

PROJECT NOTE

11.1 Project Background

Area wise Pune District is the second largest district in the state of Maharashtra (15643 sq. km.). Population wise, it is the most populated district in the State (94,26,959 as per 2011 Census). Pune is at the junction of three major highways, NH-4, NH-50 and NH-9 from which heavy outbound traffic passes through each day, that severely affects the infrastructure and traffic situation in the city. The traffic in and around Pune City has been increasing at high rate due to industrial and other socioeconomic developments in and around Pune City. As a result, roads radiating from the city in all directions are required to be widened to 4 lane/ 6 lanes. Besides, the vehicles that are required to bypass the city are also passing through the city, thereby, creating traffic congestions. Such passing traffic, if diverted through road network outside the city limits will ease the traffic congestion within the city. In absence of such peripheral connections, the load of external floating traffic is ever increasing on the intra city road network. To avoid the traffic congestion in Pune, Maharashtra State Road Development Corporation (MSRDC) initiated to take up the development of an Outer Ring Road Corridors for the City of Pune under three packages viz.

- Eastern Alignment [**approximate length 100 Km**] starting from Urse on Mumbai-Pune Expressway and culminating at Khed Shivapur on NH-48 [Popularly known as Satara road] via Talegaon [Old Mumbai-Pune Ring Road – NH48], Kuruli [Nashik Road, Lonikand [Ahmednagar Road], Theur [Solapur Road], Wadki [Saswad road] and Bhivari [Pune Baramati Road] and
- Western Alignment [**approximate 66.100 Km length**] starting from Urse at Mumbai-Pune Expressway Toll Naka. YCEW, and traverses through number of villages/towns viz. Parandwadi, Dhamne, Bebadohal, Chandkhed, Pachane, Pimploli, Kemsewadi, Javal, Padalgharwadi, Rihe, Ghotavade, Amedveth, Bhare, Kasar Amboli, Urwade, Ambegaon, Marnewadi, Mutha, Katavi, Bahuli, (Bhagwatwadi), Sangrun, Mandvi Budruk, Wardade, Mulkhed , Khamgaon Maval , Ghera Sinhgad, Kalyan, Rahatvade, Ranje, Kusgaon, Khopi, Kanjale and ends on Khed Shivapur at Satara Road [NH-48].

Application for the Terms of Reference (ToR) for Western Alignment (66.100 km) starting from Urse Village, Maval Taluka, Pune District and ending at Khed Shivapur at Satara Road, was submitted in December,2016 on PARIVESH portal and 27th September 2017 through MPCB portal and ToR was granted in 143rd Meeting of SEAC-I, Maharashtra in October,2017. Copy of the MoM and ToR is attached as **Annexure-1**.

During finalization of detailed design, the alignment was refined with social considerations, which resulted in increased in length of the alignment. Further, there were changes in the number of major and minor bridges due to interconversion. The refinement in the alignment also led to increase in number of tunnels from 7 to 8. Considering these changes, it was required to reapply for the ToR which was within its validity period. For administrative purpose, MSRDC has further split the project in 3 packages from the original two packages. PRR Eastern Alignment is now having two packages namely Part-1 and Part-2 and PRR Western Alignment.

- Eastern Alignment (Part-1): Starting from Urse and Ends at Solu – 38.340 km
- Eastern Alignment (Part-2): Starting from Solu and Ends at Varve (Kelawade) near Satara highway- 66.560 km

- Western Alignment: Starting from Urse Village and Ends at Varve (Kelwade) on Satara road Via Parandwadi, Paud road, Mula road, Mutha road- 68.800 km.

During finalization of detail designs, western alignment was required to be shifted towards south partially to Varve (Kelwade) at Satara Road [NH48] as shown in **Figure Error! No text of specified style in document.-2** and **Figure Error! No text of specified style in document.-3** leading to increase in length of alignment from 66.100 km to 68.800 km. The alignment of the proposed Pune Ring Road-West starts from Urse village, Maval Taluka, Pune District at CH 0/00 km and ending at Varve (Kelwade) village, Bhore Taluka, Pune District at CH 68+800 km and directly passing through 4 talukas and 38 villages.

