



बिहार सरकार

पर्यावरण, वन एवं जलवायु परिवर्तन विभाग

**कार्यालय:- वन प्रमण्डल पदाधिकारी, मिथिला वन प्रमण्डल, दरभंगा**

दूरभाष-08272-242324 पता-लहेरियासराय दरभंगा-846001 ई-मेल-[dfodarbhanga@gmail.com](mailto:dfodarbhanga@gmail.com)

पत्रांक:- 1039 दिनांक:- 02.04.2025

प्रेषक,  
भास्कर चन्द्र भारती, भा0404040  
वन प्रमण्डल पदाधिकारी,  
मिथिला वन प्रमण्डल, दरभंगा।

सेवा में,  
अपर प्रधान मुख्य वन संरक्षक-सह-  
नोडल पदाधिकारी (कैम्पा एवं वन संरक्षण संभाग),  
बिहार, पटना।

विषय:- भारतमाला परियोजना के तहत मधुबनी जिलान्तर्गत उमगाँव-कलुआही (0.000-21.610 कि०मी० NH-227L) साहरघाट-रहिका (0.000-26.135 कि०मी० NH-227J), एवं विदेश्वर स्थान-भेजा(0.000-25.915 कि०मी० NH-527A) के चौड़ीकरण एवं सुदृढीकरण कार्य में वन भूमि अपयोजन प्रस्ताव(FP/BR/ROAD/154991/2022) के संबंध में।

प्रसंग:- 1. भवदीय कार्यालय पत्रांक- व.सं./70/2022-21 दिनांक-07.01.2025।  
2. उप महाप्रबंधक(तक०) -सह-परियोजना निदेशक, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, परियोजना कार्यान्वयन इकाई(सुपौल), मधुबनी का पत्रांक- भा0रा0रा0प्रा0/पकाई-सुपौल/Forest/48/2023/41 दिनांक- 30.01.2025।  
3. उप महाप्रबंधक(तक०) -सह-परियोजना निदेशक, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, परियोजना कार्यान्वयन इकाई(सुपौल), मधुबनी का पत्रांक- भा0रा0रा0प्रा0/पकाई-सुपौल/Forest/48/Vol-II/2020/87 दिनांक- 27.02.2025।

महाशय,  
उपर्युक्त विषयक प्रसंगाधीन पत्रों के क्रम में सूचित करना है कि मधुबनी जिलान्तर्गत भारतमाला परियोजना के तहत उमगाँव-कलुआही (0.000-21.610 कि०मी० NH-227L) साहरघाट-रहिका (0.000-26.135 कि०मी० NH-227J), एवं विदेश्वर स्थान-भेजा(0.000-25.915 कि०मी० NH-527A) के चौड़ीकरण एवं सुदृढीकरण कार्य में वन भूमि अपयोजन का प्रस्ताव(FP/BR/ROAD/154991/2022) इस कार्यालय को प्राप्त हुआ था। इस मामले में प्रासंगिक पत्र -1 के माध्यम से क्षेत्रीय कार्यालय, पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, भारत सरकार, राँची द्वारा क्षेत्रीय सशक्त समिति की 74 वीं बैठक की कार्यवाही के आलोक में प्रतिवेदन की मांग की गयी है।

इस संदर्भ में कथनीय है कि इस कार्यालय के पत्रांक- 921 दिनांक- 24.03.2025 के द्वारा विषयांकित परियोजना की जाँचोपरान्त वन भूमि अपयोजन का प्रस्ताव निर्धारित प्रपत्र में Part-II में आवश्यक प्रविष्टि कर पाँच प्रतियों में अग्रेतर कार्रवाई हेतु भवदीय को समर्पित की गई है। क्षेत्रीय सशक्त समिति की 74 वीं बैठक की कार्यवाही के आलोक में प्रतिवेदन निम्नवत् समर्पित की जाती है:-

S. No.	Observation	Remarks
1	The forest area proposed for a diversion is now reduced from 39.1096 ha to 32.27 ha, yet at several	- To be rectified by User agency. NHAI, PIU Supaul

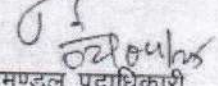
	entries in online application's Part-I the figure of 39.1096 is still present.	<ul style="list-style-type: none"> <li>Reply has been received from user agency as per their <b>letter no. 41 dt. 30.01.2025 &amp; letter no. 87 dt. 27.02.2025 (Photocopy attached)</b>. According to this, "editing rights of area in Parivesh portal are with nodal officer, forest Patna as per monitoring cell, MOEFCC email dated 15.11.2023, it is requested to modify the area details by the nodal level."</li> </ul>
2	The reduced area is result of exclusion of high encroachment sections, bridge areas over some water bodies and few vegetation-rich roadside segments.	<ul style="list-style-type: none"> <li>Reply has been received from user agency as per their <b>letter no. 41 dt. 30.01.2025 (Photocopy attached)</b>. According to this, "The KMZ has been 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 37.507 ha."</li> </ul>
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 proposal) were found "non-notified land" and hence excluded from the proposal resulting into reduced area. The committee was of the 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.	<ul style="list-style-type: none"> <li>The area details are attached as Annexure-I and alignment(s) are also shown line diagram as Annexure-II showing Forest &amp; Non-Forest part of the stretches.</li> <li>Entire stretch of the roadside has been taken into consideration irrespective of any encroachment present on the side</li> </ul>
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	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.	<ul style="list-style-type: none"> <li>Reply has been received from user agency as per their <b>letter no. 41 dt. 30.01.2025 (Photocopy attached)</b>. According to this, "The KMZ has been revised as per the opinion of the committee and attached herewith. Also, the alignment details for the Forest &amp; non-Forest part are enclosed as Annexure-II."</li> <li>The total alignment of the road including Forest as well as non-forest areas has been shown in the KML File(attached)</li> </ul>
6	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.	<ul style="list-style-type: none"> <li>The revised proposal received from the user agency has been checked and no faults have been found as per my understanding.</li> <li>KML file is showing the complete alignment of the road including forest and non-forest area of the project.</li> <li>Area calculation sheet (37.507 ha) is attached with the proposal.</li> </ul>

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.	- The revised proposal has been being submitted for the kind perusal of Regional Empowered Committee for their kind approval please.
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अतः सूचनार्थ एवं आवश्यक कार्रवाई हेतु समर्पित।

अनु०-यथोक्त।

विश्वासभाजन,



वन प्रमण्डल पदाधिकारी,

मिथिला वन प्रमण्डल, दरभंगा

02/04/25



# 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-सक्ती रोड, समीप इंडियन ऑयल पेट्रोल पंप, मधुबनी-847234

Project Implementation Unit, Supaul at Madhubani

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

ई-मेल: E-mail: plusupaul@nhai.org, plusupaul@gmail.com, टेली: 05276-291005

सं० मा०रा०प्र०/पकाई-सुपौल/Forest/48/2023/41



संस्कृत  
प्राचीन वंश का चक्र

दिनांक- 30.01.2023

प्रति,

वन प्रमंडल पदाधिकारी,  
मिथिला वन प्रमंडल, दरभंगा।

विषय: भारतमाला परियोजना के तहत मधुबनी जिलान्तर्गत उमगाँव-कनुआही (0.000-21.610 किमी० NH227L) पथ, साहरघाट-रहिका (0.000-26.135 किमी० NH227J) पथ, एवं विदेश्वर-स्थान-भेजा (0.000-25.915 किमी० NH527A) पथ चौड़ीकरण एवं सुदृढीकरण- 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. उपर 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

सहाय्य

कृपया विदित हो कि भारतमाला परियोजना मधुबनी जिलान्तर्गत उमगाँव-कनुआही (0.000-21.610 किमी० NH227L) पथ, साहरघाट-रहिका (0.000-26.135 किमी० NH227J) पथ, एवं विदेश्वर-स्थान-भेजा (0.000-25.915 किमी० NH527A) पथ चौड़ीकरण एवं सुदृढीकरण 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 उपरान्त 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 सप्रसारित 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 Panvesh 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 37.307Ha.
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.

सं० भा०रा०रा०प्रा०/पकाई-सुपौल/Forest/48/2023/ 41

दिनांक- 30.01.2025

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 KWZ 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 अग्रतर 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,

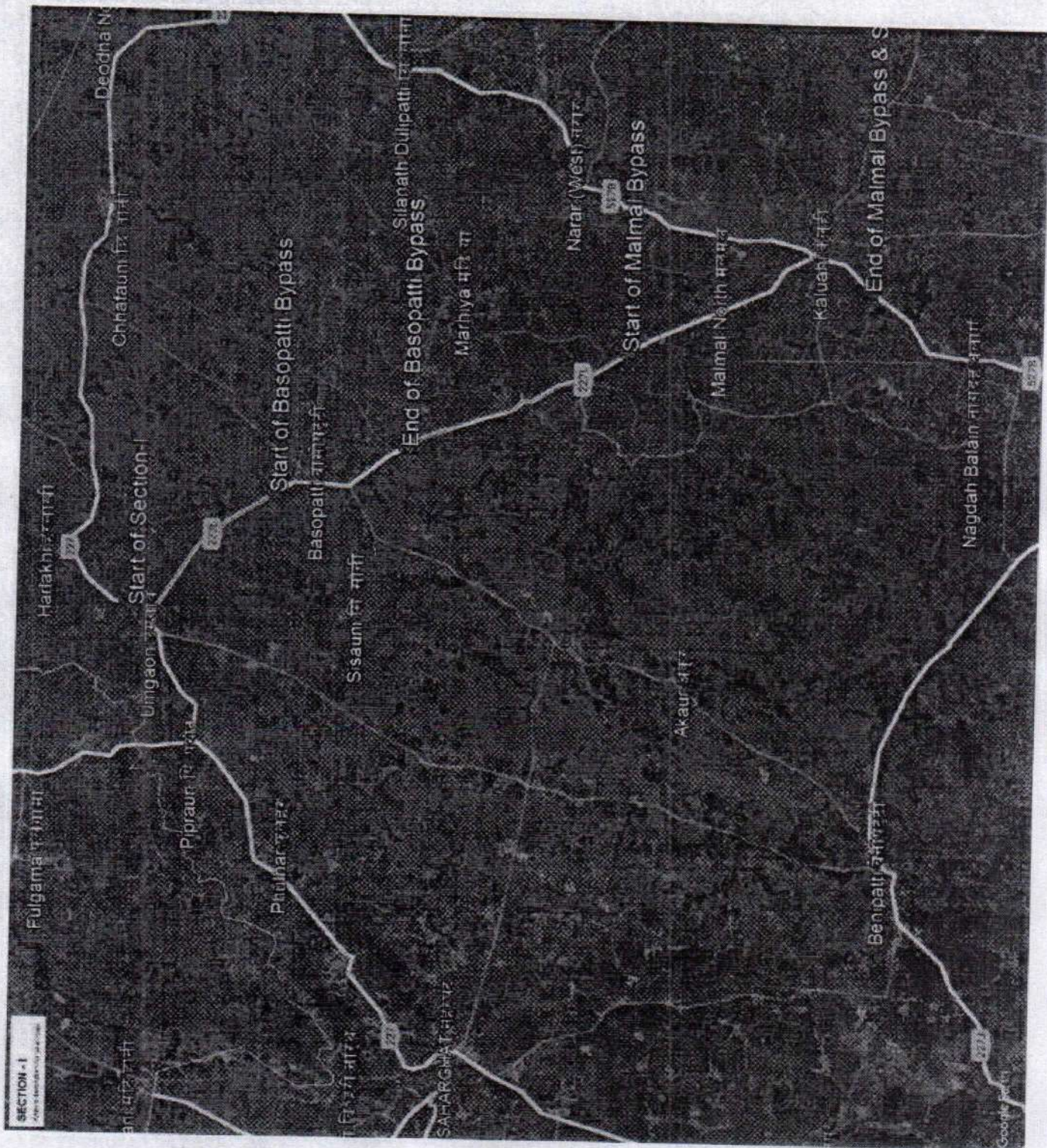
संलग्नक:- उपरोक्त।

मुद्रांकित  
30.1.25  
(एम० के० परगनिहा)

