

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,
SOUTHERN ZONE, CHENNAI

ORIGINAL APPLICATION No.158/2021

SUO MOTU Based on the
News item published in the New Indian Express
Newspaper, Chennai Edition , dated 18.06.2021,
Under the caption "TS:3K trees risk being axed for road
Widening project.

.. Applicant

-Vs-

Union of India,
Rep by its Secretary,
Ministry of Environment and Forests and climate Change,
Jorbagh Road , New Delhi- 110003
And 6 others

...Respondents

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DATE: 28.08.2021

PLACE: Hyderabad

H. Yasmeen Ali,
Counsel for the 2nd Respondent

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,
SOUTHERN ZONE, CHENNAI**

ORIGINAL APPLICATION No.158/2021

SUO MOTU Based on the
News item published in the New Indian Express
Newspaper, Chennai Edition, dated 18.06.2021.

..... Applicant

-Vs-

1. Union of India,
Rep by its Secretary,
Ministry of Environment and Forests and climate Change,
Jorbagh Road , New Delhi- 110003.
2. Ministry Road Transport and Highways,
Rep. by its Secretary,
Room No.509, Transport Bhawan,
1, parliament, New Delhi-110001.
3. The Chief Secretary to Govt. of Telangana,
Govt . Secretariat, Tank bund,
Hyderabad , Telangana-500022.
4. The Principal Secretary to Govt. of Telangana,
Department of Environment, forests, Science & Technology,
Govt . Secretariat, Tank bund,
Hyderabad , Telangana-500022.
5. The Chief Secretary& Spl. Chief Secretary to
Govt . of Telangana,
Department of revenue,
Govt . Secretariat, Tank bund,
Hyderabad , Telangana-500022.
6. Principal Chief conservator of forests(HOFF),
Telangana Forest Department,
Room No. 505, Aranya Bhavan, Saifaba,
Hyderabad , Telangana-500022.
7. The District Forest Officer ,
Nirmal District,
District Collectorate,
Nirmal-504106.

..... Respondents


S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

REPLY AFFIDAVIT FILED 2nd RESPONDENT

I, Shiva Kumar Kushvaha, S/o. Lalji Prasad Kushwaha, aged about 54 years, working as Regional Officer, Ministry of Road Transport and Highways, Transport Bhawan, 1, Parliament Street, New Delhi, do hereby solemnly affirm and sincerely state as follows:

1. I am the Regional Officer, Ministry of Road Transport and Highways, Transport Bhawan, 1, Parliament Street, New Delhi herein and I am filing this reply affidavit on behalf of the 2nd respondent and I am well acquainted with the facts of the case.
2. I submit that MoRT&H, vide Notification No. S.O. 1993(E) dated 23.06.2017 (Enclosed as Annexure-I) has notified the existing road from Nirmal to Jagityal via Khanapur in the state of Telangana as National Highway No. 61 Extended.
3. I submit that MoRT&H, Hyderabad has applied for diversion of Forest land to an extent of 17.498 Ha (For a Right of Way of 30m) on 08.03.2021 in Parivesh Portal for the Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from Km 678/555 to Km 699/655 of Nirmal to Khanapur Section of NH-61 (Extn) **(Enclosed as Annexure-II)**; which has been processed and forwarded by Telangana Govt. to the Ministry of Environment Forest and Climate Change, Government of India duly recommending diversion of 13.945 Ha. (For a maximum width of 20m) of Forest land only. There are 3788 trees in Nirmal Forest Division and 1453 trees in Khanapur Forest Division, a total of 5241 trees are to be felled in connection to this road widening project in forest and non-forest areas. The Non- Forest area is maintained and controlled by MoRT&H, Hyderabad. The Forest Division Officer, Nirmal and Forest Division Officer, Khanapur reported that a length of about 4.6 km road stretch is passing through the Mamada and Dimmadurthy Reserve Forest and a length of about 3.10 km road stretch is passing through the Maskapur Reserve Forest respectively.
4. I submit that the Ministry of Road Transport and Highways, Government of India, New Delhi vide its reference No: RO-HYD/NH-61/Ext/Perkit/3/2019 Telangana dated: 28-01-2020 has accorded the sanction to the work "Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+665 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana" **(Enclosed as Annexure-III)**. The


S.K. Kushvaha
 Regional Officer
 Ministry of Road Transport & Highways
 Regional Office, Hyderabad

existing road is having a roadway width of 10.00m (7.00m BT+2x1.5m Earthen Shoulder). It is proposed to upgrade to 2-Lane road with paved shoulders duly widening and strengthening the existing road as per the National Highways standard.

5. I submit that the total length of the project work is 21.1 km out of which of 7.7 km is passing through Mamada, Dimmadurthy & Maskapur Reserve Forest. The forest is spread in 6 parts out of which the forest is existing on both sides in 3 parts for a length of 3.9 km and forest is existing on one side in 3 parts for a length of 3.8Km. The reasons for approving the alignment with concentric widening are utilizing the existing road formation (10 m width), barest minimum of number of trees to be cut with the usage of existing road and sudden shifting of alignment may spoil the good geometrics of the road. Hence the approved alignment on existing road found to be socio-economically, financiallally, and environmentally feasible option with the barest minimum of trees to be felled by utilizing the existing road of forest land and the alignment with widening of the road on both side is inevitable.
6. I submit that the Special Chief Secretary to the Telangana Government, Environment, Forests, Science & Technology Department, Hyderabad forwarded the forest land & diversions proposals to the Regional Officer (Central), Integrated Regional Office, Hyderabad, Ministry of Environment Forests & Climate change (MOEF&CC), Govt. of India on 11.06.2021, duly recommending diversion of forest land of 13.495Ha only as against the proposed extent of 17.498Ha duly reducing Right of Way (ROW) width to 20m as against proposed ROW width of 30m.
7. I submit that the 48th Regional Empowered committee (REC) has conducted meeting through the video conference on 07-07-2021 at 10.30 A.M. and the Committee enquired the PCCF, Telangana regarding status of Standing Committee – National Board of Wildlife (SC-NBWL) approval as the proposed area is falling in Eco sensitive Zone of Kawal Tiger Reserve. The PCCF & the representative of the User Agency informed to the Committee that, proposed road does not require Environmental Clearance under Environment (Protection) Act,1986


S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

since the project road length is less than 100 KM and width is less than 40 m as per the Ministry of Environment & Forest, Govt. of India Notification dated 22.08.2013 (**Enclosed as Annexure-IV**). Accordingly, Regional Empowered Committee examined the Wildlife Mitigation Plans submitted by the State Government and deliberated in detail regarding components of the plan, After detailed deliberation, committee opined that the mitigation plan shall be revised to 10 years against the 3 years as proposed by the state government.

8. I submit that the Regional Empowered committee (REC) of Integrated Regional Office, Hyderabad, Ministry of Environment Forests & Climate change (MOEF&CC), Govt. of India deliberated on number of animal passages proposed by the Forest Divisional Officers (FDOs) i.e. (05) No's of Animal passages (Animal passage-I in Comp, No,940, Animal passage-II & III in Comp. No. 948, Animal passage-IV & V in Comp. No.918) in Nirmal Division having minimum width of 30.00 meters width and 2.75 meters height and (02) No's of Animal passages (NE corner of Comp. No.889 and the other at SE corner of Comp. No. 890) in Khanapur Division of width minimum of 30.00 meters and 2.75 meters height, After deliberation decided that the construction of under passage shall be as specified by the MoEF&CC and Wildlife Institute of India (WII), Dehradun at the cost of the User Agency.
9. I submit that the Regional Empowered committee (REC) examined the species wise trees existing in the area and opined that the State Forest Department shall translocate trees wherever feasible and the User Agency shall raise multiple row avenue plantation as per NH model on either side of the road to the extent of double the number of trees felled as recommended by the CCF / Field Director, Project Tiger, Kawal Tiger Reserve, Nirmal and after detailed deliberation, committee RECOMMENDED the proposal for issuing of Stage I approval subject to the standard conditions applicable to such road projects with the following additional conditions:
- (i) Required number of Animal Passages with appropriate specifications as per the MOEF and WII guidelines shall be constructed at the cost of the User Agency;


S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad.

- (ii) The User Agency shall carry outwork of upgradation between 7AM to 5PM only;
- (iii) Mitigation plan shall be revised to 10 years against the 3 years as proposed by the State Government and revised plan shall be submitted to IRO, Hyderabad along with the compliance report;
- (iv) The User Agency shall raise multiple row avenue plantation as per NH model on either side of the road to the extent of double the number of trees felled as recommended.

Accordingly, the proposal for diversion of forest land was discussed in the 49th Regional Empowerment committee which was conducted on 09-08-2021 through the Video conference for issuing the permission for the stage-I Approval.

10. I submit that based on the detailed discussions in 48th & 49th REC meetings, the Inspector General of Forests (Central), Integrated Regional Office, Hyderabad, MOEF&CC, Govt. of India vide letter F.No.4-TSB186/2021-HYD/45 Dated 18.08.2021 addressed the Special Chief Secretary to the Telangana Government, EFS&T department and conveyed the Central Government's in principle approval **(Stage-I)** under section '2' of Forest (Conservation) Act,1980 for diversion of 13.945 ha forest land for the widening of NH-61 subject to conditions stipulated there in **(Enclosed as Annexure-V)** and following specific conditions:

- i. Wherever feasible the State Forest Department shall carryout translocation of trees instead of resorting to felling, at the cost of the User Agency;
- ii. Required number of Animal Passages with appropriate specifications as per the MoEF and WII guidelines shall be constructed at the cost of the User Agency in consultation with the forest department for easy movement of wild animals;
- iii. The User Agency shall raise multiple row Avenue Plantations as per NH model on either side of the road to the extent of double the number of trees felled as recommended by the CCF/Field Director, Project Tiger, Kawal Tiger Reserve, Nirmal.


S.K. Kushvaha
 Regional Officer
 Ministry of Road Transport & Highways
 Regional Office, Hyderabad

- iv. The chain-link fencing shall be placed on either side of passage of both side of the road to a length of 100 meters in a funnel mode for diverting of wildlife towards animal pass to cross the roads;
- v. Animal crossing and speed limit signs of 30 KMPH in forest areas shall be erected;
- vi. User Agency shall carry out work of up gradation between 7 AM to 5 PM only;
- vii. Mitigation plan shall be revised to 10 years against the 3 years as proposed by the State Government and raised plan shall be submitted to IRO, Hyderabad along with the compliance report;

Therefore, it is humbly prayed that this Hon'ble Tribunal may pass order or such other orders as in the interest of the development activities of the State and as deemed fit.

VERIFICATION

I, Shiva Kumar Kushvaha, S/o. Lalji Prasad Kushwaha, aged about 54 years, working as Regional Officer, MoRT&H, Hyderabad on behalf of 2nd respondent, do hereby verify and declare that the contents stated in the above reply affidavit are true and correct to the best of my knowledge and belief.

