Design Guidelines Derogations

No.	Date	Document	Author	Title	Request for derogation (summary)	Date of decision	Derogation decision
1	19.10.2018	RBDG-MAN-013-0101	EDZL	The request of derogation for the vertical alignment over the Kārļa Ulmaņa gatve	The purpose of the change is using of the maximum gradient limit is 25‰ for the vertical alignment of main tracks in accordance with Design Guidelines for the passenger trains (RBDG-MAN-013-0101_RailwayAlignment, 6. General vertical characteristics, 6.1. Gradient (p)) and using overlaping of horizontal transitional andvertical curves in order to fit in the accepted corridor. Vertical alignment is overlapping horizontal transition curves in this chainages: km 29+497.429 – km 29+600.429 km 29+972.925 – km 30+075.925 km 30+239.913 – km 30+342.913 km 30+630.367 – km 30+733.367 km 32+265.940 – km 32+305.940	19.10.2018	Overlap of horizontal and vertical curves allowed
2	04.03.2019	RBDG-MAN-012-0101 RBDG-MAN-013-0101	EDZL	Issues of railway alignment and design speed in Riga international airport link	Urban environment in vicinity of Riga international airport (RIX) constraints the possible geometry of railway line, resulting in curves with sharp radius, and accordingly low operational speed on two curves, and non fulfillment of minimum curve radius on other two curves. Curves Nr.1, Nr. 2, Nr.4 and Nr. 5 of RIX design section do not correspond to the current requirements of Design Guidelines. The purpose of the change is the approval of the geometry of railway as designed.	01.04.2019	Curves with reduced radius and operational speed allowed: · curve Nr.1 with R=550, D=150 mm and V=110 km/h, 29,6-29,97 km (3,35 km from RIX station platform with platform start passing speed 60 km/h, speed as per braking curve 249 km/h); · curve Nr.2 with R=550, D=150 mm and V=110 km/h, 30,34-30,63 km (2,61 km from RIX, 235 km/h); · curve Nr.4 with R=3000, D=30 mm and V=120 km/h, 31,74-31,98 km (1,21 km from RIX, 175 km/h); · curve Nr.5 with R=3000, D=30 mm and V=120 km/h, 32,16-32,27 km (0,79 km from RIX, 145 km/h)
3	04.03.2019	RBDG-MAN-013-0101	EDZL	Issues of minimum curve radius on Riga international airport link	Urban environment in vicinity of Riga international airport (RIX) constraints the possible geometry of railway line, resulting in curves with sharp radius and non fulfillment of minimum curve radius for two cuves. Curves Nr.6, Nr. 7 of RIX design section immediately south of station platform do not correspond to the current requirements of Design Guidelines, althought the operational aspects are not affected. The purpose of the change is the approval of the geometry of railway as designed.	01.04.2019	Curves with reduced radius allowed: · curve Nr.6 with R=760, D=65 mm and V=100 km/h, 33,29-33,35 km (0,3 km from RIX platform north end, speed 90 km/h with platform start passing speed 60 km/h); · curve Nr.7 with R=900, D=90 mm and V=120 km/h, 33,49-33,60 km (0,55 km from RIX, 120 km/h)
4	04.10.2019	RBDG-MAN-012-0103	EDZL	Freight train length in RIX freight yard	The RIX station cargo yard is located between K. Ulmaņa gatve street and the airport territory (chainage 30 km +572 till 31 km +312) parallel to the main line. It consists of two tracks for reception of train and stabling of wagons and one for passage of locomotive, and a short dead-end track for locomotive shunting movements as well. The three through tracks in the yard are 431 to 554 m long. The possibilities make them longer are limited by the K. Ulmaņa gatve on the North (up to 29 km +900 to reach 1050 m length) and maximum permittable gradient and airport boundaries on the South. The planned lengths are based on the preliminary design study, which forecated only relatively small amounts of air cargo, which might be delivered by rail.	04.11.2019	Track yards with reduced effective freight train length allowed in RIX freight yard
5	14.11.2019	RBDG-MAN-012-0101	LG	Request of derogation for 1050m length of railway tracks 80 and 81 in Palemonas.	Existing tracks 80 and 81 with length of 784m, will be used for Kaunas Intermodal Terminal (KIT) services only. Trains which arrive and use KIT services will be 700-750m length. It should be noted that new freight track yard will serve as prime Kaunas 1435 mm gauge track yard, which will serve KIT as well, particularly when the freight train lenght will be 1050 m.	09.12.2019	In Palemonas tracks number 80 and 81 with length 784m allowed
6	14.11.2019	RBDG-MAN-015-0102 RBDG-MAN-014-0103	LG	The derogation request for track embankment layers thickness and deformation modulus values route section Kaunas-Palemonas.	Section's Jiesia-Rokai embankment as-built parameters don't comply with DG requirements, but they are enough when passenger train speed is 120km/h, freight train speed - 80km/h. Derogation purpose is to agree already existing Embankment parameters taking into account what train speed is designed.	09.12.2019	On section Kaunas-Palemonas, the following parameters are permitted: · Sub-ballast thickness of 0.3m, deformation modulus Ev2 not less than 100MN/m2 · Ballast shoulder 0.4m
7	26.11.2019	RBDG-MAN-012-0101	EDZL	Derogation request - Modification of the P07 overpass cross section based on clash detection	Contractor applied all geometrical guidelines from Rail Baltica in the cross section of the P07 overpass. The cross section cannot be applied physically given the following clashes, 2 design conflicts: Clash of P07 bridge deck with the existing bus station Clash between bridge decks of P07 and P08. (approximately over a length of 55m)	16.12.2019	Proposed cross-section allowed, including reducing distance between centre of track and maintenance path to 2250mm and reducing space between centre of track and edge of OCL post to 3250mm
8	03.12.2019	RBDG-MAN-030-0103 RBDG-MAN-033-0101 RBDG-MAN-034-0101 RBDG-MAN-035-0101 and BIM templates	EDZL	Design guidelines. Derogation from BIM Requirements for Riga Central Station project	Derogation covers the above mentioned contract execution and includes avoidance of specific BIM requirements of the in-force Design Guidelines version (referring also to the version which is subject for approval on Technical reference Group meeting on 05.12.2019.), following instead the BIM requirements included within the initially signed contractual requirements (RBDG-INF-002-0100 and RBDG-MAN-030-0101). Exception: This Derogation does not cover the As-built stage information deliverables. The BIM requirements for As-built deliverables within Design Guidelines being incomplete at the current point in time are still subject for impact analysis.	16.12.2019	Using RBDG-INF-002-0100 and RBDG-MAN-030-0101 for the RCS design stage permitted. As-built documentation shall still be developed according to up-to-date DG requirements.
9	14.11.2019	RBDG-MAN-012-0103	LG	The derogation request for distance between 1520mm and 1435 mm track centers in section Kaunas-Palemonas.	In technical project the requirement for newly designed 1435mm gauge track was to keep minimum distance from 1520mm track (from track center to track center) accordingly 4.65m in railway stations area and 5.70m in line between stations (5.90m in curves). 3.30m distance designed from 1520mm track axe to the edge of embankment slope and 4.30m from 1435mm gauge track axe to the end of embankment slope. The distance of 4.30m was foreseen for possible catenary structures installations.	16.12.2019	Existing distance between 1435mm and 1520mm track axis in section Kaunas-Palemonas permitted - shortest distance is 7.12m at 33+646.75
10	03.12.2019	RBDG-MAN-012-0103	LG	The derogation request for fence types in Kaunas-Palemonas and Rokai-Palemonas railway section.	Types of fences proposed by Design Guidelines (RBDG-MAN-012-0101_GeneralRequirements, 6.Safety and Security, 6.1. Fences) are: (i) Standart Fences with components of streched mesh reinforcement, metal posts and corner, end and stop posts; (ii) "Sensitive Area" fences with standart fence elements topped with anti-crossing device; (iii) Simplified Fences may be constructed of mesh reinforcement or foir barbed wires on treated wood or metal posts; * alternatives solutions with plastic fences can be proposed for some locations. Types of fences are designed in Technical Project: (i) Metal mesh fence (h=2.2 m) with metal posts every 4m; (ii) Segmental fence (h=3.0m); (iii) Plastic fence 30 cm insert in metal mesh fence; (iv) Plastic fence (h = 2.0m).	16.12.2019	Proposed fences on sections Kaunas-Palemonas and Rokai-Palemonas permitted
11	14.11.2019	RBDG-MAN-012-0103	LG	Derogation request for 1520 mm and 1435 mm gauge crossings in Kaunas-Palemonas section.	Technical design for Kaunas-Palemonas section was prepared and approved on August 2016. Technical design foreseen four gauge crossings in Kaunas-Palemonas section. The decision to implement such solutions was made due to complicated topographical and environmental area, as well as already existing immovable infrastructure objects (Kaunas station, Kaunas tunnel, River Nemunas). Gauge crossing BS3 is installed in Kaunas station area were 1435 mm gauge station track intersects with an 1520 mm gauge access track to Žemutinis track yard at 36+150KM. 1435 mm gauge track is located in stations area. The traffic speed, because of passenger trains full stop in Kaunas station is up to 20 km/h.	16.12.2019	Gauge crossing in Kaunas station at 36+150km permitted