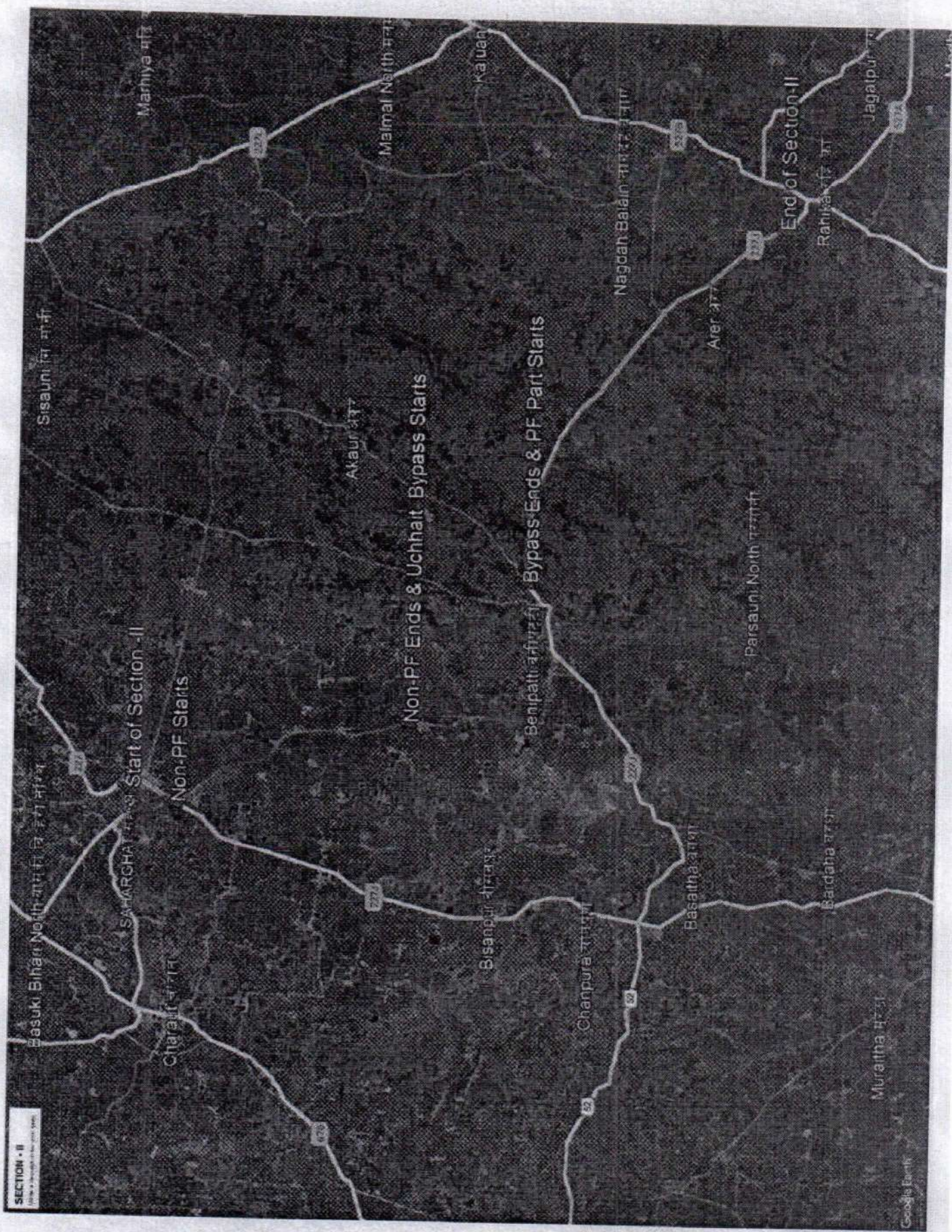
उप-महाप्रबंधक(तक०)-सह-परियोजना निदेशक

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।



SECTION - II  
1:100000  
Scale of the map



Geodetic Earth



28/10/23  
B

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

पत्रांक - 190 दिनांक - 28-10-2023



सेवा में,

वन प्रमण्डल पदाधिकारी,  
निधिला वन प्रमण्डल, हरगंगा

विषय-

भारतमाला परियोजना के तहत मधुबनी जिलान्तर्गत उमगाँव-कलुआही (0.000-21.620km NH 227L) पथ साहरघाट-रहिया (0.000-26.135km NH 227I) पथ और बिदेवर स्थान मेजा (0.000-25.915km NH 527A) पथ एवं सुपुर्दीकरण हेतु वन (संरक्षण) अधिनियम 1980 के तहत 39.1096 हे० वनभूमि उपयोग के प्रस्ताव के संबंध में।

प्रसंग-

भवदीय पत्रांक 2033 दिनांक 20.10.2023।

महोदय,

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-रहिया (0.000-26.135km NH 227I) पथ और बिदेवर स्थान मेजा (0.000-25.915km NH 527A) पथ एवं सुपुर्दीकरण हेतु वन (संरक्षण) अधिनियम 1980 के तहत 39.1096 हे० वनभूमि उपयोग हेतु संशोधित ऑरिजिनेटिड इस पत्र के साथ संलग्न है।

1. बसबरिया से धनौजा सड़क के दोनों ओर गैर अधिसूचित क्षेत्र है।
  2. साहरघाट से बसबरिया सड़क के दोनों ओर अधिसूचित क्षेत्र है।
  3. पन्नामौर से बेनीपट्टी सड़क के दोनों ओर अधिसूचित क्षेत्र है।
- सूचनार्थ सनर्पित।

अंगुलानक-यथोक्त।

आपका विश्वासी

*(Signature)*  
28/10/23

बनों के क्षेत्र पदाधिकारी,  
बेनीपट्टी



सत्यमेव जयते



एक जलम सारथी को जो

# 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: plusupaul@nhai.org, plusupaul@gmail.com, टेली/Tele: -08276-291005



भारतमाला  
महिला को साथ में आगे

सं० भा०रा०रा०प्रा०/पकाई-सुपौल/Forest/48/ Vol-II/2020/87  
प्रति,

दिनांक- 27.02.2025

वन प्रमंडल पदाधिकारी,  
मिथिला वन प्रमंडल  
दरभंगा।

विषय: भारतमाला परियोजना के तहत मधुबनी जिलान्तर्गत उमगाँव-कलुआही (0.000-21.610 कि०मी० NH 227L), साहरघाट-रहिका (0.000-26.135 कि०मी० NH227J) एवं विदेशवर-स्थान-मेजा (0.000-25.915 कि०मी० NH527A) चौड़ीकरण एवं सुदृढीकरण बिहार राज्य अन्तर्गत- वन भूमि अपयोजन प्रस्ताव (FP/BR/ROAD/154991/2022) के संबंध में।

संदर्भ:- आपके कार्यालय का पत्रांक- 484, दिनांक- 21.02.2025

महाराज,

कृपया विदित हो कि उपरोक्त संदर्भित पत्र के माध्यम से आपके द्वारा विषय वन प्रस्ताव (FP/BR/ROAD/154991/2022) के संबंध में तीन बिन्दुओं पर पृच्छा की गई है, प्रेषित बिन्दुओं पर इस कार्यालय का प्रतिवेदन इस पत्र के साथ संलग्न है।

अतः आपसे अनुरोध है कि उपरोक्त को ध्यान में रखते हुए विषय वन अपयोजन प्रस्ताव (FP/BR/ROAD/154991/2022) हेतु अग्रेतर कार्यवाही अपने स्तर से करने की कृपा की जाय।

विश्वासभाजन,

मधुबनी 27.2.25  
(एम० के० परगनिहा)

उप-महाप्रबंधक(तक०)-सह-परियोजना निदेशक

प्रतिलिपि:- क्षेत्रीय कार्यालय, पटना को सादर सूचनार्थ।

संलग्नक:-

1. Area Calculation Sheet.
2. Tree List (Supplimentry)/Abstract.
3. Cost Benifit Sheet.
4. Tree Protection/Translocation Scheme.
5. Annexure- I & II.



PKG-I, Section-II Unmagan to Kaluahi, NH-227L  
(FC Proposal No. FP/BR/ROAD/15453/2022)

