

Justification for Locating the Project in Forest Land

Project Name - Consultancy Services for Preparation of DPR for Rehabilitation and Upgrading to 4-Lane with paved shoulders configuration of Bilaspur- Katghora Section of NH-111 in the State of Chhattisgarh. Package-I (0+00 to 53+300)


The original Consultancy has been for Rehabilitation & up gradation of 2-laning with paved shoulder configuration of Bilaspur-Ambikapur of NH-111 (New NH-130) under Consultancy Contract Agreement dated 23-02-2010 signed between NHAI & M/s SA Infrastructure Consultants Pvt. Ltd. The alignment of project road starts at 57+000 km. of NH-200 at Pinridih, Bilaspur and terminates at 218+910 km. of NH-111 with Ambikapur Road.

The project includes Bilaspur - Katghora section of NH-111 (New NH-130) (Package-I) in the state of Chhattisgarh has been taken up. The project corridor forms one of the important arterial highways in the National Highway network of Chhattisgarh. The project road is located in Northern part of Chhattisgarh state. The project road connects two district headquarters of Bilaspur and Ambikapur passing through Bilaspur, Korba and Surguja districts.

The proposed package-I has a total design length of 53.700 Km (Km 0+000 to Km 53+700). This submittal contains the Draft Detailed Project Report of Package-I. The Complete Package-I Project Stretch (Bilaspur- Katghora Section) starts from Bilaspur i.e. Existing Chainage 0+000 (Design Ch. 0+000) and terminates at Katghora Bypass i.e. Existing Chainage 82+500 (Design Ch. 93+886). This sub-package is of total length Km 53+300, Starts from Bilaspur (Design Ch 0+000) and terminates near Patharpali (Design Ch 53+300).

The total length of the project stretch selected for up-gradation is approx. 53+300 km in the district Bilaspur of State Bihar. The proposed stretch does not crossing any protected forest or reserved forest, The proposed widening requires diversion of 24.585 Ha of revenue forest Land in Bilaspur forest division. Therefore, the widening and realignment of this stretch requires forest clearance from Ministry of Environment, forest and climate change (GoI) as per forest conservation act 1980.

The diversion of forest area has been limited to the minimum diversion because mostly existing alignment has been followed that satisfies the National Highway standards. As the project road is not crossing any forest area, only widening of existing road requiring diversion of forest land along the existing road.



PROJECT DIRECTOR
NHAI, PIU, Bilaspur (C.G.)