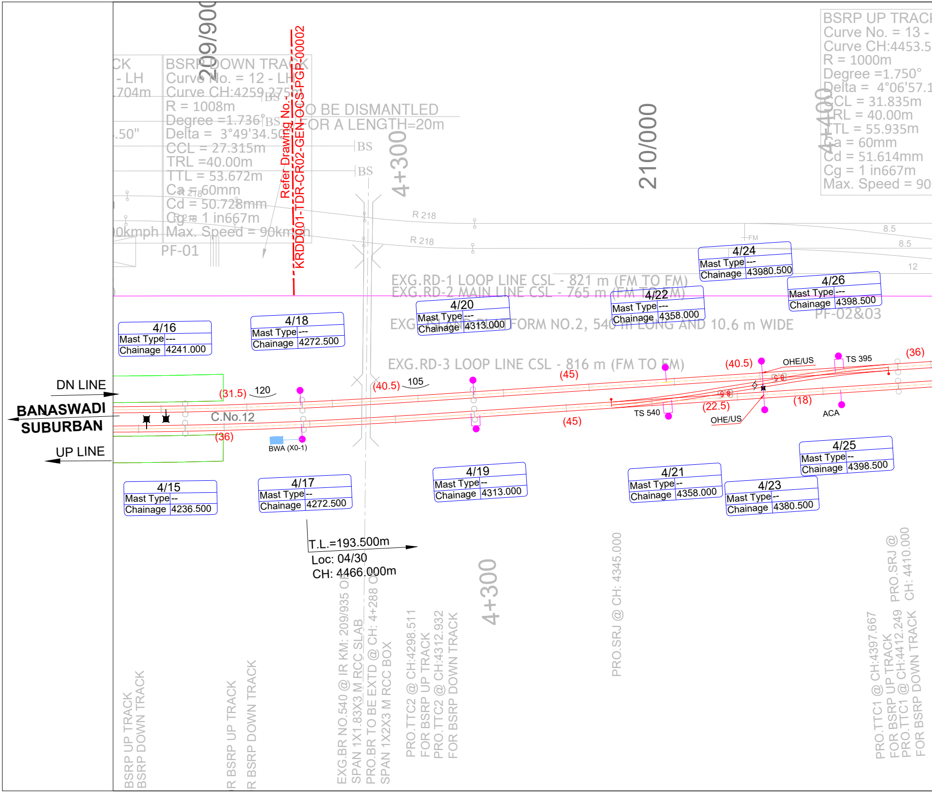
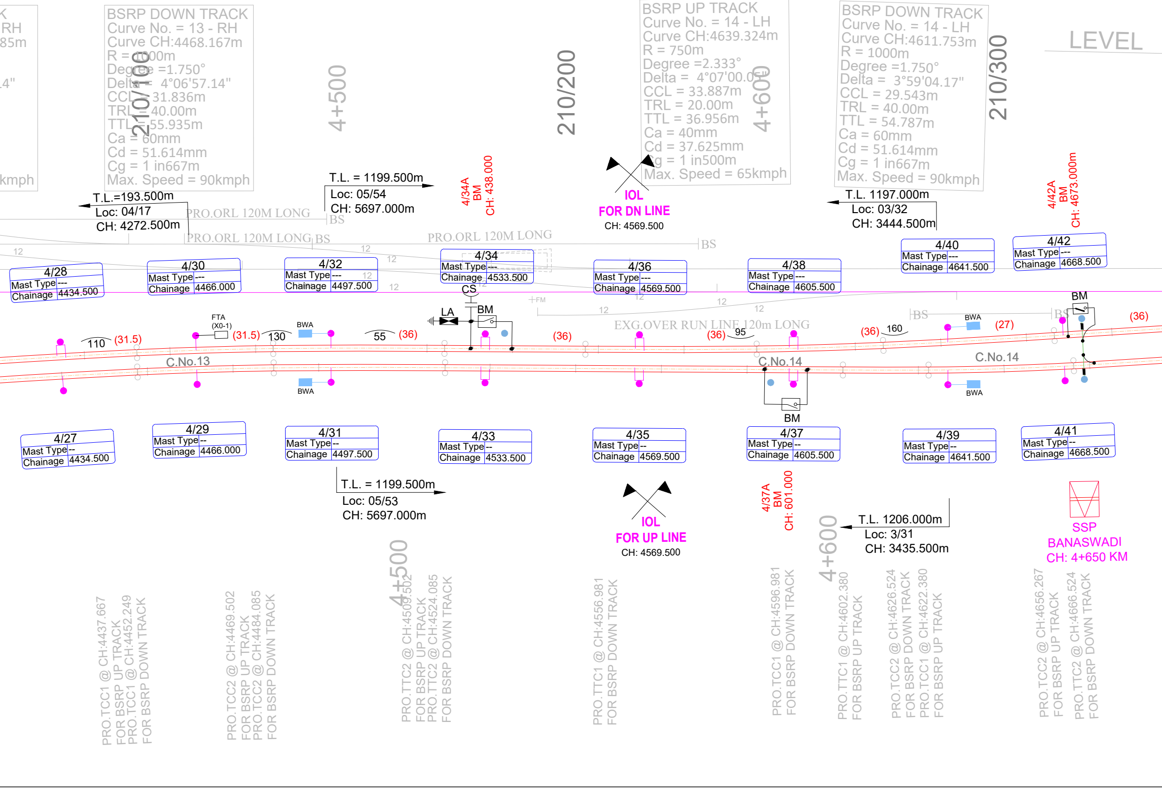

BSRP DOWN TRACK
Curve No. = 12 - LH
Curve CH:4259.275
R = 1008m
Degree =1.736°
Delta = 3°49'34.50"
CCL = 27.315m
TRL =40.00m
TTL = 53.672m
Ca = 60mm
Cd = 50.728mm
Cg = 1 in667m
Max. Speed = 90kmph
CK
- LH
.704m
.50"
0kmph
PF-01
209/900
Refer Drawing No.-
KRDD001-TDR-CR02-GEN-OCS-PGP-00002
TO BE DISMANTLED
FOR A LENGTH=20m
BS
BS
BS
BS
4+300
210/000
BSRP UP TRACK
Curve No. = 13 -
Curve CH:4453.5
R = 1000m
Degree =1.750°
Delta = 4°06'57.1
CCL = 31.835m
TRL = 40.00m
TTL = 55.935m
Ca = 60mm
Cd = 51.614mm
Cg = 1 in667m
Max. Speed = 90
4+400
R 218
R 218
R 218
R 218
8.5
8.5
12
FM
4/24 Mast Type --- Chainage 43980.500
4/26 Mast Type --- Chainage 4398.500
4/22 Mast Type --- Chainage 4358.000
4/20 Mast Type --- Chainage 4313.000
4/18 Mast Type --- Chainage 4272.500
4/16 Mast Type --- Chainage 4241.000
EXG.RD-1 LOOP LINE CSL - 821 m (FM TO FM)
EXG.RD-2 MAIN LINE CSL - 765 m (FM TO FM)
EXG. PLATFORM NO.2, 540 m LONG AND 10.6 m WIDE
PF-02&03
EXG.RD-3 LOOP LINE CSL - 816 m (FM TO FM)
DN LINE
BANASWADI
SUBURBAN
UP LINE
(31.5)
120
(36)
C.No.12
BWA (X0-1)
(40.5)
105
(45)
(45)
TS 540
(40.5)
(22.5)
OHE/US
OHE/US
TS 395
(36)
(18)
ACA
4/15 Mast Type -- Chainage 4236.500
4/17 Mast Type -- Chainage 4272.500
4/19 Mast Type -- Chainage 4313.000
4/21 Mast Type -- Chainage 4358.000
4/23 Mast Type -- Chainage 4380.500
4/25 Mast Type -- Chainage 4398.500
T.L.=193.500m
Loc: 04/30
CH: 4466.000m
BSRP UP TRACK
BSRP DOWN TRACK
R BSRP UP TRACK
R BSRP DOWN TRACK
EXG.BR NO.540 @ IR KM: 209/935 OF
SPAN 1X1.83X3 M RCC SLAB
PRO.BR TO BE EXTD @ CH: 4+288 OF
SPAN 1X2X3 M RCC BOX
PRO.TTC2 @ CH:4298.511
FOR BSRP UP TRACK
PRO.TTC2 @ CH:4312.932
FOR BSRP DOWN TRACK
4+300
PRO.SRJ @ CH: 4345.000
PRO.TTC1 @ CH:4397.667
FOR BSRP UP TRACK
PRO.TTC1 @ CH:4412.249
FOR BSRP DOWN TRACK
PRO.SRJ @
CH: 4410.000

