

## **Project Note by the project authority with salient features**

### **Background**

In order to provide seamless connectivity to the difficult and remote areas which are also affected by Left Wing Extremists (LWE) violence, the government has started a special project with effect from 28<sup>th</sup> December 2016, as a vertical under Pradhan Gram Sadak Yojna (PMGSY) known as “Road Connectivity Project for Left Wing Extremism (LWE) Affected Areas (RCPLWEA)”.

The Ministry of Rural Development being the Nodal Ministry would implement “Road Connectivity Project for Left Wing Extremism (LWE) Affected Areas (RCPLWEA). The Project would follow all the Programme Guidelines and sanction procedures of Pradhan Mantri Gram Sadak Yojna (PMGSY).

The provisions of the existing PMGSY Programme Guidelines mentioned in 2.1 to 2.2 of the “PMGSY Programme Guidelines, January 2015’ will apply.

Road Connectivity Project for Left Extremism (LWE) Affected Areas (RCPLWEA) as a vertical under the PMGSY will provide an all-weather road connectivity with necessary culverts and cross drainage structures in 44 districts (35 are worst LWE affected districts and 9 are adjoining districts), which are critical from security and communication point of view. The primary focus in improving the road connectivity under this project is to bring people out of physical and functional isolation. Suitable road connectivity will create confidence in the governance structures, create job opportunity, uplift living standards and thus help to keep the local populace away from the LWE activities.

Presently under PMGSY guidelines, for most intensive LWE blocks, as identified by Ministry of Home Affairs, unconnected habitations with a population of 100 and above (as per 2001 census), are eligible to be connected under PMGSY. Under Road Connectivity Project for LWE Affected Areas, the population of the habitations has not been taken as a consideration as the primary objective is providing seamless connectivity, for population of the area, various arms of the government and the security forces in the LWE affected and adjoining areas by construction /upgradation of specifically identified roads. The project will cover the Rural Roads (RR), Village Roads (VR), Other Districts Roads (ODR) and Major District Roads (MDR) which are critical from the security point of view which have been identified by the Ministry of Home Affairs in consultation with the Home Departments of the identified States and the Security Forces engaged in combating the LWE violence and rehabilitating the affected population.

### **About the Project road stretch**

This proposed route in block Sironcha is serving the population from villages of Zinganoor, Kopela & Somanpalli is having Earthen/WBM surface with low profile. It connects Romanpalli-Zinganoor (MDR 26) and Sironcha-Asaralli (NH 16) further connecting Maharashtra-Chhatisgarh Border. This rural road connecting regular habitation to main nearby market centre, health centre and education centre, etc. It is necessary to provide all weather road connectivity to these villages and to improve riding quality of existing roads. The road passes through plain terrain and forest land. It is necessary to improve riding quality of existing road to get benefit to the villagers to approach nearby mandis for their agricultural products.

Based on the preliminary observation there are schools Gram panchayat and other facilities along the alignment, such as Zilla Parishad School in Kopela and Somanpalli also Gram Panchayat is present in Kopela and Somanpalli, Existing cross drainage structures needs for improvement,, existing utilities like

electric & telephone poles along the existing road are observed.

District: Gadchiroli  
 Block: Sironcha  
 Road Name: Somanpalli - Zinganoor  
 Road Code: ODR 68 & MDR 26  
 Package No: MH-1046  
 Road Length: 16.964 Km  
 Start Point: At Somanpalli Village (18°46'41.749N, 80°15'24.40"E)  
 End Point: At Zinganoor Village (18°54'2.98"N, 80°11'22.17"E)

Sl.No.	Habitation benefited	Population benefited		Chainage	
		Direct	Indirect	From	To
1	Somanpalli	598	-	0+000	7+920
2	Kopela	223	-	7+920	14+960
3	Zinganoor	1590	-	14+960	16+964

### Proposed Development

The geometric design standards for this project conform to PMGSY guidelines and the guidelines as stated in IRC-SP 20:2002. Recommended design standards vis-à-vis the standards followed for this road are described below.

(a) Design Speed - in plain terrain Ruling- 50 km/hr , Minimum 40 km per/hr.

(b) Right of Way ( RoW)

The requirement of ROW for this road is as follows (as specified in IRC-SP 20:2002):

Road classification	Plain and Rolling Terrain			
	Open Area		Built-up Area	
	Normal	Range	Normal	Range
Rural roads (ODR and VR)	15	15-25	15	15-20

Generally, the project road passes through forest and thus 12m ROW is considered for development.

(c ) Roadway width :- Roadway width for this road is given below:

Plain and Rolling	7.5
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**Carriageway Width:** -The width of carriageway for this project road is 3.75m.

**Shoulders:** - The width of the proposed shoulder is 1.875m.

**Roadway width at cross-drainage structures:** -The roadway width at culvert locations for this road is 7.5 m

**Cautionary, Mandatory and Informatory Signs:** - Cautionary, mandatory and informatory signs are

provided depending on the situation and function they perform in accordance with the IRC: 67-2012 guidelines for Road Signs. Overhead signs are proposed in accordance with IRC: 67-2012.

**Delineators and Object Markers:-** Roadway delineators are intended to mark the edges of the roadway to guide drivers on the alignment ahead. Object markers are used to indicate hazards and obstructions within the vehicle flow path, for example, channelising islands close to the intersections.

Delineators and object markers are provided in accordance with the provisions of IRC: 79-1981. They are driving aids and should not be regarded as substitutes for warning signs, road markings or barriers.

**Guard Posts, Crash Barriers and Speed Breakers**

Guard posts are proposed on embankments of height more than 1.5m and bridge approaches. The spacing of guard post shall be 10.0m c/c in these areas. Typical Guard post consists of pre-cast (M20) CC post of size 200mm x 200mm and a height of 600mm above ground level. They are encased in M15 cement concrete to a depth of 450mm below ground level. Guard posts are painted with alternate black and white reflective paint of 150mm wide bands.

**Date:** -24/12/2020

**Place:** - Allapalli

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**Executive Engineer**  
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**Signature & Seal**