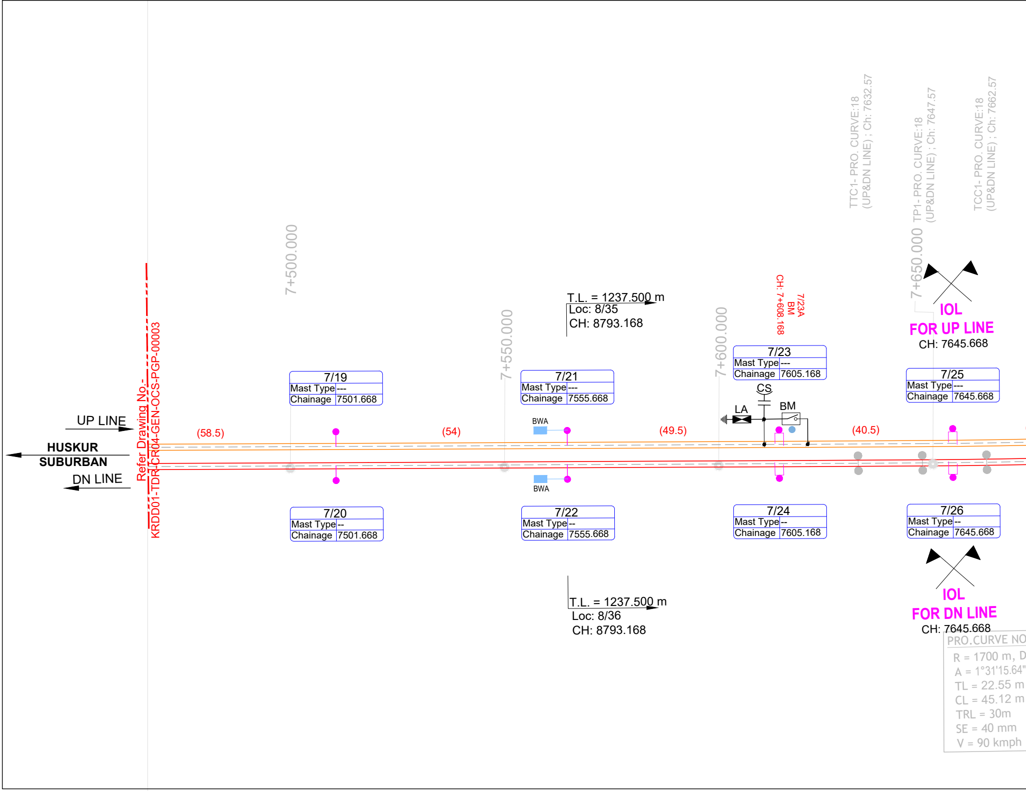
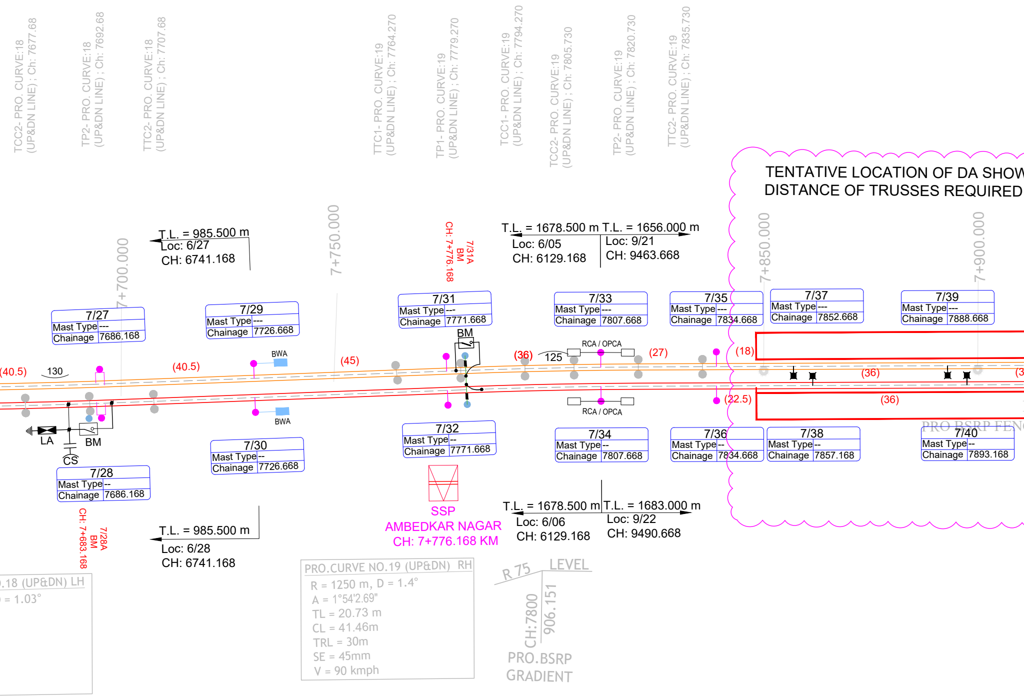
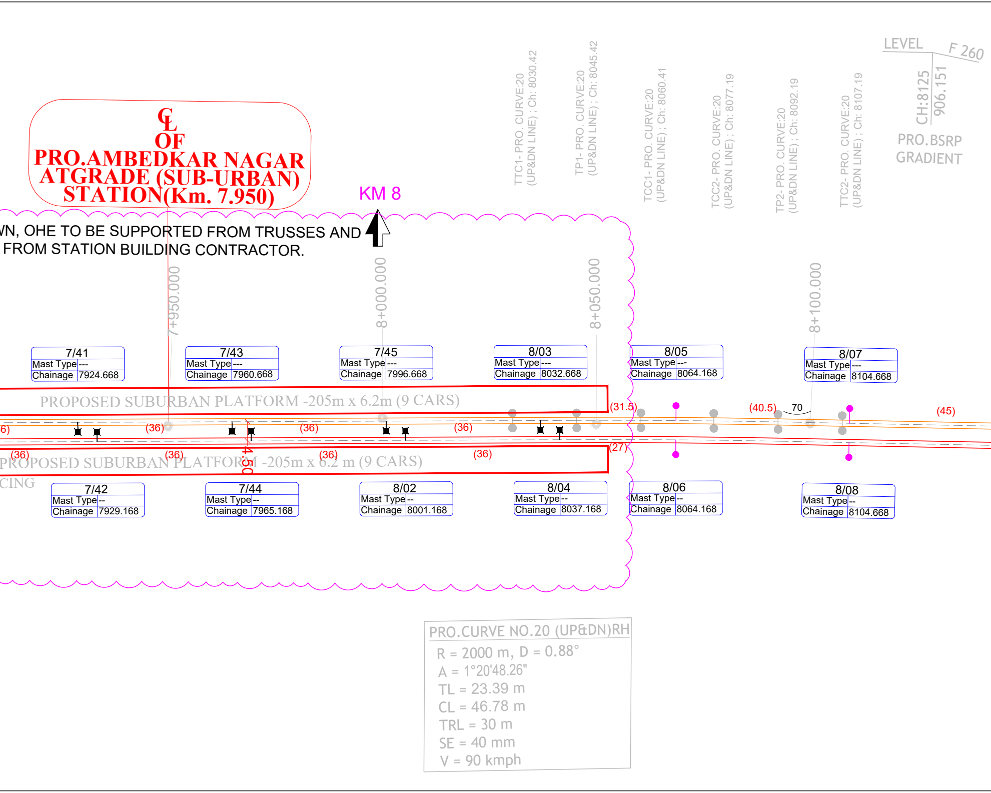
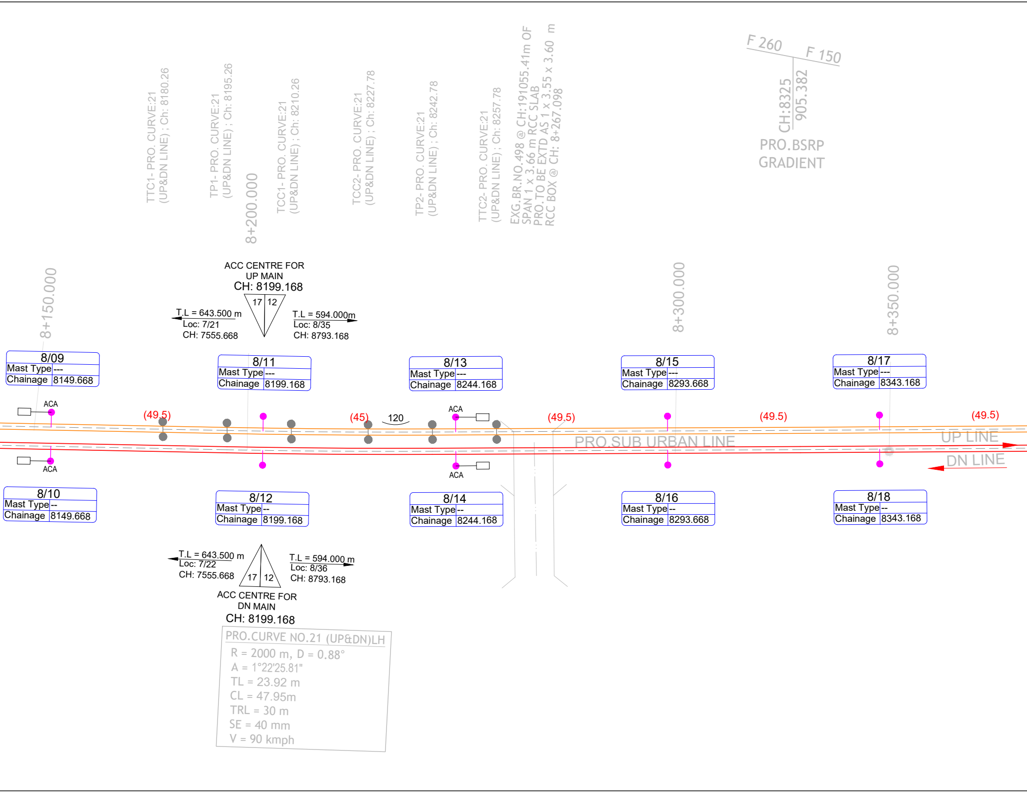
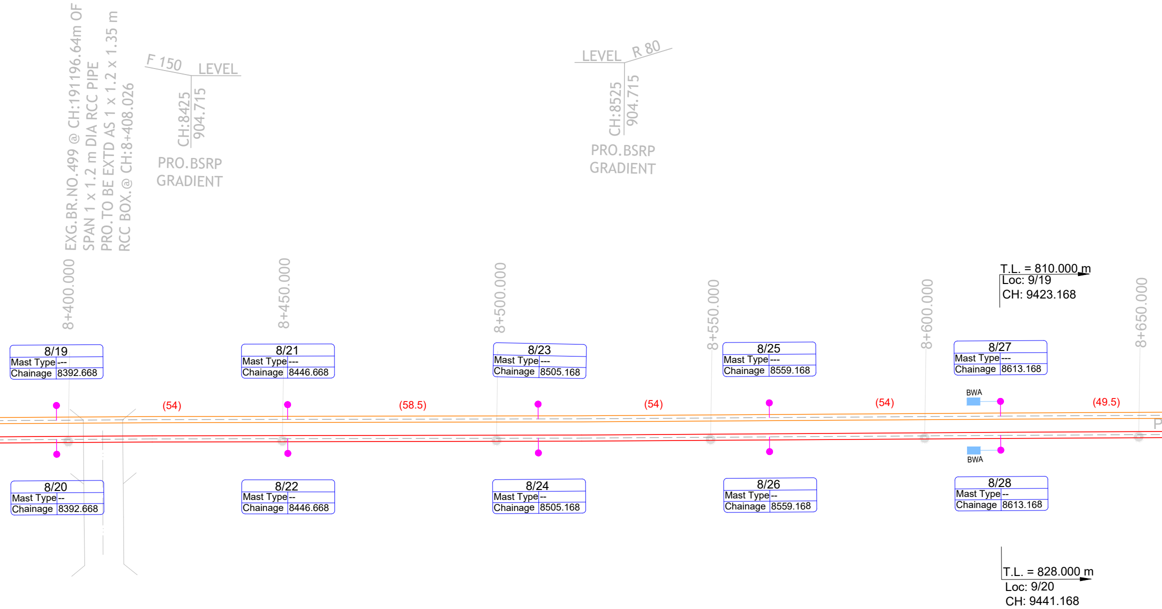
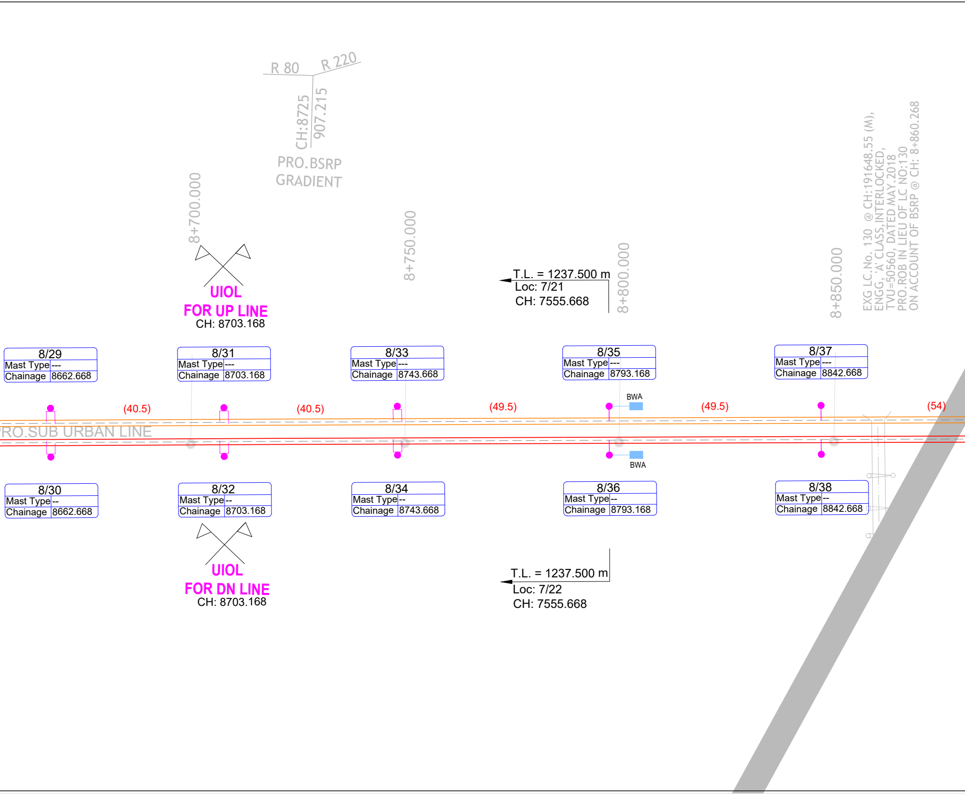

