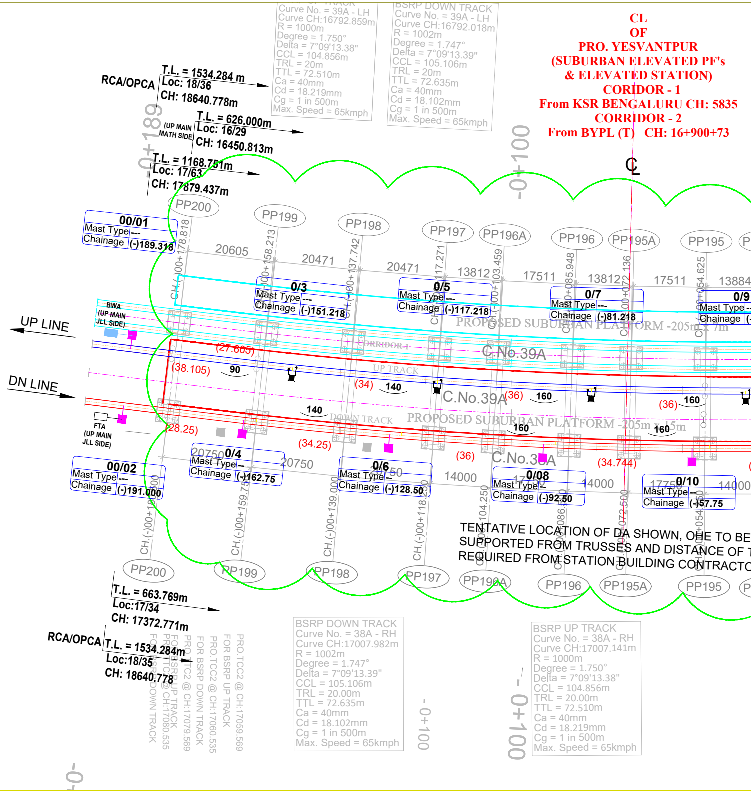
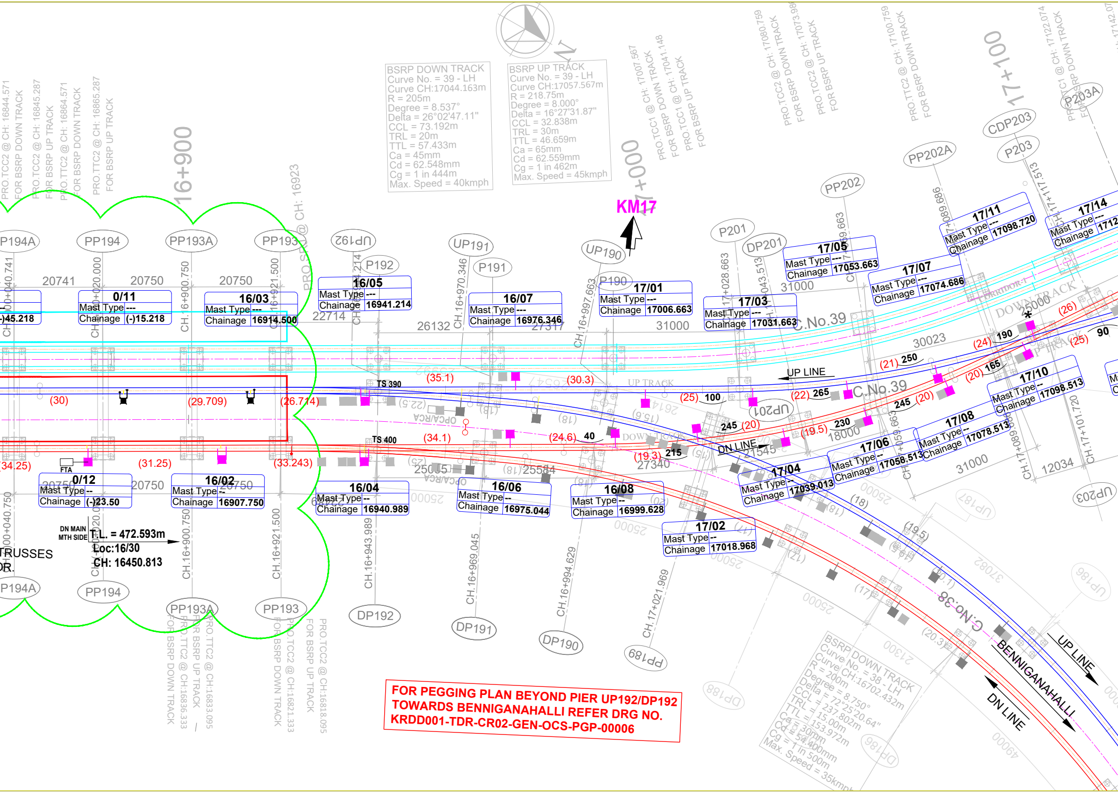
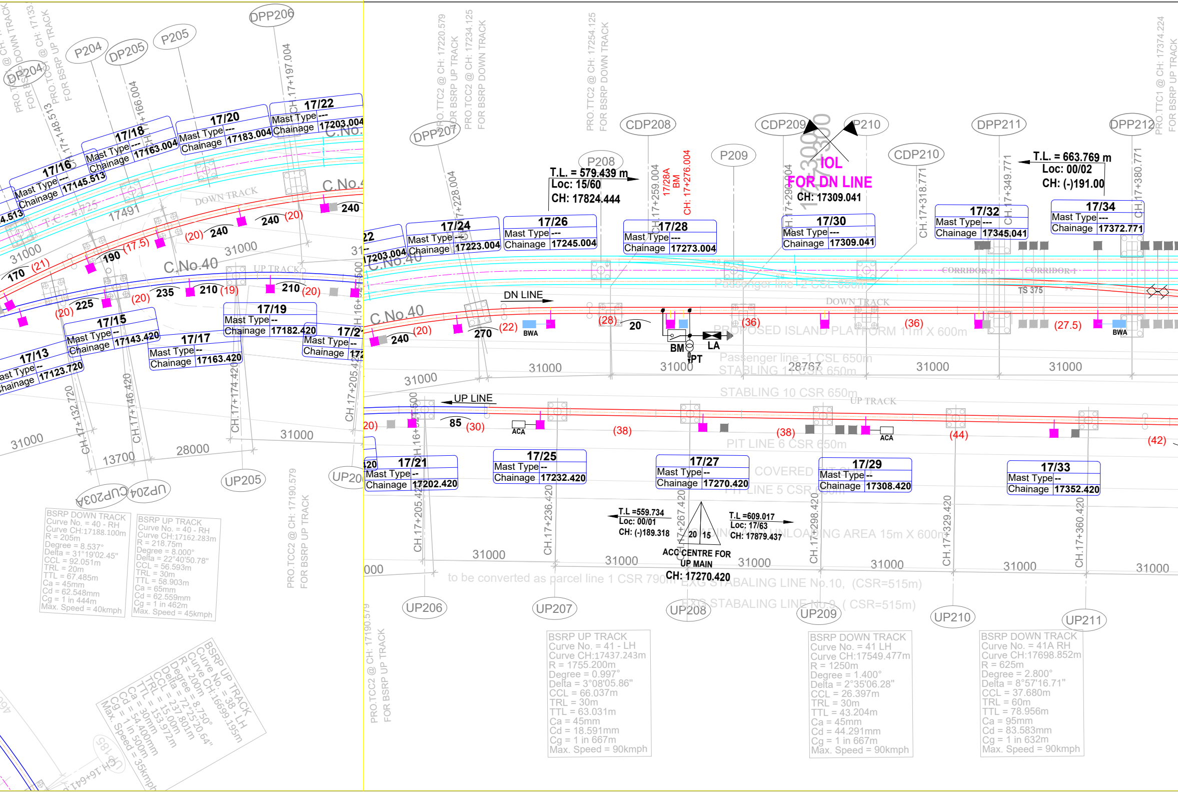
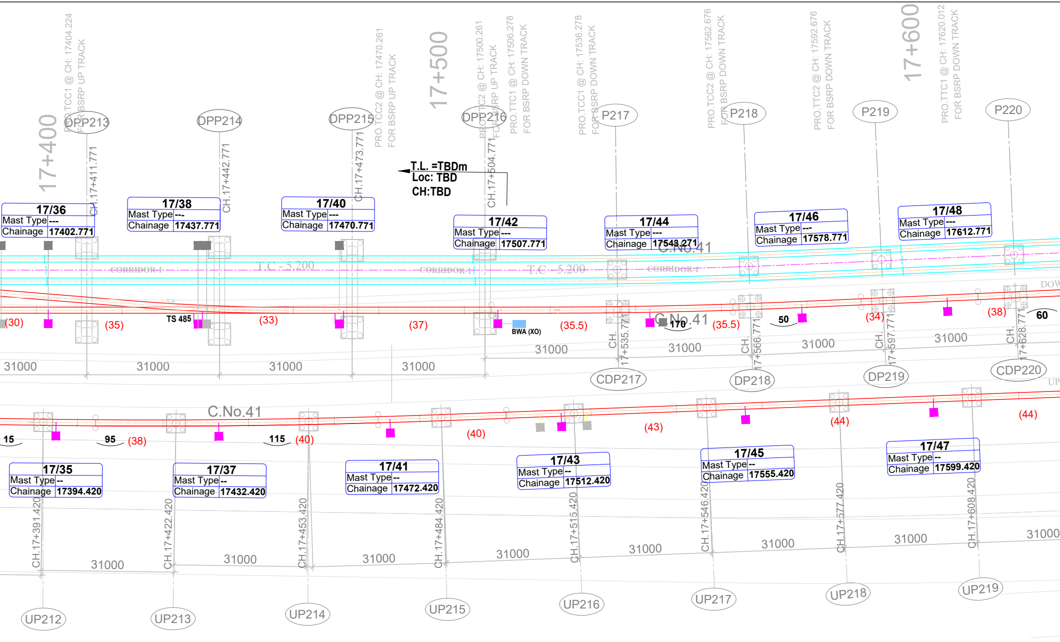

