



Capital Development Authority (CDA)

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ENVIRONMENTAL IMPACT ASSESSMENT REPORT

Feasibility Study and Detailed Design for Rehabilitation and Widening of I.J Principal Road, Islamabad

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EXECUTIVE SUMMARY

1 Introduction

I.J.P Road is one of the busiest roads of Islamabad which not only connect with Rawalpindi but also a major route for heavy traffic carrying HTV and LTV coming from Punjab and AJK to Taxila, Attock and Khyber Pakhtunkhwa. Repair and maintenance of this road have been carried out time to time as per requirement. The road is now in a in its worse condition due to over burden and requires proper Rehabilitation & widening according to the existing requirement and considering future needs as well. Capital Development Authority (CDA) is planning to upgrade the road infrastructure of IJP Road to improve traffic flow on the urban road network within the city.

2 The Project

In view of existing traffic burden on I.J. Principal Road because of residential communities of twin cities, bus stations on Pir-wadai and several encroachment on both side of the existing carriageway. The existing infrastructure is not sufficient to cater existing traffic load and condition is getting worsen day by day. Therefore CDA comes up with a solution for smooth traffic flow for which rehabilitation and widening of existing Carriage way is required.

Three options have been considered as alternatives. Option-1 is conversion of two lanes into four in each direction shall be same in all alternatives. However, in this option only existing junctions shall be improved and remodeled on at-grade and all cross drainage structures and bridges shall be extended as per main I.J.P Road extension strategy.

Option-2 is the construction of 1+400 to Km 2+000 (600m) long flyover of two inner lanes from both sides over cross road at Agha Shahi Avenue and from Km 4+560 to Km 5+160 both side two inner lane will be raised to facilitate traffic coming from Peshawar More to Pir-wadai Road and traffic coming from Khayaban-i-Sir Syed to Faizabad Interchange. Third flyover of two inner lanes at Km 6+490 has been proposed to facilitate through traffic without any conflict with intersecting traffic of FaqirApeeroad due to traffic bottlenecks formed particularly at this intersections.

Option-3 is same as of alternative options 1 & 2 except the addition of Service Road at Rawalpindi side. However, in this option existing Peshawar More bound carriageway shall be utilized for Service Road for the purpose of minimizing interference with operations on the through traffic lanes; serving as a street for adjoining properties and maintaining traffic on each side of the arterial. Frontage roads help preserve roadway capacity and reduce crashes on the arterial streets. Moreover, Start point of Service Road shall be after Saidpur intersection toward Peshawar More Interchange. Further, Due to railway crossing service road shall be terminated from range road intersection to Km 7+550. After critical analysis, option-2 is approved by CDA as final option.

In rehabilitation and widening of IJP Road the proposed project will be a four-lane facility on each side. Restoration of two existing lanes on both side and four new lanes will be constructed on right sides toward (Federal) Islamabad jurisdiction. The road starts from Faizabad Interchange and ends at N-5 G.T Road. The total length of the Road is 10.2 Kilometers. The condition survey has been carried to collect the data regarding distresses present on the pavement surface as well as the shoulders. During the condition survey the team identified the detailed extent and severity

for the different type of distresses along the project lengthon the basis of the visual condition survey results, severe cracking, rutting, potholes, raveling and edge erosion observed. All the pavement condition indicates that the existing pavement is in deprived condition and need rehabilitation.

3 Need of EIA Study

EIA is mandatory according to the Pakistan Environmental Protection Act (PEPA-1997), section 12 (1) of which states that:“No proponent of a project shall commence construction or operation unless he has filed with the Federal Agency an initial environmental examination or, where the project is likely to cause an adverse environmental effect, an environmental impact assessment, and has obtained from the Federal Agency approval in respect thereof.”

According to the Pakistan Environmental Protection Agency (Review of IEE and EIA) Regulations 2000, the proposed project falls under category D (Transport) of Schedule II, which requires EIA before commencement of construction.

4 Objectives of Proposed Project

- To provide a safe, efficient, unobstructed, controlled, congestion free and high speed transport route to road users, with improved environment and services.
- To provide a safe and more efficient passage across the settled areas where people are suffering serious and acute accidents on existing narrow and broken road.
- Creation of job opportunities for the locals in the project area during the construction and operational phase of the project.
- To boost harmony in the country by providing efficient means of transport for the people of this area to different parts of the country to meet one another

5 Environmental Baseline

Environmental monitoring of project area has been conducted in the month of August, 2020 on the basis of 24 hours study. The ground survey for sample collection has been made before mobilization of monitoring team. This study was conducted by Environmental Services Pakistan (ESPAK). The scope that was included in monitoring of environment was collection and analysis of surface water ground water, monitoring noise, ambient air and meteorological parameters. All the results are below than National Environmental quality standards

6 Consultation

The classification of stakeholder was organized (structured) during field visit to project area and in the survey segment of the EIA to develop mechanism, in which stakeholders are engaged to obtain their feedback and suggestions while conducting consultation process. The sample of population considered, as stakeholder was taken within 100 Meter radius of the IJP road extension alignment. Non-institutional stakeholders including personals and community members located in the study area, particularly having accommodation as houses, business entities operating commercial activities of various domain mainly transportation and hospitality services, private and public education centers and health clinics.

7 Potential Impacts and Mitigation Measures

At the right side of IJP road, about 532 seedling and sapling of the native species will be shifted to other open spaces in CDA jurisdiction and about 884 trees will be relocated to the designated site by Environment Directorate of CDA. From the left side of IJP road, about 326 seedling and sapling and approximately 381 plants will be transplanted. The total number of seedling and sapling is 858 in number to be shifted while 1265 plants will be transplanted in total. Other impacts can arise from the construction activities are waste generation, dust pollution and smoke emissions, noise pollution, lubricants infiltration, disturbance of aesthetics and social disruptions.

Given the presence of two nallas in the project area coming from I-9 and I-10/4, crossing IJP Road, enters Nala Lai and finally terminates into Soan River. Similarly, other one coming from I-11 and I-10/1, crossing IJP Road and meets Nalla Lai that ultimately enters Soan River.

Minor impacts on these nallas are expected during the construction phase (Low Adverse). However, these are already polluted nallas yet not throwing debris and other construction material into them to avoid blockage of water during rainfall

8 Conclusion

After the widening of IJP Road, people living around twin cities and road travelers coming from Lahore, Peshawar and vice versa will get the following benefits:

- This road will receive a recognition owned by Capital Development Authority
- The widening of road will help people in reaching the destination in lesser time.
- Accelerate the economic activity by providing smooth access to national wide markets.
- Educate the business community of surrounding, as several transportation stations are located along the road.
- Provide sustainable delivery of a productive and efficient national highway system contributing to decrease the transportation cost.
- Traffic congestion and damage to already existing road will get reduced.

Results of the EIA study has shown that the impacts of the project activity on the physical, ecological, and social environment will be significant during construction activities only.

However, these impacts will be reduced by proper and judicious implementation of an appropriate compensatory plantation, health safety measures etc. covering in detailed Environmental Management and Monitoring Plan.