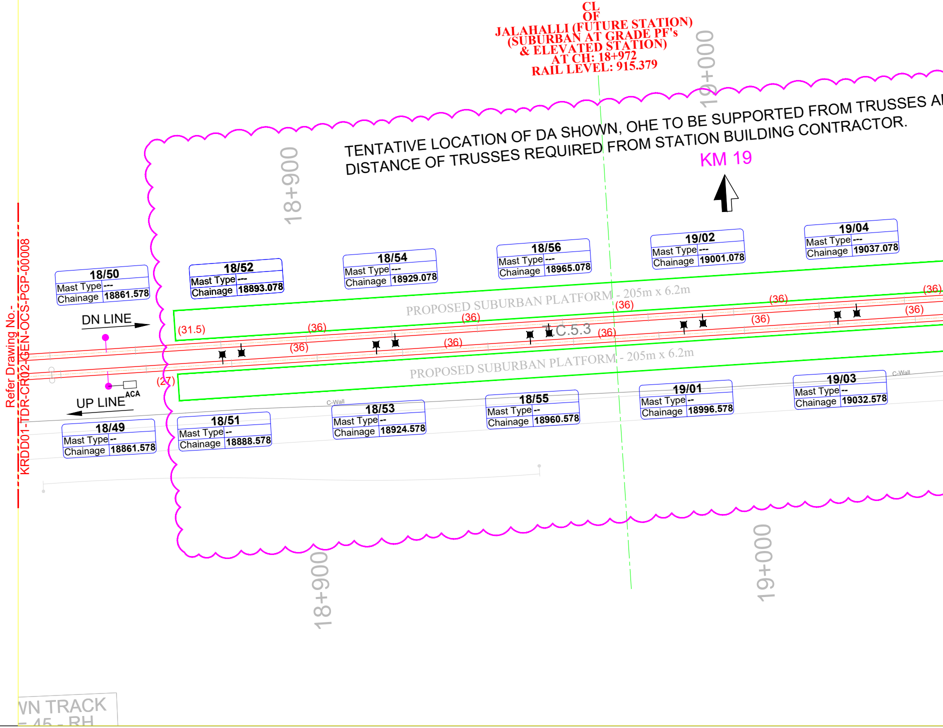
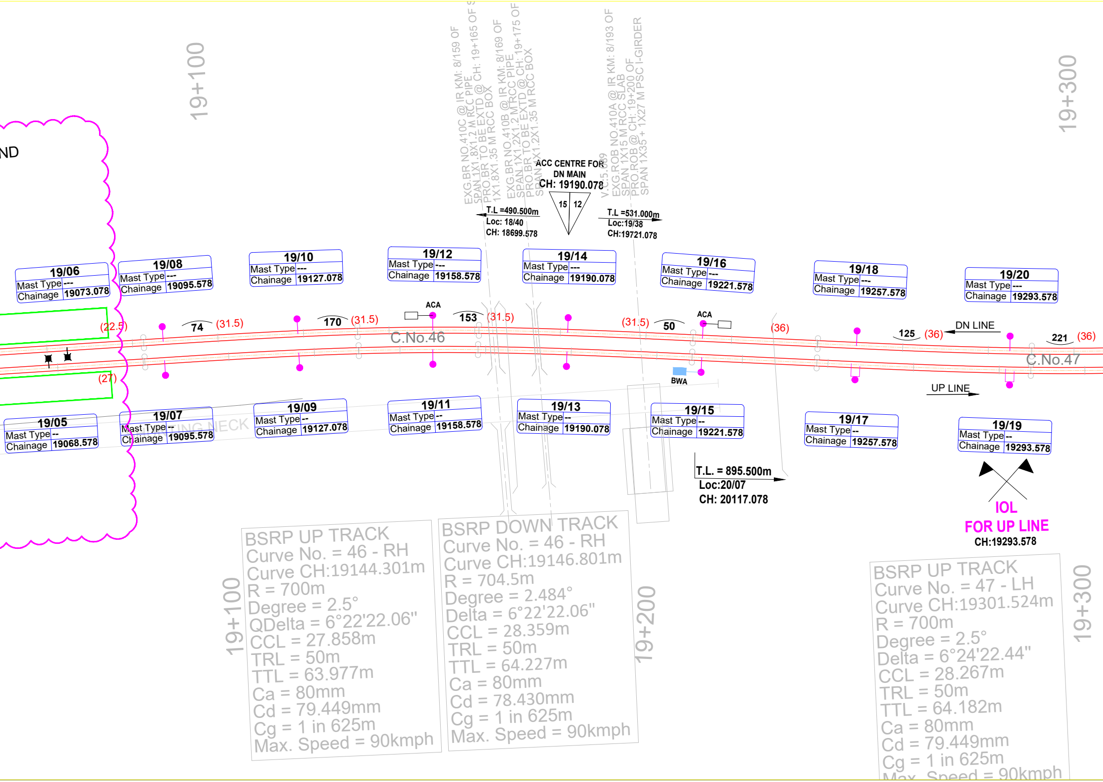
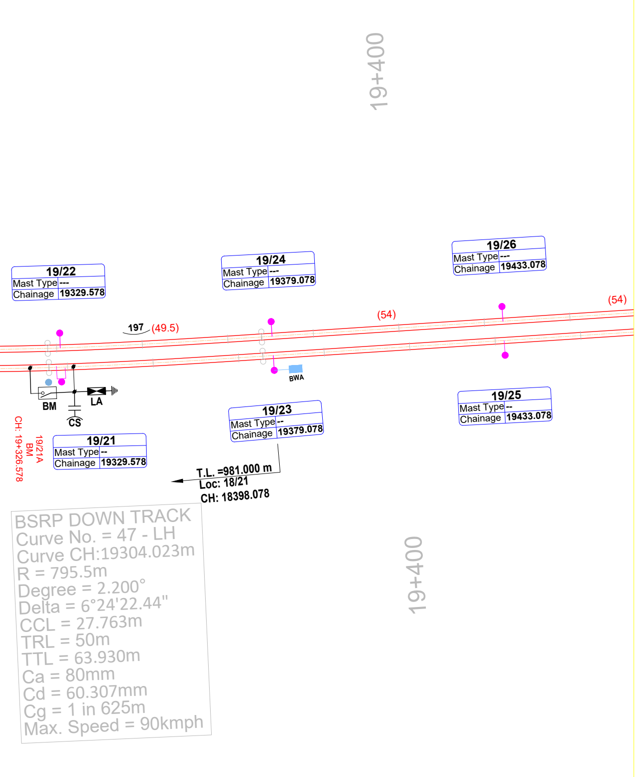

