

Ground Rule Followed for the Rectified Final Rationalization Timing of Bhubaneswar/Cuttack-Trisulia-Jatamundia/CDA-Naduapada-Bhapur-Rasol-Maidharpur-Angul Route After Inclusion of Missing Vehicles and Allocation of Vacant Slots (For Version 3.0)

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-Bhapur-Rasol-Maidharpur-Angul

CATEGORY-A1(VIA BANTALA): Bhubaneswar-Trisulia-Jatamundia-Narhupada-Bhapur-Rasol-Maidharpur-Bantala-Angul.

CATEGORY-A1(VIA DHENKANAL): Bhubaneswar-Trisulia-Dhenkanal-Bhapur-Rasol-Maidharpur-Angul.

CATEGORY-A1(VIA KANTIMILI, HINDOL): Bhubaneswar-Trisulia-Jatamundia-Narhupada-Bhapur-Rasol-Hindol-Kantimili-Angul.

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

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

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

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

CATEGORY-A6: Bhubaneswar-Trisulia-Jatamundia-Narhupada-Bhapur-Rasol-Maidharpur.

CATEGORY-A7: Bhubaneswar-Trisulia-CDA-Narhupada-Bhapur-Rasol-Maidharpur.

CATEGORY-A1 VIA: Bhubaneswar-Trisulia-Jatamundia-Narhupada-Bhapur-Rasol.

CATEGORY-A2 VIA: Bhubaneswar/Cuttack-CDA-Narhupada-Bhapur-Rasol-Maidharpur

CATEGORY-A1(i) VIA: Narhupada-Bhapur-Rasol.

CATEGORY-A1(ii) VIA: Narhupada-Bhapur-Rasol-Maidharpur.

CATEGORY-A1(iii) VIA: Narhupada-Bhapur-Rasol-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

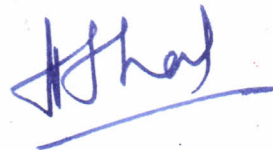
Cuttack-CDA Sector 11: 9 Km

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.

Angul-Bantala: 13 Km

Bantala- Maidharpur: 15 Km.

STATIONS INCLUDED:

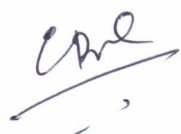
Following eight stations were included in Rationalization Chart.

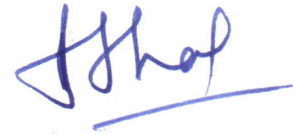
- i. Cuttack
- ii. Bhubaneswar
- iii. CDA Sector 11
- iv. Trisulia
- v. Jatamundia
- vi. Narhuapada
- vii. Bhapur
- viii. Rasol
- ix. Maidharpur
- x. Angul

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. Angul-Bantala- Maidharpur: 50 minutes
- xiii. 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, 2 minutes for Via Athagarh Vehicle, 4 minutes for slot no. 24 in up trip in order to make clash free for via CDA vehicle and 2 minutes for slot no. 48 and 51(Cat-A3) and 9 (Via) in up trip in order to make it clash free.
- g) Bhapur: 2 minutes.
- h) Rasol: 4 minutes, and 2 minutes in down trip for slot no. 9, 15 and 44, in up trip for slot no. 34 in order to make clash free with via Bantala/other vehicles.
- i) Maidharpur: 2 minutes and 1 minutes for slot no. 44 in down trip in order to make it clash free.
- j) Angul: 10 minutes.

3. SLOT INTERVALS IN UP TRIP FROM BHUBANESWAR POINT.

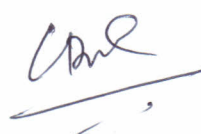
- a) 04:01 to 7:01 hours: 15 minutes
- b) 07:01 to 09:01 hours: 12 minutes
- c) 09:01 to 14:01 hours: 15 minutes.
- d) 14:01 to 17:01 hours: 10 minutes.
- e) 17:01 to 18:46 hours: 15 minutes.

