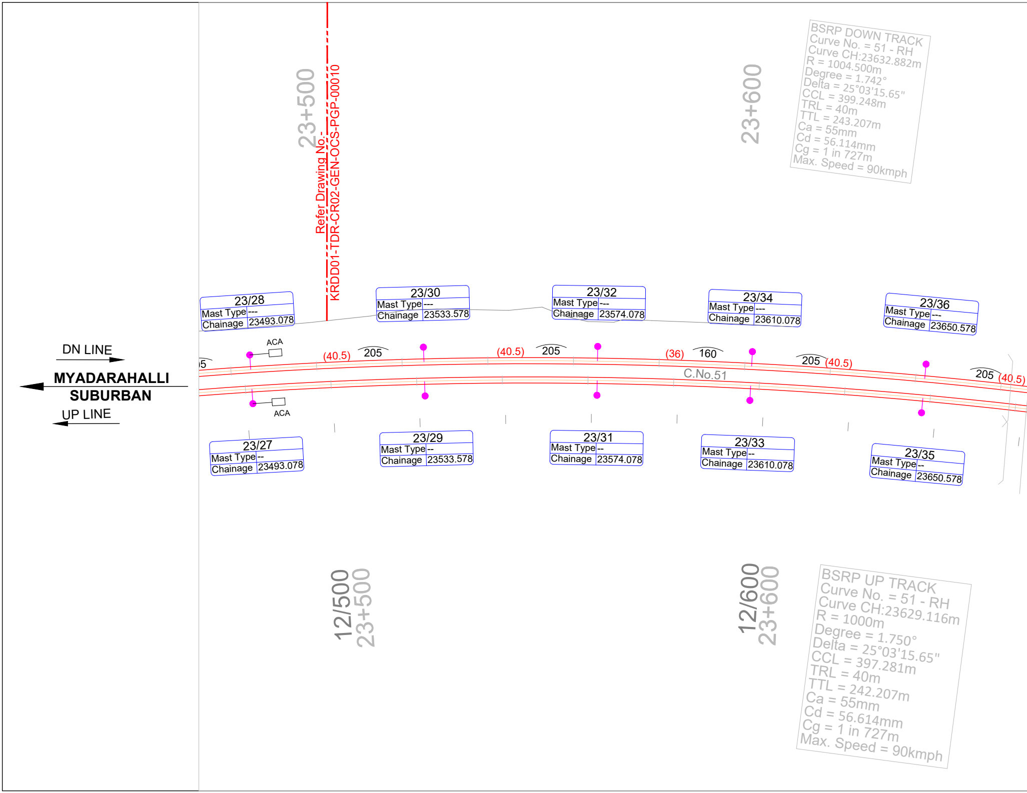
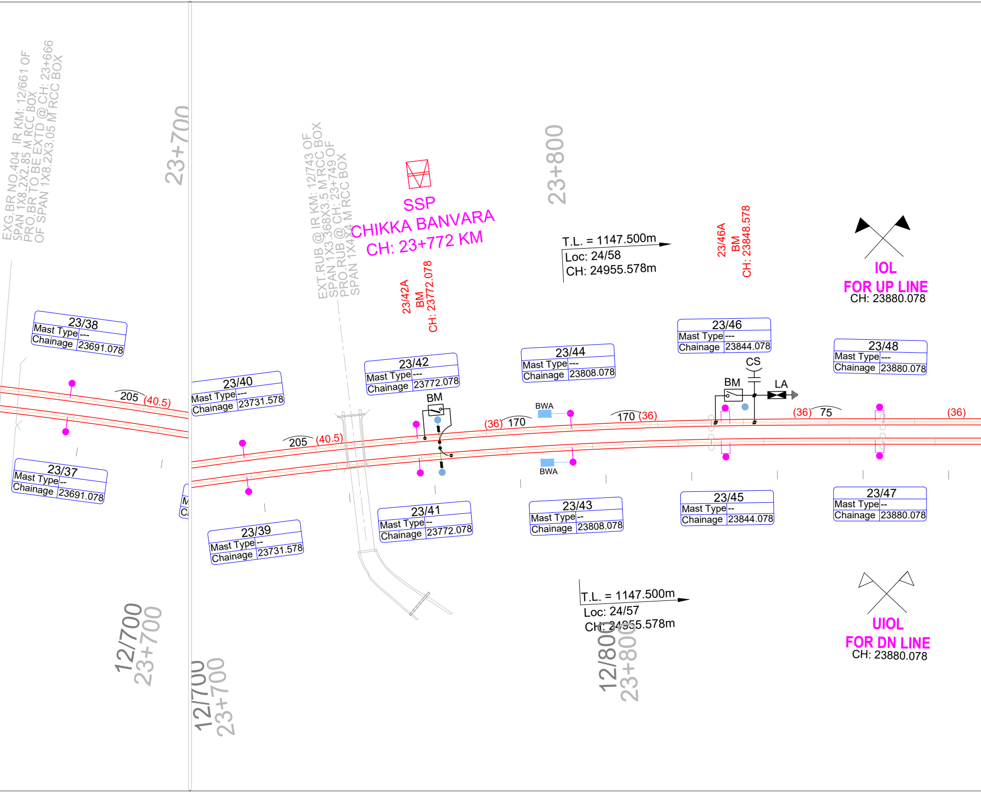
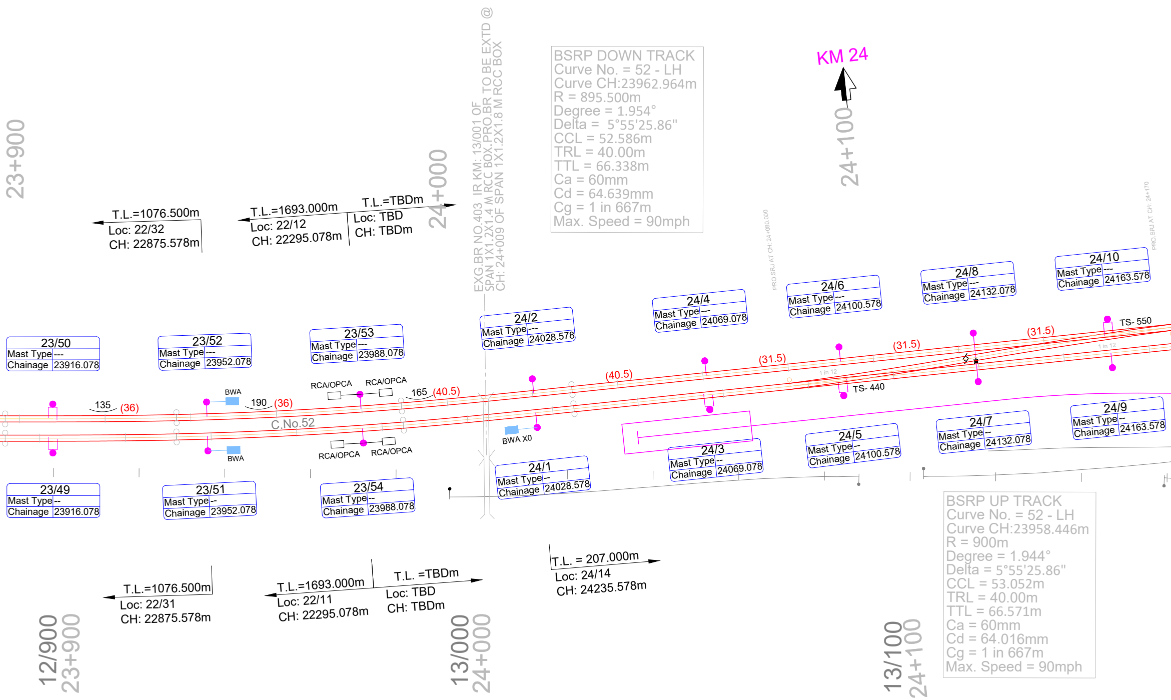
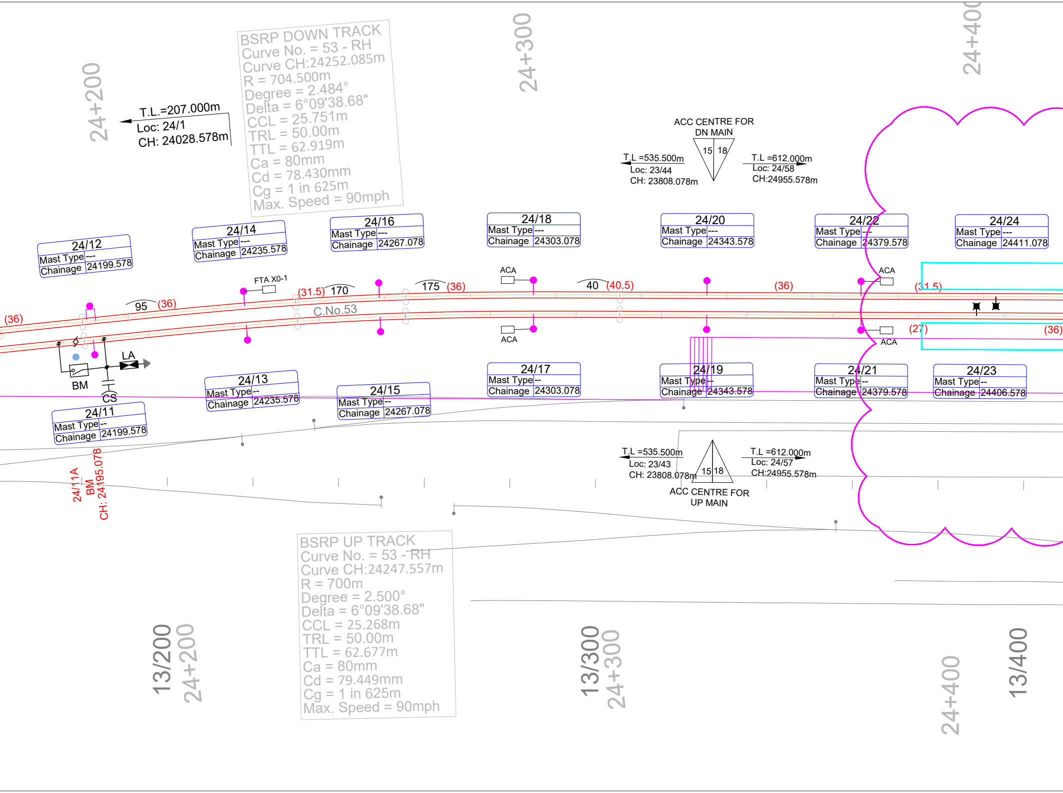

