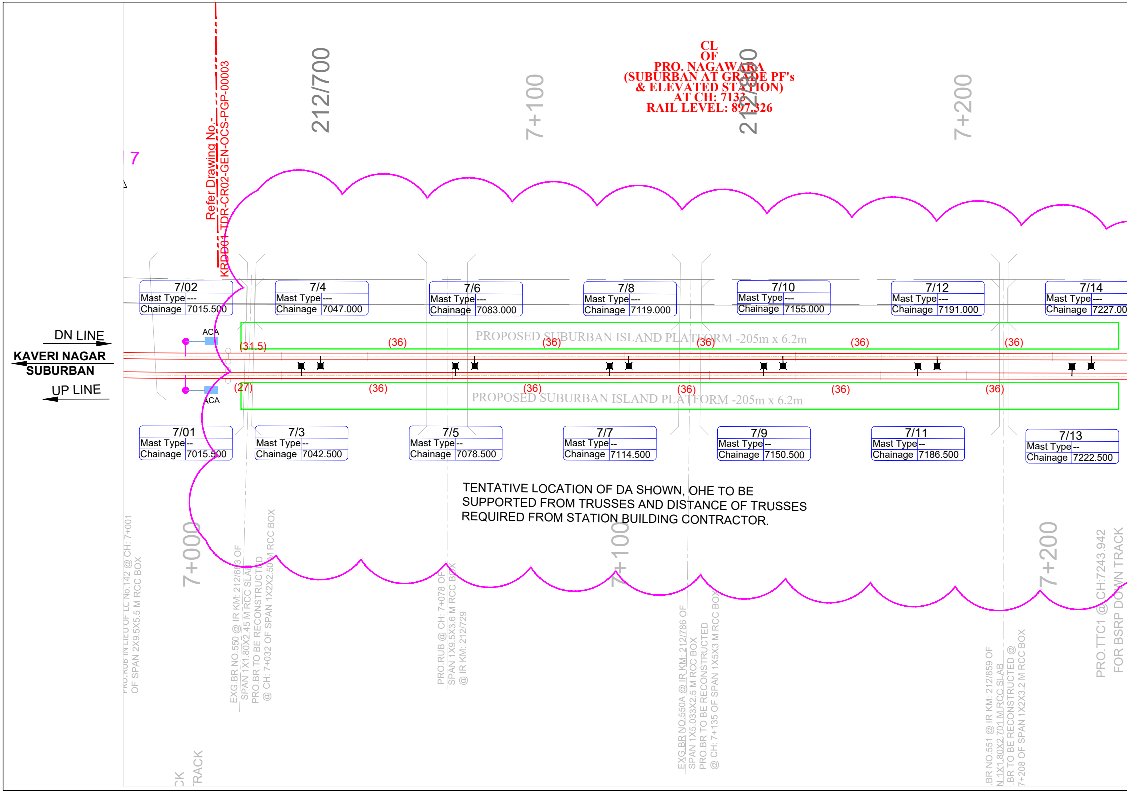
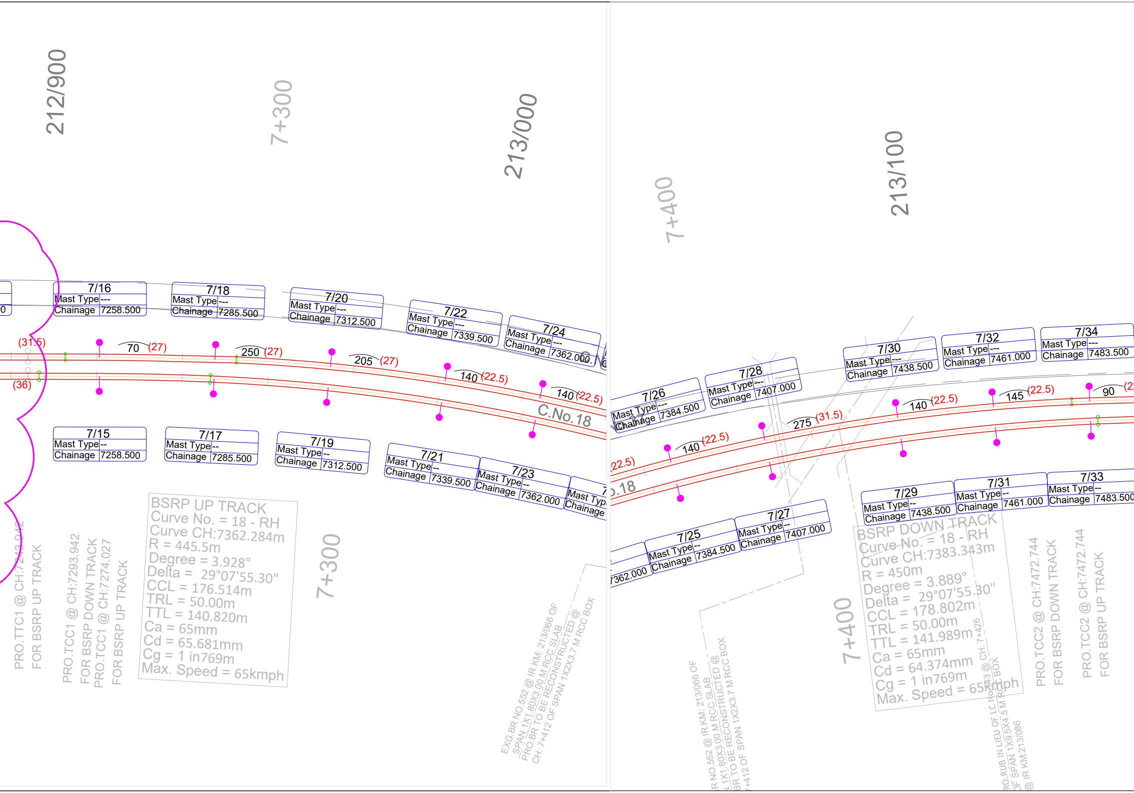
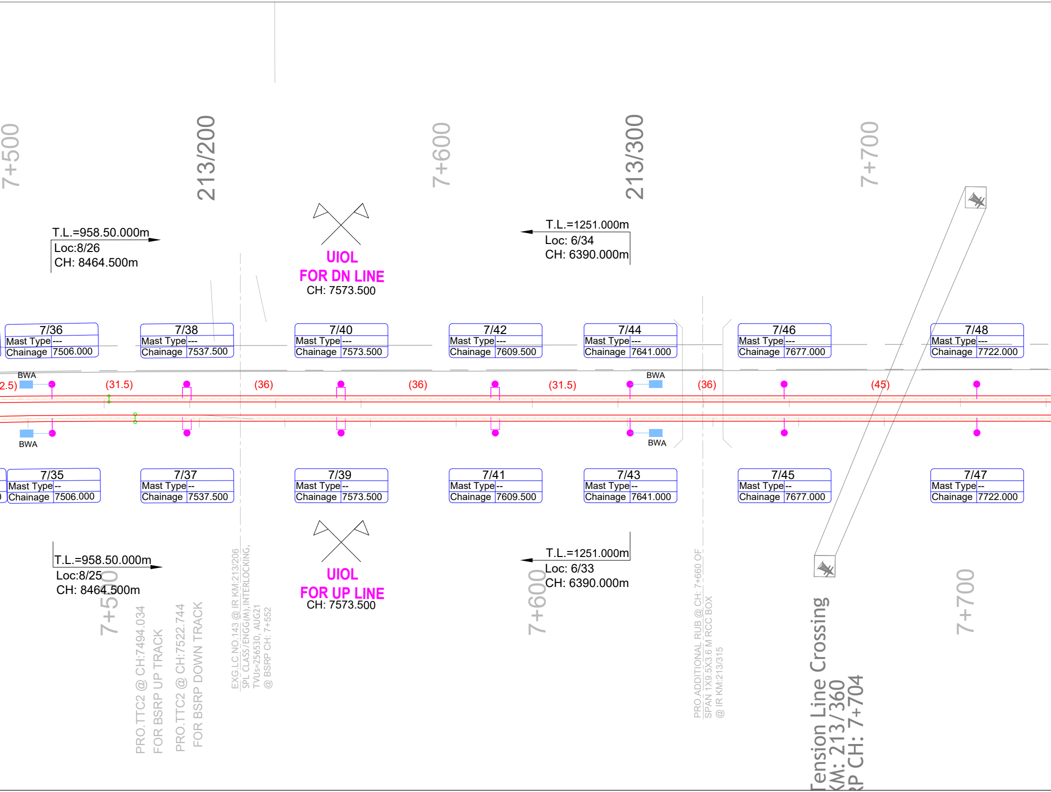
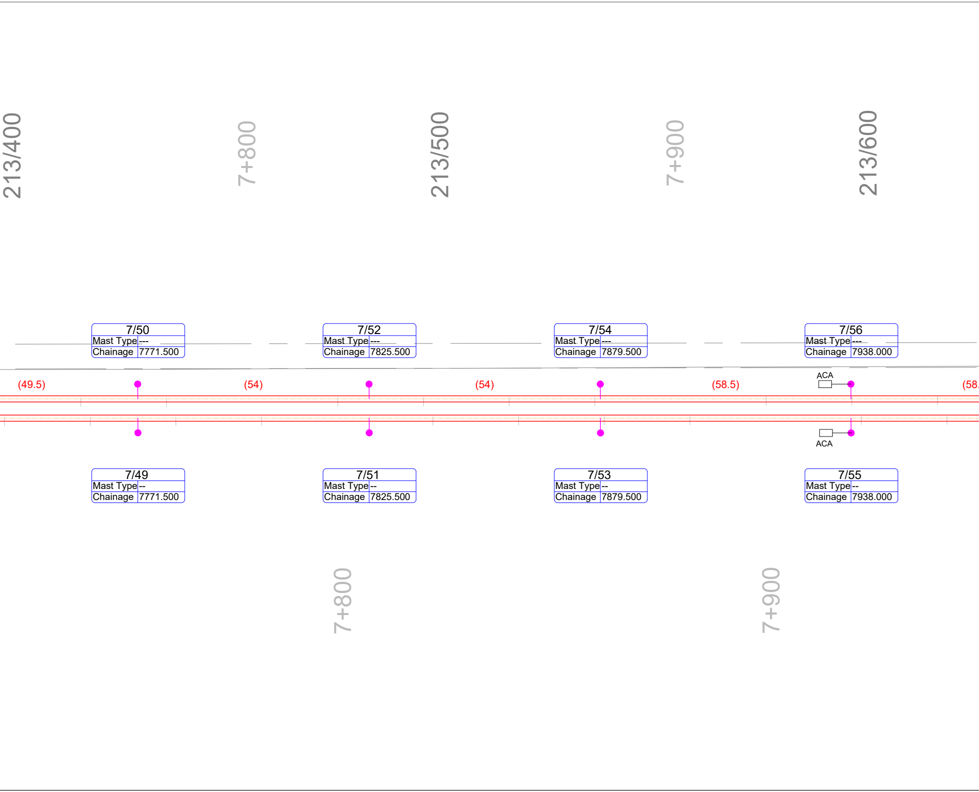
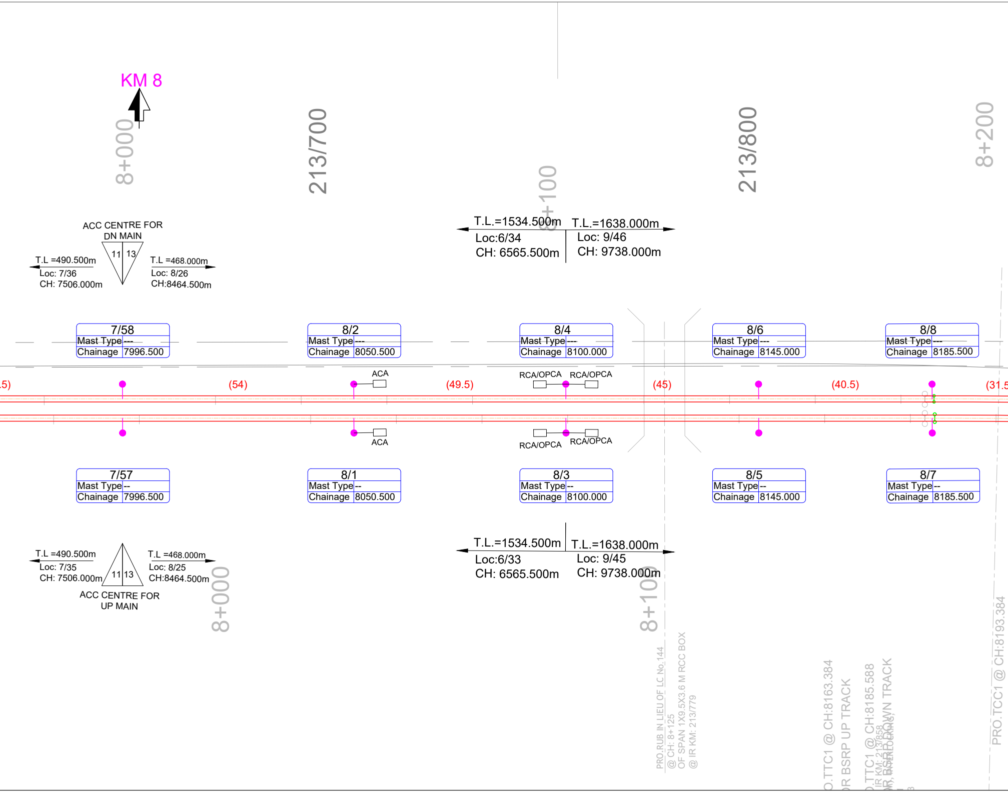

