

MAHARAIL Note of Railways New State 1 New

Volume II: August 2020

WHAT'S INSIDE

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Milestone Project.....



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



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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 ROBs/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 ROBs in Mumbai. The Geo- technical survey for the MCGM ROBs 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









Voice of Officials

LC-122 Parbhani As there ROB on near Municipal Road and was no Parbhani and Pingali Railway stations for the University Gate between 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 PathanCity 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.

construction **MRIDC** has started of ROB nearly ten months ago and pace the of work is exceptional. As of piers today, nearly all and girders 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. AssureCity Engineer
Municipal Council, Hingoli

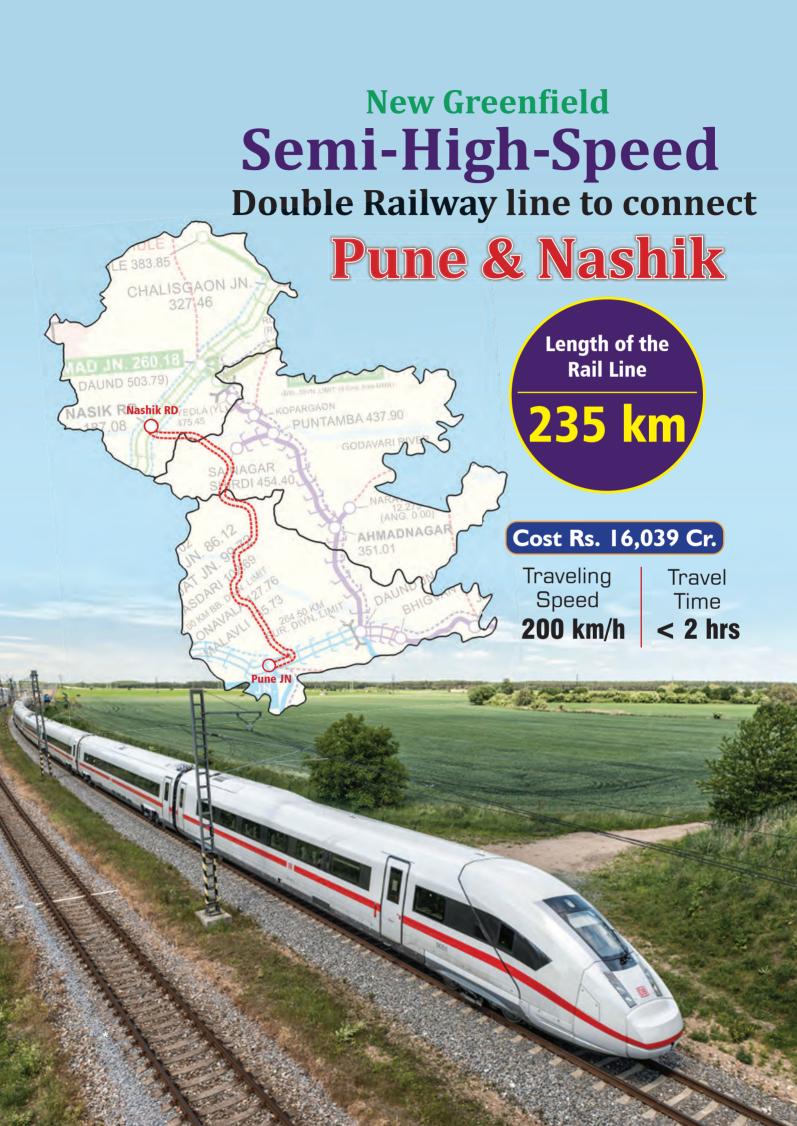




Casting in progress at LC -122



Reinforcement work in progress at LC 122







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 Railwavs. MRIDC has received In-Principle Approval vide letter dated 10/02/2020 from Central Railway and from Ministry of Railways vide letter 02/06/2020 for implementing 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%



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

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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 JeejaMata 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

'entral Railway and Western Railway have MCGM allow proposed to 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.



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

Selfie Point at Reay Road ROB



Proposed Arthur Road 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 minimal ensure 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 and promote encourage 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 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.

То enhance visual the 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 will added and have an advantage of improving the safety parameters. Also, on some special like Independence occasions 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 (Mahratta 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, MahaRail with Director, along 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 Loksabha 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 Loksabha 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.



