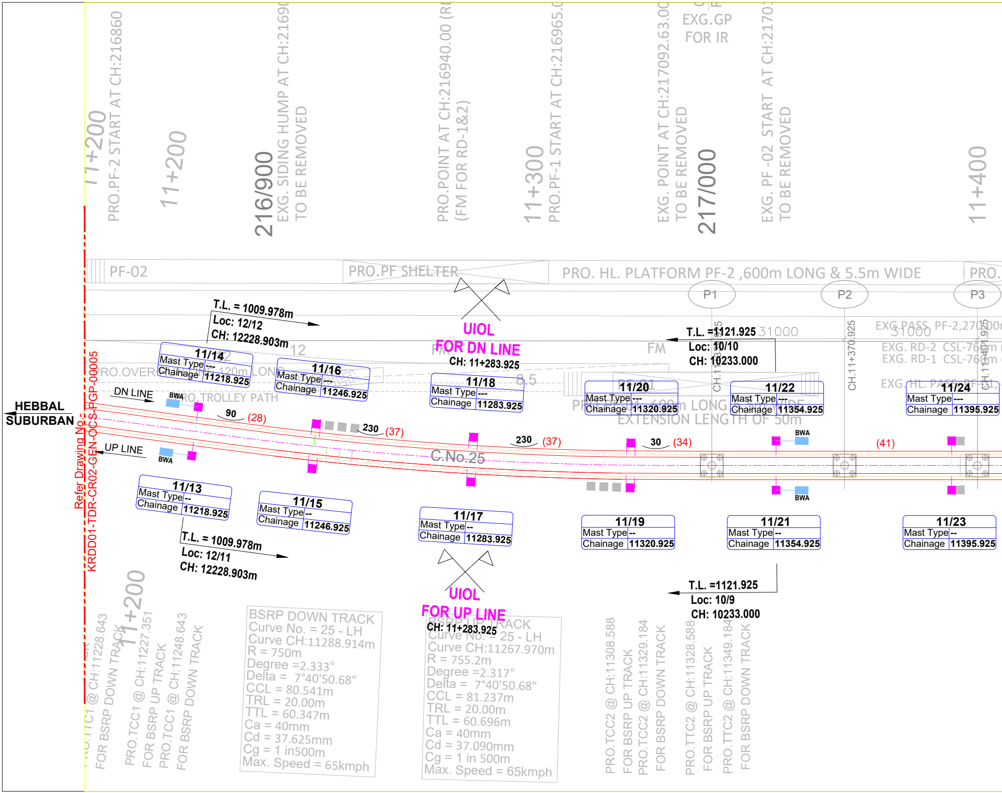
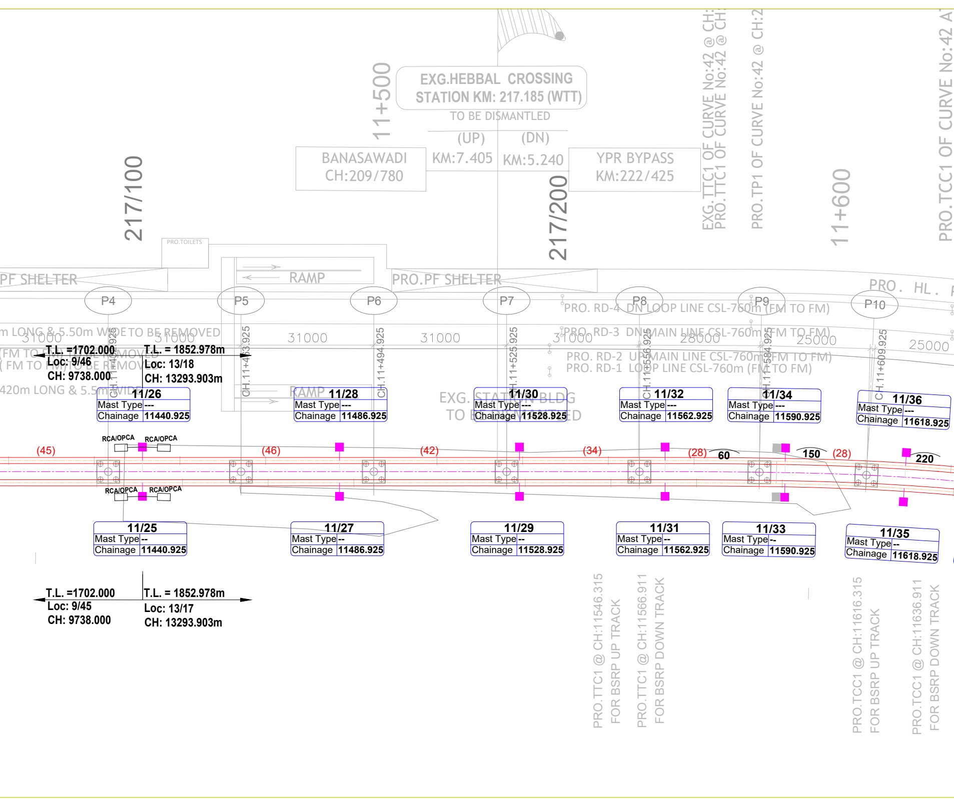

11+200
PRO.PF-2 START AT CH:216860
11+200
216/900
EXG. SIDING HUMP AT CH:21690
TO BE REMOVED
PRO.POINT AT CH:216940.00 (RD
(FM FOR RD-1&2)
11+300
PRO.PF-1 START AT CH:216965.0
EXG. POINT AT CH:217092.63.00
TO BE REMOVED
217/000
EXG.GP
FOR IR
EXG. PF -02 START AT CH:2170
TO BE REMOVED
11+400
PF-02
PRO.PF SHELTER
PRO. HL. PLATFORM PF-2 ,600m LONG & 5.5m WIDE
PRO.
P1
P2
P3
T.L. = 1009.978m
Loc: 12/12
CH: 12228.903m
UIOL
FOR DN LINE
CH: 11+283.925
T.L. =1121.925
Loc: 10/10
CH: 10233.000
31000
31000
EXG.PASS. PF-2,27000m
EXG. RD-2 CSL-760m
EXG. RD-1 CSL-760m
EXG. HL. PASS. PF-1,
CH.11+370.925
11/14
Mast Type ---
Chainage 11218.925
11/16
Mast Type ---
Chainage 11246.925
11/18
Mast Type ---
Chainage 11283.925
11/20
Mast Type ---
Chainage 11320.925
11/22
Mast Type ---
Chainage 11354.925
11/24
Mast Type ---
Chainage 11395.925
PRO.OVER ... 120m LONG
PRO.TROLLEY PATH
PRO. PF-1 600m LONG & 5.5m WIDE
EXTENSION LENGTH OF 50m
FM
FM
8.5
12
12
DN LINE
UP LINE
HEBBAL
SUBURBAN
BWA
BWA
BWA
BWA
90
(28)
230
(37)
230
(37)
30
(34)
(41)
C.No.25
Refer Drawing No.:-
KRDD01-TDR-CR02-GEN-OCS-PGP-00005
11/13
Mast Type --
Chainage 11218.925
11/15
Mast Type --
Chainage 11246.925
11/17
Mast Type --
Chainage 11283.925
11/19
Mast Type --
Chainage 11320.925
11/21
Mast Type --
Chainage 11354.925
11/23
Mast Type --
Chainage 11395.925
T.L. = 1009.978m
Loc: 12/11
CH: 12228.903m
UIOL
FOR UP LINE
CH: 11+283.925
T.L. =1121.925
Loc: 10/9
CH: 10233.000
11+200
PRO.TTC1 @ CH:11228.643
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:11227.351
FOR BSRP UP TRACK
PRO.TCC1 @ CH:11248.643
FOR BSRP DOWN TRACK
BSRP DOWN TRACK
Curve No. = 25 - LH
Curve CH:11288.914m
R = 750m
Degree =2.333°
Delta = 7°40'50.68"
CCL = 80.541m
TRL = 20.00m
TTL = 60.347m
Ca = 40mm
Cd = 37.625mm
Cg = 1 in500m
Max. Speed = 65kmph
BSRP UP TRACK
Curve No. = 25 - LH
Curve CH:11267.970m
R = 755.2m
Degree =2.317°
Delta = 7°40'50.68"
CCL = 81.237m
TRL = 20.00m
TTL = 60.696m
Ca = 40mm
Cd = 37.090mm
Cg = 1 in 500m
Max. Speed = 65kmph
PRO.TCC2 @ CH:11308.588
FOR BSRP UP TRACK
PRO.TCC2 @ CH:11329.184
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:11328.588
FOR BSRP UP TRACK
PRO.TTC2 @ CH:11349.184
FOR BSRP DOWN TRACK