CL
OF
PRO. NAGAWARA
(SUBURBAN AT GRADE PF's
& ELEVATED STATION)
AT CH: 7133
RAIL LEVEL: 897.326
Refer Drawing No:-
KRDD01-TDR-CR02-GEN-OCS-PGP-00003
212/700
7+100
212/800
7+200
7
7/02
Mast Type ---
Chainage 7015.500
7/4
Mast Type ---
Chainage 7047.000
7/6
Mast Type ---
Chainage 7083.000
7/8
Mast Type ---
Chainage 7119.000
7/10
Mast Type ---
Chainage 7155.000
7/12
Mast Type ---
Chainage 7191.000
7/14
Mast Type ---
Chainage 7227.00
DN LINE
KAVERI NAGAR
SUBURBAN
UP LINE
ACA
ACA
(31.5)
(36)
(36)
(36)
(36)
(36)
PROPOSED SUBURBAN ISLAND PLATFORM -205m x 6.2m
(27)
(36)
(36)
(36)
(36)
(36)
PROPOSED SUBURBAN ISLAND PLATFORM -205m x 6.2m
7/01
Mast Type --
Chainage 7015.500
7/3
Mast Type --
Chainage 7042.500
7/5
Mast Type --
Chainage 7078.500
7/7
Mast Type --
Chainage 7114.500
7/9
Mast Type --
Chainage 7150.500
7/11
Mast Type --
Chainage 7186.500
7/13
Mast Type --
Chainage 7222.500
7+000
7+100
7+200
PRO.RUB IN LIEU OF LC No.142 @ CH: 7+001 OF SPAN 2X9.5X5.5 M RCC BOX
EXG.BR NO.550 @ IR KM: 212/633 OF SPAN 1X1.80X2.45 M RCC SLAB PRO.BR TO BE RECONSTRUCTED @ CH: 7+032 OF SPAN 1X2X2.50 M RCC BOX
PRO.RUB @ CH: 7+078 OF SPAN 1X9.5X3.6 M RCC BOX @ IR KM: 212/729
EXG.BR NO.550A @ IR KM: 212/786 OF SPAN 1X5.033X2.5 M RCC BOX PRO.BR TO BE RECONSTRUCTED @ CH: 7+135 OF SPAN 1X5X3 M RCC BOX
.BR NO.551 @ IR KM: 212/859 OF N 1X1.80X2.701 M RCC SLAB .BR TO BE RECONSTRUCTED @ 7+208 OF SPAN 1X2X3.2 M RCC BOX
PRO.TTC1 @ CH:7243.942 FOR BSRP DOWN TRACK
CK
TRACK

