

**Ground Rule Followed for the Draft Rationalization Timing of Bhubaneswar/Cuttack-Trisulia-
Jatamundia/CDA-Naduapada-Bhapur-Rasol-Maidharpur-Angul Route**

Buses operating on the corridor, Cuttack/Bhubaneswar to Angul are grouped into five categories. The details of which are as under.

CATEGORY-A1: Bhubaneswar-Trisulia-Jatamundia-Narhupada-Maidharpur-Angul

CATEGORY-A2: Bhubaneswar-Trisulia-Cuttack-CDA- Narhupada-Maidharpur-Angul

CATEGORY-A3: Bhubaneswar-Trisulia-Cuttack-Trisulia-Jatamundia-Narhupada-Maidharpur-Angul

CATEGORY-A4: Bhubaneswar-Trisulia-CDA--Narhupada-Maidharpur-Angul

CATEGORY-A5: Cuttack-Trisulia-Jatamundia-Narhupada-Maidharpur-Angul

DISTANCE MATRIX:

The distance between stations are given below.

Bhubaneswar-Trisulia: 23 Km

Trisulia-Jatamundia: 30 Km

Trisulia to Cuttack: 7 Km

Trisulia-CDA Sector 11: 8 Km

Cuttack-CDA Sector 11: 9 Km

CDA Sector 11- Narhuapada: 29 Km

Jatamundia-Narhuapada: 17 Km

Narhuapada-Bhapur: 14 Km Km

Bhapur-Rasol: 21 Km

Rasol-Maidharpur: 19 Km


Maidharpur-Angul: 20 Km.

Athagarh- Narhuapada: 2 Km.

STATIONS INCLUDED:

Following eight stations were included in Rationalization Chart.

- i. Cuttack
- ii. Bhubaneswar
- iii. CDA Sector 11
- iv. Trisulia



- v. Jatamundia
- vi. Narhuapada
- vii. Bhapur
- viii. Rasol
- ix. Maidharpur
- x. Angul

1. RUNNING TIME.

Running hour has been fixed 1.8 minutes per Kilometre.

- i. Bhubaneswar-Trisulia: 41 minutes
- ii. Trisulia-Jatamundia: 54 minutes
- iii. Trisulia to Cuttack: 13 minutes
- iv. Trisulia to CDA: 14 minutes
- v. Cuttack-CDA: 16 minutes
- vi. CDA Sector 11- Narhuapada: 52 minutes
- vii. Jatamundia-Narhuapada: 31 minutes
- viii. Narhuapada-Bhapur: 25 minutes
- ix. Bhapur-Rasol: 38 minutes
- x. Rasol-Maidharpur: 34 minutes
- xi. Maidharpur-Angul: 36 minutes
- xii. Athagarh- Narhuapada: 4 Minutes

2. HALTING TIME.

Following halting time was fixed at major points.

- a) Cuttack: 10 minutes.
- b) Bhubaneswar: 10 minutes.
- c) CDA Sector 11: 2minutes.
- d) Trisulia: 2 minutes.
- e) Jatamundia: 2 minutes.
- f) Narhuapada: 5 minutes.
- g) Bhapur: 2 minutes.
- h) Rasol: 4 minutes.
- i) Maidharpur: 2 minutes.
- j) Angul: 10 minutes.



3. SLOT INTERVALS IN UP TRIP FROM BHUBANESWAR POINT.

- a) 04:01 to 7:01 hours: 15 minutes
- b) 07:01 to 09:01 hours: 12 minutes
- c) 09:01 to 14:01 hours: 15 minutes.
- d) 14:01 to 17:01 hours: 12 minutes.
- e) 17:01 to 18:46 hours: 15 minutes.

4. SLOT INTERVALS IN DOWN TRIP FROM ANGUL POINT.

- a) 04:04 hours to 05:04 hours: 15 minutes.
- b) 05:04 hours to 10:04 hours: 12 minutes.
- c) 10:04 hours to 14:04 hours: 15 minutes.
- d) 14:04 hours to 17:04 hours: 12 minutes.
- e) 17:04 hours to 18:04 hours: 15 minutes.

FREE ZONE

- a) 18:56 hours to 3:51 hours from Bhubaneswar side in up trip will be treated as free zone.
 - b) 18:14 hours to 3:36 hours from Angul side in up trip will be treated as free zone.
- 5. The sequence of Buses in Up Trip shall be as per their existing sequence from Bhubaneswar point
 - 6. The sequence of Buses in Down Trip shall be as per their existing sequence at Angul Point.
 - 7. Minimum 30 minutes maintained between arrival and departure at destination point .
 - 8. If the vehicles are making a halt of 20 minutes or more at Cuttack/Bhubaneswar/Angul point then in those cases arrival time at these points are not mentioned in the chart in both up and down trip.
 - 9. Buses not touching Trisulia/CDA and operating to Angul from Cuttack/Bhubaneswar are excluded from the rationalization timing.



10. Timing for beyond Angul, Talcher, Bhubaneswar and Cuttack will be fixed in accordance with rationalization timing.
11. Buses running to Angul via Athagarh and included in the rationalization timing of Bhubaneswar-Athagarh route are given time from Narhuapada to Angul and those vehicles will operate from Bhubaneswar to Athagarh in the rationalization timing of Bhubaneswar-Athagarh route.
12. Sequence of the vehicle OR05X9237 has been changed from Angul in order to catch the Bhubaneswar-Athagarh rationalization timing at Athagarh.
13. Vehicles operating upto Angul via Athagarh, Dhenkanal, Baranpal are excluded in the rationalization timing, those vehicles will operate as per Bhubaneswar-Athagarh rationalized route.
14. Clash of slot time from Angul and Bhubaneswar will not be considered for Bhubaneswar/Cuttack-Angul via Trisulia/CDA and Bhubaneswar-Angul via Manguli rationalized timing as both the alignment are completely different.
15. Clash of rationalization timing for Bhubaneswar/Cuttack-Angul via Trisulia/CDA and Bhubaneswar/Cuttack-Athagarh/Badamba/Narsinghpur will not be considered as end point of both routes are different.
16. Clash of time between Cuttack-Trisulia-Bhubaneswar in between different category of vehicles is viable.
17. Buses running from Bhubaneswar-Trisulia-Cuttack-Trisulia-Angul are given time from Cuttack and the vehicle will operate as per existing time from Bhubaneswar.
18. Buses running from Bhubaneswar-Trisulia-Cuttack-CDA-Angul are given time from CDA as per existing CDA time and the vehicle will operate as per existing time from Bhubaneswar.
19. Buses running Bhubaneswar-Trisulia-CDA-Bali-Dhenkanal-Sankara-Bhapur-Angul are given time from Bhapur to Angul as the rationalized alignment is Bhubaneswar-Trisulia-Jatamundia-Angul.
20. Buses operating via Trisulia-Bali-Angul are excluded in the rationalization timing.
21. Timing for beyond Bhubaneswar, Cuttack, Angul, Talcher, FCI will be fixed in accordance with rationalization timing.

Any anomaly found will be rectified on receipt of the objection within 30 days of publication of advertisement.


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