

### **Note containing justification for locating the Project in forest land**

The existing National Highway 211 from Aurangabad to Dhule which carry more density traffic causing traffic jams, accidents and posing threat to through traffic vehicles. On the basis of traffic census, road widening is necessary. As far as possible, the Widening of existing NH-211 is to be undertaken on the adjoining land to the existing NH-211, maximum efforts have been taken to avoid the forest areas; the Reserved Forest is the only option left.

The proposed project which will cut down travel time, fuel consumption, vehicle operating cost, accidents, air and noise pollution. The propose project would act as catalyst of development and improvement in economy in the adjoining regions of Maharashtra connecting the NH-211 and the development of Nation in totality.

The Aurangabad city is Divisional Head Quarter of Mararthwada Division of Maharashtra State and is a major Industrial City and International Tourist destination. Existing NH section in Aurangabad City is congested due to local traffic of Aurangabad city and become Urban Arterial Road. As existing NH has become Urban Arterial Road, a bypass to the City is needed to safe movement of freight and other through traffic.

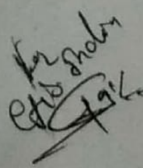
Traffic survey shows the requirement of 4-lane road for Aurangabad – Dhule Section. The existing Beed bypass is an existing road with 2-lane and part of city road. Existing NH-211 from Km 305+800 to Km 311+000 is going through Aurangabad City with mix mode of traffic. Aurangabad Civil Authority is not allowing the commercial traffic in City in the Day time. Existing NH is going through Army area for a length of about 3km. This section cannot be developed as a 4-lane road due to security reasons.

At present Heavy Commercial Traffic from Daulatabad T point to Ellora is diverted through Existing SH-16 and SH-180 via Kasab Kheda, because of existence of Archaeological world heritage sites viz., Ellora caves, Grushneshwar Temple, Daulatabad fort etc. Widening and Four lannig of Existing NH from Km 311+000 to Ellora is not possible due to Archaeological World Heritage Sites, Cantonment Area, Ghat Section and Forest area.

Following are the deficiencies in Existing Beed Bypass:

1. Existing ROW is only 30m/20m, getting minimum required row of 46m will be practically difficult.
2. Numbers of at-grade junctions on existing Road with large number of cross road traffic for Aurangabad city.
3. Road is within Municipality limits.
4. Passing through Commercial/Residential area.
5. The Beed bypass ends in front of Agricultural College (Paithan Road junction) and Further there is missing link of about 2.5 km from Paithan Road to Nagar

  
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Naka. Extension of Beed bypass is difficult beyond this junction as defense/Army land start behind the college.

Various alternatives explored for Aurangabad Bypass and have been given in the following Table;

