

1. Information of proposal:

At Present Nagpur is connected with Mumbai through various sections of State Highway which passes through Wardha – Malegaon – Jalna – Aurangabad – Sinnar – Thane. This route has poor geometry at many locations and also congested. Besides, this route connectivity through National Highway also exists but it traverses through considerably longer route. The proposed construction of Nagpur-Mumbai Super Express Way will be done through state of art technology with controlled access. It is aimed to attain a speed of 100 km/Hr by vehicles plying on this express Way. Apart from providing speed and connectivity, the project will also support the development of Marathwada and Vidarbha regions. This is Greenfield alignment and will reduce travel time, fuel consumption, vehicle operation and maintenance cost in comparison to the existing alternatives. It is planned to develop new industrial/educational/ commercial/tourism nodes in vicinity of expressway at a regular interval of 30-40 km. The project will, side by side, generate large scale temporary and permanent employment to the skilled and un-skilled workers, thereby, offering employment opportunity of mainly to local population.

This proposal is related to the package II of Mumbai –Nagpur Expressway from Wardha/Amravati District Border (Km 89+469) to Buldhana/Jalna District Border (Km 347+725).

1.a Cost of Outlay: Cost of project – Rs. 12810.00 crores

1.b Justification for locating the project in forest area giving alternative those were examined and reasons for the rejection:

This is to certify that Nagpur-Mumbai Super Express Way is to be constructed in accordance with specific alignment decided after detailed study and exploring various alternatives, therefore, the project is site specific. Wherever possible non forest land has been used but, in view of above reason, the patch of Expressway passing through forest cannot be located on non-forest land and, as such, the proposed diversion of 134.12 ha in Washim district is fully justified.



We have assessed three alignment options and we found that option-4 is the best option because of only 166.485 ha RF land required to be diverted and few trees exists in the proposed land as compared to other options.

Description	Option-1	Option-2	Option-4
Total Forest area (ha)	239.08	220.362	166.485
Total Agriculture land (Ha)	2613.53	2624.180	3546.863
Total Barren Land (Ha)	303.581	303.322	117.077



Maharashtra State Road
Development Corporation Limited
Executive Engineer, Package II,
Camp Office, Near Patwardhan High
School, Sitabuldi, Nagpur-
440001