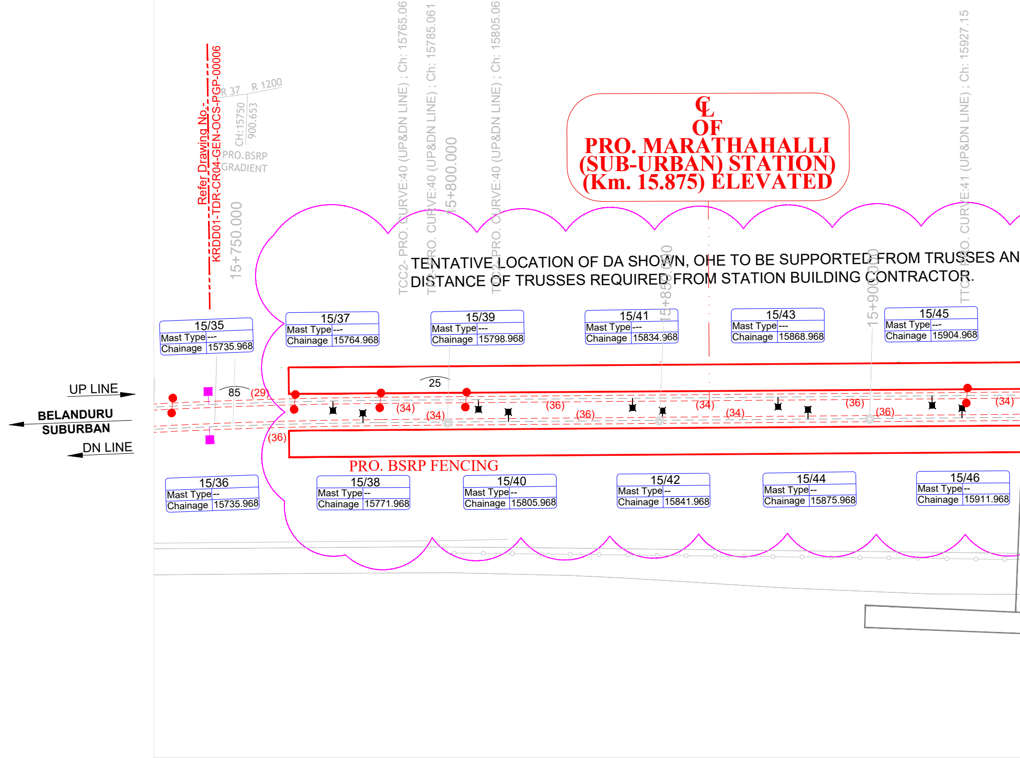
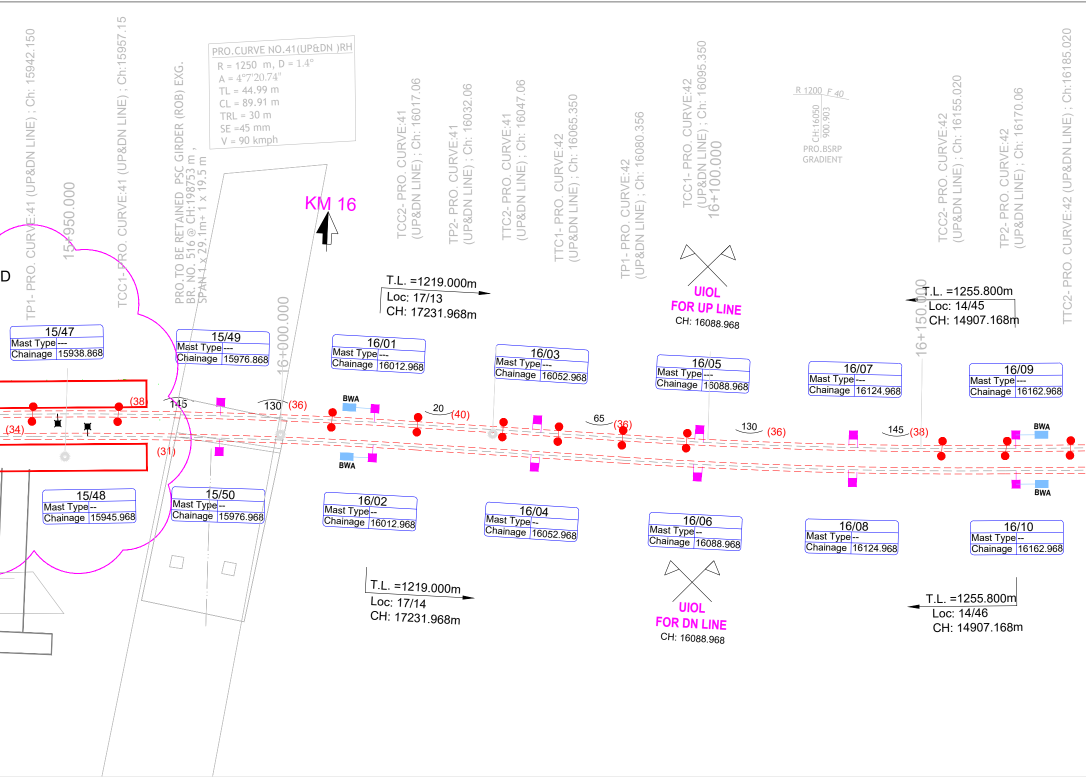


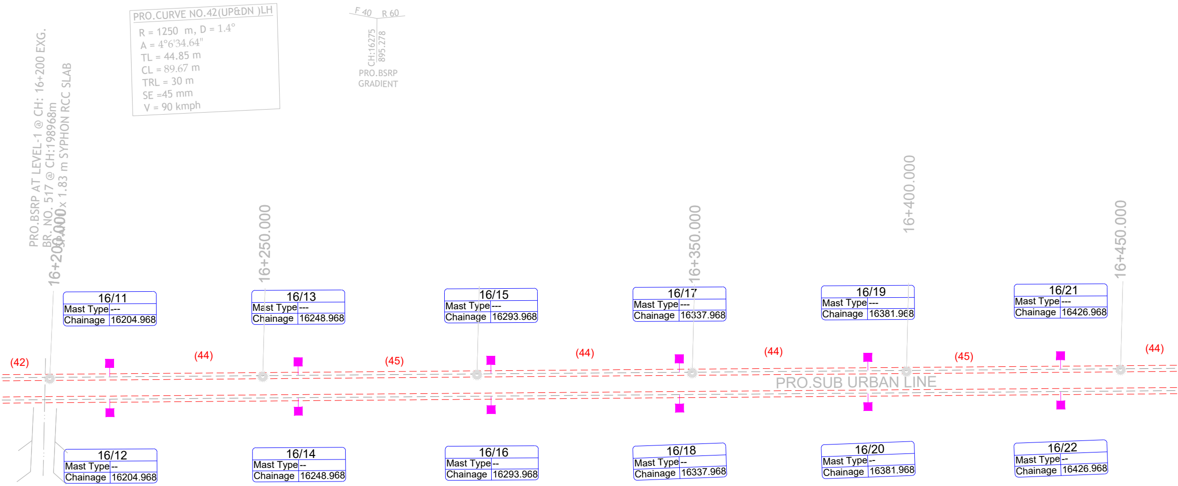
℄ OF PRO. MARATHAHALLI (SUB-URBAN) STATION) (Km. 15.875) ELEVATED