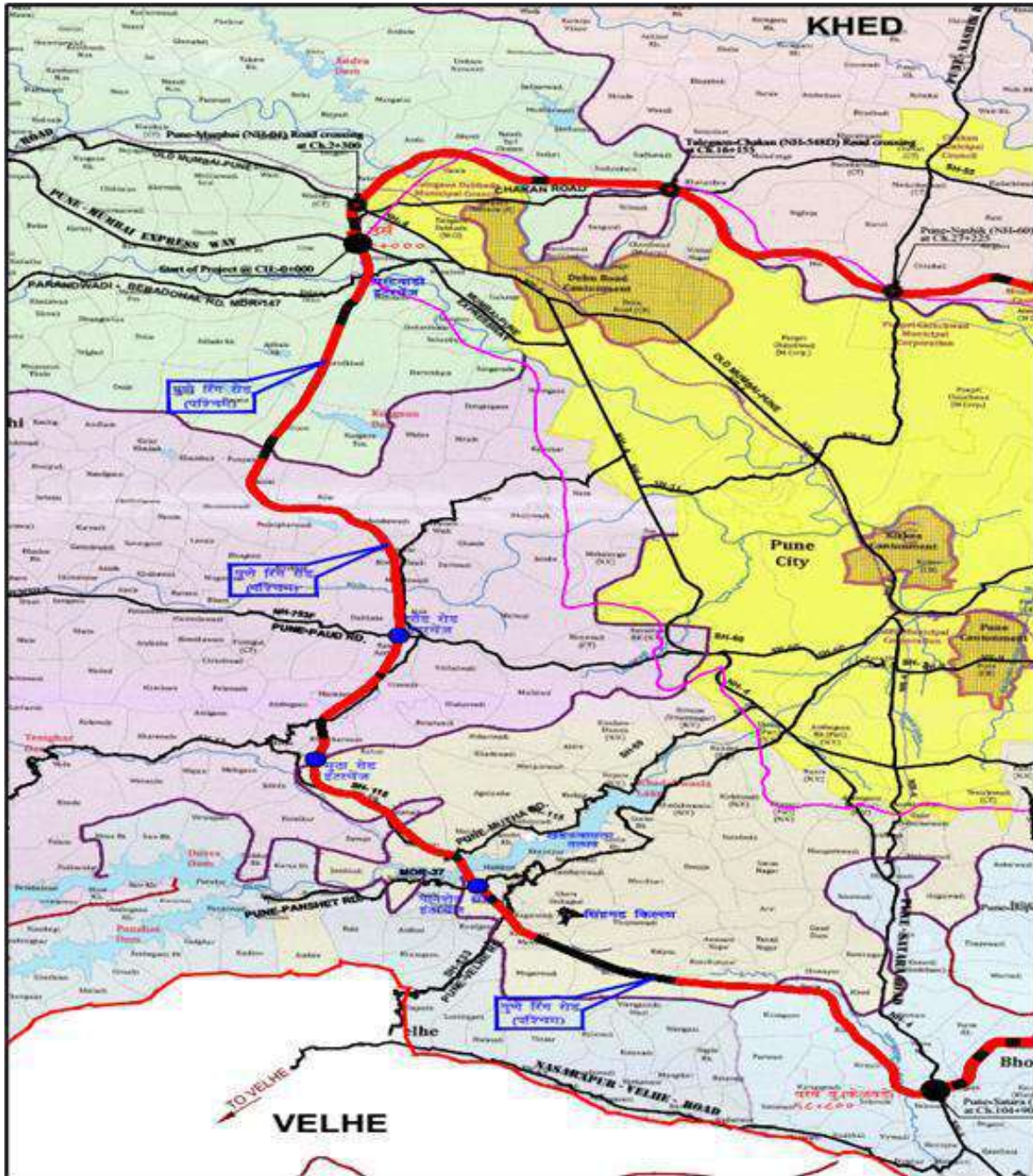


Figure Error! No text of specified style in document.-1: Index map showing the project alignment

