

2. INTRODUCTION

IMPROVEMENT OF MARINA LOOP ROAD

The Existing Marina Loop Road is in the heart of Chennai virtually on the stretch where the founding fathers of Madrasaptinam landed several centuries ago. The first inhabitants of this stretch were fishermen and for several decades to come, it remained essentially a fishing colony. With the setting up of the East India Company it turned into a trading port and as the settlement moved across the Marina to Fort St. George it took on colonial hues and emerged as a gateway to South India which it is till date.

The Marina Loop Road's location probably had its origins several centuries ago as an essential pathway to and from the sea. It continues to be hemmed in by the sea on the East and fisherman's colonies on the West. However with the growth in Chennai's population it has emerged as a crucial alternative route connecting Kamarajar Salai and Adyar.

It is proposed that the Loop Road which is presently being shunned by the motorists, riders, cyclists and pedestrians for its poor quality, inadequate lighting and concerns of safety, be turned into a viable route that will ease traffic on the narrow and congested Santhome High Road. Santhome High Road is the only linking road on the eastern corridor connecting South Chennai with North Chennai and beyond.

This large segment of population that is crossing over is now being diverted during peak hours to the Loop Road which is being used by them with reluctance because of poor infrastructure.

The proposed concreting of the Loop Road is in adherence to Providing Superior Riding Surface with adequate storm water drain, rain water harvesting system, pedestrian pathways and when the Project is implemented, it will change the entire complexion of the stretch and will result in a sizeable chunk of the traffic willingly navigating to it.

At this juncture it must be reiterated that the proposed concreting does not deviate from the existing black topping by even a cm and follows the current footprint assiduously.