CL
OF
JALAHALLI (FUTURE STATION)
(SUBURBAN AT GRADE PF's
& ELEVATED STATION)
AT CH: 18+972
RAIL LEVEL: 915.379
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AI
DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.
KM 19
18+900
19+000
18+900
19+000
Refer Drawing No.-
KRDD01-TDR-CR02-GEN-OCS-PGP-00008
DN LINE
UP LINE
ACA
PROPOSED SUBURBAN PLATFORM - 205m x 6.2m
PROPOSED SUBURBAN PLATFORM - 205m x 6.2m
T.C.5.3
C-Wall
C-Wall
(31.5)
(36)
(36)
(36)
(36)
(36)
(36)
(36)
(36)
(36)
(36)
(36)
(27)
18/50
Mast Type ---
Chainage 18861.578
18/52
Mast Type ---
Chainage 18893.078
18/54
Mast Type ---
Chainage 18929.078
18/56
Mast Type ---
Chainage 18965.078
19/02
Mast Type ---
Chainage 19001.078
19/04
Mast Type ---
Chainage 19037.078
18/49
Mast Type --
Chainage 18861.578
18/51
Mast Type --
Chainage 18888.578
18/53
Mast Type --
Chainage 18924.578
18/55
Mast Type --
Chainage 18960.578
19/01
Mast Type --
Chainage 18996.578
19/03
Mast Type --
Chainage 19032.578
VN TRACK
- 45 - RH


19+100
19+300
ND
EXG.BR NO.410C @ IR KM: 8/159 OF
SPAN 1X1.8X1.2 M RCC PIPE
PRO.BR TO BE EXTD @ CH: 19+165 OF
1X1.8X1.35 M RCC BOX
EXG.BR NO.410B @ IR KM: 8/169 OF
SPAN 1X1.2X1.2 M RCC PIPE
PRO.BR TO BE EXTD @ CH: 19+175 OF
SPAN 1X1.2X1.35 M RCC BOX
V.C.5.089
EXG.ROB NO.410A @ IR KM: 8/193 OF
SPAN 1X15 M RCC SLAB
PRO.ROB @ CH: 19+200 OF
SPAN 1X35 + 1X27 M PSC I-GIRDER
ACC CENTRE FOR
DN MAIN
CH: 19190.078
15
12
T.L =490.500m
Loc: 18/40
CH: 18699.578
T.L =531.000m
Loc:19/38
CH:19721.078
19/06
Mast Type ---
Chainage 19073.078
19/08
Mast Type ---
Chainage 19095.578
19/10
Mast Type ---
Chainage 19127.078
19/12
Mast Type ---
Chainage 19158.578
19/14
Mast Type ---
Chainage 19190.078
19/16
Mast Type ---
Chainage 19221.578
19/18
Mast Type ---
Chainage 19257.578
19/20
Mast Type ---
Chainage 19293.578
(22.5)
74
(31.5)
170
(31.5)
ACA
153
(31.5)
(31.5)
50
ACA
(36)
125
(36)
DN LINE
221
(36)
C.No.46
C.No.47
BWA
UP LINE
(27)
19/05
Mast Type --
Chainage 19068.578
19/07
Mast Type --
Chainage 19095.578
19/09
Mast Type --
Chainage 19127.078
19/11
Mast Type --
Chainage 19158.578
19/13
Mast Type --
Chainage 19190.078
19/15
Mast Type --
Chainage 19221.578
19/17
Mast Type --
Chainage 19257.578
19/19
Mast Type --
Chainage 19293.578
T.L. = 895.500m
Loc:20/07
CH: 20117.078
IOL
FOR UP LINE
CH:19293.578
19+100
19+200
19+300

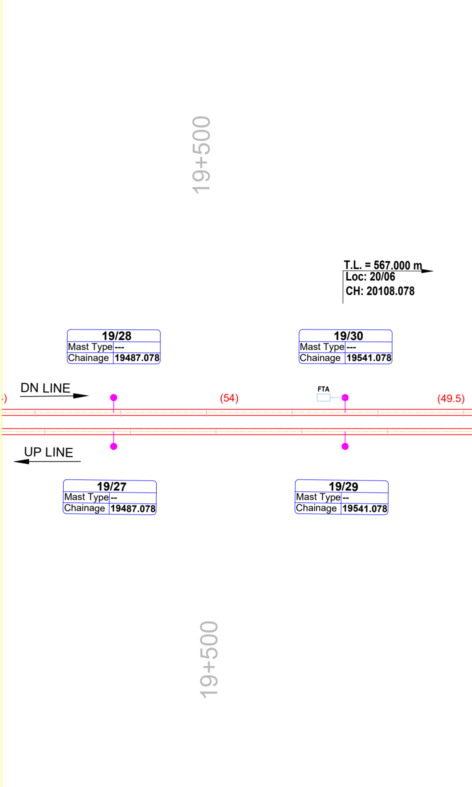
BSRP UP TRACK
Curve No. = 46 - RH
Curve CH:19144.301m
R = 700m
Degree = 2.5°
QDelta = 6°22'22.06"
CCL = 27.858m
TRL = 50m
TTL = 63.977m
Ca = 80mm
Cd = 79.449mm
Cg = 1 in 625m
Max. Speed = 90kmph

