



## **ABSTRACT**

Highways Department – NABARD and Rural Roads – Tirunelveli Circle – Paramakudi Division – Formation of By-pass Road to Mudukulathur Town excluding land acquisition (Phase-I) for a length of 1.81 km – Administrative Sanction – Accorded – Orders – Issued.

### **Highways and Minor Ports (HQ1) Department**

**G.O. (Ms) No:20**

**Dated 23.01.2020**

**விகாரி, தை 9, திருவள்ளூர்வராண்டு 2051**

**Read:**

1. G.O. (Ms) No.8, Highways and Minor Ports (HS2) Department, dated 20.01.2012.
2. From the Chief Engineer (NABARD and Rural Roads), Highways Department letter No.972/2010/RR, Dated 28.08.2018, 07.01.2019 and 29.03.2019.

### **ORDER:-**

In the Government Order first read above, among others, the Government accorded Administrative Sanction for acquisition of land for the formation of By-pass to Mudukulathur Town for an amount of Rs.710.36 lakhs.

2. In the letters second read above, the Chief Engineer (NABARD and Rural Roads), Highways Department has furnished the proposal for Administrative Sanction for the formation of By-pass to Mudukulathur Town and stated that Mudukulathur is an important town located about 25 km from Paramakudi and 100 km from Madurai on SH 29 (Thanjavur – Sayalkudi Road) connecting the rice source bowl of Tamil Nadu with the coastal belt of Southern Tamil Nadu. Agriculture is the main and important source for their livelihood in this region. A small power generation unit using firewood as source is located at Km 211/2 of SH29. Sayalkudi and Valinockam are famous for salt production and also a Tamil Nadu salt corporation plant is located at Valinockam. The movement of salt by multi-axle trucks to Chennai and Northern States is through this town only. The following three important roads are radiating out of Mudukulathur town.

Sl. No.	Name of the road	Branching location
1	Mudukulathur – Abiramam Road (MDR-638)	Km 226/2 of SH 29
2	Mudukulathur – Utragosamangai Road (MDR-637)	Km 228/070 of SH 29
3	Mudukulathur – Kamuthi Road (MDR-273)	Km 228/380 of SH 29

The important State Highways (SH 29) Thanjavur – Sayalkudi Road and two other Major District Roads Mudukulathur – Utragosamangai Road and Mudukulathur – Kamuthi Road runs through the Mudukulathur town built-up area portion. The buildings in this town are closely packed with little space causing hindrance to free flow of vehicles. The single lane width of these roads are inadequate for this high intensity of traffic. The heart of Mudukulathur town lies between Km 227/0 – 228/500 which has thick built up area. The development along this road is very rapid and continuously



increasing in this portion. As the Right of way for these roads vary from 5m to 10m, heavy trucks and buses find it difficult to negotiate through this narrow stretches and frequent accidents occur. Also the agricultural products from the surrounding villages are taken to the nearby marketing centres in Paramakudi only through this road. Hence it is absolute necessary to form a new bypass to these towns for easing the traffic in this road. The proposed alignment has been divided into two Phases (Phase – I & Phase – II) and the Phase - I has been divided into two parts as **Part-1** The proposed By-pass starts at Km 225/885 of SH29 (Thanjavur – Sayalkudi Road) and crosses the Mudukulathur – Abiramam road (MDR) at Km 0/4 on Thanjavur side of SH29 forming a length of 570m and **Part-2** The part of alignment crosses another important Major District Roads (Mudukulathur – Kamuthi Road) and proceeds further and ends at Km 229/265 of SH29 (Thanjavur – Sayalkudi Road) forming a length of 1.24 Km. The Phase – II connects the two parts of Phase – I in which it is proposed to construct a high level bridge since it crosses the Mudukulathur Tank. Necessary steps are being taken to obtain the NOC from the Public Works Department.

