
Work on new express highway from Bangalore to begin in four months

'Destination Mysore in 70 minutes'

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The proposed 110-km long Bangalore-Mysore corridor-express highway will help commuters between the two cities reach their destinations in "one hour ten minutes flat," said Mr T Ramaswamy, vice-president, Nandi Infrastructure Corridor Enterprises Limited which is executing the project.

He was speaking to reporters after his presentation at a panel discussion on "Roads, seaports and urban rapid transportation including container transportation in Karnataka" here today. Mr Ramaswamy said the proposed express highway project, expected to begin in four months, "is scheduled for completion in 10 years."

The proposed highway, being laid with the state-of-the-art high-

way engineering and construction techniques, is designed for safe travel at a speed of 120 km per hour. The time taken to cover the distance between the two cities on the existing 140 km-long road is expected to increase to about six hours by 2001 in view of the projected 10 per cent jump in volume of traffic on the road.

Now, vehicles take more than three and a half hours to cover the distance between the two cities on the crowded existing road. Though the express highway is scheduled for completion in ten years, the accompanying townships may take a few more years to come up. Asked whether the proposed high-speed twin track electric rail link between Bangalore and Mysore would have any bearing on the express highway project, Mr Ramaswamy replied in the negative. "Train traffic is always different from road traffic," he said

and welcomed the proposal as it would bring about an overall reduction in time taken for covering the distance between the cities.

The first notification for acquisition of land for the project has been issued by the State Government about a fortnight back, Mr Ramaswamy said responding to queries. The Karnataka Industrial Area Development Board (KIADB) has been entrusted with the task of acquiring land. "Though it may take 30 months for the KIADB to acquire the total land required for the project, they will transfer to us as and when the land is acquired," Mr Ramaswamy said. The express highway will initially be a four-lane one. It needs to be inevitably expanded to six lanes, he said pointing to the increase in volume of traffic in the next 20 years. The four-lane proposed express highway will have a provision for expansion into six lanes.

Toll will be levied on the basis of each kilometre covered by a vehicle. "A car may have to pay about Rs 50 and a bus may have to pay about Rs 200 for the entire distance between the two cities," he said. However, the amount proposed to be collected from vehicles should be cleared by the National Highway Authority. The toll fee will be collected through electronic machines installed at seven major townships located on the express highway. Toll plazas will facilitate collection of toll without formation of queues. "Road users will have to pay while branching off the express highway," he said.

About 201 "cattle underpasses" were proposed to be built as part of the project. "Practically, there will be an underpass for cattle every half a km," he said seeking to clarify that the express highway "will not block free movement of farmers residing in villages located enroute."