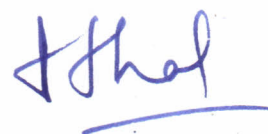
4. SLOT INTERVALS IN DOWN TRIP FROM ANGUL POINT.

- 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) 19:01 hours to 3:35 hours from Bhubaneswar side in up trip will be treated as free zone.
- b) 18:19 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 and for Cuttack based vehicles the sequence has been maintained from Cuttack point.
6. The sequence of Angul-Cuttack/Bhubaneswar based vehicles in Down Trip shall be as per their existing sequence at Angul Point.
7. Buses operating to Bhapur/Rasol from Bhubaneswar/Cuttack are included in Via slot in both up and down trip.
8. Via buses have been inserted in between main slots with a gap of 6 minute (For Slot interval of 12 minutes), 7 minutes (For Slot interval of 15 minutes) and 5 minutes (For Slot interval of 10 and 15 minutes) from its previous vehicles.
9. Buses operating to Angul from Bhubaneswar/Cuttack via Athagarh and are included in Bhubaneswar/Cuttack-Athagarh/Narsinghpur rationalization timing are included in main slot from Narhupada to Angul as such buses are touching both starting and ending point i.e. Bhubaneswa/Cuttack and Angul in the alignment of rationalization timing.
10. Buses operating from Bhubaneswar to Angul via Khurdha and Kalapatha are excluded from the rationalization timing as the alignment of such vehicles are not in the alignment of rationalized route.
11. Buses included in Bhubaneswar/Cuttack-Athagarh/Narsinghpur rationalization timing and operating towards Rasol/Maidharpur/Angul will operate as per the rationalization timing of Bhubaneswar/Cuttack-Athagarh/Narsinghpur route. Timing of such buses are given from Naruhupada towards Rasol/Maidharpur/Angul in both up trip and in down trip. In down trip timing of such vehicles are given nearby Athagarh timing so that the vehicle can operate towards Bhubaneswar/Cuttack without long halting gap at Athagarh. Allotment of slot of some vehicles have changed/delayed from Angul/Maidharpur/Rasol in order to reach nearby departure time of Athagarh and operate towards Bhubaneswar/Cuttack.
12. Sequence of Via vehicles are per existing sequence of Maidharpur/Rasol/Bhapur in down trip.
13. Necessary slot changes have been made for vehicles operating from Bhubaneswar-Angul via Bantala/Kantimili and Hindol in order to adjust extra running time between Angul-Bantala-Maidharpur in down trip.
14. Minimum 22 minutes maintained between arrival and departure at destination point .
15. If the vehicles are making a halt of 20 minutes or more at Cuttack/Bhubaneswar/Angul point then in those cases arrival time has not been mentioned in the rationalization chart at these points in both up and down trip.
16. Buses not touching Trisulia/CDA and operating to Angul from Cuttack/Bhubaneswar are excluded from the rationalization timing.
17. Timing for beyond Angul, Maidharpur, Rasol, Bahpur, Talcher, Bhubaneswar and Cuttack will be fixed in accordance with rationalization timing.