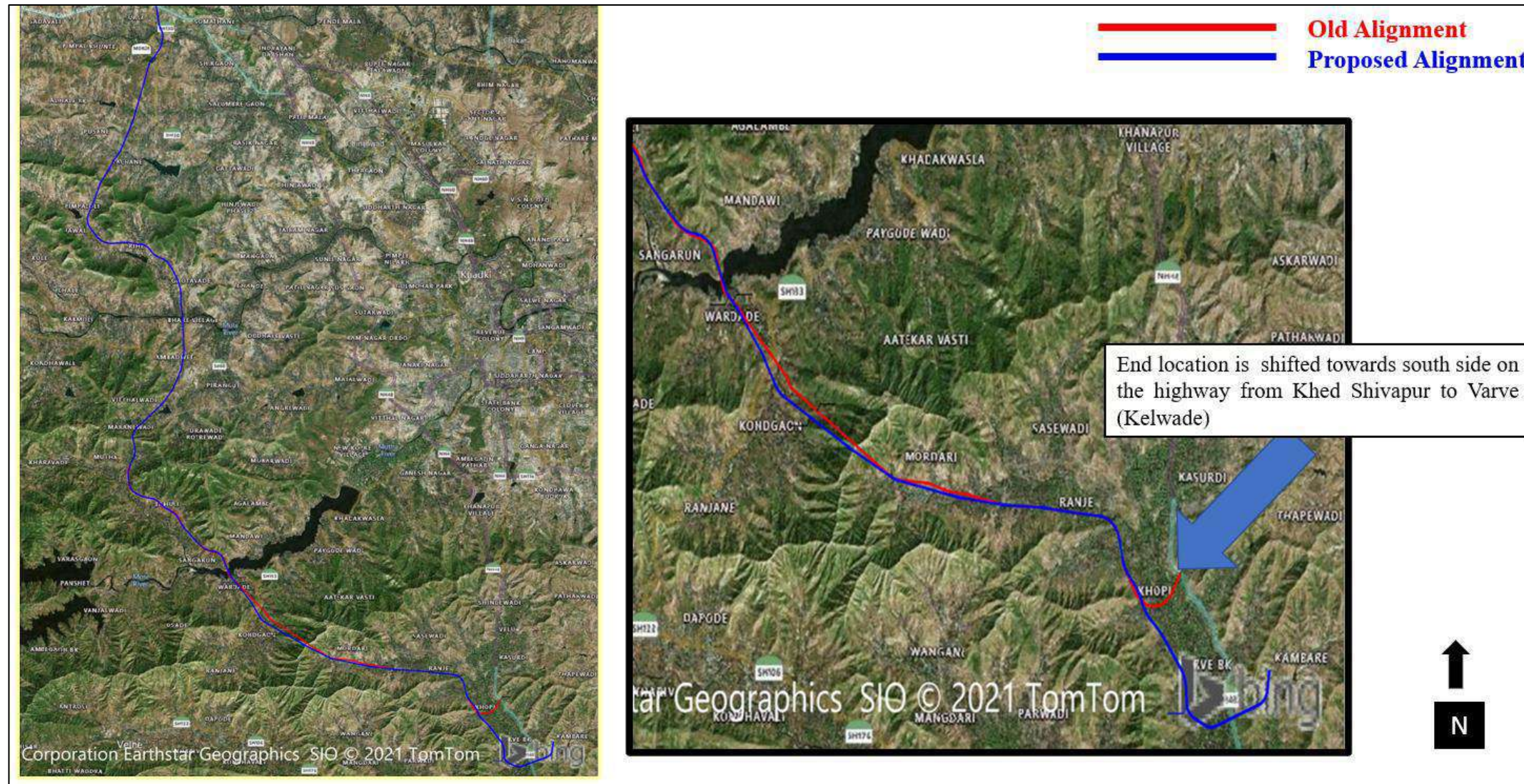


Figure Error! No text of specified style in document.-2: Image showing comparison of proposed old alignment and proposed new alignment



Figure Error! No text of specified style in document.-3: Image showing comparison of proposed old alignment and proposed new alignment

11.2 Identification of the Project Proponent

Maharashtra State Road Development Corporation Limited (MSRDC) is the implementing organization of this project. MSRDC is a corporation established and fully owned by the Government of Maharashtra through a resolution on 9th July, 1996 and has been incorporated as a limited company under the Companies Act 1956 on 2nd August 1996. MSRDC mainly deals with the properties and assets comprising movables and immovables including land, road projects, flyover projects, toll collection rights and works under construction which vested with the State Government and are under the control of the Public Works Department.

