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JUSTIFICATION FOR LOCATING THE PROJECT IN PROTECTED FOREST AREA

The Ministry of Road Transport and Highways (MoRTH), Government of India has proposed "Bharatmala Pariyojana" an Umbrella scheme of road development project through National Highways Authority of India (NHAI), National Highway Industrial Development Corporation Ltd (NHIDCL) and State Public Works Departments (PWD). This is the second largest highways construction project in the country after NHDP, where in almost 50,000 km of roads are targeted to construct across the country. This project aim to improve connectivity particularly on economic corridors, border areas and to remote areas with an aim of rapid and safe movement of cargo to boost exports. International trade considered as a key aspect in this scheme and Central eastern states have been given special focus.

In pursuance of the above the Ministry of Road Transport and Highways (MoRTH)/ National Highways Authority of India (NHAI) have decided to Development of Six- lane access controlled in Delhi portion of Delhi Saharanpur Highway from Akshardham NH-9 (Old NH-24) junction to Delhi/UP Border(Ch.0.000 to Ch. 14.750) in the state of Delhi on EPC mode under Economic Corridor in Phase-I of Bharatmala Pariyojana to improve the efficiency of freight movement.

Project stretch falls in the State of Delhi and Uttar Pradesh, which is situated in the Centralern part of India. Delhi, officially the National Capital Territory of Delhi (NCT), is a city and a Union Territory of India. It is bordered by Haryana on three sides and by Uttar Pradesh to the east. The NCT covers an area of 1,484 square kilometres. It is connected to other parts of India by five National Highways: NH 44, NH 19 (Old NH 2), NH 75 (Old NH 48), NH 9 & NH 24 and some important Pillars of Delhi's Road Infrastructures like- Inner Ring Road, Outer Ring Road, Delhi Noida Direct flyover (DND), Delhi Gurugram Expressway, Delhi Faridabad skyway etc.

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.

Sufficient care has been taken during the design stage to avoid acquisition of forest areas located along the project road. However, 9.58 Ha. land of the proposed project falls in Deemed forest land and diversion of such land is unavoidable.


Signature of User Agency


Project Director
National Highways Authority of India
PIU-Ghaziabad