UP LINE
HUSKUR
SUBURBAN
DN LINE
Refer Drawing No:-
KRDD01-TDR-CR04-GEN-OCS-PGP-00003
7+500.000
7+550.000
7+600.000
7+650.000
(58.5)
(54)
(49.5)
(40.5)
7/19
Mast Type ---
Chainage 7501.668
7/20
Mast Type --
Chainage 7501.668
7/21
Mast Type ---
Chainage 7555.668
7/22
Mast Type --
Chainage 7555.668
7/23
Mast Type ---
Chainage 7605.168
7/24
Mast Type --
Chainage 7605.168
7/25
Mast Type ---
Chainage 7645.668
7/26
Mast Type --
Chainage 7645.668
BWA
BWA
T.L. = 1237.500 m
Loc: 8/35
CH: 8793.168
T.L. = 1237.500 m
Loc: 8/36
CH: 8793.168
CH: 7+608.168
BM
7/23A
CS
LA
BM
TTC1- PRO. CURVE:18
(UP&DN LINE) ; Ch: 7632.57
TP1- PRO. CURVE:18
(UP&DN LINE) ; Ch: 7647.57
TCC1- PRO. CURVE:18
(UP&DN LINE) ; Ch: 7662.57
IOL
FOR UP LINE
CH: 7645.668
IOL
FOR DN LINE
CH: 7645.668
PRO.CURVE NO
R = 1700 m, D
A = 1°31'15.64"
TL = 22.55 m
CL = 45.12 m
TRL = 30m
SE = 40 mm
V = 90 kmph

