

DETAILS PROJECT NOTE ON PROPOSED CONSTRUCTION OF ROAD & MINOR BRIDGE ON POLADPUR-MAHABALESHWAR-PANCHGANI-WAI ROAD S.H. 139 AT KM. 43/380 TO PETRIT VENNA LAKE (DIVERSION ROAD) V.R. 137 TAL. MAHABALESHWAR DIST. SATARA (M.S.)

- 1.1 Satara district is located in the South-Western part of the state of Maharashtra and lies in between 17.5 to 18.11 North latitude and 73.33 to 74.54 East longitudes. It is bounded on the South by Pune and on the West by Ratnagiri, on the North West Raigad and on the East by Solapur district of Maharashtra state. The district is well connected to the state capital Mumbai and the major commercial cities like Pune and Kolhapur by Mumbai-Bangalore National Highway No. 4. However the railway network is limited to Pune-Satara-Kolhapur line. Due to this connectivity with commercial part of Maharashtra and adjoining states like Karnataka, this district has earned prominent and prestigious position in the socio-economic development of the state. As per the conclusions drawn by economic experts working in the economic segment, the value of proposed projects in the state was of Rs. 2500 billions envisaging labour components 3.5 lakh workers spread over 2200 projects. Out of local investment, 60% of the local investment and 50% of the labour force is located in Konkan and West - Maharashtra region. The above proposed network of roads in various part of the district is being implemented through various schemes of road development through Public Works dept. to ensure speedy economical, social and cultural development of this Satara district. There are many sugarcane fields, dairy industries and industrial estates in the interior of the district. The above proposed project will help to create short and safe access to well developed Phaltan Tahsil region from adjoining Tahsil/s like Poladpur, Wai Mahabaleshwar, Dahiwadi etc. Phaltan region is full of all socio-economic facilities like educational institutions, medical amenities, market yard etc.
- 1.2 This proposed road of approx. 300Mts. length is the missing part of road & minor bridge on Poladpur-Mahabaleshwar-Panchgani-Wai road s.h. 139 at km. 43/380 to Petrit Venna Lake (diversion road) V.R. 137. The starting pt. Ch.00/200 km and end point Ch. 00/500 Km. of this proposed alignment lies in the same village Kshetramahabaleshwar and this missing link extends up to Mahabaleshwar tahasil boundary at Petrit Venna Lake (diversion road) and connects to existing part of this road passing through village Khetramahabaleshwar, is also a big market place. Also, Mahabaleshwar Tahasil is a big market place with all medical and educational facilities. Hence, major part of the district public is rely on Mahabaleshwar tahsil for availing all said facilities and employment opportunities in terms of milk, fruit, vegetables, horticulture related businesses. But other adjoining Tahasil places like Poladpur, Wai Mahabaleshwar, Dahiwadi etc. with inadequate facilities of said nature are geographically connected to Mahabaleshwar with shortest aerial distance, but there is no as such short cut route in reaching Mahabaleshwar from the said tahasil regions. Under such circumstances, public from said tahasil regions had to travel distant inconvenient route of approx.60 km. But, this beneficial proposed alignment involve Forest land approx.0.51ha. with least vegetation of inferior injailli most.

2. Technical Features of the project:

The elevation difference between starting point-Ch.Km.0/200 and end point Ch. Km. 00/500 district boundary is about 300 mtr. The grades proposed for this alternative within permissible limits i.e. 1:8 grades are proposed. The radii for curves are also within the permissible limits. The horizontal curves are designed for the apexes having deflection angle of 75.

- 1) Total Length : 300Mt.
 - a) Length through Forest area : 300Mt.
 - b) Length through Non-Forest area : Nil
- 2) Land Width : 17 Mt.
- 3) Carriage way : 1 Lane
- 4) Design speed : 40-60 Km.
- 5) Slab drain : 7 Nos.
- 6) Minor Bridges : 1 No.
- 7) C.D. Drive : 2Nos.
- 8) Estimated Cost : 1.60 Crore (Rs.)

3. Land Acquisition Scenario –

The proposed alignment passes through village-Khetramahabaleshwar and extends up to village/Tahsil boundary. The total length proposed for the project is 300Mt. and out of which nil Km. passes through Forest area the width of the right of way 17 Mtrs. As per mentioned above, the requirement of total land for the proposed construction with the said alignment is 0.51 Ha. and non forest land is nil. Thus, total requirement of land for the said project approx. 0.51 Ha. The Forest land demanded falls under the jurisdiction of Satara Forest Division.

- 3.1 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.)
Satara	1	1	0.51 Ha.
Total	1	1	0.51 Ha.

Name of Division	Total Forest Area Ha.	R.F. (Ha.)	P.F. (Ha.)	Private Forest Land/Acquired Forest	Un-class	E (Ha.) Enquiry
				V (Ha) Vested	R (Ha) Restored	
Satara	0.51	0.51	---	---	---	---

4. Justification, Necessary and Selection of Alignment:

As such access to Kshetramahabaleshwar village region of tribal nature is not in existence. There is un-urgent need to connect this growing tribal community to developing part of the district for their health and livelihood. Hence, there was a best convenient option to take the starting point of this proposed road section from this SH and extend this proposed road up to Mahabaleshwar Tribal region and in turn connects to existing road.

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

As many as 3 in no. alternative alignments including existing road alignments 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. were taken in to consideration. On the basis of these studies, the alignment finally selected has been incorporated in the current proposal for diversion of Forest land which is the best suited and involving minimum & un-avoidable Forest area.

5. Financial And Social Solution -

Due to proposed construction of road & minor bridge on Poladpur-Mahabaleshwar-Panchgani-Wai road S.H. 139 at Km. 43/380 to Petrit Venna lake (diversion road) V.R. 137 Tal. Mahabaleshwar dist. Satara (M.S.) as per explained above, many social and economic benefits are expected and may be summerised as follows-

- a) This road will ensure communication in between Kshetramahabaleshwar tribal region to other developing parts of the Mahabaleshwar Tahsil and Satara dist. In particular. Tribal people of this region will expose to various basic amentias like health related hospitals, dispensaries, education, market, employment.
- b) This project shall prove to be boon for the development of rural, tribal, backward region of Konkan in particular, due to enhanced marketability and profitability of products at affordable consumer costs as a result of saving in time & fuel and in turn, cost.
- c) The development of the region shall to great extent arrest migration of population towards densly populated cities like Satara, Pune, Mumbai etc.
- d) During project execution and its maintenance schedule, this project will directly generate employment opportunities to certain extent.
- e) This road accessibility will prove to be permanent solution to upgrade the socio-economic conditions of tribal, those who are deprived from basic amenities.



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