

Background of the Project

The Pimpri Chinchwad Municipal Corporation (PCMC) based on its Comprehensive Mobility Plan (CMP) has identified 10 mass transit road corridors for the city. These road corridors were identified after conducting extensive studies over a period of 5 months covering current and future land use, people movement patterns for work and leisure, traffic volume studies, origin destination studies and household surveys. These road corridors will be enabled with mass transit system like BRTS for quick and effective transit.

Old NH4, Aundh Ravet and Telco roads form the first set of priority roads being developed by PCMC to strengthen the North South connectivity of the city. These roads connect the city to Pune on one end and Talegaon and other major industrial areas on the other end.

The other set of priority roads comprise of Kalewadi to Dehu Alandi road and Nashik Phata to Wakad that form the East West connectivity grid for the city. The Kalewadi to Dehu Alandi road especially forms an important road link as it cuts across the city and connects emerging and new growth centers of the city like Hinjewadi IT park, proposed Chakan Airport, the City Center, Auto Cluster and the MIDC.

East west connectivity is important from the geographic context of Pimpri Chinchwad. The Pavana River and the Railway line cuts the city into two halves, the eastern and western half. The western half is a fast growing area with substantial real estate activity. This region accounts for one third of the properties in the city with new property registration growth of about 13%

per annum, the highest for Pimpri Chinchwad. About 35% of new building permissions are granted every year indicating high growth.

Kalewadi to Dehu Alandi road corridor effectively connects these areas with the rest of the city. The corridor comprises of a 1.6 km flyover that crosses the Pavana River, Railway line and the Old NH4 road and as all these crossovers are tightly bunched near the empire estate colony. The flyover is an important component of the road design as it provides effective crossing across the Pavana River and the Railway line. It is also important to cross the Old NH4 as the current peak hour peak direction (phpd) traffic on old NH4 is about 12,100 trips and Kalewadi to Dehu Alandi corridor is expected to cater to be over 3,600 phpd over the design period. The flyover is effective in grade separating the traffic at the intersection providing smooth unhindered traffic North South and East West traffic movement to one of the fastest growing regions of the city.

In addition, this corridor is a Development Plan road notified through the process prescribed under the Maharashtra Region and Town Planning Act. The roads are part of the city connectivity and transit movements and are not intended to cater to a specific locality.

The five road corridors mentioned above forms first phase of the city road network grid providing immediate transit requirements for its citizens. The balance 5 roads that are planned to be taken up after 7 years will further strengthen this grid and will be aimed at absorbing additional transit trips for the growing population.

PUBLIC CONSULTATION FOR DESIGN OF EMPIRE ESTATE FLYOVER
(As part of BRT Corridor From Kalewadi Phata To Dehu Alandi Road).

1) ON 28TH JUNE 2010.

On 28 / 06 /2010 a public consultation was organized under the chairmanship of the Municipal Commissioner, P.C.M.C. at Meghaji Lokhande Meeting Hall at 11.00 am. Following officers were present for the consultation.

Shri. Eknath Ugile,	City Engineer
Shri. Mahavir Kamble,	Executive Engineer
Shri. Dilip Kudale,	Co-ordinator, JNNURM
Shri. Farooq Shaik,	Dy. Engineer
Mr. M.G. Kulkarni,	M/s. C.V. Kand Consultants Pvt.
	Ltd.(Project Management Consultants)
Ms. Pranjali Deshpande,	Representative of ITDP

Representatives of Empire Estate

Mr. S.S. Shewale,
Mr. S.S. Salvi
Mr. Natarajan
Mr. Suresh Vyas
Adv. Dilip Patil and others

At the outset Municipal Commissioner, P.C.M.C. welcomed all representatives of Empire Estate who were present for the consultation. He explained about the basic design of Empire Estate fly over and the purpose of public consultation.

