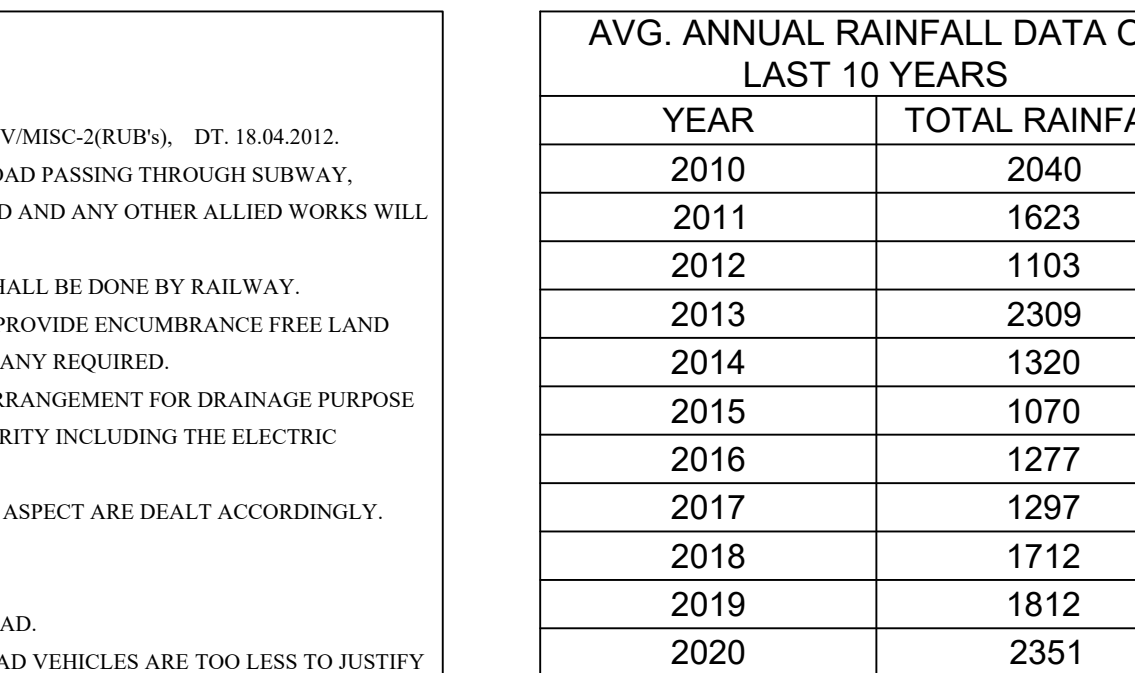


MAXIMUM PERMISSIBLE SPEED OF 50 KMPH MAY BE ALLOWED ONLY AFTER CHECKING THE STABILITY OF ARRANGEMENT IN STAGES OR SPEED AT 20 TO 30, AND GRADUALLY INCREASES TO 40 KMPH. SPEED INCREASE SHALL CHECK THE ALIGNMENT AND LEVELS AFTER PASSAGE OF EVERY TRAM INITIALLY AND SHALL TAKE NECESSARY CORRECTIVE MEASURES AS REQUIRED. AFTER STABILIZATION OF THE ALIGNMENT AND LEVELS SPEED SHALL BE RAISED FROM INITIAL SPEED OF 20 KMPH TO 30 KMPH, 40 KMPH AND 50 KMPH IN STAGES AT EACH STAGE HE WILL MONITOR ALIGNMENT. LEVELS AND CROSS SLOPES SHALL BE CHECKED AT REGULAR INTERVALS. IN CASE OF ANY EXCESSIVE MISALIGNMENT OR EXCESSIVE DIFFERENCE OF CROSS LEVELS HE CAN REDUCE THE SPEED. AFTER STABILIZATION OF ALIGNMENT AND CROSS LEVELS SHALL BE CHECKED AT LEAST ONCE DAILY.

MAXIMUM BARE PRESSURE ON SOIL 20 T/50 T.