EXG.HEBBAL CROSSING
STATION KM: 217.185 (WTT)
TO BE DISMANTLED
(UP)
(DN)
KM:7.405
KM:5.240
BANASAWADI
CH:209/780
YPR BYPASS
KM:222/425
11+500
217/100
217/200
11+600
EXG.TTC1 OF CURVE No:42 @ CH:
PRO.TTC1 OF CURVE No:42 @ CH:
PRO.TP1 OF CURVE No:42 @ CH:2
PRO.TCC1 OF CURVE No:42 A
PRO.TOILETS
PF SHELTER
RAMP
PRO.PF SHELTER
PRO. HL.
P4
P5
P6
P7
P8
P9
P10
PRO. RD-4 DN LOOP LINE CSL-760m (FM TO FM)
PRO. RD-3 DN MAIN LINE CSL-760m (FM TO FM)
PRO. RD-2 UP MAIN LINE CSL-760m (FM TO FM)
PRO. RD-1 LOOP LINE CSL-760m (FM TO FM)
m LONG & 5.50m WIDE TO BE REMOVED
(FM TO FM) TO BE REMOVED
(FM TO FM) TO BE REMOVED
420m LONG & 5.5m WIDE
EXG. STATION BLDG
TO BE DISMANTLED
31000
31000
31000
31000
31000
28000
25000
25000
CH.11+463.925
CH.11+494.925
CH.11+525.925
CH.11+556.925
CH.11+584.925
CH.11+609.925
T.L. =1702.000
Loc: 9/46
CH: 9738.000
T.L. = 1852.978m
Loc: 13/18
CH: 13293.903m
RCA/OPCA
RCA/OPCA
RCA/OPCA
RCA/OPCA
(45)
(46)
(42)
(34)
(28)
60
150
(28)
220
T.L. =1702.000
Loc: 9/45
CH: 9738.000
T.L. = 1852.978m
Loc: 13/17
CH: 13293.903m
PRO.TTC1 @ CH:11546.315
FOR BSRP UP TRACK
PRO.TTC1 @ CH:11566.911
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:11616.315
FOR BSRP UP TRACK
PRO.TCC1 @ CH:11636.911
FOR BSRP DOWN TRACK