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12	04.12.2019	RBDG-MAN-012-0103	LG	The derogation request for Kaunas tunnel 1435/1520 mm dual gauge track in Kaunas-Palemonas railway section.	Technical Project for Kaunas-Palemonas section, which is RB main line, was completed in 2016. An agreement for the construction works was signed on Jun 2018. Construction works are planned to be finished until the end of 2020. 1435/1520 mm dual gauge track was constructed in Kaunas tunnel on Nov 2019. Dual track technical solution was designed and implemented beacause of: (A) the need to operate 1435 mm and 1520 mm gauge tracks in sections Jiesia-Kaunas-Palemonas and Kaunas station as well; (B) insufficient Kaunas tunnel geometrical parameters - width/heigtht/clearence, to install seperate 1520 mm and 1435 mm gauge tracks.	16.12.2019	Gauntleted track in Kaunas tunnel area (including entrance and exit to gauntleted track (gauge crossings)) permitted
13	14.11.2019	RBDG-MAN-012-0103	LG	The derogation request for desing speed and railway alignment in Kaunas-Palemonas (27+022km - 36+360km)	Section Jiesia-Kaunas Technical Project (where an object is the Reconstruction of railway infrastructure Rokai-Palemonas-Kaunas railway sub-section Kaunas-Palemonas) was prepared in 2016. Construction works finished in 2018. Desing speed for passenger trains - 120km/h, freight trains - 80km/h. Total length of this sub-section - 9.338km wich includes 10 curves. The longest straight element of this subsection is 827.212m, which is in Kaunas train station area. Different values of horizontal curves radii are followed by other parameters, which are recommended by Design Guidelines (cant (clause 3.6); rate of change of cant (clause 3.7); cant gradient (clause 3.8); rate of change of cant deficiency (clause 3.9)). These basic parameters dindicate impossibility to achieve train speed stated by Design Guidelines. Railway line geometry was chosen as the best alternative to follow an existing infrastructure, urbanization density, Kaunas tunnel.	16.12.2019	The following curves and design speed limitations permitted: 1. 28+600km R=300m Vmax=40km/h; 2. 29+300km R=1050m Vmax=140km/h; 3. 30+300km R=1050m Vmax=140km/h; 4. 31+200km R=1300m Vmax=150km/h; 5. 31+600km R=2095m Vmax=150km/h; 6. 32+500km R=920m Vmax=140km/h; 7. 33+400km R=1115m Vmax=140km/h; 8. 33+800km R=765m Vmax=120km/h; 9. 34+300km R=775m Vmax=100km/h; 10. 35+500km R=930m Vmax=80km/h.
14	14.11.2019	RBDG-MAN-012-0103	LG	Request of derogation to eliminate physical separation between RB network and conventional network (Kaunas-Palemonas).	Because of various distances values between 1435mm and 1520mm track axes in most of the line length there is no enough space to install physical separation. Taking into account already constructed, nearly finished contructions and technical specifications of all Kaunas Node sections, it is undoubtedly that in most of the area there are not physical posibilities to install fence between 1435mm and 1520mm tracks. Existing distances between 1435mm and 1520mm track centers confirms restraints for this scope of works. For that reason it can be agreed in other ways ensuring visibility need: confirmed distance from tracks, agreed railway element, which divide infrastructuree, use technologies such as GPS, BIM, etc.	16.12.2019	In Kaunas-Palemonas section not installing physical seperation of 1435mm and 1520mm railway infrastructure permitted. Operational rules should take into account that 2 different systems are together
15	02.04.2020	RBDG-MAN-013-0102	EDZL	Derogation from points 5.9 and 5.12. of the document RBDG-MAN-013-0102 - Rate of change of cant deficiency (dI /dt) and Length of transition curve (L K)	For the mentioned curve the rate of change of cant deficiency exceed the value of 45 mm/s and thus the length of the transition curves is to short. Track 11 - curve R 450 m, LK2 31 m (transition curve on the east side of the curve), 80 km/h: dI /dt = 77.29 mm/s. LK2 according to formula 3 has to be: 53,25 m. This situation is indicated in appendix 1. The value dI/dt of 77.29 mm/s is compliant with the EN 13803:2017 exceptional limit of 100 mm/s.	27.04.2020	For the specific curve the proposed shortened transition curve and increased rate of change of cant deficiency permitted
16	02.04.2020	RBDG-MAN-025-0102	EDZL	Derogation from point 1.1.2 of the document RBDG-MAN-025-0102	The following overlaps can be achieved (see also the appendix): Overlap length between tracks 11 and 12: • 70 m on the West side of the station, • 66.325 m on the East side of the station. Overlap length between tracks 13 and 14: • 60 m on the West side of the station, • 60 m on the East side of the station. In the Riga central station project, important geometry constraints are one of the key risks for the design&build project, which was initially indicated by the Contractor. During the course of the design development, the contractor was instructed to increase the number of tracks within the same project property boundaries, however such solution is not be possible in combination with a full compliance with all contractual and Design Guidelines requirements. The situation mentioned cannot be resolved differently, because a shift towards the south would make it no longer possible to stay in the boundary of the project, while towards the north the distance between the 1435 infrastructure and 1520 infrastructure was reduced to an absolute minimum value of 5.8 m.	27.04.2020	For the specific tracks the proposed overlap lengths are permitted
17	02.04.2020	RBDG-MAN-012-0105	EDZL	Derogation request from RBDG-MAN-012 General Requirements Section 4.12-Minimal distance to maintenance path	In order to facilitate the implementation of the Variation order with increased amount of 1435 tracks, It is proposed to adapt the free space requirement in the guidelines to what is acceptable from technical and safety point of view when considering the real train speeds in the station. Hence the free space needed next to the tracks are proposed to be adjusted as follows : - Reduction of distance between center of track and maintenance path from 2700mm to 2250mm - Reduction of the spacing between center of track and edge of the OCL post from 3800mm to 3250mm As a consequence, the requirements for the cross section as defined in RBR design guidelines: ref. RBDG-MAN-012-0101_GeneralRequirements Section 4.12 are changed as follows(see also illustration in appendix 1): - The minimum distance between center of track and maintenances path becomes 2250mm (<2700mm as per RBR design guidelines) - The nominal distance between center of track and maintenances path becomes 2450mm (<3000mm as per RBR design guidelines) - The available space between center of track and edge of OCL post foundation is 3250mm (<3800mm as derived from RBR design guidelines)	27.04.2020	The proposed distances between center of track and maintenance path permitted.

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18	08.06.2020	RBDG-MAN-017-0103	EDZL	Derogation from requirement of section 5 Maintenance - Available space for access around bearings.	Contractor has consulted specialist bearing suppliers to validate the space requirements for access to bearings for inspection and maintenance. Based on the first feedback from 2 bearing suppliers, the above requirement concerning space for access during inspection and maintenance (incl. replacement) could be reconsidered: - In general the replacement of bearings is done from the front-side of the bearing, thus no need for 0,75m of space behind the bearings. - With the evolution of the technology in bearing equipment, this 0,75m of space is not required. - First feedback from bearing suppliers (e.g. FIP, Mageba) is that for the P01 (Lāčplēša street crossing) for example a space of 40 cm around the bearings for P01 would be sufficient. The following clarifications are provided to the request of RB Rail: 1. Clarification to structures that this derogation request is applicable and their technical information: - The derogation request is specifically applicable to structures P01 (Lāčplēša street overpass) and P03 (Dzirnavu street overpass). - For general technical data of the both structures see Annex 4 of this derogation request. 2. Clarification of the type of bearings considered in the structures if they don't conform to DG requirements: - In the above mentioned structures, the applied bearings are elstomeric bearings. There is thus no need to adjust the derogation request. 3. Development of the maintenance strategy: - Maintenance strategy for the bearings has been documented: Annex 2 and 3 of the derogation request. - The maintenance will also be addressed in the Master Design descriptive design notes for the different structures. - In conjunction with the Engineer's additional suggestion for an alternative method to lift the deck: instead of using synchronized multi jack lifting (with number of jacks equal to number of girders – or double), a reduced number of jacks can be used when placed under the end cross girders. The jacks will be larger, but the space under the cross girders can be more generous, which would also make the front face of the bearings available for easier replacement. The Engineer has provided feedback concerning the minimum space required: The space between the abutment back wall and the edge of the girders - to be considered for inspection / maintenance access of the elements, because girder ends areas are prone to water intrusion from the expansion joints placed above. In this regard a minimum of 0.60m (including the expansion joint width) is recommended by the Engineer - to be applied in general for all bridges. TRG is requested to confirm this recommendation from the Engineer can be followed as derogation to the 75cm requirement in the Design Guidelines.	13.07.2020	For the specified structures it is allowed to reduce available space for access to bearings to 0.60m
19	13.07.2020	RBDG-MAN-017-0104	RBR	Derogation for new requirements in RBDG-MAN-017	The requirements of RBDG-MAN-017 Chapter 3.6.7 shall not apply for the bridges and overpasses within the scope of Rīga (RCS) (LV), Rīga Airport (RIX) (LV) designs and already completed structures in Lithuania, which already have developed solutions: Structures in RCS (LV): P-01 – Rail Baltica overpass across Lāčplēša street P-03 - Rail Baltica overpass across Dzirnavu street P-05 - Rail Baltica overpass across Timoteja street and station premises P-06 - Rail Baltica overpass across Gogoļa street P-07 - Rail Baltica viaduct in Riga Bus terminal territory P-09 – Rail Baltica bridge across Daugava river P-10 – Rail Baltica bridge across Mazā Daugava river Structures in RIX (LV): VI01 – Rail Baltica overpass across Ulmaņa gatve VI02 – Rail Baltica viaduct in Riga Airport territory North VI03 – Rail Baltica viaduct inside RIX station VI04 – Rail Baltica viaduct in Riga Airport territory South Structures in Lithuania: Kaunas Green Bridge Kaunas HES Bridge Three Jiesia River Bridges at the Jiesia junction Šešupė River Bridge in Marijampolė Šešupė River Bridge in Lakinskai	13.07.2020	Requirements of RBDG-MAN-017 Chapter 3.6.7 shall not apply to the specified structures.
20	16.09.2020	RBDG-MAN-036-0103	EDZL	Derogation of police parking requirement in RCS	Reference is made to: Revised guidelines - security requirements and guidance-RBDG-MAN-036-0103, and in particular to requirement referred to provision of police parking area Requirement 186 states: 'Station design shall provide parking lots for police and security vehicle.' In the current station design, no parking areas are foreseen, this is in line with the contractual requirements. Therefore, there is no space foreseen to provide parking lots for police and security vehicles and the Contractor requests a derogation of this requirement.	05.10.2020	It is permitted not to provide parking lots for police and security vehicles in RCS.
21	16.09.2020	RBDG-MAN-036-0103	EDZL	Derogation of alternative access route requirement in RCS	Reference is made to: Revised guidelines - security requirements and guidance-RBDG-MAN-036-0103, and in particular to requirement referred to provision of alternative access routes for emergency services Requirement 358 states: 'Design shall provide secured alternative access routes for rescuers, shared with other emergency staff (police and fire brigades). These routes are not appropriate for evacuation and are intended for trained personnel only and purely for emergency or service use.' The current design of the Riga Central Station does not allow for secured alternative access routes for rescuers and other emergency staff, as the general accesses to the building are shared and public facilities. Therefore, the Contractor requests a derogation of this requirement.	05.10.2020	It is permitted not to provide secured alternative routes for rescuers, shared with other emergency staff in RCS.
22	10.09.2020	RBDG-MAN-036-0103	EDZL	Derogation on article 4.3.3. "Critical Systems" of the RBDG-MAN-036-0103 "Security requirements and guidance for designers of Rail Baltica international stations"	Article 4.3.3 "Critical Systems" of the RBDG-MAN-036-0102 "Security requirements and guidance for designers of Rail Baltica international stations" (Requirement N° 117, 118, 120, 124) contains following requirement: -CRITICAL SYSTEMS OPERATION CONTINUITY : o The critical systems composing the station equipment need to be protected during an attack and their functioning maintained in the emergency and post-emergency phases. Connection of emergency power supply for the systems not mentioned in the explanatory note will cause extra room space requirements, Diesel Generator capacity increasing, Power supply capacity increasing. Therefore the following building and station operation systems are not emergency power supplied: •Ventilation system; •Water supply (interconnection with Fire protections system see our comment regarding Sprinkler system (FSS)); •Heating system.	05.10.2020	It is permitted not to provide emergency power supply to the station ventilation system, water supply system and heating system.

