



MAHARAIL Newsletter



Volume II: August 2020

WHAT'S INSIDE

MD Speaks 1

Voice of Officials 2

Milestone
Project..... 3



New Greenfield Semi-High-Speed Double Railway line
To connect Pune and Nashik cities



New Cable Stayed Bridges to be constructed by MRIDC in Mumbai 7

MahaRail Updates 9

ROB Work in Progress 11

MRIDC In Media 12

MD Speaks



Rajesh Kumar Jaiswal
Managing Director, MahaRail

While Maharashtra Government has now eased the COVID-19 restrictions in many parts of the state, most of us have been staying indoors since mid-March. The five months long lockdown has brought major changes in our lives, wherein everyone was working from home. The team MRIDC stands committed in making Year 2020 – ‘a remarkable year’. Thanks to the patrons who have been continuously supporting us to achieve our mission. We would also like to thank all the front line staffs across the country for working continuously to help the society fight against this pandemic.

It gives me immense pleasure to announce that we have received In-Principle Approval from Central Railway on 10th February 2020 and from Railway Board, Ministry of Railways on 2nd June, 2020 for the much-awaited Greenfield Semi High-Speed Double Line that shall connect Pune and Nashik cities directly. MahaRail has designed the first of its kind Broad Gauge Line with a commercial speed of 200 Km/hr. We have submitted the DPR of this project to the Government of Maharashtra for approval. This will be a flagship project for the Corporation.

While the Nagpur – Nagbhid Broad Gauge Conversion work is in progress, MahaRail is simultaneously working on projects that are in pipeline. The other significant pipeline projects are laying of 3rd & 4th Line between Igatpuri & Manmad, construction of Salwa – Butibori Chord Line etc. MRIDC has started the work of construction of ROB's/LHS and RUBs at various sites across Maharashtra. At present, construction work at 44 sites is in progress.

To add feather to the cap, Municipal Corporation of Greater Mumbai (MCGM) has signed an MOU with MRIDC on 14th July 2020 to construct 11 ROB and 1 RUB in Mumbai and sub-urban region while Mumbai Metropolitan Region Development Authority (MMRDA) has signed an MoU to construct 2 ROB's in Mumbai. The Geo-technical survey for the MCGM ROB's have been completed and MRIDC will soon start the constructions of Cable Stayed Bridges as an initiative to reconstruct old existing bridges.

The Corporation aims to fast track long pending project demands thereby catalyzing growth and connectivity in the State. With projects like eliminating 69 LCs in first phase and significant Rail Line project works, MRIDC aims to transform mass transportation facilities of the state.

To conclude, we look forward to meet demands like:

- Semi-High-Speed double line connecting Pune and Nashik cities directly
- Elimination of unmanned level crossing
- Capacity Enhancement
- Good Road and Rail connectivity in Maharashtra state



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Voice of Officials

As there was no ROB on LC-122 near Parbhani Municipal Road and University Gate between Parbhani and Pingali Railway stations for the last several years, students & faculties were facing a lot of difficulty while travelling to University. There have been cases of accidents too at this LC, but now, with the ROB being constructed by MRIDC, this will facilitate ease and convenience to all the people.



Shri Washim Pathan
City Engineer, Municipal Corporation,
Parbhani

There was a long pending demand for ROB at LC-144B for the hassle free movement of traffic. As there is only one-track, lot of time LC gate is closed and thus arise traffic congestion problem.

MRIDC has started construction of ROB nearly ten months ago and pace the of work is exceptional. As of today, nearly all piers and girders are completed in Non-Railway portion and construction of retaining wall is in rapid progress. All the work executed is with accuracy and great quality control. Traffic diversion and safety arrangements are well organised. MRIDC team is having individual effectiveness, service focus, team spirit and exceptional job knowledge.

On behalf of our Municipal Council, Hingoli, we appreciate team MRIDC & staff for this progress and take pride in your hard work and dedication for every critical work accomplished. As always, we are counting on you to go extra mile.



Shri Ratnakar S. Assure
City Engineer
Municipal Council, Hingoli



Casting in progress at LC -122



Reinforcement work in progress at LC 122

New Greenfield Semi-High-Speed Double Railway line to connect Pune & Nashik



Length of the
Rail Line
235 km

Cost Rs. 16,039 Cr.

Traveling
Speed
200 km/h

Travel
Time
< 2 hrs





This will be the first Broad Gauge Railway Line with speed of 200 Km/hr with future increment capability upto 250 Km/hr.

New Greenfield Semi-High-Speed Double Railway line to connect Pune and Nashik cities

Pune and Nashik cities in Maharashtra have undergone rapid economic growth in recent years, and along with this growth have come a sharp rise in the volume of people and goods being transported in the Pune-Nashik route. Mumbai, Pune and Nashik are together referred as Golden triangle of Maharashtra where pace of socio-economic development is very fast.