Date: 28.08.2021
Place: Hyderabad

Shiva Kumar Kushvaha
Regional Officer, MoRT&H, Hyderabad

S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad


S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad



भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (ii)

PART II—Section 3—Sub-section (ii)

प्राधिकार से प्रकाशित

PUBLISHED BY AUTHORITY

सं. 1774]

नई दिल्ली, शुक्रवार, जून 23, 2017/आषाढ 2, 1939

No. 1774]

NEW DELHI, FRIDAY, JUNE 23, 2017/ASADHA 2, 1939

सड़क परिवहन और राजमार्ग मंत्रालय अधिसूचना

नई दिल्ली, 23 जून, 2017

का.आ.1993(अ).—केन्द्रीय सरकार, राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) (जिसे इसमें इसके पश्चात् उक्त अधिनियम कहा गया है) की धारा 2 की उप-धारा (2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, निम्नलिखित तालिका के स्तम्भ (3) में विनिर्दिष्ट प्रत्येक राजमार्ग को तत्संबंधी तदनुसूची स्तम्भ (2) में यथा-विनिर्दिष्ट राष्ट्रीय राजमार्ग घोषित करती है।

राजमार्गों, जिन्हें अब इस अधिसूचना द्वारा राष्ट्रीय राजमार्ग घोषित किया जाना है, को तालिका के स्तम्भ (1), (2) और (3) में यथा-निर्दिष्ट क्रमशः नई क्रम संख्याओं, नई राष्ट्रीय राजमार्ग संख्याओं तथा राष्ट्रीय राजमार्गों के विवरण के साथ उक्त अधिनियम की अनुसूची में अंतःस्थापित किया गया समझा जाएगा।

तालिका

क्र. सं.	नई राष्ट्रीय राजमार्ग संख्या	राष्ट्रीय राजमार्गों का विवरण
(1)	(2)	(3)
402	161एए	तेलंगाना राज्य में संगारेड्डी के निकट रारा-161 के साथ अपने जंक्शन से प्रारंभ होकर नरसापुर, तूपरतान, गजवेल, प्रगनापुर, जगदेवपुर, भोनगिर को जोड़ने वाला और छोटूप्पल के निकट रारा-65 के साथ अपने जंक्शन पर समाप्त होने वाला राजमार्ग।
403	61विस्तारित	महाराष्ट्र राज्य में कल्याण के निकट रारा-160 भिवंडी के साथ अपने जंक्शन से प्रारंभ होकर मुरबाद, अले, अहमदनगर, शेवगांव, गेवरई, माजलगांव, परभानी, नांदेड, भोकर, तेलंगाना राज्य में निर्मल, खानपुर, मल्लापुरम, रायकल को जोड़ने वाला और जगितयाल के निकट रारा-63 के साथ अपने जंक्शन पर समाप्त होने वाला राजमार्ग।
404	161बीबी	तेलंगाना राज्य में मदनूर के निकट रारा-161 के साथ अपने जंक्शन से प्रारंभ होकर सोनला, थाडी हिप्पेरगा, लिम्बूर, सिरपुर, पोतांगल, कोटागिरि, रुद्र को जोड़ने वाला और बोधन के निकट रारा-63 के साथ अपने जंक्शन पर समाप्त होने वाला राजमार्ग।

[फा.सं. एनएच-14012/8/2016-पीएंडएम (पार्ट-I)]

माया प्रकाश निदेशक (पी एंड बी)

पाद टिप्पणी: राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) और इसकी अनुसूची, भारत के राजपत्र में अधिसूचना संख्या एसआरओ 1180, दिनांकित 4 अप्रैल, 1957 द्वारा प्रकाशित की गई थी और इसे अधिसूचना संख्या का.आ. 689 (अ), दिनांकित 4 अप्रैल, 2011 द्वारा प्रतिस्थापित किया गया था और इसमें पिछली बार संशोधन अधिसूचना संख्या का. आ. 1796 (अ), दिनांकित 6 जून, 2017 द्वारा किया गया था।

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 23rd June, 2017

S.O.1993 (E). — In exercise of the powers conferred by sub-section (2) of section 2 of the National Highways Act, 1956 (48 of 1956) (hereinafter referred to as the said Act), the Central Government hereby declares each of the highways specified in the column (3) of the Table below to be a national highway, as specified in the corresponding column (2) thereof.

The highways, now declared to be national highways by this notification, shall be deemed to be inserted in the Schedule to the said Act with the new serial numbers, the new national highways numbers and the description of the national highways thereof, as indicated in columns (1), (2) and (3) respectively, of the Table.

Table

Serial No.	New National Highway No.	Description of National Highways
(1)	(2)	(3)
402	161AA	The highway starting from its junction with NH No. 161 near Sangareddy and connecting Narsapur, Tooprtan, Gajwel, Pragnapur, Jagdevpur, Bhongir and terminating at its junction with NH-65 near Choutuppal in the State of Telangana.
403	61 Extended	The highway starting from its junction with NH 160 Bhiwandi near Kalyan connecting Murbad, Ale, Ahmadnagar, Shevgaon, Gevrai, Majalgaon, Parbhani, Nanded, Bhokar in the State of Maharashtra connecting Nirmal, Khanapur, Mallapuram, Raikal and terminating at its junction with NH-63 near Jagityal in the State of Telangana.
404	161BB	The highway starting from its junction with NH 161 near Madnoor and connecting Sonala, Thadi Hipperga, Limboor, Sirpur, Pothangal, Kotagiri, Rudrur and terminating at its junction at NH-63 near Bodhan in the State of Telangana

[F. No. NH-14012/8/2016-P&M](Pt-I)
MAYA PRAKASH, Director. (P&B)

Footnote:-The National Highways Act, 1956 (48 of 1956) and the Schedule thereto was published in the Gazette of India vide notification number S.R.O. 1180 dated 4th April, 1957 and was substituted vide notification number S.O.689 (E), dated 4th April, 2011 and last amended vide notification no. 1796(E) dated 6th June, 2017.



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

Telefax: 040-23393206
:04023378549

REGIONAL OFFICE;
Quality Control Building,
ErrumManzil,
Hyderabad-500082

No. RW/HYD/JB-56/NH(O)/Cor

Date: 08.03.2021

To,

The Principal Chief Conservator of Forests,
Government of Telangana,
AranyaBhavan, Hyderabad - 500004.

Sub: Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from Km 678/555 to Km 699/655 of Nirmal to Khanapur Section of NH-61 (Extn) on EPC mode - Forest Diversion - Reg.

- Ref: 1. MoRTH, GOI Letter No. RW/HYD/NH-61(ext)/Perkit/3/2019/Telangana dated 28.01.2020.
2. Minutes of High Level Committee meeting Letter No. 2694/R.1(2)/2020 dated 30.12.2020.
3. FDO, Nirmal letter Rc.no.937/2020/S5 dated 02.01.2021.
4. This office letter addressed to the FDO, Nirmal dated 22.01.2021.
5. FRO, Khanapur letter No. Tree felling/NH/2020/FRO(K) dated 01.02.2021.
6. FDO, Nirmal letter No.Rc.no.937/2020/S5 dated 08.02.2021.
7. FDO, Khanapur letter Rc.no.2187/2020-21/K7(B) dated 08.02.2021.
8. This office letter No.RW/HYD/JB-56/NH(O)/Cor/665 dated 16.02.2021.
9. Your letter No.Rc.No.2445/2021/FCA-3 dated 02.03.2021.

Madam,

The work of widening from km 678/555 to km 699/655 was sanctioned by Ministry on 28.01.2020. The work was awarded to the contractor on 14.05.2020 and the appointed date was given as 09.09.2020. The Contractor could not take up any work even after a lapse of 6 months, owing to tree cutting permission in non-forest land and forest diversion.

2. In this regard it is pertinent to mention that this office vide various letters have requested for tree felling permission in non-forest land so that the work can be started in non-forest land before the permission for forest diversion in forest stretch is obtained.

3. In reference to above, vide your letter cited under reference (9), it was clarified that the above stretch falls in the Eco Sensitive Zone and therefore as per the Forest Act tree cutting permission in non-forest land can be given only when Stage-I of the forest clearance is obtained.

4. A meeting was also convened on 03.03.2021 by Hon'ble Minister of State for Endowments, Law & Forest, Environment, Science & Technology, Govt of Telangana for sorting out the forest clearance issues on the above stretch, wherein a timeline has been fixed for early approval of the proposal.

5. As per the timeline fixed in the above meeting, marking on ground has to be completed by NH Division officers by 06.03.2021 and the forest diversion proposals are to be submitted by 10.02.2021.

6. In this regard, it is to inform that the marking on ground was completed by division officers on 04.03.2021 and the proposals (14 sets) have been got prepared and are herewith submitted along with Demand Draft amounting to Rs 12000/- (in original with DD No. 914878, dated 05.03.2021) drawn in favour of Joint Secretary, CEFNARM, Hyderabad. It is kindly requested to accord the approval at an early date.

Yours faithfully,



Encl : As Above

(S K Kushvaha)
Regional Officer, MoRTH - Hyderabad.
Ph: 9903080825

Copy to :

- i. The Engineer-in-Chief (R&B), NH, CRF & Bldgs, Telangana - For information & Necessary action please.
- ii. The District Collector, Nirmal - for kind information.
- iii. The Superintending Engineer, NH Circle, Hyderabad - For information & Necessary action please.



(S K Kushvaha)
Regional Officer, MoRTH - Hyderabad.
Ph: 9903080825

Copy also to :

- i. PS to Hon'ble Minister for Endowments, Law & Forest, Environment, Science & Technology, Govt of Telangana

Along with
original
D.D.
PCCF & HoFF
T.S. PESHU
06 MAR 2021

ANNEXURE
(See Rule 6)
Form-A

Form for seeking prior approval under section 2 of the proposals by the State Governments and other authorities

PART-1
(to be filled up by agency)

1	Project Details	:	Regional Officer, MoRTH, Hyderabad.
(i)	Short narrative of the proposal and project/scheme for which the forest land is required		For diversion of forest land to an extent of 17.498 Ha in Nirmal (12.840 Ha) and Khanapur (4.658 Ha) Divisions of Nirmal District of Kawal Tiger Reserve Circle for Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) on EPC mode in favor of Regional Officer, MoRTH, Hyderabad.
(ii)	Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map		Original Map in SI sheet showing the location of the existing road passing through Reserve Forest area is enclosed. DGPS surveyed map duly authenticated by the Geometrics cell of Prl. Chief Conservator of Forests office vide Lr.No.816/2021-FCA1, dt.29.01.2021 is also enclosed.
(iii)	Cost of the project		Rs.141.8Cr including cost to be paid towards diversion of forest land such as Net Present Value, Cost towards compensatory afforestation in degraded forest land, construction of boundary pillars etc.,
(iv)	Justification for locating the project in forest area		The MoRTH, Government of India, New Delhi vide its Ref.No. RO-HYD/NH-61(Extn)/Perkit/3/2019/ Telangana,dt.28.01.2020 has accorded administrative and financial sanction for the subject work for an estimated amount of Rs.141.80 Crore. The length of the road for which administrative sanction is accorded is from Km 678.555 to 699.655 of Nirmal – Khanapur Section. Out of the above stretch, existing road to a length of 7.739 KM (as per the DGPS authentication received from PCCF office) is passing through Forest Area, which is also a part of Kawal Eco Sensitive Zone area. As there is no alternative to that of widening of the existing road, proposal is being furnished for diversion of forest land.
(v)	Cost-benefit analysis		Cost Benefit (CB) analysis is not applicable as the area proposed for diversion is less than 20.00 Ha, as per the guidelines issued by the MoEF&CC, GoI, New Delhi Lr.no.7-69/2011-FC(Pt.,) dt.01.08.2017.
(vi)	Employment likely to be generated		10000 Man days
2	Purpose –wise breakup of the total land required		Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders

