

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 Work Departments (PWD). This project aims 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.

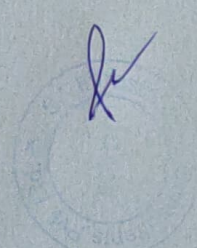
The National Highways Authority of India (NHAI) has been entrusted with the work of Preparation of Detailed Project Report for Improvement and up-gradation of NH-74 (New NH-30) stretch from Bareilly to Sitarganj under Bharatmala Pariyojana Lot-4/Package-2 in the state of Uttar Pradesh and Uttarakhand.

Project stretch falls in the state of Uttar Pradesh and Uttarakhand. Uttarakhand has a total area of 53,483 km², of which 86% is mountainous and 65% is covered by forest. Most of the northern part of the state is covered by high Himalayan peaks and glaciers. Uttarakhand lies on the southern slope of the Himalaya range, and the climate and vegetation vary greatly with elevation, from glaciers at the highest elevations to subtropical forests at the lower elevations. The highest elevations are covered by ice and bare rock. There are 13 districts in Uttarakhand, which are grouped into two divisions, Kumaon and Garhwal. Each division is administered by a divisional commissioner. Uttarakhand has 28,508 km of roads, of which 1,328 km are national highways.

Bareilly to Sitarganj the starting Ch. 0+000 is Mundiyan Ahmad Nagar & terminates at Ch. 64+760 near Sitarganj at Pandri. Sitarganj bypass starting Ch. 0+000 is Dadha & terminates at Ch. 6+100 near Chikaghat. The length of project road is 70.860 Km.

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. No Forest area identified along the proposed alignment, however at some locations (crossings point of roads/railway line/canal/drain/river bund etc.), the proposed project falls in notified protected forest areas declared for management purposes and diversion of protected forest land is unavoidable.



Signature of User Agency

परियोजना निदेशक
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
परियोजना कार्यालय इकाई, बरेली (नं०)