At present, all trains between Pune and Nashik go via Kalyan or commuters travel to Daund-Manmad and then take a train to Nashik, spending more than six to seven hours to travel. By Road, the distance between Pune to Nashik is 212 Kms which is taking about five to six-hour journey due to heavy traffic.

MRIDC has proposed a new Semi High Speed Double Rail line with electrification between Pune and Nashik for about 235 kms. This new route will be beneficial for rapid transportation by reducing travel time

between both cities. It will be the first Broad Gauge Railway Line with Commercial speed of 200 Km/hr (future increment upto 250 km/hr). The Greenfield Semi-High-Speed Double line will provide direct connectivity between Pune and Nashik. The journey between the two cities will be completed in less than 2 hrs.

The revised Detailed Project Report (DPR) has been submitted to Government of Maharashtra and Ministry of Railways. MRIDC has received In-Principle Approval vide letter dated 10/02/2020 from Central Railway and from Ministry of Railways vide letter dated 02/06/2020 for implementing Greenfield Semi-High Speed - Broad Gauge Double line. MRIDC is awaiting approval from State government for the implementation of this project. Once, the approvals are granted from respective authorities the project is estimated to be completed in 1200 days from the date of financial closure.

Investment Highlights

- Development of logistic facilities to enhance Rail - Road transportation for various industries in this corridor.
- Developing Private Freight Terminal (PFT), Dry Port, Multimodal and Commercial Hubs, warehouses and sidings as suggested by local authorities in preferred locations.
- Development rights for Railway Stations.
- The project will open new revenue for Industries by fast track movements of cargo by Railways.
- Important MIDC areas viz. Chakan, Alandi, Sinnar & Satpur are situated at Pune and Nashik cities respectively near the proposed new Railway Line. Apart from these MIDC areas, other important Special Economic Zone (SEZ) and industrial area viz. Alandi, Khed, Narayangaon and Manchar will be connected.
- There will be huge benefit to Passenger, Industries & Tourism in this region.

Corridor Specifications:

- Length of the Rail Line: 235 Km
- Travel time from Pune to Nashik: Less than 2 hrs
- Train Speed: Commercial speed of 200 km/hr (future increment up to 250 km/h)
- Major & Minor stations (Proposed): 8 Nos. (Major Stations) & 16 Nos. (Minor stations)
- Major Bridges: 26 Nos.
- Road over Bridges (ROB): 41 Nos. and Road under Bridges (RUB): 128 Nos.
- Tunnels: 18 nos.
- Total Tunnel length: 22 Km (Length of Longest Tunnel – 6.6 km)
- Viaducts: 19 Nos.
- Total Viaduct length: 15.98 Km (Length of Longest Viaduct = 3.12 km)



Transactions & Funding Structure:

Government of Maharashtra
Rs. 3,208 Cr.

Ministry of Railways
Rs.3,208 Cr.

Bank Debt
Rs.9,624 Cr.

- MRIDC is inviting equity partners to participate in the project.
- Debt:Equity proposed by MRIDC is 60:40
- Estimated IRR on the project is 12.2%



24

List of Stations

Sr. No	Station Names	Status of Stations
1	Pune	Terminating Station
2	Hadapsar	Flag Station
3	Manjari	Crossing Station
4	Kolawadi	Flag Station
5	Wagholi	Flag Station
6	Alandi	Flag Station
7	Chakan	Crossing Station - PFT
8	Rajgurunagar	Crossing Station
9	Manchar	Crossing Station - PFT
10	Narayangaon	Crossing Station - PFT
11	Bhorwadi	Flag Station
12	Alephata	Crossing Station - PFT
13	Bota	Flag Station
14	Jambut	Flag Station
15	Sakur	Crossing Station
16	Ambore	Flag Station
17	Sangamner	Crossing Station - PFT
18	Devthan	Crossing Station
19	Chas	Flag Station
20	Dodi	Flag Station
21	Sinnar	Crossing Station
22	Mudhari	Flag Station
23	Shinde	Crossing Station
24	Nashik	Terminating Station

Advantages

- The proposed Railway Line will help in transporting the agricultural products to the urban market in less time and more efficiently, safely and economically.
- Railways have always been energy efficient as compared to other modes of transport. Hence, less energy consumption would further benefit the environment.
- This will create a source of income to the local people as there will be increase in service sector.
- The Rail connectivity will lead to industrialization in pockets like Chakan, Khed, Narayangaon, Sangamner and Sinnar. More people will migrate and settle in these new developing towns.
- There will be influx of tourist as Semi-High Speed Train between Pune Nashik will help to connect nearby Tourist and Pilgrimage places like Bhimashakar, Trimbakeshwar, Shirdi etc by saving a lot of time.
- The young educated people from rural areas will not need to relocate to Pune & Nashik for employment; they can travel conveniently to any major cities within a very short time.
- This will also not only expand the possibilities of earnings but also will lead to major savings, as they do not need to take accommodation in these two cities as they can commute from their hometown.
- This project will lead to employment creation of about 25,000 (Direct / Indirect jobs) during the construction phase of 1,200 days. Also, direct jobs will increase post commissioning.