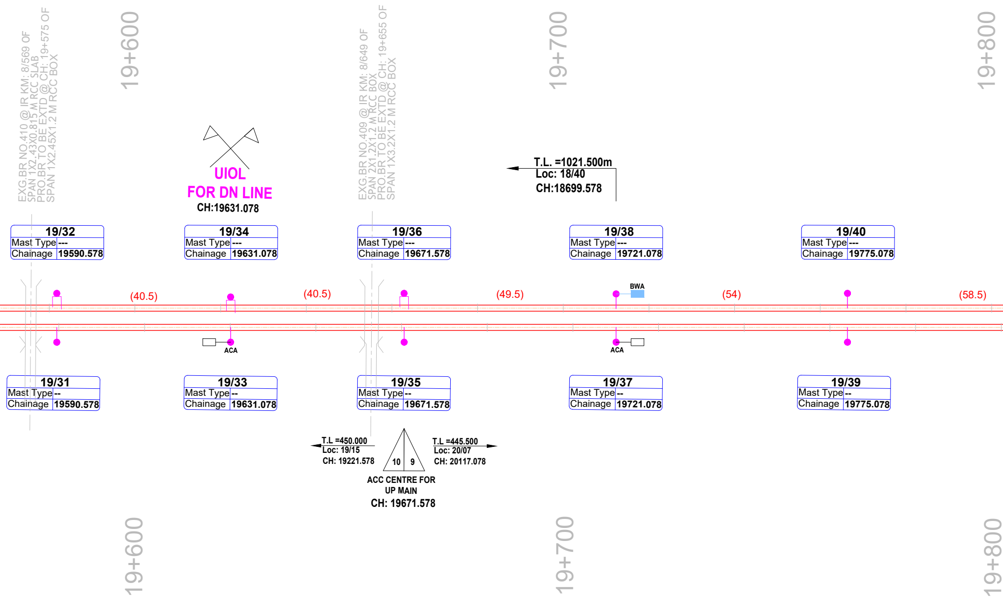
BSRP DOWN TRACK
Curve No. = 46 - RH
Curve CH:19146.801m
R = 704.5m
Degree = 2.484°
Delta = 6°22'22.06"
CCL = 28.359m
TRL = 50m
TTL = 64.227m
Ca = 80mm
Cd = 78.430mm
Cg = 1 in 625m
Max. Speed = 90kmph

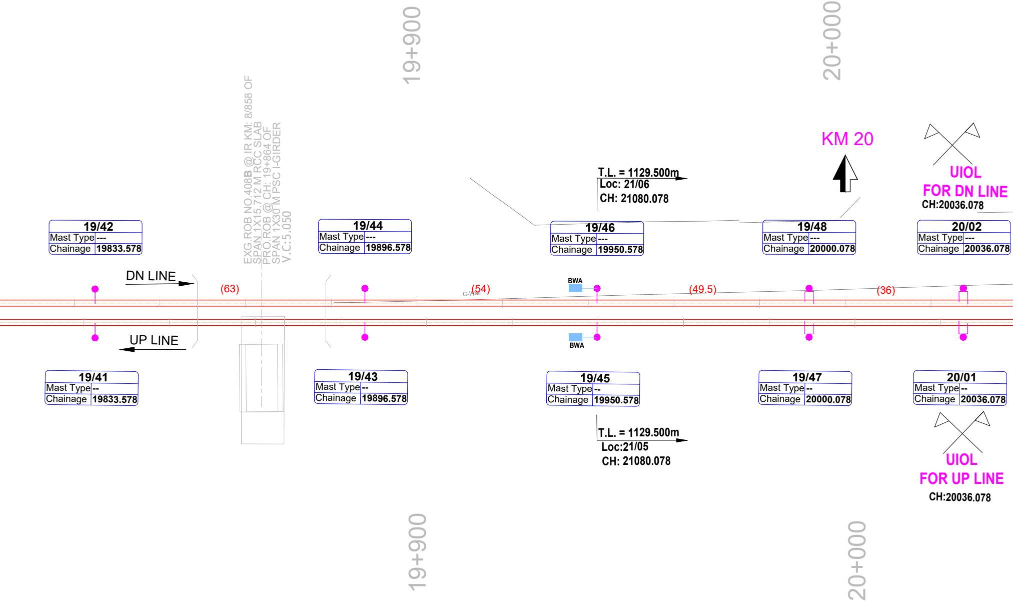
BSRP UP TRACK
Curve No. = 47 - LH
Curve CH:19301.524m
R = 700m
Degree = 2.5°
Delta = 6°24'22.44"
CCL = 28.267m
TRL = 50m
TTL = 64.182m
Ca = 80mm
Cd = 79.449mm
Cg = 1 in 625m
Max. Speed = 90kmph