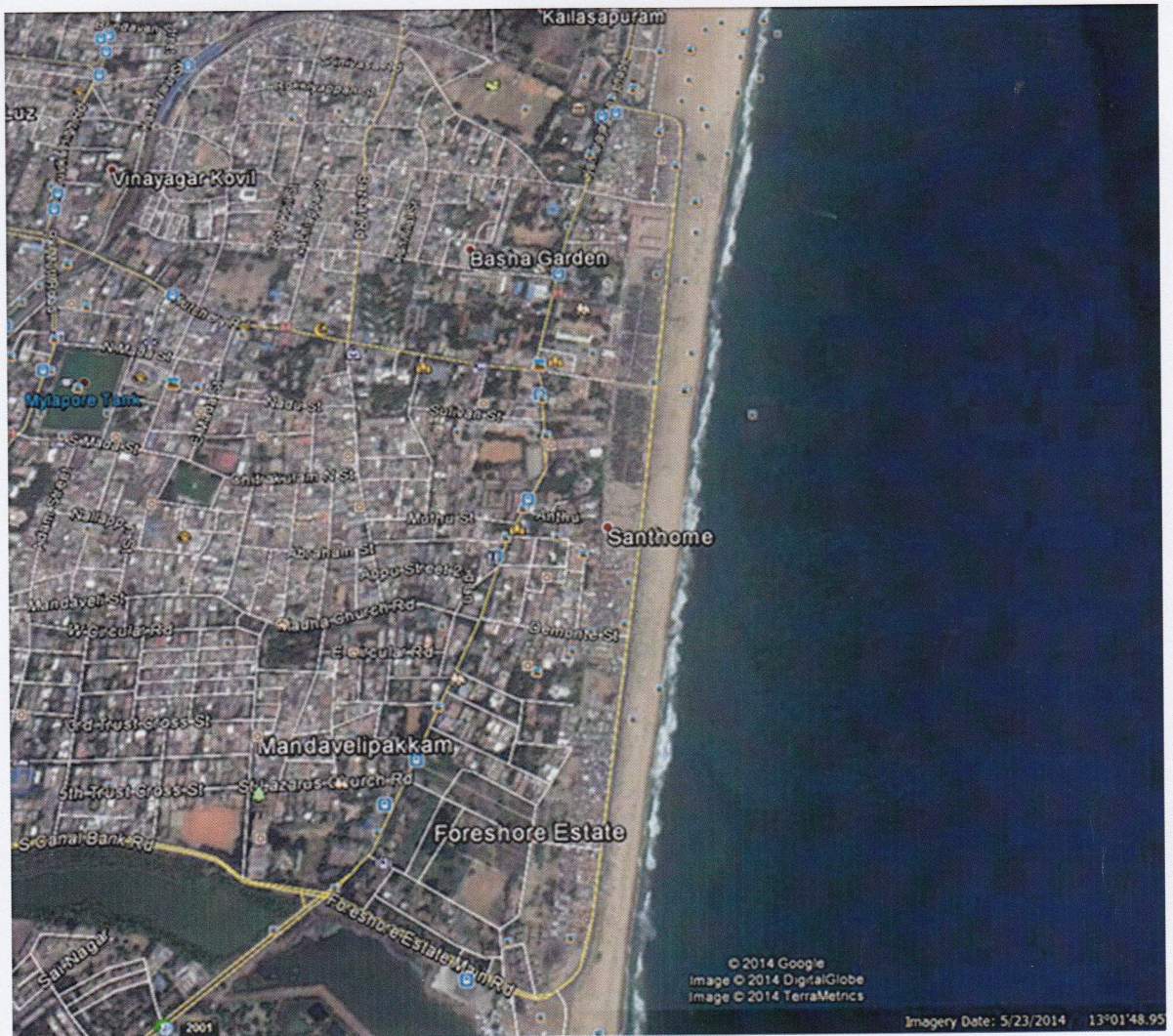


Fig.20 LOOP ROAD ALONG MARINA BEACH

2.1 Salient Features of the Project

2.1.1.Name of the Project:

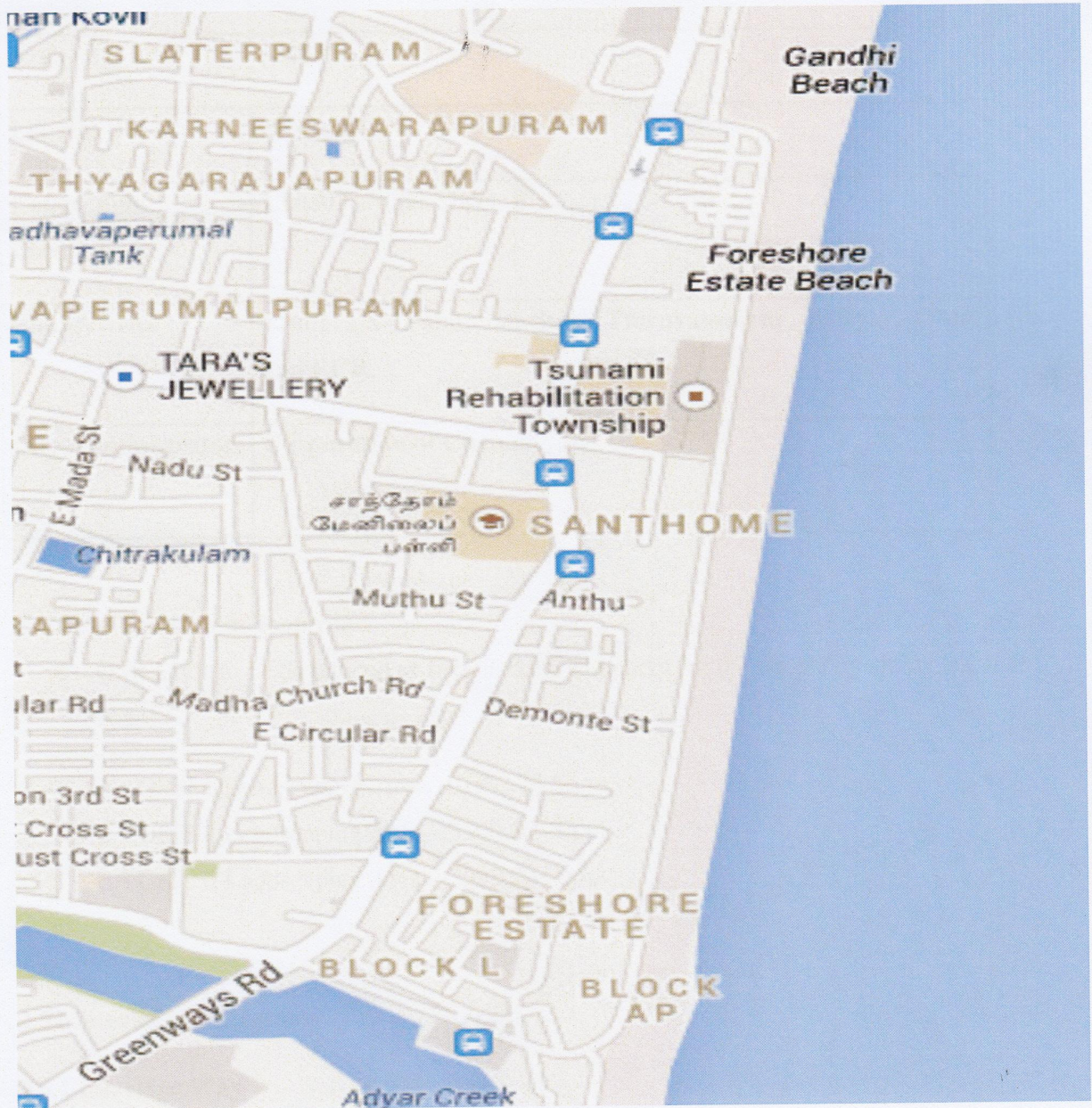
Improvement of Marina Loop Road from the junction of Kamarajar Salai to the junction of Pattinampakkam in Div 125 & 126 of Zone-9.

