

Bengaluru's Silk Board flyover ramps set for December completion to ease traffic choke point

Afcons Infrastructure says two new ramps at the city's second-busiest junction will cut wait times to zero, ease flooding risks, and integrate seamlessly with metro and road networks.



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The Central Silk Board junction is the city's second busiest traffic point after Hebbal.

Commuters at the Central Silk Board junction in Bengaluru may soon see reduced congestion, with two additional flyover ramps scheduled for completion by December, [Afcons Infrastructure](#) has said.




“There will be absolute zero wait time for commuters at the junction once the two ramps are operational. Not just that, even the flooding due to the city's rajakaluves (stormwater drains) can be evaded with ease,” said D Murugadasan, Executive Vice-President (Divisional Head) at Afcons Infrastructure.







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Flyover works at Silk Board

The Shapoorji Pallonji Group company is building five ramps as part of a larger contract that includes elevated metro stations along the Outer Ring Road and road widening at the junction. The ramps lie at the intersection of the Yellow and Blue Metro Lines, covering a length of 3.2 km.

Three ramps (A, B and C) were opened last year to ease movement between Raigudda, BTM, HSR and Electronic City. Two more ramps (D and E) are due to open by December. Once completed, vehicles from HSR to BTM will be able to bypass Silk Board entirely.

Of the five ramps, the fourth—Flyover D—rises to 28 metres. “It is at the fifth level, crossing the exist   , the Yellow Line metro, and the double-decker flyover,” Murugadasan said. “Despite the very limited space between Flyover C, the Silk Board metro station (Blue Line), and Flyover D, the team, with precision, successfully completed Flyover C and the works on the metro station and Flyover D is now underway.”

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Construction at the junction is restricted to five hours a day—between midnight and 6 am—due to traffic.

Metro line challenges

Afcons is also working on the 9.8 km elevated section of Bengaluru Metro’s Silk Board to KR Puram (Phase 2A) project, and on a 3.6 km stretch of the Pink Line that involves underground tunnelling.

“An abandoned quarry dated to the 1970s filled with medical waste and debris was a major technical challenge for us which stretched our project timeline by a couple of months,” Murugadasan said. The company aims to complete civil work on the Pink Line by December.