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23	10.09.2020	RBDG-MAN-036-0103	EDZL	Derogation of requirements of Article 6.7 “Smoke and heat exhaust ventilation system” of the RBDG-MAN-036-0102 “Security requirements and guidance for designers of Rail Baltica international stations”	Article 6.7 “Smoke and heat exhaust ventilation system" of the RBDG-MAN-036-0102“Security requirements and guidance for designers of Rail Baltica international stations” contains following requirements: -HVAC-SMOKE VENTILATION SYSTEM: Tunnel and access ramps: o Mechanical ventilation system in tunnels and ramps must work independently of the interchange ventilation system. In tunnels and ramps, the smoke free layer to ensure a safe evacuation must be 4.5m. Smoke free 4.5m layer cannot be provide because building geometry does not allowed and as per local code LBN 201-15 is not required For the above reason we propose the following change: "Mechanical ventilation system in tunnels and ramps must work independently of the interchange ventilation system. In tunnels and ramps, the smoke free layer to ensure a safe evacuation must be 3 m." Smoke free layer of 3m comply with the local code LBN 201-15.	05.10.2020	It is permitted to provide 3m (instead of 4.5m) smoke free layer in tunnels and ramps.
24	10.09.2020	RBDG-MAN-036-0103	EDZL	Request for derogation of requirements of Article 6.7 “Smoke and heat exhaust ventilation system - Islands, corridors and halls” of the RBDG-MAN-036-0103 “Security requirements and guidance for designers of Rail Baltica international stations”	Article 6.7 “Smoke and heat exhaust ventilation system - Islands, corridors and halls: " of the RBDG-MAN-036-0103 “Security requirements and guidance for designers of Rail Baltica international stations” (Requirements N° 322, 324 and 325) contains following requirements for: Islands, corridors and halls o The ventilation system shall be designed so that the smoke free layer is higher than 3.5m in all smoke reservoirs o According to building architectural solutions smoke free layer 3.5m is not possible to achive. Based on the Fire Safety Report issued by the specilaist, and in accordance with the local code LBN 201-15 3m smoke free layer is foreseen. o Contractor wants to inform that air renovation grills are the openings for air compensation in case of fire. Our design solution provides that in the case of fire, the smoke extraction compensation air is provided through automatically openable doors directly to the outside and will comply with the Latvian codes in force. o Contractor wants to inform that in the design is foreseen that retail facilities located in the hall are in the same fire compartment as hall and smoke extraction from this facilities is provided by the smoke extraction system and will comply with the Latvian codes in force.	05.10.2020	It is permitted to provide 3m (instead of 3.5m) smoke free layer in the building.
25	29.06.2020	RBDG-MAN-036-0103	EDZL	Request for derogation on RBDG-MAN-036-0103-InternationalStationSecurity - requirement Separation of passenger/services flow inside station building	Requirement to be found in RBDG-MAN-036-0102-InternationalStationSecurity, chapter 4. General principles, subchapter 4.8 Station service area - "Passenger flow in the station area and station building shall be separated from the station service supplies" The requirement to seperate the passenger flow from the station service supplies flow contradicts the already accepted and approved architectural solutions and therefor this requirement cannot be met fully. What is already included in the designed layouts, is seperate restricted areas for most of the stations services, but not for all. Some supplies will need to be transported to the destined areas with a partial circulation route going through the public area. (For example supplies for the ticket office on the concourse level, because this element was designed in the Sketch Design as a seperate space within the large public waiting area.)	05.10.2020	It is permitted not to completely separate passenger flow in the station area and staton building from the station service supplies.
26	29.06.2020	RBDG-MAN-036-0103	EDZL	Request for derogation on RBDG-MAN-036-0102-InternationalStationSecurity - requirement Evacuation routes in third party uses	Requirement to be found in RBDG-MAN-036-0102-InternationalStationSecurity, chapter 7. Evacuation route, subchapter 7.2 Evacuation routes - "The evacuations routes in third party uses must be separated from station functions" The requirement to seperate the evacuation routes in third party uses from station functions contradicts the already accepted and approved architectural solutions and therefor this requirement cannot be met. What is already included in the designed layouts, are commercial premises, which will be occupied by third party tenants, which are located on the eastern and western sides of the main gallery/tunnel AB and on the western side of the Multimodal area. To evacuate the commercial premises in case of emergency, the evacuation route is through the main gallery/tunnel AB towards the exits or via the Multimodal area. The main gallery/tunnel AB and the Multimodal area are part of the station functions/circulation area.	05.10.2020	It is permitted not to completely separate evacuation routes in third party uses from station functions.
27	15.10.2020	RBDG-MAN-016-0104	RBR	Derogation request for the minimum ditch slope	The longitudinal slope for ditches is less than 0.002 m/m in some locations due to the vertical alignment configuration. The existing discharge points are governed by the land melioration network and therefore this is limiting strongly the maximum slope to be reached. The section where the longitudinal slope for ditches is less than 0.002 m/m are the following: START END SLOPE (m/m) SPEED (m/s) 0+000 4+100 0.0005 0.3 6+800 8+600 0.001 0.3 9+500 14+700 0.0002 0.3 Also for durability reasons and due to the existing permanent ground water table very close to the surface it is not recommended the use of coated ditches that would be damaged due to the water pressure and ice-deice cycles. Therefore uncoated longitudinal drainage network has been designed in the same way than the existing land melioration network and connecting to it. The ditches dimensions are big, so the access for the maintain labors is warranted. Also the ditches have a internal freeboard that warranted the absorption of the possible sediments. The Consultant will submit final technical solutions for RBR approval and prove that the ditches will not accumulate any sediments.	21.12.2020	Proposed longitudinal scope for ditches is permitted at the indicated locations.
28	15.10.2020	RBDG-MAN-012-0105	RBR	Derogation request for the minimum depth of 0,8 m from soil surface in CO11 DPS1 EE2.	At certain points in the Soodevahe section (CO11), due to interference with drainage, the cable ducts cannot meet the requirement of being at a depth of 0,8 m from the sub-ballast. To avoid this interference, the cable ducts go up and are buried 0,3 m from the sub-ballast. This situation occurs in the PK 6+800, 7+100 to 7+120 and 7+590.	21.12.2020	The proposed depth of cable ducts is permitted at the indicated locations.
29	15.10.2020	RBDG-MAN-025-0103	RBR	Derogation Request from point 1.1.2 of the document RBDG-MAN-025-0103_InfrastructureFacilities	In Soodevahe Station, located between the chainages 7+028* and 8+728* of the main line, during the course of the design development, the contractor was instructed to move the tracks to the west in order to allow the enough space for the Infrastructure Maintenance Facilities landplot within the same project property boundaries and provide access to it from both sides. Other important constraints are: · The location of the Ülemiste Channel Bridge on the south, and the impossibility of locating some turnouts around the bridge expansion joints. · Connection with Ülemiste Branch on the North side. However, such solution is not be possible in combination with a full compliance with all Design Guidelines requirements specifically, with the new version of the document RBDG-MAN-025-0103_InfrastructureFacilities clause 1.1.2. Usable length of station tracks. *Station 0+000.000 fits with the point X = 546790.810 Y = 6587459.817. (Ülemiste international passenger terminal is located at km -1+900) Following the argument described below, the following technical distances are available with the RBR approval: AXIS NUMBER USABLE LENGTH(m) AVAILABLE LENGTH(m) PHYSICAL LENGTH(m) AVAILABLE OVERLAP (on each side (m)) OS050-SIDE-07 1050 1069 1147.053 39.026 OS050-SIDE-09 1050 1069 1149.905 40.452 OS050-SIDE-11 1050 1069 1154.917 42.958 OS050-SIDE-13 1050 1069 1121.108 26.054	21.12.2020	The proposed distances permitted at the indicated locations.

Design Guidelines Derogations

No.	Date	Document	Author	Title	Request for derogation (summary)	Date of decision	Derogation decision
30	15.10.2020	RBDG-MAN-012-0105 RBDG-MAN-013-0103	RBR	Derogation Request for design speed and railway alignment in Tallinn-Rapla Design Priority Section 1	Urban environment in vicinity of Tallinn constraints the possible geometry of railway line. Different values of horizontal curves radii are followed by other parameters, which are recommended by Design Guidelines (cant (clause 4.6 and 5.6); rate of change of cant (clause 4.7 and 5.7); cant gradient (clause 4.8 and 5.8); rate of change of cant deficiency (clause 4.9 and 5.9)). These basic parameters indicate impossibility to achieve train speed stated by Design Guidelines. Railway line geometry was chosen as the best alternative to follow an existing 1520 infrastructure, urbanization density, the crossing under Juhan Smuulli Bridge and Tallinn-Lagedi Road. Due to the causes described above, the following curves and design speed must be reduced: Nº Axis Traffic Type Des. Speed (Km/h) Start Station (m) End Station (m) Type Length(m) Radius(m) Cant (D) (mm) Cant Defic.(I) (mm) Transit. Length (m) 6 MAIN-II Passenger 190.0 0+000.000* 0+080.652* Curve 80.652 14004.5 20 10 80.000 10 MAIN-II Passenger 190.0 0+581.928* 0+684.094* Curve 102.167 3200.0 65 68 80.000 14 MAIN-II Passenger 190.0 1+063.965* 1+234.699* Curve 170.733 2504.5 80 90 110.000 18 MAIN-II Passenger 190.0 1+610.748* 1+715.572* Curve 104.824 3200.0 65 68 80.000 22 MAIN-II Passenger 190.0 3+834.93* 5+613.184* Curve 1778.251 1500.0 160 124 190.000 *Station 0+000.000 fits with the point X = 546790.810 Y = 6587459.817. (Ülemiste international passenger terminal is located at km -1+900 and hence the speed decreases in that section also.)	21.12.2020	The proposed track alignment and design speed parameters are permitted at the indicated locations
31	18.02.2021	RBDG-MAN-012-0105 RBDG-MAN-013-0103	RBR	Design speed (RBDG-MAN-012-0105, Clause 4.5) and curves (RBDG-MAN-013-0103, Clause 5.4) in Riga Central Station	Derogation is requested for all curves in main tracks that have a design speed of 80km/h in Riga Central Station that have radii as little as 347m. Additionally, there are 4 curves with design speed 50km/h for tracks 14 and 12 on the west end of platforms. Due to lack of space and necessity to include 4 Rail Baltica tracks, the alignment has very little possibilities to maneuver due to usable lenght of tracks and required overlaps. Therefore turnouts 300 – 1/9 were implemented reducing speed on diverging tracks to 50 km/h. The track layout has been developed as a compromise solution between EDZL, RBR and BERERIX. Please see annexed track layout drawing for more details.	09.03.2021	The proposed track alignment and design speed parameters are permitted at the indicated locations
32	20.01.2021	RBDG-MAN-016-0104	RBR	Derogation request for minimum slope for longitudinal drainage coated ditch and drains, (Ref. RBDG-MAN-016-0104_RailwaySubstructureP art2-HydraulicDrainageAndCulvert)	The Design Guideline RBDG-MAN-016 indicates in Paragraph 7.2.1 "The minimum longitudinal slope for earth ditches is 0.004 m/m" and "The minimum longitudinal slope for concrete ditches is 0.002 m/m" and in Paragraph 7.2.2 „The minimum longitudinal slope for longitudinal pipes is 0.002 m/m“. The use of 0,001 m/m is just proposed, as exception, in locations where it is faced some of the above comments, without commiting hydraulic and geometrical parameter. The consultant hereby requests the official approval of the solutions described, which is proposed as a technical and operational feasible alternative. The sections where the longitudinal slope for ditches is less than 0.002 m/m are the following in Design Priority Section 2 (Šveicarija-Žeimiai): Start End Slope (m/m) Location 2+312 (SP 28+788) 2+517 (SP 28+583) 0,0014 East 4+924 (SP 26+176) 5+201 (SP 25+899) 0,0017 West 5+019 (SP 26+081) 5+886 (SP 25+214) 0,0018 East 5+201 (SP 25+899) 5+888 (SP 25+212) 0,0018 West 7+782 (SP 23+318) 7+854 (SP 23+246) 0,0018 West In addition, groundwater network was designed in railway cutting section which was also conditioned to geometrical parameters and level of discharge points. The conservative diameter of drain (Ø315 mm) and gravel block will collaborate, as an unified element, in the dewatering of section, supported with inspection manholes every 80 meters for monitoring and maintenance. The sections where the longitudinal slope for pipes is less than 0.002 m/m are the following: Start End Slope (m/m) 5+139 (SP 25+961) 5+860 (SP 25+240) 0,0008 – 0,001 7+705 (SP 23+395) 7+820 (SP 23+280) 0,0017 Longitudinal pipes in railway cutting slopes: Start End Slope (m/m) 9+261 (SP 21+839) 9+457 (SP 21+643) 0,0017 – 0,0019 9+520 (SP 21+580) 9+540 (SP 21+560) 0,0018 9+858 (SP 21+242) 9+908 (SP 21+192) 0,0015	09.03.2021	Proposed longitudinal scope for ditches and pipes is permitted at the indicated locations