Table Error! No text of specified style in document.-1: Details of the project proponent

Proponent	Maharashtra State Road Development Corporation Limited (MSRDC)
In-Charge person	Mr. Ajit Patil Executive Engineer -MSRDC Pune
Registered Address	Maharashtra State Road Development Corporation (Ltd.), Nepean Sea Road, Besides Priyadarshini Park, Mumbai - 4000036.
Address for correspondence:	Pune-Camp-Office Maharashtra State Road Development Corporation (Ltd.), 'D' Hall, New Administrative Building, Ground Floor, Opp. Council Hall Camp Office, Pune, Pin-411001.

11.3 Identification of the Project Consultant

DPR Consultant	TPF engineering Pvt Ltd. Formerly Known as S. N. Bhobe & Associates Pvt. Ltd Chaitraban Complex, Unit No. 5, 1 st Floor, above Hotel Samrat, Wakadewadi, Shivajinagar, Pune, Maharashtra 411003
Environment Consultant	Building Environment (India) Pvt Ltd NABET Accreditation- NABET/EIA/1821/RA0133, Valid Till-28.11.2021 'A' Category Consultant for Highway Sector (7f / 33) Projects Dakshina Building, Office No-401, 4 th Floor, Beside Raigad Bhavan, Sakal Bhavan Rd, Sector 11, CBD Belapur, Navi Mumbai, Maharashtra 400614 Details of the Building Environment India Pvt. Ltd. is given in Chapter-12: Disclosure of Consultant
Baseline Monitoring Laboratory	Horizon Services Lab (Lab Approved by MoEF, New Delhi, Lab NABL 17025:2017) Shree K 3/4, S. No. 10, Erandawane Housing Society, Opposite Deenanath Mangeshkar Hospital, Pune, Maharashtra 411004

11.4 Purpose of the Report

The purpose of the Environmental Impact Assessment study and report is identification and assessment of the levels of the impacts due to the construction of this project whether positive or negative and to develop a matrix to assess the levels of the impacts. To prepare the environmental management plan to address the significant impacts and reassess the levels of the impacts to ensure the residual impacts have substantially reduced to the extent possible and feasible within the project limits along with the major environmental concerns associated with the proposed project in compliance with the ToR issued by SEIAA, Maharashtra vide SEIAA-

STATEMENT-0000000704 dated 10th February, 2021 for Public Hearing process as a part of the process to obtain Environmental Clearance. Environment Clearance is obtained vide letter dated 07/09/2022 by Ministry of Environment, Forest and Climate Change (Issued by the State Environment Impact Assessment Authority (SEIAA) Maharashtra for "Pune Ring Road (Western) Project Dist. Pune under Environment Impact Assessment Act of 1994 and enclosed on page no to .

11.5 Importance of the Project to the region

The traffic around the Pune city has been increasing due to rapid urbanization & industrial growth. Besides, traffic originating and destined outside Pune, passes through the city area thus, overloading the intra-city network & creating traffic congestion in city area. Due to industrial growth in the adjoining area like MIDC IT Park etc. the traffic on the existing Mumbai Pune Expressway has increased. The commissioning of 4th terminal of JNPT will also increase the traffic on NH-4 & Mumbai Pune Expressway. Urbanization is likely to be increased along the Expressway due to proposed developments along the corridor. This has increased travel time, traffic congestion on the NH-4 & Mumbai Pune Expressway and subsequently number of accidents. As per analysis done by MSRDC in 2013, the Level of Service of the expressway ranging between 'C' and 'E' except the Ghat section. Hence, to decongest the traffic within Pune city as well as on existing Mumbai Pune expressway, Ring Road is proposed which will create road network for traffic which can bypass the city limits.