CL
OF
PRO. YESVANTPUR
(SUBURBAN ELEVATED PF's
& ELEVATED STATION)
CORIDOR - 1
From KSR BENGALURU CH: 5835
CORRIDOR - 2
From BYPL (T) CH: 16+900+73
BSRP DOWN TRACK
Curve No. = 39A - LH
Curve CH:16792.018m
R = 1002m
Degree = 1.747°
Delta = 7°09'13.39"
CCL = 105.106m
TRL = 20m
TTL = 72.635m
Ca = 40mm
Cd = 18.102mm
Cg = 1 in 500m
Max. Speed = 65kmph
Curve No. = 39A - LH
Curve CH:16792.859m
R = 1000m
Degree = 1.750°
Delta = 7°09'13.38"
CCL = 104.856m
TRL = 20m
TTL = 72.510m
Ca = 40mm
Cd = 18.219mm
Cg = 1 in 500m
Max. Speed = 65kmph
RCA/OPCA
T.L. = 1534.284 m
Loc: 18/36
CH: 18640.778m
(UP MAIN MATH SIDE)
T.L. = 626.000m
Loc: 16/29
CH: 16450.813m
T.L. = 1168.751m
Loc: 17/63
CH: 17879.437m
-0+189
-0+100
00/01
Mast Type ---
Chainage (-)189.318
0/3
Mast Type ---
Chainage (-)151.218
0/5
Mast Type ---
Chainage (-)117.218
0/7
Mast Type ---
Chainage (-)81.218
0/9
Mast Type
Chainage
PP200
PP199
PP198
PP197
PP196A
PP196
PP195A
PP195
20605
20471
20471
13812
17511
13812
17511
13884
PROPOSED SUBURBAN PLATFORM -205m X 7m
CORRIDOR-1
UP TRACK
C.No.39A
UP LINE
DN LINE
BWA (UP MAIN JLL SIDE)
FTA (UP MAIN JLL SIDE)
(27.605)
(38.105)
90
(34)
140
(36)
160
(36)
160
140
DOWN TRACK
PROPOSED SUBURBAN PLATFORM -205m X 15m
160
160
(28.25)
(34.25)
(36)
(34.744)
C.No.38A
00/02
Mast Type ---
Chainage (-)191.000
20750 0/4
Mast Type --
Chainage (-)162.75
20750
0/6
Mast Type --
Chainage (-)128.50
14000
0/08
Mast Type --
Chainage (-)92.50
14000
0/10
Mast Type --
Chainage (-)57.75
14000
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE
SUPPORTED FROM TRUSSES AND DISTANCE OF T
REQUIRED FROM STATION BUILDING CONTRACTO
T.L. = 663.769m
Loc:17/34
CH: 17372.771m
RCA/OPCA
T.L. = 1534.284m
Loc:18/35
CH: 18640.778
FOR BSRP DOWN TRACK
FOR BSRP UP TRACK
PRO.TC2 @ CH:17079.569
FOR BSRP DOWN TRACK
PRO.TC2 @ CH:17060.535
FOR BSRP UP TRACK
PRO.TC2 @ CH:17059.569
BSRP DOWN TRACK
Curve No. = 38A - RH
Curve CH:17007.982m
R = 1002m
Degree = 1.747°
Delta = 7°09'13.39"
CCL = 105.106m
TRL = 20.00m
TTL = 72.635m
Ca = 40mm
Cd = 18.102mm
Cg = 1 in 500m
Max. Speed = 65kmph
BSRP UP TRACK
Curve No. = 38A - RH
Curve CH:17007.141m
R = 1000m
Degree = 1.750°
Delta = 7°09'13.38"
CCL = 104.856m
TRL = 20.00m
TTL = 72.510m
Ca = 40mm
Cd = 18.219mm
Cg = 1 in 500m
Max. Speed = 65kmph
-0+100
-0+100
-0-

