



**Government of Maharashtra  
Office of the Executive Engineer**

**National Highway Division, Public Works Department, Bunglow No.39/1, Civil Lines, Nagpur-440001  
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Date :- 02 /12/2020

To,

**Addl. Principal Chief Conservator  
of Forest And Nodal Officer, Nagpur  
Maharashtra Forest Department  
Government of Maharashtra**

**Sub: Submission of Forest Proposal under Forest (Conservation) Act, 1980 for the diversion of 0.34 Ha of forest land for non- forest purpose 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". - Reg.**

Sir,

It is to inform you that 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.

The project road starts from End of Katol Bypass i.e Km 60+100 and ends at Warud Km 100.565. The total length is 40.465 Km Proposed Right of Way (PROW) varies from 24 – 30 m for main carriageway. The alignment passes through Nagpur & Amaravati districts of Maharashtra, 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.

The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, ensure road safety, provide better transportation facilities and other facilities such as way side amenities etc. Vehicles operating cost will also be reduced due to improved road quality.

The diversion of forest area has been limited to the minimum that satisfies the National Highway standards. The project evolves upgradation of existing road for which additional land along the road is required, as there are some small forest lands existing along the road, these small land parcels along road needs to be diverted for road land. 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.

The forest land as identified is included in this proposal for your kind consideration and recommendation for grant for the diversion of forest land for non- forest purpose. It is also stated that we are willing to pay compensation for Compensatory Afforestation (CA) and Net Present Value (NPV) etc. as per the government regulations.

This is a time bound project and has a potential to contribute in the economic wellbeing of local people of the adjoining area. Therefore, we kindly request you to consider the proposal and recommend granting the permission for the diversion of forest land.

Thanking you.

  
(N.V. Borkar)  
Executive Engineer  
National Highway Division  
Nagpur  
