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NHAI Finalizes Trichy Semi-Ring Road After 10 Years

CW Team,

August 07, 2024

The National Highways Authority of India (NHAI) has officially finalized plans to complete the long-awaited Trichy Semi-Ring Road project, which aims to connect five national highways running through the city. This significant development comes a decade after civil work initially commenced.

The project entails upgrading a two-lane segment to four lanes, constructing an elevated corridor on the Trichy-Madurai National Highway, and building a flyover to link two phases of the semi-ring road. Construction on these updated plans is anticipated to commence in 2025.

To alleviate traffic congestion in Trichy, the NHAI has integrated three different projects into the semi-ring road plan. This clarity is expected to benefit nearby government initiatives, such as the Trichy Trade Centre.

The NHAI's tender document outlines that the Stage II portion of the road, which currently extends from Thuvakudi (Thanjavur NH) to Panjapur (Madurai NH), will be expanded from two lanes with paved shoulders to four lanes. Safe entry and exit points will be established at intersections with countryroads, enhancing the 25.9 km stretch between Thuvakudi, Mathur, and Panjapur.



Additionally, Stage I of the semi-ring road will extend approximately 19.9 kilometers from Panjapur to Jeeyapuram (Karur NH), via Thayanur (Dindigul NH), and will also feature four lanes.

The proposal includes an elevated route on the Trichy-Madurai National Highway at Panjapur, designed to bypass the planned integrated bus station, wholesale vegetable market, and truck terminal. The NHAI has confirmed that the required land for the entire 45.8 km section is already available, though the Detailed Project Report (DPR) will assess if additional land parcels are necessary.

Moreover, a 3 km elevated route on the Trichy-Madurai NH at Panjapur is proposed to circumvent the truck terminal and market areas. A small flyover is also suggested to connect phases I and II of the semi-ring road at their intersection near Panjapur.

To facilitate these developments, the Trichy Corporation has earmarked about 20 acres of land in Panjapur for grade improvements, with plans for two levels of elevated highways. This initiative aims to enable National Highway-bound traffic to bypass congested bus terminus and market areas, significantly improving traffic flow in the city.

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Centre Unveils New Highways, High-Speed Corridors

CW Team,

August 07, 2024

The Centre has announced ambitious plans to develop new highways and high-speed corridors across India, aiming to enhance the country's transportation infrastructure significantly. This initiative is a part of the government's broader strategy to boost economic growth and connectivity.

The plan includes the construction of several new highways and high-speed corridors that will connect major cities and economic hubs, reducing travel time and improving logistics efficiency. These projects are expected to facilitate smoother and faster movement of goods and people, thereby contributing to economic development.

The new highways and high-speed corridors will be equipped with state-of-the-art facilities and advanced technology to ensure safety and efficiency. The government aims to adopt modern construction techniques and sustainable practices in these projects, minimizing environmental impact and ensuring durability.

One of the key highlights of this initiative is the focus on creating high-speed corridors that can handle traffic at much higher speeds than existing roads. These corridors will feature multiple lanes, advanced traffic management systems, and robust infrastructure to support high-speed travel.

The Centre's decision to invest heavily in transportation infrastructure is driven by the need to support the growing economy and meet the increasing demand for efficient transportation networks. By improving connectivity between cities and regions, the government hopes to attract more investments, create job opportunities, and stimulate economic activities.

Overall, the development of new highways and high-speed corridors is set to transform India's transportation landscape, making travel faster, safer, and more efficient. This initiative underscores



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the Centre's commitment to modernising the country's infrastructure and driving economic growth through improved connectivity.

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Ganga Expressway is all set to be completed by December 2024

Swarajya,
August 07, 2024

India's second largest expressway, Ganga Expressway, is all set to be completed by December 2024. Since Yogi Adityanath, CM, Uttar Pradesh (UP), wants to finish the highway before Mahakumbh 2025, work is moving quickly on this monumental piece of infrastructure development in UP.

