

No.3/76/2022-23/PWD/WDXIV(NH)/ADM/ 325
Government of Goa,
Office of the Executive Engineer,
Works Division XIV(NH),
Public Works Department,
Fatorda – Margao.

Date: - 26/06/2022.

To,
The Dy. Conservator of Forest,
Monitoring & Evaluation
“Goa Van Bhawan” Forest Department,
Altinho Panaji Goa.

Sub:- Diversion of 29.836 ha. of forest land for four laning of existing NH-17 from Km 475.040 to Km 611.00 in the State of Goa on BOT (Toll) basis under NHDP-III (Patradevi to Pollem section on NH-17) in favour of Executive Engineer, WD-VII(NH), Public Works Department, Panaji Goa.

**Ref :- 1) Your letter No. 6-863-2022-23-FD/835 dated 26/05/2022.
2) Our letter No. GOA/PWD/CE/(NH, R&B)/F.GEN/2021-22/243 dated 22/10/2021.
3) Our letter No. 4/1/PWD/WDXIV(NH)/21-22/ASW/219 dated 03/01/2022.**

Sir,

This is in response to your letter dated 26/05/2022, wherein observations have been raised by the Chief Conservator of Forest (Wildlife & Administration) as regards width of the proposed ROW, reduction in median width and alternative II i.e Construction of tunnel.

In this connection, it is to inform that the State P.W.D has already issued clarification as regards the said points raised vide our earlier letters cited at reference No. 2 & 3 above.

It is again to state that 45.0mtrs ROW has been proposed considering technical requirements of the project, which cannot be reduced further. Further as reported earlier median width can be restricted from present 5.0mtr to 2.5mtr for mountainous/ steep terrains as per the clause 2.5.1 of IRC SP 84:2019. After reduction of the median, the area for diversion works out to 28.18 Ha as against 29.836 Ha.of proposed forest land.

P.T.O

As far as tunnel construction is concerned, this office has already clarified the matter vide our letters cited at reference No. 2 & 3 above. It is again to reiterate that the soil strata in the said part of the area is not suitable for tunnel construction of huge magnitude. The existing tunnel of Konkan Railway Corporation in the close vicinity has already experienced failures on several occasions. As tunnel construction also involves open approaches (entirely greenfield alignment), it is certain that there will be more cutting of trees. Also there will be internal ecological damages in the tunnel portion. Further, the construction cost of tunnel will be almost six times than that of improvement along existing alignment.

Considering all technical factors, the Ministry of Road Transport & Highways vide letter dated 25/04/2017 approved geometric improvement along existing road alignment in the Karmal Ghat portion and accordingly process was initiated for forest diversion of required area along the existing alignment.

It is therefore again requested to kindly approve the forest diversion proposal along the existing NH-66 for reworked out area of 28.18 Ha. against originally proposed area of 29.836 Ha. of forest land.

Yours faithfully,


**EXECUTIVE ENGINEER
W.D.XIV(NH), PWD
FATORDA**

Copy to :-

- 1) The Chief Engineer (NH, R&B), PWD, Altinho Panaji- for information please.
- 2) The Dy. Director General of Forest (Central) Ministry of Environment, Forest & Climate Change, Government of India, Regional Office (Southern Zone), Kendriya Sadan, IVth Floor, E & F Wings, 17th Main Road, IInd Block, Koramangala, Bangalore, 560 034.
- 3) The Superintending Engineer, Circle Office IX (NH), PWD, Altinho Panaji- for Information.
- 4) The Dy. Conservator of Forest, South Goa Division, Margao Goa.
- 5) The Assistant Engineer, SD III, WDXIV(NH), PWD, Canacona Goa.
- 6) Aarvee Associates, Architects Engineers & Consultant Pvt. Ltd., Ravula Residency, Srinagar Colony Main Road, Hyderabad-82 India.