

## Managing Track Stability – Construction Related Track Disturbance

### AMT-FM-020

AMT-FM-020 is a separate document from the TSMP management by the Provisioning Centres across the ARTC Network. The document is focused to provide assurance to ARTC that following completion/handover of a project, track stability impacts have been addressed appropriately and local provisioning centres will be confident with the assets once accepted.

**ALL FIELDS TO BE COMPLETED**

**Part 1: Project Description**

<b>Project Name:</b>			
<b>Developed By:</b>		<b>Issue Date:</b>	
<b>Enforcement Period:</b>		<b>Managed By:</b>	
<b>Applicable to PC:</b>			
<b>Reviewed By:</b> <i>(ARTC Track SME)</i>		<b>Review Date:</b>	
<b>Accepted By:</b> <i>(Area Manager)</i>		<b>Acceptance Date:</b>	

**Part 2: Track Section Details**

<b>Location of Works:</b>			
<b>Base Code:</b>		<b>Line:</b>	
<b>KM (From):</b>		<b>KM (To):</b>	
<b>Grade:</b>		<b>Curvature:</b>	
<b>Pre-Works Asset Condition Survey completed and attached?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>SFT Status within the Scope of Works</b>	<input type="checkbox"/> Known <input type="checkbox"/> Unknown		
<b>Survey Peg installed / reinstated?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No		

**Part 3: Track Stability**

**3.1 List intended activity within Scope of Works:**

<input type="checkbox"/> New Track Construction	<input type="checkbox"/> Track Slew	<input type="checkbox"/> Re-railing	<input type="checkbox"/> Re-sleepering
<input type="checkbox"/> Track Reconstruction	<input type="checkbox"/> Track Lowering	<input type="checkbox"/> Ballast Cleaning	<input type="checkbox"/> Undercutting
<input type="checkbox"/> Other <i>(Details):</i>			

**3.2 List potential impact on Track Stability due to Works:**

<input type="checkbox"/> Ballast compaction to be affected	<input type="checkbox"/> Ballast profile to be affected	<input type="checkbox"/> Change in Stress Free Temperature	<input type="checkbox"/> Track Reconstruction
<input type="checkbox"/> Other <i>(Details):</i>			

**3.3 What controls will be implemented to manage track stability**

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**3.4 Constraints and Proposed Solutions for managing track stability (if any)**

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**3.5 Demonstrate High Temperature Work Restriction (ETM-06-08)**

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**3.6 List any special locations within the scope of works as per PC TSMP**

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**3.7 Demonstrate how special locations will be addressed along with constraints (if any) and proposed Solutions**

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**3.8 Alignment and Stress-Free Temperature Changes (Curve Calculation if applicable)**

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**Part 4: General Comments**

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**Part 5:**

**5.1 Weather & Fire Management**

**General Fire Danger:**

Responsibility:	
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Notification:	
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Site Management:	
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Reporting:	
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**Total Fire Ban:**

Approval:	
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Site Management:	
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Reporting:	
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<b>5.2 Response to Asset Incident</b>	
General Response and corrective actions:	
<b>5.3 Temporary Speed Restrictions (TSR's)</b>	
Identifying the need for a TSR	
Erecting the speed boards	
Who notifies train control of the new TSR?	
Advising the relevant ASO of the new and adjusted TSR.	
Responsibility to manage the TSR once in place.	
<b>5.4 Current &amp; New Defects</b>	
<b>Part 6: Attachments</b>	
Please list any supporting documentation provided:	