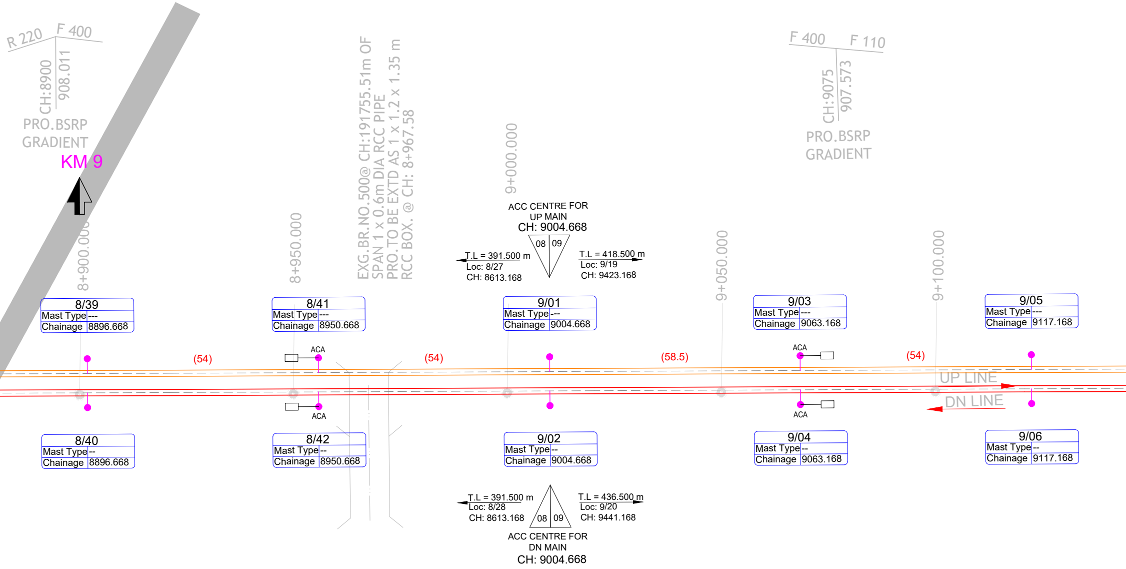

TCC2- PRO. CURVE:18 (UP&DN LINE) ; Ch: 7677.68
TP2- PRO. CURVE:18 (UP&DN LINE) ; Ch: 7692.68
TTC2- PRO. CURVE:18 (UP&DN LINE) ; Ch: 7707.68
TTC1- PRO. CURVE:19 (UP&DN LINE) ; Ch: 7764.270
TP1- PRO. CURVE:19 (UP&DN LINE) ; Ch: 7779.270
TCC1- PRO. CURVE:19 (UP&DN LINE) ; Ch: 7794.270
TCC2- PRO. CURVE:19 (UP&DN LINE) ; Ch: 7805.730
TP2- PRO. CURVE:19 (UP&DN LINE) ; Ch: 7820.730
TTC2- PRO. CURVE:19 (UP&DN LINE) ; Ch: 7835.730
TENTATIVE LOCATION OF DA SHOW
DISTANCE OF TRUSSES REQUIRED
T.L. = 985.500 m
Loc: 6/27
CH: 6741.168
7+700.000
7+750.000
CH: 7+776.168
BM
7/31A
T.L. = 1678.500 m
Loc: 6/05
CH: 6129.168
T.L. = 1656.000 m
Loc: 9/21
CH: 9463.668
7+850.000
7+900.000
7/27
Mast Type ---
Chainage 7686.168
7/29
Mast Type ---
Chainage 7726.668
7/31
Mast Type ---
Chainage 7771.668
7/33
Mast Type ---
Chainage 7807.668
7/35
Mast Type ---
Chainage 7834.668
7/37
Mast Type ---
Chainage 7852.668
7/39
Mast Type ---
Chainage 7888.668
BM
RCA / OPCA
(40.5)
130
(40.5)
BWA
(45)
(36)
125
(27)
(18)
(36)
(3
(22.5)
(36)
BWA
RCA / OPCA
LA
BM
CS
7/28
Mast Type --
Chainage 7686.168
7/30
Mast Type --
Chainage 7726.668
7/32
Mast Type --
Chainage 7771.668
7/34
Mast Type --
Chainage 7807.668
7/36
Mast Type --
Chainage 7834.668
7/38
Mast Type --
Chainage 7857.168
7/40
Mast Type --
Chainage 7893.168
PRO BSRP FEN
CH: 7+683.168
BM
7/28A
T.L. = 985.500 m
Loc: 6/28
CH: 6741.168
SSP
AMBEDKAR NAGAR
CH: 7+776.168 KM
T.L. = 1678.500 m
Loc: 6/06
CH: 6129.168
T.L. = 1683.000 m
Loc: 9/22
CH: 9490.668
.18 (UP&DN) LH
= 1.03°
PRO.CURVE NO.19 (UP&DN) RH
R = 1250 m, D = 1.4°
A = 1°54'2.69"
TL = 20.73 m
CL = 41.46m
TRL = 30m
SE = 45mm
V = 90 kmph
R 75
LEVEL
CH:7800
906.151
PRO.BSRP
GRADIENT

