

Justification for locating the project in forest area.

The construction of widening and strengthening the existing Pune-Shirur-Ahmednagar Major State Highway No.05 four lane road into six lane (PN-163) at village Koregaonbhima Tal-Shirur District-Pune.

The Government of Maharashtra has planned to strengthening and widening the existing whole four lane road into six lane. The administrative approval and technical sanction to this road by Government of Maharashtra and sanction 219.70 crore amt for construction of this road.

At the spot of village Koregaonbhima the four lane existing road passes through forest comptt No.303 Survey No.673, 674 and 678. It is important to widen the existing road in forest land because whole road is widen from four lane to six lane. Hence only not to widen this forest area's existing road is not feasible.

This existing road is very old and it is shown on Forest Toposeet surveyed in the year 1890 as well as 1974-75 means this road is used from more than 132 year and above. The above road is very important major state highway No.5. It is an important state highway from Pune district to Ahmednagar district. This road carries a large amount of light and heavy vehicles. In the course of time since 1890 the transportation rate over

this road seems to be increasing gradually. In this regards the existing road widening of four lane into six lane has become the necessity as well as demand of the public. Therefore it is essential to receive the proposed forest land of village Koregaonbhima Tal-Shirur 0.531 ha. for proposed widening the existing road four lane in to six lane.

In this regards new road widening both side 3.5m wide total 7 m, the shoulders extending from both side by 0.5m total 1m, and gutter extending 1.90m from both side total 3.80m (Old existing road-15m, new widening road-7m, old shoulder 2m extending shoulders - 1m, gutter-3.80m, and median 1.20 m total 30 m. wide road.) should be widen in 450m. long existing road which is very important and necessary. The required forest land for proposed road is $450 \text{ m} \times 11.80 = 5310 \text{ m}$ i.e. 0.531 ha.

The road exists in forest land is ancestral and use on large scale therefore the question does not arise to examine other possible alternatives and it is not possible to avoid the forest land. The required forest area for this purpose is only 0.531 ha. The required land is reserved forest land. However, the prior permission of the Government of India, under the provision of the Forest (Conservation) Act 1980, is necessary & essential for carrying any non-forestry work in such forest

land. The demanded area is barest minimum and no trees are required to be felled.

Cost – benefit analysis Not Applicable

Employment likely to be generated. The approximately cost of the work is Rs.219.70 cr. Including all labour & material charges, assuming labour component at 40% which work out to Rs.87.88 cr./- daily wage rate @ 387.23/-Per day. However, Total labour potential created would be 22,69,452 mandays during construction period.



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