



M.S.Yatnatti : Editor and Video Journalist: "Blunt and Sharp Daily News Portal": Swarnamba .R.L Freelance Video Journalist and Reporter

"STUDENTS MAY FALL" IN DRAINS OPPOSITE BUS STOP RV COLLEGE "DUE" TO REMOVAL OF SLABS ON DRAINS "LET BBMP CREATE STF TO FIX THE SLABS"



By: M.S.Yatnatti: Editor and Video Journalist Bengaluru: More importantly, a person cannot predict the unseen act of the nature. It is true that, it is the bounden duty of the BBMP to get the repair work done before accident happens .BBMP engineers did nothing despite residents have complained about removal of drain slabs in front of orchid school opposite R V College of Engineering Mysore road.Any mishap any time can happen . Students may fall in the drain as slabs have been removed by Bescom or BWSSB . The footpaths adjoining Opposite RV College of engineering on Mysore Road and in front of orchid school where several hundred students board the busses are in danger and Kengeri High School are some of the places that have witnessed accidents and students falling in drain due to the removal of slabs from their places. "The footpath adjacent to the ORCHID building faces the same issue and has not witnessed any repair work in the last many months ." said Raghu a resident of JB III Layout that adjoins Mysore road and he has written several letters to BBMP and BMRCL. Potholed roads, broken footpaths, clogged drains, overflowing manholes and leaking water pipes for residents of Bengaluru faces every year . Let BBMP create a task force to solve these problems as they surface frequently and with regular intervals. According to experts Bangalore, as a metropolitan city, has grown over the years and vastly expanded in its size and scale. However, the civic amenities and public infrastructure such as adequate vehicular and pedestrian safe roads, drainage systems etc., provided to the residents of Bangalore and have been inadequate and far from being satisfactory in all arenas. In particular, the drainage system in Bangalore has not been upgraded with the passage of time and the open drains and pits have increased over the years, causing public nuisance and danger to human life, and various public roads have been particularly unsafe for public usage, particularly during the monsoon. BBMP is Constitutionally and legally obligated to ensure that the residents of Bangalore are provided with a safe environment for habitation, thereby furthering the constitutional mandate of right to life. It is submitted that the BBMP have repeatedly failed to fulfill their obligations in this regard in more cases than one. A glaring example of one such failure is despite complaints slabs are not replaced on the drains . It is said that, time and again, citizens have lost their lives by falling into open drains that are flooded. Unattended public infrastructures, such as open drains, have become death traps in the city of Bangalore and the BBMP do not seem to initiate any action whatsoever to attend to such matters. Whilst the citizens are unable to aver every instance in which citizens of Bangalore have lost their lives by falling into open drains and unattended public utilities, the averments made in several cases will provide an illustrative account of the various deaths that have occurred in Bangalore.Particularly the BBMP, seem unfazed in the face of public criticism and outpour of grief. These incidents not only cause enormous injury and bring misery to the parents and the family members of the innocent children whose lives are lost, but also further erode the already weak faith that the people have in public and local authorities such as BBMP. Uncovered storm water drains and unsecured public infrastructure and utilities have always been a cause for innumerable deaths and injury to people. Apart from uncovered drains, which are death traps, there have been numerous instances where naked live wire hanging/protruding from electrical poles have electrocuted many people in the city. There have also been instances where unlit road medians constructed on roads which got flooded, act as hazards resulting in various accidents leading to loss of many lives in the city. No one in the public administration seems to take responsibility for such incidents. It is submitted that even where certain departments or officers in public administration take responsibility for such activities, no one is ever held accountable for such actions and no criminal liability has yet been fastened to the civic officials.