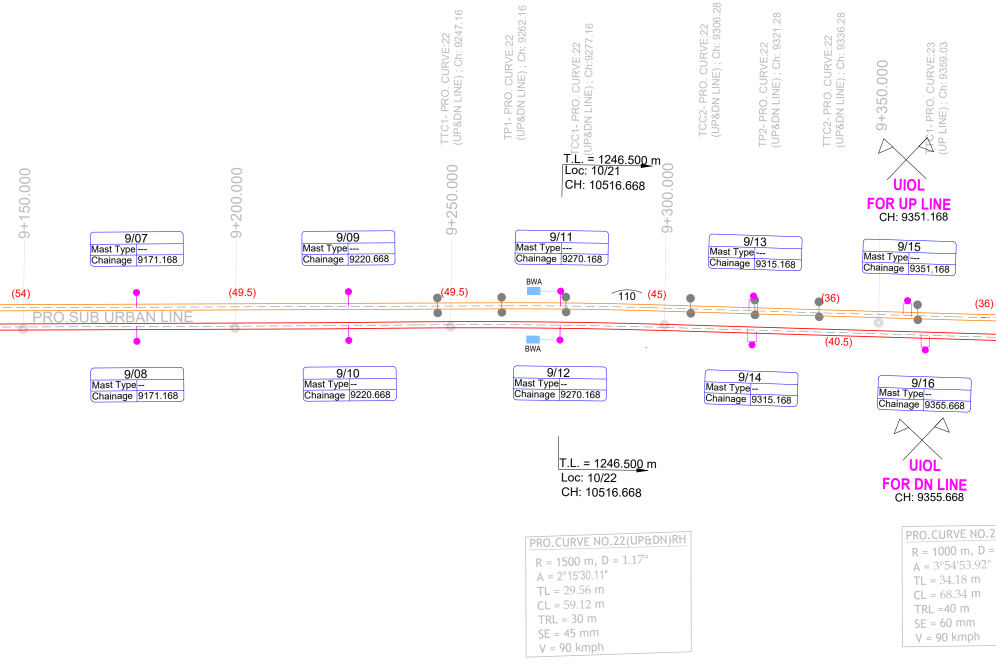

℄
OF
PRO.AMBEDKAR NAGAR
ATGRADE (SUB-URBAN)
STATION(Km. 7.950)
KM 8
N, OHE TO BE SUPPORTED FROM TRUSSES AND
FROM STATION BUILDING CONTRACTOR.
TTC1- PRO. CURVE:20 (UP&DN LINE) ; Ch: 8030.42
TP1- PRO. CURVE:20 (UP&DN LINE) ; Ch: 8045.42
TCC1- PRO. CURVE:20 (UP&DN LINE) ; Ch: 8060.41
TCC2- PRO. CURVE:20 (UP&DN LINE) ; Ch: 8077.19
TP2- PRO. CURVE:20 (UP&DN LINE) ; Ch: 8092.19
TTC2- PRO. CURVE:20 (UP&DN LINE) ; Ch: 8107.19
LEVEL
F 260
CH:8125
906.151
PRO.BSRP
GRADIENT
7+950.000
8+000.000
8+050.000
8+100.000
7/41 Mast Type --- Chainage 7924.668
7/43 Mast Type --- Chainage 7960.668
7/45 Mast Type --- Chainage 7996.668
8/03 Mast Type --- Chainage 8032.668
8/05 Mast Type --- Chainage 8064.168
8/07 Mast Type --- Chainage 8104.668
PROPOSED SUBURBAN PLATFORM -205m x 6.2m (9 CARS)
6)
(36)
(36)
(36)
(31.5)
(40.5)
70
(45)
(27)
(36)
(36)
(36)
(36)
4.50
PROPOSED SUBURBAN PLATFORM -205m x 6.2 m (9 CARS)
CING
7/42 Mast Type -- Chainage 7929.168
7/44 Mast Type -- Chainage 7965.168
8/02 Mast Type -- Chainage 8001.168
8/04 Mast Type -- Chainage 8037.168
8/06 Mast Type -- Chainage 8064.168
8/08 Mast Type -- Chainage 8104.668
PRO.CURVE NO.20 (UP&DN)RH
R = 2000 m, D = 0.88°
A = 1°20'48.26"
TL = 23.39 m
CL = 46.78 m
TRL = 30 m
SE = 40 mm
V = 90 kmph


TTC1- PRO. CURVE:21 (UP&DN LINE) ; Ch: 8180.26
TP1- PRO. CURVE:21 (UP&DN LINE) ; Ch: 8195.26
8+200.000
TCC1- PRO. CURVE:21 (UP&DN LINE) ; Ch: 8210.26
TCC2- PRO. CURVE:21 (UP&DN LINE) ; Ch: 8227.78
TP2- PRO. CURVE:21 (UP&DN LINE) ; Ch: 8242.78
TTC2- PRO. CURVE:21 (UP&DN LINE) ; Ch: 8257.78
EXG.BR.NO.498 @ CH:191055.41m OF SPAN 1 x 3.66 m RCC SLAB PRO.TO BE EXTD AS 1 x 3.55 x 3.60 m RCC BOX @ CH: 8+267.098
F 260
F 150
CH:8325
905.382
PRO.BSRP GRADIENT
8+150.000
ACC CENTRE FOR UP MAIN
CH: 8199.168
17
12
T.L = 643.500 m
Loc: 7/21
CH: 7555.668
T.L = 594.000m
Loc: 8/35
CH: 8793.168
8+300.000
8+350.000
8/09
Mast Type ---
Chainage 8149.668
8/11
Mast Type ---
Chainage 8199.168
8/13
Mast Type ---
Chainage 8244.168
8/15
Mast Type ---
Chainage 8293.668
8/17
Mast Type ---
Chainage 8343.168
ACA
(49.5)
(45)
120
ACA
(49.5)
(49.5)
(49.5)
UP LINE
PRO.SUB URBAN LINE
DN LINE
ACA
ACA
8/10
Mast Type --
Chainage 8149.668
8/12
Mast Type --
Chainage 8199.168
8/14
Mast Type --
Chainage 8244.168
8/16
Mast Type --
Chainage 8293.668
8/18
Mast Type --
Chainage 8343.168
T.L = 643.500 m
Loc: 7/22
CH: 7555.668
17
12
T.L = 594.000 m
Loc: 8/36
CH: 8793.168
ACC CENTRE FOR DN MAIN
CH: 8199.168
PRO.CURVE NO.21 (UP&DN)LH
R = 2000 m, D = 0.88°
A = 1°22'25.81"
TL = 23.92 m
CL = 47.95m
TRL = 30 m
SE = 40 mm
V = 90 kmph


EXG.BR.NO.499 @ CH:191196.64m OF
SPAN 1 x 1.2 m DIA RCC PIPE
PRO.TO BE EXTD AS 1 x 1.2 x 1.35 m
RCC BOX.@ CH:8+408.026
F 150
LEVEL
CH:8425
904.715
PRO.BSRP
GRADIENT
LEVEL
R 80
CH:8525
904.715
PRO.BSRP
GRADIENT
8+400.000
8+450.000
8+500.000
8+550.000
8+600.000
8+650.000
T.L. = 810.000 m
Loc: 9/19
CH: 9423.168
8/19
Mast Type ---
Chainage 8392.668
8/21
Mast Type ---
Chainage 8446.668
8/23
Mast Type ---
Chainage 8505.168
8/25
Mast Type ---
Chainage 8559.168
8/27
Mast Type ---
Chainage 8613.168
(54)
(58.5)
(54)
(54)
(49.5)
BWA
BWA
8/20
Mast Type --
Chainage 8392.668
8/22
Mast Type --
Chainage 8446.668
8/24
Mast Type --
Chainage 8505.168
8/26
Mast Type --
Chainage 8559.168
8/28
Mast Type --
Chainage 8613.168
T.L. = 828.000 m
Loc: 9/20
CH: 9441.168