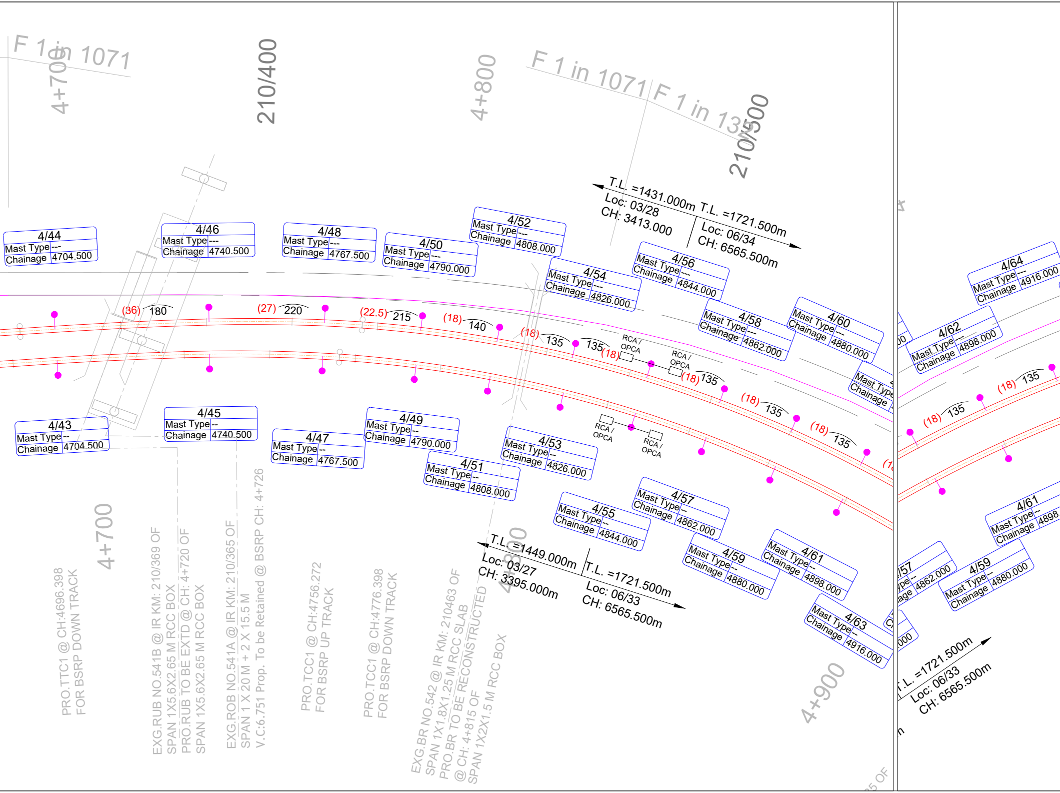


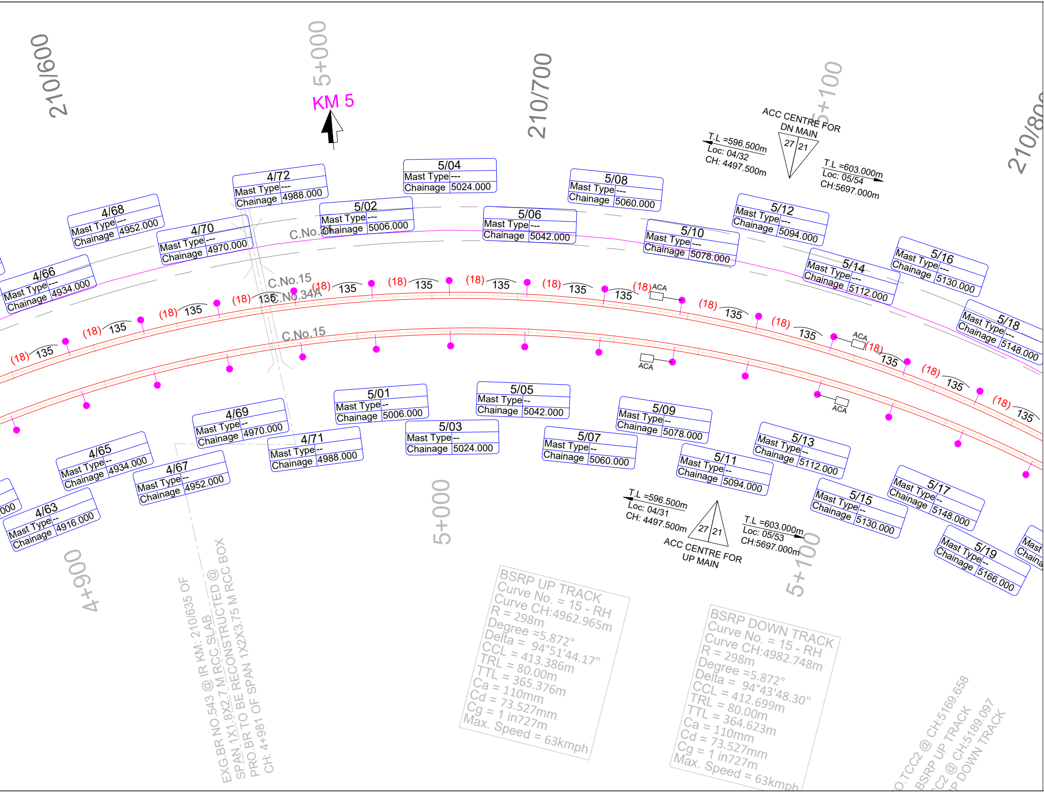
BSRP DOWN TRACK
Curve No. = 13 - RH
Curve CH:4468.167m
R = 1000m
Degree =1.750°
Delta = 4°06'57.14"
CCL = 31.836m
TRL = 40.00m
TTL = 55.935m
Ca = 60mm
Cd = 51.614mm
Cg = 1 in667m
Max. Speed = 90kmph

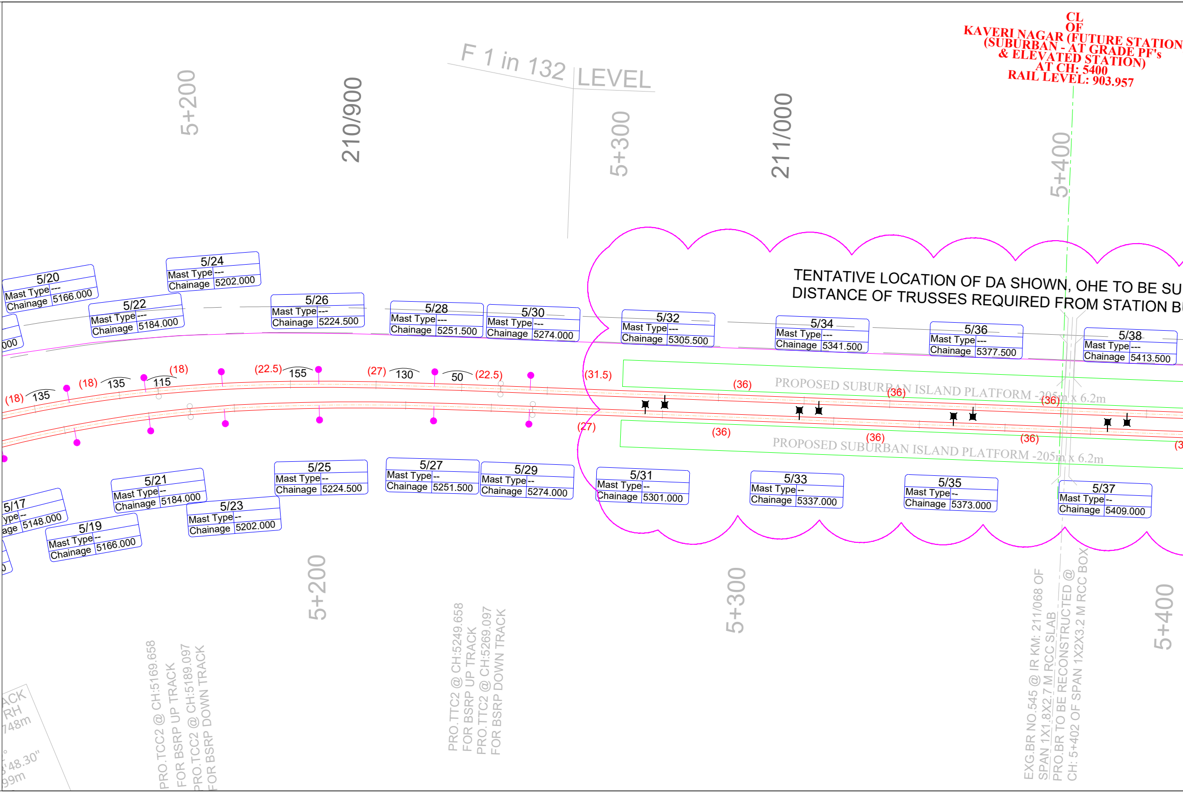
BSRP UP TRACK
Curve No. = 14 - LH
Curve CH:4639.324m
R = 750m
Degree =2.333°
Delta = 4°07'00.0
CCL = 33.887m
TRL = 20.00m
TTL = 36.956m
Ca = 40mm
Cd = 37.625mm
Cg = 1 in500m
Max. Speed = 65kmph

