


**JUSTIFICATION**  
**FOR LOCATING THE PROJECT IN RESERVE FOREST AREA**

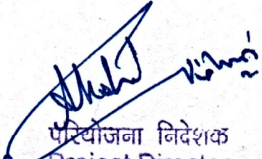
The Ministry of Road Transport and Highways (MoRTH), Government of India has proposed this Project and NHAI has been entrusted with the assignment of Preparation of Feasibility Study and Detailed Project Report for Rudrapur Bypass Road. This project corridor starts from Ch. 0.000 km (NH-74) with coordinates (28°57'16.33"N & 79°25'52.88"E) and traverses through mostly government land and paddy fields and circles the city. Rudrapur Bypass road crosses NH-87 (new NH-09) & NH-74 (new NH-309) and the road ends at Ch. 21.476 Km (NH-87) with coordinates (29° 1'12.67"N & 79°24'1.85"E). The total length of alignment is 21.476 Km.

Project stretch falls in the district of Udham Singh Nagar which is situated in the state of Uttarakhand. Uttarakhand is formerly known as Uttaranchal is a state of the northern part of India. It is often referred to as "Devabhumi" (Land of God) due to numerous Hindu temples and pilgrimage centers found throughout the state. Uttarakhand is known for the natural environment of Himalayas, the Bhabar and the Terai regions. It borders the Tibet autonomous region of China to the north; the Sikkim of Nepal to the east; the Indian states of Uttar Pradesh to the south and the Himachal Pradesh to the west and northwest. The state is divided into two divisions, Garhwal and Kumaon, with a total of 13 Districts. The winter capital of Uttarakhand is Dehradun, the largest city of the state, which is a rail head. Gairsain, a town in Chamoli district is the summer capital of Uttarakhand. The High court of the State is located in Nainital.

The subject project is economically important for the state. The proposed road would act as the prime artery for the economic flow to this region. It will enhance the economic development, provide employment opportunities to the locals, strengthen development through tourism, 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. Various alignments have been studied and this alignment is finalized because minimum forest, water bodies and habitation is affected. However the proposed project falls in Reserved Forest areas and diversion of forest land is unavoidable.

  
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