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RAILWAY UNDER BRIDGE OPPOSITE RV COLLEGE OF ENGINEERING IS THE ONLY "LINK" BETWEEN SEVERAL JB LAYOUTS AND "PATTANGERE METRO STATION"



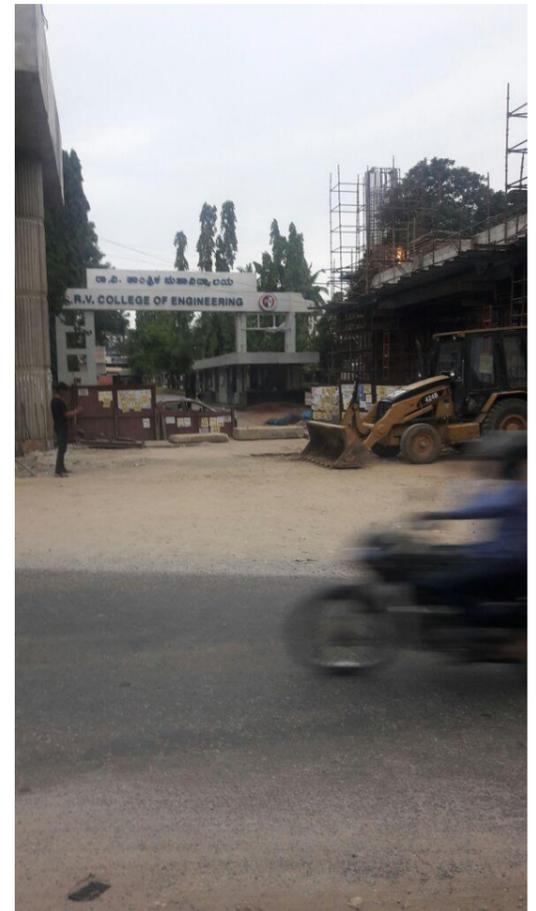
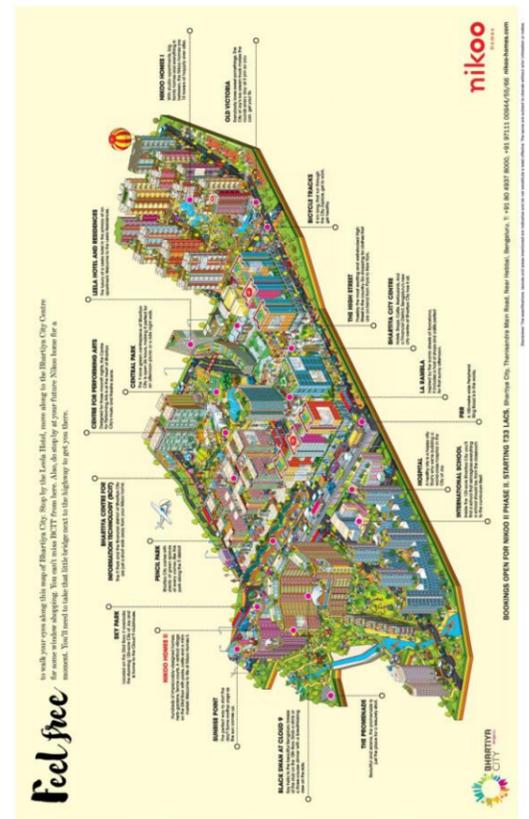
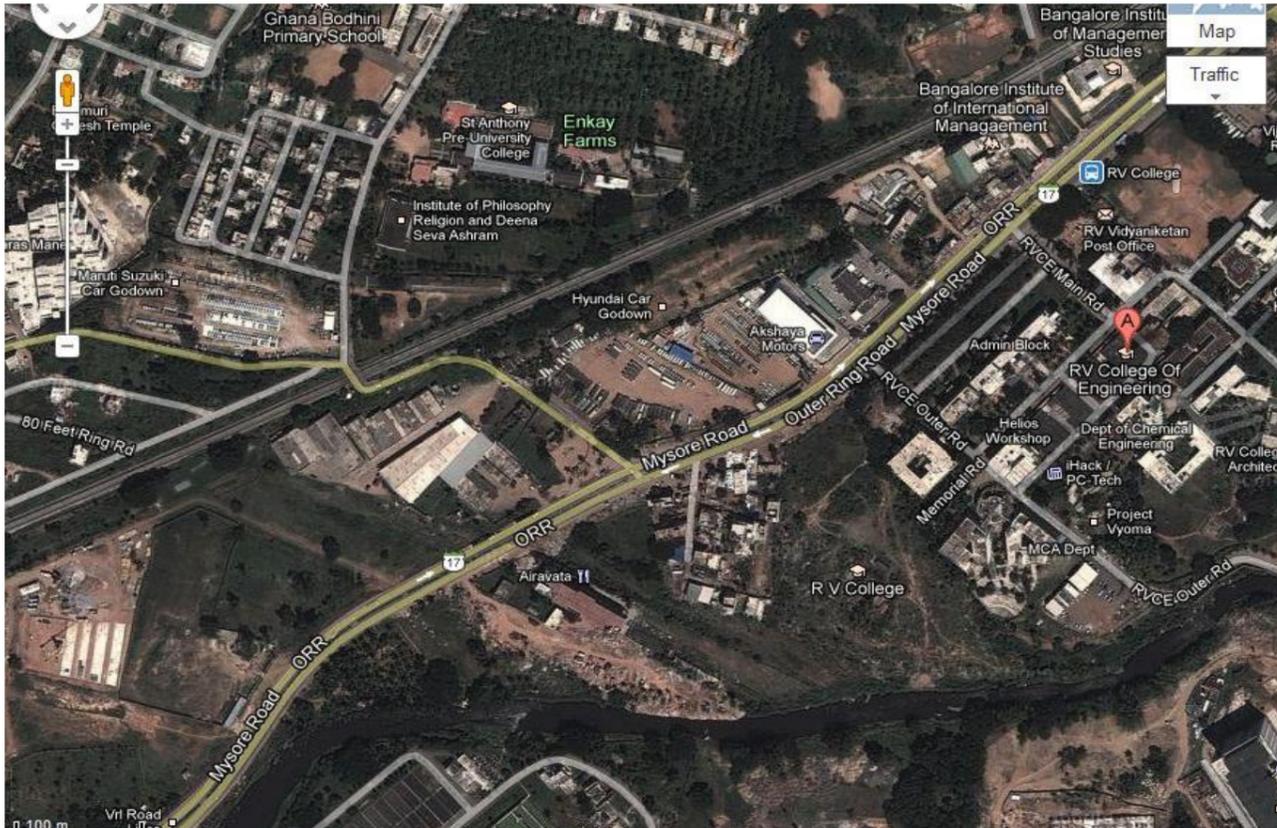
By: M.S.Yatnatti: Editor and Video Journalist Bengaluru:BBMP has to do its part of work on war footing .The under bridge part of work is completed and only approach road and rain harvesting part of work is remaining It is BBMP has to release balance money of 7 crore to railways after re-estimate .BBMP has to release money to shift Bescom Transformer and it has to releases money to BWSSB to relocate its pipe line which is a obstruction to approach road construction .Several thousand commuters are not able to reach to Pattangere Metro Station as railway under Bridge is not completed(Only approach road is balance) .The Central Minister and Chief Minister of Karnataka had inaugurated Pattangere Metro Station Kengeri Biappanhalli metro on 29-08-2021 .The only link to Pattangere Metro Station and The more than 13 layouts and including 7 JB Layouts is RUB railway under bridge opposite RV College RUB between Nayandahalli and Kengeri at KM 10/300-400 opposite RV College .And pattangere Metro Railway Station is still incomplete. Railway need to e provide resedents the dates of completion of RUB as per Tender Documents terms and conditions and reasons for delay and provide residents probable date of completion of Railway under Bridge as public money is utilized for this RUB Project. BBMP has released 3.5 crore and balance revised estimate amount of 7 crore need to be paid to railways. Request is made to complete the approach road as under bridge part is already completed. Only approach road on both side is incomplete.Railway can precast the retaining wall and complete it very fast as is done in many RUB sites.The can accommodate RWH for draining rain water as per BMRCL model . Dy Chief Engineer and Sub Divisional engineer railways can learn from BMRCL and solve water drainage problem of RUB project between Nayandahalli and Kengeri at KM 10/300-400 opposite RV College and Metro Railway Station by rain harvesting pits or connect the extra water collected at RUB to metro rain harvesting pits as RV College metro station has RWH. The Bangalore Metro Rail Corporation Ltd (BMRCL) that started its rainwater harvesting (RWH) project on Namma Metro Phase 1 will extended it to its project to Phase 2 also. BMRCL