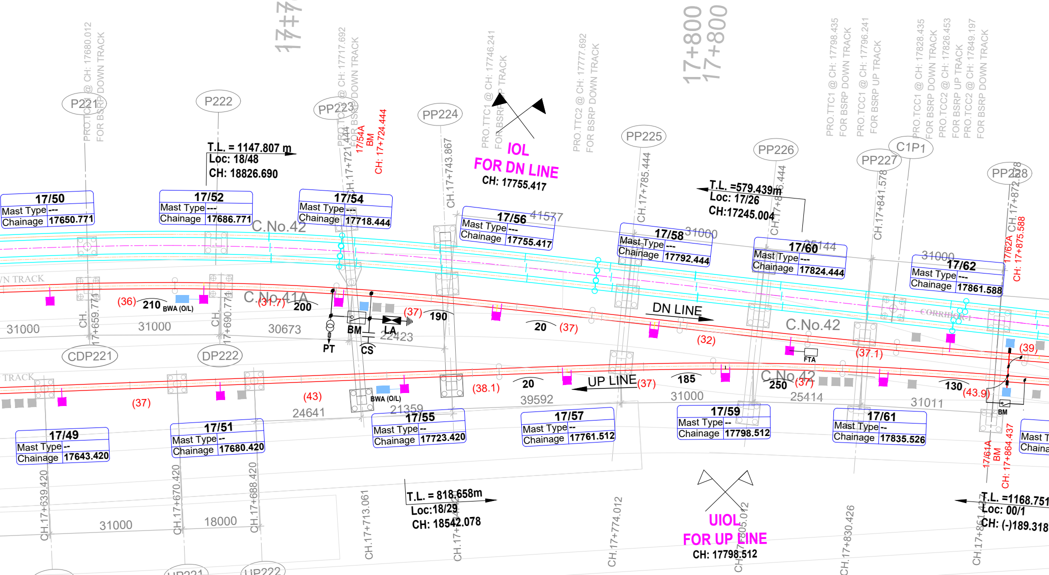


FOR PEGGING PLAN BEYOND PIER UP192/DP192 TOWARDS BENNIGANAHALLI REFER DRG NO. KRDD001-TDR-CR02-GEN-OCS-PGP-00006

BSRP DOWN TRACK
Curve No. = 39 - LH
Curve CH:17044.163m
R = 205m
Degree = 8.537°
Delta = 26°02'47.11"
CCL = 73.192m
TRL = 20m
TTL = 57.433m
Ca = 45mm
Cd = 62.548mm
Cg = 1 in 444m
Max. Speed = 40kmph
BSRP UP TRACK
Curve No. = 39 - LH
Curve CH:17057.567m
R = 218.75m
Degree = 8.000°
Delta = 16°27'31.87"
CCL = 32.838m
TRL = 30m
TTL = 46.659m
Ca = 65mm
Cd = 62.559mm
Cg = 1 in 462m
Max. Speed = 45kmph
BSRP DOWN TRACK
Curve No. = 38 - LH
Curve CH:16702.432m
R = 200m
Degree = 8.750°
Delta = 72°25'20.64"
CCL = 237.802m
TRL = 15.00m
TTL = 153.972m
Ca = 30mm
Cd = 54.400mm
Cg = 1 in 500m
Max. Speed = 35kmph
PRO.TCC2 @ CH: 16844.571 FOR BSRP DOWN TRACK
PRO.TCC2 @ CH: 16845.287 FOR BSRP UP TRACK
PRO.TTC2 @ CH: 16864.571 FOR BSRP DOWN TRACK
PRO.TTC2 @ CH: 16865.287 FOR BSRP UP TRACK
PRO.TCC1 @ CH: 17007.567 FOR BSRP DOWN TRACK
PRO.TCC1 @ CH: 17041.148 FOR BSRP UP TRACK
PRO.TCC2 @ CH: 17080.759 FOR BSRP DOWN TRACK
PRO.TCC2 @ CH: 17073.98 FOR BSRP UP TRACK
PRO.TTC2 @ CH: 17100.759 FOR BSRP DOWN TRACK
PRO.TTC1 @ CH: 17122.074 FOR BSRP DOWN TRACK
PRO SPAN @ CH: 16923
PRO.TTC2 @ CH:16833.095 FOR BSRP UP TRACK
PRO.TTC2 @ CH:16836.333 FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:16821.333 FOR BSRP DOWN TRACK
PRO.TCC2 @ CH:16818.095 FOR BSRP UP TRACK
16+900
17+000
17+100
KM17
N
P194A
PP194
PP193A
PP193
UP192
P192
UP191
P191
UP190
P190
P201
DP201
PP202
PP202A
P203
CDP203
P203A
UP201
UP203
DP192
DP191
DP190
PP189
DP188
UP187
UP186
0/11 Mast Type --- Chainage (-)15.218
16/03 Mast Type --- Chainage 16914.500
16/05 Mast Type --- Chainage 16941.214
16/07 Mast Type --- Chainage 16976.346
17/01 Mast Type --- Chainage 17006.663
17/03 Mast Type --- Chainage 17031.663
17/05 Mast Type --- Chainage 17053.663
17/07 Mast Type --- Chainage 17074.686
17/11 Mast Type --- Chainage 17098.720
17/14 Mast Type --- Chainage 1712
0/12 Mast Type -- Chainage (-)23.50
16/02 Mast Type -- Chainage 16907.750
16/04 Mast Type -- Chainage 16940.989
16/06 Mast Type -- Chainage 16975.044
16/08 Mast Type -- Chainage 16999.628
17/02 Mast Type -- Chainage 17018.968
17/04 Mast Type -- Chainage 17039.013
17/06 Mast Type -- Chainage 17058.513
17/08 Mast Type -- Chainage 17078.513
17/10 Mast Type -- Chainage 17098.513
20741
20750
22714
26132
27317
31000
30023
25000
18000
21545
27340
25035
25584
12034
(30)
(29.709)
(26.714)
(35.1)
(30.3)
(34.25)
(31.25)
(33.243)
(34.1)
(24.6)
(19.3)
(25)
(22)
(21)
(24)
(20)
(19.5)
(26)
TS 390
TS 400
UP LINE
DN LINE
UP TRACK
DOWN TRACK
C.No.39
C.No.38
BENNIGANAHALLI
FTA
DN MAIN
MTH SIDE
T.L. = 472.593m
Loc:16/30
CH: 16450.813
TRUSSES
OR.
CH.16+900.750
CH.16+921.500
CH.16+943.989
CH.16+969.045
CH.16+970.346
CH.16+994.629
CH.16+997.663
CH.17+021.969
CH.17+028.663
CH.17+043.513
CH.17+089.686
CH.17+101.720
CH.17+117.513