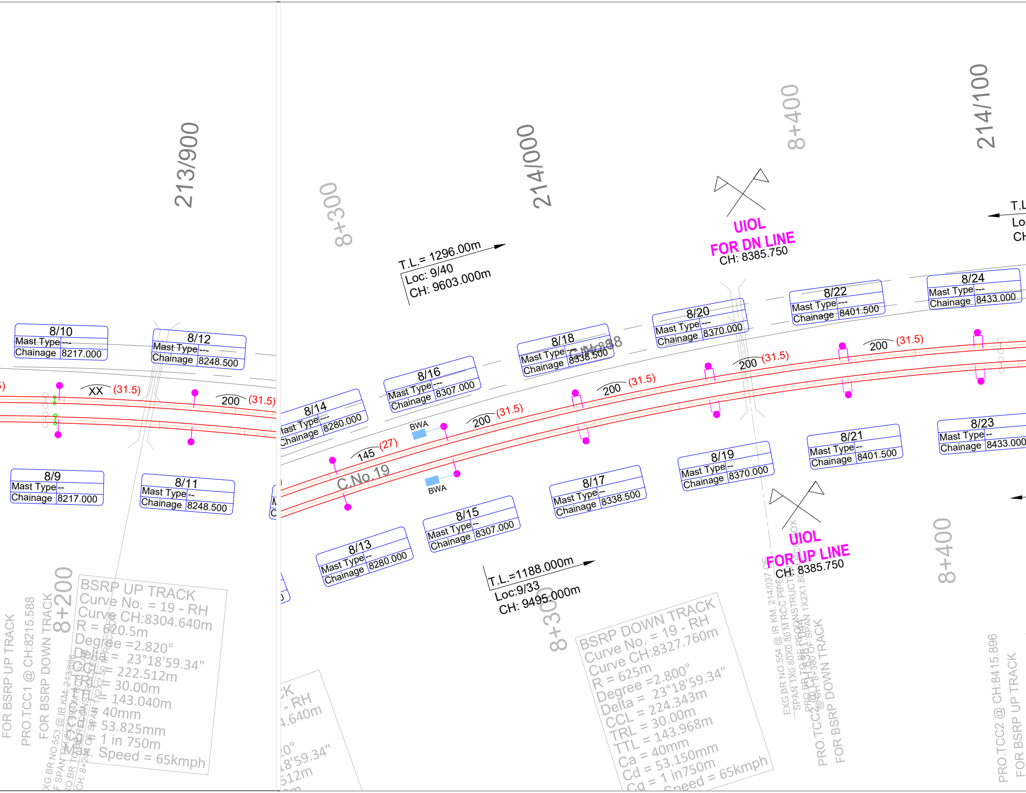
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AND DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.

