



इत्यमेव जयते



# भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)

## National Highways Authority of India

(Ministry of Road Transport and Highways, Govt. of India)

### परियोजना कार्यान्वयन इकाई ( सुपौल ), मधुबनी

पंडौल बाजार, मधुबनी-सकरी रोड, समीप इंडियन ऑयल पेट्रोल पंप, मधुबनी-847234

Project Implementation Unit, Supaul at Madhubani

Pandaul Bazar, Madhubani-Sakri Road, Near IOCL Petrol Pump, Madhubani -847234

ई-मेल/E-mail: piusupaul@nhai.org, piusupaul@gmail.com, टेली/Tele:-06276-291005

सं० मो०रा०रा०प्रा०/पकाई-सुपौल/Forest/48/2023/11



भारतमाला

प्रगति के पथ पर अग्रसर

दिनांक- 30.01.2025

प्रति,

वन प्रमंडल पदाधिकारी,  
मिथिला वन प्रमंडल, दरभंगा।

**विषय:** भारतमाला परियोजना के तहत मधुबनी जिलान्तर्गत उमगाँव-कलुआही (0.000-21.610 किमी० NH227L) पथ, साहरघाट-रहिका (0.000-26.135 किमी० NH227J) पथ, एवं विदेश्वर-स्थान-भेजा (0.000-25.915 कि०मी० NH527A) पथ चौड़ीकरण एवं सुदृढ़ीकरण- वन भूमि अपयोजन प्रस्ताव (FP/BR/ROAD/154991/2022) के संबंध में।

- संदर्भ:-**
1. इस कार्यालय का पत्रांक - 462 दिनांक- 08.11.2023
  2. इस कार्यालय का पत्रांक - 028 एवं 178 दिनांक- 15.01.2024 एवं 13.03.2024
  3. इस कार्यालय का पत्रांक - 675 दिनांक- 31.12.2024
  4. उप वन संरक्षक, कार्यालय, प्रधान मुख्य वन संरक्षक, का पत्रांक - 760, दिनांक-24.12.2024
  5. अपर प्रधान मुख्य वन संरक्षक, का पत्रांक- 21, दिनांक- 07.01.2025
  6. वन प्रमंडल पदाधिकारी, मिथिला वन प्रमंडल का पत्रांक- 129, दिनांक- 15.01.2025

महाशय,

कृपया विदित हो कि भारतमाला परियोजना मधुबनी जिलान्तर्गत उमगाँव-कलुआही (0.000-21.610 कि०मी० NH227L) पथ, साहरघाट-रहिका (0.000-26.135 कि०मी० NH227J) पथ, एवं विदेश्वर स्थान-भेजा (0.000-25.915 कि०मी० NH527A) पथ चौड़ीकरण एवं सुदृढ़ीकरण हेतु वन (संरक्षण) अधिनियम, 1980 के तहत वन भूमि अपयोजन प्रस्ताव IRO, Ranchi, MoEF&CC के 74वीं बैठक में प्रस्तुत किया गया था तथा समीक्षा के उपरांत चार बिन्दुओं पर पृच्छा हेतु संदर्भ (4) के माध्यम से अनुपालन का अनुरोध किया गया एवं संदर्भ (6) के माध्यम से 74वीं IRO, Ranchi, MoEF&CC के बैठक की कार्यवृत्ति अग्रसारित की गई।

इसी क्रम में पृच्छा की गई प्रेषित बिन्दुओं का अनुपालन निम्नलिखित है:-

S.No	Observation	Remarks
1	The forest area proposed for a diversion is now reduced from 39.1096ha to 32.27ha, yet at several entries in online application's Part-I the figure of 39.1096 is still present.	Editing rights of Area in Parivesh portal are with Nodal Officer, Forest Patna as per Monitoring Cell, MoEF&CC email date 15.11.2023, It is requested to modify the Area details by the Nodal level.
2	The reduced area is result of exclusion of high encroachment sections, bridge areas over some water bodies and few vegetation-rich roadside segments.	The KMZ has been revised as per the opinion of the Committee and based on the directions of DFO, Mithila accordingly, the Total Forest area proposed for diversion now comes to 37.507Ha.
3	The Committee expressed its surprise over the remark by NHAI representative who informed the committee that after the contextual joint inspection, those areas (which are excluded from the proposal) were found "non-notified land" and hence excluded from the proposal resulting into reduced area. The committee was on opinion that usually an entire stretch of the roadside is notified as forest and particular spots or patches of the roads are not excluded from such notifications.	The Area Details are attached as Annexure-I and Alignment(s) are also shown line diagram as Annexure-II showing Forest & Non-Forest part of the stretches.

4	The concerned DFO, citing his new joining, requested the committee that he would again look into the matter personally to modify/correct the proposal according to the related notification order.	
5	The committee also observed that due to aforementioned exclusion, the total alignment of the road is missing from the proposal. Therefore, user agency must correct the KML so that it clearly depicts the total alignment of the road and forest as well as non-forest areas within it.	The KMZ has been revised as per the opinion of the Committee and attached herewith.  Also, the alignment details for the Forest & non-forest part are enclosed as Annexure-II.
6	The committee requested user agency to submit the diversion application correctly. It also requested state authorities-DFO and nodal officer present there, to carefully examine the applications submitted by user agencies and to ensure that technically faulty applications are not forwarded to Regional Office level.	Noted.
7	The committee asked the user agency to submit the desired corrected application at the earliest so that the proposal can be taken up for further processing in its next meeting to avoid any more delay.	Noted.

अतः आपसे अनुरोध है कि उपरोक्त अनुपालन प्रतिवेदन (पत्र/ई-मेल के माध्यम से) के संबंध में अग्रेतर कार्यवाही अपने स्तर से करने की कृपा की जाय। साथ ही साथ Nodal Officer, Patna से अनुरोध है कि Area में संशोधन संलग्नित Annexures के आधार पर किया जा सकता है।

यह पत्र इस कार्यालय के पत्रांक-30, दिनांक- 23.01.2025 का अधिक्रमण (Supersede) करता है।

विश्वासभाजन,

संलग्नक:- उपरोक्त।

मुद्रांकित  
30.1.25

(एम० के० परगनिहा)

उप-महाप्रबंधक(तक०)-सह-परियोजना निदेशक

प्रतिलिपि:- 1. क्षेत्रीय कार्यालय, पटना को सादर सूचनार्थ।

2. उप वन संरक्षक, कार्यालय, प्रधान मुख्य वन संरक्षक, (कैम्पा एवं वन संरक्षक संभाग), बिहार, पटना, को सादर सूचनार्थ।

Component wise breakup			
S.no	Component	Forest Land(ha.)	Non-Forest Land(ha.)
1	Section-I : Road widening and Construction	10.16	65.26
2	Section-II : Road widening and Construction	15.41	54.04
3	Section-IV : Road widening and Construction	11.94	65.57
Total~		37.507	184.871



Villages wise breakup			
S.no	Village	Forest Land (ha.)	Non-Forest Land (ha.)
Section - I			
1	Hatwariya	1.652	0.875
2	Umagaon	0.845	0.812
3	Mangpatti	0.275	0.323
4	Mohanpura	0.200	0.191
5	Bituhar	0.159	0.105
6	Kalna	1.536	1.456
7	Basopatti	0.235	16.305
8	Hathapur	1.609	7.614
9	Manmohan	1.753	2.171
10	Arghawa	0.867	2.988
11	Mahadeao Patti	0.000	0.075
12	Malma	1.026	19.697
13	Harpur	0.000	6.083
14	Dhanga	0.000	6.569
Sub-Total~		10.158	65.264
Section - II			
15	Shahar	2.0553	4.0888
16	Baswariya	0.0000	2.5596
17	Loma	0.0000	2.0122
18	Behata	0.0000	1.6531
19	Salempur	0.0000	6.8909
20	Deuri	0.0000	0.6023
21	Dhanauja	0.0000	8.1674
22	Uchaith	0.0225	3.9190
23	Benipatti	1.3854	15.9515
24	Jagat	0.0000	1.3842
25	Parsauna	4.3574	0.0053
26	Dhagjara	1.0507	1.5786
27	Aerua	0.0683	0.2358
28	Parkhauli Tikuli	1.2938	1.4317
29	Anrer	2.3457	2.2078
30	Baijalpur	1.3728	0.2964

