

ENV/PRO/ROAD/2
RDA/ROAD/2

In reply please quote

28 August 2008



Ministry of Environment
& National Development Unit
Department of Environment
2nd Floor, Ken Lee Tower
Barracks Street
Port Louis

*Officer in Charge,
Road Development Authority
2nd floor
Jhugroo Building
St. Paul Road
Vacoas*

Dear Sir,
Upgrading of Quartier Militaire Road (B6) from Wooton to Belle Rive

f 14(a) Please refer to your letter dated 21 July 2008.

I am directed to inform you that the upgrading of Phase 1 will not warrant an EIA Licence.

However, you are kindly requested to submit the following additional information to this Ministry:

- a) Comprehensive site and location plan drawn to scale with known landmarks as reference points showing the existing alignment with the adjacent residential areas/built-up environment, environmentally sensitive areas, watercourses, and designated sites of interest.
- b) Detailed site/layout plan showing the upgrading and the widening of the existing road with the distances of the road alignment, any associated structures, drains, service lanes, any landscaping works, etc.
- c) Precautionary measures against risk of soil erosion, noise and dust nuisances during the construction phase.
- d) The sites where the 1300 trees will be planted.
- e) Details on the landscaping work proposed.
- f) Detail design, specification and layout of surface drains for storm water disposal indicating its final exit.
- g) Mitigating measures to prevent flooding at the Couacaud bridge and at the other flood prone areas along the alignment.
- h) Security aspects for the road users including the pedestrians.

You may also wish to know that the felling of trees will require clearance from the Conservator of Forests and the National Parks and Conservation Services.

Yours faithfully

*(S. Kallychurn) Mrs
for Permanent Secretary*

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Precautionary measures against risk of soil erosion, noise and dust nuisances during the construction phase.

A road, either in cut or fill, inevitably suffers from a main risk of erosion from runoff. As a result, a road must allow for the channeling of runoff into a proposed structure, transferring the flow without damage to any element of the road. This is performed by the drainage system that is composed of drains, discharging structures and transfer structures. The drains collect the runoff from the road surface, side slopes and adjacent areas.

Noise pollution

Sound barriers. Earmuffs for workers. Maintenance of machinery and vehicles be enhanced to keep their noise to the minimum.

Noise pollution arising from increase traffic.

The proposed mitigation measures are

- (a) carrying out periodic monitoring of ambient noise level on the road to identify the places of severe affectation.
- (b) Raise vegetative screens at places of severe affectation to impede transmission of noise
- (c) enforce speed reduction near habitations

Water sprinkling for dust suppression. Proper equipment maintenance. Roadside trees. Surface wind will disperse pollutants quickly.

The sites where the 1300 trees will be planted

It is important to note that the EIA report submitted is for the upgrading of the complete road (B6) from Wooton to Quartier Militaire. The 1300 trees will be planted for the whole project within the acquisition limits as far as possible with a view not only to enhance the scenic beauty along the project road but also to act as a buffer to noise and air pollution.

In phase I from Wooton and Belle Rive, the project road passes through sugar cane fields, with some matured trees along the length of the road. About only 150 trees will be felled along that part of the road to provide for the improvement works envisaged. The locations and types of trees to be planted need to be discussed with the Forestry Department. However, four trees will be provided for every tree felled as compensation.

Details on the landscaping work proposed

A landscaping plan has also been proposed consisting of selective plantation of trees on both sides of the road to enhance the scenic beauty. The locations and types of trees to be planted need to be discussed with the Forestry Department.

Detail design, specification and layout of surface drains for storm water disposal indicating its exit

The choice of cross section of open drains is limited to only three types; triangular, trapezoidal and rectangular. The triangular section may be most suitable from traffic consideration but has the disadvantage of lesser flow capacity. Rectangular section is well suited for roadside drains when large discharge is required but they are covered or else could be a traffic hazard. Trapezoidal section is a compromise between triangular and rectangular section.

The project road is passing through undulated rolling terrain with both cuts and fill sections. The longitudinal profile is thus negotiating summit curves and valley curves at a number of locations besides horizontal bends. In the cut section concrete lined with masonry all trapezoidal drains M1 and M2 have been proposed. The designed drain is based on the fact that the alignment predominantly passes through agricultural land. For built areas covered drains under the footpath will be used.

These side drains will release the storm waters into natural drainage courses and points where cross drainage arrangement has been designed. Road kerbs in the fill sections has been provided and the water will be released down concrete chutes.

Mitigating measures to prevent flooding at the Couacaud Bridge and at the other flood prone areas along the alignment.

The new road will be above the existing ground level at the Couacaud Bridge and at the other flood prone areas coupled with a roadside drainage system channeling runoff to natural drainage courses and points where cross drainage arrangement has been designed.

Security aspects for the road users including the pedestrians

Due to the climatic conditions prevailing in that area where presence of mist is frequent, street lighting has been provided along the new alignment and at all roundabouts to increase visibility for the drivers

Guardrails will be installed in sections of deep cut where there are locations with abrupt differences in levels.

Provision of speed breakers, bus shelters and bus layby, footpath will be made. Suitable warnings signals and speed limits will be displayed prominently at regular intervals. Locations of speed brakers, bus layby, warning signals need to be discussed and approved by the TMRSU.