

# A Review on Construction Management of Roadway Network in Konkan Region

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**Abstract:** *Various roadway design and management factors can affect mobility and accessibility. Roadway design decisions often involve tradeoffs between different forms of access. For example, roadway planners must often choose between allocating road space to general traffic lanes, bus lanes, bike lanes, parking lanes, sidewalks, utilities (such as telephone poles), street furniture, and other activities (such as landscaping and sidewalk cafes). Wider and straighter roads with minimum intersections and driveways tend to favor automobile travel, but may be difficult and unpleasant for walking and cycling, and therefore for public transit access. Conversely, design and management strategies, such as expanding pedestrian and cycling facilities, traffic calming, and traffic speed reductions, tend to benefit walking and cycling access, but reduce motor vehicle traffic speeds and capacity, reducing mobility. Transportation is an engine for economic development. It may be broadly defined as a system of linkages that facilitate and enable the flow of goods and services. Road Transport is a very important segment of physical infrastructure. Transport network in transport geography play an essential role in reducing the disparities and bringing about a balance and integrated development. A high-quality road network provides connectivity and convenience to remote areas. Konkan region is a land deeply lined by fast flowing streams from the Sahyadris and criss-crossed with highly tattered trace ranges. Therefore Road transport being the back bone of the transport system faces heavy pressure of transport created in this region. It is only the source which provides the services throughout the year in this region. In the present study focuses on Sindhudurg district and Ratnagiri district in Southern Konkan region of Maharashtra This paper attempt to study the pattern of road structure in Sindhudurg and Ratnagiri districts in Southern konkan region of Maharashtra It also focuses on development trend of roads transportation in the Southern Konkan region with selected parameters such as road length, passenger and goods traffic, density of motor vehicles per Kms. and comparison of road connectivity with neighboring districts of Ratnagiri and Sindhudurg districts. The study is stretched over a period of ten years i.e. from 1990-1991 to 2010-2011.*

**Keywords:** Transportation, Road Pattern, Road Transport Service

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