DPP206
P205
P204
DP205
DP204
PRO.TCC2 @ CH: 17133
FOR BSRP UP TRACK
17/22
Mast Type ---
Chainage 17203.004
17/20
Mast Type ---
Chainage 17183.004
17/18
Mast Type ---
Chainage 17163.004
17/16
Mast Type ---
Chainage 17145.513
CH.17+197.004
CH.17+166.004
CH.17+148.513
DOWN TRACK
UP TRACK
C.No.40
31000
240 (20)
190 (17.5)
170 (21)
235 210 (19) 210 (20)
225 (20)
17/19
Mast Type --
Chainage 17182.420
17/15
Mast Type --
Chainage 17143.420
17/17
Mast Type --
Chainage 17163.420
17/13
Mast Type --
Chainage 17123.720
CH.17+132.720
CH.17+146.420
CH.17+174.420
CH.17+205.420
13700
28000
UP205
UP204
CUP203A
BSRP DOWN TRACK
Curve No. = 40 - RH
Curve CH:17188.100m
R = 205m
Degree = 8.537°
Delta = 31°19'02.45"
CCL = 92.051m
TRL = 20m
TTL = 67.485m
Ca = 45mm
Cd = 62.548mm
Cg = 1 in 444m
Max. Speed = 40kmph
BSRP UP TRACK
Curve No. = 40 - RH
Curve CH:17162.283m
R = 218.75m
Degree = 8.000°
Delta = 22°40'50.78"
CCL = 56.593m
TRL = 30m
TTL = 58.903m
Ca = 65mm
Cd = 62.559mm
Cg = 1 in 462m
Max. Speed = 45kmph
BSRP UP TRACK
Curve No. = 38 - LH
Curve CH:16699.195m
R = 200m
Degree = 8.750°
Delta = 72°25'20.64"
CCL = 237.801m
TRL = 15.00m
TTL = 153.972m
Ca = 30mm
Cd = 54.400mm
Cg = 1 in 500m
Max. Speed = 35kmph
PRO.TCC2 @ CH: 17190.579
FOR BSRP UP TRACK
DPP207
PRO.TTC2 @ CH: 17220.579
FOR BSRP UP TRACK
PRO.TCC2 @ CH: 17234.125
FOR BSRP DOWN TRACK
PRO.TTC2 @ CH: 17254.125
FOR BSRP DOWN TRACK
P208
CDP208
P209
CDP209
P210
CDP210
DPP211
DPP212
PRO.TTC1 @ CH: 17374.224
FOR BSRP UP TRACK
T.L. = 579.439 m
Loc: 15/60
CH: 17824.444
17/28A
BM
CH: 17+276.004
IOL
FOR DN LINE
CH: 17309.041
T.L. = 663.769 m
Loc: 00/02
CH: (-)191.00
17/24
Mast Type ---
Chainage 17223.004
17/26
Mast Type ---
Chainage 17245.004
17/28
Mast Type ---
Chainage 17273.004
17/30
Mast Type ---
Chainage 17309.041
17/32
Mast Type ---
Chainage 17345.041
17/34
Mast Type ---
Chainage 17372.771
CH.17+228.004
CH.17+259.004
CH.17+290.004
CH.17+318.771
CH.17+349.771
CH.17+380.771
CORRIDOR-1
TS 375
Passenger line -2 CSL 650m
DN LINE
DOWN TRACK
270 (22)
240 (20)
(28) 20
(36)
(27.5)
BWA
BM
LA
PT
PROPOSED ISLAND PLATFORM 11m X 600m
Passenger line -1 CSL 650m
STABLING 11 CSR 650m
28767
STABLING 10 CSR 650m
UP LINE
UP TRACK
85 (30)
ACA
(38)
(44)
(42)
PIT LINE 6 CSR 650m
COVERED
PIT LINE 5 CSR 650m
17/21
Mast Type --
Chainage 17202.420
17/25
Mast Type --
Chainage 17232.420
17/27
Mast Type --
Chainage 17270.420
17/29
Mast Type --
Chainage 17308.420
17/33
Mast Type --
Chainage 17352.420
CH.17+205.420
CH.17+236.420
CH.17+267.420
CH.17+298.420
CH.17+329.420
CH.17+360.420
T.L =559.734
Loc: 00/01
CH: (-)189.318
T.L =609.017
Loc: 17/63
CH: 17879.437
20 15
ACC CENTRE FOR
UP MAIN
CH: 17270.420
LOADING UNLOADING AREA 15m X 600m
to be converted as parcel line 1 CSR 790m
EXG STABALING LINE No.10, (CSR=515m)
EXG STABALING LINE No.9, (CSR=515m)
UP206
UP207
UP208
UP209
UP210
UP211
BSRP UP TRACK
Curve No. = 41 - LH
Curve CH:17437.243m
R = 1755.200m
Degree = 0.997°
Delta = 3°08'05.86"
CCL = 66.037m
TRL = 30m
TTL = 63.031m
Ca = 45mm
Cd = 18.591mm
Cg = 1 in 667m
Max. Speed = 90kmph
BSRP DOWN TRACK
Curve No. = 41 LH
Curve CH:17549.477m
R = 1250m
Degree = 1.400°
Delta = 2°35'06.28"
CCL = 26.397m
TRL = 30m
TTL = 43.204m
Ca = 45mm
Cd = 44.291mm
Cg = 1 in 667m
Max. Speed = 90kmph
BSRP DOWN TRACK
Curve No. = 41A RH
Curve CH:17698.852m
R = 625m
Degree = 2.800°
Delta = 8°57'16.71"
CCL = 37.680m
TRL = 60m
TTL = 78.956m
Ca = 95mm
Cd = 83.583mm
Cg = 1 in 632m
Max. Speed = 90kmph