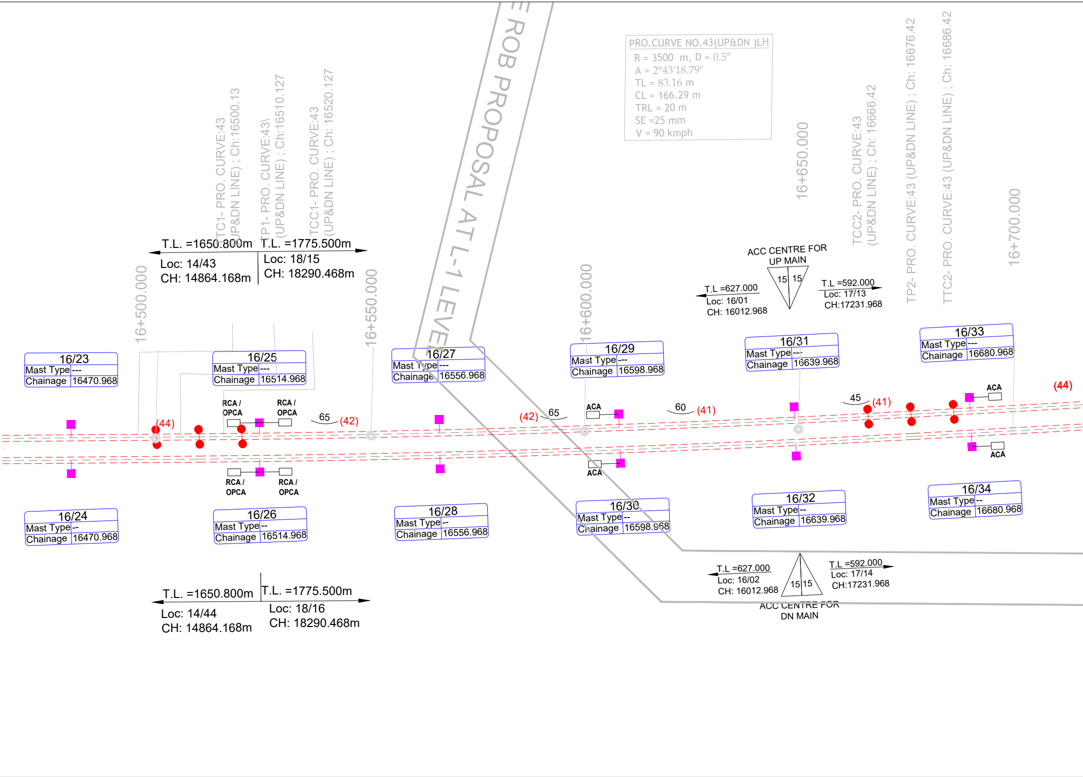
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AN
DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.

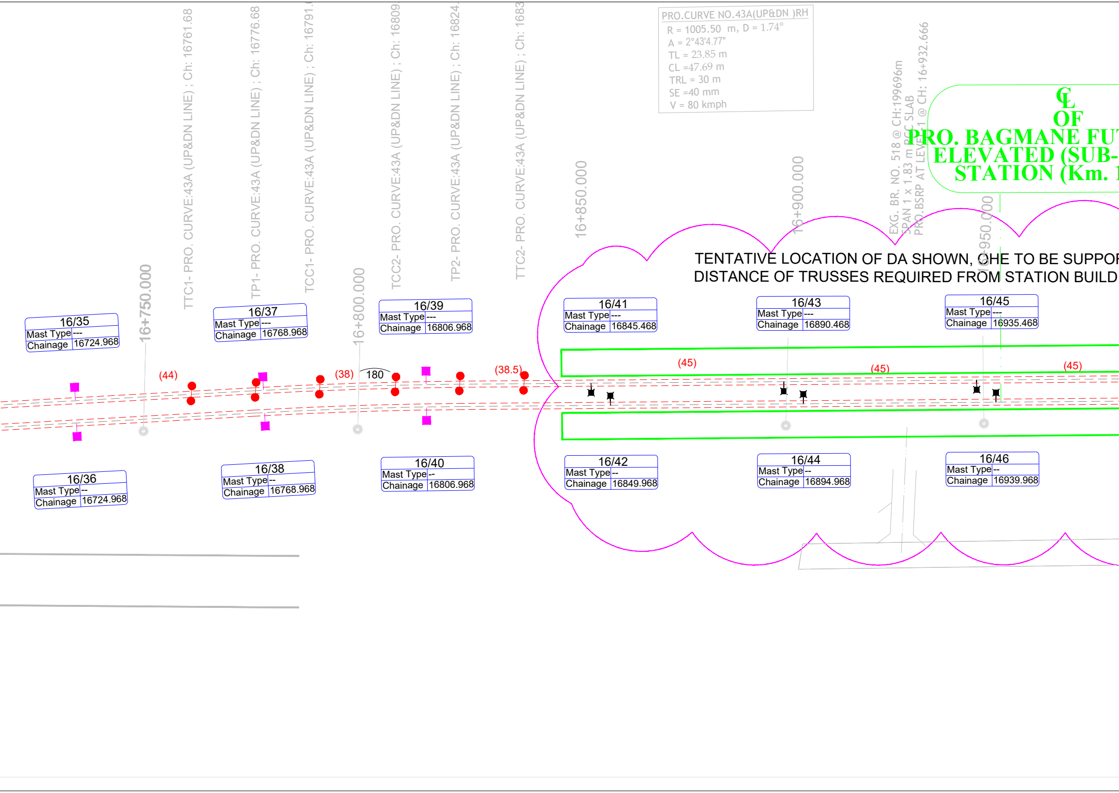
Refer Drawing No:-
KRDD01-TDR-CR04-GEN-OCS-PGP-00006

R 37
R 1200
CH:15750
900.653
PRO.BSRP
GRADIENT
15+750.000
TCC2- PRO. CURVE:40 (UP&DN LINE) ; Ch: 15765.06
TTC- PRO. CURVE:40 (UP&DN LINE) ; Ch: 15785.061
15+800.000
TCC2- PRO. CURVE:40 (UP&DN LINE) ; Ch: 15805.06
15+850.000
15+900.000
TTC- PRO. CURVE:41 (UP&DN LINE) ; Ch: 15927.15
15/35
Mast Type ---
Chainage 15735.968
15/37
Mast Type ---
Chainage 15764.968
15/39
Mast Type ---
Chainage 15798.968
15/41
Mast Type ---
Chainage 15834.968
15/43
Mast Type ---
Chainage 15868.968
15/45
Mast Type ---
Chainage 15904.968
UP LINE
BELANDURU SUBURBAN
DN LINE
85
(29)
25
(34)
(34)
(36)
(36)
(34)
(34)
(36)
(36)
(34)
(36)
PRO. BSRP FENCING
15/36
Mast Type --
Chainage 15735.968
15/38
Mast Type --
Chainage 15771.968
15/40
Mast Type --
Chainage 15805.968
15/42
Mast Type --
Chainage 15841.968
15/44
Mast Type --
Chainage 15875.968
15/46
Mast Type --
Chainage 15911.968


