

Traffic Solution Of Road For Wagholi – Shikrapur

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Abstract- In India and in Maharashtra traffic is big issue. For solving this issue have to design and develop the heavy and maximum lane roads. So as per the survey we found that the Pune-Ahmednagar road need to construct the 6 lane road for control the traffic problem. Ministry of Road Transport & Highways, has initially entrusted the Indian Academy of Highway Engineers (IAHE, the preparation of Detailed Project Reports & Project Management of part of selected stretches/corridors of various National Highways in the States of Maharashtra, Gujarat, Chhattisgarh, Rajasthan and Karnataka to Two/Four/Six Lane with paved shoulder configuration.

Keywords- Traffic solution of road for wagholi – shikrapur.

I. INTRODUCTION

Pune: Citizens using the ever-congested and notorious road stretch between wagholi and shikrapur on pune – ahmednagar highway for everyday commute will soon have a sigh of relief as the six – laning work of this stretch began on Saturday.

The wagholigrampanchayat has started cleaning the odha and nullah as a part of this road widening project. Vasundhara Ubale, sarpanch of wagholi village said, the streams will be cleaned on priority basis. There are no encroachments in this area. Some sheds are still existent, but we have asked the owner to remove them and they have agreed to do so.

Public works department (PWD) will make the stretch a six – lane road on the pune-ahmednagar highway. Underground utility cables and lines were shifted and some encroachments were erased initially. The entire road widening project will cost Rs 222 crore.

II. OBJECTIVES

1. Main objective is to make highway with 6 lane road for development in transportation.
2. Survey the total condition for of road design and make sure that its apply 100%.
3. Construct the strength full road and reduce the traffic problem by developing 6 lane.

III. METHODOLOGY

STEPS OF METHOD

- i- Survey the topic for project work.
- ii- Selection of the topic and collection of data.
- iii- make the survey report on collected data.
- iv- make the model for presentation.
- v- explore the presentation.



Methodology for Feasibility Study and Engineering Survey & Investigations

The methodology adopted for feasibility study and the Engineering Survey and Investigations are detailed in **Feasibility Report**.

- **Topographic Survey**

Topographic survey for has been carried out on the Project Highway. The GTS Bench mark value of 290.620 M (RL (m) back side of the PWD Circuit House at Akola is applied all along the Project Road.

- **Existing Pavement Condition**

The existing pavement condition is fair to poor. At few locations, the pavement is disintegrated or in distressed condition.

- **CBR Value**

The soaked CBR values of existing sub-grade soil averages \geq from 8%.

The proposed CBR is 8%.

IV. LITERATURE REVIEW

The development of roads nowadays often has negative impacts. Roads cause floods and water logging along the way, whereas the more concentrated run-off from drains and culverts cause erosion and sedimentation. These negative impacts are often related with the practice in road engineering to evacuate water away from the roads as soon as possible rather than making use of the water for beneficial purposes. This negative character however can be turned around and roads can be used as instruments for water harvesting. This can generate substantial positive impact especially as water is getting scarcer. With the investment in roads in many countries exceeding that of any other programmes, there is a large opportunity to improve the productive environment and increase the climate resilience of the population in the vicinity of the road.

The paper gives idea for safe design with minimum cost of the tank and give the designer the relationship curve between design variable thus design of tank can be more economical, reliable and simple. The paper helps in understanding the design philosophy for the safe and economical design of water tank. The wall of tanks subjected to pressure and the base is subjected to weight of Water. In below paper, reinforced concert resting on ground monolithic with the base are design and their results are made optimum

It has been observed that the area of steel which we get from optimum design is less than the normal design. It has been concluded that the optimization is done for all the parameters considered, It has been concluded that the results obtained from the optimization method by N Pndian method is capable of obtaining the optimum solution. The present study deals with the minimizing of the area of steel. It is believed that the present results of optimization values are optimized.

V. CONCLUSION

The economic analysis has been undertaken for the project road by using RUCS equations. The results obtained are in terms of the Economic Internal Rate of Return (EIRR), Net Present Value (NPV), as presented below for project corridor as a whole. The project is economically viable, even in case of only savings in the VOCs. With VOT and accident cost savings, it becomes a very desirable project from the perspective of the society Sensitivity Analysis.

From this project we conclude that the because of making six lane road for wagholi to shikrapur traffic of pune-ahmednagar road is reduce and accidents are also control. Also the economically increment in transportation is achieved.

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