S.No.	Section Name	Chainage (m)	Forest/ Govt. non-Forest/ Private Land	If the land is forest then mention name of Road along which land lies vide Modification No. 180-E dated 11.01.1984 of Govt. of Bihar	Range	Road Width for diversion (ft)		Area Overlaid (Sq.m)		Comments
						LHS	RHS	LHS	RHS	
1		109 To 146.00	Forest/Govt.							
2		146.00 To 146.93	Forest/Govt.							
3		146.93 To 147.80	Forest/Govt.							
4		147.80 To 148.74	Forest/Govt.							
5		148.74 To 149.68	Forest/Govt.							
6		149.68 To 150.62	Forest/Govt.							
7		150.62 To 151.56	Forest/Govt.							
8		151.56 To 152.50	Forest/Govt.							
9		152.50 To 153.44	Forest/Govt.							
10		153.44 To 154.38	Forest/Govt.							
11		154.38 To 155.32	Forest/Govt.							
12		155.32 To 156.26	Forest/Govt.							
13		156.26 To 157.20	Forest/Govt.							
14		157.20 To 158.14	Forest/Govt.							
15		158.14 To 159.08	Forest/Govt.							
16		159.08 To 160.02	Forest/Govt.							
17		160.02 To 160.96	Forest/Govt.							
18		160.96 To 161.90	Forest/Govt.							
19		161.90 To 162.84	Forest/Govt.							
20		162.84 To 163.78	Forest/Govt.							
21		163.78 To 164.72	Forest/Govt.							
22		164.72 To 165.66	Forest/Govt.							
23		165.66 To 166.60	Forest/Govt.							
24		166.60 To 167.54	Forest/Govt.							
25		167.54 To 168.48	Forest/Govt.							
26		168.48 To 169.42	Forest/Govt.							
27		169.42 To 170.36	Forest/Govt.							
28		170.36 To 171.30	Forest/Govt.							
29		171.30 To 172.24	Forest/Govt.							
30		172.24 To 173.18	Forest/Govt.							
31		173.18 To 174.12	Forest/Govt.							
32		174.12 To 175.06	Forest/Govt.							
33		175.06 To 176.00	Forest/Govt.							
34		176.00 To 176.94	Forest/Govt.							
35		176.94 To 177.88	Forest/Govt.							
36		177.88 To 178.82	Forest/Govt.							
37		178.82 To 179.76	Forest/Govt.							
38		179.76 To 180.70	Forest/Govt.							
39		180.70 To 181.64	Forest/Govt.							
40		181.64 To 182.58	Forest/Govt.							
41		182.58 To 183.52	Forest/Govt.							
42		183.52 To 184.46	Forest/Govt.							
43		184.46 To 185.40	Forest/Govt.							
44		185.40 To 186.34	Forest/Govt.							
45		186.34 To 187.28	Forest/Govt.							
46		187.28 To 188.22	Forest/Govt.							
47		188.22 To 189.16	Forest/Govt.							
48		189.16 To 190.10	Forest/Govt.							
49		190.10 To 191.04	Forest/Govt.							
50		191.04 To 191.98	Forest/Govt.							
51		191.98 To 192.92	Forest/Govt.							
52		192.92 To 193.86	Forest/Govt.							
53		193.86 To 194.80	Forest/Govt.							
54		194.80 To 195.74	Forest/Govt.							
55		195.74 To 196.68	Forest/Govt.							
56		196.68 To 197.62	Forest/Govt.							
57		197.62 To 198.56	Forest/Govt.							
58		198.56 To 199.50	Forest/Govt.							
59		199.50 To 200.44	Forest/Govt.							
60		200.44 To 201.38	Forest/Govt.							
61		201.38 To 202.32	Forest/Govt.							
62		202.32 To 203.26	Forest/Govt.							
63		203.26 To 204.20	Forest/Govt.							
64		204.20 To 205.14	Forest/Govt.							
65		205.14 To 206.08	Forest/Govt.							
66		206.08 To 207.02	Forest/Govt.							
67		207.02 To 207.96	Forest/Govt.							
68		207.96 To 208.90	Forest/Govt.							
69		208.90 To 209.84	Forest/Govt.							
70		209.84 To 210.78	Forest/Govt.							
71		210.78 To 211.72	Forest/Govt.							
72		211.72 To 212.66	Forest/Govt.							
73		212.66 To 213.60	Forest/Govt.							
74		213.60 To 214.54	Forest/Govt.							
75		214.54 To 215.48	Forest/Govt.							
76		215.48 To 216.42	Forest/Govt.							
77		216.42 To 217.36	Forest/Govt.							
78		217.36 To 218.30	Forest/Govt.							
79		218.30 To 219.24	Forest/Govt.							
80		219.24 To 220.18	Forest/Govt.							
81		220.18 To 221.12	Forest/Govt.							
82		221.12 To 222.06	Forest/Govt.							
83		222.06 To 223.00	Forest/Govt.							
84		223.00 To 223.94	Forest/Govt.							
85		223.94 To 224.88	Forest/Govt.							
86		224.88 To 225.82	Forest/Govt.							
87		225.82 To 226.76	Forest/Govt.							
88		226.76 To 227.70	Forest/Govt.							
89		227.70 To 228.64	Forest/Govt.							
90		228.64 To 229.58	Forest/Govt.							
91		229.58 To 230.52	Forest/Govt.							
92		230.52 To 231.46	Forest/Govt.							
93		231.46 To 232.40	Forest/Govt.							
94		232.40 To 233.34	Forest/Govt.							
95		233.34 To 234.28	Forest/Govt.							
96		234.28 To 235.22	Forest/Govt.							
97		235.22 To 236.16	Forest/Govt.							
98		236.16 To 237.10	Forest/Govt.							
99		237.10 To 238.04	Forest/Govt.							
100		238.04 To 238.98	Forest/Govt.							
101		238.98 To 239.92	Forest/Govt.							
102		239.92 To 240.86	Forest/Govt.							
103		240.86 To 241.80	Forest/Govt.							
104		241.80 To 242.74	Forest/Govt.							
105		242.74 To 243.68	Forest/Govt.							
106		243.68 To 244.62	Forest/Govt.							
107		244.62 To 245.56	Forest/Govt.							
108		245.56 To 246.50	Forest/Govt.							
109		246.50 To 247.44	Forest/Govt.							
110		247.44 To 248.38	Forest/Govt.							
111		248.38 To 249.32	Forest/Govt.							
112		249.32 To 250.26	Forest/Govt.							
113		250.26 To 251.20	Forest/Govt.							
114		251.20 To 252.14	Forest/Govt.							
115		252.14 To 253.08	Forest/Govt.							
116		253.08 To 254.02	Forest/Govt.							
117		254.02 To 254.96	Forest/Govt.							
118		254.96 To 255.90	Forest/Govt.							
119		255.90 To 256.84	Forest/Govt.							
120		256.84 To 257.78	Forest/Govt.							
121		257.78 To 258.72	Forest/Govt.							
122		258.72 To 259.66	Forest/Govt.							
123		259.66 To 260.60	Forest/Govt.							
124		260.60 To 261.54	Forest/Govt.							
125		261.54 To 262.48	Forest/Govt.							
126		262.48 To 263.42	Forest/Govt.							
127		263.42 To 264.36	Forest/Govt.							
128		264.36 To 265.30	Forest/Govt.							
129		265.30 To 266.24	Forest/Govt.							
130		266.24 To 267.18	Forest/Govt.							
131		267.18 To 268.12	Forest/Govt.							
132		268.12 To 269.06	Forest/Govt.							
133		269.06 To 270.00	Forest/Govt.							
134		270.00 To 270.94	Forest/Govt.							
135		270.94 To 271.88	Forest/Govt.							
136		271.88 To 272.82	Forest/Govt.							
137		272.82 To 273.76	Forest/Govt.							
138		273.76 To 274.70	Forest/Govt.							
139		274.70 To 275.64	Forest/Govt.							
140		275.64 To 276.58	Forest/Govt.							
141		276.58 To 277.52	Forest/Govt.							
142		277.52 To 278.46	Forest/Govt.							
143		278.46 To 279.40	Forest/Govt.							
144		279.40 To 280.34	Forest/Govt.							
145		280.34 To 281.28	Forest/Govt.							
146		281.28 To 282.22	Forest/Govt.							
147		282.22 To 283.16	Forest/Govt.							
148		283.16 To 284.10	Forest/Govt.							
149		284.10 To 285.04	Forest/Govt.							
150		285.04 To 285.98	Forest/Govt.							
151		285.98 To 286.92	Forest/Govt.							
152		286.92 To 287.86	Forest/Govt.							
153		287.86 To 288.80	Forest/Govt.							
154		288.80 To 289.74	Forest/Govt.							
155		289.74 To 290.68	Forest/Govt.							
156		290.68 To 291.62	Forest/Govt.							
157		291.62 To 292.56	Forest/Govt.							
158		292.56 To 293.50	Forest/Govt.							
159		293.50 To 294.44	Forest/Govt.							
160		294.44 To 295.38	Forest/Govt.							
161		295.38 To 296.32	Forest/Govt.							
162		296.32 To 297.26	Forest/Govt.							
163		297.26 To 298.20	Forest/Govt.							
1										

PG-1, Section 4: Unagon to Kaluahi, NH-221  
[FC Proposal No: PP/BR/ROAD/154991/2022]

S.No.	Section Name	Chainage (m)	Forest/Govt. non- Forest/ Private Land	If the land is forest then mention name of Road along which land lies vide Notification No. 190-E dated 16.02.1994 of Govt of Bihar	Range	Road Width for diversion (m)		Area Diverted (sq.m)		Comment
						LHS	RHS	LHS	RHS	
1	2	3	4	5	6	7	8	9	10	11
80		10073.80 to 10087.00	Forest/Govt.			-	-	-	-	
81		10087.80 to 10114.00	Forest/Govt.			-	-	-	-	Cross Road (RHS)
82		10115.00 to 10118.00	Forest/Govt.			-	5.00	-	158.4	
83		10118.00 to 10148.00	Forest/Govt.			-	-	-	343.0	
84		10091.00 to 10150.40	Forest/Govt.			-	5.00	-	130.4	Cross Road (RHS)
85		10150.40 to 10188.00	Forest/Govt.			-	5.00	-	151.0	
86		10188.00 to 10246.80	Govt. Non-Forest			5.00	-	247.0	-	
87		10246.80 to 10261.00	Forest/Govt.			5.00	-	294.0	-	Pond
88		10261.00 to 10273.80	Forest/Govt.			-	-	122.0	122.0	Bridge
89		10273.80 to 10280.20	Forest/Govt.			-	5.00	-	194.0	
90		10280.20 to 10287.00	Forest/Govt.			5.00	-	1446.0	-	
91		10287.00 to 10288.20	Forest/Govt.			-	-	121.0	121.0	Bridge
92		10288.20 to 10294.80	Forest/Govt.			-	5.00	-	1434.0	
93		10294.80 to 10296.00	Forest/Govt.			5.00	5.00	1296.0	1296.0	
94		10296.00 to 11153.60	Forest/Govt.			5.00	5.00	284.0	284.0	Cross Road (-)
95		11153.60 to 11274.00	Forest/Govt.			5.00	-	988.0	-	
96		10986.00 to 11198.80	Forest/Govt.			5.00	5.00	331.3	331.3	Bridge
97		11224.00 to 11381.00	Forest/Govt.			-	5.00	-	968.0	
98		11381.00 to 11392.00	Forest/Govt.			5.00	-	288.0	-	
99		11392.00 to 11393.40	Forest/Govt.			5.00	5.00	331.3	331.3	Culvert
100		11393.40 to 11395.00	Forest/Govt.			-	5.00	-	777.0	
101		11395.00 to 11685.80	Forest/Govt.			5.00	-	1488.0	-	
102		11685.80 to 11692.00	Forest/Govt.			5.00	5.00	284.0	-	Cross Road (LHS)
103		11692.00 to 11698.00	Forest/Govt.			-	5.00	-	1425.0	
104		11698.00 to 11699.00	Forest/Govt.			5.00	5.00	284.0	-	Cross Road (RHS)
105		11699.00 to 11784.00	Forest/Govt.			5.00	-	453.0	-	
106		11784.00 to 11785.00	Forest/Govt.			5.00	5.00	284.0	284.0	Cross Road (-)
107		11785.00 to 11786.00	Forest/Govt.			-	5.00	-	499.0	
108		11786.00 to 11867.00	Forest/Govt.			5.00	-	284.0	-	
109		11867.00 to 11871.00	Forest/Govt.			-	5.00	-	398.0	
110		11871.00 to 11894.20	Forest/Govt.			-	5.00	-	284.0	Cross Road (RHS)
111		11894.20 to 12417.00	Forest/Govt.			-	5.00	-	415.0	
112		12417.00 to 12473.00	Forest/Govt.			5.00	-	175.0	-	
113		12473.00 to 12474.00	Forest/Govt.			5.00	5.00	331.3	331.3	Bridge
114		12474.00 to 12733.40	Forest/Govt.			-	5.00	-	425.0	
115		12733.40 to 12738.00	Forest/Govt.			5.00	-	1802.0	-	
116		12738.00 to 12739.80	Forest/Govt.			-	-	205.3	-	Cross Road (LHS)
117		12739.80 to 12814.00	Forest/Govt.			-	5.00	-	1584.0	
118		12814.00 to 12816.00	Forest/Govt.			-	5.00	-	305.3	Cross Road (RHS)
119		12816.00 to 12820.40	Forest/Govt.			5.00	-	412.0	-	
120		12820.40 to 12825.00	Forest/Govt.			5.00	-	305.3	-	Cross Road (LHS)
121		12825.00 to 12826.40	Forest/Govt.			5.00	-	1817.0	-	
122		12826.40 to 12827.00	Private/Govt.			5.00	-	1241.0	1241.0	Realignment
123		12827.00 to 12828.00	Forest/Govt.			-	5.00	-	2036.0	
124		12828.00 to 12847.00	Forest/Govt.			2.00	-	284.0	-	
125		12847.00 to 13064.00	Forest/Govt.			2.00	-	1205.8	-	Cross Road (LHS)
126		13064.00 to 13067.00	Forest/Govt.			2.00	-	34.0	-	
127		13067.00 to 13067.00	Forest/Govt.			2.00	-	44.6	-	Cross Road (LHS)
128		13067.00 to 13092.00	Forest/Govt.			2.00	-	350.0	-	
129		13092.00 to 14085.00	Forest/Govt.			-	-	-	-	Pond Corner
130		14085.00 to 14094.00	Forest/Govt.			2.00	-	474.0	-	
131		14094.00 to 14168.00	Forest/Govt.			2.00	-	66.6	-	Cross Road (LHS)
132		14168.00 to 14177.00	Forest/Govt.			2.00	-	148.0	-	
133		14177.00 to 14180.50	Forest/Govt.			2.00	2.00	22.3	22.3	Culvert
134		14180.50 to 14182.00	Forest/Govt.			-	2.00	-	1261.0	
135		14182.00 to 14173.00	Forest/Govt.			-	2.00	-	44.6	Cross Road (RHS)
136		14173.00 to 14199.00	Forest/Govt.			-	2.00	-	38.0	
137		14199.00 to 14244.00	Forest/Govt.			2.00	-	44.0	-	
138		14244.00 to 14157.00	Forest/Govt.			2.00	2.00	22.3	22.3	Bridge
139		14157.00 to 14254.00	Forest/Govt.			-	2.00	-	40.0	
140		14254.00 to 14294.50	Forest/Govt.			2.00	-	100.0	-	
141		14294.50 to 14389.14	Forest/Govt.			-	2.00	-	107.0	
142		14389.14 to 14402.00	Forest/Govt.			3.50	-	326.0	-	
143		14402.00 to 14810.00	Forest/Govt.			-	-	44.6	-	Cross Road (LHS)
144		14810.00 to 14823.00	Forest/Govt.			3.50	-	1028.0	-	
145		14823.00 to 14829.14	Forest/Govt.			3.00	3.00	32.3	32.3	Bridge
146		14829.14 to 14952.25	Forest/Govt.			-	3.50	-	1796.0	
147		14952.25 to 14961.00	Forest/Govt.			4.00	4.00	517.0	517.0	
148		14961.00 to 15124.00	Forest/Govt.			-	-	32.3	32.3	Bridge
149		15124.00 to 15215.50	Forest/Govt.			4.00	-	348.0	-	
150		15215.50 to 15109.00	Private/Non-Forest & Forest/Canal			-	4.00	-	1013.0	
						2.50	2.50	225.0	225.0	Malma Syphon
								50628	50661	30378
								Total Area (Ha.) ~		30.358