11/26	
Mast Type	---
Chainage	11440.925

11/28	
Mast Type	---
Chainage	11486.925

11/30	
Mast Type	---
Chainage	11528.925

11/32	
Mast Type	---
Chainage	11562.925

11/34	
Mast Type	---
Chainage	11590.925

11/36	
Mast Type	---
Chainage	11618.925

11/25	
Mast Type	--
Chainage	11440.925

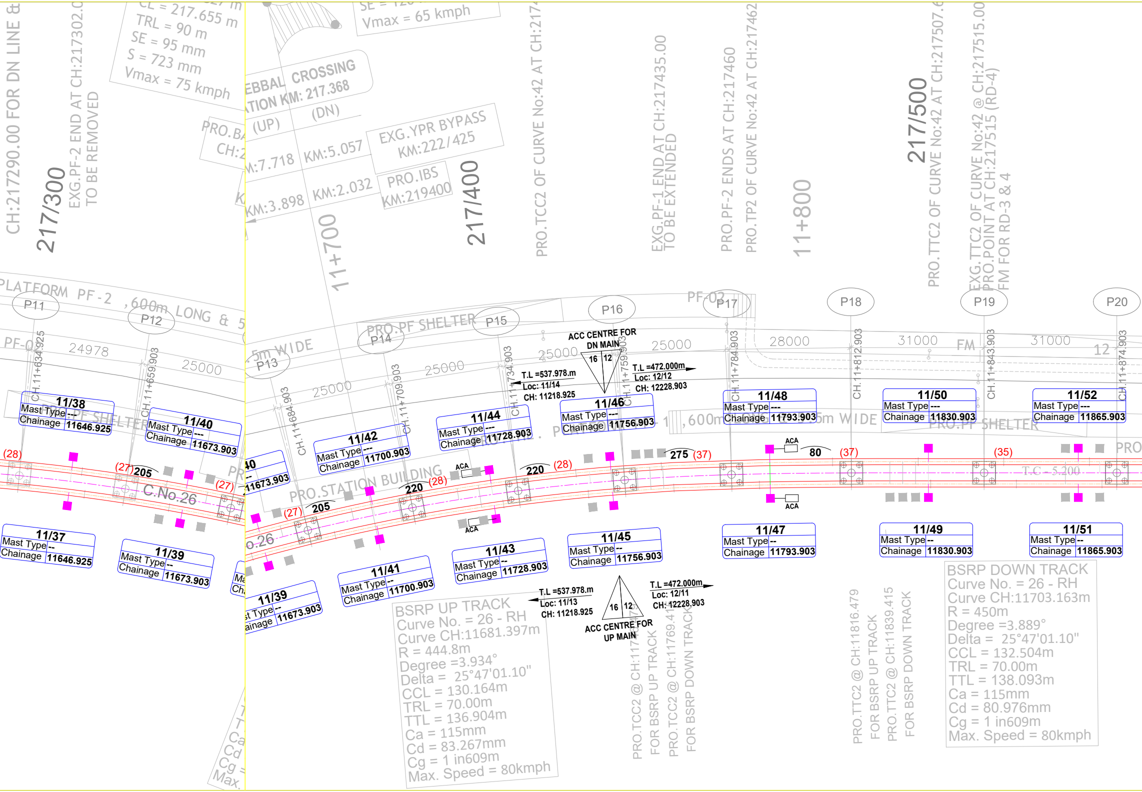
11/27	
Mast Type	--
Chainage	11486.925

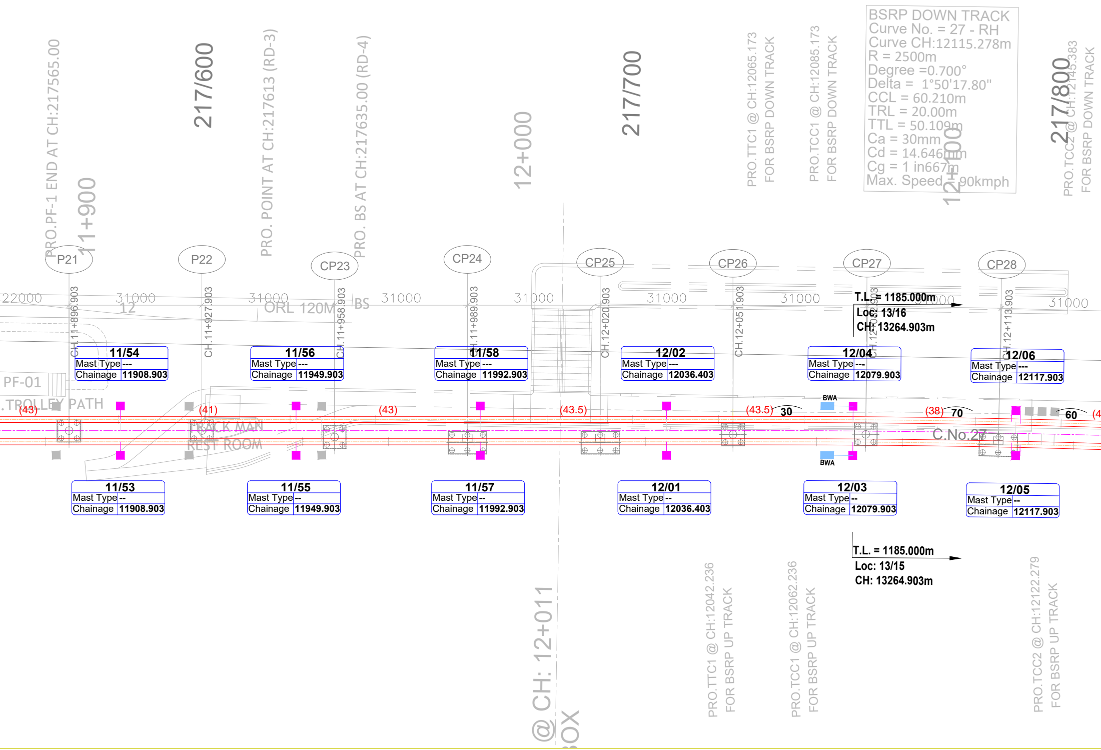
11/29	
Mast Type	--
Chainage	11528.925

11/31	
Mast Type	--
Chainage	11562.925

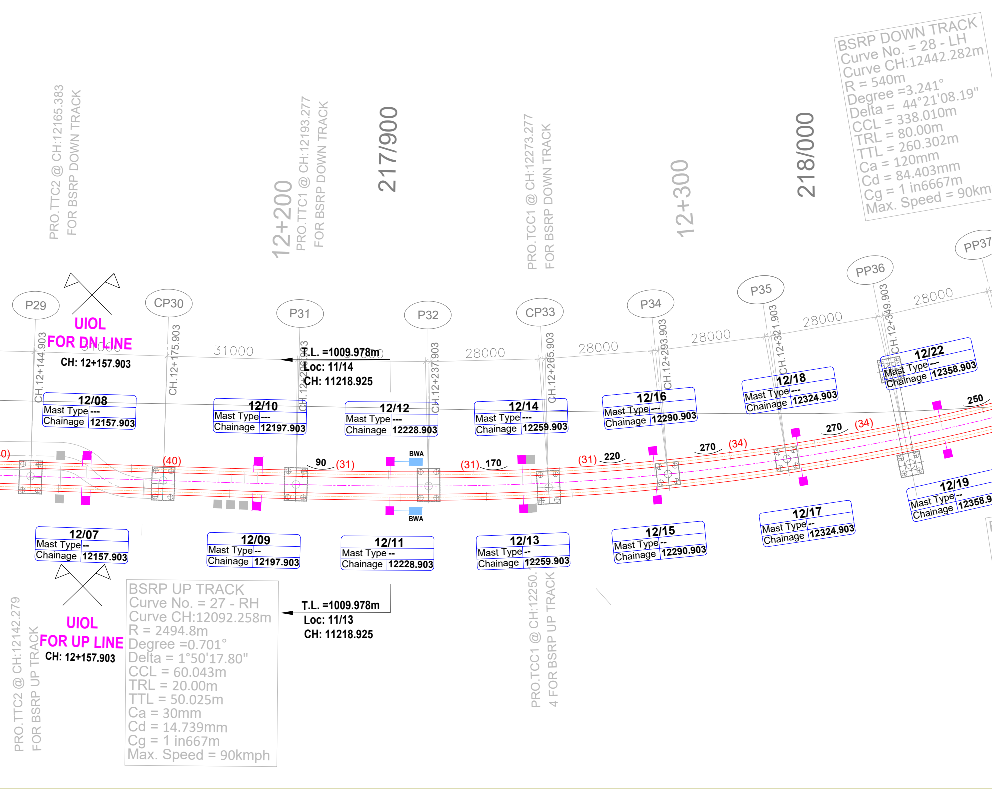
11/33	
Mast Type	--
Chainage	11590.925

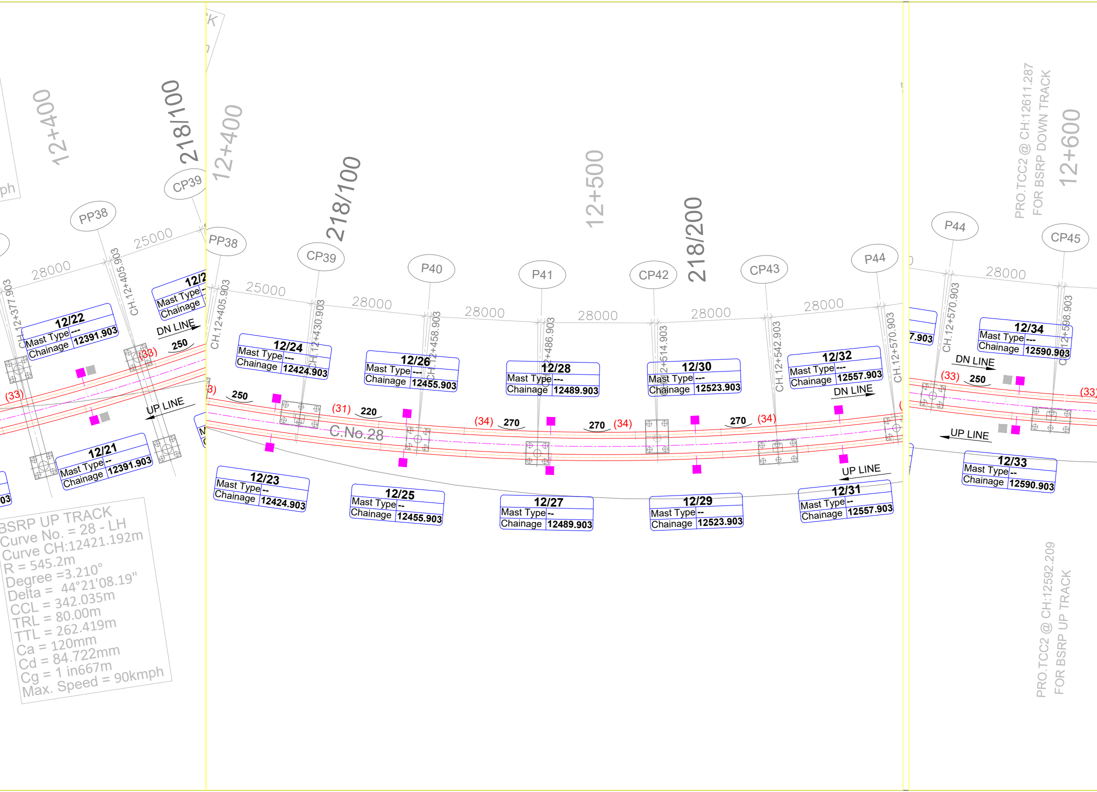
11/35	
Mast Type	--
Chainage	11618.925


CH:217290.00 FOR DN LINE &
217/300
EXG.PF-2 END AT CH:217302.0
TO BE REMOVED
CL = 217.655 m
TRL = 90 m
SE = 95 mm
S = 723 mm
Vmax = 75 kmph
SE = 120
Vmax = 65 kmph
EBBAL CROSSING
ATION KM: 217.368
(UP)
(DN)
PRO.B
CH:2
KM:7.718
KM:5.057
KM:3.898
KM:2.032
EXG.YPR BYPASS
KM:222/425
PRO.IBS
KM:219400
11+700
217/400
PRO.TCC2 OF CURVE No:42 AT CH:217
EXG.PF-1 END AT CH:217435.00
TO BE EXTENDED
PRO.PF-2 ENDS AT CH:217460
PRO.TP2 OF CURVE No:42 AT CH:217462
11+800
217/500
PRO.TTC2 OF CURVE No:42 AT CH:217507.6
EXG.TTC2 OF CURVE No:42 @ CH:217515.00
PRO.POINT AT CH:217515 (RD-4)
FM FOR RD-3 & 4
PLATFORM PF-2 ,600m LONG & 5
PF-02
PRO.PF SHELTER
5m WIDE
PF-02
,600m LONG & 5m WIDE
PRO.PF SHELTER
PRO.STATION BUILDING
P11
P12
P13
P14
P15
P16
P17
P18
P19
P20
24978
25000
25000
25000
25000
25000
25000
28000
31000
31000
FM
12
CH.11+634.925
CH.11+659.903
CH.11+684.903
CH.11+709.903
CH.11+734.903
CH.11+759.903
CH.11+784.903
CH.11+812.903
CH.11+843.903
CH.11+874.903
11/38
Mast Type ---
Chainage 11646.925
11/40
Mast Type ---
Chainage 11673.903
40
11673.903
11/42
Mast Type ---
Chainage 11700.903
11/44
Mast Type ---
Chainage 11728.903
11/46
Mast Type ---
Chainage 11756.903
11/48
Mast Type ---
Chainage 11793.903
11/50
Mast Type ---
Chainage 11830.903
11/52
Mast Type ---
Chainage 11865.903
ACC CENTRE FOR
DN MAIN
16
12
T.L =537.978.m
Loc: 11/14
CH: 11218.925
T.L =472.000m
Loc: 12/12
CH: 12228.903
(28)
(27)
205
(27)
C.No.26
(27)
205
220
(28)
ACA
220
(28)
275
(37)
ACA
80
(37)
(35)
T.C - 5.200
PRO
ACA
ACA
11/37
Mast Type --
Chainage 11646.925
11/39
Mast Type --
Chainage 11673.903
11/39
Mast Type --
Chainage 11673.903
11/41
Mast Type --
Chainage 11700.903
11/43
Mast Type --
Chainage 11728.903
11/45
Mast Type --
Chainage 11756.903
11/47
Mast Type --
Chainage 11793.903
11/49
Mast Type --
Chainage 11830.903
11/51
Mast Type --
Chainage 11865.903
T.L =537.978.m
Loc: 11/13
CH: 11218.925
T.L =472.000m
Loc: 12/11
CH: 12228.903
16
12
ACC CENTRE FOR
UP MAIN
BSRP UP TRACK
Curve No. = 26 - RH
Curve CH:11681.397m
R = 444.8m
Degree =3.934°
Delta = 25°47'01.10"
CCL = 130.164m
TRL = 70.00m
TTL = 136.904m
Ca = 115mm
Cd = 83.267mm
Cg = 1 in609m
Max. Speed = 80kmph
PRO.TCC2 @ CH:117
FOR BSRP UP TRACK
PRO.TCC2 @ CH:11769.4
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:11816.479
FOR BSRP UP TRACK
PRO.TTC2 @ CH:11839.415
FOR BSRP DOWN TRACK
BSRP DOWN TRACK
Curve No. = 26 - RH
Curve CH:11703.163m
R = 450m
Degree =3.889°
Delta = 25°47'01.10"
CCL = 132.504m
TRL = 70.00m
TTL = 138.093m
Ca = 115mm
Cd = 80.976mm
Cg = 1 in609m
Max. Speed = 80kmph
Ca
Cd
Cg
Max.

