

**Ground Rule Followed for the Draft Rationalization Timing of  
Bhubaneswar/Cuttack-Manguli-Dhenkanal-Angul Route**

Buses operating on the corridor, Cuttack/Bhubaneswar to Angul via Manguli and Dhenkanal are grouped into two categories. The details of which are as under.

CATEGORY-A: Bhubaneswar/Cuttack-Manguli-Dhenkanal-Baranpal-Angul.

CATEGORY-B: Bhubaneswar/Cuttack-Manguli-Dhenkanal-Baranpal-Talcher-FCI.

CATEGORY-B1: Bhubaneswar/Cuttack-Manguli-Dhenkanal-Baranpal/ -FCI- Talcher.

CATEGORY-B2: Bhubaneswar/Cuttack-Manguli-Dhenkanal-Baranpal-FCI.

**DISTANCE MATRIX:**

The distance between stations is given below.

Bhubaneswar-Cuttack: 30 KM.

Cuttack-Manguli-Dhenkanal: 56 KM.

Dhenkanal-Baranpal: 52 KM.

Baranpal-Angul: 13 KM.

Baranpal-Talcher: 12 KM.

Baranpal-FCI: 11 KM.

Baranpal-Nalco-Talcher: 24 KM.

Talcher-FCI: 21 K.M.

**STATIONS INCLUDED:**

Following eight stations were included in Rationalization Chart.

- i. Cuttack
- ii. Bhubaneswar
- iii. Dhenkanal
- iv. Baranpal
- v. Angul
- vi. Talcher
- vii. FCI

**1. RUNNING TIME.**

Running hour has been fixed 1.5 minutes per Kilometre.

- i. Bhubaneswar-Cuttack: 1 Hour.
- ii. Cuttack-Dhenkanal: 1:24 minutes.

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- iii. Dhenkanal-Baranpal: 1:18 minutes
- iv. Baranpal-Angul: 20 minutes.
- v. Baranpal- Talcher: 18 minutes.
- vi. Baranpal-FCI: 17 minutes.
- vii. Baranpal-Nalco-Talcher: 36 minutes.
- viii. Talcher-FCI: 32 minutes.

## 2. HALTING TIME.

Following halting time was fixed at major points.

- a) Cuttack: 10 minutes.
- b) Bhubaneswar: 10 minutes.
- c) Dhenkanal: 5 minutes
- d) Baranpal: 3 minutes.
- e) Angul: 10 minutes
- f) Talcher: 10 minutes.
- g) FCI: 5 minutes

## 3. SLOT INTERVALS IN UP TRIP FROM CUTTACK POINT.

- a) 04:00 to 5:00 hours: 10 minutes
- b) 05.00 to 16:00 hours: 7 minutes
- c) 16:00 to 19:00: 10 minutes.

## 4. SLOT INTERVALS IN DOWN TRIP FROM BARANPAL POINT.

- a) 04.23 hours to 05.23 hours: 10 minutes.
- b) 05:23hours to 11:23 hours: 6 minutes.
- c) 11:23 hours to 16:24 hours: 07 minutes.
- d) 16:24 hours to 18:24 hours: 08 minutes
- e) 18:24 hours to 19: 04 hours: 10 minutes.

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### FREE ZONE

- a) 17:48 hours to 2:25 hours from Bhubaneswar side in up trip will be treated as free zone.
  - b) 19:08 hours to 3:45 hours from Cuttack side in up trip will be treated as free zone.
  - c) 18:51 hours to 3:45 hours from Angul side in up trip will be treated as free zone.
  - d) 18:53 hours to 3:47 hours from Talcher side in up trip will be treated as free zone.
  - e) 18:54 hours to 3:48 hours from FCI side in up trip will be treated as free zone.
5. Bhubaneswar/Cuttack-Dhenkanal based vehicles are excluded in the rationalization timing as free zone vehicles.
  6. The sequence of Buses in Up Trip is as per their existing sequence from Cuttack point between Cat -A to Cat-A and Cat-B/B1/B2 to Cat-B/B1/B2.
  7. The sequence of Buses in Down Trip is as per their existing sequence at Angul point for Cat-A buses , the sequence of Buses in Down Trip is as per their existing sequence at Talcher point for Cat-B buses and for FCI (without touching Talcher) is as per their existing sequence at FCI point in Cat B2. The sequence of Cat-B1 buses in down trip is as per existing sequence of FCI point.
  8. Minimum 30 minutes maintained between arrival and departure at destination point. Sequence of vehicles changed if 30 destination point halting is not maintained.
  9. If the vehicles are making a halt of 20 minutes or more at Cuttack/ Bhubaneswar/ Angul/ Talcher/FCI point then in those cases arrival time at these points are not mentioned in the chart in both up and down trip.
  10. Buses touching Trisulia/CDA and operating to Angul from Cuttack/Bhubaneswar are excluded from the rationalization timing.
  11. Timing for beyond Angul,Talcher,FCI, Bhubaneswar and Cuttack will be fixed in accordance with rationalization timing.
  12. The old rationalization timing which was published earlier will be not taken into account.
  13. Clash of slot time from Angul and Bhubaneswar will not be considered for Bhubaneswar-Angul via Trisulia and Bhubaneswar-Angul via Manguli rationalized timing as both the alignment are completely different.
  14. In up and down trip if the vehicles are making a halt of more than 20 minutes at Cuttack/Angul/Talcher/FCI point then in those cases arrival time at these points are not

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mentioned in the chart. The vehicles can operate as per departure time mentioned in the rationalization chart.

15. Night Coach buses are excluded in the rationalization time.


16. Vehicle number OD35H9966 operating from Talcher to Bhubaneswar via Kamakhyanagar has been excluded in the rationalization time.


17. Angul Dep. of expired PP vehicle number OR15M1919 is changed to 23:55 instead of 0:05 in free zone in order to maintain 30 halting at destination point, i.e. Bhubaneswar.

18. Bhubaneswar-Cuttack-Manguli-Dhenkanal vehicles are excluded in the rationalization timing as these are free zone vehicles.

19. Slot no. between 15 and 16 in down trip is removed due to clash of slot time.

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

  
Secretary  
Secretary  
STA, Odisha, Cuttack

  
Chairman  
11/5/2026  
STA, Odisha.

Transport Commissioner  
Odisha, Cuttack