ARJ  
Jans  
Kumar

PKG-I, Section-II: Suhaghat To Rahin, NH-2273  
(FC Proposal No: FP/BR/ROAD/154991/2022)

S.No.	Section Name	Chainage (m)	Forest/ Govt. non- Forest/ Private Land	If the land is forest then mention name of Road along which land lies Vide Notification No. 190-E dated 16.02.1984 of Govt of Bihar	Range	Road Width for Diversion (m)		Area Diverted (Sq.m)		Comment
						LHS	RHS	LHS	RHS	
1	2	3	4	5	6	7	8	9	10	11
1		4.0 To 90.7	Forest/Govt.	S.No. 27 Dushanga - Basifra - Madhuwagar (GOI MCHDA letter no. 2054, dated 30.10.2023)		7.0	-	607.0	-	
2		90.7 To 116.0	Forest/Govt.			7.0	-	55.5	-	Cross Road (LHS)
3		116.0 To 148.4	Forest/Govt.			7.0	-	227.0	-	
4		148.4 To 171.0	Forest/Govt.			7.0	7.0	137.3	117.1	Bridge
5		4.0 To 144.0	Forest/Govt.			-	7.0	-	980.0	
6		171.0 To 327.4	Forest/Govt.			7.0	-	1095.0	-	
7		327.4 To 323.0	Forest/Govt.			7.0	-	58.5	-	Cross road(LHS)
8		323.0 To 400.7	Forest/Govt.			7.0	-	544.0	-	
9		400.7 To 404.0	Forest/Govt.			7.0	-	58.5	-	Cross road(LHS)
10		185.0 To 370.0	Forest/Govt.			-	7.0	-	1295.0	
11		370.0 To 396.0	Forest/Govt.			-	7.0	-	58.5	Cross road(RHS)
12		404.0 To 658.0	Forest/Govt.			-	7.0	-	1778.0	
13		658.0 To 662.0	Forest/Govt.			7.0	-	58.5	-	Cross road(LHS)
14		396.0 To 664.9	Forest/Govt.			-	7.0	-	1882.0	
15		664.9 To 657.0	Forest/Govt.			-	7.0	-	58.5	Cross road(RHS)
16		662.0 To 1046.6	Forest/Govt.			7.0	-	2692.0	-	
17		1046.6 To 1051.0	Forest/Govt.			-	7.0	-	58.5	Cross road(LHS)
18		667.0 To 1058.4	Forest/Govt.			-	7.0	-	2740.0	
19		1058.4 To 1065.0	Forest/Govt.			-	7.0	-	58.5	Cross road(RHS)
20		1051.0 To 1299.3	Forest/Govt.			7.0	-	1748.0	-	
21		1299.3 To 1328.2	Forest/Govt.			7.0	7.0	117.1	117.1	Bridge
22		1065.0 To 1299.1	Forest/Govt.			-	7.0	-	1639.0	
23		1328.2 To 1500.0	Forest/Govt.			-	7.0	-	1194.0	
24		1327.9 To 1500.0	Forest/Govt.			-	7.0	-	1205.0	
25		1500.0 To 8400.0	Govt. Non-Forest	Forest letter no 190 dt 26.10.2023		-	-	-	-	Govt. non-Forest
26		8400.0 To 13820.0	Private/Canal			2.5	2.5	110.0	110.0	Uchait Bypass
27		13826.0 To 13897.2	Forest/Govt.			5.0	-	356.0	-	
28		13897.2 To 13908.0	Forest/Govt.			5.0	5.0	184.0	184.0	Culvert
29		13825.0 To 13897.6	Forest/Govt.			-	5.0	-	363.0	
30		13908.0 To 14311.4	Forest/Govt.			5.0	-	2017.0	-	
31		14311.4 To 14321.0	Forest/Govt.			5.0	5.0	122.7	122.7	Cross road(+)
32		13908.0 To 14314.6	Forest/Govt.			-	5.0	-	2033.0	
33		14321.0 To 14482.6	Forest/Govt.			5.0	-	808.0	-	
34		14482.6 To 14485.0	Forest/Govt.			5.0	-	245.3	-	Cross road(LHS)
35		14321.0 To 14499.0	Forest/Govt.			-	5.0	-	890.0	
36		14485.0 To 14498.6	Forest/Govt.			5.0	-	68.0	-	
37		14498.6 To 14507.0	Forest/Govt.			5.0	5.0	184.0	184.0	Culvert
38		14507.0 To 14577.2	Forest/Govt.			5.0	-	351.0	-	
39		14577.2 To 14584.0	Forest/Govt.			-	5.0	-	245.3	Cross road(LHS)
40		14507.0 To 14645.6	Forest/Govt.			-	5.0	-	693.0	
41		14645.6 To 14654.0	Forest/Govt.			-	5.0	-	245.3	Cross road(RHS)
42		14584.0 To 14655.6	Forest/Govt.			5.0	-	358.0	-	
43		14655.6 To 14663.0	Forest/Govt.			5.0	-	245.3	-	Cross road(LHS)
44		14663.0 To 14920.6	Forest/Govt.			5.0	-	1288.0	-	
45		14920.6 To 14926.0	Forest/Govt.			-	5.0	-	245.3	Cross road(LHS)
46		14654.0 To 14958.4	Forest/Govt.			-	5.0	-	1522.0	
47		14926.0 To 14958.6	Forest/Govt.			-	5.0	-	163.0	
48		14958.0 To 15124.3	Forest/Govt.			15.3	-	2545.0	-	
49		15124.3 To 15143.0	Forest/Govt.			5.0	5.0	184.0	184.0	Bridge
50		14958.0 To 15055.8	Forest/Govt.			-	19.1	-	1868.0	
51		15143.0 To 15445.1	Forest/Govt.			17.5	-	5287.0	-	
52		15445.1 To 15467.0	Forest/Govt.			5.0	5.0	184.0	184.0	Bridge
53		15467.0 To 16112.0	Forest/Govt.			16.5	-	10842.0	-	
54		16112.0 To 16121.0	Forest/Govt.			-	-	40.4	-	Cross road(LHS)
55		15095.0 To 15445.4	Forest/Govt.			-	18.0	-	6308.0	
56		15467.0 To 16162.2	Forest/Govt.			-	16.4	-	11401.0	
57		16121.0 To 16183.6	Forest/Govt.			16.5	-	703.0	-	
58		16183.6 To 16200.0	Forest/Govt.			-	-	20.2	20.2	Bridge
59		16200.0 To 16705.3	Forest/Govt.			4.7	-	2375.0	-	
60		16200.0 To 16270.2	Forest/Govt.			-	5.0	-	351.0	
61		16270.2 To 16280.0	Forest/Govt.			-	-	-	40.4	Cross road(RHS)
62		16280.0 To 16545.8	Forest/Govt.			-	5.0	-	1329.0	
63		16545.8 To 16594.0	Forest/Govt.			-	-	-	40.4	Cross road(RHS)
64		16554.0 To 16636.8	Forest/Govt.			-	5.0	-	414.0	
65		16636.8 To 16640.0	Forest/Govt.			-	-	-	40.4	Cross road(RHS)
66		16640.0 To 16710.2	Forest/Govt.			-	5.0	-	351.0	
67		16706.0 To 16972.0	Forest/Govt.			3.5	-	931.0	-	
68		16972.0 To 17005.0	Forest/Govt.			-	-	20.2	20.2	Bridge
69		16710.0 To 16973.1	Forest/Govt.			-	3.5	-	914.0	
70		17005.0 To 17168.1	Forest/Govt.			3.5	3.5	759.0	759.0	Realignment
71		17168.1 To 17409.0	Forest/Govt.			-	3.5	-	505.0	
72		17149.3 To 17153.0	Forest/Govt.			-	-	-	40.4	Cross road(RHS)
73		17409.0 To 17455.5	Forest/Govt.			2.0	-	113.0	-	
74		17455.5 To 17517.0	Forest/Govt.			-	-	20.2	20.2	Bridge
75		17465.5 To 17517.0	Forest/Govt.			-	3.5	-	205.0	
76		17153.0 To 17211.6	Forest/Govt.							

AD-1

San

PKG-I, Section-II Saharghat To Rahikha, NH-227J  
(FC Proposal No: FP/BR/ROAD/154991/2022)

