

BRIEF SUMMARY

for

**ENVIRONMENTAL IMPACT ASSESSMENT (EIA) AND ENVIRONMENTAL
MANAGEMENT PLAN (EMP)**

For

**Proposed New National highway -NH-965D (Inter Corridor Route of Bharatmala
Project Route 2 starting from Lonand, in Satara district to Kedagaon, in Pune
district approximately 51.375 km)**



Submitted by



NATIONAL HIGHWAYS AUTHORITY OF INDIA

(Ministry of Road Transport & Highways Government of India)

1.1 Preamble

The proposed project is a part of the Bharat Mala Project which has been envisaged as an umbrella program under the Ministry of Road Transport and Highways. The project involves constructions or improvement of national highways/ newly declared National Highways with an aim to improve road connectivity to coastal/ border areas, ports, backward areas, religious and tourist sites. The project has identified 44 economic (freight) corridors, inter-corridors and feeder-routes for development.

The Bharatmala Project consists of connecting National Highways by improvement of State Highways in 3 states viz.

- Telangana – 2 packages
- Madhya Pradesh – 7 Packages
- Maharashtra – 5 Packages

1.2 Project Description

Out of 5 packages in Maharashtra, there are 3 Inter Corridor stretches & 2 Feeder Routes. The details are as follows:

| Sr. No | Route | Stretch | Start & End locations of Corridor | Length in km (approx.) |
|--------|----------------|--|-----------------------------------|------------------------|
| 1 | Inter Corridor | Banda – Madhkhhol – Sankeshwar section | Banda - Sankeshwar | 103.60 km |
| 2 | Inter Corridor | Sangamner – Nira – Pune – Kedgaon section of | Lonand - Kedgaon | 51.375 km |
| 3 | Inter Corridor | Devmogra – Shree Mangal Harchand Nagar – Patan | Songir-Nandurbar-Visarwadi | 114.50 km |
| 4 | Feeder Route | Nandur Shingote – Ahmednagar section | Kolhar – Nandur Shingote | 48.70 km |
| 5 | Feeder Route | Ulwe – Raigad section | Padeghar – Barapada(JNPT) | 26.50 km |

The project corridor is proposed for development to 4-lane access-controlled roads depending upon traffic and the Right of Way available. In this regard, NHAI has been entrusted with the assignment of Development of Economic Corridors, Inter-Corridors, Feeder Routes and Coastal Roads primarily to improve freight movement in the Country. NHAI has invited proposal from Technical consultants for carrying out detailed project report.

1.3 Need and Importance of the Project

Cities have concentrated educational infrastructures, employment opportunities, skilled work force, financial independence and the infrastructure to keep the demand-supply cycle intact. Thus, for a young developing nation, exposure of the youth to the industries and business opportunities in the cities plays a very important role in deciding the future and its demography. Transport

infrastructure forms the backbone of a country's economy and provides a vital linkage between the urban and the rural areas.

- The project corridor is one of the identified inter-corridor for improvement which interlinks the different Highways.
- The improvement will especially speed up the freight movement and provide a better access to freight vehicles to the Lonand MIDC situated in Mariachiwadi.
- Connectivity with the remote and sensitive areas will enhance, it will also ensure faster road vehicular and train movement and also reduce accidents.
- It also connects the rural areas to better prospects of medical support for humans as well as cattle. Apart from that, it promises to revive the agriculture, tourism, education in and around the district.
- Temporary employment generation
- An important aspect which may not be always thought about is the frequency and impact of accidents. Improving highway geometry and widening it from 2-lane to 4-lane will reduce probability of accidents.
- The Project will substantially reduce the existing transport bottleneck to trade and will foster regional economic cooperation, especially for the Lonand MIDC area.

Thus, this will not only reduce travel time but also improve the district's economic growth. The entire region will be benefitted from the Project, while the project area will gain through economic development and increased access to markets and social services.

1.4 Project Benefits

- The project aims to improve the connectivity between NH-9 and Lonand MIDC, 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 Satara and Pune to main cities of the district with better opportunities of education, business etc.

1.5 Bharatmala Route 2

Proposed New National highway -NH-965D (Inter Corridor Route of Bharatmala Project Route 2 starting from Lonand (Ch 0+000) in Satara district and ends at Kedagaon (Ch 51+375) in Pune district approximately 51.375 km) from 2-lane to 4-lane access-controlled road, depending upon traffic and the Right of Way available, passes through two districts viz Satara district and Pune district (Design = 51.375 km approximately) in the state of Maharashtra and is a project by M/s. National Highway Authority of India, PIU Kolhapur.

There are three bypasses proposed along the alignment, at village Morgaon, Nira and Lonand. The ROW of the bypass is 60 m and the bypass are proposed to be upgraded into 2 + 2 Lane, access-controlled road, with service roads on either side.

The proposed project passes through 21 villages (approx.), namely Lonand– Nira– Morgaon– Supe– Kedagaon. Part of the alignment is abutting the Mayureshwar Wildlife Sanctuary at village Supe village and another part of the project alignment is passing through 9 Ha of forest area near Brahmandara village. This will enhance connectivity within the district as well as with the surrounding areas.