



**Dedicated Freight Corridor Corporation of India Ltd.**

**(A Government of India Enterprises)**

5<sup>th</sup> Floor, Pragati Maidan, Metro Station Building Complex, New Delhi- 110001  
Corporate Identity Number U60232DL2006GOI155068 Web:

[www.dfccil.gov.in](http://www.dfccil.gov.in)

No. 2019/HQ/Admin/RTI-360

New Delhi: 14.05.2019

Sh. Manoj Kumar  
Railway Phatak Ke Pass  
Pindwara, Tehsil-Pindwara  
District-Sirohi-307022  
Rajasthan  
Mob-9784296060

Subject: Providing information w.r.t. Original Application received under the RTI Act.2005.

**Reference: Your RTI application dated 11.04.19 received through CPM/Ajmer's office on 13.05.19.**

You have submitted your above RTI application at CPM/Ajmer's office, The CPM/Ajmer's office, here the deemed PIO, has forwarded the same along with their reply to this office which is attached.

DA: 03 sheets

**(S.K.PANDA)**

**Dy. G.M/Admn.(PIO)**

**E-mail: [skpanda@dfcc.co.in](mailto:skpanda@dfcc.co.in)**

**9717636811**

**CPM/Ajmer :** For information and record only.

क्रमांक : अज/ए.डी./आरटीआई/आर/236

दिनांक 11.05.2019

श्री एस.के. पाण्डा,  
डीजीएम एवं जन सूचना अधिकारी  
डीएफसीसीआईएल,  
नई दिल्ली।

**विषय :- सूचना का अधिकार अधिनियम 2005 के तहत सूचना चाहने बाबत।**

आरटीआई-236 के तहत आवेदक श्री मनोज कुमार निवासी-पिण्डवाड़ा जिला सिरौही द्वारा मांगी गयी सूचना का जवाब बिन्दुवार है :-

1. आरओबी के पिण्डवाड़ा की ओर जाने वाली भुजा के संरेखण में परिवर्तन - आरओबी की दोनों तरफ की भुजाओं का संरेखण राजस्थान राज्य सरकार की सहमति से सुनिश्चित किया जाता है। आरओबी की अनुमोदित नक्शा के आधार पर कार्य शुरू करने के दौरान पाया गया कि पिण्डवाड़ा की ओर जाने वाली भुजा आईसी पाईप लाईन एवं न्यायिक परिसर को बाधित कर रही है। आईओसी अधिकारियों से संपर्क करने पर मालूम हुआ कि पाईप लाईन को पार करने के लिये किसी भी संरचना को भूमितल से कम से कम 6 मीटर ऊपर रखना आवश्यक है।

अतः आरओबी की भुजा के संरेखण के लिए दिनांक 02.08.2016 को डीएफसीसीआईएल अधिकारियों द्वारा कार्यकारी अभियंता, सार्वजनिक निर्माण विभाग, कार्यकारी अभियंता, नगर पालिका, पिण्डवाड़ा एवं अध्यक्ष, नगर पालिका, पिण्डवाड़ा के साथ संयुक्त निरीक्षण किया गया तथा पाया गया की आरओबी की भुजा आईओसी पाईप से पहले ही मिलाने के लिये संरेखण बलदना अत्यंत आवश्यक है, इसलिए पिण्डवाड़ा की ओर जाने वाली संरेखण की भुजा में परिवर्तन पूर्णतया तकनीकी आधार पर एवं मौका स्थिति के अनुसार परिवर्तित किया गया और इसी आधार पर नये नक्शे को राज्य सरकार प्रतिनिधि, नगर पालिका, पिण्डवाड़ा की सहमति के पश्चात अनुमोदित करवाया गया एवं मौके पर इसी आधार पर कार्य किया जा रहा है।

2. अनुमोदित नक्शे के आधार पर नये संरेखण पर भी आरओबी कार्य अंत्याधार, पाया, प्रबलित भूमि की दीवार पर ही किया जा रहा है।