Filling debris in the pot hole is not the solution. Even in areas where potholes have been filled, the gravel and mud used was coming loose. Create STF to fix potholes problem .Let BBMP create a Pothole special task force (STF) with a chief engineer heading it with necessary equipments and trained staff to fix the potholes on war footing as and when they are formed .Instead of spending money every time and every year in a unplanned manner BBMP can minimize the expenditure with special task force . With money once again being earmarked the need for this campaign to hold the BBMP accountable is more important than ever. Even after the countless deadlines given by leaders and various promises being made by BBMP officials, the state of Bangalore's roads is pathetic.We must take responsibilities into our own hands and ensure proper spending of the money to fix the potholes. Every year, the problem of potholes arises and every year crores of rupees is spent. There is public outrage and media coverage around it and the problem of potholes are temporarily fixed. A part of the money allocated is used to actually fix potholes while the rest of it remains stagnant or just disappears. Cheap incompetent engineers and contractors who get the work every year are contracted to fill the roads, and they do so with gravel and dirt, and sometimes pour a layer of asphalt over the potholes . The shoddy job results in potholes coming back, and the entire cycle repeats itself resulting in public money being misused. The BBMP needs to ensure that all potholes identified are properly fixed with the help of experienced contractors and engineers for a long-term solution to this problem."There was a small pothole on the road, but once it started raining, it got bigger and more dangerous for commuters. Since it can't be seen from one side of the road, it's risky for drivers and ridersMedia reports tips for motorists to keep in mind when driving in the rain in order to lessen their chances of being involved in an accident. And note to drive slower and with more caution in rainy season. It is very important to drive at a slower and safer pace when driving in the rain. It takes longer to stop when the road is wet, so driving at an increased following distance will mitigate the chances of a collision. Take into account greater traveling time as it will take motorists longer to reach their destination. Drivers must also avoid hard or sudden braking, as this may cause the vehicle to slide across the road and cause an accident. Rather start braking earlier, less forcefully and take your foot off the accelerator to slow down little by little. This will also signal to any drivers behind the vehicle that you are slowing down.Turn on the headlights: Motorists should switch on headlights even in light rain, foggy or overcast conditions. This will help the motorists to see and be seen by other drivers and improve overall safety for all motorists on the road.Be sure to check tyre traction and wipers on a regular basis: Tyres with a low or illegal tread significantly reduces the vehicle's traction on a wet road and offers very little resistance to hydroplaning It is also important that tyres are properly inflated and that the pressure is checked at least once a month. The correct air pressure for tyres is specified by the vehicle manufacturer and can usually be found on the door edge of the vehicle or in the owner's manual.Replace old or brittle wipers as defective wipers will hinder visibility as the wipers will not clear water from the windshield properly. Keep a spare pair of wipers in your car to ensure that you can replace faulty wipers immediately.

Do not use cruise control: Cruise control might allow drivers to be less vigilant to take their foot off of the pedals, which is not a good idea when driving on a wet road. Driving on a wet road requires the full attention of the driver and cruise control will slow his or her reaction time to brake or accelerate.Driving in rainy weather conditions severely increase the chances of collisions. Therefore, it is imperative that motorists arm themselves with knowledge on how to ensure that they are being safe on the roads to avoid dangerous accidents from occurring.It is pertinent to note that potholes are not formed by BBMP or BDA as they happen every where in the world during rainy season in asphalt roads. A pothole is a type of failure in an asphalt pavement, caused by the presence of water in the underlying soil structure and the presence of traffic passing over the affected area .Despite hundreds of crores being spent annually and promises being made by the government, there is no noticeable difference in the state of Bangalore's roads. With tens of thousands of potholes and regular accidents, public complaints and media coverage have continued to rise.

Pothole Wikipedia definition: A pothole is a type of failure in an asphalt pavement, caused by the presence of water in the underlying soil structure and the presence of traffic passing over the affected area. Introduction of water to the underlying soil structure first weakens the supporting soil. Traffic then fatigues and breaks the poorly supported asphalt surface in the affected area. Continued traffic action ejects both asphalt and the underlying soil material to create a hole in the pavement.How Do Potholes Form? : Potholes are holes in the roadway that vary in size and shape. They are caused by the expansion and contraction of ground water after the water has entered into the ground under the pavement. When water freezes, it expands. Think of when ice cubes are made. A tray full of water is put into the freezer, and when you remove the tray from the freezer, you will notice the water has expanded. This same effect happens when water gets into the ground under the pavement. If it has a chance to freeze, it will take up more space under the pavement, and the pavement will expand, bend, and crack, which weakens the material pavement. Then when ice melts, the pavement contracts and leaves gaps or voids in the surface under the pavement, where water can get in and be trapped. If the water freezes and thaws over and over, the pavement will weaken and continue cracking.As the weight of cars and trucks pass over the weak spot in the road, pieces of the roadway material weaken, which will cause the material to be displaced or broken down from the weight, creating the pothole.What happens when salt is brought into the picture? Water will freeze at 32 degrees Fahrenheit. When salt is used, it lowers the temperature that water will freeze. This creates an artificial freeze-thaw cycle that permits more occurrences of the damaging cycle to occur. This happens more often in the spring because of the melting that takes place and because the temperatures fluctuating above and below the freezing point very frequently.