Villages wise breakup			
S.no	Village	Forest Land (ha.)	Non-Forest Land (ha.)
31	Sirampur	0.0000	0.0641
32	Tola lak Sayar	0.9255	0.0833
33	Hasanpur	0.1110	0.3176
34	Satlakha	0.4241	0.5897
Sub-Total~		15.412	54.0393
Section - IV			
35	Lohna	2.0834	1.9912
36	Dubauli Khaira	0.4318	5.3729
37	Madanpur	0.3487	0.7400
38	Daia Khaorwar	0.4461	3.6439
39	Kaithinia	0.0000	2.1909
40	Lakhnaur	4.1750	10.5779
41	Umri	0.7384	1.1733
42	Laufa	1.2415	5.4887
43	Pachahi	1.4009	5.4945
44	Nawada	0.0000	6.4749
45	Betauna	0.0000	2.9328
46	Bhakrain	0.0000	0.7778
47	Rohua	0.0000	3.2102
48	Rutaul	0.0000	4.0561
49	Madhu Sagram	0.0000	4.4918
50	Kharik	0.0000	0.1717
51	Madhepur	1.0705	6.5211
52	Bheja	0.0000	0.2582
Sub-Total~		11.93636	65.568
Total~		37.507	184.87

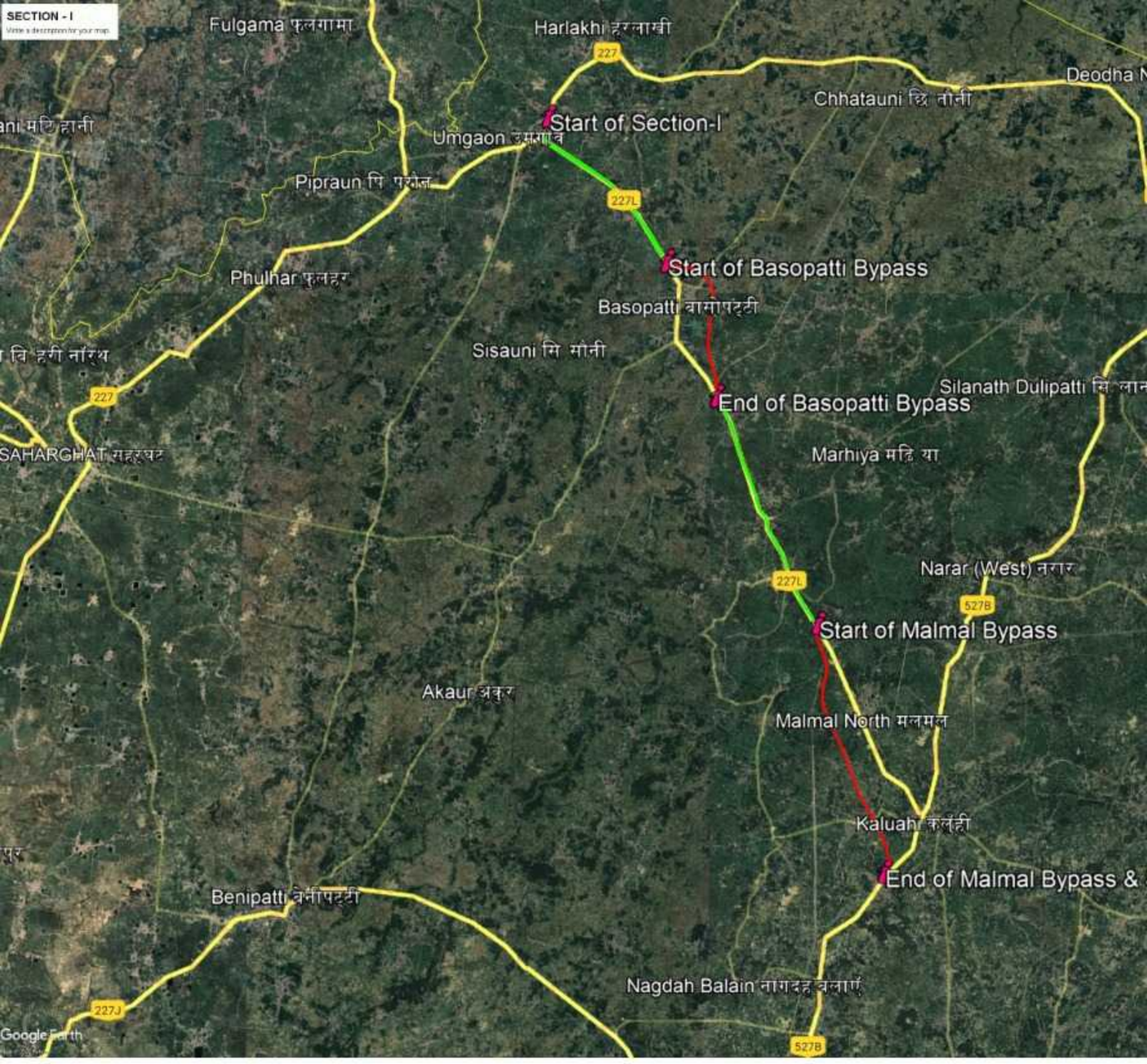
## Details of Alignment

Name of stretch	Existing MDR/SH/VR	Declared NH No.	Length (km)	Forest (PF) Part/Section	Non- PF Part/Section
<b>Section-I:</b> Hatwaria, near Umagaon-Basopatti-Kaluahi (Design km. 0.000 to km. 21.609)	MDR	NH-227L	21.610	Umagaon to Kaluahi	-
<b>Section-II:</b> Saharghat-Uchait- Benipatti-Rahika (Design km. 0.000 to Km. 26.130)	SH 75	NH-227J	26.130	Saharghat to Baswariya (Km 0+000 to 1+500)	-
	MDR			-	Basbariya to Dhanauja (Km 1+500 to 8+375)
	SH 52			Benipatti to Rahika (Km 13+830 to 26+130)	-
<b>Section-IV:</b> Km 96 Junction of NH 27 at Bideshwarasthan - Kamla Balan Bridge – Laufa – Bheja near west Kosi river Bandh (Design Km. 0.000 to Km. 25.915)	MDR	NH-527A	25.915	Bideshwar-sthan to Madhepur (Lakhmipur Chowk) (Km 0+000 to 18+900)	-
	VR			-	Madhepur (Lakhmipur Chowk) to Bheja (18+900 to 25+915)

