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UP Cabinet Approves 17.4 Km Aqua Line Metro Project, Set To Link Noida Sector-51 To Knowledge Park-5 For Greater Noida West Expansion

Swarajya,
November 28, 2024

The Uttar Pradesh cabinet has approved the detailed project report (DPR) for the expansion of the Aqua Line metro in Noida and Greater Noida.

The new corridor will connect Sector-51 in Noida to Knowledge Park-5 in Greater Noida West. The corridor will span 17.435 km with 11 stations and is estimated to cost Rs 2,991.60 crore.

Currently, the Aqua Line has one operational corridor with 21 stations, running from Sector-51 in Noida to Depot in Greater Noida, which has been functional since 2019.

The Noida Metro Rail Corporation (NMRC) has proposed additional corridors, including the newly approved route and another connecting Botanical Garden to Noida's Sector-142, to enhance connectivity with the Delhi Metro network.

Last year, the DPR for the Sector-51 and Knowledge Park-5 corridor went for revision after the Noida Authority sought permission from the state government to explore alternative routes based on interchange stations.

The approved corridor now links Sector-51 with Knowledge Park-5, with Noida Sector-61 Station serving as a seamless interchange hub between the Aqua Line (NMRC) and the Blue Line (DMRC), as per reports.

Funding for the project includes Rs 394 crore each from the central and state governments. Noida will allocate 40 per cent of the state's contribution, while the Greater Noida Authority will fund 60 per cent.

According to the original DPR, construction will occur in two phases. The first phase will span 9.6 km with five stations in Sectors 122, 123, Sector-4 in Greater Noida West, Ecotech-12, and Sector-2 in Greater Noida West.

The second phase will cover four stations in Greater Noida Sectors 3, 10, 12, and Knowledge Park-5.

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Rs 12,000 Crore Delhi-Dehradun Expressway To Open Soon, Reducing Travel Time To 2.5 Hours

Swarajya,
November 28, 2024



The road will help reduce congestion.

The much-anticipated Delhi-Dehradun Expressway, spanning over 210 kilometers, is slated to open in January 2025, promising to drastically reduce travel time between the two cities from 6.5 hours to just 2.5 hours.

This infrastructure project, costing Rs 12,000 crore, aims to transform connectivity while prioritising safety and environmental conservation.

The expressway incorporates cutting-edge design features, including a 12-km elevated wildlife corridor, six animal underpasses, and two elephant underpasses, ensuring safe passage for animals along the route from Ganeshpur to Dehradun. Additional provisions include a 340-meter-long, three-lane tunnel at Datkali in Dehradun, constructed at a cost of Rs 1,995 crore.

Key infrastructure along the expressway includes:

- 16 entry and exit points
- 113 underpasses for vehicular and light traffic
- 76 km of service roads
- 29 km of elevated roads
- 62 bus shelters

This meticulous planning underscores the Ministry of Road Transport and Highways' (MoRTH) commitment to efficiency, traveler safety, and environmental preservation.

The 212-km six-lane Greenfield Access-Controlled Expressway starts at the Delhi-Mumbai Expressway near Akshardham and passes through Shastri Park, Khajuri Khas, Mandola EPE Interchange, Baghpat, Shamli, and Saharanpur, before reaching Dehradun. Its strategic route is expected to benefit commuters, tourists, and freight operators alike.

The expressway is poised to bring a transformative shift in regional connectivity, fostering economic growth and tourism while curbing urban migration by boosting development in the surrounding areas, reports India Today.

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"The Delhi-Dehradun Expressway is not just a road; it's a commitment to improved connectivity, safety, and environmental harmony," the MoRTH stated.

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VMC initiates Rs 130 million road development projects

CW Team,
November 28, 2024

The Vadodara Municipal Corporation (VMC) initiated five road projects to enhance commuting in the eastern parts of the city. These projects involve road improvement and construction efforts.