		<p>Out of the 7.739 Km of road passing through RF as per the DGPS authentication issued by the PCCF & HoFF, only an extent of 3.926 Km is passing through the middle of the RF, where diversion is required on both sides of the existing road and for remaining 3.812 Km, diversion is required only on one side as the other side of the road is Revenue / Govt. land.</p> <p>For diversion of forestland on both side of the road, the width proposed for formation is 30.00 Mtrs and on one side the width proposed for formation is 15.00 Mtrs, including the existing width. The break-up is given below:</p> <table border="1"> <thead> <tr> <th></th> <th>Division / RF</th> <th>Length in M</th> <th>Widening on both or Single Side</th> <th>Width in M</th> <th>Area in Ha</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Nirmal / Mamada</td> <td>901.51</td> <td>Both Sides</td> <td>30</td> <td>2.705</td> </tr> <tr> <td>2</td> <td>Nirmal / Mamada</td> <td>337.04</td> <td>Single Side</td> <td>15</td> <td>0.506</td> </tr> <tr> <td rowspan="2">3</td> <td rowspan="2">Nirmal / Mamada</td> <td>1654.56</td> <td>Both Sides</td> <td>30</td> <td>4.964</td> </tr> <tr> <td>370.63</td> <td>Single Side</td> <td>15</td> <td>0.556</td> </tr> <tr> <td rowspan="2">4</td> <td>Nirmal/ Mamada & Dimadirthy</td> <td>1370.19</td> <td>Both Sides</td> <td>30</td> <td>4.111</td> </tr> <tr> <td>Nirmal Division Sub-total</td> <td>4633.93m</td> <td></td> <td></td> <td>12.840</td> </tr> <tr> <td rowspan="2">5</td> <td>Khanapur/ Maskapur</td> <td>3105.19</td> <td>Single Side</td> <td>15</td> <td>4.658</td> </tr> <tr> <td>Khanapur Division Sub-total</td> <td>3105.19m</td> <td></td> <td></td> <td>4.658</td> </tr> <tr> <td></td> <td>GRAND TOTAL</td> <td>7739.12m</td> <td></td> <td></td> <td>17.498</td> </tr> </tbody> </table>		Division / RF	Length in M	Widening on both or Single Side	Width in M	Area in Ha	1	Nirmal / Mamada	901.51	Both Sides	30	2.705	2	Nirmal / Mamada	337.04	Single Side	15	0.506	3	Nirmal / Mamada	1654.56	Both Sides	30	4.964	370.63	Single Side	15	0.556	4	Nirmal/ Mamada & Dimadirthy	1370.19	Both Sides	30	4.111	Nirmal Division Sub-total	4633.93m			12.840	5	Khanapur/ Maskapur	3105.19	Single Side	15	4.658	Khanapur Division Sub-total	3105.19m			4.658		GRAND TOTAL	7739.12m			17.498
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3	Details of displacement of people due to the Project, if any	No displacement of people due to this project.																																																								
(i)	Number of families	None																																																								
(ii)	Number of Scheduled casts/Scheduled Tribe families	None																																																								
(iii)	Rehabilitation Plan	Does not arise																																																								
4	Whether clearance under Environment (Protection) Act.1986 required (Yes/No)	Not required																																																								
5	Undertaking to bear the cost of raising and maintenance of compensatory afforestation as well as cost for protection and regeneration of safety zone, etc as per the	<p>Enclosed.</p> <p>This is a central government project, as per the provisions contained under the Forest (Conservation) Act, 1980, identification of equivalent non-forest land for Compensatory Afforestation is not essential. However, this Department is ready to bear the cost of raising Compensatory Afforestation in double the extent of forest</p>																																																								

	scheme prepared by the State Government	land proposed for diversion in any degraded forest land, as selected by the Forest Department.
6	Details of Certificates/Documents enclosed as required under the instructions	<ol style="list-style-type: none"> 1. Undertaking to bear the cost of NPV 2. Undertaking to bear the cost of Addl. NPV. 3. Undertaking to bear the cost towards Compensatory Afforestation charges. 4. Certificate of no-alternative non-forest land available for the subject project. 5. Original Map in SI sheet showing the location of the existing road passing through Reserve Forest area is enclosed. 6. DGPS surveyed map duly authenticated by the Geomatics cell of Prl. Chief Conservator of Forests office is also enclosed.



Regional Officer,
MoRTH, Hyderabad

S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

UNDERTAKING**(To pay the Net Present Value)**

We do here by undertake to pay the NET PRESENT VALUE for the forestlands proposed for diversion under the work, for diversion of forest land to an extent of **17.498 Ha** in **Nirmal (12.840 Ha)** and **Khanapur (4.658 Ha)** Divisions of Nirmal District of Kawal Tiger Reserve Circle for widening and strengthening of existing intermediate lane to two lane paved shoulders from Km 678.555 to Km 699.655 of Nirmal – Khanapur Section of NH-61 extended in the State of Telangana under NH(O) through EPC mode in favour of Regional Officer, MoRTH, Hyderabad, as assessed and demanded by the concerned Forest Authorities.



Regional Officer,
MoRTH, Hyderabad

S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

(2) UNDER TAKING**(To pay Addl. Cost of Net Present value (N P V))**

We do here by give an un-conditional and irreversible undertaking to bear the Additional cost of Net Present value (NPV) for purpose as demanded by the Forest Department and also undertake to pay the additional amount if any, due to escalation or any other charges etc., at a later date as per demand raised by the Forest authorities.

We also undertake to deposit the said additional cost to the concerned Authorities of Forest department as advised by the said authorities, in-respect of the project for diversion under the work, for diversion of forest land to an extent of **17.498 Ha** in **Nirmal (12.840 Ha)** and **Khanapur (4.658 Ha)** Divisions of Nirmal District of Kawal Tiger Reserve Circle for widening and strengthening of existing intermediate lane to two lane paved shoulders from Km 678.555 to Km 699.655 of Nirmal – Khanapur Section of NH-61 extended in the State of Telangana under NH(O) through EPC mode in favour of Regional Officer, MoRTH, Hyderabad.



Regional Officer,
MoRTH, Hyderabad

S.K. Kushwaha

Regional Officer

Ministry of Road Transport & Highways
Regional Office, Hyderabad

(3) CERTIFICATE FOR BARE MINIMUM

This is certified that the Forest Area 17.498 Ha proposed for diversion is the barest minimum for the work for Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) on EPC mode under NH(O) through EPC mode in favour of Regional Officer, MoRTH, Hyderabad, of Telangana State.



Regional Officer,
MoRTH, Hyderabad

S.K. Krishna
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

(4) UNDERTAKING**(To pay cost of Compensatory Afforestation)**

We do here by give an un-conditional and irreversible undertaking to bear the cost of Compensatory Afforestation (including raising and maintenance of plantations, aided natural regeneration, SMC works etc.,) on non-forestland offered for the purpose as demanded by the Forest Department and also undertake to pay the additional amount if any, due to escalation or any other changes in planting technique etc., at a later date as per the demand raised by the Forest authorities.

We also undertake to deposit the said cost to the concerned Authorities of Forest Department as advised by the said authorities, in-respect of the work for Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) on EPC mode in favour of Regional Officer, MoRTH, Hyderabad.


Regional Officer,
MoRTH, Hyderabad
S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

**(5) UNDERTAKING FOR UNQUALIFIED COMMITMENT
FROM PROJECT AUTHORITY
(To pay cost of exploitation of tree growth)**

We do here by give an un-conditional and irreversible undertaking to pay the cost of exploitation of tree growth on the forest land proposed for diversion under the project as and when demanded by the forest authorities and also undertake to pay the additional amount if any due to escalation or any other charges at later date as per the demand raised by the Forest Authorities.

We also undertake to deposit the said cost of exploitation of trees in the manner that would be suggested by the concerned Forest Authorities, in-respect of the for Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) on EPC mode in favour of Regional Officer, MoRTH, Hyderabad.



Regional Officer,
MoRTH, Hyderabad

S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

CERTIFICATE

This is to certify that the proposal does not affect any monument of historical, Religious, Archeological or recreational importance.



Regional Officer,
MoRTH, Hyderabad

S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

CERTIFICATE

This is certified that no work has been carried out so far in the Forest areas proposed for diversion Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) on EPC mode in favour of Regional Officer, MoRTH, Hyderabad of Telangana State, in violation of the provisions and amendments provided / Made under the F.C. Act, 1980.



Regional Officer,
MoRTH, Hyderabad

S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

CERTIFICATE

It is certified that all other alternatives for selection of non forest land for the for Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) on EPC mode in favour of Regional Officer, MoRTH, Hyderabad, of Telangana State, have been explored and in unavoidable circumstances forest land had to be selected and the forest land requires diversion for the project as detailed below is the minimum required.



Regional Officer,
MoRTH, Hyderabad
S.K. Kushvana
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

UNDERTAKING

The user agency is hereby under take to demarcate the proposed area on the ground at project cost using (04) feet height reinforced cement concrete pillars with serial numbers forward and back bearings including latitudes and longitudes and Distance from pillar to pillar after obtaining Stage-I approval from Government of India.



Regional Officer,
MoRTH, Hyderabad.

UNDERTAKING

The user agency is hereby giving an un-conditional and irreversible undertaking that the work should not be started on non forest land regarding the work for Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) on EPC mode in favour of Regional Officer, MoRTH, Hyderabad, of Telangana State, till approval of the Central Government land under the Forest Conservation Act 1980 .



Regional Officer,
MoRTH, Hyderabad

S.K. Kushvaha

Regional Officer

Ministry of Road Transport & Highways
Regional Office, Hyderabad

UNDERTAKING

The user agency is hereby under take that no labour camp shall be established on the forest lands during the work for Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) on EPC mode in favour of Regional Officer, MoRTH, Hyderabad, Telangana State.



Regional Officer,
MoRTH, Hyderabad

S.K. Kushvaha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

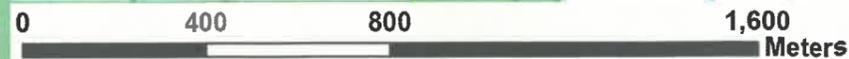
Map showing Forest area proposed for Diversion for Widening and Strengthening of Existing Intermediate Lane/Two Lane to Two Lane with Paved Shoulders From km 678.555 to 699.655 of Nirmal to Khanapur Section of NH61 Extended at Mamda, Dimmadurthi & Khanapur(v's),Khanapur(m), Khanapur Division in favour of Executive Engineer NH Division(R&B) Perkit,Nizamabad

Id	length_m	width_m	Area_ha
5	3105.19	15	4.6578

Name	Easting	Northing	Longitude	Latitude
R-46	248011.997	2109621.867	78.60544830	19.06393081
R-47	248047.743	2109602.630	78.60579025	19.06376151
R-48	248200.216	2109520.923	78.60724880	19.06304252
R-49	248295.164	2109470.570	78.60815699	19.06259955
R-50	248456.546	2109383.645	78.60970081	19.06183452
R-51	248621.750	2109294.302	78.61128121	19.06104810
R-52	248766.134	2109217.134	78.61266231	19.06036905
R-53	248820.622	2109188.025	78.61318351	19.06011290
R-54	248980.219	2109100.710	78.61471037	19.05934408
R-55	249115.223	2109030.212	78.61600151	19.05872408
R-56	249261.796	2108950.160	78.61740374	19.05801921
R-57	249384.216	2108885.845	78.61857456	19.05745348
R-58	249481.039	2108833.226	78.61950079	19.05699021
R-59	249494.383	2108825.891	78.61962846	19.05692561
R-60	249515.407	2108814.629	78.61982956	19.05682650
R-61	249524.025	2108805.999	78.61991251	19.05674962
R-62	249533.872	2108794.660	78.62000748	19.05664844
R-63	249549.887	2108776.717	78.62016187	19.05648838
R-64	249560.625	2108764.306	78.62026544	19.05637763
R-65	249582.511	2108743.996	78.62047589	19.05619692
R-66	249604.594	2108724.986	78.62068804	19.05602796
R-67	249682.164	2108654.201	78.62143377	19.05539829
R-68	249710.697	2108625.899	78.62170837	19.05514622
R-69	249736.143	2108601.401	78.62195316	19.05492812
R-70	249817.963	2108518.628	78.62274078	19.05419071
R-71	249848.403	2108487.444	78.62303386	19.05391285
R-72	249879.338	2108455.863	78.62333168	19.05363147
R-73	249910.451	2108426.722	78.62363088	19.05337213
R-74	249943.136	2108396.671	78.62394512	19.05310478
R-75	249983.194	2108361.111	78.62433009	19.05278857
R-76	250024.531	2108323.201	78.62472749	19.05245131
R-77	250042.647	2108306.735	78.62490165	19.05230485
R-78	250058.384	2108293.684	78.62505276	19.05218892
R-79	250076.596	2108280.766	78.62522736	19.05207450
R-80	250091.475	2108271.222	78.62536988	19.05199013
R-81	250120.146	2108254.261	78.62564431	19.05184048
R-82	250149.978	2108236.707	78.62592986	19.05168562
R-83	250212.668	2108201.228	78.62652971	19.05137291
R-84	250247.644	2108183.255	78.62686415	19.05121489
R-85	250278.404	2108163.588	78.62715877	19.05104106
R-86	250293.646	2108154.941	78.62730462	19.05096484
R-87	250303.223	2108150.492	78.62739614	19.05092583
R-88	250317.915	2108145.407	78.62753630	19.05088171
R-89	250407.428	2108113.855	78.62839036	19.05060773
R-90	250444.297	2108100.871	78.62874212	19.05049499
R-91	250465.332	2108095.922	78.62894251	19.05045287
R-92	250480.412	2108087.692	78.62908676	19.05038039
R-93	250492.383	2108081.284	78.62920126	19.05032399
R-94	250503.837	2108074.476	78.62931090	19.05026391
R-95	250518.271	2108065.188	78.62944915	19.05018180
R-96	250531.892	2108056.113	78.62957967	19.05010152
R-97	250547.782	2108047.345	78.62973167	19.05002428
R-98	250561.400	2108040.813	78.62986183	19.04996696
R-99	250586.203	2108030.440	78.63009868	19.04987632
R-100	250635.490	2108011.016	78.63056920	19.04970693