RELEVING GROUND TO BE USED SHALL BE TO FIT 257-208 (LOADING) AND 257-209 (REMOVING) GROUND. IF THE REMOVING GROUND FOR 50 KMPH IS NOT AVAILABLE THE WORK SHOULD BE DONE USING OTHER RELEVING WITH SR OF 30 KMPH AND PHASE WORK WILL BE STAIN MODIFIED ACCORDINGLY. PROPER SHORING TO BE DESIGNED FOR PROTECTION OF EMBANKMENT AS SHOWN IN DRAWING OR PARTIAL AIR PUSHING TO BE ADOPTED. PARTIAL AIR PUSHING IS BE PUSHING THE GROUND FROM TOP OF BOX AND RELEVING GROUND AND REMOVING SOIL FROM TOP OF BOX AND PARTIALLY FROM SIDES OF BOX BEFORE STARTING OF PUSHING WORK.

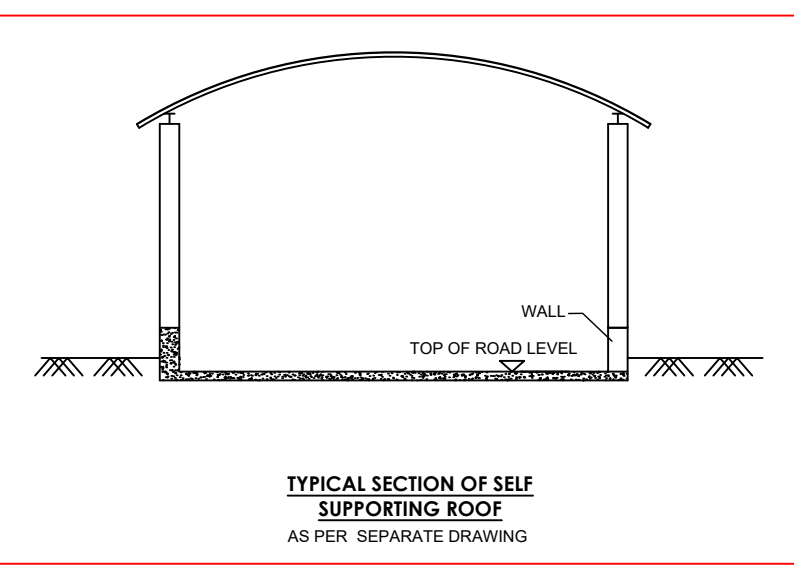


FOR ROAD VEHICLE UNIT LESS THAN 50
CROSSING FACILITY HAS BEEN SHOWN IN THIS GAD.

IT IS SEEN THAT THE TVU AND NUMBER OF ROAD VEHICLES ARE TOO LESS TO JUSTIFY THIS FACILITY. THE LATEST TVU MAY ALSO BE RECHECKED AND IT IS PROPOSED TO REMOVE THE CROSSING FACILITY IF THE RECHECKED TVU AND NUMBER OF ROAD VEHICLE ARE TOO LESS. THIS ROAD WIDTH JUST OUTSIDE THE R.C.C BOX AT BOTH ENDS MAY BE KEPT SAME AS REGULAR ROAD WIDTH ANY CROSSING FACILITY.

AVG. ANNUAL RAINFALL DATA OF LAST 10 YEARS	
YEAR	TOTAL RAINFALL
2010	2040
2011	1623
2012	1103
2013	2309
2014	1320
2015	1070
2016	1277
2017	1297
2018	1712
2019	1812
2020	2351

1. S&T CABLES & OFC ARE RUN THROUGH THE PROPOSED SITE. SHIFTING OF CABLES REQUIRED.
2. S&T & RCL SUB ESTIMATES TO BE CALLED AFTER APPROVAL OF PLAN TO INCLUDE IN MAIN ESTIMATE.
3. S&T STAFF I.E. DST&BL, ADST&BL/SBL SE/TE&BL, S&S/IG&BL & RCL AUTHORITY TO BE INFORMED WELL IN ADVANCE BEFORE EXECUTION OF WORK. MANUAL DIGGING TO BE DONE FOR ANY OPEN EXCAVATION.
4. AS PER RAILWAY BOARD LETTER NO. 2003/TELE/RCL/1 PT IX DATED 24/06/2013, IF ANY S & T AND OFC CABLE IS DAMAGED DURING THE WORK, A FLAT PENALTY WILL BE IMPOSED ON CONTRACTOR.
5. JOO NO. MUMN/S&T/IR CORR./559 DATED 09.03.2020 SHOULD BE FOLLOWED FOR EXECUTION OF WORK.



