1. CONCEPTUAL PLAN

Bengaluru City has a total road network of 13,000 km with a road density of 8.2 km per square kilometer, significantly lower than cities like Delhi. This inadequate road infrastructure is a major contributor to persistent traffic congestion. The economic growth of urban areas has impacted the existing city infrastructure resulting in severe traffic bottlenecks.

Hence, studies has suggested the requirement of significant interventions for the city namely the construction of elevated corridors to enable fast, signal-free connectivity across the city. Bengaluru Smart Infrastructure Limited (B-SMILE), is the implementing agency (SPV) under the newly constituted Greater Bengaluru Authority (GBA) for implementation of mega and long term urban infrastructure.

The project comprises an 18.240 km long elevated corridor extending from Yeshwanthpura (Ch. 0+000) to KR Puram (Ch. 18+240), traversing key traffic-intensive areas such as Mathikere Cross, IISc, Mekhri Circle, Jayamahal, St. John's Church Road, Ulsoor Lake, Old MadraRoad, and PAI Layout. Although metro connectivity exists between Yeshwanthpura and Indiranagar, it currently routes through the central business district via Majestic, resulting in longer travel times. The proposed elevated corridor provides a more direct and efficient east–west link, bypassing the city centre and thereby significantly reducing travel time while enhancing accessibility for through traffic. Designed to segregate long-distance vehicular movement from local traffic, the corridor is expected to improve travel efficiency, ease congestion, and strengthen urban connectivity across the northern and eastern sectors of Bengaluru

Figure 1 Key map of the proposed project

As per NGT order in OA No. 137/2014 Dt: 12.02.2015 in the case of Shri. Vikram Kumar Tongad vs Union of India & others and Order Dt: 13.03.2017 in OA No. 243/2016 & 245/2016 (SZ) in the case of Neeliah vs Union of India & others and Citizen Action Forum vs Union of India & Others states that the construction of flyover / bridges / elevated roads is an infrastructure activity and broadly covered under schedule of 8 of the EIA Notification, 2006 and its amendments. Hence, prior EC shall be obtained for these projects based on the nature of built-up area of the project.

Accordingly, the proposed project falls under 8(b) in the schedule of EIA Notification, 2006 as it exceeds BUA of 1,50,000 Sqm.