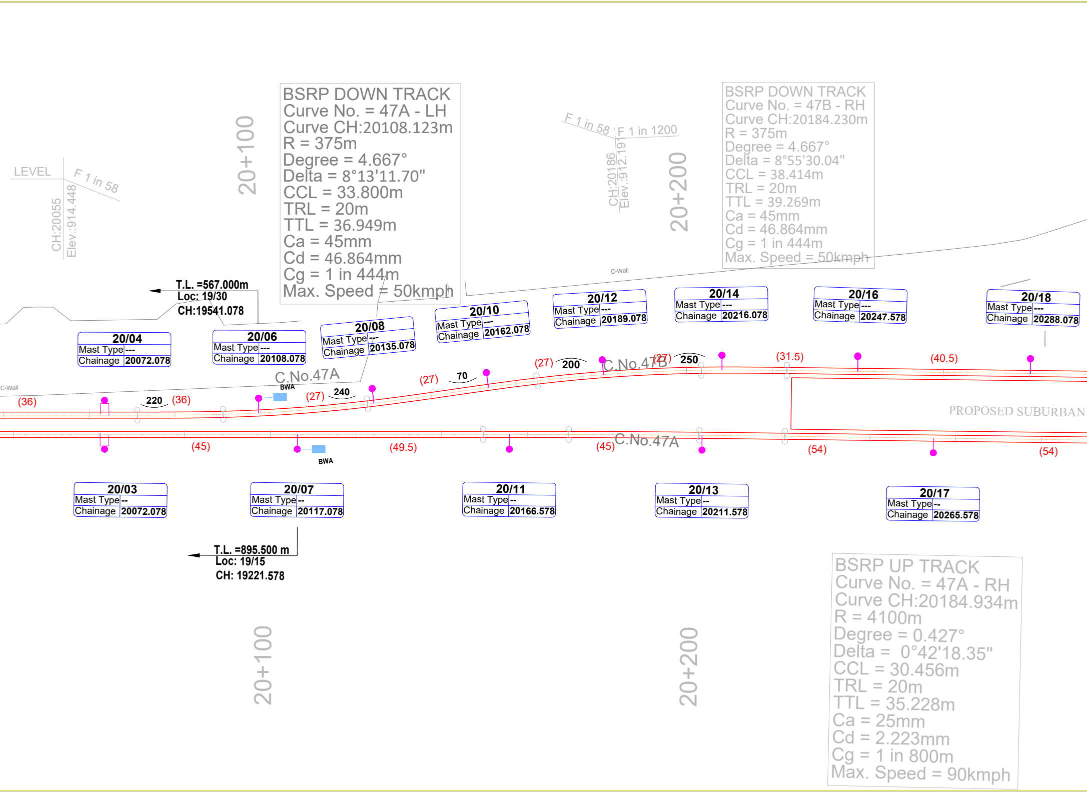

19+400
19/22
Mast Type ---
Chainage 19329.578
19/24
Mast Type ---
Chainage 19379.078
19/26
Mast Type ---
Chainage 19433.078
(54)
(54)
197
(49.5)
BWA
BM
LA
CS
CH: 19+326.578
BM
19/21A
19/21
Mast Type --
Chainage 19329.578
19/23
Mast Type --
Chainage 19379.078
19/25
Mast Type --
Chainage 19433.078
T.L. =981.000 m
Loc: 18/21
CH: 18398.078
19+400

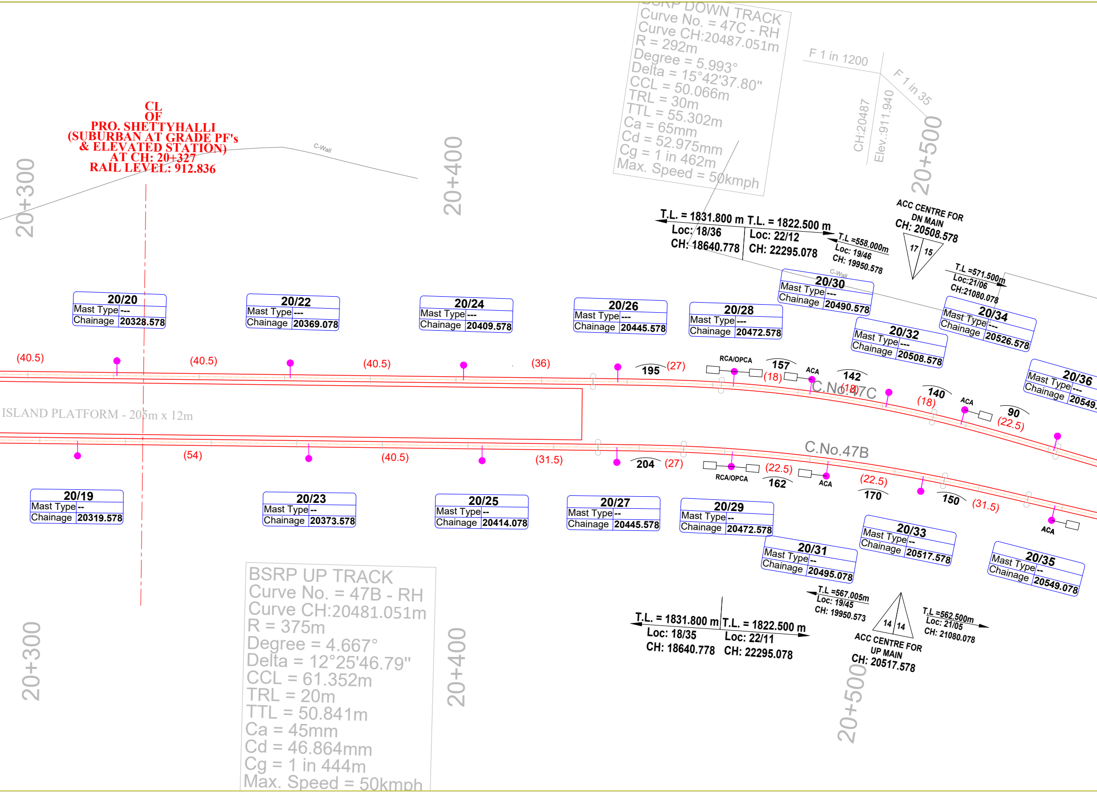
BSRP DOWN TRACK
Curve No. = 47 - LH
Curve CH:19304.023m
R = 795.5m
Degree = 2.200°
Delta = 6°24'22.44"
CCL = 27.763m
TRL = 50m
TTL = 63.930m
Ca = 80mm
Cd = 60.307mm
Cg = 1 in 625m
Max. Speed = 90kmph