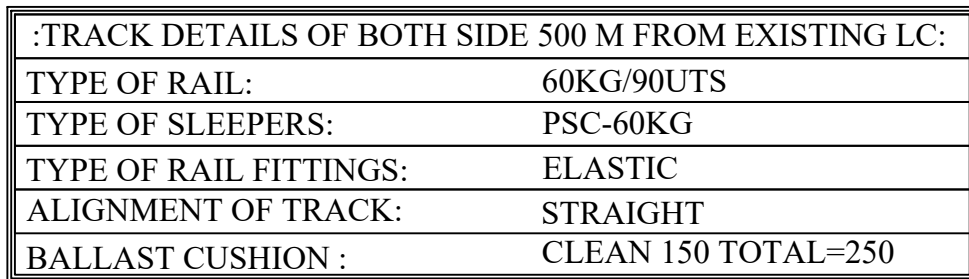
The diagram illustrates the vertical profile of a bore log. It is divided into three main sections from top to bottom:

- Top Section:** Labeled "FILLING". It has a height of 1.50M.
- Middle Section:** Labeled "BLACK MEDIUM TO COARSE SAND WITH GRAVEL". It has a height of 9.00M.
- Bottom Section:** Labeled "YELLOW HIGH PLASTIC CLAY". It is indicated by a hatched pattern.

Overall dimensions and markers:

- The total height of the log is 9.00M.
- A dimension of 7.83M is shown on the right side, spanning from the top of the middle section to the bottom of the log.
- A groundwater level marker labeled "GW" is shown on the right side, located within the middle section.

:BORE LOG DETAILS:



- EXISTING LC NO - 127(C) CLASS MANNED INTERLOCKED
- PINK BOOK NO-19-20
- ROAD TYPE=MUNICIPAL ROAD
- LOADING= 32.5T.
- NORMAL POSITION OF EXISTING LC-OTRT

- a. S&T STAFF i.e. DIST./...SSE(SIO,... SSE i.e.)... AND SIGNAL CONTROLLER,... TO BE INFORMED WELL IN ADVANCE BEFORE EXECUTION OF WORK.
- b. NECESSARY PRECAUTIONS SPECIFIED IN GUIDELINES ISSUED BY RAILWAY SHOULD BE FOLLOWED.
- c. AS PER RAILWAY BOARD LETTER NO. 2003/TE/RCL/PT/IX, DATED 24.06.2013, IF ANY S&T AND OFC CABLE IS DAMAGED, A FLAT PENALTY OF WILL BE IMPOSED ON CONTRACTOR.
- d. CABLE TO BE PROTECTED BY EXECUTIVE DEPARTMENT DURING EXECUTION OF WORK BY PROVIDING SUITABLE MEANS.
- e. MANUAL DIGGING SHOULD BE DONE FOR OPEN EXCAVATION.
- f. PROVISION OF S&T SUB-ESTIMATE TO BE MADE IN MAIN ESTIMATE.

* SPEED RESTRICTION FOR FIRST TRAIN TO BE KEPT AS STOP DEAD END AND 10 KMPH AND THEREAFTER SUBSEQUENT TRAINS MAY BE PERMITTED WITH 20KMPH PROVIDED WITH THE FOLLOWING CONDITIONS-

1. BRIDGE TIMBER SLEEPER ARE PROVIDED OVER GIRDER WITH HOOK BOLTS AND FULL TRACK FITTINGS.
2. TRACK GEOMETRY IS RECORDED EVERYDAY AND IS MAINTAINED FOR 20 KMPH S.R.
3. STABLE SLEEPER CRIB SUPPORT IS PROVIDED PACKING IN SLEEPER CRIB IS ATTENDED AS AND WHEN REQUIRED TO MAINTAINED LEVEL OF R.G. .