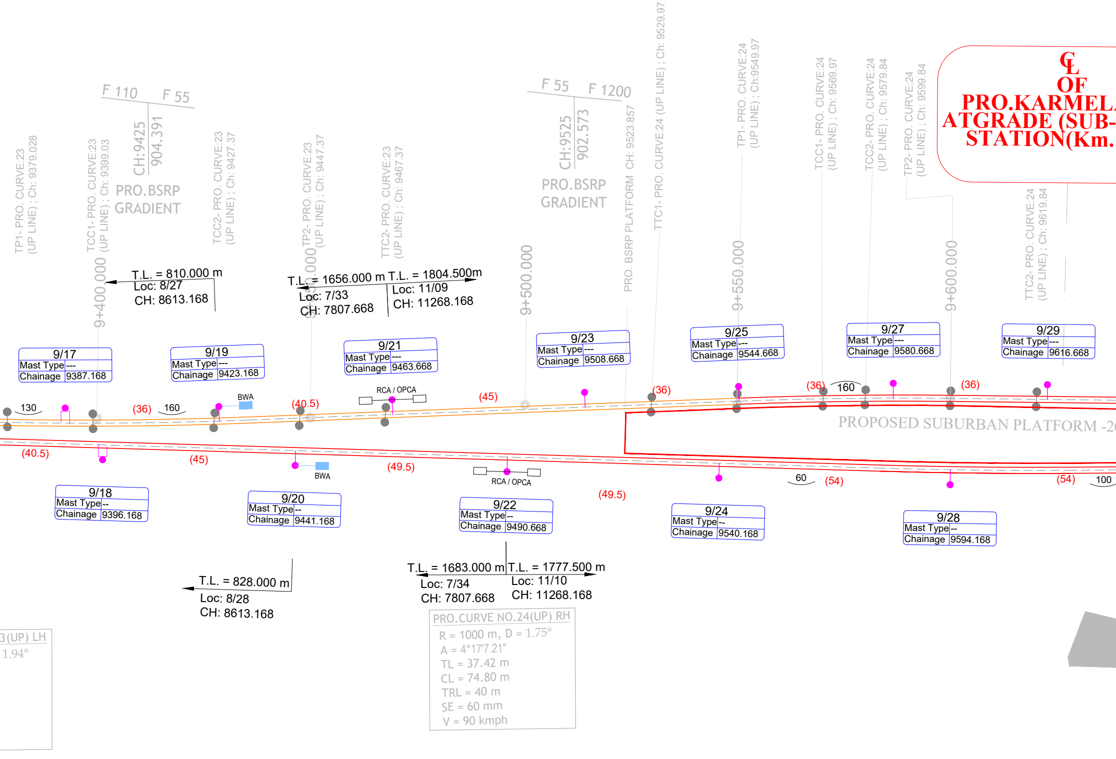

R 80
R 220
CH:8725
907.215
PRO.BSRP
GRADIENT
8+700.000
8+750.000
8+800.000
8+850.000
EXG LC.No. 130 @ CH:191648.55 (M),
ENGG. 'A' CLASS,INTERLOCKED,
TVU=50560, DATED MAY.2018
PRO.ROB IN LIEU OF LC NO:130
ON ACCOUNT OF BSRP @ CH: 8+860.268
UIOL
FOR UP LINE
CH: 8703.168
T.L. = 1237.500 m
Loc: 7/21
CH: 7555.668
8/29
Mast Type ---
Chainage 8662.668
8/31
Mast Type ---
Chainage 8703.168
8/33
Mast Type ---
Chainage 8743.668
8/35
Mast Type ---
Chainage 8793.168
8/37
Mast Type ---
Chainage 8842.668
(40.5)
(40.5)
(49.5)
(49.5)
(54)
BWA
PRO.SUB URBAN LINE
BWA
8/30
Mast Type --
Chainage 8662.668
8/32
Mast Type --
Chainage 8703.168
8/34
Mast Type --
Chainage 8743.668
8/36
Mast Type --
Chainage 8793.168
8/38
Mast Type --
Chainage 8842.668
UIOL
FOR DN LINE
CH: 8703.168
T.L. = 1237.500 m
Loc: 7/22
CH: 7555.668