Design Guidelines Derogations

No.	Date	Document	Author	Title	Request for derogation (summary)	Date of decision	Derogation decision
33	20.01.2021	RBDG-MAN-016-0104	RBR	Derogation request fordesign plastic pipes in crossings and transitions of railway corridor with equal and smaller diameters of 630 mm	Rail Baltica Design Guidelines. Railway substructure, Part 2. Hydraulic, drainage and culverts (RBDG-MAN-016-0104) section 4.5. Component products, it is mentioned that „Use of plastic pipe (PVC, PEH, PP, etc) for culverts is forbidden“. Taking into account the constraints of some of the crossings and the characteristics of the plastic pipes, Consultant request the approval of the use of plastic pipes in some cases. Plastic pipes were proposed, as feasible technical solution, taking into account its mechanical and hydraulic features, durability, termostability, resistance to corrossion without additional requirements (cathodic protection), easy to install, maintain and repair. The Consultat has proposed the solution for diameters equal or smaller than 630 mm of diameter for its implementation in piping (drains, utilities crossings, transitions of longitudinal drainage), including a protection sleeves under railway corridor. The crossings of longitudinal drainage are proposed with mass concrete casting, surrounding the pipe and within boundaries of structural railway layers, as reinforcement of trench. The projected pipes will be defined with the following conditions in DPS2 Šveicarija-Žeimiai: • Achievement of minimum cover, according to Design Guidelines • Achievement of resistance class, mechanically checked with loads conditions. • Minimum resistance class o GRP o PVC SN8 o PE100 PN10 o PP SN 16 • Plastic pipes will not be used for transversal drainage at waterbodies. • Sleeves >1,5 projected pipeline. Quantity Crossing Location Diameters 10 Land melioration drains (Sta. 0+215 (SP30+885) to 6+630 (SP 24+470)) - "GRP Sleeve Ø315 - 500 mm; PP Pipe Ø 110 - 315 mm" 7 West Passing loop drains (Sta. 3+281 (SP 27+819) to 4+598 (SP 26+502)) - "PE Sleeves Ø 630 mm; PP Pipes Ø 315 mm" 7 East Passing loop drains (Sta. 3+599 (SP 27+819) to 4+794 (SP 26+306)) - "PE Sleeves Ø 630 mm; PP Pipes Ø 315 mm" 1 Connection of west ditch to regulation tank Sta. 4+598 (SP 26+502)) - "PE Sleeves Ø 630 mm; PP Pipes Ø 400 mm" 1 Crossing of drain at cutting Sta. 5+235 (SP 25+865) - "PE Sleeves Ø 630 mm; PP Pipes Ø 315 mm"	09.03.2021	Proposed materials of pipes allowed at the indicated locations
34	20.01.2021	RBDG-MAN-012-0105	RBR	Specific characteristics for Fences and Access Points included in chapters 6.1. and 6.3 of document RBDG-MAN-012-0105_GeneralRequirements, Chapter 6.1. 'Fences' and chapter 6.3 'Access points'.	Chapter 6.1. Fences 6.1.2 Standard fences. 1. The proposed fence is calculated with withstand horizontal stress of 23Kg applied at 1,40m above ground level without cracks/permanent deformation. DG apply 120 kg height 6.1.4 Simplified Fences. This type of fence will not be implemented. Chapter 6.3 Access points Chapter 6.3.1 Portals. According to the DG general requirements, portals must be 1,80m tall. A 2m height is proposed (extra 0,20cm). Chapter 6.3.2 Safety Gates. According to the DG safety gates must be 1,80m tall. A 2m height is proposed (extra 0,20cm).	09.03.2021	Proposed fence solutions are permitted for this section
35	30.04.2021	RBDG-MAN-012-0105	RBR	Derogation request for maintenance roads in LT DS1 DPS2	A. Derrogation request for the maximum longitudinal slope indicated in RBDG-MAN-012-0105 paragraph 5.3.1 "Maximum longitudinal slope ≤8,0%". This slope was chosen to avoid bigger cutting and to avoid smaller angle of entrance. B. Derrogation request for the maximum longitudinal slope indicated in RBDG-MAN-012-0105 paragraph 5.3.1 "Minimum longitudinal slope ≥0,5%". Longitudinal slope of the road ORJ55LGM02 from Sta 0+170 to Sta 0+270 is 0.22%. C. Derrogation request for the minimum crest radius in RBDG-MAN-012-0105 paragraph 5.3.1 "Minimum crest R 1400m". Curves are designed with smaller R bacause of the limit of the landplot. D. Derrogation request for the minimum sag curve in RBDG-MAN-012-0105 paragraph 5.3.1 "Minimum sag R 500m". Curves are designed with smaller R bacause of the limit of the landplot. E. Derrogation request for the super elevation and transition length in RBDG-MAN-012-0105 paragraph 5.3.1 "Super elevation of 5,5% (+/-0,5%) if R≤150,0m" and "Minimum super elevation transition length 6m per 1%". From Sta 0+020 to Sta 0+280 (by the railway form STA 9+820 to STA 10+080) the road ORJ55M02 is designed on the railway berm, which goes on railway cutting in one section and between railway concrete ditch and retaining wall in another section. Because of that, the slope is adjusted to the berm and remains constant +-3%. In the roads sections were it is not possible to design entrance to another road without curve, because of the landplot limit, the super elevation and transition cannot be designed as it is requested in the Design Guidelines. The slope is variable and depends on two roads slopes that are joining. F. Derrogation request for the widening in RBDG-MAN-012-0105 paragraph 5.3.6 "Pavement widening shall be foreseen for curvatures with R≤200m". From Sta 0+020 to Sta 0+280 the road ORJ55M02 is designed on railway berm, which goes on railway cutting in one section and between railway concrete ditch an retaining wall in another section. Because of that, the width of the road remains constant, without widening in order to avoid bigger cutting. In the roads sections where one road connects to another road with a curve (the curve is installed within the boundaries of entrance or just before the entrance), the widening cannot be designed as it is requested in the Design Guideline because of the landplot limit. G. Derrogation request for the turnaround loop parameters indicated in RBDG-MAN-012-0105 paragraph 5.3.8 turnaroud loop (parameters by the figure 5). The turnaround loops are designed as maximum as possible. From one side, there is railway line contruction elements (bridge elements, retaining walls) from the other side - boundary of the landplot (blue line). H. Derrogation request for the entrances intersection angle indicated in RBDG-MAN-012-0105 paragraph 5.3.9 "Designed intersection angle shall be 72°-108°". The entrance from the road ORJ55LG to the road ORJ55LGM02 (railway STA 9+820) is designed with the angle 38-142°. If the angle would be designed as it is described in the Design Guidelines the slope of the road would be bigger, but in this case, longitudinal slope of the road is 8,7 % (see Annex1 figure 1). Otherwise, it is necessary to move road ORJ55LG which requires extra landplot. I. Derrogation request for the entrances slope length indicated in RBDG-MAN-012-0105 paragraph 5.3.9 "Maximum longitudinal gradient of adjacent road shall not exceed 2,5% for at least 25m long section". The road ORJ55LGM02 from STA 0+015 to STA 0+175 (by the railway from STA 9+820 to STA 9+980) is designed on the railway berm, there is no land plot in order to design entrance acording this requirement. J. Derrogation request for the horizontal curve in RBDG-MAN-012-0105 paragraph 5.3.6 Table 4 R40 "Minimum crest R 1400m". The horizontal curve can not be designed as it is requested in the Design Guidelines because of the landplot limit.	07.06.2021	Proposed maintenance roads solutions are permitted for this section.
36	05.03.2021	RBDG-MAN-026-0102	EDZL	Derogation request for station Master Room location in Riga Central Station	RBDG-MAN-026-0102,p. 10.12. sets up a requirement for the Station Master Room (location) in Riga Central Station. It is not possible to locate the Station Master Room at platform level, due to space constraints. From architectural side, Station Master Room is integrated at ground level, inside Rail Baltica area, in a location close to stairs leading to platform level.	07.06.2021	Proposed location for the Station Master Room in Riga Central Station is permitted.
37	29.04.2021	RBDG-MAN-013-0104	RBR	Derogation request for the design speed allowed by the distance between track centres in LV DS1 DPS2	To be allowed a speed of 249 Km/h from CH. 10+263.945 to CH. 10+642.577, where the distance between track centres transitions from 4,5m to 4,126m (the 4,0m distance between track centres is achieved at CH. 10+852.577). - And to be allowed a speed of 220 Km/h from CH. 10+642.577 to CH. 12+993.640, where the distance between track centres is a minimum of 4,0m. This request is in conflict with Paragraph 5.10 of The Design Guideline RBDG-MAN-013-0104, that indicates "On passenger only and light freight traffic section with 249km/h maximum design speed, the minimum distance between track centres is 4,5m." and "On only passenger traffic section with 200km/h maximum design speed, the minimum distance between track centres is 3,80 m with a preferred value of 4,00 m."	26.07.2021	Proposed design speed request is permitted for this section.