19+500
T.L. = 567.000 m
Loc: 20/06
CH: 20108.078
19/28
Mast Type ---
Chainage 19487.078
19/30
Mast Type ---
Chainage 19541.078
DN LINE
(54)
FTA
(49.5)
UP LINE
19/27
Mast Type --
Chainage 19487.078
19/29
Mast Type --
Chainage 19541.078
19+500

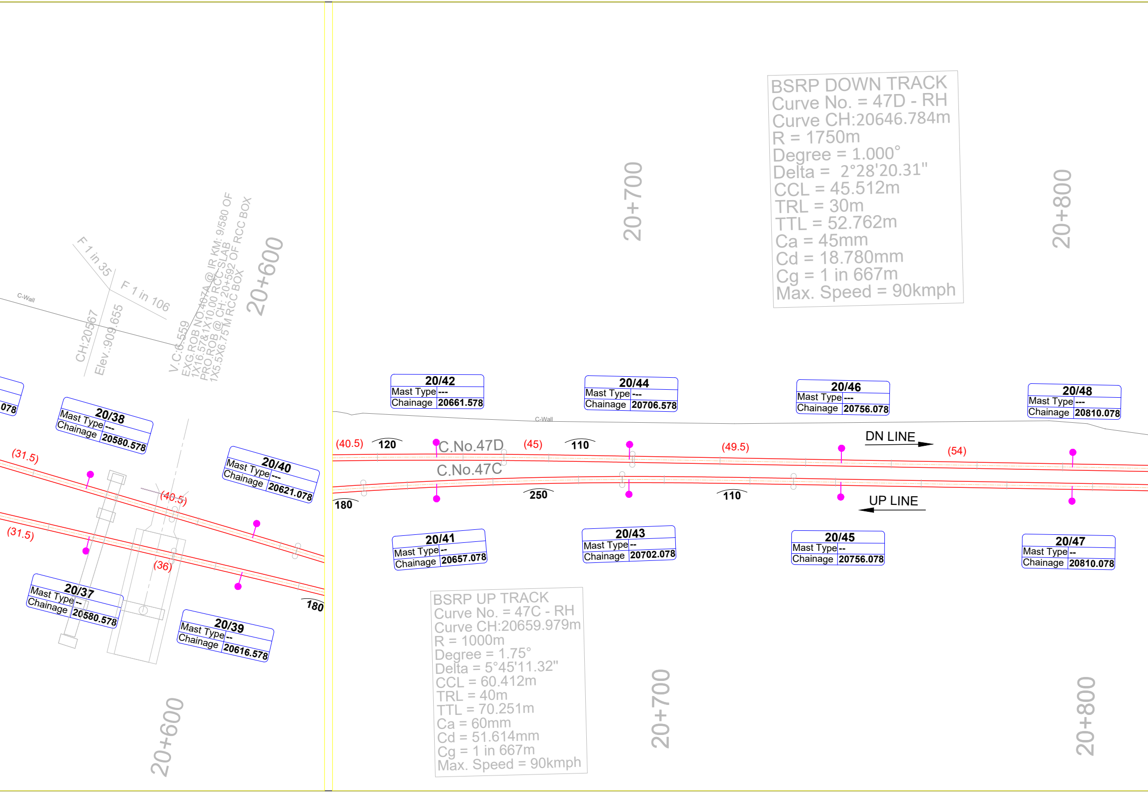

EXG.BR NO.410 @ IR KM: 8/569 OF
SPAN 1X2.43X0.815 M RCC SLAB
PRO.BR TO BE EXTD @ CH: 19+575 OF
SPAN 1X2.45X1.2 M RCC BOX
19+600
UIOL
FOR DN LINE
CH:19631.078
EXG.BR NO.409 @ IR KM: 8/649 OF
SPAN 2X1.2X1.2 M RCC BOX
PRO.BR TO BE EXTD @ CH: 19+655 OF
SPAN 1X3.2X1.2 M RCC BOX
19+700
T.L. =1021.500m
Loc: 18/40
CH:18699.578
19+800
19/32
Mast Type ---
Chainage 19590.578
19/34
Mast Type ---
Chainage 19631.078
19/36
Mast Type ---
Chainage 19671.578
19/38
Mast Type ---
Chainage 19721.078
19/40
Mast Type ---
Chainage 19775.078
(40.5)
(40.5)
(49.5)
BWA
(54)
(58.5)
ACA
ACA
19/31
Mast Type --
Chainage 19590.578
19/33
Mast Type --
Chainage 19631.078
19/35
Mast Type --
Chainage 19671.578
19/37
Mast Type --
Chainage 19721.078
19/39
Mast Type --
Chainage 19775.078
T.L =450.000
Loc: 19/15
CH: 19221.578
10
9
T.L =445.500
Loc: 20/07
CH: 20117.078
ACC CENTRE FOR
UP MAIN
CH: 19671.578
19+600
19+700
19+800