DN LINE
MYADARAHALLI
SUBURBAN
UP LINE
23+500
Refer Drawing No.-
KRDD01-TDR-CR02-GEN-OCS-PGP-00010
23+600
BSRP DOWN TRACK
Curve No. = 51 - RH
Curve CH:23632.882m
R = 1004.500m
Degree = 1.742°
Delta = 25°03'15.65"
CCL = 399.248m
TRL = 40m
TTL = 243.207m
Ca = 55mm
Cd = 56.114mm
Cg = 1 in 727m
Max. Speed = 90kmph
23/28
Mast Type ---
Chainage 23493.078
23/30
Mast Type ---
Chainage 23533.578
23/32
Mast Type ---
Chainage 23574.078
23/34
Mast Type ---
Chainage 23610.078
23/36
Mast Type ---
Chainage 23650.578
ACA
(40.5)
205
(40.5)
205
(36)
160
205
(40.5)
205
(40.5)
5
C.No.51
ACA
23/27
Mast Type --
Chainage 23493.078
23/29
Mast Type --
Chainage 23533.578
23/31
Mast Type --
Chainage 23574.078
23/33
Mast Type --
Chainage 23610.078
23/35
Mast Type --
Chainage 23650.578
12/500
23+500
12/600
23+600
BSRP UP TRACK
Curve No. = 51 - RH
Curve CH:23629.116m
R = 1000m
Degree = 1.750°
Delta = 25°03'15.65"
CCL = 397.281m
TRL = 40m
TTL = 242.207m
Ca = 55mm
Cd = 56.614mm
Cg = 1 in 727m
Max. Speed = 90kmph


