

PROJECT NOTE ON THE PROJECT OF DIVERSION OF FOREST LAND INVOLVED UNDER THE PROJECT OF IMPROVEMENT TO YAVATMAL TO DARWHA S.H. 212 ROAD DIST. YAVATMAL (M.S.)

1. Introduction:-

Yavatmal District in Maharashtra is situated in the south-western part of Wardha Penganga-Wainganga Kho. The geographical location of the district falls in 19.26 and 20.42 north latitudes and 77.18°ve 7.9.9 in the eastern line. Amravati and Wardha districts, from east to Chandrapur district, Andhra Pradesh and Nanded district are from the north whereas Parbhani and Akola districts are surrounded by west.

The district's area is 13582 km² (4.41 percent of the state) and it has a population of 2077144 (2.63 percent of the state). The population density is 153 people per sq. km. That's it of the total 35 districts in the state, Yavatmal district is ranked 21st in terms of population of 6th. Yavatmal is the district headquarters of the district, with a population of 108578, as per the 1991 census.

Yavatmal is one of the major cotton growing districts of Maharashtra. About half of the gross cropped areas in the district are under cotton cultivators. Yavatmal district is composed of hilly terrain and wide and wide area, and the plain is surrounded by landlines. The entire district is surrounded by numerous East West ranges. The central part is a plateau and is standing on a very straight side and hence its height has reached 300 to 600 meters above sea level. The district has reach deposits of shales, limestone, sandstones and especially coal.

Considering the socio-economic importance of the district, the available road Network in terms of length and width are not adequate. This district has high potential to emerge as industrial city. Hence, Govt. of Maharashtra through its dept. Public Works Yavatmal has taken aggressive decision to widen roads especially the road improvement to Yavatmal to Darwaha S.H. 212 road in Yavatmal district (M.S.), which is further directly connected to Yavatmal road expressway, which is an ambitious road plan of Govt. of Maharashtra.

2. Technical Aspects:

The proposed widening in the existing alignment lies in the starting point-village-Bhojar, Tah. Yavatmal, dist. Yavatmal Ch. Km. 6/965 and end point-village-Umartha Tah. Yavatmal, dist. Yavatmal. Ch.Km.12/710. The grades proposed for these alternatives are well within permissible limits i.e. 1:18 grades of proposed. The horizontal curves are designed for the apexes having deflection angle of 75 degree.

1) Total Length along which widening Is required	: 7.365Km.
a) Length through Forest area	: 5.745Km.
b) Length through non Forest area	: 1.620Km
2) Land Width	: 1.5 mt. LHS & 1.5 mt. RHS
3) Carriage way	: 2 lane
4) Design speed	: 40-70 km
5) Slab drain	: 1 Nos.
6) Minor Bridges	: 1
7) C.D. Drive	: 4
8) Estimated Cost	: Approx. Rs. -----

3. Land Acquisition Scenario –

The existing alignment of the proposed alignment where widening is essential passes through village/s-Boyar, village-Umartha extends up to proposed Nagpur-Mumbai Samruddhi expressway. The widening of the 7.72 Km. length through ghat portion along the existing road of 7.5 mt. is proposed. The proposed widening is indicated as per above. Thus, the requirement of total land for the proposed construction with the said alignment is 1.72275 Ha. & it is through Forest. Thus, total requirement of land for the said project is approx. 1.47975 Ha. The Forest land demanded falls under the jurisdiction of Yavatmal Forest Division.

4. 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. as under-

Division	Total No. of Villages	Total Survey/Gut No/s. Classified As Per F.C.A.-1980.	Forest in (Ha.)
Yavatmal	2	2	1.47975 Ha.
Total	2	2	1.47975 Ha.

Name of Division	Total Forest Area Ha.	R.F. (Ha.)	P.F. (Ha.)	Private Forest Land/Acquired Forest
				(Ha)
Yavatmal	1.47975	1.47975	---	0.243
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4. 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 improvement to Yavatmal to Darwha S.H. 212 in Yavatmal district (M.S.) region, reducing the existing larger distance to great extent in between Yavatmal 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 7.5 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.

5. Financial and Social solution:-

Due to proposed improvement to Yavatmal to Darwha S.H. 212 road in Yavatmal district (M.S.) many social, economic and financial benefits are expected and may be summarized as follows

- Achievement of higher speed by the vehicles thereby saving the travel time.
- Reduction in the accidents and hazards due to good geometrics of proposed road.
- Reduction in the pollution due to bifurcation of traffic.
- This is the major SH passes through proper district region of Yavatmal tend to always busy with the transportation of administrative staff, emergency facilities, VIP guests, public at large, trade material etc. pose lot of traffic problems due to inadequate width and sharp curves and frequent serious accidents and mishaps tend to occur. The widening proposed will loosen the chances of mishaps to greater extent in valley region.
- The proposed route shall form a direct connection to ongoing Samrudhi Nagpur–Mumbai expressway, which is ambitious plan of Maharashtra Govt. Fast corridor connectivity with existing road length of inadequate width shall hardly facilitate its utility to the region. Hence, this widening will assist in providing the benefits to surrounding region on fast track.
- During project execution and its maintenance schedule, this project will directly generate employment opportunities to certain extent.
- This project shall prove to be boon for commercial development rural, tribal, backward region of the district.

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