This 594 km long expressway will enhance connectivity between eastern and western Uttar Pradesh and will give a boost to the grand Mahakumbh, which will see millions of devotees and tourists from around the world visiting the festival.

At a current cost of Rs.362.3 billion, it was originally intended to be a six-lane expressway but it will be extended to eight lanes with a 120-metre right-of-way width, allowing for a 120 mph design speed.

There are four phases of its construction. Building the 129.70km Meerut-Badaun stretch is IRB Infrastructure. Adani Infrastructure is building the final three legs, which are Badaun-Hardoi (151.70 km), Hardoi-Unnao (155.70 km) and Unnao-Prayagraj (156.85 km).

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Work to Begin on Airoli-Kalyan Direct Road Project

CW Team,
August 07, 2024

Construction is set to begin on a direct road linking Airoli and Kalyan, aiming to significantly reduce travel time between these key locations. The project, which covers a 7 km stretch, is expected to enhance connectivity and ease traffic congestion in the region.

The Maharashtra State Road Development Corporation (MSRDC) has taken up the project to provide a seamless travel route for commuters. Currently, travelers between Airoli and Kalyan face long, congested routes, which this new road aims to alleviate.

The new road is anticipated to cut down travel time by half, offering a more direct path and reducing the dependency on existing, overcrowded routes. The project is part of a broader initiative to improve infrastructure and connectivity in the Mumbai Metropolitan Region.

The MSRDC officials highlighted that the construction would incorporate advanced engineering techniques to ensure durability and safety. This road will include several key features, such as flyovers and underpasses, to streamline traffic flow and reduce potential bottlenecks.



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Local residents and businesses have welcomed the project, expecting it to bring significant benefits in terms of time savings and reduced travel stress. Additionally, improved connectivity is likely to spur economic activity in the region, boosting local economies.

Environmental considerations are also being taken into account, with plans to minimise ecological impact and incorporate green spaces along the route. The project has received the necessary approvals and funding, ensuring that construction can commence without further delays.

Upon completion, the Airoli to Kalyan direct road is expected to transform the commuting experience, making daily travel more efficient for thousands of residents. This project underscores the ongoing efforts to enhance urban infrastructure in Mumbai and its surrounding areas, addressing the growing demands of a rapidly expanding population.

The direct road project is seen as a critical step towards developing a more integrated and efficient transportation network, fostering greater mobility and accessibility across the region.

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Bengaluru's Peripheral Ring Road: BDA Proposes New Compensation Model To Attract Bidders For Rs 27,000-Crore Project

Swarajya,

August 07, 2024

The PRR project has faced numerous obstacles including land acquisition and cost issues.

In a bid to revive the long-delayed Rs 27,000-crore Peripheral Ring Road (PRR) project, the Bangalore Development Authority (BDA) has proposed a new approach to incentivise land-losing farmers by sharing a substantial portion of the development area with them.

This innovative strategy aims to overcome the hurdles that have stalled the project since its proposal in 2007. Despite three rounds of tendering, the BDA has been unable to attract a successful bidder for the 73km circular road project.

A senior official revealed, "The new proposal was discussed and approved during the BDA Board meeting on 31 July. We will soon forward it to the government for consideration."

"The primary challenge lies in the acquisition cost of 2,560 acres of land, amounting to Rs 21,000 crore out of the total project budget of Rs 27,000 crore. This substantial cost has deterred potential bidders. If we can manage this component through alternative means, the construction cost would be reduced to Rs 6,000 crore, likely attracting more interest," the official explained, reports The New Indian Express.

Innovative Land Compensation Strategy

The new plan involves constructing the road on only 50 metres of the proposed 100-metre width, with the remaining 50 metres developed and handed over to the land-losers.

