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Raipur, Dated 7/09/2015

To

✓ APCCF (LM) & NODAL OFFICER
FCA 1980
Aranya Bhawan Medical College Road
Raipur Chhattisgarh

Subject : Justification for the road alignment through forest area on existing road of Ambikapur bypass from Km 373+600 To Km 383+200 (point of merger with NH-111, Bilaspur road)

Reference : FP/CG/ROAD/12117/2015

Please find the justification for the Point Raised in EDS on Dated 18 August 2015 of our Proposal Number FP/CG/ROAD/12117/2015.

The alignment of Ambikapur bypass from Km 373+600 To Km 383+200 (point of merger with NH-111, Bilaspur road) has been done keeping in view the optimum utilization of existing PMGSY road ROW so that the land acquisition can be kept as minimum. The land acquisition has only been done to bring the PMGSY road geometrics to National Highway standards. Thus for the said stretch of 9.6 km the land acquisition is just 13.68 Ha. Also keeping in view that, a part of alignment passes through the forest land the radius of curves in these reaches has been kept in compliance to the minimum geometric standards of 80 Kmph design speed rather than the desirable standard of 100Kmph. This has reduced the involvement of forest land to the minimum.

The alignment Via Keshopur and Harritikura would essentially be a complete green field alignment for the said reach of length approximately 8.2 Km. The land acquisition for this would be approx 36.9 Ha of the farm/agricultural land.

Further the PMGSY road utilized in alignment is aligned along the ridge line in topography of the area and thereby requiring very little CD/Bridge works. Also the crust and formation of the PMGSY road has been optimally utilized to the fullest and hence the construction of road requires only widening of existing formation with only minor realignments. Due to this the cost of construction is kept within reasonable limits. The approx cost will be about 3.3 Cr per Km.

The alternative alignment Via Keshopur and Harritikura will be entirely new formation requiring filling in low lying area and will cross no. of natural water courses and thereby will have substantial bridge and CD works. This will lead to increase in cost of construction to 5.5 Cr per Km.

Also the railway line crossing in alignment has been chosen to cross the railway line where the ROW of the Railways is approx 30m, and hence a railway span of 32m is proposed which is a reasonable length from constructability point of view. In the alternative alignment Via Keshopur and Harritikura, the alignment will cross the railway line near the station yard of Ambikapur railway station where in order to cross Railway ROW a span of the range of 70m will be required, thereby creating the constructability problems.

The alternative alignment via Keshopur and Harritikura will involve high cost being new formation, and proposed alignment is just the widening of existing road with a few realignment involving minimum forest land, most cost effective, constructible, socially and environmentally feasible alignment and hence has been adopted for the project.

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