each pillar has inbuilt downpipes to collect rainwater from the viaduct and into the underground tanks on the median. "When these tanks get filled, the overflowing rainwater gets diverted towards the 5-metre deep rain harvesting pits located between the two pillars,". the 13 layouts links to Pattangere Metro Station is the railway under bridge which is incomplete. Several thousand commuters are not able to reach to Pattangere Metro Station because of incomplete RUB. About thirteen layouts and several educational institutions need this link. Request is made on behalf of several thousand commuters to complete the approach road at the earliest as under bridge part is already completed. I have filed RTI to railways stating that " The Central Minister and Chief Minister of Karnataka had inaugurated Pattangere Metro Station Kengeri Biappanhalli metro on 29-08-2021 .The 13 layouts links to Pattangere Metro Station RUB railway under bridge opposite RV College RUB between Nayandahalli and Kengeri at KM 10/300-400 opposite RV College and pattangere Metro Railway Station is still incomplete. Several thousand commuters are not able to reach to Pattangere Metro Station. Please provide me dates of completion as per Tender Documents terms and conditions and reasons for delay and provide me probable date of completion of railway bridge as public money is utilised for this RUB Project." And I have asked This information and reasons need to be provided to me as per Guide on RTI to Information Act 2005 published by the Government of India Ministry of Personnel, Public Grievances & Pensions Department of Personnel & Training (available here :<http://rti.gov.in/RTICorner/Guideonrti.pdf>) on page 12 and Para 9, following is stated: Providing Reasons for Decisions: The public authorities take various administrative and quasi-judicial decisions which affect the interests of certain persons. It is mandatory for the concerned public authority to provide reasons for such decisions to the affected persons. It may be done by using appropriate mode of communication. Attention is also invited towards the threat 'affected person ' under rti act.In fact, it can be said that "Affected" refers back to an action. The "Affected Persons" are the ones who are affected by that action. The reasons need to be given to affected person and copy of that can be given to me under 2 f of RTI Act. The BBMP and railway is the "public authority "is under obligation to provide information "PUBLICLY" under section 4(1) (a) (b) (c) (d) RTI Act 2005 .)