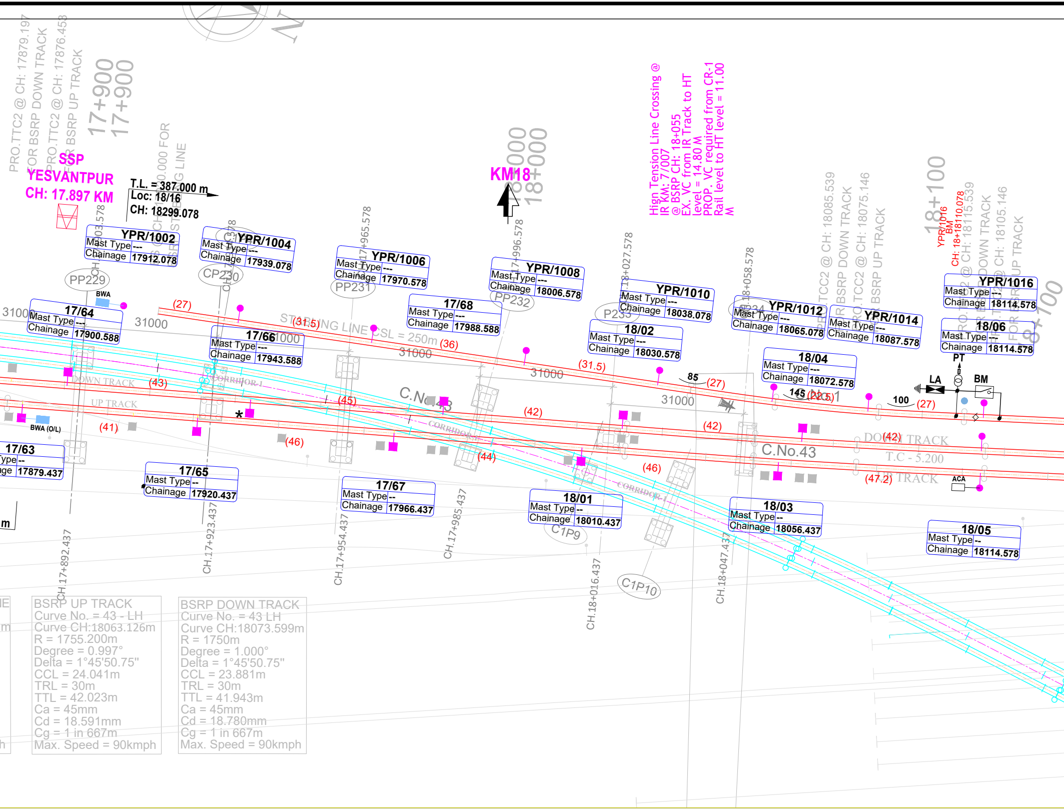

17+400
17+500
17+600
PRO.TCC1 @ CH: 17404.224 FOR BSRP UP TRACK
PRO.TCC2 @ CH: 17470.261 FOR BSRP UP TRACK
PRO.TTC2 @ CH: 17500.261 FOR BSRP UP TRACK
PRO.TTC1 @ CH: 17506.278 FOR BSRP DOWN TRACK
PRO.TCC1 @ CH: 17536.278 FOR BSRP DOWN TRACK
PRO.TCC2 @ CH: 17562.676 FOR BSRP DOWN TRACK
PRO.TTC2 @ CH: 17592.676 FOR BSRP DOWN TRACK
PRO.TTC1 @ CH: 17620.012 FOR BSRP DOWN TRACK
DPP213
DPP214
DPP215
DPP216
P217
P218
P219
P220
CH.17+411.771
CH.17+442.771
CH.17+473.771
CH.17+504.771
T.L. =TBDm
Loc: TBD
CH:TBD
17/36 Mast Type --- Chainage 17402.771
17/38 Mast Type --- Chainage 17437.771
17/40 Mast Type --- Chainage 17470.771
17/42 Mast Type --- Chainage 17507.771
17/44 Mast Type --- Chainage 17543.271
17/46 Mast Type --- Chainage 17578.771
17/48 Mast Type --- Chainage 17612.771
C.No.41
CORRIDOR-1
T.C - 5.200
DOW
(30)
(35)
TS 485
(33)
(37)
BWA (XO)
(35.5)
170
(35.5)
50
(34)
(38)
60
CH.17+535.771
CH.17+566.771
CH.17+597.771
CH.17+628.771
31000
CDP217
DP218
DP219
CDP220
UP
C.No.41
15
95
(38)
115
(40)
(40)
(43)
(44)
(44)
17/35 Mast Type -- Chainage 17394.420
17/37 Mast Type -- Chainage 17432.420
17/41 Mast Type -- Chainage 17472.420
17/43 Mast Type -- Chainage 17512.420
17/45 Mast Type -- Chainage 17555.420
17/47 Mast Type -- Chainage 17599.420
CH.17+391.420
CH.17+422.420
CH.17+453.420
CH.17+484.420
CH.17+515.420
CH.17+546.420
CH.17+577.420
CH.17+608.420
UP212
UP213
UP214
UP215
UP216
UP217
UP218
UP219


17+700
17+800
17+800
P221
P222
PP223
PP224
PP225
PP226
PP227
C1P1
PP228
PRO.TCC1 @ CH: 17680.012 FOR BSRP DOWN TRACK
PRO.TCC1 @ CH: 17717.692 FOR BSRP DOWN TRACK
PRO.TTC1 @ CH: 17746.241 FOR BSRP UP TRACK
PRO.TTC2 @ CH: 17777.692 FOR BSRP DOWN TRACK
PRO.TTC1 @ CH: 17798.435 FOR BSRP DOWN TRACK
PRO.TCC1 @ CH: 17796.241 FOR BSRP UP TRACK
PRO.TCC1 @ CH: 17828.435 FOR BSRP DOWN TRACK
PRO.TCC2 @ CH: 17826.453 FOR BSRP UP TRACK
PRO.TCC2 @ CH: 17849.197 FOR BSRP DOWN TRACK
T.L. = 1147.807 m
Loc: 18/48
CH: 18826.690
17/54A
BM
CH: 17+724.444
CH.17+721.444
CH.17+743.867
IOL
FOR DN LINE
CH: 17755.417
CH.17+785.444
T.L. =579.439m
Loc: 17/26
CH:17245.004
CH.17+803.444
CH.17+841.578
CH.17+872.588
17/62A
BM
CH: 17+875.588
17/50
Mast Type ---
Chainage 17650.771
17/52
Mast Type ---
Chainage 17686.771
17/54
Mast Type ---
Chainage 17718.444
17/56
Mast Type ---
Chainage 17755.417
17/58
Mast Type ---
Chainage 17792.444
17/60
Mast Type ---
Chainage 17824.444
17/62
Mast Type ---
Chainage 17861.588
C.No.42
41577
31000
25144
31000
N TRACK
CORRIDOR-1
(36)
210
BWA (O/L)
C.No.41A
(31.7)
200
(37)
190
20
(37)
(32)
DN LINE
C.No.42
(37.1)
(39)
31000
31000
30673
CH.17+659.774
CH.17+690.774
CDP221
DP222
PT
BM
LA
CS
22423
FTA
TRACK
(37)
(43)
24641
BWA (O/L)
21359
(38.1)
20
39592
UP LINE
(37)
185
31000
C.No.42
250
(37)
25414
31011
130
(43.9)
BM
17/49
Mast Type --
Chainage 17643.420
17/51
Mast Type --
Chainage 17680.420
17/55
Mast Type --
Chainage 17723.420
17/57
Mast Type --
Chainage 17761.512
17/59
Mast Type --
Chainage 17798.512
17/61
Mast Type --
Chainage 17835.526
Mast T
Chaina
17/61A
BM
CH: 17+864.437
CH.17+639.420
CH.17+670.420
CH.17+688.420
CH.17+713.061
CH.17+743
CH.17+774.012
CH.17+805.012
CH.17+830.426
CH.17+861.437
31000
18000
T.L. = 818.658m
Loc:18/29
CH: 18542.078
UIOL
FOR UP LINE
CH: 17798.512
T.L. =1168.751
Loc: 00/1
CH: (-)189.318
UP220
UP221
UP222

BSRP UP TRACK
Curve No. = 42 -RH
Curve CH:17811.347m
R = 694.800m
Degree = 2.519°
Delta = 6°36'52.41"
CCL = 30.212m
TRL = 50m
TTL = 65.158m
Ca = 80mm
Cd = 80.642mm
Cg = 1 in 625m
Max. Speed = 90kmph