Significant Features of this project:

- This Semi-High Speed Train will start from new proposed Pune Railway Station and it will go to Hadapsar on elevated deck, from Hadapsar to Nashik, the train will run on the ground till the Nashik Road Railway Station.
- The proposed new Pune Railway Station and other important stations in this corridor will have a Commercial Complex and Multimodal Hubs.
- The Semi-High Speed Trains will initially have 6 coaches designed to run at speed of 200 Km/Hr on the Broad-Gauge line. The number of coaches will increase to 12 and then to 16.
- The proposed alignment is designed in such a way that there will be no compromising on speed.
- It's the first low cost Semi-High-Speed corridor in the country with the provision of being synchronised with existing features of Indian Railway.
- The Board Gauge Line will have the provision for the movement of Indian Railway's Express/Mail/passengers and goods trains in this corridor.
- There will be 48 train services of Semi-High Speed train between Pune and Nashik.
- There are 24 stations planned out of which 5 stations will be dedicated for halting of Semi-High Speed Train.
- To allow free movement from one side to another side of the track for pedestrian movement and animals, there is a provision of underway at every 750m below the Railway track.

Cable Stayed Bridges

MRIDC to reconstruct old ROBs in Mumbai and Suburban Region.

Sr. No.	ROB/RUB	Location
1	Byculla ROB	Near Byculla Railway Station
2	Ollivant ROB	Connecting Nagpada to Mazgaon
3	Mahalaxmi ROB	Near Mahalaxmi Station
4	Arthur Road ROB	Near Chinchpokli Railway Station
5	Ghatkopar ROB	Near Ghatkopar Bus depot
6	Lower Parel ROB	Connectivity to Baba Saheb Ambedkar Marg
7	Bellasis Road ROB	Near Mumbai Central Railway Station
8	Garden ROB	Connecting N M Joshi Marg and Veer Jeeja Mata Udyan
9	Tilak ROB	Near Dadar Railway Station
10	Reay Road ROB	Connecting Byculla and Britannia industries
11	Currey Road ROB	Near Currey Road station
12	Matunga RUB	Near Labour Camp

Central Railway and Western Railway have proposed MCGM to allow MRIDC to repair / rebuild / construct existing old British era bridges over the Railway tracks in Mumbai & Suburban region. An MoU has been signed by MCGM and MRIDC on 14th July 2020 for implementation of these ROBs.





Selfie Point at Reay Road ROB



Proposed Arthur Road ROB

MRIDC has designed remote controlled architectural LED lightings all over the bridge which shall illuminate at night.

Bridge will also have minimum foundations, thus minimizing the issue of land acquisition. The Steel Superstructure will be fabricated at Fabrication yards and transported to the site while the construction of pylon and foundations will be in progress simultaneously. This will help to minimize the construction time for each ROB.

MRIDC has done drone survey to get the aerial view of the exact location and the surroundings. Geo-technical investigation and utility mapping work is done upto 5 meters below ground level for indentifying any cables, pipelines and other utilities. This will ensure minimal hindrances during construction phase. Considering the prodigious road traffic in a city like Mumbai, in most of the cases, MRIDC has planned to build new Cable Stayed Bridge adjacent to existing one and then demolish the existing bridge. Also, to ease travel, and for more efficient traffic movement, putting a signature touch of 'City of Dream' have been planned on all the structures. During construction

phase, the detailed plan is chalked out in such a way so that it causes almost no hindrance even to pedestrian traffic movement. To encourage and promote tourism, 'Selfie Points' have been planned at safe convenient locations on all the iconic bridges.

The design for the new Cable Stayed Bridge will have the vertical clearance as per the Indian Road Congress (IRC) Standard. The new Cable Stayed

To enhance the visual appearance of the bridge, MRIDC has designed remote controlled architectural LED lightings all over the bridge which shall illuminate at night. This shall improve the aesthetic appeal of the bridge and will have an added advantage of improving the safety parameters. Also, on some special occasions like Independence Day and Republic Day, tri-colour lighting will be lit up across the bridge.

Proposed Byculla ROB



MahaRail Updates

Presentation on Pune-Nashik Semi High-Speed Corridor at International Business Summit, Pune



MCCIA (Maharatta Chamber of Commerce, Industries and Agriculture) had organized an International Business Summit with an aim to promote investment opportunity in the Pune city. A Special session was conducted by MahaRail, Managing Director Shri Rajesh Kumar Jaiswal on the prestigious Pune – Nashik Semi High-Speed Double line on 2nd March, 2020 at MCCIA, Pune.