According to a U.S. Army Corps of Engineers publication, *Pothole primer—A public administrator's guide to understanding and managing the pothole problem*, (Eaton, et al.), pothole formation requires two factors to be present at the same time: water and traffic. Water weakens the soil beneath the pavement; traffic applies the loads that stress the pavement past the breaking point. Potholes form progressively, first from fatigue of the road surface, which can lead to a precursor failure pattern known as crocodile cracking. Finally, chunks of pavement between the fatigue cracks gradually work loose, and may eventually be plucked or forced out of the surface by continued wheel loads to create a pothole.In areas subject to freezing and thawing, Frost heaving can damage a pavement and create openings for water to enter. Spring thaw of pavements accelerates this process when thawing of upper portions of the soil structure in a pavement cannot drain past still-frozen lower layers, thus saturating the supporting soil and weakening it.Potholes can grow to several feet in width, though they usually only develop to depths of a few inches. If they become large enough, damage to tires, wheels, and vehicle suspensions is liable to occur. Serious road accidents can occur as a direct result, especially on those roads where vehicle speeds are greater.According to Eaton, et al., potholes may result from four main causes: Insufficient pavement thickness to support traffic during freeze/thaw periods without localized failures. Insufficient drainage. Failures at utility trenches and castings (manhole and drain casings). Miscellaneous pavement defects and cracks left unmaintained and unsealed so as to admit moisture and compromise the structural integrity of the pavement.

Prevention: Surveying of pavements for risk factors. Providing adequate drainage structures. Preventative maintenance. Utility cut management. Drainage structures, including ditching and storm sewers are essential for removing water from pavements. Avoiding other risk factors with good construction includes well-draining base and sub-base soils that avoid frost action and promote drying of the soil structure. Adequate crowns promote drainage to the sides. Good crack control prevents water penetration into the pavement soil structure.Reportedly the BBMP has promised, yet again, to make the city 'pothole free' . However, potholes are not the only obstacles users of the city's battered and bruised roads have to deal with. An estimated 67,309 sq mt have been identified as 'bad reaches'. Though the palike claims to have smoothed out most stretches, with just over 5,000 sq mt remaining to be repaired, no mention appears to have been made of taking care of these stretches. Repairing these 'bad reaches' (worn out portions of roads, cracks on surfaces, material scraped out around speed breakers, sunken surfaces), mainly found at junctions, turns, speed breakers and around structures such as transformers, are admittedly more time consuming and difficult. BBMP officials said while small stretches of bad reaches can be repaired using the pothole filling machine for quick results, longer stretches need more equipment and space. "The paver and truck need space. We would also have to block the lane to carry out the work," a senior official said. Though bad reaches in arterial roads have been repaired, work in other areas can only be taken up at night, he admitted.

According to reports appearing in all news papers the promises from the BBMP, apparently, re-appear as often as the potholes on the city's roads. After a gaping pothole claimed the life of a software engineer last week, the civic body has set itself another deadline to make the city free of potholes.Promises from the BBMP, apparently, re-appear as often as the potholes on the city's roads. After a gaping pothole claimed the life of a software engineer last week, the civic body has set itself another deadline to make the city free of potholes. All major, arterial and sub-arterial roads in city will be pothole-free by October-end, declared Transport and Bengaluru City In-Charge Minister Ramalinga Reddy, who chaired a high-level meeting of BBMP officials recently as reported in media .Elections and torrential rains in the last three months damaged the city's roads. Now, the BBMP authorities would get into action to fill up all potholes on a war-footing, he said, adding that the joint commissioners and chief engineers of all eight zones will be held responsible for potholes and uncleared garbage in their respective zones. So far, executive engineers and assistant engineers were held responsible for the same. The Minister said tenders had been called for Rs. 347