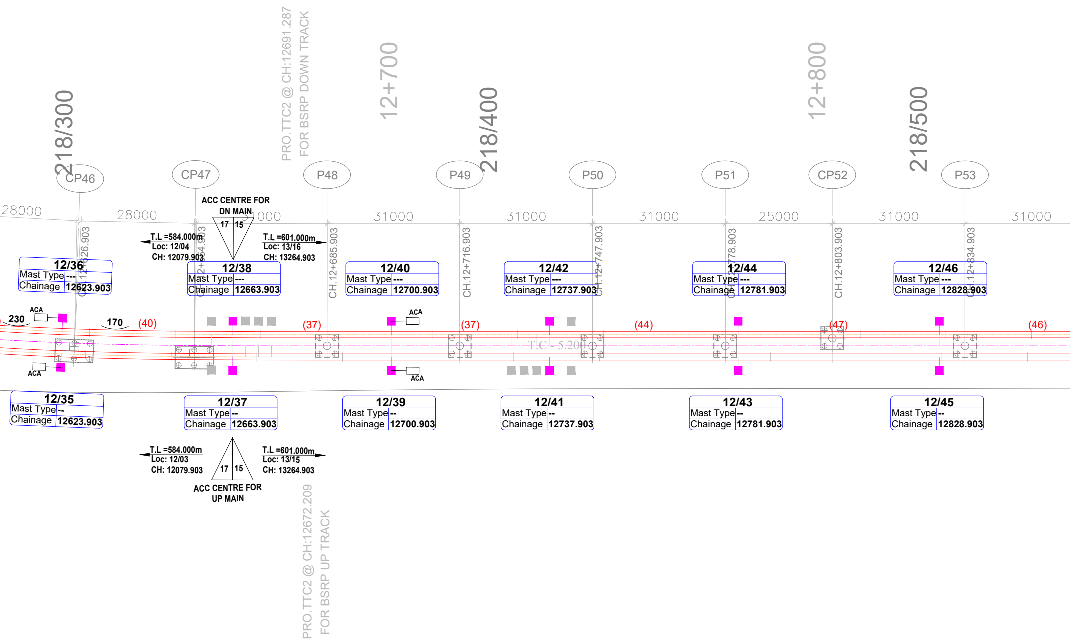


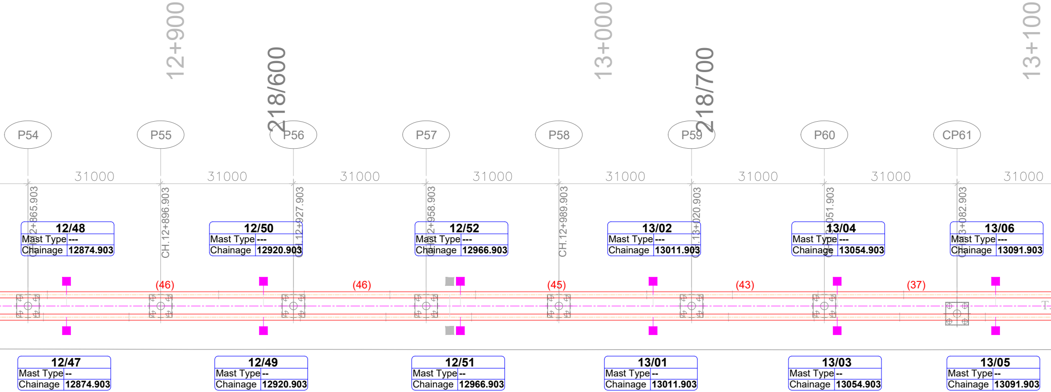
PRO.PF-1 END AT CH:217565.00
11+900
217/600
PRO. POINT AT CH:217613 (RD-3)
PRO. BS AT CH:217635.00 (RD-4)
12+000
217/700
PRO.TTC1 @ CH:12065.173
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:12085.173
FOR BSRP DOWN TRACK
BSRP DOWN TRACK
Curve No. = 27 - RH
Curve CH:12115.278m
R = 2500m
Degree =0.700°
Delta = 1°50'17.80"
CCL = 60.210m
TRL = 20.00m
TTL = 50.109m
Ca = 30mm
Cd = 14.646mm
Cg = 1 in667m
Max. Speed = 90kmph
12+100
217/800
PRO.TCC2 @ CH:12145.383
FOR BSRP DOWN TRACK
P21
P22
CP23
CP24
CP25
CP26
CP27
CP28
22000
31000
12
31000
ORL 120M
BS
31000
31000
31000
31000
31000
T.L. = 1185.000m
Loc: 13/16
CH: 13264.903m
CH.11+896.903
CH.11+927.903
CH.11+958.903
CH.11+989.903
CH.12+020.903
CH.12+051.903
CH.12+082.903
CH.12+113.903
11/54
Mast Type ---
Chainage 11908.903
11/56
Mast Type ---
Chainage 11949.903
11/58
Mast Type ---
Chainage 11992.903
12/02
Mast Type ---
Chainage 12036.403
12/04
Mast Type ---
Chainage 12079.903
12/06
Mast Type ---
Chainage 12117.903
PF-01
TROLLEY PATH
TRACK MAN
REST ROOM
(43)
(41)
(43)
(43.5)
(43.5)
30
BWA
(38)
70
60
C.No.27
BWA
11/53
Mast Type --
Chainage 11908.903
11/55
Mast Type --
Chainage 11949.903
11/57
Mast Type --
Chainage 11992.903
12/01
Mast Type --
Chainage 12036.403
12/03
Mast Type --
Chainage 12079.903
12/05
Mast Type --
Chainage 12117.903
T.L. = 1185.000m
Loc: 13/15
CH: 13264.903m
@ CH: 12+011
PRO.TTC1 @ CH:12042.236
FOR BSRP UP TRACK
PRO.TCC1 @ CH:12062.236
FOR BSRP UP TRACK
PRO.TCC2 @ CH:12122.279
FOR BSRP UP TRACK