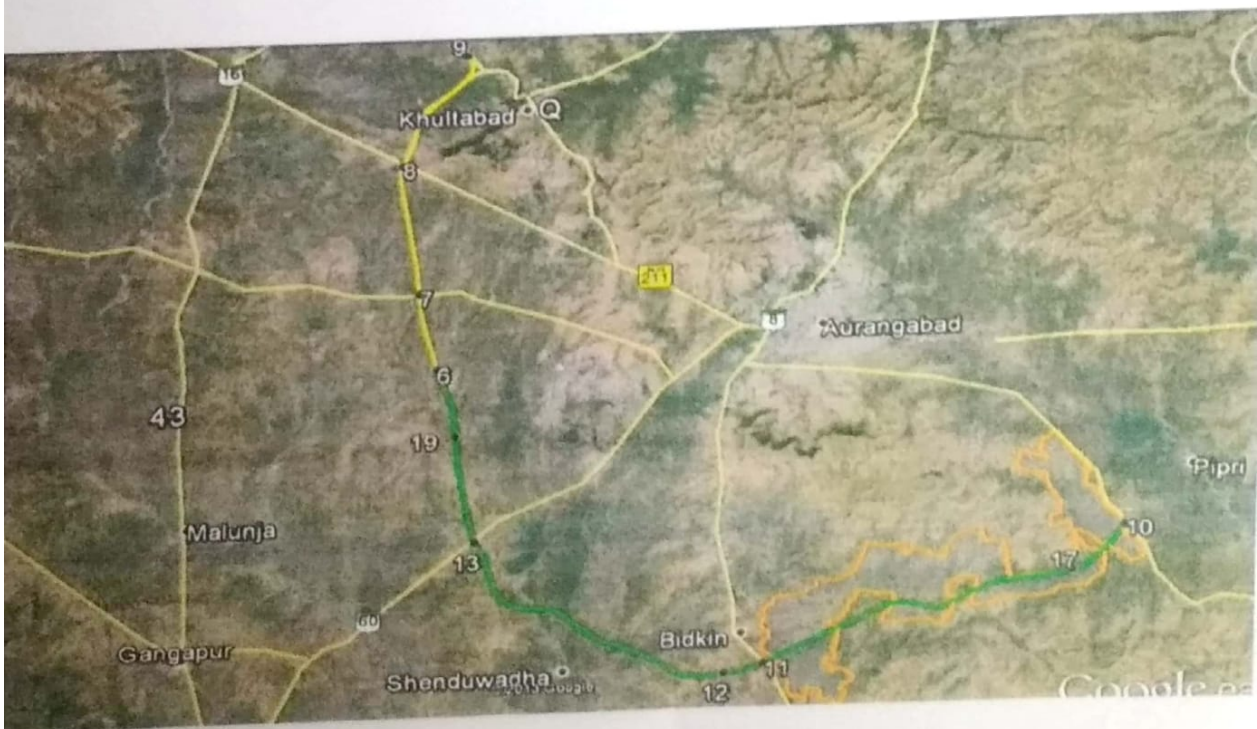
Description	Option 1 (1-17-2-3-4-5-6-7-8-9)	Option 2 (10-17-11-12-13-19-6-7-8-9)	Option 3 (1-17-11-12-18-14-5-6-7-8-9)	Option 4 (15-2-3-16-14-19-6-7-8-9)	Option 5 (1-2-3-4-5-6-7-8-9-10)
General	South of NH 211 Length 65 km	South of NH 211 Length 74.5 km	South of NH 211 Length 71.85	South of NH 211 Length 64.4 Km	South of NH 211 Length <b>51.5 Km</b>
Start of Alignment on NH-	Km 276+700	Km 278+200	Km 276+700	Km 280+800	Km 290+200
End of Alignment	Km 339+850	Km 339+850	Km 339+850	Km 339+850	Km 341+700
Terrain	Rolling/Plain	Rolling/Plain	Rolling/Plain	Rolling/Plain	Rolling/Plain
Land Use	Agricultural	Agricultural	Agriculture	Agricultural	Agricultural
Bypassing Area	Aurangabad, CDICO Area, Waluj, Daulatabad, Ellora	Aurangabad, CDICO Area, Bidkin, Limbe, Jalgaon, Waluj, Daulatabad, Ellora	Aurangabad, CDICO Area, Bidkin, Waluj, Daulatabad, Ellora	Aurangabad, CDICO Area, Waluj, Daulatabad, Ellora	Aurangabad, CDICO Area, SRPF, WALMI, Daulatabad, Ellora
Horizontal Alignment	Designed for Good Geometry	Designed for Good Geometry	Designed for Good Geometry	Designed for Good Geometry	Designed for Good Geometry
Vertical Profile	Designed for Good Geometry	Designed for Good Geometry	Designed for Good Geometry	Designed for Good Geometry. Hill cutting involved	Designed for Good Geometry. Hill cutting involved
Forest Area	Yes	Yes	Yes	Yes	Yes
Submergence	-	-	Yes	-	-
Major Junction	8	9	9	8	2
Minor Junctions	12	16	15	14	8
Major stream	1	1	1	1	1
Canal/Min or stream	30	36	38	32	31
Rail Over Bridge	1	1	1	1	1
Right of Way	60m	60m	60m	60m	60m
Utilities along the Project	Yes	Yes	Yes	Yes	Yes
Religious Structure	-	-	-	-	-
Approx. Cost for 4 lane Bypass in (Crores)	745	855	850	770	<b>716.41</b>
Remarks	Not recommended	Not Recommended	Not recommended	Not recommended	<b>Recommended</b>