This arrangement will exclude areas near toll plazas and buffer zones of seven lakes. Developed land includes essential infrastructure such as drainage, water supply, lighting, and signage, and the recipients are free to use it for commercial purposes.



Currently, BDA compensates landowners with 40 per cent of developed land (9,583 sq ft) for every acre acquired. This 60:40 model will be retained under the new proposal.

Alternative Financing Options

BDA had previously suggested three other options to the government: taking a loan from REC or Housing and Urban Development Corporation Limited (HUDCO), with the state government covering the interest.

BDA would build the road and collect tolls to repay the loan; handing over 30 per cent of the acquired land to the concessionaire for commercial use; and a public-private partnership model, which has not been successful, where the bidder bears the entire project cost and leases it for 50 years, collecting all toll revenue.

In all these options, BDA is prepared to offer Transfer of Development Right (TDR) certificates as compensation for landowners who prefer land elsewhere, along with a cash option for small plots (less than 20 guntas).

Bengaluru Peripheral Ring Road

The project covers a length of 65.95 km between Hosur Road and Tumakuru Road, with an additional 3.4 km near Madanayakanahalli and 4.08 km near Hebbagodi to link existing roads seamlessly into the PRR network.

This ambitious project is set to feature 16 flyovers, 10 overpasses, and 12 underpasses, enhancing the city's transportation network. Additionally, the plan includes bridges over seven water bodies, including prominent ones like Chikkatogur Lake, Gunjur Lake, and Jarakabande Lake, further facilitating seamless connectivity.

To tackle traffic intricacies, the project incorporates six cloverleaf-type over bridges, providing a solution for efficient crisscrossing without congestion.

The main carriageway, boasting eight lanes, will be flanked by service roads on both sides, with a broad median reserved for potential future integration with the metro project.

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Brahmaputra boost: Five new bridges under construction as National Waterway-2 project advances

The Financial Express,
August 07, 2024

This waterway stretches 891 kilometers from Dhubri to Sadia and was officially designated as National Waterway-2 in September 1988.

In a significant update provided to the Rajya Sabha, the Ministry of Ports, Shipping and Waterways, led by Union Minister Sarbananda Sonowal, detailed the ongoing construction of five bridges over the Brahmaputra River as part of National Waterway-2. (Representative image)



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In a significant update provided to the Rajya Sabha, the Ministry of Ports, Shipping and Waterways, led by Union Minister Sonowal, detailed the ongoing construction of five bridges over the Brahmaputra River as part of National Waterway-2. This waterway stretches 891 kilometers from Dhubri to Sadia and was officially designated as National Waterway-2 in September 1988.

Bridge Construction and Regulatory Compliance

The Ministry highlighted that constructing any bridge over a National Waterway requires a “No Objection Certificate” (NoC) from the Inland Waterways Authority of India (IWAI). This certification is crucial to ensure that the bridges comply with safety standards concerning horizontal and vertical clearances, essential for maintaining navigational safety.

As per the Inland Waterways Authority of India (Classification of Waterways in India) Regulations, 2006—amended in 2016 and 2022—the Brahmaputra River is classified into two segments:

Dhubri to Dibrugarh: Classified as Class-VII waterway, requiring a minimum horizontal clearance of 100 meters between piers and a minimum vertical clearance of 10 meters.

Dibrugarh to Sadia: Classified as Class-V waterway, necessitating a minimum horizontal clearance of 80 meters between piers and a minimum vertical clearance of 8 meters.

Guwahati Bridge Update

The Ministry also confirmed that the NoC for a new bridge connecting Bharalumukh (South Guwahati) to North Guwahati was issued to the Guwahati Metropolitan Development Authority (GMDA) on February 28, 2018. This clearance ensures the bridge’s compliance with navigational requirements, enhancing the safe and efficient movement of vessels along the waterway.

The construction of these bridges is expected to significantly improve infrastructure, boost connectivity, and facilitate economic growth in the region by enhancing the functionality of National Waterway-2.

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