

. MAXIMUM PERMISSIBLE SPEED OF 50 KMPH MAY BE ALLOWED ONLY AFTER CHECKING THE STABIL ARRANGEMENT IN STAGES OF SPEED AT 20 TO 30, AND GRADUALLY INCREASES TO 40 & 50 KMPH. SSE(PWAY) IN-CHARGE SHALL CHECK THE ALIGNMENT AND LEVELS AFTER PASSAGE OF EVERY 1 INITIALLY AND SHALL TAKE NECESSARY CORRECTIVE MEASURES AS REQUIRED. AFTER STABILISA OF ALIGNMENT AND LEVELS SPEED SHALL BE RAISED FROM INITIAL SPEED OF 20 KMPH TO 30 KMF KMPH AND 50 KMPH IN STAGES. AT EACH STAGE, HE WILL MONITOR ALIGNMENT, LEVEL OF GIRDER BESIDE THE TRACK PARAMETERS. IN CASE OF ANY EXCESSIVE MISALIGNMENT OR EXCESSIVE DIFFERENCE OF CROSS LEVELS, HE CAN REDUCE THE SPEED TO 20 KMPH.

- 2. EVEN AFTER STABILIZATION ALIGNMENT AND CROSS LEVELS SHALL BE CHECKED AT LEAST ONCE I
- 4. RELIEVING GIRDER TO BE USED SHALL BE FIT FOR 25T-2008 LOADING WITH PERMISSIBLE SPEED O KMPH. IF RELIEVING GIRDER FIT FOR 50 KMPH IS NOT AVAILABLE THE WORK SHOULD BE DONE USIN OTHER RELIEVING GIRDER WITH SR OF 20 KMPH AND PHASE WORK WILL BE STAND MODIFIED
- 5. PROPER SHORING TO BE DESIGNED FOR PROTECTION OF EMBANKMENT AS SHOWN IN DRAWING ( PARTIAL AIR PUSHING TO BE ADOPTED. PARTIAL AIR PUSHING IS THE PUSHING IN WHICH THE PUS SHALL BE DONE USING RELIEVING GIRDER AND REMOVING SOIL FROM THE TOP OF THE BOX AND PARTIALLY FROM THE SIDES OF BOX BEFORE STARTING OF PUSHING WORK.

TRANSPORT TEMPORARY RELIEVING GIRDERS TO THE SITE & UNLOAD THE GIRDERS AT SUITABLE LOCATIONS NEARBY (

PROVIDE NECESSARY SHORING BY MICRO PILING UPTO REQUIRED LENGTH TO PROTECT THE FORMATION OF UP LINE.

EXCAVATE EARTH UPTO REQUIRED DEPTH FOR THRUST BED/CASTING BED AND CAST THRUST BED/CASTING BED ON UP

AS PER APPROVED DRAWING & CURE SUITABLY. CAST R.C.C. BOX AS PER APPROVED DRAWING & CURE IT FOR 28 DAYS. PHASE-I - UNDER LINE/POWER BLOCK ON UP LINE (SR 20 KMPH ON DN LINE)

REMOVE TRACK WITH SLEEPERS, EXCAVATE EARTH & ERECT SLEEPER CRIB 'D' & 'D1' ON EITHER ENDS AS SHOWN. EXCA EARTH TO ACCOMMODATE TEMPORARY RELIEVING GIRDER OF SUITABLE LENGTH, INSERT RELIEVING GIRDER USING RA CRANE OR BY SIDE SLEWING/SHIFTING METHOD RESTING EITHER ENDS ON SLEEPER CRIB 'D' & 'D1' RESPECTIVELY AS S LAY THE TRACK & RESTORE TRAFFIC AT STOP DEAD, THEN 10 KMPH FOR FIRST TRAIN. THEN SPEED SHALL BE INCREASE

REMOVE TRACK WITH SLEEPERS, EXCAVATE EARTH & ERECT SLEEPER CRIB 'D' & 'D1' ON EITHER ENDS AS SHOWN. EXCA EARTH TO ACCOMMODATE TEMPORARY RELIEVING GIRDER OF SUITABLE LENGTH, INSERT RELIEVING GIRDER RESTING ENDS ON SLEEPER CRIB 'D' & 'D1' RESPECTIVELY AS SHOWN, LAY THE TRACK & RESTORE TRAFFIC AT STOP DEAD, THEN FOR FIRST TRAIN. THEN SPEED SHALL BE INCREASED UPTO 20 KMPH, 30 KMPH, 40 KMPH IN THE STAGES.