TP1- PRO. CURVE:41 (UP&DN LINE) ; Ch: 15942.150
15+950.000
TCC1- PRO. CURVE:41 (UP&DN LINE) ; Ch:15957.15
PRO.TO BE RETAINED PSC GIRDER (ROB) EXG.
BR. NO. 516 @ CH:198753 m ,
SPAN-1 x 29.1m+ 1 x 19.5 m
PRO.CURVE NO.41(UP&DN)RH
R = 1250 m, D = 1.4°
A = 4°7'20.74"
TL = 44.99 m
CL = 89.91 m
TRL = 30 m
SE =45 mm
V = 90 kmph
KM 16
16+000.000
TCC2- PRO. CURVE:41 (UP&DN LINE) ; Ch: 16017.06
TP2- PRO. CURVE:41 (UP&DN LINE) ; Ch: 16032.06
TTC2- PRO. CURVE:41 (UP&DN LINE) ; Ch: 16047.06
TTC1- PRO. CURVE:42 (UP&DN LINE) ; Ch: 16065.350
TP1- PRO. CURVE:42 (UP&DN LINE) ; Ch: 16080.356
TCC1- PRO. CURVE:42 (UP&DN LINE) ; Ch: 16095.350
16+100.000
R 1200 F 40
CH:16050
900.903
PRO.BSRP
GRADIENT
TCC2- PRO. CURVE:42 (UP&DN LINE) ; Ch: 16155.020
TP2- PRO. CURVE:42 (UP&DN LINE) ; Ch: 16170.06
TTC2- PRO. CURVE:42 (UP&DN LINE) ; Ch:16185.020
16+150.000
D
T.L. =1219.000m
Loc: 17/13
CH: 17231.968m
UIOL
FOR UP LINE
CH: 16088.968
T.L. =1255.800m
Loc: 14/45
CH: 14907.168m
15/47
Mast Type ---
Chainage 15938.868
15/49
Mast Type ---
Chainage 15976.868
16/01
Mast Type ---
Chainage 16012.968
16/03
Mast Type ---
Chainage 16052.968
16/05
Mast Type ---
Chainage 16088.968
16/07
Mast Type ---
Chainage 16124.968
16/09
Mast Type ---
Chainage 16162.968
(38)
145
130
(36)
BWA
20
(40)
65
(36)
130
(36)
145
(38)
BWA
(34)
(31)
BWA
BWA
15/48
Mast Type --
Chainage 15945.968
15/50
Mast Type --
Chainage 15976.968
16/02
Mast Type --
Chainage 16012.968
16/04
Mast Type --
Chainage 16052.968
16/06
Mast Type --
Chainage 16088.968
16/08
Mast Type --
Chainage 16124.968
16/10
Mast Type --
Chainage 16162.968
T.L. =1219.000m
Loc: 17/14
CH: 17231.968m
UIOL
FOR DN LINE
CH: 16088.968
T.L. =1255.800m
Loc: 14/46
CH: 14907.168m

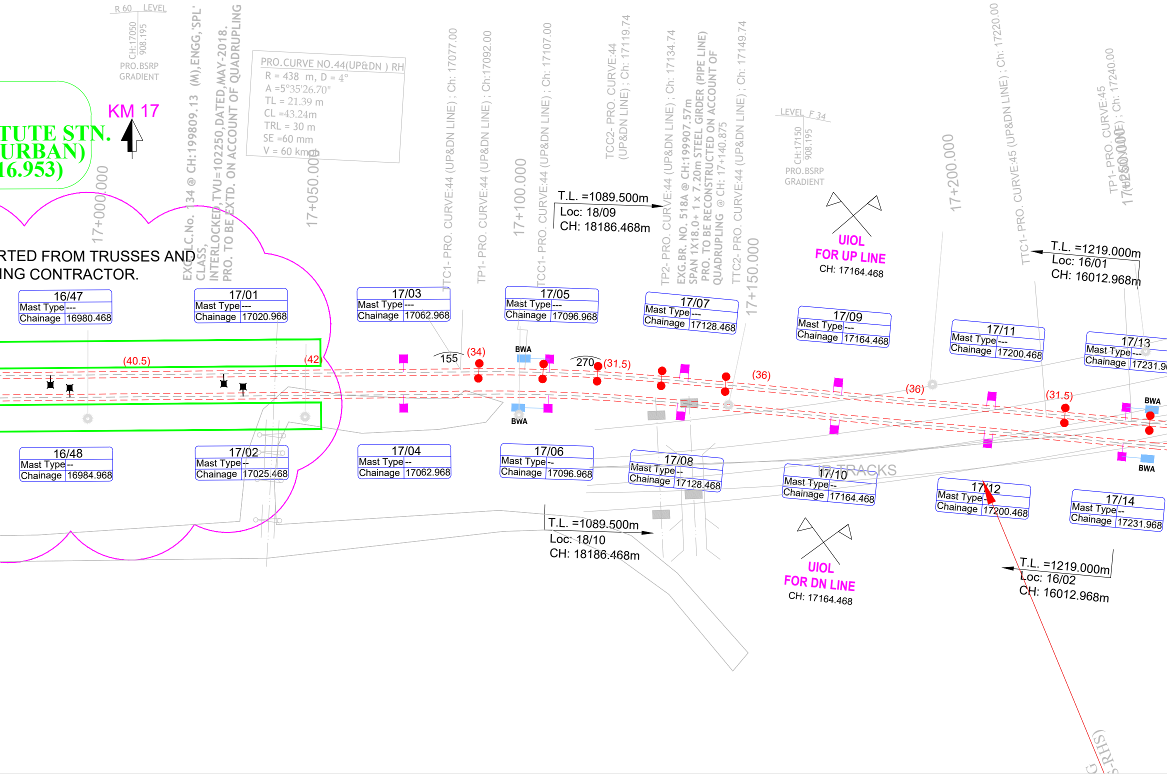

PRO.CURVE NO.42(UP&DN)LH
R = 1250 m, D = 1.4°
A = 4°6'34.64"
TL = 44.85 m
CL = 89.67 m
TRL = 30 m
SE =45 mm
V = 90 kmph
F 40
R 60
CH:16275
895.278
PRO.BSRP
GRADIENT
PRO.BSRP AT LEVEL-1 @ CH: 16+200 EXG.
BR. NO. 517 @ CH:198968m
x 1.83 m SYPHON RCC SLAB
16+200.000
16+250.000
16+350.000
16+400.000
16+450.000
16/11
Mast Type ---
Chainage 16204.968
16/13
Mast Type ---
Chainage 16248.968
16/15
Mast Type ---
Chainage 16293.968
16/17
Mast Type ---
Chainage 16337.968
16/19
Mast Type ---
Chainage 16381.968
16/21
Mast Type ---
Chainage 16426.968
(42)
(44)
(45)
(44)
(44)
(45)
(44)
PRO.SUB URBAN LINE
16/12
Mast Type --
Chainage 16204.968
16/14
Mast Type --
Chainage 16248.968
16/16
Mast Type --
Chainage 16293.968
16/18
Mast Type --
Chainage 16337.968
16/20
Mast Type --
Chainage 16381.968
16/22
Mast Type --
Chainage 16426.968