Design Guidelines Derogations

No.	Date	Document	Author	Title	Request for derogation (summary)	Date of decision	Derogation decision
38	17.05.2021	RBDG-MAN-013-0104 Cl 3.4 (Minimum radius of horizontal curve) RBDG-MAN-012-0106 Cl 4.5 (Design speed for passengers´ trains)	RBR	Derogation request for the design speed and minimum radius of horizontal curve in LV DS2 DPS2	Proposed changes in RBDTD-LV-DS2 -DPS2 at Ch 4+033.117: 1. Horizontal curve of R=2500m at Ch 4+033.117 is provided in Riga-Misa Mainline which is less than the minimum radius requirements as per Design Guidelines RBDG-MAN-013-0104 Cl 3.4 (i.e 3600m). 2. As consequence of the above, proposed Design speed shall be: • 199km/h Limiting Design parameters and; • 203km/h as per Exceptional Parameters. Both speeds are less than design speed requirements as per RBDG-MAN-012-0106 Cl 4.5. 3. Vertical Curve starting at CH 4+097.202 and ending at Ch 4+287.600 interferes with Transition Curve starting at Ch 4+033.117 and ending at Ch 4+219.117. As per RBDG-MAN-013-0104 Ch 2: " the overlapping of vertical curves with horizontal transition curves is permissible given the radius of vertical curve shall be recommended value or higher" . As such , derogation is proposed while considering Design speed as per RBDG-MAN-012-0106 Cl 4.5, however, derogation is not required as per RBDG-MAN-013-0104 Ch 2 when design speed is considered as per the maximum permissible speed of Curve as per radius. Proposed changes in RBDTD-LV-DS2 -DP2 at Ch 8+100.466: 1. Horizontal curve of R=2392.25m at Ch 8+100.466 is provided in Vangazi-Riga Mainline which is less than the minimum radius requirements as per Design Guidelines RBDG-MAN-013-0104 Cl 3.4 (i.e Rmin= 3600m.) 2. As consequence of the above, proposed Design speed shall be: • 233km/h Limiting Design parameters and; • 248km/h as per Exceptional Parameters. Both speeds are less than design speed requirements as per RBDG-MAN-012-0106 Cl 4.5.	11.10.2021	Proposed design speed and minimum radius of horizontal curve request is permitted for this section.
39	18.05.2021	RBDG-MAN-013-0104 Cl 4.1 (The maximum gradient limit in station area)	RBR	Derogation request for the maximum gradient limit in LV DS2 DPS1	Proposed changes in RBDTD-LV-DS2 -DPS1 at Ch 0+034.9256 to Ch 0+622.342: 1. Vertical gradient of 5 per mille from Ch 0+000 to Ch 0+622.342 is provided in mainline, whereas, Design Guidelines RBDG-MAN-013-0104 Cl 4.1 specifies Maximum gradient limit in station area as 1.5 per mille. 2. The Station area is defined in the same clause of Design Guidelines, RBDG-MAN-013-0104 Cl 4.1 as it includes all tracks upto the exernal cross overs. 3. Hence, the Vangazi station area is considered starting from Ch 0+034.9256 i.e begin of external cross over. Now, the vertical gradient of 5 per mille in this area is more than the maximum permissible gradient in station area as defined above. However, no impact in speed is envisaged in this area as the same gradient is allowed in Station approach. Overall Value which is being derogated to: As per Design Guidelines RBDG-MAN-013-0104 Cl 4.1, the maximum permissible limit for vertical gradient in station is 1.5 per mille. The derogated value which is being applied in this case is 5 per mille. Overall Chainage being impacted by this derogation: Ch 0+034.9256 to Ch 0+622.342	11.10.2021	Proposed maximum gradient limit in station area request is permitted for this section.
40	07.06.2021	RBDG-MAN-016-0105	RBR	Derogation request minimum slope for longitudinal drainage coated ditch and drains in LT DS1 DPS3	The Design Guideline RBDG-MAN-016 indicates in Paragraph 7.2.1 "The minimum longitudinal slope for earth ditches is 0.004 m/m" and "The minimum longitudinal slope for concrete ditches is 0.002 m/m" and in Paragraph 7.2.2 „The minimum longitudinal slope for longitudinal pipes is 0.002 m/m". The use of minimum 0,001 m/m is proposed between Sta. 6+985 to 7+367 where it is faced some of the above comments, without commiting hydraulic, geometrical parameter and interferences with existing or projected infrastructure. The lack of available landplot at western was solved, implementing U ditch instead of trapezoidal, between Sta. 6+985 to 7+367. The projected ponds and slopes of ditches might mitigate the risk of flooding at crop fields, by the storage regulation and downstream diversion of runoff through the longitudinal drainage.	11.10.2021	Proposed minimum slope for longitudinal drainage request is permitted for this section.
41	20.07.2021	RBDG-MAN-013-105	RBR	Derogation request to use reduced radius curves in LT DS1 DPS1	Request is to use reduced radius curves in DS1-DPS1, less than 3600 metres in radius as set out in RBDG-MAN-013-105_RailwayAlignment. Is is therefore requested to use of 3 100 m radius curves in the following areas: -from 15+848,101 to 16+503,006 -from 17+701,058 to 18+130,690 On the basis of the above, it also requires a speed reduction from 249 km/h to 220 km/h.	11.10.2021	Proposed reduced curve radius with speed reduction is permitted for this section.
42	06.08.2021	RBDG-MAN-014-0105	RBR	Derogation request for guardrail parameter change in LT DS2 DPS2	According to Rail Baltica Design Guidelines RBDG-MAN-014-0105 Railway Superstructure - Track, Section 5.4 - in case of a) Crossing of a significant river, railway or road; b) Bridges or viaducts longer than 30 meters, the guard rails shall be installed in these locations and 40 meters after each end. Change in RBDTD-LT-DS2-DPS2 – the Viaduct OP22 located in 102+606/32+800 is 76 meters long (Preliminary Design / Value Engineering chainage). The proposed length of the guard rails from each side of the viaduct is 5.00 m. Purpose – to provide required funtionality for the Panevėžys station in terms of location of crossovers and connection tracks towards Klaipėda.	11.10.2021	Proposed change of guardrail parameter is permitted for this section.
43	31.08.2021	RBDG-MAN-012-0106	RBR	Derogation request of changing maintenance road category from Category I to Category II, for roads into Assaku cutting	Category II roads have been designed into the enclosed area inside Assaku cutting between sta 10+500 and 11+100. This decision is based on common practice world wide where operations to carry out huge loads as turnouts/ crossovers isntalation and replacing are usually performed from the railway tracks not from paralell maintenance roads. Therefore there is no need to design inside the Assaku cutting paralell access roads category I, and the overcost of extra excavation, pavements and land acquisition can be avoided.	11.10.2021	Proposed change of maintenance road category is permitted for this section.
44	04.10.2021	RBDG-MAN-014-0105	RBR	Derogation request of specific characteristics for ballast tank sides LT DS1	Chapter 4. description of track cross section "Sleeper bottom on bridges shall be submerged in ballast 15 cm below the top of ballast tank sides". Proposed solution is to design these side walls (tank sides) adopting a fixed height of 50 cm irrespective of the height of this in relation to the bottom of the sleeper.	06.12.2021	Proposed change of designing side walls is permitted for this section.
45	13.10.2021	RBDG-MAN-013-0105	RBR	Derogation request of cant value higher than 70 mm at KUN stop platforms in LT DS1 DPS1	To use a cant value higher than 70 mm in KUN stop platforms (between 15+880 and 16+000 aprox), since in this area there is a curve of 3100 m and to reach the maximum feasible speed (220km/h) it is needed to increase the cant of the curve up to 90 mm.	06.12.2021	Proposed change of cant is permitted for this section.
46	18.10.2021	RBDG-MAN-012-0107 RBDG-DWG-001-A6 RBDG-DWG-003-A5	RBR	Derogation request for LT-DS1-DPS1 subballast shoulder width of 3,8 m for sections with cant up to D= 105 mm.	To keep the subballast shoulder width of 3,8 m for sections with cant up to D=105mm, with the result of a maintenance path slightly narrower (few cm) than 0,8 m as it is stated in all design guideline drawings (RBDG-DWG-001-A6 and RBDG-DWG-003-A5). This request affects to section LT-DS1-DPS1 from 6+616.94 to 10+340.59 (105 mm).	06.12.2021	Proposed change of maintenance path width is permitted for this section.

Design Guidelines Derogations

No.	Date	Document	Author	Title	Request for derogation (summary)	Date of decision	Derogation decision
47	28.10.2021	RBDG-MAN-012-0107	RBR	Derogation request for LT-DS1-DPS3 maintenance roads	A. The maintenance roads ORJ59LGM01, ORJ15SM01 at the beginning of the works has to connect an existing local road but the widening cannot be designed as it is requested in the Design Guideline paragraph 5.3.6 because of the landplot limits and the width of the existing road. B. Derogation request for the turnaround loop paragraph 5.3.8. The turnaround loops (ORJ15SM01, ORJ59LGM01 and ORJ60LGM02) are limited by railway ditches and SP boundaries. C. Derogation request for the minimum crest radius paragraph 5.3.1. The crest curve R-500m has been designed in a maintenance road ORJ38M02 within the boundary of the access to the road ORJ38. D. Derrogation request for the accessibility to the adjacent railway infrastructure paragraph 5 for different structures in this section.	06.12.2021	Proposed changes of maintenance roads are permitted for this section.
48	06.10.2021	RBDG-MAN-015-0105	RBR	Derogation request for perm of the embankments higher than 12m LV DS1 DPS3	Not implementing the berm in embankments where height is between 12m and 13m and length is less than 100m taking into account that the embankment is stable without berm up to a height of 13m (DG paragraph 6.1.4). Conditional approval - If full geotechnical investigation report will show that this solution is not suitable then TRG decision is terminated.	06.12.2021	Proposed change of berm is permitted for this section.
49	21.10.2021	RBDG-MAN-013-0105	RBR	Derogation request for LV DS2 DPS4 of design speed for passenger trains	To use design speed of 100 km/h for passengers trains LV DS2 DPS4_West Junction (DG paragraph 4.5).	06.12.2021	Proposed change of design speed is permitted for this section.
50	16.11.2021	RBDG-MAN-013-0105	RBR	Derogation request for LT DS2 DPS4 of radius nad cant	Change in RBDTD-LT-DS2-DPS4 – 2 (two) horizontal curves with R = 3000 m and R = 3100 m, located accordingly in 161+800/6+755 km and 166+600/1+875 km (Preliminary Design / Value Engineering chainage). For these curves the values for cant and cant deficiency shall be applied as follows: a) Cant: The value for cant to be 120 mm for both R3000 m and R3100 m; b) Cant deficiency for R3000 m: The value for cant deficiency to be 123.9 mm; c) Cant deficiency for R3100 m: The value for cant deficiency to be 116.0 mm. (DG requirements 013-0105 paragraph 3.1 and 3.4)	06.12.2021	Proposed change of required parameters are permitted for this section.
51	15.10.2021	RBDG-MAN-013-0105	RBE	Derogation request for EE Ülemiste station platform curve radius than R1000	The Design Guideline RBDG-MAN-013-0105, chapter 5.5 Station characteristics states that "If curve cannot be avoided at platforms due to geometrical constraints, minimum radius of 1000m shall be respected". In the west end of Ülemiste station a radius R300 has been used on track 1 and for the future 4th track a radius R500 has been used.	06.12.2021	Proposed change of curve radiuses are permitted for this section.
52	13.01.2022	RBDG-MAN-012-0108	RBR	Derogation request for LT-DS1-DPS1 maintenance roads	A. Paragraph 5.3.1 "Maximum longitudinal slope ≤8,0%" B. Paragraph 5.3.1 "Minimum longitudinal slope ≥0,5%." C. Paragraph 5.3.1 "Minimum crest R 750m" D. Paragraph 5.3.1 "Super elevation of 5,5% (+/-0,5%) if R≤150,0m" and "Minimum super elevation transition length 6m per 1%" E. Paragraph 5.3.6 "Pavement widening shall be foreseen for curvatures with R≤200m" F. Paragraph 5.3.8 Turnaroud loop G. Paragraph 5.3.9 "Maximum longitudinal gradient of adjacent road shall not exceed 2,5% for at least 25m long section" H. Paragraph 5.3.6 Table 4 R40 I. Paragraph 5 the accessibility to the adjacent railway infrastructure "...the designer shall consider improving..." J. Paragraph 5.4.7 "Typical cross sections"	11.02.2022	Proposed maintenance roads solutions are permitted for this section.
53	12.01.2022	RBDG-MAN-012-0108	RBE	Derogation request for LT-DS1-DPS4 maintenance roads	A. Paragraph 5 the accessibility to the adjacent railway infrastructure "...the designer shall consider improving..." B. Paragraph 5.3.1 "Minimum longitudinal slope ≥0,5%." C. Paragraph 5.3.1 "Minimum crest R 750m" D. Paragraph 5.3.1 "Super elevation of 5,5% (+/-0,5%) if R≤150,0m" and "Minimum super elevation transition length 6m per 1%" E. Paragraph 5.3.8 Turnaroud loop (parameters by the figure 5) F. Paragraph 5.3.6 Table 4 R40 G. Paragraph 5.4.7 "Typical cross sections"	11.02.2022	Proposed maintenance roads solutions are permitted for this section.
54	15.12.2021	RBDG-MAN-017-0108	RBE	Derogation request for existing Kantsi pedestrian viaduct concrete class	The Design Guideline RBDG-MAN-017, chapter 4.1.1 Mechanical characteristics states that "The structural class of bridges S5 according to EN-1990 durability classes" and chapter 4.1.2 Concrete cover states that "In order to achieve the required working life of the structure (100 years), it is necessary to re-evaluate the structural class in accordance with EN 1992-1-1 table 4.3 N." As this viaduct will be demolished in few years, decreased structural class for one pier can be used.	11.02.2022	Proposed structural class are permitted for this structure.
55	24.03.2022	RBDG-MAN-012-0108	RBR	Derogation Request at DPS1 CO 1-3 Minimum distance cable ducts in Railway alignment	According to the section 10.3.1 of the Document “RBDG-MAN-012-0108 General Requirements “, the minimum distance is defined according to the following limit values: -"Cable ducts shall be designed at a horizontal distance more than 30 cm from catenary mast foundations, 1m from drainage manhole and more than 3,1 meters from railway track axis. Exceptional cable duct distance value of 2,8m from track axis and 0,5m from drainage manhole may be applied in case of limited installation space condition for cable ducts, which do not allow to implement the nominal distance of 3,1m". This request affects to section LT-DS1-DPS1 CO 1-3 from 0+965 to 1+370 (405 mm)	28.03.2022	Proposed derogation is accepted with following remarks- cable maintenance should not impact railway operation and vibration impact on cables needs to be analysed