S.No.	Section Name	Chainage (m)	Forest/ Govt. non-forest/ Private Land	If the land is forest then mention name of Road along which land lies vide Notification No. 190-S dated 16.02.1994 of Govt of Bihar	Range	Road Width for Diversion (m)		Area Diverted (Sq.m)		Comment
						LHS	RHS	LHS	RHS	
77	Section-II (Saharghat to Rahikha, NH-227J)	17485.0 To 17485.5	Forest/Govt.	Saharghat Range	Saharghat Range	-	2.0	-	123.0	
78		14431.0 To 14431.0	Forest/Govt.			2.0	-	-	-	
79		17431.0 To 17431.0	Forest/Govt.			-	2.0	-	-	
80		17517.0 To 17517.5	Forest/Govt.			2.0	-	323.0	-	
81		17578.5 To 17578.5	Forest/Govt.			-	-	40.4	-	Cross road(LHS)
82		17520.0 To 17520.0	Forest/Govt.			-	2.0	-	246.0	
83		17643.0 To 17643.0	Forest/Govt.			-	-	-	40.4	Cross road(RHS)
84		17645.0 To 17645.0	Forest/Govt.			-	2.0	-	156.0	
85		17724.0 To 17724.0	Forest/Govt.			-	-	-	40.4	Cross road(RHS)
86		17727.0 To 17727.0	Forest/Govt.			2.0	-	133.0	-	
87		17685.0 To 17685.0	Forest/Govt.			-	2.0	-	66.0	
88		17760.0 To 17760.0	Private/Govt.			2.0	2.0	769.0	769.0	Realignment
89		17747.0 To 17747.0	Forest/Govt.			2.0	-	-	-	
90		18000.0 To 18000.0	Forest/Govt.			2.0	-	952.0	-	
91		18476.0 To 18476.0	Forest/Govt.			-	-	40.4	-	Bridge
92		18000.0 To 18012.0	Forest/Govt.			-	2.0	-	24.0	
93		18012.0 To 18012.0	Forest/Govt.			-	-	-	40.4	Cross road(RHS)
94		18012.0 To 18477.5	Forest/Govt.			-	2.0	-	918.0	
95		18486.0 To 18486.0	Forest/Govt.			2.0	-	420.0	-	
96		18595.0 To 18595.0	Forest/Govt.			-	-	40.4	-	Cross road(LHS)
97		18495.0 To 18723.5	Forest/Govt.			-	2.0	-	487.0	
98		18702.0 To 18719.0	Forest/Govt.			2.0	-	34.0	-	
99		18719.0 To 18818.0	Forest/Govt.			-	-	20.2	20.2	Bridge
100		18684.0 To 18684.0	Forest/Govt.			-	2.0	-	-	
101		18818.0 To 18818.0	Forest/Govt.			2.0	-	137.0	-	
102		18818.0 To 18867.0	Forest/Govt.			-	2.0	-	98.0	
103		18867.0 To 18878.0	Forest/Govt.			-	2.0	-	50.5	Cross road(RHS)
104		18878.0 To 18922.5	Forest/Govt.			-	2.0	-	89.0	
105		18916.5 To 19032.8	Forest/Govt.			4.0	-	465.0	-	
106		19032.8 To 19038.0	Forest/Govt.			-	4.0	50.5	-	Cross road(LHS)
107		19038.0 To 19208.3	Forest/Govt.			3.9	-	664.0	-	
108		19208.3 To 19214.0	Forest/Govt.			-	3.9	50.5	-	Cross road(LHS)
109		19214.0 To 19431.2	Forest/Govt.			3.8	-	834.0	-	
110		19431.2 To 19700.0	Private/Govt.			3.5	3.5	1345.6	1345.6	Realignment
111		18922.0 To 18946.3	Forest/Govt.			-	4.0	-	57.0	
112		18946.3 To 18953.0	Forest/Govt.			-	4.0	-	50.5	Cross road(RHS)
113		18953.0 To 19020.3	Forest/Govt.			-	4.0	-	269.0	
114		19020.3 To 19028.0	Forest/Govt.			-	4.0	-	50.5	Cross road(RHS)
115		19028.0 To 19378.5	Forest/Govt.			-	4.0	-	1402.0	
116		19378.5 To 19391.0	Forest/Govt.			-	4.0	-	50.5	Cross road(RHS)
117		19391.0 To 19431.0	Forest/Govt.			-	4.0	-	158.0	
118		19709.0 To 19715.8	Forest/Govt.			4.0	-	63.0	-	
119		19715.8 To 19718.0	Forest/Govt.			-	4.0	50.5	-	Cross road(LHS)
120		19700.0 To 19722.8	Forest/Govt.			-	4.0	-	91.0	
121		19722.8 To 19729.0	Forest/Govt.			-	4.0	-	50.5	Cross road(RHS)
122		19718.0 To 19855.5	Forest/Govt.			4.0	-	590.0	-	
123		18865.5 To 18914.0	Forest/Govt.			4.0	4.0	50.5	50.5	Bridge
124		19729.0 To 19855.0	Forest/Govt.			-	4.0	-	544.0	
125		19914.0 To 20473.7	Forest/Govt.			4.0	-	2761.0	-	
126		19914.0 To 20125.3	Forest/Govt.			-	4.0	-	845.0	
127		20125.3 To 20131.0	Forest/Govt.			-	4.0	-	50.5	Cross road(RHS)
128		20131.0 To 20258.9	Forest/Govt.			-	4.1	-	518.0	
129		20258.9 To 20264.0	Forest/Govt.			-	4.1	-	50.5	Cross road(RHS)
130		20264.0 To 20468.9	Forest/Govt.			-	4.1	-	630.0	
131		20474.0 To 20810.8	Forest/Govt.			3.5	-	1189.0	-	
132		20468.0 To 20802.5	Forest/Govt.			-	3.5	-	1211.6	
133		20811.2 To 20977.5	Forest/Govt.			4.1	-	732.0	-	
134		20977.5 To 20993.0	Forest/Govt.			4.0	4.0	37.9	37.9	Bridge
135		20802.5 To 20978.5	Forest/Govt.			-	4.5	-	788.0	
136		20993.0 To 21440.8	Forest/Govt.			4.5	-	2015.0	-	
137		21440.8 To 21449.0	Forest/Govt.			4.5	-	37.9	-	Cross road(LHS)
138		20993.0 To 21474.6	Forest/Govt.			-	4.5	-	2167.0	
139		21474.6 To 21485.0	Forest/Govt.			-	4.5	-	37.9	Cross road(RHS)
140		21449.0 To 21623.0	Forest/Govt.			4.2	-	781.0	-	
141		21623.0 To 21681.0	Forest/Govt.			4.2	4.2	37.9	37.9	Bridge
142		21485.0 To 21623.1	Forest/Govt.			-	4.2	-	580.0	
143		21500.0 To 21500.0	Forest/Govt.			4.2	-	-	-	
144		21500.0 To 21500.0	Forest/Govt.			-	4.2	-	-	
145		21681.0 To 21949.8	Forest/Govt.			4.0	-	1075.0	-	
146		21949.8 To 21952.0	Forest/Govt.			4.0	-	37.9	-	Cross road(LHS)
147		21682.0 To 21805.0	Forest/Govt.			-	4.0	-	492.0	
148		21805.0 To 21808.0	Forest/Govt.			-	4.0	-	37.9	Cross road(RHS)
149		21808.0 To 21935.8	Forest/Govt.			-	4.0	-	511.0	
150		21935.8 To 21947.0	Forest/Govt.			-	4.0	-	37.9	Cross road(RHS)
151		21952.0 To 22191.0	Forest/Govt.			4.0	-	956.0	-	
152		22191.0 To 22197.0	Forest/Govt.			4.0	-	37.9	-	Cross road(LHS)
153		22197.0 To 22348.0	Forest/Govt.			4.0	-	-	-	

S.No. 17 Darbhanga - Basirha - Madhubanpur (DFO Mithila letter no. 2058, dated 30.10.2023)

PKG-I, Section-II: Saharghat To Raha, NH-2271  
(FC Proposal No: FP/BR/ROAD/154931/2022)

IFC Proposal No: FP/BR/ROAD/154931/2022											
S.No.	Section Name	Chainage (m)	Forest/ Govt. non-Forest/ Private Land	If the land is forest then mention name of Road along which land lies vide Notification No. 190-E dated 16.02.1994 of Govt of Bihar	Range	Road Width for Diversion (m)		Area Diverted (Sq.m)		Comment	
1	2	3	4	5	6	LHS	RHS	LHS	RHS		
154		22349.0 To 22357.0	Forest/Govt.			4.0	-	32.9	-	Cross road(LHS)	
155		21947.0 To 22204.8	Forest/Govt.			-	4.0	-	1031.0		
156		22204.8 To 22207.0	Forest/Govt.			-	4.0	-	37.9	Cross road(RHS)	
157		22207.0 To 22415.3	Forest/Govt.			-	4.0	-	831.0		
158		22357.0 To 22417.5	Forest/Govt.			4.0	-	282.0	-		
159		22417.5 To 22643.0	Private/Govt.			4.0	4.0	1112.8	1112.8	Realignment	
160		22600.0 To 22703.3	Forest/Govt.			-	4.0	-	413.0		
161		22703.3 To 22709.0	Forest/Govt.			-	4.0	-	37.9	Cross road(RHS)	
162		22643.0 To 23244.8	Forest/Govt.			4.0	-	2407.0	-		
163		23244.8 To 23250.0	Forest/Govt.			4.0	-	37.9	-	Cross road(LHS)	
164		22709.0 To 23273.0	Forest/Govt.			-	4.0	-	2258.0		
165		23273.0 To 23278.0	Forest/Govt.			-	4.0	-	37.9	Cross road(RHS)	
166		23250.0 To 23310.8	Forest/Govt.			4.0	-	243.0	-		
167		23278.0 To 23314.3	Forest/Govt.			-	4.0	-	145.0		
168		23310.8 To 23783.6	Forest/Govt.			5.0	-	2364.0	-		
169		23314.3 To 23646.3	Forest/Govt.			-	5.0	-	1660.0		
170		23646.3 To 23652.0	Forest/Govt.			-	5.0	-	37.9	Cross road(RHS)	
171		23652.0 To 23798.2	Forest/Govt.			-	5.0	-	731.0		
172		23783.6 To 23841.0	Forest/Govt.			5.0	5.0	202.1	202.1	Bridge	
173		23798.2 To 23804.0	Forest/Govt.			-	5.0	-	202.1	Cross road(RHS)	
174		23804.0 To 23813.8	Forest/Govt.			-	5.0	-	49.9		
175		23841.0 To 24799.3	Forest/Govt.			4.9	-	4667.0	-		
176		23854.0 To 24800.0	Forest/Govt.			-	5.0	-	4730.0		
177		24379.0 To 24379.0	Forest/Govt.			5.0	-	-	-		
178		24579.0 To 24579.0	Forest/Govt.			5.0	-	-	-		
179		24579.0 To 25100.0	Private/Govt.			5.0	5.0	1580.9	1580.9	Realignment	
180		24373.0 To 24373.0	Forest/Govt.			-	5.0	-	-		
181		25100.0 To 25423.8	Forest/Govt.			5.0	-	1619.0	-		
182		25423.8 To 25436.0	Forest/Govt.			-	5.0	-	151.6	Cuvert	
183		25100.0 To 25424.8	Forest/Govt.			-	5.0	-	1623.0		
184		25436.0 To 25451.2	Forest/Govt.			5.0	-	76.0	-		
185		25451.2 To 25459.0	Forest/Govt.			-	5.0	-	151.6	Cross road(RHS)	
186		25459.0 To 25479.0	Forest/Govt.			5.0	-	100.9	-		
187		25479.0 To 25528.0	Forest/Govt.			-	-	-	-	Pond	
188		25436.0 To 25543.8	Forest/Govt.			-	5.0	-	539.0		
189		25543.8 To 25548.0	Forest/Govt.			-	5.0	-	151.6	Cross road(RHS)	
190		25528.0 To 25693.8	Forest/Govt.			5.0	-	629.0	-		
191		25693.8 To 26013.0	Private/Govt.			5.0	5.0	1587.1	1587.1	Realignment	
192		26013.0 To 26130.0	Forest/Govt.			-	5.0	-	889.0		
193		26013.0 To 26130.0	Forest/Govt.			-	5.0	-	825.0		
194		26025.0 To 26130.0	Forest/Govt.			-	5.0	-	825.0		
									76366.4	77753.6	154120
Total (No.)											15412

AP

for

Project Director परियोजना निदेशक  
NHAI, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
PIU Supaul परियोजना कार्यालय इकाई सुपौल