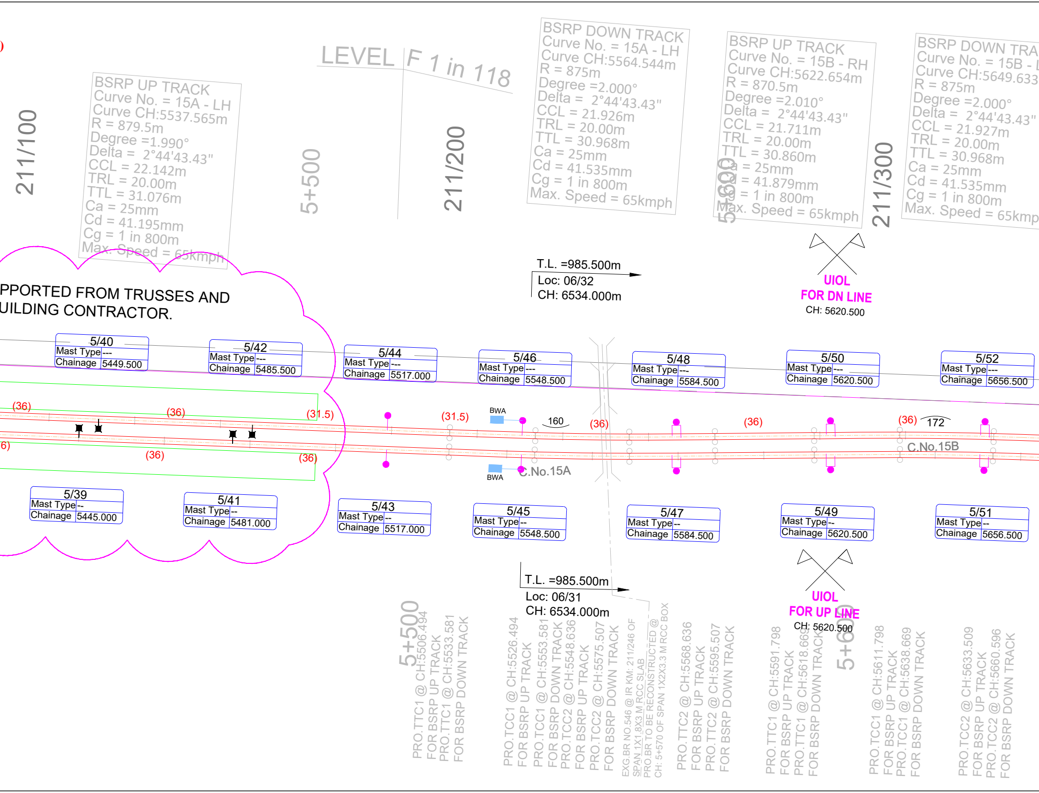
BSRP DOWN TRACK
Curve No. = 14 - LH
Curve CH:4611.753m
R = 1000m
Degree =1.750°
Delta = 3°59'04.17"
CCL = 29.543m
TRL = 40.00m
TTL = 54.787m
Ca = 60mm
Cd = 51.614mm
Cg = 1 in667m
Max. Speed = 90kmph

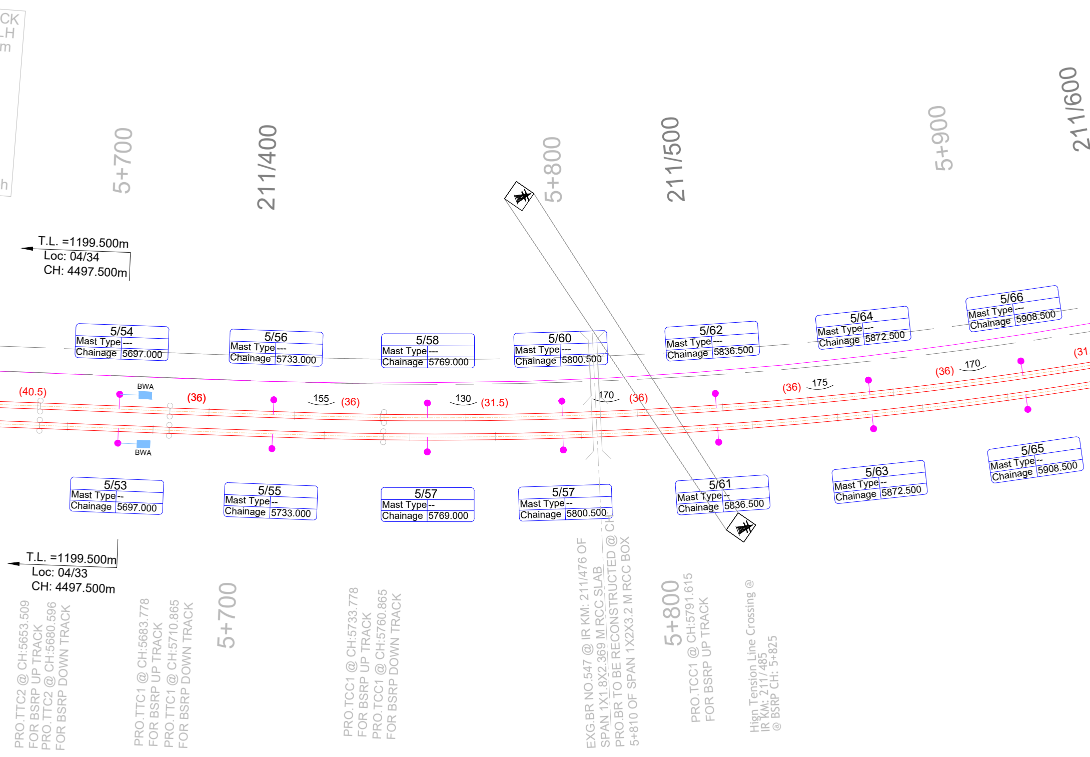
RH
85m
.4"
kmph
210/100
4+500
210/200
4+600
210/300
LEVEL
T.L.=193.500m
Loc: 04/17
CH: 4272.500m
PRO.ORL 120M LONG
PRO.ORL 120M LONG
BS
PRO.ORL 120M LONG
BS
T.L. = 1199.500m
Loc: 05/54
CH: 5697.000m
BS
4/34A
BM
CH: 438.000
IOL
FOR DN LINE
CH: 4569.500
T.L. 1197.000m
Loc: 03/32
CH: 3444.500m
4/42A
BM
CH: 4673.000m
4/28
Mast Type ---
Chainage 4434.500
4/30
Mast Type ---
Chainage 4466.000
4/32
Mast Type ---
Chainage 4497.500
4/34
Mast Type ---
Chainage 4533.500
4/36
Mast Type ---
Chainage 4569.500
4/38
Mast Type ---
Chainage 4605.500
4/40
Mast Type ---
Chainage 4641.500
4/42
Mast Type ---
Chainage 4668.500
12
CS
FM
LA
BM
FTA
(X0-1)
BWA
110
(31.5)
(31.5)
130
55
(36)
(36)
(36)
95
(36)
160
(27)
(36)
EXG.OVER RUN LINE 120m LONG
BS
BS
BWA
BM
C.No.13
C.No.14
C.No.14
BWA
BM
BWA
4/27
Mast Type --
Chainage 4434.500
4/29
Mast Type --
Chainage 4466.000
4/31
Mast Type --
Chainage 4497.500
4/33
Mast Type --
Chainage 4533.500
4/35
Mast Type --
Chainage 4569.500
4/37
Mast Type --
Chainage 4605.500
4/39
Mast Type --
Chainage 4641.500
4/41
Mast Type --
Chainage 4668.500
T.L. = 1199.500m
Loc: 05/53
CH: 5697.000m
IOL
FOR UP LINE
CH: 4569.500
4/37A
BM
CH: 601.000
T.L. 1206.000m
Loc: 3/31
CH: 3435.500m
SSP
BANASWADI
CH: 4+650 KM
4+500
4+600
PRO.TCC1 @ CH:4437.667
FOR BSRP UP TRACK
PRO.TCC1 @ CH:4452.249
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:4469.502
FOR BSRP UP TRACK
PRO.TCC2 @ CH:4484.085
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:4509.502
FOR BSRP UP TRACK
PRO.TTC2 @ CH:4524.085
FOR BSRP DOWN TRACK
PRO.TTC1 @ CH:4556.981
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:4596.981
FOR BSRP DOWN TRACK
PRO.TTC1 @ CH:4602.380
FOR BSRP UP TRACK
PRO.TCC2 @ CH:4626.524
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:4622.380
FOR BSRP UP TRACK
PRO.TCC2 @ CH:4656.267
FOR BSRP UP TRACK
PRO.TTC2 @ CH:4666.524
FOR BSRP DOWN TRACK