Pimpri Chinchwad Municipal Corporation has taken up various BRTS projects for developing road infrastructure in PCMC area under JNNURM. One of the corridors is Kalewadi Phata to Dehu Alandi corridor. It is a 45 mtrs wide road as per sanctioned Development Plan (DP) of 1995. This corridor links Aundh Rawet corridor to Dehu Alandi corridor of PCMC's BRTS network. This corridor starts at Kalewadi Phata and joins Dehu Alandi road via - River Pawana -Pimpri Chinchwad Link Road - Railway line- National Highway no. 4- KSB chowk- Kudalwadi. This corridor is essential for grid formation of road network in the city, as this road is an East- West corridor and connects North-South Corridors like Aundh-Rawet, NH-4, Telco Road, Dehu-Alandi

Road etc. The Municipal Commissioner emphasized the fact that, since there is railway line, a Roll Over Bridge (ROB) has to be provided for crossing. This bridge will serve a large number of residents residing on Kalewadi side area.

Public consultation is arranged to invite suggestions from residents for improvement of the facility of Flyover Bridge and implement the feasible suggestions. He invited for suggestions from the representatives of Empire estate society regarding the design features of Empire Estate flyover before it is finalised.

City Engineer explained the design features in detail e.g. Width of the road, building set-back, pedestrian access etc. He clarified that though the width of corridor is 45 mtrs, the flyover will be of 23-24 mtrs. The edge of bridge proper will be almost 16 to 17 meters away from the building line, unlike in other cities the edges of flyovers are just 2 to 3 meters away from building line e.g. J.J. Flyover in Mumbai. He added that we are providing noise barriers on the bridge to protect the residents from noise and air pollution. A detailed drawing showing plan of flyover, typical cross sections, as well as three dimensional views of utilization of area below the flyover for landscaping, children park area etc. was displayed through hard copies as well as through a projector.

The representatives of Empire Estate opined that they do not want flyover. Their argument was that since there are many flyovers already in the city so there is no need for this flyover. On this the City Engineer elaborated that this facility is for the better mobility of city traffic, which will serve the public in large from city.

Municipal Commissioner pointed out to the representatives of Empire Estate that this road is a main link for commuters from Kalewadi phata to Dehu Alandi road and flyover is necessary to cross Railway line and National Highway no.4. The DP road was planned some 15 years ago in view of overall development of the city.

The representatives raised some issues like :-

- i) The area below the bridge may be misused by anti-social elements.
- ii) If the ramps land inside the premises it will increase the traffic inside and create nuisance to the residents.
- iii) There will be noise pollution.
- iv) There will be air pollution in the area due to traffic.
- v) Putting fence and gate at the entrance of the complex.
- vi) If the Bus stop location is inside the premises it will increase the traffic and create nuisance to the residents.

The Municipal Commissioner explained the following,

- i) For avoiding misuse of land below bridge, we propose to develop the area by doing landscaping or children play area. Various

alternatives are displayed through drawings and asked them to maintain that area through the society funds. The representatives declined to take responsibility of maintenance of garden and children play area.

The other alternative is, if we provide a small shopping center below flyover and have shops like coffee or tea shops, this will avoid the misuse of space.

- ii) Regarding ramps, we will provide ramps landing nearer to NH-4 to avoid traffic inside the Empire Estate area.
- iii) We have proposed to provide noise barrier on the bridge to reduce the noise pollution.
- iv) We are restricting the width of the bridge so that service roads of about 5.5 meter and 6 meters set-back will be available on both sides. This will reduce the effect of air pollution.
- v) Putting fencing and gate is not possible as the area is under a DP road and cannot be fenced.
- vi) For reducing traffic intensity within the premises and nuisance to the residents, the bus stop location has been finalized on Pune Mumbai Road. This will help in interchanging both the BRT corridors. The various alternatives were displayed.

All possible design options were shown to them through a presentation in the format of autocad drawings, 3D views etc.

With vote of thanks the meeting came to an end.


Commissioner,
Pimpri Chinchwad Municipal Corporation,
Pimpri -18.