EXCAVATE EARTH UPTO REQUIRED DEPTH, PUSH THE LEADING BOX UNIT IN POSITION. SIMILARLY PUSH ANOTHER BOX UNIT SUBSEQU

(UNDER LINE & POWER BLOCK ON UP MAIN LINE, SR 20 KMPH ON DN MAIN LINE)

REMOVE TRACK WITH SLEEPERS, REMOVE ALL TEMPORARY ARRANGEMENT i.e. GIRDER, SLEEPER CRIBS ETC. FILL UP EARTH IN REMAIL PORTION, MAKE UP BANK, LAY THE TRACK & RESTORE TRAFFIC AS PER CODAL PROVISION.

(UNDER LINE & POWER BLOCK ON DN MAIN LINE, SR 20 KMPH ON UP MAIN LINE)

RELAX THE SPEED GRADUALLY TO NORMAL ON BOTH UP & DN MAIN LINES SEQUENTIALLY. PROVIDED THAT THE BANK HAS BEEN

ALONG WITH ITS ALL ACCESSORIES SHALL BE DONE BY MRVC AT THEIR OWN COST UNDER THE GUIDANCE OF SOLAR PROVIDING FIRM (SPD) AND INFORM TO THE

					Signature block	
ROAD AUTHORITY	ADEN- BL		DFCCIL NAC Digitally signed		CBE-CCG	MANJUL MATHUR Digitally signed by Date:2021.05.24 11:23:20
			M S Dightaly signed by M S Hashmi CGM/ROB/WC Hashmi Date: 2000.18.28 17:51:82+0530	DYCE-DESIGN-CCG	HIMANSHU SHARMA Digitally signed by H Date:2021.05.21 07:26:23	
	BIJENDR Synthetic I	Ma -	CBE-WDFC	2020	AXEN-DESIGN-CCG	N K Chaudhary Digitally signed by N Date:2021.03.03 02:53:01 +
	A SINGH DECODING SSE (PWAY) BL SSE	LWJ-BL	CGM (NORTH) MUMBAI		SSE-DRG-III-CCG	Vivek Pitale Digitally signed by Date:2021.03.03 02:37:22 -
EXECUTIVE ENGINEER VALSAD (R&B) DFV.	I notet EX	and million			DRM-MMCT	G V L SATYA KUMAR Digitally signed by 0 Date:2020.12.31 10:50:45 +
	SSE (SIGNAL) BL SS	L) BL SSE CT M/ BL DY. CPM/ELECT/NMUMBAI		AI	ADRM-I-MMCT	GURU PRAKASH Digitally signed by 0 Date:2020.12.19 10:48:17 +
	P. Ward Trank Bar	1979 Magau	Callen 20 20		SRDSTE-NORTH-MMCT	BALRAM R VERMA Digitally signed by E Date:2020.12.15 06:22:24 +
	SSE (OHE) BL SSE	E (P) BL	DY. CPM/S&T/N/MUMBAI		SRDEE-TRD-BL	SUNIL KUMAR GUPTA Digitally signed by S Date:2020.12.11 11:40:34
DY. EXECUTIVE ENGINEER VAPI (R&B) SUB DIV.	PM (S&T) BL	0.20	SGIL 2110'S	e	SRDOM-MMCT	VINEET ABHISHEK Digitally signed by V Date:2020.12.07 05:18:28 +
	DY.PM (ELECT.)ST		PM (ENGG.) BL	SRDEE-POWER-MMCT	LALIT MOHAN PAPNOI Digitally signed by L Date:2020.12.05 10:50:59 +	
			PM/ELECT/N/MUMBAI		SRDEN-CO-MMCT	RAJESH AGARWAL Digitally signed by F Date:2020.12.03 05:51:28 +
	DY.PM (ENGG.) BL		NO Inoj Darth	SRDEN-NORTH-MMCT	KAILASH MEENA Digitally signed by P Date:2020.12.04 02:12:37 +	
			DY.PM(ENGG.)MUMBAI		SSE-PWAY-VAPI	BIJENDRA SINGH Digitally signed by E Date:2020.12.03 11:54:24 +