PC Proposal No: PP/BR/ROAD/154901/2023											
Section-IV: Bidestwar Station to Bheja, NH-227A											
S.No.	Section Name	Chainage (m)		Forest/ Govt. non-Forest/ Private Land	If the land is forest then mention name of Road along which land lies vide Notification No. 190-E dated 16.02.1994 of Govt of Bihar	Range	Road Width for diversion (m)		Area Diverted (sq.m)		Comments
							LHS	RHS	LHS	RHS	
1	2	3	4	5	6	7	8	9	10	11	
1		693.00	To 714.18	Forest/Govt.			5.50	-	188.0	-	
2		693.00	To 714.73	Forest/Govt.			-	5.00	-	191.0	
3		714.73	To 736.00	Forest/Govt.			5.50	5.50	315.1843	315.184	Bridge
4		736.00	To 816.00	Forest/Govt.			5.50	-	440.0	-	
5		816.00	To 830.00	Forest/Govt.			5.00	-	257.878	-	Cross road (LHS)
6		736.00	To 829.60	Forest/Govt.			-	5.00	-	713.0	
7		829.60	To 891.00	Forest/Govt.			-	5.00	-	257.878	Cross road (RHS)
8		830.00	To 1079.84	Forest/Govt.			5.50	-	1973.0	-	
9		1079.64	To 1097.00	Forest/Govt.			5.50	-	315.1843	315.184	Bridge
10		892.00	To 1075.76	Forest/Govt.			-	5.25	-	970.0	
11		1097.00	To 1227.60	Forest/Govt.			5.00	-	653.0	-	
12		1227.60	To 1235.00	Forest/Govt.			5.00	-	357.878	-	Cross road (LHS)
13		1242.60	To 1261.00	Forest/Govt.			-	5.00	-	728.0	
14		1242.60	To 1261.00	Forest/Govt.			-	5.00	-	257.878	Cross road (RHS)
15		1238.00	To 1844.94	Forest/Govt.			4.90	-	257.878	-	
16		1844.94	To 1851.00	Forest/Govt.			-	4.90	257.878	-	Cross road (LHS)
17		1261.00	To 1796.72	Forest/Govt.			-	5.10	-	1271.0	
18		1706.30	To 1715.00	Forest/Govt.			-	4.80	-	257.878	Cross road (RHS)
19		1715.00	To 1840.80	Forest/Govt.			-	5.00	-	576.0	
20		1840.80	To 1850.00	Forest/Govt.			-	5.00	-	257.878	Cross road (RHS)
21		1851.00	To 1957.80	Forest/Govt.			5.00	-	534.0	-	
22		1957.80	To 2064.00	Forest/Govt.			5.00	-	357.878	-	Cross road (LHS)
23		1850.00	To 1915.00	Forest/Govt.			-	5.00	-	325.0	
24		1915.00	To 1933.00	Forest/Govt.			-	5.00	-	257.878	Cross road (RHS)
25		1964.00	To 2029.30	Forest/Govt.			5.00	-	326.0	-	
26		2029.30	To 2093.00	Forest/Govt.			3.00	-	257.878	-	Cross road (LHS)
27		1933.00	To 2085.80	Forest/Govt.			-	5.00	-	814.0	
28		2081.50	To 2092.00	Forest/Govt.			-	5.00	-	257.878	Cross road (RHS)
29		2083.00	To 2147.40	Forest/Govt.			5.00	-	572	-	
30		2147.40	To 2153.00	Forest/Govt.			5.00	-	87.45	-	Cross road (LHS)
31		2082.00	To 2438.40	Forest/Govt.			-	5.00	-	1682.00	
32		2153.00	To 2308.20	Forest/Govt.			5.00	-	776.0	-	
33		2308.20	To 2314.00	Forest/Govt.			5.00	-	87.45	-	Cross road (LHS)
34		2314.00	To 2428.60	Forest/Govt.			5.00	-	273.0	-	
35		2428.60	To 2816.21	Forest/Govt.			6.60	-	1789.0	-	
36		2438.40	To 2836.20	Forest/Govt.			-	4.10	-	1872.0	
37		2836.20	To 4000.00	Private/Govt.			-	-	-	-	
38		4000.00	To 7100.00	Govt./Forest			3.50	3.00	2175	2175	Realignment
39		7100.00	To 7435.00	Govt. Non-Forest			-	-	405.125	405.125	Bandh & River
40		7435.00	To 7876.80	Forest/Govt.			5.40	-	1333.0	-	Govt. non-forest
41		7876.80	To 8527.00	Forest/Govt.			-	-	405.125	405.125	Realignment
42		7436.00	To 7614.88	Forest/Govt.			-	5.40	-	1020.0	
43		7614.88	To 7632.00	Forest/Govt.			-	5.00	-	87.45	Cross road (RHS)
44		7632.00	To 7708.11	Forest/Govt.			-	5.40	-	465.0	
45		8527.00	To 8799.00	Forest/Govt.			5.00	-	1380.0	-	
46		8799.00	To 8813.00	Forest/Govt.			-	-	131.172	131.172	Bridge
47		8487.00	To 8799.40	Forest/Govt.			-	5.00	-	1532.0	
48		8813.00	To 9099.80	Forest/Govt.			5.00	-	1234.0	-	
49		9099.80	To 9099.00	Forest/Govt.			-	-	-	-	
50		8819.00	To 9497.00	Forest/Govt.			-	5.00	-	3190.0	Cross road (LHS)
51		9065.00	To 9187.60	Forest/Govt.			5.00	-	106.0	-	
52		9187.60	To 9195.00	Forest/Govt.			-	-	-	-	
53		9195.00	To 9285.00	Forest/Govt.			-	-	-	-	Cross road (RHS)
54		9281.00	To 9499.00	Forest/Govt.			5.00	-	455.0	-	
55		9499.00	To 9500.00	Forest/Govt.			5.00	-	1040.0	-	
56		9500.00	To 9730.00	Forest/Govt.			-	-	131.172	131.172	Culvert
57		9730.00	To 9775.00	Forest/Govt.			5.00	-	1290.0	-	
58		9499.00	To 9516.30	Forest/Govt.			-	-	131.172	131.172	Bridge
59		9516.30	To 9533.00	Forest/Govt.			-	5.00	-	85.0	
60		9533.00	To 9750.00	Forest/Govt.			-	5.00	-	131.172	Cross road (RHS)
61		9775.00	To 10245.80	Forest/Govt.			5.00	-	1135.0	-	
62		10249.80	To 10484.00	Private/Govt.			4.00	4.00	261.544	261.544	Realignment
63		9775.00	To 10292.60	Forest/Govt.			-	5.00	-	2588.0	
64		10484.00	To 10645.39	Forest/Govt.			4.60	-	747.0	-	
65		10645.39	To 10920.00	Forest/Govt.			-	-	131.172	-	Cross road (LHS)
66		10461.00	To 10637.74	Forest/Govt.			-	4.60	-	813.0	
67		10637.74	To 10947.00	Forest/Govt.			-	-	131.172	-	Cross road (RHS)
68		10650.00	To 10931.33	Forest/Govt.			4.50	-	1266.0	-	
69		10931.33	To 10940.00	Forest/Govt.			-	-	131.172	-	Cross road (LHS)
70		10847.00	To 10945.67	Forest/Govt.			-	4.50	-	1262.0	
71		10949.67	To 10951.00	Forest/Govt.			-	-	131.172	-	Cross road (RHS)
72		10940.00	To 11004.67	Forest/Govt.			-	-	131.172	-	Cross road (LHS)
73		11004.67	To 11025.00	Forest/Govt.			4.50	-	291.0	-	
74		10951.00	To 11049.80	Forest/Govt.			-	-	131.172	-	Cross road (RHS)
75		11049.80	To 11069.00	Forest/Govt.			-	4.50	-	445.0	
76		11015.00	To 11264.33	Forest/Govt.			-	-	131.172	-	Cross road (RHS)
77		11065.33	To 11277.00	Forest/Govt.			4.50	-	581.0	-	
78		11069.00	To 11281.79	Forest/Govt.			-	-	131.172	-	Cross road (LHS)
79		11177.00	To 11383.44	Forest/Govt.			-	4.50	-	1412.0	

Section-IV:  
(Bidestwar station To  
Bheja, NH-227A)

Range

S.No 55, Bhagpurpur, Bidestwar  
(DFO Withia letter no 211, dated 25.01.2023)

Section-IV:  
(Bidestwar Station To  
Bheja, NH-227A)

S.no 55, Banbharua, Madhepura  
(DFO Wildlife letter no 311, dated 28.01.2023)

Banbharua

FC Proposal No: FP/BR/ROAD/154891/2022										
Section-IV: Bideswar Sthan to Sheja, NH-527A										
S.No.	Section Name	Chainage (m)	Forest/ Govt. non-Forest/ Private Land	If the land is forest then mention name of forest along which land has vide Notification No. 150-E dated 15.03.1994 of Govt of Bihar	Range	Road Width for Diversion (m)		Area Diverted (sq.m)		Comment
						LHS	RHS	LHS	RHS	
1	2	3	4	5	6	7	8	9	10	11
80		11385.44 To 11389.00	Forest/Govt.			-	-	63.560	65.560	Cross road (LHS)
81		11389.00 To 11392.32	Forest/Govt.			4.50	-	1695.0	-	
82		11392.32 To 11395.70	Forest/Govt.			-	-	131.172	-	Cross road (LHS)
83		11395.70 To 11399.08	Forest/Govt.			-	4.50	-	719.0	Cross road (RHS)
84		11399.08 To 11402.46	Forest/Govt.			-	-	131.172	-	Cross road (RHS)
85		11402.46 To 11405.84	Forest/Govt.			-	4.50	-	1498.0	Cross road (RHS)
86		11405.84 To 11409.22	Forest/Govt.			-	-	131.172	-	Cross road (RHS)
87		11409.22 To 11412.60	Forest/Govt.			4.12	-	3913.0	-	
88		11412.60 To 11415.98	Forest/Govt.			-	-	131.172	-	Cross road (LHS)
89		11415.98 To 11419.36	Forest/Govt.			-	4.05	-	4596.0	
90		11419.36 To 11422.74	Forest/Govt.			-	-	-	-	Cross road (RHS)
91		11422.74 To 11426.12	Forest/Govt.			4.00	-	1657.0	-	Cross road (LHS)
92		11426.12 To 11429.50	Forest/Govt.			-	-	-	-	Cross road (LHS)
93		11429.50 To 11432.88	Forest/Govt.			4.15	-	2423.0	-	
94		11432.88 To 11436.26	Forest/Govt.			-	-	-	-	Cross road (LHS)
95		11436.26 To 11439.64	Forest/Govt.			-	4.00	-	1578.0	Cross road (LHS)
96		11439.64 To 11443.02	Forest/Govt.			-	-	-	-	Cross road (RHS)
97		11443.02 To 11446.40	Forest/Govt.			4.00	-	1000.0	-	
98		11446.40 To 11449.78	Forest/Govt.			-	-	-	-	Cross road (LHS)
99		11449.78 To 11453.16	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
100		11453.16 To 11456.54	Forest/Govt.			-	-	-	-	Cross road (RHS)
101		11456.54 To 11459.92	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
102		11459.92 To 11463.30	Forest/Govt.			-	-	-	-	Cross road (RHS)
103		11463.30 To 11466.68	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
104		11466.68 To 11470.06	Forest/Govt.			-	-	-	-	Cross road (RHS)
105		11470.06 To 11473.44	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
106		11473.44 To 11476.82	Forest/Govt.			-	-	-	-	Cross road (RHS)
107		11476.82 To 11480.20	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
108		11480.20 To 11483.58	Forest/Govt.			-	-	-	-	Cross road (RHS)
109		11483.58 To 11486.96	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
110		11486.96 To 11490.34	Forest/Govt.			-	-	-	-	Cross road (RHS)
111		11490.34 To 11493.72	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
112		11493.72 To 11497.10	Forest/Govt.			-	-	-	-	Cross road (RHS)
113		11497.10 To 11500.48	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
114		11500.48 To 11503.86	Forest/Govt.			-	-	-	-	Cross road (RHS)
115		11503.86 To 11507.24	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
116		11507.24 To 11510.62	Forest/Govt.			-	-	-	-	Cross road (RHS)
117		11510.62 To 11514.00	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
118		11514.00 To 11517.38	Forest/Govt.			-	-	-	-	Cross road (RHS)
119		11517.38 To 11520.76	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
120		11520.76 To 11524.14	Forest/Govt.			-	-	-	-	Cross road (RHS)
121		11524.14 To 11527.52	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
122		11527.52 To 11530.90	Forest/Govt.			-	-	-	-	Cross road (RHS)
123		11530.90 To 11534.28	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
124		11534.28 To 11537.66	Forest/Govt.			-	-	-	-	Cross road (RHS)
125		11537.66 To 11541.04	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
126		11541.04 To 11544.42	Forest/Govt.			-	-	-	-	Cross road (RHS)
127		11544.42 To 11547.80	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
128		11547.80 To 11551.18	Forest/Govt.			-	-	-	-	Cross road (RHS)
129		11551.18 To 11554.56	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
130		11554.56 To 11557.94	Forest/Govt.			-	-	-	-	Cross road (RHS)
131		11557.94 To 11561.32	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
132		11561.32 To 11564.70	Forest/Govt.			-	-	-	-	Cross road (RHS)
133		11564.70 To 11568.08	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
134		11568.08 To 11571.46	Forest/Govt.			-	-	-	-	Cross road (RHS)
135		11571.46 To 11574.84	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
136		11574.84 To 11578.22	Forest/Govt.			-	-	-	-	Cross road (RHS)
137		11578.22 To 11581.60	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
138		11581.60 To 11584.98	Forest/Govt.			-	-	-	-	Cross road (RHS)
139		11584.98 To 11588.36	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
140		11588.36 To 11591.74	Forest/Govt.			-	-	-	-	Cross road (RHS)
141		11591.74 To 11595.12	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
142		11595.12 To 11598.50	Forest/Govt.			-	-	-	-	Cross road (RHS)
143		11598.50 To 11601.88	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
144		11601.88 To 11605.26	Forest/Govt.			-	-	-	-	Cross road (RHS)
145		11605.26 To 11608.64	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
146		11608.64 To 11612.02	Forest/Govt.			-	-	-	-	Cross road (RHS)
147		11612.02 To 11615.40	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
148		11615.40 To 11618.78	Forest/Govt.			-	-	-	-	Cross road (RHS)
149		11618.78 To 11622.16	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
150		11622.16 To 11625.54	Forest/Govt.			-	-	-	-	Cross road (RHS)
151		11625.54 To 11628.92	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
152		11628.92 To 11632.30	Forest/Govt.			-	-	-	-	Cross road (RHS)
153		11632.30 To 11635.68	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
154		11635.68 To 11639.06	Forest/Govt.			-	-	-	-	Cross road (RHS)
155		11639.06 To 11642.44	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
156		11642.44 To 11645.82	Forest/Govt.			-	-	-	-	Cross road (RHS)
157		11645.82 To 11649.20	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
158		11649.20 To 11652.58	Forest/Govt.			-	-	-	-	Cross road (RHS)
159		11652.58 To 11655.96	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
160		11655.96 To 11659.34	Forest/Govt.			-	-	-	-	Cross road (RHS)
161		11659.34 To 11662.72	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
162		11662.72 To 11666.10	Forest/Govt.			-	-	-	-	Cross road (RHS)
163		11666.10 To 11669.48	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
164		11669.48 To 11672.86	Forest/Govt.			-	-	-	-	Cross road (RHS)
165		11672.86 To 11676.24	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
166		11676.24 To 11679.62	Forest/Govt.			-	-	-	-	Cross road (RHS)
167		11679.62 To 11683.00	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
168		11683.00 To 11686.38	Forest/Govt.			-	-	-	-	Cross road (RHS)
169		11686.38 To 11689.76	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
170		11689.76 To 11693.14	Forest/Govt.			-	-	-	-	Cross road (RHS)
171		11693.14 To 11696.52	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
172		11696.52 To 11700.00	Forest/Govt.			-	-	-	-	Cross road (RHS)
173		11700.00 To 11703.48	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
174		11703.48 To 11706.96	Forest/Govt.			-	-	-	-	Cross road (RHS)
175		11706.96 To 11710.44	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
176		11710.44 To 11713.92	Forest/Govt.			-	-	-	-	Cross road (RHS)
177		11713.92 To 11717.40	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
178		11717.40 To 11720.88	Forest/Govt.			-	-	-	-	Cross road (RHS)
179		11720.88 To 11724.36	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
180		11724.36 To 11727.84	Forest/Govt.			-	-	-	-	Cross road (RHS)
181		11727.84 To 11731.32	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
182		11731.32 To 11734.80	Forest/Govt.			-	-	-	-	Cross road (RHS)
183		11734.80 To 11738.28	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
184		11738.28 To 11741.76	Forest/Govt.			-	-	-	-	Cross road (RHS)
185		11741.76 To 11745.24	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
186		11745.24 To 11748.72	Forest/Govt.			-	-	-	-	Cross road (RHS)
187		11748.72 To 11752.20	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
188		11752.20 To 11755.68	Forest/Govt.			-	-	-	-	Cross road (RHS)
189		11755.68 To 11759.16	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
190		11759.16 To 11762.64	Forest/Govt.			-	-	-	-	Cross road (RHS)
191		11762.64 To 11766.12	Forest/Govt.			-	4.00	-	1730.0	Cross road (RHS)
192		11766.12 To 11769.60								

