

## Justification of the Project

### 1. The Project Road

The project corridor **Mehsana-Palanpur** (SH-41) falls in North region of the state, starts at km 79+300 near Mehsana town and ends at km 141+200 at Palanpur town, with a length of 61.80 km (SH-41). This corridor was earlier developed under Gujarat State Highway Project between 2003-2006 was first widened to 2Lanes with Paved Shoulders and then again widened to four Lanes in between the same period under World Bank Assistance by Roads and Buildings Department.

This road section (**Mehsana-Palanpur**) is a part of a corridor connecting two National Highways, at Ahmedabad and at Palanpur having four lane (Ahmedabad-Mehsana-Palanpur). This also acts as important link for interstate traffic as well as to regions of Northern Gujarat and Central Gujarat of Gujarat.

For the commercial traffic plying from Gujarat to Rajasthan and up north it acts as strategic connector and acts as one of the important roads for boosting industrialisation in Northern Gujarat.

Considering above aspects and importance of the corridor R&BD, GoG and the World Bank teamed up to develop this road considering corridor development concept, including widening of existing 4L to 6L<sup>(Plus)</sup> configuration with paved shoulder, drains, bus stops with busbays, landscape and utility zone.

### 2. Traffic Count

Total Traffic on the corridor is about 28780 Vehicle and 46539 PCU's. The traffic breakup on the corridor is provided in the table below:

Mode	Traffic
Passenger Vehicles	20,402
Trucks	8,320
NMT	46
Others	28,780
<b>Total vehicles</b>	<b>28,780</b>
<b>PCU</b>	<b>46,539</b>

### 3. Road Capacity and Level of Service

The traffic demand is estimated considering various social and economic parameters of the region.. The table below presents the existing traffic, future traffic and Level of Service. The capacity of the project road has exhausted with the current traffic having V/C Ratio of 0.58 which is more than 0.5 (LOS B) and will cross LoS of C in 2020, with the traffic growth in future. Hence traffic justifies an immediate requirement to enhance the capacity of the corridor by widening to 6 Lane<sup>Plus</sup>.

Year	Traffic			
	Total Vehicle	Total PCU	V/C-4 Lane	LoS
<b>2018</b>	28,780	46,539	0.58	B
<b>2020</b>	33,483	53,540	0.67	C

  
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#### **4. Project Benefits**

The benefits of the corridor are :

- Ease in traffic movement
- Provides faster and safer Connectivity to industries and Agricultural markets located between Gujarat and Rajasthan.
- Due to proposed development population residing in the project districts will get benefitted. The total population residing in these districts as per Census 2011 are 31,20,506 (Banaskantha), 13,43,734 (Patan) and 20,35,064 (Mehsana).
- The proposed development is expected to generate employment during construction and operation period.
- The project also intends to make this corridor one of its kind having safety and environmental benefits through integrated non-motorised zones and landscaping aspects throughout the corridor.
- The link besides commercial importance holds social importance being one of the connecting links travelled by large assemblage of people for religious purpose reaching to Ambaji temple, and Ranuja, important pilgrim place visited during late months of the year. The corridor development hence will integrate the social purpose by providing a pilgrimage path on one side of the corridor.
- The proposed development will bring overall development of region and State as well.

  
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