Project No 3
CONSTRUCTION OF KELANI BRIDGE TO PORT CITY AND ORUGODAWATTA JUNCTION TO PORE (THROUGH RAJAGIRIYA) ELEVATED EXPRESSWAYS

1. Project implementation agency: Sri Lanka Roads Development Authority
2. Estimated project cost; Kelani Bridge to Port City US $ 261 million Orugodawatte Junction to Pore through Rajagiriya US $ 860 million
4. Development model: Joint Venture under PPP system
5. Implementation period: 5 Years

Background

As the Southern Highway ends at Kottawa, at the peripheral of Colombo city the traffic from south has to join the local traffic within Colombo area and take equal or more time of travelling from Galle to Kottawa to reach the destination in Colombo area. Extending the Southern Expressway to the economic, administrative and transport hubs in Colombo area has become necessary to improve the overall transport efficiency. The option of widening the existing roads has become prohibitive due to the large scale land acquisition and resettlement requirements. By by-passing the local traffic at grade level and providing effective linkages to other trunk roads, the Southern expressway extension effectively relieve traffic congestion, substantially reducing travel time from Colombo to other regions of the country.

Justification

There is a significant traffic congestion in Colombo Fort/Pettah area presently and around New Kelani Bridge due to the high travel demand existing between these two locations. And there is a severe traffic congestion being generated in Maligawaththa, Kotahena and Aluthkade areas due to the through traffic between New Kelani Bridge and Fort/Pettah. This road is to be connected to the proposed extension of Marine Drive road in front of the Port City at grade. The traffic coming from Negombo and other areas beyond Kelani River will be connected to the marine drive by-passing Colombo city eliminating a lot of congestion. This will on the other hand provide access to the proposed port city and proposed Multi Modal Transport Hub at Fort/Pettah.

Development of the port city will generate a significantly large volume of traffic and attract a lot of traffic as well. Releasing this traffic on to the Galle road in front of Galle Face will generate a severe traffic congestion in the surrounding area. Therefore, the proposed port access elevated road will transfer the generated traffic to distant areas with less effect to the traffic movement in Fort area.
The traffic congestion in the areas of Orugodawaththa, Rajagiriya and Battaramulla is very significant and this has caused a lot of inconvenience to the people by making them to stay a considerable share of their valuable and efficient time at roads wasting money on fuel and polluting the environment with emissions. Mainly the through traffic faces a lot of problems due to this while it on the other hand contributes to the congestion in those areas. In the same way, the traffic coming from Kelaniya, Peliyagoda area and needs to avoid Colombo city to go downwards of the Colombo city or the traffic which needs to go to Kottawa area (east side of the city) have to go through all these congested areas and it increases the congestion in turn.

Therefore, having an elevated expressway connecting New Kelani Bridge and Outer Circular Expressway near Pore will address the issue effectively and ease the traffic congestion in the above said affected areas (Orugodawaththa, Rajagiriya and Battaramulla).

Proposals

With regards to financing the elevated expressways, the following are the recommendations of relevant Ministries,

i. The New Kelani Bridge to Port Access Elevated Expressway (with an external connection to Fort Railway Station and the proposed Multimodal Hub) is identified as a project that needs to be implemented immediately and it is proposed to be designed and constructed with ADB funding.

ii. The Orugodawatta junction to Rajagiriya Expressway is proposed to be designed and implemented with JICA funding.

iii. The Rajagiriya to Pore Expressway connecting Outer Circular Expressway via Rajagiriya and Battaramulla which is proposed in the Megapolis Transport Plan is recommended to be implemented on a PPP basis. The selected investor(s) will perform the evaluation of available studies and perform a final feasibility study for this section;

Design and build this section, and;

Manage and operate the entire elevated expressway from Fort to Pore (Port Access Road, Orugodawatta to Rajagiriya and Rajagiriya to Pore).

The proposed Port Access Elevated Expressway is 5.6km in length and is estimated to cost US $ 251 million. The proposed Elevated Expressway from Orugodawatta junction to Pore via Rajagiriya and Battaramulla is approximately 15.9 km long and estimated to cost US $ 860 million approximately.

Present Status

The feasibility study is done by the Asian Development Bank for the elevated expressway from New Kelani Bridge to Port City with the link to the proposed Fort/Pettah Multi Modal Transport Hub. For the elevated expressway from Orugodawatta junction to Pore, the feasibility study is yet to be conducted.
ADB has agreed to fund the cost of elevated expressway from Kelani Bridge to Colombo Port City. The other expressway from Orugodawatte to Pore is to be offered to a private developer on BOOT basis where the feasibility is to be carried out by the investor himself.