

Diversion of Forest Land for Rehabilitation and Up-gradation of Nagpur-Katol-Warud National Highway (NH 353J) from existing Km 60+100 (End of Katol bypass) to 101+085 (Warud up to Joint junction) two lane with paved shoulders in the state of Maharashtra

### **DETAIL NOTE ON THE PROJECT**

The Ministry of Road Transport & Highways (MoRTH), Government of India, has decided to take up the development of Nagpur – Katol – Warud section of NH 353J 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.

In pursuance of the above, SA Infrastructure Consultants Pvt. Ltd., Noida has been appointed as Consultants to carry out the Consultancy Services for Preparation of DPR for Rehabilitation and Up-gradation of Nagpur-Katol-Warud National Highway (NH 353J) from existing Km 60+100 (End of Katol bypass) to 101+085 (Warud up to Joint junction) two lane with paved shoulders in the state of Maharashtra.

The project road starts from End of Katol Bypass km 60+100 and ends at Warud Km 100.565. The total length is 40.465 Km and Proposed Right of Way (PROW) varies from 24 – 30 m for main carriageway. The alignment passes through Nagpur & Amaravati districts of Maharashtra; via Katol. The area is predominantly orange producing, on commissioning/development of Maharashtra Industrial State near Katol – Sawargaon, orange producing farmers from Warud, Morshi and Jalakheda. The highway Nagpur-Katol-Warud connects three State Highways i.e. SH 245 Karanja-Mowad-Bangaon, SH 244 Wardha – Pulgaon- Malegaon & MSH 10 Morshi- Pandurna. This National Highway (NH 353J) is a link for interstate connectivity of Maharashtra & Madhya Pradesh State. Therefore, up-gradation of existing two-lane road to two-lane road with paved shoulders configuration is very necessary.

Following are the expected benefits due to the proposed national highway:

- Better level of service in terms of improved riding quality and smooth traffic flow.
- Faster transportation will ultimately lead to massive savings in the form of reduced wear and tear of vehicles, reduced vehicle operating costs (VOCs) and total reduction in transportation costs etc.
- With the improvement of road surface, the traffic congestion due to obstructed movement of vehicles will be minimized and thus wastage of fuel emissions from the vehicles will be reduced.
- Increased road landscaping and safety features.
- Enhanced connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc.
- Improved access to higher education facilities & modern health facilities.
- Strengthening of both rural & urban economies which in turn will improve economic scenario of the state and country.
- Improved road connectivity helps in better implementation and management of government schemes.
- With improvement in economy, more generation of employment opportunities.
- Overall improvement of the region.

Signature of User Agency

Executive Engineer  
National Highway Division  
Nagpur.