19+900
20+000
EXG.ROB NO.408B @ IR KM: 8/858 OF
SPAN 1X15.712 M RCC SLAB
PRO.ROB @ CH: 19+864 OF
SPAN 1X30 M PSC I-GIRDER
V.C:5.050
KM 20
UIOL
FOR DN LINE
CH:20036.078
T.L. = 1129.500m
Loc: 21/06
CH: 21080.078
19/42
Mast Type ---
Chainage 19833.578
19/44
Mast Type ---
Chainage 19896.578
19/46
Mast Type ---
Chainage 19950.578
19/48
Mast Type ---
Chainage 20000.078
20/02
Mast Type ---
Chainage 20036.078
DN LINE
(63)
(54)
C-Wall
BWA
(49.5)
(36)
UP LINE
BWA
19/41
Mast Type --
Chainage 19833.578
19/43
Mast Type --
Chainage 19896.578
19/45
Mast Type --
Chainage 19950.578
19/47
Mast Type --
Chainage 20000.078
20/01
Mast Type --
Chainage 20036.078
T.L. = 1129.500m
Loc:21/05
CH: 21080.078
UIOL
FOR UP LINE
CH:20036.078
19+900
20+000


BSRP DOWN TRACK
Curve No. = 47A - LH
Curve CH:20108.123m
R = 375m
Degree = 4.667°
Delta = 8°13'11.70"
CCL = 33.800m
TRL = 20m
TTL = 36.949m
Ca = 45mm
Cd = 46.864mm
Cg = 1 in 444m
Max. Speed = 50kmph
BSRP DOWN TRACK
Curve No. = 47B - RH
Curve CH:20184.230m
R = 375m
Degree = 4.667°
Delta = 8°55'30.04"
CCL = 38.414m
TRL = 20m
TTL = 39.269m
Ca = 45mm
Cd = 46.864mm
Cg = 1 in 444m
Max. Speed = 50kmph
BSRP UP TRACK
Curve No. = 47A - RH
Curve CH:20184.934m
R = 4100m
Degree = 0.427°
Delta = 0°42'18.35"
CCL = 30.456m
TRL = 20m
TTL = 35.228m
Ca = 25mm
Cd = 2.223mm
Cg = 1 in 800m
Max. Speed = 90kmph
LEVEL
F 1 in 58
CH:20055
Elev.:914.448
20+100
F 1 in 58
F 1 in 1200
CH:20186
Elev.:912.191
20+200
C-Wall
T.L. =567.000m
Loc: 19/30
CH:19541.078
20/04 Mast Type --- Chainage 20072.078
20/06 Mast Type --- Chainage 20108.078
20/08 Mast Type --- Chainage 20135.078
20/10 Mast Type --- Chainage 20162.078
20/12 Mast Type --- Chainage 20189.078
20/14 Mast Type --- Chainage 20216.078
20/16 Mast Type --- Chainage 20247.578
20/18 Mast Type --- Chainage 20288.078
C-Wall
(36)
220
(36)
C.No.47A
BWA
(27)
240
(27)
70
(27)
200
C.No.47B
(27)
250
(31.5)
(40.5)
PROPOSED SUBURBAN
(45)
BWA
(49.5)
(45)
C.No.47A
(54)
(54)
20/03 Mast Type -- Chainage 20072.078
20/07 Mast Type -- Chainage 20117.078
20/11 Mast Type -- Chainage 20166.578
20/13 Mast Type -- Chainage 20211.578
20/17 Mast Type -- Chainage 20265.578
T.L. =895.500 m
Loc: 19/15
CH: 19221.578
20+100
20+200