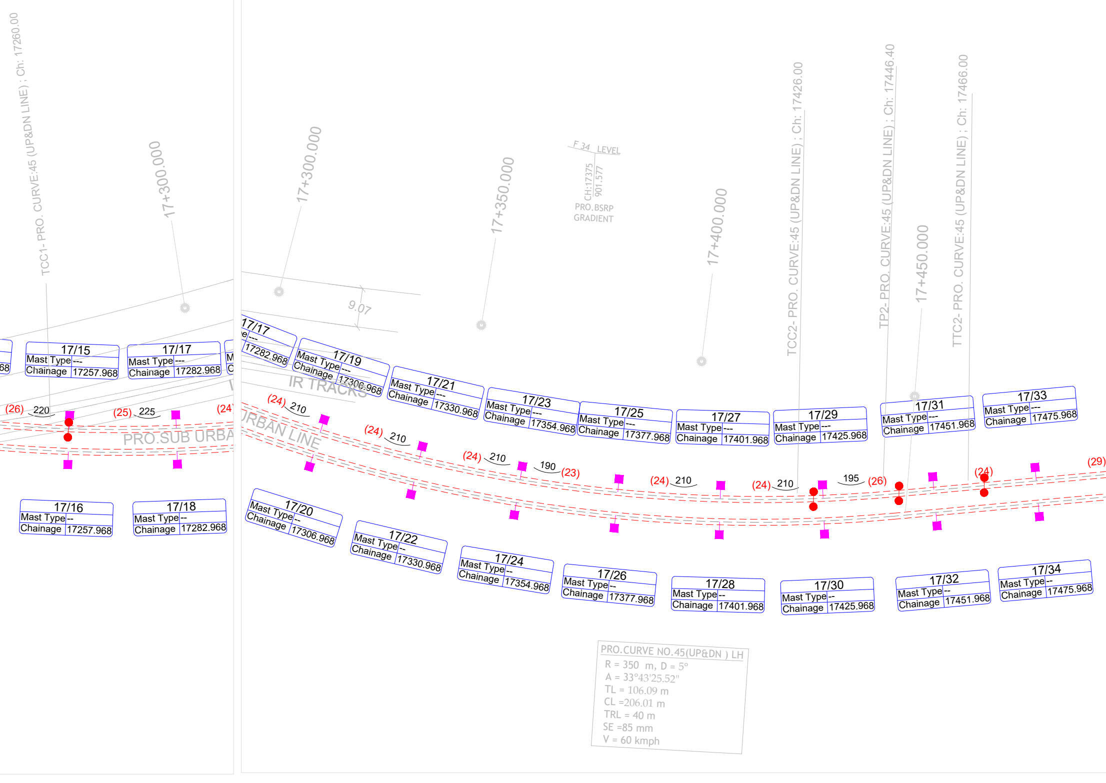

PRO.CURVE NO.43(UP&DN)LH
R = 3500 m, D = 0.5°
A = 2°43'18.79"
TL = 83.16 m
CL = 166.29 m
TRL = 20 m
SE =25 mm
V = 90 kmph
TC1- PRO. CURVE:43 (UP&DN LINE) ; Ch:16500.13
TP1- PRO. CURVE:43\ (UP&DN LINE) ; Ch:16510.127
TCC1- PRO. CURVE:43 (UP&DN LINE) ; Ch: 16520.127
TCC2- PRO. CURVE:43 (UP&DN LINE) ; Ch: 16666.42
TP2- PRO. CURVE:43 (UP&DN LINE) ; Ch: 16676.42
TTC2- PRO. CURVE:43 (UP&DN LINE) ; Ch: 16686.42
16+500.000
16+550.000
16+600.000
16+650.000
16+700.000
E ROB PROPOSAL AT L-1 LEVE
T.L. =1650.800m
Loc: 14/43
CH: 14864.168m
T.L. =1775.500m
Loc: 18/15
CH: 18290.468m
T.L. =1650.800m
Loc: 14/44
CH: 14864.168m
T.L. =1775.500m
Loc: 18/16
CH: 18290.468m
ACC CENTRE FOR UP MAIN
15 15
T.L =627.000
Loc: 16/01
CH: 16012.968
T.L =592.000
Loc: 17/13
CH:17231.968
ACC CENTRE FOR DN MAIN
15 15
T.L =627.000
Loc: 16/02
CH: 16012.968
T.L =592.000
Loc: 17/14
CH:17231.968
16/23 Mast Type --- Chainage 16470.968
16/24 Mast Type -- Chainage 16470.968
16/25 Mast Type --- Chainage 16514.968
16/26 Mast Type -- Chainage 16514.968
16/27 Mast Type --- Chainage 16556.968
16/28 Mast Type -- Chainage 16556.968
16/29 Mast Type --- Chainage 16598.968
16/30 Mast Type -- Chainage 16598.968
16/31 Mast Type --- Chainage 16639.968
16/32 Mast Type -- Chainage 16639.968
16/33 Mast Type --- Chainage 16680.968
16/34 Mast Type -- Chainage 16680.968
RCA / OPCA
RCA / OPCA
RCA / OPCA
RCA / OPCA
ACA
ACA
ACA
ACA
(44)
65
(42)
(42)
65
60
(41)
45
(41)
(44)


TTC1- PRO. CURVE:43A (UP&DN LINE) ; Ch: 16761.68
TP1- PRO. CURVE:43A (UP&DN LINE) ; Ch: 16776.68
TCC1- PRO. CURVE:43A (UP&DN LINE) ; Ch: 16791.
TCC2- PRO. CURVE:43A (UP&DN LINE) ; Ch: 16809.
TP2- PRO. CURVE:43A (UP&DN LINE) ; Ch: 16824.
TTC2- PRO. CURVE:43A (UP&DN LINE) ; Ch: 1683
16+750.000
16+800.000
16+850.000
16+900.000
16+950.000
EXG. BR. NO. 518 @ CH:199696m
SPAN 1 x 1.83 m RCC SLAB
PRO.BSRP AT LEVEL-1 @ CH: 16+932.666
16/35
Mast Type ---
Chainage 16724.968
16/36
Mast Type --
Chainage 16724.968
16/37
Mast Type ---
Chainage 16768.968
16/38
Mast Type --
Chainage 16768.968
16/39
Mast Type ---
Chainage 16806.968
16/40
Mast Type --
Chainage 16806.968
16/41
Mast Type ---
Chainage 16845.468
16/42
Mast Type --
Chainage 16849.968
16/43
Mast Type ---
Chainage 16890.468
16/44
Mast Type --
Chainage 16894.968
16/45
Mast Type ---
Chainage 16935.468
16/46
Mast Type --
Chainage 16939.968
(44)
(38)
180
(38.5)
(45)
(45)
(45)
℄
OF
PRO. BAGMANE FU
ELEVATED (SUB-
STATION (Km. 1