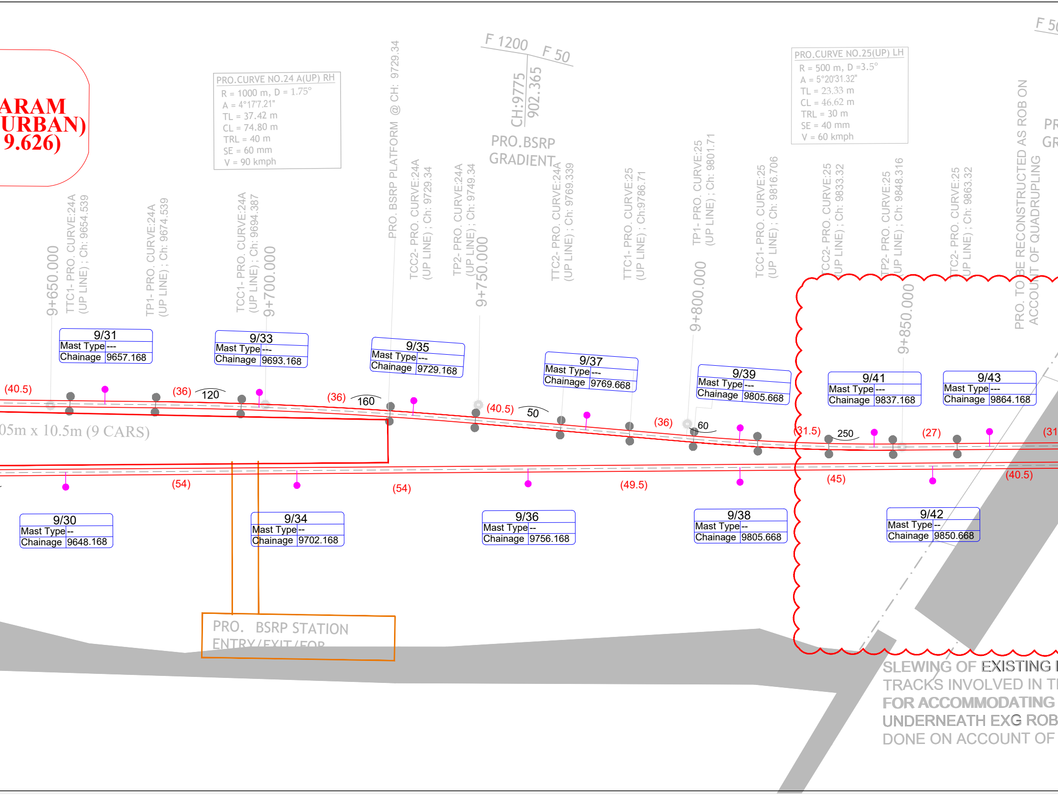

R 220
F 400
CH:8900
908.011
PRO.BSRP GRADIENT
KM 9
8+900.000
8+950.000
EXG.BR.NO.500@ CH:191755.51m OF
SPAN 1 x 0.6m DIA RCC PIPE
PRO.TO BE EXTD AS 1 x 1.2 x 1.35 m
RCC BOX. @ CH: 8+967.58
9+000.000
ACC CENTRE FOR UP MAIN
CH: 9004.668
08
09
T.L = 391.500 m
Loc: 8/27
CH: 8613.168
T.L = 418.500 m
Loc: 9/19
CH: 9423.168
9+050.000
F 400
F 110
CH:9075
907.573
PRO.BSRP GRADIENT
9+100.000
8/39
Mast Type ---
Chainage 8896.668
8/41
Mast Type ---
Chainage 8950.668
9/01
Mast Type ---
Chainage 9004.668
9/03
Mast Type ---
Chainage 9063.168
9/05
Mast Type ---
Chainage 9117.168
(54)
ACA
(54)
(58.5)
ACA
(54)
UP LINE
DN LINE
ACA
ACA
8/40
Mast Type --
Chainage 8896.668
8/42
Mast Type --
Chainage 8950.668
9/02
Mast Type --
Chainage 9004.668
9/04
Mast Type --
Chainage 9063.168
9/06
Mast Type --
Chainage 9117.168
T.L = 391.500 m
Loc: 8/28
CH: 8613.168
08
09
T.L = 436.500 m
Loc: 9/20
CH: 9441.168
ACC CENTRE FOR DN MAIN
CH: 9004.668


9+150.000
9+200.000
9+250.000
9+300.000
9+350.000
TTC1- PRO. CURVE:22 (UP&DN LINE) ; Ch: 9247.16
TP1- PRO. CURVE:22 (UP&DN LINE) ; Ch: 9262.16
TCC1- PRO. CURVE:22 (UP&DN LINE) ; Ch:9277.16
TCC2- PRO. CURVE:22 (UP&DN LINE) ; Ch: 9306.28
TP2- PRO. CURVE:22 (UP&DN LINE) ; Ch: 9321.28
TTC2- PRO. CURVE:22 (UP&DN LINE) ; Ch: 9336.28
TTC1- PRO. CURVE:23 (UP LINE) ; Ch: 9359.03
T.L. = 1246.500 m
Loc: 10/21
CH: 10516.668
UIOL
FOR UP LINE
CH: 9351.168
9/07
Mast Type ---
Chainage 9171.168
9/09
Mast Type ---
Chainage 9220.668
9/11
Mast Type ---
Chainage 9270.168
9/13
Mast Type ---
Chainage 9315.168
9/15
Mast Type ---
Chainage 9351.168
(54)
(49.5)
(49.5)
BWA
110
(45)
(36)
(36)
PRO.SUB URBAN LINE
(40.5)
BWA
9/08
Mast Type --
Chainage 9171.168
9/10
Mast Type --
Chainage 9220.668
9/12
Mast Type --
Chainage 9270.168
9/14
Mast Type --
Chainage 9315.168
9/16
Mast Type --
Chainage 9355.668
T.L. = 1246.500 m
Loc: 10/22
CH: 10516.668
UIOL
FOR DN LINE
CH: 9355.668

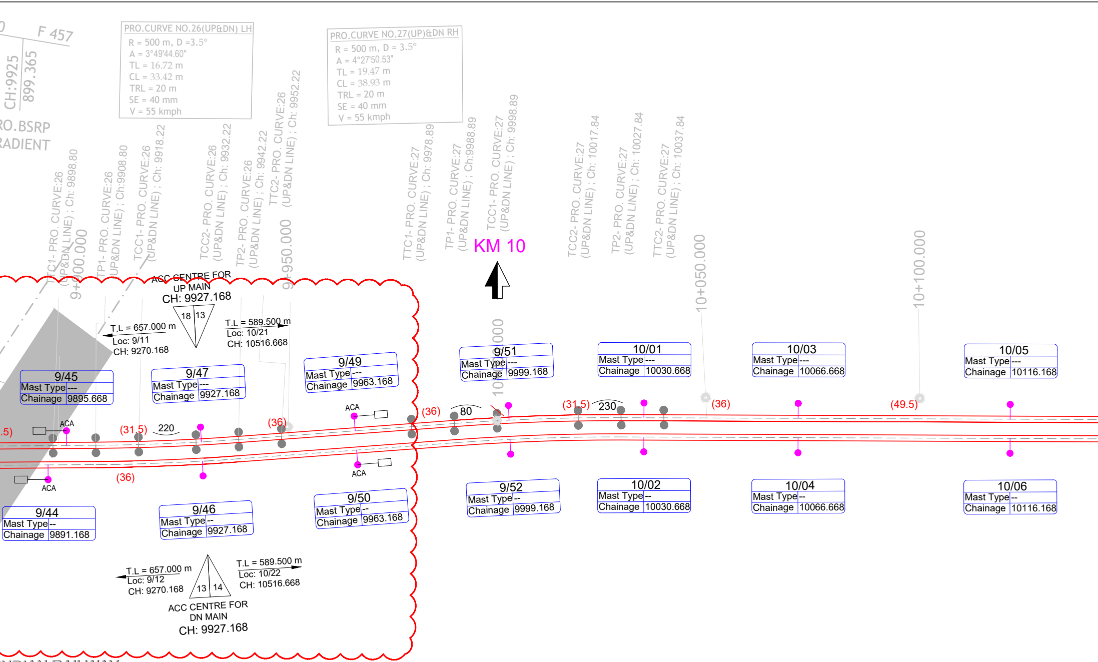
PRO.CURVE NO.22(UP&DN)RH
R = 1500 m, D = 1.17°
A = 2°15'30.11"
TL = 29.56 m
CL = 59.12 m
TRL = 30 m
SE = 45 mm
V = 90 kmph

PRO.CURVE NO.2
R = 1000 m, D =
A = 3°54'53.92"
TL = 34.18 m
CL = 68.34 m
TRL =40 m
SE = 60 mm
V = 90 kmph