Total Summary of Tree Cutting/ Translocation						
Stretch	Range	Particular	RHS	LHS	Total	Remarks
Umargam- Kaluahi, NH227/L, (Section-I)	Benipatti	Cut	85	60	145	
		Translocate	13	22	35	
		Cut	143	198	341	
Saharghat- Rahika, NH227/L, (Section-II)	Benipatti	Translocate	21	11	32	
		Cut	830	887	1717	
		Translocate	174	452	626	
		Cut	28	32	60	
Bidestwar sthan- Bheja, NH527A (Section IV)	Jhanjharpur	Translocate	17	41	58	
		Cut	344	333	677	
		Translocate	82	114	196	
		Total	1739	2110	3849	

ARJ

for

*[Signature]*

Project Director, National Highway  
 Development Corporation  
 New Delhi

Supplementary list of Tree						
			Section-I	II	III	IV
a	Girls from 300 mm to 600 mm		30-60 cm	0	0	8
b	Girls from 600 mm to 900 mm		61-90 cm	0	0	12
c	Girls from 900 mm to 1200 mm		91-180 cm	0	0	42
d	Girls above 1200 mm		above 180 cm	7	0	21
						Total
						156

Project Director परियोजना निदेशक  
NHAI, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
PIU Supad, परियोजना कार्यान्वयन इकाई, सुपौल

R.H.S

भारतमाला परियोजना पैकज-1, सेक्शन-1 (उमगाँव से कलुआही) सड़क के दाईं ओर अधिसूचित सरकारी जमीन में पड़ने वाले पेड़ों की सूची।

S.No	Chainage	Tree Species Name	Girth (Cm)	Standing/Fallen	Green/Dried/HRD/(Hollow, rotten, damaged)	To be Felled/to be protected/to be translocated	Comment
S1	9+150	सिरिस	150	Standing	Green	To be Felled	
S2		सिरिस	90	Standing	Dried	To be Felled	
S3		सिरिस	100	Standing	Green	To be Felled	
S4		सिरिस	160	Standing	Green	To be Felled	
S5	14+200	जलगम्हार	110	Standing	Green	To be Felled	
S6		जलगम्हार	100	Standing	Green	To be Felled	
S7		बरगद	380	Standing	Green	To be Felled	
S8	15+800	सिरिस	110	Standing	Green	To be Felled	
S9		रह	75	Standing	Green	To be Felled	
S10		सिरिस	85	Standing	Green	To be Felled	
S11		जिलेवी	120	Standing	Green	To be Felled	
S12		जलगम्हार	100	Standing	Green	To be Felled	
S13		जलगम्हार	200	Standing	Green	To be Felled	
S14		अर्जुन	120	Standing	Green	To be Felled	
S15		जिलेवी	90	Standing	Green	To be Felled	
S16		जिलेवी	80	Standing	Green	To be Felled	
S17		जिलेवी	75	Standing	Green	To be Felled	
S18		सेमल	65	Standing	Green	To be Felled	
S19		सिरिस	120	Standing	Green	To be Felled	
S20		सिरिस	100	Standing	Green	To be Felled	
S21		सेमल	150	Standing	Green	To be Felled	
S22		सेमल	60	Standing	Green	To be Felled	
S23		सेमल	135	Standing	Green	To be Felled	
S24		अर्जुन	115	Standing	Green	To be Felled	
S25		सेमल	160	Standing	Dried	To be Felled	
S26		सेमल	100	Standing	Green	To be Felled	
S27		जिलेवी	200	Standing	Dried	To be Felled	
S28		सेमल	220	Standing	Green	To be Felled	
S29		आम	40	Standing	Green	To be translocated	
S30		आम	50	Standing	Green	To be translocated	
S31		आम	35	Standing	Green	To be translocated	
S32		अर्जुन	110	Standing	Green	To be Felled	
S33		आम	40	Standing	Green	To be translocated	
S34		आम	85	Standing	Green	To be Felled	
S35		आम	90	Standing	Green	To be Felled	
S36		सिरिस	75	Standing	Green	To be Felled	
S37		आम	80	Standing	Green	To be Felled	
S38		आम	100	Standing	Green	To be Felled	
S39		सिरिस	100	Standing	Green	To be Felled	
S40		आम	85	Standing	Green	To be Felled	
S41		आम	40	Standing	Green	To be translocated	
S42		आम	A-100 B-60	Standing	Green	To be Felled	
S43		आम	100	Standing	Green	To be Felled	
S44		सिरिस	120	Standing	Green	To be Felled	
S45	16+000	जिलेवी	A-80 B-60	Standing	Green	To be Felled	

Canal

प्रबंधक (तक)   
 Manager (T)   
 संचालक, पक्का मुसल   
 Al. PU-S. Paul

सारांश	R.H.S	Total
पेड़ों की संख्या-	45	45
कुल-		45
पनस्थापन होने वाले पेड़ों की संख्या		

परिनिष्ठा 28/2/25   
 क्षेत्र पदाधिकारी

L.H.S							
भारतमाला परियोजना पैकेज-1, सेक्शन-1 (उमगाँव से कलुआही) राउंड 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/H oil ew, rotten, damaged)	To be Felled/to be protected/to be translocated	Comment
S1	00+000	आम	60	Standing	Green	To be Felled	
S2	13+300	जलगतसर	A-78 8-72	Standing	Green	To be Felled	
S3		अमरुद	50	Standing	Green	To be translocated	
S4		नीम	110	Standing	Green	To be Felled	
S5		नीम	140	Standing	Green	To be Felled	
S6		नीम	70	Standing	Green	To be Felled	
S7		नीम	80	Standing	Green	To be Felled	
S8		कदम	88	Standing	Green	To be Felled	
S9		नीम	75	Standing	Green	To be Felled	
S10		कदम	140	Standing	Green	To be Felled	
S11		नीम	38	Standing	Green	To be translocated	
S12		जिलेबी	120	Standing	Green	To be Felled	
S13	13+400	जिलेबी	65	Standing	Green	To be Felled	
S14	15+800	करज	155	Standing	Green	To be Felled	
S15		जिलेबी	180	Standing	Green	To be Felled	Canal Location
S16		आम	110	Standing	Green	To be Felled	
S17		घह	110	Standing	Green	To be Felled	
S18		सिरिस	110	Standing	Green	To be Felled	
S19		आम	60	Standing	Green	To be Felled	
S20		अर्जुन	120	Standing	Green	To be Felled	
S21		आम	70	Standing	Green	To be Felled	
S22	16+000	घह	85	Standing	Green	To be Felled	Canal Location
S23		सिरिस	75	Standing	Green	To be Felled	
S24		अर्जुन	135	Standing	Green	To be Felled	
S25		घह	85	Standing	Green	To be Felled	
S26		सिरिस	75	Standing	Green	To be Felled	
S27		आम	95	Standing	Green	To be Felled	
S28		आम	90	Standing	Green	To be Felled	

संख्या	L.H.S	Total
पेड़ों की संख्या-	28	28
कुल-		28
पुनर्स्थापन होने वाले पेड़ों की संख्या	4	4
पातन होने वाले पेड़ों की संख्या	24	24

N.K. Mirza  
Amir

ARJ  
SE, NHAI  
PIU-Supaul

CS

Project Director परियोजना निदेशक  
NHAI, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
PIU Supaul, परियोजना कार्यालय इकाई सुपौल

Anup Kumar  
24/02/25  
वन परिसर पदाधिकारी  
कलुआही (मधुबनी)

Rishi Kumar  
24/02/25  
पञ्चमी  
कलुआही, बाबोपट्टी

प्रबंधक (तक)  
puty Manager (T)  
राजमार्ग, पकाई सुपौल  
NHAI, PIU-Supaul

Shweta Kumari  
24-02-25  
वन परिसर पदाधिकारी  
बेनीपट्टी

अभिजित कुमार  
24/2/25  
वनो के क्षेत्र पदाधिकारी  
मधुबनी

L.H.S

भारतमाहा परिदोषना पैकेज-1, सेक्शन-4 (विदेशपरधान से मेजा) सड़क से बायीं ओर अधिराजि सारकारी 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
S1	3+800	जलसमहार	200	Standing	Green	To be Felled	Kamla Bund
S2		जलसमहार	145	Standing	Green	To be Felled	
S3		जलसमहार	145	Standing	Green	To be Felled	
S4		जलसमहार	120	Standing	Green	To be Felled	
S5		जलसमहार	140	Standing	Green	To be Felled	
S6		जलसमहार	110	Standing	Green	To be Felled	
S7		जलसमहार	120	Standing	Green	To be Felled	
S8		जलसमहार	220	Standing	Green	To be Felled	
S9		जलसमहार	180	Standing	Green	To be Felled	
S10		अर्जुन	A-160 B-200 C-120	Standing	Green	To be Felled	
S11		अर्जुन	A-175 B-150 C-130	Standing	Green	To be Felled	
S12		बरगद	500	Standing	Green	To be Felled	
S13		आम	80	Standing	Green	To be Felled	
S14	4+400	आम	70	Standing	Green	To be Felled	
S15		आम	90	Standing	Green	To be Felled	
S16	5+300	आम	50	Standing	Green	To be translocated	
S17	8+080	महोगनी	60	Standing	Green	To be Felled	
S18		महोगनी	70	Standing	Green	To be Felled	
S19		कदम	A-80 B-100	Standing	Green	To be Felled	
S20		महोगनी	A-90 B-40	Standing	Green	To be Felled	
S21		सिरिस	60	Standing	Green	To be Felled	
S22		कदम	A-65 B-45	Standing	Green	To be Felled	
S23		सिरिस	80	Standing	Green	To be Felled	
S24	8+700	अर्जुन	250	Standing	Green	To be Felled	
S25		अर्जुन	300	Standing	Green	To be Felled	
S26		अर्जुन	250	Standing	Green	To be Felled	
S27	10+100	आम	85	Standing	Green	To be Felled	
S28		आम	90	Standing	Green	To be Felled	
S29		जिलेबी	145	Standing	Green	To be Felled	
S30		जामुन	70	Standing	Green	To be Felled	
S31		सिरिस	120	Standing	Green	To be Felled	
S32		कचनार	35	Standing	Green	To be translocated	
S33		कचनार	40	Standing	Green	To be translocated	
S34		कचनार	30	Standing	Green	To be translocated	
S35	10+300	कचनार	30	Standing	Green	To be translocated	