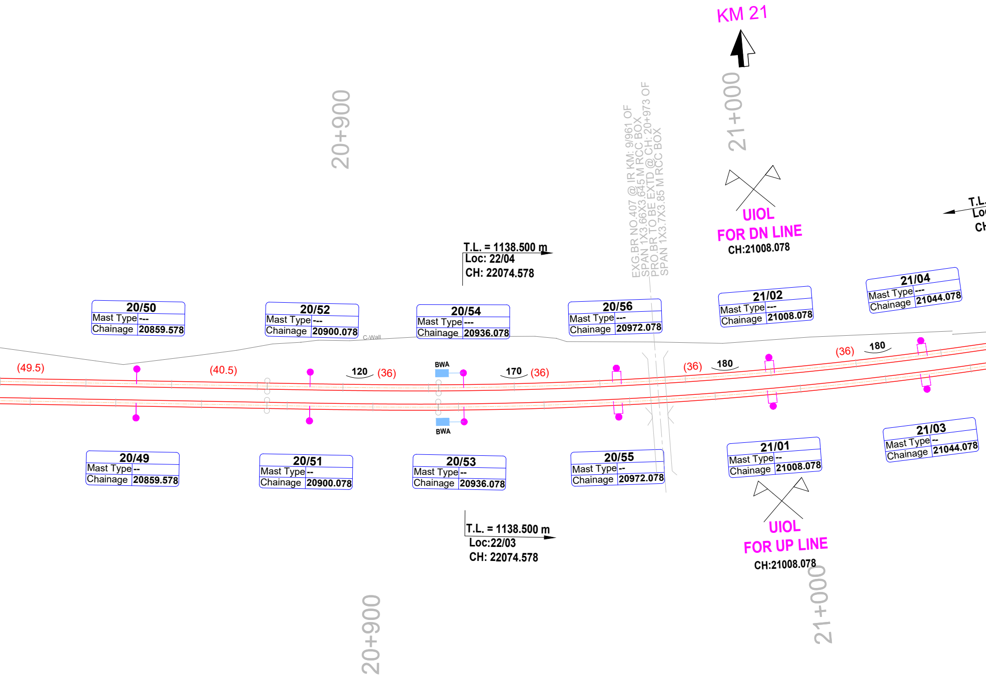
CL
OF
PRO. SHETTYHALLI
(SUBURBAN AT GRADE PF's
& ELEVATED STATION)
AT CH: 20+327
RAIL LEVEL: 912.836
C-Wall
20+300
20+400
20+500
BSRP DOWN TRACK
Curve No. = 47C - RH
Curve CH:20487.051m
R = 292m
Degree = 5.993°
Delta = 15°42'37.80"
CCL = 50.066m
TRL = 30m
TTL = 55.302m
Ca = 65mm
Cd = 52.975mm
Cg = 1 in 462m
Max. Speed = 50kmph
F 1 in 1200
F 1 in 35
CH:20487
Elev.:911.940
T.L. = 1831.800 m
Loc: 18/36
CH: 18640.778
T.L. = 1822.500 m
Loc: 22/12
CH: 22295.078
T.L =558.000m
Loc: 19/46
CH: 19950.578
ACC CENTRE FOR
DN MAIN
CH: 20508.578
17
15
T.L =571.500m
Loc:21/06
CH:21080.078
C-Wall
20/20
Mast Type ---
Chainage 20328.578
20/22
Mast Type ---
Chainage 20369.078
20/24
Mast Type ---
Chainage 20409.578
20/26
Mast Type ---
Chainage 20445.578
20/28
Mast Type ---
Chainage 20472.578
20/30
Mast Type ---
Chainage 20490.578
20/32
Mast Type ---
Chainage 20508.578
20/34
Mast Type ---
Chainage 20526.578
20/36
Mast Type ---
Chainage 20549.
(40.5)
(40.5)
(40.5)
(36)
195
(27)
RCA/OPCA
157
(18)
ACA
142
(18)
C.No.47C
140
(18)
ACA
90
(22.5)
ISLAND PLATFORM - 205m x 12m
C.No.47B
(54)
(40.5)
(31.5)
204
(27)
RCA/OPCA
(22.5)
162
ACA
(22.5)
170
150
(31.5)
ACA
20/19
Mast Type --
Chainage 20319.578
20/23
Mast Type --
Chainage 20373.578
20/25
Mast Type --
Chainage 20414.078
20/27
Mast Type --
Chainage 20445.578
20/29
Mast Type --
Chainage 20472.578
20/31
Mast Type --
Chainage 20495.078
20/33
Mast Type --
Chainage 20517.578
20/35
Mast Type --
Chainage 20549.078
BSRP UP TRACK
Curve No. = 47B - RH
Curve CH:20481.051m
R = 375m
Degree = 4.667°
Delta = 12°25'46.79"
CCL = 61.352m
TRL = 20m
TTL = 50.841m
Ca = 45mm
Cd = 46.864mm
Cg = 1 in 444m
Max. Speed = 50kmph
T.L. = 1831.800 m
Loc: 18/35
CH: 18640.778
T.L. = 1822.500 m
Loc: 22/11
CH: 22295.078
T.L =567.005m
Loc: 19/45
CH: 19950.573
14
14
ACC CENTRE FOR
UP MAIN
CH: 20517.578
T.L =562.500m
Loc: 21/05
CH: 21080.078

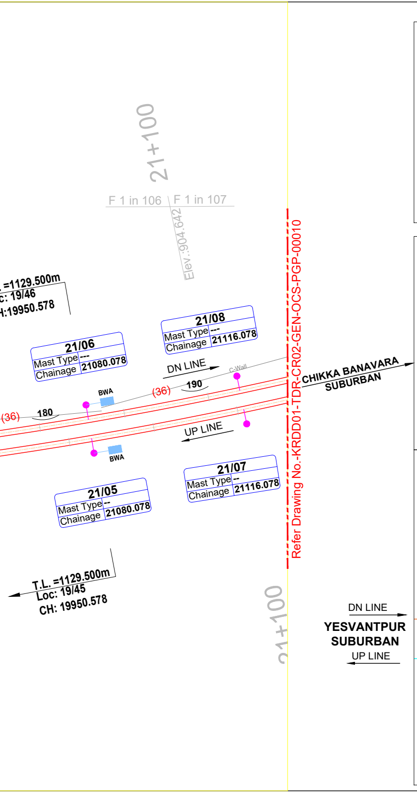


BSRP DOWN TRACK
Curve No. = 47D - RH
Curve CH:20646.784m
R = 1750m
Degree = 1.000°
Delta = 2°28'20.31"
CCL = 45.512m
TRL = 30m
TTL = 52.762m
Ca = 45mm
Cd = 18.780mm
Cg = 1 in 667m
Max. Speed = 90kmph

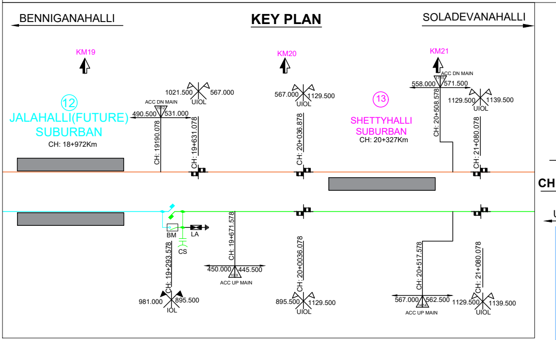
BSRP UP TRACK
Curve No. = 47C - RH
Curve CH:20659.979m
R = 1000m
Degree = 1.75°
Delta = 5°45'11.32"
CCL = 60.412m
TRL = 40m
TTL = 70.251m
Ca = 60mm
Cd = 51.614mm
Cg = 1 in 667m
Max. Speed = 90kmph

