
SHELT HOUSE
TO DISMANTLED
ACC CENTRE FOR DN MAIN
18 19
T.L=553.500m
Loc: 3/32
CH: 344.500m
T.L =643.500m
Loc: 4/40
CH:4641.500m
3/62 Mast Type --- Chainage 3935.000
3/58 Mast Type --- Chainage 3894.500
3/60 Mast Type --- Chainage 3917.000
3/64 Mast Type --- Chainage 3957.500
3/66 Mast Type --- Chainage 3980.000
3/68 Mast Type --- Chainage 3998.000
4/4 Mast Type --- Chainage 4038.500
4/2 Mast Type --- Chainage 4020.500
4/6 Mast Type --- Chainage 4065.500
4/8 Mast Type --- Chainage 4097
(31.5) 55
(22.5) 155
(18) 105
140 (22.5)
C.No.10
ACA
(22.5)
(18) 110
(22.5) 170
ACA
(18) 80
PRO.FOB
(27)
(31.5)
(36)
BS
FTA
FTA
ACA
C.No.11
ACA
(22.5)
(31.5)
3/57 Mast Type -- Chainage 3894.500
3/59 Mast Type -- Chainage 3917.000
BAND/1007 Mast Type -- Chainage 3899.000
3/61 Mast Type -- Chainage 3935.000
3/63 Mast Type -- Chainage 3957.500
3/65 Mast Type -- Chainage 3980.000
3/67 Mast Type -- Chainage 3998.000
4/1 Mast Type -- Chainage 4020.500
4/3 Mast Type -- Chainage 4038.500
4/5 Mast Type -- Chainage 4061.000
4/7 Mast Type -- Chainage 4092.500
T.L.=364.500m
Loc: BANS/1001
CH: 3534.500m
T.L =153.000m
Loc: 3.49
CH: 3764.000m
3+900
T.L =562.500m
Loc: 3/31
CH: 3435.500m
18 19
ACC CENTRE FOR UP MAIN
T.L =643.500m
Loc: 4/39
CH:4641.500m
4+000
BSRP UP TRACK
Curve No. - 11 - LH
Curve CH:3989.036m
R = 379.5m
Degree =4.611
Delta = 9°20'21.79"
CCL = 41.860m
TRL = 20.00m
TTL = 41.002m
Ca = 45mm
Cd = 45.774mm
Cg = 1 in444m
Max. Speed = 50kmph
FOR BSRP UP TRACK
PRO.TTC1 @ CH:3881.112
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:3886.4
FOR BSRP UP TRACK
PRO.TCC1 @ CH:3901.1
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:3928.106
FOR BSRP UP TRACK
PRO.TCC2 @ CH:3943.561
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:3968.106
FOR BSRP UP TRACK
PRO.TCC1 @ CH:3983.561
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:4009.966
FOR BSRP UP TRACK
PRO.TCC2 @ CH:4024.687
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:4029.966
FOR BSRP UP TRACK
PRO.TTC2 @ CH:4044.687
FOR BSRP DOWN TRACK

]