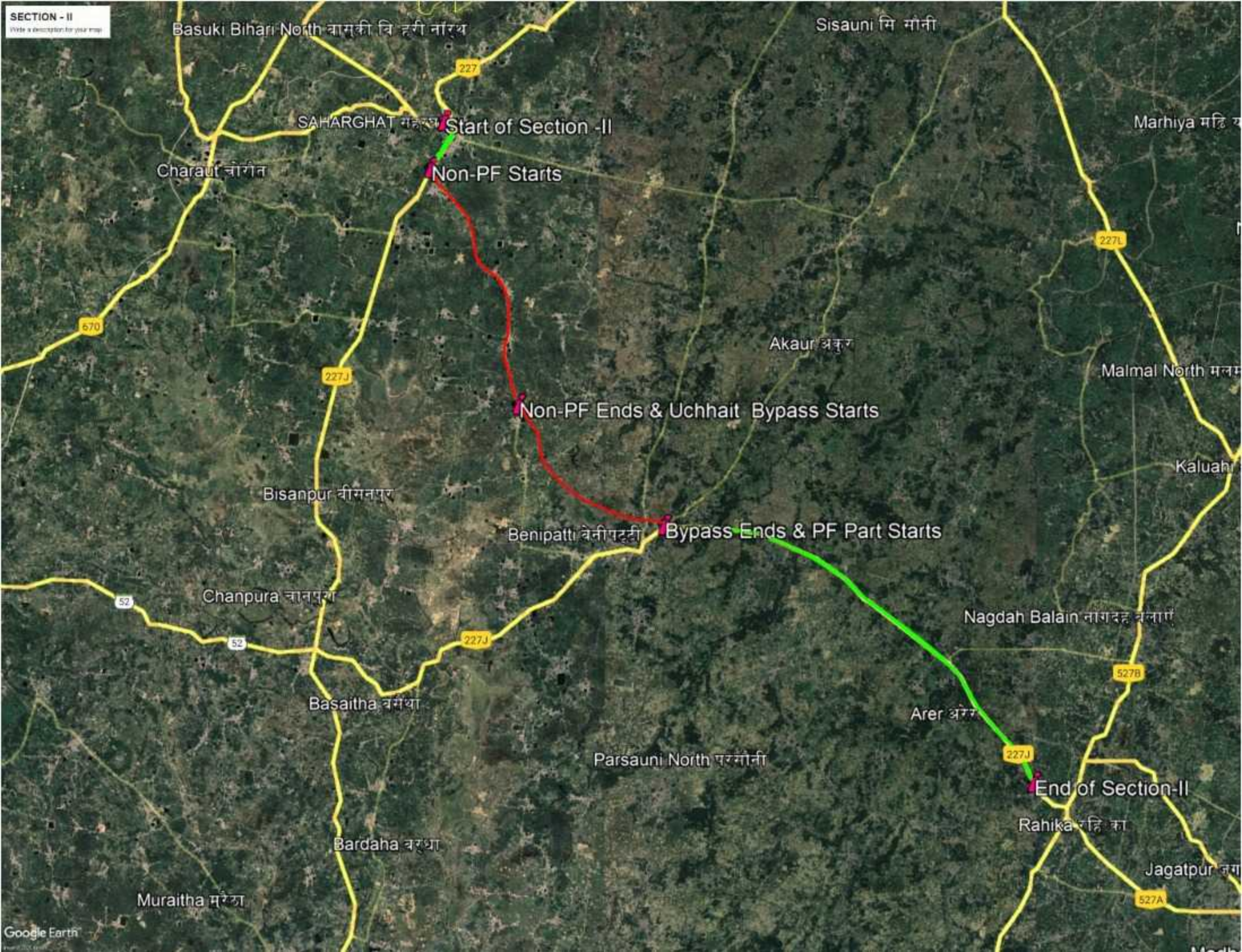
## Details of Bypass

Sl. No	Name of the Bypasses/Realignment	Design Chainage (km)		Side	Des. Length (km)
		From	To		
1	Basopatti Bypass	5+100	9+150	Left	4.05
2	Malmal Bypass	15+180	21+609	Right	6.429
3	Uchait Bypass	8+375	13+830	Left	5.455
4	Rahua Sangram	23+950	25+570	Left	1.62

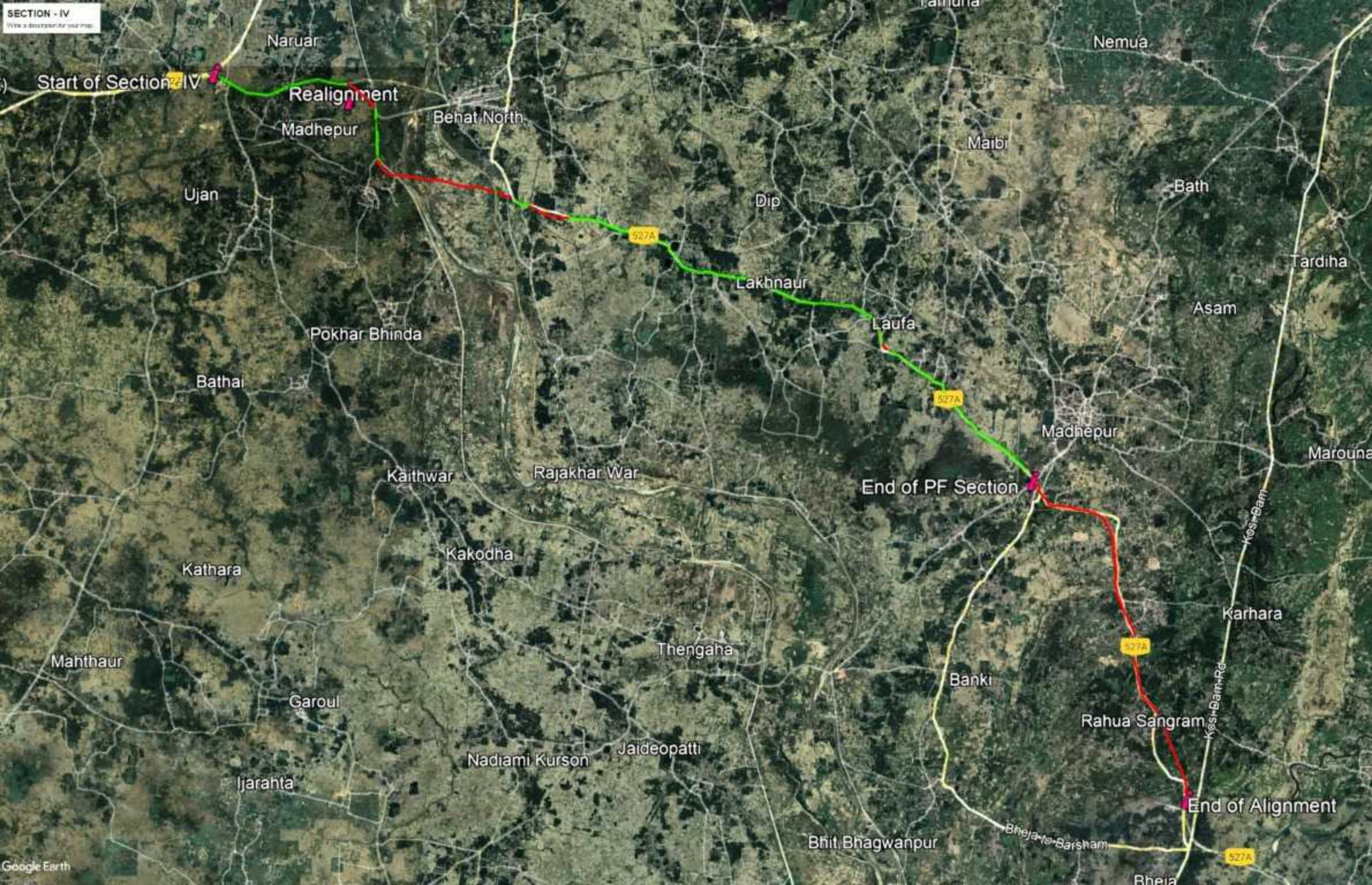














Fw: Bhartmala Parijoyna Package -1 Section I, II & IV - Umagaon Kaluahi Saharghat Rahika Bideshwar Bheja - Proposal No. FP/BR/ROAD/154991/2022 - Issue in updation of Forest/Non-Forest area in Parivesh portal -reg.

PIU Supaul, NHAI

Fri 17-Nov-23 11:16 AM

to:apccfcampa.bih@gmail.com <apccfcampa.bih@gmail.com>; dfodarbhanga@gmail.com <dfodarbhanga@gmail.com>;

Cc:Mukhopadhyay Dr.Biswajit, Env. Division <biswajit@nhai.org>;

Sir,

This is in reference to email dated 15.11.2023, vide which, it was requested to allow User Agency (UA) for the modification of area mentioned in the Forest Proposal no. FP/BR/ROAD/154991/2022 on the portal .