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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 & Kekatumarg 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

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MRIDC in Media

पुणे–नाशिक मार्गाला रेल्वे बोर्डाची मान्यता

राज्य सरकारच्या मंजुरीची प्रतीक्षा

म. टा. प्रतिनिधी, पुण

पुणे आणि नाशिककरांचा प्रवासाचा पुण आणि नामराककरा वा प्रवासाय कालावधी कमी करण्याच्या दृष्टीने पुण-नामिक दरम्यानच्या प्रस्तावित रेल्वे मार्गाने नुकताय आणखी एका मान्यतेया टप्पा पूर्ण केला आहे, पुण-नामिक दरम्यानच्या 'सेमी हाय स्पीड' रेल्वेच्या सविस्तर प्रकल्प आराखड्यावर (डीपीआर) रेल्वे बोर्डीने शिक्कामोर्तब केले असून, आता केवळ राज्य सरकारच्या मान्यतेची मोहोर उमटणे

महाराष्ट

डीपीआरला मान्यता दिल्पानंतर रेल्वे बोडान या प्रकल्पाला हिरवा कदील दाखविला आहे. या प्रकल्पात राज्य सरकारचा २० टक्के बाटा असल्पान वाकी आहे. रेल्बे

आता त्यांच्याकडून ऑतम मान्यता इन्फ्रास्टक्चर मिळण्याची प्रतीक्षा 'महारेल'ला डेव्हलपमेंट क्रिपेरेशनम् हा प्रकल्प रावविण्यात् Maharashtra Times

> **Edition: Pune** Date: 5/06/2020

■₹ १६,०३९ कोटी : पुणे-नाशिक सेमी हायस्पीड

- १,४५० हेक्टर : या संपूर्ण प्रकल्पासाठी आवश्यक जागा
- ₹ ९५० : पुणे-नाशिक दरम्यानचा संभाव्य तिकीट दर (प्रकल्प पुर्ततेनंतर)
- 🔳 २ तास : पुणे-नाशिक दरम्यानचा सेमी हायस्पीड रेल्वेदारे अपेश्रित कालावधी

काही महिन्यांपूर्वी मध्य रेल्वेने सुधारित

या संपूर्ण प्रकल्पाचा खर्च १६ हजार कोटी रुपये आहे. त्यापैकी प्रत्येकी २० टक्के खर्च रेल्वे मंत्रालय आणि राज्य सरकारतर्फे केला गार आहे. तर उर्वरित खर्च समभाग/ कर्जा/ वाचीर आहे, तर उचारत खाव सम्माग काजा वित्तीय अर्थसाद्य अशा स्वरूपात उभारण्याचे नियोजन आहे. या प्रकल्पाच्या खर्चासाठी मदांक शल्कावर अधिभार लावण्याचा प्रस्ताव

अधिभाराचा प्रस्ताव मंजुरीसाठी

'महारेल'च्या चरिष्ठ अधिकाऱ्यांनी केला. त्यामुळ अनेक वर्षांपासून वर्षेच्या ट्रॅंकवर राहिलेल्या या प्रस्तावित रेल्वे मागांचे काम पुदील काळात प्रत्यक्ष सुरू होण्याची शक्यता आहे. असले. तरी या दोन्ही महत्त्वा शहरांतील विविध उद्योगांना आणि नागरिकांताठी हा प्रकल्प महत्त्वाचा असल्याने सरकारकडून त्याबाबत लवकर निर्णय घेतला जाईल, अशी या संपूर्ण मार्गाचा सविस्तर प्रकल्प आरवाल राज्य सरकारच्या मंजुरीसाठी प्रपूर्वीच सादर करण्यात आला अपेक्षा आहे. वा रेल्वेसाठी पुणे स्टेशनवर सध्याच्या उपलब्ध जागेतच उन्नत स्थानक प्रस्ताचित करण्यात आले आहे. करोनाच्या प्रादुभावामुळे सध्या





रे रोडला नवीन केबल स्टेड ब्रीज

महारेल नवीन पुल बांधन जन्या पुलाची पुनरचना करणार

मुंबई : पुडारी वृत्तसेवा मध्य रेल्बेच्या रे रोडस्टेशन मार्गावर केवल स्टेड श्रीज बांधण्याची महत्त्वाकांशी योजना महाराष्ट्र रेल इन्फ्रास्ट्रक्चर डेक्स्लपस्ट काॅपरिशनने (एमआरआयडीसी) आखली आहे. १०० वर्षे जुन्या ब्रिटिशकालिन उष्ट्राणयुल न पाडता त्याची पुगरंकना करून नविन आधनिक केबल बीच जाणार आहे. भाषाकळ्याच्य उड्डाण पुलासह सहरातील १२ घोकावाबक उड्डाण पुल आणि १ रोड अंडर ब्रिज बांधण्यासाठी महापालिकेशी एमआरआवडीसीने करार केला आहे.