TP1- PRO. CURVE:23 (UP LINE) ; Ch: 9379.028
TCC1- PRO. CURVE:23 (UP LINE) ; Ch: 9399.03
F 110
F 55
CH:9425
904.391
PRO.BSRP GRADIENT
TCC2- PRO. CURVE:23 (UP LINE) ; Ch: 9427.37
TP2- PRO. CURVE:23 (UP LINE) ; Ch: 9447.37
TTC2- PRO. CURVE:23 (UP LINE) ; Ch: 9467.37
F 55
F 1200
CH:9525
902.573
PRO.BSRP GRADIENT
PRO. BSRP PLATFORM CH: 9523.857
TTC1- PRO. CURVE:24 (UP LINE) ; Ch: 9529.97
TP1- PRO. CURVE:24 (UP LINE) ; Ch:9549.97
TCC1- PRO. CURVE:24 (UP LINE) ; Ch: 9569.97
TCC2- PRO. CURVE:24 (UP LINE) ; Ch: 9579.84
TP2- PRO. CURVE:24 (UP LINE) ; Ch: 9599.84
TTC2- PRO. CURVE:24 (UP LINE) ; Ch: 9619.84
℄ OF PRO.KARMEL ATGRADE (SUB- STATION(Km.
9+400.000
9+450.000
9+500.000
9+550.000
9+600.000
T.L. = 810.000 m
Loc: 8/27
CH: 8613.168
T.L. = 1656.000 m
Loc: 7/33
CH: 7807.668
T.L. = 1804.500m
Loc: 11/09
CH: 11268.168
9/17 Mast Type --- Chainage 9387.168
9/19 Mast Type --- Chainage 9423.168
9/21 Mast Type --- Chainage 9463.668
9/23 Mast Type --- Chainage 9508.668
9/25 Mast Type --- Chainage 9544.668
9/27 Mast Type --- Chainage 9580.668
9/29 Mast Type --- Chainage 9616.668
130
(36)
160
BWA
(40.5)
RCA / OPCA
(45)
(36)
(36)
160
(36)
PROPOSED SUBURBAN PLATFORM -2
(40.5)
(45)
BWA
(49.5)
RCA / OPCA
(49.5)
60
(54)
(54)
100
9/18 Mast Type -- Chainage 9396.168
9/20 Mast Type -- Chainage 9441.168
9/22 Mast Type -- Chainage 9490.668
9/24 Mast Type -- Chainage 9540.168
9/28 Mast Type -- Chainage 9594.168
T.L. = 828.000 m
Loc: 8/28
CH: 8613.168
T.L. = 1683.000 m
Loc: 7/34
CH: 7807.668
T.L. = 1777.500 m
Loc: 11/10
CH: 11268.168
PRO.CURVE NO.24(UP) RH
R = 1000 m, D = 1.75°
A = 4°17'7.21"
TL = 37.42 m
CL = 74.80 m
TRL = 40 m
SE = 60 mm
V = 90 kmph
3(UP) LH
1.94°

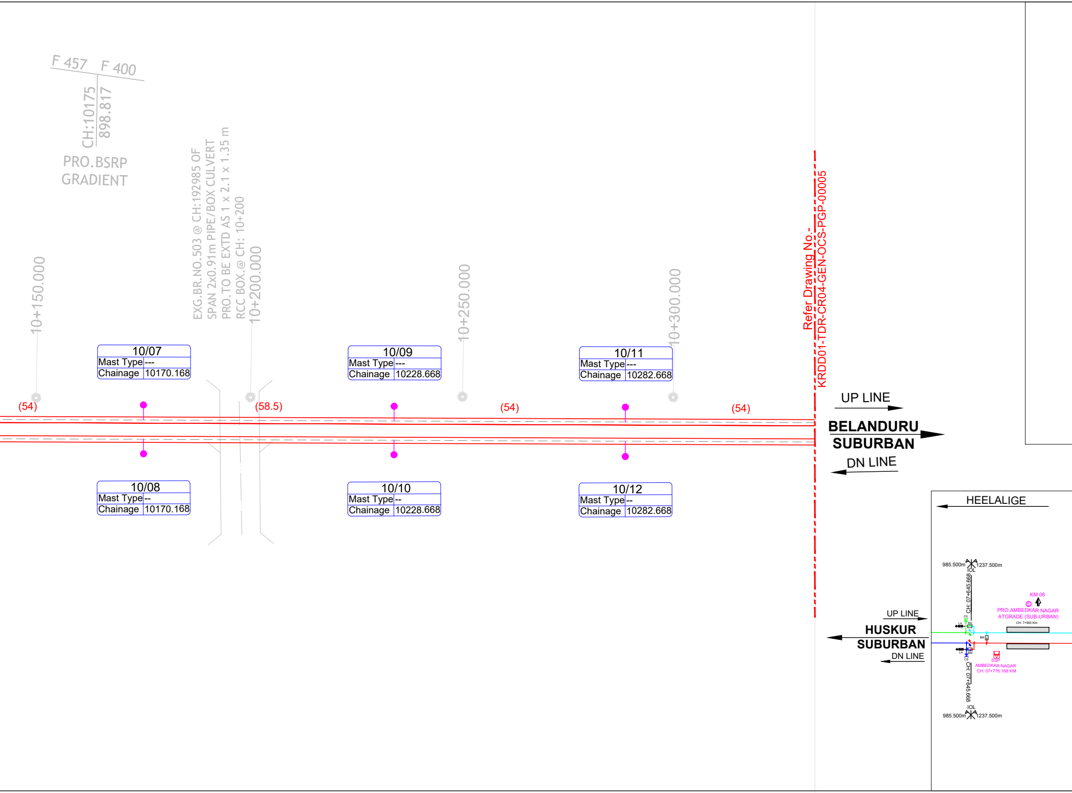


ARAM
URBAN)
9.626)
05m x 10.5m (9 CARS)
PRO.CURVE NO.24 A(UP) RH
R = 1000 m, D = 1.75°
A = 4°17'7.21"
TL = 37.42 m
CL = 74.80 m
TRL = 40 m
SE = 60 mm
V = 90 kmph
F 1200
F 50
CH:9775
902.365
PRO.BSRP
GRADIENT
PRO.CURVE NO.25(UP) LH
R = 500 m, D =3.5°
A = 5°20'31.32"
TL = 23.33 m
CL = 46.62 m
TRL = 30 m
SE = 40 mm
V = 60 kmph
F 50
PR
GR
9+650.000
TTC1- PRO. CURVE:24A (UP LINE) ; Ch: 9654.539
TP1- PRO. CURVE:24A (UP LINE) ; Ch: 9674.539
TCC1- PRO. CURVE:24A (UP LINE) ; Ch: 9694.387
9+700.000
PRO. BSRP PLATFORM @ CH: 9729.34
TCC2- PRO. CURVE:24A (UP LINE) ; Ch: 9729.34
TP2- PRO. CURVE:24A (UP LINE) ; Ch: 9749.34
9+750.000
TTC2- PRO. CURVE:24A (UP LINE) ; Ch: 9769.339
TTC1- PRO. CURVE:25 (UP LINE) ; Ch:9786.71
TP1- PRO. CURVE:25 (UP LINE) ; Ch: 9801.71
9+800.000
TCC1- PRO. CURVE:25 (UP LINE) ; Ch: 9816.706
TCC2- PRO. CURVE:25 (UP LINE) ; Ch: 9833.32
TP2- PRO. CURVE:25 (UP LINE) ; Ch: 9848.316
9+850.000
TTC2- PRO. CURVE:25 (UP LINE) ; Ch: 9863.32
PRO. TO BE RECONSTRUCTED AS ROB ON ACCOUNT OF QUADRUPLING
9/31 Mast Type --- Chainage 9657.168
9/33 Mast Type --- Chainage 9693.168
9/35 Mast Type --- Chainage 9729.168
9/37 Mast Type --- Chainage 9769.668
9/39 Mast Type --- Chainage 9805.668
9/41 Mast Type --- Chainage 9837.168
9/43 Mast Type --- Chainage 9864.168
(40.5)
(36)
120
(36)
160
(40.5)
50
(36)
60
(31.5)
250
(27)
(31
9/30 Mast Type -- Chainage 9648.168
9/34 Mast Type -- Chainage 9702.168
9/36 Mast Type -- Chainage 9756.168
9/38 Mast Type -- Chainage 9805.668
9/42 Mast Type -- Chainage 9850.668
(54)
(54)
(49.5)
(45)
(40.5)
PRO. BSRP STATION ENTRY/EXIT/FOR
SLEWING OF EXISTING
TRACKS INVOLVED IN T
FOR ACCOMMODATING
UNDERNEATH EXG ROB
DONE ON ACCOUNT OF


