reply (6)

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No. BMRCL/MD/PS/2012-13/213 Dated: 18.03.2013

Shri. Aravinda Limbavali,
Hon'ble Minister for Health and Family Welfare,
Government of Karnataka,
Room No.234-235, 2nd floor, Vikasa Soudha,
Bangalore-560 001

Sir,

Sub: Extending Metro Rail facility from existing Bhoruka Techpark to Hoody circle and setting up of Metro station at Hoody junction in Baiyappanahalli-Whitefield section. -Reg.
Ref: Your letter No. 450/2012. Dated: 06.06.2012.

1. With reference to the above letter under reference, you have requested for extending Metro Rail facility from existing Bhoruka Techpark to Hoody circle in Baiyappanahalli-Whitefield section and to take necessary steps to setup Metro station at Hoody village. You have enclosed and forwarded the letter of residents of your constituency seeking extending metro rail facility to Hoody circle. In addition to this there have been several representations requesting for Metro alignment to be taken up to Hoody junction from Garudacharpalya station on Whitefield road and further on Hoody main road and upto Vishweshwaraiah Industrial Area station, instead of turning into Graphite India road at ABB junction.

2. In this connection, the proposal has been examined by BMRCL and it was brought to the notice of High Power Committee during 24th HPC meeting held on 09.01.2013 under the Chairmanship of Chief Secretary to Government, GoK. The detailed presentation was made in this regard and the proposal was explained to the HPC.

   This alignment (via Hoody) connects the residential and commercial areas of Hoody junction and Hoody main road. It is observed that the ridership at the proposed station of Doddanekundi Industrial station on Hoody main road will not be less than the Doddanekundi Industrial station on Graphite India road. Since this station is near to Hoody junction, the Traffic Integration including parking arrangement for two wheelers and a feeder bus station near to station and feeder buses to neighbouring residential colony will help in increasing the ridership and also it will be convenient to commuters. The huge developments around Hoody junction necessitate the Metro to go as near to it as possible, specially considering the future development around Hoody junction.

   In view of the several advantages brought out, the HPC approved the proposed alignment via Hoody junction from Garudacharpalya station to Vishweshwaraiah Industrial Area station.

3. You may kindly note the salient features of the alignment via Graphite India Road and alignment via Hoody junction between Garudacharpalya station to Vishweshwaraiah Industrial Area station as given below.

   a) Increase in length of the viaduct is 1.039 Km.

   b) No. of buildings which were to be dismantled along Graphite India road alignment is 29 Nos. No. of buildings to be dismantled now along Hoody main road alignment is 23 Nos. In that the multistoried buildings of 6nos are getting affected near Hoodi junction curve.

   c) Area of acquisition of land for alignment and station via Graphite India road was 17500 sqm. Area of acquisition of land for alignment and station, via Hoody main road route is 16126 sqm and for Traffic Integration facilities is 15475 sqm.

4. The Doddanekundi Industrial Area station on Hoodi main road has been accommodated just after 122.5 m radius curve and after 2 HT lines. The distance from Hoodi junction circle to the station start is 525 m. The proposed station is near to Kamath restaurant on Hoodi main road.

5. The sketch indicating Metro alignment from Garudacharpalya station to Vishweshwaraiah Industrial Area station via Hoody junction is enclosed.

This is for your information.

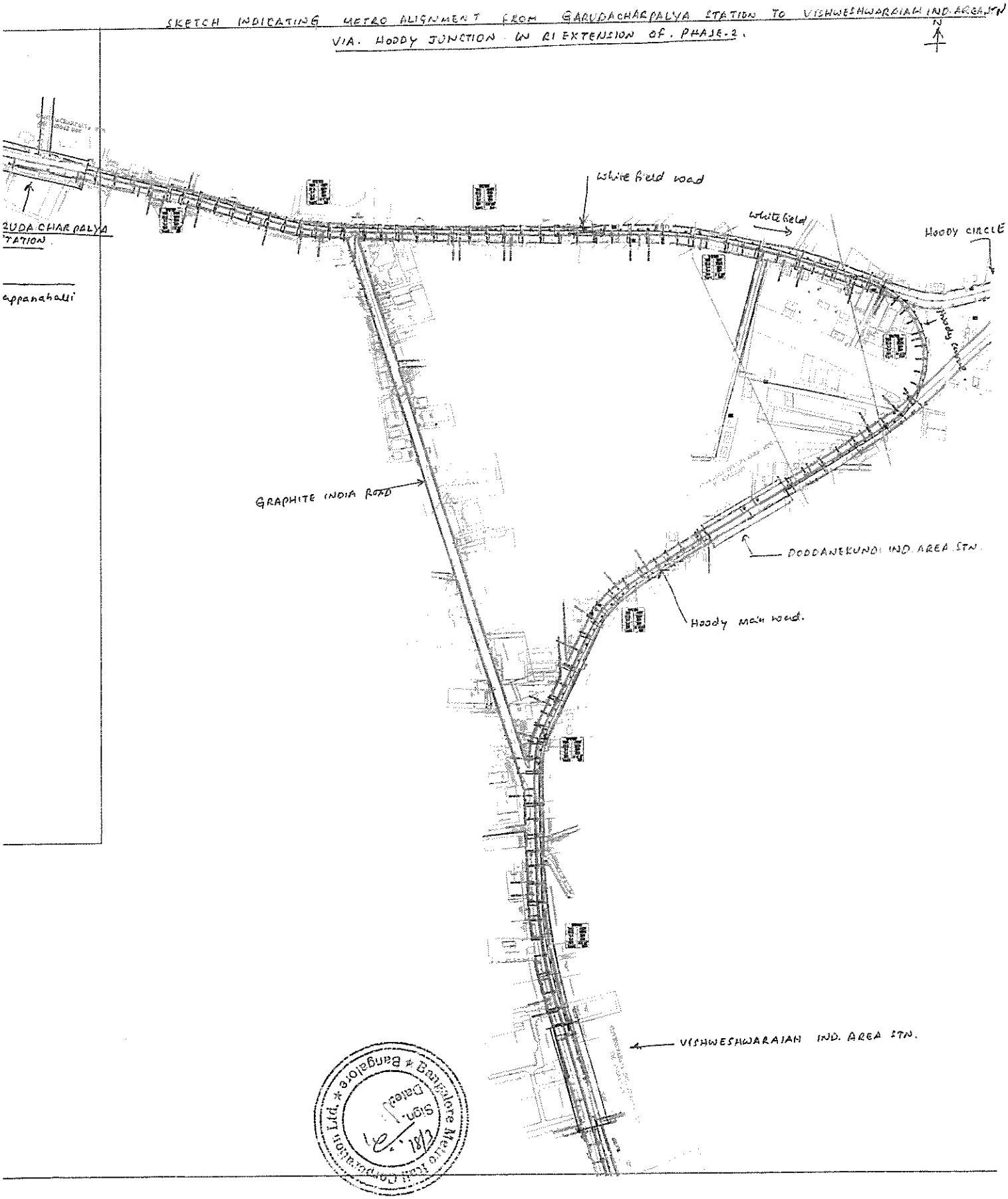
Thanking you,

Yours faithfully,

N. Sivasailam

(N.SIVASAILAM).

SKETCH INDICATING METRO ALIGNMENT FROM GARUDACHARPALYA STATION TO VISHWESHWARAIAH IND. AREA STN VIA. HOODY JUNCTION IN R1 EXTENSION OF PHASE-2.



Bangalore Metro Rail Corporation Ltd. * Bangalore * Sign. Dated 18/2