One project focuses on resurfacing the road from Mangleshwar Jhampa to Champaner Road, while another aims to develop the road from Mangleshwar Jhampa to Sangam Circle, enhancing connectivity between the old city and the Sangam Circle area. The cost of these two projects is estimated at Rs 60.35 million.

Additionally, work commenced on resurfacing the road from the RTO to Warasiya via Jalaram Hospital, which is expected to be developed at a cost of Rs 10.93 million. Two other projects include roads starting from Ved Residency 2 in the eastern region, connecting the area to Rudraksh Elegance and the National Highway, with an estimated cost of Rs 40.6 million.

The combined expenditure for all five projects is projected to be Rs 120.89 million. Sources mentioned that more road projects are planned for the near future.

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New PPP System to Ensure Pothole-Free Roads in State

Construction World,
November 27, 2024

The state government is set to roll out a new system for national highways and state roads that promises smooth vehicular movement and eliminates potholes. Under this plan, a bituminous (BT) layer will be laid on roads every five years, with regular maintenance being handled by a monopolist through a Public-Private Partnership (PPP) model.

Currently, the government faces delays in fixing potholes caused by rains and lacks immediate funds for renewing roads or clearing overgrown weeds. The new system will ensure that the monopolist takes care of all these tasks, streamlining the process and avoiding any disruptions.

The plan will be implemented in two phases. The first phase will focus on 18 high-traffic state highways, while the second phase will include 68 more roads. A feasibility study is underway, covering 1,307 km of roads in phase one and 3,931 km in phase two. Consulting firms have been hired to assess traffic levels, future growth, and toll collection (excluding two-wheelers, autos, and tractors). The study will also determine the viability gap funding needed for the project, outlining how much the government will pay the monopolist for the road upkeep.

Once the system is in place, the new approach will ensure timely maintenance and better road conditions across the state's highways.

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Tamil Nadu: CMRL Expediates Rs 22,000 Crore Coimbatore And Madurai Metro Projects
Swarajya,
November 27, 2024

The Chennai Metro Rail Limited (CMRL) has placed Coimbatore and Madurai at the forefront of its expansion plans for tier-two cities in Tamil Nadu, sidelining Salem and Tiruchy for the time being.

According to a senior official, detailed project reports (DPRs) for Coimbatore and Madurai Metro projects have already been submitted to the Union government.

The Tamil Nadu government has forwarded the DPRs to the Ministry of Housing and Urban Affairs and the Department of Economic Affairs. "The project features will soon be presented to the ministries, after which they will move to the Public Investment Board (PIB) for technical approval before reaching the Union Cabinet for a final nod," the official explained, reports dtnext.

The proposed Coimbatore Metro, estimated to cost Rs 10,740 crore, will feature two lines spanning 39 km with 32 stations. Key locations along the route include Ukkadam Bus Stand, Coimbatore Junction, Gandhipuram Bus Stand, Saravanampatti, Coimbatore Medical College, and Coimbatore Airport.

Meanwhile, the Rs 11,368-crore Madurai Metro Rail project envisions a 32 km network with 17 stations connecting Tirumangalam to Othakkadai. Notable stations include Madurai High Court, Simmakal, Madurai Junction, Pasumalai, Thirunagar, and Thirumangalam.

In a first for South India, CMRL is also advancing plans for an interstate Metro line between Hosur in Tamil Nadu and Bommasandra in Karnataka. The 23-km route will include 12 stations and a depot, with 11 km falling in Tamil Nadu and the remaining 12 km in Karnataka.

The Bangalore Metro Rail Corporation (BMRC) is conducting a detailed feasibility report (DFR), nearing completion. Once finalised, the project will proceed to the approval stage.

While Coimbatore, Madurai, and Hosur-Bommasandra projects are being prioritised, plans for Salem and Tiruchy Metros have been shelved for now. The 38-km Salem Metro and 45-km Tiruchy Metro projects are paused due to feasibility concerns. Additionally, a CMRL study concluded that a Metro project in Tirunelveli is not viable.