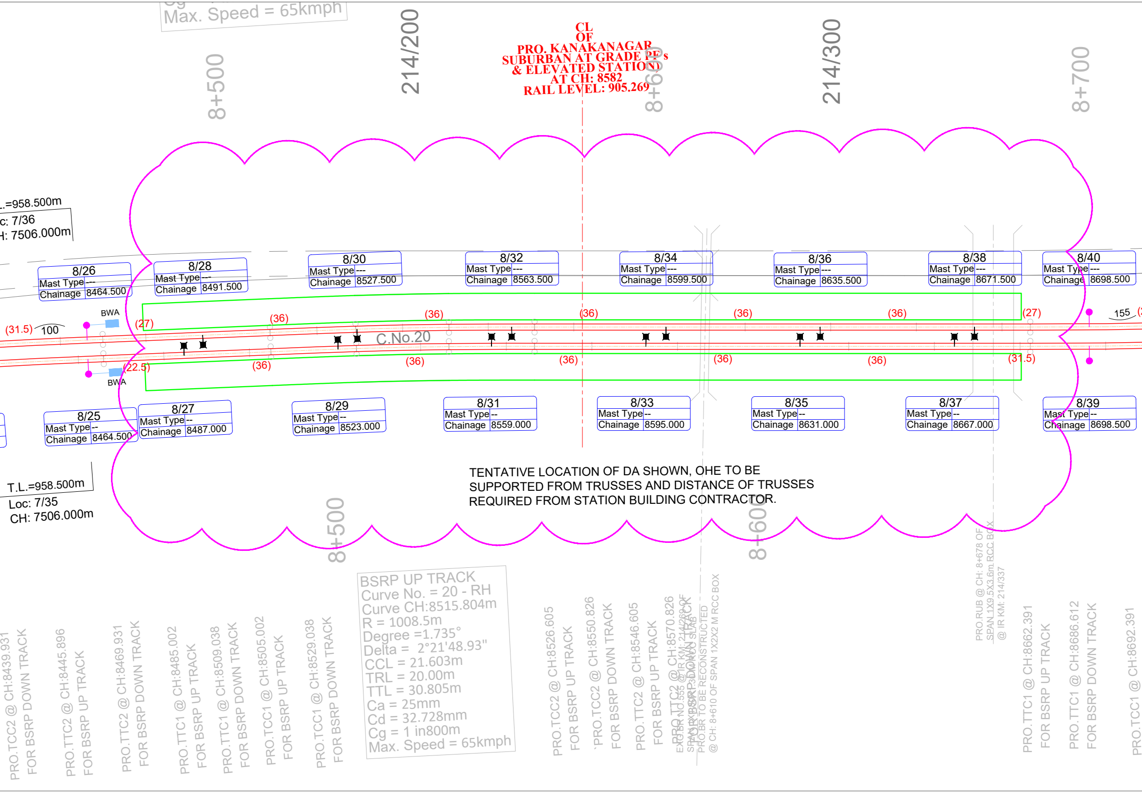

212/900
7+300
213/000
7+400
213/100
7/16
Mast Type ---
Chainage 7258.500
7/18
Mast Type ---
Chainage 7285.500
7/20
Mast Type ---
Chainage 7312.500
7/22
Mast Type ---
Chainage 7339.500
7/24
Mast Type ---
Chainage 7362.000
7/15
Mast Type --
Chainage 7258.500
7/17
Mast Type --
Chainage 7285.500
7/19
Mast Type --
Chainage 7312.500
7/21
Mast Type --
Chainage 7339.500
7/23
Mast Type --
Chainage 7362.000
(31.5)
(36)
70 (27)
250 (27)
205 (27)
140 (22.5)
140 (22.5)
C.No.18
BSRP UP TRACK
Curve No. = 18 - RH
Curve CH:7362.284m
R = 445.5m
Degree = 3.928°
Delta = 29°07'55.30"
CCL = 176.514m
TRL = 50.00m
TTL = 140.820m
Ca = 65mm
Cd = 65.681mm
Cg = 1 in769m
Max. Speed = 65kmph
7+300
PRO.TTC1 @ CH:7243.942
FOR BSRP UP TRACK
PRO.TCC1 @ CH:7293.942
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:7274.027
FOR BSRP UP TRACK
EXG.BR NO.552 @ IR KM: 213/066 OF
SPAN 1X1.80X3.00 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED @
CH: 7+412 OF SPAN 1X2X3.7 M RCC BOX
7/26
Mast Type ---
Chainage 7384.500
7/28
Mast Type ---
Chainage 7407.000
7/30
Mast Type ---
Chainage 7438.500
7/32
Mast Type ---
Chainage 7461.000
7/34
Mast Type ---
Chainage 7483.500
7/25
Mast Type --
Chainage 7384.500
7/27
Mast Type --
Chainage 7407.000
7/29
Mast Type --
Chainage 7438.500
7/31
Mast Type --
Chainage 7461.000
7/33
Mast Type --
Chainage 7483.500
7362.000
(22.5)
140 (22.5)
275 (31.5)
140 (22.5)
145 (22.5)
90
.18
BSRP DOWN TRACK
Curve No. = 18 - RH
Curve CH:7383.343m
R = 450m
Degree = 3.889°
Delta = 29°07'55.30"
CCL = 178.802m
TRL = 50.00m
TTL = 141.989m
Ca = 65mm
Cd = 64.374mm
Cg = 1 in769m
Max. Speed = 65kmph
7+400
R NO.552 @ IR KM: 213/066 OF
N 1X1.80X3.00 M RCC SLAB
BR TO BE RECONSTRUCTED @
7+412 OF SPAN 1X2X3.7 M RCC BOX
RO.RUB IN LIEU OF LC No.43 @ CH: 7+426
OF SPAN 1X9.5X4.5 M RCC BOX
@ IR KM:213/086
PRO.TCC2 @ CH:7472.744
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:7472.744
FOR BSRP UP TRACK


7+500
213/200
7+600
213/300
7+700
T.L.=958.50.000m
Loc:8/26
CH: 8464.500m
UIOL
FOR DN LINE
CH: 7573.500
T.L.=1251.000m
Loc: 6/34
CH: 6390.000m
7/36
Mast Type ---
Chainage 7506.000
7/38
Mast Type ---
Chainage 7537.500
7/40
Mast Type ---
Chainage 7573.500
7/42
Mast Type ---
Chainage 7609.500
7/44
Mast Type ---
Chainage 7641.000
7/46
Mast Type ---
Chainage 7677.000
7/48
Mast Type ---
Chainage 7722.000
BWA
2.5)
(31.5)
(36)
(36)
(31.5)
BWA
(36)
(45)
BWA
BWA
7/35
Mast Type --
Chainage 7506.000
7/37
Mast Type --
Chainage 7537.500
7/39
Mast Type --
Chainage 7573.500
7/41
Mast Type --
Chainage 7609.500
7/43
Mast Type --
Chainage 7641.000
7/45
Mast Type --
Chainage 7677.000
7/47
Mast Type --
Chainage 7722.000
T.L.=958.50.000m
Loc:8/25
CH: 8464.500m
UIOL
FOR UP LINE
CH: 7573.500
T.L.=1251.000m
Loc: 6/33
CH: 6390.000m
7+500
7+600
7+700
PRO.TTC2 @ CH:7494.034
FOR BSRP UP TRACK
PRO.TTC2 @ CH:7522.744
FOR BSRP DOWN TRACK
EXG.LC NO.143 @ IR KM:213/206
SPL CLASS/ENGG(M),INTERLOCKING,
TVUs=256530, AUG21
@ BSRP CH: 7+552
PRO.ADDITIONAL RUB @ CH: 7+660 OF
SPAN 1X9.5X3.6 M RCC BOX
@ IR KM:213/315
Tension Line Crossing
KM: 213/360
RP CH: 7+704


213/400
7+800
213/500
7+900
213/600
7/50
Mast Type ---
Chainage 7771.500
7/52
Mast Type ---
Chainage 7825.500
7/54
Mast Type ---
Chainage 7879.500
7/56
Mast Type ---
Chainage 7938.000
(49.5)
(54)
(54)
(58.5)
(58.
ACA
ACA
7/49
Mast Type --
Chainage 7771.500
7/51
Mast Type --
Chainage 7825.500
7/53
Mast Type --
Chainage 7879.500
7/55
Mast Type --
Chainage 7938.000
7+800
7+900

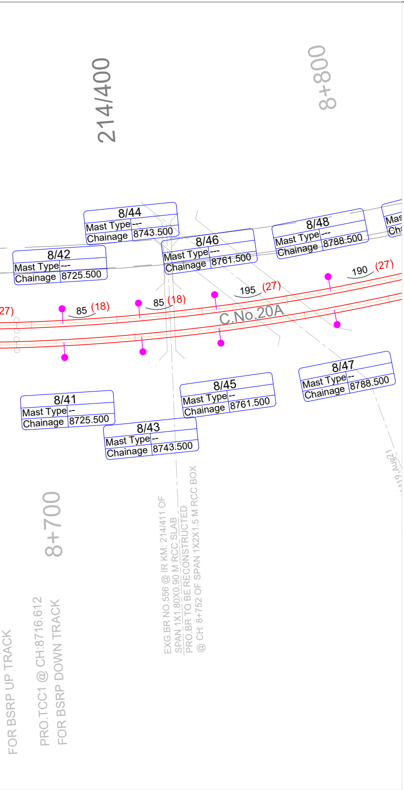
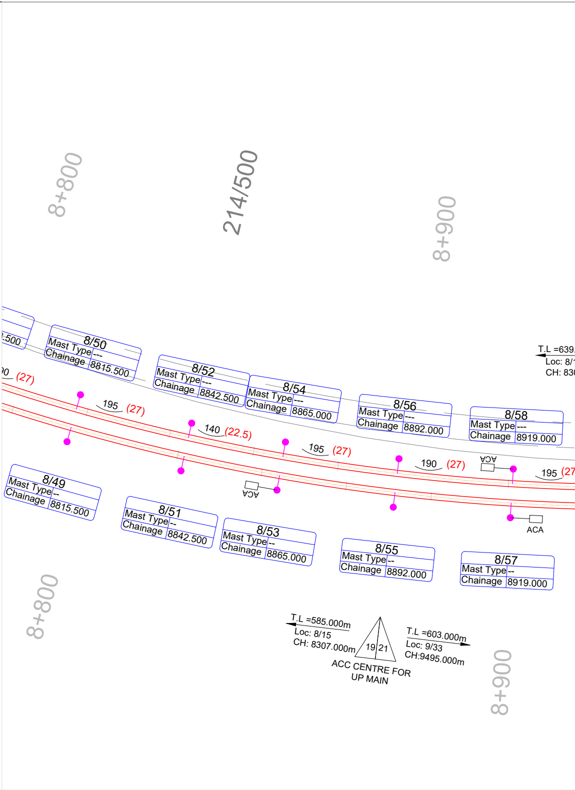

