



Maharashtra State Road
Development Corporation
(A Govt. of Maharashtra Undertaking)

Justification for locating the Project in Forest Land

Project Name:- “Rehabilitation and Up-gradation of Patgaon Khopoli Section I– (Km 43+783 to Km 69+508) 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 Patgaon Khopoli Section I –(Km 43+783 to Km 69+508) part of NH-3 Shahpur - Murbad – Mhasa – Karjat - Khopoli-NH4 section of newly declared NH-548A 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.

The total length of the project stretch selected for up-gradation is 25.725 KM in the package from which road is passing through forest area in Alibaug forest division. The proposed widening requires diversion 12.8957 Ha in Alibaug 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.

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