2.1.2 Aim of the project:

1. To develop and improve road quality and implement associated features.
2. To control the traffic volume and flow.
3. To develop the surroundings and improve overall hygiene of the environs, the Main beneficiary would be the Local fisherman Community.
4. To improve the Paving area.
5. Comfortable journey across the Marina Loop road zone.
6. To develop the marina beach extension.

2.1.3 Project Area / Town

Chennai city.



2.2 Scope of Marina Loop road

Formation of concrete road on the foot print of the existing black topping road, service trench, storm water drain with rain water harvesting arrangements, foot paths.

2.3 Specifications

City	Chennai
Place	Marina Loop Road, Chennai
Area	44000Sq.m
Length	2200 meter
Geographic Location	13.0302° N, 80.2787° E
Connectivity	Kamarajar Salai, Beach to Thiruvanmiyur, Adayar, OMR and ECR.
City Administrator	Corporation of Chennai

2.4 Developments in loop road

- OSR lands to be developed as fish markets and parks for the people by slum clearance board.
 - OSR 1 Landscaping Area -10552.75 Sq.m
 - OSR 2 Landscaping Area – 3300.00 Sq.m
 - OSR 3 Landscaping Area – 2092.00 Sq.m

6964.75
15864.75

15,644.75 sq.m
1400 sq.m

2.5 Material specifications

2.5.1 Carriage Way

After critically evaluating various paving options, white topping is proposed for the project roads with uniform lane width. The detailed study and design was conducted by the Division of Transportation Engineering, Anna University, and the design report is also enclosed along with.

2.5.2 Footpath

The space by the side of the travel lane, adjacent to property line, identified for Pedestrian walking purposes usually referred as pedestrian walkway / footpath has been proposed on western sides of the road and segregated from the traffic lanes with a separator in the form of mountable granite kerb (150mm height). Pedestrian walkway proposed is for a width of from 1.8m. The surface of footpath will be prepared with granite stone blocks. Pedestrian guardrails have been proposed along the footpath to control the pedestrian movement and for access to the road.

2.5.3 Pedestrian Facilities

Pedestrian crossing are provided with table top walking facility at 150m intervals and at appropriate places as per site utilization.

2.5.4 Drainage System

New longitudinal storm water drain is proposed for the project road. The size of storm water drain for project road would be designed and given by the centre for water resources department, Anna University. The box type RCC storm water drain shall be buried on the road adjacent to the footpath kerb and the water will be collected through the perforated top slabs and vertical gratings.

2.5.5 Road Marking and Signages

Road marking are the lines, patterns, words and other devices attached to the Carriageway / cycle track/objects within and adjacent to the carriageway for controlling, warning, guiding and informing the users.

2.5.6 Road Studs

Road studs / cat's eye are provided in the form of semi-permanent marking on travel lanes, improved visibility, delineate lane positions of motorists, and encourage them follow fixed path on the road.

2.5.7 Utility System

The project roads have both under ground and over ground utilities along and across the road. To up-grade the roads, streamlining of these utilities is important. For the project, the electrical cables, OFC lines, water supply and sewerage lines are the major utilities to be included in cross section planning and designs.

2.5.8 Electrical Utilities

The project roads have both above and below ground electrical utilities like electrical lines, poles, junction boxes and transformers Chambers of 2.5m x 2.5m x 2.0m should be provided on both sides of the road. The chambers should be connected by Hume pipes/cable trenches

2.5.9 Utility Shifting Plan

As per the proposed utility system, the existing utilities to be shifted to the utility ducts and/or the space assigned for them.

At the outset it must be mentioned that the existing foot print of the road has not been altered or added to in any way or measure. It has been planned to lay the road with superior world class recommended M60 white topping which is both hardy has been tested world over on heavy duty surfaces. It is also expected to withstand the high degree of saline spray and humidity content in the air.

2.6 Conclusion

The road which is expected to be completed before 6 months will ensure free flow of traffic along Santhome High Road. The route is of strategic importance to the city as it connects the northern suburbs, the Central and the conventional business centre in Park Town area to the IT corridor and the airport. The current traffic snarls and long delays that the road experiences especially during school drop and pick up hours will be considerably eased if not eliminated by this road. Also the recreational value of the Marina will now spillover for another 2,5 km southward as the improved access will encourage people to stroll, jog or just hang around the railings to watch the magnificent Bay of Bengal.

It must again be stressed that the improvement of this road does not take even an inch and does not deviate from the original footprint in any degree. Arrangements have also been made to co-ordinate the work systematically and remove debris so that the lifestyle of the current users is not affected. In 6 months we can see Chennai's swanky new corridor that will connect the marina to the Adyar estuary in a very scenic and environmentally responsible manner.

View of Fish Market



Fish Market plan