The alignment will pass through 4 tehsils covering 38 Nos. of Villages Urse, Parandwadi, Dhamne, Bebadohal, Chandkhed, Pachane, Pimploli, Kemsewadi, Javal, Padalgharwadi, Rihe, Ghotavade, Materewadi, Amedveth, Bhare, Kasar Amboli, Urwade, Ambegaon,, Bharekarwadi, Morewadi, Katvadi, Bahuli, Bhagwatwadi, Sangrun, Mandvi Budruk, Wardade, Mulkhed, Khamgaon Maval, Ghera Sinhgad, Moredarwadi, Kalyan, Rahatvade, Ranje, Kusgaon, Khopi, Kanjale and ends on Kelwade providing proper connectivity to these regions as the villages are not directly connected to the roads.

It will facilitate fast and safe transportation & connectivity from Mumbai Pune Expressway to Pune Satara Road (NH48).

Due to better quality wider road, mobility will be increased resulting in pollution reduction providing better connectivity to places like Hinjewadi MIDC IT Park, Shirval Industrial area. The new road will also be catering to the residential and economic development in Hinjewadi MIDC IT Park areas.

The proposed project will also cater to tourist destinations on the outskirts of Pune city like, Lavasa, Sinhagad Fort, Khadakvasla Dam, and scenic locations in Mulshi.

11.6 Brief Description of the Project

11.6.1 Nature Size and Location of the Project

The proposed Pune Ring Road's Western Alignment will be 68.800 km long, starting from Urse (Ch-0+00) at Mumbai-Pune Expressway (YCEW) Toll Naka and traverses through 38 number of villages/towns viz. Parandwadi, Dhamne, Bebadohal, Chandkhed, Pachane, Pimploli, Kemsewadi, Javal, Padalgharwadi, Rihe, Ghotavade, Amedveth, Bhare, Kasar Amboli, Urwade, Ambegaon, Marnewadi, Mutha, Katvadi, Bahuli, (Bhagwatwadi), Sangrun, Mandvi Budruk, Wardade, Mulkhed, Khamgaon Maval, Ghera Sinhgad, Kalyan, Rahatvade, Ranje, Kusgaon, Khopi, Kanjale and ends on Kelwade (Ch-68+800) at Satara Road [NH48] and passing through 4 talukas and 38 villages. Project index map is shown in **Figure Error!** No text of specified style in document.-4 and location map is shown in **Figure Error!** No text of specified style in document.-5.