*for this*  
*S. P. K.*  
**Project Director**  
**NHAI-PIU Aurangabad**



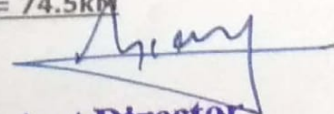


Option 1: 1-17-2-3-4-5-6-7-8-9, Length = 65km

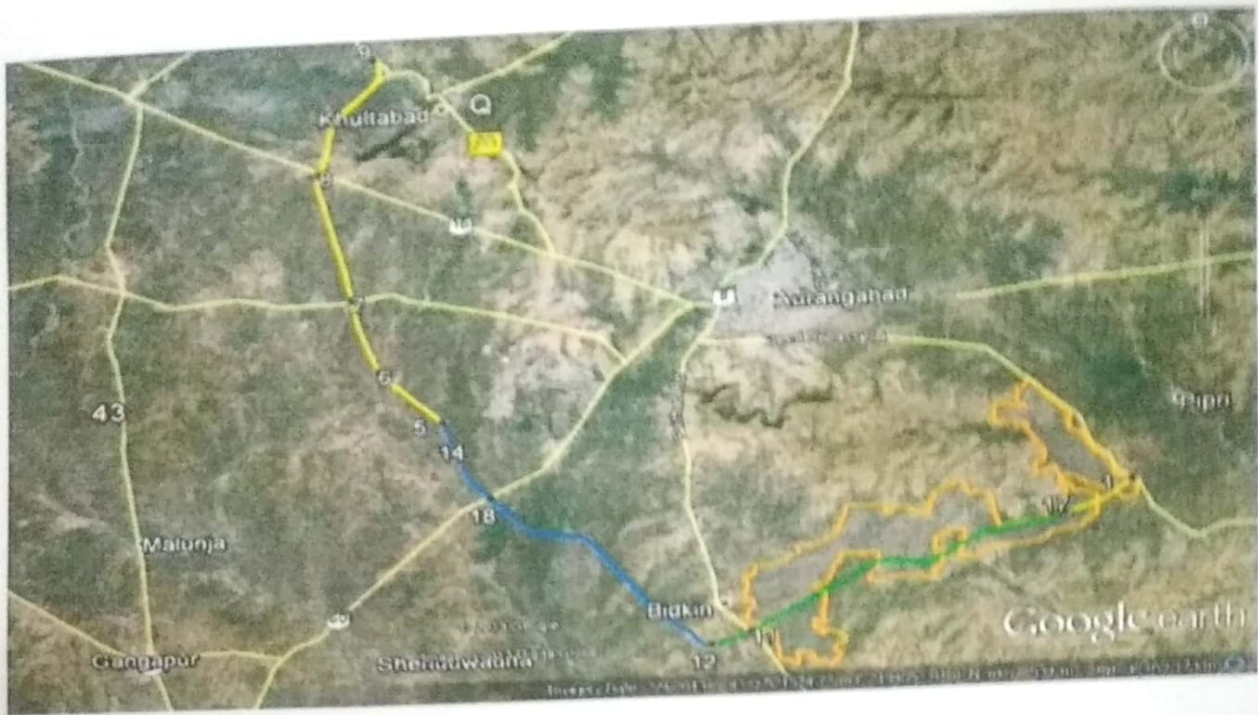


Option 2: 10-17-11-12-13-19-6-7-8-9, Length = 74.5km

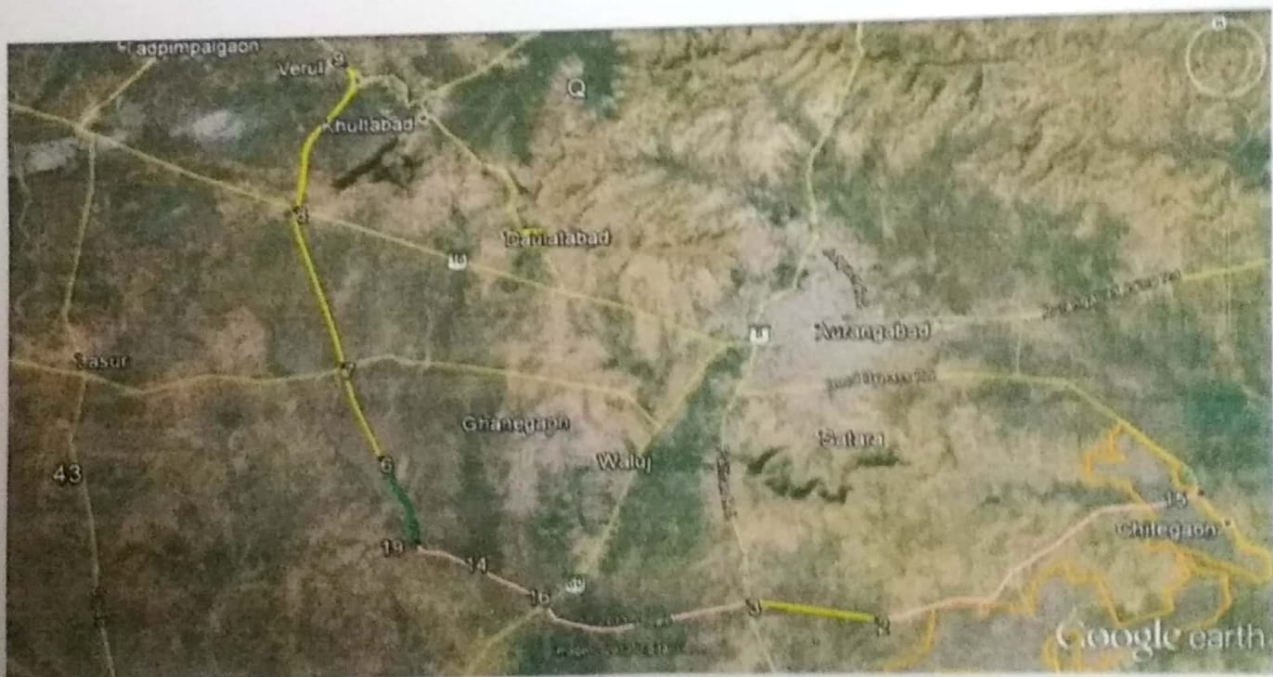
for Engrs  
S.P.K.