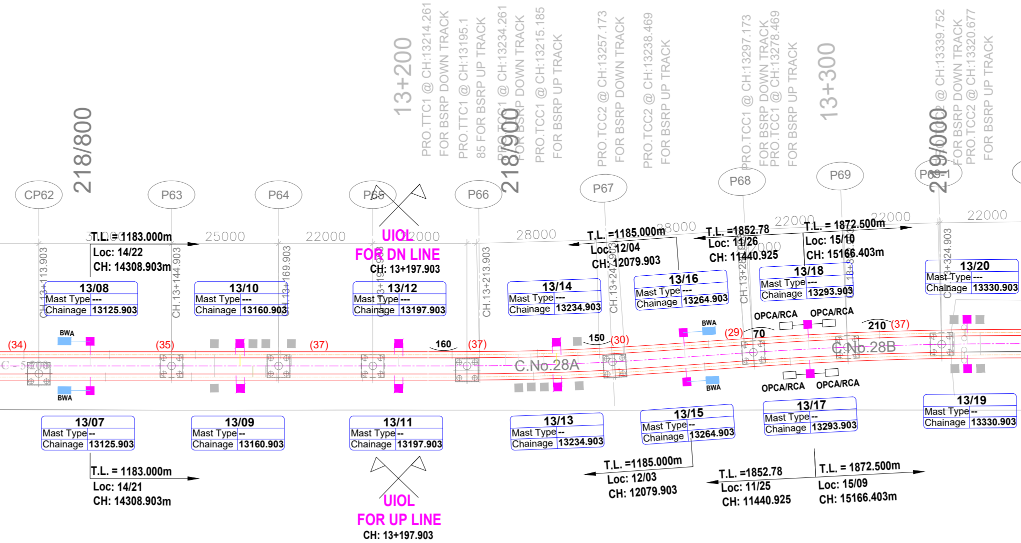

PRO.TTC2 @ CH:12165.383
FOR BSRP DOWN TRACK
12+200
PRO.TTC1 @ CH:12193.277
FOR BSRP DOWN TRACK
217/900
PRO.TCC1 @ CH:12273.277
FOR BSRP DOWN TRACK
12+300
218/000
BSRP DOWN TRACK
Curve No. = 28 - LH
Curve CH:12442.282m
R = 540m
Degree =3.241°
Delta = 44°21'08.19"
CCL = 338.010m
TRL = 80.00m
TTL = 260.302m
Ca = 120mm
Cd = 84.403mm
Cg = 1 in6667m
Max. Speed = 90km
P29
CP30
P31
P32
CP33
P34
P35
PP36
PP37
UIOL
FOR DN LINE
CH: 12+157.903
31000
28000
28000
28000
28000
28000
28000
CH.12+144.903
CH.12+175.903
CH.12+206.903
CH.12+237.903
CH.12+265.903
CH.12+293.903
CH.12+321.903
CH.12+349.903
T.L. =1009.978m
Loc: 11/14
CH: 11218.925
12/08
Mast Type ---
Chainage 12157.903
12/10
Mast Type ---
Chainage 12197.903
12/12
Mast Type ---
Chainage 12228.903
12/14
Mast Type ---
Chainage 12259.903
12/16
Mast Type ---
Chainage 12290.903
12/18
Mast Type ---
Chainage 12324.903
12/22
Mast Type ---
Chainage 12358.903
250
270
(34)
270
(34)
220
(31)
170
(31)
90
(31)
BWA
BWA
(40)
0)
12/07
Mast Type --
Chainage 12157.903
12/09
Mast Type --
Chainage 12197.903
12/11
Mast Type --
Chainage 12228.903
12/13
Mast Type --
Chainage 12259.903
12/15
Mast Type --
Chainage 12290.903
12/17
Mast Type --
Chainage 12324.903
12/19
Mast Type --
Chainage 12358.9
UIOL
FOR UP LINE
CH: 12+157.903
PRO.TTC2 @ CH:12142.279
FOR BSRP UP TRACK
BSRP UP TRACK
Curve No. = 27 - RH
Curve CH:12092.258m
R = 2494.8m
Degree =0.701°
Delta = 1°50'17.80"
CCL = 60.043m
TRL = 20.00m
TTL = 50.025m
Ca = 30mm
Cd = 14.739mm
Cg = 1 in667m
Max. Speed = 90kmph
T.L. =1009.978m
Loc: 11/13
CH: 11218.925
PRO.TCC1 @ CH:12250.
4 FOR BSRP UP TRACK

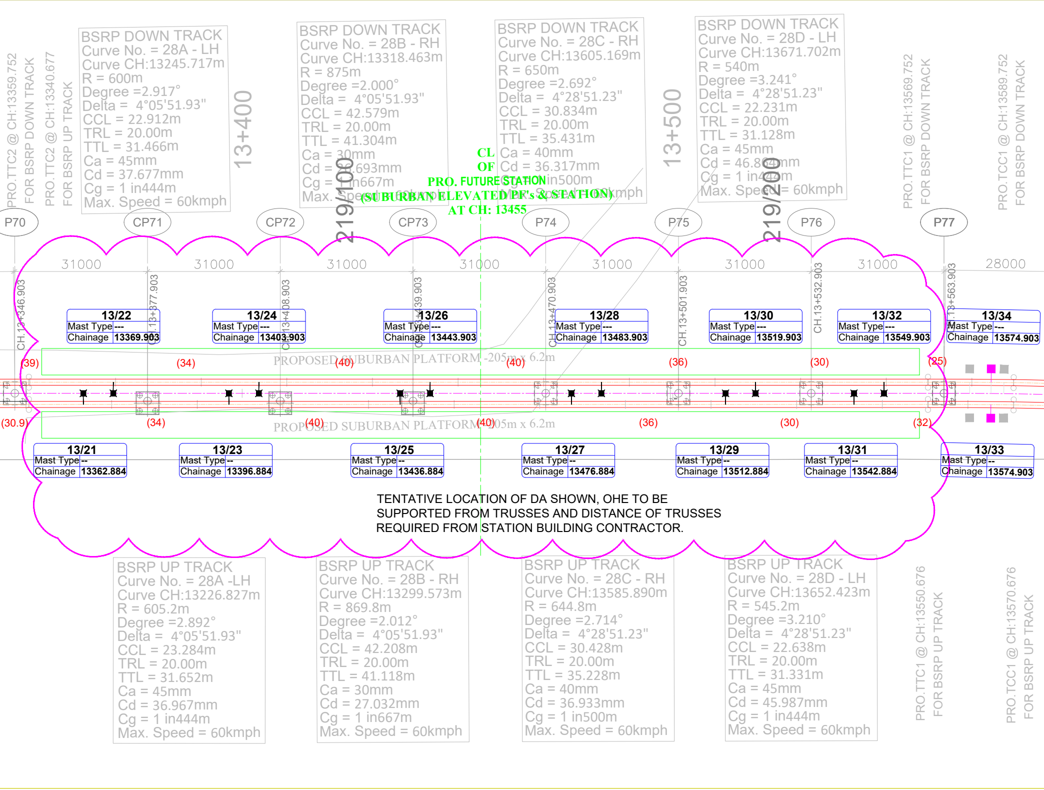


12+400
218/100
CP39
PP38
25000
28000
CH.12+405.903
CH.12+377.903
12/22
Mast Type ---
Chainage 12391.903
12/21
Mast Type --
Chainage 12391.903
DN LINE
250
(33)
UP LINE
BSRP UP TRACK
Curve No. = 28 - LH
Curve CH:12421.192m
R = 545.2m
Degree =3.210°
Delta = 44°21'08.19"
CCL = 342.035m
TRL = 80.00m
TTL = 262.419m
Ca = 120mm
Cd = 84.722mm
Cg = 1 in667m
Max. Speed = 90kmph
12+400
218/100
PP38
CP39
P40
P41
CP42
CP43
P44
12+500
218/200
25000
28000
28000
28000
28000
28000
CH.12+405.903
CH.12+430.903
CH.12+458.903
CH.12+486.903
CH.12+514.903
CH.12+542.903
CH.12+570.903
12/24
Mast Type ---
Chainage 12424.903
12/26
Mast Type ---
Chainage 12455.903
12/28
Mast Type ---
Chainage 12489.903
12/30
Mast Type ---
Chainage 12523.903
12/32
Mast Type ---
Chainage 12557.903
12/23
Mast Type --
Chainage 12424.903
12/25
Mast Type --
Chainage 12455.903
12/27
Mast Type --
Chainage 12489.903
12/29
Mast Type --
Chainage 12523.903
12/31
Mast Type --
Chainage 12557.903
250
(31)
220
(34)
270
270
(34)
270
(34)
C.No.28
DN LINE
UP LINE
PRO.TCC2 @ CH:12611.287
FOR BSRP DOWN TRACK
12+600
P44
CP45
28000
CH.12+570.903
CH.12+598.903
12/34
Mast Type ---
Chainage 12590.903
DN LINE
(33)
250
(33)
UP LINE
12/33
Mast Type --
Chainage 12590.903
PRO.TCC2 @ CH:12592.209
FOR BSRP UP TRACK