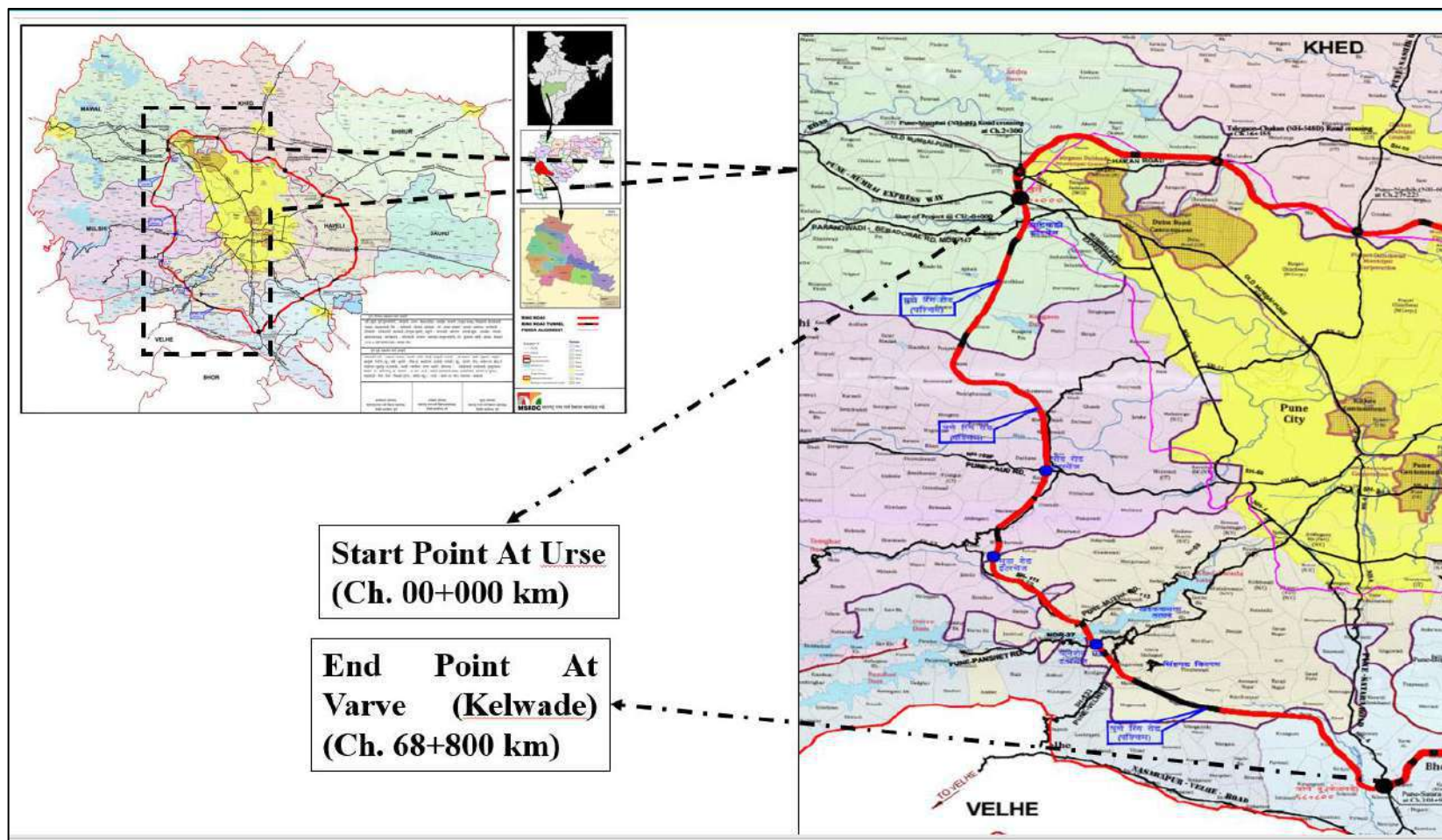


Figure Error! No text of specified style in document.-4: Index Map of Pune Ring Road- Western Alignment