CONCRETE, SD, DEN. WILL BE FULLY RESPONSIBLE FOR PLANNING AND DESIGNING ONE OR MORE SUITABLE DRAINAGE ARRANGEMENTS SUCH AS CONNECTING TO NEARBY LOW AREA, BRIDGE, SOAK PIT, ETC. WITHOUT PUMPING, ARRANGEMENTS ETC.

SUITABLE ROAD BUMPS SHOULD BE PROVIDED ON APPROACH ROADS TO AVOID INGRESS OF WATER IN TO THE RUBY PORTION.

THE PROPOSED APPROACH ROAD AND DRAINAGE ARRANGEMENTS SHOULD BE DONE BY THE EXECUTING AUTHORITY AS PER FIELD CONDITIONS AND AS PER GUIDELINES OF C&E CCGC VIDE LETTER NO. W-4200, VOL.11 (WS) DTD. 18.09.2015.

GAP BETWEEN JOINT SHALL BE SEALED BY PRESSURE GROUTING WITH CEMENT : EPOXY MORTAR BY PROVIDING HDPE SHEETS BEHIND THE JOINT.

IN CASE THE EXCAVATED PORTION IS NOT COVERED BY THE PUSHED BOX AT THE END OF THE DAYS WORK, THE VERTICAL CUT SHALL BE PROTECTED BY FILING SAND BAGS TILL THE WORK OF PAVING RECOMMENCES.

- (1) OVERALL LENGTH OF RELIEVING GIRDER =
- (2) OVERALL DEPT OF RELIEVING GIRDER = 12
INCLUDING TRACK STRUCTURE
- (3) FROM TRACK TOP TO TOP OF GIRDER = 150

..\Users\FAIZ AHMED\Desktop\road sign.JPG

SIGNATURE OF ROAD AUTHORITY

MUMBAI SUBURBAN		VR - ST SECTION	
PROPOSED CONSTRUCTIONS OF TWIN BOX RUB IN LIEU OF L.C NO. 127 AT KM :-237/23-25 N.V.S YARD (SIZE:- TWIN BOX X5.50M X 4.70M) (BOX PUSHING METHOD)			
Signature block			
CBE-CCG	HIMANSHU SHARMA Digitally signed by HIMANSHU SHARMA Date:2021.08.18 03:34:36 +05'30' N K Chaudhary Digitally signed by N K Chaudhary Date:2021.06.17 03:50:01 +05'30' GVL SATYA KUMAR Digitally signed by GVL SATYA KUMAR Date:2021.05.11 15:41:57 +05'30' GURU PRAKASH Digitally signed by GURU PRAKASH Date:2021.05.06 12:29:23 +05'30' RAJESH AGARWAL Digitally signed by RAJESH AGARWAL Date:2021.04.26 11:59:16 +05'30' VINEET ABHISHEK Digitally signed by VINEET ABHISHEK Date:2021.05.03 15:29:43 +05'30' SUNIL KUMAR GUPTA Digitally signed by SUNIL KUMAR GUPTA Date:2021.04.16 05:52:03 +05'30' BALRAM R VERMA Digitally signed by BALRAM R VERMA Date:2021.04.18 09:59:58 +05'30' RAVI GUPTA Digitally signed by RAVI GUPTA Date:2021.04.20 15:16:07 +05'30' Vivek Pitale Digitally signed by Vivek Pitale Date:2021.06.17 01:41:33 +05'30'		
DYCE-DESIGN-CCG			
AXEN-DESIGN-CCG			
DRM-MMCT			
ADRM-I-MMCT			
SRDEN-CO-MMCT			
SRDOM-MMCT			
SRDEE-TRD-BL			
SRDSTE-NORTH-MMCT			
DEN-CENTRAL-MMCT			
SSE-DRG-III-CCG			
DRG No.DRM(B)26739/20-F			