

Project Description

1. Background

The excellence demonstration of Gujarat State Highway Project¹ by Government of Gujarat (GoG) - Roads and Buildings Department (R&BD) and the World Bank (WB) are now continuing with their successful partnership.

The Government of Gujarat (GoG) through Roads and Building Department (R & BD) has initiated the “Second Gujarat State Highway Project (GSHP II)” under financial assistance from the World Bank which is another teaming up and effort towards empowering the communities with enhanced road infrastructure and building the capacities of stakeholders participating in Second Gujarat State Highway Project (GSHP II).

As part of the GSHP II, Vallabhipur to Ranghola State Highway (SH 39) is proposed for Strengthening and Rehabilitation of Existing 2L+PS+HS with construction of side drain and bus shelter and bus bays.

2. The Project Road

The corridor falls in Saurashtra region of the state, starts at km 0+900 near Vallabhipur town and ends at km 27+532 near Ranghola town on Bhavnagar Rajkot State Highway, with a length of 26.632 km comprising State Highway 39, enhances connectivity between Central Gujarat and Saurashtra. This project will provide an alternative interstate connectivity for long distance traffic and improve connectivity for tourism and industrial places in Southern part of Saurashtra region in Gujarat.



Figure 1: Project Corridor

¹ GSHP, 2001-2007 one of the most successful WB assisted state highway project, set many benchmarks for others to follow.

3. Salient Features of the Corridor

a. Road Inventory

The existing carriage way is 2 Lane with paved shoulder and hard shoulder accommodated within in RoW of 24 m. The other details of corridors are presented in the table below.

Sr. No	Components	Details
1	Corridor Name and SH Number	Vallabhipur Ranghola (SH 39)
2	District	Bhavnagar
3	Start Chainage (km)	0+900
4	End Chainage (km)	27+532
5	Total Length of Corridor (km)	26.632
6	Right of Way (m)	24
7	Carriageway width (m)	7.00 / 10
8	Terrain type	Plain

Figure 2 : Typical Cross Section-Existing

b. Structure Inventory

The existing cross drainage structures including culverts, minor and major bridge structures and structures at Railway Crossings on the corridor (SH 39) is presented below:

Sr. No.	Type of Structure	Total Existing Structures (Nos.)
1	PC	9
2	SC	13
3	Minor Bridge	12
4	Major Bridge	1
5	Railway Level Crossing	2
6	Canal Syphon	4
Total		41

c. Built-Up Sections

The table below provides details of settlement on the road corridor.

Sr. No.	Settlement Name	Type	Start Chainage	End Chainage
1	Umralla	Village	9+700	9+600
2	Timbi	Village	16+200	16+300
3	Dhola	Village	17+200	18+200
4	Dedakdi	Village	19+400	19+500
5	Parvala	Village	22+500	23+750

d. Traffic Count

Total Traffic on the corridor is about 4779 Vehicle and 6191 PCU's. The traffic breakup on the corridor is provided in the table below:

Modes	Traffic Volume
Sc / Mc	1,865
Auto Rickshaw / Chakda	225
Car	1,387
Mini Bus	15
Luxury / Std Bus	332
Tempo / LCV	337
2-Axle Trucks	225
3-Axle Truck	184
M-Axle Truck >10 wheels	139
Tractor	33
Cycle	15
Cycle Rickshaw	4
Animal Drawn Vehicles	1
Hand Cart	2
Others	14
Total	4,779
PCU	6,191

e. Environmental and Social**Forest Area:**

As per the Gujarat Government Gazette Notification dated 28th March and 28th June 1973, the project corridor (SH 41) is designated as "Notified Protected Forest".

Sensitive Areas:

No sensitive areas found located within 10 km radius of the project corridor.

Religious Features:

6 temples 1 Shrine and 1 tomb are identified along the project corridor with in the RoW.