218/300
PRO.TTC2 @ CH:12691.287
FOR BSRP DOWN TRACK
12+700
218/400
12+800
218/500
CP46
CP47
P48
P49
P50
P51
CP52
P53
28000
28000
31000
31000
31000
31000
25000
31000
31000
ACC CENTRE FOR
DN MAIN
17
15
T.L =584.000m
Loc: 12/04
CH: 12079.903
T.L =601.000m
Loc: 13/16
CH: 13264.903
CH.12+626.903
CH.12+654.903
CH.12+685.903
CH.12+716.903
CH.12+747.903
CH.12+778.903
CH.12+803.903
CH.12+834.903
12/36
Mast Type ---
Chainage 12623.903
12/38
Mast Type ---
Chainage 12663.903
12/40
Mast Type ---
Chainage 12700.903
12/42
Mast Type ---
Chainage 12737.903
12/44
Mast Type ---
Chainage 12781.903
12/46
Mast Type ---
Chainage 12828.903
ACA
230
170
(40)
(37)
ACA
(37)
(44)
(47)
(46)
T.C - 5.200
ACA
ACA
12/35
Mast Type --
Chainage 12623.903
12/37
Mast Type --
Chainage 12663.903
12/39
Mast Type --
Chainage 12700.903
12/41
Mast Type --
Chainage 12737.903
12/43
Mast Type --
Chainage 12781.903
12/45
Mast Type --
Chainage 12828.903
T.L =584.000m
Loc: 12/03
CH: 12079.903
17
15
T.L =601.000m
Loc: 13/15
CH: 13264.903
ACC CENTRE FOR
UP MAIN
PRO.TTC2 @ CH:12672.209
FOR BSRP UP TRACK


12+900
218/600
13+000
218/700
13+100
P54
P55
P56
P57
P58
P59
P60
CP61
31000
31000
31000
31000
31000
31000
31000
31000
CH.12+896.903
CH.12+989.903
12/48
Mast Type ---
Chainage 12874.903
12/50
Mast Type ---
Chainage 12920.903
12/52
Mast Type ---
Chainage 12966.903
13/02
Mast Type ---
Chainage 13011.903
13/04
Mast Type ---
Chainage 13054.903
13/06
Mast Type ---
Chainage 13091.903
(46)
(46)
(45)
(43)
(37)
12/47
Mast Type --
Chainage 12874.903
12/49
Mast Type --
Chainage 12920.903
12/51
Mast Type --
Chainage 12966.903
13/01
Mast Type --
Chainage 13011.903
13/03
Mast Type --
Chainage 13054.903
13/05
Mast Type --
Chainage 13091.903


218/800
13+200
218/900
13+300
219/000
PRO.TTC1 @ CH:13214.261 FOR BSRP DOWN TRACK
PRO.TTC1 @ CH:13195.185 FOR BSRP UP TRACK
PRO.TCC1 @ CH:13234.261 FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:13215.185 FOR BSRP UP TRACK
PRO.TCC2 @ CH:13257.173 FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:13238.469 FOR BSRP UP TRACK
PRO.TCC1 @ CH:13297.173 FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:13278.469 FOR BSRP UP TRACK
PRO.TCC2 @ CH:13339.752 FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:13320.677 FOR BSRP UP TRACK
CP62
P63
P64
P65
P66
P67
P68
P69
P69-1
31000
25000
22000
22000
28000
28000
22000
22000
22000
T.L. = 1183.000m
Loc: 14/22
CH: 14308.903m
UIOL
FOR DN LINE
CH: 13+197.903
T.L. =1185.000m
Loc: 12/04
CH: 12079.903
T.L. =1852.78
Loc: 11/26
CH: 11440.925
T.L. = 1872.500m
Loc: 15/10
CH: 15166.403m
CH.13+113.903
CH.13+144.903
CH.13+169.903
CH.13+197.903
CH.13+213.903
CH.13+242.903
CH.13+280.903
CH.13+300.903
CH.13+324.903
13/08
Mast Type ---
Chainage 13125.903
13/10
Mast Type ---
Chainage 13160.903
13/12
Mast Type ---
Chainage 13197.903
13/14
Mast Type ---
Chainage 13234.903
13/16
Mast Type ---
Chainage 13264.903
13/18
Mast Type ---
Chainage 13293.903
13/20
Mast Type ---
Chainage 13330.903
BWA
BWA
BWA
BWA
OPCA/RCA
OPCA/RCA
OPCA/RCA
OPCA/RCA
(34)
(35)
(37)
(37)
(30)
(29)
(37)
160
150
70
210
C - 5000
C.No.28A
C.No.28B
13/07
Mast Type --
Chainage 13125.903
13/09
Mast Type --
Chainage 13160.903
13/11
Mast Type --
Chainage 13197.903
13/13
Mast Type --
Chainage 13234.903
13/15
Mast Type --
Chainage 13264.903
13/17
Mast Type --
Chainage 13293.903
13/19
Mast Type --
Chainage 13330.903
T.L. = 1183.000m
Loc: 14/21
CH: 14308.903m
UIOL
FOR UP LINE
CH: 13+197.903
T.L. =1185.000m
Loc: 12/03
CH: 12079.903
T.L. =1852.78
Loc: 11/25
CH: 11440.925
T.L. = 1872.500m
Loc: 15/09
CH: 15166.403m



PRO.TTC2 @ CH:13359.752
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:13340.677
FOR BSRP UP TRACK
13+400
219/100
CL
OF
PRO. FUTURE STATION
(SUBURBAN ELEVATED PF's & STATION)
AT CH: 13455
13+500
219/200
PRO.TTC1 @ CH:13569.752
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:13589.752
FOR BSRP DOWN TRACK
P70
CP71
CP72
CP73
P74
P75
P76
P77
31000
31000
31000
31000
31000
31000
31000
28000
CH.13+346.903
CH.13+377.903
CH.13+408.903
CH.13+439.903
CH.13+470.903
CH.13+501.903
CH.13+532.903
CH.13+563.903
(39)
(34)
PROPOSED SUBURBAN PLATFORM -205m x 6.2m
(40)
(40)
(36)
(30)
(25)
(30.9)
(34)
(40)
PROPOSED SUBURBAN PLATFORM -205m x 6.2m
(40)
(36)
(30)
(32)
PRO.TTC1 @ CH:13550.676
FOR BSRP UP TRACK
PRO.TCC1 @ CH:13570.676
FOR BSRP UP TRACK

BSRP DOWN TRACK
Curve No. = 28A - LH
Curve CH:13245.717m
R = 600m
Degree =2.917°
Delta = 4°05'51.93"
CCL = 22.912m
TRL = 20.00m
TTL = 31.466m
Ca = 45mm
Cd = 37.677mm
Cg = 1 in444m
Max. Speed = 60kmph

BSRP DOWN TRACK
Curve No. = 28B - RH
Curve CH:13318.463m
R = 875m
Degree =2.000°
Delta = 4°05'51.93"
CCL = 42.579m
TRL = 20.00m
TTL = 41.304m
Ca = 30mm
Cd = 26.693mm
Cg = 1 in667m
Max. Speed = 60kmph

BSRP DOWN TRACK
Curve No. = 28C - RH
Curve CH:13605.169m
R = 650m
Degree =2.692°
Delta = 4°28'51.23"
CCL = 30.834m
TRL = 20.00m
TTL = 35.431m
Ca = 40mm
Cd = 36.317mm
Cg = 1 in500m
Max. Speed = 60kmph

BSRP DOWN TRACK
Curve No. = 28D - LH
Curve CH:13671.702m
R = 540m
Degree =3.241°
Delta = 4°28'51.23"
CCL = 22.231m
TRL = 20.00m
TTL = 31.128m
Ca = 45mm
Cd = 46.864mm
Cg = 1 in444m
Max. Speed = 60kmph

