

SUBJECT No. 62

Subject: VUDA-Feasibility study for construction of ROB at Gopalapatnam - Final report Submitted by L&T Ramboll consultants-- Request for process of cost sharing of ROB component & Approach road from Railways & Visakhapatnam Municipal Corporation - Reg.

AGENDA NOTE :

The broad gauge railway line from Chennai to Howrah passes through the city. This track divides seven to eight villages viz., Kothapalem, Narava, Pedanarava, China Narava, Sathivanipalem, Gopalapatnam, Venkatapuram, porlupalem etc., from the Main city.

The main connecting link between the city and these villages is a vehicular subway under the railway tracks just west of the Simhachalam Railway Station. This subway has a vertical clearance of only about 2.4m and width of about 3.0m each in both directions. Since there is no scheme to pump out water, this subway invariably gets flooded during the rains bringing the traffic to a halt.

In order to provide a better connecting link of the above mentioned villages to the main city and other important places, Government of Andhra Pradesh, Visakhapatnam Urban Development Authority (VUDA) and Visakhapatnam Municipal Corporation proposed to construct a ROB with 50% cost sharing from Railways.

The VUDA has appointed L&T RAMBOLL Consulting Engineers Ltd as technical consultants for carrying out a pre feasibility study for finding a suitable alignment for the proposed ROB.

The study was completed and the consultants submitted the final Report. Consultants recommended an alignment for the proposed ROB to connect the

VUDA RESOLUTION NO. 62, DATED 9-11-02.

Resolved to approve the proposals of construction of ROB at
Gopalapatnam and its process of cost sharing of ROB component
and approach road from Railways and V.M.C.


CHAIRMAN.

villages, by examining the different options by undertaking field surveys & investigations of the project area.

Salient Features

- The alignment starts from Araku Main Road and runs through Venkatapuram village away from the existing built up area and proposed to connect with the existing Narava-Gopalapatnam road on other side of Railway lines. The entire alignment passes through vacant & open fields without effecting built up areas.
- This ROB replaces the 3 level crossings, which satisfy the criteria as per Railway Rules for connecting their closure and replacement with Road Over Bridge on cost sharing basis.
- At present the level crossing is being closed on an average 30 times per day. As per Railways work manual, criteria for replacement of existing level crossings with Road Over / under bridge on cost sharing basis, that the level crossings is required to be closed against the road traffic should at least by 12 times per day. In this case it is 30 times per day.
- Proposed ROB fulfills the requirement of Railways for 50:50 Cost Sharing of the project cost component of ROB alone.

Structural Aspects

- The ROB will accommodate a two-lane carriageway of 7.5 m width with 1.5m wide footpaths on both sides. Crash barrier will be provided between the carriageway and footpath. Railings/barrier wall will be provided at the ends of the footpath.
- A single span crossing of 60.0 m was considered as the only feasible solution. The Bow String Girder superstructure is therefore recommended by virtue of its cost economics and aesthetically pleasing form, which will become a landmark as the gateway to the Visakhapatnam City.

Costing Aspects

As per block estimate given by the consultants the total cost works out to Rs 18.81 Crores as detailed below.

❖ Road Works	Rs 1.62 Crores
❖ Structural works (ROB)	Rs 13.26 Crores
❖ Geotechnical investigations, Surveys And supervision etc.	Rs 2.53 Crores
❖ Land Acquisition	Rs 1.40 Crores

Total Cost For Recommended Alignment is Rs. 18.81 Crores

Strategy of Implementation

- ❖ In the first phase of development, the recommended alignment would be implemented.
- ❖ In second phase of development, the proposed ROB should be eventually connected to the National Highway No 5, by connecting with the ROB planned near the Visakhapatnam Export Processing Zone (VEPZ).
- ❖ When the full link connecting to the NH5 is formed, the corridor will act as a bypass to Visakhapatnam City.
- ❖ Proposed ROB fulfills the requirement of Railways for 50:50 cost sharing of the project cost component of ROB
- ❖ The project cost component of ROB shall be met by Government of Andhra Pradesh, VUDA & VMC with railways on 50:50 ratio basis.
- ❖ Construction of 2 lane approach road and ROB for immediate development with provision for 4 lane in future.

Resource Mobilisation

For resource mobilization and to make the project sustainable, as per recommendations of consultants, VUDA may acquire additional land of 100 m (300') corridor on either side of the proposed road alignment connecting EPZ & ROB with 100' wide road for real estate development and commercial use and the resources generated would be utilized for the project. This would be taken up separately as a Project Report.

The Joint Secretary to Government, T.R & B Department, Hyderabad in his letter dated 24.2.2000 has addressed a letter to General Manager, South Eastern Railway, Calcutta, agreeing in principle to take up construction of fly over (ROB) at Simhachalam (Gopalapatnam) on Howrah - Chennai main line.

Senior Divisional Railway Manager (Engg.), Wailair, Railways addressed in his letter dated 22.9.2000 to the Principal Secretary to Government for consent to cost sharing and sought for certain details.

The details requested by Senior Divisional Railway Manager (Engg.), Wailair, Railways are fully covered in the feasibility report submitted by the consultants. Accordingly the Principal Secretary to Government TR&B Dept, have been addressed to forward the proposal with the recommendations to the Railway Board for inclusion in the work programme subject to cost sharing by the Government of Andhra Pradesh / VUDA / Visakhapatnam Municipal Corporation.

The Commissioner, Visakhapatnam Municipal Corporation was also addressed to provide necessary provision in the budget on cost sharing basis Corporation.

The above draft subject is placed before the VUDA Board for approval.