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Soil test for **rapid rail corridor** from Delhi to Alwar starts in Sector 17

FREEWAY Corridor is expected to take private vehicles off roads, reduce vehicular pollution in NCR

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GURUGRAM: The National Capital Regional Transport Corporation (NCRTC), which has been given the task of implementing the Regional Rapid Transit System (RRTS) project, started geotechnical investigation of the Delhi-Gurugram-SNB (Shahjahanpur-Neemrana-Behrur Urban Complex) corridor on Saturday.

The survey, which is a part of the pre-construction activities of the corridor, started in Sector 17 in Gurugram in the presence of NCRTC officials. Geotechnical investigation, also known as soil investigation, is a method of determining the physical properties of soil at a construction site. This procedure is undertaken with the aim of establishing whether the soil of a particular area is safe for construction.

"Geotechnical investigation is performed by geotechnical engineers to obtain information on the physical properties of the soil and the foundation of a proposed structure. The Delhi-Gurugram-



■ Soil test, also called geotechnical investigation, is done to examine the physical properties of soil before construction. HT PHOTO

SNB RRTS smart line will pass through the urbanised and industrialised areas of Haryana and will connect IGI Airport with the RRTS network, increasing the overall productivity of the National Capital Region (NCR)," said Sudhir Kumar Sharma, chief public relations officer, NCRTC.

This corridor is a part of the

Delhi-Gurugram-Alwar RRTS Corridor, which will be implemented in three stages.

In first phase, the Delhi-Gurugram-SNB (Shahjahanpur-Neemrana-Behrur Urban Complex) Corridor will be constructed. The 106-km-long RRTS corridor will be elevated for 71 km (11 stations) and the remaining 35-km stretch (5 stations) will

be constructed underground in Gurugram and Delhi.

In the second phase, the line would be extended from SNB to Sotanala, with Shahjahanpur, Neemrana and Behror in between.

In the third phase, the stretch from SNB to Alwar will be constructed. The construction of the corridor is majorly along the edge of the National Highway.

One key aspect of the RRTS is the multi-modal integration of the corridor's stations with other important transport hubs, such as airports, stations of Delhi Metro and Indian Railways, Inter-State Bus Terminus (ISBT) etc. The multimodal integration at various stations will result in significant reduction of the travel time of the commuters from Gurugram to major points such as Aerocity, Hazrat Nizamuddin railway station, ISBT Sarai Kale Khan, Anand Vihar, and Ghaziabad.

Travellers travelling from Rajiv Chowk in Gurugram will be able to reach IGI Airport in less than 10 minutes. Similarly,

the distance from Manesar to IGI Airport will be reduced to about 20 minutes, which is a third of the current travel time by road. Similarly, industrial towns beyond Manesar, such as Rewari, Bawal, Panchgao, Dharuhera, will get a fast, convenient and comfortable means of public transport to Gurugram, Delhi and other parts of the NCR.

The NCRTC Board in its meeting, held on December 6, 2018, had approved the DPR (detailed project report) of the Delhi-Gurugram-SNB corridor. The meeting was chaired by the secretary of ministry of housing and urban affairs. The DPR has been now sent to the Haryana government for a formal go-ahead.

Unlike the other public transport systems, which get affected by the weather conditions, such as heavy rain, fog, etc, the RRTS will not be affected even during extreme weather conditions. An alternative mode of transport such as RRTS is expected to be a game-changer, taking cars off the roads and reducing vehicular pollution within the NCR.