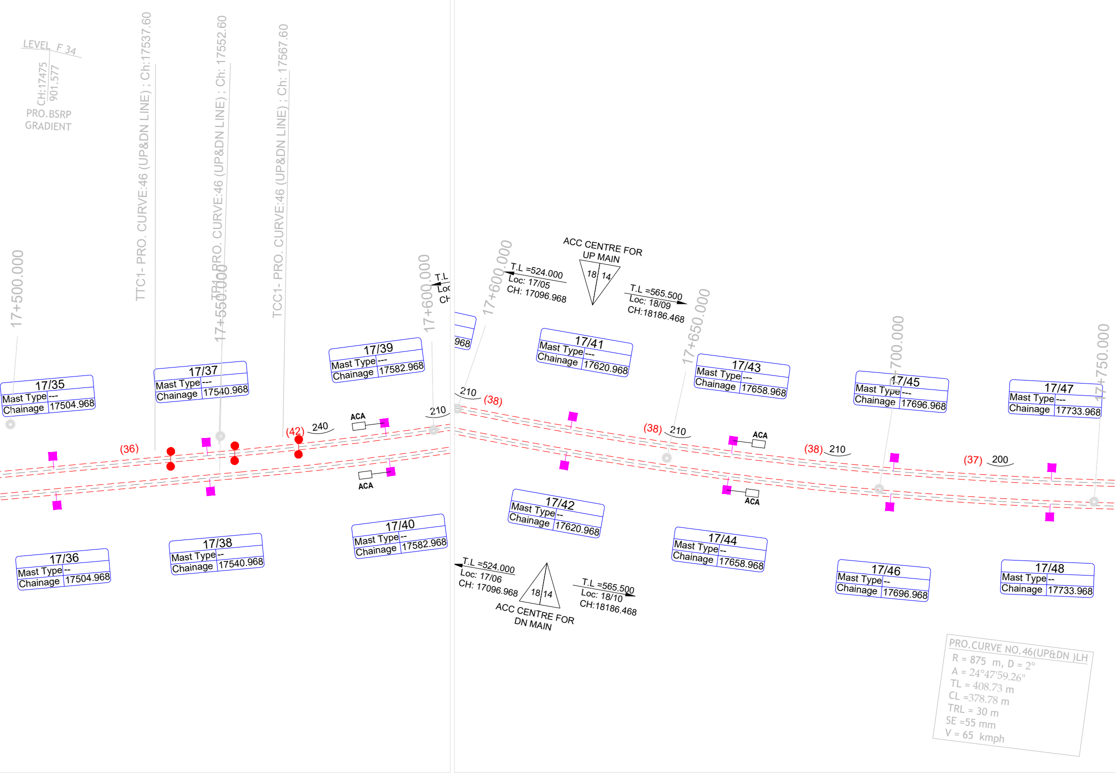
PRO.CURVE NO.43A(UP&DN)RH
R = 1005.50 m, D = 1.74°
A = 2°43'4.77"
TL = 23.85 m
CL =47.69 m
TRL = 30 m
SE =40 mm
V = 80 kmph

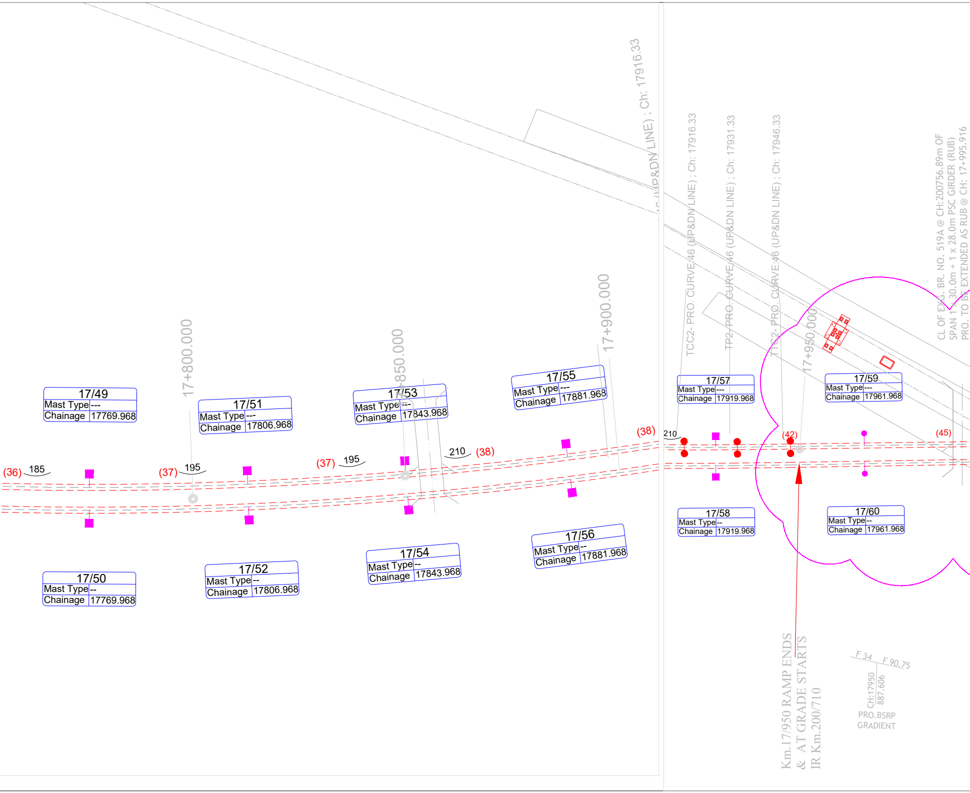
TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPOR
DISTANCE OF TRUSSES REQUIRED FROM STATION BUILD