Legend

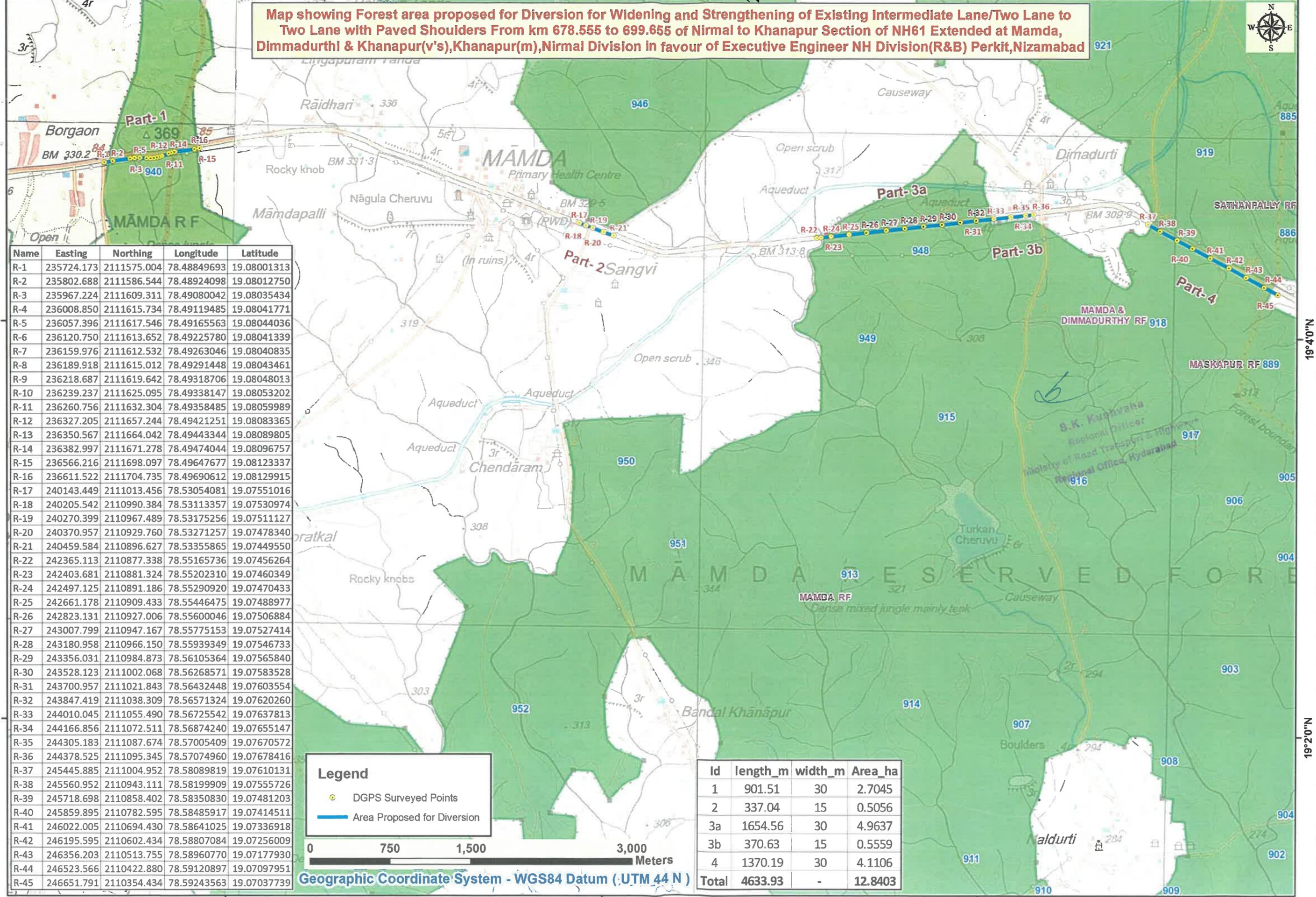
- DGPS Surveyed Points
- Area Proposed for Diversion



Geographic Coordinate System - WGS84 Datum (UTM 44 N)

S.K. Kushveha
Regional Officer
Ministry of Road Transport & Highways
Regional Office, Hyderabad

Map showing Forest area proposed for Diversion for Widening and Strengthening of Existing Intermediate Lane/Two Lane to Two Lane with Paved Shoulders From km 678.555 to 699.655 of Nirmal to Khanapur Section of NH61 Extended at Mamda, Dimmadurthi & Khanapur(v's),Khanapur(m),Nirmal Division in favour of Executive Engineer NH Division(R&B) Perkit,Nizamabad



Name	Easting	Northing	Longitude	Latitude
R-1	235724.173	2111575.004	78.48849693	19.08001313
R-2	235802.688	2111586.544	78.48924098	19.08012750
R-3	235967.224	2111609.311	78.49080042	19.08035434
R-4	236008.850	2111615.734	78.49119485	19.08041771
R-5	236057.396	2111617.546	78.49165563	19.08044036
R-6	236120.750	2111613.652	78.49225780	19.08041339
R-7	236159.976	2111612.532	78.49263046	19.08040835
R-8	236189.918	2111615.012	78.49291448	19.08043461
R-9	236218.687	2111619.642	78.49318706	19.08048013
R-10	236239.237	2111625.095	78.49338147	19.08053202
R-11	236260.756	2111632.304	78.49358485	19.08059989
R-12	236327.205	2111657.244	78.49421251	19.08083365
R-13	236350.567	2111664.042	78.49443344	19.08089805
R-14	236382.997	2111671.278	78.49474044	19.08096757
R-15	236566.216	2111698.097	78.49647677	19.08123337
R-16	236611.522	2111704.735	78.49690612	19.08129915
R-17	240143.449	2111013.456	78.53054081	19.07551016
R-18	240205.542	2110990.384	78.53113357	19.07530974
R-19	240270.399	2110967.489	78.53175256	19.07511127
R-20	240370.957	2110929.760	78.53271257	19.07478340
R-21	240459.584	2110896.627	78.53355865	19.07449550
R-22	242365.113	2110877.338	78.55165736	19.07456264
R-23	242403.681	2110881.324	78.55202310	19.07460349
R-24	242497.125	2110891.186	78.55290920	19.07470433
R-25	242661.178	2110909.433	78.55446475	19.07488977
R-26	242823.131	2110927.006	78.55600046	19.07506884
R-27	243007.799	2110947.167	78.55775153	19.07527414
R-28	243180.958	2110966.150	78.55939349	19.07546733
R-29	243356.031	2110984.873	78.56105364	19.07565840
R-30	243528.123	2111002.068	78.56268571	19.07583528
R-31	243700.957	2111021.843	78.56432448	19.07603554
R-32	243847.419	2111038.309	78.56571324	19.07620260
R-33	244010.045	2111055.490	78.56725542	19.07637813
R-34	244166.856	2111072.511	78.56874240	19.07655147
R-35	244305.183	2111087.674	78.57005409	19.07670572
R-36	244378.525	2111095.345	78.57074960	19.07678416
R-37	245445.885	2111004.952	78.58089819	19.07610131
R-38	245560.952	2110943.111	78.58199909	19.07555726
R-39	245718.698	2110858.402	78.58350830	19.07481203
R-40	245859.895	2110782.595	78.58485917	19.07414511
R-41	246022.005	2110694.430	78.58641025	19.07336918
R-42	246195.595	2110602.434	78.58807084	19.07256009
R-43	246356.203	2110513.755	78.58960770	19.07177930
R-44	246523.566	2110422.880	78.59120897	19.07097951
R-45	246651.791	2110354.434	78.59243563	19.07037739

Legend

- DGPS Surveyed Points
- Area Proposed for Diversion



Geographic Coordinate System - WGS84 Datum (UTM 44 N)

Id	length_m	width_m	Area_ha
1	901.51	30	2.7045
2	337.04	15	0.5056
3a	1654.56	30	4.9637
3b	370.63	15	0.5559
4	1370.19	30	4.1106
Total	4633.93	-	12.8403

78°30'0"E

78°32'0"E

78°34'0"E

Tagged to nearest SOI GCP

19°40'0"N

19°20'0"N

19°40'0"N

19°20'0"N

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
(Project Zone-III)

Transport Bhavan 1, Parliament Street, New Delhi-110001.

Annexure-III

Date: 28- 01-2020

To,

The Secretary,
Transport, Roads & Building Department,
Government of Telangan,
Hyderabad-500082.

Sub: Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) through EPC mode for the year 2019-20 Under EPC Mode.

(Job No.61-TS-2019-20-56)

Ref : Engineer-in-Chief (R&B), NH & CRF, Telangana vide letter no. Nirmal (Kanakapur)-Khanapur (Nirmal-Jagityal section)/DCE/EE(NH)/ DEE-III/AEE1/2019 dated 20.11.2019.

Sir,

I am directed to convey the technical, administrative and financial sanction of the President of India to the estimate for the work mentioned in the subject heading as per the following details subject to the condition stipulated in the attached technical note:-

1.	Amount as indicated in the estimate sent by the State Govt. of Telangana	Rs. 143.12 Crore
2.	Amount as modified in the Ministry	Rs. 141.80 Crore
3.	Amount of technical approval (inclusive of agency charges @ 3%)	Rs. 141.80 Crore
4.	Amount of financial sanction (inclusive of agency charges @ 3%)	Rs. 141.80 Crore

(Rupees One Hundred Forty One Crore and Eighty Lakh Only)

2. This sanction is further subject to the following conditions:

- (i) The work shall be executed by inviting the tender on EPC mode.
- (ii) The work should be completed as targeted and indicated in the enclosed technical note.
- (iii) In accordance with the order contained in this Ministry's Circular letter No. RW/NH-11026/2/99-US(D-I) dated 29.10.2001 issued in supersession of earlier Circular No. RW/NH-11026/2/99-US (D-I) dated 13.01.2000, if the cost of tender exceeds 5% of the sanctioned estimated cost, the revised estimate be got sanctioned from the Ministry. Further, the tenders for the work shall be invited by adopting e-procurement/ e-tendering procedure as per Ministry's Circular No.RW/NH-

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24035/4/2008-P&M/PIC dated 21.05.2011, in addition to guidelines issued by this Ministry vide Circular letter No.11024/3/99-US(D-I) dated 09.03.2000, No.RW/NH-24035/4/2008-P&M dated 21.05.2010 and No.NH-12037/67/2010/LWE dated 02.08.2010. The work shall be awarded as per guidelines issued by the Ministry vide Letter No.NH-15015/29/2001-PL dated 05.07.2001.