EXG.BR NO.404 IR KM: 12/661 OF
SPAN 1X8.2X2.85 M RCC BOX
PRO.BR TO BE EXTD @ CH: 23+666
OF SPAN 1X8.2X3.05 M RCC BOX
23+700
EXT.RUB @ IR KM: 12/743 OF
SPAN 1X3.368X3.5 M RCC BOX
PRO.RUB @ CH: 23+749 OF
SPAN 1X4X4 M RCC BOX
SSP
CHIKKA BANVARA
CH: 23+772 KM
23/42A
BM
CH: 23772.078
23+800
T.L. = 1147.500m
Loc: 24/58
CH: 24955.578m
23/46A
BM
CH: 23848.578
IOL
FOR UP LINE
CH: 23880.078
23/38
Mast Type ---
Chainage 23691.078
23/40
Mast Type ---
Chainage 23731.578
23/42
Mast Type ---
Chainage 23772.078
23/44
Mast Type ---
Chainage 23808.078
23/46
Mast Type ---
Chainage 23844.078
23/48
Mast Type ---
Chainage 23880.078
CS
BM
LA
BM
BWA
205 (40.5)
205 (40.5)
(36) 170
170 (36)
(36) 75
(36)
BWA
23/37
Mast Type --
Chainage 23691.078
23/39
Mast Type --
Chainage 23731.578
23/41
Mast Type --
Chainage 23772.078
23/43
Mast Type --
Chainage 23808.078
23/45
Mast Type --
Chainage 23844.078
23/47
Mast Type --
Chainage 23880.078
T.L. = 1147.500m
Loc: 24/57
CH: 24955.578m
UIOL
FOR DN LINE
CH: 23880.078
12/700
23+700
12/700
23+700
12/800
23+800


