

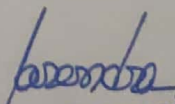
## Justification for Locating the Project in Forest Land

**Project Name - Consultancy Services for Preparation of DPR for National Highway Authority of India (NHAI), propose the Up gradation of Champa-Korba-Chhuri-Katghora Section of NH-149B in the state of Chhattisgarh Chhattisgarh. Pakage-I (0+00 to 38+150).**

Dhruv Consultancy Services Pvt. Ltd. has been appointed as Consultants to carry out the consultancy services for Project Management Phase-I including preparation of Detailed Project Report for up-gradation of NH-149B of Champa-Urga section from two lane to four lane configuration in the State of Chhattisgarh. The project includes Champa-Urga section of NH-149 B 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 town of Champa and Urga.

The project road is a section of newly declared NH-149B which starts from existing Km 91.000 of NH-49 (Old NH-200) near Saragaon village and terminates at existing Km 29.000 of SH-09 (NH-149B) near Urga village. Total existing length of the project road is 40.000 km. The entire existing stretch has carriageway width of two lane. Package-I starts from Design Chainage Km 0+000 (Junction with NH-49) near Saragaon village and ends at Design Chainage Km 36+000 near Urga Village in the State of Chhattisgarh. The total length of the project stretch selected for up-gradation is approx. 38+150 km in the district Korba & Urga Champa District of State Chhattisgarh.. Therefore, the construction of bypasses, widening and realignment of existing road requires forest clearance from Ministry of Environment, forest and climate change (GoI) as per forest conservation act 1980

The Forest area identified within the proposed alignment is revenue forest area. The alignment is not passing or Fragmenting any Protected or reserve forest. The diversion of revenue forest area has been limited to the minimum diversion because mostly existing alignment has been followed that satisfies the National Highway standards.

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