सर्वोपर कुल 8-07  
22/02/2025

प्रबंधक (सिको)	सारास	L.H.S	Total
पु. प्रबंधक (सिको)	पेड़ों की संख्या-	35	35
पु. प्रबंधक (सिको)	कुल-	35	35
पु. प्रबंधक (सिको)	पड़ने वाले पेड़ों की संख्या	7	7
पु. प्रबंधक (सिको)	पड़ने वाले पेड़ों की संख्या	28	28



## 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, Bideshwar-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 & Bideshwar-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 NHA, 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.**

Sl.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 NHA.

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

Sl.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 × 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
Total =			1968.9Lakh or 19.689Cr.

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.	The project usually contributes the growth of local economy by increased commercial and agriculture and tourism activities due to improvement of highway. Following economic benefit due to project below: 1. Reduce pollution level due to better road surface quality and increased traffic speed. 2. Savings of fuel consumption and travel time. 3. Vehicle operation cost will be reduced. 4.Reduction in accidents as it will provide safe travel 5 Social economic growth of unconnected remote area. Based on the economic analysis of the project, Economic Internal Rate of Return (EIRR) is as follows: 12.29% of 765.85Cr. = 94.122Cr.

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	6368	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. *For benefits of CA the guideline of the ministry for NPV estimation may be consulted.	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 x 2 = 718.468 Lakhs.					
		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

*ARaj*

*Jee*

*[Signature]*  
Project Director परियोजना निदेशक  
NHAI, राष्ट्रीय राजमार्ग विकास प्राधिकरण  
PO, Sector, विवेकानंद आश्रमन इकाई, गुवागट

## 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: -**

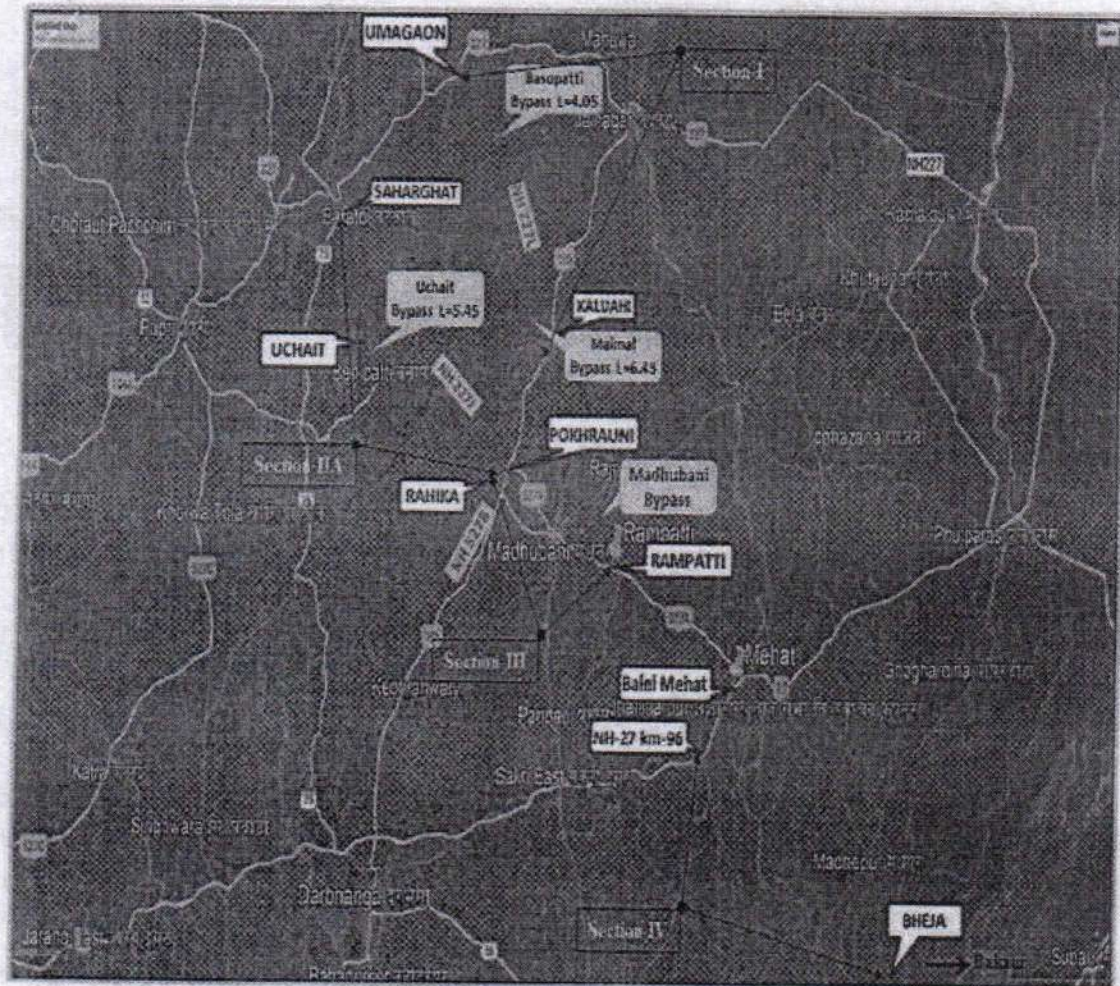


Table: The start and end point of Umagoan to Kaluahi, Saharghat to Rahika, & Bideshwar-asthan to Bheja.					
Sl. No.	Project Roads	Length	Traverse District	Last/Long (Starting)	Last/long (Ending)
1	Umagoan to Saharsa, Package-1, Section-I, II & IV.	73.655 Km	Madhubani	Sec-I: 26°37'10.97"N, 26°27'8.31"N 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., Harlakh, Basopatti, Kaluyahi, Benipatti, Madhwapur, Rahika, Madhepur, Jhanjharpur, Lakhnaur 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 3849 no. of Trees are affected within the proposed Project Section -I, II & IV. A total of 2942 nos. of Tress are needed to cut. List of Plants (907 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: - 907 nos.

Calculation of Identified Land

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

Therefore, Required Area for 907nos =  $10 \times 907 = 9070 m^2$  (0.9 Ha - 1Ha.)

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

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

ARj

Jan



Project Director परियोजना निदेशक  
NHAI, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
PIU Supaul, परियोजना कार्यालय इकाई सुपौल

## 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 ball 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.

ANNEXURE-I

## 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

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Project Director परियोजना निदेशक  
NHAI, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
PIU Supaul, परियोजना कार्यान्वयन इकाई सुपौल

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	Malmal	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
31	Sirampur	0.0000	0.0641

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for

## Annexure-I

Villages wise breakup			
S.no	Village	Forest Land (ha.)	Non-Forest Land (ha.)
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~		11.9364	65.568
Grand Total~		37.507	184.87

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Project Director परियोजना निदेशक  
NHAI, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
PIU Supaul परियोजना कार्यालय इकाई सुपौल

## Annexure-II

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 Basopatti (Km 0+000 to 5+100)	Basopatti Bypass (Km 5+100 to 9+150)
				Basopatti to Maimai (Km 9+150 to 15+180)	Maimai Bypass (Km 15+180 to 21+609)
<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			-	Baswariya to Dhanauja (Km 1+500 to 8+300)
	SH 52			Benipatti to Rahika (Km 13+300 to 26+130)	Dhanauja to Benipatti (Uchhait Bypass) (Km 8+300 to 13+300)
<b>Section-IV:</b> Km 96 Junction of NH 27 at Bideshwara- sthan - 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 (Km 18+900 to 25+915)

MDR- Major District Road, VR- Village Road, SH-State Highway

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Project Director परियोजना निदेशक  
NHAI, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
PMU Supaul, परियोजना कार्यान्वयन इकाई सुपौल

वृक्ष सुरक्षा योजना (Tree Protection Plan)

1	परियोजना का नाम	Umagoan -Kaluahi Saharghat Rahika Bideshwar Bheja	
2	क्रियान्वयन विभाग का नाम	National Highways Authority of India	
3	क्रियान्वयन विभाग के कार्यपालक स्तर के पदाधिकारी का नाम एवं पदनाम	Sri. M.K Parganiha DGM(T)/Project Director	
4	परियोजना के संबंध में एक संक्षिप्त विवरण	Diversion of Forest from Hatwaria near Umagoan Junction to Kaluahi (Section-I) NH-227L, Saharghat to Rahika (Section-II) Nh-227J & Bideshwarasthan to Bheja (section-IV) NH-527A, total length of 73.655 Km.	
5	वृक्षों के पातन/परिक्षण/पुर्नस्थापन का सारांश	वृक्ष सुरक्षा योजना का सारांश	
		योजना स्थल पर कुल वृक्षों की सं०	3593 (earlier) + 156 (supplementary) = 3849
		योजना स्थल पर परिरक्षित किये जाने वाले वृक्षों की सं०	0
		योजना स्थल पर पातित किये जाने वाले वृक्षों की सं०	2805 (earlier) + 138 (Supplementary)= 2943
		योजना स्थल पर पुर्नस्थापित किये जाने वाले वृक्षों	888 (earlier) = 18 (supplementary) = 906
6	पुर्नस्थापन किये जाने वाले वृक्षों हेतु पुर्नस्थापन स्थल का विवरण (GPS) सहित	The details for Translocation of Trees is an strip chart (worked out as per TCS Plan of Contract Agreement) has already been submitted vide this office letter no. 462 dated- 08.11.2023 & letter no. 323 dated- 30.05.2023 GPS coordinated is attached herewith	
7	पुर्नस्थापन होने की स्थिति में पुर्नस्थापन हेतु राशि का उपलब्ध किये जाने तथा पुर्नस्थापन कार्य तकनीकी विशेषज्ञ एजेंसी के माध्यम से कराये जाने संबंधि अन्डरटेकिंग	Attached herewith	
8	पुर्नस्थापन हेतु समय सीमा एवं विकास परियोजना की समय सीमा में उसके समायोजन के संबंध में संक्षिप्त उल्लेख	The Project is to be completed in 910 days from the Appointed date as per Concessionaire Agreement.	

## UNDERTAKING

(Translocation)

I, Project Director, PIU-Supaul, hereby, on behalf of National Highways Authority of India undertake that ***as per the concessionaire Agreement of the subject project the work of Translocation is to be done by the Concessionaire. Further, the Concessionaire vide email dated 27.05.2024 it undertakes that the work of translocation is to be done by an Expert Agency engaged by the Concessionaire.*** Forest land under Forest Division Darbhanga is proposed for "Diversion of Forest from Hatwaria near Umagoan Junction to Kaluahi (Section-I) NH- 227L, Saharghat to Rahika (Section-II) NH227-J & Bideshwarsthan to Bheja (Section-IV) NH-527A, total length of 73.655 km."



DGM(T)/Project Director  
NHAI, PIU-Supaul