23+900
T.L.=1076.500m
Loc: 22/32
CH: 22875.578m
T.L.=1693.000m
Loc: 22/12
CH: 22295.078m
T.L.=TBDm
Loc: TBD
CH: TBDm
24+000
EXG.BR NO.403 IR KM: 13/001 OF
SPAN 1X1.2X1.4 M RCC BOX.PRO.BR TO BE EXTD @
CH: 24+009 OF SPAN 1X1.2X1.8 M RCC BOX
KM 24
24+100
PRO.SRJ AT CH: 24+080.000
PRO.SRJ AT CH: 24+170
23/50
Mast Type ---
Chainage 23916.078
23/52
Mast Type ---
Chainage 23952.078
23/53
Mast Type ---
Chainage 23988.078
24/2
Mast Type ---
Chainage 24028.578
24/4
Mast Type ---
Chainage 24069.078
24/6
Mast Type ---
Chainage 24100.578
24/8
Mast Type ---
Chainage 24132.078
24/10
Mast Type ---
Chainage 24163.578
TS- 550
(31.5)
(31.5)
(31.5)
(40.5)
(40.5)
1 in 12
1 in 12
TS- 440
135
(36)
BWA
190
(36)
RCA/OPCA
RCA/OPCA
165
C.No.52
BWA
RCA/OPCA
RCA/OPCA
BWA X0
23/49
Mast Type --
Chainage 23916.078
23/51
Mast Type --
Chainage 23952.078
23/54
Mast Type --
Chainage 23988.078
24/1
Mast Type --
Chainage 24028.578
24/3
Mast Type --
Chainage 24069.078
24/5
Mast Type --
Chainage 24100.578
24/7
Mast Type --
Chainage 24132.078
24/9
Mast Type --
Chainage 24163.578
T.L.=1076.500m
Loc: 22/31
CH: 22875.578m
T.L.=1693.000m
Loc: 22/11
CH: 22295.078m
T.L. =TBDm
Loc: TBD
CH: TBDm
T.L. = 207.000m
Loc: 24/14
CH: 24235.578m
12/900
23+900
13/000
24+000
13/100
24+100