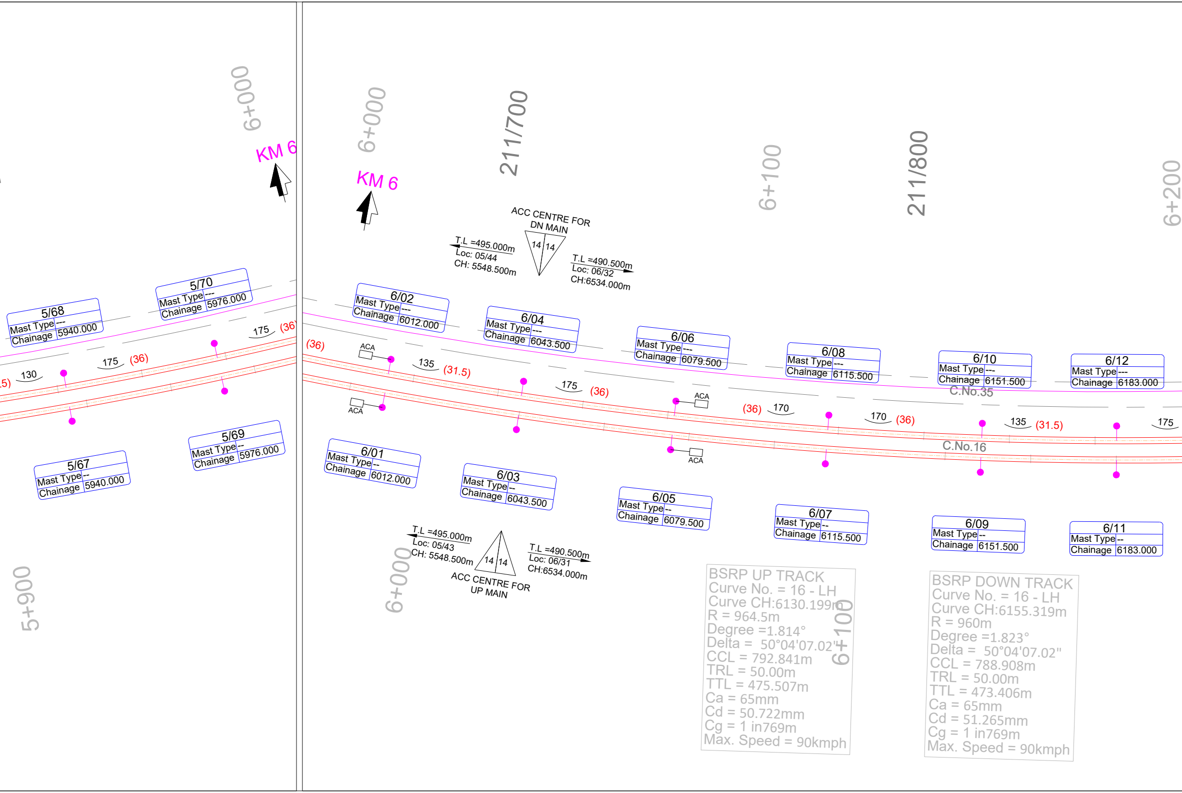

F 1 in 1071
4+700
210/400
4+800
F 1 in 1071
F 1 in 135
210/500
T.L. =1431.000m
Loc: 03/28
CH: 3413.000
T.L. =1721.500m
Loc: 06/34
CH: 6565.500m
4/44 Mast Type --- Chainage 4704.500
4/46 Mast Type --- Chainage 4740.500
4/48 Mast Type --- Chainage 4767.500
4/50 Mast Type --- Chainage 4790.000
4/52 Mast Type --- Chainage 4808.000
4/54 Mast Type --- Chainage 4826.000
4/56 Mast Type --- Chainage 4844.000
4/58 Mast Type --- Chainage 4862.000
4/60 Mast Type --- Chainage 4880.000
4/62 Mast Type --- Chainage 4898.000
4/64 Mast Type --- Chainage 4916.000
(36) 180
(27) 220
(22.5) 215
(18) 140
(18) 135
135 (18)
RCA / OPCA
RCA / OPCA
(18) 135
(18) 135
(18) 135
(18) 135
(18) 135
RCA / OPCA
RCA / OPCA
4/43 Mast Type -- Chainage 4704.500
4/45 Mast Type -- Chainage 4740.500
4/47 Mast Type -- Chainage 4767.500
4/49 Mast Type -- Chainage 4790.000
4/51 Mast Type -- Chainage 4808.000
4/53 Mast Type -- Chainage 4826.000
4/55 Mast Type -- Chainage 4844.000
4/57 Mast Type -- Chainage 4862.000
4/59 Mast Type -- Chainage 4880.000
4/61 Mast Type -- Chainage 4898.000
4/63 Mast Type -- Chainage 4916.000
4/57 Mast Type -- Chainage 4862.000
4/59 Mast Type -- Chainage 4880.000
4/61 Mast Type -- Chainage 4898
T.L. =1449.000m
Loc: 03/27
CH: 3395.000m
T.L. =1721.500m
Loc: 06/33
CH: 6565.500m
T.L. =1721.500m
Loc: 06/33
CH: 6565.500m
4+700
4+800
4+900
PRO.TTC1 @ CH:4696.398
FOR BSRP DOWN TRACK
EXG.RUB NO.541B @ IR KM: 210/369 OF
SPAN 1X5.6X2.65 M RCC BOX
PRO.RUB TO BE EXTD @ CH: 4+720 OF
SPAN 1X5.6X2.65 M RCC BOX
EXG.ROB NO.541A @ IR KM: 210/365 OF
SPAN 1 X 20 M + 2 X 15.5 M
V.C:6.751 Prop. To be Retained @ BSRP CH: 4+726
PRO.TCC1 @ CH:4756.272
FOR BSRP UP TRACK
PRO.TCC1 @ CH:4776.398
FOR BSRP DOWN TRACK
EXG.BR NO.542 @ IR KM: 210463 OF
SPAN 1X1.8X1.25 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED
@ CH: 4+815 OF
SPAN 1X2X1.5 M RCC BOX