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No.	Date	Document	Author	Title	Request for derogation (summary)	Date of decision	Derogation decision
56	31.05.2022	RBDG-MAN-033-0102	RBR	Derogation request from BIM Manual in LV-DS4	LV-DS4 Misa to LT Border, derogation request for: 1) Allow generic detalisation for land plot access points for MD phase (derogations from EIR 18.6 and BIM Manual 3.3.4, 4.9, 8.3.3, 15.2 requirements), 2) Allow not to model Road safety, signaling or other auxiliary equipments for MD phase (derogations from EIR 18.6 and BIM Manual 3.3.4, 4.9, 8.3.3, 15.2 requirements) 3) Allow not to model Technical blocks (20m before/after structure) for MD phase (derogations from EIR 18.5 and 18.6 requirements), 4) Allow not to model culvert bedding slabs, large road culverts backfill material model elements and mass concrete slab between wingwalls for MD phase (derogations from EIR 18.5 and 18.7 requirements), 5) Allow not to model conceptual model: RW CSS reservation zones and overhead catenary model for MD phase (derogations from EIR 18.5 requirements), 6) Accept reasonable clashes for clash sets / elements in question: EW_VS_STR (Coordination of rail earthworks with abutments and Culverts), STR_VS_RTI & STR_VS_RTI_Fill (Coordination of Road earthworks with abutments and Culverts), STR_VS_DR (Manholes coordination with PVC pipe). EW_Excavation_VS_EW_Excavation, EW_Fill_VS_EW_Fill, DR_VS_FC (derogations from EIR 14 requirements), 7) Allow not to model strata profiles for MD phase (derogation from EIR 18.3), 8) Allow not to model bridge / overpass drainage elements, slope protection and stairs for MD phase (derogations from EIR 18.7 and BIM Manual 3.3.4, 4.9, 8.3.3, 15.2 requirements). Purpose and description of change: 1) Possible changes in road alignment might affect the design and location of each Exit & Entrance modelled causing a large amount of abortive work. Moreover, constant modifications in these models would affect other elements (fences, ditches).Exit & Entrance to land plots model construction elements to be submitted at DTD stage once the alignment is fixed and no changes are expected. Conceptual models for Exit & Entrance to landplots will be included in MD visualizations and drawings. 2) Horizontal and vertical road element drawings are not extracted from models. High level coordination can be performed in 2D. Quantities will be obtained from drawings. Barriers will be modelled only for Visualisations in MD, which means that LoG should be enough for this purpose. Elements will be modelled for DTD as per EIR. 3) Geometric volumes will not be affected during MD and will be represented as part of roads/railways earthworks model. Subdivision of materials that compose technical blocks will be modelled in DTD. In order to keep the quantities unchanged, material subdivision of the technical block shall be included in the Qex extracted from the models during MD. 4)These elements related to culverts to be submitted at DTD Stage, just like railway culverts, backfill for large road culverts will be modelled at DTD once road and railway alignment is fixed and no changes(vertical and horizontal) are expected, in order to avoid abortive work. 5) Quantities are not affected as they can be obtained without the model. Coordination to be performed with 2D. Models will be present for DTD as per EIR. 6) In order to reduce production times while maintaining tolerances, It is proposed to accept these clashes in MD that would take a large number of hours to solve and that do not represent a significant percentage of the quantities. For DTD EIR 14 tolerances to be followed. 7) The strata profile is not being used in technical decisionmaking yet takes time to be modelled. It will be present for DTD. 8) Quantifications will be estimated based on 2D drawings. The elements will be modelled for DTD.	20.06.2022	Proposed derogation accepted to allow to speed up design works by delaying BIM element delivery as mentioned in request of derogation
57	31.05.2022	RBDG-MAN-027-0105	RBR	Derogation from noise corective factor	RBDG-MAN-027-0105 Cl 8.2.1.Noise (Application of corrective factor + 2 dBA in order to be aligned with CNOSSOS-EU) Proposed change in RBDTD-LV-DS2 -DPS3: Removal of the requirement of additional +2dB used in noise modeling as this is not required by Latvian legistlation and creates additional impact on Daugava bridge territory. • Affetced section: DPS3 Daugava bridge • Affected chainages: 00+000 - 08+455	20.06.2022	Derogation helps save significant amount of CAPEX
58	31.05.2022	RBDG-MAN-016-0108	RBR	Deviation for minimum slope of longitudinal ditche	The following Design Guidelines are subject to change: •RBDG-MAN-016-0108 Cl 7.2.1 (Open drainage - minimum slope of longitudinal ditches). Proposed change in RBDTD-LV-DS2 -DPS4: • The DPS4 BP3 section Track I Riga Bypass right side (for approx. 500 m) and the left side (for approx. 700 m) longitudinal drainage Coated ditches will have a longitudinal slope of 0.1% (1‰). • Affected chainages: 1. Left ditch: start Ch. 11+370 – end Ch. 12+047 2. Right ditch: start Ch. 11+621 – end Ch. 12+039	20.06.2022	Derogation is for exceptional place with high groundwaters
59	12.07.2022	RBDG-MAN-012-0109	RBR	Derogation at DPS1-RW400 Maintenance Path width narrower than 0.8 metres	In all design guideline drawings (RBDG-DWG-001-A6 and RBDG-DWG-003-A5 are mentioned as examples) the width of the Maintenance Path (or "Path & Systems space" as stated on drawings) is of 0.8m from the track axle. In RBDG-MAN-012-0109_GeneralRequirements section 4.12. Maintenance Path the following is indicated: "Maintenance path of 0.8m width is required on both side of the main line. The maintenance path shall not be closer than 2.70m from the track centre on the main line (exceptional value) and shall not be interrupted by catenary masts. The nominal distance is 3.0m and this value shall be applied in all locations without right of way constraints.“ Along the RW400 we have the following sections with a reduced maintenance path: - Section 1: KM 0+000 to KM 0+550 and KM 1+795 to KM 3+645. The reduced width of the maintenance path mentioned is from 0.8m to 0.74m. - Section 2: KM 1+610 to KM 1+795 and KM 3+645 to KM 3+730. The reduced width of the maintenance path mentioned is from 0.8m to 0.57m. - Section 3: KM 4+380 to KM 4+600 and 4+750 to KM 4+800. The maintenance path is totally removed, but the ditch covered is kept so is walkable. - Section 4: KM 4+600 to KM 4+750 and KM 4+800 to KM 4+870. The reduced width of the maintenance path mentioned is from 0.8m to 0.30m. - Section 5: KM 6+290 to KM 6+600. The reduced width of the maintenance path mentioned is from 0.8m to 0.68m. As a mitigation for the reduced width, for sections 1,2, 3, 4 and 5 explained above, there is a wide path (1.2 metres) between the boundary fence and the catenary mast, which can be used perfectly in the particular spot where the maintenance path is narrower than 0.8 metres (see photo below). Also, the slight difference in Section 1 is due to the updating of the DG on January 2021 (document RBDG-MAN-014B-0100_TS_SleepersUSPsFastenings) with the increase in sleeper length from 2.5m to 2.6m, which makes the ballast entering a few cm into the path and system space due to the new sleeper length. Besides, due to all constraints in the tight area, the design speed is reduced to 190 km/h up to the chainage 5+809.	15.08.2022	Derogation from maintenance path values
60	12.07.2022	BDG-MAN-025-0106	EDZL	RCS project - Track layout - RBDG-MAN-025-0106 - item 1.1.2 Usable length of station tracks	Request for a derogation concerning point 1.1.2 "Usable length of station tracks" of the RBDG-MAN-025-0106: Designer shall secure that the usable track length of 1050 m for freight trains is achieved considering required reserves for operations and signaling.	15.08.2022	Derogation in RCS, usable length of station tracks reduced duet to local constraints

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61	12.07.2022	RBDG-MAN-013-0105	EDZL	RCS project - Track layout - RBDG-MAN-013-0105 - item 6.1 Gradient	Request for a derogation concerning point 6.1 of the RBDG-MAN-013-0105: For the purpose of gradient definition, 3 distinct areas are defined - The Station area, which includes all tracks up to the external crossovers, - The Station Approach area, which includes tracks from the limit of the Station area up to 2000 m in the direction of the Open Line, - The Open Line area, which includes tracks between 2 Station Approach areas, Station The nominal gradient limit is 0‰. The maximum gradient limit is 1,5‰. The exceptional gradient limit is 2,5‰ (for exceptional values use, refer to chapter 1). For dead-end parking tracks, it is recommended to apply a gradient of 1 ‰ with the low point located on the buffer stop side. Station Approach The nominal gradient limit is 8‰. The exceptional gradient limit is 25‰.	15.08.2022	Derogation in RCS from gradient values in Station Approach area
62	22.11.2022	RBDG-MAN-012-0109	RBR	Derogation request for the maximum longitudinal slope (LT1 DPS1 CO1-1)	The longitudinal slope of the road ORJ10M01 from Sta 0+000 to Sta 0+006 (by the railway from STA 9+611 to 9+617) is 8.40% (see Annex 1, figure 2). The road section is designed on steep slope of existing terrain. Design slope of 8.40% was chosen to avoid bigger cutting which would go out of a land plot. (We fulfill requirements which are applicable for access roads in Lithuanian regulation. The slope for IIIv cat. roads (access roads) according to the STR 2.06.04:2014 table 2 is 9 %) In order to fulfill Design Guideline RBDG-MAN-012-0109 requirements, extra land plot is needed. Thus, it is necessary to prepare a new territorial planning document (special plan) and to carry out land acquisition procedures for public needs, which may take up to 1.5-2 years.	28.11.2022	Derogation request from maximum longitudinal slope values accepted
63	22.11.2022	RBDG-MAN-012-0109	RBR	Derogation request for the super elevation and transition lenght (LT1 DPS1 CO1-1)	1. In the roads sections were it is not possible to design entrance to another road or connection with existing road without curve, because of the landplot limit, the super elevation and transition cannot be designed as it is requested in the Design Guidelines. The slope is variable and depends on two roads slopes that are joining. 1.1. Road ORJ70LG (see Annex1 figure 1) - from STA 0+000 to Sta 0+030 it is an entrance and the road is designed with variable slope in order to join the road ORJ19 and the curve from Sta 0+005 to Sta 0+031 is designed with lower slope (3%) in order to join the road ORJ19. 1.2. Road ORJ18M01 (see Annex1 figure 2) - from STA 0+367 to Sta 0+412 it is an entrance and the road is designed with variable slope in order to join the road ORJ18. 1.3. Road ORJ67LG (see Annex1 figure 3) - from STA 0+006 to Sta 0+047 it is the connection with existing road and it is designed with lower slope (3%) in order to join the existing road. 1.4. Road ORJ17M01 (see Annex1 figure 4) - from STA 0+013 to Sta 0+367 it is an entrance and the road is designed with lower slope (3%) in order to join the road ORJ17. (We fulfill requirements which are applicable for access roads in Lithuanian regulation. The superelevation is from 3 to 4 % for gravel roads (access roads) by the KTR 1.01:2008, point 55, transition is calculated acording to the KTR 1.01:2008, point 59-61) In order to fulfill Design Guideline RBDG-MAN-012-0109 requirements, extra land plot is needed. Thus, it is necessary to prepare a new territorial planning document (special plan) and to carry out land acquisition procedures for public needs, which may take up to 1.5-2 years.	28.11.2022	Derogation from values stated in RBDG-MAN-012-0109 accepted
64	22.11.2022	RBDG-MAN-012-0109	RBR	Derogation request for the entrances intersection angle (LT1 DPS1 CO1-1)	1. Entrance of the road OR69LG to the road ORJ20 at STA 0+003 (by the railway at STA 0+535) is designed not according to this requirement, because cross slope of the road ORJ20 was extended to make a smooth connection of the entrance and to maintain required filling height of the culvert. (see Annex1, figure 1 and figure 2). 2. Entrance of the road OR64LG to the existing local road at STA 0+115 (by the railway at STA 8+115) is designed not according to this requirement due to steep connection to the existing local road. In order to fulfill Design Guideline requirements, extra land plot is needed for increased embankment. (see Annex1, figure 3). 3. Adjacent section of the road OR10MT01 from STA 0+063 to STA 0+077 (by the railway from STA 9+674 to STA 9+688) is designed not according to this requirement, because of steep slopes of existing terrain. In order to fulfill Design Guideline requirements, extra land plot is needed for increased embankment. (see Annex1, figure 4 and figure 5). In order to fulfill Design Guideline RBDG-MAN-012-0109 requirements, extra land plots are needed. Thus, it is necessary to prepare a new territorial planning document (special plan) and to carry out land acquisition procedures for public needs, which may take up to 1.5-2 years.	28.11.2022	Derogation from values stated in RBDG-MAN-012-0109 accepted
65	22.11.2022	RBDG-MAN-012-0109	RBR	Derogation request for the widening (LT1 DPS1 CO1-1)	The horizontal curve can not be designed as it is requested in the Design Guidelines because of the land plot limit. 1. Road ORJ69LG (see Annex1 figure 1) - form Sta 0+008 to Sta 0+029 (by the railway from STA 0+535 to STA 0+546) it is an entrance to the road ORJ20 and the road is designed with R20. 2. Road ORJ70LG (see Annex1 figure 2) - from Sta 0+005 to Sta 0+031 (by the railway from STA 0+288 to STA 0+307) it is the entrance to the road ORJ19 the road is designed with R20. 3. ORJ17M01 (see Annex1 figure 3) - from Sta 0+012 to Sta 0+038 (by the railway from STA 2+873 to STA 2+893) it is the entrance to the road ORJ17 the road is designed with R20. 4. ORJ15M01 (see Annex1 figure 4) - from Sta 0+792 to Sta 0+820 (by the railway from STA 5+616 to STA 5+635) it is the entrance to the road ORJ15 the road is designed with R20. 5. ORJ10M02 (see Annex1 figure 5) - from Sta 0+013 to Sta 0+028 (by the railway from STA 9+713 to STA 9+727) it is the entrance to the road ORJ10 the road is designed with R20. These roads are located in the intersection zone and connect with the accsess roads, thus smaller curves are drawn in order to fit within the railway boundaries and to design the entrance to the road. Widening is installed on all the roads in accordance with the requirements. (We fulfill requirements which are applicable for access roads in Lithuanian regulations. The speed at the entrances is about 10 km/h, thus the curves with radius R20 are designed as such radius is applicape for the speed up to 20 km/h in accordance with the STR 2.06.04:2014 table 2.) In order to fulfill Design Guideline RBDG-MAN-012-0109 requirements, extra land plot is needed. Thus, it is necessary to prepare a new territorial planning document (special plan) and to carry out land acquisition procedures for public needs, which may take up to 1.5-2 years.	28.11.2022	Derogation from values stated in RBDG-MAN-012-0109 accepted