C_L EXG.BANASWADI (BAND)
CROSSING STATION
FROM SA @ CH: 209/780
209/800
4+200
209/900
Refer Drawing No:-
KRDD01-TDR-CR02-GEN-OCS-PGP-00003
PRO.RD-9 SPUR LINE CSL - 600 m (FM TO FM)
PRO.RD-8 SPUR LINE CSL - 600 m (FM TO FM)
PRO.RD-7 SPUR LINE CSL - 600 m (FM TO BS)
PRO.RD-6 SPUR LINE CSL - 600 m (FM TO BS)
PRO.RD-5 LOOP LINE CSL - 766 m (FM TO FM)
PRO.RD-4 LOOP LINE CSL - 735 m (FM TO FM)
PRO.RD-3 MAIN LINE CSL - 735 m (FM TO FM)
PRO.RD-2 MAIN LINE CSL - 792 m (FM TO FM)
PRO.RD-1 LOOP CSL - 766 m (FM TO FM)
CL
OF
PRO. BANASWADI
(SUB URBAN -AT GRADE PF's
& ELEVATED STATION)
AT CH: 4152
RAIL LEVEL: 907.897
EXG.PF SHELTER
EXG.STN BUILDING
TO DISMANTLED
R 218
R 218
PF-01
4/10 Mast Type --- Chainage 4133.000
4/12 Mast Type --- Chainage 4169.000
4/14 Mast Type --- Chainage 4205.000
4/16 Mast Type --- Chainage 4241.000
PROPOSED SUBURBAN PLATFORM -205m x 6.2 m
(36)
(31.
C.N
DN LINE
NAGAWARA
SUBURBAN
UP LINE
PROPOSED SUBURBAN PLATFORM -205m x 6.2 m
4/9 Mast Type -- Chainage 4128.500
4/11 Mast Type -- Chainage 4164.500
4/13 Mast Type -- Chainage 4200.500
4/15 Mast Type -- Chainage 4236.500
4+100
PRO.TTC1 @ CH:4190.896
FOR BSRP UP TRACK
PRO.TTC1 @ CH:4205.617
FOR BSRP DOWN TRACK
4+200
PRO.TCC1 @ CH:4230.896
FOR BSRP UP TRACK
PRO.TCC1 @ CH:4245.617
FOR BSRP DOWN TRACK
BENNIGANAHALLI
SUBURBAN
RP UP TRACK
BENNIGANAHALLI
KM2
KM3
1253.500m
1066.500
UIOL
ACC DN MAIN
544.500
522.000
12|13
1066.500
940.500
481.000
459.000
11|15
CH: 18+42.500
CH: 2+292.500
CH: 2+733.500
CH: 3+129.500
③
SEVANAGAR
SUBURBAN
CH: 3+106Km
DN LINE
UP LINE
CH: 18+42.500
CH: 2+292.500
CH: 2+733.500
CH: 3+125.000
1253.500m
1066.500
544.500
522.000
ACC UP MAIN
1066.500
976.500
UIOL
477.000
499.500
14|16
ACC UP MAIN

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

BSRP DOWN TRACK
Curve No. = 11 - LH
Curve CH:4004.124m
R = 375m
Degree =4.667°
Delta = 9°20'21.79"
CCL = 41.126m
TRL = 20.00m
TTL = 40.634m
Ca = 45mm
Cd = 46.864mm
Cg = 1 in444m
Max. Speed = 50kmph

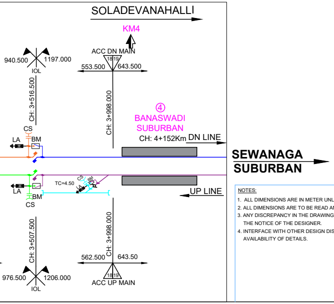
LEGEND

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

Sr. No.	DESCRIPTION	SYMBOL
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	
47	Return Conductor	
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. SPANS ARE ROUNDED OFF TO NEAREST SINGLE DECIMAL.
6. MAST TYPE SHALL BE DEMARCATED IN PEGGING PLAN AFTER FINALIZATION OF OHE LOAD CALCULATIONS.
7. 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.


SOLADEVANAHALLI
KM4
940.500
1197.000
IOL
ACC DN MAIN
18
19
553.500
643.500
CH: 3+516.500
CH: 3+998.000
④
BANASWADI
SUBURBAN
CH: 4+152Km
DN LINE
CS
LA
BM
TC=4.50
CS
BM
LA
LA
BM
CS
UP LINE
CH: 3+507.500
CH: 3+998.000
562.500
643.50
976.500
1206.000
IOL
18
19
ACC UP MAIN
SEWANAGA
SUBURBAN

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

FOR TENDER PURPOSE ONLY

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

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 MVA CONSULTING (INDIA) PVT. LTD.
10th and 11th Floor, Tower-B, 12/3, Vatika
Mindscapes, Mathura Road, NH2, Sector 27D,
Faridabad, Haryana 121013

Drawn	Checked:	Approved:
I. Alam	D. Kalyan	R. Kapoor
S. Bhati	N. Parmar	S. Kumar

Client:
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+365.500Km to CH: 4+241.00Km

Project Stage:
Tender Drawing

Paper Size: 297X5000
Discipline: Power Supply & Traction System
Date: 09/08/2024
Scale: NTS
Drawing no.: KRDD01-TDR-CR02-GEN-OCS-PGP-00002
Revision: R0