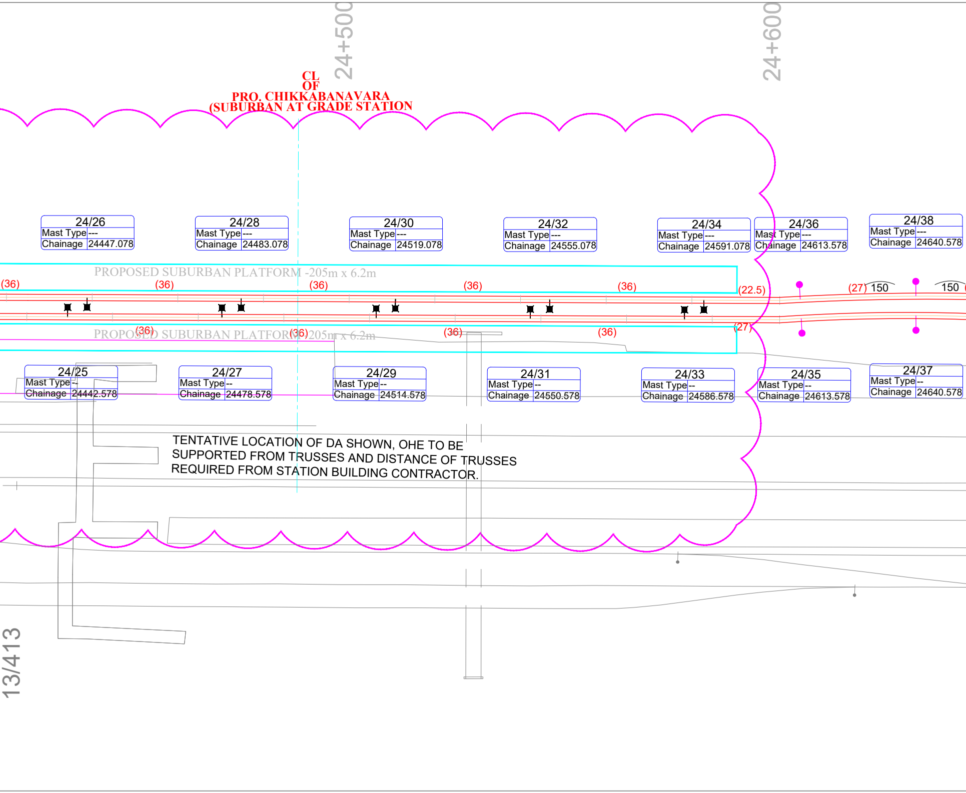
BSRP DOWN TRACK
Curve No. = 52 - LH
Curve CH:23962.964m
R = 895.500m
Degree = 1.954°
Delta = 5°55'25.86"
CCL = 52.586m
TRL = 40.00m
TTL = 66.338m
Ca = 60mm
Cd = 64.639mm
Cg = 1 in 667m
Max. Speed = 90mph

BSRP UP TRACK
Curve No. = 52 - LH
Curve CH:23958.446m
R = 900m
Degree = 1.944°
Delta = 5°55'25.86"
CCL = 53.052m
TRL = 40.00m
TTL = 66.571m
Ca = 60mm
Cd = 64.016mm
Cg = 1 in 667m
Max. Speed = 90mph