- (iv) On completion of 50% work if the appraisal of the project shows that it will necessitate revision of the estimate based upon the physical completion of the project vis-à-vis financial expenditure immediate action should be taken to submit the revised estimate so as to ensure that the sanction revised estimate is available before necessity for incurring expenditure beyond permissible limits arises and;
- (v) The expenditure during the current financial year on this work as also on other sanctioned work should not exceed the allotment placed at the disposal of the State Government during the year.

3. The expenditure is debitable to: 5054-Capital Outlays on Roads & Bridges (Major Head); 01-National Highways (Sub Major Head); 01.337-Road Works (Minor Head); 03-National Highways Original Works; 03.01- National Highways Original Works-General-Financed from Central Road Infrastructure Fund; 03.01.53-Major Works for which the corresponding Demand No. for the current financial year 2019-20 is '83'-Ministry of Road Transport & Highways.

4. Quarterly progress reports in the stipulated proforma may be sent to this Ministry as is being done for all sanctioned works.

5. The work is to be awarded within Six months from the date of issue of sanction by Ministry. In the case of award of works beyond the stipulated period of 6 months and up to 12 months from the date of technical sanction, the matter shall be dealt as per Ministry's circular No.NH-RW/NH-24035/4/2008-P&M/PIC Vol.II dated 23.02.2018 & subsequent amendment. Further, in case the work is not awarded within 12 months from the date of Technical sanction, the work stands de-sanctioned automatically.

6. The following physical and financial target shall be strictly adhered subject to availability of fund :

Phase	Financial Year	% of Financial progress (Cumulative)	Cumulative Progress (Rscore)			
			Construction (including centages)	LA and other pre-construction LA & Other Preconstruction excluding maintenance	Maintenance	Grand Total
Construction	2019-2020	Preliminary 5%	5.09	2.00	0.00	7.09

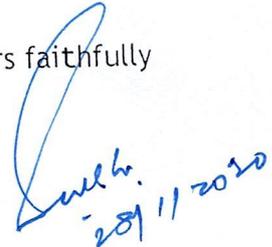
1371756/2020/coordinator(zone-3)

	2020-2021	65%	86.17	6.00	0.00	92.17
	2021-2022	100%	132.82	6.00	0.00	138.82
Maintenance	2022-2023	100%	132.82	6.00	0.00	138.82
	2023-2024	100%	132.82	6.00	0.60	139.42
	2024-2025	100%	132.82	6.00	1.20	140.02
	2025-2026	100%	132.82	6.00	1.80	140.62
	2026-2027	100%	132.82	6.00	2.98	141.80

7. The Regional Officer, Hyderabad will be the Drawing and Disbursing Officer.
8. This sanction issues with the concurrence of the Finance Division vide their Note # 11 dated 29.11.2019.

Yours faithfully

Encl: As above.



29/11/2020

(S.K.Makkar)

Under Secretary to the Government of India

Copy to:

1. The Accountant General, Telangana, Hyderabad
2. The Pay & Accounts Officer, (NH), Ministry of Road Transport and Highways IDA Building, Jamnagar House, New Delhi-110011
3. The CE-RO, MORT&H, Hyderabad.
4. The Regional Pay & Accounts Officer, Ministry of Road Transport & Highways, Erramanzil, Hyderabad.
5. The Principal Director of Audit, Economics & Services Ministries, AGCR Building, New Delhi.
6. The E-in-C (R&B), NHs& CRF, Hyderabad, Telangana (A copy of the sanctioned/approved estimate is also enclosed).



29/11/2020

(S.K.Makkar)

Under Secretary to the Government of India

Copy with enclosures also forwarded to:-

1. RO- MORT&H, Hyderabad, Telangana.
2. ADG / CE (Zone-III) / SE (Zone-III) / AEE (Zone-III) / SE (Mon.) / W.A. Section / FW(TFII) / Guard file.

No. RO-HYD/NH-61(Extn)/Perkit/3/2019/Telangana

Government of India**Ministry of Road Transport & Highways****Zone-III**

Transport Bhawan, 1, Parliament Street, New Delhi-110001

Dated 21st January, 2020**TECHNICAL NOTE****JOB No.61-TS-2019-20-56**

1.	Name of work	Widening and Strengthening of existing intermediate lane/two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 Extended in the state of Telangana under NH(O) through EPC mode.	
2.	State/Division	R&B Department, Telangana	
3.	NH No.	61 Extended	
4.	Estimated cost including 3% agency charges	As proposed by the R&B Department (Rs. in cr.)	As agreed in the Ministry (Rs. in cr.)
		143.12	141.80
5.	Length (in km)	21.100	21.10
6.	Cost per km (Rs. in cr.)	6.78	
7.	Reference	Engineer-in-Chief (R&B), NH & CRF, Telangana vide letter no.Nirmal(Kanakapur)-Khanapur(Nirmal-Jagityal section)/DCE/EE(NH)/DEE-III/AEE1/2019 dated 20.11.2019.	

COMMENTS**1. Scope of the project:**

Scope of work includes widening and strengthening of entire project length. It is proposed for reconstruction to 2-lane with paved shoulder configuration for a length of 19.60km in rural areas and to 4-lane configuration in built-up reaches for a length of 1.50km

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Details of the widening of existing highway are as given below.

SI No.	Total Length (km)	Design Chainage (km)		Length 2-Lane / 4-lane (km)	Proposed Lane Configuration	Typical Cross-sections
		From	To			
1	21.100	678+555	699+655	19.600	2- Lane with Paved shoulders	Ref. Para 2.11 of this schedules
2				1.500	4- Lane with divided Carriageway in Built-Up locations	

2. Width of Carriageway

2-Lane with paved shoulder configuration is provided in rural areas and 4-lane with divided carriageway configuration is provided in Built-up locations. Width of carriageway including paved shoulder shall be of 12m is proposed in rural areas for 2-lane sections and in Built-up locations 7m carriage way and 2m paver blocks on B/s, with 2.5m median (including shyness) is provided. Details are mentioned clearly in TCS separately.

Following are the Built-up locations in the project stretch.

SI No.	Design Chainage (km)		Length (Km)	Width of Carriageway	Village
	From	To			
1	686+900	687+800	0.900	7m carriageway on b/s with 2.5m Median	Mamda Built-up
2	692+450	692+850	0.400		Dimmathurthi Built-up
3	696+000	696+200	0.200		Iqbalpur Builtup
Total Length of Built-up Stretch (km) =			1.500		

3. Typical cross-sections of the Project Highway

The Project Highway shall be constructed and widened to 2- lane with paved shoulder configuration for the entire project length. The cross sections for the project highway are to be adopted as per Specifications referred in Schedule 'D' (i.e IRC:SP:73-2018) in consultation with Authority Engineer. Typical cross sections required to be developed in different segments of the project highway are given below.

TCS Type	Length (Km)
TCS TYPE – 1: 2-lane with Paved shoulder configuration in Rural areas with Concentric/Eccentric widening- Reconstruction of existing pavement	17.710

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TCS Type	Length (Km)
TCS TYPE –1A: 4-lane with divided carriageway in Built up areas with Concentric widening – Reconstruction of existing pavement.	1.500
TCS TYPE –1B: 2-lane with Paved shoulder configuration in High Embankment locations in Rural areas with Concentric/Eccentric Widening - Reconstruction of existing pavement.	1.740
Structural Length	0.150
Total Length in Km=	21.100

4. Major Junctions: There is a major junction at Km 698/350 which is to be improved.

5. Minor Junctions: There are 18 no's of minor junctions have been identified on the project road which are to be improved.

6. PAVEMENT DESIGN

Pavement design shall be carried out in accordance with Section-5 of the Manual.

6.1 Type of pavement

Flexible Pavement shall be provided for the entire project stretch.

6.2 Design requirements

Design Period and strategy

Flexible pavement for the project roads shall be designed for 15 years design period.

Design Traffic

Notwithstanding anything to the contrary contained in this Agreement or the Manual, the Contractor shall design the pavement for 20 Million Standard Axles with a design period of 15 Years.

Service/Slip Roads shall be designed for 10 Million Standard Axles. In case the traffic is more than specified above at the time of traffic survey done by EPC Contractor at the time of design of project highway, then the higher traffic will be adopted for design.

A. Minimum Crust thickness proposed in Reconstruction portions

BC	DBM	WMM	GSB	Remarks
40 mm	85 mm	250 mm	200 mm	Minimum Subgrade CBR should be 8%

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B. Minimum crust thickness in Widening portions (over the Subgrade of 500mm thickness)

BC	DBM	WMM	GSB	Total Pavement Crust	Remarks
40 mm	85 mm	250 mm	200 mm	575 mm	Minimum Subgrade CBR should be 8%

C. Paver Blocks

Paver Block flooring 100 mm thick with M50 Grade of Concrete at Built-up portion shall be provided on both sides. The following crust shall be provided below the paver blocks.

Sand/ Stone Dust Filling	Granular Material / Selected Earth Fill	GSB	Remarks
100 mm	175mm	200 mm	GSB layer shall be continuous as shown in TCS1A

7. Two Lane Temporary Diversion roads for Bridges

As the proposed Bridges are on the existing Alignment, temporary traffic diversion ensuring no overtopping of the diversion road shall be provided along with a minimum of 3X1.2m dia NP-4 Hume pipes adequate crust with a carriageway width of minimum 5.5m (Crust: 200mm-GSB, 150mm-WMM & 25mm-BT Surface) for plying of traffic during construction period shall be provided and maintained scrupulously with all road signs, pavement markings, traffic lanes, traffic guiding arrangements and all other safety measures.

8. ROADSIDE DRAINAGE

Drainage system including surface and subsurface drains for the Project Highway shall be provided as per Section 6 of the Manual.

In the following built-up locations, footpath over RCC covered drain shall be provided and drains are to be connected to the nearest cross drainage structure.

SI No.	Design Chainage (km)		Length (m)	Side	Remarks
	From	To			
1	686+900	687+800	0.900	Both Sides	Mamda Built-up
2	692+450	692+850	0.400	Both Sides	Dimmathurthi Built-up
3	696+000	696+200	0.200	RHS	Iqbalpur Builtup

9. DESIGN OF STRUCTURES

General

All bridges, culverts and structures shall be designed and constructed in accordance with section- 7 of the Manual and shall conform to the cross-sectional features and other details specified therein.