रे रोड येथे वांधण्यात वेणारा नविन केवल स्टेड पुलाची लॉबी बास्त असल्याने फाऊंडेशनची संख्या कमी पुराची लागी बालं आरूपार पाउडिए स्वारी संख्या सभी।
अस्तार आहे, पितामी सीएटर जान में आर्मानी पूर्वारी
बात्रुंक हुए सार गोला, असे सार्गाल कालभावानी।
संसारक रानेस कुमार मंत्री सीतिवर्ग, अरावीस्त
ब्रह्मायुक्ताच्या सिमीच्या आव्याचीन्त्रस, जतव्यासस
बोत्रास्त्रीय सीतिवर्ग, अरावीस्त
बोत्रास्त्रीय सीतिवर्ग, अरावीस्त
बोत्रास्त्रीय सीतिवर्ग, अरावीस्त
बोत्रास्त्रीय आव्याची आव्याच्यानी
सेती २००, मी आहे, महीन चेत्रसन् नेटेड हित जागाविक
स्वारी सीतिवर्ग, मोर्गाल स्वारास्त्र मार्गीत स्तरावरील हेरिटेन रचनेत अधिक सीटर्य वाइन देण्यास



उस्ता पूल या उड्डाणपुरानार करेटा ग्रीन बाबन पराध्य बांधुन, रे रांड रेल्टा स्थानकाच्या दिनीने जाणाऱ्या पादचाऱ्यांची सीच केली जाणार आहे. नागरिकांसाठी आवक्तिका पुलावार संत्रक पाईट-अस्तार आहे. जवंत पुलावार साले पर्देट-अस्त त्यासाठी अंदावे १६२२ कोटी रुपये खर्च पेणार आहे. वांध्यनमाना अंदावे खर्च क १६२२ कोटी आहे. तसेच पलाचे काम २ वर्षात पण केले जाणार आहे. तेवल पुलाच्या वाधकामासाठी कोणस्याही अतिरिक्त जांगेवी आत्रश्यकता नाही. नवीन प्रस्तावित केवल स्टेड क्रिज आताच्या नाच्या ठिकाणीच बांध

Pudhari Edition: Mumbai Date: 30/07/2020



Symmetric cable-stayed bridge with single central pylon, to be positioned in a way to min mise space taken up in market ➤ Long cable span to eliminate need for a large number of foun-dations as exists for current ROB

Existing ROB viaduct to be merged with new structure ➤ No traffic disruption | A paral-lel ROB will be constructed. After

Times of India

Edition: Mumbai Date: 15/07/2020



शीव-पनवेल महामार्गाची कोंडी दूर होणार

मानखुर्द आणि जुईनगर-तुर्भे| चार पदरी पूल आठ पदरी करण्याची उड्डाण पुलांची रुंदी वाढणार | एमआरआयडीसीची योजना

एकुण बोडल्यास आठ पदरी हो।

प्राचार प्राचित करिया वादिणार प्राचार आहि हासिया स्थापना प्राचार प्राचार कर्म के प्राचार करिया वादिणार प्राचार करिया है। व्यवस्था प्राचार करिया है। व्यवस्था प्राचार करिया है। व्यवस्था प्राचार करिया है। व्यवस्था प्राचार करिया है। विकास प्राचार है। विकास है। विकास प्राचार है। विकास है। विकास है। विकास है। विकास प्राचार है। विकास

मानखुर्दचा उड्डाण पूल असा रुंद होणार गनच्या उड्डाम पुलाचे रुंदीकरण करतान बुन्या पुलाच्या शेवारोच ४११ मोटर ४८१ मोटरचा भाग वाली ते चेंबूर अ एकुण बोडल्यास आठ पदरी होणार Saamna

Edition: Mumbai

Date: 06/02/2020



तुर्भेच्या उड्डाण पुलाचे रुंदीकरण ट्रान्सहार्वर मार्गावरील जुईनगर आणि तुर्चे स्टबन्कंटरम्यानच्या उष्ट्राण पुराचे स्टबन्टण करावात रेल्वे मार्गावर एकुण ३ गर्टर टाकण्यात पेणार आहेत. परिस्ता ६८४ मीटरचा धाग पनवेलकासून चळाऱ्या क्रम्बने बांधण्यत येणार असून त्याला वाशीच्या दिशेने उतार देण्यात येणार आहे. दुसरा पुलाचा भाग ६०७ मोटरचा असणार असून तो वाशीपासून चडल्या क्रमाने असणार असून पनवेलच्या दिशेने त्याचा उतार असकार आहे. या तुर्भे पुलाच्या रुंदिकरण ६३ ८४ कोटी रुपये खर्च येगार आहे.