चाही गयी सूचना 02 पृष्ठ में उपलब्ध है जिसे आवश्यक शुल्क जमा करवाकर आवेदक द्वारा प्राप्त की जा सकती है।

संलग्न :- 02 पृष्ठ।

  
मुख्य महाप्रबन्धक, अजमेर

No. : AII/EN/WC/ROB/1(2015-16)

Date: 22.12.2018

Chief General Manager,  
Ajmer

**Sub: Construction of Two Lane ROB's (including approaches & LHS) in lieu of Level crossing No.104 & 108 at Km 555/4-5 at Sirohi Road yard & Km 565/0-1 at Banas yard of Madar-Palanpur section of Ajmer Division of North Western Railway. - Change in Alignment of ROB in Lieu of LC 104 and causing financial implications**  
Ref.: Manager/Vig. letter no. HQ/VIG/VC-26/2018 dated 26.11.2018.

In reference to above cited subject and letter under reference, it is to be submitted that :-


Initially GAD was approved on 20.06.2014(copy enclosed). At the time of starting of execution during marking of alignment at site, revision in approach alignment of Pindwara end was required. As the approach of ROB is main concern with State Govt. and hence joint inspection with State Govt. authorities was carried out on date 02.08.2016 and accordingly alignment of Pindwara approach was marked and GAD was modified as per approval of State Govt. authorities i.e. Executive Officer, Municipality, Pindwara & Chairman-Municipality, Pindwara, XEN/PWD and DFCCIL officers to start the ROB work. The revised GAD was approved and signed by these State Govt. authorities in Sep-2016(copy enclosed).

Thus the change in alignment of ROB approach on Pindwara end is based on technical requirement and suitability, which was approved by State Govt. authorities of Municipality, Pindwara. Hence comparison of cost from original to revised alignment will not prudent action, being a pure technical requirement.

This is for you kind information please.

DA: Copy of approved GAD & revised GAD.

  
22/12/18  
Project Manager/EN,  
Aburoad

copy attested  
  
सहायक परियोजना प्रबन्धक/इन्जी  
Assistant Project Manager/Engg  
डी.एफ.सी.एल. अजमेर  
DFCCIL, Ajmer

Regarding approach road for ROB at LC 104 (Sirohi Road)

A joint inspection was conducted by the state authority PWD and DFCCIL officials for construction of Road Over Bridge (ROB) near LC 104 Sirohi road on 02.08.16 for feasibility of alignment on approaches. The observations are as under

1. **Railway portion :**

There is no change in railway portion as per previous tender drawing.

2. **Approach Road at NH14 side:**

There is no change in NH14 side as per previous tender drawing.

3. **Approach Road at Pindwada side:**



As per tender drawing, the gradient of the approach road is not maintained properly as per IRC norms and it needs revision accordingly. It has been observed at site that if the approach road is extended to same alignment for maintaining appropriate gradient, a IOCL pipe line and judicial Court is infringing the approach road alignment.

As per IOCL guide line, if any bridge is constructed over the pipeline, it should be min 6m clearance from ground level for maintenance purposes and judicial court should be dismantled for connecting the approach road to main Pindwada road.

It is jointly decided and agreed that to avoid IOCL pipelines, the approach road should finish before these pipelines with proper grade as per IRC norms and for this purpose length of approach road is required to be increased. The approach road may be diverted for the adjustment of increasing length to meet the required gradient as well as to avoid IOCL pipelines. Hence the approach road on Pindwada side should be modified accordingly.)

DY.CPM/EN-III/All may your kind information please.

APM/ROB

Pt. process

Handwritten signature/initials

Handwritten signature and date: 02/08/16

APM CIVIL  
DFCCIL, Birolia

copy attested  
Handwritten signature and date: 30/06/19

सहायक प्रबंधक (सि. एंजि.)  
Assistant Engineer (S. Engg)  
डी. ए. ए. वि. वि. वि.  
DFCCIL, Amer