13/22	
Mast Type	---
Chainage	13369.903

13/24	
Mast Type	---
Chainage	13403.903

13/26	
Mast Type	---
Chainage	13443.903

13/28	
Mast Type	---
Chainage	13483.903

13/30	
Mast Type	---
Chainage	13519.903

13/32	
Mast Type	---
Chainage	13549.903

13/34	
Mast Type	---
Chainage	13574.903

13/21	
Mast Type	--
Chainage	13362.884

13/23	
Mast Type	--
Chainage	13396.884

13/25	
Mast Type	--
Chainage	13436.884

13/27	
Mast Type	--
Chainage	13476.884

13/29	
Mast Type	--
Chainage	13512.884

13/31	
Mast Type	--
Chainage	13542.884

13/33	
Mast Type	--
Chainage	13574.903

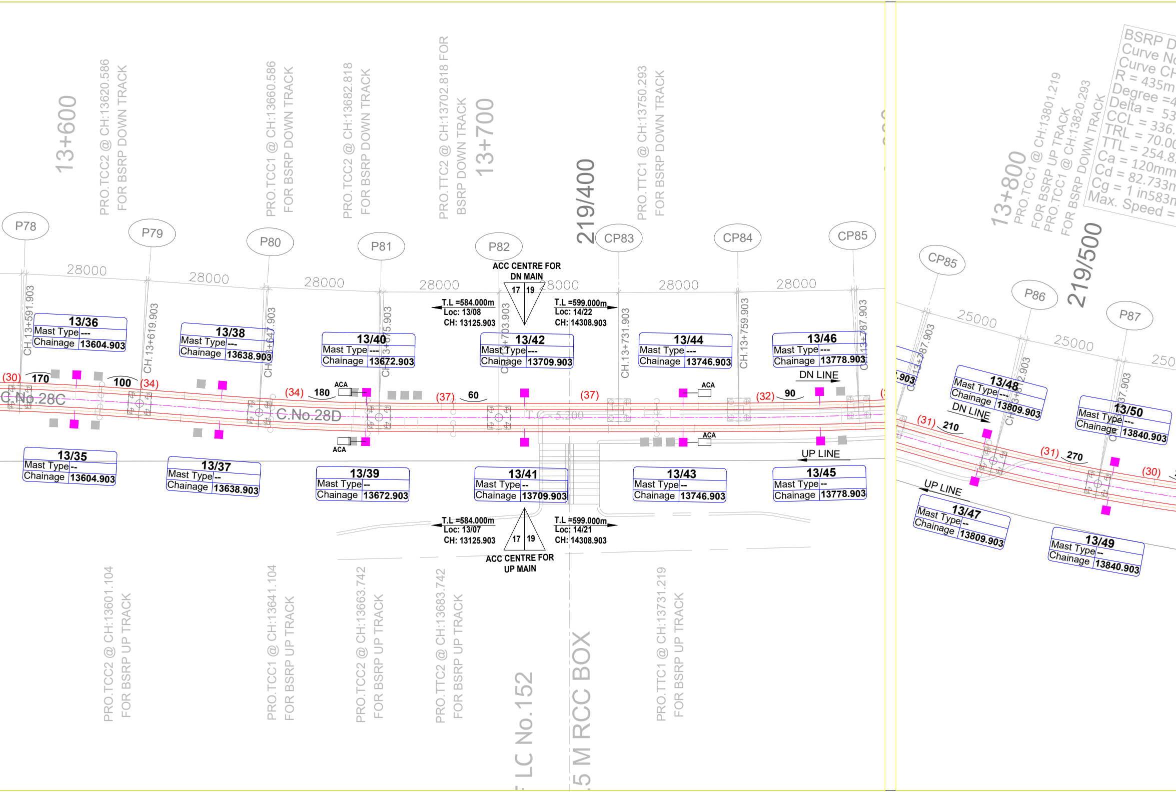
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AND DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.

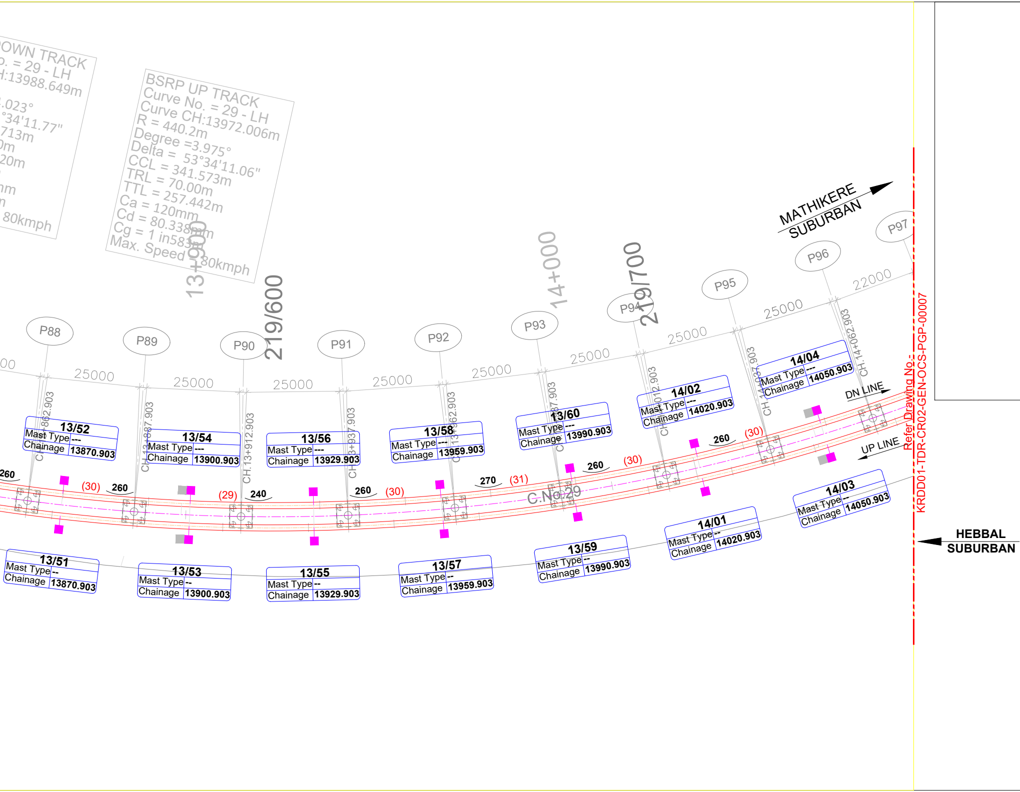
BSRP UP TRACK
Curve No. = 28A -LH
Curve CH:13226.827m
R = 605.2m
Degree =2.892°
Delta = 4°05'51.93"
CCL = 23.284m
TRL = 20.00m
TTL = 31.652m
Ca = 45mm
Cd = 36.967mm
Cg = 1 in444m
Max. Speed = 60kmph

BSRP UP TRACK
Curve No. = 28B - RH
Curve CH:13299.573m
R = 869.8m
Degree =2.012°
Delta = 4°05'51.93"
CCL = 42.208m
TRL = 20.00m
TTL = 41.118m
Ca = 30mm
Cd = 27.032mm
Cg = 1 in667m
Max. Speed = 60kmph

BSRP UP TRACK
Curve No. = 28C - RH
Curve CH:13585.890m
R = 644.8m
Degree =2.714°
Delta = 4°28'51.23"
CCL = 30.428m
TRL = 20.00m
TTL = 35.228m
Ca = 40mm
Cd = 36.933mm
Cg = 1 in500m
Max. Speed = 60kmph

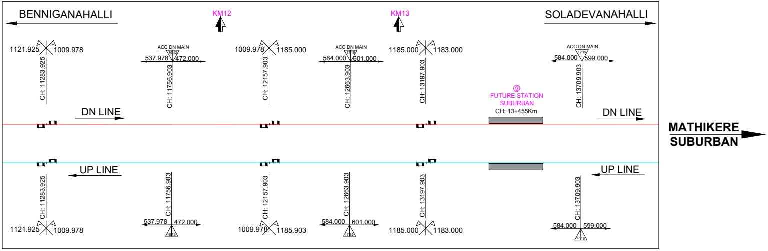
BSRP UP TRACK
Curve No. = 28D - LH
Curve CH:13652.423m
R = 545.2m
Degree =3.210°
Delta = 4°28'51.23"
CCL = 22.638m
TRL = 20.00m
TTL = 31.331m
Ca = 45mm
Cd = 45.987mm
Cg = 1 in444m
Max. Speed = 60kmph