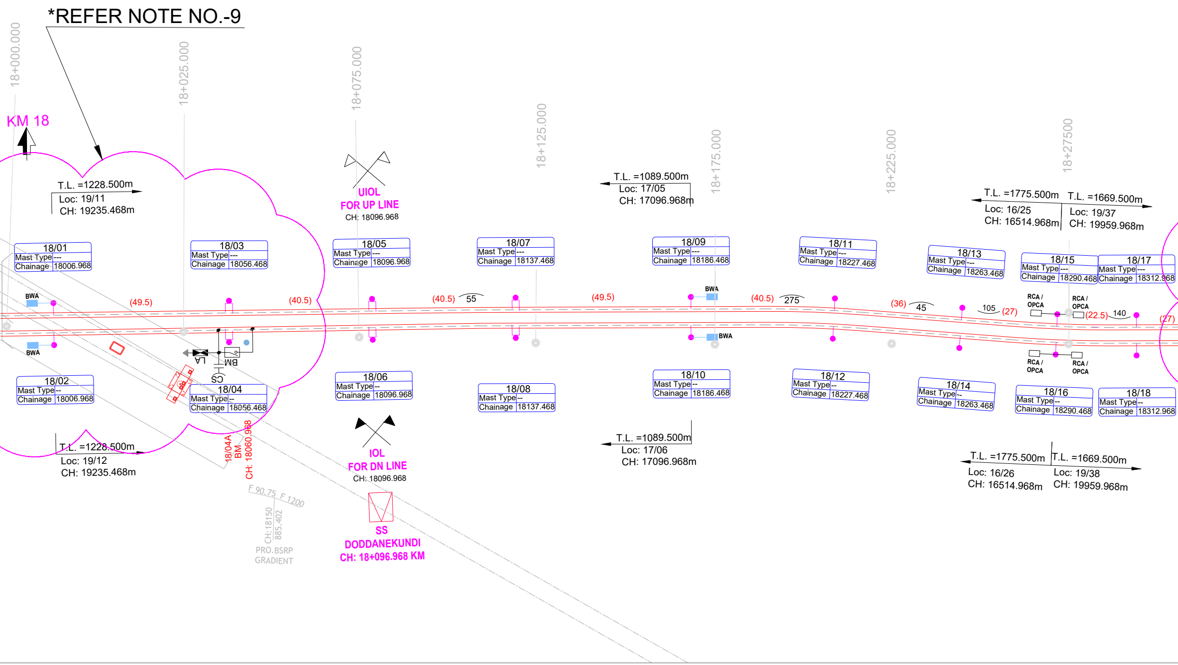

R 60 LEVEL
CH:17050
908.195
PRO.BSRP GRADIENT
KM 17
TUTE STN.
URBAN)
16.953)
EXG. LC.No. 134 @ CH:199809.13 (M), ENGG,'SPL' CLASS, INTERLOCKED,TVU=102250,DATED,MAY-2018. PRO. TO BE EXTD. ON ACCOUNT OF QUADRUPLING
PRO.CURVE NO.44(UP&DN) RH
R = 438 m, D = 4°
A =5°35'26.70"
TL = 21.39 m
CL =43.24m
TRL = 30 m
SE =60 mm
V = 60 kmph
17+000.000
17+050.000
TTC1- PRO. CURVE:44 (UP&DN LINE) ; Ch: 17077.00
TP1- PRO. CURVE:44 (UP&DN LINE) ; Ch:17092.00
17+100.000
TCC1- PRO. CURVE:44 (UP&DN LINE) ; Ch: 17107.00
TCC2- PRO. CURVE:44 (UP&DN LINE) ; Ch: 17119.74
TP2- PRO. CURVE:44 (UP&DN LINE) ; Ch: 17134.74
EXG.BR. NO. 518A @ CH:199907.57m SPAN 1X18.0+ 1 x 7.20m STEEL GIRDER (PIPE LINE) PRO. TO BE RECONSTRUCTED ON ACCOUNT OF QUADRUPLING @ CH: 17+140.875
TTC2- PRO. CURVE:44 (UP&DN LINE) ; Ch: 17149.74
17+150.000
LEVEL F 34
CH:17150
908.195
PRO.BSRP GRADIENT
17+200.000
TTC1- PRO. CURVE:45 (UP&DN LINE) ; Ch: 17220.00
TP1- PRO. CURVE:45 (UP&DN LINE) ; Ch: 17240.00
17+250.000
T.L. =1089.500m
Loc: 18/09
CH: 18186.468m
UIOL
FOR UP LINE
CH: 17164.468
T.L. =1219.000m
Loc: 16/01
CH: 16012.968m
RTED FROM TRUSSES AND
ING CONTRACTOR.
16/47 Mast Type --- Chainage 16980.468
17/01 Mast Type --- Chainage 17020.968
17/03 Mast Type --- Chainage 17062.968
17/05 Mast Type --- Chainage 17096.968
17/07 Mast Type --- Chainage 17128.468
17/09 Mast Type --- Chainage 17164.468
17/11 Mast Type --- Chainage 17200.468
17/13 Mast Type --- Chainage 17231.9
(40.5)
(42
155
(34)
BWA
270
(31.5)
(36)
(36)
(31.5)
BWA
BWA
BWA
BWA
16/48 Mast Type -- Chainage 16984.968
17/02 Mast Type -- Chainage 17025.468
17/04 Mast Type -- Chainage 17062.968
17/06 Mast Type -- Chainage 17096.968
17/08 Mast Type -- Chainage 17128.468
17/10 Mast Type -- Chainage 17164.468
17/12 Mast Type -- Chainage 17200.468
17/14 Mast Type -- Chainage 17231.968
UP TRACKS
T.L. =1089.500m
Loc: 18/10
CH: 18186.468m
UIOL
FOR DN LINE
CH: 17164.468
T.L. =1219.000m
Loc: 16/02
CH: 16012.968m
G
S-RHS)