KM 8
8+000
213/700
8+100
213/800
8+200
ACC CENTRE FOR
DN MAIN
11
13
T.L =490.500m
Loc: 7/36
CH: 7506.000m
T.L =468.000m
Loc: 8/26
CH:8464.500m
T.L.=1534.500m
Loc:6/34
CH: 6565.500m
T.L.=1638.000m
Loc: 9/46
CH: 9738.000m
7/58
Mast Type ---
Chainage 7996.500
8/2
Mast Type ---
Chainage 8050.500
8/4
Mast Type ---
Chainage 8100.000
8/6
Mast Type ---
Chainage 8145.000
8/8
Mast Type ---
Chainage 8185.500
ACA
RCA/OPCA
RCA/OPCA
.5)
(54)
(49.5)
(45)
(40.5)
(31.5
ACA
RCA/OPCA
RCA/OPCA
7/57
Mast Type --
Chainage 7996.500
8/1
Mast Type --
Chainage 8050.500
8/3
Mast Type --
Chainage 8100.000
8/5
Mast Type --
Chainage 8145.000
8/7
Mast Type --
Chainage 8185.500
T.L =490.500m
Loc: 7/35
CH: 7506.000m
11
13
T.L =468.000m
Loc: 8/25
CH:8464.500m
ACC CENTRE FOR
UP MAIN
8+000
T.L.=1534.500m
Loc:6/33
CH: 6565.500m
T.L.=1638.000m
Loc: 9/45
CH: 9738.000m
8+100
PRO.RUB IN LIEU OF LC No.144
@ CH: 8+125
OF SPAN 1X9.5X3.6 M RCC BOX
@ IR KM: 213/779
O.TTC1 @ CH:8163.384
OR BSRP UP TRACK
O.TTC1 @ CH:8185.588
IR KM: 213/858
R BSRP DOWN TRACK
INTERLOCKING,
PRO.TCC1 @ CH:8193.384

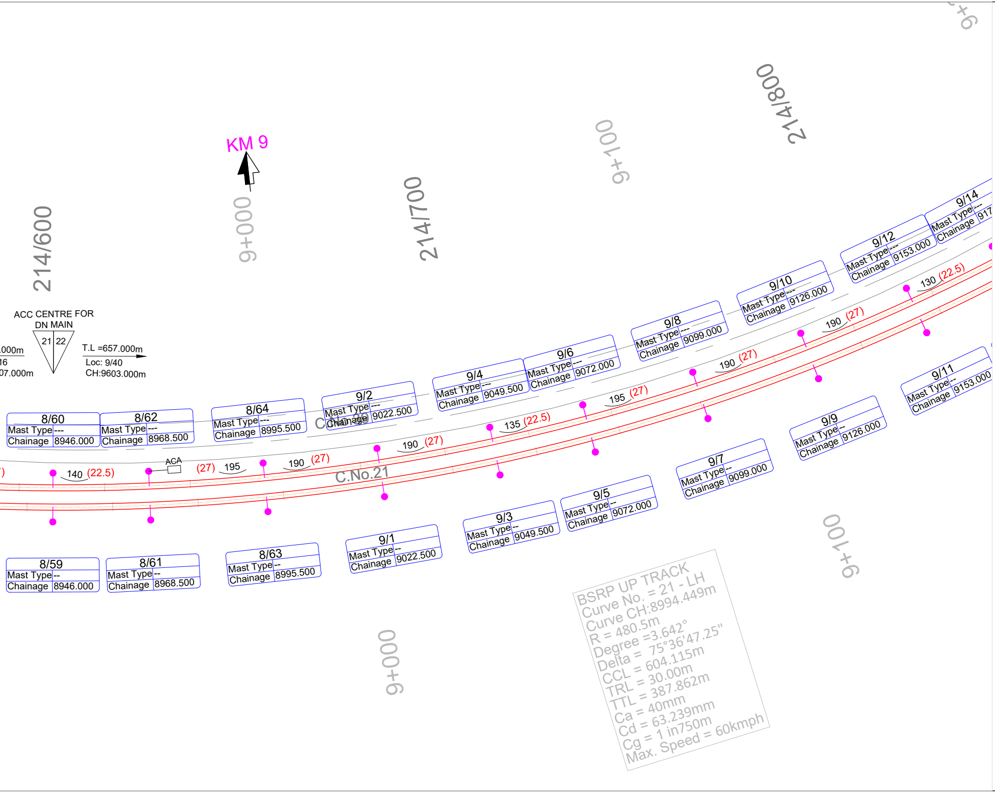

213/900
214/000
214/100
8+200
8+300
8+300
8+400
8+400
T.L.= 1296.00m
Loc: 9/40
CH: 9603.000m
T.L.=1188.000m
Loc:9/33
CH: 9495.000m
UIOL
FOR DN LINE
CH: 8385.750
UIOL
FOR UP LINE
CH: 8385.750
8/10 Mast Type --- Chainage 8217.000
8/12 Mast Type --- Chainage 8248.500
8/14 Mast Type --- Chainage 8280.000
8/16 Mast Type --- Chainage 8307.000
8/18 Mast Type --- Chainage 8338.500
8/20 Mast Type --- Chainage 8370.000
8/22 Mast Type --- Chainage 8401.500
8/24 Mast Type --- Chainage 8433.000
8/9 Mast Type -- Chainage 8217.000
8/11 Mast Type -- Chainage 8248.500
8/13 Mast Type -- Chainage 8280.000
8/15 Mast Type -- Chainage 8307.000
8/17 Mast Type -- Chainage 8338.500
8/19 Mast Type -- Chainage 8370.000
8/21 Mast Type -- Chainage 8401.500
8/23 Mast Type -- Chainage 8433.000
XX (31.5)
200 (31.5)
145 (27)
200 (31.5)
200 (31.5)
200 (31.5)
200 (31.5)
BWA
BWA
C.No.19
C.No.18
BSRP UP TRACK
Curve No. = 19 - RH
Curve CH:8304.640m
R = 620.5m
Degree =2.820°
Delta = 23°18'59.34"
CCL = 222.512m
TRL = 30.00m
TTL = 143.040m
Ca = 40mm
Cd = 53.825mm
Cg = 1 in 750m
Max. Speed = 65kmph
BSRP DOWN TRACK
Curve No. = 19 - RH
Curve CH:8327.760m
R = 625m
Degree =2.800°
Delta = 23°18'59.34"
CCL = 224.343m
TRL = 30.00m
TTL = 143.968m
Ca = 40mm
Cd = 53.150mm
Cg = 1 in750m
Speed = 65kmph
FOR BSRP UP TRACK
PRO.TCC1 @ CH:8215.588
FOR BSRP DOWN TRACK
EXG.BR NO.553 @ IR KM: 213/896
EXG.BR NO.554 @ IR KM: 214/037 OF SPAN 1X0.80X0.80 M RCC PIPE
PRO.BR TO BE RECONSTRUCTED
PRO.TCC2 @ CH:8385.750
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:8415.896
FOR BSRP UP TRACK