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			COST SHARING BASIS						
LITY OF			WN IN RED & ROB WORK IN BLUE I		VATION				
		,	RELIVING GIRDER SHOWN IN GREE IMETERS AND LEVELS ARE IN MET		IERWISE.				
RAIN	-		IG FOLLOW ONLY WRITTEN DIMEN						
ATION		DETAILS OF RCC BOX F ROVED BY DFCCIL	EFER SEPARATE DRAWING. DULY	PROOF CHECKED BY IIT	/NIT &				
PH, 40 R			LD BE PROVIDED TOWARDS DRAIN	AGE ARRANGEMENT PR	OVIDED.				
			INDICATORS WILL BE PROVIDED A						
			CTION BOARD AND CAUTION INDIC						
DAILY.			ROVIDED AT EITHER END OF SUBW S SOLUTION SHALL BE APPLIED ON						
DF 50		ORE SPREADING THE B							
NG \			RETE FOR RCC BOX SHALL BE M-3	0.					
		C BOX IS DESIGNED FOR	L BE GIVEN TO SSE(SIG/(TEL) FOR	THE PROTECTION OF TH	E CABLES				
OR			WEEP HOLES TO BE PROVIDED IN						
SHING		15. SUITABLE DRAINAGE ARRANGEMENT TO BE PROVIDED TO DRAIN OUT RAIN WATER.							
			OF MINIMUM 2.0 M AND ALSO KEE						
			ACH ROAD TO BE PROTECTED BY						
CESS.		REQUIRED ACCORDING							
0200.		NAINTENANCE OF ROA	ND SURFACE, DRAINAGE AND LIGH Y	TING IN SUBWAY SHOUL	DBE				
	-		) TO TEMPORARY DIVERSION BEF	ORE COMMENCING THE	Nork.				
	-		AGE MAXIMUM WATER TABLE DURI						
			HAT THE APPROVAL OF CONCERN E COMMENCING THE WORK.	I ROAD AUTHORITY SHO	JLD BE				
	-		HAT THE SIGNATURE OF ROAD AU	THORITY HAS BEEN OBT	AINED				
P SIDE		OR COMMENCING OF TI							
	23. SAFETY OF TRACK SHALL BE ENSURED BY SR. DEN FOR ALL THE TIME WHILE EXECUTION OF WORK. 24. FOR DETAILS OF WING AND RETURN WALL REFER SEPARATE DRAWING. DULY APPROVED BY DECCIL								
	-		THE SOIL CONDITION HAS BEEN AS						
AVATE			UTION DONE EITHER WITH ADEQU	JATE SLOPE OR WITH SL	OPE				
AILWAY		DITECTION MEASURE IN	PLACE. BTAINED BEFORE COMMENCEMEN						
HOWN,			ITY: (AS PER RAILWAY BOARD LET		-2				
ED UPTO	(RUE	B's) DT. 18-04-2012)	·						
			AINTENANCE OF ROAD PASSING T						
		E GOVERNMENT.	SION ROAD AND ANY OTHER ALLIE	D WORKS WILL REST ON					
			ILL ACQUIRE AND PROVIDE ENCUN	IBRANCE FREE LAND FR	EE OF COST				
AVATE		SIDE THE RAILWAY ARE	EA IF ANY REQUIRED. ENT OF PUMPING ARRANGEMENT F						
BEITHER			AD AUTHORITY INCLUDING ELECTI						
N 10 KMPH	d. SEC1	FIONAL SR. DEN WILL EN	SURE THAT ABOVE ASPECTS ARE	DEALT ACCORDINGLY.					
			ND IN CONJUNCTION WITH OTHER F						
			E TENDERER & APPROVED BY RAIL						
UENTLY			SHOWN IN THE PLAN IS TENTATIV						