F 457
CH:9925
899.365
RO.BSRP
RADIENT
PRO.CURVE NO.26(UP&DN) LH
R = 500 m, D =3.5°
A = 3°49'44.60"
TL = 16.72 m
CL = 33.42 m
TRL = 20 m
SE = 40 mm
V = 55 kmph
PRO.CURVE NO.27(UP)&DN RH
R = 500 m, D = 3.5°
A = 4°27'50.53"
TL = 19.47 m
CL = 38.93 m
TRL = 20 m
SE = 40 mm
V = 55 kmph
TTC1- PRO. CURVE:26 (UP&DN LINE) ; Ch: 9898.80
9+900.000
TP1- PRO. CURVE:26 (UP&DN LINE) ; Ch:9908.80
TCC1- PRO. CURVE:26 (UP&DN LINE) ; Ch: 9918.22
TCC2- PRO. CURVE:26 (UP&DN LINE) ; Ch: 9932.22
TP2- PRO. CURVE:26 (UP&DN LINE) ; Ch: 9942.22
TTC2- PRO. CURVE:26 (UP&DN LINE) ; Ch: 9952.22
9+950.000
TTC1- PRO. CURVE:27 (UP&DN LINE) ; Ch: 9978.89
TP1- PRO. CURVE:27 (UP&DN LINE) ; Ch:9988.89
TCC1- PRO. CURVE:27 (UP&DN LINE) ; Ch: 9998.89
KM 10
10+000.000
TCC2- PRO. CURVE:27 (UP&DN LINE) ; Ch: 10017.84
TP2- PRO. CURVE:27 (UP&DN LINE) ; Ch: 10027.84
TTC2- PRO. CURVE:27 (UP&DN LINE) ; Ch: 10037.84
10+050.000
10+100.000
ACC CENTRE FOR UP MAIN CH: 9927.168
18 13
T.L = 657.000 m Loc: 9/11 CH: 9270.168
T.L = 589.500 m Loc: 10/21 CH: 10516.668
9/45 Mast Type --- Chainage 9895.668
9/47 Mast Type --- Chainage 9927.168
9/49 Mast Type --- Chainage 9963.168
9/51 Mast Type --- Chainage 9999.168
10/01 Mast Type --- Chainage 10030.668
10/03 Mast Type --- Chainage 10066.668
10/05 Mast Type --- Chainage 10116.168
.5)
ACA
(31.5)
220
(36)
ACA
(36)
80
(31.5)
230
(36)
(49.5)
(36)
ACA
ACA
9/44 Mast Type -- Chainage 9891.168
9/46 Mast Type -- Chainage 9927.168
9/50 Mast Type -- Chainage 9963.168
9/52 Mast Type -- Chainage 9999.168
10/02 Mast Type -- Chainage 10030.668
10/04 Mast Type -- Chainage 10066.668
10/06 Mast Type -- Chainage 10116.168
T.L = 657.000 m Loc: 9/12 CH: 9270.168
13 14
T.L = 589.500 m Loc: 10/22 CH: 10516.668
ACC CENTRE FOR DN MAIN CH: 9927.168

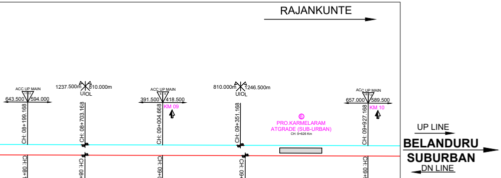
INDIAN RAILWAY
HIS SECTION
4 LINES
501A WILL BE
BSRP

* REFFER NOTE 8.


F 457
F 400
CH:10175
898.817
PRO.BSRP
GRADIENT
10+150.000
EXG.BR.NO.503 @ CH:192985 OF
SPAN 2x0.91m PIPE/BOX CULVERT
PRO.TO BE EXTD AS 1 x 2.1 x 1.35 m
RCC BOX.@ CH: 10+200
10+200.000
10+250.000
10+300.000
Refer Drawing No.-
KRDD01-TDR-CR04-GEN-OCS-PGP-00005
10/07
Mast Type ---
Chainage 10170.168
10/09
Mast Type ---
Chainage 10228.668
10/11
Mast Type ---
Chainage 10282.668
(54)
(58.5)
(54)
(54)
10/08
Mast Type --
Chainage 10170.168
10/10
Mast Type --
Chainage 10228.668
10/12
Mast Type --
Chainage 10282.668
UP LINE
BELANDURU
SUBURBAN
DN LINE
HEELALIGE
985.500m
1237.500m
IOL
CH: 07+645.668
KM 08
⑤
PRO.AMBEDKAR NAGAR
ATGRADE (SUB-URBAN)
CH: 7+950 Km
CS
LA
BM
BM
UP LINE
HUSKUR
SUBURBAN
DN LINE
LA
BM
CS
SSP
AMBEDKAR NAGAR
CH: 07+776.168 KM
CH: 07+645.668
IOL
985.500m
1237.500m

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


RAJANKUNTE
ACC UP MAIN
643.500
594.000
CH: 08+199.168
17
12
1237.500m
810.000m
UIOL
CH: 08+703.168
ACC UP MAIN
391.500
418.500
8
9
KM 09
CH: 09+004.668
810.000m
1246.500m
UIOL
CH: 09+351.168
⑥
PRO.KARMELARAM
ATGRADE (SUB-URBAN)
CH: 9+626 Km
ACC UP MAIN
657.000
589.500
18
13
KM 10
CH: 09+927.168
UP LINE
BELANDURU
SUBURBAN
DN LINE
CH: 08+199.168
643.500
594.000
ACC DN MAIN
CH: 08+703.168
1237.500m
828.000m
UIOL
CH: 09+004.668
391.500
436.500
ACC DN MAIN
CH: 09+355.668
828.000m
1246.500m
UIOL
CH: 09+927.168
657.000
589.500
14
13
ACC DN MAIN

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
R0	23-08-2024	First Submission	IA / SB	CK/NP

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	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. 22-06-2024.
4. OHE CHAINAGES OF THE PEGGING PLAN HAS BEEN TAKEN WITH REFERENCE TO THE OHE SPAN FROM THE PREVIOUS LOCATION.
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 STRICTURE (HT. LINE X-ING ETC.) TO BE CONFIRMED OR SPECIAL CARE TO BE TAKEN BEFORE ERECTION FOR THAT PARTICULAR AREA WHEREVER REQUIRED.
8. OHE SPAN TO BE MODIFIED LATER AFTER RECEIVING THE ROB'S CROSSECTION DETAILS FOR CLEARANCE STUDY.

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:	
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-4 (Heelalige - Rajankunte)

Drawing Title:	Project Stage:
OHE Pegging Plan for Main Line CH: 7+501.668Km to CH: 10+282.668Km	Tender Drawing

Paper Size:	Discipline:	Date:	Scale:
297X5000	Power Supply & Traction System	23/08/2024	NTS

Drawing no.:	Revision:
KRDD01-TDR-CR04-GEN-OCS-PGP-00004	R0