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Mumbai: \$3-Billion Dharavi Redevelopment Project Moves Forward
PTI,
November 27, 2024

The BJP-led Mahayuti coalition's decisive victory in Maharashtra's assembly elections has breathed new life into the \$3-billion Dharavi Redevelopment Project, spearheaded by a subsidiary of the Adani Group.

With the opposition Maha Vikas Aghadi, which had pledged to cancel the initiative, suffering a significant electoral setback, the project is now expected to move forward with fewer political hurdles.

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The Dharavi Redevelopment Project Pvt Ltd (DRPPL), with an 80 per cent stake owned by the Adani Group and the remaining 20 per cent by the state's Slum Rehabilitation Authority, aims to transform Dharavi's sprawling 600-acre slum. Home to over one million residents, Dharavi represents both a challenge and an opportunity for urban renewal.

Securing land remains a critical factor for the project's success, particularly for rehousing "ineligible" residents—those who settled in Dharavi after 2010.

The Union commerce ministry recently transferred 256 acres of defunct salt pan land to the state, which has been earmarked for rental housing in areas like Wadala, Bhandup, Kanjurmarg, and Vikhroli. An additional 125 acres near the Deonar dumping ground has been allocated for similar purposes.

In tandem, the project has acquired land from Indian Railways for housing eligible residents, with demolition and preparatory works already underway.

The redevelopment plan envisions providing on-site housing for "eligible" residents, offering 350-square-foot homes free of cost for those in tenements built before 1 January 2000.

For residents of tenements built between 2000 and 2011, 300-square-foot homes will be available under the Pradhan Mantri Awas Yojana for a nominal fee of Rs 2.5 lakh. "Ineligible" residents will be relocated to rental housing in "model townships" with options for future ownership.

Surveys to finalise the number of eligible residents and businesses are underway and are expected to conclude by March 2025. By October, assessments of over 15,000 structures had been completed, reports Economic Times.

Transforming Dharavi

Dharavi is one of the most densely populated areas in the world, with over 354,000 people per square kilometre. Despite its overcrowding, Dharavi is a hub of economic activity, with thriving informal industries such as leather, pottery, and recycling providing employment to over 100,000 individuals.

The state government envisions transforming Dharavi into a modern urban cluster with high-rise residential structures, industrial zones, and commercial hubs equipped with enhanced infrastructure. The project aims to integrate Dharavi's residents into the broader city fabric, reducing socio-economic differentiation.

Dharavi's unique cultural diversity, with over 85 communities residing within its boundaries, adds to its significance. The redevelopment plan seeks to preserve this cultural mosaic while creating a more livable environment and fostering economic growth.

If successful, the Dharavi Redevelopment Project could serve as a model for large-scale urban renewal in India, balancing modernisation with inclusivity.

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Warangal To Host Telangana's Second Airport, Rs 205 Crore Sanctioned For Land Acquisition

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PTI,
November 27, 2024

The seventh Nizam, Mir Osman Ali Khan, constructed the Mamnoon airport in 1930.

Telangana is set to have its second airport at Mamnoon in Warangal district, following the clearance from the Airports Authority of India (AAI), marking a significant milestone in the state's infrastructure development.

Currently, the state has only one operational airport, the Rajiv Gandhi International Airport at Shamshabad in Hyderabad. The state government has recognised Mamnoon as a potential airport because of its proximity to a tourist destination and has allocated land to the AAI for the purpose under the UDAN (Ude Desh ka Aam Naagrik) scheme.

It recently sanctioned Rs 205 crore to acquire over 280.3 acres of land for the airport's development.

The airport will undergo comprehensive infrastructure development to meet international standards, enabling it to handle aircraft like the Airbus A320 and Boeing 737.

