



## भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सडक परिवहन और राजमार्ग मंत्रालय, भारत सरकार)

परियोजना कार्यान्वयन ईकाई, कोल्हापूर.

### National Highways Authority of India

(Ministry of Road Transport & Highways, Govt. of India.)

Project implementation Unit, Kolhapur.

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भारतमाला  
प्रगति के पथ पर अग्रसर

NHAI/PIU/KOLHAPUR/Bharatmala Pariyojana/2018/1085

Date - 24.12. 2018

### A BRIEF NOTE ON THE PROJECT

**Name of the Project: Songir to Visarwadi Road widening Project (NH753BB & NH-752G) in Dhule and Nandurbar District of MAHARASHTRA.**

**District** : Dhule and Nandurbar  
**Taluka** : Dhule, Shindkheda, Nawapur and Nandurbar  
**Total Area** : 432.9904 Ha.  
**Forest Area** : 5.1912 Ha.

#### INTRODUCTION:

The National Highways Authority of India is an autonomous body of the Government of India, responsible for management of a network of over 50,000 km of National Highways out of 1,15,000 km in India. It is a nodal agency of the Ministry of Road Transport and Highways. National Highways Authority of India was set up by an act of the Parliament, NHAI Act, 1988 "An Act to provide for the constitution of an Authority for the development, maintenance and management of national highways and for matter connected therewith or incidental thereto". It has been entrusted with National Highways Development Project, which alongwith other minor projects, has vested in it 50329 kms of National Highways for development, maintenance and management. Our objective is to ensure that all contract awards and procurements conform to the best industry practices with regard to transparency of process, adoption of bid criteria to ensure healthy competition in award of contracts, implementation of projects conform to best quality requirements and the highway system is maintained to ensure best user comfort and convenience. NHAI is mandated to implement National Highways Development Project (NHDP) which is India's largest ever Highways Project in a phased manner. The National Highways have a total length of 72,000 (approx) km to serve as the arterial network of the country. Although National Highways constitute only about 2 per cent of the road network, it carries 40 per cent of the total road traffic.

Bharatmala Pariyojana has been conceptualised to decongest the existing National highway Corridors and to improve the efficiency of the road freight movement in India. Special emphasis will

A BRIEF NOTE ON THE PROJECT 1085 dt.24.12.2019

be given on providing connectivity to far-flung border and rural areas including the tribal and backward areas. Bharatmala will connect 550 district headquarters (from current 300) to minimum 4-lane highway by raising the number of corridors to 50 (from current 6) and move 80% freight traffic (40% currently) to national highways by connecting 24 logistics parks, 66 inter-corridors (IC) of total 8,000 km (5,000 mi), 116 feeder routes (FR) of total 7,500 km (4,700 mi) and 7 north east multimodal waterway ports.

The project road is new highway no NH-753BB & 752G (Previously it was MSH-1, SH-5 and 6) and alignment is starting at Songir (MSH- 1) passing through villages viz. Chimthane, Dondaicha, Rami, Nandurbar, Khandbara and ends at Visarwadi (SH 6). Total length of project stretch is 114.300 Km. Proposed ROW for the entire corridor is 60mts. The design speed for the project road is 100km/hr. The existing carriageway is 2 lane which needs to be widened to 4 lane divided partial access controlled road. This project passes through two districts viz Dhule and Nandurbar. Dhule District (Design Length = 47.950 km) & in Nandurbar ( Design Length = 66.350 km approximately) in the state of Maharashtra. This project is looked after by National Highways Authority of India, PIU Kolhapur. Consultancy services for preparation of feasibility report for development of economic corridors, intercorridors, feeder routes and coastal roads to improve the efficiency of freight movement of India, is entrusted to M/s TPFEP. Most of the length of alignment is proposed for eccentric widening. The existing 2 lane road is to be strengthened to new 2 lane proposed road. The proposed carriageway is 2+2 divided carriageway with median of 5.0 m & having proposed ROW of 60m. Existing/available land varies from 14 to 25m. Land use along road is generally agriculture. The road is passing through plain & rolling terrain. Traffic volume count has been carried out at 5 locations namely Songir, Hatnur, Dondicha, Nandurbar & Vatvi. The maximum total traffic count is at Dondicha with 11051 PCU. The project aims to improve the connectivity between NH-52 and NH-53, as heavy vehicular traffic prevails on the existing roads. Widening of the Highways from 2-lane to 4-lane will reduce the number of accidents caused. It will also enhance connectivity between the rural areas of the Dhule and Nandurbar to main cities of the district with better opportunities of education, business etc.