In this regard, vide Monitoring Cell (FC) email dated 15.11.2023, it has been conveyed that "*the option to update Project Division, Project District, Change area, Recommendation Letter and Signed Acknowledgment Letter is now available to the State Nodal Officer*". Accordingly, concerned office i.e. NIC/State Nodal may be requested to modify the area from 39.1096Ha to 32.2700Ha on the portal for the said proposal so that proposal can be processed through portal.

सादर / With Regards,

परियोजना निदेशक का कार्यालय,

**Office of the Project Director,**

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण,

**NATIONAL HIGHWAYS AUTHORITY OF INDIA,**

पकाई- सुपौल (मधुबनी) / PIU-Supaul at Madhubani,

पंडौल बाजार, मधुबनी-सकरी रोड, /Pandaul Bazaar, Madhubani- Sakri Road,

इंडियन ऑयल पेट्रोल पम्प के नजदीक, पंडौल, /Near Indian Oil Petrol Pump, Pandaul,

जिला- मधुबनी, बिहार/ Dist. - Madhubani, Bihar -847234.

 Please consider the environment before printing this email

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**From:** Monitoring Cell <monitoring-fc@nic.in>

**Sent:** Wednesday, November 15, 2023 2:32 PM

**To:** PIU Supaul, NHAI

**Subject:** Re: Bhartmala Parijoyna Package -1 Section I, II & IV - Umagaon Kaluahi Saharghat Rahika Bideshwar Bheja - Proposal No. FP/BR/ROAD/154991/2022 - Issue in updation of Forest/Non-Forest area in Parivesh portal -reg.

Dear Sir,

As per the trailing mail , the option to update Project Division, Project District , Change area, Recommendation Letter and Signed Acknowledgment Letter is now available to the State Nodal Officer .

Regards,

Monitoring Team,

Forest and Climate Change Informatics Division (FCCID)

Ministry of Environment, Forest and Climate Change.

Room no. A-338, 3rd Floor, Agni-Block

Indira Paryavaran Bhawan Jor Bagh Road, New Delhi-110003

Toll Free Number.1800119792

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**From:** piusupaul@nhai.org

**To:** "Monitoring Cell" <monitoring-fc@nic.in>

**Sent:** Wednesday, November 15, 2023 1:30:49 PM

**Subject:** Bhartmala Parijoyna Package -1 Section I, II & IV - Umagaon Kaluahi Saharghat Rahika Bideshwar Bheja - Proposal No. FP/BR/ROAD/154991/2022 - Issue in updation of Forest/Non-Forest area in Parivesh portal -reg.

Sir,



This has reference to Forest Proposal no. **FP/BR/ROAD/154991/2022** which was reviewed by IRO, Ranchi on dated 26.09.2023 and some observation were raised. Further, based upon the Joint site visit on 16.10.2023, it was informed vide DFO, Mithila letter no. 2058 dated 30.10.2023 (*copy enclosed*), that a part/section of the stretch is Non-Notified Protected Forest and therefore it was requested to submit the Revised Forest proposal.

Accordingly, the said Forest Proposal has been revised duly complying the observations. However, user Agency is unable to update area of Forest/Non-Forest land in the Portal as the cells are Frozen and alert message is popping-up mentioning that " *Sum of area of Forest land to be diverted in all divisions must be equal to Total Area of Forest land proposed for diversion* " (*screenshots attached*).

Therefore, in view of the above, it is requested to allow the User Agency (UA) to update/modify the Project details/Details of Land required for the Project so that, the revised Forest/Non-Forest area(s) can be updated in the portal under respective heads.

सादर / With Regards,

परियोजना निदेशक का कार्यालय,

**Office of the Project Director,**

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण,

**NATIONAL HIGHWAYS AUTHORITY OF INDIA,**

पकाई- सुपौल (मधुबनी) / **PIU-Supaul at Madhubani,**

पंडौल बाजार, मधुबनी-सकरी रोड, /Pandaul Bazaar, Madhubani- Sakri Road,

इंडियन ऑयल पेट्रोल पम्प के नजदीक, पंडौल, /Near Indian Oil Petrol Pump, Pandaul,

जिला- मधुबनी, बिहार/ Dist.- Madhubani, Bihar -847234.



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**Species-wise local/scientific names and girth-wise enumeration of trees at FRL**

S. No.	Scientific Name	Local Name	(0-30)cm.	(31-60)cm.	(61-90)cm.	(91-120)cm.	(121-150)cm.	(>150)cm.
1	Misc. Species		86	941	1300	652	366	492
Total			3837					
Sub Total (No of Trees.)			3837					



Revised - Total Summary of Tree Cutting/ Translocation							
S.No.	Stretch	Range	Particular	RHS	LHS	Total	Remarks
1	Umagoan- kaluahi, NH227L, (Section-I)	Benipatti	Cut	86	52	138	
			Translocate	13	18	31	
		Madhubani	Cut	143	198	341	
			Translocate	21	11	32	
2	Saharghat- Rahika, NH 227J, (Section-II)	Benipatti	Cut	830	887	1717	
			Translocate	174	412	586	
		Madhubani	Cut	29	32	61	
			Translocate	17	41	58	
3	Bideshwar sthan- Bheja, NH527A (Section IV)	Jhanjharpur	Cut	345	335	680	
			Translocate	81	112	193	
Total~				1739	2098	3837	

Suplementry list of Tree							
S.n	Girth	Dia	Section-I	Section-II	Section-III	Section-IV	Total
a	Girth upto 300mm	Below 30cm	1	0	0	0	1
b	Girth from 300 mm to 600 mm	30-60 cm	8	0	0	8	16
c	Girth from 600 mm to 900 mm	60-90 cm	18	0	0	12	30
d	Girth from 900 mm to 1800 mm	90-180 cm	29	0	0	42	71
e	Girth above 1800 mm	above 180 cm	5	0	0	21	26
						Total-	144



L.H.S							
भारतमाला परियोजना पैकेज-1, सेक्सन-1 (उमगाँव से कलुआही) सड़क के बायीं ओर अधिसूचित सरकारी जमीन में पड़ने वाले पेड़ों की सूची।							
S.No	Chainage	Tree Species name	Girth (C.m)	Standing/Fallen	Green/Dried/HRD/(Hollow,rotten,damaged)	To be Felled/to be protected/to be translocated	Comment
1		आम	60	Standing	Green	To be Felled	
2		कचनार	155	Standing	Green	To be Felled	
3		जिलेबी	180	Standing	Green	To be Felled	
4		आम	110	Standing	Green	To be Felled	
5		सिरिस	110	Standing	Green	To be Felled	
6		सिरिस	110	Standing	Green	To be Felled	
7		आम	60	Standing	Green	To be Felled	
8		अर्जुन	120	Standing	Green	To be Felled	
9		आम	70	Standing	Green	To be Felled	
10		सिरिस	85	Standing	Green	To be Felled	
11		सिरिस	75	Standing	Green	To be Felled	
12		अर्जुन	135	Standing	Green	To be Felled	
13		सिरिस	85	Standing	Green	To be Felled	
14		सिरिस	75	Standing	Green	To be Felled	
15		आम	95	Standing	Green	To be Felled	
16		आम	90	Standing	Green	To be Felled	

सारांश	L.H.S	Total
पेड़ों की संख्या-	16	16
	कुल-	16
पुनस्थापन होने वाले पेड़ों की संख्या	0	0
पातन होने वाले पेड़ों की संख्या	16	16