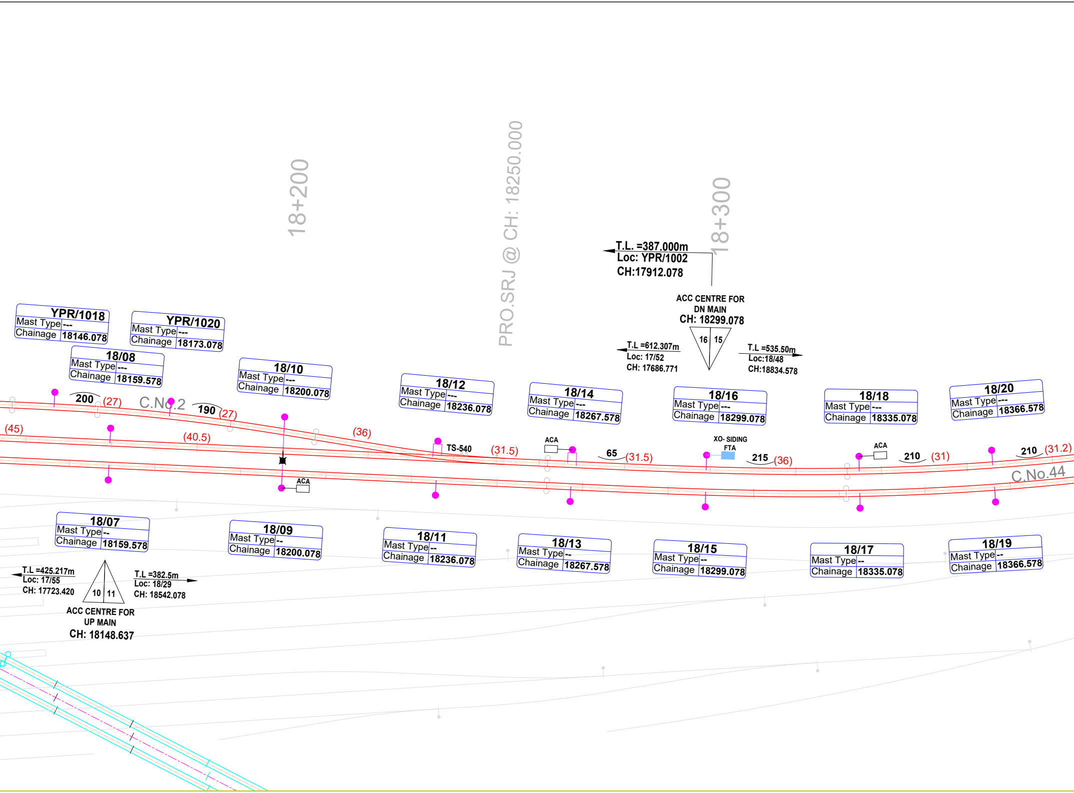
BSRP DOWN TRACK
Curve No. = 42 LH
Curve CH:17838.816m
R = 1500m
Degree = 1.167°
Delta = 1°56'20.31"
CCL = 20.762m
TRL = 30m
TTL = 40.384m
Ca = 40mm
Cd = 34.409mm
Cg = 1 in 750m
Max. Speed = 90kmph

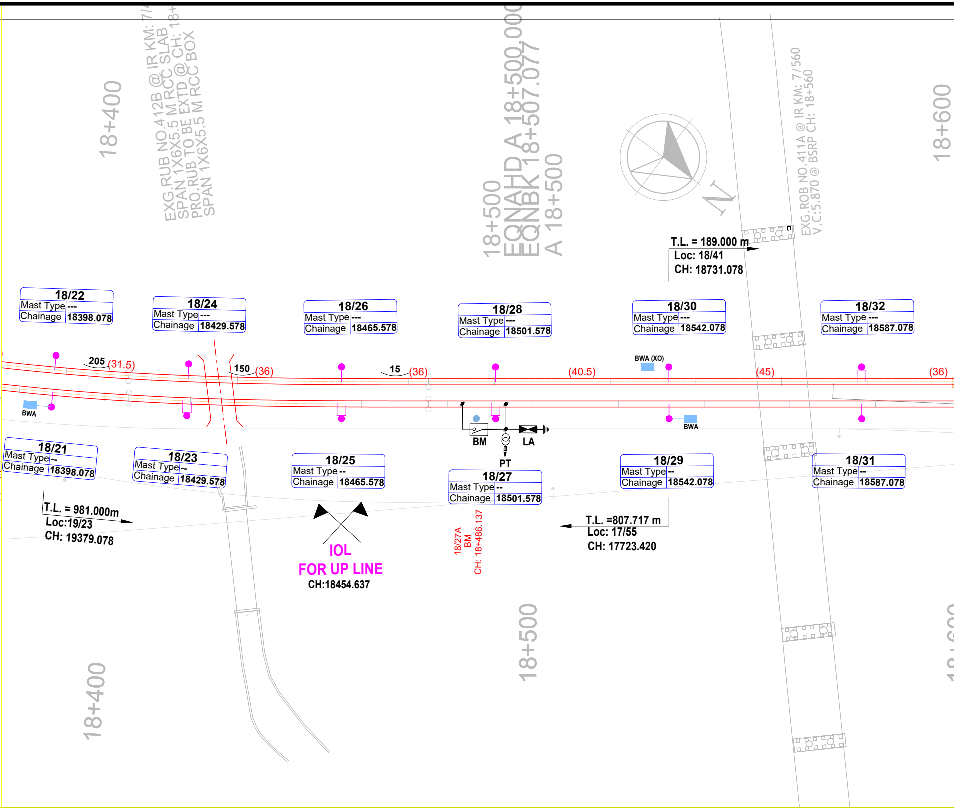
BSRP STABLING LIN
Curve No. = 1 - LH
Curve CH:- 18077.716
R = 437.50m
Degree = 4.000°
Delta = 5°47'24.04""
CCL = 24.211m
TRL = 20m
TTL = 32.126m
Ca = 40mm
Cd = 38.740mm
Cg = 1 in500m
Max. Speed = 50kmpl

