



**Maharashtra State
Road Development
Corp. Ltd.**

(A Government of Maharashtra Undertaking)

Justification for locating the Project in Forest Land

Project Name : - "Rehabilitation and Up-gradation of Shahpur Patgaon Section 1 & 2 - (KM 0+000 to KM 20+130) and (KM 20+130 to KM 43+600) part of NH-3 Shahpur - Murbad - Mhasa - Karjat - Khopoli-NH4 section of newly declared NH-548 A in the state of Maharashtra on Engineering, Procurement & Construction (EPC) Basis Contract"

The ministry of Road Transport & Highways (MoRTH), government of India has decided to take up the development of Shahpur - Patgaon Section - I & Section - II of NH 548 A in the state of Maharashtra for augmentation of capacity for safe and efficient movement of traffic by upgrading to Two Lane with paved shoulder configuration based on the traffic demand.

The existing project road predominantly has a carriage way width 7 meter wide with earthen shoulder 0.5 to 1.5 meter on the both sides with exception in few locations. Paved shoulder are observed at some major build ups along the project stretch. The existing width incapable to cope up with the increasing traffic. Because the highway is declared as National Highway, the project road requires minimum two-lane with paved shoulder configuration.

This stretch passes through plain terrain for entire length of highway. Horizontal geometry is straight for major portion of the highway. Vertical geometry needs substantial improvement to meet updated highway standards. Inadequate carriageway width and lack of adequate safety appurtenances markings are major causes for accident along the stretch. Absence of proper highway lighting at built-up area is another cause of concern.

The junction present along the built-ups are lacking channelization, signs, place identification boards, markings and maintenance.

The total length of the project stretch selected for up-gradation is 20.130 KM and 23.470 KM in the package from which road is passing through forest area in Murbad forest division. The proposed widening requires diversion **17.01** Ha. in Shahpur forest division. Therefore the widening of this stretch requires forest clearance from Ministry of Environment, Forest and Climate change (GOI).

The diversion of forest area has been limited to the minimum that satisfies the National Highway standards. As the project road is passing through the middle of forest area, bypassing the forest area is not possible. Alternative has been examined and found that no better option is available. The widening has been limited to non-forest areas where the road is passing/ abutting the forest land only on one side of the existing road, to reduce the requirement of forest area diversion.


Executive Engineer

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