R.H.S							
भारतमाला परियोजना पैकेज-1, सेक्सन-1 (उमगाँव से कलुआही) सड़क के दायी ओर अधिसूचित सरकारी जमीन में पड़ने वाले पेड़ों की सूची।							
S.No	Chainage	Tree Species name	Girth (C.m)	Standing/Fallen	Green/Dried/HRD/(Hollow, rotten, damaged)	To be Felled/to be protected/to be translocated	Comment
1		सिरिस	150	Standing	Green	To be Felled	
2		सिरिस	90	Standing	Dried	To be Felled	
3		सिरिस	100	Standing	Green	To be Felled	
4		सिरिस	160	Standing	Green	To be Felled	
5		जलगम्हार	110	Standing	Green	To be Felled	
6		जलगम्हार	100	Standing	Green	To be Felled	
7		बरगद	380	Standing	Green	To be Felled	
8		सिरिस	110	Standing	Green	To be Felled	
9		ईमली	75	Standing	Green	To be Felled	
10		सिरिस	85	Standing	Green	To be Felled	
11		जिलेबी	120	Standing	Green	To be Felled	
12		जलगम्हार	100	Standing	Green	To be Felled	
13		जलगम्हार	200	Standing	Green	To be Felled	
14		अर्जुन	120	Standing	Green	To be Felled	
15		जिलेबी	90	Standing	Green	To be Felled	
16		जिलेबी	80	Standing	Green	To be Felled	
17		जिलेबी	75	Standing	Green	To be Felled	
18		सेमल	65	Standing	Green	To be Felled	
19		सिरिस	120	Standing	Green	To be Felled	
20		सिरिस	100	Standing	Green	To be Felled	
21		सेमल	150	Standing	Green	To be Felled	
22		सेमल	60	Standing	Green	To be Felled	
23		सेमल	135	Standing	Green	To be Felled	
24		अर्जुन	115	Standing	Green	To be Felled	
25		सेमल	160	Standing	Dried	To be Felled	
26		सेमल	100	Standing	Green	To be Felled	
27		जिलेबी	200	Standing	Dried	To be Felled	
28		सेमल	28	Standing	Green	To be translocated	
29		आम	40	Standing	Green	To be translocated	
30		आम	50	Standing	Green	To be translocated	
31		आम	35	Standing	Green	To be translocated	
32		अर्जुन	110	Standing	Green	To be Felled	
33		आम	40	Standing	Green	To be translocated	
34		आम	85	Standing	Green	To be Felled	
35		आम	90	Standing	Green	To be Felled	
36		सिरिस	75	Standing	Green	To be Felled	
37		आम	80	Standing	Green	To be Felled	
38		आम	100	Standing	Green	To be Felled	
39		सिरिस	100	Standing	Green	To be Felled	
40		आम	85	Standing	Green	To be Felled	
41		आम	40	Standing	Green	To be translocated	
42		आम	A-100 B-60	Standing	Green	To be Felled	
43		आम	100	Standing	Green	To be Felled	
44		सिरिस	120	Standing	Green	To be Felled	
45		जिलेबी	A-80 B-60	Standing	Green	To be Felled	

सारांश	R.H.S	Total
पेड़ों की संख्या-	45	45
कुल-		45
पुनस्थापन होने वाले पेड़ों की संख्या	6	6
पातन होने वाले पेड़ों की संख्या	39	39



L.H.S

भारतमाला परियोजना पैकेज-1, सेक्सन-4 (विदेश्वरस्थान से भेजा ) सडक के बायीं ओर अधिसूचित सरकारी जमीन में पडने वाले पेड़ों की सुची।

S.No	Chainage	Tree Species name	Girth (C.m)	Standing/Fallen	Green/Dried/HRD/(Hollow, rotten, damaged)	To be Felled/to be protected/to be translocated	Comment
1		जलगम्हार	200	Standing	Green	To be Felled	
2		जलगम्हार	145	Standing	Green	To be Felled	
3		जलगम्हार	145	Standing	Green	To be Felled	
4		जलगम्हार	120	Standing	Green	To be Felled	
5		जलगम्हार	140	Standing	Green	To be Felled	
6		जलगम्हार	110	Standing	Green	To be Felled	
7		जलगम्हार	120	Standing	Green	To be Felled	
8		जलगम्हार	220	Standing	Green	To be Felled	
9		जलगम्हार	180	Standing	Green	To be Felled	
10		अर्जुन	A-160 B- 200 C-120	Standing	Green	To be Felled	
11		अर्जुन	A-175 B- 150 C-130	Standing	Green	To be Felled	
12		बरगद	500	Standing	Green	To be Felled	
13		आम	80	Standing	Green	To be Felled	
14		आम	70	Standing	Green	To be Felled	
15		आम	90	Standing	Green	To be Felled	
16		आम	50	Standing	Green	To be translocated	
17		महोगनी	60	Standing	Green	To be Felled	
18		महोगनी	70	Standing	Green	To be Felled	
19		कदम	A-80 B-100	Standing	Green	To be Felled	
20		महोगनी	A-90 B-40	Standing	Green	To be Felled	
21		सिरिस	60	Standing	Green	To be Felled	
22		कदम	A-65 B-45	Standing	Green	To be Felled	
23		सिरिस	80	Standing	Green	To be Felled	
24		अर्जुन	250	Standing	Green	To be Felled	
25		अर्जुन	300	Standing	Green	To be Felled	
26		अर्जुन	250	Standing	Green	To be Felled	
27		आम	85	Standing	Green	To be Felled	
28		आम	90	Standing	Green	To be Felled	
29		जिलेबी	145	Standing	Green	To be Felled	
30		जामुन	70	Standing	Green	To be Felled	
31		सिरिस	120	Standing	Green	To be Felled	
32		कचनार	35	Standing	Green	To be translocated	
33		कचनार	40	Standing	Green	To be translocated	
34		कचनार	30	Standing	Green	To be translocated	
35		कचनार	30	Standing	Green	To be translocated	

सारांश	L.H.S	Total
पेड़ों की संख्या-	35	35
कुल-		35
पुनर्स्थापन होने वाले पेड़ों की संख्या	5	5
पातन होने वाले पेड़ों की संख्या	30	30

R.H.S							
भारतमाला परियोजना पैकेज-1, सेक्सन-4 (विदेशवरस्थान से भेजा ) सड़क के दायीं ओर अधिसूचित सरकारी जमीन में पड़ने वाले पेड़ों की सूची।							
S.No	Chainage	Tree Species name	Girth (C.m)	Standing/Fallen	Green/Dried/HRD/(Hollow, rotten, damaged)	To be Felled/to be protected/to be translocated	Comment
1		जलगम्हार	115	Standing	Green	To be Felled	
2		जलगम्हार	155	Standing	Green	To be Felled	
3		जलगम्हार	165	Standing	Green	To be Felled	
4		जलगम्हार	145	Standing	Green	To be Felled	
5		जलगम्हार	155	Standing	Green	To be Felled	
6		अर्जुन	170	Standing	Green	To be Felled	
7		अर्जुन	155	Standing	Green	To be Felled	
8		अर्जुन	205	Standing	Green	To be Felled	
9		अर्जुन	200	Standing	Green	To be Felled	
10		सिरिस	190	Standing	Green	To be Felled	
11		अर्जुन	145	Standing	Green	To be Felled	
12		अर्जुन	150	Standing	Green	To be Felled	
13		अर्जुन	160	Standing	Green	To be Felled	
14		अर्जुन	130	Standing	Green	To be Felled	
15		अर्जुन	100	Standing	Green	To be Felled	
16		अर्जुन	180	Standing	Green	To be Felled	
17		अर्जुन	160	Standing	Green	To be Felled	
18		अर्जुन	120	Standing	Green	To be Felled	
19		अर्जुन	160	Standing	Green	To be Felled	
20		अर्जुन	150	Standing	Green	To be Felled	
21		अर्जुन	80	Standing	Green	To be Felled	
22		अर्जुन	160	Standing	Green	To be Felled	
23		अर्जुन	150	Standing	Green	To be Felled	
24		अर्जुन	150	Standing	Green	To be Felled	
25		अर्जुन	A-140 B-110	Standing	Dried	To be Felled	
26		अर्जुन	A-140 B-120	Standing	Green	To be Felled	
27		अर्जुन	A-150 B-110	Standing	Dried	To be Felled	
28		अर्जुन	120	Standing	Green	To be Felled	
29		अर्जुन	110	Standing	Green	To be Felled	
30		अर्जुन	130	Standing	Green	To be Felled	
31		अर्जुन	120	Standing	Green	To be Felled	
32		अर्जुन	140	Standing	Green	To be Felled	
33		अर्जुन	120	Standing	Green	To be Felled	
34		अर्जुन	140	Standing	Green	To be Felled	
35		अर्जुन	A-130 B-90	Standing	Green	To be Felled	
36		अर्जुन	100	Standing	Green	To be Felled	
37		अर्जुन	70	Standing	Green	To be Felled	
38		अर्जुन	90	Standing	Green	To be Felled	
39		अर्जुन	110	Standing	Green	To be Felled	
40		अर्जुन	120	Standing	Green	To be Felled	
41		कदम	110	Standing	Green	To be Felled	
42		जलगम्हार	110	Standing	Green	To be Felled	
43		पाकड़	A-210 B-130	Standing	Green	To be Felled	
44		आम	90	Standing	Green	To be Felled	
45		आम	A-80 B-70	Standing	Green	To be Felled	
46		सेमल	160	Standing	Green	To be Felled	
47		आम	50	Standing	Green	To be translocated	
48		पीपल	A-170 B-110 C-190 D-170	Standing	Green	To be Felled	