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Width of the carriageway for New bridges and structures shall be as follows:

Width of carriageway and cross sectional features of all bridges shall be as per Fig. 7.2A of Manual of Specifications & Standards for 2-Laning of Highways, IRC:SP:73-2018.

a) Minor Bridges

SI No.	Design Chainage (km)	Proposed Span Arrangement (Nos.x Length in m)	Overall Width (m)	Improvement Proposal for Two Lane
1	679+794	1 x 12.0	18	Reconstruction
2	681+509	2 x 12.0	18	Reconstruction
3	682+106	1 x 12.0	18	Reconstruction
4	685+865	1 x 12.0	18	Reconstruction
5	686+780	3 x 10.0	18	Reconstruction
6	690+090	3 x 12.0	18	Reconstruction
7	690+576	2 x 10.0	18	Reconstruction
8	692+191	1 x 10.0	18	Reconstruction
9	692+935	2 x 12.0	18	Reconstruction
10	695+910	1 x 10.0	18	Reconstruction
11	687+890	1x8.0	18	Widening on both sides

Reconstruction of Existing culverts:

The existing culverts at the following locations shall be **Re-constructed**

b. Reconstruction of Pipe Culverts

SI No.	Design Chainage (km)	Existing structure Type	Existing Span Arrangement (No.s x Dia in m)	Proposed Structure Type	Proposed Span Arrangement (Rows x Dia in m)
1	683+078	Pipe	1 x 0.9	Pipe	1 x 1.20
2	683+914	Pipe	2 x 0.9	Pipe	2 x 1.2
3	687+488	Pipe	1 x 0.9	Pipe	1 x 1.20
4	693+171	Pipe	1 x 0.9	Pipe	1 x 1.20
5	697+789	Pipe	2 x 0.9	Pipe	2 x 1.2
6	698+953	Pipe	1 x 0.6	Pipe	1 x 1.20
7	699+001	Pipe	1 x 0.9	Pipe	1 x 1.20
8	699+634	Pipe	1 x 0.9	Pipe	1 x 1.20

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c. Reconstruction of Slab/Box Culverts

Sl No.	Design Chainage (km)	Existing Structure Type	Existing Span Arrangement (Nos. x Length/Dia in m x Height in m)	Proposed Structure Type	Proposed Span Arrangement (Nos. x Length/span in m in m)
1	680+420	Slab+Arch	1 x 4.50 x 2.50	Box	1 x 5.0
2	684+442	Slab	2 x 2.20 x 1.50	Box	1 x 5.0
3	685+243	Slab	1 x 4.40 x 2.0	Box	1 x 5.0
4	688+984	Pipe	4 x 0.90	Box	1 x 6.0
5	689+698	Pipe	4 x 1.20	Box	1 x 6.0
6	694+368	Slab	1 x 3.0 x 2.0	Box	1 x 3.0
7	695+520	Slab	1 x 3.0 x 2.40	Box	1 x 3.0
8	697+184	Slab	1 x 2.4 x 2.5	Box	1 x 3.0
9	698+720	Slab	3 x 1.50 x 1.50	Box	1 x 6.0

Additional New culverts

New Culverts shall be constructed as per particulars given in table below:

d. Additional New Pipe Culverts

Sl. No.	Design Chainage (km)	Proposed Structure Type	Span Arrangement (Rows x Dia in m)	Remarks
1	679+410	Pipe	1x1.20	
2	681+020	Pipe	1x1.20	
3	681+180	Pipe	1x1.20	
4	681+910	Pipe	1x1.20	
5	682+570	Pipe	1x1.20	
6	686+360	Pipe	1x1.20	
7	689+230	Pipe	1x1.20	
8	690+290	Pipe	1x1.20	
9	690+840	Pipe	1x1.20	
10	691+680	Pipe	1x1.20	
11	694+710	Pipe	1x1.20	
12	697+350	Pipe	1x1.20	

e. Additional New Box Culverts

Sl. No.	Design Chainage (km)	Proposed Structure Type	Span Arrangement (vents x Length in m in m)	Remarks
1	693+980	Box	1 x 2.0	
2	694+980	Box	1 x 2.0	
3	696+940	Box	1 x 2.0	
4	698+309	Box	1 x 2.0	
5	699+454	Box	1 x 2.0	

10. TRAFFIC CONTROL DEVICES AND ROAD SAFETY WORKS

Traffic control devices and road safety works shall be provided in accordance with the Section 9 of the Manual.

- a) Traffic Signs: Traffic signs include roadside signs, overhead signs and curb mounted signs along the entire Project Highway.
- b) Pavement Marking: Pavement markings shall cover road marking for the entire Project Highway.
- c) Safety Barrier: Provide W-beam crash barrier along the project highway at all locations as specified in Manual IRC SP-73: 2018.

Specifications of the reflective sheeting: All road signs shall be with retro reflective sheeting of high intensity grade with encapsulated lens fixed over aluminium sub-strata as per clause 801 of MoRTH specification.

11. ROADSIDE FURNITURE

Roadside furniture shall be provided in accordance with the provisions of Section 9 of the Manual.

HAZARDOUS LOCATIONS

The safety barriers shall also be provided at the following hazardous locations:

- (i) **Safety barrier / W – Beam Crash Barriers** to be provided as per provisions provided in IRC: SP: 73 -2018.
- (ii) Side slope shall be protected by using suitable slope protection measures like **Pitching Works** as per IRC: SP: 73 -2018. In addition to above stone pitching shall be provided in approaches to bridges.
- (iii) **Retaining Wall/Toe** wall shall be providing as per site requirement.

W – Beam Crash Barriers

S.No	Description	Minimum Length of Crash Barrier (m)	Remarks
1	Stretch with Embankment Height >3m	3780	B/S
3	Curve locations (R<450m)	2000	B/S
	Total Length (m)	5780	

13. Design Specifications including deviations, if any:

As per IRC SP 73-2018 and deviations as indicated in schedule-D

14. Land Acquisition & Utility shifting

LA is required at one junction only (i.e. 0.17Ha). Utility shifting estimates are under process.

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15. Cost estimates: -

The estimate is based on the Ministry's Standard Data Book and Schedule of Rates, 2018-19 for Telangana, PWD. Detailed breakup is as under:

Section	SI No.	Items	Amount (INR)	Amount (in Crores)
A		Civil Cost		
	1	Site Clearance & Dismantling	1,42,04,214	1.42
	2	Excavation & Earthwork		
	2(a)	Excavation in Soil	2,91,642	0.03
	2(b)	Embankment Material Obtained from Borrow Pits	4,20,10,380	4.20
	2(c)	Embankment with Cutting	2,22,426	0.02
	2(d)	Subgrade	4,01,63,608	4.02
	2(e)	Earthen shoulder	54,94,952	0.55
	3	Sub Base and Base Courses (Non Bituminous)		
	3 (a)	GSB	15,43,23,664	15.43
	3(b)	WMM	15,32,85,977	15.33
	4	Base & Surface courses (Bituminous)		
	4(a)	Prime coat	70,21,433	0.70
	4(b)	Tack Coat	45,43,836	0.45
	4(c)	DBM	15,90,98,192	15.91
	4(d)	BC	8,95,13,569	8.95
	5	Culverts	5,11,94,323	5.12
	6	Major Bridge / Minor Bridge	15,80,56,613	15.81
	7	Drain and protection Work	7,06,76,965	7.07
	8	Traffic Signs and Road Furniture	3,03,80,911	3.04
	9	Lighting Works	2,14,57,118	2.15
10	Miscellaneous Works (Junctions, Temporary diversions, Geotech investigations etc)	5,61,38,782	5.61	
11	Bus Shelters	66,00,000	0.66	
Civil Work Cost (A)			1,06,46,78,605	106.47
B		Add GST 12% on A	12,77,61,433	12.78
		Civil cost Including GST (B)	1,19,24,40,038	119.24
		Contingencies @ 2.8% of (B)	3,33,88,321	3.34
		Cost Including Contingencies (C)	1,22,58,28,359	122.58
C	i	Supervision Charges @ 3% of (B) above	3,57,73,201	3.58
	ii	Agency charges @ 3% of (C) above	3,67,74,851	3.68
	iii	Quality control	0	0.00

	iv	Road Safety	0	0.00
	v	Escalation @ 2.5% of (B)	2,98,11,001	2.98
	vi	Maintenance charges @2.5% for 5 years (B)	2,98,11,001	2.98
		SUB TOTAL (i+ii+iii+iv+v+vi) (D)	13,21,70,054	13.22
Total Civil Cost (C+D)			1,35,79,98,413	135.80
NON CIVIL WORKS				
	1	Utility Shifting and other Preconstruction Activities	5,00,00,000	5.00
	2	Land acquisition including Forest diversion	1,00,00,000	1.00
Total Non Civil Cost (E)			6,00,00,000	6.00
Grand Total Cost of the project In Crores			1,41,79,98,413	141.80

16. State R&B department proposed construction period as 24 months, and the same was allowed as the stretches are spread all along the length from Km 678+555 to Km 699+655.

17. **Specifications:** -The work shall be strictly executed as per Ministry's specification for road & Bridge (Vth Edition-2012) and relevant IRC norms and guidelines of the Ministry issued from time to time.

18. General observations:

18.1 The provision of contingencies should be utilized as per Ministry's circular letter no. RW/G-20011/8/98-WA(R) dated 16.08.2002 & Ministry's circular No. NH-15017/17(2)/2016-P&M dt. 16.06.2016, delegation of powers for acceptance of variations vide NH 18011/1/2012-P&M dated 23.09.2016 and subsequent amendments/ministry's circular in this regard.

18.2 Collection of material should be so planned that it should commensurate with the physical progress of work and the collected material should not cause any hindrance to the traffic. It must be ensured that the contractor arranges for separate land for storage of road construction material and machinery and these shall not be allowed to be stacked on roadside.

18.3 No work beyond the scope of the sanctioned estimate leading to increase in the scope of the work or change in specification should be undertaken without obtaining prior written approval of the Ministry. In case, the estimate needs revision due to change in rates/tender rates for any reasons, the revised estimate shall be submitted immediately for Ministry's approval.

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18.4 In order to ensure that there is no slippage in achieving the targets, the progress may be closely monitored by E-in-C(R&B), NH & CRF, Telangana, RO Hyderabad and quarterly status report furnished to the Ministry in the prescribed proforma.

18.5 During the course of execution, the traffic may be regulated in accordance with guidelines laid down vide Ministry's letter no. NHIII-33 (126)/72 dated 20.03.1973 and letter No.RW/NH-11060/1/1998-D.O.1 dated 07.10.1987. Smooth flow of the traffic may be ensured by providing adequate traffic control devices in accordance with stipulation of IRC: SP: 55:2001 "Guidelines on Safety in construction Zone".

18.6 The display boards on development activities of the work shall be made as per guidelines issued vide Ministry's letter no. RW/NH-33044/10/2002-S&R (R) dated 26thMay, 2003. The cost of the same will be met out of the provision of contingencies allowed in the estimate.

19 **Award for the work:-**

19.1 The works shall be awarded as per Ministry's norms for EPC projects and tenders evaluated as per Ministry's circular No.RW/NH-24035/4/2008-P&M/PIC Vol II dated 23.02.2018 or any other applicable guidelines issued from time to time.

19.2 State R&B department has mentioned the completion period of the work to be 24 months. The same was reportedly discussed with CE-RO and the same has been proposed to be allowed as the stretches are spread all along the length from Km 678+555 to Km 699+655.

20. **Rates:-**

The estimate is based on the Ministry's Standard Data Book and Schedule of Rates, 2019-20 of Telangana, PWD. The total estimate cost of the works including 3% agency charges is Rs:141.80 crores.