Firstly height consideration when we clarified that it is RUB for LMV and pedestrians and secondly gradient is well within 1 in 30 the permissible limits and now water logging problem which does not exists and even though water drainage is feasible at nearby location at KM 10/ 200 where already RUB for water drainage / pedestrian exists and already constructed by railways several years ago and this new RUB water can easily flow there and get drained or BBMP can construct a rain harvesting sump in survey number 76 valagerahalli 3 Acres and 10 Guntas which is owned by BDA and handed over to BBMP and solve RUB water drainage problem and after using for road balance area can be used by BMRCL for vehicular Parking for metro station. As water drainage is feasible at nearby location at KM 10/200 where already old RUB for water drainage / pedestrian exists and already constructed by railways several years ago and this new RUB water can easily flow there and get drained or BBMP can construct a rain harvesting sump in survey number 76 valagerahalli 3 Acres and 10 Guntas which is owned by BDA and solve RUB water drainage problem and handed over to BBMP and after using for road balance area can be used by BMRCL for vehicular Parking for metro station or by rain harvesting pits or connect the extra water collected at RUB to metro rain harvesting pits as RV College metro station has RWH Infrastructures, is very heavy and so it cannot be disturbed , so to eliminate level crossing,Road Under Bridge (R.U.B) are required to be provided under earth embankment for crossing of Road traffic, railway traffic across the level crossing of Railway line, etc. The under Bridges are also required in urban area where the busy Business location streets crossing to Railway lines etc The major problem faced after the construction of R.U.B is water logging during rainy season and its prolonged impacts. So toeliminate the problem of water logging and to give the necessary remedies detail study was conducted and the concept of rain water harvesting is implemented by collecting water from the road surface. Rain water harvesting in RUB A way to tackle the water logging problem as well as the ever decreasing levels of ground water could be rain water harvesting, a technology that has been used Rainwater harvesting is a technology used for collecting and storing rainwater . Commonly used systems are constructed of three principal components; namely, the catchment area, the collection device, and the conveyance system.The survey number 76 valagerahalli is government property 3 acres 10 guntas can be used to construct underground rain water harvesting sump and drainage problem IN RUB can be solved safely and easily .