210/600
5+000
KM 5
210/700
5+100
210/80
ACC CENTRE FOR
DN MAIN
27
21
T.L =596.500m
Loc: 04/32
CH: 4497.500m
T.L =603.000m
Loc: 05/54
CH:5697.000m
4/72
Mast Type ---
Chainage 4988.000
5/04
Mast Type ---
Chainage 5024.000
5/08
Mast Type ---
Chainage 5060.000
4/68
Mast Type ---
Chainage 4952.000
5/02
Mast Type ---
Chainage 5006.000
5/06
Mast Type ---
Chainage 5042.000
5/12
Mast Type ---
Chainage 5094.000
4/70
Mast Type ---
Chainage 4970.000
C.No.15
5/10
Mast Type ---
Chainage 5078.000
5/16
Mast Type ---
Chainage 5130.000
4/66
Mast Type ---
Chainage 4934.000
5/14
Mast Type ---
Chainage 5112.000
C.No.15
C.No.34A
ACA
5/18
Mast Type ---
Chainage 5148.000
(18)
135
C.No.15
ACA
ACA
ACA
5/01
Mast Type --
Chainage 5006.000
5/05
Mast Type --
Chainage 5042.000
4/69
Mast Type --
Chainage 4970.000
5/09
Mast Type --
Chainage 5078.000
5/03
Mast Type --
Chainage 5024.000
4/71
Mast Type --
Chainage 4988.000
5/07
Mast Type --
Chainage 5060.000
5/13
Mast Type --
Chainage 5112.000
4/65
Mast Type --
Chainage 4934.000
5/11
Mast Type --
Chainage 5094.000
4/67
Mast Type --
Chainage 4952.000
5/17
Mast Type --
Chainage 5148.000
4/63
Mast Type --
Chainage 4916.000
000
5/15
Mast Type --
Chainage 5130.000
5/19
Mast Type --
Chainage 5166.000
Mast
Chaina
T.L =596.500m
Loc: 04/31
CH: 4497.500m
27
21
ACC CENTRE FOR
UP MAIN
T.L =603.000m
Loc: 05/53
CH:5697.000m
4+900
5+000
5+100
EXG.BR NO.543 @ IR KM: 210/635 OF
SPAN 1X1.8X2.7 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED @
CH: 4+981 OF SPAN 1X2X3.75 M RCC BOX
BSRP UP TRACK
Curve No. = 15 - RH
Curve CH:4962.965m
R = 298m
Degree =5.872°
Delta = 94°51'44.17"
CCL = 413.386m
TRL = 80.00m
TTL = 365.376m
Ca = 110mm
Cd = 73.527mm
Cg = 1 in727m
Max. Speed = 63kmph
BSRP DOWN TRACK
Curve No. = 15 - RH
Curve CH:4982.748m
R = 298m
Degree =5.872°
Delta = 94°43'48.30"
CCL = 412.699m
TRL = 80.00m
TTL = 364.623m
Ca = 110mm
Cd = 73.527mm
Cg = 1 in727m
Max. Speed = 63kmph
O.TCC2 @ CH:5169.658
BSRP UP TRACK
CC2 @ CH:5189.097
P DOWN TRACK


CL
OF
KAVERI NAGAR (FUTURE STATION
(SUBURBAN - AT GRADE PF's
& ELEVATED STATION)
AT CH: 5400
RAIL LEVEL: 903.957
F 1 in 132
LEVEL
5+200
210/900
5+300
211/000
5+400
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SU
DISTANCE OF TRUSSES REQUIRED FROM STATION B
5/20
Mast Type ---
Chainage 5166.000
5/22
Mast Type ---
Chainage 5184.000
5/24
Mast Type ---
Chainage 5202.000
5/26
Mast Type ---
Chainage 5224.500
5/28
Mast Type ---
Chainage 5251.500
5/30
Mast Type ---
Chainage 5274.000
5/32
Mast Type ---
Chainage 5305.500
5/34
Mast Type ---
Chainage 5341.500
5/36
Mast Type ---
Chainage 5377.500
5/38
Mast Type ---
Chainage 5413.500
000
(18)
135
(18)
135
115
(18)
(22.5)
155
(27)
130
50
(22.5)
(31.5)
(36)
(36)
(36)
PROPOSED SUBURBAN ISLAND PLATFORM -205m x 6.2m
(27)
(36)
(36)
(36)
(3
PROPOSED SUBURBAN ISLAND PLATFORM -205m x 6.2m
5/17
ype --
age 5148.000
5/19
Mast Type --
Chainage 5166.000
5/21
Mast Type --
Chainage 5184.000
5/23
Mast Type --
Chainage 5202.000
5/25
Mast Type --
Chainage 5224.500
5/27
Mast Type --
Chainage 5251.500
5/29
Mast Type --
Chainage 5274.000
5/31
Mast Type --
Chainage 5301.000
5/33
Mast Type --
Chainage 5337.000
5/35
Mast Type --
Chainage 5373.000
5/37
Mast Type --
Chainage 5409.000
0
5+200
5+300
5+400
ACK
RH
748m
°
3'48.30"
99m
PRO.TCC2 @ CH:5169.658
FOR BSRP UP TRACK
PRO.TCC2 @ CH:5189.097
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:5249.658
FOR BSRP UP TRACK
PRO.TTC2 @ CH:5269.097
FOR BSRP DOWN TRACK
EXG.BR NO.545 @ IR KM: 211/068 OF
SPAN 1X1.8X2.7 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED @
CH: 5+402 OF SPAN 1X2X3.2 M RCC BOX