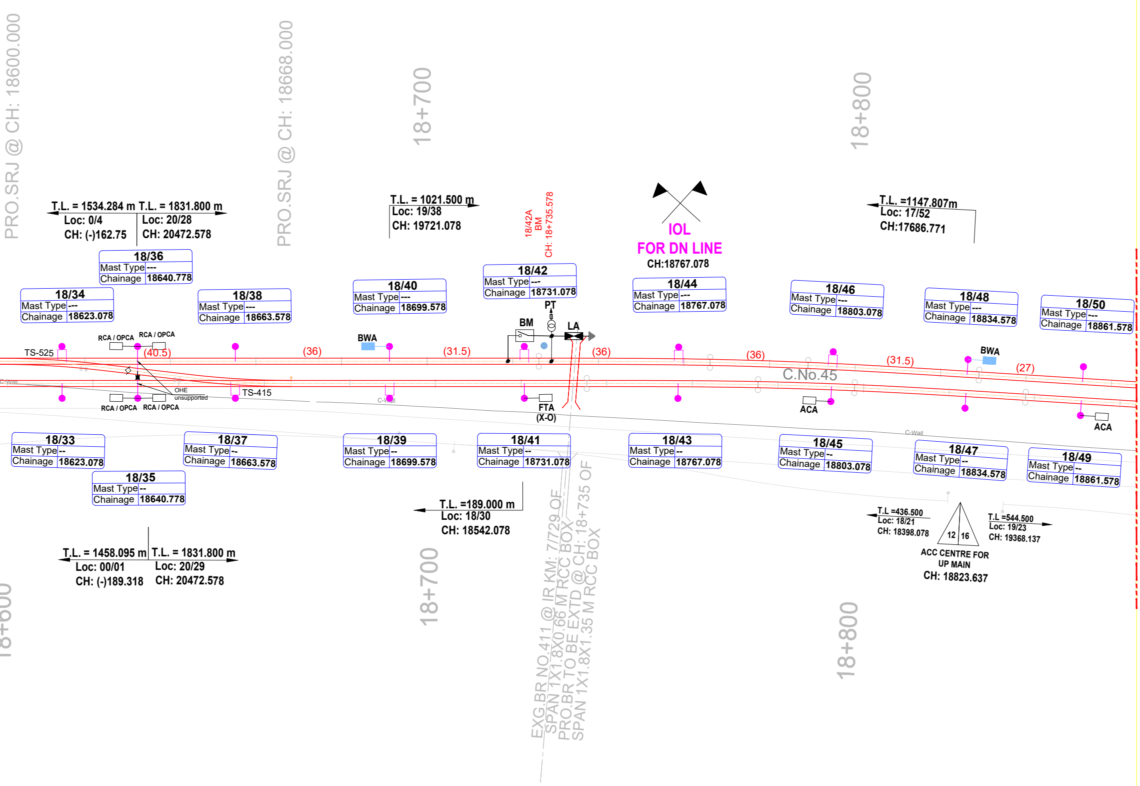

SSP
YESVANTPUR
CH: 17.897 KM
T.L. = 387.000 m
Loc: 18/16
CH: 18299.078
KM18
17+900
18+000
18+100
PRO.TTC2 @ CH: 17879.197 FOR BSRP DOWN TRACK
PRO.TTC2 @ CH: 17876.453 FOR BSRP UP TRACK
High Tension Line Crossing @ IR KM: 7/007 @ BSRP CH: 18+055
EX. VC from IR Track to HT level = 14.80 M
PROP. VC required from CR-1 Rail level to HT level = 11.00 M
YPR/1002 Mast Type --- Chainage 17912.078
YPR/1004 Mast Type --- Chainage 17939.078
YPR/1006 Mast Type --- Chainage 17970.578
YPR/1008 Mast Type --- Chainage 18006.578
YPR/1010 Mast Type --- Chainage 18038.078
YPR/1012 Mast Type --- Chainage 18065.078
YPR/1014 Mast Type --- Chainage 18087.578
YPR/1016 Mast Type --- Chainage 18114.578
17/64 Mast Type --- Chainage 17900.588
17/66 Mast Type --- Chainage 17943.588
17/68 Mast Type --- Chainage 17988.588
18/02 Mast Type --- Chainage 18030.578
18/04 Mast Type --- Chainage 18072.578
18/06 Mast Type --- Chainage 18114.578
17/63 Mast Type -- Chainage 17879.437
17/65 Mast Type -- Chainage 17920.437
17/67 Mast Type -- Chainage 17966.437
18/01 Mast Type -- Chainage 18010.437
18/03 Mast Type -- Chainage 18056.437
18/05 Mast Type -- Chainage 18114.578
PP229
CP230
PP231
PP232
P233
P234
C1P9
C1P10
CH.17+892.437
CH.17+923.437
CH.17+954.437
CH.17+985.437
CH.18+016.437
CH.18+047.437
CH.17+965.578
CH.17+996.578
CH.18+027.578
CH.18+058.578
YPR/1016 BM CH: 18+18110.078
BWA
BWA (O/L)
STABLING LINE CSL = 250m
31000
DOWN TRACK
UP TRACK
CORRIDOR-1
C.No.43
T.C - 5.200
(27)
(31.5)
(36)
(43)
(45)
(41)
(46)
(44)
(42)
(47.2)
85
145
100
LA
PT
BM
ACA
*

BSRP UP TRACK
Curve No. = 43 - LH
Curve CH:18063.126m
R = 1755.200m
Degree = 0.997°
Delta = 1°45'50.75"
CCL = 24.041m
TRL = 30m
TTL = 42.023m
Ca = 45mm
Cd = 18.591mm
Cg = 1 in 667m
Max. Speed = 90kmph

BSRP DOWN TRACK
Curve No. = 43 LH
Curve CH:18073.599m
R = 1750m
Degree = 1.000°
Delta = 1°45'50.75"
CCL = 23.881m
TRL = 30m
TTL = 41.943m
Ca = 45mm
Cd = 18.780mm
Cg = 1 in 667m
Max. Speed = 90kmph


18+200
PRO.SRJ @ CH: 18250.000
18+300
T.L. =387.000m
Loc: YPR/1002
CH:17912.078
ACC CENTRE FOR
DN MAIN
CH: 18299.078
16
15
T.L =612.307m
Loc: 17/52
CH: 17686.771
T.L =535.50m
Loc:18/48
CH:18834.578
YPR/1018
Mast Type ---
Chainage 18146.078
YPR/1020
Mast Type ---
Chainage 18173.078
18/08
Mast Type ---
Chainage 18159.578
18/10
Mast Type ---
Chainage 18200.078
18/12
Mast Type ---
Chainage 18236.078
18/14
Mast Type ---
Chainage 18267.578
18/16
Mast Type ---
Chainage 18299.078
18/18
Mast Type ---
Chainage 18335.078
18/20
Mast Type ---
Chainage 18366.578
200
(27)
C.No.2
190
(27)
(45)
(40.5)
(36)
TS-540
(31.5)
ACA
65
(31.5)
XO- SIDING
FTA
215
(36)
ACA
210
(31)
210
(31.2)
C.No.44
ACA
18/07
Mast Type --
Chainage 18159.578
18/09
Mast Type --
Chainage 18200.078
18/11
Mast Type --
Chainage 18236.078
18/13
Mast Type --
Chainage 18267.578
18/15
Mast Type --
Chainage 18299.078
18/17
Mast Type --
Chainage 18335.078
18/19
Mast Type --
Chainage 18366.578
T.L =425.217m
Loc: 17/55
CH: 17723.420
10
11
T.L =382.5m
Loc: 18/29
CH: 18542.078
ACC CENTRE FOR
UP MAIN
CH: 18148.637