Water bodies:

1 pond at 6.800 and one open well at 8.800 located along the corridor with in the RoW

4. Project Development Justification**Traffic Movement:**

This corridor enhances connectivity between Central Gujarat and Saurashtra. Alternative interstate connectivity for long distance traffic and improves connectivity for tourism and industrial places in southern Saurashtra in Gujarat and connects two important Highways such as NH 51 and SH 36 and 38 as depicted in the map below:

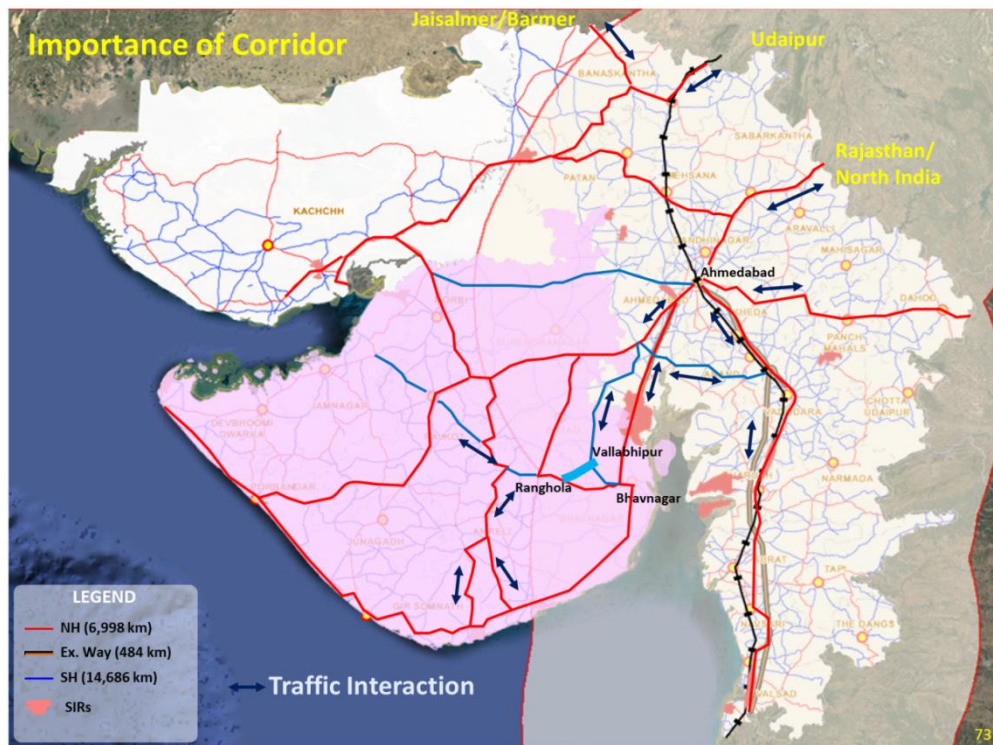


Figure 3: Important NH and SH connectivity in the region

Road Condition Improvement:

The project proposal is to strengthen the existing pavement by using innovative materials such as geogrid and soil stabilization techniques. This will enhance the riding quality of the road and reduces the travel time of the commuters.

Strengthening of Bridges:

Few of existing cross drainage structures are in poor condition, reconstruction and strengthening of them will give seamless connectivity to the commuters.

Road Safety Enhancement:

The improved design with improved geometry and better road condition, road side hazards such as trees on edges, poles, widening of narrow culverts the road safety situation shall improve. This will add on to the Project road safety and help in reducing number of accidents.

7. Project Benefits

The benefits of the corridor are:

- Ease in traffic movement.
- Provides faster and safer connectivity between regions and beyond Gujarat state.
- Due to proposed development, population residing in the project district will get benefitted.
- As per Census 2011, population residing along the corridor (10 villages abuts the corridor) is 47,919 and that of the entire Bhavnagar district is 28,80,365. The proposed development is expected to generate employment during construction and operation period.
- The project also intends to make this corridor one of its kind having safety and environmental benefits through integrated non-motorised zones and landscaping aspects throughout the corridor.
- The proposed development will bring overall development of region and State as well.



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