सारांश	R.H.S	Total
पेड़ों की संख्या-	48	48
	कुल-	48
पुनर्स्थापन होने वाले पेड़ों की संख्या	1	1
पातन होने वाले पेड़ों की संख्या	47	47



## COST BENEFIT ANALYSIS

**Name of Project:** Diversion of Forest land Over an area of 39.1096 Ha under Forest Division Darbhanga (NH-227L, Umagaom to Kaluahi Ch. 0.000 to 21.609. NH-227J, Saharghat to Rahika Ch. 0.000 to 26.130. Part of NH-527A, Bideswar-sthan to Bheja Ch. 0.000 to 25.915) is proposed for diversion Rehabilitation, Up-gradation and Construction of Two Lane with paved Shoulder of Selected road stretches from Hatwaria near Umagaom Junction {Design Km 0.000} to Kaluahi {Design Km 21.609} (Section-I) NH-227L, Saharghat {Design Km 0.000} to Rahika {Design Km 26.130} (Section-II) NH-227J & Bideswar-sthan {Design Km 0.000} to Bheja {Design Km 25.915} (section-IV) NH-527A, total length of 73.655 km in Madhubani District of Bihar for National Highway Bharatmala Highway Project under NHAI, PIU Supaul.

### COST BENEFIT ANALYSIS AS PER 2017 GUIDELINES FOR FOREST LAND DIVERSION

**Table -A: Cases under which a cost-benefit analysis for forest diversion is required.**

Si.No.	Nature of proposal	Applicable/ Not applicable	Remarks
1	All categories of proposals involving forest land up to 20 hectares in plain applicable and up to 5 hectares in hills	Not Applicable	These proposals may be considered on case-to-case basis and value judgement
2	Proposal for defence installation purposes and oil prospecting (prospecting only)	Not Applicable	In view of national priority accorded to these sectors, the proposals would be critically assessed to help ascertain that the utmost minimum forestland is diverted for non-forest use
3	Habitation, establishment of Not industrial units, tourist lodges complex and other building construction.	Not Applicable	These activities being detrimental to protection and conservation of forest, as a matter of policy, such proposals would be rarely entertained.
4	All other proposals involving forest land more than 20 hectares in plains and more than 5 hectares in hills including roads, transmission lines, minor, medium and major irrigation projects, hydro projects, mining activity, railway lines, location specific installations like microwave stations, auto repeater centre TV tower etc.	Applicable (Road)	The present proposal is for diversion of 32.507 Ha., of forest land for widening and strengthening of existing roads and bypasses for National Highway under Forest Division Darbhanga in District Madhubani, under BRT corridor of NHAI.

**Table -B: Estimation of Cost of Forest Diversion**

Si.No.	Parameters	Remarks	Response
1	Ecosystem services losses due to Economic value of loss of eco-system services proposed due to diversion of forests at proposed forest diversion	Economic value of loss of eco-system services due to diversion of forests shall be the net present value (NPV) of the forest land being diverted as prescribed.  <i>Note: In case of National Parks, the NPV shall be ten (10) times the normal NPV and in case of Wildlife Sanctuary, the NPV shall be five (5) times the normal NPV or; otherwise prescribed by the ministry or any other competent authority.</i>	Total Forest area = 37.507Ha. = (37.507 x 9.57780) = 359.234lakh or 3.59Cr.
2	Loss of animal husbandry productivity, including loss of fodder	To be quantified and expressed in monetary term or 10% of NPV applicable whichever is maximum	35.923 Lakhs or 0.359Cr

3	Cost of Human resettlement	To be quantified and expressed in monetary term as per approved R & R plan	Not Applicable
4	Loss of Public facilities and administrative infrastructure (roads, building, schools, dispensaries, electric lines, railways, etc.) on forest land, which would require forest land if these facilities were diverted due to the project.	To be quantified and expressed in monetary term on actual cost basis at the time of diversion.	Utility Cost (PHED & Electrical) =1104.9438lakh or 11.05Cr.
5	Possession value of forest land diverted	30% of environmental cost (NPV) due to loss of forest or circle rate of adjoining area in the district should be added as a cost component as possession value of forest land whichever is maximum.	107.7703 Lakhs Or, 1.07Cr
6	Cost of suffering to Oustees	The social cost of rehabilitation of oustees (in addition to the cost likely to be incurred in providing residence, occupation, and social service as per R & R Plan) be workout as 1.5 times of what oustees should have earned in two years had he not been shifted.	Not applicable
7	Habitat Fragmentation Cost	While the relationship between fragmentation and forest goods and service is complex, for the sake of simplicity the cost due to fragmentation has been pegged at 50% of NPV applicable as thumb rule.	179.61727 Lakhs Or, 1.79Cr
8	Compensatory afforestation and soil & moisture conservation cost	The actual cost of compensatory afforestation and soil & moisture conservation and its maintenance in future at present discounted value.	183.11Lakhs or 1.83Cr
<b>Total =</b>			<b>1968.9Lakh or 19.689Cr.</b>

**Table-C: Existing guidelines for estimating benefits of forest-diversion in CBA**

Sl.No.	Parameters	Remarks	Response
1	Increase in productively attribute to the specific project	To be quantified & expressed in monetary term avoiding double counting	Due to Rehabilitation, Up-gradation and Construction of Two Lane with paved Shoulder configuration, there will be over all development of the project area. There would be easy and fast movement of the traffic, so that it will save time, save fuel and maintenance cost of the vehicle. This will also result in a reduction in congestion on road, save travel time and reduction in accident. It is assumed that due to widening of road will result in improved traffic conditions and saving the travel time will result in economic benefit of Rs.80,000lakh or 800Cr.
2	Benefits to economy due to the specific project	The incremental economic benefit in monetary term due to the activities attributed to the specific project.	<p>The project usually contributes the growth of local economy by increased commercial and agriculture and tourism activities due to improvement of highway.</p> <p>Following economic benefit due to project below:</p> <ol style="list-style-type: none"> <li>1. Reduce pollution level due to better road surface quality and increased traffic speed.</li> <li>2. Savings of fuel consumption and travel time.</li> <li>3. Vehicle operation cost will be reduced.</li> <li>4.Reduction in accidents as it will provide safe travel</li> <li>5 Social economic growth of unconnected remote area.</li> </ol> <p>Based on the economic analysis of the project. Economic Internal Rate of Return (EIRR) is as follows: 12.29% of 765.85Cr. = 94.122Cr.</p>