Max. Speed = 65kmph
8+500
214/200
CL
OF
PRO. KANAKANAGAR
SUBURBAN AT GRADE PF's
& ELEVATED STATION
AT CH: 8582
RAIL LEVEL: 905.269
8+600
214/300
8+700
T.L.=958.500m
Loc: 7/36
CH: 7506.000m
8/26
Mast Type ---
Chainage 8464.500
8/28
Mast Type ---
Chainage 8491.500
8/30
Mast Type ---
Chainage 8527.500
8/32
Mast Type ---
Chainage 8563.500
8/34
Mast Type ---
Chainage 8599.500
8/36
Mast Type ---
Chainage 8635.500
8/38
Mast Type ---
Chainage 8671.500
8/40
Mast Type ---
Chainage 8698.500
BWA
(31.5)
100
(27)
(36)
(36)
(36)
(36)
(36)
(27)
155
C.No.20
(22.5)
(36)
(36)
(36)
(36)
(36)
(31.5)
BWA
8/25
Mast Type --
Chainage 8464.500
8/27
Mast Type --
Chainage 8487.000
8/29
Mast Type --
Chainage 8523.000
8/31
Mast Type --
Chainage 8559.000
8/33
Mast Type --
Chainage 8595.000
8/35
Mast Type --
Chainage 8631.000
8/37
Mast Type --
Chainage 8667.000
8/39
Mast Type --
Chainage 8698.500
T.L.=958.500m
Loc: 7/35
CH: 7506.000m
8+500
8+600
PRO.TCC2 @ CH:8439.931
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:8445.896
FOR BSRP UP TRACK
PRO.TTC2 @ CH:8469.931
FOR BSRP DOWN TRACK
PRO.TTC1 @ CH:8485.002
FOR BSRP UP TRACK
PRO.TTC1 @ CH:8509.038
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:8505.002
FOR BSRP UP TRACK
PRO.TCC1 @ CH:8529.038
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:8526.605
FOR BSRP UP TRACK
PRO.TCC2 @ CH:8550.826
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:8546.605
FOR BSRP UP TRACK
PRO.TTC2 @ CH:8570.826
FOR BSRP DOWN TRACK
EXG.BR NO.555 @ IR KM: 214/269 OF
SPAN 1X8.30M RCC SLAB
PRO.BR TO BE RECONSTRUCTED
@ CH: 8+610 OF SPAN 1X2X2 M RCC BOX
PRO.RUB @ CH: 8+678 OF
SPAN 1X9.5X3.6m RCC BOX
@ IR KM: 214/337
PRO.TTC1 @ CH:8662.391
FOR BSRP UP TRACK
PRO.TTC1 @ CH:8686.612
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:8692.391

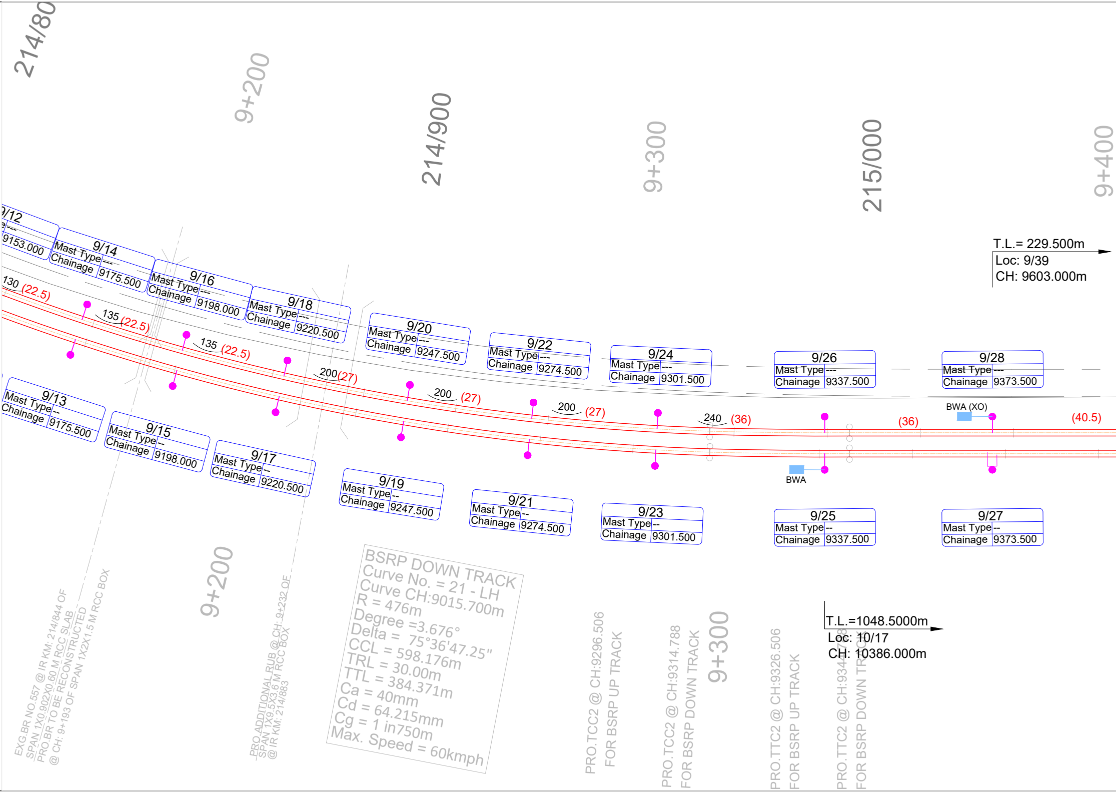
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AND DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.

