

No. RW/NH-37011/82/2018-BP&SP
Government of India
Ministry of Road Transport & Highways
(BP & SP Cell)
Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated: 30.03.2019

OFFICE MEMORANDUM

Subject: Record notes of the meeting held on 26.03.2019 chaired by Secretary, MoRTH regarding approval of SKK-SNB RRTS alignment within the RoW of NH-48

Please find enclosed Record Notes of the meeting held on 26.03.2019 under the Chairmanship of Secretary (RT&H) regarding approval of SKK-SNB RRTS alignment within the RoW of NH-48.

Narendra
30/3/2019
(Narendra Sharma)

Superintending Engineer (BP & SP)

Encl: As stated above.

To:

- (i) Shri Durga Shanker Mishra, Secretary, MoHUA
- (ii) Chairman, National Highway Authority of India
- (iii) Shri Mukund Sinha, Joint Secretary, MoHUA
- (iv) Shri Ashish Sharma, Member (Finance)
- (v) Shri Vinay Kumar Singh, Managing Director
- (vi) Shri Dhanesh Gupta, Group General Manager (DP)

Copy to:

- (i) PPS to Secretary (RT&H)
- (ii) PPS to Joint Secretary (Highways), M/o RT&H


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Gurgaon-122001, Haryana

Record notes of the meeting held on 26.03.2019 chaired by Secretary, MoRTH regarding approval of SKK-SNB RRTS alignment within the RoW of NH-48

List of officials present in the meeting:

MoRTH

1. Shri Yudhvir Singh Malik, Secretary, MoRTH
2. Shri Sanjeev Ranjan, OSD, MoRTH
3. Shri Amit Kumar Ghosh, Joint Secretary, MoRTH

MoHUA

1. Shri Durga Shanker Mishra, Secretary, MoHUA
2. Shri Mukund Sinha, Joint Secretary, MoHUA

NHAI

1. Shri Nagendra Nath Sinha, Chairman
2. Shri Ashish Sharma, Member (Finance)
3. Shri Sushil Kumar Mishra, CGM
4. Shri Dinesh Yadav, GM

NCRTC

1. Shri Vinay Kumar Singh, Managing Director
2. Shri Dhanesh Gupta, Group General Manager (DP)

1. At the outset, MD, NCRTC thanked Secretary, MoRTH for giving time to present the solution jointly worked out by the NHAI & the NCRTC. MD, NCRTC made a detailed presentation highlighting the following:

1.1 Based on the directions given by Secretary, MoRTH in the meeting held on 31.01.2019, NCRTC studied following options in detail:

(i) To construct RRTS viaduct within RoW of NH-48 in such a way that **10.0 metre wide service road**, instead of 2-lane service road, becomes available after Kherki Daula;

(ii) To take RRTS alignment on the **median of NH-48** after Kherki Daula.

1.2 It was brought out in the presentation that SKK-SNB RRTS alignment is outside NH-48 or is underground up to Kherki Daula (42 Km). In this section, the underground alignment crosses NH-48 only at two locations at depth and thus does not affect NH-48 in any manner.

1.3 NCRTC presented its proposal to accommodate RRTS viaduct within RoW of NH-48 keeping **10.0 metre wide service road**, instead of 2-lane service road up to Manesar i.e. chainage 46.70 km.

1.4 It was explained that as per revised proposal, the RRTS alignment is proposed inside the RoW of NH-48 on the utility corridor after keeping provision of **10 m wide service road** in the section from Kherki Daula to Manesar (from chainage km 42 to

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km 46.70 of NH-48). In the revised plan, the viaduct projects up to 3.0 m in the private land/ demarcated or acquired green belt.

- 1.5 After Manesar, the RRTS alignment becomes underground and crosses NH-48 at chainage km 48.90 to move towards ravine area. The alignment then becomes elevated in the ravine and remains on the west side of NH-48. The alignment is outside the RoW of NH-48 between Manesar and Panchgaon.
- 1.6 It was requested to allow/ approve the RRTS viaduct within the RoW of NH-48 with 2 lane service road (width 7.5 m) beyond Panchgaon, keeping in view the involvement of private land acquisition and request of the Government of Haryana.
2. Secretary, MoRTH pointed out that Bawal is a large industrial area and highlighted the need for making 10 m wide service road available along the Industrial Growth Centre Bawal. NCRTC clarified that Bawal Industrial area, adjacent to RRTS alignment, falls between chainage km 92.00 to 97.0 (stretch of about 5 km). In this stretch, green belt of HSIIDC is available and RRTS viaduct can be provided after keeping 10 m wide service road in this stretch.
3. Chairman, NHA1 mentioned that all utilities, which are required to be shifted in the process, shall be dealt with directly by NCRTC with concerned utility owners at their cost. This was agreed by NCRTC.
4. Chairman, NHA1 also desired that for widening of service road to 10 metre, at the RRTS pier locations, the earth retaining structures should be provided to retain the earth embankment of the service road. MD, NCRTC agreed and stated that necessary provision shall be made and necessary retaining structures will be provided by NCRTC, as and when the widening is taken up by NHA1.
5. The option of providing RRTS alignment on the median of NH-48 was also discussed and was not found feasible, considering a large number of existing (19 Nos.) / proposed flyovers on NH-48 and potential hazard to high-speed traffic on NH during construction period.
6. Secretary, MoRTH suggested to explore the possibility of providing Panchgaon RRTS station underground in lieu of the proposed elevated one and to provide multimodal integration at that location. MD, NCRTC mentioned that the matter will be discussed with the Government of Haryana to understand their developmental plans and to explore the possibilities.
7. Secretary, MoRTH also suggested that a minimum vertical clearance of 6.25 metres should be ensured for the traffic coming to NH-48 from the crossroads.
8. After detailed deliberations, following decisions were taken:
 - (i) RRTS viaduct to align within the RoW of NH-48 after keeping clear provision of 10 m wide service road in the section from Kherki Daula to Manesar (i.e.

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from NH chainage km 42 to km 46.70) and in Bawal area between chainage km 92.00 to 97.00 (stretch of about 5.0 km).

- (ii) The RRTS viaduct will be provided within the ROW of NH-48 with 2-lane service road (7.25 m) between Panchgaon and SNB.
- (iii) The existing utilities, which are required to be shifted such as OFC cables, electrical distribution lines, IGL pipelines etc. shall be handled by the NCRTC directly with concerned utility owners at their own cost.
- (iv) NCRTC will provide earth retaining structures at pier locations as and when widening of service road to 10 m will be taken up by NHAI.
- (v) A minimum vertical clearance of 6.25 metres shall be ensured on all crossroads.
- (vi) All usual safety precautions during construction activities near fast moving road traffic will be taken by NCRTC.
- (vii) A nodal officer each from NHAI and NCRTC may be nominated for dealing with day to day coordination on issues related to planning and execution of RRTS project as decided above.

The meeting ended with vote of thanks to the chair.

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