

Proposal for the diversion of Diversion of 14.613 Ha. Forest Land in favour of NHAI for Construction of Eight laning of existing Four lane Vadape to Thane from Km. 539.202 to Km. 563.000 section of NH 3 (New NH-848) in the State of Maharashtra to be executed on Hybrid Annuity Mode (HAM).

By Project Director, National Highways Authority of India,

PIU, Thane.

JUSIFICATION OF PROJECT

Brief Background and requirement of the project :-Proposal is submitted for the Diversion of 14.613 Ha. Forest Land in favour of NHAI for Construction of Eight laning of existing Four lane Vadape to Thane from Km. 539.202 to Km. 563.000 section of NH 3 (New NH-848) in the State of Maharashtra to be executed on Hybrid Annuity Mode (HAM).

Good transportation systems are lifeline to the area they serve. Roads bring about all-round development in the region. A good road network helps in the success of all development activities. It is in the sphere of movement of people and goods, agriculture, commerce, education, health, and social welfare, or even maintenance of law and order and security. The Vadape -Thane Road is located in the district of Thane which in turn is located in the State of Maharashtra. Maharashtra occupies the western and central part of the country and has a long coastline stretching nearly 720 km along the Arabian Sea. The Sahyadri mountain ranges provide a physical backbone to the State on the west, while the Satpuda hills along the north and Bhamragad-Chiroli Gaikhuri ranges on the east serve as its natural borders. The State is surrounded by Gujarat to the north west, Madhya Pradesh to the north, Chhattisgarh to the east, Andhra Pradesh to the south east, Karnataka to the south and Goa to the south west.

The existing road from Vadape (km 539+202) to Thane (km 563+000) experienced tremendous growth in Traffic once 4 laning was done, as it is a vital link connecting NH-8, NH-3, NH-4 and NH-17 & now it is also proposed to be connected to Samruddhi Mahamarg i.e Nagpur -Mumbai Expressway. The traffic has increased considerably after development of surrounding network and growth of urban conglomerates like Thane Municipal Corporation (TMC), Kalyan Dombivli Municipal Corporation (KDMC), Navi Mumbai Municipal Corporation (NMMC) and Bhiwandi Nizampur Municipal Corporation BNMC). Keeping this in view, GOI has initiated 8 laning of this corridor considering present traffic and projected traffic in horizon years. This link is beneficial for exchange of traffic from one National highway to another National highway.

File

Justification :- The section of NH-3 (Agra road) was passing through Bhiwandi town. Looking to increase in traffic Govt of India has decided to construct a bypass road for Bhiwandi town tp avoid huge traffic congestion which was taking place in Bhiwandi town. The work was sanctioned on 23 August 1980. Approval to carry out the work was given by Forest Department on 2.10.1980 as per available correspondence. Forest conservation Act 1980 came into effect from 25.10.1980. The work of construction of 2 lane highway was completed till 1982.

Subsequently in 1984 Proposal for diversion of forest land was forwarded by CCF Pune to Govt of India for an area of 11.62 Ha. as per available records. Collector Thane has also sanctioned and allotted alternate land for compensatory afforestation on 1987 for an area of 13.91 Ha at village Rahatoli, Tal Ambarnath, Dist. Thane.

Traffic increased considerably over the years reaching 47000PCU per day by year 1997. PWD NH Division Thane was of the opinion that the proposal forwarded in 1984 is approved and Therefore, this section was upgraded to 4 lane from 1998 to 2003.

The existing road from Vadape (km 539+500) to Thane (km 563+000) experienced tremendous growth in Traffic once 4 laning was done, as it is a vital link connecting NH-8, NH-3, NH-4 and NH-17 bypassing Mumbai City. The traffic has increased considerably after development of surrounding network and growth of urban conglomerates like Thane Municipal Corporation (TMC), Kalyan Dombivli Municipal Corporation (KDMC), Navi Mumbai Municipal Corporation (NMMC) and Bhiwandi Nizampur Municipal Corporation (BNMC). Keeping this in view, GOM / GOI has initiated 8 laning of this corridor considering present traffic and projected traffic in horizon years.

During preliminary survey it came to notice that the document on respect of approval for diversion of the proposal for an area of 13.91 Ha forwarded in 1984 is not available in records, During discussion with forest officials, they have suggested to prepare fresh forest proposal for entire 60m ROW. and submit it online for approval from Govt. of India.

The same has been prepared and now the area to be diverted in which NH ROW comes out to 14.613 Ha. The fresh proposal shall be processed for approval. In view of the above, the work done for 2 lane and 4 lane shall not be considered as violation and the fresh proposal shall be processed for early approval.

Date . 30/10/ 2021

Place: Thane.


(Mukunda T. Attarde)

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