BDA STF or BMTF need to clear encroachment of survey number 76 valagerahalli as part of it is used for approach road for railway under bridge and balance out of 3 acres 10 guntas need to be used for Parking lot for vehicles as Metro Station is coming up opposite RV College . Several railways under bridges have been constructed by Indian Railways thought India and recently railway under bridge has been constructed at Linrajapuram Bangalore by railways under deposit work. Residents know that present site is not suitable for HMV road under bridge .But it is suitable for railway under bridge for LMV and pedestrian (RUB) opposite RV College minimum vertical clearance specified is 2.5 metres is oaky and feasibility report and estimates already given by Dy chief Engineer Railways after joint inspection and BBMP after budgetary approval released the centage amount.According to a research paper published by Department of CivilEngineering,SVIT Engineering College Vasad , Gujarat, India " With a development of road network and increase in traffic both on roads as well as Railways,the requirement of providing RUBs have increased many fold in recent years . From the report of Press Information Bureau Government of India Ministry of Railways, in 2014 there are 30348 level crossings on Indian Railways across the country. Out of these, 18785 are manned and 11563 are unmanned level crossings. A total number of 4792 level crossings have been removed on Indian Railways in the last five years. In 2015 16 , 350 manned level crossings have been closed and eliminated 1000 unmanned level crossings. 820 ROB (road over bridge) /RUB have been completed in the current year.With increasing in the number of RUB , the problem of water logging is facing RUB structure during rainy season. Also India's water crisis is often attributed to lack of government planning, increased corporate privatization,industrial and human waste and government corruption . In addition, water scarcity in India is expected to worsen as the overall population is expected to increase to 1.6 billion by year 2050. To that end, global water scarcity is expected to become a leading cause of national political conflict in the future, and the prognosis for India is no different.Thus the idea of collecting water with the help of RUB will be effective in overcoming the water crisis in the areas where water draught is a major issue.RC:54-1974 states, "Vertical clearance at underpasses shall be at least 5.0 meters. However, in urban areas, this should be increased to 5.5 m so that double-decker buses could be accommodated". However, this provision is not necessarily required for all roads throughout the country. It is seen that light commercial vehicles can easily pass with the vertical clearance of 3.6 m LHS where provided, whereas full height heavy commercial vehicles can pass at nearby located ROB's and level crossings. The proposal of Railways to replace level crossing with limited height subways i.e. for village roads vertical clearance 3.2 m but not less than 2.5 m in any case; and for other district roads 3.6 m in rural and urban areas is a step in right direction. With the construction of Limited Height Subways, the movement of heavy commercial vehicles may get restricted to NHs and SHs provided with full height. Road over bridges or Road Under Bridges and other roads may cater to the requirement of light vehicles. The authorities will have to take up this challenge of elimination of level crossings to save time, energy & ensure safety of road users. It is reported that such Construction of light vehicular and pedestrian crossing(RUB)at Lingarajapuram Railway crossing is completed with approach roads on both sides of railway track at the cost of 333 lakhs.

Heavy traffic delay and economic loss at LC 10 level crossings is reported . Data on traffic classification and volume, frequency and duration of closure of level crossing gates, number of vehicles and the delay caused by closure of gates for all type of vehicles, pedestrian count and spot speed survey if collected under the study it will show that GB layout people are worst affected and even people cannot reach in time to hospitals because of gate closer and lives of the people are in danger. The current action plan is focusing no eliminating almost all the Broad Gauge unmanned level crossing numbering 6352 in the next 3-4 years. While Indian Railways has eliminated 1148 level crossings and 1253 level crossing in 2015-16, it has scaled up its target and now plans to eliminate 1440 level crossings.It may be mentioned that substantial funds are required in the task of eliminating unmanned level crossing.

Conclusion: Conclusion: Several thousand commuters are not able to reach to Pattangere Metro Station as railway under Bridge is not completed(Only approach road is balance) According to reports BBMP has release balance revised estimates to SWR (Railways Department) for RUB opposite RV College between Nayandahalli and Kengeri at KM 10/300-400 opposite RV College as Metro Railway Station is functioning .It is pertinent to note that State Human right commission had issued an order in respect of railway under bridge for LMV and pedestrian opposite RV College Mysore Road. In a move that could end long waits at railway crossings, the government has decided to speed up implementation of over 15 road over-bridge (RoB) and road under-bridge (RuB) projects in the city.In view of approval by given railway deputy chief engineer and approving feasibility BBMP should take fast action in this matter and complete it before the metro station start functioning from the opposite RV College as this RUB proposed will be feeder to metro station. Thrust is on for construction of rail over bridge, rail under bridge and manning the unmanned level crossings to prevent accidents any one at opposite RV College Mysore Road at KM 10.300-400(Near R V College Bus Stop)There are a total of 28,607 level crossings across the country of which 19,267 are manned and 9340 are unmanned. The official said of the total unmanned level crossings, around 6,388 are on broad gauge network and need priority attention for elimination to achieve the "zero accident" target. The unmanned level crossing opposite RV College need to be removed on priority and provide manned level crossing as daily thousands of people cross it without caring to their lives and they are helpless. This unmanned LC is going to be Feeder to Metro station coming at RV College . Their major demand is Railway Under Bridge FOR LMV and pedestrians opposite RV College .Land is already acquired by BDA and approach road exists on both side .They want a simple magic box railway under bridge which can be constructed in just few days time and without much expenditure and it will has solved 15 years demand and now only approach road is balance and need to be completed at the earliest .



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You may have problems with Government Departments PWD, BDA, BMRDA, KIADB, TOWN PLANNING DEPARTMENTS AND Development Authorities BBMP, Taluka office, D.C. Office, Corporation, K.S.R.T.C., Commercial Tax Offices, K.E.B., Pension problems, Acquisitions of Land Problems , Khata, Bifurcation, Tax Revision. Banks Problems etc, which may be have been pending for months, and years in Government files etc.

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