

APPENDIX

(See Rule 6)

FORM — 'A'

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

PART-I

(to be filled up by user agency)

S No	Project Details	NHAI, PIU Azamgarh						
1	<p>i. Short narrative of the proposal and project/scheme for which the forest land is required</p> <p>ii. Map showing the required forest land, boundary of adjoining forest on 1:50,000 scale map.</p> <p>iii. Cost of the Project</p>	<p>Diversion of forest land for Construction of 4 laning of Ghazipur –Ballia- UP/Bihar New Greenfield section from Km. 0.000 to 117.120 of NH-31 and construction of new Buxar Spur connectivity from km 0.000 to km 17.270 in the state of Uttar Pradesh. A note of the project and proposal for requirement of forest land is enclosed.</p> <p>Original Map in SI sheet showing the location of the existing & proposed road a passing through Reserve Forest area are enclosed</p> <table border="1"><thead><tr><th>S.No</th><th>SOI Topo sheet Number</th><th>Forest area location</th></tr></thead><tbody><tr><td>1</td><td>G45M - 1</td><td>L - 1</td></tr></tbody></table> <p>1. Package-1 covering Ghazipur District in Greenfield Alignment and Ghazipur and Ballia District in Buxar Spur with a length of 50.370 Km and cost of project 985.20 Cr.</p> <p>2. Package-2 covering Ghazipur and Ballia District with a length of 45.000 Km and cost of project 1102.20 Cr.</p> <p>3. Package-3 covering Ballia District in Uttar Pradesh and Saran District in Bihar with a length of 39.020 km and cost of project 915.870 Cr.</p> <ul style="list-style-type: none">The existing road from Ghazipur to Ballia UP / Bihar state border section of NH-31 is with poor geometric and is not as per the standards of MoRT&HTo cater the increasing traffic requirements a green field road with 45 m ROW (Where existing alignment is retained) has been	S.No	SOI Topo sheet Number	Forest area location	1	G45M - 1	L - 1
S.No	SOI Topo sheet Number	Forest area location						
1	G45M - 1	L - 1						

	<p>iv. Justification for locating the project in forest area.</p> <p>v. Cost-benefit analysis (to be enclosed).</p> <p>vi. Employment likely to be generated.</p>	<p>proposed for which forest area of 0.49 Ha on either side of the existing road required. The proposed forest area is falling under the jurisdictions of the following forest divisions; Ballia of UP and Saran of Bihar state.</p> <ul style="list-style-type: none"> To avoid resettlement issues, realignments and by passes were proposed where ever possible. There is no suitable alternative land to widen the alignment as the proposed improvements are along the existing road. Hence the forest area proposed for diversion is the barest minimum. <p>Cost benefit analysis report is enclosed.</p> <p>800 peoples during construction period and approx. 100 daily employments during operation phase.</p>
2	Purpose-wise break-up of the total land required:	<ul style="list-style-type: none"> Land required for construction of bridges/ROB and culverts = 0.49 Ha Total land required= 0.49 Ha.
3	<p>Details of displacement of people due to the project, if any:</p> <ul style="list-style-type: none"> Number of families. Number of Scheduled Castes / Scheduled Tribe families Rehabilitation plan. (to be enclosed) 	<p>Nil</p> <p>Nil</p> <p>Not applicable</p>
4	Whether clearance under Environment (Protection) Act, 1986 required? (Yes/No).	Required and the US has initiated the process of obtaining the EC.
5	Undertaking to bear the cost of raising and maintenance of compensatory afforestation and/or penal compensatory afforestation as well as cost for protection and regeneration of Safety Zone, etc. as per the scheme prepared by the State Government	<p>Undertaking to bear the cost of raising and maintenance of compensatory afforestation is enclosed.</p> <p>Penal compensatory afforestation as well as cost for protection and regeneration of Safety Zone are not applicable for the project.</p>

	(undertaking to be enclosed).	
6	Details of Certificates/documents enclosed as required under the instructions.	<ul style="list-style-type: none"> i. Undertaking to bear the cost of NPV ii. Undertaking to bear the cost of addl. NPV iii. Undertaking to bear the cost towards compensatory afforestation charges. iv. Undertaking to bear the cost extraction of tree growth. v. Cost benefit analysis report in the prescribed format is enclosed. vi. The location of newly proposed bridges and culverts are shown on the location map. vii. Cross section indicating dimensions of proposed and widening of road are enclosed. viii. Undertaking indicating to submit certificate a,b,c,d,g & h under RoER Act is enclosed. ix. Original map in SI sheet showing the location of existing road passing through reserve forest area is enclosed. x. DGPS surveyed map duly authenticated by Geomatics cell of Prl. Chief Conservator of forest office is also enclosed.



GM (Tech) cum Project Director

NHAI, PIU, Azamgarh

परियोजना निदेशक
Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
प० का० इ०-आजमगढ़
PIU-Azamgarh