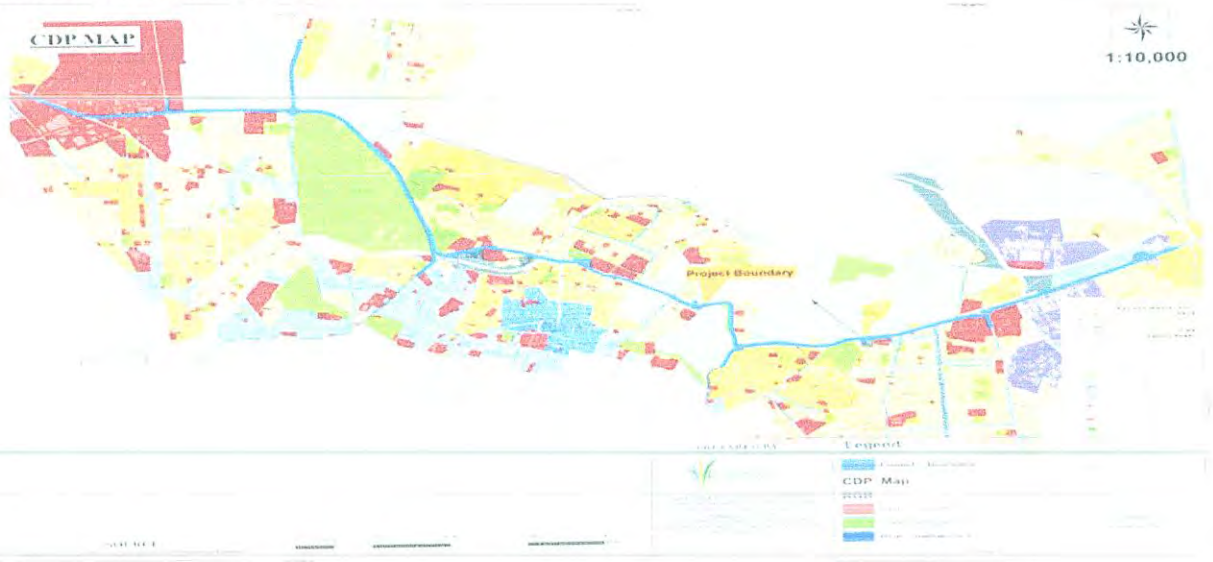

Figure 2 CDP Map showing the Proposed Project corridor

Table 1 Salient features of the project

<table>
<tr><th>Sl. No.</th><th>Description</th><th colspan="3">Details</th></tr>
<tr><td>1.</td><td>Origin & Destination</td><td colspan="3">Yeshwanthapura to KR Puram
Start point: 13°1'2.24"N 77°33'36.36"E
End point: 12°59'37.52"N 77°39'44.68"E</td></tr>
<tr><td rowspan="12">2.</td><td rowspan="12">Existing Carriageway</td><td>Lane</td><td>Length (m)</td><td>Remarks</td></tr>
<tr><td>2 Lane (Flexible)</td><td>950</td><td rowspan="10">--</td></tr>
<tr><td>4 Lane (Flexible)</td><td>7360</td></tr>
<tr><td>6 Lane (Flexible)</td><td>3660</td></tr>
<tr><td>Intermediate (Flexible)</td><td>910</td></tr>
<tr><td>Flexible pavement Length</td><td>12880</td></tr>
<tr><td>2 Lane (Rigid)</td><td>830</td></tr>
<tr><td>4 Lane (Rigid)</td><td>4380</td></tr>
<tr><td>6 Lane (Rigid)</td><td>150</td></tr>
<tr><td>Rigid pavement Length</td><td>5360</td></tr>
<tr><td>Total</td><td>18240</td><td></td></tr>
<tr><td colspan="3">Summary of Service Road</td></tr>
<tr><td colspan="2">2 Lane (Flexible)</td><td>930</td><td>From ITI Bus Stop to KR Puram bus Stop</td></tr>
<tr><td>3.</td><td>Shoulder</td><td colspan="3">Varying Width, LHS: 1m to 3.5m, RHS: 0.6m to 4.7m</td></tr>
<tr><td>4.</td><td>Land use along the road</td><td colspan="3">The proposed alignment passes through a dense urban corridor with mixed land use, including high-density residential areas, commercial zones, major institutional establishments and recreational spaces.</td></tr>
</table>

Sl. No.	Description	Details
5.	Service lanes and Slip Roads	Service lanes of 5.5 m to 11.84 width
6.	Right of way	Typically, 14 to 60 m along the stretch
7.	Traffic on the Stretch	Predominantly composed of passenger vehicles, including cars, two wheelers, and auto-rickshaws, with minimal heavy vehicle movement.
8.	Terrain	The alignment passes through relatively flat terrain with slight undulations in elevation, typical of metropolitan topography.
9.	Structures along Stretch	Flyover: 2 Road Under Bridge: 3 Underpass: 2 Minor Bridges: 1 Overpass: 1 Foot Over Bridge: 9
10.	Design speed	60-80 Km/H
11.	Project Cost	4621.5 Crores
12.	Total Built up area	3,84,490 Sqm

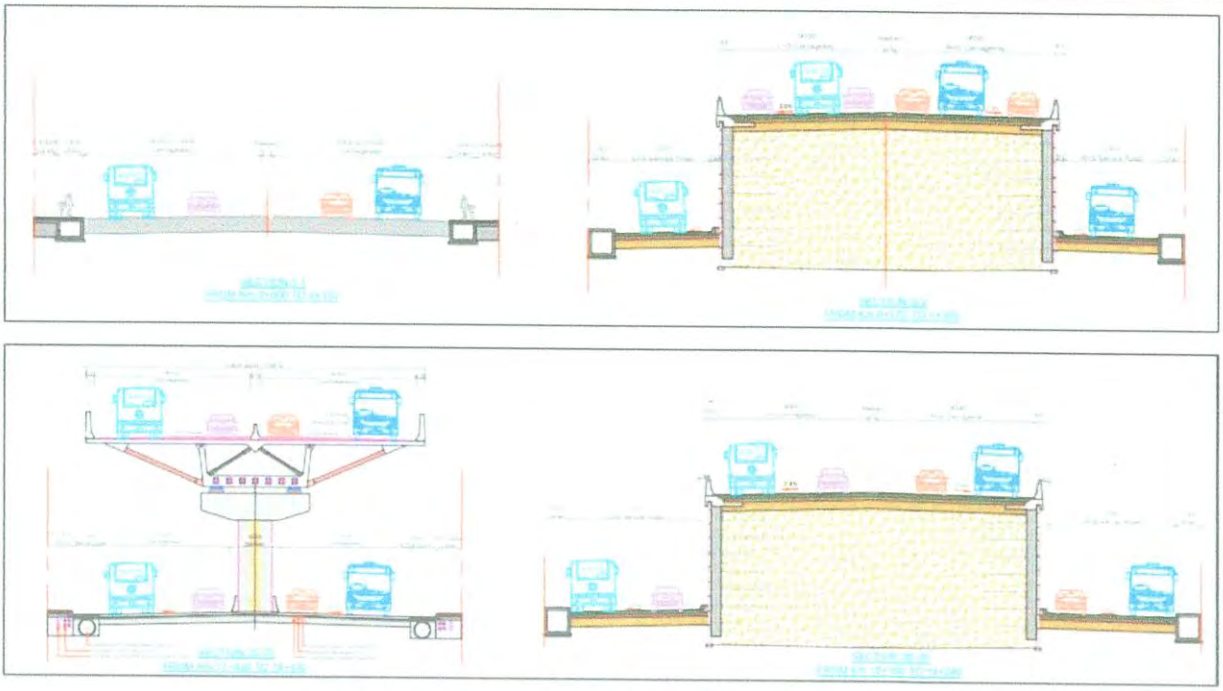

Figure 3 Sectional Elevation of Main Carriageway

Project drawings are enclosed as **Annexure - 2.**