Source: MSRDC

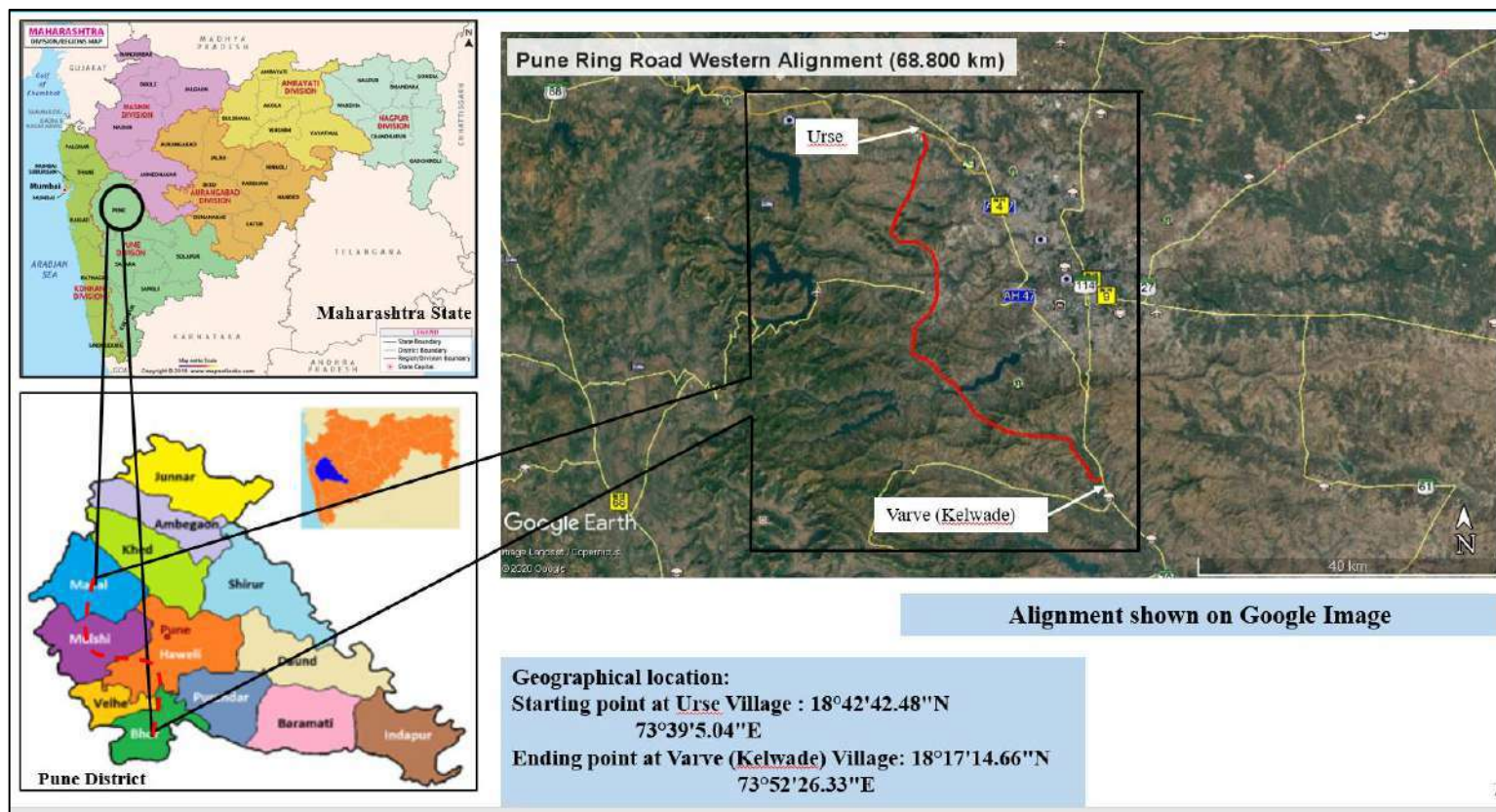


Figure Error! No text of specified style in document.-5: Location of Pune Ring Road- Western Alignment

Source: MSRDC

11.6.2 Key Features of the Proposed Alignment

Key features of the Ring Road Western alignment are as follows:

- The alignments will be 68.800 km long, starting from Urse on Mumbai-Pune Expressway culminating at Varve (Kelwade) at Satara Road [NH48] via no of villages, directly connecting 4 talukas and 38 villages.
- The ring road, having a total width of 110 m with a central median of 15.0 m will follow the international standards of design.
- 3+3 lane main carriageway with provision of additional 1+1 lane on either side of median is proposed. For all bridges, tunnels & structures 3+3 lane cross section is adopted as per IRC SP 99:2013.
- Main carriageway will be of rigid pavement with access control except at six interchange locations.
- Main carriageway will be designed as expressway standard (IRC SP 99) and proposed ring will be act as bypass to the city particularly it will be linked to MPEW and NH-48.
- There will be around 3 major bridges, 16 minor bridges, around 20 VUP's, 6 LVUP's, 6 interchanges, 2 viaducts, 7 PUP's, 24 VOP / Flyovers, Box Culverts / Obligatory Span provided at strategic locations.
- Greenbelt development, tunnel lighting, bridge beautification, and digital signage will be used throughout the length of the highway.
- CC road with 20 % fly ash will be used to construct the PROW. Adequate measures will be taken for rain water harvesting as per IRC: SP- 50:1999.

Detail project features are given in Section 2.4 of Chapter-2.

11.7 Litigation(S)/ Orders Passed by Any Court of Law/ Any Statutory Authority against the Project

At present, there are no litigations / court cases against the project that may hinder the process of obtaining Environmental Clearance.

11.8 Policies Legal & Administrative Framework

This section presents a review of the existing legislations relevant to the project at the National and State level. The environmental assessment process needs to adopt environmental regulations and guidelines of Government of India (GoI), Indian Road Policy, Ministry of Road Transport and Highways (MoRTH) requirements, Indian Road Congress Guidelines.

Implementation of the project will be governed by the national as well as State of Maharashtra's environmental acts, rules, regulations, and standards. These regulations impose restrictions on activities to minimize/mitigate likely impacts on the environment. Project execution and implementation agency is to ensure that the project is in consistent with the legal framework, in terms of national, state or municipal / local compliance required in any stages of the project including design, construction, and operation and maintenance.