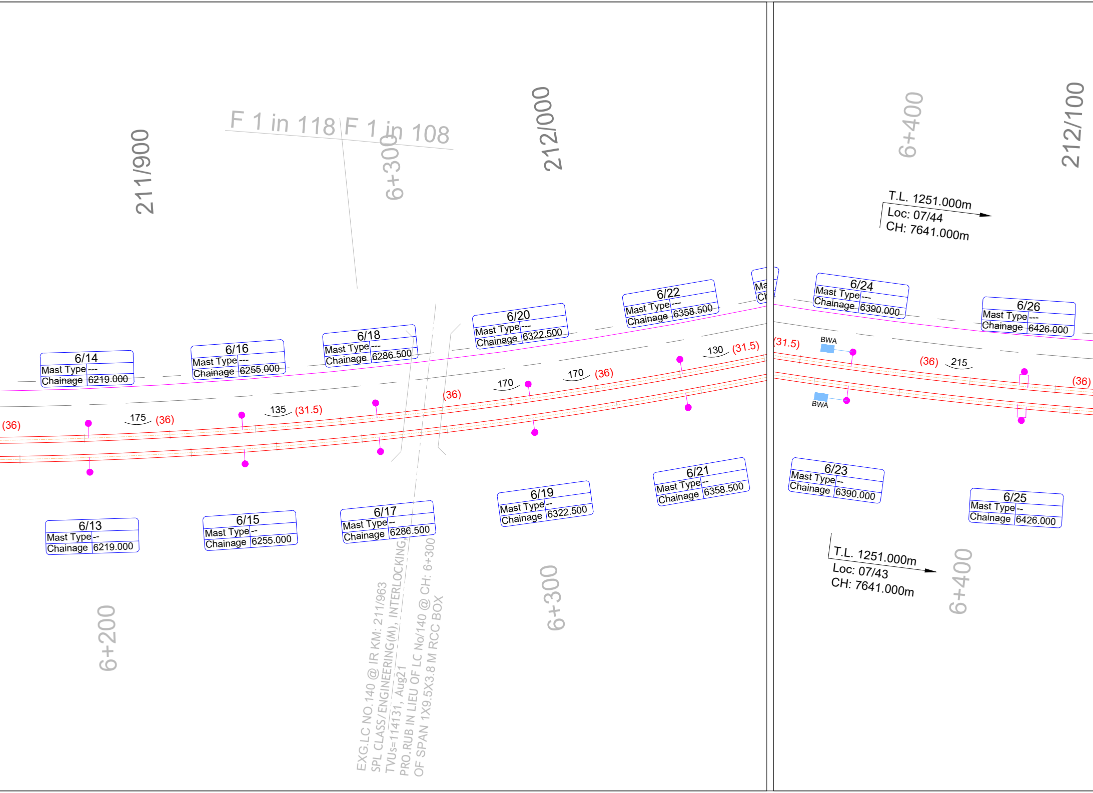

211/100
BSRP UP TRACK
Curve No. = 15A - LH
Curve CH:5537.565m
R = 879.5m
Degree =1.990°
Delta = 2°44'43.43"
CCL = 22.142m
TRL = 20.00m
TTL = 31.076m
Ca = 25mm
Cd = 41.195mm
Cg = 1 in 800m
Max. Speed = 65kmph
5+500
LEVEL
F 1 in 118
211/200
BSRP DOWN TRACK
Curve No. = 15A - LH
Curve CH:5564.544m
R = 875m
Degree =2.000°
Delta = 2°44'43.43"
CCL = 21.926m
TRL = 20.00m
TTL = 30.968m
Ca = 25mm
Cd = 41.535mm
Cg = 1 in 800m
Max. Speed = 65kmph
BSRP UP TRACK
Curve No. = 15B - RH
Curve CH:5622.654m
R = 870.5m
Degree =2.010°
Delta = 2°44'43.43"
CCL = 21.711m
TRL = 20.00m
TTL = 30.860m
Ca = 25mm
Cd = 41.879mm
Cg = 1 in 800m
Max. Speed = 65kmph
5+600
211/300
BSRP DOWN TRA
Curve No. = 15B - L
Curve CH:5649.633
R = 875m
Degree =2.000°
Delta = 2°44'43.43"
CCL = 21.927m
TRL = 20.00m
TTL = 30.968m
Ca = 25mm
Cd = 41.535mm
Cg = 1 in 800m
Max. Speed = 65kmph
T.L. =985.500m
Loc: 06/32
CH: 6534.000m
UIOL
FOR DN LINE
CH: 5620.500
PPORTED FROM TRUSSES AND
UILDING CONTRACTOR.
5/40 Mast Type --- Chainage 5449.500
5/42 Mast Type --- Chainage 5485.500
5/44 Mast Type --- Chainage 5517.000
5/46 Mast Type --- Chainage 5548.500
5/48 Mast Type --- Chainage 5584.500
5/50 Mast Type --- Chainage 5620.500
5/52 Mast Type --- Chainage 5656.500
(36)
(36)
(31.5)
(31.5)
BWA
160
(36)
(36)
(36)
172
C.No.15B
6)
(36)
(36)
BWA
C.No.15A
5/39 Mast Type -- Chainage 5445.000
5/41 Mast Type -- Chainage 5481.000
5/43 Mast Type -- Chainage 5517.000
5/45 Mast Type -- Chainage 5548.500
5/47 Mast Type -- Chainage 5584.500
5/49 Mast Type -- Chainage 5620.500
5/51 Mast Type -- Chainage 5656.500
T.L. =985.500m
Loc: 06/31
CH: 6534.000m
UIOL
FOR UP LINE
CH: 5620.500
5+500
PRO.TTC1 @ CH:5506.494
FOR BSRP UP TRACK
PRO.TTC1 @ CH:5533.581
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:5526.494
FOR BSRP UP TRACK
PRO.TCC1 @ CH:5553.581
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:5548.636
FOR BSRP UP TRACK
PRO.TCC2 @ CH:5575.507
FOR BSRP DOWN TRACK
EXG.BR NO.546 @ IR KM: 211/246 OF
SPAN 1X1.8X3 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED @
CH: 5+570 OF SPAN 1X2X3.3 M RCC BOX
PRO.TTC2 @ CH:5568.636
FOR BSRP UP TRACK
PRO.TTC2 @ CH:5595.507
FOR BSRP DOWN TRACK
PRO.TTC1 @ CH:5591.798
FOR BSRP UP TRACK
PRO.TTC1 @ CH:5618.669
FOR BSRP DOWN TRACK
5+600
PRO.TCC1 @ CH:5611.798
FOR BSRP UP TRACK
PRO.TCC1 @ CH:5638.669
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:5633.509
FOR BSRP UP TRACK
PRO.TCC2 @ CH:5660.596
FOR BSRP DOWN TRACK

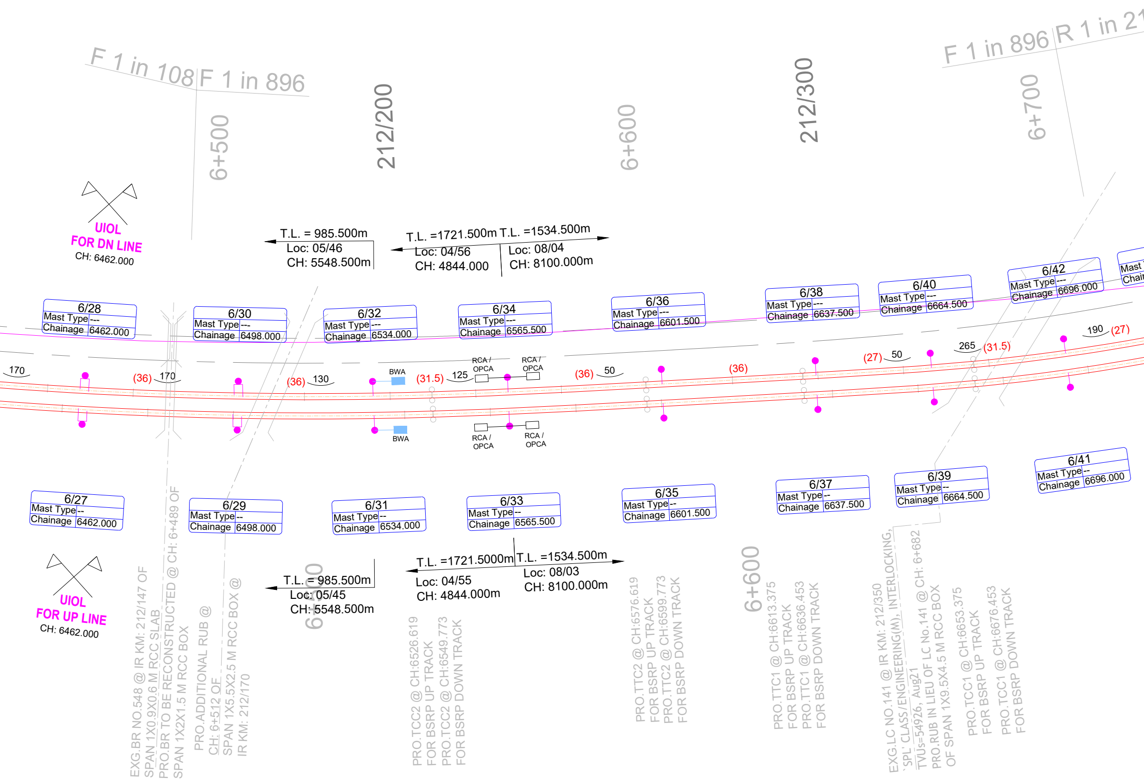

CK
-H
m
h
5+700
211/400
5+800
211/500
5+900
211/600
T.L. =1199.500m
Loc: 04/34
CH: 4497.500m
5/54
Mast Type ---
Chainage 5697.000
5/56
Mast Type ---
Chainage 5733.000
5/58
Mast Type ---
Chainage 5769.000
5/60
Mast Type ---
Chainage 5800.500
5/62
Mast Type ---
Chainage 5836.500
5/64
Mast Type ---
Chainage 5872.500
5/66
Mast Type ---
Chainage 5908.500
(40.5)
BWA
(36)
155
(36)
130
(31.5)
170
(36)
(36)
175
(36)
170
(31
BWA
5/53
Mast Type --
Chainage 5697.000
5/55
Mast Type --
Chainage 5733.000
5/57
Mast Type --
Chainage 5769.000
5/57
Mast Type --
Chainage 5800.500
5/61
Mast Type --
Chainage 5836.500
5/63
Mast Type --
Chainage 5872.500
5/65
Mast Type --
Chainage 5908.500
T.L. =1199.500m
Loc: 04/33
CH: 4497.500m
PRO.TTC2 @ CH:5653.509
FOR BSRP UP TRACK
PRO.TTC2 @ CH:5680.596
FOR BSRP DOWN TRACK
PRO.TTC1 @ CH:5683.778
FOR BSRP UP TRACK
PRO.TTC1 @ CH:5710.865
FOR BSRP DOWN TRACK
5+700
PRO.TCC1 @ CH:5733.778
FOR BSRP UP TRACK
PRO.TCC1 @ CH:5760.865
FOR BSRP DOWN TRACK
EXG.BR NO.547 @ IR KM: 211/476 OF
SPAN 1X1.8X2.369 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED @ CH
5+810 OF SPAN 1X2X3.2 M RCC BOX
5+800
PRO.TCC1 @ CH:5791.615
FOR BSRP UP TRACK
Hign Tension Line Crossing @
IR KM: 211/485
@ BSRP CH: 5+825