State clears Rs280 crore of its share for Itwari-Nagbhid rly project



Edition: Mumbai Date: 23/06/2020

आधी नवा उड्डाण पुल बांधणार, मगच जुन्या पलावर हातोडा

मंबर्डतील वाहत्ककोंडी टाळण्यासाठी नवा मंत्र

Date: 23/06/2020

महाराष्ट्र रेल इन्फ्रास्टक्चर डेव्हलपमेंट कॉपॉरेशनची चाचपणी



मंबई, दि, ५ (प्रतिनिधी) - मंबईतील रेल्वे मार्गावरील घोकादायक मुंबा, दि. ५ (प्रतिनिधी) - मुंबरीता रखे माणवरीस योकायाल दर्शक होणार उरिक्तेच्या तमान दशा उड्डाण पुताने काम रालकान प्रकृत होणार आहे. या पुताने होन सर्वेडण, जिओताविकत्त सर्वे आणि डिहार्डन हे सर्व कही तपार ह्याले अबंद चणसाहत्याच्या आणी वार्यालग्ने काम स्कृत होणार आहे. पित्रीय म्हणाने, गाहदुक्तीची काँडी टाळणपासाठी १० पीत्री साधारण सहा पुताने न वीडता रचा जाणी नवे पुत्त आणी वांकाल आहे. रचानंदर च जुन्च पुताने म पाडण्यालाका विकार करणात रोणार अस्तरको मुंबर्डील सं माण्य काहदुक्तील डिज्जापा आणी. रचानंदर च जुन्च पुताने म पाडण्यालाका विकार करणात रोणार अस्तरको मुंबर्डील सं माण्य काहदुक्तील डिज्जापा सामाण्य काहदुक्तील सं माण्य काहदुक्तील होडी टळणपा सामाणिका होणार प्रतिकार करणात रोणार अस्तरकारी इंग्राण पुताने वांचानंत्रका ने नेहमीच पालिका आणि राज्येकाणे होणार प्रतिकार आणि राज्येकाणे होणार स्वीमाणार देशायाला होणार स्वीमाणार होणार स्विकार स्वीमाणार स्वाराष्ट्र स

रेल इनहास्ट्रक्चर डेव्हलपमेंट कॉपीरशन (एमआरआयडीसी) लिमिटेडची स्थापना करण्यात आली. राज्य सरकार आणि रेल्ने मंत्रालपाच्या ५०:५० टक्के सहभागातून रेल्वेच्या पायाभूत सुविधांची उभारणी केली जाणार आहे. या संस्थेत्वा बाजासतून, वित्तीय संस्थांकडून ॥ पान ८

उड्डाण पुलांची नावे । भायखळा भायखळा-सैंडहर्स्ट रोड

 ओलीवेंट गयखळा-सैंडहर्स्ट रोड महालक्ष्मी
 महालक्ष्मी स्थानक चिचपोकळी स्थानक । घाटकोपर बाटकोपर स्थान बेलासिस मुंबई सेंट्ल गार्डन (एस ब्रिज) टिळक ब्रिज दादर स्थानक ारे रोड रे रॉड स्थानक ∎करी रॉड करों रोड स्थानक

डबलडेकर तसेच

हे ब्रिटिश काळातील पुल शंभर वर्षे जुने आहेत. त्यांना उभारतान शहरात कमी जागा उपलब्ध असल्याने नवे तंत्रज्ञान वापरण्यात येणार आहे. या पुलांना वांधताना कमी पिलर ल गावेत यासाठी बहुतेक बिज केवल स्टेएड अधारित वंज्ञक्रमःआधारेच उभारले जातील. शिवाय जुन्या पुलावर त्याच जागी काही मीटर तंत्रींक त्याच पागा चाला साटा उचापर नवा डवल डेकर पूल बांधण्याची चाचपणी सुरू आहे. असे वांधकाम केल्याने जुना पूल आधीच तोंडून वाहतुक बंद करण्याची गरव

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MAHARASHTRA RAIL INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.

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