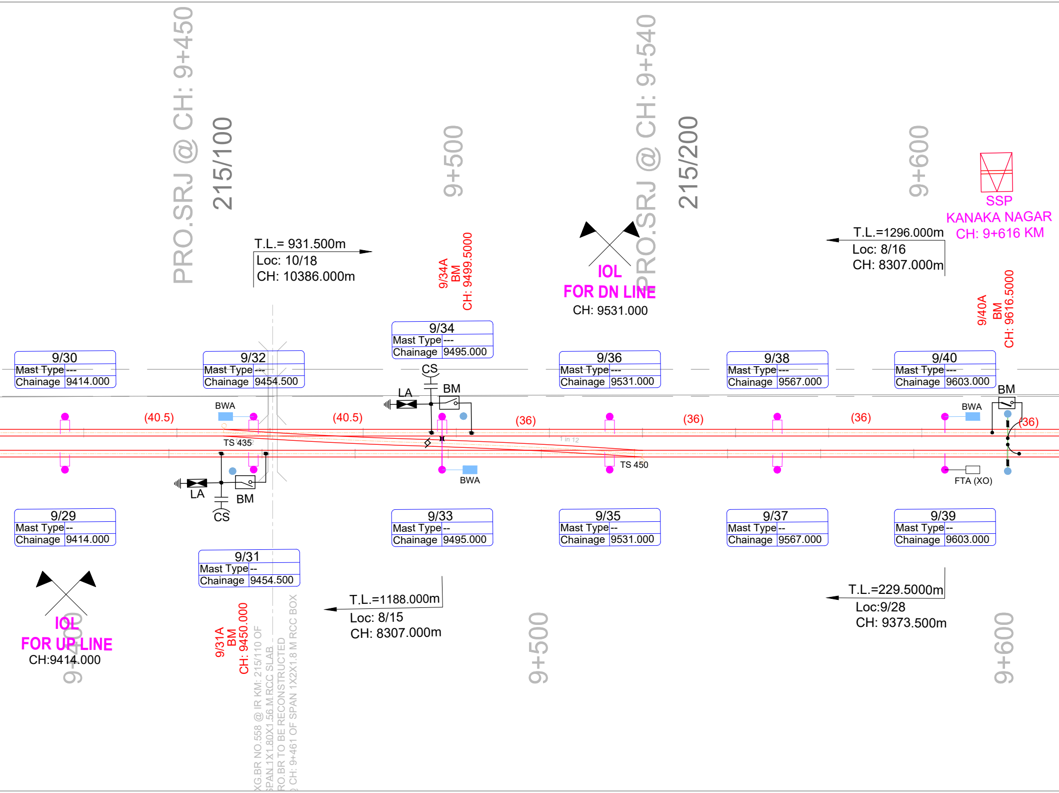
BSRP UP TRACK
Curve No. = 20 - RH
Curve CH:8515.804m
R = 1008.5m
Degree =1.735°
Delta = 2°21'48.93"
CCL = 21.603m
TRL = 20.00m
TTL = 30.805m
Ca = 25mm
Cd = 32.728mm
Cg = 1 in800m
Max. Speed = 65kmph

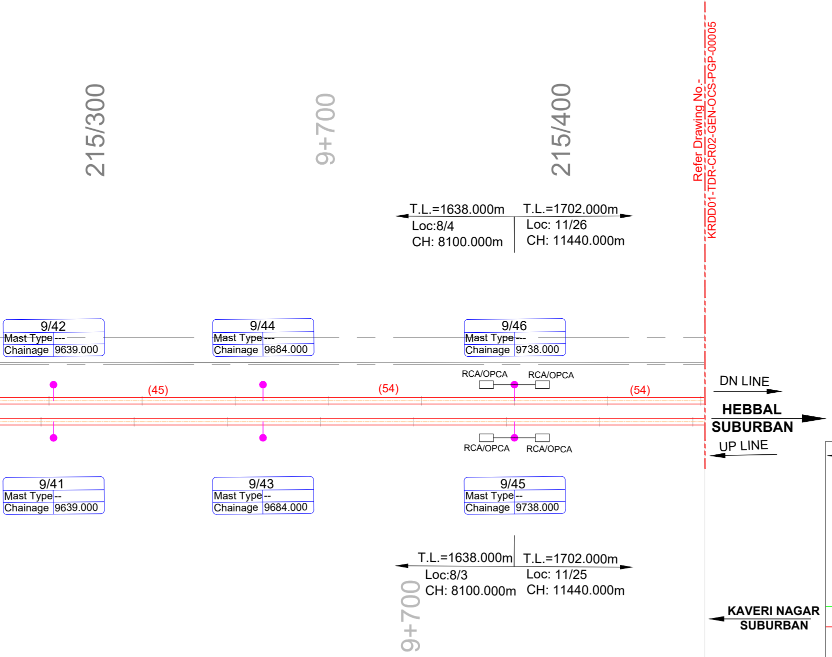

214/400
8+800
8/44
Mast Type ---
Chainage 8743.500
8/42
Mast Type ---
Chainage 8725.500
8/46
Mast Type ---
Chainage 8761.500
8/48
Mast Type ---
Chainage 8788.500
85 (18)
85 (18)
195 (27)
190 (27)
(27)
C.No.20A
8/41
Mast Type --
Chainage 8725.500
8/43
Mast Type --
Chainage 8743.500
8/45
Mast Type --
Chainage 8761.500
8/47
Mast Type --
Chainage 8788.500
8+700
FOR BSRP UP TRACK
PRO.TCC1 @ CH:8716.612
FOR BSRP DOWN TRACK
EXG.BR NO.556 @ IR KM: 214/411 OF
SPAN 1X1.80X0.90 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED
@ CH: 8+752 OF SPAN 1X2X1.5 M RCC BOX

8+800
214/500
8+900
8/50
Mast Type ---
Chainage 8815.500
8/52
Mast Type ---
Chainage 8842.500
8/54
Mast Type ---
Chainage 8865.000
8/56
Mast Type ---
Chainage 8892.000
8/58
Mast Type ---
Chainage 8919.000
T.L =639.
Loc: 8/1
CH: 830
(27)
195 (27)
140 (22.5)
195 (27)
190 (27)
195 (27
ACA
ACA
ACA
8/49
Mast Type --
Chainage 8815.500
8/51
Mast Type --
Chainage 8842.500
8/53
Mast Type --
Chainage 8865.000
8/55
Mast Type --
Chainage 8892.000
8/57
Mast Type --
Chainage 8919.000
8+800
T.L =585.000m
Loc: 8/15
CH: 8307.000m
19 21
T.L =603.000m
Loc: 9/33
CH:9495.000m
ACC CENTRE FOR
UP MAIN
8+900

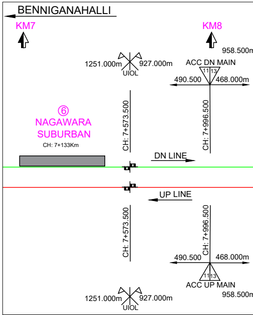


KM 9
214/600
9+000
214/700
9+100
214/800
ACC CENTRE FOR
DN MAIN
21
22
.000m
16
07.000m
T.L =657.000m
Loc: 9/40
CH:9603.000m
8/60
Mast Type ---
Chainage 8946.000
8/62
Mast Type ---
Chainage 8968.500
8/64
Mast Type ---
Chainage 8995.500
9/2
Mast Type ---
Chainage 9022.500
C.No.20
9/4
Mast Type ---
Chainage 9049.500
9/6
Mast Type ---
Chainage 9072.000
9/8
Mast Type ---
Chainage 9099.000
9/10
Mast Type ---
Chainage 9126.000
9/12
Mast Type ---
Chainage 9153.000
9/14
Mast Type ---
Chainage 917
140 (22.5)
ACA
(27) 195
190 (27)
190 (27)
135 (22.5)
195 (27)
190 (27)
190 (27)
130 (22.5)
C.No.21
8/59
Mast Type --
Chainage 8946.000
8/61
Mast Type --
Chainage 8968.500
8/63
Mast Type --
Chainage 8995.500
9/1
Mast Type --
Chainage 9022.500
9/3
Mast Type --
Chainage 9049.500
9/5
Mast Type --
Chainage 9072.000
9/7
Mast Type --
Chainage 9099.000
9/9
Mast Type --
Chainage 9126.000
9/11
Mast Type --
Chainage 9153.000
9+000
9+100
BSRP UP TRACK
Curve No. = 21 - LH
Curve CH:8994.449m
R = 480.5m
Degree =3.642°
Delta = 75°36'47.25"
CCL = 604.115m
TRL = 30.00m
TTL = 387.862m
Ca = 40mm
Cd = 63.239mm
Cg = 1 in750m
Max. Speed = 60kmph


