



**ಬೆಂಗಳೂರು ಮೆಟ್ರೋ ರೈಲ್ ನಿಗಮ ನಿಯಮಿತ**

(ಸಹಭಾಗಿತ್ವದ - ಕರ್ನಾಟಕ ಸರ್ಕಾರ ಹಾಗೂ ಕೇಂದ್ರ ಸರ್ಕಾರ ಉದ್ಯಮ)

ಬಿ.ಎಂ.ಟಿ.ಸಿ. ಕಾಂಪ್ಲೆಕ್ಸ್, 3ನೇ ಮಹಡಿ, ಕೆಂಗಲ್ ಹನುಮಂತಯ್ಯ ರಸ್ತೆ, ಶಾಂತಿನಗರ, ಬೆಂಗಳೂರು - 560 027, ಭಾರತ

**Bangalore Metro Rail Corporation Ltd.**

(A Joint Venture of Government of Karnataka & Government of India)

B.M.T.C Complex, 3rd Floor, K.H. Road, Shanthinagar, Bangalore - 560 027. INDIA.

No. BMRCL/CE/PHASE2/R1 EXTN/13-14/ 133

Dated: 19.06.2013

To,  
Shri. T.R.Rajendra,  
No. 33, 3<sup>rd</sup> Main, Raghavendra Nagar,  
T.C.Palya Main road,  
Ramamurthy Nagar,  
Bangalore -560 016.  
Mob: 9980121027.

Sir,

Sub: Baiyappanahalli-Whitefield section of Bangalore Metro Rail Project Phase-2.-Reg.  
Ref: Your letter No. nil dated 10.06.2013.

The replies to your letter under reference are below.

1. The underground alignment is not feasible as up and down ramps are to be located along with station boxes. Around ramps and station boxes, new roads are to be made. This will involve acquisition of more properties in station area, ramp area. The underground works are more expensive than the elevated works.

Please note that the Detailed Project Report has been prepared by DMRC (Delhi Metro Rail Corporation), who have already implemented Phase-1 and Phase-2 of Delhi Metro Project successfully. The DPRs have been approved by State Government.

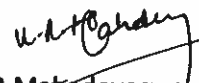
2. The Phase-1 project has got delayed due to non-availability of land due to law suits filed against acquisition, prolonged litigation, railway land issues, shifting of utilities, permission for shifting of statue, shifting of markets etc.
3. The roads are widened to make the foot print of the piers before starting of Metro construction works. The removal of barricades after construction will give additional width of road. The road width in Metro corridors will be wider than the original road width. During construction, the roads are usable in all corridors since it has minimum of one lane and above.
4. Please note that on account of the very scientific approach of payment of compensation based on market value, through a study by independent evaluation committee, involving compensation not only for the land losers, but also the tenants, land acquisition process has been very smooth. The land acquisition is done through KIADB which is specialized in acquisition of land under KIADB Act.

5. The progress of Phase-1 project is not slowed down and progressing well and the sections will be commissioned reach wise and entire Phase-1 project will be completed in 2 years time.
6. In Phase-2, it is proposed to widen the road in such a way that adequate lanes will be available during construction of elevated line, wherever the alignment is traversing in the middle of the road and it will be convenient to road users.
7. Jyothipura station is an elevated station proposed at the junction of ORR and Old Madras Road near Tin factory. The elevated station requires less area than an underground station and it occupies minimum space and construction will be smooth. Considering the inter station spacing between Baiyappanahalli station and Jyothipura station, the Jyothipura station is required at the proposed location.
8. The elevated section length from Baiyappanahalli to Whitefield is 15.50 Km and not 22 Km as mentioned by you. The alignment details and further information on Phase-2 Metro Rail Project may please be seen in BMRCL website ([www.bmrc.co.in](http://www.bmrc.co.in)).

This is for your information.

Thanking you,

Yours faithfully,

  
(K.R. Matriadevaswamy.)  
CE/Phase-2.

19.6.13