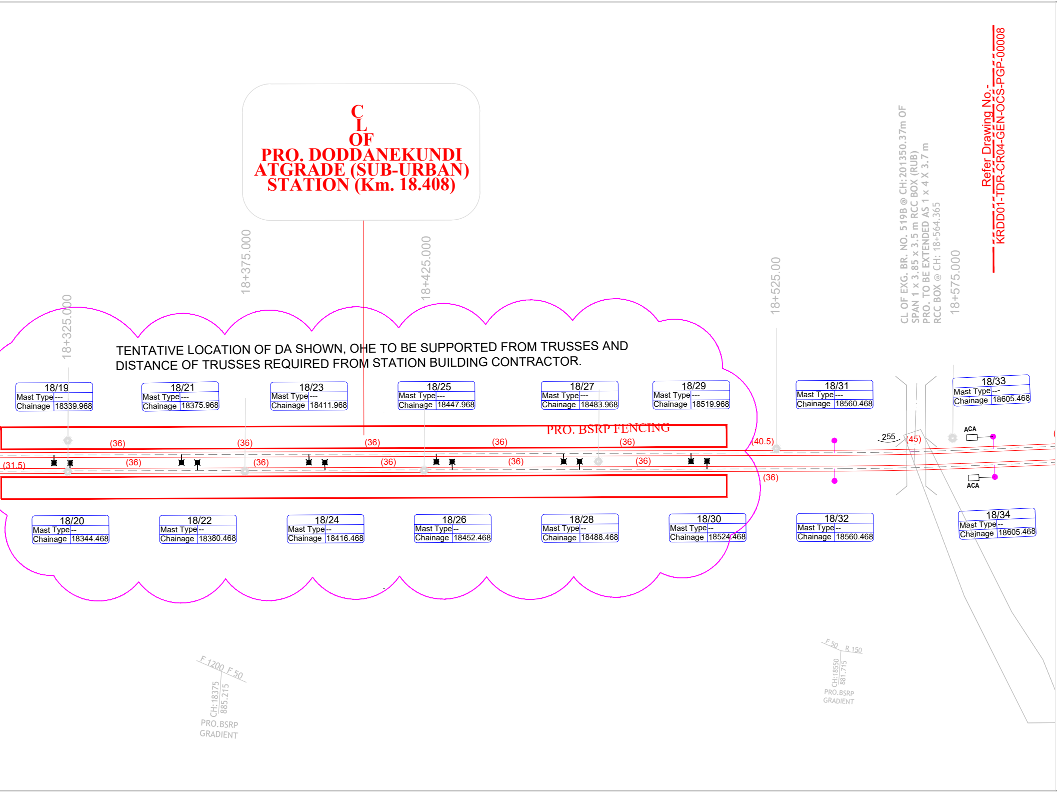

TCC1- PRO. CURVE:45 (UP&DN LINE) ; Ch: 17260.00
17+300.000
17+300.000
17+350.000
17+400.000
17+450.000
F 34 LEVEL
CH:17375
901.577
PRO.BSRP
GRADIENT
9.07
TCC2- PRO. CURVE:45 (UP&DN LINE) ; Ch: 17426.00
TP2- PRO. CURVE:45 (UP&DN LINE) ; Ch: 17446.40
TTC2- PRO. CURVE:45 (UP&DN LINE) ; Ch: 17466.00
IR TRACKS
PRO.SUB URBA
URBAN LINE
17/15 Mast Type --- Chainage 17257.968
17/17 Mast Type --- Chainage 17282.968
17/17 ---
17282.968
17/19 Mast Type --- Chainage 17306.968
17/21 Mast Type --- Chainage 17330.968
17/23 Mast Type --- Chainage 17354.968
17/25 Mast Type --- Chainage 17377.968
17/27 Mast Type --- Chainage 17401.968
17/29 Mast Type --- Chainage 17425.968
17/31 Mast Type --- Chainage 17451.968
17/33 Mast Type --- Chainage 17475.968
17/16 Mast Type -- Chainage 17257.968
17/18 Mast Type -- Chainage 17282.968
17/20 Mast Type -- Chainage 17306.968
17/22 Mast Type -- Chainage 17330.968
17/24 Mast Type -- Chainage 17354.968
17/26 Mast Type -- Chainage 17377.968
17/28 Mast Type -- Chainage 17401.968
17/30 Mast Type -- Chainage 17425.968
17/32 Mast Type -- Chainage 17451.968
17/34 Mast Type -- Chainage 17475.968
(26) 220
(25) 225
(24)
(24) 210
(24) 210
(24) 210
190 (23)
(24) 210
(24) 210
195 (26)
(24)
(29)

PRO.CURVE NO.45(UP&DN) LH
R = 350 m, D = 5°
A = 33°43'25.52"
TL = 106.09 m
CL =206.01 m
TRL = 40 m
SE =85 mm
V = 60 kmph


LEVEL F 34
CH:17475
901.577
PRO.BSRP
GRADIENT
17+500.000
TTC1- PRO. CURVE:46 (UP&DN LINE) ; Ch:17537.60
TP1 PRO. CURVE:46 (UP&DN LINE) ; Ch: 17552.60
17+550.000
TCC1- PRO. CURVE:46 (UP&DN LINE) ; Ch: 17567.60
17+600.000
17/35
Mast Type ---
Chainage 17504.968
17/36
Mast Type --
Chainage 17504.968
17/37
Mast Type ---
Chainage 17540.968
17/38
Mast Type --
Chainage 17540.968
17/39
Mast Type ---
Chainage 17582.968
17/40
Mast Type --
Chainage 17582.968
(36)
(42)
240
210
ACA
ACA
T.L
Loc
CH
968
17+600.000
T.L =524.000
Loc: 17/05
CH: 17096.968
ACC CENTRE FOR
UP MAIN
18
14
T.L =565.500
Loc: 18/09
CH:18186.468
17+650.000
17/41
Mast Type ---
Chainage 17620.968
17/42
Mast Type --
Chainage 17620.968
17/43
Mast Type ---
Chainage 17658.968
17/44
Mast Type --
Chainage 17658.968
17+700.000
17/45
Mast Type ---
Chainage 17696.968
17/46
Mast Type --
Chainage 17696.968
17+750.000
17/47
Mast Type ---
Chainage 17733.968
17/48
Mast Type --
Chainage 17733.968
210
(38)
(38)
210
ACA
(38)
210
(37)
200
ACA
T.L =524.000
Loc: 17/06
CH: 17096.968
18
14
ACC CENTRE FOR
DN MAIN
T.L =565.500
Loc: 18/10
CH:18186.468
PRO.CURVE NO.46(UP&DN)LH
R = 875 m, D = 2°
A = 24°47'59.26"
TL = 408.73 m
CL =378.78 m
TRL = 30 m
SE =55 mm
V = 65 kmph


17/49
Mast Type ---
Chainage 17769.968
17/50
Mast Type --
Chainage 17769.968
17/51
Mast Type ---
Chainage 17806.968
17/52
Mast Type --
Chainage 17806.968
17/53
Mast Type ---
Chainage 17843.968
17/54
Mast Type --
Chainage 17843.968
17/55
Mast Type ---
Chainage 17881.968
17/56
Mast Type --
Chainage 17881.968
17/57
Mast Type ---
Chainage 17919.968
17/58
Mast Type --
Chainage 17919.968
17/59
Mast Type ---
Chainage 17961.968
17/60
Mast Type --
Chainage 17961.968
(36)
185
(37)
195
(37)
195
210
(38)
(38)
210
(42)
(45)
17+800.000
17+850.000
17+900.000
17+950.000
(UP&DN LINE) ; Ch: 17916.33
TCC2- PRO. CURVE:46 (UP&DN LINE) ; Ch: 17916.33
TP2- PRO. CURVE:46 (UP&DN LINE) ; Ch: 17931.33
TTC2- PRO. CURVE:46 (UP&DN LINE) ; Ch: 17946.33
CL OF EXG. BR. NO. 519A @ CH:200756.89m OF
SPAN 1 x 30.0m + 1 x 28.0m PSC GIRDER (RUB)
PRO. TO BE EXTENDED AS RUB @ CH: 17+995.916
Km.17/950 RAMP ENDS
& AT GRADE STARTS
IR Km.200/710
F 34
F 90.75
CH:17950
887.606
PRO.BSRP
GRADIENT