214/80
9+200
214/900
9+300
215/000
9+400
9/12
Mast Type ---
Chainage 9153.000
9/14
Mast Type ---
Chainage 9175.500
9/16
Mast Type ---
Chainage 9198.000
9/18
Mast Type ---
Chainage 9220.500
9/20
Mast Type ---
Chainage 9247.500
9/22
Mast Type ---
Chainage 9274.500
9/24
Mast Type ---
Chainage 9301.500
9/26
Mast Type ---
Chainage 9337.500
9/28
Mast Type ---
Chainage 9373.500
T.L.= 229.500m
Loc: 9/39
CH: 9603.000m
130 (22.5)
135 (22.5)
135 (22.5)
200 (27)
200 (27)
200 (27)
240 (36)
(36)
(40.5)
BWA (XO)
BWA
9/13
Mast Type --
Chainage 9175.500
9/15
Mast Type --
Chainage 9198.000
9/17
Mast Type --
Chainage 9220.500
9/19
Mast Type --
Chainage 9247.500
9/21
Mast Type --
Chainage 9274.500
9/23
Mast Type --
Chainage 9301.500
9/25
Mast Type --
Chainage 9337.500
9/27
Mast Type --
Chainage 9373.500
EXG.BR NO.557 @ IR KM: 214/844 OF
SPAN 1X0.902X0.60 M RCC SLAB
PRO.BR TO BE RECONSTRUCTED
@ CH: 9+193 OF SPAN 1X2X1.5 M RCC BOX
9+200
PRO.ADDITIONAL RUB @ CH: 9+232 OF
SPAN 1X9.5X3.6 M RCC BOX
@ IR KM: 214/883
BSRP DOWN TRACK
Curve No. = 21 - LH
Curve CH:9015.700m
R = 476m
Degree =3.676°
Delta = 75°36'47.25"
CCL = 598.176m
TRL = 30.00m
TTL = 384.371m
Ca = 40mm
Cd = 64.215mm
Cg = 1 in750m
Max. Speed = 60kmph
PRO.TCC2 @ CH:9296.506
FOR BSRP UP TRACK
PRO.TCC2 @ CH:9314.788
FOR BSRP DOWN TRACK
9+300
PRO.TTC2 @ CH:9326.506
FOR BSRP UP TRACK
PRO.TTC2 @ CH:9344.788
FOR BSRP DOWN TRACK
T.L.=1048.5000m
Loc: 10/17
CH: 10386.000m

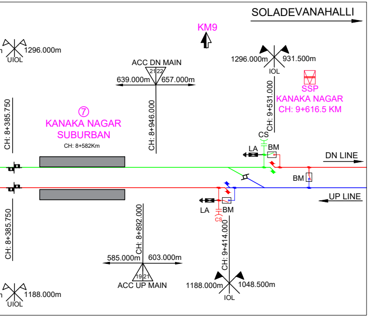

PRO.SRJ @ CH: 9+450
215/100
9+500
PRO.SRJ @ CH: 9+540
215/200
9+600
SSP
KANAKA NAGAR
CH: 9+616 KM
T.L.= 931.500m
Loc: 10/18
CH: 10386.000m
9/34A
BM
CH: 9499.5000
IOL
FOR DN LINE
CH: 9531.000
T.L.=1296.000m
Loc: 8/16
CH: 8307.000m
9/40A
BM
CH: 9616.5000
9/30
Mast Type ---
Chainage 9414.000
9/32
Mast Type ---
Chainage 9454.500
9/34
Mast Type ---
Chainage 9495.000
9/36
Mast Type ---
Chainage 9531.000
9/38
Mast Type ---
Chainage 9567.000
9/40
Mast Type ---
Chainage 9603.000
CS
LA
BM
BM
BWA
BWA
(40.5)
(40.5)
(36)
(36)
(36)
(36)
TS 435
1 in 12
TS 450
LA
BM
CS
BWA
FTA (XO)
9/29
Mast Type --
Chainage 9414.000
9/33
Mast Type --
Chainage 9495.000
9/35
Mast Type --
Chainage 9531.000
9/37
Mast Type --
Chainage 9567.000
9/39
Mast Type --
Chainage 9603.000
9/31
Mast Type --
Chainage 9454.500
IOL
FOR UP LINE
CH:9414.000
9+400
9/31A
BM
CH: 9450.000
XG.BR NO.558 @ IR KM: 215/110 OF
SPAN 1X1.80X1.56 M RCC SLAB
RO.BR TO BE RECONSTRUCTED
CH: 9+461 OF SPAN 1X2X1.8 M RCC BOX
T.L.=1188.000m
Loc: 8/15
CH: 8307.000m
9+500
T.L.=229.5000m
Loc:9/28
CH: 9373.500m
9+600


215/300
9+700
215/400
Refer Drawing No.-
KRDD01-TDR-CR02-GEN-OCS-PGP-00005
T.L.=1638.000m
Loc:8/4
CH: 8100.000m
T.L.=1702.000m
Loc: 11/26
CH: 11440.000m
9/42
Mast Type ---
Chainage 9639.000
9/44
Mast Type ---
Chainage 9684.000
9/46
Mast Type ---
Chainage 9738.000
RCA/OPCA
RCA/OPCA
(45)
(54)
(54)
RCA/OPCA
RCA/OPCA
9/41
Mast Type --
Chainage 9639.000
9/43
Mast Type --
Chainage 9684.000
9/45
Mast Type --
Chainage 9738.000
T.L.=1638.000m
Loc:8/3
CH: 8100.000m
T.L.=1702.000m
Loc: 11/25
CH: 11440.000m
9+700
DN LINE
HEBBAL
SUBURBAN
UP LINE
KAVERI NAGAR
SUBURBAN


BENNIGANAHALLI
KM7
KM8
958.500m
1251.000m
927.000m
UIOL
ACC DN MAIN
11 13
490.500
468.000m
CH: 7+573.500
CH: 7+996.500
⑥
NAGAWARA
SUBURBAN
CH: 7+133Km
DN LINE
UP LINE
CH: 7+573.500
CH: 7+996.500
490.500
468.000m
11 13
ACC UP MAIN
958.500m
1251.000m
927.000m
UIOL

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


SOLADEVANAHALLI
KM9
1296.000m
UIOL
ACC DN MAIN
21 22
639.000m
657.000m
1296.000m
931.500m
IOL
CH: 9+531.000
SSP
KANAKA NAGAR
CH: 9+616.5 KM
CH: 8+385.750
CH: 8+946.000
⑦
KANAKA NAGAR
SUBURBAN
CH: 8+582Km
CS
LA
BM
DN LINE
BM
UP LINE
LA
BM
CS
CH: 8+385.750
CH: 8+892.000
CH: 9+414.000
585.000m
603.000m
19 21
ACC UP MAIN
1188.000m
1048.500m
IOL
1188.000m
UIOL

HEBBAL
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

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	F PE
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.

FOR TENDER PURPOSE ONLY

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:

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:	Project Stage:
OHE Pegging Plan for Main Line CH: 7+015.500Km to CH: 9+738.00Km	Tender Drawing

Paper Size:	Discipline:	Date:	Scale:
297 X 5000	Power Supply & Traction System	09/08/2024	NTS

Drawing no.:	Revision:
KRDD01-TDR-CR02-GEN-OCS-PGP-00004	R0