3. The Chief Engineer (NABARD and Rural Roads), Highways Department has also stated that in the Sayalkudi road side, the width of the road is very narrow particularly at km 228/2 of SH29 the road width is only 3.75m and hence the to and fro movement of vehicles is affected. If the part -2 of Phase – I is completed, the vehicles coming from Sayalkudi, will easily ply to Kamuthi without entering Mudukulathur town and vice versa. Here nearly 50% of the traffic will be diverted and this narrow stretch can be used as one way traffic. As well as if the part – 1 of Phase – I is completed, then the movement of vehicles to Abiramam from Paramakudi can also be diverted through the Mudukulathur bypass without entering Mudukulathur town. Hence it has been decided to form the Bypass in phased manner and the Phase – I alignment portion has to be formed immediately and based on the necessity, the estimate has been prepared. The Bypass is proposed for a length of 0.57 km on Thanjavur side of SH29 (Part – 1) and for a length of 1.24 km on Sayalkudi side of SH29 (Part – 2) thus forming a total length of 1.81 km. Two lane carriage way with paved shoulder as per IRC guidelines (IRC 73:1980 -Geometric Design Standards for Rural Highways) with the cross sectional elements is proposed for this bypass road. Apart from the formation of bypass road for 0.57 Km & 1.24 Km, 8 Nos. of box culverts are proposed to facilitate cross drainage. As the proposed Bypass road crosses two roads, two junction improvements have been proposed at road crossings and in addition to that another two junction improvement proposals i.e., one at the starting chainage and another at the ending chainage have also been included in this work. Necessary lumpsum provisions such as utility shifting, road furniture, lighting arrangements, investigation charges, variation in cost of materials, avenue plantation, advertisement charges, price escalation, road safety audit, quality control charges, labour welfare fund and petty supervision & contingencies as per norms are included in the proposal. In order to eliminate both time over run and cost overrun the Detailed Project Report was prepared concurrently with the preparation of Land Plan Schedule utilizing the amount sanctioned from land acquisition. The Detailed Project Report comprises inception report, submission of alignment and approval of alignment, preparation of Land Plan Schedule and Land Acquisition Estimate which put together worked out to Rs. 14.74 lakhs for the formation of above bypass. Change in nomenclature is necessitated as the length of Bypass road is not specified in the name of work as per G.O. (Ms). No.8, Highways and Minor Ports (HS2) Department, dated 20.01.2012 and the work, is to be carried out in phased manner. There would be no extra land acquisition involved due to change in nomenclature. Land Acquisition process is in advanced stage for the stretch proposed in Phase – I (Formation of By-Pass to Mudukulathur Town excluding land acquisition (phase- I) for a length of 1.81 Km) and Administrative Sanction for the Phase-II work is necessary. The Detailed Project Report cost of Rs. 14.74 lakhs as mentioned above inclusive of for both Phase- I & II. The Land Acquisition for the Phase – II is under



progress and the Detailed Project Report for Phase – II will be done only after getting the concurrence from Public Works Department. Necessary steps are being taken to get Land Alienation from the department concerned for Government land involved.

4. The Chief Engineer (NABARD and Rural Roads), Highways Department has therefore requested the Government to accord Administrative Sanction at a cost of Rs. 2234.00 Lakhs for the "Formation of By-Pass to Mudukulathur Town excluding land acquisition (Phase-I) for a length of 1.81 Km".

5. The Government after careful examination, accept the proposal of the Chief Engineer (NABARD and Rural Roads), Highways Department and accord Administrative Sanction for an amount of Rs.18,30,00,000/- (Rupees Eighteen Crore and Thirty Lakhs only) for the "Formation of By-pass to Mudukulathur Town excluding land acquisition (Phase-I) for a length of 1.81 Km", necessary funds will be provided in the Budget Estimate 2020-2021.

6. The expenditure sanctioned in para-5 above shall be debited under the following Head of Account:-

5054 – Capital Outlay on Roads and Bridges – 04 – District and other Roads - 337 – Road works – States Expenditures – KA – Bye pass Works – 416 Major Works – 01 Major works

(IFHRMS DP CODE : 5054 – 04 – 337 – KA – 41601)

(Old DPC : 5054 – 04 - 337 – KA - 1615)

7. This order issues with the concurrence of the Finance Department vide its U.O. No.731/PW-I/2020, dated 21.01.2020.

**(BY ORDER OF THE GOVERNOR)**

**K. MANIVASAN**

**PRINCIPAL SECRETARY TO GOVERNMENT (FAC)**

To

The Chief Engineer (NABARD and Rural Roads),  
Highways Department, Chennai – 25.

The Pay and Accounts Office (South), Chennai – 35.

The Treasury Office, Ramanathapuram.

The Sub-Treasury Office, Paramakudi.

The Accountant General (A&E) / Audit, Chennai – 18/35.

**Copy to:**

Office of the Hon'ble Chief Minister, Chennai – 9.

The Private Secretary to Principal Secretary to Government (FAC),  
Highways and Minor Ports Department, Chennai-9

The Private Secretary to Additional Secretary to Government,  
Highways and Minor Ports Department, Chennai-9

The Finance (PW1/BG I/BG II) Department, Chennai – 9.

The Director of Information and Public Relations, Chennai – 9.

The National Informatics Centre, Secretariat, Chennai – 9.

The Resident Audit officer, O/o the PAG (General & Social Sector Audit)  
Tamil Nadu, Chennai – 9.

(C.No.548/HQ1/2019)

SF/SC.

**//FORWARDED BY ORDER//**

**SECTION OFFICER.**

28