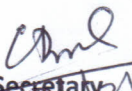
18. Vehicles operating upto Angul via Athagarh, Dhenkanal, Baranpal are excluded in the rationalization timing, those vehicles will operate as per Bhubaneswar-Athagarh rationalized route.
19. Clash of slot time from Angul and Bhubaneswar will not be considered for Bhubaneswar/Cuttack-Angul via Trisulia/CDA and Bhubaneswar-Angul via Manguli rationalized timing as both the alignment are completely different.
20. 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.
21. Clash of time between Cuttack-Trisulia-Bhubaneswar in between different category of vehicles is viable.
22. Sequence of vehicle number OD05AV6355 operating on the route "Hindol To Bhubaneswar Via. Sankarpur, Trisulia & Back" has been changed in down trip in order to catch the rationalization timing at Athagarh and to avoid more halting at Athagarh for Cuttack-Narsinghpur rationalized route from Athagarh to Bhubaneswar.
23. Sequence of vehicle number OR19J4411 operating on the route "ANGUL TO BHUBANESWAR VIA BANTALA, ATTHAGARH AND BACK" and OR05X9237 operating on the route " Angul To Bhubaneswar Via. Athagarh & Back" has been changed in down trip from Angul in order to catch the rationalization timing at Athagarh and to avoid more halting at Athagarh for Cuttack-Narsinghpur rationalized route from Athagarh to Bhubaneswar.
24. Sequence of vehicle number OD05AF9103 operating on the route "RASOL TO BHUBANESWAR (BARAMUNDA) VIA ATHAGARH , KHUNTUNI AND BACK" has been changed in down trip in order to catch the rationalization timing at Athagarh and to avoid more halting at Athagarh for Cuttack-Narsinghpur rationalized route.
25. Vehicle Number OR05AH3022 operating on the route "CHHOTAPADA TO CUTTACK (BADAMBADI) VIA INDIPUR , DHENKANAL AND BACK TO KAMAKHYANAGAR, BHUBANESWAR" and operating in between Bhapur-Rasol in the rationalized route and operating in different alignment via Dhenkanal has been excluded in the rationalization timing.
26. Vehicles covering more than or equal to 80% of the rationalized route Bhubaneswar-Trisulia-Jatamundia-Naruhapada-Bhapur-Rasol-Mahidharpur-Angul are included in the main slots.
27. Vehicles covering Mahidharpur-Rasol-Bhapur-Naruhapada-Jatamundia-Trisulia-Bhubaneswar are included in the main slot of rationalization timing as these vehicles are covering more than 80% of the rationalized route.
28. Vehicles covering Mahidharpur-Rasol-Bhapur-Naruhapada-CDA-Cuttack and Bhubaneswar-Trisulia-Jatamundia-Naruhapada-Bhapur-Rasol are included in the Via slot of the rationalized route as these vehicles are covering less than 80% of the rationalized route Bhubaneswar-Trisulia-Jatamundia-Naruhapada-Bhapur-Rasol-Mahidharpur-Angul.
29. Vehicles covering Mahidharpur-Rasol-Bhapur-Naruhapada-CDA-Cuttack-Nakhara-Bhubaneswar are included in the Via slot of the rationalized route.

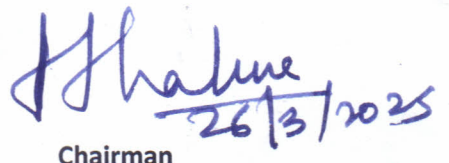




30. Running time of 1:58 minutes has been provided to the vehicle number OD19R4896 as per rationalization timing running hour from Bahpur to CDA via Dhenkanal Bypass. Timing has been provided to the vehicle for the part of the rationalized portion covered.
31. Vehicle number OD05BQ6799 operating on the route SUKIA BAUTI TO GOPALPRASAD VIA RASOL, MADHAPUR AND BACK has not been included in the rationalization timing as it is operating between Mahidharpur to Angul and rest of the route it is operating in different alignment. The vehicle will operate as per permit time.
32. Vehicle number OD05AV9808 operating on the route "KANJA TO BHUBANESWAR VIA BANTALA RASOL BHAPUR BIRAKISHOREPUR DHABELSWAR" will depart Bhubaneswar at 10:28 instead of 10:30 (Existing Permit Time) will arrive Cuttack at 11:28 and will depart Cuttack at 11:38 in order to maintain 10 minutes between arrival and departure at Cuttack.

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


Secretary
26/3/25
STA, Odisha, Cuttack
S.T.A., Odisha, Cuttack


Chairman
26/3/2025
STA, Odisha
TRANSPORT COMMISSIONER
ODISHA, CUTTACK