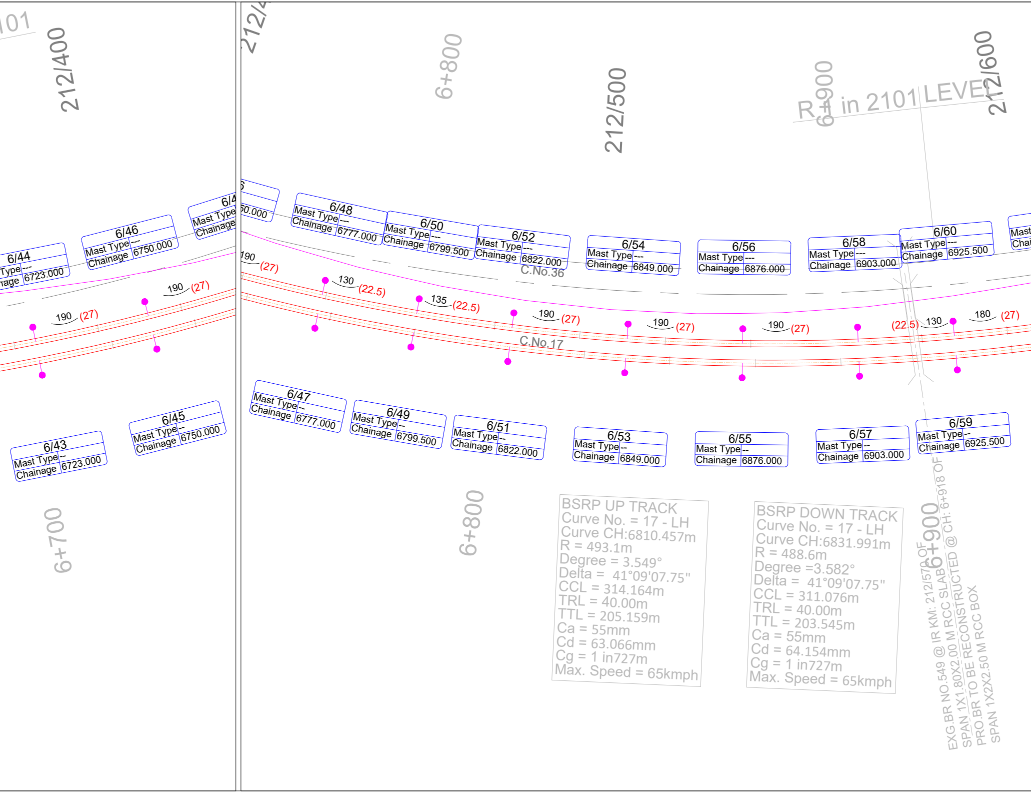

6+000
KM 6
5/68
Mast Type ---
Chainage 5940.000
5/70
Mast Type ---
Chainage 5976.000
5/67
Mast Type --
Chainage 5940.000
5/69
Mast Type --
Chainage 5976.000
130
175
(36)
5+900
6+000
KM 6
211/700
ACC CENTRE FOR
DN MAIN
14
14
T.L =495.000m
Loc: 05/44
CH: 5548.500m
T.L =490.500m
Loc: 06/32
CH:6534.000m
6/02
Mast Type ---
Chainage 6012.000
6/04
Mast Type ---
Chainage 6043.500
6/06
Mast Type ---
Chainage 6079.500
6/08
Mast Type ---
Chainage 6115.500
6/10
Mast Type ---
Chainage 6151.500
6/12
Mast Type ---
Chainage 6183.000
C.No.35
C.No.16
(36)
ACA
135
(31.5)
175
(36)
170
175
6+100
211/800
6+200
6/01
Mast Type --
Chainage 6012.000
6/03
Mast Type --
Chainage 6043.500
6/05
Mast Type --
Chainage 6079.500
6/07
Mast Type --
Chainage 6115.500
6/09
Mast Type --
Chainage 6151.500
6/11
Mast Type --
Chainage 6183.000
T.L =495.000m
Loc: 05/43
CH: 5548.500m
T.L =490.500m
Loc: 06/31
CH:6534.000m
ACC CENTRE FOR
UP MAIN

BSRP UP TRACK
Curve No. = 16 - LH
Curve CH:6130.199m
R = 964.5m
Degree =1.814°
Delta = 50°04'07.02"
CCL = 792.841m
TRL = 50.00m
TTL = 475.507m
Ca = 65mm
Cd = 50.722mm
Cg = 1 in769m
Max. Speed = 90kmph

BSRP DOWN TRACK
Curve No. = 16 - LH
Curve CH:6155.319m
R = 960m
Degree =1.823°
Delta = 50°04'07.02"
CCL = 788.908m
TRL = 50.00m
TTL = 473.406m
Ca = 65mm
Cd = 51.265mm
Cg = 1 in769m
Max. Speed = 90kmph

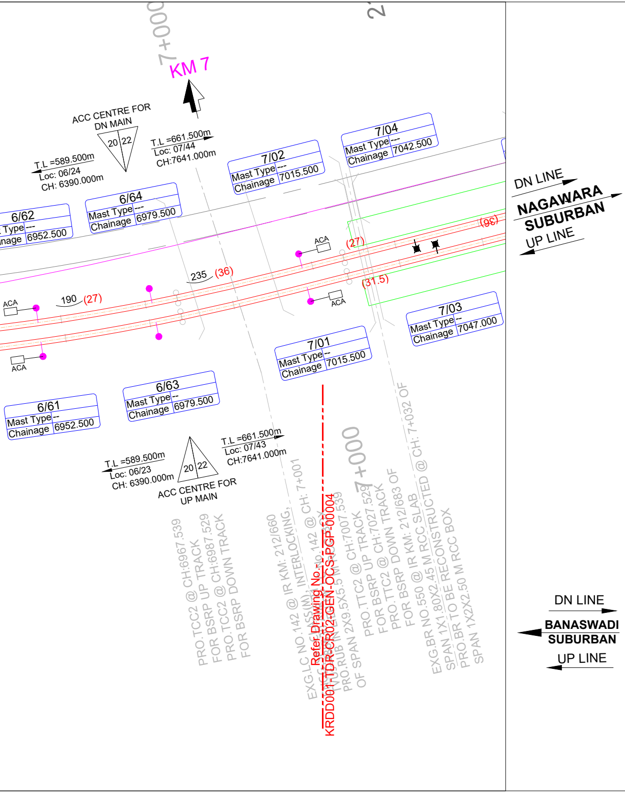

211/900
F 1 in 118
F 1 in 108
6+300
212/000
6+400
212/100
T.L. 1251.000m
Loc: 07/44
CH: 7641.000m
6/14
Mast Type ---
Chainage 6219.000
6/16
Mast Type ---
Chainage 6255.000
6/18
Mast Type ---
Chainage 6286.500
6/20
Mast Type ---
Chainage 6322.500
6/22
Mast Type ---
Chainage 6358.500
Ma
Ch
6/24
Mast Type ---
Chainage 6390.000
6/26
Mast Type ---
Chainage 6426.000
(36)
175
(36)
135
(31.5)
(36)
170
170
(36)
130
(31.5)
(31.5)
BWA
BWA
(36)
215
(36)
6/13
Mast Type --
Chainage 6219.000
6/15
Mast Type --
Chainage 6255.000
6/17
Mast Type --
Chainage 6286.500
6/19
Mast Type --
Chainage 6322.500
6/21
Mast Type --
Chainage 6358.500
6/23
Mast Type --
Chainage 6390.000
6/25
Mast Type --
Chainage 6426.000
T.L. 1251.000m
Loc: 07/43
CH: 7641.000m
6+200
6+300
6+400
EXG.LC NO.140 @ IR KM: 211/963
SPL CLASS/ENGINEERING(M), INTERLOCKING,
TVUs=114131, Aug21
PRO.RUB IN LIEU OF LC No/140 @ CH: 6+300
OF SPAN 1X9.5X3.8 M RCC BOX