13+600
PRO.TCC2 @ CH:13620.586
FOR BSRP DOWN TRACK
PRO.TCC1 @ CH:13660.586
FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:13682.818
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH:13702.818 FOR
BSRP DOWN TRACK
13+700
219/400
PRO.TTC1 @ CH:13750.293
FOR BSRP DOWN TRACK
P78
P79
P80
P81
P82
CP83
CP84
CP85
28000
28000
28000
28000
28000
28000
28000
ACC CENTRE FOR
DN MAIN
17
19
T.L =584.000m
Loc: 13/08
CH: 13125.903
T.L =599.000m
Loc: 14/22
CH: 14308.903
CH.13+591.903
CH.13+619.903
CH.13+647.903
CH.13+675.903
CH.13+703.903
CH.13+731.903
CH.13+759.903
CH.13+787.903
13/36
Mast Type ---
Chainage 13604.903
13/38
Mast Type ---
Chainage 13638.903
13/40
Mast Type ---
Chainage 13672.903
13/42
Mast Type ---
Chainage 13709.903
13/44
Mast Type ---
Chainage 13746.903
13/46
Mast Type ---
Chainage 13778.903
DN LINE
(30)
170
100
(34)
(34)
180
ACA
(37)
60
(37)
ACA
(32)
90
C.No.28C
C.No.28D
T.C = 5.200
ACA
ACA
UP LINE
13/35
Mast Type --
Chainage 13604.903
13/37
Mast Type --
Chainage 13638.903
13/39
Mast Type --
Chainage 13672.903
13/41
Mast Type --
Chainage 13709.903
13/43
Mast Type --
Chainage 13746.903
13/45
Mast Type --
Chainage 13778.903
T.L =584.000m
Loc: 13/07
CH: 13125.903
T.L =599.000m
Loc: 14/21
CH: 14308.903
17
19
ACC CENTRE FOR
UP MAIN
PRO.TCC2 @ CH:13601.104
FOR BSRP UP TRACK
PRO.TCC1 @ CH:13641.104
FOR BSRP UP TRACK
PRO.TCC2 @ CH:13663.742
FOR BSRP UP TRACK
PRO.TTC2 @ CH:13683.742
FOR BSRP UP TRACK
LC No.152
5 M RCC BOX
PRO.TTC1 @ CH:13731.219
FOR BSRP UP TRACK
13+800
PRO.TCC1 @ CH:13801.219
FOR BSRP UP TRACK
PRO.TCC1 @ CH:13820.293
FOR BSRP DOWN TRACK
219/500
BSRP D
Curve N
Curve CH
R = 435m
Degree =4
Delta = 53
CCL = 336.
TRL = 70.00
TTL = 254.8
Ca = 120mm
Cd = 82.733m
Cg = 1 in583m
Max. Speed =
CP85
P86
P87
25000
25000
250
CH.13+787.903
CH.13+812.903
CH.13+837.903
.903
13/48
Mast Type ---
Chainage 13809.903
13/50
Mast Type ---
Chainage 13840.903
DN LINE
(31)
210
(31)
270
(30)
UP LINE
13/47
Mast Type --
Chainage 13809.903
13/49
Mast Type --
Chainage 13840.903


OWN TRACK
o. = 29 - LH
H:13988.649m
.023°
°34'11.77"
713m
0m
20m
nm
n
80kmph
BSRP UP TRACK
Curve No. = 29 - LH
Curve CH:13972.006m
R = 440.2m
Degree =3.975°
Delta = 53°34'11.06"
CCL = 341.573m
TRL = 70.00m
TTL = 257.442m
Ca = 120mm
Cd = 80.338mm
Cg = 1 in583
Max. Speed 80kmph
13+900
219/600
14+000
219/700
MATHIKERE
SUBURBAN
HEBBAL
SUBURBAN
DN LINE
UP LINE
P88
P89
P90
P91
P92
P93
P94
P95
P96
P97
00
25000
25000
25000
25000
25000
25000
25000
25000
25000
25000
22000
CH.13+862.903
CH.13+887.903
CH.13+912.903
CH.13+937.903
CH.13+962.903
CH.13+987.903
CH.14+012.903
CH.14+037.903
CH.14+062.903
13/52
Mast Type ---
Chainage 13870.903
13/54
Mast Type ---
Chainage 13900.903
13/56
Mast Type ---
Chainage 13929.903
13/58
Mast Type ---
Chainage 13959.903
13/60
Mast Type ---
Chainage 13990.903
14/02
Mast Type ---
Chainage 14020.903
14/04
Mast Type ---
Chainage 14050.903
13/51
Mast Type --
Chainage 13870.903
13/53
Mast Type --
Chainage 13900.903
13/55
Mast Type --
Chainage 13929.903
13/57
Mast Type --
Chainage 13959.903
13/59
Mast Type --
Chainage 13990.903
14/01
Mast Type --
Chainage 14020.903
14/03
Mast Type --
Chainage 14050.903
260
(30)
260
(29)
240
260
(30)
270
(31)
260
(30)
260
(30)
C.No 29
Refer Drawing No.-
KRDD01-TDR-CR02-GEN-OCS-PGP-00007

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


BENNIGANAHALLI
KM12
KM13
SOLADEVANAHALLI
1121.925
1009.978
CH: 11283.925
ACC DN MAIN
16 12
537.978
472.000
CH: 11756.903
1009.978
1185.000
CH: 12157.903
ACC DN MAIN
17 15
584.000
601.000
CH: 12663.903
1185.000
1183.000
CH: 13197.903
ACC DN MAIN
17 19
584.000
599.000
CH: 13709.903
⑨
FUTURE STATION
SUBURBAN
CH: 13+455Km
DN LINE
DN LINE
UP LINE
UP LINE
CH: 11283.925
1121.925
1009.978
CH: 11756.903
537.978
472.000
16 12
CH: 12157.903
1009.978
1185.903
CH: 12663.903
584.000
601.000
17 15
CH: 13197.903
1185.000
1183.000
CH: 13709.903
584.000
599.000
17 19
MATHIKERE
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.

R0	14-08-2024	FIRST SUBMISSION	KB / SB	CK/NP
REV	DATE	DESCRIPTION	Originator	Checked

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	—o—o—o—o—
43	In-Run Wire	——
44	Out-of Run Wire	- - - - - - -
45	PTFE	PTFE
46	Overhead Protection Conductor	—OPC—
47	Return Conductor	—RC—
48	Full Feeding Jumper	Ⓖ
49	Potential Equalising Jumper	Ⓕ PE
50	In-Span Jumper	Ⓗ
51	RC and OPC Support	▲
52	Track at Lower level (Corridor 2)	— - - —
53	Track at UP/DN line (Corridor 2)	——
54	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 CHAINAGE OF PEGGING PLAN HAS BEEN REFERRED ACCORDING THE ELEVATED GAD RECEIVED FROM L&T ON 10-07-2024:
   - FOR UP & DN (P-1 TO P-77) REFER TO "DRG NO. O22077-BSRP-CR2-C-VD-GEN-10-2001-2004."
   - FOR UP & DN (P-77 TO P-96) REFER TO "DRG NO.O22077-BSRP-CR2-C-VD-GEN-10-2007."
5. CHAINAGES OF OHE LOCATION HAS BEEN CONSIDERED WITH RESPECT TO PIER CENTER LINE DESIGN CHAINAGE FOR BOTH UP & DN LINE .
6. SPANS ARE ROUNDED OFF TO NEAREST SINGLE DECIMAL.
7. MAST TYPE SHALL BE DEMARCATED IN PEGGING PLAN AFTER FINALIZATION OF OHE LOAD CALCULATIONS.
8. 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

RK/SK
Approved

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:	
K.Bisht		D. Kalyan		R. Kapoor	
S. Bhati		N. Parmar		S. Kumar	Satish Kumar

Client:

ಕೆ-ರೈಡ್
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: 011+200.000Km to CH:014+062.903(P96)	Tender Drawing

Paper Size:	Discipline:	Date:	Scale:
A3	Power Supply & Traction System	14/08/2024	NTS

Drawing no.:	Revision:
KRDD01-TDR-CR02-GEN-OCS-PGP-00006	R0