3	No. of population benefited due to specific project	As per the Detailed project report.	The Project Road passes through Madhubani, district having population of 44,76,044.				
4	Economic benefits due to of direct and indirect employment due to the Specific project.	As per the Detailed project report.	Direct and indirect employment will be generated during the construction and operation period. The proposed road would act as the prime artery for the economic flow to this region. It will enhance economic development, provide employment opportunities to locals, strengthen tourist development, and ensure road safety. Vehicle operating costs will also be reduced due to improved road quality. = 21.46 Cr.				
			Economic benefits due to direct and indirect employment due to the Specific Project.				
			1	Economic benefits due to Compensatory afforestation	Approx rate	Duration	Total
			a	Permanent/Regular Employment (Number of person): 50	500	6388	159700000
			b	Temporary Employment (Number of person-days): 150000	366	-	54900000
			Total				21.46 Cr.
5	Economic benefits due to compensatory afforestation	Benefits from such compensatory forestation accruing over next 50 years monetized and discounted to the present value should be included as benefits of compensatory afforestation.	NPV has been taken at the same rate as taken for calculation of cost. However, CA needs to be done for twice the area to be diverted. Hence, Economic benefit for CA are as follows: - 359.234 x2 = 718.468 Lakhs.				
		*For benefits of CA the guideline of the ministry for NPV estimation may be consulted.					
		Total =	92276.66 Lakhs 922.767 crore				

Sl. No	Description of cost	In Crore
1.	Total Civil Construction cost for the present proposal on pro rata basis	765.85
2.	Table-B, Estimation of cost of forest diversion	19.689
3.	Total Cost (1+2) =	785.539
4.	Total Benefit =	922.767
Benefit-Cost Ratio (B/C) =		1.17

# Tree Translocation Scheme (Tree Protection Plan)

## Brief Summary of Project (Umagoan- Saharsa Section - I, II & IV)

**Project Details:** - Preparation of Detailed Project Report for Rehabilitation, Up-gradation and Construction of Two Lane with Paved Shoulder of Package-1, Section-I (Umagoan to Kaluahi, NH-227L, Ch. 0.000 to 21.609), Section-II (Saharghat to Rahika, NH-227J, Ch. 0.000 to 26.130) & Section-IV (Bideshwar-asthan to Bheja, NH-527A, Ch. 0.000 to 25.915).

**Section: Umagoan - Saharsa:** - The Project Road is the part of Package-1, Section-I (Umagoan to Kaluahi, NH-227L), Section-II (Saharghat to Rahika, NH-227J) & Section-IV (Bideshwar-asthan to Bheja, NH-527A) connecting the district of Madhubani and Supaul in the State of Bihar.

## **Project Overview: -**

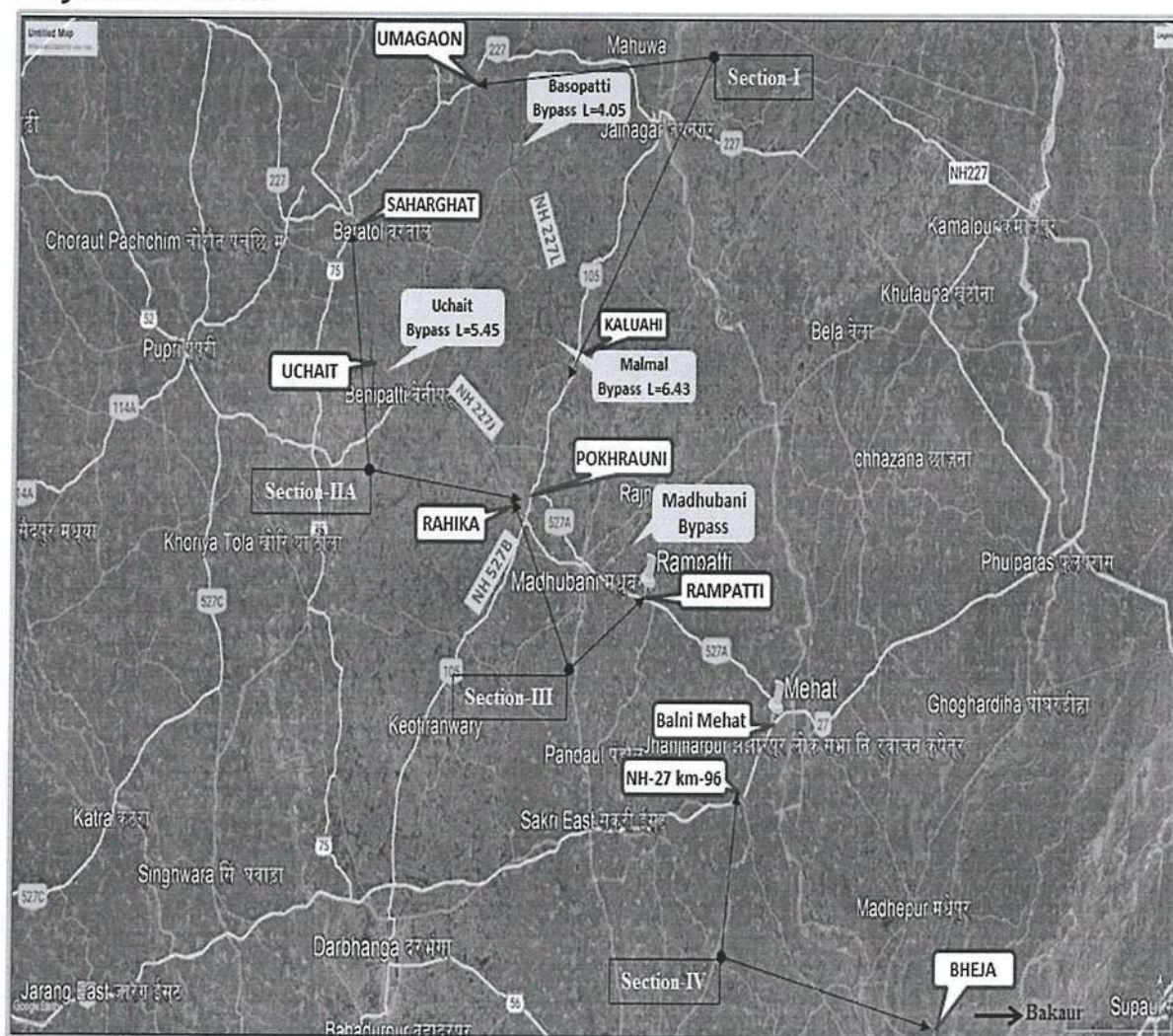




Table: The start and end point of Umagoan to Kaluahi, Saharghat to Rahika, & Bideshwar-asthan to Bheja.					
Sl. No.	Project Roads	Length	Traverse District	Last/Long (Starting)	Last/long (Ending)
1	Umagoan to Saharsa, Package-1, Section-I, II & IV.	73.655 Km	Madhubani	Sec-I: 26°37'10.97"N, 26°27'8.31"N Sec-II: 26°32'35.35"N, 26°23'18.72"N Sec-IV: 26°14'2.01"N, 26°6'53.17"N	Sec-I: 85°58'17.51"E, 86°3'18.04"E, Sec-II: 85°51'23.31"E, 86°0'36.61"E Sec-IV: 86°13'13.72"E, 86°23'59.72"E

The Proposed project road, Section-I starts at village Hatwaria at design chainage Km 0+000 where it follows the existing NH-227L and ends at Kaluahi, design chainage Km 21+609. Section-II starts at Village Saharghat at design chainage Km 0+000 follows the existing NH-227J and ends at Rahika, design chainage Km 26+130 and Section -IV, starts at village Lohna at design chainage Km 0+000 follows the existing NH-527A and ends at Bheja, design chainage Km 25+915. The proposed alignment confluence with nearly 52 villages directly or indirectly. The proposed road is passing through 9 tehsils viz., Harlakhi, Basopatti, Kaluyahi, Benipatti, Madhwapur, Rahika, Madhepur, Jhanjharpur, Lakhsaur in the districts of Madhubani.