#### **LOCATION:**

#### **DIVERSION OF 5.1912 HECTARES OF FOREST LAND FOR WIDENING OF THE EXISTING SONGIR TO VISARWADI road in Dhule and Nandurbar District of MAHARASHTRA.**

The villages at & surrounding the proposed area are:

North: Sondale, Dangurne, Darana, Dalwade, Chimthane, Salwe, Methi, Kampur, Vikharan, Vikhurle, Mandal, Dondaicha, Rami ,Dhawade, Khokarle ,Nyahali, Ghotane, Ranale, Vavde, Chopale, Nandurbar, Dudhale, Bhone, Thokartale, Khamgaon ,Digar, Virchak, Pachorabari, Dhekvad, Balamrai, Kalamvabijadevi, Bhadwad, Kasbe Ghogal, Vatvi, Khandbhare, Nimboni, Shrawani, Sagali, Vavade Bk, Khatgaon, Mothi Kadvan, Kadvan, Bhardu, Navapada Villages

East: Visarwadi Village

South: Sondale, Dangurne, Darana, Dalwade,Chimthane, Salwe, Methi, Kampur, Vikharan, Vikhurle, Mandal, Dondaicha, Rami ,Dhawade, Khokarle ,Nyahali, Ghotane, Ranale, Vavde, Chopale, Nandurbar, Dudhale, Bhone, Thokartale, Khamgaon ,Digar, Virchak, Pachorabari, Dhekvad, Balamrai ,Kalamvabijadevi, Bhadwad, Kasbe Ghogal, Vatvi, Khandbhare, Nimboni, Shrawani, Sagali, Vavade Bk, Khatgaon, Mothi Kadvan, Kadvan, Bhardu,Navapada, Villages.

West: Songir Village

#### **EXTENT OF LAND REQUIRED:**

The proposed land is mostly open scrub grassland, The proposed area falls in the Gat/S.Nos. Sondale 96 , 96pt, Dangurane 12, 13, 290 Darana 238, Methi 1/361 Taluka Shindkheda of Dhule District, Vavade Bk 91 in Taluka Nawapur of District Nandurbar. The Total area of the project is 432.9904 ha and the forest area required is 5.1912 ha. The Non-forest area will be acquired and possessed by the NHAI.

#### **DETAILS OF THE PROJECT:**

Project work consists of 4 -laning of existing 2- lane road.

- The Length of existing route to be used - 114.300.
- Km Length of realignment - Nil.
- Length of Bypass - Dondaicha Bypass length 6.20 Km and Nandurbar Bypass 12.00 Km.

The proposed section is 2+2 lane divided carriageway having width of 9.00 mts (each) with median of 5.0 mts. The width of carriageway of proposed Vehicular Under Pass / Pedestrian Under Pass/Flyover 16.0 mts (each). The width of service road is 7.50 m on both sides of proposed VUP. The total length of service road (proposed) is 19.640 Km. Flexible pavement is proposed for Main carriageway, Service roads and Bypasses.

The proposed crust is -

- a) Granular Sub Base - 200 mm.
- b) Wet Mix Macadam - 250 mm.
- c) Dense Bituminous Macadam - 120 mm.
- d) Bitumen concrete - 50 mm.

The Rigid pavement is proposed in built -up sections, total length of Built- up section is 19.167 km. The thickness of Pavement Quality concrete is 300 mm and dry lean concrete (DLC) as a base course over which Pavement Quality Concrete (PQC) slabs rest is 150 mm with structural layer of Granular Sub Base is 150 mm. At all major junctions Vehicular Under pass of 5.5 mt clear height is proposed. For VUP, Prestressed girder is proposed for obligatory span and Reinforced Earth Wall (RE wall) for approaches. At minor junctions median opening is proposed. Bus bays are proposed at all existing Bus stop locations. Truck bay at Ch. 36+000 and 68+000 are proposed on both sides of the road with rest areas. One 8- lane Toll plaza is to be constructed. The median is beautified with shrubs and landscaping. The Culverts, Minor and Major bridges are proposed at all existing locations as per existing span arrangements. RCC covered drain is proposed in Built up locations on both sides of the highway for 19.167 Km length. At the curve locations, Storm Water Drain (SWD) is also proposed in the median.

The construction debris and hazardous waste shall not be dumped in adjacent areas.

Yours Faithfully,



B.S.Salunke  
GM (Tech) & Project Director,  
PIU-Kolhapur