

Project Name: Development of section of NH-119 from 2-lane to 2-lane with paved shoulder from Existing chainage 120+900 to 138+635 (Design Chainage 120+900 to 137+760) under Bharatmala Pariyojana (Lot-4/Package-2) in the state of Uttar Pradesh

Forest Proposal No.: FP/UP/ROAD/143597/2021

CHECK LIST SERIAL NUMBER – 10

JUSTIFICATION

FOR LOCATING THE PROJECT IN PROTECTED FOREST AREA

The Government of India has decided to take up the development of various road stretches/Corridors in the Northern part of the country to upgrade the road network to meet the growing traffic requirement in this part of the country by augmenting the road capacity for safe and efficient movement of the traffic.

The National Highways Authority of India (NHAI) has been entrusted with the work of Preparation of Detailed Project Report for Development of section of NH-119 from 2-lane to 2-lane with paved shoulder from Existing chainage 120+900 to 138+635 (Design Chainage 120+900 to 137+760) under Bharatmala Pariyojana (Lot-4/Package-2) in the state of Uttar Pradesh.

Project stretch falls in the state of Uttar Pradesh. Uttar Pradesh, with a total area of 243,290 Km² is India's fourth-largest state in terms of land area. It is situated on the northern spout of India and shares an international boundary with Nepal. The larger Gangetic Plain region is in the north; it includes the Ganges-Yamuna Doab, the Ghaghra plains, the Ganges plains and the Terai. The state has a large, multimodal transportation system with the largest road network in the country. The state is well connected to its nine neighbouring states and almost all other parts of India through the national highways (NH). It boasts 42 national highways, with a total length of 4,942 km (9.6% of the total NH length in India).

Proposed road starts near Samipur Ch. 120+900 and end at Kouriya Ch. 137+760. 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. The proposed project falls in notified protected forest area declared for management purposes and diversion of protected forest land is unavoidable.



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