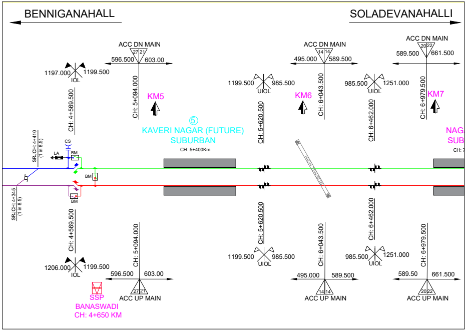

F 1 in 108
F 1 in 896
F 1 in 896
R 1 in 21
6+500
212/200
6+600
212/300
6+700
UIOL
FOR DN LINE
CH: 6462.000
T.L. = 985.500m
Loc: 05/46
CH: 5548.500m
T.L. =1721.500m
Loc: 04/56
CH: 4844.000
T.L. =1534.500m
Loc: 08/04
CH: 8100.000m
6/28
Mast Type ---
Chainage 6462.000
6/30
Mast Type ---
Chainage 6498.000
6/32
Mast Type ---
Chainage 6534.000
6/34
Mast Type ---
Chainage 6565.500
6/36
Mast Type ---
Chainage 6601.500
6/38
Mast Type ---
Chainage 6637.500
6/40
Mast Type ---
Chainage 6664.500
6/42
Mast Type ---
Chainage 6696.000
Mast
Chai
170
(36)
170
(36)
130
BWA
(31.5)
125
RCA / OPCA
RCA / OPCA
(36)
50
(36)
(27)
50
265
(31.5)
190
(27)
BWA
RCA / OPCA
RCA / OPCA
6/27
Mast Type --
Chainage 6462.000
6/29
Mast Type --
Chainage 6498.000
6/31
Mast Type --
Chainage 6534.000
6/33
Mast Type --
Chainage 6565.500
6/35
Mast Type --
Chainage 6601.500
6/37
Mast Type --
Chainage 6637.500
6/39
Mast Type --
Chainage 6664.500
6/41
Mast Type --
Chainage 6696.000
UIOL
FOR UP LINE
CH: 6462.000
T.L. = 985.500m
Loc: 05/45
CH: 5548.500m
T.L. =1721.5000m
Loc: 04/55
CH: 4844.000m
T.L. =1534.500m
Loc: 08/03
CH: 8100.000m
6+500
6+600
EXG.BR NO.548 @ IR KM: 212/147 OF SPAN 1X0.9X0.6 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED @ CH: 6+489 OF SPAN 1X2X1.5 M RCC BOX
PRO.ADDITIONAL RUB @ CH: 6+512 OF SPAN 1X5.5X2.5 M RCC BOX @ IR KM: 212/170
PRO.TCC2 @ CH:6526.619 FOR BSRP UP TRACK
PRO.TCC2 @ CH:6549.773 FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:6576.619 FOR BSRP UP TRACK
PRO.TTC2 @ CH:6599.773 FOR BSRP DOWN TRACK
PRO.TTC1 @ CH:6613.375 FOR BSRP UP TRACK
PRO.TTC1 @ CH:6636.453 FOR BSRP DOWN TRACK
EXG.LC NO.141 @ IR KM: 212/350 'SPL' CLASS/ENGINEERING(M), INTERLOCKING, TVUs=54926, Aug21
PRO.RUB IN LIEU OF LC No.141 @ CH: 6+682 OF SPAN 1X9.5X4.5 M RCC BOX
PRO.TCC1 @ CH:6653.375 FOR BSRP UP TRACK
PRO.TCC1 @ CH:6676.453 FOR BSRP DOWN TRACK


101
212/400
212/4
6+800
212/500
6+900
R-1 in 2101 LEVEL
212/600
6/4
Mast Type
Chainage
6/44
Type ---
nage 6723.000
6/46
Mast Type ---
Chainage 6750.000
50.000
6/48
Mast Type ---
Chainage 6777.000
6/50
Mast Type ---
Chainage 6799.500
6/52
Mast Type ---
Chainage 6822.000
C.No.36
6/54
Mast Type ---
Chainage 6849.000
6/56
Mast Type ---
Chainage 6876.000
6/58
Mast Type ---
Chainage 6903.000
6/60
Mast Type ---
Chainage 6925.500
Mast
Chai
190 (27)
190 (27)
190 (27)
130 (22.5)
135 (22.5)
190 (27)
190 (27)
190 (27)
(22.5) 130
180 (27)
C.No.17
6/43
Mast Type --
Chainage 6723.000
6/45
Mast Type --
Chainage 6750.000
6/47
Mast Type --
Chainage 6777.000
6/49
Mast Type --
Chainage 6799.500
6/51
Mast Type --
Chainage 6822.000
6/53
Mast Type --
Chainage 6849.000
6/55
Mast Type --
Chainage 6876.000
6/57
Mast Type --
Chainage 6903.000
6/59
Mast Type --
Chainage 6925.500
6+700
6+800
6+900
EXG.BR NO.549 @ IR KM: 212/570 OF
SPAN 1X1.80X2.00 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED @ CH: 6+918 OF
SPAN 1X2X2.50 M RCC BOX

BSRP UP TRACK
Curve No. = 17 - LH
Curve CH:6810.457m
R = 493.1m
Degree = 3.549°
Delta = 41°09'07.75"
CCL = 314.164m
TRL = 40.00m
TTL = 205.159m
Ca = 55mm
Cd = 63.066mm
Cg = 1 in727m
Max. Speed = 65kmph

BSRP DOWN TRACK
Curve No. = 17 - LH
Curve CH:6831.991m
R = 488.6m
Degree =3.582°
Delta = 41°09'07.75"
CCL = 311.076m
TRL = 40.00m
TTL = 203.545m
Ca = 55mm
Cd = 64.154mm
Cg = 1 in727m
Max. Speed = 65kmph


7+000
KM 7
ACC CENTRE FOR
DN MAIN
20
22
T.L =589.500m
Loc: 06/24
CH: 6390.000m
T.L =661.500m
Loc: 07/44
CH:7641.000m
7/02
Mast Type ---
Chainage 7015.500
7/04
Mast Type ---
Chainage 7042.500
6/62
Type ---
nage 6952.500
6/64
Mast Type ---
Chainage 6979.500
ACA
(27)
(36)
235
(36)
190
(27)
ACA
ACA
(31.5)
ACA
7/03
Mast Type --
Chainage 7047.000
7/01
Mast Type --
Chainage 7015.500
6/61
Mast Type --
Chainage 6952.500
6/63
Mast Type --
Chainage 6979.500
T.L =589.500m
Loc: 06/23
CH: 6390.000m
20
22
ACC CENTRE FOR
UP MAIN
T.L =661.500m
Loc: 07/43
CH:7641.000m
7+000
PRO.TCC2 @ CH:6967.539
FOR BSRP UP TRACK
PRO.TCC2 @ CH:6987.529
FOR BSRP DOWN TRACK
EXG.LC NO.142 @ IR KM: 212/660
CH: 7+001
INTERLOCKING,
Refer Drawing No.-
KRDD001-TDRCR02-GEN-OCS-PGP-00004
PRO.RUB IN 2X9.5X5.5 M
OF SPAN 2X9.5X5.5
PRO.TTC2 @ CH:7007.539
FOR BSRP UP TRACK
PRO.TTC2 @ CH:7027.529
FOR BSRP DOWN TRACK
PRO. TTC2 @ CH:7027.529
FOR BSRP DOWN TRACK
EXG.BR NO.550 @ IR KM: 212/683 OF
SPAN 1X1.80X2.45 M RCC SLAB
CH: 7+032 OF
PRO.BR TO BE RECONSTRUCTED @
SPAN 1X2X2.50 M RCC BOX
DN LINE
NAGAWARA
SUBURBAN
UP LINE
DN LINE
BANASWADI
SUBURBAN
UP LINE


BENNIGANAHALL
SOLADEVANAHALLI
ACC DN MAIN
27 21
596.500
603.00
1197.000
1199.500
IOL
CH: 4+569.500
CH: 5+094.000
KM5
ACC DN MAIN
14 14
495.000
589.500
1199.500
985.500
UIOL
KM6
CH: 5+620.500
CH: 6+043.500
ACC DN MAIN
20 22
589.500
661.500
985.500
1251.000
UIOL
CH: 6+462.000
CH: 6+979.500
KM7
⑤
KAVERI NAGAR (FUTURE)
SUBURBAN
CH: 5+400Km
NAG
SUB
CH: 7
SRJCH: 4+410
(1 in 8.5)
LA
CS
BM
BM
BM
SRJCH: 4+345
(1 in 8.5)
CH: 4+569.500
CH: 5+094.000
CH: 5+620.500
CH: 6+043.500
CH: 6+462.000
CH: 6+979.500
1206.000
1199.500
IOL
596.500
603.00
27 21
ACC UP MAIN
SSP
BANASWADI
CH: 4+650 KM
1199.500
985.500
UIOL
495.000
589.500
14 14
ACC UP MAIN
985.500
1251.000
UIOL
589.50
661.500
20 22
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 | 0000 |
| 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 | G |
| 51 | Potential Equalising Jumper | F PE |
| 52 | In-Span Jumper | H |
| 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.

DN LINE →

**NAGAWARA SUBURBAN** ►

← UP LINE

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

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 | Satish 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: 4+272.500Km to CH:7+015.500Km

Project Stage: Tender Derawing

Paper Size: 5000x297
Discipline: Power Supply & Traction System
Date: 16/08/2024
Scale: NTS

Drawing no.: KRDD001-TDR-CR02-GEN-OCS-PGP-00003
Revision: R0