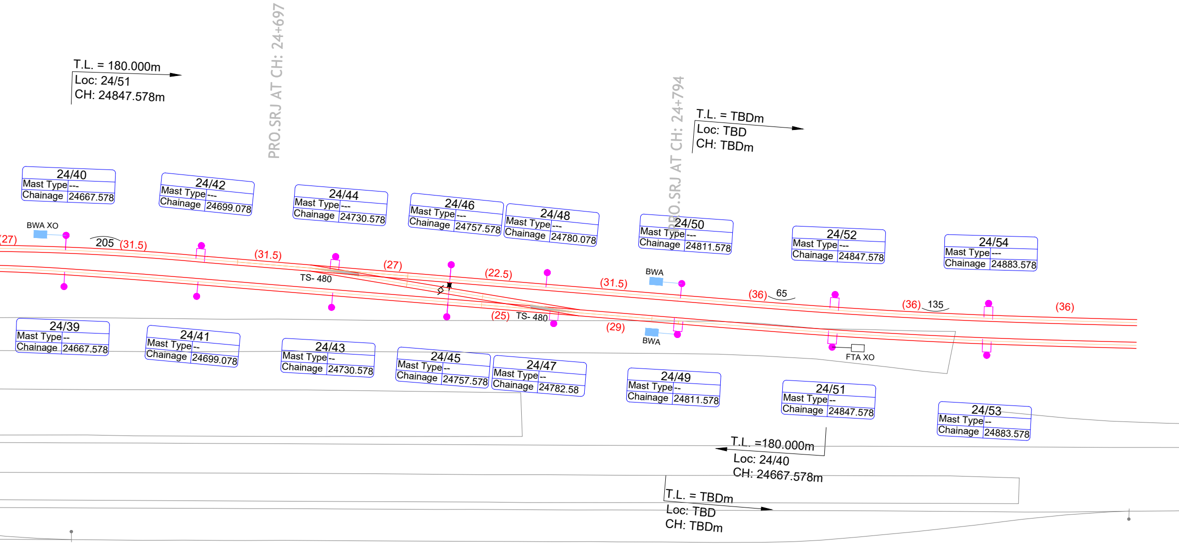

24+200
T.L.=207.000m
Loc: 24/1
CH: 24028.578m
24+300
24+400
ACC CENTRE FOR
DN MAIN
15
18
T.L =535.500m
Loc: 23/44
CH: 23808.078m
T.L =612.000m
Loc: 24/58
CH:24955.578m
24/12
Mast Type ---
Chainage 24199.578
24/14
Mast Type ---
Chainage 24235.578
24/16
Mast Type ---
Chainage 24267.078
24/18
Mast Type ---
Chainage 24303.078
24/20
Mast Type ---
Chainage 24343.578
24/22
Mast Type --
Chainage 24379.578
24/24
Mast Type ---
Chainage 24411.078
FTA X0-1
(36)
95
(36)
(31.5)
170
175
(36)
ACA
40
(40.5)
(36)
ACA
(31.5)
C.No.53
ACA
ACA
(27)
(36)
LA
BM
CS
24/11
Mast Type --
Chainage 24199.578
24/13
Mast Type --
Chainage 24235.578
24/15
Mast Type --
Chainage 24267.078
24/17
Mast Type --
Chainage 24303.078
24/19
Mast Type --
Chainage 24343.578
24/21
Mast Type --
Chainage 24379.578
24/23
Mast Type --
Chainage 24406.578
24/11A
BM
CH: 24195.078
T.L =535.500m
Loc: 23/43
CH: 23808.078m
15
18
T.L =612.000m
Loc: 24/57
CH:24955.578m
ACC CENTRE FOR
UP MAIN
13/200
24+200
13/300
24+300
24+400
13/400