F 1 in 35
F 1 in 106
CH:20567
Elev.:909.655
V.C:6.559
EXG.ROB NO.407A @ IR KM: 9/580 OF
1X16.57&1X10.00 RCC SLAB
PRO.ROB @ CH: 20+592 OF RCC BOX
1X5.5X6.75 M RCC BOX
20+600
20+600
20+700
20+700
20+800
20+800
C-Wall
C-Wall
078
20/38 Mast Type --- Chainage 20580.578
20/40 Mast Type --- Chainage 20621.078
20/37 Mast Type -- Chainage 20580.578
20/39 Mast Type -- Chainage 20616.578
20/42 Mast Type --- Chainage 20661.578
20/44 Mast Type --- Chainage 20706.578
20/46 Mast Type --- Chainage 20756.078
20/48 Mast Type --- Chainage 20810.078
20/41 Mast Type -- Chainage 20657.078
20/43 Mast Type -- Chainage 20702.078
20/45 Mast Type -- Chainage 20756.078
20/47 Mast Type -- Chainage 20810.078
(31.5)
(31.5)
(40.5)
(36)
180
(40.5)
120
C.No.47D
(45)
110
(49.5)
DN LINE
(54)
C.No.47C
180
250
110
UP LINE


KM 21
20+900
21+000
EXG.BR NO.407 @ IR KM: 9/961 OF
SPAN 1X3.66X3.645 M RCC BOX
PRO.BR TO BE EXTD @ CH: 20+973 OF
SPAN 1X3.7X3.85 M RCC BOX
UIOL
FOR DN LINE
CH:21008.078
T.L.
Lo
Ch
T.L. = 1138.500 m
Loc: 22/04
CH: 22074.578
20/50
Mast Type ---
Chainage 20859.578
20/52
Mast Type ---
Chainage 20900.078
20/54
Mast Type ---
Chainage 20936.078
20/56
Mast Type ---
Chainage 20972.078
21/02
Mast Type ---
Chainage 21008.078
21/04
Mast Type ---
Chainage 21044.078
C-Wall
(49.5)
(40.5)
120
(36)
BWA
170
(36)
(36)
180
(36)
180
BWA
20/49
Mast Type --
Chainage 20859.578
20/51
Mast Type --
Chainage 20900.078
20/53
Mast Type --
Chainage 20936.078
20/55
Mast Type --
Chainage 20972.078
21/01
Mast Type --
Chainage 21008.078
21/03
Mast Type --
Chainage 21044.078
T.L. = 1138.500 m
Loc:22/03
CH: 22074.578
UIOL
FOR UP LINE
CH:21008.078
20+900
21+000


21+100
F 1 in 106
F 1 in 107
Elev.:904.642
=1129.500m
c: 19/46
H:19950.578
21/08
Mast Type ---
Chainage 21116.078
21/06
Mast Type ---
Chainage 21080.078
DN LINE
C-Wall
BWA
(36)
190
180
(36)
UP LINE
BWA
21/07
Mast Type --
Chainage 21116.078
21/05
Mast Type --
Chainage 21080.078
T.L. =1129.500m
Loc: 19/45
CH: 19950.578
21+100
Refer Drawing No.-KRDD01-TDR-CR02-GEN-OCS-PGP-00010
CHIKKA BANAVARA
SUBURBAN
DN LINE
YESVANTPUR
SUBURBAN
UP LINE

KEY PLAN


BENNIGANAHALLI
SOLADEVANAHALLI
KM19
KM20
KM21
⑫
JALAHALLI(FUTURE)
SUBURBAN
CH: 18+972Km
⑬
SHETTYHALLI
SUBURBAN
CH: 20+327Km
1021.500
567.000
UIOL
ACC DN MAIN
490.500
531.000
CH: 19190.078
CH: 19+631.078
567.000
1129.500
UIOL
CH: 20+036.878
ACC DN MAIN
558.000
571.500
CH: 20+508.578
1129.500
1139.500
UIOL
CH: 21+080.078
BM
LA
CS
CH: 19+293.578
981.000
895.500
IOL
CH: 19+671.578
450.000
445.500
ACC UP MAIN
CH: 20+0036.078
895.500
1129.500
UIOL
CH: 20+517.578
567.000
562.500
ACC UP MAIN
CH: 21+080.078
1129.500
1139.500
UIOL
DN LINE
CHIKKA BANAVARA
SUBURBAN
UP LINE

NOTES:

1. ALL DIMENSIONS ARE IN METER UNLESS M
2. ALL DIMENSIONS ARE TO BE READ AND NO
3. ANY DISCREPANCY IN THE DRAWING MUST
THE NOTICE OF THE DESIGNER.
4. INTERFACE WITH OTHER DESIGN DISCIPLIN
AVAILABILITY OF DETAILS.

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	
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	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.

FOR TENDER PURPOSE ONLY

IENTIONED OTHERWISE.
T TO BE MEASURED.
BE BROUGHT TO

NE WILL BE DONE AS PER

R0	16-08-2024	First Submission	IA / SB	CK/NP	RK/SK
REV	DATE	DESCRIPTION	Originator	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

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: 18+861.578 Km to CH: 21+116.078 Km

Project Stage: Tender Drawing

Paper Size: A3
Discipline: Power Supply & Traction System
Date: 16/08/2024
Scale: NTS
Drawing no.: KRDD01-TDR-CR02-GEN-OCS-PGP-00009
Revision: R0