Shri Rajesh Kumar Jaiswal, Managing Director gave presentation to Dy. CM Shri Ajit Pawar on 4th June, 2020 on the proposed Pune - Nashik Semi High Speed corridor



Director, MRIDC visits ROB construction sites in Pune



Shri Raju Bhadke, Director, MahaRail along with MahaRail officers Shri Sunil Hawaldar, DGM (Civil), Pune, Shri Ajay Hanwante, DGM (Civil), Karad inspected the under construction site at LC 81 in the Pune - Kolhapur Section, connecting Rahimatpur town between Rahimatpur and Targaon Stations. The team also visited LC 96 in the Pune-Miraj Section between Shirvade and Karad stations.

MP, Dr. Amol Kolhe, Shirur Lok Sabha Constituency in MahaRail Head Office

To fast-track the approval for the much awaited Pune - Nashik Semi High-Speed Corridor from the State Government, MP, Dr. Amol Kolhe, Shirur Lok Sabha Constituency visited MahaRail Head Office in Mumbai on 9th March, 2020 to know the detailed information about the project. Managing Director, Shri Rajesh Kumar Jaiswal gave brief presentation on the project.

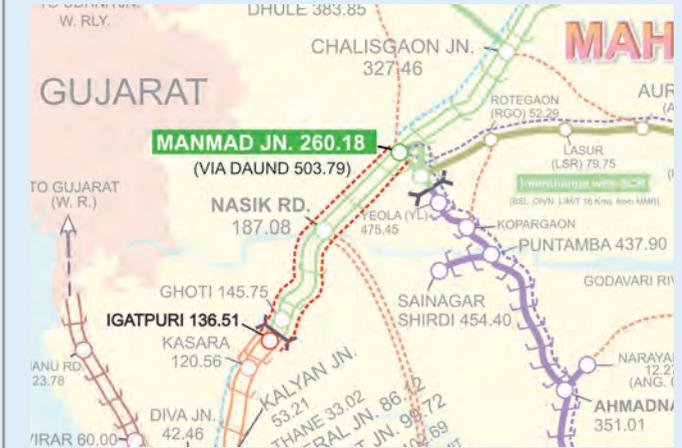


MahaRail Updates

In-Principle Approval of Igatpuri – Manmad Rail Line Project

Owing to the growth of traffic on the Igatpuri-Manmad route, it has been proposed to lay 3rd and 4th line between Igatpuri and Manmad to meet the enhanced traffic generated by the capacity expansion of coal mines in the Chhattisgarh state. The Railway Board has given In - Principle Approval for the project vide letter dated 12.05.2020

This line will meet the objectives of relieving the main line, by offloading the anticipated freight traffic.



A meeting was held through video conference in Mantralay by Dy. CM, Ajit Pawar on 4th August, 2020 to discuss Pune - Nashik Semi High Speed Rail corridor with MPs, MLAs and Collectors

Presentation on Pune-Nashik Rail Corridor at Central Railway CSMT and Railway Board, New Delhi



MahaRail heartily contributed towards COVID -19 Relief Fund

In view of the threat posed by the outbreak of Corona Virus (COVID-19) and the complete lockdown across India, MahaRail has made a contribution towards COVID-19 Relief Fund. Rajesh Kumar Jaiswal, Managing Director MRIDC said, "MRIDC has contributed one day gross salary of their willing employees / officers towards the relief fund to fight against this deadly corona virus."

The humble contribution from MRIDC will help fight the COVID-19 outbreak in the country and go a long way in serving the humanity in the present moment of crisis. Being a small yet responsible organization of the country, we pledge to contribute so that the funds can be utilized to provide sustenance support to deserving individuals and their families.

Work in Progress at ROB Sites



LC 105
Concreting of foundation for pier
Route: Dondaicha city road Section: Udhana – Jalgaon
Location: Between Dondaicha and Vikhran Railway Stations



LC 144B
Girder reinforcement work
Route: Hingoli-Deccan and Dhamini Road Section: Akola – Purna
Location: Between Hingoli-Deccan & Dhamini Rd Railway Stations



LC 112A
Pile head breaking and levelling in progress for PCC bed in P1
Route: Sanshelu – Sindkheda Road Section: Udhana – Jalgaon
Location: Between Sanshelu & Sindkheda Railway Stations



LC 115
Reinforcement work in Pile cap
Route: Near Washim City Section: Akola – Purna
Location: Between Washim & Kekatung Railway Stations



Mankhurd : Pile Cage Lowering
Route: Sion – Panvel Highway
Location: Between Govandi and Mankhurd Railway Stations



Turbhe : Girder Stacking
Route: Thane - Belapur Road
Location: Between Juinagar and Turbhe Railway Stations

