

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

**JUSTIFICATION**  
**FOR LOCATING THE PROJECT IN PROTECTED FOREST AREA**

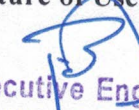
The Ministry of Road Transport & Highways (MoRTH), Government of India, has decided to take up the development of Nagpur – Katol – Warud section of NH 353J in the state of Maharashtra for augmentation of capacity for safe and efficient movement of traffic by upgrading to two lane with paved shoulder configuration based on the traffic demand.

The project road starts from End of Katol Bypass 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 – 30m 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. As the project road is passing through the middle of the 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.

Signature of User Agency

  
Executive Engineer  
National Highway Division  
Nagpur.  
