

PROJECT NOTE

NAME OF WORK:- DIVERSION OF FOREST LAND FOR WIDENING OF PART EXISTING S.H. 190 ROAD FROM SHIVAPUR TO SHIRSHINGE, (CH.KM.68/800 TO CH. KM. 72/500) TAH. KUDAL, DIST. SINDHUDURG (M.S.)

This State of Maharashtra has occupied the prominent & prestigious position in the socio-economic development of this country – India. As per the information available from the experts working in economic segments, the value of proposed project in the state was Rs. 2000 billion approx. envisaging labour components 300000 workers spread over 2000 projects. Out of total investment, 56% of the local investment and 40% of the labour force is located in Konkan region. Konkan railway project has attracted many to go in for industrial development of Konkan.

In the present circumstances, the transportation from Kolhapur dist. To Sindhudurg is operated through unsafe, inconvenient ghat roads of longer length which is time consuming, troublesome and with heavy pollution load. The said ghat roads are viz. Karulghat, take off from Talere on Panvel-Mahad-Panaji (N.H.-17) road at Km. no. 393/00 and second is Ambolighat, take off from Sawantwadi take off on Panvel-Mahad-Panaji (N.H.-17) road at Km. no. 460/00 and third one is Phondaghat take off from Humrath and Kankavali on Panvel-Mahad-Panaji (N.H.-17) at Km 400/400 respectively. The distance between Sindhudurg and Kolhapur through these three ghat road is about 90 Kms. From Panvel-Mahad-Panaji (N.H.-17) road. It is proposed widening of part existing S.H. 190 road from Shivapur to Shirshinge, in Sindhudurg districts. Also, this facility shall insure convenient, speedy, safe, and less pollution free transport to public residing in and around the districts mentioned.

Engineering Aspects of Constructions:-

The salient features of the proposed project are as follows-

The proposed alignment starts from village Shivapur, Tah. Sawantwadi in between ch.68/800 to ch.72/500. The grades proposed. The radii for curves are also within the permissible limits. The horizontal curves are designed for the apexes having deflection angle of 75.

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| 1) Total Length | : 3.7 Km. |
| a) Length through Forest | : 3.7 Km. |
| b) Length Through Non-Forest | : Nil |
| 2) Land Width | : 10 Mt. |
| 3) Carriage Way | : 5 Lane |
| 4) Design Speed | : 30-40 km |
| 5) Slab drain | : 1 Nos. |
| 6) Bridges | : 3 |
| 7) Estimated Cost | : Rs. 2,02,93,376/-. |
| 8) Category of Road | : S.H. 190 |

Land Acquisition Scenario

The selected alignment of the proposed widening road Village Shivapur to Shirshinge. The total length proposed for the project passing through Forest and Non-Forest area is 3.70 Km. The width of the right of way more or less is 10 Mtrs. as per mentioned above. The requirement of total land including Forest & Non-Forest is 3.70 Ha. The Forest land demanded falls under the jurisdiction of Sawantwadi Forest divisions. The total Forest land, required for the project as per F.C.A. – 1980 and guidelines issued by Govt. of India, M.O.E.F., New Delhi under the class – Reserved Forests (R.F.), Protected Forest (P.F.) and Private Forests etc.

Division	Total No. of Villages	Total Survey/Gut No/s. Classified As Per F.C.A. – 1980.	Forest (Ha.)
Sawantwadi	1	1	3.70 Ha.

Name of Division	Total Forest Area Ha.	Identified Acquired/Pvt. Forest. (Ha.)	P.F. (Ha.)	Private Forest Land / Acquired Forest			Un-classed
				V (Ha.) Vested	R (Ha.) Restored	E (Ha.) Enquiry	
Sawantwadi	3.70 Ha.	3.70	--	--	--	--	--

Justification, Necessity and Selection of Alignment:

An efficient road transport system is a prerequisite for sustained economic development. Taking in to consideration the traffic growth rate and projected developments in the widening of Shivapur to Shirshinge, S.H. 190, dist. Sindhudurg region, reducing the existing larger distance to great extent in between Sawantwadi regions, which are socially, commercially and economical point of view strategic and hence wide route of extremely essential. The traffic density per day is on this proposed route is expected to the tune of approx. 4000T/day, whereas taking in to consideration the project developmental activities such as industries, cotton, milk, fruit & vegetable, business, horticulture, port etc. the projected traffic volume will be 4 times the assessed as per above. The road alignment with existing width 10 mt. are extremely inadequate to cater the volume of current and projected traffic in terms of accident frequency, distance & duration, fuel consumption, environmental degradation.

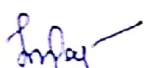
Road inventory, topography, pavement conditions and roughness surveys are carried out by dept. to select the best alignment as a permanent solution to the existing hurdles.

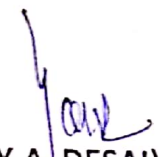
As many as 3 alternative alignments including proposed road alignment were studied. Matrix of physical cost and traffic related parameters were worked out. Comparative costs, benefits, geometric requirements and (AAI) activity accessibility index, topography, vegetative density, environmental sensitivity etc. has been incorporated in the current proposal for diversion of Forest land which is the best suited and involving minimum & un-avoidable Forest area.

Financial and Social solution

Due to proposed widening of village-Shivapur to Shirshinge S.H. 190. As per explained above, many social, economic and financial benefits are expected and may be summarized as follows-

- a) Achievement of higher speed by the vehicles thereby saving the travel time.
- b) Reduction in the accidents and hazards due to good geometrics of proposed road.
- c) Reduction in the higher pollution load to great extent due to control on jamming of vehicles in particular road section on existing road tracks of higher distance & duration.
- d) District Kolhapur & Sindhudurg are the educational, business, cultural and sport place city nearest to the Shivapur construction of this proposed road shall bind the public for social and commercial cause.
- e) This project will prove to be permanent solution to reduce the growing no. of accidents, hazards etc. to existing high grade road section due to improved road geometric.
- f) During project execution and its maintenance schedule, this project will directly and indirectly generate employment opportunities on a large scale.


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