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66	22.11.2022	RBDG-MAN-012-0109	RBR	Request for the approval of Design Guidelines Derogation at DPS1-RW400 Maintenance Path width narrower than 0.8 metres.	The Consultant requests approval to keep the Maintenance Path width narrower than 0.8m in particular sections, as it is stated in Design Guideline "RBDG-MAN-012-0109_GeneralRequirements" and drawings (RBDG-DWG-001-A6 and RBDG-DWG-003-A5). The Consultant determines that the resulting path at the other side of the catenary mast is also walkable and the width is always wider than 1m, therefore, in the particular spots where there is a catenary mast (bear in mind that this will only every 50-60 metres), and the maintenance path is narrower than 0.8m , still will be enough space on the other side as the ditch is covered so it is walkable. Varying the platform width will increase the complexity of the section and its construction, since the area is very constraint because of the proximity of the 1520 railway line.	19.12.2022	Derogations form Maintenance path with accepted
67	22.11.2022	RBDG-MAN-013-0105	RBR	Derogation Request for railway alignment in Tallinn-Rapla Design Priority Section 1	Urban environment in vicinity of Tallinn constraints the possible geometry of railway line. Different values of horizontal curves radii are followed by other parameters, which are recommended by Design Guidelines (cant (clause 4.6 and 5.6); rate of change of cant (clause 4.7 and 5.7); cant gradient (clause 4.8 and 5.8); rate of change of cant deficiency (clause 4.9 and 5.9)). Railway line geometry was chosen as the best alternative according to constraints. These constrains are given by the space reserved for the layout by the special plan, the implementation of Soodevahe station and its turnouts, crossing with Ülemiste channel and implementation of Assaku Station with its turnouts.	19.12.2022	Derogation from railway alignment accepted
68	22.11.2022	RBDG-MAN-014-0105	RBR	Derogation Request of specific characteristics for ballast tank sides included in chapter 4 of document RBDG-MAN-014-0105_Railway Superstructure - Track.	Chapter 4. Description of Track cross section ´Sleeper bottom on bridges shall be submerged in ballast 15 cm below the top of ballast tank sides.´ The Consultant has been designing these side walls (tank sides) adopting a fixed height of 50cm irrespective of the height of this in relation to the bottom of the sleeper.	19.12.2022	Proposed change of designing side walls is permitted for this section.
69	12.12.2022	RBDG-MAN-012-0109	RBR	Derogation request for the turnaround loop parameters indicated in the document RBDG-MAN-012-0109_GeneralRequirements (LT1 DPS1 CO1-1)	The Design Guideline RBDG-MAN-012-0109 indicates Paragraph 5.3.8 Turnaroud loop (parameters by the figure 5). This requirement have not been always fulfilled, lower width and radius has been considered in the design.	19.12.2022	Derogation from turnaround loop accepted
70	12.12.2022	RBDG-MAN-012-0109	RBR	Derrogation requarements for pavement design in the document RBDG-MAN-012-0109_GeneralRequirements (LT1 DPS1 CO1-1)	The Design Guideline RBDG-MAN-012-0109 indicates Paragraph 5.4.7 "Typical cross sections". This requirement have not been always fulfilled, lower lenght has been considered in the design.	19.12.2022	Derogation for pavement design accepted
71	12.12.2022	RBDG-MAN-016-0107	RBR	Derogation Request for P point level on Green Bridge BR0685 in Tallinn-Rapla Design Priority Section 1	The Consultant requests approval to derogate the application of the RBDG-MAN-016-0107 point 7.1.5 "Level of drainage", on the distance between the called P-point and the higher ditches water table. The railway corridor RW0500 runs in a cutting in rock when crossing below this structure and the railway cross section does not require of a anti-frost layer, so the distance between the top of subballast layer and the ditches water table is highly strict and in this case under the 1.5 m stated in that point of the Design Guidelines. Railway cut under green bridge BR0685 is mostly in limestone (rock). Only the upper part has presence of morraine. As a result of that there is no stable water table under the railway superstructure. Therefore the real situation is represented by "dry cut" instead of "wet cut" according to Design Guidelines drawings and therefore the distance of 1.37 m from bottom of the longitudinal drainage (+0,10m) to point P instead of 1.50m is acceptable.Even though the Consultant's standpoint is as mention above, the aim of this derogation is to avoid misunderstandings and clearly derogate the application of that DG requirement to this structure.	19.12.2022	Drainage solution accepted
72	12.12.2022	RBDG-MAN-012-0105	RBR	Changes in specific characteristics for Fences and Access Points included in chapter 6.1. of document RBDG-MAN-012-0105_GeneralRequirements, Chapter 6.1.	6.1.2 Standard fences 1. The anti-crossing device of this type of fence will consist an arm with three strong ordinary wires inclined at 45° toward the exterior, extending the overall height to 2.50 m. 2. The Consultant propose to replace the three barbed wires at different levels in the main body of the fence with three tension wires 6.1.3 “Sensitive Area” Fences. 1. The anti-crossing device of this type of fence will consist an arm with three strong ordinary wires inclined at 45° toward the exterior, extending the overall height to 2.50 m. 2. The Consultant propose to replace the three barbed wires at different levels in the main body of the fence with three tension wires 6.3.1 Portals 1. 50 cm tall studs with strong ordinary wires aligned with those on the fences in sensitive areas.	19.12.2022	Accepted barbed wire exchange in EE DS1 section
73	10.01.2023	RBDG-MAN-016-0109	RBR	LV-DS4 Misa to LT Border, derogation request for: - minimum self-cleaning speed of 0.5 m/s for minor structures (culverts) without reconstition of natural bed.	Consultant kindly request Client's acceptance to validate the drainage design even when a minimum self-cleaning speed of 0.5 m/s is not achieved for a quarter of the design flow rate, in case of pipes without reconstruction of natural bed. This is stated in section 4.4.2. Minor structures, subsection "pipes and box culverts" of Design Guideline "RBDG-MAN-016-0109". This will allow to move forward with the detailed design in this section in which due to the natural conditions of the terrain the minimum value is impossible to achieve.	02.02.2023	Accepted deviations in LV-DS4 from drainage minimum self-cleaning speed of 0,5m/s.
74	21.02.2023	RBDG-MAN-013-105	RBR	Derogation Request at LT DS1 DPS1 CO 1-2 Exceptional gradient value at the Palemonas station area.	The Consultant requests approval to use a gradient value higher than 2,5 ‰ at station area, as set out in RBDG-MAN-013-105_RailwayAlignment Chapter 4.1 Gradient. The Consultant determines that it is necessary to use a gradient of +-7,78 ‰ (from 16+750 km to the end of Master Design and Conceptual Design) in the Palemonas Station Area.	16.03.2023	Gradient values of -7,78 ‰ (from 16+750 km to the end of Master Design and Conceptual Design) in the Palemonas Station Area approved
75	21.02.2023	RBDG-MAN-016-0109	RBR	Derrogarion request for the minimum ditch slope in some specific sections of EE2 DPS1 RW400	The Design Guideline RBDG-MAN-016 indicates in Paragraph 7.2.1 "Recommended longitudinal slope for open drainage is 0.004 m/m. Minimum longitudinal slope for open drainage is 0.002 m/m, and exceptional – 0.001 m/m".. This requirement has not been fully compliant along specific sections of the longitudinal drainage where lower slope has been considered into the design. In this Derogation Form we justify the adoption of these lower values according to specific grounds and criteria.	16.03.2023	Lower ditch slope values in EE2 DPS1 permited: from 4+066 till 4+380, from 5+208 till 6+388 and from 6+525 till 6+873