#### **BYPASS/ REALIGNMENT -**

The approved alignment of Umgoan - Saharsa is strengthening and widening proposal of NH-227L, NH-227J & NH-527A. The project road is part of existing alignment and part realignment/bypasses. Details of bypasses are as follows: -

S.no.	Section	Bypass Name	Length (Km)
1	Section-I	Basopatti Bypass	4.05
2		Malmal Bypass	6.429
3	Section-II	Uchhait- Benipatti Bypass	5.455
4	Section-IV	Rahuga Sangram	1.62
Total			17.554

#### **Traffic Characteristics: -**

Daily traffic volumes were averaged to find the Average Daily Traffic (ADT). Seasonal correction factor is used to derive Annual Average Daily Traffic (AADT) from the observed Average Daily Traffic (ADT). Further, the AADT was also converted to PCUs using the conversion factors.

#### **DETAILS OF AFFECTED AREAS: -**

The entire linear stretch of roadside plantation along the highways is declared as protected forests. About nearly 3837 no. of Trees are affected within the proposed Project Section -I, II & IV. A total of 2937 nos. of Tress are needed to cut. List of Plants (900 nos.) which needs to be translocate.

## **1. Details of Identified Land For Translocation of Trees**

**Name of District of Identified Land:** - Madhubani.

**Location of Identified land for Translocation of Trees** = available space of RoW beyond embankment & Drain. Linear plan for Translocation is attached herewith.

**Name of Forest Division:** - Mithila (Darbhanga) Forest Division.

**No. of Trees for Translocation:** - 900 nos.

### **Calculation of Identified Land**

Required area for 01 Tree =  $2\text{m} \times 4\text{m} = 8\text{ m}^2$  (say  $10\text{ m}^2$ )

Therefore, Required Area for 900nos =  $10 \times 900 = 9000\text{ m}^2$  ( $0.9\text{ Ha} \sim 1\text{Ha.}$ )

**Required Length for Translocation of Trees with available width 2.0 meter** = 5Km.

**Available Length for Translocation of Trees**= 50Km (approx.)



## **Methodology of Trees Translocation**

Translocation is the term used to describe the digging and replanting of trees from one location to a new location. Due to the wide extent and morphology of tree root system, translocation of trees usually involves substantial removal of roots.

**Design and Documentation** - It is ensured that the requirements such as timing of root pruning, size of root ball, translocate and lifting requirement, monitoring, and post translocation maintenance, etc. shall be properly planned.

**Safety precautions** - Tree translocation, like other tree management works, would be conducted in a controlled and safe manner. Workers who shall involve in translocate trees will be given adequate instruction and supervision to ensure that tasks are completed in a safe manner.

### **Translocation operations**

**Tools and equipment** - All tools and equipment shall be appropriate to the operations and prepared in advance. Digging and root pruning tools shall be sharp and clean in order to cut without breaking, crushing or tearing roots. Mechanical digging and root pruning equipment shall be operated according to manufacturers' recommendations to minimise root damage.

Lifting cables, chains, straps, and/or slings shall be inspected and used according to manufacturers' instructions and specifications.

**Preparation of root ball** - Root pruning is sometimes required before translocation a tree. Sufficient time shall be allowed between preparation and final lifting for development of new roots capable of sustaining and continuing the growth of the translocated tree.

The root system of a woodland or open-grown tree will normally be widespread. Lifting such trees without initial preparation of a root ball will result in much of the root system being left in the soil. After translocation, the tree crown may then die back, or the tree may not be able to recover and will die eventually.

The root ball size shall varies depending on species, habit, location, and specific attributes which shall be as large as practicable to maximise the potential of survival during and after translocation while balancing other logistical and cost concerns.

The root ball sizes would be of a diameter and depth to encompass enough of the root system as necessary for establishment. Normally the diameter of a root ball is larger than its depth which seldom exceeds 1 metre.

**Pre-lifting operations** - Tree lifting operations shall be carefully timed so as to enable direct delivery to the receptor site. No translocation operations would commence until either the receptor site or the holding nursery is fully prepared. Tree uplifted must be translocated and watered the same day. Watering before lifting is recommended.

Before uplifting, outer edge of the previously dug trenches shall be loosened from the surrounding soil, and the root ball can be shaped with taper on the sides, slanting inward toward the base. The first cut around the perimeter of the root ball should be made with a sharp tool. Cuts A to avoid tearing or breaking the roots. The shaping and final cuts should be done by hand.

**Temporary support of trees before lifting** - A tree after root pruning shall not be having extent support during the interim of the translocate process. It may be vulnerable to inclement

weather, such as typhoon or heavy rainfall oval of the root system may sometimes aggravate the natural form and balance of a tree and is pe to tree failure. When the stability of a tree is likely to be jeopardized, a temporary support, such as guying or simple prop is essential.

**Lifting and handing of root-ball trees-** The root bull would be properly wrapped before lifting. Lifting shall be done by direct lift, with padded protection for the tree, using a machine of appropriate capacity connected to the support around the root ball, not to any other part of the trees. Trees shall not be lifted by the trunk as this can cause serious trunk injury but by its root ball which shall be properly prepared and wrapped. Root balls that are not properly protected would easy collapse during transplanting due to its own weight.

**Post-planting Care -** In case of translocation of trees within the project site amidst the construction activities, they will be well protected with robust fencing.

All newly translocated trees shall receive proper maintenance care to facilitate recovery of tree from the translocation shock. It would be ensuring the tree shall be stable before its root system is fully recovered to give support.

The stress of a tree shall be observed immediately after translocation or gradually after a period. Proper care after transplanting will help to assure survival and minimise stress and ensure a higher successful rate. Maintenance of translocate trees will be in continuation till one year.

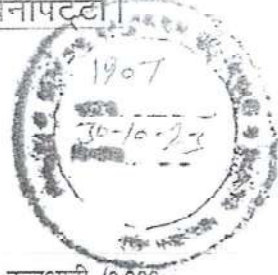


28/11/2023

28/11/23

कार्यालय वनों के क्षेत्र पदाधिकारी, बेनीपट्टी वन क्षेत्र, बेनीपट्टी।

पत्रांक :- 190 दिनांक :- 28.10.2023



सेवा में,

वन प्रमण्डल पदाधिकारी,  
मिथिला वन प्रमण्डल, दरभंगा

विषय:-

भारतमाला परियोजना के तहत मधुबनी जिलान्तर्गत उमगाँव-कलुआही (0.000-21.620km NH 227L) पथ साहरघाट-रहिका (0.000-26.135km NH 227J) पथ और बिदेश्वर स्थान भेजा (0.000-25.915km NH 527A) पथ एवं सुदृढीकरण हेतु वन (संरक्षण) अधिनियम 1980 के तहत 39.1096 हे० वनभूमि अपयोजन के प्रस्ताव के संबंध में।

प्रसंग:-

शवदीय पत्रांक 2033 दिनांक 20.10.2023/

महाशय,

उपर्युक्त विषयक प्रासंगिक पत्र के संबंध में सूचित करना है कि भारतमाला परियोजना के तहत मधुबनी जिलान्तर्गत उमगाँव-कलुआही (0.000- 21.620km NH 227L) पथ साहरघाट-रहिका (0.000-26.135km NH 227J) पथ और बिदेश्वर स्थान भेजा (0.000-25.915km NH 527A) पथ एवं सुदृढीकरण हेतु वन (संरक्षण) अधिनियम 1980 के तहत 39.1096 हे० वनभूमि अपयोजन हेतु संशोधित जाँच प्रतिवेदन इस पत्र के साथ संलग्न है।

1. बसवरिया से धनौजा सड़क के दोनों ओर गैर अधिसूचित क्षेत्र है।
  2. साहरघाट से बसवरिया सड़क के दोनों ओर अधिसूचित क्षेत्र है।
  3. पन्नामोर से बेनीपट्टी सड़क के दोनों ओर अधिसूचित क्षेत्र है।
- सूचनार्थ समर्पित।

अनुलग्नक-यथोक्त।

आपका विश्वासी

वनों के क्षेत्र पदाधिकारी,  
बेनीपट्टी