			PLANNING AND DESIGNING ONE OF						
			ONNECTING TO NEARBY LOW LYIN TH OR WITHOUT PUMPING ARRAN						
		,	PROACH ROADS TO PREVENT TH						
AINING	31. MINIMUM LENGTH OF RELIEVING GIRDER REQUIRED TO BE USED HAS BEEN SHOWN IN THE DRG. IF GIRDER OF HIGHER LENGTH ONLY IS MADE AVAILABLE, THE WORK SHOULD BE DONE USING								
			H AS HIGHER DEPTH OF RELIEVING						
			CH PERMIT 40 KMPH SPEED IS MAD						
			ABLE FOR 40 KMPH SPEED. IF GIRD ORK SHOULD BE DONE USING SR C	-	SUITABLE				
	-		DERED FOR DESIGN AS PER RAILW	-	IS "SEVERE".				
	33. APP	PROVAL OF GAD FROM F	RAILWAY & STRUCTURE DETAILS W	VILL BE PROVIDED BY DR	FCCIL.				
T NOTE		T CABLES & OFC ALL	RUN THROUGH THE PRO SITE.	SPECIAL PROTECTIO	N OF CABLES				
	2. CR	BE DONE BY EXEL OSS TRENCH SHOULD CABLES!	BE MADE PREPANDICULAR TO	THE TREK TO FIND	ACTUAL DEPTH				
	3. 5	ET STAFF THAT IS	DSTE/BL , ADTE/BL , SSE/BIG	BL, SSE/TELE BL	RCIL AUTHORITY				
	4.3	PO BETNEEN DECU	LL IN ADVANCE BEFORE EXEC LAJR FOR PROTECTION OF CAB	IFS SHEULD BE EDLI	OWEDI				
	5.4	WRING WORK, A PENI	*. 2003/TELE/REIL/ 1PT-1X BAT HTY UPTO RS. 1.5 LAKA WILL I	ED 24-6-2013 BP AN BE IMPOSED ON CONT	V CABLES DAMAGED RACTOR,				
			) 26617/16 E						
		· · · ·	) <b>26647/16-F</b> DICATED FREIGHT CO	PCE e-29083					
ANJUL MATHU	JR		RPORATION OF INDIA						
05'30'		CONSIGNEES:			RN RAILWAY				
MANSHU SHA )5'30'	RMA	THE CHIEF PROU DEDICATED FRIGHT CO	IECT MANAGER RRIDOR CORPORATION OF INDIA LTE		F CHIEF BRIDGE ENG.				
K Chaudhary )5'30'		(A GOVERNMENT OF IN		2ND FLOO	DR, GLO BUILDING, GATE, MUMBAI				
vek Pitale		MUMBAI - 400001	AILWAT NEW ADMIN BOILDING, DN R						
V L SATYA KUMAR V L SATYA KUMAR									
D5'30' DPP. B.I.D.C. GORWA ESTATE,									
D5'30' GEO TEST HOUSE TELEFAX 91-265-2290222,2283081									
ALRAM R VER )5'30'	MA	TITLE:	L-INIAII. UESIGIIDIIIOGEENG@GEOGIOL	ווו.קג					
JNIL KUMAR ( )5'30'	GUPTA	GENERAL A	ARRANGEMENT DRAW						
NEET ABHISH	IEK	PROVIDED	LIMITED HEIGTH SUBV	VAY $(1x7.0mx4.0m)$	n) RCC BOX				
AT EXIST. LC NO. 80 AT RLY. CH. 172/16-18 (DFC CH. 13+523.289Km) BET. STATION VAPI- BAGWADA OF									
05'30'			MUMBAI-DELHI TRUNK ROUTE OF BCT DIVSION WESTERN RLY.						
AJESH AGARV )5'30'	VAL	ATVU : 37,	30,000 PINK BOOI	K NO. :					
AILASH MEEN/ )5'30'	A	DRG. NO.		REV.	DATE				
JENDRA SING )5'30'	ЭH		MUM/VAPI LHS	R0	07-10-2020				
				-					