21. **Phasing of expenditure:** -Following phasing of Expenditure shall be aimed at depending upon the availability of funds: -

21/01/2020

Phase	Financial Year	% of Financial progress (Cumulative)	Cumulative Progress (Rscore)			
			Construction (including centages)	LA and other pre-construction LA & Other Preconstruction excluding maintenance	Maintenance	Grand Total
Construction	2019-2020	Preliminary 5%	5.09	2.00	0.00	7.09
	2020-2021	65%	86.17	6.00	0.00	92.17
	2021-2022	100%	132.82	6.00	0.00	138.82
Maintenance	2022-2023	100%	132.82	6.00	0.00	138.82
	2023-2024	100%	132.82	6.00	0.60	139.42
	2024-2025	100%	132.82	6.00	1.20	140.02
	2025-2026	100%	132.82	6.00	1.80	140.62
	2026-2027	100%	132.82	6.00	2.98	141.80

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21/01/2020

(Tatineni Ugesh)

Assistant Executive Engineer (RO-Hyderabad)

For DG(RD) & Spl. Secy

रजिस्ट्री सं० डी० एल०-33004/99

REGD. NO. D. L.-33004/99



भारत का राजपत्र

The Gazette of India

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (ii)

PART II—Section 3—Sub-section (ii)

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पर्यावरण और वन मंत्रालय

अधिसूचना

नई दिल्ली, 22 अगस्त 2013

का.आ.2559(अ).-केन्द्रीय सरकार ने, भारत सरकार की पर्यावरण और वन मंत्रालय में पर्यावरण (संरक्षण) नियम, 1986 के नियम 5 के उप-नियम (3) के खंड (घ) के साथ पठित पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 की उपधारा (2) के खंड (5) और उप-धारा (1) के अधीन जारी अधिसूचना संख्या का.आ. 1533 (अ) तारीख 14 सितंबर, 2006 द्वारा निदेश दिया है कि इस अधिसूचना के प्रकाशन की तारीख से ही नई परियोजनाओं या उक्त अधिसूचना की अनुसूची में सूचीबद्ध विद्यमान परियोजनाओं या कार्यकलापों के विस्तार या आधुनिकीकरण के लिए अपरिहार्य क्षमतावर्धन के लिए प्रक्रिया या प्रौद्योगिकी में परिवर्तन और या उत्पाद मिश्रण, भारत के किसी भी भाग में यथास्थिति केन्द्रीय सरकार या उक्त अधिनियम की धारा 3 की उप-धारा (3) के अधीन केन्द्रीय सरकार द्वारा सम्यक् रूप से गठित राज्य स्तरीय पर्यावरण संघात निर्धारण प्राधिकरण की उसमें विनिर्दिष्ट प्रक्रिया के अनुसरण में पूर्व पर्यावरण निकासी के पश्चात् ही हाथ में लिया जाएगा;

और भारत सरकार ने पर्यावरण और वन मंत्रालय में राजमार्गों, भवनों और विशेष आर्थिक क्षेत्र परियोजनाओं के लिए पर्यावरणीय निकासी प्रदान करने से संबंधित पर्यावरण संघात निर्धारण अधिसूचना, 2006 के उपबंधों का पुनर्विलोकन करने के लिए कार्यालय जापन सं. 21-270/2008-आईए.III, तारीख 11 दिसंबर, 2012 और पर्यावरण और वन मंत्रालय के गगनचुंबी भवनों के संबंध में कार्यालय जापन तारीख 7 फरवरी, 2011 द्वारा सदस्य, (पर्यावरण और वन तथा विज्ञान और प्रौद्योगिकी), योजना आयोग की अध्यक्षता में एक उच्च स्तरीय समिति का गठन किया था ;

और समिति के संदर्भ के निबंधनों (टीओआर) में एक निबंधन पर्यावरण संघात निर्धारण अधिसूचना के अधीन 60 मीटर के मार्गाधिकार और 200 किलोमीटर लंबी राजमार्ग विस्तार परियोजनाओं के लिए पर्यावरण निकासी की अपेक्षाओं का पुनर्विलोकन करना था ;

और समिति ने मंत्रालय को अपनी रिपोर्ट प्रस्तुत कर दी है और इस टीओआर पर समिति ने राजमार्ग विस्तार परियोजनाओं को विस्तारण की अपेक्षा और पर्यावरण संघात निर्धारण से छूट देने की सिफारिश की है या राजमार्ग विस्तार परियोजनाओं के लिए पर्यावरण प्रबंधन परियोजना माडल टीओआर, जिसे मंत्रालय की वेबसाइट पर पोस्ट किया जाएगा के अनुसार तैयार किया जा सकता है और पर्यावरण निकासी की अपेक्षा के संबंध में समिति ने सिफारिश की है कि 100 किलोमीटर तक राष्ट्रीय राजमार्ग परियोजनाओं का विस्तार जिसमें अतिरिक्त मार्गाधिकार या विद्यमान संरेखणों पर 40 मीटर तक अर्जन और पुनःसंरेखण पर 60 मीटर या उप-मार्गों को अधिसूचना की परिधि से बाहर रखने की सिफारिश की है ;

और समिति की रिपोर्ट की पर्यावरण और वन मंत्रालय में जांच की गई है । पहले ही अधिसूचना सं. का. आ. 3067(अ) तारीख 1 दिसंबर, 2009 द्वारा सभी राज्य राजमार्ग विस्तार परियोजनाओं को सिवाय उन परियोजनाओं के जो पहाड़ी क्षेत्रों (1000 मीटर एएमएसएल) और पारिस्थितिकीय रूप से संवेदनशील क्षेत्रों में है, को पर्यावरण संघात निर्धारण अधिसूचना 2006 से छूट प्रदान कर दी गई है ।

और अन्य बातों के साथ पूर्वोक्त को ध्यान में रखते हुए पर्यावरण और वन मंत्रालय ने कार्यालय जापन सं. 21-270/2008-आईए. III, तारीख 11 दिसंबर, 2012 द्वारा गठित उच्च स्तरीय समिति की पूर्वोक्त सिफारिशों को स्वीकार करने का विनिश्चय किया है ;

अतः, अब, केन्द्रीय सरकार, पर्यावरण (संरक्षण) नियम, 1986 के नियम 5 के उपनियम (4) के साथ पठित पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 की उपधारा (2) के खंड (5) और उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, भारत सरकार के पर्यावरण और वन मंत्रालय की अधिसूचना सं. का.आ. 1533(अ) तारीख 14 सितंबर, 2006 में उक्त नियम 5 के उपनियम (3) के खंड (क) के अधीन सूचना की अपेक्षा से अभिमुक्ति देने के लिए निम्नलिखित और संशोधन करती है, अर्थात् :-

2. उक्त अधिसूचना में,-

(क) पैरा 7 के उपपैरा II के मद (i) के स्थान पर निम्नलिखित मद रखी जाएगी, अर्थात्:-

'(i) "विस्तारण" उस प्रक्रिया को निर्दिष्ट करता है, जिसके द्वारा प्रवर्ग 'क' परियोजना क्रियाकलापों के मामले में विशेषज्ञ आंकलन समिति और प्रवर्ग 'ख 1' परियोजनाओं या क्रियाकलापों के मामले में, राज्य स्तर विशेषज्ञ आंकलन समिति, जिसके अंतर्गत विद्यमान परियोजनाओं या क्रियाकलापों के विस्तार या आधुनिकीकरण या उत्पाद मिश्रण में परिवर्तन उस परियोजना या क्रियाकलाप, जिसके लिए पूर्व पर्यावरणीय अनापत्ति ईप्सित की गई है, के संबंध में पर्यावरण समाधात निर्धारण रिपोर्ट (ईआईए) तैयार करने के लिए सभी सुसंगत पर्यावरणीय चिंताओं को संबोधित करते हुए विस्तृत और समय निर्देश के निबंधनों का अवधारण और विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर आंकलन समिति विहित आवेदन प्ररूप 1/प्ररूप1क में दी गई जानकारी के आधार पर जिसके अंतर्गत आवेदक द्वारा प्रस्तावित निर्देश के निबंधन हैं, किसी विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर आंकलन समिति के किसी उप समूह द्वारा स्थल भ्रमण यदि संबंधित विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर विशेषज्ञ आंकलन समिति द्वारा आवश्यक समझा जाए, आवेदक द्वारा सुझाए गए निर्देश के निबंधन, यदि प्रस्तुत किए जाएं और अन्य सूचना जो विशेषज्ञ आंकलन समिति या राज्य स्तर विशेषज्ञ आंकलन समिति के पास उपलब्ध हों, सम्मिलित है:

परंतु निम्नलिखित को विस्तारण की आवश्यकता नहीं होगी-

(i) अनुसूची के मद 8 में प्रवर्ग ख के रूप में सूचीबद्ध सही परियोजनाएं और कार्यकलाप (नगरों या वाणिज्यिक परिसरों या आवासन का संनिर्माण) ;

(ii) अनुसूची के मद 7 की उपमद (च) के अधीन स्तंभ (3) और स्तंभ (4) की प्रविष्टि (ii) के अधीन आने वाली राजमार्ग विस्तार परियोजनाएं ;

परंतु यह और कि -

अ. खंड (i) में निर्दिष्ट परियोजनाएं और कार्यकलापों का अंकन प्ररूप 1 या प्ररूप 1क और अवधारणा योजना के आधार पर किया जाएगा ;

आ. खंड (ii) में निर्दिष्ट परियोजनाएं पर्यावरण और वन मंत्रालय द्वारा विनिर्दिष्ट माडल टीओआर के आधार पर ईआईए और ईएमपी रिपोर्ट तैयार करेंगी ;

(ख) अनुसूची में मद 7 की उप मद (च) के सामने स्तंभ (3) में प्रविष्टि (ii) के स्थान पर निम्नलिखित प्रविष्टि रखी जाएगी, अर्थात्:-

"(ii) राष्ट्रीय राजमार्गों का 100 किलोमीटर से अधिक विस्तार जिनमें अतिरिक्त 40 मीटर से अधिक विद्यमान संरेखणों पर और पुनः संरेखणों या उपमार्गों पर 60 मीटर क्षेत्राधिकार या भूमि अर्जन अंतर्बलित है।"

[फा.सं.21-270/2008-आईए.।।।]

अजय त्यागी, संयुक्त सचिव

टिप्पण : मूल नियम भारत के राजपत्र असाधारण, भाग II, खंड 3, उपखंड (ii) में अधिसूचना सं. का.आ. 1533(अ), तारीख 14 सितंबर, 2006 द्वारा प्रकाशित किए गए थे और तत्पश्चात् निम्नानुसार संशोधित किए गए :

1. का.आ. 1733(अ), तारीख 11 अक्तूबर, 2007;
2. का.आ. 3067(अ), तारीख 1 दिसंबर, 2009;
3. का.आ. 695(अ), तारीख 4 अप्रैल, 2011;
4. का.आ. 2896 (अ), तारीख 13 दिसंबर, 2012; और
5. का.आ. 674(अ), तारीख 13 मार्च, 2013

MINISTRY OF ENVIRONMENT AND FORESTS
NOTIFICATION

New Delhi, the 22nd August, 2013

S.O. 2559(E).- Whereas by notification of the Government of India in the Ministry of Environment and Forests vide number S.O.1533(E), dated the 14th September, 2006 issued under sub-section (1) and clause (v) of sub-section (2) of section (3) of the Environment (Protection) Act, 1986 read with clause (d) of sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986, the Central Government directed that on and from the date of its publication, the required construction of new projects or activities or the expansion or modernization of existing projects or activities listed in the Schedule to the said notification entailing the capacity addition with change in process or technology and or product mix shall be undertaken in any part of India only after prior environmental clearance from the Central Government or as the case may be, by the State level Environment Impact Assessment Authority, duly constituted by the Central Government under sub-section (3) of section 3 of the said Act, in accordance with the procedure specified therein;

And whereas the Government of India in the Ministry of Environment and Forests had constituted a High Level Committee under the Chairmanship of Member (Environment and Forests and Science and Technology), Planning Commission, vide OM No.21-270/2008-IA.III dated the 11th December, 2012 to review the provisions of Environmental Impact Assessment Notification, 2006 relating to granting Environmental Clearances for Roads, Buildings and Special Economic Zone projects and provisions under the OM dated the 7th February, 2012 issued by the Ministry of Environment and Forests regarding guidelines for High Rise Buildings;

And whereas one of the terms of reference (ToR) of the Committee was to review the requirement of Environmental Clearance for highway expansion projects up to the right of way of 60 meters and length of 200 kms under Environmental Impact Assessment notification;

And whereas the Committee has submitted its report to the Ministry and on this ToR, the Committee has recommended exempting highway expansion projects from the requirement of scoping and that Environmental Impact Assessment or Environment Management Plan for highway expansion projects may be prepared on the basis of model ToRs to be posted on Ministry's website and in respect of requirement of environmental clearance, the Committee has recommended that expansion of National Highway projects up to 100 kms involving additional right of way or land acquisition up to 40 mts on existing alignments and 60 mts on re-alignments or by-passes may be exempted from the preview of the notification;

And whereas the report of the Committee has been examined in the Ministry of Environment and Forests. Earlier, vide notification S.O. 3067(E), dated the 1st December 2009 all State Highway expansion projects, except those in hilly terrain (above 1000 m AMSL) and ecologically sensitive areas, have already been exempted from the purview of the Environmental Impact Assessment notification, 2006.

