



**भारतीय राष्ट्रीय राजमार्ग प्राधिकरण**  
(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)  
**National Highways Authority Of India**  
(Ministry of Road Transport and Highways, Govt. of India)  
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Office of Project Director Project Implementation Unit, Bilaspur  
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**Project-** Development of Economic Corridors, Inter Corridors, Feeder Routes and National Corridors to improve the efficiency of freight movement in India under Bharatmala Pariyojana [Lot-3/Chhattisgarh/Package-1(Bilaspur Uрга Section)]

### Justification for Locating the Project in Forest Area

The proposed project pertains to Development of Economic Corridors, Inter Corridors, Feeder Routes and National Corridors to improve the efficiency of freight movement in India under Bharatmala Pariyojana [Lot-3/Chhattisgarh/Package-1(Bilaspur Uрга Section)] which intends to connect **Bilsapur and Uрга**.

The route connecting the above to Places comprises of the following Forest Areas:-

- Bitkul Reserve Forest
- Burgahan Reserve Forest
- Panora Protected Forest
- Khisora Protected Forest
- Dalha Protected Forest
- Chhata Reserve Forest
- Dharras Pahar Protected Forest
- Chhun Pahar Jungle
- Tendu Pahar Jungle

To ensure minimum tree felling and minimum involvement of Forest area, the RoW is proposed in the south Direction of Bitkul and Burghan Reserve Forests which comprise of very dense forest and is a continuous stretch of more than 20 Kms and thus shall involve more than 140 Hectares of forest Land diversion.

Also the other dense forest areas of Dharras Pahar, Chhun Pahar and Tendu Pahar have been avoided near Korba region.

Hence, the proposed RoW which crosses the Dalha and Chhata reserve forest involving an area of 41 Hectares has been chosen for the following reasons:-

- The proposed RoW involves minimum forest area
- The proposed RoW involves minimum tree felling
- The proposed RoW involves minimum number of crossings over streams, canals and rivers, and
- The proposed RoW involves minimum demolition of private and government structures.
- The proposed Road gradients are suitable for traffic

  
Project Director  
NHAI, PIU Bilaspur