

FORM - 'A'**FORM FOR SEEKING PRIOR APPROVAL UNDER SECTION 2 OF FOREST CONSERVATION ACT 1980****THE PROPOSALS BEING FILED BY THE CENTRAL GOVERNMENT DEPARTMENT
PART-I**

(To be filled by user agency)

1	PROJECT DETAILS	:	
i)	Short narrative of the proposal and project/scheme for which the forest land is required.	:	The proposal is for National Highway project related to "Rehabilitation and Up-gradation of Eeppurpalem - Ongole section from Km 195+000 to Km 254+500 of NH-214A (New NH-216) to two lane with paved shoulder in the state of Andhra Pradesh under NHDP -IV" taken up by Govt. of India, Ministry of Road Transport & Highways, PIU, Machilipatnam
ii)	Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map.	:	1:50000 Map Enclosed
iii)	Cost of the Project	:	574.19 Crores
iv)	Justification for location the project in forest area.	:	<p>Ministry of Road Transport & Highways, Govt. of India as part of NHDP-IV program in the State of Andhra Pradesh has established a "Project implementation Unit (PIU)" stationed at Machilipatnam, Krishna to oversee the execution of "Rehabilitation and up-gradation of Eeppurupalem -Ongole section from Km.195.000 to Km.254.500 of NH-214A (New NH-216) to two lane with paved shoulders" that starts at Km.195.000 (Eeppurupalem village) and ends at the Km.254.500 near Ongole on NH-5(New NH-16) junction on Chennai -Kolkata Corridor.</p> <p>The proposed alignment passes through kadavakuduru RF, Compt No: 381 of Motupalli Beat, Ongole Range, Giddalur forest division in a linear length of about 2.365Kms of 45mts width requiring forest land diversion of about 10.64Hc and the forestland proposed for diversion is the minimum required for formation of bypasses to urban habitations of Pandillapalli and kadavakuduru villages to avoid existing congestion, sharp bends etc., and to improve the road to NH standards along with construction of new Road over Bridge in lieu of existing level crossing on busy Madras-Bezawada main electrified railway line(thus avoiding major inconvenience being caused hitherto to road traffic) and the proposed alignment chosen is the only best alternative available and any other alternative chosen for the project shall involve acquisition of more private, government and forestlands.</p>

v)	Cost-benefit analysis	:	Enclosed
vi)	Employment likely to be generated	:	3,00,000 man days during improvement activity.
2.	Purpose-wise break-up of the total area required.	:	The area proposed for diversion is entirely for new highway (bypass) formation in a width of 45mts in a linear shape vis-à-vis forest boundary approximating to a linear length of 2400meters for an proposed extent of 10.64Hc Purpose-wise Break-up : Area proposed: 10.64Hectares Width of Road: 45mts width length :2.365Kms
3	Details of displacement of people due to the project, if any	:	
i)	Number of families	:	Displacement of people is not involved due to this project.
ii)	Number of Scheduled Castes/Scheduled Tribe families	:	Displacement of people is not involved due to this project.
iii)	Rehabilitation plan(to be enclosed)	:	Displacement of people is not involved due to this project.
4	Whether clearance under Environment (Protection) Act, 1986 required? (Yes/No)	:	No
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 (Undertaking to be enclosed)	:	Undertaking Enclosed.
6.	Details of certificates/documents enclosed as required under the instructions.	:	Required certificates are enclosed.

Signature

Date: _____

Place: _____


 Project Director
 Ministry of RT & Highways
 Govt. of India
G. HARI KRISHNA
 P.O. Machilipatnam
Project Director
 Project Implementation Unit
 Ministry of Road transport & Highways
 Machavaram, MACHILIPATNAM.

State serial No. of proposal _____

(To be filled up by the Nodal Officer with date of receipt)