18+400
EXG.RUB NO.412B @ IR KM: 7/4
SPAN 1X6X5.5 M RCC SLAB
PRO.RUB TO BE EXTD @ CH: 18+
SPAN 1X6X5.5 M RCC BOX
18+500
EQNAHD A 18+500.000
EQNBK 18+507.077
A 18+500
N
EXG.ROB NO.411A @ IR KM: 7/560
V.C:5.870 @ BSRP CH: 18+560
18+600
T.L. = 189.000 m
Loc: 18/41
CH: 18731.078
18/22
Mast Type ---
Chainage 18398.078
18/24
Mast Type ---
Chainage 18429.578
18/26
Mast Type ---
Chainage 18465.578
18/28
Mast Type ---
Chainage 18501.578
18/30
Mast Type ---
Chainage 18542.078
18/32
Mast Type ---
Chainage 18587.078
205
(31.5)
150
(36)
15
(36)
(40.5)
BWA (XO)
(45)
(36)
BWA
BM
LA
PT
BWA
18/21
Mast Type --
Chainage 18398.078
18/23
Mast Type --
Chainage 18429.578
18/25
Mast Type --
Chainage 18465.578
18/27
Mast Type --
Chainage 18501.578
18/29
Mast Type --
Chainage 18542.078
18/31
Mast Type --
Chainage 18587.078
T.L. = 981.000m
Loc:19/23
CH: 19379.078
IOL
FOR UP LINE
CH:18454.637
18/27A
BM
CH: 18+486.137
T.L. =807.717 m
Loc: 17/55
CH: 17723.420
18+400
18+500
18+600

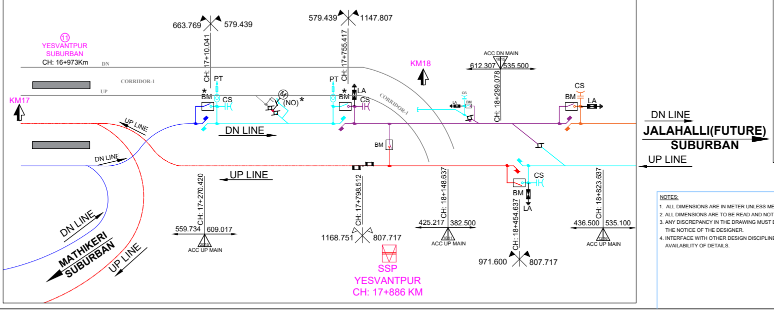

PRO.SRJ @ CH: 18600.000
PRO.SRJ @ CH: 18668.000
18+700
18+800
T.L. = 1534.284 m
Loc: 0/4
CH: (-)162.75
T.L. = 1831.800 m
Loc: 20/28
CH: 20472.578
T.L. = 1021.500 m
Loc: 19/38
CH: 19721.078
18/42A
BM
CH: 18+735.578
IOL
FOR DN LINE
CH:18767.078
T.L. =1147.807m
Loc: 17/52
CH:17686.771
18/36 Mast Type --- Chainage 18640.778
18/34 Mast Type --- Chainage 18623.078
18/38 Mast Type --- Chainage 18663.578
18/40 Mast Type --- Chainage 18699.578
18/42 Mast Type --- Chainage 18731.078
18/44 Mast Type --- Chainage 18767.078
18/46 Mast Type --- Chainage 18803.078
18/48 Mast Type --- Chainage 18834.578
18/50 Mast Type --- Chainage 18861.578
PT
BM
LA
BWA
RCA / OPCA
RCA / OPCA
TS-525
(40.5)
(36)
(31.5)
(36)
(36)
(31.5)
(27)
BWA
C.No.45
C-Wall
OHE
unsupported
TS-415
RCA / OPCA
RCA / OPCA
C-Wall
FTA
(X-O)
ACA
ACA
C-Wall
18/33 Mast Type -- Chainage 18623.078
18/37 Mast Type -- Chainage 18663.578
18/39 Mast Type -- Chainage 18699.578
18/41 Mast Type -- Chainage 18731.078
18/43 Mast Type -- Chainage 18767.078
18/45 Mast Type -- Chainage 18803.078
18/47 Mast Type -- Chainage 18834.578
18/49 Mast Type -- Chainage 18861.578
18/35 Mast Type -- Chainage 18640.778
T.L. =189.000 m
Loc: 18/30
CH: 18542.078
EXG.BR NO.411 @ IR KM: 7/729 OF
SPAN 1X1.8X0.66 M RCC BOX
PRO.BR TO BE EXTD @ CH: 18+735 OF
SPAN 1X1.8X1.35 M RCC BOX
T.L =436.500
Loc: 18/21
CH: 18398.078
12
16
T.L =544.500
Loc: 19/23
CH: 19368.137
ACC CENTRE FOR
UP MAIN
CH: 18823.637
T.L. = 1458.095 m
Loc: 00/01
CH: (-)189.318
T.L. = 1831.800 m
Loc: 20/29
CH: 20472.578
18+600
18+700
18+800

Refer Drawing No.-KRDD001-TDR-CR02-GEN-OCS-PGP-00009

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

KEY PLAN


SOLADEVANAHALLI
663.769
579.439
CH: 17+10.041
579.439
1147.807
CH: 17+755.417
⑪ YESVANTPUR SUBURBAN
CH: 16+973Km
DN
CORRIDOR-1
UP
KM17
PT
*
BM
CS
(M)
(NO)*
PT
*
BM
LA
CS
CORRIDOR-1
KM18
ACC DN MAIN
16 15
612.307
535.500
CH: 18+299.078
CS
LA
BM
CS
BM
LA
UP LINE
DN LINE
DN LINE
BM
UP LINE
DN LINE
JALAHALLI(FUTURE)
SUBURBAN
UP LINE
CS
BM
LA
CH: 17+270.420
559.734
609.017
2015
ACC UP MAIN
CH: 17+798.512
1168.751
807.717
CH: 18+148.637
425.217
382.500
10 11
ACC UP MAIN
CH: 18+454.637
971.600
807.717
CH: 18+823.637
436.500
535.100
12 16
ACC UP MAIN
DN LINE
MATHIKERI SUBURBAN
UP LINE
SSP
YESVANTPUR
CH: 17+886 KM

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	IA
REV	DATE	DESCRIPTION	Origi

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-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. THE PEGGING PLAN FOR CHAINAGE CH:(-) 0+191.00 Km to CH:18+861Km HAS BEEN PREPARED AS PER THE ALIGNMENT DRAWING RECEIVED FROM GC / K-RIDE ON 08/07/2024.
4. CHAINAGE OF OHE FOR UP & DN LINE HAS BEEN CONSIDERED WITH RESPECT TO THE PIER CHAINAGES AS MARKED IN THE RECEIVED ELEVATED GAD RECEIVED FROM L&T DATED. 10-07-2024. (DWG. REF NO: O22077-BSRP-CR2-C-VD-GEN-20-2061 TO 2066)
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. ALL ANCHOR DISTANCES AT ELEVATED SECTION ARE CONSIDERED 5M FROM THE NEAREST MAST LOCATION.

FOR TENDER PURPOSE ONLY

/ SB	CK/NP	RK/SK
inator	Checked	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

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	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:	Project Stage:
OHE Pegging Plan for Main Line CH: (-)0+191 Km to CH: 18+861 Km	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-00008	R0