  
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**NHAI-PIU Aurangabad**





**Option 3: 1-17-11-12-18-14-5-6-7-8-9, Length = 71.85km**

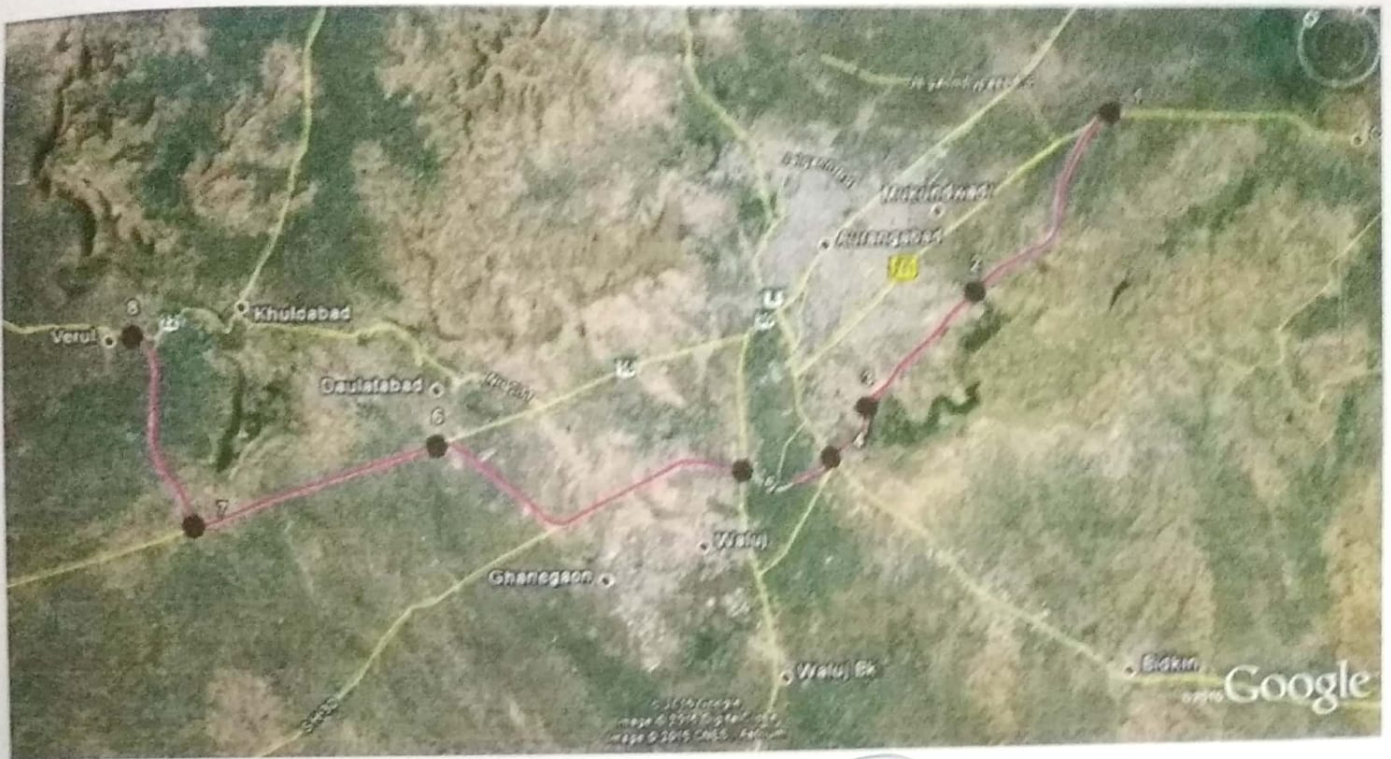


**Option 4: 15-12-3-16-14-19-6-7-8-9 = 64.4 km**

for 2015  
19/12

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Option 5: 1-2-3-4-5-6-7-8-9-10 = 51.5 Km (Recommended)

for EOT  
S. K.

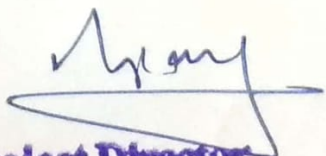
**Project Director**  
**NHAI-PIU Aurangabad**

### Copy of note containing justification for locating the Project in forest land

The proposed project is rehabilitation and up-gradation of existing Two lane to four lane from Km. 290.200 to Km. 320.644 of NH-211. The total existing length of the project road is 148.600 Km and proposed design length is 30.244 Km. The existing ROW varies from 24 m to 60 m and the proposed ROW is 60 m for the project road. The project section passes through Aurangabad District (from Km. 290.200 to Km. 320.640) of NH-211. The major settlement enroute are Aurangabad, Daultabad and Ellora. Pockets of reserved forests are located in Aurangabad Bypass along the proposed project road Right of Way.

The existing National Highway 211 from Aurangabad to Dhule which carry more density traffic causing traffic jams, accidents and posing threat to through traffic vehicles. On the basis of traffic census, road widening is necessary. As far as possible, the proposed Aurangabad bypass NH-211 is to be undertaken maximum efforts have been taken to avoid the forest areas; the Reserved Forest is the only option left.

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**Project Director**  
**NHAI-PIU Aurangabad**

*For E&S*  
*SP 9/6*