These aircraft, commonly used by Indian carriers such as Air India, Akasa Air, IndiGo, and SpiceJet, offer seating capacities ranging from 140 to 215 passengers. The initial phase of the project would include the development of a new runway, designed to accommodate wide-body aircraft. The airport's development plan includes the construction of a signal tower, security facilities, and an administrative building, in addition to the runway.

The first phase will focus on operating planes with around 100-passenger capacity, connecting Warangal to key domestic hubs, including Mumbai, Delhi, Bengaluru, Tirupati, and Vijayawada, reports Hindustan Times.

The upgrades will comply with safety and technical standards outlined by the Directorate General of Civil Aviation (DGCA) under the Aircraft Act. Runway and approach lighting, as well as navigation and communication systems, will be established to ensure smooth operations.

According to officials, a master plan has been finalised for the operation of A320-type aircraft under Instrument Flight Rules (IFR). The project has received a No Objection Certificate (NOC) as part of a concession agreement between Hyderabad International Airport Limited (HIAL) and the Ministry of Civil Aviation.

The agreement stipulates that no new or existing airport within 150 km of Hyderabad International Airport can operate as a domestic or international airport until the 25th anniversary of its opening.

Despite this, Mamnoon Airport's strategic positioning, approximately 150 km from Warangal, aligns with the guidelines, allowing it to serve as a crucial aviation hub for the region.

Once domestic operations commence, the airport will undergo further enhancements to facilitate international passenger and cargo services, bringing Warangal into the global aviation network.

This development is expected to boost regional tourism, trade, and overall economic growth, solidifying Warangal's position as a key player in the state's aviation landscape.

The airport was constructed by seventh Nizam, Mir Osman Ali Khan in 1930 for the convenience of the Sirpur Kaghaznagar enterprises and the Azam Zahi mills in Warangal.

The Mamnoon airport with more than one terminal, was the largest such facility during the pre-independence era. At present, the airport has become defunct. However, Warangal has been on the list of proposed airstrips under UDAN, the regional airport connectivity programme.

It was used as a hangar for government aircraft during the India-China war because Delhi Airport was a prime target. From Mamnoon, there were a lot of freight flights and Vayudooth services.

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Plan for Roundabouts on Airport Road Faces Hurdles

CW Team,
November 28, 2024

The proposed construction of three roundabouts on the 200-foot-wide PR-7 Road, also known as Airport Road, is encountering significant roadblocks, despite its original goal of easing traffic congestion and reducing accidents. The road, which serves as a critical link between Shaheed Bhagat Singh International Airport, Mohali, and Chandigarh, has long been plagued by heavy traffic flow, with commuters from Delhi, Haryana, and Punjab frequently using it.

The Greater Mohali Area Development Authority (GMADA) awarded the project to a private firm in July 2024. However, after several months of planning, Rahul Tiwari, administrative secretary of Punjab's housing and urban development department, expressed concerns about the project's feasibility, citing the road's already heavy traffic. He has urged GMADA to reconsider the decision and review alternative solutions.

In response, GMADA held a meeting with traffic adviser Navdeep Asija to develop a new plan for managing traffic disruptions during the roundabout construction. Earlier, GMADA had consulted the Punjab Road Safety and Traffic Research Centre, which proposed the roundabouts at key junctions, including the Sector 68/69/78/79 and Sector 67/68/79/80 intersections, as well as a special junction near Sohana Gurudwara.

The road serves as a crucial route not just for airport-bound traffic, but also for vehicles traveling to other regions, including Zirakpur, Ambala, Delhi, and beyond. As a result, any disruption to this artery would have far-reaching consequences. The ongoing protests at the Shambhu barrier, which have further strained traffic, highlight the challenges faced by commuters.

Concerns also include the potential impact on the underground storm drain network during construction, which could worsen waterlogging in the city. Additionally, the simultaneous construction of multiple roundabouts on nearby roads and ongoing road widening projects could exacerbate the gridlock, officials warn. The winter fog, expected during peak construction periods, could further hinder progress.

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