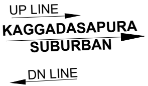

*REFER NOTE NO.-9
KM 18
18+000.000
18+025.000
18+075.000
18+125.000
18+175.000
18+225.000
18+27500
T.L. =1228.500m
Loc: 19/11
CH: 19235.468m
UIOL
FOR UP LINE
CH: 18096.968
T.L. =1089.500m
Loc: 17/05
CH: 17096.968m
T.L. =1775.500m
Loc: 16/25
CH: 16514.968m
T.L. =1669.500m
Loc: 19/37
CH: 19959.968m
18/01 Mast Type --- Chainage 18006.968
18/03 Mast Type --- Chainage 18056.468
18/05 Mast Type --- Chainage 18096.968
18/07 Mast Type --- Chainage 18137.468
18/09 Mast Type --- Chainage 18186.468
18/11 Mast Type --- Chainage 18227.468
18/13 Mast Type --- Chainage 18263.468
18/15 Mast Type --- Chainage 18290.468
18/17 Mast Type --- Chainage 18312.968
BWA
(49.5)
(40.5)
(40.5)
55
(49.5)
(40.5)
275
(36)
45
105
(27)
RCA / OPCA
(22.5)
140
(27)
LA
BM
CS
18/02 Mast Type -- Chainage 18006.968
18/04 Mast Type -- Chainage 18056.468
18/06 Mast Type -- Chainage 18096.968
18/08 Mast Type -- Chainage 18137.468
18/10 Mast Type -- Chainage 18186.468
18/12 Mast Type -- Chainage 18227.468
18/14 Mast Type -- Chainage 18263.468
18/16 Mast Type -- Chainage 18290.468
18/18 Mast Type -- Chainage 18312.968
18/04A
BM
CH: 18060.968
T.L. =1228.500m
Loc: 19/12
CH: 19235.468m
IOL
FOR DN LINE
CH: 18096.968
T.L. =1089.500m
Loc: 17/06
CH: 17096.968m
T.L. =1775.500m
Loc: 16/26
CH: 16514.968m
T.L. =1669.500m
Loc: 19/38
CH: 19959.968m
F 90.75 F 1200
CH:18150
885.402
PRO.BSRP
GRADIENT
SS
DODDANEKUNDI
CH: 18+096.968 KM

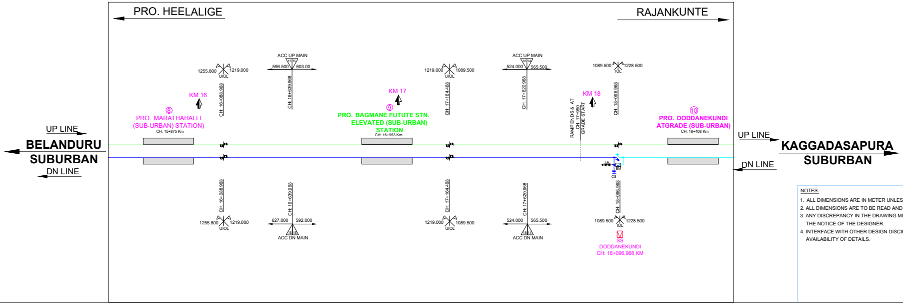


TENTATIVE LOCATION OF DA SHOWN, OHE TO BE SUPPORTED FROM TRUSSES AND DISTANCE OF TRUSSES REQUIRED FROM STATION BUILDING CONTRACTOR.

Refer Drawing No.-
KRDD01-TDR-CR04-GEN-OCS-PGP-00008

C
L
OF
PRO. DODDANEKUNDI
ATGRADE (SUB-URBAN)
STATION (Km. 18.408)
18+325.000
18+375.000
18+425.000
18+525.00
18+575.000
CL OF EXG. BR. NO. 519B @ CH:201350.37m OF
SPAN 1 x 3.85 x 3.5 m RCC BOX (RUB)
PRO. TO BE EXTENDED AS 1 x 4 X 3.7 m
RCC BOX @ CH: 18+564.365
18/19 Mast Type --- Chainage 18339.968
18/21 Mast Type --- Chainage 18375.968
18/23 Mast Type --- Chainage 18411.968
18/25 Mast Type --- Chainage 18447.968
18/27 Mast Type --- Chainage 18483.968
18/29 Mast Type --- Chainage 18519.968
18/31 Mast Type --- Chainage 18560.468
18/33 Mast Type --- Chainage 18605.468
18/20 Mast Type -- Chainage 18344.468
18/22 Mast Type -- Chainage 18380.468
18/24 Mast Type -- Chainage 18416.468
18/26 Mast Type -- Chainage 18452.468
18/28 Mast Type -- Chainage 18488.468
18/30 Mast Type -- Chainage 18524.468
18/32 Mast Type -- Chainage 18560.468
18/34 Mast Type -- Chainage 18605.468
PRO. BSRP FENCING
(31.5)
(36)
(40.5)
(45)
255
ACA
ACA
F 1200 F 50
CH:18375
885.215
PRO.BSRP
GRADIENT
F 50 R 150
CH:18550
881.715
PRO.BSRP
GRADIENT


UP LINE
KAGGADASAPURA
SUBURBAN
DN LINE


PRO. HEELALIGE
RAJANKUNTE
UP LINE
BELANDURU
SUBURBAN
DN LINE
1255.800
1219.000
UIOL
CH: 16+088.968
ACC UP MAIN
15
15
596.500
603.00
CH: 16+639.968
KM 16
⑧
PRO. MARATHAHALLI
(SUB-URBAN) STATION)
CH: 15+875 Km
KM 17
⑨
PRO. BAGMANE FUTUTE STN.
ELEVATED (SUB-URBAN)
STATION
CH: 16+953 Km
1219.000
1089.500
UIOL
CH: 17+164.468
ACC UP MAIN
18
14
524.000
565.500
CH: 17+620.968
RAMP ENDS & AT
CH : 17+950
GRADE START
KM 18
1089.500
1228.500
IOL
CH: 18+096.968
⑩
PRO. DODDANEKUNDI
ATGRADE (SUB-URBAN)
CH: 18+408 Km
LA
BM
CS
CH: 16+088.968
1255.800
1219.000
UIOL
CH: 16+639.968
627.000
592.000
15
15
ACC DN MAIN
CH: 17+164.468
1219.000
1089.500
UIOL
CH: 17+620.968
524.000
565.500
18
14
ACC DN MAIN
CH: 18+096.968
1089.500
1228.500
IOL
SS
DODDANEKUNDI
CH: 18+096.968 KM
UP LINE
KAGGADASAPURA
SUBURBAN
DN LINE

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.

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	PE
52	In-Span Jumper	⊕
53	RC and OPC Support	▲
54	Track at UP/DN line (Corridor 2)	—
55	Track on Viaduct	— — — —

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 STRUCTURE (HT. LINE X-ING ETC.) TO BE CONFIRMED OR SPECIAL CARE TO BE TAKEN BEFORE ERECTION FOR THAT PARTICULAR AREA WHEREVER REQUIRED.
8. OHE LOCATIONS IN THE ELEVATED SECTION WILL BE FINALIZED AFTER RECEIVING OF PIER SPAN ARRANGEMENT.
9. AT KM 18 DETAILS OF CROSSING ON RUB NO. 519A IS REQUIRED FOR FINALIZING OHE LOCATIONS.

FOR TENDER PURPOSE ONLY

REV	DATE	DESCRIPTION	Originator	Checked	Approved
R0	30-08-2024	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

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-4 (Pro. Heelalige -Rajankunte)

Drawing Title: OHE Pegging Plan for Main Line
CH: 15+764.968Km to CH: 18+605.468Km

Project Stage: Tender Drawing

Paper Size: 297X5000
Discipline: Power Supply & Traction System
Date: 30/08/2024
Scale: NTS
Drawing no.: KRDD01-TDR-CR04-GEN-OCS-PGP-00007
Revision: R0