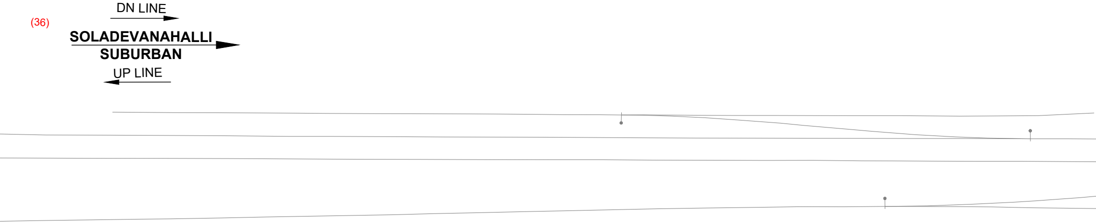
BSRP DOWN TRACK
Curve No. = 53 - RH
Curve CH:24252.085m
R = 704.500m
Degree = 2.484°
Delta = 6°09'38.68"
CCL = 25.751m
TRL = 50.00m
TTL = 62.919m
Ca = 80mm
Cd = 78.430mm
Cg = 1 in 625m
Max. Speed = 90mph

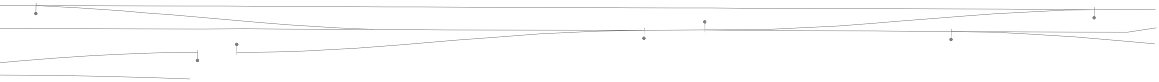
BSRP UP TRACK
Curve No. = 53 - RH
Curve CH:24247.557m
R = 700m
Degree = 2.500°
Delta = 6°09'38.68"
CCL = 25.268m
TRL = 50.00m
TTL = 62.677m
Ca = 80mm
Cd = 79.449mm
Cg = 1 in 625m
Max. Speed = 90mph


24+500
24+600
CL
OF
PRO. CHIKKABANAVARA
(SUBURBAN AT GRADE STATION
24/26
Mast Type ---
Chainage 24447.078
24/28
Mast Type ---
Chainage 24483.078
24/30
Mast Type ---
Chainage 24519.078
24/32
Mast Type ---
Chainage 24555.078
24/34
Mast Type ---
Chainage 24591.078
24/36
Mast Type ---
Chainage 24613.578
24/38
Mast Type ---
Chainage 24640.578
PROPOSED SUBURBAN PLATFORM -205m x 6.2m
(36)
(36)
(36)
(36)
(36)
(22.5)
(27)
150
150
PROPOSED SUBURBAN PLATFORM -205m x 6.2m
(36)
(36)
(36)
(36)
(27)
24/25
Mast Type --
Chainage 24442.578
24/27
Mast Type --
Chainage 24478.578
24/29
Mast Type --
Chainage 24514.578
24/31
Mast Type --
Chainage 24550.578
24/33
Mast Type --
Chainage 24586.578
24/35
Mast Type --
Chainage 24613.578
24/37
Mast Type --
Chainage 24640.578
13/413

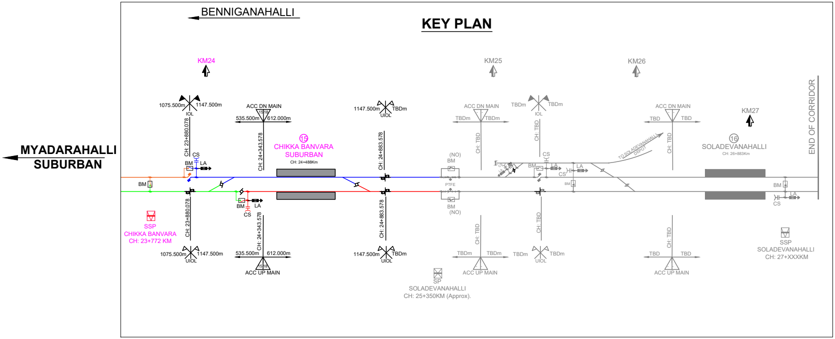
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AND DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.