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76	18.04.2023	RBDG-MAN-031B-0105 RBDG-MAN-026-0104	RBR	Derogation in the width of the platforms foreseen in EE-DS1-DPS3, Rapla Station	The purpose of this derogation is to fix the dimensions of the platforms to be located above the future Rapla station at EE-DS1-DPS3. These platforms have different measurements from those that can be deduced from the currently valid standards provided by Rail Balitica, which are mainly: RBDG-MAN-031B-0105 RBDG-MAN-026-0104 The change will consist of fixing the width of the Rapla platforms as follows: -For the right side, an island type platform with total width of 9.2 m. -For the left side,a lateral platform with a total width of 6 m.	29.05.2023	Accept fixing the width of the Rapla platforms as follows: -For the right side, an island type platform with total width of 9.2 m. -For the left side,a lateral platform with a total width of 6 m.
77	18.04.2023	RBDG-MAN-031B-0105 RBDG-MAN-026-0104	RBR	Derogation in the width of the platforms foreseen in EE-DS1-DPS4, Jarvakandi Station.	The purpose of this derogation is to fix the dimensions of the platforms to be located above the future Jarvakandi station at EE-DS1-DPS4. These platforms have different measurements from those that can be deduced from the currently valid standards provided by Rail Balitica, which are mainly: RBDG-MAN-031B-0105 RBDG-MAN-026-0104 The change will consist of fixing the width of the Jarvakandi platforms as follows: -For the right side and left side, platforms with a width 6 m.	29.05.2023	Accept fixing the width of the Jarvakandi platforms as follows: -For the right side and left side, platforms with a width 6 m.
78	18.04.2023	RBDG-MAN-012-0109	RBR	Derogation at EE DS2 DPS1-RW400 Particular sections where there are designed turnouts between RB main line and tracks of other developments	According to RBDG-MAN-012-0109_GeneralRequirements section 10.4.1.3. Cable duct crossings under the railway track, it is indicated that under railway track crossings composed by 10 cable ducts with OD of 110mm shall be designed at both sides of the turnout area, but not closer than 2m to the turnout: measuring from the turnout toes or the shunting limit.“Along the RW0400 we have the following sections where there are designed turnouts between the main line and other development tracks which do not allow the continuity of CD size 1 section and it is not possible to locate the under track crossing further than 2m as it is actually crossing the turnout:The solution has been coordinated with the consultant of the adjoining depot and there ir no space for another solution.- KP 1+450- KP 3+400The turnout 400The turnout will be installed in the future, it is not part of the project. For the configuration of the layout it is considered the best solution.- KP 5+800	29.05.2023	In EE DS2 DPS1,accept solution on the installation of under track crossings under the turnouts as there is no other option to locate the cableducts in parallel to the main line. The under track crossing (UTC-2) is reinforced in concrete on site for maintaining a good quality when the railway pass over the switch.
79	18.04.2023	RBDG-MAN-012-0109	RBR	Derogation at EE DS2 DPS1-RW400 Particular sections where cable ducts are close to drainage manholes	According RBDG-MAN-012-0109_GeneralRequirements section 10.3.1.1. Cableducts in relation to the distance requirements, it is indicated: "Cable ducts shall be designed at a horizontal distance more than 30 cm from catenary mast foundations, 1m from drainage manhole and more than 3,1 meters from railway track axis. Exceptional cable duct distance value of 2,8m from track axis and 0,5m from drainage manhole may be applied in case of limited installation space condition for cable ducts, which do not allow to implement the nominal distance of 3,1m..“Along the RW0400 we have the following sections where due to lack of space it is not possible to meet the excepcional distance from the cableduct to the drainge manholes which is 50 cm:- Section 1: KP 0+000 to KP 0+100 (right side) Section 2: KP 0+100 to KP 0+550 (right side)- Section 3: KP 0+550 to KP 0+720 (right side)- Section 4: KP 0+720 to KP 0+760 (right side)- Section 6: KP 0+960 to KP 0+995 (right side)- Section 8: KP 1+040 to KP 1+160 (right side)- Section 23: KP 4+380 to KP 4+440 (both sides)- Section 24: KP 4+440 to KP 4+600 (both sides)- Section 25: KP 4+600 to KP 4+750 (right side)- Section 26: KP 4+750 to KP 4+800 (both sides)- Section 27: KP 4+800 to KP 4+870 (right side)- Section 28: KP 4+870 to KP 4+980 right side - Section 31: KP 5+590 to KP 5+780 (left si- Section 32: KP 5+780 to KP 5+840 (left side)- Section 33: KP 5+840 to KP 6+200 (left side)- Section 34: KP 6+200 to KP 6+290 (left side)- Section 35: KP 6+290 to KP 6+440 (Track 5 right side)	29.05.2023	In EE DS2 accept to locate cable ducts close to the drainage manholes, in a particular part of the section, as this is the best possible solution for laying the cable without interfering with other disciplines involved. The design meet the rest of the distance requirements.
80	18.04.2023	RBDG-MAN-031F-0103	RBR	Derogation for the design of noise barriers in accordance with RBDG-MAN-031F-0103 Network Elements.	The requirements regarding architecture of noise barriers are included in section 2.3.4 of RBDG-MAN-031-0107 Architectural and Landscaping, Visual Design Requirements, where the following statement is included: “The visual aspect of the Noise Barriers shall be according to RBDG-MAN-031F. Alternative materials and dimensions to those specified in RBDG-MAN-031F with at least same technical features can be used, if functionally and economically justified.” According to RBDG-MAN-031F-0103 Network Elements, section F4.3 (page 51), “Rural – Light for buildings” scenario, transparent barriers should be used for the following cases within RB-LV-DS3-DPS1: - Ch. 0+551 to 0+950, Right (West) side. - Ch. 1+557 to 1+922, Left (East) side. - Ch. 9+645 to 9+961, Right (West) side. - Ch. 9+961 to 10+595, Right (West) side. - Ch. 24+739 to 25+388, Right (West) side. - Ch. 25+719 to 25+800, Left (East) side. However, the closest building is located more than 50m away from the railway line, so no light issues would be caused by noise barriers and therefore absorbing barriers (metallic) are proposed (best option considering the MCA analysis made at VE stage in accordance with the document "Noise MCA Concept", which was provided by RBR and required to be used for this purpose; refer to RBDTD-LV-DS3-DPS1_INA_ZZZZZZ-ZZ_ZZZZ_RP_NB-VAP_VE_00001 P02 Noise Barriers Report). On the contrary, transparent barriers got the lowest score in the multi-criteria analysis carried out at VE stage.	29.05.2023	Accept usage of transparent noise barriers in LV DS3 DPS1 as stated in request for derogation
81	18.04.2023	RBDG-MAN-013-105	RBR	Derogation Request at LT DS1 DPS1 CO 1-3 Exceptional gradient value at the Palemonas station area.	This request is due to the new track diagram established in the CO 1-2 MD and CO 1-3 MD stage, which includes an additional crossover before the start of the RRT branch. This track diagram approved by the Client implies considering as station area at least up to the indicated crossover, located at STA 16+750 approximately (Master Design chainage of DPS1 CO1-2). The previous paragraph implies an incompatibility between the implementation of the gradient value of +7,43‰ for the RRT Branch railway axis and what is stated in Design Guidelines, since chapter 4.1 of document RBDG-MAN-013-105_RailwayAlignment indicates that in station areas the following máximum gradients shall be implemented: The Station area, which includes all tracks up to the external crossovers. - The nominal gradient limit is 0 ‰. - The maximum gradient limit is 1,5 ‰. - The exceptional gradient limit is 2,5 ‰. - For dead-end parking tracks, it is recommended to apply a gradient of 1 ‰ with the low point located on the buffer stop side. It is important to highlight why gradient +7,43‰ has been used in this section, main reasons are: - Recover the elevation difference between RBR main line (beginning of RRT Branch) and Palemonas station tracks - Optimization of RRT branch railway earthworks - To minimise the affection to existing railway tracks 23 and 2, which run parallel to RRT branch from an early point - Road overpass A1 crossing with RRT branch and relocated track 2, implying that crossing underneath this point shall de done at the current elevation or at least a similar one. The Consultant hereby requests the Clients approval of defining a higher gradient (+7,43‰) than the one stablished in Design Guidelines for Palemonas Station area between MD chainages STA 0+236.231 and STA 0+619.514 of RRT Branch.	29.05.2023	Gradient values o +7,43‰between MD chainages STA 0+236.231 and STA 0+619.514 of RRT Branch approved

Design Guidelines Derogations

No.	Date	Document	Author	Title	Request for derogation (summary)	Date of decision	Derogation decision
82	18.04.2023	RBDG-MAN-012-0109	RBR	Derogation request for the accessibility to the adjacent railway infrastructure indicated in the document RBDG-MAN-012-0109_GeneralRequirements (LT1 DPS1 CO1-2)	The Design Guideline RBDG-MAN-012-0109 indicates Paragraph 5. "...the designer shall consider improving existing roads instead of constructing new ones. As far as it is reasonable, the design solutions (particularly plan solutions) for access roads shall be designed to provide suitable accessibility to the adjacent railway infrastructure in way to cover functions of maintenance roads". This requirement has not been always fulfilled, green paths are provided in the sections where it is impossible to provide maintenance roads in the SP boundaries. In order to fulfil Design Guideline RBDG-MAN-012-0109 requirements, extra land plot is needed. Thus, it is necessary to prepare a new territorial planning document (special plan) and to carry out land acquisition procedures for public needs, which may take up to 1.5-2 years.	29.05.2023	Derogation request approved untill additional land is aquired.
83	27.06.2023	RBDG-MAN-012-0109	RBR	EE-DS2 Derogation at DPS1-RW400 Particular sections where cable ducts are close to catenary mast foundations	According RBDG-MAN-012-0109_GeneralRequirements section 10.3.1.1. Cableducts in relation to the distance requirements, it is indicated: "Cable ducts shall be designed at a horizontal distance more than 30 cm from catenary mast foundations, 1m from drainage manhole and more than 3,1 meters from railway track axis. Exceptional cable duct distance value of 2,8m from track axis and 0,5m from drainage manhole may be applied in case of limited installation space condition for cable ducts, which do not allow to implement the nominal distance of 3,1m..“Along the RW0400 we have the following sections where due to lack of space it is not possible to meet the excepcional distance from the cableduct to the catenary mast foundations which is 30 cm:- Section 1 to Section 6: KP 0+000 to KP 0+995 (left side)- Section 8: KP 1+040 to KP 1+160 (left side)- Section 9 to section 10: KP 1+160 to KP 1+610 (both side)- Section 11: KP 1+610 to KP 1+730 (left side)- Section 12 to Section 22: KP 1+730 to KP 4+380 (both side)- Section 25: KP 4+600 to KP 4+750 (left side)- Section 27: KP 4+800 to KP 4+870 (left side)- Section 28: KP 4+870 to KP 4+980 (left side)- Section 29 to section 30: KP 4+980 to KP 5+590 (both side)- Section 31 to section 32: KP 5+590 to KP 5+840 (right side)- Section 33:KP 5+840 to KP 6+200 (Both side)- Section 34: KP 6+200 to 6+290 (right side)- Sction 35 to section 37: KP 6+290 to 6+600 (both side)	31.07.2023	Approved decreased distance between cable duct and catenary mast in submited chainages in EE-DS2
84	27.06.2023	RBDG-MAN-012	RBR	Change of maintenance road maximum longitudinal slope for roads into Assaku cutting.	According to document RBDG-MAN-012-0106_GeneralRequirements, Chapter 5.3.1 "Geometrical parameters", the slope to be considered for maintenance roads should be ≤8,00%. However, Consultant is proposing to change maximum allowed longitudinal slope in the case of the maintenance road OR029003, in Assaku cutting . As railway is in very deep cutting near Assaku station and there is a need to design maintenance roads to enter into the cutting. Proposal is to allow maximum longitudinal slope 9.5% for this maintenance road OR029003.	31.07.2023	Steeper slope permited in Assaku cuting
85	27.06.2023	RBDG-MAN-014	RBR	EE-DS1-DPS3 derogation from Guard rail lenght requirement	The Viaduct BR1073 located in 2+296.3 - 2+332.2 is 35.9 meters long. The proposed length of the guard rails from each side of the viaduct is as follows: North: 10 m guard rail transition zone starts right after turnouts 9 and 11 South: Full 40m of guard rails (including 10m of transition zone) are prolonged to the other side of the bridge. Based on the above, the guardrails for BR1073 will be located between 2+293.6 and 2+372.2.	31.07.2023	Approved shortened Guard rail on northrn side due to turnout location