And whereas, keeping inter-alia in view the foregoing, the Ministry of Environment and Forests has decided to accept the aforesaid recommendations of the High Level Committee constituted vide OM No.21-270/2008-IA.III, dated the 11th December 2012;

Now, therefore in exercise of the powers conferred by sub-section (1) and clause (v) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986 (29 of 1986) read with sub-rule (4) of rule (5) of the Environment (Protection) Rules, 1986, the Central Government hereby makes the following further amendment to the notification of the Government of India, in the Ministry of Environment and Forests number S.O. 1533(E), dated the 14th September, 2006 after having dispensed with the requirement of notice under clause (a) of sub-rule (3) of the said rule 5 in public interest, namely:—

2. In the said notification, —

(a) in paragraph 7, in sub-paragraph II, for item (i), the following item shall be substituted, namely:

(i) "Scoping" refers to the process by which the Expert Appraisal Committee in the case of Category A projects activities, and State level Expert Appraisal Committee in the case of Category 'B1' projects or activities, including applications for expansion or modernization or change in product mix of existing projects or activities, determine detailed and comprehensive Terms of Reference (TOR) addressing all relevant environmental concerns for the preparation of an Environment Impact Assessment (EIA) Report in respect of the project or activity for which prior environmental clearance is sought and the Expert Appraisal Committee or State level Expert Appraisal Committee concerned shall determine the terms of reference on the basis of the information furnished in the prescribed application Form I or Form 1A including terms of reference proposed by the applicant, a site visit by a sub-group of Expert Appraisal Committee or State level Expert Appraisal Committee concerned only if considered necessary by the Expert Appraisal Committee or State Level Expert Appraisal Committee concerned, terms of Reference suggested by the applicant if furnished and other information that may be available with the Expert Appraisal Committee or State Level Expert Appraisal Committee concerned:

Provided that the following shall not require Scoping—

- (i) all projects and activities listed as Category 'B' in item 8 of the Schedule (Construction or Township or Commercial Complexes or Housing);
- (ii) all Highway expansion projects covered under entry (ii) of column (3) and column (4) under sub-item (f) of item 7 of the Schedule:

Provided further that—

- A. the projects and activities referred to in clause (i) shall be apprised on the basis of Form I or Form 1A and the conceptual plan;
- B. The projects referred to in clause (ii) shall prepare EIA and EMP report on the basis of model TOR specified by Ministry of Environment and Forests;

(b) in the Schedule, against sub-item (f) of item 7, in column (3), for the entry (ii), the following entry shall be substituted, namely:—

- "(ii) Expansion of National Highways greater than 100 km involving additional right of way or land acquisition greater than 40m on existing alignments and 60m on re-alignments or by-passes."

[F. No. 21-270/2008-IA.III]

AJAY TYAGI, Jt. Secy.

Note: The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (ii) vide notification number S.O. 1533(E), dated the 14th September, 2006 and subsequently amended as follows:—

1. S.O. 1737 (E), dated the 11th October, 2007;
2. S.O. 3067 (E), dated the 1st December, 2009;
3. S.O. 695 (E), dated the 4th April, 2011;
4. S.O. 2896 (E), dated the 13th December, 2012; and
5. S.O.674(E), dated the 13th March, 2013



भारतसरकार
GOVERNMENT OF INDIA
 पर्यावरण ,वनएवंजलवायुपरिवर्तनमंत्रालय
**MINISTRY OF ENVIRONMENT, FORESTS & CLIMATE
 CHANGE**
 Integrated Regional Office,
 Aranya Bhavan, Opp RBI, Saifabad, Hyderabad,
 Telangana 500004
 e-mail: irohyd.moefcc@gmail.com



F.No.4-TSB186/2021-HYD/45

Date 18th August, 2021

To,

The Special Chief Secretary to the Government,
 Environment, Forests, Science & Technology Department,
 Telangana State Secretariat, Hyderabad.

Subject: Diversion of 13.945 ha (9.038 ha in Nirmal Division and 4.907 ha in Khanapur Division) of forest land for widening and strengthening of existing intermediate lane / two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 extended in the State of Telangana under NH 61 extended in the State of Telangana under NH(O) through EPC mode in favour of the Regional Officer, MoRTH Hyderabad - reg.

Sir,

Please refer to the State Government's letter Nos.1897/For.I(1)/2021 dated 11.06.2021 and Letter No. 816/2021FCA.1 dated 06.07.2021 of the PCCF (HoFF) Telangana vide letter dated and online proposal No.FP/TG/ROAD/126851/2021 seeking prior approval of the Central Government for diversion of forest land in accordance with Section '2' of Forest (Conservation) Act, 1980 for the above mentioned project.

After careful consideration of the proposal of the State Government and as recommended by the Regional Empowered Committee (REC), I am to convey the Central Government's in principle approval (**Stage-I**) under Section '2' of Forest (Conservation) Act, 1980 for diversion of 13.945 ha (9.038 ha in Nirmal Division and 4.907 ha in Khanapur Division) of forest land for widening and strengthening of existing intermediate lane / two lane to two lane with paved shoulders from km 678+555 to km 699+655 of Nirmal to Khanapur section of NH 61 extended in the State of Telangana under NH 61 extended in the State of Telangana under NH(O) through EPC mode in favour of the Regional Officer, MORTH Hyderabad, subject to the following conditions:-

- (i) Legal status of the diverted forest land shall remain unchanged;

[Handwritten signature]

- (ii) Demarcation of the proposed forest area shall be carried out by erecting 4 feet high cement concrete pillars duly numbered at an interval of 20 meters at the cost of the User Agency;
- (iii) The State Forest Department shall carry out compensatory afforestation over an extent of **35.00 ha** in degraded forest area in Compt. No. 101 of Kadamba RF, Kanki Beat, Koutala Section of Sirpur Range of Kagaznagar Forest Division at the cost of the User Agency;
- (iv) Degraded forest land identified for CA purpose and CA scheme shall not be changed without prior approval of the Central Government;
- (v) The State Government shall charge the Net Present Value of the diverted forest land measuring **13.945 ha** from the User Agency as per the orders of the Hon'ble Supreme Court dated 28.03.2008 and 09.05.2008 in IA Nos.826 in 566 with related IA's in Writ Petition (Civil) No.202/1995;
- (vi) Additional amount of the Net Present Value (NPV) of the diverted forest land if any, becoming due after revision of the same by the Hon'ble Supreme Court of India in future, shall be charged by the State Government from the User Agency. The User Agency shall furnish an undertaking to this effect;
- (vii) All the funds received from the User Agency under the project shall be transferred/ deposited to CAMPA fund only through e-portal (<https://parivesh.nic.in/>);
- (viii) Felling of tree shall be carried out under the strict supervision of the DFO/ FDO concerned;
- (ix) Wherever feasible the State Forest Department shall carry out translocation of trees instead of resorting to felling, at the cost of the User Agency;
- (x) Required number of Animal Passages with appropriate specifications as per the MoEF and WII guidelines shall be constructed at the cost of the User Agency in consultation with forest department for easy movement of wild animals;
- (xi) The User Agency shall construct retaining walls and check walls wherever required, by consulting the DFO concerned, at the project cost;



- (xii) Construction of culverts/bridges, if any, over the natural streams/rivers/canals shall be done in such a manner that it does not hamper the natural course of water, does not give rise to water-logging, and also does not hamper movement of wild animals;
- (xiii) Roadside cuttings and fillings which require engineering support shall be provided as per the instructions of the DFO concerned so as to stabilize the soil;
- (xiv) The dug out material / overburden shall be dumped outside the forest area. Storage of any material shall not be done in the forest area;
- (xv) The User Agency shall raise and maintain multiple row avenue plantation as per NH model on either side of the road to the extent of double the number of trees felled as recommended by the CCF / Field Director, Project Tiger, Kawal Tiger Reserve, Nirmal;
- (xvi) Width of the road at specific chainages shall be as per the recommendations of the Forest Divisional Officers of the Khanapur and Nirmal Forest Division;
- (xvii) The chain link fencing shall be placed on either side of the passage of both side of road to a length of 100 m in a funnel model for diverting of Wildlife towards animal pass to cross the road;
- (xviii) The User Agency shall clear all the debris at the under pass and surroundings area immediately after the work completions and also periodically every 04 months;
- (xix) Animal crossing and speed limit signs of 30 KMPH in forest areas shall be erected;
- (xx) The speed control structures such as Rumble strips as is done in NH shall be placed at every 01 Km of road passing through Forest area.
- (xxi) Kindling of any fire in forest shall not be allowed and work of upgradation shall be done between **7AM to 5 PM** only;
- (xxii) Mitigation plan shall be revised to 10 years against the 3 years as proposed by the State Government and revised plan shall be submitted to IRO, Hyderabad along with the compliance report;



- (xxiii) The layout plan of the proposal shall not be changed without the prior approval of the Central Government;
- (xxiv) The User Agency shall provide fire wood preferably alternate fuel to labourers working at the site to avoid damage/tree felling and no labour camp shall be established inside the forest area;
- (xxv) Disturbance shall be kept minimum by creating labour camps outside the forest area as far as possible and it shall be the responsibility of the User Agency to ensure that the labourers & staff engaged in execution of work do not destruct nearby forest flora & fauna;
- (xxvi) The total forest area utilized for the project shall not exceed **13.945 ha** and the forest area diverted shall not be used for any purpose other than those shown in the diversion proposal. The User Agency shall furnish an undertaking to this effect;
- (xxvii) The forest land proposed for diversion shall under no circumstances be transferred or sublet to any other agency, department or person without prior approval of the Central Government;
- (xxviii) No additional or new path will be constructed inside the forest area for transportation of construction materials for execution of the project work.
- (xxix) The User Agency and the State Government shall ensure compliance to provisions of the all Acts, Rules, Regulations and Guidelines, for the time being in force, as applicable to the project;
- (xxx) Any other conditions that the Central Government or Regional Officer (Central) of Integrated Regional Office, Hyderabad may impose from time to time in the interest of afforestation, conservation and management of flora and fauna in the area, shall be complied by the User Agency;
- (xxxi) In the event of failure to comply with any of the above conditions the User Agency is liable for penal action as per the provisions under guidelines issued under FCA, 1980.
- (xxxii) The State Government shall process and submit compliance report on the above conditions through online(<https://parivesh.nic.in/>);



After receipt of the compliance report on above mentioned conditions, the proposal will be considered for final approval. This in-principle approval shall be valid for a period of 5 years from the date of issue of this letter. In the event of non-compliance of the above conditions, this in-principle approval shall automatically stand revoked after 5 years.

Yours faithfully,



(N.S.Murali)

Inspector General of Forests (Central)

Copy to:-

1. The Principal Chief Conservator of Forests, Forests Department / Nodal Officer (FCA), Govt. of Telangana Aranya Bhavan, Saifabad, Hyderabad, PIN- 500 004.
2. Regional Officer, MoRTH, Regional Office, Quality Control Building, Erum Manzil, Hyderabad-500082. sehyderabad@gmail.com
3. Guard file.



(N.S.Murali)

Inspector General of Forests (Central)