T.L. = 180.000m
Loc: 24/51
CH: 24847.578m
PRO.SRJ AT CH: 24+697
PRO.SRJ AT CH: 24+794
T.L. = TBDm
Loc: TBD
CH: TBDm
24/40
Mast Type ---
Chainage 24667.578
24/42
Mast Type ---
Chainage 24699.078
24/44
Mast Type ---
Chainage 24730.578
24/46
Mast Type ---
Chainage 24757.578
24/48
Mast Type ---
Chainage 24780.078
24/50
Mast Type ---
Chainage 24811.578
24/52
Mast Type ---
Chainage 24847.578
24/54
Mast Type ---
Chainage 24883.578
BWA XO
(27)
205
(31.5)
(31.5)
(27)
(22.5)
(31.5)
BWA
(36)
65
(36)
135
(36)
TS- 480
(25)
TS- 480
(29)
BWA
FTA XO
24/39
Mast Type --
Chainage 24667.578
24/41
Mast Type --
Chainage 24699.078
24/43
Mast Type --
Chainage 24730.578
24/45
Mast Type --
Chainage 24757.578
24/47
Mast Type --
Chainage 24782.58
24/49
Mast Type --
Chainage 24811.578
24/51
Mast Type --
Chainage 24847.578
24/53
Mast Type --
Chainage 24883.578
T.L. =180.000m
Loc: 24/40
CH: 24667.578m
T.L. = TBDm
Loc: TBD
CH: TBDm


DN LINE
(36)
SOLADEVANAHALLI
SUBURBAN
UP LINE



KEY PLAN


BENNIGANAHALLI
MYADARAHALLI
SUBURBAN
KM24
KM25
KM26
KM27
1075.500m
1147.500m
IOL
CH: 23+880.078
CS
BM
LA
BM
ACC DN MAIN
15 18
535.500m
612.000m
CH: 24+343.578
15
CHIKKA BANVARA
SUBURBAN
CH: 24+488Km
1147.500m
TBDm
UIOL
CH: 24+883.578
BM
LA
CS
SSP
CHIKKA BANVARA
CH: 23+772 KM
CH: 23+880.078
1075.500m
1147.500m
UIOL
CH: 24+343.578
535.500m
612.000m
15 18
ACC UP MAIN
CH: 24+883.578
1147.500m
TBDm
UIOL
(NO)
BM
PTFE
BM
(NO)
ACC DN MAIN
TBDm
TBDm
CH: TBD
TBDm
TBDm
IOL
CH: TBD
CS
BM
LA
CS
LA
BM
TO SOLADEVANAHALLI DEPOT
ACC DN MAIN
TBD
TBD
CH: TBD
16
SOLADEVANAHALLI
CH: 26+883Km
END OF CORRIDOR
BM
LA
CS
CH: TBD
TBDm
TBDm
ACC UP MAIN
TBDm
TBDm
UIOL
CH: TBD
CH: TBD
TBD
TBD
ACC UP MAIN
SP
SOLADEVANAHALLI
CH: 25+350KM (Approx).
SSP
SOLADEVANAHALLI
CH: 27+XXXKM

NOTES:

1. ALL DIMENSIONS ARE IN METER U
2. ALL DIMENSIONS ARE TO BE READ
3. ANY DISCREPANCY IN THE DRAWI
   THE NOTICE OF THE DESIGNER.
4. INTERFACE WITH OTHER DESIGN
   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

NLESS MENTIONED OTHERWISE.
) AND NOT TO BE MEASURED.
NG MUST BE BROUGHT TO

DISCIPLINE WILL BE DONE AS PER

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

K RIDE

DM / ELE / KRIDE	Sr. DGM / ELE / KRIDE	AGM / ELE / KRIDE

Certified that this document has been designed and checked in accordance with GC Quality Assurance Plan.

EGIS-AECOM-WSP

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:
OHE Pegging Plan for Main Line
CH: 23493.078 Km to CH: 24+883.578 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-00011
Revision: R0